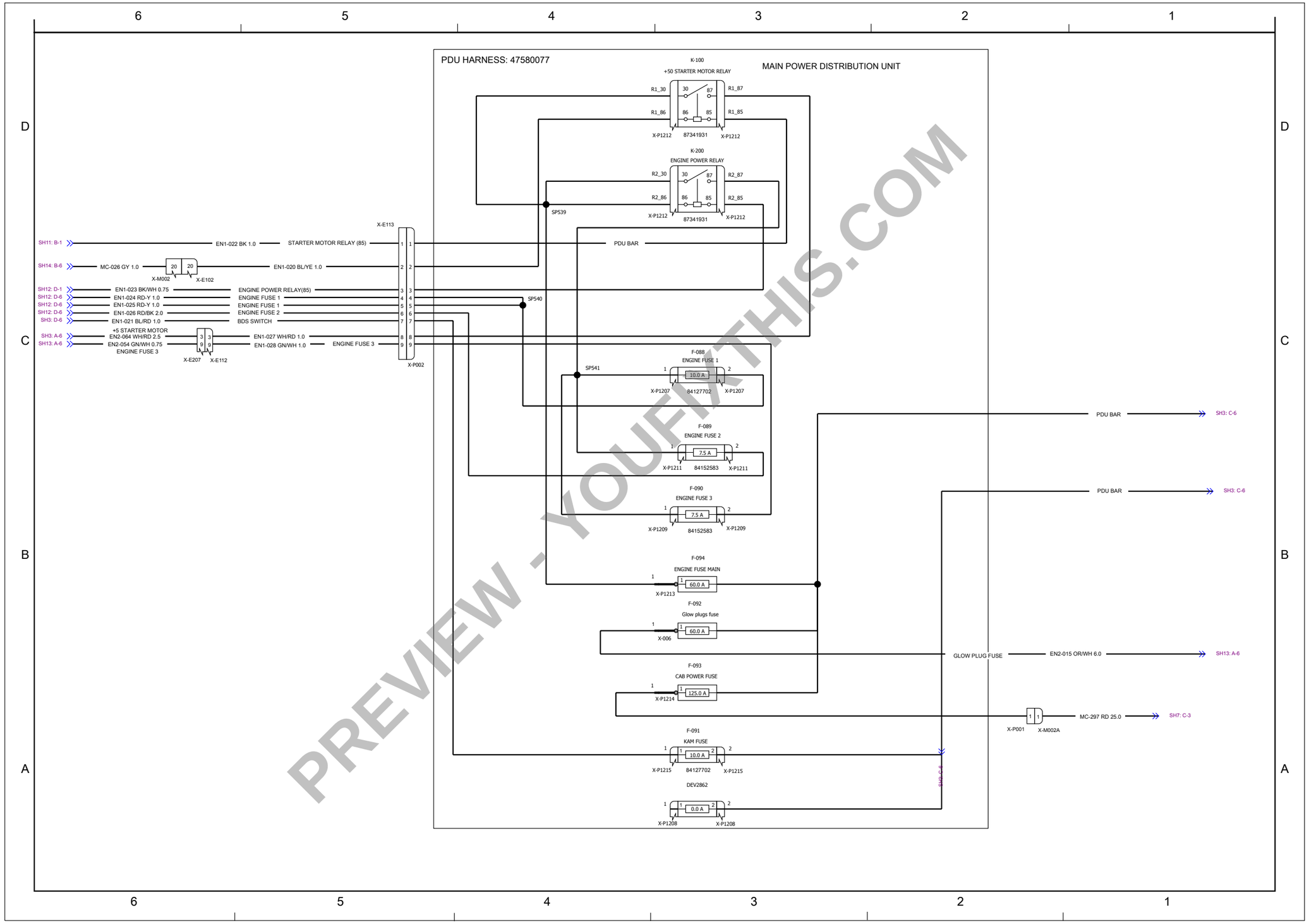
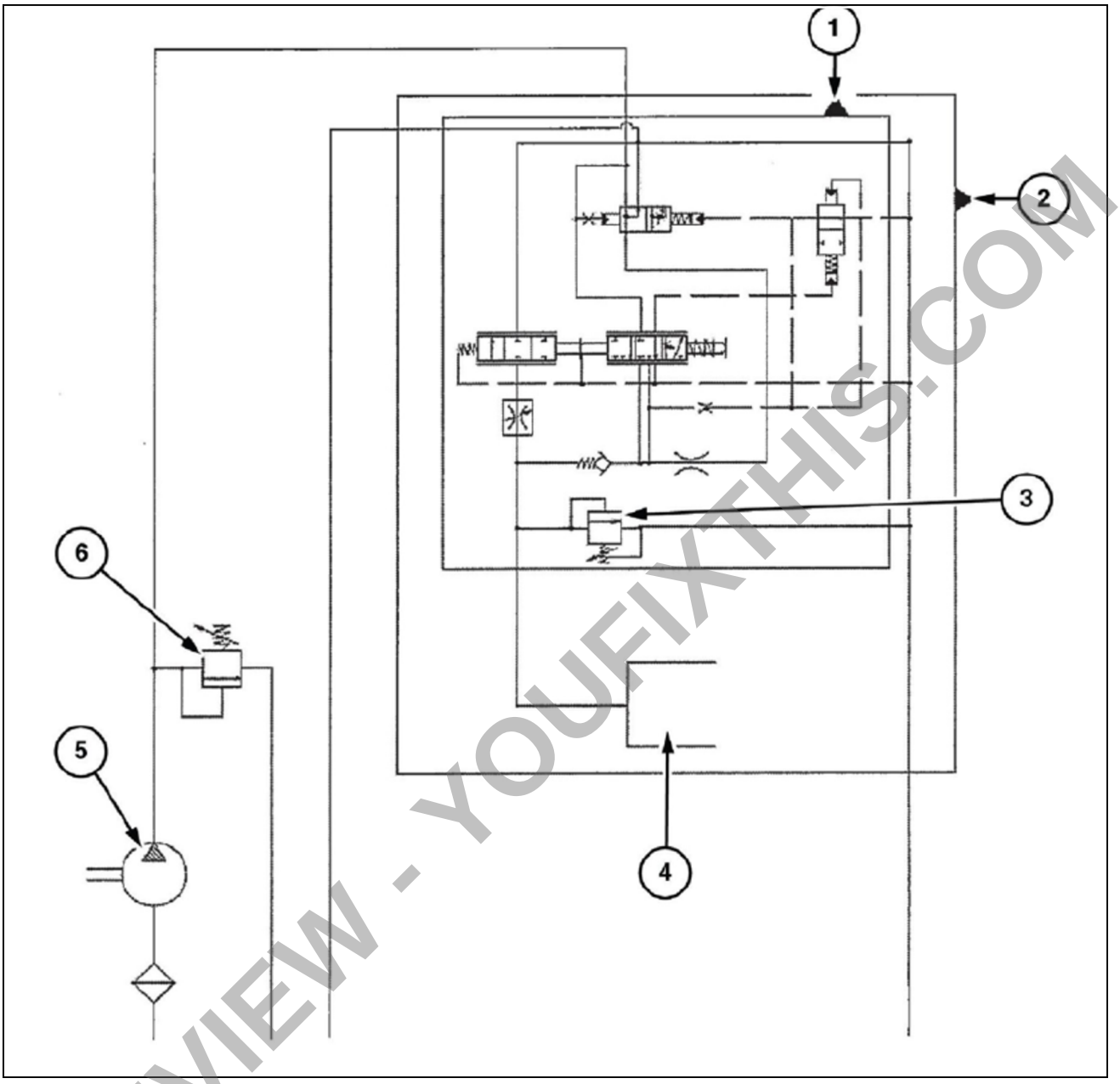


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Hydraulic systems - Hydraulic schema



ANIL17TRO0776AA 1

Hydraulic Diagram

1 Lifter hydraulic distributor
2 Electro-hydraulic lifter
3 Safety valve
4 Lifter cylinder
5 Hydraulic pump
6 Pressure discharge valve

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Mechanical transmission - General specification

REVERSE GEAR DETAILS

Type	The mechanical spur gear is located between the main clutch and the gearbox.
Control	With a lever on the left side of the steering wheel

CRAWL SPEED UNIT DETAILS

Type	A normal gear group positioned after the shuttle between the main clutch and gearbox. Provides 12 forward and 12 reverse gears, or 20 forward and 20 reverse gears.
Control	With a control lever on the driver's right-hand side

TRANSMISSION AND STAGED GEAR DETAILS

Transmission	4-speed, fixed with synchronizers on all gears
Gear type	Helical gears
Reduction unit	2-stage for a total of 8 gears, or 3-stage for a total of 12 gears.
Gear Type	Spur gear
Gear and reduction unit controls	Independently, with a lever on the driver's right-hand side.

Mechanical transmission - Torque

TORQUE SPECIFICATIONS

PARTS TO BE TIGHTENED	Size	Tightening Torque	
The bolts that secure the crawl speed clutch housing to the rear transmission/gearbox	M12X1.25	**117 – 129 N·m**	**11,9 – 13,1 kgm**
The bolts that secure the crawl speed clutch housing to the engine.	M12X1.25	**117 – 129 N·m**	**11,9 – 13,1 kgm**
Bearing bracket retaining bolts (C1)	M10X1.25	**84 – 93 N·m**	**8,6 – 9,5 kgm**
Cover bolts for the bearings of the driven and drive shafts (C2)	M8X1.25	**20 – 25 N·m**	**2,0 – 2,5 kgm**
Retaining bolts for the gearbox and the bracket cover of the staged control relay levers (C3)	M10X1.25	**43 – 51 N·m**	**4.4 – 5.2 kgm**
Drive gear housing retaining bolts (C5)	M10X1.25	**43 – 51 N·m**	**4.4 – 5.2 kgm**

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3007 (DTC 131-03) - Engine coolant temperature sensor voltage is higher than expected

Control Module: ECU

Context:
The Engine Control Unit (ECU) **A-9000** monitors the engine coolant temperature sensor **B-9003** signal circuit. If the ECU **A-9000** determines that voltage is higher than expected in the engine coolant temperature sensor **B-9003** signal circuit, this fault will occur. If this fault is active, the ECU **A-9000** will set the engine coolant temperature value to a fixed replacement value of **89.96 °C** (**193.93 °F**).

Cause:
The engine coolant temperature sensor **B-9003** signal voltage is greater than **4.93 V**.

Possible failure modes:

1. Faulty engine coolant temperature sensor **B-9003** wiring, short to a voltage source.
2. Faulty engine coolant temperature sensor **B-9003**, internal failure.
3. Faulty ECU **A-9000**, software.

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. Check the coolant temperature sensor **B-9003** wiring for a short to a voltage source.

   Disconnect the engine interface harness from the coolant temperature sensor **B-9003** at connector **X-9006**.

   With the key in the OFF position, use a multimeter to perform the following voltage check on the engine harness side :

From	To	Value
X-9006 (Receptacle) pin 1	Chassis ground	There should be no voltage.

   With the key in the ON position, use a multimeter to perform the following voltage check on the engine harness side :

From	To	Value
X-9006 (Receptacle) pin 1	Chassis ground	There should be less than **5.5 V**

   A. If the specified values are not measured, there is a short to a voltage source condition in the coolant temperature sensor **B-9003** wiring. Use the appropriate electrical schematics, if necessary, to locate and repair the shorted conductor.

   B. If the specified values are not measured, leave connector **X-9006** disconnected and continue to Step **3**.
3. Check the coolant temperature sensor **B-9003** engine interface harness wiring for a short circuit.

   Disconnect the engine harness 2 (EN2) from the engine interface at connector **X-9138B**.

   With the key in the OFF position, use a multimeter to perform the following continuity check on the engine interface harness side :

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Start-up - Technical Data LIQUID AND OIL CAPACITIES

SPECIFICATION	AMOUNT	PRODUCT RECOMMENDED BY CASE IH
Engine Cooling System		Conventional coolant: **CASE IH AKCELA PREMIUM ANTI-FREEZE** mixed **50%** with distilled waterAlternative type coolant: **CASE IH AKCELA ACTIFULL™ OT EXTENDED LIFE COOLANT** (If the premixed coolant is not available, mix the concentrate with 50% distilled water)
On FARMALL A series	**9 L**	
Windshield Washer Fluid Container On all models	**2 L**	Water with Detergent
Fuel Tank On all models	**82 L**	Stabilized, Filtered Diesel
Crank Case Oil **Unfiltered** On all models **Filtered** On all models	**7,9 L** **8,6 L**	**CASE IH AKCELA UNITEK 10W-40** or **CASE IH AKCELA UNITEK SSL 0W-40**
Braking Unit On all models	**0,7 L**	**CASE IH AKCELA LHM FLUID**
Front Axle On all models **Front Axle Casing** **Front Axle Reducer (each)**	**6 L** **1 L**	**CASE IH AKCELA NEXPLORE™ FLUID** or**CASE IH AKCELA HY-TRAN® ULTRACTION**
Mechanic Transmission On all models	**30 L**	
Powershuttle Transmission On all models	**35 L**	
Air Conditioning System Coolant Gas On all models	**1,5 kg**	
Front Wheel Wheel Rim Hub On all models	–	**CASE IH AKCELA 251H EP MULTI-PURPOSE GREASE**
All Grease Points On all models	–	

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Hydraulic systems - General specification HYDRAULIC LIFTER

Type.	Separate position and draft controls, combined position and draft control, draft sensitivity adjustment, and float function.
Drive system.	Via two independent levers and the outer adjustment knob on the distributor
Lifter sensitivity setting.	The position and draft control levers enable fast lifting/lowering
Lift-O-Matic.	
Response/lowering speed setting.	Via the external control button on the distributor
Single movement cylinder Nominal diameter and course. . . . . mm Volume cm3	 90 x 117 938
Pressure adjustment valve setting. . . . . bar	190 –195
Cylinder safety valve setting. . . . . bar	220
Type.	Three-Point Hitch System
Category.	I and II
Draft sensitivity.	Via central arm.
Lifting capacity on spherical cuffs. . . . . kg	2700
Lifting capacity with the centre of gravity 610 mm away from the spherical cuffs. . . . . kg	1950
Lifting capacity in spherical cuffs with additional piston. . . . . kg	3000
Lifting capacity with the centre of gravity 610 mm away from the spherical cuffs. . . . . kg	2150

Hydraulic systems - Torque

Identification	External	Torque Nm
Transmission gearbox/lifter retaining bolts (C1).	M10X1.25	67–75
Transmission gearbox/lifter retaining bolts (C1).	M12X1.25	117–129
Lifter housing/distributor retaining bolts (C2).	M8x1.25	25–30
Lifter housing/hydraulic cylinder retaining bolts (C4).	M12X1.25	98–127 (1)
Lifter housing/hydraulic cylinder front retaining bolt (C4).	-	68-88 (1)
Retaining bolts of the three-point hitch system bracket (C5).	M8x1.25	39-49 (2)

NOTE: *(1) Apply Loctite 5699 – (2) Apply Loctite 243.*

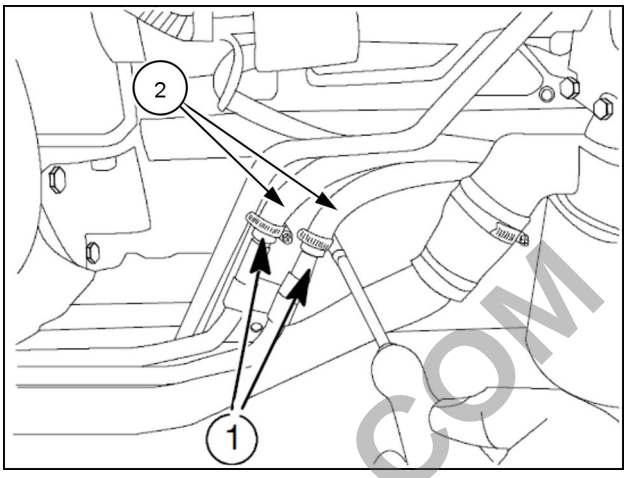
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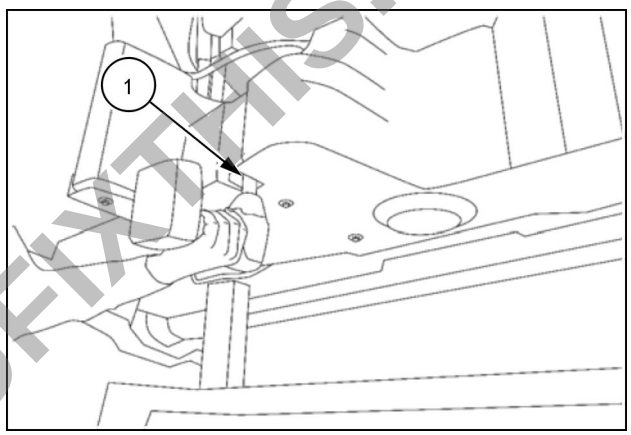
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17. Loosen the cuffs **(1)** on the oil cooler hoses and disconnect the hoses **(2)**.



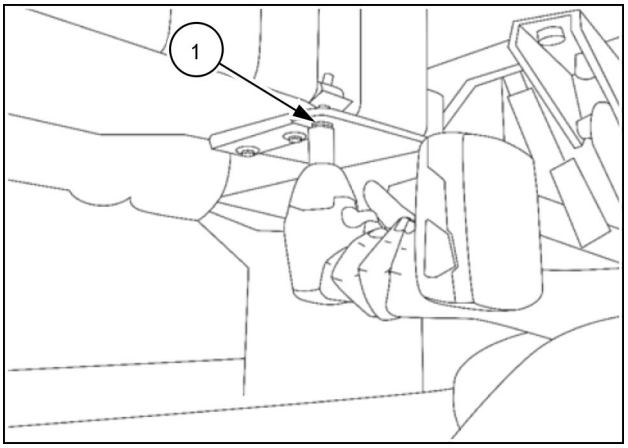
ANIL17TRO0242AA 15

18. Remove the connection bolts on the fuel tank housing plate **(1)**.



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19. Remove the connection bolts on the fuel tank housing plate **(1)**.



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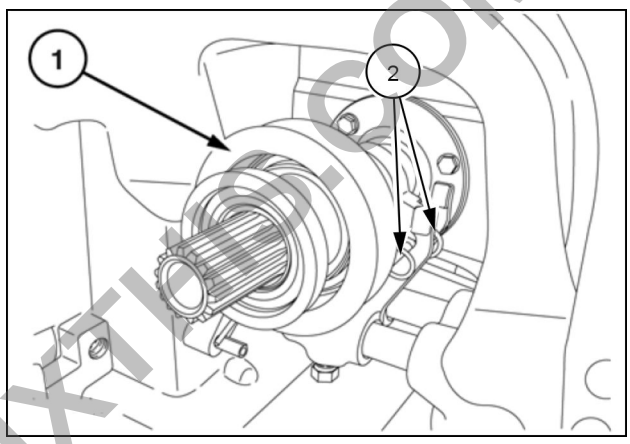
Transmission housing - Disassemble

CLUTCH HOUSING – Disassembly –

NOTE: *Handle all parts with care. Do not put your hands or fingers in between parts. Wear safety equipment, including safety goggles, gloves, and safety shoes.*

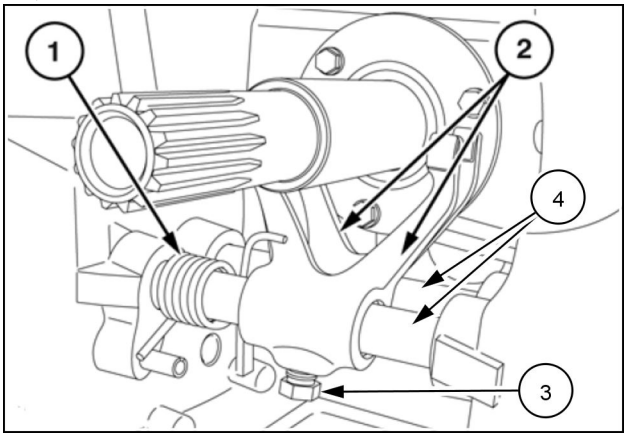
Proceed as follows:

1. Complete the rear transmission-gear box housing procedure (only the removal procedure)
2. Remove the springs **(2)** from the thrust block assembly **(1)**. Turn the thrust block assembly and remove the assembly from the forks.



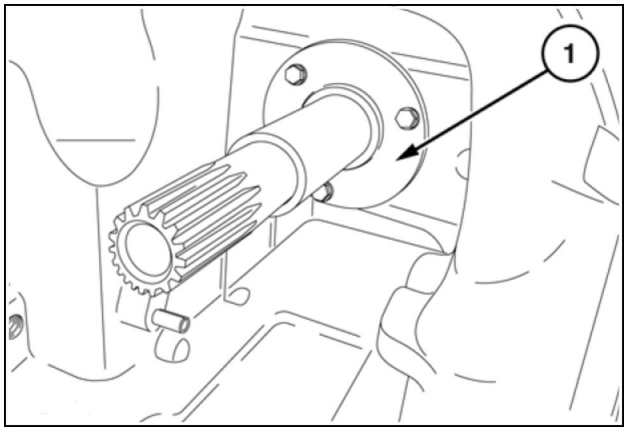
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3. Release the spring **(1)**. Loosen the lock nuts **(3)** and remove the shaft **(4)**. Remove the forks **(2)**.



ANIL17TRO0440AA 2

4. Loosen the corresponding lock nuts and remove the sleeve **(1)**.



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Powered front axle - General specification

Type	Centrally supported, load bearing steering
Final drive and differential	
Final drive gear ratio: (4WD) **40 km/h** **30 km/h** Final drive waiting clearance	 11/38 9/38 **0.18–0.23 mm**
Final Drive and Differential	
Thickness of the conical bearing clearance shim All Models	**2.5-2.55-2.6-2.65-2.7-2.75-2.8-2.8 5-2.9-2.95-3.00-3.05-3.10- 3.15-3.2-3.25-3.3-3.35-3.4-3.45 -3.5-3.55-3.6-3.65-3.7 mm**
Sun gear positioning shim All Models	**2.5-2.6-2.7-2.8-2.9-3.00-3.1- 3.2-3.3-3.4-3.5-3.6-3.7 mm**
Operating clearance of the pinion gear-axle gear Thickness of the axle gear pressure washer Thickness of the pinion gear pressure washer	**0.15 mm** **1.470 - 1.530 mm** **1.50–1.60 mm**
Pinion gear shaft diameter Pinion gear hub diameter Pinion gear – shaft clearance	**21.939 - 21.960 mm** **22.040 - 22.961 mm** **0.080 - 0.122 mm**
Axle gear bearing diameter Diameter of the axle gear housing of the differential box Axle gear – housing clearance	**37.961 - 38.000 mm** **0.77 - 0.83 mm** **38.080 - 38.199 mm** **0.080 - 0.158 mm**
Axles and brackets	
Axle shaft diameter Internal diameter of the axle bushing (when collapsed) Axle housing clearance measurement Bushing snug fit measurement Thickness of the king pin bearing shim	**29.914 - 29.935 mm** **30.050 - 30.105 mm** **0.115 - 0.191 mm** **0.064 - 0.129 mm** **0.10-0.15-0.20-0.25-0.30 mm**
Planetary gear final reducers	
Speed reduction ratio Thicknesses of the planetary gear pressure washer	**15:(15+54) = 1:4.6 mm** **0.77-0.83 mm**
Middle bracket	
Swing angle (both sides) Clearance of the bracket pin movement of the middle pin Wear space (max)	**11°** **0.3 - 1.1 mm** **2 mm**
Diameter of the front axle central pin Internal diameter (with front bushing mounted) Central pin/bushing clearance	**52.652-52.671 mm** **52.720-52.790 mm** **0.049-0.138 mm**
External diameter of the support bracket of the rear differential bevel drive Internal diameter (with rear bushing mounted) Bracket/bushing clearance Thicknesses of the front and rear pressure washers of the axle bracket	**99.040-99.72 mm** **99.146-99.221 mm** **0.074-0.181 mm** **4.95-5.00 mm**

Powered front axle - Torque Tightening Torque Values

PART	External Size	Nm	Kgm
Bevel drive lock nut (C1)	M 40 x 1.5	**294 N·m**	**30 kgm**
Bolt, differential – gear housing connection (C2)	M 12 x 1.25	**113 N·m**	**11.5 kgm**
Bolt, bevel gear differential box connection (C3)	M 12 x 1.25	**113 N·m**	**11.5 kgm**
Bolt king pin connection (C4)	M 12 x 1.25	**64 N·m**	**6.5 kgm**
Bolt axle head connection (C5)	M 12 x 1.25	**113 N·m**	**11.5 kgm**

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Powered rear axle - Install

To install the reducer gear housing, follow these steps.

ATTENTION: *Use the appropriate tools to align the holes. NEVER USE YOUR HANDS OR FINGERS*

1. Before you mount gear housings, brackets, and covers, thoroughly clean the contact surfaces, remove grease, and apply roughly **2 mm** of liquid sealant.
2. Observe torque adjustment values.
3. Position the brake together with the reducer gear housing and secure them.
4. Position and secure the cab bracket support.
5. Position the cab and secure the cab with the corresponding nuts and bolts.
6. Place the floor mats in the cab and secure the two door sills (one on either side).
7. Connect the brake hose.
8. Connect the cab chassis.
9. Connect the control hose of the rear remote control valve.
10. Connect the PTO hydraulic control hose.
11. Connect the hand brake connection rod.
12. Position and secure the rear support of the fuel tank bracket.
13. Position the side lifter lever and secure the corresponding pins.
14. Position and secure the anti-shake device.
15. Install the tap in the rear transmission housing and fill with oil.
16. Carry out the fuel tank procedure (only the mounting procedure).

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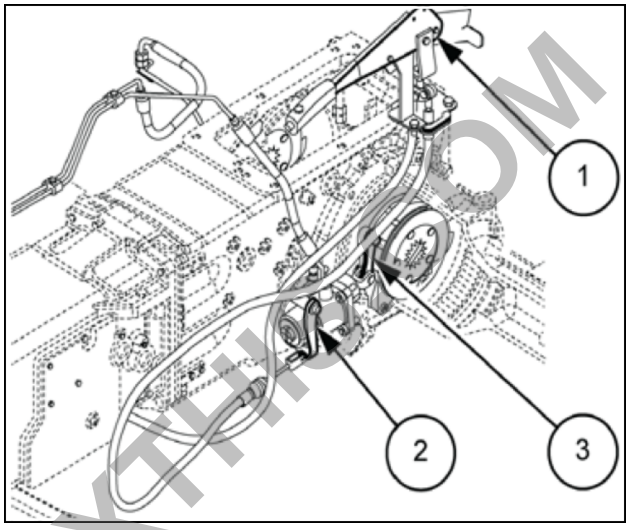
Hydraulic service brakes - Adjust HAND BRAKE

ATTENTION: *Use the appropriate tools to align the holes. NEVER USE YOUR HANDS OR FINGERS*

NOTE: *Calibrate the hydraulic service brake before you calibrate the hand brake.*

NOTE: *Calibrate both sides of the cylinders.*

1. Make sure that both hand brake cables are connected to the hand brake control lever on the cylinders.



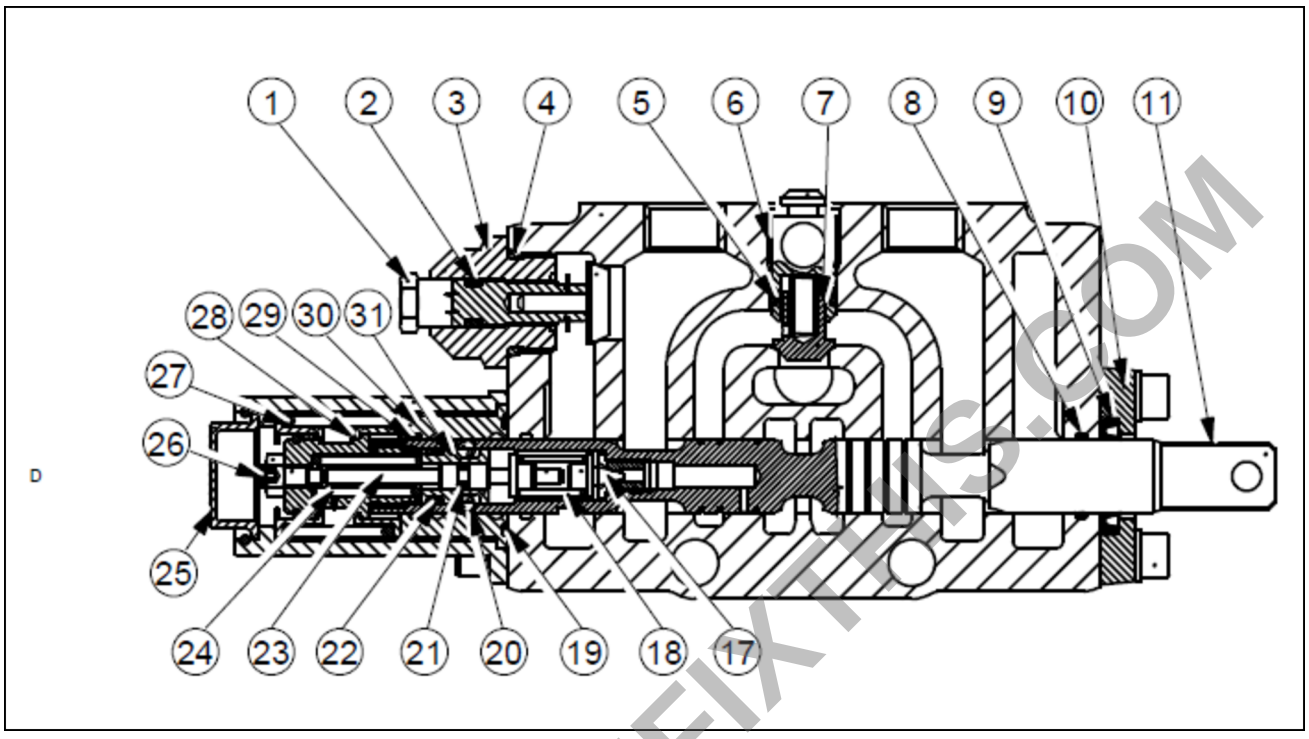
ANIL17TRO0719AA 1

2. Fully lower the hand brake lever **(1)**. Make sure that the actuator **(3)** in the cylinder is completely withdrawn.
3. Calibrate the cables so that the hand brake is fully engaged when you lift the brake lever **(1)** up 5-8 notches.

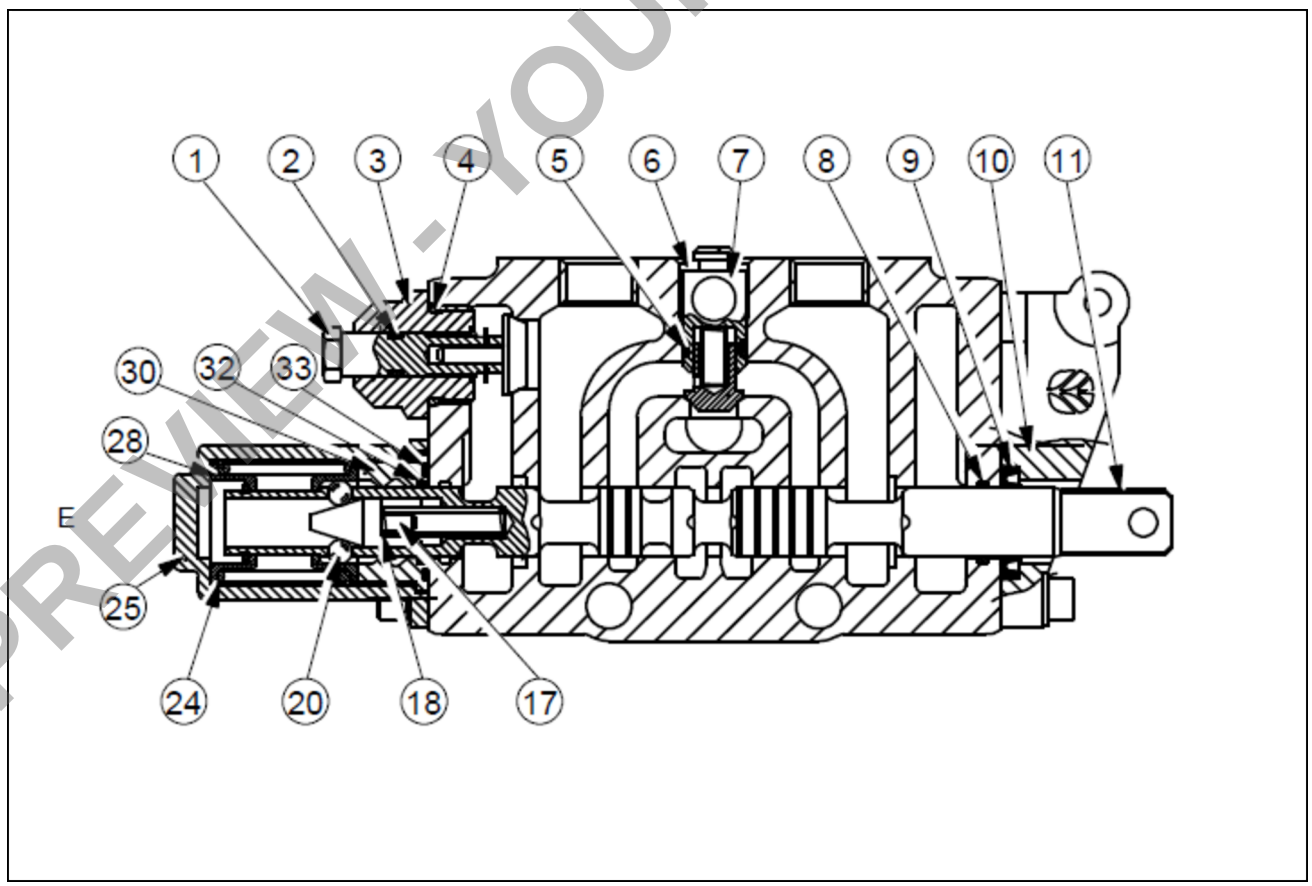
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13. Cover
14. Pressure spring of the control valve rod
32. Gasket
33. Gasket



ANIL17TRO0844HA 2

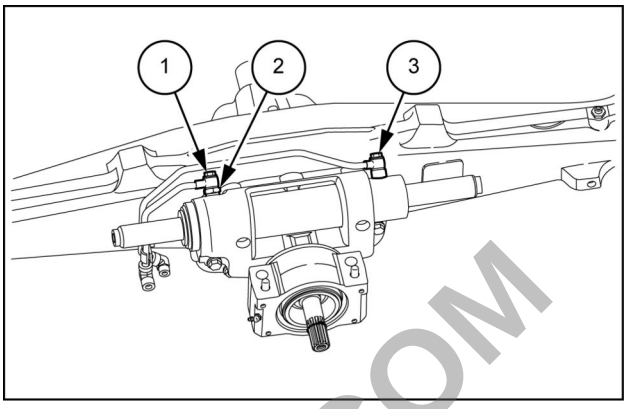


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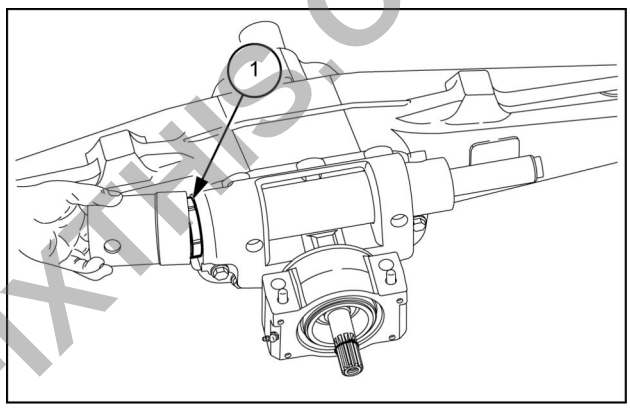
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7. Remove the control pipes **(1)** and **(3)** from the steering cylinder and open the fittings **(2)**.



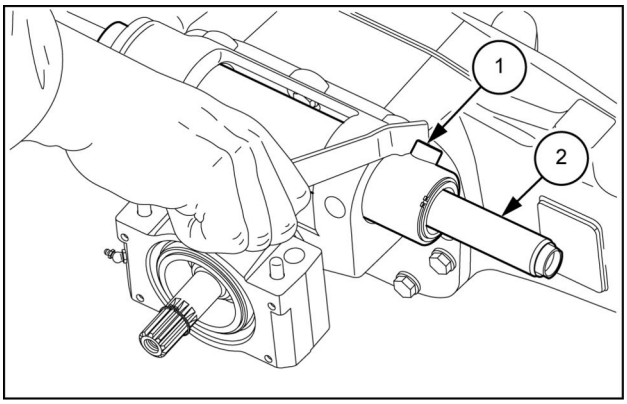
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8. Open the ring nut **(1)** that attaches the steering cylinder to the front axle.



MOIL13TR01744AB 8

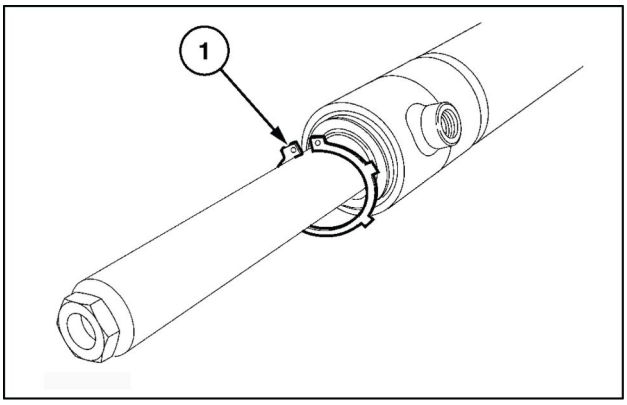
9. Apply a jemmy between the fittings **(1)** and the axle body to remove the steering cylinder **(2)**.



MOIL13TR01745AB 9

Steering cylinder – Taking Down

1. Remove the segment **(1)**.



MOLI11U0438AA 10

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Wiring harnesses - Electrical schematic sheet 12 ENGINE 1 S8000 (MODELS WITH ROPS)

COMPONENT	DESCRIPTION
B-029	WATER IN FUEL SENSOR
B-024	AIR TEMP SENSOR
A-010	ENGINE CONTROL UNIT
F-016	WATER-IN FUEL FUSE

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Wiring harnesses - Electrical schematic sheet 01 TITLE BLOCK,INDEX (MODELS WITH CAB)



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Wiring harnesses - Electrical schematic sheet 20 SOCKETS (MODELS WITH CAB)

COMPONENT	DESCRIPTION
F-020	LIGHTER FUSE
F-005	**12 V** POWER PLUG
F-006	**25 A** SOCKET

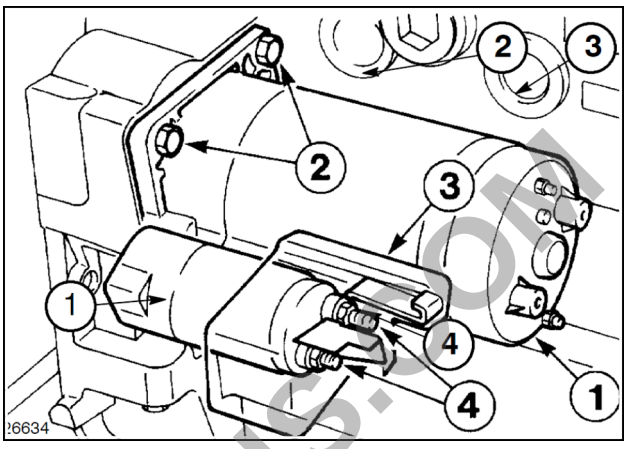
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Engine starting system - Disassemble

Starter Motor Disassembly

1. Remove the cable on the negative (chassis) side of the battery.



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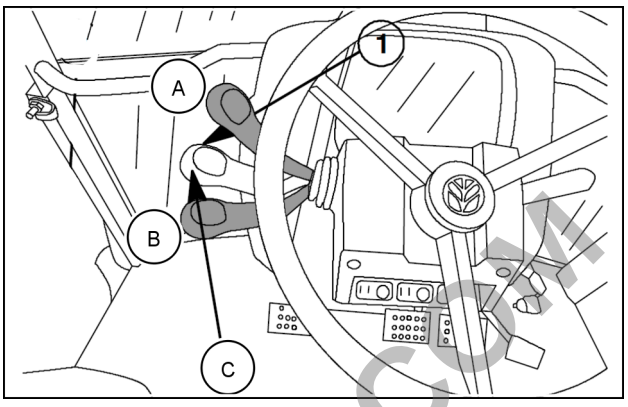
2. Remove the protective cover **(3)** on the starter motor.
3. Remove the nut, the power cable clamp **(5)**, and the emergency switch clamp **(4)**.
4. Remove the bolts **(6)** to remove the starter motor.
5. To re-install the starter motor, apply these disassembly steps in reverse order.

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Joystick and Electric Hydraulic (EH) control - Control identification

(1) The Forward-Backward shuttle lever has three positions:
– To move forward: Lift the control lever up and move the lever to the forward position **(A)**.
– To move backward: Lift the control-lever and move the lever to the back position **(B)**.
– For neutral position: Lift the control lever and bring it to the center position **(C)**.



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4. Check the fuel metering unit **Y-9000** engine harness 2 (EN2) wiring for a short to ground condition.

   Disconnect the engine harness 2 (EN2) from the ECU **A-9000** at connector **X-9121**.

   With the key switch in the OFF position, use a multimeter to perform the following continuity check on the engine harness 2 (EN2) side :

From	To	Value
X-9138A (Receptacle) pin 2	Chassis ground	There should be no continuity.
X-9138A (Receptacle) pin 2	All pins in connector **X-9138A (Receptacle)**	There should be no continuity.
X-9121 (Receptacle) pin 60	All pins in connector **X-9121 (Receptacle)** .	There should be no continuity.

   A. If there is continuity, there is a short circuit condition in the fuel metering unit **Y-9000** engine harness 2 (EN2) wiring. Use the appropriate electrical schematics, if necessary, to locate and repair the shorted conductor.

   B. If there is no continuity, check the ECU **A-9000** for the appropriate software, and re-flash, if necessary.

5. Visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals, or broken wires. Verify that the connectors are fully installed. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while you monitor the display.

   A. If you find damage or the display indicates other than normal display readings, then repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

   B. If you do not find damage and the display indicates only normal readings, then erase the fault code and continue operation.

Wiring harnesses - Electrical schematic sheet 01 ENGINE_1_S8000 (55.100.DP-C.20.E.01)

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3361 (DTC 1D2-03) - ECU internal failure - EEPROM erase error

Control Module: ECU

Context:
The Engine Control Unit (ECU) **A-9000** has a functionality for reading and erasing values to a memory media (Flash or EEPROM). If the ECU **A-9000** determines that this process can not be performed or successfully completed, this fault will occur.

Cause:
The ECU can not erase data from the memory media successfully completed or performed.

Possible failure modes:

1. Faulty ECU programming.
2. Faulty ECU.

Solution:

1. Check the ECU **A-9000** for the appropriate software and re-flash, if necessary.
   A. If the fault has been resolved, return the machine to service.
   B. If the fault has not been resolved, submit a Technical Help Desk (THD) request.

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3688 (DTC 11C-02) - Water in fuel sensor or sensor circuit failure

Control Module: ECU

NOTE: *This fault code is for the Water in Fuel switch with black connector housing.*

Context:
The water in fuel switch **S-9102** provides a diagnostic self-test signal (less than **3.9 V** for **2.5 +/- 20% s**) at key-ON. If the Engine Control Unit (ECU) **A-9000** does not sense the diagnostic self-test signal, this fault will occur and there will be no monitoring of water content in the fuel supply.

Cause:
The ECU **A-9000** has not received an acceptable water in fuel switch **S-9102** self-test signal.

Possible failure modes:

1. Faulty water in fuel switch **S-9102** circuit wiring, damaged.
2. Faulty water in fuel switch **S-9102**, internal failure.
3. Faulty ECU **A-9000**, software.

Solution:

1. Verify this fault code is still present and in an active state.

   Use the Easy Engine software provided on the Electronic Service Tool (EST) to check the fault status.

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

   B. If the fault is no longer present or is in an inactive state, Continue with Step **7**.
2. Use the EST to check for related faults that may have caused this fault to occur.

   A. If any other faults that may have caused this fault to occur are active, resolve those faults first and then return to this fault.

   B. If no other faults are active,continue with Step **3**.
3. Check the water in fuel switch **S-9102** for the initial self-test voltage pulse.

   Carefully back probe the water in fuel switch **S-9102** at connector **X-9125 (Receptacle) pin 1**.

   With the help of an assistant, use a multimeter to perform the following test at Key-ON:

From	To	Value
X-9125 (Receptacle) pin 1	Chassis ground	There should be less than **3.9 V** for **2.5 +/- 20% s**.
NOTE: *The signal line should switch to battery voltage after the self-test period.*		

   A. If the self-test is successful, continue with Step **4**.

   B. If the self-test is not successful, the water in fuel switch **S-9102** has failed internally. Replace the switch.
4. Check for open, short and grounded circuit conditions in the water in fuel switch **S-9102** circuit.

   Disconnect the water in fuel switch **S-9102** at connector **X-9125**.

   Disconnect the engine harness 1 (EN1) from the ECU **A-9000** at connector **X-9122**.

   With the key switch in the OFF position, use a multimeter to perform the following tests, on the engine harness 2 (EN2) from :

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B. If there is no continuity, leave the connector **X-9126** disconnected and continue to Step **4**.

4. Check the Exhaust gas temperature sensor **B-9126** engine harness 1 (EN1) wiring for a short circuit condition.

   Disconnect the engine harness 1 (EN1) from the ECU **A-9000** at connector **X-9122**.

   With the key in the OFF position, use a multimeter to perform the following continuity check on the engine harness 1 (EN1) side :

From	To	Value
X-9122 (Receptacle) pin 79	All pins in connector **X-9122**	There should be no continuity.

   A. If there is continuity, there is a short circuit in the Exhaust gas temperature sensor **B-9126** engine harness 1 (EN1) wiring. Use the appropriate electrical schematics, if necessary, to locate and repair the shorted conductor.

   B. If there is no continuity, check the ECU **A-9000** for the appropriate software and re-flash, if necessary.

5. Visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals, or broken wires. Verify that the connectors are fully installed. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while you monitor the display.

   A. If you find damage or the display indicates other than normal display readings, then repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

   B. If you do not find damage and the display indicates only normal readings, then erase the fault code and continue operation.

Wiring harnesses - Electrical schematic sheet 01 ENGINE_1_S8000 (55.100.DP-C.20.E.01)

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Front loader arm - Install - Position indicator rod

⚠ WARNING

Avoid injury!
Handle all parts carefully. Do not place your hands or fingers between parts. Use Personal Protective Equipment (PPE) as indicated in this manual, including protective goggles, gloves, and safety footwear.
Failure to comply could result in death or serious injury.

W0208A

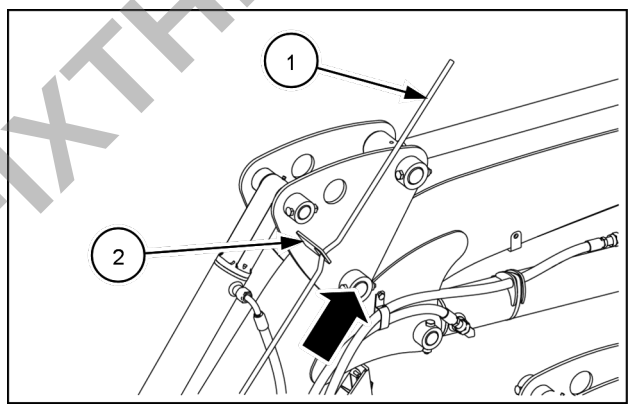
⚠ CAUTION

Pinch hazard!
Always use suitable tools to align mating parts. DO NOT use your hand or fingers.
Failure to comply could result in minor or moderate injury.

C0044A

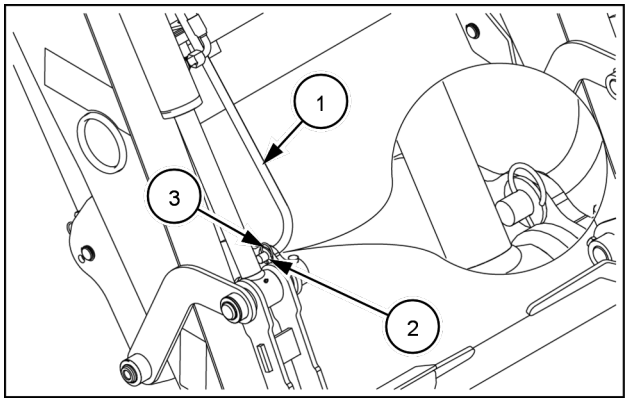
Prior operation:
Front loader arm - Remove Position indicator rod (82.100)

1. Insert the top of the position indicator rod **(1)** in the slide rails **(2)** on the loader boom.



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2. Insert the bottom of the position indicator rod **(1)** in its seat on the loader boom.
3. Insert the spacer **(2)** on the position indicator.
4. Install the securing cotter pin **(3)** of the position indicator rod.



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