

## General

The reductant catalytic converter contains vanadium pentoxide. Vanadium pentoxide can constitute a health hazard.

The reductant catalytic converter is fitted in the silencer and does not constitute a health hazard during normal use and handling.

### **IMPORTANT!**

When carrying out work on the reductant catalytic converter which may result in exposure to dust, safety precautions must be taken. Such work includes, for example, opening the silencer, machining and scrapping the catalytic converter.

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### **WARNING!**

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- Inhalation: If dust is inhaled, the person should be provided with fresh air immediately. Seek medical attention if significant amounts are inhaled.
  - Eye contact: Rinse eyes with water immediately. Seek medical attention with continued irritation.
  - Skin contact: Wash with soap and water. Remove contaminated clothes.
  - Ingestion: If large amounts have been ingested, drink plenty of water and induce vomiting. Seek medical attention.
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### **Environment**

- Vanadium pentoxide is toxic to water organisms and can cause detrimental long-term effects to the water environment.
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 Environment

- Any dust or spillages should be collected in a container for recycling or disposal in compliance with local regulations. It should not be drained into watercourses or into the public sewage system.
  - A scrapped reductant catalytic converter should be disposed of in compliance with the relevant EU, national or local regulations. The constituent parts are classified as harmful to the environment by the EU.
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## Work description



### WARNING!

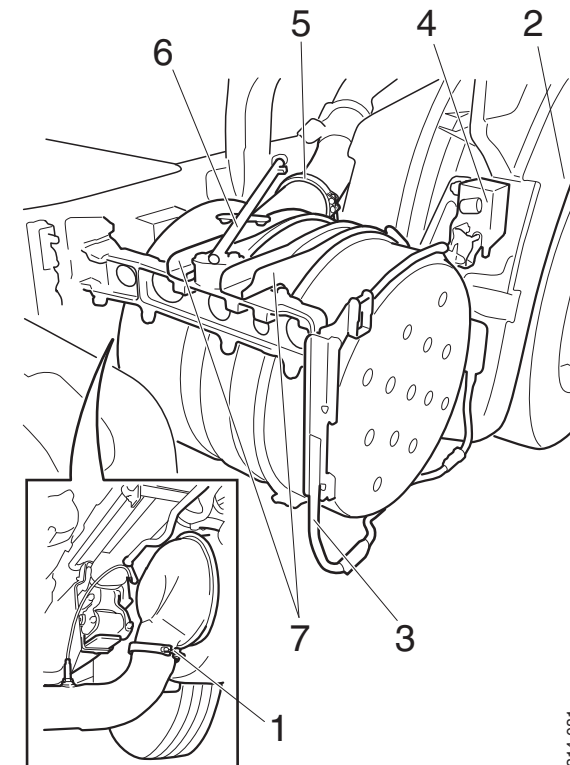
- Carry out the work on the SCR catalytic converter in a well ventilated area.
- Use protective goggles and gloves if there is any risk of splashing or spraying of reductant or coolant.
- When the engine is running, the exhaust system parts can reach such high temperatures that there is a risk of personal injury. Make sure that the exhaust system temperature has fallen to a suitable level before starting work.
- The SCR system is heated by water from the engine cooling system. The cooling system runs at overpressure and when the engine is hot the coolant is hot. Do not open any hoses without first stopping the coolant flow in the hose.
- A P3 type respirator/filter mask or a type FFP3 fine dust mask, protective goggles and gloves should be used for any work where there is a risk of exposure to dust from the SCR catalytic converter.
- Use a disposable overall and throw it away after machining.
- Eating, drinking or smoking while working is not permitted.
- Any dust from the SCR catalytic converter should be removed using a vacuum cleaner with microfilter to minimise exposure.
- Make sure that the work surface is cleaned after completed work; vacuum first and then swab.
- Make sure you clean your hands after working with a SCR catalytic converter to avoid unintentional ingestion.

## Removing the catalytic converter

The SCR catalytic converter is integrated into the silencer. The silencer must be dismantled so that the catalytic converter can be removed.

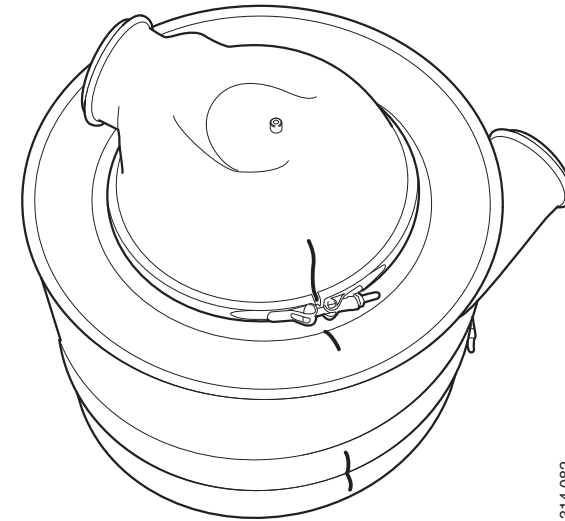
### Removing and dismantling the silencer

1. Undo the V-clamp for the outgoing exhaust pipe.
2. Remove the mudguard.
3. Remove the side panel bracket.
4. Detach and suspend the cab tilt pump in a suitable position.
5. Undo the V-clamp for the incoming exhaust pipe.
6. Remove the stabiliser bar.
7. Place a height-adjustable trolley or similar under the silencer. Detach the retaining straps securing the silencer and pull it out.



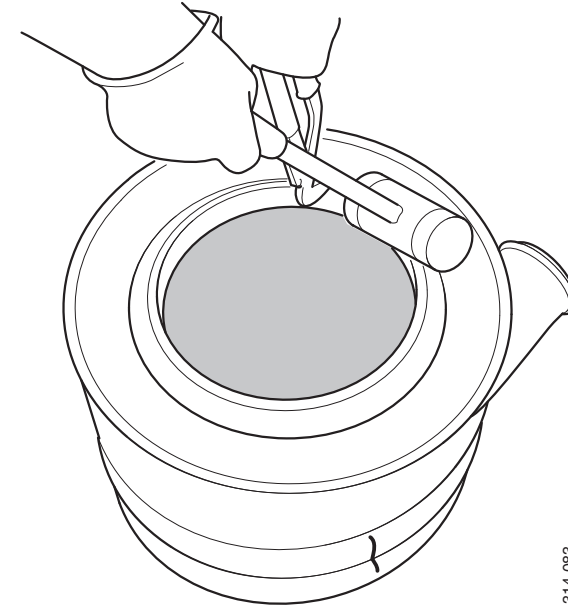
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8. Remove the V-clamp for the outlet and remove the outlet.



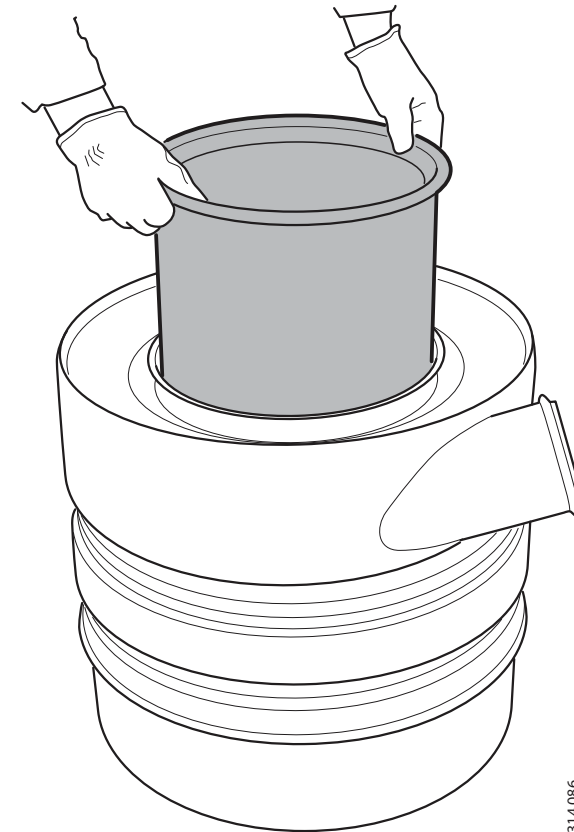
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9. Use a welding clamp or polygrip pliers and clamp this to the edge of the catalytic converter. Tap the tool with a mallet so that the catalytic converter turns anti-clockwise.



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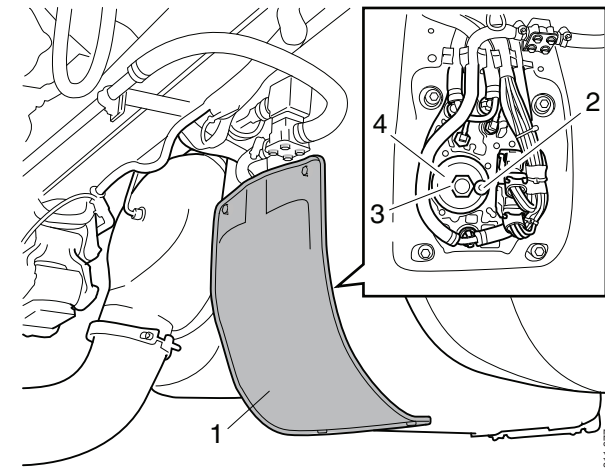
10. Lift out the catalytic converter.



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## Removing the filter

1. Jack up the vehicle.
2. Remove the metal plate (1) on the rear of the reductant tank.
3. Remove the drain plug (2) to drain the filter.
4. Unscrew the filter cover (3) with a socket.
5. Lift out the filter cover (4) and filter element.





## Removing the reductant tank

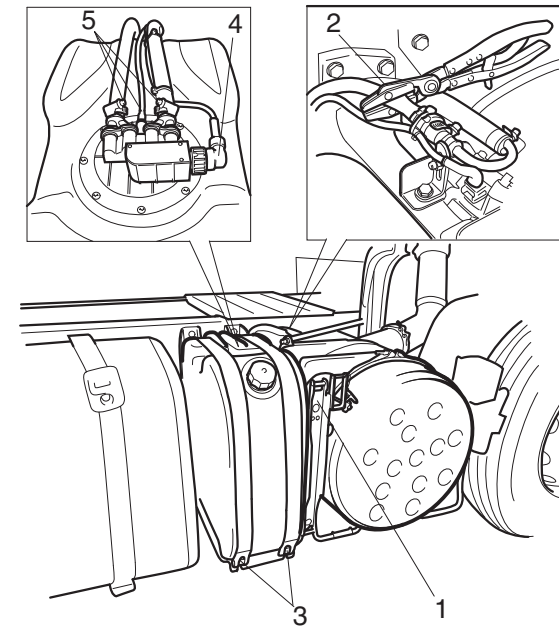
1. Remove the side panel.
2. Remove the side panel bracket 1.
3. Clamp the hose 2 using pliers to stop the coolant flow.



### WARNING!

The hose contains coolant from the engine. Open the coolant filler cap first to relieve any pressure.

4. Detach the retaining straps 3 and bend them backwards.
5. Remove the electrical connection 4.
6. Remove the hoses and the bleed pipe from the reductant pick-up unit.



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7. Remove the reductant tank 6. If there is a lot of fluid in the tank, to make it easier you can pull a strap through the opening in the reductant tank and pull it out on a trolley.

**Note:**

Only use containers and collecting vessels manufactured from material recommended for use with reductant.

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