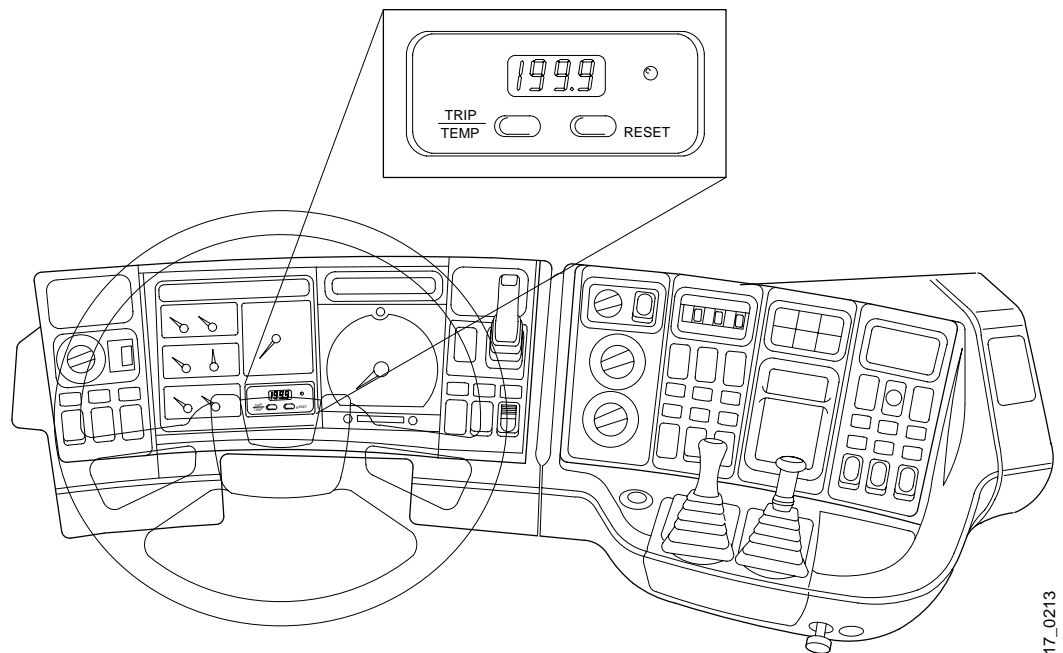


## Trip meter and outdoor temperature gauge

### Work description



# Contents

|                                      |    |
|--------------------------------------|----|
| General .....                        | 3  |
| Work description                     |    |
| Fitting the temperature sensor ..... | 5  |
| Routing the cable harness .....      | 8  |
| Fitting the instrument .....         | 10 |
| Connection diagram .....             | 12 |

# General

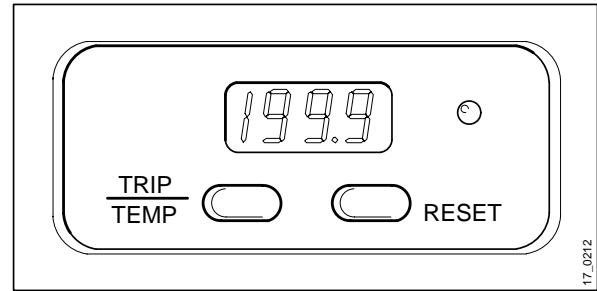
The trip meter and outdoor temperature gauge is located in the instrument cluster and has a display on the front. The display can either show km/°C or miles/°F.

The gauge shows the distance covered in kilometres and tenths of a kilometre. Pressing the "RESET" button zeroes the gauge.

A memory retains the distance covered if the engine is switched off during a break.

The outside temperature is displayed if the "TRIP/TEMP" button is pressed. The distance covered is restored by pressing the button again.

The frost warning lamp to the right of the gauge lights at temperatures between +2 °C and -3 °C.

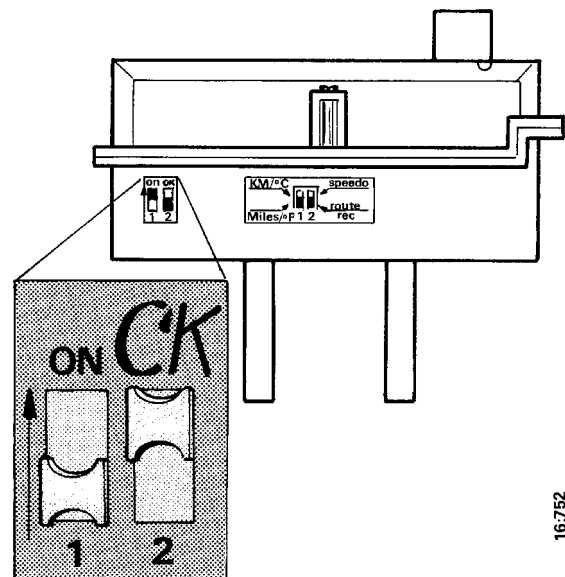


There are two switches under the gauge. Switch 1 is for switching between km/°C and miles/°F.

Switch 2 is used for switching between speedometer (speedo) and tachograph (route rec).

If the switches are set as shown, the trip meter and temperature gauge shows miles/°F and is set to speedometer.

There is a lamp for illuminating the gauge. This lamp (W2x4.6d - 1.2 W) has a bayonet fitting and can be reached from the rear of the gauge.



- 1 Switch for km/°C or miles/°F.
- 2 Switch for speedometer/tachograph.

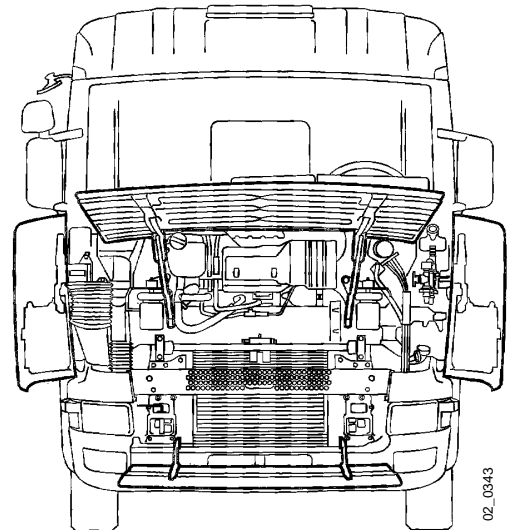


# Work description

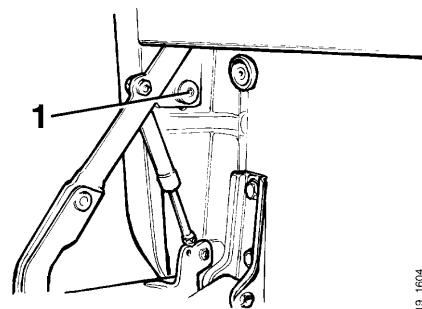
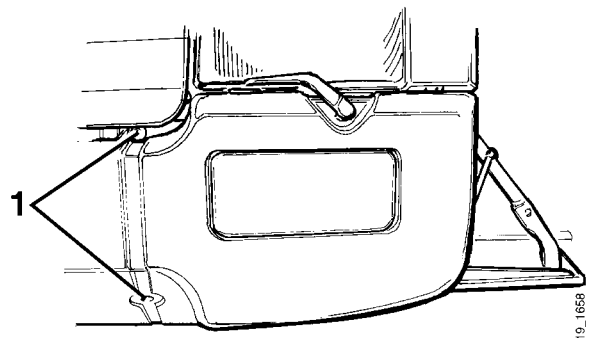
## Fitting the temperature sensor

The sensor has the same location in both LHD and RHD trucks.

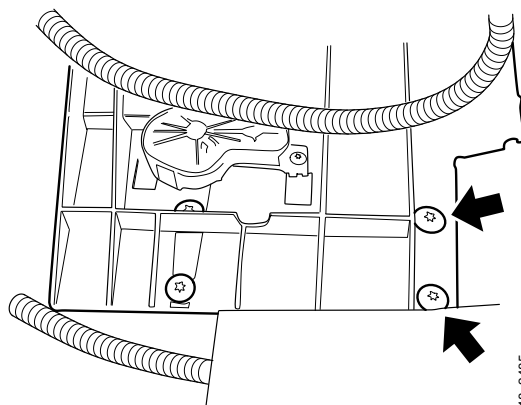
- 1 Raise the grille panel and fold out the cab corner panels.



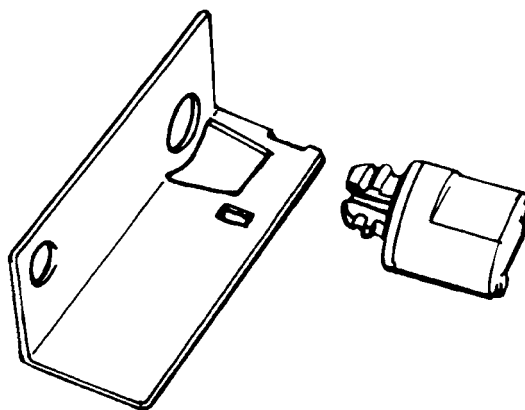
- 2 Remove the lower bumper section and the three securing screws **1** (trucks with plastic bumper).



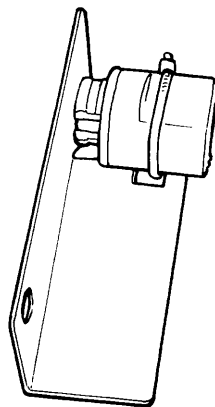
- 3 Remove the upper securing screws for the washer reservoir, accessing them from underneath.
- 4 Slacken the lower screw several turns.



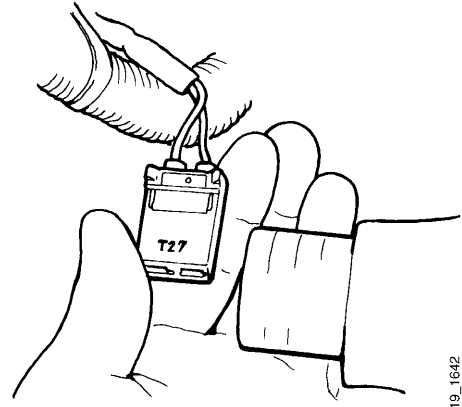
- 5 Fit the sensor in its bracket.



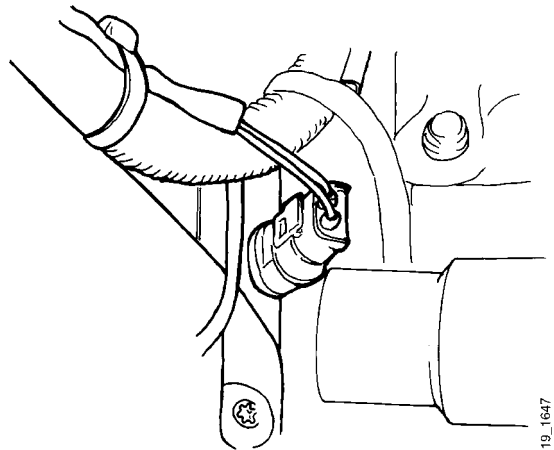
- 6 Secure the sensor with a tie-wrap.



- 7 Find the pre-installed connector marked T 27, located above the washer reservoir bracket. Clean it if necessary.



- 8 Fit the temperature sensor and bracket to the upper bracket for the washer reservoir. Tighten the screws.
- 9 Fit the connector to the sensor.



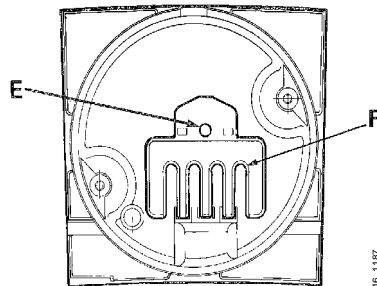
- 10 Fit the bumper section.

## Routing the cable harness

The wiring is routed the same way in both LHD and RHD trucks, see wiring diagram.

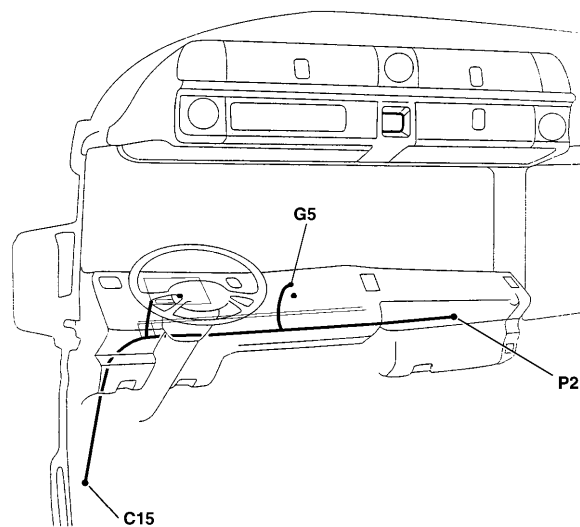
- 1 Undo the instrument panel securing screws lift out the various parts. Open the cover over the central electric unit and move it out of the way.

- 2 Lift out the combined instrument. Break the bonding seal and remove the seal cover from the connector on the tachograph.

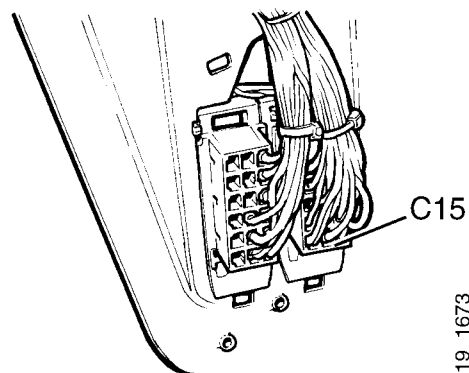


*E Plastic bonding seal*  
*F Bonding seal cover*

- 3 Route the wiring as illustrated.

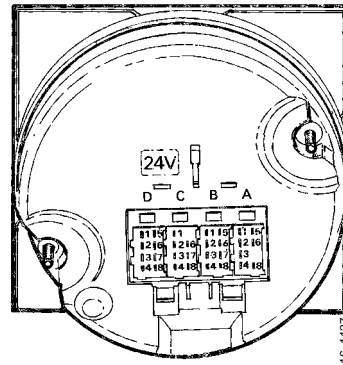


- 4 Route the two cables to connector C15; the blue cable to pin 15 and the black cable to pin 16.

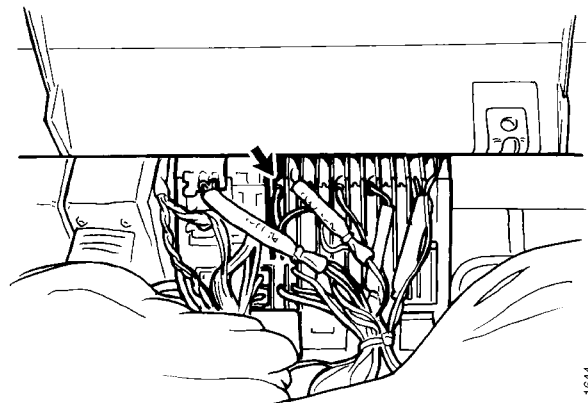




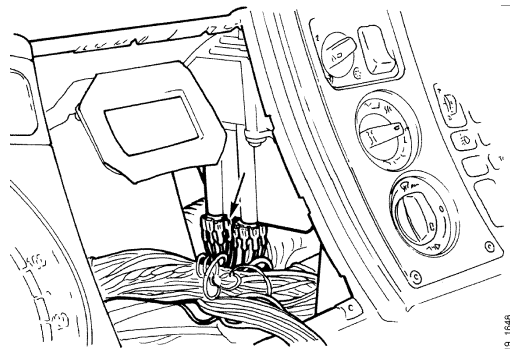
- 5 Connect the white cable, marked TM, to the yellow terminal B on the tachograph, pin 8.



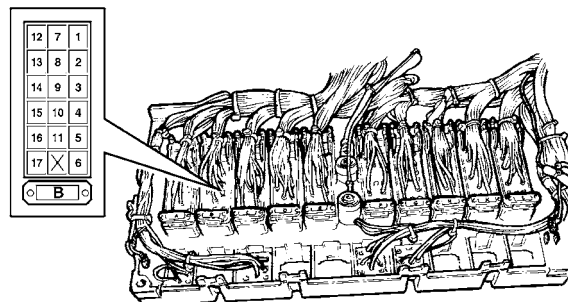
- 6 Connect the yellow cable, marked 58BA, to terminal C56, A6. This is located to the right of the control unit, below the now raised central electric unit.



- 7 Connect the black earth lead, marked 31, to ground connection G5, located to the right of the combined instrument.



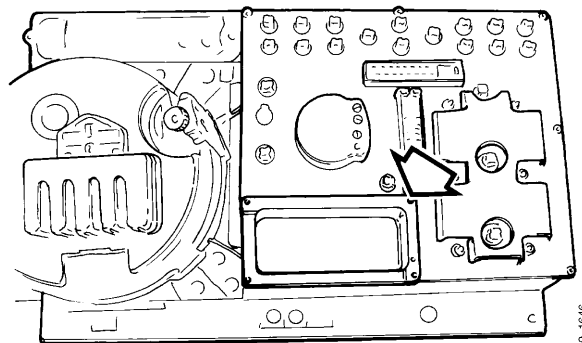
- 8 Connect three cables to the central electric unit's connectors.
- Green cable, marked 58B, to pin H6.
  - Orange cable, marked 30A, to pin D5.
  - Cable marked 15A to pin C5.



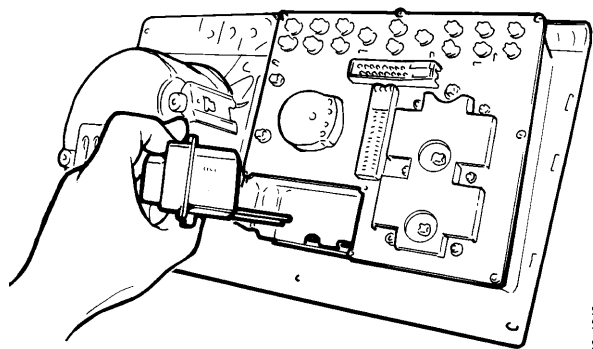
- 9 Secure all cables using tie-wraps.

## Fitting the instrument

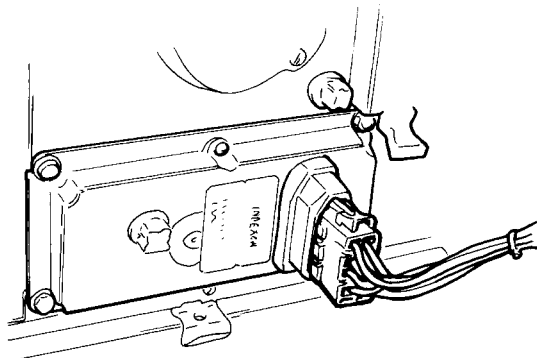
- 1 Remove the cover from the rear of the combined instrument. Check that the rubber lugs in the instrument glass are intact, changing them if necessary.



- 2 Fit the instrument.



- 3 Connect the wiring to the trip meter/outdoor temperature gauge.

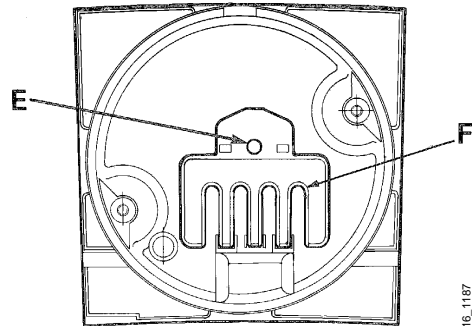


- 4 Fit the combined instrument.
- 5 Fit the various instrumentation parts.

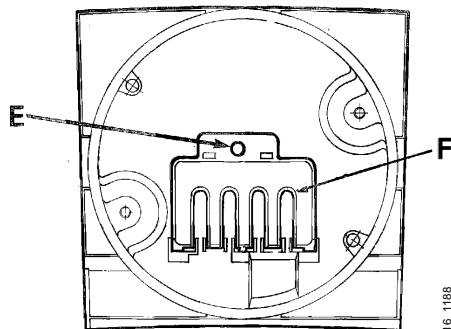
## Fitting a bonding seal to the tachograph

If the connector has been opened:  
Apply a bonding seal to the electrical connections using cover **F** and seal **E**. The bonding seal should be marked with a stamp suitable for plastic seals.

**Important!** Rules and regulations for bonding seals on tachographs vary from country to country. Seals should therefore be made according to the legislation in the particular country. Consult the appropriate authority or the local representative of the tachograph manufacturer.



*Kienzle tachograph*

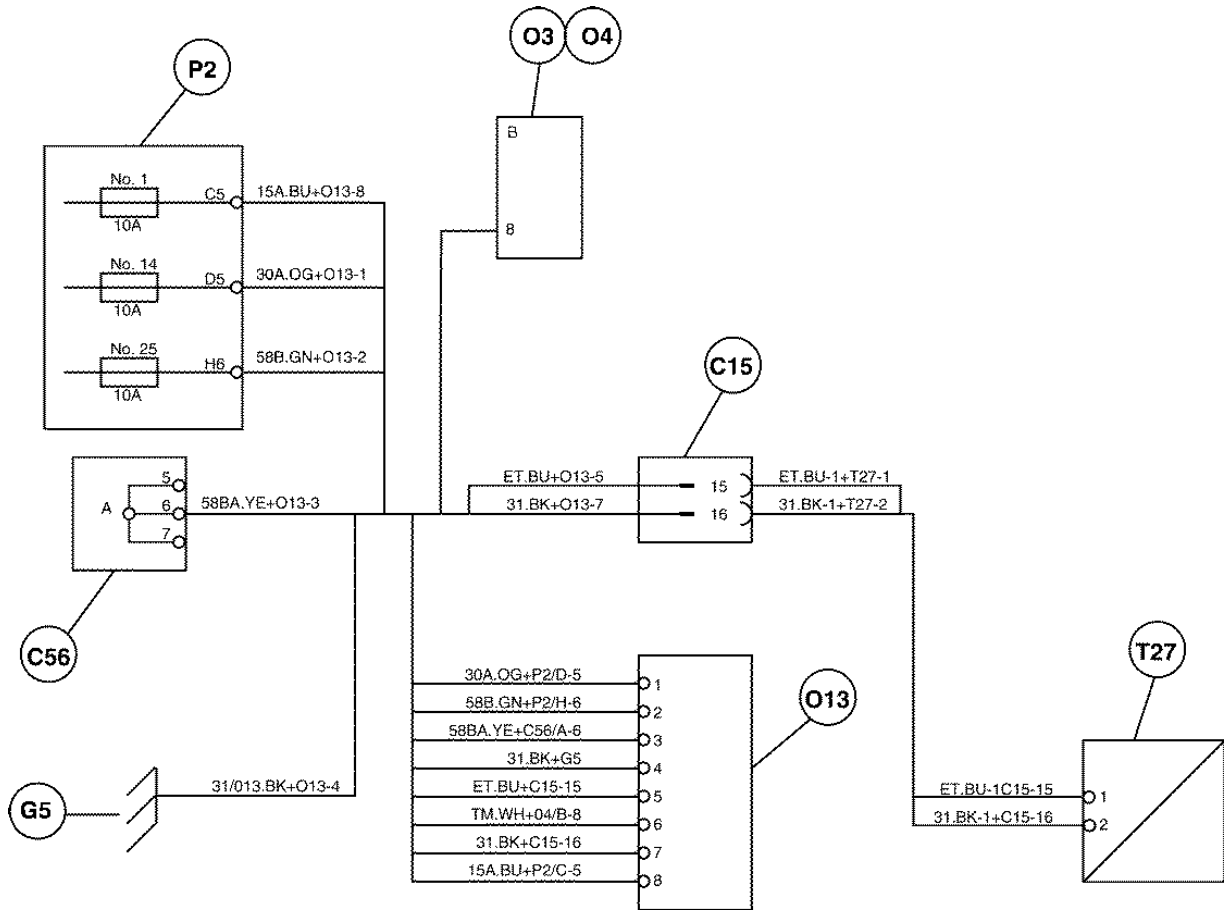


*Veeder-Root tachograph*

- E Plastic bonding seal*
- F Bonding seal cover*

# Connection diagram

For further information about the electrical system, see booklet 16:04-02 in the Workshop Manual.



*C15 Connector*

*C56 Branching terminal*

*G5 Ground connection*

*O3 Speedometer*

*O4 Tachograph*

*O13 Trip and outdoor temperature gauge*

*P2 Central electric unit*

*T27 Sensor*

cardiagn.com

19\_1722