SERVICE MANUAL

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Boomer™ 45
Boomer™ 50
Boomer™ 55
Tier 4B (final)
Compact Tractor

Boomer™ 45 Cab - From PIN LSM0B45Cxx0010001 to LSM0B45CAH0010031
Boomer™ 45 ROPS - From PIN LSM0B45Rxx0010001 to LSM0B45RJH0010062
Boomer™ 50 Cab - From PIN LSM0B50Cxx0010001 to LSM0B50CEH0010080
Boomer™ 50 ROPS - From PIN LSM0B50Rxx0010001 to LSM0B50REH0010097
Boomer™ 55 Cab - From PIN LSM0B55Cxx0010001 to LSM0B55CCH0010090
Boomer™ 55 ROPS - From PIN LSM0B55Rxx0010001 to LSM0B55RCH0010120

Part number 48144020
1st edition English
June 2017

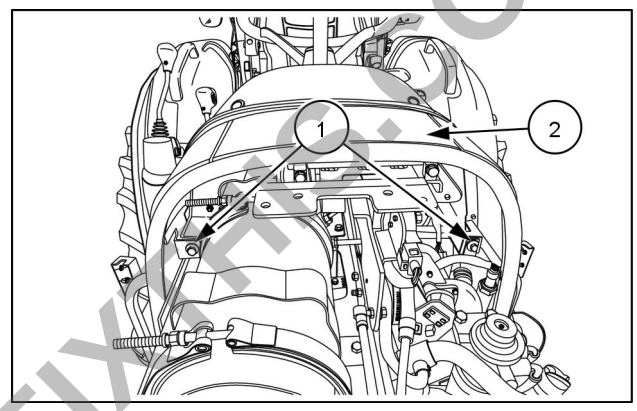
NEW HOLLAND AGRICULTURE

Engine - Remove

Prior operation:
Drain fluid **Hydrostatic transmission - Change fluid (29.202)**
Prior operation:
Drain fluid **Mechanical transmission - Change fluid (21.114)**
Prior operation:
Hood - Remove (90.100)
Prior operation:
Radiator - Remove (10.400)

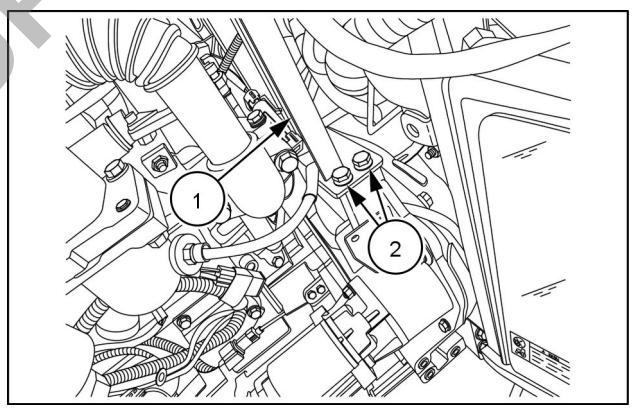
NOTE: *Note the placement of cable ties for reassembly.*

1. Remove the two M8 flange bolts **(1)** securing the rear cowling.
2. Remove the rear cowling **(2)**.

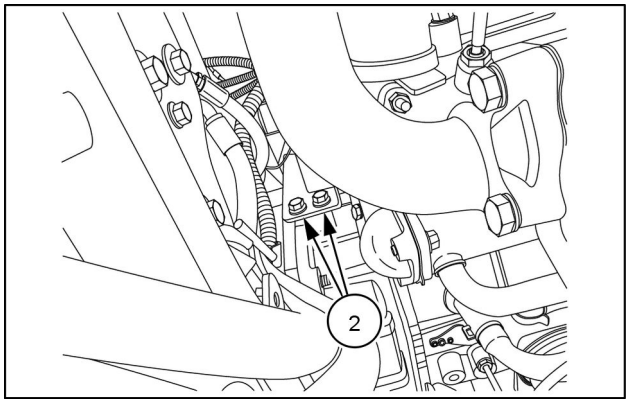


NHIL16CT01367AA 1

3. Remove the four M10 bolts **(2)** that mount the hood support bracket **(1)** to the flywheel housing.



NHIL16CT01398AA 2



NHIL16CT01400AA 3

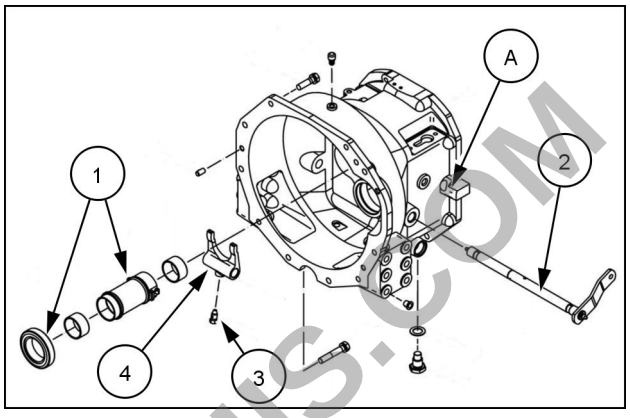
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Thrust bearing and sleeve - Remove

Prior operation:
Master clutch housing - Split (21.110)

1. Loosen the M12 x 1.25 bolt **(3)** from the release fork **(4)**.
2. Remove the clutch shaft **(2)** from the clutch housing **(A)**, while holding the release fork **(4)** and the release bearing assembly **(1)**.
3. Remove the release fork and release bearing assembly from the clutch housing.

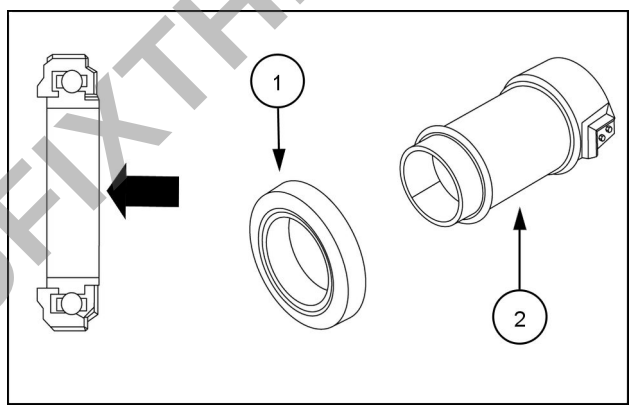


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4. Disassemble the release bearing **(1)** from the hub **(2)**.

NOTE: *Use a shop press to remove the release bearing from the hub.*

5. Check components for rust. Clean and grease accordingly.



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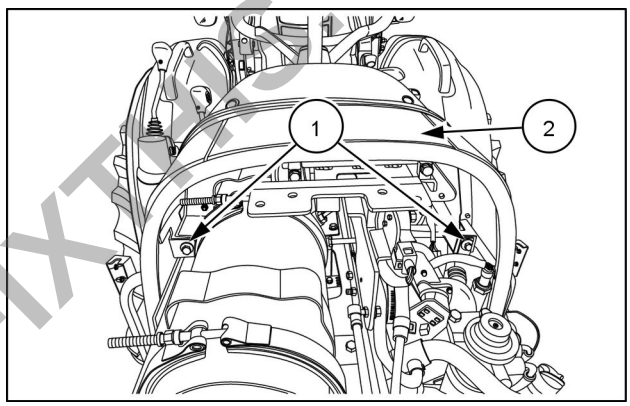
Master clutch housing - Split

Boomer™ 45 Tier 4B (final), ROPS [LSM0B45Rxx0010001 - LSM0B45RJH0010062]	
Boomer™ 50 Tier 4B (final), ROPS [LSM0B50Rxx0010001 - LSM0B50REH0010097]	
Boomer™ 55 Tier 4B (final), ROPS [LSM0B55Rxx0010001 - LSM0B55RCH0010120]	

Prior operation:
Drain fluid **Hydrostatic transmission - Change fluid (29.202)**
Prior operation:
Drain fluid **Mechanical transmission - Change fluid (21.114)**
Prior operation:
Hood - Remove (90.100)

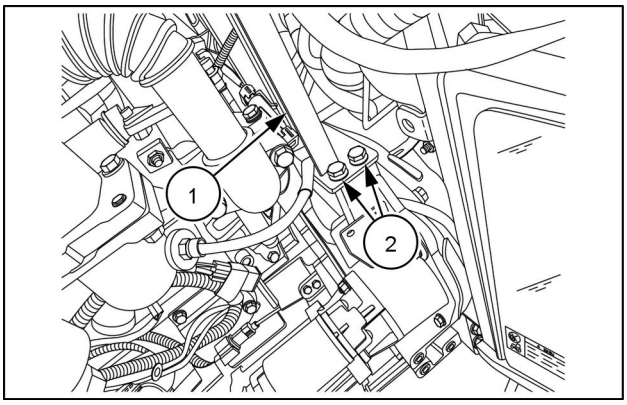
NOTE: *Note the placement of cable ties for reassembly.*

1. Remove the two M8 flange bolts **(1)** securing the rear cowling.
2. Remove the rear cowling **(2)**.



NHIL16CT01367AA 1

3. Remove the four M10 bolts **(2)** that mount the hood support bracket **(1)** to the flywheel housing.
4. Remove the hood support bracket **(1)** .



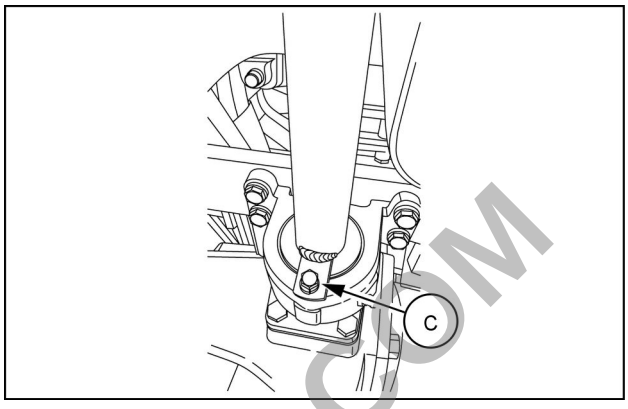
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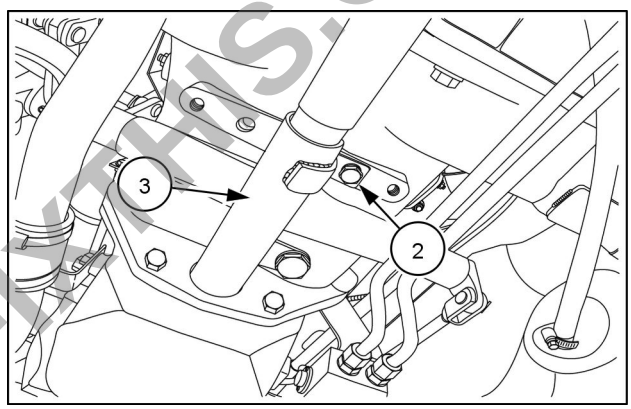
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Front drive shaft - Remove

1. Remove the M8 bolt **(1)** in the front and the M10 bolt **(2)** in the rear of the Front Wheel Drive (FWD) guard tube **(3)**.
2. Slide the guard tube toward rear of machine.

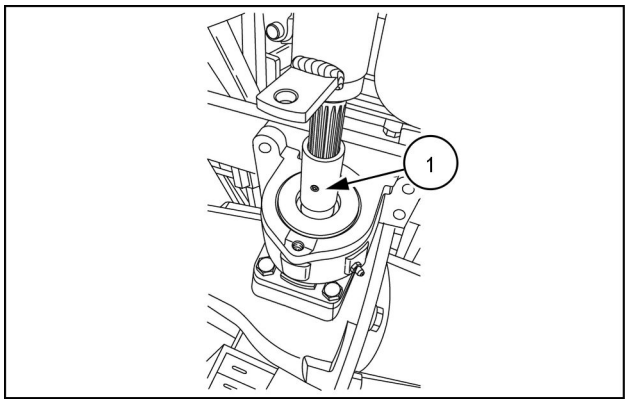


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NHIL16CT01376AA 2

3. Use a roll pin punch and a hammer and drive the roll pin **(1)** through the coupler.
4. Slide the coupler toward rear of the machine.
5. Slide guard tube forward.
6. Use a roll pin punch and a hammer and drive the roll pin **(1)** through the coupler.
7. Slide the coupler forward and remove the driveshaft.



NHIL16CT00679AA 3

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Differential lock - Overview

⚠ WARNING

Steering is difficult with the differential lock engaged. An accident could result.
During field operation, use the differential lock for traction improvement but release for turning at row end. Do not drive at high speeds or on roads with the differential lock engaged.
Failure to comply could result in death or serious injury.

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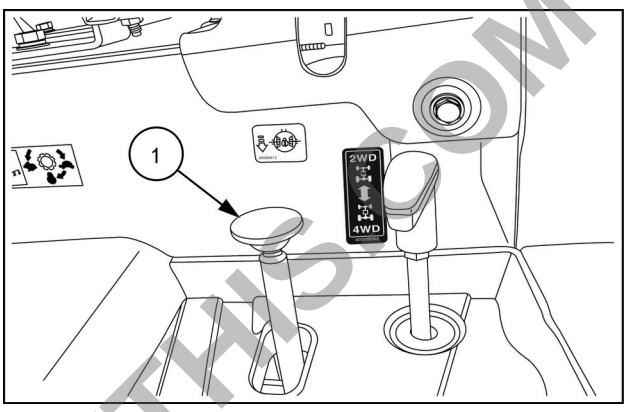
The differential lock pedal is located on the left-hand foot platform on Hydrostatic Transmission (HST) models **(1)** and on the right-hand foot platform on mechanical models **(2)**. The differential lock is used to obtain additional traction in wet or loose soil.

When the differential lock pedal is depressed, both final drive pinion gear shafts are locked together, preventing one wheel from rotating independently of the other. Whenever one wheel begins to slip in wet or loose soil, use the lock to obtain additional traction from the opposite wheel.

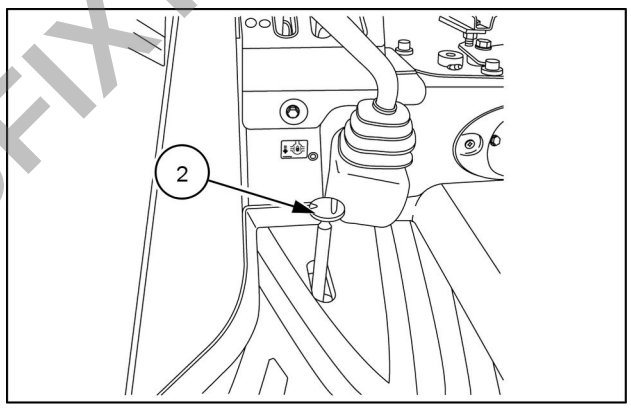
To operate the differential lock, depress and hold the pedal down until the lock is positively engaged. It is best to engage the lock while the wheels are turning slowly to minimize shock loads to the driveline. If a wheel spins at high speed, such as on ice, reduce engine speed to idle before engaging the lock or damage may result. Release the pedal to disengage the differential lock.

NOTE: *In some instances, the lock may remain engaged after the pedal is released. This can occur if one rear wheel is turning at a faster speed than the other. The lock can be disengaged in one of two ways if this occurs:*

- Decrease the drawbar pull by raising or disengaging the implement so that neither wheel tends to slip.
- Depress the clutch pedal and rapidly apply and release a light braking load to the wheel with less traction.



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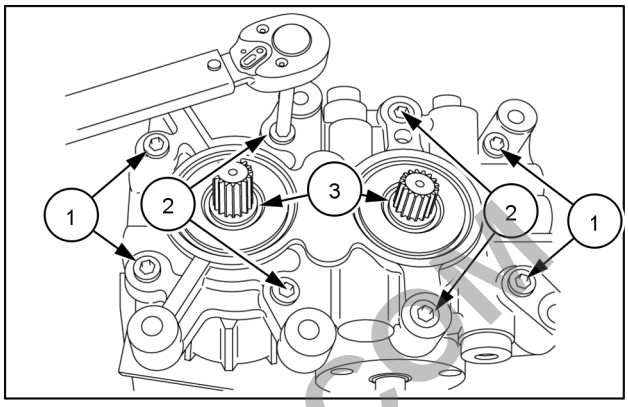
NHIL13CT01180AA 2

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Hydrostatic unit disassembly

1. Remove the snap rings **(3)**.
2. Remove two M10 x 35mm allen bolts **(2)**.
3. Remove six M10 x 40mm allen bolts **(1)**.

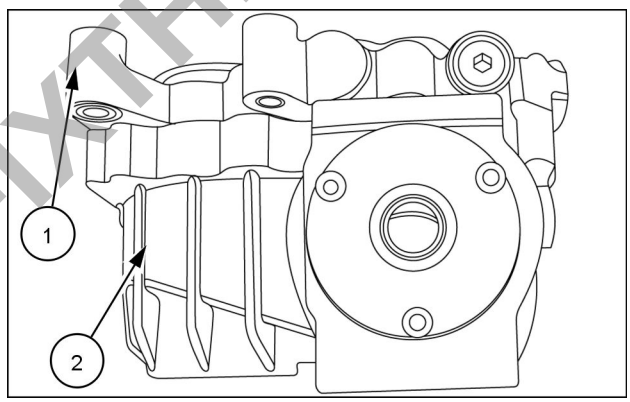


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NOTE: *The hydrostatic pump and the hydrostatic motor are contained in the same housing.*

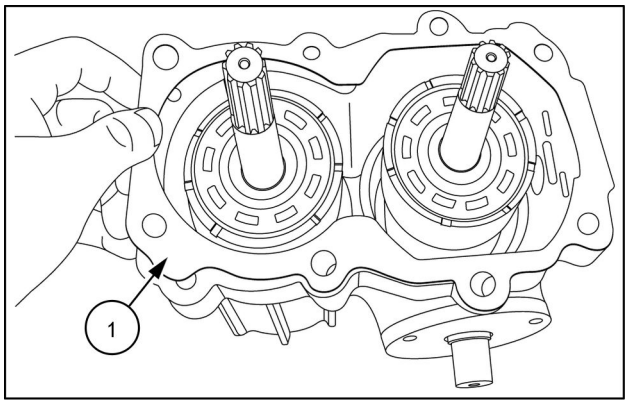
NOTICE: *When separating the housing, the charge pressure relief poppet and spring will be exposed. DO NOT LOSE THE POPPET AND SPRING.*

4. Separate the port block **(29)** from the pump and motor housing **(2)**.
5. Remove the port block **(1)**.



93104591 2

6. Remove the gasket **(1)**.



NHIL12CT01043AA 3

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Output shaft - Remove

⚠ WARNING

Heavy objects!
Lift and handle all heavy components using lifting equipment with adequate capacity. Always support units or parts with suitable slings or hooks. Make sure the work area is clear of all bystanders. Failure to comply could result in death or serious injury.

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⚠ WARNING

Avoid injury!
Handle all parts carefully. Do not place your hands or fingers between parts. Use Personal Protective Equipment (PPE) as indicated in this manual, including protective goggles, gloves, and safety footwear.
Failure to comply could result in death or serious injury.

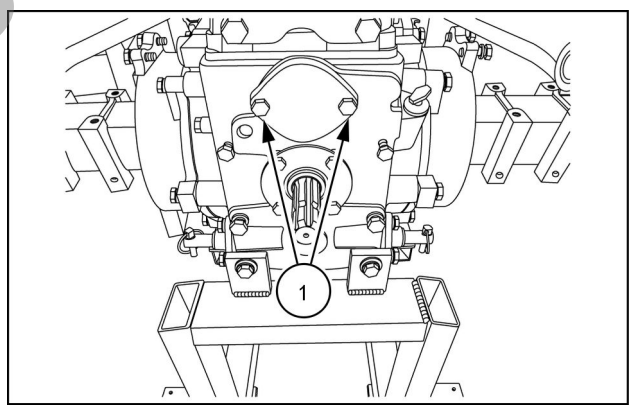
W0208A

Prior operation:
Drain transmission fluid. **Mechanical transmission - Change fluid (21.114) Hydrostatic transmission - Change fluid (29.202)**

Prior operation:
Remove HPL housing. ROPS **Rear hitch housing - Remove - ROPS (37.110) Hydraulic systems - Remove - Cab (35.000) Rear hitch housing - Remove (37.110)**

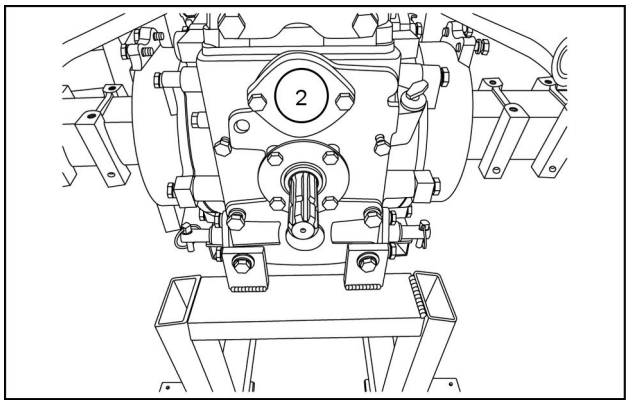
Prior operation:
Remove differential lock. **Differential - Remove (27.106)**

1. Remove the two M10 bolts **(1)**.



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2. Remove the cover **(2)**, it may be necessary to use a dead blow hammer to break the sealant bond.



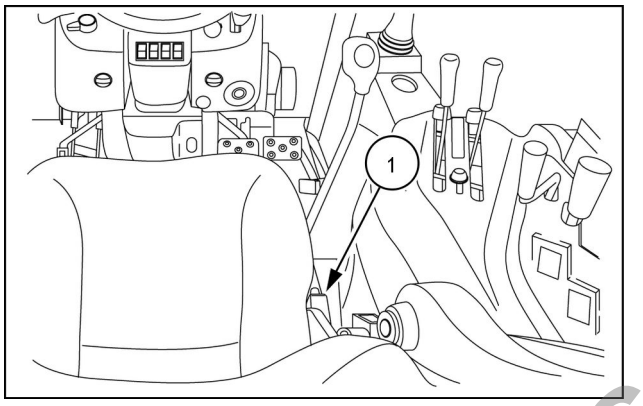
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Parking brake or parking lock - Overview Parking brake, cab.

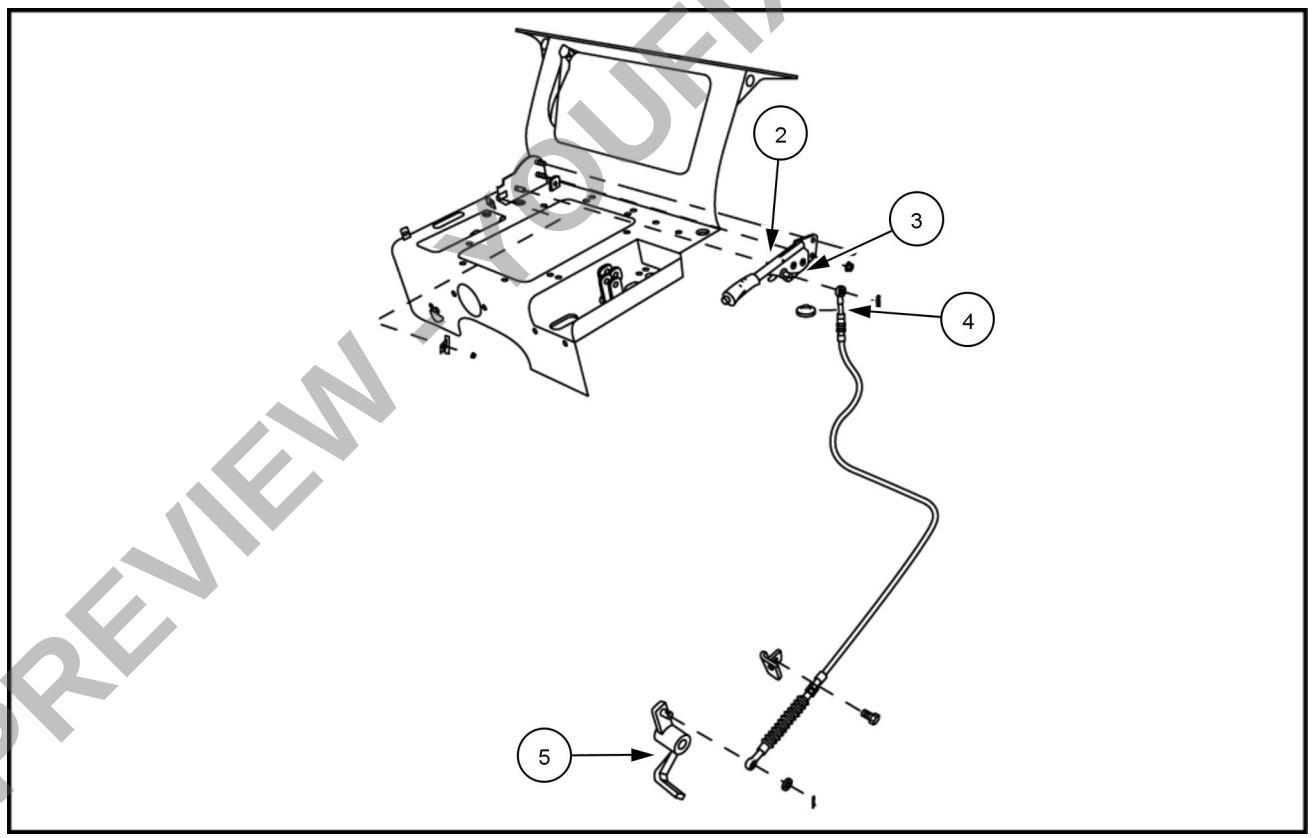
The parking brake engagement handle **(1)** is located on the right-hand side of the operators seat.



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When the parking brake handle is in the upward (applied) position the following operations occur.

1. The parking brake handle **(2)** pulls the parking brake cable **(4)**
2. The parking brake cable acts on the left-hand and right-hand service brake linkage **(5)**
3. A ratchet mechanism **(3)** locks the parking brake handle in the applied position
4. The parking brake switch opens illuminating the parking brake indicator on the dash panel.



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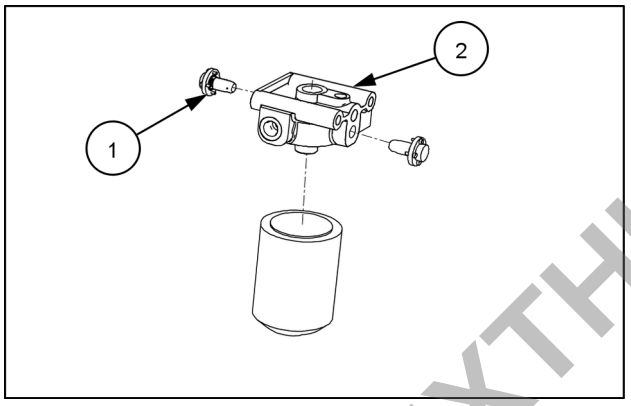
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Reservoir, cooler, and filters - Overview - oil cooler and Hydrostatic Transmission (HST) filter bypass valves

Oil cooler bypass valve

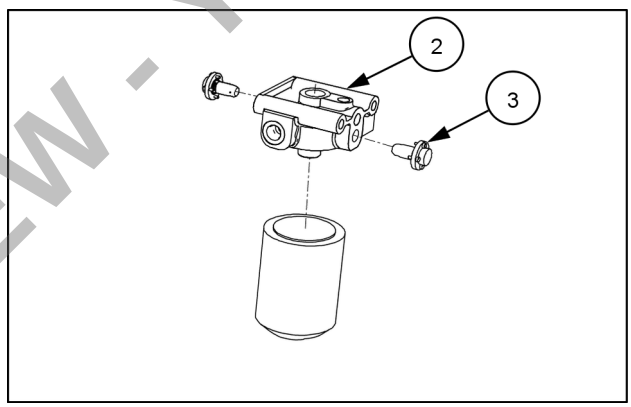
The oil cooler is protected from excessive hydraulic pressures by the oil cooler bypass valve **(1)**, that is located in the Hydrostatic Transmission (HST) filter base **(2)**. The bypass valve starts to open when a pressure differential of the inlet and outlet of the oil cooler is **414 kPa** (**60 psi**) and fully opens at **538 kPa** (**78 psi**). When bypass valve is fully open, oil flow is not routed through the oil cooler. When the pressure differential is less than **414 kPa** (**60 psi**) the bypass valve closes and the oil flow is routed through the oil cooler.



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HST filter bypass valve

The HST filter base **(2)** also contains the HST filter bypass valve **(3)**. This bypass valve protects the HST filter from excessive pressures. The HST filter bypass valve starts to open when a pressure differential of the inlet and outlet of the HST filter is **207 kPa** (**30 psi**) and fully opens at **276 kPa** (**40 psi**) . When bypass valve is fully open, oil flow is not routed through the HST filter. When the pressure differential is less than **207 kPa** (**30 psi**) the bypass valve closes and the oil flow is routed through the HST filter.



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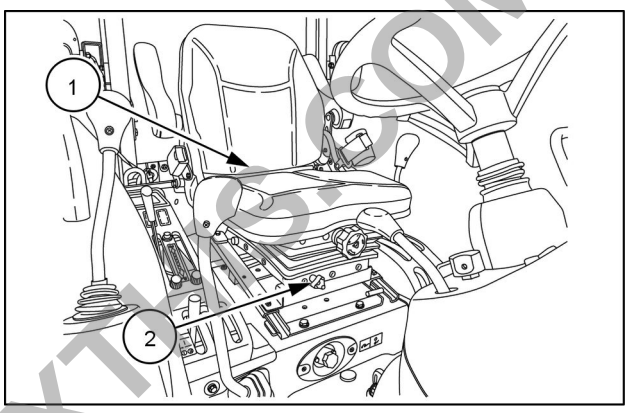
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Rear hitch housing - Remove - ROPS

Boomer™ 45 Tier 4B (final), ROPS [LSM0B45Rxx0010001 - LSM0B45RJH0010062]	
Boomer™ 50 Tier 4B (final), ROPS [LSM0B50Rxx0010001 - LSM0B50REH0010097]	
Boomer™ 55 Tier 4B (final), ROPS [LSM0B55Rxx0010001 - LSM0B55RCH0010120]	

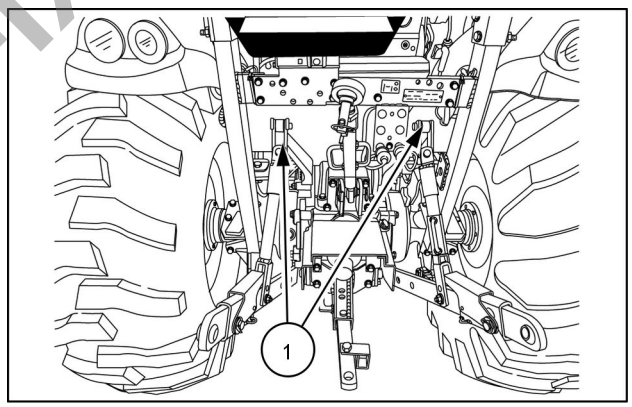
Prior operation:
Rear wheel - Remove (44.520)

1. Remove the operator's seat **(1)**.
2. Disconnect the HPL linkage **(2)**.



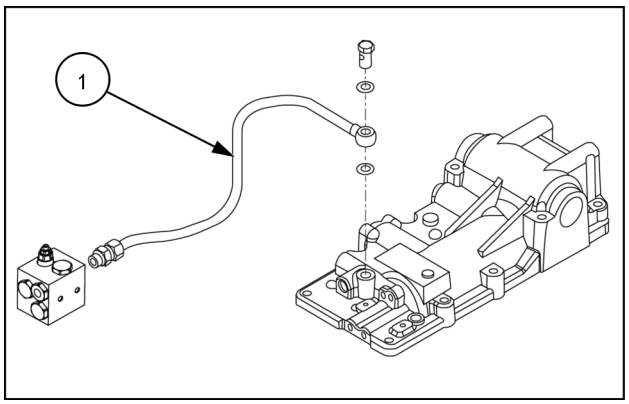
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3. Remove the three-point hitch lift links **(1)**, to gain access to the Hydraulic Power Lift (HPL) housing.



NHIL13CT01105AA 2

4. Remove the hydraulic tube **(1)** from the front outlet valve block to HPL housing.



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Steering column - Remove

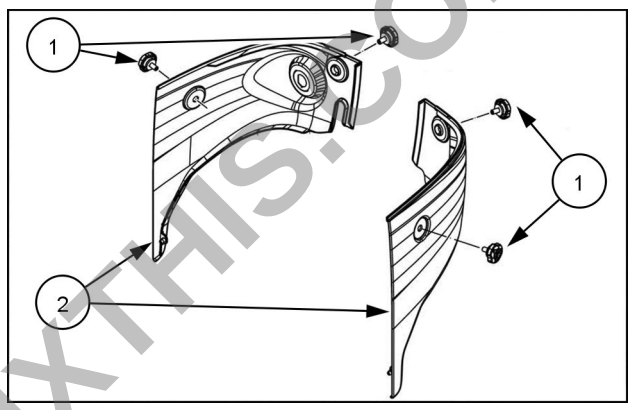
⚠ WARNING

Avoid injury!
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Failure to comply could result in death or serious injury.

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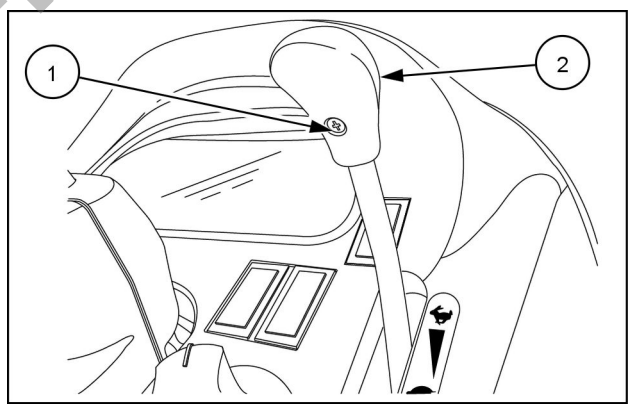
Removal

1. Remove the left–hand and right–hand cowling **(2)** by removing the four knobs **(1)**.
2. Disconnect the ignition switch electrical connector.



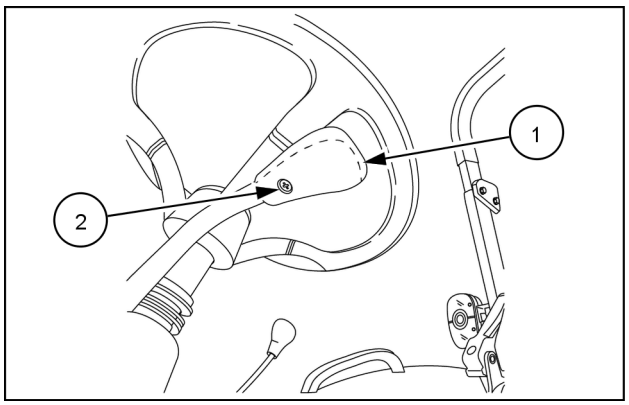
NHIL14CT00141AA 1

3. Remove the screw **(1)** retaining the throttle knob **(2)**. Remove the throttle knob.



NHIL17CT00385AA 2

4. Remove the screw **(2)** retaining the forward reverse shuttle knob **(1)** . Remove the forward reverse shuttle knob.



NHIL17CT00384AA 3

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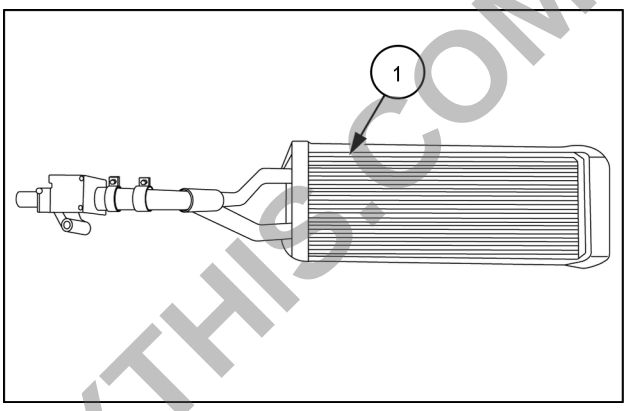
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Heater core - Dynamic description

Boomer™ 45 Tier 4B (final), Cab [LSM0B45Cxx0010001 - LSM0B45CAH0010031]	
Boomer™ 50 Tier 4B (final), Cab [LSM0B50Cxx0010001 - LSM0B50CEH0010080]	
Boomer™ 55 Tier 4B (final), Cab [LSM0B55Cxx0010001 - LSM0B55CCH0010090]	

It is a heat exchanger or heater core **(1)** that receives coolant heated in the engine and circulates this coolant in the heater core to heat cold air in the machine.

It uses coolant from the engine as a heat source.

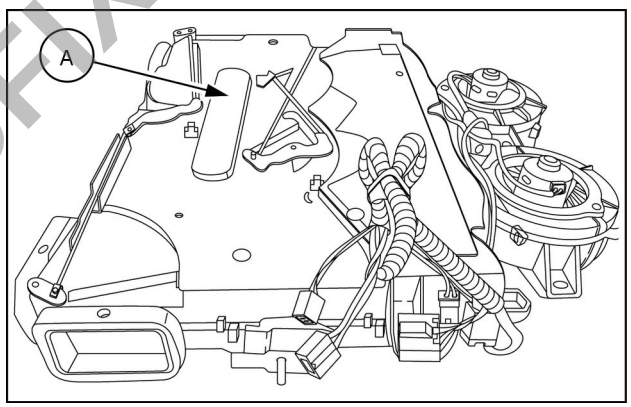


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It heats air in the machine to ensure pleasant and comfortable environment for occupants.

It prevents frost and fog on the windshield and windows for safe driving.

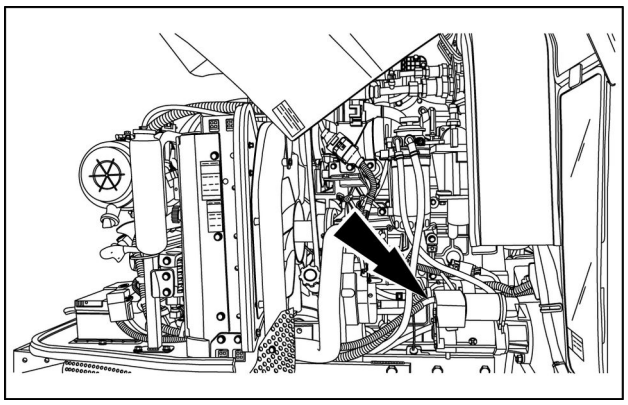
The heater core is located in the roof cavity **(A)**.



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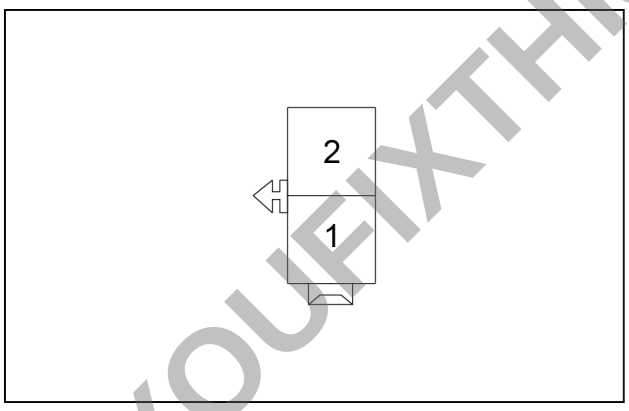
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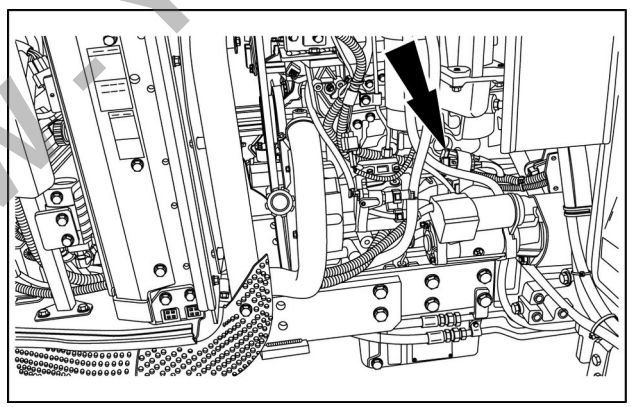
NHIL16CT01988AA 6

Pin	From	Wire	Description	Color-Size	Frame
1	**X-200A (Plug) pin 4**	AL-5A	Start signal	BK/YE - 2.0	**SHEET 04**

X-004 - CABIN FUSE [F-016] (Plug)



312F 7



NHIL16CT01989AA 8

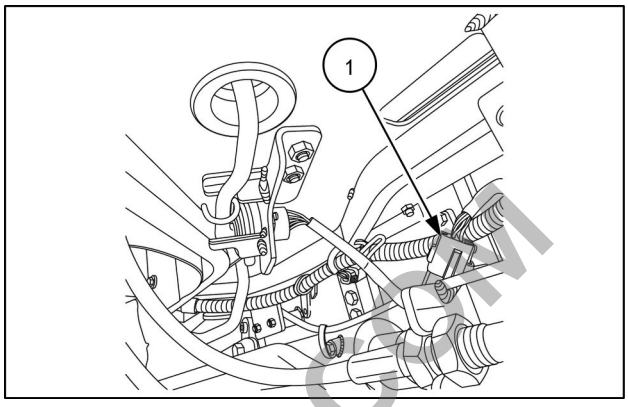
Pin	From	Wire	Description	Color-Size	Frame
1	SP-002A-P-X	AL-2C	Battery positive (B+)	RD - 5.0	**SHEET 04**
2	**X-217B (Receptacle) pin 2**	AL-75	Cabin power relay power feed	RD/BL - 5.0	

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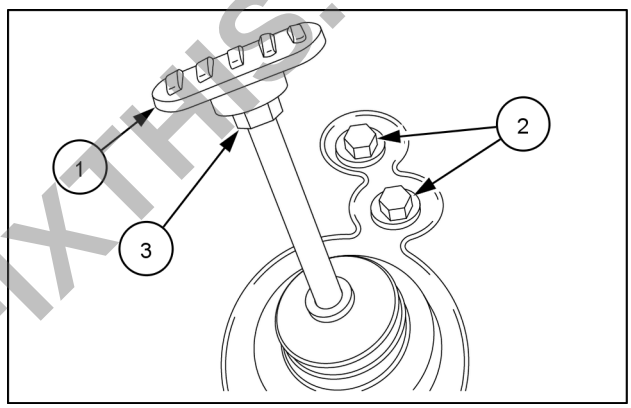
Throttle pedal - Remove

1. Disconnect the electrical connector **(1)** under floor pan for the throttle pedal assembly.



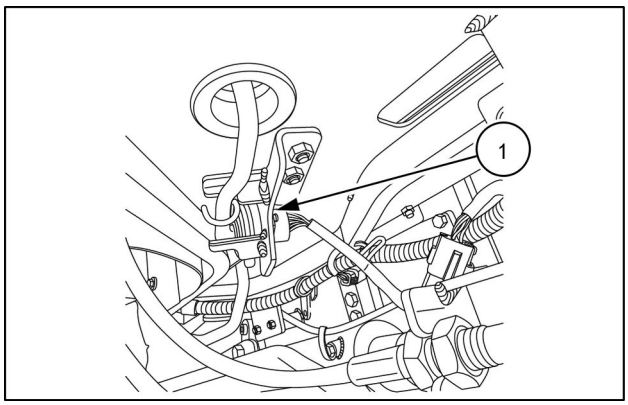
NHIL17CT00381AA 1

2. Remove the pedal **(1)** from the pedal assembly by loosening the jam nut **(3)** and turning the pedal off.
3. Roll back the floor mat to access the mounting bolts.
4. Remove the tow M8 mounting bolts **(2)**.



NHIL17CT00380AA 2

5. Remove the throttle pedal assembly **(1)** from under the floor board.



NHIL17CT00381AA 3

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s108 F03 (P2229) - Atmospheric pressure sensor high fault

Control Module: ECU

NOTE: *If replacement of the Engine Control Unit (ECU)* ***A-009*** *occurs, use the Electronic Service Tool (EST) to apply the replacement issue to the ECU, ECU Replacement, before you return the machine to service.*

Context:
The ECU **A-009** contains an internal atmospheric pressure sensor. If the ECU **A-009** senses a high, out of the allowable range, failure, this fault will occur. Because of this fault, a reduction in engine torque is possible. Software re-flash or replacement of the ECU **A-009** may be necessary to resolve this fault.

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Cab and platform - Remove

Boomer™ 45 Tier 4B (final), Cab [LSM0B45Cxx0010001 - LSM0B45CAH0010031]	
Boomer™ 50 Tier 4B (final), Cab [LSM0B50Cxx0010001 - LSM0B50CEH0010080]	
Boomer™ 55 Tier 4B (final), Cab [LSM0B55Cxx0010001 - LSM0B55CCH0010090]	

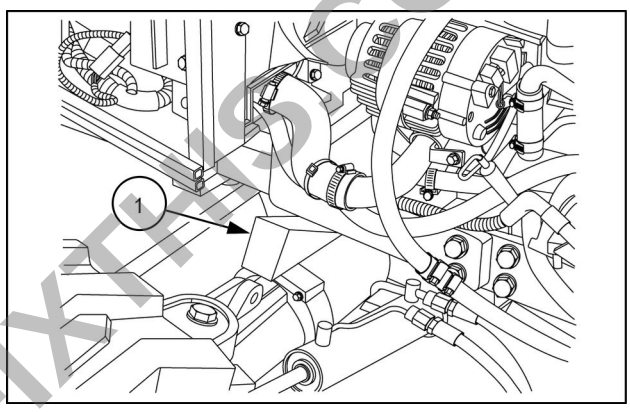
⚠ WARNING

Heavy object!
ALWAYS use adequate lifting equipment (heavy-duty hoist, loader, or forklift) to lift the component.
Failure to comply could result in death or serious injury.

W0101A

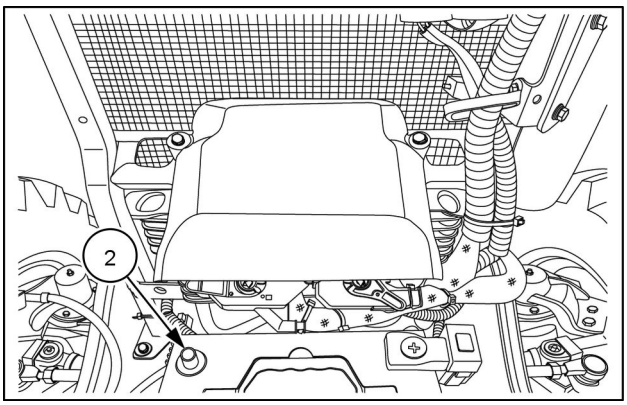
1. Place choke wedges **(1)** between the front axle and the tractor frame, on both sides of the tractor.

NOTE: *The chock wedges prevent the front of the tractor from tilting side to side during work procedures.*



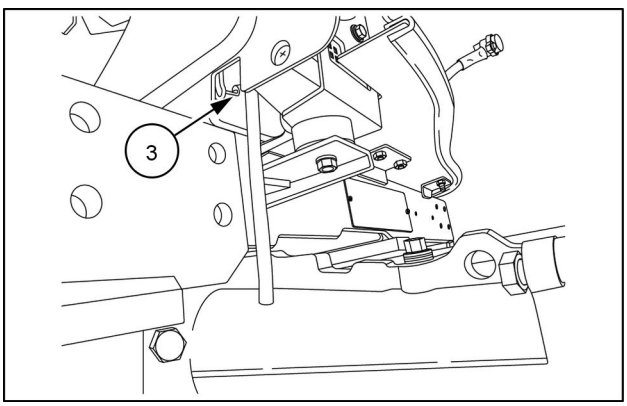
NHIL15CT00985AA 1

2. Remove both rear wheels from the tractor and support rear axles with jack stands.
3. Remove the negative battery cable **(2)** from the battery.



NHIL16CT01343AA 2

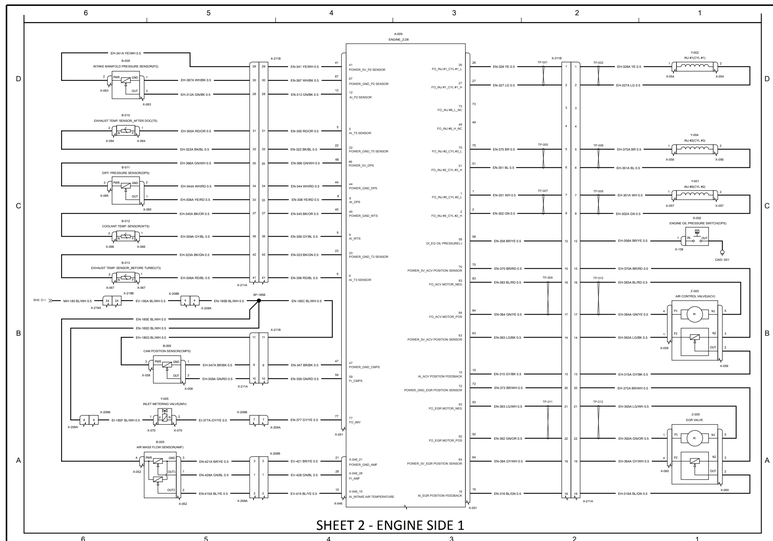
4. Drain and save the coolant from the radiator, with drain valve **(3)**.



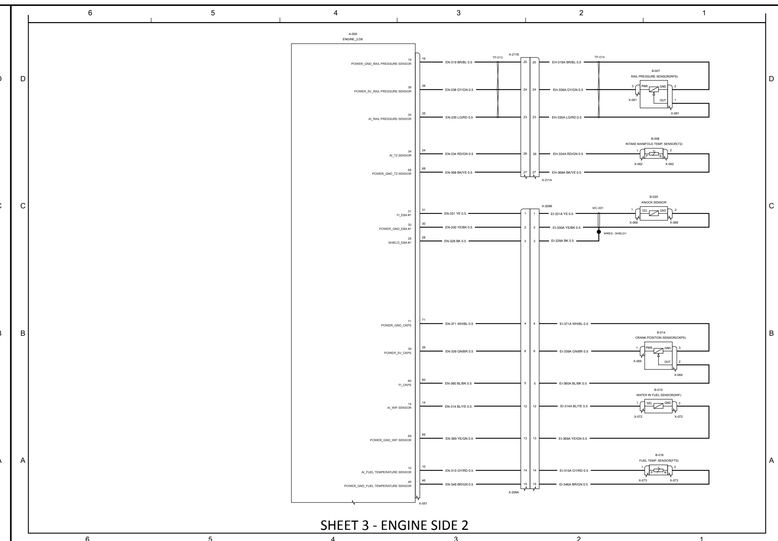
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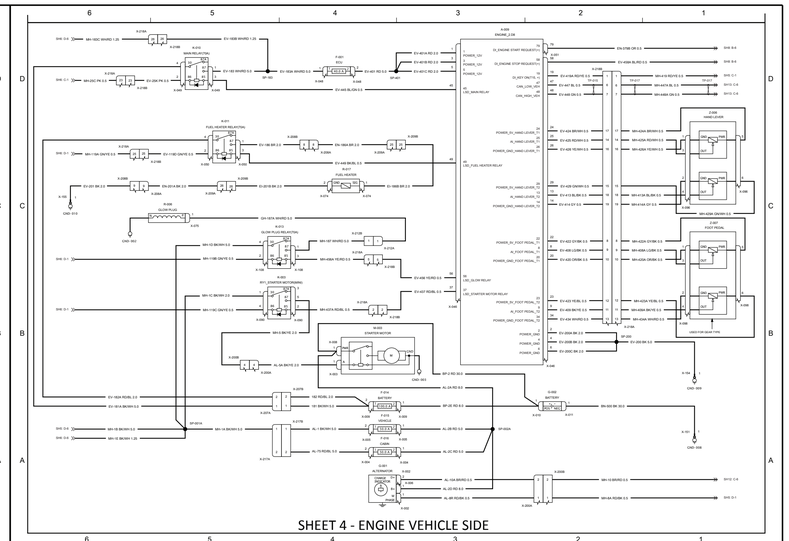
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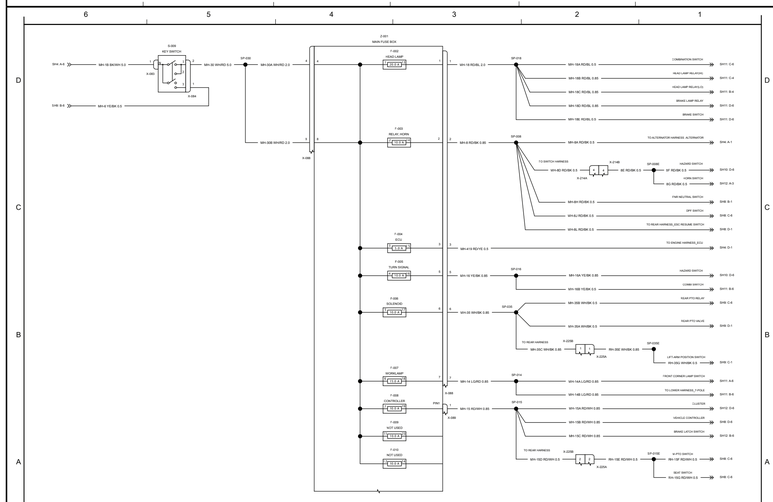
SHEET 2 - ENGINE SIDE 1



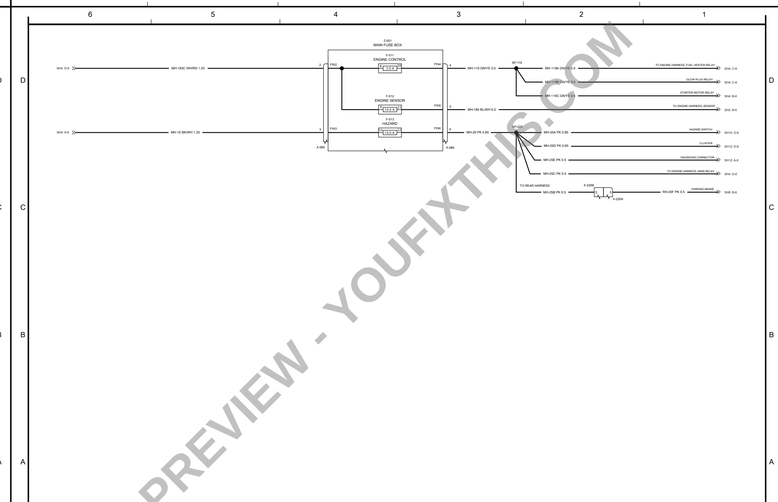
SHEET 3 - ENGINE SIDE 2



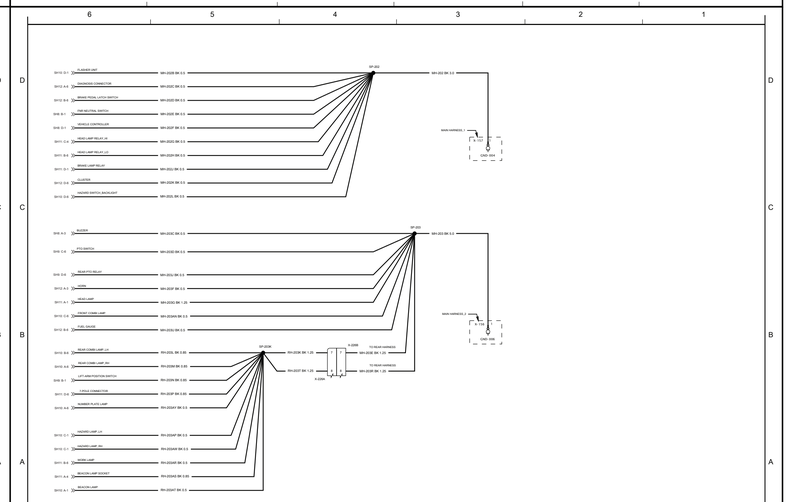
SHEET 4 - ENGINE VEHICLE SIDE



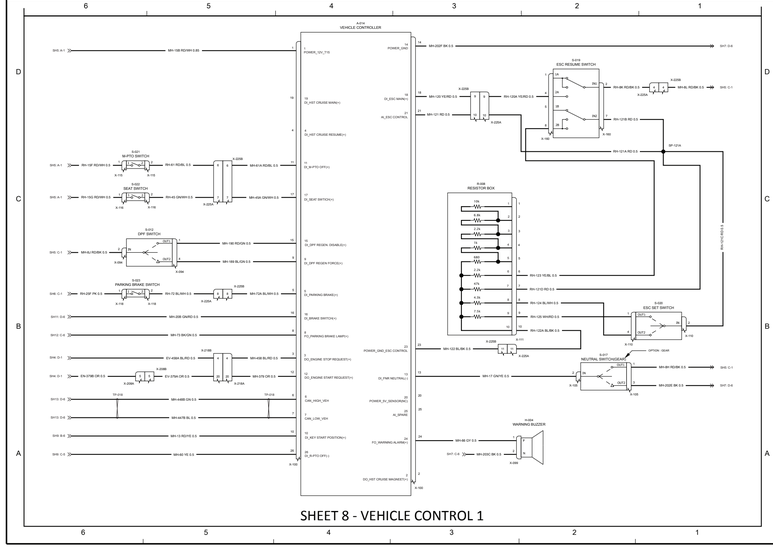
SHEET 5 - POWER DISTRIBUTION - POWER 1



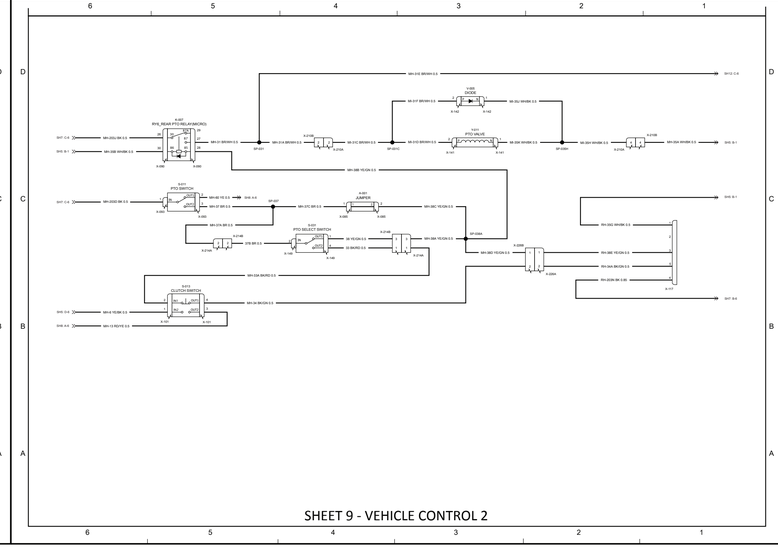
SHEET 6 - POWER DISTRIBUTION - POWER 2



SHEET 7 - POWER DISTRIBUTION - GROUND



SHEET 8 - VEHICLE CONTROL 1



SHEET 9 - VEHICLE CONTROL 2

BOOMER™ 35

PIN: LSM0B35Rxx0010001 - LSM0B35RVH0010043

BOOMER™ 40

PIN: LSM0B40Rxx0010001 - LSM0B40REH0010028

BOOMER™ 45

PIN: LSM0B45Rxx0010001 - LSM0B45RJH0010062

BOOMER™ 50

PIN: LSM0B50Rxx0010001 - LSM0B50REH0010097

BOOMER™ 55

PIN: LSM0B55RCH0010120

COMPACT TRACTOR

48090748

ELECTRICAL SCHEMATIC - ROPS

DESCRIPTION	SHEET
ENGINE SIDE 1	2
ENGINE SIDE 2	3
ENGINE VEHICLE SIDE	4
POWER DISTRIBUTION - POWER 1	5
POWER DISTRIBUTION - POWER 2	6
POWER DISTRIBUTION - GROUND	7
VEHICLE CONTROL 1	8
VEHICLE CONTROL 2	9
LIGHT CONTROL 1	10
LIGHT CONTROL 2	11
CLUSTER, HORN	12
CONTROLLER AREA NETWORK (CAN)	13

COMPONENT LEGEND

Label Prefix	Component Type
A	Electronics
B	Sensors
D	Diodes
E	Lights
F	Fuses
G	Generators
H	Audio
J	Outlets
K	Relays
M	Motors
Q	Circuit Breakers
R	Resistive
S	Switches
W	Splice Blocks
Y	Solenoids

WIRING REFERENCES

Color	Color Code	Function
Black	BK	Ground, Chassis
Blue	BL	Printed Circuit Ground
White	WH	Increasing Actuation
Gray	GY	Decreasing Actuation
Orange	OR	Power After Ignition
Yellow	YE	Signal Wires
Red	RD	Battery Voltage
Violet	VT	Lighting
Pink	PK	Reference Voltage

MF = 431 = YE

- YE = WIRE COLOR
- 431 = CIRCUIT NUMBER
- MF = HARNESS CODE

ACTUATORS

HAND, FOOT, TEMPERATURE, LIQUID LEVEL FLOAT, LEVER, PRESSURE

SCHEMATIC SYMBOLS

DIODE, FUSE, TEMPERATURE SENSOR, MOTOR, SOLENOID COIL, RESISTOR, VARIABLE RESISTOR, CHASSIS GROUND (EARTH), TWISTED WIRES, LIGHT, AUDIBLE DEVICE, SPEED PICKUP, RELAY, HALL EFFECT SENSOR, CONTACTS: ▫ MAINTAINED, ▲ MOMENTARY

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[10.254] Intake and exhaust manifolds and muffler 10.6

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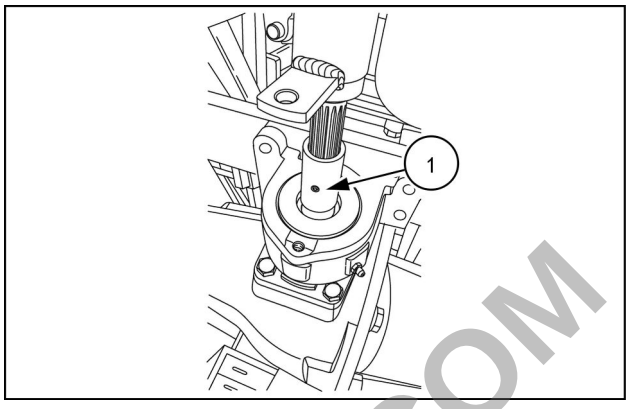
Front axle system 25

[25.100] Powered front axle 25.1

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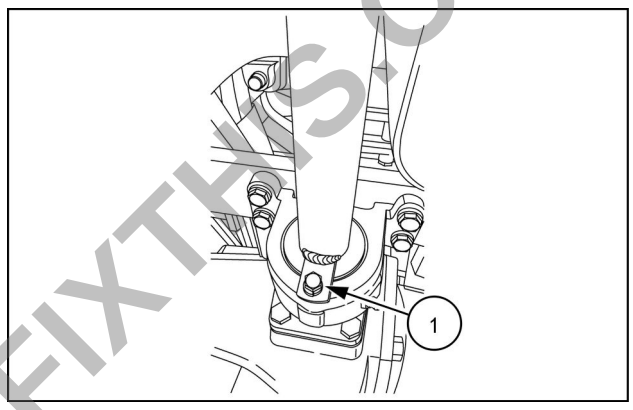
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8. Lift the Front Wheel Drive (FWD) driveshaft assembly into position.
9. Slide the splined couplers **(1)** into position.
10. Install the roll pins to lock the couplers into position.

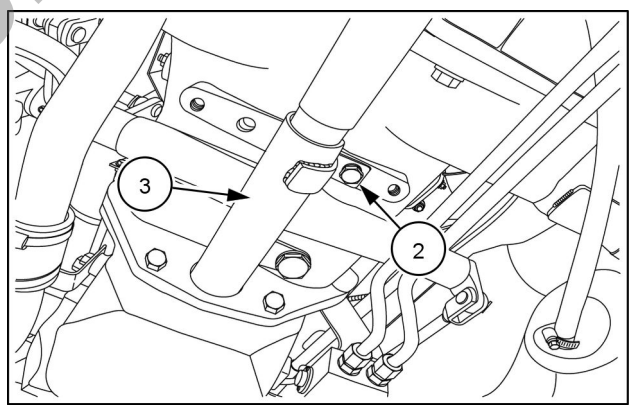


NHIL16CT00679AA 4

11. Extend the driveshaft guard **(3)** and bolt into place with the M8 bolt **(1)** and the M10 bolt **(2)**.



NHIL16CT01006AA 5

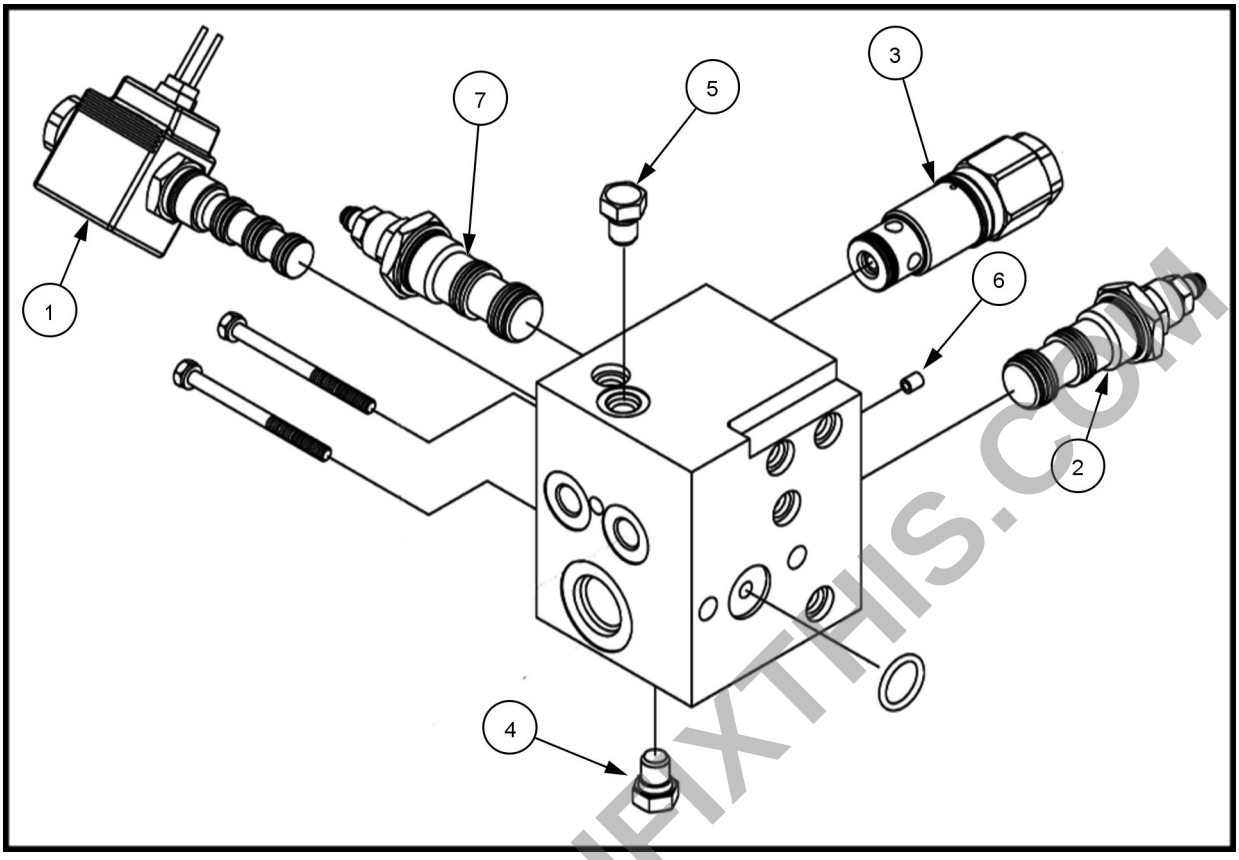


NHIL16CT01376AA 6

12. Position the hood hinge support bracket **(1)** on the engine bell-housing.

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76110406 5

1. Solenoid Valve
2. Sequence Valve
3. PTO Modulation Valve
4. G1 Port
5. G2 Port
6. Orifice Ø 1.3 mm
7. Reducing Valve

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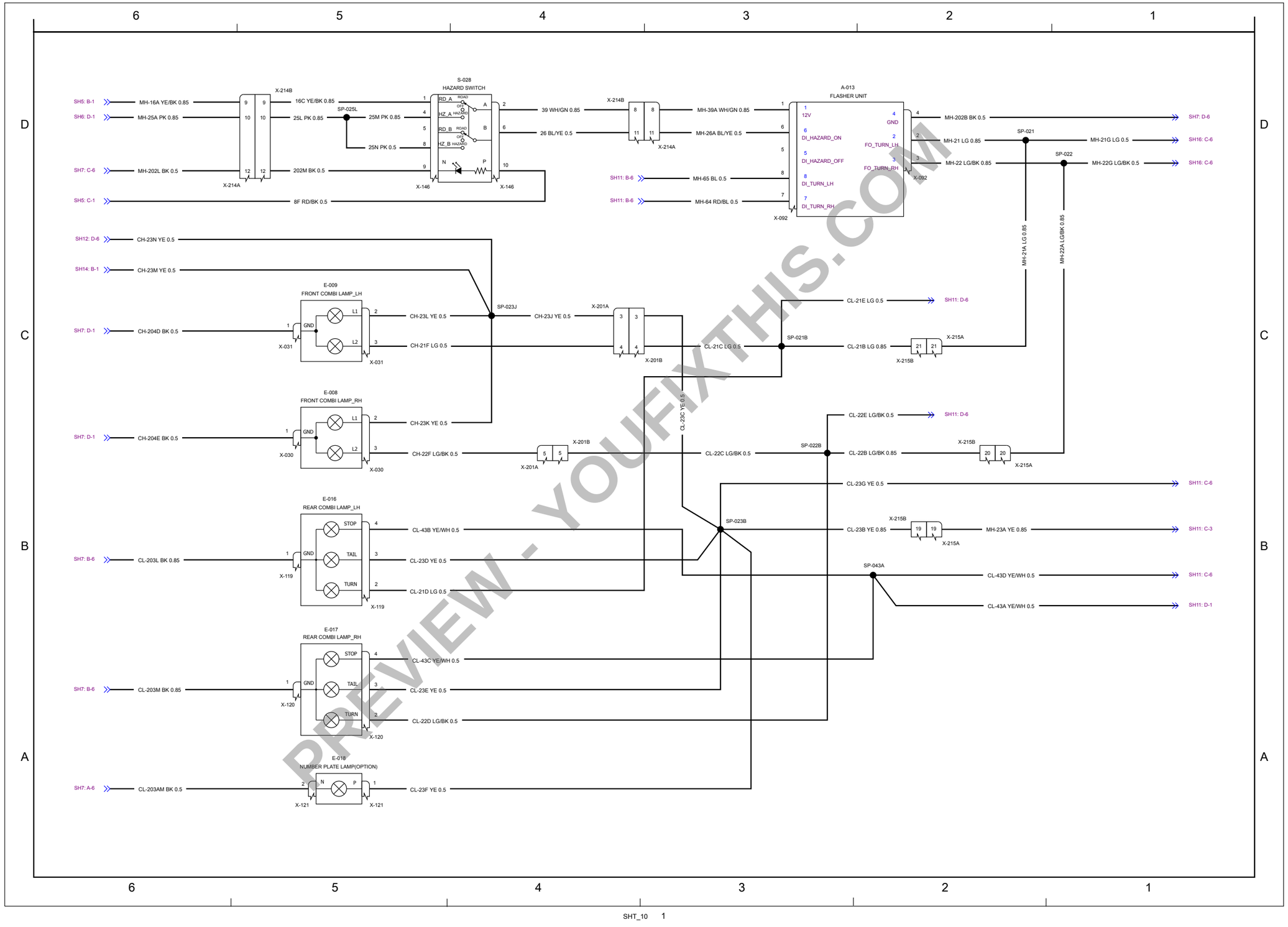
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Rear three-point hitch - Troubleshooting

Problem	Possible Cause	Correction
Implement fails to lift when the lever is in raised position	Linkage out of adjustment	Adjust external and internal linkage
	Relief valve setting too low	Perform system relief valve pressure test
	Faulty safety valve	Repair or replace safety valve
	O-ring failure (control valve body to cover, safety valve, relief valve)	Repair as required
	Excessive oil leakage past lift cylinder piston seal	Replace seal, piston, or cylinder as required
	Restricted suction filter	Replace filter
	Dump valve does not close	Check Dump valve operation
	Lowering valve remains open	Check lowering valve adjustment and operation
Lift arms cycle up and down when lever is in neutral position	Faulty lowering valve and seat	Repair or replace as required
	Faulty check valve and seat	Replace
	Faulty O-rings (lowering valve, valve body, unload valve plug)	Inspect and repair as required
	Lowering valve out of adjustment	Adjust to proper clearance
Implement settles too fast when engine is stopped	Faulty check valve seat	Replace
	Excessive leakage past piston seals	Inspect cylinder piston seals, repair as required
Implement rises too slowly	Restricted suction filter	Replace filter
	Low pump flow	Check pump flow and replace pump if necessary.
	Low relief valve pressure setting.	Check relief valve pressure setting, adjust to specified pressure.
	Excessive leakage past HPL cylinder piston seals.	Inspect cylinder and piston seals, repair as necessary.
	Faulty safety relief valve	Repair or replace safety valve as necessary.
	Damaged O-rings (relief valve, control valve or safety valve)	Repair as required.
	Extreme cold weather operation	Change hydraulic fluid to F200 type fluid.
Implement rises too slowly	Restricted suction filter	Replace filter
	Low pump flow	Check pump flow and replace pump if necessary.
	Low relief valve pressure setting.	Check relief valve pressure setting, adjust to specified pressure.
	Excessive leakage past HPL cylinder piston seals.	Inspect cylinder and piston seals, repair as necessary.
	Faulty safety relief valve	Repair or replace safety valve as necessary.
	Damaged O-rings (relief valve, control valve or safety valve)	Repair as required.
	Extreme cold weather operation	Change hydraulic fluid to F200 type fluid.
Implement does not raise to full height	HPL upper stop out of adjustment	Adjust position of upper stop
Hydraulic fluid overheats	Faulty pump	Replace pump
	Restricted suction filter	Replace
	HPL upper stop out of adjustment	Adjust position of upper stop

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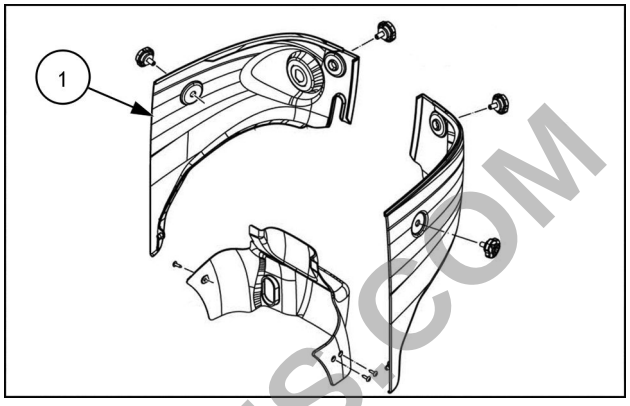


SHT_10 1

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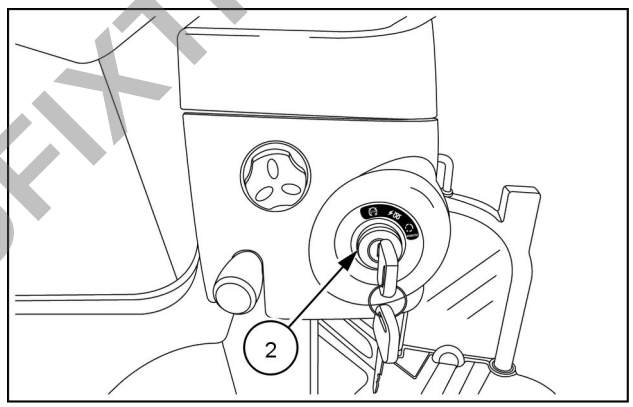
Ignition switch - Remove

1. Remove negative (-) battery cable from negative (-) battery terminal.
2. Remove right-hand side console panel **(1)**.



NHIL14CT00141AA 1

3. Disconnect the two wire harness connectors from the switch harness.
4. Remove retaining nut **(2)** from the switch and remove switch from the back side of the console panel.



NHIL13CT01006AA 2

Next operation:
Ignition switch - Test (55.201)

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s174 F02 (P0181) - Fuel temp sensor gradient fault

Control Module: ECU

Context:
The Engine Control Unit (ECU) **A-009** monitors the fuel temperature sensor **B-016** signal circuit. If the ECU **A-009** senses a signal that is our of range, this fault will occur. Due to internal ECU **A-009** configuration, this fault is active whenever the fuel temperature sensor **B-016** is disconnected. Because of this fault, a reduction in engine torque may occur.

Cause:
The fuel temperature sensor **B-016** signal is out of range.

Possible failure modes:

1. Faulty fuel temperature sensor **B-016**, internal failure.
2. Faulty fuel temperature sensor **B-016** signal circuit wiring, open or shorted.
3. Faulty fuel temperature sensor **B-016** reference ground circuit wiring, open circuit.
4. Faulty ECU **A-009**, software or hardware.

Solution:

1. Verify fault is present and active.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or is in an inactive state, the fault may be intermittent and not currently active. Continue with Step **13**.

2. Check the fuel temperature sensor **B-016** for an internal failure.

   Disconnect the engine interface harness (EI) from the fuel temperature sensor **B-016** at connector **X-073 (Plug)** .

   Use a multimeter to measure the resistance of the fuel temperature sensor **B-016** on the sensor pins:

From	To	Value
X-073 (Plug) pin 1	**X-073 (Plug) pin 2**	At approximately **20 °C** (**68 °F**), there should be between **2806 – 3098 Ω**.

   A. If the resistance value is relative, based on temperature, leave connector **X-073 (Plug)** disconnected and continue to Step **3**.

   B. If the resistance value is not relative, based on temperature, the fuel temperature sensor **B-016** has failed internally. Replace the fuel temperature sensor **B-016**.

3. Check the fuel temperature sensor **B-016** signal circuit wiring for a short to a high source condition.

   With the key in the ON position, use a multimeter to perform the following voltage check on the engine interface harness (EI) side:

From	To	Value
X-073 (Plug) pin 1	chassis ground	There should be approximately **4.94 V**.

   A. If the specified value is measured, leave connector **X-073 (Plug)** disconnected and continue to Step **4**.

   B. If there is greater than **4.94 V**, there is a short to a high source condition in the fuel temperature sensor **B-016** signal circuit wiring. Leave connector **X-073 (Plug)** disconnected and continue to Step **7**.

4. Check the fuel temperature sensor **B-016** reference ground circuit wiring for an open circuit condition.

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