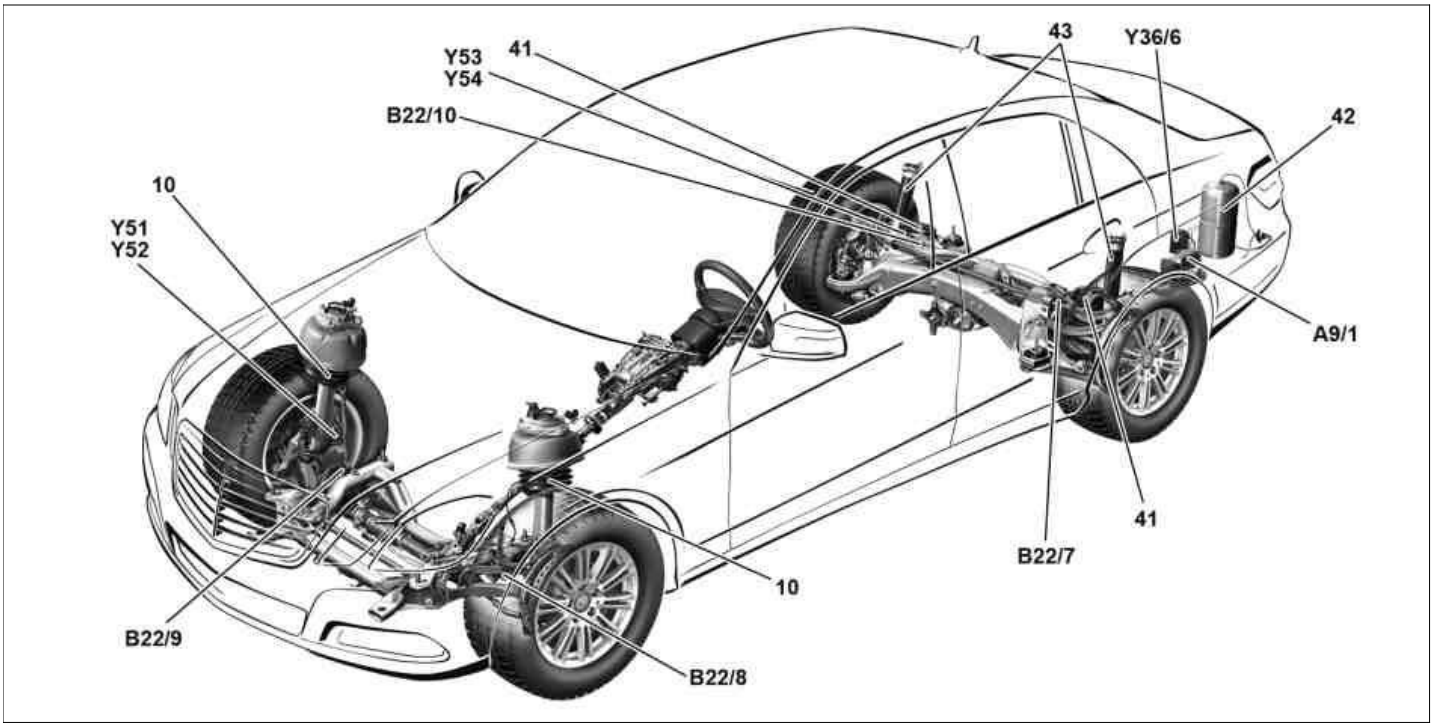
MODEL 212
with CODE 488 (Steel/air suspension)
MODEL 212
with CODE 489 (AIRMATIC)
MODEL 218
with CODE 488 (Steel/air suspension)
MODEL 218
with CODE 489 (AIRMATIC)



P32.22-2459-09

Shown on MODEL 212.0 with CODE 489 (AIRmatic), except CODE 460 (Canada version), except CODE 494 (USA version)

10	*Suspension strut*	*B22/7*	*Left rear level sensor*	*Y51*	*Left front axle damping valve unit*
41	*Air spring*	*B22/8*	*Left front level sensor*	*Y52*	*Right front axle damping valve unit*
42	*Central reservoir (pressure reservoir)*	*B22/9*	*Right front level sensor*	*Y53*	*Left rear axle damping valve unit*
43	*Rear axle shock absorber*	*B22/10*	*Right rear level sensor*	*Y54*	*Right rear axle damping valve unit*
A9/1	*AIRmatic compressor*	*Y36/6*	*AIRmatic valve unit*		

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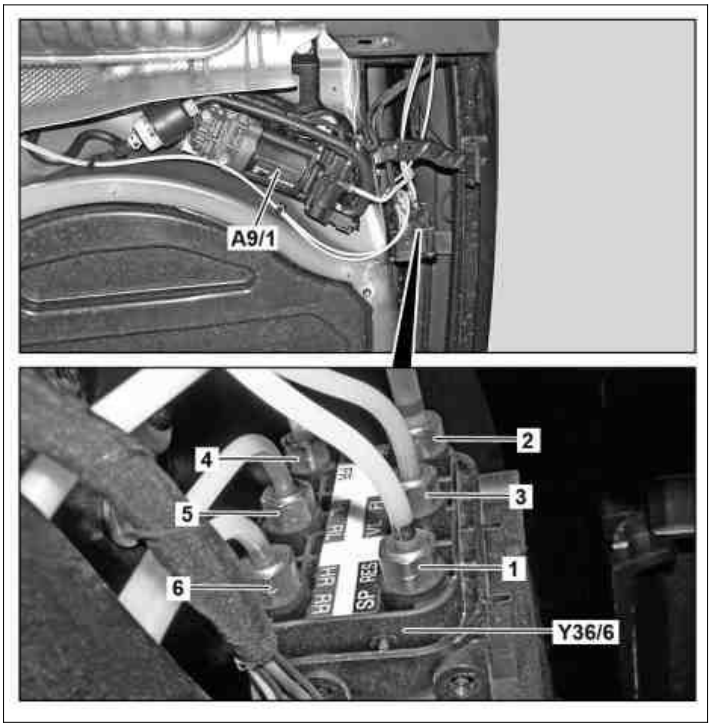
Pressure line connections

1 *To central reservoir (black)*
2 *To AIRmatic compressor (brown)*
3 *To left front suspension strut (green)*
4 *To right front suspension strut (yellow)*
5 *To left rear suspension strut (blue)*
6 *To right rear suspension strut (red)*
A9/1 *AIRmatic compressor*
Y36/6 *AIRmatic valve unit*



P32.22-2460-12

Notes

The following points must be observed when working on the AIRmatic:

- The components or the complete system must **not** be drained by unscrewing the pressure lines. Before removal, use the diagnostic system to depressurize AIRmatic components (suspension struts (10), air springs (41), damping valve units (Y51, Y52, Y53, Y54), central reservoir (pressure reservoir) (42)). Empty rear air springs (41) completely; if necessary, empty complete system.
- Soiled pressure line connections must be cleaned before unscrewing. Do not use any cleaning agents or solvents, as they can damage the pressure lines. Seal pressure lines as well as pressure line connections on the components using blind plugs.
- Air springs (41) must not be twisted, as this can lead to wrinkle formation in the spring bellows and cause irreparable damage to the spring bellows.
- Only use flare nut wrenches or special tools to unscrew the pressure lines.
- Suspension struts (10) and air springs (41) that have been removed or are not bolted securely may not be filled with compressed air and may not be pushed together.
- If the vehicle is idle for a longer time, position the wheels straight ahead as any pressure loss in the system may cause the vehicle to sink and the body will rest on the wheels.
- The folds in the protective boots of the air springs (41) must be properly formed and reveal no dents (intrusions), since during travel the spring bellows could rub on them and cause premature failure of the air springs (41).
- When filling the air springs (41) observe the proper filling procedure.
- Between installing the suspension struts (10) or the air springs (41) and filling the system the suspension struts (10) or air spring (41) may not be loaded (no spring movement).
- Before driving into washing facilities systems, onto pits and lifting platforms or over very rough road surfaces the "raised vehicle level" must first be selected using the electronic self-leveling suspension button.

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