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TROUBLESHOOTING USING THE DIAGNOSTIC SYSTEM

To quickly find errors such as e.g.:

display failure or inaccurate displays on the combination instrument

Using the diagnostic system and the table listed you can quickly and surely locate the error.

NOTE: *The operating limits (tractors with or without Power Shuttle) listed in the following table, must be strictly observed!*

Test conditions:

	Start button switched OFF
	Start button switched on (in position 1)
	Engine must be running
X..	Plug
Pin	Pin on specified plug
	Plug is connected
	Plug is not connected
	Connect a bulb of the specified wattage as a load

Procedure if the tachometer is faulty:

a Check the power supply to the display unit A (tachometer) and the signal from terminal "W" of the alternator (see pages 6 and 8).
b If the display reading still deviates too much, this can be adjusted, using the alignment potentiometer.
c Remove the 4 screws and lift unit A (see pages 4 and 6) out of its enclosure.
d Connect a 12 V DC supply to unit A and connect a tachometer signal.
e Start the motor and set it to a constant speed (1000 or 2000 rpm^{-1}), with the aid of an external tachometer. Make sure that the battery charging indicator lamp has gone out.
f Turn the alignment potentiometer, until display unit A and the external tachometer give the same reading. Compare the readings at various, different engine speeds.

Setting the speed sensor B8 (front PTO shaft)

The distance between the sensor and the transmitter wheel must be 1 to 1.5 mm.

Adjustment procedure:

a Check the ease of movement of the thread and fit the lock nut.
b Use Loctite 243 to seal the thread.
c With the engine at a standstill, screw the sensor in, to the limit. Subsequently turn the sensor back by 1 revolution (the pitch of the thread is 1.5 mm).
d Hold the sensor in this position and tighten the lock nut to 25 Nm.

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Electrical equipment

A12	Central print
B16	Radar sensor
F17	Fuse, reserve potential 30 for on-board computer
F20	Fuse, potential 15, socket
F22	Fuse, power socket
F28	Fuse, reserve potential 15 for on-board computer
X0/6/1	Weld point, chassis, left, potential 31
X1/6	Plug-in connection, power socket
X2/4	Plug-in connection, potential 15, socket
X4/12	Plug-in connection, radar sensor
X10	Trailer socket, 7-pole
X10/3	Plug-in connection, on-board computer, radar
X14	Power socket
X14/1	Plug-in connection, chassis, left, central print

Grounding points

11	Engine component carrier

Designation of Sections

A	Trailer socket
B	On-board computer preparation, radar screen
C	Power socket 40A

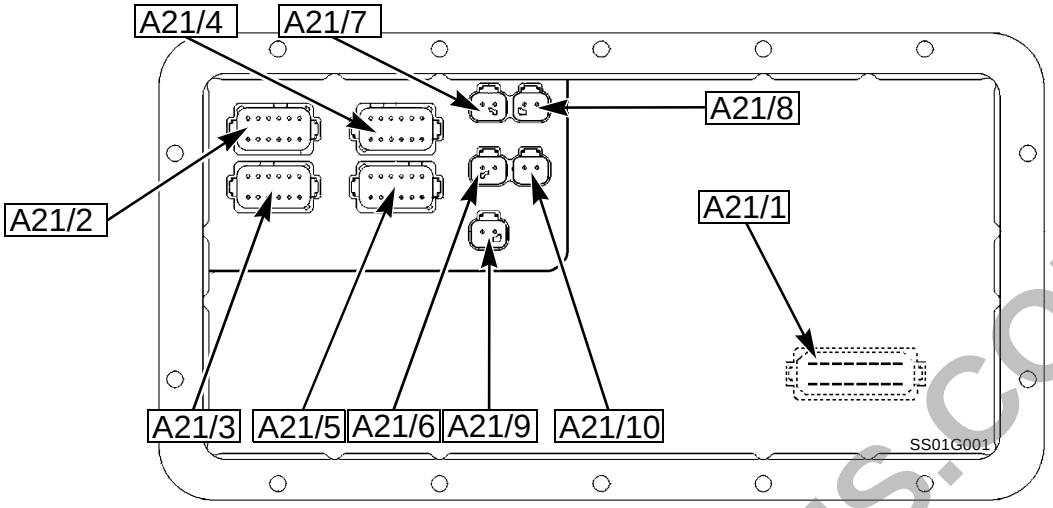
Cable colour or coding in accordance with standard 05449

Ident. letter	Colour	Type of use
A	Red	+30 (potential 30) = Cont. current
B	Beige	-- Control line (ground)
C	White	+ Control line (positive)
D	Yellow	+ 15 Si (Potential 15 safety)
E	Grey	Potential 58 Lighting cable
F	Green	Signal cable
G	Violet	+ 15 (potential 15.1 or 15.2) Switched current after the starter switch
H	Orange	VDC, stabilised by the 'E' Box
K	Light blue	D+
L	Brown	Ground via a box
M		Grounding strip
N	Pink	Spare
P	Colourless	Spare
S	Black	Ground, directly to a grounding point

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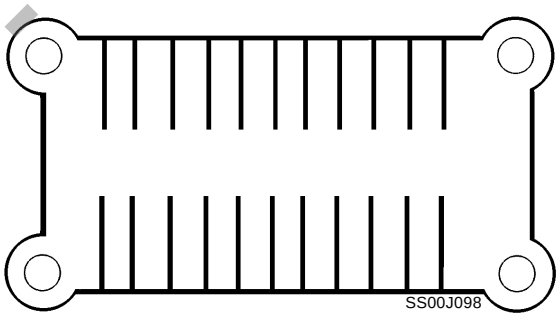
SGR (TRANSMISSION CONTROLLER) A21



List of Plugs

A21/1	Plug-in connection, SGR – FMGR	A21/7	Plug-in connection, sensor B24 Engine speed
A21/2	Plug-in connection, grey	A21/8	Plug-in connection, sensor B25 Speed, land 3
A21/3	Plug-in connection, black	A21/9	Plug-in connection, sensor B27 Speed, output 1
A21/4	Plug-in connection, green	A21/10	Plug-in connection, sensor B26
A21/5	Plug-in connection, brown		
A21/6	Plug-in connection, sensor B35 Speed, land 1		

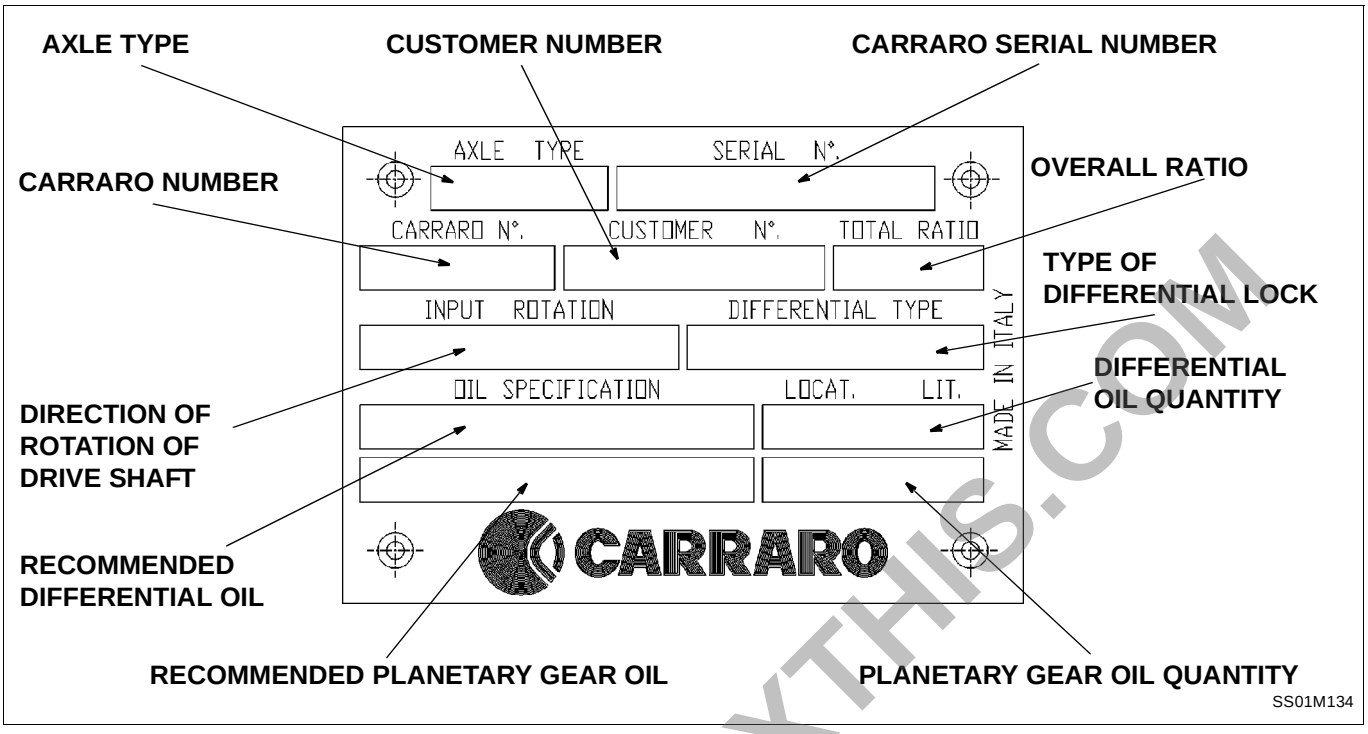
LINDE ELECTRICS A23



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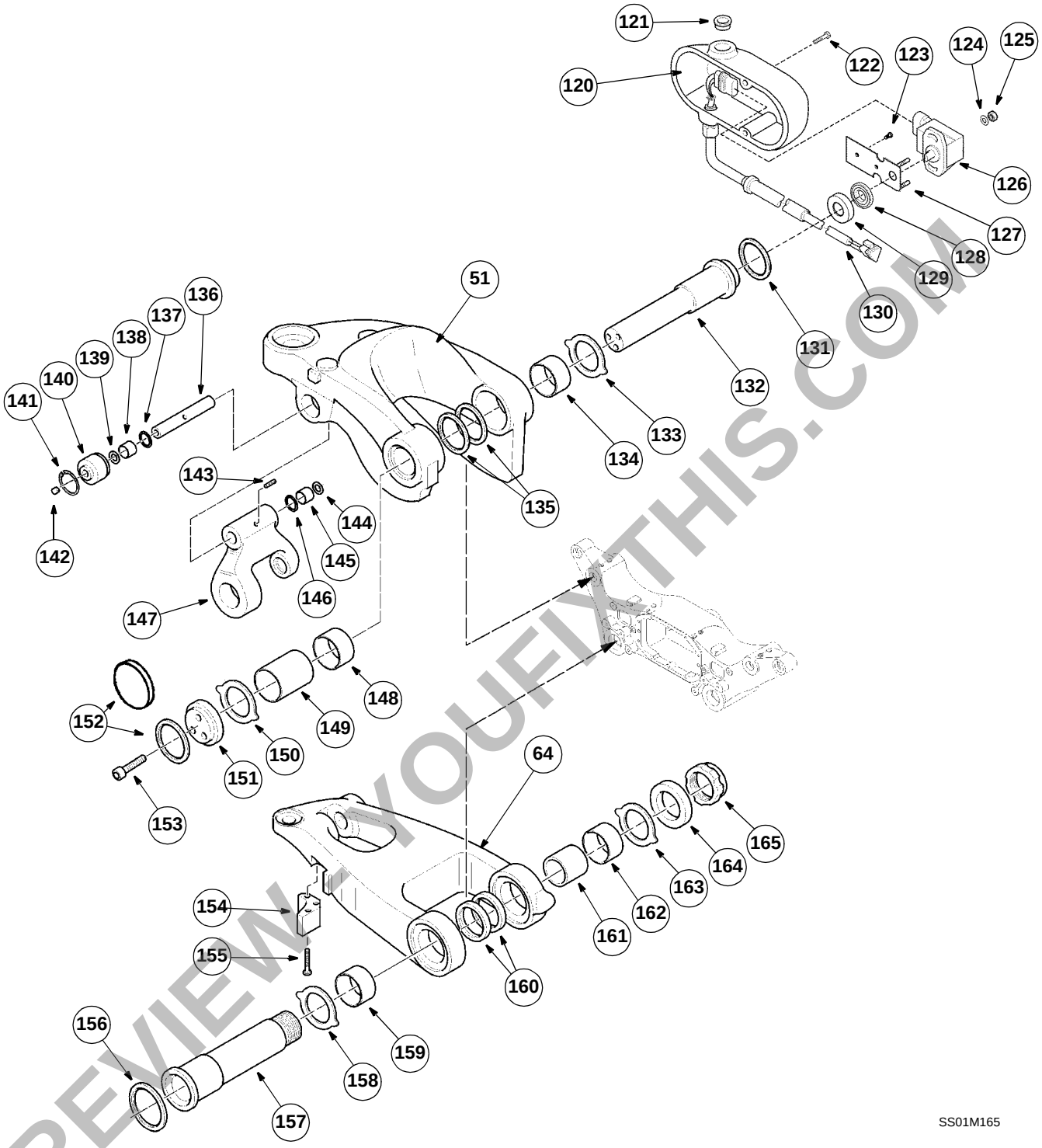
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Type plate



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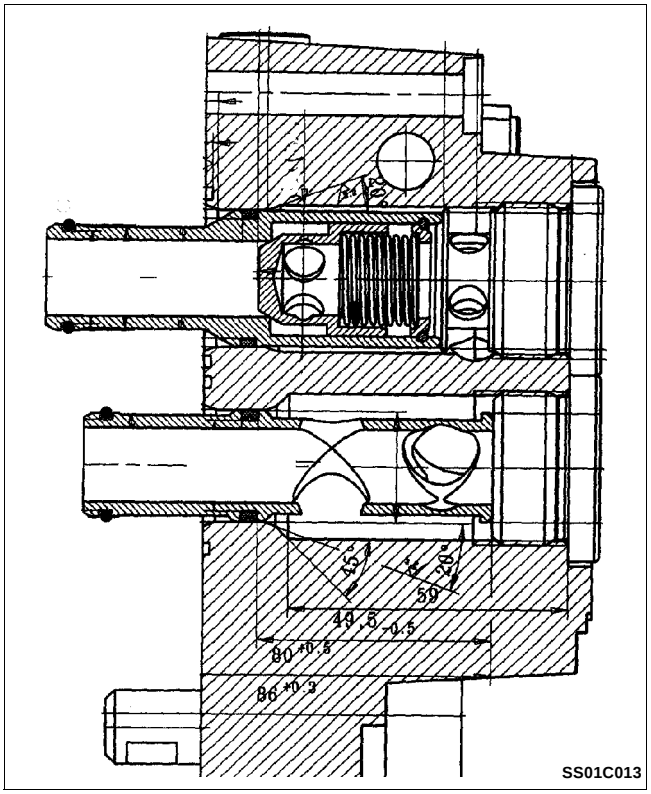


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51. UPPER SWINGING ARM
64. LOWER SWINGING ARM
120. COVER
121. PLUG
122. BOLT
123. BOLT
124. WASHER
125. NUT
126. SENSOR
127. HOLDER
128. RUBBER DISK
129. HOLDING RING
130. SENSOR LINE
131. SEALING RING
132. BEARING BOLTS
133. THRUST WASHER
134. SLEEVE
135. SEALING RING
136. BEARING BOLTS
137. SEALING RING
138. BEARING BUSHES
139. WASHER
140. CENTRE PIN
141. CIRCLIP
142. SCREW-IN PLUG
143. CLAMPING SLEEVE
144. WASHER
145. BEARING BUSHES
146. SEALING RING
147. FORK HOLDER
148. SLEEVE
149. SLEEVE
150. THRUST WASHER
151. COVER
152. SEALING RING (UP TO DBD...)
COVERING (FROM DBD...)
153. CYLINDER SCREW
154. STOP
155. BOLT
156. SEALING RING
157. SHAFT
158. THRUST WASHER
159. SLEEVE
160. SEALING RING
161. SLEEVE
162. SLEEVE
163. THRUST WASHER
164. 'O' RING
165. SLOTTED ROUND NUT

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STEP 11



Mount the plug-in pin an the spacer.
Fit the screw-in plug.
Tightening torque ..... 30 Nm

NOTE: *Before inserting, grease the 'O' rings using industrial Vaseline.*

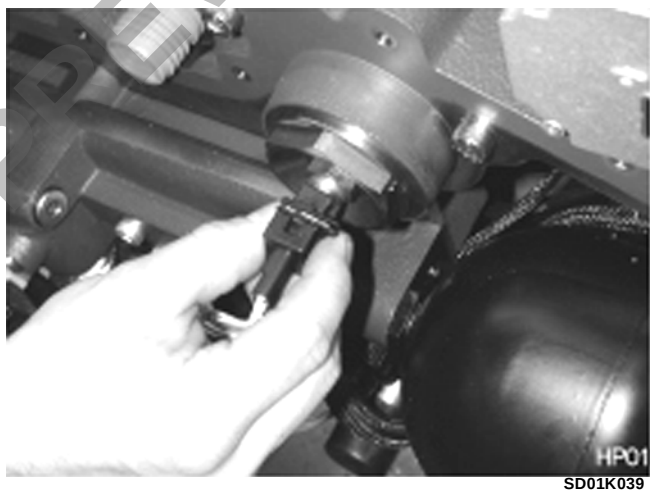
Hydraulic plate

Disassembly

STEP 1

Drain off the gearbox oil (see page 16)
Remove the cover (see page 9)
Remove the pressure filter (see page 15)
Remove the suction filter (see page 16)

STEP 2



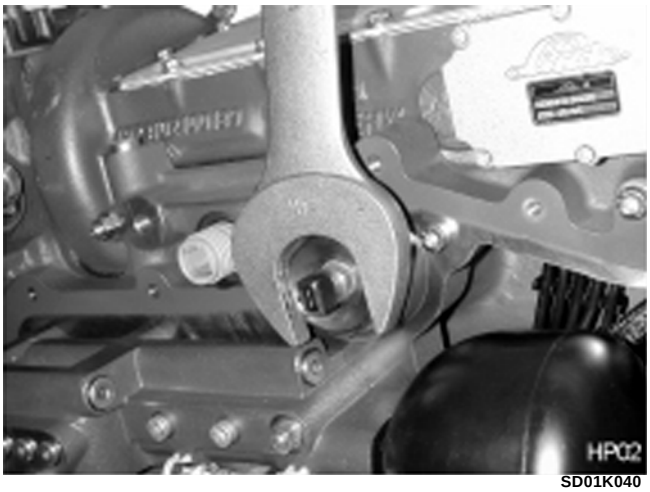
Pull the plug off the temperature sensor.

STEP 12



Mount the hydraulic lines.
Mount the transmission control unit (see page 9).
Mount the pressure filter (see page 15).
Mount the hydraulic pump (refer to Chapter 6001).

STEP 3



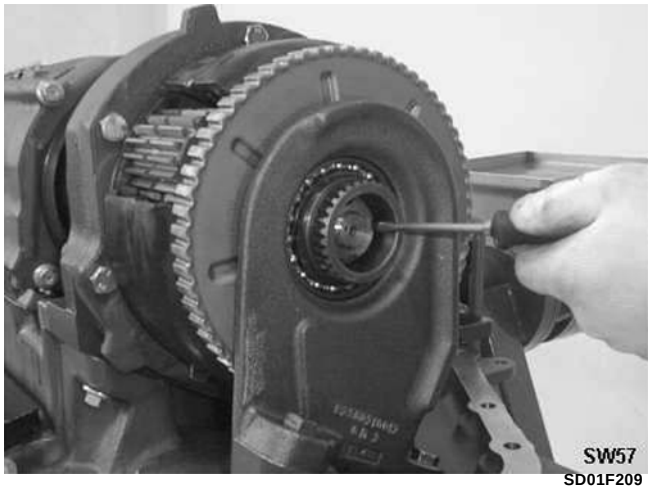
Remove the plug-in screw together with the temperature sensor.

NOTE: *Check the 'O' rings; replace if necessary.*

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STEP 95



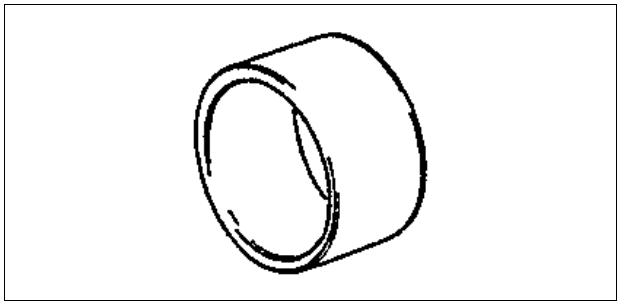
Lock the castellated nut.

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SPECIAL TOOLS

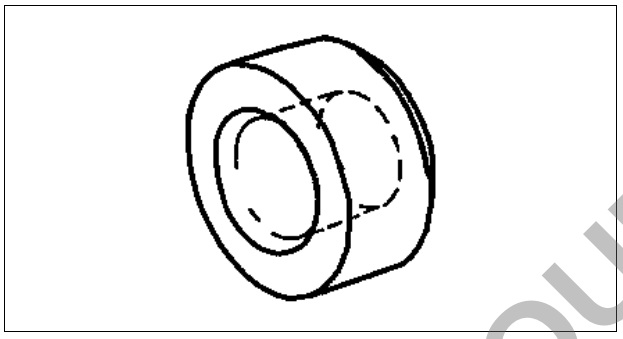
Pressing tool for the front crankshaft dust seal



SS00B064

1 off 1TSW 519

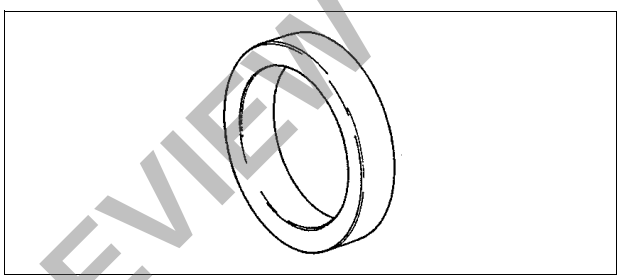
Pressing tool for the front crankshaft shaft sealing ring



SS00B065

1 off 1TSW 520

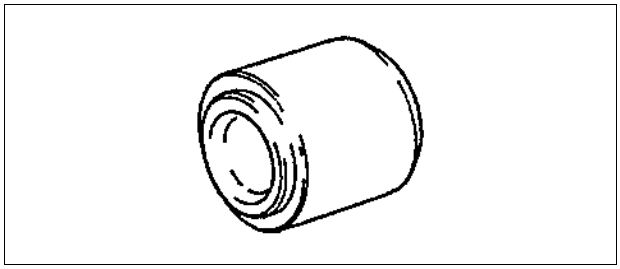
Pressing tool for the rear crankshaft shaft seal



SS00B066

1 off 1TSW 521

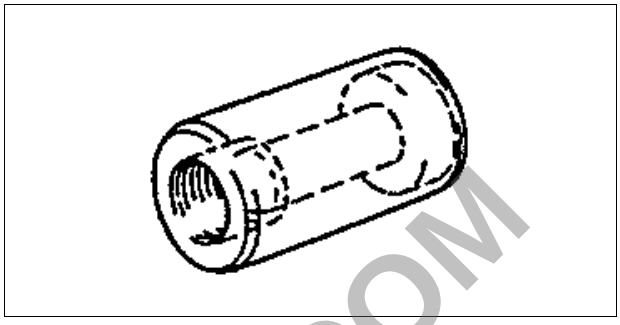
Pressing tool for cam shaft cover



SS00B067

1 off 1TSW 522

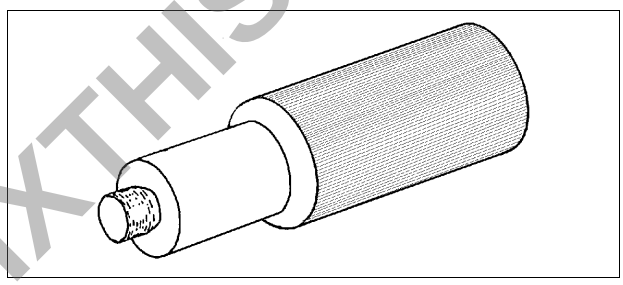
Assembly pin for the water pump seal



SS00B068

1 off 1TSW 523

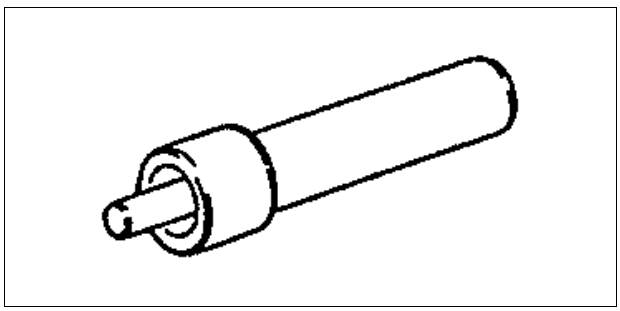
Universal pin



SS00B077

1 off 1TSW 18390

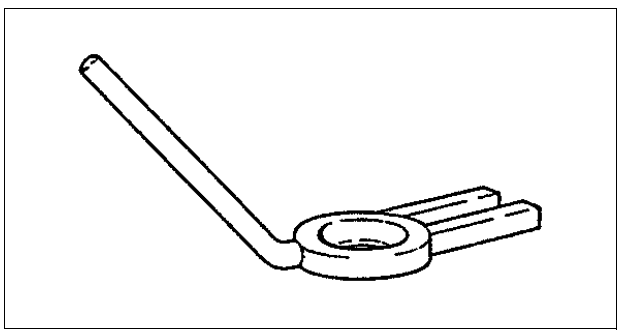
Pressing tool for valve guides



SS00B069

1 off 1TSW 524

Valve spring tensioning lever



SS00B071

1 off 1TSW 014

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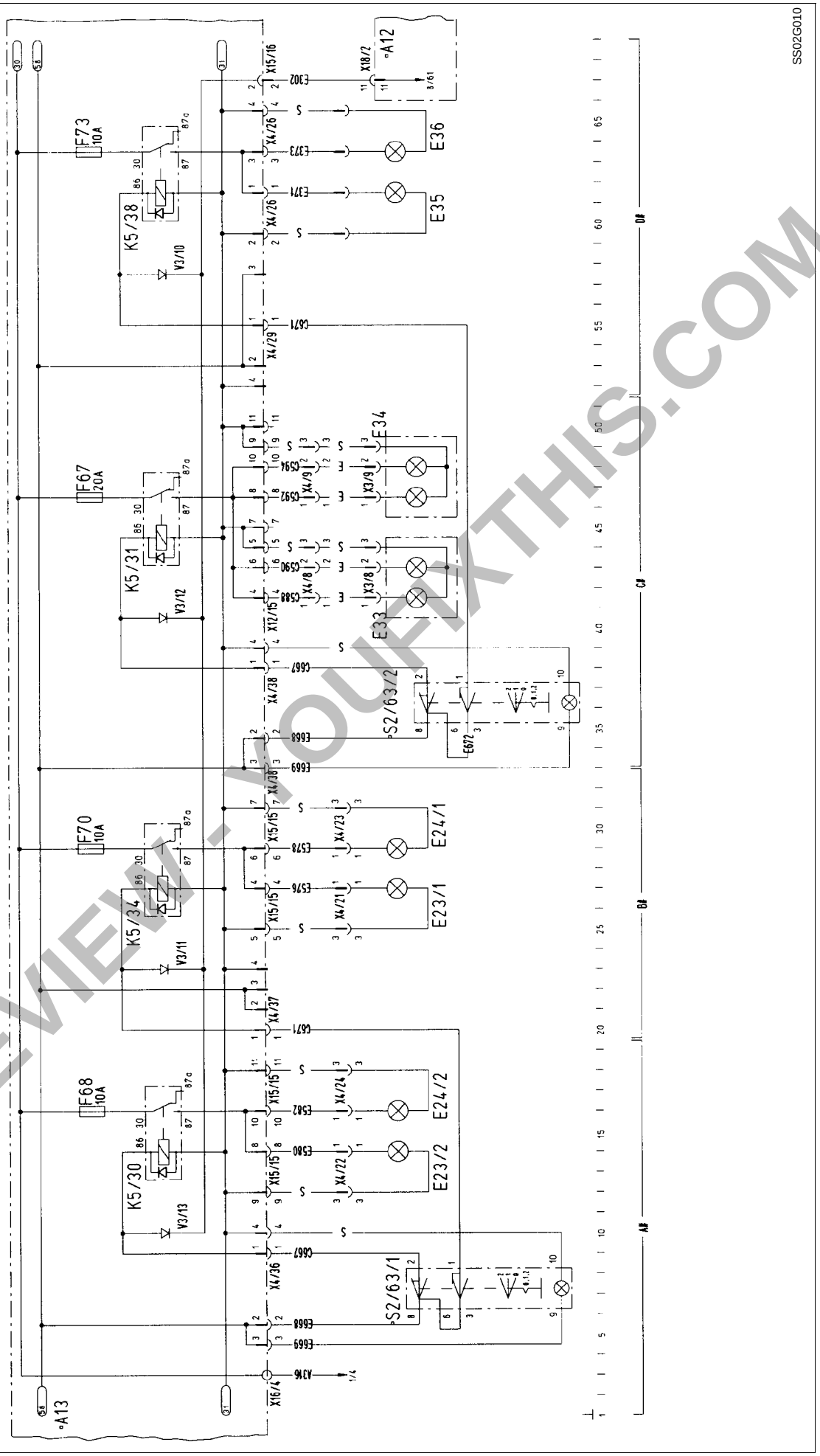
Connector X9/1

Designation	*Pin*	*Cable colour and No.*	*Measure-ment*	*Requirements*	*X9/1*	*Measure from pin to pin*	*X9/4*	*Value*
L1 indicator lamp, orange Input pressure after the pressure filter (working hydraulics)	1	B111	U	Input pressure > 1 bar Input pressure < 1 bar	1	→ ⊥	7	13 - 14 VDC $0^{+0,5}$ VDC
L1 indicator lamp, orange Input pressure after the pressure filter (working hydraulics)	2	G112	U	Input pressure > 1 bar Input pressure < 1 bar	2	→ ⊥	7	13 - 14 VDC
L2 indicator lamp, main beam blue	3	E113	U	Main beam "ON" Main beam "OFF"	3	→ ⊥	7	12 - 14 VDC $0^{+0,5}$ VDC
Potential 58 for L3, L100, L101, L201, L202, L203	4	E114	U	Lights "ON" Lights "OFF"	4	→ ⊥	7	12 - 14 VDC $0^{+0,5}$ VDC
Potential 58 to IC dimmer	5	E115	U	Lights "ON" Lights "OFF"	5	→ ⊥	7	12 - 14 VDC $0^{+0,5}$ VDC
L4 indicator lamp, green tractor trafficator	6	C116	U	left and right flashing	6	→ ⊥	7	12 - 14 VDC
L5 indicator lamp, green trafficator – 1st trailer	7	C117	U	1. Trailer hooked up	7	→ ⊥	7	12 - 14 VDC
L6 indicator lamp, green Trafficator – 2nd trailer	8	C118	U	1. and 2nd trailer hooked up	8	→ ⊥	7	12 - 14 VDC
Signal engine speed from alternator pin W	9	F119	U	Battery charging indicator, L20, does not light	9	→ ⊥	7	approx. 7 VDC  approx. 7.5 VAC
Signal engine speed from alternator pin W	9	F119	f	Engine speed n = 1000 min^{-1}	9	→ ⊥	7	264 Hz

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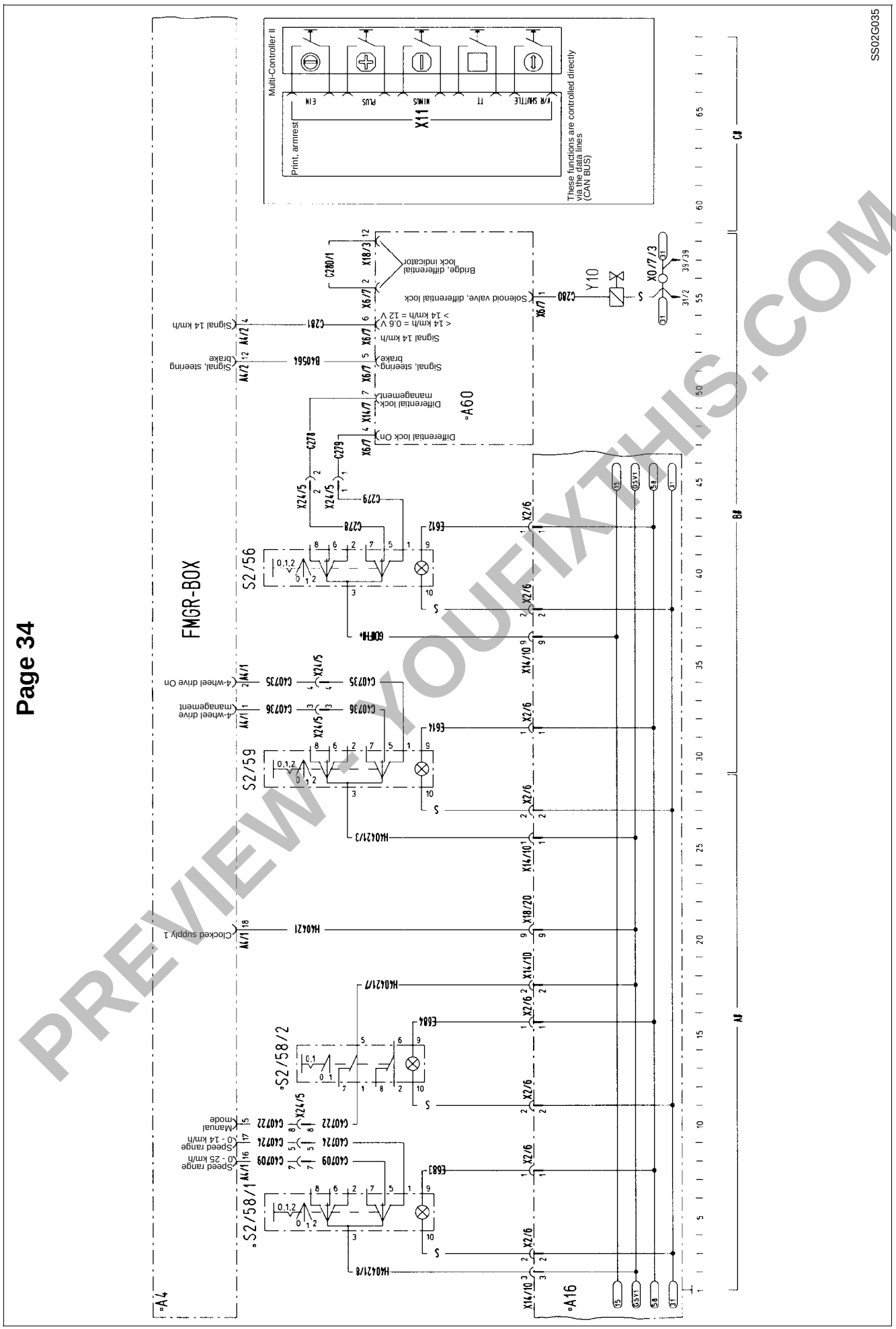
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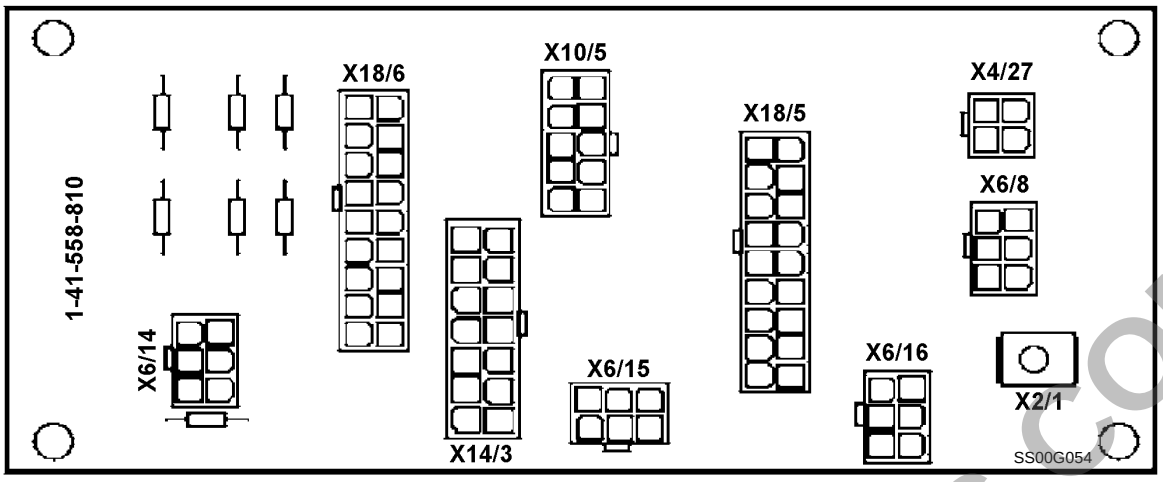


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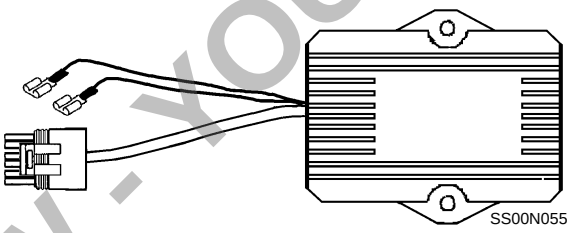
EHR DISTRIBUTION PRINT A15



List of plugs

X2/1	Socket, 2-pole 30 / 31	X6/16	Plug-in connection, distribution print, standard signal socket
X4/24	Plug-in connection, roof canopy cable	X10/5	Plug-in connection, external sensor, EHR
X6/8	Plug-in connection, standard signal socket	X14/3	Plug-in connection, EHR print
X6/14	Plug-in connection, distribution print	X18/5	Plug-in connection, EHR distribution print
X6/15	Plug-in connection, distribution print	X18/6	Plug-in connection, EHR distribution print

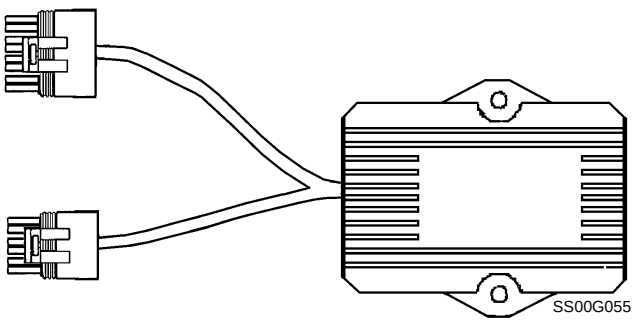
BLOWER MOTOR CONTROL A22



List of plugs

X2/20	Plug-in connection, blower motor
X3/42	Plug-in connection, blower potentiometer

AIR CONDITIONING CONTROL A20



List of plugs

X3/40	Plug-in connection, air conditioning control unit
X4/10	Plug-in connection, air-conditioning potentiometer

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GENERAL DESCRIPTION

- 4-wheel drive planetary steering axle with independent suspension, cast main housing with swing bearing, differential carrier screwed in from the rear. Bevel pinion mounted directly in the differential carrier, differential drive gear mounted in the differential carrier by means of bridge-type brackets.
- Adjustment of the position of the bevel pinion by means of a packing ring. Adjustment of the bevel pinion bearings by means of a shrunk-on sleeve and bevel pinion nut (slotted nut). Adjustment of the differential bearings and tooth flank play by means of 2 slotted nuts.
- Differential lock 100%, multi-disk version running in oil bath, integrated in the differential housing. Electro-hydraulically controlled. The system pressure is used as the control pressure P2 (20 bar). The pressure oil is fed from the differential carrier (stationary) to the differential housing (rotating) without any leakage via special sealing elements.
- Independent suspension on both sides through: two trapezoidal links, one hydraulic cylinder, one hydro-reservoir and one torsion bar acting in opposition to the hydro-reservoir. The steering-knuckle is mounted in two ball joints.
- The universal drive shafts from the differential to the wheel drive are made in two parts. A sliding piece provides axial compensation. The section of the universal drive shaft on the differential side is guided by the bearing in the centering bush, which is fixed in the main housing of the front axle. The section of the universal drive shaft on the wheel side is guided axially in the axle stub / radially in the protective sleeve.
- A control block, fitted with three solenoid valves and two hydro-reservoirs, each of 1.4 litres capacity, is located on the right-hand side of the vehicle chassis. Nitrogen is used as a cushioning element in the hydro-reservoir. The pre-load pressure is 35 bar. The control block forms the link between the two cylinders and the hydraulic system. Connected in parallel to the working hydraulic system (load sensing).
- Each side, and thus the movement of each wheel, within the total spring travel range of 87 mm, is actively monitored by an angle of rotation sensor. The electronics box detects the momentary wheel position via the size of the signal current (mA).
- The sensor signal is decisive for the reaction of the hydraulic control to increase or decrease the charge in the reservoir. This firstly forms the basis for the weight independent height control and secondly, actively assists the function of the hydro-reservoir when necessary.
- The right and left-hand sides of the front axle have separate and independent sensors and control elements for the independent suspension.
- Conversion of the sensor signals, to control the hydraulics or solenoid valves respectively, is carried out in the electronic circuitry, designed as an independent element on the hydraulic control block.

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TRACK ALIGNMENT 51

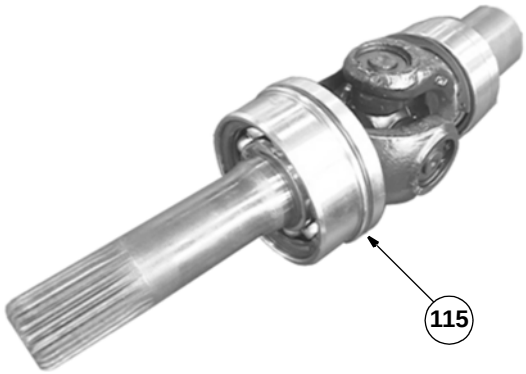
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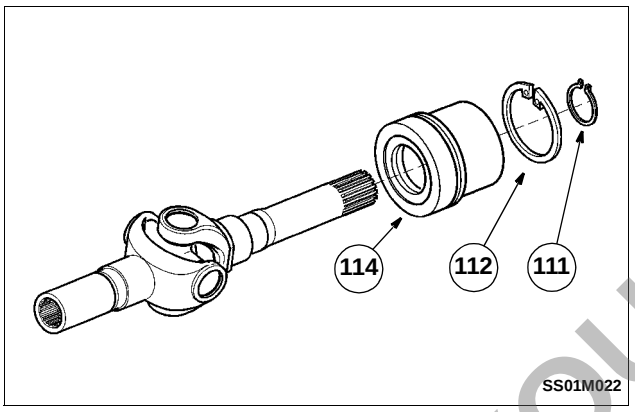
STEP 11



SD01M072

Pull out the inner drive shaft together with the bearing and the sealing rings from the protective sleeve. Remove the 'O' rings (item 115).

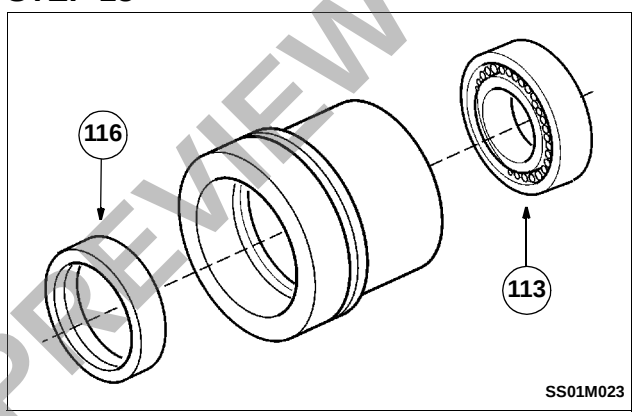
STEP 12



SS01M022

Remove both circlips (items 111 and 112) from the end of the drive shaft (differential side). Pull out the centre pin (item 114) using a standard extractor, together with the bearing and the sealing ring.

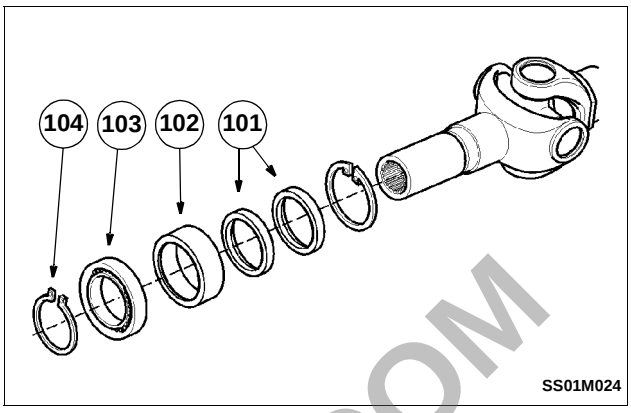
STEP 13



SS01M023

Remove the sealing ring (item 116) from the centre pin Drive out the bearing (item 113) from the centre pin using an extraction tool.

STEP 14



SS01M024

- Remove the circlip (item 104) from the drive shaft (wheel side).
- Pull off the bearing (item 103).
- Pull off the sleeve (item 102) together with both sealing rings (item 101).
- Remove both sealing rings (item 101) from the sleeve (item 102).

NOTE: *Check all parts of the inner and outer drive shaft (joints, drive profile, teeth of the sun gear, bearing, running surfaces of sealing rings, surfaces of bearings and sealing rings in the protective sleeve and in the centre pin) for wear. Replace worn parts.*

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Description

The CVT / CVX is a continuously variable transmission with hydrostatic/mechanical power splitting.

The main components of this transmission are:

Hydrostatic unit
Summing planetary gear
Planetary trains (4 shift stages)
Planetary unit (forwards / reverse)
Transmission electronics (SGR)
Transmission hydraulics
Vehicle electronics (FMGR)
Rear axle

Hydrostatic unit in the form of a swivel plate variable displacement pump with a fixed displacement motor, arranged back-to-back.

A **summing planetary gear** in which the hydrostatic and mechanical power components are unified.
Planetary trains connected to the summing planetary gear, through which four ranges are realised. Greater transmission spread can be achieved through these ratio ranges. Shifting between the individual ratios is done by the overlapped closing of claw couplings at synchronous speeds.

A **forwards / reverse planetary unit** with direct transmission for forwards travel and change of direction – by locking the planet carrier against the housing – for reverse travel.

Transmission electronics (SGR) including transmission sensoric to control and regulate internal transmission functions.

Transmission hydraulics with integrated pressure and lubrication oil supply, pressure control valves, shifting valves and oil filtering.

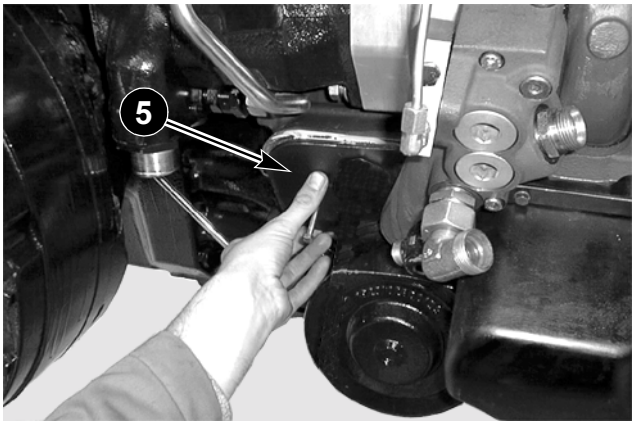
Vehicle electronics (FMGR) for processing signals from the operating elements. In addition, the vehicle controller co-ordinates between the engine and transmission control systems.

Rear axle with electro-hydraulic operated multi-disk lock. Wet multi-disk brakes (driving and parking brakes). The driving brake is operated hydraulically, the hand brake mechanically. The wet PTO shaft clutch is electro-hydraulically operated. Final drive with simple planetary drive. The 3-point hitch is shown in exploded view.

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STEP 19



SD00E048

Seal the cover (item 5) with silicone sealant and fit it.

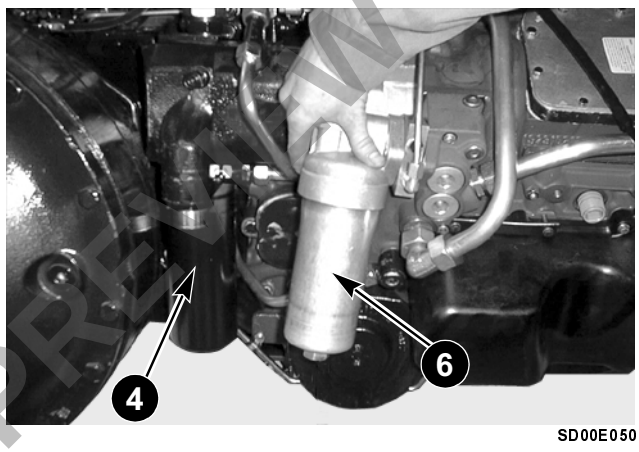
STEP 20



SD00E049

Fit/connect all the electrical and hydraulic lines to the cartridge.

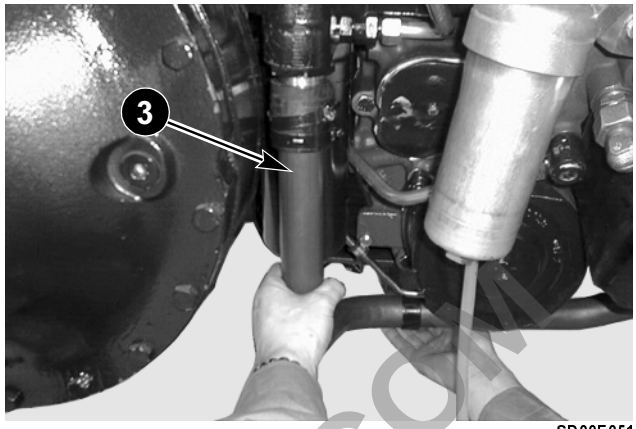
STEP 21



SD00E050

Fit the pressure filter (item 6) and the hydraulic oil filter (item 4).

STEP 22



SD00E051

Fit the hydraulic suction line (item 3).

STEP 23

Fit the compressed air reservoir, anti-freeze pump and pressure controller (if fitted).

STEP 24

Fit the right-hand footstep.

STEP 25

Fit the right-hand rear wheel and tighten the securing bolts to 480 Nm.

STEP 26

Fill up with transmission oil using the 1TSW 912 filter station.

Prescribed oil type: ***SHELL HARVELLA***

IMPORTANT: *Only fresh oil, taken directly from a barrel and with purity class 9 (in accordance with NAS 1638) must be used.*
This purity class is achieved, during the filling process, by the 1TSW 912 filter station with an integrated filter (mesh size 6 μ*).*

STEP 27

Fill up with hydraulic oil.

STEP 28

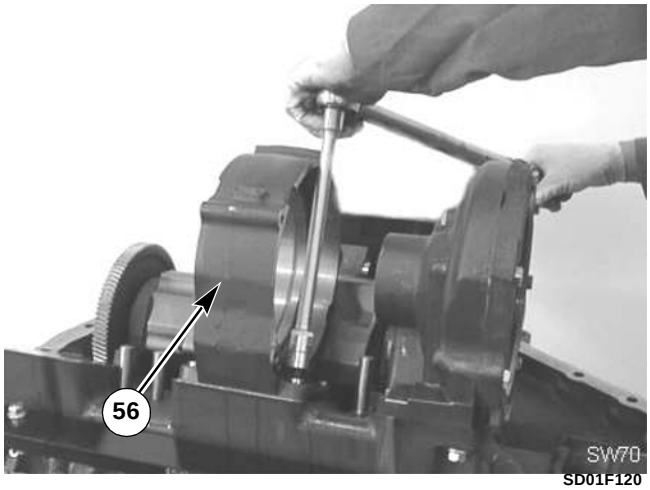
Take the vehicle for a test drive and then check for leakage. Check the hydraulic and transmission oil levels and top them as necessary.

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Claw coupling K2

STEP 5

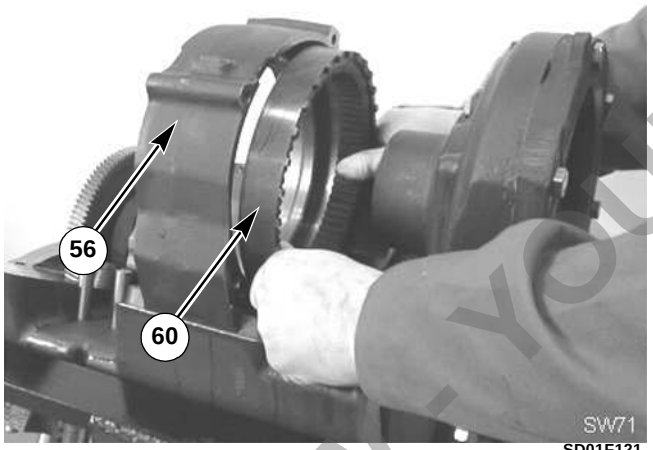


SD01F120

Mount the housing (item 56).

Tightening torque ..... 86 Nm

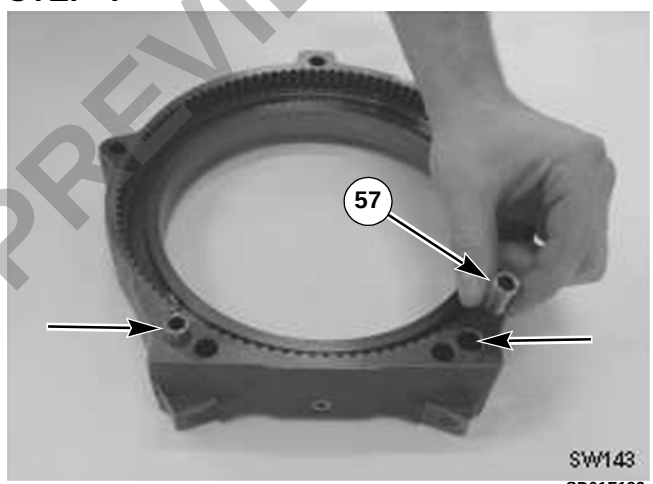
STEP 6



SD01F121

Mount the internal geared wheel (item 60) in the housing (item 56).

STEP 7

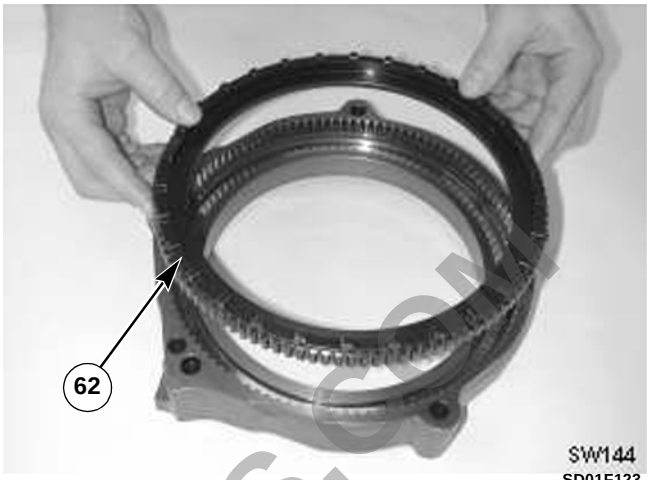


SD01F122

Pre-assemble clutch K2:

Mount the alignment pins (item 57) in the housing (item 65).

STEP 8

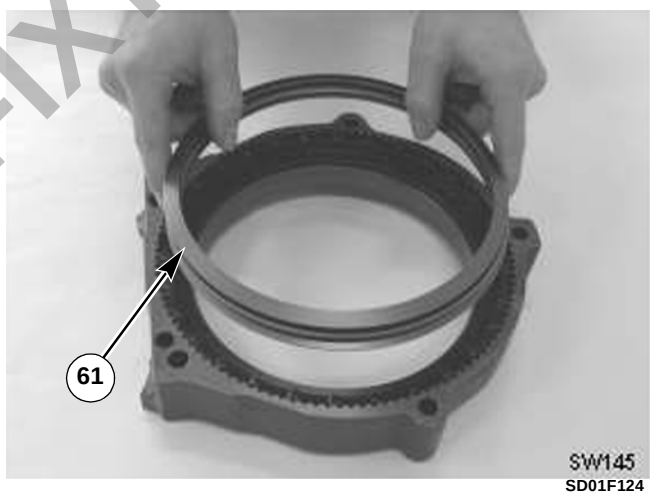


SD01F123

Mount the claw coupling (item 62) in the housing.

WARNING: *Do not confuse claw coupling K1/K2 wit claw coupling of the reverse coupling.*

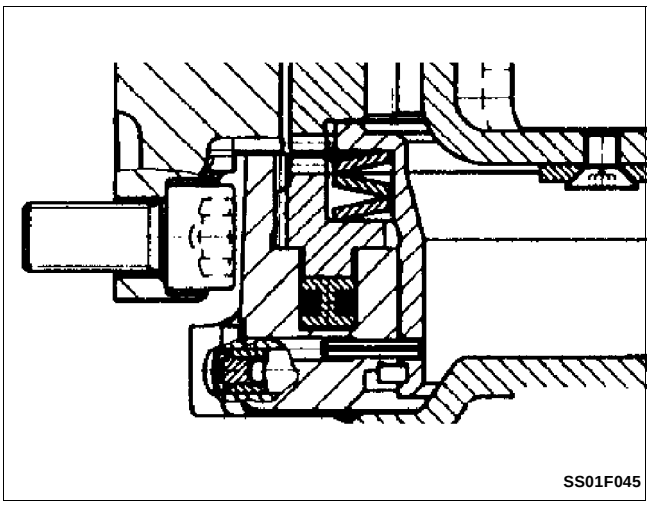
STEP 9



SD01F124

Mounting the main springs (item 61).

NOTE: *Make sure that they are mounted correctly. (refer to sectional drawing)*

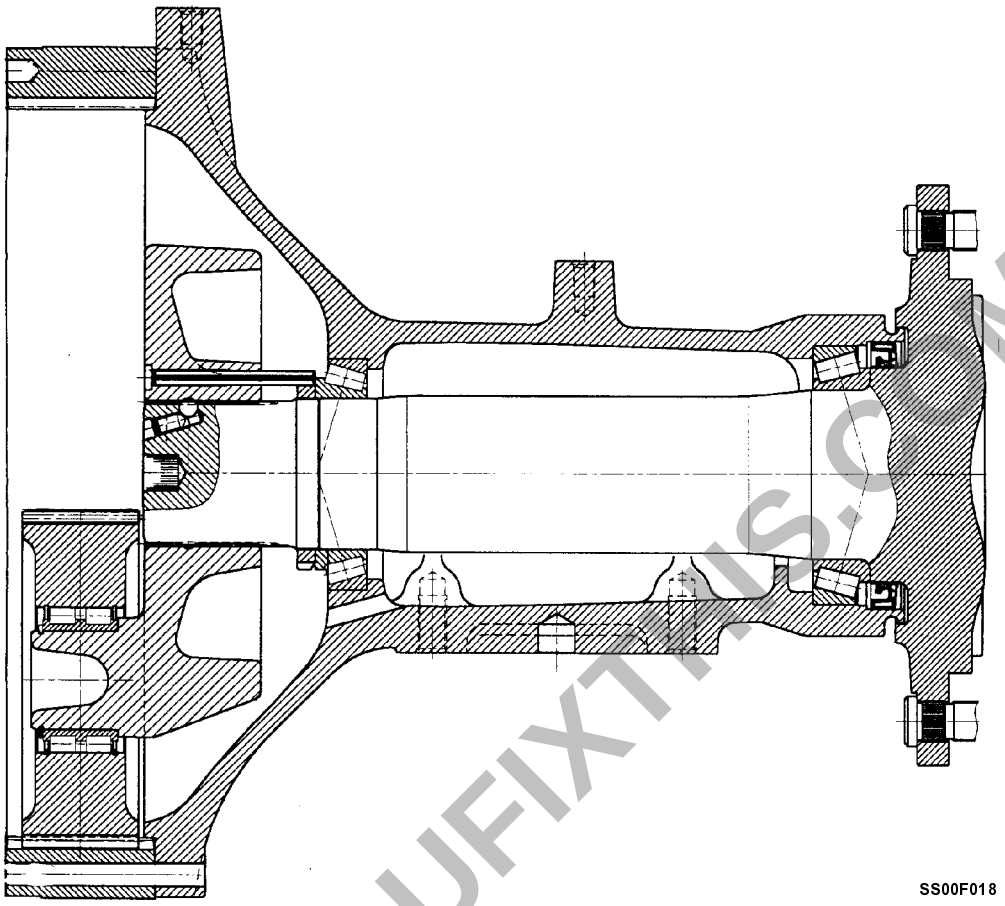

SS01F045

Arrangement of Main Springs.

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Assembly

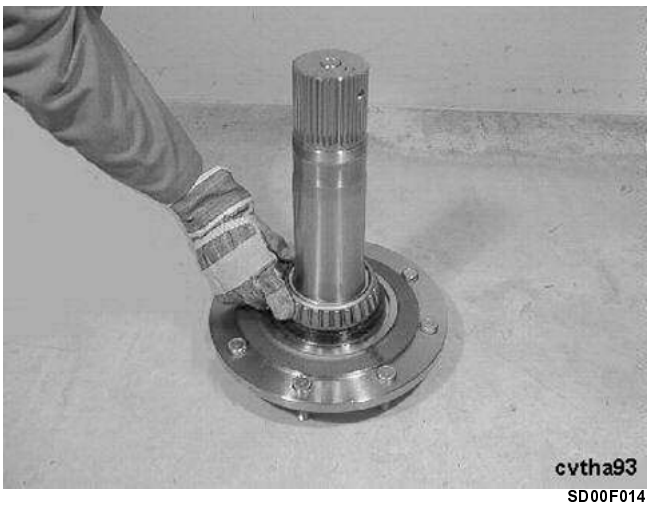


STEP 11



Fit the cartridge sealing ring using the special tool 1TSW 604 or 1TSW 904 (see page 3 – Special tools).

STEP 12



Heat the tapered roller bearing up to 80 °C and fit it.

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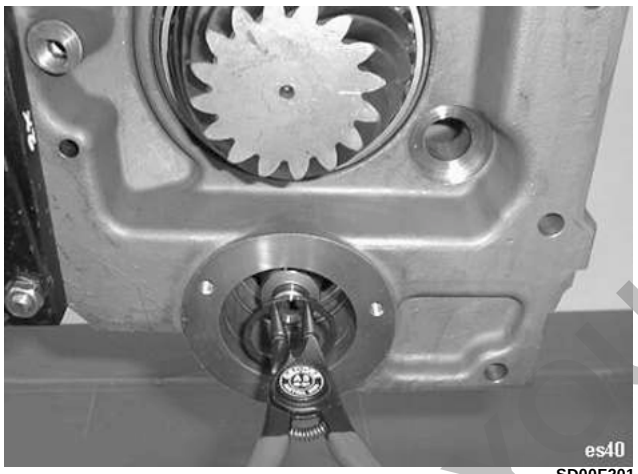
STEP 38



SD00F200

Fit the pre-assembled 4-wheel drive clutch.

STEP 39



SD00F201

Fit the circlip.

STEP 40

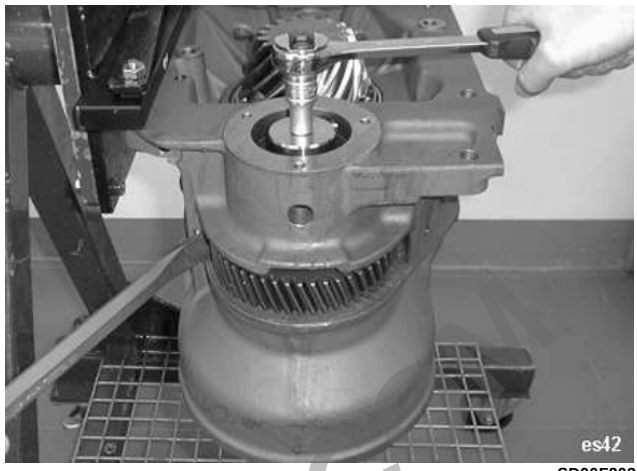


SD00F202

Fit the outer and inner bearing rings.

NOTE: *Heat the inner bearing ring up to 80 °C.*

STEP 41

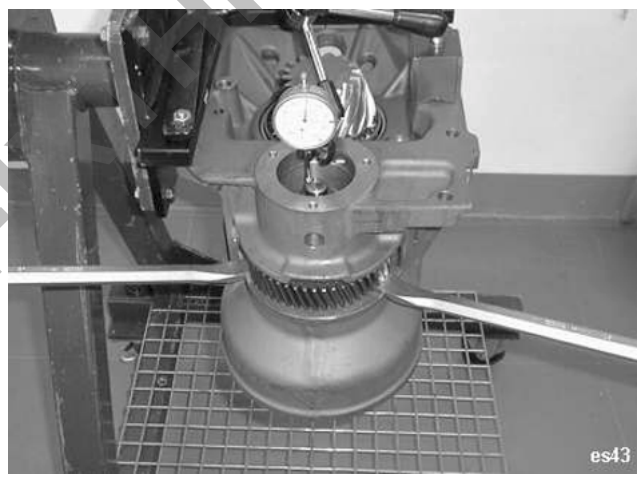


SD00F203

Use the 1TSW 908 wrench to fit the slotted nut.

NOTE: *Block the spur gear to stop it turning.*

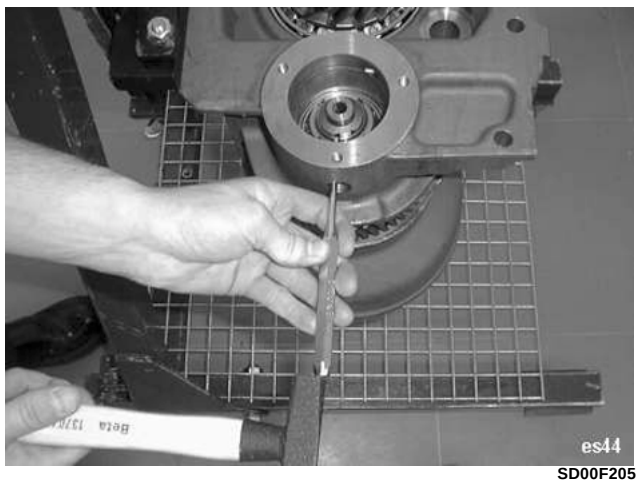
STEP 42



SD00F204

Adjust the bearing play (0.05 - 0.1 mm). The adjustment is made by turning the slotted nut.

STEP 43



SD00F205

Lock the slotted nut.

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Priority Block LT41

Function:

The valve works according to the Closed Centre Load Sensing principle. It contains two valve axes. On the tractor, the steering control valve, other high pressure loads and the P1 control pressure valve (22 bar) are supplied by this valve.

The output PST to the steering control valve has priority relativ to all other loads. This is guaranted by the priority valve (1).

The output P_{ST} to the steering control valve has priority relativ to the P1 control pressure valve (8). This valve also operates as a priority valve. It has priority relativ to the remaining high-pressure loads.

The priority valve (1) is controlled by the pressure drop across the steering valve (between PST and XST). Whereby the load signal pressure XST from the steering valve acts on the spring side of the priority piston (2), on the opposite side via orifice (3), release valve (4) – combination of the steering valve feed pressure PST. The orifice (3) has the task of continually relaying the pressure but only to allow a low flow rate, in order to dampen the piston movement and have a stabilising effect. The non-return valve on the other hand allows the piston to move rapidly in the priority direction, to meet the dynamic requirements of steering actions. If the difference in pressure between PST and XST is below the value prescribed by the spring (5), feed to the following P1 control oil valve will be reduced, in order to guarantee a minimum pressure drop across the steering valve. (The threshold (action limit) to reduce the secondary flow rate is matched to the control pressure difference of the flow rate controller of the axial piston pump). If the pressure drop at the steering valve is above the flow rate controllers control pressure difference by certain amount (e.g. through the higher pressure of a connected high-pressure load), the priority valve will decrease the pump pressure to the PST connection, so that the intended, maximum pressure drop from PST to XST is not exceeded (compensation mode).

A continuous, low rate of flow, is fed from pressure connection XST into the load signalling line XST via the orifice (6). Load signalling will thus be less, dependent upon variations in temperature and a full load signalling line is always guaranteed. Both factors result in shorter reaction times for the pump and the priority valve .

The orifice (6) also has the task of relieving the PST connection if no priority loads require oil and the following loads are operated at high pressure.

The downstream P1 control presure valve (8) operates in fundamentally the same way as the priority valve described!

The load pressures of the priority load and the other loads are compared within the shuttle valve (7) and the resulting signal is fed to the control pump.

The return feed collection plate (9) is flanged directly onto the priority block. It collects all return feeds and directs the return flow to the hydraulic tank.

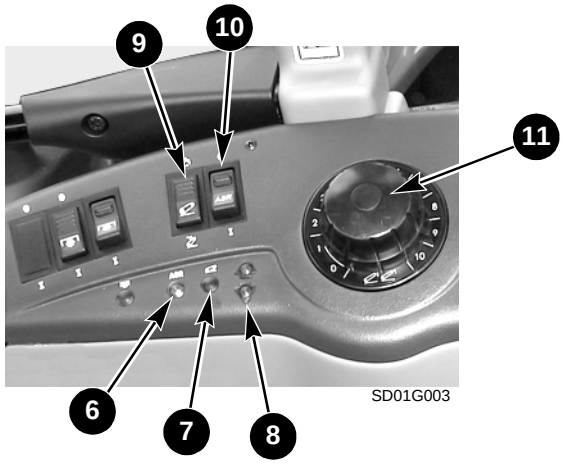
The differences are:

1 The valve spring does not control the differential pressure across a load, but controls the P1 constant pressure (22 bar).

2 The particular dynamic requirements of the steering are no longer applicable and thus the non-return valve can be dispensed with.

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6. Traction control indicator lamp (if fitted)

When the traction control is switched on, the indicator lamp on the control console lights up. The indicator lamp automatically goes out again if the tractor is not moved for > 30 sec. The traction control is also deactivated.

NOTE: *If the traction control is to be reactivated, then the traction control switch must first be switched to OFF and then to TRACTION CONTROL. The traction control indicator lamp lights up again.*

7. Diagnosis indicator lamp

On turning the ignition switch to position 1, the DIAGNOSIS indicator lamp lights up for a short moment and goes out again. It then lights up for as long as the EHR remains locked. If the TRANSPORT/CONTROL button on the Multi-Controller II is pressed after starting the engine and after the charging indicator lamp goes out, the EHR is then activated and thus operational. (Requirement: The safety switch on the armrest must be switched ON)

Diagnosis display in the case of a fault:

If the integrated diagnosis system detects faults in the EHR, these faults are indicated by flashing codes.

The faults can be defined using the fault code list (see page 31).

8. RAISE/LOWER indicator lamps

If the RAISE valve solenoid (Y6) is triggered, the RAISE indicator lights ups (illuminated arrow points upwards).

If the LOWER valve solenoid (Y7) is triggered, the LOWER indicator lights ups (illuminated arrow points downwards). The brightness of the indicators varies proportionally to the lifting or lowering speed.

9. Raise/Lower button

The button functions parallel to the RAISE or LOWER external buttons. There is only a lifting or lowering motion whilst the button is pressed. The lifting and lowering speeds are reduced when operating this button. On pressing the button, the EHR is locked and must be reactivated as required.

NOTE: *The RAISE position is also used for the EXCESS LIFT function. Prerequisite: The lift limitation potentiometer must be in position 10.*

10. Traction control switch (if fitted)

The traction control is switched on by the traction control switch when required for draft operations. Activation of the traction control is indicated by the traction control indicator lamp. If the tractor is not moved for > 30 sec., the traction control is deactivated and the traction control indicator lamp goes out.

NOTE: *If the traction control is to be reactivated, then the traction control switch must first be switched to OFF and then to TRACTION CONTROL. The traction control indicator lamp lights up again.*

11. Setpoint adjusting wheel

To set the desired working depth or position of the implement connected. (For draft control the working depth, for position control the height position of the implement)

10 = maximum lifting height

1 = minimum lifting height (3-point hitch lowered)

0 - 1 = floating position. Set the adjuster ring to the basic position! This can be found easily with the handwheel (latch) and remains in effect.

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