27 - Maintenance Positions

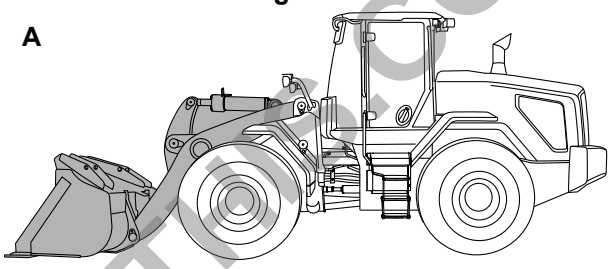
Introduction 01-12
Health and Safety 01-15

Introduction

Make the machine safe before you start a maintenance procedure. You can complete most of the maintenance procedures with the lift arm lowered. Unless a maintenance procedure instructs you differently, you must lower the lift arm.

Lift Arm Lowered

Figure 2.



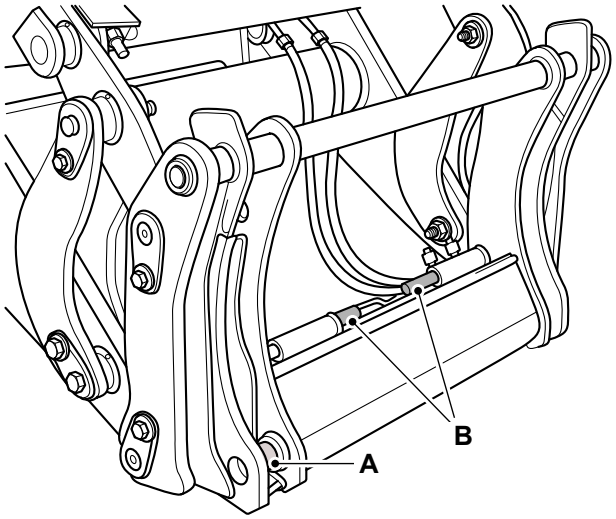
A Lift arm lowered

1. If necessary, empty the shovel.
2. Make sure that the machine is parked correctly in the straight-ahead position on solid, level ground.
3. Lower the lift arm and put the attachment flat on the ground.
4. Apply the park brake.
5. Stop the engine.
6. Remove the ignition key.
7. Put chocks on both sides of all the wheels.
8. Remove the battery isolation key. Refer to (PIL 33-03).
9. Install the articulation lock. Refer to (PIL 06-27).
10. Operate the controls to release the residual pressure. Refer to (PIL 30-00).
11. If you are working on an area that you cannot reach when standing on the ground, you must use a suitable, safe work platform.

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Figure 11.



A Locking pins
B Indicators

Lubricate

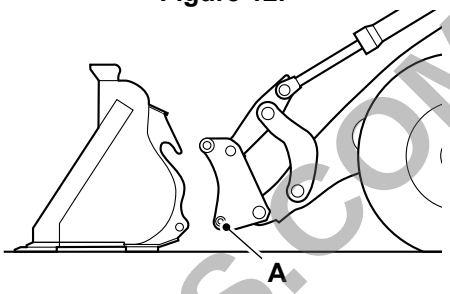
Remove the attachments before you grease the locking pins. Total of 2 grease points. Refer to Figure 11.

When working in difficult conditions, grease and operate the locking-pins every 10 hours.

Disconnect and Connect

Disengage the Attachment

Figure 12.



A Locking pins

1. Park the machine on solid, level ground.
2. Engage the park brake and put the transmission in neutral.

   2.1. If necessary, disconnect the hydraulic hoses.
3. Push and hold the Quickhitch isolator switch.
4. Disengage the locking pins:Refer to Figure 12.

   4.1. Proportional lever control with an auxiliary button: Push the auxiliary 1 button until the locking pins are retracted.

   4.2. Refer to loader control decal in the cab for exact location of button as different loader control levers are available.

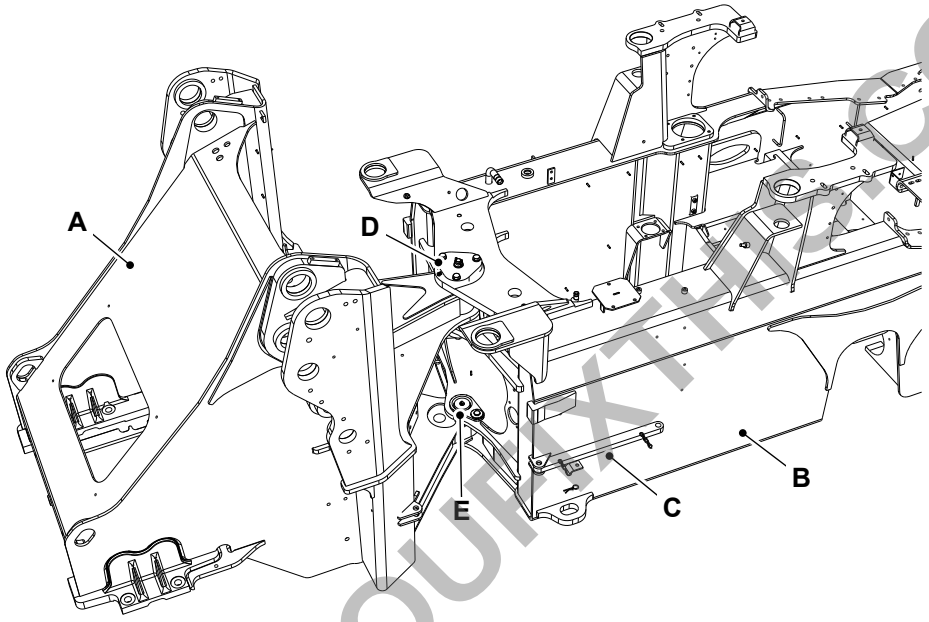
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Component Identification

Make a note that the illustration shows a typical chassis assembly. The actual chassis of the machine may look different.

Figure 27.



A Front chassis
B Rear chassis
C Articulation strut
D Upper centre pivot
E Lower centre pivot

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03 - Cab Frame

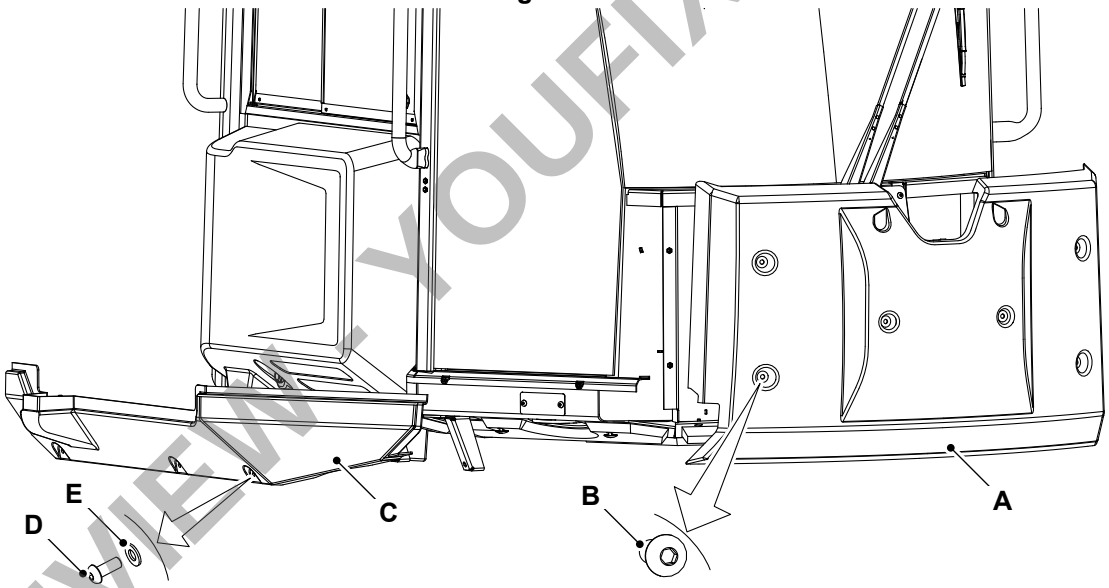
Remove and Install

⚠ **CAUTION** This component is heavy. It must only be removed or handled using a suitable lifting method and device.

Remove

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Install the articulation strut.
   Refer to: PIL 06-27-15.
3. Open the engine compartment cover.
   Refer to: PIL 06-06-06.
4. Disconnect the battery cables.
   Refer to: PIL 33-03-00.
5. Remove the trim panel and side skirt as follows:
   5.1. Remove the mounting bolts that secure the front trim panel.
   5.2. Remove the lower securing bolts from the front trim panel.
   5.3. Remove the front trim panel from the cab.
   5.4. Remove the screws that secure the side skirt.
   5.5. Remove the side skirt.

Figure 71.



A Trim panel
B Bolt (x6)
C Side skirt
D Screw (x3)
E Washer (x3)

6. Remove the side skirt from the other side of the machine.
7. Disconnect the chassis harness connectors at the rear of the cab.
8. Remove the securing bolt and disconnect the cab earth cable from the chassis.
9. Drain the cooling system.
10. Discharge the HVAC (Heating Ventilation Air Conditioning) system.
    Refer to: PIL 12-00-00.
    10.1. Important: The air conditioning system is a closed loop system and contains pressurised refrigerant. No part of the system should be disconnected until the system has been discharged by a refrigeration engineer or a suitably trained person. You can be severely frostbitten or injured by leaking refrigerant.
    10.2. Important: Do not operate the air conditioning system when there is no

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Technical Data

Table 16. Binary pressure switch settings

Item	Specification
Low pressure	2.05bar (29.7psi)
High pressure	23.5bar (340.6psi)

Table 17. Thermostatic switch settings

Item	Specification
Cut out	0–1.1°C (32.0–34.0°F)
Cut in	6.6–7.7°C (43.9–45.8°F)

Table 18. Refrigerant

Item	Specification
Type	R143a gas
Quantity	1.6kg

Table 19. Oil

Item	Specification
Type	PAG (Polyalkyline Glycol) oil
Quantity	-
Recharge the system	0.043L
Component replacement	-
Condenser	0.057L
Evaporator	0.085L
Hoses	0.057–0.114L
Receiver Drier	0.057L
Compressor	None- pre charged

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00 - General

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Introduction

The engine is a water-cooled four-stroke diesel engine with direct injection. The engine is equipped with a common rail diesel fuel injection system, cooled and regulated exhaust gas recirculation and turbocharging with charge-air pressure control.

The engine turbocharger is a single-stage with a variable wastegate.

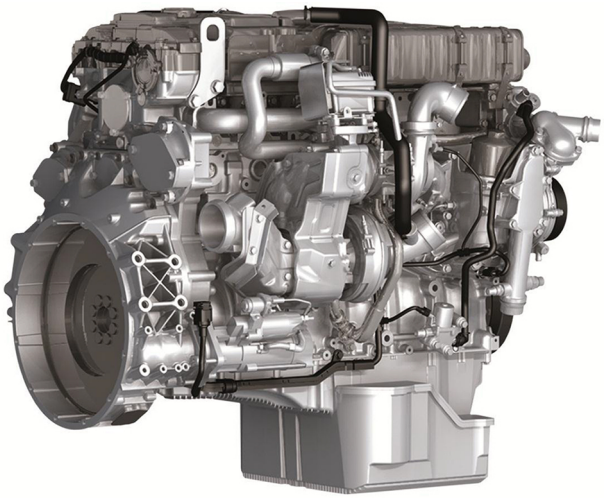
The valve gear has twin overhead camshafts which are gearwheel driven. The engine has a single-part cylinder head. In the cylinder head there are two inlet valves and two exhaust valves per cylinder. The valves are arranged symmetrically. The symmetrical valve arrangement is optimal for combustion.

The engine is equipped with an electro hydraulically actuated exhaust brake system. Each cylinder has a hydraulic valve which can open the exhaust valves during the compression stroke. This has the effect of improving the engine response (engine braking) when the controls operate to reduce the engine speed.

The exhaust gas after-treatment unit is characterised by the following technologies.

- SCR (Selective Catalytic Reduction) with ammonia slip catalytic converter
- DEF (Diesel Exhaust Fluid) injection

Figure 140.



JCB Dealer Status

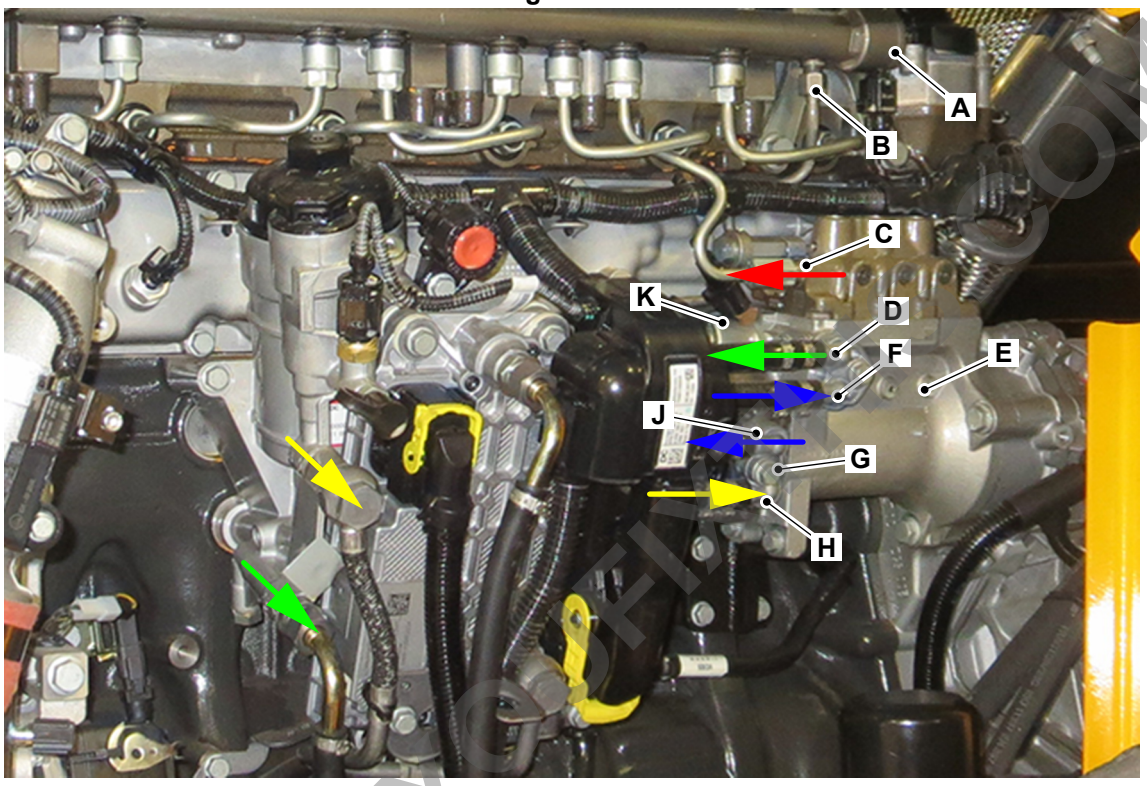
JCB dealers are classified as Maintenance Level dealers for MTU engines fitted to JCB machines only if they comply with the following.

- Engineers must have received training on the MTU engine by JCB training or MTU.

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Component Identification

Figure 199.



A Pressure regulating valve
B Fuel return line
C High-pressure fuel line
D Fuel return line
E High-pressure fuel pump (up to 2,400bar (34,782.5psi))
F Low-pressure fuel line
G Low-pressure fuel pump (6bar (87.0psi))
H Low-pressure fuel line
J Low-pressure fuel line
K Flow regulating valve

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Fault-Finding

Fault

Coolant - Loss.	Table 61.	Page 21-5
Coolant - Over Temperature.	Table 62.	Page 21-5
Coolant - Under Temperature.	Table 63.	Page 21-6
Coolant - Contaminated.	Table 64.	Page 21-6

Table 61. Coolant - Loss.

Cause	Remedy
Incorrect coolant level.	Check the level.
DEF (Diesel Exhaust Fluid) tank heater circuit bleeding.(1)	The coolant to DEF tank heater circuit has not bled correctly after work has been carried out. When this circuit bleeds, the coolant level will drop until the circuit has bled fully. Check the level until it stabilises.
Coolant leaking from engine radiator or cab heater.	Visually inspect the radiator heater, hoses and connection to locate the leak. If oil is present in the coolant, check for a transmission or engine oil cooler leak.
External engine coolant leak.	Visually inspect the engine and components for seal, gasket hose connection leaks. Make sure all hose clips are in good condition and torqued to the recommended figure. Make sure all spring band clamps are in good condition and apply sufficient pressure to the hoses.
Overheating or compression gases leaking, resulting in loss through the radiator overflow.	See Also: Table 62. Coolant - Over Temperature.
If installed, transmission cooler leak.	Check/replace the transmission cooler. Check for coolant in the inlet manifold and in the oil.
Lubricating oil cooler leak.	Check/replace the oil cooler. Check for coolant in the oil.
EGR (Exhaust Gas Recirculation) cooler leak. (1)	Check/replace the EGR cooler. Check for signs of coolant leaking into combustion chamber.
SCR (Selective Catalytic Reduction) system leak. (1)	Check for signs of engine coolant in the DEF and DEF in the engine coolant. Check the dosing metering module and the head unit for leaks.
Cylinder head gasket leak.	Check/replace the head gasket.
Cylinder head cracked or porous.	Check/replace the cylinder head.
Crankcase coolant passages leaking.	Check/replace the crankcase.

(1) If installed

Table 62. Coolant - Over Temperature.

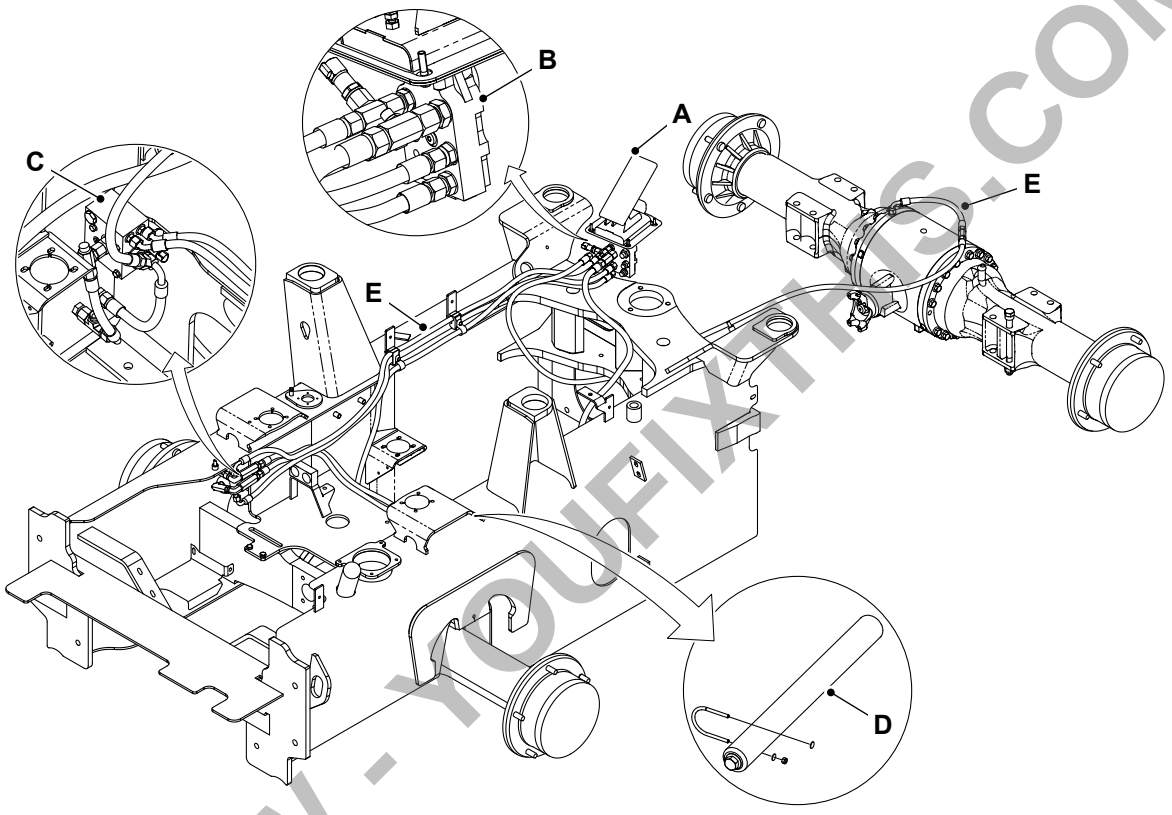
Cause	Remedy
Incorrect coolant level (low).	Check the level. See Also: Table 61. Coolant - Loss.
External radiator matrix blocked with dirt or chaff.	Clean exterior or radiator matrix.
Air flow to the radiator inadequate or restricted.	Check/repair fan shroud, anti-recirculation sealing, shutters, fan sensors, fan speeds as required.
Coolant pump or fan drive belts loose.	Check/correct belt tension.
Radiator hose collapsed, restricted or leaking.	Check/replace hose.
Oil level over filled.	Check oil level.
Cooling system pressure cap incorrect or faulty.	Replace cap with the correct rating for the system.
Over concentration of antifreeze.	Remove part of the coolant from cooling system and replace with water.

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Component Identification

Make a note that the illustration shows a typical brake system. The actual brake system installed on the machine may look different.

Figure 257.



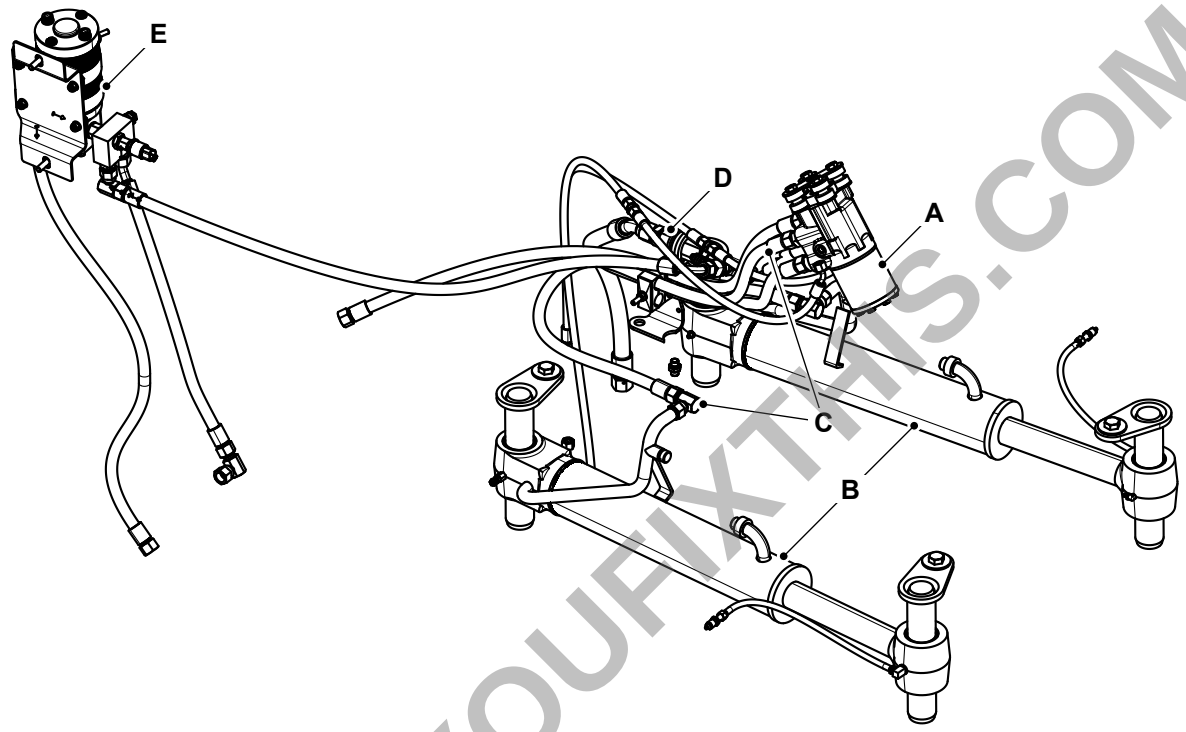
A Brake pedal
B Brake valve
C Charge valve
D Accumulator
E Hoses

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Component Identification

Figure 268.



A Steer valve
B Steer rams
C Hose from steer valve to hydraulic tank
D Check valve
E Emergency steer pump

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Technical Data

For: 4WG-210 ..... Page 27-8
For: 5WG-210 ..... Page 27-8

(For: 4WG-210)

Important: Before you tow the machine read the instructions given in the Operator's Manual carefully.

Table 81.

Type	4WG-210	
Torque converter diameter	300mm	
Torque multiplication at stall	3.06:1	
Gear ratios	Forward gear	Reverse gear
1st	4.152	1.152
2nd	2.089	2.089
3rd	1.072	1.072
4th	0.636	Not applicable
Charge pump flow	105L/min at 2000 RPM (Revolutions Per Minute)	
Oil temperature	80–95°C (175.9–202.9°F)	

(For: 5WG-210)

Table 82.

Type	5WG-210	
Drop centre distance	540mm	
Gear ratios	Forward gear	Reverse gear
1st	4.043:1	3.834:1
2nd	2.255:1	2.138:1
3rd	1.466:1	0.894:1
4th	0.942:1	Not applicable
5th	0.613:1	Not applicable
Stall torque ratio	1.82:1	

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Technical Data

Table 119. Loader Valve

Type	Rexroth, stacked directional control
Services Operated	
Section 1	Loader Arms
Section 2	Shovel
Section 3	Auxiliary 1 (Quick hitch)
Section 4	Auxiliary 2 (Clam) (optional)

Table 120. Gear Pump

Item	Description
Pump type	Heavy duty aluminium external gear
Pump displacement	17.00 cc/rev
Supplier rec fluid properties	Viscosity range 8 to 1000cst
Supplier pump operating speed	500-3000 RPM (Revolutions Per Minute)
Rotational direction	Anticlockwise
Operating oil temperature	-15–80°C (5.0–175.9°F)
Application operating temperature	Maximum 80°C (175.9°F)
Application pressure rating	220bar (3,188.4psi)
Suction pressure (continuous)	0.8bar (11.6psi) absolute
Suction pressure (intermittent)	0.65bar (9.4psi) absolute
Unloading valve	Cut in pressure 144bar (2,086.9psi)
	Cut out pressure 180bar (2,608.7psi)
Unloading valve flow capacity	Flow to accumulators 5L/min
Direct/ indirect drive	Driven on engine PTO (Power Take-Off)
Maximum continuous shaft torque	86N·m

Table 121. Main Hydraulic Pump

Type	Rexroth. Tandem variable displacement axial piston.
Reference	A10VO85DRS/53R-XUD12K07 and A10VO85DRS/53R-XUC12N00

Table 122. Pump1

Description	Value
Stand-by flow	5L/min
Stand-by pressure (pump compensator valve)	31–34bar (449.3–492.8psi)
System control pressure (pump relief valve)	220 ± 5bar (3,188.4 ± 72.5psi)
Full flow at 2000 RPM and rated displacement	170L/min
Flow at maximum pressure (220bar (3,188.4psi))	5L/min
Rated displacement	85 cc/rev

Table 123. Pump 2

Description	Value
Stand-by pressure (pump compensator valve)	29–32bar (420.3–463.8psi)
System control pressure (pump relief valve)	160 ± 5bar (2,318.8 ± 72.5psi)
Stand-by flow	5L/min
Full flow at 2000 RPM and rated displacement	170L/min
Flow at maximum pressure (160bar (2,318.8psi))	5L/min
Rated displacement	85 cc/rev

Table 124. Auxiliary relief valves (ARV)

Operating pressures	Value
Lift ram, head side	345bar (5,000.0psi)
Shovel ram, head side (Z Bar)	250bar (3,623.2psi)
Shovel ram, head side (HT)	155bar (2,246.4psi)
Shovel ram, rod side	250bar (3,623.2psi)
Servo operating pressure	30bar (434.8psi)
Servo relief pressure	45bar (652.2psi)
Brake (non-adjustable)	80bar (1,159.4psi)
Steer relief pressure (at ram)	175bar (2,536.2psi)
Steer relief pressure (at pump)	190bar (2,753.6psi)

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Health and Safety

Arc Welding

To prevent the possibility of damage to electronic components, disconnect the battery and the alternator before arc-welding on the machine or attached implements.

If the machine is equipped with sensitive electrical equipment, i.e. amplifier drivers, electronic control units (ECUs), monitor displays, etc., then disconnect them before welding. Failure to disconnect the sensitive electrical equipment could result in irreparable damage to these components.

Parts of the machine are made from cast iron, welds on cast iron can weaken the structure and break. Do not weld cast iron. Do not connect the welder cable or apply any weld to any part of the engine.

Always connect the welder earth (ground) cable to the same component that is being welded to avoid damage to pivot pins, bearings and bushes. Attach the welder earth (ground) cable a distance from the part being welded no more than 0.6m.

Notice: *Do not disconnect the battery while the engine is running, otherwise the electrical circuits may be damaged.*

CAUTION! *Understand the electrical circuit before connecting or disconnecting an electrical component. A wrong connection can cause injury and/or damage.*

Technical Data

General

Table 162. System

Item	Specification
Electrical System	24V, negative earth

Table 163. Battery

Item	Specification
Cold Crank Amps for one minute to 1.4VPCat -18°C (-0.4°F)	900A
Reserve Capacity (minutes) for 25A load	110

Table 164. Alternator

Item	Specification
Ampere	100A
Voltage	24V

Table 165. Starter motor

Item	Specification
Power output	5.5kW

Table 166. Bulbs

Item	Specification (W)
Headlights- main	75
Headlights- dip	70
Indicators	21
Indicator repeater	5
Work lights (Halogen)	70
Work lights (LED (Light Emitting Diode))	45
Number plate light	5
Tail lights	5
Front sidelights	4
Interior lights	10
Stop lights	21
Beacon	70
Rear fog light	21

For fuses and relays specification refer to operator manual, technical data.

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00 - General

Introduction

JCB Fasteners (Before September 2017)

Some external fasteners on JCB machines are manufactured using an improved type of corrosion resistant finish. This type of finish is called Dacromet and replaces the original Zinc and Yellow Plating used on earlier machines. The two types of fasteners can be readily identified by colour and part number suffix. Refer to Table 1. Fastener Types.

Table 208.

Fastener Type	Colour	Part Number Suffix
Zinc and Yellow	Golden Finish	Z (e.g. 1315/3712Z)
Dacromet	Mottled Silver Finish	D (e.g. 1315/3712D)

Note: As the Dacromet fasteners have a lower torque setting than the Zinc and Yellow fasteners, the torque figures used must be relevant to the type of fastener.

A Dacromet bolt should not be used in conjunction with a Zinc or Yellow plated nut, as this could change the torque characteristics of the torque setting further. For the same reason, a Dacromet nut should not be used with a Zinc or Yellow plated bolt.

All bolts used on JCB machines are high tensile and must not be replaced by bolts of a lesser tensile specification.

Dacromet bolts, due to their high corrosion resistance are used in areas where rust could occur. Dacromet bolts are only used for external applications. They are not used in applications such as gearbox or engine joint seams or internal applications.

JCB Fasteners (After September 2017)

Table 209.

Fastener Type	Colour	Part Number Suffix
Zinc flake-silver	White aluminium (silver-grey), Dull	D (e.g. 1315/3712D)
Zinc and heavy trivalent passivated with seal	Silver (Bright iridescent)	V (e.g. 1315/3712V)
Zinc Nickel - silver/grey	Dark, dull silver grey	Not assigned
Zinc Nickel - black	Black, chalky texture	N (e.g. 1315/3712N)
Zinc flake - black	Black, slight gloss	B (e.g. 1315/3712B)

Torque and Angle Tightening

Insufficient pre-load of a bolted joint can cause major problems, such as cylinder head warp, leaking gasket joints etc. There are several methods of achieving an accurate pre-load of a bolted joint, the two main methods used on the JCB engine are:

- Torque Control Tightening - Using a torque meter to control the torque is the most popular means of controlling pre-load, and in the majority of instances this method is adequate. It should be noted that with this process, the majority of the torque is used to overcome friction, therefore slight variations in the frictional conditions can lead to large changes in the bolt pre-load.
- Angle Control Tightening - Where a more precise pre-load is required, the torque and angle tightening method is used. The bolt is tightened to a predetermined torque (this may be done in stages), and then as a final sequence, the bolt is tightened to a predetermined angle - this method of tightening the bolts results in a smaller variation in the final pre-load. It is critical that the predetermined tightening angle is accurately achieved, failure to tighten accurately to the specified angle could result in the bolt pre-load being incorrect - this will lead to eventual failures. It is good practice to replace all bolts that have been tightened using the torque + angle procedure.

Tightening Method

The following example explains the recommended torque and angle procedure. A torque angle gauge should be used for accuracy, but as a visual check, the bolts can be match marked as described below.

1. Tighten the bolt to the specified torque (specified torque values will be detailed in the relevant PIL sections).
2. Mark a line across the centre of the bolt, and a second line on the part to be clamped - the two lines should be aligned. Refer to Figure 855.

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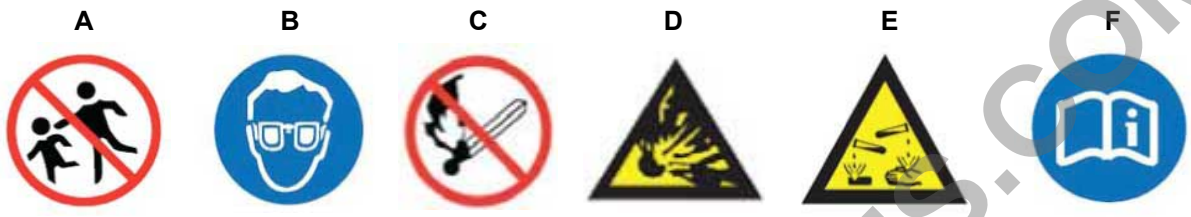
- Throw away oil-soaked shoes

Battery

Warning Symbols

The following warning symbols may be found on the battery.

Figure 867.



A Keep away from children
B Shield eyes
C No smoking, no naked flames, no sparks
D Explosive gas
E Battery acid
F Note operating instructions

First Aid - Oil

Eyes

In the case of eye contact, flush with water for 15min. If irritation persists, get medical attention.

Swallowing

If oil is swallowed do not induce vomiting. Get medical advice.

Skin

In the case of excessive skin contact, wash with soap and water.

Spillage

Absorb with sand or a locally approved brand of absorbent granules. Scrape up and remove to a chemical disposal area.

Fires

⚠ **WARNING** Do not use water to put out an oil fire. This will only spread it because oil floats on water.

Extinguish oil and lubricant fires with carbon dioxide, dry chemical or foam.

First Aid - Electrolyte

Eyes

In the case of eye contact, flush with water for 15min. always get medical attention.

Swallowing

Do not induce vomiting. Drink large quantities of water or milk. Then drink milk of magnesia, beaten egg or vegetable oil. Get medical help.

Skin

Flush with water, remove affected clothing. Cover burns with a sterile dressing then get medical help.

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06 - Pre-start Cold Checks, Service Points and Fluid Levels

Introduction

Table 248.

	Task	10	50	100[1]	500	1,000	2,000
Engine							
Oil[6]	Check (level)	O	O	□	□	□	□
Oil	Check (condition)		O	□	□	□	□
Coolant[6]	Check (level)	O	O	□	□	□	□
Air intake piping	Check (condition)	O	O	□	□	□	□
Cooling fan[2]	Check (operation)	O	O	□	□	□	□
Crankcase breather tubes	Check (condition)	O	O	□	□	□	□
Aftertreatment exhaust piping	Check (condition)	O	O	□	□	□	□
Fuel filter - engine mounted	Replace				□	□	□
Fuel filter - pre filter	Replace				□	□	□
Fuel sedimenter/water seperator	Drain	O	O	□	□	□	□
Charge air cooler and piping[3]	Check/clean			□	□	□	□
Air cleaner restriction meter	Check (operation)			□			
Radiator and hoses[2]	Check/clean			□	□	□	□
Radiator pressure cap	Check (condition)			□	□	□	□
Oil and filter[5]	Replace				□	□	□
Coolant	Check (strength and condition)				□	□	□
V Belt[2]	Check (condition)		O	□	□	□	□
V Belt[9]	Replace				□	□	□
Compressor discharge lines[7]	Clean						□
Coolant[14]	Replace						
Engine - steam clean	Clean						□
Air filter elements [8, 14]	Replace						
Engine valve clearance[7]	Check/adjust					□	□
AdBlue filter	Replace						□
Transmission and Axles							
Transmission oil	Check (level)	O	O	□	□	□	□
Tyres - pressures and condition	Check	O	O	□	□	□	□
Wheel nut - security	Check (condition)	O	O	□	□	□	□
Driveshaft, universal joints and rear axle pivot[10]	Grease			□	□	□	□
Axle breathers	Clean/check				□	□	□

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Notes:

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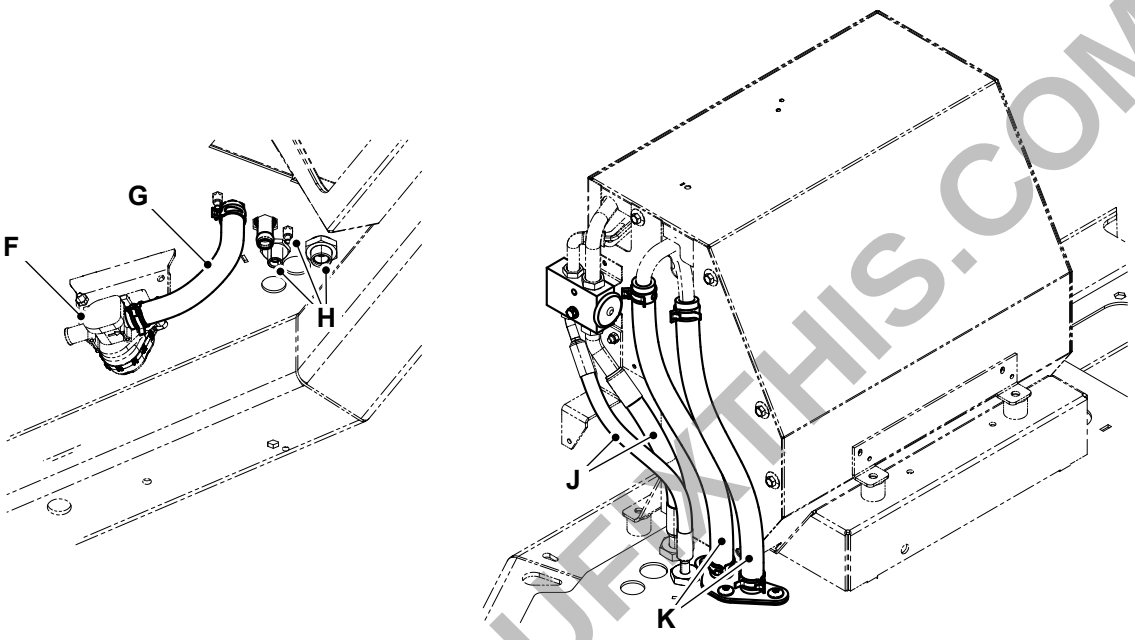
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refrigerant in the system, otherwise the compressor will be damaged.

11. Disconnect the hose from the water valve.

12. Disconnect the air conditioning hoses from the connections at the bottom of the cab floor.

Figure 72.

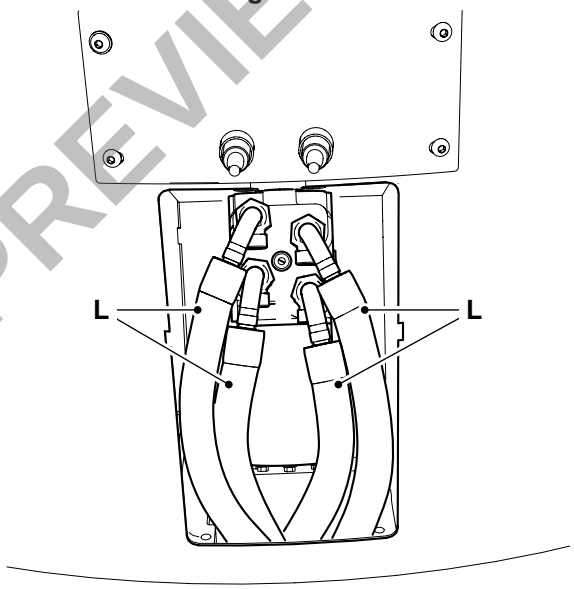


F Water valve
G Water valve hose
H Cab floor connections
J Air conditioning hose
K Heater hose

13. Disconnect the heater hoses.

14. Put a label on the steer unit hoses to help during installation. Disconnect and put plugs on the steer unit hoses.

Figure 73.



L Steer unit hose

15. Attach the lifting frame to the cab roof.

16. Use suitable lifting equipment to support the cab.

17. Remove the cab mounts as follows:

    17.1. Remove the bolt, rubber mount, rebound pad and locking plate from the front cab mounts (x2).

    17.2. Remove the bolt, rubber mount, rebound pad and locking plate from the rear cab mounts (x2).

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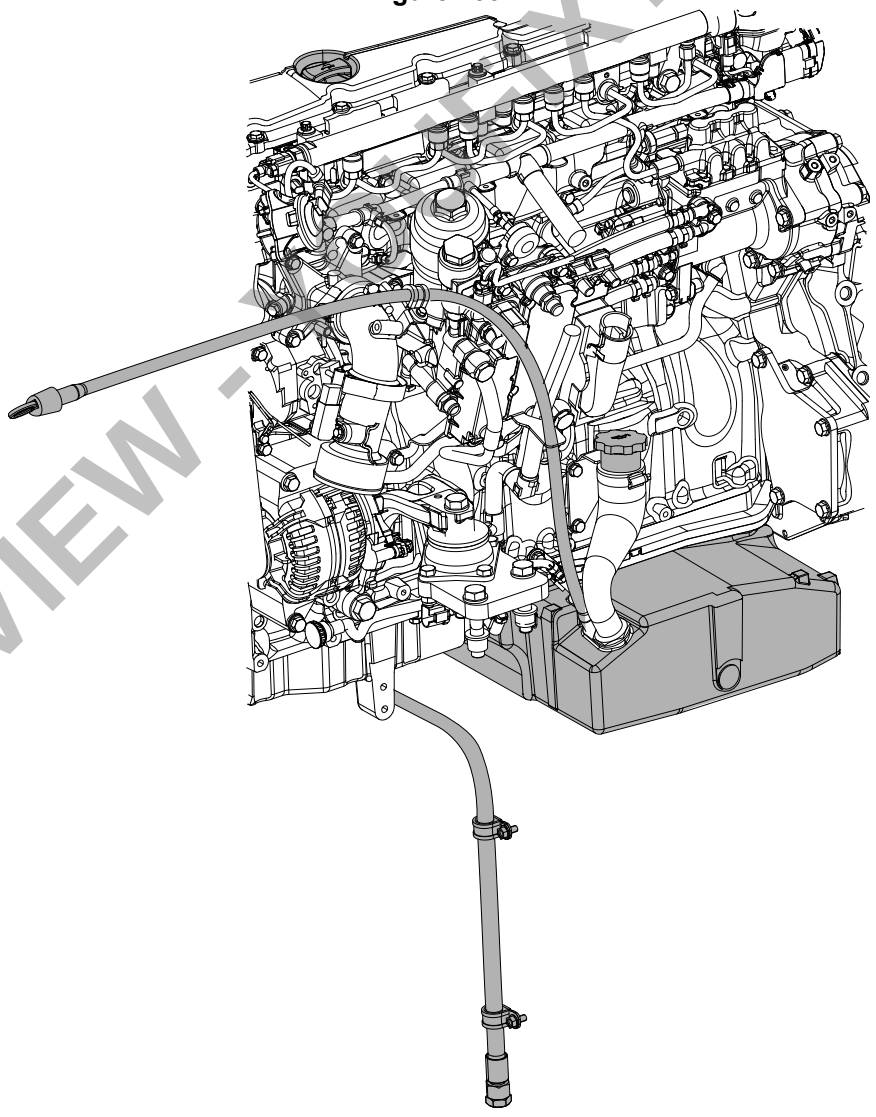
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Check (Level)

⚠ **Notice:** Do not exceed the correct level of engine oil in the sump. If there is too much engine oil, the excess must be drained to the correct level. An excess of engine oil could cause the engine speed to increase rapidly without control.

1. Make the machine safe.
   Refer to: PIL 01-03-27.
2. Apply the park brake.
3. Turn off the engine.
4. Wait for the time specified after turning the engine off.
   Duration: 5–10min
5. Get access to the engine compartment.
6. Check the oil level in the engine with the oil dipstick. The oil should be between the two marks on the oil dipstick.
7. If necessary, add more oil:
   7.1. Remove the filler cap.
   7.2. Add the recommended oil slowly through the filler point
   7.3. Use the oil dipstick to check the oil level, if necessary add more oil.
   7.4. Install the filler cap.
8. Close and secure the engine cover.

Figure 153.



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Introduction

The turbocharger (turbo) is a turbine driven forced induction device that makes an engine more efficient and helps to produce more power for its size.

Engine exhaust gasses drive a turbine, which in turn drives a compressor via a common shaft. The shaft bearings are lubricated by a feed from the engine lubrication system.

A turbocharged engine is more powerful and efficient than a naturally aspirated engine because the turbine forces more air, and proportionately more fuel, into the combustion chamber than atmospheric pressure alone.

Some variants incorporate a wastegate assembly. A flap type valve is housed in the turbocharger body. The valve is actuated by a diaphragm type actuator via an actuator rod. When the pressure generated by the turbocharger compressor reaches a pre-set value the actuator opens the valve, some exhaust gas is diverted back to the exhaust manifold and the turbocharger turbine speed reduces. In this way the pre-set maximum boost pressure from the turbo charger is not exceeded, regardless of engine speed.

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06 - Semi-Automatic Gearbox

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00 - General

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Introduction

Tyres provide a flexible cushion that absorb shocks, while keeping the wheel in close contact with the ground.

Tyre materials are usually synthetic rubber, natural rubber, fabric and wire, along with other compound chemicals. They consist of a tread and a body. The tread provides traction while the body ensures support.

Make sure that the tyres are kept in good condition. Refer to Health and Safety and Check Condition (PIL 27-33).

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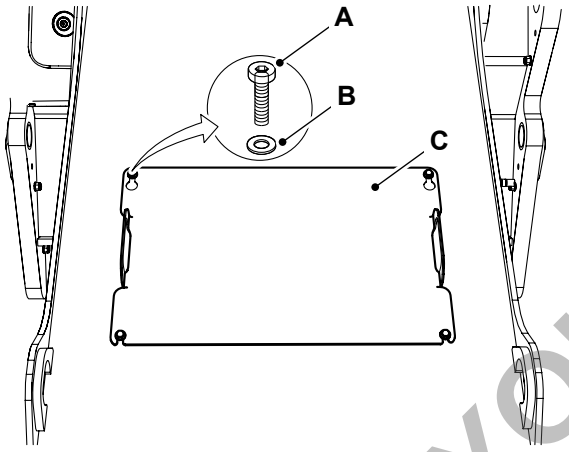
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Remove and Install

Remove

1. Make the machine safe with the lift arm lowered. Refer to (PIL 01-03).
2. Discharge the hydraulic system. Refer to (PIL 30-00).
3. Install the articulation strut. Refer to (PIL 06-27).
4. Remove the bolt 1 (x4) and the washer 1 (x4) that secure the valve cover plate.

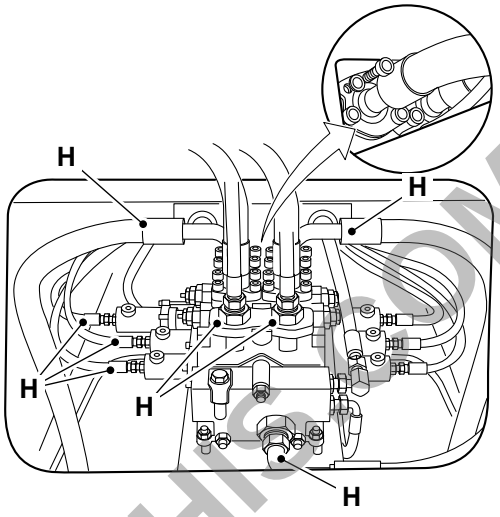
Figure 617.



A Bolt 1
B Washer 1
C Valve cover plate

5. Remove the valve cover plate.
6. Label the hoses to help installation.
7. Remove all the hose connections from the loader lift arm valve.

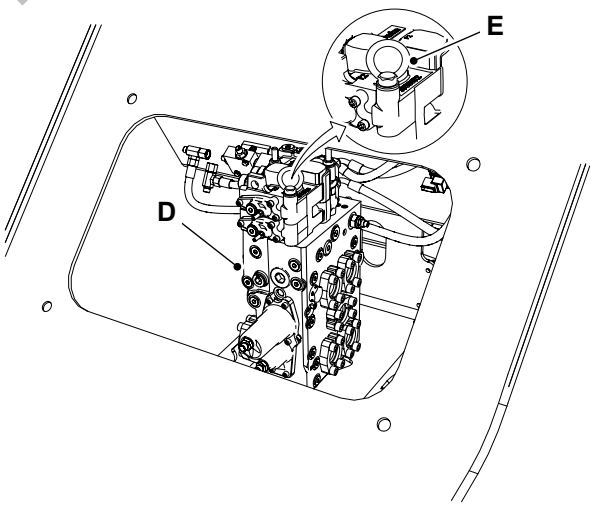
Figure 618.



H Hoses

8. Blank the hoses and fittings to prevent contamination and excessive oil loss.
9. Attach suitable lifting equipment to the lifting eye on the top of the valve.

Figure 619.



D Valve
E Lifting eye

10. Apply a little tension to the lifting eye to support the valve while the retaining bolts are removed.
11. Open the front undershield to get access to the valve securing bolts.
12. Remove the bolt 2 (x3) and the washer 2 (x3).

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Figure 699. 334-V5565 (Sheet 3 of 3)

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Figure 843.



4. The standard diagnostic page will appear on the screen.
5. Click the green activation option at the top left corner of the screen. Refer to Figure 844.

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