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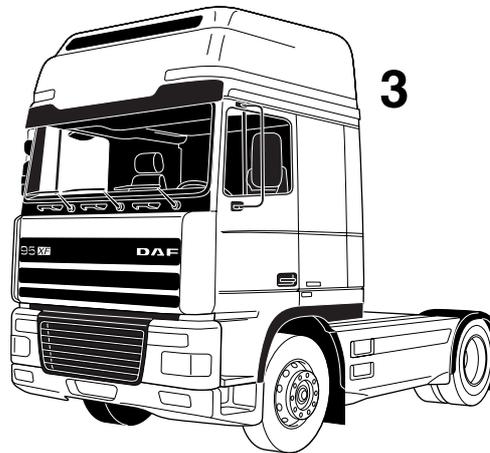
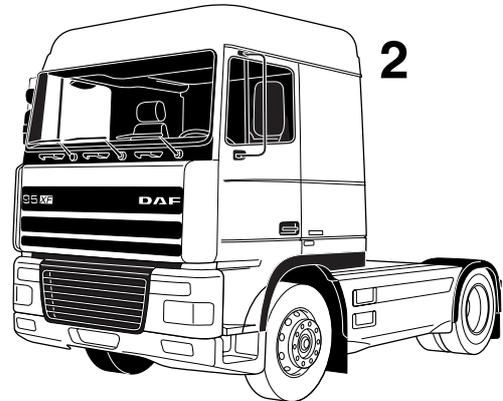
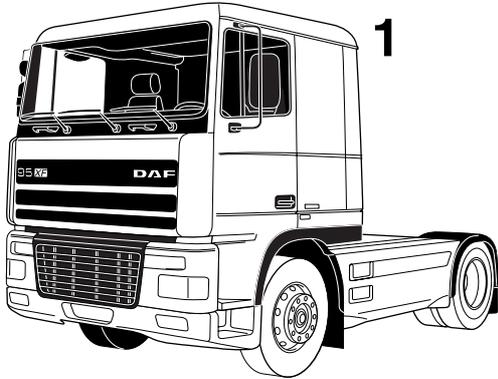
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1. INTERNAL AND EXTERNAL CAB COMPONENTS

1.1 GENERAL

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Legend

1. Comfort Cab (type designation XL)
2. Space Cab (type designation XH)
3. Super Space Cab (type designation XC)

0**Main dimensions**

Tilting angle	58.5°
Cab width	2490 mm
Cab length	2250 mm
Cab height (unloaded, tyre size 315/80R22.5):	
XL	3225 mm
XH	3525 mm
XC	3850 mm
With open roof hatch	height + 60 mm

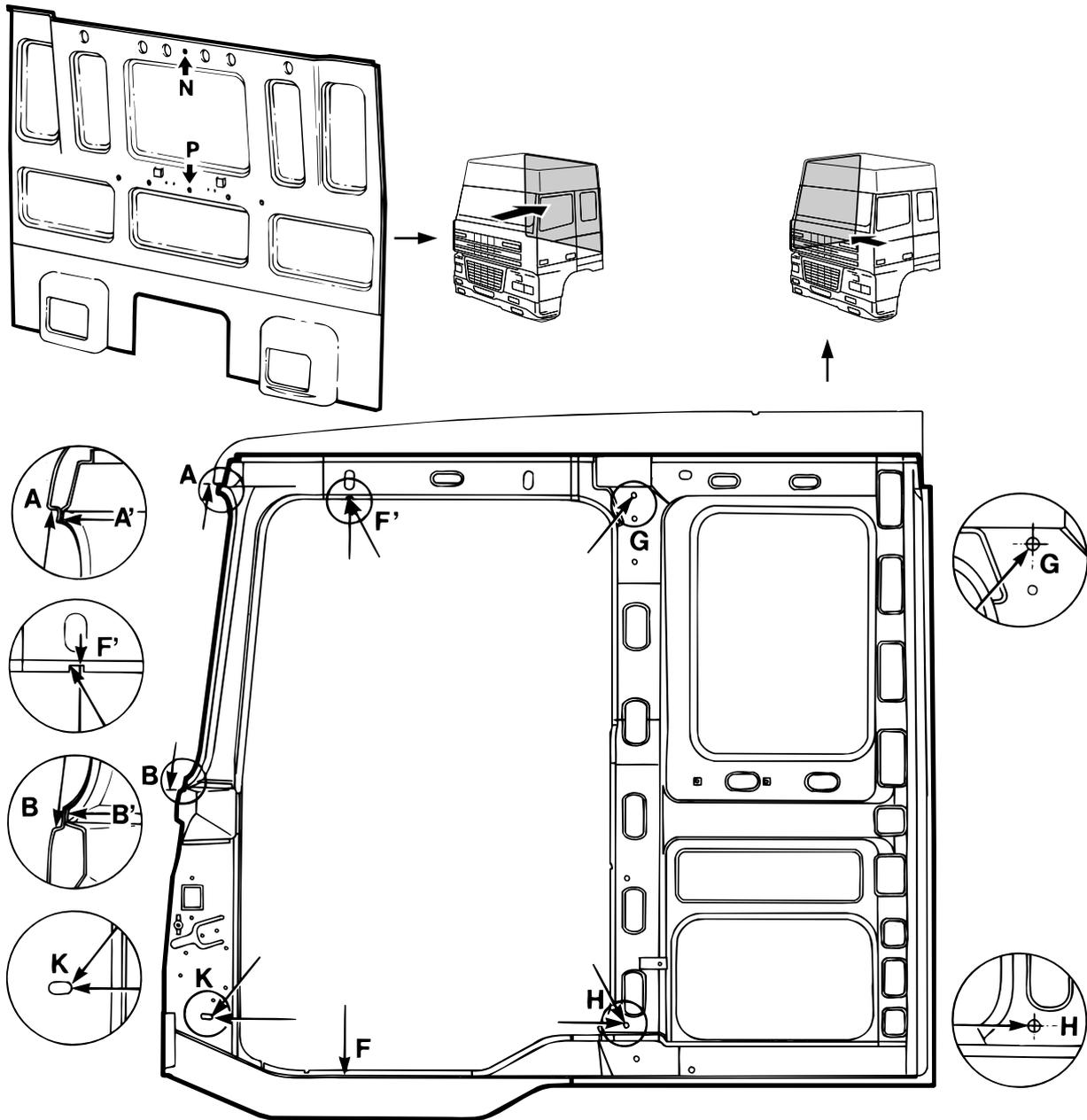
Doors

Material	galvanised sheet steel
Opening angle of doors	80°

Steering column

Tilting angle	15°
Height adjustment	85 mm

Recommended cab dimensions



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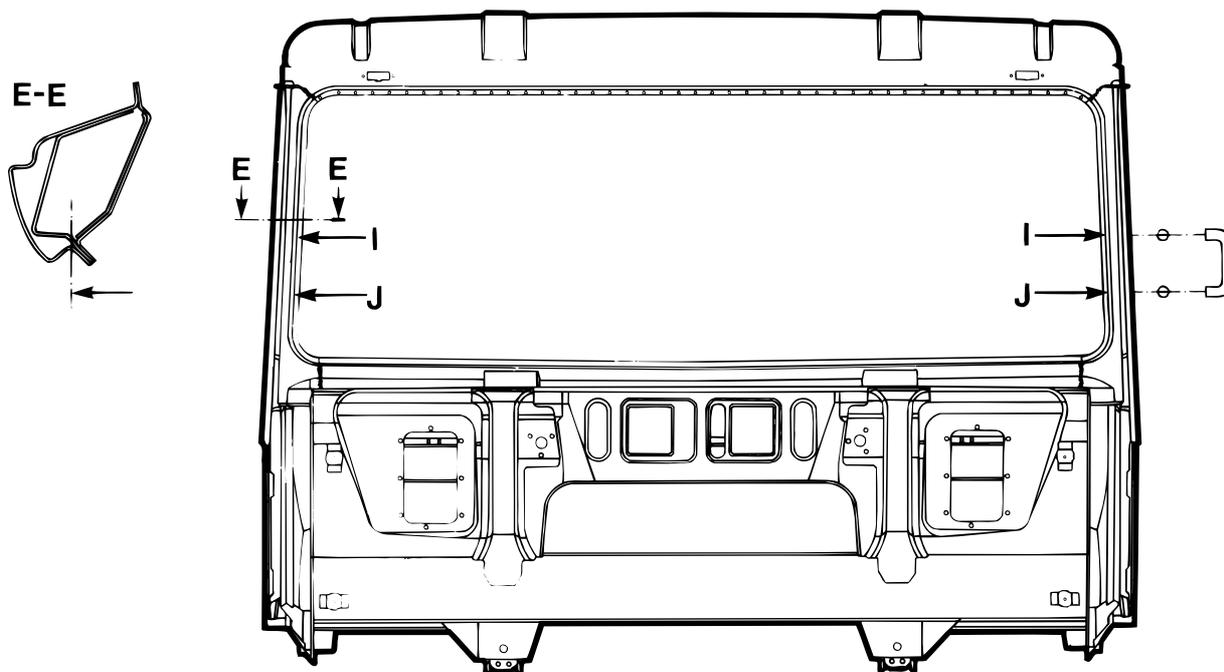
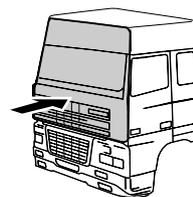
Recommended dimension between measuring points on the same cab side.

F - F'	1472 mm
F' - H	1509 mm
G - K	1700 mm
K - H	1018 mm
F' - G	725 mm
A - B	790 mm
A' - N	1935 mm
B' - P	2096 mm

Recommended dimension between measuring points on opposite cab sides.

G - G'	2260 mm
G - F	2351 mm
G - K	2801 mm
F - H	2681 mm
F - F'	2210 mm

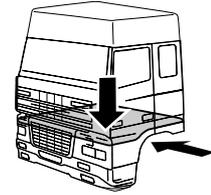
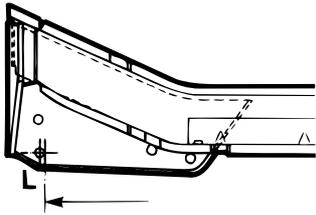
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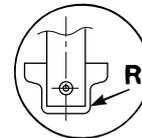
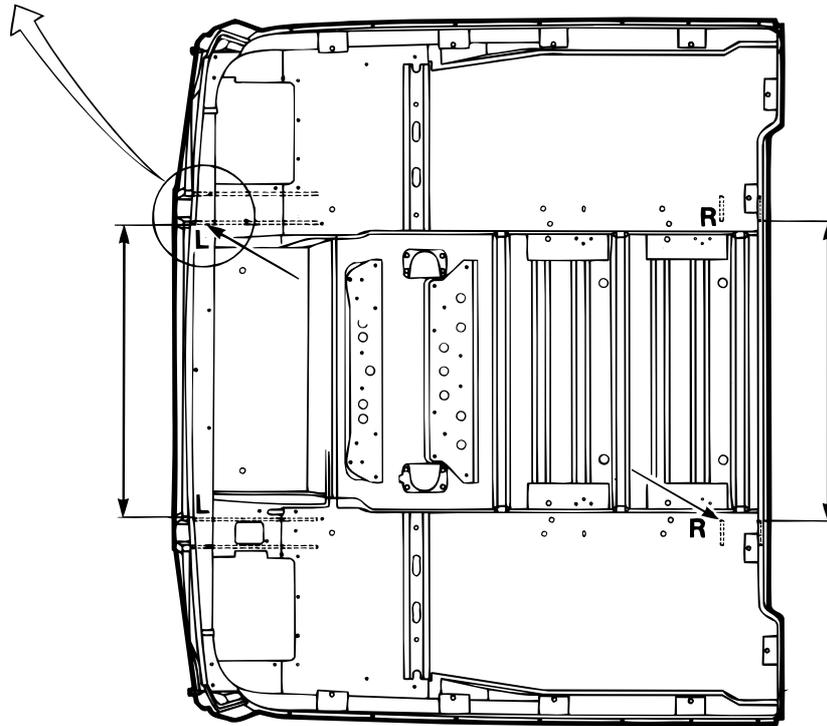
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Recommended dimensions at the cab front

I - I	2230 mm
J - J	2275 mm



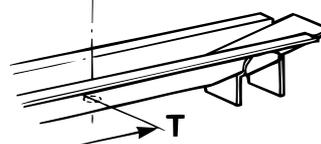
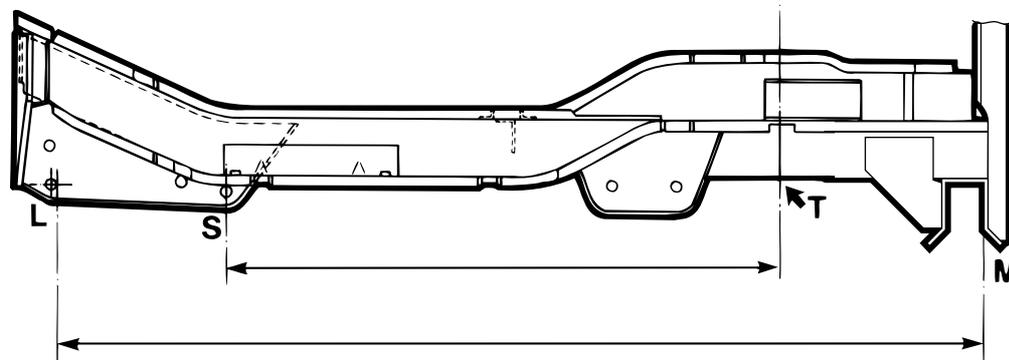
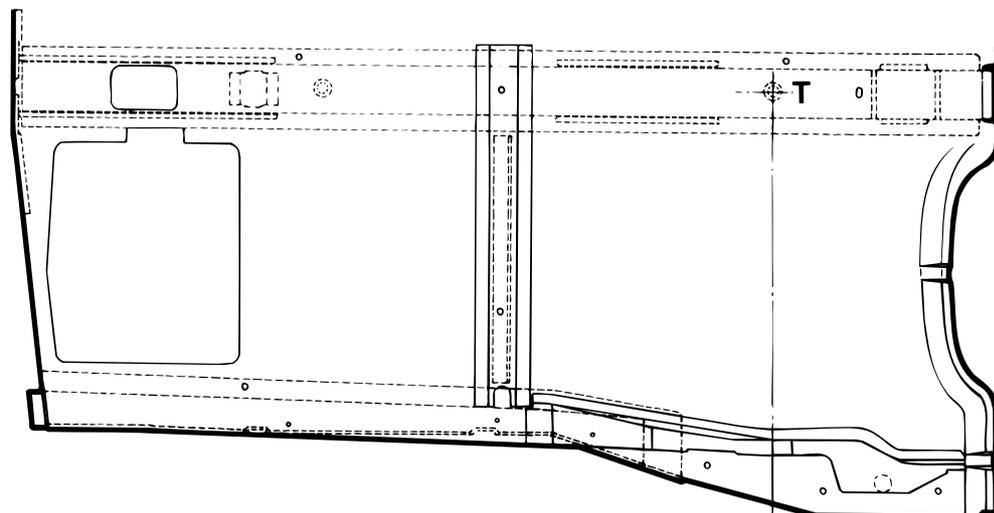
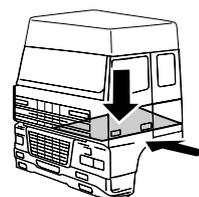
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L - L	1025 mm
R - R	1025 mm
L - R	2239 mm

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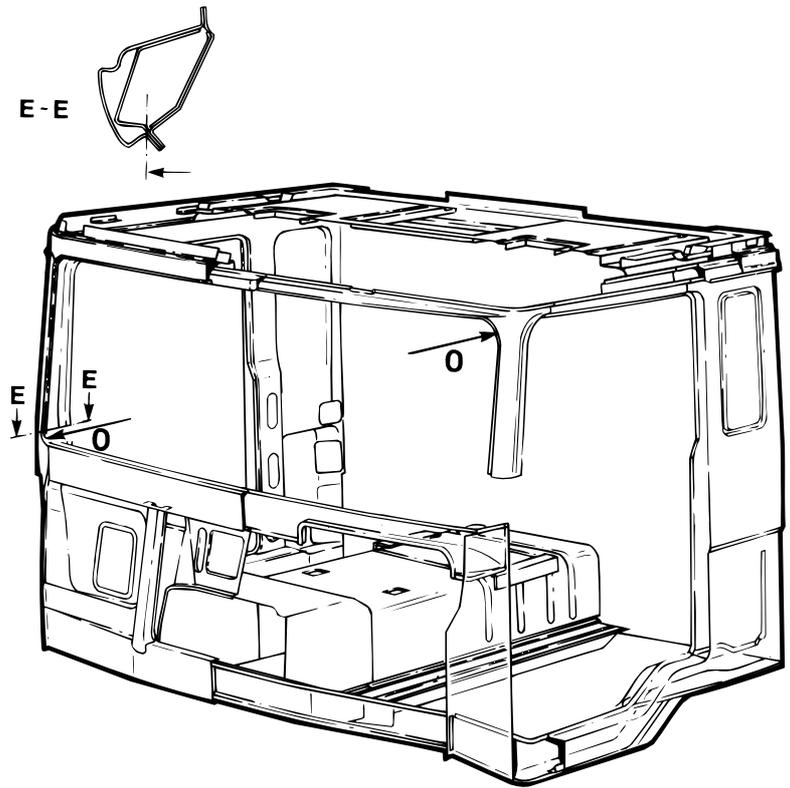


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Recommended dimensions on cab floor

L - M 2061 mm

S - T 1554 mm



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O - O

2350 mm

Glues and other application compounds for synthetic/rubber/polyester components

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Application compounds for rubber and synthetic components			
Product name	Properties	Application	DAF number
Dow Corning 752	Working time within 15 min. Maximum drying time 24 hours	Silicone mastic for sealing the floor parts (connector and steering column feed-through) Minimum bead thickness 4 mm	0693628
Loctite 401	Caution: drying time within a few seconds Curing time 12 hours	Superfast adhesive for gluing fixed door window rubber to window pillar	1246863

Glues and other application compounds for gluing the Super Space Cab roof			
Product name	Properties	Application	DAF number
Sikaflex 252 white	Working time within 15 min. Curing time 2 days (48 hours)	Glue (drip channel) for gluing the polyester roof	1286578
Sikaflex 260 black	Working time within 15 min. Curing time 2 days (48 hours)	Glue (cab front) for gluing the polyester roof	1286577
Sika primer SP 209N	Minimum drying time 15 min. Maximum drying time 24 hours	Primer for polyester/synthetic components	1240547
Sika cleaner SC 205	Minimum drying time 5 min.	Cleaning agent for polyester/synthetic components	1240548
Sika Remover SR 208		Glue remover for removing glue that has not yet cured	1241019
Scotch-Brite Very Fine (red)		Abrasive for sanding/roughening the polyester/synthetic components to be glued	1387921

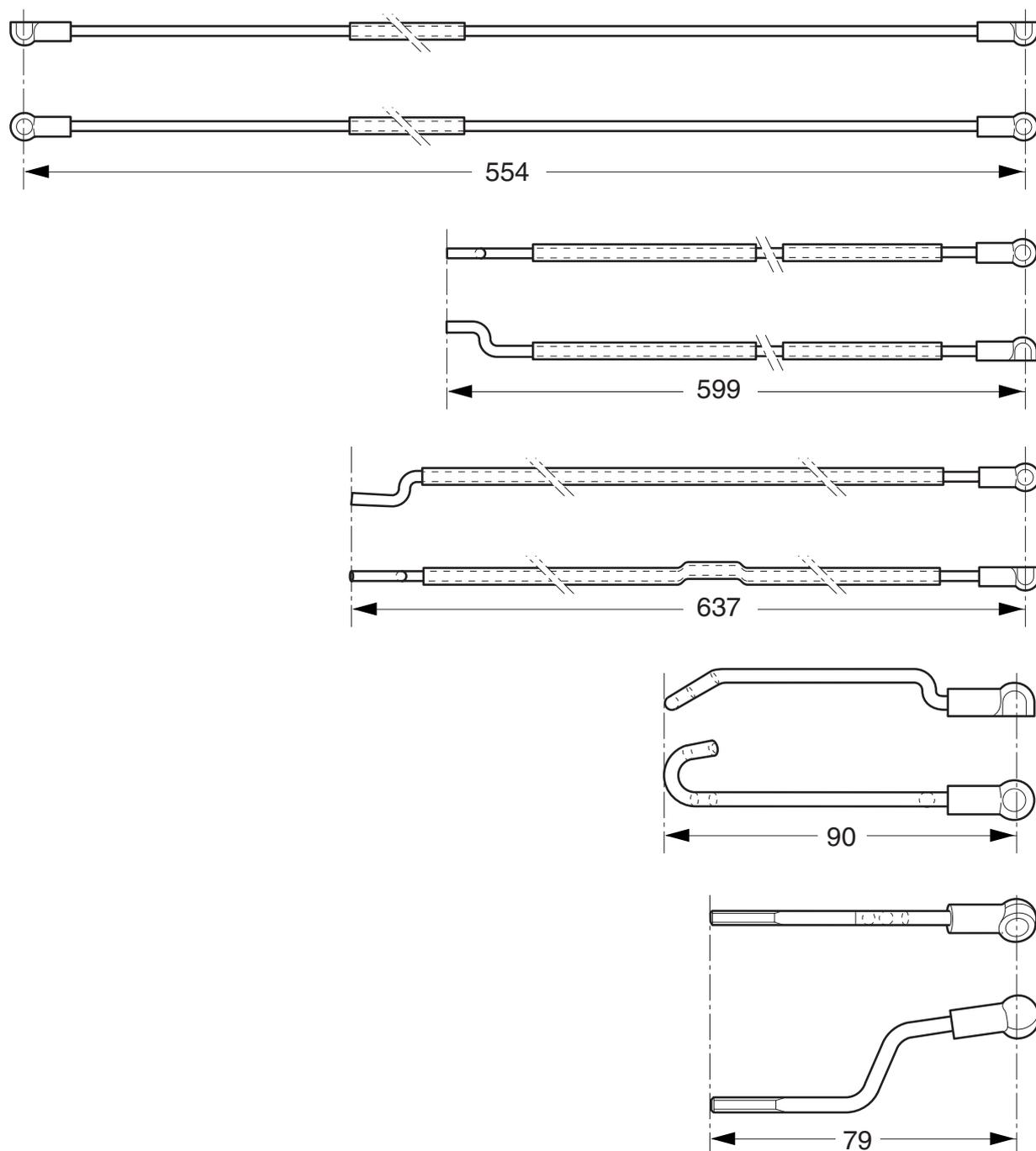
Glues and other application compounds for gluing the Super Space Cab plastic sun visor/plastic roof window			
Product name	Properties	Application	DAF number
Sikaflex 260 black	Working time within 15 min. Curing time 2 days (48 hours)	Glue/sealant for gluing/sealing the plastic sun visor/plastic roof window	1286577
Sika primer SP 209N	Minimum drying time 15 min. Maximum drying time 24 hours	Primer for polyester/synthetic components	1240547
Sika cleaner SC 205	Minimum drying time 5 min.	Cleaning agent for polyester/synthetic components	1240548
Sika remover SR 208		Glue remover for removing glue that has not yet cured	1241019
Scotch-Brite Very Fine (red)		Abrasive for sanding/roughening the polyester/synthetic components to be glued	1387921

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Adjustment dimensions of door locking mechanism rods

Note:

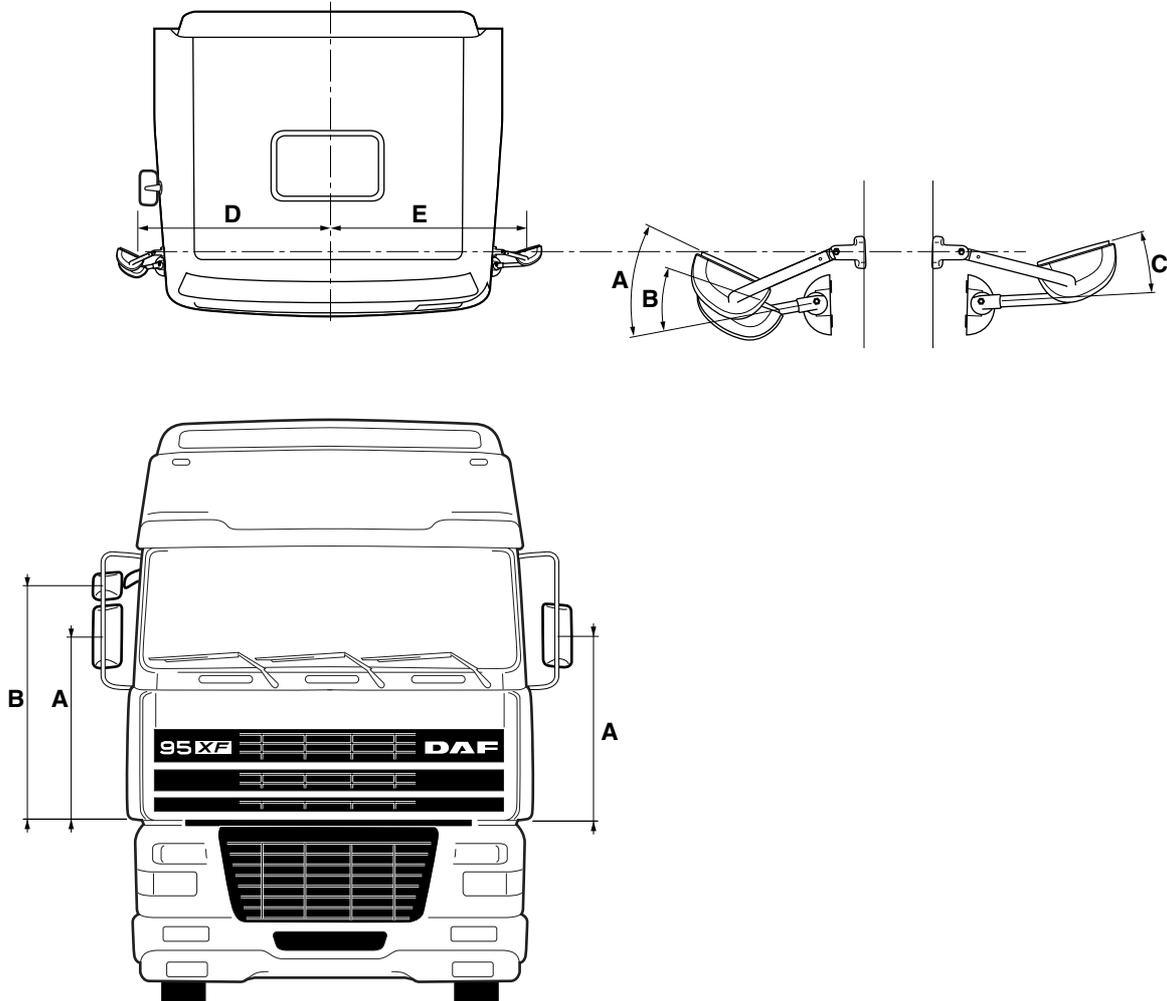
Dimensions in mm, measured from ball joint centre-to-centre or from ball joint centre to extreme end of the rod.



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Adjustment dimensions of exterior mirrors without dead angle exterior mirror

Model without integrated bracket



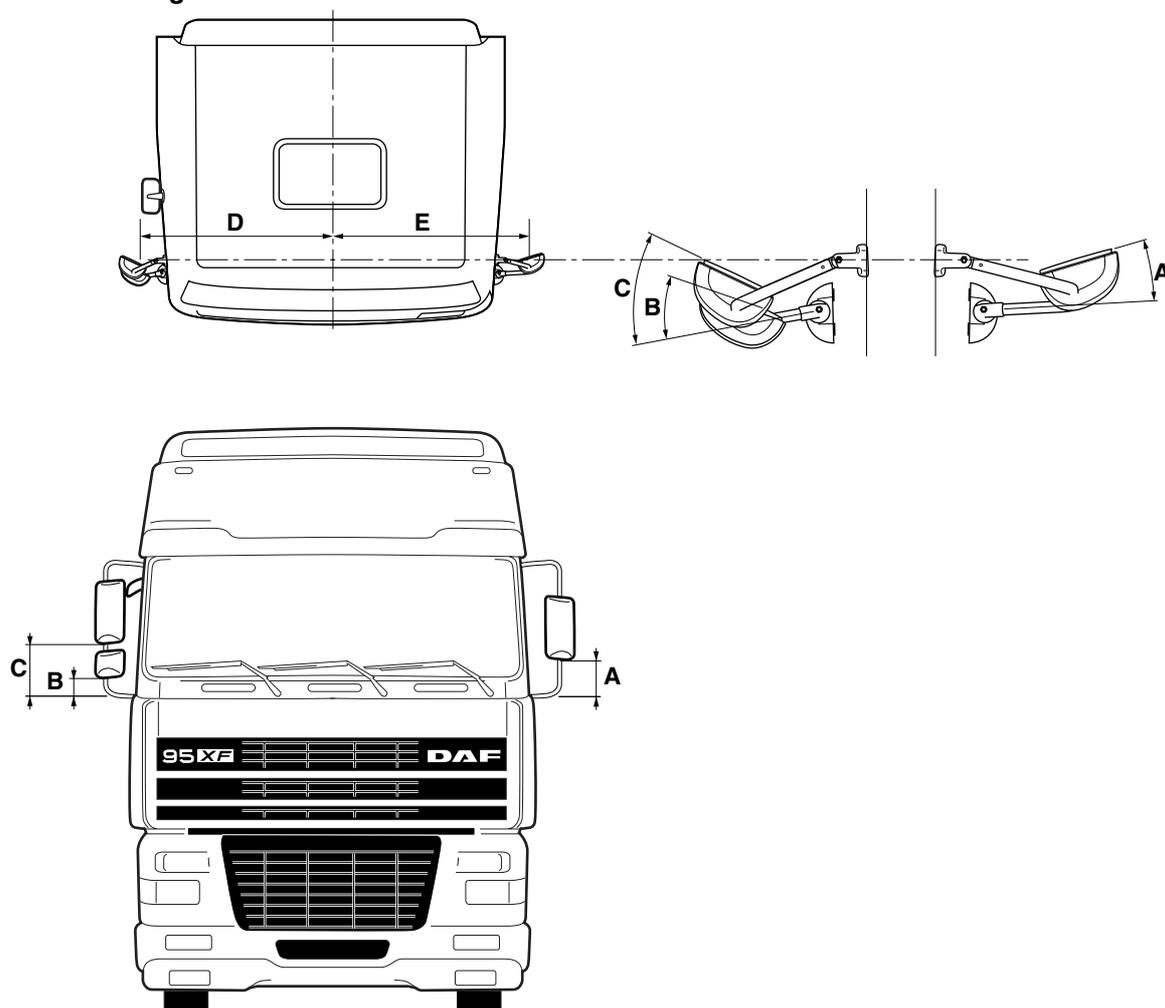
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Size	Normal (mm)	Normal adjustment angle
A ⁽¹⁾	966	32°
B ⁽¹⁾	1293	29°
C		20°
D ⁽²⁾	1410	
E	1450	

(1) Relative to the cab floor
 (2) Main mirror

Model with integrated bracket

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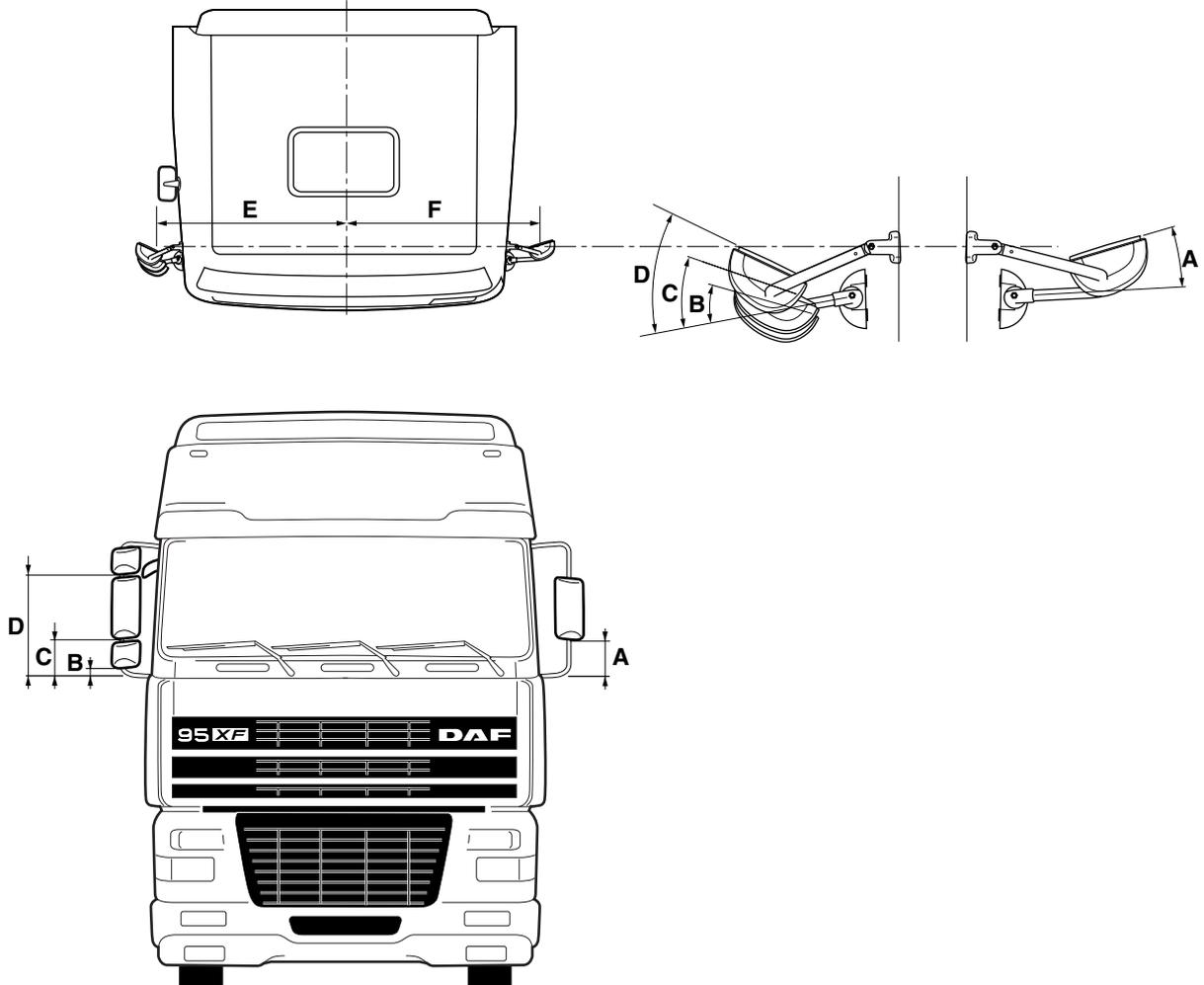
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Size	Normal (mm)	Normal adjustment angle
A	387	16°
B	147	66°
C	370	76°
D ⁽¹⁾	1387	
E	1406	

(1) Main mirror

Adjustment dimensions of exterior mirrors with dead angle exterior mirror

Model with integrated bracket



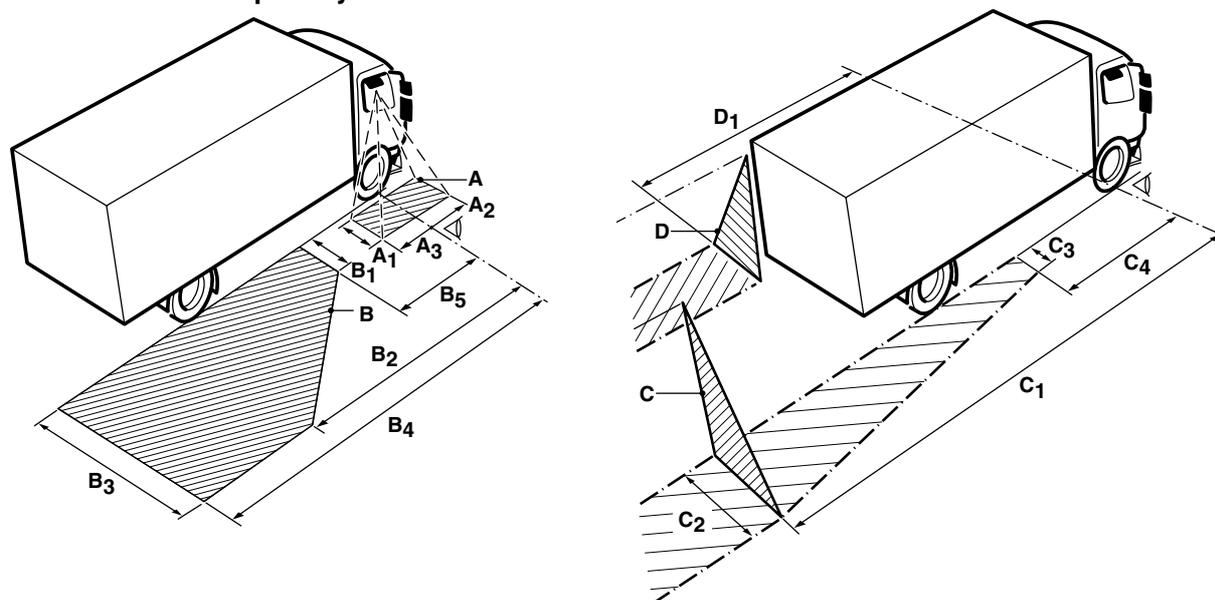
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Size	Normal (mm)	Normal adjustment angle
A	387	16°
B	84	56°
C	255	76°
D	640	76°
E ⁽¹⁾	1387	
F	1406	

(1) Main mirror

Dimensions of compulsory field of vision

0



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Mirror	size 1	size 2	size 3	size 4	size 5
Pavement mirror [A]	1 m	1 m	1.25 m		
Wide-angle exterior mirror [B]	2.5 m	15 m	12.5 m	25 m	3 m
Main exterior mirror on co-driver's side [C]	30 m	3.5 m	0.75 m	4 m	
Main exterior mirror on driver's side [D]	10 m	2.5 m			

Note:

The field of vision dimensions of the dead angle exterior mirror are not shown in the illustration and the table because use of this mirror is not required by law.

95XF series

Internal and external cab components

Headlights

Height adjustment - 1.0 %

Windscreen wiper motor

Motor speed 1 35 rpm

Motor speed 2 50 rpm

Heater fan series resistor

- R1 4.2 ± 10%

- R2 1.4 ± 10%

- R3 2.2 ± 10%

Fan setting:

- 1 R1+R2+R3

- 2 R2+R3

- 3 R3

- 4 no resistor

Heater control

Colour of control cables:

- Heater valve	LHD	red
	RHD	blue
- Defroster valve	LHD	green
	RHD	yellow
- Foot valve	LHD	black
	RHD	green

Doors

Adjustment dimensions:

- gap size (from front post, except for corner piece)	8 ± 2 mm
- maximum wedge shape of gap	2 mm
- transition between door-cab:	
- inwards relative to front post	0 -1 mm
- outwards relative to rear post	0 -1 mm

1.2 TIGHTENING TORQUES

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The tightening torques stated in this section are different from the standard tightening torques included in the overview of standard tightening torques. Any other threaded connections that are not specified must therefore be tightened to the tightening torque stated in the overview of standard tightening torques.

When attachment bolts and nuts are to be replaced, it is important that they are of exactly the same length and property class as the ones removed, unless stated otherwise.

Windscreen wiper unit

Motor shaft nut	38 Nm
Windscreen wiper arm nut	18 Nm
Windscreen wiper arm bracket lock nut M20	18 Nm
Threaded holes in bulkhead	
windscreen wiper arm bracket	silicone sealant

Clutch pedal

Sealant for end of clutch pedal spindle	silicone sealant
Recessed locking bolt	according to standard ⁽¹⁾

Steering column

Universal joint attachment bolts	54 Nm ⁽²⁾
Steering wheel attachment nut	65 Nm

Door

Door limiter attachment nut M6	10 Nm
Hinge attachment bolts	30 Nm
Lock plate attachment bolts	18 Nm ⁽¹⁾
Striker plate (cab)	23 Nm
Window crank attachment screw	according to standard ⁽¹⁾

Grille

Grille-side hinge attachment bolts	15 Nm
Threaded holes in bulkhead	
Hinge on cab side	silicone sealant

Exterior mirrors

Pavement mirror adjusting nut	7.0 - 8.1 Nm
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Model with integrated arm:

attachment nut M8 for lower pivoting point of D-shaped arm:

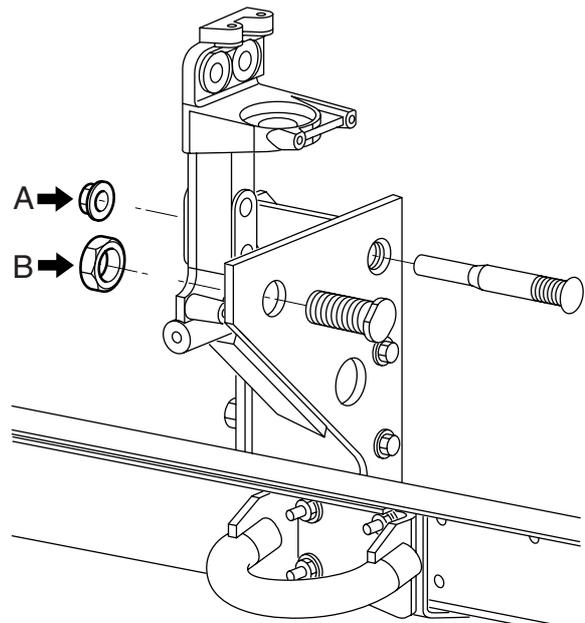
- driver's side	22 Nm
- co-driver's side	27 Nm

Front Underrun Protection leaf-sprung model (without towing device)

Attachment bolt A	170 ± 15 Nm ⁽¹⁾
Attachment bolt B (with towing device)	170 ± 15 Nm ⁽¹⁾
Attachment bolt A	170 ± 15 Nm ⁽¹⁾
Attachment bolt B	260 Nm ⁽¹⁾

⁽¹⁾ Secure with Loctite 243

⁽²⁾ **Always** replace the attachment bolt and nut



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2. CAB SUSPENSION

2.1 GENERAL

The F249 cab is mounted to the chassis at four points with adjustable coil spring or air suspension elements. These have integral shock absorbers.

Adjustment dimensions of cab with coil spring/air suspension elements

Size A ± 5 mm	227.7 mm
Size B ± 5 mm	272.5 mm

Size A: distance between top of front cross member and bottom of stabiliser

Size B: distance from top of suspension bracket to centre of cab lock/suspension bolt

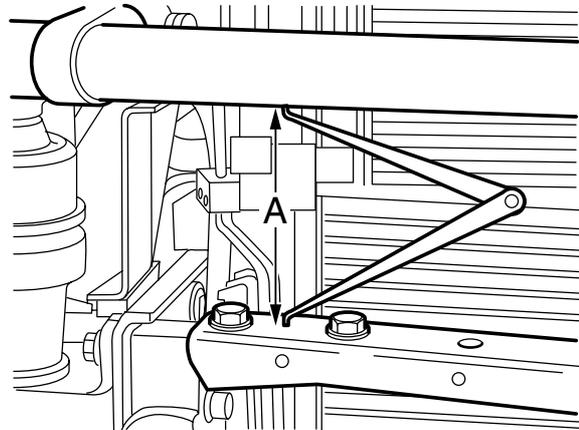
Note:

Measurements for unloaded cab and normal system pressure

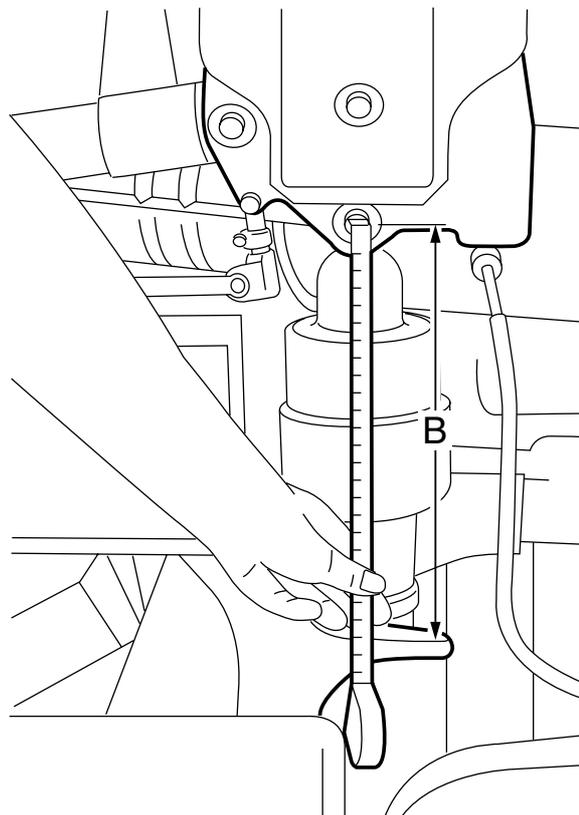
The coil spring elements can be adjusted in 4 steps of 3 mm.

Spring distance of coil spring and air suspension elements:

Front	approx. 80 mm (+40/-40)
Rear	approx. 64 mm (+32/-32)



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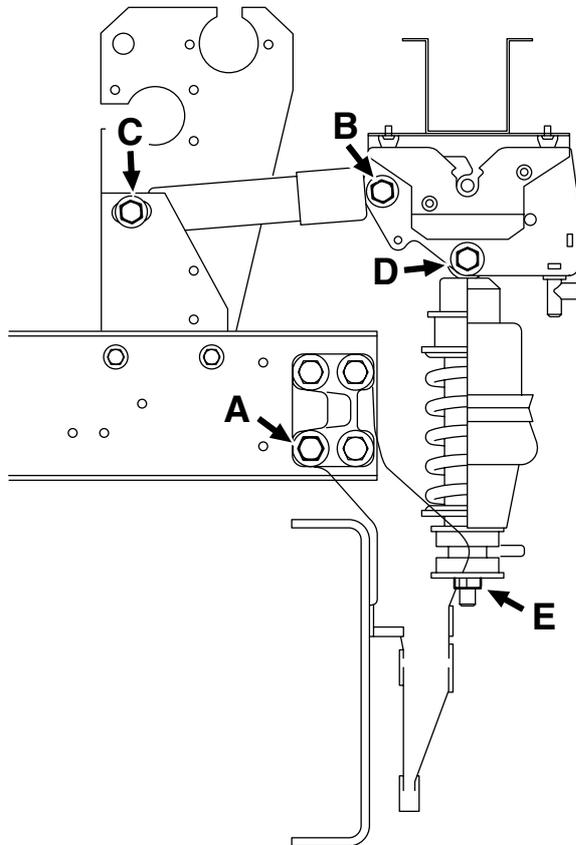
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2.2 TIGHTENING TORQUES

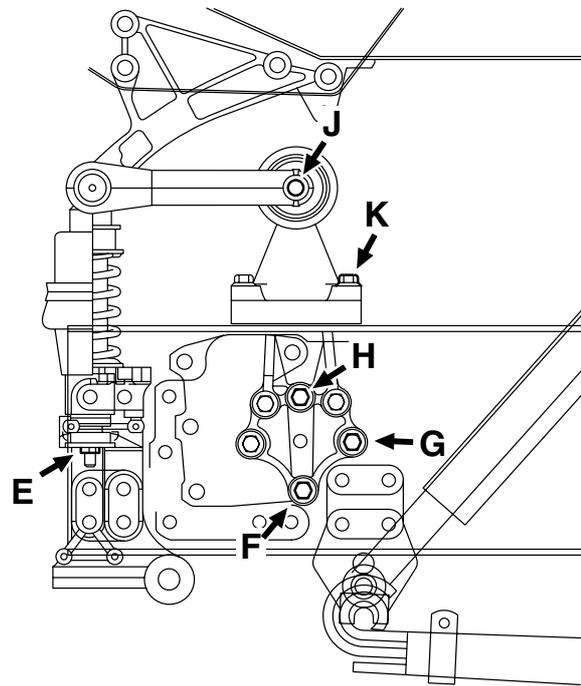
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When attachment bolts and nuts are to be replaced, it is important that they are of exactly the same length and property class as the ones removed, unless stated otherwise.

Cab suspension



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Position	Description	Tightening torque
A	Rear bracket attachment bolt M16 x 110	260 ± 20 Nm + 90° angular displacement
B	Rear horizontal shock absorber attachment bolt M14 x 65	170 ± 15 Nm
C	Rear horizontal shock absorber attachment bolt M14 x 110	170 ± 15 Nm
D	Rear shock absorber attachment bolt M14 x 65	170 ± 15 Nm
E	Self-locking nut M14 for front and rear spring element	50 Nm
F	Front right-hand side bracket fastening bolt M16 x 50	260 ± 20 Nm
G	Front right-hand side bracket fastening bolt M16 x 70	260 ± 20 Nm
H	Front right-hand side bracket fastening bolt M16 x 100	260 ± 20 Nm
J	Vibration damper locating bolt M18 x 145	360 ± 30 Nm ⁽¹⁾
K	Front left-hand side bracket fastening bolt M14 x 70	170 ± 15 Nm

(1) Secure with Loctite 243

3. CAB TILTING GEAR

3.1 GENERAL

Lifting cylinder

Nominal pressure 400 bar

Cab tilting pump

Nominal pressure 400 bar
 Displacement 4 cm³
 Pressure-limiting valve 400 + 50 bar
 Level check/filler plug pressure-relief valve 2.5 bar

3.2 TIGHTENING TORQUES

The tightening torques stated in this section are different from the standard tightening torques included in the overview of standard tightening torques. Any other threaded connections that are not specified must therefore be tightened to the tightening torque stated in the overview of standard tightening torques.

When attachment bolts and nuts are to be replaced, it is important that they are of exactly the same length and property class as the ones removed, unless stated otherwise.

Lifting cylinder

Lifting cylinder cab support attachment bolts 260 Nm
 Chassis support attachment bolt 60 Nm
 Non-return valve seat 40 - 45 Nm

3.3 FILLING CAPACITIES

Cab tilting pump

Capacity of reservoir 625 cm³

4. SEATS

4.1 TIGHTENING TORQUES

The tightening torques stated in this section are different from the standard tightening torques included in the overview of standard tightening torques. Any other threaded connections that are not specified must therefore be tightened to the tightening torque stated in the overview of standard tightening torques.

When attachment bolts and nuts are to be replaced, it is important that they are of exactly the same length and property class as the ones removed, unless stated otherwise.

Seats

Seat attachment bolts M8	20 - 25 Nm
Attachment of seat belt mechanism 7/16" UNF-2B	30 - 40 Nm

5. ACCESSORIES

5.1 GENERAL

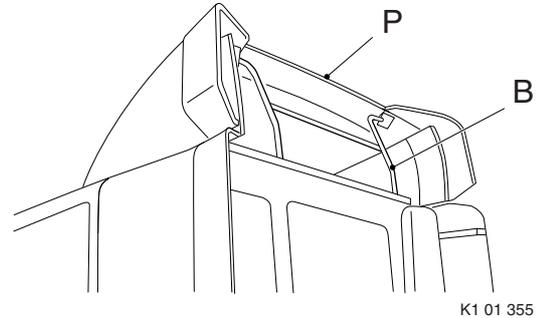
The roof spoiler height of the 'aerodynamic' roof spoiler can be adjusted with the adjusting mechanism (B).

Roof spoiler setting range [mm]

	aerodynamic
Comfort Cab (XL)	630 - 810
Space Cab (XH)	370 - 515
Super Space Cab (XC)	N/A

Note:

The size stated in the table represents the distance measured between the highest roof spoiler edge (P) and the cab roof plate local to the vehicle centreline.



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1. CAB HEATING**1.1 CAB HEATING FAULT-FINDING TABLE**

COMPLAINT: CAB TEMPERATURE TOO HIGH	
Possible cause	Remedy
Heater valve cannot be fully closed.	Check the setting of the heater valve.

2. CAB SUSPENSION

2.1 FAULT-FINDING TABLE, CAB SUSPENSION

Air-sprung cab

COMPLAINT: SUSPENSION TOUCHES BUMP STOP	
Possible cause	Remedy
Incorrectly adjusted suspension.	Check setting.
Leaking spring element.	Replace spring element.
Defective height control valve.	Replace height control valve and adjust suspension.
Defective valve.	Replace valve.

COMPLAINT: INSUFFICIENT LATERAL DAMPING	
Possible cause	Remedy
Worn or damaged horizontal dampers at the rear of the cab.	Replace both dampers.
Worn or damaged silentblocks in front cab suspension.	Replace both silentblocks.

COMPLAINT: AIR LEAKAGE	
Possible cause	Remedy
Damaged air bellows.	Replace air bellows.
Leakage in line connections.	Check line connections.
Internal leakage of height control valve.	Replace height control valve.

2.2 FAULT-FINDING TABLE, CAB TILTING MECHANISM

1

COMPLAINT: TILTING CYLINDER FAILS TO RESPOND	
Possible cause	Remedy
Damaged or broken pipe.	Replace pipe or connection.
Pump reservoir empty.	Top up reservoir and check for leaks.
Worn or damaged cylinder lubricating ring.	Replace the cylinder or fit a reconditioning set.

COMPLAINT: PUMP ROD REBOUNDS	
Possible cause	Remedy
Return stroke leakage.	Replace the tilting pump.

COMPLAINT: PUMP ONLY FUNCTIONS IN THE LAST PART OF THE STROKE	
Possible cause	Remedy
Low oil level in oil reservoir.	Top up oil reservoir.
Leaking inlet valve (ball).	Remove the two-way valve and check the inlet valve. Clean it or fit a reconditioning set.
Polluted inlet strainer.	Clean reservoir and strainer.

COMPLAINT: PUMP OPERATES WITH DIFFICULTY, CYLINDER DOES NOT RESPOND	
Possible cause	Remedy
Two-way valve incorrectly fitted after repair.	Remove the notched pin from the two-way valve and turn it through 180°. Refit the notched pin in the two-way valve.

COMPLAINT: PUMP FAILS TO GENERATE PRESSURE	
Possible cause	Remedy
Reservoir level too low.	Top up the reservoir.
Leaking inlet valve (ball).	Remove the two-way valve and check the inlet valve. Clean it or fit a reconditioning set.
Worn or damaged "O"-rings on the two-way valve.	Fit a reconditioning kit.
Pressure release valve incorrectly set.	Check the pressure release valve (using a pressure gauge only) and adjust, if necessary.

COMPLAINT: CAB LOCK CANNOT BE OPENED	
Possible cause	Remedy
Damaged or broken pipe.	Replace pipe or connection.
Jammed piston in locking mechanism.	Repair or replace the locking mechanism.

COMPLAINT: CAB CANNOT BE TILTED	
Possible cause	Remedy
Jammed piston in cab locking mechanism.	Repair or replace the locking mechanism.
Pump fails to generate pressure.	Check the operation of the pump.

3. SEATS

3.1 FAULT-FINDING TABLE, ISRINGHAUSEN 6800 SERIES

COMPLAINT: SEAT FAILS TO RISE	
Possible cause	Remedy
Insufficient system pressure.	Check air supply to the seat.
Blocked bleeding system.	Check bleeding system.
The level control valve pins do not touch the running surface of the control discs.	Place seat in its highest position.

COMPLAINT: SEAT MOVES UP AND DOWN INDEPENDENTLY (UNLOADED)	
Possible cause	Remedy
Not a functioning fault, but excessive resistance in the system itself.	

COMPLAINT: SEAT MOVES UP AND DOWN INDEPENDENTLY (LOADED)	
Possible cause	Remedy
Leaking pneumatic system	Check level control valve, air suspension and air pipes for leakage. Replace components or repair air pipe.
Cylinder in control disc unit fails to return to the original position.	Loosen cylinder attachment screws and tighten slightly (2 Nm).

COMPLAINT: SEAT HEIGHT CANNOT BE ADJUSTED	
Possible cause	Remedy
Adjustment cylinder does not move.	During upward operation of the height control valve, check whether the pipe (16) blows off and during downward operation, whether the pipe (16, 17) blows off. If so, replace the adjustment cylinder.
Defective height adjustment valve (E).	Detach air pipes (9) and (11) from valve (D). Check whether air is blown off during operation. If not, check whether the control button is controlling the valve. Replace the valve or control button (depending on the fault).
Defective switch valve (C).	Disconnect air pipes (5) and (6) and operate height control up and down. If air escapes from the pipes (5) and (6), replace the valve (C).

COMPLAINT: SEAT MOVES TO TOP-MOST POSITION AND IS NOT SPRUNG	
Possible cause	Remedy
Air connections not installed according to diagram.	Correct the incorrect connection(s).

COMPLAINT: BLOWS OFF CONTINUOUSLY AND IS PERMANENTLY IN TOP POSITION	
Possible cause	Remedy
Air connections not installed according to diagram.	Correct the incorrect connection(s).

COMPLAINT: SEAT FUNCTIONS BUT CANNOT MOVE DOWN	
Possible cause	Remedy
Kinks in air pipe.	Check the air pipes for kinks.

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4.18 Removal and installation, engine brake switch	4-20	0209
4.19 Removal and installation, parking brake switch/brake light switch	4-21	0209
4.20 Removal and installation, door panel	4-22	0209
4.21 Removal and installation, door locking mechanism	4-25	0209
4.22 Removal and installation, manually operated window mechanism	4-27	0209
4.23 Removal and installation, electrically operated window mechanism	4-28	0209
4.24 Removal and installation, interior lighting	4-29	0209
4.25 Removal and installation of roof console in Space Cab and Comfort Cab to install accessories	4-30	0209
4.26 Removal and installation of roof console components in Super Space Cab to install accessories	4-32	0209

1. SAFETY INSTRUCTIONS



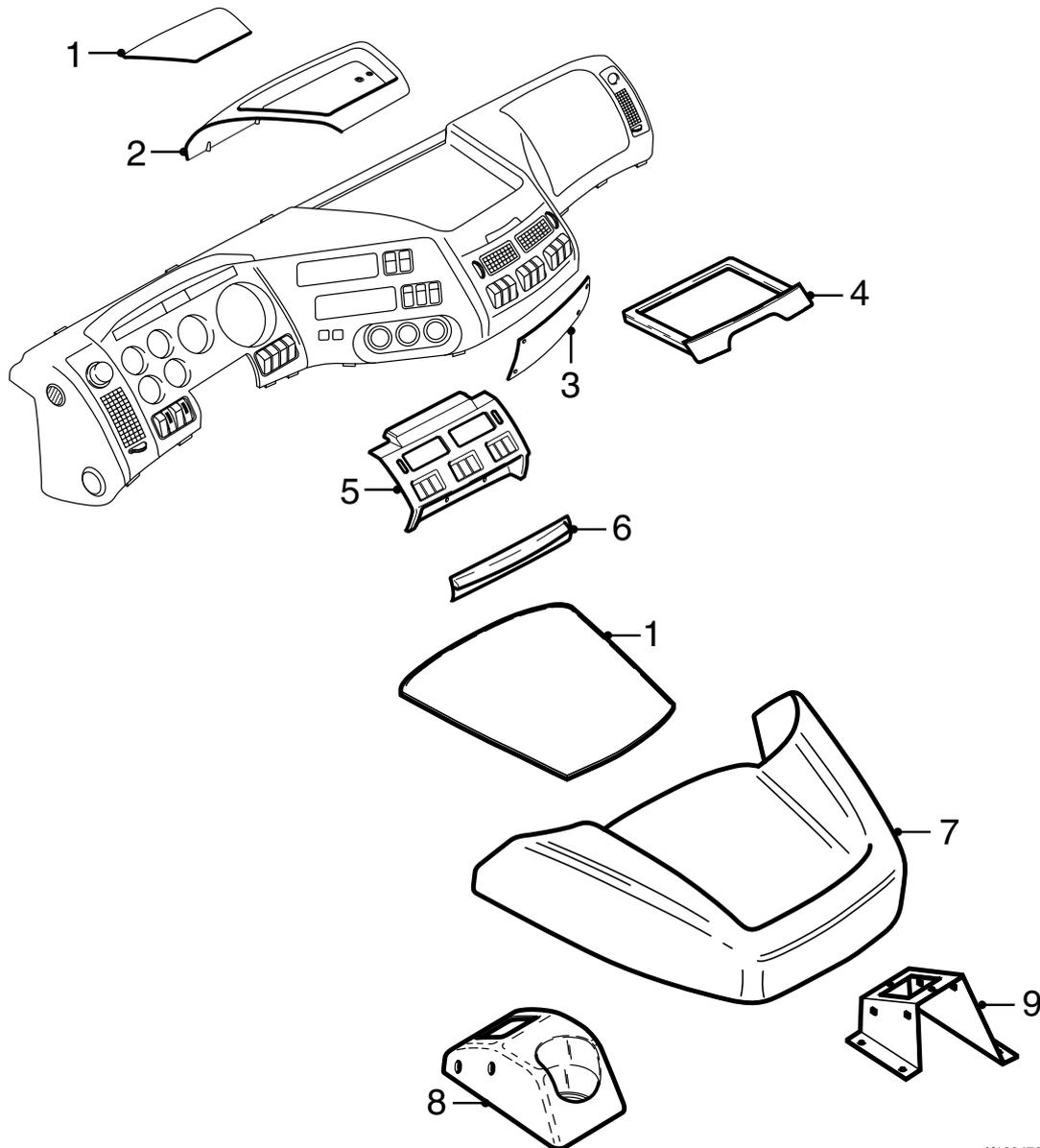
You can stop the cab tilting forward at any time by turning the tap to the reverse tilting position.



If the vehicle has been involved in a collision, the cab must under no circumstances be tilted without due precautions. The internal mechanism of the lifting cylinder may have been damaged to such an extent that the cylinder is no longer locked by the internal stop collar. In that case there is a danger of the cab no longer being held back and falling forward to the ground.

2. GENERAL

2.1 OVERVIEW DRAWING, INTERIOR CAB COMPONENTS

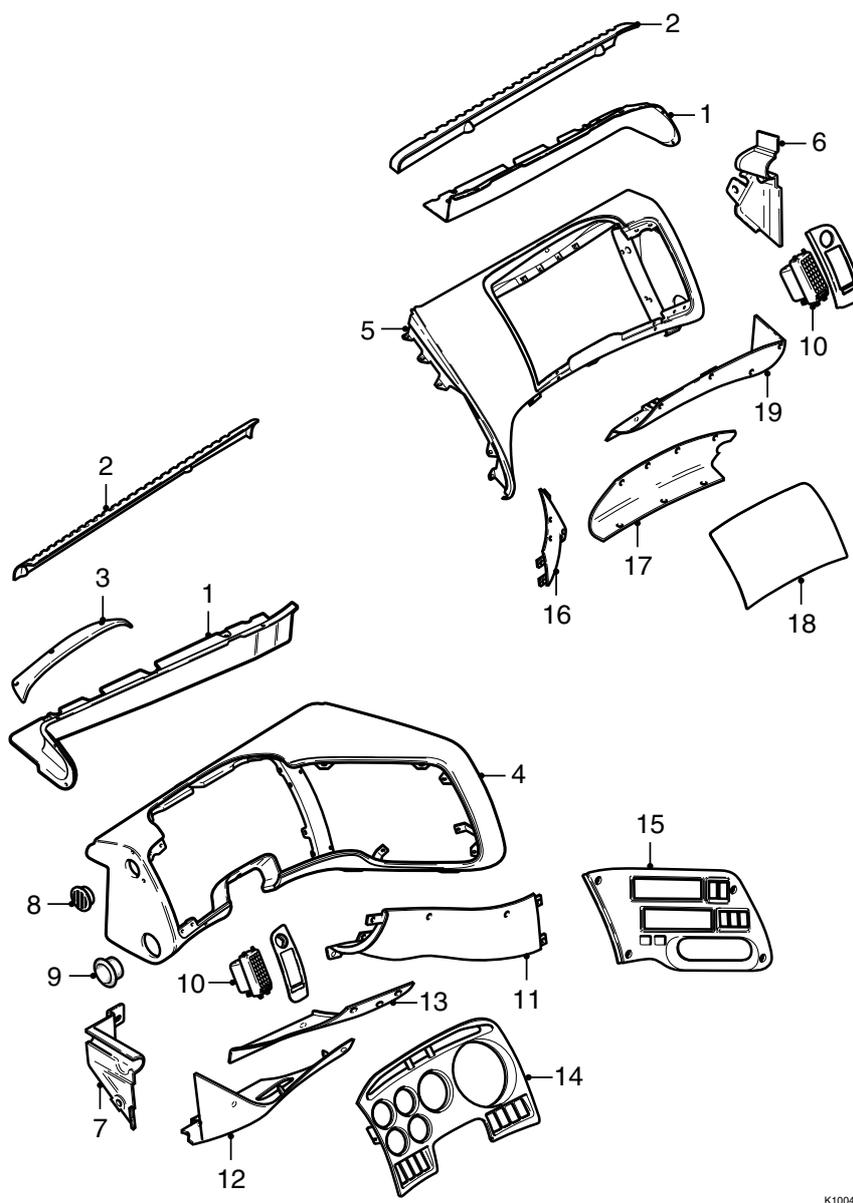


K100476

Centre console

Legend

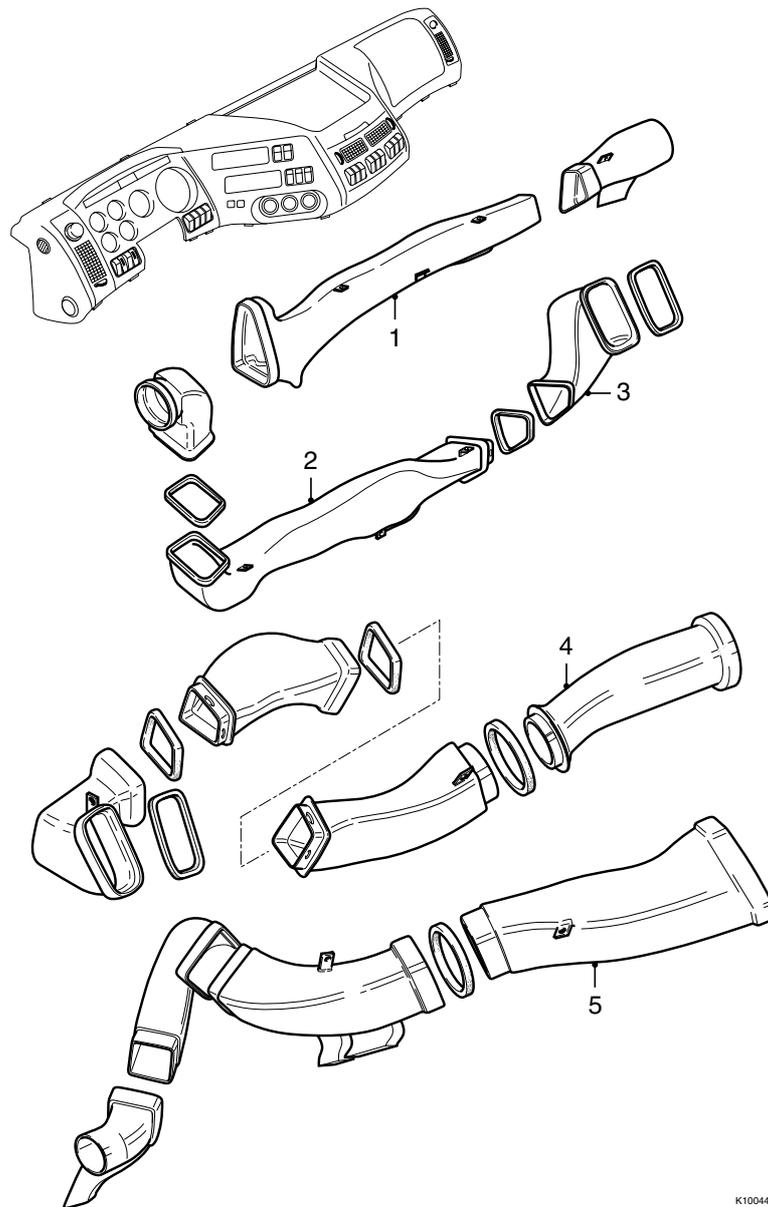
1. Rubber mat
2. Upper storage compartment
3. Lower panel
4. Extendable drawer
5. Control panel
6. Ashtray
7. Lower storage compartment
8. Parking brake panel
9. Parking brake valve frame



Side console on driver's/co-driver's side

Legend

- | | |
|--|--|
| 1. Window panel | 12. Lower panel on driver's door side |
| 2. Window vent | 13. Lower panel central console side on driver's side |
| 3. Instrument cover | 14. Instrument panel |
| 4. Dashboard on driver's side | 15. Radio panel |
| 5. Dashboard on co-driver's side | 16. Lower panel central console side on co-driver's side |
| 6. Lower door post panel on co-driver's side | 17. Lower panel of central fuse box |
| 7. Lower door post panel on driver's side | 18. Central fuse box cover |
| 8. Defroster vent panel | 19. Lower panel co-driver's door side |
| 9. Grommet for door ventilation | |
| 10. Side vent | |
| 11. Lower panel of central console | |



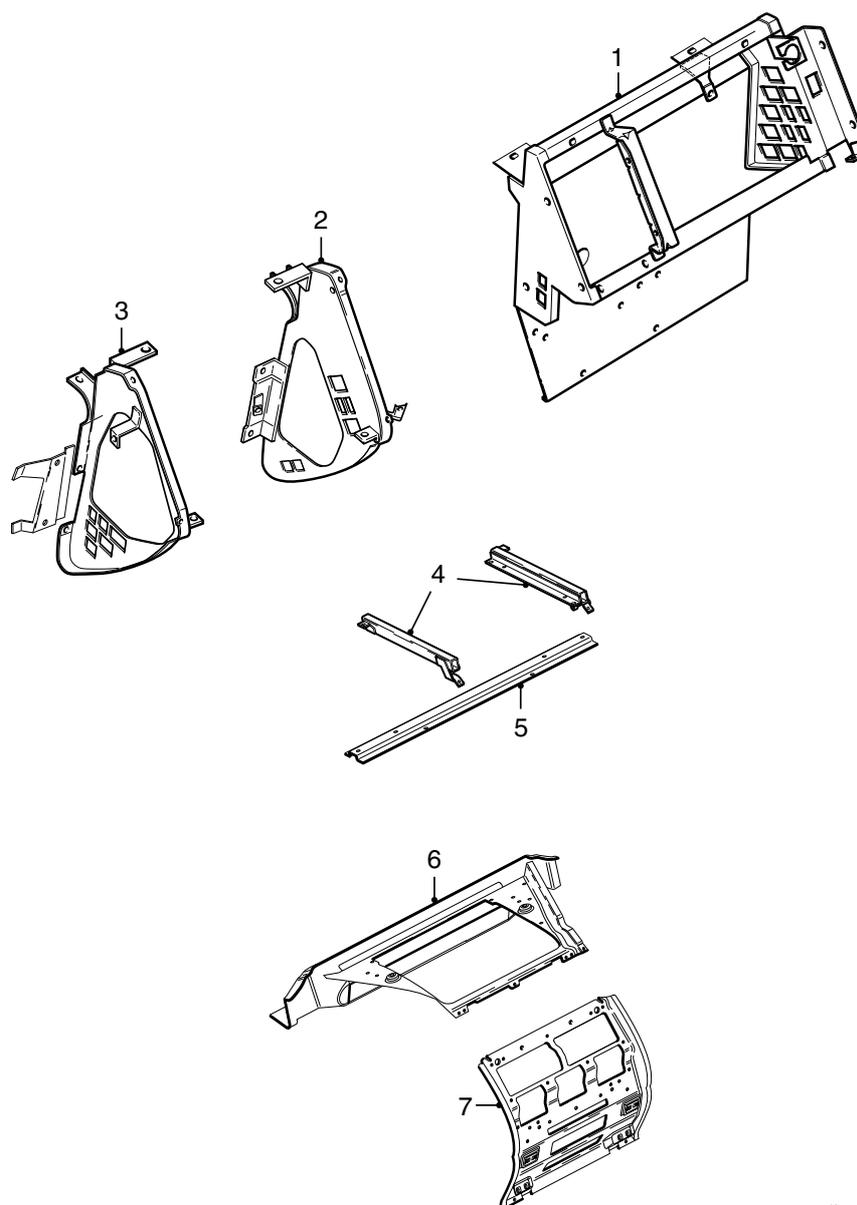
K100443

Ventilation/heating system air ducts

Legend

1. Front air duct on co-driver's side
2. Rear air duct on co-driver's side
3. Air duct for vents
4. Rear air duct on driver's side
5. Front air duct on driver's side

2



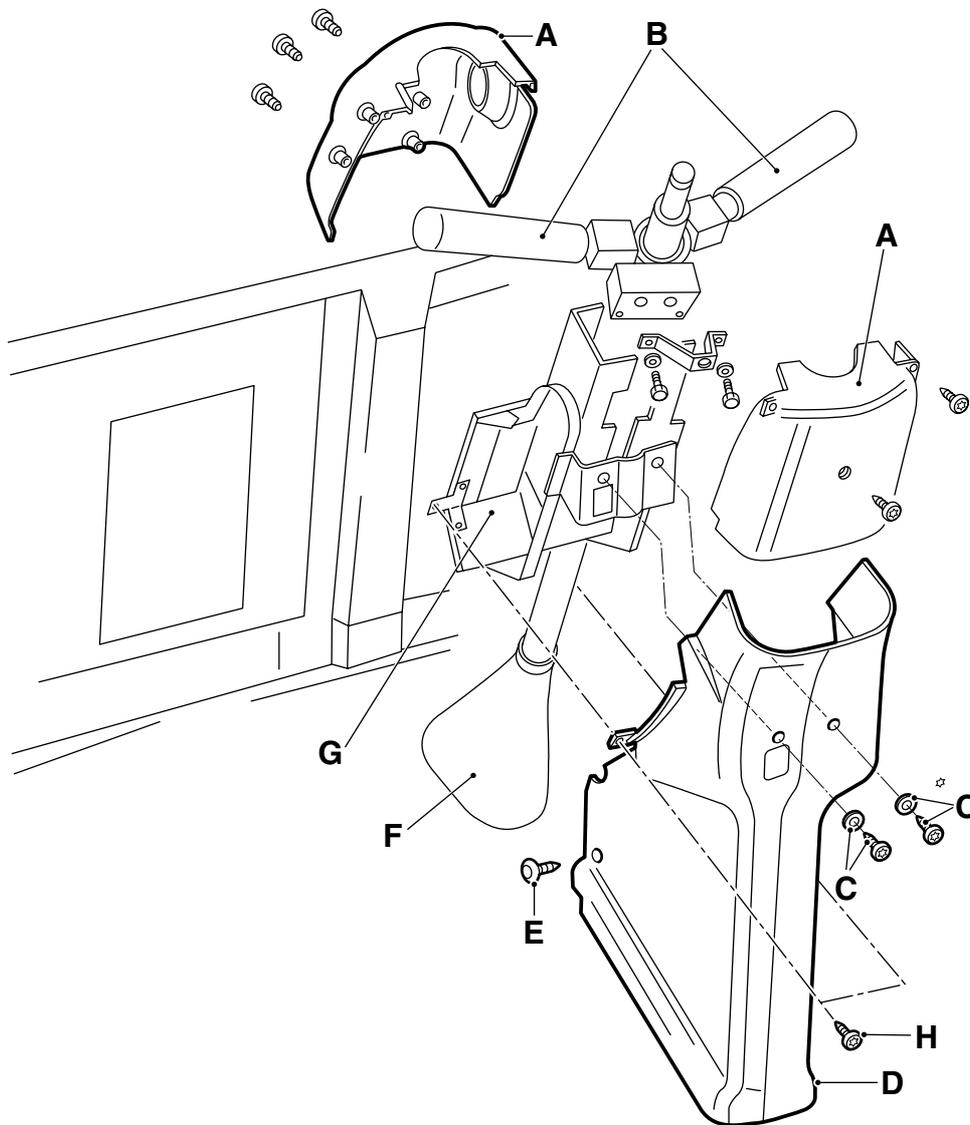
K100445

Dashboard attachment

Legend

1. Central fuse box attachment frame
2. Right-hand side instrument panel attachment frame
3. Left-hand side instrument panel attachment frame
4. Extendable table guide rail
5. Central console reinforcement profile
6. Central console attachment frame
7. Central console control panel attachment frame

2.2 OVERVIEW DRAWING, STEERING COLUMN



K1 00 917

Legend

- A. Steering column cover panels, top
- B. Steering column switches
- C. Attachment of steering column cover panels, bottom
- D. Steering column cover panels, bottom
- E. Panel clamp
- F. Steering shaft grommet
- G. Steering column

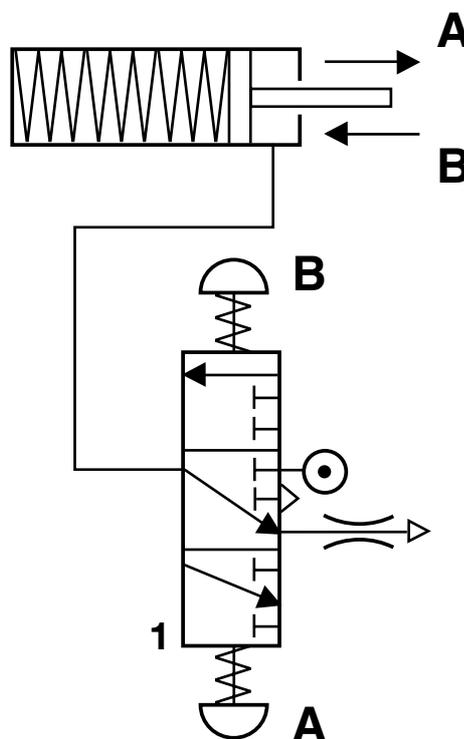
2.3 SYSTEM DESCRIPTION, STEERING COLUMN

The height and the tilt angle of the steering column can be adjusted manually. An 85mm difference in height can be achieved between the lowest and highest positions by pulling the steering wheel upwards. There is a 15° angle between the two extreme tilting positions.

2

A spring-loaded clamping mechanism fixes the steering column in position. An air cylinder located behind the steering column serves to release the steering column pneumatically. Once the steering column has been released, its movements are cushioned by a gas damper. The gas damper ensures that the steering column cannot drop after being released and that it can easily be pulled upwards.

The control valve (switch) is located on the front of the steering column. The valve is equipped with a calibrated vent. Should you forget to secure the column, this vent ensures that the air cylinder is bled in approximately 30 seconds. Such gradual bleeding will take place when the switch is unloaded. In the top position (convex shape on switch) the cylinder is being vented, whereas in the bottom position the cylinder is being bled rapidly.

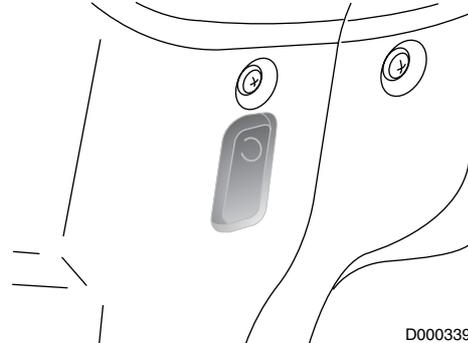


K100381

3. INSPECTION AND ADJUSTMENT

3.1 INSPECTION, STEERING COLUMN SETTING VALVE

1. Check if the height and the angle of the steering column can be adjusted after the switch (convex top) is pressed.
2. Check whether the adjustment mechanism is securely locked again when operating the bottom of the switch.
3. Check whether the operating valve is bled after the switch has been operated. Press the convex side of the switch and wait a few seconds until the adjustment mechanism is blocked again.
4. If this is not the case, check that no air pipe is trapped. If not, replace the valve (switch).

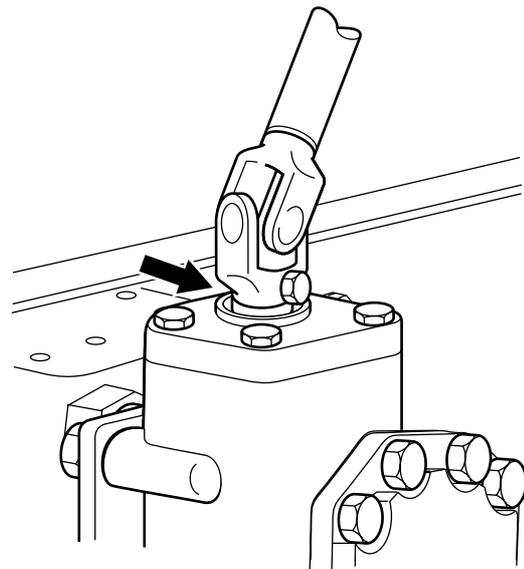


3.2 INSPECTION, FASTENING OF UNIVERSAL JOINT TO STEERING BOX INPUT SHAFT

Inspection, fastening of universal joint to steering box input shaft

1. Check the universal joint for noticeable play. If noticeable play is detected, the affected part must be replaced.
2. Check whether there is any noticeable play between the spline connection of the universal joint and the steering box input shaft. If noticeable play is detected, the splines on the universal joint and those on the input shaft need to be checked for wear. If there is some wear, the affected part must be replaced.

If there is noticeable play but the parts are not worn, the attachment bolt and nut must be replaced. Tighten the attachment bolt and nut to the specified torque. See "Technical data".

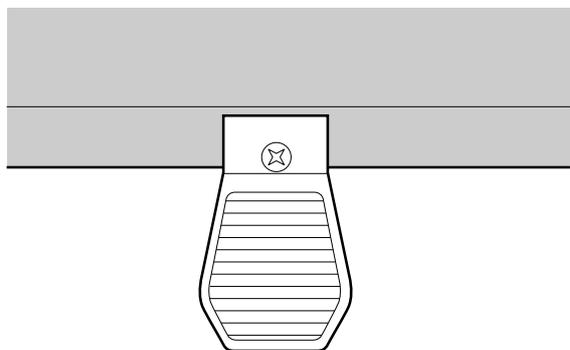


3.3 ADJUSTMENT, ROLLER SUN BLIND

Note:

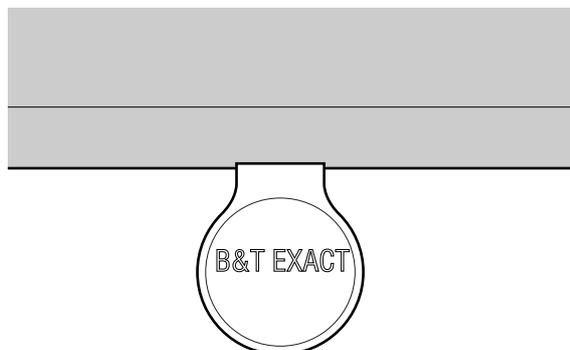
There are two different roller sun blinds for the vehicles of the 95XF series. Both models can be distinguished, amongst other things, by the lip.

2



K1 01 443

Model I

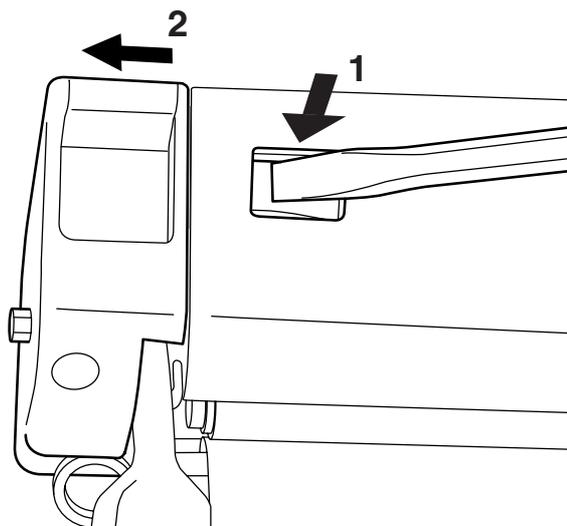


K1 01 444

Model II

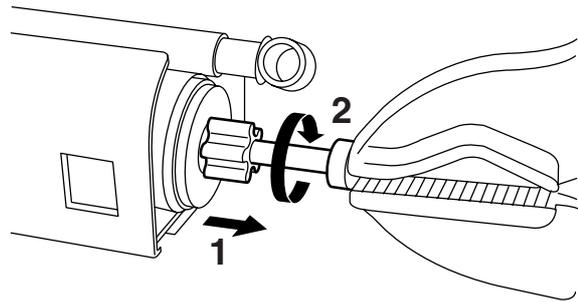
Adjusting roller sun blind, model I

1. Remove the side cover with the operating lever by pressing the locking pins on either side of the sun blind and pulling out the cover. Simultaneously press the operating lever.
2. Pull out the spring rod (1) and let it loose, enabling the roll-up mechanism to fully expand.



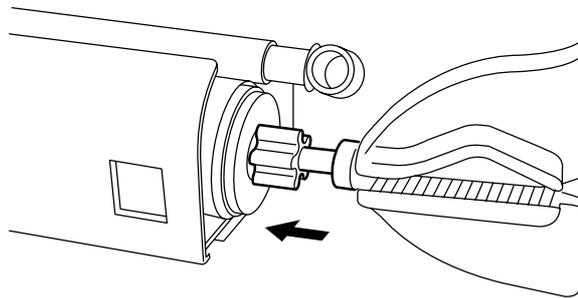
K100816

3. Tension the spring of the roll-up mechanism by giving it three full turns (2) and then push the spring rod inwards (without letting the spring rod loose), to interlock the roll-up mechanism.



K100817

2



K100818

4. Fit the side cover with the control lever. Simultaneously press the operating lever.
5. Check that the roll-up mechanism is working properly. The spring tension of the roll-up mechanism may be increased or reduced by turning the spring rod further forward or backward.

Adjusting roller sun blind, model II

Notes:

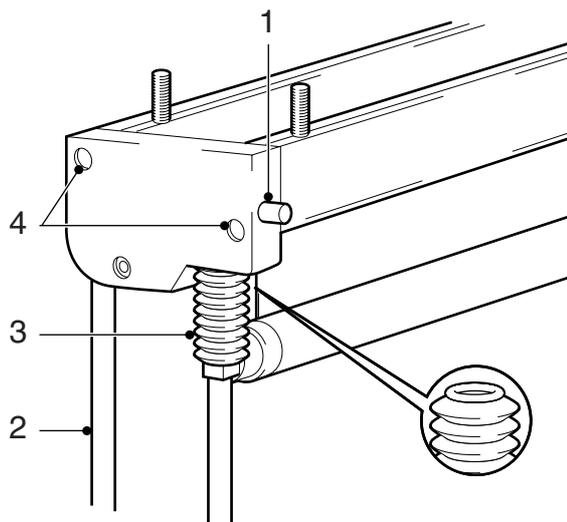
- The spring tension of the roll-up mechanism must be adjusted on the **other** side than the side where the operating lever is located.
- The attachment screws (4) of the side cover may either be cross head screws or torx screws.

1. Loosen the socket head screw (1) until the guide bracket (2) with end stop (3) can be taken out of the side cover.

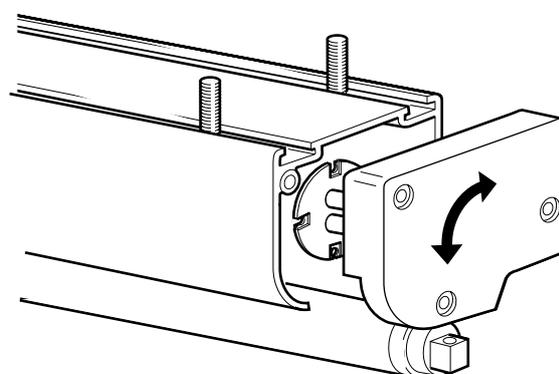
Note:

Make sure that the side cover is pressed against the roller sun blind when removing the attachment screws. If the side cover is taken too far from the roller sun blind, the internal spring of the roll-up mechanism will fully expand.

2. Remove the attachment screws (4) from the side cover (if these are cross head screws, remove them e.g. with a bent screw driver).
3. Take the side cover so far from the roller sun blind that the side cover is able to turn. Adjust the spring tension of the roll-up mechanism.
4. Press the side cover fully against the roller sun blind and fit the attachment screws (4).
5. Fit the guide bracket (2) with end stop (3) in the side cover. Tighten the socket head screw (1). Press the end stop (3) in the side cover.
6. Check that the roll-up mechanism is working properly.



K1 01 452



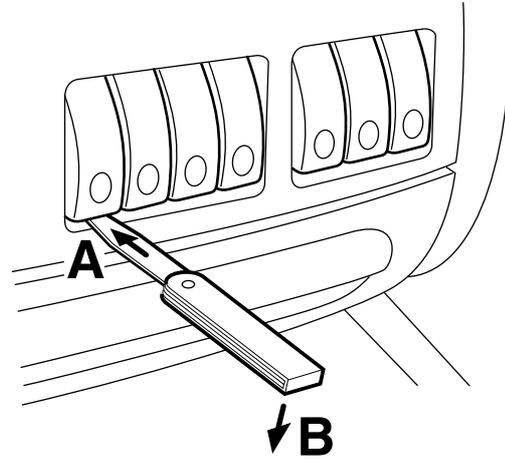
K1 01 453

4. REMOVAL AND INSTALLATION

4.1 REMOVAL AND INSTALLATION, SWITCHES

Removing switches

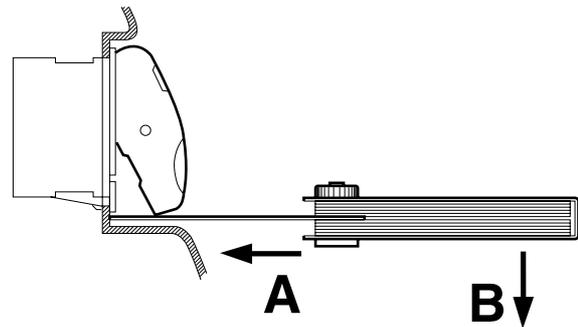
1. Insert a feeler gauge of approx. 1 mm straight between the switch and the panel at the side of the finger-sized depression (A), until it touches the inside of the panel.
2. Remove the switch from its locked position by carefully moving the feeler gauge in the direction of the arrow (B).
3. Carefully remove the switch from the panel. In doing so, ensure that the connector lock does not catch behind the panel, causing the connector to fall behind the panel.
4. If necessary, remove the switch from the connector.



K1 01 334

Installing switches

1. Fit the connector.
2. Insert the switch into the opening in the panel and press until you can feel it lock.

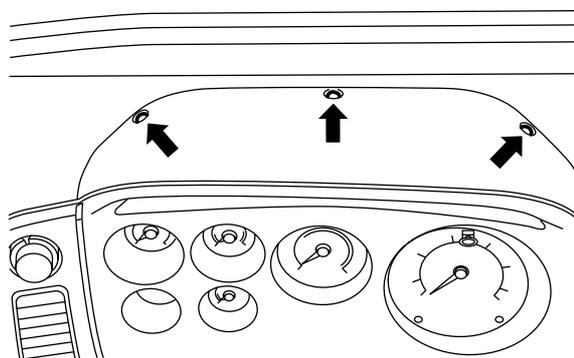


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4.2 REMOVAL AND INSTALLATION, INSTRUMENT PANEL

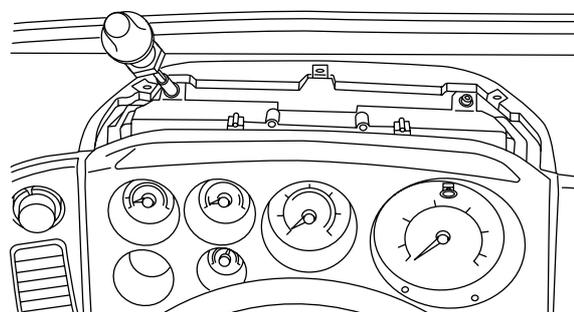
Removing instrument panel

1. Remove the cover above the instrument panel.



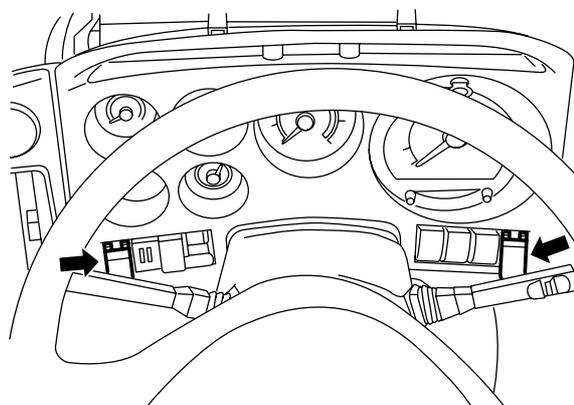
K100427

2. Remove the attachment bolts at the top of the instrument panel.



K100428

3. Remove the two outer switches at the bottom of the instrument panel.
4. Remove the attachment bolts beneath the switches, after which you can pull the panel forward. If the panel is to be removed, mark the electrical and pneumatic connections first.



K100429

Installing instrument panel

1. Connect up all the electrical and pneumatic connections of the instrument panel.
2. Fit the panel. Be careful not to jam any wires between the panel and the frame.
3. Re-fit the switches.
4. Fit the cover above the instrument panel.

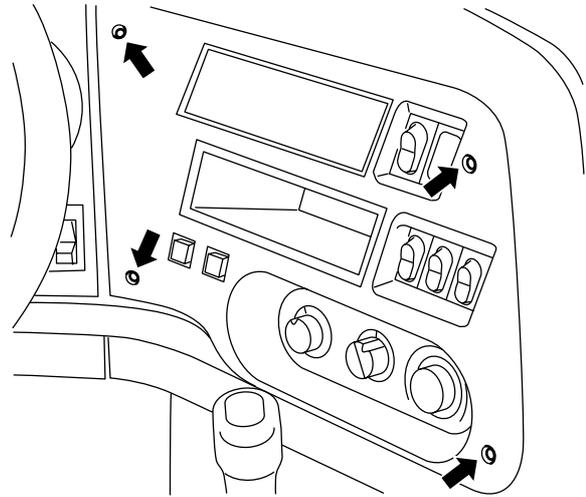
4.3 REMOVAL AND INSTALLATION, RADIO PANEL

Removing radio panel

1. Remove the attachment screws.
2. Slide the radio panel out of the instrument panel.
3. If necessary, mark the location of the connectors and remove them from the switches.
4. Remove the panel.

Installing radio panel

1. Fit the connectors.
2. Slide the radio panel behind the instrument panel.
3. Fit the attachment screws.



K100430

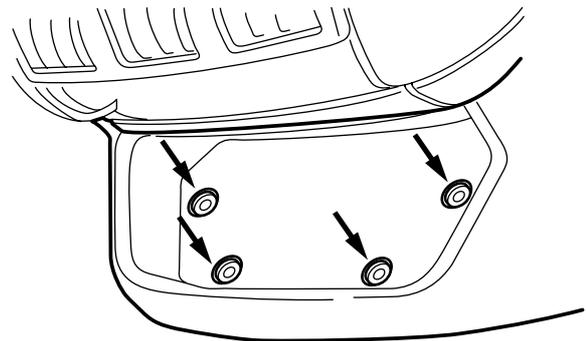
4.4 REMOVAL AND INSTALLATION, LOWER CENTRAL CONSOLE STORAGE COMPARTMENT

Removing lower central console storage compartment

1. Remove the rubber inlay and the attachment screws from the lower storage compartment.
2. Remove the electrical wiring harness from the cigarette lighter and the accessories port, after which you may remove the storage compartment.

Installing lower central console storage compartment

1. Fit the lower storage compartment. Make sure that the electrical wiring is underneath the storage compartment.
2. Tighten the attachment screws and put the rubber inlay in the storage compartment.



K100332

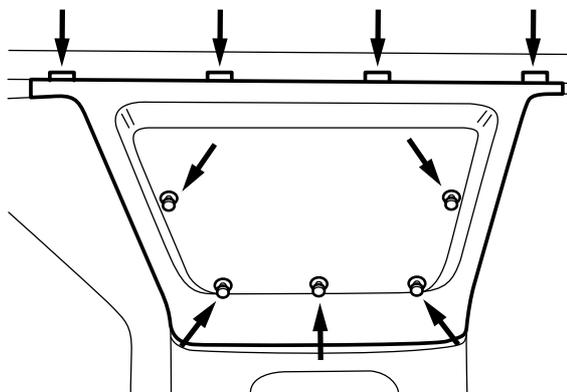
4.5 REMOVAL AND INSTALLATION, UPPER CENTRAL CONSOLE STORAGE COMPARTMENT

Removing upper central console storage compartment

1. Remove the rubber inlay and the attachment screws from the upper storage compartment, after which the latter can be removed.

Installing upper central console storage compartment

1. Fit the upper storage compartment and fasten it.
2. Put the rubber inlay in the storage compartment.



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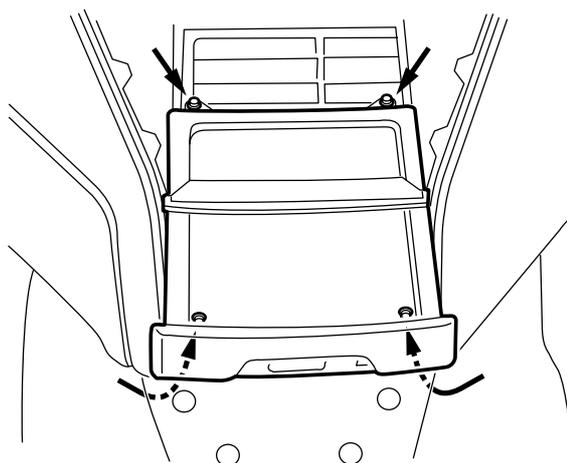
4.6 REMOVAL AND INSTALLATION, EXTENDABLE TABLE

Removing the extendable table

1. Remove the upper central console storage compartment.
2. Remove the extendable table by loosening the attachment bolts on the back and front (beneath the table) from the sliding rail.

Installing the extendable table

1. Fit the extendable table.
2. Fit the upper central console storage compartment.



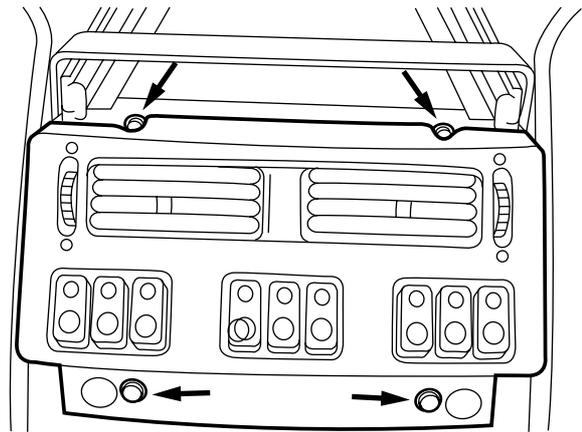
K100338

4.7 REMOVAL AND INSTALLATION, CENTRAL CONSOLE CONTROL PANEL**Removing central console control panel**

1. Remove the lower central console storage compartment.
2. Remove the upper central console storage compartment.
3. Remove the extendable table.
4. Remove the ashtray.
5. Remove the attachment screws from the central console control panel and take out the panel. Mark the position of the electrical connections.

Installing central console control panel

1. Fit the electrical connections of the central console control panel and install the panel on the central console.
2. Replace the ashtray.
3. Fit the extendable table.
4. Fit the lower central console storage compartment.
5. Fit the upper central console storage compartment.

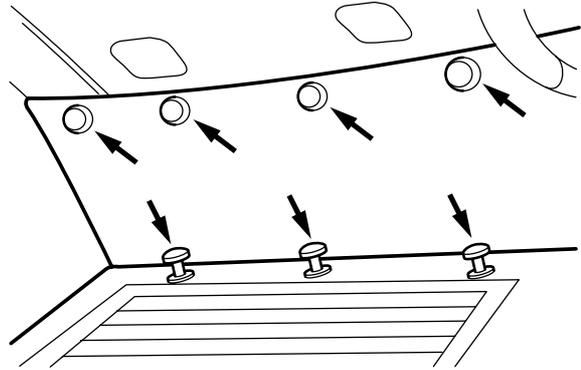


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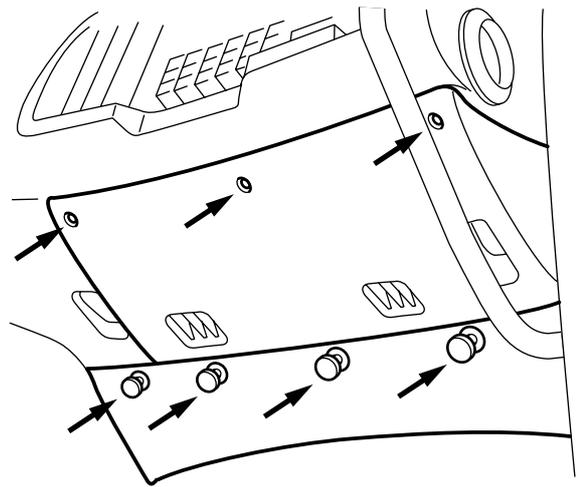
4.8 REMOVAL AND INSTALLATION, DASHBOARD ON CO-DRIVER'S SIDE

Removing dashboard on co-driver's side

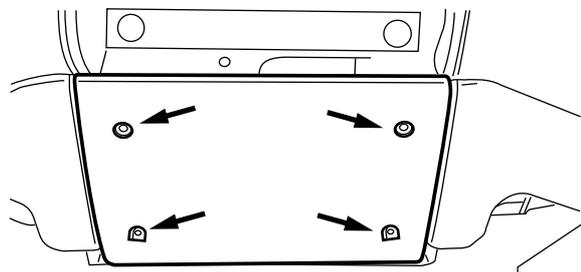
1. Remove the floor mat.
2. Remove the lower door post panel.
3. Remove the floor pan on co-driver's side.
4. Remove the panel clamps (using forked tools). Remove the lower panel.
5. Remove the attachment screws and take off the intermediate panel.
6. Remove the upper central console storage compartment.
7. Remove the lower central console storage compartment.
8. Remove the vents along the windscreen.
9. Remove the attachment screws and take the lower panel from the central console.
10. Remove the ashtray.
11. Remove the attachment screws and take the side panel from the central console.
12. Remove the upper central console storage compartment.
13. Remove the extendable table.
14. Remove the central console control panel.



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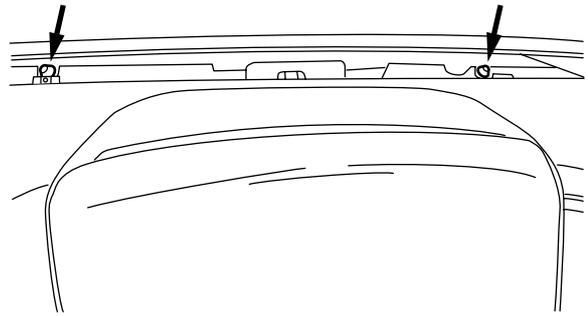
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95XF series

INTERNAL CAB COMPONENTS

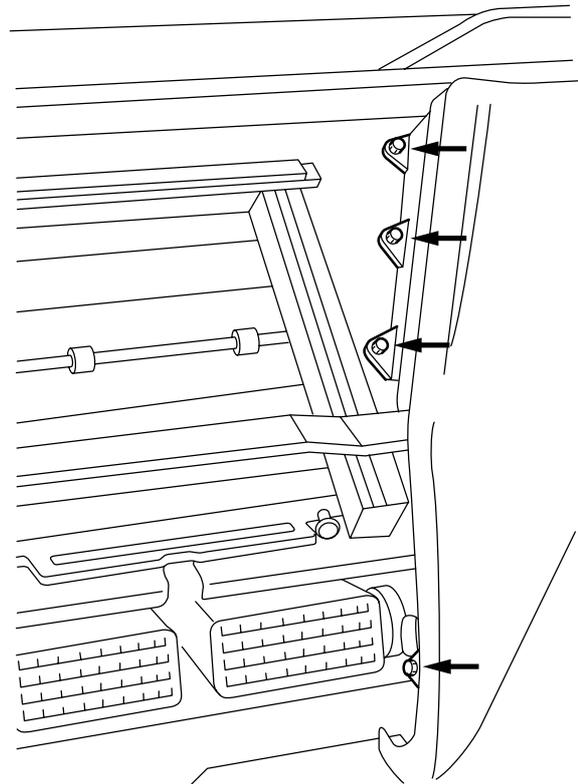
Removal and installation

15. Remove the attachment screws on top (window edge) of the central cabinet panel.



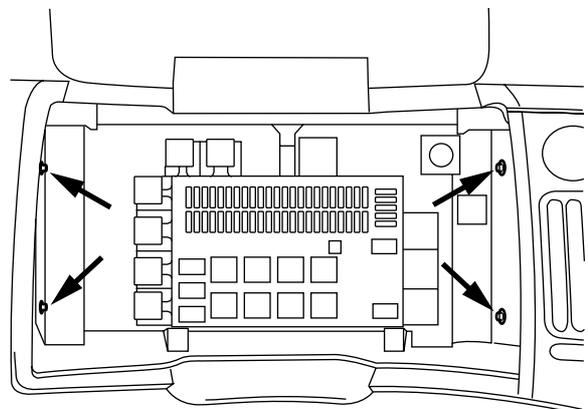
K100341

16. Remove the attachment screws from the central part of the central console.



K100473

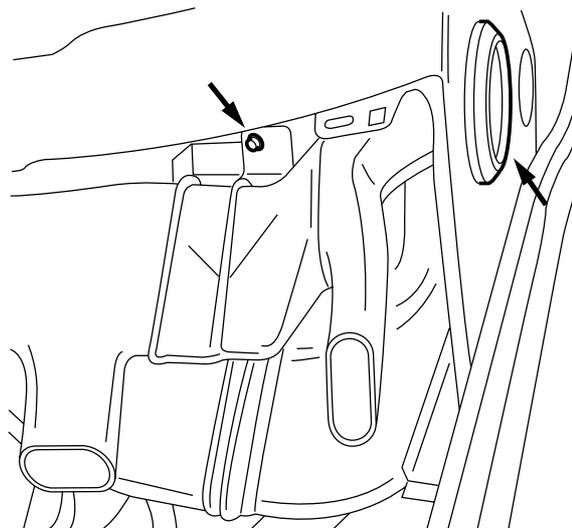
17. Open the flap of the central cabinet and remove the attachment screws on the side.



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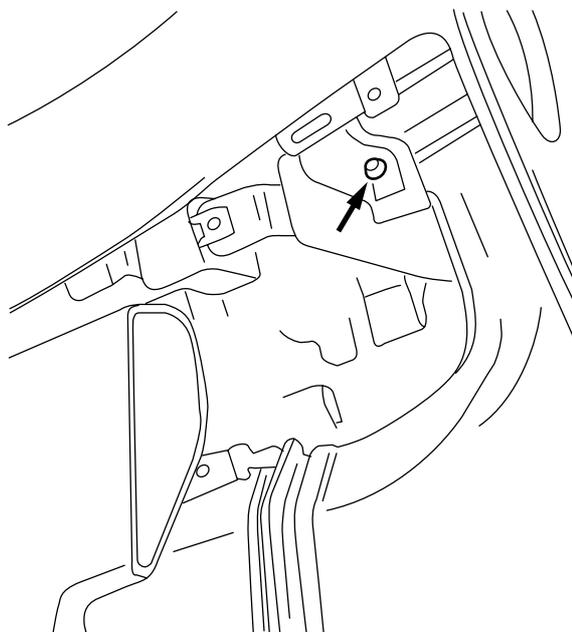
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18. Remove the attachment screw at the bottom of the central cabinet panel which secures the door air duct.



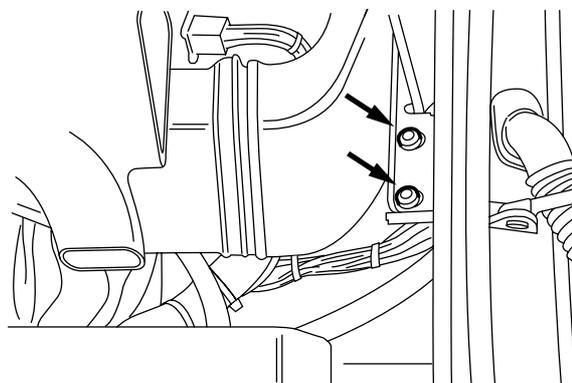
K100343

19. Remove the attachment screw which connects the air vent supply pipe to the panel.



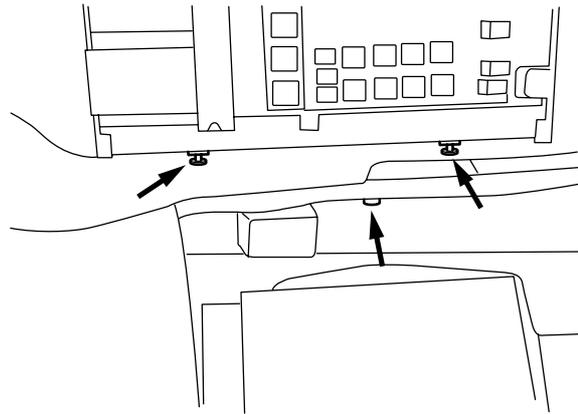
K100345

20. Remove the attachment bolts on the bottom (door post) of the panel.
21. Remove the central cabinet panel.



K100344

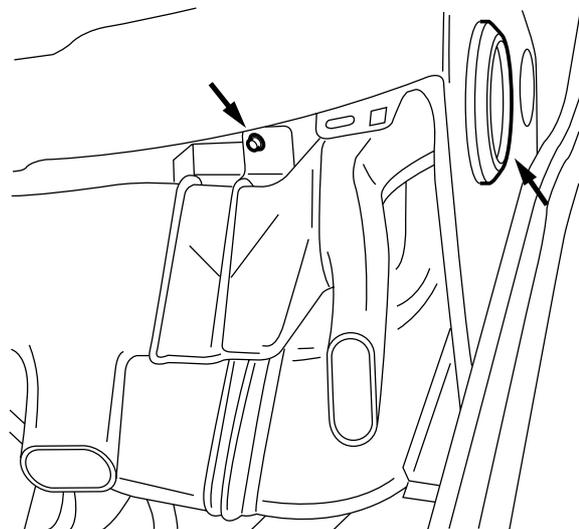
22. Remove the attachment screws and take off the front air duct.
23. Remove the attachment screws and take off the rear air duct.



K100346

Installing dashboard panel on co-driver's side

1. Fit the air ducts.
2. Fit the central cabinet panel and secure the air ducts. Make sure that the connections between the air ducts are tight.
3. Install the door air duct. Make sure that the rubber ring fits tightly.
4. Fit the vent duct for the windscreen.
5. Fit the side panel of the central console.
6. Fit the extendable table.
7. Fit the upper central console storage compartment.
8. Fit the central console control panel.
9. Fit the door post panel.
10. Install the lower panels and the floor pan.
11. Fit the lower panels of the central console.
12. Install the ashtray.
13. Connect the wiring of the lower storage compartment.
14. Fit the lower storage compartment.



K100343

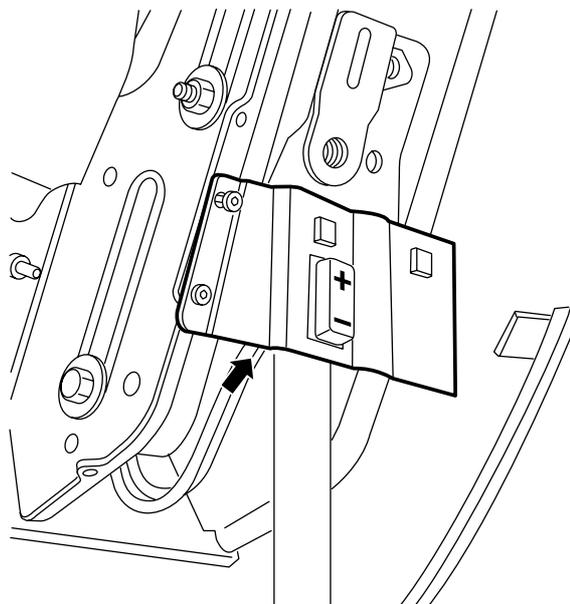
4.9 REMOVAL AND INSTALLATION, PNEUMATIC SWITCH/PNEUMATIC VALVE FOR STEERING COLUMN SETTING

Removing the pneumatic switch/pneumatic valve for steering column setting

1. Remove the steering column panels.
2. Remove the bracket with the steering column switch/valve, disconnect the air pipes and push the switch/valve from the bracket.

Installing the pneumatic switch/pneumatic valve for steering column setting

1. Fit the air pipes to the switch/valve.
2. Press the switch/valve into the bracket and fit the bracket to the steering column.
3. Install the steering column panels.



K100434

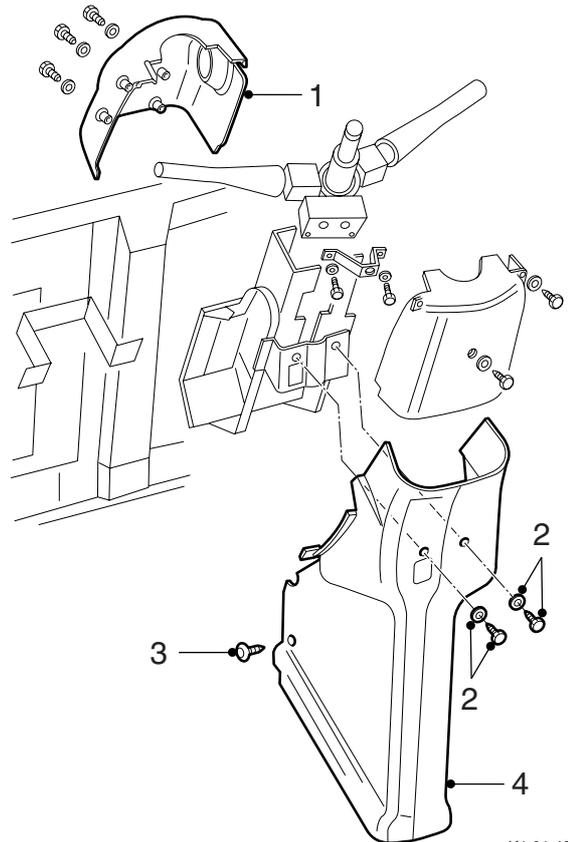
4.10 REMOVAL AND INSTALLATION, STEERING COLUMN PANELS

Removing steering column panels

1. Remove the floor mat.
2. Using the steering column setting, move the steering wheel to its highest possible position.
3. Remove the two covers under the steering wheel. The right-hand side of the upper cover (1) (windscreen wiper side) must be released by lifting and sliding it across the left handle (direction indicator).
4. Remove the lower panels to the left and right of the steering column cover (4).
5. Remove the steering column cover (4) by disconnecting the attachment screws (2) and the panel clamps (3) on the back.

Installing steering column panels

1. Re-place the cover around the steering column and make sure that the steering column setting is working properly after doing so.
2. Remove the panels to the left and right of the steering column cover.
3. Fit the two covers beneath the steering wheel. Make sure that the rubber dust covers on the handles are properly in place.
4. Place the floor mat.

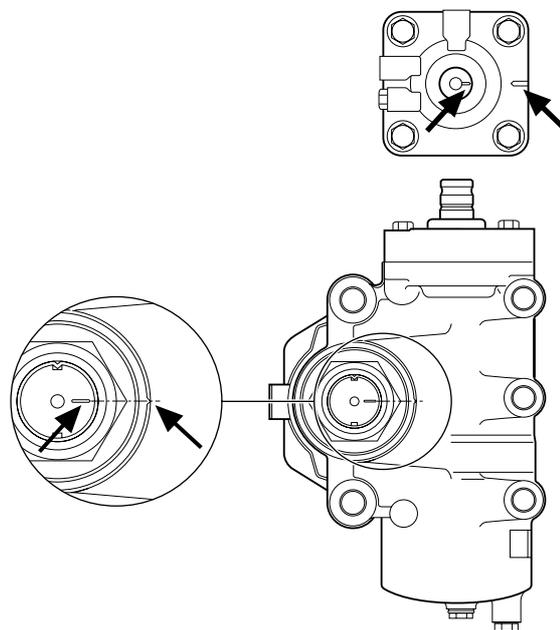


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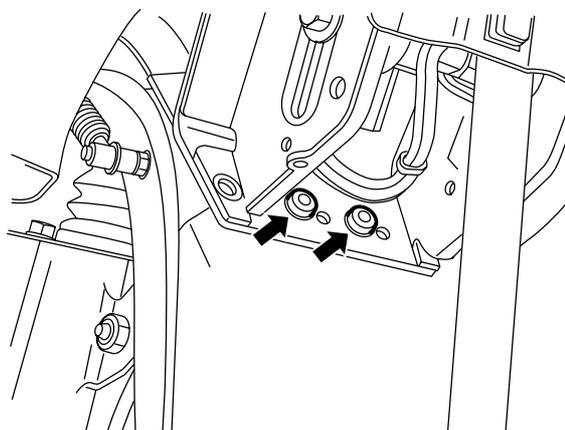
4.11 REMOVAL AND INSTALLATION, STEERING COLUMN

Removing steering column

1. Set the steering gear in the central position, check this using the marks on the steering box.
2. Remove the steering column panels.
3. Disconnect the earth terminal from the batteries.
4. Remove the steering wheel.
5. Remove the multi-function switches and the ignition switch.
6. Remove the bracket holding the height setting switch.
7. Disconnect the air pipes from the control valve and plug the supply pipe.
8. Loosen one of the universal joints of the steering shaft (which one depends on the operation to be performed; either the universal joint beneath the steering wheel or the universal joint on the steering box). Before loosening, mark the position of the universal joint versus the steering shaft.
9. Remove the attachment bolts at the bottom of the steering column.
10. Remove the steering column.



S7 00 166



K100799

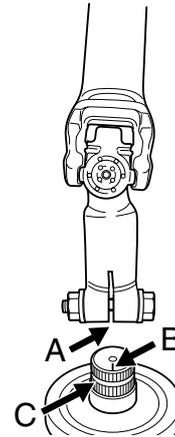
Installing steering column

1. Fit the universal joint on the splines of the steering shaft or steering box. Line up the groove (A) in the clutch with mark (B) on the steering shaft or steering box.

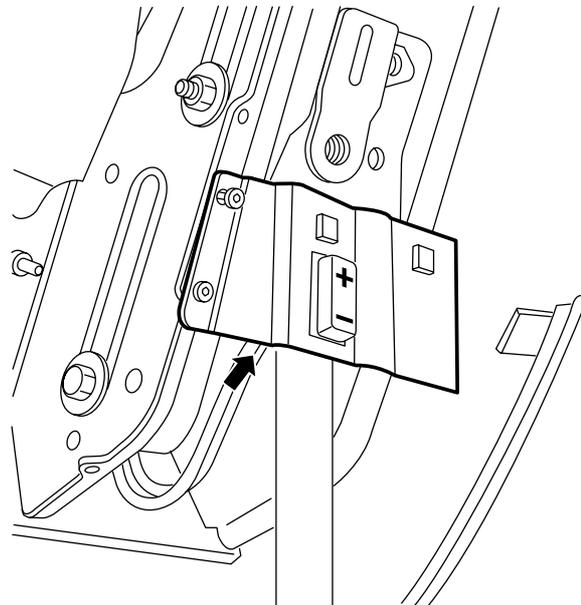


Check that the universal joint is correctly in place on the steering shaft or steering box so that the attachment bolt can be put in the notch (C).

2. Only fit a new attachment bolt with nut to the universal joint. Tighten the bolt to the specified tightening torque, see "Technical data".
3. Connect the air pipes to the control valve.
4. Fit the bracket holding the height setting switch.
5. Fit the ignition lock and multi-function switches.
6. Install the steering column panels.
7. Fit the steering wheel.



K1 01 353

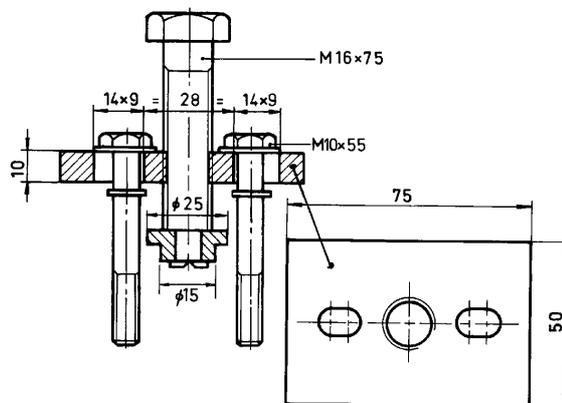


K100434

4.12 REMOVAL AND INSTALLATION, STEERING WHEEL

Note:

The special tools required to remove the steering wheel cannot be obtained from DAF. These tools should be manufactured by yourself according to the drawing.

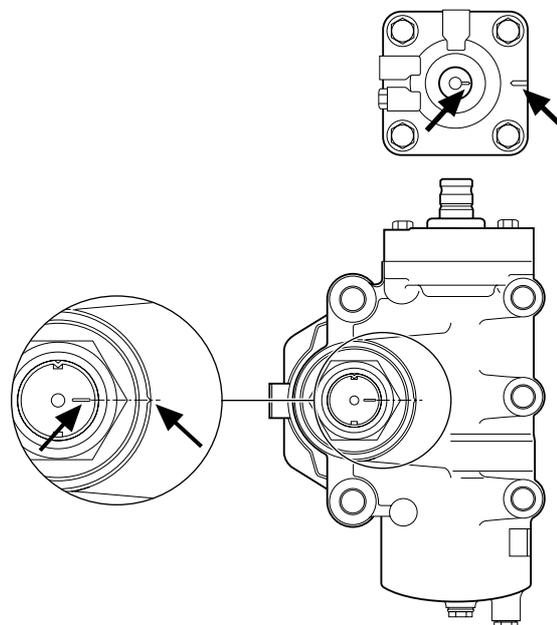


S7 00 065

2

Removing steering wheel

1. Place the steering gear in the central position using the markings on the steering box.

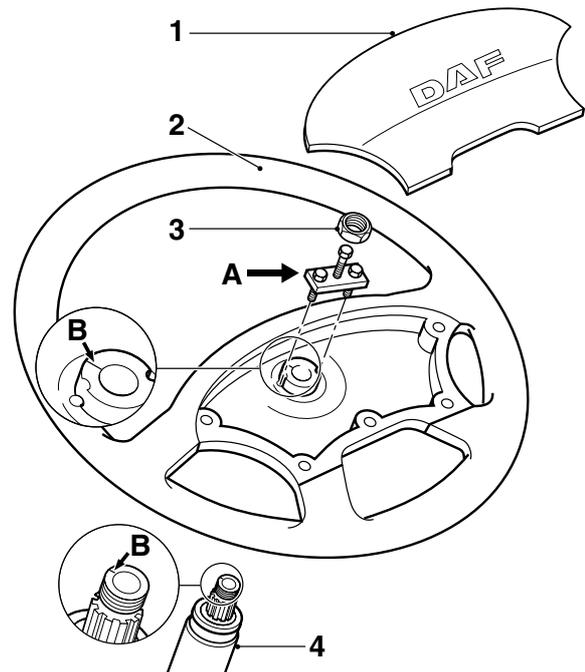


S7 00 166

2. Remove the cover plate (1) from the steering wheel (2).
3. Remove the steering wheel nut (3).
4. Fit the special tool, steering wheel puller (A), to the steering wheel using its two outer bolts. Turn the central bolt of the steering wheel puller until the steering wheel is released.

Installing steering wheel

1. Check whether the steering gear is still in the central position using the markings on the steering box or the steering gear.
2. Fit the steering wheel (2) on the steering shaft (4) so that the markings on the steering wheel and the steering shaft (see the arrows B) "align".
3. Fit the attachment nut (3). Tighten the nut to the specified tightening torque, see "Technical data"
4. Fit the cover plate (1).



K1 01 144

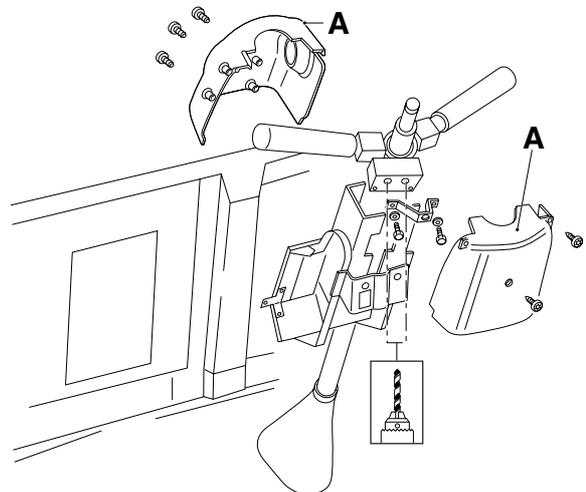
4.13 REMOVAL AND INSTALLATION, IGNITION LOCK

Removing ignition lock

1. Remove the caps (A) from the steering column below the steering wheel.
2. Disconnect the connectors (behind the dashboard).
3. Drill off the head of the security bolt, use a bit with the same diameter as the hole where the head falls and remove the ignition lock.

Installing ignition lock

1. Install the ignition lock.
2. Tighten the security bolts with such a torque that the heads break off.
3. Fit the covers (A) around the steering column.

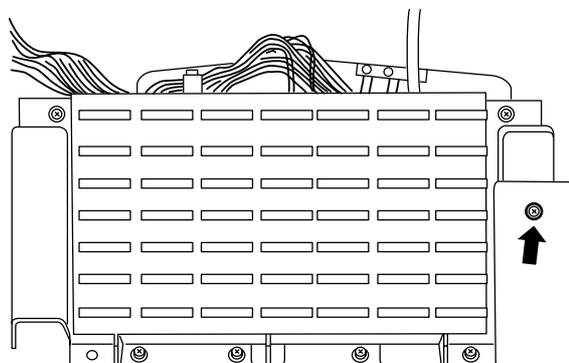


K1 01 154

4.14 REMOVAL AND INSTALLATION, FLOOR PLATE ON CO-DRIVER'S SIDE

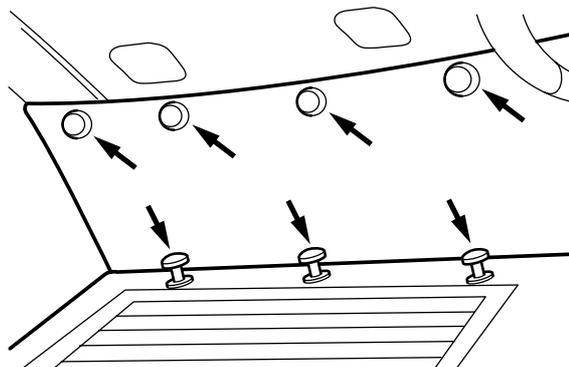
Removing floor plate on co-driver's side

1. Remove the floor mat.
2. Remove the small attachment screw from the foot board and take the latter out.



K100436

3. Remove the panel clamps (using a forked tool) on the leg side of the floor pan.

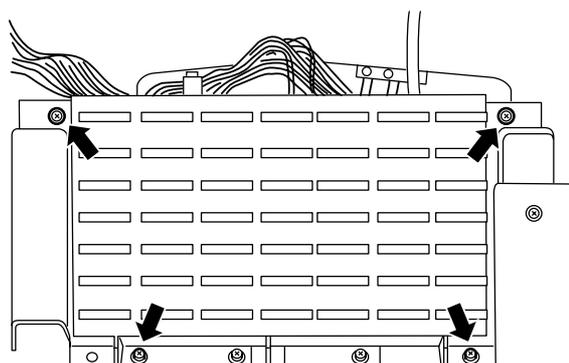


K100333

4. Remove the attachment screws and take off the floor pan.

Installing the floor pan

1. Fit the floor pan.
2. Fit the foot board and the floor mat.



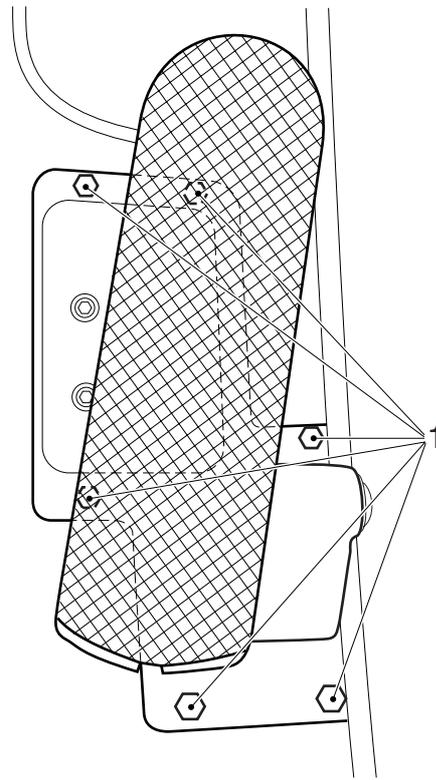
K100435

4.15 REMOVAL AND INSTALLATION, ACCELERATOR PEDAL**Removing accelerator pedal**

1. If applicable, remove the throttle cable from the accelerator pedal.
2. Remove the floor mat.
3. Remove the dashboard panel from above the accelerator pedal.
4. Disconnect the accelerator pedal connector, if applicable.
5. Remove the attachment bolts (1).
6. Remove the accelerator pedal from the cab floor.

Installing accelerator pedal

1. Check the gasket. Replace the gasket, if damaged.
2. Fit the accelerator pedal with gasket on the cab floor.
3. Insert the attachment bolts (1). Make sure that the gasket is positioned just below the pedal.
4. If present, fit the connector.
5. Fit the dashboard panel above the accelerator pedal.
6. Place the floor mat.
7. If present, install the throttle cable to the accelerator pedal.



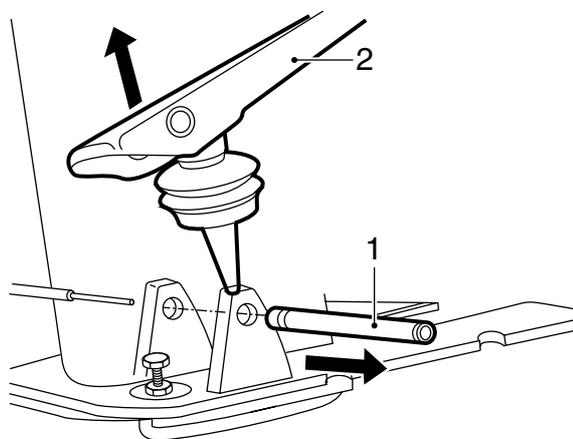
K1 01 448

4.16 REMOVAL AND INSTALLATION, BRAKE PEDAL**Removing brake pedal**

1. Fully depress the brake pedal and remove the circlip from the hinge pin (1).
2. Remove the hinge pin (1) with a punch in the direction indicated.
3. Remove the brake pedal (2) and fittings.

Installing brake pedal

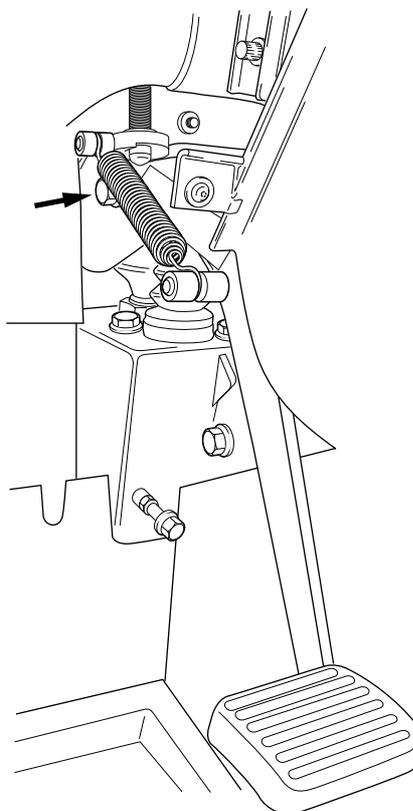
1. Fit the brake pedal and fittings.
2. Fit the hinge pin.
3. Fully depress the brake pedal and fit the circlip to the hinge pin (1).



K1 01 528

4.17 REMOVAL AND INSTALLATION, CLUTCH PEDAL**Removing clutch pedal**

1. Remove the dashboard panels to the left and right of the steering column.
2. Remove the steering column panel.
3. Remove the spring from the clutch pedal.
4. Remove the attachment bolt that controls the clutch cylinder.

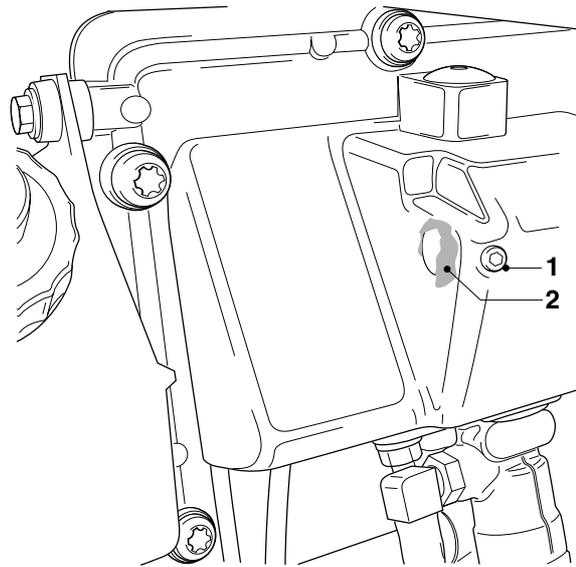


K1 00 945

5. Loosen the recessed locking bolt (1) on the outside of the vehicle and push the clutch pedal spindle to the left.
6. Remove the clutch pedal from the inside.

Installing clutch pedal

1. Put the clutch pedal in place.
2. Apply locking compound to the recessed locking bolt (1), see "Technical data".
3. Push the spindle to the right and tighten the recessed locking bolt. Put silicone sealant on the end of the clutch pedal spindle (2).
4. Fit the attachment bolt that controls the clutch cylinder (take care with the ring).
5. Install the clutch pedal spring.
6. Fit the dashboard panels to the left and right of the steering column.
7. Fit the steering column panel.
8. Fit the storage compartment on the engine tunnel.



K1 01 065

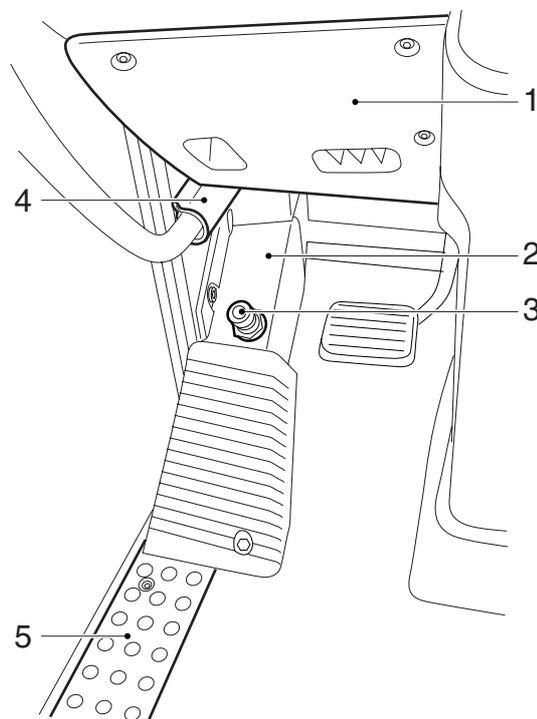
4.18 REMOVAL AND INSTALLATION, ENGINE BRAKE SWITCH

Removing engine brake switch

1. Remove the dashboard panel (1) above the mounting plate (2) with engine brake switch (3).
2. Remove the protection cover (4) from the grab handle and the foot board (5).
3. Disconnect the mounting plate (2) with the engine brake switch (3).
4. Loosen the connector.
5. Remove the lock nut from the engine brake switch (3) and remove the engine brake switch from the mounting plate (2).

Installing engine brake switch

1. Fit the engine brake switch (3) with lock nut to the mounting plate (2).
2. Fit the connector.
3. Fit the mounting plate (2) with the engine brake switch (3). Do not fit the central attachment screw as yet.
4. Fit the protection cover (4) from the grab handle and the foot board (5).
5. Fit the dashboard panel (1) above the mounting plate (2) with engine brake switch (3).



K1 01 446

4.19 REMOVAL AND INSTALLATION, PARKING BRAKE SWITCH/BRAKE LIGHT SWITCH

Removing parking brake switch

1. Position the parking brake in the parking position.
2. Remove the radio panel.
3. Remove the heater pipe in front of the parking brake switch.
4. Remove the plugs (1) of the parking brake switch (2).
5. Remove the parking brake switch (2) from the holder (5).

Installing parking brake switch

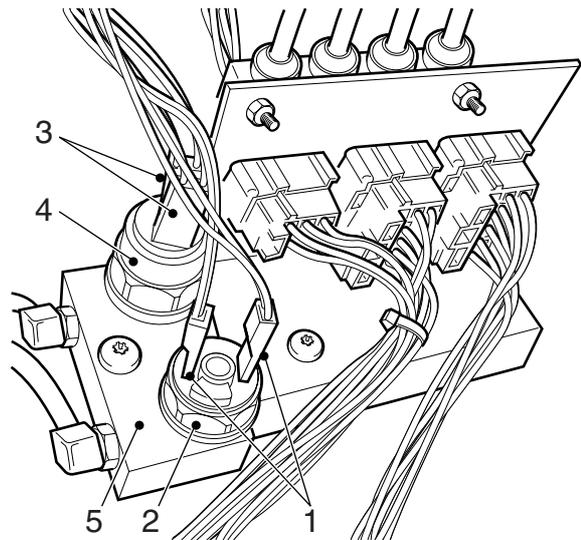
1. Fit the parking brake switch (2) in the holder (5).
2. Fit the plugs (1).
3. Fit the heater pipe and the radio panel.

Removing brake light switch

1. Remove the radio panel.
2. Remove the heater pipe in front of the parking brake switch.
3. Remove the plugs (3) of the parking brake switch (4).
4. Remove the parking brake switch (4) from the holder (5).

Installing the brake light switch

1. Fit the parking brake switch (4) in the holder (5).
2. Fit the plugs (3).
3. Fit the heater pipe and the radio panel.

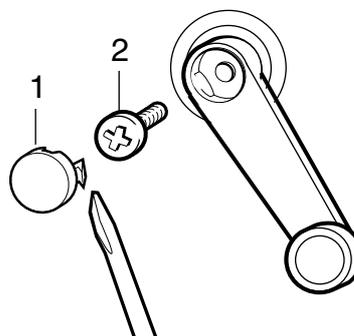


K1 01 483

4.20 REMOVAL AND INSTALLATION, DOOR PANEL

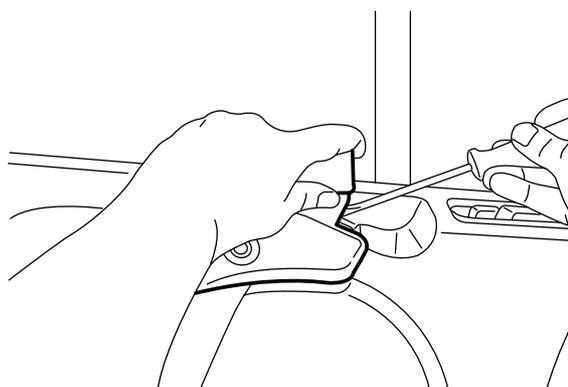
Removing door panel

1. If a manual window mechanism is fitted, remove the cover (1) using a sharp screwdriver.
2. If a manual window mechanism is fitted, remove the attachment screw (2) and remove the window crank.



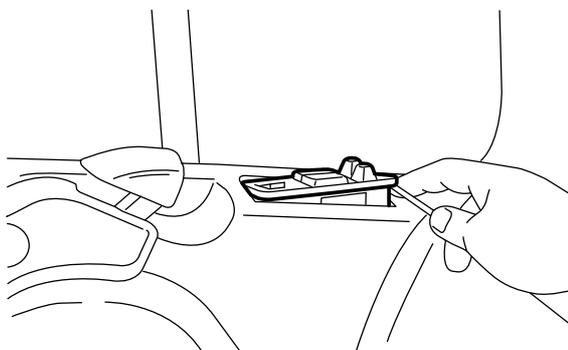
K1 00 913

3. Remove the door knob by lifting it (open door) and pressing the locking clip underneath the knob. Pull the knob off the mechanism.



K100370

4. Remove the control panel for operating the mirror and windows by lifting it carefully from the panel with a small screwdriver. Mark the connectors and disconnect them.



K100373

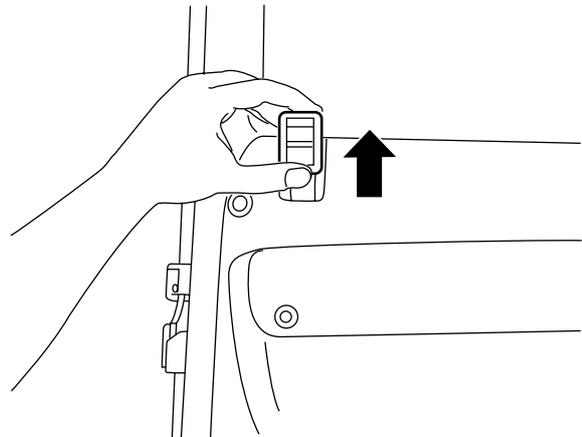
1

95XF series

INTERNAL CAB COMPONENTS

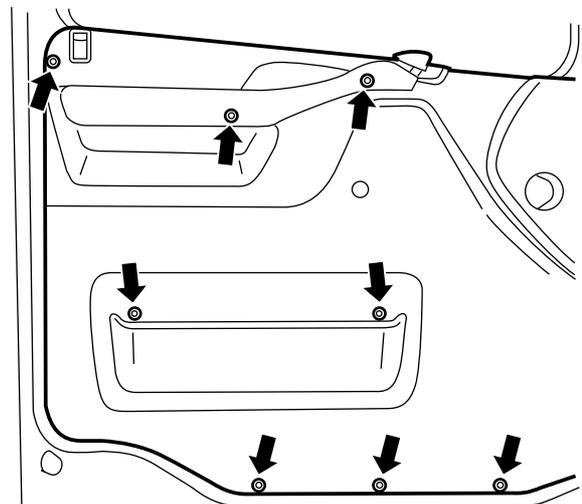
Removal and installation

5. Remove the alignment plate for the door lock by pushing it upward slightly with a small screwdriver. The alignment plate can then be pulled from the panel by hand.



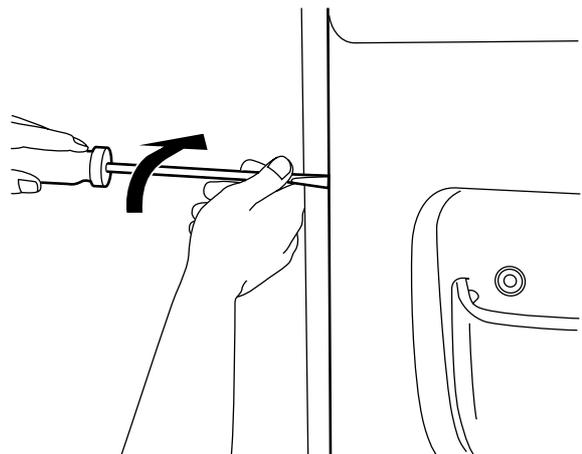
K100371

6. Remove the attachment screws from the panel.



K100374

7. Stick a screwdriver into the openings on the sides of the panel and pull the spring clips from the clamping sleeves. Avoid damaging the paintwork.
8. Remove the panel.



K100372

2

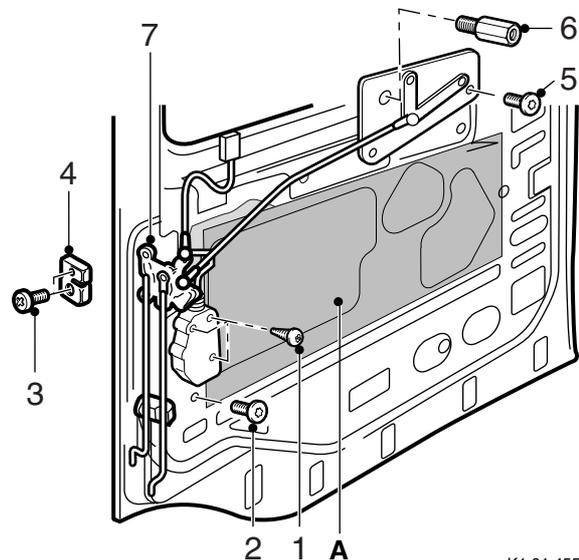
Installing door panel

1. Fit the panel by pushing the spring clips into the clamping sleeves. Make sure that the upper edge of the panel fits tightly and that the lock button and wiring of the control panel fall through the openings.
2. Fit the control panel for operating the mirror/windows.
3. Push the door knob on to the mechanism.
4. Slide the alignment plate for the door lock into the panel.
5. Fit the attachment screws and secure the panel.
6. If a manual window mechanism is fitted, fit the window crank with the attachment screw. Apply locking compound to the attachment screw, see "Technical Data". Press the sealing cap in the window crank.

4.21 REMOVAL AND INSTALLATION, DOOR LOCKING MECHANISM

Removing door locking mechanism

1. Remove the door panel.
2. Remove the foil (A) from the inside of the door.
3. Remove the attachment screws (1), if applicable. Disconnect the central door locking by unhooking it from the control rod.
4. Remove the attachment bolt (2) and remove the window guide from the door.
5. Remove the attachment bolts (3) of the lock plate (4) and remove the lock plate.
6. Remove the attachment bolts (5 and 6) from the unlocking handle.
7. Remove the door handle.
8. Remove the door lock (7) completely with control rods through the opening on the inside of the door.



K1 01 455

Installing door locking mechanism

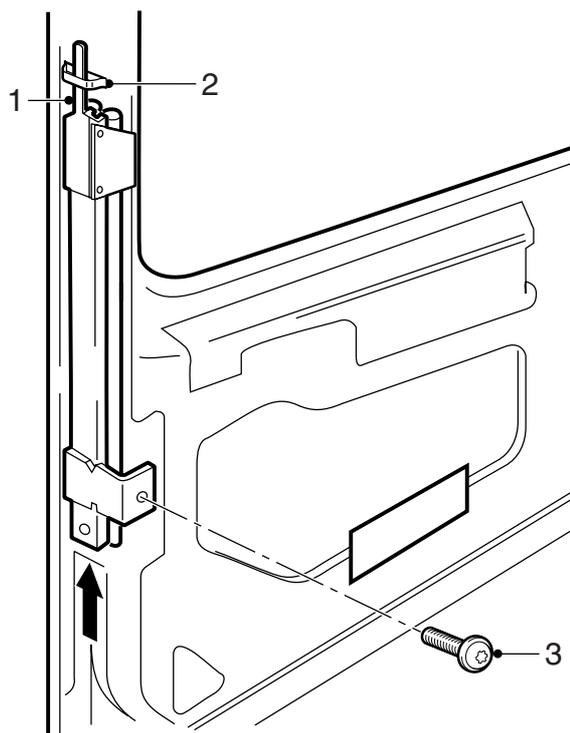
1. Check the length of the control rods and adjust them, if necessary. See "Technical data".
2. Fit the door lock completely with control rods through the opening on the inside of the door.
3. Fit the door handle.
4. Fit the unlocking handle.
5. Fit the lock plate and tighten the attachment bolts to the specified tightening torque, see "Technical data".

6. Fit the window guide by first fitting the fastening lip (1) of the window guide in the recess (2) in the door. Now fit the attachment bolt (3), but do not tighten it yet. Slide up the window guide as far as possible and tighten the attachment bolt (3).
7. If necessary, fit the locking mechanism of the central door locking system.

Note:

The control rod of the central door locking must be positioned behind the control rod of the unlocking handle.

8. Fit new foil on the inside of the door.
9. Fit the door panel.



K1 01 504

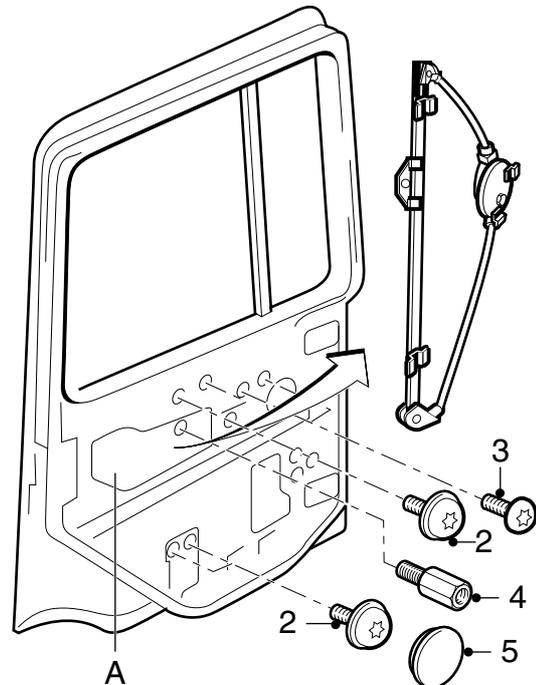
4.22 REMOVAL AND INSTALLATION, MANUALLY OPERATED WINDOW MECHANISM

Removing manually operated window mechanism

1. Remove the door panel.
2. Remove the foil (A).
3. Lower the glass, remove the attachment bolts (1) and raise the glass.
4. Remove the caps (5) and attachment bolts (2), (3) and (4).
5. Remove the window mechanism out of the door through the opening.

Installing manually operated window mechanism

1. Fit the window mechanism in the door and fit the attachment bolts (2), (3), (4) and the caps (5).
2. Lower the glass and fit it to the window mechanism using attachment bolts (1).
3. Raise the glass.
Close the glass almost completely.
Check whether the top edge of the glass is parallel with the window frame.
Loosen the attachment bolts (1), if necessary.
Adjust the glass to the correct position and re-tighten the attachment bolts.
4. Fit the new foil (A).
5. Fit the door panel.



K1 01 512

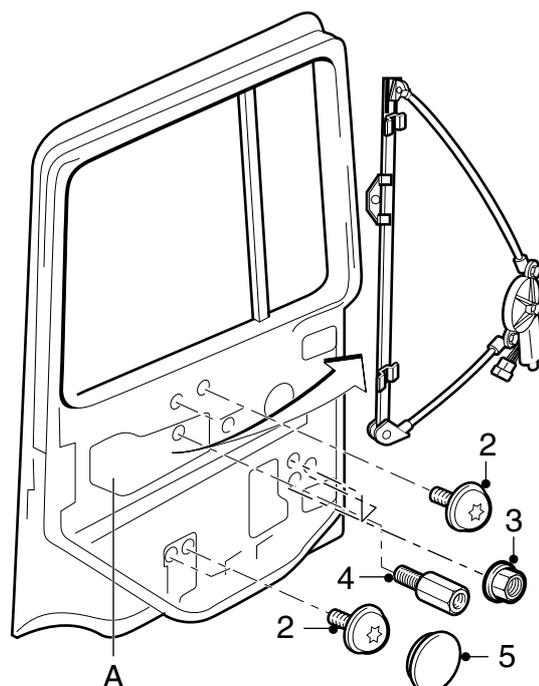
4.23 REMOVAL AND INSTALLATION, ELECTRICALLY OPERATED WINDOW MECHANISM

Removing electrically operated window mechanism

1. Remove the door panel.
2. Remove the foil (A).
3. Lower the glass, remove the attachment bolts (1) and raise the glass.
4. Detach the electric motor connector.
5. Remove the caps (5), attachment bolts (2) and (4) and attachment nuts (3).
6. Remove the window mechanism out of the door through the opening.

Installing electrically operated window mechanism

1. Fit the window mechanism in the door and fit the attachment bolts (2) and (4), the attachment nuts (3) and the caps (5).
2. Connect the electric motor connector up.
3. Lower the glass and fit it to the window mechanism using attachment bolts (1).
4. Operate the window switch and close the glass almost completely.
Check whether the top edge of the glass is parallel with the window frame.
Loosen the attachment bolts (1), if necessary.
Adjust the glass to the correct position and re-tighten the attachment bolts.
5. Fit the new foil (A).
6. Fit the door panel.

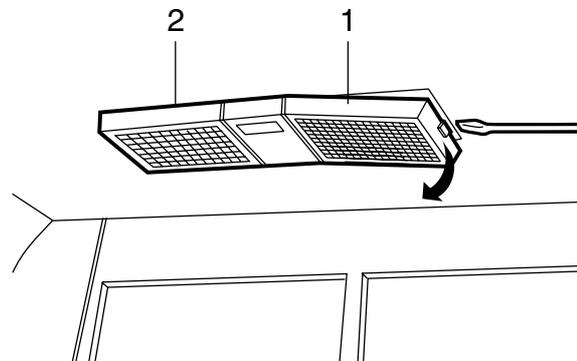


K1 01 513

4.24 REMOVAL AND INSTALLATION, INTERIOR LIGHTING

Removing interior lighting

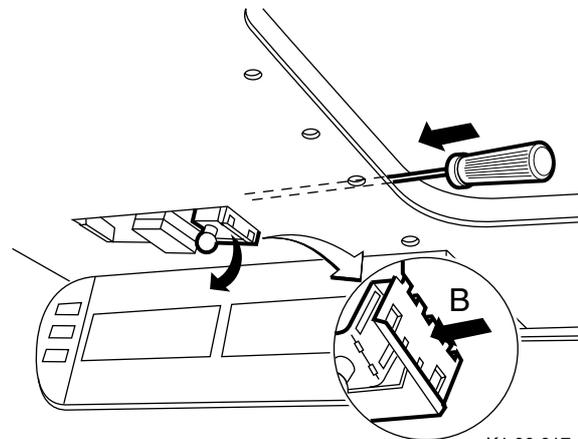
1. Remove the covers (1) and (2).
2. Use a long screwdriver to bend back the lugs (B) of the lamp holder.
3. Take the lamp holder out of the headlining.
4. Unplug the connectors and remove the lamp holder.



K1 01 447

Installation, interior lighting

1. Bend back the lugs (B) of the lamp holder.
2. Connect the connectors and fit the lamp holder.
3. Fit the covers (1) and (2).



K1 00 617

4.25 REMOVAL AND INSTALLATION OF ROOF CONSOLE IN SPACE CAB AND COMFORT CAB TO INSTALL ACCESSORIES

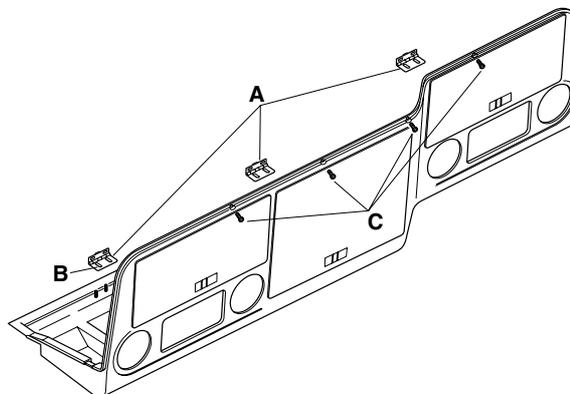
Note:

The roof console of the F95XF Space Cab and Comfort Cab is hinged to allow good access to the wiring behind it. The hinges (A) include slotted holes (B) for the purpose of adjusting the console in the longitudinal direction of the vehicle. When opened the console can be pulled several centimetres backwards due to these slotted holes. As a result of this the front edge has sufficient space and will therefore not break.

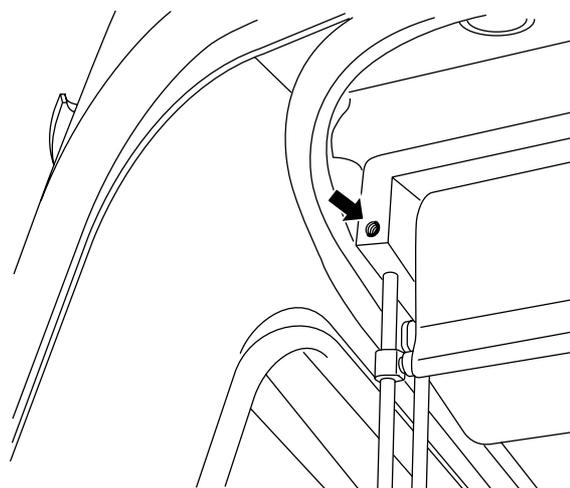
Please ensure that there are no loose objects in the console that may fall out during tilting.

Tilting roof console

1. Loosen the small guide rail socket head screw and remove the guide rail from the sun blind.
2. Support the console.
3. Slacken the 4 screws (C) in the upper edge.
4. Pull the console backwards as far as possible (approx. 2 cm).
5. Tilt the console.
6. Make sure the console is not tilted too far. This is to prevent the ends of the sun blind mechanism from damaging the windscreen.



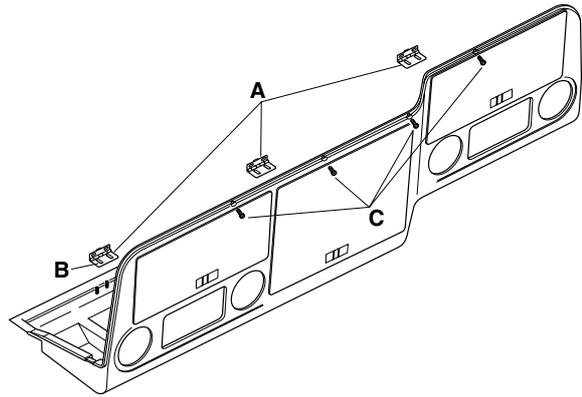
K100552



K100437

Tilting back the roof console

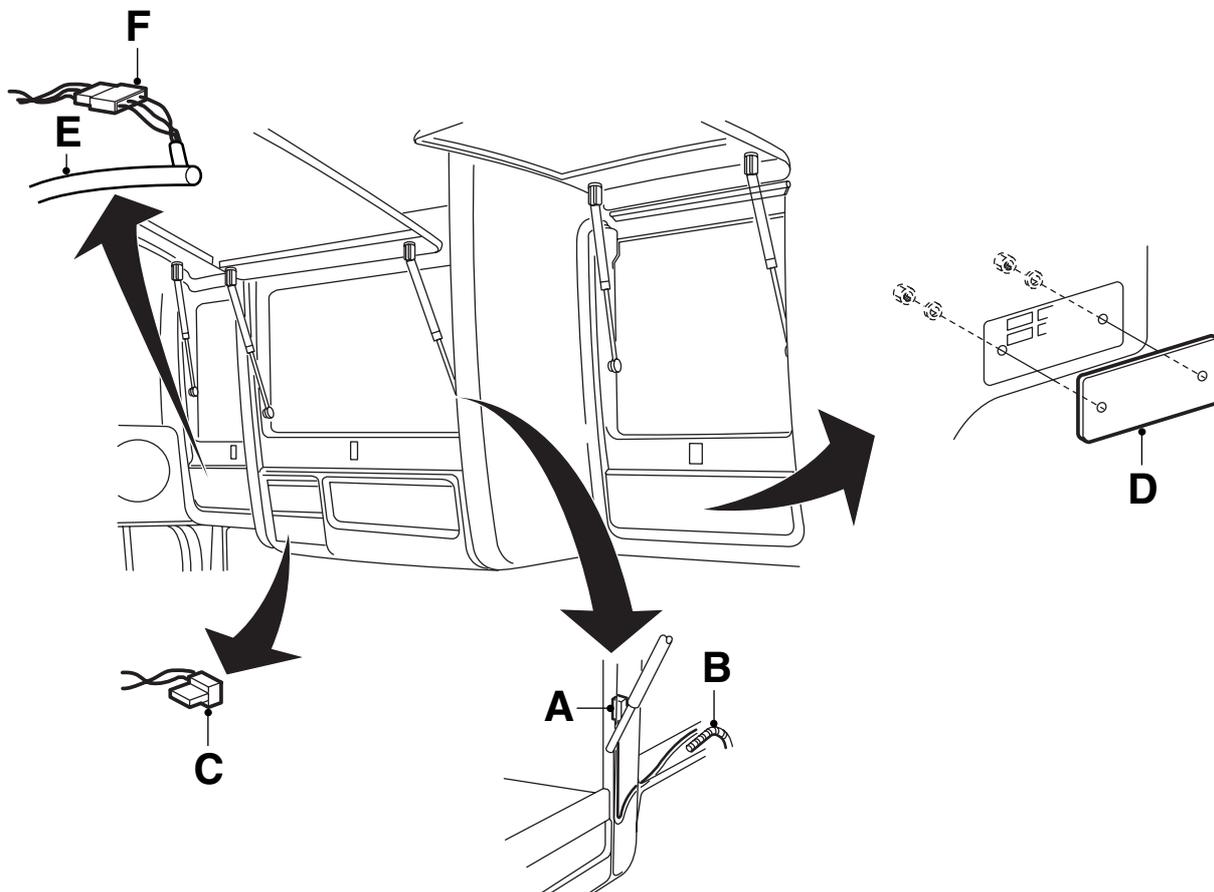
1. Tilt the console back.
2. Push the console as far as possible forwards.
3. Tighten the 4 screws (C) in the upper edge. This means that the self-locking nuts of the hinges (with B), may **only be** permanently **hand-tightened**. These nuts will already have been hand-tightened in the factory. If the console only has to be tilted then do not change anything.
4. Install the sun blind guide rail and fasten the small socket head screw.



K100552

4.26 REMOVAL AND INSTALLATION OF ROOF CONSOLE COMPONENTS IN SUPER SPACE CAB TO INSTALL ACCESSORIES

Overview drawing



2

Legend

- A 24 volt (40 A)-connector (for microwave, TV, etc.).
- B Passage tube
- C 12 volt-connector for audio equipment (e.g. CB transmitter)
- D Cover plate for additional switches
- Air duct for air horn
- F Central roof console connector

Note:

Several facilities have been pre-installed in the roof console to facilitate the installation of accessories.

K100470

Removing roof console components in Super Space Cab to install accessories

Central storage cabinet

In the right-hand post (on co-driver's side), the central storage cabinet has been equipped with a cable and connector (A) for high-capacity accessories.

This cable is safeguarded by a 40A fuse in the central fuse box.

Two installation openings, covered by plates, have been provided in the central storage cabinet on driver's side for installation of additional audio equipment, such as a CB transmitter or a CD player. There is a 12 volt connector (C) behind the lower plate.

Storage cabinet on driver's side

An air pipe (E) is provided on the driver's side for the installation of an air horn.

To access this pipe, the bottom plate must be removed from the cabinet. To do so, remove the upholstery to expose the screws. This is also the location of the central connector (F) for the roof console.

Use double-sided tape to fasten the upholstery.

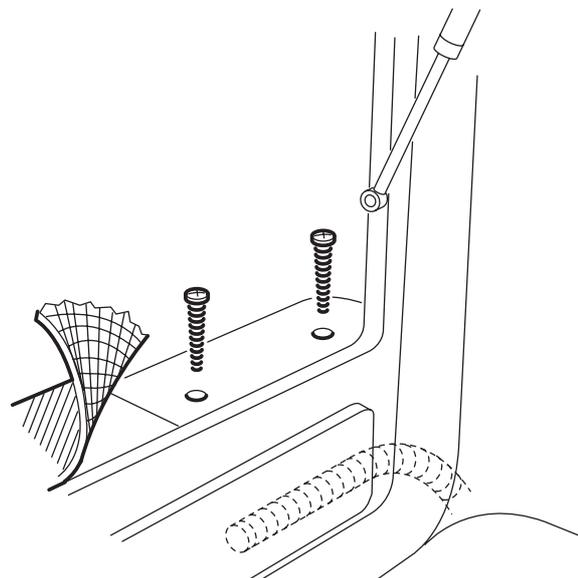
Storage cabinet on the co-driver's side

Underneath the floor of the storage cabinet there is a vacant passage (B) for the connection of additional accessories. This passage runs through the door post and ends under the central fuse box.

Additional switches for accessories

To facilitate the installation of additional switches in the roof console, spaces have been provided behind the two cover plates on both the driver's and the co-driver's side, in which switches will fit.

1. Remove the floor from the storage cabinet to enable installation of the switches.
2. Remove the two attachment nuts from the inside.



K100471

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3. INSPECTION AND ADJUSTMENT	3-1	0209
3.1 Inspection and adjustment, heater valve	3-1	0209
4. REMOVAL AND INSTALLATION	4-1	0209
4.1 Removal and installation, interior filter	4-1	0209
4.2 Removal and installation, heating unit	4-2	0209
4.3 Removal and installation, heater control panel	4-5	0209
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1. SAFETY INSTRUCTIONS



The air conditioning system may only be opened and filled by a specialist. Furthermore, many countries require official certification to carry out such activities.

2. GENERAL

2.1 SYSTEM DESCRIPTION OF HEATER, HEATER CONTROL

The heater is installed in the central console as a complete unit.

The unit contains all control valves, control handles and switches needed for ventilation and heating.

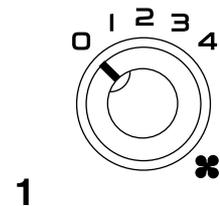
There are two versions available for the F249:

- heating/ventilation system
- heating/ventilation system combined with air conditioning.

The heater control consists of three rotary knobs and two switches (one for the model without air conditioning). The switches are fitted on the radio panel.

Knob 1

Five-position switch to control fan speed.

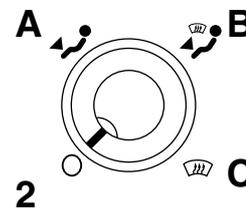


K100395

Knob 2

Air distribution in the cab.

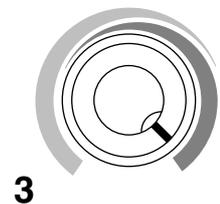
- 0 = 0-position
- A = leg area
- B = windscreen and leg area
- C = windscreen (defroster)



K1 01 126

Knob 3

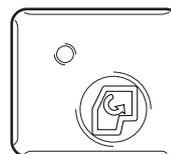
Temperature control: offers a continuously variable supply of hot air from 0 to 100%.



K100397

Switch 1

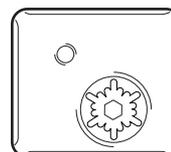
Recirculation valve control: the recirculation valve can be used to partly shut off the air supply from outside the cab; the air in the cab is recirculated.



K1 01 463

Switch 2 (only for model with air conditioning)

Air conditioning control switch



K1 01 462

3

Air distribution

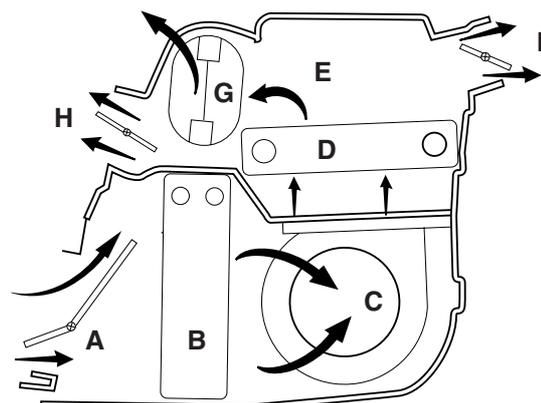
Optimal air distribution in the cab can be achieved by means of knob 2 in combination with the rotating and adjustable vents on the central console and at the sides of the dashboard.

After passing through an air filter, along the recirculation valve, outside air enters the heater housing through opening A behind the grille. The recirculation valve is operated by an electric motor and a switch on the dashboard. The inflowing air is then passed to the heater fan.

The first air distribution takes place in space B between the fan and the radiator. Some of this air bypasses the heater radiator and can be passed directly to the cab D through the central air vents C. The amount of air is controlled by rotating the dials on the air vents.

Opening the air vents in the central console will cause less air to be passed to the heater radiator.

The air being supplied will now be heated by the heater radiator, depending on the position of the heater valve. The second distribution will now take place behind the heater radiator (through valves 1 and 2), i.e. via the various air ducts leading to the outlet openings beneath F (floor area) and above the dashboard E (windscreen, side windows and air vents).



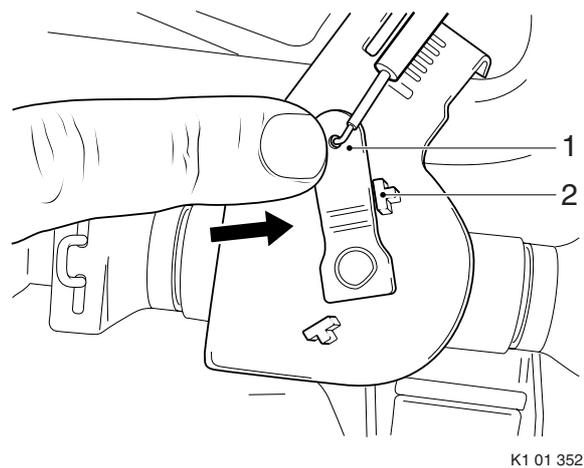
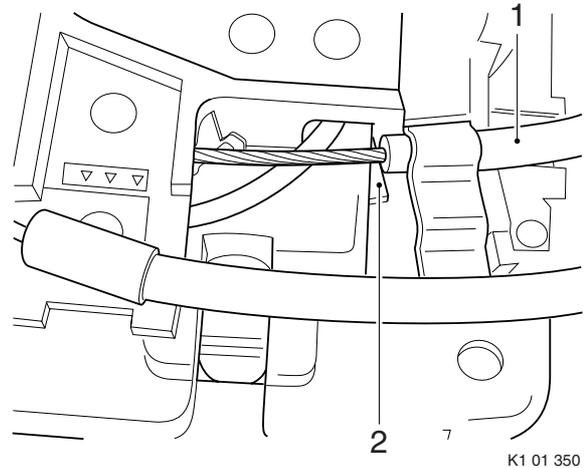
K1 00 993

3. INSPECTION AND ADJUSTMENT

3.1 INSPECTION AND ADJUSTMENT, HEATER VALVE

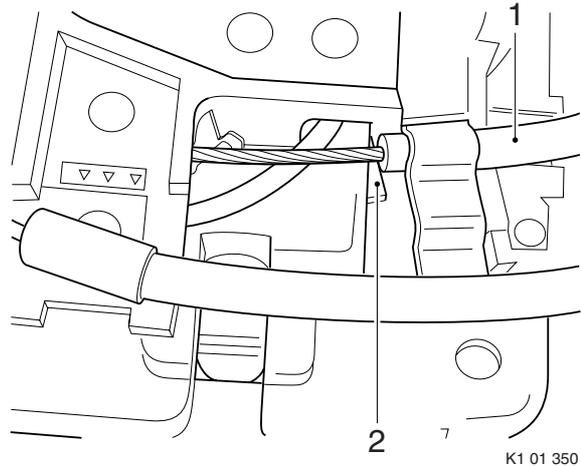
Inspecting the heater valve

1. Remove the heater control panel.
2. Turn the temperature knob on the control panel fully left (cold). Check at the rear of the control panel that the bowden cable (1) (red for LHD and blue for RHD) abuts against the stop (2).
3. Turn the control knob fully right (warm) once and fully left again (cold). Check that the control arm (1) of the heater valve abuts fully against the stop (2). If this is not the case, the heater valve must be adjusted.
4. Fit the heater control panel.



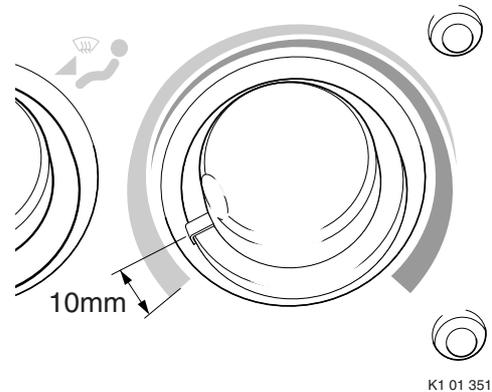
Adjusting heater valve

1. Remove the heater control panel.
2. Turn the temperature knob on the control panel fully left (cold). Remove the fastening clip and press the bowden cable (1) against the stop (2) and fit the fastening clip.

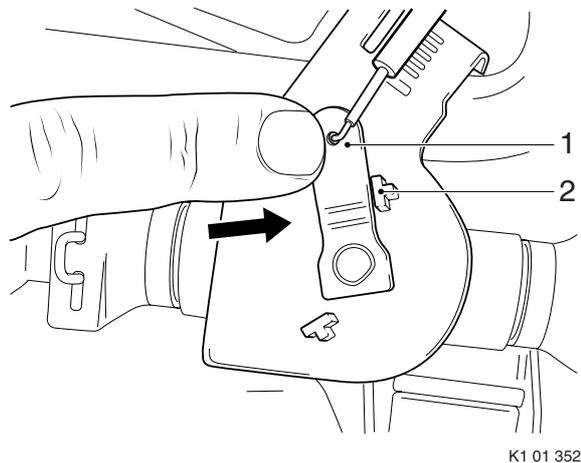


3

3. Turn the temperature knob fully left (cold) and then 10 mm right (warm).



4. Take the fastening clip off the bowden cable and remove the heater valve.
5. Press the control arm (1) of the heater valve against the stop (2) and fit the fastening clip.
6. Turn the control knob fully right (warm) once and fully left again (cold). Check that the control arm of the heater valve abuts fully against the stop.
7. Fit the heater control panel.



4. REMOVAL AND INSTALLATION

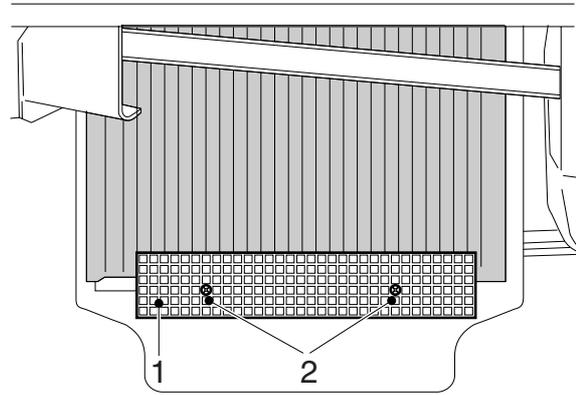
4.1 REMOVAL AND INSTALLATION, INTERIOR FILTER

Removing interior filter

1. Open the grille.
2. Remove the attachment bolts (2) from the fastening strip (1).
3. Remove the interior filter from the filter housing by sliding the bottom of the filter element outwards and downwards.

Installing interior filter

1. Place the top of the interior filter in the filter housing and push the filter upwards. Note the arrow ('airflow') on the edge of the filter element.
2. Fit the fastening strip with the attachment screws.
3. Close the grille.



K1 01 469

4.2 REMOVAL AND INSTALLATION, HEATING UNIT

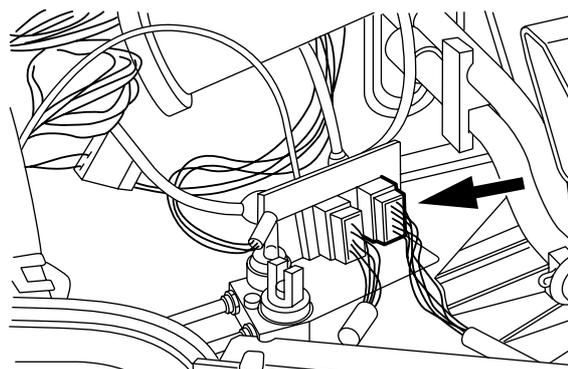
Removing the heating unit

1. Partially drain the coolant.
2. Remove the air conditioning liquid, if applicable.

Note:

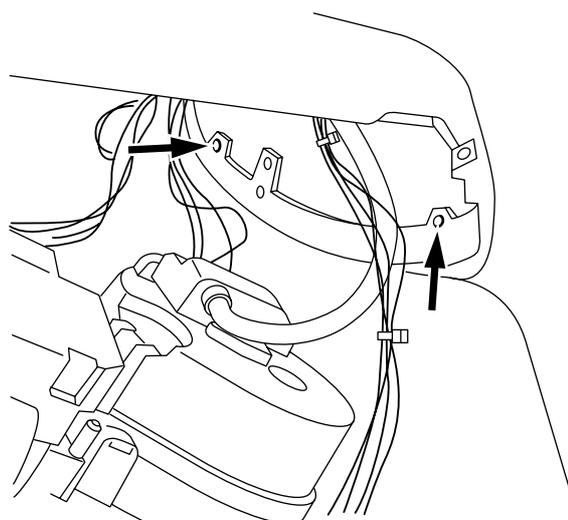
The air conditioning system may only be opened and filled by a specialist. Furthermore, many countries require official certification to carry out such activities.

3. Remove the dashboard panels on co-driver's side and from the central console.
4. Remove the ashtray and the ashtray holder
5. Remove the radio panel.
6. Remove the air ducts on driver's side.
7. Remove the connector from the central console control panel.
8. Remove the central console control panel.
9. Unscrew the instrument panel until the attachment screws on the inside can be removed.



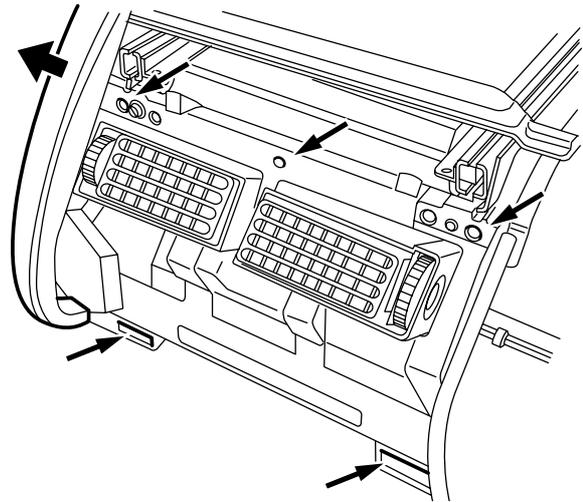
K100398

10. Remove the attachment screws at the top and front of the central console, allowing the panel to be lifted slightly.



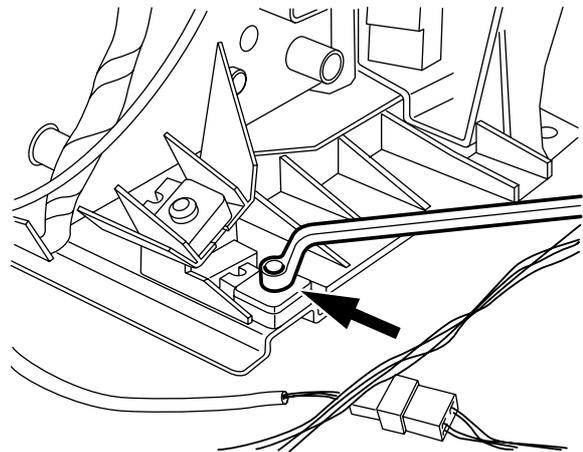
K100405

11. Remove the frame at the front of the central console, including the vents. To that end, slightly lift the dashboard panel enabling the frame to be removed more easily.
12. Remove the frame at the top of the central console. To that end, slightly lift the dashboard panel enabling the frame to be removed more easily.



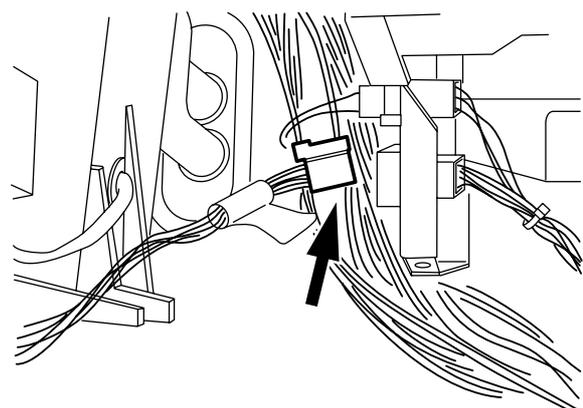
K100404

13. Remove the attachment bolts of the heating unit in the cab floor.
14. Remove the attachment bolts of the heating unit at the front of the cab (underneath the grille). To do so, remove the interior filter housing.
15. Remove the coolant pipe at the front of the cab (underneath the grille). Plug the connections on the heater in such a way that no coolant can leak from the heater when it is removed.



K100406

16. Remove the connector on the side of the central cabinet.
17. Remove the heating unit.



K100408

Installing heating unit

Note:

Please ensure that the bowden cables are not pinched off when the heating unit or dashboard panels are installed. After installation, check the operation of the heating unit.

1. Install the heating unit and connect the hoses at the front of the cab.
2. Fasten the heating unit to the front of the cab and the cab floor. Fit the interior filter housing.
3. Connect the connector on the side of the central cabinet.
4. Install the upper air duct on driver's side.
5. Place the central console upper frame and hand-tighten it (lift the dashboard panel on driver's side slightly to make installation easier).
6. Install the central console front panel and tighten both frame parts.
7. Connect the connector of the central console control panel.
8. Fit the instrument panel, radio panel, control panel, dashboard panels, ashtray and ashtray holder.
9. Top up the cooling system.
10. If relevant, fill the air conditioning system.

4.3 REMOVAL AND INSTALLATION, HEATER CONTROL PANEL

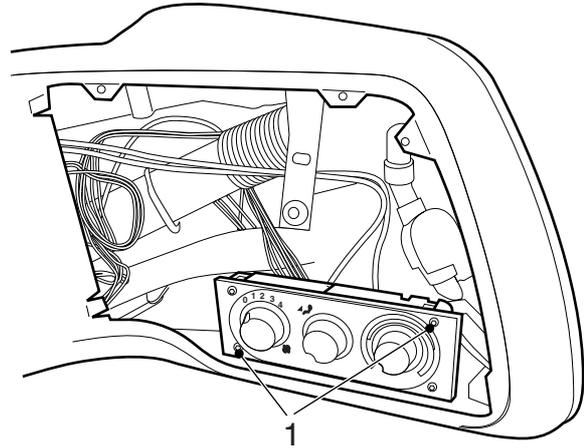
Removing control panel

1. Turn all control knobs fully to the left (0 and cold respectively).
2. Remove the radio panel.
3. Remove the attachment bolts (1) from the control panel.

Note:

If the heating unit is removed, remove the attachment bolts from the control panel and put the panel to one side. Do not disconnect the control cables.

4. Remove the control panel from the frame and turn it until the control cables can be reached.
5. Remove the clips from the control cables.
6. Remove the control cables.
7. Disconnect all electrical connections.
8. Remove the control panel.



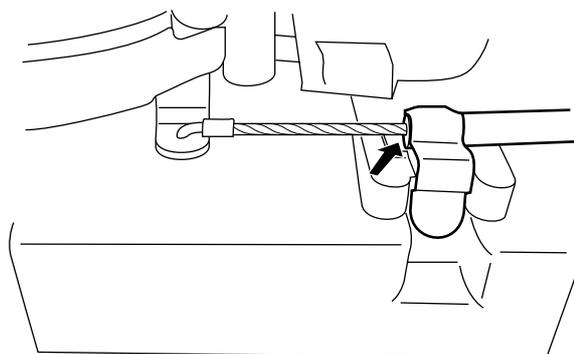
K1 01 457

Installing control panel

Note:

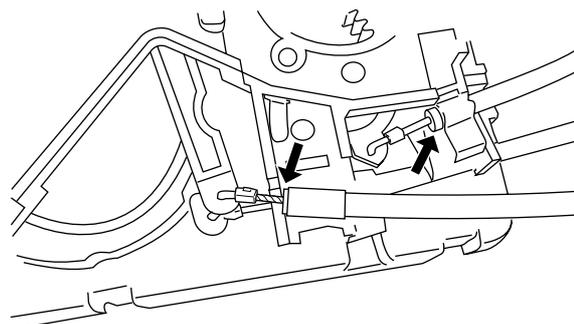
For the colours of the control cables for the heater refer to “Technical data”.

1. Turn all control knobs fully to the left (0 and cold respectively).
2. Attach one side of the control cable of the foot valve to the innermost lever of the heater manifold, push the outer cable against the white stop and fix the clip.



K1 01 149

3. Attach one side of the control cable of the defroster valve to the outermost lever of the heater manifold, push the outer cable against the stop and fix the clip.
4. Attach one side of the Bowden cable of the heater valve to the temperature control lever, push the outer cable against the stop and fix the clip.
5. Attach the other side of the control cable to the heater valve, adjust the heater valve, see chapter “Inspection and adjustment” and attach the clip.
6. Check the settings by setting the control knobs to various positions. In the zero position the relevant valve or tap must be closed and the knob must be easily adjustable over its entire range.
7. Reconnect all electrical connections.
8. Fit the control panel and the radio panel.

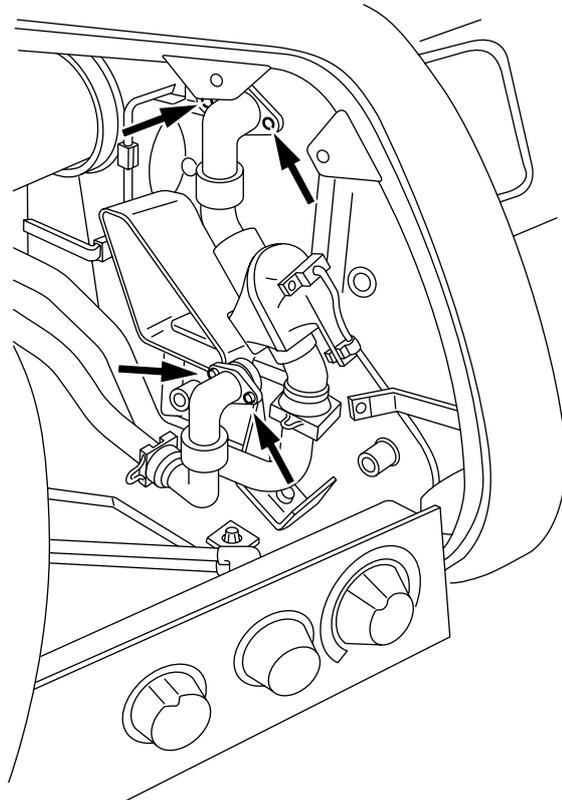


K1 01 148

4.4 REMOVAL AND INSTALLATION, HEATER RADIATOR

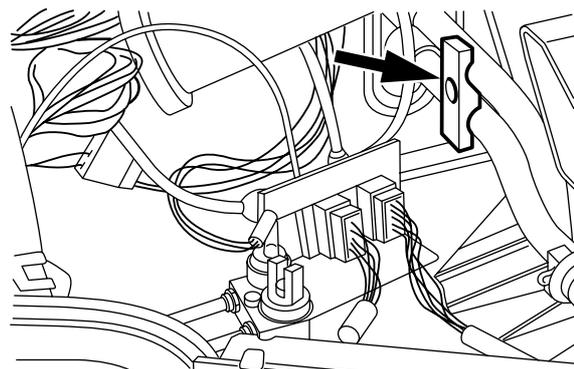
Removing heater radiator

1. Remove the radio panel.
2. Remove the lower air duct.
3. Remove the pipes on the heating unit.
Capture any escaping coolant.



K100401

4. Remove the pipe clamp.

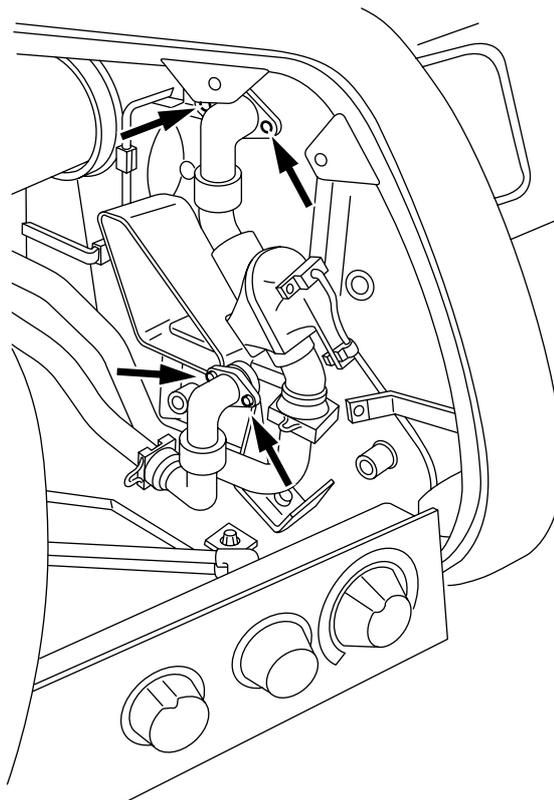


K100399

5. Remove the control panel.
6. Remove the attachment screws on the side of the heater.
7. Remove the radiator by carefully pulling it out of the heating unit.

Installing heating radiator

1. Place the radiator and carefully slide it into the heating unit.
2. Fit new O-rings to the pipes and fit them.



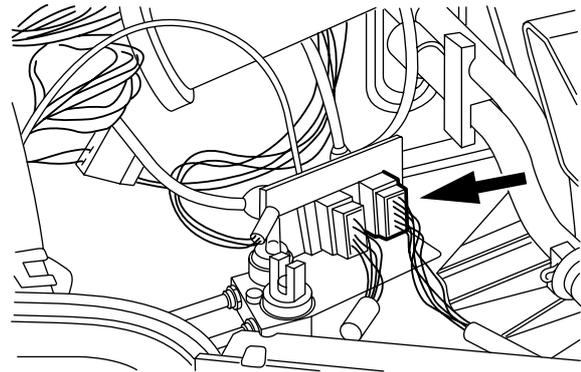
K100401

3. Fit the pipe clamp.
4. Fit the lower air duct.
5. Install the control panel.
6. Fit the radio panel.
7. Top up the cooling system.

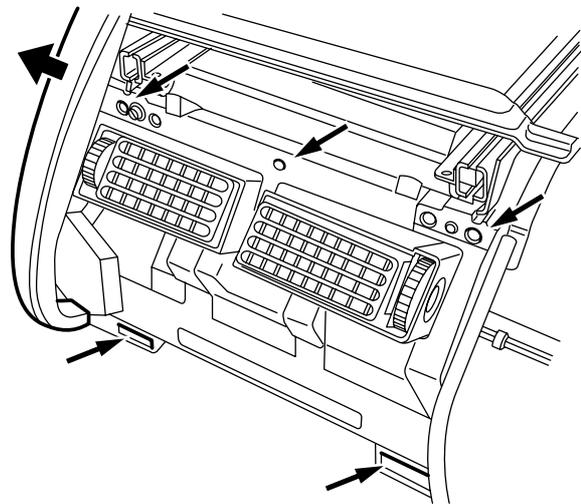
4.5 REMOVAL AND INSTALLATION, HEATING UNIT ELECTRIC MOTOR

Removing the heating unit electric motor

1. Remove the dashboard panels on co-driver's side and from the central console.
2. Remove the ashtray and the ashtray holder
3. Remove the radio panel.
4. Install the lower air duct on driver's side.
5. Remove the connector from the central console panel.
6. Remove the central console control panel.
7. Remove the attachment screws at the top and front of the central console, allowing the panel to be lifted slightly.
8. Remove the frame at the front of the central console, including the vents. To that end, slightly lift the dashboard panel (driver's side) enabling the frame to be removed more easily.

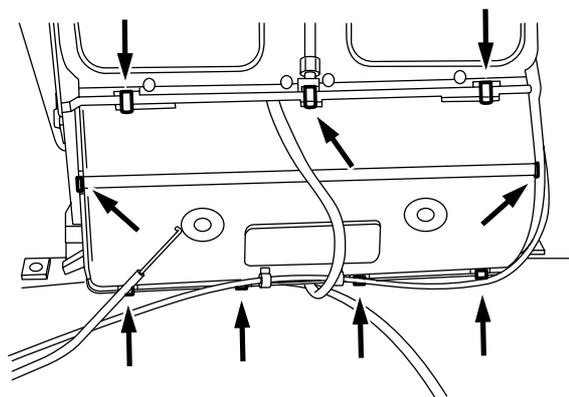


K100398



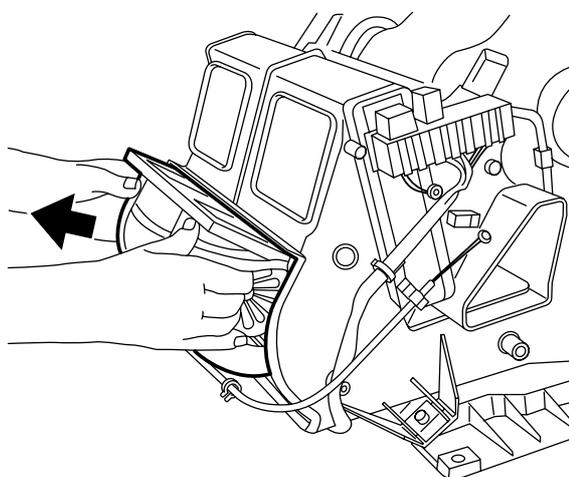
K100404

9. Remove the clips at the front of the heater and take the cover off.



K100402

10. Remove the motor by pulling it out of the unit. Mark the connections.



K100403

Installing the heating unit electric motor

1. Install the electric motor in the unit and connect all connectors.
2. Install the cover and fix it with the clips. In doing so, make sure that the bowden cable does not get pinched off.
3. Install the upper air duct on driver's side.
4. Install the central console front panel and fasten it.
5. Connect the connector of the central console control panel.
6. Fit the radio panel, dashboard panels, ashtray and ashtray holder.

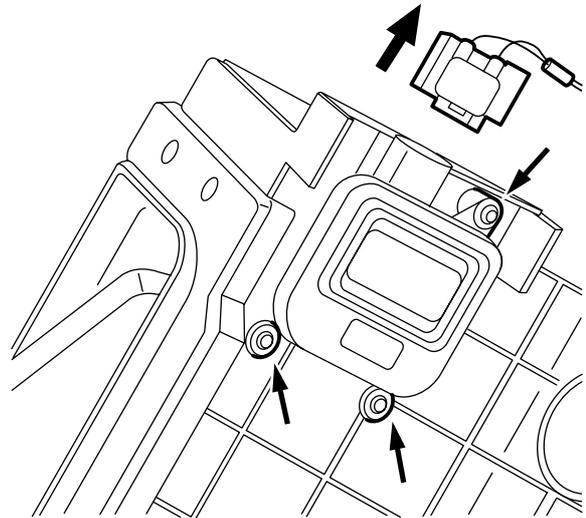
4.6 REMOVAL AND INSTALLATION, RECIRCULATION VALVE CONTROL MOTOR

Removing recirculation valve control motor

1. Remove the heating unit.
2. Remove the attachment screws from the valve control at the bottom of the heating unit.
3. Remove the connector from the control motor.
4. Remove the control motor.

Installing recirculation valve control motor

1. Install the control motor and fit the connector.
2. Install the heating unit.

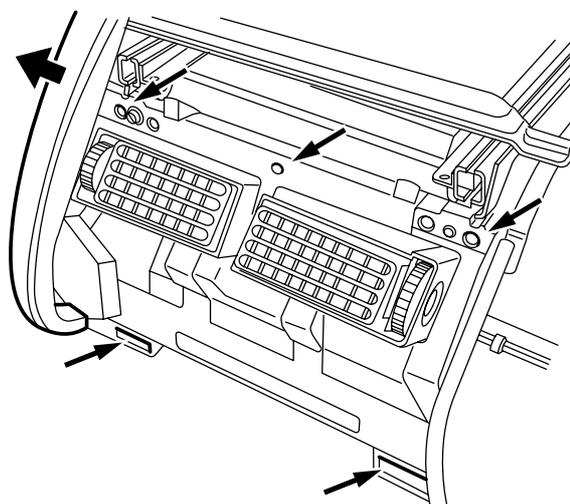


K100407

4.7 REMOVAL AND INSTALLATION, SERIES RESISTOR

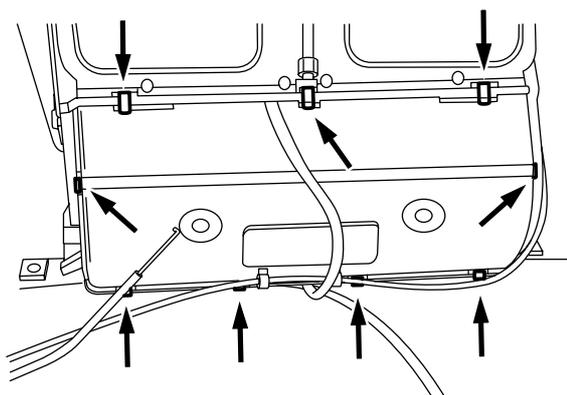
Removing series resistor

1. Remove the dashboard panels on co-driver's side and from the central console.
2. Remove the ashtray and the ashtray holder
3. Remove the radio panel.
4. Remove the lower air duct on driver's side.
5. Remove the central console control panel.
6. Remove the attachment screws at the top and front of the central console, allowing the panel to be lifted slightly.
7. Remove the frame at the front of the central console, including the vents. To that end, slightly lift the dashboard panel (driver's side) enabling the frame to be removed more easily.



K100404

8. Remove the clips at the front of the heater and take the cover off.

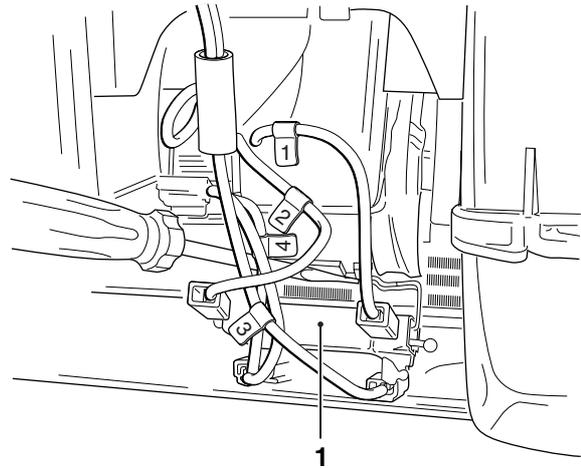


K100402

9. Remove the connectors from the series resistor (1).
10. Using a screwdriver, push the retainer lips to one side and slide the series resistor including its support off the heater motor.

Installing series resistor

1. Press the series resistor (1) with the support firmly into the retainer lips on the heater motor.
2. Connect the connectors. Note the markings or the wire numbers.
3. Fit the cover with the clips.
4. Fit the frame at the front of the central console, including the vents.
5. Fit the attachment screws at the top and front of the central console.
6. Fit the central console control panel.
7. Fit the lower air duct on driver's side.
8. Fit the radio panel.
9. Fit the ashtray and the ashtray holder.
10. Fit the dashboard panels on co-driver's side and from the central console.



K1 01 096

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1. SAFETY INSTRUCTIONS

General

The cab is equipped with a hydraulic tilting mechanism. The pump is located on co-driver's side at the rear of the cab. The cab locks are opened hydraulically during pumping.

Before tilting the cab, make sure that the doors are closed, that there are no loose items in the cab and that the gear lever is in neutral. Tilt the cab fully forward if work is to be carried out underneath the cab.



You can stop the cab tilting forward at any time by turning the cock to the reverse tilting position.



When working on a tilted cab (for example when welding, spray-painting or applying bitumen coatings), be sure to cover the piston rod of the lifting cylinder. Welding spatter and paint on the piston rod will inevitably cause damage to the oil seal.

Inspection after a collision

Before tilting the cab after a collision, check the cab rests, the cab hinges and the attachment of the lifting cylinder to the chassis member and cab for cracks.



If the vehicle has been involved in a collision, the cab must under no circumstances be tilted without due precautions. The end stop in the lifting cylinder may be damaged, which might cause the cab to shoot past its end stop.

If possible, suspend the cab in slings and put a stand in front of the cab. Make sure that there is no one in front of the cab while it is being tilted.

After a collision, **always** check the lifting cylinder for internal damage. Replace the lifting cylinder if it is damaged or if you are in doubt as to its condition.

2. GENERAL

2.1 DESCRIPTION OF EXTERIOR MIRRORS

All exterior mirrors and exterior mirror brackets installed on the 95XF series vehicles are factory-set under average driving conditions. After the superstructure has been constructed on the vehicle, it is required by law that all exterior mirrors and exterior mirror brackets should be re-adjusted in accordance with EC Directive 88/321. This critical adjustment depends entirely on the width of the vehicle's superstructure.

To ensure proper adjustment of the exterior mirror/external mirror brackets as provided for in the Directive, it is important to follow all adjustment procedures closely.

Mirror classification

This section describes the different types of vehicle mirrors according to the standard EC mirror classification. The following vehicle mirror categories apply to trucks over 7.5 tonnes:

- "Category 2" - Main exterior mirror
- "Category 4" - Wide-angle exterior mirror
(/blind angle exterior mirror)
- "Category 5" - Close-up exterior mirror

Note: Category 1 (inside) and category 3 (exterior) mirrors are intended for passenger cars.

The exterior mirror consists of convex glass and an aerodynamically shaped mirror housing. The main exterior mirror and wide-angle exterior mirror (only on co-driver's side) are fitted to a D-shaped bracket on the door. A dead angle exterior mirror (on co-driver's side only) can also be fitted on the D-shaped bracket. Amongst other things, the dead angle exterior mirror gives vision of the section beside the vehicle that is outside the fields of vision of the main exterior mirror, the wide-angle exterior mirror and the pavement mirror.

The pavement mirror is attached to the upper part of the door on a separate bracket. The exterior mirror bracket returns to its original position if it gets flapped back. On several models there is an extra exterior mirror (apart from a pavement mirror) on co-driver's side giving the driver a better view of the drawn vehicle.

The heating for the exterior mirrors can be switched on by a switch on the dashboard. When the exterior mirror heating is turned on, the warning lamp in the switch lights up.

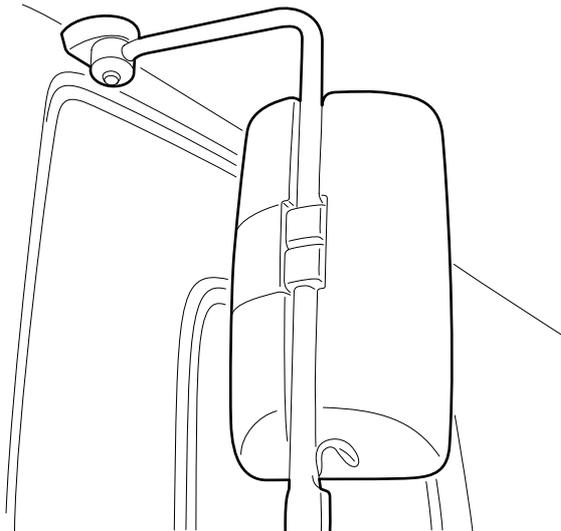
The exterior mirrors can be divided into:

- non-heated exterior mirrors
- heated exterior mirrors (except for the pavement mirror)
- electrically adjustable main exterior mirrors (always heated).

4

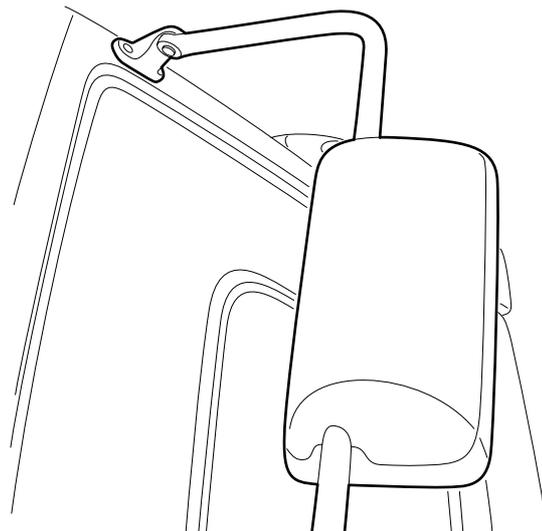
Exterior mirror types

There are two different exterior mirrors for the vehicles of the 95XF series:



K101229

Model without integrated bracket



K101230

Model with integrated bracket

2.2 DESCRIPTION OF WINDSCREEN WIPER AND WASHERS

There are three windscreen wipers on the windscreen which are equipped with nozzle tips, each of which has three sprayer nozzles. The filler opening of the storage tank for the windscreen washers and possibly the headlight washers is located in the stepwell on driver's side.

2.3 FUNCTIONAL DESCRIPTION OF HEADLIGHT WASHING SYSTEM

95XF-series vehicles may be equipped with a headlight washing system consisting of a high-pressure pump and washers. The high-pressure pump for this washing system abuts the storage tank. The washers are underneath the headlights. The headlight washing system can be activated by operating the windscreen wipe-wash system when the lighting is switched on. When the wipe-wash system has been operated with the lighting switched on, the high-pressure pump starts to build up pressure. As the pressure rises, the telescopes are pushed out. Only when the pressure has reached its maximum does a valve at the top of the telescope open, after which the liquid is sprayed at high pressure through the nozzle tips onto the headlight glass. The high-pressure pump stops after one second; the washing cycle is complete. The built-in spring now retracts the telescopes. To begin another washing cycle, the windscreen wipe-wash system must be re-activated.

2.4 DESCRIPTION OF HEADLIGHT HEIGHT ADJUSTMENT

The cab is equipped with an internal device for adjusting the angle of the headlight beam. Control is by a rotary knob located in the cab. The knob is situated on the dashboard to the left of the steering wheel. The headlights are levelled by means of electric motors located at the bottom of the headlight unit.

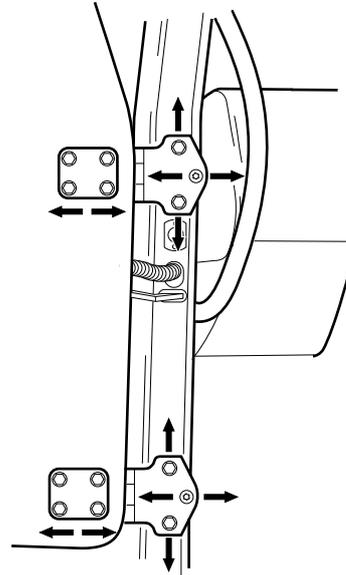
3. INSPECTION AND ADJUSTMENT

3.1 INSPECTION AND ADJUSTMENT, DOOR

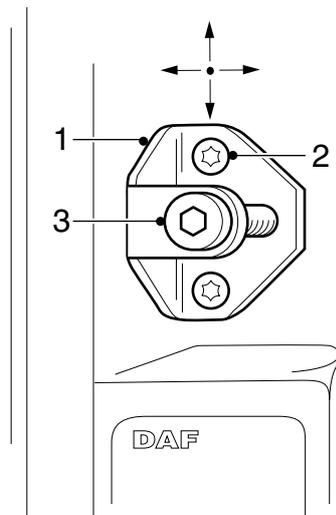
Note:

To adjust the door using the door hinges, the door panel must be removed.

1. Check that the size and wedged shape of the gap between cab and door match the specified gap size and wedged shape all round, see "Technical data". If necessary, adjust the door, with the door hinges. See "Technical data" for the specified tightening torque for the door hinge bolts.
2. Look and feel whether there is a smooth transition between the door and corner section and between the door and cab roof, see "Technical data". If necessary, adjust the door by moving the door hinges inwards or outwards. See "Technical data" for the specified tightening torque for the door hinge bolts.
3. Check that the surface of the door handle area continues smoothly into that of the cab body. See "Technical data". If necessary, adjust the door, using the striker plate (1). Loosen the Torx screws (2) and (3) and move the striker plate. See "Technical data" for the tightening torque for the Torx screws (2).



K1 01 492



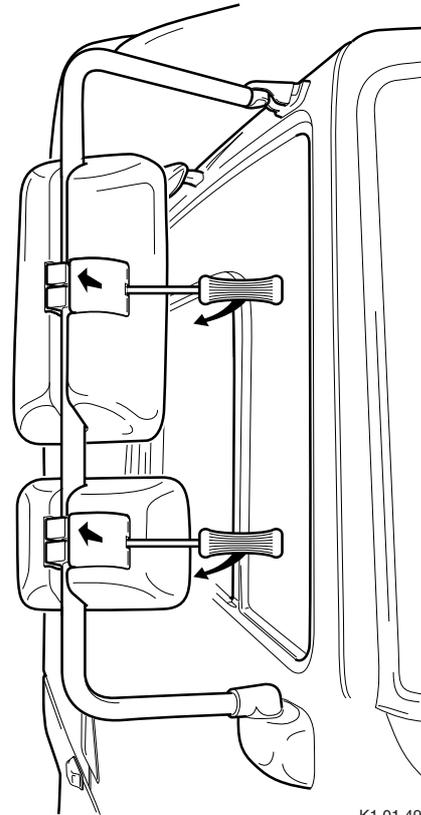
K1 01 491

3.2 INSPECTION AND ADJUSTMENT, EXTERIOR MIRRORS

Height/angle adjustment of exterior mirrors without integrated bracket

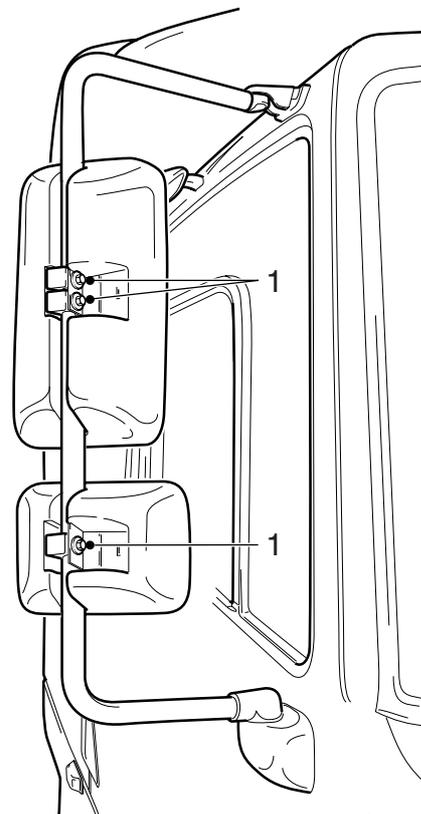
Check whether the driver and passenger's exterior mirrors have been adjusted in accordance with the values given in "Technical data". If necessary, adjust the height and/or angle as follows:

1. Remove the cover panel on the back of the exterior mirror. This panel can be loosened by sticking a wide screwdriver into the openings (do not turn it) and moving the screwdriver backwards.



K1 01 494

2. Unscrew the clamping bolts (1). This allows the mirrors to move freely over the bracket.
3. Set the mirror to the proper height and angle, see "Technical data".
4. Tighten the clamping bolts (1).

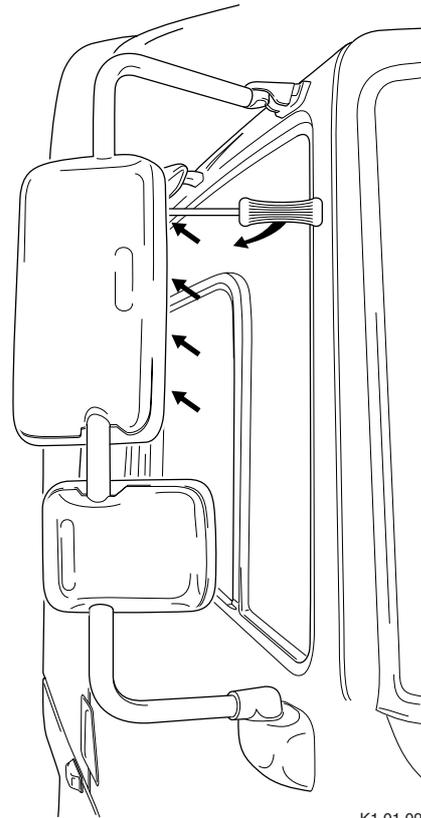


K1 01 493

Height/angle adjustment of exterior mirrors with integrated bracket

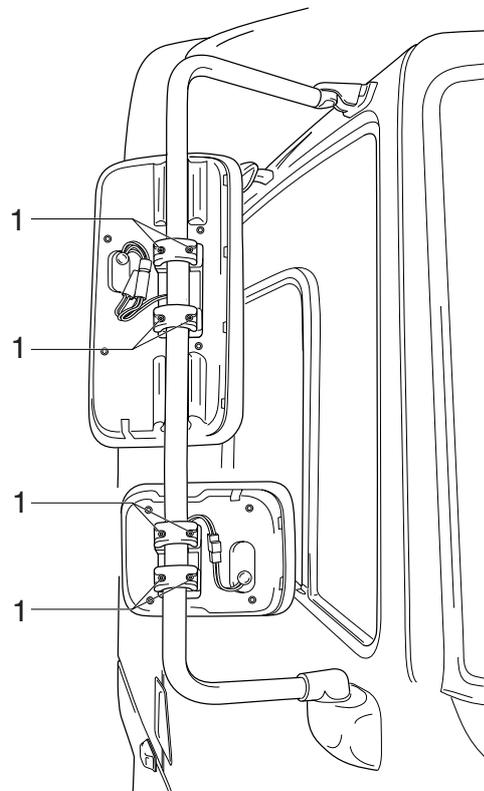
Check whether the driver and passenger's exterior mirrors have been adjusted in accordance with the values given in "Technical data". If necessary, adjust the height and/or angle as follows:

1. Remove the cover panel on the back of the exterior mirror. This panel can be loosened by sticking a wide screwdriver into the openings (do not turn it) and moving the screwdriver backwards.



K1 01 094

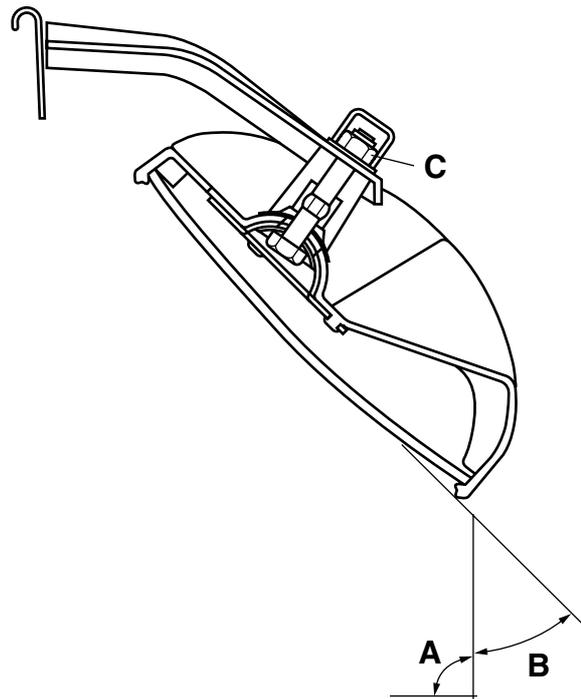
2. Unscrew the clamping bracket bolts (1). This allows the mirrors to move freely over the bracket.
3. Set the mirror to the proper height and angle, see "Technical data".
4. Tighten the clamping bracket bolts (1).



K1 01 095

Adjustment, pavement mirror

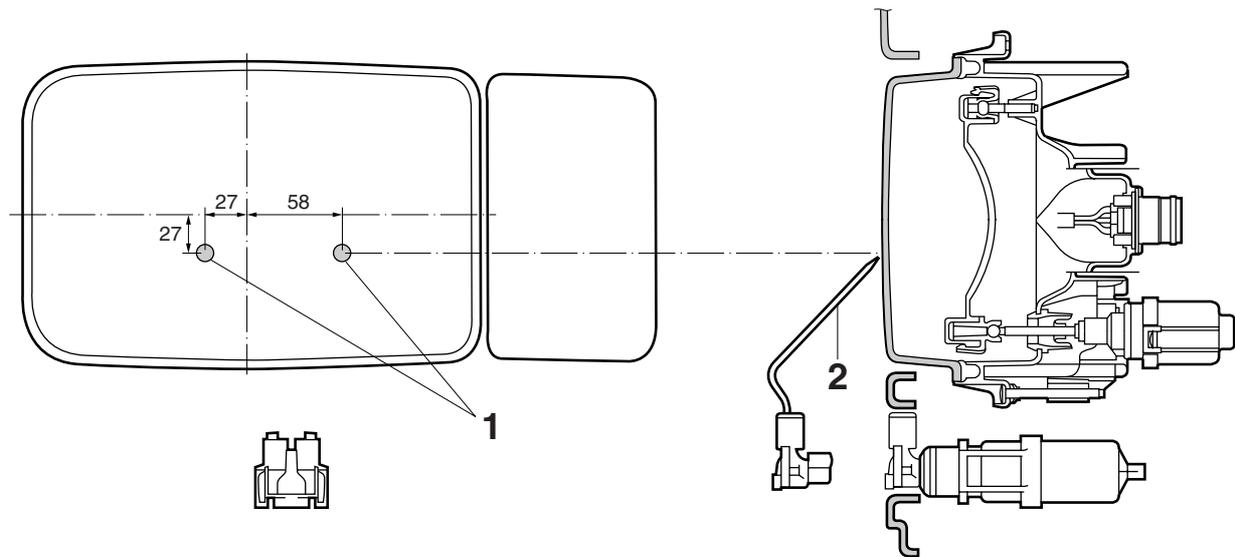
1. Remove the cap of adjusting nut (C) at the top of the mirror.
2. Slacken the nut a few turns until the mirror can move freely.
3. Adjust the mirror until it forms a right angle (angle A) to the floor (angle B = 45°). Lengthways the mirror should run parallel to the side of the vehicle.
4. Tighten the bolts to the specified tightening torque. See "Technical data".



K100236

3.3 INSPECTION AND ADJUSTMENT, HEADLIGHT WASHING SYSTEM

1. Using a felt pen, draw two adjustment points from the centre on the headlight glass. Determine the location of these adjustment points using the drawing. The outer adjustment point should always be 58 mm away from the headlight centreline. The situation shown here applies to the right-hand headlight glass. The mirror image of this drawing applies to the left-hand headlight glass.



K100820

2. Pull the telescope out and fix it in the extreme position.
3. Place the special tool (2) (DAF no. 0694939) with the short bent side in one of the nozzle tips and adjust by turning it in such a manner that the long side of the adjusting tool points to the headlight glass.
4. Repeat this procedure for the other nozzle tip.

Note:

The high-pressure pump of the headlight washing system supplies a pressure of 2.5 bar. The pipes from the pump to the washing system are therefore armoured.

When replacing them, always make sure that armoured pipes are fitted. From the high-pressure pump there is one pipe to the crosspiece. From the crosspiece there is one pipe to the left-hand and one pipe to the right-hand spray telescope. Both pipes must be of the same length to ensure proper functioning of the system.

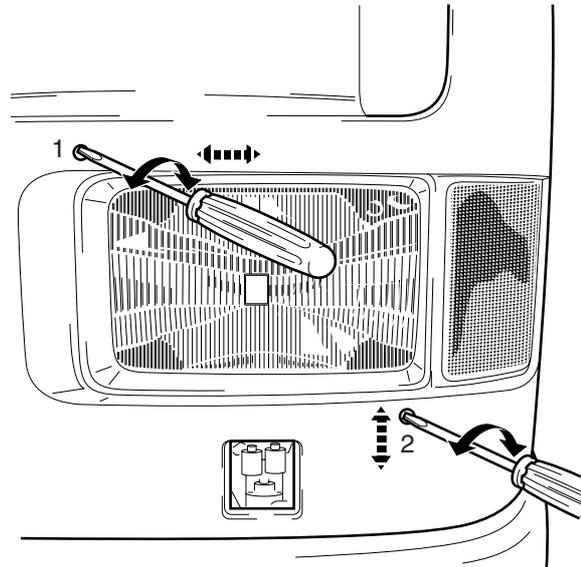
3.4 INSPECTION AND ADJUSTMENT, HEADLIGHTS

Inspection and adjustment, headlights

Note:

Use adjustment equipment to check and adjust the headlights.

1. Place the unladen vehicle with the specified tyre pressure on a flat and level surface.
2. Check in the cab that the control knob of the headlight levelling is set to "0".
3. Check the headlight levelling. See "Technical data" for the specified height adjustment.
The specified height adjustment is also shown on a sticker on the inside of the corner section around the headlight.
4. If necessary, adjust the headlights:
 - using **adjusting screw 1** the headlight can be adjusted **vertically**.
 - using **adjusting screw 2** the headlight can be adjusted **horizontally**.



K1 01 481

4. REMOVAL AND INSTALLATION

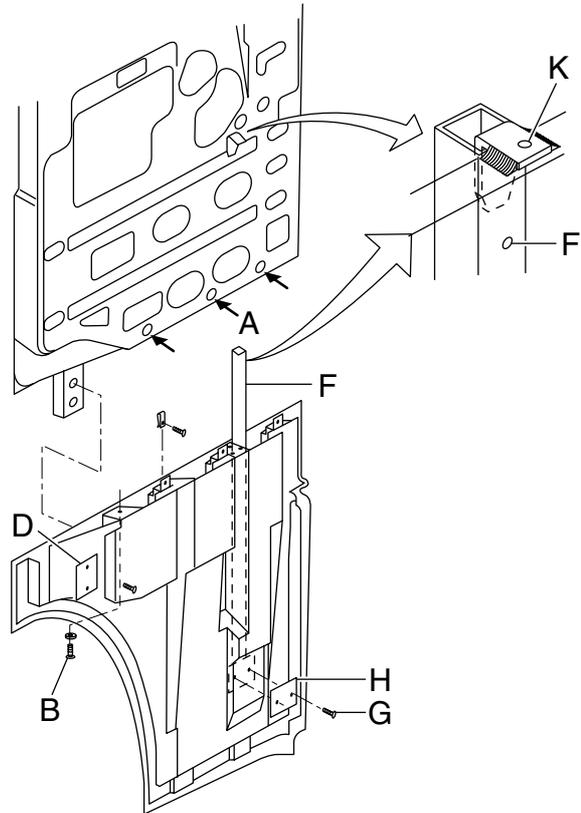
4.1 REMOVAL AND INSTALLATION, DOOR EXTENSION

Removing the door extension

1. Remove the three attachment bolts (A) on the underside of the door upholstery.
2. Remove the two attachment screws and the attachment plate (D).
3. Remove the six attachment screws (B) and take the extension off the door.
4. If necessary, remove the side-impact bar (F) by removing the two screws (G) and the plate (H).

Installing the door extension

1. If necessary, fit the side-impact bar (F). Hand-tighten this bar using attachment plate (H).
2. Slide the side-impact bar into the door opening. Make sure that the tip of the bar aligns with the lip (K) in the door. Fit the extension to the door by hand-tightening the attachment screws.
3. Hand-tighten the three attachment bolts into the interior upholstery.
4. Make sure the extension is properly aligned with the upper part of the door. Then tighten the connections firmly.

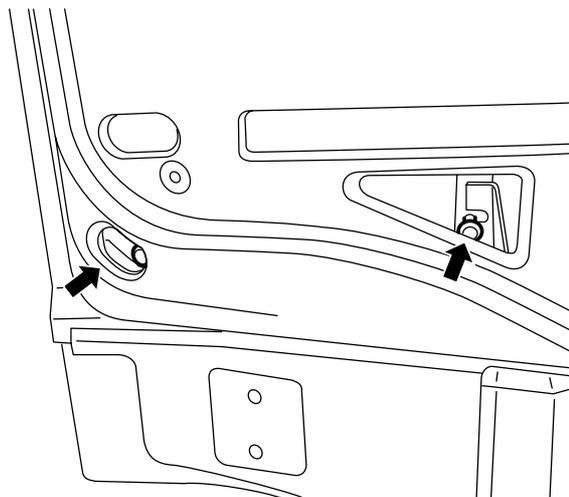


K100360

4.2 REMOVAL AND INSTALLATION, DOOR HANDLE

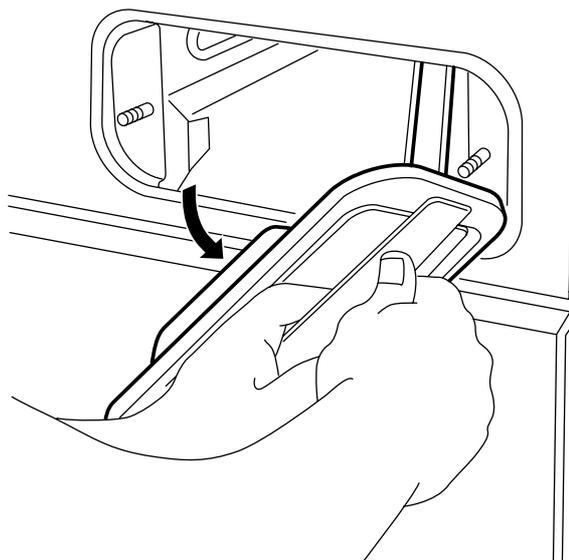
Removing the door handle

1. Remove the door panel.
2. Remove the attachment bolts on the inside of the door. To do so, remove the door seals.



K100421

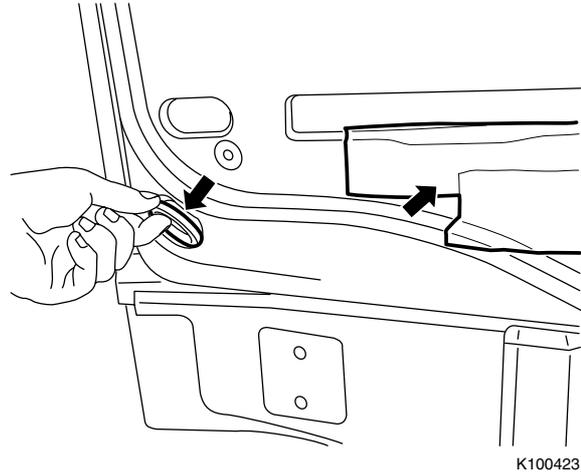
3. Remove the door handle by turning it downwards. At the same time, hold the handle pressed in and the key turned clockwise (lock). The rods can then be taken from the door handle.



K100422

Installing the door handle

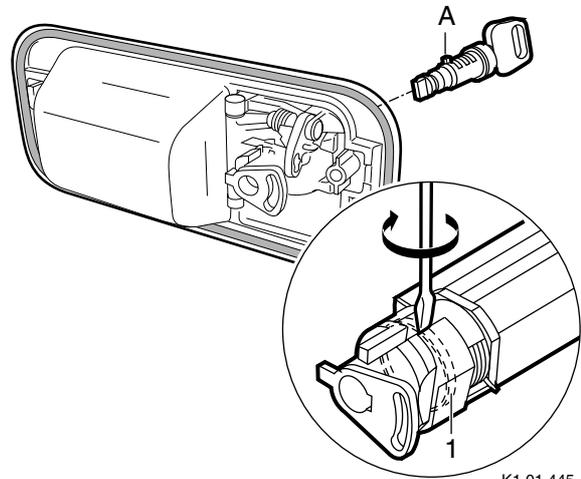
1. Fit the door handle by first installing the longest rod. Keep the door handle pressed. Then install the shorter rod. Keep the key turned clockwise (lock).
2. Fit the attachment bolts.
3. Fit the seals on the inside of the door.
4. Install the door panel.

**4.3 REMOVAL AND INSTALLATION, DOOR LOCK****Removing the door lock**

1. Remove the door handle.
2. Insert the key in the cylinder lock, use a screwdriver to turn the ring (1) outwards and remove the cylinder lock from the door handle.

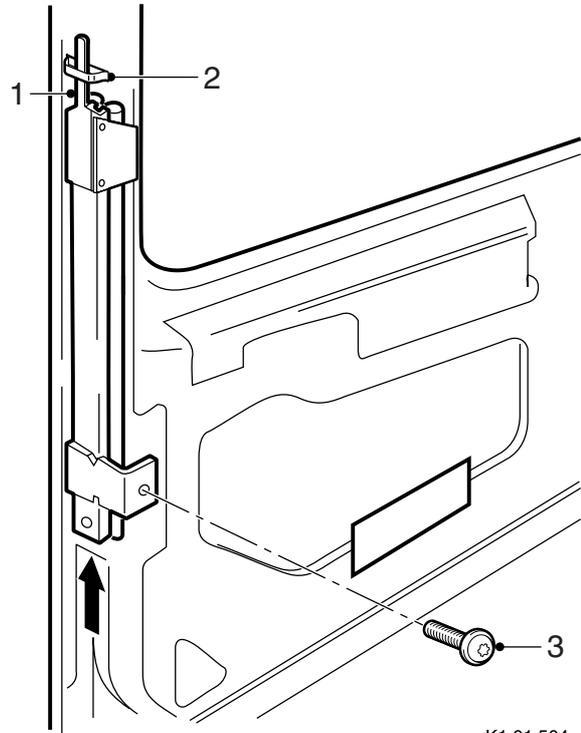
Installing the door lock

1. Turn the ring (1) outwards and position the cylinder lock. Pay attention to the position of the projection (A). Check whether ring (1) makes proper contact.
2. Check the operation of the cylinder lock.
3. Fit the door handle.

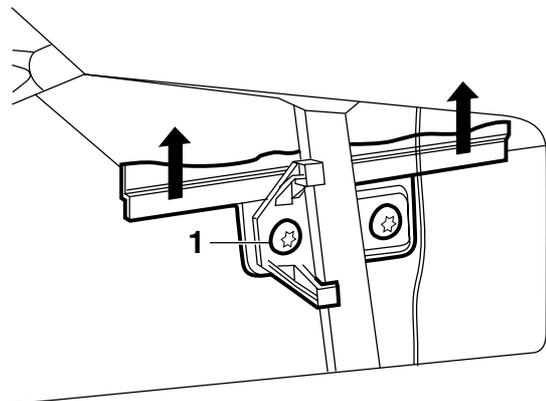


4.4 REMOVAL AND INSTALLATION, DROP GLASS**Removing the drop glass**

1. Remove the door panel and remove the foil covering the inside of the door.
2. Remove the attachment bolt (3) of the window guide and remove the window guide.

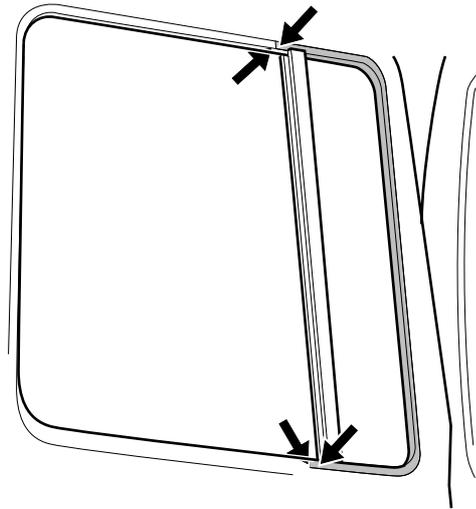


3. Lower the glass, remove the attachment bolts (1) and lower the mechanism.



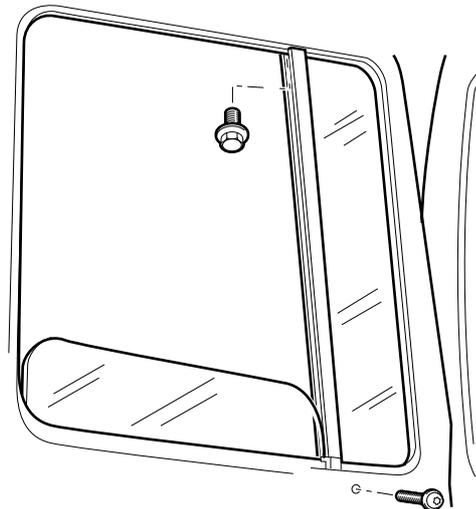
4. Slide the glass down and remove the rubber seals and squeegee strips.

5. Carefully cut loose the glue in places where the rubber of the fixed window is glued to the window pillar.



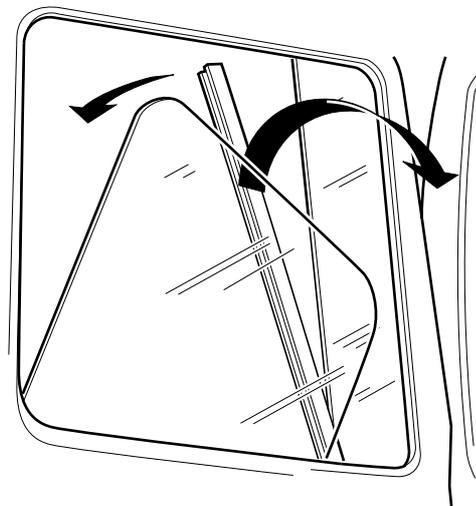
K1 01 511

6. Remove the window pillar attachment bolts.



K1 01 515

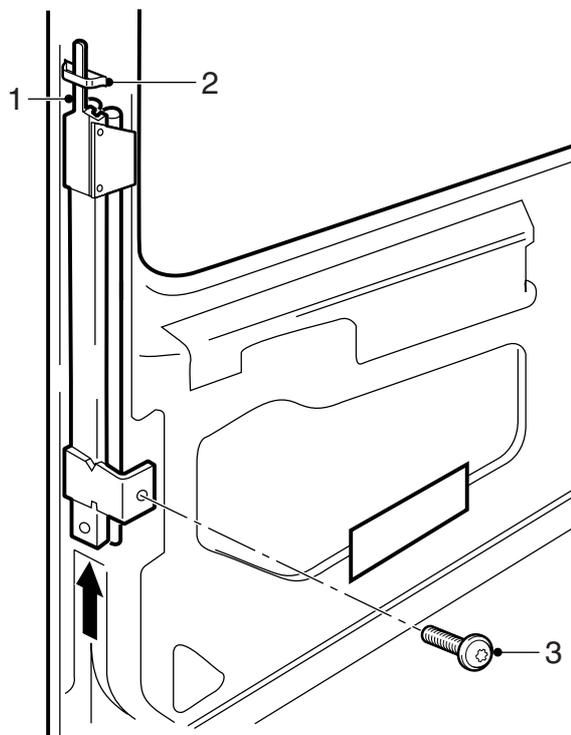
7. Tilt the window pillar, slide up the glass and tilt the glass out of the door, along the front of the window pillar.



K1 01 514

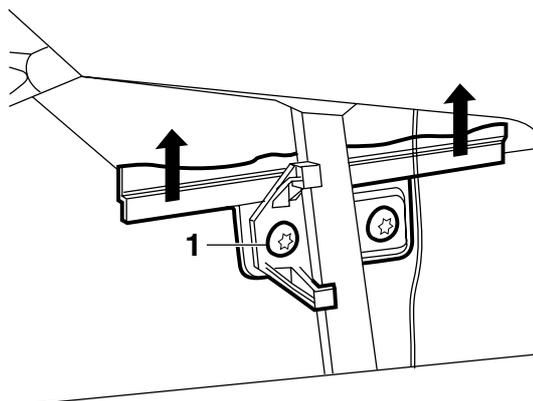
Installing the drop glass

1. Position the drop glass in the door.
2. Fit the window pillar.
3. Fit the window guide by first fitting the fastening lip (1) of the window guide in the recess (2) in the door. Now fit the attachment bolt (3), but do not tighten it yet. Slide up the window guide as far as possible and tighten the attachment bolt (3).



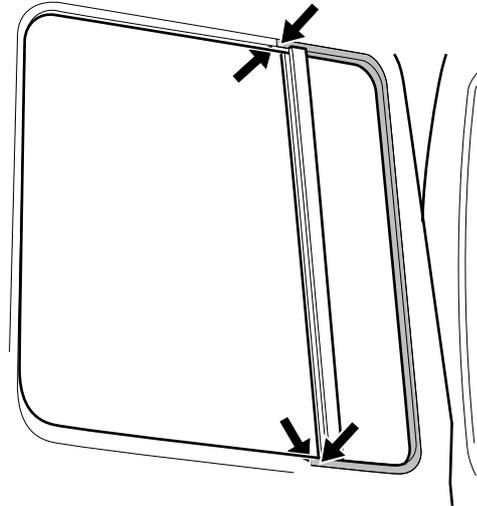
K1 01 504

4. Fit the rubber seals and squeegee strips. Make sure that the foil (against the inside of the inner plate) is pressed against the inside of the door by the lower squeegee strip. .
5. Secure the drop glass to the window mechanism, using the attachment bolts (1).
6. Close the drop glass until nearly shut. Check that the top edge of the window is parallel to the window frame. If necessary, loosen the attachment bolts (1) and adjust the drop glass.
7. Fit new foil on the inside of the door.
8. Install the door panel.



K1 01 089

9. Clean and degrease the window pillar and the rubber in places where glue is to be applied.
10. Apply the specified superfast adhesive to the rubber, see "Technical data". Press the rubber firmly to the window pillar. Immediately remove the excess glue.
Caution: the specified superfast adhesive dries within a few seconds.
11. Clean the glass (for example with DAF window cleaning agent) and the parts of the cab body which have become dirty during installation of the window.

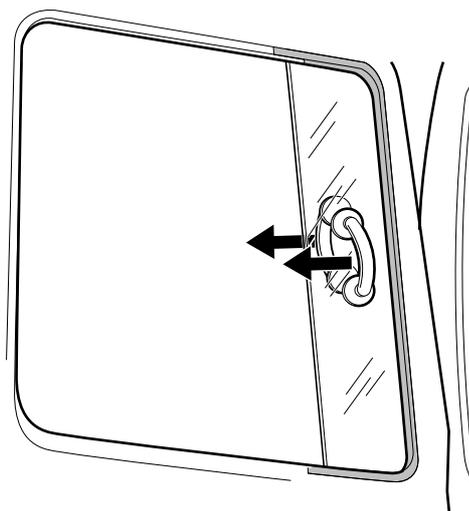


K1 01 511

4.5 REMOVAL AND INSTALLATION, FIXED DOOR WINDOW

Removing the fixed door window

1. Remove the drop glass.
2. Remove the window pillar by pressing the inner and outer door plates slightly apart in the centre.
3. Remove the fixed door window by placing a suction pad, special tool (DAF no. 0484800) on the inside and outside and pulling the window with rubber seal carefully out of the frame (tilt, if necessary).



K1 01 527

Installing the fixed door window

1. Make sure that the window frame is smooth and flat (no major irregularities).
2. Apply a lubricant to the outside of the rubber seal.
3. Install the window using two suction pads, special tool (DAF no.-0484800) in the door frame. Tap the window properly and check that the weatherstrip properly fits into the door along the entire circumference.
4. Install the drop glass.
5. Clean the two windows (for example with DAF window cleaning agent) and the parts of the cab body which have become dirty during installation of the windows.

4.6 REMOVAL AND INSTALLATION, DOOR

Removing the door

1. Unplug the connectors of the door in the A-pillar of the cab.
2. Remove the grommet (1) in the A-pillar.
3. Remove the circlip and pin of the door check (2). Loosen the door check.
4. Suspend the door in slings.

Note:

Protect the door paint by fitting tape in the places where the slings will touch the door.

5. Remove the hinge bolts (3) and take off the door.

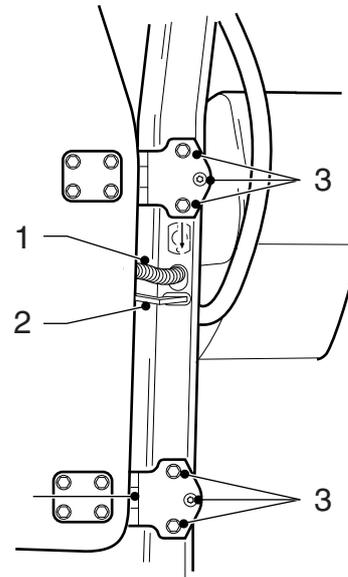
Installing the door

1. Suspend the door in the slings and position it with the hinges in front of the attachment holes.

Note:

Protect the door paint by fitting tape in the places where the slings will touch the door.

2. Centre the attachment plate in the A-pillar and fit all hinge bolts (3).
3. Fit the door check (2).
4. Feed the connectors through the A-pillar and fit the grommet (1).
5. Connect the connectors in the A-pillar.
6. Close the door carefully and adjust it; see chapter "Inspection and adjustment".



K1 01 501

4.7 REMOVAL AND INSTALLATION, EXTERIOR MIRRORS COMPLETE WITH BRACKET

Model without integrated bracket

Removing exterior mirrors complete with bracket

1. Remove the caps of the exterior mirror bracket.
2. Remove the attachment bolts of the exterior mirror bracket and take the exterior mirrors complete with bracket and shim off the door.
3. Disconnect the exterior mirror heating and mirror adjustment connectors. When disconnecting the connectors make sure the door wiring harness does not slip back through the hole in the door. Should this nevertheless happen and if you are unable to reach the wiring harness through the hole, disassemble the door upholstery and guide the wiring harness through the opening again.

Installing exterior mirrors complete with bracket

1. Connect the exterior mirror connectors.

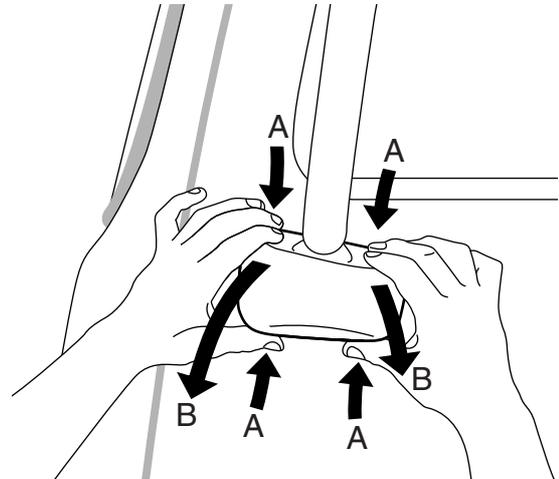
Note:

Apply silicone sealant (all round) to the threaded holes for the attachment bolts of the exterior mirror bracket. The purpose of this is to prevent water from penetrating the door.

2. Fit the exterior mirrors complete with bracket and shim to the door.
3. Fit the caps.

Model with integrated bracket**Removing exterior mirrors complete with bracket**

1. Remove the lower cover by pressing the top and bottom sides (A) firmly. Tilt the cover backwards (B), away from the D-shaped bracket.



K1 01 226

2. Remove the connectors of the exterior mirror heater and adjustment on the inside of the door.
3. Remove the attachment bolts and remove the exterior mirror complete with bracket.

Installing exterior mirrors complete with bracket**Note:**

Apply silicone sealant (all round) to the threaded holes for the attachment bolts of the exterior mirror bracket. The purpose of this is to prevent water from penetrating the door.

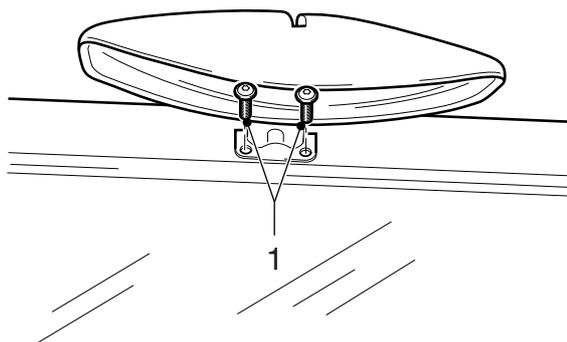
1. Install the exterior mirrors complete with bracket and secure them using the attachment bolts.
2. Fit the connectors to the inside of the door.
3. Fit the cover and press it firmly.

Removing the pavement mirror complete with bracket

1. Remove the attachment bolts (1) of the pavement mirror and remove the mirror with gasket.

Installing the pavement mirror complete with bracket

1. Check the gasket. If damaged, replace the gasket.
2. Put the pavement mirror with gasket in place and secure it using the attachment bolts (1).



K101 519

4.8 REMOVAL AND INSTALLATION, EXTERIOR MIRRORS

Model without integrated bracket

Removing the main exterior mirror

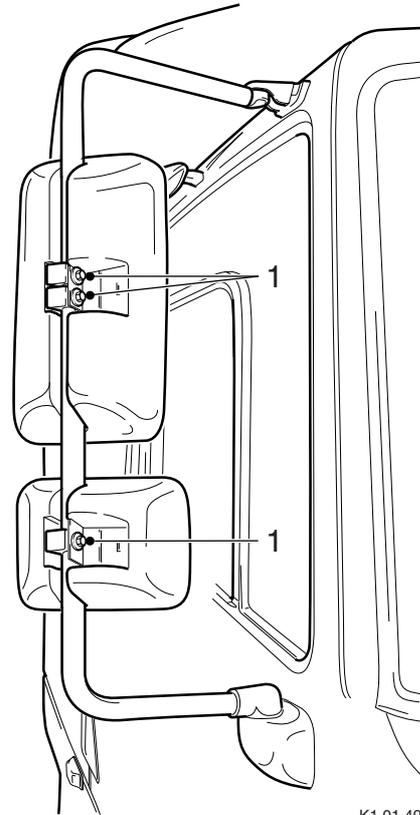
1. Remove the cover at the back of the exterior mirror.
2. Unplug the connector of the exterior mirror adjustment and/or exterior mirror heating.
3. Remove the clamp bolts (1) and remove the mirror from the bracket.

Installing the main exterior mirror

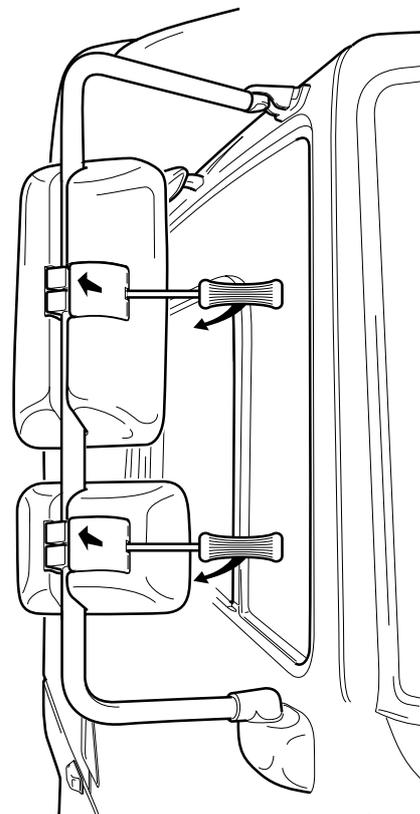
1. Fit the exterior mirror to the bracket and fit the clamp bolts. Do not yet tighten the clamp bolts.
2. Fit the connector of the exterior mirror adjustment and/or exterior mirror heating.
3. Adjust the mirror height and angle, see chapter "Inspection and adjustment".
4. Tighten the clamp bolts.
5. Fit the cover (push into place).

Removing the wide-angle exterior mirror

1. Remove the cover at the back of the exterior mirror.
2. Unplug the connector of the exterior mirror heating.
3. Remove the clamp bolts (1) and remove the mirror from the bracket.



K1 01 493



K1 01 494

Installing the wide-angle exterior mirror

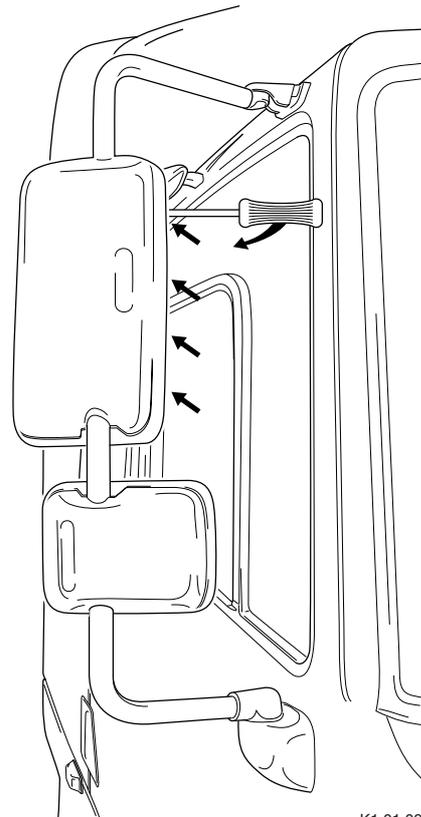
1. Fit the exterior mirror to the bracket and fit the clamp bolts. Do not yet tighten the clamp bolts.
2. Fit the connector of the exterior mirror heating.
3. Adjust the mirror height and angle, see chapter "Inspection and adjustment".
4. Tighten the clamp bolts.
5. Fit the cover (push into place).

Model with integrated bracket**Removing the main exterior mirror**

1. Remove the cover at the back of the exterior mirror. This cover can be loosened by sticking a wide screwdriver into the openings (do not turn it) and moving the screwdriver backwards.
2. Unplug the connectors of the exterior mirror heating and/or exterior mirror adjustment.
3. Remove the clamping bracket bolts (1) and remove the exterior mirror from the bracket.

Installing the main exterior mirror

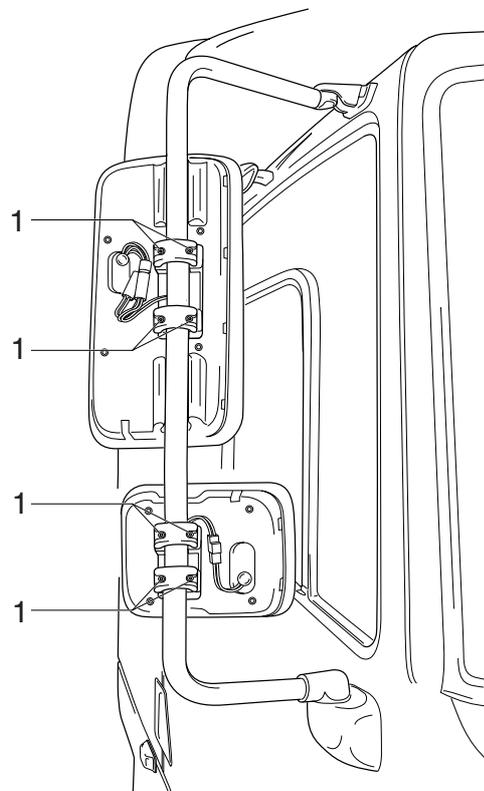
1. Attach the exterior mirror to the bracket and hand-tighten the clamping bracket bolts (1) but do not tighten them firmly.
2. Fit the connectors of the exterior mirror heating and/or exterior mirror adjustment.
3. Set the mirror to the proper height and angle, see chapter "Inspection and adjustment".
4. Tighten the clamping bracket bolts (1).
5. Fit the cover (push into place).



K1 01 094

Removing the wide-angle exterior mirror/dead angle exterior mirror

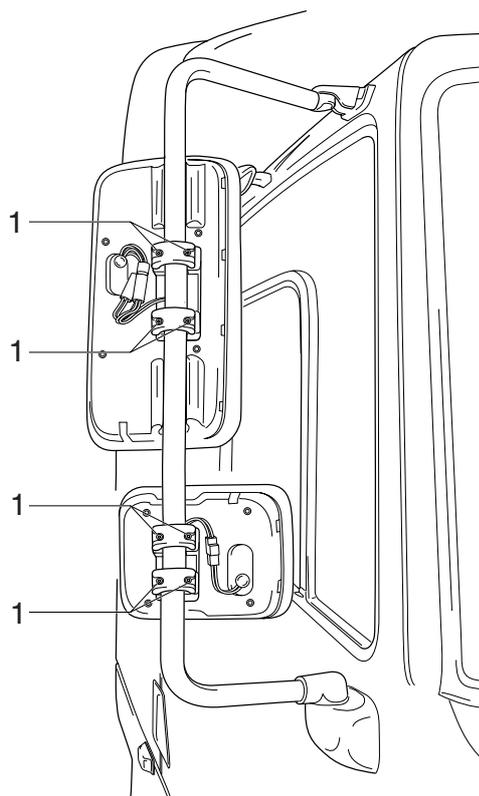
1. Remove the cover at the back of the exterior mirror. This cover can be loosened by sticking a wide screwdriver into the openings (do not turn it) and moving the screwdriver backwards.
2. Unplug the connector of the exterior mirror heating.
3. Remove the clamping bracket bolts (1) from the exterior mirror and remove the exterior mirror from the bracket.



K1 01 095

Installing the wide-angle exterior mirror/dead angle exterior mirror

1. Attach the exterior mirror to the bracket and hand-tighten the clamping bracket bolts (1) but do not tighten them firmly.
2. Fit the connector of the exterior mirror heating.
3. Set the mirror to the proper height and angle, see "Technical data".
4. Tighten the clamping bracket bolts (1).
5. Fit the cover of the exterior mirror (push into place).



K1 01 095

4.9 REMOVAL AND INSTALLATION, EXTERIOR MIRROR GLASS

Removing the main exterior mirror glass

1. Press in the mirror glass at the top (1).
2. Push the mirror glass upwards (2).
3. Press in the mirror glass at the bottom (3).
4. Put your fingers in the opening created and now push the mirror glass (from the bottom up) out of the fixing and remove the glass (4).

Installing the main exterior mirror glass

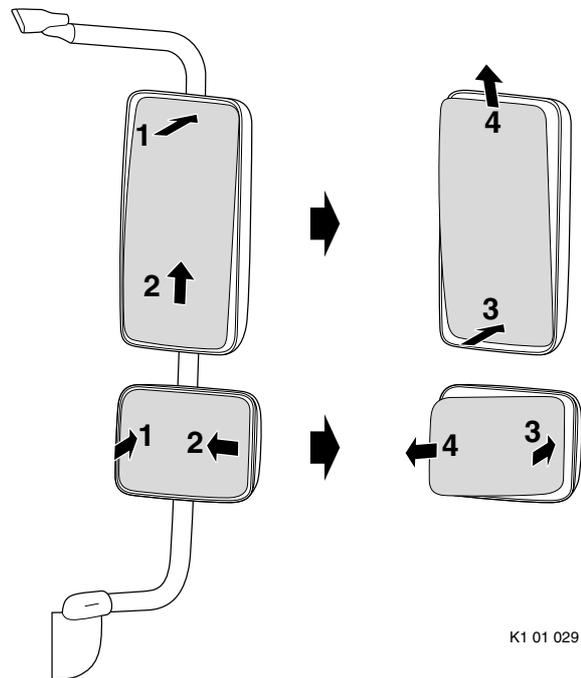
1. Put the mirror glass in place.
2. Push the mirror glass from the top down into the fixing.
3. Put the mirror in its required position.

Removing the wide-angle exterior mirror glass/dead angle exterior mirror glass

1. Press in the mirror glass on the left-hand side (1).
2. Push the glass sideways from right to left (2).
3. Press in the mirror glass on the right-hand side (3).
4. Put your fingers in the opening created and now push the mirror from right to left out of the fixing and remove the glass (4).

Installing the wide-angle exterior mirror glass/dead angle exterior mirror glass

1. Put the mirror glass in place.
2. Push the mirror glass into the fixing from left to right.
3. Put the mirror in its required position.



K1 01 029

Removing the pavement mirror glass

1. Remove the cap of the attachment nut at the top.
2. Remove the attachment nut and remove the mirror glass.

Installing the pavement mirror glass

1. Fit the mirror glass and set the proper angle, see chapter "Inspection and adjustment".
2. Tighten the attachment nut to the specified torque, see "Technical data".
3. Fit the cap of the attachment nut.

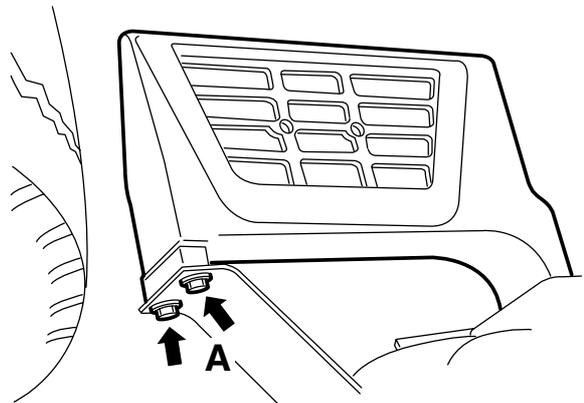
4.10 REMOVAL AND INSTALLATION, BOTTOM STEP

Removing the bottom step

1. Remove the two attachment bolts in the step recess.
2. Remove the two attachment bolts (A) at the back of the stepwell.
3. Remove the eight attachment bolts at the front of the anti-underrun bumper. The cross bracket at the rear will also come loose.



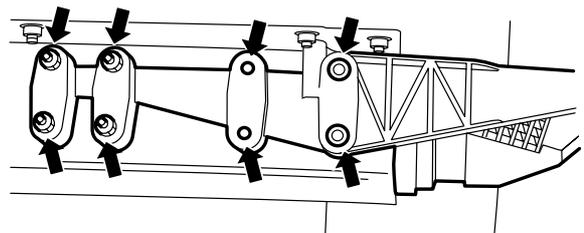
K100369



K100368

Installing the bottom step

1. Fit the bracket against the front of the anti-underrun bumper. At the same time fit the cross bracket at the rear of the anti-underrun bumper.
2. Fit the step recess and secure it with the two attachment screws. Make sure that the step recess fits snugly against the bumper.

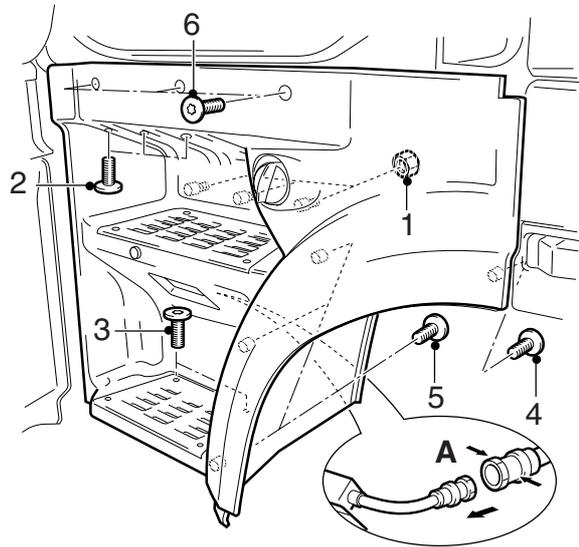


K100367

4.11 REMOVAL AND INSTALLATION, MUDGUARD

Removing the mudguard

1. Tilt the cab.
2. Unplug the stepwell lighting connector (A).
3. Remove the attachment bolts (1) from the upper attachment of the windscreen washer tank or attachment plate.
4. Remove the attachment bolts (2) and (3) in the steps.
5. Remove the attachment bolts (4) and (5) on the inside of the wheel arch.
6. Support the mudguard, remove the attachment bolts (6) and take the mudguard off the cab.



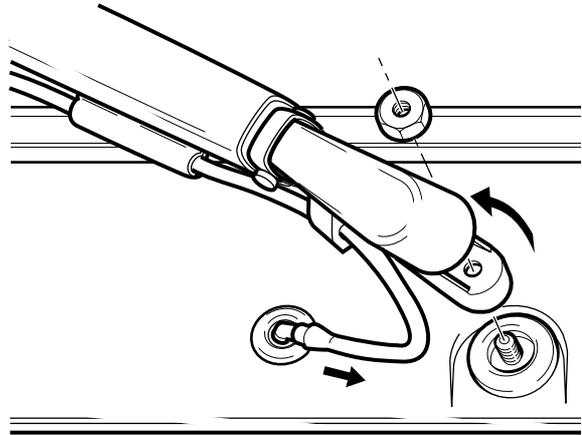
Installing the mudguard

1. Install the mudguard using attachment bolts (6).
2. Fit the attachment bolts (4) and (5) on the inside of the wheel arch.
3. Fit the attachment bolts (2) and (3) in the steps.
4. Fit the attachment bolts (1) of the upper attachment of the windscreen washer tank or attachment plate.
5. Connect the connector (A).
6. Tilt the cab to the driving position.

4.12 REMOVAL AND INSTALLATION, WINDSCREEN WIPER PANEL

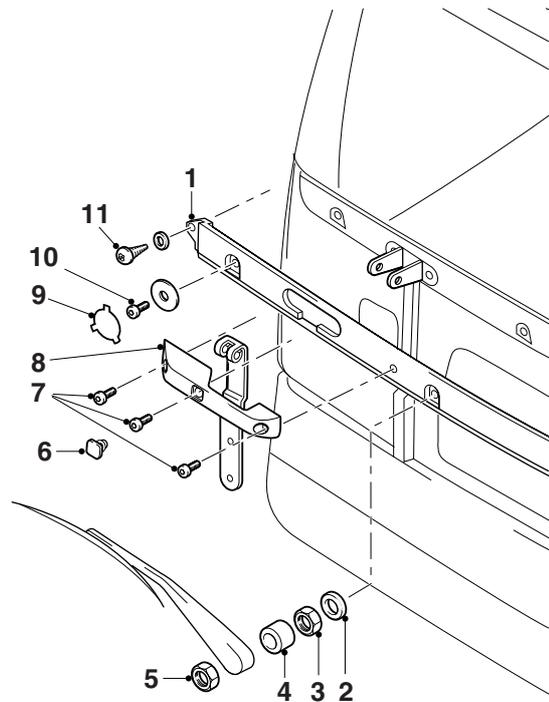
Removing the windscreen wiper panel

1. Open the windscreen wiper arm covers.
2. Remove the attachment nuts of the windscreen wiper arms.
3. Remove the windscreen washer fluid hoses and remove the windscreen wiper arms.



K1 00 654

4. Remove the cab grille.
5. Remove the two covers across the linkage of the windscreen wiper system.
6. Remove the attachment bolts (11) of the ends of the windscreen wiper panel (1).
7. Remove the cap (9) and remove the attachment bolt (10).
8. Remove the covers (4), locknuts (3) and washers (2).
9. Remove the caps (6) and the attachment bolts (7) of the handles (8) and remove the handles.
10. Take the windscreen wiper panel some distance away from the cab and remove the windscreen washer supply hose from the manifold.
11. Slide the windscreen wiper panel over the cab grille brackets and remove the windscreen wiper panel from the cab.



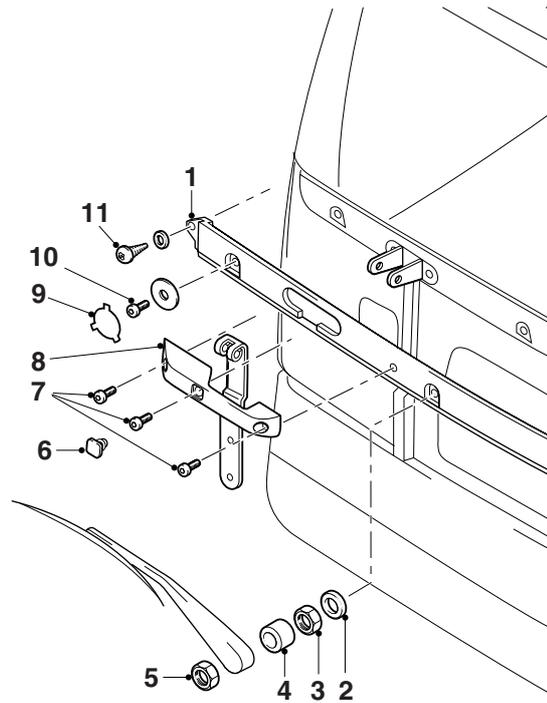
K1 01 461

Installing the windscreen wiper panel

Note:

Apply silicone sealant (all round) to all threaded holes of the attachment bolts and screws, and to the attachment bolts and screws fitted in the cab front. The purpose of this is to prevent water from penetrating the cab.

1. Fit the windscreen washer supply hose to the manifold and fit the windscreen wiper panel (1) to the cab. Make sure that the windscreen washer hoses are not kinked and do not get pinched off when installing the windscreen wiper panel.
2. Fit the handles (8) with the attachment bolts (7) and press the caps (6) into the handles.
3. Fit the washers (2), locknuts (3) and covers (4). Tighten the locknuts (3) to the specified torque. See "Technical data".
4. Fit the attachment bolt (10) and cap (9).
5. Fit the attachment bolts (11) to the ends of the windscreen wiper panel.
6. Fit the two covers across the linkage of the windscreen wiper system.
7. Fit the cab grille.
8. Fit the windscreen wiper arms (windscreen wipers in horizontal position) and the windscreen wiper hoses.
9. Fit the attachment nuts (5) of the windscreen wiper arms. Tighten the nuts to the specified tightening torque, see "Technical data" and close the covers of the windscreen wiper arms.



K1 01 461

4.13 REMOVAL AND INSTALLATION, WINDSCREEN WIPER MECHANISM

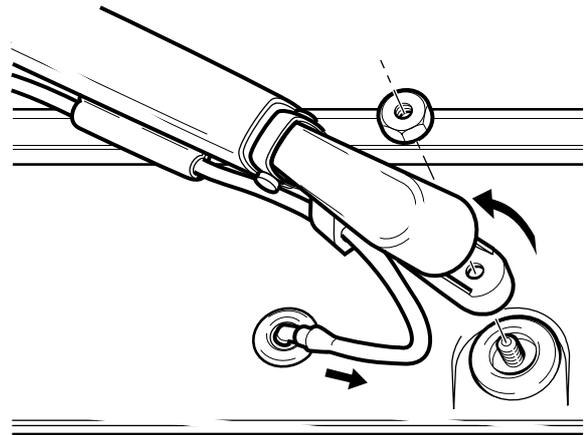
Removing the windscreen wiper mechanism

Before replacing the wiper linkage, the following points must be observed:

- If the balls of the wiper linkage are worn, replace them as well as the linkage.
- Use proper tools when disassembling the old wiper linkage in order to avoid damaging the seals.
- Use FINA Ceran grease when fitting a new wiper linkage.
- When fitting a new linkage, never hit the sealing covers of the linkage with a hammer or other hard object. These covers are only 1 mm thick and might suffer damage in this way.
- If the motor spindle shows evidence of axial play, replace the motor. This play will cause excessive wear to the wiper linkage.

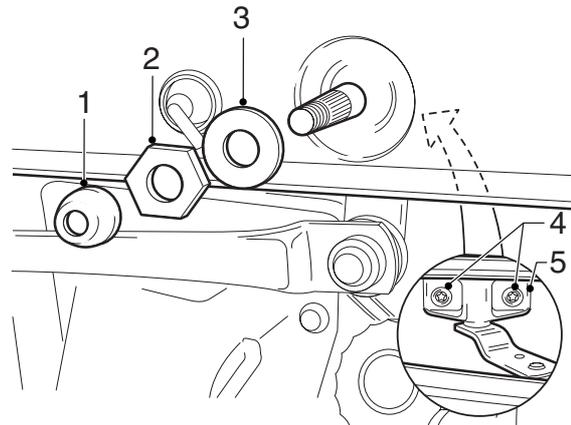
Removing the windscreen wiper mechanism

1. Open the windscreen wiper arm covers.
2. Remove the attachment nuts of the windscreen wiper arms.
3. Remove the windscreen washer fluid hoses and remove the windscreen wiper arms.



K1 00 654

4. Remove the covers (1), locknuts (2) and washers (3) of the windscreen wiper arm spindles.
5. Remove the cab grille.
6. Remove the two covers across the wiper linkage.
7. Turn the crank of the windscreen wiper arms and remove the nut of the windscreen wiper motor spindle.
8. Using a plastic hammer, carefully tap the end of the windscreen wiper motor spindle and take the crank off the motor spindle.
9. Remove the attachment bolts (4) of the brackets of the wiper linkage (5).
10. Remove the wiper linkage.



K1 01 464

4

Installing the windscreen wiper mechanism

Note:

Apply silicone sealant (all round) to all threaded holes of the attachment bolts and screws, and to the attachment bolts and screws fitted in the cab front. The purpose of this is to prevent water from penetrating the cab.

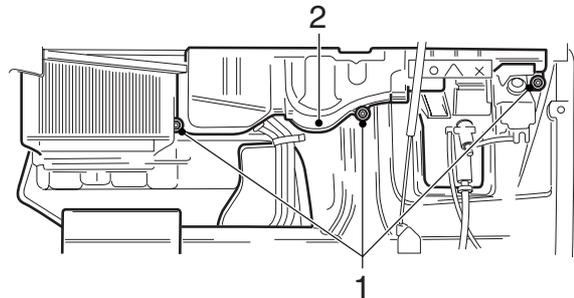
1. Fit the wiper linkage and secure it with the attachment bolts.
2. Fit the washers, locknuts and covers of the windscreen wiper arm spindles. Tighten the locknuts to the specified torque. See "Technical data".
3. Set the windscreen wiper motor in the neutral position by switching it briefly on and off, using the control switch.
4. Put the windscreen wiper linkage in the neutral position and fit the crank with the attachment nut to the windscreen wiper motor spindle. Tighten the nut to the specified tightening torque, see "Technical data".

5. Fit the windscreen wiper arms (windscreen wipers in horizontal position) with the attachment nut. Tighten the attachment nuts to the specified torque. See "Technical data".
6. Connect the windscreen washer hoses and close the windscreen wiper arm covers.
7. Operate the windscreen wiper motor and check the windscreen wiper mechanism for proper operation.
8. Fit the two covers across the wiper linkage.
9. Fit the cab grille.

4.14 REMOVAL AND INSTALLATION, WINDSCREEN WIPER MOTOR

Removing the windscreen wiper motor

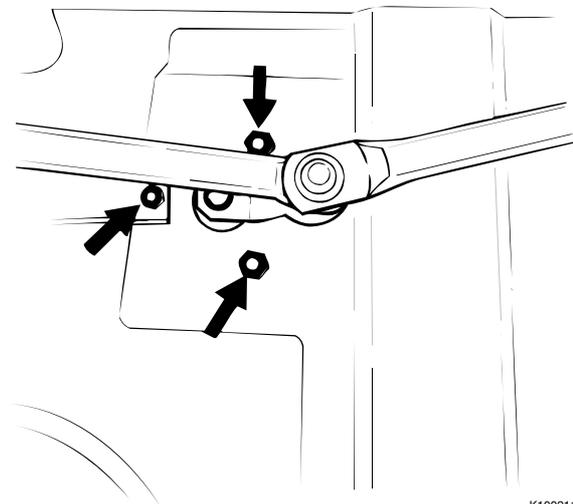
1. Open the cab grille.
2. Remove the attachment nuts (1) and the cover (2) over the windscreen wiper mechanism, and remove the cover by sliding it downwards.
3. Turn the crank of the windscreen wiper linkage and remove the nut of the windscreen wiper motor spindle.



K1 01 459

4

4. Remove the attachment bolts of the windscreen wiper motor.
5. Using a plastic hammer, carefully tap the end of the windscreen wiper motor spindle and take the crank off the motor spindle.
6. In the cab, remove the dashboard panels to the right of the steering column and the panel underneath the radio panel.

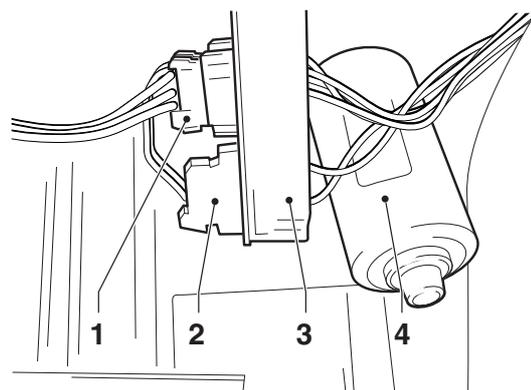


K100211

Note:

For a RHD vehicle, remove the dashboard panels to the left of the steering column.

7. Unplug the connectors (1) and (2) and press the connectors out of the dashboard attachment frame (3).
8. Unplug the windscreen wiper motor connector.
9. Remove the windscreen wiper motor (4) by lowering it between the dashboard attachment frame and the engine tunnel.



K1 01 460

Installing the windscreen wiper motor

1. Check the motor spindle for axial play. If so, replace the motor. This play will cause excessive wear to the wiper linkage.
2. Check the windscreen wiper motor sealing rubber.
3. Install the windscreen wiper motor on the inside of the bulkhead.
4. Connect the windscreen wiper motor connector.
5. Fit the attachment bolts on the outside of the cab.
6. Fit the connectors to the attachment frame in the cab and connect the connectors.
7. Fit the dashboard panels to the right of the steering column and the panel underneath the radio panel.
8. Set the windscreen wiper motor in the neutral position by switching it briefly on and off, using the control switch.
9. Put the windscreen wiper arms in the neutral position (windscreen wipers in horizontal position).
10. Fit the crank of the windscreen wiper arms to the windscreen wiper motor spindle and fit the nut to the motor spindle. Tighten the nut to the specified tightening torque, see "Technical data".
11. Operate the windscreen wiper motor and check the operation of the windscreen wiper mechanism and the position of the windscreen wiper arms.
12. Fit the cover over the windscreen wiper mechanism.
13. Close the cab grille.

4.15 REMOVAL AND INSTALLATION, WINDSCREEN

Removing the windscreen

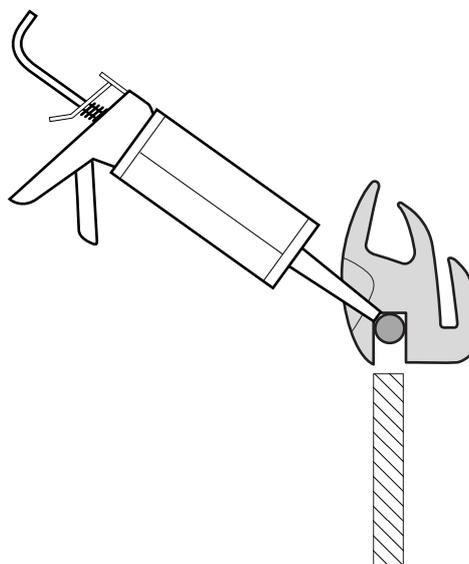
1. Remove the windscreen wipers.
2. Push the glass (or its remnants) out of the rubber seal.
3. Remove any loose glass particles out of the rubber seal and clean the latter.

Note:

Wear safety goggles if you clean the rubber seal with compressed air.

Installing the windscreen

1. Apply a thin bead of sealant in the groove of the rubber seal into which the glass will be placed and fit the rubber seal around the windscreen.
2. Apply a filler strip around the rubber seal in the groove where the rubber seal will be around the cab profile.
3. Cover the rubber seal with liquid soap.
4. Place the rubber seal with glass in the window frame of the cab.
5. Using the filler strip, pull the rubber seal with glass over the cab profile. Press the rubber seal firmly from the outside in the place where the filler strip is pulled out of the rubber seal.
6. Apply a thin bead of sealing compound between the rubber seal and the cab to ensure a proper seal.
7. Clean the entire windscreen and the parts of the cab body which have been fouled during installation of the windscreen.
8. Fit the windscreen wipers.



K1 01 517

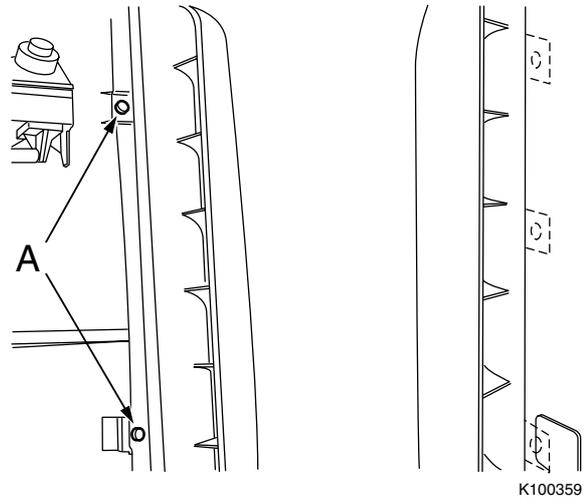
4.16 REMOVAL AND INSTALLATION, CORNER PIECE

Removing the corner piece

1. Open the grille and remove the two attachment bolts (A).
2. Open the door. By leaving the door ajar, you will be able to reach the three attachment screws of the corner piece, which are located on the inside of the front door post.

Installing the corner piece

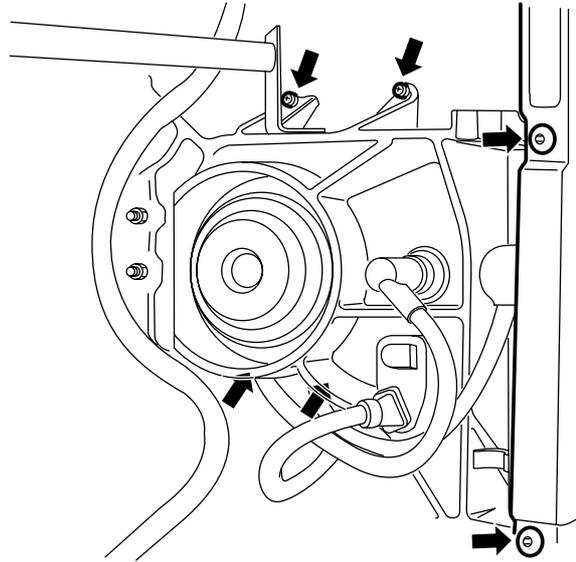
1. Fit the corner piece by tightening the two attachment bolts at the front until they are fingertight. Make sure that the spoiler still has some play.
2. Fit the three attachment screws to the inside of the front door post.
3. Close the grille.



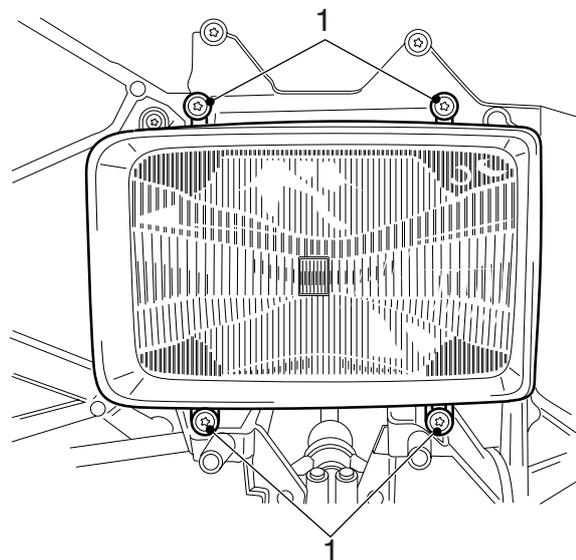
K100359

4.17 REMOVAL AND INSTALLATION, HEADLIGHT**Removing the headlight**

1. Remove the battery terminal.
2. Tilt the cab.
3. Remove the two attachment bolts on the side of the plastic corner piece around the headlight and the four attachment bolts on the inside of the plastic corner piece around the headlight.
4. Remove the corner piece around the headlight by pulling it from behind the lower grille.
5. Mark the position of the connectors on the headlight and unplug them.
6. Remove the rubber grommet and the direction indicator plugs.
7. Remove the attachment screw at the rear of the direction indicator. Unhook the direction indicator from the headlight.
8. Remove the four attachment bolts (1) and remove the headlight from the bracket.



K1 01 480



K1 01 482

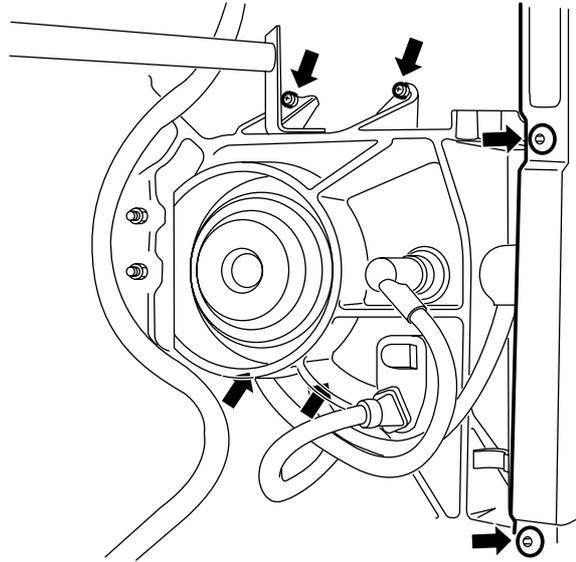
Installing the headlight

1. Install the headlight to the headlight bracket, using attachment bolts.
2. Fit the direction indicator to the headlight and headlight bracket, using the attachment screw.
3. Connect the connectors to the headlight and the plugs to the direction indicator. Fit the rubber grommet to the direction indicator.
4. Slide the corner piece around the headlight behind the lower grille on the attachment brackets.
5. Remove the four attachment bolts on the inside of the plastic corner piece around the headlight and the two attachment bolts on the side of the plastic corner piece around the headlight.
6. Tilt the cab back to the driving position.
7. Connect the battery terminal.

4.18 REMOVAL AND INSTALLATION, HEADLIGHT BRACKET

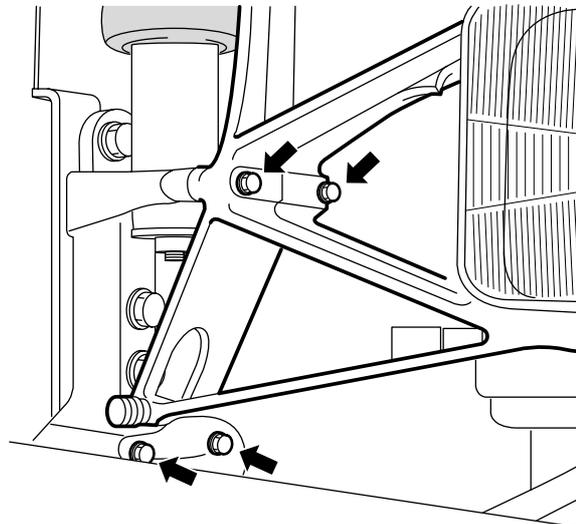
Removing the headlight bracket

1. Remove the battery terminal.
2. Tilt the cab.
3. Remove the two attachment bolts on the side of the plastic corner piece around the headlight and the four attachment bolts on the inside of the plastic corner piece around the headlight.
4. Remove the corner piece around the headlight by pulling it from behind the lower grille.
5. Mark the position of the connectors on the headlight and unplug them.
6. Detach the headlight/wipe-washer hose (plug the hose).
7. Cut loose the clamping strips securing all wiring and wiring harnesses to the headlight bracket.



K1 01 480

8. Remove the four headlight bracket attachment bolts and remove the bracket, including the headlight unit.



K100366

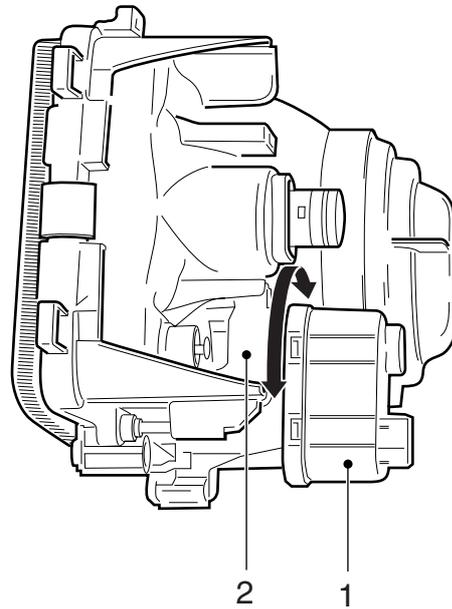
Installing the headlight bracket

1. Fit the headlight bracket.
2. Fit the connectors. Secure the wiring and wiring harnesses with clamping strips.
3. Fit the hose for the headlight/wipe-wash washer.
4. Fit the plastic corner piece around the headlight on the brackets behind the lower grille.
5. Fasten the plastic corner piece around the headlights, using the two attachment bolts on the side of the corner piece around the headlight and the four attachment bolts on the inside of the corner piece around the headlight.
6. Tilt the cab to the normal driving position.
7. Connect the battery terminals.

4.19 REMOVAL AND INSTALLATION, HEADLIGHT LEVELLING CONTROL

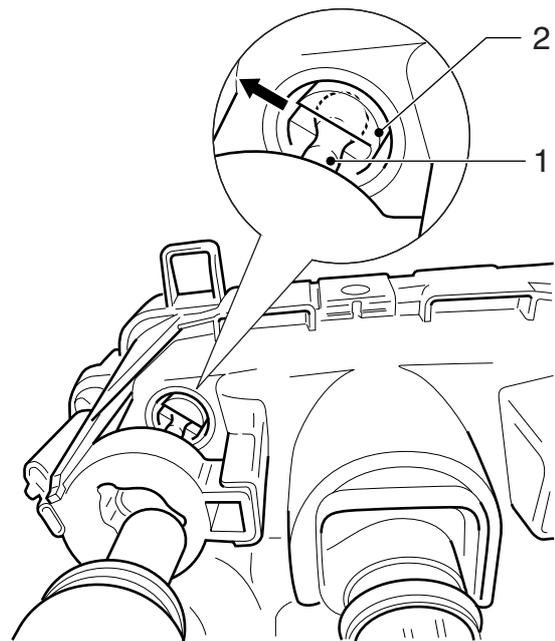
Removing the headlight levelling control

1. Remove the headlight.
2. Turn (approximately 1/3 turn) the headlight levelling (1) out of the white bracket (2) (left headlight clockwise, right headlight counterclockwise).
3. Carefully take the rubber grommet around the adjusting spindle from the headlight housing.



K1 01 489

4. Remove the adjusting spindle (1) by pushing it out of the opening in the holder (2).
5. Remove the headlight levelling control from the headlight.



K1 01 488

Installing the headlight levelling control

1. Install the headlight levelling control by fitting the adjusting spindle in the holder.
2. Carefully push the rubber grommet in the opening of the headlight housing. Make sure that the edge of the rubber grommet fits snugly in the opening all round. The purpose of this is to prevent water from penetrating the headlight.
3. Turn the headlight levelling control in the white bracket.
4. Fit the headlight onto the headlight bracket.
5. Check the headlight levelling and adjust if necessary. See "Inspection and adjustment".

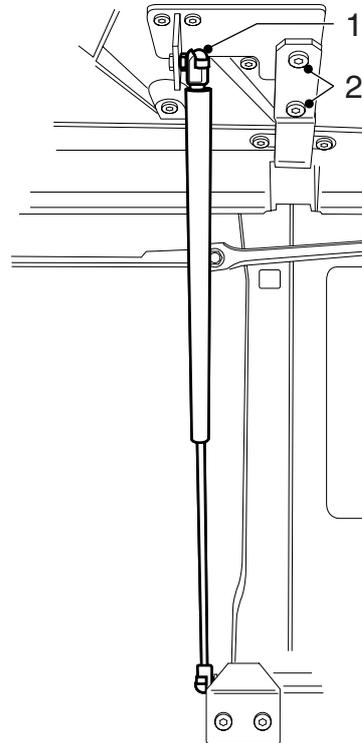
4.20 REMOVAL AND INSTALLATION, CAB GRILLE

Removing the cab grille

1. Open the cab grille and support it.
2. Remove the upper gas damper attachment (1) and remove the gas dampers from the grille.
3. Remove the attachment bolts (2) of the grille hinges.
4. Remove the cab grille.

Installing the cab grille

1. Fit the grille and tighten the attachment bolts (2) of the hinges.
2. Support the grille in the open position and install the upper gas damper attachment (1) to the grille. If applicable, use new split pins.
3. Close the grille.

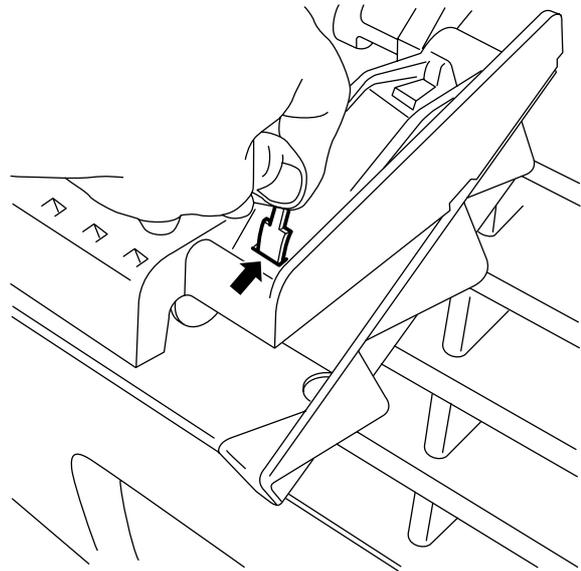


K1 01 516

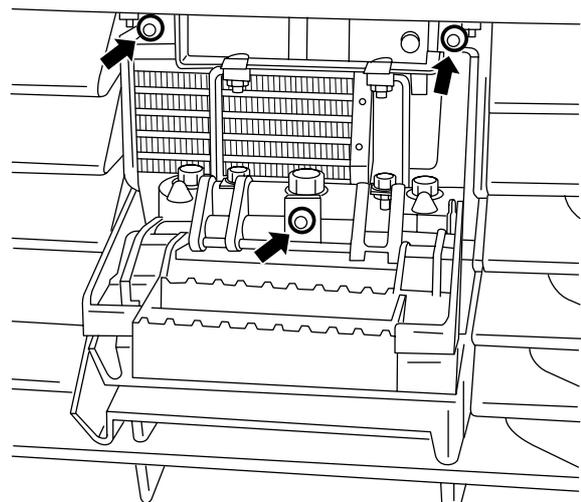
4.21 REMOVAL AND INSTALLATION, LOWER GRILLE

Removing the lower grille

1. Open the bottom step and push the rubber attachment strip back through the opening.
2. Remove the attachment bolts.
3. Close the bottom step and remove the lower grille by pulling it upwards from the attachment points.



K100424



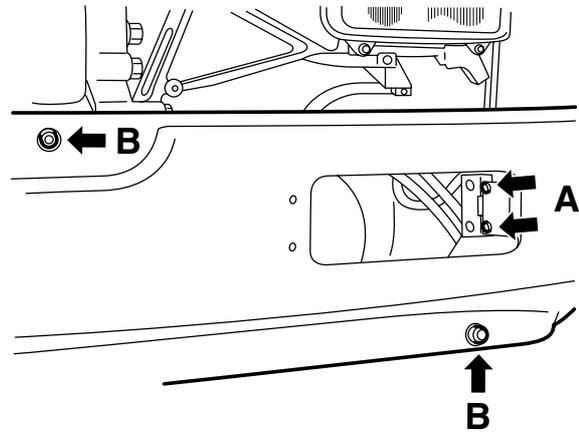
K100425

Installing the lower grille

1. Close the bottom step.
2. Install the lower grille. Make sure that the steps have been folded in and that the grille is securely fastened against the front by means of the attachment clips.
3. Fit the attachment bolts.
4. Open the steps and pull the rubber attachment strips through the gaps in the steps.

4.22 REMOVAL AND INSTALLATION, STEEL BUMPER**Removing the steel bumper**

1. If fitted, remove the combination lamps or the covers.
2. Remove the four attachment bolts (A) on the inside of the combination lamp installation opening.
3. Remove the four attachment bolts (B) on the front of the bumper.
4. Remove the bumper.



K100363

Installing the steel bumper

1. Fit the bumper and hand-tighten the two socket-head screws on the front of the bumper.
2. Fit the four attachment bolts to the inside of the combination lamp installation opening.
3. Fit the two remaining attachment bolts.
4. Make sure that the bumper is properly aligned with the other parts. Tighten the bumper attachments.
5. If applicable, fit the combination lamps or the covers.

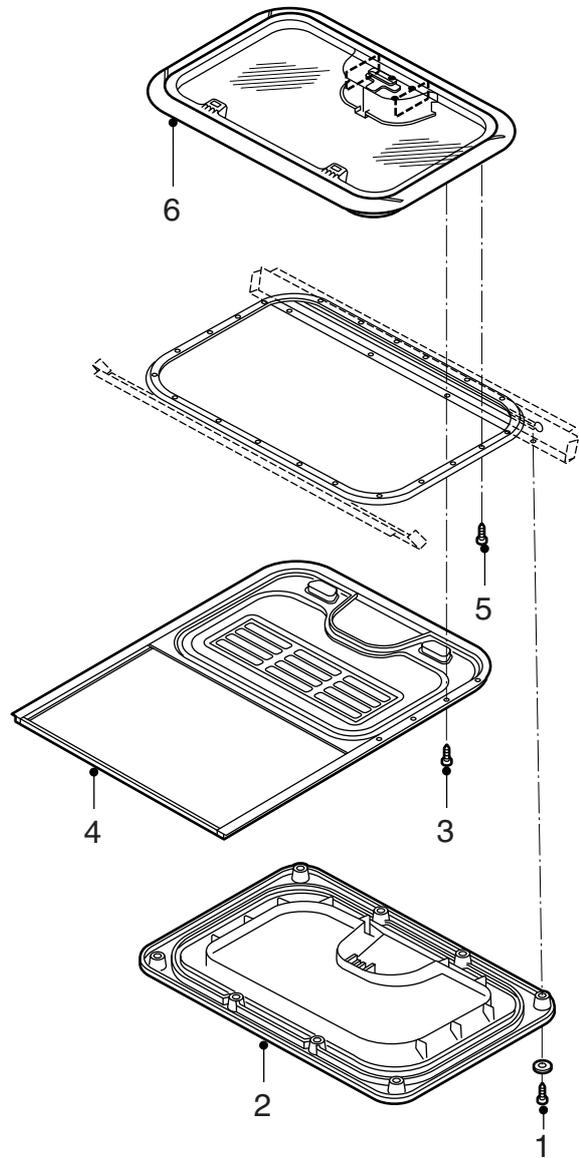
4.23 REMOVAL AND INSTALLATION, ROOF HATCH

Removing the roof hatch

1. Remove the cover panel (2) from the roof hatch.
2. Remove the blind hatch (4).
3. Remove the screws (5) on the inside of the cab and remove the roof hatch (6).

Installing the roof hatch

1. Install the roof hatch (6).
2. Install the blind hatch (4) using attachment screws (3).
3. Install the cover panel (2) using attachment screws (1).



K1 01 503

4.24 REMOVAL AND INSTALLATION, SUPER SPACE CAB ROOF



When using cleaning agents, primers, glue removers and glues, be sure to follow the applicable safety instructions.



Excess cleaning agent, primer, glue remover and glue which has not set must be disposed of as chemical waste. Glue which has set is not classified as chemical waste.

Removing the Super Space Cab roof

1. Remove the interior compartments and interior upholstery.
2. Disconnect the electrical connections (wiring harnesses).
3. Remove the electrical roof hatch.
4. Saw off the polyester roof, approximately 10 cm from the bottom, and remove the roof from the cab.
5. Cut through the sealing compound between this edge and the steel cab.
6. Break off the polyester edge from the steel cab in pieces.
7. Cut away as much of the sealant remnants as you can from the roof edge. A thin layer may remain.
8. Check that there is no gel coating (polyester top coat) on the inside of the roof edge.
9. Check that there is no finishing coat or bitumen coating on the part to be glued.

Pre-treatment of cab front, cab drip channel and polyester roof

Note:

The cab front is understood to mean the edge above the windscreen.

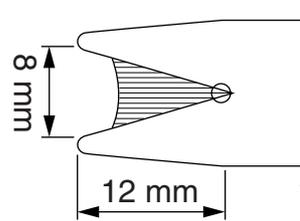
1. Clean the places to which glue is to be applied with a clean, non-pilling cloth moistened with the specified cleaning agent, see "Technical data".
2. Lightly sand the surface of the **cab front** and **polyester roof** to be glued with the specified abrasive, see "Technical data".
3. Clean the sanded surface again with the specified cleaning agent, see "Technical data".
4. Allow the cleaned surface to dry for at least 10 minutes at room temperature.
5. Check that the surface to be glued is free of abrasives and other impurities. If necessary, repeat the cleaning operation.
6. Using a brush, apply a thin, covering layer of the specified primer to the surface of the **cab drip channel** and **polyester roof** to be glued, in accordance with the supplier's instructions, see "Technical data".
7. Allow the primer layer to dry for at least 30 minutes but no more than 24 hours at room temperature.

Gluing the roof to the cab

See "Technical data" for the type of glue to be used for the cab drip channel and the cab front when gluing the roof onto the cab.

Pay attention to the following when installing the roof onto the cab:

- Depending on the space available, apply 2 triangular beads of glue to the neck of the pre-treated cab drip channel. The beads should measure about 8x12 mm (wxh). Give the spraying nozzle the shape shown in the drawing.
- At approx. 10 mm from the top of the front piece, apply a triangular bead of glue measuring 8x12 mm (wxh). After positioning the roof, apply a finishing bead of glue to the front of the cab.



K1 00 721

**Setting:**

It will take 2 days (48 hours) before the glue is entirely set. Until then the vehicle must not be driven.

4.25 REMOVAL AND INSTALLATION, SUPER SPACE CAB PLASTIC SUN VISOR



When using cleaning agents, primers, glue removers and glues, be sure to follow the applicable safety instructions.



Excess cleaning agent, primer, glue remover and glue which has not set must be disposed of as chemical waste. Glue which has set is not classified as chemical waste.

Surface condition of the polyester roof

The outside of the roof has a gel coating (polyester top coat).

Do not apply a finishing coat to the gluing surface!

Removing the plastic sun visor

1. Remove the plastic sun visor by carefully cutting the sealant between the polyester roof and the plastic sun visor.
2. Remove as much of the sealant remnants as you can from the polyester roof edge.

Pre-treating the plastic sun visor

The pre-treatment described below guarantees that the entire surface which will come into contact with the glue will be covered with a suitable layer of primer.

1. To prevent the sun visor from being fouled with primer or glue and to prevent damage due to sanding, tape up the edges of the area of the sun visor to be glued with thin, smooth, adhesive tape.
2. Those areas of the plastic sun visor which are to be glued should be cleaned beforehand with a non-pilling, clean, white cloth moistened with the specified cleaning agent, see "Technical data" and then lightly sanded with the specified abrasive, see "Technical data".

3. The sanded surface should be cleaned once again with the specified cleaning agent, see "Technical data" and allowed to dry for a minimum of 10 minutes at room temperature.
4. Check whether the surface is free of abrasives and other impurities and repeat the cleaning process if necessary.
5. Next, using a brush apply a single or at most two thin covering layers of the specified primer, in accordance with the supplier's instructions, see "Technical data". Allow this layer to dry at room temperature for at least 30 minutes but no longer than 24 hours. Instead of using a brush you may also use a felt-tip canister with **soft** felt.

Pre-treating the polyester roof (gel-coated side)

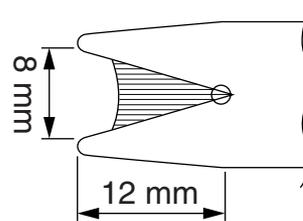
1. Tape up the edges of the area to be glued with thin, smooth, adhesive tape. When taping up the edges of the area to be glued, keep in mind the drip channel to be applied later.
2. Clean the places to which glue is to be applied with a clean, non-pilling cloth moistened with the specified cleaning agent, see "Technical data".
3. Lightly sand the surface of the **cab front** and **polyester roof** to be glued with the specified abrasive, see "Technical data".
4. Clean the sanded surface again with the specified cleaning agent, see "Technical data".
5. Allow the cleaned surface to dry for at least 10 minutes at room temperature.
6. Check that the surface to be glued is free of abrasives and other impurities. If necessary, repeat the cleaning operation.
7. Using a brush, apply a thin, covering layer of the specified primer to the surface to be glued, in accordance with the supplier's instructions, see "Technical data".
8. Allow the primer layer to dry for at least 30 minutes but no more than 24 hours at room temperature.

Gluing the plastic sun visor

ATTENTION:

- Because a film forms on the beads of glue (something which has a very negative impact on the quality of the glue), it should take no longer than 10 minutes to apply the beads, glue the surfaces together and fix them.
- Apply the beads of glue no more than 8 hours after the pre-treatment with primer.

See "Technical data" for the type of glue to be used for gluing the plastic sun visor to the cab. Give the spraying nozzle the shape shown in the drawing.



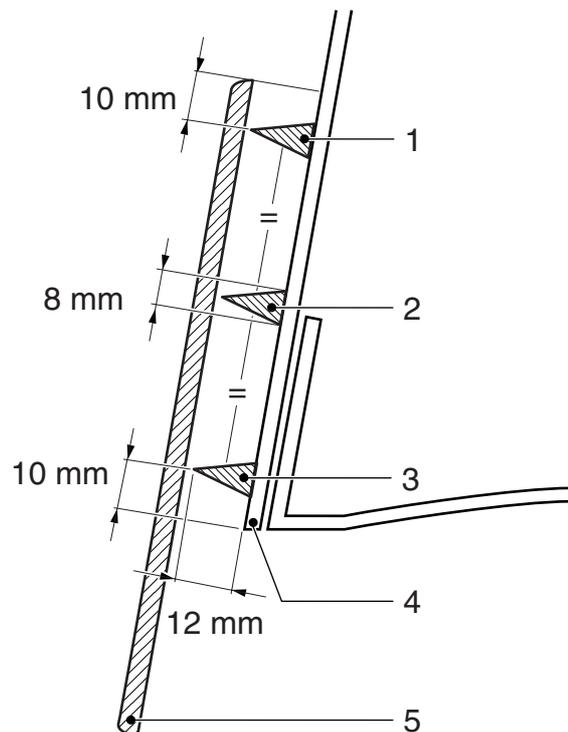
K1 00 721

Apply 3 triangular beads of glue measuring 8x12 mm (wxh) between the vertical spacer ribs on the polyester roof (4).

- 1 bead at approx. 10 mm (3) distance from the bottom of the roof (4),
- 1 bead at approx. 10 mm (1) distance from where the top of the sun visor (5) is to be located,
- 1 bead in line with the middle (2) of the sun visor (5).

Note:

Immediately after applying the beads of glue, fit the sun visor and press it until the glued seam is 3⁺¹ mm thick. The sun visor should be supported in this position for **at least 2 hours**. Immediately after gluing, remove any excess glue with a plastic filling knife or spatula and smoothen the surface.



K1 01 486

Setting

The glue should set for at least 2 hours at 20°C and 65% relative humidity before any further treatment takes place.

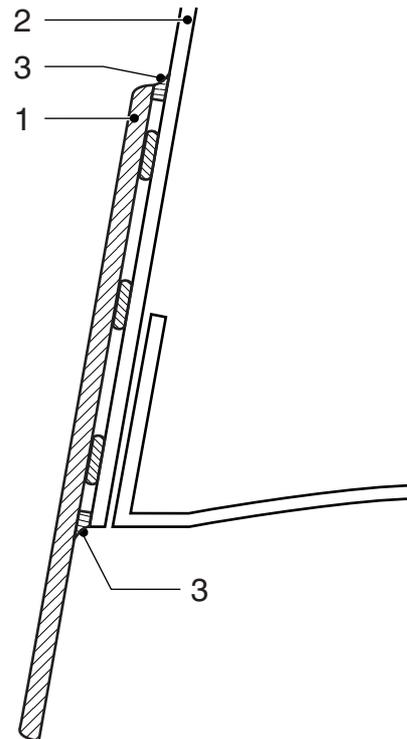


It will take 2 days (48 hours) before the glue is entirely set. Until then the vehicle must not be driven.

Sealing the plastic sun visor

Apply sealant (3) in the seam between sun visor (1) and polyester roof (2). The sealant (3) at the top should be finished off in the form of a drip channel.

Seal with the specified sealant. See "Technical data".



K1 01 485

4.26 REMOVAL AND INSTALLATION, SUPER SPACE CAB PLASTIC SUN VISOR



When using cleaning agents, primers, glue removers and glues, be sure to follow the applicable safety instructions.



Excess cleaning agent, primer, glue remover and glue which has not set must be disposed of as chemical waste. Glue which has set is not classified as chemical waste.

Removing the plastic roof window

1. Remove the plastic roof window by carefully cutting the sealant between the polyester roof and the plastic roof window.
2. Remove as much of the glue remnants as you can from the window seal. A thin layer of glue may remain. If transparent primer has been used instead of black primer, it should be removed entirely.

Surface condition of the polyester roof

The outside of the roof has a gel coating (polyester top coat).

Do not apply a finishing coat to the gluing surface!

Pre-treating the polyester roof

1. Tape up the edges of the area to be glued with thin, smooth, adhesive tape.
2. Those polyester areas which are to be glued should be cleaned beforehand with a non-pilling, clean, white cloth moistened with the specified cleaning agent, see "Technical data" and then sanded with the specified abrasive, see "Technical data". The sanded surface should be cleaned once again with the specified cleaning agent and allowed to dry for a minimum of 10 minutes at room temperature. Check whether the surface is free of abrasives and other impurities and repeat the cleaning process if necessary.

3. Use a brush to apply a single (or at most 2) thin, covering layer of the specified primer, in accordance with the supplier's instructions, see "Technical data". Allow this layer to dry for at least 30 minutes but no more than 24 hours at room temperature.

When the roof is new

1. Tape up the edges of the area to be glued with thin, smooth, adhesive tape.
2. Clean the area to be glued with a clean, non-pilling cloth moistened with the specified cleaning agent, see "Technical data".
3. Then lightly sand the area to be glued with the specified abrasive, see "Technical data".
4. Clean the area to be glued once again with a clean, non-pilling cloth moistened with the specified cleaning agent, see "Technical data". Allow the cleaned surface to dry for at least 10 minutes at room temperature.
5. In places where there is no primer layer, use a brush to apply a single (or at most 2) thin, covering layer of the specified primer in accordance with the supplier's instructions, see "Technical data". Allow this layer to dry for at least 30 minutes but no more than 8 hours at room temperature.

Pre-treating the plastic window when re-using the window

Check the length and width of the window (when re-using the window). The length should be no more than 1860 mm and the width no more than 160 mm.

1. If the window has been used before, remove as much of the glue remnants as possible. A thin layer of glue may remain.
2. On the inside of the window, tape up the edges of the area to be glued with thin, smooth, adhesive tape.
3. Those window areas which are to be glued should be cleaned beforehand with a non-pilling, clean, white cloth moistened with the specified cleaning agent, see "Technical data" and then sanded with the specified abrasive, see "Technical data". The sanded surface should be cleaned once again with the specified cleaning agent and allowed to dry for a minimum of 10 minutes at room temperature. Check whether the surface is free of abrasives and other impurities and repeat the cleaning process if necessary.
4. Use a brush to apply a single thin, covering layer of the specified primer, in accordance with the supplier's instructions, see "Technical data". Allow this layer to dry for at least 30 minutes but no more than 24 hours at room temperature.

Pre-treating the plastic window when re-using the window

1. Clean the area to be glued with a clean, non-pilling cloth moistened with the specified cleaning agent, see "Technical data".
2. Then lightly sand the area to be glued with the specified abrasive, see "Technical data".
3. Clean the area to be glued once again with a clean, non-pilling cloth moistened with the specified cleaning agent, see "Technical data". Allow the cleaned surface to dry for at least 10 minutes at room temperature.
4. Make sure the area to be glued is entirely free from abrasives and other impurities (if necessary, re-clean the area with the specified cleaning agent, see "Technical data").
5. Use a brush to apply a single thin, covering layer of the specified primer, in accordance with the supplier's instructions. Allow this layer to dry for at least 30 minutes but no more than 24 hours at room temperature.

Gluing the plastic window

ATTENTION:

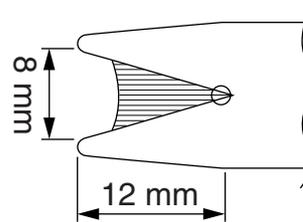
- Because a film forms on the beads of glue (something which has a very negative impact on the quality of the glue), it should take no longer than 10 minutes to apply the beads, glue the surfaces together and fix them.
- Apply the beads of glue no more than 8 hours after the pre-treatment with primer.

Note:

Open the vehicle windows in order to cushion shock waves caused by closing the vehicle doors. Avoid making the vehicle vibrate while the glue is setting, as this could cause the window to shift out of place.

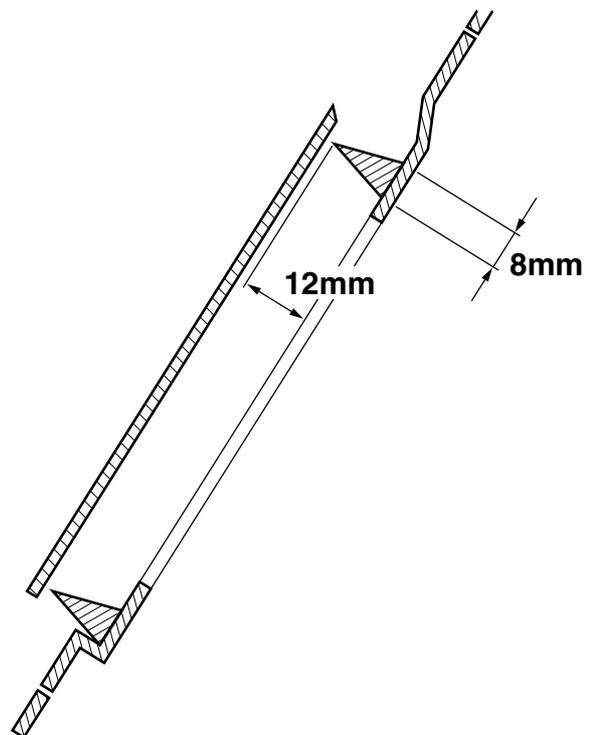
4

1. Give the spraying nozzle the shape shown in the drawing.



K1 00 721

2. Apply an 8x12 mm (wxh) bead of glue (see illustration) in the neck of the window seal. Use the specified glue for gluing the plastic window, see "Technical data".
3. Fit the window into the frame and press it into the bead of glue in such a way that the window lines up evenly with the outside of the polyester roof.
4. Immediately after fitting the window, fix it into place with sturdy tape at a few points to prevent it from shifting.



K100238

5. Remove any excess glue with a plastic spatula and smoothen the glued seam flat. Glue remnants which are not yet dry can be removed with the specified glue remover, see "Technical data". Beads of glue which have already set can only be removed mechanically (cutting).

Note:

When using a glue remover, make sure this does not come into contact with the area to be glued, as this would seriously reduce the quality of the glue bead.

Setting

The glue should set for at least 2 hours at 20°C and 65% relative humidity before any further treatment takes place.

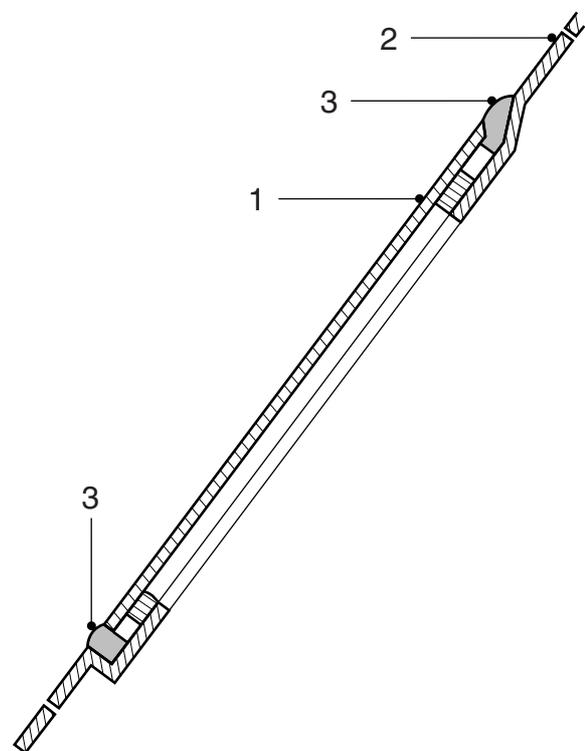
Sealing the plastic window

Apply sealant (3) in the seam between window (1) and polyester roof (2).

Seal with the specified sealant. See "Technical data".



It will take 2 days (48 hours) before the glue is entirely set. Until then the vehicle must not be driven.



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4.8 Removal and installation, cab locking mechanism	4-13	0209
4.9 Removal and installation, complete cab	4-14	0209

1. SAFETY INSTRUCTIONS

General

The cab is equipped with a hydraulic tilting mechanism. The pump is located on co-driver's side at the rear of the cab. The cab locks are opened hydraulically during pumping.

Before tilting the cab, make sure that the doors are closed, that there are no loose items in the cab and that the gear lever is in neutral. Tilt the cab fully forward if work must be carried out underneath the cab.



You can stop the cab tilting forward at any time by turning the tap to the reverse tilting position.



When working on a tilted cab (for example when welding, spray-painting or applying bitumen coatings), be sure to cover the piston rod of the lifting cylinder. Welding spatter and paint on the piston rod will inevitably cause damage to the oil seal.

Inspection after a collision

Before tilting the cab after a collision, check the cab rests, the cab hinges and the attachment of the lifting cylinder to the chassis member and cab for cracks.



If the vehicle has been involved in a collision, the cab must under no circumstances be tilted without due precautions. The end stop in the lifting cylinder may be damaged, which might cause the cab to shoot past its end stop.

If possible, suspend the cab in slings and put a stand in front of the cab. Make sure that there is no one in front of the cab while it is being tilted.

After a collision, **always** check the lifting cylinder for internal damage. Replace the lifting cylinder if damaged or if in doubt.

2. GENERAL

2.1 CAB SUSPENSION

The F249 cab is attached to the chassis at four different points. There are two types of cab suspension:

- spring suspension
- air suspension.

Spring suspension

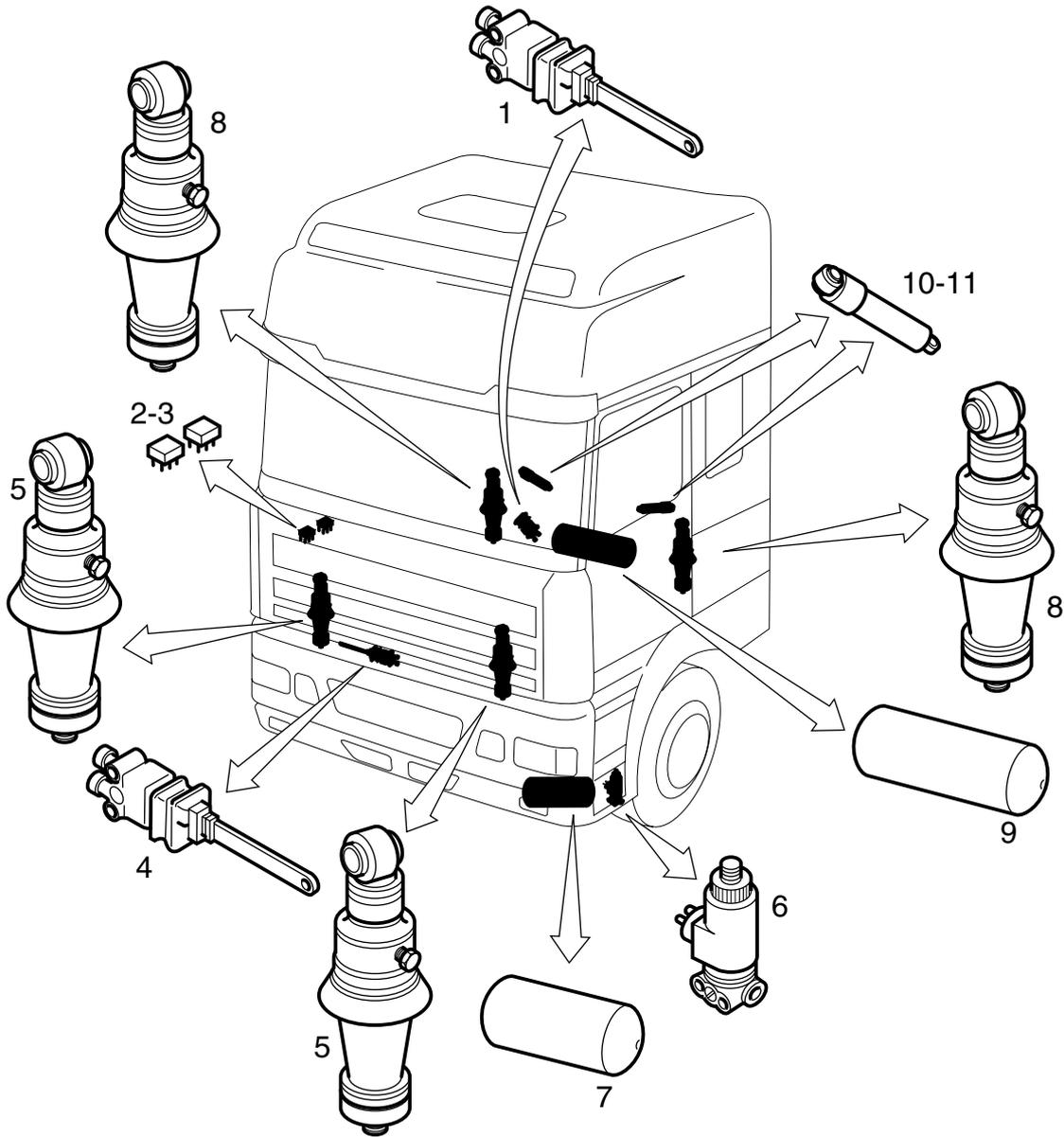
The cab is attached to the chassis with front and rear coil spring elements. Depending on the type of cab, this suspension may or may not be adjustable. There is a stabiliser at the front.

Air suspension

The cab is attached to the chassis with front and rear air suspension. The system is equipped with height control valves and anti-dive valves. The system has a stabiliser at the front. At the back, the cab is also damped laterally by two horizontal dampers.

2.2 PRINCIPLE OF AIR SUSPENSION

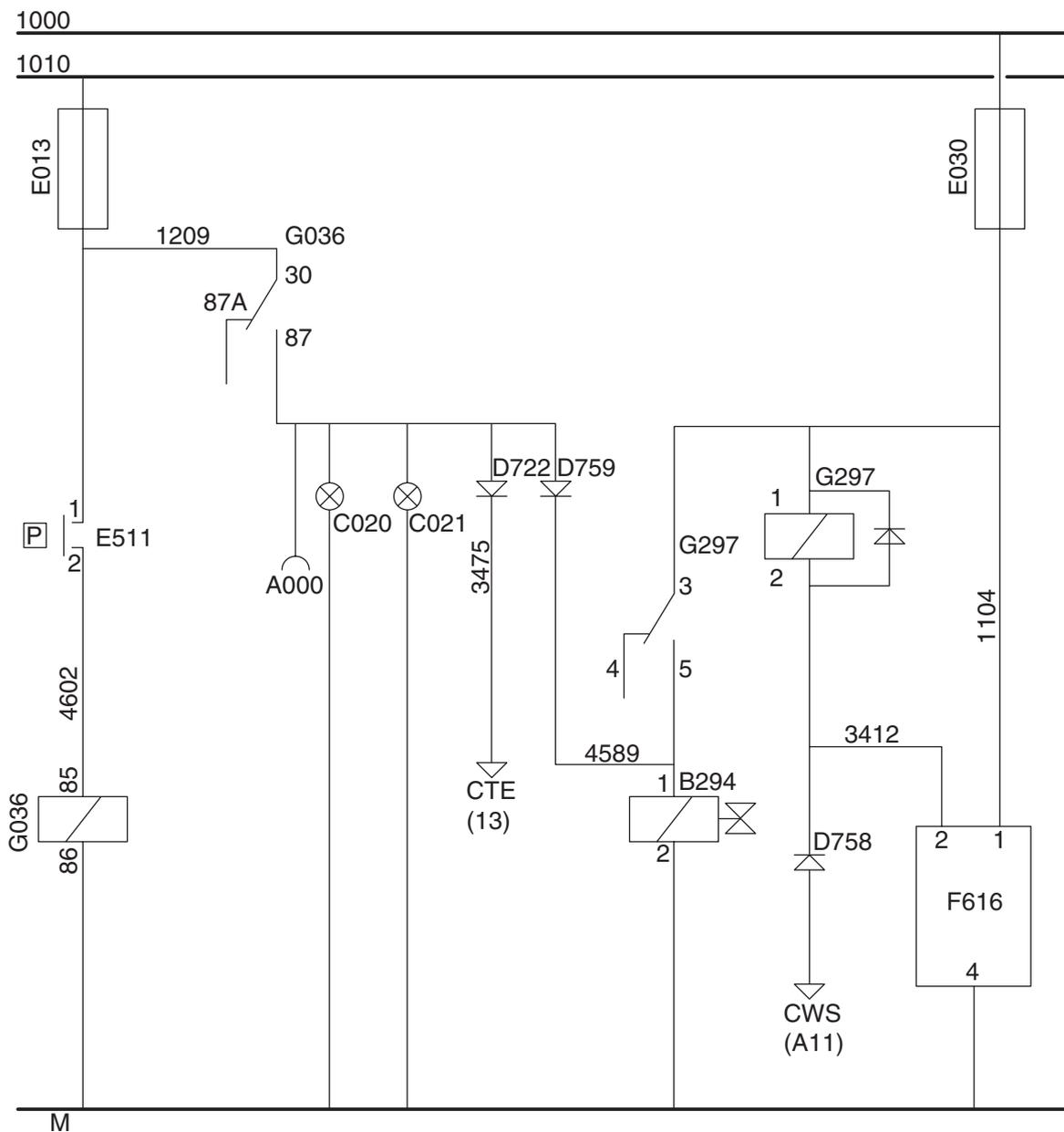
The air suspension consists of an air bellows with an internal shock absorber.
The system is fitted with height control valves and an electropneumatic valve at the front which is used to disable the height control.



K100441

Item	Description	Location	Note
1	Height control valve	Rear right-hand side of the cab	
2	Cab suspension relay	Central fuse box, cab	
3	Relay	Central fuse box, cab	
4	Height control valve	Non-driver side behind front grille	
5	Spring element	Left- and right-hand sides under cab front	
6	Height control disable valve	Front left behind bumper	
7	Air reservoir	Front left underneath bumper	Capacity 7 litres
8	Spring element	Left- and right-hand sides under cab rear	
9	Approximation switch	In left-hand cab lock	
10	Air reservoir	Central rear of the cab	Capacity 7 litres
11	Horizontal damper	Left- and right-hand sides under cab rear	

5



K100812

Basic codes

- B294
- D758
- D759
- D722
- E030
- E013
- G036
- G297
- F616
- E511

Description

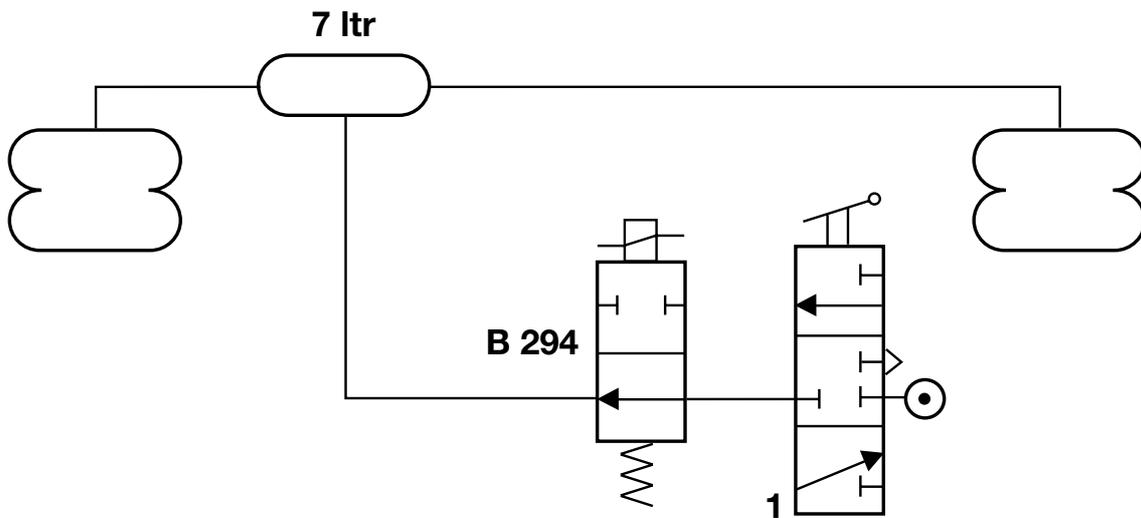
- Valve at front, switching off cab suspension height control
- Diode to prevent feedback CWS
- Diode to prevent feedback to brake lights
- Diode to prevent feedback CTE
- Fuse, brake lights, 10A
- Fuse, horn, 10A
- Brake light relay
- Cab air suspension relay
- Cab locking sensor
- Brake light control switch

When the brakes are operated, valve B294 is activated through relay G036, causing the height control to block (connection between the height control valve and the cab air suspension is interrupted).

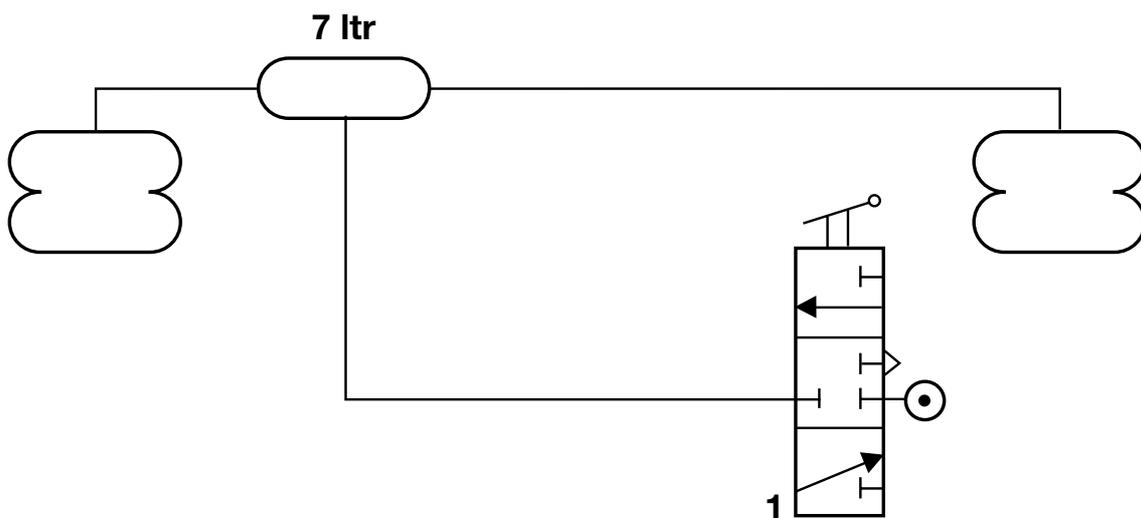
The height control is also blocked if relay G297 is activated. This situation occurs when the cab is tilted (switch F616 is closed).

Pneumatic diagram of cab air suspension

A



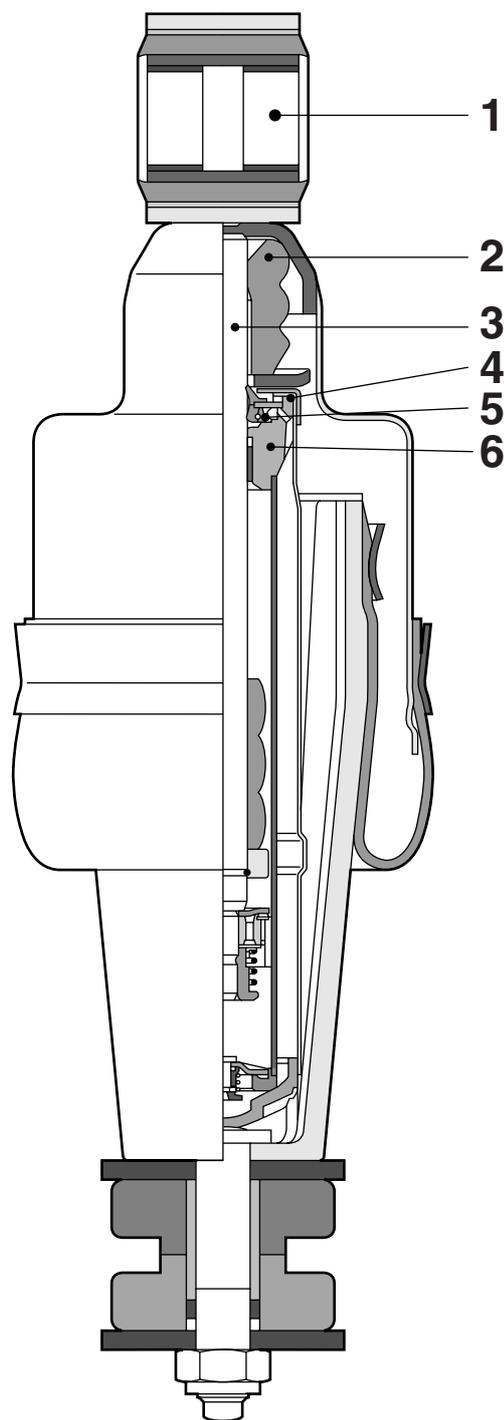
B



K100382

2.3 SECTIONAL DRAWING OF AIR SUSPENSION ELEMENT

- 1 Attachment eye
- 2 Rebound rubber
- 3 Piston rod
- 4 Flange seam seal
- 5 Sealing ring
- 6 Rod guides



3. INSPECTION AND ADJUSTMENT

3.1 INSPECTION AND ADJUSTMENT, CAB SUSPENSION WITH COIL SPRING ELEMENTS

Cab suspension with coil spring elements

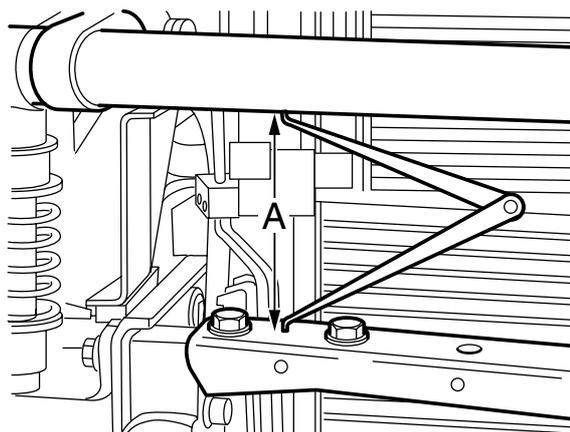
If the cab has adjustable coil spring elements, these have been factory set in the neutral position. In the event of a higher cab weight (more than 60 kg), for instance, because accessories have been installed, or if there is always a co-driver, this neutral position may be different.

Note:

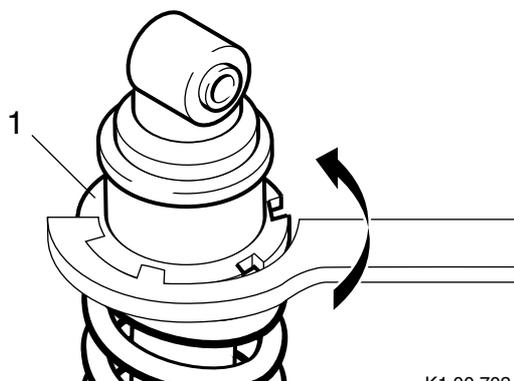
Ensure that the vehicle is standing on a level and horizontal surface.
On vehicles with air suspension make sure that the system is at maximum service pressure and that the vehicle is at normal driving height.
If the cab floor is not parallel with the chassis, the suspension must be adjusted.

Inspecting and adjusting front cab suspension

1. Remove the lower grille.
2. Measure distance "A" at the front between the bumper and the underside of the stabiliser.
3. If necessary, adjust the spring elements by turning the ring (1). For the setting value, see "Technical Data".
4. Install the lower grille.



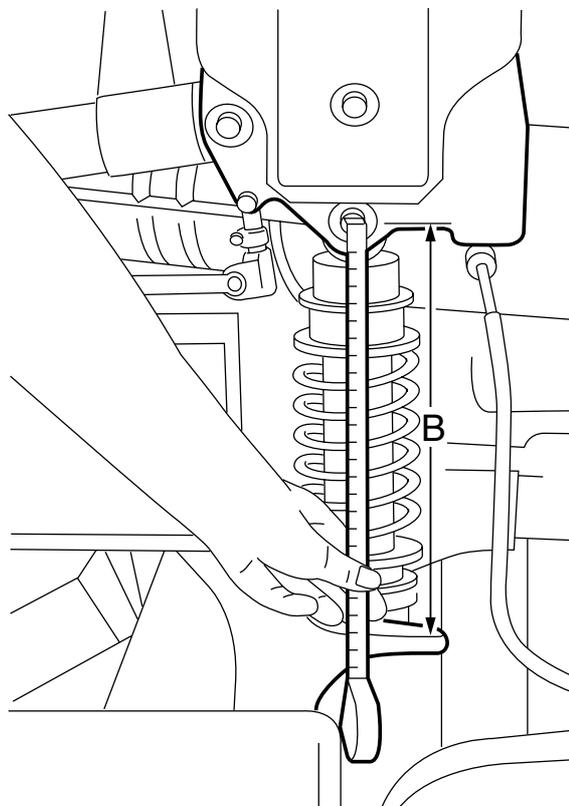
K100813



K1 00 702

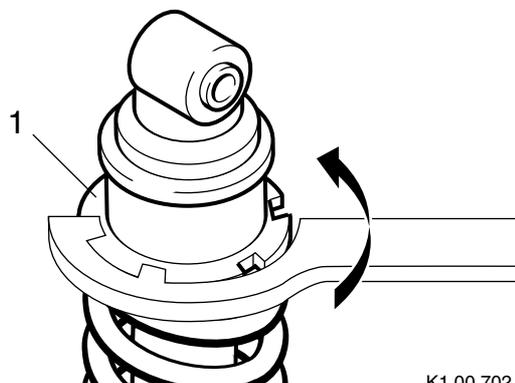
Inspecting and adjusting rear cab suspension

1. Measure distance "B" at the rear between the top of the bracket and the centre of the upper attachment bolt.



K100814

2. If necessary, adjust the spring elements by turning the ring (1). For the setting value, see "Technical Data".



K1 00 702

3.2 INSPECTION AND ADJUSTMENT, CAB SUSPENSION WITH AIR SUSPENSION ELEMENTS

Inspecting and adjusting front cab suspension

1. Bring the system up to maximum service pressure.

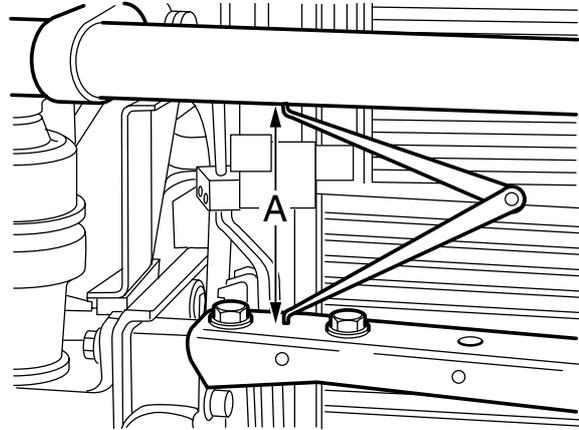


Risk of being trapped when cab suspension is vented.

2. Vent the cab suspension using the height control valve.
3. Then allow the height control valve to raise the cab to the proper height and measure distance "A" between the top of the cross beam and the bottom of the stabiliser.
4. Correct the height by changing the length of the control rod or by shifting the height control valve (depending on the version). For the setting value, see "Technical Data".

Note:

The air bellows must be vented before each new measurement. After this, the height control valve will adjust to the set height.



K100348

Inspecting and adjusting rear cab suspension

1. Bring the system up to maximum service pressure.

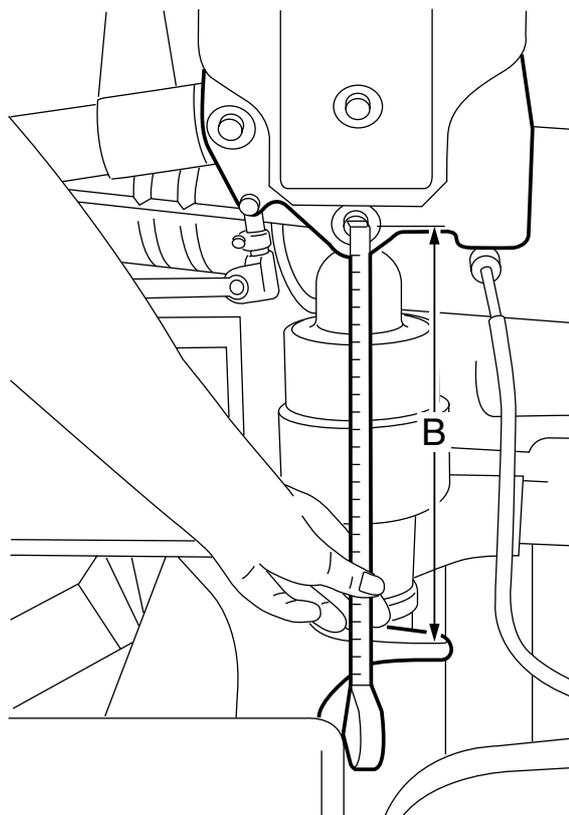


Risk of being trapped when cab suspension is vented.

2. Vent the cab suspension using the height control valves.
3. Then allow the height control valve to raise the cab to the proper height and measure distance "B" between the top of the bracket and the centre of the attachment bolt.
4. If this height must be adjusted, loosen the attachment bolts of the height control valve. After this, the height can be adjusted by changing the position of the valve. For the setting value, see "Technical Data".

Note:

The air bellows must be vented before each new measurement. After this, the height control valve will adjust to the set height.



K100349

4. REMOVAL AND INSTALLATION

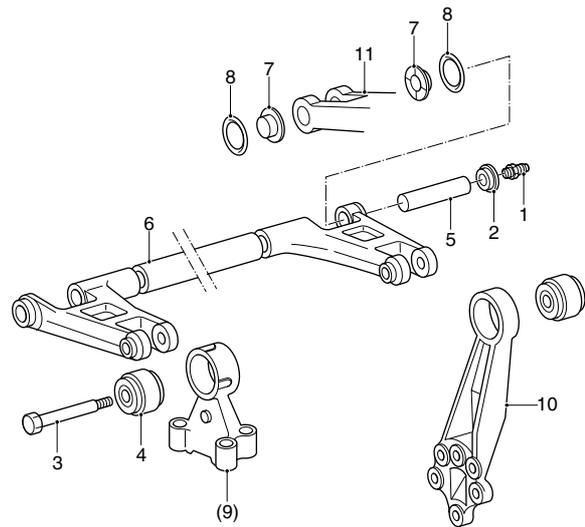
4.1 REMOVAL AND INSTALLATION, STABILISER BAR



When working on the cab suspension provide extra supports for the cab to avoid the risk of being trapped.

Removing the stabiliser bar

1. Remove the cab grille, lower grille and corner pieces.
2. Lift the cab at the front in such a way as to make it possible to remove the cab bearing pin.
3. Bleed the reservoirs (only applies to air suspension elements).
4. Remove the pipes to allow grease lubrication.
5. Remove the grease lubrication connection nipple (1).
6. Using a drop stamp, remove the sealing plug (2).
7. Remove the locating bolt (3) from the silentblock (4).
8. Remove the locking bolt at the front of the stabiliser bar.
9. Remove the cab bearing pin (5) at the front.
10. Remove the stabiliser bar.



K100821

Installing the stabiliser bar

1. Install the stabiliser bar and insert the locating bolt (3) through the silentblock.
2. Apply Loctite to the locating bolt and tighten it to the specified tightening torque. See "Technical data".

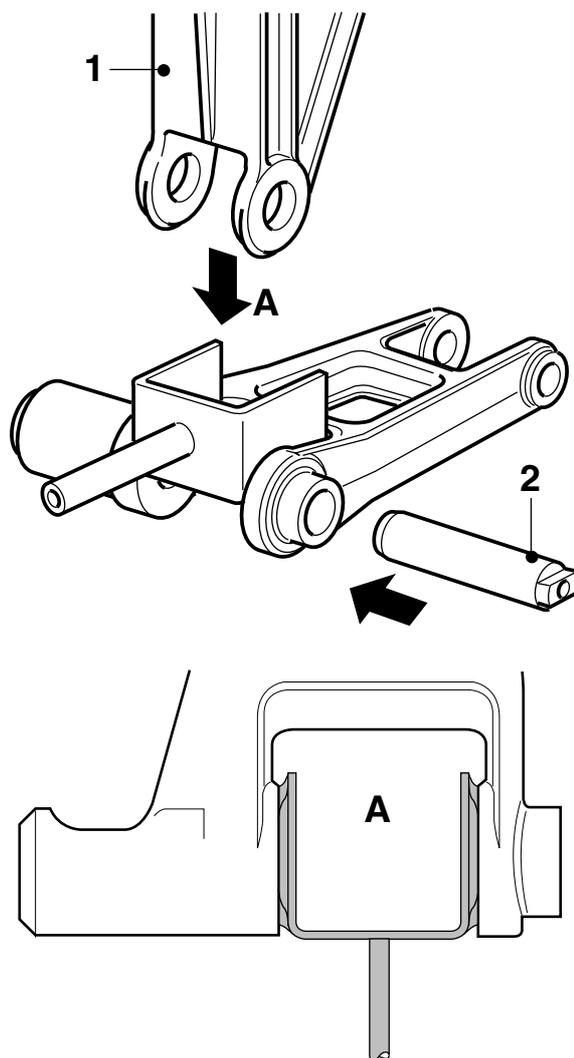
CAB SUSPENSION

1

Removal and installation

95XF series

3. Manufacture an assembly fork from thin sheet metal (see figure) to facilitate the installation of the cab suspension.
4. Bring the cab bracket, stabiliser bar and suspension element together in such a way as to be able to install the cab bearing pin. While installing, ensure that the recess in the bearing pin aligns with the opening in the locking bolt.
5. Fit the locking bolt.
6. Fit the sealing plug using a plastic hammer.
7. Fit the grease lubrication connection nipple.
8. Connect the grease lubrication pipes.
9. Carefully tilt the cab back.
10. Fit the cab grille, lower grille and the corner pieces around the headlights.



K100414

5

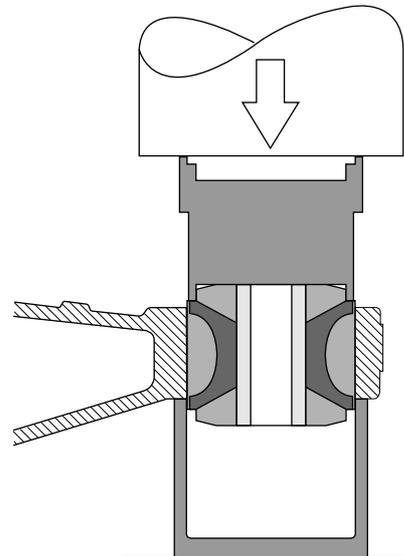
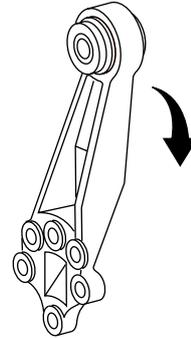
4.2 REMOVAL AND INSTALLATION, CAB SUPPORT SILENTBLOCK



When working on the cab suspension provide extra supports for the cab to avoid the risk of being trapped.

Removing cab support silentblock

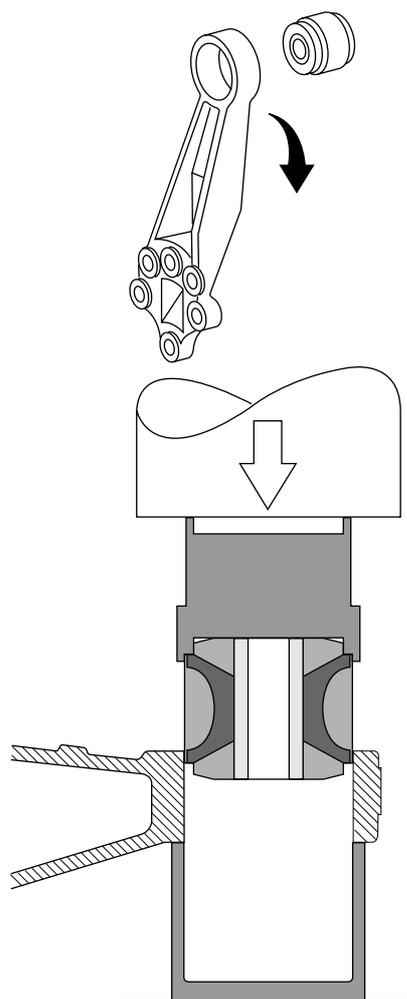
1. Remove the stabiliser bar.
2. Remove the cab support(s) of the chassis
3. Using the special tool (DAF no 1329401) push the silentblock out of the support.



K100557

Installing cab support silentblock

1. Using the special tool (DAF no 1329401) push the silentblock into of the support(s).
2. Fit the support to the chassis and tighten the attachment bolts to the specified tightening torque. See "Technical data".
3. Fit the stabiliser bar.



K100558

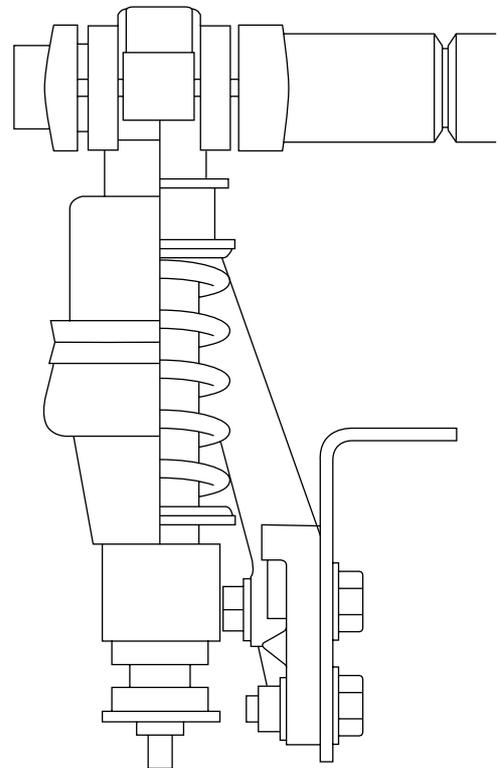
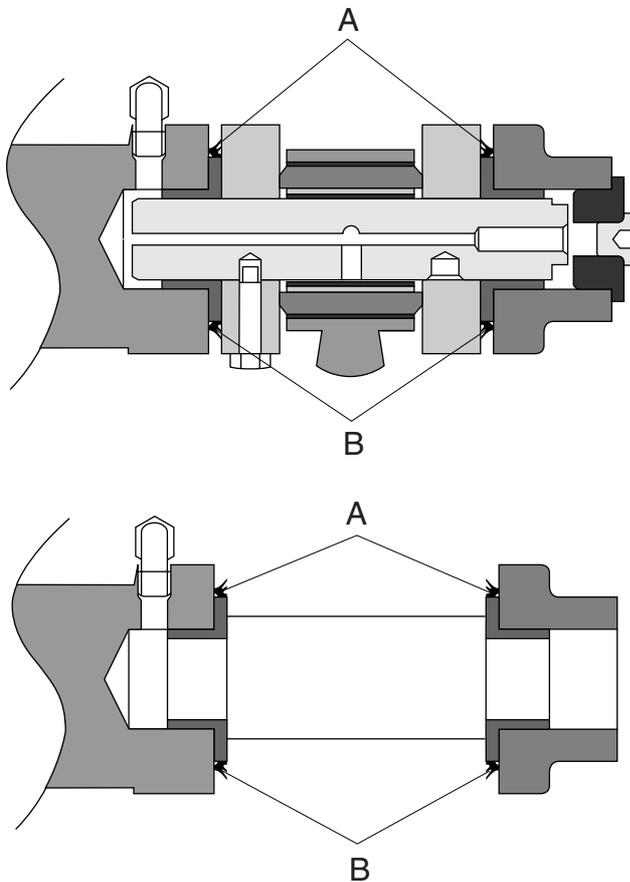
4.3 REMOVAL AND INSTALLATION, STABILISER BAR SLIDE BEARING BUSHES



When working on the cab suspension provide extra supports for the cab to avoid the risk of being trapped.

Removing the stabiliser bar slide bearing bushes

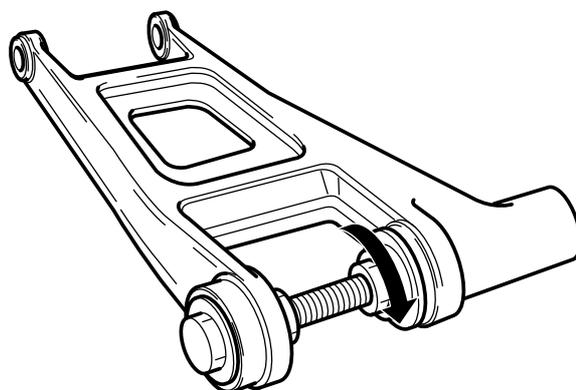
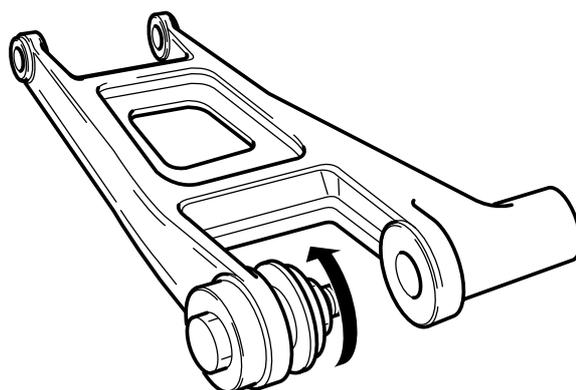
1. Remove the stabiliser bar.
2. Remove both slide bearing bushes (A) and sealing rings (B) by tapping them out of the stabiliser bar.



K100819

Installing the stabiliser bar slide bearing bushes

1. Use the special tool (DAF no. 1240493) to fit the slide bearing bushes and sealing rings.
2. Fit the stabiliser bar.



K100415

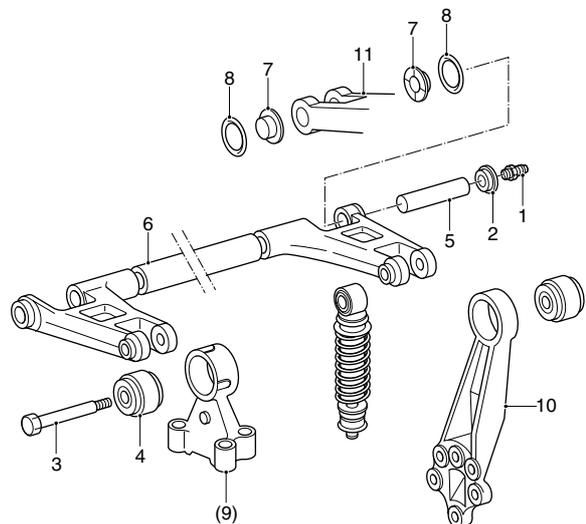
4.4 REMOVAL AND INSTALLATION, COIL SPRING FRONT SUSPENSION



When working on the cab suspension provide extra supports for the cab to avoid the risk of being trapped.

Removing front spring suspension

1. Remove the cab grille, lower grille and corner pieces.
2. Lift the cab at the front in such a way as to make it possible to remove the cab bearing pin.
3. Remove the pipe to allow grease lubrication.
4. Remove the grease lubrication connection nipple (1).
5. Using a drop stamp, remove the sealing plug (2).
6. Remove the locking bolt at the front of the stabiliser bar.
7. Remove the cab bearing pin (5) at the front. Make sure that the stabiliser bar cannot rotate.
8. Detach the coil spring element at the bottom.
9. Remove coil spring element.



K100416

Installing front spring suspension

1. Fit the coil spring element and tighten the attachment nut at the bottom to the specified tightening torque. See "Technical data".
2. Bring the cab bracket, stabiliser bar and coil suspension element together in such a way as to be able to install the cab bearing pin. While installing, ensure that the recess in the bearing pin aligns with the opening in the locking bolt.
3. Fit the locking bolt for the cab bearing pin.
4. Fit the sealing plug using a plastic hammer.
5. Fit the grease lubrication connection nipple.
6. Connect the grease lubrication hose.
7. Carefully lower the cab.
8. Fit the cab grille, lower grille and the corner pieces around the headlights.

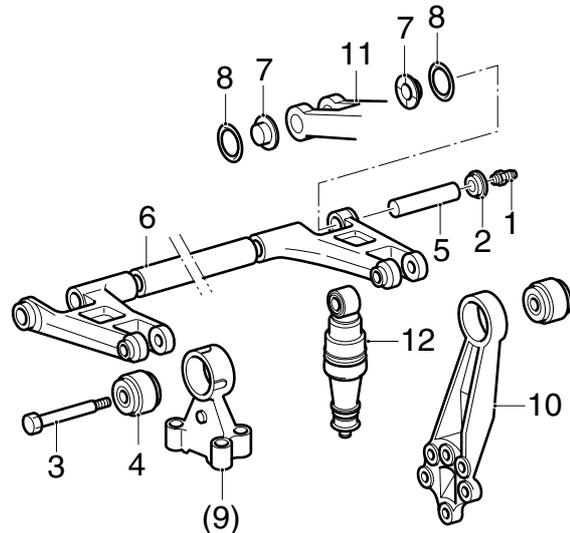
4.5 REMOVAL AND INSTALLATION, FRONT AIR SUSPENSION



When working on the cab suspension provide extra supports for the cab to avoid the risk of being trapped.

Removing front air suspension

1. Bleed the air pressure system.
2. Remove the cab grille, lower grille and corner pieces.
3. Lift the cab at the front in such a way as to make it possible to remove the cab bearing pin.
4. Remove the pipe to allow grease lubrication.
5. Remove the grease lubrication connection nipple (1).
6. Using a drop stamp, remove the sealing plug (2).
7. Remove the locking bolt at the front of the stabiliser bar.
8. Remove the cab bearing pin (5) at the front. Make sure that the stabiliser bar cannot rotate.
9. Remove the air pipe from the air suspension element (12).
10. Detach the air suspension element at the bottom.
11. Remove the air suspension element (12).



K1 01 529

Installing front air suspension

1. Fit the air suspension element and tighten the attachment nut at the bottom to the specified tightening torque. See "Technical data".
2. Bring the cab bracket, stabiliser bar and suspension element together in such a way as to be able to install the cab bearing pin. While installing, ensure that the recess in the bearing pin aligns with the opening in the locking bolt.
3. Fit the locking bolt for the cab bearing pin.
4. Fit the sealing plug using a plastic hammer.
5. Fit the grease lubrication connection nipple.
6. Connect the grease lubrication hose.
7. Connect the air pipe to the air suspension element.
8. Carefully lower the cab.
9. Pressurise the system.
10. Fit the cab grille, lower grille and the corner pieces around the headlights.

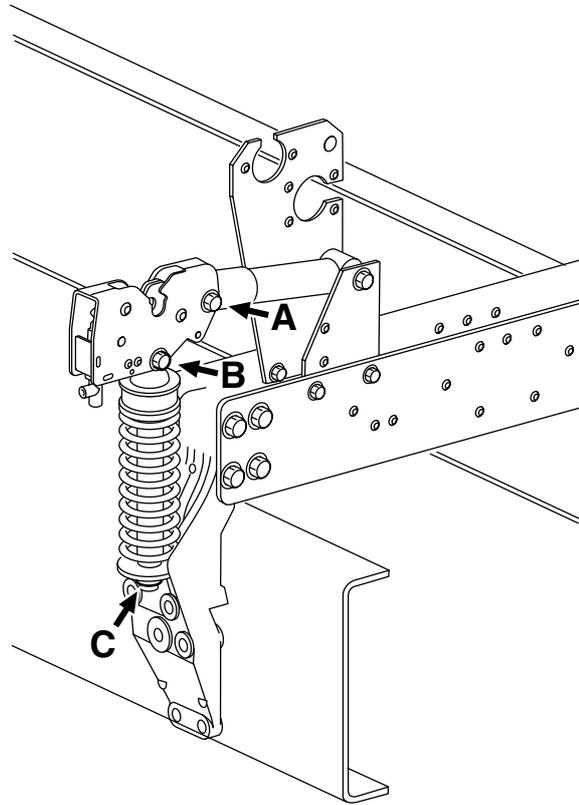
4.6 REMOVAL AND INSTALLATION, REAR COIL SPRING SUSPENSION

Removing rear coil spring suspension

1. Tilt the cab.
2. Remove the coil spring element by loosening the attachment bolt (A) a few turns and loosening attachment bolt (B) and attachment nut (C).

Installing rear coil spring suspension

1. Fit the coil spring element and hand-tighten the attachment bolts and nut.
2. Tilt the cab back to the normal driving position.
3. Tighten the attachment bolts and nut to the specified tightening torque, see "Technical data-".



K1 01 450

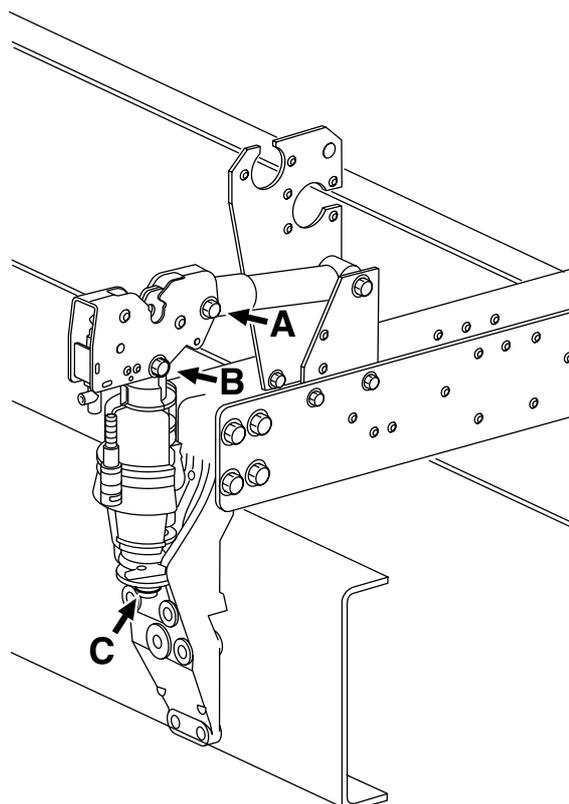
4.7 REMOVAL AND INSTALLATION, REAR AIR SUSPENSION

Removing rear air suspension

1. Bleed the air pressure system.
2. Tilt the cab.
3. Disconnect the air pipe from the air suspension element.
4. Remove the air suspension element by loosening the attachment bolt (A) a few turns and loosening attachment bolt (B) and attachment nut (C).

Installing rear air suspension

1. Fit the air suspension element and hand-tighten the attachment bolts and nut.
2. Connect the air pipe to the air suspension element.
3. Tilt the cab back to the driving position.
4. Tighten the attachment bolts and nut to the specified tightening torque, see "Technical data-".
5. Pressurise the system.



K1 01 449

4.8 REMOVAL AND INSTALLATION, CAB LOCKING MECHANISM



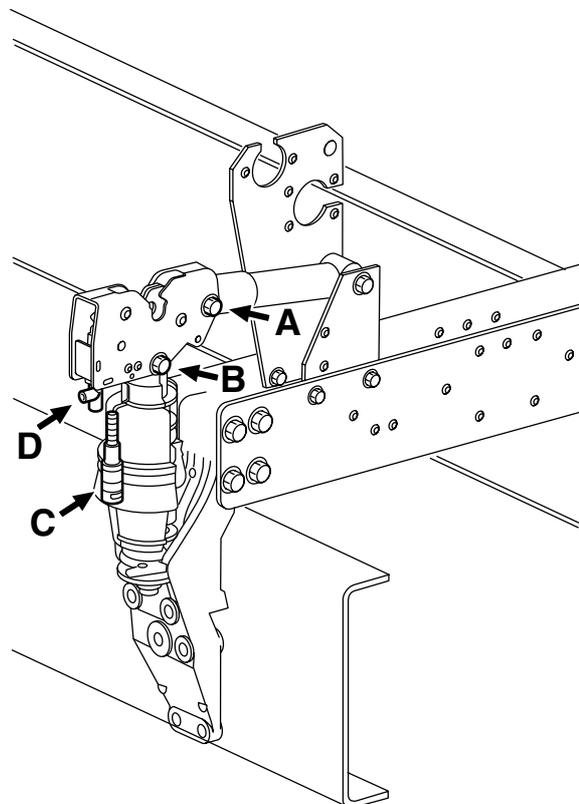
**Only use approved lifting equipment.
Comply with general safety instructions when working with lifting equipment.**

Removing cab locking mechanism

1. Tilt the cab until it is released from the cab lock.
2. Support the cab by means of a hoist.
3. Switch the tilting pump to reverse tilting.
4. Remove the approximation switch connector (C) at the right-hand side.
5. Remove the hydraulic line (D) and plug it. Collect any oil flowing out of the system.
6. Remove the attachment bolts (A and B).
7. Remove the cab lock.

Installing cab lock mechanism

1. Install the cab lock and hand-tighten the attachment bolts.
2. Connect the connector (C) and fit the hydraulic line (D).
3. Carefully tilt the cab back to the normal driving position. When doing so, ensure that the cab locks are open.
4. Tighten the attachment bolts and nut to the specified tightening torque, see "Technical data-".
5. Bleed the tilting mechanism.



K100420

4.9 REMOVAL AND INSTALLATION, COMPLETE CAB



**Only use approved lifting equipment.
Comply with general safety instructions when working with lifting equipment.**

Removing complete cab

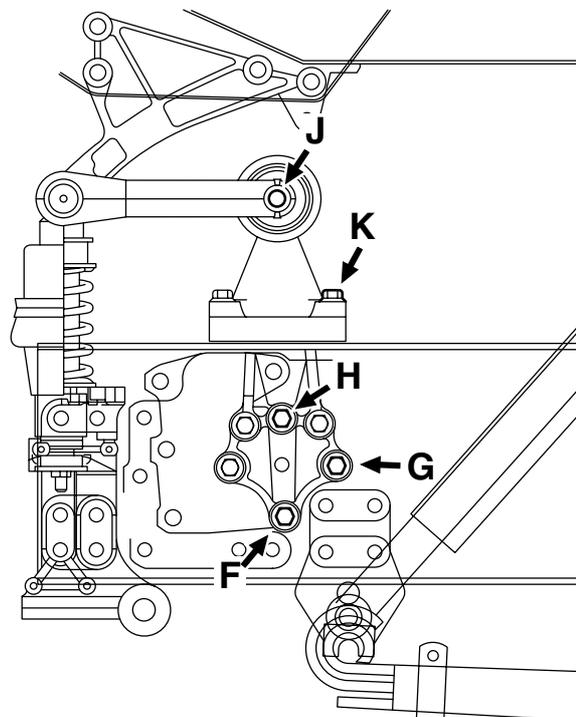
1. Disconnect the battery earth lead.
2. Open the cab grille.

Note:

Work on the air conditioning unit should only be carried out by qualified personnel.

3. If present, drain the air conditioning unit.
4. Drain the clutch fluid.
5. Disconnect the clutch pipe.
6. Partially drain the coolant.
7. Remove the heater hoses at the connector pipes.
8. Tilt the cab forwards.
9. Remove the lower grille and the two side spoilers around the headlights.
10. Remove the steering column joint from the steering box and tie it up.
11. Remove the throttle cable.
12. Disconnect the tachograph cable from the gearbox and tie the cable to the cab.
13. Remove the engine noise insulation underneath the cab and tilt the insulation onto the engine.
14. Remove the connection blocks from the air pipes and tie them to the cab.
15. In the case of a Hydraulic Gear Shift (HGS) control, remove the pipes at the coupling piece. Collect the oil and plug the pipes in such a way as to prevent dirt from entering them.

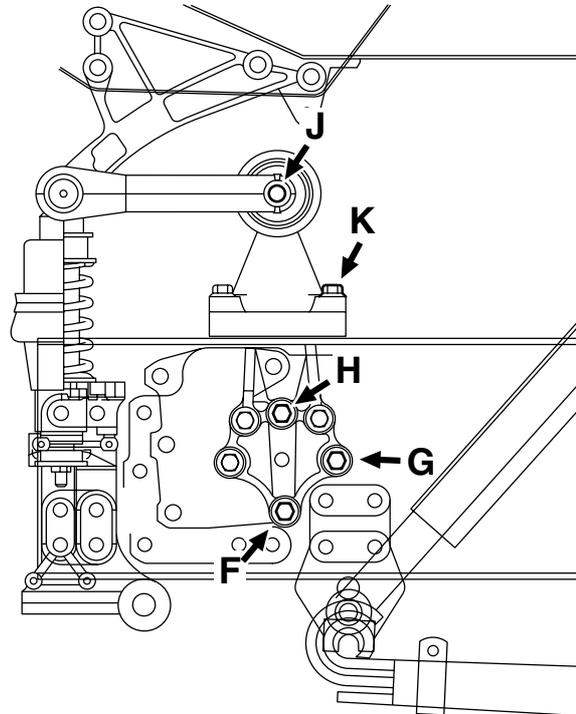
16. In the case of a Mechanical Gear Shift (MGS) control, remove the attachment bolts at the bottom of the rocker strip.
17. Remove the floor connectors and, if an E-gas system has been fitted, the E-gas connector.
18. Remove the connections and wiring of the automatic grease lubrication system.
19. Remove the rear attachment bolts from the cab hinges on the left-hand and right-hand sides.
20. Place wooden blocks onto the rear cab locks and tilt the cab back.
21. Remove the lifting cylinder at the bottom of the cab.
22. Remove the door rubbers from the seal on the left-hand and right-hand sides to install the lifting yoke.
23. Install the lifting yoke (special tool DAF no. 1329438) with filling.
24. Hang the cab in the lifting yoke in such a way as to provide sufficient support for the cab.
25. Remove the lower attachment points of the front suspension.
26. Remove the front left and front right attachment bolts (J) from the cab silentblocks.
27. Hoist the cab from the chassis; while hoisting, check whether any cables/pipes are still connected to the cab. Place the cab onto a suitable cab stand or onto supports, protecting the plastic substructure against any damage.



K100417

Installing complete cab

1. Use the lifting beam to place the cab onto the chassis.
2. Fit the front left and front right attachment bolts (J) of the silentblocks.
3. Attach the spring elements at the bottom.
4. Remove the lifting yoke.
5. Attach the lifting cylinder to the cab and tighten the attachment bolts temporarily to a tightening torque of 125 Nm.
6. Tilt the cab slightly forwards and remove the wooden blocks on the cab locks. Tilt the cab back again.
7. Tighten the attachment bolts to the specified tightening torque, see "Technical data".
8. Tilt the cab forwards.
9. Tighten the upper attachment bolts of the lifting cylinder to the specified tightening torque. See "Technical data".



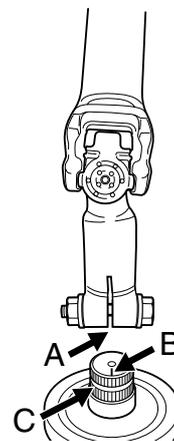
K100417

10. Fit the universal joint on the splines of the steering shaft or steering box. Line up the groove (A) in the clutch with mark (B) on the steering shaft or steering box.



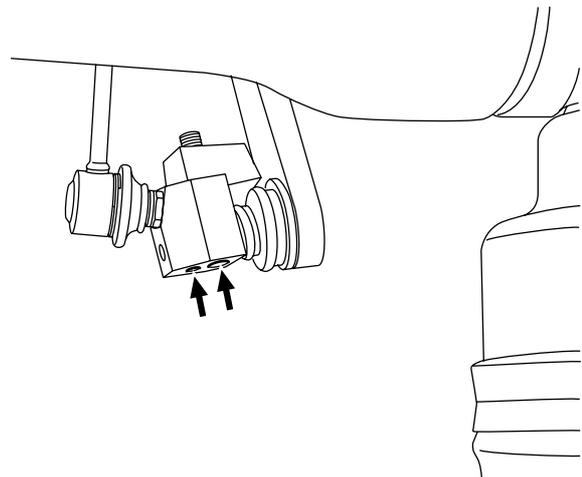
Check that the universal joint is correctly in place on the steering shaft or steering box so that the attachment bolt can be put in the notch (C).

11. Only fit a new attachment bolt with nut to the universal joint. Tighten the bolt to the specified tightening torque, see "Technical data".



K1 01 353

12. Position the air pipes and connect the connector blocks.
13. Connect the clutch pipe.
14. Install the air conditioning pipes and secure them using the attachment nuts.
15. Connect the cable and attach it to the chassis.
16. Connect the heater hoses to the connector pipes.
17. Connect the floor connectors and E-gas connector.
18. In the case of a HGS shift control, connect the pipes to the coupling piece. Ensure that no dirt enters the pipes during assembly.
19. In the case of an MGS shift control, fit the attachment bolts at the bottom of the rocker strip and tighten them.
20. Install the engine noise insulation underneath the cab.
21. Tilt the cab back to the driving position.
22. Install the roof hatch rim and the roof hatch glass.
23. Fit the door rubbers to the left and right.
24. Fill and bleed the clutch main cylinder.
25. Fill the cooling system.
26. Connect the battery.
27. Let the engine idle and top up the cooling system, if necessary.
28. If applicable, bleed the HGS switch control.
29. If applicable, fill the air conditioning system.
30. Check the lighting and all connections.



V300156

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1. SAFETY INSTRUCTIONS

General

The cab is equipped with a hydraulic tilting mechanism. The pump is located on co-driver's side at the rear of the cab. The cab locks are opened hydraulically during pumping.

Before tilting the cab, make sure that the doors are closed, that there are no loose items in the cab and that the gear lever is in neutral. Tilt the cab fully forward if work must be carried out underneath the cab.



You can stop the cab tilting forward at any time by turning the tap to the reverse tilting position.



When working on a tilted cab (for example when welding, spray-painting or applying bitumen coatings), be sure to cover the piston rod of the lifting cylinder. Welding spatter and paint on the piston rod will inevitably cause damage to the oil seal.

Inspection after a collision

Before tilting the cab after a collision, check the cab rests, the cab hinges and the attachment of the lifting cylinder to the chassis member and cab for cracks.



If the vehicle has been involved in a collision, the cab must under no circumstances be tilted without due precautions. The end stop in the lifting cylinder may be damaged, which might cause the cab to shoot past its end stop.

If possible, suspend the cab in slings and put a stand in front of the cab. Make sure that there is no one in front of the cab while it is being tilted.

Replacing the lifting cylinder:

After a collision, **always** check the lifting cylinder for internal damage.

Replace the lifting cylinder if damaged or if in doubt.

Always replace the cylinder if one of the following points has occurred during a collision:

- A. the cab has been pulled out of the cab locks,
- B. the cab locks have been deformed or damaged,
- C. the rear springs have been deformed or damaged.

2. GENERAL

2.1 OPERATION, TILTING MECHANISM

General

The F249 cab is equipped with a hydraulic tilting mechanism. The pump is installed on co-driver's side.

The cab locks are automatically opened hydraulically when the pump is being operated.

If the vehicle has been involved in a collision, check the following points before tilting the cab.

- cab rests,
- cab hinges,
- attachment of the lifting cylinder,
- hydraulic system for leakage.

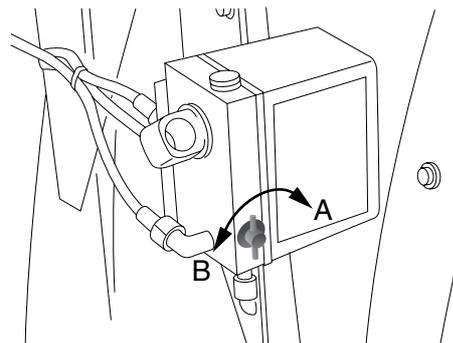
After this check, continue to proceed with utmost care.

If possible, suspend the cab in slings and put a stand in front of the cab.

After a collision, always check the lifting cylinder for internal damage.

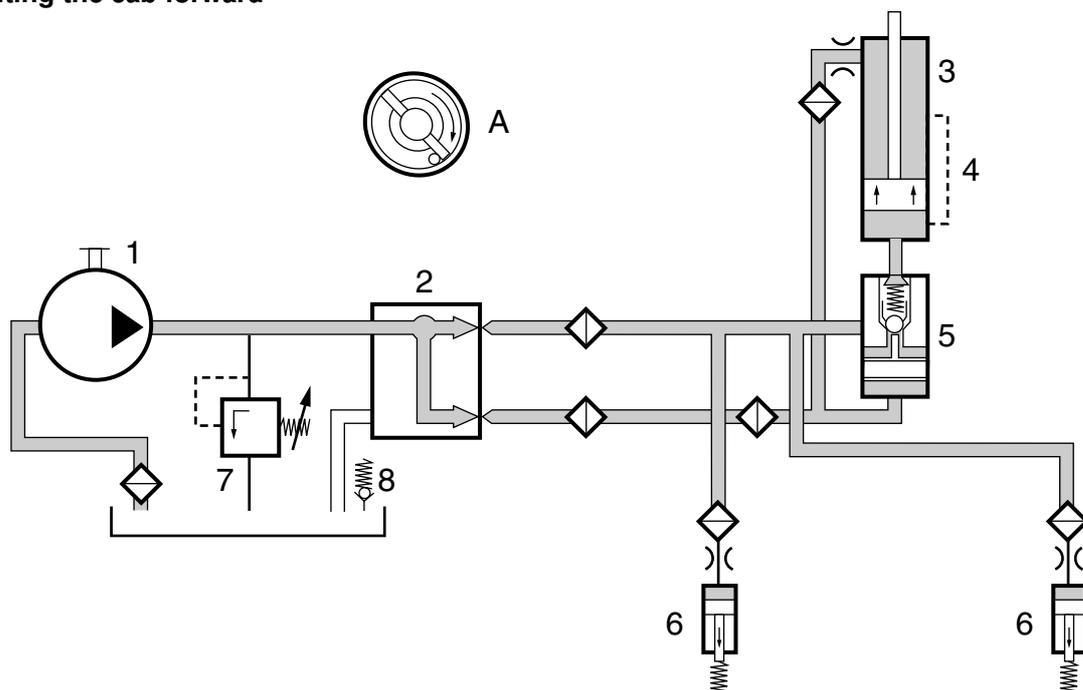
Tilting the cab:

- Make sure there are no people immediately in front of the cab.
- Make sure there is sufficient clearance around the cab.
- Make sure there are no loose objects inside the cab.
- Apply the parking brake.
- Move the gear lever to the neutral position and turn off the engine.
- Close the doors.
- Turn the two-way valve of the cab tilting pump fully to the right.
- Position the pipe in the pump and operate the pump.
You can stop the cab tilting forward at any time by turning the two-way valve to the left.
- After tilting the cab back, check whether the warning lamp on the CWS display is extinguished. If this lamp continues to burn, the cab is not properly locked.



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Tilting the cab forward



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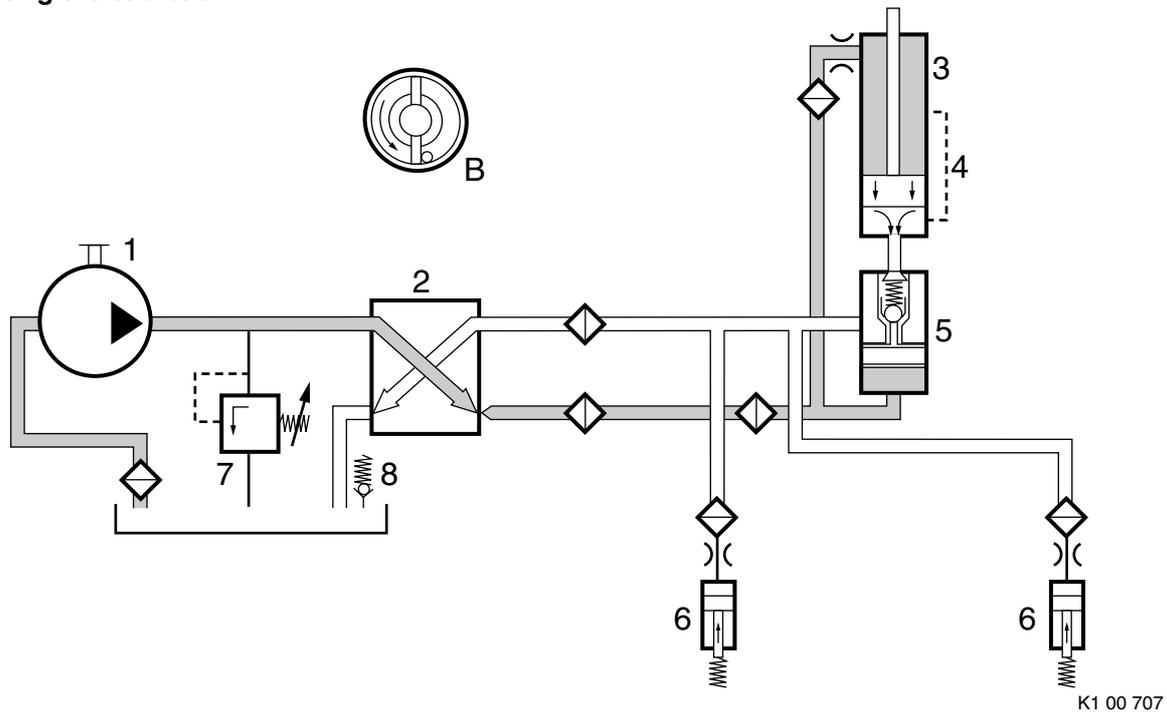
6

Turn the two-way valve (2) on the pump (1) to the right (position A). While pumping, pressure will build up in both pipes leading to the lifting cylinder (3) and the cab locks (6). Any overpressure in the system is returned to the reservoir via the safety valve (7). At each pump stroke, the non-return valve (5) opens. Oil will now flow underneath the piston of the lifting cylinder (3). The pressure in the pipes drops at the end of each pump stroke. As a result, the non-return valve (5) closes.

In spite of the fact that the oil pressure above and below the cylinder piston is the same, the cylinder is pumped out, so that the cab is tilted. This differential mechanism is based on the effect of pressure on two different surfaces. The resulting force is the pressure in the system which is applied to the surface of the plunger cross section.

Once it has passed top dead centre, the cab will fall into the full tilt position on its own. Pumping is not necessary during this.

Tilting the cab back



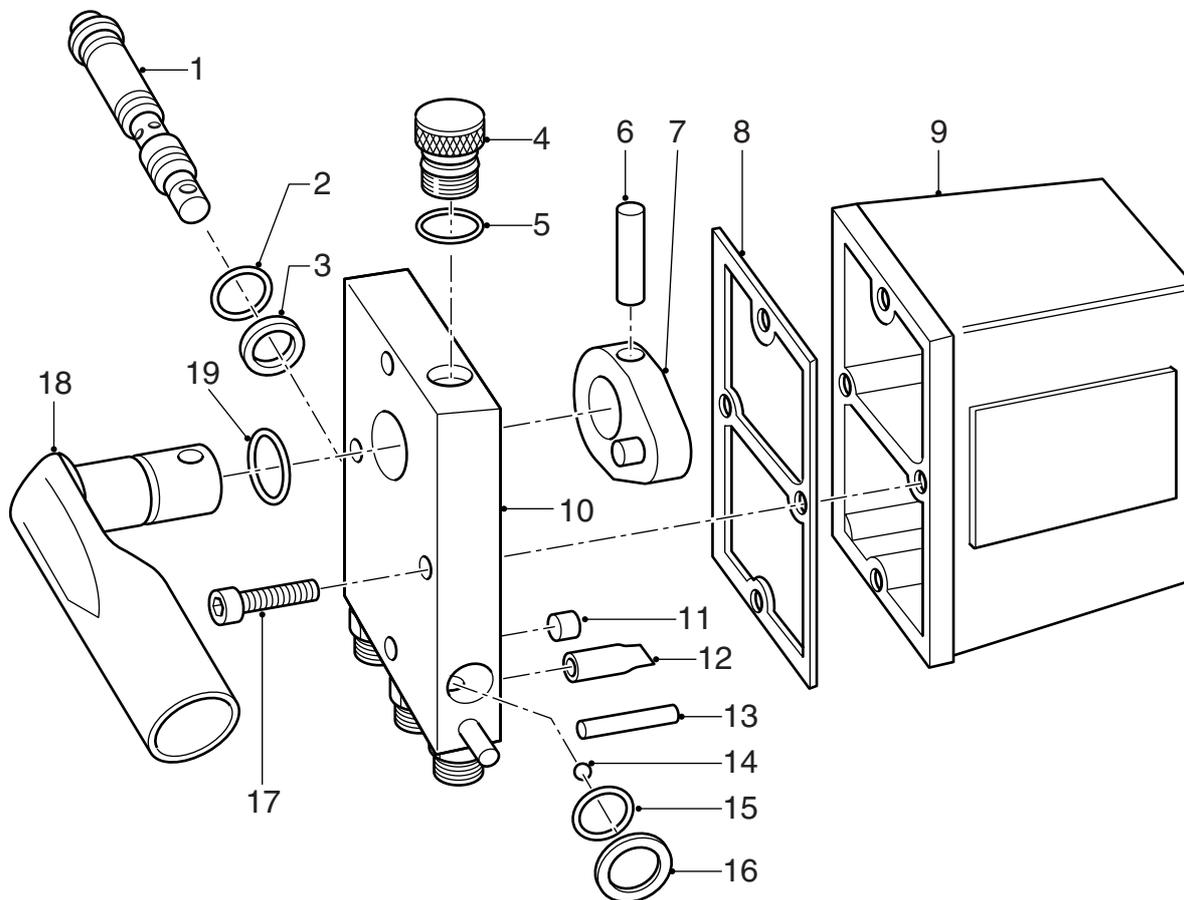
Turn the two-way valve (2) on the pump (1) to the left (position B). The pressure which has built up in the pump will be passed on to the pressure side of the lifting cylinder (3) and will simultaneously activate the non-return valve (5) in the cylinder.

Each stroke of the pump opens the non-return valve (5). When the non-return valve in the lifting cylinder opens, oil can flow back into the pump reservoir from the return side of the lifting cylinder (3). The cab can therefore only be tilted back when pressure has built up in the pump. The pressure in the pump and the pipes drops at the end of each pump stroke. The non-return valve now closes. The cab will fall downwards on its own a few centimetres before it is completely secured in the locks. This is due to the fact that the cylinder piston is in the position which allows a "leak-off" connection (4) between the areas above and below the cylinder piston. The warning lamp on the CWS panel will switch off then.

2.2 OVERVIEW DRAWING, CAB TILTING PUMP

Note:

This drawing gives a general view and may differ from the actual situation.



K1 01 500

Legend

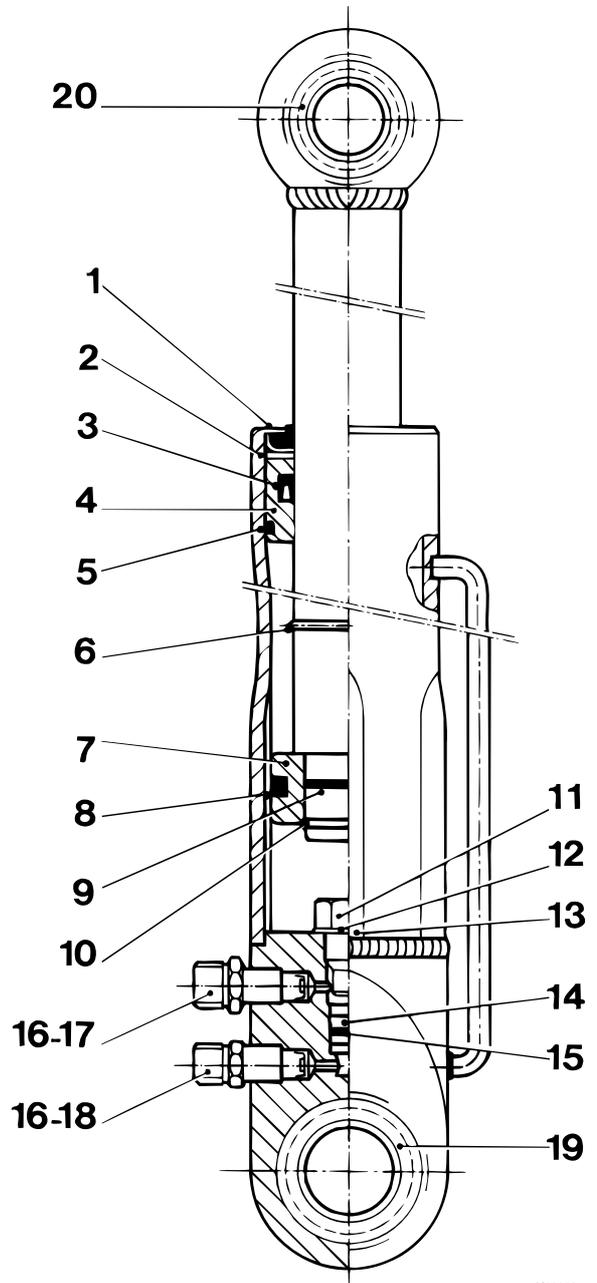
- | | |
|------------------|-----------------|
| 1. Two-way valve | 11. Magnet |
| 2. O-ring | 12. Filter |
| 3. Teflon ring | 13. Notched pin |
| 4. Filler plug | 14. Inlet ball |
| 5. O-ring | 15. O-ring |
| 6. Pin | 16. Ring |
| 7. Holder | 17. Torx bolt |
| 8. Gasket | 18. Lever |
| 9. Reservoir | 19. O-ring |
| 10. Pump housing | |

6

2.3 OVERVIEW DRAWING, LIFTING CYLINDER

Legend

- 1. Dirt scraper
- 2. Circlip
- 3. U-cup
- 4. Upper bearing
- 5. O-ring
- 6. Stop ring
- 7. Piston
- 8. O-ring
- 9. O-ring
- 10. Circlip
- 11. Non-return valve seat
- 12. Ring
- 13. O-ring
- 14. Non-return valve
- 15. O-ring
- 16. Seal
- 17. Coupling
- 18. Coupling
- 19. Plastic ring
- 20. Plastic ring



K100127

3. INSPECTION AND ADJUSTMENT

3.1 INSPECTING TILTING MECHANISM

1. Check all pipes and connections for any leakage.
2. Check the cab tilting pump for leaks.
3. Check the lifting cylinder and the cab locks for leaks.

Note:

A defective cab tilting mechanism is often the result of contaminated oil.

3.2 INSPECTION AND ADJUSTMENT, PRESSURE LIMITING VALVE OF CAB TILTING PUMP



For inspection and adjustment of the pressure limiting valve always use a pressure gauge.



If the pressure is set too high, the tilting mechanism may be damaged, which can lead to very dangerous situations.

Inspecting pressure limiting valve of cab tilting pump

1. Remove the pipes from the pump and plug the connections (A, B and C) on the pump with a dummy nipple.
2. Connect a pressure gauge with a range of no less than 600 bar to connection (1).
3. Bleed the pressure gauge hose.
4. Check the oil level in the pump.

Note:

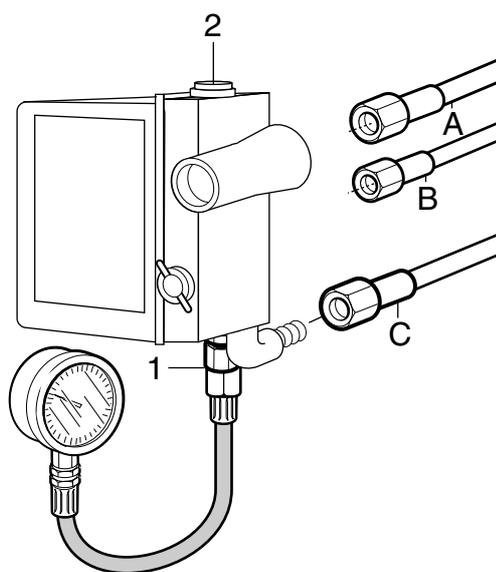
Never check the oil level nor fill the oil reservoir with the cab in tilted position.

5. Put the two-way valve of the cab tilting pump in the “lowering” position. Operate the pump. If the measured pressure does not match the specified pressure, see “Technical data”, the pressure limiting valve must be adjusted.

Note:

The pressure will drop slowly as soon as pumping is stopped; this is normal. A rapid pressure drop indicates that the two-way valve is defective.

6. Remove the pressure gauge and dummy nipples and connect the piping.
7. Check the oil level in the pump.



K1 01 468

Adjusting pressure limiting valve of cab tilting pump



If the set pressure is too high, the end stop may be pressed out of the lifting cylinder, which causes the cab to tilt forwards off the chassis.

Note:

The pressure limiting valve is located in the plunger and can be adjusted via the filler opening (2) in the cab tilting pump.

1. Remove the pipes from the pump and plug the connections (A, B and C) on the pump with a dummy nipple.
2. Connect a pressure gauge with a range of no less than 600 bar to connection (1).
3. Bleed the pressure gauge hose.
4. Check the oil level in the pump.

Note:

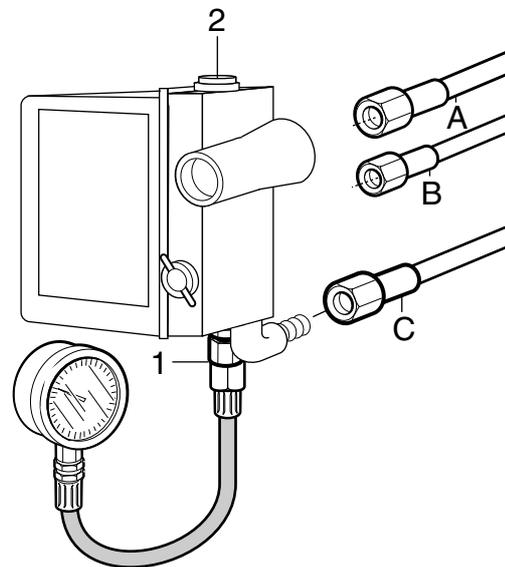
Never check the oil level nor fill the oil reservoir with the cab in tilted position.

5. Remove filler plug (2) and put the two-way valve of the cab tilting pump in the "lowering" position. Operate the pump and, using an appropriate screw driver, set the pressure limiting valve in the plunger to the specified pressure, see "Technical data".

Note:

The pressure will drop slowly as soon as pumping is stopped; this is normal. A rapid pressure drop indicates that the two-way valve is defective.

6. Remove the pressure gauge and dummy nipples.
7. Connect the pipes.
8. Check the oil level in the pump.



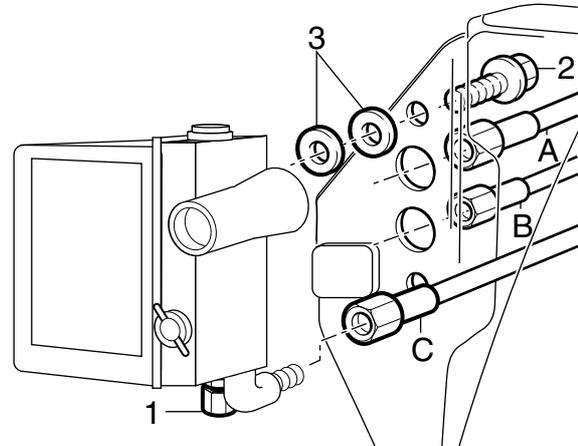
K1 01 468

4. REMOVAL AND INSTALLATION

4.1 REMOVAL AND INSTALLATION, CAB TILTING PUMP

Removing cab tilting pump

1. Disconnect the pipes and collect the oil in a container.
2. Remove attachment bolts (2), sealing rings (3) and remove the pump. Collect any remaining oil from the pump in a container.



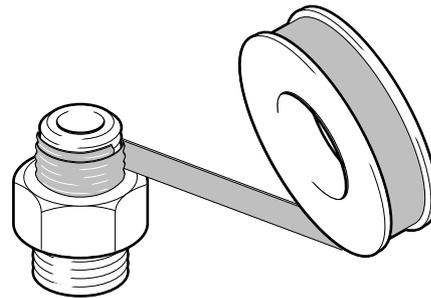
K1 01 456

Installing cab tilting pump

Note:

Use Teflon tape when fitting the pipes to the nipples. Caution: Do **not** use the Teflon tape on the first turn of the nipple thread. This is to prevent contamination of the system with Teflon tape.

1. Fit the pump, insert the sealing rings (3) between the pump and the bracket, and fit the attachment bolts (2).
2. Connect the pipes.
 - A = pressure pipe (thick pipe, M14)
 - B = return pipe (thin pipe, M12)
 - C = left-hand cab lock
3. For filling and bleeding the pump, see "Draining and filling".



K1 01 502

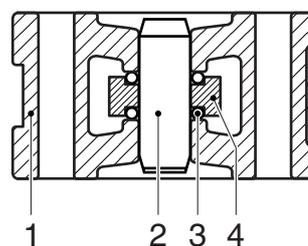
4.2 REMOVAL AND INSTALLATION, LIFTING CYLINDER



Do not remove the lifting cylinder while the cab is in the tilted position.

Removing lifting cylinder

1. Disconnect the pipes and collect the oil in a container.
Plug off the pipes and connections.
2. Remove the attachment bolts of the attachment bracket with which the lifting cylinder is fastened to the top of the cab.
3. Remove the lower attachment bolt used to attach the lifting cylinder to the chassis, and remove the lifting cylinder.
4. Remove the attachment bracket (1) of the lifting cylinder (4) by forcing the pin (2) out of the bracket, using a press.



K1 01 454

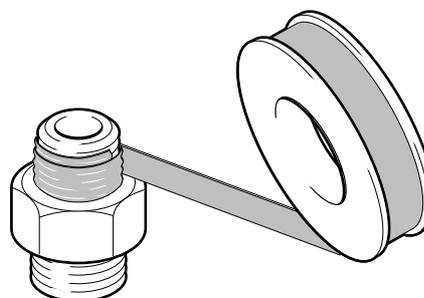
6

Installing lifting cylinder

Note:

Use Teflon tape when fitting the pipes to the nipples. Caution: Do **not** use the Teflon tape on the first turn of the nipple thread. This is to prevent contamination of the system with Teflon tape.

1. Apply grease to the attachment rings (3) in the cylinder eye of the lifting cylinder (4). Press the pin (2) into the attachment bracket (1) through the cylinder eye of the lifting cylinder.



K1 01 502

2. Fasten the lifting cylinder to the cab using the lower attachment bolt. Tighten the attachment bolt to the specified tightening torque, see "Technical data".
3. Fit the attachment bolts of the attachment bracket at the top of the lifting cylinder. Tighten the attachment bolts to the specified tightening torque, see "Technical Data".
4. Connect the pipes.
5. For filling and bleeding the system, see "Draining and filling".

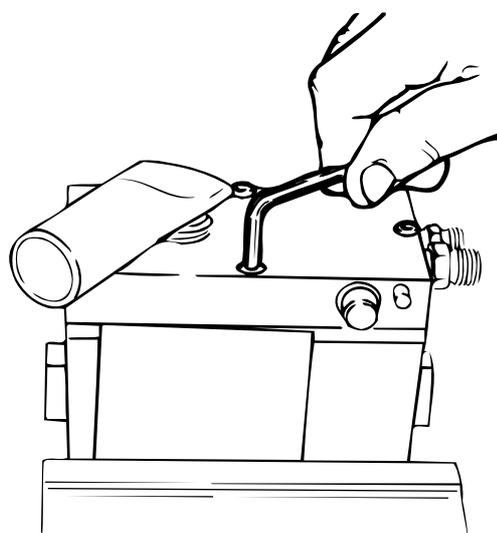
4.3 REMOVAL AND INSTALLATION, CAB TILTING PUMP SEALS

Notes:

- Use a repair kit for replacing the seals.
- It is **not** allowed to disassemble the tilting pump any further than described in this chapter. A defective cab tilting mechanism is often due to improper disassembly and/or assembly of the cab tilting pump.
- Clean the cab tilting pump on the outside.
- Work in a clean environment.

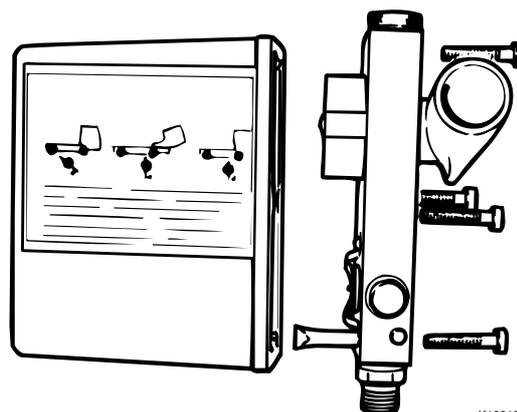
Removing cab tilting pump seals

1. Remove the cab tilting pump.
2. Release the 4 Torx screws used to attach the reservoir to the pump housing. Collect the oil in a container.



K100136

3. Take the pump housing off the reservoir and remove the gasket.



K100137

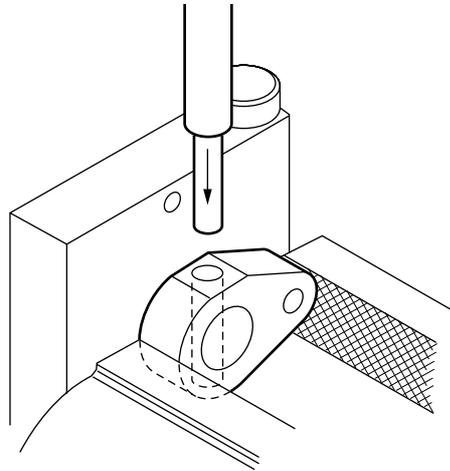
1

CAB TILTING MECHANISM

95XF series

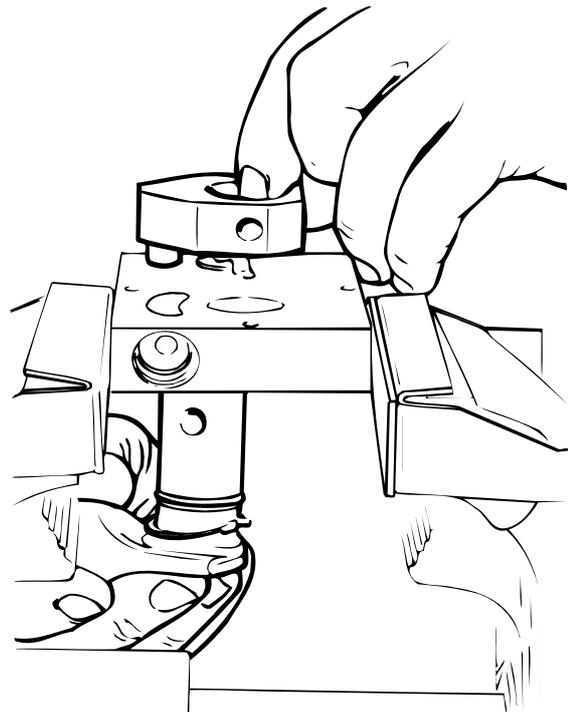
Removal and installation

4. Remove the filter and the magnet from the pump housing.
5. Secure the pump housing in a vice as shown in the opposite figure and carefully tap the pin out of the holder and lever axle.



K1 01 499

6. Remove the holder and the lever axle. Remove the O-ring from the lever axle.



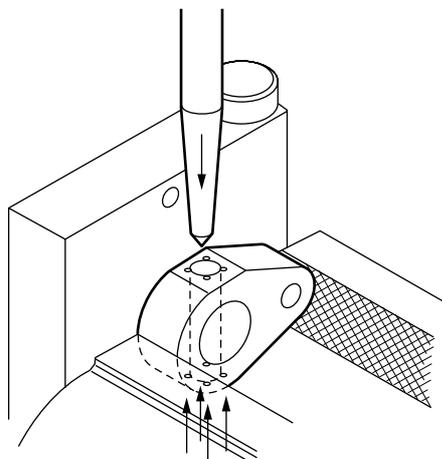
K100139

7. Clean the reservoir, filter, magnet and mating surfaces of the gasket.

6

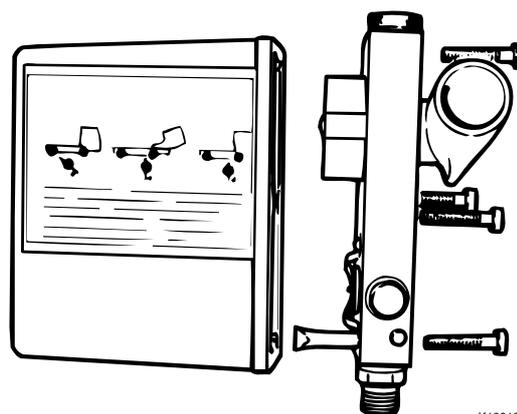
Installing cab tilting pump seals

1. Fit a new O-ring to the lever axle.
2. Fit the holder to the lever axle. Tap the pin into its holder and the lever axle. Secure the pin as shown in the opposite figure.



K1 01 498

3. Fit the filter and the magnet to the pump housing.
4. Fit the reservoir with a new gasket to the pump housing, using the 4 Torx bolts.



K100137

5. Install the cab tilting pump.

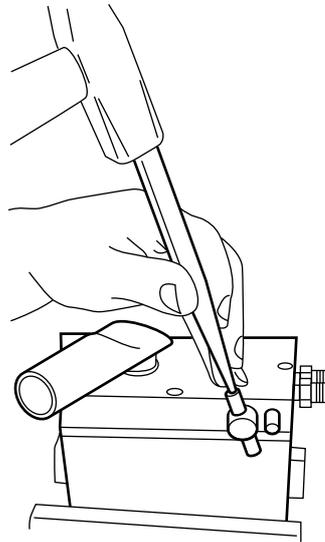
4.4 REMOVAL AND INSTALLATION, TWO-WAY VALVE OF CAB TILTING PUMP

Notes:

- Use a repair kit for replacing the two-way valve.
- It is **not** allowed to disassemble the tilting pump any further than described in this chapter. A defective cab tilting mechanism is often due to improper disassembly and/or assembly of the cab tilting pump.
- Clean the cab tilting pump on the outside.
- Work in a clean environment.

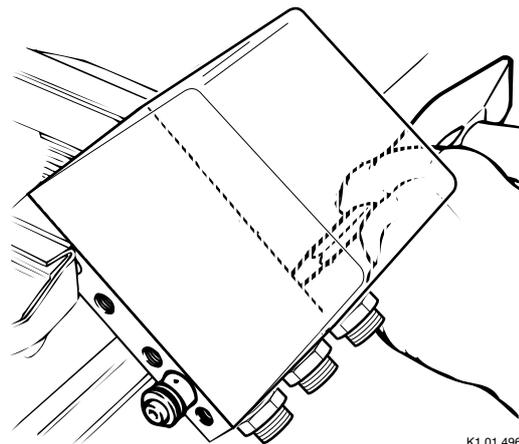
Removing two-way valve of cab tilting pump

1. Remove the cab tilting pump.
2. Tap the notched pin out of the two-way valve and remove the steel ring. Take the O-ring out of the steel ring.



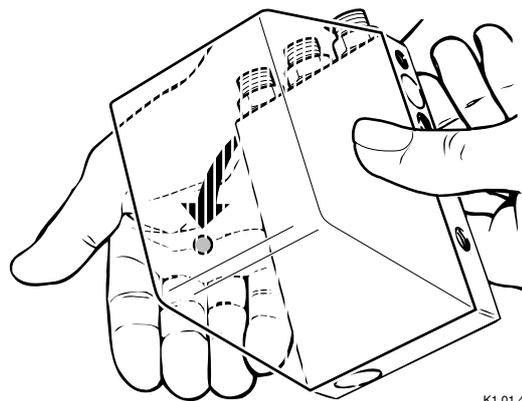
K1 01 340

3. Secure the pump housing in a vice as shown in the opposite figure and carefully tap the two-way valve with the sealing plug from the housing. **Caution:** mark the position of the two-way valve in the pump housing to ensure that the new two-way valve is installed in the correct position.



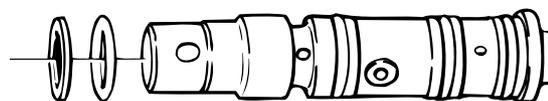
K1 01 496

4. Take the pump housing from the vice and remove the inlet ball.



K1 01 497

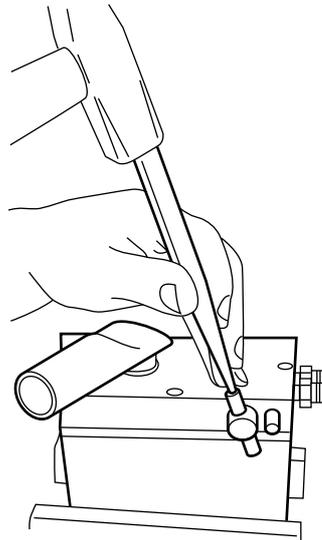
5. Remove the O-ring and the Teflon ring from the pump housing.



k100144

Installing two-way valve of cab tilting pump**Notes:**

- When the two-way valve is installed, make sure the holes are correctly positioned relative to the connections.
 - When the two-way valve has been installed, the pressure limiting valve must be checked/adjusted. See "Inspection and adjustment."
1. Fit the new O-ring and the Teflon ring in the pump housing.
 2. Fit the new inlet ball.
 3. Lightly oil the new two-way valve. Fit the new two-way valve and the sealing plug in the housing. Make sure the holes in the two-way valve and the connections in the housing are well positioned.
 4. Fit a new O-ring in the steel ring. Fit the steel ring on the two-way valve and tap the new notched pin into the two-way valve.



K1 01 340

5. DISASSEMBLY AND ASSEMBLY

5.1 DISASSEMBLY AND ASSEMBLY, LIFTING CYLINDER

Notes:

- To be able to repair the lifting cylinder, remove the entire piston rod and replace the oil seals.
- Reconditioning of a lifting cylinder requires not only the use of the reconditioning kit, but also a number of components have to be reused.
- Before disassembly, clean the lifting cylinder on the outside.
- Work in a clean environment.
- A defective lifting cylinder is often caused by leaking oil seals or a damaged piston rod.



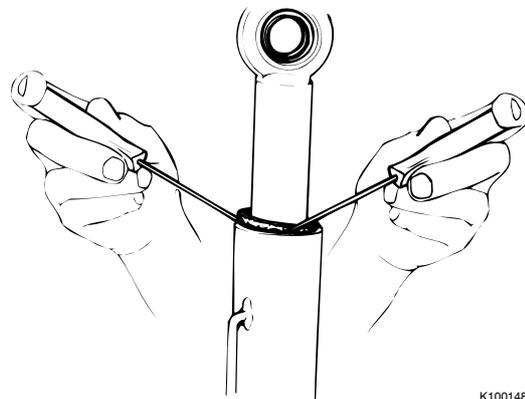
Never use compressed air to force the piston rod into or out of the lifting cylinder. This would involve the risk of the piston moving into or out of the lifting cylinder in an uncontrolled manner.

Disassembling lifting cylinder

Note:

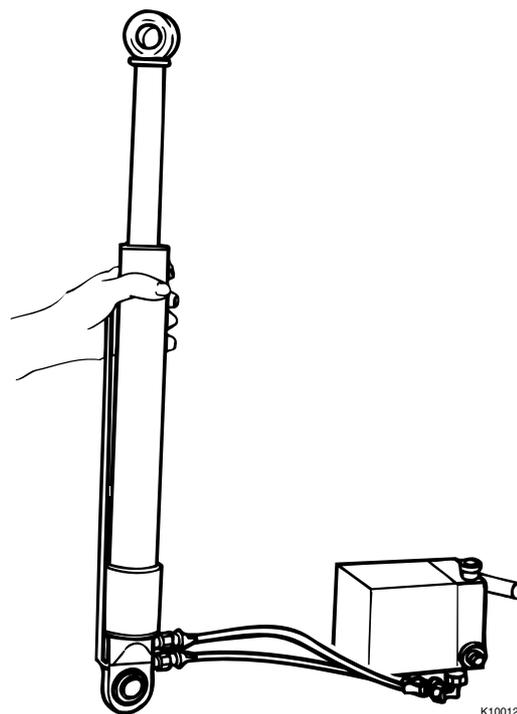
Use a separate cab tilting pump to pump the piston in and out.

1. Take the dirt scraper out of the lifting cylinder.



K100148

2. Connect the lifting cylinder to the cab tilting pump.

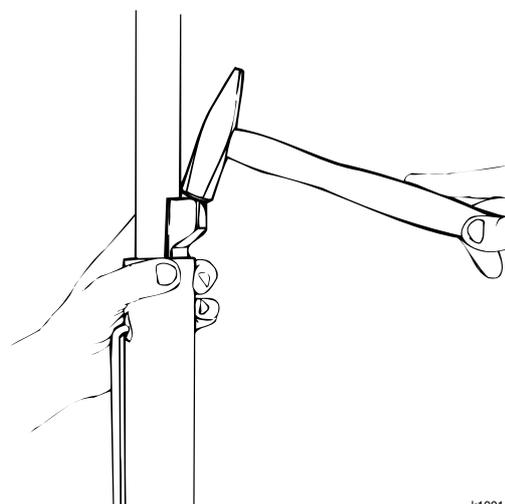


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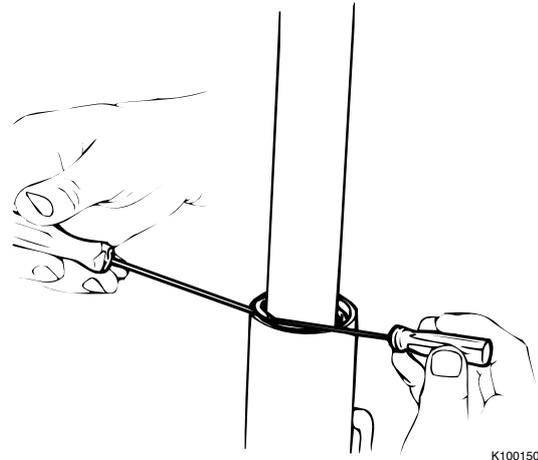


Bleed the lifting cylinder to prevent the piston rod from moving out of the lifting cylinder in an uncontrolled manner after the top circlip has been removed from the lifting cylinder.

3. Bleed the lifting cylinder by pumping out the piston rod completely. Now turn the lifting cylinder upside down (connections facing upwards). Pump the piston rod 15 centimetres inwards. Now turn the lifting cylinder round again.
4. Pump the piston rod out approximately 10 mm from the end.
5. Tap the upper bearing of the piston rod 5 to 10 mm back. Make sure that the piston rod is not damaged in the process.



6. Remove the upper circlip from the cylinder and pump the piston rod carefully completely out of the cylinder. Collect the outflowing oil in a container.



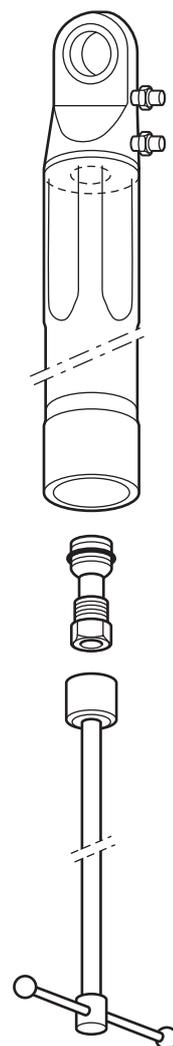
7. Remove the circlip from the piston rod and remove the piston and the O-ring underneath.



8. Tap the stop ring slightly back and remove the circlip underneath. Remove the stop ring and the top bearing from the piston rod.



9. Remove the non-return valve from the cylinder using a 17mm hexagonal socket.



K1 01 344

10. Thoroughly clean all parts.

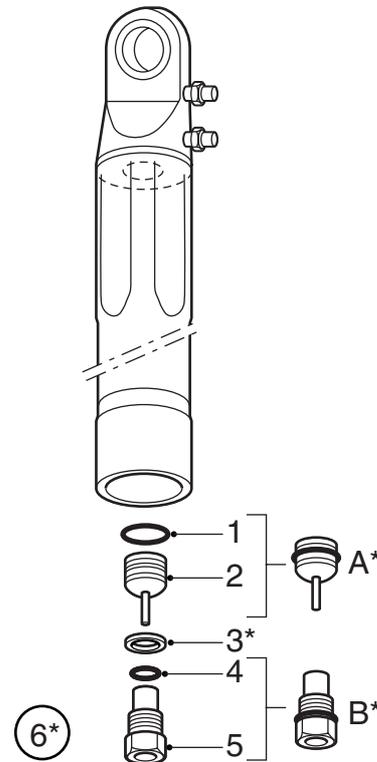
Note:

Check that the piston, piston rod and the inside of the cylinder are neither scratched nor damaged. If one of these parts is damaged, replace the entire lifting cylinder.

Assembling lifting cylinder**Note:**

The components marked in the figure form part of the reconditioning kit (6).

1. Position the lifting cylinder upright in a vice (connections at the top).
2. Fit the non-return valve seat (B) together with non-return valve (A) and ring (3) into the cylinder.
Tighten seat (B) to the specified tightening torque, see "Technical data".

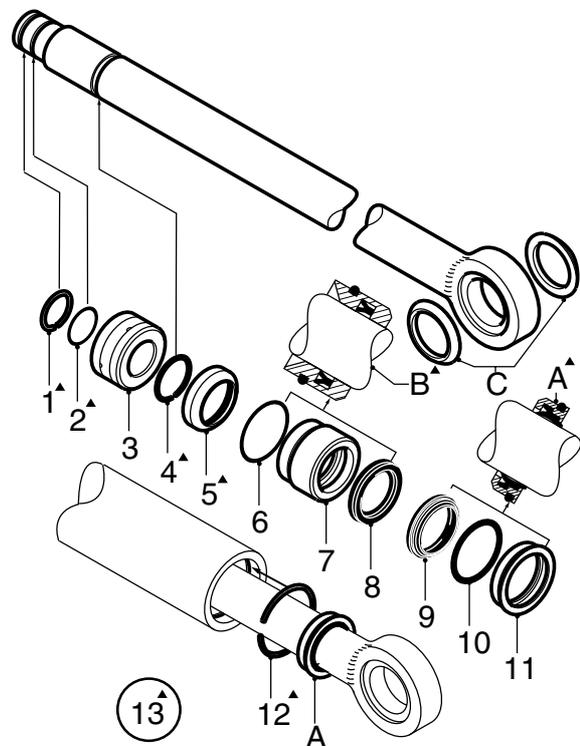


K1 01 345

Note:

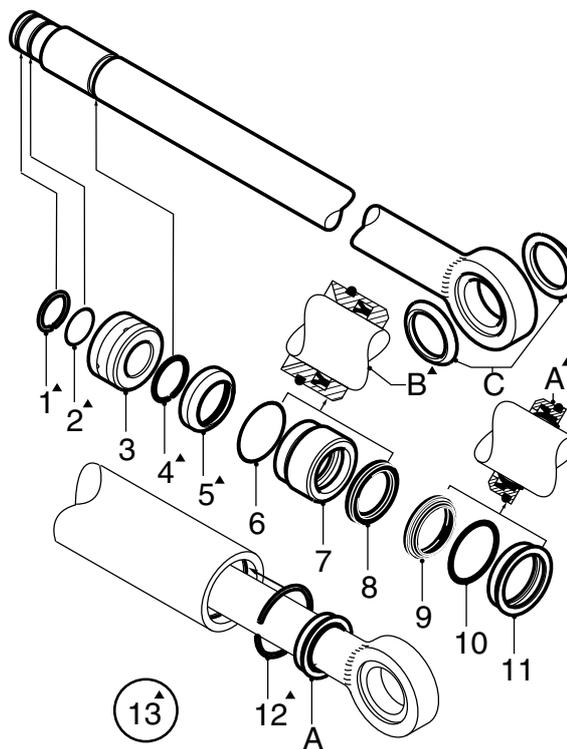
The components marked in the figure form part of the reconditioning kit (13).

3. Slide the new dirt scraper (A) over the piston rod.
4. Slide the new circlip (12) over the piston rod.
5. Slide the new brass upper bearing (B) over the piston rod, as shown.
6. Slide the new stop ring (5) over the piston rod, ensuring that the tapered side fits into the upper bearing.
7. Fit the new circlip (4), possibly using an axle spring clip pliers (outer circlip pliers), into the piston rod groove.
8. Fit the new O-ring (2).



K1 01 346

9. Slide the piston (3) over the piston rod until it touches the stop.
10. Fit the circlip (1) onto the piston rod, using an axle spring clip pliers (outer circlip pliers).
11. Tap the brass upper bearing approx. 5 mm into the cylinder (past the circlip groove) with a punch. The adhesive surfaces should be degreased beforehand.
12. Press the piston rod into the cylinder.
13. Fit the circlip (12) into the cylinder. Pull the piston rod fully out to check whether the circlip is properly seated in the groove. This also puts the upper bearing in its final position.
14. Apply a thin film of oil to the piston rod and the inside of the cylinder.
15. Turn the cylinder upside down and press the piston rod into the cylinder using the cab tilting pump. Add another twenty pump strokes when the piston has been fully pressed into the cylinder to bleed the cylinder.
16. Press the piston rod out of the cylinder and pressurise the cylinder. Inspect the latter for leakage.
17. Tap the dirt scraper (11) evenly into the cylinder using a plastic or copper hammer.
18. Attach the lifting cylinder underneath the cab and check its operation.



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6. DRAINING AND FILLING

6.1 DRAINING, BLEEDING AND REFILLING TILTING MECHANISM

Note:

- Check whether the lifting components have been fitted correctly and whether the connected piping is secure enough.
- Do not add oil to the pump reservoir when the cab is tilted. Add oil to the reservoir only when the cab has been completely tilted back.
- Check the cab tilting pump, lifting cylinder, pipes and connections for any leakage.

Filling tilting mechanism

1. Remove the filler plug and put the pump plunger into the lowest position by completely moving downward the pump actuating rod.
2. Top up the reservoir with oil, see specification manual "Fluids and lubricants", to the top of the pump plunger.

Bleeding tilting mechanism**Note:**

The cab must be tilted completely back into place.

1. Start with approx. 30 full pump strokes while leaving the two-way valve in the "lowering" position. If necessary, top up the reservoir with oil.
2. Fit the filler plug and tilt the cab fully forward (two-way valve in the "lifting") position. Continue pumping and keep the system pressurised. Check all the connections for leaks.
3. Tilt the cab back. If necessary, top up the reservoir with oil.

Refilling tilting mechanism

1. Carefully loosen the filler plug 3 to 4 turns and wait until the overpressure, if any, has left the reservoir.
2. Remove the filler plug.
3. Turn the two-way valve into the "tilting" position and start pumping until this is clearly getting heavier.
4. Put the pump plunger into the lowest position by completely moving downward the pump actuating rod.
5. Top up the reservoir with oil, see specification manual "Fluids and lubricants", to the top of the pump plunger.
6. Fit the filler plug and set the two-way valve into the "lowering" position.

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1. SAFETY INSTRUCTIONS

- Replace the seat belt if the belt is worn or damaged.
- If the seat belts have been highly stressed during a collision, the entire mechanism must be replaced, even if no damage can be observed.
- Always check the seat attachments for any fractures or cracks after a collision.
- After a collision, always check whether the seat slide and seat attachment bolts have been subjected to excessive stress. If in doubt, replace them.
- Do not use abrasive cleaning agents to clean the seat belts; these may damage the seat belt material.

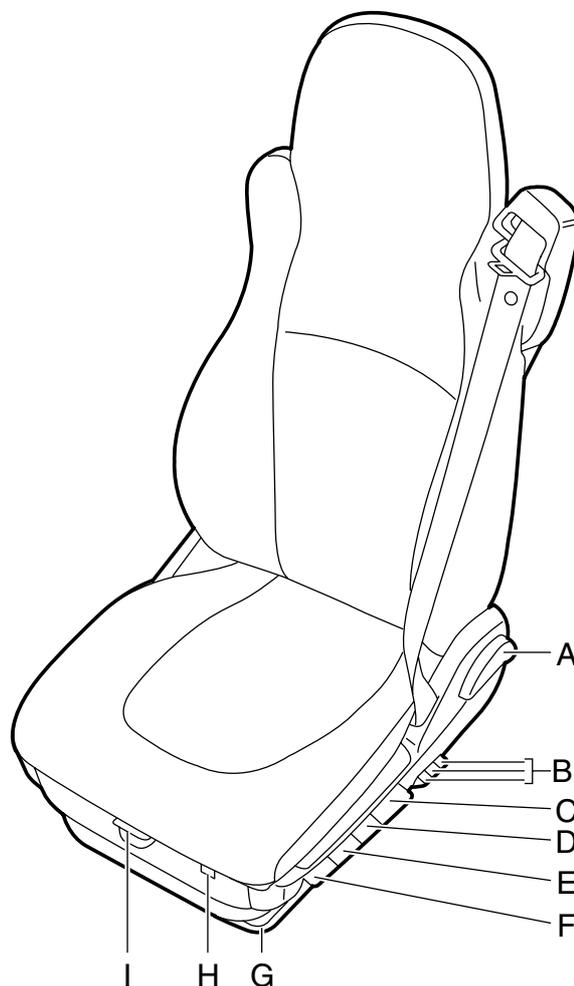
2. GENERAL

- Seat repairs must be carried out by trained technicians only.
- The illustrations in this manual usually represent the left-hand seat or the left-hand side. For the right-hand seat or right-hand side, repairs are carried out in a similar way.
- After each repair, a functional test must be carried out; in the case of pneumatic repairs, also carry out an air-tightness test.
- Do not lean on the seat if the back rest has been fully folded forwards.
- It is necessary, however, to restore routing of the air pipes and cables and their connections to the original positions.
- Also keep to the proper colour position when installing the air pipes.
- Air pipes and cables must not be kinked.
- In the case of transport and storage, ensure that the seat is placed on its longitudinal slides. Air pipes must not be kinked in this case.
- After each repair, a functional test must be carried out; in the case of pneumatic repairs, also carry out an air-tightness test.
- Do not lean on the seat if the back rest has been fully folded forwards.

2.1 OPERATION

Legend

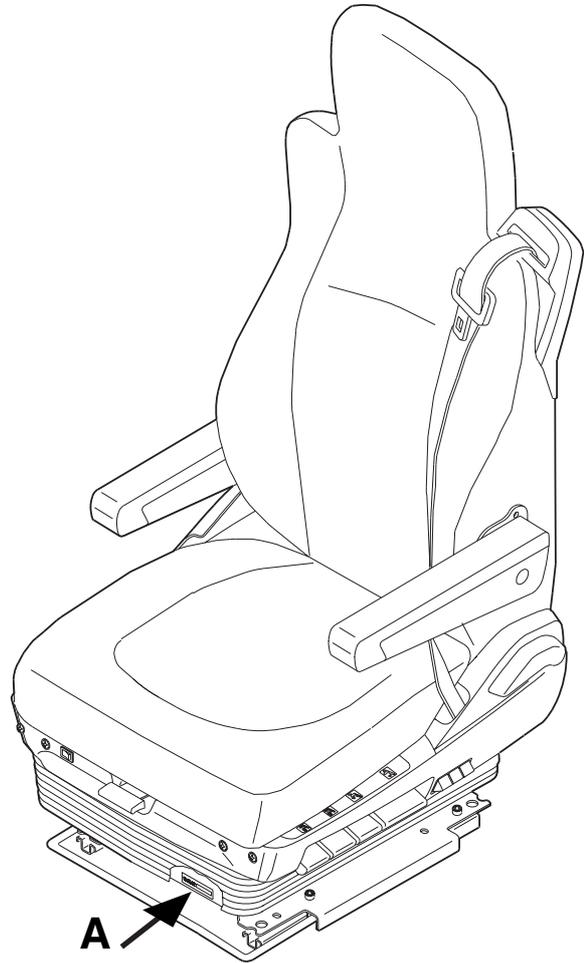
- A. Back rest adjuster
- B. Operating buttons of IPS system
- C. Height adjustment
- D. Seat tilting adjuster
- E. Vertical damping adjuster
- F. Rapid-lowering handle
- G. Seat position adjuster
- H. Seat heating
- I. Seat squab adjuster



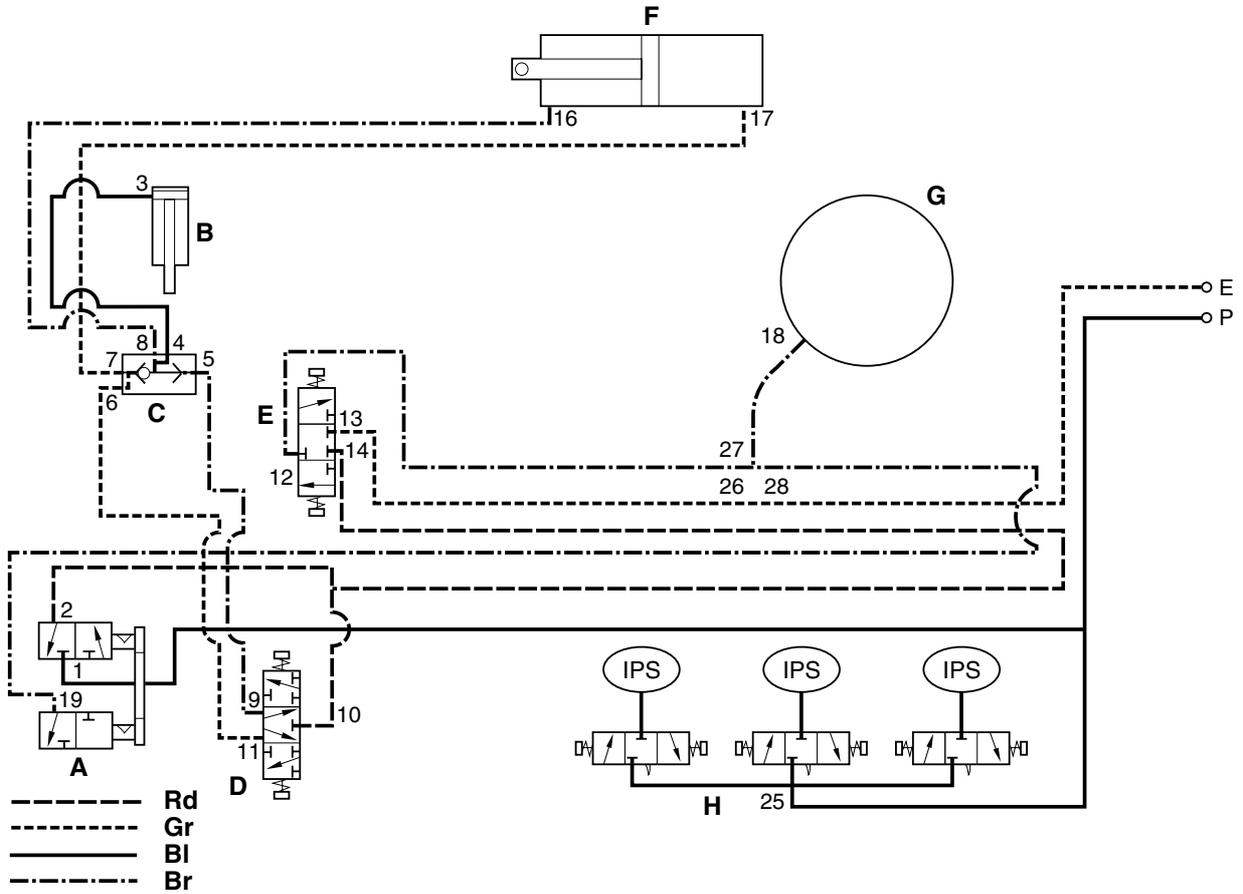
K100350

2.2 SERIAL/TYPE PLATE OF SEAT

The serial number (A) and the DAF part number of the seat are stated on the type plate, located at the front of the seat underneath the dust boot. The DAF part number is also located on the label at the side of the seat.



2.3 SYSTEM DESCRIPTION, AIR-SPRUNG SEAT



K100482

Legend

- A. Rapid-lowering valve
- B. Control unit of the level control valve
- C. Switch valve
- D. Height control valve
- E. Level control valve
- F. Adjustment cylinder
- G. Air bellows
- H. IPS (Integrated Pneumatic System)

- Rd Red
- Gr Grey
- Bl Black
- Br Brown

7

Colours and functions of the pneumatic system air pipes

Cab air pressure supply

- black Cab air supply to
- quick-release air valve A1
 - IPS valve H25 (pneumatic lumbar support valve)

Pressure reduction for quick-release valve (top button)

- red from pressure reduction for quick-release valve A2 to
- control valve D10
 - height control valve E14

Pressurising/depressurising the air suspension

- brown from height control valve E12 to
- air suspension G18

Quick-release valve, bottom button

- brown from air suspension G18 to
- pressure relief valve A19

Pressurising the air suspension during use

- grey from height control valve E13 to
- cab

Colours and functions of the height control air pipes

Seat up

- brown from control valve D9 to
- switch valve C5
 - switch valve C8
 - adjustment cylinder F16

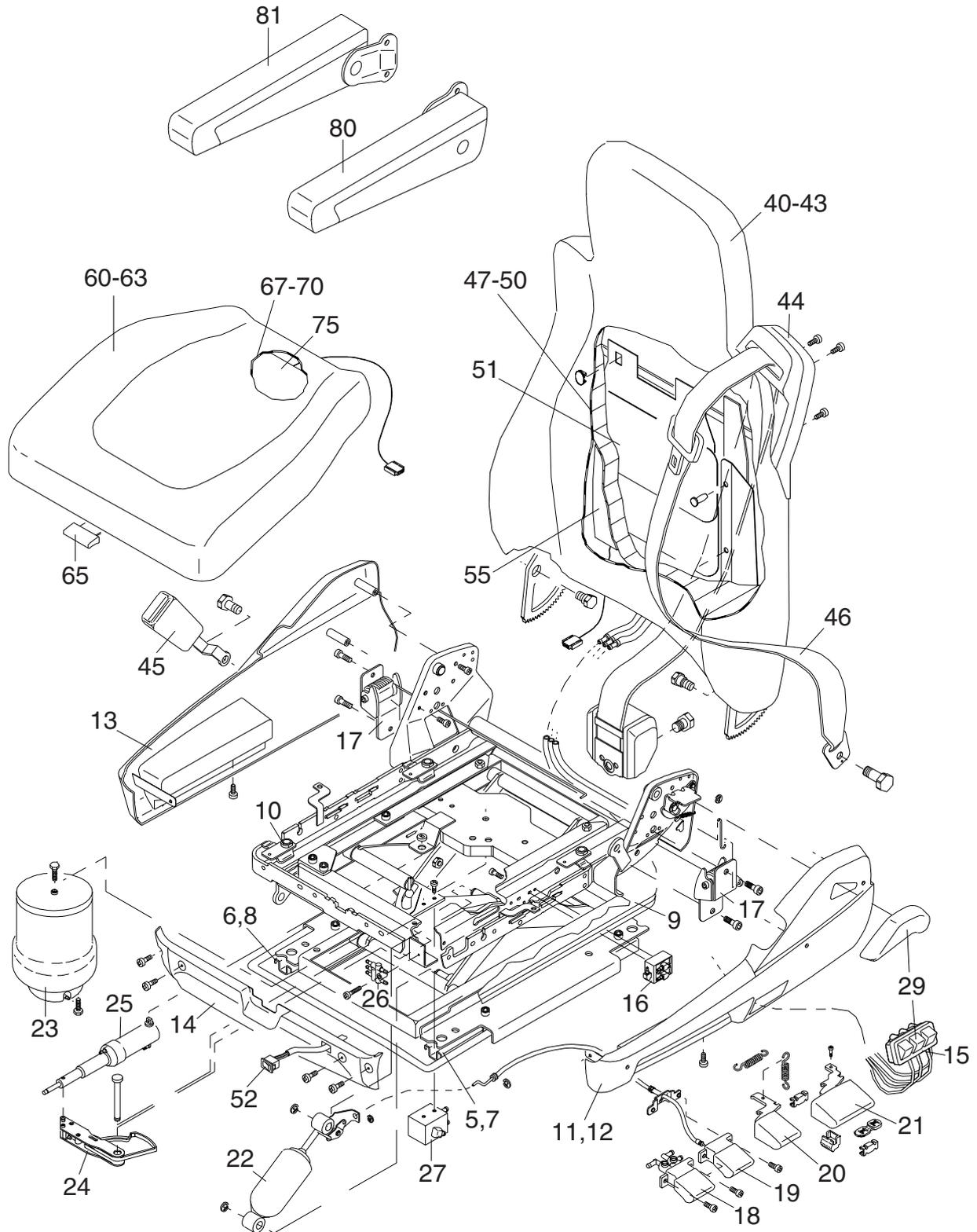
Seat down

- grey from control valve D11 to
- "or"-element (switch valve) C6
 - "or"-element (switch valve) C7
 - adjustment cylinder F17

Seat up/down

- black from "or"-element (switch valve) C4 to
- locking cylinder B3

2.4 OVERVIEW DRAWING, HIGH LUXURY MODEL ISRI 6800

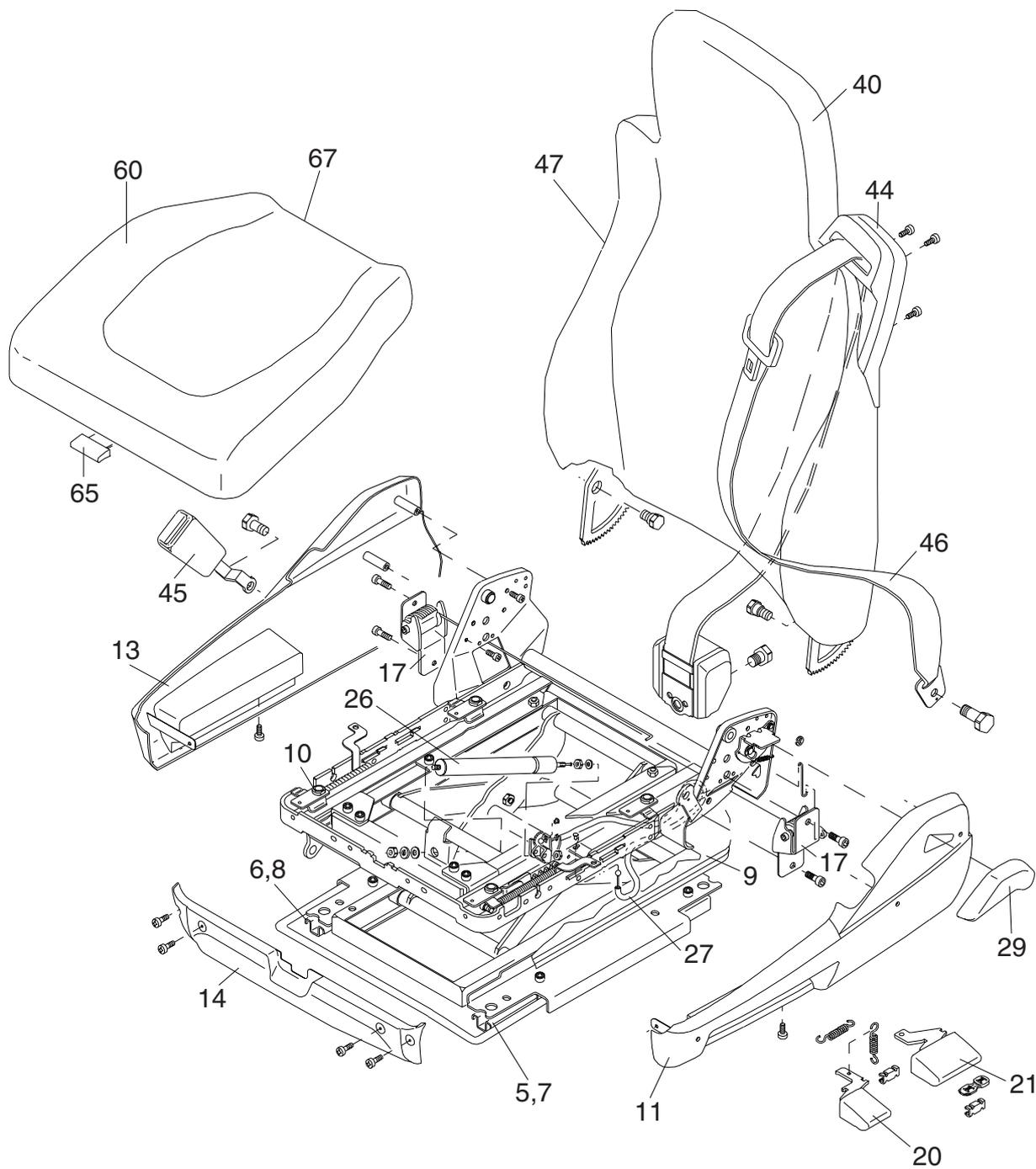


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K100484

Item	Description	Note	
1-4	System	covers items 5-29	
5-8	Cousin guides		
9	Rubber bellows with fastening material		
10	Guide for seat cushion adjustment (SKTE)		
11-13	Side covers		
14	Front cover		
15	Pneumatic lumbar support assembly		LWS = 1 or 2 switch buttons, IPS = 3 switch buttons
16	Height control valve		Y-section (if any) not shown
17	Back rest adjuster		
18	Quick-release valve assembly		
20	Tilting control button		
21	Height control knob		
22	Shock absorber assembly		
23	Air suspension assembly		
24	Control disc assembly		
25	Adjustment cylinder assembly		
26	"Or"-element, complete		
27	Level control valve assembly		
28	Connections/air pipes	not shown	
29	Button (back) and switch buttons for LWS/IPS		
40-43	Backrest assembly		
44	Seat belt cover		
45	Seat belt lock without contact switch		
46	3-point seat belt		
47-50	Backrest cover		
51	Air reservoirs LWS/IPS		
52	Seat heating switch		
60-63	Seat cushion assembly		
65	Seat cushion adjuster		
67-70	Seat cushion cover		
80-81	Arm rests		

2.5 OVERVIEW DRAWING, LUXURY MODEL ISRI 6800

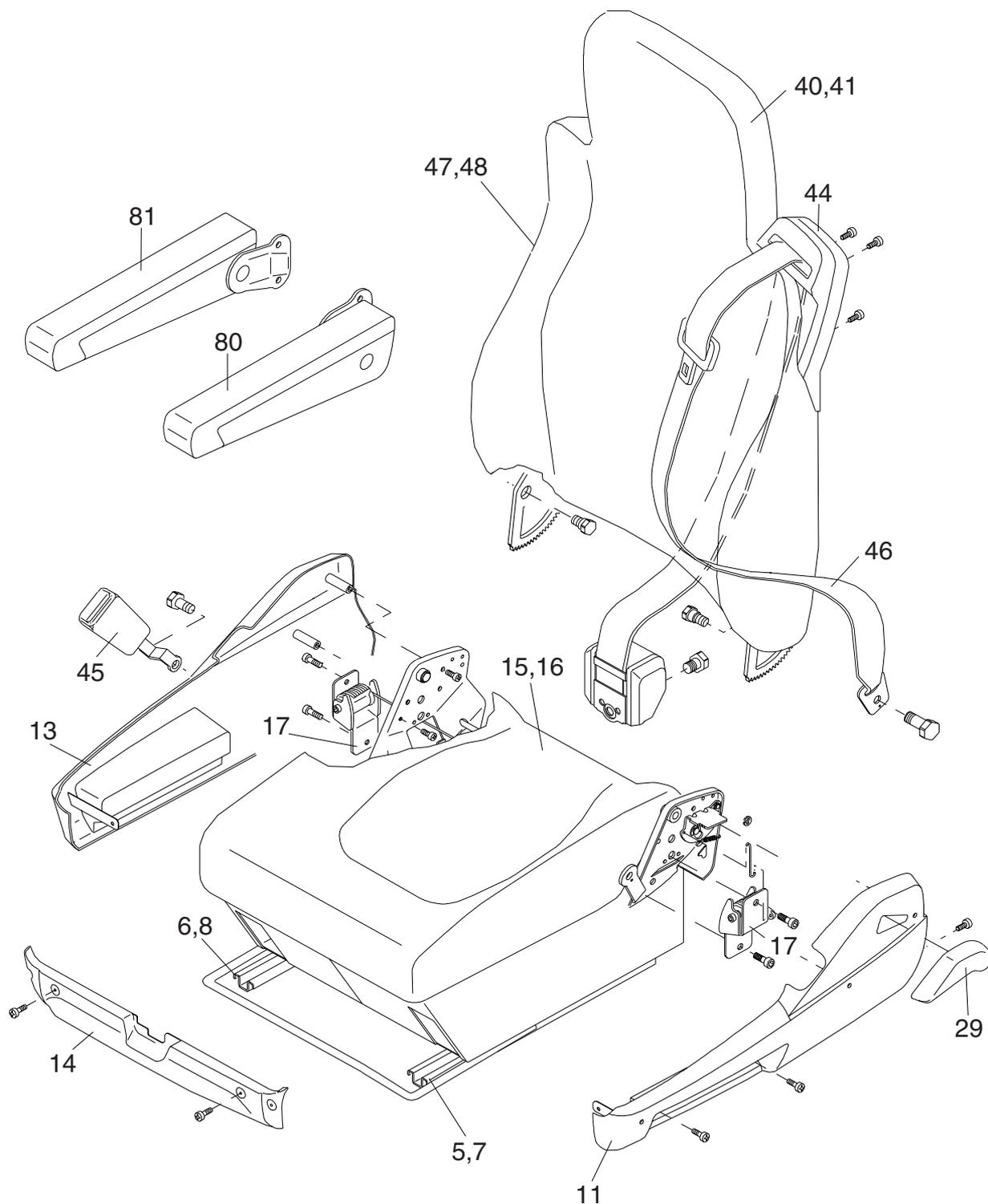


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Item	Description	Note
1-2	System	covers items 5-29
5-8	Cousin guides	
9	Rubber bellows with fastening material	not shown
10	Guide for seat cushion adjustment (SKTE)	
11-13	Side covers	
14	Front cover	
17	Back rest adjuster	Y-section (if any) not shown
20	Tilting control button	
21	Height control knob	
26	Gas spring with mounting material	
27	Adjuster cable assembly	
29	Button (back)	
40	Backrest assembly	
44	Seat belt cover	
45	Seat belt lock without contact switch	
46	3-point seat belt	
47	Backrest cover	
60	Seat cushion assembly	
65	Seat cushion adjuster	
67	Seat cushion cover	

2.6 OVERVIEW DRAWING, STANDARD MODEL ISRI 6800



7

K100486

Item	Description	Note
1-2	System	covers items 5-29 Y-section (if any) not shown
5-8	Cousin guides	
11-13	Side covers	
14	Front cover	
15-16	Seat cushion cover	
17	Back rest adjuster	
29	Control button (back)	
40-41	Backrest assembly	
44	Seat belt cover	
45	Seat belt lock without contact switch	
46	3-point seat belt	
47-48	Backrest cover	
80-81	Arm rests	

3. INSPECTION AND ADJUSTMENT

3.1 INSPECTION, SEAT BELT OPERATION

- Pull the belt quickly out of its retracting unit to test the locking action. The belt must lock. It must not be possible to pull the belt out any further after locking.
- Check the seat belts for wear.

4. REMOVAL AND INSTALLATION

4.1 REMOVAL AND INSTALLATION, SEAT ASSEMBLY

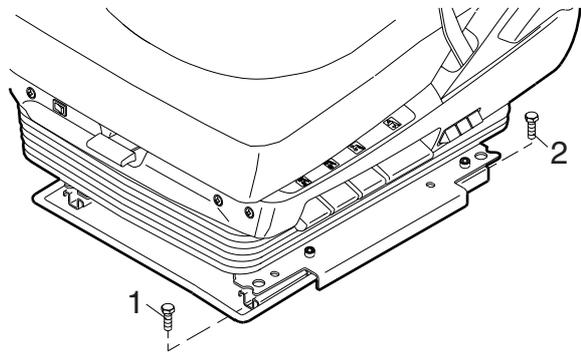
Removing seat assembly

1. Remove the air pipes, pressing the side of the quick-release coupling and pulling the pipe from the coupling.
2. Remove the seat squab and remove the seat heating connector (if applicable).



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3. Slide the seat backwards and remove the front screws (1).
4. Slide the seat forwards and remove the rear screws (2).



K100487

Installing seat assembly

1. Place the seat on the ground plate. Make sure that the air piping does not get pinched off.
Slide the seat backwards and tighten the front screws (1).
2. Slide the seat forwards and tighten the back screws (2).
3. Connect the air pipe.
4. Install the seat heating connector.
5. Tighten the seat to the specified tightening torque, see "Technical data"

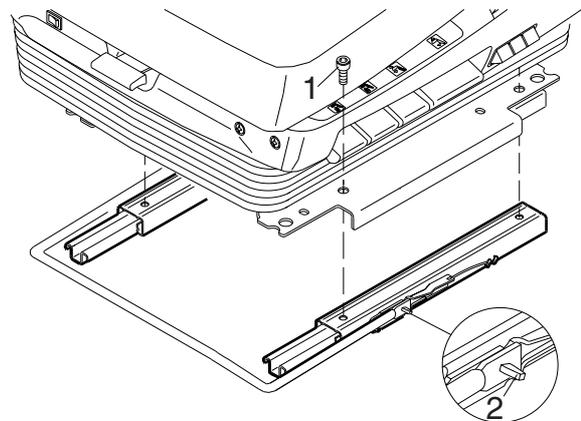
4.2 REMOVAL AND INSTALLATION, SEAT SLIDE

Removing seat slide

1. Remove the entire seat.
2. Remove the 4 attachment screws (1).
3. Bend back the bent pins (2) on either side and disassemble the bracket.

Installing seat slide

1. Install the bracket and bend the pin (2).
2. Fit the 4 attachment screws (1).
3. Install the entire seat.



K100488

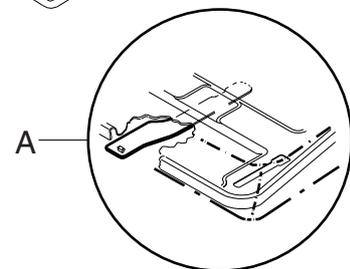
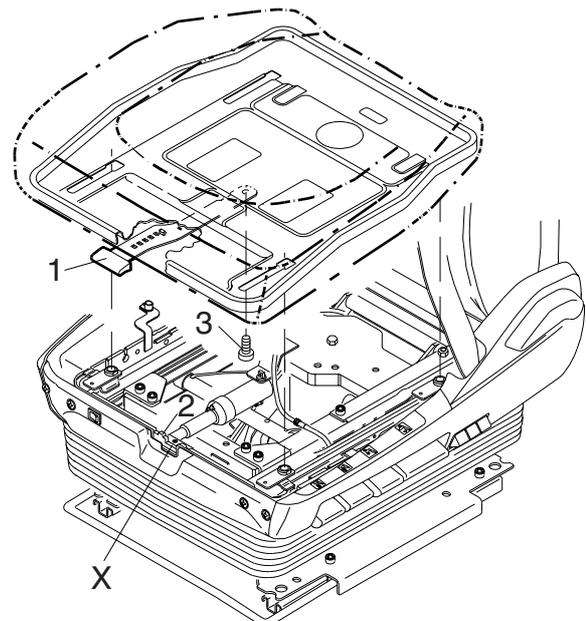
4.3 REMOVAL AND INSTALLATION, SEAT SQUAB

Removing seat squab

1. Slide the seat squab to the frontmost position (only for models with seat squab adjustment (SKTE)).
2. Remove the electric wiring from models with heated seats.
3. Push the control lever (1) up with a screwdriver (insert the screwdriver between frame -X- and the lever).
4. Pull the seat cushion forwards and up.

Installing seat squab

1. Slide the seat cushion approx. 20 cm into the guides at the back.
2. At the same time, push the front of the seat cushion down and slide it in the front guides, until the lever (A) clicks into position.
3. In the SKTE model, check after assembly whether the adjuster engages in all openings of the runner (1). If necessary, push the runner to the left or the right.



K100489

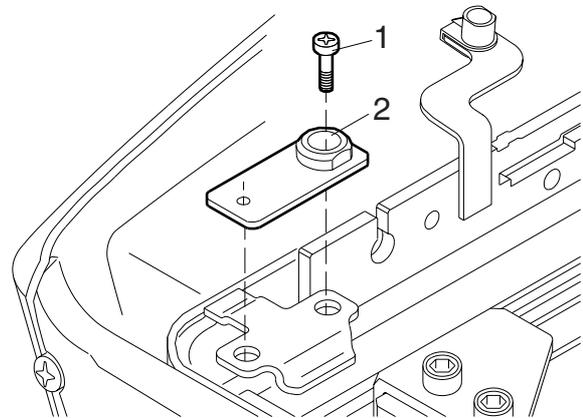
4.4 REMOVAL AND INSTALLATION, SEAT SQUAB GUIDE

Removing seat squab guide

1. Remove the seat squab.
2. Remove the screw (1) from the guide.
3. Remove the guide (2).

Installing seat squab guide

1. Install the guide (2).
2. Tighten the screw (1).
3. Fit the seat squab.

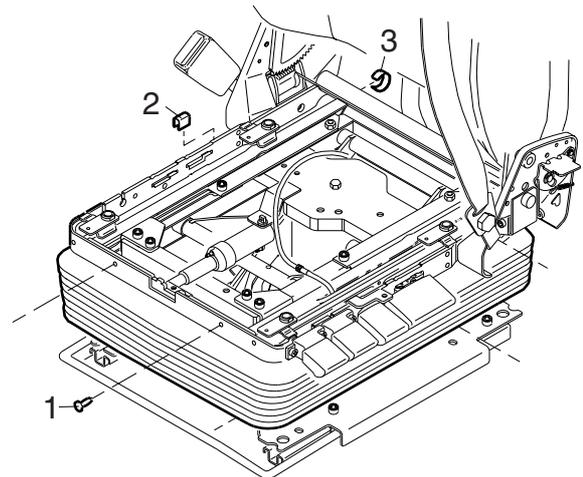


K100490

4.5 REMOVAL AND INSTALLATION, DUST BOOT

Removing dust boot

1. Remove the entire seat.
2. Remove the seat squab.
3. Remove the side cover on control side and the opposite side.
4. Release the attachment caps (1) and clamps (2) and (3).
5. Remove the seat belt mechanism and pull the rubber boot over it.
6. Pull the rubber boot over the controls and remove them through the bottom.



K100491

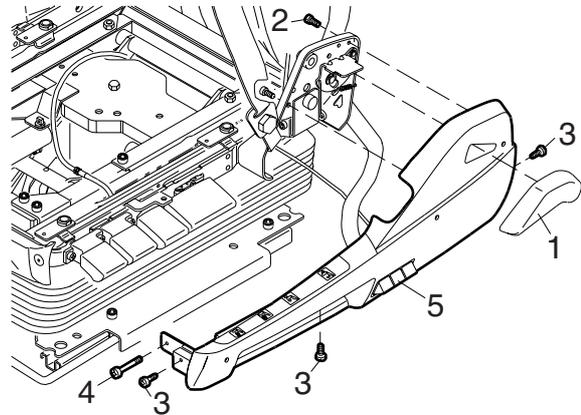
Installing dust boot

1. Install the rubber bellows.
2. Fit the seat belt mechanism.
3. Fasten the boot with the attachment caps (1) and clamps (2) and (3).
4. Fit the side covers.
5. Fit the seat squab.
6. Install the entire seat.

4.6 REMOVAL AND INSTALLATION, COVER PANEL ON CONTROL SIDE

Removing cover panel on control side (including LWS/IPS valve)

1. Remove the seat squab.
2. Remove backrest adjuster button (1).
3. Remove the screws (2), (3) and (1).
4. Remove the air pipes from the LWS/IPS valve (5).



K100492

Installing cover panel on control side

1. Connect the air pipes of the LSW/IPS valve (5).
2. Fit the screws (1), (2) and (3).
3. Fit the backrest adjuster button.
4. Fit the seat squab.

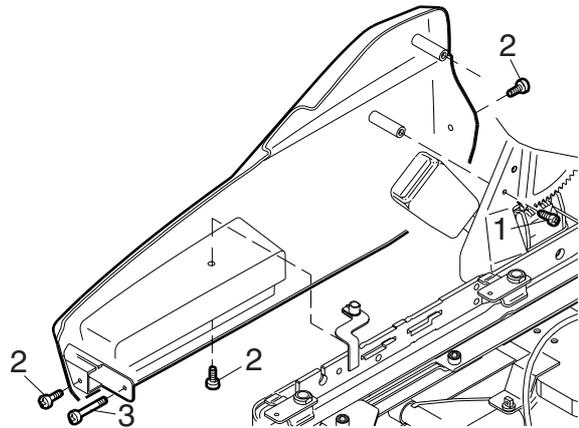
4.7 REMOVAL AND INSTALLATION, SIDE COVER PANEL

Removing side cover panel

1. Remove the seat squab.
2. Remove the screws (2), (3) and (1).

Installing side cover panel

1. Fit the screws (1), (2) and (3).
2. Fit the seat squab.



K100493

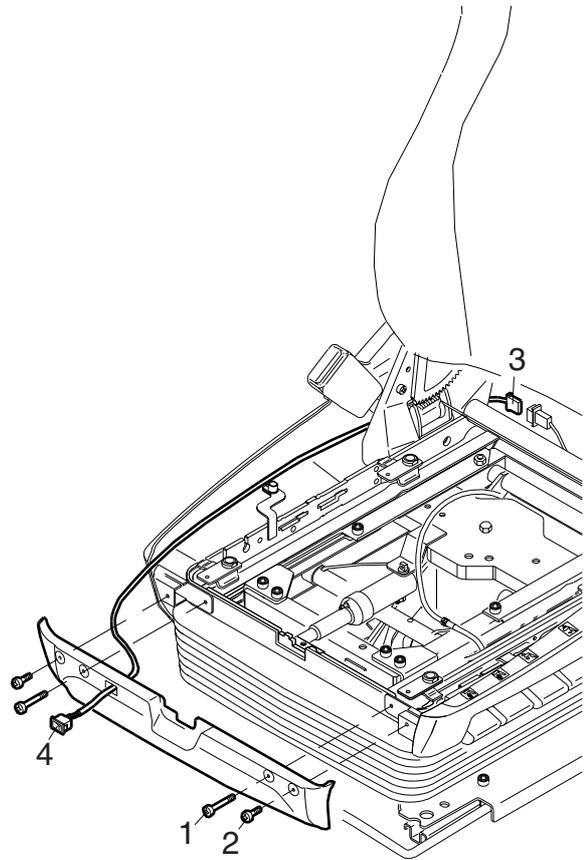
4.8 REMOVAL AND INSTALLATION, FRONT COVER PANEL

Removing front cover panel

1. Remove the seat squab.
2. Remove the screws (1) and (2).
3. Remove the plug connection at the back from the side cover and remove the plug (3) from the heater switch (4).
4. Remove the switch (4).

Installing front cover panel

1. Install the switch (4).
2. Connect the plug (3).
3. Fit the screws.
4. Fit the seat squab.



K100494

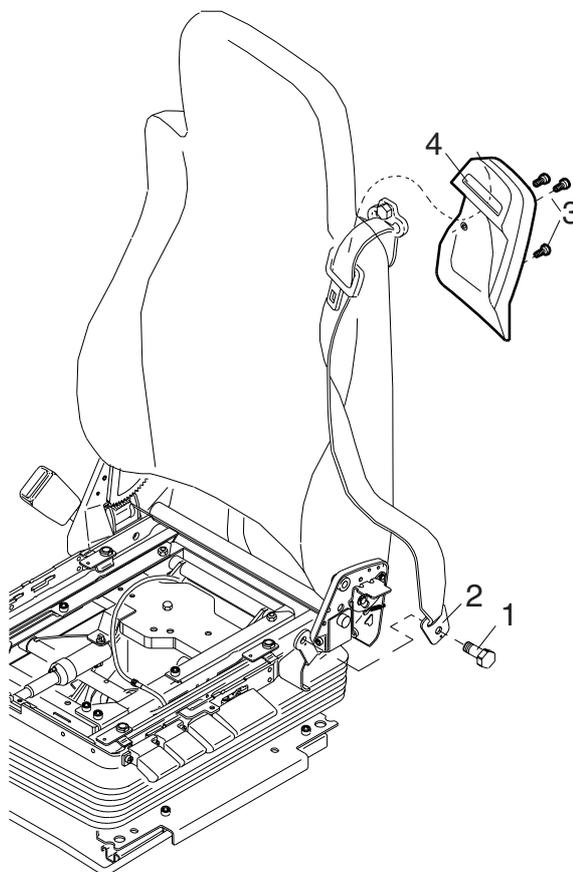
4.9 REMOVAL AND INSTALLATION, SEAT BELT GUIDE PANEL

Removing seat belt guide panel

1. Remove the cover panel on control side.
2. Remove the attachment bolt (1) from the seat belt attachment plate (2) and remove the screws (3) from the cover.
3. Pull the seat belt (2) through the opening (4).

Installing seat belt guide panel

1. Guide the seat belt (2) through the opening (4).
2. Tighten the seat belt mounting plate (2) to the specified tightening torque, see "Technical data".



K100495

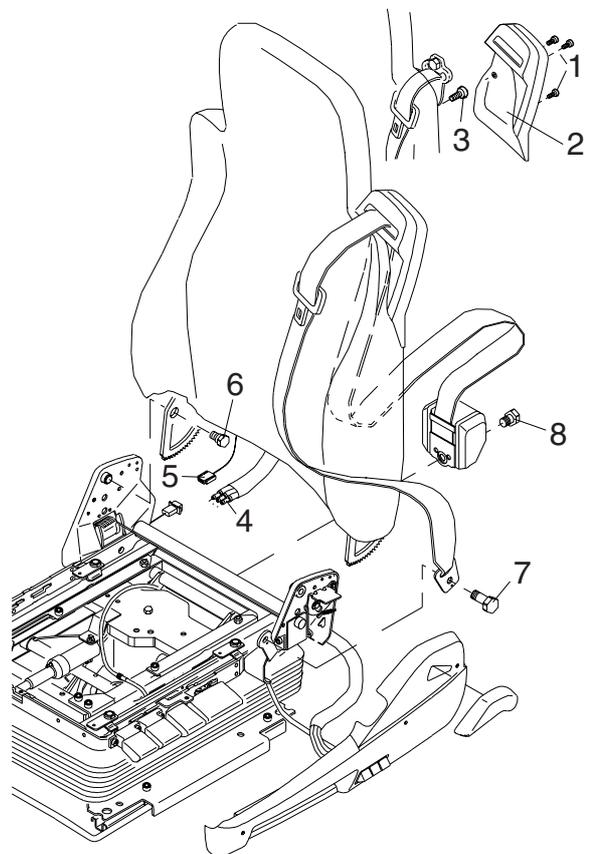
4.10 REMOVAL AND INSTALLATION, BACKREST

Removing backrest

1. Remove the seat squab.
2. Remove the screws (1) from the cover (2) and remove screw (3) from the mounting plate.
3. Remove the rubber air hoses (4) (connection is underneath the seat belt roll holder) and the electric plug connector (5) (if applicable).
4. Remove screw (6) and lift the backrest in the closed position out from the side rails of the frame.

IPS system

1. Remove the entire seat.
2. Remove the side cover on control side (without disconnecting the air hoses from the IPS valve).
3. Remove screw (7) from the seat belt mounting bracket and screw (8) from the seat belt roll.
4. Remove the rubber air hoses (4) (connection is underneath the seat belt roll holder) and the electric plug connector (5) (if applicable).



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Installing backrest

1. Install the backrest in the closed position into the frame and secure it to the specified torque. See "Technical data".
2. Connect the air pipes (4) and the seat heating connector (5) (if present).
3. Fit the seat belt roll holder and tighten it to the specified tightening torque, see "Technical data".
4. Fit the screw (3) in the mounting plate.
5. Fit the cover (2).
6. Fit the seat squab.

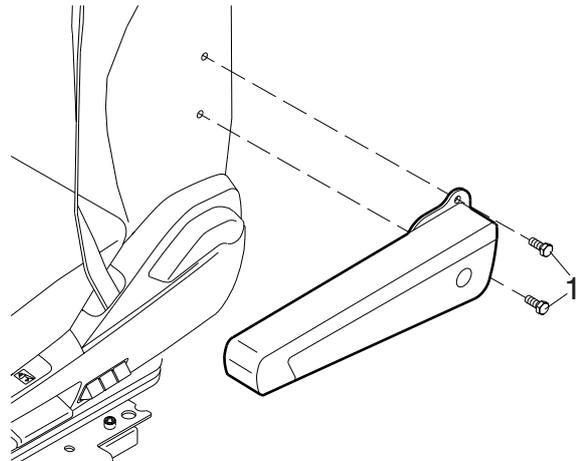
4.11 REMOVAL AND INSTALLATION, ARM REST

Removing arm rest

1. Remove the black covers.
2. Unscrew and remove the screws (1) from the arm rest.

Installing arm rest

Fit the screws and install the black covers.



K100498

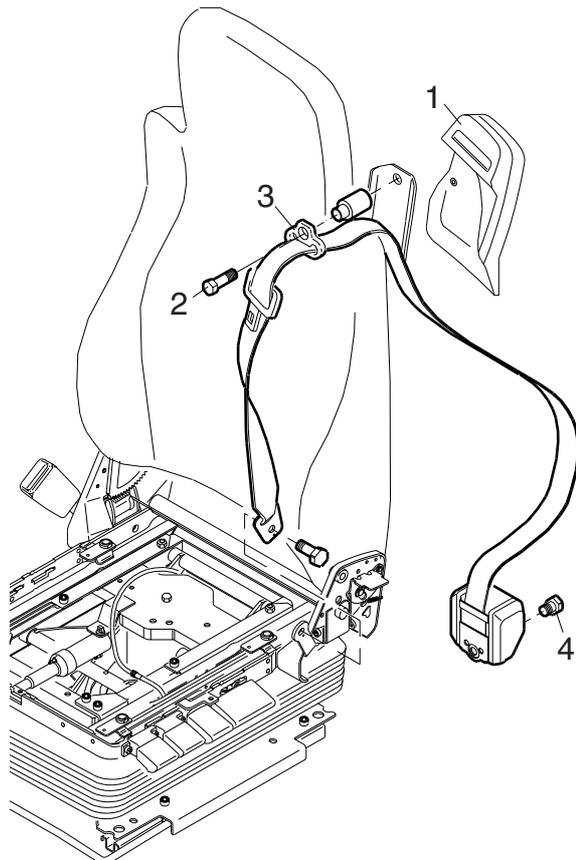
4.12 REMOVAL AND INSTALLATION, SEAT BELT MECHANISM

Removing seat belt mechanism

1. Remove the side cover panel on control side (without disconnecting the air hoses from the IPS valve).
2. Remove the cover (1).
3. Remove the screw (2) from the mounting plate (3).
4. Remove the screw (4) from the seat belt roll.
5. Remove the screw (5) from the lower seat belt mount.

Installing seat belt mechanism

1. Install the seat belt mounts and tighten them to the specified tightening torque, see "Technical data".
2. Fit the seat belt roll holder and tighten it to the specified tightening torque, see "Technical data".
3. Fit the cover (1).
4. Install the side cover panel on control side.



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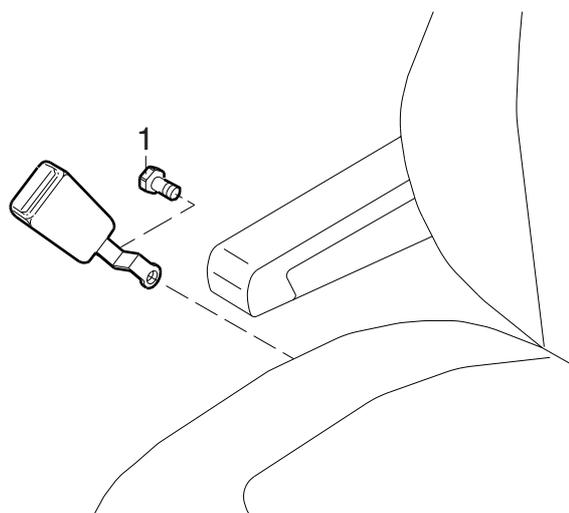
4.13 REMOVAL AND INSTALLATION, SEAT BELT LOCK

Removing seat belt lock

1. Remove the side cover panel opposite the control side.
2. Remove the attachment bolt (1).

Installing seat belt lock

1. Fit the locking mechanism and tighten the attachment bolt to the specified tightening torque. See "Technical data".
2. Fit the side cover panel.



K100500

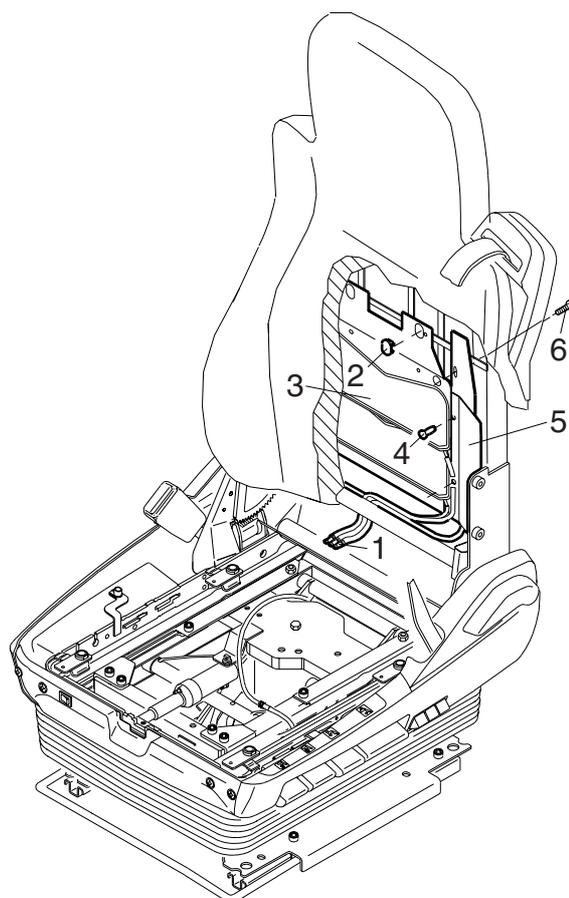
4.14 REMOVAL AND INSTALLATION, BACKREST AIR CUSHIONS (IPS SYSTEM)

Removing backrest air cushions (IPS system)

1. Carefully remove part of the backrest cover and slide it more than halfway upwards.
2. Remove the four screws (6) (IPS model only).
3. Carefully remove the shaped foam at the bottom of the frame.
4. Remove the pipes (1) (located underneath the seat belt roll holder).
5. Remove the two clips (2) and remove the air reservoir(s) (3).
6. Remove the side air reservoirs (5).

Installing backrest air cushions (IPS system)

1. Install the air reservoirs (3) and (5) and secure them with the clips (2).
2. Connect the pipes.
3. Install the shaped foam.
4. Fit the 4 screws (6).
5. Fit the upholstery.



K100501

4.15 REMOVAL AND INSTALLATION, HEATING ELEMENTS

Removing seat squab heating element

1. Remove the seat squab.
2. Remove the connector (3) from the electric wiring.
3. Remove the seat squab cover.
4. Carefully remove the heating element (1) from the shaped foam (use a knife, if necessary).

Removing backrest heating element

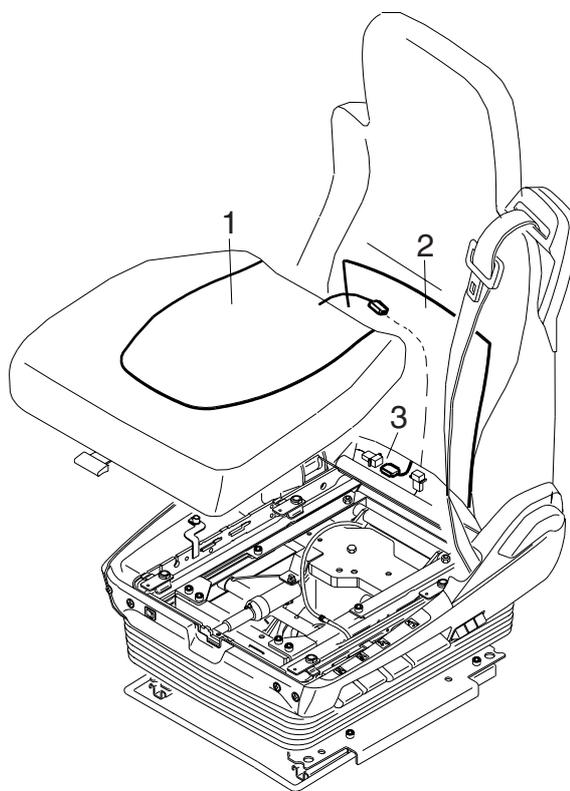
1. Pull the backrest cover up as far as the white loop for the padding thread, without removing the backrest cover.
2. Carefully remove the heating element (2) from the shaped foam (use a knife, if necessary).

Installing seat squab heating element

1. Install a new heating element (1) and secure it with double-sided adhesive tape.
2. Connect the connector (3) of the heating element (1).
3. Fit the upholstery.

Installing backrest heating element

1. Install a new heating element (2) and secure it with double-sided adhesive tape.
2. Connect the connector (3) of the heating element (2).
3. Fit the upholstery.

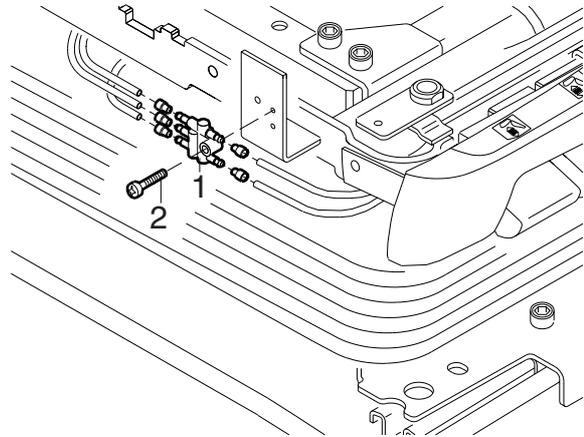


K100502

4.16 REMOVAL AND INSTALLATION, MANIFOLD

Removing manifold

1. Remove the seat squab.
2. Put the seat squab in the highest tilting position.
3. Release the rubber bellows at the front of the seat frame.
4. Remove the screw (2) from the manifold.
5. Disconnect the air pipes from the manifold (1).



K100503

Installing manifold

1. Connect the air pipes to the manifold.
2. Put the seat squab in the highest tilting position.
3. Fit the manifold.
4. Install the rubber bellows.
5. Fit the seat squab.

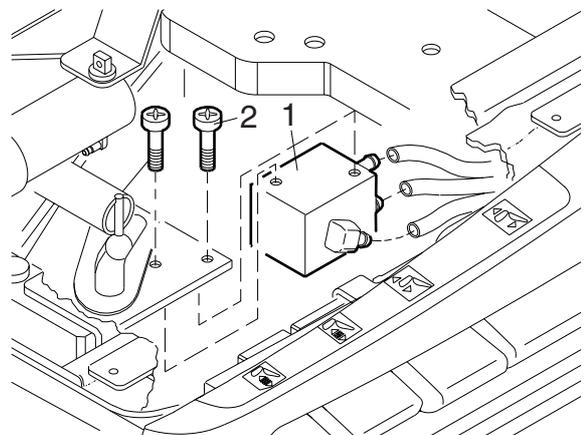
4.17 REMOVAL AND INSTALLATION, HEIGHT CONTROL VALVE

Removing height control valve

1. Remove the seat squab.
2. Remove the screws (2).
3. Disconnect the air pipes from the height control valve (1).

Installing height control valve

1. Connect the air pipes of the height control valve (1).
2. Secure the control valve with the screws (2).
3. Fit the seat squab.



K100504

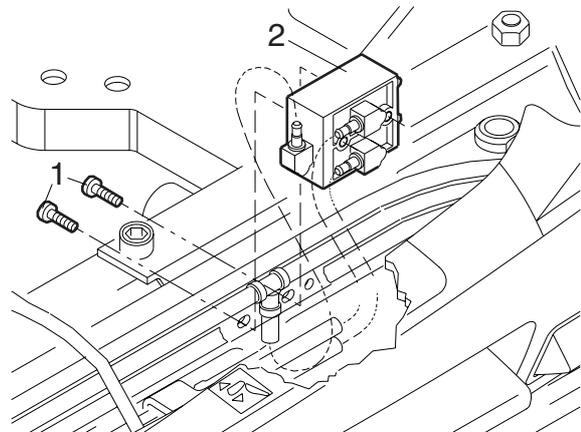
4.18 REMOVAL AND INSTALLATION, HEIGHT ADJUSTMENT VALVE

Removing height adjustment valve

1. Remove the seat squab.
2. Place the seat in the highest tilting position.
3. Remove the screws (1).
4. Disconnect the air pipes from the valve.
5. Remove the valve (2).

Installing height adjustment valve

1. Connect the air pipes to the valve (2).
2. Secure the valve (2) with the screws (1).
3. Fit the seat squab.

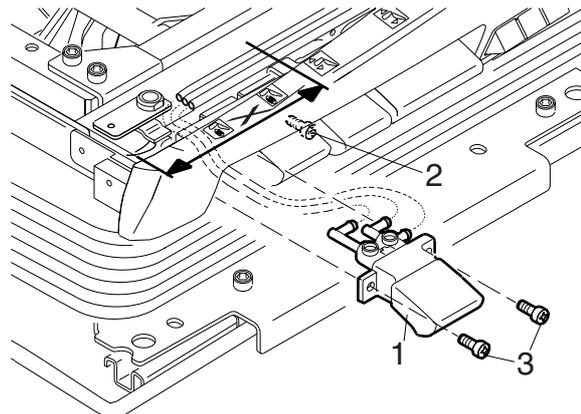


K100505

4.19 REMOVAL AND INSTALLATION, RAPID-LOWERING HANDLE

Removing rapid-lowering handle

1. Remove the seat squab.
2. Cut the air pipes of the rapid-lowering control handle according to size X (X = 130).
3. Remove the side cover on control side.
4. Slightly loosen the screw (2).
5. Remove the screws (3) from the rapid-lowering handle and remove the handle along the upper side.



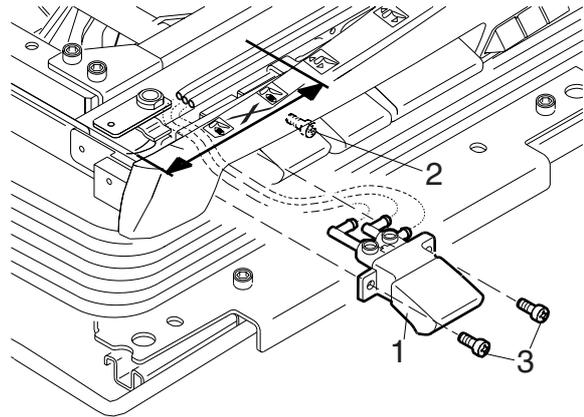
K100506

Installing rapid-lowering handle

Note:

To install a new handle, it must be reconnected to the cut section X (repair kit includes handle and sections of pipe and connection pieces).

1. Attach the air pipes of the handle (1) to the cut air pipes. Use the same length as that which was cut during removal.
2. Fit the handle (1) and secure it with the screws (3).
3. Tighten the screw (2).
4. Fit the side cover on control side.
5. Fit the seat squab.

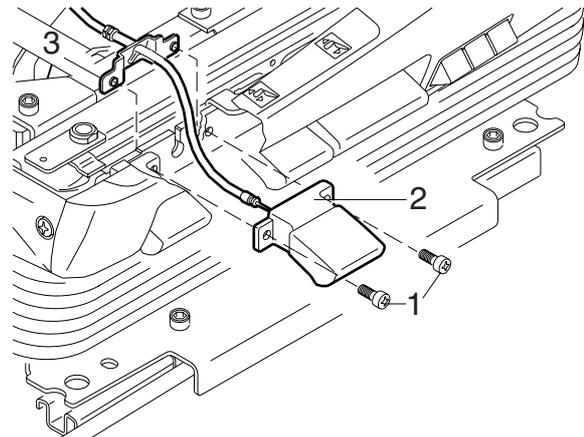


K100506

4.20 REMOVAL AND INSTALLATION, VERTICAL DAMPING ADJUSTER

Removing vertical damping adjuster

1. Remove the seat squab.
2. Remove the side cover on control side (without disconnecting the air pipes from the valves).
3. Remove the screws (1).
4. Remove the shock absorber cable (remove the lock ring (2) in the lowest position of the system, and kink the cable from its holder (6) when the system is in the highest position).



K100507

Installing vertical damping adjuster

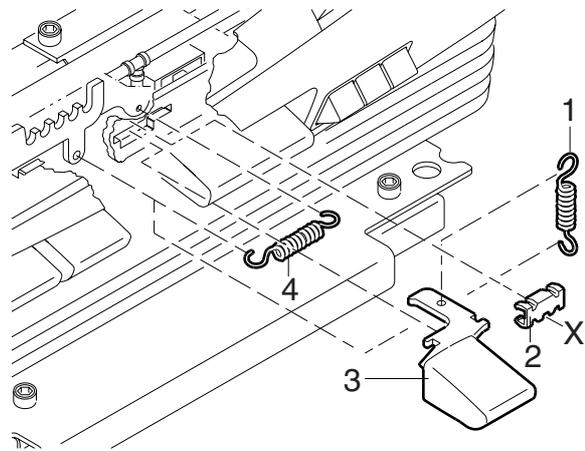
1. Install the combined cable and mounting plate assembly (3) and the control handle through the opening in the rubber bellows into the frame.
2. Secure the handle (2) with the screws (1).
3. Fit the side cover.
4. Install the adjustment cable (2.9.0) before the seat cushion is fitted.
5. Adjust the cable before fitting the seat squab; see "Installing the vertical damper".
6. Fit the seat squab.

4.21 REMOVAL AND INSTALLATION, SEAT TILTING HANDLE**Removing seat tilting handle**

1. Remove the seat squab.
2. Remove the springs (1) and (4).
3. Remove the plastic connection piece (2) by sliding it towards the backrest.
4. Remove the control button (3) by lifting it and pulling it out.

Installing seat tilting handle

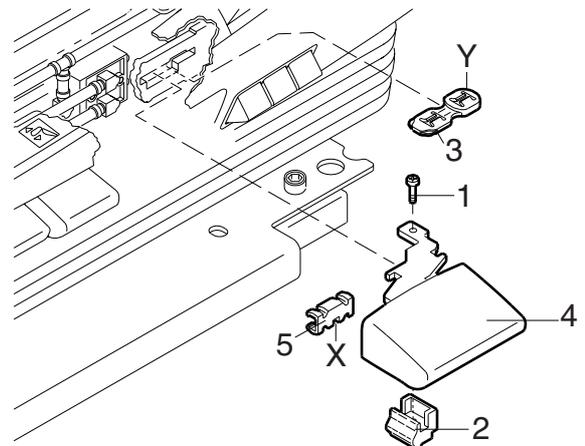
1. Fit the seat tilting handle (3).
2. Fit the plastic connection piece (2). Note the position of the small slot (X) when fitting the new connection piece (2).
3. Fit the springs (1) and (4).
4. Fit the seat squab.



K100508

4.22 REMOVAL AND INSTALLATION, HEIGHT ADJUSTMENT HANDLE**Removing height adjustment handle**

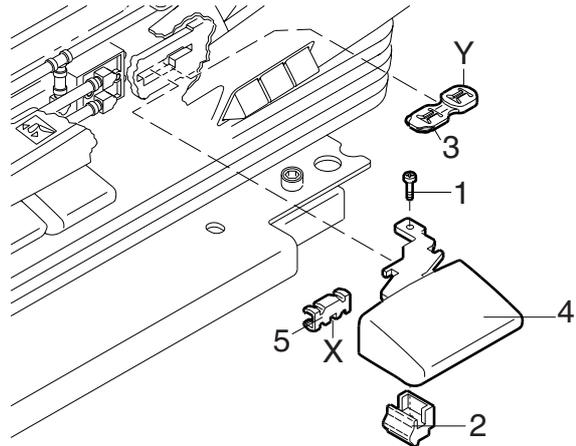
1. Remove the seat squab.
2. If necessary, remove the side covers (without disconnecting the air pipes from the valves).
3. Remove the screw (1) and the plastic connection piece (2).
4. Remove the upper plate (3) by pushing it out at position Y and pulling it from the frame.
5. Remove the handle (4).
6. Remove the plastic connection piece (5).



K100509

Installing height adjustment handle

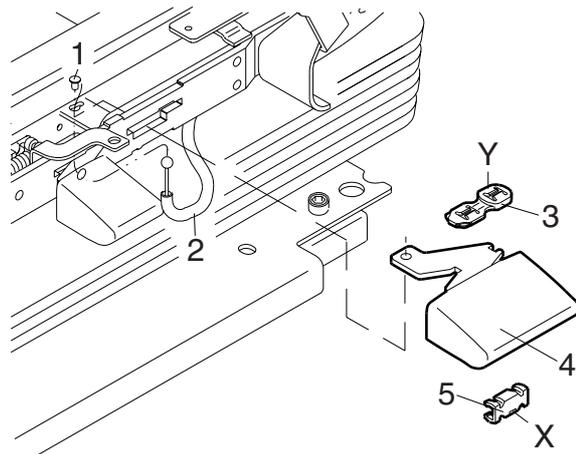
1. Fit the plastic connection piece (5). Note the position of the small slot (X) when installing the new connection piece (5).
2. Fit the handle (4).
3. Install the plate (3).
4. If necessary, install the side covers.
5. Fit the seat squab.



K100509

4.23 REMOVAL AND INSTALLATION, FIXED SEAT HEIGHT ADJUSTMENT HANDLE**Removing height adjustment handle**

1. Remove the seat squab.
2. Remove the side cover (without disconnecting the pipes from the valve).
3. Remove the stop (1), after which the adjustment cable (2) can be lifted.
4. Remove the upper plate (3) by pushing it out at position Y and pulling it from the frame.
5. Remove the handle (4).
6. Remove the plastic connection piece (5).



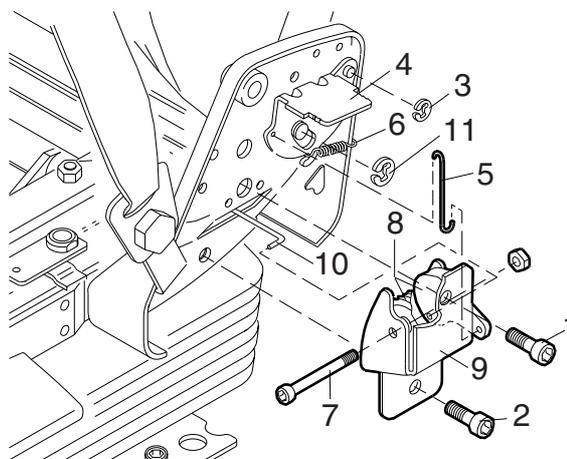
K100512

Installing height adjustment handle

1. Fit the plastic connection piece (5). Note the position of the small slot (X) when installing the new connection piece (5).
2. Fit the handle (4).
3. Install the plate (3).
4. Install the adjustment cable and fit the stop (1).
5. Fit the side cover.
6. Fit the seat squab.

4.24 REMOVAL AND INSTALLATION, BACKREST ADJUSTER**Removing backrest adjuster without Y-section**

1. Remove the seat squab.
2. Remove the side cover.
3. Fold the backrest forward until it stops.
4. Remove the screws (1) and (2) on control side and on the opposite side.
5. Remove the lock rings (3) and (11).
6. Lift the spring (6) and pull the control plate (4) from the axle, after which the rod (5) can be removed.
7. Loosen the screw (7) of the backrest adjuster and remove it.
8. Push the tooth segment assembly from the bracket (9) until the wire (10) can be removed.



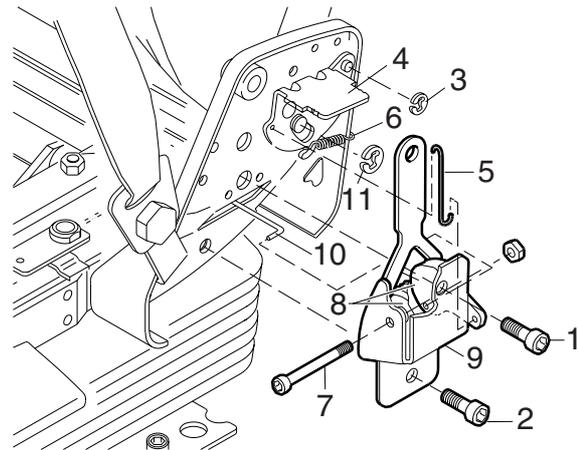
K100511

Installing backrest adjuster without Y-section

1. Fit the adjuster together with the wire (10) on one side.
2. Fit the wire (10) into the tooth segment assembly at the other side.
3. Insert the screw (7) into the backrest adjuster.
4. Lift the spring (6) and fit the control plate (4) onto the axle, after which the wire (5) can be fitted.
5. Connect the lock rings (3) and (11).
6. Insert the screws (1) and (2) on control side and on the opposite side.

Removing backrest adjuster with Y-section

1. Remove the seat squab.
2. Remove the lumbar support.
3. Remove the side cover.
4. Remove the screws (1) and (2) on control side and on the opposite side.
5. Remove the lock rings (3) and (11).
6. Lift the spring (6) and pull the control plate (4) from the axle, after which the rod (5) can be removed.
7. Loosen the screw (7) of the backrest adjuster and remove it.
8. Loosen the check nut of the coupling piece in the centre of the pull rod (10) and divide the pull rod by loosening the coupling piece.
9. Push the tooth segment assembly from the bracket (9) until the pull rod (10) can be removed.
10. Remove the tooth segment (8) combination together with the bracket (9) from the seat in downward direction.



K101366

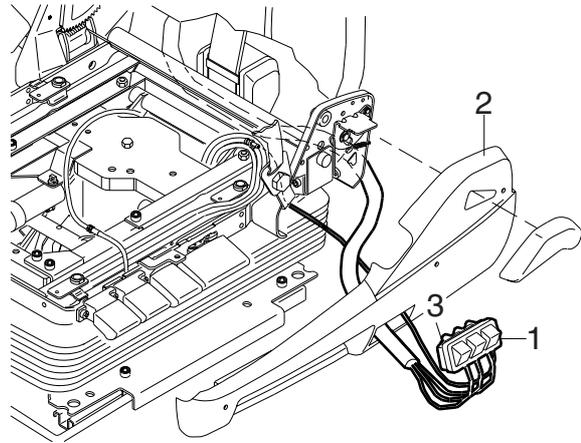
Installing backrest adjuster with Y-section

1. Fit the adjuster together with the pull rod (10) on either side of the seat.
2. Fit the coupling piece of the pull rod (10) together and tighten the check nut.
3. Insert the screw (7) into the backrest adjuster.
4. Lift the spring (6) and fit the control plate (4) onto the axle, after which the rod (5) can be fitted.
5. Connect the lock rings (3) and (11).
6. Insert the screws (1) and (2) on control side and on the opposite side.
7. Fit the side cover, the backrest and the seat squab.

4.25 REMOVAL AND INSTALLATION, IPS VALVE

Removing IPS valve

1. Remove the seat squab.
2. Remove the side cover on control side.
3. Disconnect the air pipes from the IPS valve (1).
4. Use a screwdriver to lift the IPS valve (1) from the cover (2) (the valve may be damaged slightly in the process).



K100510

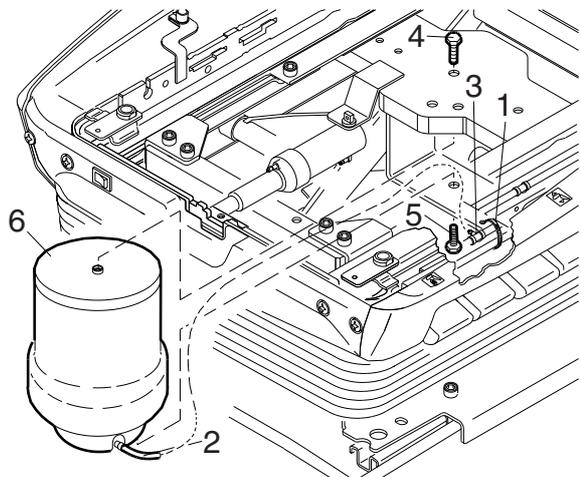
Installing IPS valve

1. Fit the IPS valve. When fitting, position the new valve in such a way that the top (3) can be hooked in and then be pushed down into the side cover.
2. Connect the air pipes to the IPS valve (1).
3. Install the side cover on control side.
4. Fit the seat squab.

4.26 REMOVAL AND INSTALLATION, AIR BELLOWS

Removing air bellows

1. Remove the entire seat.
2. Remove the seat squab.
3. Remove the clamping strip (1) (by cutting it).
4. Disconnect the air pipe (2) from the manifold (3).
5. Unscrew the screws (4) and (5) to be able to remove the air bellows including the air pipe.



K100513

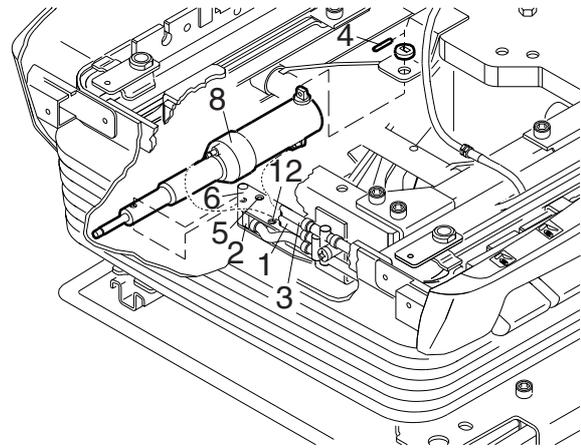
Installing air bellows

1. Install the air bellows (6). In doing so, make sure that the air bellows is not twisted. If this is nevertheless the case, loosen screw (4) a few turns and apply spring action to the system under pressure; then tighten screw (4) again while the air bellows is still under pressure.
2. Tie the pipes together with a clamping strip.
3. Fit the seat squab.
4. Install the entire seat.

4.27 REMOVAL AND INSTALLATION, ADJUSTMENT CYLINDER

Removing adjustment cylinder

1. Remove the seat squab.
2. Lock the seat in its highest position.
3. Disconnect the air pipes (1) and (3) from the adjustment cylinder.
4. Remove the retainer pin (4).
5. Remove the screw (5).
6. Push the metal plates that hold the cylinder apart and remove the adjustment cylinder.



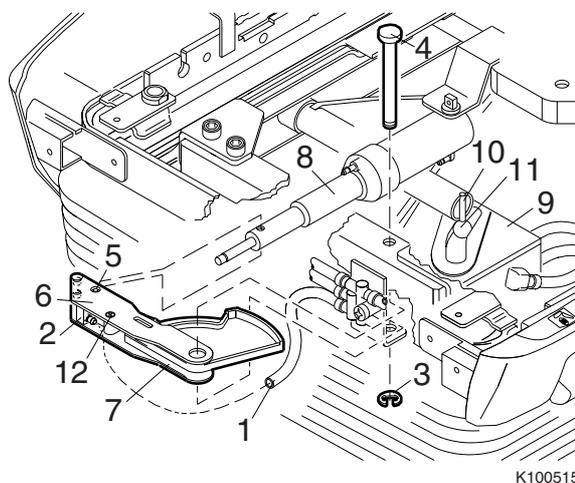
Installing adjustment cylinder

1. Push the metal plates that hold the cylinder apart and insert the adjustment cylinder (2).
2. Install the retainer pin (4).
3. Connect the air pipes (1) and (3) to the adjustment cylinder.
4. Tighten the screw (5) slightly during installation.
5. Release the lock and operate the height adjustment button (upwards). Check whether the cylinder (2) moves freely. If not, loosen screw (5) slightly.
6. Fit the seat squab.

4.28 REMOVAL AND INSTALLATION, CONTROL UNIT OF HEIGHT CONTROL VALVE

Removing control unit of height control valve

1. Remove the seat squab and remove the dust boot at the front.
2. Lock the system in the highest position.
3. Disconnect the air pipe (1) from the cylinder (2).
4. Remove the lock ring (3) and pin (4).
5. Loosen the screw (5) slightly and push the holder (6) of the control discs (7) a little apart. This makes it possible to pull the control discs from the adjustment cylinder (8). The guide plate (9) must remain attached to the pin (10). Push the ball (11) back onto the pin (10) if it has come loose.



K100515

Installing control unit of height control valve

1. Tighten the screw (5) slightly during installation.
2. Operate the height adjuster (upwards) and check whether the cylinder moves freely. If not, loosen screw (5) slightly.

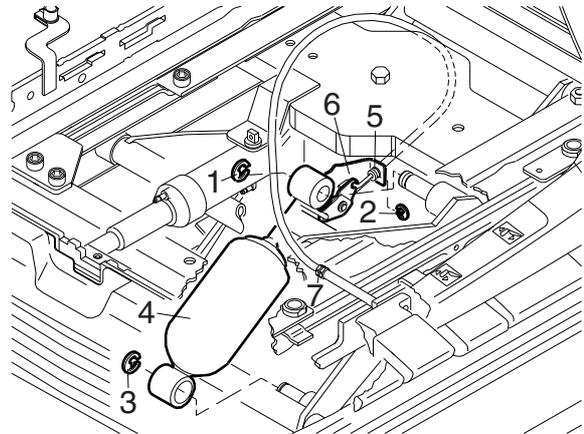
4.29 REMOVAL AND INSTALLATION, VERTICAL DAMPER

Removing vertical damper

1. Remove the seat squab.
2. Slide the entire seat forward.
3. Remove the locking ring (2) when the seat is in its lowest position.
4. Remove the locking ring (1).
5. Lock the seat in its highest position.
6. Remove the rubber dust boot at the front and remove the locking ring (3).

Installing vertical damper

1. Fit the damper and use the locking ring (3) to secure it at the bottom.
2. Release the lock.
3. Install the locking ring (1).
4. Place the seat in the frontmost and lowest position and install the locking ring (2).
5. Before installing the seat squab, set the damping cable (5) in such a way as to achieve the stiffest damping when the control handle is in the top position. To make this adjustment, first release the check nut (7). Retighten check nut (7) after adjustment.



K100516

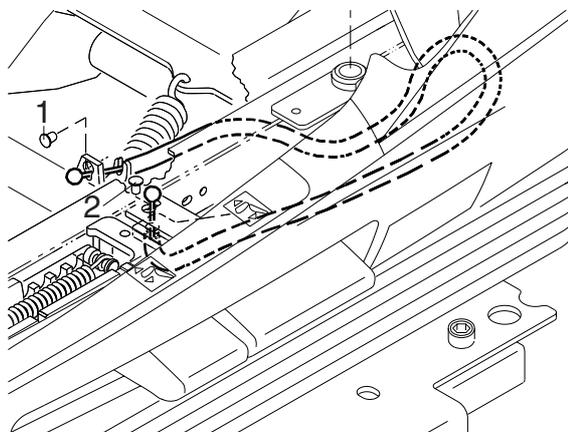
4.30 REMOVAL AND INSTALLATION, BOWDEN CABLE FOR FIXED SEAT GAS DAMPER

Removing Bowden cable for fixed seat gas damper

1. Remove the seat squab.
2. Remove the stops (1) and (2).
3. Remove the Bowden cable by taking it from the attachment points.

Installing Bowden cable for fixed seat gas damper

1. After fitting the new Bowden cable, check the height adjustment. If necessary, adjust the Bowden cable setting by turning the screws for the Bowden cable from or towards one another.
2. Then tighten the Bowden cable using the check nut.



K100517

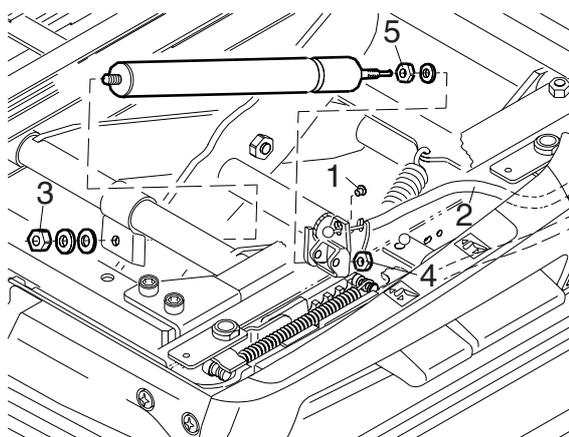
4.31 REMOVAL AND INSTALLATION, FIXED SEAT GAS DAMPER

Removing fixed seat gas damper

1. Remove the seat squab.
2. Place the seat in its lowest position.
3. Remove the stop (1) and Bowden cable (2) (making sure not to operate the button).
4. Release attachment nuts (3) and (4).
5. Pull the chair upwards, ejecting the gas spring from its holder.

Installing fixed seat gas damper

1. When installing a new gas spring, tighten the check nut (5) (in the same position as the previous gas spring).
2. After fitting, check the height adjustment and, if necessary, modify the Bowden cable adjustment.
3. Fit the seat squab.



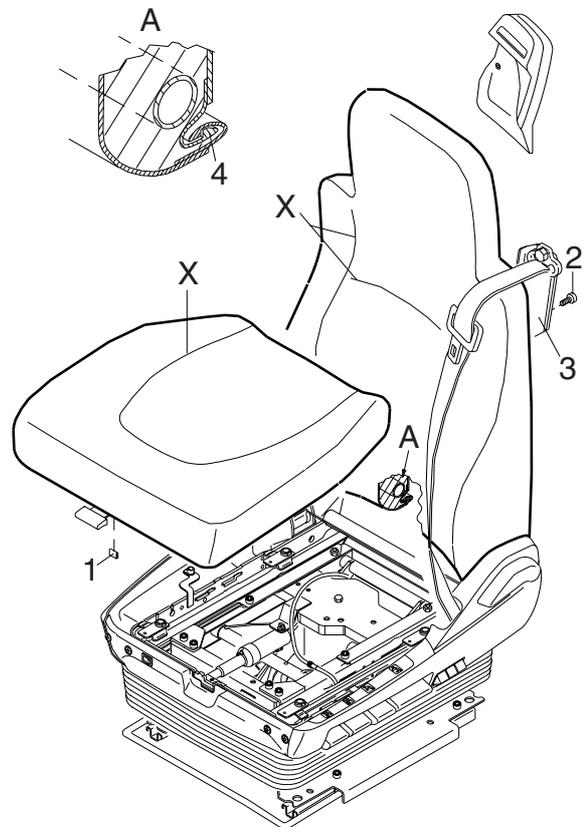
K100518

4.32 REMOVAL AND INSTALLATION, SEAT SQUAB COVER

At the positions marked with an X, the covers are attached to the shaped foam with Velcro fastener.

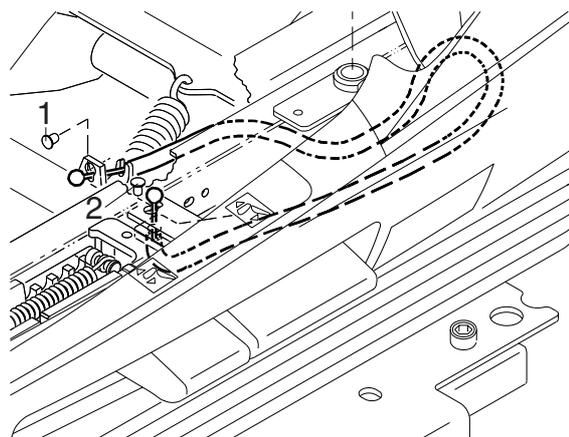
Removing seat squab cover

1. Remove the seat squab.

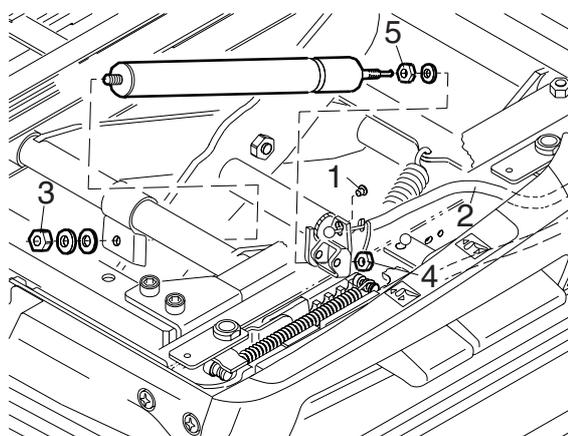


K100497

- Remove the clips from the groove around the bottom and pull the cover from the groove.



K100517

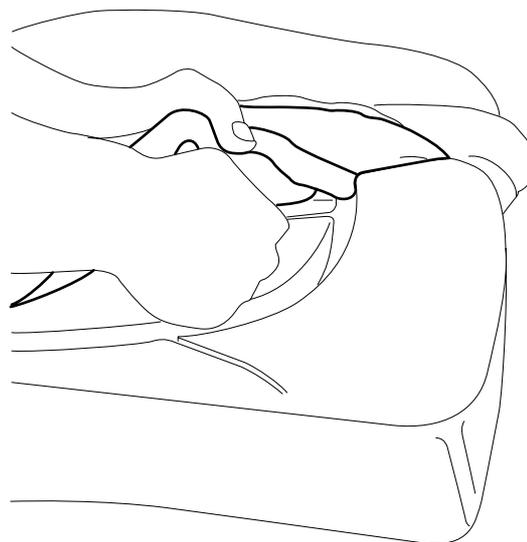


K100518

- Carefully remove the cover little by little from the shaped foam. At the same time, hold the Velcro fastener in the shaped foam (pushing it down) to prevent it from being torn loose.

Installing seat squab cover

- Fit the cover in such a way that the Velcro fastener is in the correct position, and use the clips to secure the cover.

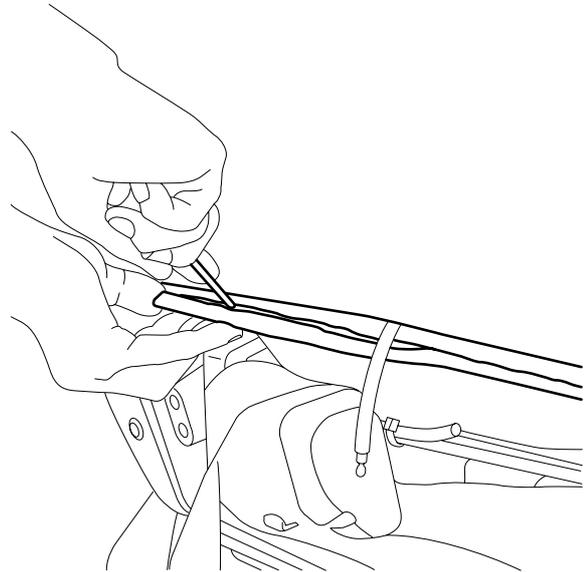


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4.33 REMOVAL AND INSTALLATION, BACKREST COVER

Removing backrest cover

1. Remove the seat belt guide panel.
2. Remove the cover by unhooking it from the section at the bottom.

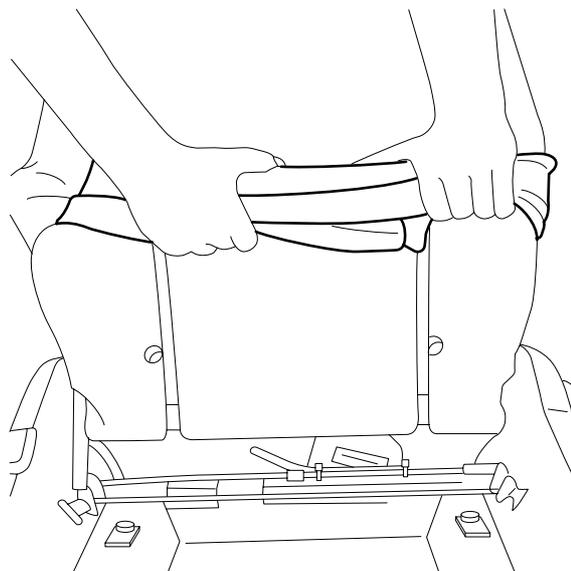


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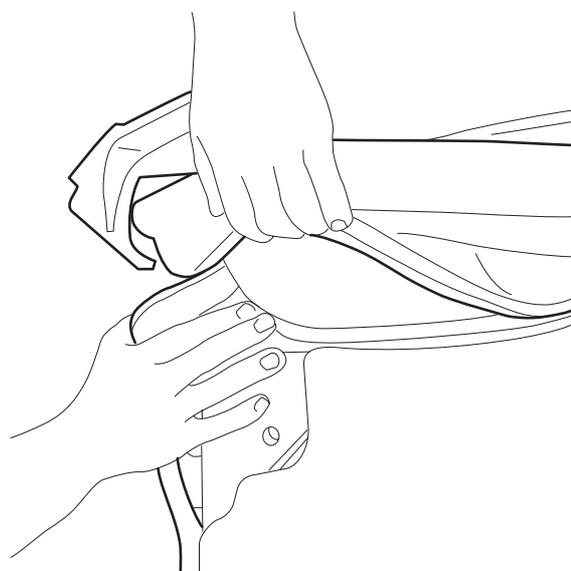
3. Carefully remove the cover little by little from the shaped foam. At the same time, hold the Velcro fastener in the shaped foam (pushing it down) to prevent it from being torn loose.

Installing backrest cover

1. Fit the cover in such a way that the Velcro fastener is in the correct position, and secure the cover in the profile at the bottom.



K100521



K100522

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1. SAFETY INSTRUCTIONS

General

The cab is equipped with a hydraulic tilting mechanism. The pump is located on co-driver's side at the rear of the cab. The cab locks are opened hydraulically during pumping.

Before tilting the cab, make sure that the doors are closed, that there are no loose items in the cab and that the gear lever is in neutral. Tilt the cab fully forward if work must be carried out underneath the cab.



You can stop the cab tilting forward at any time by turning the tap to the reverse tilting position.

2. INSPECTION AND ADJUSTMENT

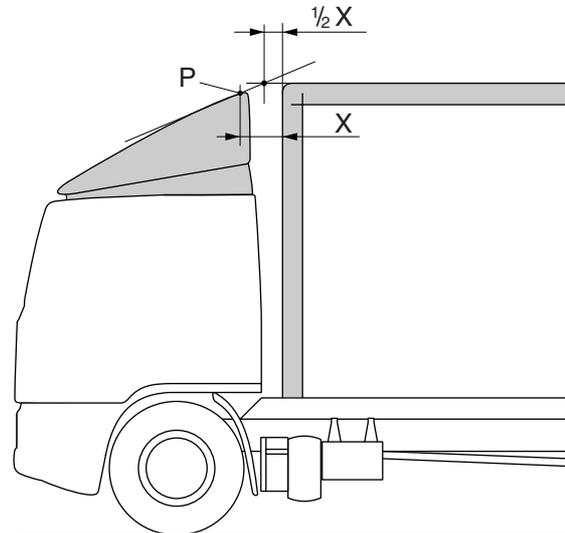
2.1 ADJUSTING ROOF SPOILER

Note:

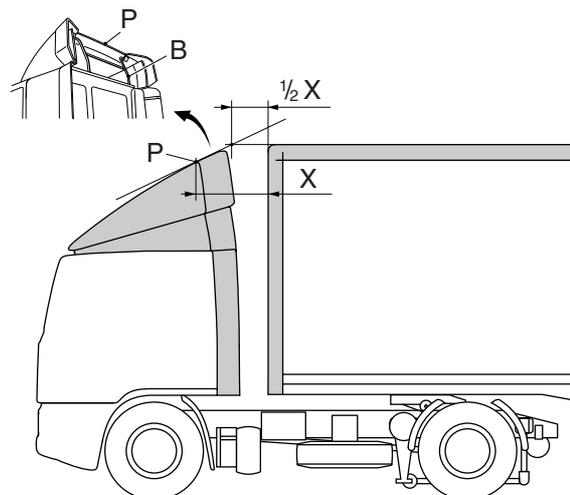
Correct adjustment of the roof spoiler is essential to minimise fuel consumption.

1. Place the vehicle on a level and horizontal surface. Make sure that in the case of a tractor/semi-trailer combination the trailer is straight in front of the semi-trailer.
2. Determine the centreline of the vehicle and put a slat on the superstructure roof protruding into the cab direction.
3. Put another slat (as a tangent) onto the outer roof spoiler edge (P) pointing into the direction of the superstructure.
4. Both slats should cross at half the distance ($\frac{1}{2} X$) between the roof spoiler edge and the start of the superstructure.

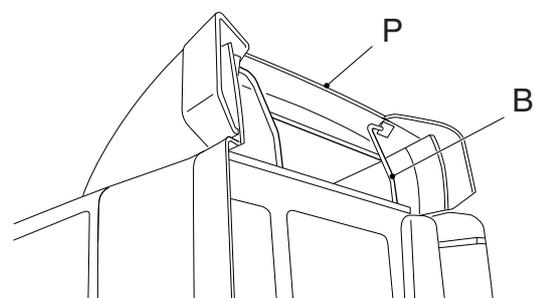
The roof spoiler height can be adjusted using adjusting mechanism (B). For the roof spoiler adjusting range see "Technical data".



K1 01 357

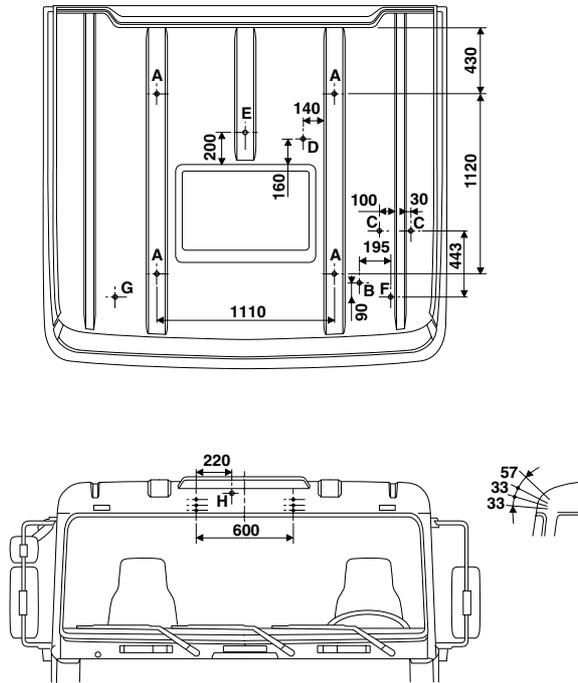


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K1 01 355

2.2 OVERVIEW DRAWING, ACCESSORY HOLES PATTERN



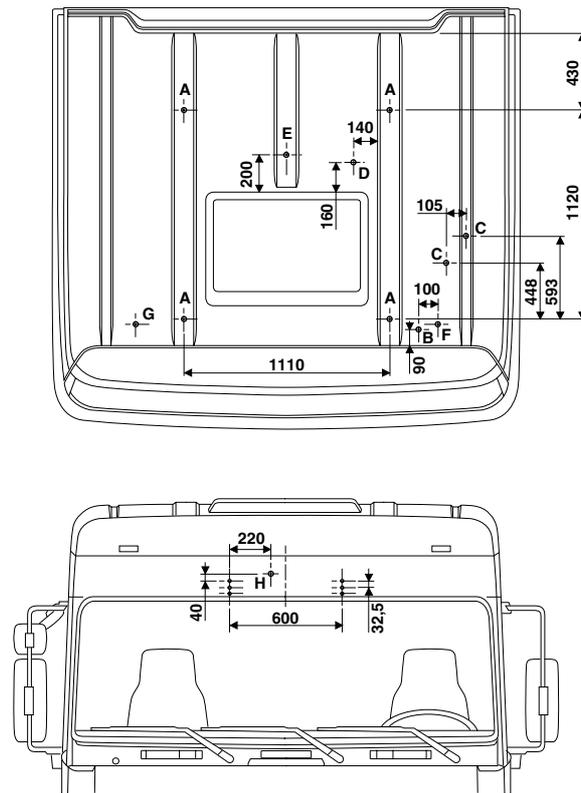
K100474

XL CAB

Legend

- A. Roof spoiler
- B. Cable duct for rotating light*
- C. Hose duct for air horn*
- D. Cable duct for satellite aerial
- E. Mounting position for mobile phone aerial
- F. Radio aerial (standard)
- G. Cable duct for CB aerial
- H. Cable duct for roof spotlights*

* Reverse for RHD models



K100475

XH CAB**Legend**

- A. Roof spoiler
- B. Cable duct for rotating light*
- C. Hose duct for air horn*
- D. Cable duct for satellite aerial
- E. Mounting position for mobile phone aerial
- F. Radio aerial (standard)
- G. Cable duct for CB aerial
- H. Cable duct for roof spotlights*

* Reverse for RHD models

3. REMOVAL AND INSTALLATION

3.1 REMOVAL AND INSTALLATION, ROOF SPOILER

Removing roof spoiler (aerodynamic)

1. Remove the attachment nuts from the cab roof attachment frame.
2. Take the complete roof spoiler from the cab roof.

Installing roof spoiler (aerodynamic)

1. Fit the complete roof spoiler with the lower frame on the studs in the cab roof.
2. Fit the attachment nuts of the lower frame on the studs in the cab roof and tighten the nuts to the specified tightening torque. See "Technical data".

Removing roof spoiler

1. Remove the attachment nuts of the roof spoiler and the roof spoiler extension.
2. Take the complete roof spoiler with roof spoiler extension from the cab roof.

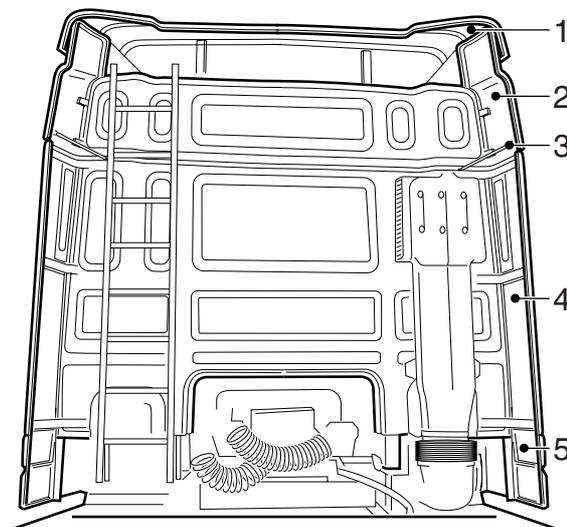
Installing roof spoiler

1. Fit the entire roof spoiler with roof spoiler extension on the cab roof.
2. Fit the attachment nuts of the roof spoiler and roof spoiler extension and tighten the nuts to the specified tightening torque. See "Technical data".

3.2 REMOVAL AND INSTALLATION, REAR AIR FOILS

Removing rear air foils

1. Remove the attachment bolt and nut of the reinforcement (3) from the rear air foil extension (2) to the upper rear air foil bracket.
2. Remove the attachment bolts of the rear air foils (4) and the lower extension pieces (5) from the tapped holes at the cab rear.
3. Remove the rear air foils (4) together with the lower extension pieces (5).
4. If necessary, remove the rear air foil extension (2) by removing the clamping brackets at the cab rear and any attachment bolts on the roof spoiler.
5. If necessary, remove the roof spoiler extension (1) of the 'aerodynamic' roof spoiler by removing the attachment bolts and nuts.



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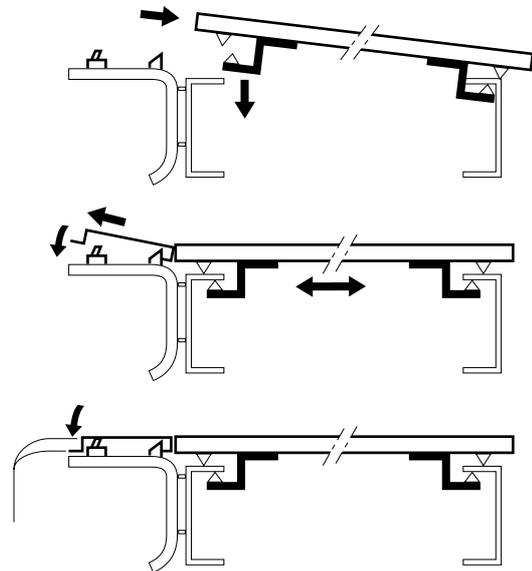
Installing rear air foils

1. Using the attachment bolts, fit the rear air foils (4) and the lower extension pieces (5) to the cab rear and tighten the attachment bolts to the specified tightening torque, see "Technical data".
2. If necessary, fit the rear air foil extension (2) with the clamping brackets to the cab rear, fit any attachment bolts and nuts to the roof spoiler and tighten the attachment bolts and nuts to the specified tightening torque, see "Technical data".
3. If necessary, fit the roof spoiler extension (1) to the 'aerodynamic' roof spoiler using the attachment bolts and nuts and tighten the attachment bolts and nuts to the specified tightening torque, see "Technical data".

3.3 REMOVAL AND INSTALLATION, SIDE SKIRTS AND CATWALK

Removing side skirts and catwalk

1. Unhook the attachment brackets at the side skirt top and open the side skirt.
2. Unplug the connectors of the side marker lighting.
3. Unhook the check straps at the side skirt top.
4. Tilt the side skirt completely open and unhook the side skirt from the lower attachment.
5. Unhook the catwalk plates lengthwise from their attachment points.
6. Remove the attachment bolts of the front catwalk plate and the remaining catwalk plates widthwise.
7. Remove the front catwalk plate.
8. Unhook the remaining catwalk plates from the chassis members.



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Installing side skirts and catwalk

1. Fit the front catwalk plate to the chassis.
2. Hook the catwalk plates widthwise completely in the chassis members.
3. Fix the elements together, using the attachment bolts.
4. Hook the catwalk plates lengthwise in position.
5. Fit the side skirts on the lower attachment.
6. Hook the check straps firmly to the attachment brackets.
7. Fit the connectors of the side marker lighting.
8. Close the side skirts.
9. Adjust the attachment brackets.

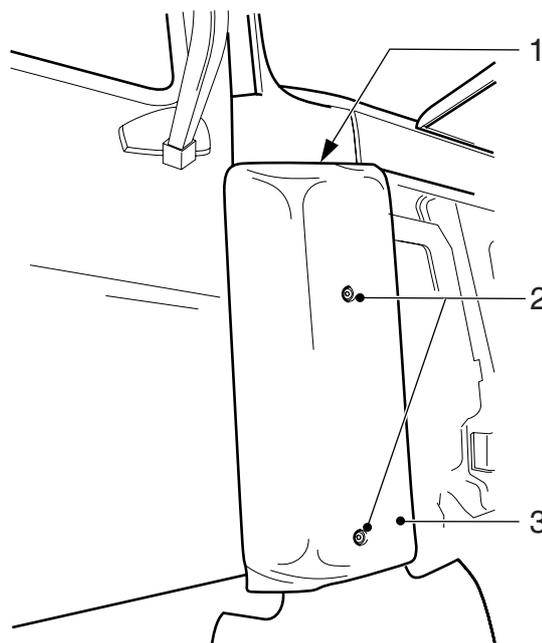
3.4 REMOVAL AND INSTALLATION, CORNER SPOILER

Removing corner spoiler

1. Open the grille and door and remove the attachment bolts of the corner piece (1).
2. Remove the corner piece (1) completely.
3. Remove the attachment bolts (2) and remove the corner spoiler (3) from the corner piece (1).

Installing corner spoiler

1. Fit the corner spoiler (3) to the corner piece (1)
2. Fit the corner piece (1) completely and close the grille and door.



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3.5 REMOVAL AND INSTALLATION, WINDSCREEN SUN VISOR

Removing windscreen sun visor

1. Remove the attachment bolts of the mounting brackets from the tapped holes in the cab.
2. Remove the sun visor from the cab.

Installing windscreen sun visor

1. To fit the sun visor stress-free, loosen the attachment bolts fastening the plastic hood to the brackets a few strokes.
2. Using the attachment bolts, fit the sun visor complete with the attachment brackets to the cab.
3. Tighten the attachment bolts fastening the plastic hood to the brackets.

3.6 REMOVAL AND INSTALLATION, AIR DAM

Removing air dam

1. Unplug the connectors of the combi-light in the air dam.
2. Remove the attachment nuts and bolts fastening the suspension brackets to the chassis.
3. Remove the attachment nuts and bolts of the air dam at the cab bottom and remove the air dam.

Installing air dam

1. Fit the air dam to the cab bottom, using the suspension brackets and the attachment bolts and nuts.
2. Fit the connectors of the combi-light in the air dam.

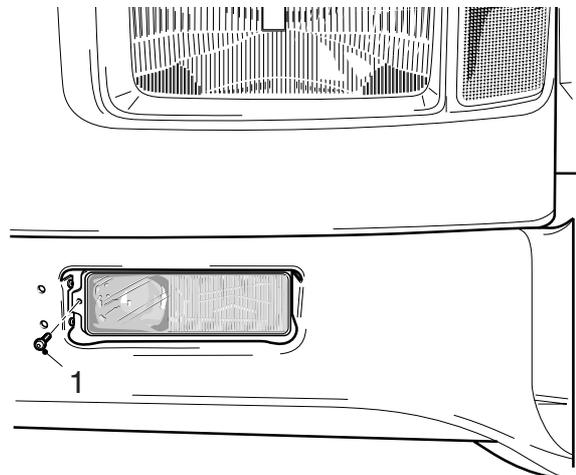
3.7 REMOVAL AND INSTALLATION, COMBI-LIGHT

Removing combi-light

1. Remove the combi-light connector.
2. Remove the attachment screw (1) and take the combi-light out of the bumper.

Installing combi-light

1. Fit the combi-light with attachment screw (1) into the bumper.
2. Fit the combi-light connector.



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3.8 REMOVAL AND INSTALLATION, ROOF SPOTLIGHTS

Removing roof spotlights

1. Unplug the connector to the roof spotlight, coming from connector (291) to the left behind the overhead boxes underneath the bottom plate.
2. Remove the attachment bolts from the bracket and remove the bracket complete with roof spotlights from the cab roof.

Installing roof spotlights

1. Fit the bracket with roof spotlights to the cab.
2. Fit the connector.
3. Check that the cable duct through the cab roof is water-tight. If necessary, seal the passage again.

3.9 REMOVAL AND INSTALLATION, AIR HORNS

Removing air horn on roof spoiler

1. Remove the attachment bolts from the air horn and remove the air horn from the roof spoiler.

Note:

If, after removal of the attachment bolts, the air horn cannot be removed from the spoiler, the air horn has been retrofitted as an accessory. In this case, detach the air pipe on the inside of the spoiler.

Installing air horn on roof spoiler

1. Fit the air horn to the roof spoiler using attachment bolts.

Removing air horn on roof

2. Remove the attachment bolts from the air horn and remove the air horn from the roof.

Note:

If, after removal of the attachment bolts, the air horn cannot be removed from the roof, the air horn has been retrofitted as an accessory. In this case, remove the headlining to disconnect the air pipe.

Installing air horn on roof

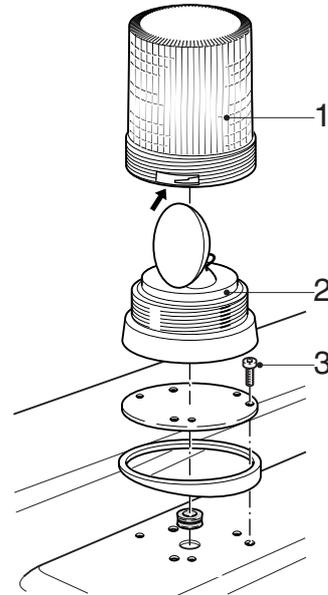
1. Fit the air horn to the roof using attachment bolts.

3.10 REMOVAL AND INSTALLATION, ROTATING BEAM**Removing rotating beam**

1. Remove the glass (1) of the rotating beam by pressing the locking clip at the bottom of the glass and turning the glass counter-clockwise out of the lamp socket (2).
2. Unplug the connector to the rotating beam, coming from connector (291) to the left behind the overhead boxes underneath the bottom plate.
3. Remove the three attachment bolts (3) and remove the lamp socket from the roof.

Installing rotating beam

1. Fit the lamp socket (2) to the roof and tighten the attachment bolts (3).
2. Fit the connector.
3. Turn the glass (1) of the rotating beam clockwise onto the lamp socket (2). Continue turning the glass until the locking clip "clicks" into the lock.



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1. SAFETY INSTRUCTIONS



You can stop the cab tilting forward at any time by turning the tap to the reverse tilting position.



If the vehicle has been involved in a collision, the cab must under no circumstances be tilted without due precautions. The end stop in the lifting cylinder may be damaged, which might cause the cab to shoot past its end stop.



When working on a tilted cab (for example when welding, spray-painting or applying bitumen coatings), be sure to cover the piston rod of the lifting cylinder. Welding spatter and paint on the piston rod will inevitably cause damage to the oil seal.

Ensure that there is sufficient ventilation during spraying and ML treatment.

2. GENERAL

Introduction

PREWAX is a transparent, odourless, non-toxic mixture of various types of wax and corrosion-inhibiting chemicals which is vapour-sprayed into all corrosion-sensitive areas.

It penetrates all seams and adheres to all surfaces where it combines electrochemically with the metal. PREWAX does not drip, so there is no fouling of the cab and floor. It can be sprayed into all cavities using the DAF PREWAX kit (special tool, DAF no. 0689779) without difficulty. The equipment does not need to be cleaned.

2.1 NOTES ON RE-TREATMENT

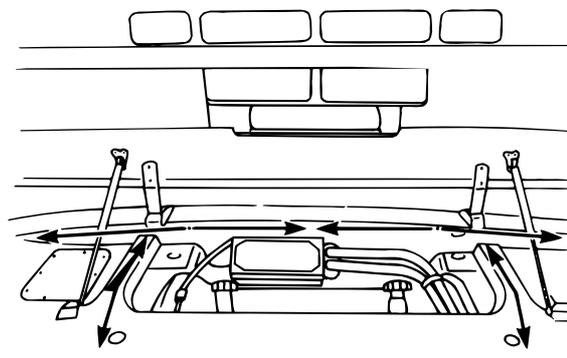
- Thoroughly stir the PREWAX before use.
- For optimal treatment, the temperature of both the cab and the PREWAX must be 20°C.
- All holes required for re-treatment are already present in the cab.
- Treat cavities with a minimum pressure of 6 bar.
- After treatment of seams and hinges, reduce the air pressure to 3 bar (ideal pressure).
- Make sure to re-install the ML plugs after treatment.
- Store the flexible spray pipe by hanging it vertically.
- Ensure that the area is properly ventilated during treatment.
- Use the ultraviolet light to check that the PREWAX has been applied correctly.

Symbols used

- Spray cavities using a pressure of 7 - 8 bar.
- Treat surfaces using a pressure of 3 bar.

2.2 TREATMENT OF THE CAB FRONT

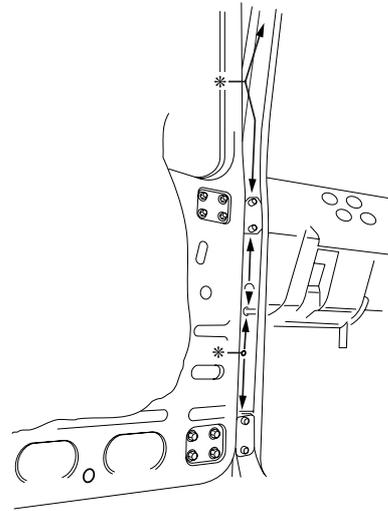
Treat the entire front behind the grille cosmetically with a short spray pipe (special tool). Treat the inside of the foremost front beams through the existing holes (having removed the ML plugs).



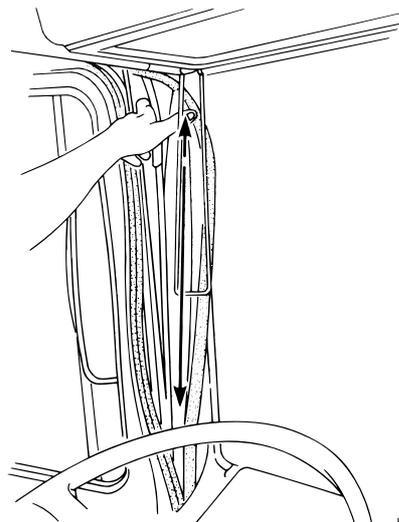
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2.3 TREATMENT OF DOOR POST

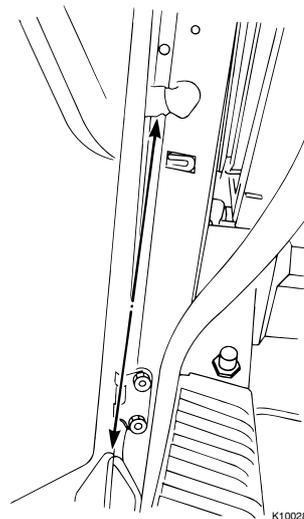
Treat the A post on both sides through the existing holes, using the short and the flexible spray pipe (special tool). Remove the ML plugs before starting the treatment.



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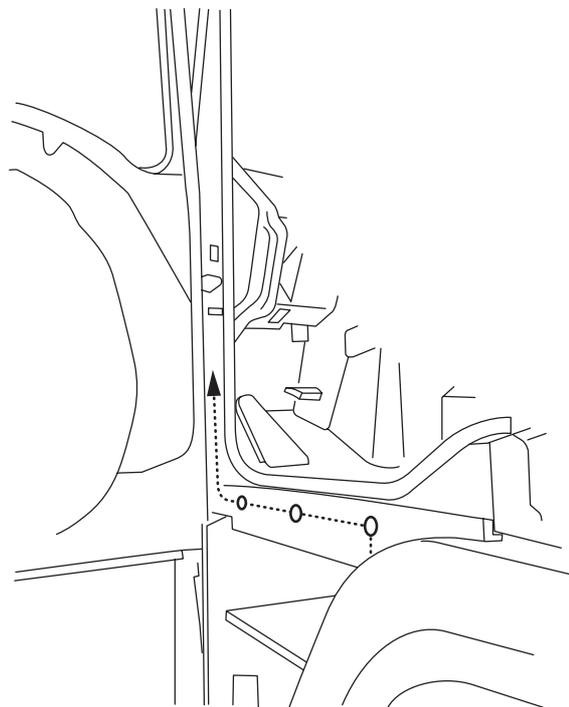
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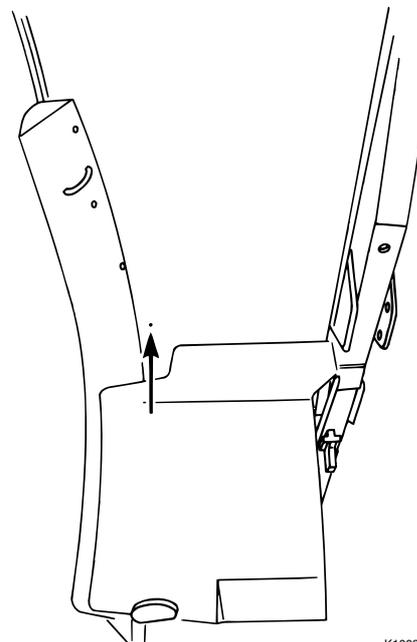
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2.4 TREATMENT OF THE DOOR SILL

Treat the door sill via the bottom of the cab (wheel arch) through the existing holes, using the short and the flexible spray pipe (special tool). Remove the ML plugs before starting the treatment.



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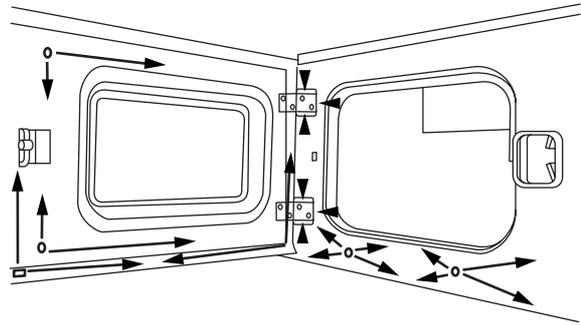
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2.5 TREATMENT OF THE TOOL BOX

Treat the hinges using the short spray pipe (special tool) and a pressure of 3 bar. Treat the inside using the short spray pipe (special tool) and a pressure of 7-8 bar.

Treat the inside of the box door with the short spray pipe (special tool).

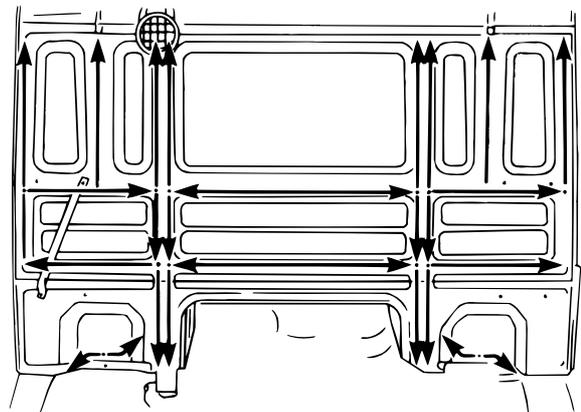
First remove the bump caps from the door (re-install them after completion of the treatment).



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2.6 TREATMENT OF THE BACK PANEL

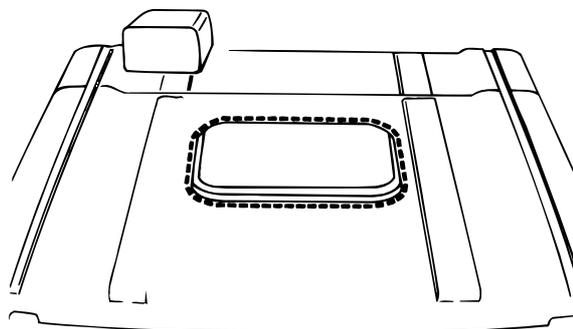
Treat the back panel through the existing holes. Pay extra attention to the extreme upper corners, which are less accessible.



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2.7 SURFACE TREATMENT OF THE ROOF HATCH

Reduce the pressure to 3 bar and treat all seams and hinges, using the short and the flexible spray pipe (special tool).

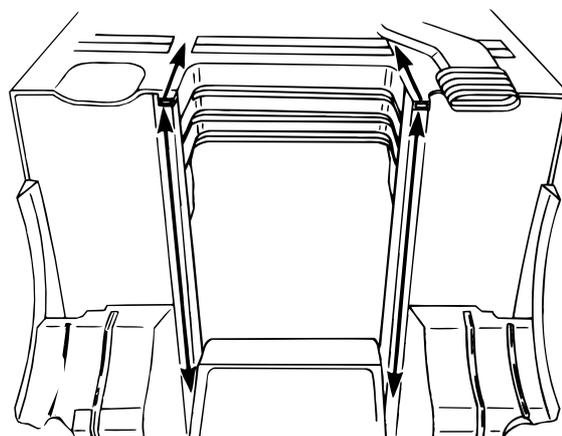


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2.8 TREATMENT OF THE BOTTOM

Treat all longitudinal and transverse members through the existing holes, using the flexible spray pipe (special tool).

At the back of the transverse members, treat the cab lock pin attachments using the short spray pipe (special tool) (having reduced the pressure to 3 bar).



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