Operator's Manual

MASSEY FERGUSON

MF 5700 SL - Maintenance

MF 5710 SL
MF 5711 SL
MF 5712 SL
MF 5713 SL

Dyna-4 - Dyna-6

Beauvais
AGCO S.A.S. - 41 avenue Blaise Pascal - 60000
Beauvais - France - RC B562 104 539

Original Operator's Manual

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ACT001451A
NA
English

1. Tractor identification

2.3.2 Presentation and location of the safety decals and instructions

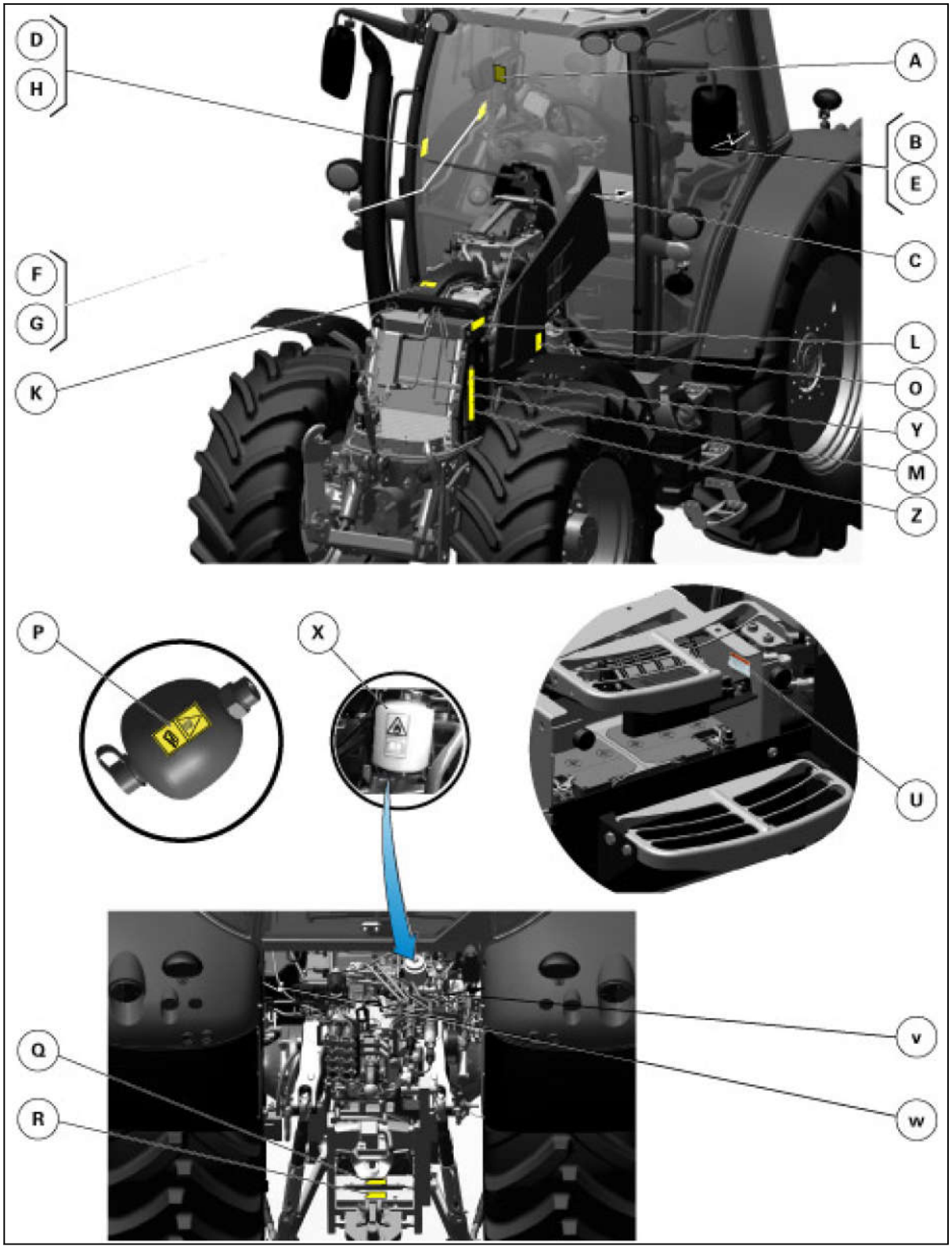

Fig. 1

5. Management System Review: Management is required to review the management system to ensure its suitability, adequacy and effectiveness. This cycle includes provisions for exposure monitoring and the monitoring of control measure performance. It is the responsibility of the manager of the safety and health program to determine how worker exposure to air contaminants and other hazards are to be controlled. It is also the responsibility of this manager to take whatever actions are needed to control work-place hazards. This includes but is not limited to exposure assessment, audits of varies programs such respiratory protection, ventilation system maintenance, etc.

Limitations of Cabs Used in Hazardous Environments:

While it may seem that respiration (breathing) exposure would present the greatest risk for personal exposure to contaminants, this is not the case when working with pesticides. The most prevalent method of exposure for applicators and those working around agricultural pesticides is through dermal (skin) contact.

Dermal contact with contaminants may occur directly from air-borne contaminants. It may also happen when contaminants are transferred from one object to another or when air-borne contaminants settle on objects that are subsequently contacted. Any surfaces in or out of the cab that have been contaminated are potential hazards for dermal exposure.

Within the cab, seats, upholstery, controls and other surfaces that become contaminated will pose such a hazard. In addition to dermal exposure, a contaminated cab interior will also pose a respiration hazard as the contaminant may, after settling on a surface, become air-borne once again whereby it may be inhaled.

Recirculation filters can be used to help reduce these contaminates from the cab interior air space. When a vehicle is operated in an environment where air-born contaminants exist, the cab can be an effective engineering control for reduction of exposure risk to persons within it.

In order for a cab to be used for this purpose, it must be of appropriate design. It must also be manufactured, maintained, tested and operated according to the specific requirements defined by evaluation of the hazards.

No cab should ever be considered an effective engineering control unless it has been qualified as such within a comprehensive OHSMS. While the cab manufacturer can design and manufacture a cab to physical specifications, the cab manufacturer can not qualify the cab as an appropriate engineering control for any specific application.

Site-specific information is needed to evaluate the appropriateness of control measures. To use the cab to control hazards, the managers of the OHSMS must carefully consider and evaluate the effectiveness of all engineering controls in their specific application.

The Cab as an Engineering Control

The engineering control requirements of the respiratory protection regulation may be fulfilled by the application of a cab, but this can only be done properly within an OHSMS. Elements of such a program are:

1. Assessment of the hazard with identification of the risk involved.
2. A survey of the machine and the cab involved in the hazardous operation.
3. Reviewing the cab ventilation system and the filter to ensure the filter provides the reduction in contaminants required.
4. Defining how long the filter can be used in this application.
5. Testing the cab ventilation system to ensure it provides the protection required for the operation to be performed. This also includes a review of any monitoring equipment to ensure it is working properly.
6. Repair and/or replacement of any defects or defective equipment found.
7. Retesting of the cab air system as required.
8. Recording in the appropriate log book all information regarding the test results, and repairs and replacement of parts and/or components.
9. Assessment of the effectiveness of the program at a specified time in the cycle of the activity.

- If the tractor is bogged down in mud or frozen to the ground:
  - Do not attempt to drive forward as the tractor could then rotate around its rear wheels and overturn
  - Lift any attached implements and attempt to reverse If this is not possible, tow the tractor out with another vehicle.
- If the tractor is stuck in a ditch, if possible, attempt to reverse out. If you must go forward, do so slowly and carefully.
- A bare tractor or a tractor fitted with a rear implement must climb a slope in reverse gear and descend the slope in forward gear.
- A tractor fitted with a full loader at the front must climb a slope in forward gear and descend the slope in reverse gear. The loader must be kept as close to the ground as possible.
- Always engage a gear when driving downhill. Do not allow the tractor to coast down the slope with the clutch disengaged or the transmission in neutral.
- When parking on a slope, turn the wheels in the opposite direction to the slope.

2.7.4 Tractor towing

Comply with the instructions described in the "Operation" chapter of this book.

2.7.5 Regulatory data on maximum permitted trailed weights

Drawbars and towing equipment

IMPORTANT:
Before attaching a trailed implement, read the following carefully.

Maximum permitted towed weight

The equipment identification number plate provides important information on tractor and towed equipment weight combinations. The figures represent the maximum weights authorized for the vehicle and towed equipment which should not be exceeded so as not to affect tractor safety.

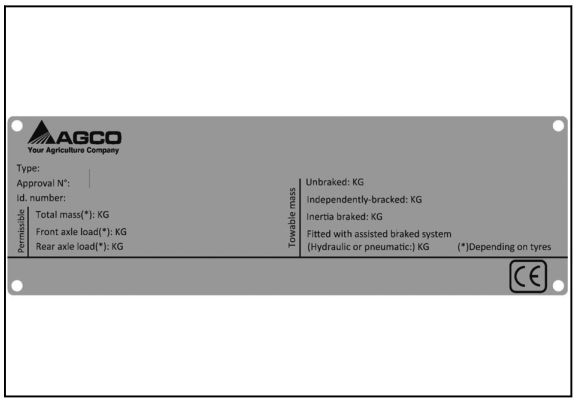

Fig. 14

Before transporting towed equipment, read the equipment's Operator's Manual. Check that the equipment is properly installed, find out how to safely transport it, and determine the maximum permitted transport speed. Check that the tractor/towed equipment combination is in compliance with local and national legislation.

Never transport at speeds higher than the equipment's maximum transport speed. By exceeding the maximum transport speed of the equipment, there is a risk of reducing the braking performance and/or losing control of the tractor and its towed equipment.

Unless otherwise specified by the equipment manufacturer or the legislation, observe the following rules when towing.

For towed equipment:

Do not tow equipment:

Positioning axle stands at the rear of the tractor

- under the rear axle beams.

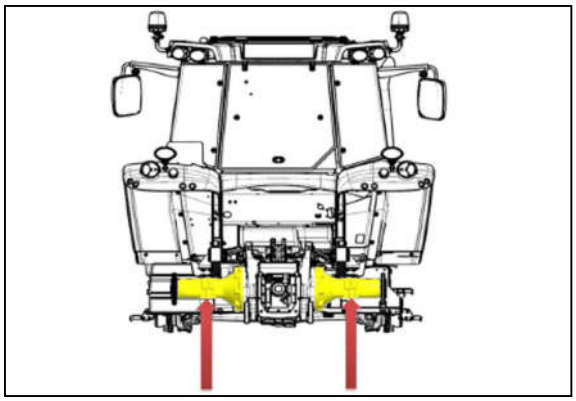

Fig. 24

Front sling points

- (4) on the side fixing holes of the front linkage or the top link support holes of the front linkage.
- (5) on the weight support hole.

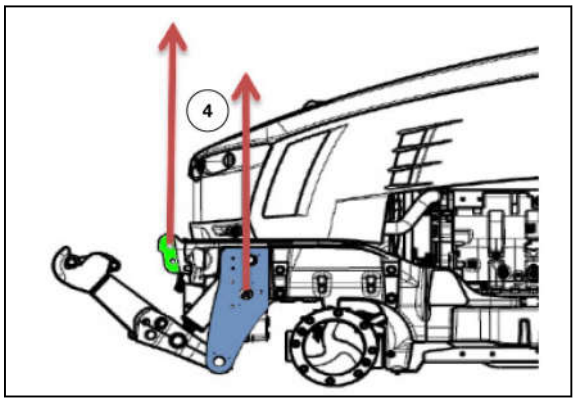

Fig. 25

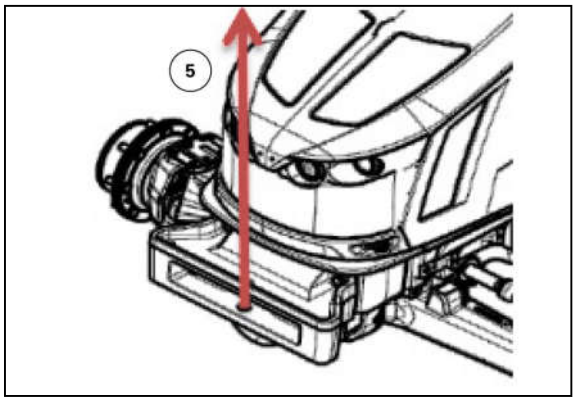

Fig. 25

2.8.4 Special instructions for cleaning the tractor

- Before cleaning the tractor, always:
  - Follow the mandatory procedure before dismounting the tractor
  - remove or put away implements, buckets, chains and hooks.
- Clean steps, pedals and floor. Remove grease or oil. Brush away dust and mud. In winter, scrape away snow and ice. Remember — slippery surfaces are hazardous.
- When washing the tractor with a jet of water, do not direct the jet straight onto electrical components.

POWER RANGE	WARRANTY TERM	COVERED COMPONENTS
		and sensors**, cold start enrichment system, charge air cooling system, controlled hot air intake system, catalytic converter, exhaust manifold, regenerators, oxidizers, fuel additive devices, and any other device used to regenerate or aid in the regeneration of the particulate control device, smoke puff limiters, selective catalyst reduction, reductant (DEF) containers/dispensing systems, Miscellaneous Vacuum, temperature, and time sensitive valves and switches, solenoids, and wiring harnesses. Hoses, belts, connectors, assemblies, clamps, fitting, tubing, sealing, gaskets or devices and mounting hardware, pulleys, belts and idlers, Emission Control Information Labels, Any other part with the primary purpose of reducing emissions or that can increase emissions during failure without significantly degrading engine performance.

NOTE: *Filters that are replaced as part of normal scheduled maintenance are NOT covered by emissions warranty. These parts are listed as, but not limited to, engine air filter, oil filter, fuel filter, DEF filters, etc.*
***** SENSORS RELATING TO EMISSION COMPONENTS ONLY***
Repair or replacement of any warranted part under the warranty provisions of this statement shall be performed at no charge to the owner at an authorized warranty station.
The owner shall not be charged for diagnostic labor that leads to the determination that a warranted part is in fact defective, provided that such diagnostic work is performed at an authorized warranty station.

OWNER MAINTENANCE AND REPAIR RESPONSIBILITY

The engine owner is responsible for the proper use and maintenance of the engine, as specified in the Operator's Manual. AGCO reserves the right to deny coverage under this warranty if the owner has not properly maintained the engine and/or emission related parts and failure occurs due to neglect, abuse, and/or unapproved modifications.

AGCO is not responsible for resultant damage to an emission-related part or component resulting from:

- Any application or installation AGCO deems improper
- Attachments, accessory items or parts not sold nor approved by AGCO
- Improper engine maintenance, repair or abuse
- Owner's unreasonable delay in making the product available after being notified of a potential product problem

AGCO shall be liable for damages to other engine components proximately caused by a failure under warranty of any warranted part.

This warranty is in addition to AGCO Standard Warranty.

AGCO recommends that the original owner keep the original purchase receipt (with the date of initial purchase), and all repair receipts and maintenance records, and transfer them to any subsequent owner.

However, AGCO will not deny warranty claims solely for the lack of receipts or failure to document the performance of all scheduled maintenance. The engine owner is responsible for presenting the engine to the nearest Dealer or service station authorized by AGCO when a problem exists.

Subject to the limitations above, non-warranty maintenance or repair of emission control parts on this engine may be performed by the owner, or by any repair establishment or individual, without affecting coverage under this warranty; however, reimbursable warranty repairs must be performed by a dealer or service center authorized by AGCO or the manufacturer of this equipment.

The use of parts that are not equivalent in performance and durability to genuine parts may impair the effectiveness of the emission control system and prevent coverage under this warranty. If non-genuine

3.2.4 ROPS or cab attachment

Frequency

The cab or arch forms an integral part of the Roll Over Protection Structure (ROPS) and must be attached correctly in order to work effective.

Ask your dealer or agent to check the tightness of the ROPS or cab attachment bolts every 500 hours.

CAUTION:

The cab or ROPS complies with all international safety standards. It must never be drilled or modified to enable installation of accessories or implements. Welding any item to the cab or ROPS or repairing the cab or ROPS is not permitted. If any such operation is carried out, the cab or ROPs may no longer comply with the required standards. Only genuine parts may be used, which must be fitted by your dealer or agent.

3.2.5 Seat

Seat maintenance

Dirt can prevent the seat from working correctly

NOTE:
Ensure that the seat is always clean

To carry out maintenance on or to replace the pads, simply remove them from the seat frame

Remove the four screws (1) located on the back of the seat to remove the backrest.

Fig. 5

Remove the three screws (1) located underneath the seat to remove the seat.

Fig. 6

During reinstallation, ensure that the seat components are properly installed and secured.

3. **CAUTION:**
As this fluid may be corrosive, wear protective gloves and safety goggles when carrying out these operations.

   Turn the filter cover plate counterclockwise using a 27 mm wrench and then remove the cover plate.

4. Extract the equalizing element.

5. Use small pliers to extract the filter element.

6. Dispose of the old equalizing element and the old filter element at an appropriate collection point.

7. **CAUTION:**
Do not install a used or wet filter or equalizing element.
Risk of engine damage and poor filtration.

   CAUTION:
Do not use silicone-based grease or mineral oil when fitting the filter seals.
All seals are coated with Teflon.

   CAUTION:
All mating faces of the filter cover plate, equalizing element, filter element and supply module cover must be intact and completely clean.

   Insert a new filter element and a new equalizing element.

8. **NOTE:** *The surface area around the filter cover plate should be checked to ensure that there are no cracks. No cracks are permissible in the material. If there are cracks on the casing, the entire supply module must be replaced. If there are cracks on the filter cover plate, it must be replaced.*

   Refit the filter cover plate: Tighten to 22.5 +/-2.5 Nm using a 27 mm wrench.

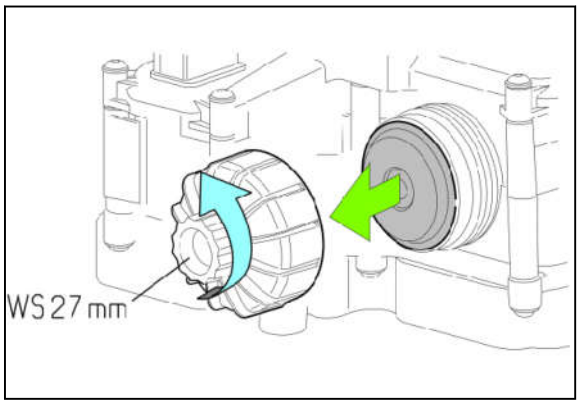

Fig. 14

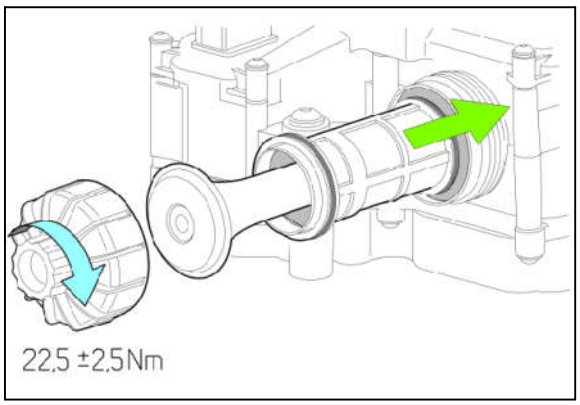

Fig. 15

3.4 Transmission and hydraulics

3.4.1 Recommended products

IMPORTANT:
The warranty remains valid only as long as the lubricants used comply with the following classifications, and no other products are used.

Hydraulic clutch and transmission oil

- Transmission/gearbox/axle/hydraulics: AGCO Power Fluid 821 XL that complies with MF specifications CMS 1145
- Front axle (4-wheel drive only): AGCO Gear Lub 715
- Lubrication accessories: Super Lithium AGCO No.2

Grease

AGCO M.1105 or lithium multi-purpose grease in accordance with the N.L.G.I. indices

- N.L.G.I. number 1: Temperature often drops below 7 °C (45 °F)
- N.L.G.I. number 2: Temperature often ranges between 7 °C (45 °F) and 27 °C (81 °F)
- N.L.G.I. number 3: Temperature often exceeds 27 °C (81 °F)

3.4.2 Checking the hydraulic system level

Frequency

Check the transmission oil level every day.

Procedure

1. Check the dipstick located at the back of the tractor rear axle.
2. Check that the level is between the **MIN** and **MAX** marks indicated on the dipstick.
3. Top up if necessary.

   NOTE:
   With a minimum quantity of oil (65 litres) in the transmission, the quantity of exportable oil from the transmission to the hydraulic implements is approximately 16 litres.
   For implements with a high hydraulic consumption, it is possible to add up to 25 litres of oil to the transmission.
   The quantity of oil in the transmission increases to 90 litres (maximum permissible value) and allows 41 litres to be exported to the hydraulic implements.

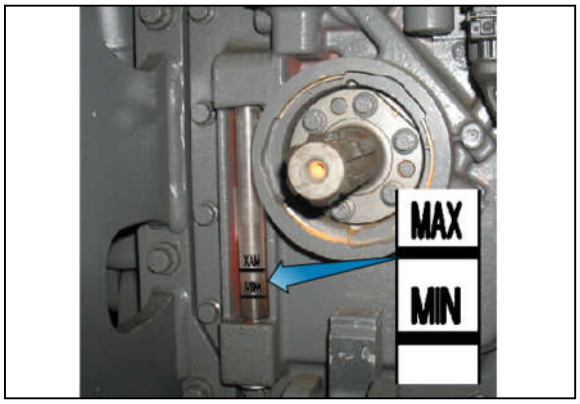

Fig. 29

3.4.3 Draining the hydraulic system

Frequency

Drain and replace the transmission oil every 1500 hours or every two years.

4. To fill with oil, pour the oil via the port (3). The oil level is filled level with the filler cap threadlock, as shown:

5. In the event of a leak, check the oil level after unscrewing the plug (3). Top up and consult your dealer.

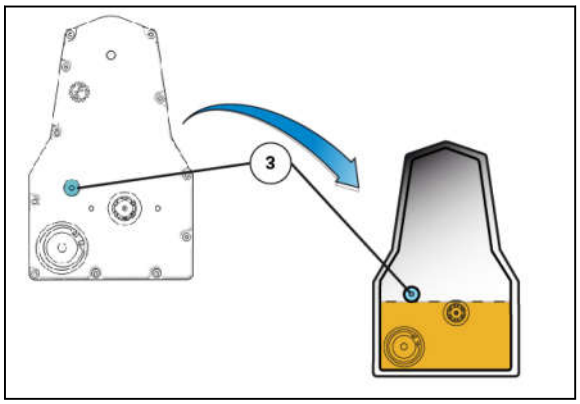

Fig. 44

3.6.3 Lubricating the front PTO shaft

DANGER:
Stop the engine before lubricating the front PTO shaft.

Lubricate the front PTO shaft once a week.

This lubrication protects the front PTO shaft from corrosion and assists implement hitching.

ASAE/ISO front power socket (rear view)

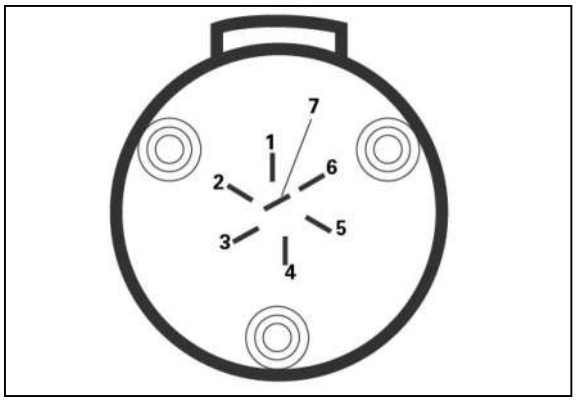

Fig. 58

Reference	System	Maximum electrical charge
(1)	+ Battery[1]	25 A
(2)	Work lights	NC
(3)	Earth	-
(4)	+ 12 V APC[2]	10 A
(5)	Side lights	NC
(6)	Rotary beacon	NC
(7)	Side lights	NC

[1] + BAT = + 12 V battery
[2] + APC = + 12 V accessories

3.9.4 Adjusting the headlights

Adjustment diagram

(A) Distance between the headlights and a wall or a screen
(B) Height from the center of the headlights to the ground
(C) Center-to-center distance between headlights
(D) Vertical offset

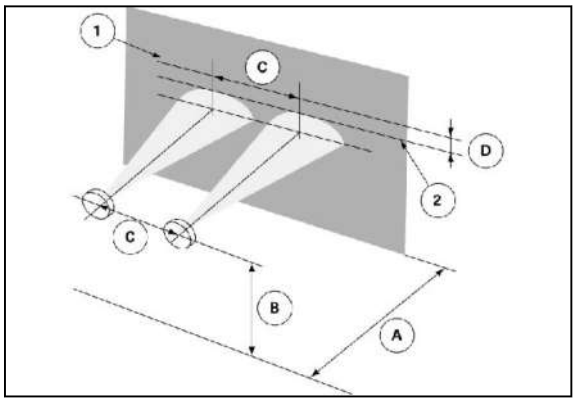

Fig. 59

NOTE: *Do not let your fingers come into direct contact with the iodine bulbs.*

Procedure

1. Position the tractor on a level surface, facing a wall or screen at a distance of 7.5 m (25 ft).
2. Trace a horizontal line (1) on the wall, corresponding to the height (B).
3. Trace two vertical lines on the wall corresponding to the width (C).

1. + ACC = + 12 V accessory
2. + APC = + 12 V ignition on
3. + BAT = + 12 V batteries

Rear view of fuse box

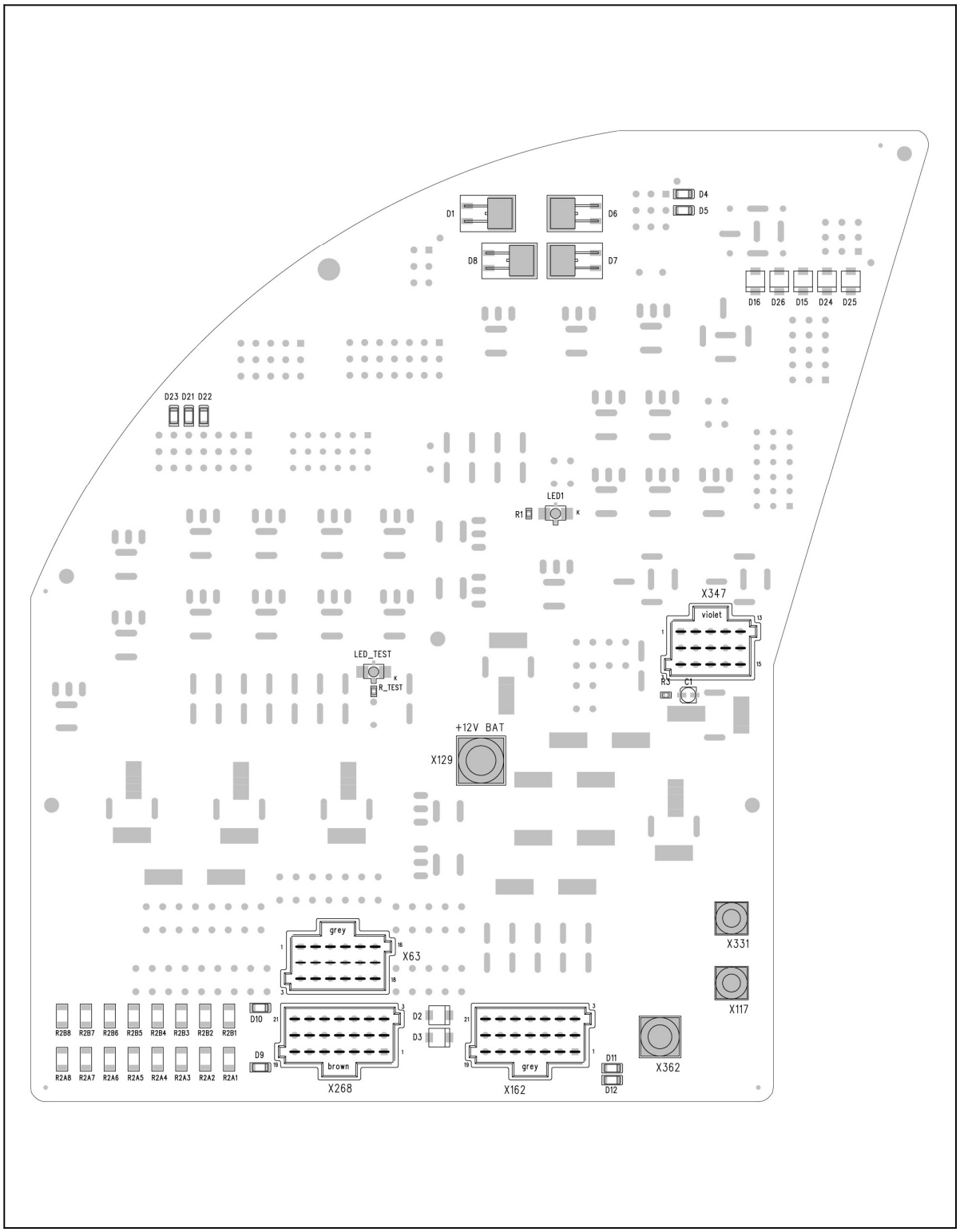

Fig. 61

Suspended front axle engagement switch indicator light

Activating condition(s)

- Indicator light permanently on = front axle suspension active
- Indicator light flashing = front axle suspension error

Cause(s)	Solution(s)
Front axle overloaded	Remove load from the front axle.
Calibration in progress or failed	Contact the dealer.
Error in one of the components	Contact the dealer.

4WD front axle engaged indicator light

Activating condition(s)

- Indicator light permanently on = 4WD front axle engaged
- Indicator light flashing = 4WD front axle error

Cause(s)	Solution(s)
Error in one of the components	Contact the dealer.

High-pressure transmission oil filter blockage indicator light

Activating condition(s)

- Indicator light permanently on = filter blocked, if transmission oil temperature is above 49 °C (120 °F)

Cause(s)	Solution(s)
Filter blocked	Change the filter element.
Transmission oil polluted	Check the quality of the oil.
High-pressure transmission oil filter blockage switch faulty (error code T4150)	Check the blockage switch.

Differential lock indicator light

Activating condition(s)

- Indicator light permanently on = differential lock engaged

No.	FMI	Components concerned	Causes	Standard modes	modes
51	13	Air dosing unit	Calibration error	1	
91.	3	Throttle sensor	Throttle sensor 1 (IDLE) above normal or in open circuit		
91.	4	Throttle sensor	Throttle sensor 1 (IDLE) below normal		
94	3	Fuel filter pressure sensor	Fuel filter pressure sensor voltage above normal or open circuit	1	
94	4	Fuel filter pressure sensor	Fuel filter pressure sensor voltage below normal	1	
94	16	Fuel filter pressure sensor	Fuel filter pressure ABOVE NORMAL	1	
94	18	Fuel filter pressure sensor	Fuel filter pressure BELOW NORMAL	1	
94	31	Fuel filter pressure sensor	Pressure value outside the range, ALARM	3	
97	31	Water sensor	Water in fuel	2	
100	1	Oil pressure sensor	Oil pressure LOW, ALARM		
100	3	Oil pressure sensor	Oil pressure sensor voltage above normal or open circuit	1	
100	4	Oil pressure sensor	Oil pressure sensor voltage below normal	1	
100	16	Oil pressure sensor	Oil pressure ABOVE NORMAL (9,5 bar (1378 psi)/30 °C (86 °F))	2	
100	18	Oil pressure sensor	Oil pressure LOW		
102	0	Boost pressure sensor	Boost pressure high	2	
102	2	Boost pressure sensor	Communication error	3	
102	11	Boost pressure sensor	Measured pressure too high	1	
102	12	Boost pressure sensor	Boost pressure inconsistent	2	
102	14	Boost pressure sensor	Boost pressure inconsistent	2	
102	(17)	Boost pressure sensor	Pressure too high at start-up		
102	18	Boost pressure sensor	Boost pressure LOW	2	
102	31	Boost pressure sensor	Inlet manifold pressure drop too HIGH at start-up		
105	16	Inlet manifold temperature sensor	Inlet manifold temperature ABOVE NORMAL (>90°C)	1	
107	18	Air filter pressure sensor	Air filter pressure BELOW NORMAL		
107	31	Air filter pressure sensor	Air filter pressure sensor activated at initial status		
108	3	Ambient pressure sensor	Sensor voltage above normal or open circuit		

No.	FMI	Components concerned	Causes	Standard modes	modes
520201	19	CAN bus	CAN bus engine OFF (1M)		
520202	3	Main relay 1	Short circuit to +12 V		X
520202	4	Main relay 1	Short circuit to earth (-)		X
520203	3	Main relay 2	Short circuit to +12 V		
520203	4	Main relay 2	Short circuit to earth (-)		
520204	3	Main relay 3	Short circuit		
520205	31		Error in input torque measurement		
520206	31	Engine controller	Controller internal error		
520207	31	Rail pressure sensor	Pressure below normal		
520209	31	Injectors	Injection time error		
520210	12	Injectors	Error with start of opening angle		
520211	31	CY33X	Component fault		
520212	31	MOCSOP (redundant stop test)	Diagnostic error		
520213	31	MOCSOP (redundant stop test)	Diagnostic error		
520214	31	MOCSOP (redundant stop test)	Diagnostic error		
520215	31	MOCSOP (redundant stop test)	Diagnostic error		
520216	31	MOCSOP (redundant stop test)	Diagnostic error		
520217	31	MOCSOP (redundant stop test)	Diagnostic error		
520218	31	MOCSOP (redundant stop test)	Loss of message synchronization		
520219	31	MOCSOP (redundant stop test)	Error appeared when storing torque limitation in memory		
520220	31	MOCSOP (redundant stop test)	Incorrect response time		
520221	31	MOCSOP (redundant stop test)	Too many errors during execution		
520222	31	MOCSOP (redundant stop test)	Diagnostic error		
520223	31	MOCSOP (redundant stop test)	Diagnostic error		
520224	31	MOCSOP (redundant stop test)	Time exceeded		
520225	31	MOCSOP (redundant stop test)	Diagnostic error		
520226	31	MOCSOP (redundant stop test)	Diagnostic error		
520227	31	MOCSOP (redundant stop test)	Diagnostic error		
520228	12	CY320	Module multiple supply error		
520229	13	FADC	A/D fast converter calibration error	3	
520229	31	Rail pressure sensor	Negative deviation of the pressure		
520230	31	Engine protection	Specification fault		
520231	31	All applications	Power take-off input error		

No.	Components concerned	Causes
3.X. 81	**X104** - TECU controller	VIN Error - Vehicle electronic identification incorrect
3.X. 83	**X104** - TECU controller **X717** - Linkage and PTO keypad on pillar	CAN message lost
3.X. 84	**X104** - TECU controller **X214** - Multifunction armrest	CAN message lost
3.X. 85	**X104** - TECU controller **X717** - Linkage and PTO keypad on pillar	CAN message lost on Classic models
3.X. 86	**X587** - FingerTIP 3	Shortcut to Ground
3.X. 87	**X587** - FingerTIP 3	Short circuit to 12 V
3.X. 89	**X587** - FingerTIP 3	Calibration not performed
3.X. 8A	**X588** - FingerTIP 4	Shortcut to Ground
3.X. 8B	**X588** - FingerTIP 4	Short circuit to 12 V
3.X. 8C	**X588** - FingerTIP 4	Calibration not performed
3.X. 94	**X110** - FingerTIP 6	Shortcut to Ground
3.X. 95	**X110** - FingerTIP 6	Short circuit to 12 V
3.X. 96	**X110** - FingerTIP 6	Calibration not performed
3.X. 97	**X882** - FingerTIP 7	Shortcut to Ground
3.X. 98	**X882** - FingerTIP 7	Short circuit to 12 V
3.X. 99	**X882** - FingerTIP 7	Calibration not performed
3.X. 9A	**X883** - FingerTIP 8	Shortcut to Ground
3.X. 9B	**X883** - FingerTIP 8	Short circuit to 12 V
3.X. 9C	**X883** - FingerTIP 8	Calibration not performed
3.X. 9D	Hand throttle on armrest	Shortcut to Ground

4.1.3 MF 5712 SL model

Engine	
Brand	AGCO Power
Type	44 AWFC
Number of cylinders	4

Transmission	
Gearbox type	GBA25
Rear axle type	GPA54
Final drive type	GPA54

Power take-off	
PTO type	Shiftable
Speeds	540/540eco/1000

Front axle	
Front axle type	DANA 730 or LODI 140 CP
Synchronization ratio (displayed on the name plate)	1.339

Hydraulics	
Hydraulic type	Open Center or Closed Center depending on version
Number of spool valves	2-3-4

Electronics	
Transmission control	Autotronic 5
Linkage control	Autotronic 5

Cab	
Air conditioning	Version Classic: Standard Version Deluxe: Standard or automatic
Windscreen	Standard
Roof	Standard/High-visibility/Flat (optional)

4.6 Front axle and steering

4.6.1 Four-wheel drive front axle

Clutch mechanism	Electrohydraulic, electric control via button in cab
Differential lock	Coupler, electrohydraulic control

4.6.2 Steering

Steering type	Hydrostatic, controlled by a steering unit
Assistance	Hydraulics

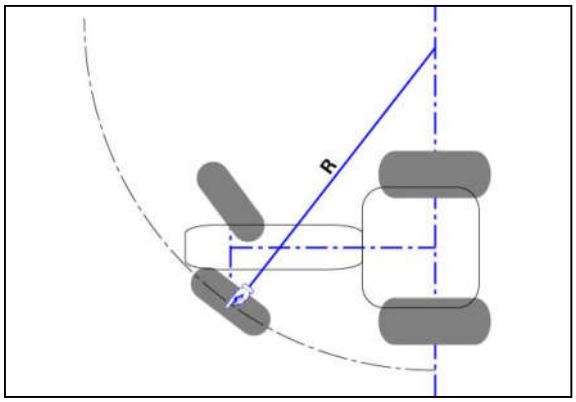

Fig. 1

Track widths	Tire	Turning radius	Interior angle	Front linkage	Front-end loader	Without mudguard or swiveling mudguard	Fixed mudguard	Suspension
1407 mm (55.4 in)	440/65 R28	8186 mm (322.5 in)	21.5°	yes	yes	no	yes	no
1407 mm (55.4 in)	440/65 R28	9627 mm (379.3 in)	18°	no	no	no	yes	no
1407 mm (55.4 in)	440/65 R28	8467 mm (333.6 in)	21°	yes	yes	no	yes	yes
1407 mm (55.4 in)	440/65 R28	9627 mm (379.3 in)	18°	no	no	no	yes	yes
1500 mm (59.1 in)	13.6 R24	5394 mm (212.5 in)	37°	yes	yes	no	yes	no
1500 mm (59.1 in)	13.6 R24	5394 mm (212.5 in)	37°	yes	yes	no	yes	yes
1550 mm (61.1 in)	13.6 R24	4983,5 mm (1963.5 in)	41.9°	yes	yes	no	yes	no
1550 mm (61.1 in)	13.6 R28	4992 mm (196.7 in)	41.9°	yes	yes	no	yes	no
1550 mm (61.1 in)	13.6 R24	4983,5 mm (1963.5 in)	41.9°	yes	yes	no	yes	yes

4.12 Capacities and dimensions

4.12.1 Capacities

Type	Model	Capacity
Fuel tank	All models	180 l (47.6 gal (US))
tank	All models	25 l (6.6 gal (US))
Cooling system	All models	13.7 l
Engine sump **NOTE:** *With replacement of the oil filter.*	Fixed axle	16,75 l (442.5 gal (US))
	Suspended axle	15,75 l (416.1 gal (US))
Transmission/rear axle	All models	Minimum 65 l (17.2 gal (US)) Maximum 75 l (19.8 gal (US)) Extra Maximum 90 l (23.8 gal (US)) after adding 15 l (4 gal (US)) for large implements or work on a 10 % slope.
Quantity to add for work on a slope or for large implements (maximum)	All models	15 l (4 gal (US))
Front axle beam	All models	5 l (1.3 gal (US))
Front final drive	All models	0,8 l (2.1 gal (US))
Front power take-off	All models	1,9 l (5 gal (US))
Refrigerant fluid R134A	Standard roof/flat roof	900 g (31.74 oz)
	High-visibility roof	1050 g (37.03 oz)
Windscreen washer bottle	All models	4 l (1.1 gal (US))

5.3 Front axle and steering accessories

5.3.1 Front axle and steering accessories

- Front fenders.
- Front weights: 8/10 x 55 kg (121 lb) (121 lb)