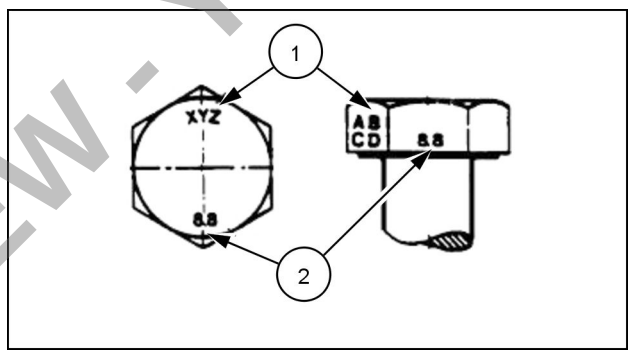
METRIC FLANGED HARDWARE

NOM. SIZE	CLASS 8.8 BOLT and CLASS 8 NUT		CLASS 10.9 BOLT and CLASS 10 NUT		LOCKNUT CL.8 W/CL8.8 BOLT	LOCKNUT CL.10 W/CL10.9 BOLT
	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr		
M4	2.4 N·m (21 lb in)	3.2 N·m (28 lb in)	3.5 N·m (31 lb in)	4.6 N·m (41 lb in)	2.2 N·m (19 lb in)	3.1 N·m (27 lb in)
M5	4.9 N·m (43 lb in)	6.5 N·m (58 lb in)	7.0 N·m (62 lb in)	9.4 N·m (83 lb in)	4.4 N·m (39 lb in)	6.4 N·m (57 lb in)
M6	8.3 N·m (73 lb in)	11 N·m (96 lb in)	12 N·m (105 lb in)	16 N·m (141 lb in)	7.5 N·m (66 lb in)	11 N·m (96 lb in)
M8	20 N·m (179 lb in)	27 N·m (240 lb in)	29 N·m (257 lb in)	39 N·m (343 lb in)	18 N·m (163 lb in)	27 N·m (240 lb in)
M10	40 N·m (30 lb ft)	54 N·m (40 lb ft)	57 N·m (42 lb ft)	77 N·m (56 lb ft)	37 N·m (27 lb ft)	53 N·m (39 lb ft)
M12	70 N·m (52 lb ft)	93 N·m (69 lb ft)	100 N·m (74 lb ft)	134 N·m (98 lb ft)	63 N·m (47 lb ft)	91 N·m (67 lb ft)
M16	174 N·m (128 lb ft)	231 N·m (171 lb ft)	248 N·m (183 lb ft)	331 N·m (244 lb ft)	158 N·m (116 lb ft)	226 N·m (167 lb ft)
M20	350 N·m (259 lb ft)	467 N·m (345 lb ft)	484 N·m (357 lb ft)	645 N·m (476 lb ft)	318 N·m (235 lb ft)	440 N·m (325 lb ft)
M24	607 N·m (447 lb ft)	809 N·m (597 lb ft)	838 N·m (618 lb ft)	1118 N·m (824 lb ft)	552 N·m (407 lb ft)	

IDENTIFICATION

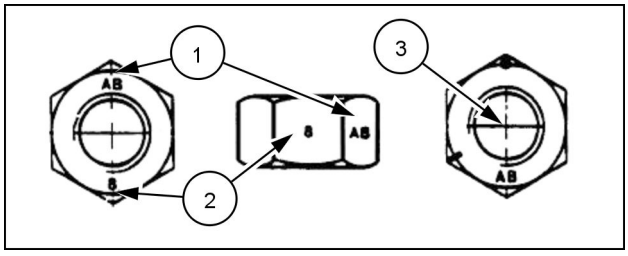
Metric Hex head and carriage bolts, classes 5.6 and up



20083680 1

1. Manufacturer's Identification
2. Property Class

Metric Hex nuts and locknuts, classes 05 and up



20083681 2

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Engine - Remove

T8.275, T8.300, T8.330, T8.360, T8.390, T8.420 [ZCRC02586 -]

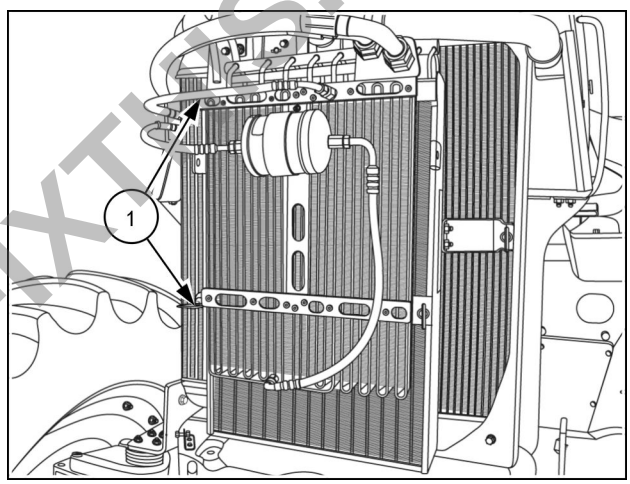
Prior operation:
Disconnect the batteries — **Battery - Disconnect (55.302)**
Prior operation:
Remove the hood — **Hood - Remove (90.100)**
Prior operation:
Recover the refrigerant — **Air conditioning - Recover (50.200)**
Prior operation:
Drain the coolant — **Engine cooling system - Emptying (10.400)**

ATTENTION: *For tractors equipped with front PTO/hitch, refer to steps **81**– **96** for additional disassembly instructions.*

NOTE: *Clean all fittings before disconnecting.*

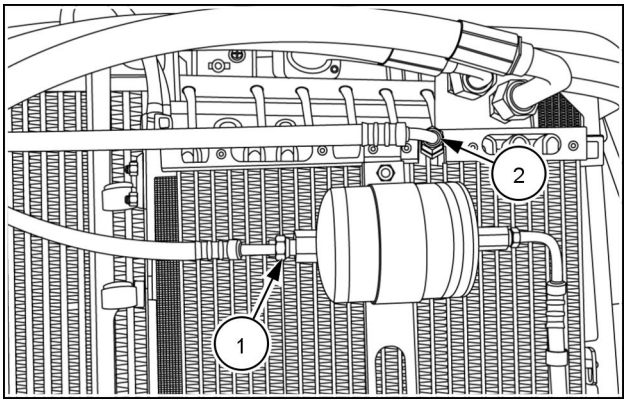
NOTE: *Cap or plug all lines and ports when disconnecting hydraulic components.*

1. Remove the nuts **(1)** securing the condenser/fuel cooler.



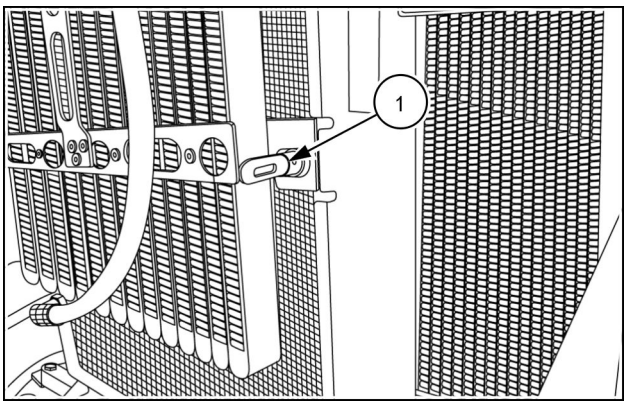
RCPH10CCH054BAB 1

2. Disconnect the refrigerant hose from the receiver/ dryer **(1)** and the condenser outlet hose **(2)**.



RCPH10CCH896AAB 2

3. Open the latch **(1)**, and carefully remove the cooler from it's mounting and set aside.

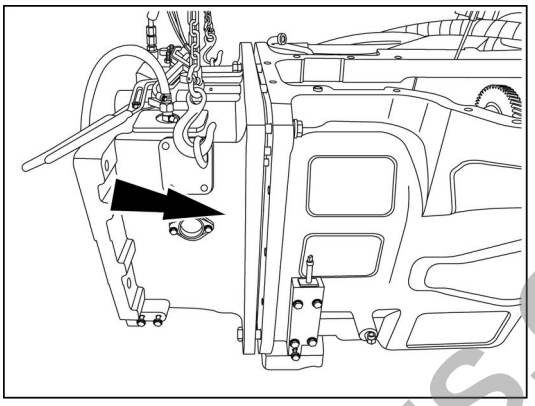
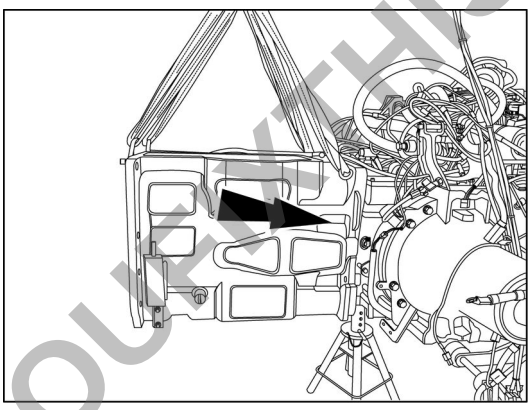


RCPH10CCH894AAB 3

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Continuously Variable Transmission (CVT) - Torque

T8.275 [ZCRC02586 -] WE, T8.300 [ZCRC02586 -] WE, T8.330 [ZCRC02586 -] WE, T8.360 [ZCRC02586 -] WE, T8.390 [ZCRC02586 -] WE

Component	N·m	Identification	lb-ft
Transmission to front cover housing.	**490 - 550 Nm**	 RAIL13TR00023AA 1	**360 - 400 lb ft**
Transmission to rear axle housing.	**490 - 550 Nm**	 RAIL12TR01206AA 2	**360 - 400 lb ft**

Continuously Variable Transmission (CVT) - Special tools

T8.275 [ZCRC02586 -] WE, T8.300 [ZCRC02586 -] WE, T8.330 [ZCRC02586 -] WE, T8.360 [ZCRC02586 -] WE, T8.390 [ZCRC02586 -] WE

Input/Rev idler cup compression tool 380003329

Critical when changing Input shaft & rev idler bearings to compress bearing cups together (after they have been frozen and dropped in or driven in) to make sure they are seated.

Input shaft bearing nut socket 380003330

This tool is need for unique nut.

Forward shaft bearing nut socket 380003331

This tool is need for unique nut.

Ring input gear bearing nut socket 380003333

This tool is need for unique nut.

Output gear bearing nut socket 380003334

This tool is need for unique nut.

C1/2, C3/4, Pump drive bearing nut socket 380003335

This tool is need for unique nut.

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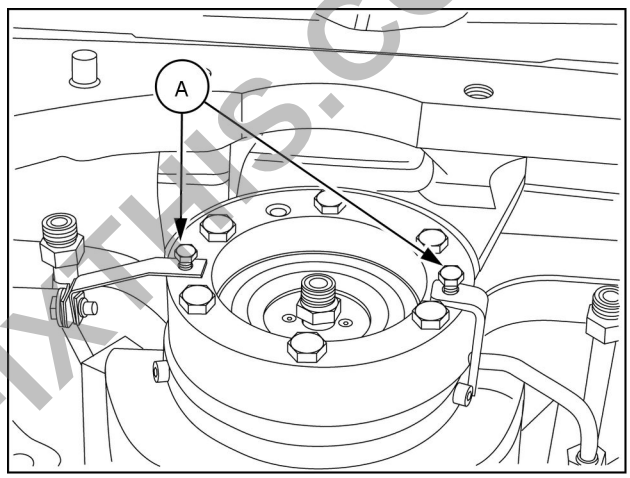
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Front-Wheel Drive (FWD) clutch - Remove

T8.275 [ZCRC02586 -] WE, T8.300 [ZCRC02586 -] WE, T8.330 [ZCRC02586 -] WE, T8.360 [ZCRC02586 -] WE, T8.390 [ZCRC02586 -] WE, T8.420 [ZCRC02586 -] WE

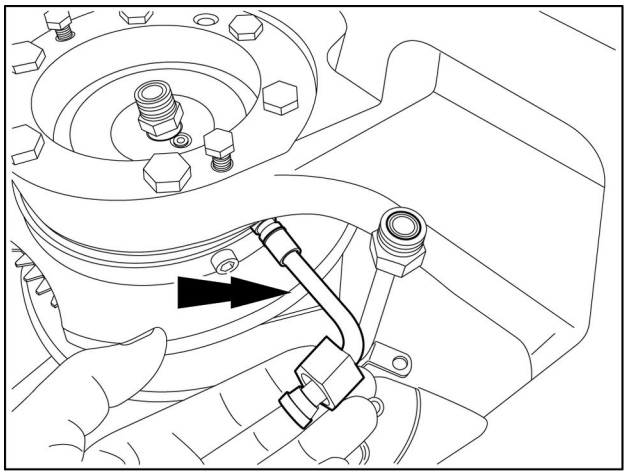
Prior operation:
Continuously Variable Transmission (CVT) - Split - Engine to transmission (21.504)
Prior operation:
Bearing plate Rear bearing plate - Remove (21.507)
Prior operation:
Shaft C1 and C2 shaft assembly - Remove (21.507)
Prior operation:
Shaft C3 and C4 shaft assembly - Remove (21.507)

1. Remove the bracket retaining bolts **(A)**



RAIL12TR02898AA 1

2. Disconnect and remove the jumper tube for the MFD

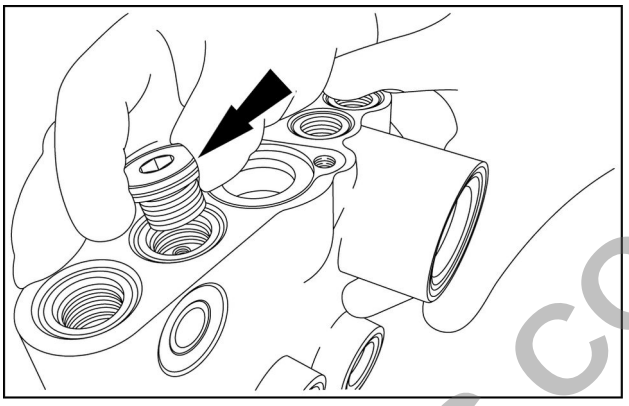
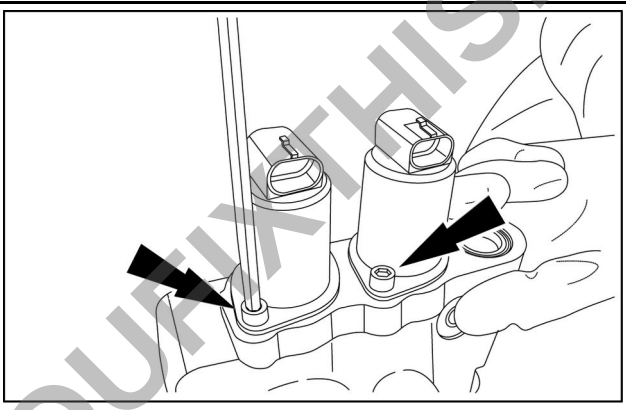
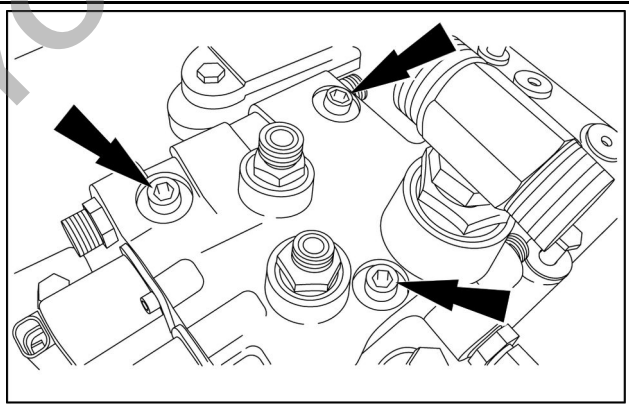


RAIL12TR02899AA 2

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Power Take-Off (PTO) control valve - Torque

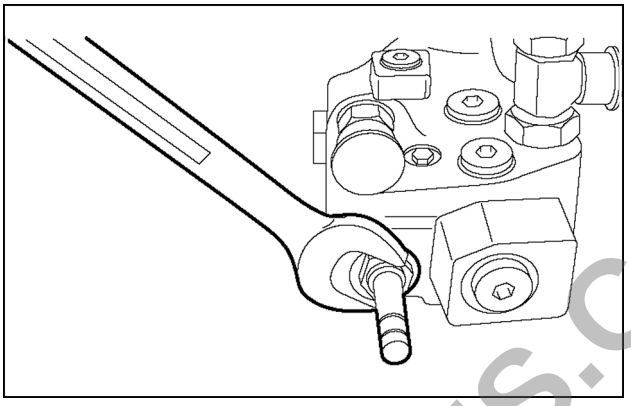
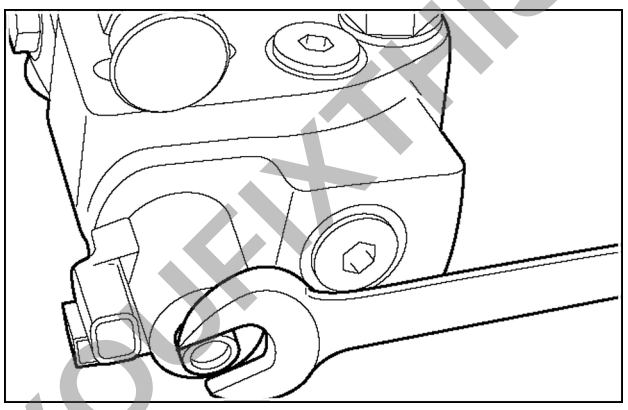
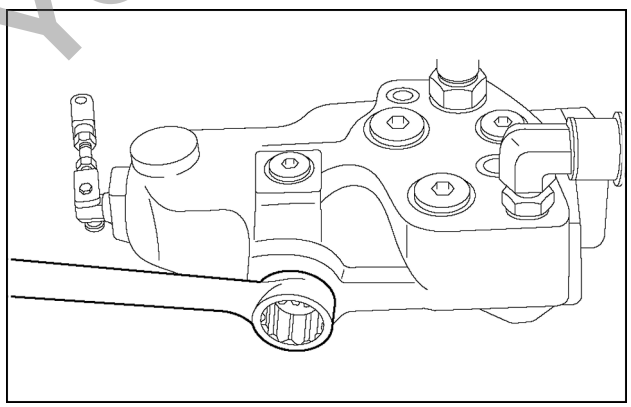
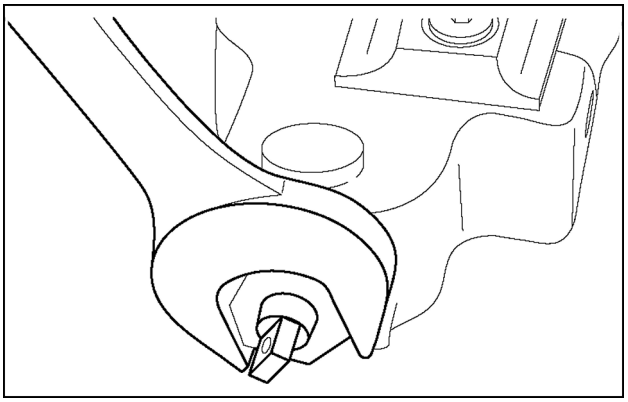
Component	N-m	Identification	lb-ft
Hex socket plug	**30 - 44 N·m**	 RAIL13TR00427AA 1	**22 - 32 lb ft**
Solenoid valve retaining plate screws	**8 - 10 N·m**	 RAIL13TR00433AA 2	**6 - 7 lb ft**
Valve mounting bolts	**53 N·m**	 RAIL13TR00424AA 3	**39 lb ft**

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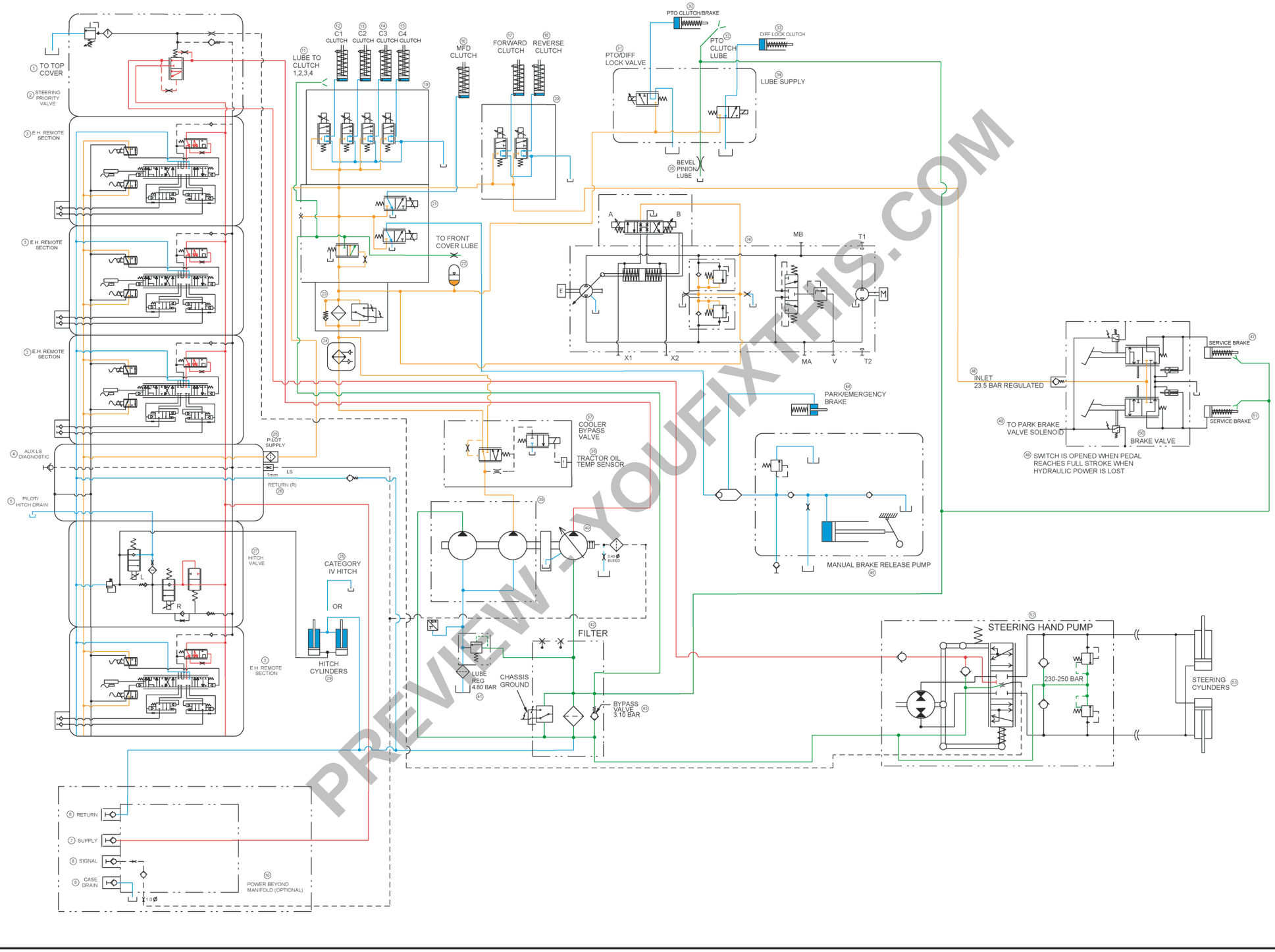
Parking brake control valve - Torque - Emergency brake

T8.275 WE, T8.300 WE, T8.330 WE, T8.360 WE, T8.390 WE

Component	N·m	Identification	lb-ft
Solenoid valve cartridge.	**18 - 20 Nm**	 RCPH08CCH249AAB 1	**13 - 15 lb ft**
Solenoid valve coil nut.	**5 - 8 Nm**	 RCPH08CCH247AAB 2	**44 - 71 lb in**
Solenoid plug.	**18 - 20 Nm**	 RCPH08CCH251AAB 3	**13 - 15 lb ft**
Control spool plug.	**34 - 54 Nm**	 RCPH08CCH254AAB 4	**25 - 40 lb ft**

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RAIL13TR00849JA 1

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Rear three-point hitch - Dynamic description

T8.275, T8.300, T8.330, T8.360, T8.390

Three Point Hitch

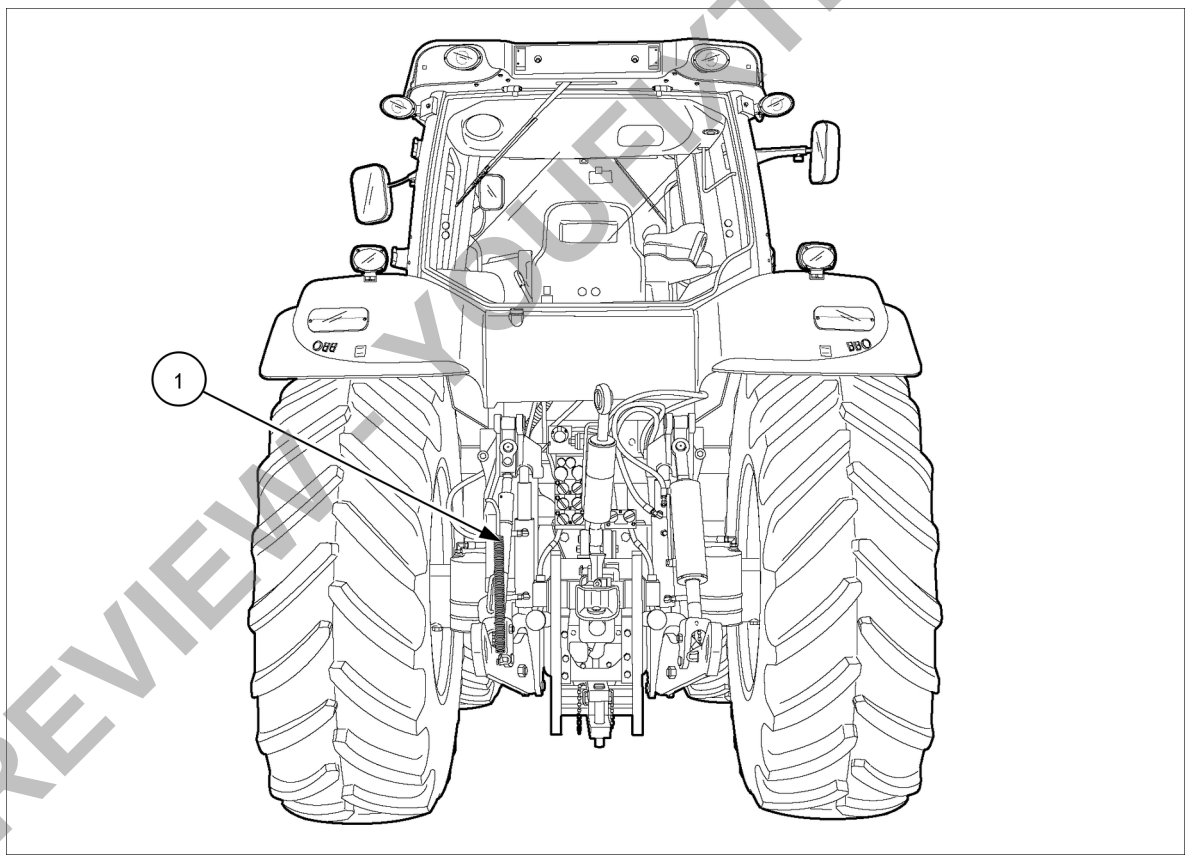
The standard three point hitch is a convertible Category III/IIIN hitch or an optional Category IVN hitch (The Cat IVN hitch is standard on the T8.390.) The hitch is controlled with an electronic hitch system which provides position control of soil engaging implements. The hitch will accept all mounted implements conforming to SAE, ASABE standard dimensions.

A hitch coupler can be used with the three point hitch to quickly connect and disconnect implements.

The single acting hydraulic cylinders are mounted externally and are supplied from the hitch control valve. The hitch control valve is mounted on the right hand side of remote valve manifold, at the rear and top of the transmission.

The hitch control valve is supplied by the pressure and flow compensating (PFC) hydraulic system. The PFC supply extends the cylinders and raises the hitch. Tractor control unit (TCU) activates the lower solenoid to lower the hitch without activating the PFC system.

The tractor control unit (TCU) supplies current to the raise or lower solenoid based on commands from the operator and signals from the hitch and other tractor systems.



RCPH11CCH006GAA 1

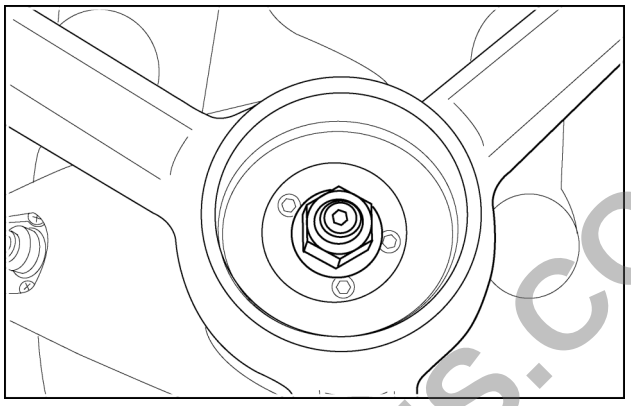
1. Rear hitch

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Power steering wheel - Torque - Steering wheel

T8.275, T8.300, T8.330, T8.360, T8.390

Component	N·m	Identification	lb-ft
Steering wheel nut	**45 - 54 Nm**	 RCIL07CCH017AAA 1	**33 - 40 lb ft**

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Heater control valve - Dynamic description

T8.275, T8.300, T8.330, T8.360, T8.390

Operational check

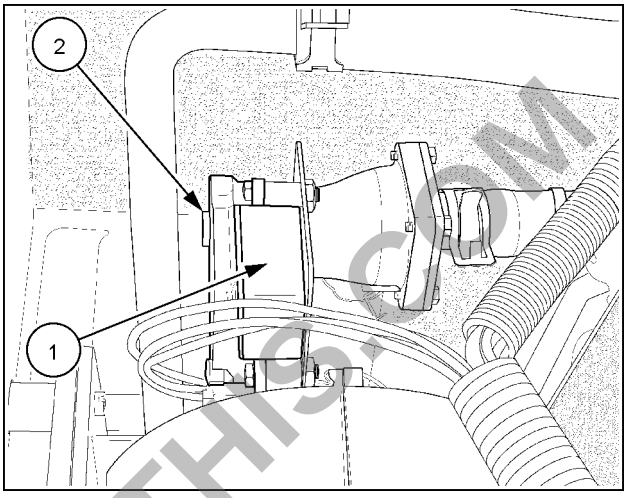
The controller opens or closes the heater control valve **(1)** based on the operator selected input at the temperature control and the temperature sensed at the cab and evaporator sensors.

The heater control valve can fail mechanically in any position: open, closed or anywhere in the middle.

To confirm proper valve operation, observe the slot **(2)** on the front of the valve. Rotation of the slot must mirror the movement of the temperature control.

The slot must rotate fully clockwise when the control is turned fully clockwise; the slot must rotate fully counterclockwise when the slot is turned fully counterclockwise.

If the valve does not mirror control movement or does not move, perform the valve motor electrical test.

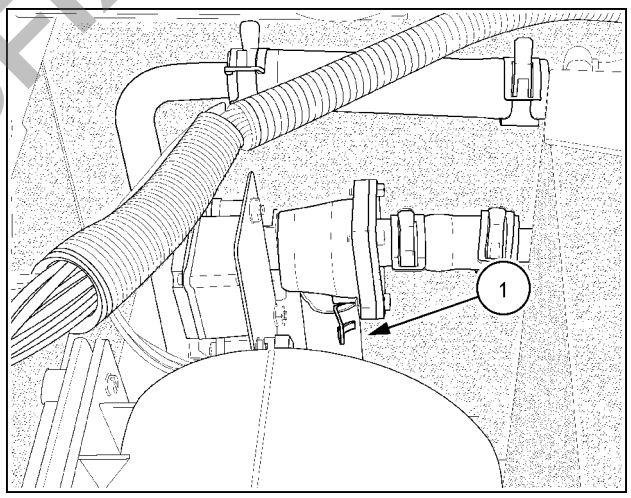


RCPH07CCH452ABC 1

Valve “leak through”

A common problem with the valve is hot coolant flow when cab cooling is desired. This usually occurs by a when a valve does not close completely. To test for leak through from the valve:

1. Operate the A/C system at maximum cooling and blower speed for 15 minutes. See conditions for performance testing. (Do not clamp off the heater supply or return lines at the engine for this test.)
2. Install a stem type thermometer in a mid-cab louver, and record the temperature.
3. Clamp off the coolant supply line **(1)** before the valve with a vise grip pliers. (The supply line connects at the bottom of the valve.) Wait a few minutes and check the thermometer. If the temperature drops, valve leak through is the problem; replace the valve.



RCPH07CCH451ABC 2

Power, signal and ground circuit

The controller feeds **12 V** to the heater valve motor from pin 4 on the control module 36-pin connector **ATC_CM** to pin 10 of motor connector **ATC_J17**.

The control signal (**1.5 - 11.5 V**) is fed from the controller on pin 3 of connector **ATC_J17** to pin 8 of motor connector **ATC_J17**.

The motor is grounded from pin 7 at the motor connector **ATC_J17** to HVAC ground.

Possible failure modes

1. Motor failure or valve physical failure.
2. Open condition in power, signal or ground to heater control valve.
3. Controller failure.

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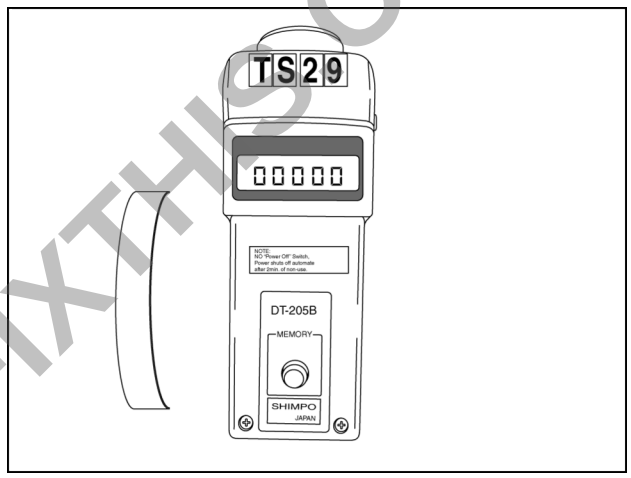
Vistronic fan drive - Test

T8.275 WE, T8.300 WE, T8.330 WE, T8.360 WE, T8.390 WE

1. Before testing the fan drive:
   A. Visually inspect the drive components for damaged or missing parts.
   B. Use low pressure water or shop air to clean the oil cooler, air conditioning condenser, charge air cooler and the radiator fins before testing. A plugged cooler causes reduced air flow and can reduce fan speed.

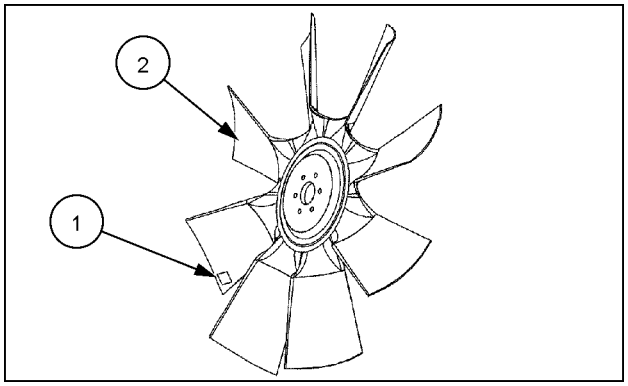
2. Use a photo tachometer to confirm that the fan is operating at the commanded speed, while commanding fan speed up or down with the Electronic Service Tool (EST) and Instrument Cluster Unit (ICU).

NOTE: *Perform this test when the tractor is cool. At higher temperatures, the fan drive may only operate at the highest speed to prevent over heating of the fan drive itself.*



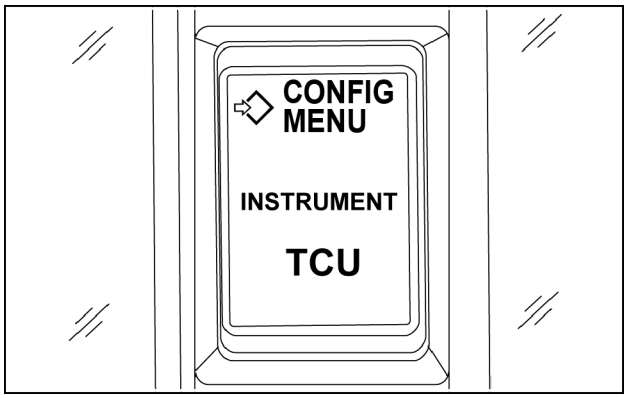
RAIL12TR01534AA 1

3. Place a piece of reflective tape **(1)** (from the digital photo tachometer kit) on the engine side of the fan blade **(2)**, near the outside edge of the blade (left corner of blade as viewed from the left side of the tractor).



RCPH10FWD003AAG 2

4. Press and hold the Prog key and start the engine.
5. Press the up or down arrow key on the key pad to highlight the Tractor Control Unit (TCU) on the lower display. Press the Enter key to enter the TCU menus.

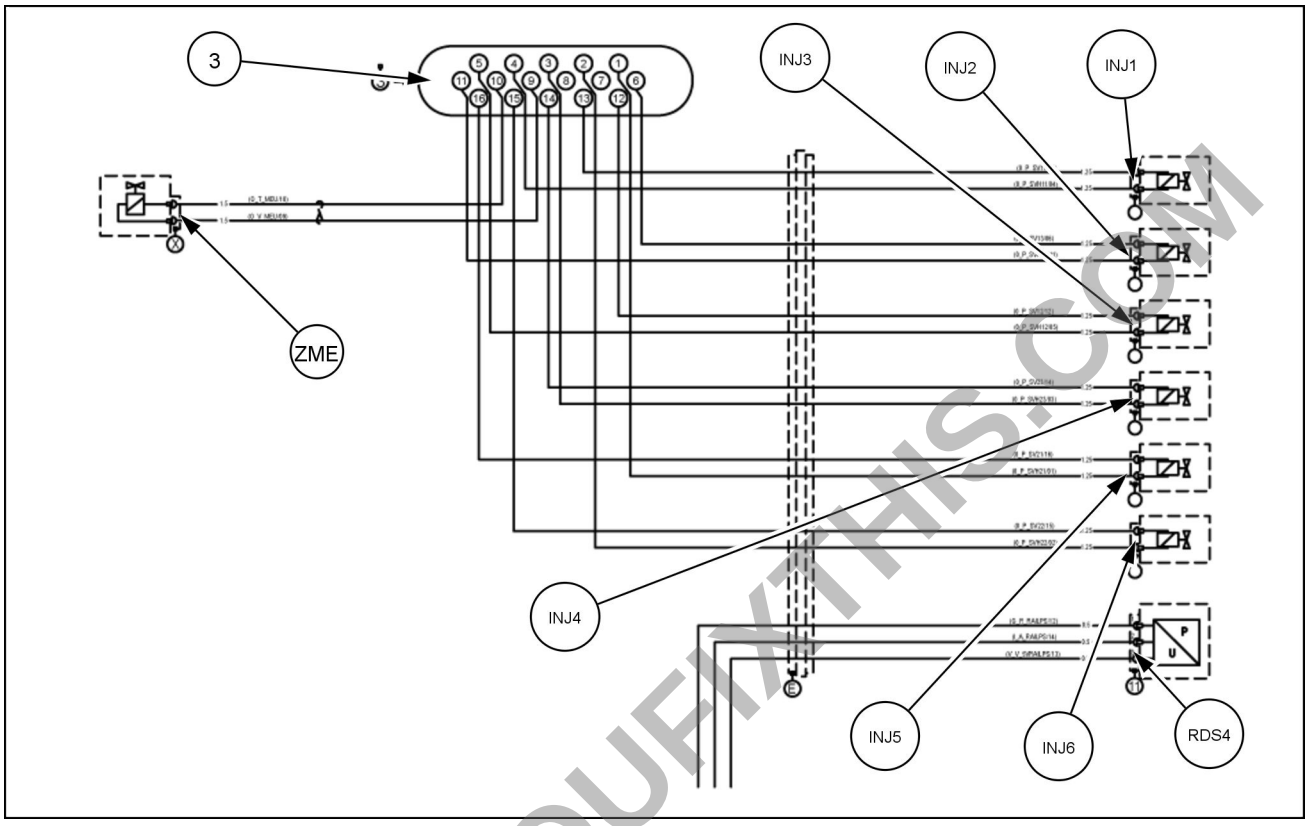


RAIL12TR01535AA 3

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Wire harnesses - Electrical schematic frame 01

T8.275 WE, T8.300 WE, T8.330 WE, T8.360 WE, T8.390 WE



T4 C9 FRAME 1 1

Cylinder Harness

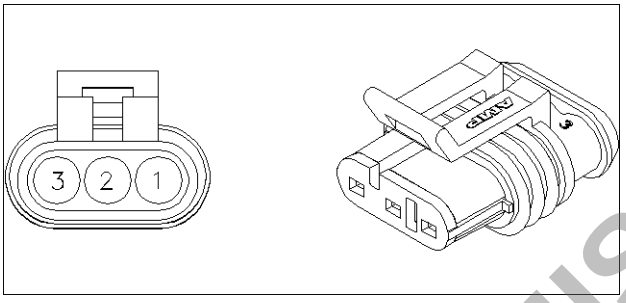
Connector ID	Description
3	Engine control unit (ECU) to ECU cylinder harness
INJ1	Cylinder 1 injector to FPT valve cover harness
INJ2	Cylinder 2 injector to FPT valve cover harness
INJ3	Cylinder 3 injector to FPT valve cover harness
INJ4	Cylinder 4 injector to FPT valve cover harness
INJ5	Cylinder 5 injector to FPT valve cover harness
INJ6	Cylinder 6 injector to FPT valve cover harness
RDS4	Rail pressure sensor to ECU engine harness
ZME	Fuel high pressure pump to ECU cylinder harness

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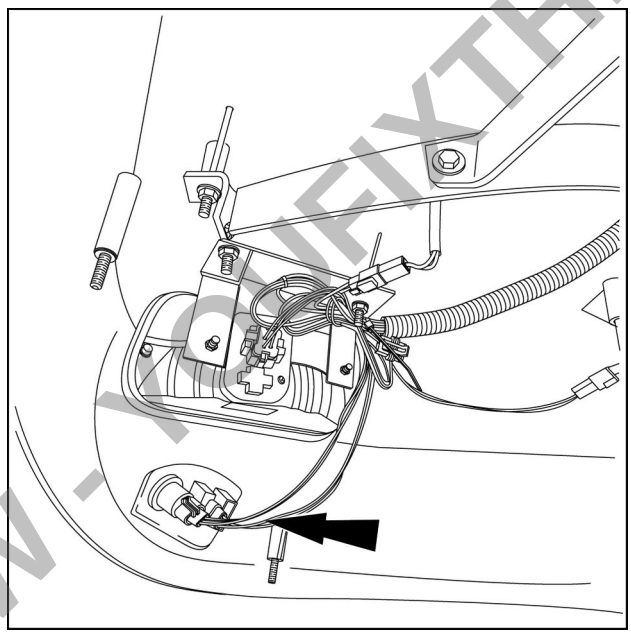
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CONNECTOR X-399 - TO REMOTE LINK SWITCH

CONNECTOR X-399 - TO REMOTE LINK SWITCH			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	399F (YE)	REMOTE EHR NO (EXTEND)	
2	599AD (OR)	REMOTE EHR B+	
3	958D (YE)	REMOTE EHR NC (RETRACT)	



84062580 5

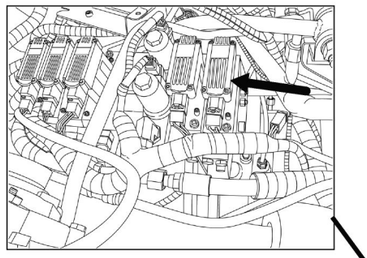


RAIL12TR00569AA 6

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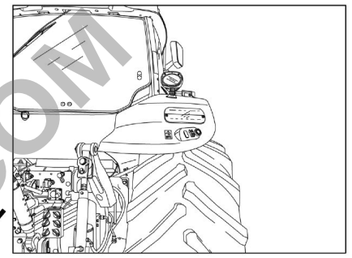
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9. HITCH VALVE SOLINOIDS

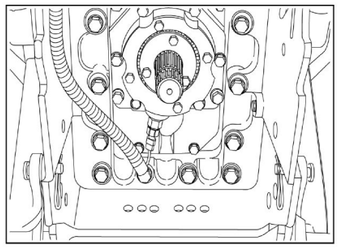


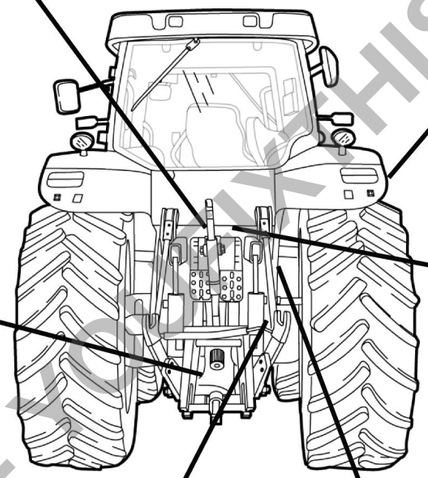
REAR VIEW

10. RIGHT SIDE FENDER REMOTE SWITCH

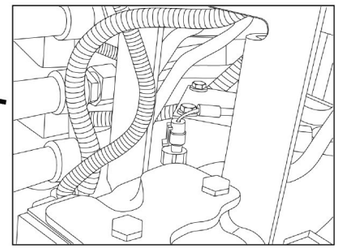


11. DUAL SPEED PTO SENSOR

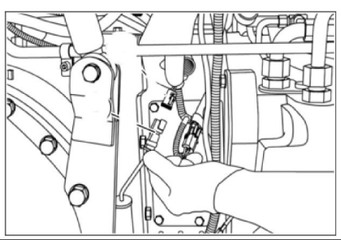




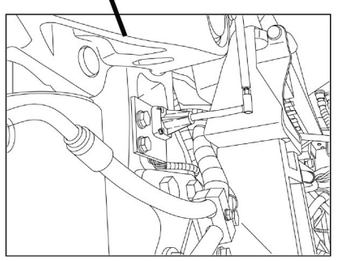
12. SINGLE SPEED PTO SENSOR



13. RIGHT HAND DRAFT PIN CONNECTOR



14. ROCK SHAFT POTENTIOMETER



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RAIL12TR01455JA 1

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2007-5 volt reference voltage too low

T8.275 [ZCRC02586 -] CVT Transmission, T8.300 [ZCRC02586 -] CVT Transmission, T8.330 [ZCRC02586 -] CVT Transmission, T8.360 [ZCRC02586 -] CVT Transmission, T8.390 [ZCRC02586 -] CVT Transmission, T8.420 [ZCRC02586 -] CVT Transmission

Cause:
Reference voltage is below **4.2 V**.

Possible failure modes:

1. Short circuit to ground or an open circuit.
2. No power or ground to Tractor Control Unit (TCU). Other low voltage fault codes will be recorded on controllers.

Solution:

1. Check if other low **5 V** reference voltage error codes are active.

   A. If any other error codes are active, resolve those error codes first.

   B. If no other error codes are active, continue to step **2**.
2. Check all the power supplies to the Tractor Control Unit (TCU).

   Measure the voltage between fuse #25, 28, 32, 36, 38, 44, 55 and 56 and chassis ground.

   Turn the keyswitch on.

   Expected reading is about **12 V**.

   A. Expected voltage not found. Replace the bad fuse. Return unit to field operation.

   B. Expected voltage found.Go to Step **3**.
3. Remove the rear panel to access the Tractor Control Unit (TCU).

   Use a multimeter and back probes (OTC 233788) to check the **5 V** reference voltage.

   Disconnect connector **X-350** from the Tractor Control Unit (TCU).

   Insert the back probe at pin 3 and reconnect **X-350** to the Tractor Control Unit (TCU).

   Turn the tractor keyswitch on.

   Measure the voltage between pin 3 of connector **X-350** and chassis ground.

   Expected reading is about **5.0 V**.

   A. Expected voltage not found. Reading is below **4.2 V**. Go to Step **4**.

   B. Expected voltage found. Go to Step **4**.
4. Use a multimeter and back probes (OTC 233788) to check the **5 V** reference voltage.

   Disconnect connector **X-350** from the Tractor Control Unit (TCU).

   Insert the back probe at pin 8 and reconnect **X-350** to the Tractor Control Unit (TCU).

   Turn the keyswitch on.

   Measure the voltage between pin 8 of connector **X-350** and chassis ground.

   Expected reading is about **5.0 V**.

   A. Expected voltage not found. Reading is below **4.2 V**. Go to Step **5**.

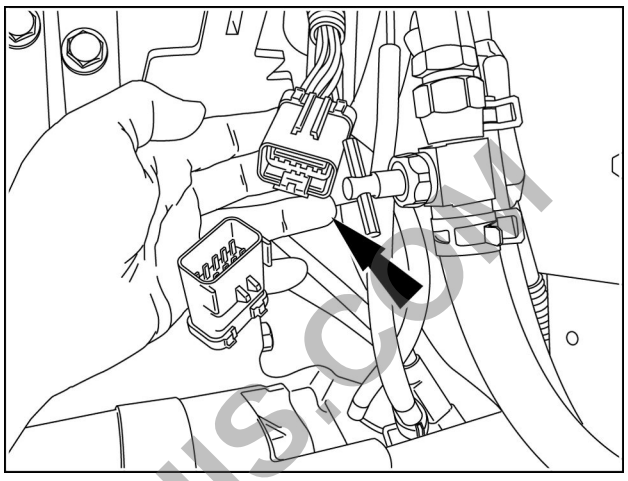
   B. Expected voltage found. Go to Step **5**.

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Hood - Remove

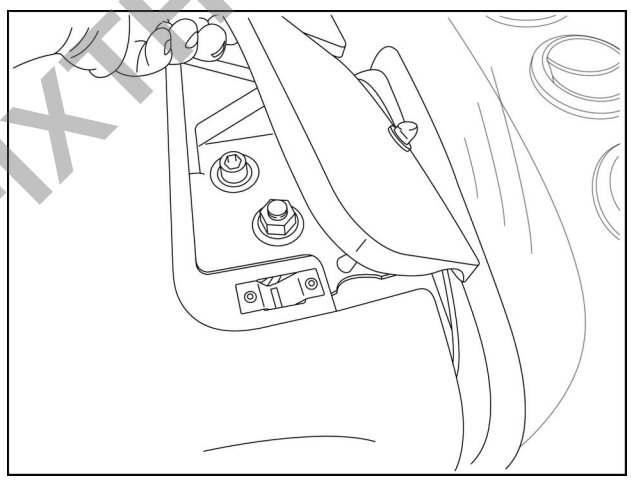
T8.275, T8.300, T8.330, T8.360, T8.390, T8.420 [ZCRC02586 -]

1. Disconnect the hood lighting harness connector.



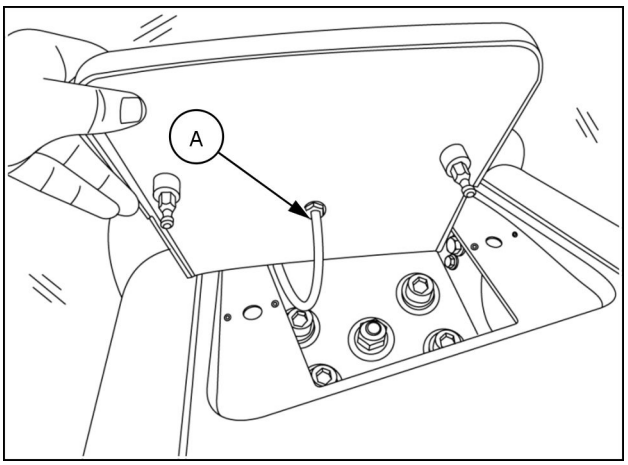
RCPC11CCH701AAB 1

2. Remove the cover to access the support attaching bolts.



RCPH11CCH687AAB 2

3. Disconnect the supply hose **(A)** for the windshield washer nozzle. Set the cover aside.



RCPH10CCH822AAB 3

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SPECIAL TOOL INDEX

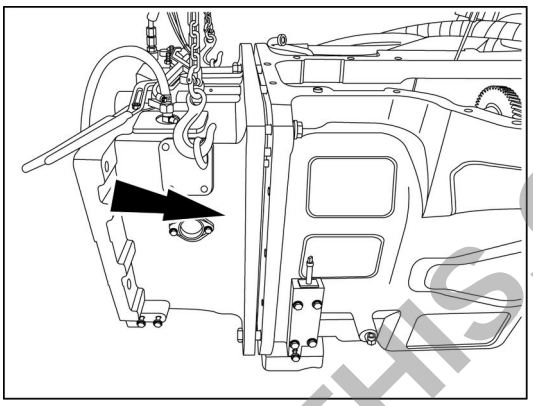
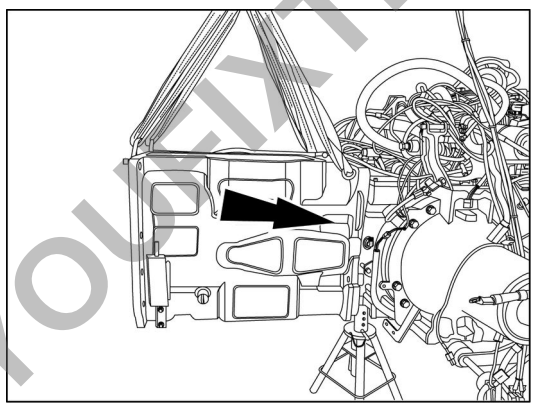
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Continuously Variable Transmission (CVT) - Torque

T8.275 [ZCRC02586 -]	WE
T8.300 [ZCRC02586 -]	WE
T8.330 [ZCRC02586 -]	WE
T8.360 [ZCRC02586 -]	WE
T8.390 [ZCRC02586 -]	WE

Component	N·m	Identification	lb-ft
Transmission to front cover housing.	**490 - 550 Nm**	 RAIL13TR00023AA 1	**360 - 400 lb ft**
Transmission to rear axle housing.	**490 - 550 Nm**	 RAIL12TR01206AA 2	**360 - 400 lb ft**

Continuously Variable Transmission (CVT) - Special tools

T8.275 [ZCRC02586 -]	WE
T8.300 [ZCRC02586 -]	WE
T8.330 [ZCRC02586 -]	WE
T8.360 [ZCRC02586 -]	WE
T8.390 [ZCRC02586 -]	WE

Input/Rev idler cup compression tool 380003329

Critical when changing Input shaft & rev idler bearings to compress bearing cups together (after they have been frozen and dropped in or driven in) to make sure they are seated.

Input shaft bearing nut socket 380003330

This tool is need for unique nut.

Forward shaft bearing nut socket 380003331

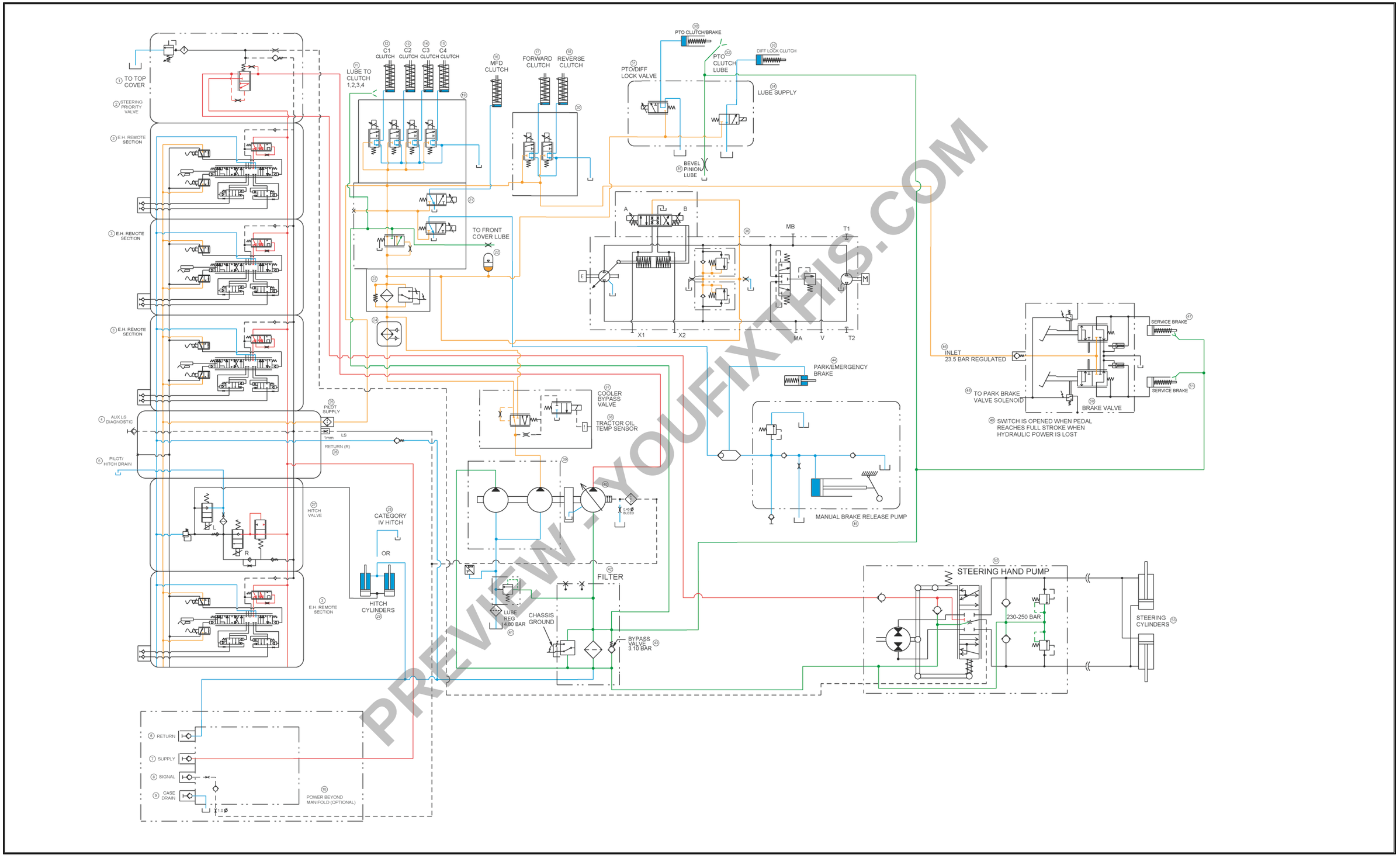
This tool is need for unique nut.

Ring input gear bearing nut socket 380003333

This tool is need for unique nut.

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RAIL13TR00849JA 1

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T8.275, T8.300, T8.330, T8.360, T8.390 AND T8.420
TRACTOR SERIES WITH
AUTO COMMAND TRANSMISSION
TRANSMISSION SERIAL NUMBER BREAK AJB0606248
STANDARD / OPT HIGH FLOW
NAO, W / POWER BEYOND
HYDRAULIC SCHEMATIC
RAC 47605415

PFC PISTON PUMP
REGULATED CIRCUIT PUMP
CHARGE / LUBE PUMP FLOW
RETURN TO TANK / SUMP

1. TO TOP COVER
2. STEERING PRIORITY VALVE
3. REMOTE SECTION
4. LOAD SENSE DIAGNOSTIC
5. PILOT/HITCH DRAIN
6. RETURN
7. SUPPLY
8. SIGNAL
9. CASE DRAIN
10. POWER BEYOND MANIFOLD
11. LUBE TO CLUTCHES
12. C1 CLUTCH
13. C2 CLUTCH
14. C3 CLUTCH
15. C4 CLUTCH
16. MFD CLUTCH
17. FORWARD CLUTCH
18. REVERSE CLUTCH
19. TRANSMISSION CONTROL VALVE
20. FORWARD/REVERSE CONTROL VALVE
21. PRESSURE REGULATOR/MFD/PARK BRAKE
22. TO FRONT COVER LUBE
23. REGULATED CIRCUIT FILTER
24. OIL COOLER
25. PILOT SUPPLY
26. RETURN
27. HITCH VALVE
28. CATEGORY IV HITCH
29. HITCH CYLINDERS
30. PTO CLUTCH/BRAKE
31. PTO/DIFF LOCK VALVE
32. PTO CLUTCH LUBE
33. DIFF LOCK CLUTCH
34. LUBE SUPPLY
35. BEVEL PINION LUBE
36. TRANSMISSION HYDRO UNIT
37. COOLER BYPASS VALVE
38. TRACTOR OIL TEMP SENSOR
39. TANDEM GEAR PUMP
40. PISTON PUMP
41. LUBE REGULATOR 4.80 BAR
42. FILTER
43. BYPASS VALVE 3.10 BAR
44. PARK/EMERGENCY BRAKE
45. MANUAL BRAKE RELEASE PUMP
46. INLET REGULATED
47. SERVICE BRAKE
48. TO PARK BRAKE VALVE SOLENOID
49. NOTE: SWITCH IS OPEN WHEN PEDAL REACHES FULL STROKE WHEN HYDRAULIC POWER IS LOST.
50. BRAKE VALVE
51. SERVICE BRAKE
52. STEERING HAND PUMP
53. STEERING CYLINDERS

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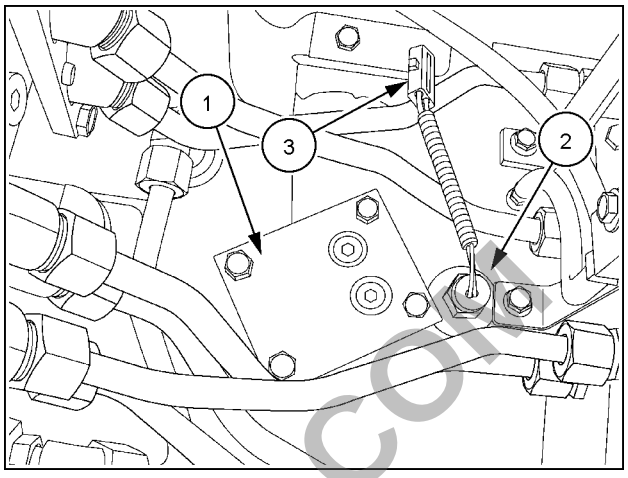
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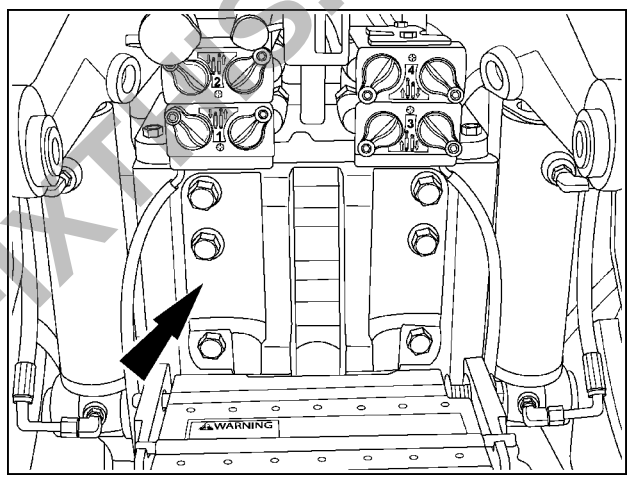
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4. Install the PTO manifold plate **(1)**. Tighten the bolts to a torque of **51 - 58 Nm** (**38 - 43 lb ft**). Install the speed sensor **(2)**. Tighten the speed sensor to a torque of **16 - 22 Nm** (**12 - 16 lb ft**). Reconnect the wire harness connector **(3)** to the speed sensor.



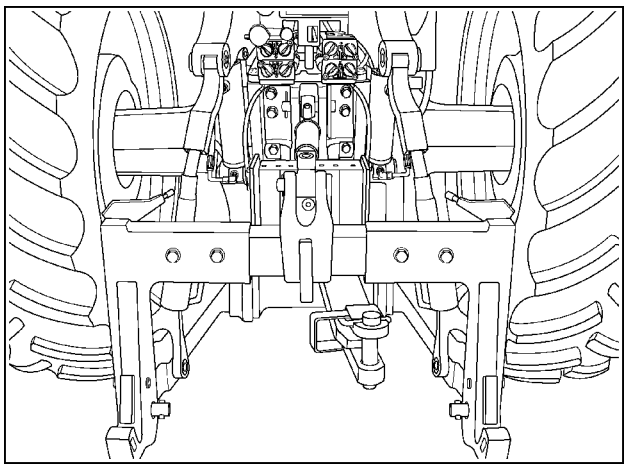
RCPH07CCH769BBC 4

5. Install the third link support/PTO clutch cover plate with a new gasket. Tighten the bolts to a torque of **490 - 550 Nm** (**361 - 406 lb ft**)



RCPH07CCH772BBC 5

6. If equipped, install the quick coupler.



RCPH07CCH771BBC 6

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Wire harnesses - Electrical schematic frame 43 - Cab auxiliary power & map light

T8.275 [ZCRC02586 -] CVT Transmission, T8.300 [ZCRC02586 -] CVT Transmission, T8.330 [ZCRC02586 -] CVT Transmission, T8.360 [ZCRC02586 -] CVT Transmission, T8.390 [ZCRC02586 -] CVT Transmission, T8.420 [ZCRC02586 -] CVT Transmission

Connector **X-010**	To main chassis harness
Connector **X-013**	Cab roof harness
Connector **X-091**	Roof harness auxiliary power
Connector **X-091A**	Cab headliner auxiliary power
Connector **X-165A**	Auxiliary power (A-post)
Connector **X-167**	Auxiliary power #1
Connector **X-168**	Auxiliary power #2
Connector **X-169**	Auxiliary power #3
Connector **X-170**	Map light
Connector **X-269**	Auxiliary power connector
1	Front hitch head light

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3016-Fuel Temperature Sensor - Signal Below Range Minimum 718
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3019-Boost Pressure Sensor - Signal Above Range Maximum 721
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3022-Boost Pressure Sensor - Signal Not Plausible 723
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3028-Oil Pressure Too Low 725
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3030-Oil Pressure Sensor - Short Circuit To Ground 729
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3033-Oil Temperature Sensor - Signal Not Plausible (Compared With Coolant Temperature) 735
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3034-Oil Temperature Sensor - Signal Above Range Maximum 738
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3035-Oil Temperature Sensor - Signal Below Range Minimum 740
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3060-Cylinder 1 - Unclassifiable Error In Injector 744
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3063-Cylinder 1 - Injector Cable Short Circuit (High Side To Ground) 748
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3644-P3 pressure errors in EPCtl - exhaust pressure upstream turbine too high

T8.420 [ZCRC02586 -] CVT Transmission

Context:
The ECU detects that the circuit is shorted to voltage for **2.0 s**.

Cause:
The ECU detects that the circuit is shorted to voltage.

Possible failure modes:

1. Faulty wiring
2. Faulty relay
3. Faulty actuator
4. Faulty ECU

Solution:

1. Verify the fault code is present and active.

   A. If fault code is present and active, continue with step **2**.

   B. If fault code is no longer present, return unit to proper operation.

   NOTE: *When disconnecting connectors during this procedure, other fault codes may occur. When testing is finished make sure no error codes exist.*

2. Check voltage to EVGT actuator. Place the ignition switch OFF. Disconnect the vehicle engine harness from the ECU. Disconnect the vehicle engine harness from the EVGT actuator. Remove the EVGT actuator relay. Place the ignition switch ON. Use a multi-meter to check for voltage from the vehicle engine harness side of EVGT actuator connector pin 4 to chassis ground. There should be no voltage.

   A. If there is voltage, there is a short to voltage in the harness. Repair or replace wiring between EVGT actuator relay pin 87 and EVGT actuator connector pin 4.

   B. If there is no voltage continue with step **3**.

3. Check relay for proper operation. Use a multi-meter to check for continuity from pin 30 to pin 87. There should be no continuity.

   Use a multi-meter to measure the resistance between pin 86 and pin 85. There should be approximately **50 - 100 Ω**.

   A. If either relay tests fail. Replace the relay.

   B. If the relay test is good. Continue with step **4**

4. Check for voltage to the EVGT actuator. Place the ignition switch OFF. Place a jumper wire into EVGT relay cavity from pin 30 to 87. Reconnect the vehicle engine harness to the ECU. Place the key switch ON. Use a multi-meter to check for voltage from the vehicle harness side of EVGT actuator connector pin 4 to chassis ground. There should be **24.0 V**.

   A. If the voltage is correct, the EVGT actuator has failed. Replace the turbocharger.

   B. If the voltage is high, continue with step **5**.

5. Check wiring between relay and actuator. Place the ignition switch OFF. Leave jumper wire between relay cavity from pin 30 to 87. Repair or replace wiring between EVGT actuator relay 87 and EVGT actuator connector pin 4. Place the ignition switch ON. Use a multi-meter to check for voltage from the vehicle harness side of EVGT actuator connector pin 4 to chassis ground. There should be **24.0 V**.

   A. If the voltage is high, refer to product harness for wire harness testing.

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