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TECHNICAL DATA

GENERAL OPERATIONS

PAINT TREATMENT



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Vehicle models

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1. VEHICLE MODELS

1.1 OVERVIEW



Vehicle models



2. PAINT TREATMENT

2.1 **OVERVIEW OF PLASTICS USED**

- 1 SMC polyester
- Thermoplastic polymer parts (ASA or ABS) Fibre-glass reinforced polyester 2
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Paint treatment



Welding

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3. WELDING

3.1 WELDING



No welding of the chassis is allowed without special, written permission by DAF. Exceptions to the above are the welding operations described in the manual "Bodybuilders' Guidelines". Non-compliance with welding regulations may cause serious damage to the chassis.



Failure to observe the following instructions may damage the electronic components.

General

- Attach the earth clamp of the welding set as closely as possible to the area on the vehicle where the welding is to be done and ensure that it is well in contact with the part being welded.
- Never attach the earth clamp to vehicle components such as the engine, axles, springs, etc. Arcing on these components is not permitted either. Non-compliance with the above instructions may result in serious damage to bearings, springs, etc.
- The accessory or ignition position of the ignition lock must not be switched on. Remove the ignition key from the ignition lock.
- Protect plastic piping, rubber components, plastic components, piston rods of hydraulic cylinders and springs (in particular parabolic springs) from welding splashes and temperatures above 70°C.

Welding on the chassis

- When welding on the chassis, disconnect the connectors of all electronic equipment (including sensors and actuators), if they are within a 1-metre radius from the point being welded or within a 1-metre radius from the earthing point.
- Disconnect the battery terminals if these are within a within a 1-metre radius from the point being welded or the earth clamp.
- If the battery terminals have to be disconnected, all electronic units mounted on the chassis must be disconnected as well. Also disconnect the cab feed-through connectors and disconnect the power-supply and earth cables that are connected to the cab.



Welding

Welding on the cab

- When welding on the cab, disconnect the battery terminals.
- Also disconnect the cab feed-through connectors and disconnect the power-supply and earth cables that are connected to the cab.
- Disconnect the connectors of all electronic equipment (including sensors and actuators), if they are within a 0.5-metre radius from the point being welded or within a 0.5-metre radius from the earth terminal.

Welding on the superstructure

 Follow the instructions for "Welding on the chassis", together with any specific welding instructions for welding on the superstructure.

Note:

During grinding, protect plastic piping, rubber components, plastic components, piston rods of hydraulic cylinders and springs (in particular parabolic springs) in order to prevent damage caused by grinding sparks.

Position of feed-through connectors, earth and power supply cable

The feed-through connectors (1), power supply cable (2) and earth cables (3) are located behind the front panel in the plastic case.



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Preservation and de-waxing

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1. PRESERVATION AND DE-WAXING

1.1 PRESERVATION

Note:

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Observe the applicable environmental requirements.

- 1. Clean the vehicle thoroughly so that all dirt and dust are removed.
- 2. Use compressed air to remove any residues from the vehicle.
- 3. Cover all windscreens, windows, headlights and rear lights.
- 4. Use a spray gun to spray undiluted preserving agent RUSAN D5018 (a FINA product) over the chassis frame and its fittings, all parts and components in the engine compartment and all painted sheet metal parts. Tilt the cab to be able to spray the preserving wax on the cab roof. Make sure that all edges, joints and cavities are sprayed with a full jet of preserving wax.
- 5. Use a brush to apply Rusan D5018 to the wheel studs.



Do not spray preserving agent into brake drums or onto brake discs.



It is not allowed to spend the night in a preserved cab. Sleeping in a preserved cab may cause nausea and headaches.



Preservation and de-waxing

1.2 DE-WAXING

Note:

Observe the applicable environmental and safety requirements.

The vehicle should preferably be placed on a grid floor.



Most de-waxing agents are inflammable. The de-waxing area should be suitable for the safe use of such products.

1. Remove the preserving agent with a solvent, an emulsifying cleaner or a high-pressure hot water cleaner with added solvent.

De-waxing with a high-pressure hot water cleaner should be done carefully and evenly. Set the high-pressure hot water cleaner to a maximum pressure of 100 bar and a maximum temperature of 90°C. Do not direct the jet of wax remover too long at the same area, as this could cause serious damage to the paintwork and rubber parts due to the high pressure and the high temperature. If some parts of the treated surface still have preserving agent on them, treat these areas again in the same way.

Note:

A steam cleaner is not suitable for de-waxing because it requires the use of calcium descaling products to keep the inside of the steam coil clean. The dried residues of these products are difficult to remove.

2. After removing the de-waxing agent, spray the vehicle thoroughly with water.

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Paint treatment

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1. PAINT TREATMENT

1.1 GENERAL INSTRUCTIONS

In the chapter "Paint treatment", directives are provided for respraying and repairing DAF paint systems applied on various subsurfaces. The products to be used are supplied by a range of manufacturers. However, only use products from well-known manufacturers who can provide all products for the complete paint structure. The use of these products must be described in the instructions issued by the manufacturer.

Work according to the instructions listed below:

- For rust-removal, use a rust-removal agent based on phosphoric acid.
- To clean and remove any preserving agents, use an organic, chlorine-free solvent.
- Use a two-component epoxy-based or polyester-based primer.
- Use a two-component epoxy-based or polyester-based filler.
- Use a two-component epoxy-based or polyester-based spray filler.
- Use a two-component epoxy-based or polyester-based filler.
- Use a two-component epoxy PUR finishing coat, with a degree of gloss of more than 92 degrees for cab top coats and a degree of gloss of 70 degrees for chassis finishing (measured at 60 degree geometry).
- The maximum drying temperature is 80°C with the exception of fibre-glass reinforced polyester parts. The maximum drying temperature of fibre-glass reinforced polyester parts is 60°C.
- For the paint structure, only use products from the same supplier.
- Use the products according to the manufacturer's instructions.
- Never use products containing silicone in an aerosol can.



Failure to follow the generally applicable safety rules for using paints and similar products may result in serious injury and/or danger.

During work with a rust-removal agent, wear protective gloves and safety goggles.

When using paints and similar products, and when handling paint waste, always work according to the applicable environmental regulations to prevent unnecessary environmental pollution.



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Colour coding

The DAF code number of the cab paint is on the paint identification plate. The paint identification plate is mounted on one of

the vehicle's door pillars. The DAF code number for the cab paint is also marked on the vehicle identity card.

The colour code number of the paint manufacturer "Dupont" is stated in the code number. The "Dupont" colour code number consists of five or six characters/digits. The "Dupont" colour code number is followed by the paint colour or an abbreviation. For example, in the code number L1041MEYL, L1041 is the Dupont colour code number of the paint, ME indicates that it is a metallic paint and YL is the colour abbreviation, in this case yellow.

Removing rust

- Apply the rust-removal agent in accordance with the manufacturer's instructions. The concentration of the rust-removal agent must be adapted to the amount of rust.
- Ideally, use a rust-removal paste on vertical parts.
- Prevent rust-removal agents entering overlap joints.
- Leave the rust-removal agent to work for the time specified by the manufacturer.
- Rinse the area cleaned of rust at least twice with an ample amount of clean tap water.
- Dry the area cleaned of rust.



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Paint treatment

1.2 RESPRAYING/PAINT REPAIRING OF CAB TOP COAT AND SMC POLYESTER PARTS

Respraying of cab top coat and SMC polyester parts

- 1. Remove any preserving agents, if applicable; see "General operations".
- 2. Remove any rust with a rust-removal agent.
- 3. Clean the area to be resprayed with a solvent.
- 4. Sand the section to be resprayed with 3M Scotch Brite ultra fine or an equivalent product.
- 5. Remove any dust from the sanded section with a Tack-rag cloth.
- 6. Clean the area to be resprayed with a solvent.
- 7. Apply primer to any bare patches.
- 8. Leave the primer to evaporate/dry.
- 9. Apply a filler, if necessary.
- 10. Leave the filler to evaporate/dry.
- 11. Fine-sand with 3M Scotch Brite ultra fine or an equivalent product.
- 12. Remove any dust from the sanded section with a Tack-rag cloth.
- 13. Clean the area to be resprayed with a solvent.
- 14. Apply the top coat according to the manufacturer's instructions.
- 15. Leave the top coat to evaporate/dry. Observe the drying time as laid down in the manufacturer's instructions.



Paint treatment

Paint repairing of cab top coat and SMC polyester parts

- Remove any preserving agents, if applicable; see "General operations".
- 2. Remove any rust with a rust-removal agent.
- 3. Clean the area to be repaired with a solvent.
- 4. Sand the area to be repaired first with P80 sand paper and then with P180 sand paper.
- 5. Remove any dust from the sanded section with a Tack-rag cloth.
- 6. Fill the area to be repaired.
- 7. Sand the filled area with P180 sand paper.
- Fine-sand/roughen the area to be sprayed with 3M Scotch Brite ultra fine or an equivalent product.
- 9. Remove any dust from the sanded section with a Tack-rag cloth.
- 10. Clean the area to be sprayed with a solvent.
- 11. Apply a primer.
- 12. Leave the primer to evaporate/dry.
- 13. Apply a filler.
- 14. Leave the filler to evaporate/dry.
- 15. If necessary, fine-sand with 3M Scotch Brite ultra fine or an equivalent product. Following fine-sanding, remove any dust with a Tack-rag cloth and clean the area with a solvent.
- 16. Apply the top coat according to the manufacturer's instructions.
- 17. Leave the top coat to evaporate/dry. Observe the drying time as laid down in the manufacturer's instructions.



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Paint treatment

1.3 RESPRAYING/PAINT REPAIRING CHASSIS FINISHING

- 1. Remove any preserving agents, if applicable; see "General operations".
- 2. Remove any rust with a rust-removal agent.
- 3. Clean the area to be treated with solvent.
- 4. Sand the area to be treated with P80 sand paper.
- 5. Remove any dust from the sanded section with a Tack-rag cloth.
- 6. Clean the area to be treated with solvent.
- 7. Apply primer to any bare patches.
- 8. Leave the primer to evaporate/dry.
- If necessary, sand with P180 sand paper. Following sanding, remove any dust with a Tack-rag cloth and clean the area with a solvent.
- 10. Apply the top coat according to the manufacturer's instructions.
- 11. Leave the top coat to evaporate/dry. Observe the drying time as laid down in the manufacturer's instructions.



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1.4 RESPRAYING SEED TOP COATS

These instructions relate to parts in steel, SMC (Sheet Moulding Compound) plastic or glass-fibre reinforced polyester.

- 1. Remove any preserving agents, if applicable; see "General operations".
- 2. Remove any rust with a rust-removal agent.
- 3. Clean the area to be resprayed with a solvent.
- 4. Sand the area to be resprayed first with P80 sand paper and then with P180 sand paper.
- 5. Remove any dust from the sanded section with a Tack-rag cloth.
- 6. Clean the area to be resprayed with a solvent.
- 7. In the case of plastic, blow ionised air over the area to be resprayed, or clean the area with an anti-static liquid.
- 8. Apply the seed top coat according to the manufacturer's instructions.
- 9. Leave the paint to evaporate.
- 10. Observe the drying time as laid down in the manufacturer's instructions.



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Paint treatment

1.5 RESPRAYING THERMOPLASTIC POLYMER PARTS

Thermoplastic polymers include the following "elastic" plastics: ASA, ABS and PUR.

- 1. Remove any preserving agents, if applicable; see "General operations".
- 2. Clean the area to be resprayed with a solvent.
- 3. Sand the area to be resprayed with P180 sand paper
- 4. Fine-sand with 3M Scotch Brite ultra fine or an equivalent product.
- 5. Remove any dust from the sanded section with a Tack-rag cloth.
- 6. Blow ionised air over the area to be resprayed, or clean the area with an anti-static liquid.
- 7. Clean the area to be sprayed with a solvent.
- 8. Apply an elastic top coat (10-15% elastifier in the base paint) according to the manufacturer's instructions.
- 9. Leave the top coat to evaporate/dry. Observe the drying time as laid down in the manufacturer's instructions.



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1.6 RESPRAYING GLASS-FIBRE REINFORCED POLYESTER PARTS

These parts can be recognised by the visible fibre-glass structure on the rear of the part, and the gel coating on the front of the part.

- 1. Remove any preserving agents, if applicable; see "General operations".
- 2. Clean the area to be resprayed with a solvent.
- 3. Sand the area to be resprayed first with P80 sand paper and then with P180 sand paper.
- 4. Remove any dust from the sanded section with a Tack-rag cloth.
- 5. Fill the area to be resprayed.
- 6. Leave the filler to dry.
- 7. Apply spray filler to the part to be resprayed.
- 8. Leave the spray filler to dry.
- 9. Sand the filled area first with P80 sand paper and then with P180 sand paper.
- 10. Remove any dust from the area to be resprayed with a Tack-rag cloth.
- 11. Clean the area to be resprayed with a solvent.
- 12. Again remove any dust from the area to be resprayed with a Tack-rag cloth.
- Blow ionised air over the area to be resprayed, or clean the area with an antistatic liquid.
- 14. Apply filler to the area to be resprayed.
- 15. Leave the filler to evaporate/dry.
- 16. If necessary, fine-sand with 3M Scotch Brite ultra fine or an equivalent product.
- 17. Remove any dust from the area to be resprayed with a Tack-rag cloth.
- Blow ionised air over the area to be resprayed, or clean the area with an antistatic liquid.
- 19. Apply the top coat according to the manufacturer's instructions.
- Leave the top coat to evaporate/dry. Drying temperatures must not exceed 60°C. Comply with the drying times listed in the manufacturer's instructions.

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