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## Engine - 10

### Engine cooling system - 400

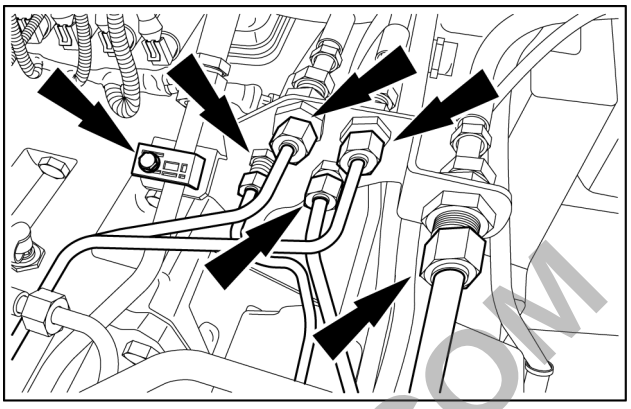

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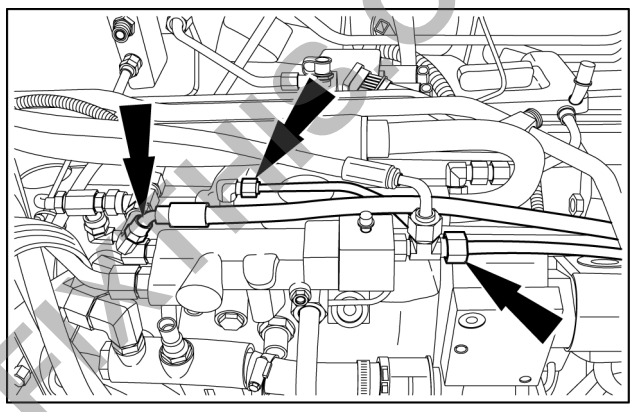
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26. Disconnect the hydraulic brake pipes.



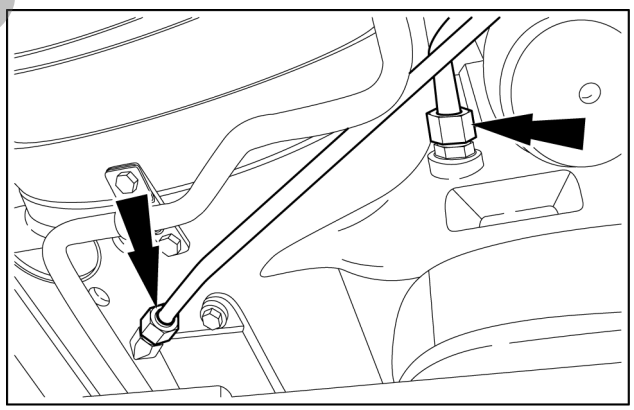
BAIL13TR01905AB 26

27. 1. Remove the brake pipes.
    2. Disconnect the mid mount supply pipe.



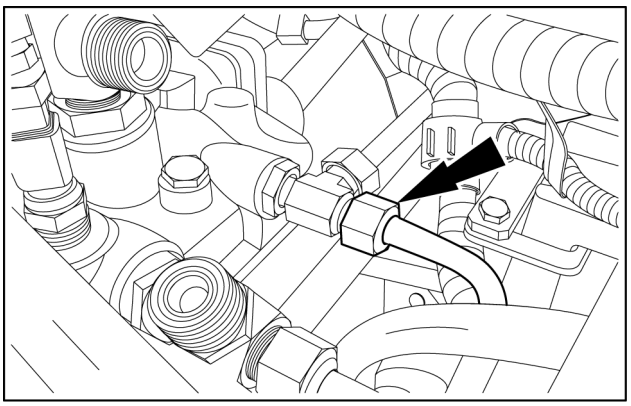
BAIL13TR01906AB 27

28. Disconnect the hydraulic oil pipes.



BAIL13TR01907AB 28

29. Disconnect the hydraulic oil pipe union.



BAIL13TR01909AB 29

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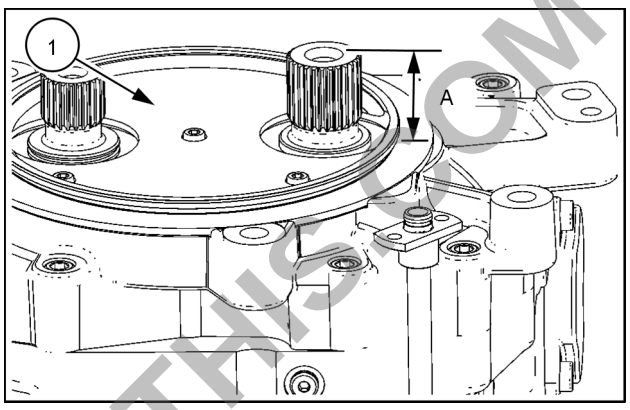

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# Summing planetary gear - Adjust

| | |
|---|---|
| T7.175 AutoCommand™ | WE |
| T7.190 AutoCommand™ | WE |
| T7.210 AutoCommand™ | WE |
| T7.225 AutoCommand™ | WE |

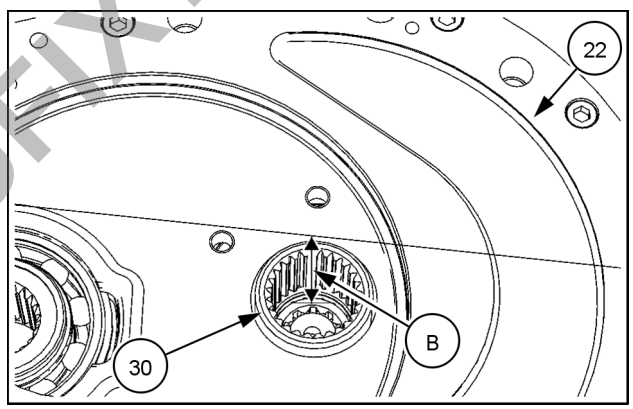
**Prior operation:**
**Summing planetary gear - Install (21.507)**

1. Find the measure **(A)** between flange and the top of the output shaft from the hydrostat **(1)**.




SS14E060 1

2. Push the sun gear **(30)** against the cover **(22)**. Find the measure **(B)** between flange **(22)** and the sun gear **(30)**.

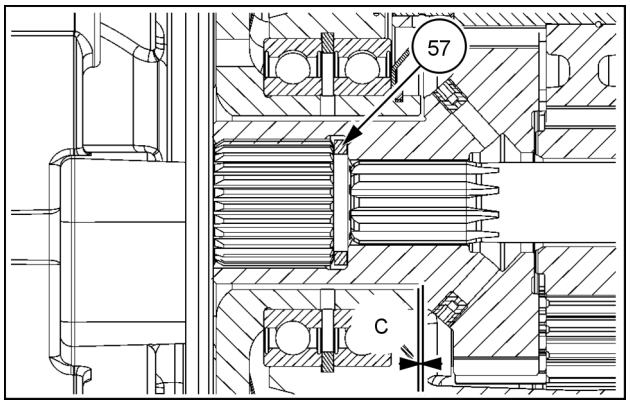



SS14E061 2

3. Calculation example for adjustment ring **(57)**:

| | |
|---|---|
| Measure **(B)** | **57.25 mm** (**2.25 in**) |
| Measure **(A)** | - **51.50 mm** (**2.03 in**) |
| | **= 5.75 mm** (**0.23 in**) |
| Middle clearance | **+ 0.55 mm** (**0.02 in**) |
| Adjustment ring | **= 6.30 mm** (**0.25 in**) |

4. The clearance **(C)** between sun gear **(30)** and cover **(22)** should be **0.30 - 0.80 mm** (**0.01 - 0.03 in**).

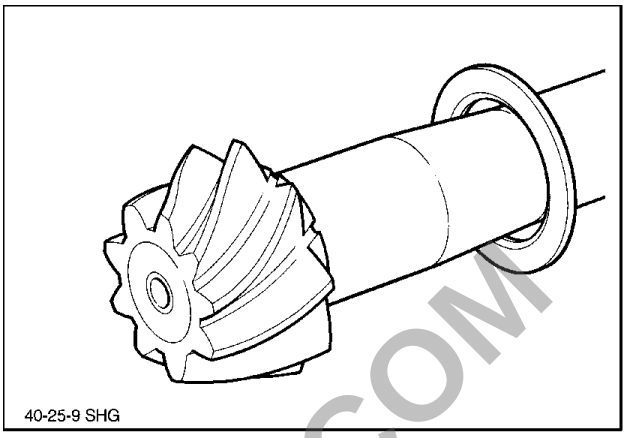



SS14E063 3

**Next operation:**

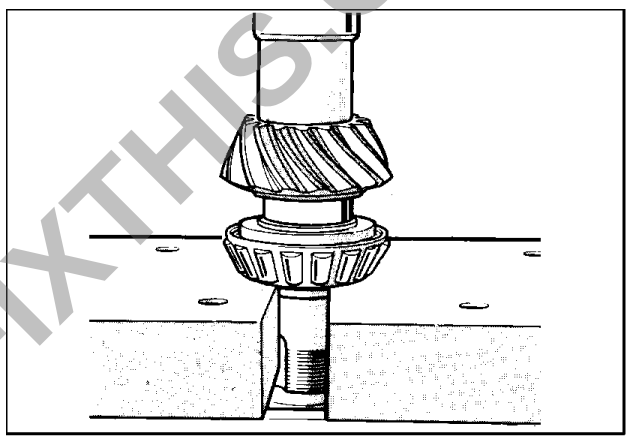

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12. Install the pinion depth shim selected in pinion to crown wheel shimming procedure in this chapter, between the pinion head and the bearing. Ensure the chamfer on the shim faces towards the pinion head.




40-25-9 SHG 9

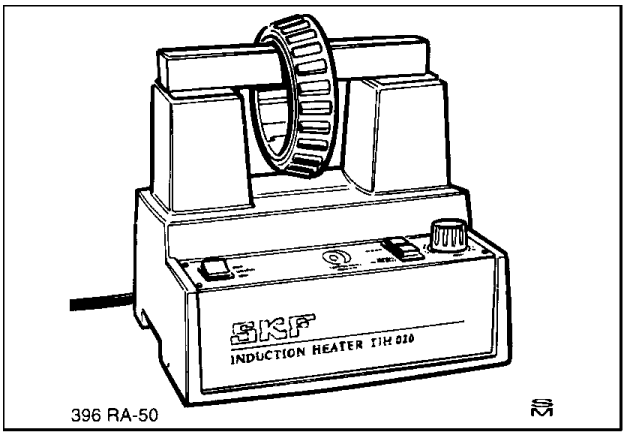
13. Install the pinion bearing onto the pinion.



1B0O2004061033 10

14.

***NOTE:*** *The use of a electronic induction heater will assist in the installation of the bearings without the need for a press.*




396 RA-50 11

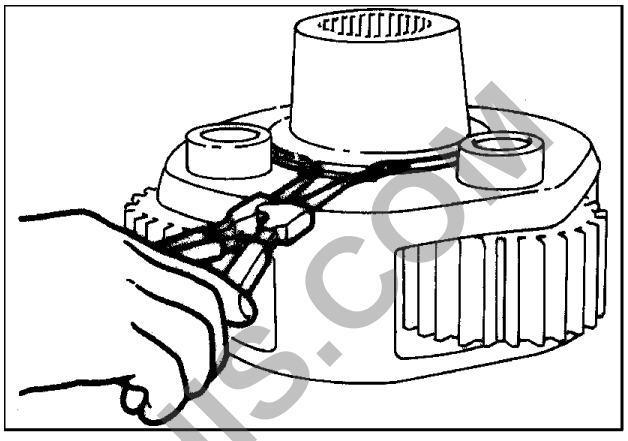
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# Driving wheel shaft and gears - Overhaul

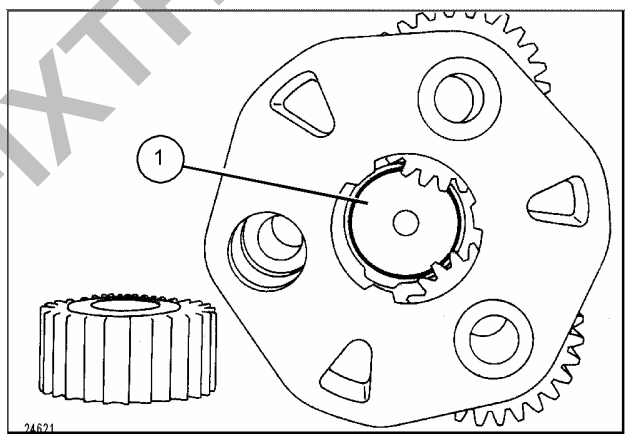
**Prior operation:**
**Driving wheel shaft - Remove (27.120)**

1. Remove the retaining ring.



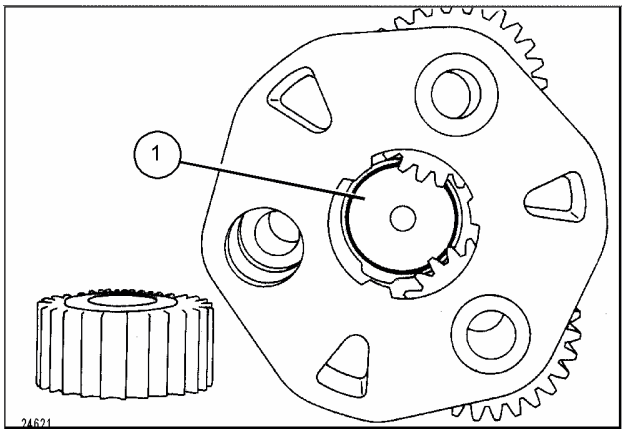
1B0O2004106106 1

2. Slide out the pivot pins and recover the gears complete with the needle bearings.
   Remove the thrust washer **(1)**.




24621 2

3. Check all components for wear.
4. Install a new thrust washer **(1)** on the driven gear holder.
   Install new gears and needle bearings where necessary.
   Install the gears complete with the needle bearings and slide in the pivot pins.




24621 3

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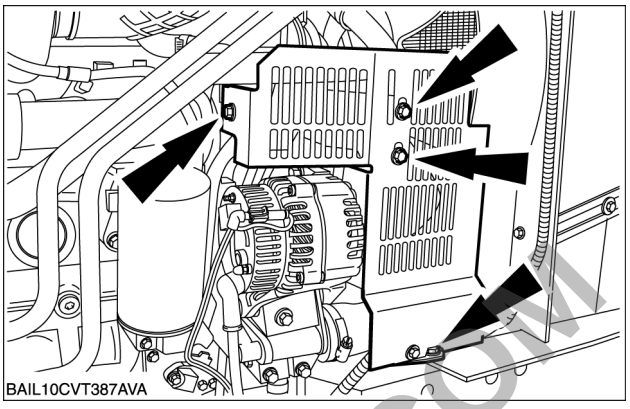
Trailer brake hydraulic schematic — Universal

| Item | Description | Item | Description |
|---|---|---|---|
| 1. | Universal trailer brake valve | 2. | Right-hand rear brake |
| 3. | Left-hand rear brake | 4. | Master cylinders |
| 5. | Trailer brake couplers | 6. | Priority valve |
| 7. | 100 micron screen filter | 8. | 10µm filter |
| 9. | Pressure switch booster | 10. | 30µm filter |
| 11. | Transmission housing | 12. | Vacuum switch |
| 13. | Temperature switch | 14. | 10µm filter |
| 15. | Oil cooler | 16. | Auxiliary test port |
| 17. | Steering motor | | |
| A. | Load sensing from EHRs and suspension valve | B. | To EHRs and suspension valve |
| C. | To hydrostat | D. | To lubrication |
| E. | Maximum **130 L/min** (**34 US gpm**) | | |

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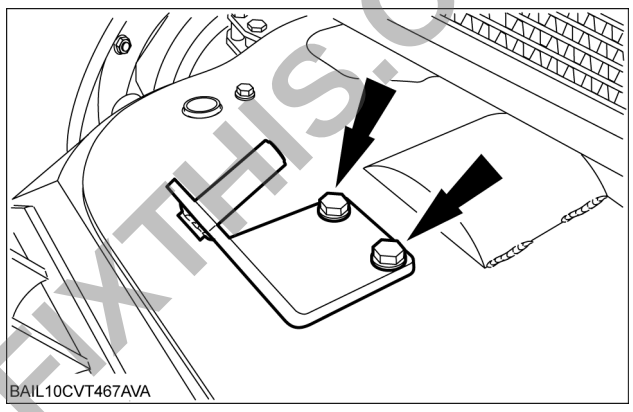

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5. Remove the drive belt right-hand guard.



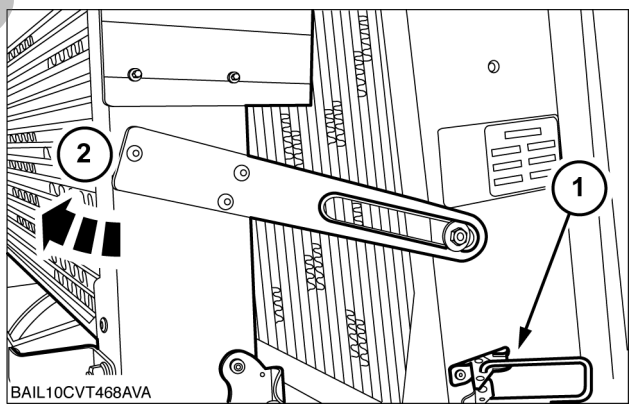

BAIL10CVT387AVA 4

6. Remove the bonnet retainer catch.



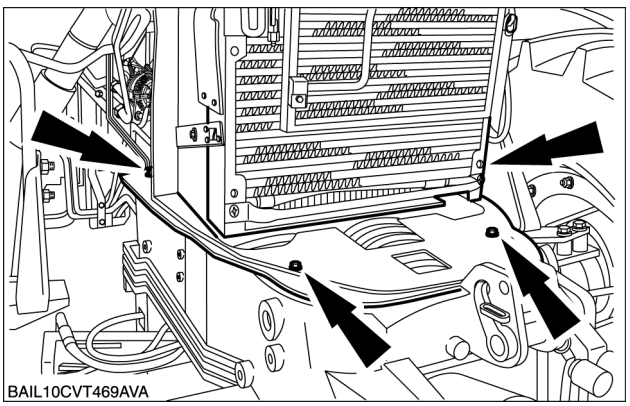

BAIL10CVT467AVA 5

7. Release the charge air cooler and oil cooler assembly **(1)** and pull forward **(2)**.




BAIL10CVT468AVA 6

8. Remove the front support cover plate.




BAIL10CVT469AVA 7

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# Air conditioning - Dynamic description

| | |
|---|---|
| T7.175 AutoCommand™ | WE Cab climate control - Auto Temperature Control (ATC) |
| T7.175 | WE Cab climate control - Auto Temperature Control (ATC) |
| T7.190 AutoCommand™ | WE Cab climate control - Auto Temperature Control (ATC) |
| T7.190 | WE Cab climate control - Auto Temperature Control (ATC) |
| T7.210 AutoCommand™ | WE Cab climate control - Auto Temperature Control (ATC) |
| T7.210 | WE Cab climate control - Auto Temperature Control (ATC) |
| T7.225 AutoCommand™ | WE Cab climate control - Auto Temperature Control (ATC) |

The ATC control unit is a control unit with a control cycle that obtains data from various sources and issues commands to other devices. The control parameter of the system is the inner temperature of the cab. The driver selects the desired cab temperature with the help of the temperature control potentiometer. The control unit controls the compressor, the heating valve and the blower speed in order to reach or maintain the desired value.

The control unit receives information from the following switches and sensors:

- The modes of operation switch in the positions "ECON", "OFF" and "MAX DEF" supplies information about the desired system operating mode: Economy mode, air-conditioning system switched off or dehumidify/defrost.
- The cab temperature sensor, which is located in the return line of the air circulation filter, sends the current cab temperature.
- The temperature desired by the driver and that which is set by the temperature control potentiometer is the desired value.
- The outlet temperature sensor in the heating air-conditioning system sends the current cooling or heating temperature.
- The low pressure switch sends information if abnormal system pressures occur on the low pressure side in the evaporator.
- The high pressure/low pressure switch sends information if abnormal system pressures occur on the high pressure side.
- The blower speed switch sends information relevant to the setting selected by the driver. The settings are "OFF" and "A" (automatic) or speed levels I-III. If the driver has left the "A" position, the blower speed determined by the controller is overridden by the driver’s selection.
- The temperature control potentiometer sends the desired temperature (°F/°C) to the control unit.

In order to realize the heating/cooling functions the control unit controls the following output devices:

- The compressor clutch via the clutch relay: The control unit determines whether the compressor is switched on or off in order to attain the desired cooling value in the cab.
- In the case of the heating valve the valve opening is varied in order to attain the desired temperature value in the cab.
- The blower speed is set via the blower speed switch: The conditioned air is delivered from the heating and air-conditioning system at a speed which is proportional to the difference between the existing cab temperature and the desired value.
- The display on the instrument cluster shows information for any error codes that may have occurred.

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**T7.175, T7.190, T7.210 – Standard**

| Component | Connector | Description |
|---|---|---|
| B-061 | **X-866** | Hand throttle sensor |
| E-060 | – | Hitch raise indicator light |
| E-061 | – | Hitch lower indicator light |
| E-062 | – | Hitch status indicator light |
| E-063 | – | Slip control indicator light |
| R-021 | – | Hitch position control potentiometer |
| R-022 | – | Hitch draft control potentiometer |
| R-023 | – | Hitch sensitivity control potentiometer |
| R-024 | – | Hitch drop rate potentiometer |
| R-025 | – | Hitch height limit potentiometer |
| R-026 | – | Hitch slip control potentiometer |
| S-139 | – | Hitch raise/lower switch |
| Z-021 | **X-864** | Hitch electronic control panel |
| Z-070 | **X-867** | Electronic Draft Control (EDC) mouse |
| Z-087 | **X-865** | Hitch indicator lights |
| Additional connectors: **X-080**, **X-866**, **X-867** | | |

| Wire color codes | | | |
|---|---|---|---|
| BK Black | GN Green | PK Pink | BL Blue |
| TN Light Brown | BR Brown | OR Orange | LG Light Green |
| RD Red | GY Grey | LB Light Blue | |
| WH White | YE Yellow | VT Violet | |

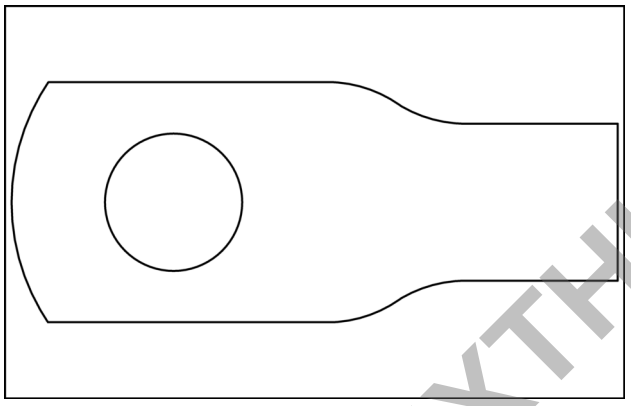
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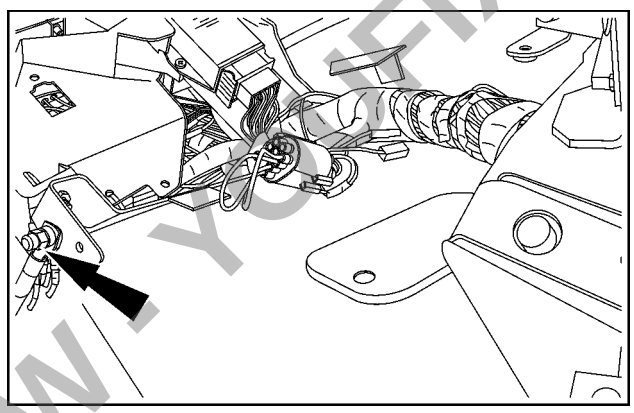
*CONNECTOR X-032A - Ground connection cab*

**T7.175, T7.190, T7.210, T7.225 AutoCommand**
**T7.175, T7.190, T7.210 – Sidewinder II**

| CONNECTOR X-032A - On harness 47754421 | | | |
|---|---|---|---|
| **PIN NUMBER** | **WIRE NUMBER** | **CIRCUIT REFERENCE** | **ELECTRICAL SCHEMATIC FRAME** |
| 1 | CM-057 (BK) | From X-032A to **X-025** | **Wiring harnesses - Electrical schematic sheet 09 (55.100)** |



87745744 20



SVIL15TR00392AA 21

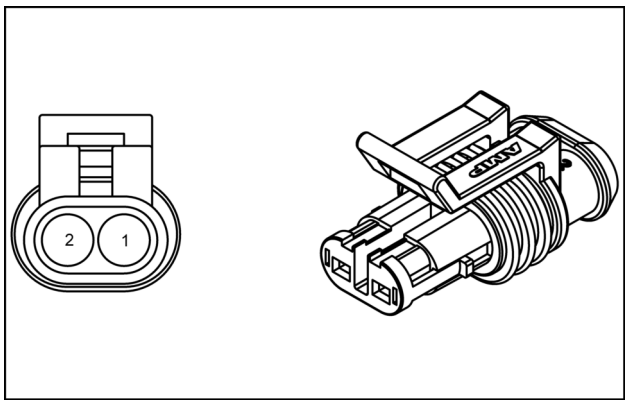
**Behind right-hand side trim**

**T7.175, T7.190, T7.210 – Standard**

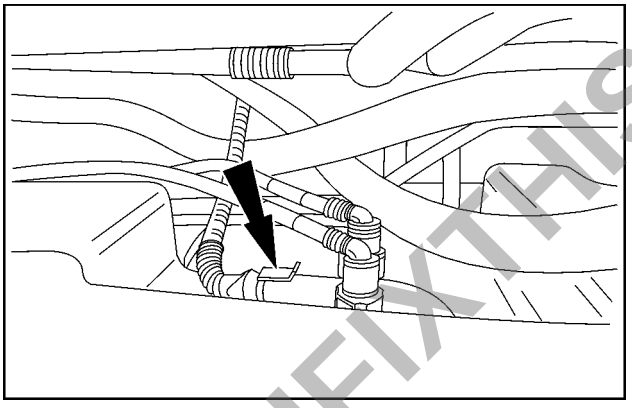
| CONNECTOR X-032A - On harness 47841698 | | | |
|---|---|---|---|
| **PIN NUMBER** | **WIRE NUMBER** | **CIRCUIT REFERENCE** | **ELECTRICAL SCHEMATIC FRAME** |
| 1 | CM-57 (BK) | From X-032A to **X-025** | **Wiring harnesses - Electrical schematic sheet 09 (55.100)** |

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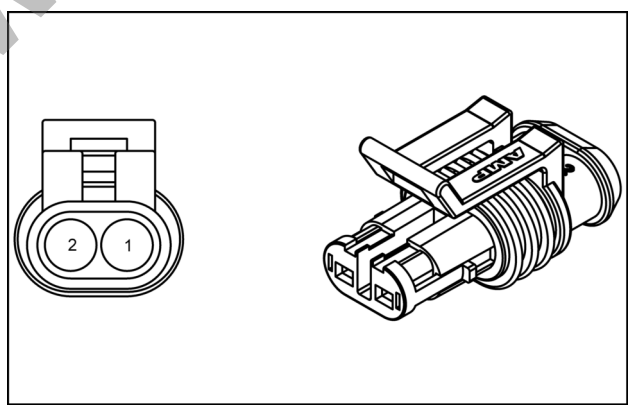


SVIL15TR00568AA 19

**Left-hand side top of the fuel tank**

**T7.175, T7.190, T7.210 – Sidewinder II [Semi Powershift transmission with Electro Hydraulic Remote (EHR) valves]**

| CONNECTOR X-265 - On harness 47663808 | | | |
|---|---|---|---|
| **PIN NUMBER** | **WIRE NUMBER** | **CIRCUIT REFERENCE** | **ELECTRICAL SCHEMATIC FRAME** |
| 1 | TR-29 (GN) | From X-265 to **X-020** | **Wiring harnesses - Electrical schematic sheet 23 (55.100)** |
| 2 | TR-2095D (GN) | From X-265 to TR-SP-2095 | |



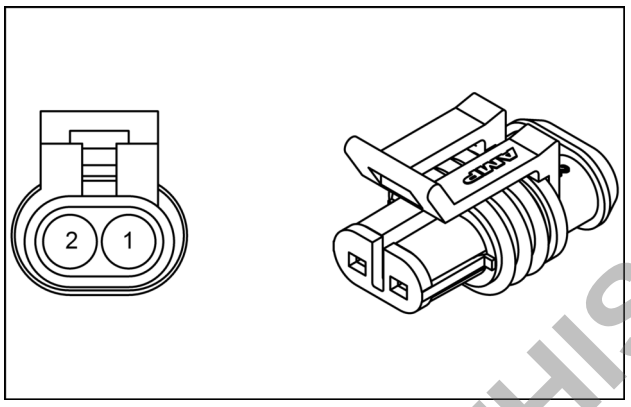

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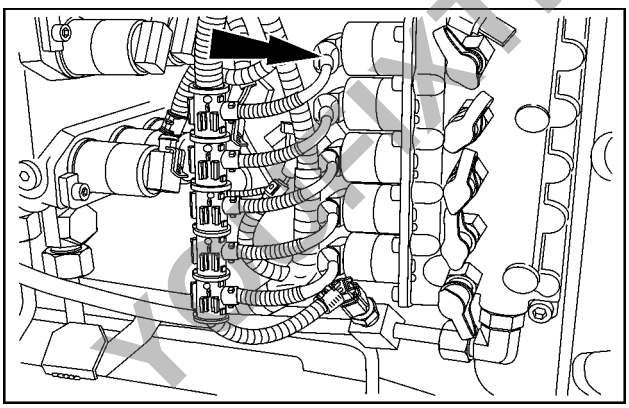

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**T7.175, T7.190, T7.210 – Standard [Semi Powershift transmission less Electro Hydraulic Remote (EHR) valves]**

| CONNECTOR X-635 - On harness 84306448 | | | |
|---|---|---|---|
| **PIN NUMBER** | **WIRE NUMBER** | **CIRCUIT REFERENCE** | **ELECTRICAL SCHEMATIC FRAME** |
| 1 | TR-7431 (LB) | From X-635 to **X-022** | **Wiring harnesses - Electrical schematic sheet 15 (55.100)** |
| 2 | TR-7900 (LB) | From X-635 to **X-022** | |




87691973 16

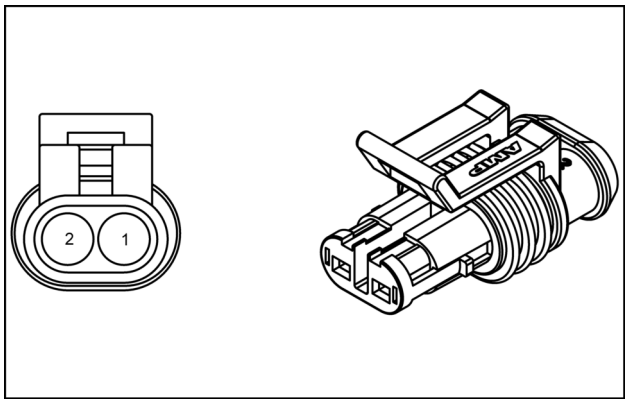


SVIL15TR01669AA 17

**Right-hand side of transmission**

**T7.175, T7.190, T7.210 – Sidewinder II [Powershift transmission with Electro Hydraulic Remote (EHR) valves]**

| CONNECTOR X-635 - On harness 47663812 | | | |
|---|---|---|---|
| **PIN NUMBER** | **WIRE NUMBER** | **CIRCUIT REFERENCE** | **ELECTRICAL SCHEMATIC FRAME** |
| 1 | TR-7900A (LB) | From X-635 to **X-022** | **Wiring harnesses - Electrical schematic sheet 15 (55.100)** |
| 2 | TR-7431A (LB) | From X-635 to **X-022** | |




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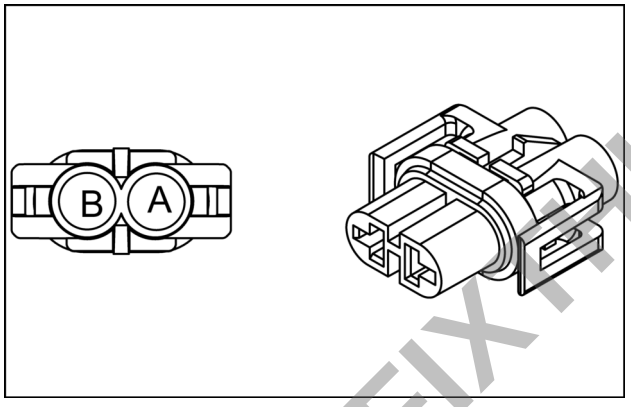

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# Wire connectors - Component diagram 100

***CONNECTOR X-1000 - LH upper work light***

**T7.175, T7.190, T7.210, T7.225 AutoCommand**
**T7.175, T7.190, T7.210**

| CONNECTOR X-1000 - On harness 47810176 | | | |
|---|---|---|---|
| **PIN NUMBER** | **WIRE NUMBER** | **CIRCUIT REFERENCE** | **ELECTRICAL SCHEMATIC FRAME** |
| A | FL-0057CB (BK) | From X-1000 to FL-SP-057 | **Wiring harnesses - Electrical schematic sheet 38 (55.100)** |
| B | FL-1073AB (VT) | From X-1000 to FL-SP-1073 | |




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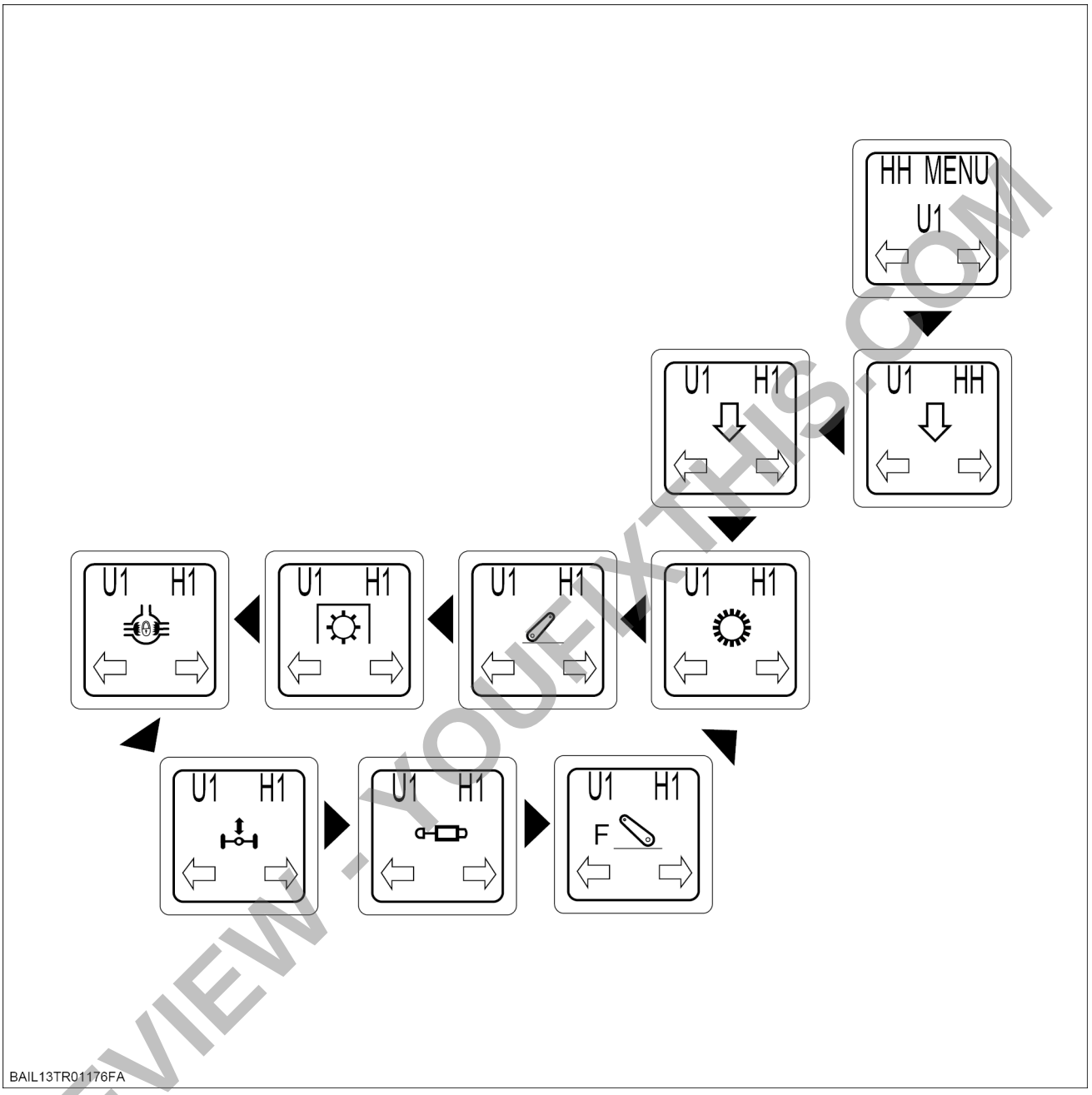
**Controller schematics**

| Controller | Schematic reference |
|---|---|
| ARU | **Electronic module Armrest control unit (ARU) - Electronic schema (55.640)** |
| ATC | **Automatic Temperature Control (ATC) module - Electronic schema (55.050)** |
| ECU | **Engine Control Unit (ECU) - Electronic schema (55.015)** |
| EHR | **Remote control valve control unit - Electronic schema (55.035)** |
| EPL | **Electronic park lock actuator/controller - Electronic schema (55.031)** |
| Fast steering | **Fast steering control module - Electronic schema (55.047)** |
| GPS | **Global Positioning System (GPS) control unit - Electronic schema (55.911)** |
| ICU | **Electronic module Instrument control unit - Electronic schema (55.640)** |
| UCM | **Electronic module Universal controller - Electronic schema (55.640)** |

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## H1 Menu screen select diagram



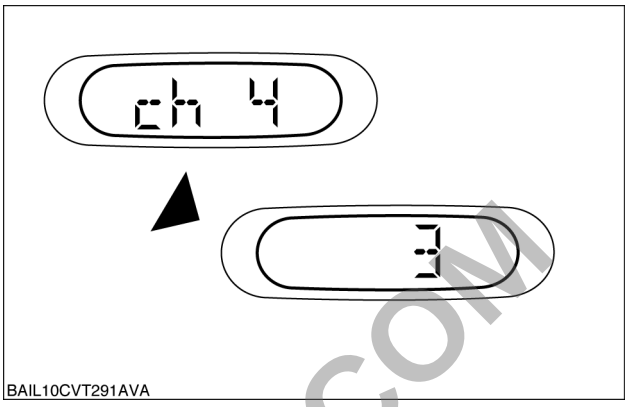

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## Channel 4 - Number of EHR Setup

After a delay the current stored option will be displayed.




BAIL10CVT291AVA 36

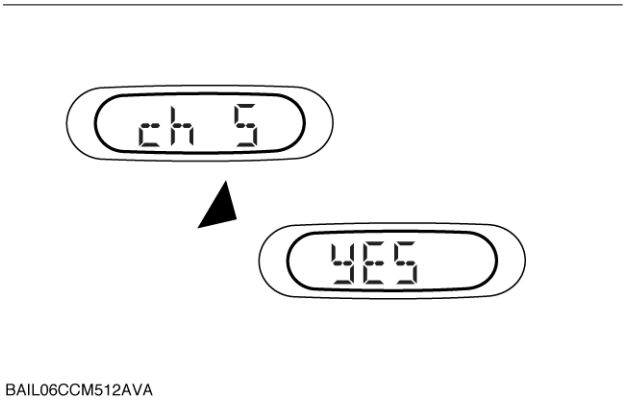
Use the "h" and "m" buttons to toggle between the available options:
"2"
"3"
"4"

Depress and hold the "m" button until the instrument cluster bleeps, indicating the selection has been stored.

Depress the "dimming" button to continue navigating the "HH" menus.

## Channel 5 - High Flow Pump Option Selection

After a delay the current stored option will be displayed.




BAIL06CCM512AVA 37

Use the "h" and "m" buttons to toggle between the available options:
"YES" - high flow pump enabled
"no" - high flow pump disabled

Depress and hold the "m" button until the instrument cluster bleeps, indicating the selection has been stored.

Depress the "dimming" button to continue navigating the "HH" menus.

## Channel 6 - Anti-Saturation Option

This channel is used to select whether anti-saturation of the valve flow is enabled or disabled.

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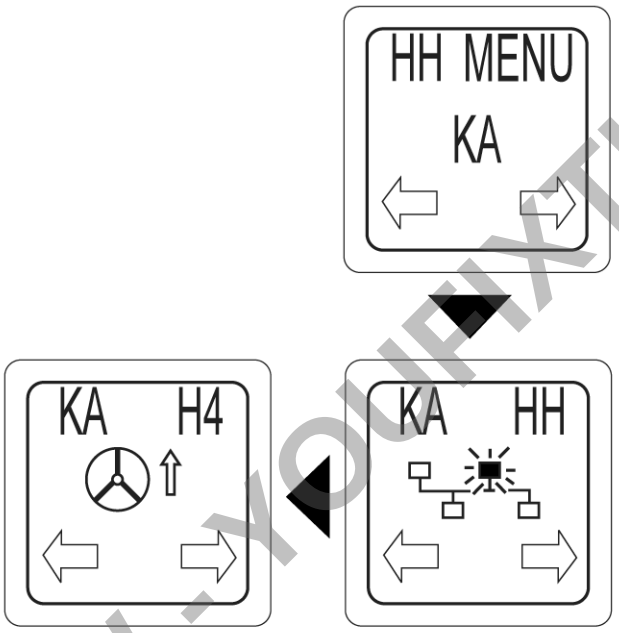
# Fast steering control module - H4 - View software revision level

| | |
|---|---|
| T7.175 AutoCommand™ | WE |
| T7.175 | WE |
| T7.190 AutoCommand™ | WE |
| T7.190 | WE |
| T7.210 AutoCommand™ | WE |
| T7.210 | WE |

KA - Fast steer control module

***NOTE:*** *Common to all sub-systems.*

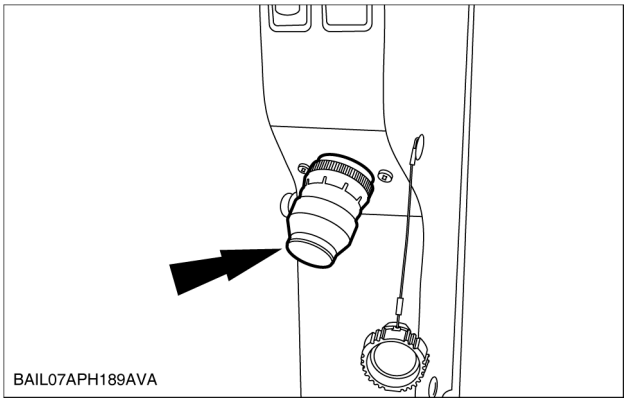
## H4 Menu screen select diagram




BAIL06CCM657FVA

BAIL06CCM657FVA 1

Install the diagnostic connector **380000843** into the diagnostic socket.




BAIL07APH189AVA 2

Turn the ignition key switch ON.



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# 2009-Seat switch input - voltage too low

| | |
|---|---|
| T7.175 Standard [ZFEN30001 - ] | WE |
| T7.190 Standard [ZFEN30001 - ] | WE |
| T7.210 Standard [ZFEN30001 - ] | WE |

## Control Module : CCU

***NOTE:*** *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

**Possible failure modes:**

1. Faulty connector
2. Faulty seat switch
3. Faulty wire harness
4. Faulty Central Control Unit (CCU)

**Solution:**

1. Check the seat switch in H5. Refer to **Electronic module Central Control Unit (CCU) - H5 - Switch operation test (55.640)**.
   Turn the ignition switch ON. Sit in the seat, d10 should be displayed when seated.

   A. If the display changes to d10, continue to Step **2**.

   B. If the display does not change to d10, continue to Step **3**.
2. Check the wire harness connectors in H5.
   While still seated and in H5, wiggle the wire harness, the CCU connector **X-097** and the seat switch connector **X-081** to check for a circuit fault.

   A. If d10 is not displayed at any time an intermittent fault is present, repair or replace as required.
3. Check the seat switch.
   Disconnect the seat switch connector **X-081**. With the seat switch depressed, measure the resistance between the component side of connector **X-081** pins 1 and 2.

   A. If the resistance indicated is not approximately **0.5K Ohms** and approximately **2.0K Ohms** with the switch released, remove and replace the seat switch.

   B. If the seat switch is okay, continue to Step **4**.
4. Check for + **5 V**.
   Turn the ignition switch ON. Measure the voltage between connector **X-081 pin 1**, wire 6355A (RD) and ground.

   A. If the voltage indicated is not approximately **5 Volts**, repair or replace the wire harness as required.

   B. If the voltage indicated is approximately **5 Volts**, continue to Step **5**.
5. Check for an open circuit.
   Turn the ignition switch OFF. Disconnect the controller connector **X-097**. Check between connector **X-081 pin 2**, wire 2069 (OR) and **X-097 pin 9**, wire 2069 (OR).

   A. If an open circuit is indicated, repair or replace the wire harness as required.

   B. If an open circuit is not indicated, continue to Step **6**.
6. Check for a short to ground.

   A. Check between connector **X-097 pin 9**, wire 2069 (OR) and ground. If a short to ground is indicated, repair or replace the wire harness as required.

   B. If the wire harness is okay, download the correct level of software. If the fault recurs, remove and replace the CCU.

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# 2373-Clutch 19 not calibrated

| | |
|---|---|
| T7.175 Sidewinder II [ZFEN30001 - ] | WE |
| T7.190 Sidewinder II [ZFEN30001 - ] | WE |
| T7.210 Sidewinder II [ZFEN30001 - ] | WE |

## Control Module : UCM

***NOTE:*** *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

**Possible failure modes:**

1. 19th gear clutch not calibrated
2. Faulty Universal Control Module (UCM)

**Solution:**

1. Check if the 19th gear clutch was calibrated.

   A. If the 19th gear clutch was not calibrated after a change of the controller or after using H8 clear non-volatile memory (EEPROM). Perform the calibration procedure.

   B. If the 19th gear clutch was calibrated, perform the calibration procedure. Refer to **Electronic module Universal controller - H1 - Calibration procedures (55.640)**. If the error code recurs, download the correct level of software and re-perform the calibration procedure. If the fault recurs again, remove and replace the UCM.

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B. If the voltage is not present for one or more of the checks, refer to the appropriate vehicle service manual and electrical schematics to locate and restore supply power to the ECU A-095.

4. Check the ECU A-095 grounding.

With the ignition switch in the OFF position, use a multimeter to check for continuity on the vehicle (VE) harness side:

| From | To | Value |
|---|---|---|
| **X-911 pin 3**, wire 057FZ (BK) | chassis ground | There should be continuity. |
| **X-911 pin 5**, wire 057FE (BK) | chassis ground | There should be continuity. |
| **X-911 pin 28**, wire 057HD (BK) | chassis ground | There should be continuity. |
| **X-911 pin 52**, wire 057HC (BK) | chassis ground | There should be continuity. |
| **X-911 pin 75**, wire 057HE (BK) | chassis ground | There should be continuity. |

A. If there is continuity on all of the checks, leave connector **X-911** disconnected and continue with Step **5**.

B. If there is no continuity for one or more of the checks, refer to the appropriate vehicle service manual and electrical schematics to locate and restore the grounding circuit to the ECU A-095.

5. Determine the condition of the ECU A-095 CAN circuit.

With the ignition switch in the OFF position, use a multimeter to measure the resistance of the CAN connection on the vehicle (VE) harness side:

| From | To | Value |
|---|---|---|
| **X-911 pin 46**, wire 191 (YE) | **X-911 pin 47**, wire 190 (GN) | There should be **120 Ω**. |
| **X-911 pin 46**, wire 191 (YE) | chassis ground | There should not be continuity |
| **X-911 pin 47**, wire 190 (GN) | chassis ground | There should not be continuity |

Use a multimeter to measure the resistance of the CAN termination resistor, internal to the ECU A-095:

| From | To | Value |
|---|---|---|
| **X-911 pin 46**, wire 191 (YE) | **X-911 pin 47**, wire 190 (GN) | There should be **120 Ω**. |

A. If the measured resistances are correct and neither conductor is grounded, check the ECU A-095 for the appropriate software and re-flash, if necessary.

B. If the measured resistances are not correct or one or both of the conductors is grounded, refer to the appropriate vehicle service manual and electrical schematics to locate and restore the termination resistance to the CAN circuit.

6. Visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals, or broken wires. Verify that the connectors are fully installed. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while you monitor the display.

A. If you find damage or the display indicates other than normal display readings, then repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

B. If you do not find damage and the display indicates only normal readings, then erase the fault code and continue operation.

**Wiring harnesses - Electrical schematic sheet 12 (55.100) Wiring harnesses - Electrical schematic sheet 14 (55.100) Wiring harnesses - Electrical schematic sheet 51 (55.100)**

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# 4107-Rear remote no. 1 - spool movement too high

***NOTE:*** *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

***NOTE:*** *If the machine is not fitted with rear remote valves, using H3, channel 1, check the rear Electro Hydraulic Remote valve (EHR) option is set to disabled.*

**Possible failure modes:**

1. Incorrect hydraulic pressure
2. Faulty controller software
3. Faulty Electro Hydraulic Remote valve (EHR)

**Solution:**

1. Check for other EHR error code(s).
   A. Make a note of the error code(s), clear the error code(s) and test the system for normal operation.
   B. If the fault is still present, continue to Step **2**.
2. Check the hydraulic pressures, refer to **Hydraulic systems - Pressure test (35.000)**.
   A. If the pressures are incorrect, repair or replace component(s) as required.
   B. If the pressures are okay, download the correct level of software into the controller and configure the EHR. If the fault is still present, remove, replace, and configure the EHR.

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B. If approximately **12 Volts** is indicated, continue to Step **6**.

6. Check for an open circuit.
   Turn the ignition switch OFF. Disconnect the controller connector **X-955**. Check between connector:
   **X-229 pin 1**, wire 2590 (TN) and **X-955 pin 29**, wire 2590 (TN)
   **X-229 pin 3**, wire 2591 (TN) and **X-955 pin 30**, wire 2591 (TN)
   **X-229 pin 2**, wire 2250M (PK) and **X-957 pin 13**, wire 2556 (PK)

   A. If an open circuit is indicated, repair or replace the wire harness as required.

   B. If an open circuit is not indicated, continue to Step **7**.

7. Check for a short to ground.
   Check between connector:
   **X-229 pin 1**, wire 2590 (TN) and ground
   **X-229 pin 3**, wire 2591 (TN) and ground

   A. If a short to ground is indicated, repair or replace the wire harness as required.

   B. If a short to ground is not indicated, continue to Step **8**.

8. Check for a short to positive voltage.
   Turn the ignition switch ON. Measure the voltage between connector:
   **X-229 pin 1**, wire 2590 (TN) and ground
   **X-229 pin 3**, wire 2591 (TN) and ground

   A. If a short to positive voltage is indicated, repair or replace the wire harness as required.

   B. If the wire harness is okay, download the correct level of software. If the fault recurs, remove and replace the controller.

**Wiring harnesses - Electrical schematic sheet 07 – POWER DISTRIBUTION (fuses 55 - 60 / 81 - 84 / 92) (55.100.DP-C.20.E.07)**
**Wiring harnesses - Electrical schematic sheet 21 – CONTROL UNIT (front hitch & front power take-off) (55.100.DP-C.20.E.21)**

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A. If several armrest related error codes (18000) are also displayed, download the correct level of software. If the fault recurs, remove and replace the armrest controller. Using the approved diagnostic equipment, configure the armrest controller.

B. If other armrest related error codes are not displayed, remove and replace the MFH assembly. If the fault is still present, download the correct level of software. If the fault recurs, remove and replace the armrest controller. Using the approved diagnostic equipment, configure the armrest controller.

**Wiring harnesses - Electrical schematic sheet 25 – ARMREST CONTROL UNIT 1 (55.100.DP-C.20.E.25)**
**Wiring harnesses - Electrical schematic sheet 26 – ARMREST CONTROL UNIT 2 (55.100.DP-C.20.E.26)**

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# 19077 (DTC 334A)-DEF/AdBlue pressure stabilization failure

## Control Module : ECU

***NOTE:*** *Because this fault causes inducement, it is necessary to perform the SCR Fault Repair Verification Test once the fault has been resolved. See the corresponding configure menu in the Electronic Service Tool (EST).*

***NOTE:*** *Because this fault causes inducement, it is necessary to perform the Engine Restart Counter Reset / Unlock Inducement configuration with the EST before you return the machine to service. See the corresponding configure menu in the EST.*

**Context:**
For information regarding the functional operation of the Diesel Exhaust Fluid (DEF/AdBlue®) system refer to the appropriate manual. After pressure build up attempt has exceeded **50.0 s** and the DEF/AdBlue® pressure provided by the supply module is still outside the range of **8.5 - 9.5 bar** (**123.2 - 137.8 psi**), the DEF/AdBlue® system will be placed in evacuation mode to remove any DEF/AdBlue® and this fault will then occur.

**Cause:**
The Engine Control Unit (ECU) A-095 has determined that a DEF/AdBlue® system pressure line failure exists.

**Possible failure modes:**

1. Faulty DEF/AdBlue® system, pre-filter in suction line restricted
2. Faulty DEF/AdBlue® system, filter in inlet connector of the supply module restricted
3. Faulty DEF/AdBlue® system, filter in back-flow connector of the supply module restricted
4. Faulty DEF/AdBlue® system, tank ventilation line restricted
5. Faulty DEF/AdBlue® system, suction line frozen, blocked or leaking (tubing, hydraulic connector, O-ring)
6. Faulty DEF/AdBlue® system, back-flow line frozen or blocked (tubing, hydraulic connector)
7. Faulty DEF/AdBlue® system, leakage on suction pipe inside DEF/AdBlue® tank unit.
8. Faulty DEF/AdBlue® system, supply module pump motor A-088 or pressure sensor A-088 defective

**Solution:**

1. Check for freezing, blockage, or damage to DEF/AdBlue® system.

   Visually and tactually inspect the DEF/AdBlue® system filters and tank ventilation line, items 1 through 4 in the list above, for blockage.

   There should be no blockage,

   A. If blockage is found, repair or replace the affected component.

   B. If no blockage is found, continue with Step **2**.
2. Check for freezing, blockage, damage or leakage to DEF/AdBlue® system.

   Visually and tactually inspect the DEF/AdBlue® system, items 5 through 7 in the list above, lines, hydraulic connectors and O-rings for blockage, damage or leakage.

   There should be no blockage, damage or leakage.

   A. If blockage, damage or leakage is found, repair or replace the affected component.

   B. If no blockage, damage or leakage is found, continue with Step **3**.
3. Check for related faults.

   Use the Electronic Service Tool (EST) to check for the presence of fault **19550 (DTC 4B8A) - DEF/AdBlue system unable to build sufficient pressure for dosing**.


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