INTRODUCTION

◊ *This manual is divided into sections identified by two-figure numbers and each section has independent page numbering.*
For easy reference, these sections have the same numbers and names as the Repairs Rate Book sections.

◊ *The different sections can easily be found by consulting the table of contents on the following pages.*

◊ *The document number of the manual and the edition/update dates are given at the bottom of each page.*

◊ *The information contained in this manual was current on the date printed on each section. As CASE IH constantly improves its product range, some information may be out of date subsequent to modifications implemented for technical or commercial reasons, or to meet legal requirements in different countries.*
In the event of conflicting information, consult the CASE IH Sales and Service Departments.

IMPORTANT WARNINGS

◊ *All maintenance and repair work described in this manual must be performed exclusively by CASE IH service technicians, in strict accordance with the instructions given and using any specific tools necessary.*

◊ *Anyone performing the operations described herein without strictly following the instructions is personally responsible for any eventual injury or damage to property.*

◊ *The Manufacturer and all organisations belonging to the Manufacturer's distribution network, including but not restricted to national, regional or local distributors, will accept no responsibility for personal injury or damage to property caused by abnormal function of parts and/or components not approved by the Manufacturer, including those used for maintenance and/or repair of the product manufactured or marketed by the Manufacturer.*
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SAFETY REGULATIONS

PAY ATTENTION TO THIS SYMBOL



This warning symbol points out important messages concerning your safety.

Carefully read the following safety regulations and observe advised precautions in order to avoid potential hazards and safeguard your health and safety.

In this manual the symbol is accompanied by the following key-words:



***CAUTION** - Warnings concerning unsuitable repair operations that may jeopardise the safety of Service personnel.*

***DANGER** - Specific warnings concerning potential hazards for operator safety or for other persons directly or indirectly involved.*

ACCIDENT PREVENTION

Most accidents or injuries that occur in workshops are the result of non-observance of simple and fundamental safety regulations.

For this reason, IN MOST CASES THESE ACCIDENTS CAN BE AVOIDED by foreseeing possible causes and consequently acting with the necessary caution and care.

Accidents may occur with all types of vehicle, regardless of how well it was designed and built.

A careful and judicious service technician is the best guarantee against accidents.

Precise observance of the most basic safety rule is normally sufficient to avoid many serious accidents.

DANGER. Never carry out any cleaning, lubrication or maintenance operations when the engine is running.

SAFETY REGULATIONS

GENERAL GUIDELINES

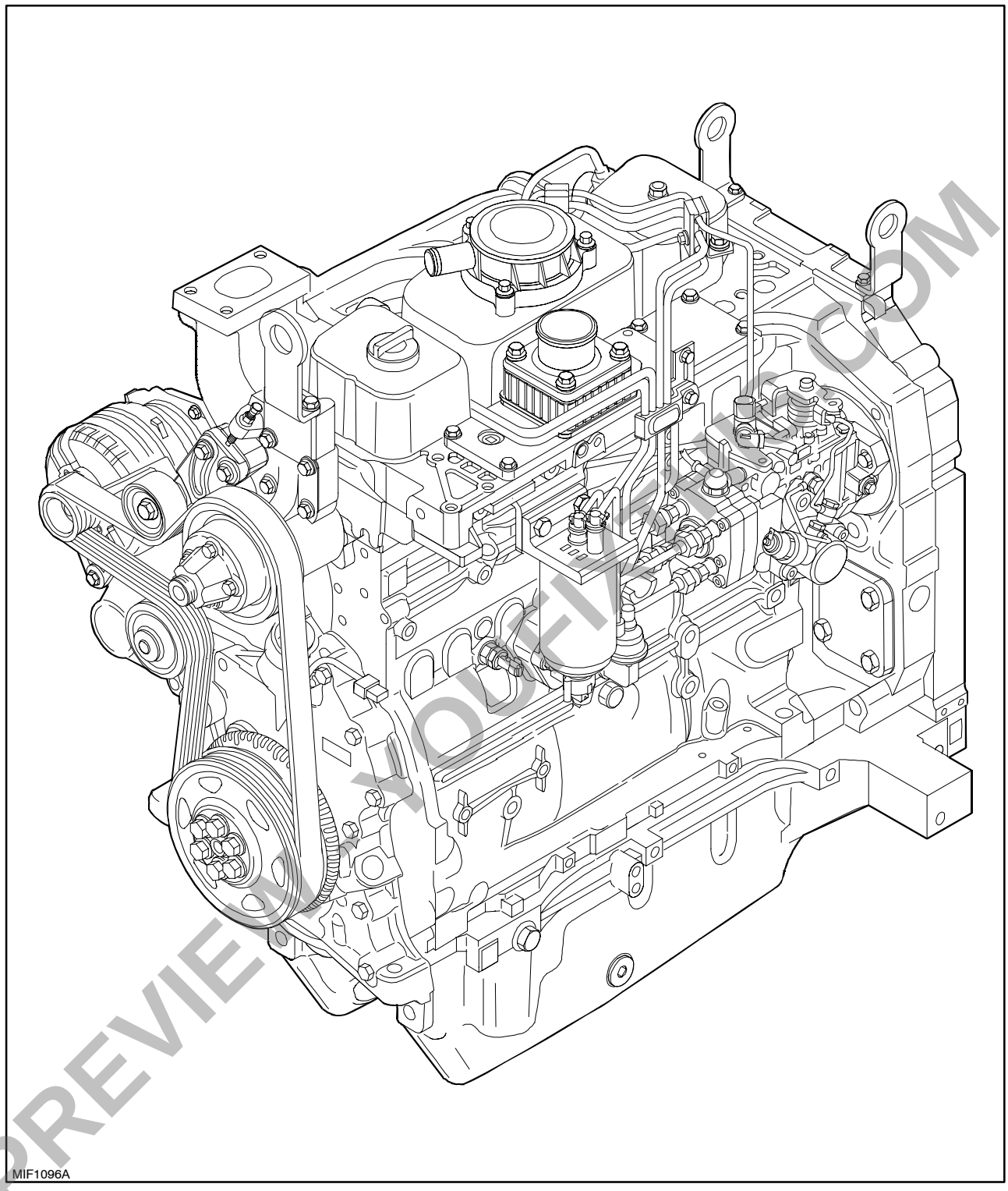
- Carefully follow specified repair and maintenance procedures.
- Do not wear rings, wristwatches, jewellery, unbuttoned or loose articles of clothing such as: ties, torn clothing, scarves, open jackets or shirts with open zips that may remain entangled in moving parts.

  It is advised to wear approved safety clothing, e.g.: non-slip footwear, gloves, safety goggles, helmets, etc.
- Do not carry out repair operations with someone sitting in the driver's seat, unless the person is a trained technician who is assisting with the operation in question.
- Operate the vehicle and use the implements exclusively from the driver's seat.
- Do not carry out operations on the vehicle with the engine running, unless specifically indicated.
- Stop the engine and check that the hydraulic circuits are pressure-free before removing caps, covers, valves, etc.
- All repair and maintenance operations must be carried out using extreme care and attention.
- Service steps and platforms used in a workshop or in the field should be built in compliance with the safety rules in force.
- Disconnect the batteries and label all controls to indicate that the vehicle is being serviced. Any parts that are to be raised must be locked in position.
- Do not check or fill fuel tanks, accumulator batteries, nor use starting liquid when smoking or near naked flames, as these fluids are inflammable.
- Brakes are inoperative if manually released for repair or maintenance purposes.

  Use blocks or similar devices to secure the machine in these conditions.
- The fuel nozzle should always be in contact with the filling aperture. Maintain this position until filling operations are completed in order to avoid possible sparks caused by the accumulation of static electricity.

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1

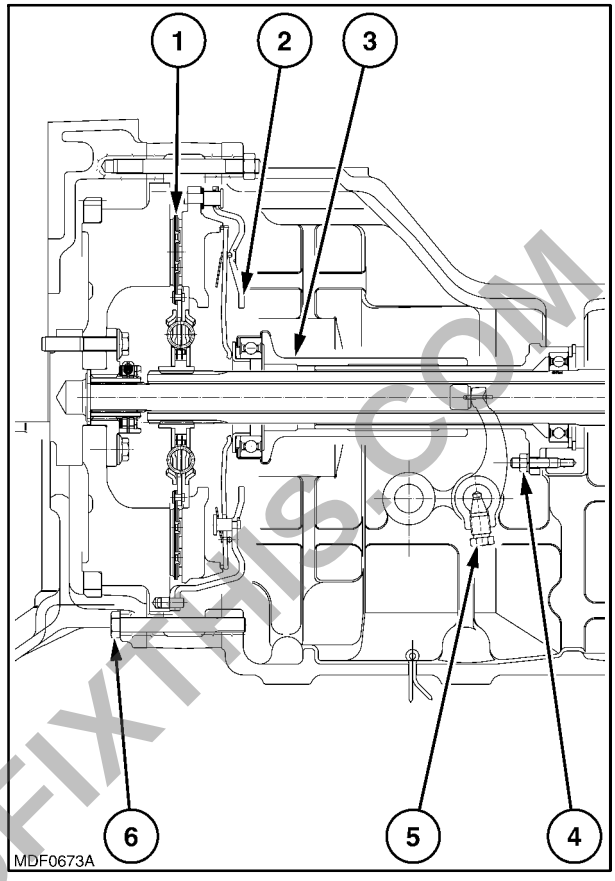
View of JX1070U tractor engines of 53 kW (70 HP) and JX1080U of 60 kW (80 HP)

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Longitudinal section of 12" LUK clutch

1. Main transmission clutch plate.
2. Diaphragm spring.
3. Release sleeves, complete with thrust bearing.
4. Nuts for sleeve cover studs.
5. Fork lever retaining bolt.
6. Bolts and nuts securing clutch casing to the engine.

NOTE: *When refitting the clutch, check that the clutch disks are positioned as in the drawing.*



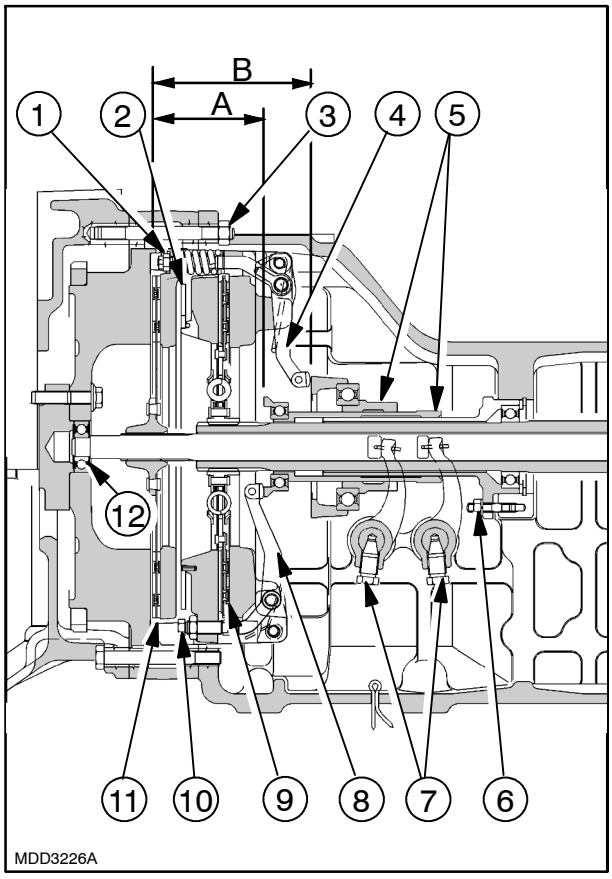
1

Longitudinal section of 12"/12" LUK clutch

1. PTO clutch release lever adjuster.
2. Belleville Spring.
3. Bolts and nuts securing clutch casing to the engine.
4. Power take-off clutch disengagement levers.
5. Release sleeves for main transmission and PTO clutch, complete with thrust bearings.
6. Nuts for sleeve cover studs.
7. Fork lever retaining bolt.
8. Main transmission clutch release lever.
9. Main transmission clutch plate.
10. Main transmission clutch release lever adjuster.
11. Power take-off clutch disk.
12. Bearing on flywheel.

A. 4.0551 in. (103 mm). Nominal distance of release levers (8) from clutch contact surface on flywheel.

B. 5.7086 in. (145 mm). Nominal distance of release levers (4) from clutch contact surface on flywheel.



2

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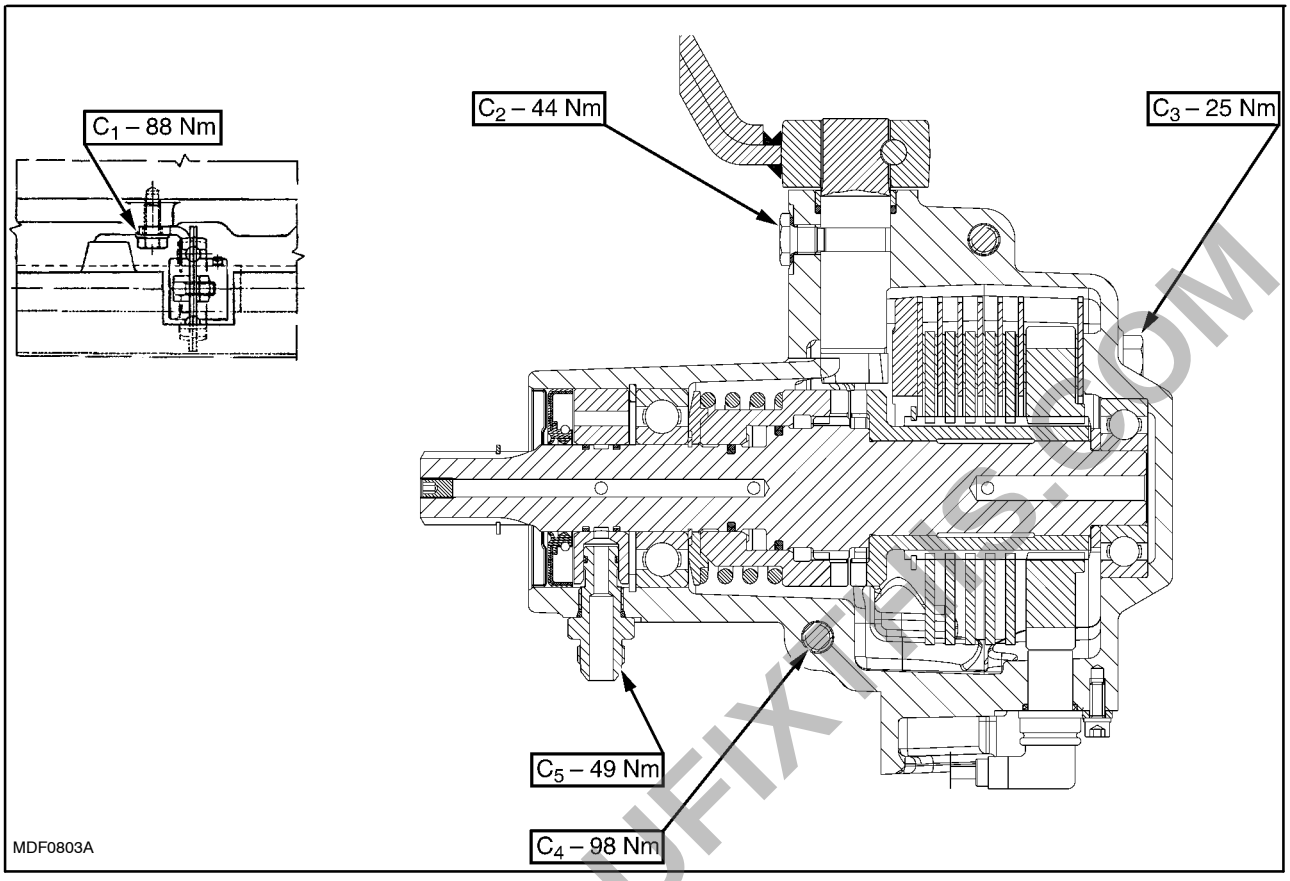
DATA

(cont)

Hydraulic control valve (see fig. 4)		mounted on the outer left-hand side of the clutch casing and includes: - solenoid valve; - pressure control valve; - no. 2 accumulators; - no. 2 chokes on accumulators; - pressure release pin; - by-pass valve.
Mating clearance between:		
- pressure control valve (18, fig. 4) and hydraulic control valve seat	in. (mm)	0.0009 to 0.0013 (0.025 to 0.035)
- pressure release pin (17) and relative hydraulic control valve seat	in. (mm)	0.0009 to 0.0013 (0.025 to 0.035)
- accumulator pistons (3) and hydraulic control valve seat	in. (mm)	0.0009 to 0.0005 (0.025 to 0.080)
Dual Command (2 Speed Power Shift) and services working pressure	psi (bar)	227.72 to 242.22 (15.7 to 16.7)
Spring (19, fig. 4) for pressure control valve:		
- spring free length	in. (mm)	5 (127)
- spring length under load of 279 to 304 N (28.4 to 31 kg)	in. (mm)	4.035 (102,5)
Spring (10) for pressure release pin:		
- spring free length	in. (mm)	3.070 (78)
- spring length under load of 32 to 36 N (3.3 to 3.7 kg)	in. (mm)	2.6771 (68)
Springs (4) for accumulators:		
- spring free length	in. (mm)	4.8031 (122)
- spring length under load of 325 to 359 N (33.2 to 36.6 kg)	in. (mm)	3.9370 (100)
Filter		
Type		paper cartridge
Location		fixed to the pump housing on suction side
Pump		the same as used for the hydrostatic steering system (see Section 41)

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1

TIGHTENING TORQUES

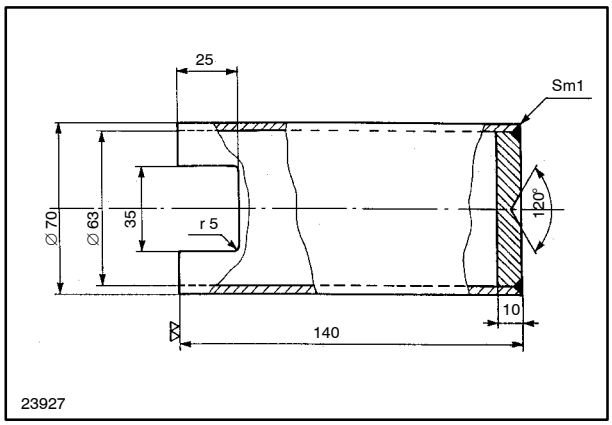
PARTS TO BE TIGHTENED	Thread	Tightening torque	
		Nm	kgm
Propeller shaft central support retaining bolt (C_1)	M 12 x 1.5	88	9
Parking brake control lever axial retaining bolt (C_2)	M 12 x 1.25	44	4.5
Screw with guide pin for brake disk braking sectors (C_3)	M 12 x 1.25	25	2.5
Drive gear housing retaining bolt (C_4)	M 12 x 1.25	98	10
Control cylinder oil delivery union (C_5)	M 18 x 1.50	49	5

TOOLS

WARNING

The operations described in this section can only be carried out with the **ESSENTIAL** tools indicated by an **(X)**. To work safely and efficiently and obtain the best results, it is also necessary to use the recommended specific tools listed below and certain other tools, which are to be made according to the drawings included in this manual.

380000279 Guard for fitting the seal (28, fig. 3)
380000280 Guard for fitting the seal (27, fig. 3)
380000285 Splining tool for fitting the seal (3, fig. 3)

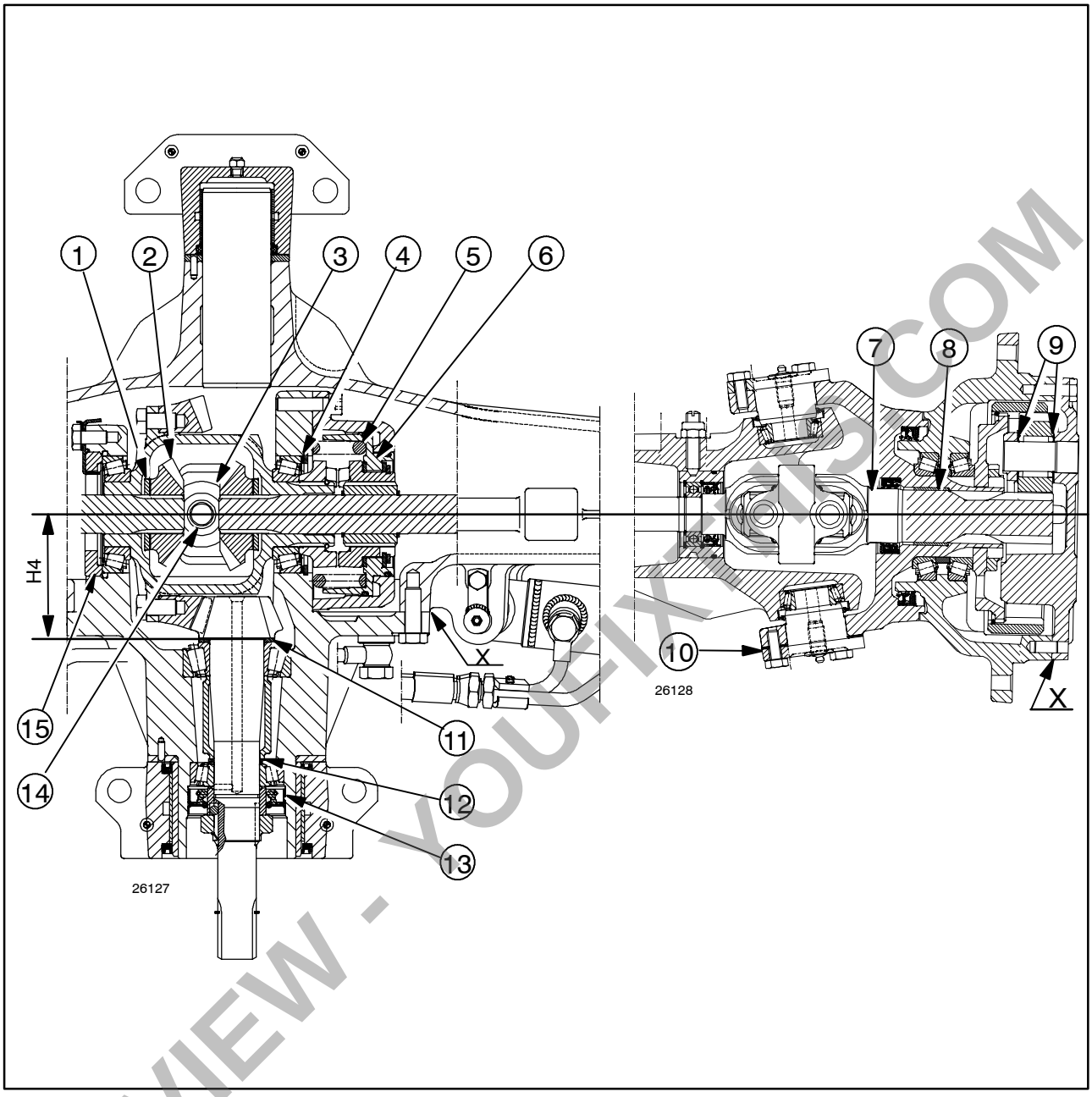


2

Punch to make for drive gear uncoupling spring disassembly-assembly. (Mark tool with no. 50107). - (Dimensions in mm)

NOTE: *Make the tool in F42 material.*

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6

Cross-sectional views of front axle (models JX1070U and JX1080U)

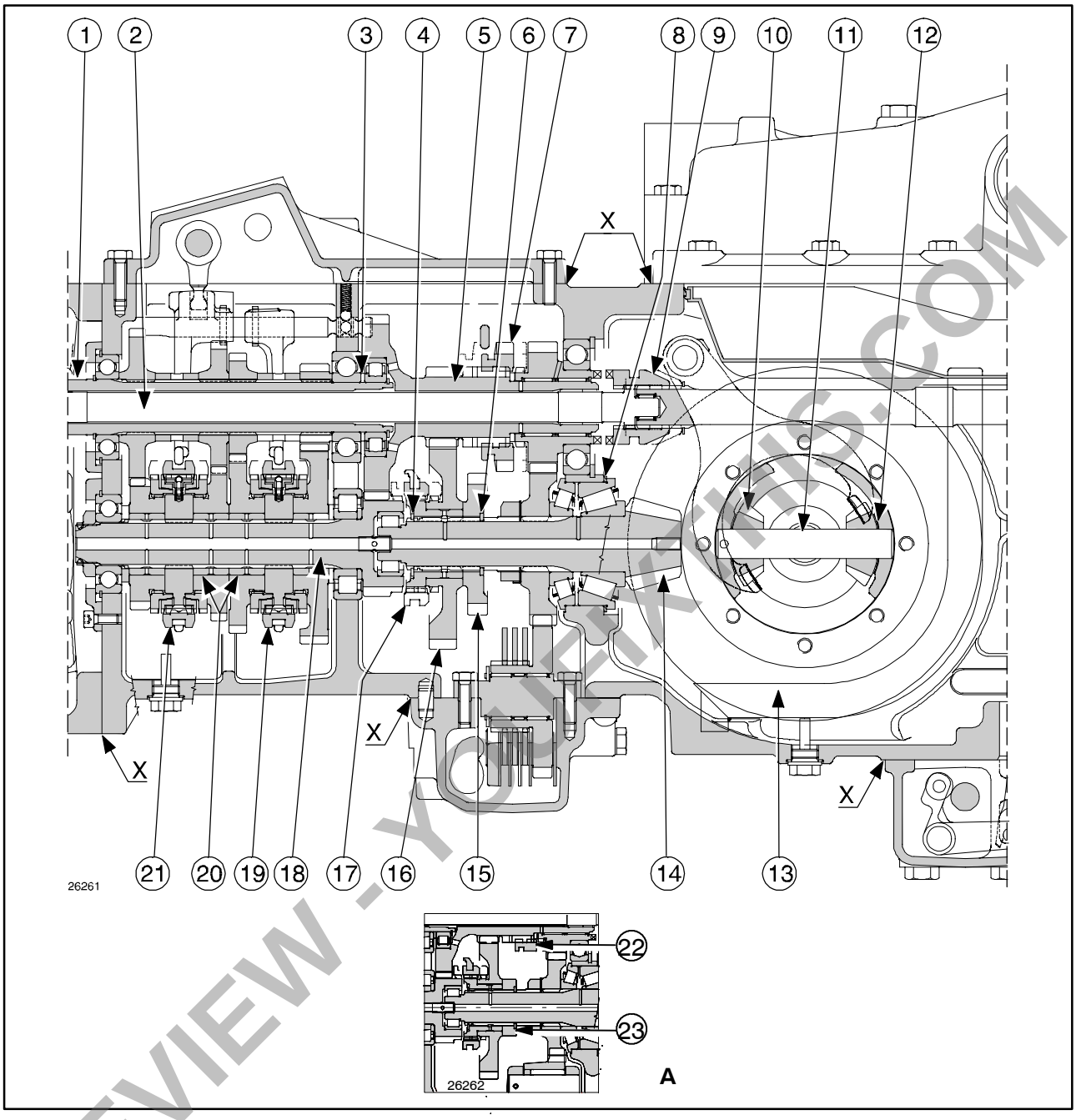
H_4 = 3.7401 in. (95 mm). Nominal distance between crown wheel axis and greater diameter of the pinion.

1. Thickness of sun pinion thrust washers.
2. Sun pinions.
3. Planet pinions.
4. Bevel crown wheel bearing adjustment shims.
5. Differential lock disengagement spring.
6. Differential lock control piston.
7. Axle shaft.
8. Axle-shaft bushing (7).
9. Epicyclic reduction unit driven gear shims.
10. Steering knuckle adjustment plates.
11. Thickness of bevel pinion position adjustment spacer.
12. Thickness of bevel pinion bearing adjustment spacer.
13. Seal.
14. Cross pin for planet pinions.
15. Bevel crown wheel bearing adjustment ring nut.

NOTE: *During assembly apply sealing compound on surfaces marked with an* ***X*** *as shown in fig. 106.*

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10

Longitudinal section of gearbox-transmission

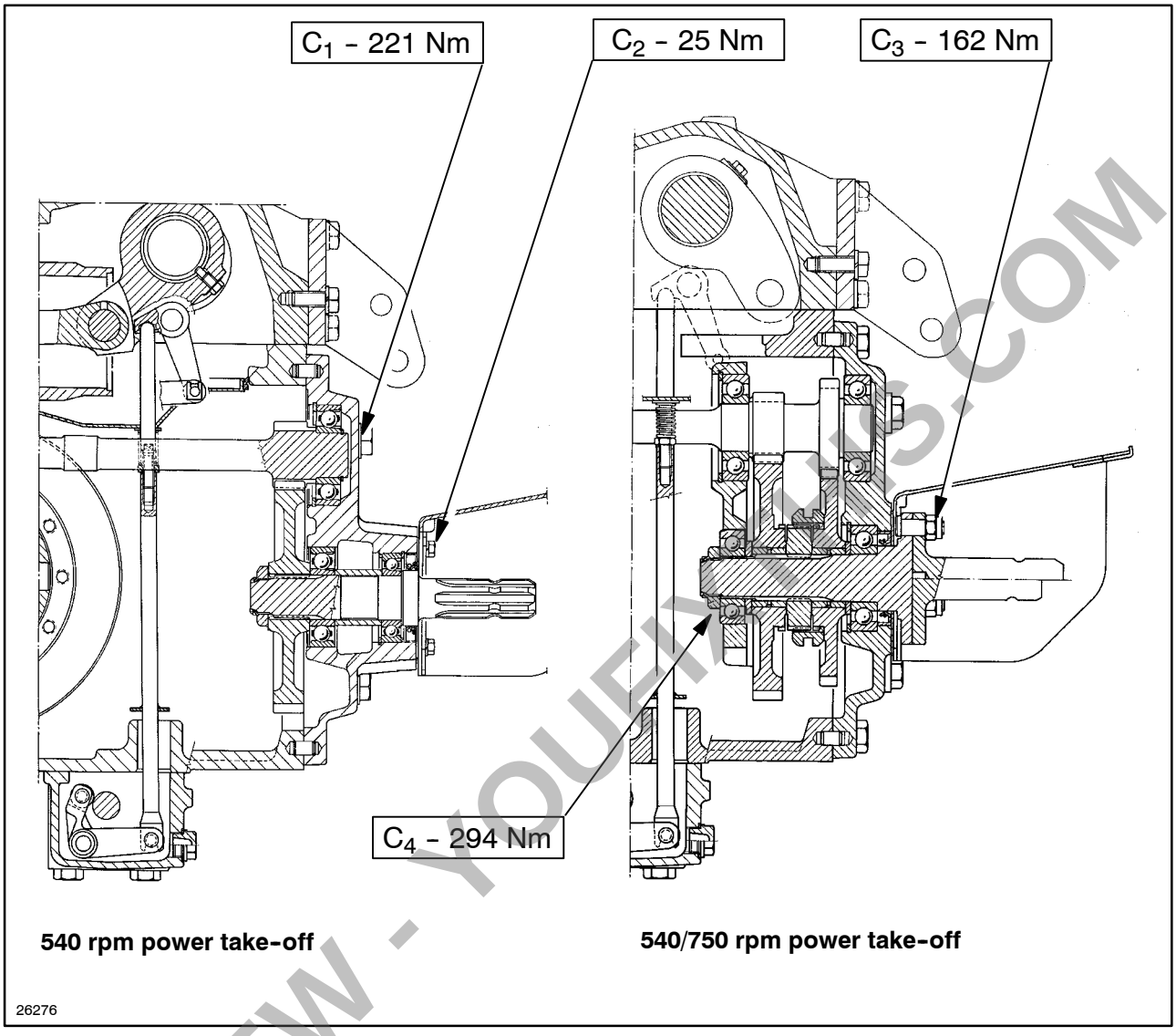
A. Detail of reduction unit for tractors with reverser.
1. Gearbox driving shaft.
2. PTO control shaft.
3. Adjustment shim for driving shaft clearance.
4. Circlip.
5. Reduction unit driving shaft.
6. Stop half rings.
7. Mid and reverse gear engagement/disengagement.
8. Thickness of bevel pinion position adjustment spacer.
9. PTO engagement sleeve.
10. Planet gear.
11. Pin.
12. Shim ring.
13. Bevel crown wheel.
14. Bevel pinion shaft.
15. Reverse driven gear.
16. Low gear driven gear.
17. Low and high gear engagement sleeve.
18. Gearbox driven shaft.
19. 1st and 2nd gear engagement synchroniser.
20. Gearbox driven gear support bushings.
21. 3rd and 4th gear engagement synchroniser.
22. Mid gear engagement sleeve.
23. Spacer.

NOTE: *During assembly apply sealing compound on surfaces marked with an* ***X*** *as shown in fig. 58.*

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TIGHTENING TORQUES

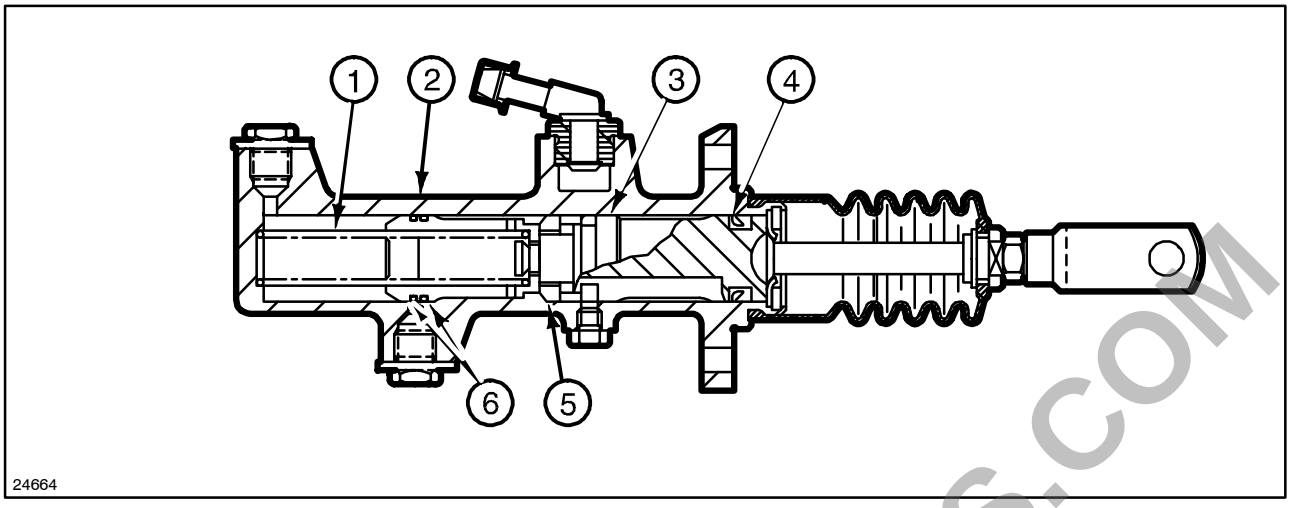


2

TIGHTENING TORQUES

PARTS TO BE TIGHTENED	Thread	Tightening torque	
		Nm	kgm
Bearing support retaining bolts (PTO 540/750 and 540/1000 rpm)	M 12 x 1.25	98	10
PTO casing retaining bolts (C_1, figs. 1 and 2)	M 16 x 1.5	221	22.5
PTO guard retaining bolts (C_2, figs. 1 and 2)	M 8 x 1.25	25	2.6
Self locking nuts for securing grooved terminal (C_3, fig. 2) for 540/750 rpm PTO and (C_3, fig. 1) for 540/750/1000 rpm PTO	M 12 x 1.25	162	16.5
Nut locking driven gear shaft:			
(C_4, fig. 2) for 540 rpm and 540/750 rpm PTO	M 32 x 1.5	294	30
(C_4, fig. 1) for 540/750/1000 rpm PTO	M 28 x 1.5	294	30

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3

Service brake sectional drawing

1. Spring.
2. Pump body.
3. Control piston.
4. Rear seal.
5. Central seal.
6. Front seals.

DESCRIPTION AND OPERATION

SERVICE BRAKES (see fig. 4)

The service brakes are the hydraulically operated wet disk type.

The two control pumps (one for each pedal) are located in the front part of the cab and are connected to their pedals (3) by means of tie-rods.

The pumps can be operated on their own by each pedal, or as a pair with both pedals (connected by a pin).

The connecting pipe (6) between the two pumps ensures balanced braking, even when the brake disks are not equally worn.

The control pumps are fed from a single reservoir installed on the pumps.

The brake disks (one for each rear wheel) are located between the rear transmission casing and the final drive casing. The disks are mounted on the differential drive shafts.

PARKING BRAKE (see fig. 2)

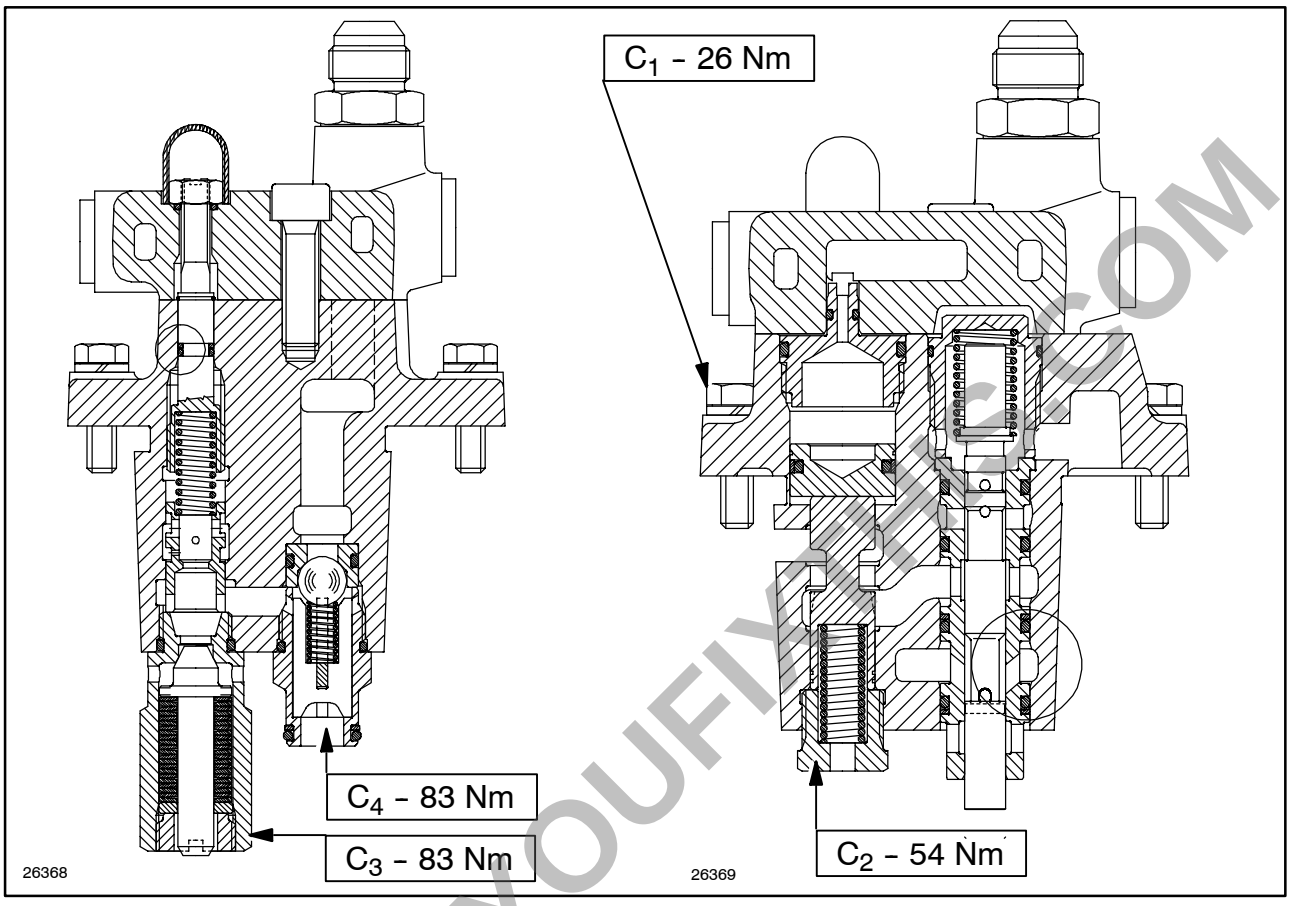
The parking brake is operated by a control lever on the left-hand side of the operator.

When acting on the control lever, a flexible tie-rod operates the lever (12) inside the parking brake support (13), bearing the brake sector assembly (10 - 11) and the brake disks (8) keyed onto the driven gear (7) and locking it.

Locking the rear bevel pinion shaft intermediate gear (7), locks the rear bevel pinion shaft too and therefore the tractor cannot move.

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TIGHTENING TORQUES

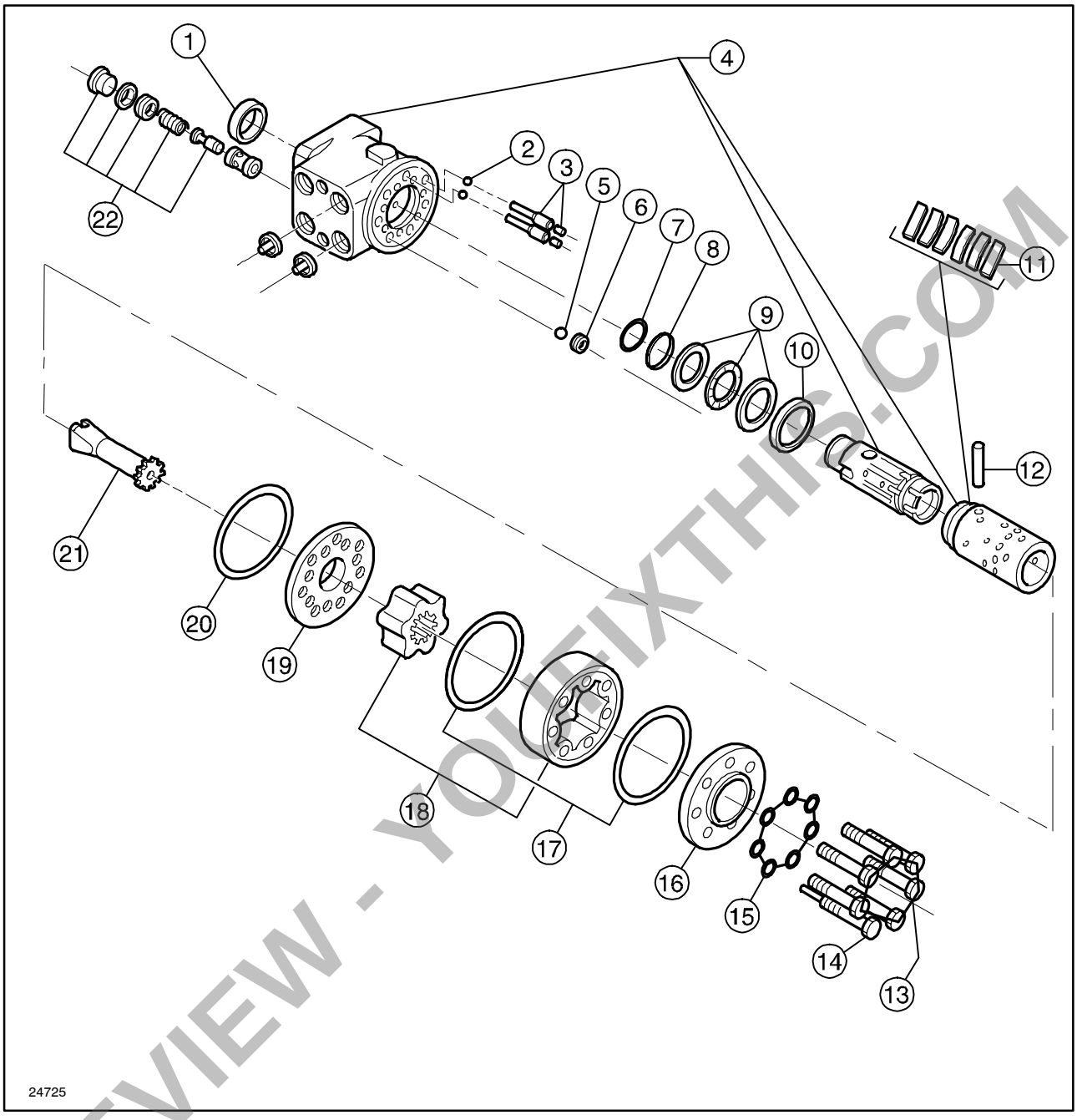


1

TIGHTENING TORQUES	Thread	Tightening torque	
		Nm	kgm
Lift			
Bolts securing control valve block to lift (C_1, fig. 1)	M 8 x 1.25	26	2.7
Control valve cap (C_2)	M 20 x 1.5	54	5.5
Cylinder safety valve (C_3)	M 20 x 1.5	83	8.5
Check valve union (C_4)	M 24 x 1.5	83	8.5
Inner lift arm securing bolts	M 10 x 1.25	61	6.2
Position shaft nut	M 10 x 1.25	14.7	1.5
Implement hitching device			
Flex bar support retaining bolts	M 16 x 1.5	221	22.5
Lateral stabiliser strut support retaining bolts	M 16 x 1.5	221	22.5
Pick-up hitch hook support retaining bolts	M 16 x 1.5	221	22.5

(continued)

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2

Hydrostatic steering control valve components

1. Dust ring
2. Backflow valve balls
3. Backflow valve pins
4. Control valve body, rotating valve and rotating valve seat sleeve
5. Non-return valve ball
6. Non-return valve threaded plug
7. O-ring seal
8. Seal ring support ring (7)
9. Thrust bearing components
10. Spring retaining ring (11)
11. Springs for returning sleeve to **neutral position**
12. Sleeve-rotor drive shaft trim pin
13. Cover retaining screws
14. Non-return valve seat screw
15. Washers
16. Cover
17. O-rings
18. Rotor and fixed ring for rotor
19. Shim ring
20. O-ring
21. Rotor drive shaft
22. Pressure relief valve assembly

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TIGHTENING TORQUES

PARTS TO BE TIGHTENED	Thread	Tightening torque	
		Nm	kgm
Front Axle			
Bolt retaining axle support to engine	M 18 x 1.5	353	36
Stub head locknut for steering transverse tie-rod	M 16 x 1.5	102 to 123.5	10.4 to 12.6
Locknut for steering transverse tie-rod	M 20 x 1	176	18
Axle articulation pin retaining bolt (C_1, fig. 3)	M 10 x 1.25	49	5
Nut (C_2) securing leading wheel to hub	M 18 x 1.5	314	32
Nut (C_3) for bearing adjustment	M 20 x 1.5	(*)	(*)
Nut (C_4) for pin securing end of axle	M 20 x 1.5	186 to 257.7	19 to 26.3
Nut (C_5) for stub axles left and right-hand lever retaining bolt	M 14 x 1.5	186 to 206	19 to 21
Nut (C_6) securing cylinder to fulcrum pin	M 18 x 1.5	186 to 206	19 to 21

(*) See operations, page 8

TOOLS

WARNING

The operations described in this section can only be carried out with the **ESSENTIAL** tools indicated by an **(X)**. To work safely and efficiently and obtain the best results, it is also necessary to use the recommended specific tools listed below and certain other tools, which are to be made according to the drawings included in this manual.

List of specific tools required for the various operations described in this Section.

380000237 Wheel lifting hook.

FAULT DIAGNOSIS

Problems	Possible Causes	Solutions
Abnormal tyre wear.	1. Incorrect tyre pressure.	Inflate the tyres to the correct pressure, referring to the recommended pressures in the Use and Maintenance handbook, and the pressures indicated by the tyre manufacturers.
	2. Incorrect front wheel toe-in.	Correct the toe-in.
Poor stability of tractor.	1. Incorrect tyre pressure.	Inflate the tyres correctly as detailed above.

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Thermostatic expansion valve

This valve serves to reduce the pressure of the liquid refrigerant from the condenser so that the refrigerant entering the evaporator can evaporate and thus take heat from the air which is to be cooled.

The expansion valve has two main functions:

- dosage: the calibrated bore (6, fig. 5) inside the valve body creates a difference in the pressure of the refrigerant between the inlet (4) (liquid state) and the outlet (7) (mixed liquid/vapour state); the calibrated bore (6) also serves to atomise the refrigerant to facilitate subsequent evaporation;
- modulation: inside the valve body a thermostatic sensor controls the valve aperture so that the right quantity of refrigerant enters the evaporator to ensure complete evaporation.

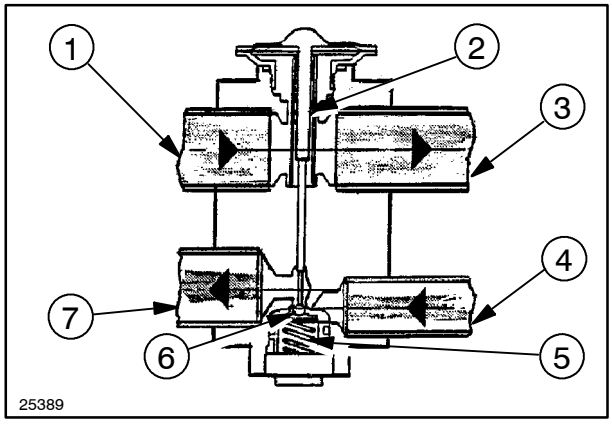
If the thermostatic sensor (2, fig. 5) detects an increase in the temperature of the refrigerant at the evaporator outlet, the flow of refrigerant is increased.

If the temperature in the cab drops or the compressor starts to operate at a higher capacity (due to an increase in engine speed), the flow rate into the evaporator is reduced.

The expansion valve is installed on the evaporator inlet fitting (7), and as the internal refrigerant flow control system is completely automatic, it requires no special maintenance.

To perform functional testing, with the system is fully charged, check that the system operating pressures are those indicated on page 3.

NOTE: *In the event of malfunction, replace the valve.*



5

Expansion valve block.

1. From the evaporator outlet.
2. Thermostatic sensor.
3. To compressor suction inlet.
4. From filter/dryer.
5. Spring.
6. Calibrated bore and ball.
7. To evaporator inlet.

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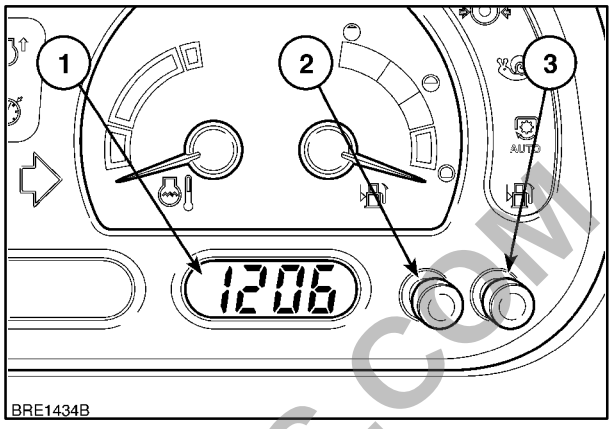
LIQUID CRYSTAL DISPLAYS

Clock (Fig. 5)

There is a digital clock (1) on the right-hand side of the instrument panel.

To adjust the time, turn the ignition key onto **ON** and keep the hours or minutes button pressed down until the number displayed starts to blink. To adjust the hours, press button 'H' (2). Each time the button is pressed, the display will advance by 1 hour. Alternatively, hold the button in and the display will advance automatically. Release the button when the hour display is correct.

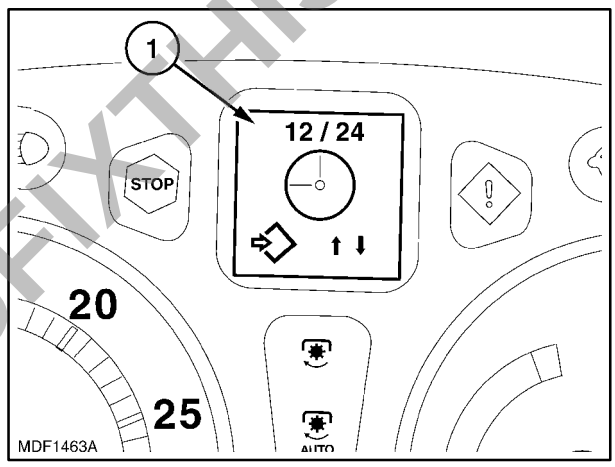
To adjust the minutes, repeat the same procedure using button 'M' (3). To save the setting, do not touch the buttons for 10 seconds.



5

Change the display mode with buttons 'H' and 'M' (Fig. 6)

The clock is originally set for a 12-hour display. To pass on to a 24-hour display, press buttons 'H' and 'M' simultaneously with the ignition key turned onto OFF. Turn the ignition switch onto ON and keep both buttons pressed for three seconds, the clock will pass on to a 24-hour display. Repeat this procedure to pass on to a 12-hour display. Turn the ignition switch to OFF to save the setting.

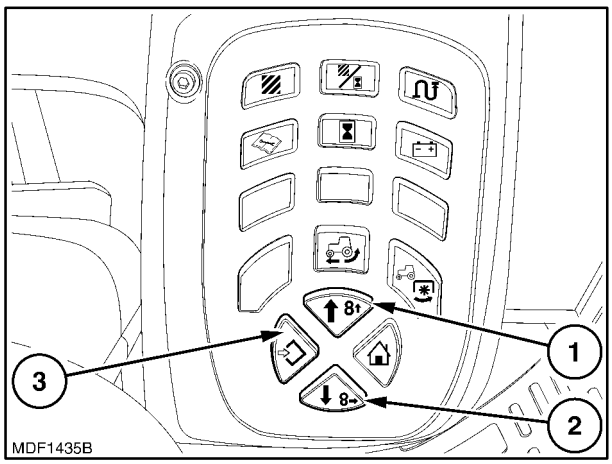


6

Change the display mode with the Advanced Keypad (if installed) (Fig. 7)

With the ignition key "ON", press Menu/Enter (3) for 3 seconds. The display (1, fig. 6) will show the setting of the **SETUP MENU**, which will pass on to **CAL** after 2 seconds. With the scrolling key towards the top of the menu (1, fig. 7), move on to the point where the display shows the clock symbol together with **12** / **24**.

Press Menu/Enter (3) again; the display will then show an arrow pointing towards 12 or 24. With the keys (1) or (2) for scrolling up or down the menu, move the arrow up or down, as required, and press Menu/Enter to save and go back to the main menu.



7

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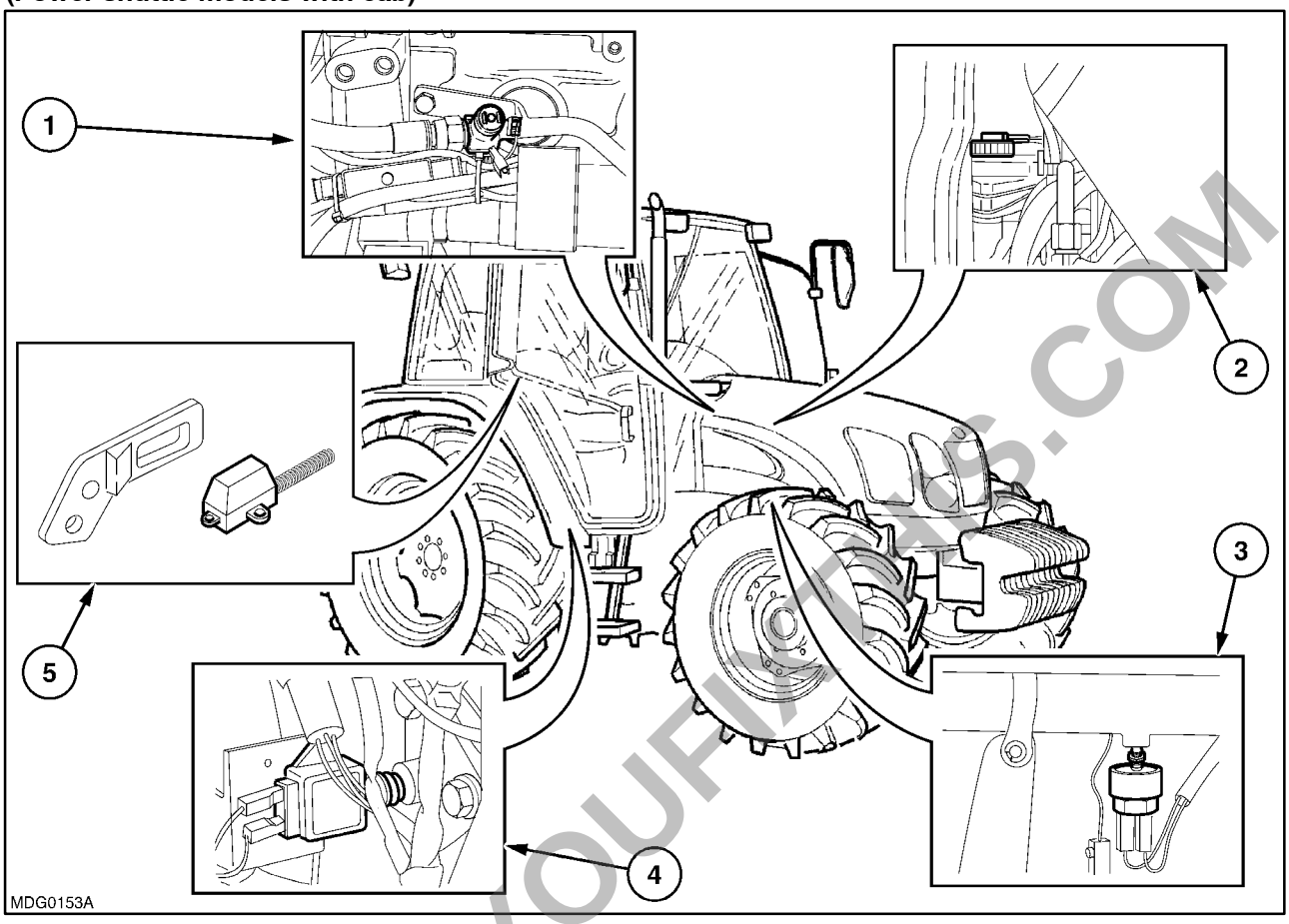
ELECTRICAL CIRCUIT COMPONENTS

1	Battery
2	Engine coolant temperature sensor
3	Engine ground
4	Sediment filter sensor
5	Filter/dryer sensor
6	Front LH headlamp
7	Front RH headlamp
8	Horn
9	Air conditioning system compressor
10	Engine cut-out electromagnet
12	Air filter clogged sensor
13	Grid heater
14	Front lights connection
15	Fuses and relay control unit
16	Brake lights switches
17	RH front direction indicator and side light
18	Brake fluid level sensor
19	Dual Command (2 Speed Power Shift) control switch
20	Control panel ground
21	Cab RH side ground
22	Measuring device (ADIC)
23	Electrohydraulic PTO switch
25	Parking brake switch
26	RH front auxiliary work light
27	Cigar lighter
28	Rear windscreen wiper/washer switch
29	Rotating beacon control switch
31	Radio connections
32	Cab RH upper side ground
33	RH speaker
34	Air-conditioner push-button
35	Ventilation and air-conditioning system connection
36	RH rotating beacon power socket
37	Windscreen wiper motor
38	Ventilation and air-conditioning system electric fan switch
40	Auxiliary power socket (internal)
41	RH number plate light (North America version)
42	LH speaker

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COMPONENTS
(Power shuttle models with cab)



1

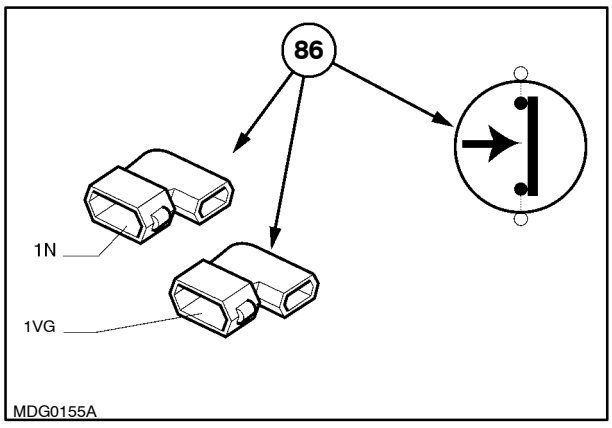
1. Low gearbox oil pressure switch (86).
2. Brake fluid level switch (18).
3. Air filter clogged switch (12).
4. Differential lock indicator switch (66).
5. Lift status switch (127).

Low gearbox oil pressure switch (86)

Switch normally on.

Opens with pressure above 11 bar.

With lower pressure the switch turns on and PIN 12 connection (22C) is grounded via PIN 37 of connection (155); the dashboard displays the low gearbox oil pressure symbol and the red warning light comes on. The other cable goes to PIN 7 of connection (169B) of the gearbox control unit.



2

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SPECIAL TOOLS

Description	Tool No.
Harness Repair Kit (Except North America)	380030042 (294070)
Test Probe Kit (Except North America)	380050010 (297448)

WIRING HARNESS REPAIRS

Temporary Wiring Harness Repair

⚠ WARNING ⚠

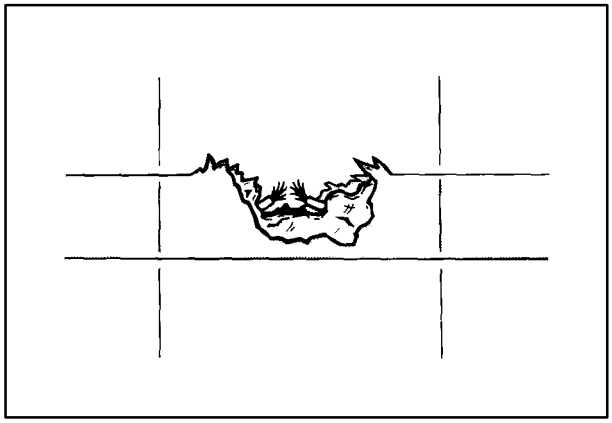
It is acceptable to use the following repair procedure on the controller area network (CAN) BUS wiring. It is important though to ensure that the wire lengths are not altered from the original as this will affect the performance of the CAN BUS system.

The following method to repair wiring is a temporary expedient only. Wiring should be replaced as soon as possible. Do not attempt to repair the wire on any system sensors as these are sealed and should only be replaced with a new component.

NOTE: *When conducting a cable repair it is important that only RESIN CORED SOLDER is used. Use of other types of solder may result in further cable damage.*

To carry out a temporary repair, proceed as follows:-

1. Locate damaged portion of cable then cut away outer protective cover on both sides of the damaged area, Figure 1.



1

2. Using a suitable solvent, clean about 2 inches (50 mm) from each cover end. Clean the grey cable cover and the individual leads.

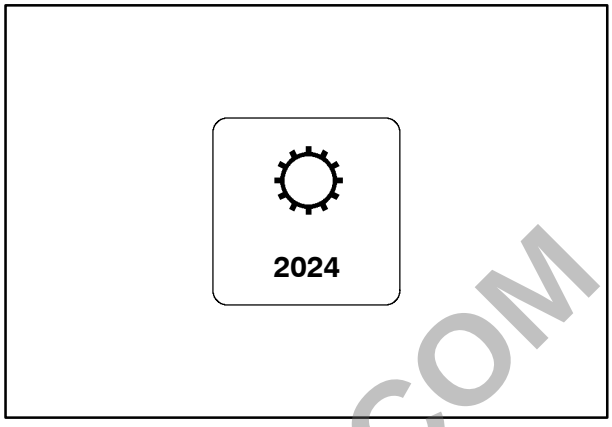
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CALIBRATIONS

Fault codes

If the Faults Detection Logic reads a fault condition, the code will flash on the information monitor. In this manner, the fault condition can be displayed whilst in HH mode. During calibration, certain faults may be masked.



1

CAUTION

Park the tractor on level ground in an unobstructed area (in case of sudden movement).

Engage the handbrake, switch off all electrical switches and the air conditioning system, if on.

Set the Shuttle control lever in neutral, the hydraulic lift lower arms down, the remote control valve levers in neutral and switch off the engine.

Put safety wedges under the front and rear wheels.

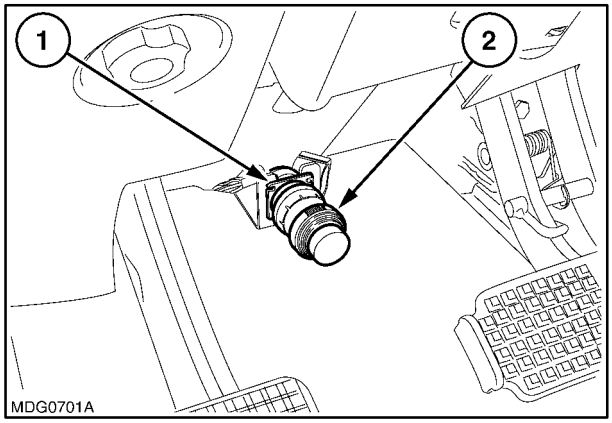
Check that the transmission oil temperature is between 68 ÷ 122 °F (20 ÷ 50 °C).

Unless otherwise specified, the levers:
- Shuttle;
- Gear shift;
- Range gear;
- Creeper;

are in the NEUTRAL position.

HH MENU ACCESS

1. Turn the starter switch (1, fig. 3) to A (OFF) and connect the tool **380000843 (2)** to the diagnostics socket (1).



2

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Op. 90 156 10 - 90 156 14
GLUED CAB WINDOWS
Repl.

Proceed as follows:

CAUTION

Handle all parts carefully.

Do not put your hands or fingers between parts.

Wear suitable safety clothing - safety goggles, gloves and shoes.

1. Working from the inside of the cab, push the cutting wire (1, fig. 53) through the adhesive (2) between the window and its surround, using the needle on the tool.

2. Thread the cutting wire (1, fig. 54) into the tool and lock in position.

3. Secure the wire (1) to the handgrip (2).

4. Lock the tool on the adhesive (see fig. A). Keep the wire close to the window and pull on the handgrip (2, fig. 55).
5. Repeat this operation until the window is completely detached. Make long cuts on straight sections and short cuts around corners to prevent the window from breaking.

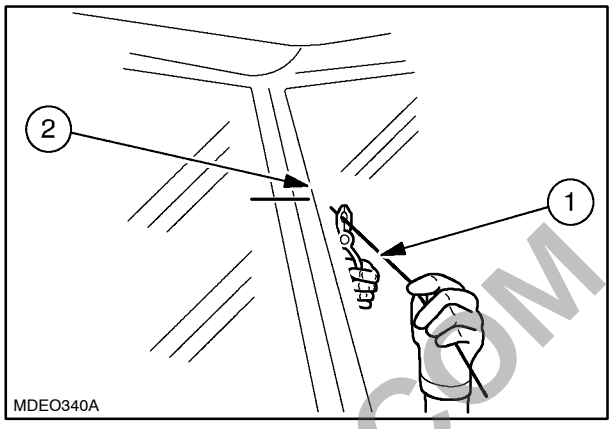
6. Using suction cups, remove the window and place on a flat surface to avoid damage.

7. Using a scraper, thoroughly clean away the adhesive (1, fig. 56) from the contact surfaces with the windscreen, taking care not to cause damage.

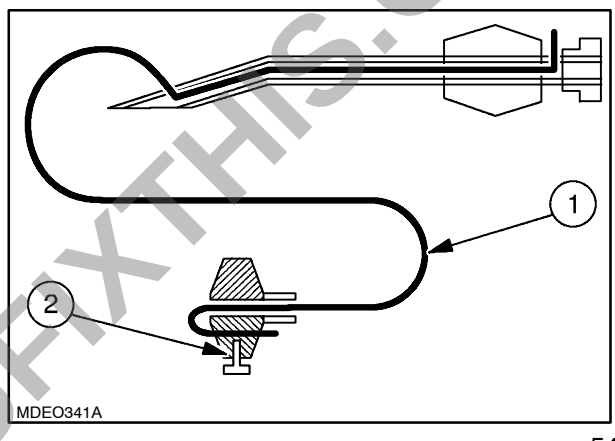
8. Remove the adhesive from the window as described in the previous operation.

NOTE: *When replacing a broken window: remove any fragments still attached to the cab support frame, following only the necessary aforementioned operations.*

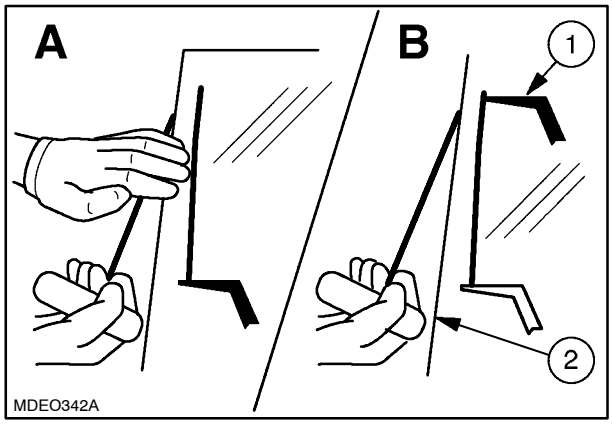
9. Clean the windscreen surround and windscreen using a suitable solvent.



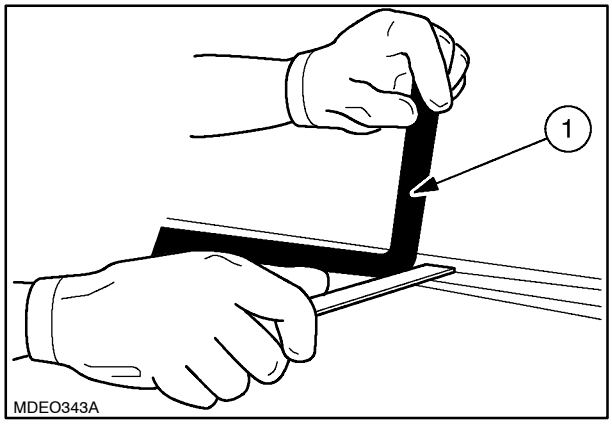
53



54



55



56

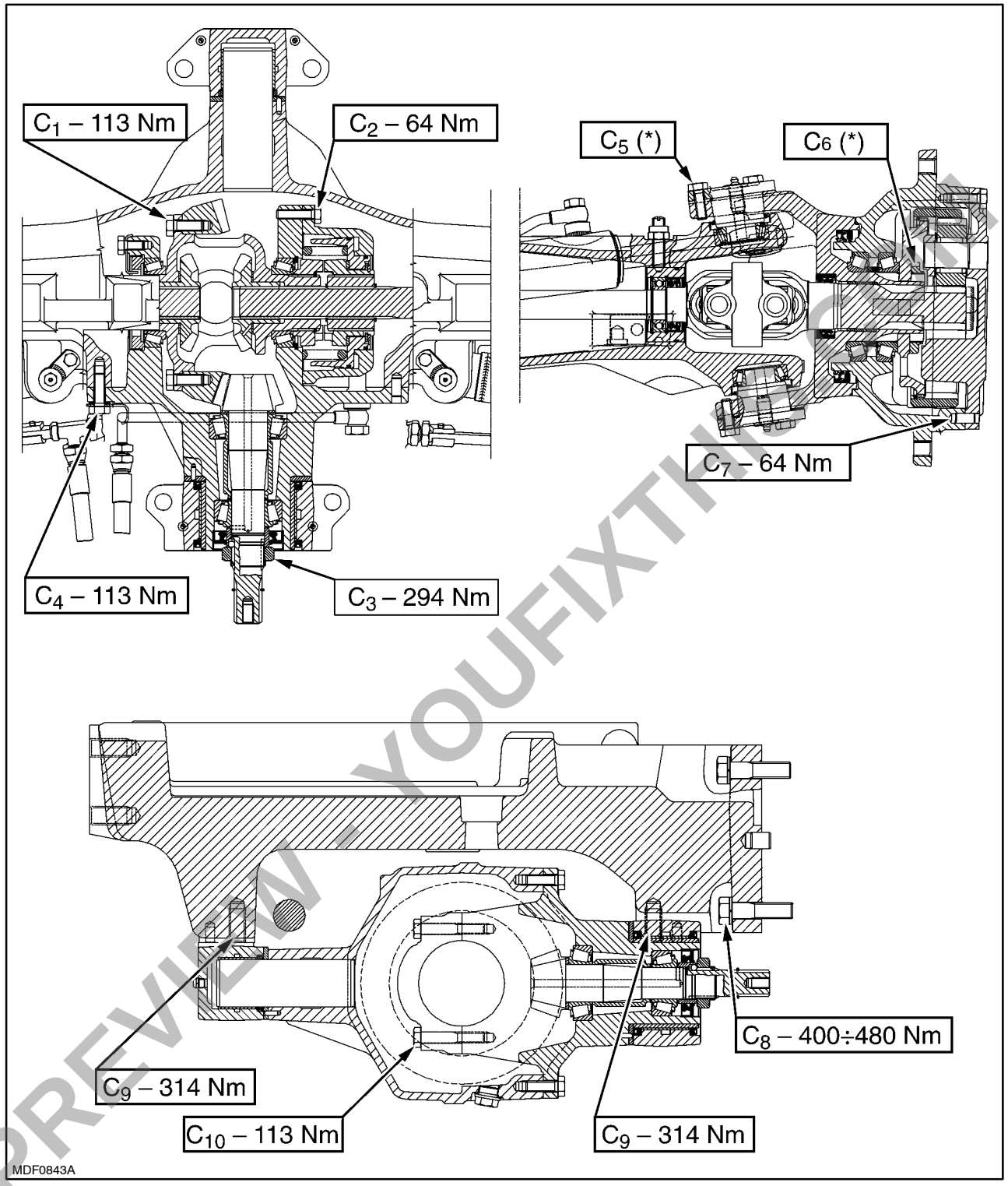
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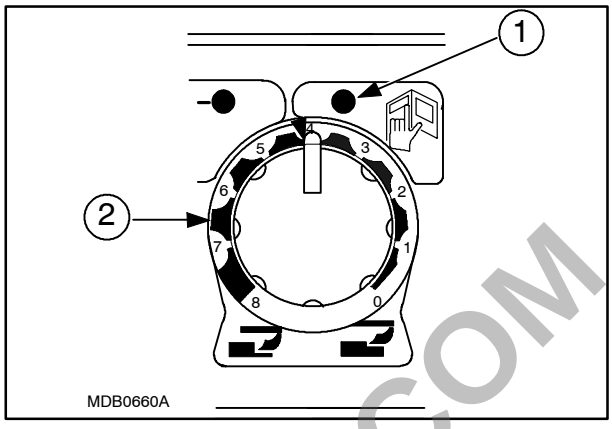
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(*) See page 4.

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3. Turn the knob (2) anticlockwise onto number 9 (maximum working depth).
4. Start the engine and bring to the prescribed speed.
5. Turn the knob (2) fully clockwise so the lift arms raise and reach the limit stop.
   If the position of the arms does not vary for a period of > 1 second, the fault code indicator (1) will flash for 2 seconds at 8 Hz (fast flashing for 2 seconds) indicating that the upper limit has been reached.
   At this point, calibration of the arm upper travel limit and the working depth potentiometer maximum limit has been carried out.
6. Turn the knob (2) fully anticlockwise and wait for the arms to lower completely.
   If the position of the arms does not vary for a period of > 1 second, the fault code indicator will flash for 2 seconds at 8 Hz (fast flashing for 2 seconds).
   This means that the calibration operation has been carried out successfully.
7. Turn the key to the STOP position to confirm and store the calibration data in the electronic control unit.

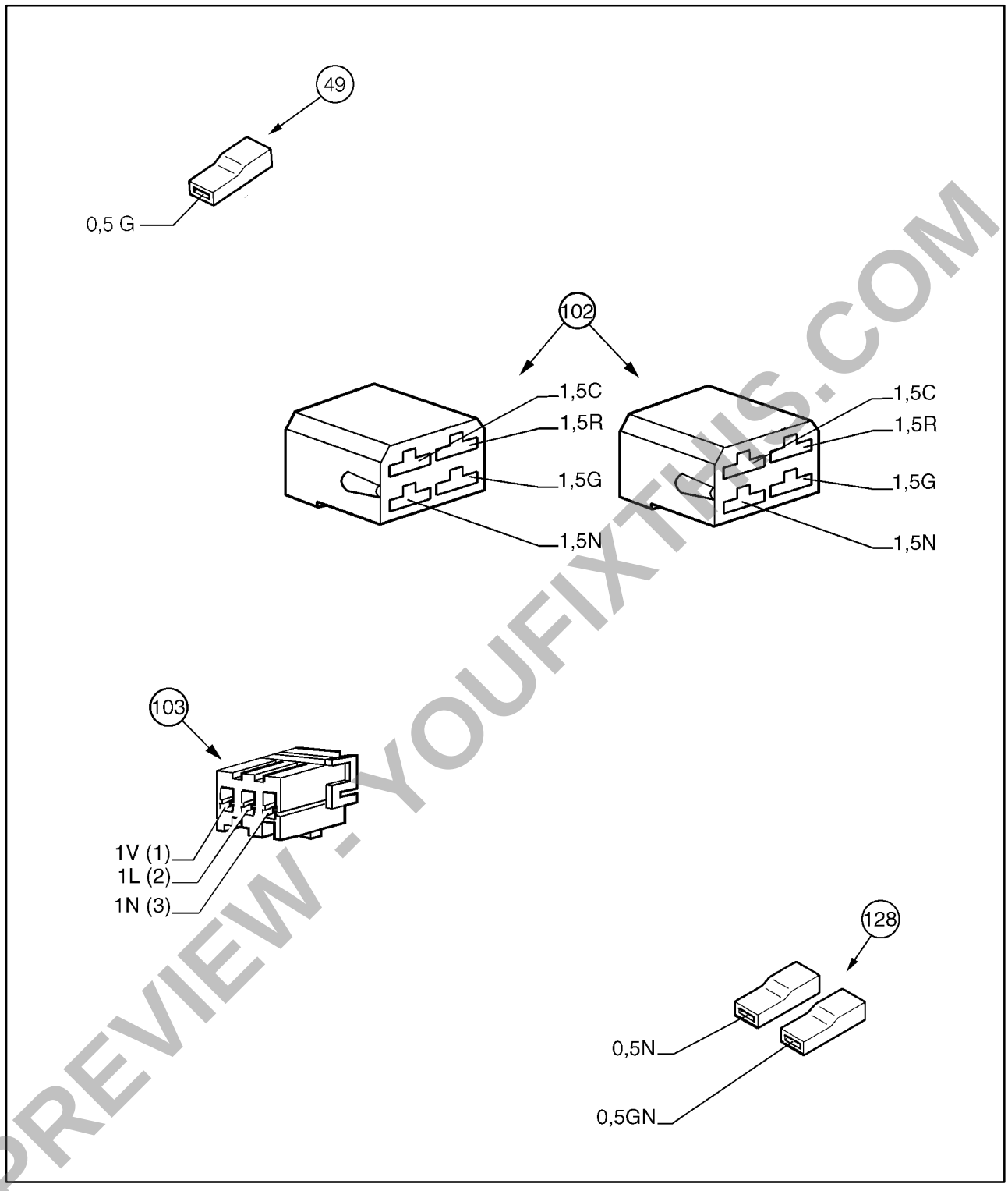
NOTE: *If, when the key is turned to the START position, the indicator (1) flashes for 4 seconds at 8 Hz (fast flashing for 4 seconds), the calibration operation will need to be repeated, proceeding as previously described.*



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ERROR CODE 2058 - SHUTTLE LEVER REVERSE SWITCH VOLTAGE LOW

Cause:

Open circuit or short to ground between the shuttle lever reverse switch and the controller, or the shuttle lever assembly is faulty.

Effects:

There will be a short delay recognising that forward has been selected.

Possible failure modes:

1. Faulty connector
1. Faulty shuttle lever assembly
2. Faulty harness
3. Faulty controller

Solution:

NOTE: *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

1. Check the shuttle lever reverse switch in H5.

   A. Turn the keystart ON. Move the shuttle lever into forward. If the display does not change to d23, continue to step 2.

   B. If the display does change to d23, while still in H5 wiggle the harness and the connectors to check for an intermittent circuit. The display will change if an intermittent circuit is detected, repair or replace as required.
2. Check the shuttle lever reverse switch.

   A. Disconnect the shuttle lever connector **C130**. Move the shuttle lever to reverse and measure the resistance between the component side of connector **C130** pin **4**, wire 0.5 **(A)** and **C130** pin **6**, wire 0.5 **(AB)**, if the resistance indicated is not approximately 0.56K Ohms, and then in neutral approximately 2.76K Ohms, remove and replace the shuttle lever assembly.

   B. If the shuttle lever switch is okay, continue to step 3.
3. Check for +5 Volts.

   A. Turn the keystart ON. Measure the voltage between connector **C130** pin **6**, wire 0.5 **(AB)** and **ground**. If approximately +5 Volts is not indicated, repair or replace the harness as required.

   B. If approximately +5 Volts is indicated, continue to step 4.
4. Check for an open circuit.

   A. Turn the keystart OFF. Disconnect the controller connector **C169B_CN2**. Check between connector **C169B_CN2** pin **37**, wire 0.5 **(A)** and **C130** pin **4**, wire 0.5 **(A)**. If an open circuit is indicated, repair or replace the harness as required.

   B. If an open circuit is not indicated, continue to step 5.
5. Check for a short to ground.

   A. Check between connector **C169B_CN2** pin **37**, wire 0.5 **(A)** and **ground**. If a short to ground is indicated, repair or replace the harness as required.

   B. If the harness is okay, download the correct level of software. If the fault re-occurs, remove and replace the controller.

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