



Land Rover Discovery Sport (L550) Finished Vehicle Distribution (FVD) Handling Guide

Supplement to the JLR Transport Quality Manual (TQM)



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Section 1 – Vehicle Handover

Carrier / Dealer Handover Checks



The following Quality checks are required at vehicle handover...

- Check vin on Manifest, D42 Label (*on windscreen*) and VIN Plate matches
- Inspect vehicle and Check for damage (*as per TQM chapter 7 & 8*)
- Check vehicle protection is in place (*see pages 10 - 14*)
- Check key stowage (*x 2 Key fobs in Drivers' door pocket*)
- Check wing mirrors are folded inboard
- Check windows and sunroof are closed

Section 2

Personal Protection Equipment (PPE) Checks



Check Correct 'Car Friendly' Personal Protection Equipment is worn

- Personnel must wear clean working clothes at all times (no oil/grease stains)
- No buttons, exposed zips or belt buckles
- Wearing safety boots or shoes closed around the foot is obligatory. The shoes/boots must prevent from slipping
- Rings and other jewellery are not permitted, unless properly covered
- Do not carry in pockets sharp objects (pens, tools, etc...) that could accidentally damage the vehicles
- Working gloves must be worn when working on the truck, the wagon, the ship or the compound. However, they must be removed before entering the vehicle
- Wearing high visibility jackets or clothes with high visibility elements is compulsory in compounds. The use of safety helmets is subject to local laws, regulations or guidelines
- If safety helmets are used for operations, they must be removed before entering the vehicle.

SINGLE POINT LESSON



Topic: Car User-Friendly Personal Protective Equipment (PPE)

Who To: All contractors who handle JLR product Globally

Summary: TQM (Transport Quality Manual) PPE Compliance for all JLR Outbound Distribution Contracted Personnel

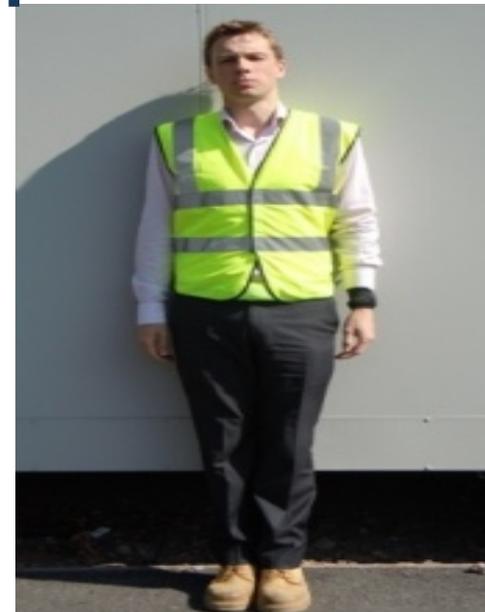
- Hi-Visibility, clean outerwear
Car-friendly i.e no exposed buttons, zips or fastenings

- No protruding, or sharp objects

- Hi-Visibility trousers, or suitable workwear



- Safety boots / shoes



- Watches, rings etc must be covered if not removed

- Belt buckle must be covered

- Suitable workwear
No denim jeans / trousers with exposed rivets, zips etc

Section 3

L550 Weights and Dimensions



L550

Engine Derivatives	**Length (mm)	**Max Width mm (Mirrors Folded)	**Track (Max)		**Overhang		**Height (mm)	Foot Print (m2)	Cube (m3)	*Weight - (No range options Kgs)	Approach Angle	Departure Angle
			Front (mm)	Rear (mm)	Front (mm)	Rear (mm)						
L550												
2.0L Petrol	4590	2069	1621	1630	904	954	1724	9.50	16.37	1848 - 2040	25°	31.0°
2.2L Diesel	4590	2069	1621	1630	904	954	1724	9.50	16.37	1892 - 2065	25°	31.0°

* Source L550 15MY Loading Chart PEC Issue 3

SHIPPING WEIGHT (Base Curb Mass + 50% Option Wts + Track-fill Fuel)

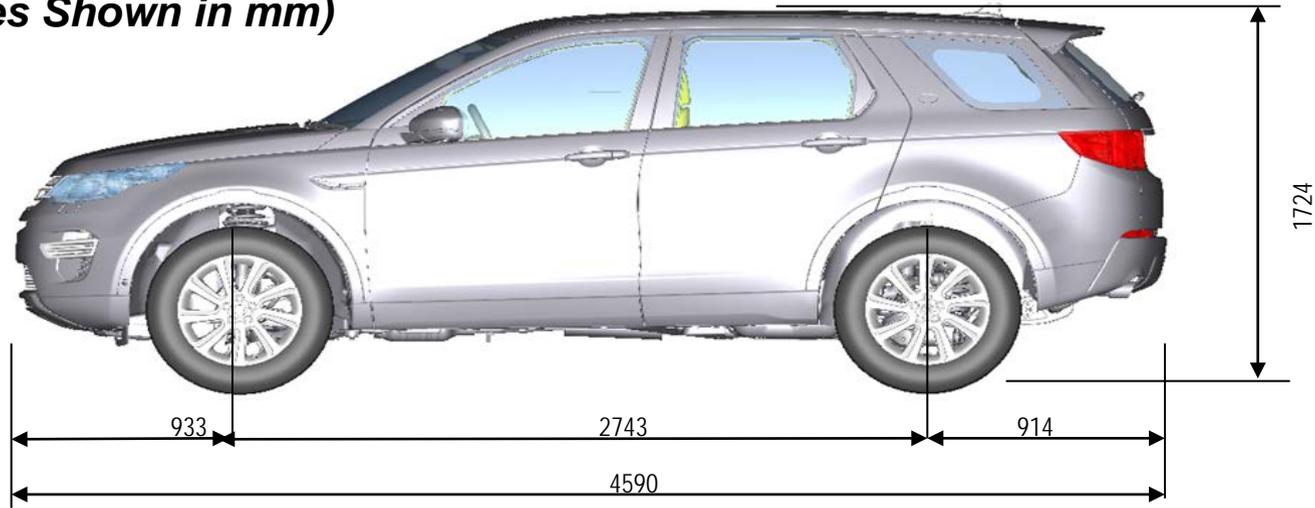
**Source Data for Dimensions Vehicle Packaging/TOPIx

Plan and Side Views

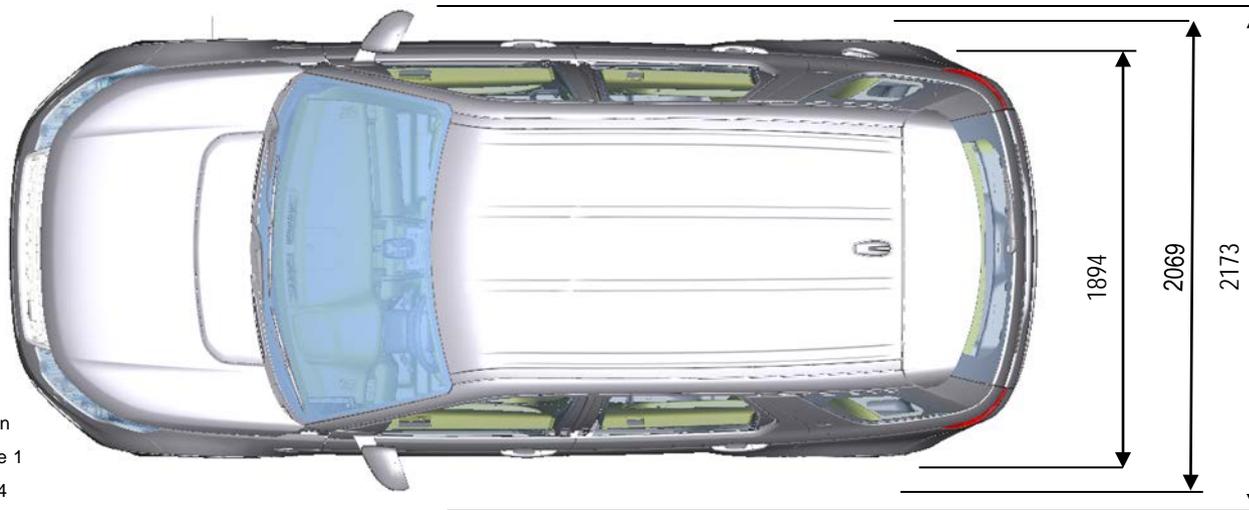
L550 Weights and Dimensions



(Sizes Shown in mm)



L550 will be fitted with either 17", 18", 19" or 20" wheels



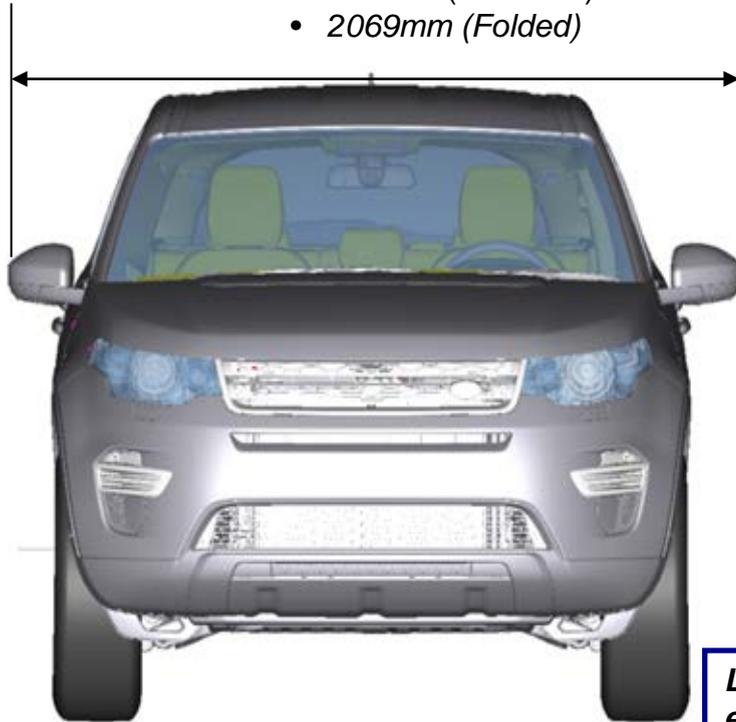
Plan and Side Views

L550 Weights and Dimensions



Mirrors Width

- 2173mm (Unfolded)
- 2069mm (Folded)



Front Track Centre

- 235/65 tyres = 1621mm

L550 will be fitted with either 17", 18", 19" or 20" wheels



Rear Track Centre

- 235/65 tyres = 1630mm

FRONT Max vehicle Width (to outer tyre edge) = 1868mm

REAR Max vehicle Width (to outer tyre edge) = 1877mm

L550 Weights and Dimensions



- Approach 25 Degrees
- Ramp 21 Degrees
- Departure 31 Degrees.....
- Ground Clearance 212 mm
- Length 4590 mm
- Width 2,069mm mirrors folded
- Width 2,173mm mirrors out
- Height 1,724 mm
- Turning Circle 11.86



Section 4

Engine Derivatives



	AWD (All Wheel Drive)		FWD (Front Wheel Drive)	
	Manual	Automatic	Manual	Automatic
Petrol 2.0L (240 PS)	X	✓	X	X
Diesel 2.2L Low (150 PS)	✓	✓	✓	X
Diesel 2.2L High (190 PS)	✓	✓	X	X
Diesel 2.0L (160 PS)*	X	X	✓	X
* Available Late 2015				

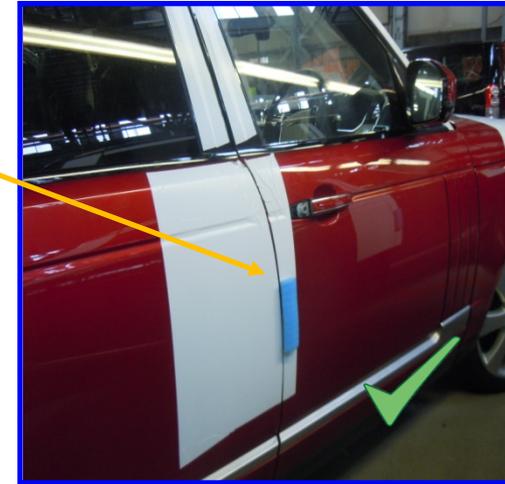
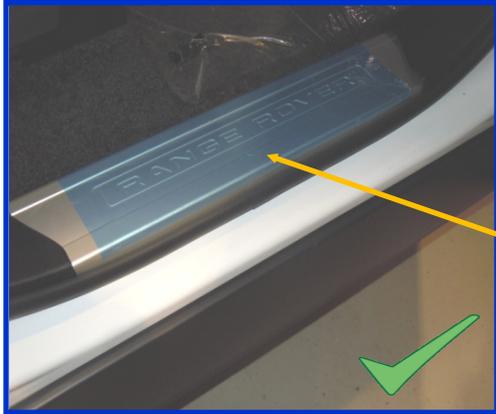
Section 5

Vehicle Protection Checks



Check vehicle has ALL protection in place at inspection / handover / collection once vehicle has been inspected for any damage.:

- Centre Console
- Tread plate protection
- Sill protection
- Drivers door protection Interior
- Drivers door protection Exterior
- Steering wheel protection
- Carpet protection
- Driver's seat protection



Vehicle Protection Checks



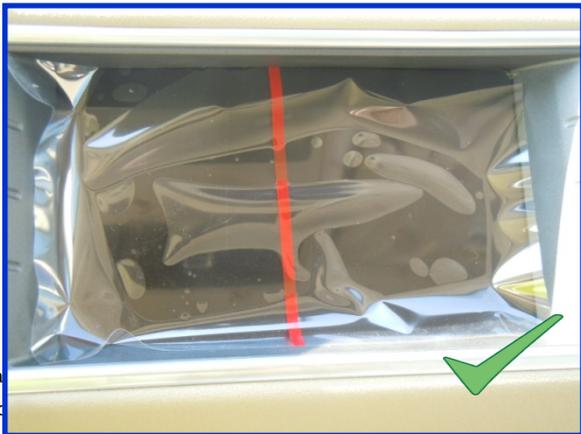
Key Stowage (2 keys bound together with short VIN)



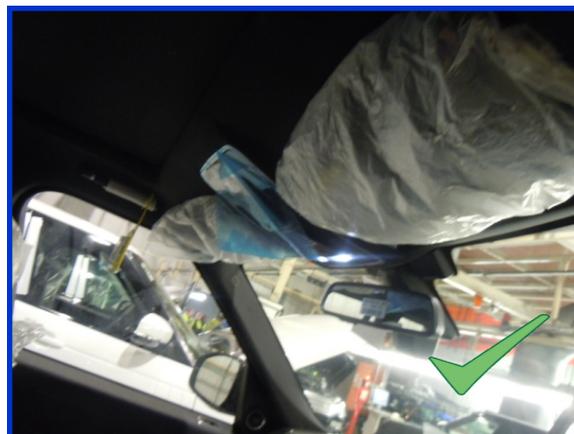
Keys stowed in drivers' door pocket



Cubby Box Lid



Sat Nav Protection



Drivers Sun Visor



PRNDL Selector

Data
Recc
Issue Date: October 6th 2014

Retention
JLR-RM

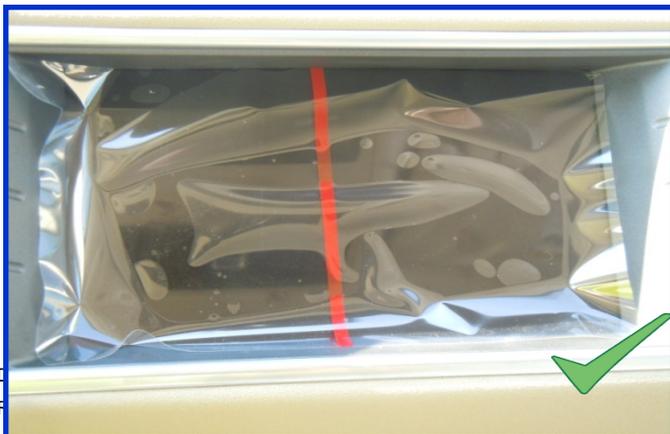
Vehicle Protection Checks



Key Stowage (2 keys bound together with short VIN)



Keys stowed in drivers' door pocket



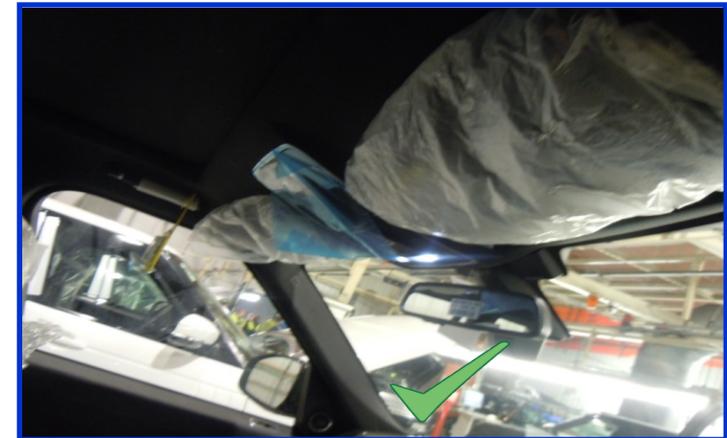
Issue Date: October 6th 2014

Retention Per
JLR-RMP Item

Sat Nav Protection



Centre Console



Drivers Sun Visor

Vehicle Protection Checks – Full Body Covers



If a vehicle is fitted with a full body cover (Cat 3) please check::

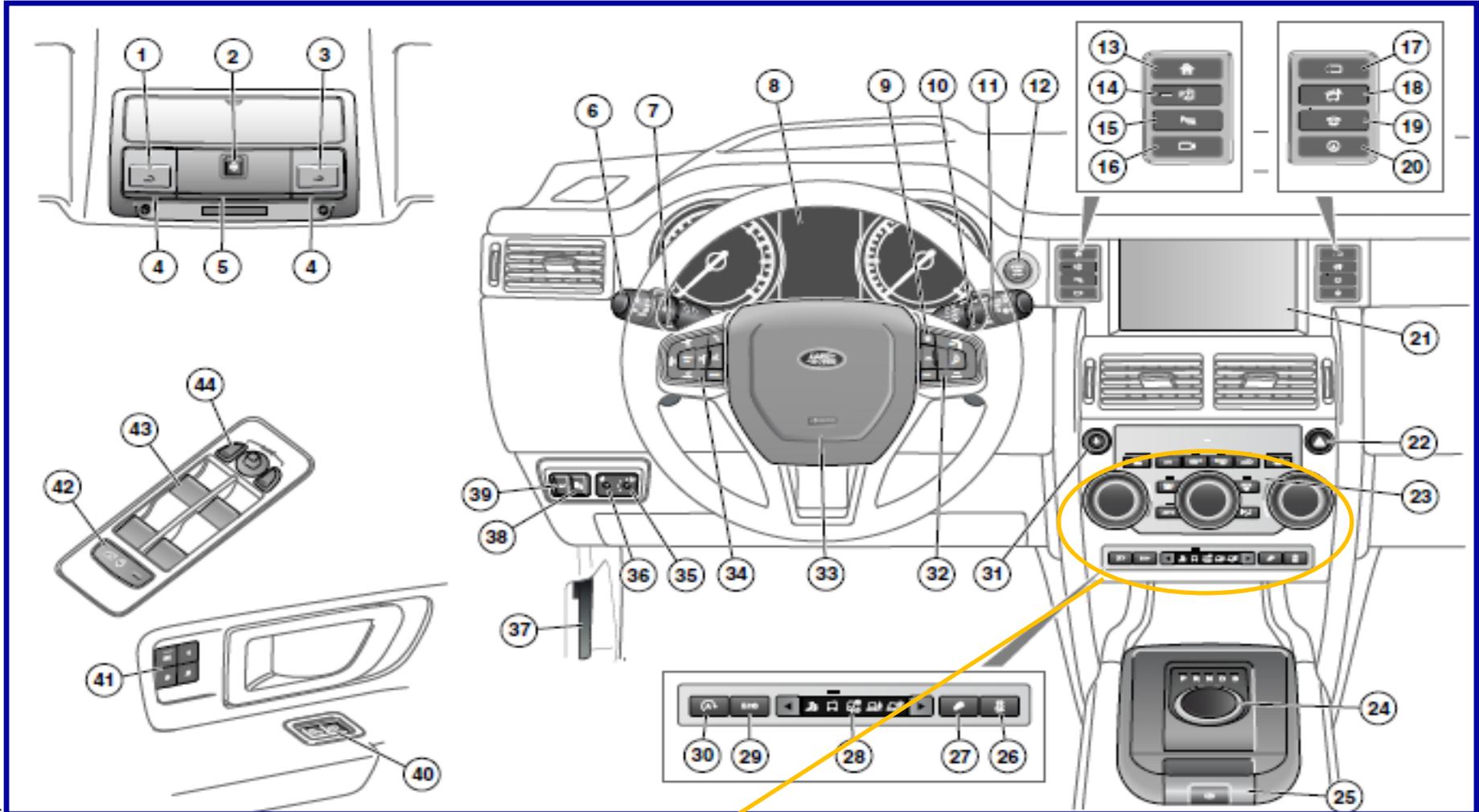
- Drivers door is rolled up and securely fastened whilst loading to vehicle



- Ensure that **the drivers door is fully zipped up** once loaded in location on transporter after getting out of vehicle.

Section 6 Driver Controls

Dashboard Overview



See Page 18 For Front
and Rear Screen Defrost



Driver Controls

1. InControl remote – Breakdown Call
2. Roof blind
3. InControl remote – SOS emergency call
4. Front map reading lamps
5. Front interior lamp
6. Exterior lamps and trip computer
7. Downshift gear paddle
8. Instrument panel and Message centre
9. Heated steering wheel
10. Upshift gear paddle
11. Wiper / washers controls
12. Engine START / STOP
13. Touch screen home menu
14. Touch screen General settings or Park assist
15. Mute or Parking aids off
16. Touch screen on/off or Surround cameras
17. Media source
18. Media system
19. Telephone
20. Navigation
21. Touch Screen
22. Hazard warning lamps
23. Heating, ventilation and air conditioning controls
24. Rotary gear selector
25. Electric Parking Brake (EPB)
26. Dynamic Stability Control (DSC)
27. Hill Descent Control (HDC)
28. Terrain Response
29. ECO Program
30. Intelligent stop / start
31. Media on / off and volume
32. Cruise control or Adaptive Cruise Control (ACC)
33. Horn
34. Audio Controls, Voice control, and telephone
35. Headlamp levelling
36. Interior illumination control
37. Bonnet release
38. Lane departure warning
39. Tailgate release / open
40. Central locking / unlocking
41. Driving position memory
42. Rear window isolation and child door locks
43. Window controls
44. Mirror adjustment / power-folding mirrors

L550 - Starting Vehicle

Starting Procedure in Transit Mode

1. Press hazard switch.

Once the hazard switch has been pressed the main battery is active for approx. 20 seconds. During this time the vehicle can be started as follows:

2 Depress footbrake

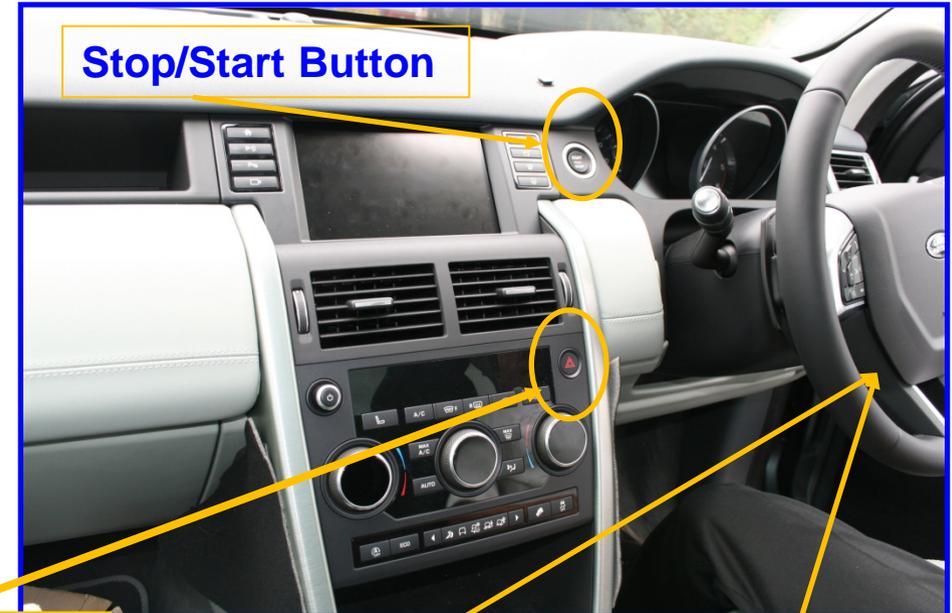
3 Press START / STOP button – fascia display will read “Smart Key Not Found”

4 Hold the smart key against the sensor on the side of steering column (marked with three lines figs 1 & 2) orientation as shown in fig 2 with silver strip facing towards rear of vehicle

5 With brake pedal depressed, press and release the START / STOP button.

6 Press again to stop the engine.

Should the vehicle not start, repeat the above process.



Hazard Switch



Driver Controls

Front and Rear Screen Defrost



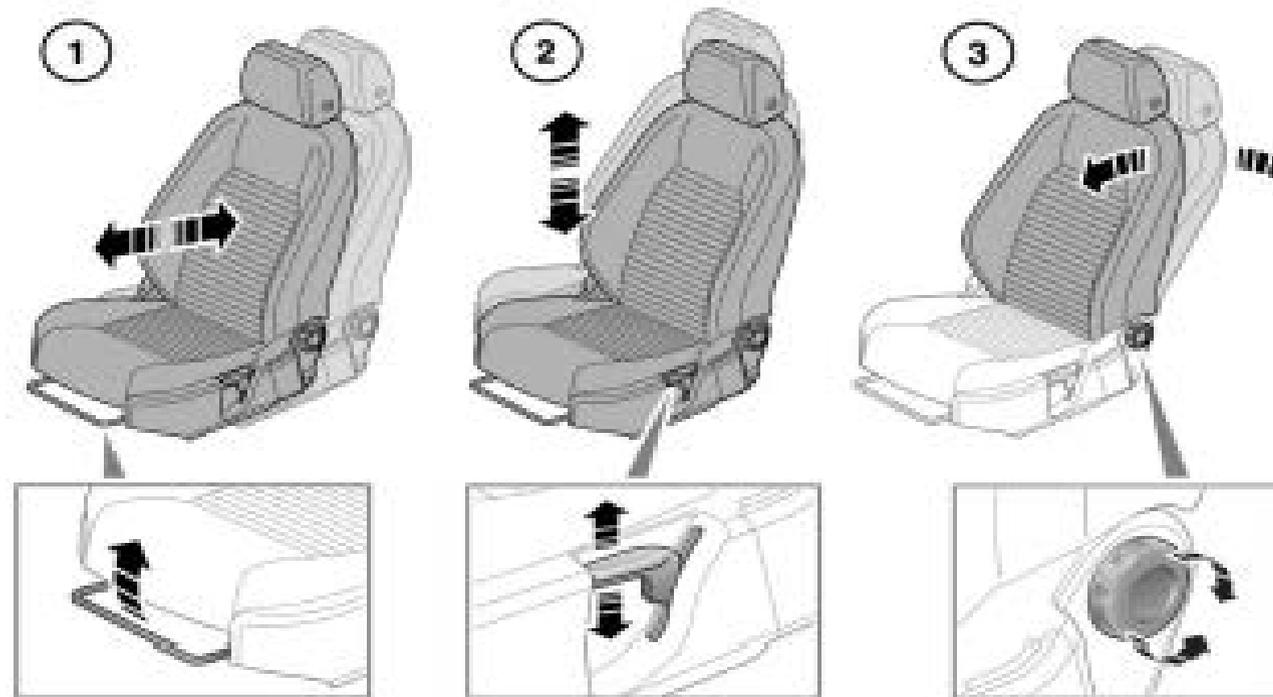
Rear screen heater: Press to switch on/off.

Rear screen heater: Press to switch on/off

Max Defrost: Press to remove frost or heavy misting from the windscreen

This setting activates the blowers, air-conditioning, front and rear screen heaters and prohibits recirculation, to achieve a rapid defrost

Max Defrost must be used, as front screen heater is disabled in transit mode



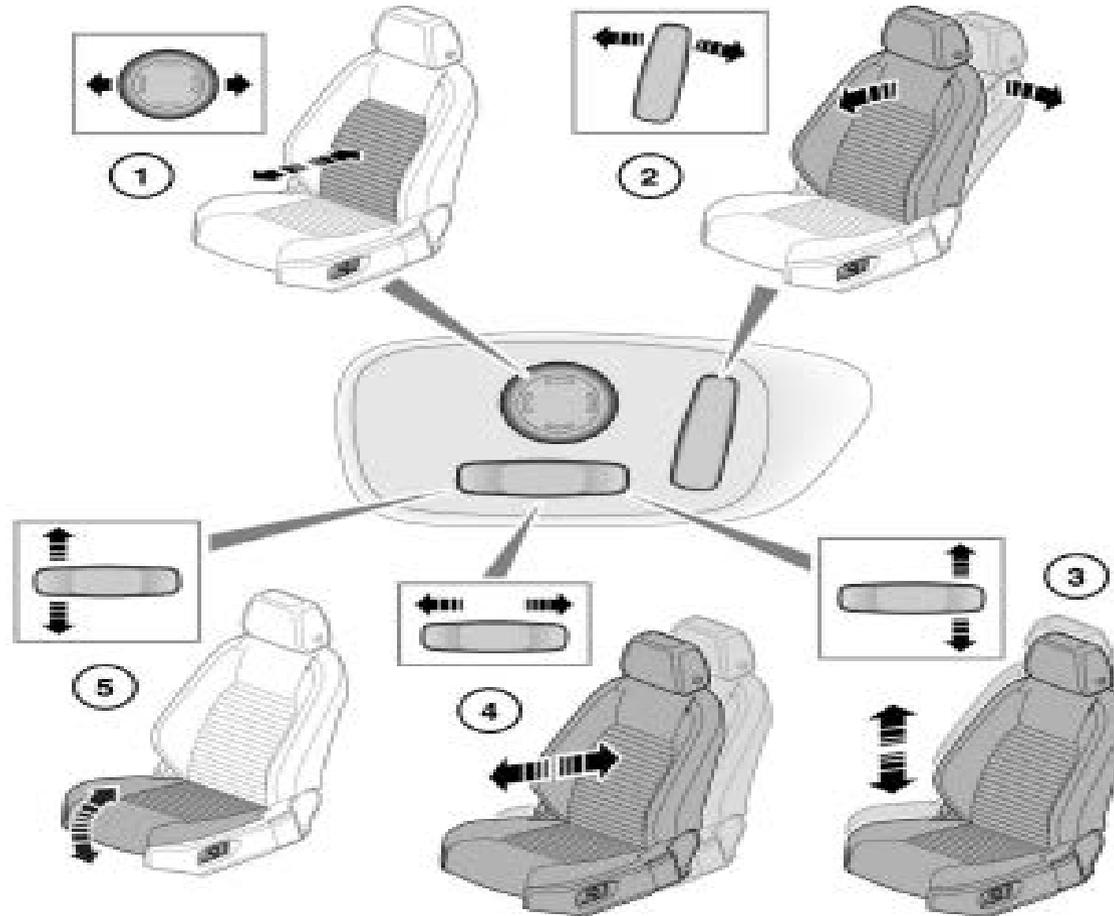
1. Forward and rearward adjustment.
2. Height adjustment.
3. Seatback angle adjustment.



Do not adjust the seat while the vehicle is moving; doing so could cause a loss of vehicle control and personal injury.

Driver Controls

Seat Adjustment (Electric)



01 1007 01

1. Lumbar support adjustment.
2. Seatback angle adjustment.
3. Height adjustment.

4. Forward and rearward adjustment.
5. Cushion angle adjustment.

To adjust the seats, the smart key must be in the vehicle

Drive Selector (Automatic Gearbox)

Once vehicle is started, the Drive Selector will raise on the centre console. The Drive Selector can be operated using the below instructions

Gearshift interlock

The brake pedal must be depressed before the selector can be moved from the **P**ark position. Maintain brake pressure until a gear is selected.

Select **P** before switching off the engine.

For fully automatic gear selection

Select “**D**” for forward gear changes

Select “**R**” for reverse.



NB: Vehicle inhibitor restricts vehicle speed to 26mph whilst in transit mode

Parking Brake Application and Release

Parking Brake Release

While the transit relay is installed, the parking brake will only release using the following procedure:

- 1 Switch the ignition on and wait 5 seconds.
- 2 Apply the foot brake and hold.
- 3 Lift the parking brake switch to apply.
- 4 Press the parking brake switch to release.



The red warning indicator in the instrument pack will illuminate when parking brake has been applied.

Releasing

- With the ignition on, apply the foot brake and press down on the parking brake lever.
- If the vehicle is stationary with the parking brake applied and either **Drive** or **Reverse** selected, pressing the accelerator will automatically release the parking brake.





**Some controls are optional and therefore will not be present in all vehicles.
Vehicles will have limited functionality whilst in transport mode.**

Functions Disabled When Vehicle is in Transit Mode Include:

- **Passive entry / Passive Start**
- **Front Electric Heated screen (use max defrost) – *note: Rear window and door mirror heating is enabled during transit mode***
- **Heated Seats / Park Heat**
- **Infotainment - all audio / visual playbacks (with the exception of the parking aid function)**
- **Alarm functions**

For Information:

- **Doors and Tailgate locked down (except drivers door)**
- **Speed limited to 26mph / 42kph**

Driver Controls - L550 Loading Configuration



Automatic Derivatives

Once Vehicle is Started the Drive Select will rise in "P"



Select "N", and apply electronic park brake (inset)



Select Hill Descent Control (HDC)



Check that HDC icon is illuminated on display



Select "S" (push down to move through "D")



Select S1 using L/H paddle on steering wheel (For manual gearbox select 1st gear)



Check that Hill Descent and S1 indicators are illuminated on display



Release EPB (Electronic Park Brake)



Section 7 Road Transport Care Points Damage Prevention



Ensure that ramps are fully extended prior to loading and unloading vehicles.

Angle of ramps to be a maximum of 8°



Ensure that any modifications available (e.g. riser plates) are used.

Data Owner: Chris Mc
Record Type: Transier
Issue Date: October 6
Retention Period: S+12
JLR-RMP Item Number

Road Transport

Care Points Damage Prevention



'Clear the Decks'



Dat
Re: **Prior To Loading/unloading ensure decks are free and clear from straps/hooks and equipment**
Issr
Re: **Loose Hooks/Straps/Equipment Damage Wheels/Vehicles**

Road Transport

Care Points



Vehicle must be loaded / unloaded at crawl speed, in a slow and controlled manner (5mph max.)



Road Transport

Care Points



Care is required when loading through areas of transporters with restricted width.

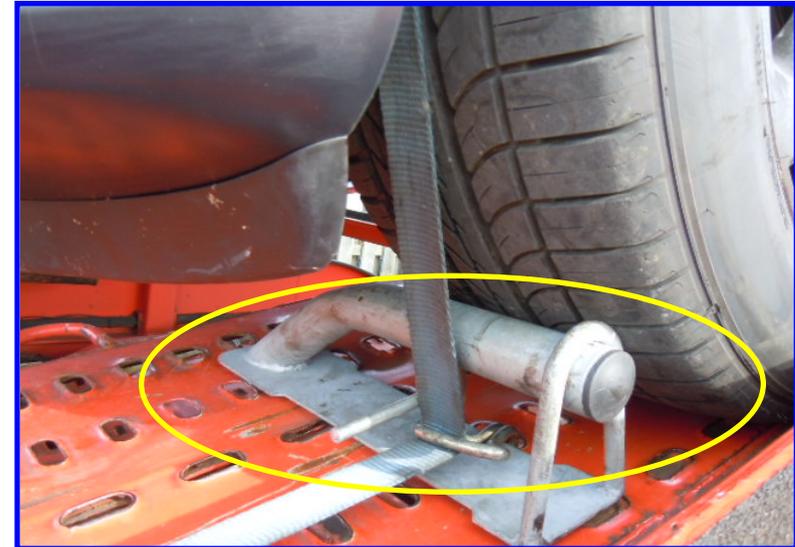
Care required whilst loading vehicles check when required during loading to prevent damage.





Care required whilst entering and exiting vehicles i.e. door contact on transporter beams and pillars.

Over-wheel lashing only, and chocks are used to secure vehicle in position.



Section 8 – Rail Transport



Train Equipment Care Points



Ensure ramp is at the correct set-up before loading vehicles. Ramp approach angle cannot not exceed 8 degrees.



Ensure crossover plates between wagons are level before loading.



Ensure decks are clear of obstructions and protective countermeasure i.e. rubber/foam upright protectors are in good condition. Chocks should be stowed away from the main deck.

Section 8 Rail Transport

Train Loading Equipment Care Points



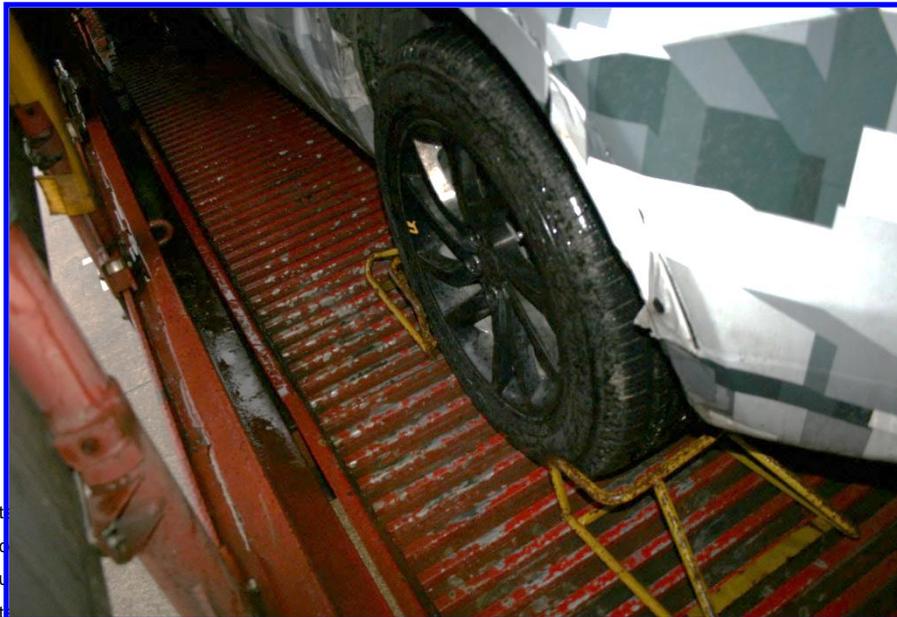
Vehicles must come to a stop before traversing up ramp at crawl speed, in a slow and controlled manner (5mph max.)

Care required over under body clearances at break over points.

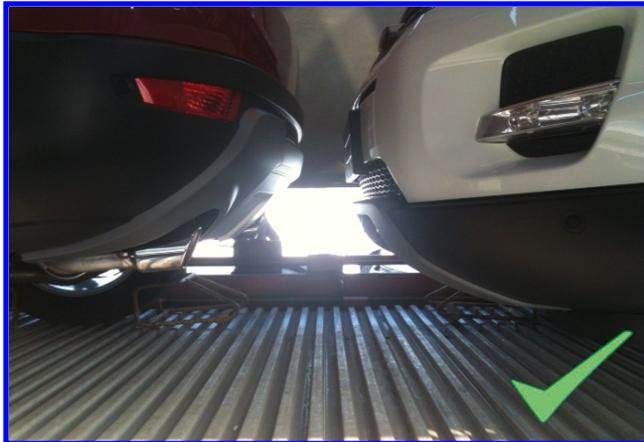


Vehicles are not to be parked adjacent to solid pillars and protective countermeasure i.e. rubber protectors are in good condition.

Care must be taken when entering and exiting the vehicle.



Ensure Vehicles are secured, and chock wheels as per TQM Standards



Vehicles should be parked at least 15 cm bumper-to-bumper on the train



Ensure obstructions are fitted with materials to protect the vehicles, and highlighted in hi-vis material

Rail Transport

Unloading Operation L550



Care required when offloading vehicle from train and traversing down ramp.



Ensure vehicle is unloaded at a slow controlled crawl speed (5mph max) to avoid bumper / under body damage from front suspension movement.

Section 9 – Vessel Transport

Loading and Unloading

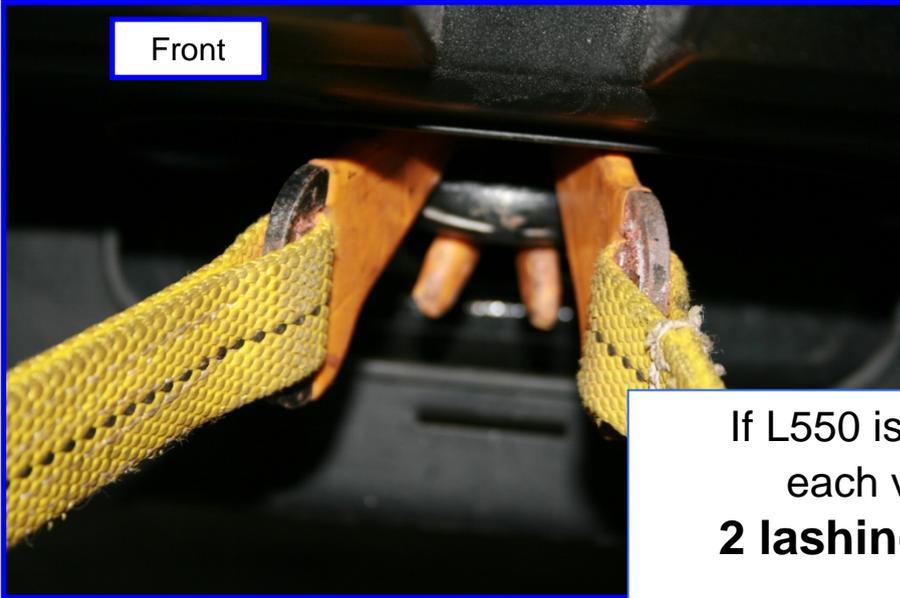


Care required when loading and unloading onto the vessel and decks. Vehicle must be loaded / unloaded at crawl speed, in a slow and controlled manner (5mph max.)

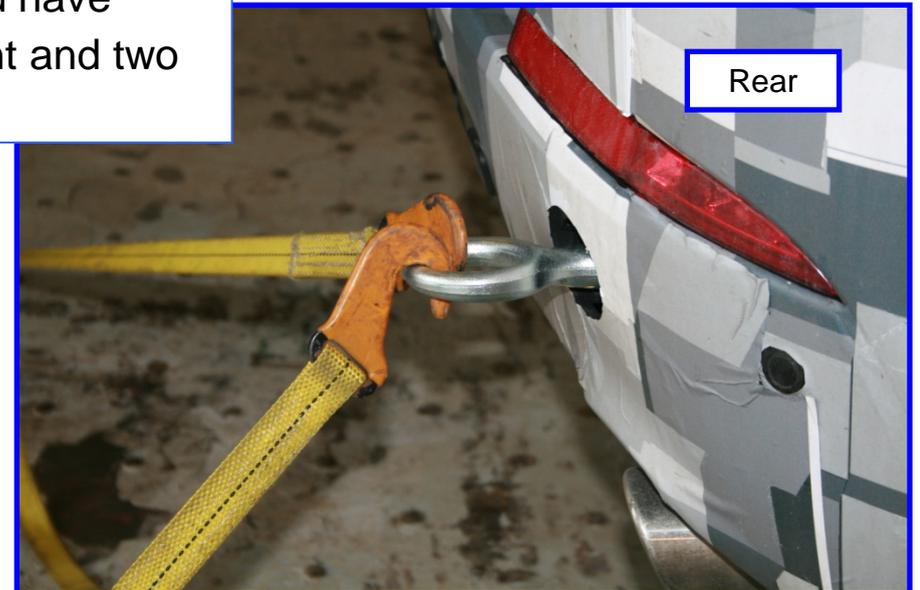


Vessel Transport

Lashing – Stem to Stern Stowage



If L550 is stowed stem to stern, each vehicle should have **2 lashings** at the front and two at the back.





If stowed transversely or on a ramp, each vehicle should have **3 lashings** plus wheel chocks on both wheels of either the front or rear axle.

LASHING THROUGH ALLOY WHEELS IS NOT ALLOWED



Section 10 - Containerisation

Container Loading

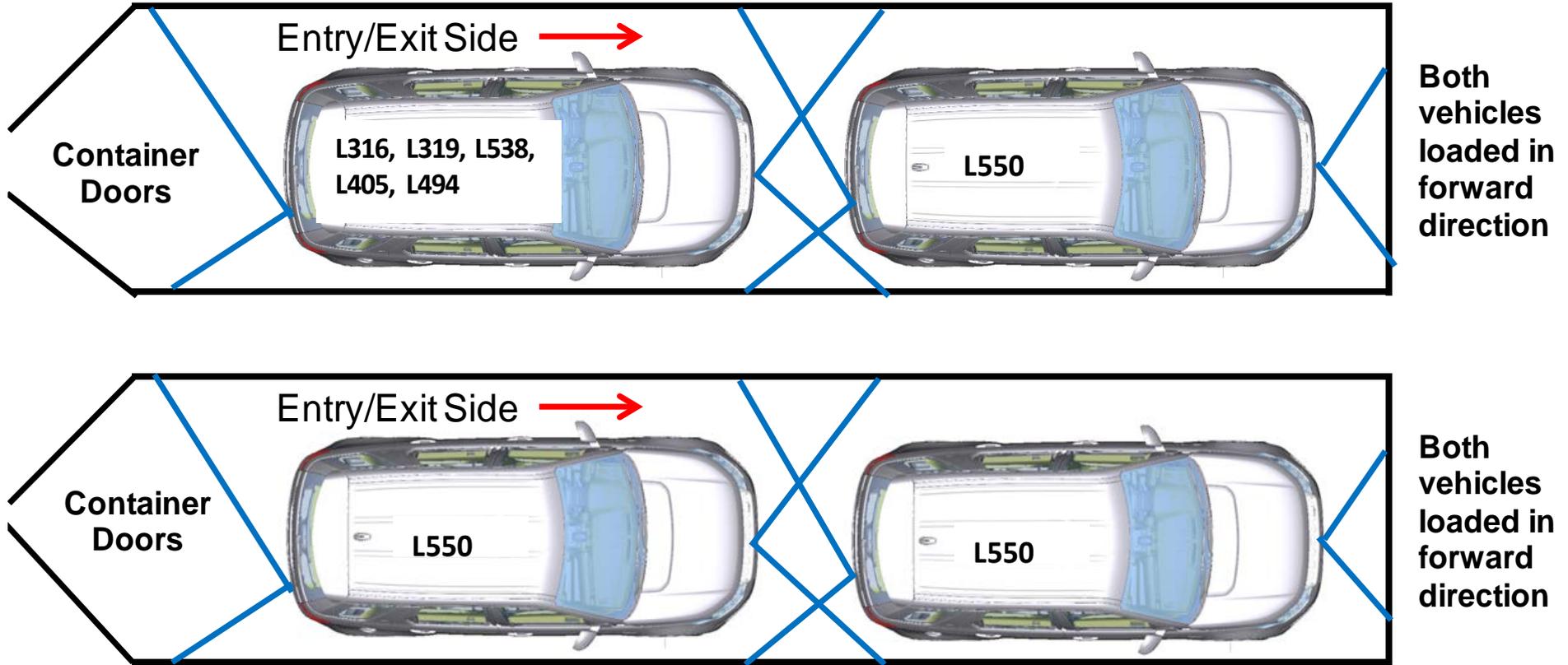


- Vehicles need to be loaded / unloaded in a controlled, slow manner (5mph max)
- Vehicles must be free of bird liming / contamination
- Vehicles to be loaded into position using 2 people. One driver and one marshal.
- Prior to exiting the vehicle all lashing in angles need to be checked for clearance, by the marshal (this is a quality risk especially for ETO Spec Vehicles)
- Loading configurations to be determined as per loading schematics on pages 39 and 40
- Vehicles to be lashed in and secured as per process detailed in this handling guide & TQM (Chapter 6)
- Once loaded into position Keys to be placed in an envelope and secured underneath drivers' windscreen wiper, this will permit access to vehicle upon delivery and prevent keys being locked in vehicles.
- Drivers' window must be left opened by 1 inch / 25mm for ventilation during transport.
- Care required getting in and out of the vehicle once in container due to vehicle width and door opening restrictions.

Container Loading Planning



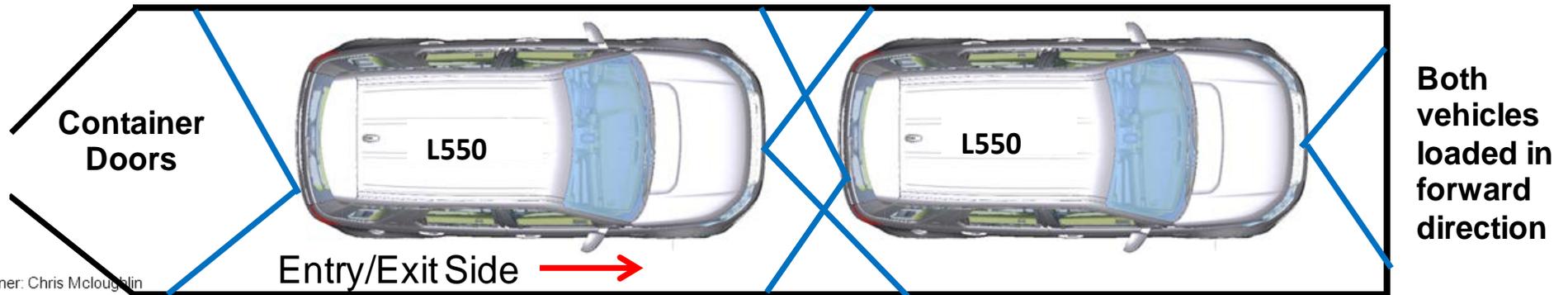
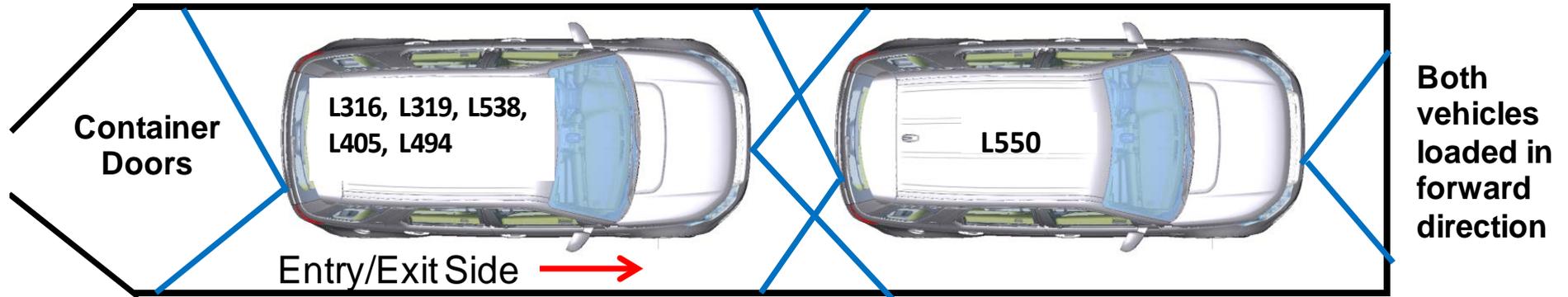
LH Drive Vehicles > LOADING SCHEMATICS



Container Loading Planning



RH Drive Vehicles > LOADING SCHEMATICS



Container Loading



Vehicles Must be loaded with a 2 man team (1 x marshal & 1 x driver), under the supervision and guidance of the loading Marshal

Once Vehicle is in position prior to the driver getting out of the vehicle the marshal needs to ensure adequate clearance angles are checked so that lashing in straps will clear the bumper when attached to tow eye and pulled back to container tie in location. This needs to be done prior to lashing vehicle down fully.



**Lashing strap needs to be clear
not making contact with bumper**

Container Loading



Care required when getting in and out of the vehicle as space
is extremely limited

Extreme care is required when loading /unloading Containers due to space constraints

Container Loading



Rear of Vehicle

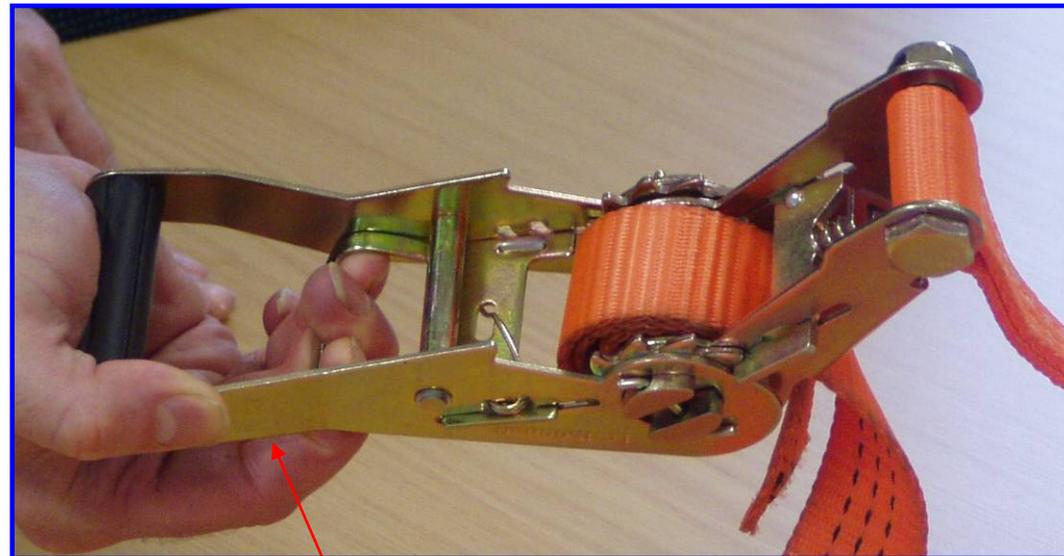


Front of Vehicle

Container Unloading



- Inspect Vehicles for damage once container door is opened
- Document and photo any damage found as per TQM process
- Unload the Vehicle as detailed in **TQM Chapter 6.6**

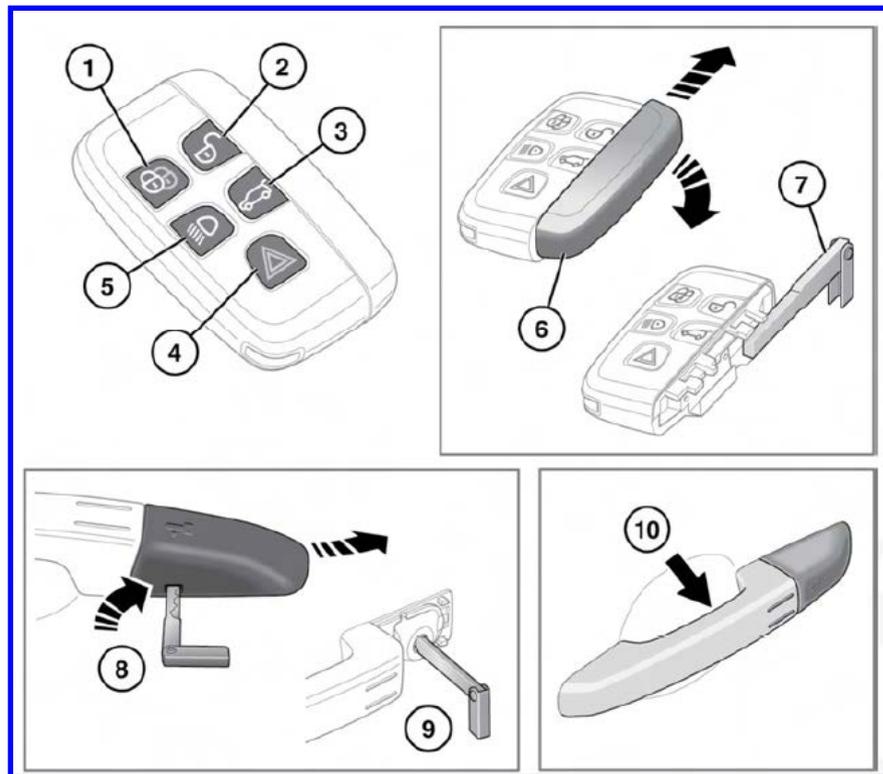


To release tension from lashing in straps pull on tension release mechanism as shown

Section 11 – Appendix (i)



Key Fob - Opening and Locking the Vehicle



- 1.Lock 2.Unlock 3. Tailgate Release 4. Panic Alarm
5. Approach illumination 6. Emergency Key Access
7. Remove blade 8 & 9. Use of key blade if smart key does not open vehicle 10. Unlock / lock sensors on exterior handles

Locking the Vehicle

When the vehicle is in transit mode, the vehicle **cannot** be locked or unlocked using the remote fob. The driver's door can only be locked by using the key blade

Unlocking the Vehicle

When there is no power to the vehicle, the key blade is required to gain access to a lock and unlock vehicle.

Remove the blade as indicated. On the DRIVERS DOOR where the Lock Cap is not fit insert the blade and turn towards the rear of the vehicle.

Upon entry the battery can be activated by pressing the hazard switch. Keys should be stowed in driver's door pocket as per TQM

Caution

If the vehicle security system is armed, only the front left hand door will unlock. The alarm will sound when the door is opened. Press the unlock button on the Smart Key to disarm the alarm or press the START/STOP button.

Appendix (ii)

Replacing Battery

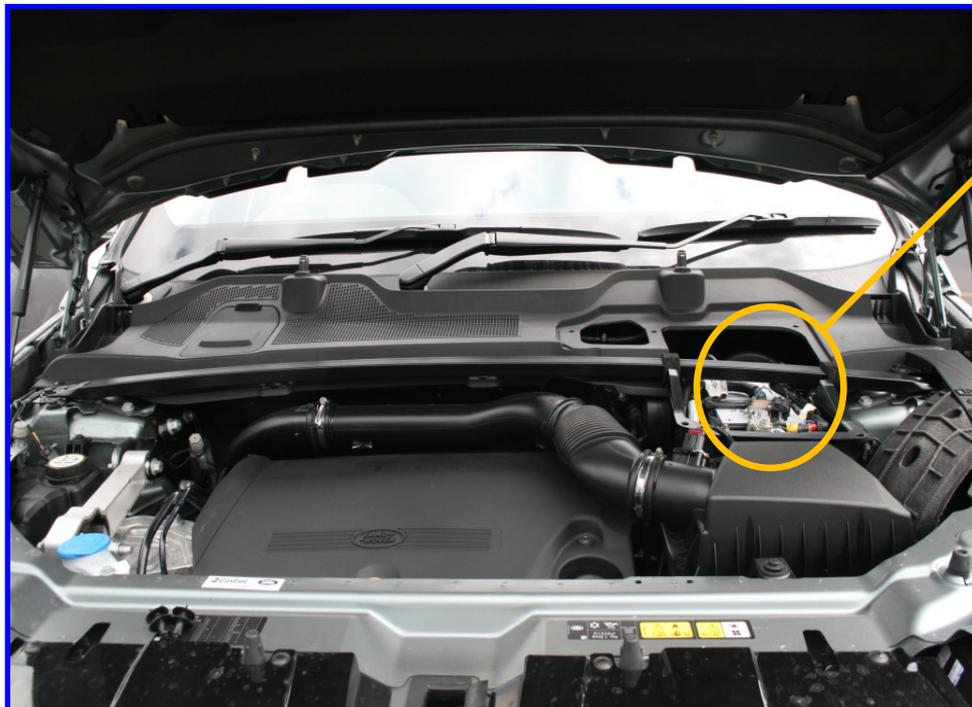


- If the vehicle has a flat battery and needs to be replaced, the following procedures should be followed if no other specialist equipment available. (Please ensure that normal starting procedures have been attempted at least twice prior to carrying out any battery removal/exchange)
- **Once battery is replaced carefully refit all items (Reverse Order)**

Flat Battery



Connecting a starting aid or a slave battery/power source



If the battery is flat, it may be possible to start the vehicle with a starting aid or a slave battery, using the method highlighted below.

If this process is followed and the vehicle is unresponsive, please contact JLR immediately for technical support

CONNECTING A STARTING AID

WARNING

 Do not connect the starting aid to any battery terminal on your vehicle. Doing so may cause a spark, which can result in an explosion. It may also result in damage to the charging system.

To start the vehicle using a starting aid or a slave battery, follow the instructions in the sequence given.

1. Connect the positive (Red) cable to the positive terminal of the disabled vehicle.
2. Connect the negative (Black) cable to the negative terminal of the disabled vehicle.
3. Connect/switch on the starting aid.
4. Start the engine and allow it to idle.
5. Disconnect/switch off the starting aid.
6. Disconnect the negative (Black) cable from the negative terminal of the vehicle.
7. Disconnect the positive (Red) cable from the positive terminal of the vehicle.

Replacing Battery Safety Guidelines



BATTERY WARNING SYMBOLS



Do not allow naked flames or other sources of ignition near the battery, as the battery may emit explosive gases.



Ensure that when working near or handling the battery, suitable eye protection is worn, to protect the eyes from acid splashes.



To prevent risk of injury, do not allow children near the battery.



Be aware that the battery may emit explosive gases.



The battery contains acid which is extremely corrosive and toxic.



Consult the handbook for information, before handling the battery.

REMOVING THE VEHICLE BATTERY



Switch the ignition off before disconnecting battery terminals. Always disconnect the negative terminal first and reconnect last.



Remove all metal jewellery before working on, or near, the battery, and never allow metal objects or vehicle components to come into contact with the battery terminals. Metal objects can cause sparks, and/or short circuits, resulting in an explosion.



Do not allow the battery posts or terminals to come into contact with your skin. They contain lead, and lead compounds which are toxic. Always wash your hands thoroughly after handling the battery.



Always disconnect the negative terminal first and reconnect last.



Use caution when lifting the battery out of, or into, the vehicle. It is heavy, and may cause injury when lifting, or if dropped.



Do not tip the battery when lifting or moving as tilting the battery more than 45 degrees may damage the battery, and may cause the electrolyte to leak out. Battery electrolyte is highly corrosive, and toxic.



The vent pipe must be in place at all times when the battery is connected to the vehicle. Ensure that the vent pipe is clear of obstructions and not kinked. Failure to do so may cause a pressure build up in the battery, resulting in an explosion.



Do not rest the battery on any part of the vehicle as it may cause damage due to its weight.

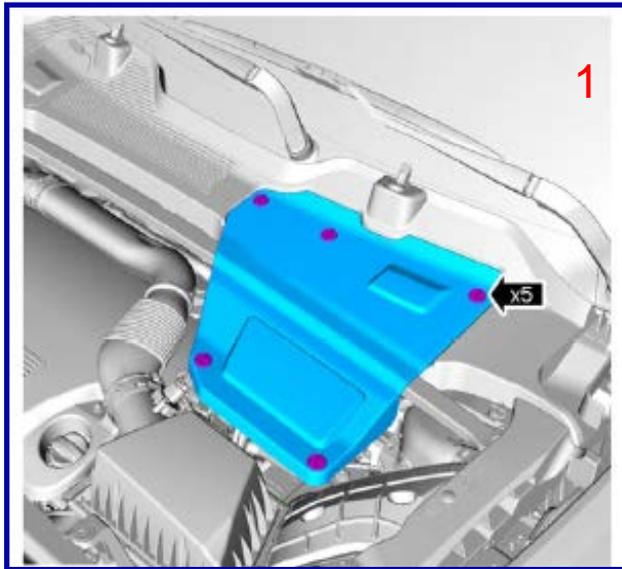


Do not run the engine with the battery disconnected. Doing so may damage the charging system.

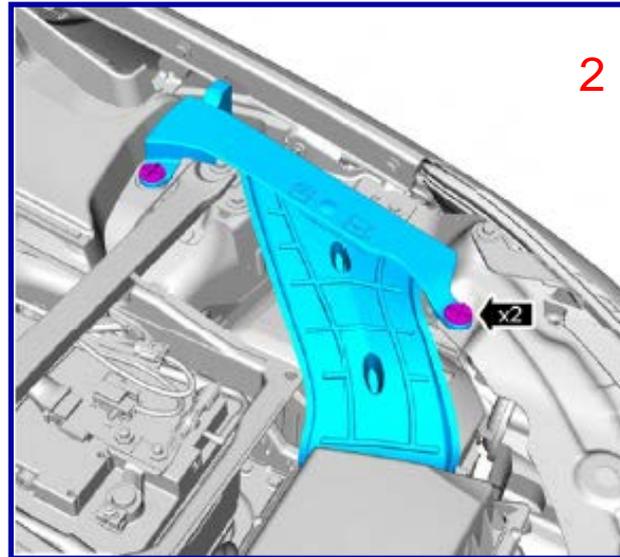
Note: Ensure that all electrical circuits are switched off, all windows are closed, and the alarm is disarmed.

Note: Remove the smart key from the vehicle and wait two minutes to allow the systems to power down fully

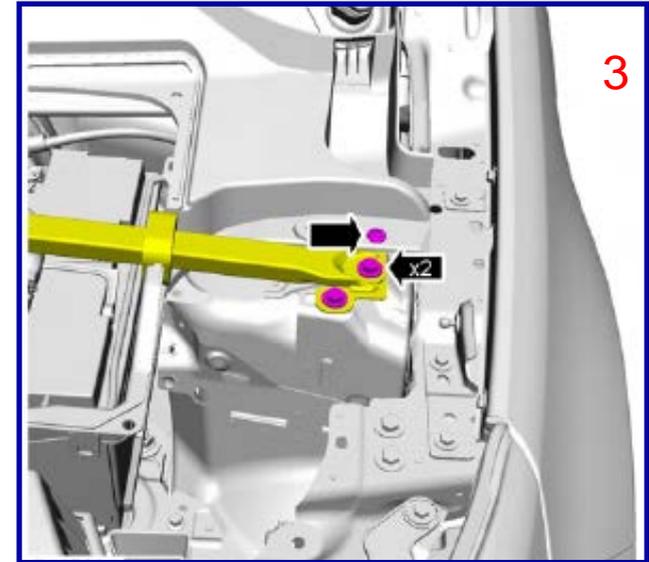
Replacing Battery - Removal



Remove Fuse Box Cover and Battery Cover



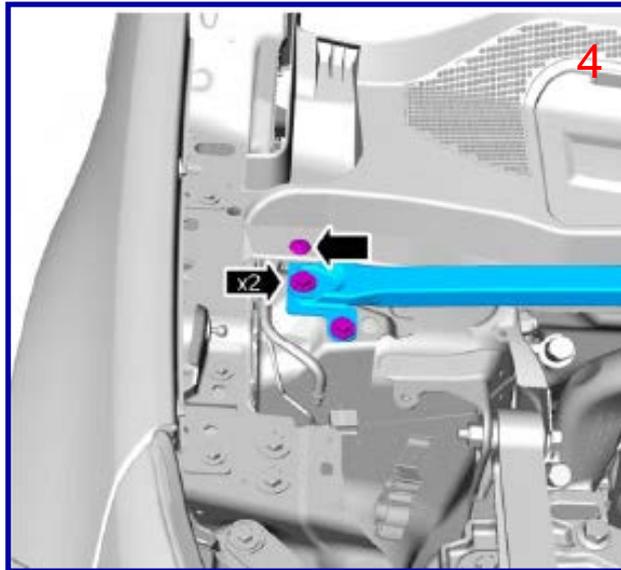
Torque: 25 Nm



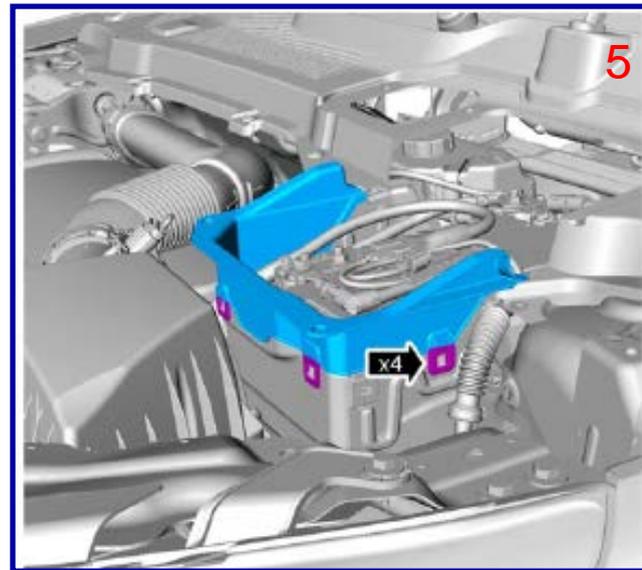
Remove 2x 13mm bolts and 1 clip (each side) and remove retaining bar

Replacing Battery - Removal

Torque: 25 Nm

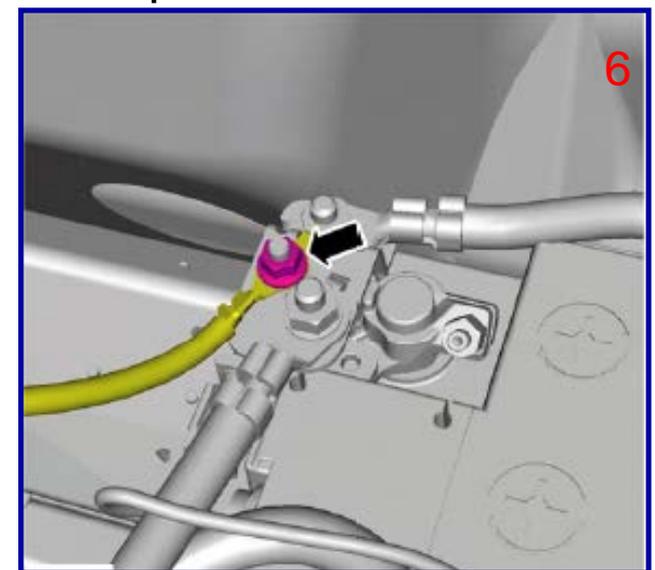


Remove 2x 13mm bolts and 1 clip (each side) and remove retaining bar



Unclip and remove battery housing end cover (use flat screwdriver to assist)

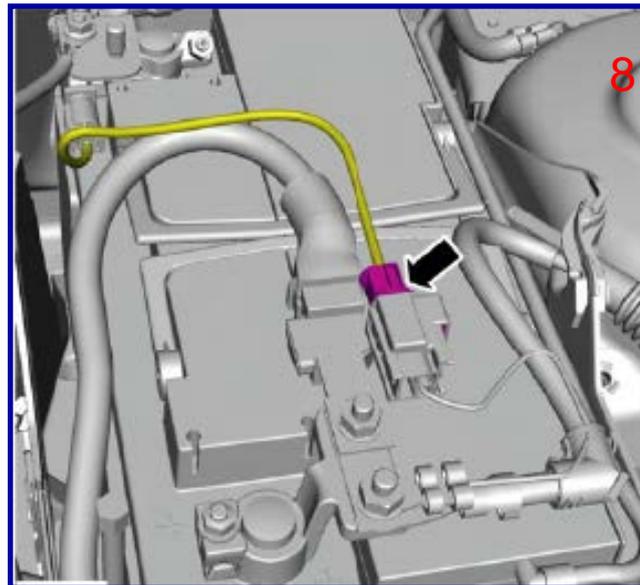
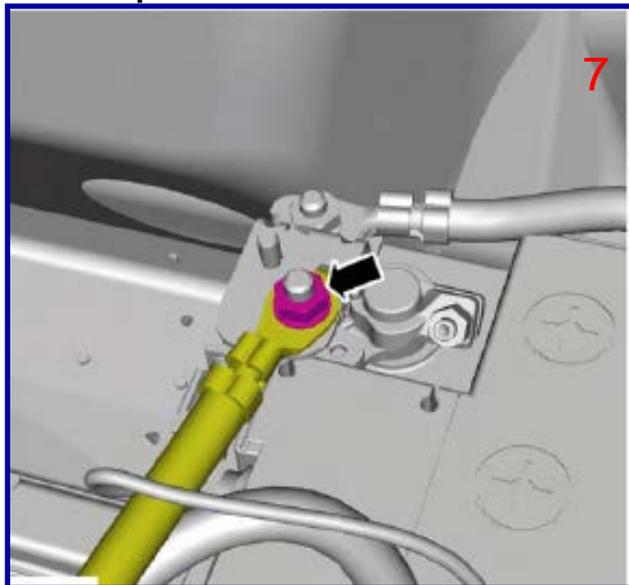
Torque: 6 Nm



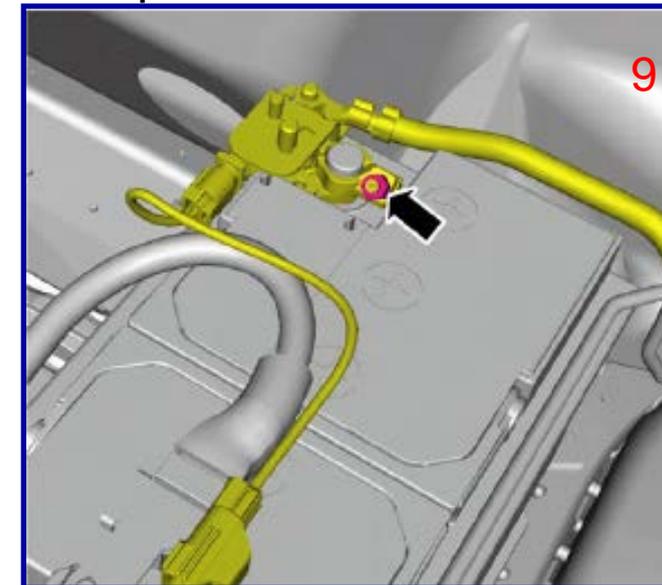
Loosen Clamp-bolt on negative terminal (10mm) and stow cable out of way

Replacing Battery - Removal

Torque: 10 Nm



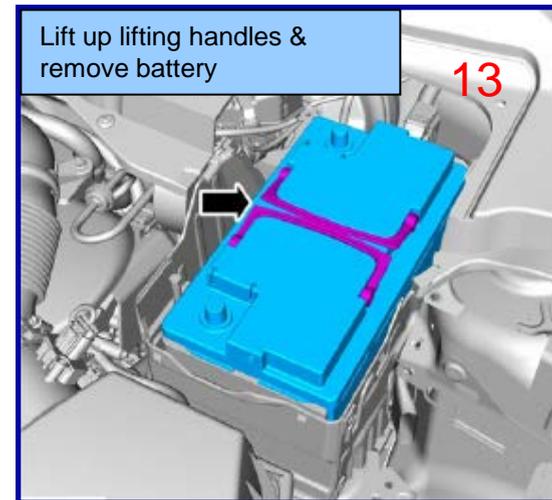
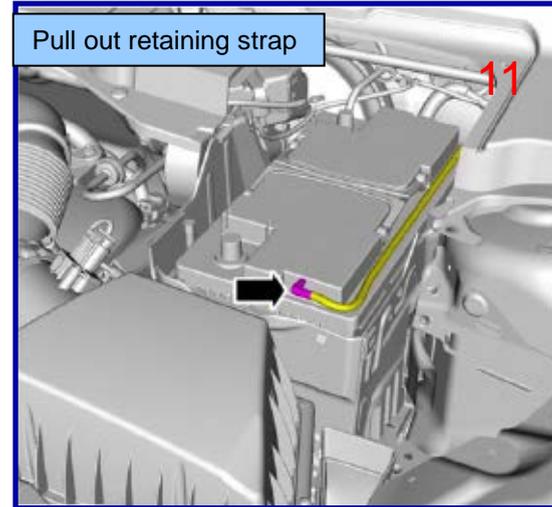
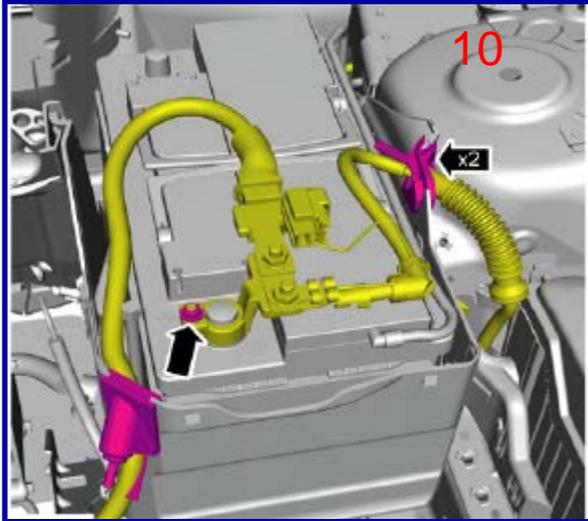
Torque: 6 Nm



Loosen Clamp-bolt on positive terminal
(10mm)
and stow cable out of way

Replacing Battery - Removal

Torque: 6 Nm



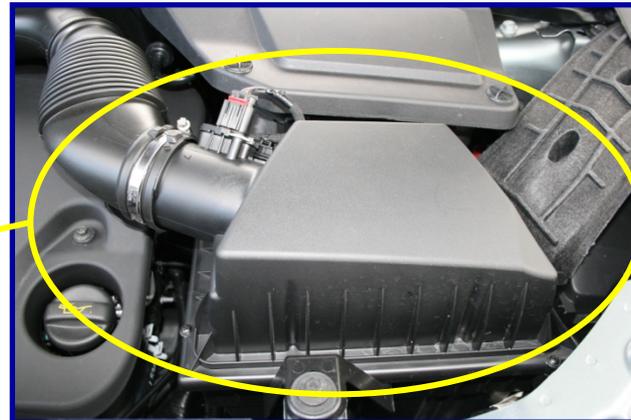
L550 Automatic Transmission Removal From Park

- *When should this process be used?*

The process should be used to release the transmission from Park to allow vehicle recovery when normal methods are unavailable due to engine, power supply or transmission failure. Risk assessment for any Health & Safety risks/hazards should be carried out prior to using this process. It is recommended that this process is carried out by trained professional recovery operatives.

- **Caution:** *Mandatory precautions needed before using this process*

The vehicle should be secured so that when moving the transmission out of Park it will not move. The electronic parking brake (EPB) should be in the applied position or wheel chocks used. The engine should not be running.



Service Park Release (SPR)

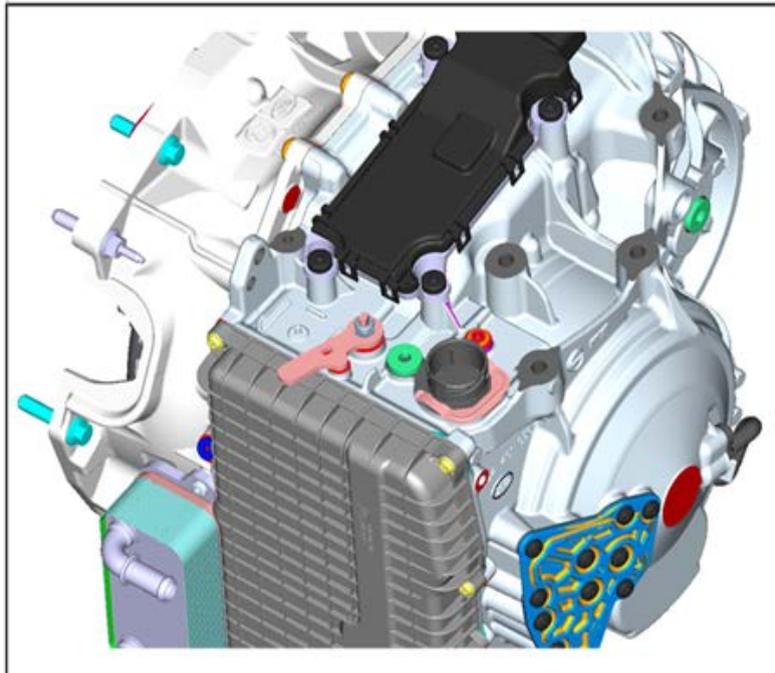


The SPR is a mechanical procedure which requires removal of the air filter housing for access. The procedure is required when there has been a loss of vehicle electrical power or a failure to the automatic transmission preventing release of the park lock. The following procedure must be used to release the park lock before moving the vehicle.

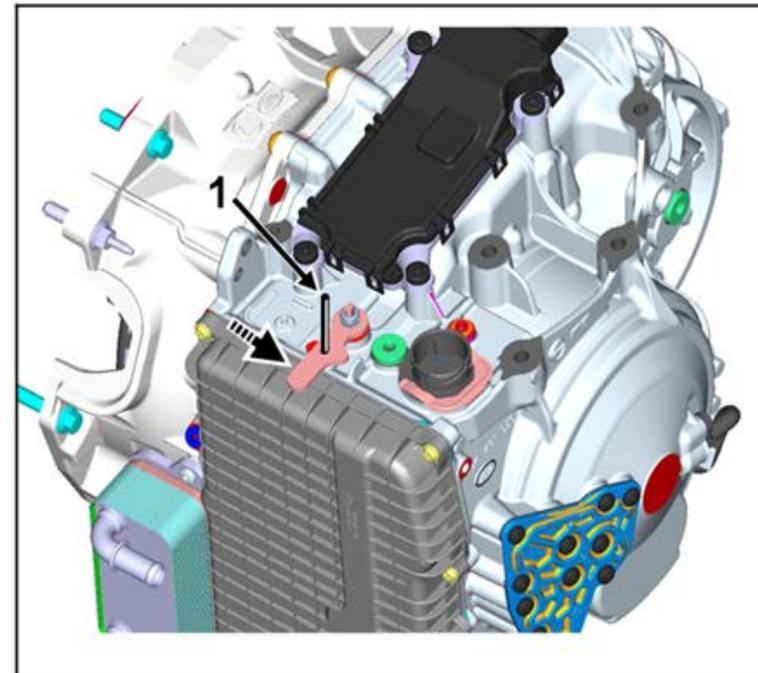
The vehicle must be held by either the electric park brake or wheel chocks to prevent it unintentionally moving when the park lock is released.

Care Point - Ensure that the pin is removed after the vehicle has been moved

A.
SPR engaged



A



B.
SPR Released

B

Service Park Release (SPR)



Apply SPR

- Make sure that the ignition is off (power mode 4)
- Remove the air filter assembly to get access to the SPR lever on the automatic transmission
- Rotate the SPR lever in a counter clockwise direction until the slot in the SPR lever aligns with a corresponding hole in the automatic transmission casing
- Hold the SPR lever in this position and insert a suitable 5mm diameter pin (Allen key for example) through the slot in the SPR lever and into the hole in the automatic transmission casing
- The vehicle can now be moved.

Release SPR

- Remove the 5mm diameter pin from the SPR lever
- Make sure the SPR lever has moved fully clockwise and the park lock is engaged
- Replace the air filter assembly.

Restoring Vehicle to Normal Condition

- Components should be refitted in reverse order.
- The vehicle should be secured by the parking brake or other method when refitting the components. The engine should not be running.

L550 Emergency Park Brake Release

Methods of releasing the EPB when in stuck applied

Vehicle EPB is fully electronic (No cables) therefore alternative manual release process needs to be followed if preferred option 1 not possible.

Risk assessment for any Health & Safety risks/hazards should be carried out prior to using this process.

It is recommended that this process is carried out by trained professional recovery operatives.

(1) Main Method: Release via external power supply to 12 V bus

› Preconditions:

› Parking brake is applied

› Parking brake cannot be released because of low voltage at ESP module.

› Procedure

1) Connect jumper cables from a 12 V source to 12 V battery terminals.

2) Turns the ignition to ON.

3) Press the brake pedal.

4) Activate the EPB switch in release direction.

5) Operator should see parking brake signal light for status “EPB released”.

Option 2 Manual Release for EPB on Rear Calliper

•Remove x 2 bolts from actuator housing (Torx T30 fastenings)

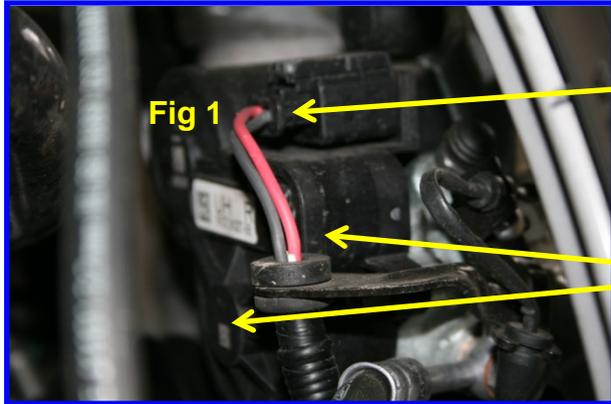
•Remove the actuator and the O- ring set

De
Re
•Insert Allen key and turn anticlockwise to wind release brake from pad.

Iss
Re
•(Illustration on page 58) – applies to both rear wheels

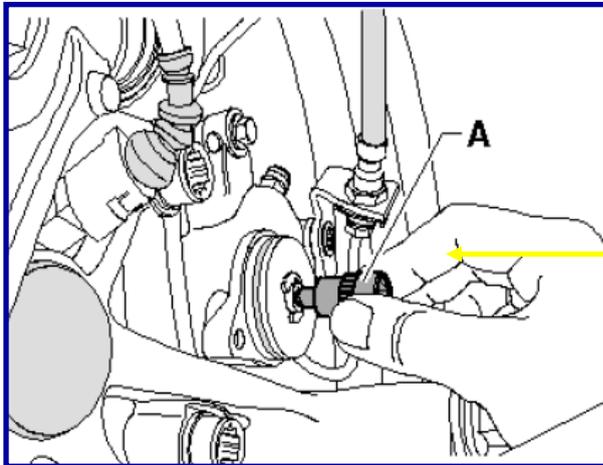
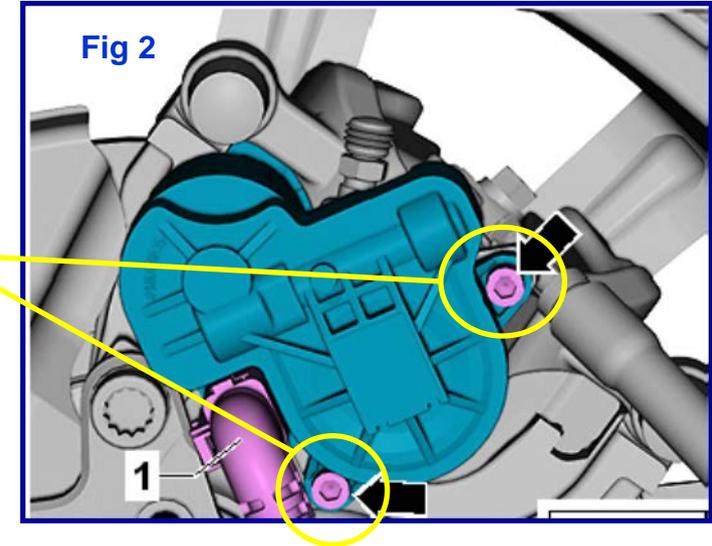
Re

Emergency Park Brake (EPB) Release



Disconnect the electrical connection (fig 1)

Remove the two mounting screws of the EPB (fig 2)



Manual release. This involves removing the electric motor / actuator (2 Torx T30 screws figs 1 & 2) and O-ring set, and winding back the piston manually, using an Allen key / Torx bit E11 (A).



1 actuator on each rear Wheel

Re - Fuelling the Vehicle

Minimum Re-Fuelling Level

If the vehicle does run out of fuel, a minimum of 9 litres will be required to prime the system in order to restart the engine. (Vehicle receives 12 litres of diesel / petrol at manufacturing fueling point. This should suffice for outbound distribution, however if emergency re-fuelling is required, please ensure a minimum of 9 litres is added and correct fuel type is used.

DIESEL MISFUELLING PROTECTION

DEVICE

When the mis-fuelling device is activated, it may cause fuel to be discharged from the filler neck.

Note: *It is the driver's responsibility to fill the vehicle with the correct fuel. The diesel mis-fuelling protection device only reduces the risk of filling the vehicle with the incorrect fuel*

The filler spout on some fuel cans and older fuel pumps may trigger the mis-fuelling device. which will need resetting before further fuel can be put into vehicle

FUEL FILLER FLAP

Take note of all warnings and instructions given on the label affixed to the inside of the filler flap.

The fuel filler flap is located on the right side of the vehicle, at the rear.

1. If a locking fuel filler flap is fitted, make sure the vehicle alarm system is disarmed.

Note: *The fuel filler flap can be opened only when the vehicle alarm is disarmed.*

2. Press the flap to unlatch it. Open the flap until the hinge lock fully engages.

After refuelling, tighten the cap until it clicks 3 times.

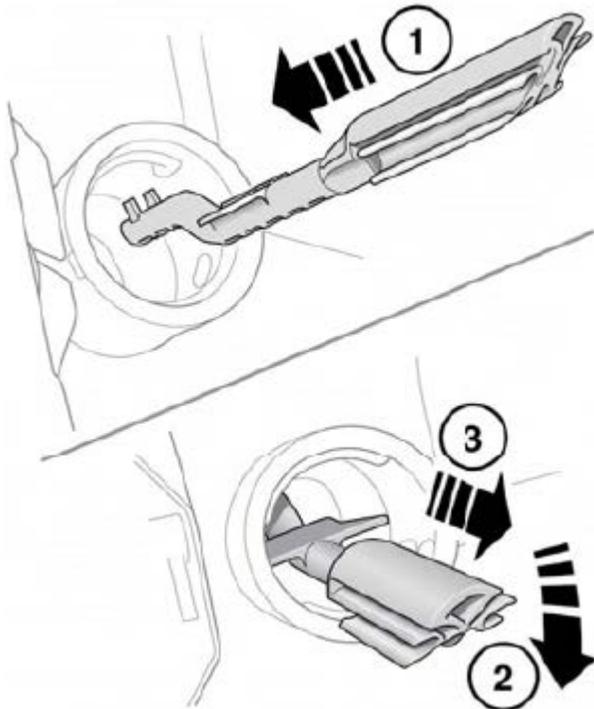
3. To close the filler flap, push the flap until latched closed.

Note: *The filler flap will only be locked closed when the vehicle is centrally locked*

Re-Fuelling



The reset tool is located in the luggage compartment (Boot/Trunk)



Reset the mis-fuel protection device as follows:

1. Insert the reset tool with the teeth uppermost, as far as it will go into the filler neck.
2. Locate the teeth by pushing down the top of the reset tool.
3. With the top of the tool pressed down and the teeth engaged, slowly pull the tool out of the filler neck to reset the device.

Do not twist the device, once the teeth have engaged.

Note: The yellow part of the protection device should no longer be visible in the filler neck.

Return the reset tool to the luggage compartment

FUEL SPECIFICATION

Diesel vehicles in Algeria, Egypt, Libya, Morocco, India, Pakistan and Tunisia must only use premium diesel fuel.

Petrol	Diesel
91-98 RON	EN 590