

# Emergency response guide

CF65 IV  
CF75 IV  
CF85 IV



**DAF**

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**EMERGENCY RESPONSE GUIDE**



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*CF65IV/75 IV/85 IV series*

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## 1. SECURING THE VEHICLE

### 1.1 SWITCHING OFF THE ENGINE

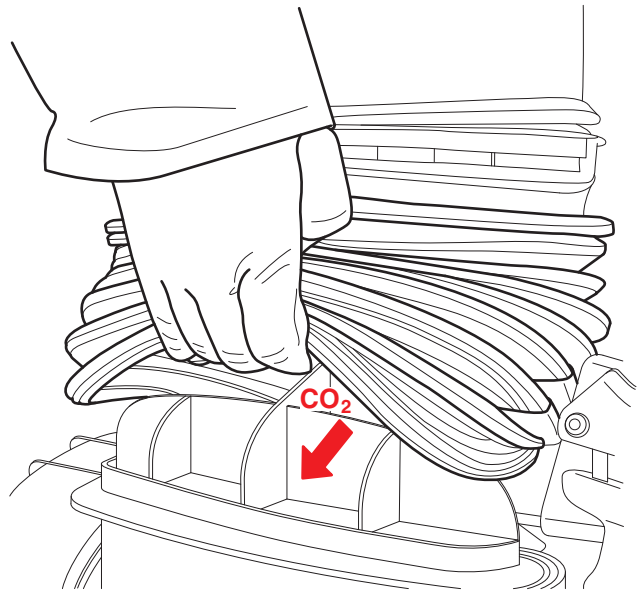
#### Ignition switch

If the ignition switch can be reached, an attempt can be made to stop the engine by switching off the ignition.

#### CO<sub>2</sub>

Another method is to blow CO<sub>2</sub> into the air inlet. The engine no longer receives sufficient oxygen so it stops.

The air inlet can be accessed behind the cabin. First, lift the rubber gaiter and blow CO<sub>2</sub> into the bottom half using a fire extinguisher.



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## Securing the vehicle

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### 1.2 MAIN SWITCH

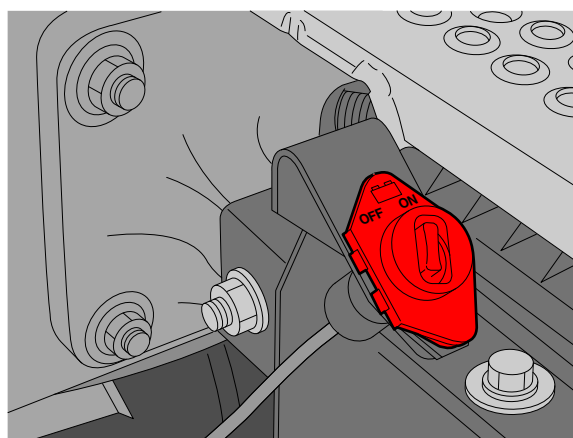
The main switch is either mechanically or electronically operated, depending on the vehicle version.

The switch can be used to **interrupt** the power supply from the **batteries** to the **vehicle** (except for the tachograph).

#### Electronic main switch

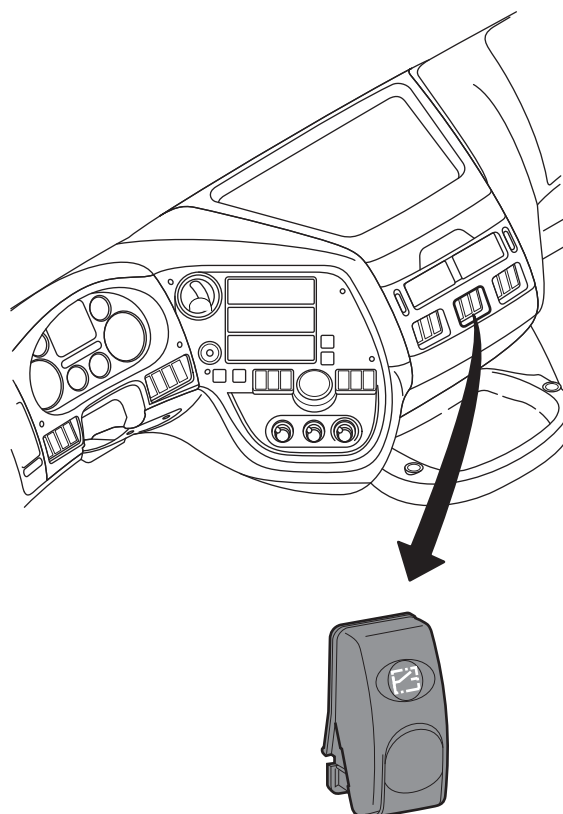
The electronic main switch does not switch off at once when it is operated; this happens with a 10-second delay. This is to allow the after-running of various electrical systems on the vehicle.

The electronic main switch (usually located close to the battery pack).



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If the vehicle is equipped with an electronic main switch, there is also a switch on the centre console in the cabin.

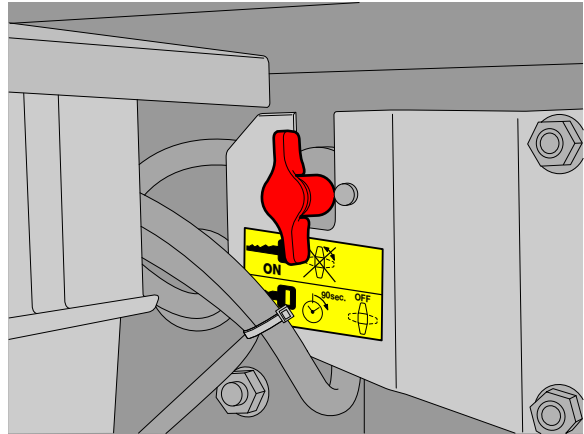


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## Mechanical main switch

Mechanically operated main switches only have a switch outside the cabin.



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## 1.3 BATTERIES

### Location of the batteries

The batteries are located on the left- or right-hand side of the chassis frame.

### Disconnecting the batteries

1. Switch off the ignition
2. Switch off all electrical consumers
3. Remove the battery cover
4. Disconnect the battery clamp from the negative pole
5. Disconnect the battery clamp from the positive pole
6. Hold the positive and negative cables together to discharge any power that may be stored in the capacitors
7. Secure the cables; make sure that they cannot come into contact with the terminals.

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## 1.4 AIRBAG



**WARNING!** Airbag modules and safety belt tensioners are pyrotechnic systems and contain an explosive charge.



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Vehicles equipped with an airbag and safety belt tensioner system can be identified by a sticker with the airbag symbol on the windscreen. In addition, there is an identification 'AIRBAG' visible on the steering wheel. A vehicle equipped with an airbag also has an automatic safety belt tensioner.



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## Securing the vehicle

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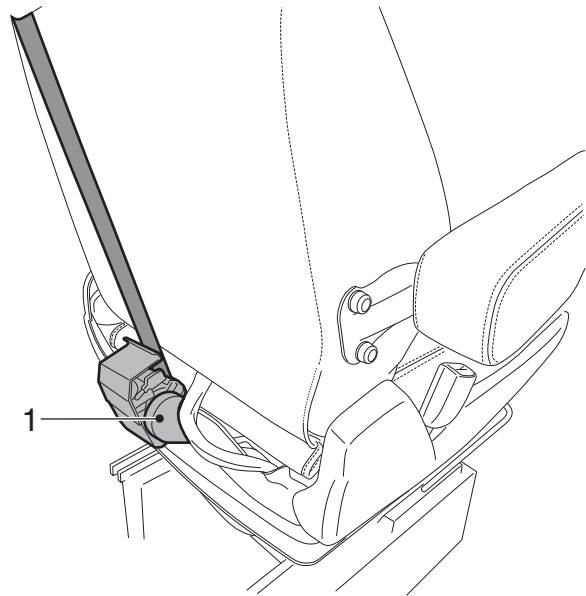
### 1 Safety belt tensioner

The automatic safety belt tensioner is fitted on the rear side of the driver's and co-driver's seat.

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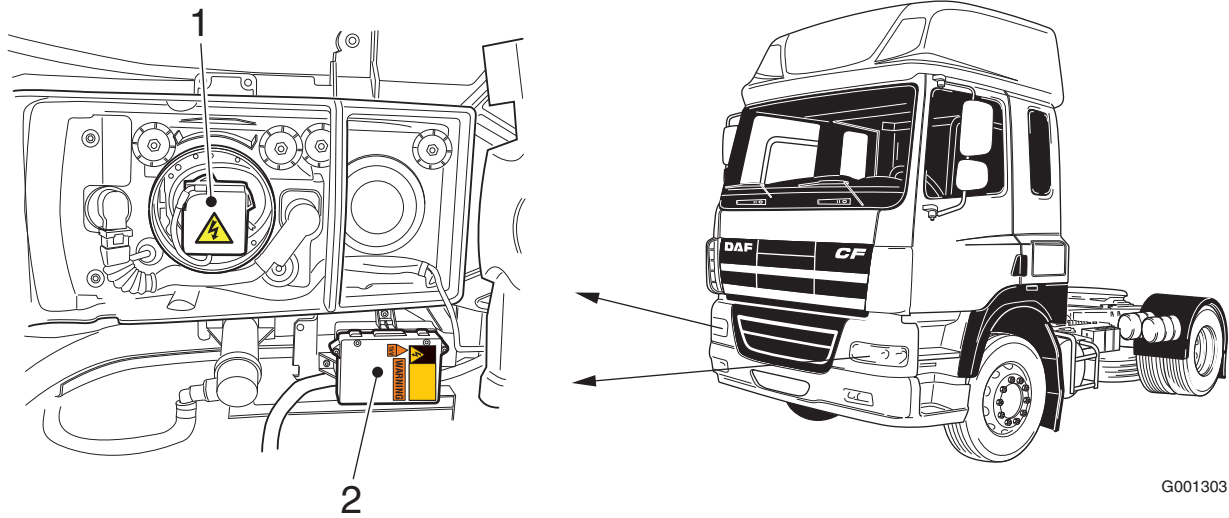
#### Safety instructions

- Do not place any objects near undeployed airbags
- Before any work is carried out on an airbag system:
  1. the ignition must be switched off.
  2. the main switch must be turned off.
  3. the battery clamp must be removed from the negative pole.
  4. wait at least 30 seconds.
- Never disconnect an electrical connector in the airbag or safety belt tensioner circuits if the electronic control unit is energised.



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## 1.5 XENON LIGHTING



- 1 Xenon ignition unit  
2 Xenon ballast unit

As opposed to conventional lighting, where the light comes from a glow filament, with xenon lighting the light is generated by an arc. Xenon light yields a higher light output with low power consumption and combines this with a long service life of the light bulb. The xenon light (on one side of the vehicle) consists of three components: the ballast unit, ignition unit and xenon bulb.

**Ballast unit**

The ballast unit (2) provides the ignition voltage (approximately 1100 V) and the continuous voltage (approximately 85 V). A DC-DC transformer increases the voltage of 24 V.

**Ignition unit**

The ignition unit (1) transforms the already high voltage (approximately 1100 V) of the ballast unit to an even higher ignition voltage (approximately 23,000 V). This high voltage is necessary to bridge the distance between the electrodes when the lighting is switched on and to obtain an arc in the xenon bulb. Once the xenon bulb is lit, the ignition unit transmits the continuous voltage (approximately 85 V) from the ballast unit so that the bulb will remain lit.



**WARNING! Working on xenon lighting without observing the safety procedures can lead to electrocution or burns, resulting in serious injury. Before working on the xenon lighting, the following conditions must be met:**

- Switch off the lights.
- Switch off the ignition.

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Securing the vehicle

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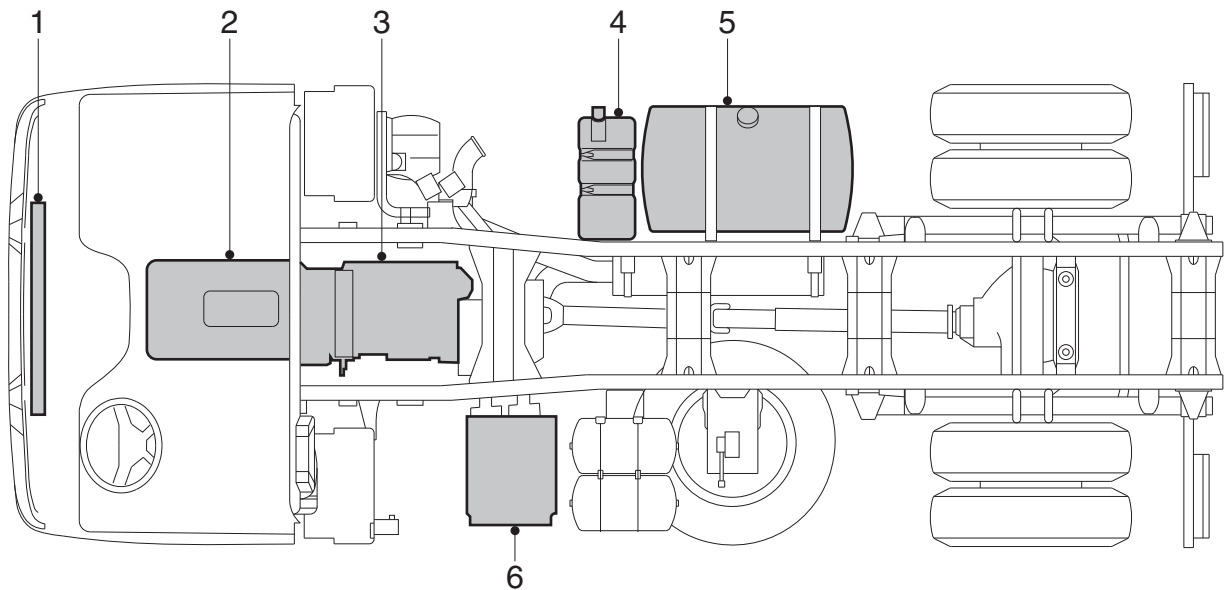


**WARNING!** During operation the xenon bulb becomes very hot. Touching the xenon bulb glass when the bulb is on or after the bulb has been on can lead to burns, resulting in serious injury.



**WARNING!** Xenon bulbs are filled with gas to create overpressure. There is a risk of the bulb glass splintering if the bulb is damaged. This can lead to serious injury.

## 1.6 FLUIDS



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- 1 Coolant: 41 litres
- 2 Engine oil: 39 litres
- 3 Gearbox oil: 14 litres
- 4 AdBlue: 100 litres
- 5 Fuel: Up to 1000 litres per tank
- 6 Battery acid

The capacities and position of the tanks depend on the vehicle type.

**AdBlue**

AdBlue is a non-flammable, non-toxic, colourless, odourless and water-soluble liquid. AdBlue is a liquid consisting of 32.5% urea and 67.5% water.

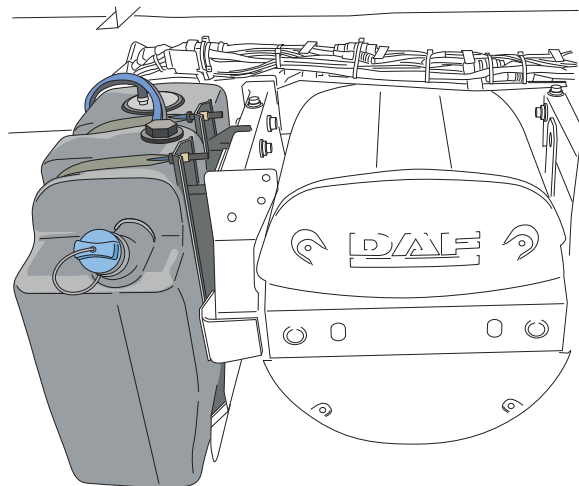
AdBlue must meet the specifications according to DIN 70070.

**High temperatures**

If AdBlue is heated in the tank to 50°C over a long period of time, the decomposing AdBlue can produce ammonia vapours. Ammonia vapours have a pungent odour. For this reason, avoid inhaling possible ammonia vapours escaping when unscrewing the AdBlue filler cap. These concentrations of ammonia vapours are neither toxic nor hazardous to health.

**Low temperatures**

AdBlue freezes at temperatures of approximately -11°C.



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Securing the vehicle

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## **WARNING!**

**AdBlue safety instructions**

- *Avoid direct contact.*
- *In the event of contact with the skin, rinse with plenty of water.*
- *In the event of contact with the eyes, rinse for at least 15 minutes with plenty of water and seek medical assistance.*
- *If swallowed, rinse mouth with plenty of water; do not induce vomiting.*
- *Use in a ventilated area.*

**Procedure after spillage**

- *Rinse with plenty of water.*

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## 2. STABILISING THE VEHICLE

### 2.1 SEAT ADJUSTMENT



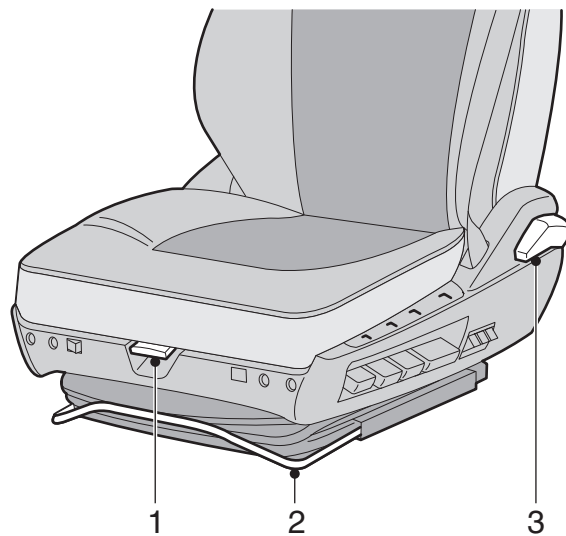
*NOTE: Before removing the seat, check if the vehicle is equipped with an airbag and therefore an automatic safety belt tensioner.*



*NOTE: The seat can be adjusted if the vehicle air pressure is at least 7 bar.*

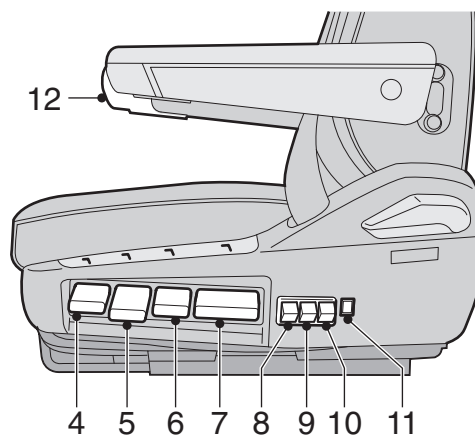
#### Seat settings

1. Back rest adjustment
2. Seat forwards and backwards adjustment
3. Backrest angle adjustment



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4. Entry/exit aid (quick release)
5. Shock absorber setting
6. Seat angle adjustment
7. Seat height adjustment
8. Lower air chamber, pneumatic lumbar support
9. Upper air chamber, pneumatic side support
10. Side air chamber
11. Seat heating
12. Adjustable armrest (infinitely variable)



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4. Entry/exit aid  
 Knob down (seat in driving position): the seat drops to its lowest position.  
 Knob up (with lowered seat): the seat rises to the last height adjustment.

# EMERGENCY RESPONSE GUIDE

Stabilising the vehicle

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6. Seat angle adjustment



7. Seat height adjustment

## 2.2 AIR SUSPENSION CHASSIS

### General

On vehicles equipped with air suspension, a remote control unit is used to operate the vehicle height.

The remote control unit is located against the console of the driver's seat.

This control unit can only be operated when the ignition is switched on.



*NOTE: Unless stated otherwise, the keys need only be pressed once briefly.*

### Remote control A



rear of truck selected



automatic setting of normal driving height



lifting of chassis to pre-set height



as M1, but for a different chassis height



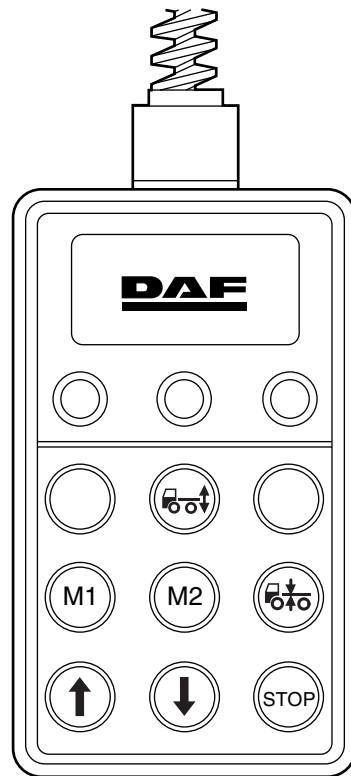
lifting of selected chassis ends when the key is released



lowering of selected chassis ends when the key is released



all adjustments are stopped



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# EMERGENCY RESPONSE GUIDE









Stabilising the vehicle

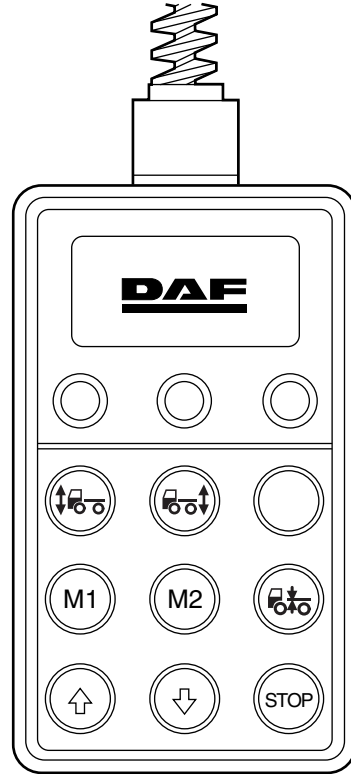
CF65IV/75 IV/85 IV series

## Remote control B

Remote control B is used on vehicles on which the front axle is also equipped with air suspension.

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
-  front of truck selected
-  rear of truck selected
-  automatic setting of normal driving height
-  M1 lifting of chassis to pre-set height
-  M2 as M1, but for a different chassis height
-  lifting of selected chassis ends when the key is released
-  lowering of selected chassis ends when the key is released
-  Stop all adjustments are stopped

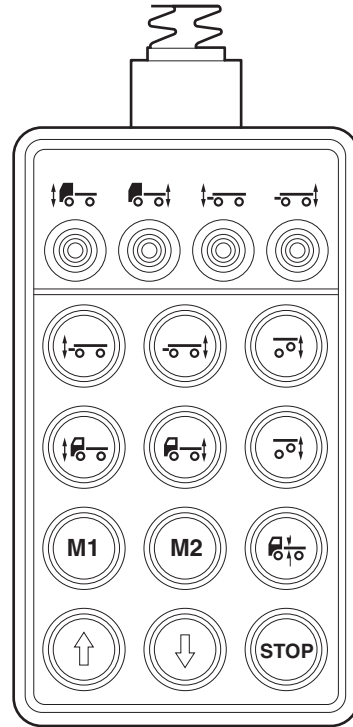


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**Remote control C**

Remote control C is used for vehicles with air-suspended front axle and trailer and for vehicles with Axle Load Monitoring.

-  front of truck selected
-  rear of truck selected
-  automatic setting of normal driving height
-  lifting or lowering truck trailing axle
-  front of trailer selected
-  rear of trailer selected
-  lifting or lowering trailer trailing axle
- M1** lifting of chassis to pre-set height
- M2** as M1, but for a different chassis height
-  lifting of selected chassis ends when the key is released
-  lowering of selected chassis ends when the key is released
- Stop** all adjustments are stopped



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### 2.3 CABIN SUSPENSION

The Day Cab can be equipped with full mechanical suspension or with air suspension at the front and mechanical suspension at the rear. The Sleeper Cab and the Space Cab can be equipped with full mechanical or full air suspension.

#### Lowering the air suspension

If the vehicle is equipped with cabin air suspension, the cabin can be lowered. The cabin is lowered by cutting the air hoses.



**WARNING!** When air hoses are cut, the hose ends can fly around and can therefore cause injuries.



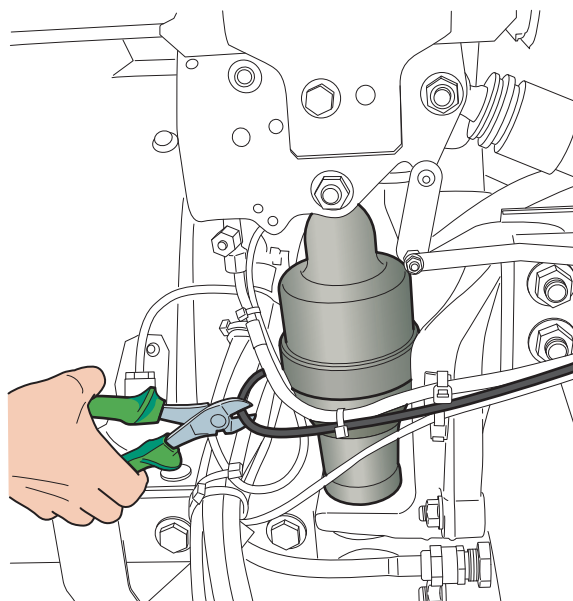
**WARNING!** When the air hoses for the cabin suspension are cut, the air supply for steering wheel adjustment is also taken away.



**WARNING!** When the cabin is lowered, the movement may be uncontrolled.

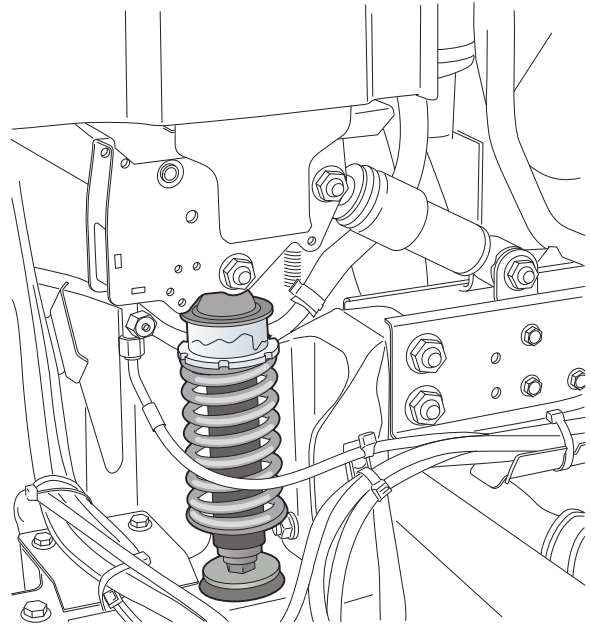
#### Rear cabin air suspension

Cut the air hose to the rear cabin air suspension bellows.



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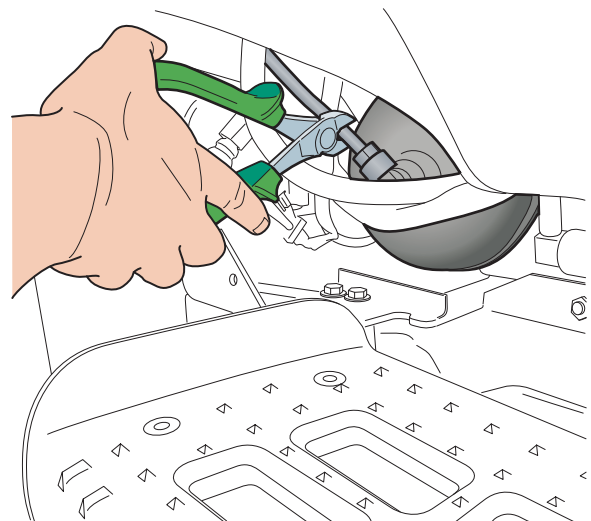
## Rear cabin mechanical suspension



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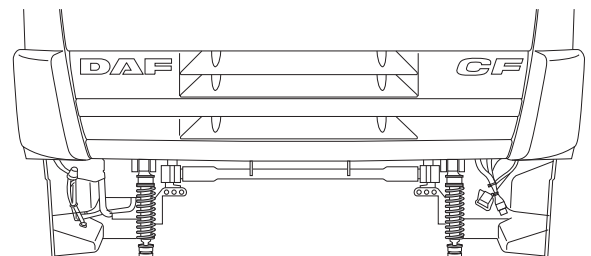
## Front cabin air suspension

Cut the air hose to the front air suspension bellows. The air reservoir can be found under the cabin and near to the step.



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## Front cabin mechanical suspension



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Stabilising the vehicle

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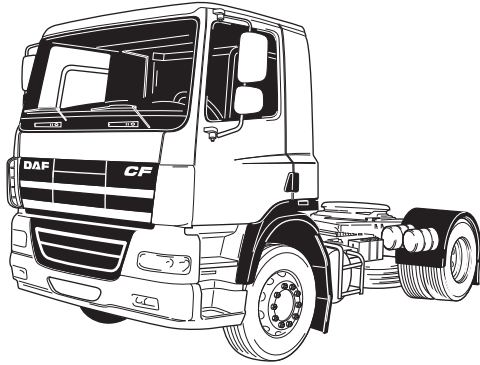
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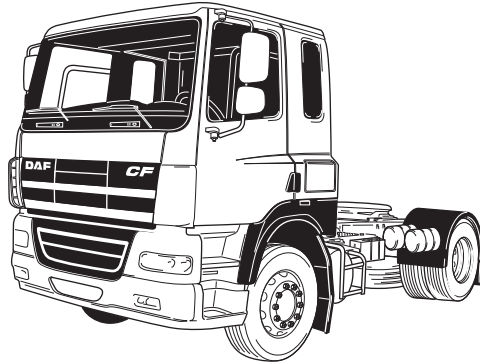
**3. RELEASING A TRAPPED DRIVER**

**3.1 CABIN TYPES**

**1**



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2



3

- 1 Day Cab
- 2 Sleeper Cab
- 3 Space Cab

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# EMERGENCY RESPONSE GUIDE

Releasing a trapped driver

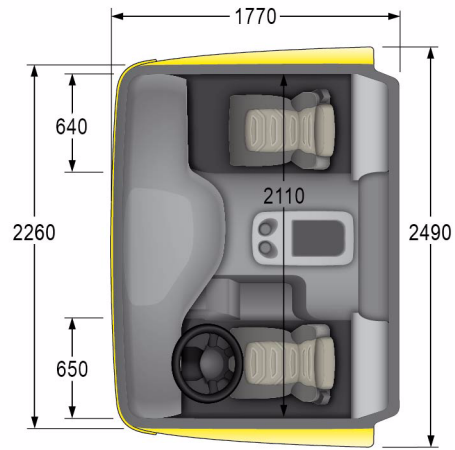
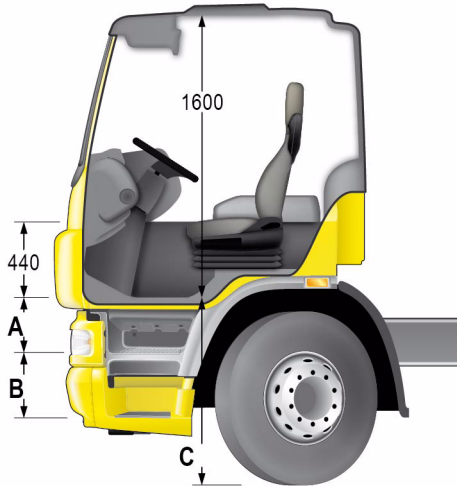
CF65IV/75 IV/85 IV series

## 3.2 CABIN DIMENSIONS

The external dimensions from the ground vary depending on the tyre size, choice of suspension, load and settings.

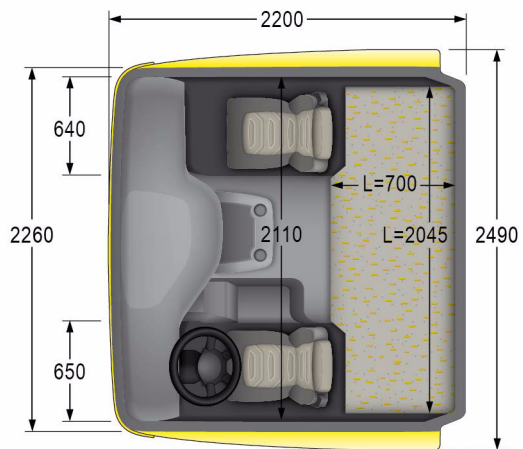
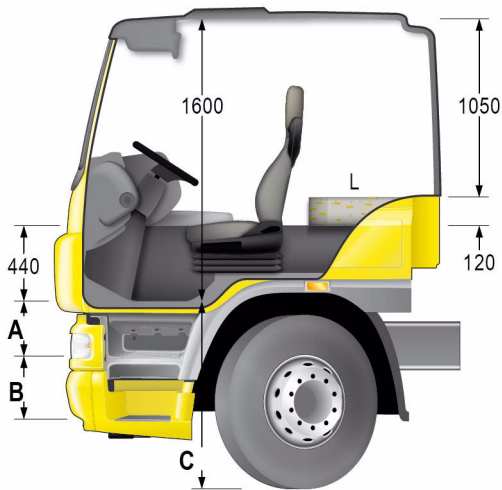
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### Day Cab



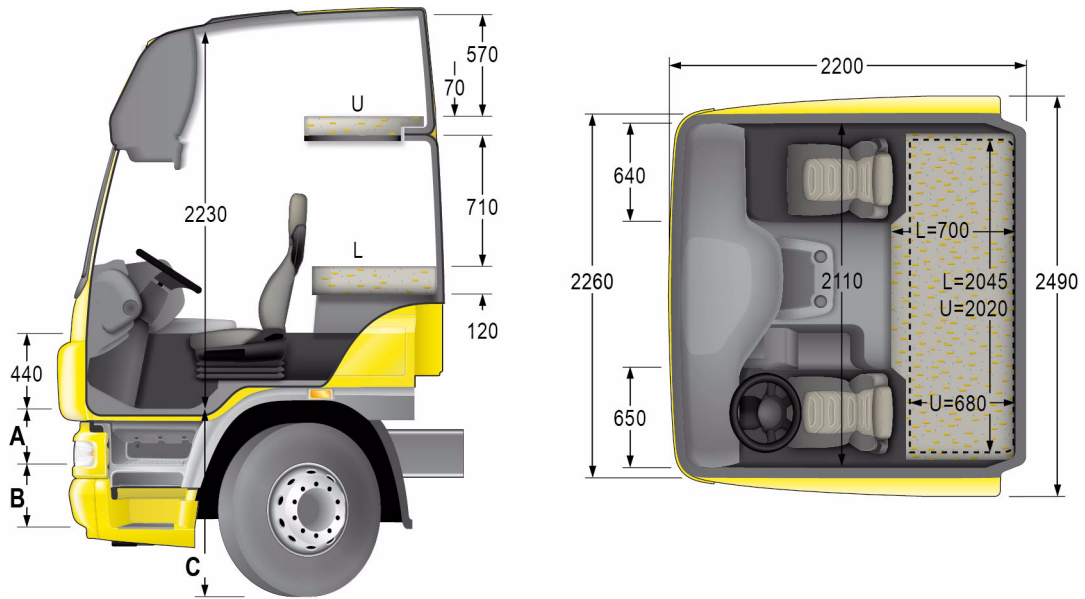
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### Sleeper Cab



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### Space Cab



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	CF65IV	CF75IV	CF85IV
<b>A</b>	325 mm	325 mm	375 mm
<b>B</b>	350 mm	350 mm	400 mm
<b>C</b>	1050 mm	1085 mm	1185 mm

# EMERGENCY RESPONSE GUIDE

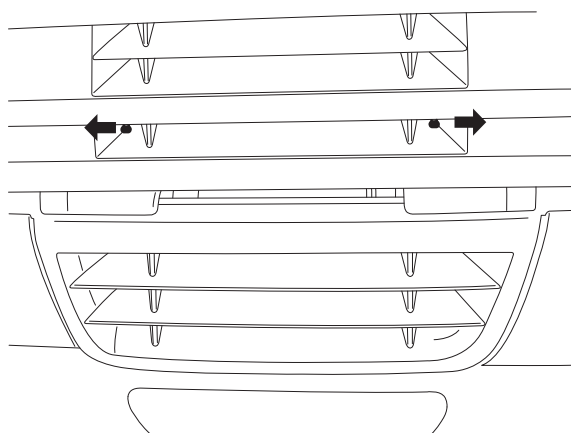
Releasing a trapped driver

CF65IV/75 IV/85 IV series

## 3.3 OPENING THE GRILLE

The top section of the grille can be folded up. The grille can be opened by pushing the two catches on the left and right to the side, at the bottom of the grille.

The opened grille is held in the raised position by a gas strut.

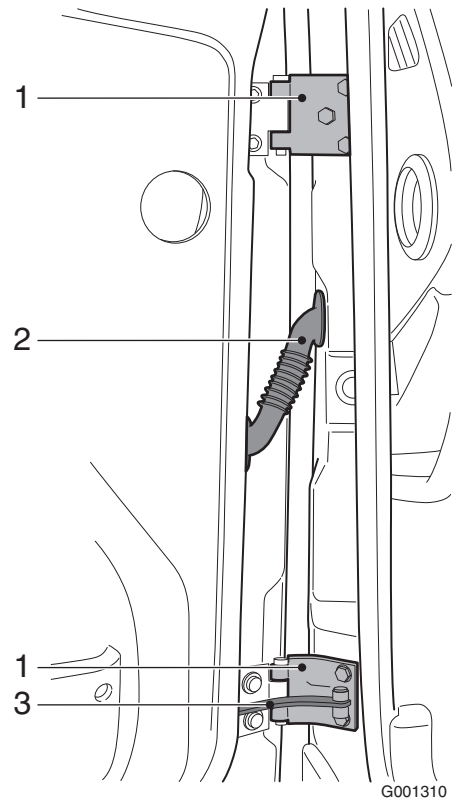


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## 3.4 DOORS

- 1 Hinge
- 2 Wiring harness
- 3 Door check



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# EMERGENCY RESPONSE GUIDE

Releasing a trapped driver

CF65IV/75 IV/85 IV series

## 3.5 STEERING WHEEL ADJUSTMENT

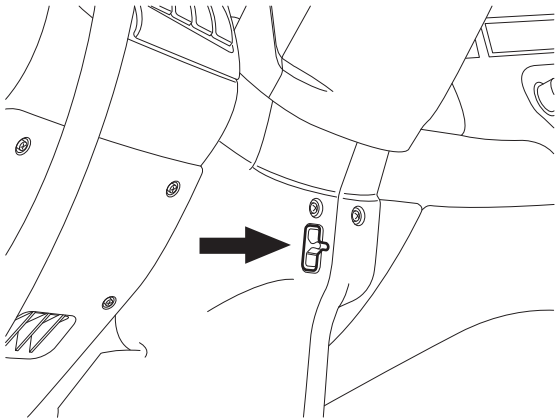
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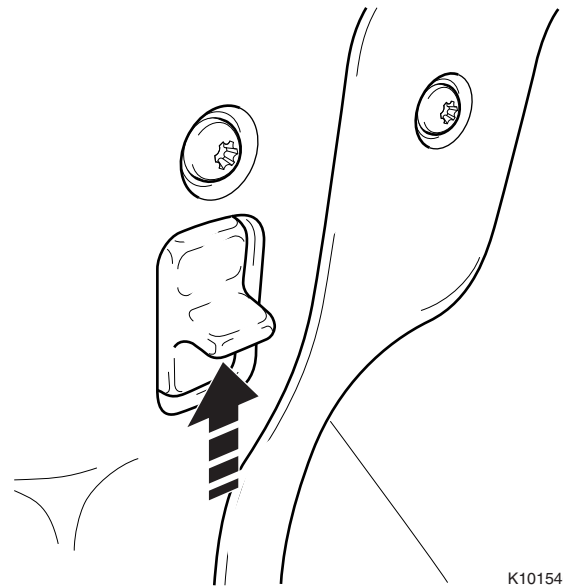
*NOTE: The steering wheel can be adjusted if the vehicle air pressure (circuit 4) is at least 7 bar.*



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## Adjusting

Push up the two-position switch. The steering column is temporarily unlocked. The height and angle of the steering wheel can now be adjusted.



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## Locking

Push down the two-position switch. The steering column is locked.



*NOTE: A slight hissing noise, caused by the two-position switch, is audible while the steering wheel is being adjusted. If the steering column has not been locked, this switch locks it automatically after 20 - 30 seconds.*

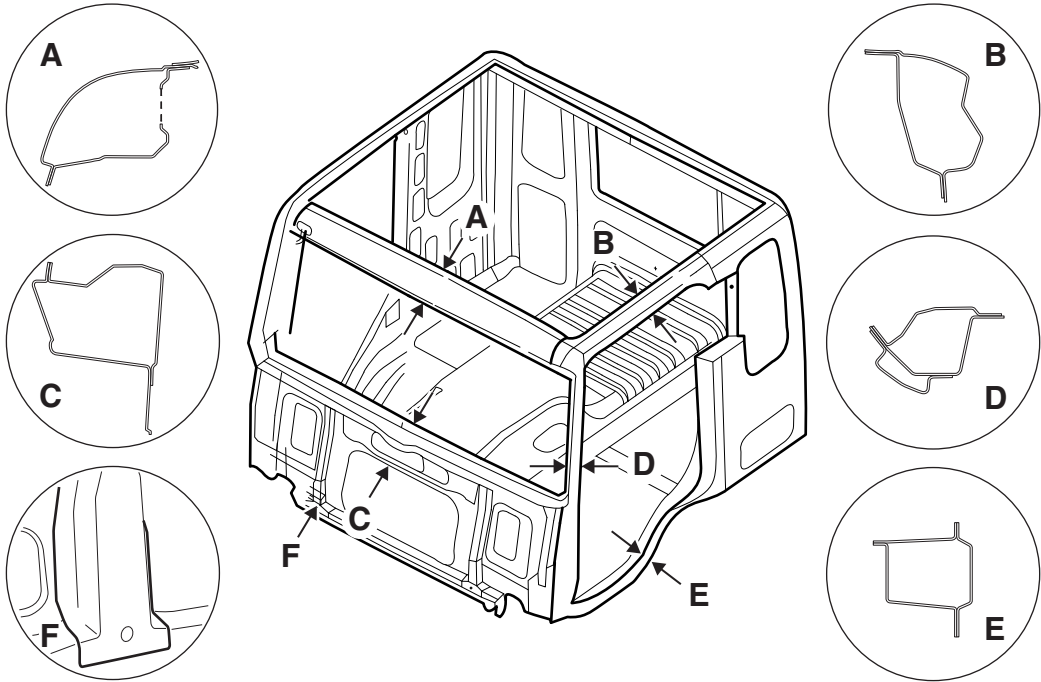
# EMERGENCY RESPONSE GUIDE

Releasing a trapped driver

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## 3.6 CABIN STRUCTURE

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