Do not fit more than one temporary-use spare wheel at any one time.

Do not exceed 80 km/h (50 mph) while the temporary-use spare wheel is fitted.

The temporary-use spare wheel must be inflated to 4.2 bar (60 psi, 420 kPa) and cannot be repaired.

Dynamic Stability Control (DSC) must be switched on while the temporary-use spare wheel is in use.

Traction devices, such as snow chains, cannot be used with a temporary-use spare wheel.

USING WHEEL CHOCKS

Always chock the wheels using suitable wheel chocks. Place the chocks on both sides of the wheel, diagonally opposite the wheel to be changed.

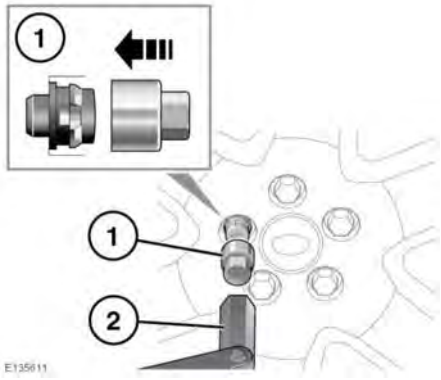
If jacking the vehicle on a slope is unavoidable, place the chocks on the downhill side of both wheels, on the axle not being raised.

LOCKING WHEEL NUTS

Do not use air tools or power tools to remove or to re-fit the locking wheel nut. Doing so may damage the locking wheel nut or the adaptor.

Locking wheel nuts can be removed and installed using only the special adaptor provided. See **313, TOOL KIT**.

Note: *A code number is stamped onto the underside of the adaptor. This number should be recorded in the service book, supplied with the literature pack. If a replacement adaptor is required, you will be asked to quote this number.*



To release:

1. Insert the wheel nut adaptor into the locking wheel nut, making sure that it is fully engaged.
2. Locate the wheel brace over the adaptor and unscrew the wheel nut half a turn counter-clockwise.
3. After raising the vehicle on the jack, remove the locking wheel nut.

Note: *When the vehicle is first supplied, the wheel nut adaptor may be stored in the glovebox. If this is the case, the wheel nut adaptor must be moved to its correct storage position in the loadspace, as soon as possible. See* ***313, TOOL KIT****.*

WHEEL CHANGING

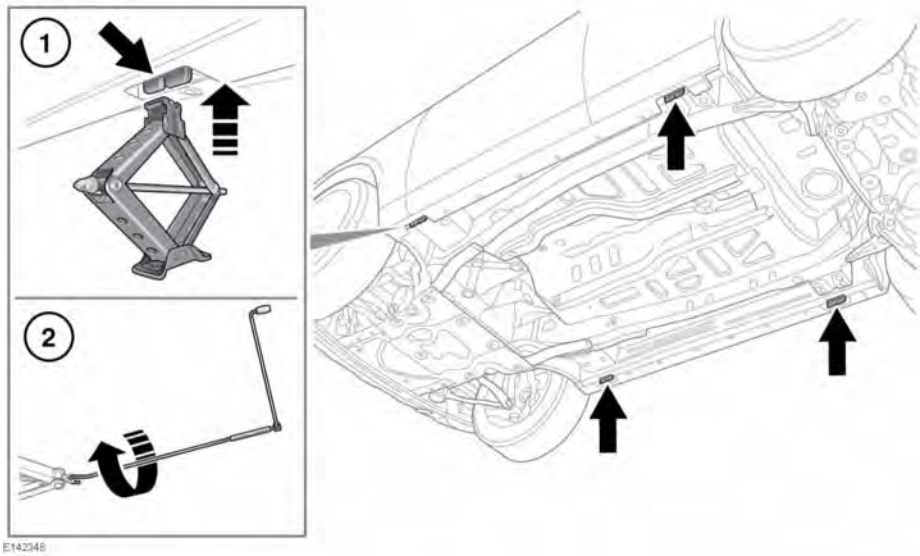
Before raising the vehicle, refer to all Warnings at the beginning of this section of the Owner's Handbook.

Before changing a wheel, read and observe the warnings, see **312, WHEEL CHANGING SAFETY**.

Note: *Your vehicle may be fitted with a Tilt sensor, which activates the alarm if the vehicle is tilted in any direction after it has been locked. To lock the doors while changing the wheel, and avoid the alarm activating, the Tilt sensor can be temporarily disabled. See* ***53, INSTRUMENT PANEL MENU****.*

Note: *If side steps or tubes are fitted, the jacking points are located on the underside of the side step or tube brackets.*

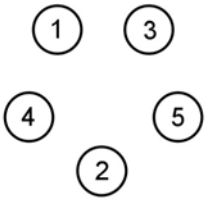
Note: *Before raising the vehicle, correctly position the wheel chocks. See* ***315, USING WHEEL CHOCKS****.*



1. Before raising the vehicle, use the wheel nut brace to slacken the wheel nuts of the wheel to be replaced, by half a turn counter-clockwise.
2. Position the jack under the relevant jacking point (**1**) on the vehicle.

   Note: *Do not allow the jack to contact the sill at any other point, as damage may result.*
3. Turn the jack lever (**2**) clockwise to raise, until the jack locates into the jacking point. Make sure that the base of the jack is in full contact with the road surface.

4. Raise the vehicle with the jack, until the tyre being lifted just clears the ground. Operate the jack with a slow and steady motion. Avoid rapid, erratic actions as they may cause the vehicle/jack to become unstable.
5. Remove the wheel nuts and place them together where they cannot roll away.
6. Remove the wheel and place to one side. Do not lay the wheel on its face, as this may damage the finish.
7. Fit the spare wheel to the hub.
8. Re-fit the wheel nuts and lightly tighten them. Make sure that the wheel is making contact with the hub evenly.
9. Make sure that the space under the vehicle is clear of obstructions, then lower the vehicle slowly and smoothly.
10. With all of the wheels on the ground and the jack removed, fully tighten the wheel nuts. The wheel nuts must be tightened in sequence (see illustration) to the correct torque of 133 Nm.



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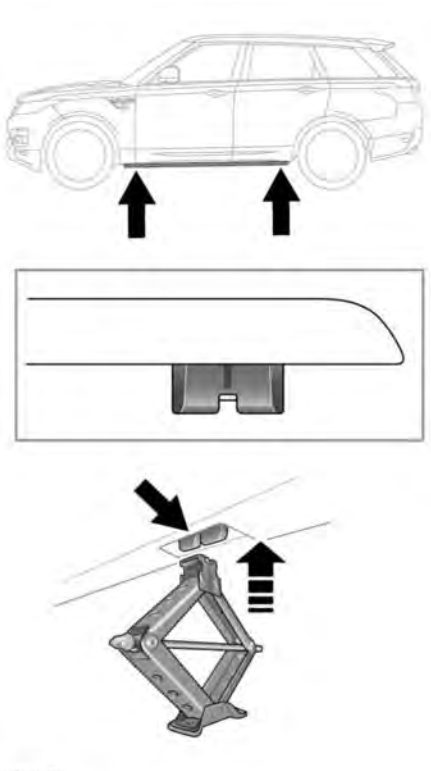
Note: *If it is not possible to torque the wheel nuts when a wheel is replaced, they should be set to the correct torque as soon as possible.*

If an alloy spare wheel is to be fitted, using a suitable blunt tool, knock the centre cap out of the removed wheel. Using hand pressure only, press the centre cap into the newly fitted spare.

Check and adjust the tyre pressure as soon as possible.

Vehicles with Fixed side steps, Deployable side steps, or Side tubes

If your vehicle is fitted with deployable side steps, fixed side steps, or side tubes, the standard vehicle jacking points will be obscured.



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To raise the vehicle, use the jacking points located on the front and rear of the side tubes, fixed side steps, or deployable side steps.

The deployable side steps must be in the stored position and the system switched off, when raising the vehicle. Do not raise the vehicle with the deployable side steps in the deployed position.

Before raising the vehicle, refer to all Warnings at the beginning of this section of the Owner's Handbook. See 312, WHEEL CHANGING SAFETY.

The wheel changing procedure for Hybrid vehicles is the same as for non-Hybrid. However, please note the following information:

Note: *The wheels differ in design between the left side and right side of the vehicle (as viewed from the rear of the vehicle).* ***LH*** *(for the left side) or* ***RH*** *(for the right side) is marked on the inner face of each wheel. Always make sure that the correct handed wheel is re-installed on the vehicle.*

In the event of a puncture, the spare wheel can be used on either side of the vehicle. Make sure that the original wheel is replaced in its correct location as soon as possible.