

Warning notes (Company)

Warning

Risk of accident. Danger from unauthorised starting of the engine or movement of the vehicle. Persons in areas of the bus that are hidden from view (underbody, rear, roof, etc.) are at risk of injury if the engine is started or the vehicle is moved by other or unauthorised persons.



- ▶ Secure the bus in stationary position and apply the parking brake.

Chock the wheels as an additional measure if work is to be carried out on the vehicle that requires the parking brake to be released or rendered inoperational or if the functions of the parking brake are limited in any way.

- ▶ Switch the ignition starter switch to the "OFF" position and remove the key.
- ▶ Switch off and disconnect the battery isolating switch.

Warning notes (Company)

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Risk of accident. Danger when lifting and transporting heavy components. The use of defective or unsuitable lifting equipment and hoists for the lifting and transporting of heavy components could result in serious or fatal injuries to all persons involved if the component were to drop or slip.



- ▶ Ensure that a sufficient safety distance is maintained when lifting and transporting heavy components and do not enter or work in the area below the suspended load.
- ▶ Use only suitable lifting gear and equipment that are compliant with all applicable legal requirements and accident prevention regulations.
- ▶ Observe legal regulations governing the handling of lifting gear and equipment.
- ▶ The lifting gear and equipment must have an appropriate load-bearing capacity for the weight of the component to be lifted or transported.
- ▶ Make sure that the component to be lifted or transported is securely seated and fastened.
- ▶ If necessary, use additional retention devices, e.g. tensioning straps.

Warning notes (Company)

Warning

Risk of accident. Danger due to the potential risk of erroneous ESP interventions following adjustments and repair work carried out on steering systems of vehicles with Electronic



Stability Program (ESP).

- ▶ An ESP teach-in process must always be carried out using Star Diagnosis after all adjustments and repairs to the vehicle's steering system, from the steering wheel to the steering swivels, and, in the case of three-axle buses, to the trailing axle steering system.

Warning notes (Company)

Warning

Risk of accident. Risk of injury from failing to have the steering system calibrated or calibrated with sufficient accuracy following adjustment and repair work carried out on the steering system of buses with active electrohydraulic trailing axle steering (ZL). Risk of accident from degraded handling characteristics and reduced traction.

The electronic components of the steering system must be calibrated so that they

- ▶ function correctly together. This calibration must always be performed whenever the control unit or a steering angle sensor has been replaced.



Following replacement of the control unit, bus-specific parameterisation data have to be

- ▶ transferred to the new control unit. These data are individualised for each bus and are not permitted to be modified. A calibration procedure must then be carried out.
- ▶ Calibration must also be performed if:
 - ▶ a steering angle sensor has been removed and refitted (same) or replaced (new).
 - ▶ the axle geometry has been modified.
 - ▶ the attachment of a steering angle sensor has been removed or had its position altered.

Measures

Be sure to carry out this procedure with utmost care because incorrect calibration results in

- ▶ incorrect steering geometry. This would lead to a deterioration in handling characteristics, reduced traction and increased tyre wear.