

A0 – INJECTION SHEET CHECKING PROCEDURE

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Adjusting the planet carrier

Adjustment J1 (Fig. 81)

Measuring JA

– Position the cover (65) with the rear clutch fitted on a table.
– Remove the springs and the rear brake bearing plate.
– Position tool n° 60 05 006 146 (tool height 60 mm) flush against the hub (51).
– Measure "X" to determine JA [JA corresponds to the offset between the hub (51) and the face (53) of the housing].

JA = 60 – X

Measuring JB

– Position the planet carrier assembly on the primary planet carrier.
– Position tool n° 60 05 006 147 (tool height 10 mm) flush against the secondary sun gear (48).
– Measure "Y" to determine JB [JB corresponds to the offset between the sun gear (48) and the shaft (67)].

JB = Y – 10

Shim thickness E1

Determine E1 according to JA, JB and the play value - J1 = 0,6 ± 0,1 mm.

E1 = JA + JB + J1

For example, if X = 60,8 and Y = 11,5

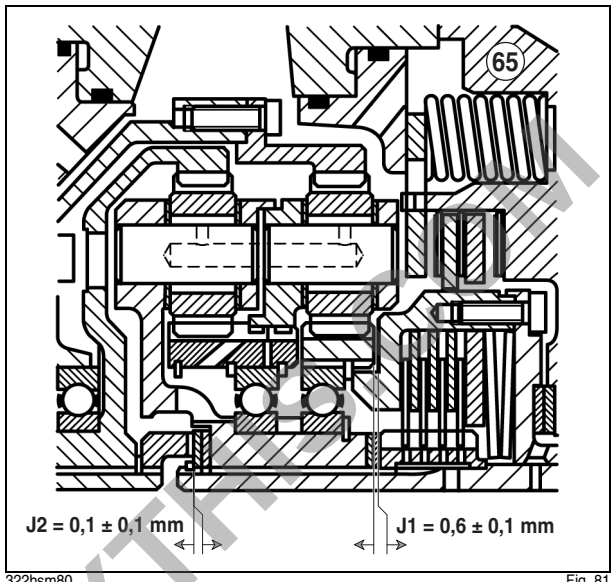
JA = 60 – 60,8 = – 0,8

JB = 11,5 – 10 = 1,5

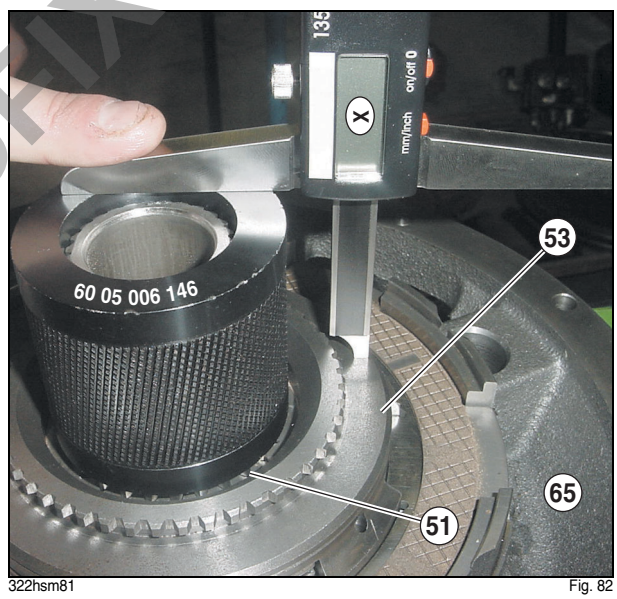
E1 (minimum) = – 0,8 + 1,5 + 0,5 = 1,2

E1 (maximum) = – 0,8 + 1,5 + 0,7 = 1,4

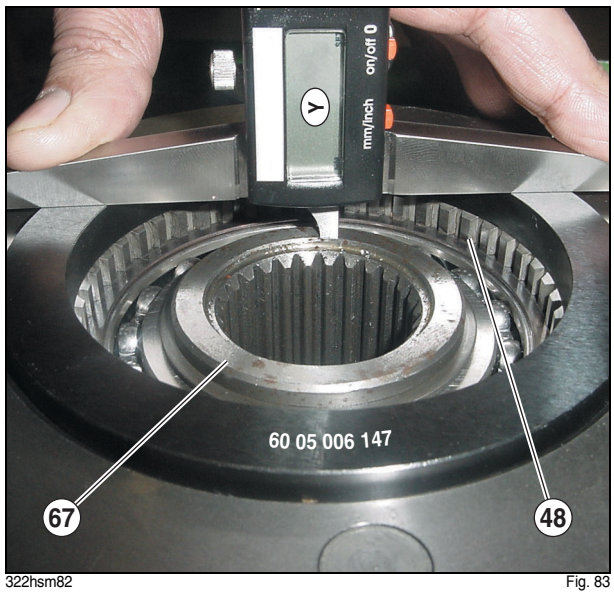
In the example, the shim should be 1,2 to 1,4 mm thick.



322hsm80 Fig. 81



322hsm81 Fig. 82



322hsm82 Fig. 83

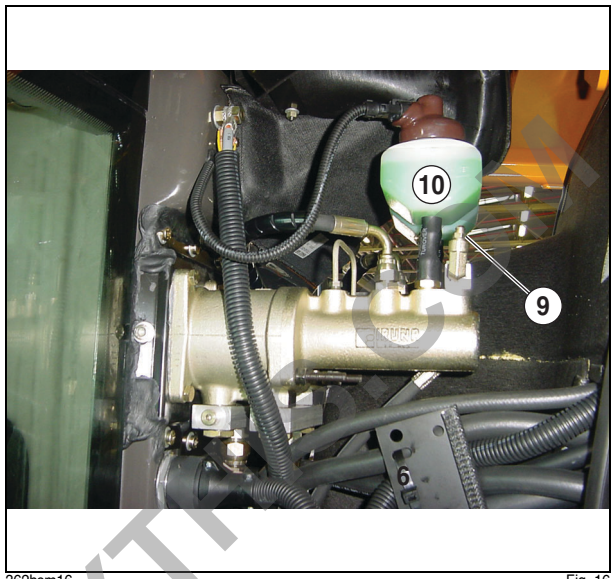
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Bleeding the brake circuit

Bleeding the brake circuit with a pressurising device

– Use a brake circuit pressurising device and connect it to the brake fluid reservoir (10).
– Start the engine.
– Pressurise the brake fluid (LHM) reservoir (0,5 to 1,5 bar maximum). If bleeding completely and flushing the circuit, it is preferable to have a device with a minimum capacity of 5 litres of fluid (LHM).
– Connect a flexible transparent pipe to each bleed screw and immerse them in a receptacle.
– Prepare 2 collecting receptacles (one at the start of the bleeding operation for the spent fluid and the second for the fluid which will be recovered).
– Allow the fluid (LHM) to flow copiously during the bleeding operation (at least 2 litres). This liquid will be collected.



362hsm16 Fig. 16

Filling the brake circuit

– Loosen the bleed screw on the master cylinders (9) and allow the fluid (LHM) to flow out through a transparent pipe until there are no more air bubbles. Tighten up the screw again.
– Loosen the bleed screw (G) on the left-hand brake and allow the fluid (LHM) to flow out through a transparent pipe until there are no more air bubbles (Fig 13, 14 or 15). Then tighten up the screw again.
– Loosen the bleed screw (D) on the right-hand brake and allow the fluid (LHM) to flow out through a transparent pipe until there are no more air bubbles (Fig 13, 14 or 15). Leave the bleed screw open then carry out the bleeding operation.

Bleeding the right and left-hand brakes

1. Press the RH brake pedal a third of the way down. Hold it there.

2. Gradually press the left brake pedal as far as it will go.

3. Release both brake pedals.

4. Repeat operations (1), (2) and (3) 10 times in succession to bleed the balancing pipe.

5. Tighten the bleed screw (D) (Fig 13, 14 or 15).

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"Hydraulic inspection results" sheet

This sheet is intended to be duplicated and completed for each operation on the tractor. If you have to send it to the manufacturer's after sales service, it is essential to indicate:

Tractor type: .....

Serial n°: .....

Total operating hours: .....

Date of operation: .....

Checking the front axle engagement pressure

Test conditions Oil temperature at 60°C	Nominal pressure in bar	Measured pressure in bar
Engine idling	17	

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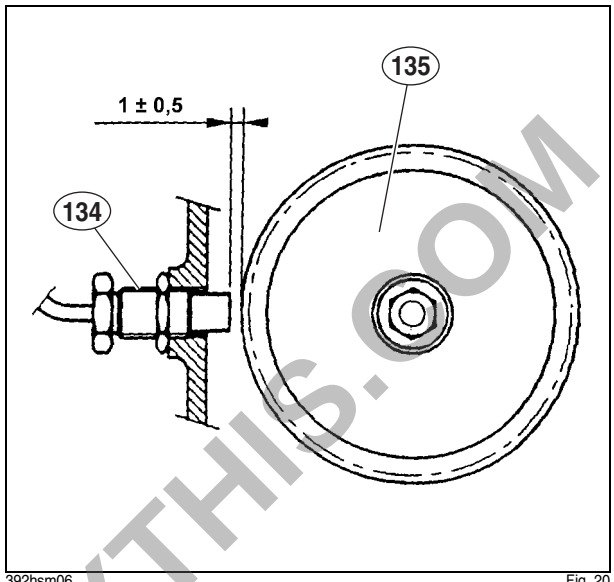
Replacing the RH cover

Important: Systematically replace all the seals.

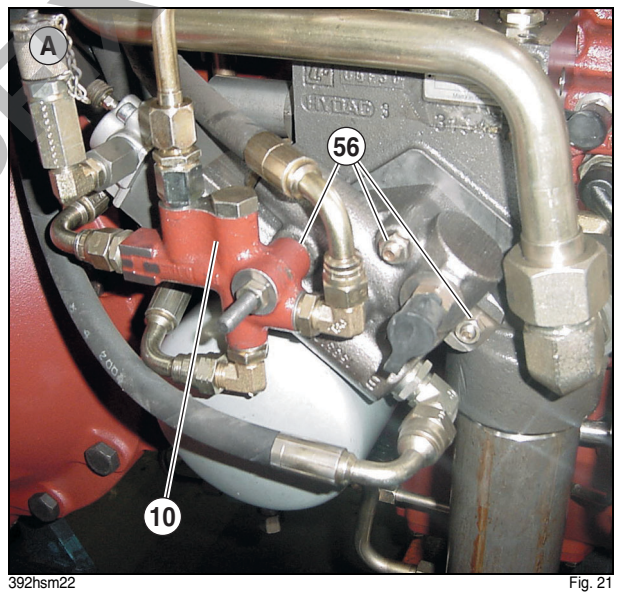
– Fit the sensor (134) with Loctite Frenetanch (242).
– Tighten fully without forcing until it is in contact with the pump pinion.
– Unscrew by ¾ of a turn to obtain a gap of approximately 1 mm between the sensor (134) and the pump pinion (135).
– Tighten the nut to a torque of 2 daN.m.
– Clean the housing and cover gasket faces.
– Check the presence of the 2 centring pins (113) on the cover (Fig. 5).
– Coat the cover gasket face with Loctite Formajoint (510).

N.B.: Be careful not to obstruct the ducts.

– Refit the cover (1) and tighten screws (62) to 12 daN.m, (Fig. 4).
– Refit the solenoid valves.
– Tighten nuts (56) to 2 daN.m.
– Check the operation of the electrical components.
– If a hydraulic component has been dismantled or replaced, test the hydraulic circuit. Check the seals on the gasket face and the hydraulic connections.



392hsm06 Fig. 20



392hsm22 Fig. 21

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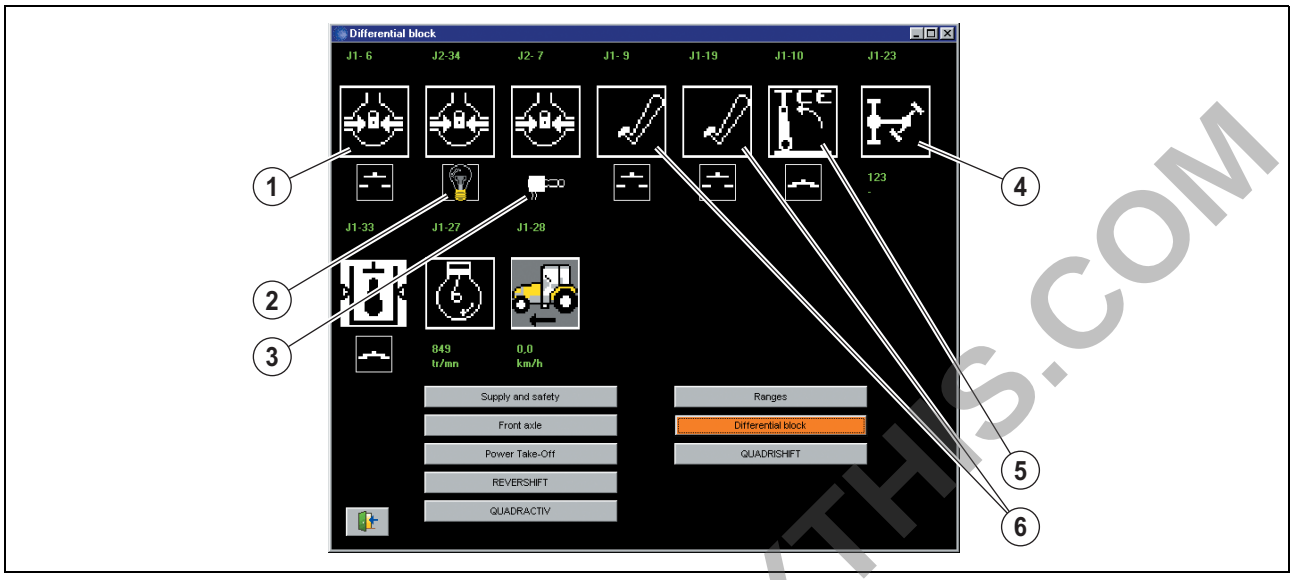
G1 – INSTRUMENT PANEL

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Transmission application

Differential locking



586hsm16 Fig. 84

Parts list

1 Differential locking switch.
2 Differential locking lamp output.
3 Differential lock solenoid valve.
4 Steering angle.
If tractor speed <10 km/h.
→ Differential is triggered at 15°.
→ Differential can re-engage at 13°.
If tractor speed ≥10 km/h.
→ Differential is triggered at 5°.
→ Differential can re-engage at 3°.

5 Lift position input (lift raising instruction). If lift raising is requested, the differential disengages.
6 Brake switches.

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A1 – INJECTION FEED

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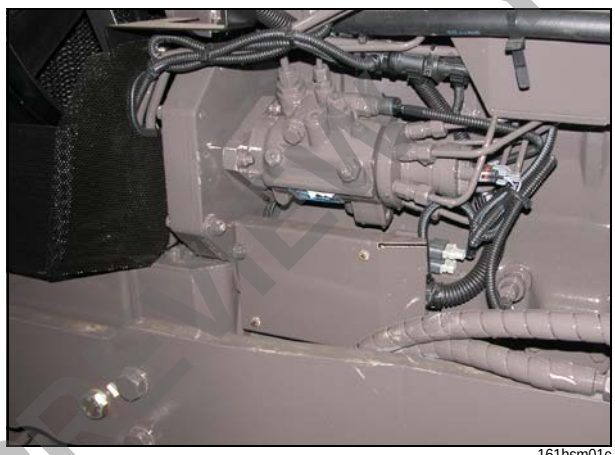
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Identification

Injection pumps identification

TRACTOR Type	ARES 816 4412	ARES 826 4422	ARES 836 4232
Engine	6068HRT70	6068HRT71	6068HRT72
Injection pump	STANADYNE		BOSCH
Model	DE 10		VP 44
Type	DE 10 5807		
Injection order	1-5-3-6-2-4		
Injector	STANADYNE		
Model	Pencil-type 9 mm *2		
Reference	35107 RE 507766		35101 RE 506688
Injector calibration pressure (bar)	250		
New injector opening pressure	255 to 260 bar		
Minimum acceptable opening pressure of a worn injector	235 bar		
Maximum opening pressure difference between cylinders	7 bar		

STANADYNE injection pump



161hsm01c

BOSCH injection pump



161hsm02c

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Removal/refitting

Assembling bearing caps

1 Apply a layer of clean engine oil on the bearing bushes. Fully dip clean engine oil and position them on the bearing caps.

Important: Check that the bearing caps are installed in their initial location. The numbers (B) stamped on the caps must be identical to those stamped on the block rail groove. The arrows (C) on the cap must be turned towards the block camshaft side.

2 Install the bearing caps in order to ensure that the brackets (A) of the cap and the cylinder block are all on the same side of the cylinder block.

3 Fit all bolts and tighten them manually.

4 Tighten all the bolts on the bearing caps to 13,5 daN.m EXCEPT the rear (thrust) bearing cap bolts.

5 Before tightening the rear bearing cap bolts, align the upper and lower bearing bushes as follows: Using a lever, set the tool between a crankshaft balancer mass and a partition of the cylinder block. Then push the crankshaft forward then backward to align the stop bearing bushes.

6 Tighten the bolts on the rear (thrust) bearing cap to 13,5 daN.m.

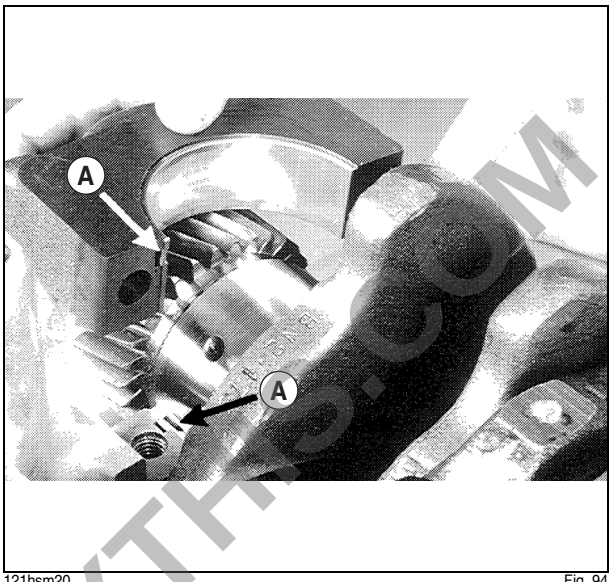
7 Turn the crankshaft manually. If it does not rotate easily, disassemble the parts and determine its cause.

8 Check axial play (see specifications at the beginning of this chapter).

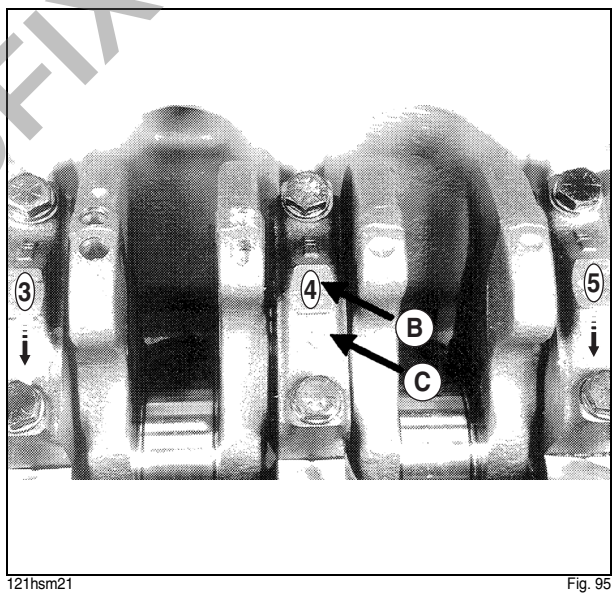
Rectifying the crankshaft

If the journals show ovality, if they are tapered, scratched or damaged in any way, rectify them and fit the repair dimension bearing bushes 0,25 mm.

Important: Have the crankshaft rectified only by a skilled person, on a machine enabling to comply with specified tolerances.



121hsm20 Fig. 94

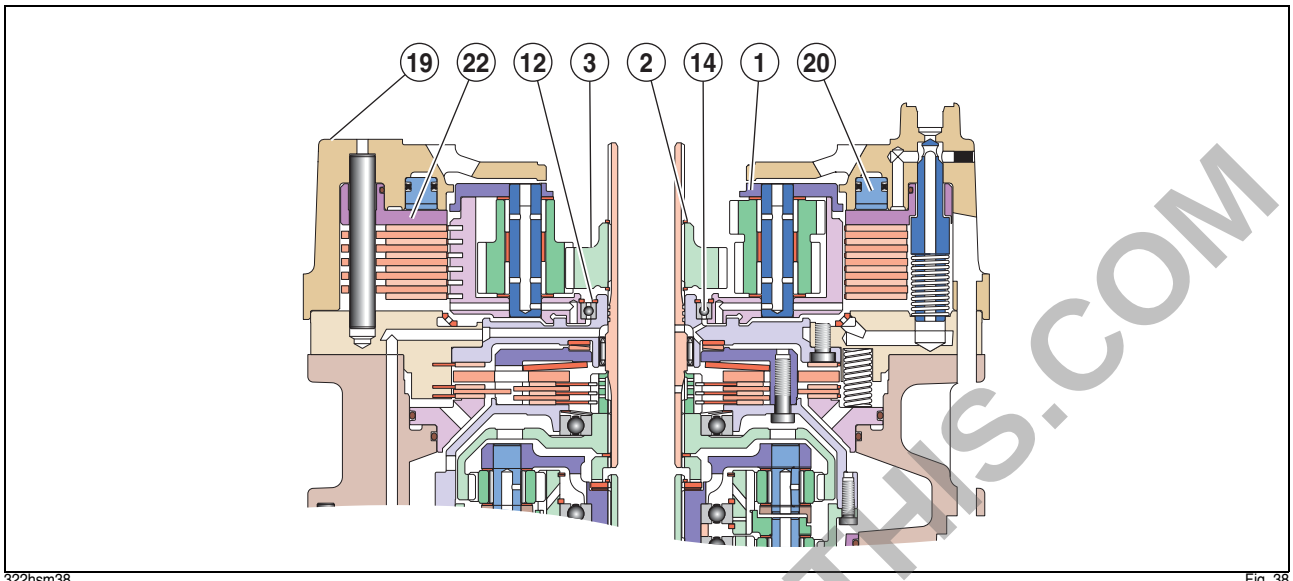


121hsm21 Fig. 95

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Rear clutch



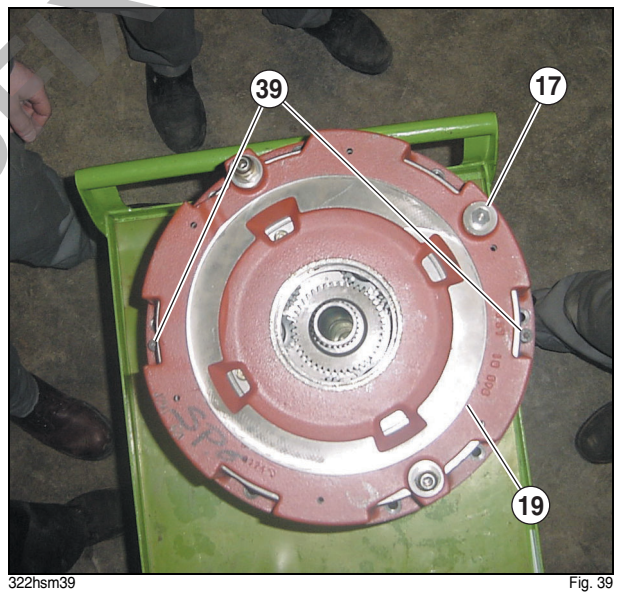
322hsm38 Fig. 38

Removal

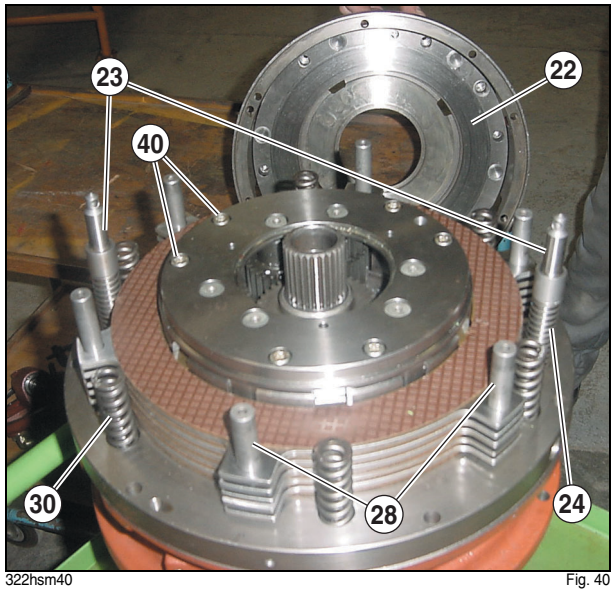
- Position the unit vertically (rear clutch facing upwards).
- Mark the cover (19) in relation to the unit.
- Unscrew the 2 screws (39) and remove the cover (19).
- Take the cover (19) and remove:

– the plate (22) and replace the seal;
– the piston (20) and replace the seals;
– the 13 bar valve (17) if necessary.

- Retrieve the pins (28), plungers (23) and springs (24) and (30).
- Prevent planet carrier rotation.
- Unscrew the 6 screws (40) and remove the cover (1).
- Remove the discs and the backplates.
- Extract the circlip (2) and the sun gear (3).
- Remove the circlip (12) and take out the planet carrier and bearing (14).
- If necessary, remove the bearing (14) and the planet gears with their needles, spacers and pins.
- Clean and check the parts.
- Carry out the necessary repairs (piston seal, bearings, discs, etc.).



322hsm39 Fig. 39



322hsm40 Fig. 40

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Low-pressure hydraulic components

Operation

Speed 1 (Fig. 20)

Solenoid valve (11) is powered, thereby enabling the pressurised fluid to reach line (A). This duct directs the oil to the front brake piston and to solenoid valve (12). As this solenoid valve is in neutral, the oil can flow through the slide valve to the rear brake piston chamber.
The 2 pistons are therefore under pressure.

Speed 2 (Fig. 21)

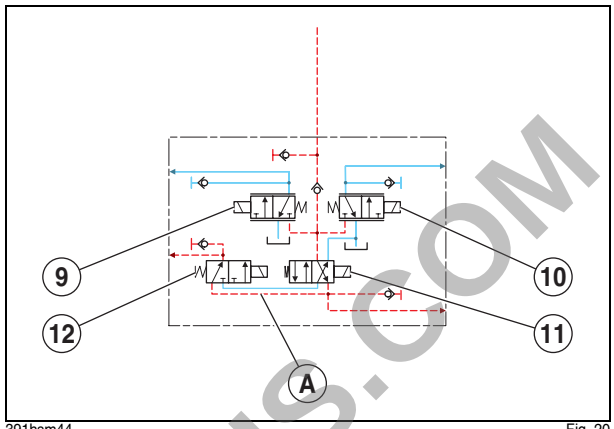
The gear change from 1 to 2 is obtained when the 2 solenoid valves are powered. The fluid flow to the rear piston is therefore interrupted. The rear piston is pushed back by the springs which return the fluid to line (B).
This line communicates with the housing via solenoid valve (11).

Speed 3 (Fig. 22)

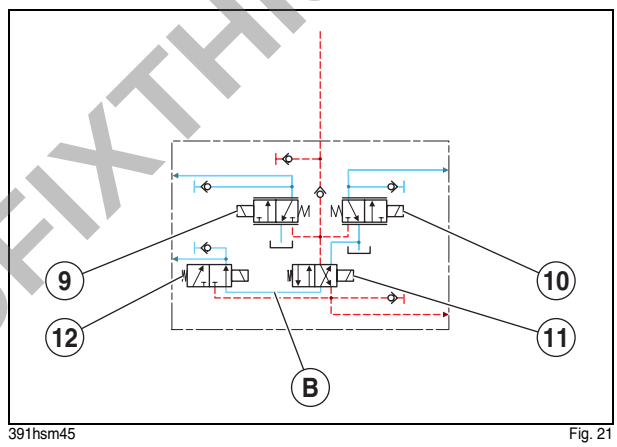
The gear change from 2 to 3 is obtained by switching off electrical power to solenoid valve (11), while maintaining power to solenoid valve (12). Line (A) is no longer under pressure but is linked to the casing. The front piston can therefore return to neutral. Line (B) is under pressure. Fluid flows to the rear piston via solenoid valve (12).

Speed 4 (Fig. 23)

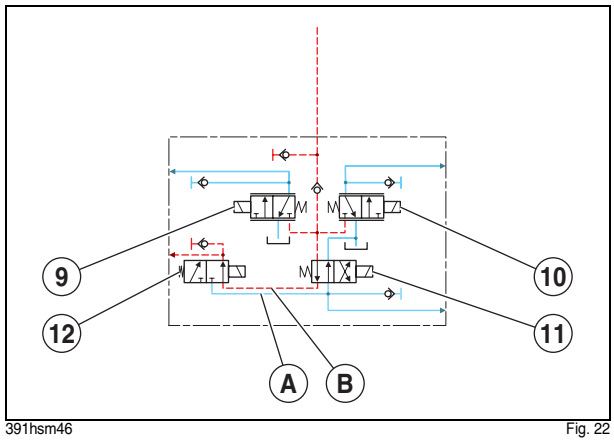
Speed 4 is obtained by switching off the electrical supply to (12). The 2 brake pistons are linked to the housing via duct (A).



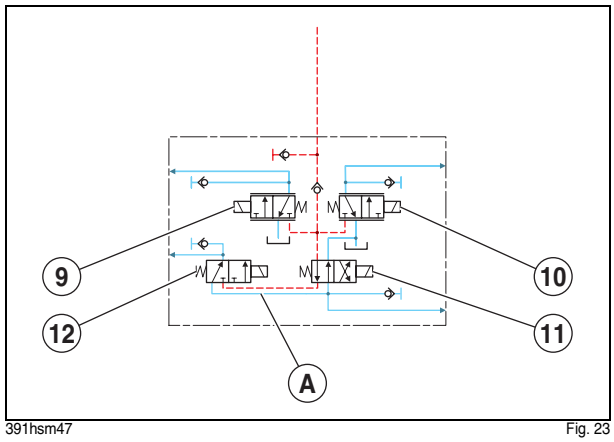
391hsm44 Fig. 20



391hsm45 Fig. 21



391hsm46 Fig. 22

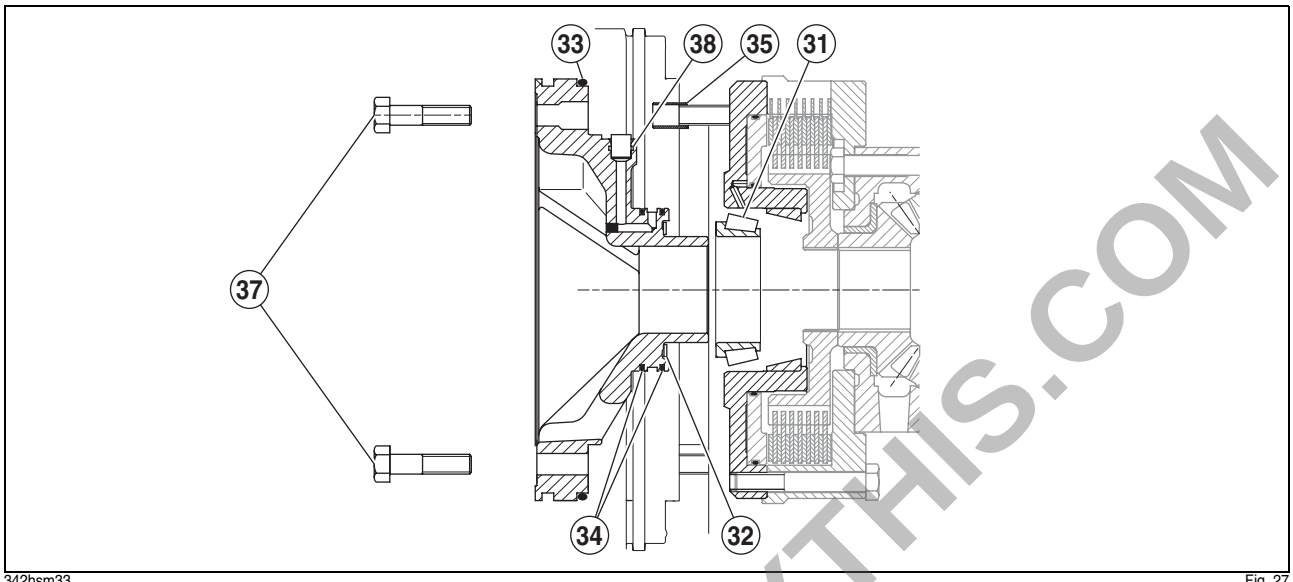


391hsm47 Fig. 23

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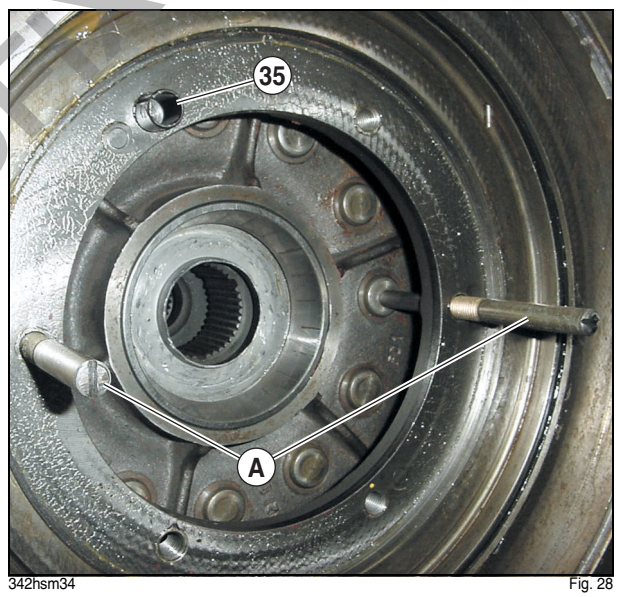
5" differential



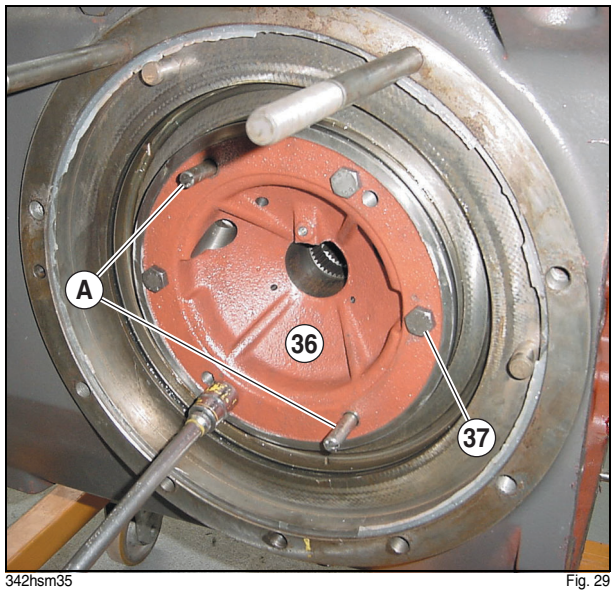
342hsm33 Fig. 27

N.B.: If the bearing block or roller bearing has to be replaced, always adjust the differential roller bearings (see following pages).

- Check that the centring pin (35), shims (32) and bearing cone (31) are present.
- Check that the sealing rings (34) are not damaged and rotate normally in their groove. After checking, remove the rings and coat them with miscible grease so that they remain seated in the groove while the support is refitted.
- Fit new O-rings (33) and (38).
- Slide the bearing (36) onto the locating studs (A) and tighten 4 screws (37) evenly and alternately to 11,5 ± 1,5 daN.m (Fig. 28 and 29).
- Remove the locating studs. Fit and tighten the other screws to the same torque.
- Position the supply tube and coupling.
- Refit the brake piston (see chapter "C3").
- Check that the seal (33) is correctly positioned.
- Refit the left-hand axle tube (see paragraph concerned).



342hsm34 Fig. 28



342hsm35 Fig. 29

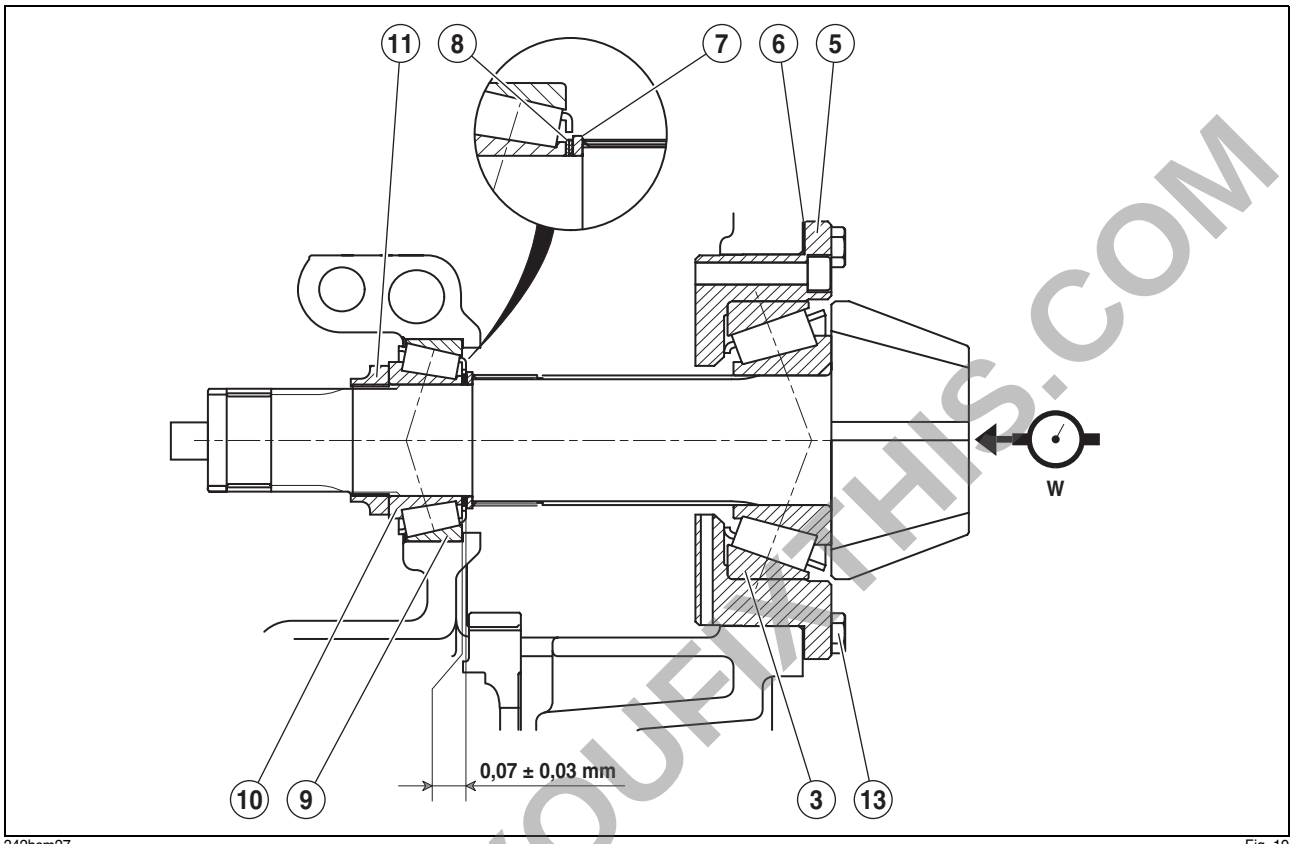
RH bearing

The removal/refitting procedure for the right-hand bearing is similar to the one for the left-hand bearing. Except that the RH bearing is not equipped with hydraulic ducts and seals (34).

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GPA 30 drive pinion



342hsm27 Fig. 19

Setting the drive pinion bearings

N.B.: Always proceed with shimming the roller bearings after adjusting the drive pinion protrusion distance.

Without the handbrake casing and the 4-wheel drive gear.

– Mount the bearing (5) with its bearing cup (3) and shims (6) (thickness "E1") and tighten the screws (13) to 12 ± 1 daN.m.

N.B.: The thrust washer (7) must be placed in contact with the shoulder in the drive pinion (Fig. 19).

– Determine a higher thickness of shims (8) to obtain play.
– Lubricate the bearing cup (9).
– Mount the taper (10). Using spanner n° 60 05 006 310 and socket n° 60 05 006 311, tighten the nut (11) to 23 ± 2 daN.m.

Measuring "W"

– Position a dial gauge probe on the end of the drive pinion (Fig. 19).
– Apply an axial tensile force of 45 ± 5 daN and turn the drive pinion at least 8 times to seats the bearings correctly. .
– Set the dial gauge to zero.
– Apply an axial thrust force of 45 ± 5 daN and turn the drive pinion at least 8 times to seats the bearings correctly. .
– Measure the value "W".

Thickness "E2" of shims (8)

– Determine thickness "E2" corresponding to the higher number of shims minus the measured play minus a preload of 0,07 ± 0,03 mm.

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Park Lock

Safety switch adjustment

– With the microswitch (19) removed, remove the nut (9) (Fig. 21). Turn the special screw (6) clockwise until resistance is felt (rear face of piston (1) in contact with the shoulder of the housing) (Fig. 24).
– Using a gauge of appropriate depth, measure the distance "A" between the end of the rod (11) and the face of the housing (Fig. 24). Depending on the reading obtained, determine the appropriate assembly (with or without a seal) (18) - refer to the table.
– Slide the seal(s) determined above onto the switch and tighten to 2 daN.m.
– Remove the switch again and check that the ball mounted at its end returns to its initial position after pressing manually.
– Refit the switch permanently (see paragraph heading). The values indicated in the table allow for an approximate space of 0,2 to 1,4 mm between the end of the rod (11) and the body of the switch (19), with the Park Lock in the released position (Fig. 25).

"A" (mm) between	Thickness of seal (18)
39,9 – 38,7	No seal
38,6 – 38,2	1 mm
38,1 – 37,7	1,5 mm
37,6 – 37,2	2 x 1 mm seals

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Calibrating the suspension

This operation must only be performed in the following cases.

– Exchange of either or both of the 2 suspension position sensors.
– Exchange of the suspension control unit.
– Incessant flashing of the monitoring lamp (once every second).

Calibration conditions:

– Engine idling.
– Hold the mode switch (A) in position (II) (automatic) for 10 seconds.
– The orange lamp on the switch begins to flash.
– Raise the axle to the maximum position with the up/down switch (B).
– Lower to the maximum position.
– Validate by pressing position (II) (automatic) on the mode switch (A).
– The lamp lights up without flashing.

N.B.: If the lamp continues to flash, it means that the system has rejected the calibration. The procedure must therefore be repeated 2 or 3 times. If the calibration cannot be validated after several attempts and the sensors are properly set, switch off the tractor and unplug the ECU connector or remove fuses 7 and 21. This action will reset the system. Attach the connector again and calibrate.



452hsm55 Fig. 67

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Removing/refitting the components

Removal specifications

Make sure that the tractor is securely immobilised.

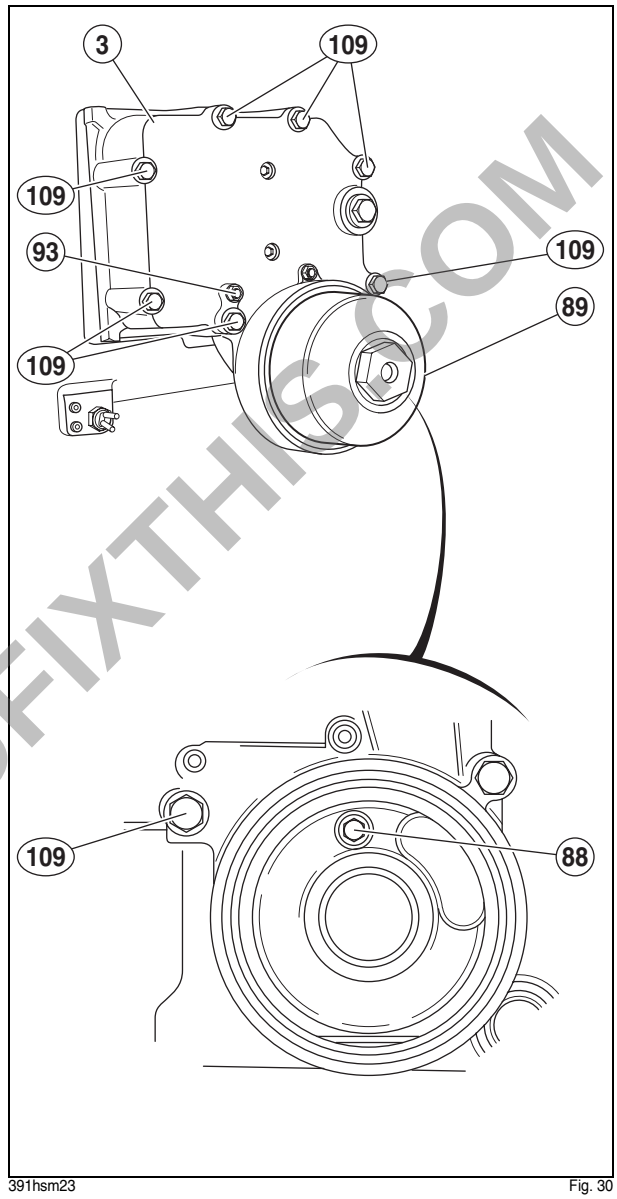
N.B.: Screw (88) is only accessible once the bowl (89) and strainer have been removed.

– Unscrew the bowl (89). Remove the strainer.
– Remove nuts (93) and screws (109) and (88).
– Remove the cover (3) and then the intake manifold (1).

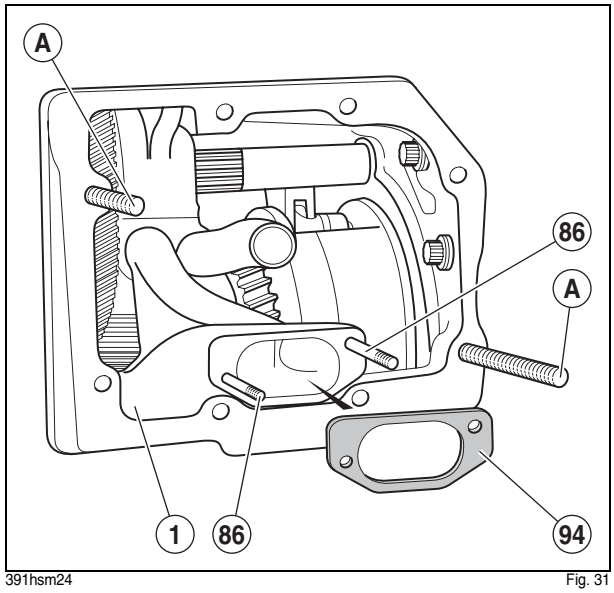
Refitting specifications

– Clean the housing and cover gasket faces. Coat the housing gasket face with Loctite Formajoint (510).
– Replace all removed O-rings.
– Coat the flat gasket surface (94) on the intake manifold (1) with silicone (resistance to hydrocarbons). Slide the gasket onto the studs (86) with the adhesive face on the cover side.
– Screw two diametrically opposed locating studs (A) into the intermediate housing to refit the cover (Fig. 31).
– Check that the two centring pins (81) are present.
– Remove the locating studs (A).
– Fit screws (109) and (88) uniformly and alternately to a torque of 9 to 12 daN.m.

N.B.: If resistance is felt on tightening, separate the cover from the housing and check the positioning of tube (5) with the pump. Also turn the pump driving pinion.



391hsm23 Fig. 30



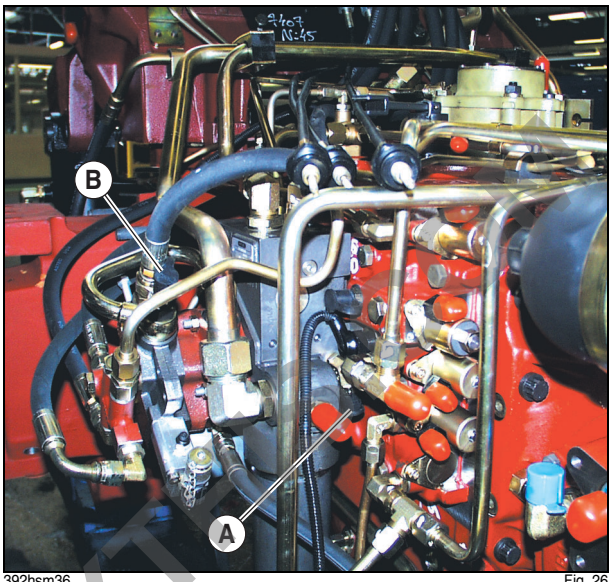
391hsm24 Fig. 31

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Hydraulic measurement and checking points

N.B.: On tractors equipped with a (SNR) braking valve, the pressure coupling (B) of the 19 cm³ pump is located vertically (Fig. 26).

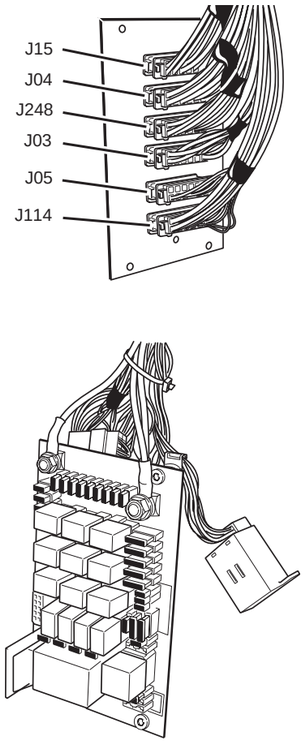


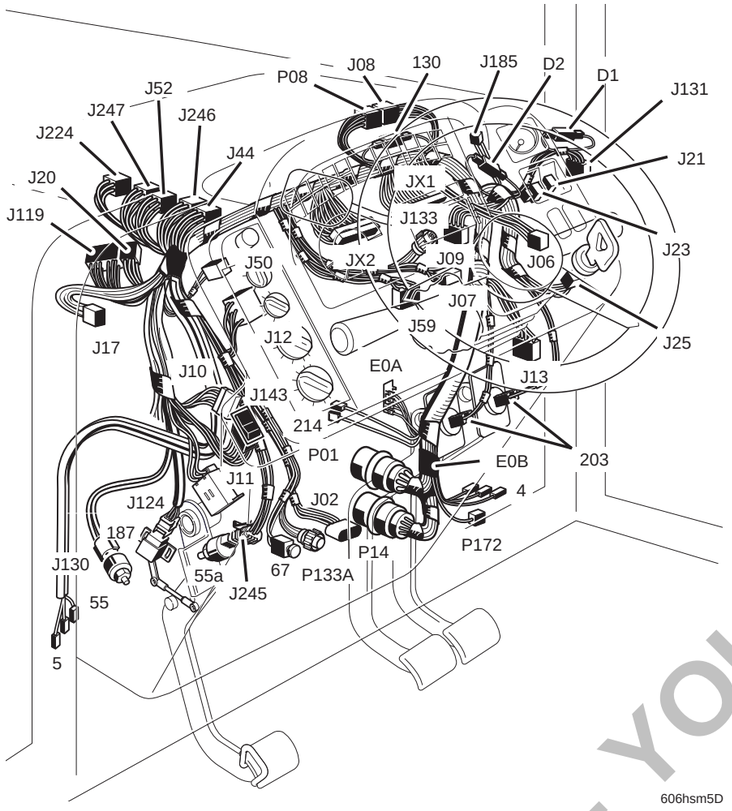
392hsm36 Fig. 26

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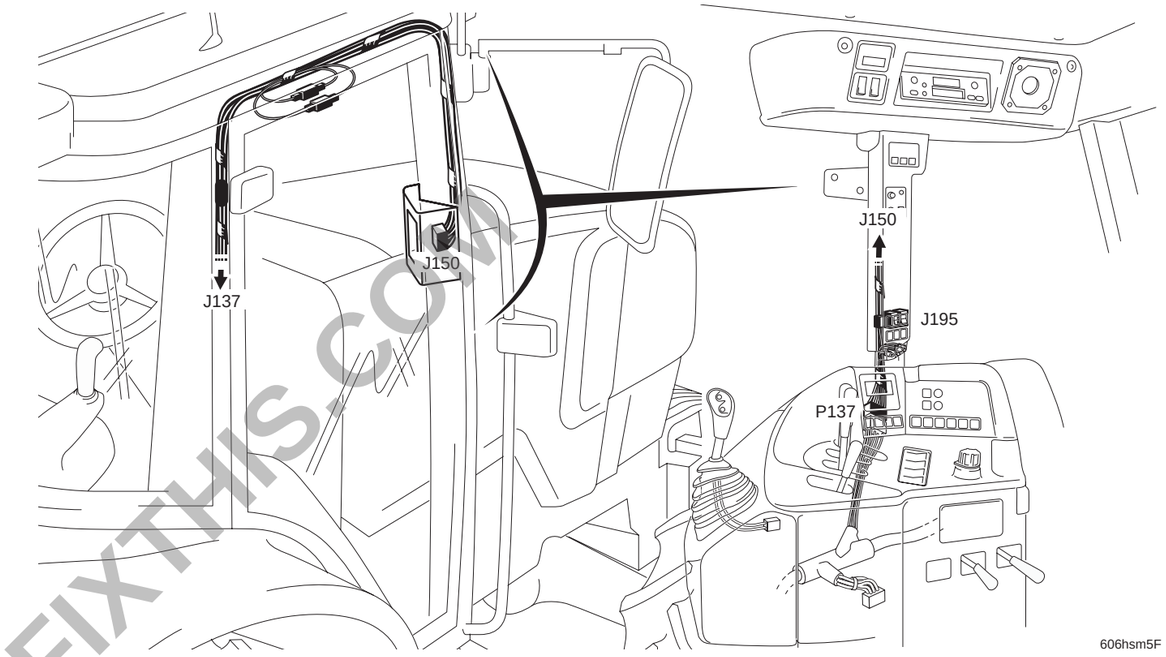
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QUADRISHIFT 2

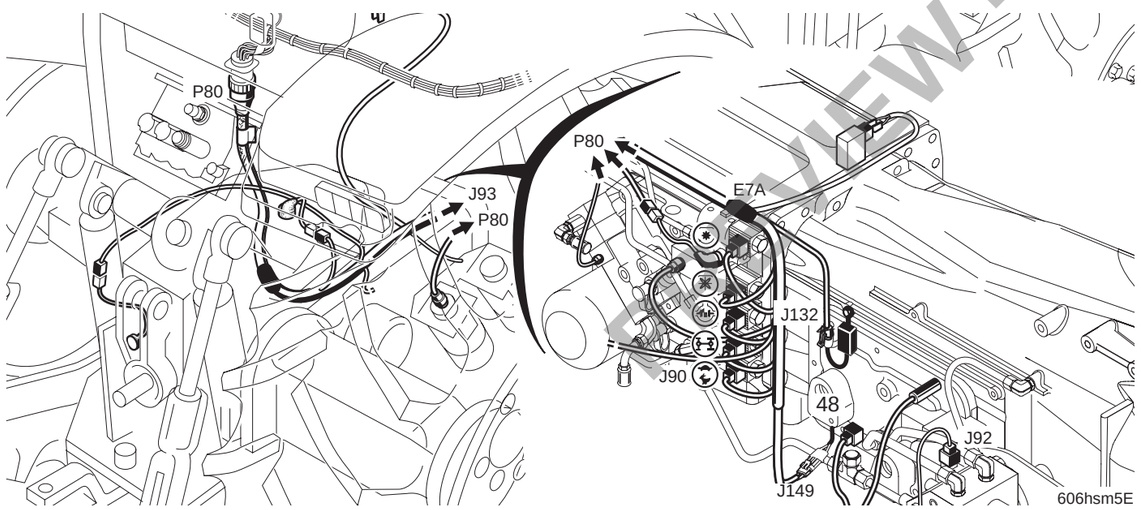




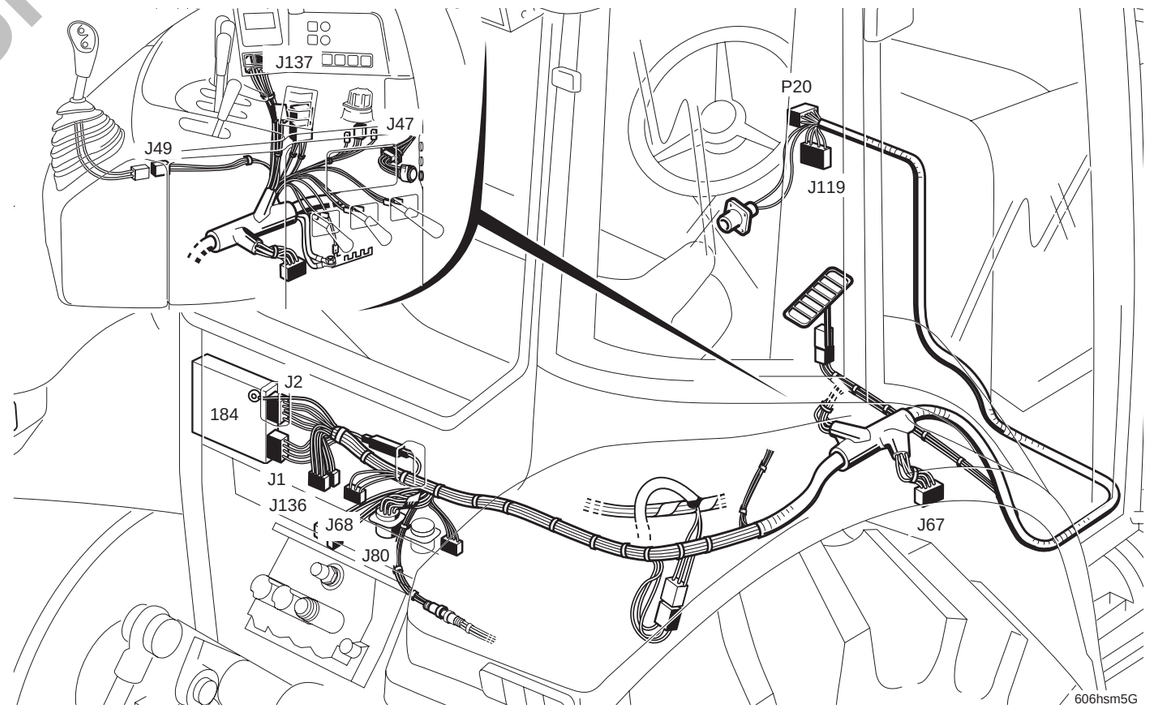
606hsm5D



606hsm5F



606hsm5E



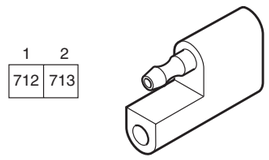
606hsm5G

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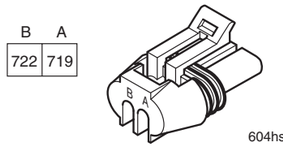
7c - GTA 303 transmission link harness

	Wire markers	2	J82	Ending	
1	712	0,75	+ Forward speed sensor	P80	12
2	713	0,75	- Tractor speed sensor	P80	13



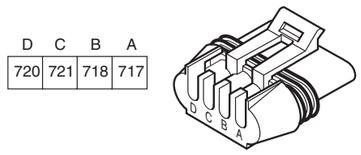
604hsm2L

	Wire markers	2	J139	Ending	
A	719	1	- Turbo	P80	19
B	722	1	- Steering angle	P80	22



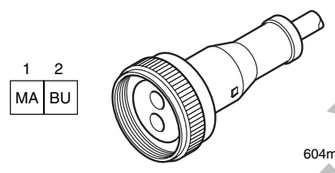
604hsm2M

	Wire markers	2	J140	Ending	
A	717	1	Turbo signal	P80	17
B	718	1	+ Turbo	P80	18
C	721	1	+ Steering angle	P80	21
D	720	1	Steering angle signal	P80	20



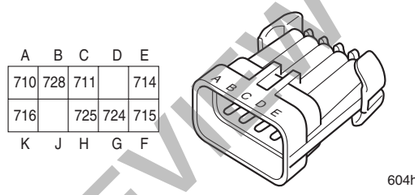
604hsm2N

	Wire markers	2	J225	Ending	
1	BR	1	Air brake solenoid valve	P80	32
2	BL	1	Air brake solenoid valve earth	P80	35



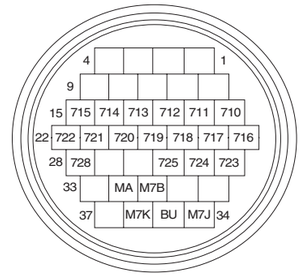
604msm4i

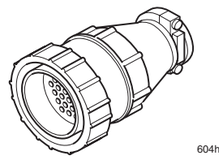
	Wire markers	2	P138	Ending	
A	710	1	CAN-high (TC)	P80	10
B	728	1	CAN - (TC)	P80	28
C	711	1	CAN-low (TC)	P80	11
D	—	—	—		
E	714	1	Crawler speed control	P80	14
F	715	1	Park lock solenoid valve control	P80	15
G	724	1,5	+APC solenoid valve supply	P80	24
H	725	1,5	+APC TC harness	P80	25
J	—	—	—		
K	716	1	Rear PTO speed (IP)	P80	16



604hsm2N

	Wire markers	2	P80	Ending	
1	—	—	—		
2	—	—	—		
3	—	—	—		
4	—	—	—		
5	—	—	—		
6	—	—	—		
7	—	—	—		
8	—	—	—		
9	—	—	—		
10	710	1	CAN-high (TC)	P138	A
11	711	1	CAN-low (TC)	P138	C
12	712	1	+ Forward speed sensor	J82	1
13	713	1	- Displacement speed sensor	J82	2
14	714	1	+ Crawler speed sensor	P138	E
15	715	1	Park lock solenoid valve control	P138	F
16	716	1	Rear PTO speed (IP)	P138	K
17	717	1	Turbo signal	J140	A
18	718	1	+ Turbo	J140	B
19	719	1	- Turbo	J139	A
20	720	1	Steering angle signal	J140	D
21	721	1	+ Steering angle	J140	C
22	722	1	- Steering angle	J139	B
23	723	1	Fuel level	**202**	
24	724	1	+APC solenoid valve supply	P138	G
25	725	1	+APC harness (TC)	P138	H
26	—	—	—		
27	—	—	—		
28	728	1	CAN - (TC)	P138	B
29	—	—	—		
30	—	—	—		
31	M7B	1	Solenoid valve earth	**E7A**	
32	BR	1	Air brake solenoid valve	J225	1
33	—	—	—		
34	M7J	1	Fuel level earth	**202**	
35	BL	1	Air brake solenoid valve earth	J225	2
36	M7K	1	Solenoid valve earth	**E7A**	
37	—	—	—		




604hsm2Q

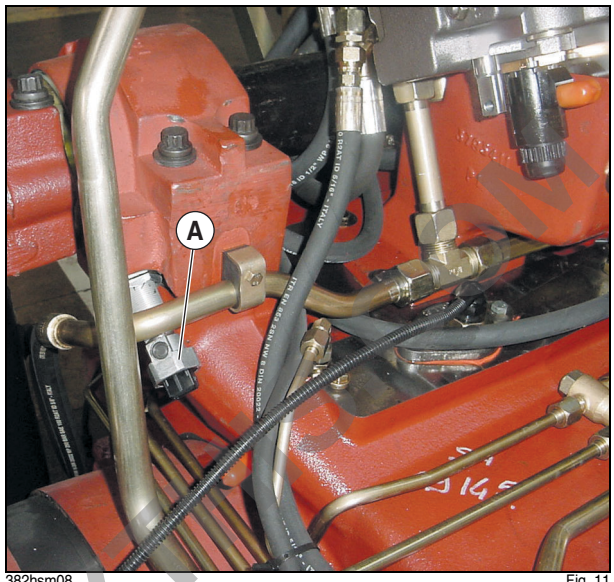
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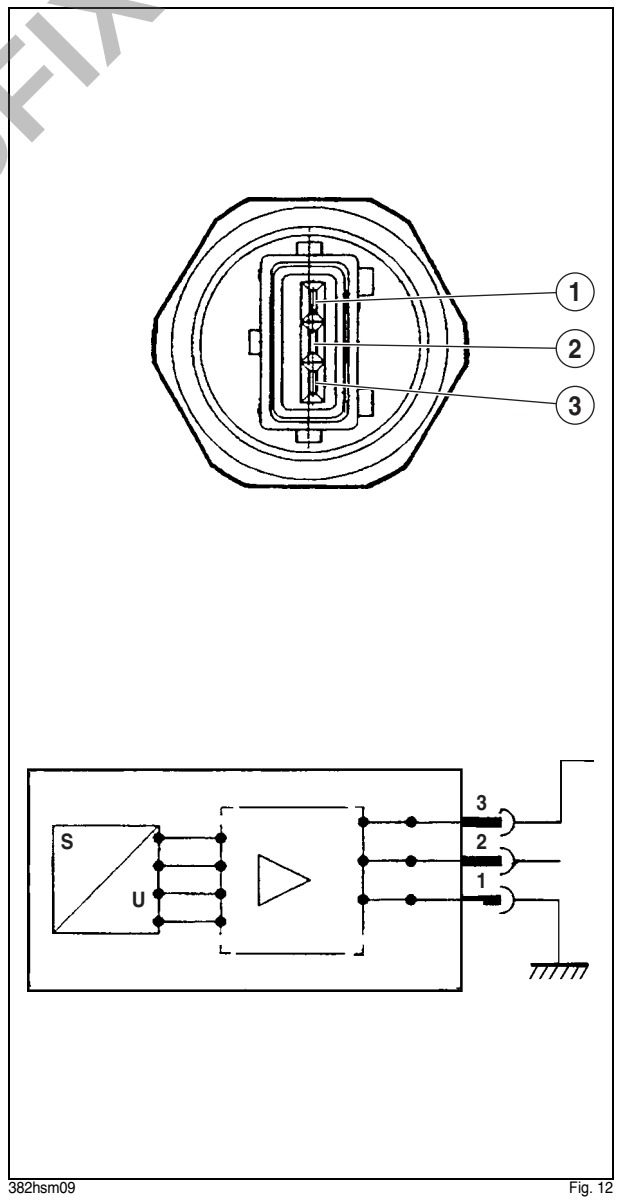
Position sensor on GPA 30 axle

The position sensor (A) must be adjusted so that the travel required for lift operation is within the mechanical stroke of the sensor.

– Use test harness n° 60 05 005 734 connected between the sensor and the tractor harness (engine off).
– Start the engine.
– Bring the arms to the stop limit on the housing (maximum high position).
– Using multimeter n° 60 05 006 744, measure the voltages between terminals "1" and "3": Supply voltage, between "1" and "2": Signal voltage. The measured signal (terminal "1" and "2") must be equal to 75% of the measured supply voltage. If this is 10 V, the signal voltage will be equal to 7,5 V.
– Screw the sensor in or out to obtain this value.



382hsm08 Fig. 11



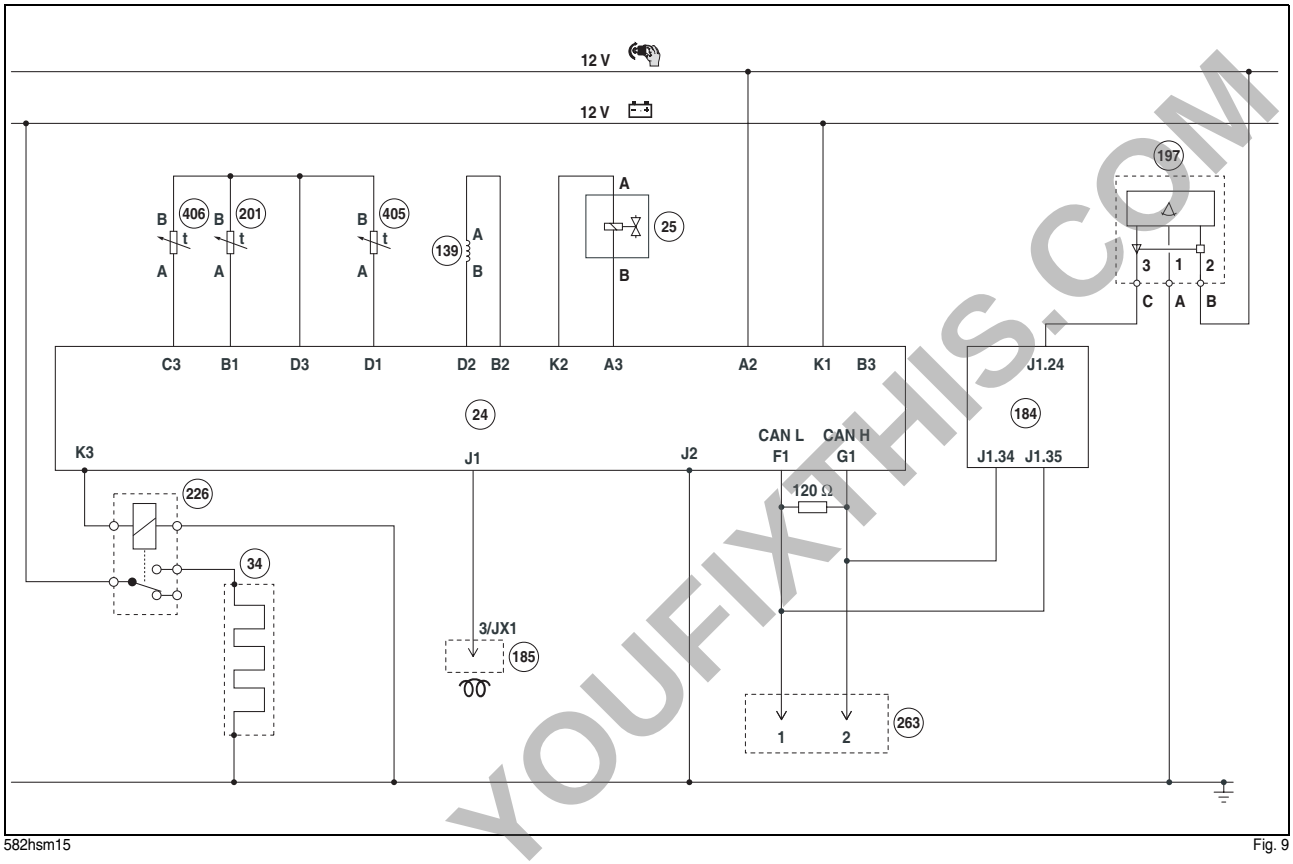
382hsm09 Fig. 12

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DE 10 Pump

Schematic diagram (QUADRISHIFT transmission)



582hsm15 Fig. 9

Parts list

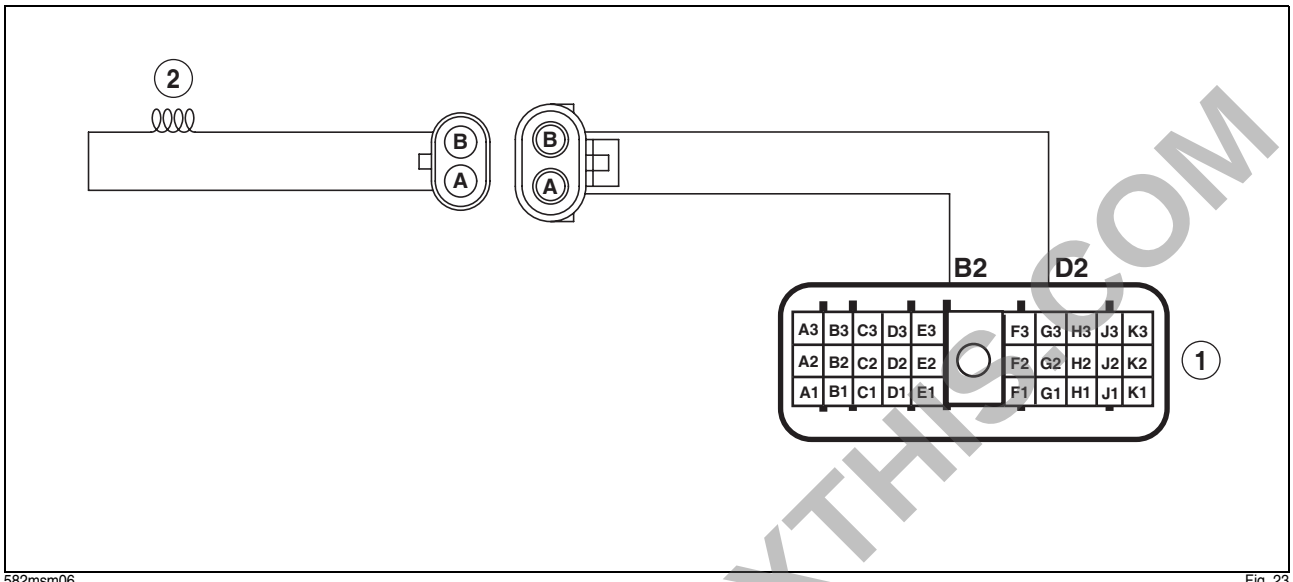
24 Engine ECU.
25 Pump control solenoid.
34 Preheating resistance.
139 Crankshaft position sensor.
184 DRIVETRONIC.
185 Instrument panel .
197 Accelerator pedal angle detector.
201 Coolant temperature sensor.
226 Preheating spark plug relay.
263 Diagnostic plug.
405 Engine air temperature sensor.
406 Fuel temperature sensor.

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Engine application

Anomaly code SPN 190 FMI 16
Moderate engine overspeed



582msm06 Fig. 23

Parts list

B2 Crankshaft position sensor input.
D2 Crankshaft position sensor return.
1 Engine control unit.
2 Fuel temperature sensor.

Code SPN 190 FMI 16 is declared if

The engine control unit detects that the engine speed exceeds 3 000 rpm.

This is what happens if the SPN 190 FMI 16 code is in force

The engine control unit cuts off the fuel feed until the engine runs at less than 2 800 rpm.

1. The electronic management system may be affected

Using WIN Métadiag©, watch whether other codes appear and look at their diagnostic procedure.

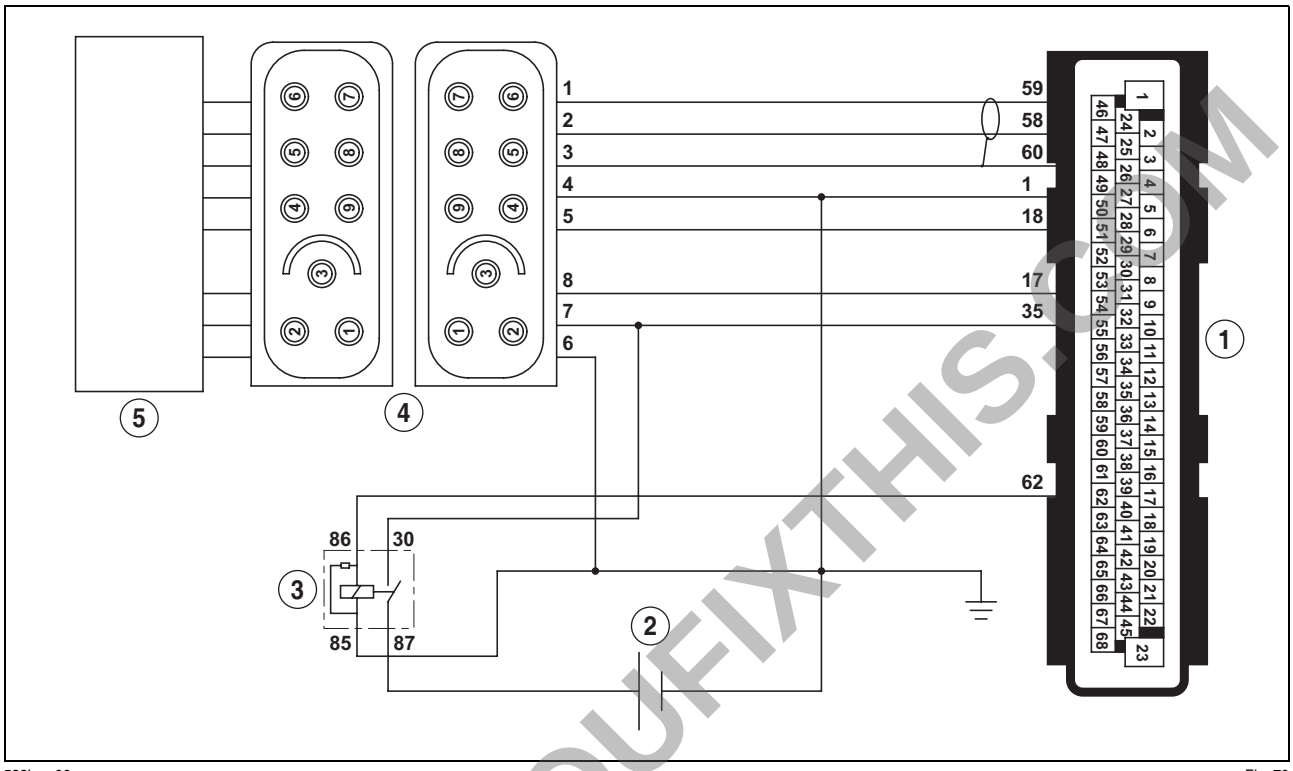
2. In the absence of other memorised or active codes, clear the SPN 190 FMI 16 code and monitor the codes to see if they are repeated.

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Engine application

Anomaly code SPN 1078 FMI 7
Engine control unit – Pump timing slightly out of synchronisation



582hsm06 Fig. 70

Parts list

1 Engine control unit connector.
2 Battery.
3 Rotary pump relay.
4 Pump connector.
5 Rotary injection pump.
17 Crankshaft speed output.
18 Fuel cutout.
58 CAN-high.
59 CAN-low.
60 CAN shielding.

Code SPN 1078 FMI 7 is declared if

The pump control unit detects a crankshaft signal sent by the engine control unit and slightly out of range in relation to the pump's internal timing.

This is what happens if code SPN 1078 FMI 7 is in force

– If the code is declared while the engine is not running, it is possible that the engine is failing to start.
– One of the following codes is active: SPN 1077 FMI 31, SPN 1569 FMI 31.
– The engine protection function is activated.

1. Check the connection

Carry out a preliminary inspection of the engine control unit connector and the injection pump connector to locate any dirty, damaged or badly positioned terminals.

No defective connection

Go to 2.

Defective connection(s)

Repair the defective connection(s).

2. Check the crankshaft and pump sensors

– Poor electrical connections.
– Pump or crankshaft position sensor damaged.
– Crankshaft or injection pump pinion timing wheels damaged.
– Electromagnetic disurbance originating from other electronic devices around the vehicle.

None of the mentioned points defective

Go to 3.

One of the mentioned points defective

Repair or change.

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Removal/refitting

Operation n° 1

– Remove the rear wheels.
– Place the tractor on stands.

Placing on axle stands. Carry out this operation on a smooth horizontal and sufficiently firm surface. Check the axle stands are suitable for the load. 4-wheel-drive tractor: If the rear axle is on stands, do not start the engine (risk of moving the tractor). If the engine has to be started, it is essential to place the front axle up on axle stands too.

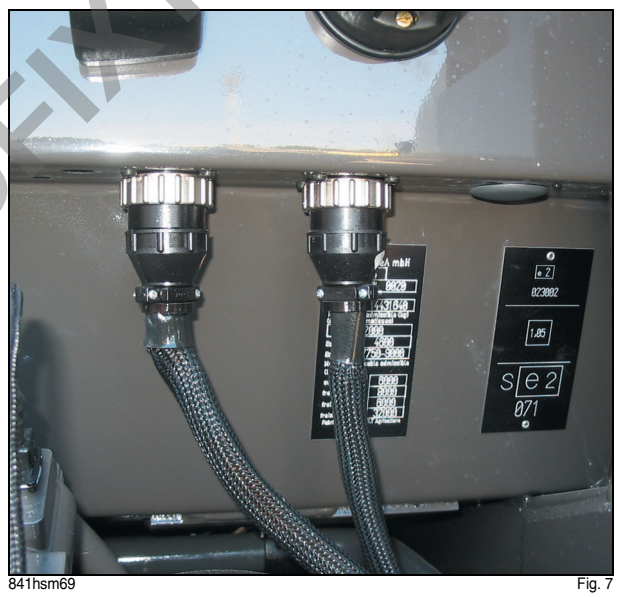
Operation n° 2

– Disconnect the battery (Fig. 6).


841hsm04 Fig. 6

Operation n° 3

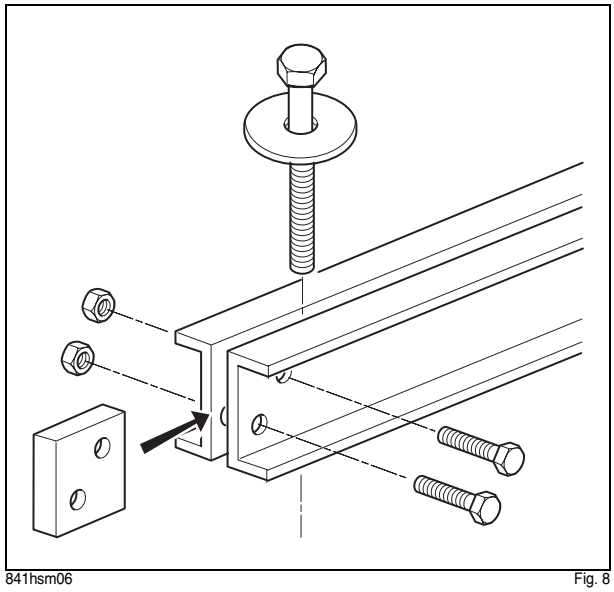
– Identify and disconnect the plugs, transmission harness, lift spool valve supply, position sensor and load sensor on the same harness (Fig. 7).


841hsm69 Fig. 7

Operation n° 4

Preparing the lifting bar

– Use lifting bar reference n° 77 01 388 907 (Fig. 8).
– Equip the lifting bar as follows:
  a. Remove the trucks.
  b. Fit the spacers, screws and washers from kit reference n° 77 11 132 317.


841hsm06 Fig. 8

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