LM415A, LM425A, LM435A, LM445A REPAIR MANUAL COMPLETE CONTENTS

SECTION 00 - GENERAL 2

SECTION 10 - ENGINE 5

SECTION 21 - TRANSMISSION 7

SECTION 23 - DRIVE LINES 13

SECTION 25 - FRONT AXLE 13

SECTION 27 - REAR AXLE 15

SECTION 33 - BRAKES 16

SECTION 35 - HYDRAULIC SYSTEMS 17

SECTION 39 - CHASSIS 26

SECTION 41 - STEERING 27

SECTION 50 - CAB ENVIRONMENT 28

SECTION 55 - ELECTRICAL SYSTEM 31

SECTION 82 - LOADER 40

SECTION 90 - CAB 41

The following pages are the collation of the contents pages from each section and chapter of the LM415A, LM425A, LM435A, LM445A Repair manual. Complete Repair part # 87751932.

The sections used through out all New Holland product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

The sections listed above are the sections utilized for the LM415A, LM425A, LM435A, LM445A Telehandlers.

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SAFETY RULES

PAY ATTENTION TO THIS SYMBOL



This warning symbol points out important messages involving personal safety. Carefully read the safety rules contained herein and follow advised precautions to avoid potential hazards and safeguard your safety and personal integrity.
In this manual you will find this symbol together with the following key-words:

***WARNING (ATTENZIONE)** - it gives warning about improper repair operations and deriving potential consequences affecting the service technician's personal safety.*

***DANGER (PERICOLO)** - it gives specific warning about potential dangers for personal safety of the operator or other persons directly or indirectly involved.*



TO PREVENT ACCIDENTS

Most accidents and personal injuries taking place in workshops are due from non-observance of some simple and essential prudential rule and safety precautions. For this reason, IN MOST CASES THEY CAN BE AVOIDED. It suffices to foresee possible causes and act consequently with necessary caution and care.

The possibility that an accident might occur with any type of machines should not be disregarded, no matter how well the machine in question was designed and built.

A wise and careful service technician is the best precautions against accidents.

Careful observance of this only basic precaution would be enough to avoid many severe accidents.

DANGER: Never carry out any cleaning, lubrication or maintenance operations when the engine is running.

SAFETY RULES

Generalities

Carefully follow specified repair and maintenance procedures.

Do not wear rings, wristwatches, jewels, unbuttoned or flapping clothing such as ties, torn clothes, scarves, open jackets or shirts with open zips which could get hold into moving parts. We advise to use approved safety clothing such as anti-slipping footwear, gloves, safety goggles, helmets, etc.

Never carry out any repair on the machine if someone is sitting on the operator's seat, except if they are certified operators to assist in the operation to be carried out.

Never operate the machine or use attachments from a place other than sitting at the operator's seat.

Never carry out any operation on the machine when the engine is running, except when specifically indicated.

Stop the engine and ensure that all pressure is relieved from hydraulic circuits before removing caps, covers, valves, etc.

All repair and maintenance operations should be carried out with the greatest care and attention.

Service stairs and platforms used in a workshop or in the field should be built in compliance with the safety rules in force.

Disconnect the batteries and label all controls to warn that the Vehicle is being serviced. Block the machine and all equipment which should be raised.

Never check or fill fuel tanks and accumulator batteries, nor use starting liquid if you are smoking or near open flames as such fluids are flammable.

Brakes are inoperative when they are manually released for maintenance purposes. In such cases, the machine should be kept constantly under control using blocks or similar devices.

The fuel filling gun should remain always in contact with the filler neck. Maintain this contact until the fuel stops flowing into the tank to avoid possible sparks due to static electricity buildup.

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SPECIFICATIONS, DATA, AND TOOLING

The following data is for general guidance. Where specific data or dimensions are required and not quoted in this section, refer to the section in the Repair Manual relating to the component under repair.

ENGINE DATA

		95 HP	110 HP
Type		Diesel	
Aspiration		Turbo	Turbo intercooled
No. of cylinders		4	
Bore		104 mm (4.09 in)	
Stroke		132 mm (5.19 in)	
Displacement		4485 (cm^3) (272 cu.in)	
Compression Ratio		17.5:1	
Firing Order		1.3.4.2.	
Idle Speed	rpm	800	
Maximum 'No-Load' Speed	rpm	2430	
Rated Speed	rpm	2200	
Maximum Torque N·m (ft.-lb.) @ 1400 e.r.p.m.		398 (294)	480 (354)
Tappet Clearance (cold)			
- Intake		0.30 mm (0.011 in)	
- Exhaust		0.55 mm (0.021 in)	

COOLING SYSTEM

Type	Pressurized Full Flow By-pass with Expansion Chamber
Fan	5 Blade
Fan Belt Deflection:	
Turbo / Turbo Intercooled	10-13 mm (0.39 to 0.51 in.)
Drive Belt Deflection	
Air Conditioning Compressor	13-16 mm (0.51 to 0.62 in.)
Thermostat:	
Starts to Open at	79°C (174°F)
Radiator Cap	0.50 bar (7.25 psi)

FUEL SYSTEM

Injection Pump	
Type	Rotary
Cold Start Device	Inlet Manifold Grid Heater
Excess Fuel Device	Automatic
Fuel Shut Off	Solenoid
Lift Pump	Mechanical

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MINIMUM HARDWARE TIGHTENING TORQUES

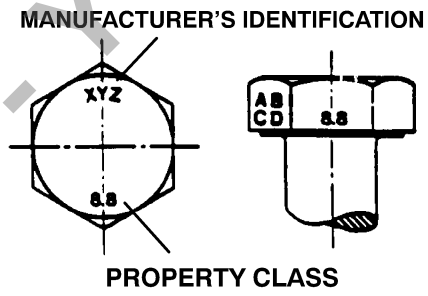
IN NEWTON-METERS (FOOT POUNDS) FOR NORMAL ASSEMBLY APPLICATIONS

METRIC NON-FLANGED HARDWARE AND LOCKNUTS

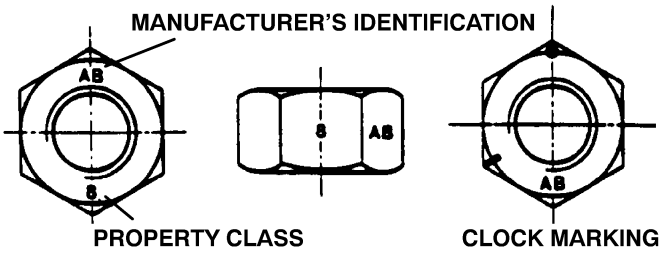
NOMINAL SIZE	CLASS 5.8		CLASS 8.8		CLASS 10.9		LOCKNUT CL.8 W/CL8.8 BOLT
	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr	
M4	1.7 (15)*	2.2 (19)*	2.6 (23)*	3.4 (30)*	3.7 (33)*	4.8 (42)*	2.3 (20)*
M6	5.8 (51)*	7.6 (67)*	8.9 (79)*	12 (102)*	13 (115)*	17 (150)*	7.8 (69)*
M8	14 (124)*	18 (159)*	22 (195)*	28 (248)*	31 (274)*	40 (354)*	19 (169)*
M10	28 (21)	36 (27)	43 (32)	56 (41)	61 (45)	79 (58)	38 (28)
M12	49 (36)	63 (46)	75 (55)	97 (72)	107 (79)	138 (102)	66 (49)
M16	121 (89)	158 (117)	186 (137)	240 (177)	266 (196)	344 (254)	164 (121)
M20	237 (175)	307 (226)	375 (277)	485 (358)	519 (383)	671 (495)	330 (243)
M24	411 (303)	531 (392)	648 (478)	839 (619)	897 (662)	1160 (855)	572 (422)

NOTE: Torque values shown with * are inch pounds.

IDENTIFICATION
HEX CAP SCREW AND CARRIAGE BOLTS
CLASSES 5.6 AND UP



HEX NUTS AND LOCKNUTS
CLASSES 05 AND UP



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Starting

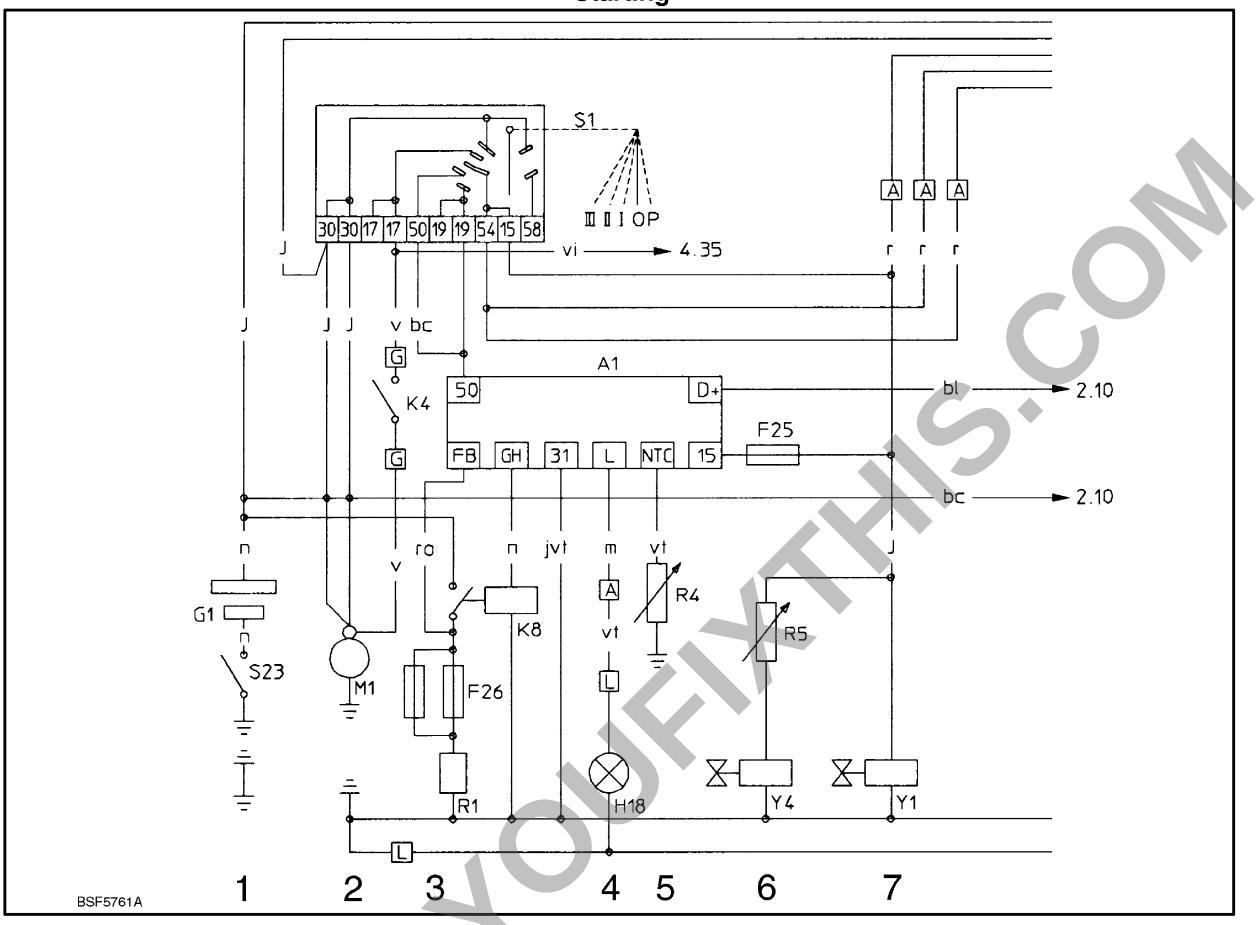


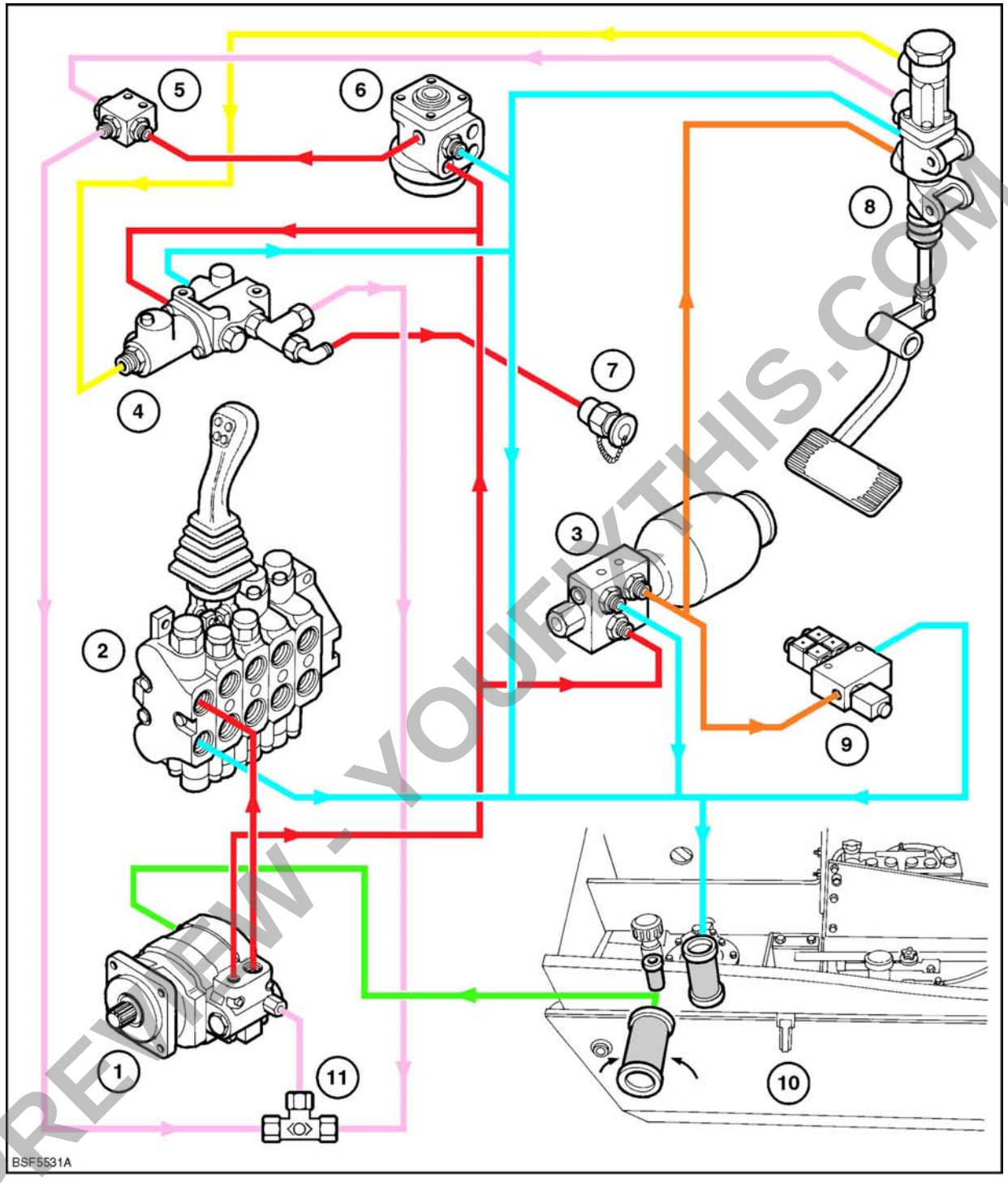
Diagram 1

Wire Colors

bc:	White	n:	Black
bl:	Blue	o:	Orange
g:	Grey	r:	Red
j:	Yellow	ro:	Pink
jvt:	Yellow/green	vt:	Green
m:	Brown	v:	Violet

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Monoramp Hydraulic Circuit Schematic 15

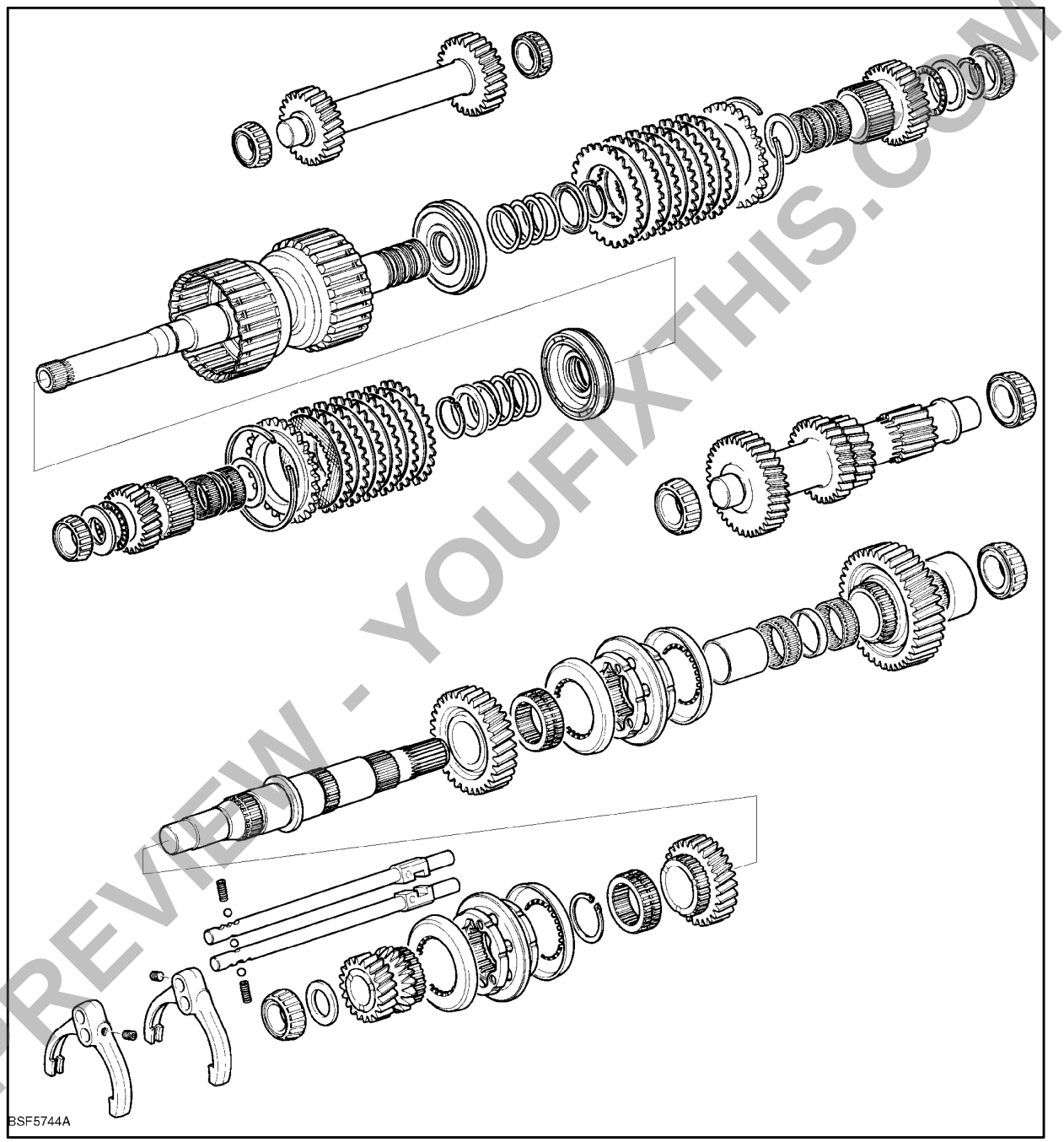
System Pressure	Suction Oil
Reduced Pressure @ 40 bar (580 psi)	Return to Reservoir
Load Sense Line	Pilot Line from the Brake Master Cylinder

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TRANSMISSION OVERHAUL

IMPORTANT: *Before commencing any dismantling procedure it is essential to thoroughly clean the transmission and work area. If new clutch friction discs are to be installed it will be necessary to soak the discs in clean new oil for a minimum of 3 hours before fitting.*



35

4X4 POWER SHUTTLE

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TROUBLESHOOTING

Problems	Possible Causes	Solutions
Engine does not start.	1. Battery partially discharged.	Check and recharge batteries. Replace if necessary.
	2. Battery terminal connections corroded or loose.	Clean, inspect and tighten terminal nuts. Replace terminals and nuts if excessively corroded.
	3. Injection pump timing incorrect.	Adjust injection pump timing.
	4. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.
	5. No fuel in tank.	Fill tank.
	6. Fuel supply pump malfunction.	Check and replace pump if necessary.
	7. Air in fuel system.	Check fuel lines, unions, supply pump, filters and injection pump for air; then bleed the air from the circuit.
	8. Starter motor faulty.	Repair or replace starter motor.
	9. Thermostarter faulty.	Check and replace thermostarter if necessary.
Engine stalls.	1. Slow idling speed too low.	Adjust slow idling speed.
	2. Injection pump delivery irregular.	Check injection pump delivery on test bench.
	3. Impurities or water in fuel lines.	Disconnect fuel lines from injection pump and clean thoroughly. If necessary clean and dry the fuel tank.
	4. Fuel filters clogged.	Replace the filter cartridges.
	5. Incorrect valve – rocker arm clearances.	Adjust the clearance between the rocker arms and the valves.
	6. Burnt or cracked valves.	Replace the valves.
	7. Air in fuel system.	Check fuel lines, unions, supply pump, filters and injection pump for air; then bleed the air from the circuit.
	8. Injection pump drive mechanism damaged.	Replace damaged parts.

(continued)

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LUBRICANTS AND COOLANTS

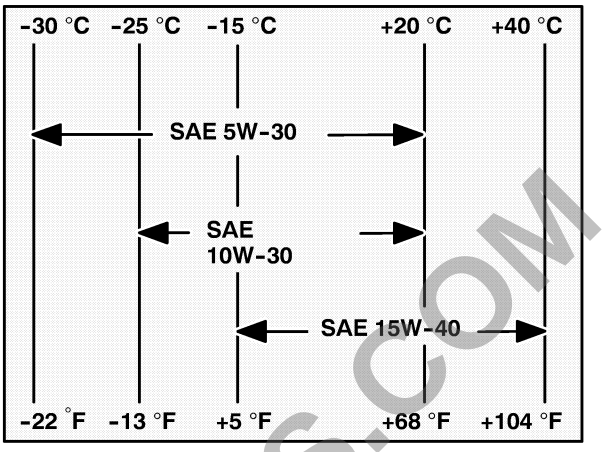
The correct engine oil viscosity grade is dependent upon ambient temperature. Refer to the chart on the right when selecting oil for your engine.

NOTE: *In areas where prolonged periods of extreme temperatures are encountered, local lubricant practices are acceptable; such as the use of SAE 5W30 in extreme low temperatures or SAE 50 in extreme high temperatures.*

Sulphur in Fuel

The engine oil change period is shown in section 3. However, locally available fuel may have a high sulphur content, in which case the engine oil change period should be adjusted as follows:-

Sulphur Content %	***Oil Change Period***
Below 0.5	*Normal*
0.5 - 1.0	*Half the normal*
above 1.0	*One quarter normal.*



NOTE: *The use of fuel with a sulphur content above 1.3% is not recommended.*

AMBRA NH - RECOMMENDED FLUIDS AND APPLICATION	New Holland Specification	International Specification	Approximate Quantities
ENGINE - Oil			
Ambra Super Gold (15W40)	NH 330 G	API CF-4/SG, CCMC D4,	13.6 Liters (3.6 U.S. gals)
Ambra Super Gold (10W30)	NH 324 G	or MIL-L-2104E	(including engine oil filter)
POWER SHUTTLE TRANS - Oil			
Ambra Hydrodex	NH 530 A	ATF DEXRON II D-LEVEL	11 Liters (2.7 U.S.gals)
POWER SHIFT TRANS - Oil			
Ambra Hydrodex	NH 530 A	ATF DEXRON II D-LEVEL	11 Liters (2.7 U.S.gals)
FRONT & REAR AXLE - Oil			
Ambra Multi F (20W30)	NH 420 A	API GL4, ISO 46/68	8.5 Liters (2.2 U.S.gals)
TRANSFER BOX - Oil			
Ambra Hypoide 90 (80W90)	NH 520 A	API GL 5 , MIL-L-2105 D	0.6 Liters (1.12 U.S.pint)
FRONT/REAR AXLE HUBS - Oil			
Ambra Hypoide 90 (80W90)	NH 520 A	API GL 5 , MIL-L-2105 D	1.0 Liters (2.0 U.S.pint)
LOADER - HYDRAULIC - Oil			
Ambra Hydrosystem 46 HV	NH 646 H	ISO VG 46, DIN 51524	125 Liters (31 U.S.gals)
ENGINE RADIATOR COOLANT			
Water		H_2O	12 Liters (2.9 U.S.gals)
Fleetguard ES Compleat	NH 900 A		12 Liters (2.9 U.S.gals)
BRAKE - Oil			
85808072	NH 610 A		1 Liter (2.0 U.S.pints)
JIB PADS - GREASE			
.....		HDM	As Required
FUEL TYPE			
Diesel			122 Liters (30 U.S.gals)

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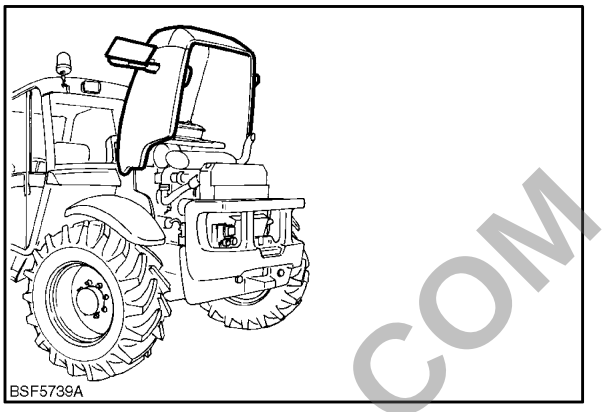
ENGINE

Access

The LMA telehandler has a hinged engine hood, which when opened, provides access to all routine service points and external components.

The engine overhaul described in pages 27 to 84 assumes that the engine has been removed from the telehandler.

Pages 85 onwards describe operations that can be carried out without removing the engine.

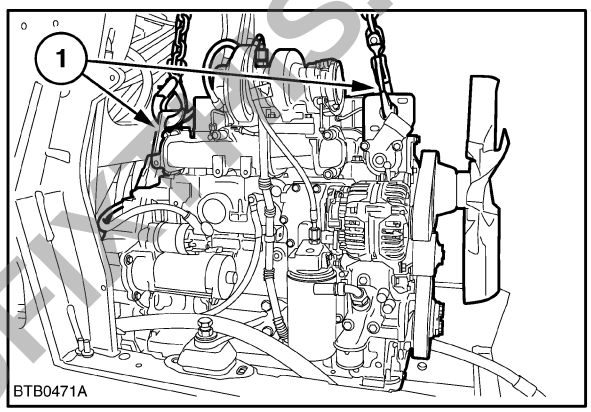


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Removal

The engine must be removed with the transmission as a unit as the chassis mounts are shared between the two assemblies

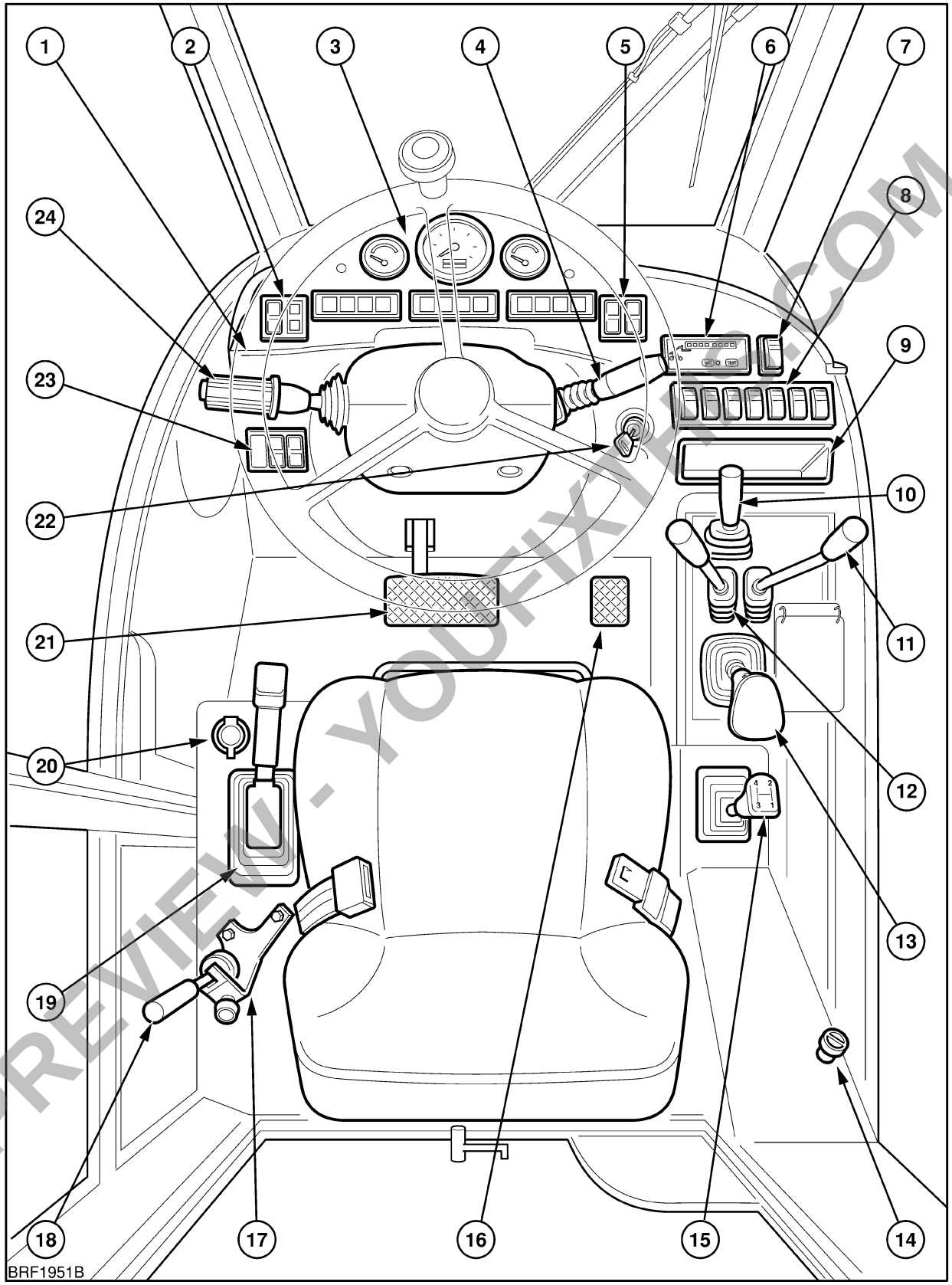
Engine removal is described in Chapter 2.



8

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17

Operating Controls - Mechanical

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SECTION 00 - GENERAL

BOOK 1 - 87751933

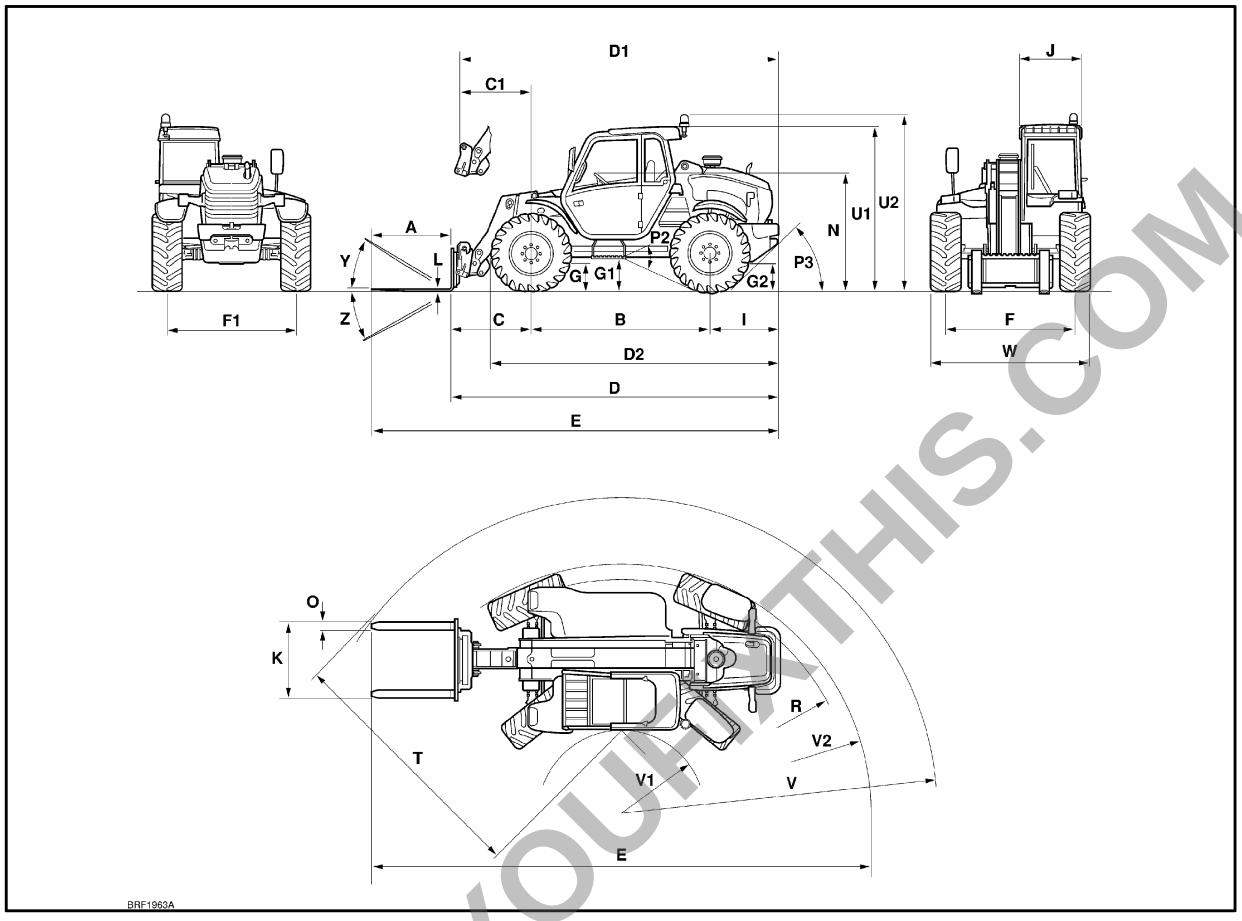
Chapter 2 - Specifications, Data, and Tooling (Continued)

CONTENTS

Section	Description	Page
	Hydraulic System	5
	Torques	5
	Radiator Coolants	5
	Four Wheel Drive Tire Combinations	5
	Weight of Machines	5
	Lubricants and Coolants	14
	Four Wheel Drive Tire Combinations	15
	Tire Pressures	15
	Tool Listing and Applications	17
	General Tools	17
	Locally Manufactured	17
	Transmission Powershuttle	17
	Transmission Powershift	18
	Axle	18
	Hydraulic Systems	18
	Telescopic Boom	18
	Electrical System	18
	Engine	18
	General Tools	19
	General and Locally Manufactured Tools	20
	Locally Manufactured Tools	21
	Powershuttle Transmission Tools	22
	Axle Tools	25
	Hydraulic Flow and Pressure	27
	Telescopic Boom	29
	Electrical	30
	Engine	30
	Special Tools	31

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7

LM 445A – 9 METER (29.5 FT) SERIES 3.0 METRIC TON (3.3 TON)

A	1200 mm	47.2 in	L	45 mm	1.77 in
B	2660 mm	104.7 in	N	1770–1820 mm	69.6–71.6 in
C	1700 mm	66.9 in	O	125 mm	4.9 in
C1	1550 mm	61.0 in	P2	48.5°	
D	5445 mm	214.3 in	P3	44.0°	
D1	5295 mm	208.4 in	R	3575 mm	140.8 in
D2	4365 mm	171.8 in	S	8010 mm	315.3 in
E	6645 mm	261.6 in	T	4240 mm	166.9 in
F	1930 mm	75.9 in	U1	2450 mm	96.4 in
F1	1930 mm	75.9 in	U2	2610 mm	102.7 in
G	400 mm	15.7 in	V	5150 mm	202.7 in
G1	475 mm	18.7 in	V1	1290 mm	50.7 in
G2	400 mm	15.7 in	V2	3785 mm	149.0 in
I	1085 mm	42.7 in	W	2385 mm	93.8 in
J	865 mm	34.0 in	Y	10.89°	
K	1163 mm	45.7 in	Z	122.23°	

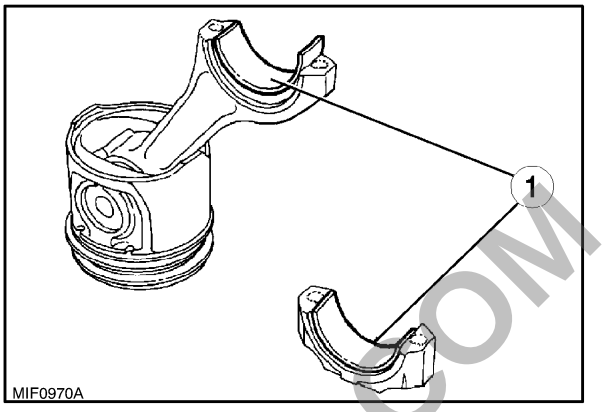
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- Install the half bearings (1) on the connecting rod and cap.

NOTE: *If the crankpins of the crankshaft are undersized it is necessary to replace the big end bearings of the same undersize class made.*

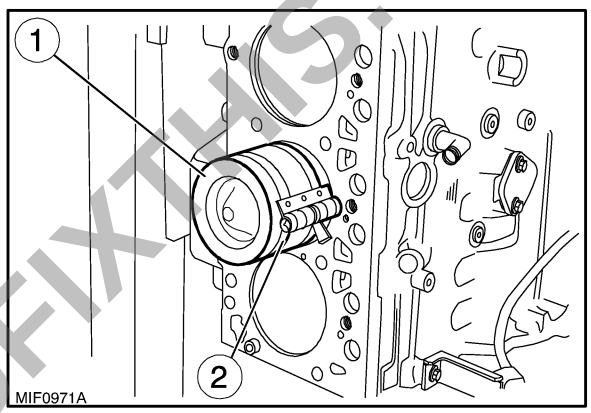
Do not modify the half bearings in any way.



74

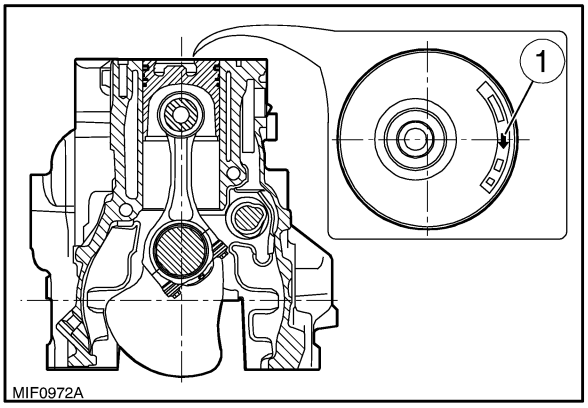
Installing the Piston Connecting Rod Assemblies in the Cylinder Liners (Disassembly operation 65.)

1. Lubricate the pistons well, including the piston rings and the inside of the cylinder liners.
2. With the aid of a piston ring clamp (2), fit the connecting rod-piston assemblies (1) in the cylinder liners.



75

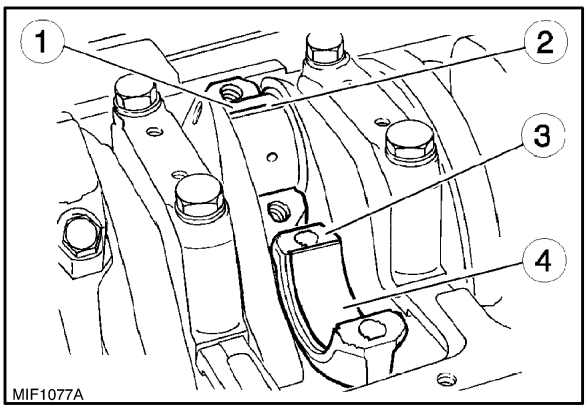
3. The ring openings must be staggered apart by 120°;
4. The connecting rod/piston assemblies must all have the same weight;
5. The arrow (1) stamped on the crown of the pistons must face the auxiliary member side of the engine and the recess in the piston skirt must correspond to the position of the oil nozzles.



76

To measure the clearance proceed as follows:

- Carefully clean the parts and remove all traces of oil.
- Position a length of calibrated wire (2) on the crankshaft journals (1);
- Install the connecting rod caps (3) with the relevant half bearings (4).



77

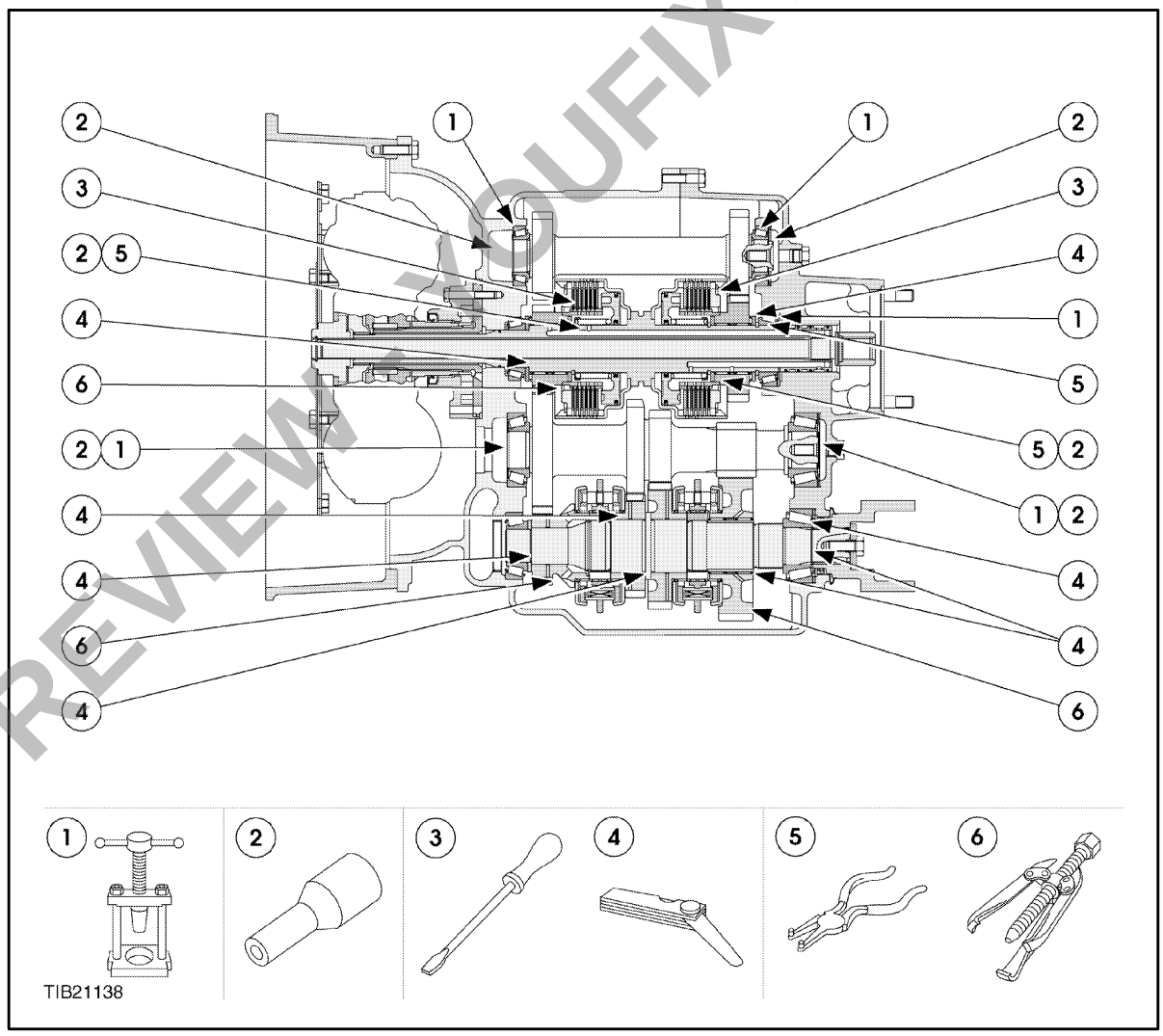
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SPECIAL TOOLS

Description	Application	
Bearing Cone Drift 40mm (1.5 in.)	Counter Shaft, Rear Main Shaft and 4WD Bearing	
Bearing Cone Drift 35mm (1.3 in.)	Reverse Idler and Front Main Shaft Bearing	
Bearing Cone Drift 40mm (1.5 in.)	Front Input Shaft Bearing	
Bearing Cone Drift 50mm (1.9 in.)	Rear Input Shaft Bearing	
Slide Hammer	Bearing cone removal	
Bush Insertion Tool 22mm (0.8 in.)	Pump rod Insertion Tool	
Welch Plug Drift	Shim Adjustment Cover	
Oil Seal Drift	Pump Seal	
*Spring Compressor	Main Clutches	Tool No 297409
Spring Compressor	Detent Ball Spring	
Circlip Pliers	Where applicable	
Feeler Gauges	Where applicable	
*Dial Indicator Bolt	Shaft end float	Tool No 380000700

NOTE: *Tools identified * are available from SPX.*



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SPECIFICATIONS

STALL SPEED

95/110 PS 2160rpm

TORQUE CONVERTER

Ratio ..... 1.84 : 1

GEAR SPEEDS - kph (mph)

Powershift 4x3 Transmission

1st forward	4.9 (3.04)	1st reverse	4.9 (3.04)
2nd forward	10.7 (6.64)	2nd reverse	10.7 (6.64)
3rd forward	18.9 (11.74)	3rd reverse	27.3 (16.96)
4th forward	27.3 (16.96)		

GEAR RATIOS

1st forward	1 : 5.58	1st reverse	1 : 5.58
2nd forward	1 : 2.55	2nd reverse	1 : 2.55
3rd forward	1 : 1.44	3rd reverse	1 : 1
4th forward	1 : 1		

LUBRICANT

Capacity ..... 11 liters (2.9 US gal)

Grade ..... ATF DEXRON IID-LEVEL (NH 530 A)

Oil change period ..... 600 hrs

SPECIAL TOOLS

Pressure Regulator Sleeve Socket 380000606

Clutch Spring Compressor 380000711

Pressure Test Adaptor 297404

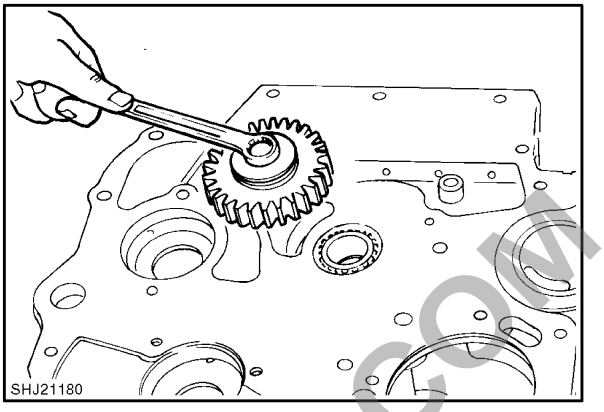
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MANIFOLD PLATE

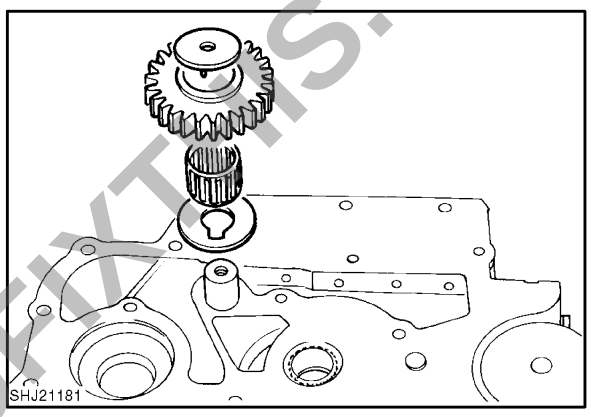
Disassembly

1. Remove the reverse idler gear retaining nut and washer.



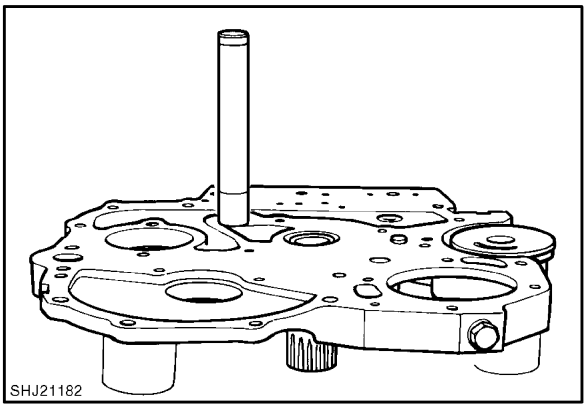
177

2. Then remove the end plate with dowel pin, reverse idler gear, bearing and thrust washer.



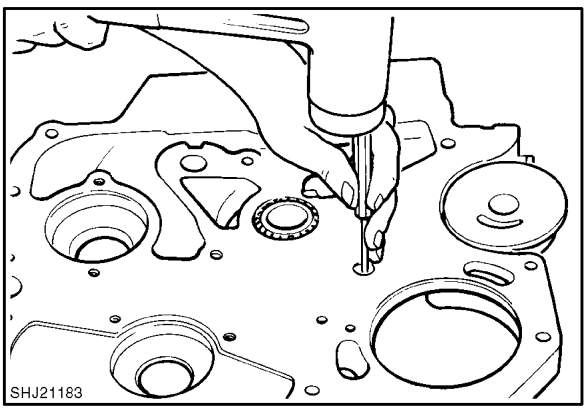
178

3. If the reverse idler shaft is to be replaced, support the manifold plate around the idler shaft and press the idler shaft from the plate.



179

4. Using a suitable punch, tap out the pump drive idler shaft from the manifold plate and remove the shaft and thrust washer. In some instances this may come out with the converter housing plate, however for reassembly the idler shaft and gear must be fitted to the manifold plate.



180

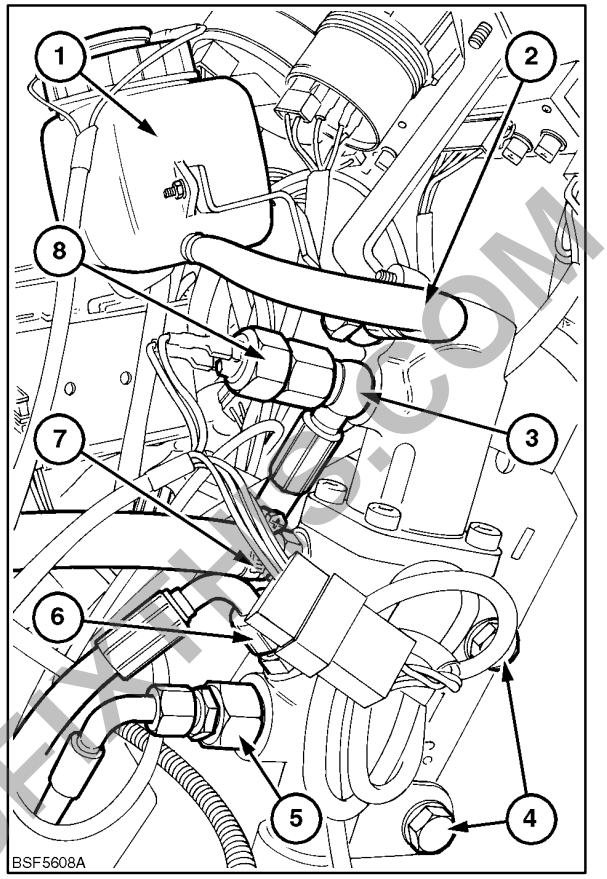
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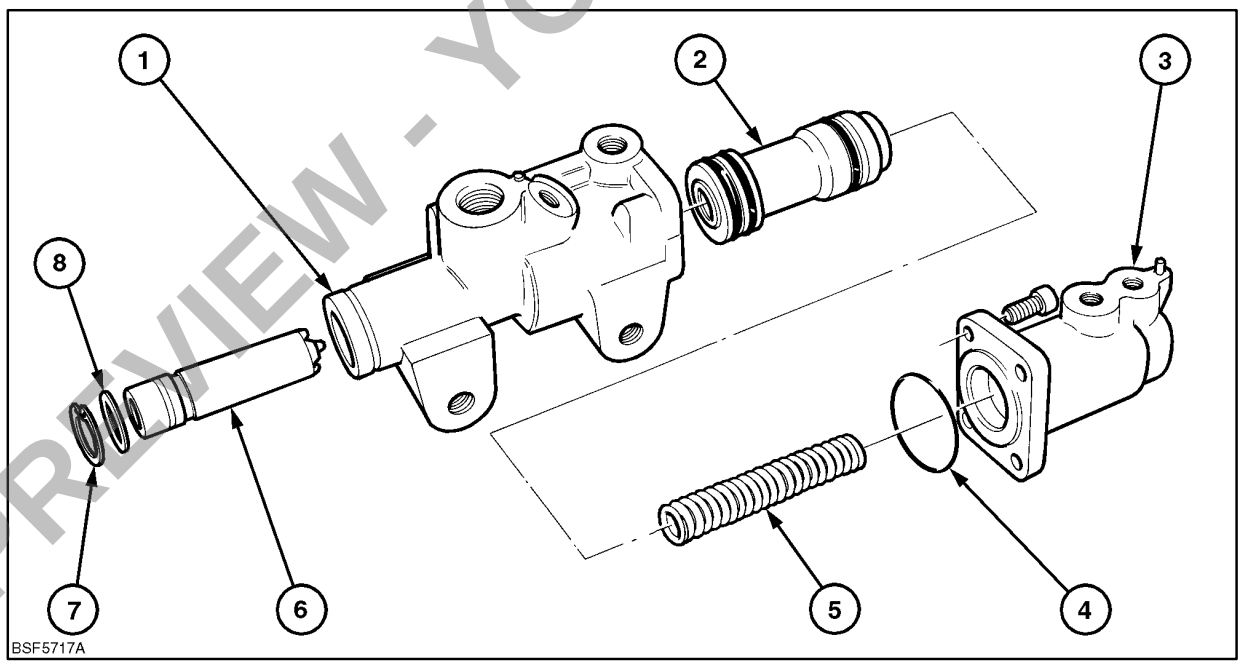
BRAKE MASTER CYLINDER

The servo assisted brake master cylinder and the brake fluid reservoir are located under the instrument console.

1. Brake Fluid Reservoir
2. Reservoir Hose
3. Brake Fluid Pressure Line
4. Mounting Bolts
5. Servo Circuit Supply Line 40 bar (580 psi)
6. Load Sensing Line to Pump Flow Divider
7. Hydraulic Reservoir Return Line
8. Brake Pressure Switch



3



4

Brake Master Cylinder Components

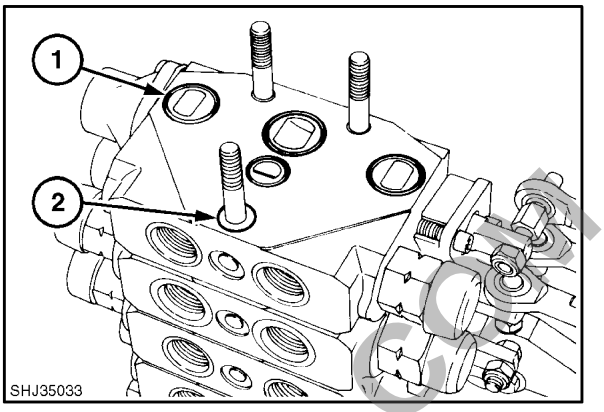
1. Brake Servo Housing
2. Brake Piston Assembly
3. Brake Master Cylinder Housing
4. 'O' Ring Seal
5. Return Spring & Feed Valve Assembly
6. Plunger Assembly
7. Circlip
8. Washer

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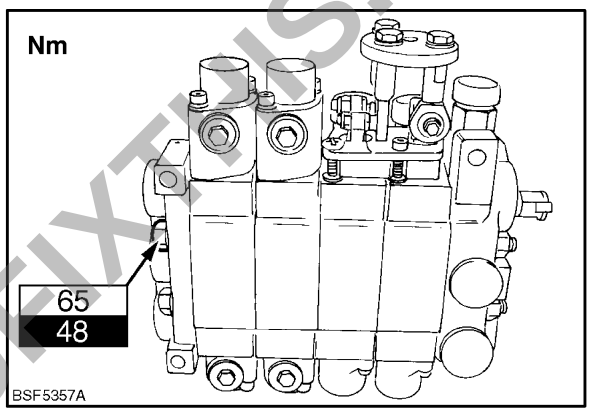
RE-ASSEMBLY

1. Re-assembly follows the disassembly procedure in reverse.
2. When assembling control valve sections ensure the four 'O' rings (1) and single polythene washer (2) are located between each valve section as shown.



92

3. Progressively tighten tie rod nuts to, a torque of 65 Nm (48 ft.-lbs.).



93

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SECTION 35 - HYDRAULIC SYSTEMS

Chapter 3 - Casappa Hydraulic Pump

CONTENTS

Section	Description	Page
	Description and Operation	2
	Hydraulic Pump Assembly	2
	Hydraulic Pump Assembly	2
	Hydraulic Pump Ports	2
	Flow Divider Valve	3
	Troubleshooting	4
	Overhaul	5
	Hydraulic Pump	5
35 700	Removal	5
	Installation	6
	Flow Divider Valve Overhaul	6
	Disassembly	6
	Assembly	8
	Pump	9
	Removal	9
	Disassembly	10
	Inspection	10
	Assembly	10

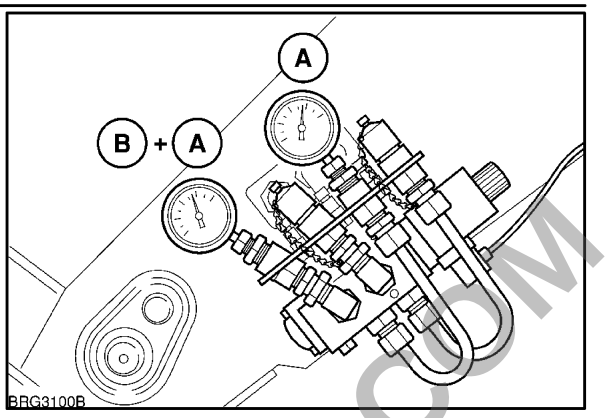
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The valve is actuated by an additional control (B) mounted on the auxiliary control lever or joystick.

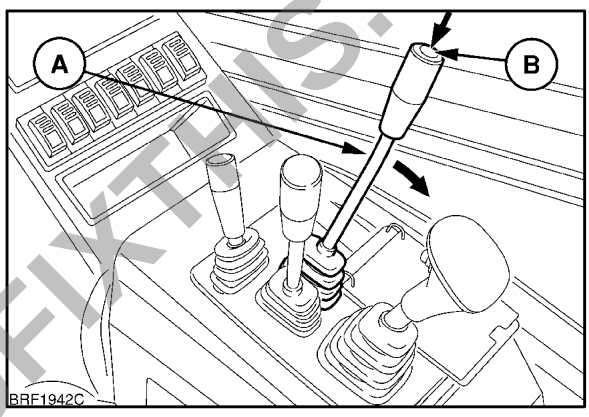
Operating the boom auxiliary control (A) operates the rear (4th) service A.

Depressing and holding the change-over valve control (B) actuates the valve, and the boom auxiliary control will now operate the 5th service (A+ B).



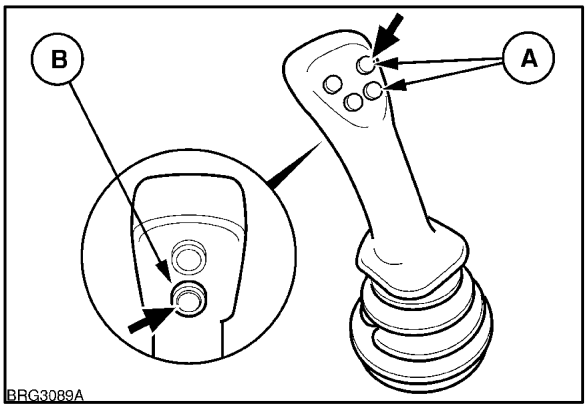
10

Mechanical Controls



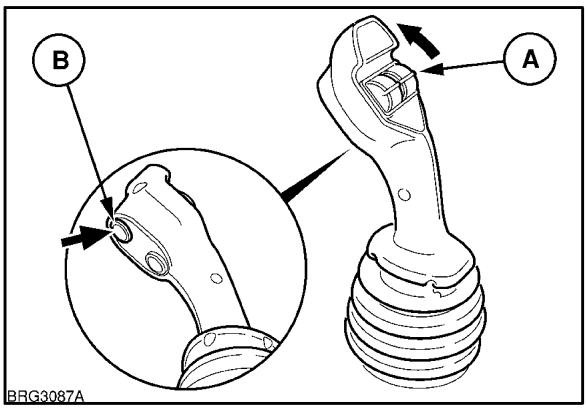
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Monoramp Controls



12

Flow Sharing Controls



13

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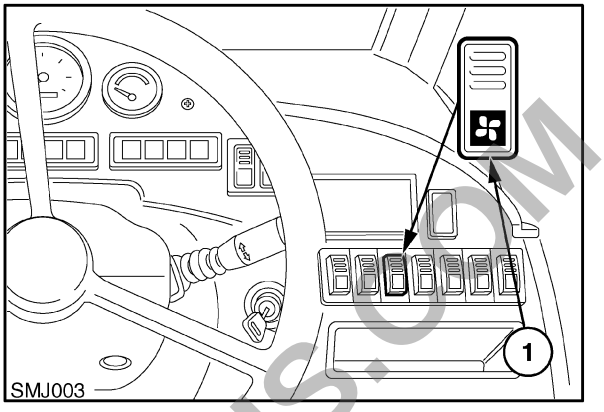
DESCRIPTION AND OPERATION

CAB CLIMATE CONTROLS

Heater Blower Control

A two speed blower is installed for the heat movement around the cab and is controlled by switch (1) mounted in the instrument console to your right. Press the switch to the first position for slow speed and further for fast speeds.

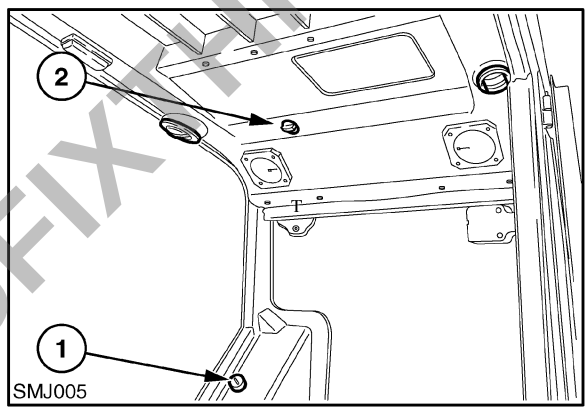
NOTE: *With the window and door closed, the blower may be used to pressurize the cab to exclude dust.*



1

Heater Temperature Control

The temperature of the air from the heater is adjusted using the control knob (1). Turn the control clockwise to increase the temperature of air from the heater and counter clockwise to reduce the temperature. The Air Conditioning (2) where fitted, should be OFF if trying to heat the cab.



2

⚠ WARNING ⚠

The cab air filters are designed to remove dust from the air but may not exclude chemical vapor. When working in an enclosed area ensure there is adequate ventilation as exhaust fumes can suffocate you.

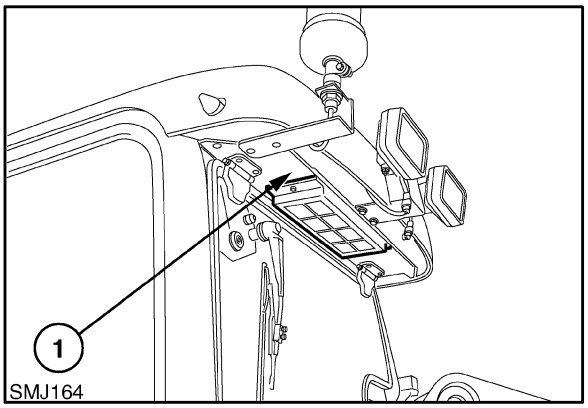
AIR CONDITIONING SYSTEM

Heat reduction is controlled by circulating the air through the cooling unit (evaporator). This unit also serves to reduce the moisture and dirt content of the air, as the wet surface of the evaporator collects dust and pollen particles which drain off the condensed moisture.

The system consists of two heat exchangers and a compressor inter-connected by tubing. The cooling unit, evaporator (1), is located in the cab with the second heat exchanger (condenser), mounted in front of the engine radiator.

A special refrigerant R-134A that is easily heated and cooled, is circulated through the two heat exchangers by the pump (compressor). This is mounted to the right hand side of the the engine, and driven by a 'V' belt from the crankshaft pulley.

IMPORTANT: *R-134A is the only refrigerant acceptable for your machine Air Conditioning system. Prior to seasonal operation of the air conditioner it is essential you close the heater knob fully OFF.*



3

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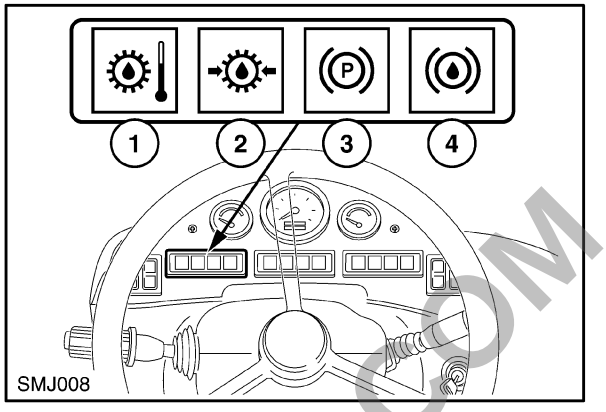
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4. Brake Reservoir Oil Low Level Indicator Lamp Figure 27.

This warning lamp illuminates when the oil level in the reservoir is at a LOW LEVEL. If the lamp illuminates at any time stop the machine immediately and investigate the cause, correct and or top up with new oil to the level specified. To test the warning light refer to the maintenance section of the manual.

⚠ WARNING ⚠

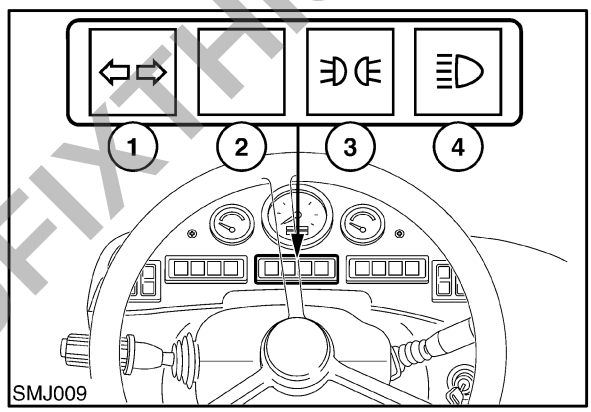
Corrective action must be taken immediately when this lamp illuminates. If not failure of the brake system could occur, resulting in serious injury to yourself and others.



27

2nd Segment Figure 28

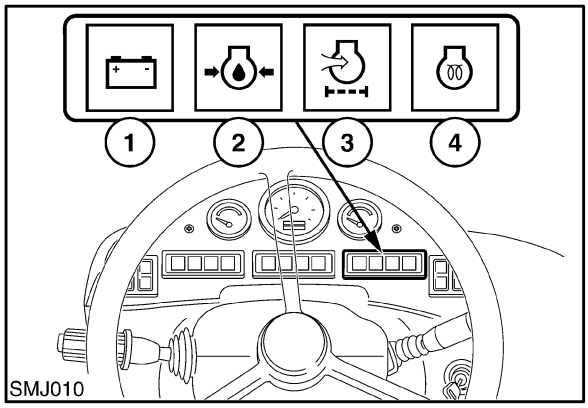
1. Turn Indicator Warning lamp
2. Spare Lamp: (used for optional equipment)
3. Lights on Warning Lamp
4. Main Beam Warning Lamp



28

3rd Segment Figure 29

1. Alternator Charge Warning Light: The alternator charge warning light illuminates when the key start is turned on and will remain on until the engine is started. Once started the battery is being charged by the alternator and the lamp will be extinguished.



29

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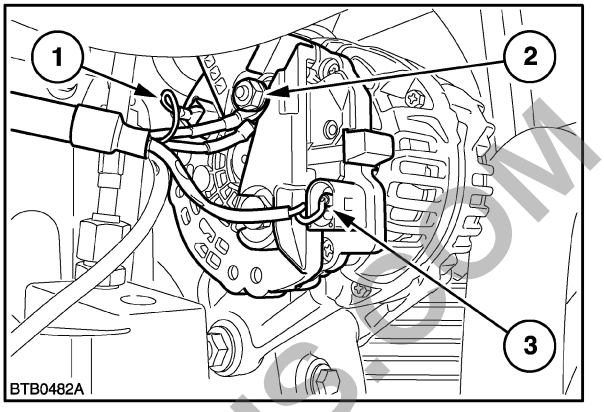
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DESCRIPTION AND OPERATION

ALTERNATOR DESCRIPTION

A Bosch, 90 A, external cooling fan alternator is fitted on all models. Stator winding is ventilated with an air conducting diaphragm in the support on rectifier bridge side and peripheral openings in the support on the control side. The alternator, installed on the left side of the engine, is operated by a pulley and a V-type driving belt. Alternators are fitted with a built-in regulator.

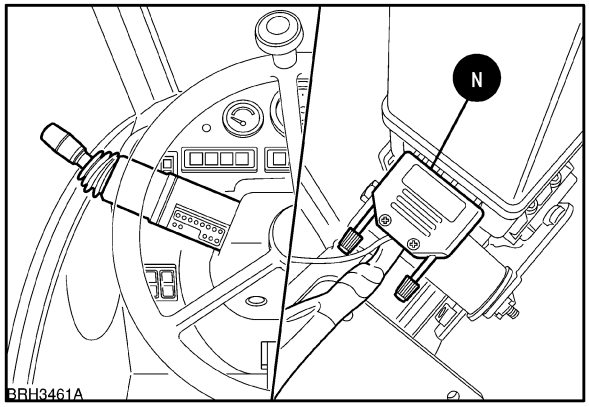
1. Tachometer terminal 'W' (brown wire)
2. Output terminal 'B' (white wires)
3. Warning light terminal 'L' (blue wire)

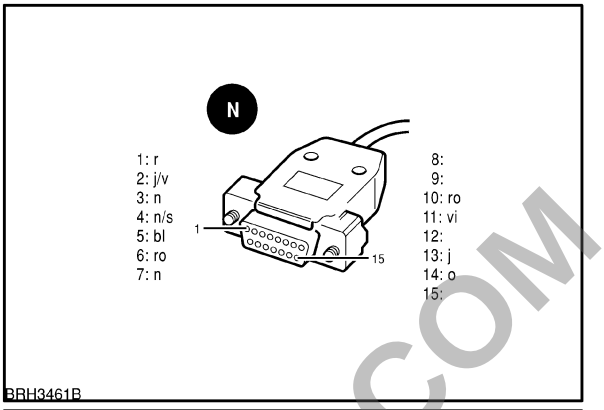


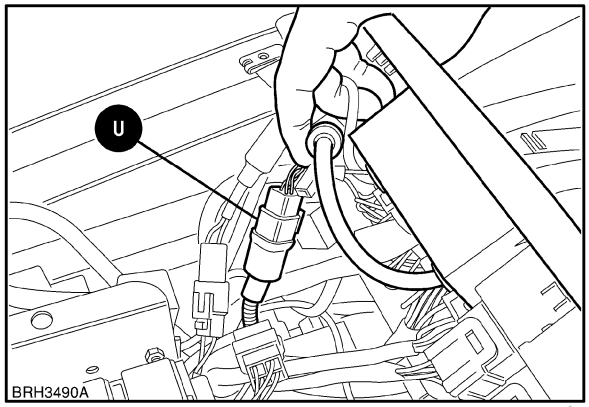
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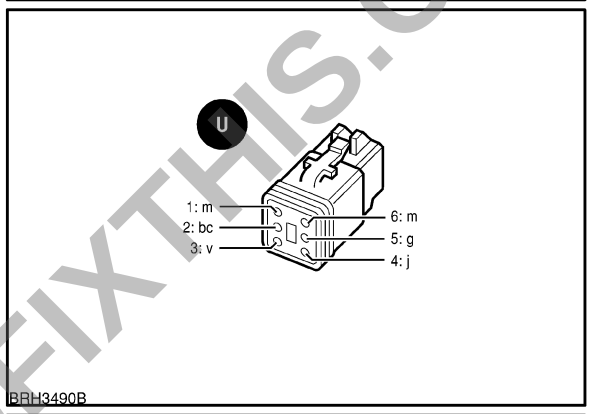
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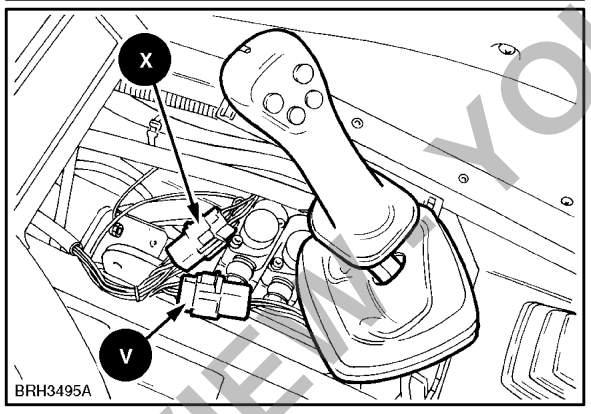
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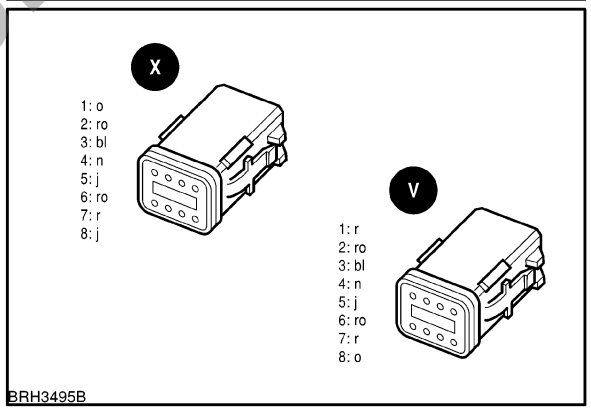












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