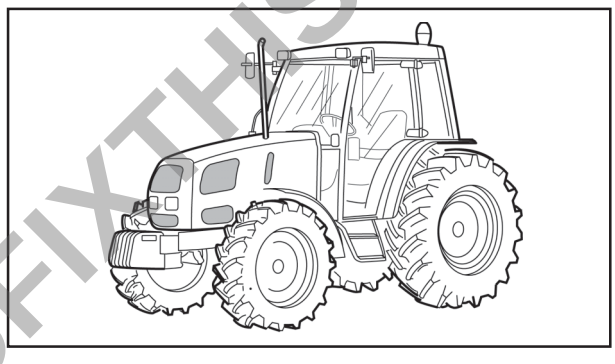
GLOBUS
55 - 65 - 80



Training manual
P/N° 3651997M2

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Landini

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Chap. 8 HYDRAULIC CIRCUIT

Chap. 9 ELECTRONIC POWER LIFT

Chap. 10 CAB

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Tractor identification and technical specifications

SHERPA SPECIFICATIONS	GLOBUS 55	GLOBUS 65	GLOBUS 75
With tyres: Front	280/70-R20	300/70-R20	260/80 R20
- Rear	14.9 - R28	420/70-R28	380/70-R28
WEIGHTS			
In running order, with cab without ballast kg	2430	2500	2500
with front / rear ballast kg	2960	3030	3030
DIMENSIONS			
A - Height at cab mm	2354	2385	2385
B - Min/max width mm	1732/2244	1777/2286	1777/2286
C - Ground clearance mm	335	345	345
D - Wheelbase mm	1996	2123	2123
E - Max length (with 2 ballasts) mm	3904	3904	3904
F - Tracks: Front min/max mm	1325/1675	1325/1675	1325/1675
Rear min/max mm	1354/1866	1354/1866	1354/1866

2-3 Engine specifications

ENGINE	GLOBUS 55	GLOBUS 65	GLOBUS 80
Type:	Perkins diesel, with direct injection		
Model	903.27	1004.40	1004.42
Aspiration	Natural	Natural	Natural
Number of cylinders	3	4	4
Bore mm	95	100	103
Stroke mm	127	127	127
Swept volume liters	2.7	3.99	4.233
Compression ratio	17.25:1	17.25:1	17.25:1
Power(DIN 700200) HP/kW	54/39.7	66/48.6	78/57
Max. speed under load RPM	2300	2200	2200
Max. speed with no load RPM	2475	2375	2310
Max. torque (DIN 70020) Nm	193.1	-	284
Max. torque speed RPM	1350	-	1400
Idling rate RPM	750	750	750
VALVE GEAR			
Type	Overhead valves controlled by tappets		
tappet gap with engine cold:			
- Intake (mm)	0.20	0.20	0.20
- Exhaust (mm)	0.45	0.45	0.45
FUEL SYSTEM			
Fuel pump	AC-DELCO	AC-DELCO	AC-DELCO
Injection pump	ROTARY LUCAS DP 202	ROTARY LUCAS DP 202	ROTARY LUCAS DP 202
Filter on injection pump delivery	CAV	CAV	CAV
Injection order	1-2-3	1-3-4-2	1-3-4-2
Injectors	PERKINS	PERKINS	PERKINS
Injector pressure setting (bar)	296	296	290
Cold starting device	Thermostarter		
Air filter	Dry, with two elements removable for maintenance		

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Pre-delivery inspection and maintenance

4-3 Routine maintenance guide

PERFORM THE FOLLOWING OPERATIONS		EVERY					AS indicated
	DESCRIPTION	Daily or as required	100 hours	250 hours	500 hours	1000 hours	Servicing points (Fig.11-1)
LUBRICATION	Perform general lubrication		○				A B C D
	Lubricate three-point hitch	○					E
	Front wheel hub for axle with 2 driving wheels				○		-
ENGINE	Check engine oil level	○					3
	Change engine oil			●			12
	Change engine oil filter			●			14
	Check valve clearance				□		-
FUEL SYSTEM	Clean fuel filter bowls	○					18
	Change fuel filter cartridges				●		18
	Check injector settings					□	-
	Dry air filter: clean drain valve	○					15
	Dry air filter: clean or change cartridge	○					15
	Drain sludge from fuel tank					q	-
COOLING SYSTEM	Check coolant level in radiator	○					2
	Clean radiator fins	q					2
	Wash out cooling circuit					q	-
TRANSMISSION - BRAKES HYDRAULIC SYSTEM AND STEERING CIRCUIT	Check oil levels in gearbox (steering and hydraulic systems), front axle differential and front final drives	q					4 - 5 - 6
	Change oil in gearbox (2) (steering and hydraulic system), front axle differential and rear final drives					●	8-9-10-11
	Clean oil filter on the intake (3)			q	●		16
	Change oil filter on the delivery side (3) of the steering circuit			●			17
	Clean the transmission and hydraulic system oil cooler	q					-
	Check and adjust free travel of brake pedals	○					-
	Check and adjust free travel of clutch pedal and PTO clutch	○					-
	Check oil level in brake circuit	○					6
ELECTRIC SYSTEM	Check level of electrolyte in battery	○					20
	Check fan belt tension	○					21
	Check efficiency of alternator and starter motor					□	-
CAB AND AIR CONDITIONING	Check level of screen wash liquid	●					-
	Check and clean cab air filter	q					19
	Change cab air filter element					●	19
	Check charge of air conditioning system	○					-
	Clean condenser of air conditioning system	q					-
	Check tension of compressor belt	○					-
OTHERS	Check tyre pressure	○					-
	Check wheel nut tightness	○					-
	Check tightness of nuts and bolts in general	○					-

REFERENCE MARKS FOR THE OPERATIONS

○ Inspection, filling, lubrication or adjustment.
● Replacement.
q Cleaning or washing
□ Operations that must be carried out by the Dealer

(1) Operation to be carried out at least once a year.
(2) Initially after the first 500 hours service and then every 1000 hours.
(3) **ATTENTION: Change the filter on the delivery side of the steering circuit after the first 50 hours service to safeguard the circuit itself. Following this, replace the filtre on the delivery every 250 hours. Clean (or replace) the filtre on the intake side of the hydraulic pumps after the first 250 hours service. After this, clean the filter after every 250 hours service and change it every 500 hours.**

ATTENTION: use your own discretion and experience when deciding the actual intervals for variable interval service and maintenance operations. Always remember however, that it is better to perform them too often than not often enough.

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Sect. 7 - Table of bolt driving torques

MATERIAL	8.8		10.9		12.9	
BOLT	**Z**	**B**	**Z**	**B**	**Z**	**B**
M 8 x 1	25	27	36	38	43	46
M 8 (1.25)	23	25	33	35	40	42
M 10 x 1.25	50	55	70	75	85	90
M 10 (1.5)	46	50	66	70	80	85
M 12 x 1.25	90	97	127	135	143	155
M 12 (1.75)	82	86	115	120	138	145
M 14 x 1.5	142	153	200	215	240	260
M 14 (2)	130	140	182	195	220	235
M 16 x 1.5	215	230	300	320	360	390
M 16 (2)	200	215	280	300	340	360
M 18 x 1.5	310	330	435	470	520	560
M 18 (2.5)	270	295	385	415	460	495
M 20 x 1.5	430	460	610	660	720	770
M 20 (2.5)	390	415	550	585	660	705
3/8" -24 UNF	44	47	62	67	75	80
3/8" -16 UNC	40	43	56	60	68	72
1/2" -20 UNF	105	112	147	157	175	190
1/2" -13 UNC	95	102	135	145	160	173
9/16" -18 UNF	150	160	210	225	250	270
9/16" -12 UNC	135	145	190	205	230	245
5/8" -18 UNF	205	215	285	305	345	365
5/8" -11 UNC	185	200	260	280	315	335
3/4" -16 UNF	355	380	500	535	600	645
3/4" -10 UNC	325	345	455	490	550	585

Torque value in Nm ***Z = galvanized bolt*** ***B = burnished bolt***

DRIVING TORQUE TOLERANCE VALUES

Critical assembly	**+5% / -5%**
Important assembly	**+5% / -15%**
Secondary assembly	**+5% / -30%**

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Sect.1- A - Splitting the cab from the tractor

A 1 - Sequence of splitting operations

1 - Disconnect the positive battery lead. Access the compartment on the left-hand side in the cab and remove the battery itself;

WARNING : lift and handle all heavy parts with lifting means of adequate carrying capacity. Make sure that the assemblies or parts are supported by appropriate harness and hooks. Make sure that there are no bystanders near the load as it is lifted.

2 - Remove the two side guards from the bonnet and then remove the bonnet;

3 - Hook the cab to an adequate device and fix it with two 12MA bolts in the two side holes after having removed the two rubber protection caps (Fig.1-2);

4 - Remove the four bolts that fix the cab to the Silent blocks;

5 - Disconnect the power steering feed and discharge tubes, i.e.:
   a) tube that delivers oil to the power steering unit between the filtre and Orbitrol;
   b) tubes that deliver oil to the steering cylinder;
   c) tube that drains oil from the Orbitrol device and supplies the solenoid valve unit;

WARNING : never touch the coolant fluid. Even a single drop splashed on to the skin will lead to serious and painful freezing.

WARNING : always wear safety goggles when using coolant fluid. This fluid can cause blindness if it splashes into the eyes.

6 - Disconnect the two coolant tubes (1 and 2 Fig. 3-2) of the air conditioning unit, applying the coolant charging and discharging device. (Fig.2-2);

7 - Disconnect the two water circulating tubes of the cab heating system (3 and 4 Fig.4-2);

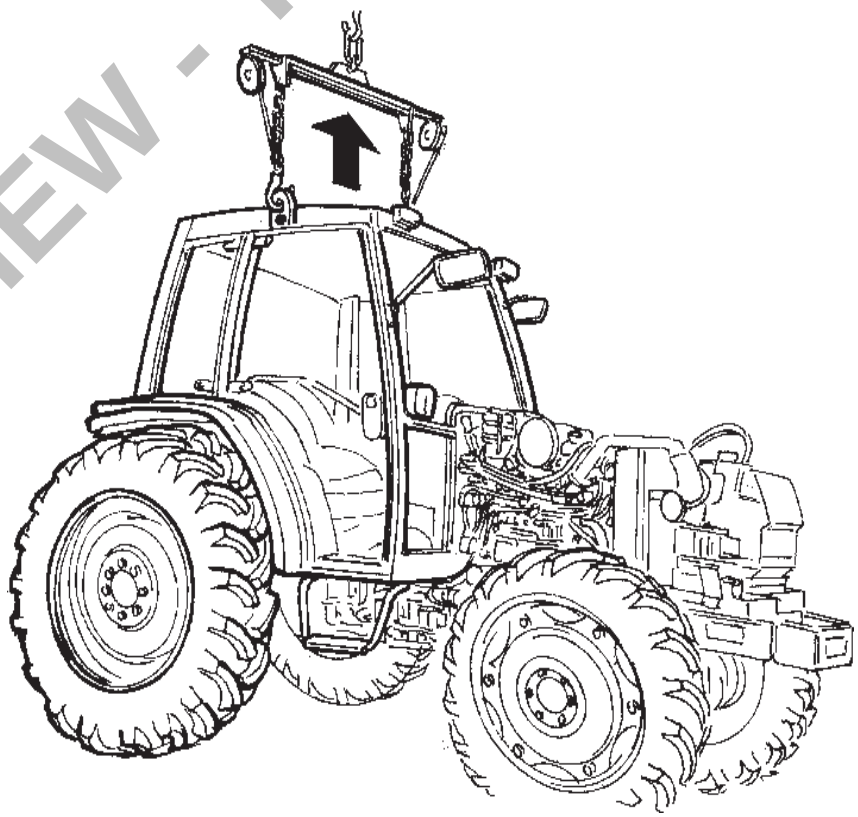


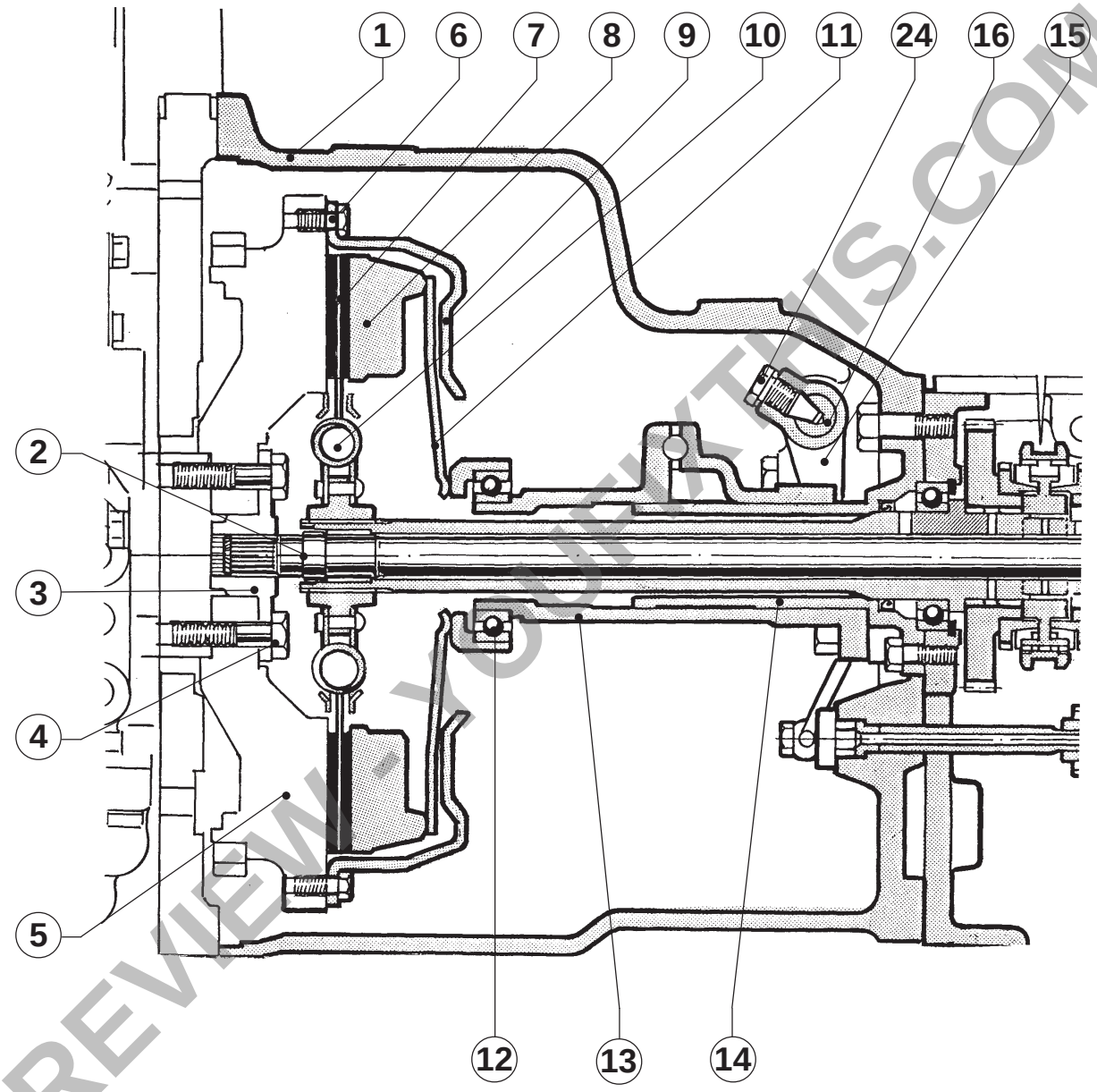
Fig.1-2

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Sect.1 - General description

1-1 Drawing of assembly



1 - Gearbox drive shaft
2 - PTO transmission shaft
3 - Keyed hub
4 - Hub-flywheel fixing screws
5 - Flywheel
6 - Clutch fixing bolts
7 - Gearbox friction disc
8 - Clutch plate
9 - Clutch cover
10 - Flexible coupling spring
11 - Diaphragm spring
12 - Thrust bearing
13 - Clutch sleeve
14 - Sleeve support
15 - Clutch control fork
16 - Clutch fork shaft
17 - Plug
18 - Cable fork
19 - Cable
20 - Clutch pedal
21 - Safety switch
22 - Return spring
23 - Pawl
24 - Screw

Fig.1-4

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General description

1-2 Main controls

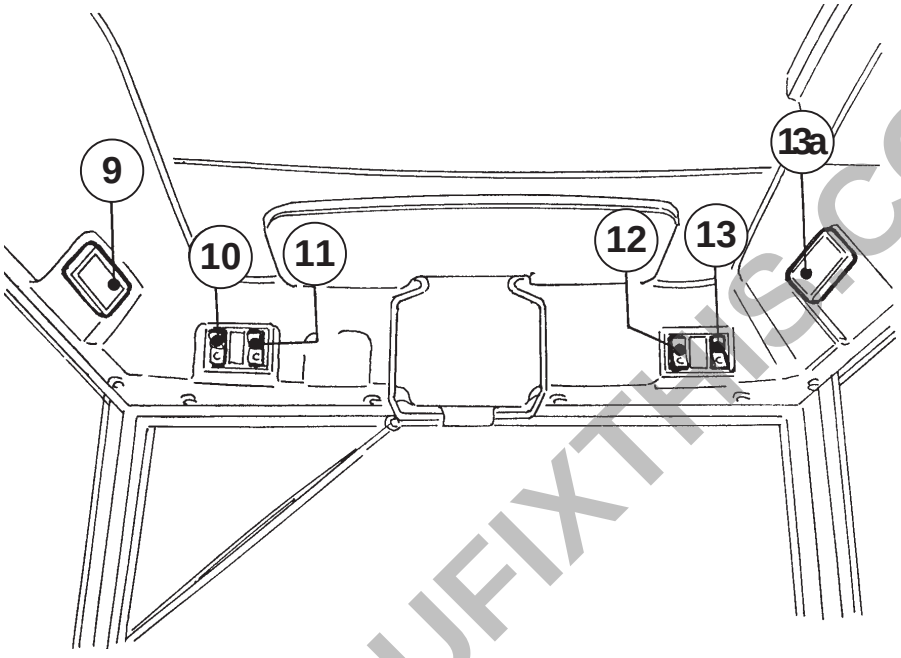


Fig.2-10

9 - Fuse box for the electrical components of the cab roof.

10- Front field light switch
0- Front field lights OFF
1- Front field lights ON

11- Rear field light switch
0- Rear field lights OFF
1- Rear field lights ON

12- Windscreen wiper switch
0- OFF
1- Windscreen wiper ON
2- Windscreen wiper ON

13- Rear window wiper switch
0- OFF
1- Rear window wiper ON
2- Front window wiper ON

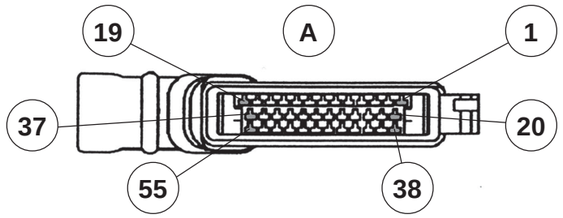
13a- Cab lights

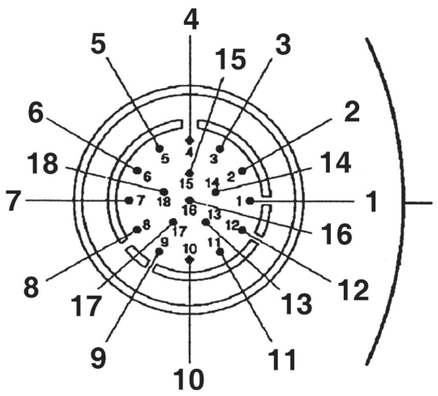
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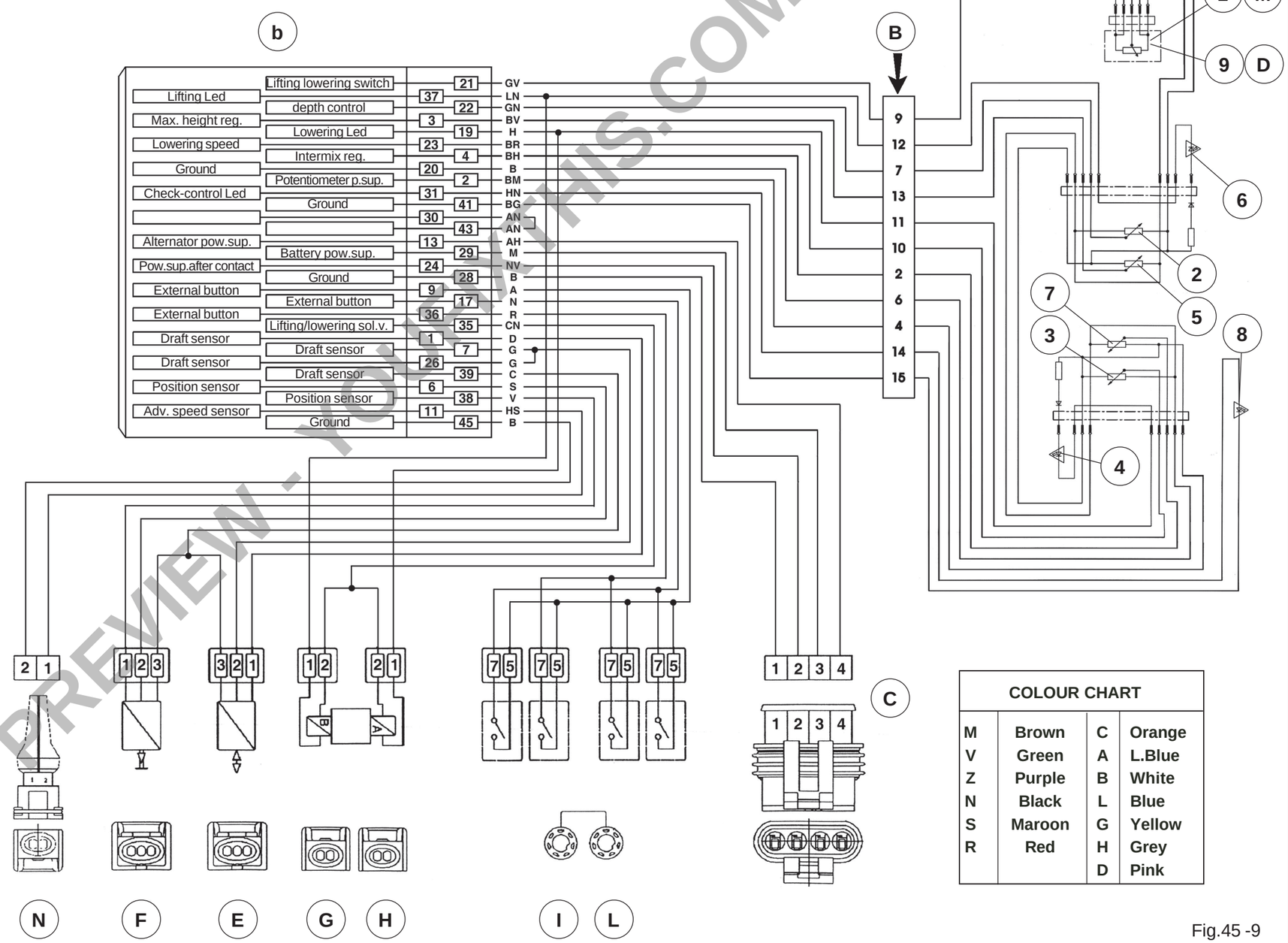
Electrical system

6-4 Wiring diagram





1 - Lifting/lowering control switch (M)
2 - Work depth potentiometer
3 - Lowering speed potentiometer
4 - Lowering indicator Led
5 - Maximum height limiter potentiometer
6 - Lifting indicator Led
7 - Function potentiometer (position-draft-intermix)
8 - Check-control Led
9 - Quick dig-in button (D)
A - 55-way connector for the electronic plant
B - 18-way connector for the control console
C - 4-way connector to power the power lift
D - quick dig-in button
E - 3-way connector for the draft sensor
F - 3-way connector for the position sensor
G - 2-way connector for the lifting solenoid valve
H - 2-way connector for the lowering solenoid valve
I - 2-way connector for the external buttons
L - 2-way connector for the external buttons
M - lifting/lowering control switch
N - ground speed sensor connector
b - electronic plant



COLOUR CHART			
M	Brown	C	Orange
V	Green	A	L.Blue
Z	Purple	B	White
N	Black	L	Blue
S	Maroon	G	Yellow
R	Red	H	Grey
		D	Pink

Fig.45 -9

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Sect.1 - General description

GENERAL HYDRAULIC CIRCUIT

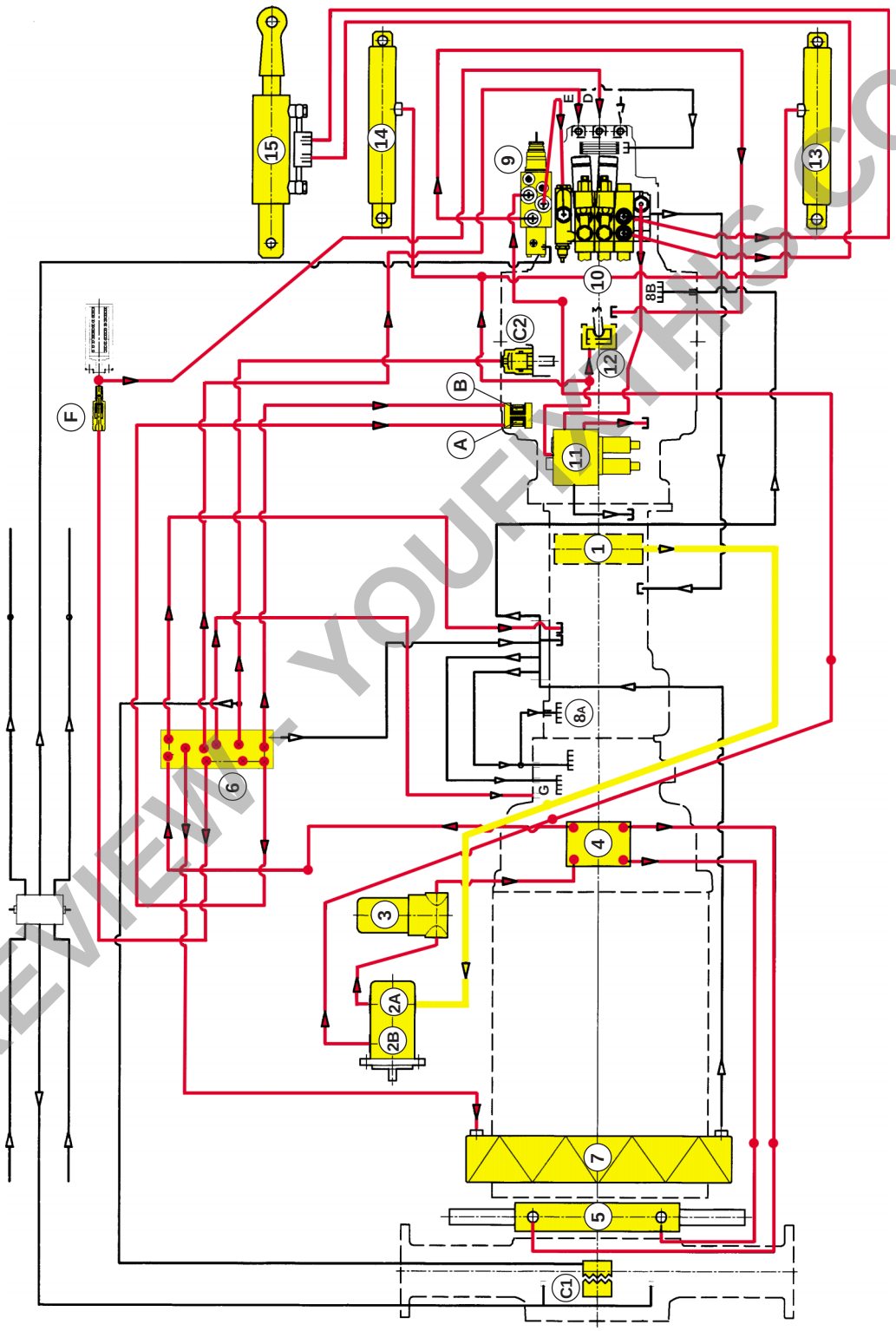


Fig.1-8

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Check-control and troubleshooting

6-3 Fault code tables

This section contains the tables used to identify faults of an electrical/electronic nature that may occur in the circuit of the electronically controlled power lift. There are three tables, since the “check-control” system installed comprises three fault categories that can be identified as described on page 9-44:

1- slight fault
2- fault of medium seriousness
3- serious fault

These tables indicate:

- the fault codes issued by the led of the check-control system
- the faulty electrical/electronic components involved
- the connectors and respective terminals required for checking the fault using a tester
- a brief desceiption of the fault and the probable reasons that caused it.

1 - SLIGHT FAULT (long pause + three blinks)

Fault code	Component	Connectors and terminals		Description of the fault and reason
-3-1	draft sensor	A 7 1 39	E 2 1 3	sensor return signal not ok → circuit open or sensor not connected → possible short-circuit or discharge towards ground → possible overload involving terminal 2 of the draft sensor
-3-4	lowering speed potentiometer	A 23	B 10	signal from lowering speed potentiometer not ok → circuit open or potentiometer not connected
-3-6	intermix potentiometer	A 2 4	B 4 2	signal from intermix potentiometer not ok → circuit open or potentiometer not connected

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Mechanical hydraulic power lift

C 13 - Troubleshooting

FAULTS	CAUSES	REMEDIES
The lift jerks during the lifting movement.	*LInsufficient oil level in the tank. Pump suction filtre clogged. Air infiltrations in the pump intake pipe.*	Top up the level. Clean or replace the filtre. Check the intake pipe and any unions and seals.
The lift fails to function.	*Regulator piston jammed (2 Fig.72-8).*	Remove the control valve and release the pilot valve.
The lift begins to lift, but stops as soon as it senses the load without the overpressure valve activating.	*Draft rod (4) badly adjusted.*	Adjust the draft control.
The lift fails to fully lower.	*Badly adjusted position control lever. Incorrect sensitivity valve adjustment.*	Adjust the position control lever. Adjust the sensitivity page 8-95.
The lift fails to lower.	*BHydraulic lock engaged.*	Unscrew adjuster (RD) page 8-86
The lifting capacity fails to correspond to the declared value.	*Control valve stem retention rings worn. Badly regulated safety and overpressure valves.* *Poor pump efficiency.* *Poor valve stem efficiency.*	Remove the valve stem and replace the external retention rings. Calibrate the valves. Replace the pump. Overhaul the valve stem.
The lift is unable to bear the load. There is a rhythmic swing when the engine is running. The load lowers when the engine is at a standstill.	*Check the lowering entity by mounting an implement that needs from 75 to 80 bar to lift if the lift unit has no supplementary cylinders and from 45 to 50 bar if the lift is fitted with two supplementary cylinders. With oil at about 50°C, check at the ends of the two articulated rods to see whether lowering is less or more than 2 mm in 1 minute. If it is less, lowering is physiological. if it is more, check: • worn piston seal. • Discharge valve (L).* *• Cylinder overpressure valve defective (5) • Check valve defective (3 Fig.72-8).*	Change the seal. Adjust the sensitivity or replace valve (4), overhaul valve (5), overhaul valve (3).
There is a rhythmic swing with the links at end of upward travel when the engine is running. The load fails to lower with the engine at a standstill.	*Position control lever end of travel position incorrectly regulated.*	Adjust the position control, limiting the upward travel of the links.

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CHAP.1

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Sect. 6 - Sealants

DESCRIPTION		TYPE	USE
Thread coupling gripping and sealing	Weak thread locking	Loctite 222	Weak locking and sealing of screws, adjuster screws.
	Medium thread locking	Loctite 242	Medium locking and sealing of threaded parts in general.
	Strong thread locking	Loctite 270	Highly resistant fixing, locking and sealing of stud bolts, bolts, screws.
	Penetrating thread locking	Loctite 290	Locking and sealing of already mounted parts by capillarity. Microporosity sealing.
Smooth bonding	Locker	Loctite 601	Highly resistant bonding.
	Fixer	Loctite 641	Medium resistant fixing for bushes, bearings, etc. Parts can be disassembled with normal tools.
	Super-bonding	Loctite 638	Fast, highly heat resistant fixing of cylindrical parts. Dynamic operation.
	High temperature bonder	Loctite 648	Fast, highly heat resistant fixing of cylindrical parts.
Wet couplings	Hydraulermetic	Loctite 542	Sealing of threaded unions on hydraulic and air pipes of up to 3/4".
	Tubermetic	Loctite 572	Sealing of threaded unions in general.
Flat sealers	Thick pianermetic	Loctite 510	Sealing of flat surfaces. Applied by hand.
	Pianermetic	Loctite 573	Sealing of precise flat surfaces. Applied by hand or with screen-printing systems.
Engine	Plastic-spray hermetic type	Perkins power part hylomar	Sealing of cylinder head surfaces.
	Hermetic paste type		Sealing of casings, covers.

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Notes

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Engine-gearbox assembly

A 3 - Dismantling

1 - Demount the lubrication tube of the primary and secondary shaft of the gearbox (26 Fig.9-5).

2 - Remove the collar support (3) and the retaining ring (27 Fig.10-5).

3 - Remove the stop ring (31 Fig.11-5).

4 - Remove the drive shaft (11) complete with reverse shuttle synchronizing unit (14 Fig. 12-5).
The ball bearing that supports the shaft remains in its seat in the housing.

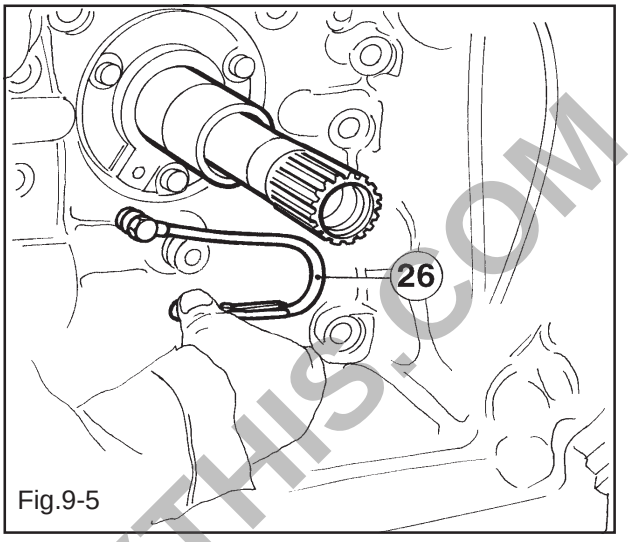


Fig.9-5

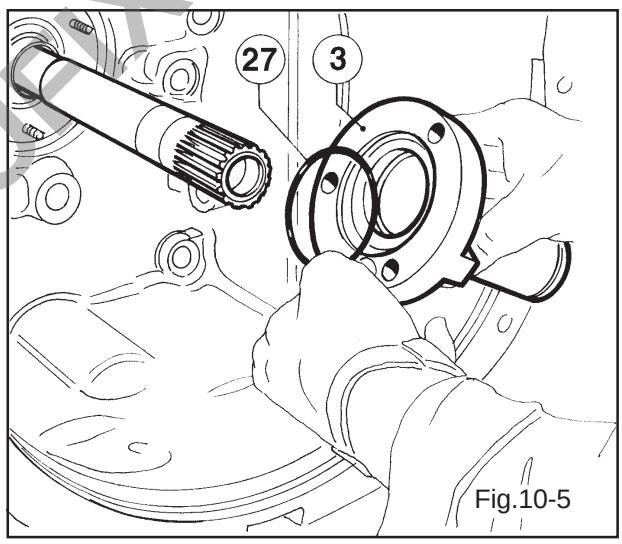


Fig.10-5

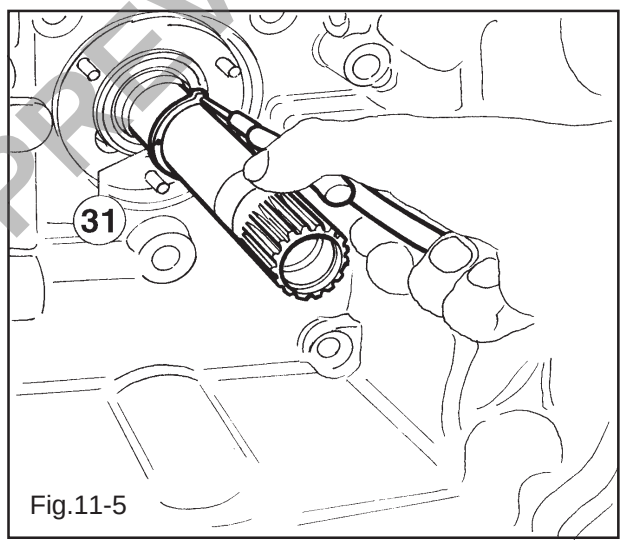


Fig.11-5

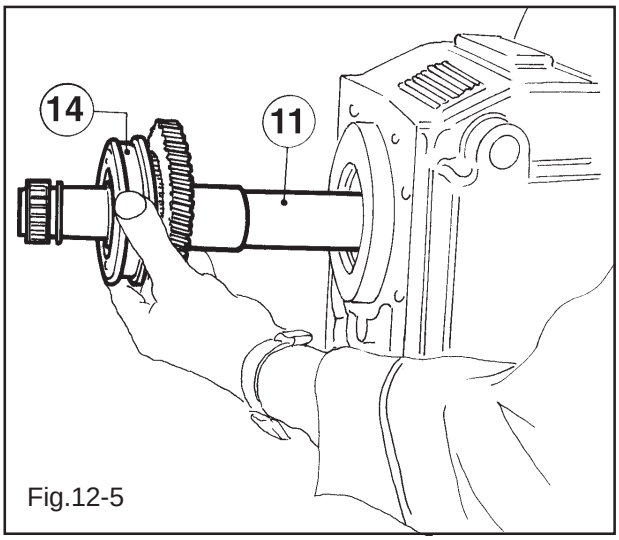


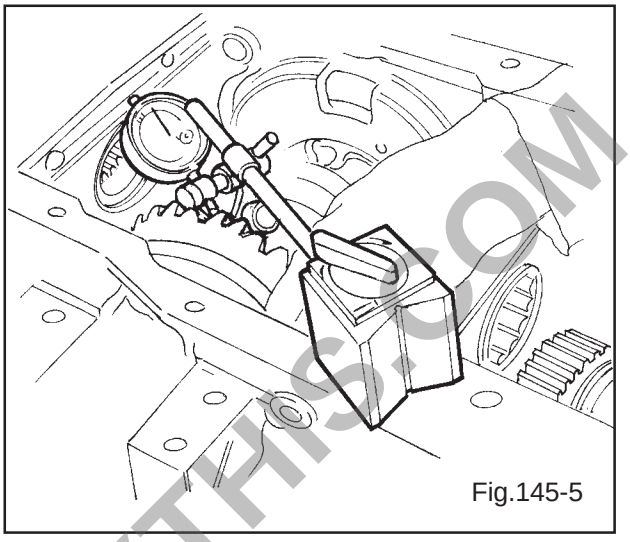
Fig.12-5

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Bevel gear pair and rear differential

5 - Proceed by definitively mounting the entire differential unit, inserting the calculated shims, torquing the bolts of the supports to **48-52 Nm** and spreading Loctite 242 on them.
After assembly, check again to make sure that the play between the pinion/ring gear teeth is within **0.18-0.30 mm.**, with a maximum tolerated variation of 0.1 mm. (Fig.145-5) and if the moment of rotation of the pinion-ring gear assembly measured on the pinion nut is within **4** and **5 Nm.** Repeat all the previously described operations if there are differences.


Fig.145-5

6 - Place the double gear (15 Fig.107-5) for the Slow/Rev side shaft on the gear connected to the bevel pinion.
This pre-mounting operation must be carried out since it would be too difficult if the upper shaft were already mounted.

7 - Using tool (**37 Dif GL**) mount the shaft (16 Fig.146-5) along with the relative spring ring (8 Fig.106-5).

8 - Mount the slow upper shaft (10), remembering to insert the spring ring beforehand (11 Fig.106-5).

9 - Mount the Slow/Rev side shaft (Fig.102-5) connecting it to the double gear positioned during the operation (6).

10 - Remount the two upper shafts from the PTO along with the relative rods and forks as described in Chap. 7 (Power take-off) Sect.3-5.

11 - Mount the fork (46), the locking rod (45) with the spring (47) on the housing (Fig.147-5).

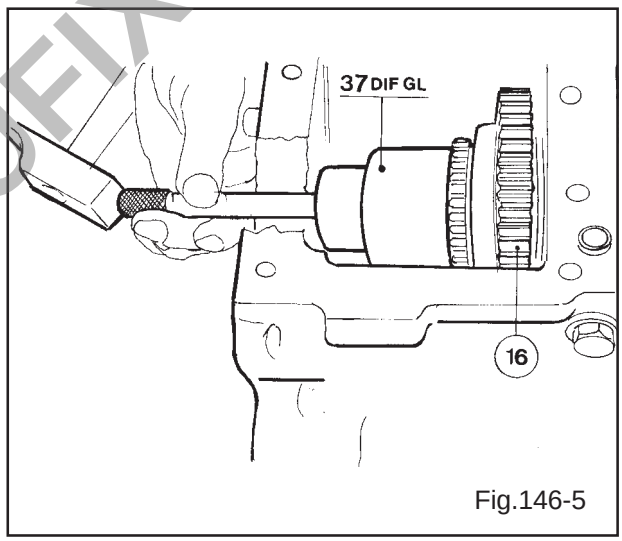


Fig.146-5

WARNING : take care when assembling the spring (47 Fig.147-5). Wear gloves to protect the hands, hold the spring firmly with the hand and quickly insert the rod (45-Fig.147-5).

12 - Adjust the screw (A) until the fork is centered in the coupling sleeve (B) when the lock is in the hold position. Also check to make sure that the sleeve coupling pins have a minimum play in relation to the surface of the crown wheel in question. After adjusting, tighten the lock-nut using Loctite 243.

13 - Finish mounting the remaining components, in-

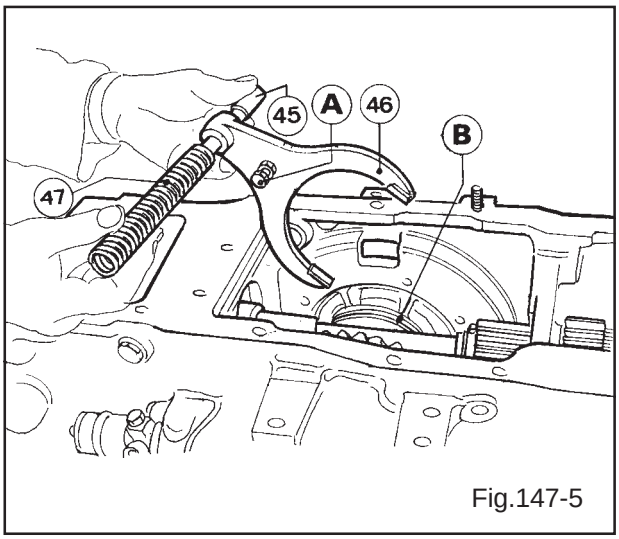


Fig.147-5

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General description

1-1 Main components

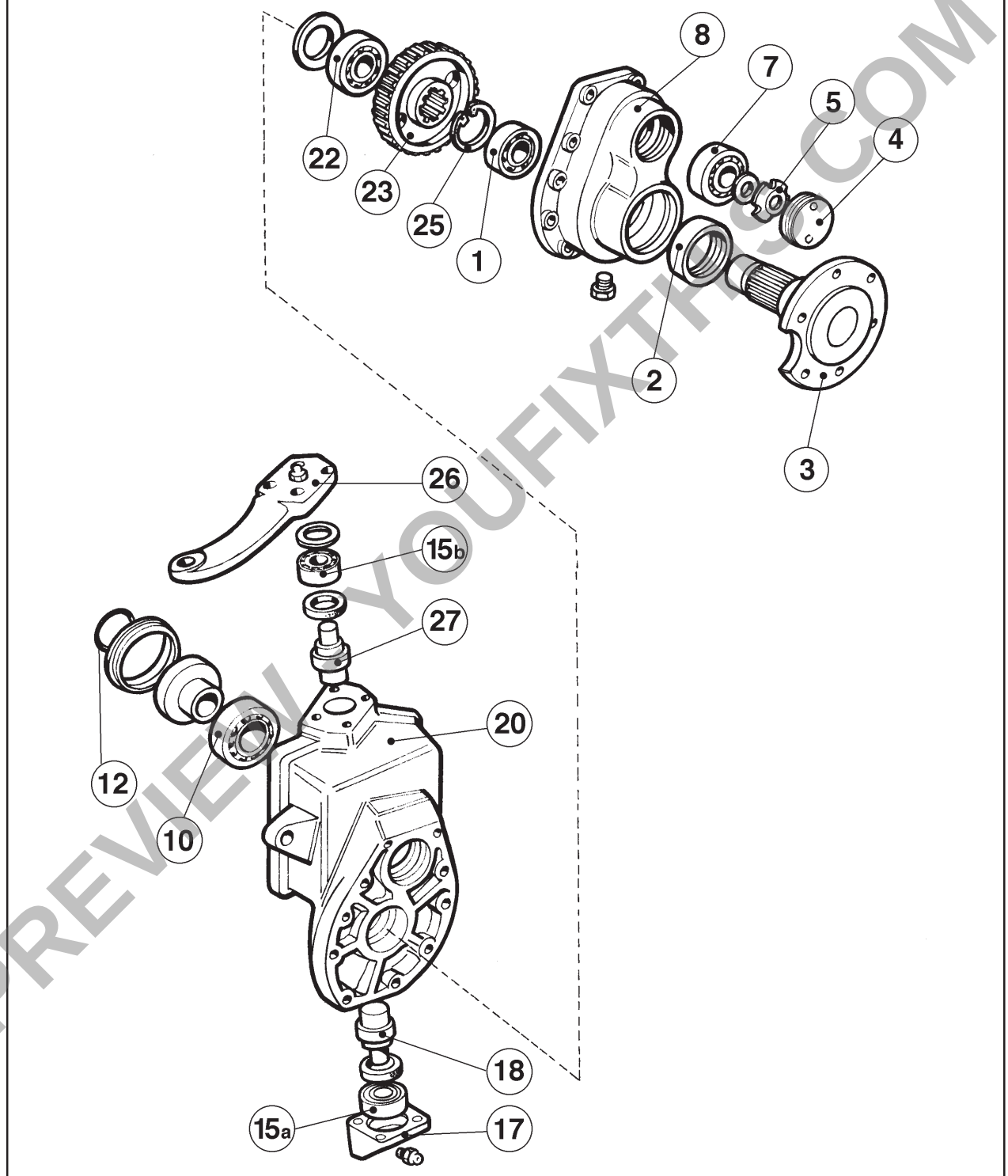


Fig.2-6

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Technical specifications

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CHAP. 6D

4WD engagement with hydraulic clutch and Spring-on

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CHAP. 8

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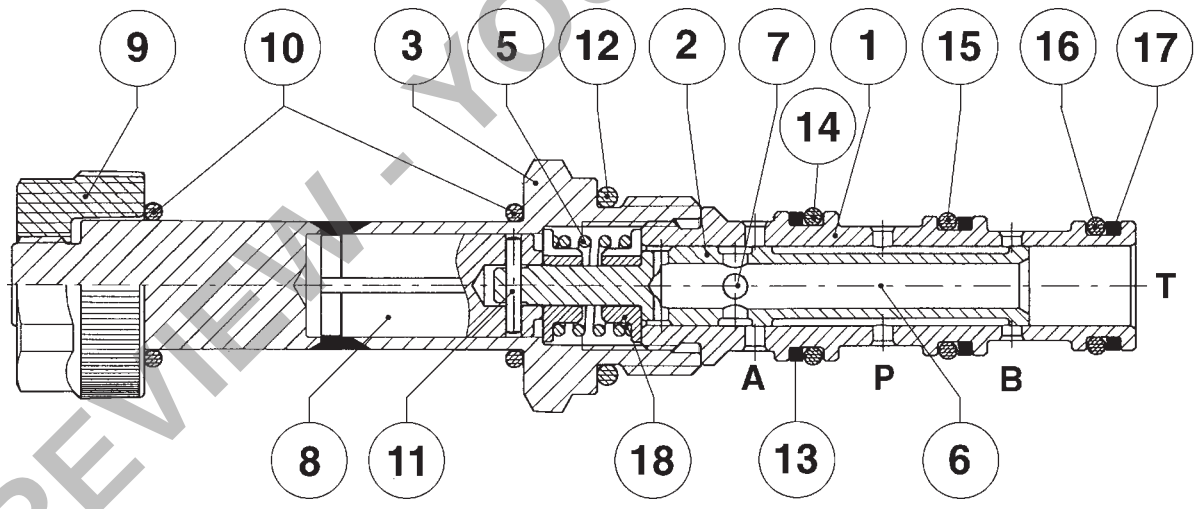
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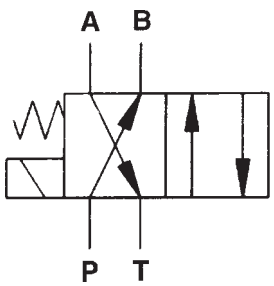
Hydraulic power pack (CX)

D1.3.e - Solenoid valve (Fig.41/42/43/44-8)

As previously mentioned, the solenoid valve opens or closes the oil flow and oil discharge towards the relative user.
This occurs by making or breaking an electric impulse transmitted to the solenoid valve to energize or de-energize it, thus opening or closing the oil duct. The solenoid valve consists of a magnet (4 Fig.42-8), a liner (1), a sliding stem (2) with relative spring (5), a mobile fastener (8), a hexagonal threaded unit (3) and a plastic check nut (9). The liner (1) has a set of cross holes divided by 3 sets of retention rings that delimit 3 distinct sections, i.e.:
P = Pressurized oil from the pump
A = User supply
B = User supply
T = Discharged oil from the user

The sliding stem (2) is equipped with a longitudinal hole and (6) with 4 cross holes (7). The stem can assume two distinct positions determined by electrical energizing or de-energizing of the magnet (4) thanks to the mobile fastener (8) to which it is fixed.
A first position of the stem (2) "with the solenoid valve energized", allows the oil supplied by the pump (P) to pass into section (A) and to supply the user, while section (B) enters into communication with freely discharging section (T).
The second position of the stem (2) "with the solenoid valve not energized", allows the oil supplied by the pump (P) to pass into section (B) and supply the user, while section (A) enters into communication with freely discharging section (T) by means of cross holes (7) and longitudinal hole (6).





1 - Liner
2 - Stem
3 - Casing
4 - Magnet
5 - Spring
6 - Discharge duct
7 - Connecting hole
8 - Fastener
9 - Nut
10 - Retention rings
11 - Connecting plug
12 - Retention rings
13 - Ring
14 - Retention rings
15 - Retention rings
16 - Retention rings
17 - Ring
18 - Spring

Fig.41-8

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Mechanical hydraulic power lift

C 1 - Drawing of the assembly

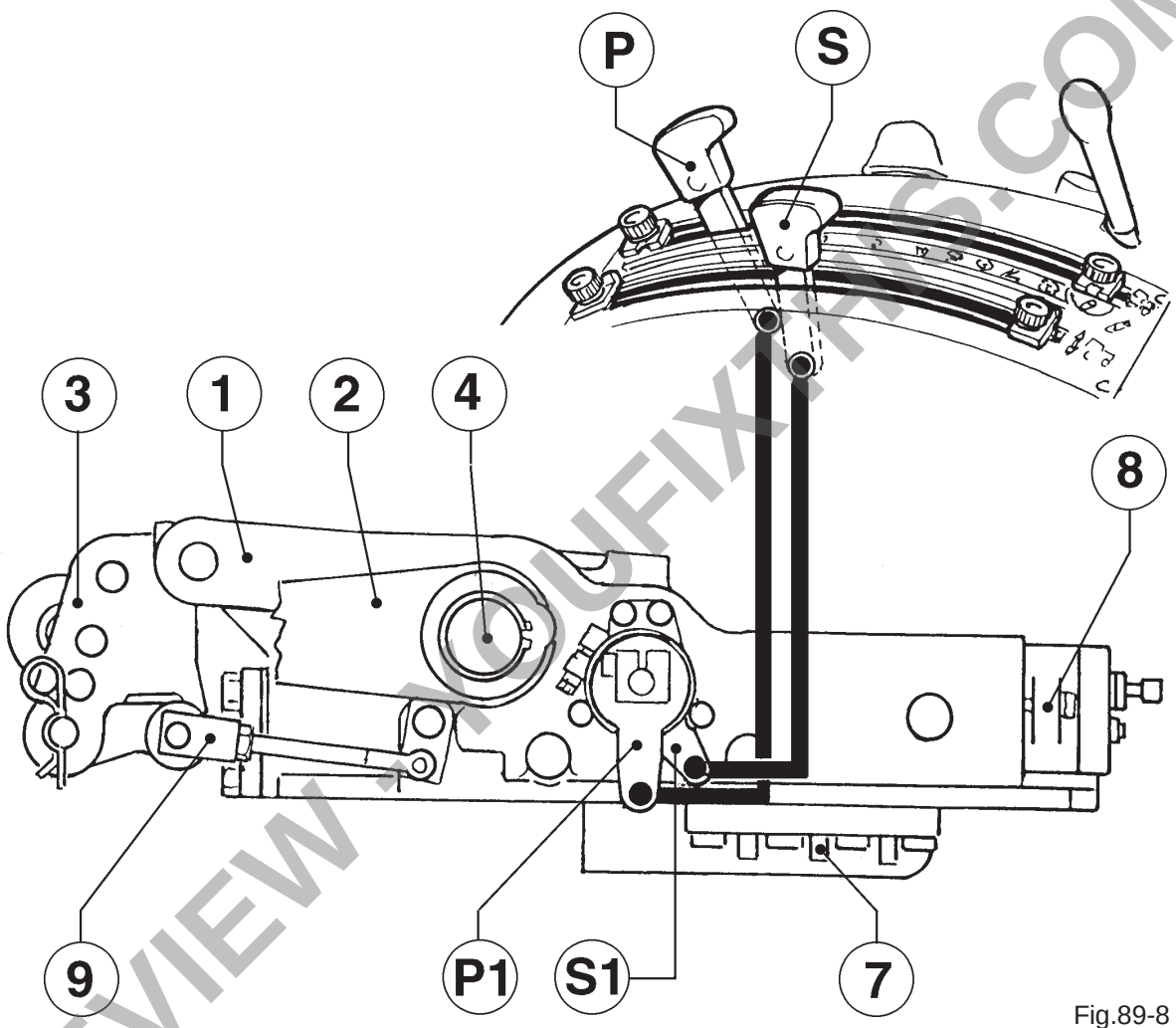


Fig.89-8

1 - Lift housing
2 - Lift link
3 - Oscillating support
4 - Link shaft
5 - Link control crank
6 - Piston
7 - Cylinder
8 - Control valve
9 - Draft control lever
10 - Group of internal levers
P - Position control lever mounted on the control sector
P1 - Position control lever mounted on the lift
S - Draft control lever mounted on the control sector
S1 - Draft control lever mounted on the lift

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Notes

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Check-control and troubleshooting

3 - SERIOUS FAULT (long pause + one blink)

Fault code	Component	Connectors and terminals		Description of the fault and reason
1-1	lifting solenoid valve	A 35	G 2	output phase for lifting not ok → defective solenoid circuit open circuit in solenoid wiring lea- → ding to terminal N° 6 of connector A
1-2	lowering solenoid valve	A 35	H 2	output phase for lowering not ok → defective solenoid circuit open circuit in solenoid wiring lea- → ding to terminal N° 35 of connector A
1-3	short-circuit	A 35		the current measured on terminal N° 35 of connector A is too high: → short-circuit between terminals N° 2 and 35 or between N° 19 and 35 of connector A (solenoid possibly short-circuited)
1-4	external buttons	A 9	I & L 5	signal from external buttons not ok or irregular button operation
1-5	external buttons	A 36	I & L 7	signal from external buttons not ok or irregular button operation
1-6	powering voltage	A 29	C 4	power supply not ok, 9.5 V (low) power supply or ground not ok

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