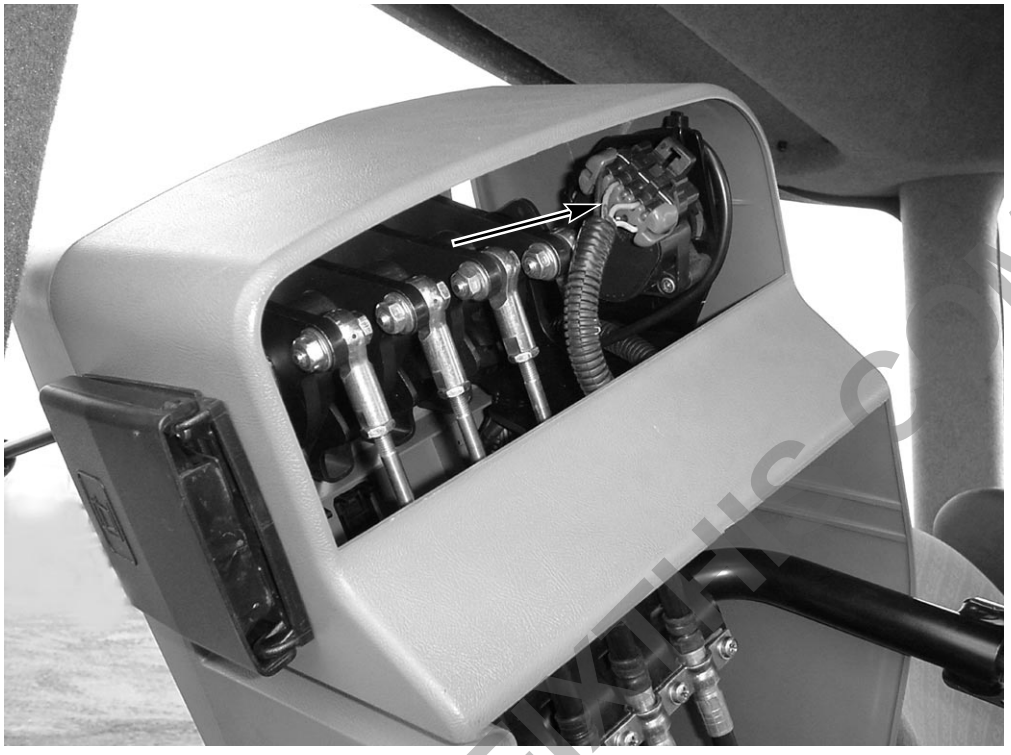
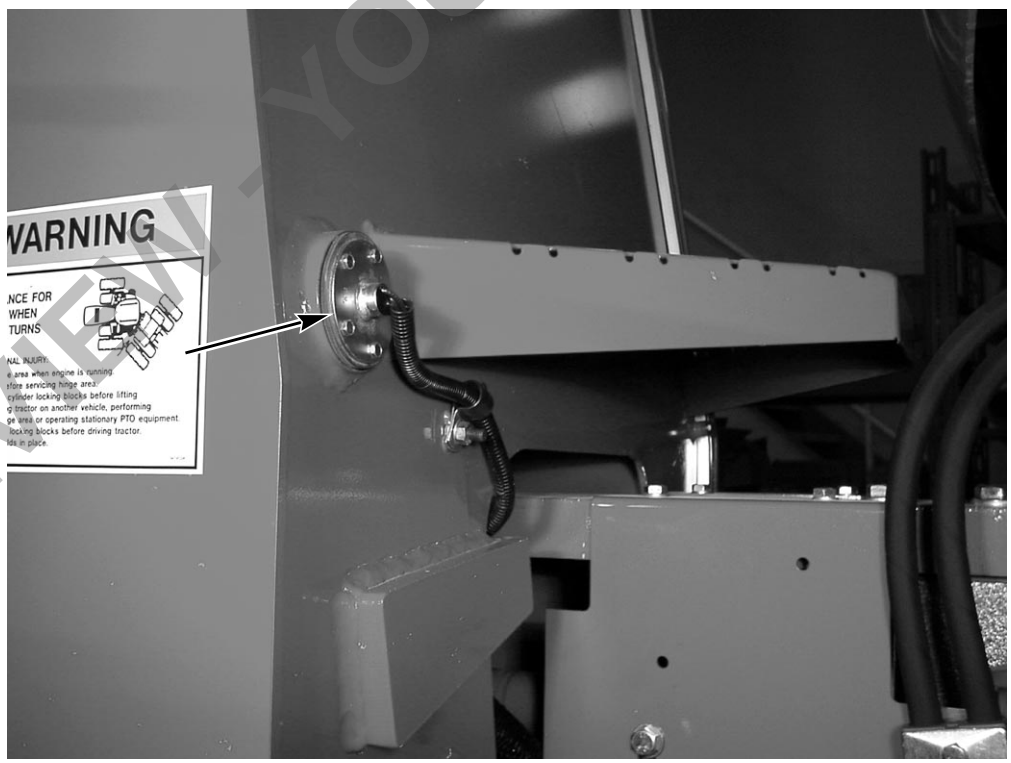
Description	PC Code	Section No.	Form No.
Deluxe Air Seat	32	9011	7-91040
Drawbar Removal and Replacement STX275 - STX325	10	9013	7-92850
Drawbar Removal and Replacement STX375 through STX450	10	9013	7-91881
Front Frame Hinge and Bearing STX275 - STX325 (Accusteer)	28	9014	7-94930
Cab Top Removal	5	9015	6-10080
Controller Systems		Tab 10	
Standard Instrumentation Programming and Fault Codes	67	10001	7-91061
Hitch Controller Calibration and Fault Codes	86	10002	7-91071
Transmission Controller Calibration and Fault Codes	168	10003	7-91081
Armrest Controller Calibration and Fault Codes	66	10004	7-91091
Remote Hydraulics Controller Fault Codes (Electronic)	158	10005	7-91101
Steering Controller and Fault Codes STX275 - STX325 (Accusteer)	85	10006	7-91111
Performance Monitor Controller Calibration Fault Codes	30	10008	7-91131
Electronic Service Tool Users Manual	112	10009	6-12470
AUX67 Controller Fault Codes	102	10010	6-12460

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RR00F046

THROTTLE POTENTIOMETER CONNECTOR 251



RR00f032

FUEL LEVEL SENSOR (CONNECTOR 66 IS HIDDEN)

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Fuse Number	Circuit	Fuse Amperage
1	Ignition Switch	15
2	Radio / Dome / Map Lights	10
3	Implements Auxiliary Power	30
4	Accessory Power Ports	20
5	Horn	5
6	Electronic Flasher	20
7	FNRP Universal Switch	20
8	Service Tool	5
9	ICU / PMU Display	10
10	AFS CDU	10
11	Electronic Engine Governor	30
12	Cigar Lighter	10
13	Auxiliary Power Port 1	10
14	Auxiliary Power Port 2	10
15	Worklights, Rear Roof	30
16	Worklights, Front Roof	30
17	Worklights, Interlock	10
18	Strobe Lamp	15
19	Seat Power	15
20	PTO / Starter Solenoids	10
21	Front / Rear Diff Locks	7.5
22	Electronic Engine Governor	5
23	Axle Lube Temperature Switch	5
24	HVAC Fahrenheit / Celsius Conversion	5
25	HVAC Microprocessor B+	5
26	HVAC Module B+ ATC	30
27	Ether	10
28	Diode/Rear Diff Lock	1

Fuse Number	Circuit	Fuse Amperage
29	Front Wiper / Washer	20
30	Rear Wiper / Washer	20
31	Front Lower Wiper	30
32	Blower, Cab Pressurizer	15
33	Accessory Power Ports	20
34	Electric Mirrors / Radio	15
35	Seat Heater	10
36	Data Bus	5
37	ICU / PMU Display	10
38	Electronic ARU	10
39	Powershift Transmission	20
40	Hyd Aux/Remote Valves	10
41	Three Point Hitch	10
42	AFS / True Ground Speed Radar	10
43	Accusteer	10
44	Side Worklights	20
45	Center High Beam	15
46	Left High Beam	15
47	Right High Beam	15
48	Left Low Beam	15
49	Right Low Beam	15
50	Worklights, Rear Frame	25
51	Worklights, Rear Frame	25
52	Headlight / Tail / Position / Hazard	10
53	Communications Radio	15
54	Back-Up Alarm	5
55	Rear Tail Lamps	10
56	Diode/Front Diff Lock	1

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Starting System Diagnostic Tests

NOTE: *The batteries must be fully charged and all connections clean and tight. Use a multimeter (DVOM) for these tests. For battery testing and service, see the battery section in the service manual.*

NOTE: *DO NOT use a self-powered test light for any of these tests. Use of a self-powered test light can cause damage to components in this system.*

IMPORTANT: *Before performing any of the electrical tests, be sure all operating controls are in neutral or park lock position. This will eliminate accidental movement of the machine or start-up of power driven equipment.*

A - Ignition Switch Power Supply Test

	Test Point	Good Reading	Possible Cause of Bad Reading
1	Measure voltage at ignition switch connector 161 terminal 1.	12 volts If good reading, ignition switch power supply okay.	Open in circuit from unswitched B+. Go to next test point.
2	Measure voltage at fuse #1.	12 volts If good reading, repair open in 4(R) circuit.	Fuse #1, or Open in 1(R) circuit from unswitched B+. Go to next test point.
3	Measure voltage at 150 Amp circuit breaker, connector 305.	12 volts If good reading, replace circuit breaker	Check batteries and all connections.

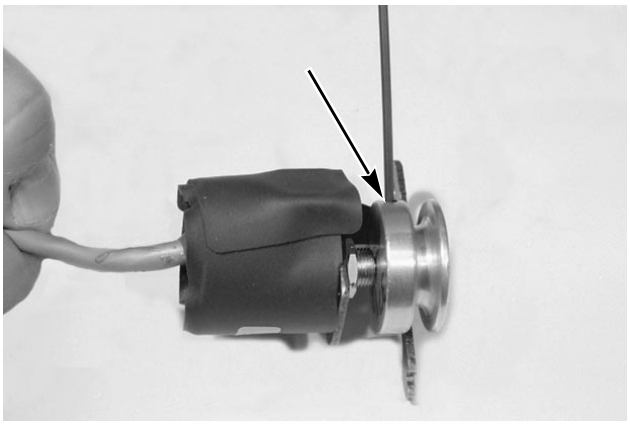
B - Ignition Switch Test

	Test point	Good Reading	Possible Cause of Bad Reading
1	Remove electrical connector 161 from ignition switch. While holding ignition switch in Start position, check for continuity from connector 161 terminal 1 to terminal 2.	Continuity If good reading, go to next test point.	Ignition switch.
2	While holding ignition switch in Start position, check for continuity from connector 161 terminal 1 to terminal 5.	Continuity If good reading, go to next test point.	Ignition switch.
3	Ignition switch in Run position. Check for continuity from connector 161 terminal 1 to terminal 5.	Continuity If good reading, go to next test point.	Ignition switch.

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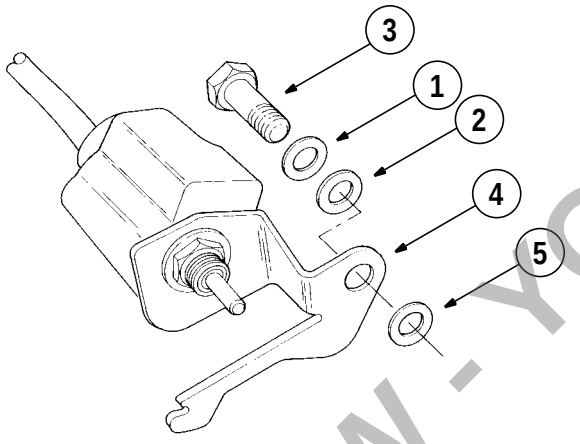
STEP 130



MK00B134

Install the belt pulley on the encoder as shown and tighten the set screw.

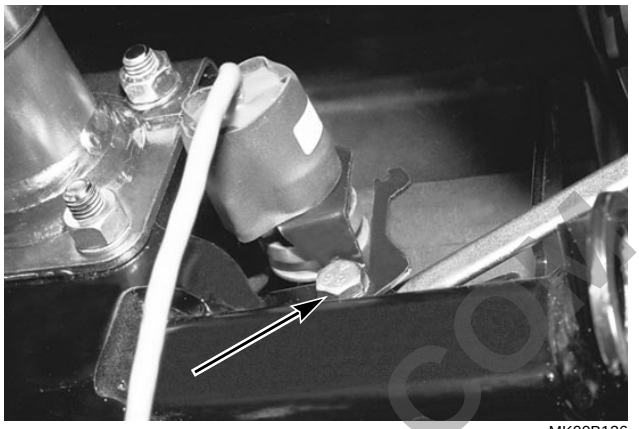
STEP 131



MB00B002

Install the flat washer (1) and nylon washer (2) on the encoder mounting bolt (3). Install the bolt (3) in the encoder bracket (4) and install the second nylon washer (5) on the bolt.

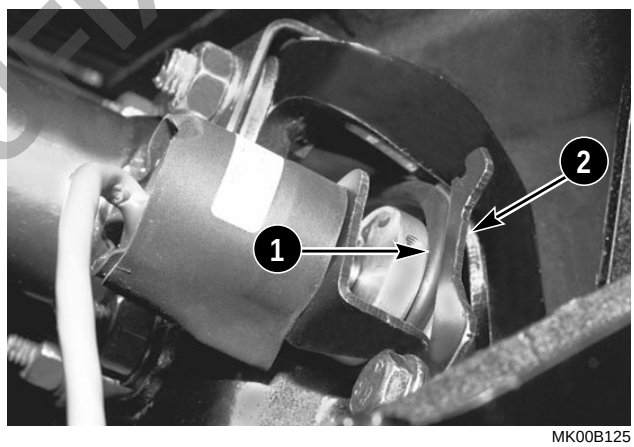
STEP 132



MK00B126

Install the encoder assembly in the console frame. Install the lock nut on the mounting bolt. Use a 13 mm box wrench to hold the nut and tighten the bolt until the nylon washers contact the bracket. The encoder assembly must move freely in the direction of the encoder belt on the mounting bolt.

STEP 133



MK00B125

Install the belt on the encoder pulley.

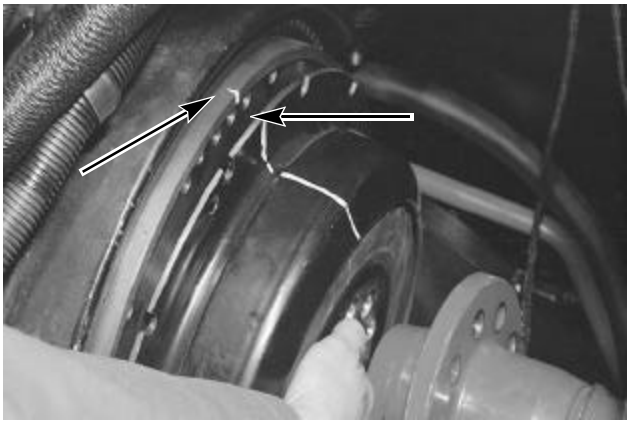
NOTE: *The belt channel (1) in the encoder pulley is in line with the tension spring arm (2) and the belt will have to be forced past the spring arm during installation.*

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DRIVE COUPLER INSTALLATION

STEP 10



MK99E038

If using the same drive coupler, align the marks made during disassembly and install the drive coupler in the recessed area of the flywheel.

STEP 11



MK99E072

Install and tighten the twelve attaching bolts to a torque of 120 to 136 Nm (90 to 99 lb ft).

STEP 12



MK99E071

Lower the drive shaft and move forward into the drive coupler.

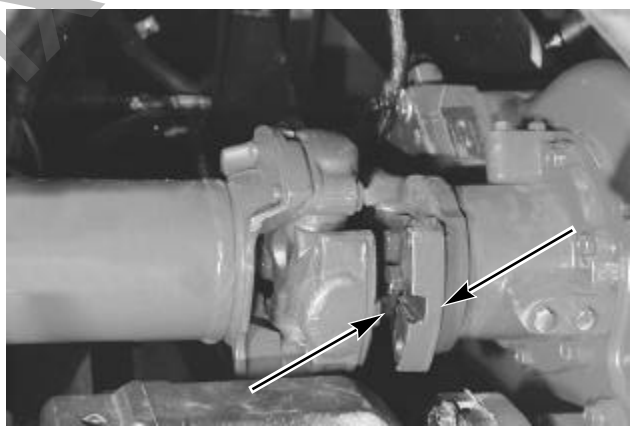
STEP 13



MK99E067

Align the marks made during disassembly and install the ten attaching bolts. Tighten the bolts to a torque of 215 to 245 Nm (160 to 180 lb ft).

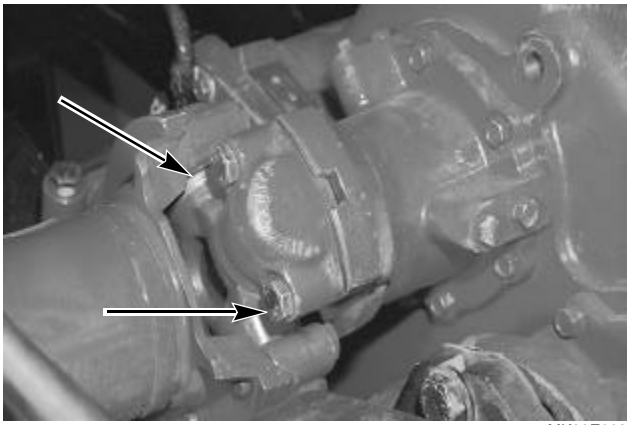
STEP 14



MK99E070

Align the transmission input shaft yoke with the drive shaft and install the shaft on the yoke.

STEP 15



MK99E068

Install and tighten the four 12 x 60 mm bolts to a torque of 118 to 133 Nm (87 to 98 lb ft).

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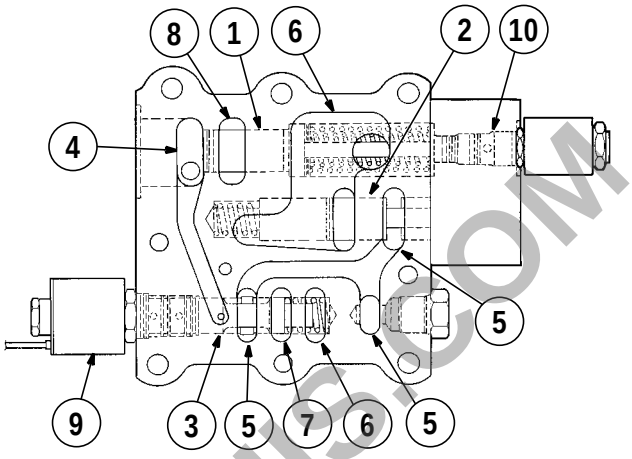
The main pressure regulator consists of a regulator piston, regulating pin, centering pin, one spring, retainer spool and PWM pressure control valve. When oil pressure rises to 223 to 262 psi (1537 to 1806 kPa) at 1000 engine RPM [240 to 277 psi (1655 to 1909 kPa) at 2000 engine RPM] the valve modulates against the spring force to open a passage to allow oil flow to the lube circuit. The regulating pin and orifice are used to slow (dampen) the valve modulation rate and reduce pressure spikes.

The PWM pressure control valve is actuated by a continuous 12 volt signal from the transmission computer controller. The 12 volt signal closes the valve and oil pressure is controlled by the main pressure regulator valve. When the transmission is engaged with the transmission control lever or shifted with the gear shift switch the controller changes from a continuous to a pulsed 12 volt signal to the PWM valve. The voltage between each pulse width drops to zero volts and allows the valve to momentarily open. The open valve relieves full system pressure to a minimum pressure that cushions the clutch pack engagement. Then the PWM valve closes and full pressure is applied to completely engage the clutch packs.

The duration of the pulsed signal from the transmission controller is determined by the controller according to engine load, gear selection and tractor model. The pressure drop during clutch engagement will be different for every shift.

Any time the transmission is placed in neutral by the controller (Fault Forced Neutral) the signal to the PWM valve is stopped, the valve is opened continuously and the system pressure is reduced to 94 to 105 psi (646 to 722 kPa).

Lube Regulator Valve



MB00N059

1. MAIN PRESSURE REGULATOR SPOOL
2. LUBE PRESSURE REGULATOR SPOOL
3. MASTER CLUTCH LUBE SPOOL
4. MAIN PRESSURE PORT
5. LUBE PRESSURE PORT
6. SUMP RETURN PORTS
7. MASTER CLUTCH LUBE PORT
8. LUBE SUPPLY PORT
9. MASTER CLUTCH LUBE SOLENOID VALVE
10. PWM TRANSMISSION PRESSURE CONTROL VALVE

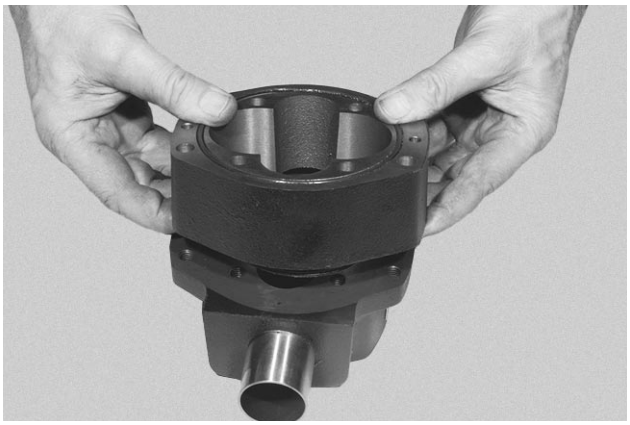
The lube regulator consists of a lube valve spool, spring and adjusting shims. All lube oil flows through the lube valve.

If lube supply flows are low (during periods of lower engine rpm) the valve closes off the sump port to maintain lube pressure at 11 to 18 psi (76 to 124 kPa). This action ensures that all available oil in the lube circuit is available for shaft bearings and clutch pack cooling. When lube supply flows are high (during periods of high engine rpm) the lube valve will modulate against spring pressure to open the sump port and dump excess flow while maintaining lube pressure at 20 to 40 psi (138 to 276 kPa).

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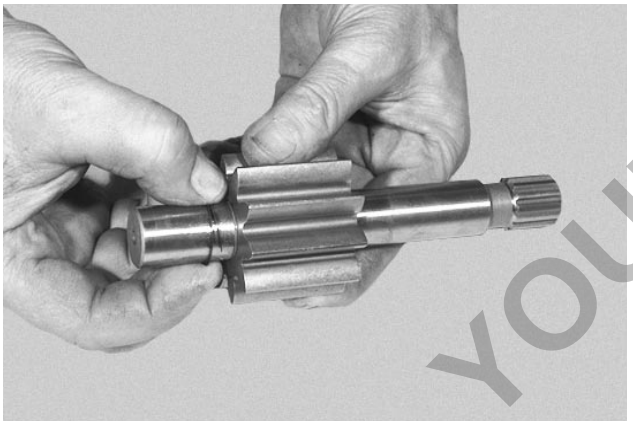
STEP 12



MK99C009

Remove the pump section and static O-ring from the end cover. Discard the O-ring.

STEP 13



MK99C015

Remove the rear spiral lock ring from the drive gear shaft.

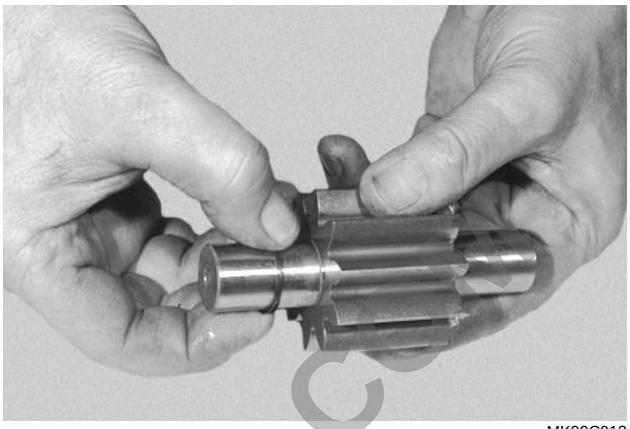
STEP 14



MK99C016

Remove the drive gear and key.

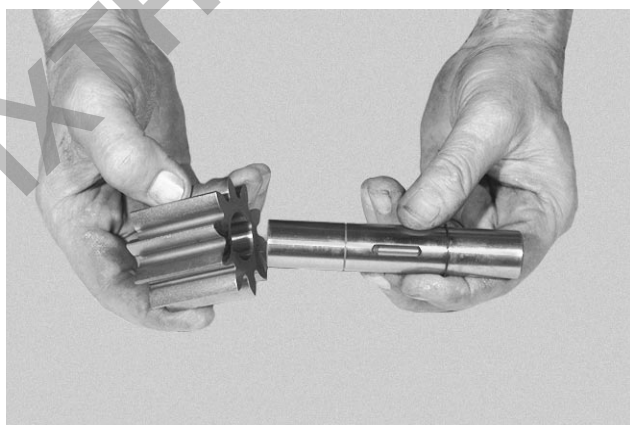
STEP 15



MK99C013

Remove the rear spiral lock ring from the idler gear shaft.

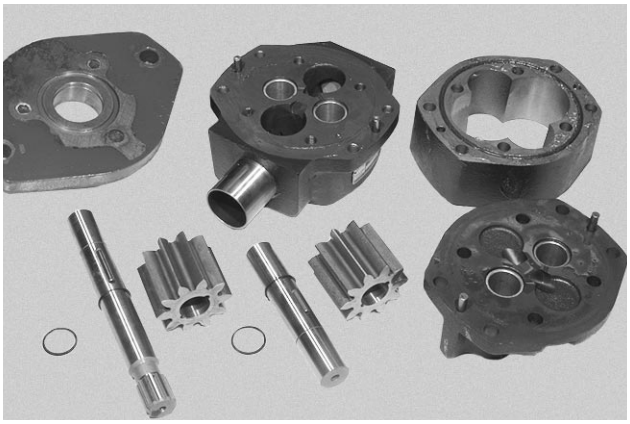
STEP 16



MK99C014

Remove the idler gear and key.

STEP 17



MK99C017

Clean and inspect all parts for excessive wear or damage. Inspect the shaft key ways, keys and bearing journals for wear. Inspect the end covers, pump body and bearings for wear. If the bearings, pump body or end covers are worn or damaged, the pump must be replaced. Minor burrs, nicks or metal pickup on the ends of gear teeth may be stoned off.

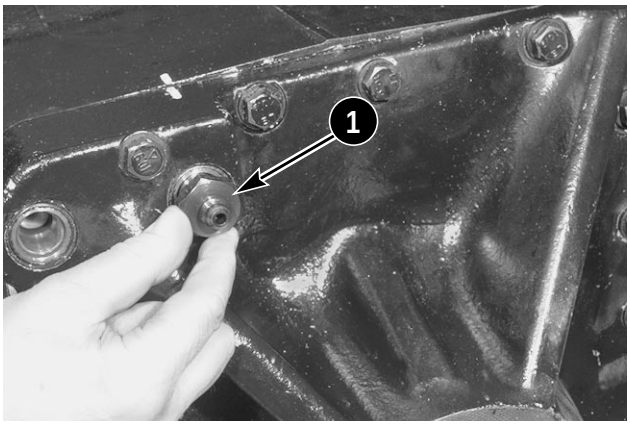
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LEAK TESTING THE PARK BRAKE

NOTE: *The park brake is spring applied and pressure released.*

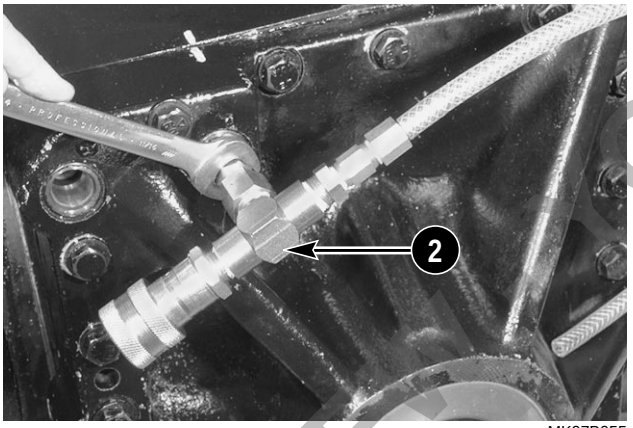
STEP 264



MK97B054

Install the CAS 2504-2 Port Adapter (1) with O-ring into the pressure port for the park brake.

STEP 265



MK97B055

Connect the CAS 2504-1 Coupler Assembly (2) to the port adapter (1).

STEP 266

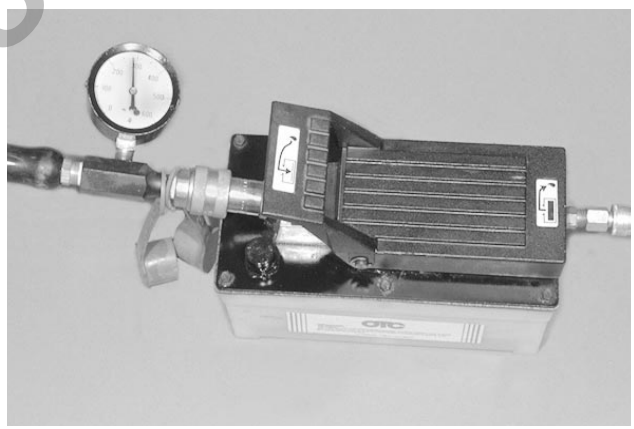


MK97B056

Connect the OEM 6019 Air/Hydraulic Pump to the coupler assembly.

NOTE: *Connect a relief bleed off hose to the barbed fitting. Direct the hose into a container.*

STEP 267



MK97A422

Operate the OEM 6019 Air/Hydraulic Pump to pressurize the park brake circuit 150 to 180 PSI (10 to 11 bar). Release the pressure. Repeat this 2 or 3 times to purge air out of the circuit. Operate the pump slowly until 280 to 300 PSI (19 to 20 bar) is indicated on the pressure gauge. Observe the gauge for one minute. Circuit pressure must not fall more than 20 PSI (1.4 bar) in one minute.

NOTE: *DO NOT exceed 300 PSI (20 bar). When pressurizing the park brake circuit, the pressure will remain at 150 to 160 PSI (10 to 11 bar) for 20 to 30 seconds. When belleville spring movement stops the pressure will rise rapidly. If leakage is detected, check the jumper tube O-ring seals or the park brake piston seals for damage.*

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FINAL DRIVE OFFSET HOUSING DISASSEMBLY

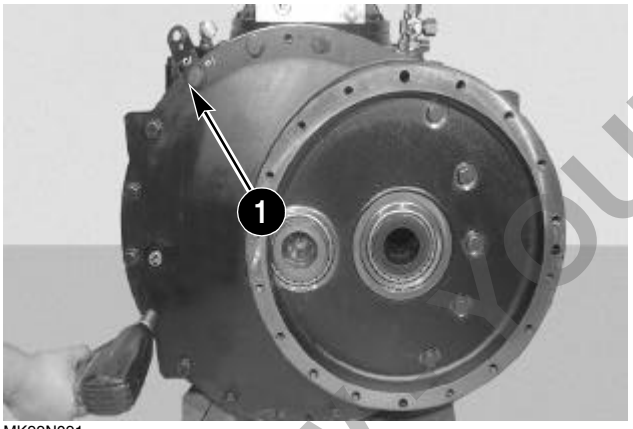
STEP 64



MK99N093

Remove the sun gear from the housing.

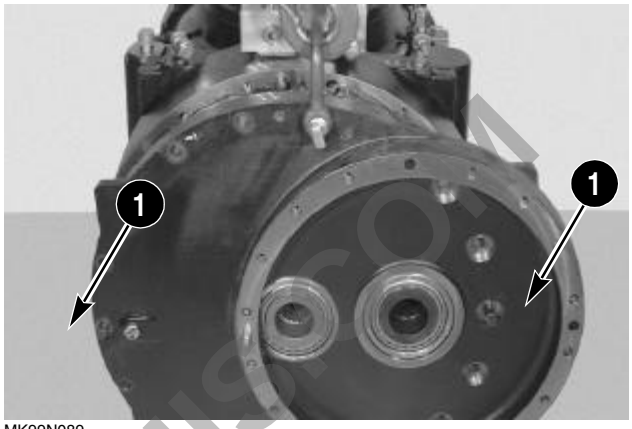
STEP 65



MK99N091

Mark the location of the clamp bracket (1). Remove the bolts securing the Offset housing to the center housing.

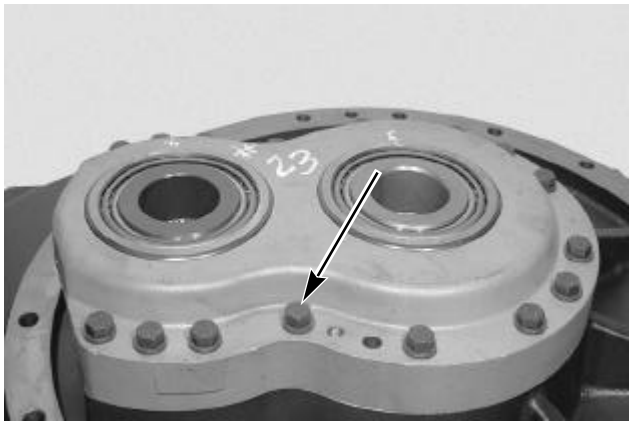
STEP 66



MK99N089

Install two CAS 2496 Alignment Studs (1) in the locations shown. Separate the offset housing from the center housing dowel pins. Install a clevis and pin arrangement on the housing as shown. Use a hoist to remove the housing.

STEP 67

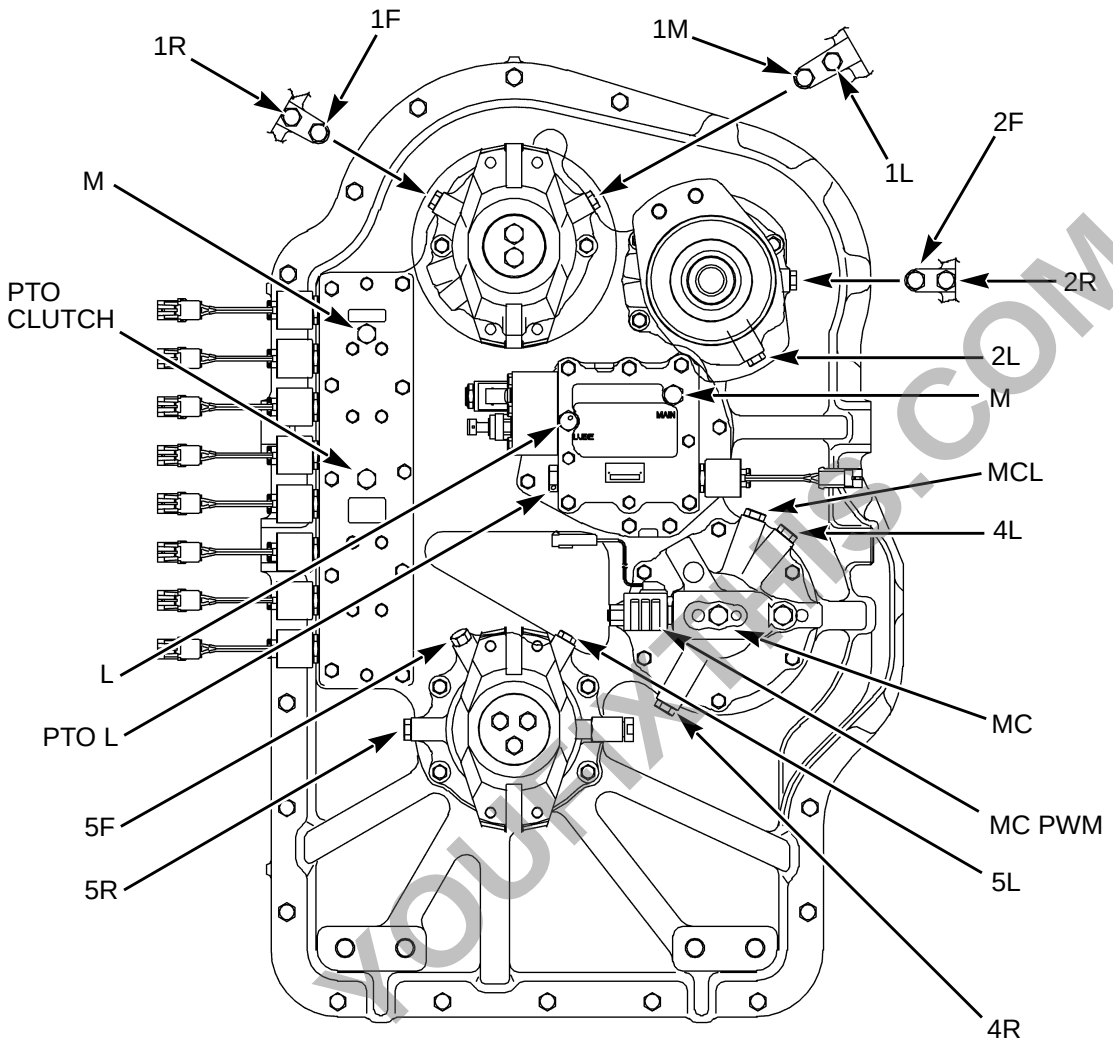


MK99N135

Remove the reduction gear cover mounting bolts.

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MA01C007

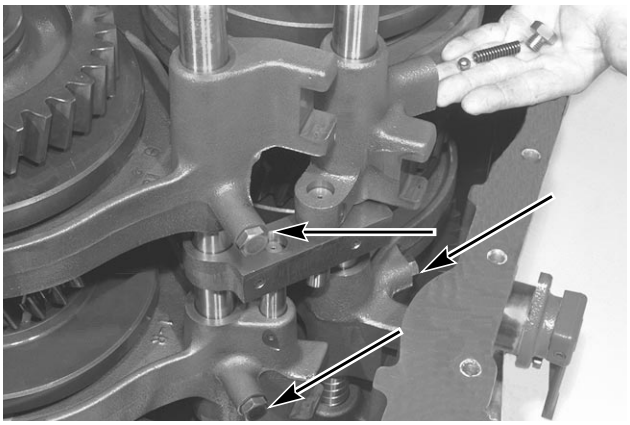
TEST PORT IDENTIFICATION

Description	Test Port
Main Pressure	M
Lube Pressure	L
PTO Clutch Pressure Supply	PTO
PTO Lube Supply	PTO L
Shaft Lube Pressure	1L, 2L, 4L, 5L
Master Clutch Lube Pressure	MC L

Clutch Description & Location	Test Port	Solenoid
Front on 1st Shaft	1F	Z
Middle on 1st Shaft	1M	Y
Rear on 1st Shaft	1R	X
Front on 2nd Shaft	2F	W
Rear on 2nd Shaft	2R	V
Rear on 4th Shaft	4R	T
Front on 5th Shaft	5F	S
Rear on 5th Shaft	5R	Q
Front on 4th Shaft	MC	MC-PWM

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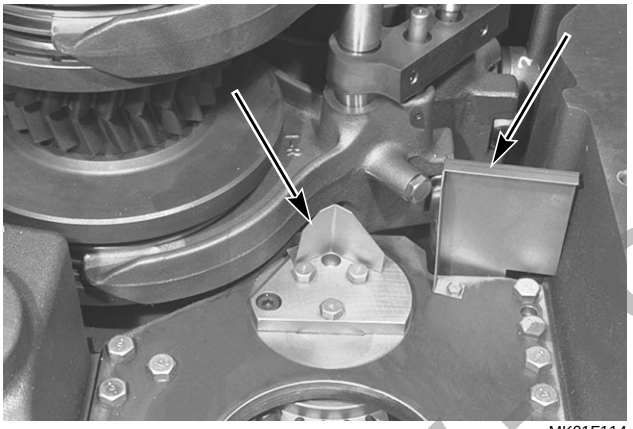
STEP 261



MK01F004

Install the detent steel balls, springs and plugs into the shift forks. Tighten the plugs to a torque of 34 to 39 Nm (25 to 29 lb ft).

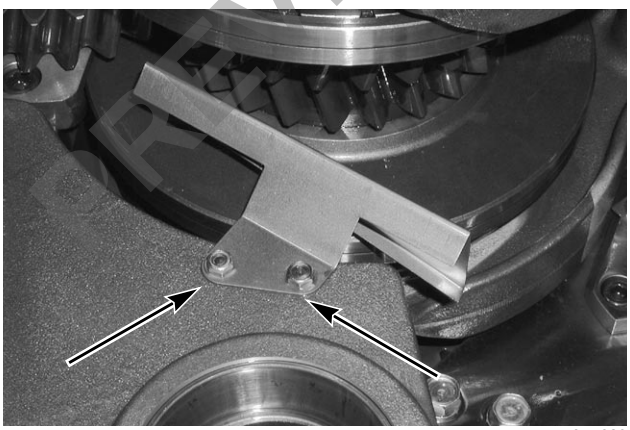
STEP 262



MK01F114

Install the 2nd gear and idler gear oil gutters. Tighten the mounting bolts to a torque of 3.8 to 4.5 Nm (34 to 40 lb in.).

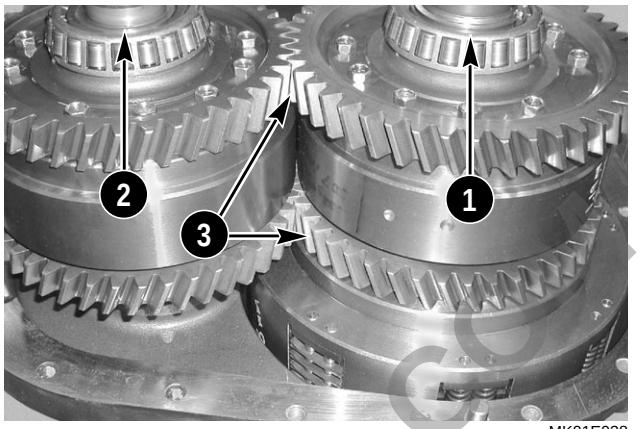
STEP 263



MK01E039

Install the reverse idler gear oil gutter. Tighten the bolts to a torque of 3.8 to 4.5 Nm (34 to 40 lb in.).

STEP 264

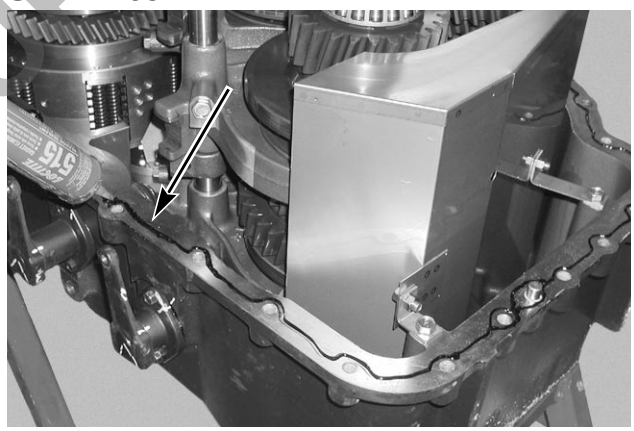


MK01E038

Install the CAS 2195 Shaft Lifting Adaptor on the input shaft (1) and the 58-230 Lifting Bail with 58-229 Inserts on the pump shaft (2). Lubricate the rear bearing and install the input shaft and pump shaft into the transmission housing.

NOTE: *The gears must be meshed (3) when the shaft are lowered into the housing.*

STEP 265



MK01E041

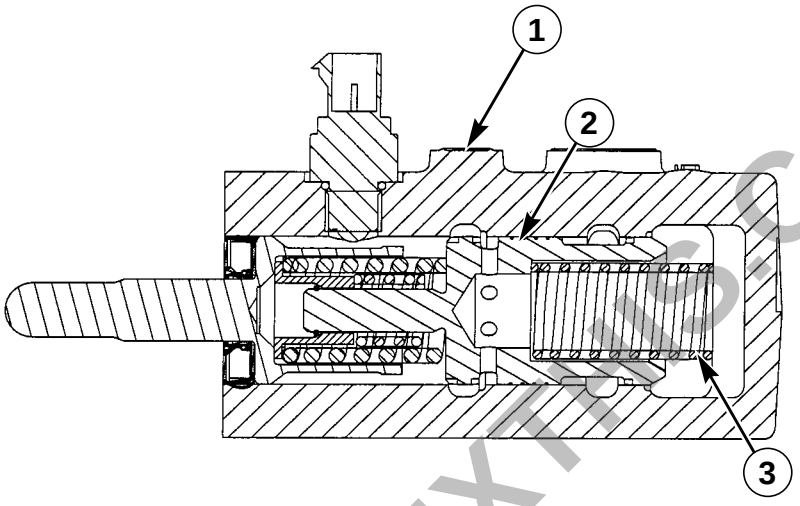
Clean the transmission housing flanges with a gasket remover. Wipe both sections clean with a lint free cloth. Both surfaces must be clean and free from grease and oil. Apply a thin continuous bead of Loctite 515 Gasket Eliminator Sealant around the rear housing flange and around each bolt hole.

IMPORTANT: *Use only Loctite 515 Gasket Eliminator Sealant. Do not use a silicone or rubber based (RTV) sealant.*

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Brake Valve Operation - Brakes Released

As the brake pedal is released, the modulator piston return spring pushes the modulator spool outward to the released position. This in turn, pushes the brake control spool outward. Regulated circuit pressure at 270-290 PSI is supplied to the inlet. The modulator spool blocks this oil supply to the brake port. With the modulator piston in the release position, brake port oil is connected to the tank port through the inside of the modulator spool and cross-drilled holes. This connection ports the brake piston to tank and allows the brakes to release.



R100F047

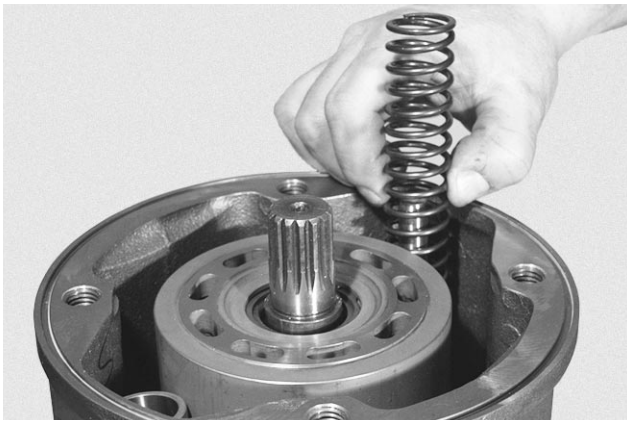
Brake Valve

1. TANK PORT
2. MODULATION SPOOL
3. PISTON RETURN SPRING

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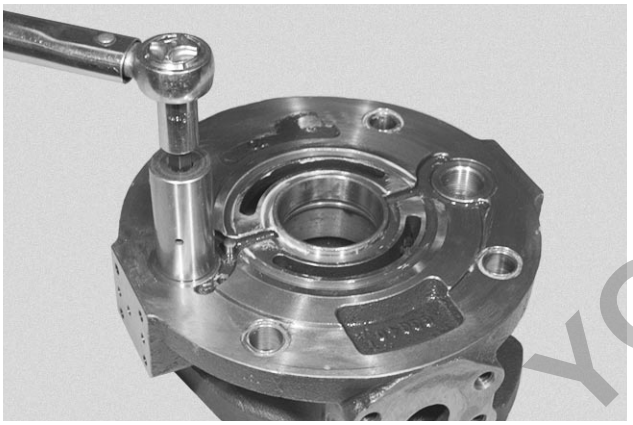
STEP 108



MK99D197

Install the counter piston spring on the counter piston.

STEP 109

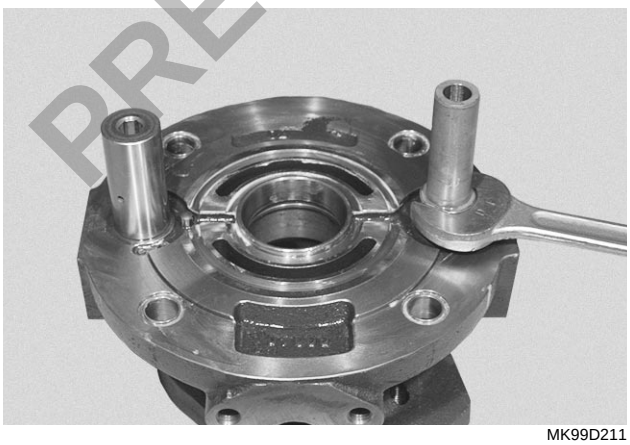


MK99D210

Apply Loctite 242 Thread Lock to the threads of the control piston guide. Install the guide in the port block. For pump A10V071 tighten the guide to a torque of 68 to 77 Nm (50 to 57 lb ft).

For pump A10V100, tighten the guide to a torque of 118 to 133 Nm (87 to 98 lb ft).

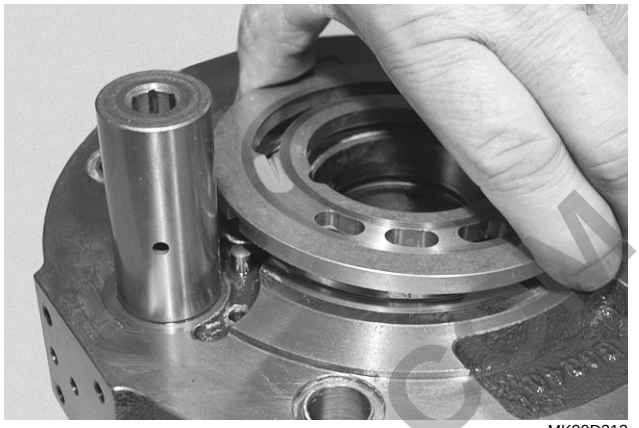
STEP 110



MK99D211

Repeat Step 109 to install the counter piston guide.

STEP 111

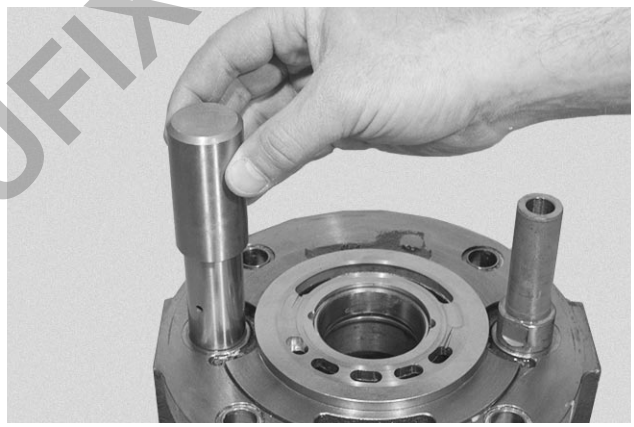


MK99D212

Lubricate both sides of the valve plate with Lubriplate No. 105 Assembly Lube and install on the port block.

NOTE: *Lubriplate No. 105 on the port block contact side will help hold the valve plate when the port block is installed on the pump housing.*

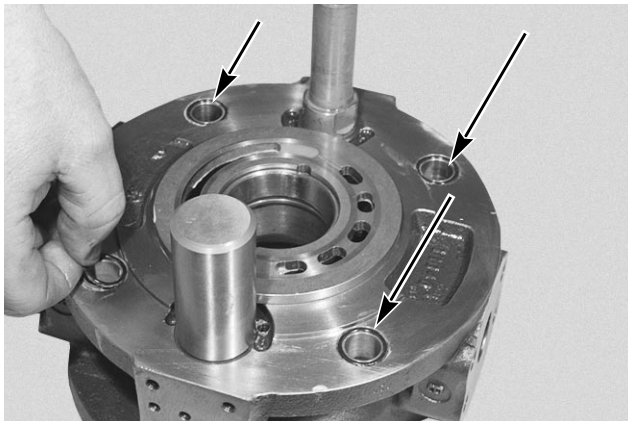
STEP 112



MK99D245

Lubricate the inside of the control piston with Lubriplate No. 105 Assembly Lube and install the piston on the control piston guide until it is fully seated against the port block.

STEP 113



MK99D203

Lubricate and install the four retainer bolt O-rings on the port block.

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Flow to the axle lubricant circuit splits at a tee at the valve outlet to lubricate the front and rear axle.

With the PTO option, 8.5 gpm (32.2 lpm) for STX375/425HD and STX440/450 tractors and 7.0 gpm (26.5 lpm) for STX275/325/375/425 tractors is supplied to the rear axle at a minimum of 200 psi (1379 kPa).

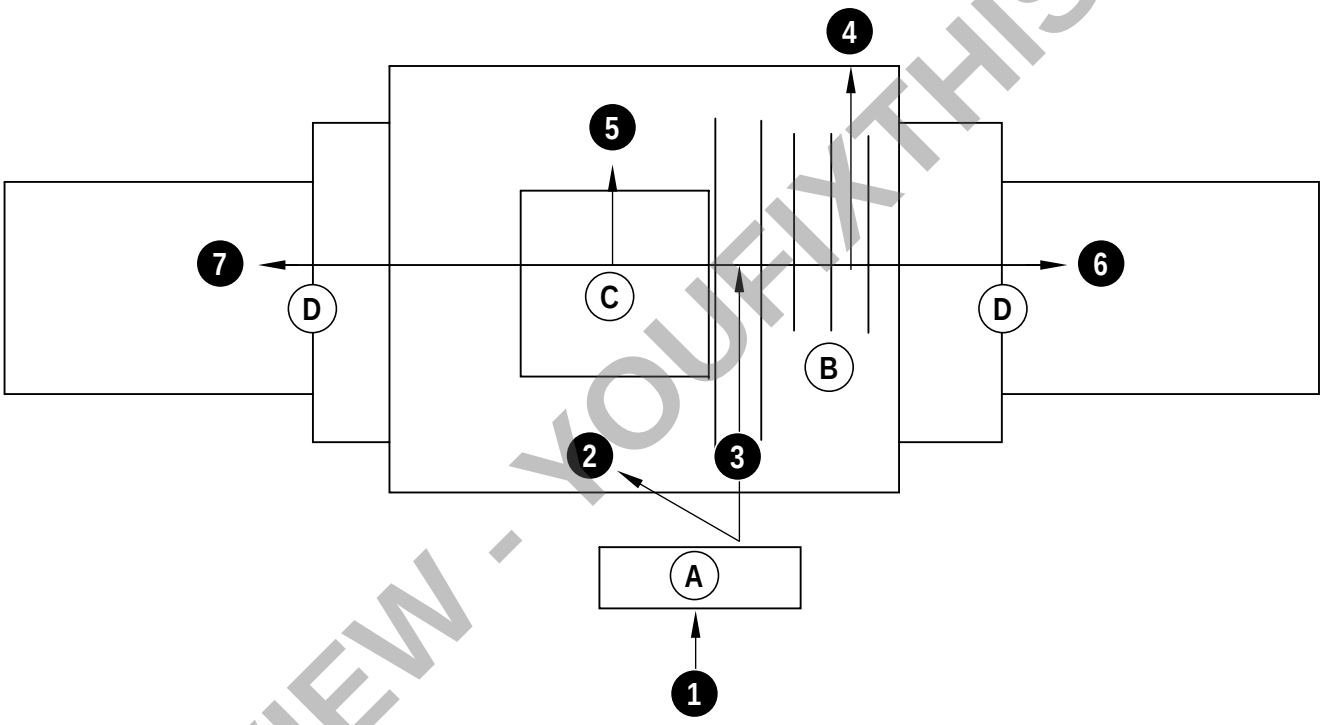
The front axle is supplied 7.0 gpm (20.8) and 5.5 gpm (15.1 lpm) respectively.

Without the PTO option, 7.0 gpm (20.8 lpm) for STX375/425HD and STX440/450 tractors and 5.5 gpm (15.1 lpm) for STX275/325/375/425 tractors is supplied to the front and rear axles at a minimum of 200 psi (1379 kPa).

On STX375/425HD and STX440/450 tractors, the axle lube manifold is cast separately and bolted on the axle center housing. On STX275/325/375/425 tractors, the axle lube manifold is cast into the axle cover plate.

Hydraulic fluid is distributed through the front and rear axles according to the charts below:

STX275, STX325, STX375 and STX425 Fluid Communication (Without PTO)



RI00E036

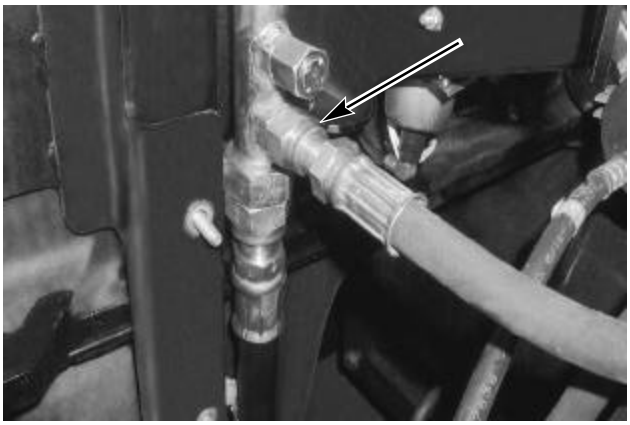
A. AXLE MANIFOLD WITH VENTURI, PORTS AND PASSSAGES
B. OPEN SERVICE AND PARK BRAKE
C. DIFFERENTIAL - PINION SHAFTS, PINION, BEVEL AND SIDE GEARS, DIFFERENTIAL CLUTCH
D. FINAL DRIVE

1. 5.5 GPM (20.8 lpm) INTO AXLE
2. 1.5 GPM (5.7 lpm) FROM VENTURI TO BEVEL MESH
3. 4.0 GPM (15.1 lpm) TO DIFFERENTIAL CENTER, SERVICE AND PARK BRAKES AND FINAL DRIVES
4. 2.0 GPM (7.6 lpm) TO SERVICE AND PARK BRAKES
5. 1.5 GPM (5.7 lpm) TOTAL INTO DIFFERENTIAL CENTER; 1.0 GPM (3.8 lpm) RETURNS TO AXLE CENTER FROM PIN BORES AND 0.5 GPM (1.9 lpm) TO FINAL DRIVE (SEE ITEM 7)
6. 0.5 GPM (1.9 lpm) TO FINAL DRIVE ON BRAKE SIDE
7. 0.5 GPM (1.9 lpm) TO FINAL DRIVE OPPOSITE BRAKE

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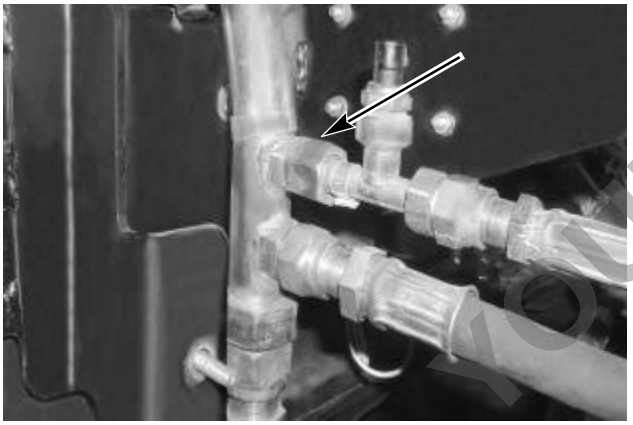
STEP 77



MD01N085

Install a new O-ring on the inlet tube return hose port. Install and tighten the return hose on the tube.

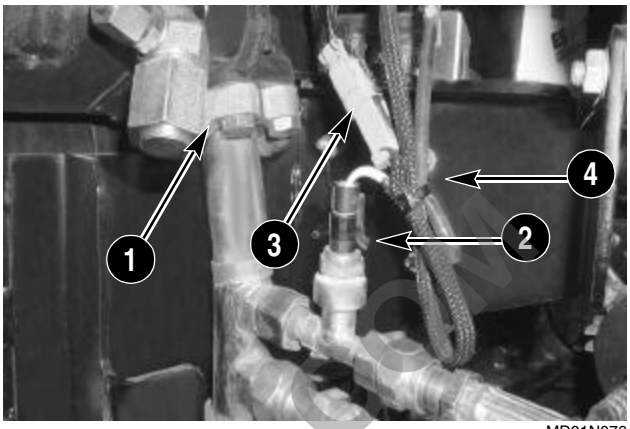
STEP 78



MD01N077

Install a new O-ring on the charge pressure port of the inlet tube. Install and tighten the temperature sensor adapter on the inlet tube.

STEP 79



MD01N076

Tighten the four split flange bolts (1) to specifications. Install the wire connector (2) on the temperature sensor. Install the wire harness connector (3) on the engine wire harness. Secure the wires as shown with a cable tie (4).

STEP 80



MD01N075

Install the radiator overflow reservoir on the mounting studs. Install the hose P-clamp, four lock nuts and washers.

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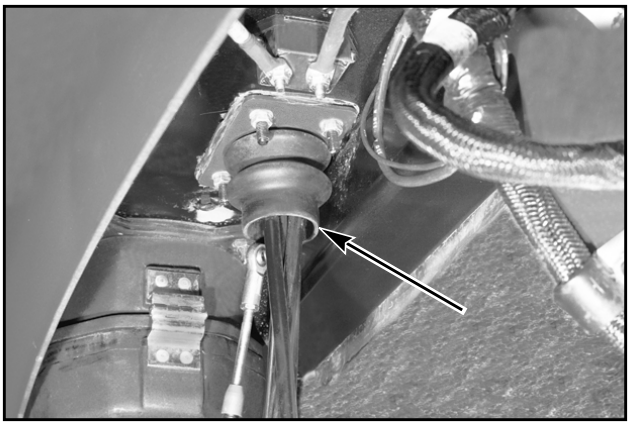
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Test	Instructions and Actions
3	**Confirm power output to heater valve/mode door motor: Pin E (5-pin) to Battery GND**
	Condition(s): Keyswitch and A/C Switch ON Expected Result: 12V **Action:** If no voltage, replace the controller.
4	**Confirm control signal to heater control valve: Pin D (5-pin) to Battery GND**
	Condition(s): Keyswitch and A/C Switch ON Expected Result: 1.5 to 11.5V while turning temperature control from max heat to max cool setting **Actions**: If no voltage, replace the controller. If no voltage change or drop out, test the pot. See Temperature Control Pot, page 85.
5	**Test high pressure switch circuit: Pin C to Battery GND**
	Condition(s): Keyswitch and A/C Switch ON, disconnect harness to high pressure switch Expected Result: 5V **Action**: If no voltage, replace the controller. (Reconnect harness before continuing testing.)
6	**Test low pressure switch circuit: Pin B (5-pin) to Battery GND**
	Condition(s): Keyswitch and A/C Switch ON, disconnect harness to low pressure switch Expected Result: 5V **Action**: If no voltage, replace the controller. (Reconnect harness before continuing testing.)
7	**Test evaporator temperature sensor: Pin B to Battery GND**
	Condition(s): Keyswitch and A/C Switch ON Expected Result: 0.5V at 70˚F (21˚C) at the sensor. Voltage decreases as temperature increases. **Actions**: If no voltage, replace the controller. If voltage out of range for temperature, test sensor. See sensor test, page 93.
8	**Test controller switched ground to clutch relay: Pin A (5-pin) to chassis ground**
	Condition(s): Keyswitch ON Expected Result: 0.0V or 12V, see actions. **Actions**: A/C switch ON, with temperature control to max cool and normal pressures, 0.0V indicates proper operation. A/C switch OFF and keyswitch ON, 12V indicates proper operation; if no 12V, test relay control circuit, page 76. If circuit tests normal, replace the controller.
9	**Test temperature control output: Pin D to Battery GND**
	Condition(s): Keyswitch and A/C switch ON Expected Result: 5V **Actions**: If no voltage, replace the controller.
10	**Test the pressure warning lamp circuit in A/C switch: Pin C (5-pin) to Battery GND**
	Condition(s): Keyswitch and A/C switch ON, disconnect harness to either pressure switch Expected Result: 5V **Actions**: If no voltage, test the A/C switch circuit; see page 97. If circuit and switch test normal, and warning lamp does not blink with pressure switch harness disconnected, replace the controller. (Reconnect harness before continuing tests.)
11	**Test A/C switch control function: Pin E to Battery GND**
	Condition(s): Keyswitch ON Expected Result: 5V with A/C OFF, 0.0V with A/C switch ON **Actions**: Test the A/C switch circuit; see page 97. If circuit and switch test normal, but compressor does not engage with proper request and conditions, replace the controller.

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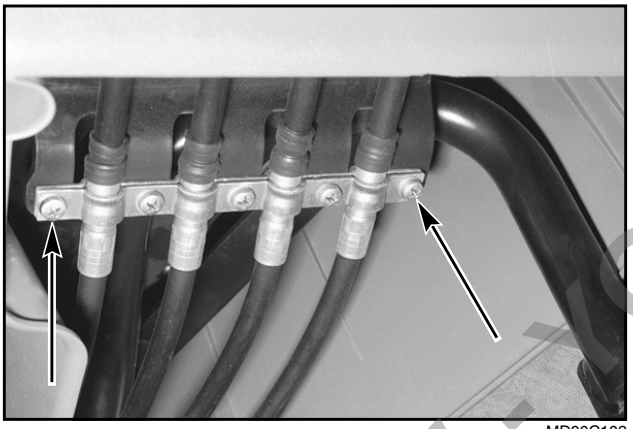
STEP 77



MD00C105

Install the remote auxiliary valve cables through the opening in the rear floor of the cab and through the rear console cover.

STEP 78

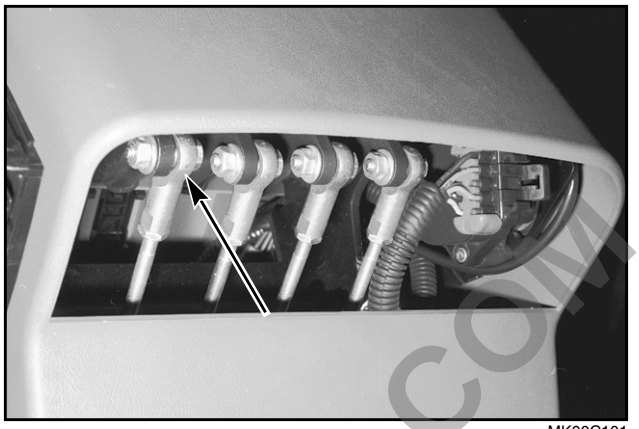


MD00C102

Position the cables in the console mount with the Number 1 auxiliary valve cable closest to the seat. Install and tighten the cable clamp.

NOTE: *The cable housing ends have a channel machined to fit the detents of the cable clamp.*

STEP 79



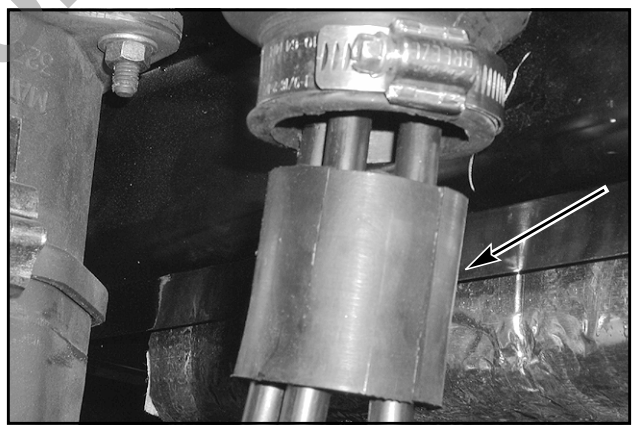
MK00C101

Place all the remote valve spools in the NEUTRAL position. Lock the remote valve levers in the NEUTRAL position.

If necessary, adjust the ball and socket on the cable end until the 1/4 x 1 inch bolt (1) can be installed through the cable end and remote lever.

Tighten the lock nut (2) on the cable end. Install the lock nut (3) on the mounting bolt (1).

STEP 80



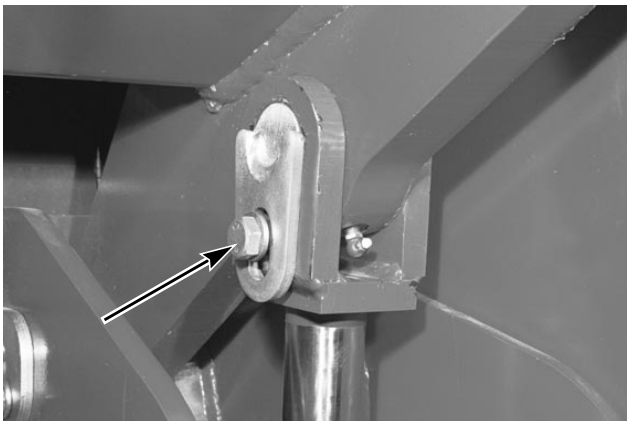
MD01J050

Install the grommet on the auxiliary valve cables and flow control cable.

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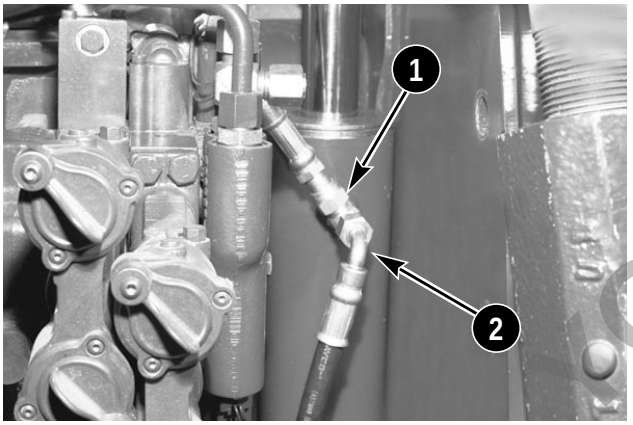
STEP 72



MK00C049

Install the retainer bolt, washer and spacer. Tighten the bolt to specifications.

STEP 73

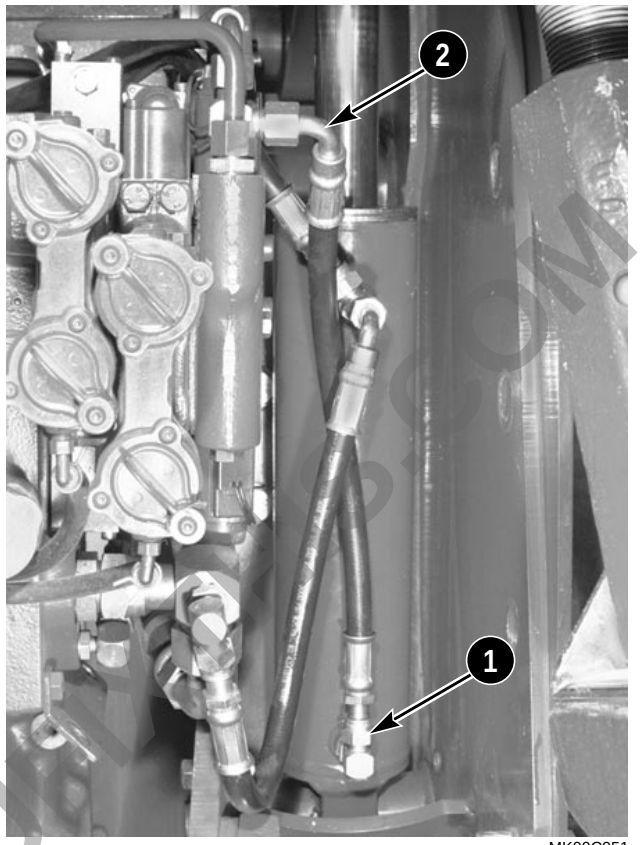


MK00C050

LH CYLINDER: Install and tighten the hose from the RH cylinder rod end port on the cylinder rod end port.

RH CYLINDER: Install and tighten the LH cylinder return hose (1) and the tank return hose (2) on the cylinder rod end port.

STEP 74

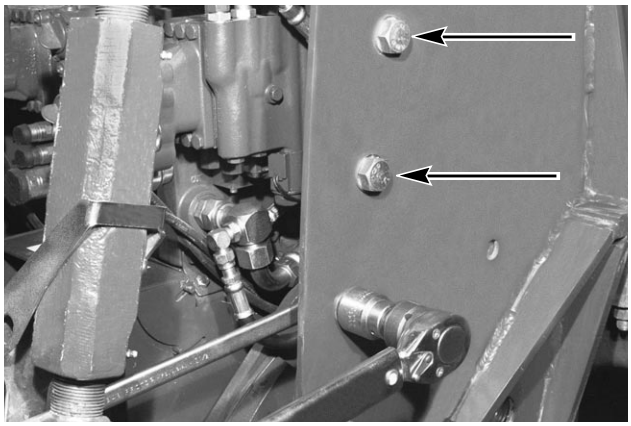


MK00C051

LH CYLINDER: Install and tighten the hose from the TPH valve RAISE port on the piston port.

RH CYLINDER: Install and tighten the hose between the TPH valve RAISE port (1) and the cylinder piston port (2).

STEP 75



MK00C063

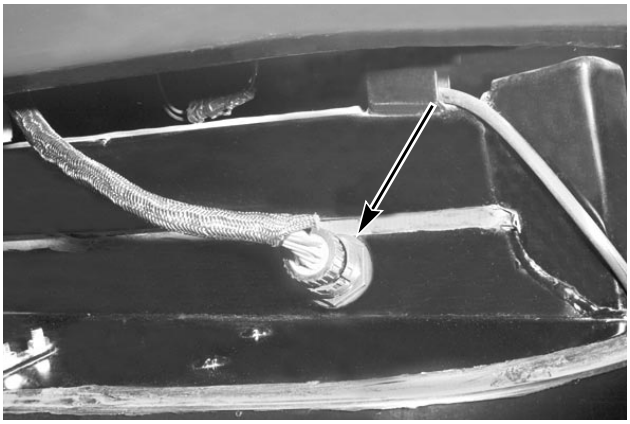
Install the three TPH frame mounting bolts, washers and nuts. Tighten the bolts to specifications.

WITHOUT PTO: Proceed to Step 82.

WITH PTO: Follow the procedure in Steps 76 through 82.

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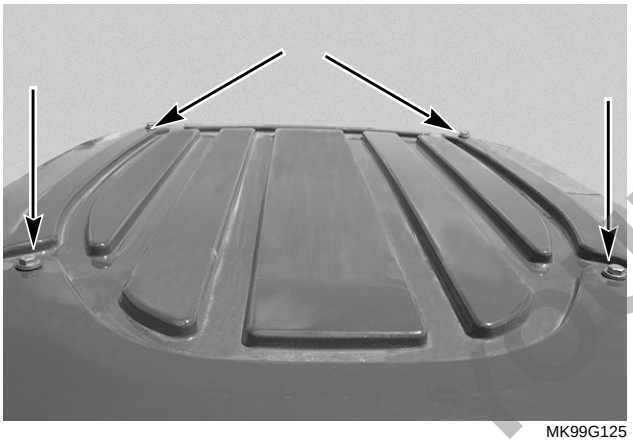
STEP 18



MK00D194

Connect the right rear wire harness connector.

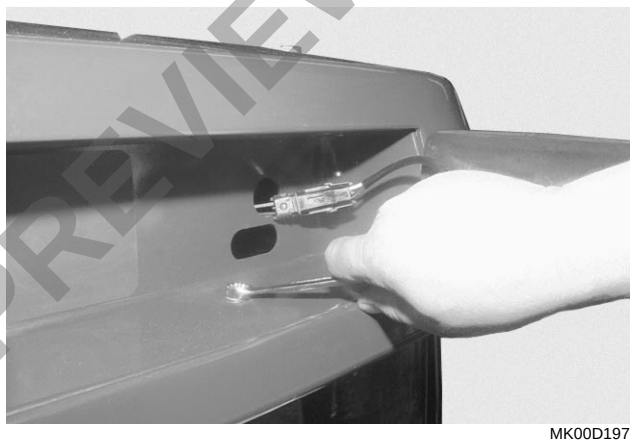
STEP 19



MK99G125

Lower the cab top and install and tighten the four bolts.

STEP 20



MK00D197

Install the cab top retainer brackets on the front and rear of the cab using the original bolts and nuts.

STEP 21

Position the front and rear field lights as desired and tighten the bolts.

STEP 22



MK00D201

If equipped, install the LH and RH outside mirrors and strobe beacon.

STEP 23

Lower the hood.

STEP 24

Check the position of the field lights and mirrors. Adjust as needed.

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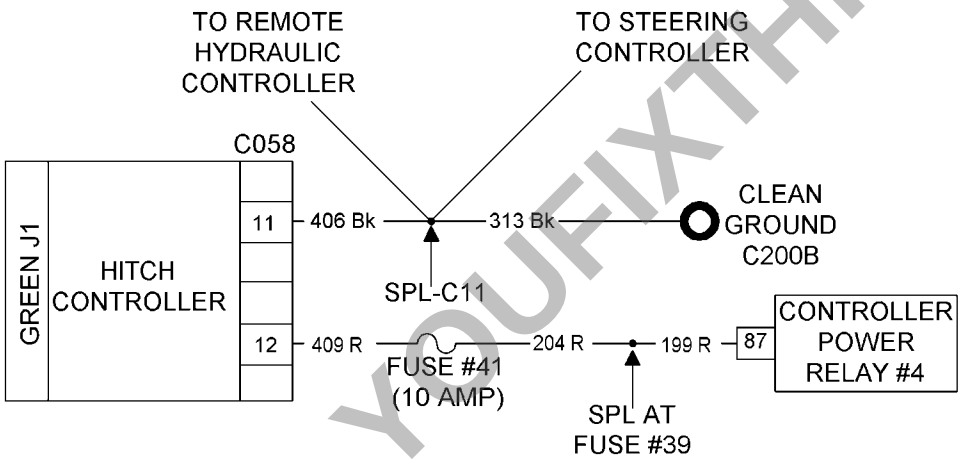
If the above checks are ok and all controllers came online, it means that the engine terminator and the data bus wiring is functioning correctly. The cab terminator has most likely failed. Test the cab terminator and replace if it has failed.

4. Split the Tractor Data Bus by disconnecting connector C333. Turn the key switch to OFF, then to ON.

   A. If none of the controllers come back on line, the problem is inside the cab. Check the TDB wiring in the cab for open circuits or shorts to ground. The TDB can be split once again at splice #4 inside the cab to determine which portion of the cab wiring has the problem. If the problem can not be found in the wiring, disconnect each controller one at a time to determine if one of the controllers has failed.

   B. If all of the controllers except the engine controller come back online, the problem is the Tractor Data Bus external to the cab. Check the TDB wiring outside of the cab for open circuits or shorts to ground. The TDB can be split once again at connector C060 (small frame and large frame) to determine which portion of the exterior TDB wiring has the problem. If the problem can not be found in the wiring, disconnect the engine controller to determine if it has failed.

NOTE: *Always inspect connector ends for damaged, bent or dislocated pins when troubleshooting the Tractor Data Bus. One intermittent connection can cause the entire bus to stop communications.*



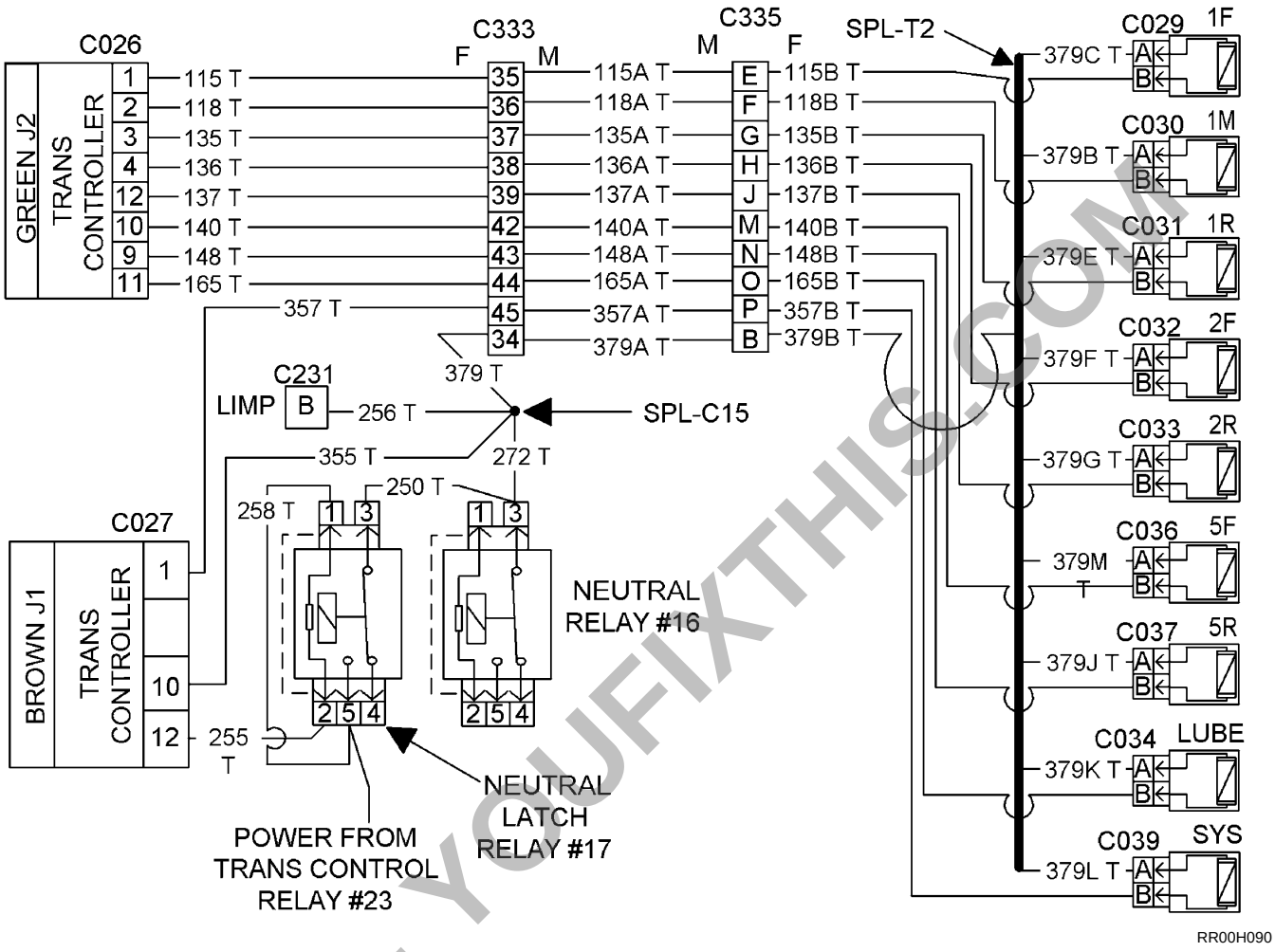
RR00G160

NOTE: *Also see the Tractor Data Bus schematic foldout at the end of this section.*

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FAULT CODE TRANS 56075 (Continued)



RR00H090

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FAULT CODE AUX 51011 - Remote Hydraulic Controller Supply Voltage Too Low

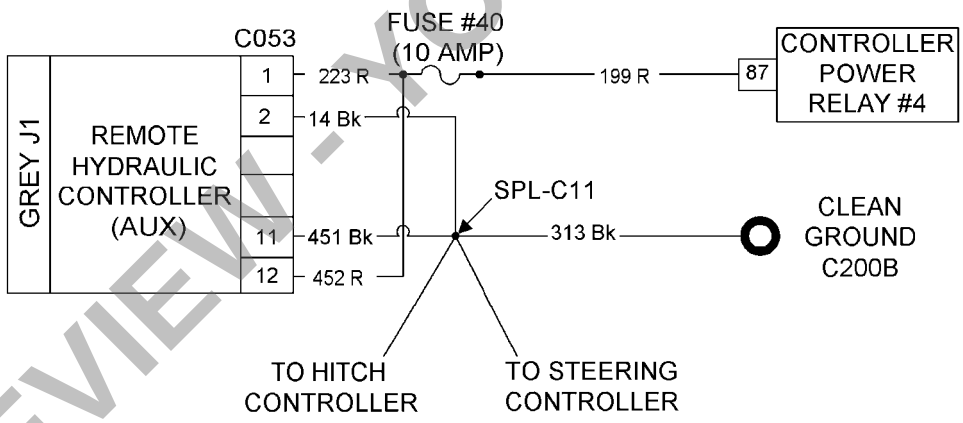
Cause:
Remote hydraulic controller failure - valve supply relay open.

Possible failure modes:
1. Controller supply voltage is near 9.8 volt range.
2. Controller internal relay failed open.

Solution:
Check the power supply and ground of the remote hydraulic controller. Check the controller function.

1. Verify system voltage at cavity 1 and 12 of connector C053.
   There should be 12 volts at both cavities.
   If the voltage is lower that 9.8 volts, check the battery voltage.
   If the battery voltage is OK, go to Step 2.
   If the battery voltage is low, test the alternator output to determine if it is charging properly.
2. Check the controller ground at cavity 2 and 11 of connector C053.
   There should be good connections from the two cavities to the clean ground.
   If there is not good continuity, troubleshoot the wiring.
3. Clear the fault codes. Cycle the key switch OFF, then to ON. If the fault code occurs again and the controller does not function properly, replace the remote hydraulic controller.

NOTE: *A good indication of low battery voltage is fault code AUX 8011. If AUX 8011 appears with AUX 51011, troubleshoot AUX 8011 first. If there is no AUX 8011, it is more likely controller failure.*



RH01F029

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Fault Code STEER 11023 - Voltage Measured On The Low Side Of The Front Steer Potentiometer Is Out Of Range

Cause:
The steering controller is measuring a voltage higher or lower than expected on the front steer cylinder position sensor. The voltage is being measured at the sensor ground connector C145 cavity 6.

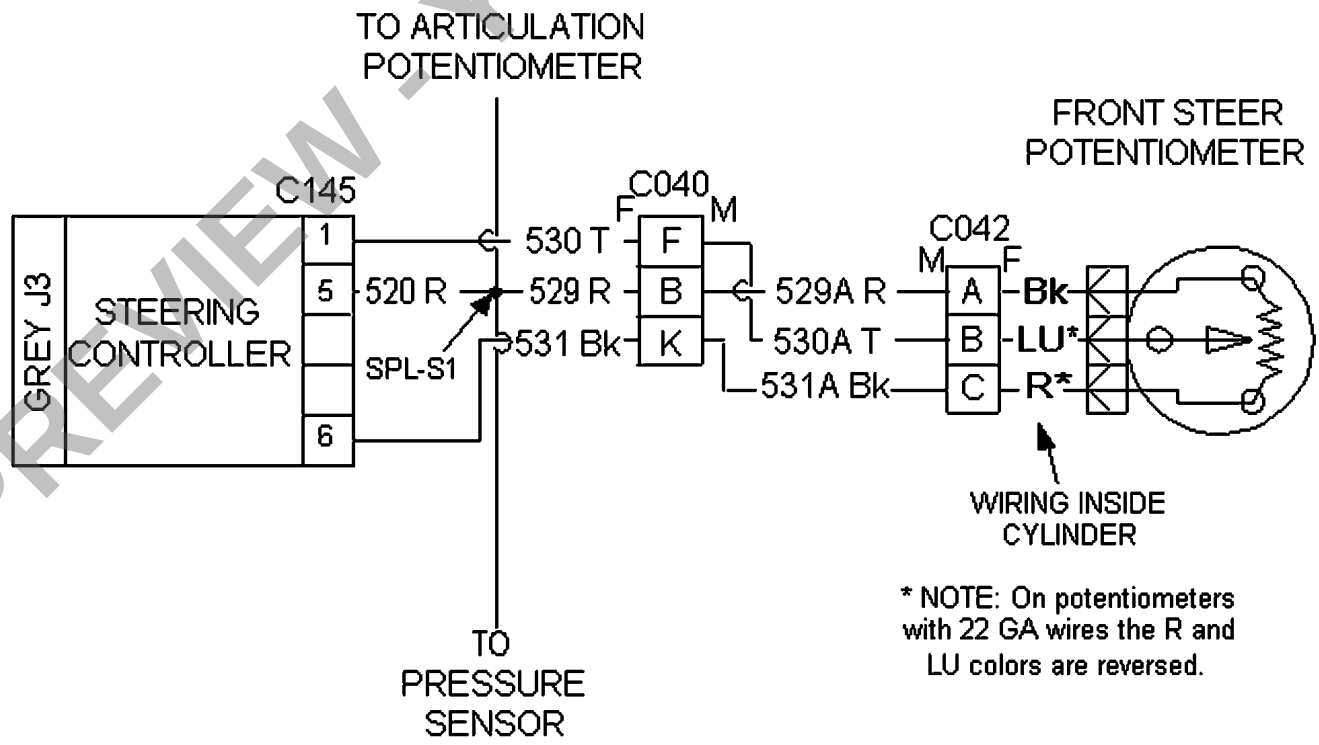
Possible failure modes:

1. Cylinder position sensor high wire is open circuit.
2. Cylinder position sensor low wire is shorted to ground or power.
3. Cylinder position sensor failure.
4. Controller failure.

Solution:

Check the harness and proper sensor operation of the front steer cylinder position sensor.

1. Check the wire harness.
   A. Check to make sure the harness connector C042 is properly plugged into the cylinder position sensor.
   B. Inspect terminals within connector C042 to be sure the terminals are properly located and seated.
   C. Check for a open circuits in the wire harness. Check the continuity between connector C042 cavity C and connector C145 cavity 6.
   D. Check for a short to ground. Disconnect C145. Check for continuity to clean ground from C145 cavity 6. There should be no continuity to ground.
   E. Check for a short to power. Disconnect C145. Turn the key switch ON. Measure voltage at C145 cavity 6. There should be no voltage.
2. Check the function of the potentiometers following the Front Steer Potentiometer Troubleshooting in Section 5007.

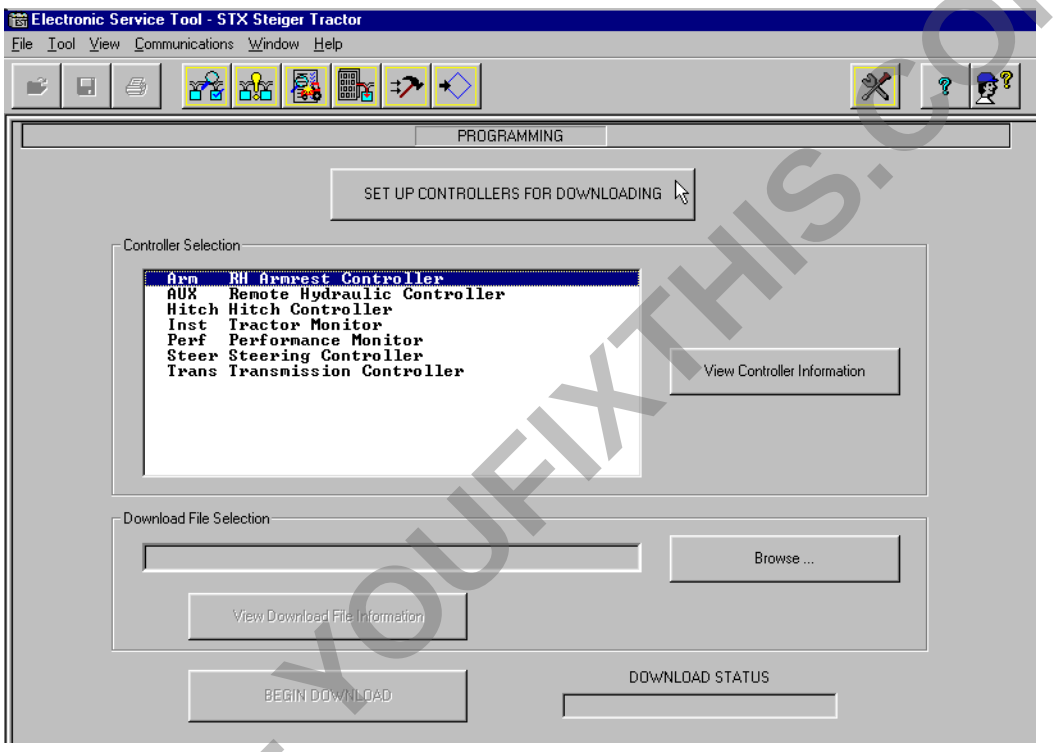


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The illustrations and text that follows describes the downloading process for the RH Armrest Controller. The same process can be used for other vehicle controllers.

Select a controller from the controller selection list. As the controller is selected, the name of the controller will be highlighted (darken). To begin the programming download, click on the SET UP CONTROLLERS FOR DOWNLOADING  button in the upper center area of the screen.



RZ00M187

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