

REMOVE AND REFIT THE DC/DC CONVERTER

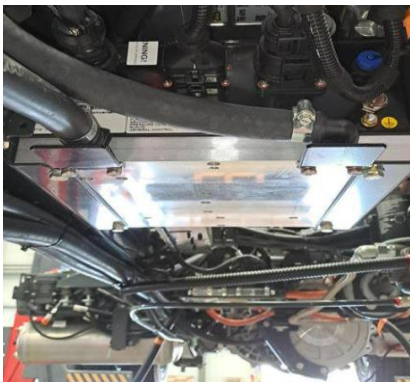
Remove

1. Ensure the Ignition switch is OFF, remove keys from the vehicle and place in a secure location at least 2 metres from the vehicle.

Caution: Please wait 30 minutes after the vehicle power system has been switched off to allow any power stored within the inverter capacitors to have been discharged.

Warning: ALWAYS ensure the correct PPE is worn when working on, or with HV components.

2. Disconnect both the negative and positive battery cables – see *LV Battery Disconnection*
3. Locate + Remove both Master Service Disconnect devices (MSD) – see *Master Service Disconnect Remove/Refit*
4. Raise the vehicle using a suitable lifting apparatus while complying with lifting weight restrictions to a safe working height
5. Locate the DC/DC converter under the vehicle (the DC/DC is mounted inside of the block with the Auxiliary inverter (KEB))



6. Unfasten the two HV security brackets and disconnect the KEB



7. Remove the HV cable from the side of the KEB (unfasten Torx 20 Bolts)



8. Disconnect the connectors from front of the Battery Management System (BMS) and KEB



9. Release the cable clip from the BMS housing and temporarily adjust location of loom to the side of the KEB



10. Position a coolant catch can underneath the coolant hoses into the KEB. Clamp off the two cooling hoses and remove.



11. Clamp off and disconnect the two DC/DC coolant hoses via the release tags on the connections.



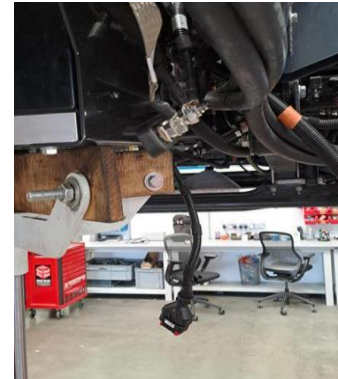
12. Support the DC/DC converter with a suitable transmission jack
13. Unfasten the 4 DC/DC mounting bolts and remove along with the rubber washers
14. Slowly lower the DC/DC convertor until you gain access to the earth bus bar



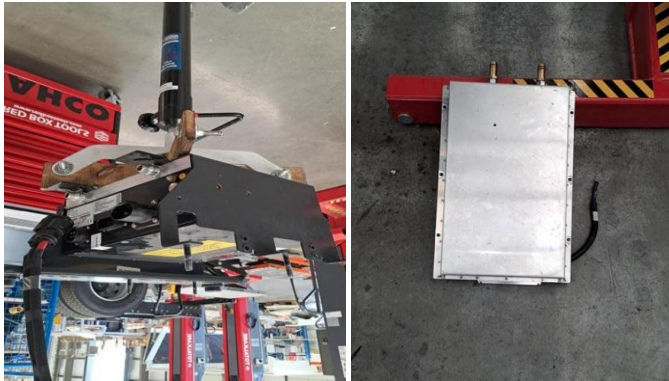
15. Unfasten and remove the second earth connection from the KEB



16. Unfasten and remove the two bolts securing the earth bus bar and place bus bar onto a clean secure workstation



17. Lower DC/DC converter down further to gain access to the KEB securing bolts
18. Lift off the KEB and lower the DC/DC converter to a safe level to lift from the jack.
19. Place DC/DC converter in a clean secure workstation



Refit

1. Place DC/DC converter back onto the lifting jack
2. Raise DC/DC converter up to a level that you can refit the KEB, use thread lock and tighten to 48nm
3. Refit earth bus bar and tighten to 23nm
4. Refit KEB earth cable and tighten to 23nm
5. Making sure all washers and rubbers are in the correct location, raise the DC/DC converter back into its position
6. Resecure the DC/DC converter, use thread lock and tighten the bolts to 48nm
7. Refit the two DC/DC coolant hoses (Push fitted)
8. Refit the two KEB coolant pipes and tighten clamps to 7nm
9. Refit all associated front electrical connectors
10. Refit the three HV connectors into the KEB
11. Refit the two HV connector security brackets
12. Confirm all connections are secure
13. Lower vehicle and fill coolant to manufacturer specified level – see *operators manual*
14. Locate and put on relevant PPE for reconnection of HV system
15. Refit MSD's
16. Reconnect 24v battery links
17. Confirm vehicle is safe and ready to switch on
18. Key on vehicle and scan/clear any faults
19. Check and confirm no leaks from cooling system
20. Test the vehicle and confirm all ok.

