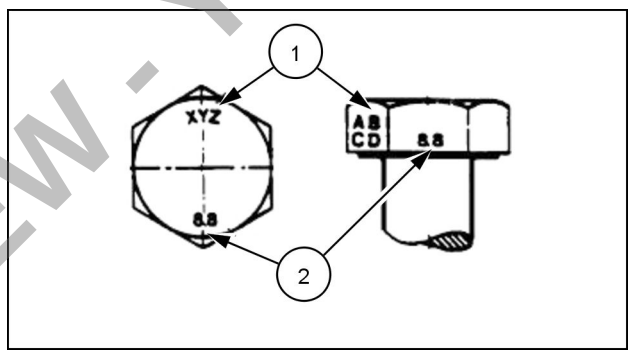
METRIC FLANGED HARDWARE

NOM. SIZE	CLASS 8.8 BOLT and CLASS 8 NUT		CLASS 10.9 BOLT and CLASS 10 NUT		LOCKNUT CL.8 W/CL8.8 BOLT	LOCKNUT CL.10 W/CL10.9 BOLT
	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr		
M4	2.4 N·m (21 lb in)	3.2 N·m (28 lb in)	3.5 N·m (31 lb in)	4.6 N·m (41 lb in)	2.2 N·m (19 lb in)	3.1 N·m (27 lb in)
M5	4.9 N·m (43 lb in)	6.5 N·m (58 lb in)	7.0 N·m (62 lb in)	9.4 N·m (83 lb in)	4.4 N·m (39 lb in)	6.4 N·m (57 lb in)
M6	8.3 N·m (73 lb in)	11 N·m (96 lb in)	12 N·m (105 lb in)	16 N·m (141 lb in)	7.5 N·m (66 lb in)	11 N·m (96 lb in)
M8	20 N·m (179 lb in)	27 N·m (240 lb in)	29 N·m (257 lb in)	39 N·m (343 lb in)	18 N·m (163 lb in)	27 N·m (240 lb in)
M10	40 N·m (30 lb ft)	54 N·m (40 lb ft)	57 N·m (42 lb ft)	77 N·m (56 lb ft)	37 N·m (27 lb ft)	53 N·m (39 lb ft)
M12	70 N·m (52 lb ft)	93 N·m (69 lb ft)	100 N·m (74 lb ft)	134 N·m (98 lb ft)	63 N·m (47 lb ft)	91 N·m (67 lb ft)
M16	174 N·m (128 lb ft)	231 N·m (171 lb ft)	248 N·m (183 lb ft)	331 N·m (244 lb ft)	158 N·m (116 lb ft)	226 N·m (167 lb ft)
M20	350 N·m (259 lb ft)	467 N·m (345 lb ft)	484 N·m (357 lb ft)	645 N·m (476 lb ft)	318 N·m (235 lb ft)	440 N·m (325 lb ft)
M24	607 N·m (447 lb ft)	809 N·m (597 lb ft)	838 N·m (618 lb ft)	1118 N·m (824 lb ft)	552 N·m (407 lb ft)	

IDENTIFICATION

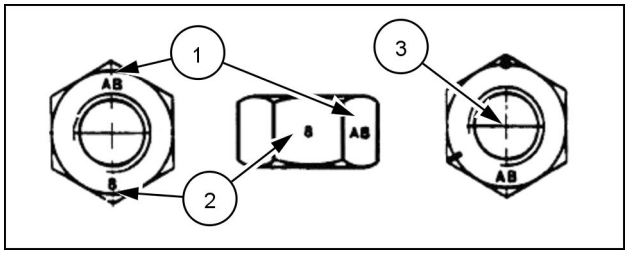
Metric Hex head and carriage bolts, classes 5.6 and up



20083680 1

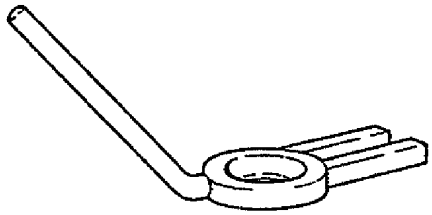
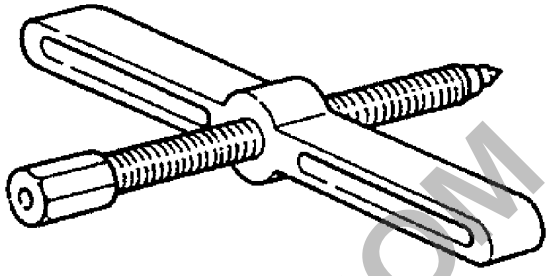
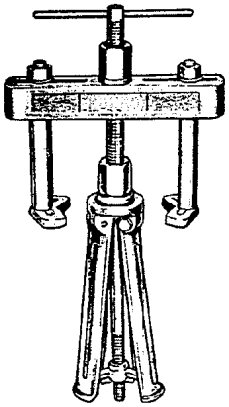
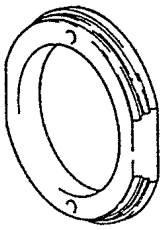
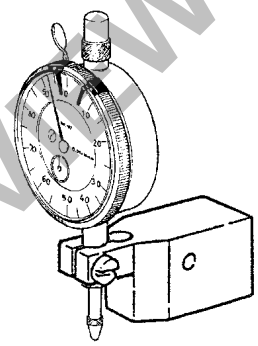
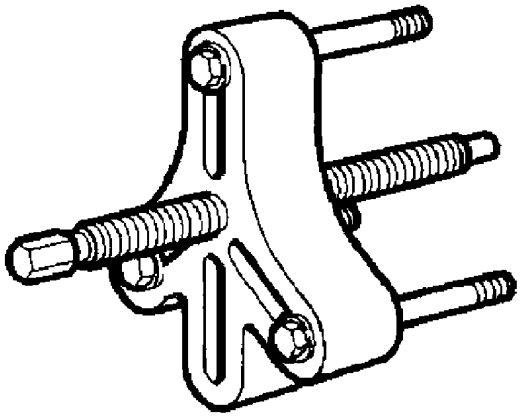
1. Manufacturer's Identification
2. Property Class

Metric Hex nuts and locknuts, classes 05 and up



20083681 2

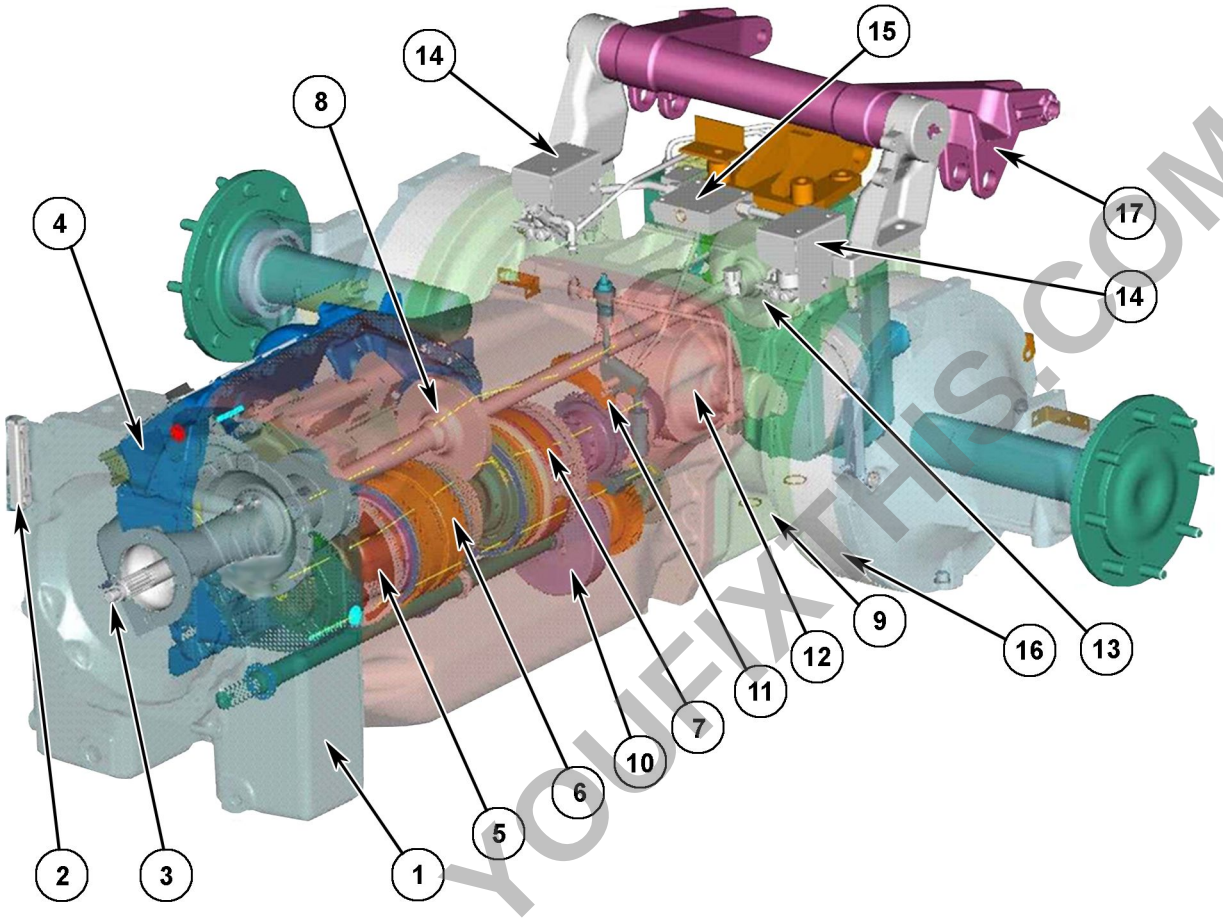
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Valve spring clamping lever  SS06J608 7 1 x 380000008 (1TSW 014)	Extractor  SS06J607 8 1 x 1TSW 662 (available from your dealer)
Cylinder bush extractor  SS06J609 9 1 x 1TSW 510 (available from your dealer)	Extraction plate  SS06J610 10 1 x 380000011 (1TSW 508)
Dial gauge and holder  SS06J611 11 1 x 380000364 (1TSW 5610) holder 1 x 380000228 (1TSW 17049-6) dial gauge	Three-armed extractor  SS06J613 12 1 x 380000329

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Continuously Variable Transmission (CVT) - Overview Transmission assembly



SS00B088 1

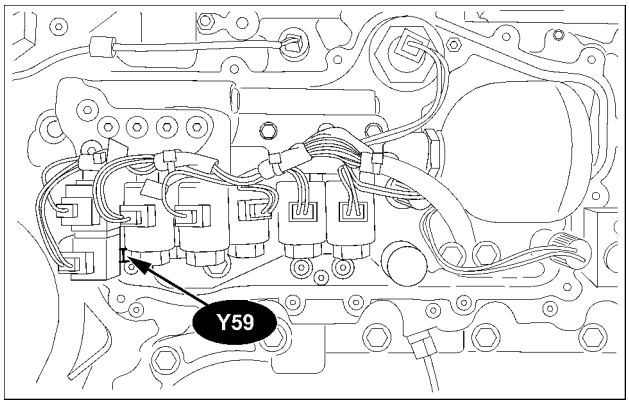
1. Hydraulic tank
2. Hydraulic oil sight glass
3. Input shaft (vibration damper)
4. Transmission module (cartridge)
5. Summing planetaries P1 and P2
6. Planetary train P3 and P4
7. Planetary train Forwards / Reverse V/R
8. Drive shaft for hydraulic pumps and PTO shaft
9. Rear axle
10. All-wheel drive disc clutch
11. Park latch
12. Crown gear adjustment with 100% disc lock
13. PTO disc clutch
14. Wheel braking cylinder
15. Brake cooling oil distributor, ring gear lubrication oil
16. Planetary gear with own oil supply.
17. Rockshaft with lift arm

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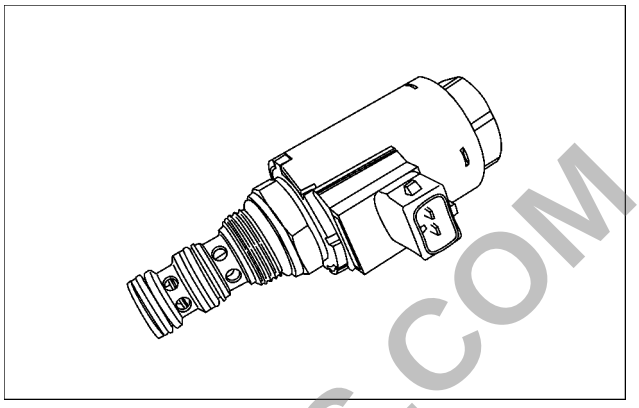
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Front-Wheel Drive (FWD) control valve - Overview

[→ZASx0xxxx]



SS12D194 1

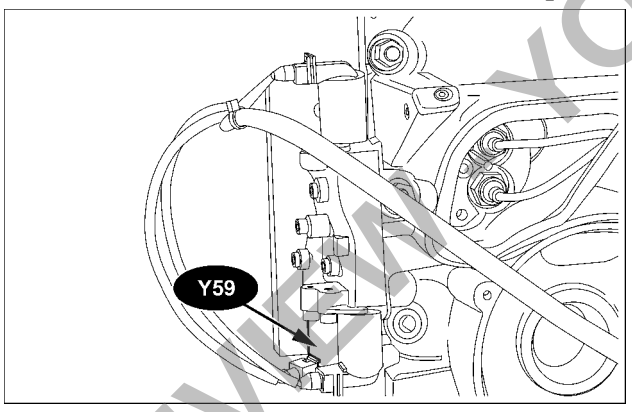


SS12D188 2

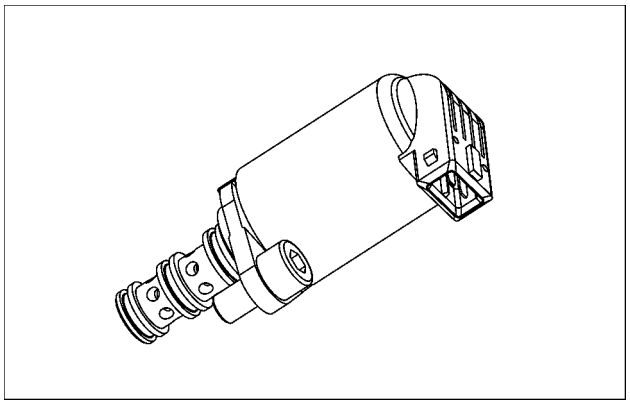
Solenoid valve Y59

Supply (timed)	from SGR
Speed	**200 Hz**
Voltage (measured with DMM)	**7,1 V**
Internal resistance	**2,5 ±0,06 Ω**
Duty cycle	**100 %**
Insulation resistance	> **100 k Ω**
Current draw	**2,8 A**
Tightening torque	**30 Nm** (**22 lb ft**)

[ZASx0xxxx→]



SS12D193 3



SS12D214 4

Solenoid valve Y59

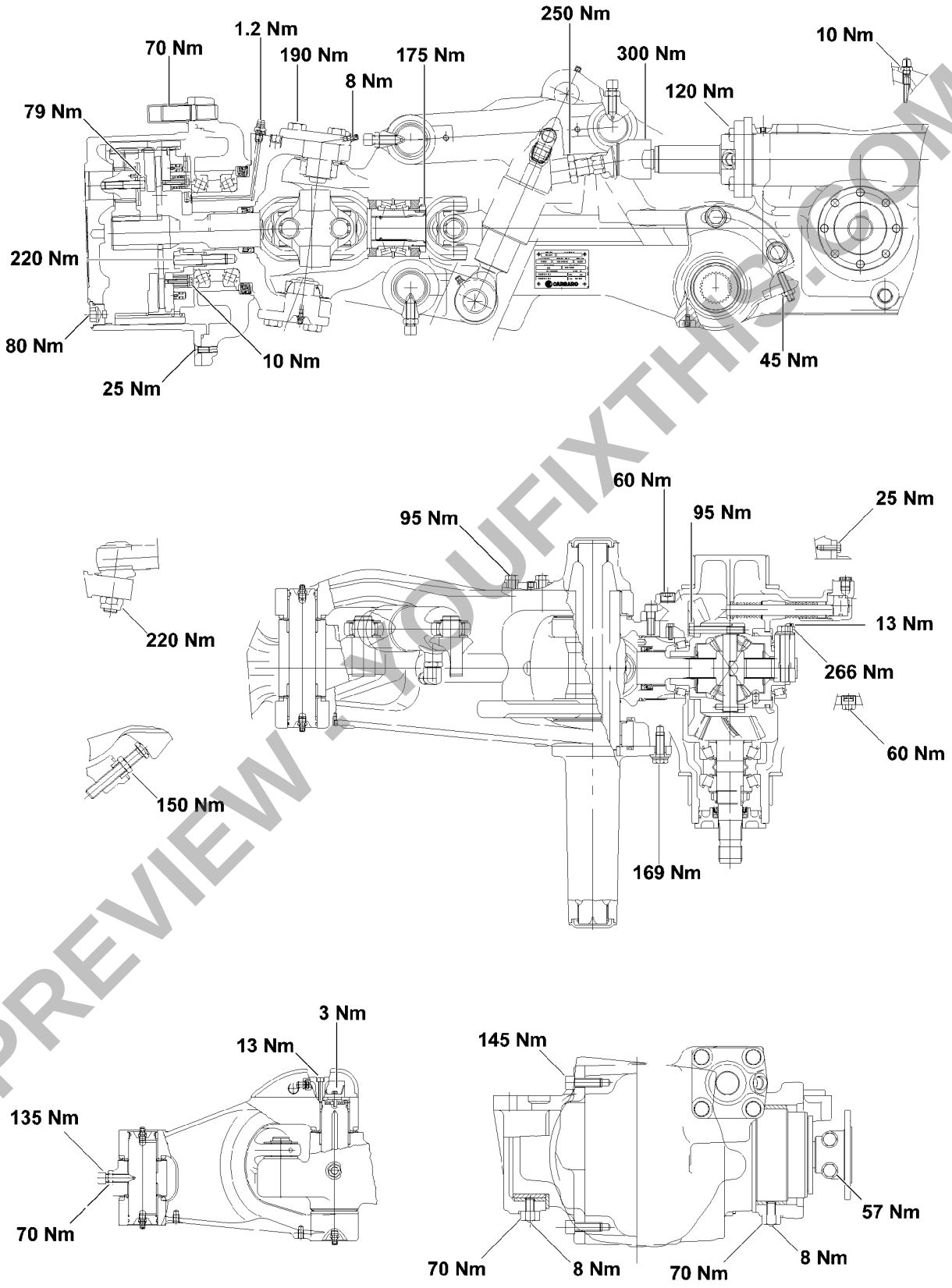
Design	3/2 slip-in valve
Rated voltage	**12 V**
Supply Voltage	**10.5 - 14.5 V**
Rated resistance (**20 °C** (**68 °F**))	**7.2 Ω**
Duty cycle	**100 %**
Rated current	**1 A**
Rated output	**20 W**
Oil temperature	**-30 - 90 °C** (**-86 - 194 °F**)
Max. Input pressure	**50 bar** (**725 psi**)
Operating pressure	**20 bar** (**290 psi**)
Ambient air temperature	**-30 - 90 °C** (**-86 - 194 °F**)
Insulation resistance	**> 100 k Ω**
Tightening torque	**10 Nm** (**7.4 lb ft**)

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Powered front axle - Torque

CVX 140 Vorderachse 20.25S, CVX 150 Vorderachse 20.25S, CVX 160 Vorderachse 20.25S



SS04M022 1

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Rear axle - Remove

⚠ WARNING

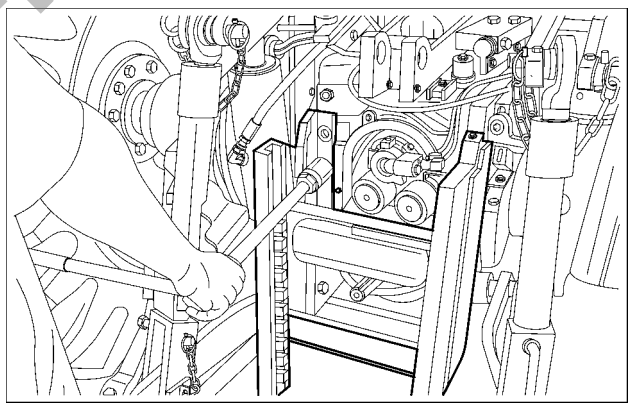
Jack stands can slip or fall over. Dropping, tipping, or slipping of machine or its components is possible.
DO NOT work under a vehicle supported by jack stands only. Park machine on a level surface. Block wheels. Support machine with safety stands.
Failure to comply could result in death or serious injury.

W0069A

Before you start to remove the rear axle, please note the following points:

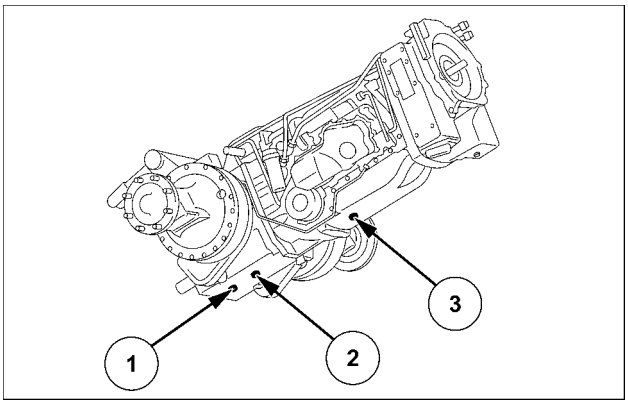
- Clean the tractor carefully, especially the areas around the rear axle.
- Park the tractor on solid, even ground, apply the parking brake and lower the front-axle with independent single-wheel suspension (if present) until it rests against the lower mechanical stops. Turn off the engine and remove the key from the ignition.
- Position stop-blocks beneath the front and rear wheels.
- Block the front axle oscillating bearing using wooden blocks.

1. Remove the height-adjustable trailer coupling and hitch trailer coupling (if present).



SS12B127 1

2. Drain the gear oil at drain plugs **(1)**, **(2)** and **(3)** into a suitable container (min. **70 l** (**18.5 US gal**) capacity).

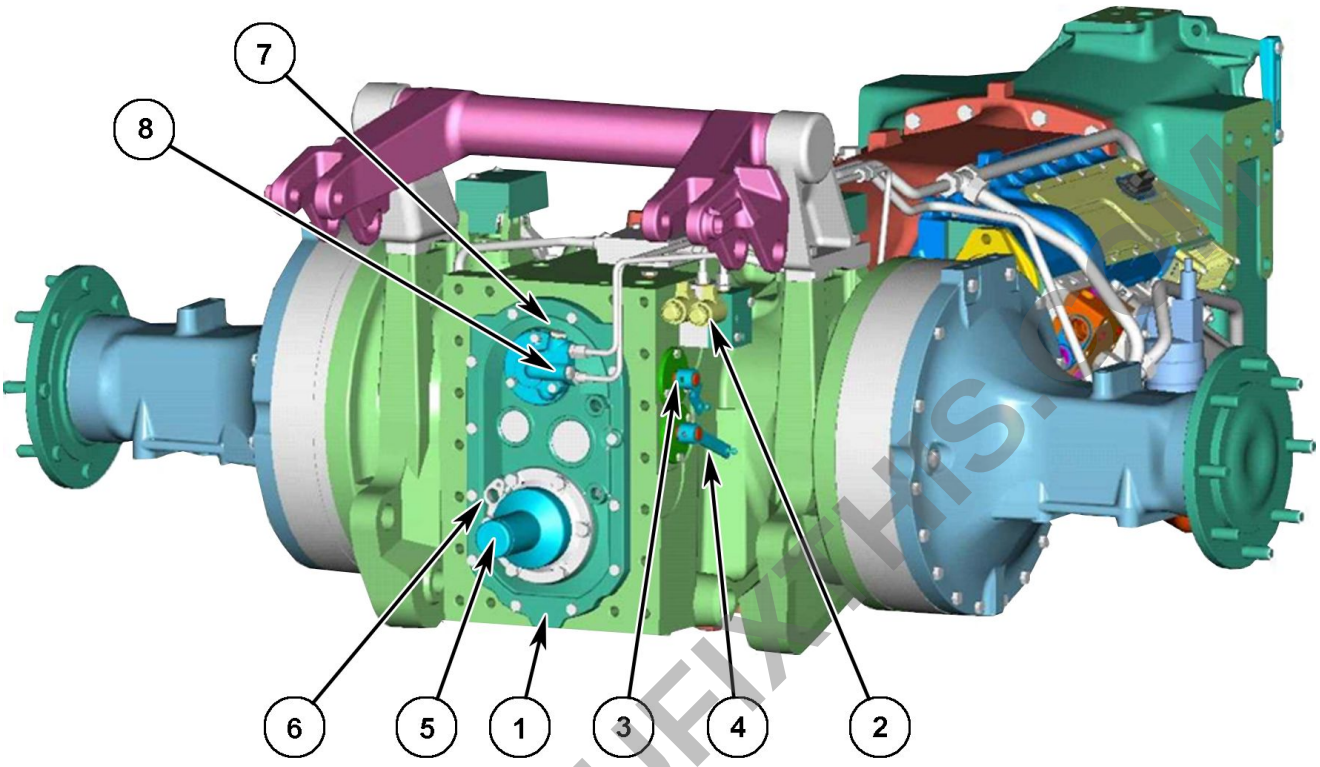


SS12B128 2

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Rear electro-hydraulic control - Overview



SS07D424 1

1. PTO transmission module
2. PTO 3/2 control valve
3. Selector lever ECO / Normal
4. Selector lever 540 / 1000
5. PTO base (inter-changeable when dry)
6. PTO speed sensor
7. PTO lubrication slide
8. Lubrication oil line

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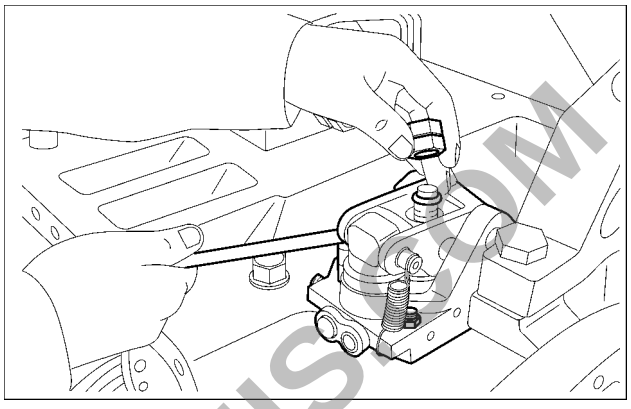
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Brakes - Disassemble

Prior operation:
Remove the axle trumpet housing — see **Planetary and final drives - Disassemble (27.120)**.

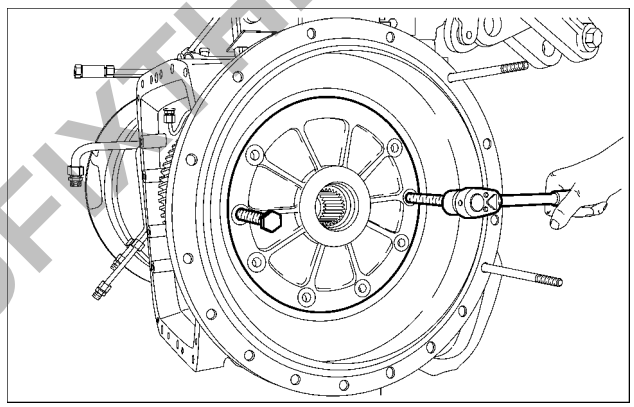
1. Remove the brake line.
   Remove the two nuts and washer from the drawbar.
   Undo the screws and remove the brake cylinder.

ATTENTION: *No further dismantling of the actuation unit is permitted (safety component). The actuation unit is supplied as a complete component.*



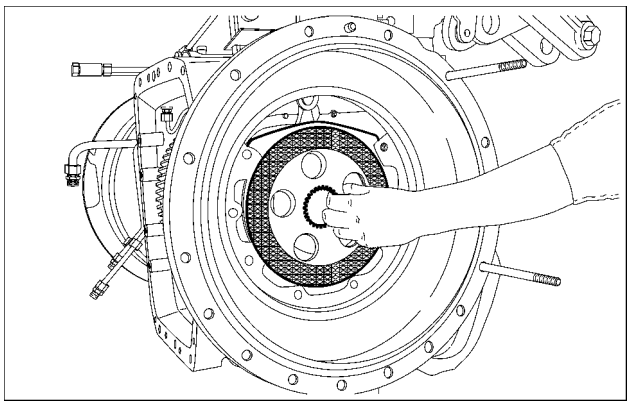
SS12E352 1

2. Pull out the pinion shaft and undo the bolts.
   Then pull the brake plate from the rear axle housing complete with two M16 bolts.



SS12E353 2

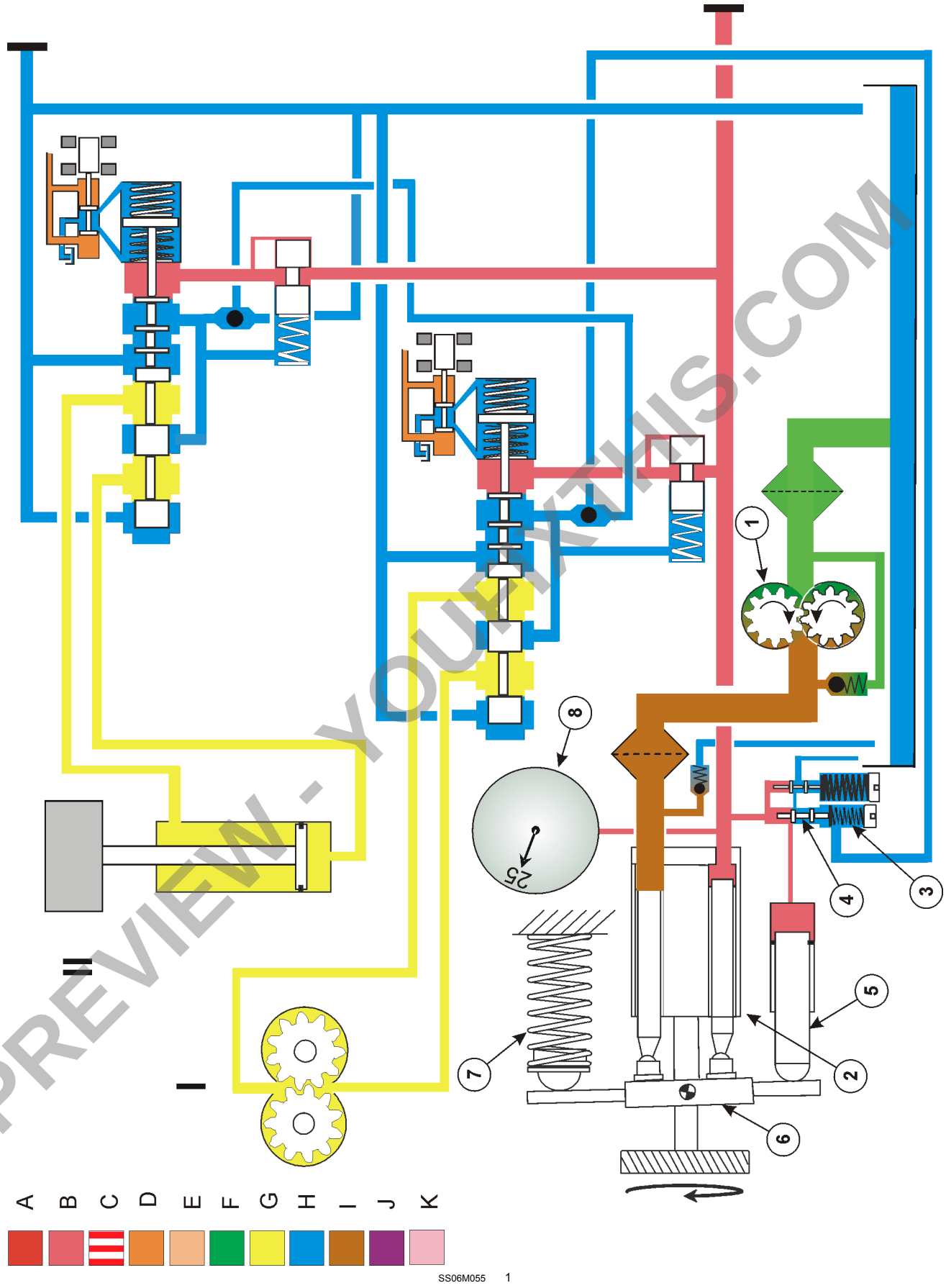
3. Remove the outer disc set.



SS12E354 3

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SS06M055 1

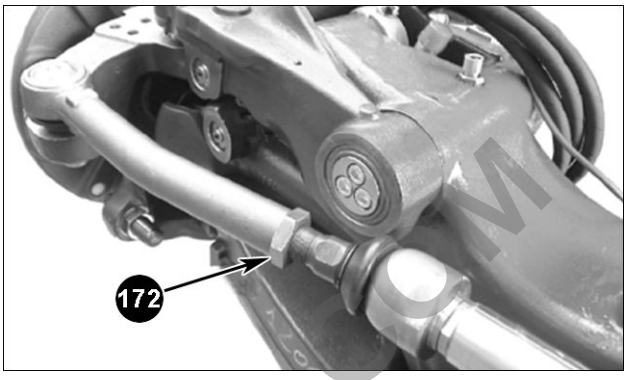
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Steering cylinder - Remove

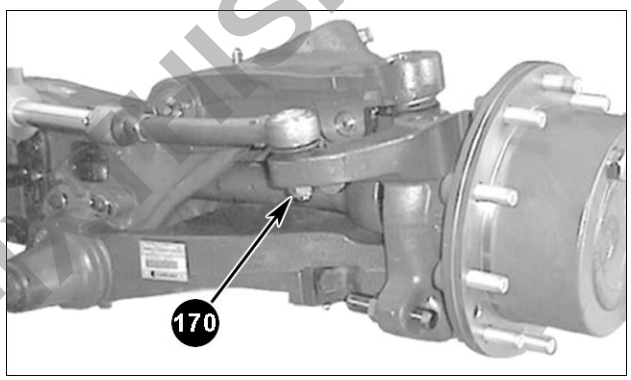
CVX 175, CVX 195

1. Loosen lock nut **(172)**.



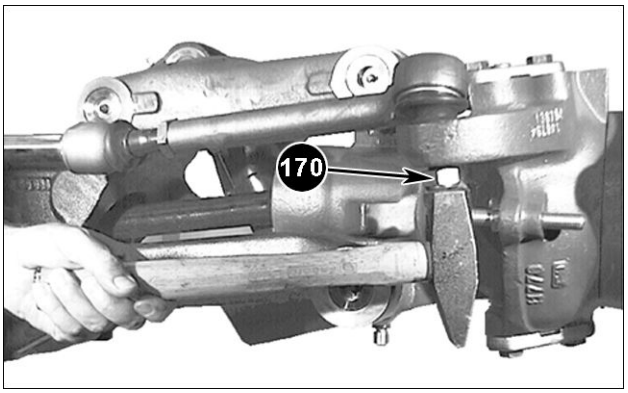
SD01M012 1

2. Loosen **(170)** nut.



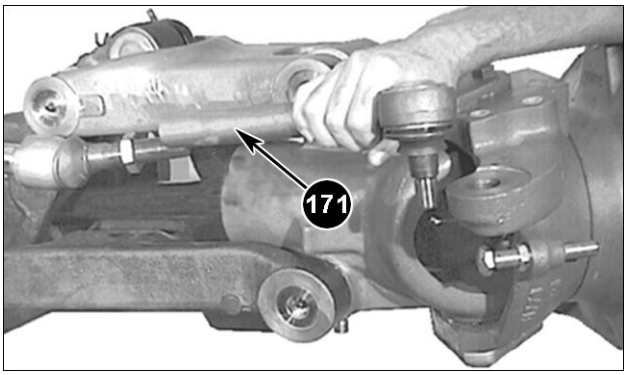
SD01M013 2

3. Align nut **(170)** with journal of tie rod joint. Use a soft hammer to separate the tie rod joint from the steering knuckle housing.



SD01M014 3

4. Unscrew tie rod **(171)**.



SD01M015 4

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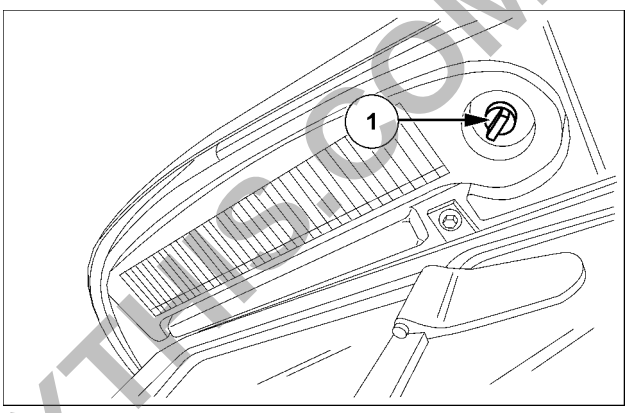
Air filter - Cleaning

Before servicing the air filters, switch off the blower. Close all the windows and a door. Slam the other door firmly shut. The resultant counter pressure will release most of the dirt on the bottom of the filter.

NOTICE: *Never remove the filter by the paper layers as this will damage the filter.*

Fresh air filter

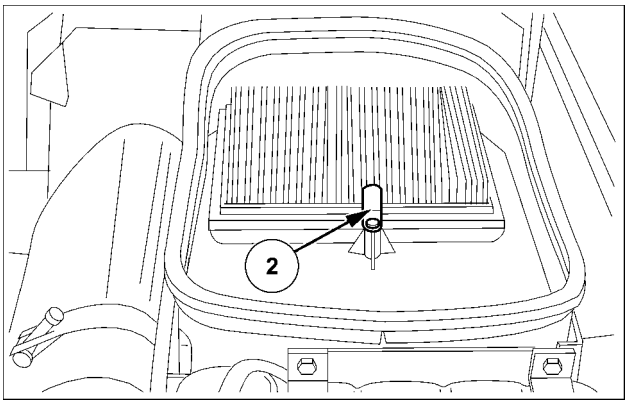
1. Loosen screw plug **(1)** and remove the fresh air filter.



SS12K103 1

Heating filter

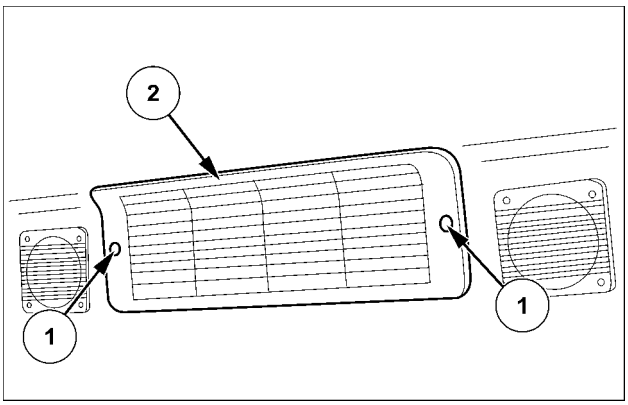
2. Raise the hood. Raise the bracket and remove the heating filter.



SS12K104 2

Recirculation Filters

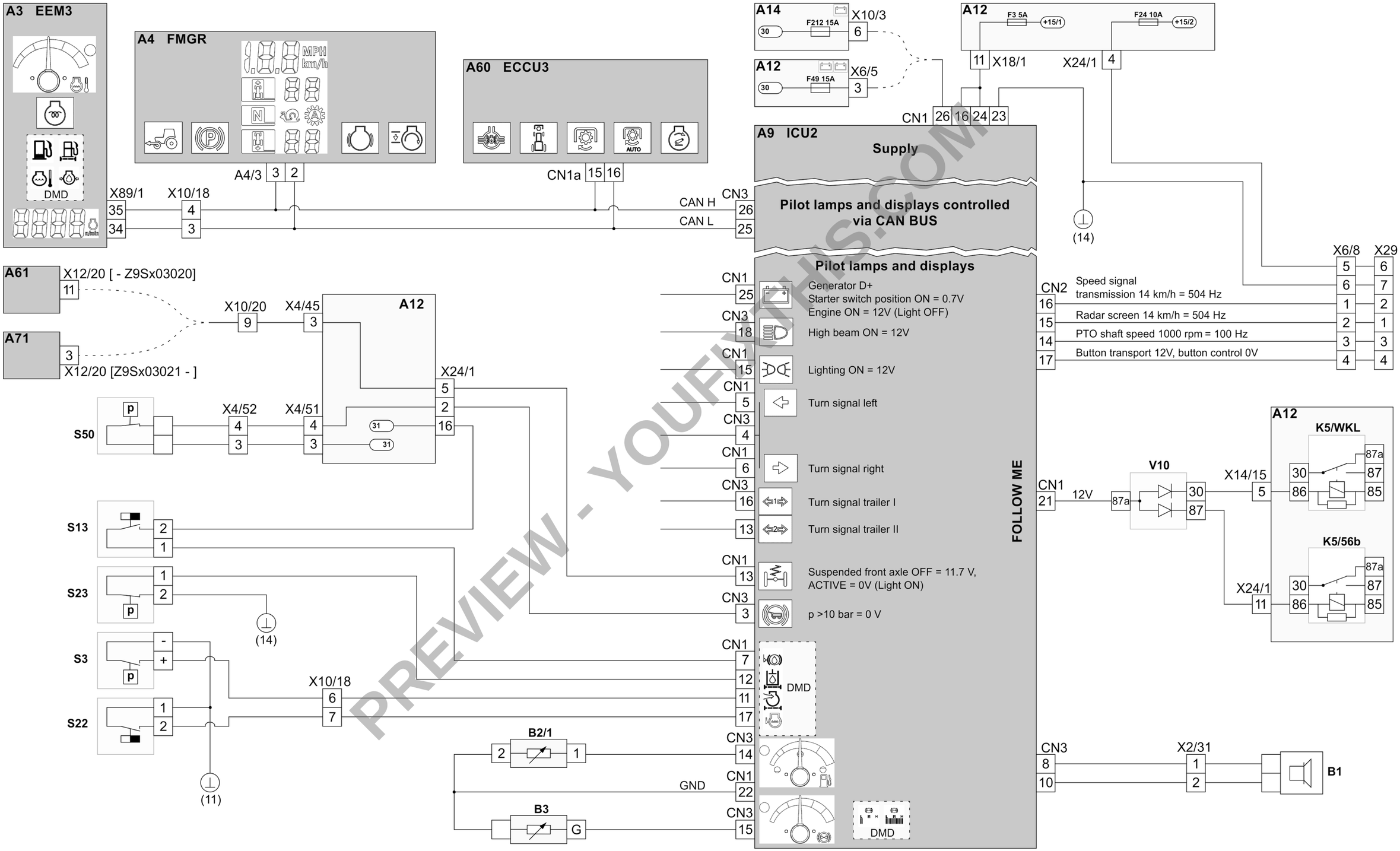
3. Undo screws **(1)** and remove filter cover **(2)**. Remove the recirculation filter.



SS12K105 3

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1

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Engine cooling system - General specification

Coolant temperature - indicator and monitoring (signal from sensor B22)

Display on ICU2	analogue
Warning on ICU2, when temperature	> 106 ± 3° C
Error code EEM112	
Audible alarm (extra), when temperature	> 113 ± 3° C
Error code EEM113	

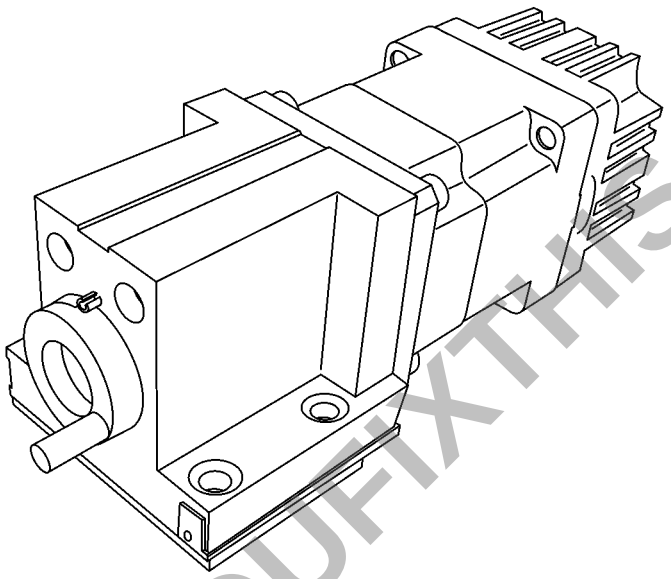
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Hydrostat or hydrostatic unit - Static description (step motor)

Introduction

The control unit (A23 Linde Electronics) is used to control a hydrostatic engine transmission unit using a step motor (A24).
This unit is intended for use in continuously adjustable mechanical-hydraulic power-split S-Matic transmissions.
The transmission allows a continuously adjustable driving operation with uninterruptible force flow within the entire speed range of **0.04 - 50 km/h**.



SS10E020 1

Transmission control unit (SGR A21)

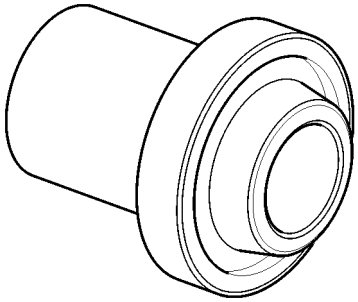
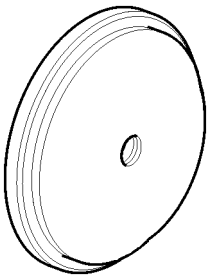
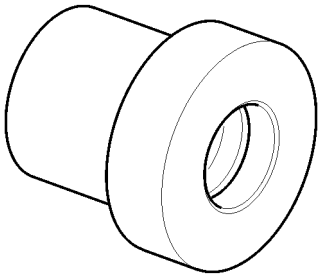
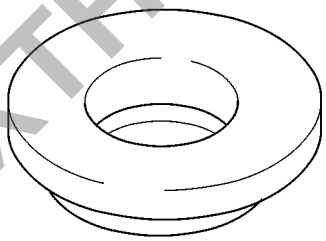
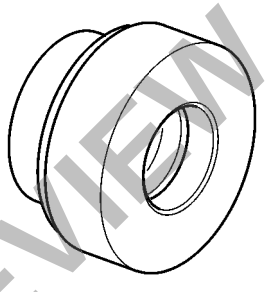
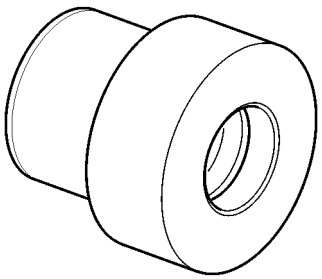
This control unit (A21) supplies the step motor control (A23) with switched vehicle voltage, provides the desired captive washer position (angle target value) via a PWM signal, and receives status information back in the form of a PWM signal.

Step motor (A24)

The 2-pole step motor with index sensor for identifying the **0 °** captive washer position and step losses.

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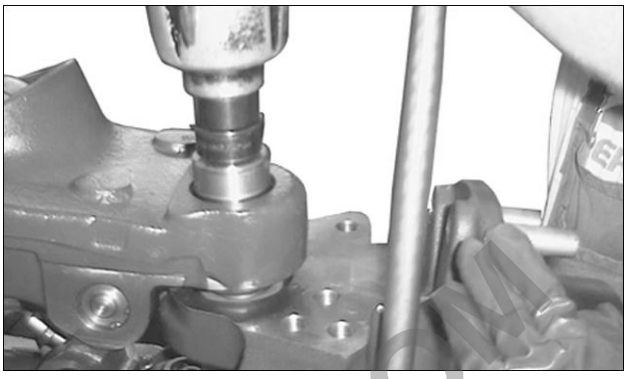
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Drift for cassette seal ring on bevel pinion  7 380000022	Drift for cassette seal ring - wheel hub  8 380001489 (CAS 2486) 180x150x14.5/16
Drift for bush in steering knuckle  9 380000024	Drift for seal ring in protective tube  10 380000443
Drift for seal ring in steering knuckle  11 380000032	Drift for needle bearing in protective tube  12 380000448 (294165-6)

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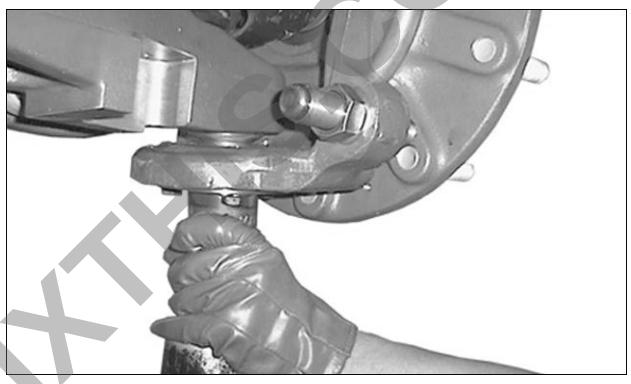
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8. Unscrew the hex nut **(50)** from the upper ball joint.



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9. Unscrew the hex nut **(63)** from the lower ball joint.

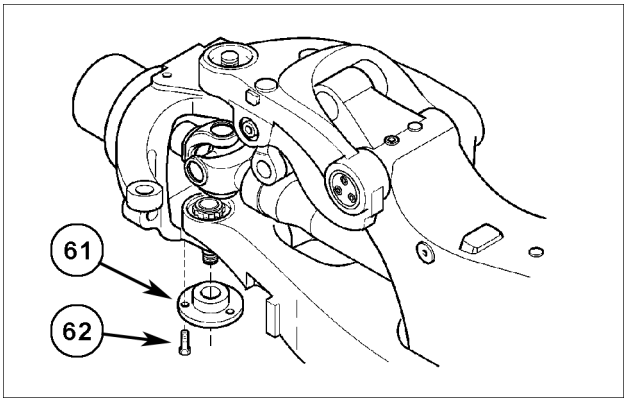


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10. Unscrew the mounting bolts **(62)** from the lower flange. Remove the lower flange **(61)**.

NOTE: *If the ball joint jams in the flange, bolt on the nut and position such that it is flush with the end of the journal. Use a lever to push between the knuckle housing and spring arm, while separating the ball joint from the flange using a soft hammer.*

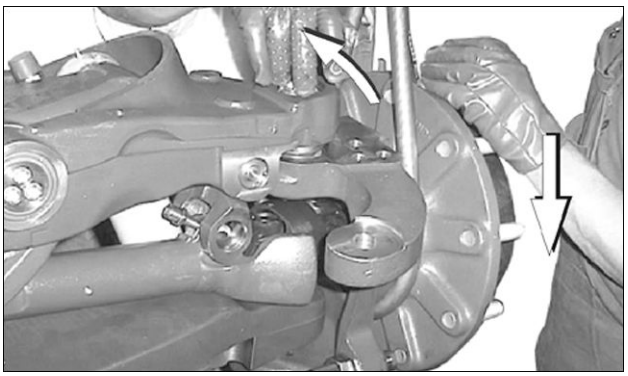
NOTICE: *Always replace the nuts on the ball joints.*



SS01M019 10

11. Slowly lower the knuckle housing until the upper spring arm becomes free.

NOTE: *Do not damage the ball joint thread.*

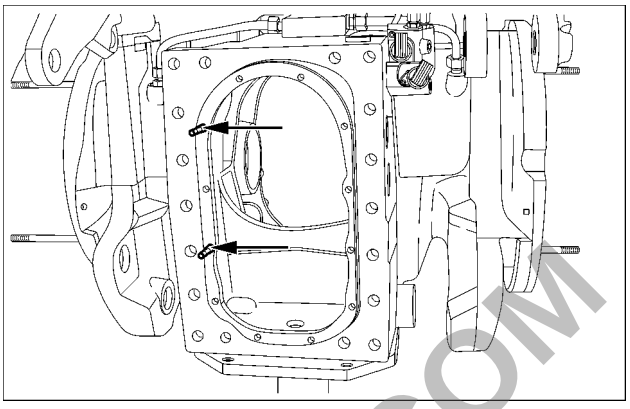


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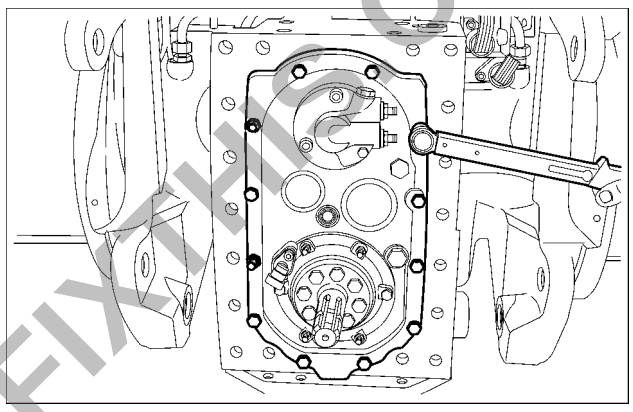
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50. Spray the stud threads with **LOCTITE® 243**.
Insert the studs and tighten to **17 Nm** (**12.5 lb ft**).



SS12E453 50

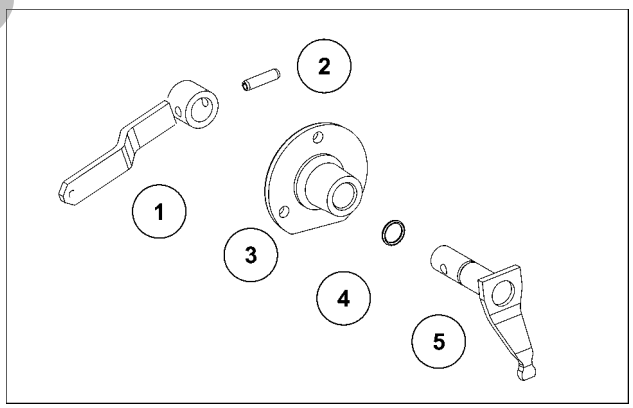
51. Spray the flange surface with **LOCTITE® 518**.
Thread the PTO drive into the rear axle housing and secure using bolts and nuts.
Tighten the bolts and nuts to **46 Nm** (**33.9 lb ft**).



SS12E454 51

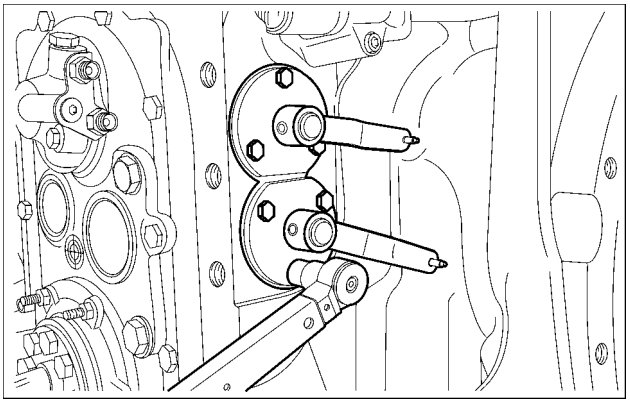
52. Pre-assemble both PTO switches.
(1) Lever
(2) Roll pin
(3) Flange
(4) O-ring
(5) Selector shaft

NOTE: *Grease the O-rings with industrial Vaseline.*



SS12E460 52

53. Spray the flange surfaces with **LOCTITE® 518**.
Insert both XX into the rear axle housing and secure with screws.
Tighten the screws to **23 Nm** (**17 lb ft**).



SS12E456 53

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CCLS hydraulic system with the priority valve LT 41, suspended front axle and steering valve LAGZ 220/60-21 LD (reversing unit).

1. Inlet filter
2. Pump unit
3. Feed pump
4. Feed oil circuit pressure limiting valve
5. Test connection, **P** feed pump
6. Pressure filter
7. Safety valve
8. Variable displacement pump
9. Control switch, feed pressure
10. Control slider, flow
11. Control slider - max. pump pressure
12. Test connection, pump pressure
13. Pressure valve (pump cooling)
14. Return collection plate
15. Priority block **LT41**
16. Adapter plate
17. Priority valve - steering
18. free
19. free
20. free
21. **P1** system pressure valve
22. Test connection, **LS** pressure
23. free
24. free
25. free
26. free
27. free
28. free
29. free
30. free
31. free
32. free
33. free
34. Connecting plate
35. free
36. Test connection **P1**
37. Accumulator
38. free
39. **EDC** control unit
40. Power lift cylinder
41. Auxiliary control unit **AUX1**
42. Auxiliary control unit **AUX2**
43. Auxiliary control unit **AUX3**
44. End plate
45. Steering valve **LAGZ 220/60-21/LD**
46. Pressure limiting valve
47. Chamber shut-off valves
48. Steering cylinder
49. Main brake cylinder, left
50. Main brake cylinder, right
51. free
52. Wheel brake cylinder, right rear axle
53. Wheel brake cylinder, left rear axle
54. free
55. free
56. Heat exchanger (hydraulic oil/transmission oil)
57. to the transmission oil cooler
58. from the transmission oil cooler
59. free
60. Steering valve for reversing unit **LAGU 160/80-12/LD**
61. Hose safety valve
62. **LS** shuttle valve
63. Reversing valve, normal - emergency steering

Abbreviations

M	Gauge connection	**T**	Tank
R	Return feed	**S**	Suction line
P	Pump (pressure)	**L**	Leakage oil line
G1	Cooling oil line	**LS**	Load sensing line
LD	Dynamic load **(LS)**	**P1**	Pilot pressure for **AUX**
RP1	Return for **P1**	**AUX**	Auxiliary control units
TB	Hydraulic trailer brake (**Trailer Brake**)	**SI**	Control wire, service brake

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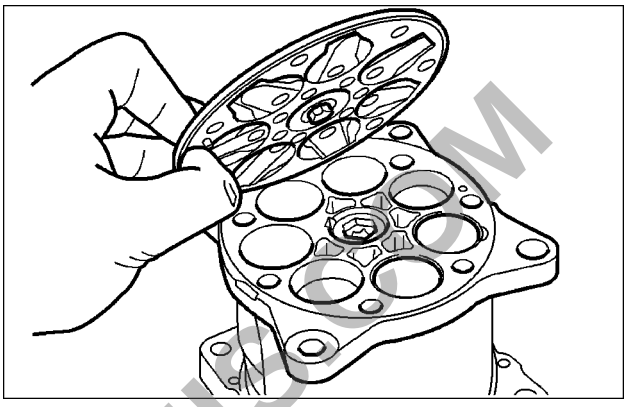
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Air-conditioning compressor Cylinder head - Assemble

Prior operation:
Air-conditioning compressor Cylinder head - Disassemble (50.200)

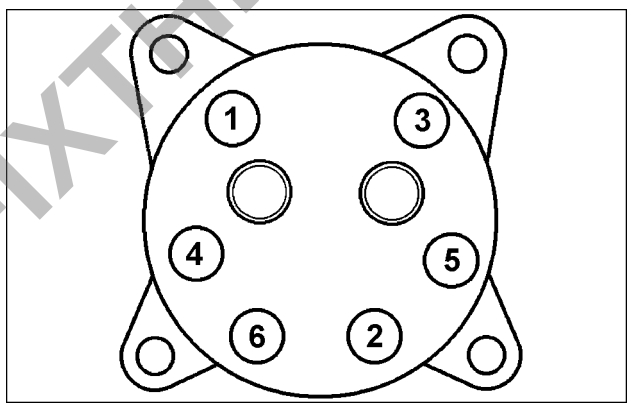
1. Spray the top side of the plate valve with clean cooling unit oil. Place the plate valve and seals on the compressor.

NOTE: *The plate valve must be fitted such that the center pins are in the intended bores.*



SS05E060 1

2. Fit the cylinder head.
Insert screws and tighten to **20 Nm** (**14.8 lb ft**) following the sequence shown. Then tighten to the final torque of **34 Nm +/- 5** (**25.1 lb ft +/- 3.7**).

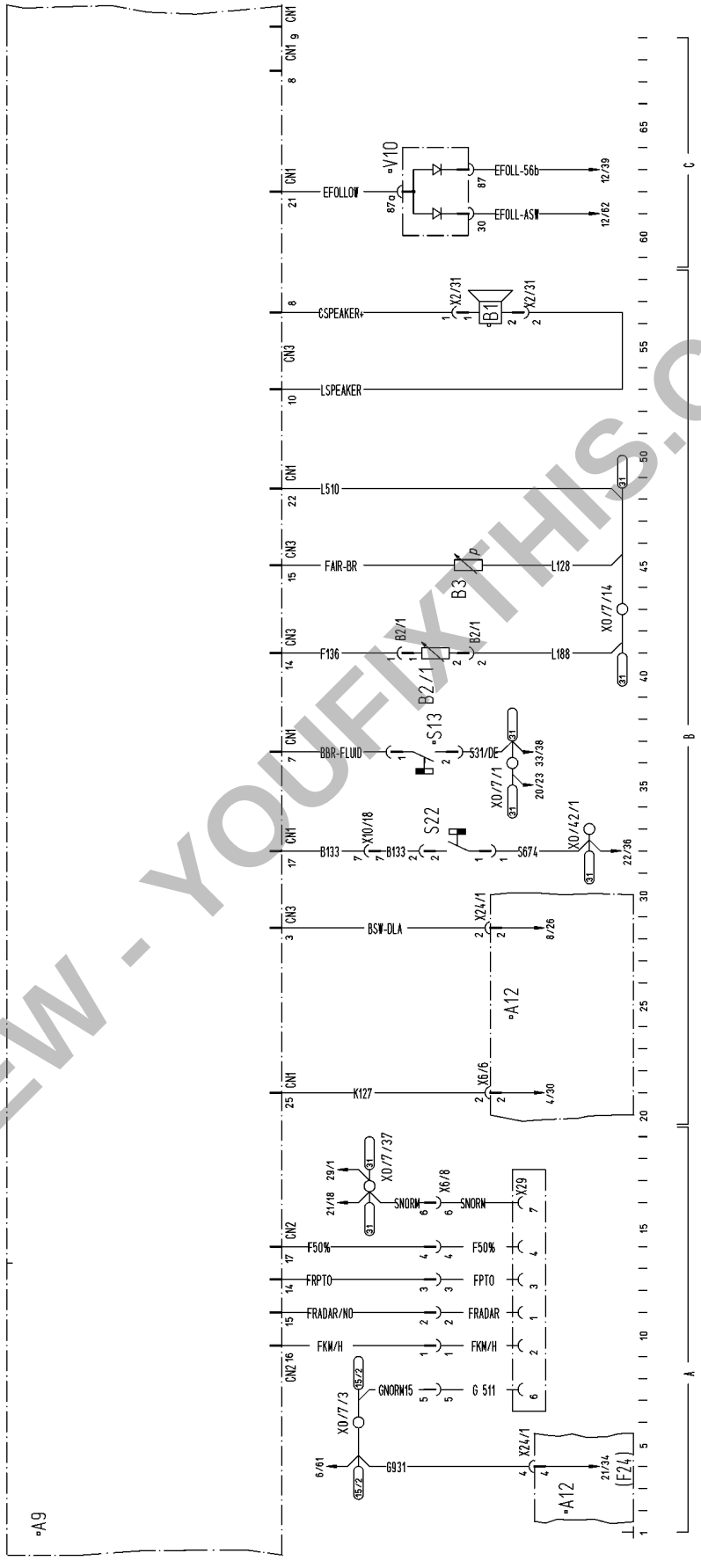


SS05E061 2

Next operation:
Air-conditioning compressor - Install (50.200)

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SS10A083 1

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Wire harnesses - Electrical schematic frame 35 Vehicle/engine/ gearbox controller (FMGR)

CVX 140 Doppel-Batterie, CVX 150 Doppel-Batterie, CVX 160 Doppel-Batterie, CVX 175 Doppel-Batterie, CVX 195 Doppel-Batterie

Sections

A FMGR supply
B Clutch switch **80 %** on reversing unit
See **Wire harnesses - Electrical schematic frame 34 (55.100)** for variant
C Clutch angle encoder on reversing unit
See **Wire harnesses - Electrical schematic frame 34 (55.100)** for variant
D Accelerator pedal potentiometer on reversing unit
See **Wire harnesses - Electrical schematic frame 34 (55.100)** for variant

Grounding points

14 Cab floor

NOTE: *Spot welds are depicted in the circuit diagram with the identification X0/../.. (e.g. X0/28/13)*

Color coding table							
A	Red	B	Beige	C	White	D	Yellow
E	Grey	F	Green	G	Violet	H	Orange
K	Light blue	L	Brown	M	Ground Strap	N	Pink
P	No color	S	Black				

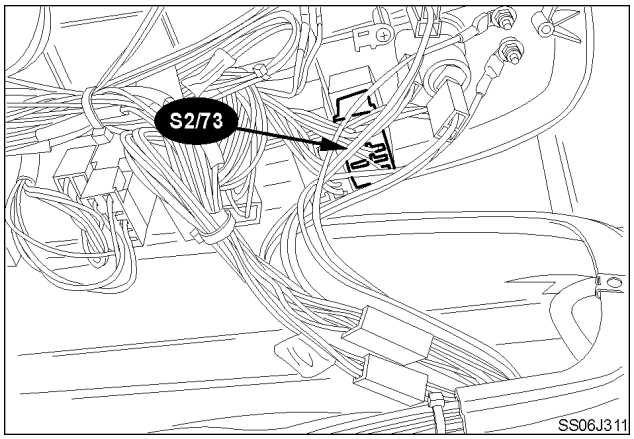
Components

A3	EEM3 controller	**K5/62**	Accelerator pedal relay, rear, reversing unit
A4	FMGR box	R8	Accelerator pedal potentiometer
A4/1	FMGR plug, white	R8/1	Accelerator pedal potentiometer, reversing unit
A4/3	FMGR plug, blue	**S46**	Clutch switch **80 %**
A4/4	FMGR plug, gray	**S46/1**	Clutch switch **80 %** reversing unit
A12	Central print	**X4/70**	Cab - wiring harness connector - accelerator pedal
B17	Clutch angle encoder	**X4/70/1**	Accelerator pedal connector, reversing unit
F10	Supply fuse, FMGR, Potential 30	**X10/18**	Cab - motor wiring harness connector
F47	Supply fuse, FMGR, Potential 15/1	**X24/2**	Central print plug — cab wiring harness
K5/61	Accelerator pedal relay, front, reversing unit	**X89/1**	EEM3 controller plug - motor wiring harness

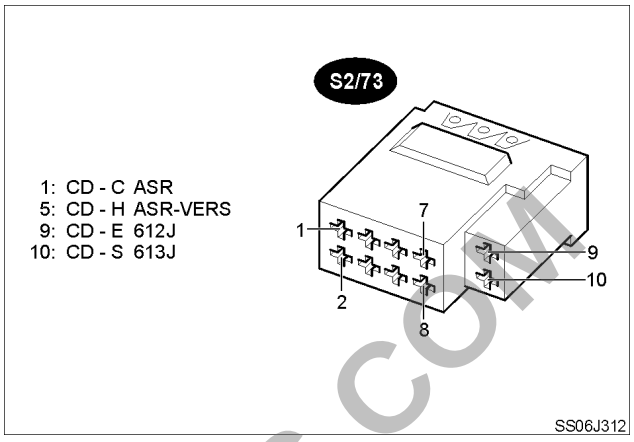
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S2/73 - Plug, switch, slip control

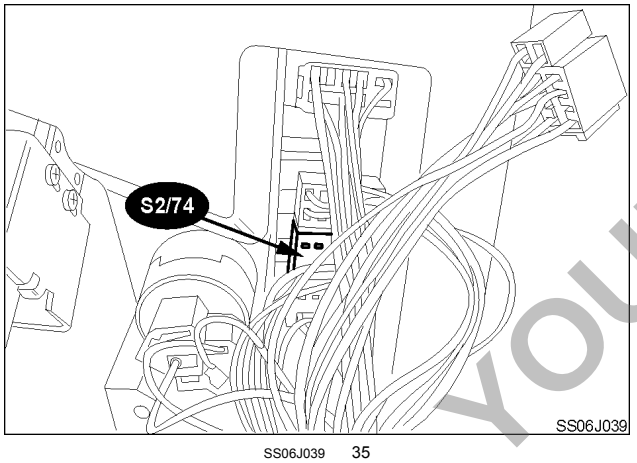


SS06J311 33

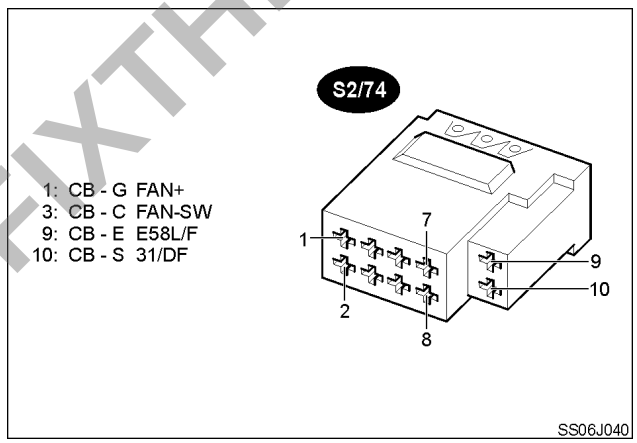


SS06J312 34

S2/74 - Plug, push button, reversible fan

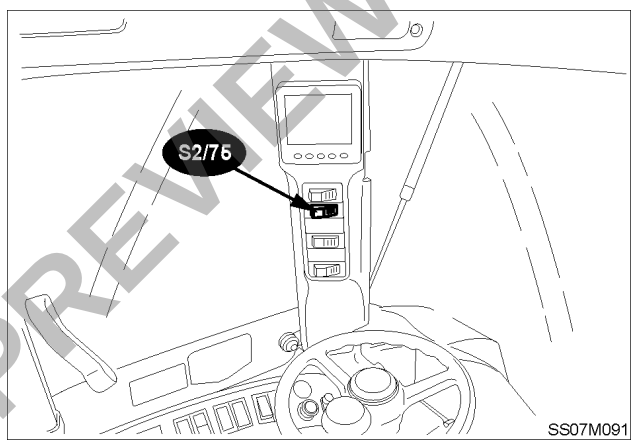


SS06J039 35

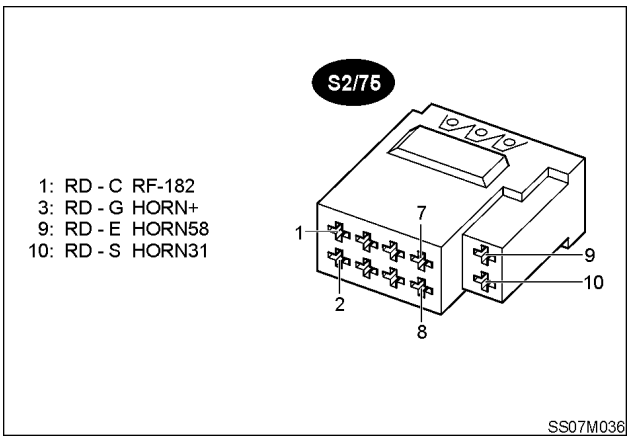


SS06J040 36

S2/75 - Plug, push button, horn, reversing unit



SS07M091 37



SS07M036 38

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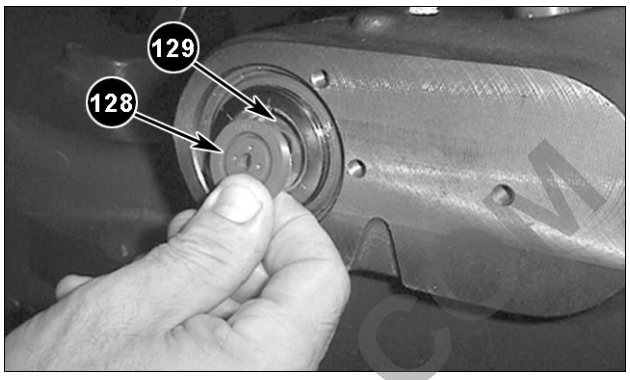
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Suspended axle sensor Suspension position sensor - Install

CVX 175, CVX 195

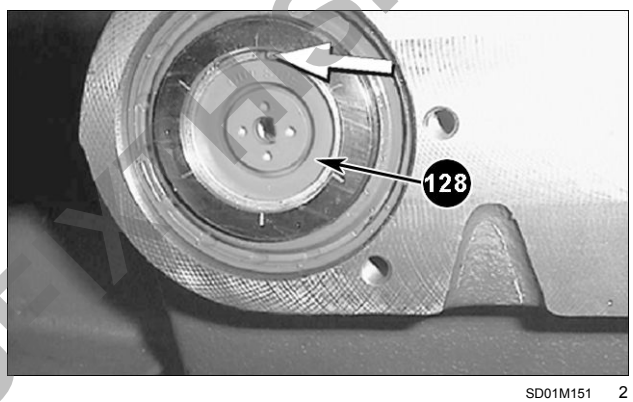
1. If the retaining ring **(129)** has been removed, coat its peripheral surface with LOCTITE 542 and insert into the bearing bolts.

NOTE: *The groove in the retaining ring must line up with the fixing screw of the bearing bolt on the upper spring arm.*



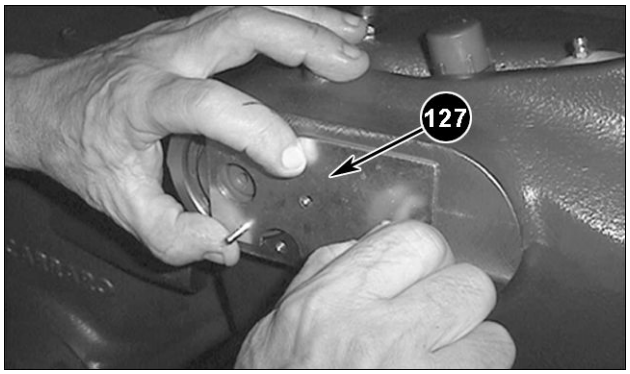
SD01M150 1

2. Insert the rubber washer **(128)** so that the lug **(129)** protrudes into the groove in the retaining ring. The lettering "OUTSIDE" must be facing outwards.



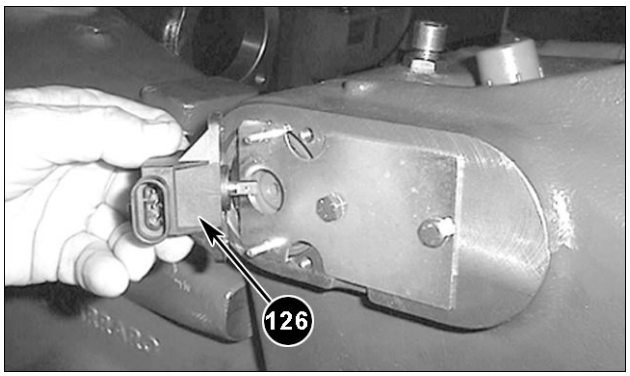
SD01M151 2

3. Position the bracket **(127)** on the upper spring arm. Insert the screws and tighten only gently for the time being.



SD01M152 3

4. Attach the sensor **(126)** to the bracket. Push the sensor shaft into the rubber washer.



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