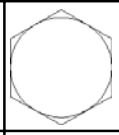
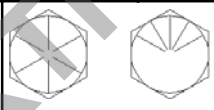
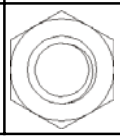
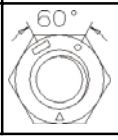
General specification

BOLT TORQUE INFORMATION

DECIMAL HARDWARE

1. Fasteners should be replaced with the same or higher grade. If higher grade fasteners are used, these should only be tightened to the strength of the original.
2. Make sure the fasteners threads are clean and that thread engagement is started. This will prevent them from failing when being tightened.
3. Tighten plastic insert or crimped steel-type lock nuts to approximately **50 %** of the dry torque, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.
4. The L9 (Alloy) fasteners torque values are for a bolt, nut, and two washers.
   When using L9 (Alloy) fasteners, do not use the values in this table for tapped holes.

GRADE							
	1 or 2	5	5.1	5.2	8	8.2	L9 (Alloy)
SAE Markings for Bolts and Cap Screws							
	2	5			8		L9 (Alloy)
SAE Markings for Hex Nuts							

	GRADE 2 *				GRADE 5, 5.1 or 5.2				GRADE 8 or 8.2				GRADE L9 (Alloy)			
	Dry **		Lubricated **		Dry**		Lubricated **		Dry**		Lubricated **		Head		Nut	
SIZE	Nm	lb/ft	Nm	lb/ft	Nm	lb/ft	Nm	lb/ft	Nm	lb/ft	Nm	lb/ft	Nm	lb/ft	Nm	lb/ft
1/4 UNF	7.5	5.5	5.7	4.2	10.8	8	8.5	6.3	16.3	12	12.2	9	13.6	10	14.9	11
1/4 UNC	8.5	6.3	6.4	4.7	13.6	10	9.8	7.2	19	14	13.6	10	16.3	12	17.6	13
5/16 UNF	15	11	11	8	23	17	18	13	33	24	24	18	26	19	28	21
5/16 UNC	16	12	12	9	26	19	19	14	37	27	27	20	27	20	31	23
3/8 UNF	27	20	20	15	41	30	31	23	61	45	47	35	41	30	45	33
3/8 UNC	31	23	23	17	47	35	34	25	68	50	47	35	47	35	52	38
7/16 UNF	43	32	33	24	68	50	47	35	95	70	68	50	75	55	81	60
7/16 UNC	49	36	37	27	75	55	54	40	108	80	81	60	81	60	88	65
1/2 UNF	68	50	47	35	102	75	75	55	149	110	108	80	115	85	129	95
1/2 UNC	75	55	54	40	115	85	88	65	163	120	122	90	129	95	142	105
9/16 UNF	95	70	75	55	149	110	108	80	203	150	149	110	163	120	190	140
9/16 UNC	108	80	81	60	163	120	122	90	231	170	176	130	183	135	203	150
5/8 UNF	136	100	102	75	203	150	149	110	285	210	217	160	231	170	251	185

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PRIMARY HYDRAULIC POWER SYSTEM - Capacity

NOTE: *Transmission and hydraulic system use the same reservoir.*

Hydraulic reservoir refill capacity	**75.7 L 20 US gal**

PRIMARY HYDRAULIC POWER SYSTEM - Special tools



B877558M_1 1

CAS1804 PRESSURE TEST KIT

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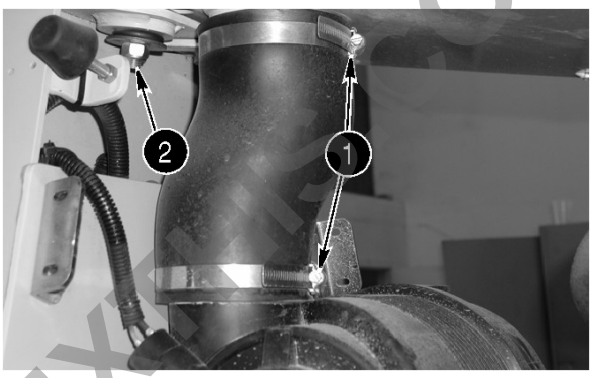
ENGINE - Remove

Prior operation:
Radiator - Remove (B.50.A)

NOTE: *If machine is equipped with a brush guard do step 1 otherwise go to step 2.*

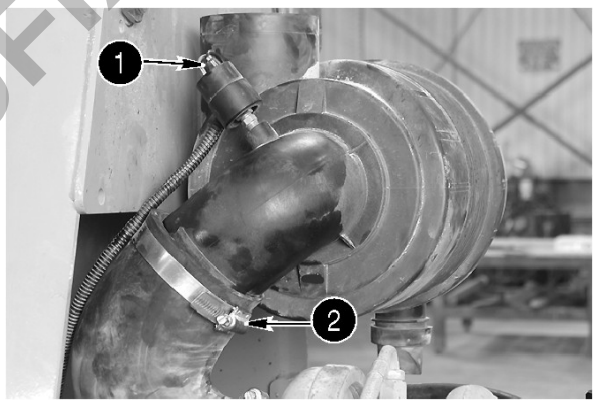
1. Connect suitable lifting equipment to brush guard. Remove two lower bolts and lock nuts, remove the two upper bolts and washers securing the brush guard. Remove brush guard.

2. Loosen the hose clamps **(1)** on the air cleaner intake hose. Remove the two nuts and washers **(2)** from the rear of the engine hood. Have another person assist you and remove the hood.



BD04D062 1

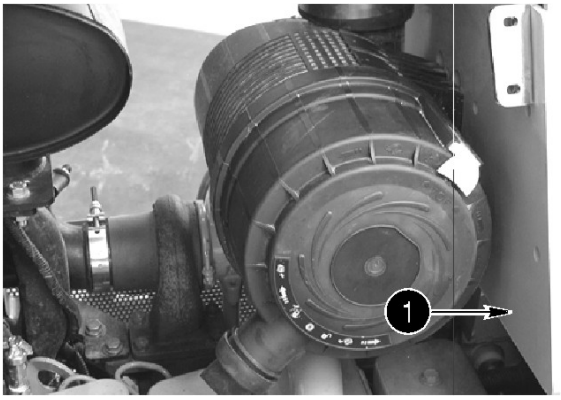
3. Tag and disconnect the two wires from the air restriction switch **(1)**. Loosen the clamp **(2)** and pull the hose off of the air cleaner.



BS02J049 2

4. Remove the two lower bolts, loosen the two upper bolts. Remove the air cleaner assembly.

NOTE: *The bolts mounting the air cleaner are between the plates of the fire wall **(1)**. The bottom two must be removed and the top two have slotted holes and only need to be loosened.*



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TRANSMISSION Hydrostatic - Torque

Pump mount bolts to frame	**68 - 81 Nm** (**50 - 60 lb ft**).
Motor mount bolts to final drives	**122 - 135.6 Nm** (**90 - 100 lb ft**)
Pump to motor hoses spit flange clamps	**90 - 100 Nm** (**66 - 74 lb ft**).
Inlet hose clamps	**6.5 - 7.6 Nm** (**58 - 68 lb in**).
Drive shaft to flywheel mount bolts	**285 - 305 Nm** (**210 - 225 lb ft**).
Center housing rear cover	
M20 hex bolts	**495 - 620 Nm** (**357 - 460 lb ft**).
M12 hex bolts	**99 - 128 Nm** (**73 - 94 lb ft**).

TRANSMISSION Hydrostatic - General specification

Charge pump pressure	**24 bar (350 psi)**
Left Forward Pump Port MA	**414 bar (6000 psi)**
Left Reverse Pump Port MB	**414 bar (6000 psi)**
Right Forward Pump Port MB	**414 bar (6000 psi)**
Right Reverse Pump Port MA	**414 bar (6000 psi)**

NOTE: *The hydraulic and hydrostatic oil must be at an operating temperature of* ***49 - 63 °C (120 - 145 °F)*** *when checking pressure specifications.*

TRANSMISSION Hydrostatic - Special tools



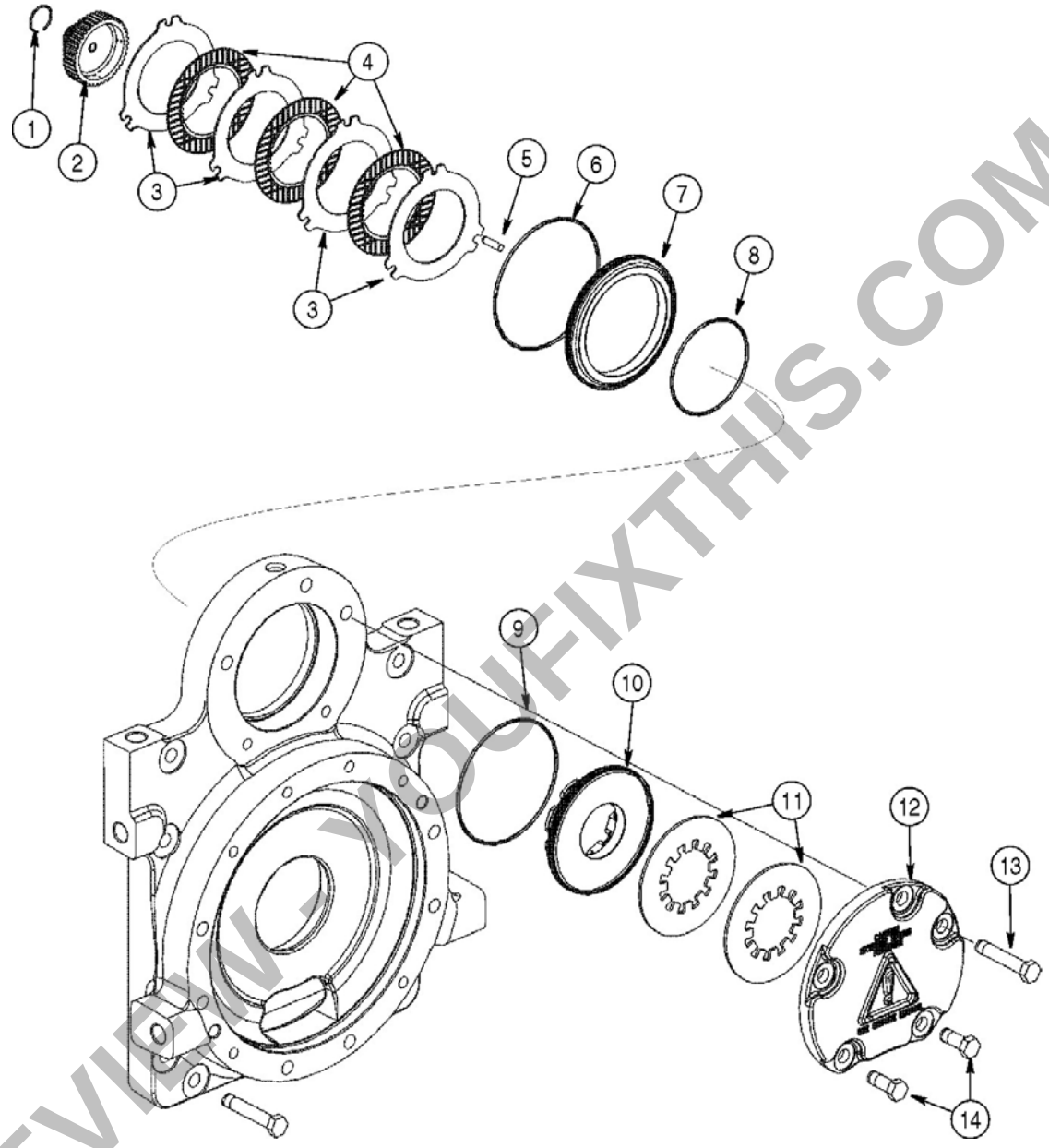
B877558M 1

CAS1804 PRESSURE TEST FITTING KIT

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SERVICE BRAKE Hydraulic - Exploded view



BC02J078 1

(1) Snap ring	**(8)** Brake piston inner O-ring
(2) Park brake shaft	**(9)** Brake piston outer O-ring
(3) Separator plates	**(10)** Brake piston
(4) Friction plates	**(11)** Spring washers
(5) Dowel pins (3)	**(12)** Housing cover
(6) Piston plate O-ring	**(13)** Bolts 24MM hex head (3)
(7) Piston plate	**(14)** Bolts 18MM hex head

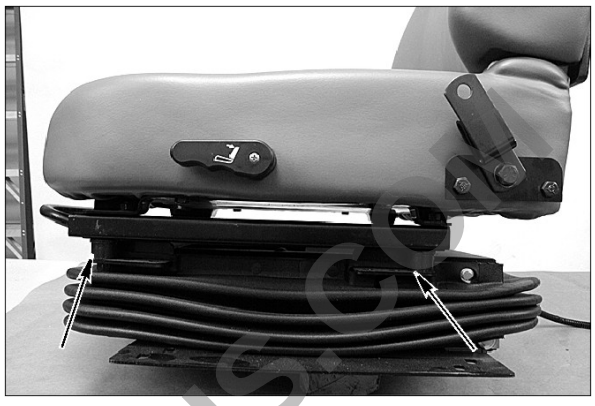
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Seat suspension system - Disassemble

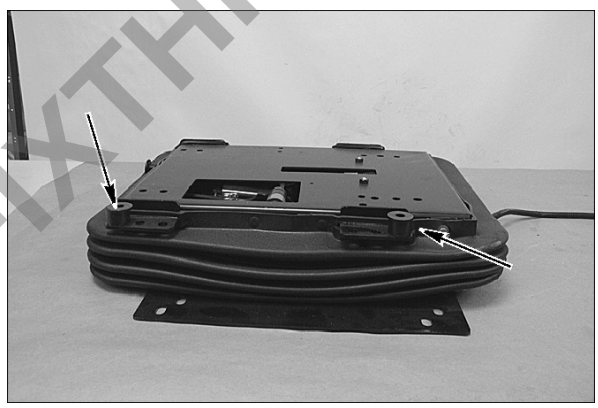
NOTE: *The following procedures are for an air suspension seat.*

1. Loosen and remove the 4 cap screws from the seat assembly. Remove the seat assembly from the base.



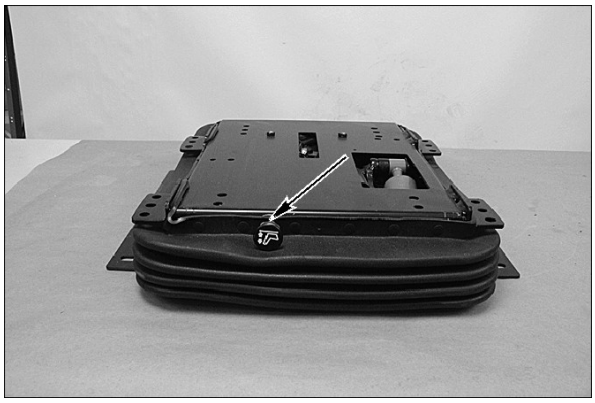
BS02N012 1

2. Remove the washers and spacer blocks.



BS02N013 2

3. Loosen the Allen set screw for the seat control button and remove the button.

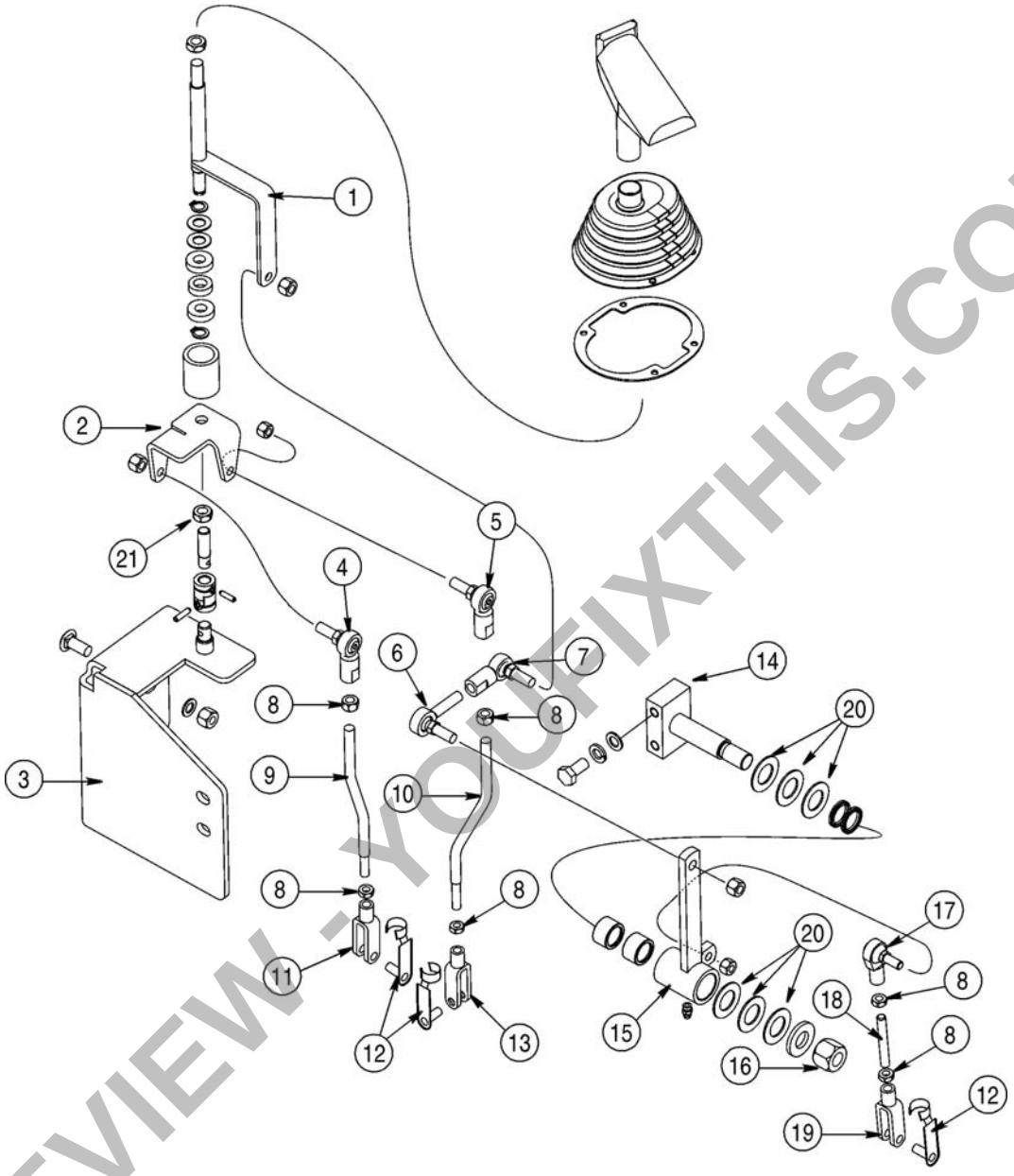


BS02N014 3

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Command - Exploded view



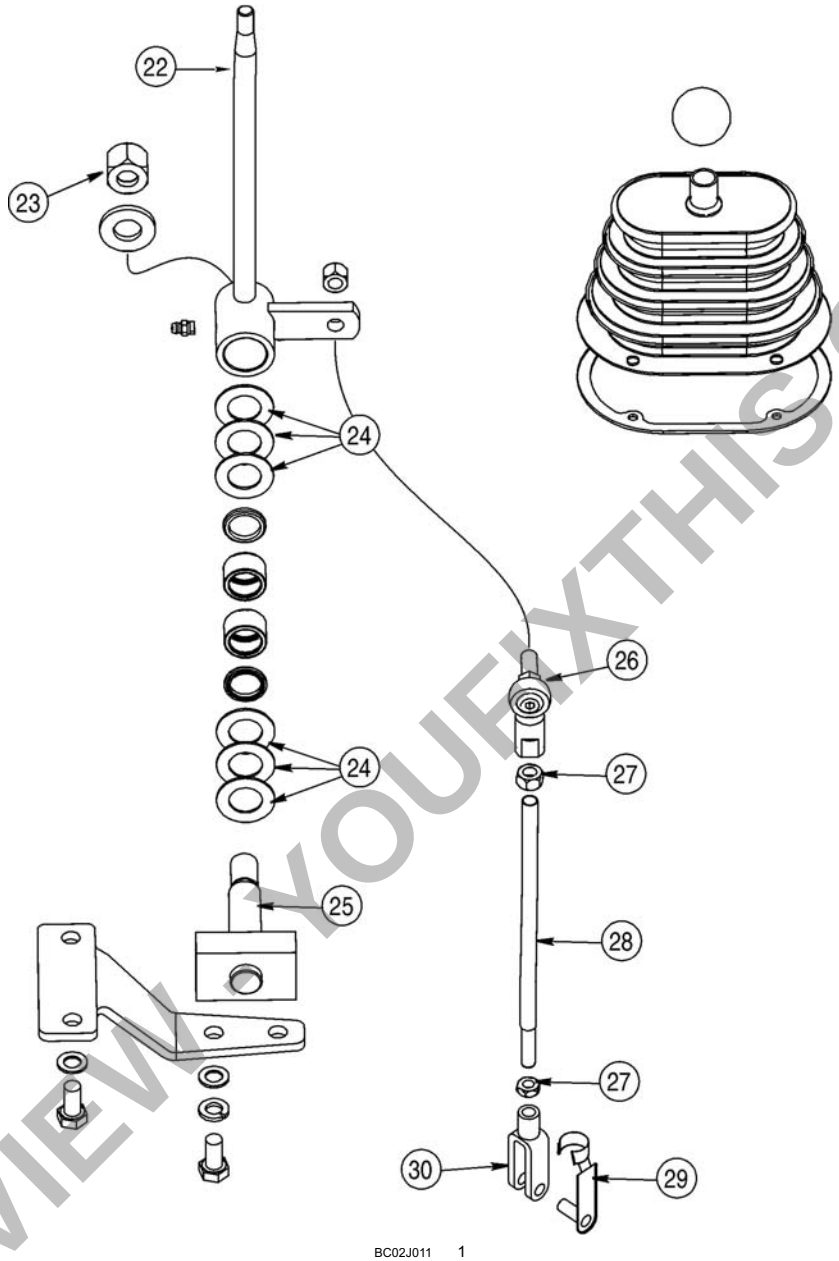
BC02J010 1

(1) Angle control	**(8)** Jam nut	**(15)** Rocker angle control
(2) Lift and tilt control	**(9)** Lift rod	**(16)** Self locking nut
(3) Mounting bracket	**(10)** Tilt rod	**(17)** Rod end angle
(4) Rod end lift	**(11)** Clevis lift	**(18)** Angle rod
(5) Rod end tilt	**(12)** Pin spring clevis	**(19)** Clevis angle
(6) Rod end angle	**(13)** Clevis tilt	**(20)** Shims
(7) Rod end angle	**(14)** Rocker bracket	**(21)** Jam nut

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Command Lever - Travel adjust



BC02J011 1

(22) Control auxiliary	**(25)** Rocker bracket	**(28)** Auxiliary rod
(23) Self locking nut	**(26)** Rod end auxiliary	**(29)** Pin spring clevis
(24) Shims	**(27)** Jam nuts	**(30)** Clevis auxiliary

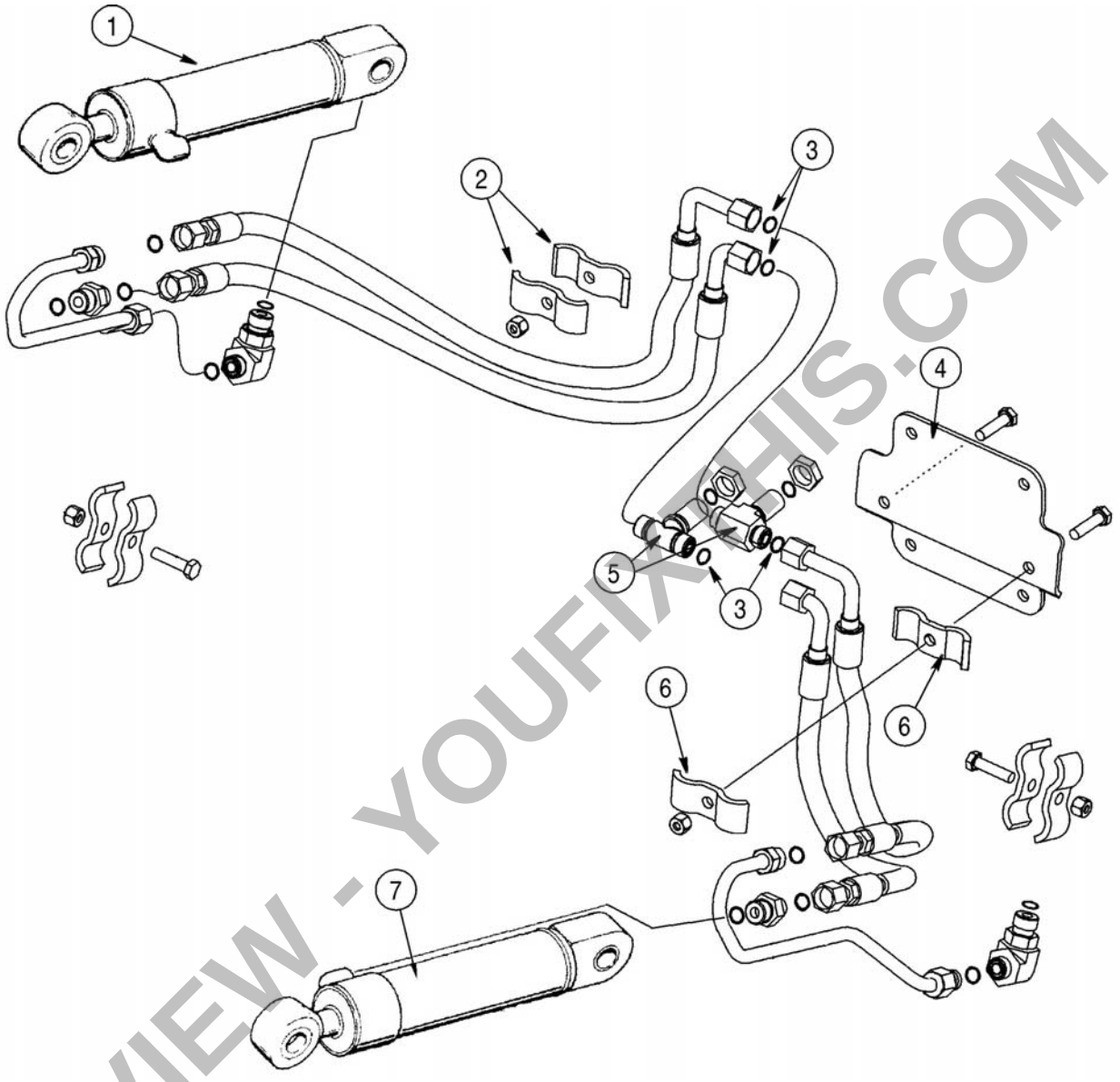
1. Loosen jam nuts (27) on the auxiliary rod (28), remove the pin (29) from the clevis (30).
2. Turn the rod (27) or the clevis (29) to make the adjustments.

NOTE: *Turn the rod or clevis clockwise to shorten or counter clockwise to lengthen.*

3. Adjust the rod as needed so the lower arm of the auxiliary control (22) is horizontal.

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Ripper - Exploded view

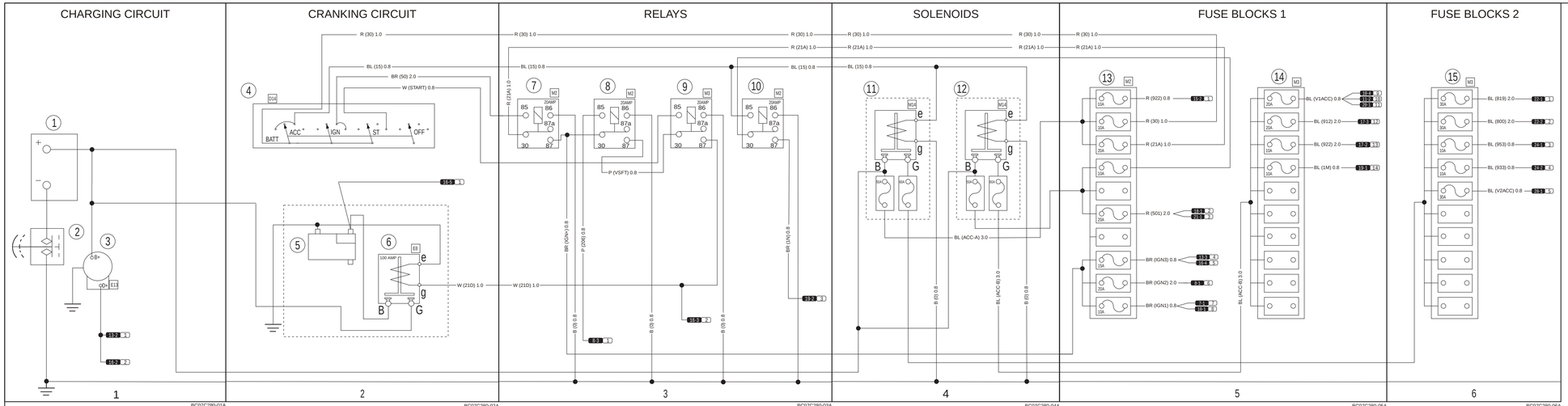


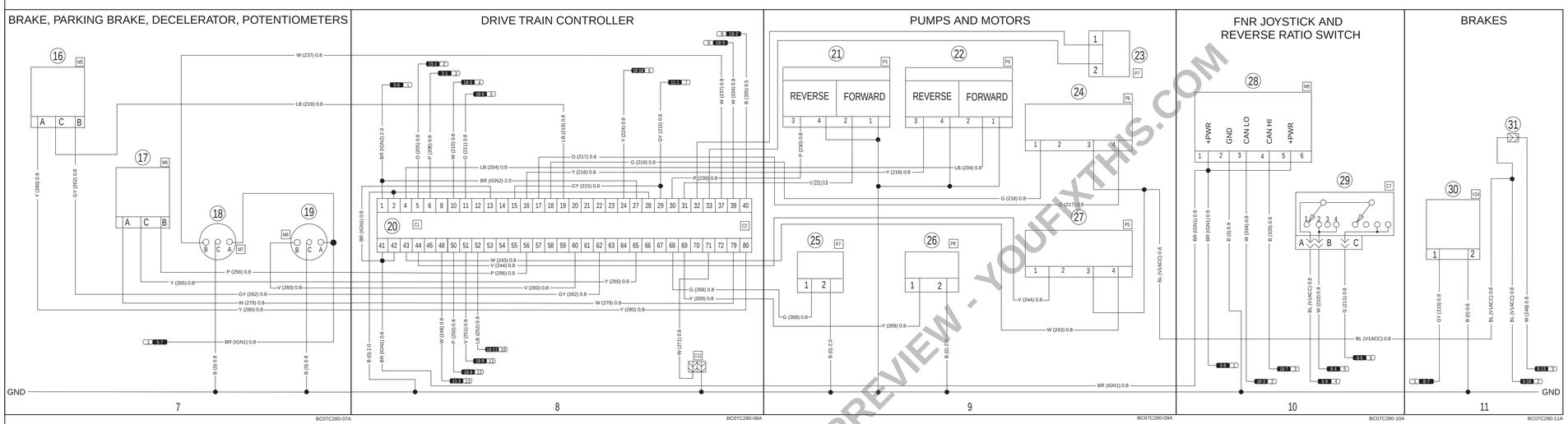
BC02J017 1

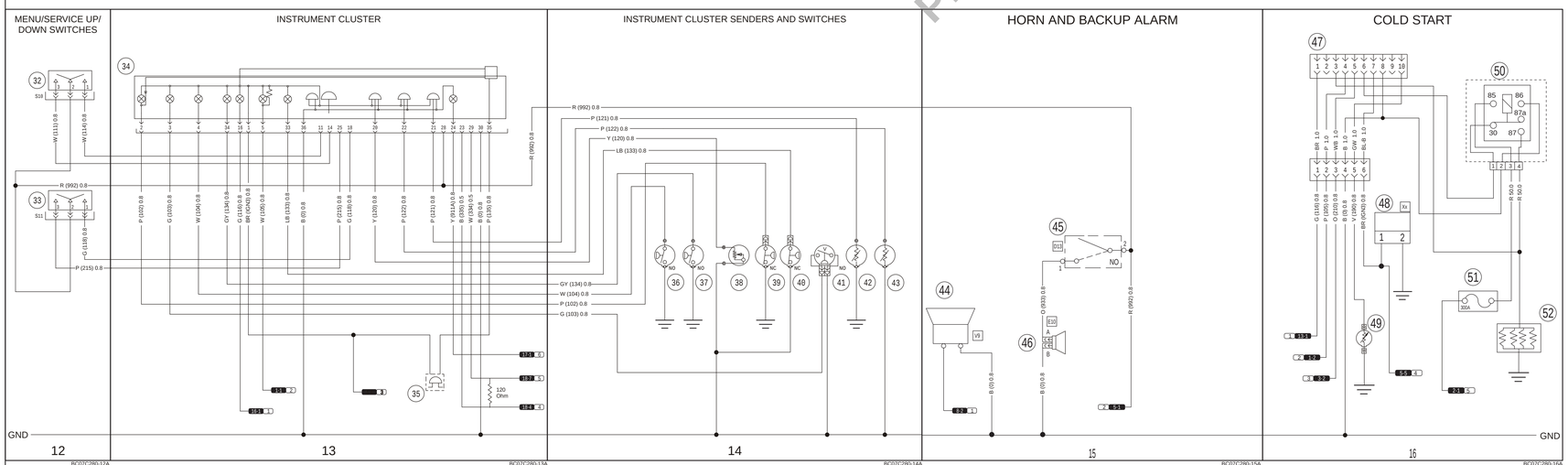
Cylinder Hose Connections	
1. Left cylinder	5. Manifold tees
2. Left hose clamp	6. Right hose clamp
3. O-rings	7. Right Cylinder
4. Lower bracket	

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COMPONENTS

1. BATTERY
2. MASTER DISCONNECT SWITCH
3. ALTERNATOR
4. IGNITION SWITCH
5. STARTER
6. STARTER SOLENOID
7. IGNITION RELAY
8. VEHICLE SAFETY RELAY
9. STARTER RELAY
10. FLEET RELAY
11. ACCESSORY RELAY A
12. ACCESSORY RELAY B
13. FUSE AND RELAY BLOCK
14. FUSE BLOCK ACCESSORY B
15. FUSE BLOCK ACCESSORY A
16. DECLERATOR POSITION SENSOR
17. BRAKE POSITION SENSOR
18. LH PARK BRAKE PROX. SWITCH
19. RH PARK BRAKE PROX. SWITCH
20. DRIVE TRAIN CONTROLLER
21. LH HYDROSTATIC PUMP
22. RH HYDROSTATIC PUMP
23. ENGINE SPEED SENSOR
24. RH MOTOR SPEED SENSOR
25. LH MOTOR SOLENOID
26. RH MOTOR SOLENOID
27. LH MOTOR SPEED SENSOR
28. FNR JOYSTICK
29. REVERSE RATIO SWITCH
30. BRAKE SOLENOID
31. BRAKE PRESSURE SWITCH BYPASS
32. ENTER/ESCAPE SWITCH
33. UP/DOWN SWITCH
34. INSTRUMENT CLUSTER
35. WARNING BUZZER
36. EQUIPMENT FILTER RESTRICTION SWITCH
37. HYDROSTATIC FILTER RESTRICTION SWITCH
38. FUEL SENDING UNIT
39. ENGINE OIL PRESSURE
40. TRANSMISSION CHARGE PRESSURE SWITCH
41. AIR FILTER RESTRICTION SWITCH
42. TRANSMISSION TEMPERATURE
43. ENGINE TEMPERATURE
44. BACKUP ALARM
45. HORN SWITCH
46. HORN
47. GRID HEATER CONTROLLER
48. ENGINE SHUT OFF SOLENOID
49. TEMPERATURE SENSOR
50. GRID HEATER RELAY
51. GRID HEATER FUSE
52. GRID HEATER

CIRCUIT DIAGRAM LEGEND

SHOWS CIRCUIT CROSSING NOT CONNECTED

SHOWS CIRCUIT SPLICE CONNECTION

CIRCUIT CONTINUATION

COMPONENT NUMBER

MALE TERMINAL

FEMALE TERMINAL

INDICATES EXTERNAL GROUND

INDICATES INTERNALLY GROUNDED COMPONENT

WIRE IDENTIFICATION

B . . . BLACK
BL . . BLUE
G. . . GREEN
P . . . PINK
BR. . TAN/BROWN
LB . . LIGHT BLUE
W . . WHITE
Y. . . YELLOW
O. . . ORANGE
V. . . VIOLET/PURPLE
R. . . RED
GY . GREY

BL | XXX | 1.0
WIRE COLOR — WIRE NUMBER — WIRE SIZE

NOTES

1. D75 Serial Number N6DC75282 and above
2. D85 Serial Number N6DC85264 and above
3. D95 Serial Number N6DC95431 and above

ELECTRICAL SCHEMATIC
D 75, 85 AND 95 DOZER SERIES 3 DOZER

Additional copies of this Hydraulic and Electrical Schematic can be ordered through Technical Publications Distribution System. The part number is 5-6290na

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BC07C280-00A

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NEW HOLLAND

INTRODUCTION

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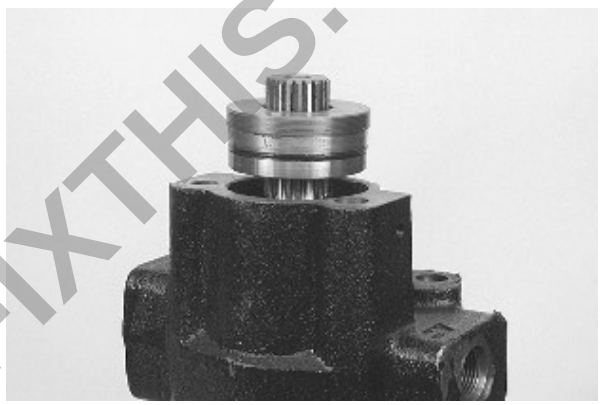
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12. Install the thru shaft.



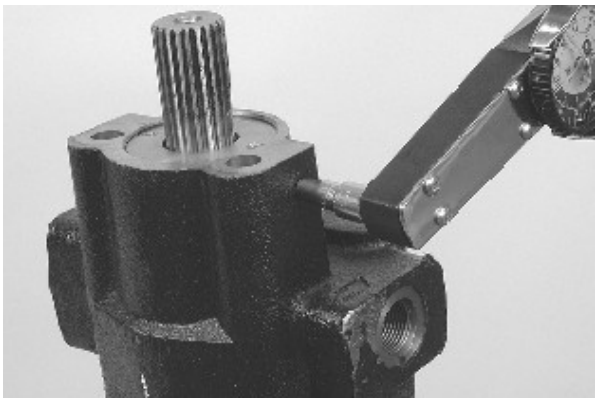
BD02E078 12

13. Use a thin coat of grease to lubricate the O-ring and seal. Install the bearing retainer, use a suitable tool and torque the retainer.



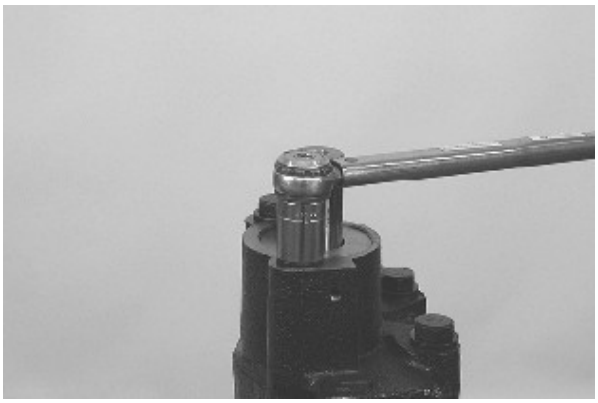
BD02E042 13

14. Install and torque the bearing retainer set screws.



BD02E079 14

15. Install and torque the housing bolts to **271 Nm (200 lb ft)**.



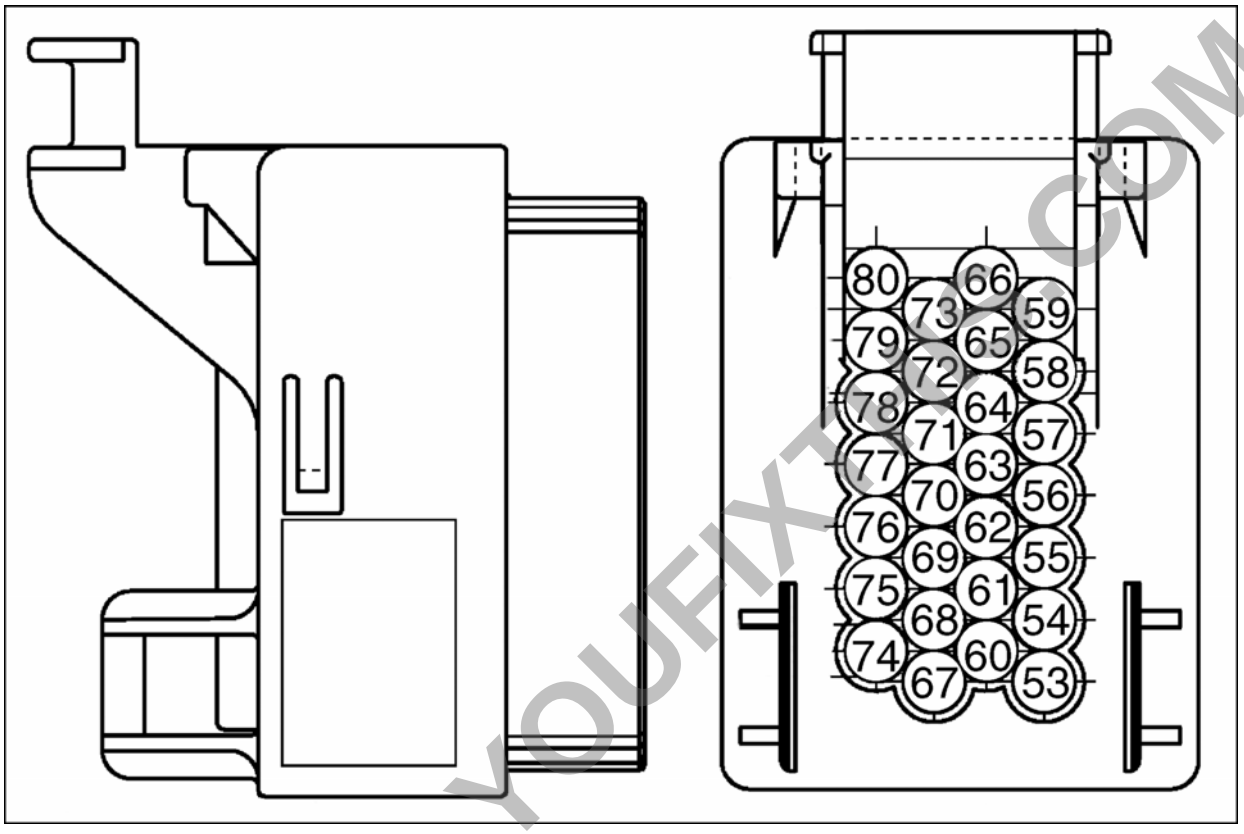
BD02E038 15

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11	211	24	224	37	237	50	250
12	NOT USED	25	NOT USED	38	NOT USED	51	251
13	IGN1	26	NOT USED	39	334	52	252

Connector C2



C2 2

Cavity	Circuit ID	Cavity	Circuit ID
53	NOT USED	67	NOT USED
54	NOT USED	68	268
55	NOT USED	69	269
56	256	70	NOT USED
57	NOT USED	71	271
58	NOT USED	72	NOT USED
59	NOT USED	73	NOT USED
60	260	74	NOT USED
61	NOT USED	75	NOT USED
62	262	76	NOT USED
63	NOT USED	77	NOT USED
64	NOT USED	78	NOT USED
65	265	79	279
66	NOT USED	80	280

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Alternator drive system Belt - Replace

1. Park the machine on a level surface.
2. Lower the attachments to the floor.
3. Apply the parking brake and stop the engine, remove the key from the ignition switch.
4. Fasten a Do Not Operate tag to the instrument panel.
5. Open the left rear ROPS door.
6. Put the battery disconnect switch in the off position.
7. Open right-hand side engine panel.
8. Remove the right-hand side lower panel.
9. Put a 12.7 (1/2 inch) drive breaker bar in the bracket for the automatic belt tensioner.



BP00B041 1

10. Lift up on the breaker bar to release the belt tension while removing the old drive belt.
11. Use the breaker bar to hold the tension pulley out of the way while installing the new drive belt on the pulleys. Make sure that the drive belt is seated in the grooves in each of the pulleys.
12. Install the right-hand side lower panel.
13. Close the right-hand engine side panel.
14. Remove the Do Not Operate tag from the instrument panel.

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4151-Right reverse pump solenoid circuit open or over current

D75 [N7DC7582 -], D85 [N7DC85264 -], D95 [N7DC95431 -]

Possible failure modes:

1. Crawler will not move in reverse.

Solution:

1. Find out if the fault code is still active, refer to **Command Display/service switch - Dynamic description (C.20.F)**.
   Prior to clearing fault codes write down all fault codes, number of occurrences, and engine hours at last occurrence.

   A. Turn ignition switch to RUN position to power drivetrain controller.

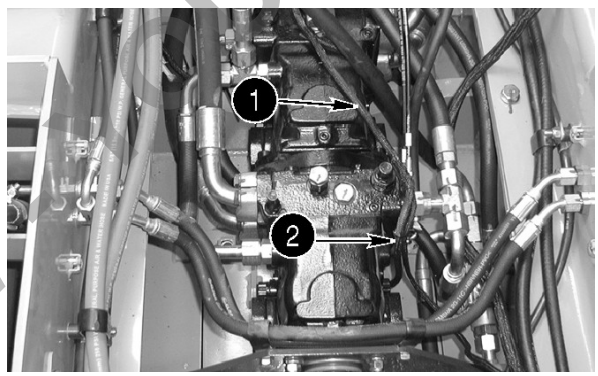
   B. Clear all fault codes from the controller.

   C. To check for fault code: Move directional control to neutral, ignition switch to run (engine does not need to be running), move both parking levers to down position, move hand throttle to high idle position, and push directional control to forward position.

   D. NOT OK – Fault code 4151 is recorded again. Go to step **2**.

   E. OK for return to service.

2. Clean and inspect the Left Forward Pump Solenoid Connection.
   1. Connector X 63
   2. Connector X 62



BD02H004-2 1

   A. Turn ignition switch and master disconnect off.

   B. Tilt ROPS cab/canopy, refer to **USER PLATFORM - Tilt (E.34.A)**.

   C. Disconnect the Left Forward Pump Solenoid, Connector **X62**.

   D. Inspect pins 1 through 4. Clean connections.

   E. Clean female pins by installing and removing.

   F. Measure the resistance of the coil at the Left Forward Pump Solenoid, Connector **X62** pins 3 and 4. The resistance should be 5.75 Ohms ± 0.75 Ohms.

   G. NOT OK – Replace the solenoid. Return to step **1** to confirm elimination of fault.

   H. OK – Go to step **3**.

3. Check the Left Forward Pump Solenoid Ground Connection.

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4421-Backup alarm relay circuit over current or open circuit

D75 [N6DC00000 - N6DC75281], D85 [N6DC00000 - N6DC85263], D95 [N6DC00000 - N6DC95430]

Cause:

1. Connectors not mated fully, pins not pushed into connector fully, bent pin or broken wire at rear of connector.
2. Wiring or relay circuits open.
3. Wiring or relay circuits shorted.
4. Failed Drivetrain Control Module.

Possible failure modes:

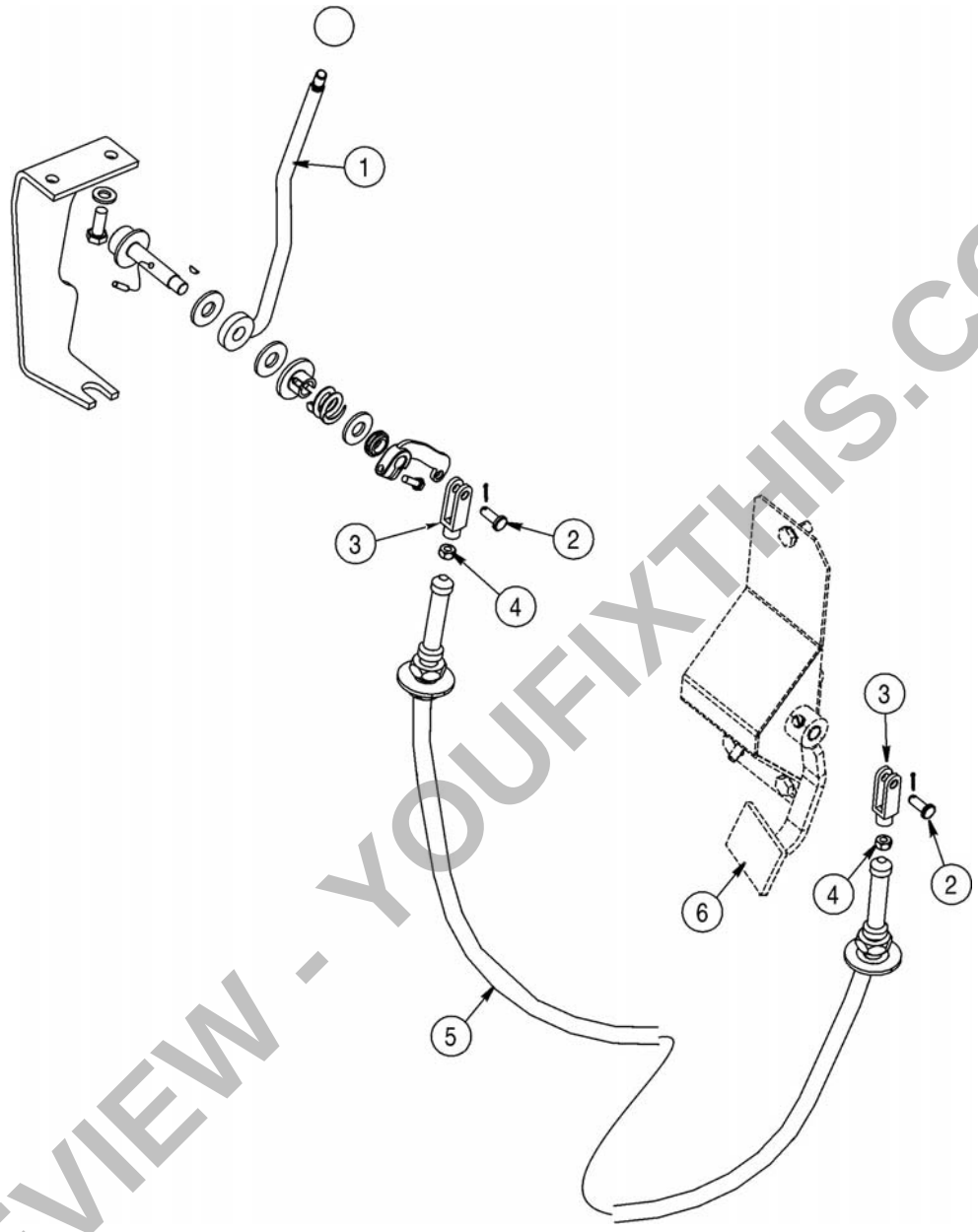
1. When in reverse, Backup Alarm will not sound.

Solution:

1. Find out if the fault code is still active, refer to **Command Display/service switch - Dynamic description (C.20.F)**.
   Prior to clearing fault codes write down all fault codes, number of occurrences, and engine hours at last occurrence.
   A. Turn ignition switch to RUN position to power drivetrain controller.
   B. Clear all fault codes from the controller.
   C. To check for fault code: Move directional control to neutral, ignition switch to run (engine does not need to be running), move both parking levers to down position, move hand throttle to high idle position, and push directional control to reverse position.
   D. NOT OK – Fault code 4421 is recorded again. Go to step **2**.
   E. OK for return to service.
2. Inspect the Backup Alarm Relay Connection.
   A. Turn ignition switch and master disconnect off.
   B. Disconnect the Backup Alarm Relay from the Relay Panel.
   C. Inspect pins 85, 86, 30, 87 and 87a. Clean connections.
   D. Check for water in connectors.
   E. Clean female pins by installing and removing.
   F. NOT OK – Replace Relay. Return to Step **1** to confirm elimination of fault.
   G. OK – Go to Step **3**.
3. Check for open circuit in the Backup Alarm Relay.
   A. Disconnect the Backup Alarm Relay, Relay Panel.
   B. Check for open circuit between pin 85 and 86 of the Backup Alarm Relay, Relay Panel.
   C. Check for open circuit between pin 30 and 87a of the Backup Alarm Relay, Relay Panel.
   D. Measure the resistance of the coil at the Backup Alarm Relay, Relay Panel pins 85 and 86. The resistance should be 78 Ohms.
   E. NOT OK – Replace Relay and return to Step **1** to confirm elimination of fault.
   F. OK – Go to Step **4**.

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Throttle command Mechanical throttle - Exploded view



BC02J014 1

(1) Throttle lever	**(4)** Jam nut
(2) Clevis pin	**(5)** Throttle cable
(3) Clevis	**(6)** Decelerator pedal

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NEW HOLLAND

POWER TRAIN - C

POWER COUPLING Fixed coupling - 10.B

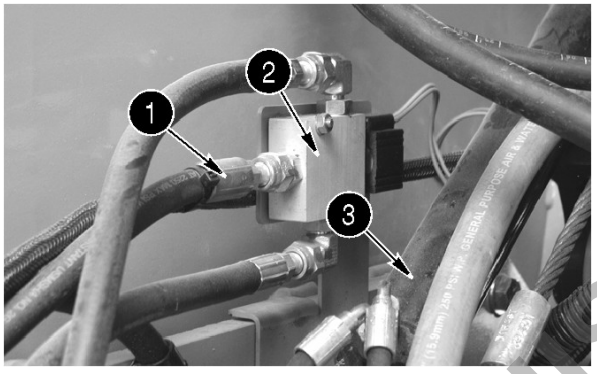
D75 [N6DC00000 - N6DC75281] , D75 [N7DC7582 -] , D85 [N6DC00000 - N6DC85263] , D85 [N7DC85264 -] , D95 [N6DC00000 - N6DC95430] , D95 [N7DC95431 -]

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Control valve - Remove

Prior operation:
USER PLATFORM - Tilt (E.34.A)



BD02H057_2 1

(1) Hydraulic line	**(3)** Tilt cylinder
(2) Brake solenoid	

1. Clean the area around the solenoid valve.
2. Disconnect the harness connector.
3. Refer to **Reservoir - Apply vacuum (A.10.A)** and apply vacuum to the hydraulic system.
4. Tag and disconnect hydraulic lines for proper location during assembly.
5. Plug or cap all lines and fittings.
6. Remove the valve.

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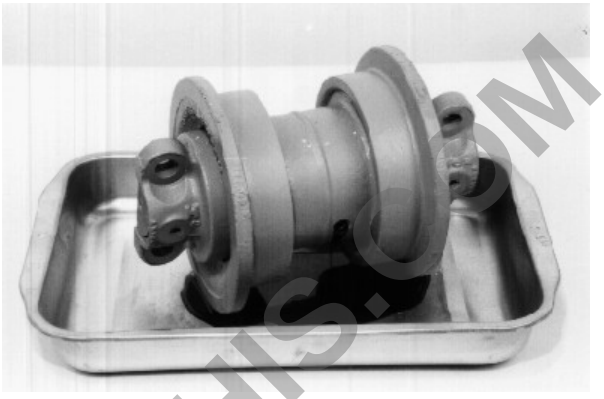
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Roller Lower roller - Disassemble

Prior operation:
Roller Lower roller - Remove (D.50.B)

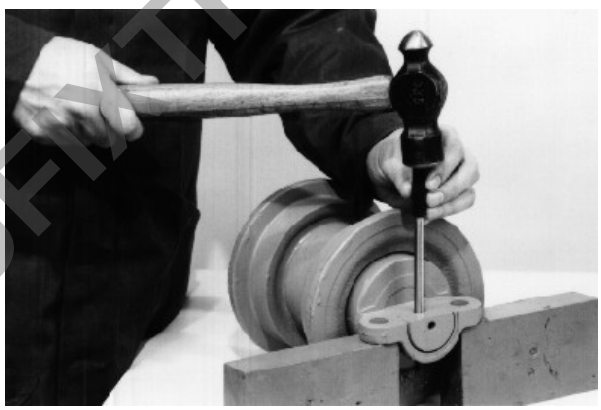
1. Use a 6 mm Allen wrench to loosen and remove the drain plug. Drain the lubricant from the track roller.

NOTE: *It may be necessary to heat the plug to break the Loctite loose.*



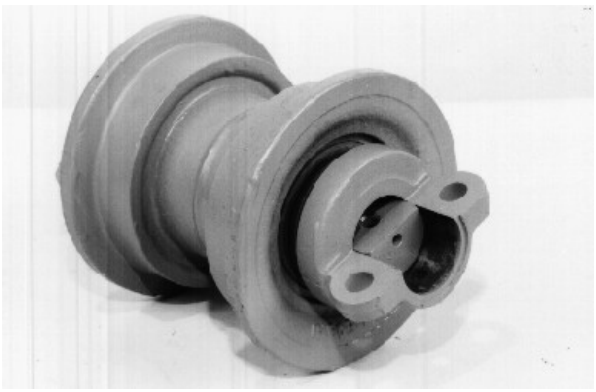
B921227M 1

2. Drive a roll pin out of the shaft and end cap.



B921228M 2

3. Drive the shaft out of the end cap and remove the end cap.



B921229M 3

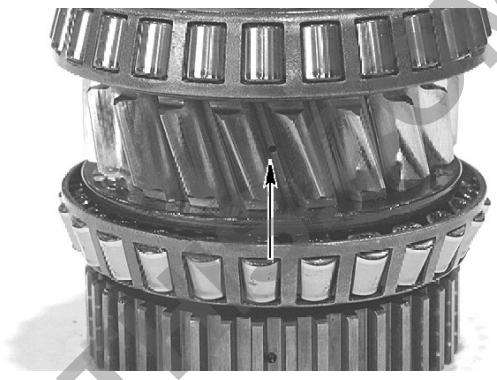
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Gear Spur gear - Visual inspection

IMPORTANT: *Do not use compressed air to dry bearings. Allow bearings to air dry.*

1. Clean all parts in cleaning solvent.
2. Check gear teeth for cracks, breaks, chipping, or other damage. Replace if cracked, broken or chipped gear teeth are seen.
3. Check to make sure the lubrication holes are open in the input gear.



BD02M098 1

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N°	Test Point	Expected Result	Other Result (Possible Cause)
2	**Check** Cavity 28 in connector to ground.	**Result** 12 volts	**Action** Bad wire R (992) between instrument cluster and fuse panel. Bad fuse F4, bad accessory relay A.
3	**Check** Cavity 30 in connector to ground.	**Result** Continuity	**Action** Bad ground circuit.
4	**Check** Cavity 36 in connector to ground.	**Result** Continuity	**Action** Bad ground circuit.
5	**Condition** Turn the front floodlight/monitor light switch ON. **Check** Cavity 24 in connector to ground.	**Result** 12 volts	**Action** Bad wire between instrument cluster connector and front floodlight/monitor switch. Bad front floodlight/monitor switch.
6	**Condition** Turn the ignition switch, floodlight/monitor light switch off, leave the master disconnect switch in the ON position. **Check** Terminal 2 in connector to ground.	**Result** Continuity	**Action** Bad wire P (102) to oil pressure switch. Check circuit from pin 2 **Connector D2** to pin 29 **Connector D1**, from pin 29 **Connector M1** to pin T **Connector M11**, from pin T **Connector E1** to the switch. Also check oil pressure switch.
7	**Check** Terminal 3 in connector to ground.	**Result** Open	**Action** Bad wire G (103) to air filter restriction switch. Check circuit from pin 3 **Connector D2** to pin 35 **Connector D1**. from pin 35 **Connector M1** to pin L **Connector M11**, from pin L **Connector E1** to the switch. Also check air filter restriction switch.
8	**Check** Terminal 4 in connector to ground.	**Result** Open	**Action** Bad wire W(104) to hydraulic filter restriction switch. Check circuit from pin 4 **Connector D2** to pin 27 **Connector D1**, from pin 27 **Connector M1** to pin A **Connector M28**, from pin A connector **X69** to switch. Also check hydraulic filter restriction switch.
9	**Check** Terminal 20 in connector to ground.	**Result** Continuity	**Action** Bad wire Y(102) to fuel level sender. Check circuit from pin 2 **Connector D2** to pin 25 **Connector D1**, from pin 25 **Connector M1** to pin C **Connector M28**, from pin C connector **X69** to pin A connector **X72**. Check for bad ground connection at fuel level sender.
10	**Check** Terminal 21 in connector to ground.	**Result** Continuity	**Action** Bad wire P (121) to transmission temperature sender. Check circuit from pin 21 **Connector D2** to pin 33 **Connector D1**, from pin 33 **Connector M1** to pin B **Connector M28**, from pin B connector **X69** to sending unit. Also check transmission temperature sender.

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13. Use a hammer to tap the plate onto the shaft. Make sure the plate is against the clutch shims. As the plate is tapped onto the shaft you can hear the difference in sound when the plate is fully installed.



A21272 13

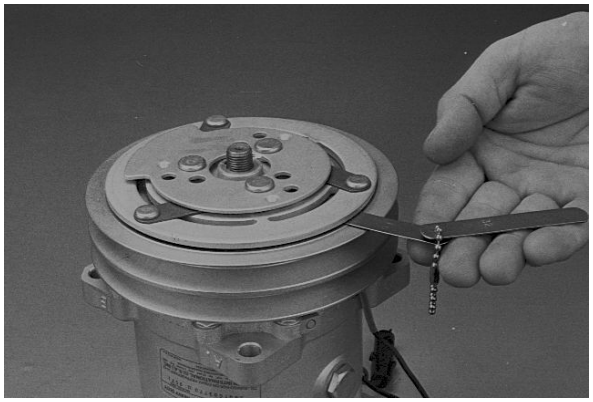
14. Install the nut on the rotor shaft. Use the spanner wrench and a torque wrench to tighten the nut to a torque of **15 - 20 Nm** (**11 - 15 lb ft**.)



A21253 14

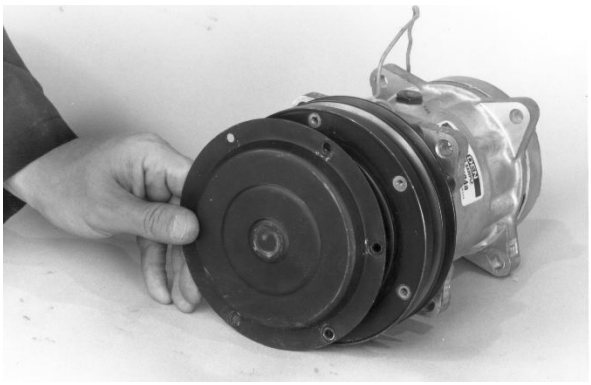
15. Use a feeler gauge to measure the gap between the front plate and pulley assembly. The gap must be **0.41 - 0.79 mm** (**0.016 - 0.031 in**). The gap must be even all the way around the plate. If necessary, lightly lift or push down on the plate to make the gap even.

NOTE: *If the gap does not meet the above specifications remove the front plate and add or subtract clutch shims as required.*



T97256 15

16. Install the dust cover.



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Electronic HVAC control - Testing

D75 [N6DC00000 - N6DC75281], D85 [N6DC00000 - N6DC85263], D95 [N6DC00000 - N6DC95430]

NOTE: *For wiring diagrams refer to* ***Wiring harness - Electrical schematic frame 17 (A.30.A)*** *and* ***Wiring harness - Electrical schematic frame 18 (A.30.A)****.*

N°	Test Point	Expected Result	Other Result (Possible Cause)
1	**Condition** Put the master disconnect switch in the ON position and the ignition switch in the RUN position. **Check** Terminal for wire H-R to ground.	**Result** 12 volts	**Action** Bad wire H-R to dash fuse box 9b, bad fuse.
2	**Check** Terminal for wire R-N at dash fuse box 9b to ground.	**Result** 12 volts	**Action** Bad wire R-N to connector **X25**pin 16, bad connector, bad cab relay.
3	**Condition** Turn the ignition switch OFF, disconnect the X25 connector. **Check** Connector **X25** cab harness from pin 16 to dash fuse box 9b.	**Result** Continuity	**Action** Bad wire R-N, bad connector.
4	**Condition** Connect the **X25** connector, pull the switch mounting bracket from the console. Put the master disconnect switch in the ON position and the ignition switch in the RUN position. **Check** Between pins B and A on switch while turning knob.	**Result** 0.2 to 10.2 volts	**Action** Bad heater control switch.
5	**Check** Between pins C and A on switch while turning knob.	**Result** 0.2 to 10.2 volts	**Action** Bad heater control switch.
6	**Condition** Tilt the ROPS cab/canopy, see section 9008. Place the heater control on high heat. Take readings at heater control valve. **Check** Pin 6 to ground.	**Result** 7.5 volts	**Action** Bad control module.
7	**Check** Pin 4 to ground.	**Result** 0.5 volt	**Action** Bad control module
8	**Check** Pin 3 to ground	**Result** 3.5 volt	**Action** Bad control module
9	**Check** Pin 2 to ground	**Result** 8.7 volt	**Action** Bad control module
10	**Check** Pin 1 to ground	**Result** 7.5 volt	**Action** Bad control module. If all tests are good, replace heater control valve.

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18. Install the Allen head screws in the boot retainer.



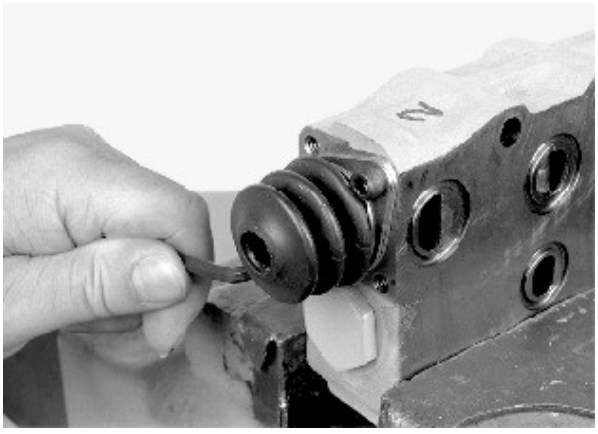
BP99J099 17

19. Install the retainer plate on the Allen head screws.



BP99J098 18

20. Install the boot and retainer assembly. Tighten the Allen head screws to a torque of 12 to 15 Nm (106 to 133 lb-in).



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