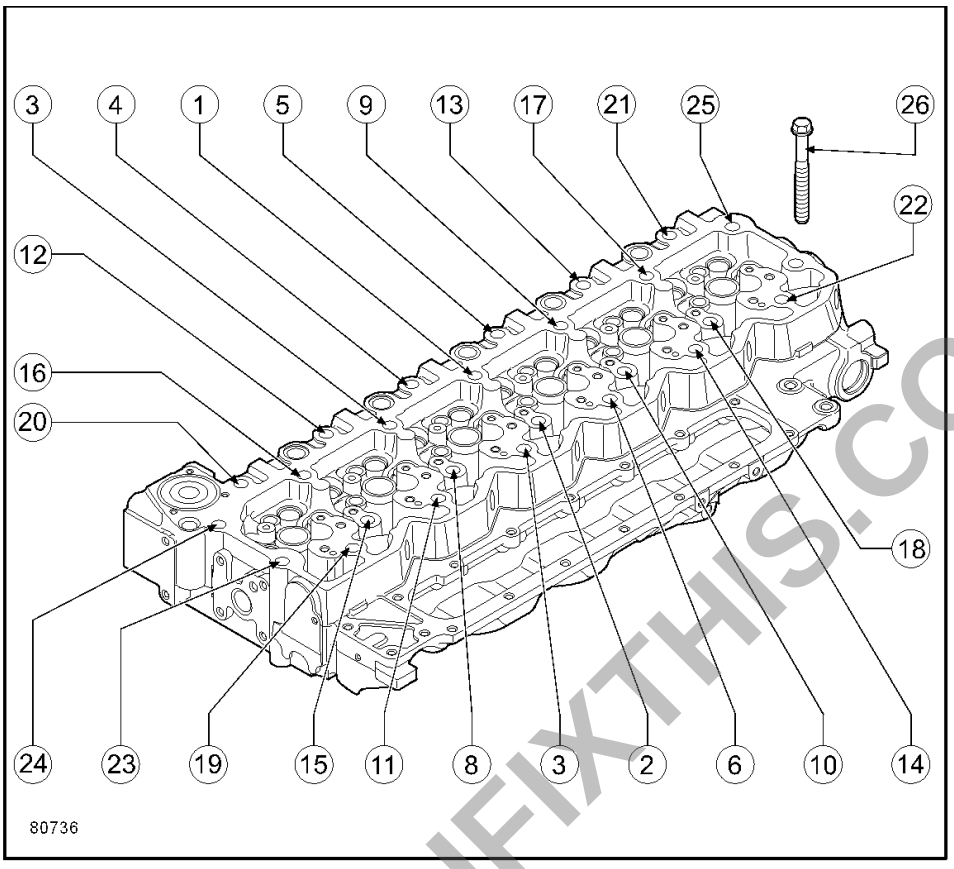
Link Product / Engine

Product	Market Product	Engine
MAXXUM CVT 110	International Region	F4DFE413C*A
MAXXUM CVT 120	International Region	F4DFE413B*A
MAXXUM CVT 130	International Region	F4DFE413A*A
MAXXUM 110 EP	International Region	F4DFE413E*A
MAXXUM 110 Multicontroller EP	International Region	F4DFE413C*A
MAXXUM 115 EP	International Region	F4DFE613F*A
MAXXUM 115 Multicontroller EP	International Region	F4DFE613F*A
MAXXUM 120 EP	International Region	F4DFE413D*A
MAXXUM 120 Multicontroller EP	International Region	F4DFE413B*A
MAXXUM 125 EP	International Region	F4DFE613E*A
MAXXUM 125 Multicontroller EP	International Region	F4DFE613E*A
MAXXUM 130 EP	International Region	F4DFE413C*A
MAXXUM 130 Multicontroller EP	International Region	F4DFE413A*A
MAXXUM 140 EP	International Region	F4DFE6132*A
MAXXUM 140 Multicontroller EP	International Region	F4DFE6132*A

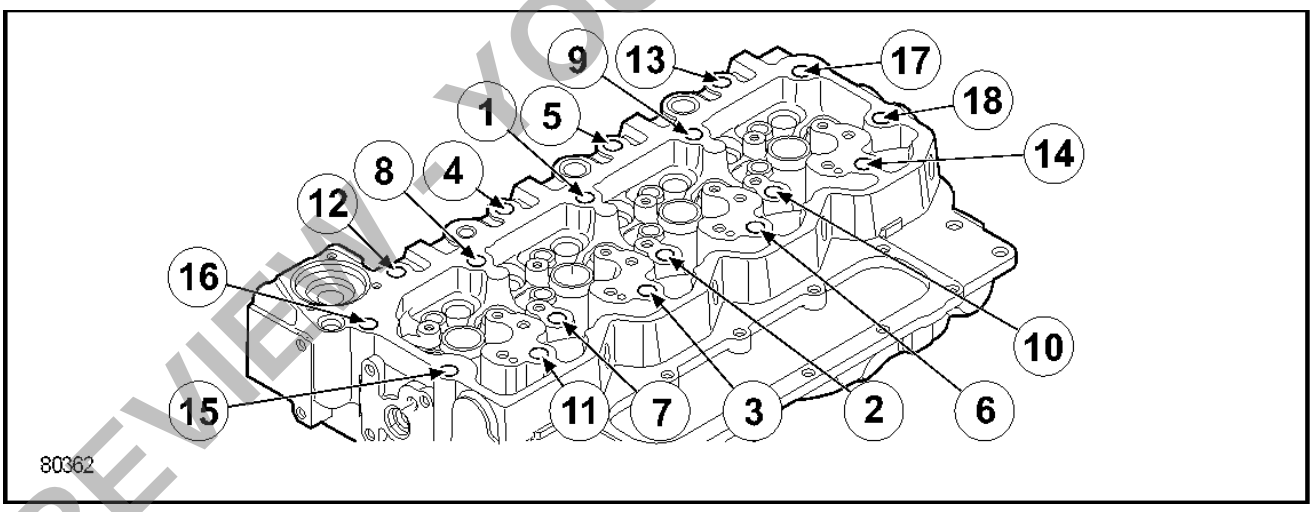
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80736 1

Tightening sequence for 4 cylinder head bolts



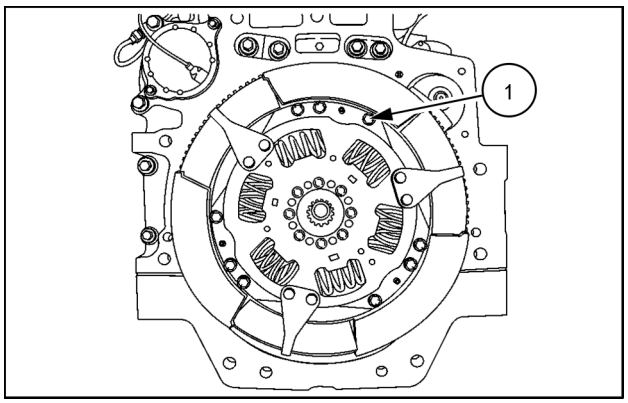
80362 2

Tightening sequence for 6 cylinder engine cover nuts

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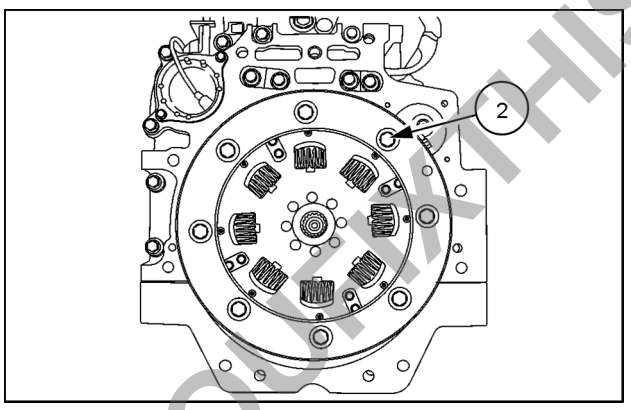
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Flywheel damper - Torque



SVIL14TR00013AA 1

Electronic fuel injection system – 4 cylinder



SVIL13TR00001AC 2

Electronic fuel injection system – 6 cylinder

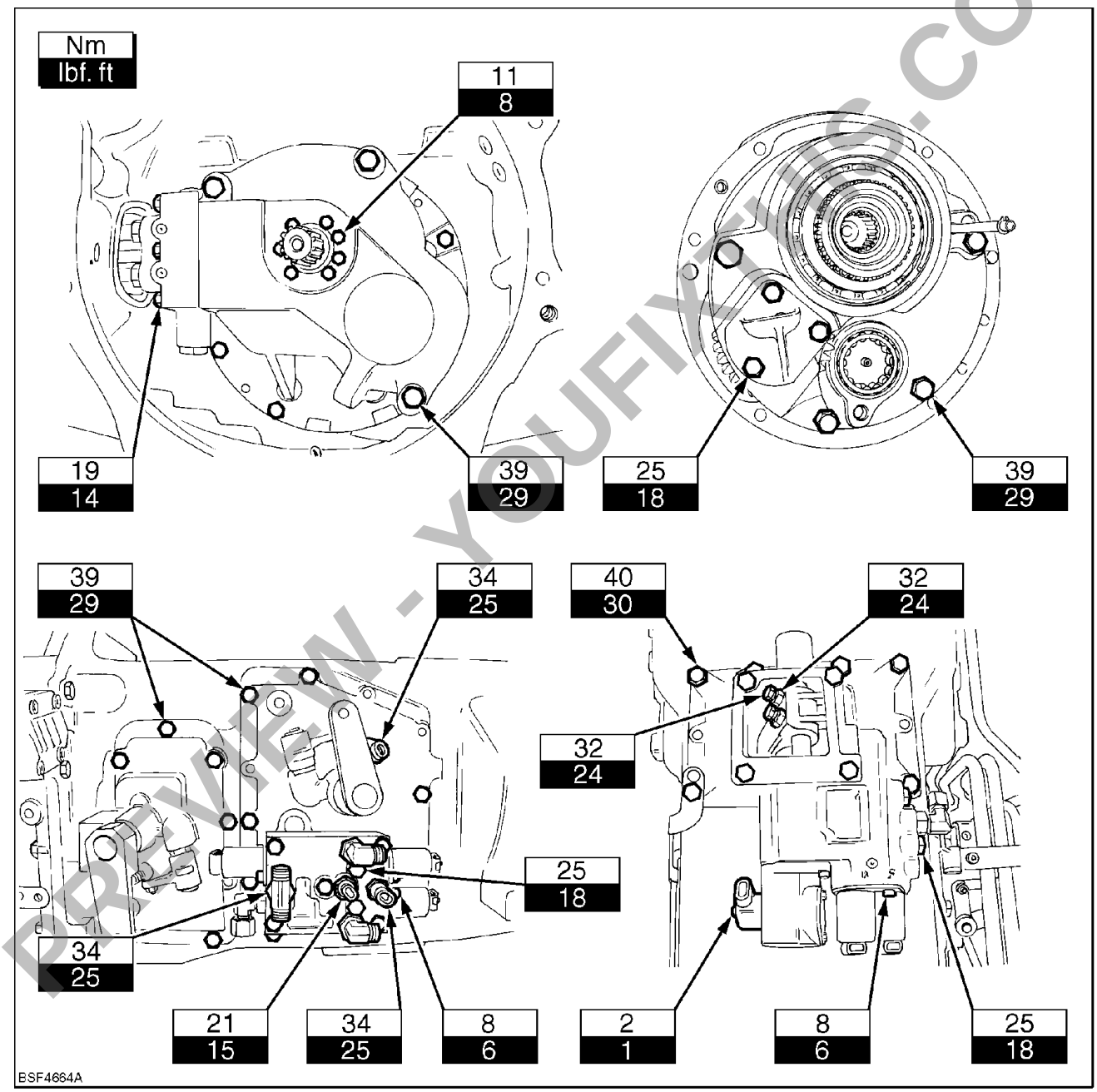
Reference	Description	Torque
1	Bolt	**80 Nm** (**59 lb ft**)
2	Bolt	**88 Nm** (**65 lb ft**)

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Power shuttle transmission - Torque

MAXXUM 110 EP	INT
MAXXUM 110 Multicontroller EP	INT
MAXXUM 115 EP	INT
MAXXUM 115 Multicontroller EP	INT
MAXXUM 120 EP	INT
MAXXUM 120 Multicontroller EP	INT
MAXXUM 125 EP	INT
MAXXUM 125 Multicontroller EP	INT
MAXXUM 130 EP	INT
MAXXUM 130 Multicontroller EP	INT
MAXXUM 140 EP	INT
MAXXUM 140 Multicontroller EP	INT



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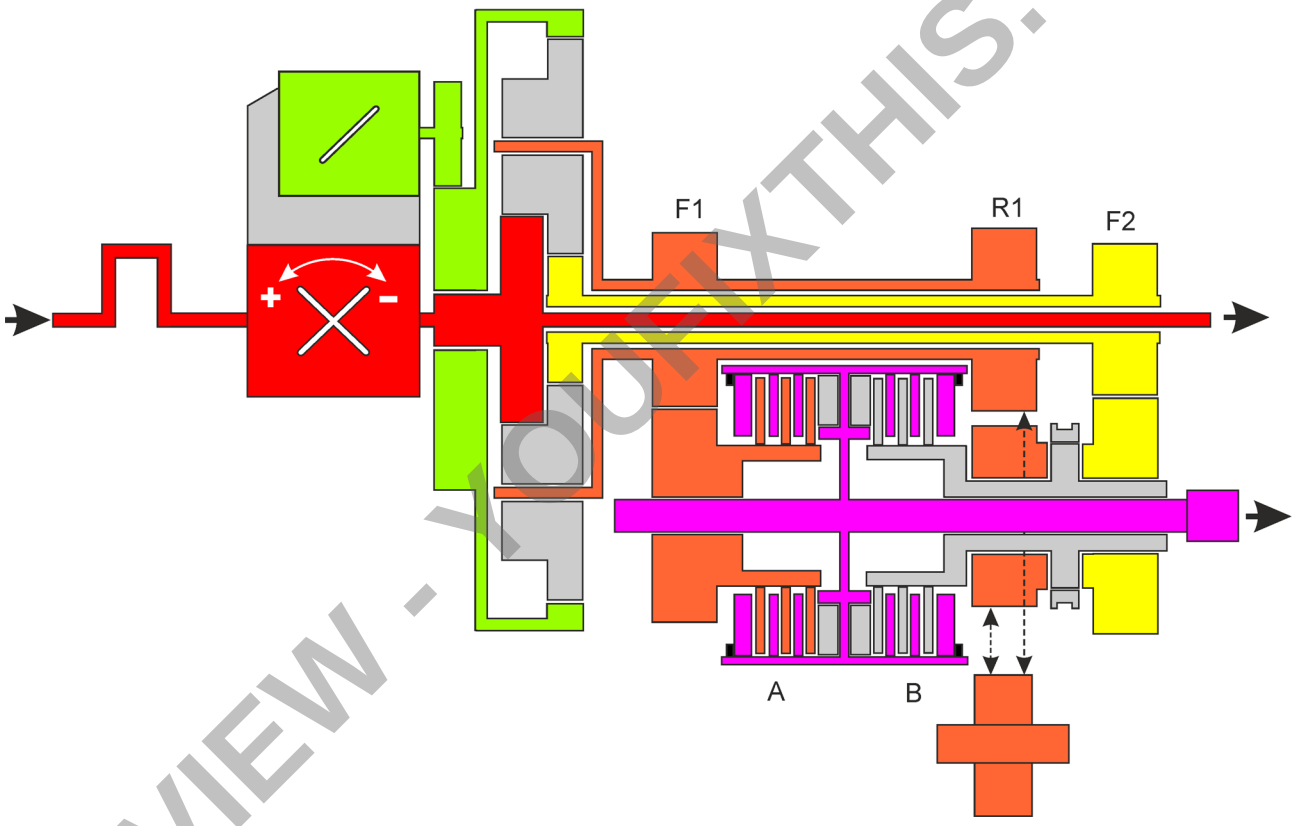
Continuously Variable Transmission (CVT) - Functional diagram

MAXXUM CVT 110	INT
MAXXUM CVT 120	INT
MAXXUM CVT 130	INT

The following diagrams show the transmission power flow in the individual mechanical gears and in the stationary control (**Powered-zero**) () and neutral position / park position operating modes.

Color coding

Direct drive from the diesel engine	Hydrostatic motor and power collecting gear/ring gear
Power collecting gear/planet carrier with permanently driven gears	Power collecting gear/sun gear with permanently driven gears
Power flow	Transmission output shaft



SS11K088 1

Neutral position

In the neutral position and the park position, the transmission is not engaged. No mechanical gears is engaged and clutches **(A)** and **(B)** are open.
If the tractor rolls off inadvertently in the neutral position or if it is shifted into the neutral position while the tractor is in motion, the speed differences arising as a result are equalized by the hydrostatic drive. This means that the relevant gear can be engaged at synchronous speed at any time, thus engaging the power unit.

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SERVICE

Front-Wheel Drive (FWD) clutch

Remove 21
MAXXUM 110 EP --- INT, MAXXUM 110 Multicontroller EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 115 Multicontroller EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 120 Multicontroller EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 125 Multicontroller EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 130 Multicontroller EP --- INT, MAXXUM 140 EP --- INT, MAXXUM 140 Multicontroller EP --- INT

Dog clutch - Disassemble 24
MAXXUM 110 EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 140 EP --- INT

Dog clutch - Assemble 25
MAXXUM 110 EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 140 EP --- INT

Multi-plate clutch - Disassemble 26
MAXXUM 110 EP --- INT, MAXXUM 110 Multicontroller EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 115 Multicontroller EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 120 Multicontroller EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 125 Multicontroller EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 130 Multicontroller EP --- INT, MAXXUM 140 EP --- INT, MAXXUM 140 Multicontroller EP --- INT, MAXXUM CVT Tier IV Efficient Power --- INT

Multi-plate clutch - Assemble 30
MAXXUM 110 EP --- INT, MAXXUM 110 Multicontroller EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 115 Multicontroller EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 120 Multicontroller EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 125 Multicontroller EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 130 Multicontroller EP --- INT, MAXXUM 140 EP --- INT, MAXXUM 140 Multicontroller EP --- INT, MAXXUM CVT Tier IV Efficient Power --- INT

Install 35
MAXXUM 110 EP --- INT, MAXXUM 110 Multicontroller EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 115 Multicontroller EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 120 Multicontroller EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 125 Multicontroller EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 130 Multicontroller EP --- INT, MAXXUM 140 EP --- INT, MAXXUM 140 Multicontroller EP --- INT, MAXXUM CVT Tier IV Efficient Power --- INT

Internal line

Remove 39
MAXXUM 110 EP --- INT, MAXXUM 110 Multicontroller EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 115 Multicontroller EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 120 Multicontroller EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 125 Multicontroller EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 130 Multicontroller EP --- INT, MAXXUM 140 EP --- INT, MAXXUM 140 Multicontroller EP --- INT

Install 40
MAXXUM 110 EP --- INT, MAXXUM 110 Multicontroller EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 115 Multicontroller EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 120 Multicontroller EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 125 Multicontroller EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 130 Multicontroller EP --- INT, MAXXUM 140 EP --- INT, MAXXUM 140 Multicontroller EP --- INT

DIAGNOSTIC

Electro-hydraulic control

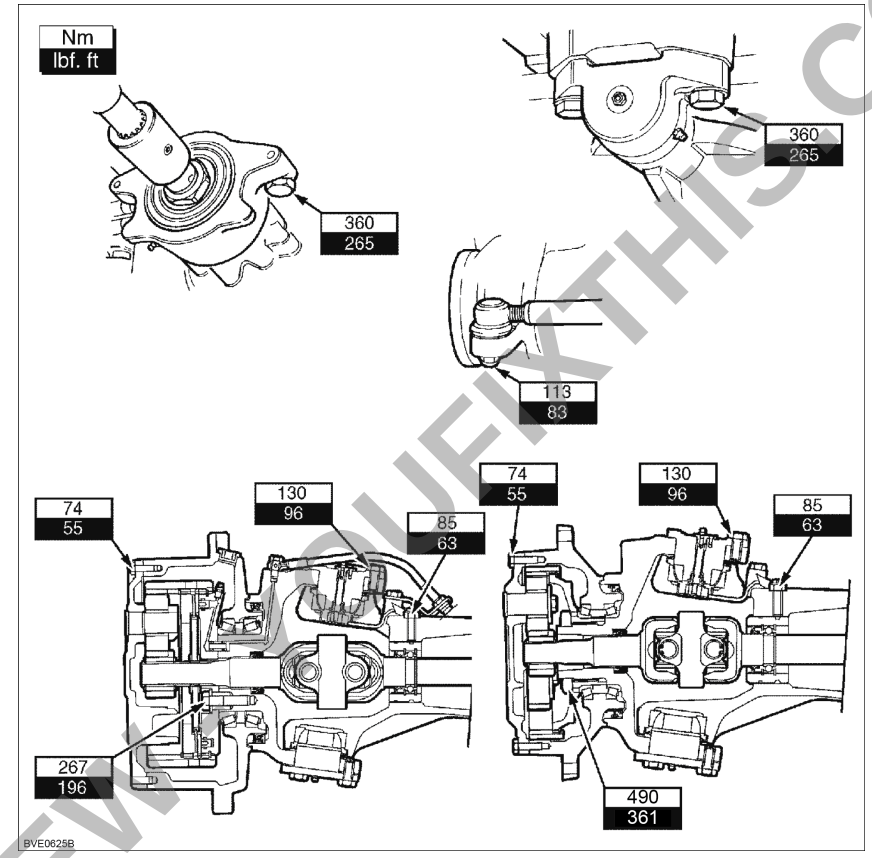
Troubleshooting 42
MAXXUM 110 EP --- INT, MAXXUM 110 Multicontroller EP --- INT, MAXXUM 115 EP --- INT, MAXXUM 115 Multicontroller EP --- INT, MAXXUM 120 EP --- INT, MAXXUM 120 Multicontroller EP --- INT, MAXXUM 125 EP --- INT, MAXXUM 125 Multicontroller EP --- INT, MAXXUM 130 EP --- INT, MAXXUM 130 Multicontroller EP --- INT, MAXXUM 140 EP --- INT, MAXXUM 140 Multicontroller EP --- INT

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Powered front axle - Torque

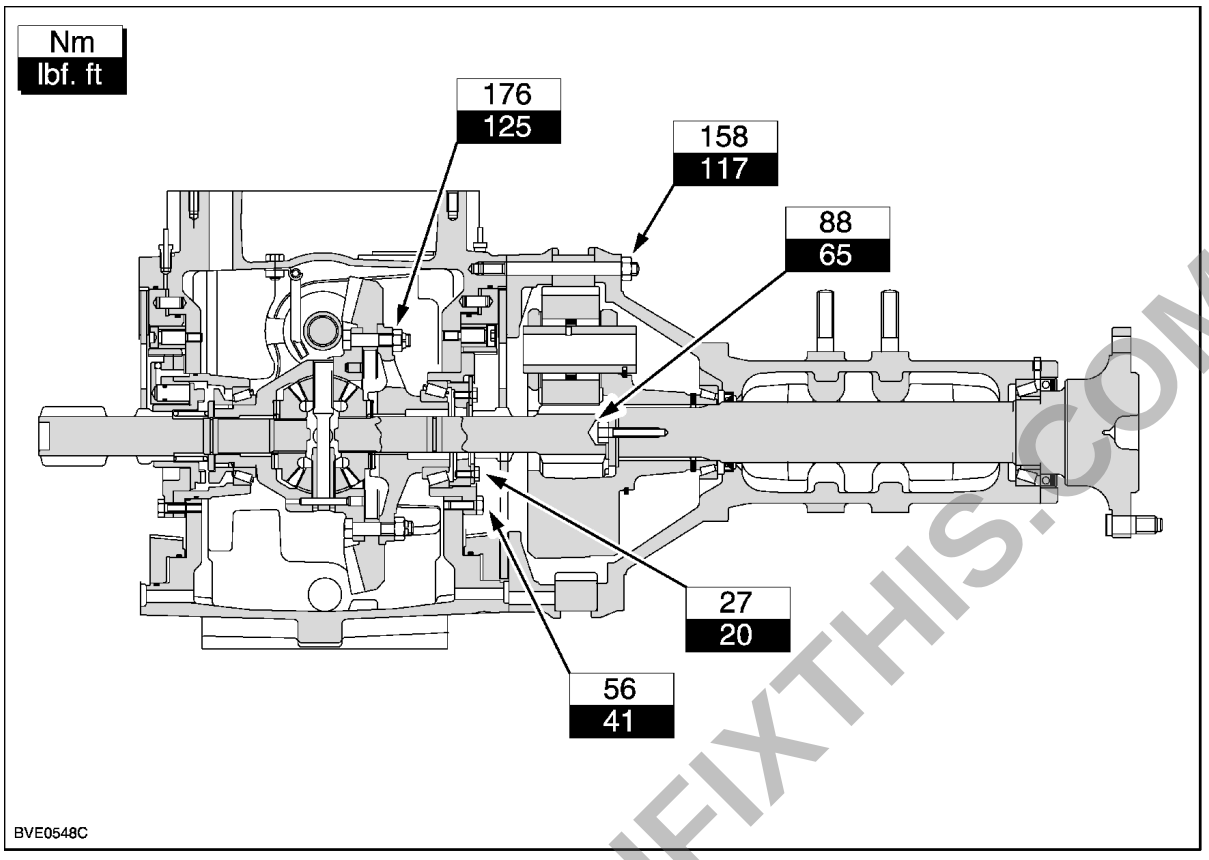
MAXXUM 110 EP	INT
MAXXUM 110 Multicontroller EP	INT
MAXXUM 115 EP	INT
MAXXUM 115 Multicontroller EP	INT
MAXXUM 120 EP	INT
MAXXUM 120 Multicontroller EP	INT
MAXXUM 125 EP	INT
MAXXUM 125 Multicontroller EP	INT
MAXXUM 130 EP	INT
MAXXUM 130 Multicontroller EP	INT
MAXXUM 140 EP	INT
MAXXUM 140 Multicontroller EP	INT



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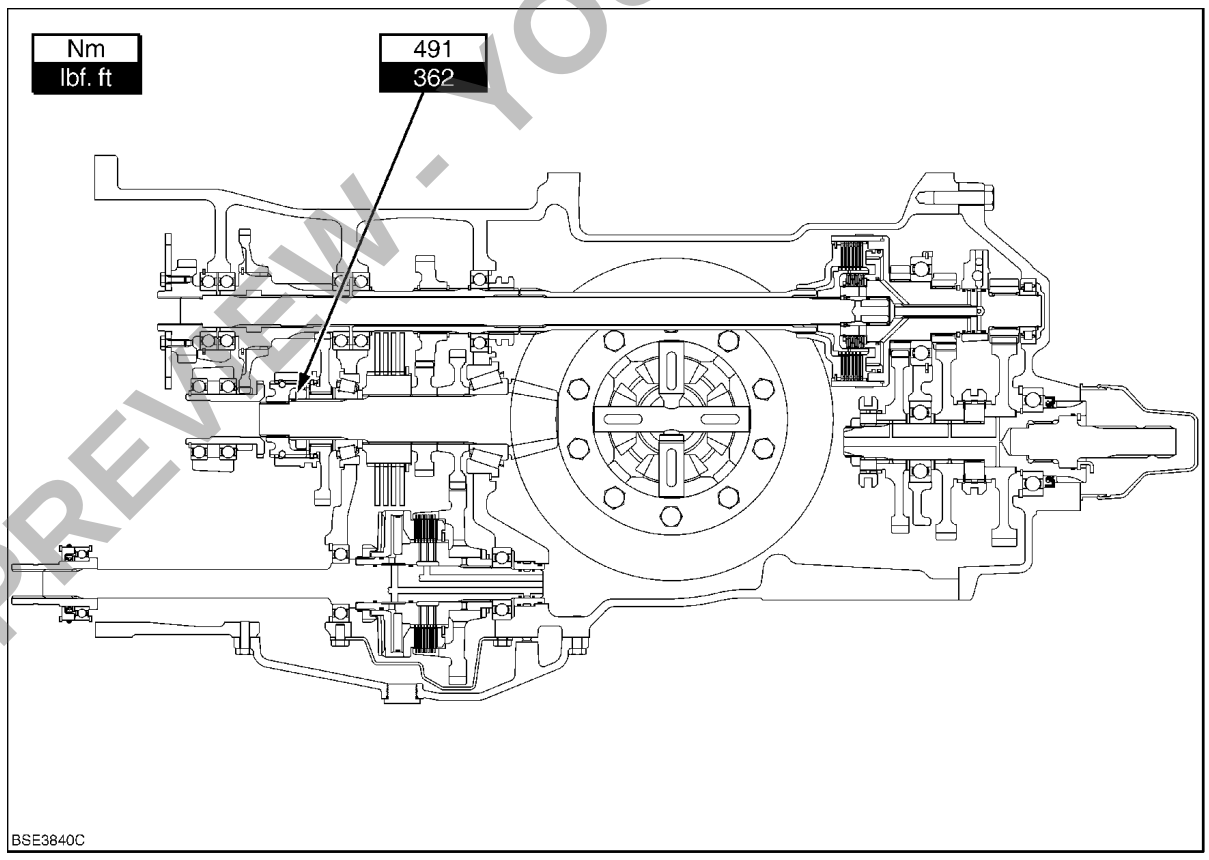
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BVE0548C 2

Rear Axle Cross-Section - Dog Clutch



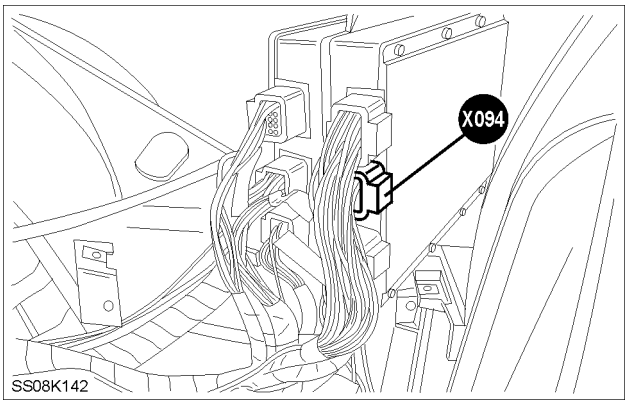
BSE3840C 3

Rear Axle Longitudinal Cross-Sectional View

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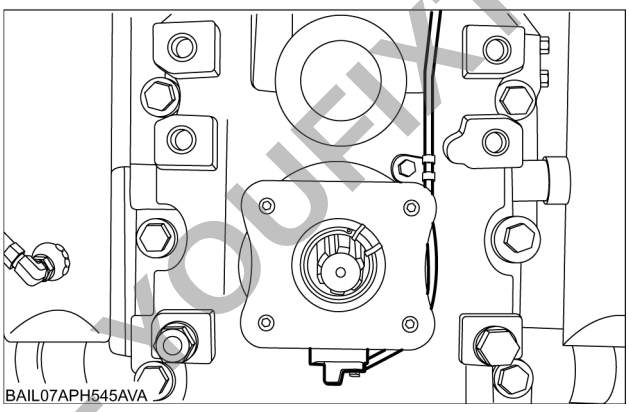
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The rear PTO is controlled by the Central Controller - (U1) located behind the seat.



SS08K142 11

The processor receives input from the PTO ON/OFF switches, (in-cab and fender), PTO speed sensor, brake, soft start and engine controller. These signals are then used to provide the output signals to the PTO clutch engagement solenoid, PTO brake solenoid and the PTO ON/OFF overspeed warning lamp.
If the correct conditions are met, i.e., speed parameters and switch engagements then the PTO is allowed to start.
The PTO speed sensor is located below the PTO output shaft.



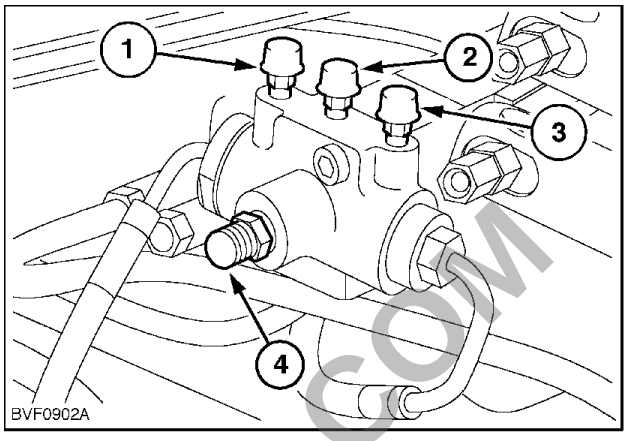
BAIL07APH545AVA 12

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Rear Service Brake and Trailer Brake Bleeding

6. Open the corresponding bleed screw by one-half turn in the sequence below on the trailer brake valve logic head. Bleed the air from the brake system at each bleed screw (refer to general brake system air bleeding in this chapter).
   1. Left brake pedal to bleed air from the system.
   3. Right brake pedal to bleed air from the system.
   4. Both brake pedals must be latched together to bleed air from the system.
   2. Both brake pedals must be latched together to bleed air from the system.

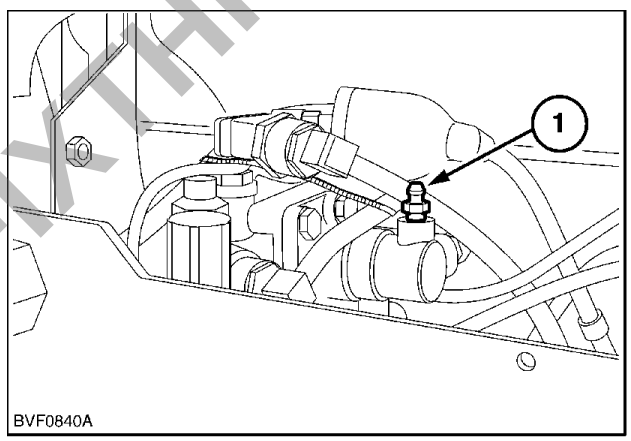


BVF0902A 2

Pneumatic Brakes Air Bleeding (If Fitted)

7. Open the bleed screw **(1)** by one-half turn on the pneumatic trailer brake valve.
   Bleed the air from the brake system (refer to "General Brake System Air Bleeding").

NOTE: *Both brake pedals must be latched together to bleed air from the system.*

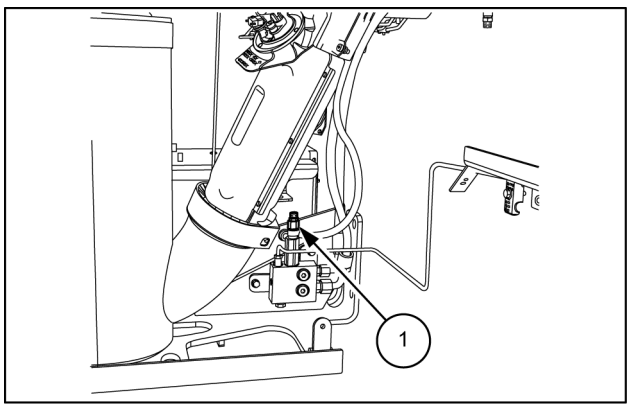


BVF0840A 3

Front Axle Brakes Air Bleeding (If Fitted)

8. Open the bleed screw **(1)** one-half turn on the front brake valve.
   Bleed the air from the brake system (refer to "General Brake System Air Bleeding").

NOTE: *Both brake pedals must be latched together to bleed air from the system.*



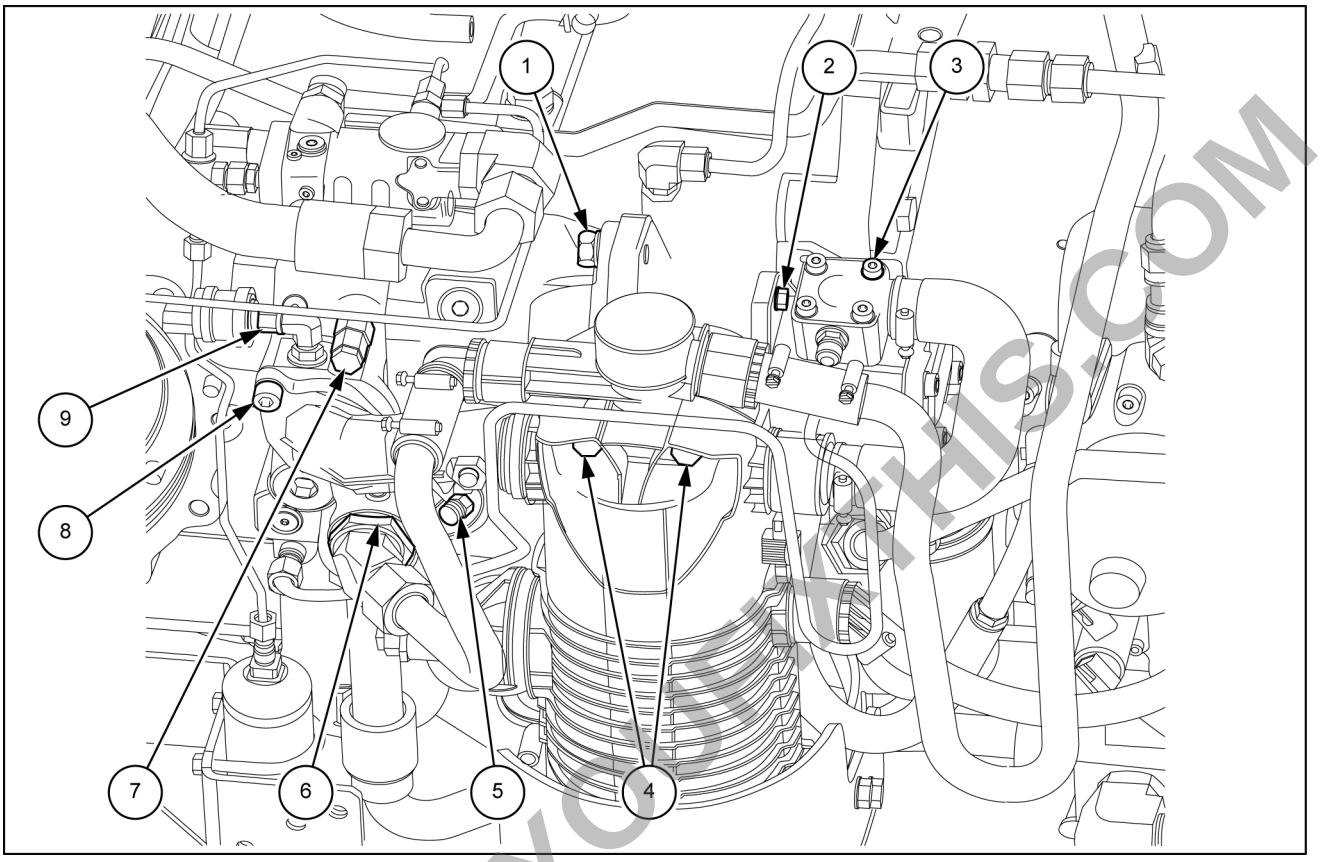
BAIL12CCM236AAB 4

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Hydraulic systems - Torque

MAXXUM CVT 110	INT
MAXXUM CVT 120	INT
MAXXUM CVT 130	INT



BAIL13TR01079FB 1

1. Variable displacement pump mounting nut	**135.0 N·m (99.6 lb ft)**	2. Auxiliary pump mounting bolt	**60.0 N·m (44.3 lb ft)**
3. Pump flange mounting screws	**25.0 N·m (18.4 lb ft)**	4. Main filter mounting bolts	**40.0 N·m (29.5 lb ft)**
5. Pressure switch	**24.0 N·m (17.7 lb ft)**	6. G port pipe nut	**130.0 N·m (95.9 lb ft)**
7. Pressure relief valve	**50.0 N·m (36.9 lb ft)**	8. Suction port flange screws	**25.0 N·m (18.4 lb ft)**
9.Vacuum switch	**24.0 N·m (17.7 lb ft)**		

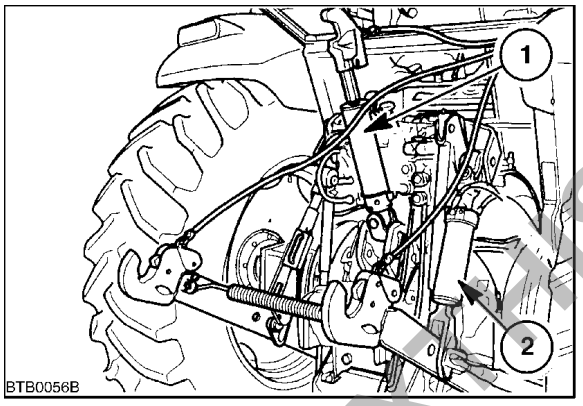
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Top link arm - Static description

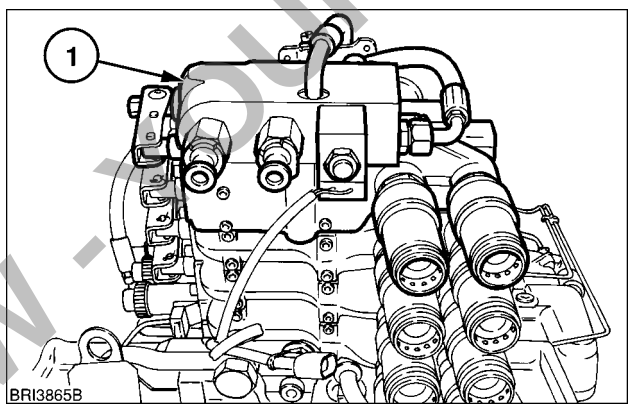
MAXXUM 110 EP	INT
MAXXUM 115 EP	INT
MAXXUM 120 EP	INT
MAXXUM 125 EP	INT
MAXXUM 130 EP	INT
MAXXUM 140 EP	INT
MAXXUM CVT Tier IV Efficient Power	INT

Hydraulic adjustment of both top link and right hand lift rod is available (where fitted). This system allows hydraulic implement adjustment with out the loss of any remote service.



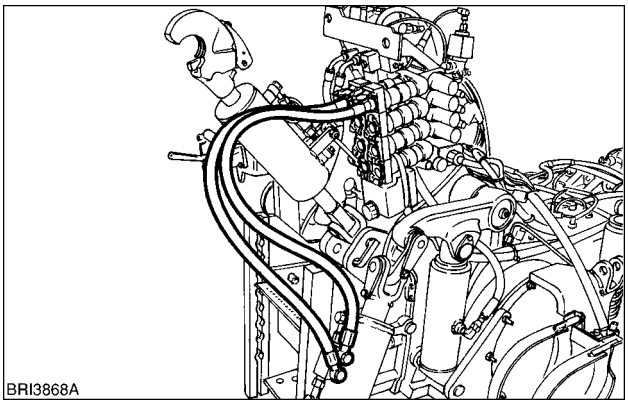
BTB0056B 1

The cylinders are connected to a solenoid valve block **(1)** by hydraulic hoses using remote couplings and hose connectors.



BAIL07APH388ASA 2

The right hand link is connected to the remote valve couplers which are integral with the solenoid block.



BAIL07APH389ASA 3

The top link is connected the solenoid block by hose connectors.

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Front frame - Remove

Prior operation:
Remove the radiator, for further information, refer to **Radiator - Remove (10.400)**.

⚠ WARNING

Heavy objects!
Lift and handle all heavy components using lifting equipment with adequate capacity. Always support units or parts with suitable slings or hooks. Make sure the work area is clear of all bystanders.
Failure to comply could result in death or serious injury.

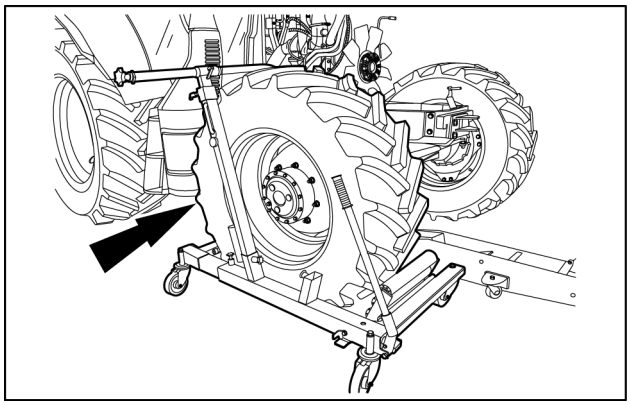
W0398A

⚠ 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.

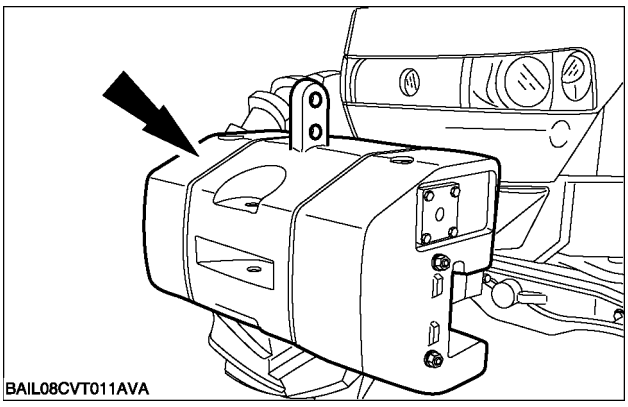
W0208A

1. Install the right-hand front wheel.



BAIL13TR00752AA 1

2. Using suitable lifting equipment support the front weights.



BAIL08CVT011AVA 2

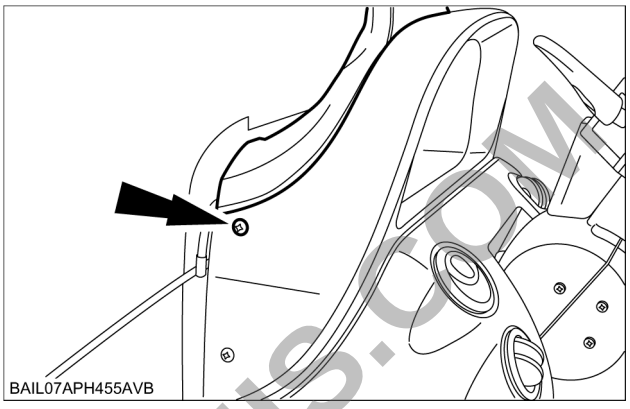
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Steering column - Remove

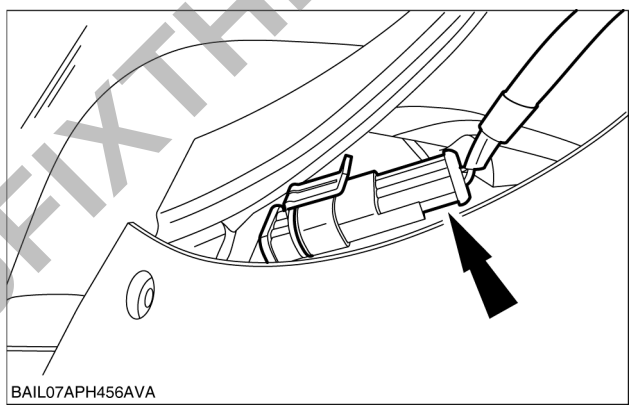
Prior operation:
Remove the steering wheel.

1. Remove the instrument cluster upper retaining screw.
   Repeat step for the right-hand side.
   Detach the enhanced keypad panel.



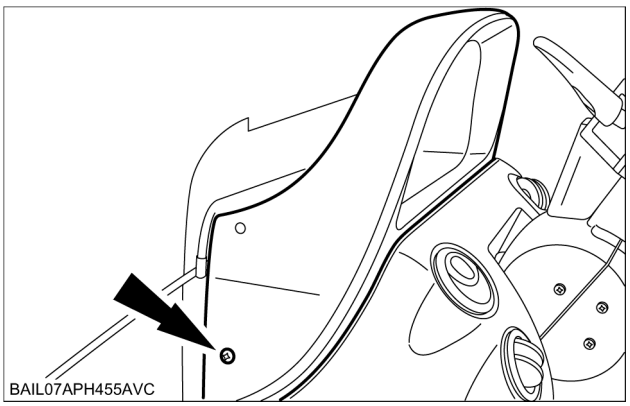
BAIL07APH455AVB 1

2. Disconnect the enhanced keypad electrical connector.
   Remove the enhanced keypad panel.



BAIL07APH456AVA 2

3. Detach the instrument cluster.

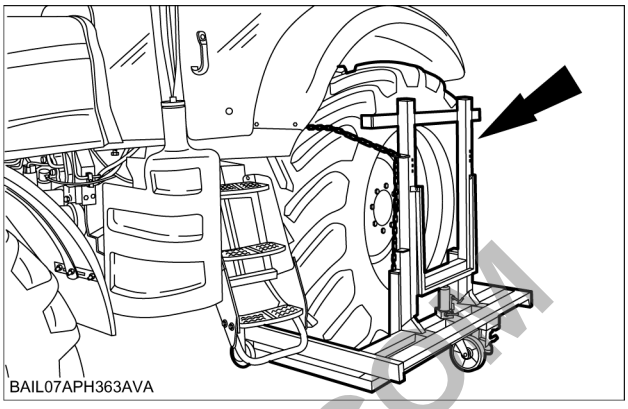


BAIL07APH455AVC 3

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3. Remove both rear wheels.



BAIL07APH363AVA 3

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Heater control valve - Replace

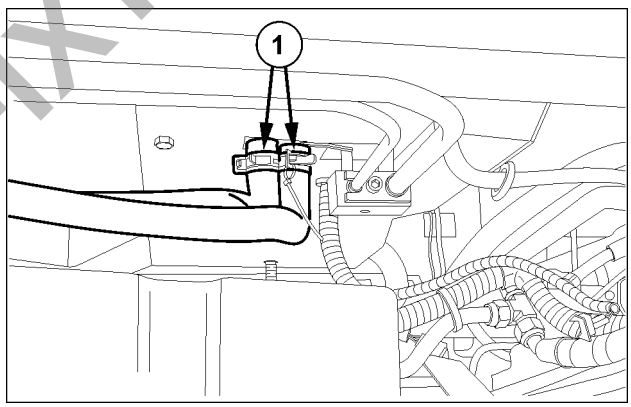
MAXXUM 110 EP	INT Standard Climate Control
MAXXUM 110 Multicontroller EP	INT Standard Climate Control
MAXXUM 115 EP	INT Standard Climate Control
MAXXUM 115 Multicontroller EP	INT Standard Climate Control
MAXXUM 120 EP	INT Standard Climate Control
MAXXUM 120 Multicontroller EP	INT Standard Climate Control
MAXXUM 125 EP	INT Standard Climate Control
MAXXUM 125 Multicontroller EP	INT Standard Climate Control
MAXXUM 130 EP	INT Standard Climate Control
MAXXUM 130 Multicontroller EP	INT Standard Climate Control
MAXXUM 140 EP	INT Standard Climate Control
MAXXUM 140 Multicontroller EP	INT Standard Climate Control
MAXXUM CVT 110	INT Standard Climate Control
MAXXUM CVT 120	INT Standard Climate Control
MAXXUM CVT 130	INT Standard Climate Control

Prior operation:
Heating, Ventilation, and Air-Conditioning (HVAC) unit - Remove (50.100)
To do this, carry out only steps 1 to 4 and steps 14 to 19.

NOTE: *You do not need to drain off the refrigerant in order to replace the heater control valve.*

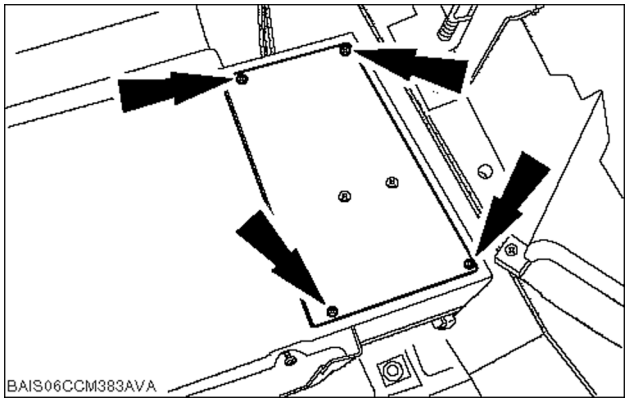
Removal

1. Pull off the cab heating hoses **(1)**.



SS08D110 1

2. Remove the cover plate from the heating and air-conditioning unit.



BAIS06CCM383AVA 2

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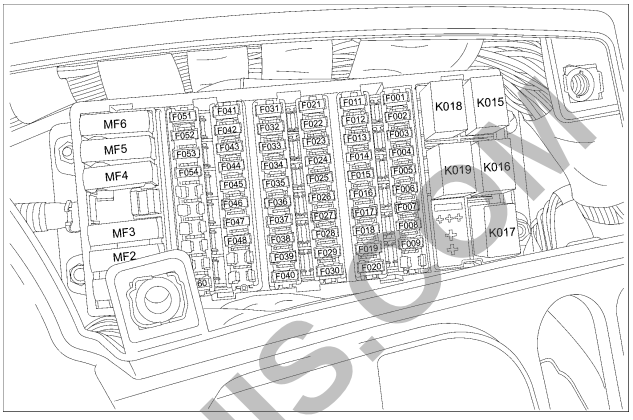
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Electrical system - Static description – Circuit components

NOTE: *The chapters dealing with electrical components refer to the state of these components (e.g. normally open state or normally closed state of a switch). These references to the state of an electrical component are always to be considered with the machine in stationary state (the component is disconnected from the circuit).*

CIRCUIT PROTECTION DEVICES

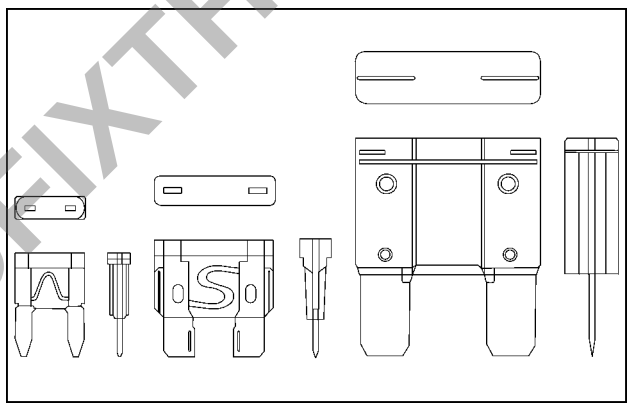
Circuit protection devices are used to protect wiring and components from excessive current. Fuses protect electrical circuits with thin pieces of metal or wire which heat up and melt to open up the circuit when too much current flows through them. In the automotive industry the fuses are mostly located in fuse boxes (see figure **1**).



SS11M174 1

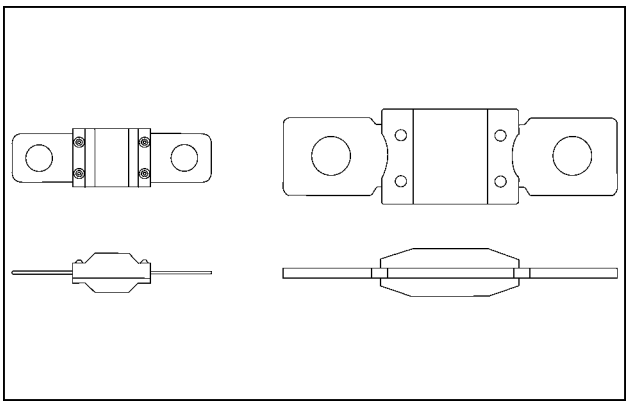
Fuses

Fuses are used to protect the electrical circuit from overload. This can occur in the event of a short circuit or by connecting equipment which demands a current greater than the electrical circuit is designed to carry. There are several types of fuses, but they all consist of a metal conductor which is capable of carrying a limited current. If the specified current is exceeded then the metal conductor will overheat, causing it to melt and break. This will cause an open circuit.



SVIL13TR00281AB 2

In the automotive industry used fuse types are blade fuses (see figure **2**) and screwable fuses (see figure **3**). The rating of the fuse relates to the current that the fuse can carry continuously. If a fuse blows, it must be replaced with a fuse of the correct rating. If a fuse blows again, the cause must be investigated.



SVIL13TR00280AB 3

Fusible links

A fusible link is a wire that acts like a fuse. A fusible link is breaking down and causing an open circuit when the current that passes through it exceeds a certain amperage. For primary fuse protection the main supplies from the starter solenoid can be fitted with fusible links.

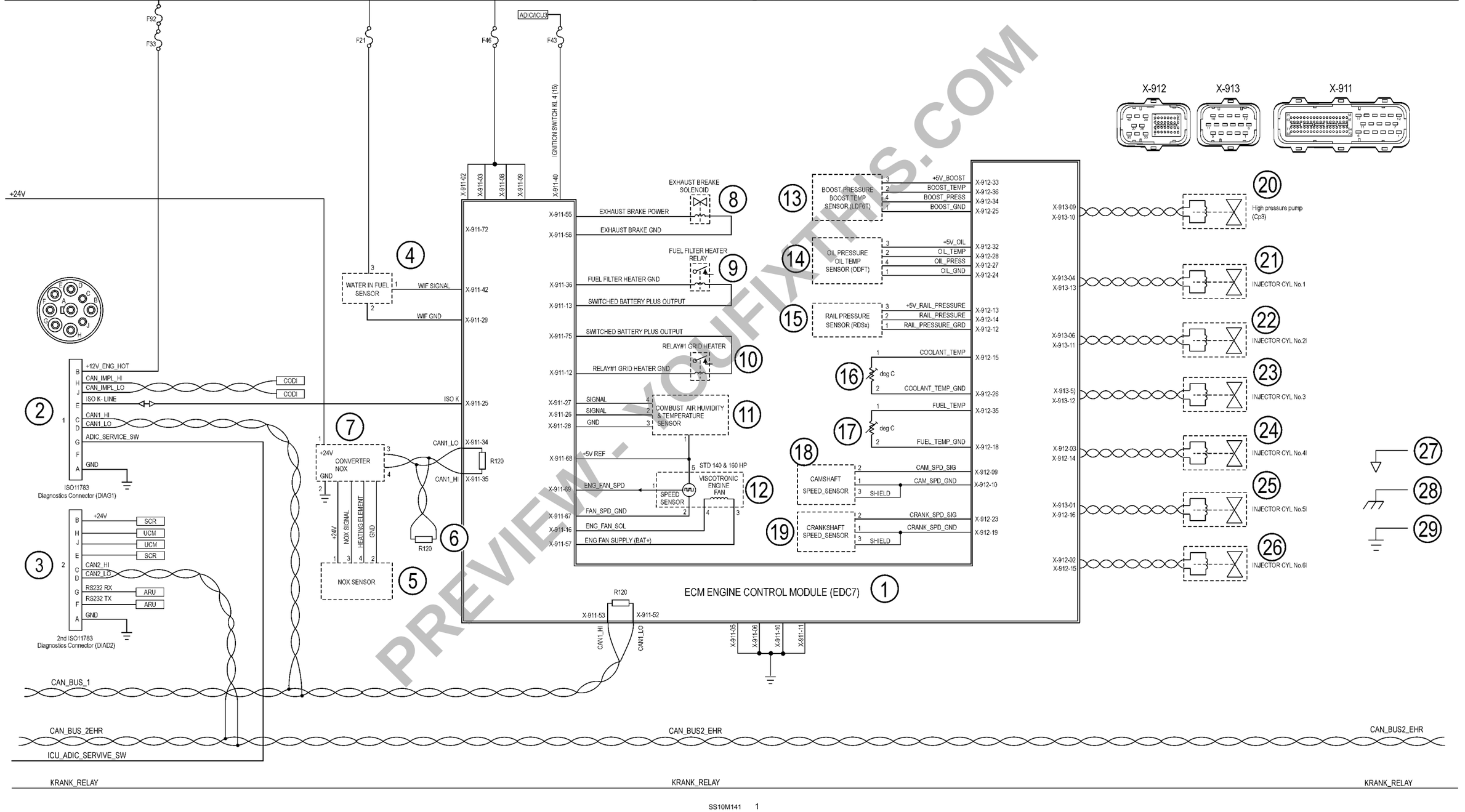
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F100 (30)
MF6 (30)
MF5(30)
MF3 (30)
IGNITION I (15)
IGNITION II (15)
EHR_ENABLE

F100 (30)
MF6 (30)
MF5(30)
MF3 (30)
IGNITION I (15)
IGNITION II (15)
EHR_ENABLE

F100 (30)
MF6 (30)
MF5(30)
MF3 (30)
IGNITION I (15)
IGNITION II (15)
EHR_ENABLE



SS10M141 1

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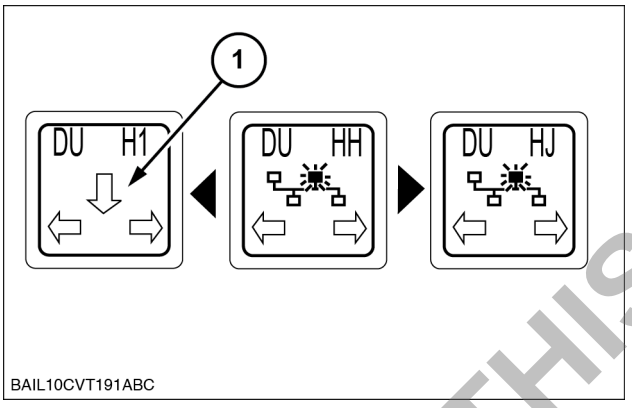
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The left and right arrows indicate there are other “H" menus available.

To navigate through the list of “H" menus use the “h" button to scroll left and the “m" button to scroll right.

The downward arrow **(1)** indicates there is more than one sub-system that uses the same menu (multi-functional “H" menu).

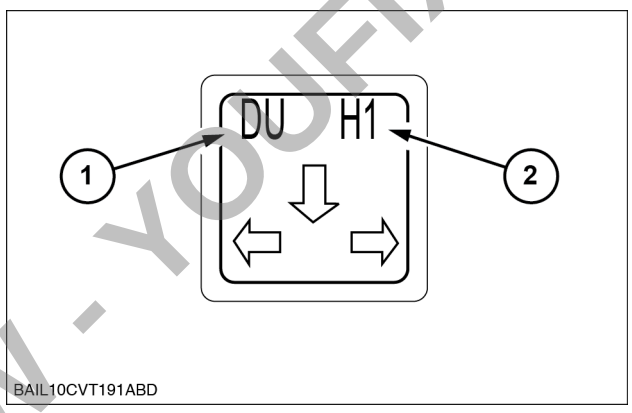
Depress the “dimming" button to select the “H" menu required.



BAIL10CVT191ABC 8

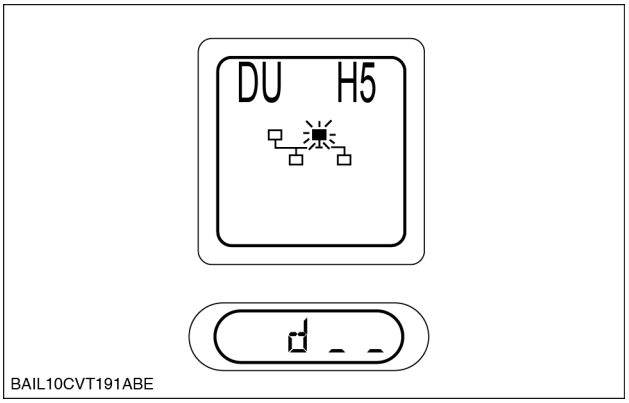
The controller selected will be displayed in the top left hand corner of the dot matrix display **(1)**.

The “H" menu will be displayed in the top right hand corner of the dot matrix display **(2)**.



BAIL10CVT191ABD 9

The “H" menu select screen will be displayed if the menu is common to all sub-systems, i.e. H5 - Switch test and H9 - Voltmeter.



BAIL10CVT191ABE 10

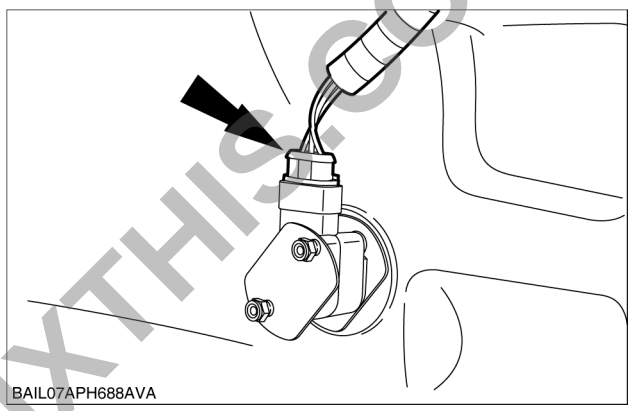
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Creeper potentiometer - Remove

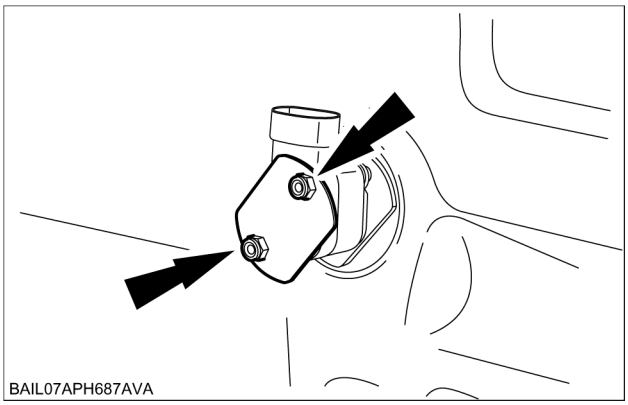
MAXXUM 110 EP	INT
MAXXUM 110 Multicontroller EP	INT
MAXXUM 115 EP	INT
MAXXUM 115 Multicontroller EP	INT
MAXXUM 120 EP	INT
MAXXUM 120 Multicontroller EP	INT
MAXXUM 125 EP	INT
MAXXUM 125 Multicontroller EP	INT
MAXXUM 130 EP	INT
MAXXUM 130 Multicontroller EP	INT
MAXXUM 140 EP	INT
MAXXUM 140 Multicontroller EP	INT

1. Disconnect the creeper gear potentiometer electrical connector.



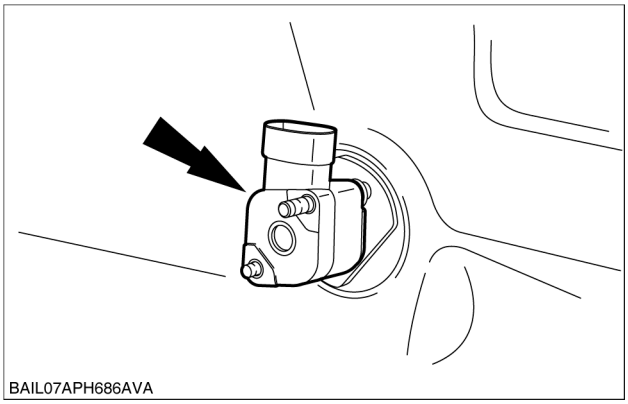
BAIL07APH688AVA 1

2. Remove the creeper gear potentiometer end plate.



BAIL07APH687AVA 2

3. Remove the creeper gear potentiometer.



BAIL07APH686AVA 3

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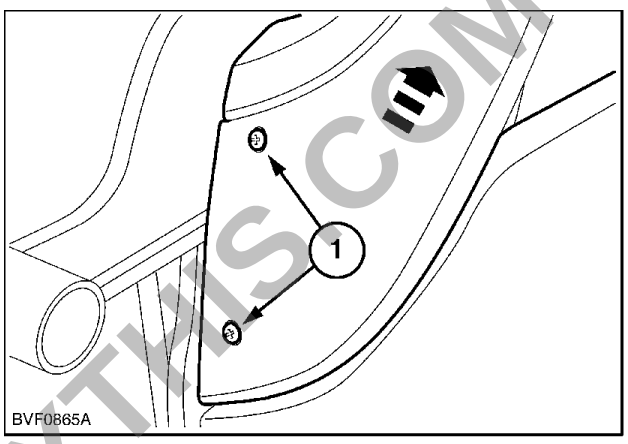
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Brake light switch - Remove

MAXXUM 110 EP	INT
MAXXUM 115 EP	INT
MAXXUM 120 EP	INT
MAXXUM 125 EP	INT
MAXXUM 130 EP	INT
MAXXUM 140 EP	INT

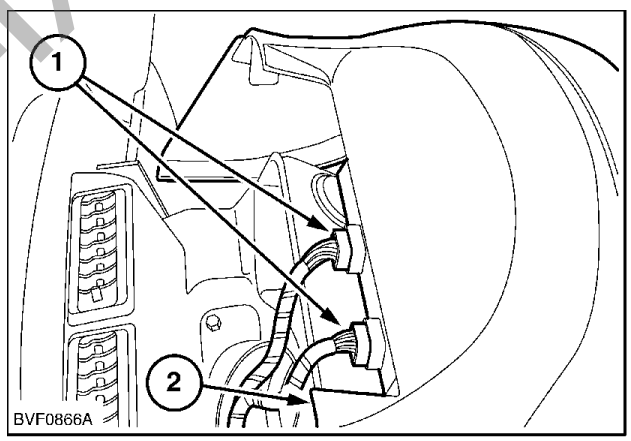
Brake Pedal Switch Removal.

1. Remove the instrument cluster retaining screws **(1)**. Repeat this step for the right hand side retaining screws.
   Detach the instrument cluster panel to obtain access to the instrument cluster electrical connectors.



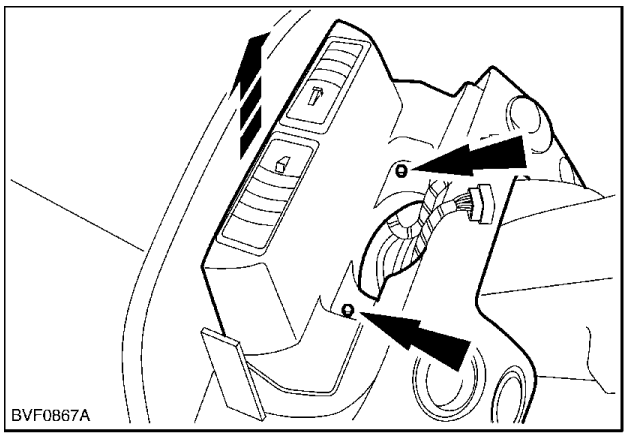
BVF0865A 1

2. Disconnect the instrument cluster electrical connectors **(1)** and remove the instrument panel **(2)**.



BVF0866A 2

3. Remove the air ducting panel.



BVF0867A 3

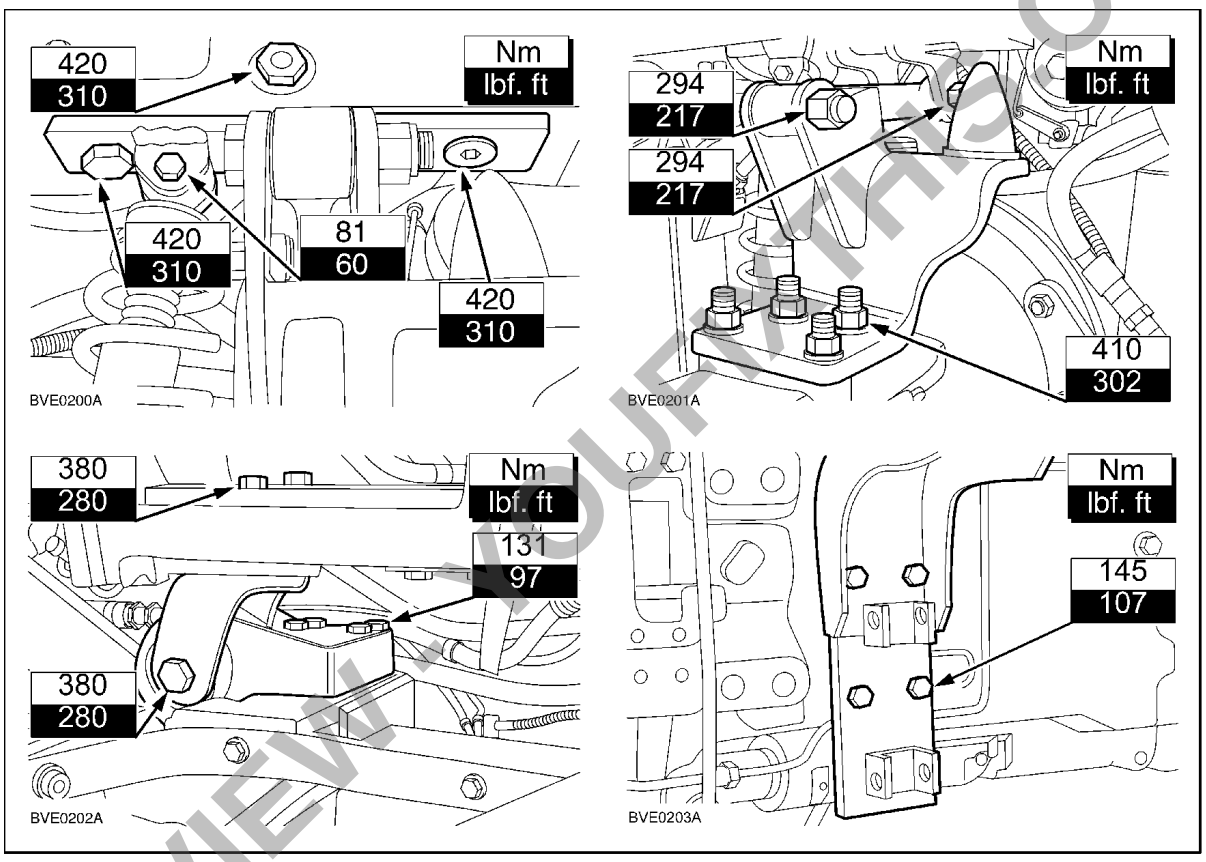
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Cab - Torque

MAXXUM 110 EP	INT
MAXXUM 110 Multicontroller EP	INT
MAXXUM 115 EP	INT
MAXXUM 115 Multicontroller EP	INT
MAXXUM 120 EP	INT
MAXXUM 120 Multicontroller EP	INT
MAXXUM 125 EP	INT
MAXXUM 125 Multicontroller EP	INT
MAXXUM 130 EP	INT
MAXXUM 130 Multicontroller EP	INT
MAXXUM 140 EP	INT
MAXXUM 140 Multicontroller EP	INT

TRACTORS WITH CAB SUSPENSION



BVE0202A 1

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