






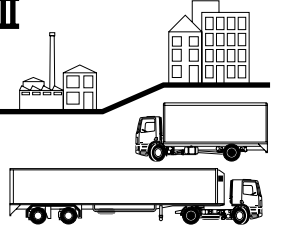


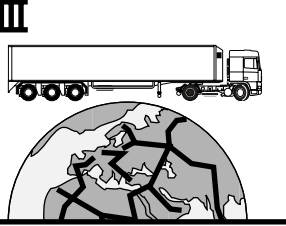




## 1. MAINTENANCE INTERVALS

### 1.1 MAINTENANCE SCHEDULE

The service intervals stated in the maintenance schedule are based on use of the oils and fuels specified by DAF.

Maintenance schedule  LF45 LF55		X service		Y service 1x per YEAR	
		 +		 +	 (1)
<b>I</b> 		40.000 km	1 year max. 100.000 km	1 year max. 100.000 km	
			3 year max. 180.000 km	2 year max. 120.000 km	
<b>II</b> 		40.000 km	1 year max. 100.000 km	1 year max. 100.000 km	
			3 year max. 300.000 km	3 year max. 300.000 km	
<b>III</b> 		40.000 km	1 year max. 150.000 km	1 year max. 150.000 km	
			3 year max. 450.000 km	3 year max. 300.000 km (2)	

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- Automatic gearboxes are subject to different changing intervals; see maintenance schedule notes. Extended changing interval not permitted for ZF 6S-850 gearbox.
- Changing interval for 1132 rear axle 450,000 km max.

# MAINTENANCE SCHEDULE

Maintenance activities

LF45/55 series

## 2.2 OVERVIEW OF ANNUAL MAINTENANCE ACTIVITIES

### ANNUAL MAINTENANCE ACTIVITIES (Y-SERVICE)

"Correct, if necessary, after inspection"

#### CAB AND ELECTRICAL SYSTEM

- Check pedal rubbers
- Check whether the latest version of the ITS manual is kept in the cab
- Replace the cab filter element - See note 1 Replaced  Yes  No
- Check the fluid level of the cab tilting pump
- Check cab fastening

#### ENGINE, COOLING SYSTEM AND FUEL SYSTEM

- Replace the air filter element
- Check the air inlet dust trapping valve
- Check the vibration damper (vulcanised version)
- Check/adjust the valve clearance - See note 4 Done  Yes  No
- Check the coolant freezing point
- Change the coolant - See note 5 Changed  Yes  No
- Remove the fuel fine filter

#### STEERING GEAR AND BRAKE SYSTEM

- Check the steering ball joints
- Replace the air dryer filter element
- Check the brake cylinder fastening
- Check/adjust the load-dependent control valve
- Replace the steering gear filter element if the vehicle is equipped with the RAS-EC system - See note 6 Replaced  Yes  No
- Replace the steering gear high-pressure filter if the vehicle is equipped with the RAS-EC system - See note 6 Replaced  Yes  No

#### DRIVE AND CHASSIS

- Change the differential oil - See note 2 Changed  Yes  No
- Change the hub oil - See note 2 Changed  Yes  No
- Check operation of the differential lock
- Check the drive shaft play
- Check attachment of the clamp of the drive shaft universal joint
- Adjust the crown wheel guide bolt in case of a 5.12 rear axle
- Check for noticeable wheel bearing play in case of a 5.10, 5.12, 5.14 and 8.20 rear axle - See note 1 Done  Yes  No
- Change the gearbox oil - See note 3 Changed  Yes  No
- Replace the grease of grease-lubricated hubs, F36 and F48 front axles - See note 1 Replaced  Yes  No
- Check the fifth wheel
- Check the trailer coupling
- Check superstructure attachment
- Lubricate according to Y-service lubrication schedule

#### OTHER ACTIVITIES

- Check whether there are any field actions that still need to be performed on the vehicle

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# EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

Inspection and adjustment

LF45/55 series

## Checking hot oil level

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

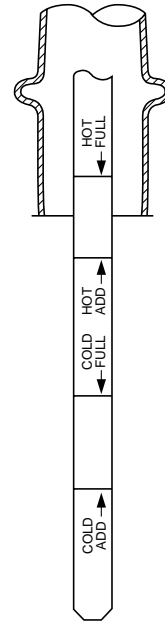
### Note:

To take the dipstick out of the holder, the sealing cap must be held 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 "Hot full" marks.
6. Clean the dipstick with a lint-free cloth and put it 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. When there are differences between the measurements, check the bleeder for clogging.



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## 3.38 CHECKING GREASED WHEEL HUBS FOR LEAKS

1. Check the wheel hubs for leaks.

**Note:**

For maintenance-free wheel hubs:

If there are serious grease marks on the brake disc side of the wheel hub, this could indicate excessive use of assembly grease on new or recently assembled wheel hubs. On wheel hubs that were not assembled recently, serious grease marks could indicate a leak in the seal.

### Checking greased wheel hubs for leaks, 1132 axle

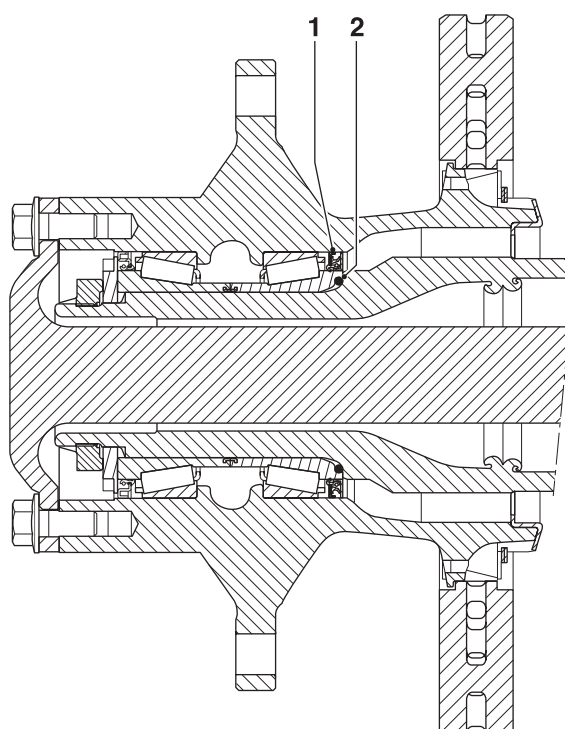
1. Check the wheel hubs for leaks.

**Note:**

If there are serious grease marks on the brake disc side of the wheel hub, this could indicate excessive use of assembly grease on new or recently assembled wheel hubs. On wheel hubs that have not been assembled recently, serious grease marks could indicate a leak in the seal (1). This means that the entire hub unit must be replaced.

Serious oil leakage on the driven rear axle hubs could indicate that the O-ring (2) is not sealing correctly.

If there is an oil leak the hub unit should be dismantled to remedy the problem.



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## 4.3 REMOVAL AND INSTALLATION, LUBRICATING OIL FILTER



To prevent skin injury, avoid unnecessary contact with the drained lubricating oil.



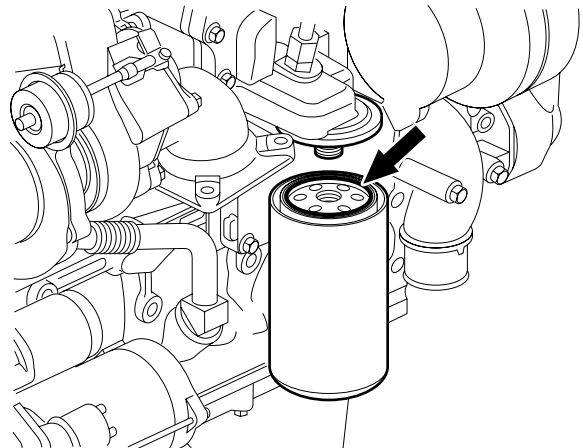
Be careful when changing the oil. Hot oil may cause serious injuries.

### Removing the lubricating oil filter

1. Place a tray beneath the lubricating oil filter.
2. Clean the area surrounding the filter element if this is very dirty.
3. Remove the filter element by turning it anti-clockwise. Collect the oil that comes out.
4. Remove the O-ring if it has not been removed already.

### Installing the lubricating oil filter

1. Lightly oil the filter element sealing ring.
2. Fill the filter element with clean oil. Use the specified oil.
3. Fit the filter element onto the housing. Tighten the filter element until the sealing ring abuts. Tighten the filter element a further  $\frac{3}{4}$  to 1 turn by hand.
4. Run the engine for a short time and check that the lubricating oil filter is correctly sealed.
5. Check the oil level and correct if necessary. Use the specified oil.



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## 4.4 REMOVAL AND INSTALLATION, FUEL FINE FILTER



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

### Removing the fuel fine filter

1. Place a container beneath the fuel fine filter and remove the filter.

**Note:**

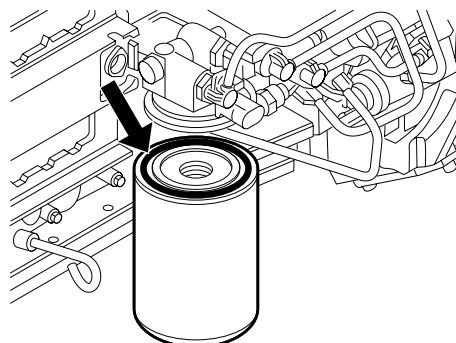
The fuel fine filter is a disposable filter and must therefore not be cleaned and re-used.

### Installing the fuel fine filter

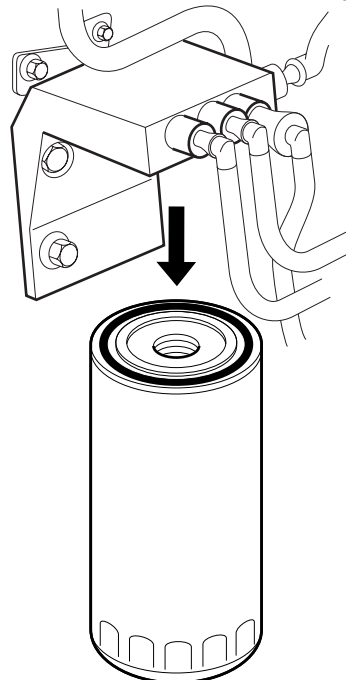
**Note:**

Do not fill the fine filter with fuel until it has been fitted. The fine filter is filled with fuel by the primer pump after it has been fitted. This considerably reduces the risk of dirt getting into the fuel system.

1. Check by hand whether the coupling piece for the filter attachment is securely attached.
2. Lightly lubricate the filter sealing ring with clean engine oil.
3. Fit the filter element onto the housing. Tighten the filter element until the sealing ring abuts. Tighten the filter element a further  $\frac{1}{2}$  to  $\frac{3}{4}$  turn by hand.
4. Bleed the fuel system. See "Inspection and adjustment".
5. Start the engine and check the fuel system for leaks. If necessary, retighten the filter by hand.



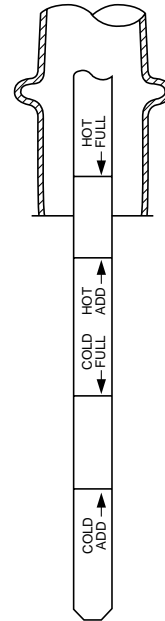
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## Filling the gearbox

1. Clean the drain plugs, provide them with new sealing rings and fit them, tightening them to the specified torque, see "Technical data".
2. Fill the gearbox through the dipstick holder with the specified quantity of oil; see "Technical data".
3. Start the engine and run it at idling speed.
4. Tighten the bleed screw (2) to the specified torque, if only gearbox oil escapes. See "Technical data".
5. With the engine running at idling speed, top up gearbox oil until the oil level is between the "Cold add" and "Cold Full" marks.
6. Check the oil level. See "Inspection and adjustment".



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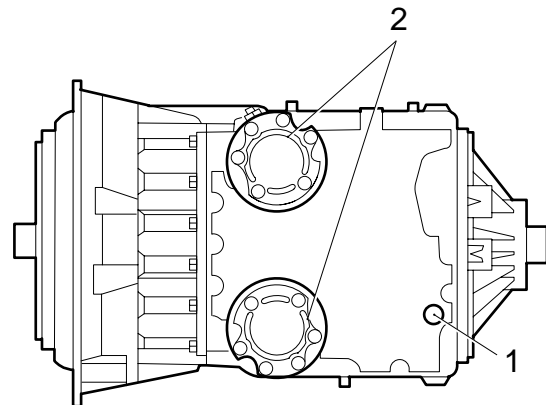
## Allison MD3060 automatic gearbox



**To prevent skin injury, avoid unnecessary contact with the drained oil.**

## Draining the gearbox

1. Place the vehicle on a flat and level surface.
2. Bring the gearbox to operating temperature (approx. 71°C - 93°C) to allow the oil to drain more quickly and more fully.
3. Remove the drain plug (1) from the gearbox oil sump.
4. Remove the oil filters (2). See "Removal and installation".



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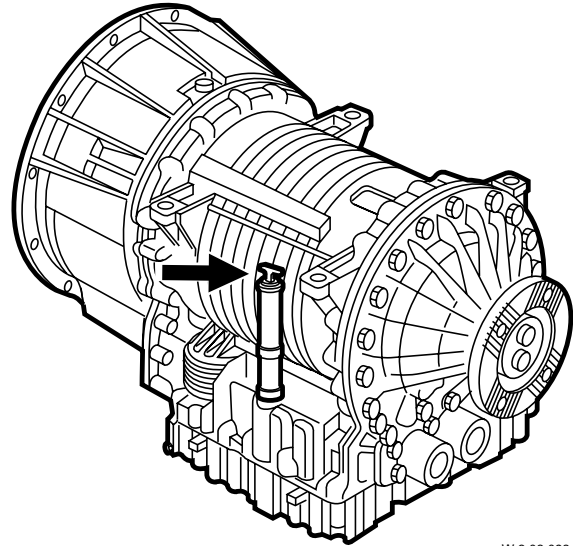
# EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

## Draining and filling

LF45/55 series

### Filling the gearbox

1. Clean the drain plug (1), fit a new sealing ring and tighten the plug to the specified torque; see "Technical data".
2. Fit the oil filters (2). See "Removal and installation".
3. Fill the gearbox through the dipstick holder with the specified quantity of oil; see "Technical data".



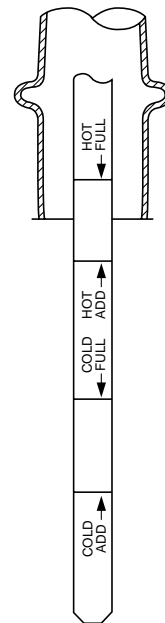
W 3 03 098

4. Check that the oil level reaches the "Cold full" mark.

**Note:**

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

5. Check the oil level using the selector keypad. See "Inspection and adjustment".



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## 6. CLEANING

### 6.1 CLEANING THE BATTERY TERMINALS



**Avoid sparks and open flames in the vicinity of batteries. Battery acid is an aggressive fluid.**

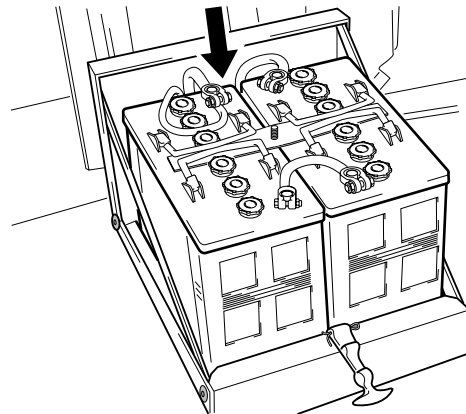
**In the event of contact with the skin: rinse the skin with plenty of water for a sustained period. If redness or pain persists, consult a doctor. Remove any clothing affected and rinse with water.**

**In the event of contact with the eyes: rinse with plenty of water for at least 15 minutes and consult a doctor.**

**If swallowed: do NOT induce vomiting. Rinse the mouth, drink two glasses of water and consult a doctor.**

**In the event of inhalation: get fresh air, rest and consult a doctor.**

1. Disconnect the earth lead from the battery terminal.
2. Disconnect the positive lead from the battery terminal.
3. Clean the battery terminals, battery cables and the top of the battery (oxide and dirt discharge the battery).
4. If the top of the battery has acid on it, it should be rinsed with water.
5. Check the fastening of the earth cable connection to the chassis. Grease the connection with petroleum jelly.
6. Check the connection between the cable and the fuse holder located behind the batteries; see the arrow in the illustration. Clean the connection and grease it with petroleum jelly.
7. Fit the positive lead to the battery terminal.
8. Fit the earth lead to the battery terminal.
9. Grease the battery terminals with petroleum jelly.
10. Check the routing and attachment of the battery cables.



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# EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

Cleaning

LF45/55 series

## 6.2 CLEANING THE EXTERIOR OF RADIATOR AND AIR COOLER



Inhalation of dust may have serious consequences for your health. Take the necessary precautions, such as wearing goggles and a facemask.

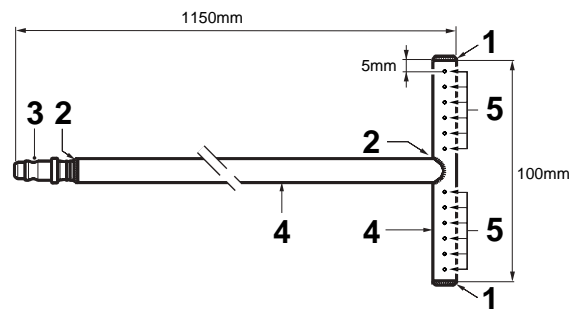
### Note:

With the aid of a simple tool, the radiator and the air cooler can be blow-cleaned.

The tool (radiator cleaner) cannot be ordered from DAF. It should be manufactured by yourself according to the drawing.

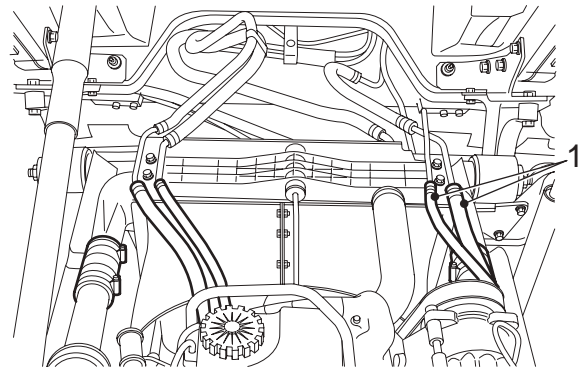
### Key to drawing:

- 1 Solder up
- 2 Solder
- 3 Quick-release coupling for air hose
- 4 Steel pipe,  $\varnothing$  10 mm
- 5 6 x  $\varnothing$  1.5 mm between holes, with a centre-to-centre distance between the holes of 7 mm, drilled on one side



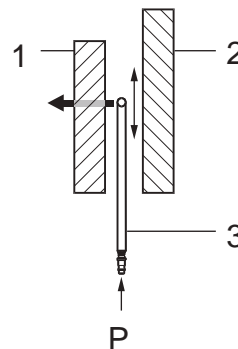
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1. If the vehicle has air conditioning, loosen the support of the refrigerant pipes (1) on the radiator and remove the condenser from the air cooler supports. Push the condenser as far as possible forwards.



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2. Insert the radiator cleaner (3) between the air cooler (1) and radiator (2) from underneath, with the air holes facing the air cooler (1).
3. Apply air pressure to the radiator cleaner (3) and continue blow-cleaning the air cooler (1) until no more dirt comes out.



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## 7. LUBRICATION

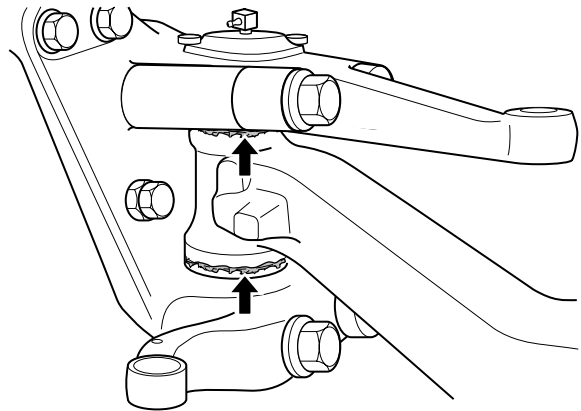
### 7.1 LUBRICATING ACCORDING TO Y-SERVICE LUBRICATION SCHEDULE

**Note:**

The lubricating points marked below with an (S) indicate that the lubricating point is positioned on both the left-hand and right-hand side of the vehicle.

**Lubricating stub axles (S), general**

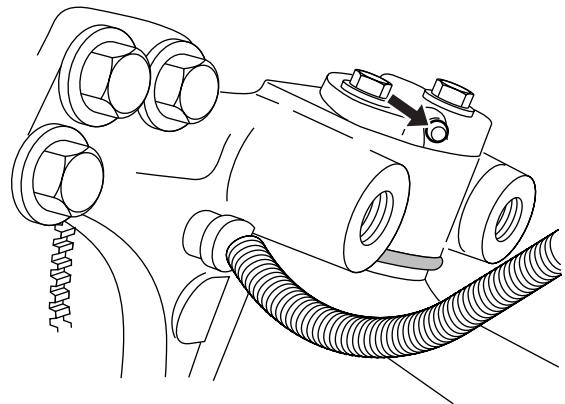
1. To make sure that the grease can penetrate adequately, the stub axles should be lubricated in unloaded condition. The front axle should therefore be completely jacked up; make a complete steering movement from left to right during greasing.
2. Lubricate the stub axles until grease comes out.



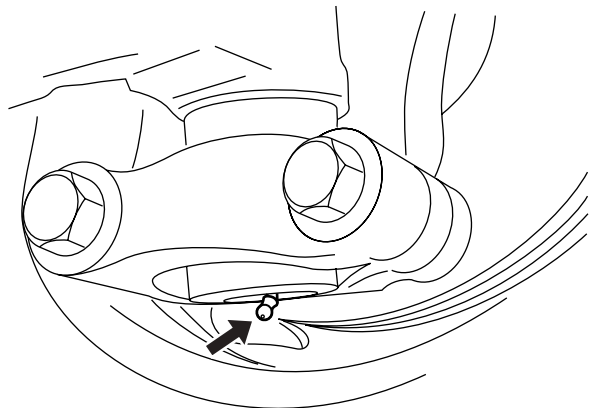
S7 00 545

**F36, F48 and F60 (S) front axles**

1. The F36 and F48 front axles have a grease nipple on the top side and the underside. The F60 front axle has a grease nipple only on the underside.



S7 00 591



S7 00 590

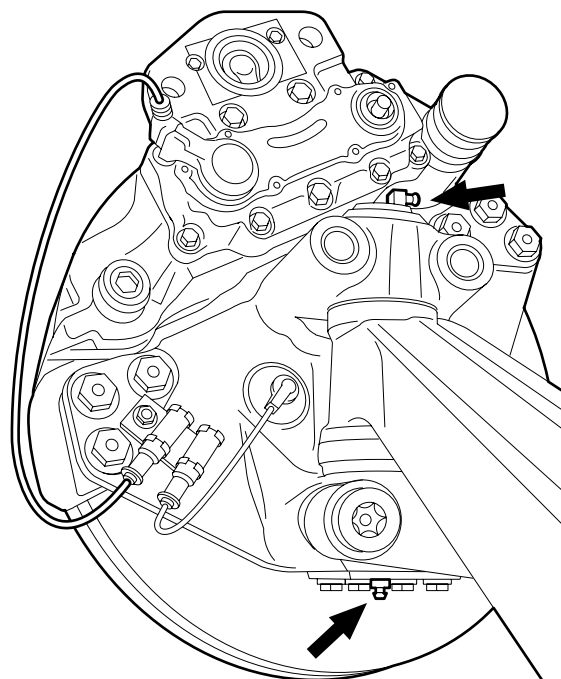
# EXPLANATORY NOTES ON THE MAINTENANCE ACTIVITIES

Lubrication

*LF45/55* series

## 152N (S) front axle

1. The 152N front axle has a grease nipple on the top side and underside.



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