

# Display module for DAF Euro3 - Euro5 vehicles

Version 3.1



## Brief description:

This display module (hereinafter referred to as the display) is intended to replace standard problem LCD display in DAF Euro3-Euro5 trucks (85-105 CF XF LF...)

The display is fully compatible with any car kit, works perfectly with both manual and automatic transmissions, and is compatible with all language packages, including Russian (if it was programmed or included by the manufacturer). The display supports standard brightness adjustment, has several attractive logos to choose from (DAF XF, DAF CF) and shows the battery voltage(1).

1. Voltmeter readings may slightly differ from the actual voltage of the battery. This is due to the fact that the measurement is performed on a +24v line to the instrument panel. If the wiring is faulty, the readings may be distorted.

## **Installation description:**

**The disassembly process is identical for all dashboards from Euro3 to Euro5.**

The installation should be carried out by an appropriately qualified professional, able to work with a soldering iron, thermal air dryer and SMD components.

It is advisory to work with fabric gloves because displays and dials can easily be soiled with fingerprints. It is also highly desirable to have a small cushion or soft mat on the table not to damage the hands and dials during the process.

**The dashboard is a sufficiently delicate component of the car and can easily be damaged if upgraded incorrectly!**

List of necessary tools and materials:

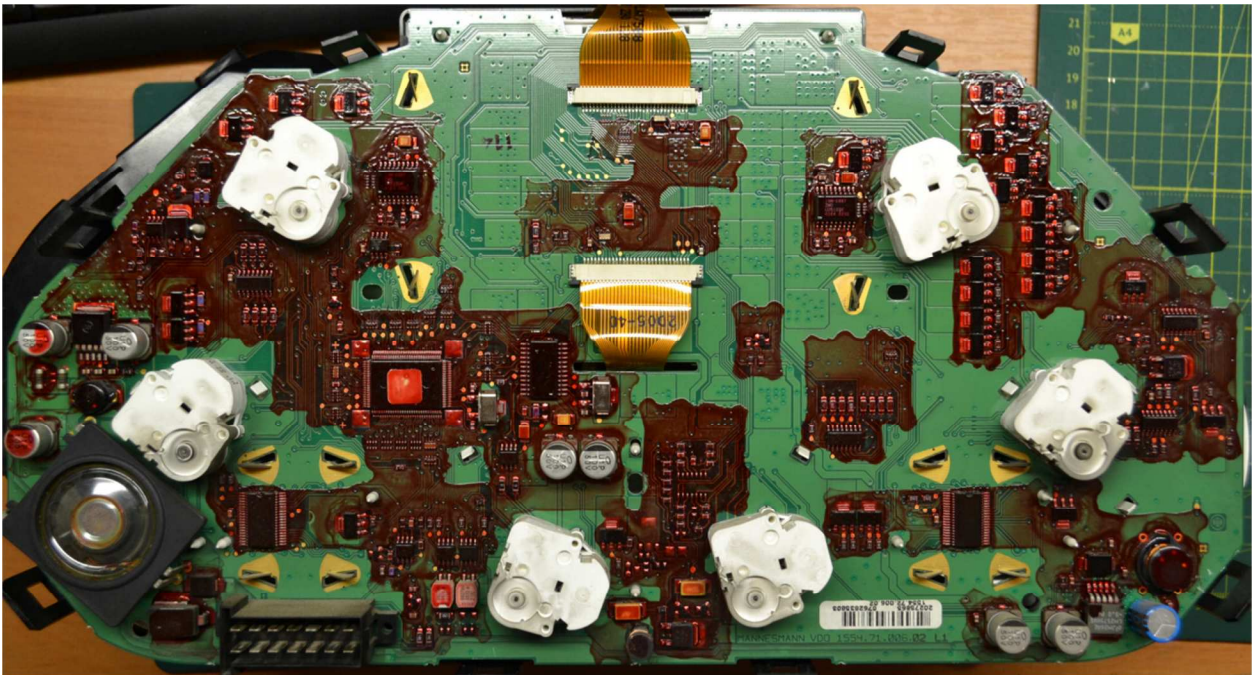
- Soldering iron with a power of at least 40W and a wedge-type stinger for soldering SMD components
- Thermal air gun or soldering station
- Steel needle, 2.5-3mm diameter or flat slot screwdriver
- Tweezers
- Mounting cutters
- Pliers .
- Fabric scotch, 5-7mm wide (2 x 1mm thick third-party scotch will do), high quality 3M or similar.
- Wide soft brush
- Wire assembly 0.35mm (ideal MFTF 0.35mm)
- Stationery knife or scalpel

So, the panel is in front of you. Let us begin!

1) We snap off the latch around the perimeter and remove the top panel from the front glass (mineral glass, not plastic!).

Remove the dashboard from the plastic housing. 2. There are rectangular cut-outs on the back wall around the perimeter, using a needle or screwdriver, turn the latches back and

remove the board from the casing. You have to be careful here! The latches are tight and the board in the casing sits tight.



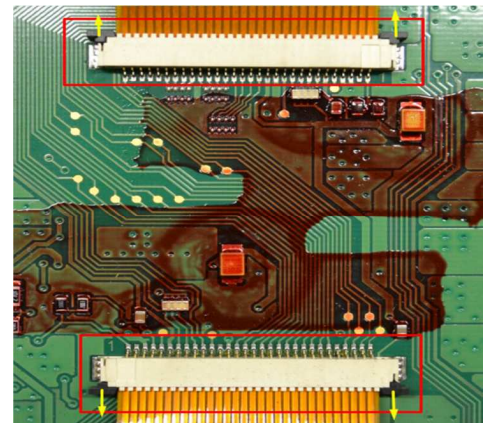
Example dashboard board DAF Euro3

3. If necessary, use a soft brush to clean the back of the board from dust and dirt. The use of compressed air is not desirable.

4. Remove the FPC clips on the native display (it is convenient to use the back of the tweezers). In some dashboards, these locks are glued. In this case it is necessary to warm the connector up to 80-90 degrees with a thermal air gun.

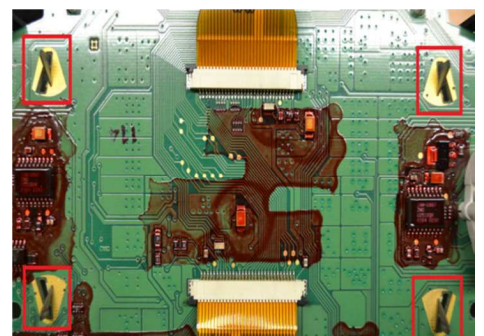
Be careful! Excessive force may break the clamp and the connector will need to be replaced.

5. Plumes of the native LCD display should be removed.

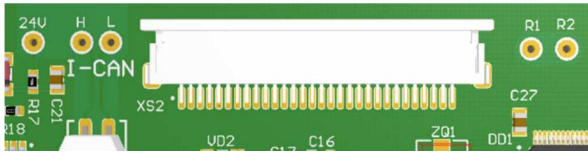


6. We bend back metal flags and push them out.

7. We remove the metal frame, the native LCD display, a milk light filter and a plastic tray. The metal frame should be marked "top-down" to facilitate assembly.



8. Solder wires CAN\_H, CAN\_L, R1, R2, 24V to the printed circuit board of the new display.



Location of contact points on the display board.

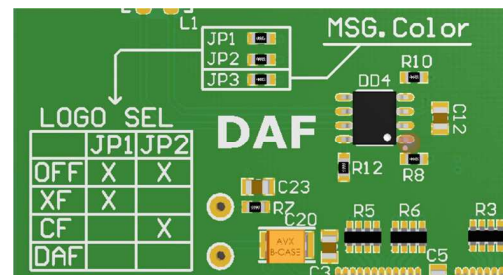
It is recommended to twist the CAN\_H, CAN\_L wires into a braid.

9. The logo to be displayed is selected using the jumpers on the display board. A 0R resistor or a conductor of a mounting wire can be used as jumpers.

**Only use a soldering iron to seal the jumper!**

**The use of a thermal air dryer is unacceptable!**

Location of jumpers on the display board:



Logo variants:



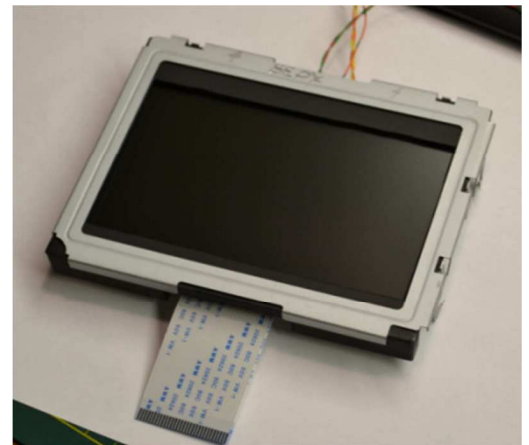
Jumper JP3 selects the colour of the message. When the jumper is set, the colour is white. When the jumper is removed, the colour is yellow. In any case all alarm messages will be red!

10. Install the new display in a metal frame so that the wires come out from above.

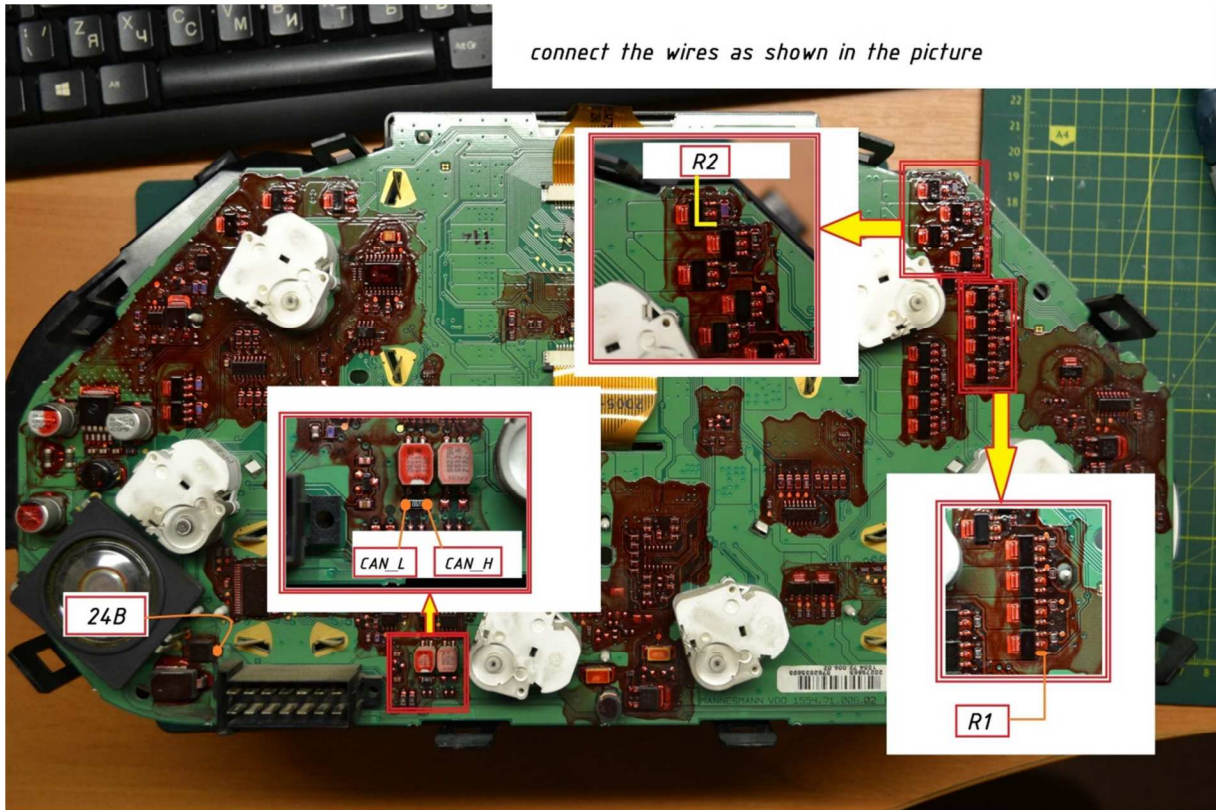
11. Install a frame with a display on the dashboard, snap FPC loops into the appropriate connectors.

Display with installed metal frame.

12. Solder the wires from the display to the appropriate points.



Connect circuits 24 B, CAN\_H, CAN\_L, R21, R2 with dots on the board as shown in the figure



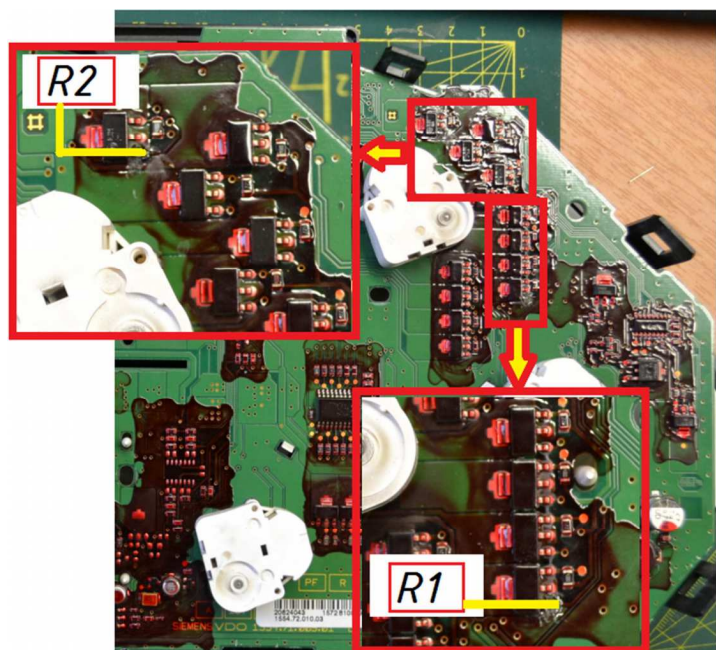
DAF EURO3 dashboard

The panel from DAF Euro5 differs only in the arrangement of R1 and R2 signals, otherwise the connections are completely identical to DAF Euro3.

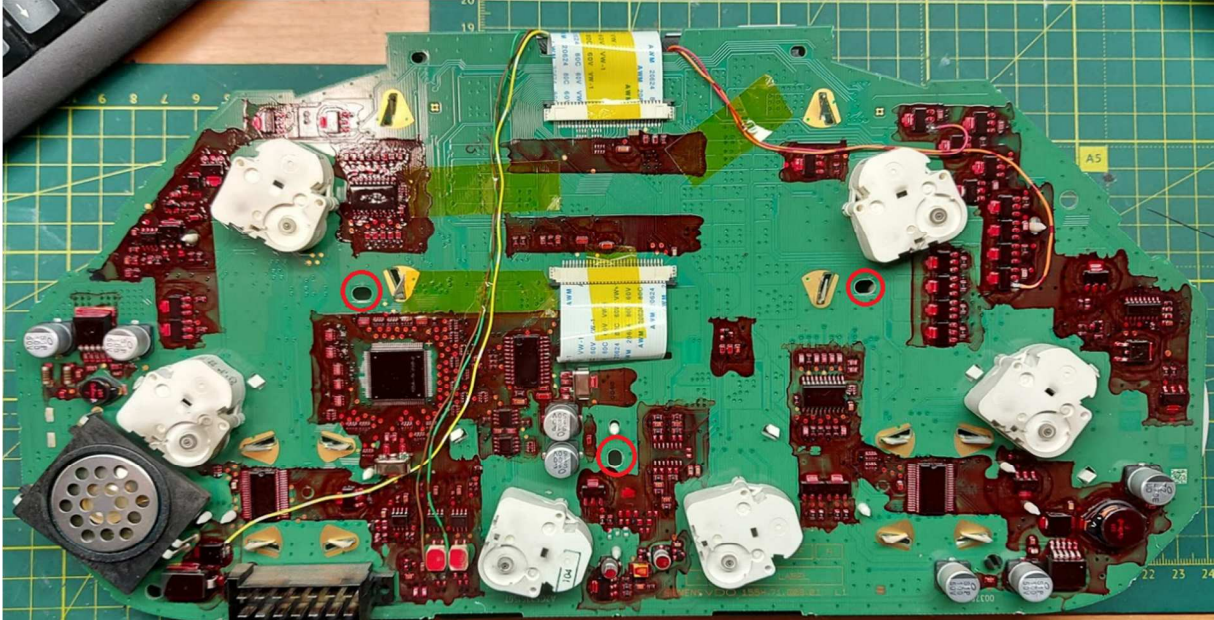
Signal connection points R1 and R2 of the DAF Euro5 panel:

Once connected, we fix the wires to the dashboard board with tape or adhesive tape. You can also use Kapton tape.

It is also advisable to apply a strip of tape to the FPC connector and loops to increase vibration resistance and prevent the connector from being opened spontaneously.



It is advisable to degrease the surface with isopropyl alcohol or acetone before applying adhesive tape.



Example of wiring and fixing a display on a DAF Euro5 dashboard

!!! Wires must run no closer than 10 mm from points marked in red. These openings include plastic clips on the back cover of the case!!!



The panel is assembled in reverse order. The printed circuit board of the instrument panel is placed in the back cover and secured with latches. The panel is pushed into the cover with your fingers until a click is heard. The pressure points are shown in red. Clicking on these points is safe. Once the panel has been installed in the casing with a soft brush, clean the surface from dust if necessary, wipe the top glass cover and place it back in place.

