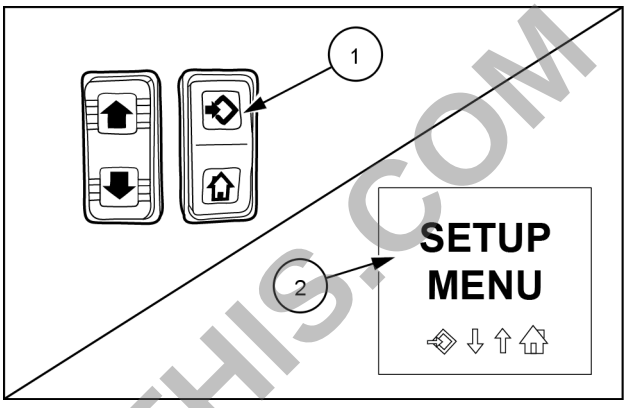
# Analog Digital Instrument Cluster (ADIC) programming

## Wheel speed calibration

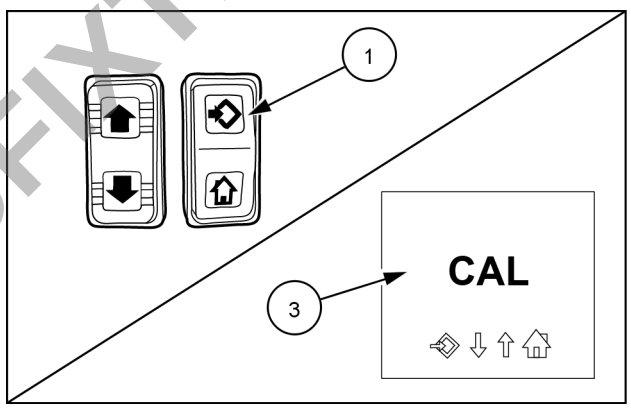
This feature allows the operator to calibrate the wheel speed when different tire sizes have been installed onto the tractor.

1. Locate a smooth, level surface. Measure and clearly mark off a distance of **100 m** (**328 ft**).
2. Start the tractor engine. Press and hold the ENTER switch **(1)** to obtain ADIC "Set Up" programming mode **(2)**.




NHIL15CT00102AA 1

3. Press the ENTER switch **(1)** to navigate to WHEEL SPEED CALIBRATION mode **(3)**.

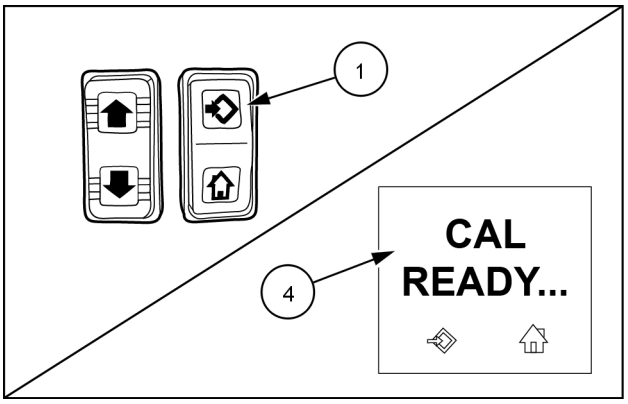



NHIL15CT00013AA 2

4. Drive forward and maintain a constant speed greater than **2 km/h** (**1.24 mph**) while approaching the pre-measured calibration area.

***NOTE:*** *The operator may use the cruise control while performing this calibration procedure.*

5. Press the ENTER switch **(1)** to display the “CAL READY” **(4)**.




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# Analog Digital Instrument Cluster (ADIC) fault codes - Transmission and PTO related

Below is list of fault codes that will appear on the ADIC (Analog Digital Instrument Cluster) when one or more of the tractors operating systems is not functioning properly. During engine start-up, any fault codes currently being experienced by the tractor will appear on the ADIC screen for three to five seconds. These fault codes will continue to appear until removed by a New Holland Dealer.

| Error Code Display | Description |
|---|---|
| 2024 | Forward and Reverse clutches not calibrated |
| 2026 | Engine speed too High |
| 2027 | Engine speed too Low |
| 2035 | Dump valve **12 V** circuit |
| 2036 | Dump valve open circuit |
| 2051 | Oil temperature sender short to ground |
| 2052 | Oil temperature sender short circuit or open circuit |
| 2053 | Excessive voltage on **5 V** circuit |
| 2054 | Low voltage on **5 V** circuit |
| 2059 | Forward and Reverse signal both active |
| 2070 | Forward switch input, excessive voltage |
| 2071 | Forward switch input short circuit to ground |
| 2072 | Reverse switch input, excessive voltage |
| 2073 | Reverse switch short circuit to ground |
| 2173 | Excessive supply voltage to controller |
| 2342 | Forward clutch valve open circuit or shorted to ground |
| 2343 | Reverse clutch valve open circuit or shorted to ground |
| 2352 | Forward clutch valve **12 V** circuit error |
| 2353 | Reverse clutch valve **12 V** circuit error |
| 2362 | Forward clutch not calibrated |
| 2363 | Reverse clutch not calibrated |
| 2429 | Transmission oil pressure switch error |
| 2430 | Pulley 1 pressure sensor open circuit or short to ground |
| 2431 | Pulley 1 pressure sensor **5 V** or **12 V**circuit error |
| 2432 | Pulley 2 pressure sensor open circuit or short to ground |
| 2433 | Pulley 2 pressure sensor **5 V** or **12 V** circuit error |
| 2440 | Speed range switch disagreement |
| 2460 | Cruise and Preset signals both activated |
| 2480 | Cruise Set and Resume signals are both activated |
| 2600 | Variator valve open circuit or shorted to ground |
| 2601 | Variator valve **12 V** circuit error |
| 2603 | ARON (PIV) valve stuck |
| 2605 | Transmission speed pedal potentiometer shorted to ground or open circuit |
| 2606 | Transmission speed pedal **5 V** or **12 V** circuit error |
| 2607 | Transmission speed pedal neutral switch error |
| 2615 | Torque pressure sensor error |
| 2616 | Torque pressure sensor shorted to **5 V** or **12 V** |
| 2620 | Input pulley speed sensor shorted to **12 V** or open circuit |
| 2621 | Input pulley speed sensor shorted to ground |
| 2630 | Output pulley speed sensor shorted to **12 V** or open circuit |
| 2631 | Output pulley speed sensor shorted to ground |
| 2640 | Standstill solenoid open circuit or shorted to ground |
| 2641 | Standstill solenoid shorted to **12 V** |
| 2650 | Pressure sensor faulty |
| 2702 | Engine speed CAN message not received |
| 5070 | PTO clutch solenoid open circuit or shorted to ground |
| 5080 | PTO clutch solenoid excessive voltage |

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# General specifications

| | Model Boomer 46D | Model Boomer 54D |
|---|---|---|
| **Engine** | | |
| Type | Diesel | Diesel |
| Model | FPT-R753 | FPT-R753 |
| Engine gross horsepower | **33.6 kW** (**45.1 Hp**) | **39.5 kW** (**53.0 Hp**) |
| Aspiration | Turbo | Turbo |
| Cylinders | 3 | 3 |
| Bore | **94 mm** (**3.70 in**) | **94 mm** (**3.70 in**) |
| Stroke | **107 mm** (**4.21 in**) | **107 mm** (**4.21 in**) |
| Displacement | **2.228 l** (**135.96 in³**) | **2.228 l** (**135.96 in³**) |
| Compression ratio | 17.5:1 | 17.5:1 |
| Firing order | 1-3-2 | 1-3-2 |
| Low idle speed | **800 RPM** | **800 RPM** |
| Maximum speed: | | |
| High idle | **2950 RPM** | **2950 RPM** |
| Rated | **2600 RPM** | **2600 RPM** |
| **Capacities** | | |
| Fuel tank | **49.2 l** (**13 US gal**) | **49.2 l** (**13 US gal**) |
| Cooling system | **9.0 l** (**9.6 US qt**) | **9.0 l** (**9.6 US qt**) |
| Engine crankcase With filter: | **6.3 l** (**6.6 US qt**) | **6.3 l** (**6.6 US qt**) |
| Rear axle & transmission (Includes Hydraulics) | **35.2 l** (**9.3 US gal**) | **35.2 l** (**9.3 US gal**) |
| Front axle differential/final reduction gear case | **8.0 L** (**8.5 US qt**) | **8.0 L** (**8.5 US qt**) |
| **Air conditioning system** | | |
| Compressor make/model | T/CCI – QP5H11 | T/CCI – QP5H11 |
| Bore | **35 mm** (**1.4 in**) | **35 mm** (**1.4 in**) |
| Stroke | **22.6 mm** (**0.9 in**) | **22.6 mm** (**0.9 in**) |
| Number of cylinders | 5 | 5 |
| Refrigerant | R-134a | R-134a |
| Capacity | **1.1 kg** (**2.4 lb**) | **1.1 kg** (**2.4 lb**) |
| Oil | SP-20 (or equivalent) | SP-20 (or equivalent) |
| Capacity | **200 ml** (**6.76 US fl oz**) | **200 ml** (**6.76 US fl oz**) |
| Rotation | Clockwise | Clockwise |
| Blower motor | 3 Speed-Electric | 3 Speed-Electric |
| Number of interior vents | 8 | 8 |

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**MAINTENANCE CHART**

# Maintenance chart

| Maintenance action | Check | Change fluid | Tighten | Lubricate | Adjust | Filling | Test | Replace | Cleaning | Page no. |
|---|---|---|---|---|---|---|---|---|---|---|
| Every 10 hours or daily | | | | | | | | | | |
| Engine oil level | x | | | | | | | | | 7-15 |
| Engine coolant level | x | | | | | | | | | 7-16 |
| After first 50 hours | | | | | | | | | | |
| Engine oil and filter | | x | | | | | | | | 7-17 |
| Wheels bolt/nut | | | x | | | | | | | 7-19 |
| Roll Over Protective Structure (ROPS) | x | | | | | | | | | 7-20 |
| Every 50 hours | | | | | | | | | | |
| Lubrication points | | | | x | | | | | | 7-21 |
| Transmission oil level | x | | | | | | | | | 7-23 |
| Brake pedal free play | | | | | x | | | | | 7-23 |
| Engine belts | x | | | | | | | | | 7-26 |
| Tires | x | | | | | | | | | 7-27 |
| Front axle (4WD) oil level | x | | | | | | | | | 7-29 |
| Every 100 hours | | | | | | | | | | |
| Air cleaner primary element | | | | | x | | | | | 7-31 |
| Cab air filter | x | | | | | | | | | 7-32 |
| Engine and transmission coolers | | | | | x | | | | | 7-33 |
| Every 300 hours | | | | | | | | | | |
| Engine oil and filter | | x | | | | | | | | 7-35 |
| Hydraulic suction strainer | | | | | | x | | | | 7-35 |
| Hydraulic system pressure filter | | | | | | x | | | | 7-36 |
| Steering system pressure filter | | | | | | x | | | | 7-37 |
| Transmission control valve filter | | | | | | x | | | | 7-38 |
| Every 600 hours | | | | | | | | | | |
| Gerotor pump inner filter cleaning | | | | | x | | | | | 7-39 |
| Pre-fuel filter | | | | | | x | | | | 7-40 |
| Fuel filter | | | | | | x | | | | 7-41 |
| Transmission fluid | | x | | | | | | | | 7-42 |
| Front axle (4WD) oil | | x | | | | | | | | 7-42 |
| Every 1000 hours | | | | | | | | | | |
| Air cleaner safety element Inner safety element | | | | | | x | | | | 7-45 |
| Cab air filter | | | | | | x | | | | 7-46 |
| Engine coolant | | | | | | x | | | | 7-47 |
| General maintenance | | | | | | | | | | |
| Seat belt | x | | | | | | | | | 7-49 |
| Fuses | | | | | | x | | | | 7-50 |
| Battery | | | | | | | x | | | 7-54 |
| Taillight | | | | | | x | | | | 7-56 |
| Turn signal/hazard light bulb | | | | | | x | | | | 7-58 |
| Cab Work Lights | | | | | | x | | | | 7-61 |
| Brake pedal free play | | | | | x | | | | | 7-62 |
| Park brake | | | | | x | | | | | 7-62 |
| Windshield wiper fluid reservoir | | | | | | | x | | | 7-63 |
| Steering stop bolts | x | | | | | | | | | 7-63 |
| Front wheel toe-in | | | | | x | | | | | 7-64 |

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# Suggested operating mode settings - Basic user interface

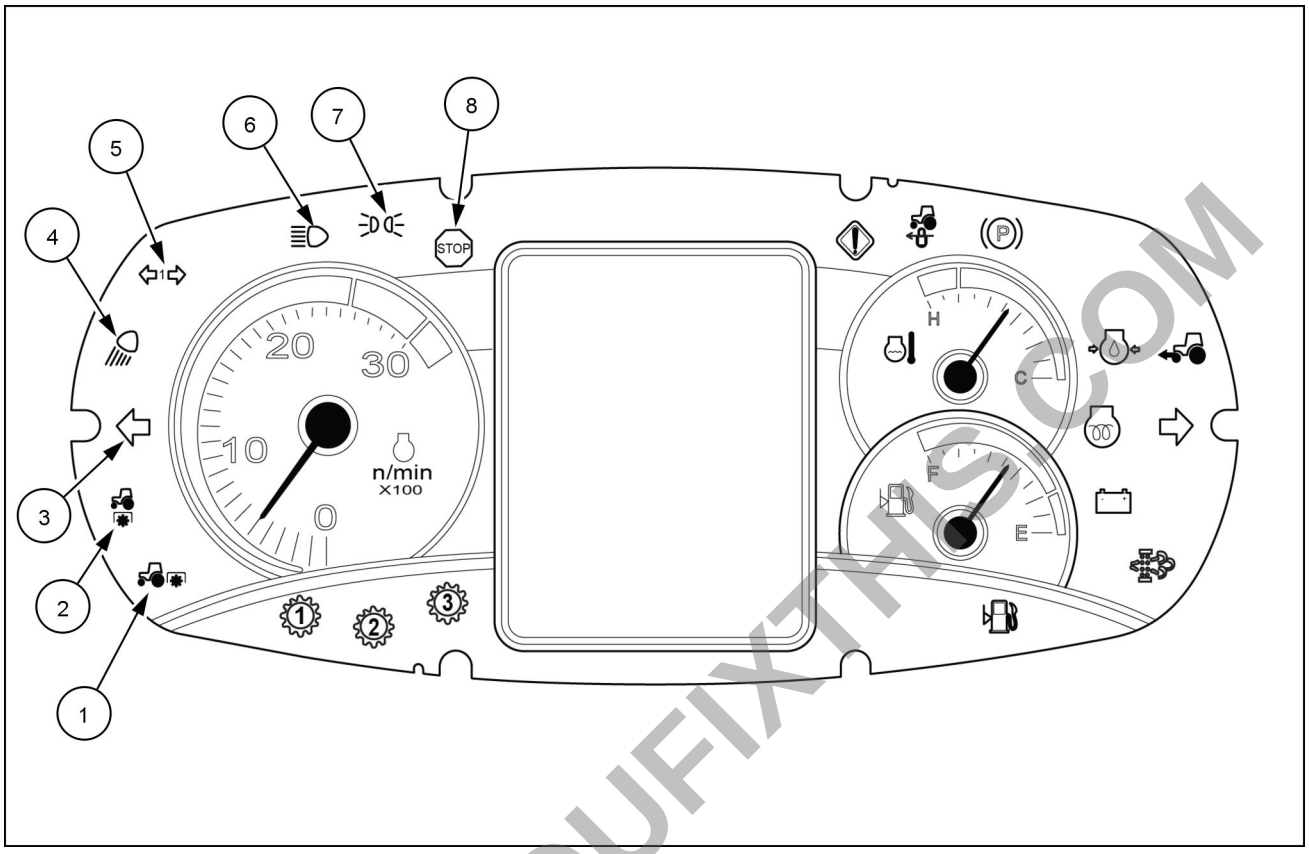
| Operating condition | Speed setting | Response setting | Engine RPM | FWD | Cruise control | Performance expectations |
|---|---|---|---|---|---|---|
| Default software settings | 1 (LO) 0 to **50%** (HI) 0 to **100%** | Slow and Fast | NA | OFF | OFF | NA |
| Default from plant | Low | Fast | NA | OFF | OFF | Tractor reacts extremely quickly, both in acceleration and deceleration. First **50%** of pedal travel is for inching movement. Top speed is limited to **50%**. |
| Loader work (Tight quarters) | Low | Fast | **1800 RPM** or greater | ON | OFF | Tractor reacts extremely quickly, both in acceleration and deceleration. First **50%** of pedal travel is for inching movement. Top speed is limited to **50%**. |
| Loader work (Open quarters) | High | Fast | **1800 RPM** or greater | ON | Optional | Tractor reacts extremely quickly, both in acceleration and deceleration. Cruise control can be used for shuttling maneuvers and covering open terrain. Top speed limited to **60%**. |
| Mowing (Professional) | High | Slow | Rated | OFF | Optional | Tractor reacts and shuttles slowly and smoothly to protect turf. Top speed can be limited. Cruise preset can be used to define a groud speed target for speed sensitive operations. |
| Mowing (Home owner) | Low | Fast | Rated | Optional | Optional | Tractor reacts and shuttles relatively quickly so that the operator does not have to think too far ahead of the tractor, some minor turf or ground damage may occur depending on ground speed. Cruise control is perfect for maintaining speed for mower deck. First **30%** of pedal travel is perfect for operating in tight spaces. |
| Aeration | Low | Slow | **1800 RPM** or greater | Optional | Optional | Tractor reacts slowly and smoothly. Reactivity should be increased for tight quarters or around hazards. |
| Backing up to implement or trailer | Low | Fast | Idle or operator choice | OFF | OFF | Tractor reacts quickly to operator input and can inch up to the implement or the trailer slowly. |
| Rototiller | Low | Fast | Rated | ON | Optional | Tractor reacts quickly to operator input. Cruise control can be used in open quarters. The speed setting allows you a greater foot control across the lower speed application as you typically will not go to **30%** of max speed. |

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# Instrument panel




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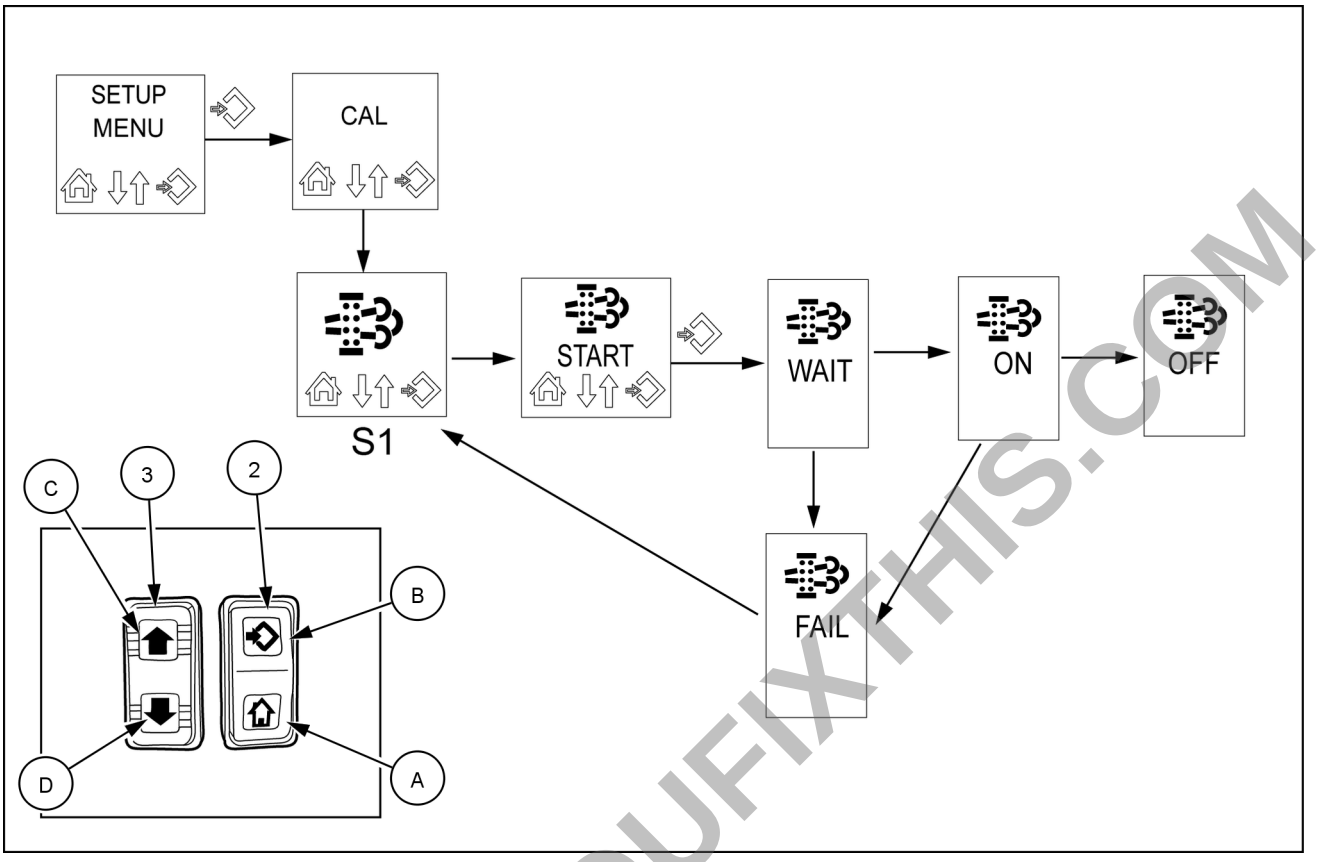
1. Rear PTO Indicator - This light will illuminate “Amber when the rear PTO is engaged.
2. Mid PTO Indicator - This light will illuminate “Amber when the mid PTO is engaged.
3. Left Turn Signal Indicator - This light will illuminate “Green” when the left turn signal is activated.
4. Work Light Indicator - The light symbol will illuminate "Amber" when the work light switch is moved forward to the "ON" position. The key switch must be in the "ACC/RUN" or "START".
5. Trailer Indicator - Not applicable in North America.
6. High Beam Road Light Iindicator - The light symbol will illuminate "Blue" when the multifunction light stalk switch is placed in the (High Beam) position.
7. Tractor Lights Indicator - The light symbol will illuminate "Green" when the multifunction stalk switch has activated either the position lights or the low beam headlights. The key switch must be in the "ACC/RUN" or "START" position.
8. STOP Indicator Light - This light symbol illuminates "Red" and an alarm sounds when the following occurs:
   - CVT transmission oil pressure too low - **703 kPa** (**102 psi**) or below for more than **1 s**.
   - Engine coolant temp too high - **112 °C** (**233 °F**) and above
   - Engine oil pressure too low - **41 kPa** (**6 psi**) or below
   - Driveline oil pressure too low - **551 kPa** (**80 psi**) or below for more than **1 s**

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## Manually regenerating the particulate matter catalyst




NHIL15CT00170FA 1

To be able, when necessary, to activate manual regeneration, it is necessary to stop work for the entire duration of the procedure ( **15 — 20 min**) and set up the following conditions:

- engine running, machine stationary and hand brake on
- engine at normal operating temperature.
- Hand throttle at minimum position
- Throttle pedal released
- Power Take-Off (PTO) not engaged
- Hydraulic system not active

***NOTE:** should the above-mentioned conditions change during the entire process of regeneration, the operation is stopped.*

Proceed as follows to activate forced regeneration:

- Press the switch **(2)** on the side of the symbol **(B)** for longer than three seconds to access the programming menu The central monitor will display “SETUP MENU”. Release the side with the symbol **(B)**.
- Press the switch **(3)** on the side of the symbol **(D)** for a certain number of consecutive times until the monitor displays the catalyst symbol **(S1)**.
- Press the switch **(2)** on the side with the symbol **(B)**.
- If manual catalyst regeneration is requested, the monitor will automatically display “START” with the catalyst symbol.
- Press the switch **(2)** on the side of the symbol **(B)** to move on to the message “WAIT”. Catalyst regeneration now commences. In this phase, if everything proceeds normally, no action is required by the operator and the control unit will automatically display the various phases of the procedure.
- At the end of regeneration the monitor will display “OFF” with the catalyst symbol. After two seconds the control unit will automatically return to the initial condition. Press the switch **(2)** on the side of the symbol **(A)** for a certain number of times until you exit the programming menu.



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# Analog Digital Instrument Cluster (ADIC) fault codes - Engine related

Below is list of fault codes that will appear on the ADIC (Analog Digital Instrument Cluster) when one or more of the tractors operating systems is not functioning properly. During engine start-up, any fault codes currently being experienced by the tractor will appear on the ADIC screen for three to five seconds. These fault codes will continue to appear until removed by a New Holland Dealer.

| Error Code Display | Description |
|---|---|
| 3007 | Coolant temperature sensor – signal above range maximum |
| 3008 | Coolant temperature sensor – signal below range minimum |
| 3010 | Air intake temperature sensor – signal above range maximum |
| 3011 | Air intake temperature sensor – signal below range minimum |
| 3015 | Fuel temperature sensor – signal above range maximum |
| 3016 | Fuel temperature sensor – signal below range minimum |
| 3019 | Boost pressure sensor – signal above range maximum |
| 3024 | Atmospheric pressure sensor – signal above range maximum |
| 3025 | Atmospheric pressure sensor – signal below range minimum |
| 3027 | Oil pressure sensor - defect fault check for plausibility from digital sensor. |
| 3037 | Boost pressure sensor - signal low |
| 3061 | Cylinder #1 - injector cable short circuit (low side to battery) |
| 3063 | Cylinder #1 - injector cable short circuit (high side to ground) |
| 3069 | Cylinder #3 - injector cable short circuit (low side to battery) |
| 3071 | Cylinder #3 - injector cable short circuit (high side to ground) |
| 3081 | Cylinder #4 - injector cable short circuit (low side to battery) |
| 3083 | Cylinder #4 - injector cable short circuit (high side to ground) |
| 3088 | Crankshaft sensor - no signal |
| 3089 | Crankshaft sensor - invalid signal |
| 3090 | Camshaft sensor - no signal |
| 3091 | Camshaft sensor - invalid signal |
| 3093 | Offset between camshaft and crankshaft - outside boundaries |
| 3096 | (ECU) BusOff on vehicle CAN |
| 3102 | Rail pressure sensor CP3 - signal below range minimum |
| 3104 | Pressure relief valve open |
| 3105 | Pressure relief valve forced to open - perform pressure increase |
| 3106 | Pressure relief valve reached maximum allowed opening count |
| 3107 | Metering unit - short circuit to battery |
| 3108 | Metering unit - short circuit to ground |
| 3110 | Rail pressure sensor offset monitoring - value above limit |
| 3111 | Rail pressure sensor offset monitoring - value below limit |
| 3112 | Rail pressure sensor CP3 - Signal above range maximum |
| 3126 | Hand throttle - Channel 1 signal above range maximum |
| 3127 | Hand throttle - Channel 1 signal below range minimum |
| 3137 | Metering unit - open load |
| 3141 | Metering unit - leakage is detected based on fuel quantity balance |
| 3146 | Water detected in fuel |
| 3157 | (ECU) not detected on CANbus or (The engine data set registration information was not available from the engine within the time required) |
| 3158 | Invalid (ECU) checksum (The engine data set does not match the data set registered for this machine. Register the new data set if the data set has just been updated.) |
| 3176 | Metering unit - set point of metering unit in overrun mode not plausible |
| 3177 | Engine overspeed detected |
| 3179 | Time out of CAN message BC2EDC2 |
| 3180 | Time out of CAN message VCM2EDC |
| 3188 | Injector cylinder #1 warning - open load |
| 3196 | Injector cylinder #3 warning - open load |

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| | Model Boomer 46D | Model Boomer 54D |
|---|---|---|
| **Steering** | | |
| Type | Power | Power |
| Pump flow @ rated RPM | **19.34 l/min** (**5.11 US gpm**) | **19.34 l/min** (**5.11 US gpm**) |
| Turns lock-to-lock: | | |
| FWD (New) | 4.5 R to L and 4.5 L to R | 4.5 R to L and 4.5 L to R |
| 4WD (Old) | 4.3 R to L and 3.0L to R | 4.3 R to L and 3.0L to R |
| Front wheel Toe-In | **0 – 5 mm** (**0 – 0.20 in**) | **0 – 5 mm** (**0 – 0.20 in**) |
| Turning radius w/o brakes: | | |
| FWD | **3238.5 mm** (**127.5 in**) | **3238.5 mm** (**127.5 in**) |
| 4WD (New) | **57°** | **57°** |
| Front to rear axle ratio | 1.67 to 1 | 1.67 to 1 |
| **Power take-off** | | |
| Type | Independent | Independent |
| Shaft size: | | |
| Rear PTO | **35 mm** (**1.4 in**) | **35 mm** (**1.4 in**) |
| Mid PTO | **25.4 mm** (**1 in**) | **25.4 mm** (**1 in**) |
| Engine speed for **540 RPM** Rear PTO Operation | **2409 RPM** | **2409 RPM** |
| Horsepower rear PTO observed | **26.8 kW** (**36.0 Hp**) | **32.1 kW** (**42.0 Hp**) |
| Horsepower mid PTO observed | **22.3 kW** (**30.0 Hp**) | **24.6 kW** (**36.0 Hp**) |
| Engine speed for 2000 RPM mid PTO operation | **2407 RPM** | **2407 RPM** |
| Direction of rotation (As viewed from rear of tractor) | | |
| Rear PTO | Clockwise | Clockwise |
| Mid PTO | Counterclockwise | Counterclockwise |
| **Hydraulic lift system** | | |
| Type | Open center | Open center |
| Pump type | Gear | Gear |
| Pump capacity | **36.9 l/min** (**9.7 US gpm**) | **36.9 l/min** (**9.7 US gpm**) |
| System relief valve setting | **17160 kPa** (**2489 psi**) | **17160 kPa** (**2489 psi**) |
| Number of rear remotes available | 3 (optional) | 3 (optional) |
| Number of mid remotes available | 2 (optional) | 2 (optional) |

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### After first 50 hours

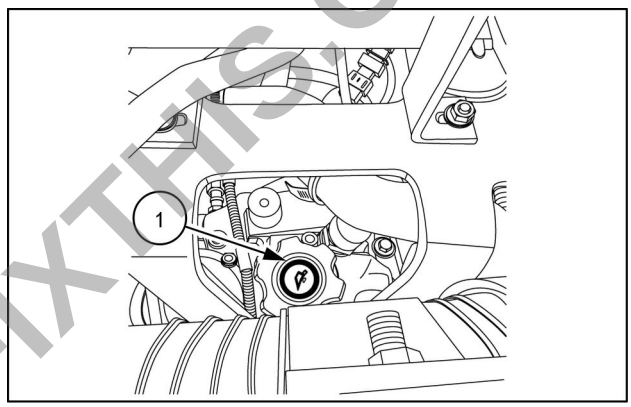
# Engine oil and filter

## Changing the engine oil

***NOTE:*** *Change the engine oil and filter after the first 50 hours of operation, then every 300 hours thereafter. If the tractor is operated for extended periods of time at maximum rated power and speeds, or under other types of continuous, sever operating conditions, the engine oil and filter should be changed at 100 hour intervals following the initial oil change.*

To change the engine oil:

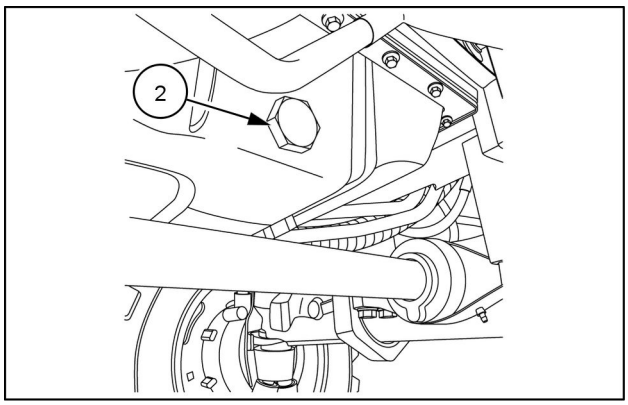
1. Remove the filler cap **(1)**.




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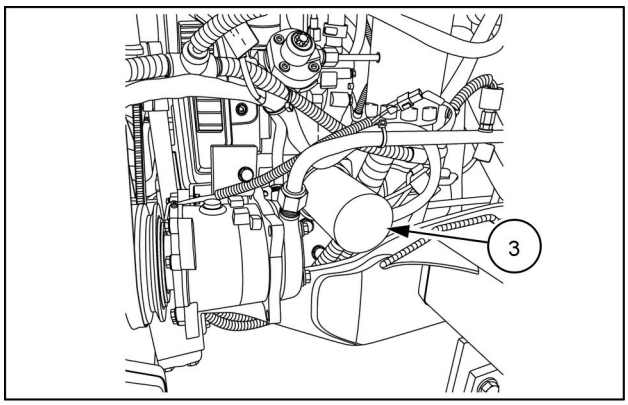
2. Place a suitable container beneath the drain openings to catch the used oil. With the tractor engine off, but at normal operating temperature, remove the drain plugs **(2)** on each side of the oil pan. Reinstall the plugs after all of the oil has been drained.

***NOTE:*** *The combined capacity of the engine crankcase and oil filter is **6.3 l** (**6.6 US qt**) (All Models).*




NHIL14CT00634AA 2

3. Next, place a container below the oil filter **(3)** to catch the used oil and unscrew the oil filter. Properly dispose of the used oil and filter.
4. Coat the gasket on the new filter with a thin film of clean oil. Screw the filter into place until the gasket contacts its mating surface, then turn the filter approximately three-quarters of a turn by hand. Do not overtighten.
5. Add the proper type and level of new oil (see chart below), then replace the filler cap.
6. Start the engine and check the filter for leaks.




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# Power Take-Off (PTO) operation

## Rear PTO operation (with operator in seat)

**⚠ WARNING**

**Entanglement hazard!**
**Before attaching or detaching equipment or changing the Power Take-Off (PTO) shaft: 1) Apply the parking brake. 2) Move all controls to neutral and PTO control knob to the disengaged position. 3) Stop the engine and remove the key. 4) Wait for the PTO shaft to stop turning before leaving the cab.**
**Failure to comply could result in death or serious injury.**

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1. Before connecting an implement to the PTO, stop the tractor engine.
   - Move the transmission shuttle lever to the “NEUTRAL” (N) position.
   - Set the parking brake.
   - Disengage the PTO using the PTO engagement switch.
   - Remove the PTO cap.
   - Make sure the PTO shaft is not turning.
   - Attach the drawn equipment. Make sure the equipment-driven shaft is properly aligned and locked to the tractor PTO drive shaft and that the PTO shield is down in the guarded position.
2. With the PTO engagement switch disengaged, start the engine. For mounted equipment, raise and lower the equipment to ensure there are proper clearances.
3. If the tractor is equipped with a rear PTO only, engage the PTO by means of the PTO engagement switch.

If the tractor is equipped with an optional mid PTO, proper engagement (both PTOs can be engaged at the same time) of mid PTO or both mid and rear PTO is achieved as follows:

- Place PTO selection lever to the appropriate position for either mid PTO or mid and rear PTO operation.
- Engage the PTO by means of the engagement switch.

4. Check the PTO-driven equipment for proper operation by gradually increasing engine RPM.
5. If the equipment is operating properly, shift to the desired operating speed.
6. Control the PTO speed using the throttle. Never operate in an overspeed condition.
7. When making sharp turns with pull-type equipment or with mounted equipment in the fully raised position, disengage the rear PTO using the PTO engagement switch.
9. Reinstall the PTO shaft cap when PTO-driven equipment is disconnected from the tractor, or when the PTO is not being used.

**⚠ WARNING**

**Unexpected movement!**
**Disengage the Power Take Off (PTO) after each use. This prevents an attached implement from moving unintentionally.**
**Failure to comply could result in death or serious injury.**

W0423A

## Rear PTO operation (without operator in seat)

To operate the rear PTO, without the operator in the seat the following operations must be performed:

- Transmission shuttle shift lever in NEUTRAL position.
- Park brake in “ON” position* (*Not Required, but Recommended).
- Mid PTO disengaged (if equipped).
- Rear PTO engaged.

***NOTE:*** *The Mid PTO cannot be operated without an operator present in seat. If operator leaves seat while mid PTO is in operation, an alarm will sound and the tractor will shut off.*

***NOTICE:*** *The engine will shut off and an alarm will sound in approximately two seconds if the operator leaves the seat, without the transmission shuttle lever in the neutral position and mid PTO disengaged.*

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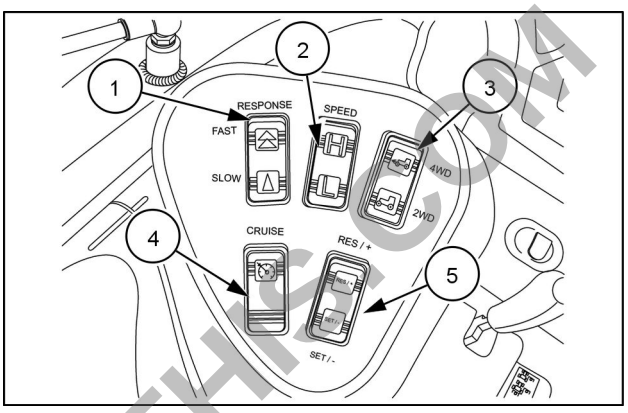
## LEFT-HAND SIDE CONTROLS

# Continuously Variable Transmission (CVT) controls

### Left hand side control pod switches (Standard user interface option)

The standard user interface option, (standard transmission configuration) has five control switches located on the left hand side control pod.

1. Response switch
2. Speed range switch
3. 4WD engagement switch
4. Cruise activation switch
5. Cruise set / resume switch




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### Response switch

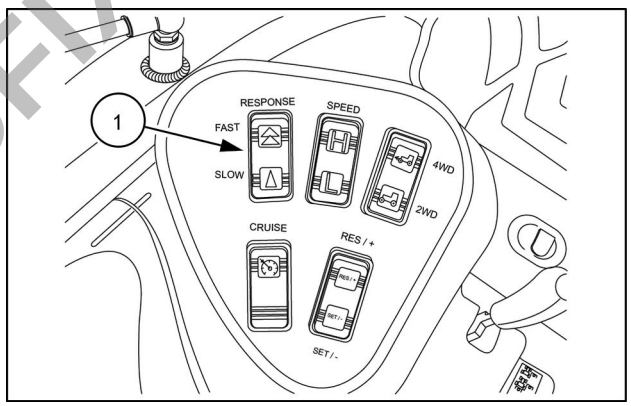
The response switch **(1)** has pre-programmed settings that control the acceleration and deceleration of the tractor, and the switch allows the selection between the fast or slow range of response settings.

***NOTE:*** *The response settings are set by the software of the tractor and cannot be changed by the operator.*

The fast response range, which corresponds to faster acceleration and deceleration of the tractor, is activated by pressing the front portion of the switch forward, which will illuminate the double triangle symbol on the switch.

The slow response range, which corresponds to slower acceleration and deceleration of the tractor, is activated by pressing the rear portion of the switch , which will illuminate the single triangle symbol on the switch.

***NOTE:*** *The tractor will take a greater distance and time to reach full speed in the low response range, and will also need a greater distance and time to slow to a stop once the speed control pedal is released.*

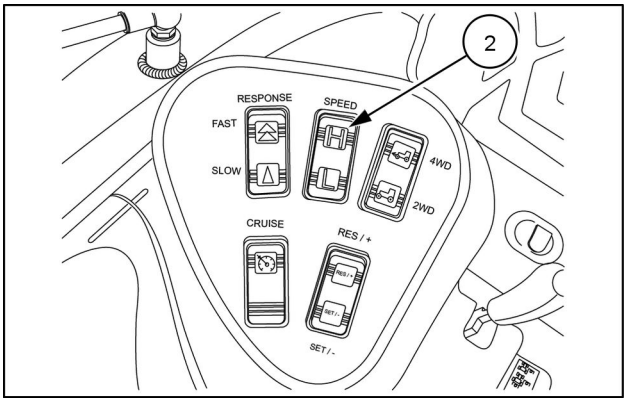



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### Speed range switch

The speed switch **(2)** is a two position switch. The switch has the range speeds identified with “H” for high range and “L” for low range. To select a speed range, depress the appropriate end of the switch. When a speed selection is chosen, the switch panel will illuminate to designate the range speed selected. With the basic user interface option, there are no corresponding speed indicator lights in the ADIC display.

***NOTICE:*** *The tractor must be stopped completely to change the speed range switch into another range.*




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