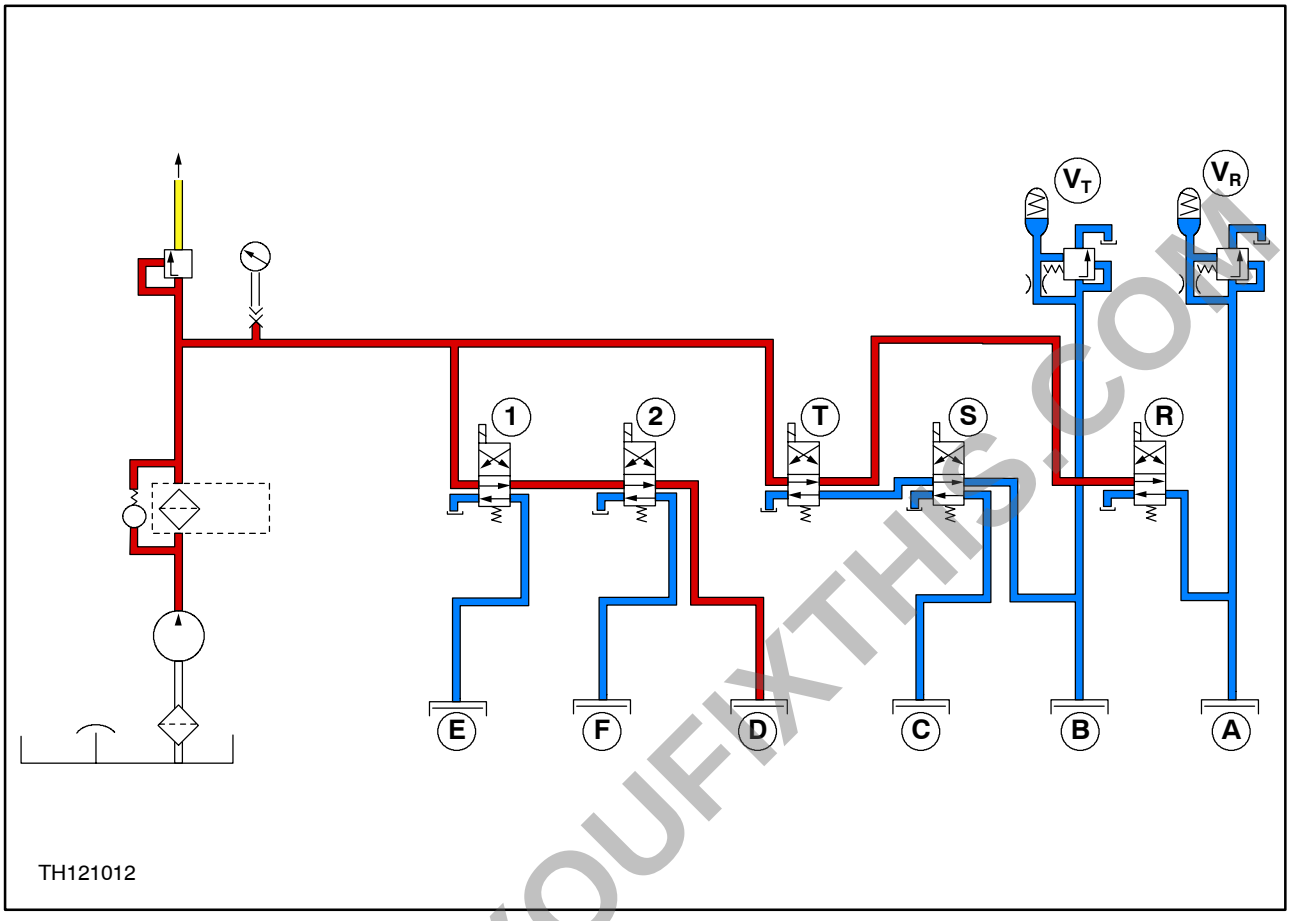
TIGHTENING TORQUES

PART			TORQUE	
			Nm	(kgm)
Screws, cylinder head	1st stage M12x1.75x70 screws		50 ±5	(5 ±0.5)
	M12x1.75x140 screws		40 ±5	(4 ±0.5)
	M12x1.75x180	♦	70 ±5	(7 ±0.5)
	2nd stage		90°	
	3rd stage (140 and 180 length screws only)		90°	
Screws, crankshaft bearing cap	1st stage		50 ±6	(5 ±0.6)
	2nd stage	♦	80 ±6	(8 ±0.6)
	3rd stage		90°	
Screws, big end cap	1st stage		50 ±6	(5 ±0.5)
	2nd stage	♦	80 ±6	(8 ±0.5)
	3rd stage		90°	
Screws, engine flywheel	pretighten		30 ±5	(3 ±0.5)
	angle	♦	60° ±5°	
Injector mount			60 ±5 (5 ±0.5)	
Fuel filter			snug + 3/4 turn	
Screws, injection pump gear cover			25 ±5	(2.5 ±0.5)
Screws, timing case and cover			25 ±5	(2.5 ±0.5)
Screws, thermostart			25 ±5	(2.5 ±0.5)
Screws, intake manifold			25 ±5	(2.5 ±0.5)
Screws, fuel pump			25 ±5	(2.5 ±0.5)
Screws, exhaust manifold			53 ±5	(5.3 ±0.5)
Nut, rocker cover			25 ±5	(2.5 ±0.5)
Screws, rocker mounting			48 ±8	(4.8 ±0.8)
Nut, rocker adjustment			25 ±5	(2.5 ±0.5)
Screws, crankshaft pulley	pretighten		50 ±5	(5 ±0.5)
	angle		90°	
Screws, camshaft thrust plate			25 ±5	(2.5 ±0.5)
Screws, fan mounting			25 ±5	(2.5 ±0.5)
Screws, injection pump			12 ±5	(1.2 ±0.5)
Screws, fan pulley			45 ±5	(4.5 ±0.5)
Screws, turbocharger	pretighten		25 ±5	(2.5 ±0.5)
Heat exchanger				
Screws, oil pump and front cover			25 ±5	(2.5 ±0.5)
Screws, starter motor			55 ±5	(5.5 ±0.5)
Screws, alternator			45 ±5	(4.5 ±0.5)
Screws, water pump			25 ±5	(2.5 ±0.5)
Fuel filter			snug + 3/4 turn	
Screw, belt tensioner			45 ±5	(4.5 ±0.5)

♦ Lubrication with oil.

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Low pressure oil to pump inlet

Torque converter and lubrication oil (2–7 bar)

High pressure oil (16.5 – 19.3 bar)

Return to tank

V_T Forward modulating valve

V_R Reverse modulating valve

High pressure flow from the pump is directed through the system pressure regulating valve to solenoid valve 1 and forward solenoid T.

Since there are no solenoid valves activated, oil can flow only toward clutch D.

Clutches A, B, C, E and F are open to tank.

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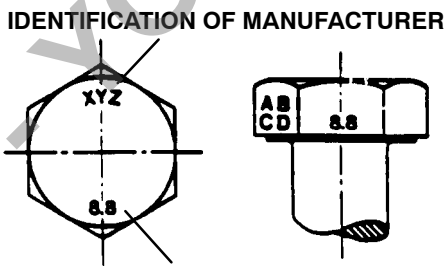
MINIMUM TIGHTENING VALUES FOR THREADED FASTENERS

IN NEWTON-METRES (Nm)
FOR NORMAL ASSEMBLY APPLICATIONS

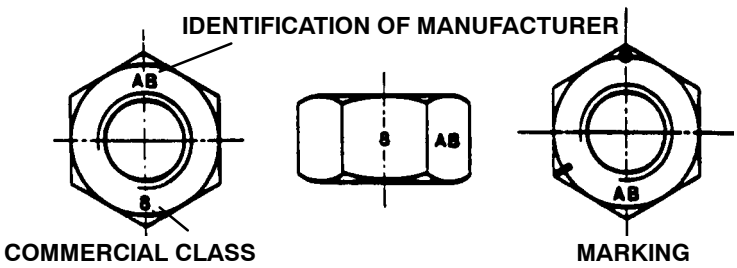
BOLTS AND LOCK NUTS - METRIC SIZES

NOMINAL SIZE	CLASS 5.8		CLASS 8.8		CLASS 10.9		LOCK NUT CL. 8 with BOLT CL. 8.8
	NOT PLATED	PLATED Zn/Cr	NOT PLATED	PLATED Zn/Cr	NOT PLATED	PLATED Zn/Cr	
M4	1.7	2.2	2.6	3.4	3.7	4.8	1.8
M6	5.8	7.6	8.9	12	13	17	6.3
M8	14	18	22	28	31	40	15
M10	28	36	43	56	61	79	30
M12	49	63	75	97	107	138	53
M16	121	158	186	240	266	344	131
M20	237	307	375	485	519	671	265
M24	411	531	648	839	897	1160	458

IDENTIFICATION
HEX SCREWS (WITHOUT NUT) AND ROUND HEAD BOLTS
CLASS 5.6 AND HIGHER



HEX NUTS AND LOCK NUTS
CLASS 05 AND HIGHER



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REMOVAL AND INSTALLATION OF ENGINE AND RADIATOR

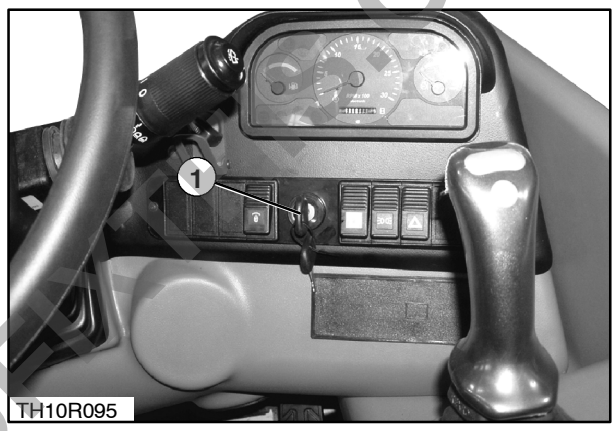
Preliminary operations

- Position the machine on a flat and compact surface.
- Apply the parking brake and chock the wheels with wedges.
- Use only the recommended tools.
- Do not insert hands or extraneous components between parts.
- Disconnect the battery before proceeding.
- Remove the engine hood and cowling.
- Disconnect the propeller shafts.

⚠ WARNING ⚠

Do not allow unauthorized persons to repair or service this machine. Be certain to read the Use and Maintenance Manual with care before starting, operating, servicing, refuelling or repairing this machine.

Turn the **STARTER SWITCH** (1) to the **OFF** position and display the "**DO NOT START**" warning notice.



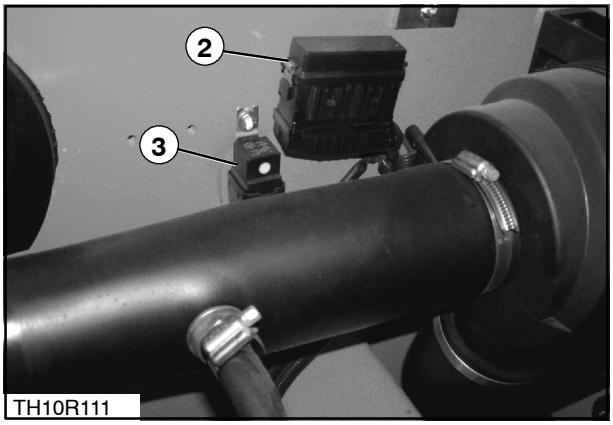
13

⚠ IMPORTANT ⚠

From this point onwards, mark all electrical connections and hydraulic pipes to facilitate the process of RESTORING CONNECTIONS DURING REFITMENT.

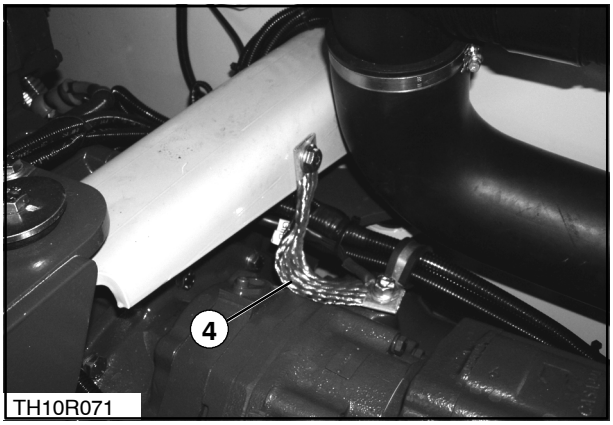
Removal of electrical part

Remove fuse box (2) and cold starting device (3) from inside the engine compartment.



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Detach earth strap (4).



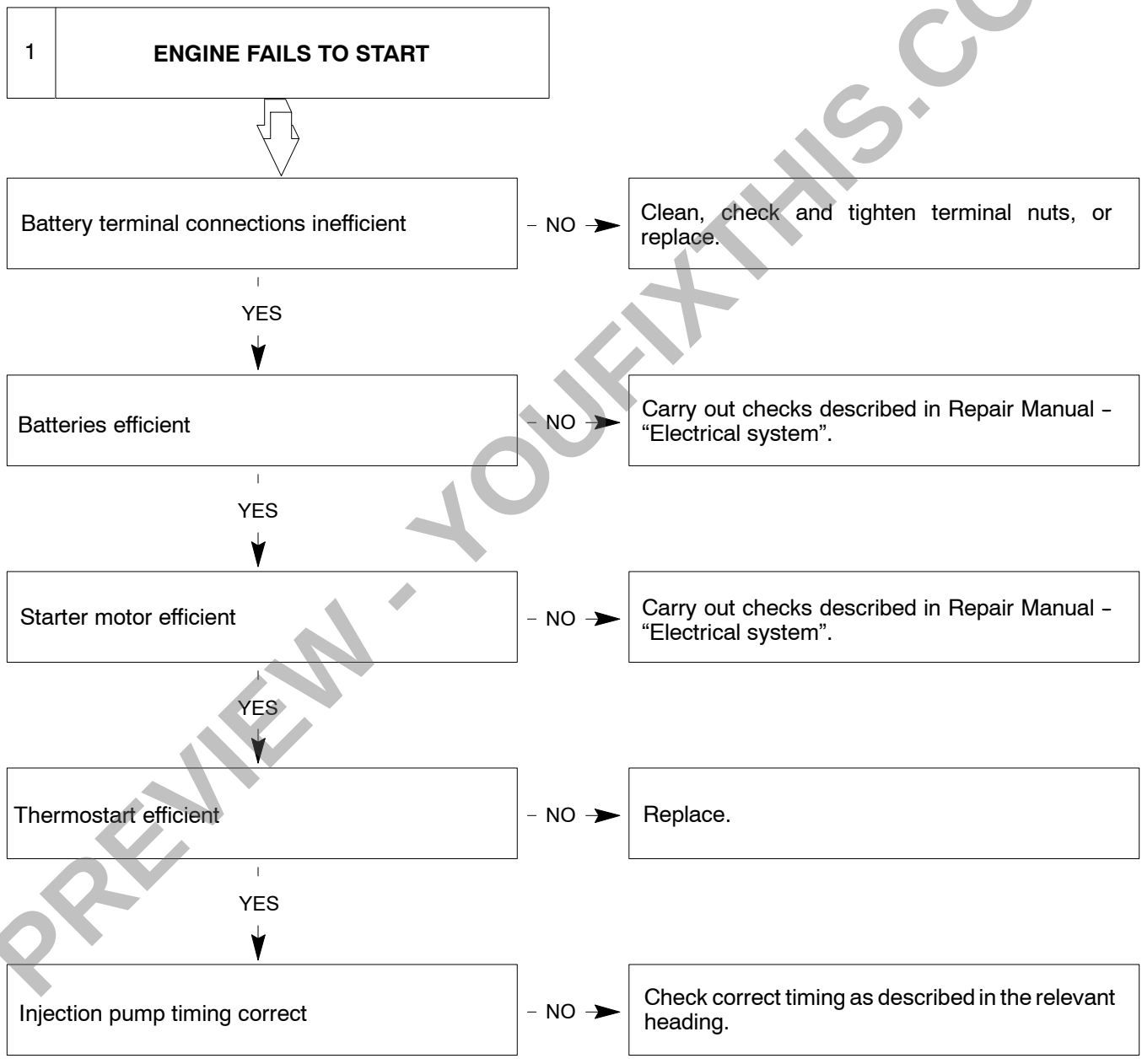
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FAULT FINDING

Main operating problems that can affect the engine:

1 - Engine fails to start.
2 - Engine overheats.
3 - Engine lacks power and operation is irregular.
4 - Engine produces black or dark grey smoke.
5 - Engine produces grey (whitish) smoke.
6 - Engine produces blue smoke.
7 - Engine knocks abnormally.
8 - Engine stalls.
9 - Engine overspeeds.
10 - Oil pressure too high or too low.
11 - Excessive fuel consumption.
12 - Engine fails to stop.



(cont)

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ENGINE DATA NEF 445TA/M3

		88 kW (120 HP) Turbocharged with Aftercooler
Model		Diesel
Number of cylinders		4 in line
Bore	mm	104
Stroke	mm	132
Displacement	cm^3	4485
Compression ratio		17.5 : 1
Firing order		1.3.4.2
Idle speed	rpm	1000-1050
Maximum "no-load" speed	rpm	2300-2400
Rated speed	rpm	2200
Maximum torque		515 Nm

COOLING SYSTEM

Type	Pressurized full flow, with by-pass, with expansion chamber
Fan	9 vanes
Fan belt play	10 - 13 mm
Drive belt play	13-16 mm
Air conditioner compressor	16 mm
Thermostat:	
Starts to open at	81° - 96 5°
Radiator cap	1 bar

FUEL SYSTEM

Injection pump	
Type	Rotary
Cold starting device	Thermostart
Excess fuel device	Automatic governor
Engine cutout	Electromagnetic
Feed pump	Diaphragm pump

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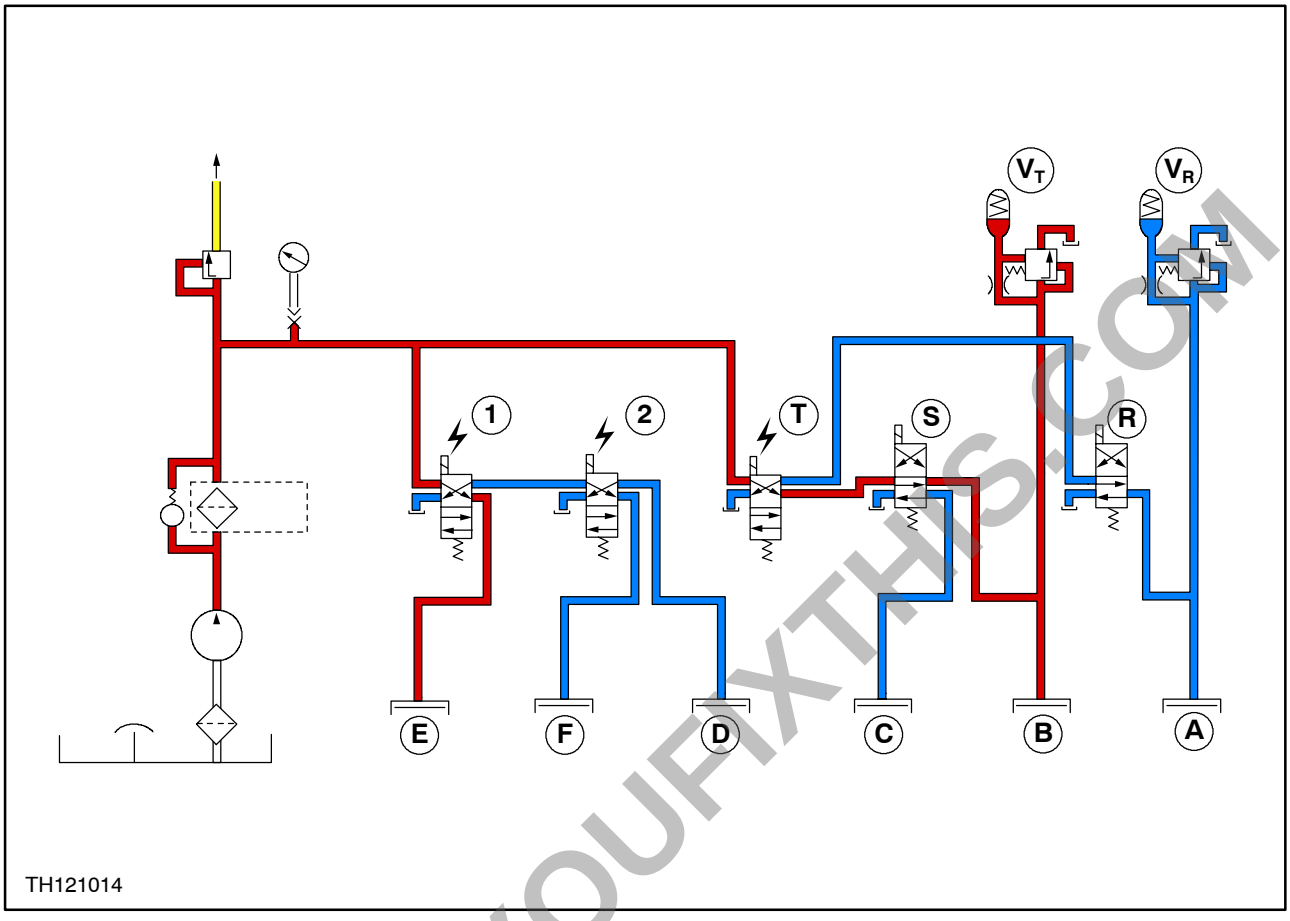
SECTION 21 - TRANSMISSION

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Low pressure oil to pump inlet

Torque converter and lubrication oil (2–7 bar)

High pressure oil (16.5 – 19.3 bar)

Return to tank

V_T Forward modulating valve

V_R Reverse modulating valve

High pressure flow from the pump is directed through the system pressure regulating valve to solenoid valve 1 and to the forward solenoid valve.

Solenoid valve 1 is energized, allowing system pressure to engage clutch E.

At this point solenoid valve 2 is energized, enabling any high pressure oil in clutches D or F to return to tank.

The forward solenoid valve is energized, allowing system pressure to flow through the splitter solenoid valve to the forward clutch B. Modulation is controlled by the circuit modulating valve.

As pressure increases in the forward clutch oil line, motion is transmitted through a uniformly modulated engagement of the clutch.

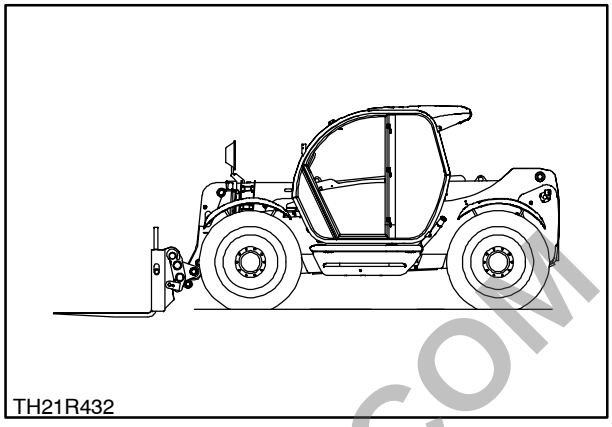
Clutches A, C, D and F are open to tank.

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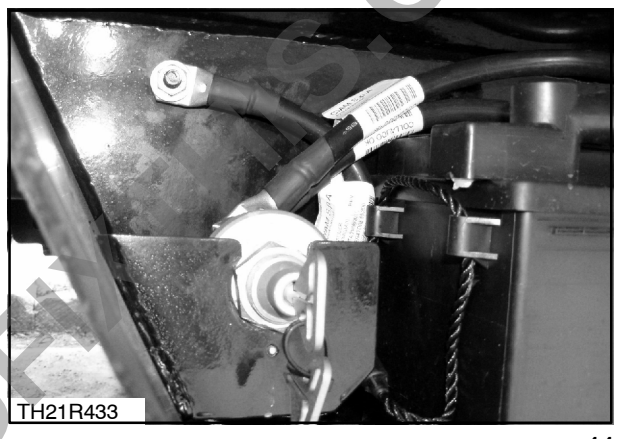
POWER SHIFT TRANSMISSION REMOVAL

Park the maschine on a flat round and engage the parking brake.
Cut-off the engine.



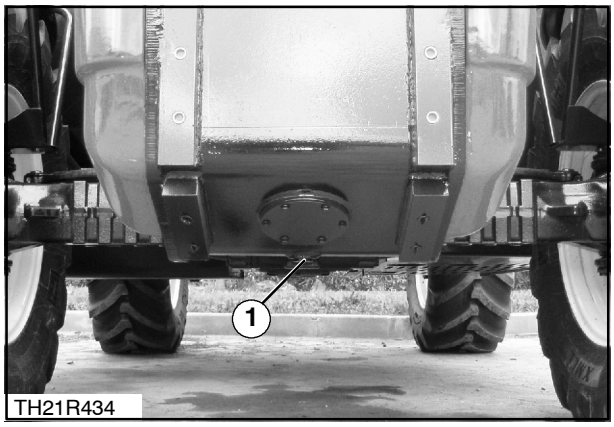
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Turn the battery cut-off switch into position OFF.



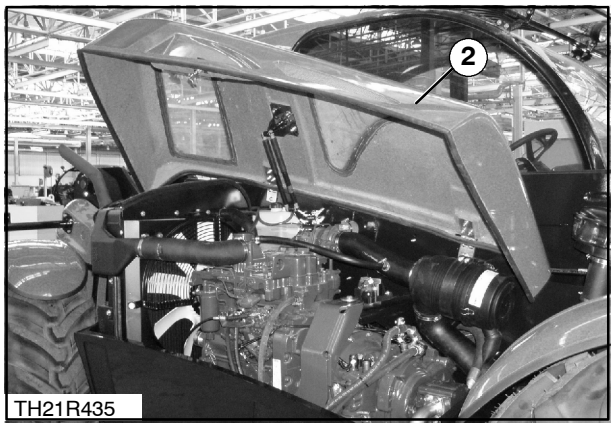
44

Position an appropriate volume container under the hydraulic oil drain plug.
Remove the hydraulic oil drain plug (1) and drain oil into the container.



45

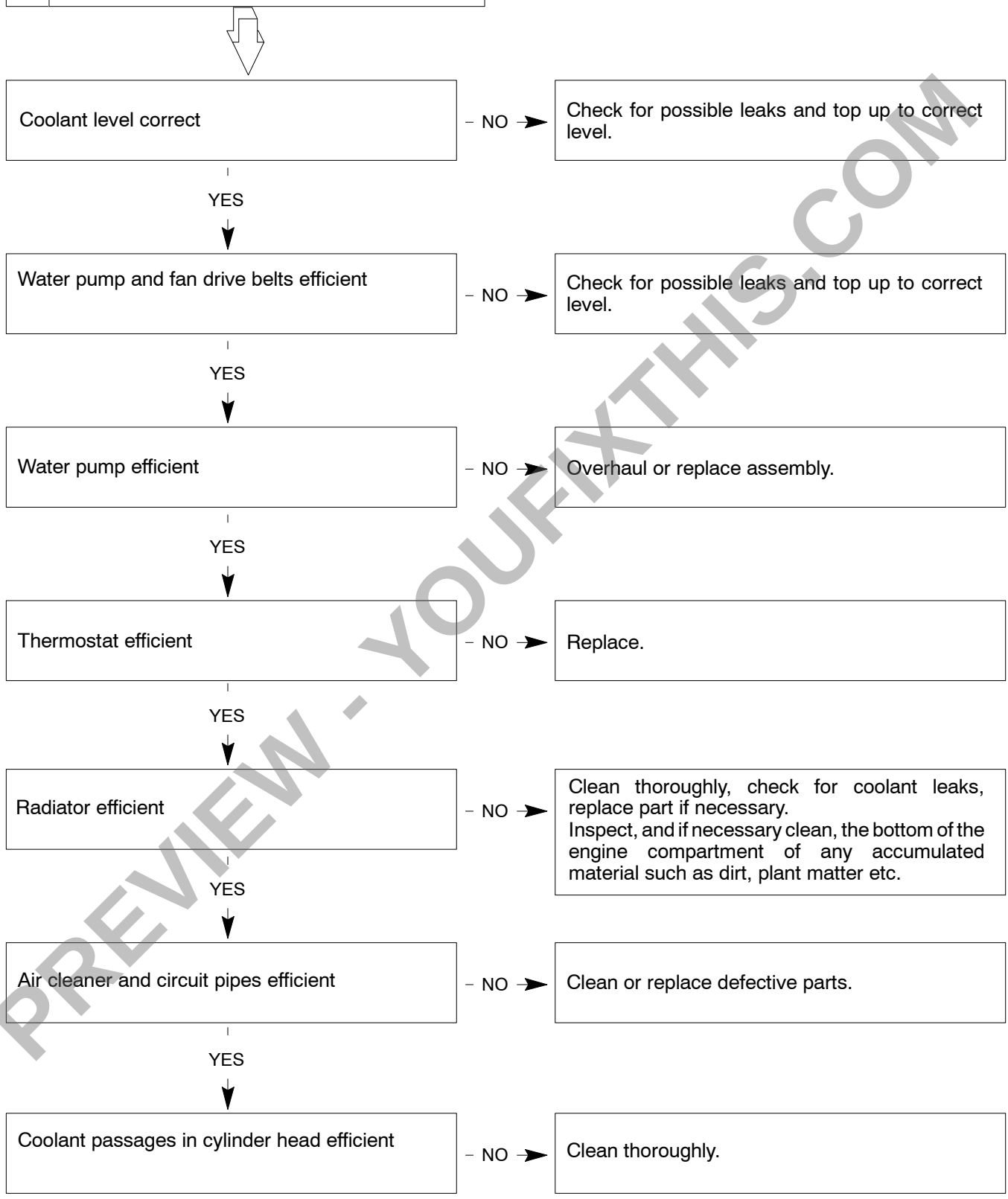
Open the engine hood (2) and hold it up using the hoist provided with bands.



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2 ENGINE OVERHEATING



(cont)

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TRANSMISSION

POWERSHIFT - VD T 12000 4x3 = 4 speeds forward and 3 reverse

Speed	Ratio
I	4.47
II	2.05
III	1.000
IV	0.56

POWER SHUTTLE 4+4 = 4 forward and 4 reverse gears

Speed	Ratio Forward	Ratio Reverse
I	5.63	5.55
II	3.22	3.17
III	1.30	1.28
IV	0.84	0.83

ELECTRICAL SYSTEM

Alternator	90 amp.
Type of battery	12 volt negative earth
Optional	160 Ah
Battery cutout by isolating switch	on negative cable/chassis
Regulator	Not present
Earth	Negative
Starter motor	Clutch type, electrically operated (3 kW)
Headlamp bulb	55/60W H4
Brake/tail light bulb	5/21W P21/5W
Interior light bulb	5W (loop) and 10W with bayonet fitting
Turn indicators bulb	21W width bayonet fitting
Work light bulbs	55W H3 halogen
Bulbs for instrumentation/warning lights	1.2W without fitting
Switch bulbs	1.2W without fitting

BRAKES

Type	Oil immersed, multiple disc, 8 per axle
Disc diameter	201.5 mm
Maximum pressure	60 bar
Type of parking brake	Mechanical with disc operating on transmission

STEERING

Type of steering	Hydraulic
Type of pump	Gear - Piston
System pressure	175 bar
Wheel toe-in	0 - 2 mm

FRONT AXLE

LM5040-LM5060

Chassis mounted	Rigid
Differential lock	Limited slip 45%

LM5080

Chassis mounted	Float type with levelling cylinder, angle 8°
Differential lock	Limited slip 45%

REAR AXLE

Chassis mounted	Float type, angle 8°

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Converter, pump drive section and pressure control valve

Engine power is transmitted from the engine flywheel to the impeller through the impeller cover.

This element is the pump portion of the hydraulic torque converter, and the main source of power by which oil is supplied to other components involved in torque multiplication. The element in question is similar to a centrifugal pump, picking up fluid at the centre and flinging it toward the outer diameter.

The torque converter turbine is mounted opposite the impeller and connected to the output shaft of the torque converter. This element receives fluid at the periphery and directs toward the centre.

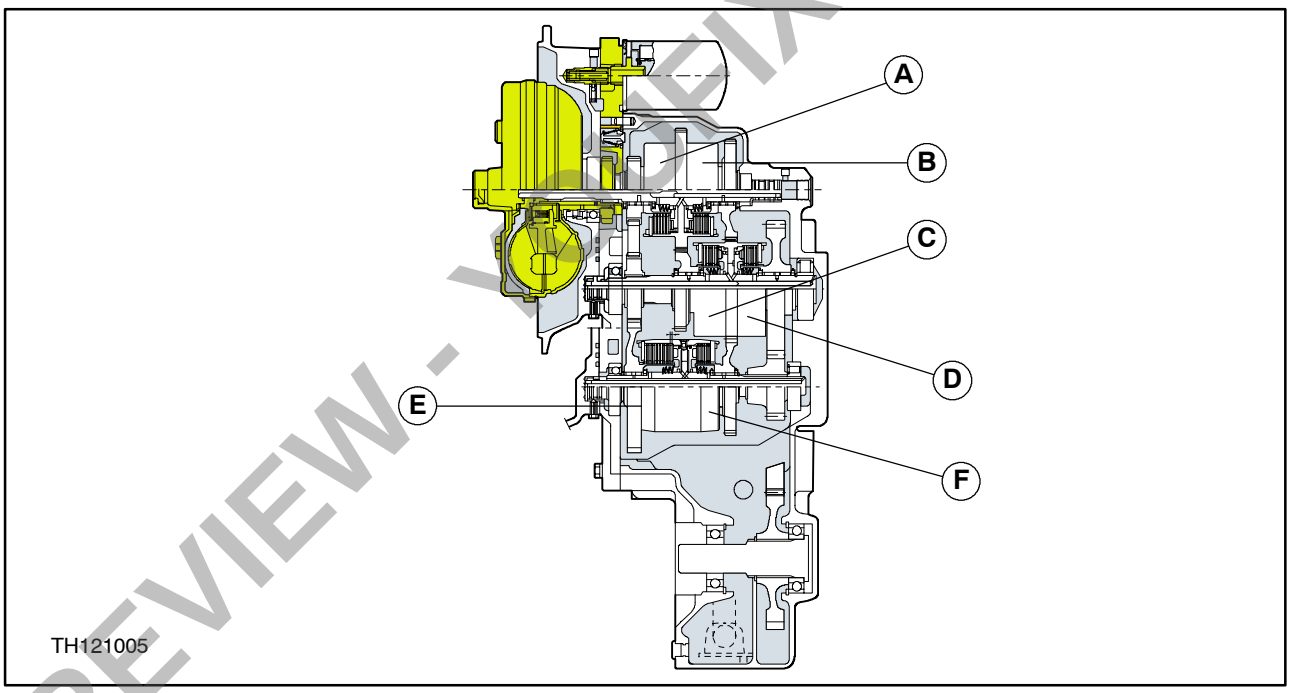
The reactor of the torque converter is located between the impeller and turbine, encircled by the inner diameters of these two components. Its function is to take up the fluid from the inner part of the turbine and change its direction, allowing correct recirculation internally of the impeller. It is through this recirculation that the converter multiplies torque.

The torque multiplication is determined by the number and geometry of the fins (impeller, turbine and reactor), and the output speed (turbine speed) of the converter. When the turbine shaft is at zero revolutions, (stall), the converter will multiply engine torque to the maximum specified multiplication ratio.

Accordingly, it can be stated that as the speed of the turbine shaft decreases, torque multiplication increases.

The hydraulic pump is connected to the pump drive mechanism. This mechanism is driven by the impeller hub gear. Since the impeller hub gear is connected to the impeller cover, pump speed is directly related to engine speed.

NOTE: *The pressure control valve is mounted behind the filter, in the filter adapter housing.*

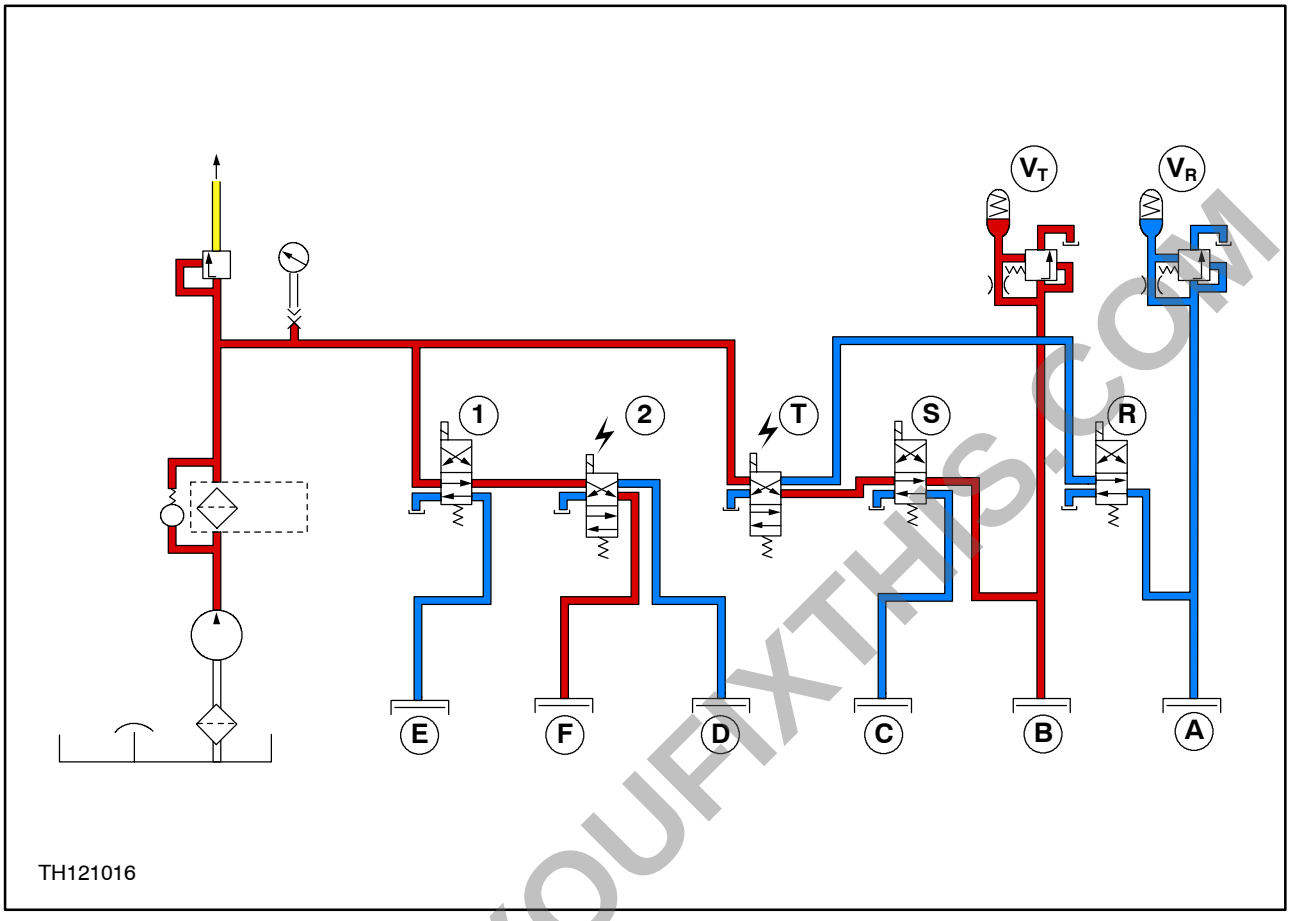


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Converter, pump drive section and pressure control valve

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23

Low pressure oil to pump inlet

Torque converter and lubrication oil (2–7 bar)

High pressure oil (16.5 – 19.3 bar)

Return to tank

V_T Forward modulating valve

V_R Reverse modulating valve

High pressure flow from the pump is directed through the system pressure regulating valve to solenoid valve 1 and to the forward solenoid valve.

Solenoid valve 2 is energized, allowing system pressure to engage clutch F.

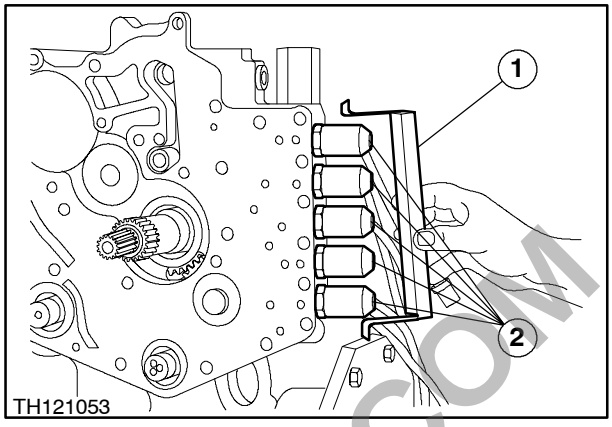
The forward solenoid valve is energized, allowing system pressure to flow through the splitter solenoid valve to the forward clutch B. Modulation is controlled by the circuit modulating valve.

As pressure increases in the forward clutch oil line, motion is transmitted through a uniformly modulated engagement of the clutch.

Clutches A, C, D and E are open to tank.

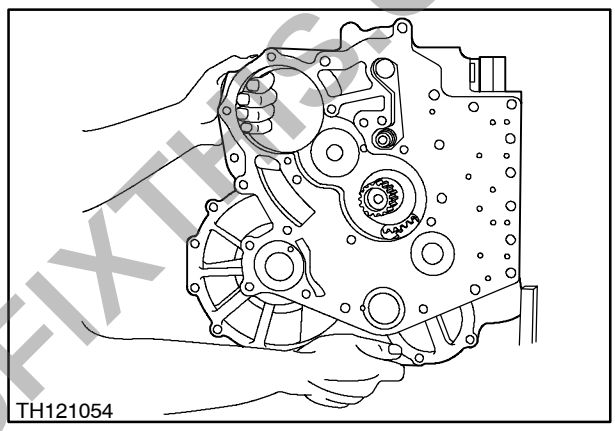
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Undo the retaining nuts of the solenoid valve cover (1), and remove the cover. Now remove the five solenoid valves (2), first undoing the retaining nuts, then the solenoid coils, and finally unscrewing and removing the valve.



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Remove the manifold plate retaining bolts and washers. Position the gearbox so the manifold plate is horizontal, then lift the plate upwards and away from the shafts and the main housing. The ends of the gear shafts may need to be tapped with a rubber mallet to ensure they stay seated in the gearbox.



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Remove the gear clusters in the sequence illustrated.

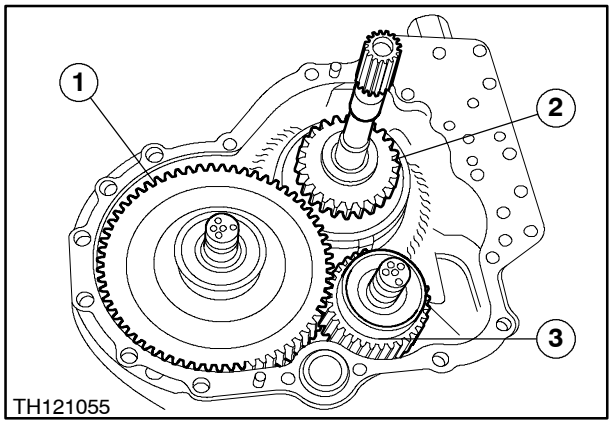
(1) Clutches E/F and shaft

(2) Input shaft and clutches A/B

(3) clutches C/D and output shaft.

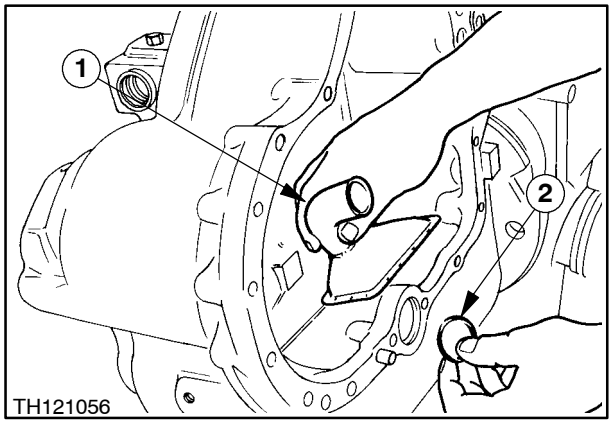
Remove the roller bearing located behind clutch F.

NOTE: *The clutch D gear must remain in the gearbox.*



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Remove the O-ring (2) of the oil pressure line (1), then remove the oil pipe together with the mesh filter.



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TROUBLESHOOTING

Refer to the following troubleshooting guide for the diagnosis of typical transmission troubles.

Low clutch pressure

Cause	Remedy
1. Oil level low.	1. Fill to correct level.
2. Clutch pressure regulating valve permanently open.	2. Clean valve spool and housing.
3. Faulty charge pump.	3. Replace pump.
4. Clutch shaft or piston seals broken or worn.	4. Replace seals.
5. Clutch piston bleed valve permanently open.	5. Clean bleed valves thoroughly.

Charge pump efficiency low

Cause	Remedy
1. Oil level low.	1. Fill to correct level.
2. Oil strainer clogged.	2. Clean suction pump.
3. Faulty charge pump.	3. Replace pump.

Overheating

Cause	Remedy
1. Worn oil seals.	1. Remove, strip and reassemble converter assembly.
2. Worn charge pump.	2. Replace charge pump.
3. Oil level low.	3. Fill to correct level.
4. Oil cooler dirty.	4. Clean cooler.
5. Restriction in cooler lines.	5. Replace cooler oil lines.

Converter noisy

Cause	Remedy
1. Worn charge pump.	1. Replace charge pump.
2. Bearings worn or damaged.	2. The assembly must be stripped down to establish which bearing is faulty.

Lack of power

Cause	Remedy
1. Engine revolutions low with converter in stall condition.	1. Tune engine.
2. See “Overheating” and run the same checks.	2. Apply corrective actions as described in “Overheating”.

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Workshop manual
LM5040 – LM5060
LM5080
TELESCOPIC HANDLERS

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AVOID ACCIDENTS

Most accidents and injuries that occur in and around factories, on farms, in the home or on the roads, are caused by failure to follow some simple and fundamental rule regarding precautionary procedures and safety. Accordingly, IN THE MAJORITY OF CASES, ACCIDENTS CAN BE AVOIDED: it is sufficient simply to foresee the possible causes, and exercise the necessary caution and prudence.

Whatever the type of equipment, and however well designed and built, it is not possible to eliminate the risk of accident completely without adversely affecting certain essential features instrumental in providing reasonable levels of accessibility and ensuring smooth operation.

A careful and prudent operator is the best insurance against any accident.

The observance of just one elementary safety rule will of itself be sufficient in avoiding many serious accidents. This rule is: never attempt any cleaning, lubrication or maintenance operation with the machine in motion.

⚠ WARNING ⚠

Before commencing any kind of maintenance, adjustment or repair work on machines equipped with attachments operated hydraulically, mechanically or by wire ropes (such as front loaders, dozers, scrapers, etc.) make certain the attachment is lowered and resting on the ground.
If the attachment needs to be in the raised position in order to gain access to one part of the machine or another, it must be supported in the raised position by separate equipment, and not held with the machine controls.

MODEL DESIGNATIONS

The models making up the range of telescopic handlers (Telehandlers) described in this manual are identified in the text by reference to the maximum reach of the boom.

The vehicles listed below may not be available in all countries or on all markets. For up to date information on all machines, consult your authorized dealer.

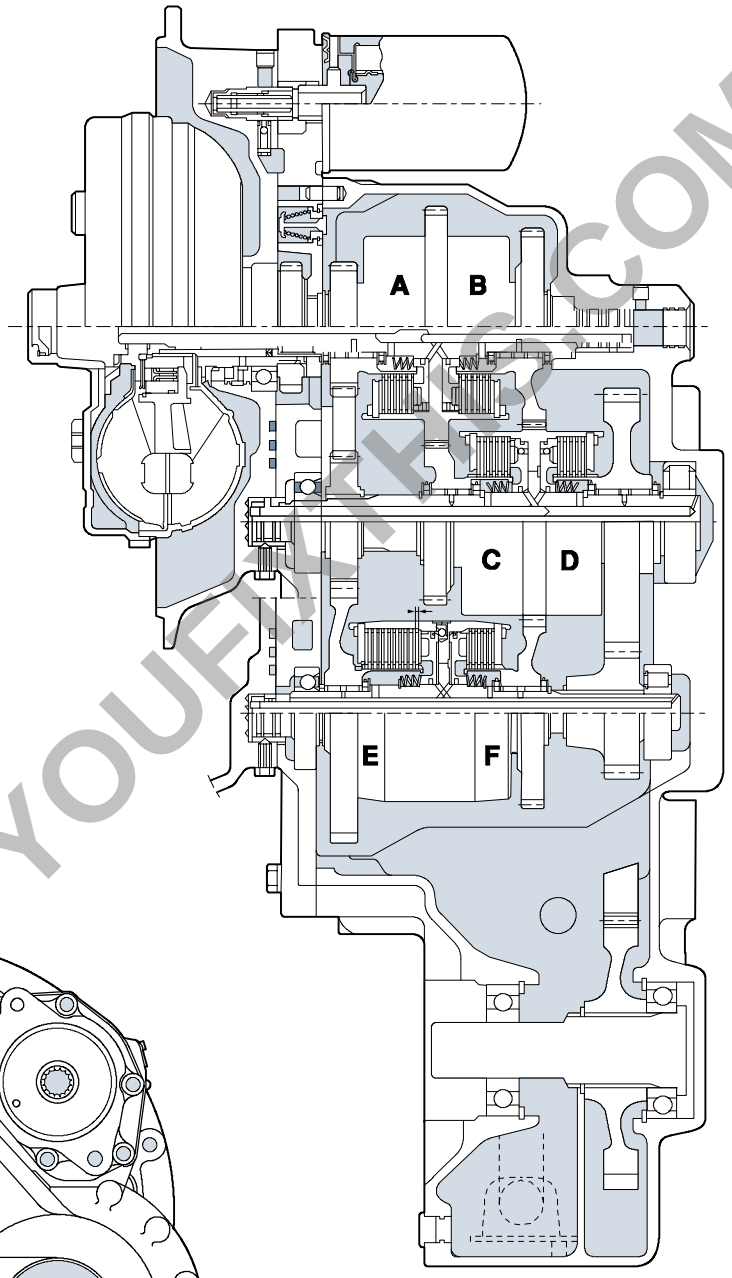
Model	**LM5040**	**LM5060**	**LM5080**
	no Stab.	no Stab.	no Stab.
Engine	Turbocharged 88 kW	Turbocharged 88 kW	Turbocharged 88 kW
Maximum lifting height (m)	6.21	7.13	9.74
Maximum capacity (kg) at 500 mm from fork rail	3500	4000	3300
Capacity at maximum height (kg)	3500	2500	2000
Reach at maximum height (m)	0.516	0.939	2.166
Maximum longitudinal reach (m)	3.189	4.191	7.053
Capacity at maximum reach (kg)	2000	1350	800
Weight (kg)	7310	7510	8400
Length (m)	6.157	6.322	6.452

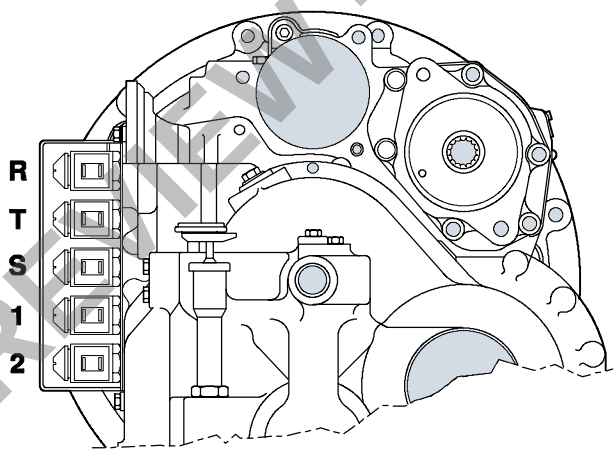
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TRANSMISSION AND HYDRAULIC OIL CIRCUIT DIAGRAMS
OPERATION OF TRANSMISSION IN NEUTRAL

A – Reverse clutch
B – Forward clutch
C – 4th speed clutch
D – 3rd speed clutch
E – 1st speed clutch
F – 2nd speed clutch





Solenoid valves energized: none

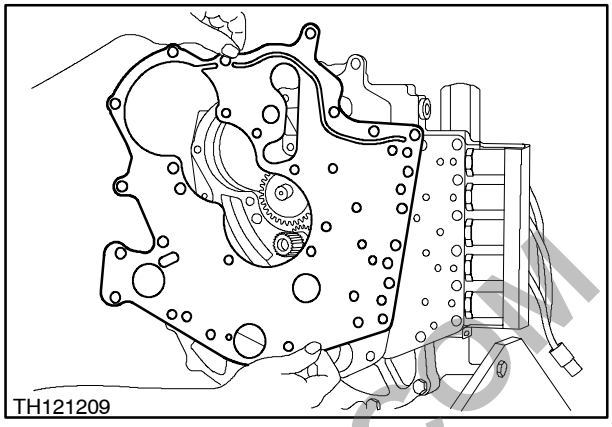
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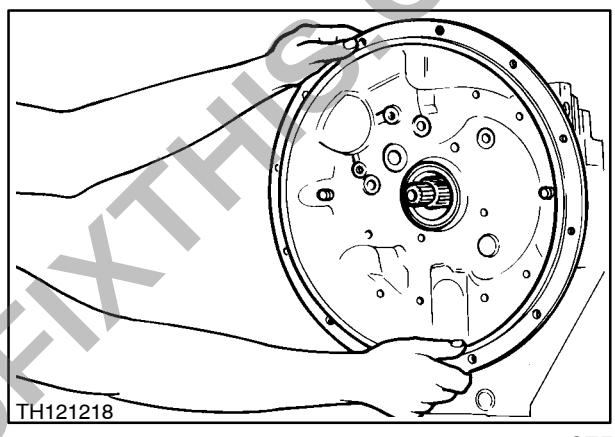
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Position the gasket between the manifold plate and converter, applying a light coat of grease to hold it in place.



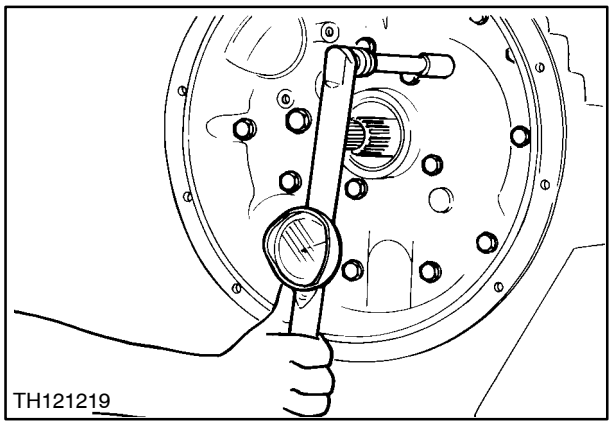
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Position the converter housing on the manifold plate. This step can be made easier by laying the gearbox on its back so that the manifold plate is horizontal. The bolts securing the converter housing and manifold plate must not be fitted until the two faces are tight against each other.



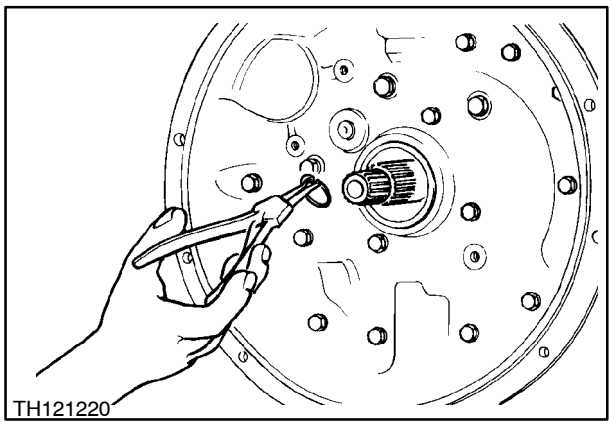
275

Fit the housing bolts and tighten to the specified torque (see page 21-44).



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Install the converter locating snap ring on the turbine shaft.

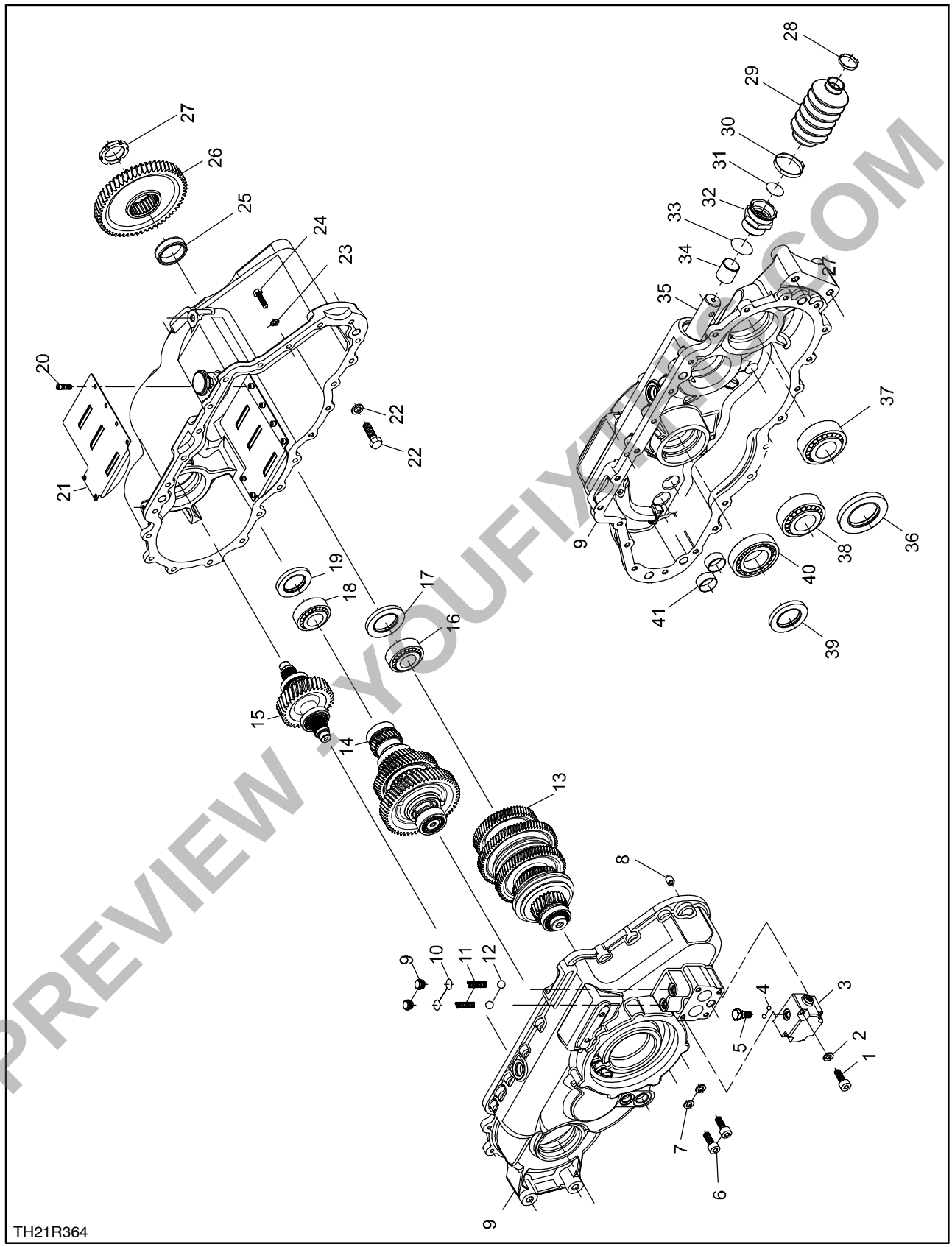


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DISASSEMBLING THE CASING AND REMOVING THE GEARBOX SHAFT ASSEMBLY

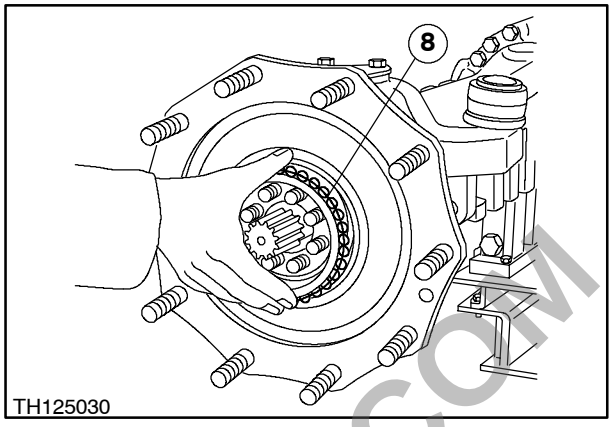


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Install outer bearing (8).

NOTE: *Using a plastic mallet, drive the bearing to the limit stop by lightly hammering around the edge.*



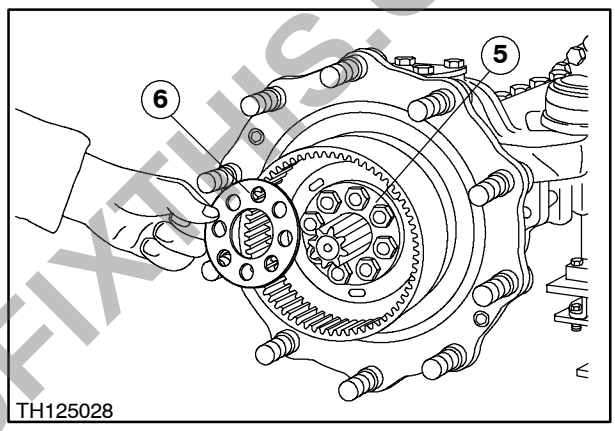
66

Fit crown flange assembly (5).

NOTE: *In order to fasten flange (5), use a plastic mallet and alternately hammer on several equidistant points.*

Apply Tecnolube Seal 101 grease to the surface of safety flange (6) which touches crown flange (5).

Fit safety flange (6).



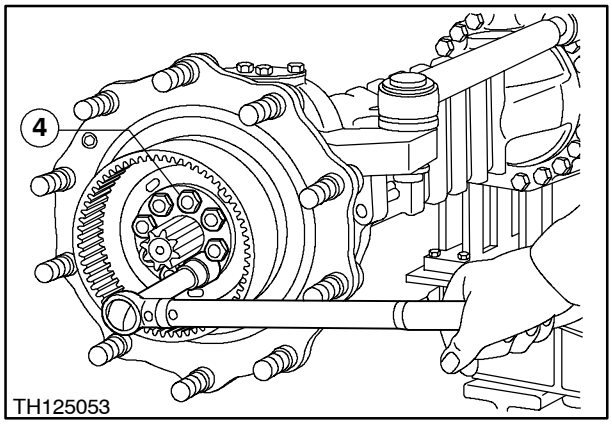
67

Apply Loctite 242 to the studs and fit nuts (4).

Cross-tighten nuts (4) in two stages.

Initial tightening torque: 120 Nm.

Final tightening torque: 255÷285 Nm

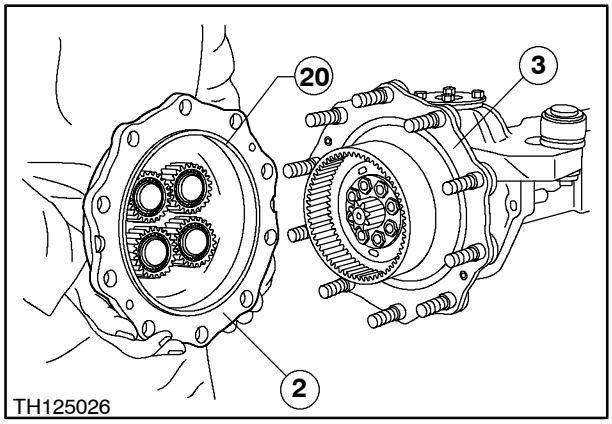


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Fit planet carrier cover (2) onto hub (3).

⚠ WARNING ⚠

Check that O-ring (20) is in good condition and in position.



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TELESCOPIC BOOM HYDRAULIC CIRCUIT

Basic circuit operation

Pump (1) takes in oil through a filter situated in hydraulic tank (17) and sends it on to the steering circuit in priority mode and then to control valve (14) supply line.

The entire circuit is primarily controlled by the operation of control unit (10) and (14).

The pump delivery hydraulic oil flows to the control valves which control the various hydraulic functions by managing the flow rate to the various actuators: the hydraulic oil coming back from the actuators through the control valves is first transmitted to the total capacity filter, which retains any impurities that may be contained in the oil returning from the actuators. The oil then flows into the oil cooler, where it is cooled before returning to the hydraulic reservoir.

When the oil temperature is low, the oil viscosity increases and so does the resistance to the passage of the oil through the cooler. If the oil pressure exceeds 5 bar, whether because of the high viscosity of the oil (thermostatic valve function) or due to clogging of the cooler, the oil returns directly to the tank, by-passing the cooler.

Implement control valve

Boom lifting is achieved by operating telehandler joystick (14), which modulates the pressure delivered to the two central sections of the control valve (14), used both by lifting cylinder (16) and compensation cylinder (13). The circuit of the latter is connected to lifting cylinder (16) and makes its possible to keep the implement (fork, bucket, etc.) in a horizontal position during lifting of cylinder (16).

The telescopic boom is extended by means of a momentary switch for the version with ON-OFF control valve, or a rocker switch for the version with proportional solenoid valves. The switch is located on the front of the joystick (14). The operation is electrically controlled by means of the proportional solenoid valve on the control valve (14) which activates telescopic cylinder (15).

The front part of the handgrip is equipped with four switches for operation of the solenoid valves in control valve (14) which supply oil to the optional front and rear actuators (6-7).

Control valve (14) also contains, for each slide valve, load sensing valves, which are connected to the load sensing line.

Auxiliary functions control valve

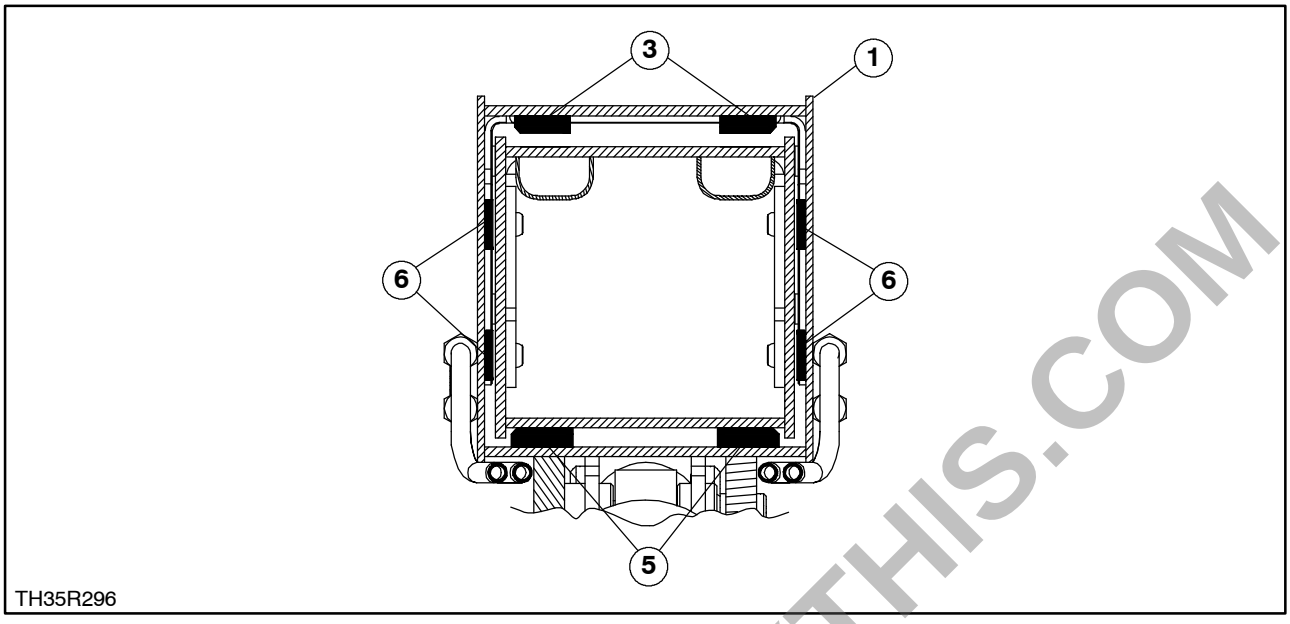
Pump (1) supplies, in parallel with control valve (14), the stabilisers distributor (5, only for 10 m version) and the pressure reduction valve.

These controls are operated by means of momentary switches (11) which activate the control valve's solenoid valves and hence control the output pressures in the circuit itself, balanced by the load sensing line.

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TELESCOPIC BOOM SLIDING PAD ASSEMBLY LM5040, LM5060



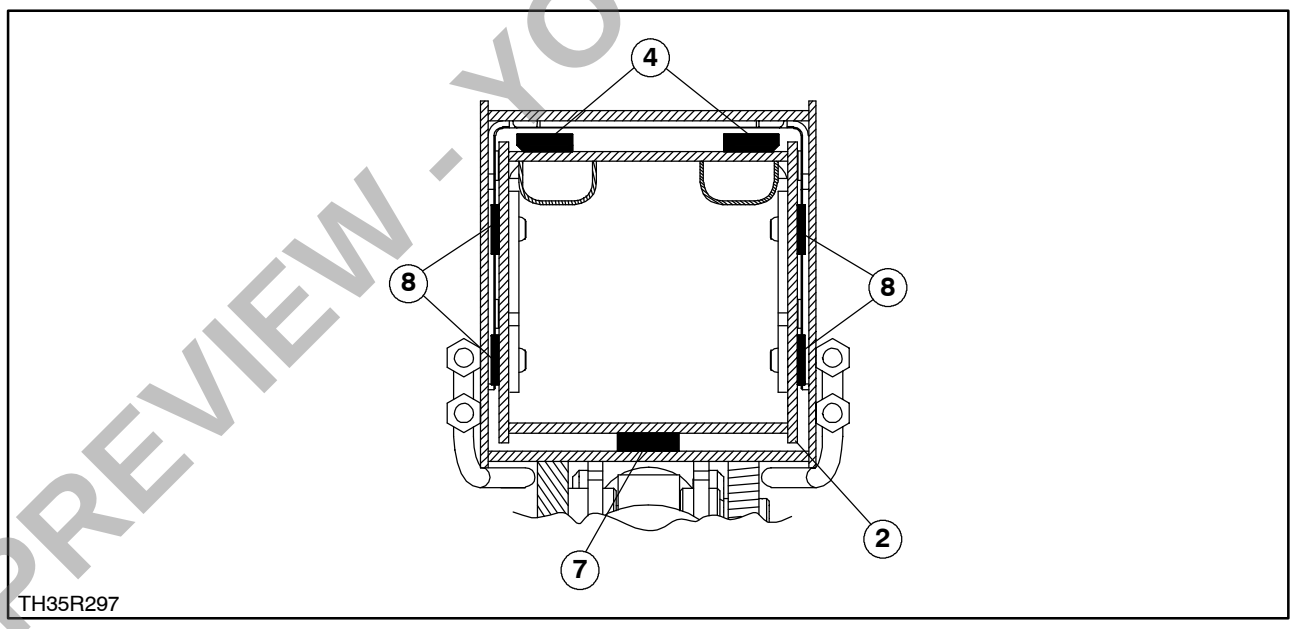
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Composition of pads on front of 1st boom section (1):

3. Upper front pads

5. Lower front pads

6. Side front pads



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Composition of pads on rear of 2nd boom section (2):

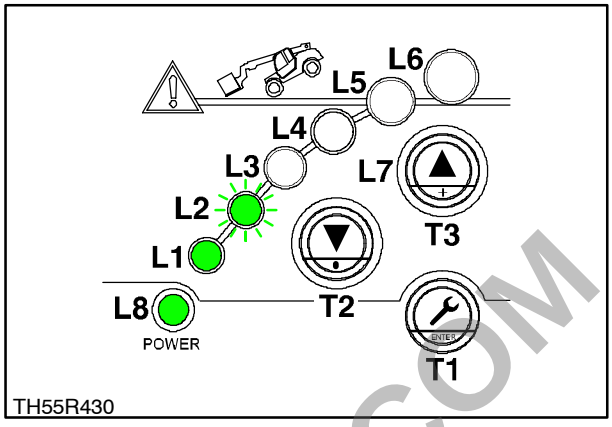
4. Upper rear pads

7. Lower rear pad

8. Side rear pads

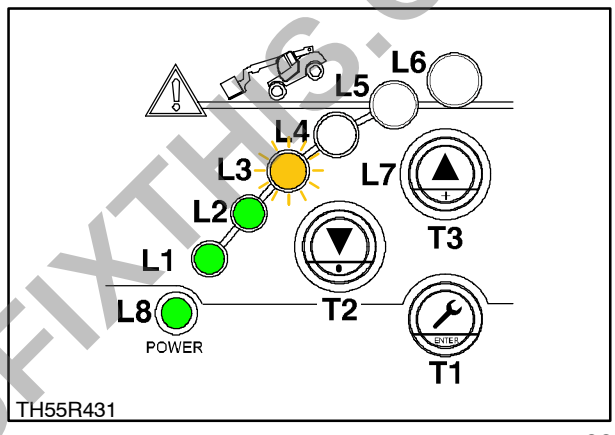
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10. Led “L1” is steady ON and led green “L2” is blinking.
11. Lift the boom completely.
12. Press the “T1” key.



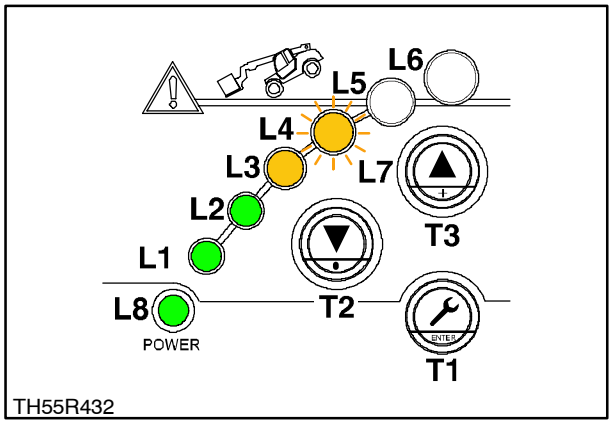
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13. Led “L2” is steady ON and led yellow “L3” is blinking.
14. Extend the boom completely.
15. Press the “T1” key.



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16. Led “L3” is steady ON and led yellow “L4” is blinking.
17. Lower the boom completely.
18. Press the “T1” key.



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