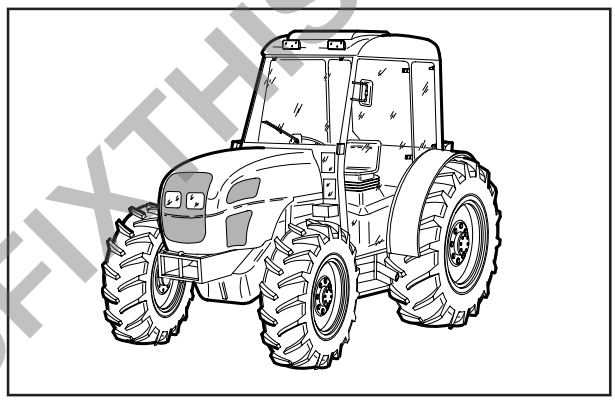
REX

60-65-70-80 V

60-70-80-90-100 GE-F-L-GT



Training manual

P/N° 3659961M2

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Landini

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Chap.12 AIR CONDITIONING SYSTEM

Chap.13 SPECIAL TOOLS

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Tractor identification and technical specifications

2-3 Engine specifications

Engine

		60V	65V
Type		Perkins 4-stroke diesel engine with direct injection	
Model		903-27	903-27T
Fuelling		Natural	Natural
Number of cylinders		3	3
Bore	mm	95	95
Stroke	mm	127	127
Swept volume	liters	2.7	2.7
Compression ratio		17.25 : 1	17.25 : 1
Power (DIN 70020)	HP/kW	54/40	64/47
ISO power rating	HP/kW	55/40,5	65/48
Max. speed under load	RPM	2300	2250
Max. speed with no load	RPM	2475	2375
Max. torque (DIN 70020)	Nm	193.1	245
Max. torque speed	RPM	1200	1400
Idling speed	RPM	750	750
Valve gear			
Type		Overhead valves controlled by tappets	
Tappet gap with engine cold			
Intake	mm	0,20	0,20
Exhaust	mm	0,45	0,45
Fuel system			
Fuel pump		AC - DELCO	
Injection pump		LUCAS rotary	
Filter on injection pump delivery		C.A.V	
Injection order		1-2-3	1-2-3
Injectors		Perkins	Perkins
Injector pressure setting	Bar	296	296
Cold starting device		Thermostarter	
Air filter		dry, with two elements removable for maintenance	

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Pre-delivery inspections and maintenance

4-3 Routine maintenance guide

ASS'Y	DESCRIPTION	100	250	500	1000 (1)	Operation number on maintenance guide
LUBRICATION	General lubrication	●				21 to 26
	Lubricate swinging support of three-point linkage	As required				8
	Grease front axle hubs, non-driving front axle					34
ENGINE	Check engine oil level	As required				4
	Change engine oil		●			27
	Change engine oil filter		●			28
	Check and adjust valve clearance			○		31
FUEL SYSTEM	Clean fuel filter bowl	As required				5
	Replace fuel filter cartridge			●		33
	Check injector settings				○	44
	Dry air filter: clean discharge valve	As required				2
	Dry air filter: clean filter cartridge	As required				3
	Drain sludge from fuel tank				●	46
COOLING SYSTEM	Check coolant level in radiator	As required				1
	Clean radiator fins	As required				17
	Flush cooling circuit				●	36
TRANSMISSION HYDRAULIC POWER LIFT	Check oil levels in gearbox, front axle differential and front and rear final drives	As required				9-10-11-12
	Change oil in gearbox (2), front axle differential and front and rear final drives				●	37-38-39-40
	Clean power lift oil filter		●			29
	Clean transmission oil radiator (if mounted)	As required				—
	Check free travel of gearshift clutch pedal and brake pedals	As required				13-14
	Check oil level in the brake circuit reservoir	As required				15
STEERING SYSTEM	Check oil level in power steering reservoir		●			30
	Clean power steering oil filter			●		32
	Change power steering oil filter				○	35
ELECTRIC SYSTEM	Check level of electrolyte in battery	As required				6
	Check alternator belt tension	As required				7
	Check efficiency of alternator and starter motor				○	42-43
CAB	Check level in window wiper fluid reservoir	As required				—
	Check and clean air filter	As required				16
	Change filter cartridge				●	41
OTHERS	Check tyre pressure	As required				19
	Check wheel nuts tightness	As required				20
	Check tightness of nuts and bolts in general	As required				—

Operations marked with ○ must be carried out by our Dealer or Area Agent:
(1) Operation to be carried out once a year.
(2) The oil in the gearbox should be replaced for the first time after 500 hours work, then every 1000.

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Sect. 7 - 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 values in Nm Z = galvanized bolt B = burnished bolt

TORQUING TOLERANCES

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

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Sect.1 - General description

1-1Drawing of assembly and components

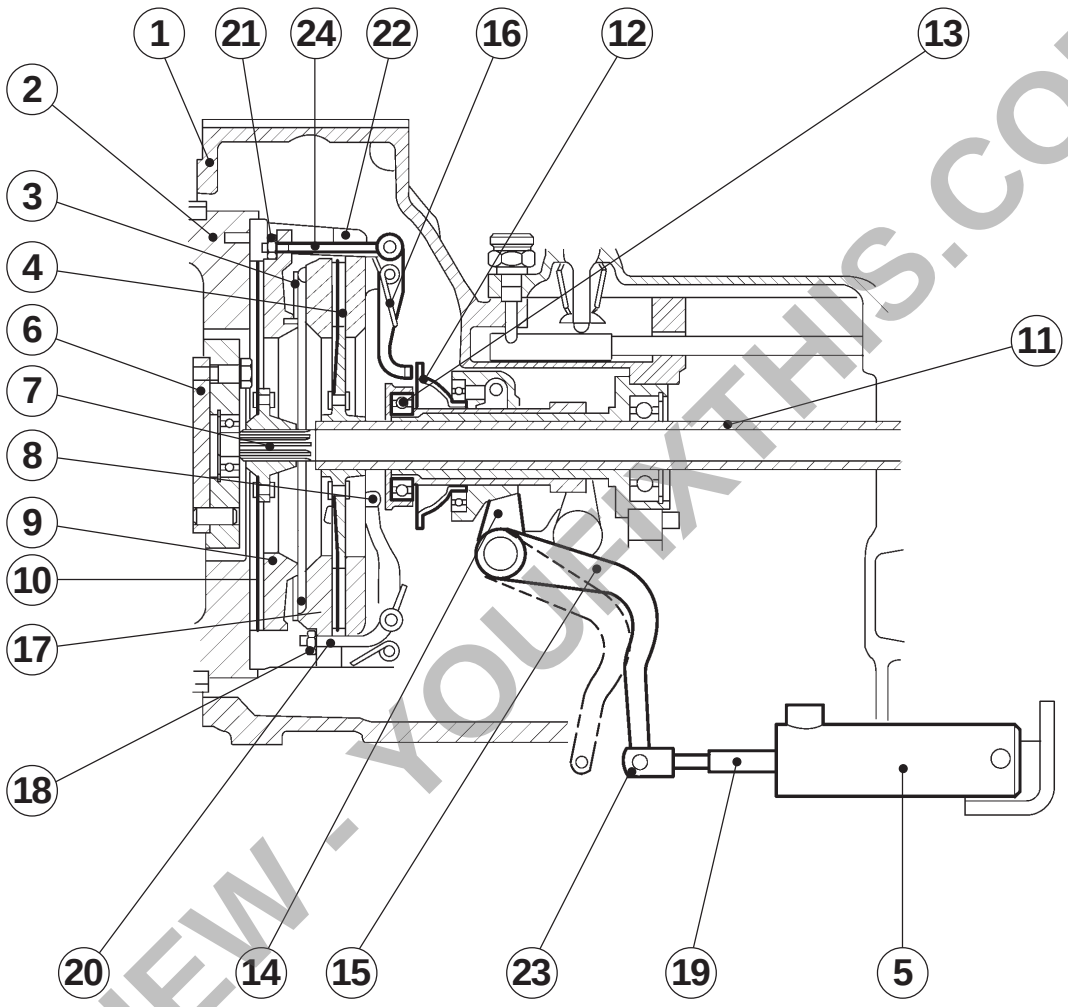


Fig.1-3

1- Axle housing
2- Flywheel
3- Belleville washer
4- Gearbox plate
5- Power clutch cylinder
6- Drive shaft
7- PTO shaft
8- Gearbox plate disengaging levers
9- PTO clutch pressure plate
10- PTO plate
11- Gearbox main shaft
12- Collar
13- Collar bearing
14- Collar lever
15- Lever
16- PTO plate disengaging lever
17- Gearbox pressure plate
18- Gearbox lever adjuster lock nut
19- Cylinder stem
20- Gearbox lever adjuster
21- PTO lever adjuster nut
22- Clutch assembly
23- Fork
24- PTO lever rod

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Sect.1 - General description

1-1 Low pressure hydraulic circuit

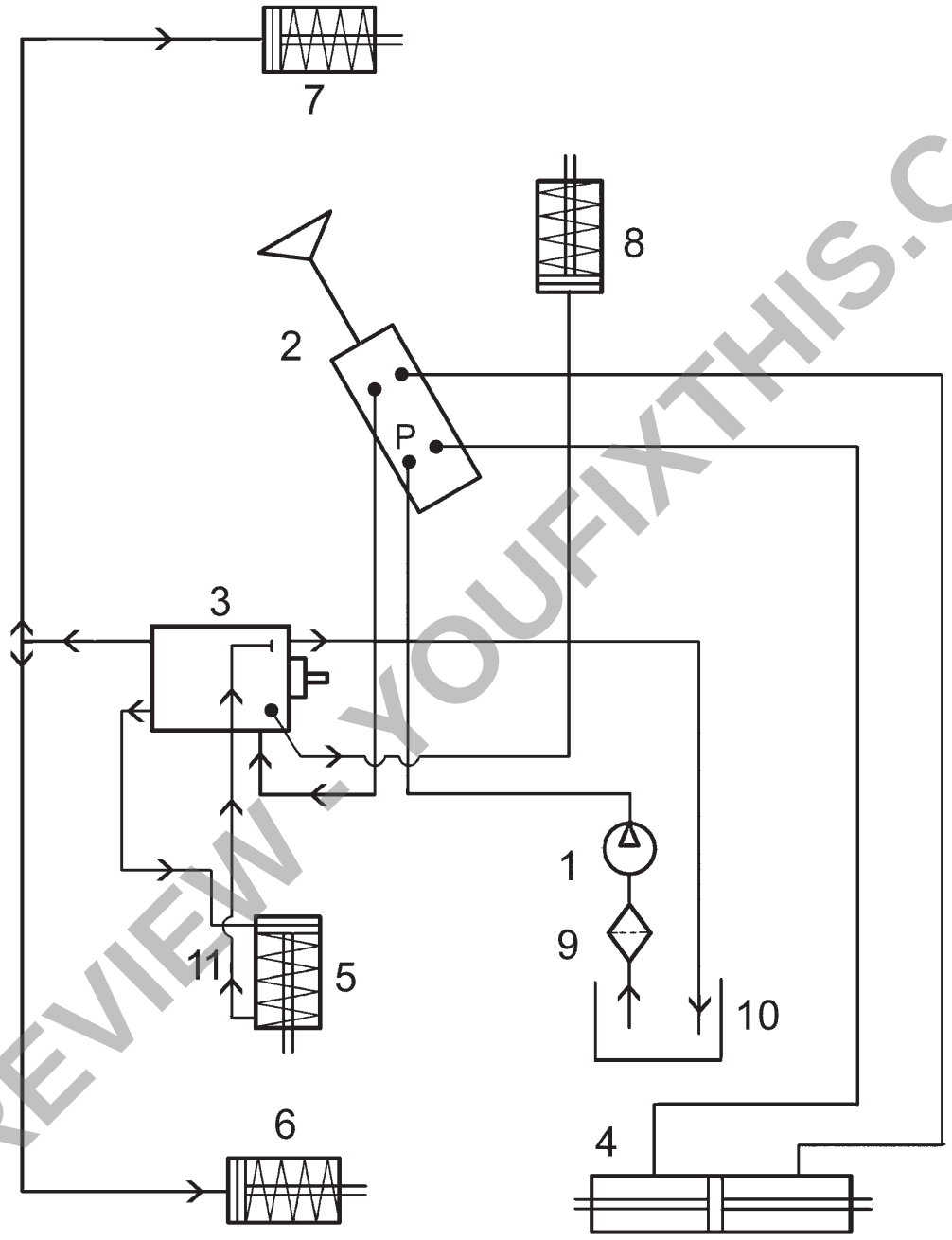


Fig.1-7

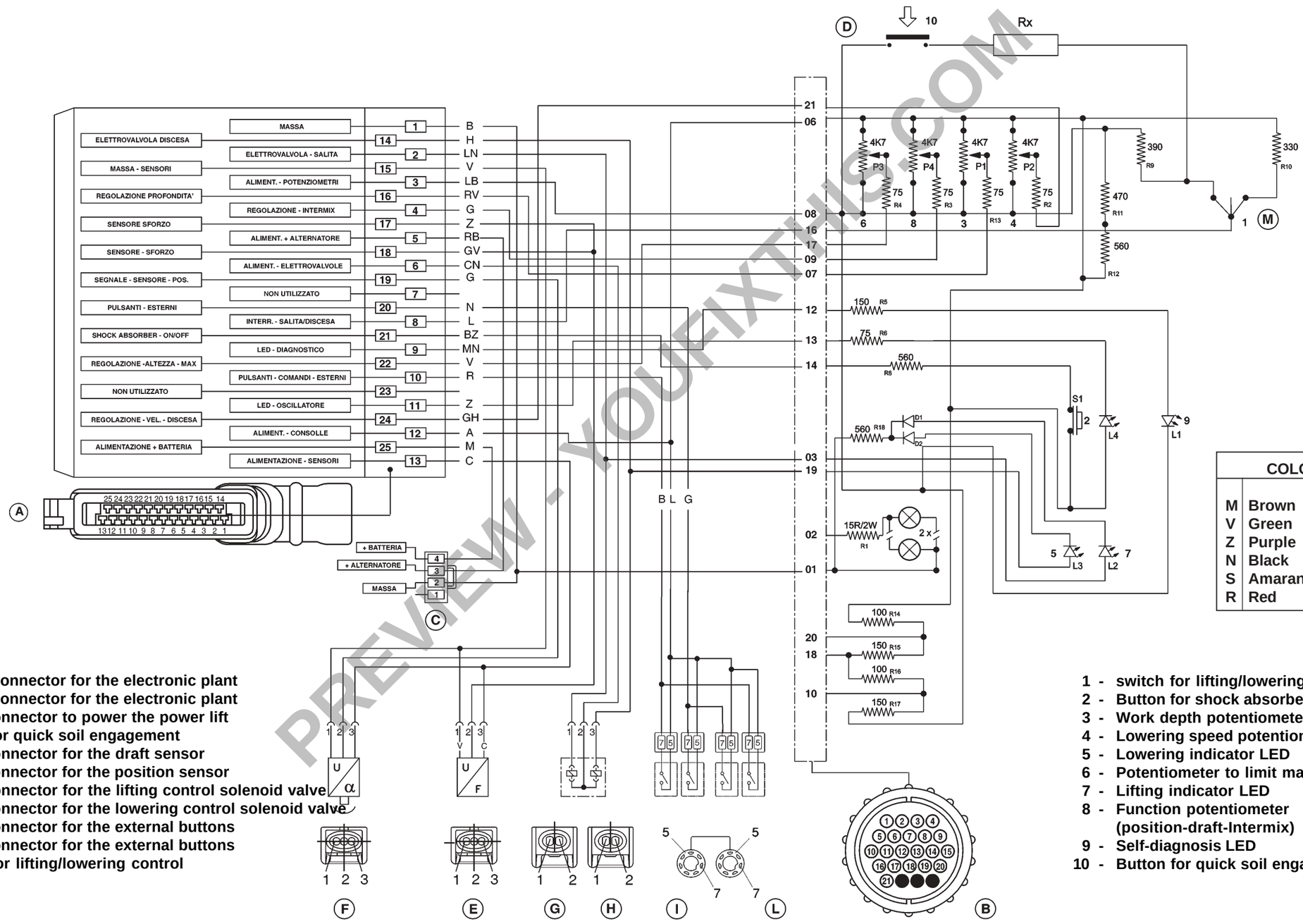
1- Pump
2- Steering ass'y timing system
3- Power clutch timing system
4- Steering cylinder
5- Power clutch cylinder
6- Front diff lock
7- Rear diff lock
8- 4WD clutch (Spring-On)
9- Filter
10- Reservoir
11- Return to discharge

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Electrical system

4-2 Electrical wiring diagram



A - 25-way connector for the electronic plant
B - 24-way connector for the electronic plant
C - 4-way connector to power the power lift
D - button for quick soil engagement
E - 3-way connector for the draft sensor
F - 3-way connector for the position sensor
G - 2-way connector for the lifting control solenoid valve
H - 2-way connector for the lowering control solenoid valve
I - 2-way connector for the external buttons
L - 2-way connector for the external buttons
M - switch for lifting/lowering control

1 - switch for lifting/lowering control (M)
2 - Button for shock absorber engagement
3 - Work depth potentiometer
4 - Lowering speed potentiometer
5 - Lowering indicator LED
6 - Potentiometer to limit max. height
7 - Lifting indicator LED
8 - Function potentiometer (position-draft-Intermix)
9 - Self-diagnosis LED
10 - Button for quick soil engagement (D)

Fig.10 -10

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Check-control and troubleshooting

6-3 Fault code table

This section contains the tables that allow the operator to identify any faults of an electrical/electronic nature that may occur in the circuit of the electronic power lift. There are three tables since the check-control system installed includes three fault categories identified as described on page:
1- slight fault
2- fault of medium severity
3- severe fault

These tables include:
- the codes issued by the check-control leds
- the electrical/electronic components involved in the fault
- the connectors and the respective terminals required to check the fault using a tester
- a brief description of the fault and the probable reasons that caused it

1 - SLIGHT FAULT (long pause + three flashes)

Fault code	Component	Connectors and terminals		Description of fault and reason
-3-1	draft sensor	A 17 18	E 2	signal meaning return sensor not OK → circuit open or sensor not connected → possible short-circuit or discharge towards ground → possible overload of terminal 2 of the draft sensor
-3-4	lowering speed potentiometer	A 24	B 21	signal from lowering speed potentiometer not OK → circuit open or potentiometer not connected
-3-6	intermix potentiometer	A 4	B 9	signal from intermix potentiometer not OK → circuit open or potentiometer not connected

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Inspections, adjustments and troubleshooting

3-4 Troubleshooting

FAULTS	PROBABLE CAUSES	REMEDIES
The power lift fails to lift when empty	- Servovalve (10 Fig.9-9) locked in the open position	- Check to make sure that the valve slides smoothly and check it for tightness
	- The pump fails to deliver oil because it is not primed	- Prime by filling the pump and suction pipe with transmission oil
The power lift fails to lift the implement or is slow to lift it	- Clogged filter on the intake	- Demount and clean the filter
	- Inefficient pump	- Replace the pump
	- Imperfect servovalve tightness (10 Fig.9-9)	- Check tightness
	- Calibration (5) or safety valve (12 Fig.9-9) with a low setting	- Check and calibrate the two valves
	- Lower retention ring of valve gear housing faulty	- Replace the ring
	- Leaking discharge valve (1 Fig.9-9)	- Check and overhaul the discharge valve
	- Faulty switch retention rings	- Replace the rings
	- Implement too heavy	- Change the implement or move the hitch nearer
The power lift fails to keep the implement in the raised position	- Defective seal of the non-return ball (11 Fig.9-9)	- Conduct hydraulic bench tests on the valve system to locate the leaks
	- Leaking discharge valve (1 Fig.9-9)	- Check and if necessary replace the discharge valve
	- Leaking safety valve (12 Fig.9-9)	- Check and overhaul the safety valve
	- Upper retention ring of valve gear housing faulty	- Replace the ring
	- Faulty switch retention ring	- Replace the ring
	- Faulty seals on lifting cylinder piston	- Replace the ring
	- Aluminium plugs that shut the machined holes on the cylinder and power lift cover	- Replace the plugs

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903.27 engine timing

3-2 How to find the compression TDC of cylinder N°1 (Fig.9-2)

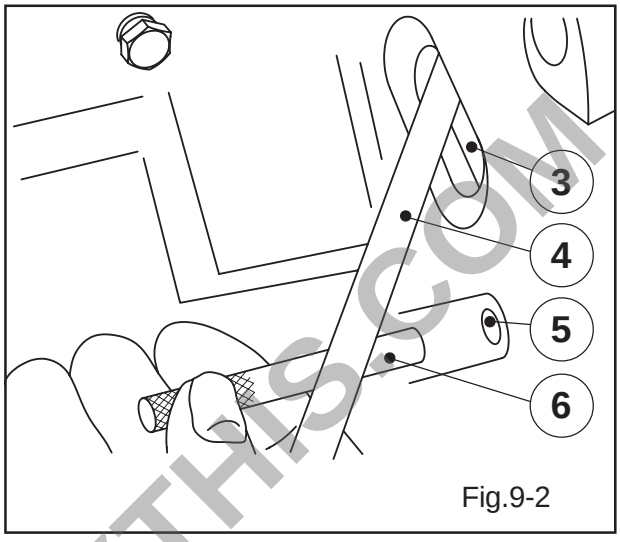


Fig.9-2

1 - Remove the tappet cover.

2 - Turn the drive shaft clockwise (viewed from the front part) until the intake valve (the first valve) has just closed. There is a groove (**3**) on the left-hand side of the rear plate (viewed from the rear), allowing access to the starter ring gear. A lever (**4**) can be used to turn the flywheel towards the groove.

3 - Fit the drive shaft locking plug (**6**) - Perkins **PD241** tool - into hole (**5**) under the groove in the rear plate.
Continue to slowly turn the drive shaft clockwise until the plug fits into the hole in the flywheel. The engine is now set to **TDC** of cylinder number **1** on the compression stroke.

4 - Remove the plug from the flywheel and from the rear plate.

5 - Mount the tappet cover.

3-3 Checking the camshaft timing

1 - Check the valve play and adjust if necessary.

2 - Preset cylinder number **1** to the **TDC** of the compression stroke.

3 - Mark the drive shaft pulley.
Place a suitable indicator on the valve gear housing in order to align it with the mark on the pulley.

4 - Turn the drive shaft clockwise from the front part until the exhaust valve of cylinder number **3** has completely opened.

5 - Set a **0.631** mm valve play for the intake valve of cylinder number **1**.

6 - Turn the drive shaft clockwise (viewed from the front part) until the rod of the intake valve tappets of cylinder number **1** begins to close. In this position, make sure that the mark on the pulley is within **2.5°** of the indicator. **2.5°** equals **3.5 mm** of the circumference of the standard pulley, whose diameter is **163.2 mm**.

7 - If timing is more than **2.5°** out of range, the gears of the timing system are probably not meshed in the correct way.

Note: A gear tooth of the camshaft equals **20.5 mm** on the circumference of a pulley whose diameter is **163.2 mm**.

8 - Turn the drive shaft clockwise (viewed from the front part) until the intake valve of the rear cylinder has completely opened.
The cylinder **1** intake valve play should be **0.20** mm.

9 - Mount the tappet cover.

10 - Remove the temporary indicator from the valve gear housing and the timing mark from the pulley.

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CHAP.1

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Conversion tables

From gallons (U.S.) to liters					
U.S. gal.	0	1	2	3	4
	liters	liters	liters	liters	liters
-		3.7854	7.5709	11.3563	15.1417
10	37.8543	41.6397	45.4251	49.2105	52.9960
20	75.7085	79.4940	83.2794	87.0648	90.8502
30	113.5528	117.3482	121.1337	124.9191	128.7045
40	151.4171	155.2025	158.9879	162.7734	166.5588
50	189.2713	1930568	196.8422	200.6276	204.4131
60	227.1256	230.9110	234.6965	238.4819	242.2673
70	264.9799	268.7653	272.5507	276.3362	280.1216
80	302.8342	306.6196	310.4050	314.1904	317.9759
90	340.6884	344.4738	348.2593	352.0447	355.8301
100	378.5427	382.3281	386.1135	389.8990	393.6844
U.S. gal.	5	6	7	8	9
	liters	liters	liters	liters	liters
-	18.9271	22.7126	26.4980	302834	34.0638
10	56.7814	60.5668	64.3523	68.1377	71.9231
20	94.6357	98.4211	102.2065	105.9920	109.7774
30	132.4899	136.2754	140.0608	143.8462	147.6316
40	170.3442	174.1296	177.9151	181.7005	185.4859
50	208.1985	211.9839	215.7693	219.5548	223.3402
60	246.0527	2498382	253.6236	257.4090	261.1945
70	283.9070	287.6924	291.4779	295.2633	299.0487
80	321.7613	325.5467	329.3321	333.1176	336.9030
90	359.6156	363.4010	367.1864	370.9718	374.7573
100	397.4698	401.2553	405.0407	408.8261	412.6115

From liters to gallons (U.S.)					
Liters	0	1	2	3	4
	gal.	gal.	gal.	gal.	gal.
-		0.2642	0.5283	0.7925	1.0567
10	2.6417	2.9059	3.1701	3.4342	3.6984
20	5.2834	5.5476	5.8118	6.0759	6.3401
30	7.9251	8.1893	8.4535	8.7176	8.9818
40	10.5668	10.8310	11.0952	11.3594	11.6235
50	13.2086	13.4727	13.7369	14.0011	14.2652
60	15.8503	16.1144	16.3786	16.6428	16.9069
70	18.4920	18.7561	19.0203	19.2845	19.5487
80	21.1337	21.3979	21.6620	21.9262	22.1904
90	23.7754	24.0396	24.3037	24.5679	24.8321
100	26.4171	26.6813	26.9454	27.2096	27.4738
Liters	5	6	7	8	9
	gal.	gal.	gal.	gal.	gal.
-	1.3209	1.5850	1.8492	2.1134	2.3775
10	3.9626	4.2267	4.4909	4.7551	5.0192
20	6.6043	6.8684	7.1326	7.3968	7.6610
30	9.2460	9.5102	9.7743	10.0385	10.3027
40	11.8877	12.1519	12.4160	12.6802	129444
50	14.5294	14.7936	15.0577	15.3219	15.5861
60	17.1711	17.4353	17.6995	17.9636	18.2278
70	19.8128	20.0770	20.3412	20.6053	20.8695
80	22.4545	22.7187	22.9829	23.2470	23.5112
90	25.0962	25.3604	25.6246	25.8888	26.1529
100	27.7380	28.0021	28.2663	28.5305	28.7946

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1004-40 / 42 / 1004-40T engine timing

Warning: Do not unscrew the nut (**5**) from the injection pump. Fig.18-2 shows the position of the nut (**5**) when the injection pump is mounted on the engine. The hub of the injection pump is mounted on the shaft in the factory to ensure that the injection pump is in the correct position for timing. If the nut is removed and the hub shifts, it must be accurately fixed back on the pump using a special tool before the pump can be fitted back on the engine.
The injection pump gear is fixed to the pump hub with four fixing bolts. These bolts pass through the slits in the gear and allow the play to be eliminated.

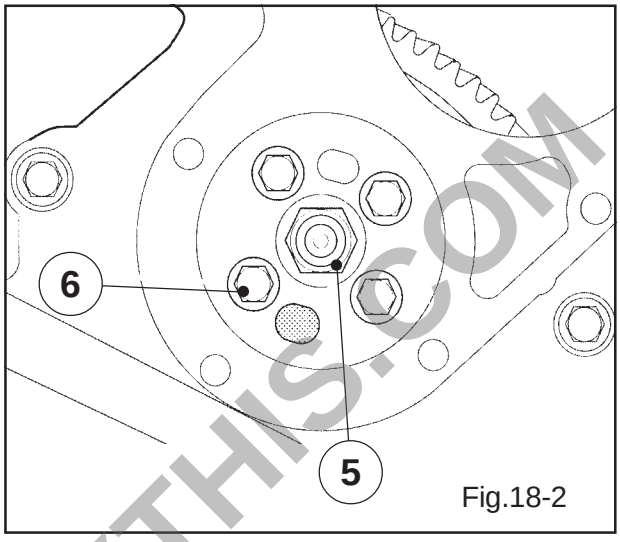


Fig.18-2

Note: In recent engines equipped with belt type coolant pumps, four anti-tamper bolts are used to fix the gear of the injection pump. Special tools are required to unscrew these bolts. Consult your nearest Perkins dealer.
Just unscrew the four bolts (**6**) that fix the pump gear to the hub in order to demount the injection pump from the engine.

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Main components

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General description

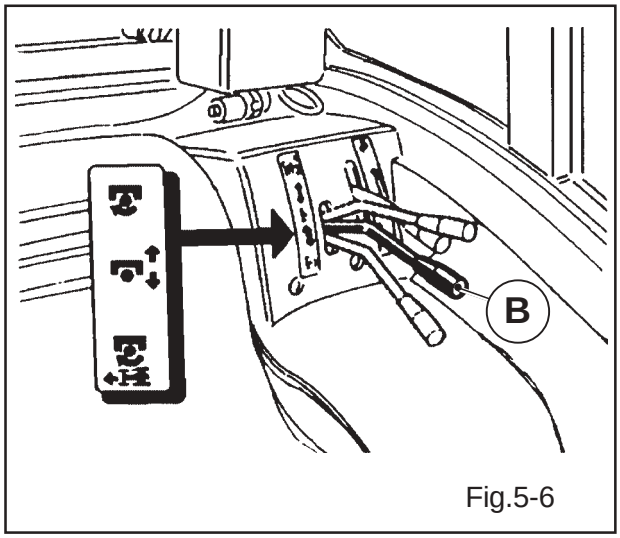


Fig.5-6

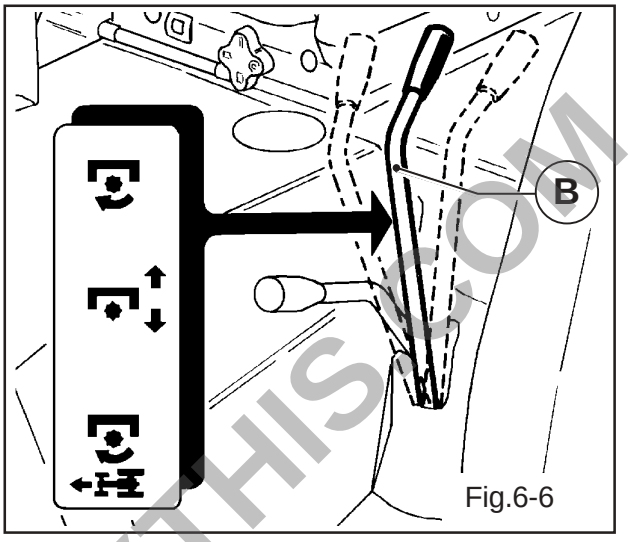


Fig.6-6

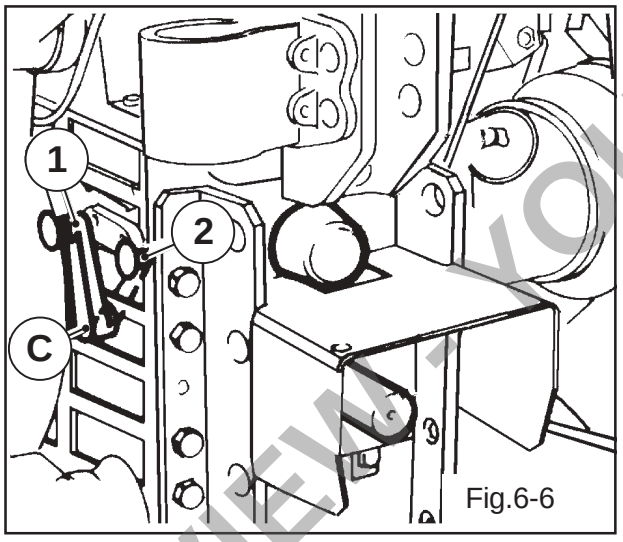


Fig.6-6

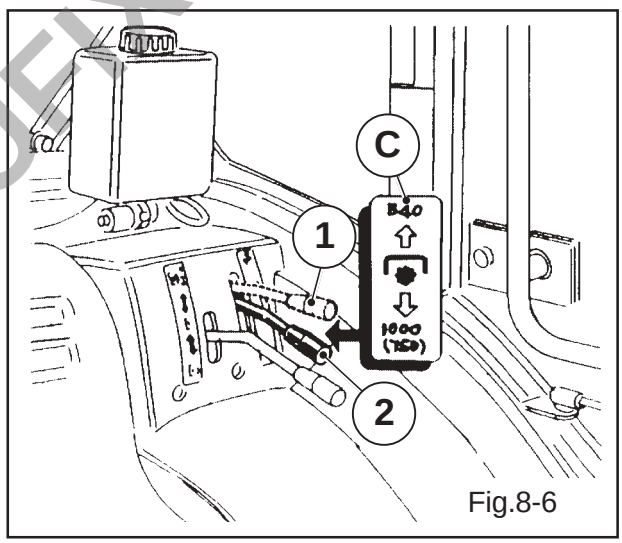


Fig.8-6

1-4 Types of control

PTO engaging lever :

a - Vineyard tractor with cab (Fig.5-6)
b - Orchard and Vineyard tractors with safety frames (Fig.6-6)

Speed selector lever :

a - Vineyard tractor with safety frame (Fig.7-6)
b - Vineyard tractor with cab (Fig.8-6)
c - Orchard tractor with frame and cab (Fig.9-6)

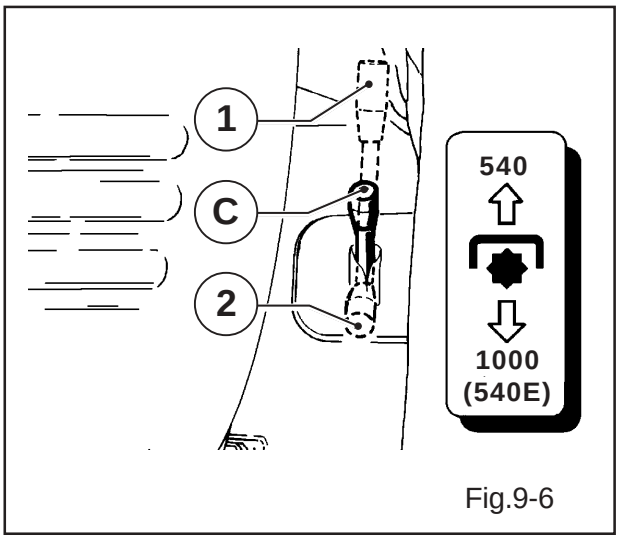


Fig.9-6

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Power clutch control valve

C4 - Adjustments and inspections

The power clutch assembly has to be checked and adjusted as follows:

4.1 Setting the 30-bar control valve spring
4.2 Checking and adjusting the PTO progressive engagement
4.3 Setting the 18-bar control valve
4.4 Checking the 4WD disengagement pressure

C4.1 - Setting the 30-bar control valve spring

a) Replace the plug (G) with the tool **122 IDR GL** and connect the pressure gauge (Fig.30-7).

b) Start the tractor and bring the engine to **900/1000 RPM** with the oil at a temperature of **30-40°C**.

c) The set pressure of the PTO clutch disengagement valve spring (2) must be **30 ± 2 bar**.

d) Add or remove shims (27 Fig.30/31-7) to change the setting; each **1mm** of shims change the set pressure of about **2 bar**.

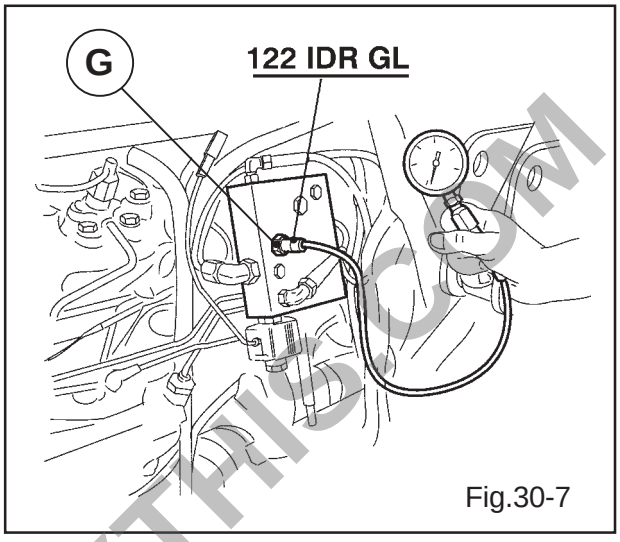


Fig.30-7

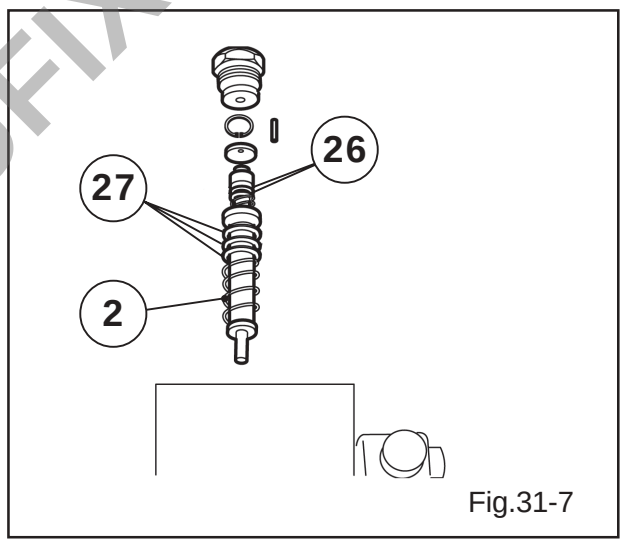


Fig.31-7

C4.2 - Checking and adjusting the PTO progressive engagement

a) Replace the plug (G) with the tool **122 IDR GL** and connect the pressure gauge (Fig.30-7).

b) Start the tractor and bring the engine to **900/1000 RPM** with the oil at a temperature of **30-40°C**.

c) Gently depress the lever (Q) and check on the gauge the oil pressure in the very first moment when the lever is moved. The pressure should quickly fall to about **17 bar**.
While the lever is displaced still further, the pressure must gradually drop until about **9 bar**. When this pressure value is reached, and displacing the lever still further, the oil pressure must quickly reach **0 bar** (Fig.33-7).

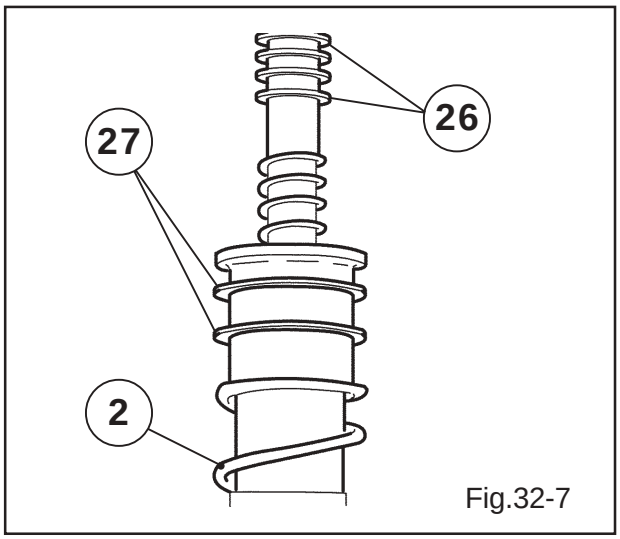


Fig.32-7

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Auxiliary control valves

C2-1 FLOW DIVIDER (REX VINEYARD TRACTORS)

This consists of a casing (E) that delimits the initial part of the auxiliary control valves into which oil flows directly from the pump. This plate can be supplied with or without the flow divider. In this latter version, the plate will be equipped with the calibration valve alone.

The oil thus flows into the inlet duct (P) where it comes into immediate contact with the calibration valve (1) which determines the maximum pressure limit for the operating outlets (A or B) of the control valves. Once the maximum pressure of **180 bar** has been reached, valve (2) opens, shifting towards the right and overcoming the force opposed by the spring (3), thus allowing the excess oil to freely drain into the duct (T). The calibration valve (1) has an adjuster screw and relative check nut to regulate the setting directly from the outside. When the flow adjuster knob (9) keeps the stem (6) fully shifted to the left, the oil flowing from the pump through duct (H) cannot access the chamber (I) which communicates with the first control valve through hole (P1).

The oil therefore passes through the holes (F) and enters chamber (G), shifting the plunger (5) towards the right and opening the way through to duct (Pc) which supplies the other control valves and the hydraulic power lift. When the adjuster knob (9) is turned, shifting the stem (6) towards the right, it opens the route between duct (H) and the chamber (I).

These conditions create a pressure in the chamber (I) which helps the spring (7) to overcome the pressure of the chamber (G), causing the plunger (5) to move and allowing the oil to supply hole (P1), thus delivering an oil flow proportional to the position the stem (6) is made to take by the knob (9). Maximum knob (9) rotation is one turn with a **1.5 mm** axial movement of the stem (6).

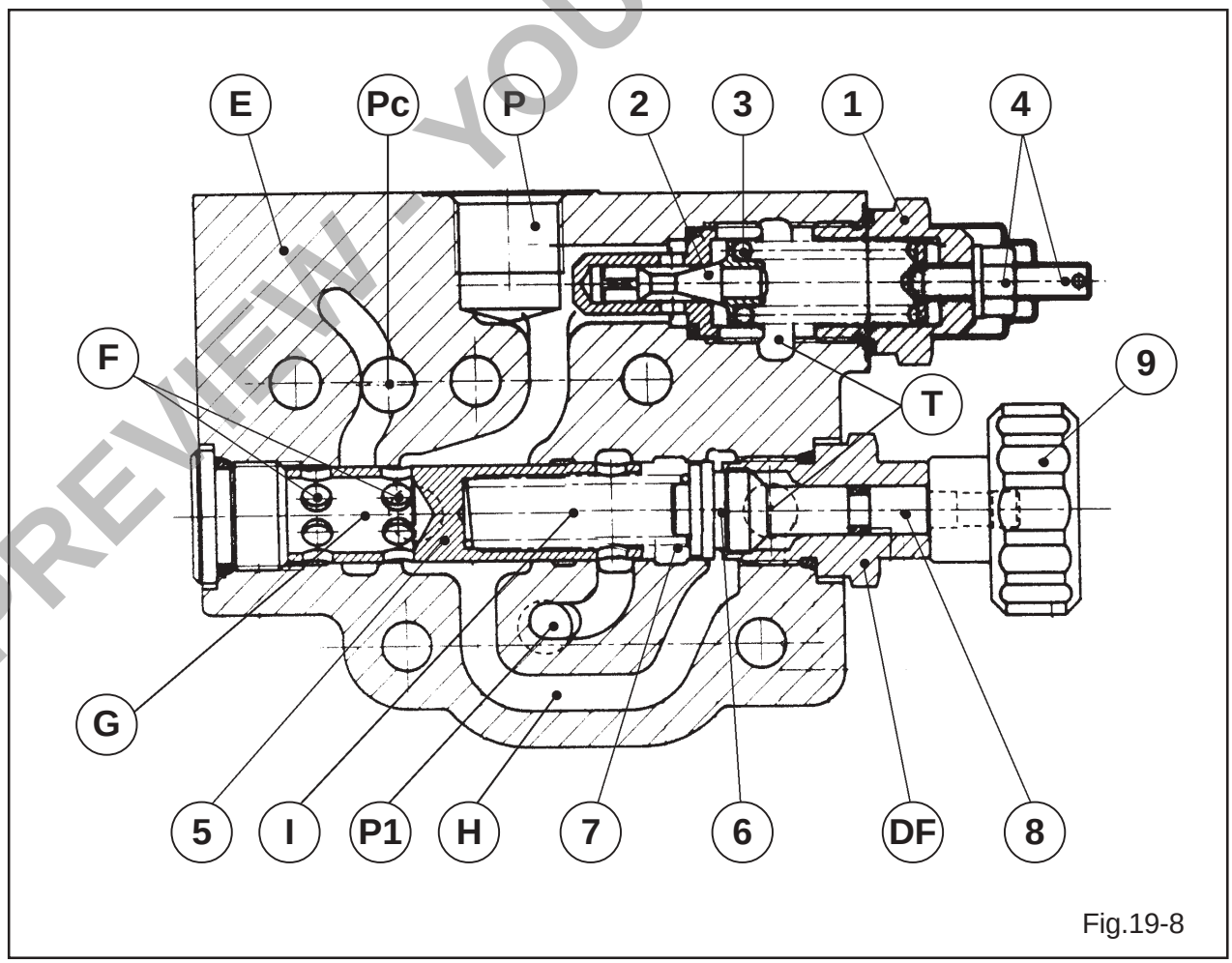
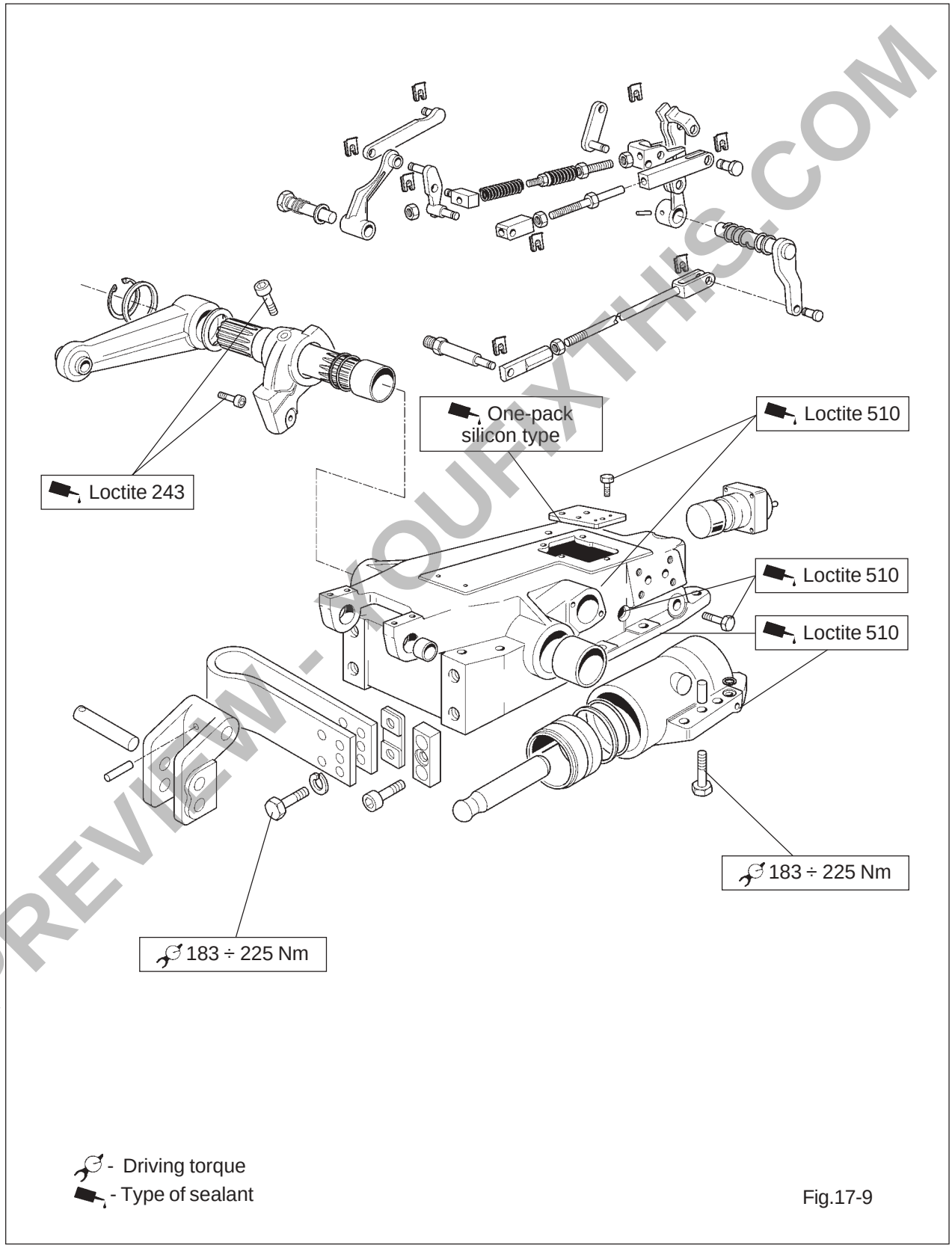


Fig.19-8

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Technical specifications

2-2 Driving torques and sealants



- Driving torque
- Type of sealant

Fig.17-9

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Functionality tests

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Wiring

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E - Battery-starter motor line (positive)

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B1-Rex Orchard cab (Europe version)

B1.1-1 Main technical specifications

Battery

Manufacturer	Mx - Scx - Fx
Type	“Maintenance-free”
Voltage	12 V (negative ground)
Starting surge when cold at -18°C in 30 sec.	450 A
Capacity for 20 hours	100 Ah

Alternator

Manufacturer	Ix
Type	Threephase
Voltage	14 V
Current	65 A

Starter motor

Manufacturer	Ix
Type	Solenoidal
Maximum power	2.8 kW
Type of engagement	Automatic pinion engagement by electromagnet

Solenoid valves

Manufacturer	Cx
Type	On/Off
Voltage	12 V
Resistance at 20°C	6,85 Ω ±5%

Sensors

Manufacturer	Jx/Stx
Type	inductive

Instrument

Manufacturer	Jx/Mtx

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C2-Rex Vineyard footstep (Europe version)

A - FRONT FUSE BOX (FIG.108-11)

The front fuses are installed on the engine's front wiring line and are connected to the battery-starter motor line by means of connector (E1 Fig.109-11).
The front fuses have the following functions and ampere ratings:

FUSE	CIRCUITS PROTECTED	Amp.
_FS1	Alternator primary circuit	60
_FS2	Electrical system primary circuit	60

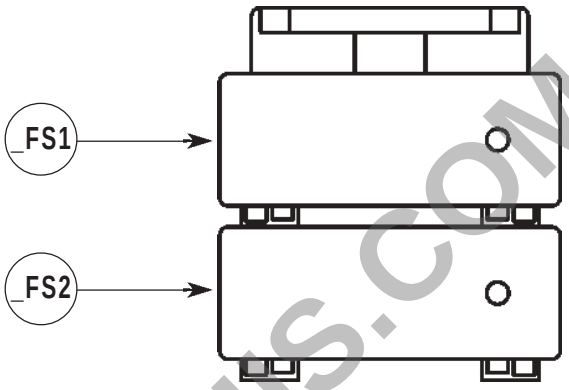


Fig.108-11

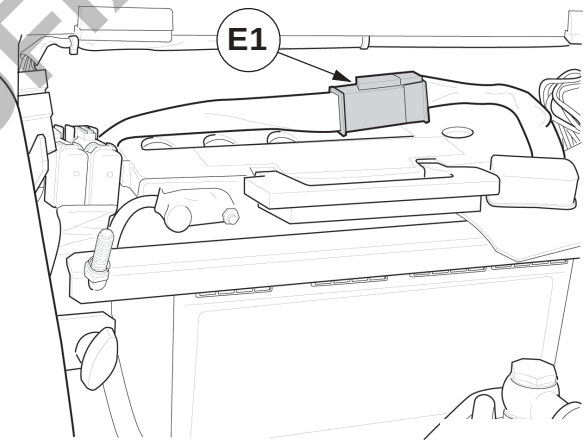


Fig.109-11

FUNCTION OF THE RELAYS (FIG.110-11)

RELAY	
_KA4	Ignition relay
_KA5	Rear PTO switch relay
_KA6	Diff lock relay

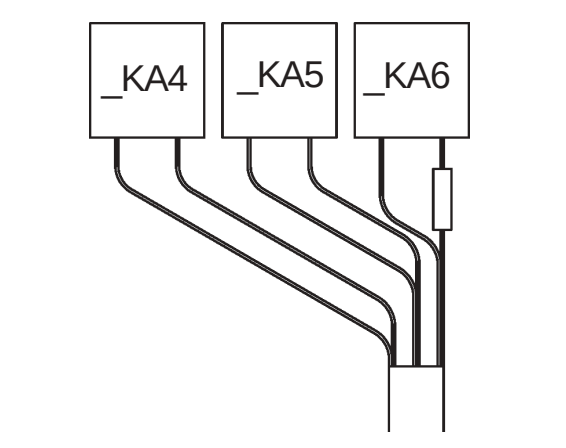


Fig.110-11

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PART 3

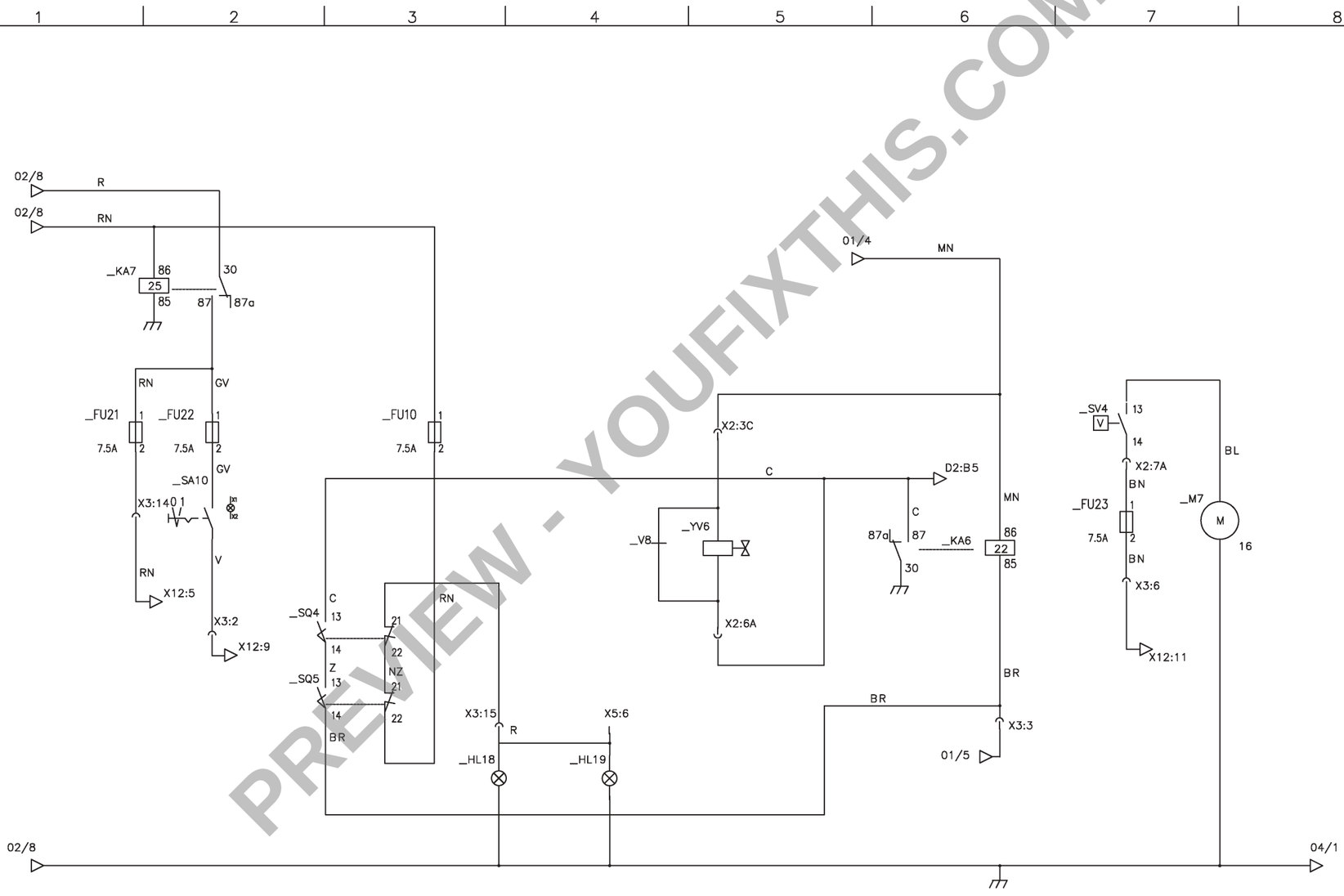


Fig.152-11

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General description

Two changes in physical state will have been observed during the experiment, by solely administering heat and keeping the pressure at a constant value.

- from solid (iced) to liquid -> **melting**
- from liquid to steam -> **evaporation**

You will have also noted that heat applied when there is one single phase (solid, liquid, steam) is shown by a temperature increase in the examined substance (water):

- from – 10°C to 0°C, the the solid state (ice)
- from 0°C to 100°C, for the liquid state
- over 100°C, for steam (water in a gaseous state).

The heat applied within these intervals and that determines the temperature variation, is called **sensitive heat**.

On the other hand, you will have noted that during changes in physical state - melting and evaporation - the heat applied caused no variations to the temperature, which remained the same:

- at 0°C during the melting phase
- at 100°C during the evaporation phase.

The heat exchanged during these intervals is known as **latent heat** – of melting and evaporation –, i.e. hidden, since there is no temperature variation.

Steam in the presence of liquid and at evaporation temperature is called saturated steam.

Steam that is no longer in the presence of liquid and with a higher temperature than that of evaporation is called **overheated steam**.

If the above described experiment is repeated beginning with overheated steam and subtracting heat, one obtains in succession: saturated steam at 100°C, liquid at 100°C, liquid at 0°C, solid (ice) at 0°C, solid at a temperature of less than 0°C (e.g. – 10°C).

The transformation of saturated steam into liquid water is called **condensation** and the quantity of heat subtracted is called **latent heat of condensation**

Changes in physical state are schematized and summarized in Fig.8-12 while a diagram of the relative quantities of exchanged heat is given in Fig.9-12.

If the described experiment is conducted using a constant source of heat and all the heat issued by this source is transferred to the substance in question, the quantity of heat exchanged will be proportional to the time elapsed. You will also note (Fig. 7-12) that the quantity of heat absorbed by the substance itself as the physical state changes from liquid to saturated steam (latent heat) is much more than that absorbed during the heating phase from 0°C to 100°C (sensitive heat).

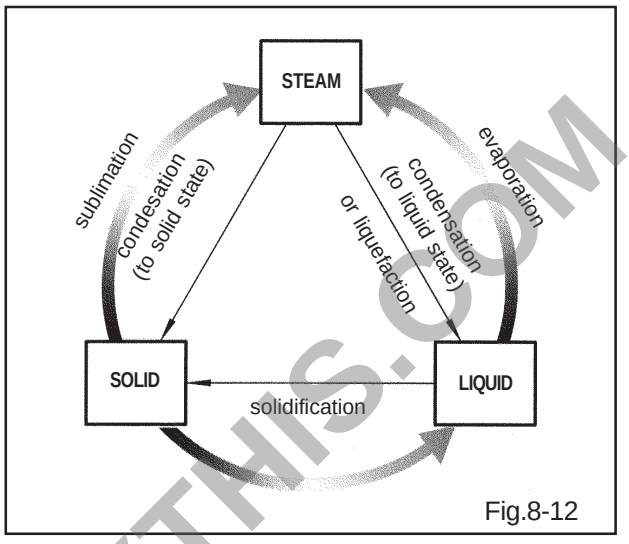


Fig.8-12

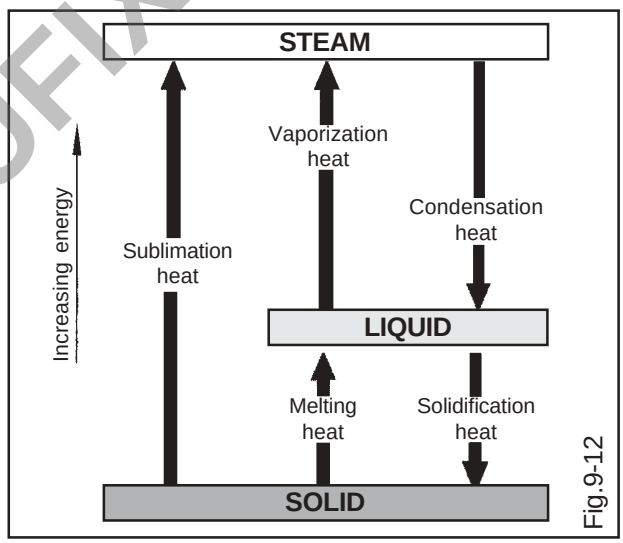


Fig.9-12

In this particular case, 1 Kg of water: approx 100 kcal (418.6 kj) are required to heat it from 0°C to 100°C while 540 kcal (2260 kj) are required to evaporate it.

Similar considerations can be made proceeding in reverse, i.e. when heat is subtracted.

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