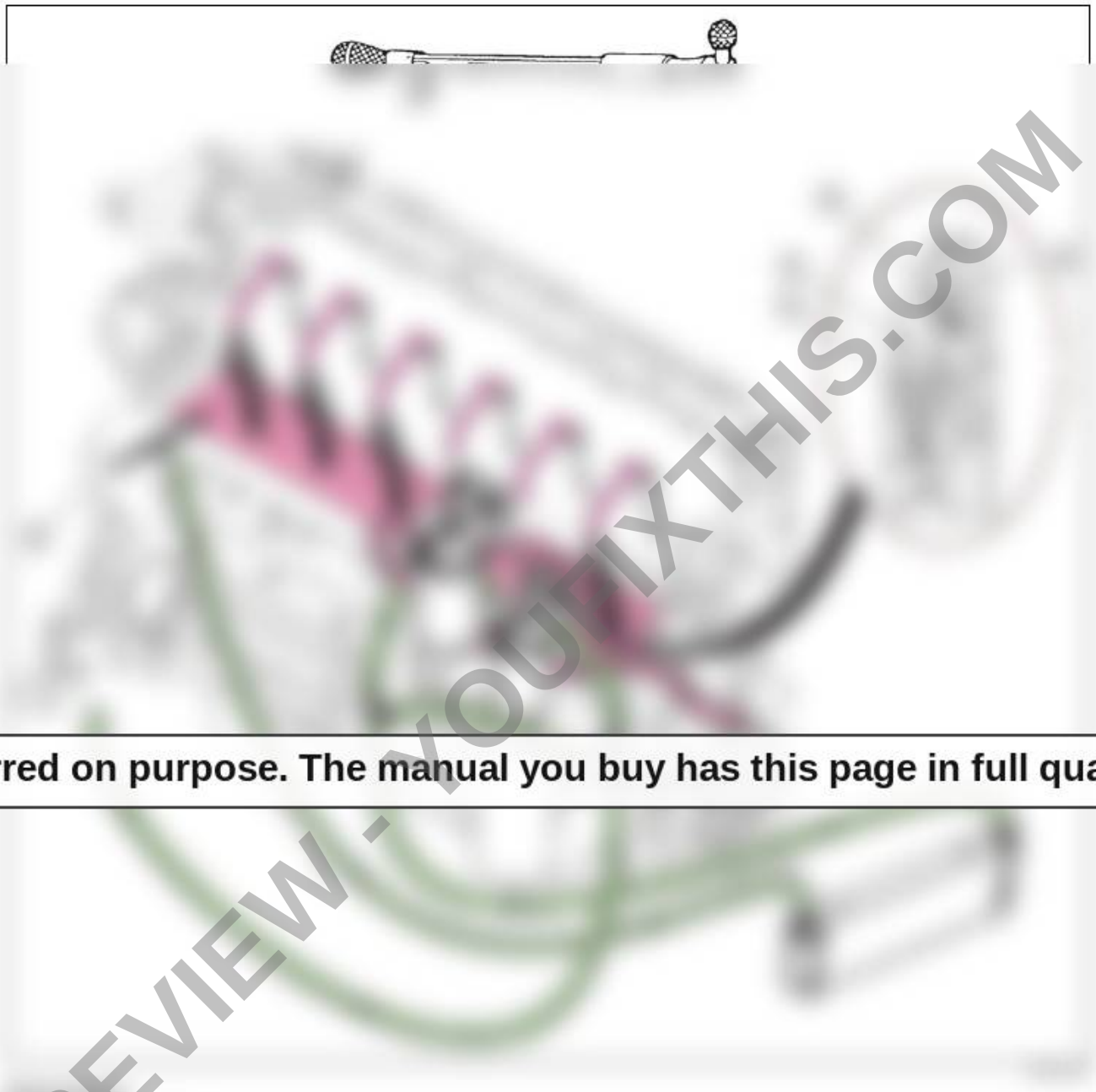
Tightening torques



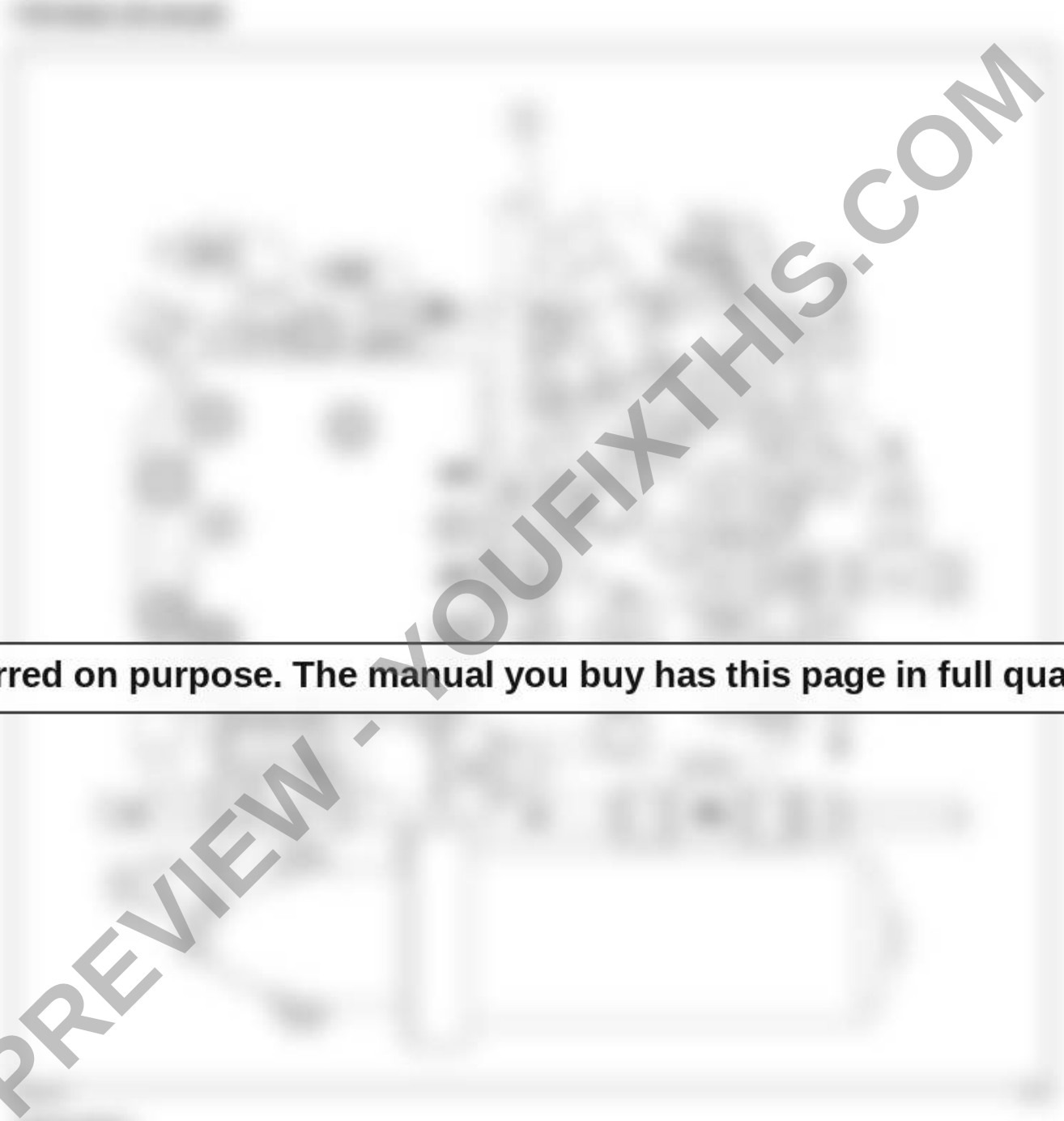
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Appendix

Checking the hydraulic pressure

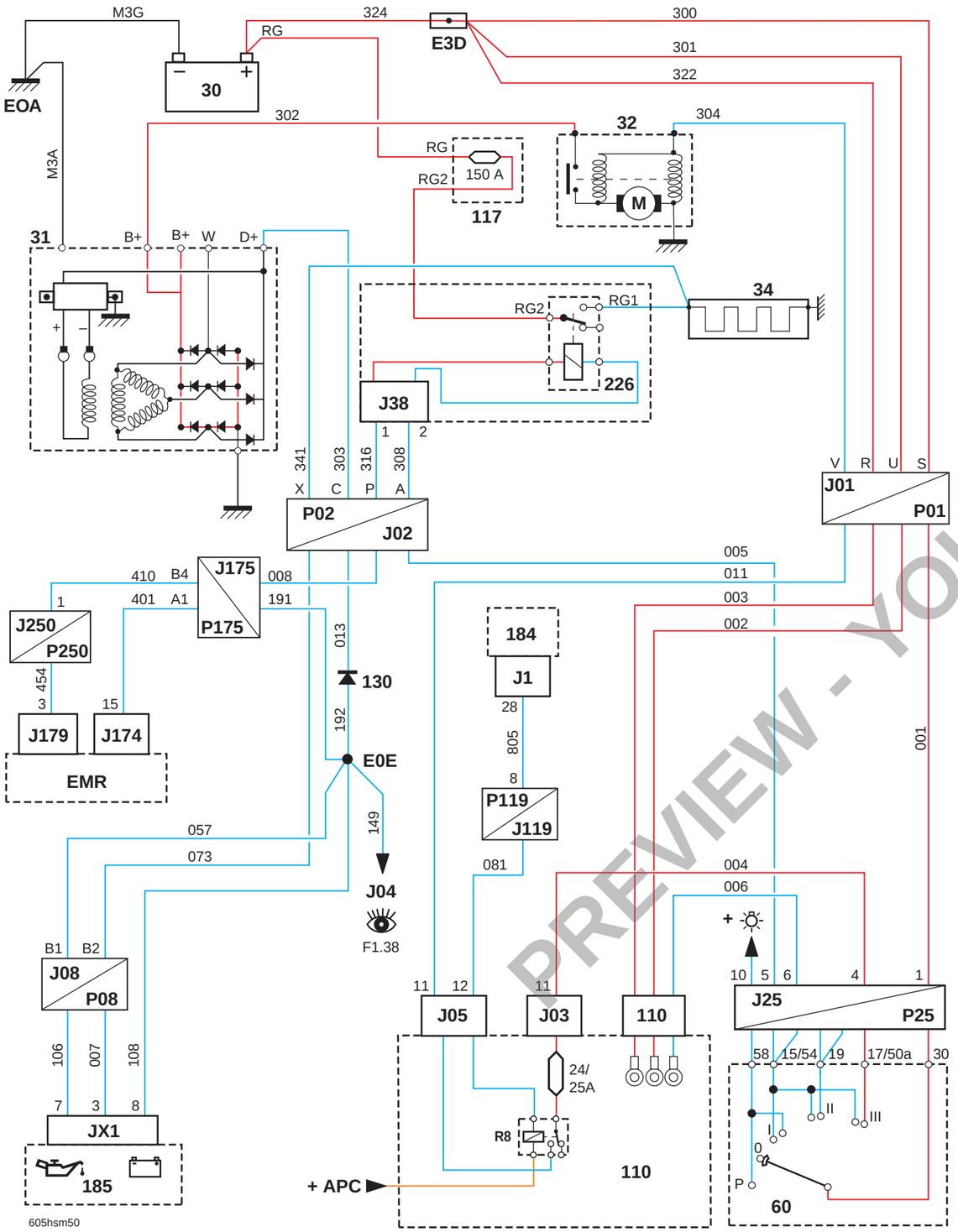


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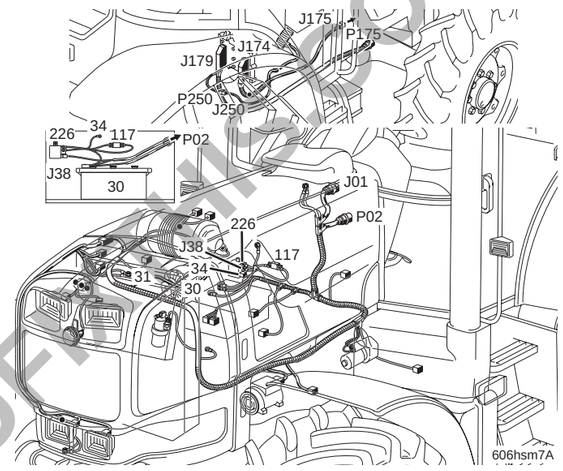
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Starting / charging / preheating circuit



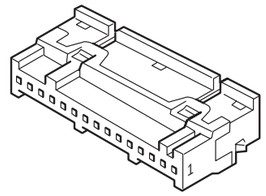
Ref	Item
30	Battery
31	Alternator
32	Starter
34	Preheating element
60	Key operated ignition
110	Fuse box
117	Preheating fuse
130	Diode
184	Transmission UCE
185	Instrument panel
226	Pre-heat relay
EMR	Engine ECU



606hsm7A

Wire markers	2	JX1	Ending	
7	0,35	Engine oil pressure	P08	B1
8	0,35	D+ alternator	**E0E**	

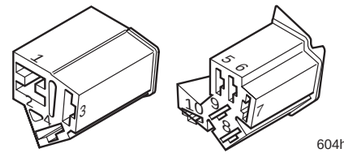
15	14	13	12	11	10	9	8	7	6	5	4	3	2	1
	068	067	066	065	136	173	108	106	125	063	111	007	062	



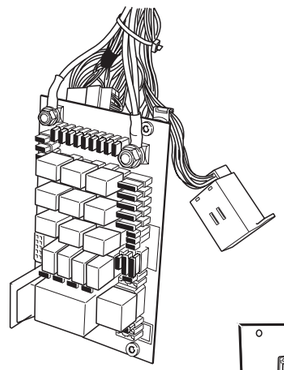
604hsm5K

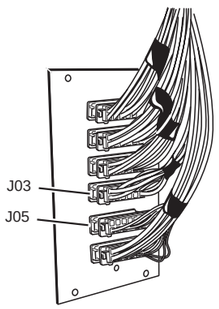
Wire markers	2	J25	Ending	
1	001	7	+ AVC general	P01	S
4	004	3	Starter control	J03	11
5	005	1	Electric stop	J02	A
6	006	7	+ APC panel	**110**	
10	010	1,4	+ Parking	J05	6

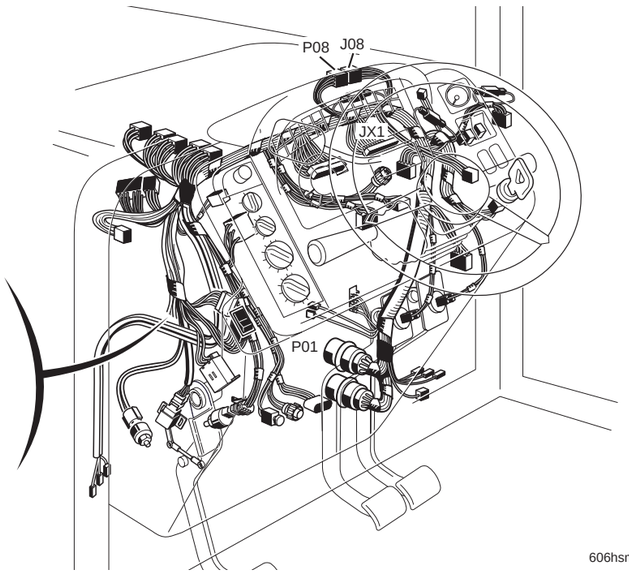
1	3	5	7	9
001		005		
	004	006		010
2	4	6	8	10



604hsm5Y







606hsm7B

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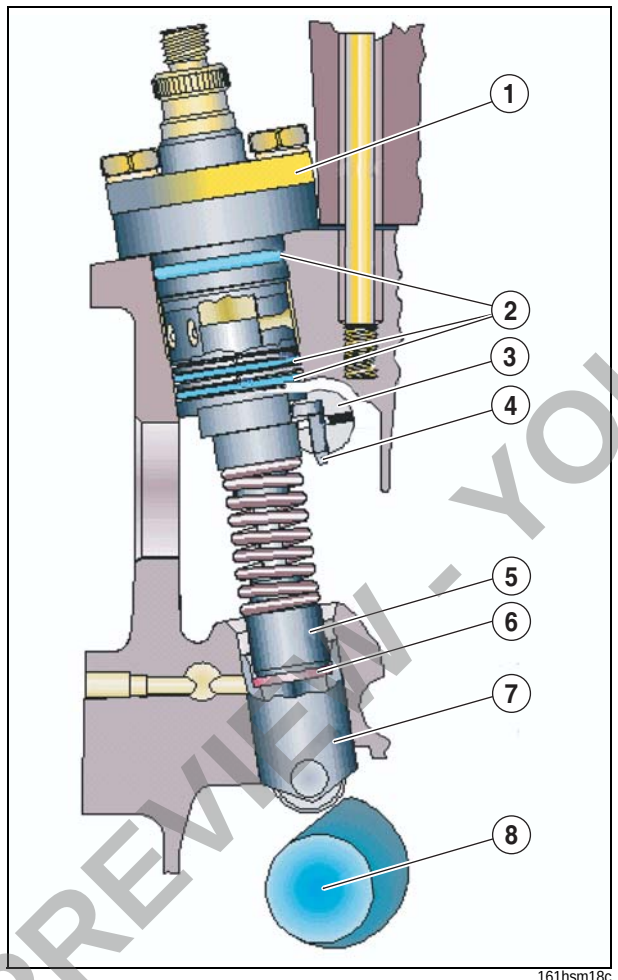
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Operating principles

Single-point injection pump

Nomenclature

1 Flange.
2 Sealing joint.
3 Stepping motor.
4 Flow control pawl.
5 Pushrod.
6 Adjustment shim.
7 Roller.
8 Camshaft.

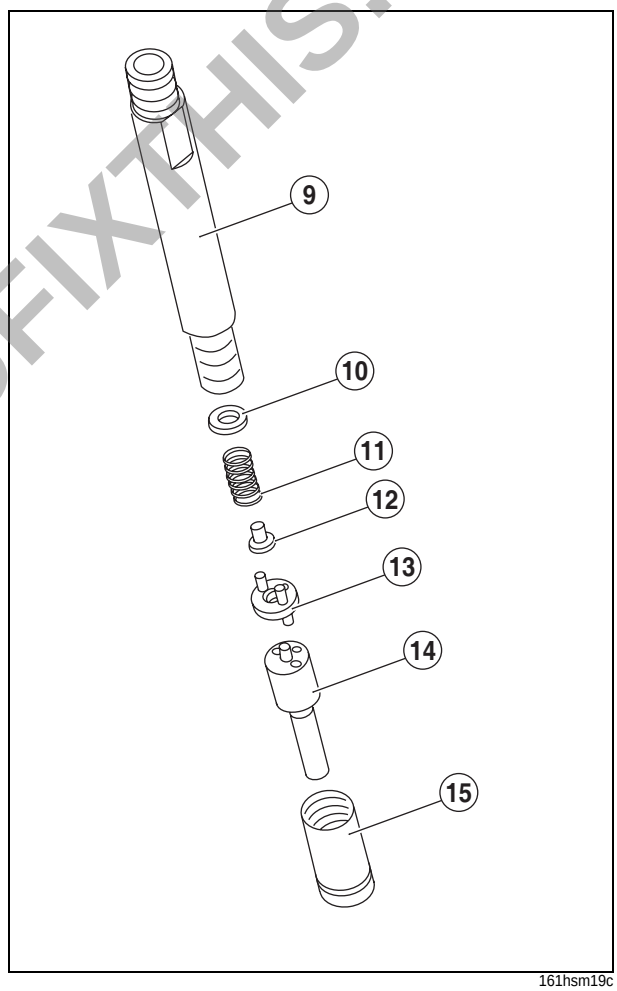


161hsm18c

Injector

Nomenclature

9 Injector body.
10 Calibrating washer.
11 Spring.
12 Spring retainer.
13 Intermediate element.
14 Needle.
15 Injector nozzle.



161hsm19c

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Engine application

Error code

State	Designations	Causes
01	Speed sensor 1.	Sensor fault. Distance too far in relation to speed. Additional error pulses. Cable cut.
02	Speed sensor 2.	
03	Speed sensor.	Faulty tachometer. Additional error pulses. Cable cut.
04	Cutout in case of overspeeding.	Speed is/was over limit value. Defective connection(s): – Check the actuator. – Check the connections to the actuator. Incorrect speed pulse: – Check the number of teeth.
05	Setting sensor 1 (Accelerator pedal).	Fault on corresponding sensor input (Short circuit or broken cable).
06	Setting sensor 2 (Hand accelerator).	
07	Turbocharger pressure.	
08	Oil pressure.	
09	Coolant temperature.	
10	Air temperature.	
11	Fuel temperature.	
30	Oil pressure warning.	Oil pressure below warning level characteristic according to speed.
31	Coolant temperature warning.	Coolant temperature has exceeded warning limit.
32	Air temperature warning.	Supercharging air temperature has exceeded warning limit.
34	Coolant temperature warning.	"Low coolant level" input switch active.
35	Overspeed (Downgraded operation).	Speed is/was above acceptable maximum value. "Acceleration mode" function is active. Defective connection(s): – Check the actuator. – Check the connections to the actuator. – Check the speed sensor. Incorrect speed pulse: – Check the number of teeth.
36	Fuel temperature warning.	The fuel temperature has exceeded the warning level.
40	Oil pressure cutout.	Oil pressure below shutdown limit.
41	Coolant temperature cutout.	Coolant temperature has exceeded the shutdown level.
42	Air temperature cutout.	Supercharging air temperature has exceeded the warning level.
44	Coolant level cutout.	"Low coolant level" input switch is active.

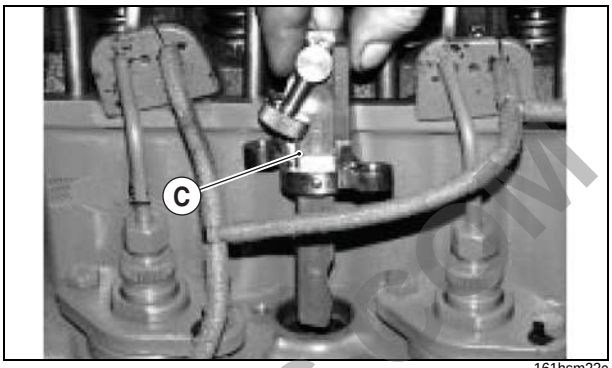
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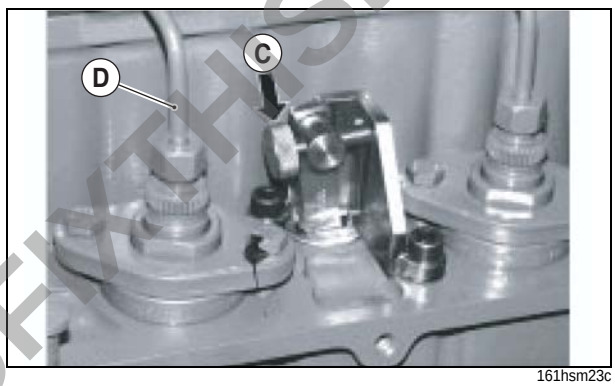
Removing the single-point injection pump

– Remove the rocker cover and balance the rocker arms of the cylinder corresponding to the pump to be changed using tool n° 77 01 388 169.
– Remove the plug located between the first and second single-point injection pump.
– Position tool n° 60 05 005 572 (C).
– With the thumb screw (C), bring the rack to the stop position. Tighten screw (C) by hand.
– Turn the crankshaft through 120° (direction of motion).
– Remove the injection pipe (D) to the injector then the injection pump.
– Remove the shim with a magnetic tool.
– Note the "EP" code on the motor identification plate. Example: 397 for pump n° 2.
– Read value "A" on the new injection pump.
– In the following table, check the correspondence of the "EK" code in relation to the "EP" code noted earlier. Example: 397 corresponds to 146,9 mm.
– Calculate the theoretical shim thickness (CT) using the formula:
  CT = EK – (143 + A/100)
  CT = 146,9 – (143 + 65/100)
  CT = 146,9 – 143,65
  CT = 2,35 mm
– Refer to the second table to select the shim thickness to be inserted according to the theoretical result (CT).
– Place the corresponding shim on the tappet.

Carefully check the calculation, because an error of 1/10 mm may destroy the engine in due course.

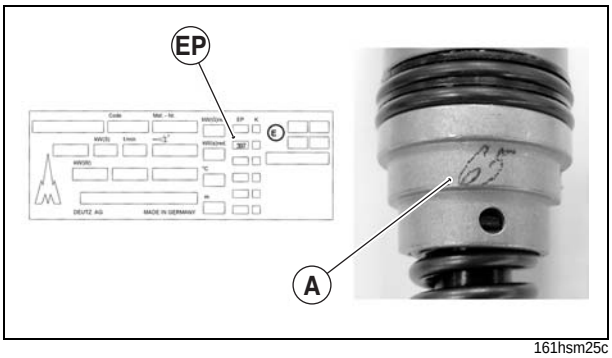


161hsm22c



161hsm23c


161hsm24c



161hsm25c

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TOOLS

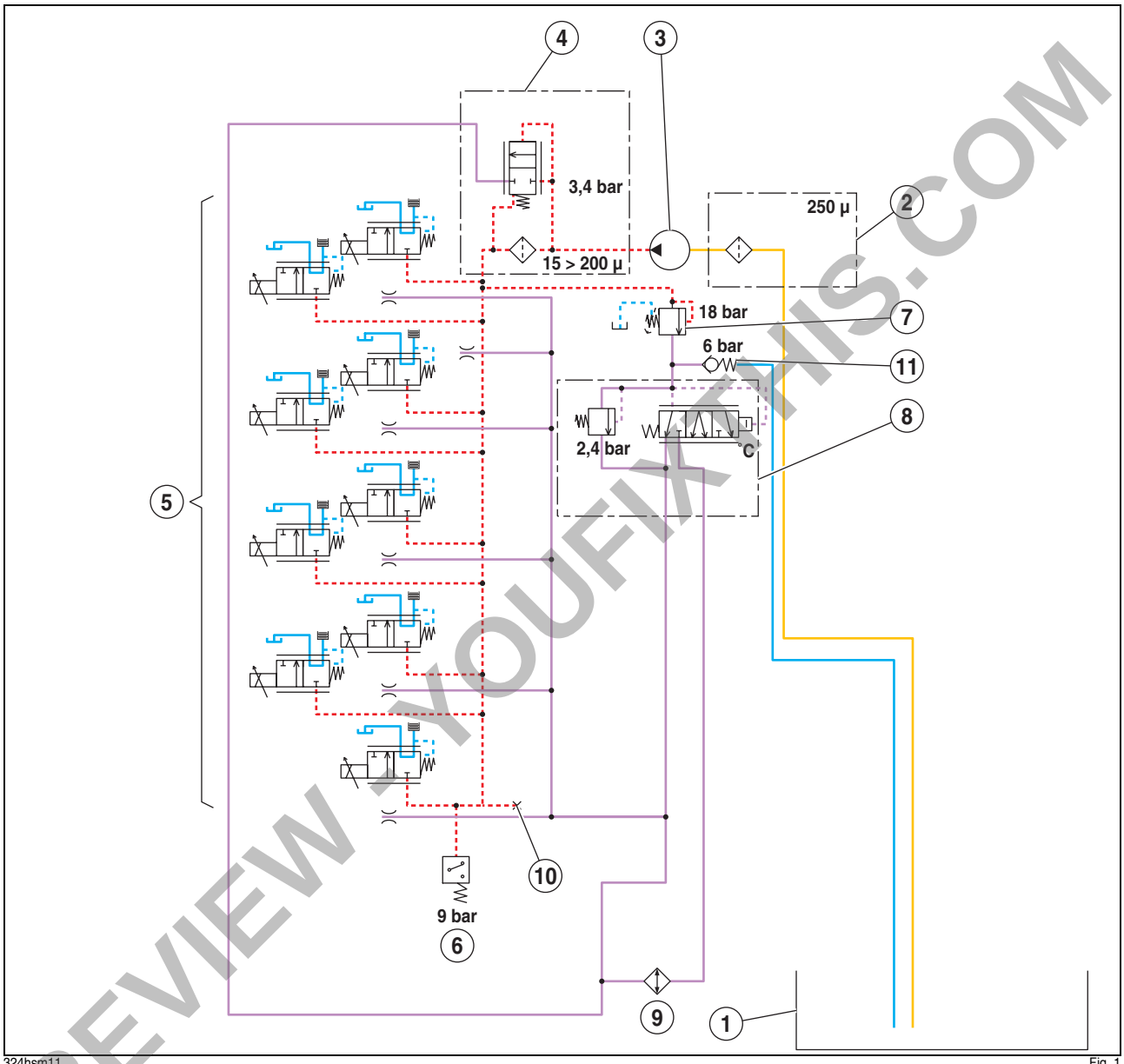
Tools for engine tier II

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Introduction to the GBA 32

Transmission hydraulic circuit



324hsm11 Fig. 1

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Key to figures 1, 2 and 3

1. Tank.
2. Suction strainer (250 µ) (replace every 1 000 hours).
3. "Gerotor" pump.
4. Filter (15 µ) with 3, 4 bar bypass valve (replace every 500 hours).
5. Gearbox proportional solenoid valves.
6. Control pressure switch.
7. Gearbox control circuit pressure relief valve (18 bar).
8. Thermostatic valve (located on the left-hand side of the engine).
9. Oil cooler.
10. Control pressure test orifice.
11. Lubrication circuit discharge valve.

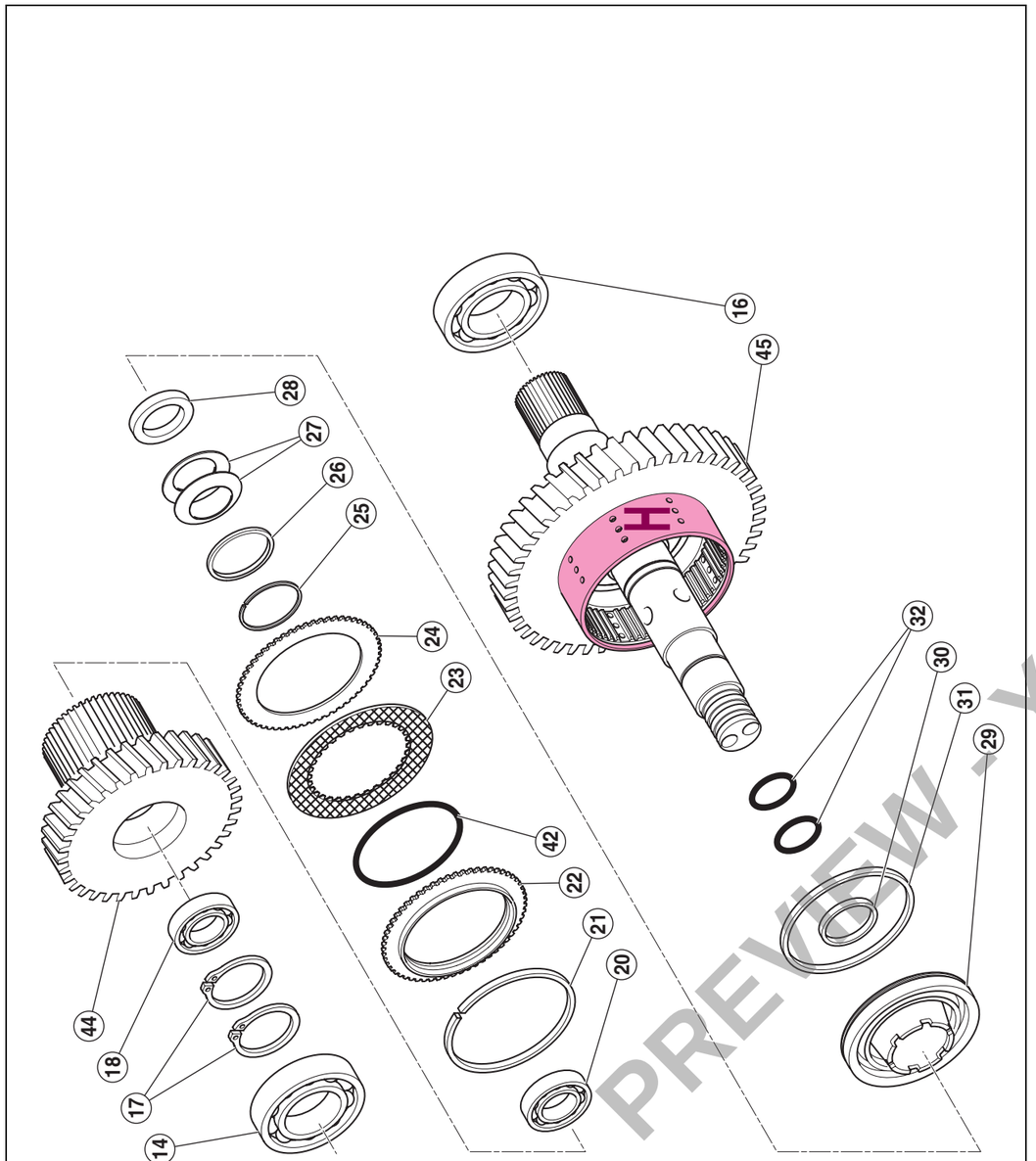
Key to figures 2 and 3

- **A.** Inlet orifice and tube.
- **B.** Front transmission housing.
- **C.** Intermediate housing.
- **D.** Rear transmission housing.
- **E.** Control circuit orifice and tube.
- **F.** Lubrication circuit orifice and tube.

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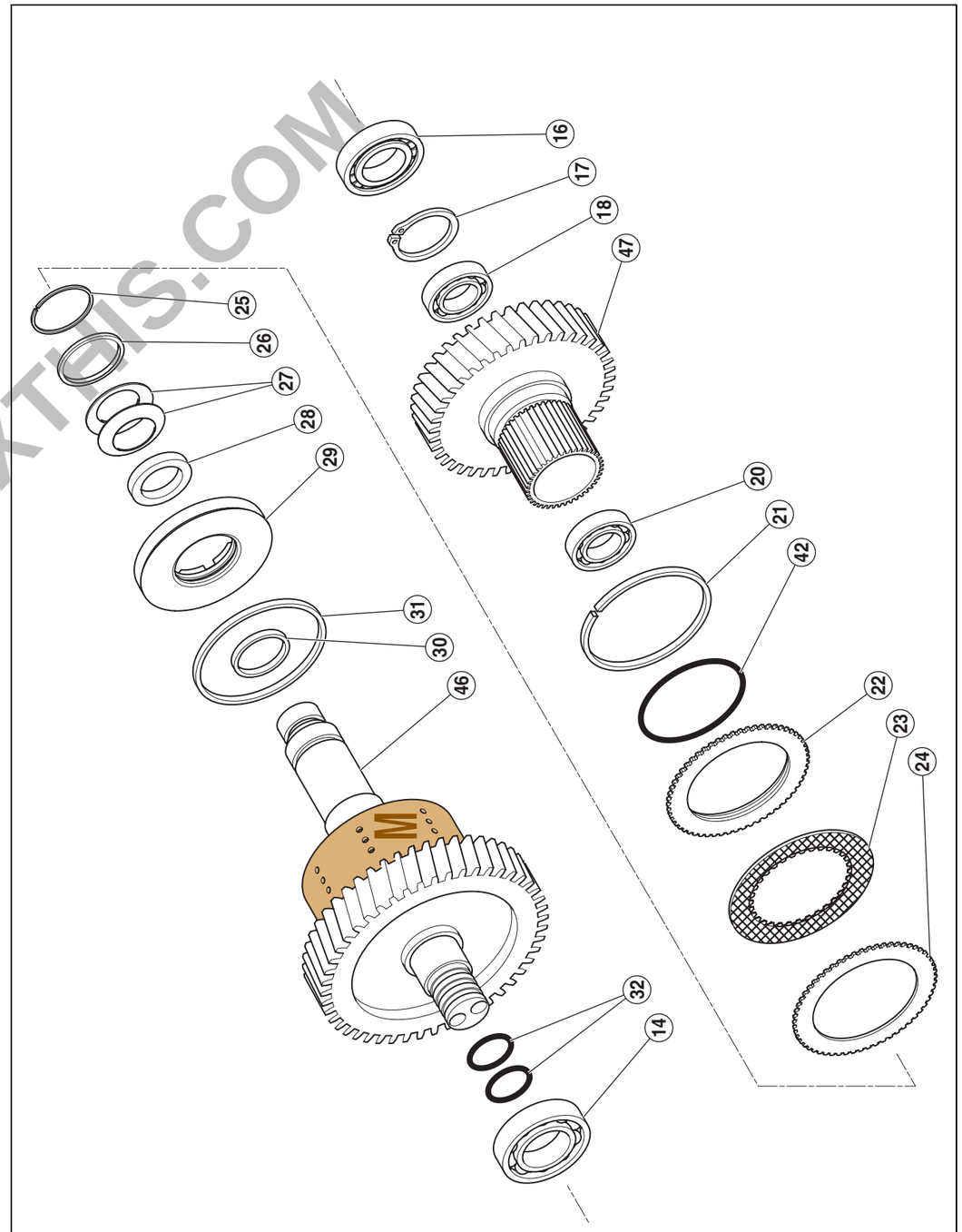
Reconditioning: Gearbox AG 250

6th shaft



324hsm44 Fig. 7

7th shaft



324hsm45 Fig. 8

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Notes

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GPA 30 power take-off clutch

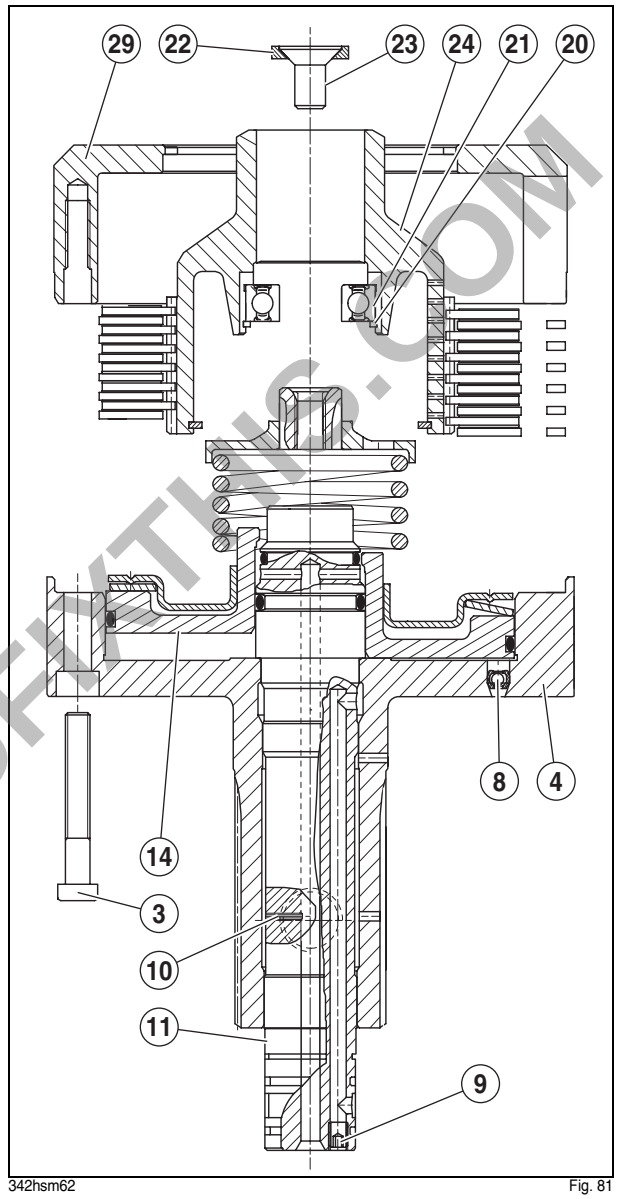
Refitting the clutch

N.B.: The valve (8) is crimped onto the casing (4). The throttle (10) is placed in the shaft (11). The shaft (11), coated with Scelbloc (648), is press-fitted. If removal is necessary, check after refitting that the hydraulic ducts are not blocked by sealant. The threaded plug (9) is lightly coated with Frenetanch (542).

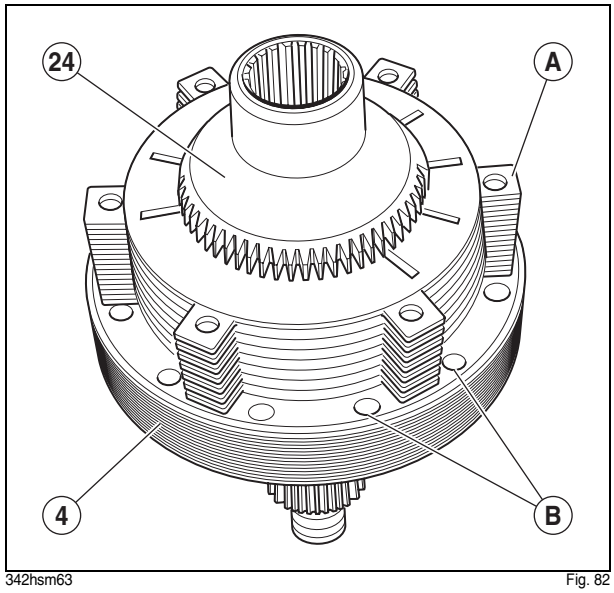
– Clean and check the parts. Replace any defective parts.
– Replace and lubricate the O-rings.
– Lubricate the shaft (11) and the piston (14) and fit the piston in the casing (4) by tapping gradually and alternately around its edge with a soft-faced hammer.
– If removed, fit the bearing (21) in the hub (24) with a suitable jig.
– Fit the retaining ring (20).
– Refit the Belleville washer, as illustrated in the general arrangement, and the spring holder, spring, spring seat and drive hub (24).
– Compress the spring with a locally made tool (see removal procedure).
– Fit washer (22) and tighten screw (23) coated with Frenbloc (270) to 2,6 ± 0,2 daN.m.
– Fit the discs and backplates by placing the tabs (A) between the screw holes (B).

Important: New discs must be soaked in a bath of transmission fluid for approximately one hour.

– Position the cover (29).
– Tighten the screws (3), lightly coated with Frenetanch (242), to 3,2 ± 0,2 daN.m.
– Check hub rotation by hand.
– Assemble the clutch in the housing as described in the refitting procedure above.



342hsm62 Fig. 81



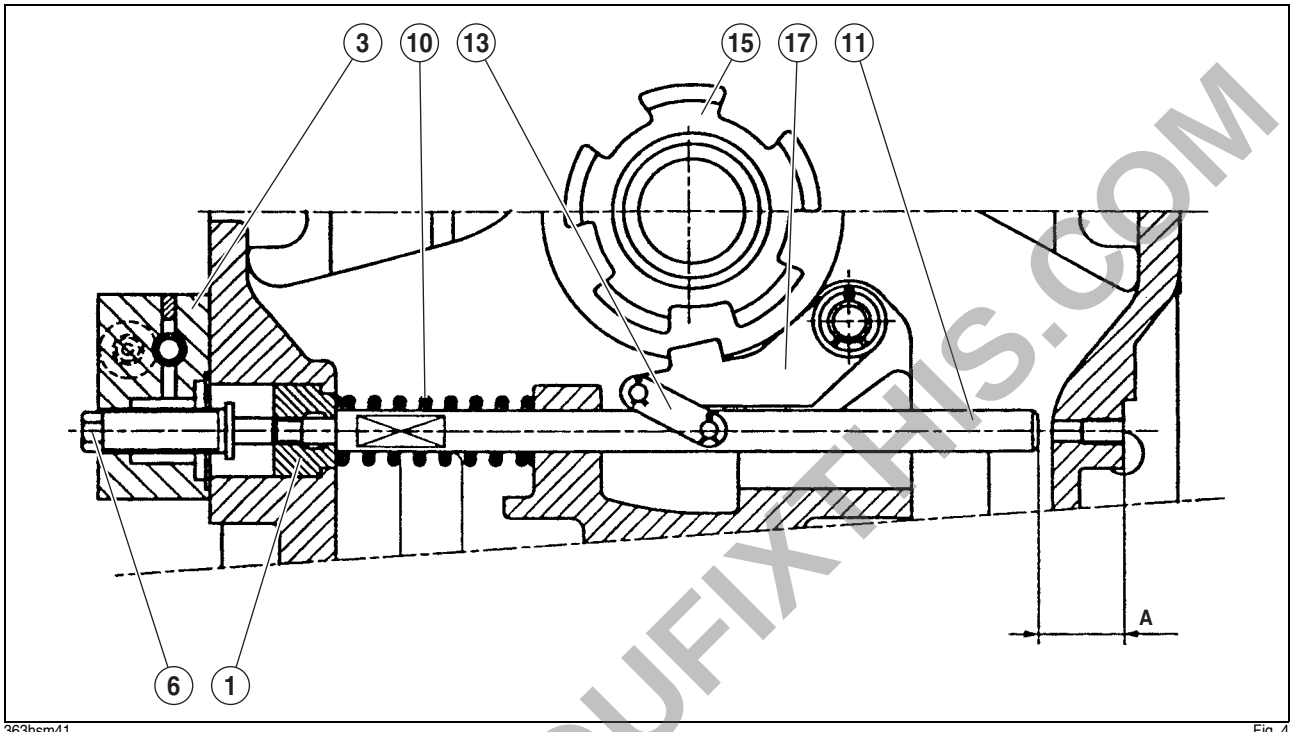
342hsm63 Fig. 82

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Park Lock

Released position, (hydraulic action)



363hsm41 Fig. 4

When the shuttle reverser control is shifted to forward or reverse motion, and the Park Lock switch also, the electronic system (TC) controls the solenoid valve (7), powering the control unit (3) and releasing the Park Lock. The pressure within the chamber of the piston (1) presses on the front face of the piston, compressing the spring (10) and releasing the ratchet (17) from the toothed sleeve (15). The electronic system (TC) is informed of release by the switch (19).

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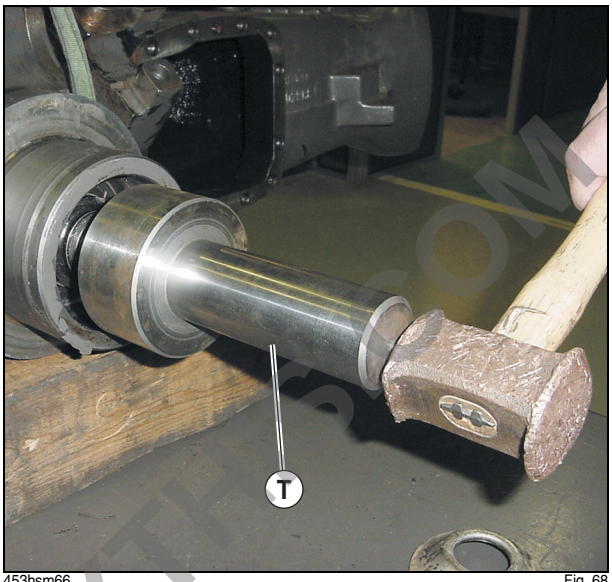
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Refitting the bevel gear

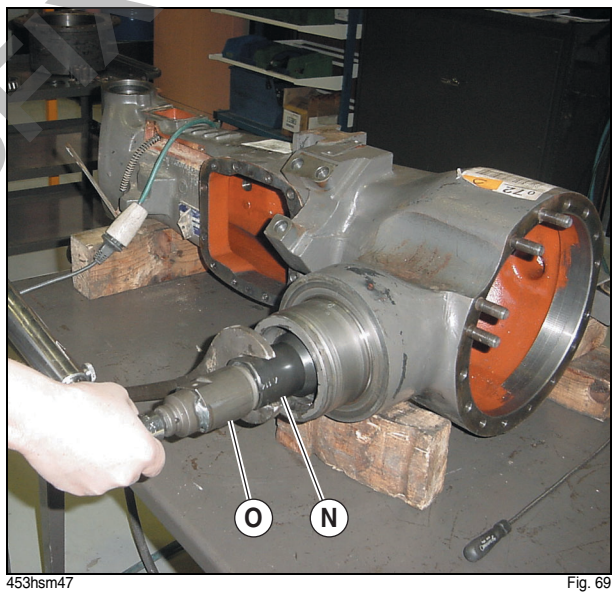
– Remove the gear nut, spacer and shims.

Important: Grease the inside diameter of the seals, the shims and the bearings on fitting.

– Fit the spacer onto the shaft with Loctite Frenetanch (242) and with the shims.
– Fit the sealing ring with tool n° 60 05 006 576 (T) (bevel gear dia. 36 mm) or n° 60 05 006 585 (bevel gear dia. 38 mm).
– Tighten the gear nut (77) to 30 daN.m with locally made tools (N) n° 60 05 006 580 and (O).
– Fit the protection (78).



453hsm66 Fig. 68



453hsm47 Fig. 69

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Removing/refitting the components

– Check that the two pins (62) are present.
– Fit pipes (5) and (8), (Fig. 15).
– Coat the housing gasket face with Loctite Formajoint (510). Position the guide studs (B), (Fig. 15).
– Fill pump (11) with transmission oil through port (G), (Fig. 17).
– Tighten screws (38) to a torque of 7 to 9 daN.m.

N.B.: If resistance is felt on tightening, do not continue. Separate the cover from the housing and check the positioning of tube (5) of 5-bar valve (10). Also turn pinion (65).

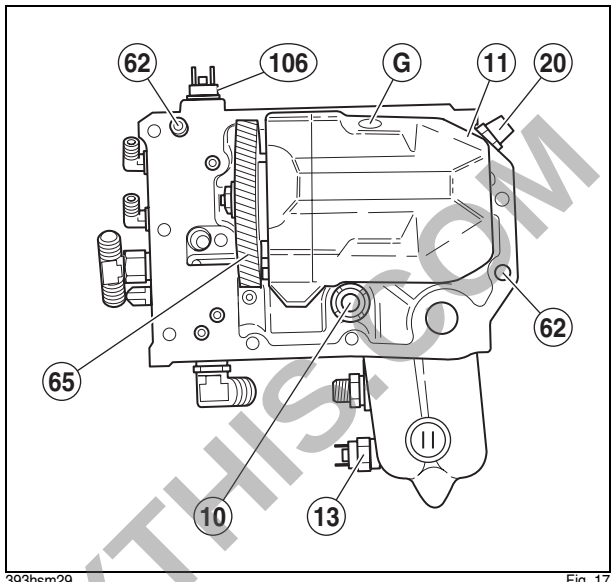
– Tighten screws (40) coated with Loctite Frenetanch (242) to a torque of 2 to 3 daN.m.

Pressure switches (13) and (43)

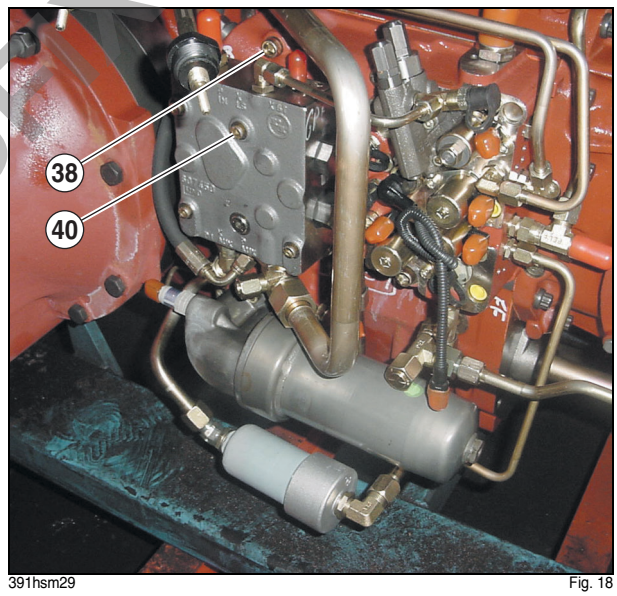
– Coat the threads lightly with Loctite Frenetanch (242).

Tightening torques

– 3 solenoid valves: 1,8 to 2 daN.m.
– Hex nut (PTO differential solenoid valve): tighten moderately.
– 5 bar valve (10): Coat the thread with Loctite Frenetanch (242) and tighten to a torque of 1 to 2 daN.m.
– Pressure limiter (20): 15 daN.m.
– Repeat the hydraulic tests whenever the pump is replaced.
– Check the seals on the gasket face and the hydraulic connections.



393hsm29 Fig. 17



391hsm29 Fig. 18

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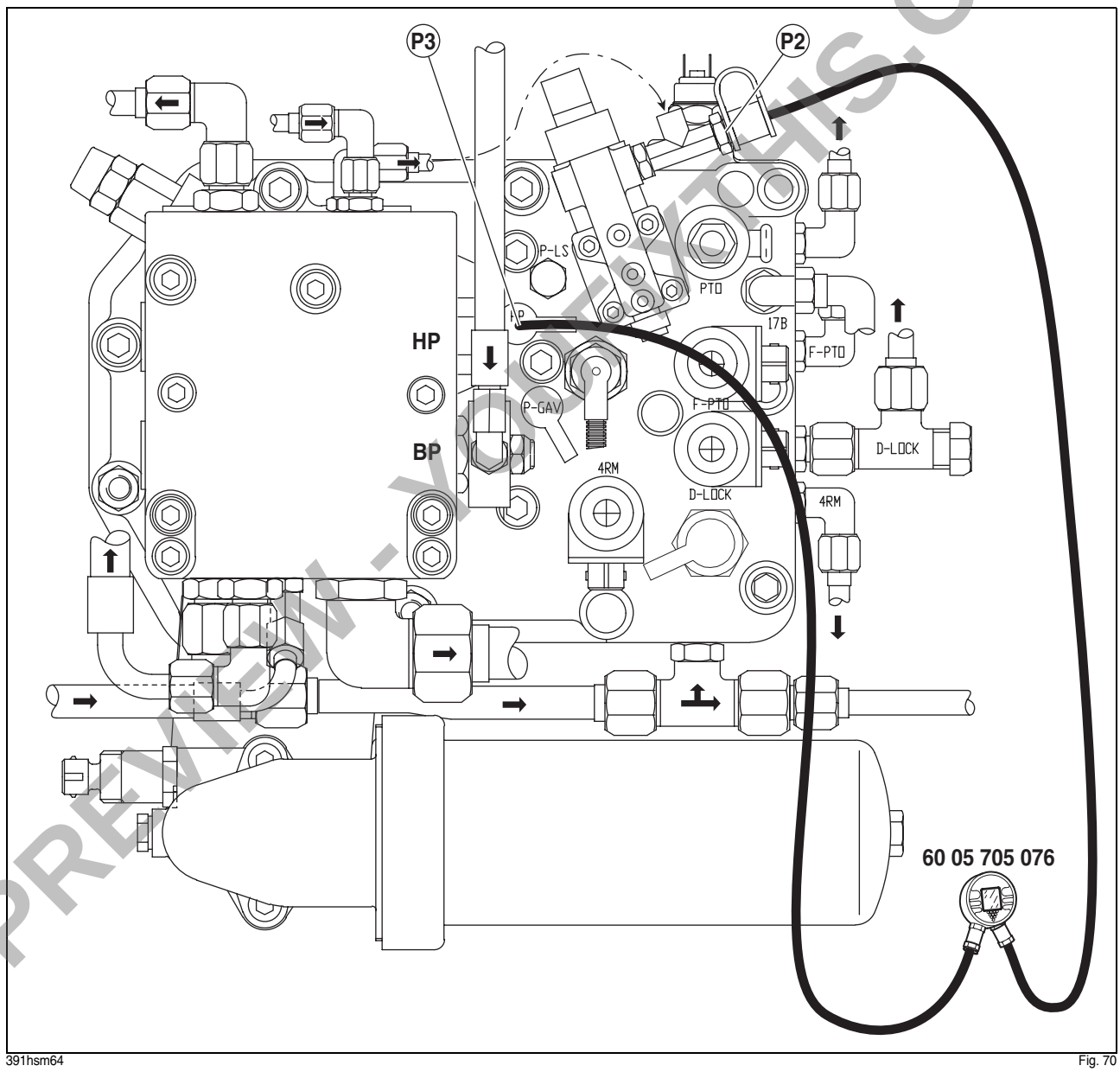
Hydraulic measurement and checking points

Test condition:

– Engine at 1 000 rpm.
– Oil temperature at 60°C.

Maximum rear lift pressure check

– Connect tester n° 60 05 705 076 to the diagnostics sockets (P2 XLS signal) and (P3 pump pressure).
– Use the outside lift control buttons to reach the maximum raised position.
– Measured pressure (P2) and (P3) must be 190 bar.



391hsm64 Fig. 70

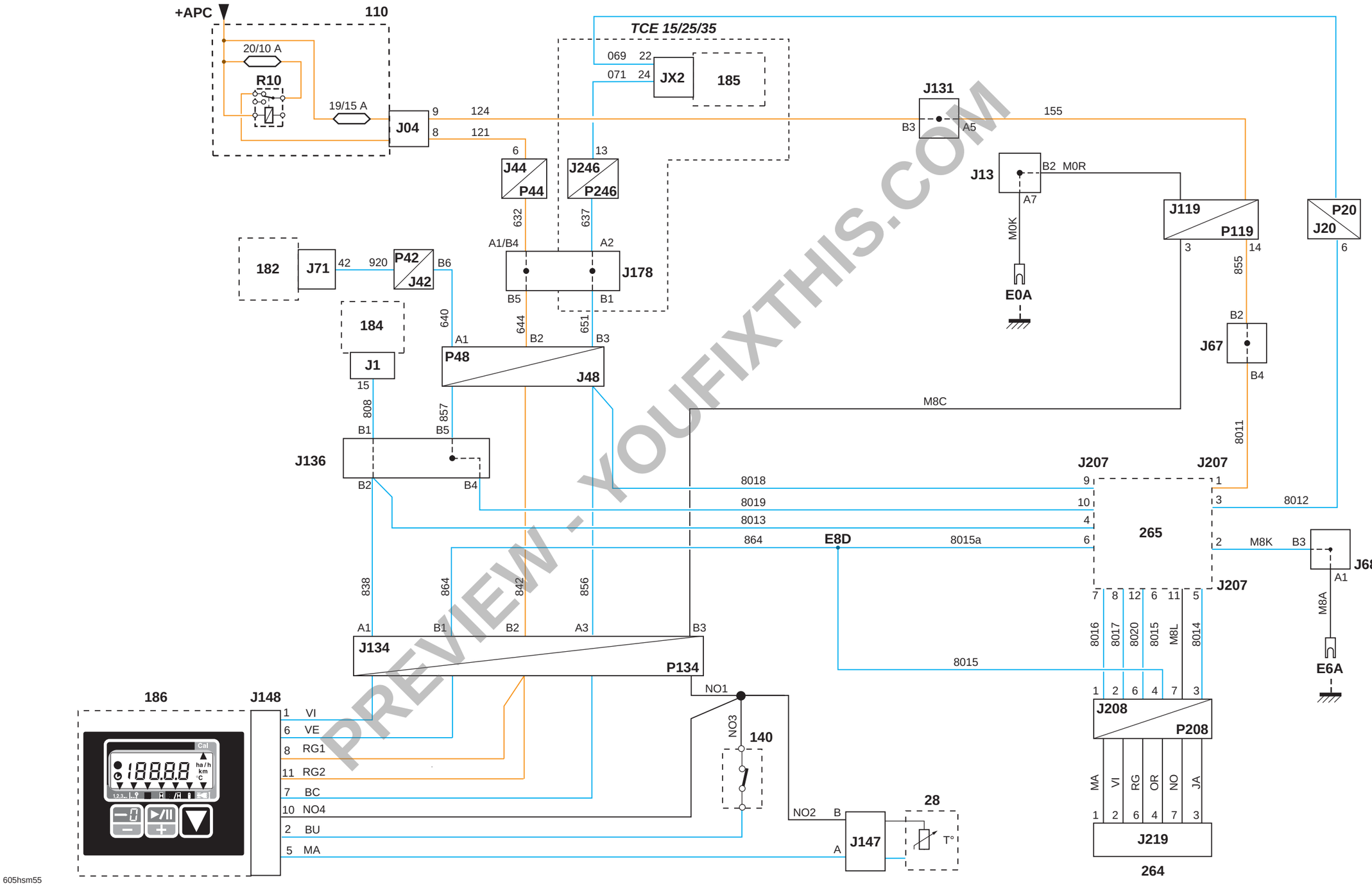
Braking valve check

– To check the braking valve, refer to chapter "C".

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INFOTRAC on-board computer / ISO socket



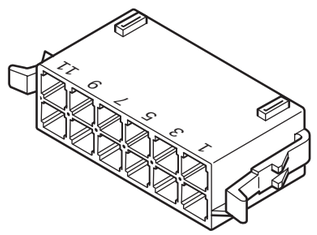
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1 - Instrument panel harness

	Wire markers	2	J05	Ending	
1	133	3	+AVC interior front work lights	J52	6
2	079	0,6	Park lock solenoid valve control	J119	6
3	078	0,6	Park lock relay	J119	5
4	—	—	—		
5	126	3	+ AVC outside front work lights	J52	1
6	010	1,4	+ Parking	J25	10
7	116	1,4	RH rear light	J246	20
8	015	1,4	Side light indicator	J07	A5
9	020	1	RH front light	**4**	
10	095	3	+AVC bottom rear work lights	J247	19
11	011	3	Start	P01	V
12	081	0,6	Starter relay	J119	8

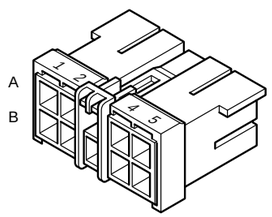
11	9	7	5	3	1
011	020	116	126	078	133
081	095	015	010		079
12	10	8	6	4	2



604hsm5R

	Wire markers	2	J06	Ending	
A1	046	2	+APC wiper control	J248	9
A2	—	—	—		
A3	—	—	—		
A4	054	0,35	IP display selector	JX2	18
A5	M0L	0,6	IP display selector	J13	B7
B1	048	1	1st speed windscr. wiper ctrl	J247	4
B2	050	1	Windscr. wiper ctrl park. pos.	J11	6
B3	051	1	Intermit. windscreen wiper ctrl	J11	3
B4	052	1	Windscreen washer control	J11	2
B4	053	1	Front windscreen washer pump	J02	H
B5	—	—	—		

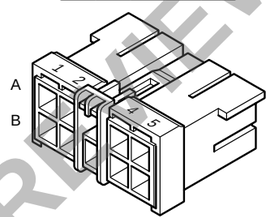
	1	2	3	4	5
A	046			054	MOL
B	048	050	051	053 052	



604msm09

	Wire markers	2	J07	Ending	
A1	014	3	+ AVC hazard warning signal control	J15	6
A2	018	2	Headlights	P01	X
A2	019	0,35	Headlights indicator	JX2	11
A3	—	—	—		
A4	017	2	Dipped headlights	P01	W
A5	015	1,4	Side light indicator	J05	8
B1	038	1,4	RH flashing lights	J10	A6
B2	032	1,4	Flashing light supply	J10	A2
B3	016	1	Horn	J02	F
B4	034	1,4	LH flashing lights	J10	B4
B5	—	—	—		

	1	2	3	4	5
A	014	018 019		017	015
B	038	032	016	034	

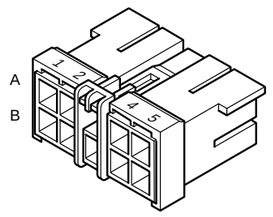


604hsm05

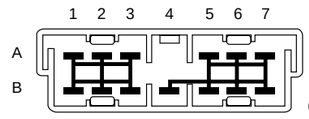
	Wire markers	2	J08	Ending	
A1	185	0,6	Brake fluid level	J196	1
A2	055	0,6	W alternator	J02	J
A3	—	—	—		
A4	056	0,6	Engine water temperature	J02	K
A5	058	0,6	Air filter blocked	J02	M
B1	057	1	Engine oil pressure	**E0E**	
B2	073	1	Preheating indicator	J02	X
B3	M0B	0,6	Engine water temperature	J02	T
B4	—	—	—		
B5	—	—	—		

	Wire markers	2	J09	Ending	
A1	076	1	+APC diagnostic socket	P14	D
A2	074	0,35	+ APC control panel	JX2	28
A3	099	1,4	+ APC IP/utilities indicators	J248	7
A4	—	—	—		
A5	—	—	—		
A6	137	0,6	+ Cab top lights	J247	5
A7	114	0,6	Display lighting	J20	9
B1	101	1	+APC Diesel heater relay	J02	R
B2	—	—	—		
B3	—	—	—		
B4	096	1	Instrument panel lighting	J114	5
B5	022	0,35	Instrument panel light	JX2	26
B6	—	—			
B7	090	0,6	Ventilation ctrl lighting	J12	A4

	1	2	3	4	5
A	185	055		056	058
B	057	073	MOB		

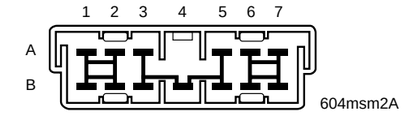


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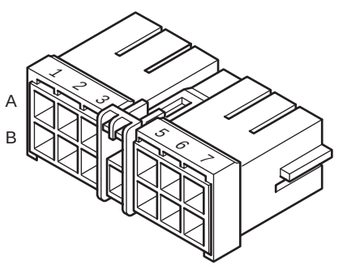
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	Wire markers	2	J10	Ending	
A1	031	1,4	Flashing unit	J114	7
A2	032	1,4	Flashing light supply	J07	B2
A3	—	—	—		
A4	—	—	—		
A5	036	1	Front LH indicator	**5**	
A6	038	1,4	RH flashing lights	J07	B1
A7	039	1,4	RH flashing lights	J21	5
B1	033	1,4	Flashing light supply	J21	3
B2	—	—	—		
B3	035	1,4	LH flashing lights	J21	1
B4	034	1,4	LH flashing lights	J07	B4
B5	037	1,4	LH rear flashing light	J246	18
B6	041	1,4	RH rear flashing light	J246	17
B7	040	1	Front RH indicator	**4**	



604msm2A

	1	2	3	4	5	6	7
A	031	032			036	038	039
B	033		035	034	037	041	040



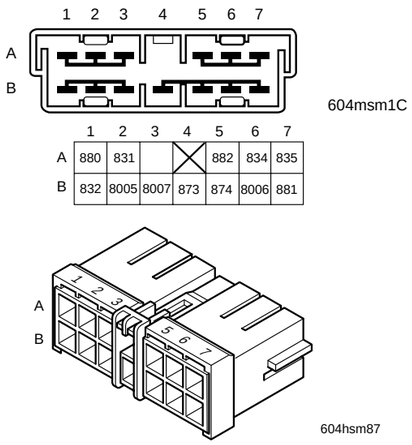
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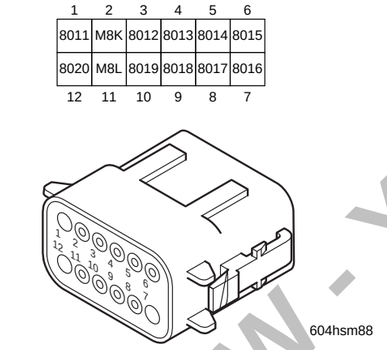
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8 - FPS transmission control harness

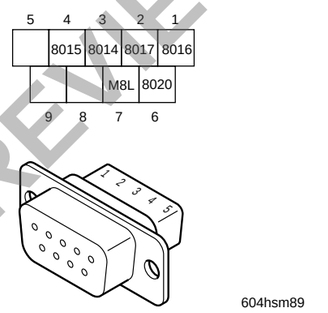
	Wire markers	2	J188	Ending	
A1	880	0,75	CAN-High	J1	13
A2	831	0,6	CAN-high IP	P133	2
A3	—	—	—		
A4	—	—	—		
A6	834	0,6	CAN-low IP	P133	1
A7	835	0,6	CAN-Low TCE	J80	11
B1	832	0,6	CAN-high TCE	J80	10
B2	8005	0,6	CAN-high TCE	P189	2
B6	8006	0,6	CAN-Low TCE	P189	1
B7	881	0,75	CAN-Low	J1	36



	Wire markers	2	J207	Ending	
1	8011	0,5	+APC ISO unit	J67	B4
2	M8K	0,5	ISO unit earth	J68	B3
3	8012	0,5	Rear PTO speed	P20	6
4	8013	0,5	Tractor speed	J136	B2
5	8014	0,5	ISO rear PTO speed	J208	3
6	8015	0,5	ISO up position TCE	J208	4
7	8016	0,5	ISO radar speed	J208	1
8	8017	0,5	ISO tractor speed	J208	2
9	8018	0,5	Radar speed	J48	B3
10	8019	0,5	Up position TCE	J136	B4
11	M8L	0,5	ISO socket earth	J208	7
12	8020	0,5	ISO socket supply	J208	6

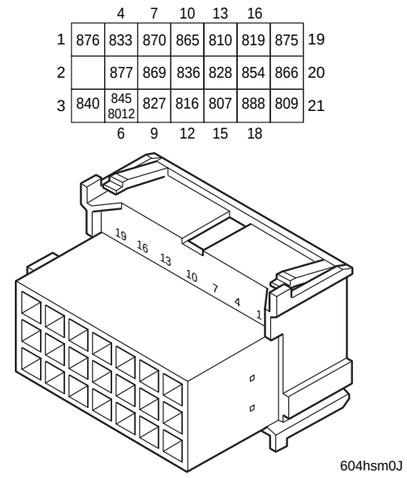


	Wire 8016 markers	2	J208	Ending	
1	8016	0,5	ISO radar speed	J207	7
2	8017	0,5	ISO tractor speed	J207	8
3	8014	0,5	ISO rear PTO speed	J207	5
4	8015	0,5	ISO up position TCE	J207	6
5	—	—	—		
6	8020	0,5	ISO socket supply	J207	12
7	M8L	0,5	ISO socket earth	J207	11
8	—	—	—		
9	—	—	—		



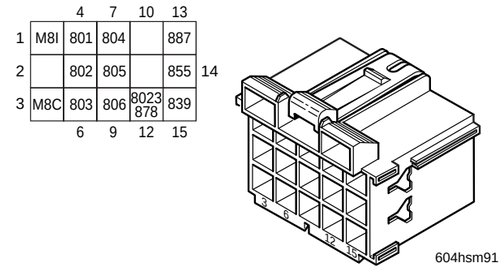
	Wire 8016 markers	2	P20	Ending	
1	876	0,75	Neutral control	J2	1
2	—	—	—		
3	840	0,75	Transmission oil filter	J1	5
4	833	0,75	Hydraulic pressure	J1	21
5	877	0,75	Clutched position	J2	19
6	8012*	0,5	Rear PTO speed	J207	3
6	845	0,6	Rear PTO speed	J80	16
7	870	0,75	Reverse drive control	J2	24
8	869	0,75	Forward drive control	J2	2
9	827	0,6	Side light indicator	J137	A4
10	865	0,75	PDT sensor clutch	J2	36
11	836	0,75	Transmission oil temperature	J1	6
12	816	0,75	RH brake light	J2	6
13	810	0,75	LH stop	J2	29
14	828	0,6	Instrument panel tractor speed	J136	B3
15	807	0,75	Rear PTO light	J1	30
16	819	0,75	Handbrake	J2	23
17	854	0,6	Fuel level	J80	23
18	888	0,75	Diode	**134**	
19	875	0,75	Potentiometer (REF+)	J2	13
20	866	0,75	Potentiometer (REF-)	J2	12
21	809	0,75	Declutched info	J2	7

* Version with ISO socket only

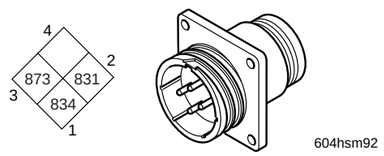


	Wire 8016 markers	2	P119	Ending	
1	M8I	0,6	Fuel level earth	J80	34
2	—	—	—		
3	M8C	0,6	Trip computer earth	J134	B3
4	801	0,75	Park lock control	J2	25
5	802	0,75	Park lock relay	J1	4
6	803	0,6	Park lock solenoid valve control	J80	15
7	804	0,75	Park lock light	J1	22
8	805	0,75	Starting relay	J1	28
9	806	0,75	Gearbox engaged	J1	29
10	886*	0,75	Fault warning light	J1	32
11	885*	0,75	Engine torque info	J1	31
12	8023	0,6	+APC EVP	J1	11
12	878	1,5	+APC solenoid valve supply	J80	24
13	887	0,75	Functional fault	J2	21
14	855	1,5	+APC	J67	B2
15	839	1,5	+AVC electronic unit	J1	25

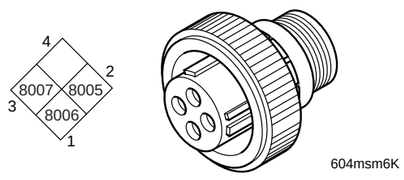
* Version without turbo only



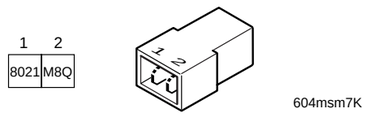
	Wire markers	2	P133	Ending	
1	834	0,6	CAN-low IP	J188	A6
2	831	0,6	CAN-high IP	J188	A2
4	—	—	—		



	Wire markers	2	P189	Ending	
1	8006	0,6	CAN-low (TCE)	J188	B6
2	8005	0,6	CAN-high (TCE)	J188	B2
4	—	—	—		



	Wire markers	2	P999	Ending	
1	8021	1	Air brake solenoid valve	J80	32
2	M8Q	1	Air brake solenoid valve earth	J80	35



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Description

Access to the installed software version (TCE 25)

To obtain the information:
– Switch on the ignition.
– Press keys (3) simultaneously.

The software will be divided into 2 stages. e.g. 0/12. The display scrolls between these two digits constantly.



382hsm01 Fig. 2

Lift operating conditions

If the safety warning light is lit when the tractor is started up, several actions must be carried out to reset the lift.
– Move the switch (1) to the "working" position then, immediately afterwards, to the "stop" position.
– Wait for 2 seconds for the CPU to unlock.

Error codes

System faults appear as an error code. This is indicated on the screen by "ER" and the code number.

CC = short circuit - CO = circuit open

N.B.: To diagnose the fault corresponding to the error code, use Win Métadiag© and consult chapter "G7" (lift application).

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G5 – INFOTRAC AND ISO SOCKET

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Engine application

Error code (cont)

State	Designations	Causes
50	Return of information (actuator).	Actuator not connected. Actuator confirmation error.
52	Return of relative information (actuator).	
53	Difference between actuator position and setpoint.	The injection pump or actuator is faulty or disconnected. Difference between nominal and actual movement check over 10 % of total distance.
59	Self-calibration fault on Bosch-EDC pumps.	Automatic actuator equalisation is impossible. Incorrect reference values input for the actuator.
60	Digital output 3 (Shutdown solenoid, pin M2).	Error (short circuit or broken cable) on digital output.
62	Digital output 6 (pin M7).	
63	High shutdown solenoid voltage.	—
67	Hand Setp1 error.	—
68	CAN Setp1 error.	—
70	CAN bus controller.	The CAN bus controller is faulty. The fault cannot be eliminated despite continual rebooting.
71	CAN, SAE J 1939 interface.	The buffer memory is full or a transmission cannot be sent on the bus.
74	Break in wiring, short circuit or bus error.	—
76	Parameter programming (writing in EPROM).	Error in the programming of parameters in the regulator fixed values memory.
77	Cyclic program test.	Constant monitoring to detect whether the program memory shows up any errors ("flash test").
78	Cyclic RAM test.	Constant monitoring to detect whether the working memory shows up any errors.
80	Power supply (actuator).	The actuator power supply is outside the acceptable range.
83	Reference voltage 1.	The actuator voltage setpoint is outside the acceptable range.
84	Reference voltage 2.	
85	Reference voltage 4.	
86	UCE internal temperature.	Internal temperature of the control unit is outside the acceptable range.
87	Atmospheric pressure.	The atmospheric pressure is outside the acceptable range.
90	Parameter error (incorrect EEPROM checksum or restoration).	No data found or general data check is faulty (the error appears only on defining or recording parameters or on resetting).
93	Stack overload.	Internal computation error.
94	Internal error	—

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Description

Identification

Type series N°

Plate (A) is located to the rear of the cab, on the right-hand side (Fig. 1).

Certification

Plate (B) is located to the rear of the cab, on the right-hand side (Fig. 1).

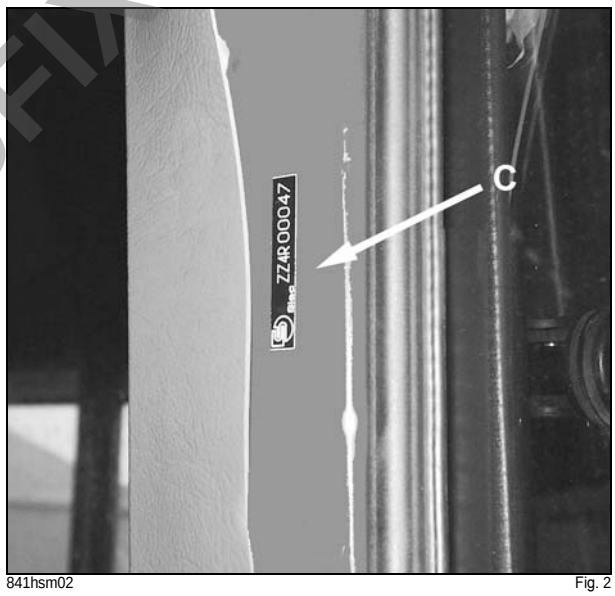
Safety structure identification N°

Plate (C) is located on the cab left-hand pillar(Fig. 2).

Important: A safety structure damaged (deformed) as the result of an accident, must never be repaired but must be replaced.



841hsm70 Fig. 1



841hsm02 Fig. 2

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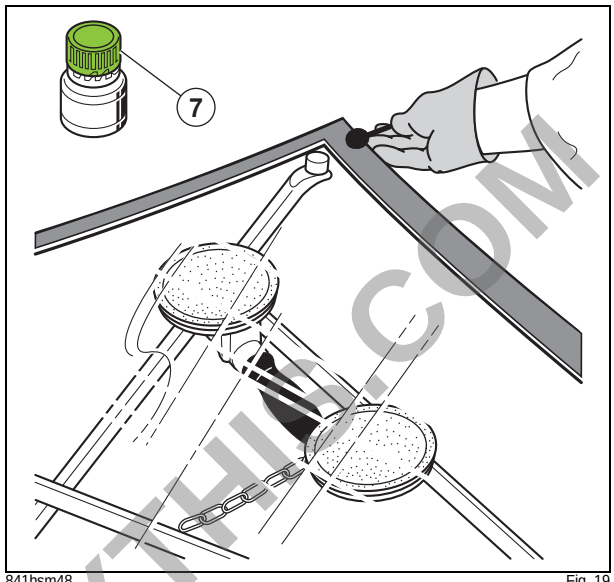
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Applying primer

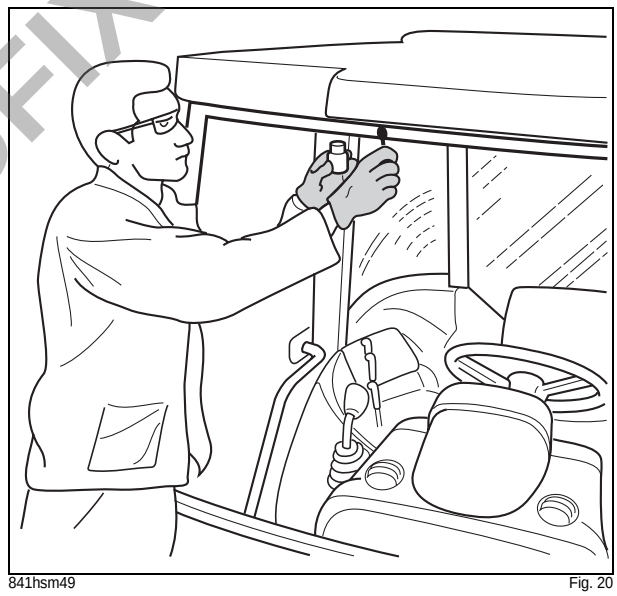
– Shake the bottle with the green cap (7) until you hear the balls rattling and for at least one minute.
– Use a round brush to paint the black edge of the windscreen (where the bead of sealant will be applied).

N.B.: This product is beneficial to sealant adhesion and protects the metal parts stripped bare on cutting away the old sealant against rust. It will also protect the two-pack sealant from the sun's ultraviolet rays.

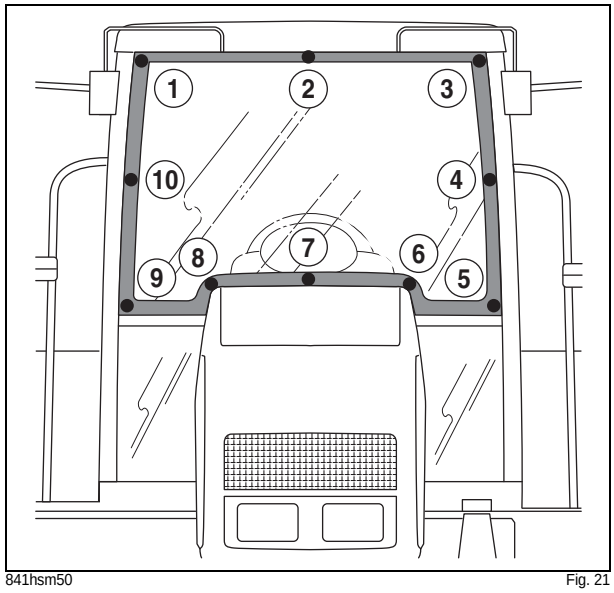
– Coat the rebate of the cab windscreen frame with the same product at the points where the paint has been removed on cutting away the old seal.
– Leave to dry for approximately 15 minutes.
– Dry with a hot air blower if the temperature is too low.
– Stick the cushion pads (P/N 60 05 020 197) to the frame rebate (Fig. 21).



841hsm48 Fig. 19



841hsm49 Fig. 20



841hsm50 Fig. 21

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Notes

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