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The brakes are released if the driver depresses the brake or accelerator pedal. The lamp in the switch lights up green. The lamp in the switch lights up yellow. The switch is springloaded and the same switch resets AEB. AEB might not brake or warn for a collision in time. Make sure to keep it clean from dirt, snow and ice. AEB can miss a collision risk or be activated without any risk of collision being present. AEB can therefore miss to warn for vehicles on the road or incorrectly warn for vehicles on the roadside. Here, the engine's auxiliary brake is most powerful. When the engine speed is in the red field, there is a risk of damage to the engine. Otherwise the hydraulics may pump up the cab and cause damage. Always tilt the cab completely. Never tilt the cab if the vehicle is standing on a hill with an incline greater than 10 per cent. Use the adapter or handle bar. Assemble the handle bar with the adapter. Continue pumping until a counterpressure is felt in the pump lever and the cab has reached its fully open angle. The upper illustration shows the valve position when tilting. The lower illustration shows the valve position when lowering. Use the handle bar or adapter to set the pump valve in the correct position. The cab falls freely during the last stage of lowering the cab back into position. The remote control is located under the front grille panel. Hold in the

activation button on the back of the remote control, press the tilting button and keep these depressed until the cab has tilted forward by its own weight. Continue holding the activation and tilting buttons depressed until the cab has reached its fully open angle. The cab falls freely during the last stage of lowering the cab back into position. The remote control is located under the front grille panel. Hold in the activation button on the back of the remote control, press the lowering button and keep these depressed until the cab falls back to the driving position's movement zone.

To obtain maximum safety when working under a raised vehicle, both the chassis and moving axle suspensions must be secured from falling. There is a great risk of personal injury by crushing. There is a great risk of personal injury by crushing. Place the drive mode selector in the neutral position for automatic gearbox. Placing in another position may cause serious damage to the vehicle. Use a wire brush. There are spacing rings on some rims. Also clean these. Check the marking. Never use a nut runner of the flywheel type. The nuts must be torque tightened to 650 Nm. A torque that is too high or low may cause the wheel to come loose or the brake drum to become oval. Use a marker pen. If a wheel nut deviates, remove the wheel nut completely and refit it again. A battery can explode with extensive damage as a consequence. This final cable can cause a spark when connected. Do not stand close to the batteries. Disconnect the cables according to step 6 and repeat all points but with one exception. This final cable can cause a spark when connected. Do not stand close to the batteries. Run the starter motor for max. 30 seconds. If the engine does not start the first time turn the starter key back to the radio position and wait approximately 30 seconds to allow the starter motor to recover. If the engine has not started after 2 attempts, the starter motor must rest for at least 5 minutes before 2 new attempts are made. Investigate if something else is faulty, for example a fault in the fuel system. Check which pressure is required for the hydraulic equipment to be connected to the system and set the pressure with the rotary control. The rotary control clicks to the end positions and must not be set in an intermediate position. It is fitted on the gearbox and is driven by the gearbox's layshaft and is normally not engaged. Before you activate the EG power takeoff, the starter key must be in the drive position and the air pressure above 5 bar.

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