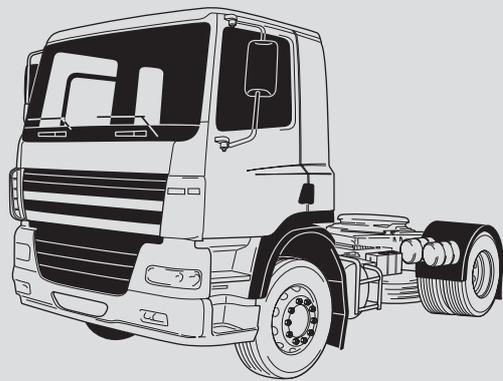


Maintenance manual

CF75



EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

Inspection and adjustment

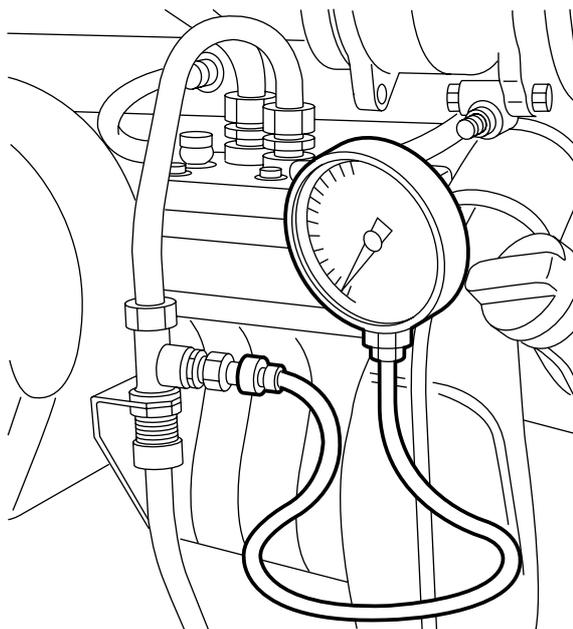
CF75 series

8. The pressure gauge should indicate a pressure below 2 bar **with the pressure regulator switched off**. If the measured pressure exceeds the value indicated, the compressor line should be cleaned or replaced.

Note:

If the pressure measured is too high, there is excessive carbon deposit in the compressor line. This may be due to the poor condition of the compressor (oil consumption).

9. Run the engine at idling speed.
10. Bleed the brake system until the cut-in pressure of the pressure regulator has been reached and switch off the engine. The needle of the pressure gauge may not drop too quickly now. If necessary, check the system for air leakage. Pay particular attention to the compressor line and compressor.
11. Fit the safety valve.
12. Connect the compressor control line to connection point 23 of the air dryer.



R600249

EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

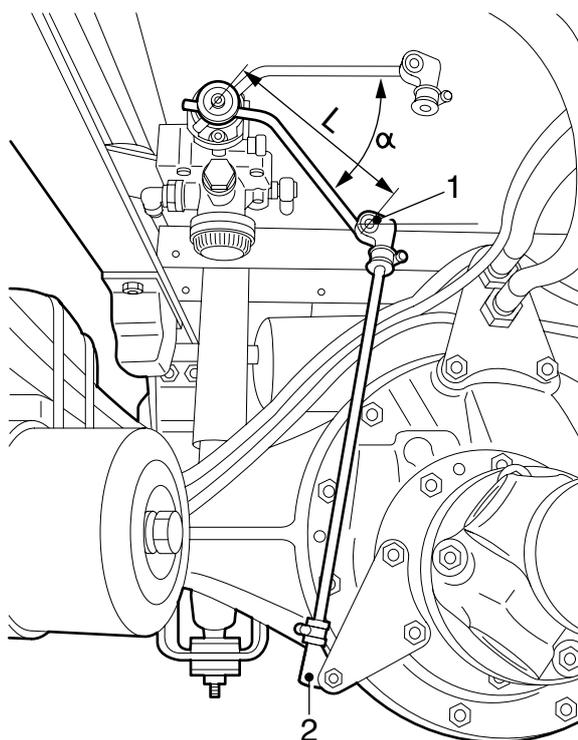
CF75 series

Inspection and adjustment

10. Correct, if necessary, the brake pressure by moving the rubber sleeve (1) in relation to the vertical connecting rod. **On no account** change the length L of the (horizontal) control lever.
11. Remove the rubber sleeve (2) and move the control lever towards maximum load. Check that the delivery pressure is now allowed through with little or no reduction.

Note:

The small socket head screw in the centre of the valve must not be adjusted.



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3.38 INSPECTION AND ADJUSTMENT, CLUTCH WEAR INDICATOR

Checking the clutch wear indicator

1. Visually check that the lock nut (12) makes contact with the housing. If the lock nut (12) no longer makes contact with the housing, the clutch plate is approximately 80% worn.

Note:

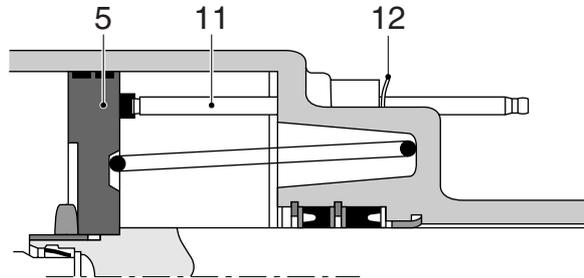
It is not permissible to remove the circlip, or to move the circlip over the pin. This is to prevent inaccurate indication.

Adjusting the clutch wear indicator

1. Press the circlip (12) against the clutch servo.

Note:

It is not permissible to remove the circlip, or to move the circlip over the pin. This is to prevent inaccurate indication.



V300355

EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

Inspection and adjustment

CF75 series

3.39 CHECKING THE GEARBOX FOR LEAKS

1. Visually check the gearbox for leaks.

3.40 CHECKING THE AUTOMATIC GEARBOX OIL LEVEL

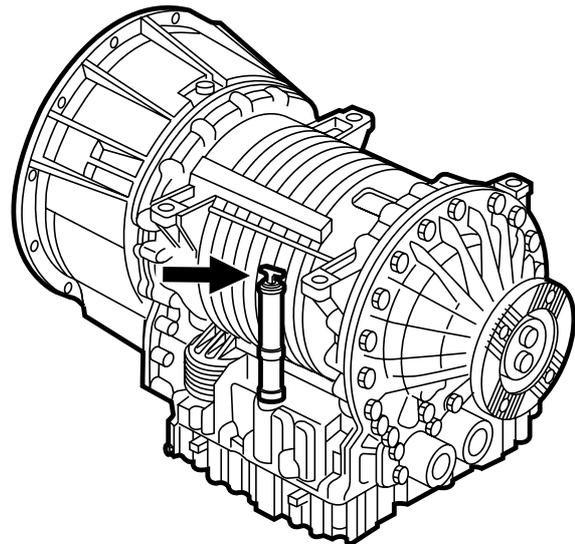
Checking cold oil level with dipstick

1. Place the vehicle on a flat and level surface.
2. Make sure that the gearbox is in neutral and allow the engine to run for several minutes.
3. Apply the service brake, switch the gearbox to **D**, then to **N** and finally switch the gearbox to **R**. The purpose of this is to fill the hydraulic system.
4. Switch the gearbox to the parking position and release the service brake.
5. Remove the dipstick when the engine is idling and wipe the dipstick clean with a lintfree cloth.

Note:

To take the dipstick out of the holder, the sealing cap must be held tightly while the dipstick is turned anti-clockwise.

6. Put the dipstick back.



W 3 03 098

EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

CF75 series

Inspection and adjustment

7. Remove the dipstick and check the oil level. The oil level should be between the "Cold add" and the "Cold full" marks.
8. Clean the dipstick with a lintfree cloth and put the dipstick back.
9. Remove the dipstick and check the oil level again.
10. Oil needs to be added when the oil level is below the "Cold add" mark.
11. Check the oil level in the gearbox at operating temperature.

Checking hot oil level with dipstick

1. Bring the gearbox up to operating temperature (approx. 71°C - 93°C).
2. Remove the dipstick when the engine is idling and wipe the dipstick clean with a lintfree cloth.

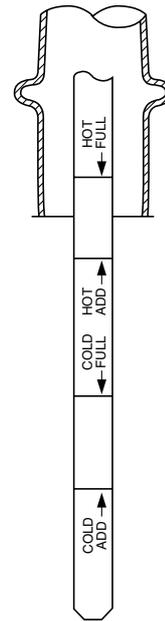
Note:

To take the dipstick out of the holder, the sealing cap must be held tightly while the dipstick is turned anti-clockwise.

3. Put the dipstick back.
4. Remove the dipstick and check the oil level.
5. The oil level should be between the "Hot add" and the "Hot full" marks.
6. Clean the dipstick with a lintfree cloth and put the dipstick back.
7. Remove the dipstick and check the oil level again.
8. Oil needs to be added when the oil level is below the "Hot add" mark.
9. Oil needs to be drained when the oil level is above the "Hot full" mark.

Note:

The oil level must be checked at least twice. If there are differences between the measurements, check the vent for clogging.



W 3 03 099

EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

Inspection and adjustment

CF75 series

Checking oil level with selector keypad

1. Apply the parking brake, put the gearbox in neutral and bring the gearbox to operating temperature (approx. 71°C - 93°C).
2. Run the engine at idling speed for 2 minutes.
3. Press both arrow keys on the selector keypad simultaneously. The display now shows the letters **O** and **L**.

Note:

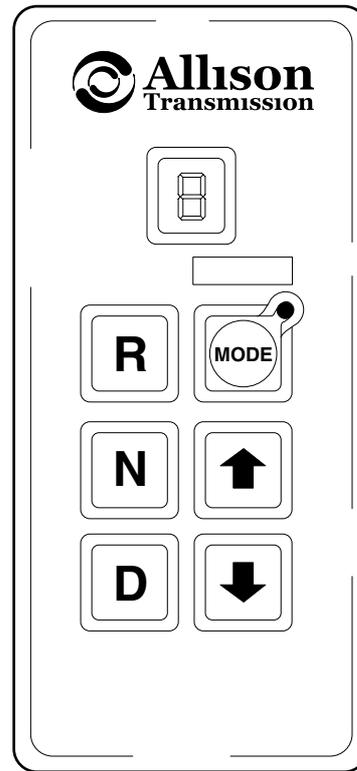
O and **L** stand for **Oil Level**.

4. When the oil level is correct, the letters **O - K** appear on the display.
When the oil level is too high, this is indicated by **HI** followed by the number of litres in excess.
When the oil level is too low, this is indicated by **LO** followed by the number of litres lacking.

For example:

LO-02 means that two litres have to be added.

HI-03 means that three litres have to be drained.

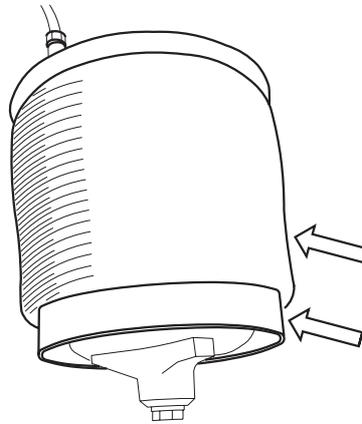


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3.47 CHECKING THE AIR SUSPENSION BELLOWS

1. Raise the chassis to driving height using the remote control.
2. Clean the air bellows using a cleaning cloth or a soap solution, if required.
3. Check the air bellows for cracks and damage. If there are any cracks or damage through which the webbing is visible, the air bellows should be replaced.
4. Check the air bellows, bellows seating and air line connections for leaks. Check that the air bellows are not chafing against air lines, etc. when in the driving position.

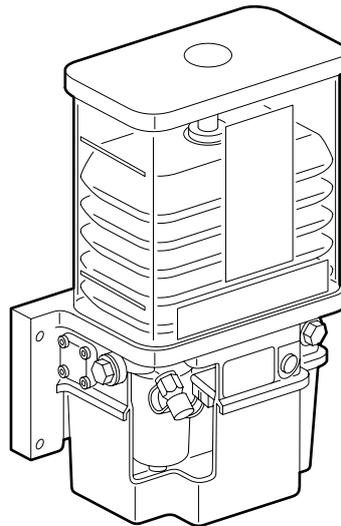


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3.48 CHECKING THE OPERATION OF THE AUTOMATIC LUBRICATION SYSTEM

1. Check the system for line fractures and operation of the jets.
2. Check whether all lubricating points are lubricated.
3. Check the lubricant level in the reservoir. If necessary, top up the reservoir, see chapter "Draining and filling".



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EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

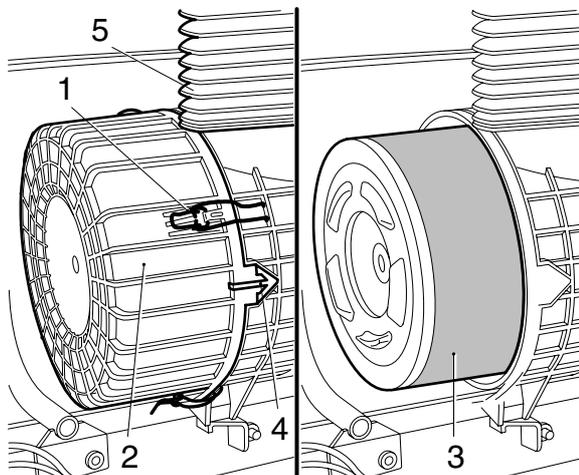
Removal and installation

CF75 series

4.2 REMOVAL AND INSTALLATION, AIR FILTER ELEMENT

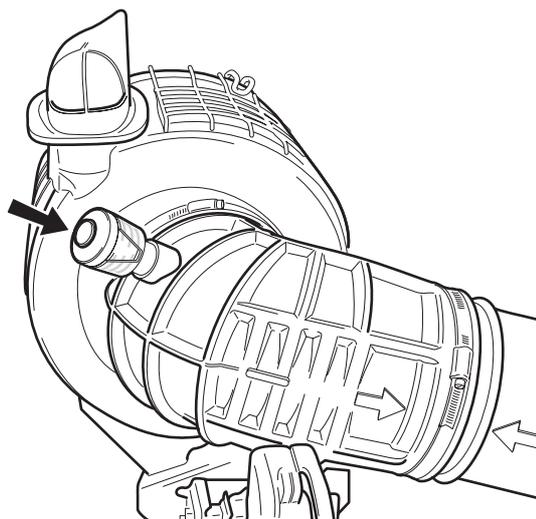
Removing the air filter element

1. Loosen all the clamping brackets (1) of the air filter cover (2).
2. Remove the air filter cover (2).
3. Remove the air filter element (3).
4. Clean the inside of the air filter housing and the air filter cover.



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5. When replacing the air filter element, reset the air filter indicator, if fitted, by pressing the button on the indicator.



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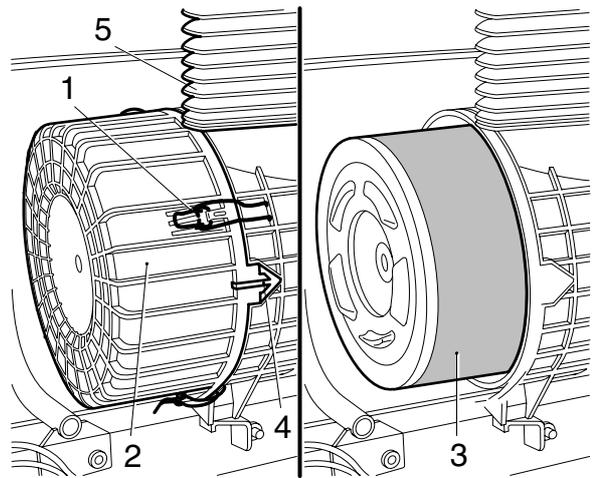
EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

CF75 series

Removal and installation

Installing the air filter element

1. Fit the air filter element (3) in the air filter housing.
2. Fit the air filter cover. Note the arrow (4) on the air filter cover (2).
3. Fit all the clamping brackets (1).
4. Check that the flexible sealing bellows (5) on the air intake is not damaged. Replace if necessary.



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4.6 REMOVAL AND INSTALLATION, FUEL FILTER ELEMENT



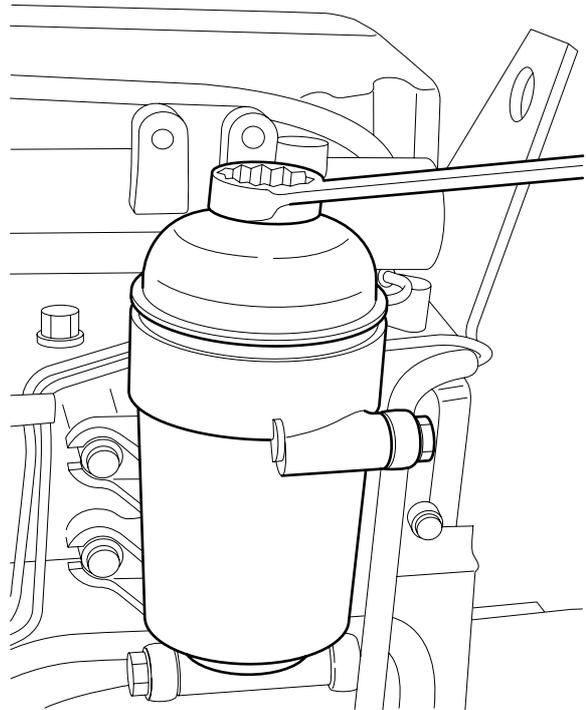
When removing the fuel filter, a quantity of fuel will escape. Collect the fuel to avoid the risk of fire.

Removing the fuel filter element

1. Remove the cover together with the fuel filter element from the filter housing.

Note:

The fuel filter element is a disposable filter, and may not be cleaned and reused. Dispose of the filter as chemical waste.



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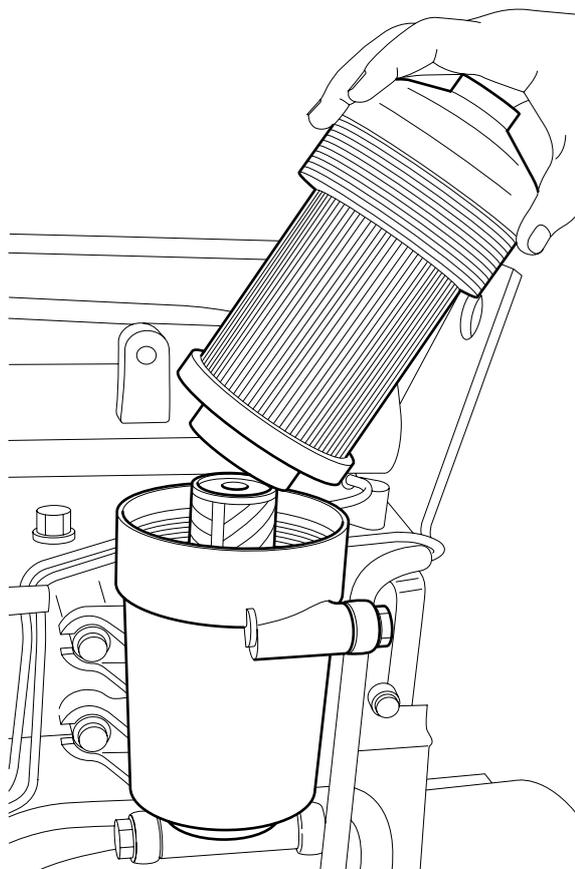
EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

Removal and installation

CF75 series

Fitting the fuel filter element

1. Replace the cover O-ring.
2. Fit the fuel filter element in the cover
3. Fit the cover with fuel filter element. Tighten the filter cover to the specified torque. See "Technical data".
4. Pump for approximately 1 minute using the primer pump to partially fill the filter housing with fuel.
5. Start the engine and run it at idling speed for a few minutes; this will allow any air in the filter housing to escape.
6. If the motor will not start up or runs very erratically, the fuel system must be bled, see "Draining and filling".
7. Check the fuel system for leaks.



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4.7 REMOVAL AND INSTALLATION, FUEL PREFILTER/WATER SEPARATOR FILTER ELEMENT



When removing the fuel prefilter/water separator, a quantity of fuel will escape. Collect the fuel to avoid the risk of fire.

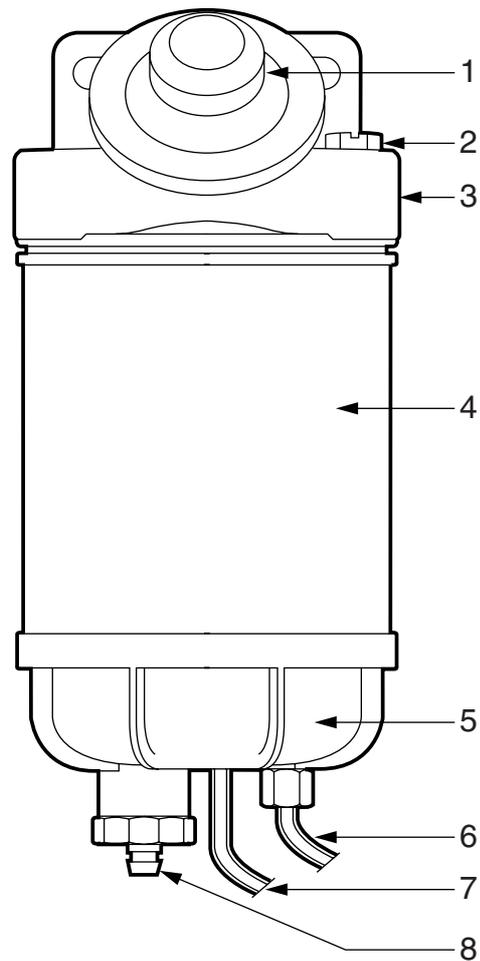
Version: Racor

Removing the fuel prefilter/water separator filter element

1. Drain the fuel from the filter element by unscrewing the bleed plug (2) and opening the drain plug (8).
2. If fitted, disconnect the water sensor (6) and the heating element (7) connectors.
3. Remove the filter element (4) and the bottom cover (5). Clean the O-ring seal.

Installing the fuel prefilter/water separator filter element

1. Apply a film of engine oil to the O-ring and the new sealing ring.
2. Fit the bottom cover (5) onto the new filter element (4).
3. Fit the bottom cover (5) together with the new filter element (4) to the filter housing (3).
4. Hand-tighten the new filter.
5. If fitted, attach the water sensor and heating element connectors.
6. Check whether the drain plug (8) is tight.
7. Open the air-bleeder plug (2) a couple of turns.
8. Operate the primer pump (1) until fuel comes out of the air-bleeder plug.
9. Close the air-bleeder plug (2).
10. Start the engine and check for leaks. If necessary, retighten the filter element (4) by hand.



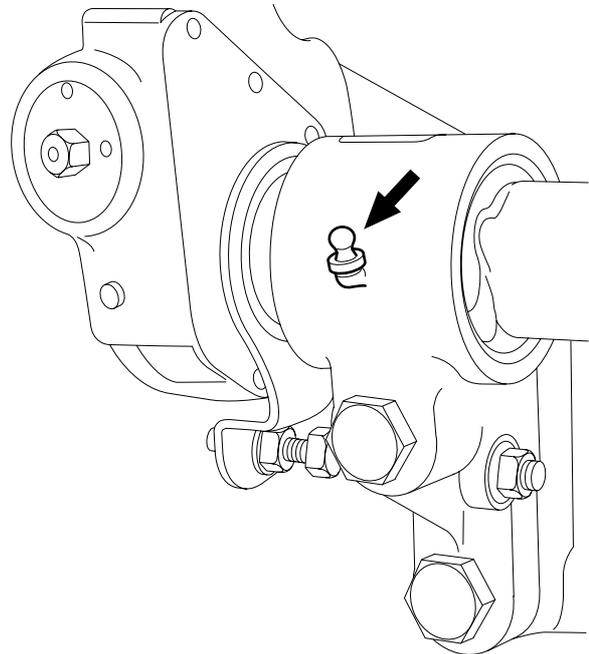
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EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

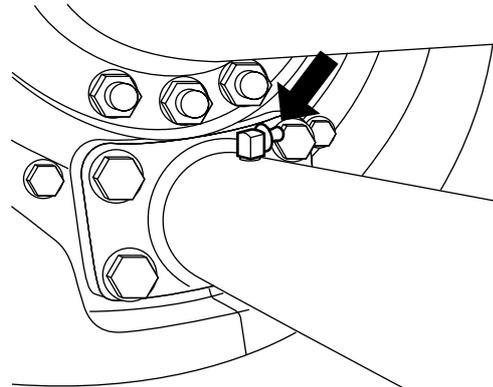
Lubrication

CF75 series

Lubricating the rear axle brake camshaft (S) (drum brake version)



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Lubricating the drive shaft universal joint

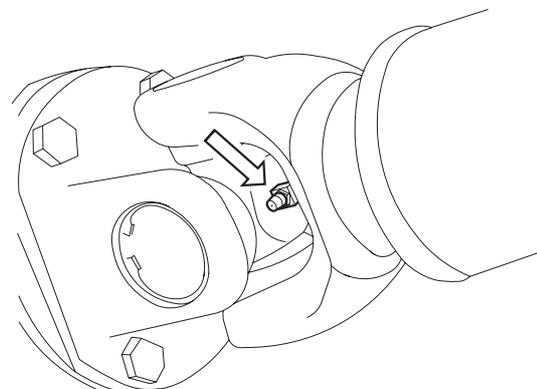
1. Grease the universal joints of the drive shaft until the grease comes out of all 4 needle bushes.

Note:

If the grease does not come out of all 4 needle bushes, the joint may be turned to soften hardened grease.

If the grease does not come out of all 4 needle bushes after the drive shaft has been repeatedly turned, the joint needs to be replaced.

The maximum lubricating pressure should not exceed 15 bar.



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