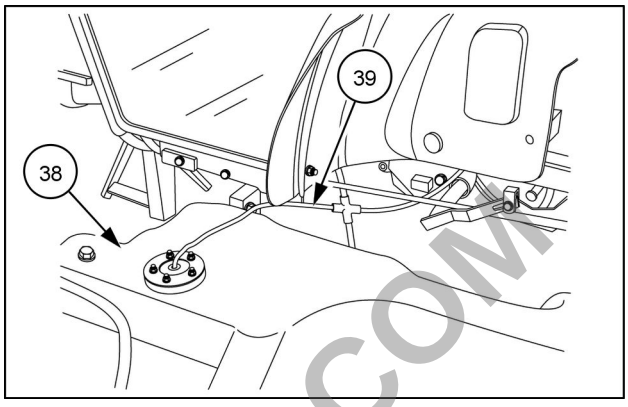
General specification

	Model Farmall®35C Hydrostatic/Mechanical	Model Farmall® 40C Hydrostatic/Mechanical
Engine		
Type	Diesel	Diesel
Model	L3C19-T5	L3C19–T4
Emission level (tier)	Tier 4B (final)	Tier 4B (final)
Aspiration	Turbo	Turbo
Engine gross horsepower	**26 kW** (**35 Hp**)	**29 kW** (**39 Hp**)
Cylinders	3	3
Bore	**88.000 mm** (**3.465 in**)	**84 mm** (**3.3 in**)
Stroke	**103.000 mm** (**4.055 in**)	**103.000 mm** (**4.055 in**)
Displacement	**1879 cm³** (**114.7 in³**)	**1879 cm³** (**114.7 in³**)
Compression ratio	17.0:1	17.0:1
Firing order	1-2-3	1-2-3
Low idle speed	**850 RPM**	**850 RPM**
Maximum speed :		
High Idle	**2800 RPM**	**2800 RPM**
Rated	**2600 RPM**	**2600 RPM**
Valve clearance (cold)		
Intake	**0.2 mm** (**0.008 in**)	**0.2 mm** (**0.008 in**)
Exhaust	**0.2 mm** (**0.008 in**)	**0.2 mm** (**0.008 in**)
Block type:		
	Cast iron	Cast iron
Lubrication:		
	Pressure feed w/ trochoid pump	Pressure feed w/ trochoid pump
Capacities		
Fuel tank	**47.0 L** (**12.4 US gal**)	**47.0 L** (**12.4 US gal**)
Cooling system	**7.5 L** (**7.1 US qt**)	**7.5 L** (**7.1 US qt**)
Engine crankcase:		
With Filter	**5.0 L** (**5.3 US qt**)	**5.0 L** (**5.3 US qt**)
Rear axle & transmission (Includes hydraulics)		
Mechanical	**32 l** (**8.5 US gal**)	**32 l** (**8.5 US gal**)
HST	**32.0 l** (**8.5 US gal**)	**32.0 l** (**8.5 US gal**)
Front axle	**5.5 l** (**5.8 US qt**)	**5.5 l** (**5.8 US qt**)
Cooling system		
Type	Pressurized liquid with recirculating bypass	Pressurized liquid with recirculating bypass
Water pump:		
Type	Centrifugal	Centrifugal
Drive	V-Belt	V-Belt
Belt deflection	**10 – 13 mm** (**0.4 – 0.5 in**) when **10 kg** (**22 lb**) pressure is applied midway between belt pulleys	**10 – 13 mm** (**0.4 – 0.5 in**) when **10 kg** (**22 lb**) pressure is applied midway between belt pulleys
Fan diameter	**380 mm** (**15.0 in**)	**380 mm** (**15.0 in**)
Thermostat:		
Start to open	**82 °C** (**179.6 °F**)	**82 °C** (**179.6 °F**)
Fully Open	**95 °C** (**203 °F**)	**95 °C** (**203 °F**)
Radiator cap	**90 kPa** (**12.8 psi**)	**90 kPa** (**12.8 psi**)
Electrical system		

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Fuel tank - Install

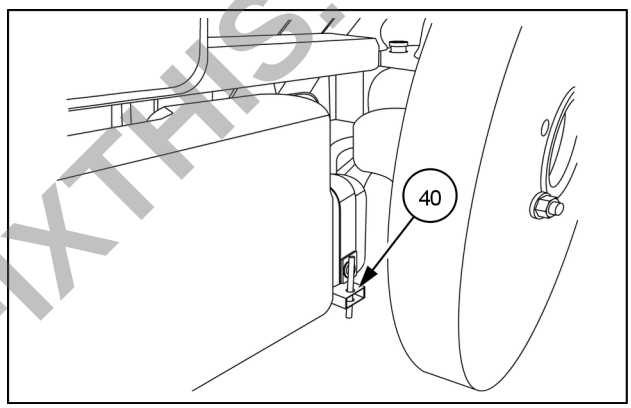
1. Raise the fuel tank **(38)** into position.
2. Connect fuel tank level sensor wire **(39)**.



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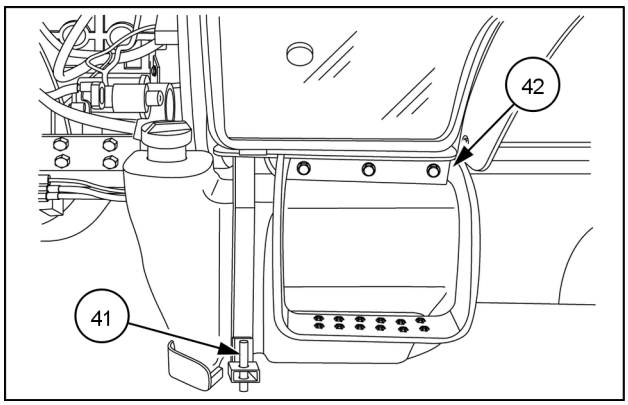
3. Install rear fuel tank support band **(40)**.

NOTE: *Left-hand rear wheel removed for clarity purposes only*



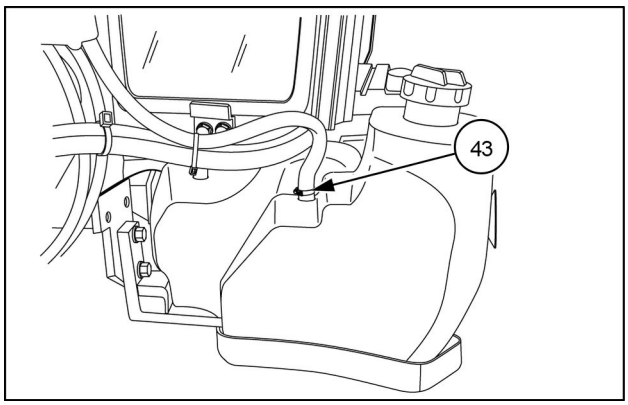
NHIL15CT00990AA 2

4. Install front fuel tank support band **(41)**.
5. Install the left side step **(42)**.



NHIL15CT00989AA 3

6. Install the fuel return hose **(43)**.

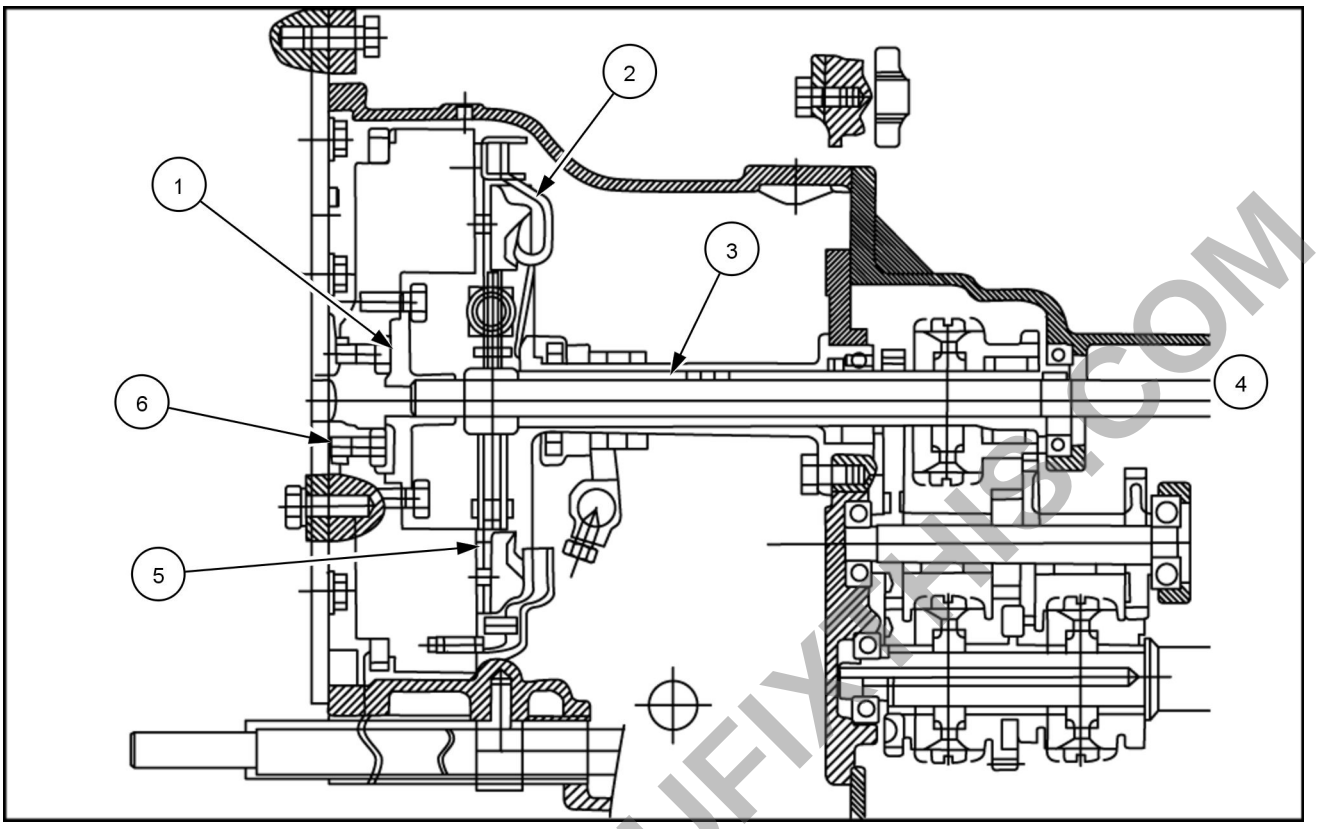


NHIL15CT00992AA 4

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Clutch - Sectional view - Gear transmission



93102267 1

Item	Description	Item	Description
(1)	Dampener	**(4)**	PTO drive shaft
(2)	Pressure plate	**(5)**	Clutch disc
(3)	Main drive shaft	**(6)**	Pilot bearing

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Transmission - 21

Mechanical transmission - 114

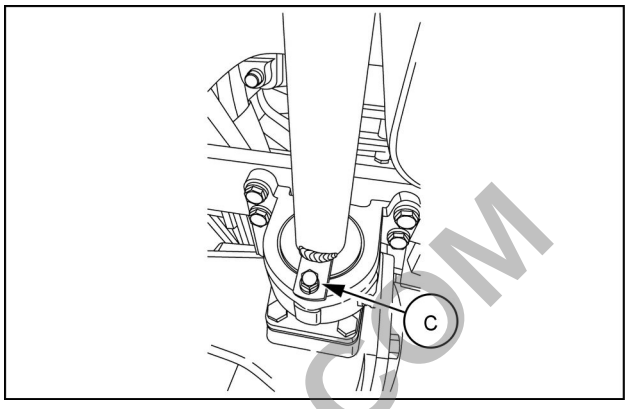
Farmall® 35C Tier 4B (final), ROPS [LSMF35CRxx0010001 - LSMF35CRPH0010029]
Farmall® 40C Tier 4B (final), Cab [LSMF40CCxx0010001 - LSMF40CCJH0010025]

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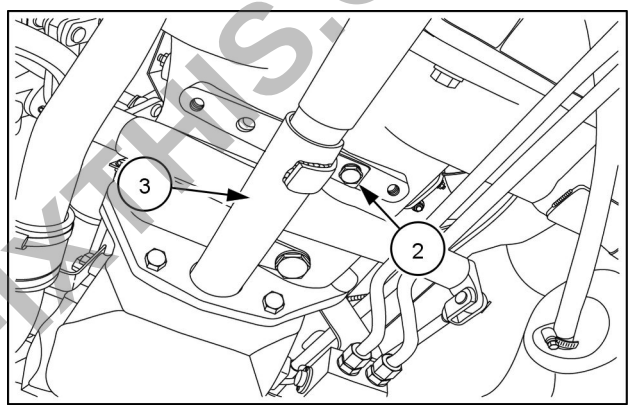
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Front drive shaft - Remove

1. Remove the M8 bolt **(1)** in the front and the M10 bolt **(2)** in the rear of the Front Wheel Drive (FWD) guard tube **(3)**.
2. Slide the guard tube toward rear of machine.

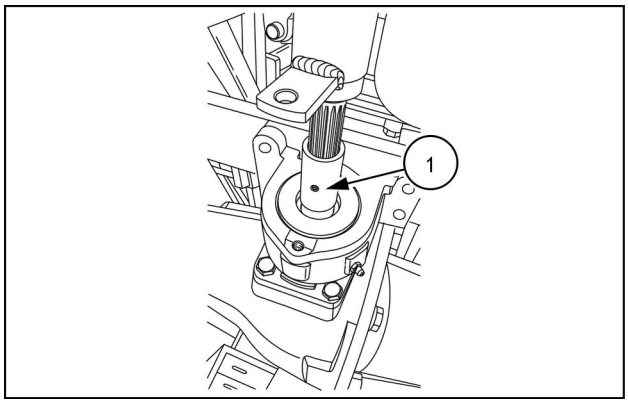


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NHIL16CT01376AA 2

3. Use a roll pin punch and a hammer and drive the roll pin **(1)** through the coupler.
4. Slide the coupler toward rear of the machine.
5. Slide guard tube forward.
6. Use a roll pin punch and a hammer and drive the roll pin **(1)** through the coupler.
7. Slide the coupler forward and remove the driveshaft.



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Powered front axle - General specification - Steering axle adjustments

Description	Standard
Steering angle	Inside **48°** Outside **38°**
King pin angle	**12°**
Camber angle	**2.5°**
Caster	**10°**
Toe in	**0 – 5 mm** (**0 – 2 in**)
Oscillation	**8° +/- 8°**
Oil class	**CASE IH AKCELA GEAR 135 H EP 80W-90** Gear Lube

Powered front axle - Torque

	Torque standard, 8.8 T	Torque standard, 10.9 T
M 8	**26.5 N·m** (**19.5 lb ft**)	**39.2 N·m** (**28.9 lb ft**)
M 10	**53.9 N·m** (**39.8 lb ft**)	**78.5 N·m** (**57.9 lb ft**)
M 12	**93.2 N·m** (**68.7 lb ft**)	**137 N·m** (**101 lb ft**)
M 14	**147 N·m** (**108 lb ft**)	**216 N·m** (**159 lb ft**)

Powered front axle - General specification

NOTICE: *The front to rear axle ratio acceptable range is listed in the following chart. This ratio is critical and must be maintained for safe and efficient use of the tractor. This ratio applies to all available tire options.*

Tractor Models	FWD Ratio Acceptable Range
Farmall®35A, 35C	1.684 : 1
Farmall®40A, 40C	1.684 : 1
Farmall® 45C	1.534 : 1
Farmall®50C	1.534 : 1
Farmall®55C	1.534 : 1

NOTICE: *The following is a list of problems that may occur if the front to rear axle ratio is not maintained.*

- Engine will lug down or stall when operating on hard surfaces.
- The front wheel drive lever will not remain in the engaged position or is difficult to disengage.
- Failure of the FWD drive line gears.
- Failure of the front axle ring and pinion gears
- Premature front axle tire wear.

NOTE: *To calculate the front to rear axle ratio, use method 1 or 2.*

Method 1 : Static Measurement

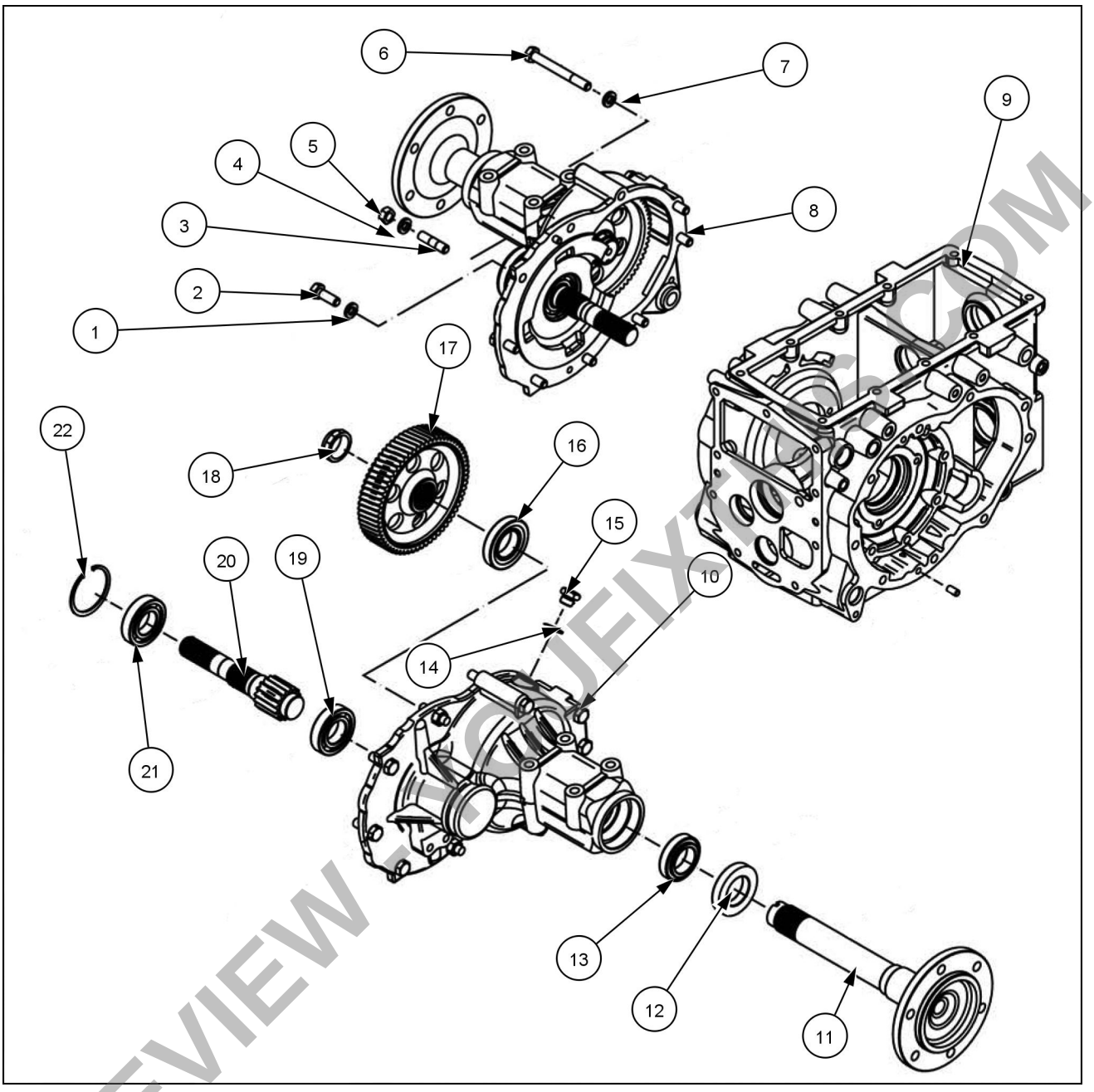
1. Obtain a measurement from the center of the front axle to the ground (Distance A) and center of the rear axle to the ground (Distance B).
2. Divide (Distance B) by (Distance A) to calculate the front to rear axle ratio. "B" ÷ "A" = Front to rear axle ratio
3. To change front to rear ratio, increase or decrease the tire inflation pressures or ballasting of the tractor.

NOTICE: *Do not exceed the tire inflation pressures recommended in the tractor operator's manual. Consult the operator's manual for the available tire sizes for the specific tractor model.*

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Planetary and final drives - Exploded view



NNHIL14CT00181G 1

(1) Washer, lock
(2) Bolt, M14 x 40mm
(3) Stud
(4) Washer, lock
(5) Nut, M14
(6) Bolt,M14 x 120mm
(7) Washer, lock
(8) Drive, final (RH)
(9) Housing, transmission
(10) Drive, final (LH)
(11) Shaft, rear axle (RH)
(12) Seal, oil
(13) Bearing, taper
(14) Seal, plug
(15) Plug
(16) Bearing, taper
(17) Gear, final drive (RH)
(18) Nut, lock
(19) Bearing, ball
(20) Shaft, final drive (RH)
(21) Bearing, ball
(22) Ring, snap

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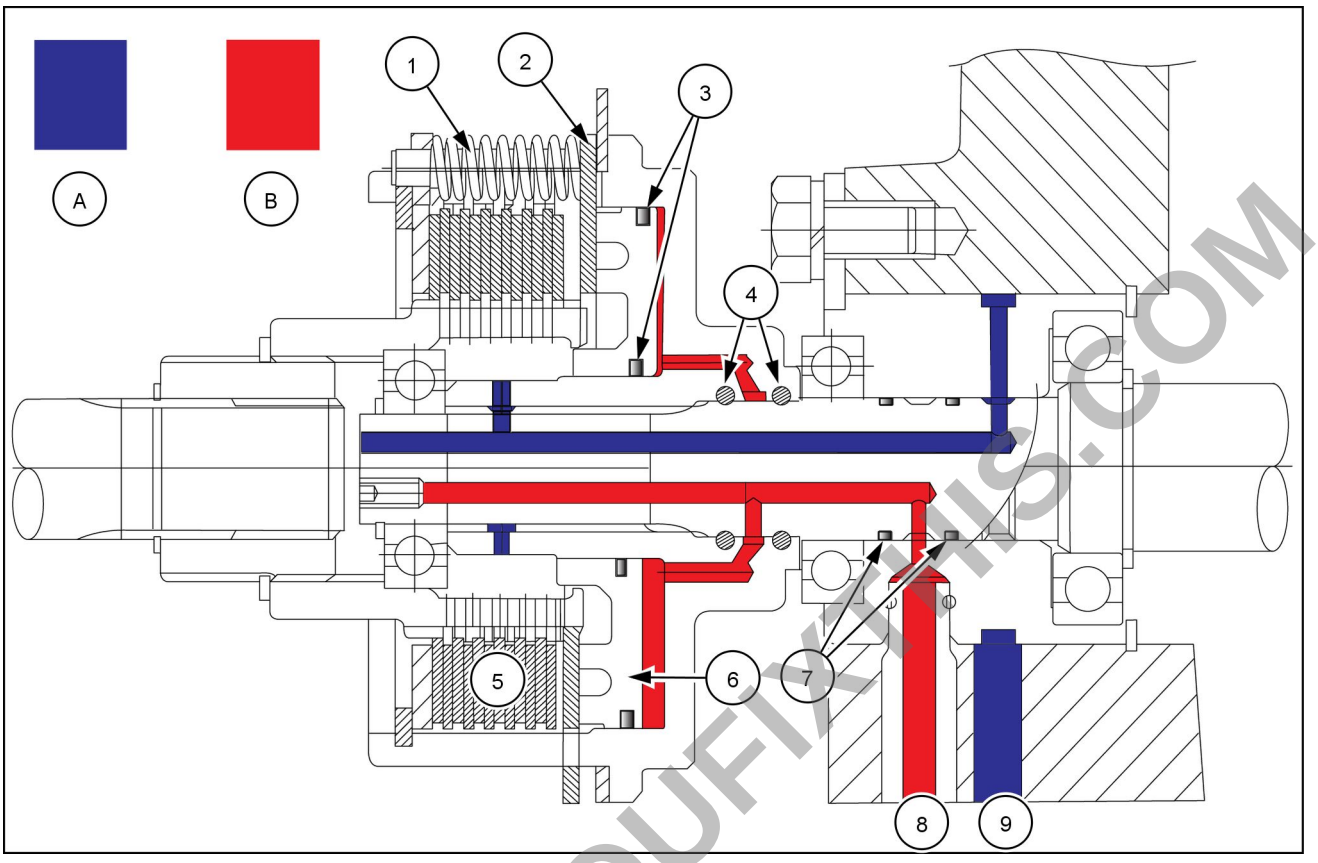
Pump and motor components - General specification

Item	Specifications	
Hydrostatic Transmission (HST) capacity	Pump	**0 – 28.17 cm³/rev** (**0 – 2 in³/rev**)
	Motor	**28.17 cm³/rev** (**2 in³/rev**)
Basic specifications	Pump swash plate angle	**0° +/- 18°**
	Direction of input rotation	Clockwise
	Charge relief set pressure	**490 – 687 kPa** (**71.12 – 99.6 psi**)@ **50 °C** (**122 °F**) , Flow = **10.8 l/min** (**3 US gpm**)
	Drain pressure	Within **98 kPa** (**14.2 psi**)
Normal operating conditions	Engine horse power	**28 kW** (**38 Hp**) @ **2700 RPM** (**2700 RPM**)
	Input rotation	**830 – 2800 RPM** (**830 – 2800 RPM**) (No load maximum) = **2900 RPM**
	Pressure difference between high and low side	**33343 kPa** (**4836 psi +/-**) **5 kPa** (**0.7111672 psi**) @ **20 l/min** (**5 US gpm**)
	Cracking pressure	> **29910 kPa** (**4338.12 psi**) @ **2 l/min** (**1 US gpm**)
	Temperature range of hydraulic oil	**10 – 80 °C** (**50 – 176 °F**)
	Driving method	Input shaft: Direct coupling
		Output shaft: Direct coupling

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Power Take-Off (PTO) clutch - Dynamic description



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Power Take–Off (PTO) clutch

Item	Function
(A)	Lube circuit
(B)	Clutch engagement circuit

PTO clutch engagement

When the Power Take–Off (PTO) is in the engaged position hydraulic oil **(B)** enters through port **(8)** from the PTO control valve. The hydraulic oil travels through the connector tube to the adaptor housing. A drilled passage in the PTO clutch shaft allows the hydraulic oil to flow toward the PTO clutch piston **(6)**. Seal rings **(7)** help keep the pressurized hydraulic oil from leaking when transferring from the adaptor housing to the PTO clutch shaft. A perpendicular passage leads the hydraulic oil to the PTO clutch. A set of seal rings **(4)** seals the transition of the hydraulic oil from the PTO clutch shaft to the PTO clutch. Hydraulic oil then flows to the backside of the PTO piston **(6)**. O–rings **(3)** seal the PTO clutch piston. Once the PTO clutch engagement pressure increases the PTO clutch piston is pushed out compressing the PTO clutch discs **(5)** together. At the same time the PTO clutch brake **(2)** is released and the PTO clutch is fully engaged.

PTO clutch disengagement

When the PTO is in the disengaged position oil flow is diverted from the PTO clutch port **(8)** to the PTO lube port **(9)**. At the same time the PTO brake springs **(1)** over power the PTO clutch piston **(6)** and forces the piston into the disengaged position. Also at this time the PTO clutch brake **(2)** engages and stops the PTO output shaft from turning. Lube oil enters through the lube port **(9)** and flows through the drilled passages in the PTO shaft. The lube oil exits the PTO shaft and lubricates the PTO clutch discs held stationary by the PTO brake. There are no sealing rings in the PTO lube circuit.

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Parking brake external control Parking brake control cable - Install - Roll Over Protective Structure (ROPS) tractor

Farmall® 35C Tier 4B (final), ROPS [LSMF35CRxx0010001 - LSMF35CRPH0010029]	

⚠ WARNING

Equipment rolling hazard!
Always try to park the machine on firm level ground. Avoid parking on slopes. Block the wheels in both directions.
Failure to comply could result in death or serious injury.

W0265A

⚠ WARNING

Damaged components can cause a vehicle accident.
Replace all damaged components.
Failure to comply could result in death or serious injury.

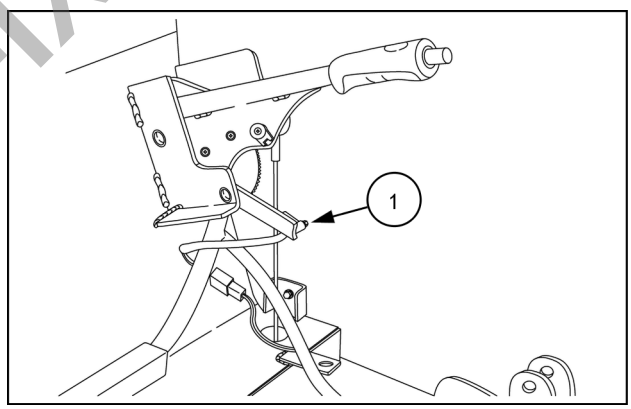
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NOTICE: *The operator seat is removed for clarity purposes only.*

Install parking brake switch

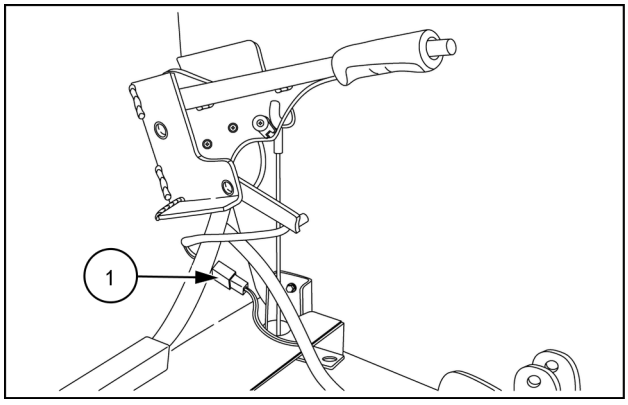
NOTICE: *The operator seat is removed for clarity purposes only.*

1. Position the parking brake switch on the M8 threaded stud.
2. Install and tighten the M8 flange nut **(1)**.



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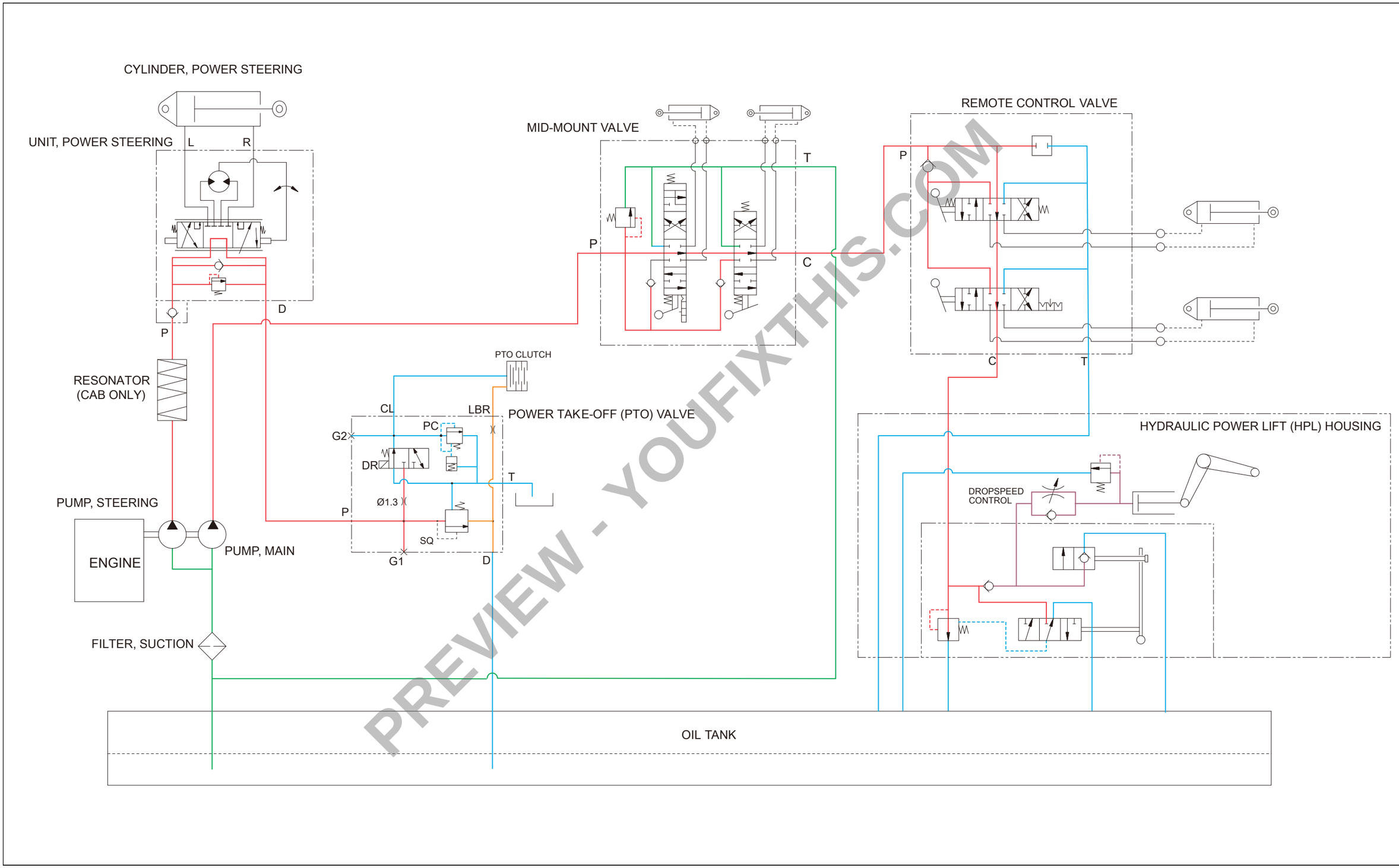
3. Connect the parking brake switch wiring harness connector **(1)**.



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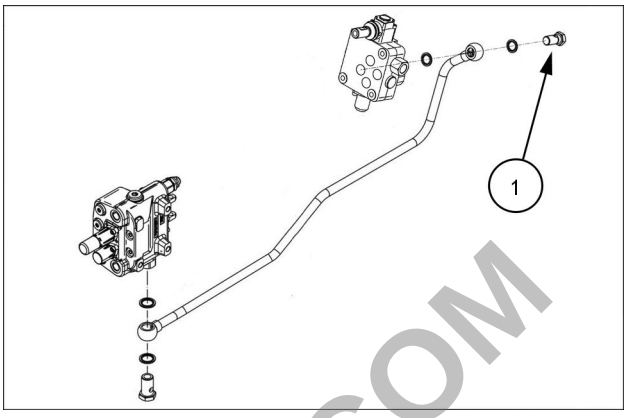


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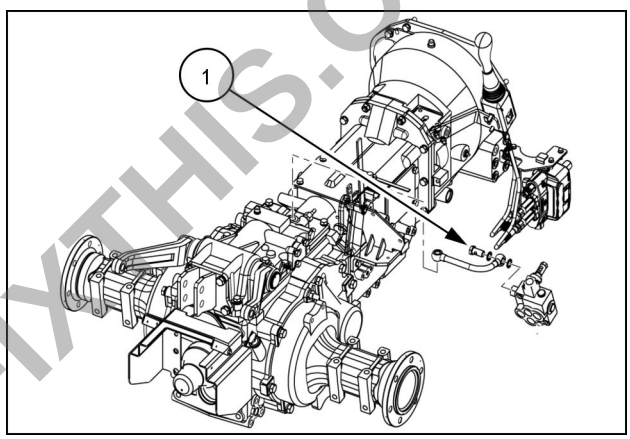
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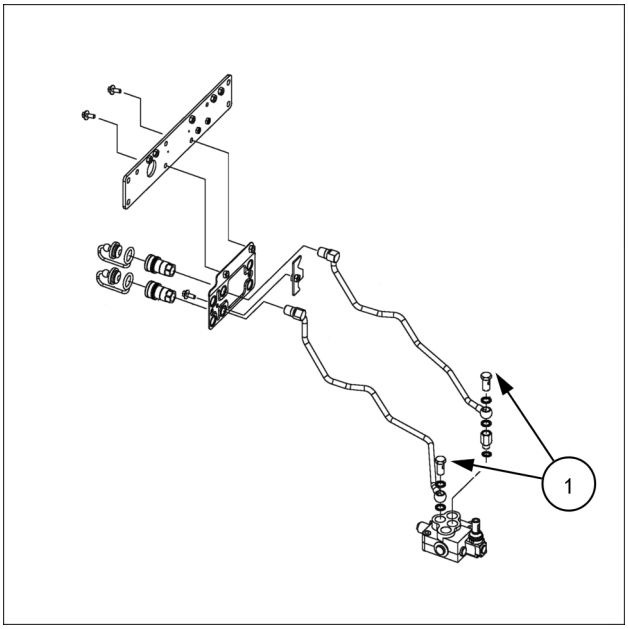
6. Remove the four banjo bolts **(1)** connecting line to the valve.



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Hitches, drawbars, and implement couplings - 37

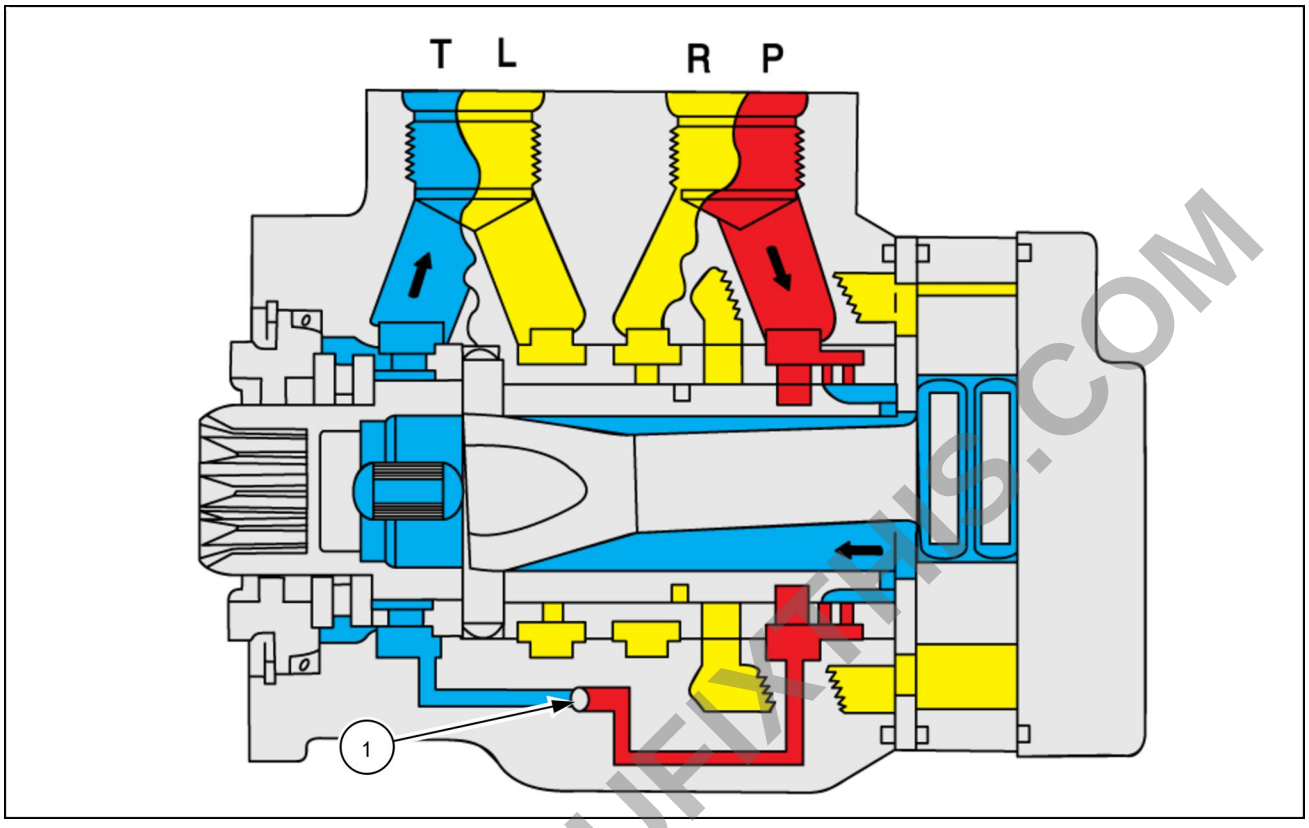
Rear three-point hitch external controls - 108

Farmall® 35C Tier 4B (final), ROPS [LSMF35CRxx0010001 - LSMF35CRPH0010029]
Farmall® 40C Tier 4B (final), Cab [LSMF40CCxx0010001 - LSMF40CCJH0010025]

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Neutral position



93102636 3

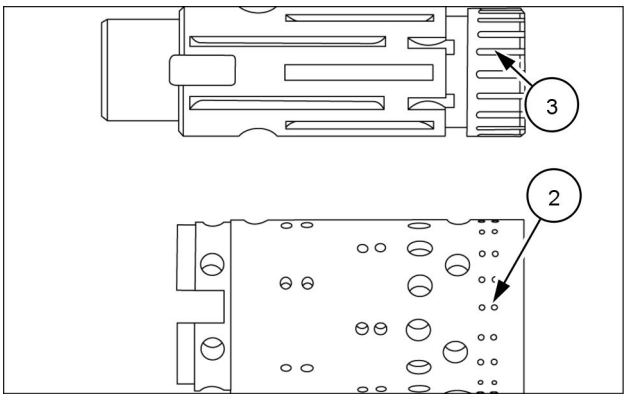
Neutral position

(T) - Tank
(L) - Left steer port
(R) - Right steer port
(P) - Pump discharge

- Pressurized oil from pump
- Oil from rotor
- Discharge
- Suction
- Suction or discharge
- Neutral

Pressurized oil from the pump flows to the port **(P)**, seating the check valve **(1)**, preventing oil from flowing to the port **(T)**.

The port **(2)** coincides with the groove **(3)** and oil flows out to the port **(T)** through the center of rotation valve.



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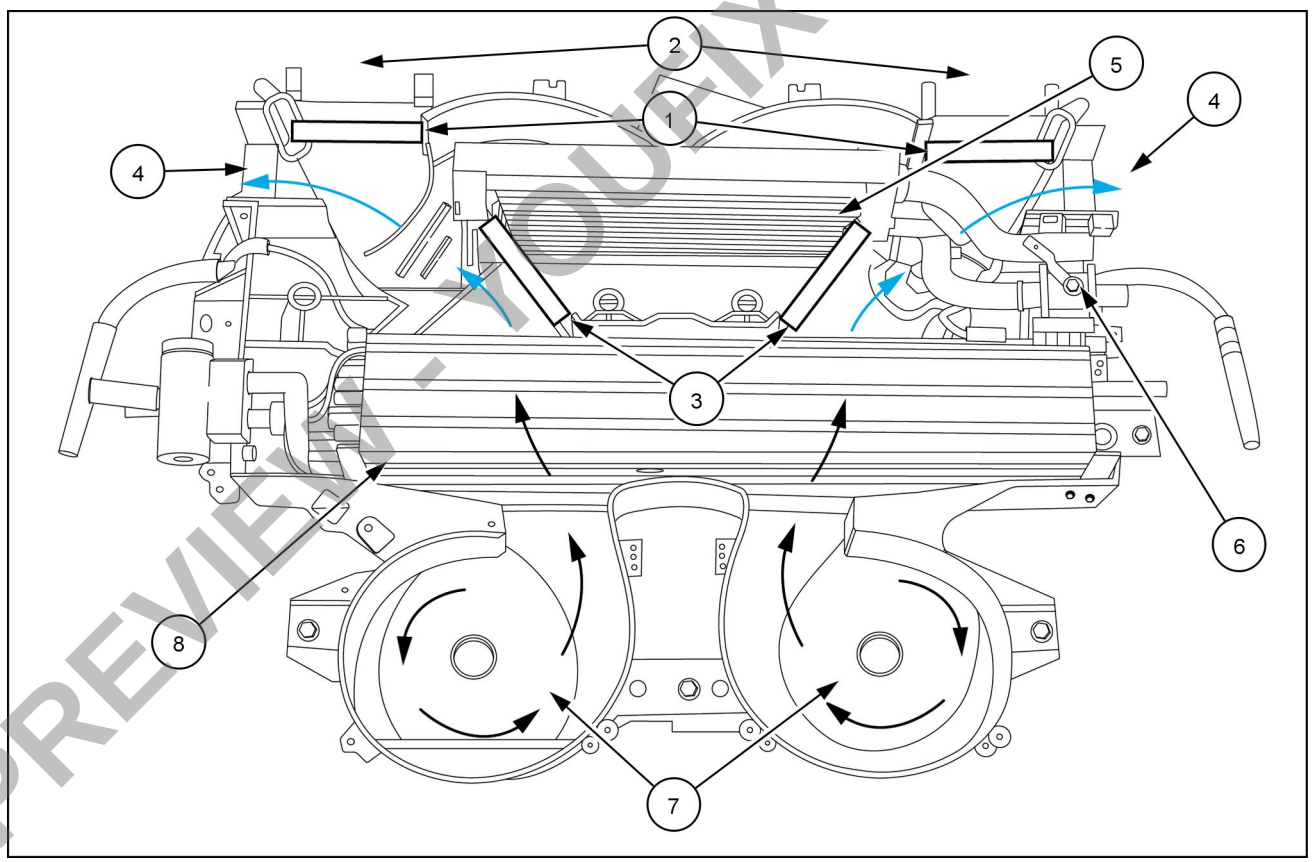
Heating, Ventilation, and Air-Conditioning (HVAC) unit - Dynamic description - Heating, cooling, and flow of conditioned air

Farmall® 40C Tier 4B (final), Cab [LSMF40CCxx0010001 - LSMF40CCJH0010025]	

The unit has two blower fans. Air is drawn by the blower fans from either the external cab filters, recirculated internally, or a combination there of depending on the position of the door for the internal intake vent. The air is then pushed through the Air Conditioning (AC) evaporator (cools the air). After passing through the evaporator, air is directed blend doors either through the heater core (heats the air), around the heater core, or a combination there of. Linkage connected to the blend door also controls the heater valve. The heater controls the amount of coolant allowed through the heater core. After the air passes by or through the heater core, air is directed by mode doors to window vents (to defrost/defog the windows), operator vents (to heat or cool the operator), or a combination there of.

The arrows in the illustrations below represent the air flow in the system and the different paths the air can take. These illustrations show the doors at end of their travel. They can be positioned any where in between to control air temperature or to divide flow between window vents and operator vents.

Item	Description	Item	Description
(1)	Mode doors	**(5)**	Heater core
(2)	To window vents	**(6)**	Heater valve
(3)	Temperature blend doors	**(7)**	Blower fans
(4)	To operator vents	**(8)**	Evaporater

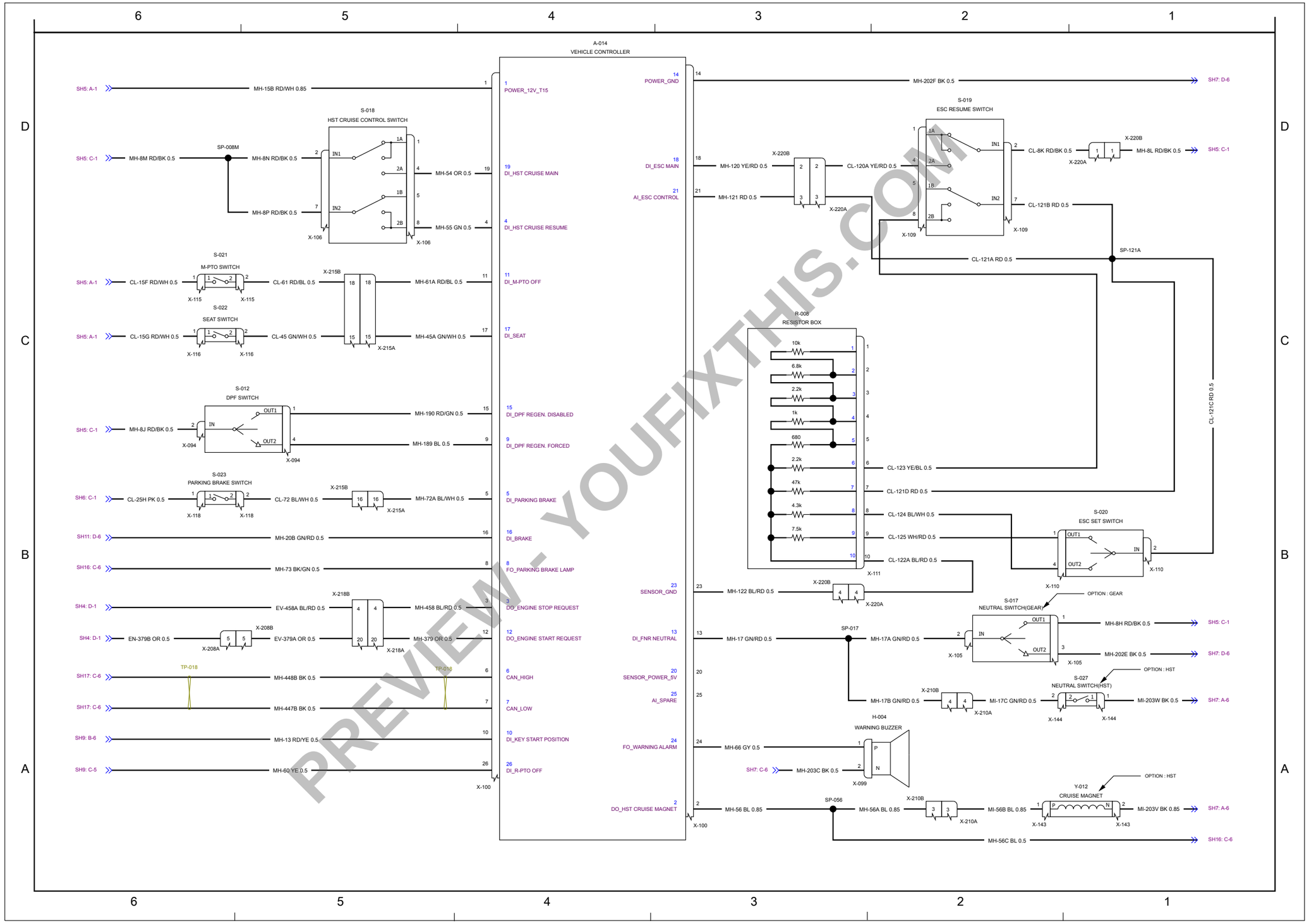


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Cooling

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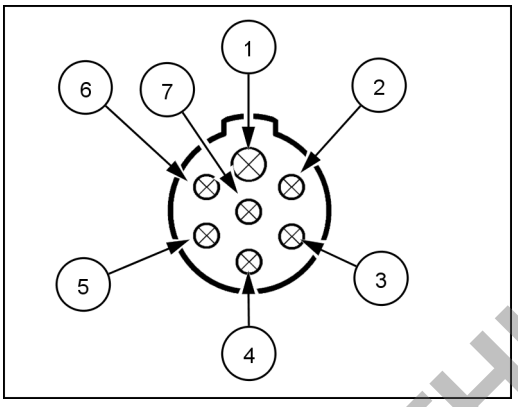
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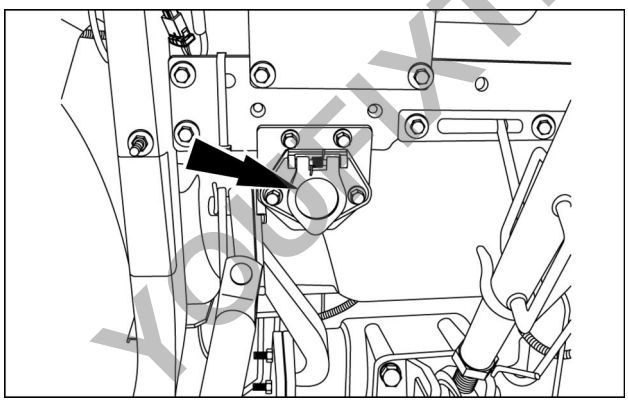
Wire connectors - Component diagram 00 - Connectors X-000 to X-009

Farmall® 40C Tier 4B (final), Cab [LSMF40CCxx0010001 - LSMF40CCJH0010025]	

X-001 - TRAILER SOCKET [J-016] (Plug)



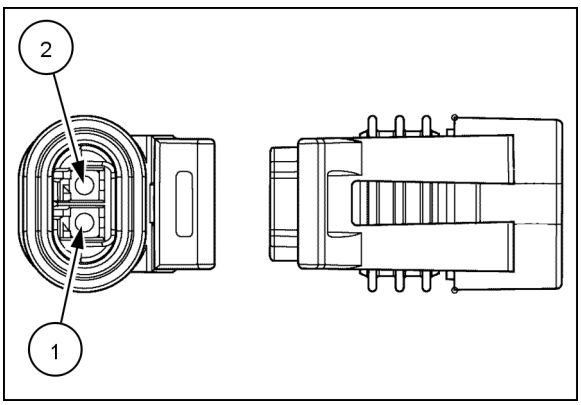
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Pin	From	Wire	Description	Color-Size	Frame
1	**X-219A (Plug) pin 3**	203P	Common	-	**SHEET 11**
2	**X-219A (Plug) pin 4**	14C	Working lights	-	
3	**X-219A (Plug) pin 5**	21E	Left-Hand (LH) turn signal	-	
4	**X-219A (Plug) pin 6**	43D	Stop lights	-	
5	**X-219A (Plug) pin 1**	22E	Right-Hand (RH) turn signal	-	
6	**X-219A (Plug) pin 2**	23G	Position lights	-	

X-002 - ALTERNATOR [G-001] (Plug)



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Component ID	Description	Links
M-003	Starter	**Engine starter - Technical Data (55.201)**
K-003	Relay, starter	**Engine start relay - Test (55.201)**
A-009	Engine Control Unit (ECU)	**Engine Control Unit (ECU) - Technical Data (55.015)**
K-010	Relay, main ECU	**Fuse and relay box Relay - Test Relays (55.100)**
A-014	Vehicle Control Unit (VCU)	**Electronic module - Dynamic description - Vehicle Control Unit (VCU) (55.640)**
S-009	Switch, ignition	**Ignition switch - Test (55.201)**
S-011	Switch, Power Take Off (PTO)	
S-021	Switch, Mid PTO (if equipped)	**Microswitch - Test (55.052)**
S-027	Switch, Neutral	**Neutral position switch - Test - Hydrostatic Transmission (HST) (55.610)**
G-002	Battery	**Battery - Technical Data (55.302)**
F-014	Battery fuse **100 A**	
F-015	Vehicle fuse **50 A**	
F-011	Engine control fuse **5 A**	
F-013	Hazard fuse **10 A**	
F-004	ECU fuse **40 A**	
F-008	Controller fuse **10 A**	

See **Engine starting system - Dynamic description - Hydrostatic transmission (HST) (55.201)** for logic of engine starting system.

The VCU and the ECU are powered up by the key switch. When the ECU receives a signal from the Key switch, it supplies a ground to the main ECU relay to energize the relay and send battery voltage to the ECU to fully power up the ECU. When the VCU received all the required inputs, it sends a ok to start signal to the ECU. The ECU will then send a ground to the starter relay. The starter relay supplies battery voltage to the shift solenoid on the starter to engage the starter. The starter is controlled by the ECU. The ECU controls engaging and disengaging the starter. Disengagement of starter is not controlled by the operator, except by turning the key switch off. When the ECU senses that the engine has started, the ECU will disengage the starter even if operator continues to hold key in start position.

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s100 F02 (P0522) - Engine oil pressure fault

Control Module: ECU

Context:
The Engine Control Unit (ECU) **A-009** monitors the engine oil pressure switch **S-002** for changes in state during engine running. If the engine oil pressure switch **S-002** opens during operation, this code will become active. Because of this fault, an engine torque reduction and limp home mode conditions may be present.

Cause:
The engine oil pressure switch **S-002** opens during engine running.

Possible failure modes:

1. Faulty engine oil pressure switch **S-002**, internal failure.
2. Faulty engine oil pressure switch **S-002** wiring, open circuit.
3. Faulty ECU **A-009**, internal failure.
4. Faulty lubrication system component, mechanical failure.

Solution:

1. Verify fault is present and active.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or in an inactive state, the fault may be intermittent and not currently active. Continue with Step **6**.

2. Verify the operation of the engine oil pressure switch **S-002**.

   Disconnect the harness from the engine oil pressure switch **S-002** at connector **X-158**.

   With the engine running, use a multimeter for perform the following continuity check on the engine oil pressure sensor **S-002**:

From	To	Value
X-158 (Plug) pin 1	chassis ground	There should be continuity.

   A. If there is continuity, continue with Step **3**.

   B. If there is no continuity, continue with Step **5**.

3. Check engine oil pressure switch **S-002** wiring.

   Disconnect the engine (EH) harness connector **X-211A** from the engine (EN) harness connector **X-211B**.

   Use a multimeter for perform the following continuity check on the engine (EH) harness side :

From	To	Value
X-211A (Receptacle) pin 12	**X-158 (Plug) pin 1**	There should be continuity.

   A. If there is continuity, continue with Step **4**.

   B. If there is no continuity, there is an open circuit condition in wire EH-358A BR/YE.Locate and repair the open circuit condition.

4. Check engine oil pressure switch **S-002** wiring.

   Disconnect the engine (EN) harness connector **X-051** from the ECU **A-009**.

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s1079 F11 (P0641) - ECU Internal 5V Supply 1 fault

Control Module: ECU

NOTE: *If replacement of the Engine Control Unit (ECU)* ***A-009*** *occurs, use the Electronic Service Tool (EST) to apply the replacement issue to the ECU, ECU Replacement, before you return the machine to service.*

Context:
The ECU **A-009** contains three **5.0 V** sensor supplies (Supply 1, Supply 2, and Supply 2 auxiliary) which it uses to provide reference voltage to connected sensors. If the ECU **A-009** senses an issue with Supply 1, like loss of regulation, this fault will occur. Because of this fault, engine torque reduction occurs. Software re-flash or replacement of the ECU **A-009** may be necessary to resolve this fault.

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s132 F00 (P0101) - AMF plausibility fault

Control Module: ECU

Context:
If the Engine Control Unit (ECU) **A-009** senses a signal that is unexpected, this fault will occur. Due to internal ECU **A-009** configuration, this fault is active whenever the AMF sensor **B-005** is disconnected. Because of this fault, the Diesel Particulate Filter (DPF) regeneration control will stop, the Exhaust Gas Recirculation (EGR) valve **Z-005** control will stop, the Air Control Valve (ACV) **Z-003** control will stop and a reduction in engine torque may occur.

Cause:
The AMF sensor **B-005** signal is different than the model value.

Possible failure modes:

1. Faulty air intake piping, leaks present.
2. Faulty AMF sensor **B-005**, internal failure.
3. Faulty AMF sensor **B-005** signal circuit wiring, short to high source.
4. Faulty AMF sensor **B-005** signal circuit wiring, short to low source.
5. Faulty AMF sensor **B-005** signal circuit wiring, open circuit.
6. Faulty AMF sensor **B-005** reference ground circuit wiring, open circuit.
7. Faulty ECU **A-009**, software or hardware.

Solution:

1. Verify fault is present and active.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or is in an inactive state, the fault may be intermittent and not currently active. Continue with Step **8**.
2. Check the intake system piping after the AMF sensor **B-005** and intake manifold for leaks.

   Visually and tactually check the intake system piping, clamps, AMF sensor **B-005** housing and intake manifold for leaks.

   A. If any leaks are found, repair or replace the necessary components to stop the leaks.

   B. If no leaks are found and all piping is intact and sealed, continue with Step **2**.
3. Check the AMF sensor **B-005** signal circuit for an open circuit condition.

   Disconnect connector **X-046 (Plug)** from the ECU **A-009**.

   The key must be in the OFF position.

   Use a multimeter to perform the following continuity check:

From	To	Value
X-046 (Plug) pin 28	**X-052 (Plug) pin 1**	There should be continuity.

   A. If there is continuity, leave the connectors disconnected and continue to Step **4**.

   B. If there is no continuity, there is an open circuit condition in the AMF sensor **B-005** signal circuit, wire EN-428A or EV-428. Locate and repair the broken conductor.
4. Check the AMF sensor **B-005** reference ground circuit for an open circuit condition.

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s27 F02 (P0401) - EGR airflow error too low

Control Module: ECU

Context:
The Engine Control Unit (ECU) **A-009** monitors multiple sensors to evaluate the airflow of the Exhaust Gas Recirculation (EGR) valve **Z-005**. If these sensor signals determine that the EGR is flowing too little exhaust gas into the engine, this fault will occur. Because of this fault, the Diesel Particulate Filter (DPF) control will stop, the EGR **Z-005** valve control will stop and the Air Control Valve **Z-003** control will stop. A reduction in engine torque will also occur. Determine the cause of this fault by visually checking the exhaust gas passages for carbon buildup or other conditions that would cause low exhaust gas flow through the EGR valve **Z-005**.

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s629 F12 (P060B) - ADC Circuit Fault inside of ECU

Control Module: ECU

NOTE: *If replacement of the Engine Control Unit (ECU)* ***A-009*** *occurs, use the Electronic Service Tool (EST) to apply the replacement issue to the ECU, ECU Replacement, before you return the machine to service.*

Context:
The ECU **A-009** converts analog input data into equivalent digitally encoded data for internal processor use. If the ECU **A-009** senses a failure of one or more of the Analog to Digital Converters (ADC), this fault will occur. Because of this fault, an increase in idle Revolutions Per Minute (RPM) and/or a reduction in engine torque is possible. Replacement of the ECU **A-009** may be necessary to resolve this fault.

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s94 F11 (P0088) - Rail pressure control fault

Control Module: ECU

Context:
The Engine Control Unit (ECU) **A-009** monitors and adjusts the inlet metering valve **Y-005** to maintain the appropriate rail pressure. If the rail pressure becomes elevated, this fault occurs. Because of this fault, an engine torque reduction or engine stoppage may occur.

Cause:
The ECU **A-009** senses a higher than expected rail pressure.

Possible failure modes:

1. Faulty inlet metering valve **Y-005**, failed internally (open or shorted coil).
2. Faulty inlet metering valve **Y-005** circuit wiring, shorted to voltage, shorted to ground or open.
3. Faulty mechanical component, component failure.
4. Faulty ECU **A-009**, internal failure.

Solution:

1. Verify fault is present and active.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or is in an inactive state, the fault may be intermittent and not currently active. Continue with Step **10**.

2. Perform inlet metering valve **Y-005** buzz test using the LS software.

   Use the Electronic Service Tool (EST) to perform the inlet metering valve **Y-005** buzz test.

   Check to see if inlet metering valve passes test.

   A. If the inlet metering valve **Y-005** passes the test, there is no electrical issue with the inlet metering valve **Y-005** circuit. Check for mechanical issues.

   B. If the inlet metering valve **Y-005** does not pass the test,continue with Step **3**.

3. Check the inlet metering valve **Y-005** signal wire for a short to high source.

   Disconnect the engine interface (EI) harness from the inlet metering valve **Y-005** at connector **X-070**.

   With the key switch in the ON position, use a multimeter to perform the following checks:

From	To	Value
X-070 (Plug) pin 2	Chassis ground	There should be no voltage.

   A. If there is voltage present, continue with Step **4**.

   B. If there is no voltage present, continue with step **5**.

4. Locate the short to high source in the inlet metering valve **Y-005** signal wire.

   Disconnect the engine interface (EI) harness connector **X-209B** from the engine harness (EN) connector **X-209A** .

   With the key switch in the ON position, use a multimeter to perform the following checks:

From	To	Value
X-209A (Receptacle) pin 7	Chassis ground	There should be no voltage.

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