Product	Market Product	Engine
Magnum™ 310 Rowtrac™ 696110775 CVT TIER 2 [ZERF08100 -]	Australia New Zealand	F2CFA613B*E024
Magnum™ 340 Rowtrac™ 696110785 CVT TIER 2 [ZERF08100 -]	Asia Pacific	F2CFA614D*E022
Magnum™ 340 Rowtrac™ 696110785 CVT TIER 2 [ZERF08100 -]	Latin America	F2CFA614D*E022
Magnum™ 340 Rowtrac™ 696110785 CVT TIER 2 [ZERF08100 -]	Middle East Africa	F2CFA614D*E022
Magnum™ 340 Rowtrac™ 696110785 CVT TIER 2 [ZERF08100 -]	Australia New Zealand	F2CFA614D*E022
Magnum™ 380 Rowtrac™ 696110795 CVT TIER 2 [ZERF08100 -]	Asia Pacific	F2CFA614A*E022
Magnum™ 380 Rowtrac™ 696110795 CVT TIER 2 [ZERF08100 -]	Middle East Africa	F2CFA614A*E022
Magnum™ 380 Rowtrac™ 696110795 CVT TIER 2 [ZERF08100 -]	Australia New Zealand	F2CFA614A*E022
Magnum™ 380 Rowtrac™ 696110795 CVT TIER 2 [ZERF08100 -]	Latin America	F2CFA614A*E022

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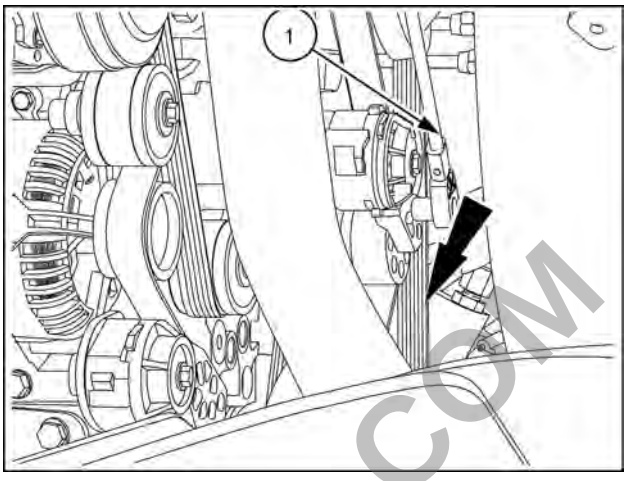
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4. **⚠ CAUTION**

   Spring under tension!
   In the following steps, the high tension spring must be carefully unloaded. Maintain hands-on control of the breaker bar for the entire procedure. Wear eye protection.
   Failure to comply could result in minor or moderate injury.

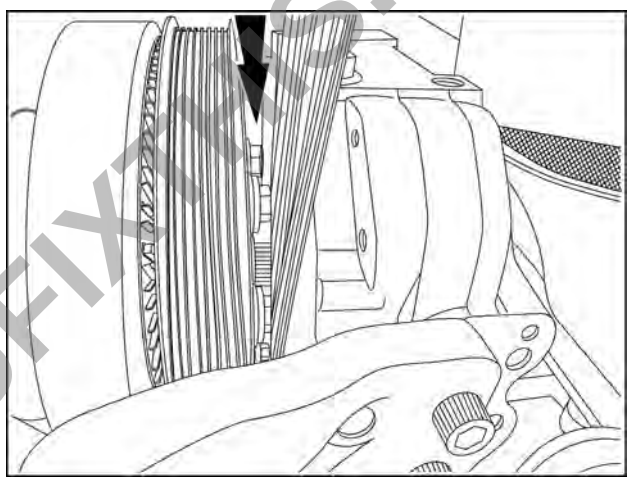
   C0072A

   Remove the tension on the belt by moving the tensioner downward with a **0.5 in** breaker bar **(1)** and disengaging the belt. Slowly relieve the tension on the tensioner.



RAIL11TR00263AA 4

5. Remove the belt from the pulleys, and slip the belt between the engine dampener pulley and the engine drop box.



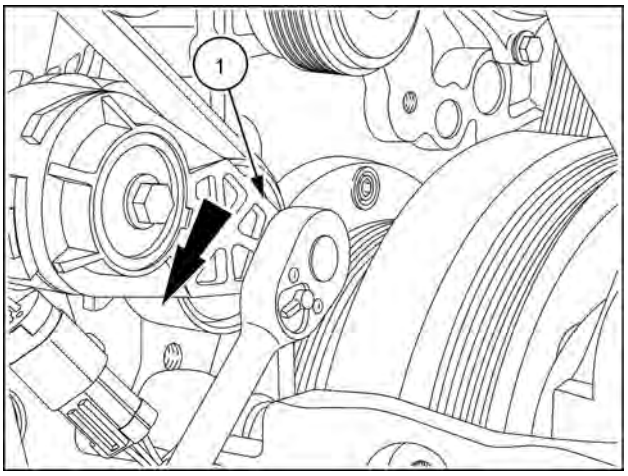
RAIL11TR00264AA 5

6. **⚠ CAUTION**

   Spring under tension!
   In the following steps, the high tension spring must be carefully unloaded. Maintain hands-on control of the breaker bar for the entire procedure. Wear eye protection.
   Failure to comply could result in minor or moderate injury.

   C0072A

   For the accessory belt remove the tension on the belt in the same manner as the fan drive belt by moving the tensioner **(1)** downward and disengage the belt. Slowly relieve the tension on the tensioner.

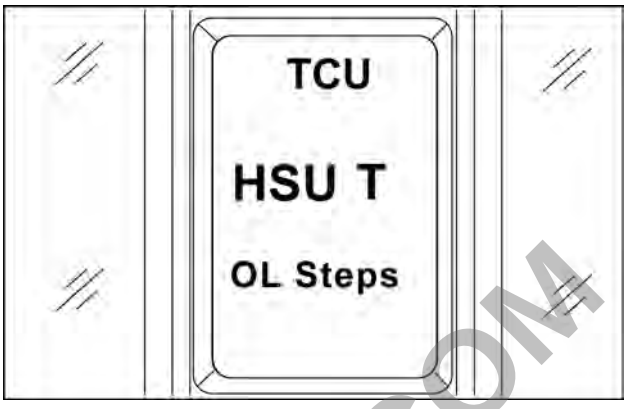


RAIL11TR00267AA 6

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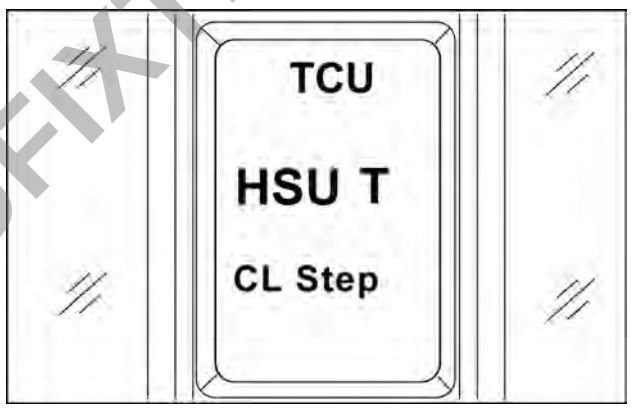
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23. The test takes approximately 5 minutes. When the test completes, the HSU_T OL_Steps screen displays.



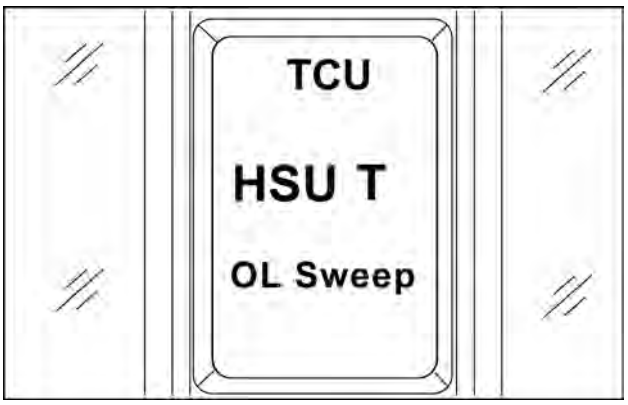
RAIL13TR00991AA 25

24. Select STOP on the EST. Save (name and date the txt file) the test data on the EST.
25. Select START on the EST.
26. Press the PROG key . The HSU_T, OL_Steps test starts.
27. The test takes approximately 5 minutes. When the test completes, the HSU_T CL_Steps screen displays.



RAIL13TR01002AA 26

28. Select STOP on the EST. Save (name and date the txt file) the test data on the EST.
29. Select START on the EST.
30. Press the PROG key . The HSU_T, CL_Steps test starts.
31. The test will take approximately 5 minutes. When the test is completed the HSU_T, OL_Sweep screen wdisplays.



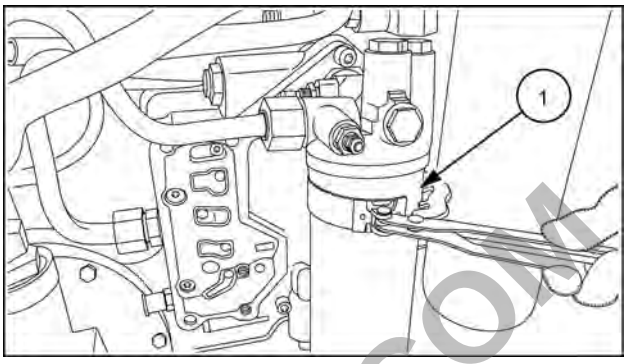
RAIL13TR01000AA 27

32. Select STOP on the EST. Save (name and date the txt file) the test data on the EST.

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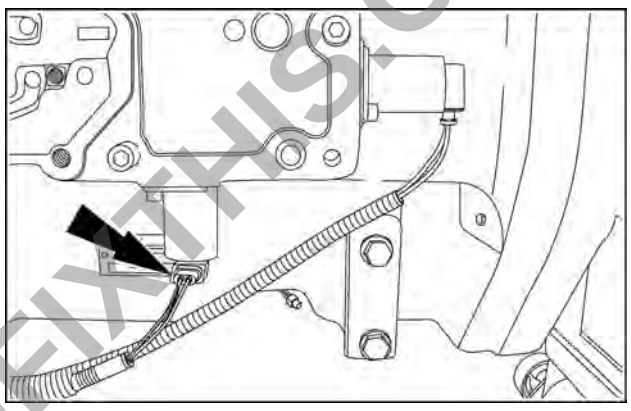
Front-Wheel Drive (FWD) control valve - Remove

1. Remove the regulated circuit oil filter **(1)**.



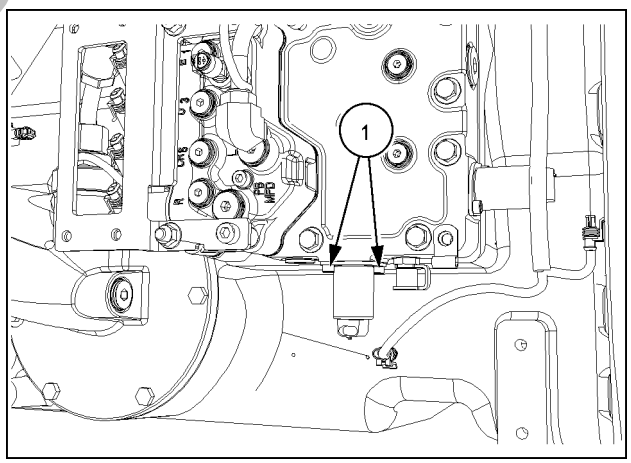
RAIL13TR00483AA 1

2. Disconnect the harness connector from the Mechanical Front Drive (MFD) solenoid assembly.



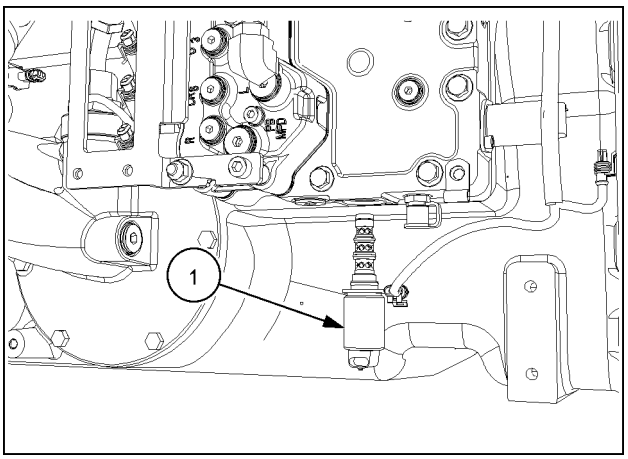
RAIL13TR00616AA 2

3. Remove the two hex socket screws **(1)**.



RAIL14TR02180AA 3

4. Remove the MFD solenoid valve assembly **(1)**.

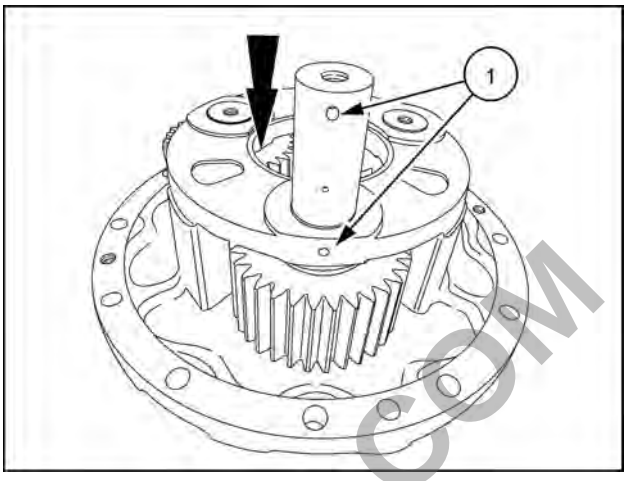


RAIL14TR02183AA 4

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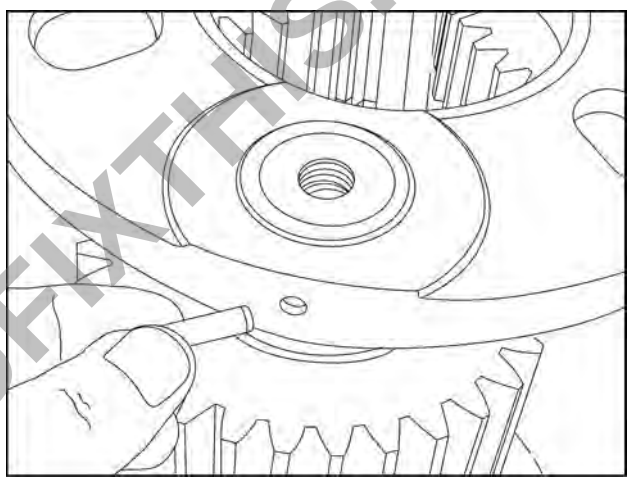
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4. Carefully press the gear shaft into the gear, making sure that the needle bearings stay in place.
5. Line up the hole in the gear shaft with the hole in the final drive plate **(1)**.



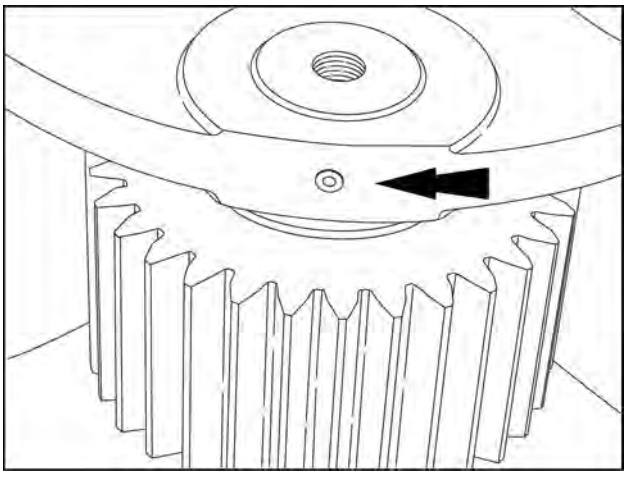
RAIL12TR02513AA 4

6. Install the roll pin.



RAIL12TR02514AA 5

7. Seat the roll pin so it is flush with the edge of the plate.



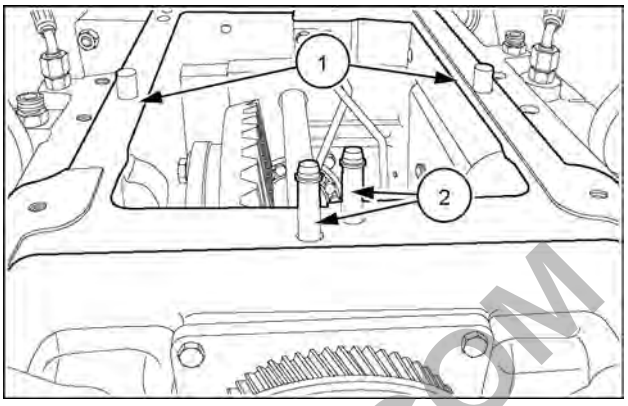
RAIL12TR02515AA 6

8. Repeat the process for the other gears and shafts.

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10. Discard the gasket. Remove any gasket materiel and/or dirt from the cover mounting surface **(1)** on the housing. Remove the hydraulic jumper tubes for the PTO clutch and lube circuit **(2)**.



RCPH08CCH047AAB 10

Next operation:
Gear - Remove - Power Take-Off (PTO) driven gear (31.110)
Next operation:
Differential - Remove (27.106)
Next operation:
Rear axle housing - Assemble (27.100)

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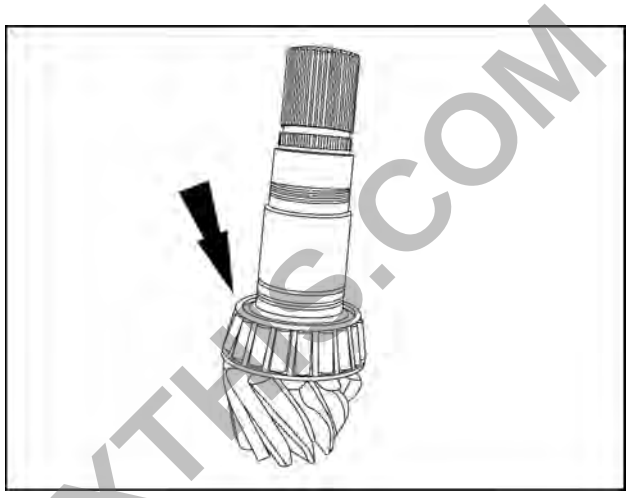
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Differential - Assemble - Pinion shaft

Magnum™ 310 Rowtrac™ 696110775 CVT TIER 2 [ZERF08100 -]	ANZ --- APAC --- LA --- MEA
Magnum™ 340 Rowtrac™ 696110785 CVT TIER 2 [ZERF08100 -]	ANZ --- APAC --- LA --- MEA
Magnum™ 380 Rowtrac™ 696110795 CVT TIER 2 [ZERF08100 -]	ANZ --- APAC --- LA --- MEA

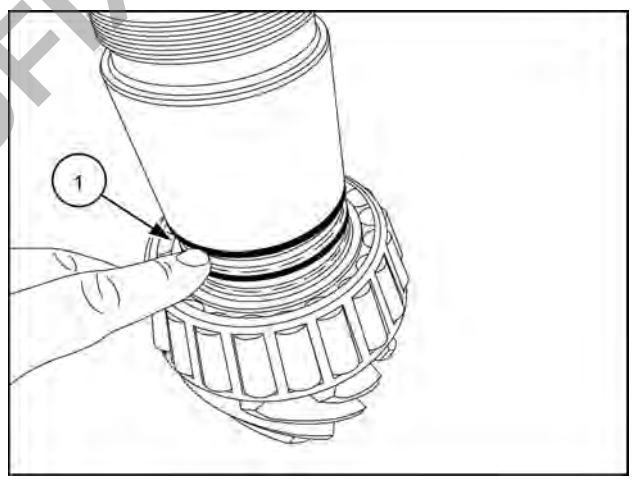
Prior operation:
Differential - Disassemble - Pinion shaft (27.106)

1. Press a new bearing onto the pinion shaft, if required using a suitable press.



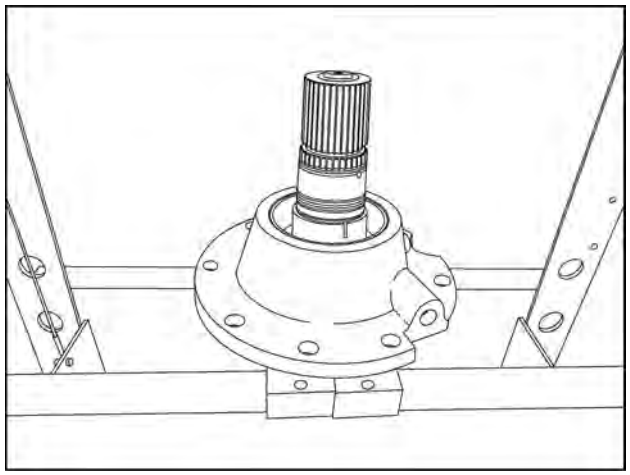
RAIL13TR00601AA 1

2. Install new pinion shaft seals **(1)** and coat seals with petroleum jelly.



RAIL13TR00603AA 2

3. Place the pinion housing over the pinion shaft using caution not to damage the seals.

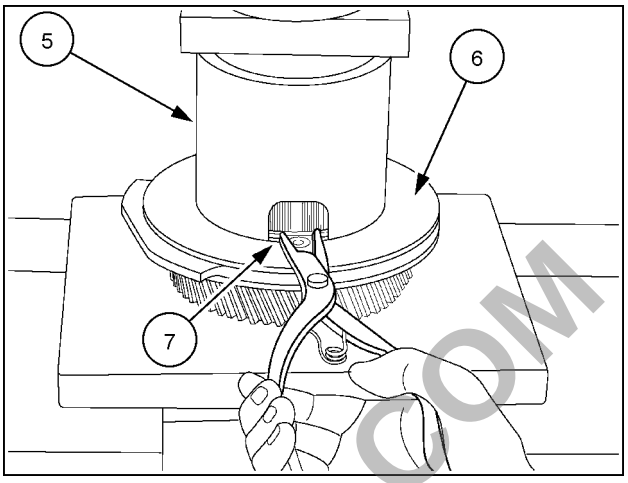


RAIL13TR00604AA 3

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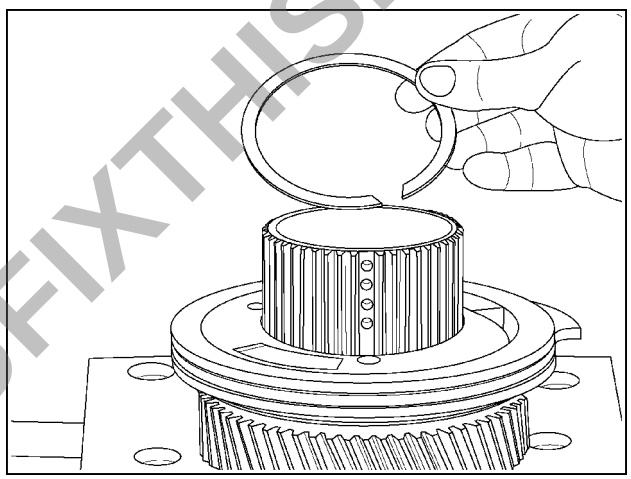
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21. Place special tool **380002454 (5)** over the hub with the tool feet on the three brake adjuster pins. Compress the three brake adjuster pins until they are flush with the brake pusher plate **(6)**. Reset the tool so that the gap in the snap ring **(7)** is centered in the notched opening of the tool **(5)**. Compress the brake pusher plates **(6)** just enough to relieve the pressure on the snap ring.



RCPH07CCH683BBC 21

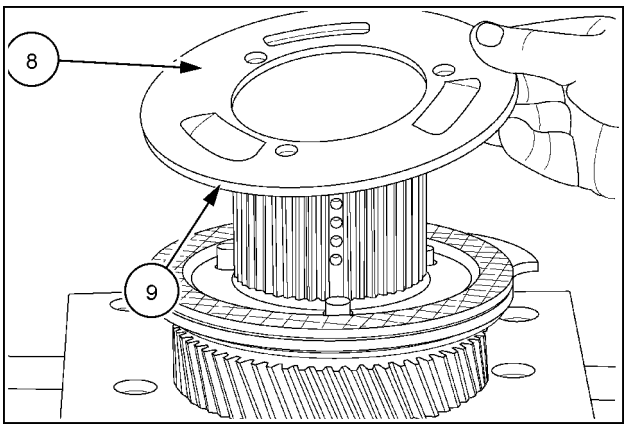
22. Remove the snap ring.



RCPH07CCH671BBC 22

23. Remove the top brake holder plate **(8)**.

NOTE: *The tabs **(9)** on the holder plate face the friction plate.*

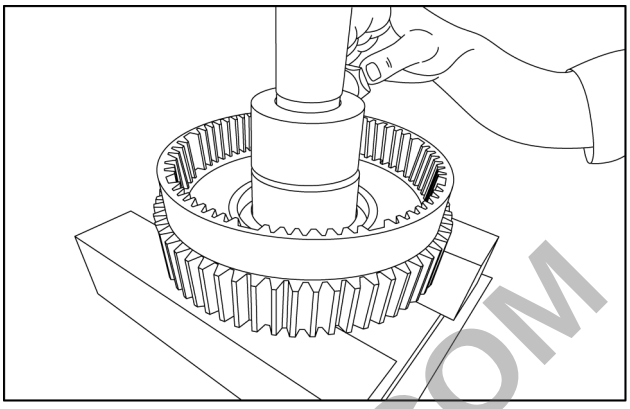


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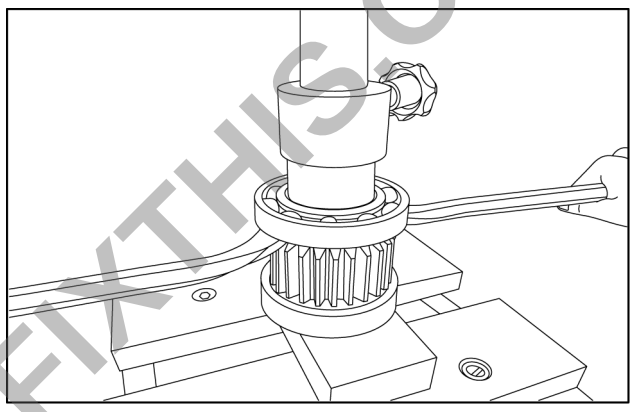
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31. If the remaining bearing is damaged, press the bearing out of the drive cup.



RAIL13TR02691AA 26

32. Remove the ball bearings from the pinion gear using a clamp and crowbars. Check the ball bearings for damage, and replace as required.

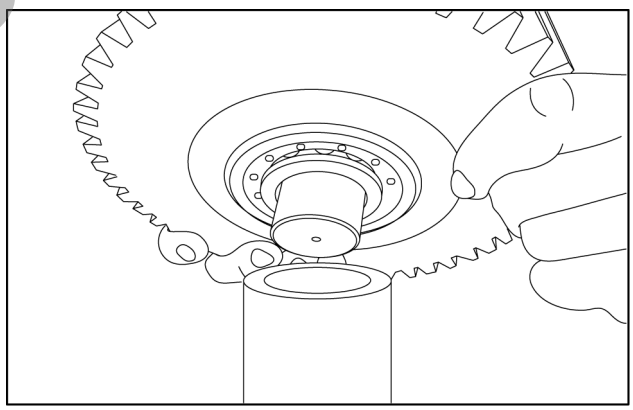


RAIL13TR02681AA 27

33. Place the idler gear on a hollow steel casing or pipe section.

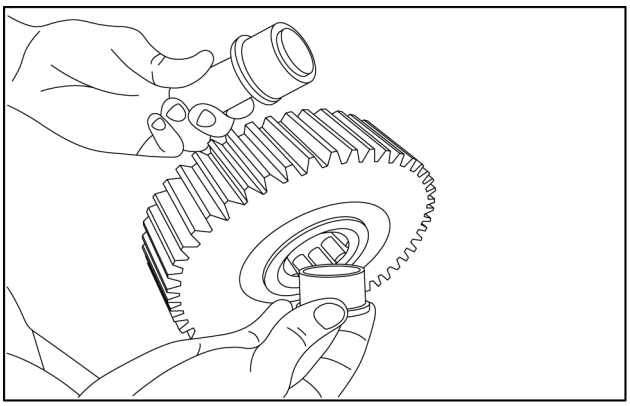
NOTE: *The intermediate gear shaft must sit freely inside the pipe or casting.*

34. Press the intermediate gear shaft out of the idler gear.



RAIL13TR02683AA 28

35. Remove the inner ring and intermediate gear shaft.

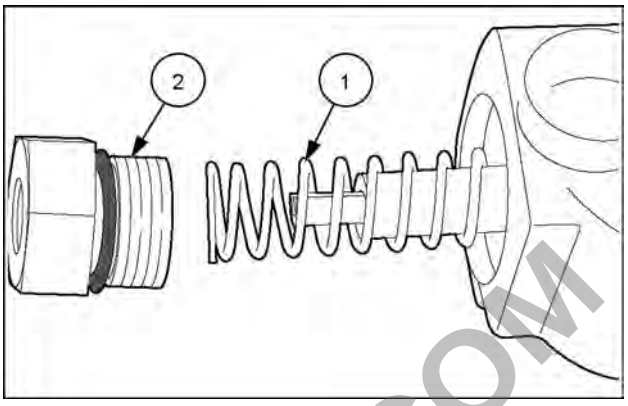


RAIL13TR02685AA 29

Next operation:
Engine gearbox - Assemble - Power Take-Off (PTO) gearbox (31.146)

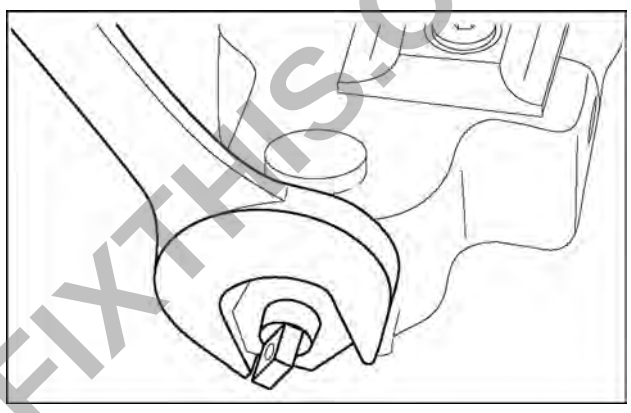
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4. Install the spool return spring **(1)**. Use the spool plug **(2)** to compress the spring, and thread the plug into the valve body.



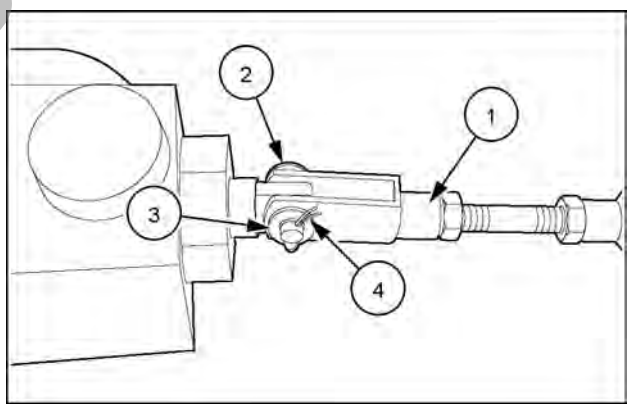
RCPH08CCH255AAB 4

5. Tighten the spool plug to a torque of **34 - 54 Nm** (**25 - 40 lb ft**).



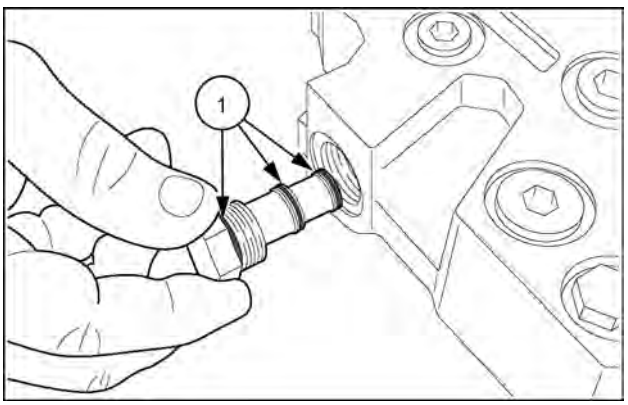
RCPH08CCH254AAB 5

6. Place the linkage **(1)** over the spool, and reinstall the pin **(2)** and spacer **(3)**. Install a new cotter pin **(4)** into the pin **(2)**.



RCPH08CCH253AAB 6

7. Install new O-rings **(1)** on the solenoid plug, lubricate the assembly with hydraulic fluid and install the plug.

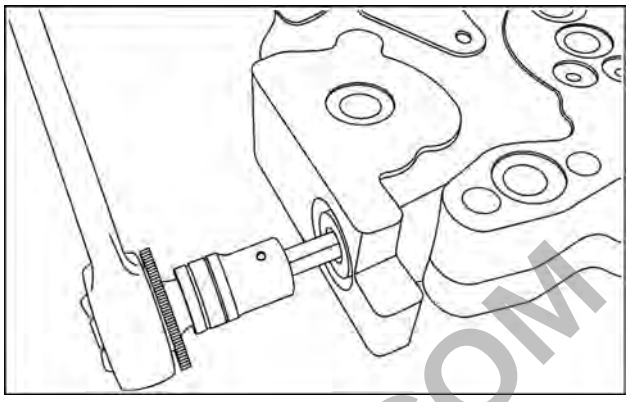


RCPH08CCH252AAB 7

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24. Lubricate and install the O-ring on the hex socket plug.
25. Install the hex socket plug.
26. Torque the plug to **50 - 58 N·m** (**37 - 43 lb ft**).



RCPH10CCH471AAB 16

Next operation:
Hitch control valve - Install (35.114)

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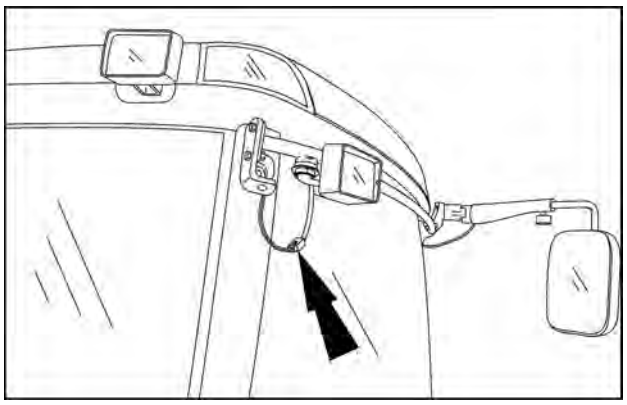
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Connector X-9002 -Engine Control Unit (ECU)

CONNECTOR X-9002 - Engine Control Unit (ECU)			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	EN-023-CUR9	Low side driver, Cylinder 4 injector **Y-9004**	**Wiring harnesses - Electrical schematic sheet 06 - Fuel injection (55.100)**
2	EN-028-CUR9	Low side driver, Cylinder 6 injector **Y-9006**	
3	EN-026-CUR9	Low side driver, Cylinder 5 injector **Y-9005**	
4	-	-	
5	-	-	
6	EN-008	Reference ground, Oil pressure sensor with oil temperature sensor **B-9000**	**Wiring harnesses - Electrical schematic sheet 05 - Engine inputs/outputs (55.100)**
7	EN-007	Supply, Boost pressure sensor with air temperature sensor **B-9001**	
8	-	-	
9	-	-	
10	-	-	
11	EN-003-CUR9	Supply, Rail pressure sensor **B-9004**	**Wiring harnesses - Electrical schematic sheet 06 - Fuel injection (55.100)**
12	EN-012	Signal, Fuel temperature sensor **B-9002**	**Wiring harnesses - Electrical schematic sheet 05 - Engine inputs/outputs (55.100)**
13	EN-009	Temperature signal, Oil pressure sensor with oil temperature sensor **B-9000**	
14	-	-	
15	-	-	
16	-	-	
17	EN-048B	CAN high	**Wiring harnesses - Electrical schematic sheet 04 - Engine - Controller Area Network (CAN) (55.100)**
18	EN-047B	CAN low	
19	EN-034A	Reference ground, Exhaust gas absolute pressure sensor **B-9005** and Fuel pre-filter clogging sensor **B-9006**	**Wiring harnesses - Electrical schematic sheet 05 - Engine inputs/outputs (55.100)**
20	-	-	
21	-	-	
22	-	-	
23	-	-	
24	-	-	
25	EN-024-CUR9	High side driver, Cylinder 4 injector **Y-9004**	**Wiring harnesses - Electrical schematic sheet 06 - Fuel injection (55.100)**
26	EN-027-CUR9	High side driver, Cylinder 6 injector **Y-9006**	
27	EN-025-CUR9	High side driver, Cylinder 5 injector **Y-9005**	
28	-	-	
29	-	-	
30	-	-	
31	EN-011	Supply, Oil pressure sensor with oil temperature sensor **B-9000**	**Wiring harnesses - Electrical schematic sheet 05 - Engine inputs/outputs (55.100)**
32	EN-043	Supply, Crankcase pressure sensor **B-9009**	
33	EN-033	Supply, Exhaust gas absolute pressure sensor **B-9005**	
34	-	-	

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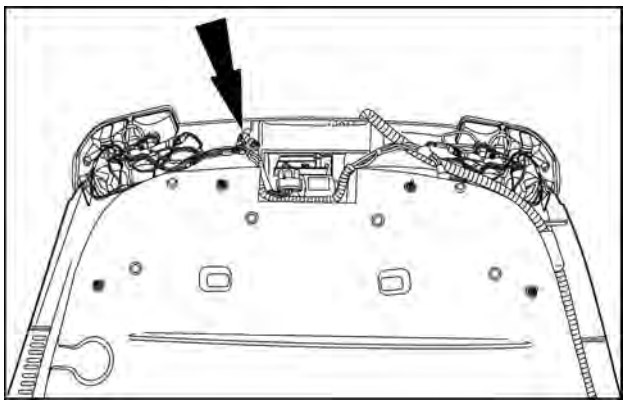


RAIL14TR00323AA 9

Pin	From	Wire	Description	Color-Size	Frame
1	SP-187-P-X	CR-186G	RH HID/SIDE LIGHT B+	VT - 1.0	**Wiring harnesses - Electrical schematic sheet 25 - Lighting, roof, work and HID lamps (55.100)**
2	SP-177L-P-X	CR-178	RH HID SIDE LT GND	BK - 1.0	

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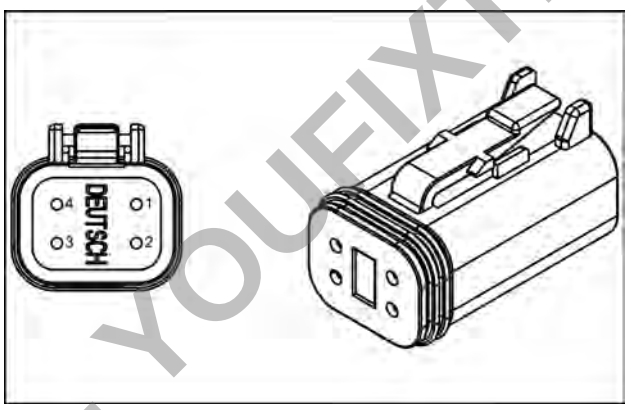
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Pin	From	Wire	Description	Color-Size	Frame
1	SP-177L-P-X	CR-177SB	GROUND	BK - 0.8	**Wiring harnesses - Electrical schematic sheet 27 - Lighting, roof turn lights, front hitch headlamps (55.100)**
2	**X-013 (Male) pin M** TO ROOF HARNESS	CR-728X	AUX LOW BEAM	PK - 0.8	
3	**X-013 (Male) pin F** TO ROOF HARNESS	CR-726X	AUX HI BEAM	PK - 0.8	

X-2095 - RH BEAM (87694101) (Male)

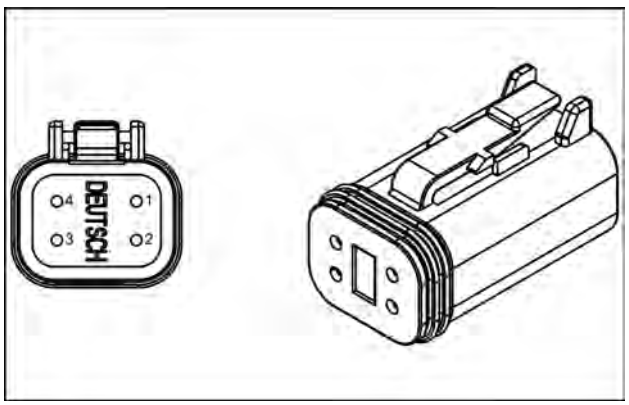


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Pin	From	Wire	Description	Color-Size	Frame
1	SP-136F-P-X	AL-136G	AUX LOW BEAM RH	VT - 2.0	**Wiring harnesses - Electrical schematic sheet 27 - Lighting, roof turn lights, front hitch headlamps (55.100)**
2	SP-135F-P-X	AL-135G	AUX HI BEAM RH	VT - 2.0	
4	SP-134E-P-X	AL-134F	GROUND	BK - 2.0	

X-2096 - LH BEAM (87694101) (Male)



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15592-Battery voltage too low to run secondary steering pump . . . 201
15993-5 volt reference short to ground or short to B+ . . . 202
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18005-Engine droop control - voltage too low . . . 208
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(*) See content for specific models

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15550-Secondary steering bypass solenoid short to ground

Cause:
Secondary steering system bypass solenoid circuit is short to ground or is low resistance. Short to ground on the bypass valve solenoid.

Possible failure modes:

1. Faulty connector
2. Faulty bypass valve solenoid
3. Faulty harness

Solution:

1. Check the bypass valve solenoid connector **X-924** and tractor control unit (TCU) connector **X-442**.
   A. Ensure the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as required.
   B. If the connectors are okay, continue to step **2**
2. Check the bypass solenoid.
   A. Disconnect connector **X-924**. Measure the resistance between the solenoid terminals:
   Terminal 1 and terminal 2
   If the resistance indicated is not between **7 - 11 Ohms** remove and replace the bypass solenoid.
   B. If bypass solenoid is okay, continue to step **3**
3. Check for an open circuit.
   A. Disconnect tractor control unit (TCU) connector **X-442** and bypass valve solenoid connector **X-924**. Check between connector:
   X-924 (Female) pin 1 and **X-442 (Female) pin 19**
   If an open circuit is indicated, repair or replace the harness as required.
   B. If an open circuit is not indicated continue to step **4**
4. Check for a short to ground.
   A. Turn the ignition switch OFF. Check for continuity between connector **X-442 (Female) pin 19** and ground. If continuity is indicated, repair or replace the harness as required.
   B. If the harness is okay, download the correct level of software. If the fault reoccurs, remove and replace the bypass valve solenoid.

Wiring harnesses - Electrical schematic sheet 46 - Secondary steering system (Europe only) (55.100.DP-C.20.E.46)

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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 03 - After treatment system (non CAN) (55.100.DP-C.20.E.03)

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2324-HSU A pressure low

Cause:
Hydro Static Unit (HSU) A pressure (CN3-B13) is below **1200 kPa** (**174 psi**) when engine is running and system pressure is high for 8 seconds.

Possible failure modes:

1. Low hydro “A” pressure.
2. Pressure sensor failed.

Solution:

1. Check if other error codes related to the transmission system pressure transducer are active.
   A. Other error codes related to the system pressure transducer are active. Use the troubleshooting for those error codes to resolve this fault.
   B. No other error codes are active. Continue to step **2**.
2. Check the pressure transducer connector **X-463** and the tractor control unit (TCU) connectors **X-350** and **X-355**.
   Ensure that the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight.
   A. Connectors damaged or loose. Repair or replace as required and return unit to field operation.
   B. Connectors are okay. Continue to step **3**.
3. Replace transmission system “A” pressure transducer. Return unit to field operation.
   A. Error code redisplays. Submit a concern to ASIST.
   B. Error code does not redisplay. Continue field operation

Wiring harnesses - Electrical schematic sheet 14 - Transmission, sensors, front suspension (55.100.DP-C.20.E.14)

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3157-Engine controller configuration timeout anti-tamper

Cause:
Engine controller configuration took longer than 4 minutes

Possible failure modes:

1. Engine controller configuration timed out

Solution:

1. The configuration process was not started within the 4 minute time out period. Erase fault and proceed with configuration.

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B. If the specified values are measured, leave the connectors disconnected and continue to Step **5**.

5. Check the **B-9015** wiring.

   The keyswitch must be in the off position for continuity and the on position for voltage.

   Use a multimeter to perform the following wiring checks:

From	To	Value
X-9002 pin 94	**X-9015 pin 2**	There should be continuity.
X-9002 pin 94	**X-9002 pin 93**	There should be no continuity.
X-9002 pin 94	All pins in connector **X-9002**	There should be no continuity.
X-9002 pin 94	Chassis ground	There should be no continuity.
X-9002 pin 94	Chassis ground	There should be no voltage.

   A. If the specified values are not measured, there is a failure in the **B-9015** wiring. Locate and repair the faulty conductor.

   B. If the specified values are measured, continue to Step **6**.

6. Replace the turbocharger.

   Test engine operation with the new turbocharger. Check if the fault remains active.

   A. If the status of this fault has been resolved, return the machine to service.

   B. If the status of this fault has not been resolved, check the ECU **A-9000** for the appropriate software and re-flash, if necessary.

7. 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 05 - Engine inputs/outputs (55.100.DP-C.20.E.05)

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4138-Rear remote no. 3 - driver faulty

NOTE: *Each remote valve consists of a valve body and a pilot head. The pilot contains the extend and retract solenoids, a sensor to determine spool position, as well as a microprocessor. The pilot head can only be serviced as a compete assembly. The microprocessor controls the extend and retract solenoids and reports the position of the main spool over the CAN bus to the Armrest Control Unit (ARU) and the lower display on the Instrument Control Unit (ICU).*

Cause:
Driver faulty detected at the pilot head for remote valve 3.

Possible failure modes:

1. EEPROM error
2. Faulty pilot head on the remote valve

Solution:

1. Check if the error code is still active.

   Clear the error code and test the system for normal operation.

   A. Error code does not redisplay. Return unit to field operation and monitor for recurring problem.

   B. Error code redisplays. Continue to step **2**.
2. Download the most current software into all remote valves. (All pilot heads must be at the same software level.)

   Renumber the remote valves.

   Calibrate the armrest control levers using the procedure in this manual. When calibration is complete, set all timers to continuous and set the flow controls to continuous.

   Calibrate the remote valves using the procedure in this manual.

   Test remote system operation.

   A. Error code does not redisplay. Return unit to field operation.

   B. Error code redisplays. Continue to step **3**.
3. Swap the pilot head causing the error with another pilot head.

   Retest system operation.

   A. Error code follows the pilot head move. Replace the pilot head. Return unit to field operation.

   B. Error code does not follow the pilot head move. Return the pilot heads to their original location and submit a concern to ASIST.

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14022-Secondary steering system should be present but system messages indicate that it is not installed . . . 175
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18011-Powershift throttle - voltage too high . . . 221
18012-CVT mode switch error . . . 223
18013-Multi-function handle - encoder position error . . . 225
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