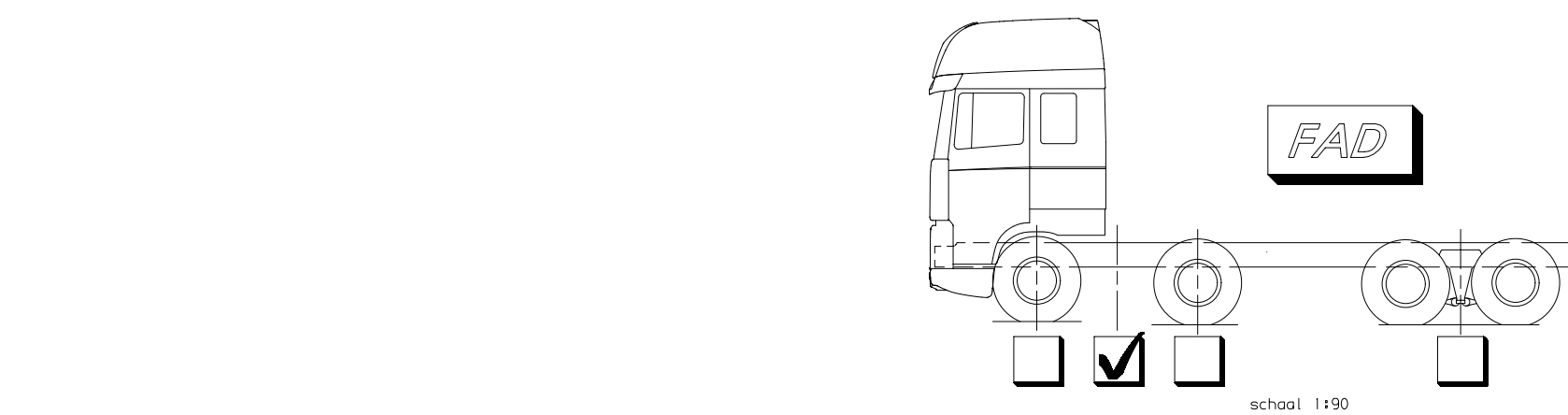
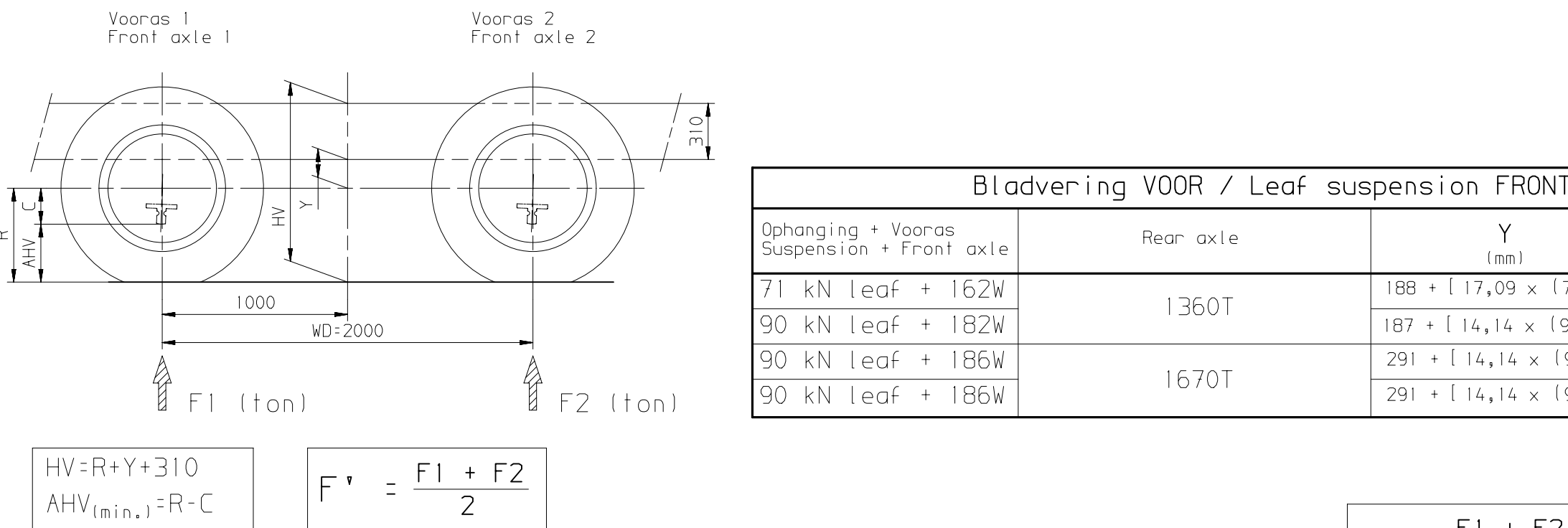


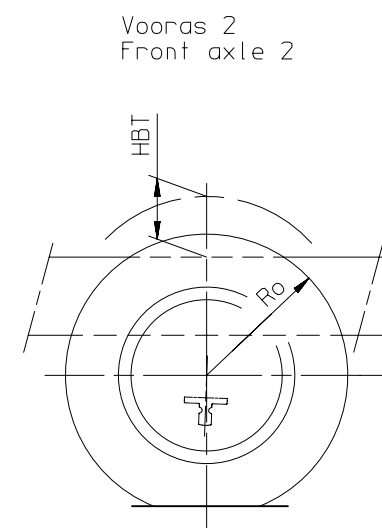


- 1) = Bladveer VOOR + ACHTER
Leaf suspension FRONT + REAR
- 2) = Bladveer VOOR + Luchtvering ACHTER
Leaf suspension FRONT + Air suspension REAR
- 3) = Luchtvering VOOR + ACHTER
Air suspension FRONT + REAR



Bladvering VOOR / Leaf suspension FRONT				
Ophanging + Vooras Suspension + Front axle	Rear axle	Y [mm]	C [mm]	Voertuigtype Vehicle type
71 kN leaf + 162W	1360T	188 x [17,09 x [7,1 - F']]	214	FAD 2)
90 kN leaf + 182W		187 x [14,14 x [9,0 - F']]	233	
90 kN leaf + 186W	1670T	291 x [14,14 x [9,0 - F']]	153	
90 kN leaf + 186W		291 x [14,14 x [9,0 - F']]	153	FAD 1)

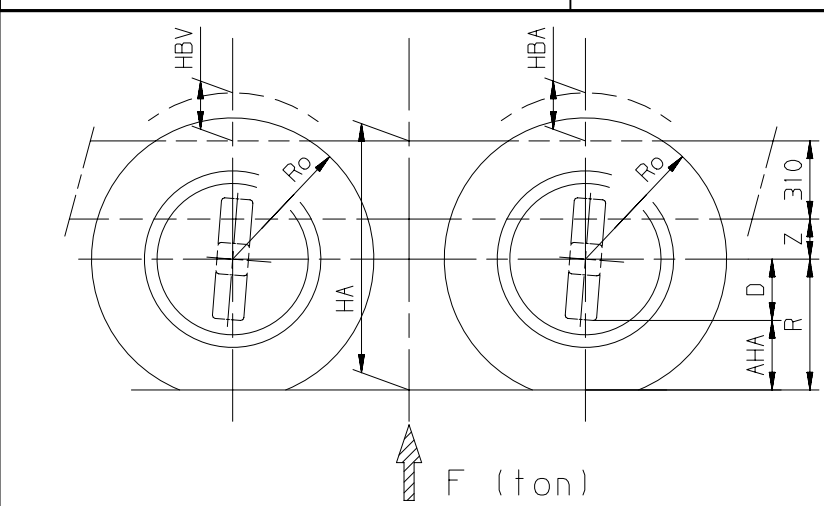
$$F' = \frac{F_1 + F_2}{2}$$



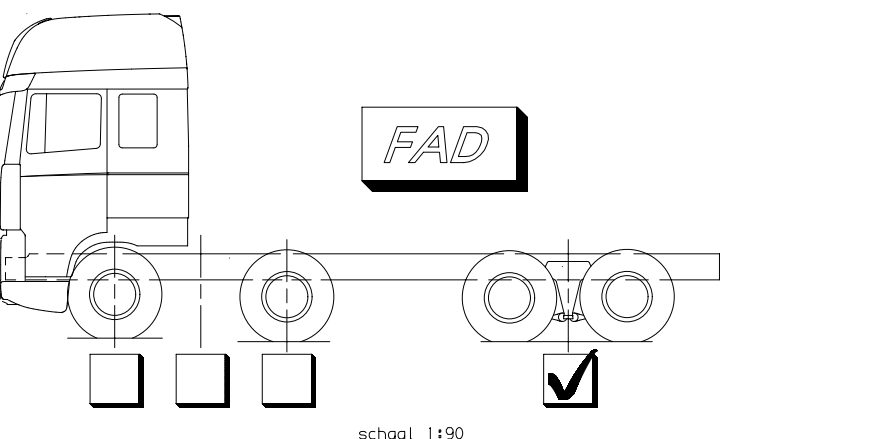
$$HBT_{(max)} = R_o - 310 - V_{(y.o.)}$$

Bladvering V00RAS 2 / Leaf suspension FRONT AXLE 2			
Gphanging voerag 2 + Voerag 2 Suspension front axle 2 + Front axle 2	Rear axle	Voerag 2 Front axle 2 V (g, o, y, l (mm)	Voertuigtipe Vehicle type
71 kN leaf + 162W	1360T	96	FAD 2)
90 kN leaf + 182W			
90 kN leaf + 186W	1670T	189	FAD 1)
90 kN leaf + 186W			

- 1) = Bladveer VOODR + ACHTER
Leaf suspension FRONT + REAR
- 2) = Bladveer VOODR + Luchtvering ACHTER
Leaf suspension FRONT + Air suspension REAR
- 3) = Luchtvering VOODR + ACHTER
Air suspension FRONT + REAR



$$\begin{aligned} HA &= R + Z + 310 \\ HBV_{(max, I)} &= Ro - 310 - Z_{(y.o, y)} \\ HBA_{(max, I)} &= Ro - 310 - Z_{(y.o, y)} \\ AHA_{(min, I)} &= R - D \end{aligned}$$

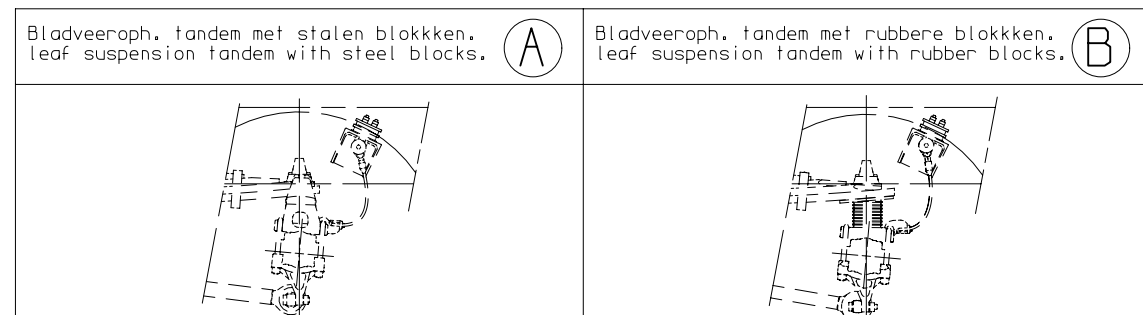


- ladveer VOOR + ACHTER
eef suspension FRONT + REAR
- ladveer VOOR + Luchtvering ACHTER
eef suspension FRONT + Air suspension REAR
- luchtvering VOOR + ACHTER
ir suspension FRONT + REAR

$$(y.o.y.)$$

s ijzer op ijzer		
dele metal on metal		

	Bladvering ACHTER / Leaf suspension REAR						
Uitvoering Version	Ophanging tandem + Achteras Suspension tandem + Rear axle	Tandembelasting Tandem load	F (ton)	Z (mm)	D (mm)	Z (y.o.y.) (mm)	Voertuigtype Vehicle type
(A)	260 kN trap, T26B21/26 + 1670T	F < 26 ton		$277 + [1,5327 \times 26 - F]$	180	133	FAD CF 1)
(B)	260 kN trap, T26B21 + 1670T	F < 26 ton		$277 + [1,7125 \times 26 - F]$			FAD CF 1)



Luchtvering ACHTER / Air suspension REAR							
Ophanging tandem + Achteras Suspension tandem + Rear axle	Tandembelasting Tandem load	Rijstand Driving position	Lage stand Low position	Hoge stand High position	D	Z (y.o.y.) (mm)	Voertuigtype Vehicle type
	F (ton)	Z (mm)	Z (mm)	Z (mm)	D (mm)		
260 kN air, T26B26 + I670T	F < 4,2 ton	224	152	365	180	134	FAD 2)
	F < 21/26 ton		134				
260 kN air, T26B26 + I360T	F < 4,2 ton		152	371	260		
	F < 21/26 ton		134				
				R band ≥ 463			

GEEN MATEN VAN TEKENING OPMETEN.
WIJZIGINGEN ZONDER VOORAFGAANDE KENNISGEVING VOORBEHOUDEN.
VOOR UITVOERING VAN HET VOERTUIG RAADPLEGE MEN DE ORDERBEVESTIGING.

DO NOT SCALE DRAWING.
SUBJECT TO MODIFICATION WITHOUT PRIOR NOTICE.
PLEASE SEE NOTE FOR DEFINITE VEHICLE EXECUTION.

NE RIEN RELEVIER DU DESSIN.
SOUS RESERVE DE MODIFICATIONS SANS AVIS PREALABLE
VEUILLEZ CONSULTER LE BON DE COMMANDE POUR L'EQUIPEMENT
DU VEHICULE CONCERNE.

KEINE ZEICHNUNGSMASSE AUFMESSEN.
ÄNDERUNGEN OHNE VORANKÜNDIGUNG VORBEHALTEN.
DIE AUSFÜHRUNG DES BETREFFENDEN FAHRZEUGS ENTNEHMEN AN DER AUFTRAGSBESTÄTIGUNG.

modification description				date		nod.by		issue	
general tolerances				tolerance principle ①		title VEHICLE HEIGHTS F8779E			
for drawing interpretation, see DAF standard TKB 00801-050				material		CF FAD EURO 5-6 AUS.			
surfaces/corners				heat/surface treatment /		size SP		scale 1:30	
authorised by				date		point specification		sheet 1 of 1	
drawn by V. Patil				date 190153		third angle projection 		model number drawing/issue number 1903696/00	
source				replacement for		replaced by		CAD Unigraphics II	