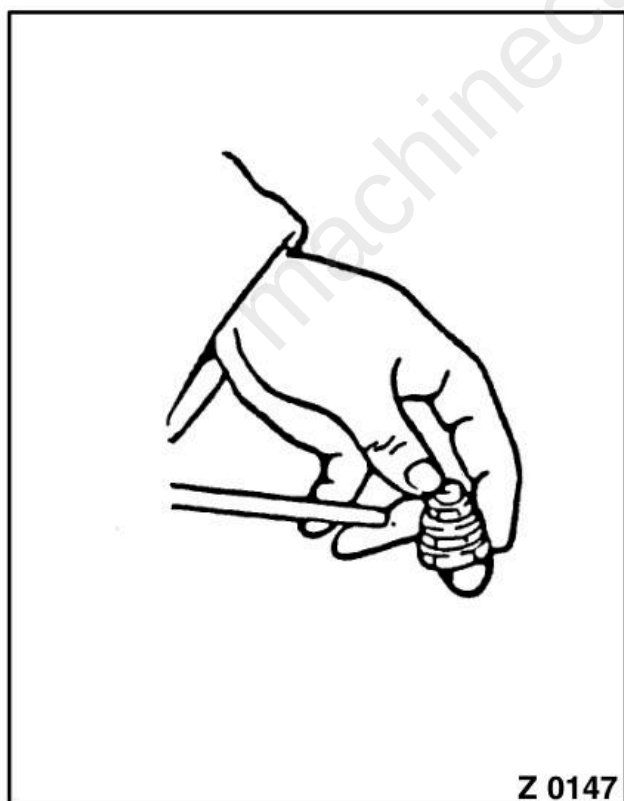
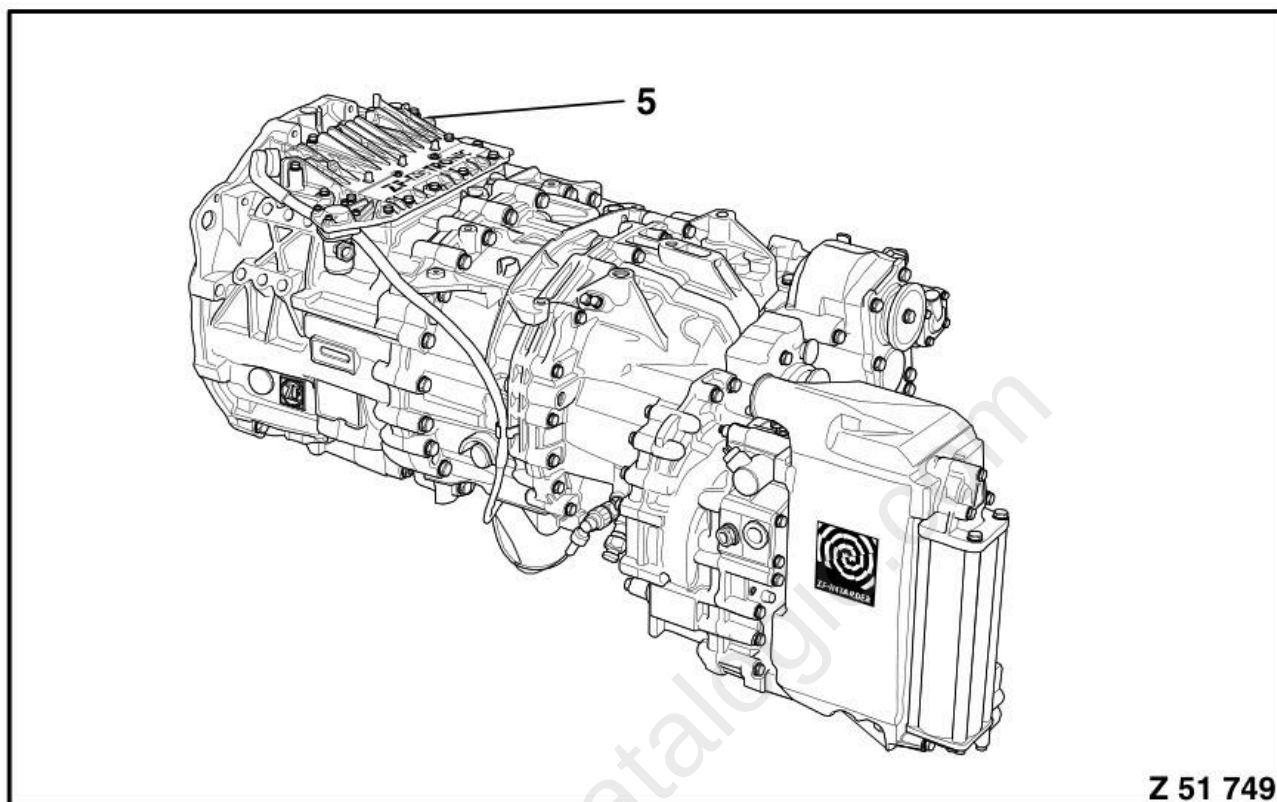


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Sect.	Task	Fuels Sect. 2	Interval (kilometres travelled)										
			1*	50	500	1	2	5	10	20	40	100	2*
									x1000				
11	Wheels and Tyres												
11.1	Tighten wheel nuts			1x	1x	1x		x					x
11.2	Check tyre pressure, check tread depth and look for sign- sof damage		x										
11.3	Check rim		x								x ³⁾		x
11.4	Clean tyres												x
12	Hydraulic System												
12.1	Hydraulic tank – check oil level / top up		x										
12.2	Hydraulic oil reservoir – check filter inserts of the return oilfilter, exchange if necessary				1x								x
12.3	Hydraulic oil reservoir – clean and replace barrel and filte- rinserts of the return oil filter					1x		1x	x ³⁾				
12.4	Hydraulic oil reservoir – clean the filler filter												x
12.5	Hydraulic tank – replace the aeration filter								x ²⁾				
12.6	Change oil in hydraulic tank										x		
12.7	Bleed the hydraulic system												x
12.8	Check the hydraulic system							x					
12.9	Check hoses of the suspension							x					
12.10	Replace hoses of the suspension												
12.11	Check the preliminary gas tension of the accumulators								x ³⁾				
13	Outriggers												
13.1	Lubricate sliding surface on outrigger struts							x					
13.2	Check the hose lines							x					
13.3	Replace the hose lines												
13.4	Grease sliding tracks of the support plate												x
13.5	Lubricate outrigger sliding rollers							x					
1* – daily before driving 2* – as required 1) at least 1 x per week 2) at least every 5000 hours 3) at least 1 x year 4) at least every 2 years 5) every 40000 km													



(Z 60 465)

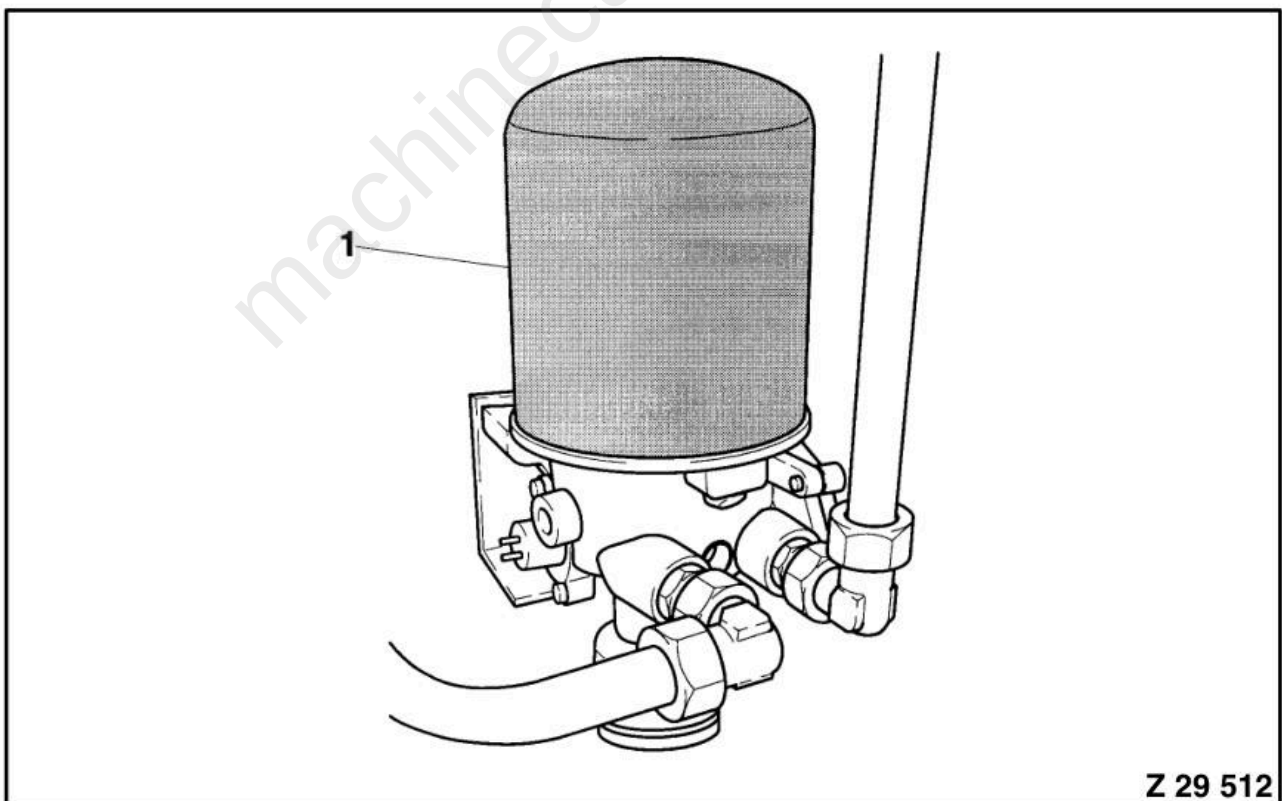
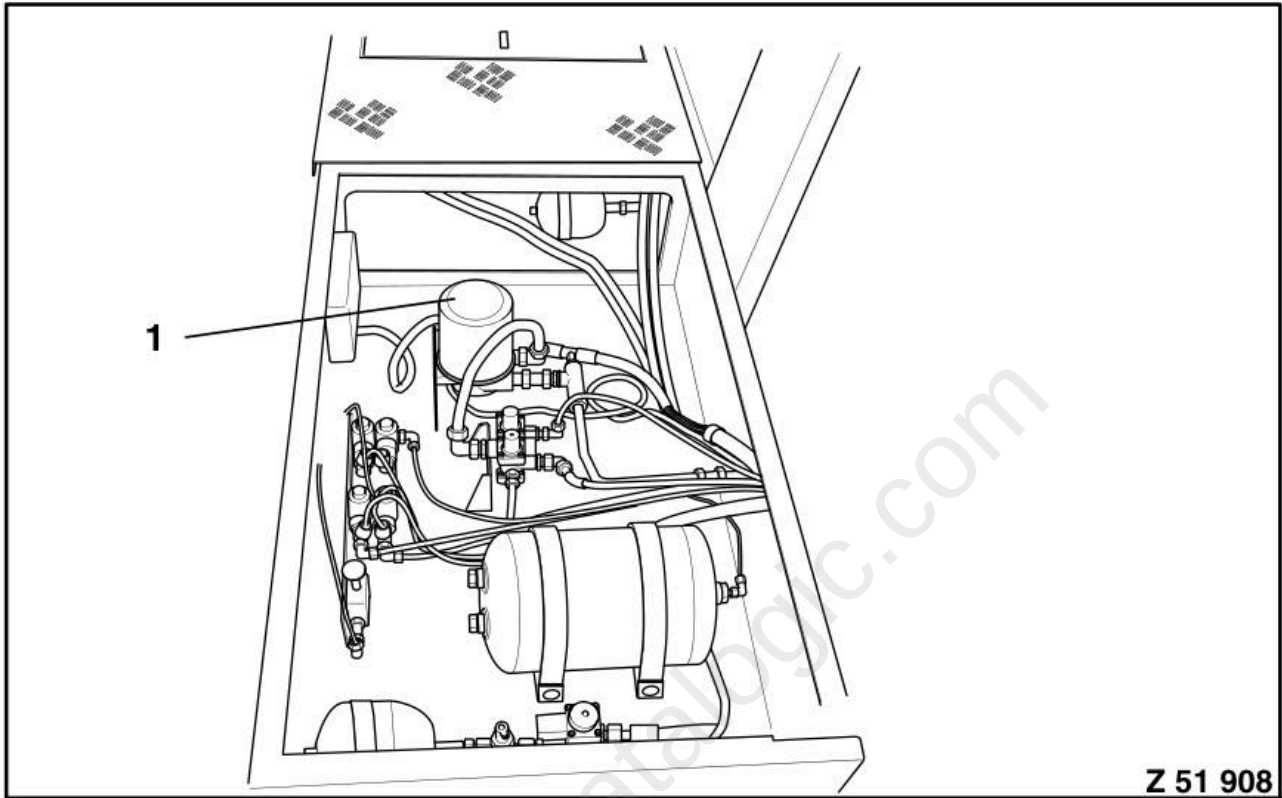
– Axle 3

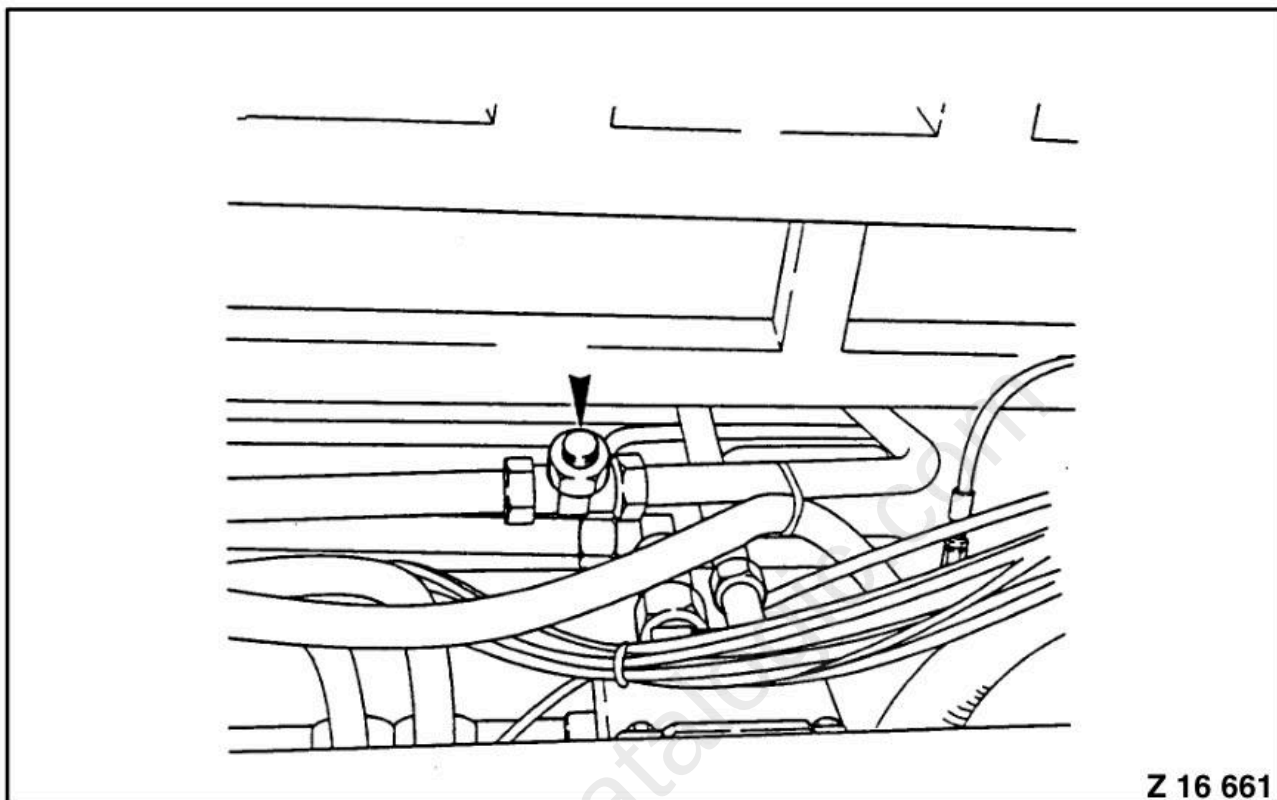
Check the oil level as follows:

1. Unscrew bolt (2) from the inspection and filler opening.
The oil level must come up to the lower rim of the inspection openings.
2. If this is not the case, the oil must be topped up.



The oil level should be checked after 500 km (300 miles), but at the latest, after one week.





4. Depressurise the hydraulic system.

Before depressurising the system, make sure:

- the suspension is not locked (indicator light A12 on display **43**, Z 51 915 is out).
- “Retain axles” is not switched on (indicator light A13 in the display **43**, Z 51 915 has gone out).
- “Raise Lift-axle” is not switched on (indicator light A14 in the display **43**, Z 51 915 has gone out).

Press and hold the buttons (**78, 79, 80, 81**) to relieve all suspension circuits, the accumulators (**2**, Z 51 914) must be completely emptied of hydraulic oil.

5. Now check to make sure that the hydraulic system is actually depressurised.

To this end, attach pressure gauge (0 to 10 bar) (*0 to 145 psi*) to the test nipple (**6**, Z 51 914).

If there is no pressure reading on the pressure gauge, the system is depressurised.



If pressure is still displayed, press and hold buttons (78, 79, 80, 81, Z 51 914) again, if necessary loosen the union nut on the oil connection of the accumulators slightly and wait until no more hydraulic oil is emitted.

15.4.2 Changing the Preliminary Fuel Filter Filter Element (Z 51 922)



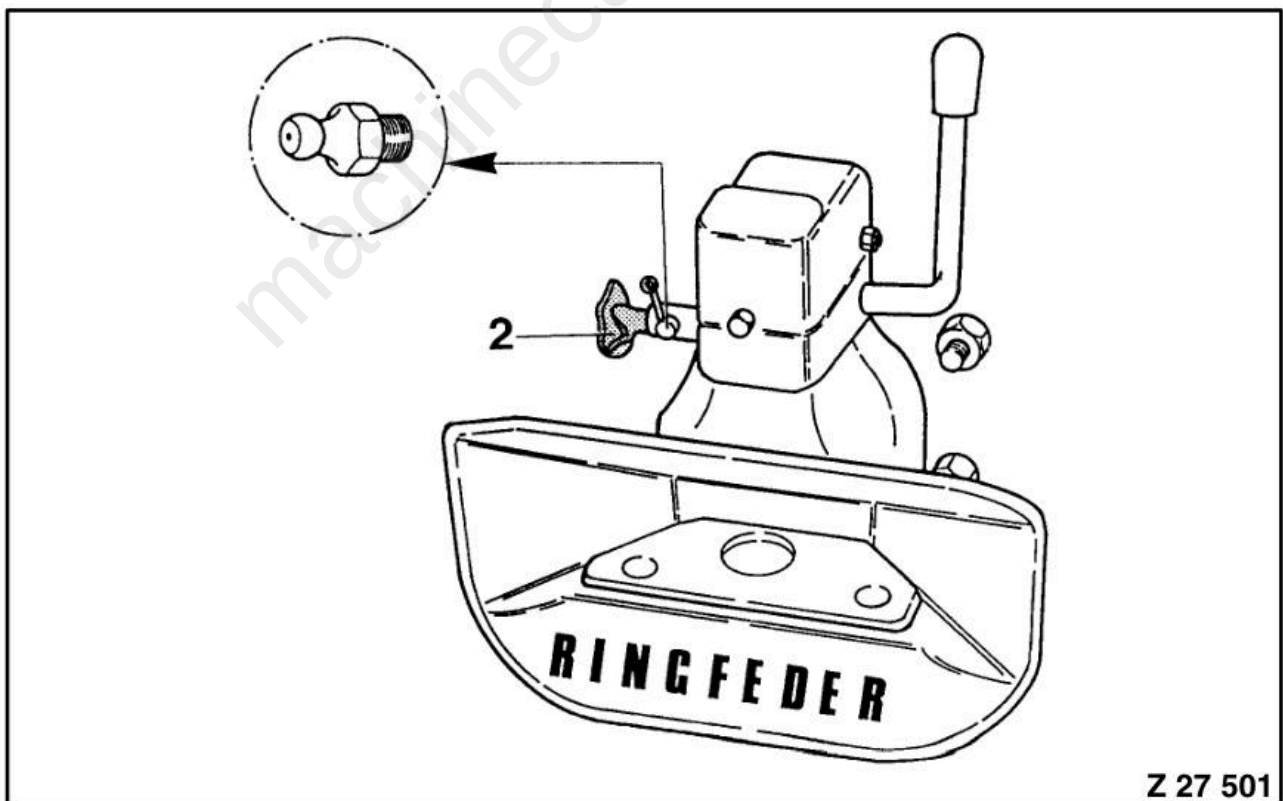
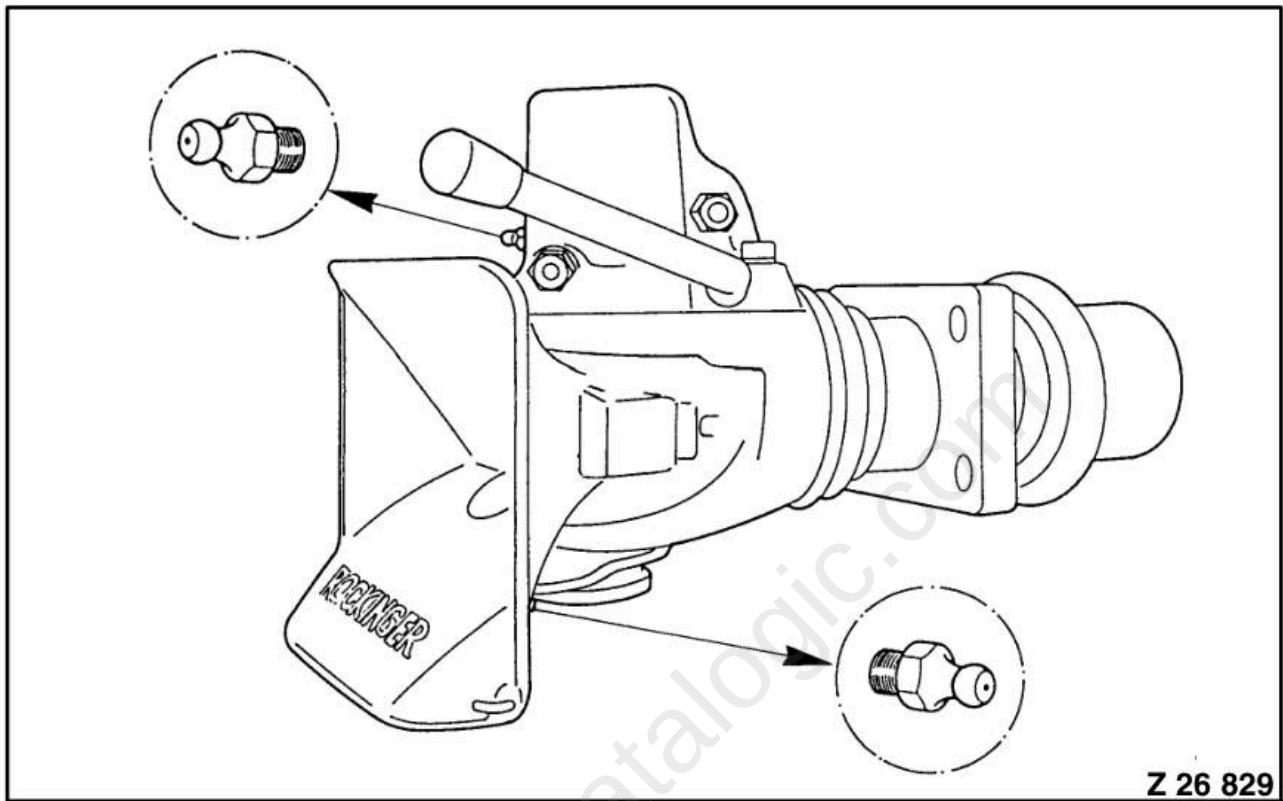
The filter element of the preliminary fuel filter may only be changed when the fuel tank has been either fully or partially drained.

The changing intervals for the filter element depend on the contamination of the fuel. Clogging of the filter leads to decreased fuel feed, resulting in loss of performance and starting difficulties. The element must be replaced if there is a marked loss of performance.



We recommend you always have a substitute filter as just one tank of heavily contaminated fuel can clog a filter up.

1. Open shut-off lever (16) and drain fuel into a prepared container. Then close the shut-off lever again.
2. Open the drain valve on the fuel filter and drain some fuel.
3. Twist the filter element (6) with the inspection glass (7) from the filter head (10). Remove the filter element (6) and clean the sealing surfaces of the O-ring.
4. Coat the O-ring with fresh fuel or some grease. Screw the inspection glass (7) onto the new filter element (6) and screw both hand-tight onto the filter head (10). **Do not use any tools for tightening.**
5. Activate the feed pump (3) with open vent screw (5) until the fuel flows out of the vent screw. Close the vent screw, start the engine and look out for leaks. If necessary, make any corrections with the engine switched off.



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