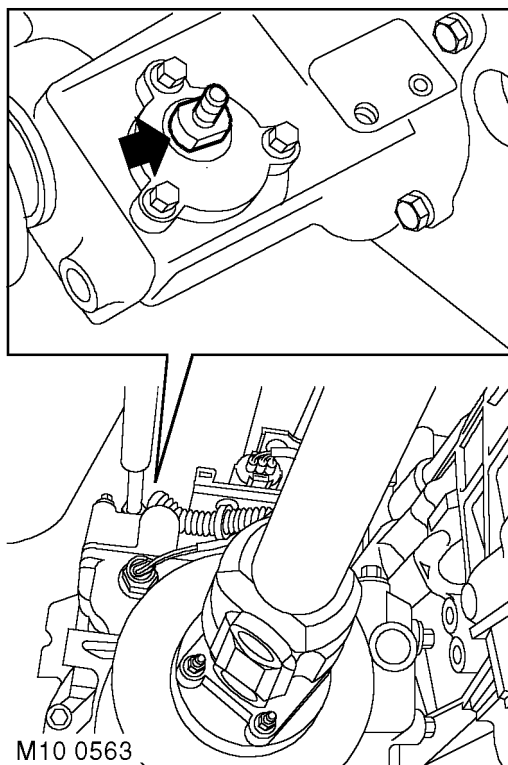*Functionality – Vehicles up to 03 model year only*

The function of the differential lock used in previous applications is performed on this vehicle by the Electronic Traction Control System. However, for the purposes of 2 wheel rolling road testing , the differential lock components are retained. For all driving conditions however, the differential lock must be set in the unlocked position.

M10 0563

Up to 03 model year specification shown

The differential lock must only be engaged for 2 wheel rolling road testing as engagement of the lock disables the traction control feature and inhibits correct operation of the electronic brake distribution and hill descent features. It will also be necessary to disconnect the propeller shaft from the transfer box output shaft driving the axle whose wheels are NOT on the rolling road. The lock may be engaged/disengaged by using a 10 mm open ended spanner on the flats (arrowed) machined on the differential lock selector shaft.

Vehicles not fitted with a differential lock may be identified by there being no cover or selector shaft (arrowed) on the front output housing.

WARNING: VEHICLES NOT FITTED WITH A DIFFERENTIAL LOCK MUST NOT BE TESTED ON A ROLLING ROAD WHERE THE ROLLERS ARE DRIVEN BY THE VEHICLE.

Functionality – Vehicles from 03 model year only

The differential lock must be engaged for 2 wheel rolling road testing. It will also be necessary to disconnect the propeller shaft from the transfer box output shaft driving the axle whose wheels are NOT on the rolling road. In addition, the ETC system must be deactivated by either, removing a fuse (10A fuse 28 in the passenger compartment fusebox, labelled ABS) or disconnecting the ABS modulator pump. This must be done with the ignition switched off. Note that the SLABS ECU may record a system fault.

The lock can be engaged or disengaged using the selector lever.

WARNING: VEHICLES NOT FITTED WITH A DIFFERENTIAL LOCK MUST NOT BE TESTED ON A ROLLING ROAD WHERE THE ROLLERS ARE DRIVEN BY THE VEHICLE.