T1530
SERVICE MANUAL
COMPLETE CONTENTS

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The following pages are the collation of the contents pages from each section and chapter of the T1530 Service manual. Complete Service part # 84227369.

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

The sections listed above are the sections utilized for the T1530 Tractors.

84227373 8/09
1st Printing

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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY



This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

Throughout this manual and on machine decals, you will find signal words **DANGER**, **WARNING**, and **CAUTION** followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.

DANGER

DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury. The color associated with Danger is RED.

M1169A

WARNING

WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.

M1170A

CAUTION

CAUTION, used with the safety alert symbol, indicates a hazardous situation which, if not avoided, could result in minor or moderate injury. The color associated with Caution is YELLOW.

M1171A

FAILURE TO FOLLOW DANGER, WARNING, AND CAUTION INSTRUCTIONS COULD RESULT IN DEATH OR SERIOUS INJURY.

MACHINE SAFETY AND INFORMATION

NOTICE is used to address practices not related to personal injury.

NOTICE: *The signal word* ***NOTICE*** *is used throughout this manual followed by specific instructions. These messages are intended for machine safety, or to identify and present supplementary information.*

ANSI 2535.6–2006
ASAE S441.3 FEB04
ISO 11684: 1995

VERSION – MAY 2009

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SPECIFICATIONS

	Model T1530
ENGINE	
Type	Diesel
Engine Gross Horsepower	33.6 kw (45.0 Hp)
Cylinders	4
Bore	84 mm (3.31 in)
Stroke	100 mm (3.94 in)
Displacement	2.2 L (135.2 cu in)
Compression Ratio	22.5:1
Firing Order	1-3-4-2
Low Idle Speed	1050/1100 rpm
Maximum Speed:	
High Idle	2800/2850 rpm
Rated	2600 rpm
Valve Clearance (Cold):	
Intake	0.20 mm (0.008 in)
Exhaust	0.20 mm (0.008 in)
CAPACITIES	
Fuel Tank	39.0 liter/ 10.3 U.S. gal
Cooling System	5.6 liter/ 5.9 U.S. qt
Engine Crankcase:	
With Filter	6.0 liters/ 6.3 U.S. qt
Rear Axle & Transmission (Includes Hydraulics)	
9x3 (Gear)	36.0 liter/ 9.5 U.S. gal
HST	36.0 liter/ 9.5 U.S. gal
Front Axle Final Reduction	0.8 liter/ 0.85 U.S. qt
Differential Gear Case	5.3 liter/ 5.6 U.S. qt

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MINIMUM HARDWARE TIGHTENING TORQUES

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

INCH HARDWARE AND LOCKNUTS

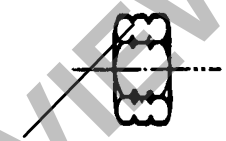
NOMINAL SIZE	SAE GRADE 2		SAE GRADE 5		SAE GRADE 8		LOCKNUTS		NOMINAL SIZE
	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	GR.B w/GR5 BOLT	GR.C w/GR8 BOLT	
1/4	55* (6.2)	72* (8.1)	86* (9.7)	112* (13)	121* (14)	157* (18)	61* (6.9)	86* (9.8)	1/4
5/16	115* (13)	149* (17)	178* (20)	229* (26)	250* (28)	324* (37)	125* (14)	176* (20)	5/16
3/8	17 (23)	22 (30)	26 (35)	34 (46)	37 (50)	48 (65)	19 (26)	26 (35)	3/8
7/16	27 (37)	35 (47)	42 (57)	54 (73)	59 (80)	77 (104)	30 (41)	42 (57)	7/16
1/2	42 (57)	54 (73)	64 (87)	83 (113)	91 (123)	117 (159)	45 (61)	64 (88)	1/2
9/16	60 (81)	77 (104)	92 (125)	120 (163)	130 (176)	169 (229)	65 (88)	92 (125)	9/16
5/8	83 (112)	107 (145)	128 (174)	165 (224)	180 (244)	233 (316)	90 (122)	127 (172)	5/8
3/4	146 (198)	189 (256)	226 (306)	293 (397)	319 (432)	413 (560)	160 (217)	226 (306)	3/4
7/8	142 (193)	183 (248)	365 (495)	473 (641)	515 (698)	667 (904)	258 (350)	364 (494)	7/8
1	213 (289)	275 (373)	547 (742)	708 (960)	773 (1048)	1000 (1356)	386 (523)	545 (739)	1

NOTE: Torque values shown with * are inch pounds.

IDENTIFICATION
CAP SCREWS AND CARRIAGE BOLTS



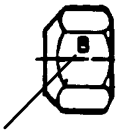
LOCKNUTS



GRADE IDENTIFICATION
GRADE A NO NOTCHES
GRADE B ONE CIRCUMFERENTIAL NOTCH
GRADE C TWO CIRCUMFERENTIAL NOTCHES



GRADE IDENTIFICATION
GRADE A NO MARKS
GRADE B THREE MARKS
GRADE C SIX MARKS
MARKS NEED NOT BE LOCATED AT CORNERS



GRADE A NO MARK
GRADE B LETTER B
GRADE C LETTER C
GRADE IDENTIFICATION

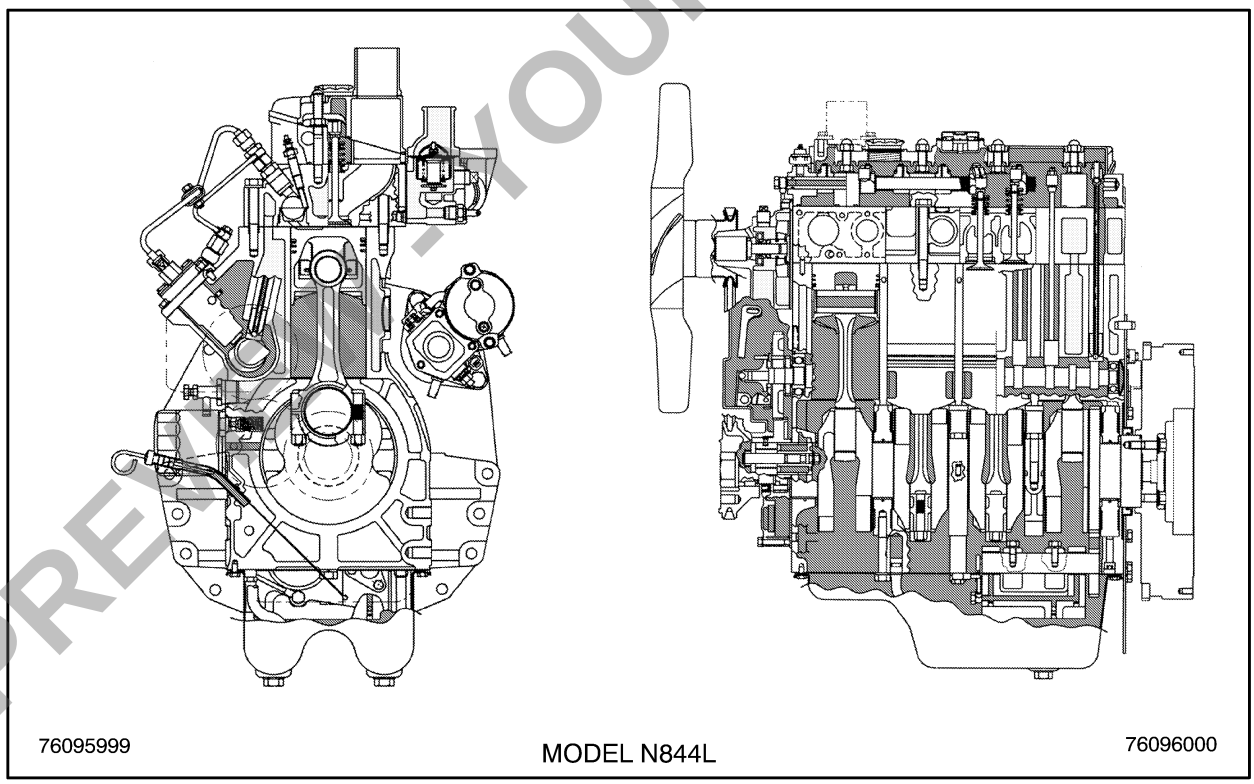
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CYLINDER HEAD AND VALVE TRAIN COMPONENTS

The cylinder head incorporates the valve assemblies, rocker arms, rocker shaft, push rods, and lifters. A swirl chamber located between the injector assembly and the main combustion chamber of the cylinders provides improved starting and greater fuel efficiency. Initial combustion starts in the precombustion chamber and as the expansion occurs a strong swirl pattern is created in the main combustion chamber for more complete combustion of the air-fuel mixture. The air intake manifold is separate from the cast aluminum valve cover on all these engines. The exhaust manifold is bolted on the left-hand side of the cylinder head on each of the models. Cylinder heads have integral valve guides. Standard size valves only are used.

The cylinder block assembly contains the pistons, connecting rods, crankshaft, timing gears, and engine oil pump. The crankshaft is supported on five main bearings. The front bearing is positioned in a bore in front of the block. The other bearings are split liners located in holders bolted to the block. The camshaft is supported on four ball bearings located in the block.



76095999 MODEL N844L 76096000

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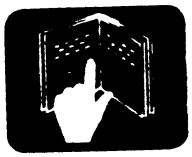
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TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	CORRECTION
Engine does not develop full power	Clogged air cleaner	Inspect and replace air cleaner if necessary
	Fuel line obstructed	Check for crimped fuel line. Inspect fuel filter for cleanliness
	Improper injection timing	Repair/ replace components as required
	Improper nozzle injection pressure and angle	Check injection timing Inspect for proper injection pressure an angle
	Low cylinder compression	Check engine compression
	Insufficient fuel injection	Repair at authorized shop
	Improper valve lash adjustment	Adjust valves to correct tolerances
	Burned, worn or sticking valves	Inspect and replace as necessary
	Blown head gasket	Replace head gasket
	Worn or sticking piston rings	Overhaul as necessary
	Faulty engine stop solenoid	Replace stop solenoid
Low oil pressure	Engine oil level low	Fill to proper level
	Wrong grade of oil	Replace with correct grade oil
	Clogged oil pump filter	Change oil and filter
	Faulty oil pressure relief valve	Replace relief valve
	Worn oil pump drive shaft gears, or broken oil pipe	Inspect oil system and components. Replace defective components
	Excessive main or connecting rod bearing clearances	Replace bearings or shaft if necessary
	Oil pump axial clearance not properly set	Check pump clearance and shim as needed to proper tolerance
Engine will not stop	Faulty engine stop solenoid	Replace the stop solenoid
	Faulty starter switch	Replace starter switch
Low cylinder compression	Burned, worn or sticking valves	Replace valves
	Bent valve stem	Replace valves
	Broken or weak valve spring	Replace valve spring
	Blown cylinder head gasket	Replace head gasket
	Worn or sticking piston rings	Replace piston rings
	Scored piston	Replace piston
Poor engine idling	Improper injection timing	Correct the injection timing
	Air in injection pump	Purge air from the system
	Improper governor adjustment	Adjust the governor

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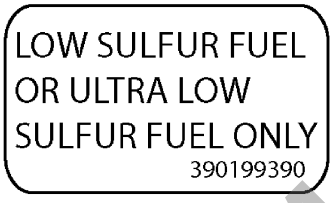
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Hyd. Manifold Operation
(See Operator's Manual)
PART NO: SBA390198320
LOCATION:
Right-Hand Side of Hyd. Manifold/Air Filter Cap



Starter Switch
PART NO: SBA390197280
LOCATION:
Starter Switch, Right Side of Instrument Panel



Low Sulfur Fuel
PART NO: SBA390199390
LOCATION: Underside of Fuel Fill Lid



Diesel Fuel
PART NO: SBA390198340
LOCATION: Underside of Fuel Fill Lid



Coupler-Extending
(With double spool control valve)
PART NO: 86532920



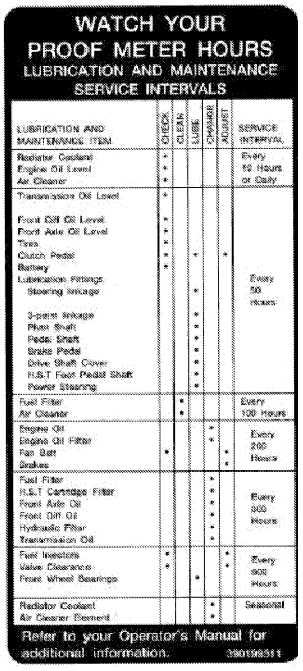
Coupler-Retracting
(With double spool control valve)
PART NO: 86532919



Coupler-Extending
(With double spool control valve)
PART NO: 86532921



Coupler-Retracting
(With double spool control valve)
PART NO: 86532922

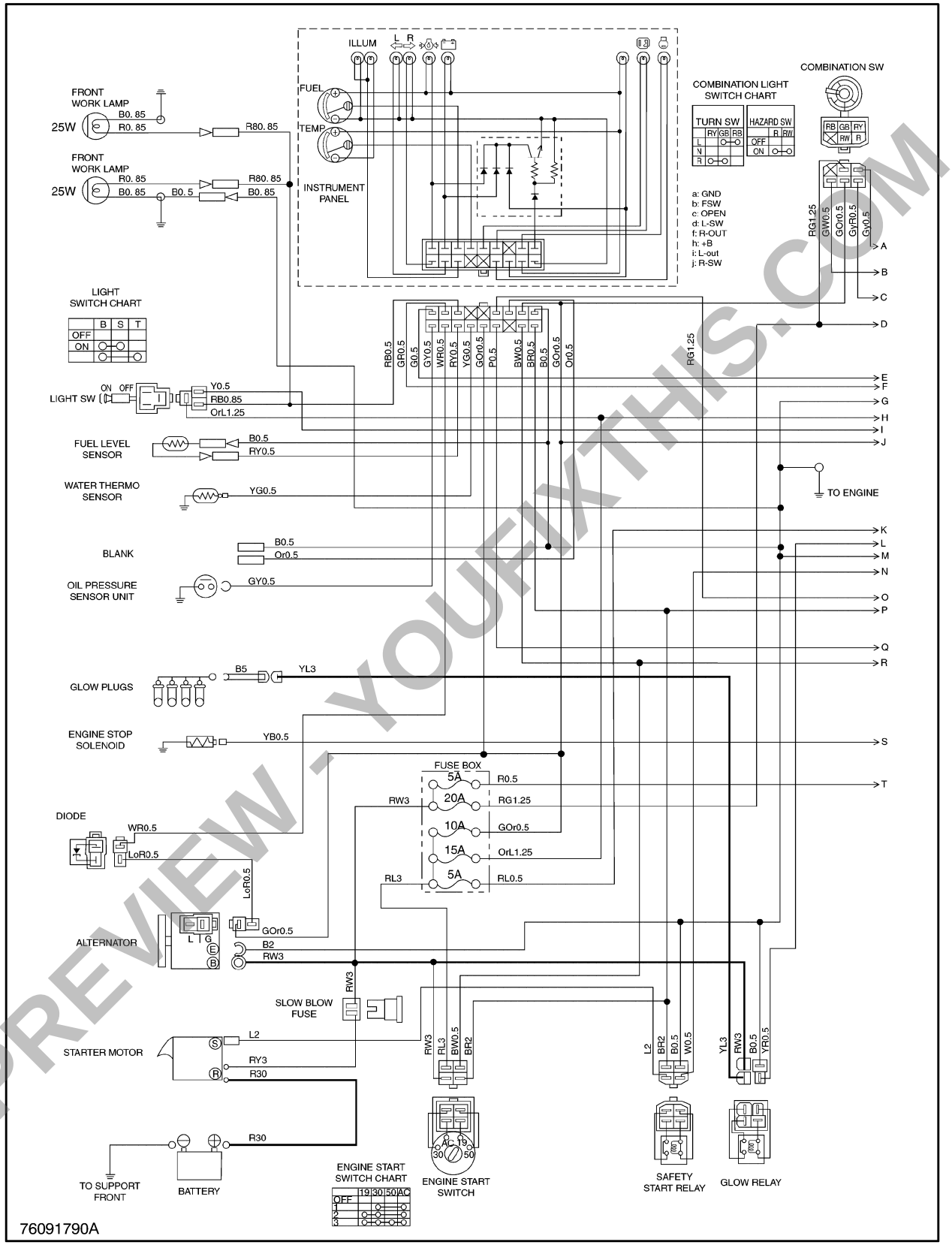


Lubrication and Maintenance Intervals
PART NO: SBA390199311
LOCATION:
Underside of Hood

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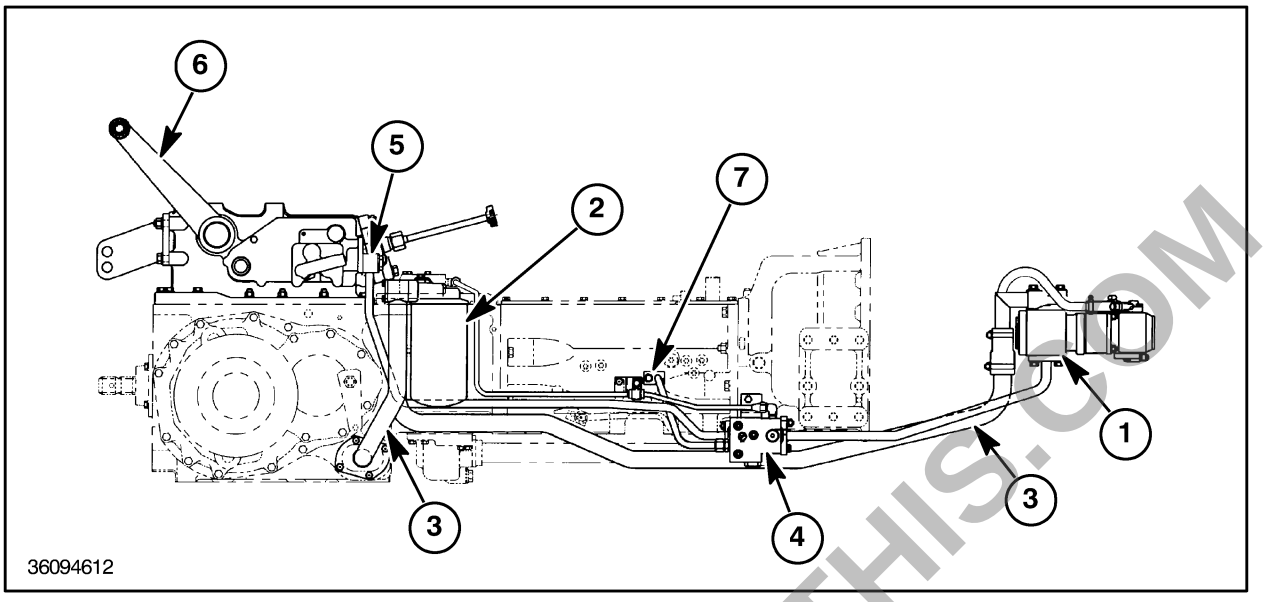
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COMPLETE ELECTRICAL WIRING DIAGRAM



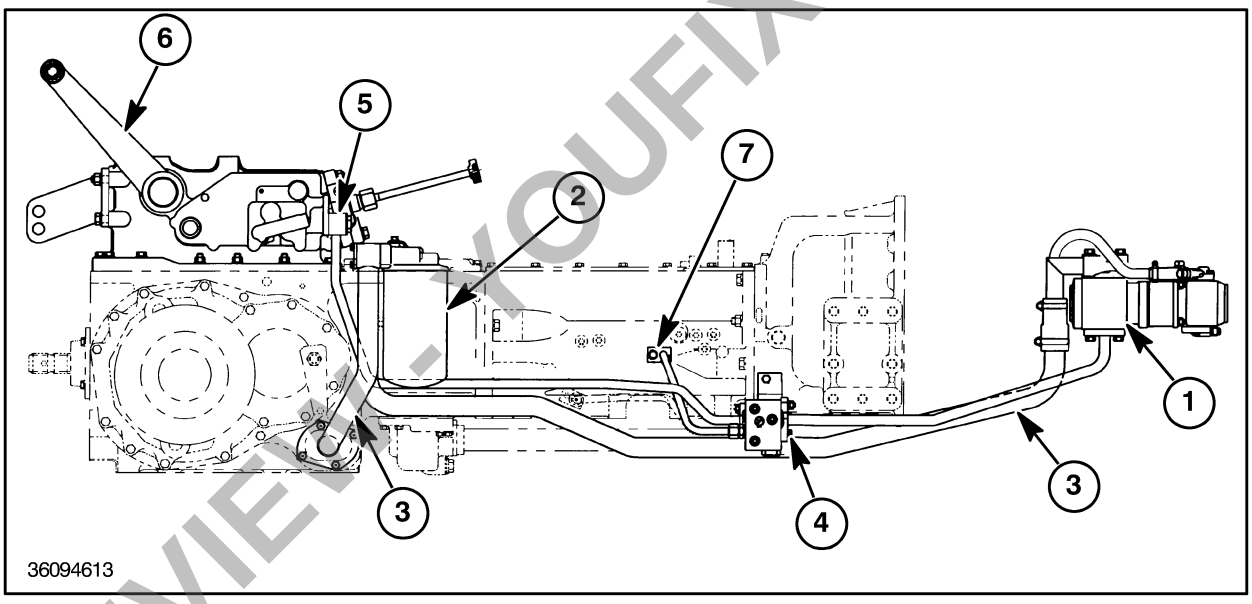
1

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3

HST Model



4

12 x 12 Model

DESCRIPTION OF OPERATION

The hydraulic position control is standard equipment on all model tractors. The open center hydraulic system consists essentially of a fluid reservoir, hydraulic pump, lift cylinder and piston, control valve and lift links.

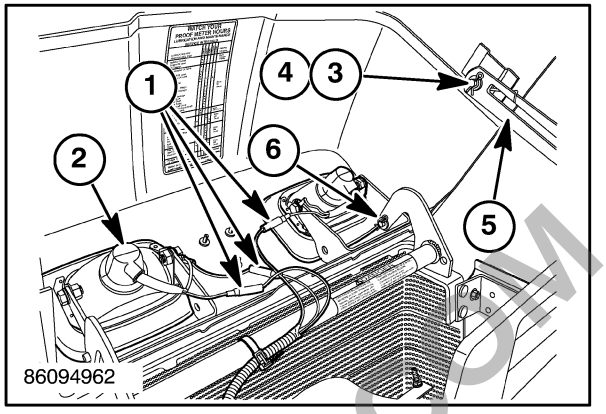
The rear axle and transmission housing serve as a common hydraulic fluid reservoir and supply fluid to the hydraulic pump, 1, through the filter, 2, and suction tubes, 3. The hydraulic pump supplies hydraulic fluid to the system control valve through the combination relief/diverter valve manifold, 4, and the high pressure tube, 5. The control valve, when operated, affects raise, neutral, or lowering action of the lift arms, 6. Hydraulic fluid is returned through the pressure relief tube, 7, when the relief valve is opened.

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SEPARATING THE TRACTOR AT THE CLUTCH HOUSING/ENGINE

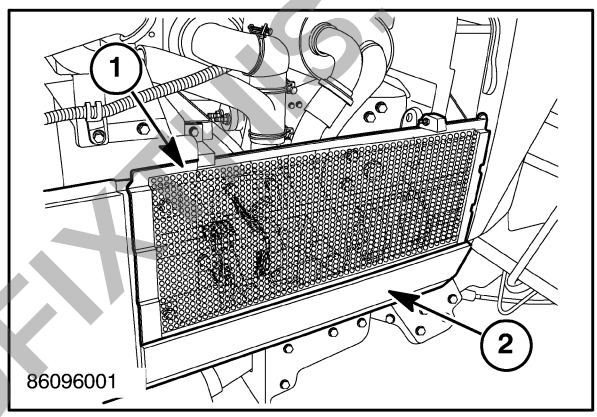
Removal

1. Raise the hood and separate the three connectors, 1, for the headlights, 2.
2. Remove the hair pin, 3, and washer, 4, from the hood support, 5. Remove support from hood.
3. Remove the hair pin, 6, securing the hood to the tractor. Slide hood to the right for removal.



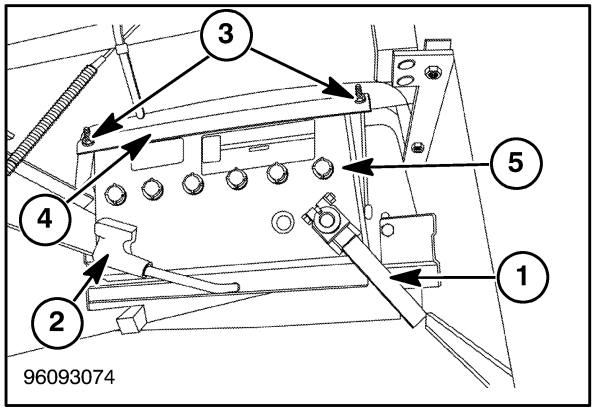
5

4. Remove guard, 1, and lower guard, 2, from both side of the tractor.



6

5. Remove the ground wire, 1, from the negative post of the battery.
6. Remove the battery cable, 2, from the positive post of the battery.
7. Remove M6 nuts, 3, battery support, 4, and battery, 5, from the tractor.



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SECTION 10 – ENGINE

BOOK 1 - 84227370

Chapter 1 – Engine (Continued)

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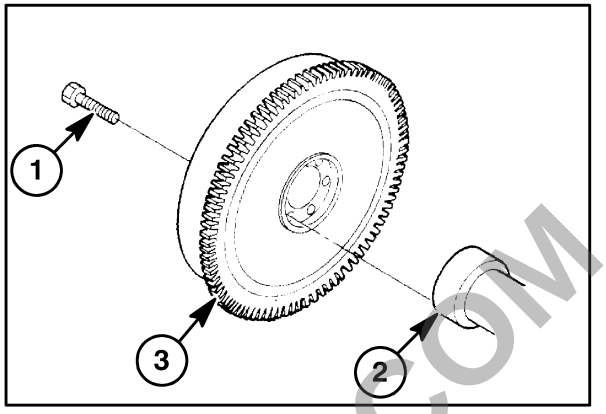
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FLYWHEEL

Removal

1. Loosen the M10x20 mm flywheel retaining bolts, 1.
2. Using a brass drift and hammer, tap the end of the crankshaft, 2, to loosen the flywheel, 3, from the shaft.

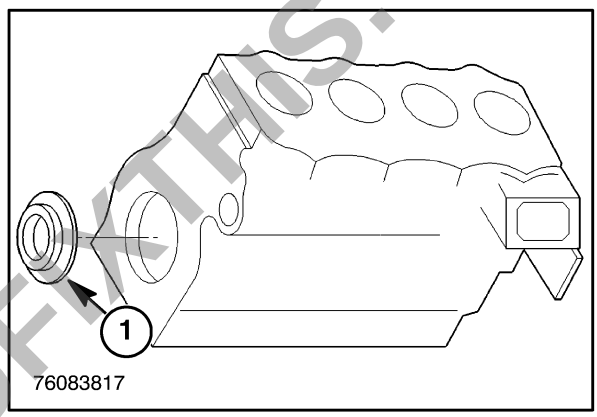


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BACKPLATE AND OIL SEAL

Removal

1. Remove the backplate retaining bolts and remove the backplate.
2. Remove the rear oil seal, 1.

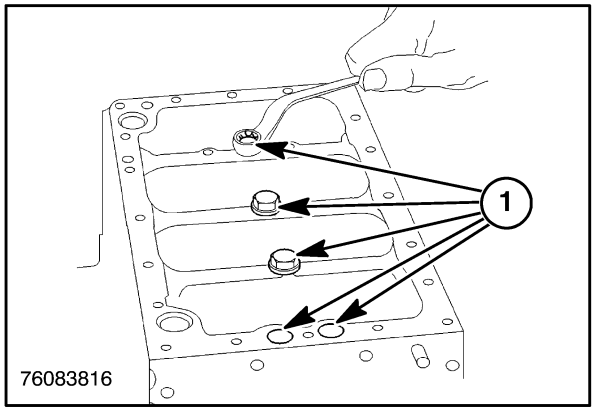


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CRANKSHAFT AND MAIN BEARINGS

Removal

1. Remove the crankshaft bearing holder retaining bolts, 1.
2. Slide the crankshaft and main bearing assembly through the rear of the engine.



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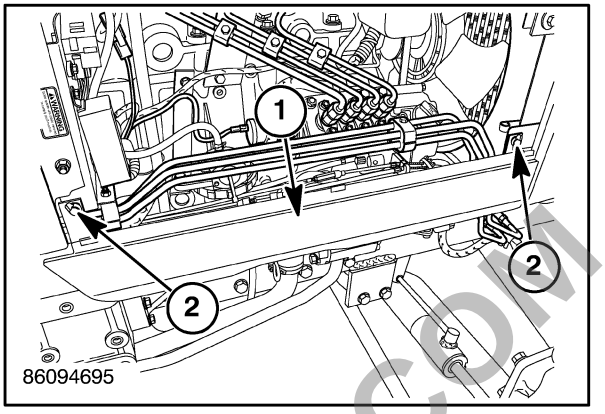
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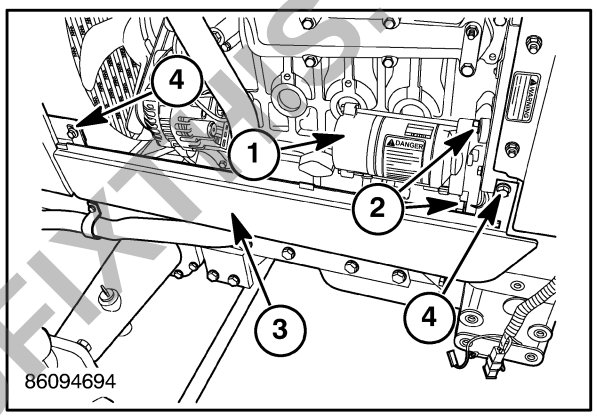
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39. Install the lower guard, 1, to the right-hand side of the tractor, and secure using the two wing screws, 2.



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40. Install the starter, 1, and secure using the two M10 flat washers, and two M10 nuts, 2.
41. Connect the wires onto the starter.
42. Install the lower guard, 3, onto the left-hand side of the tractor, and secure using the two M8 x 16 cap screws, 4.



30

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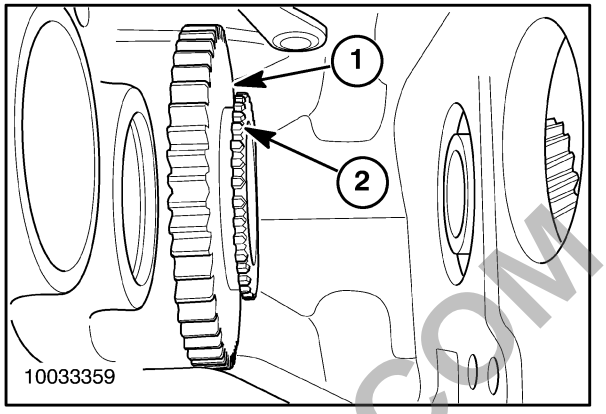
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RANGE GEARS

Assembly

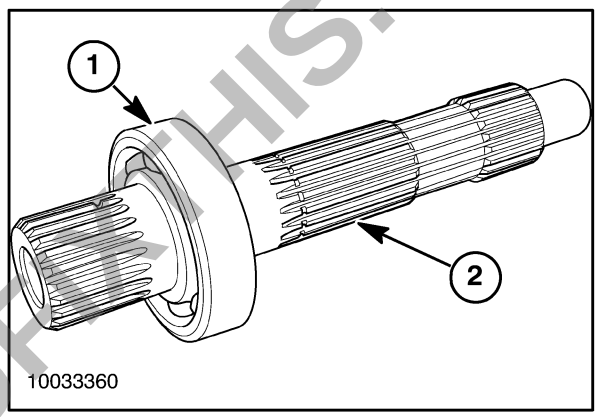
NOTICE: *Lubricate the bushing in the large gear with clean hydraulic fluid prior to assembly.*

1. Place the large 57T gear, 1, in the housing, with the flange containing the engagement teeth, 2, facing the front of the housing.



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2. Install the bearing, 1, on the main shaft, 2.



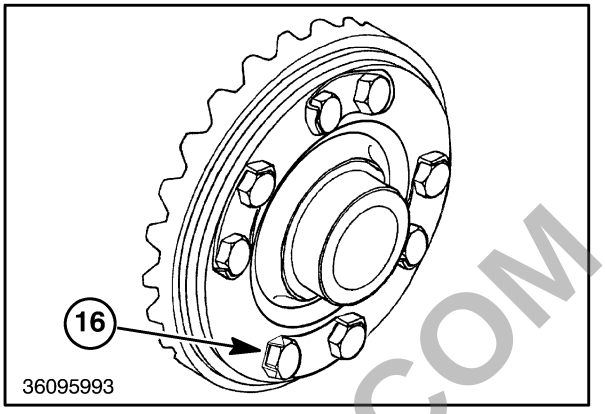
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Assembly (Reference Figure 10)

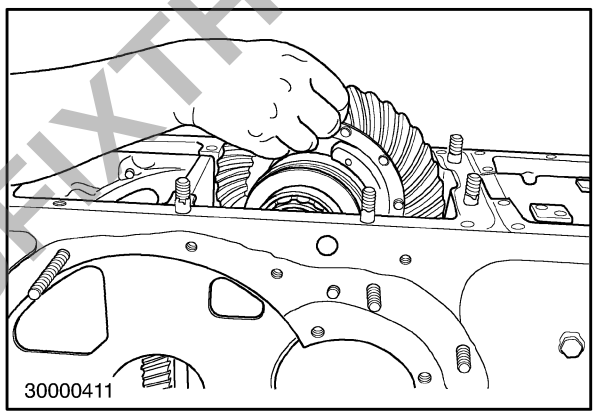
1. Install the thrust washer, 12, and the side gear, 11, into the differential gear case, 4.
2. Assemble the differential pinion shafts, 7, thrust washers, 8, pinion joint, 9, and the pinion gears, 10, into the gear case, 4.
3. Install the remaining side gear, 5, and thrust washer, 6, into the gear case, 4.
4. Install the ring gear, 13, and the differential gear case end plate, 3, onto the gear case, 4, and secure with the locking plates, 2, and retaining bolts, 1.
5. Tighten and torque the differential gear case retaining bolts to specified torque 49 – 62.8 N·m (36 – 46 lb ft).
6. Bend the locking plate tabs with a chisel.



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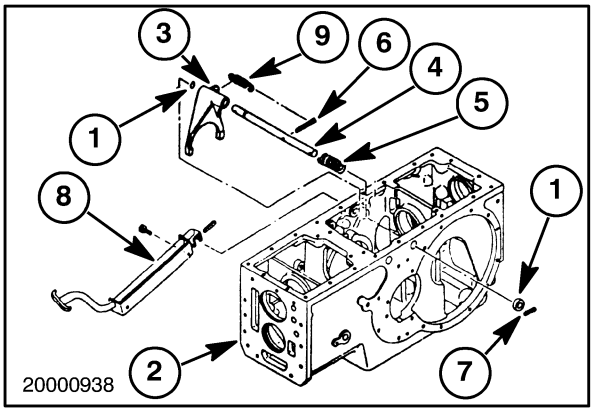
Installation

1. Carefully lower the differential assembly into the differential housing.
2. Install the shims and the bearing carriers onto the differential housing.
3. Secure with the four retaining bolts. Tighten and torque the retaining bolts to specified torque.
4. Install the PTO clutch (HST) or one way clutch (12 x 12) and any PTO shafts that were removed to gain access to the differential. See Section 31, “PTO” for the installation procedure.



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5. Lubricate new differential lock shaft seals, 1, with petroleum jelly, and install in the differential housing, 2.
6. Install the differential lock fork, 3, onto the differential lock clutch.
7. Install the differential lock shaft, 4, through the differential housing, 2, and the differential lock fork, 3.
8. Install the differential lock return spring, 5, on the differential lock shaft, 4.
9. Compress the differential lock return spring, 5, and install the roll pin, 6, into the differential lock shaft, 4.

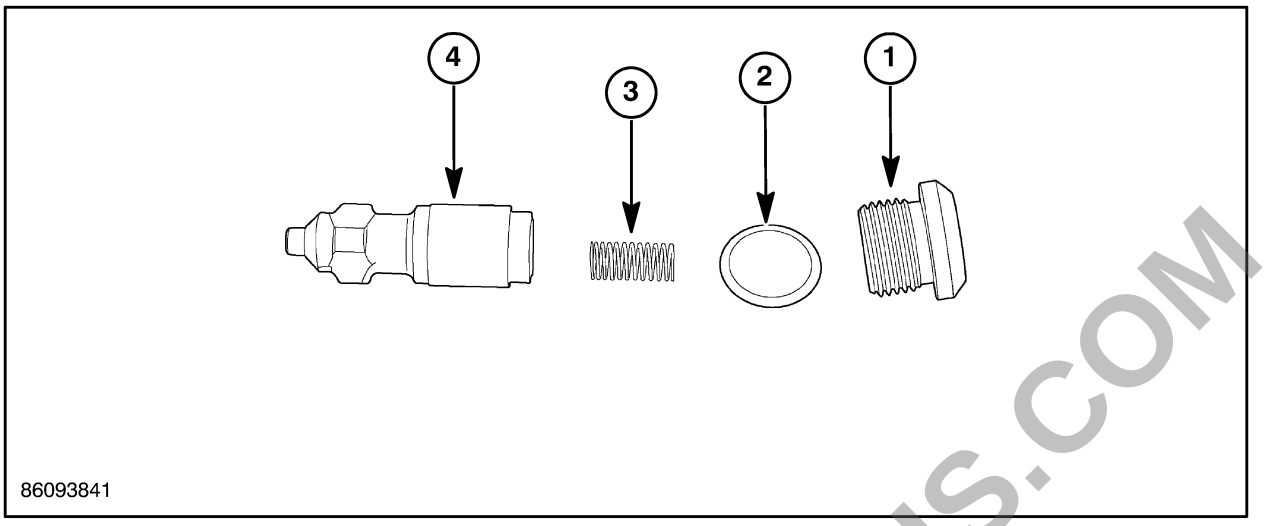


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12 x 12 Models

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Relief Valve Parts Breakdown

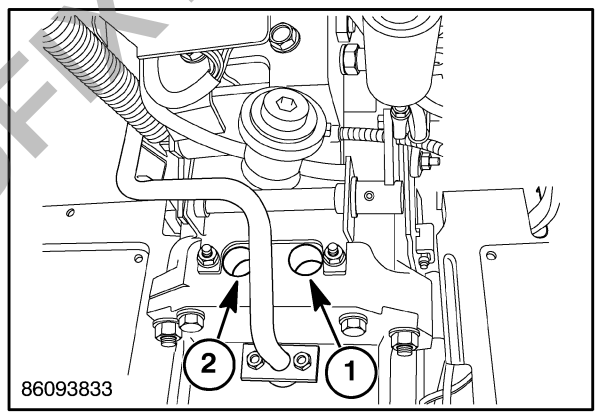
1. Plug
2. O-ring
3. Spring
4. Feed (Check) / Relief Valve Assembly

CHARGE PRESSURE RELIEF VALVE

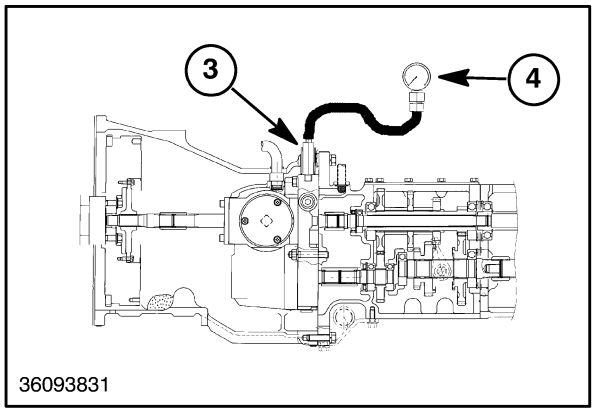
***NOTICE**: Prior to testing HST charge pressure, install a new HST filter and have oil operating temperature to approximately to 32 °C (90 °F).*

1. Operate the tractor to warm the hydraulic fluid to 25° - 50°C (77° - 122°F) before performing this hydraulic test.
2. Remove the shroud center panel to gain access to the test port openings,1 and 2.
3. The test ports, 1, reverse (right side) and 2, forward (left side), access the HST unit through ports in the top of the clutch housing. Remove the plugs and install the test fitting into the appropriate port.
4. Install test fitting, 3, Tool No. SBA340070190 in the test port.
5. Install 2068 kPa (0 - 300 psi) gauge, 4, to the test fitting.
6. Lock the park brake.
7. Place the range lever in the “NEUTRAL” position.

***NOTICE:** Do not move the HST pedal to either the forward or reverse positions during the charge pressure test. Keep the HST pedal in the “NEUTRAL” position. Moving the pedal from the neutral position may result in damage of the pressure gauge, due to high HST operating pressure.*



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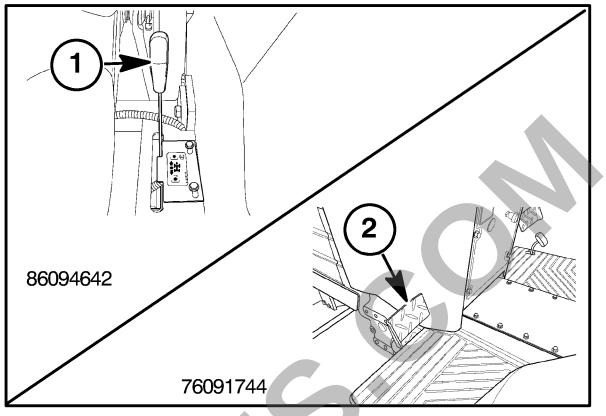
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DESCRIPTION OF OPERATION

(HST)

Rear live power take-off is standard equipment on the T1530 HST tractors. The power take-off (PTO) system is independent of the driveline and runs directly off of the engine flywheel. The PTO is engaged and disengaged by a hydraulically operated PTO clutch system. The operator uses a control lever, 1, connected to a hydraulic clutch control valve that is used to pressurize the PTO clutch with hydraulic fluid.



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(12 x 12)

Rear transmission power take-off is standard equipment on the T1530 (12 x 12) tractors. The power take-off (PTO) is driven by a single disc clutch that is mounted to the engine flywheel. The PTO is engaged or disengaged by depressing the clutch pedal, 2, and moving control lever, 1, the control lever moves a coupler on the rear PTO shaft which engages or disengages the PTO drive. When the clutch pedal is depressed, the PTO and transmission drive are both disengaged. The PTO system is equipped with a one-way clutch located on the top PTO counter shaft. This one-way clutch prevents power transmission from the attached rear implement when the PTO is placed in the disengaged position, during PTO operation.

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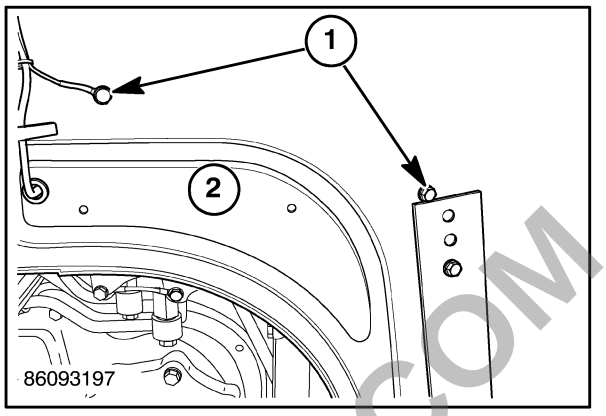
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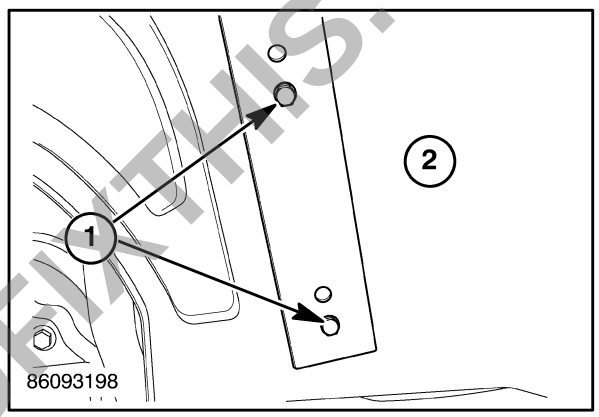
8. Remove the right lever guide by removing the two M8 x 16 cap screws, 1, located on the right rear fender, 2.

NOTICE: *Remove the wire harness for the rear lights from the harness tab located under the right lever guide.*



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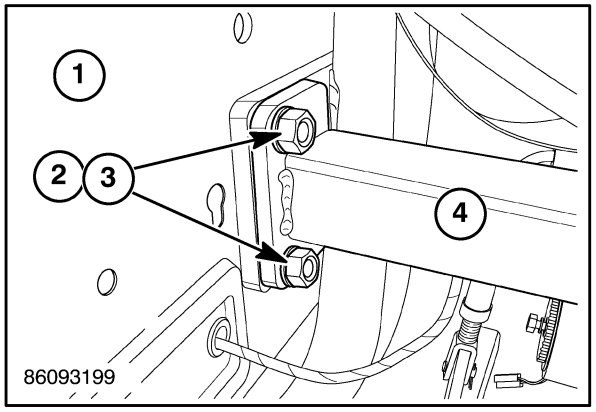
9. Remove the two M8 x 16 cap screws, 1, from the right fender, 2.



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10. Remove the right fender, 1, by removing the two M12 nuts, 2, two M12 lock washers, 3, and two M12 x 40 bolts from the center ROPS frame, 4.

NOTICE: *After the fender is removed, prop the fender on the right rear axle.*



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POWER STEERING CONTROL MOTOR

Spool and Sleeve

1. The spool and sleeve assembly, 9, constitute a rotary valve for selectively changing the fluid passage as well as the direction of the pressurized fluid flow. There are three forms of fluid passage. The first is for the NEUTRAL state, the second is for RIGHT turning, and the third is for LEFT turning.
2. The spool is fitted to rotate within the sleeve which is fitted into the bore of the valve body. The leaf springs extend through the spool and sleeve and urge the spool to take the indicated position relative to the sleeve. This position corresponds to the NEUTRAL state, and persists as long as the steering wheel is at its center position, for straight-ahead driving.
3. A diametrically extended pin is loosely fitted to the drive shaft, 15, at the center, and to the sleeve with some clearance between the pin and the radial holes in the spool. When the drive shaft, spool, and sleeve are in the indicated positions, the sleeve and shaft are capable of as much as 10º movement in either direction (CW or CCW) relative to the spool. By this angular displacement, the fluid passage for RIGHT turning or LEFT turning is introduced.

Rotor and Fixed Ring

1. The rotor and fixed ring assembly, 17 and 18, in the pump, provides with a back-up device for steering, and operates as described later.

Drive Shaft

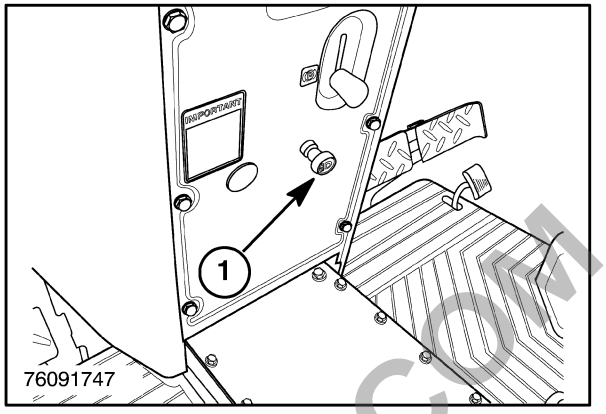
1. The pump drive shaft, 15, is slightly tilted off the spool axis, and is splined into the pump gear of the rotor and fixed ring pump assembly, 17 and 18, by its bottom end. As mentioned earlier, this shaft is connected to the pin by its top end.
2. In the event of a hydraulic fluid pressure loss, turning the steering wheel turns the drive shaft, 15, due to the spool and pin connection, to rotate the pump gear, 17. This enables the rotor and fixed ring, 18, to operate as a manually driven pump to produce hydraulic fluid pressure.

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LIGHT SWITCH

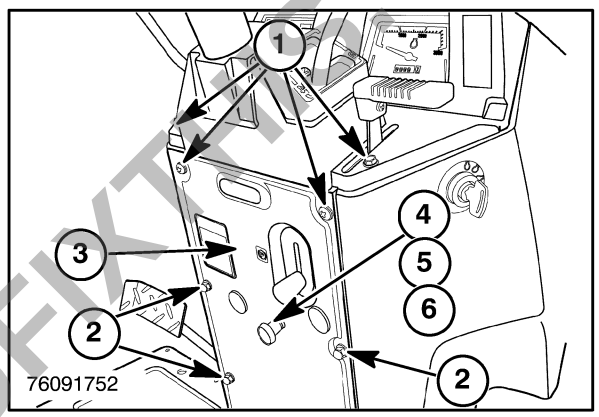
The light switch, 1, is a push-pull type switch located on the center access panel of the operator console. The light switch controls current flowing to the headlights and taillights. The key switch must be in either the HEAT, START, or AC/RUN, position for current to flow to the light switch. When the light switch is pulled to the “On” position, the tractor headlights and taillights illuminate.



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Removal

1. Disconnect the negative (-) battery cable from the negative (-) battery terminal.
2. Remove the four screws, 1, and the four nuts, 2, to remove the center access panel, 3, from the operator console.
3. Remove the screw, 4, and the knob, 5, to remove the nut, 6, from the light switch.
4. Disconnect the light switch from the tractor wire harness and remove from the center access panel.



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Testing

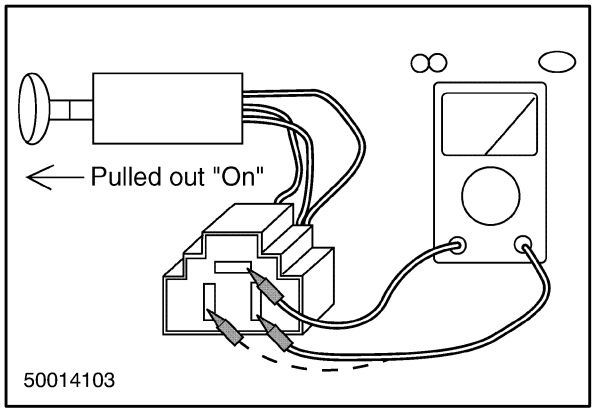
Use an Ohmmeter to test the light switch for electrical continuity.

ON Position

1. Pull the light switch outward to the “On” position.
2. Continuity should exist between the three switch terminals. If continuity does not exists between the three switch terminals, the switch is defective and requires replacement.

OFF Position (Not Shown)

1. Push the light switch inward to the “Off” position.
2. There should be no continuity between any of the switch terminals when the light switch is in the “Off” position. If continuity exists between the switch terminals when the light switch is in the “Off” position, the switch is defective and requires replacement.



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Controller Inputs (-):

- Terminal #15

1. The safety controller supplies a ground source with terminal #15 to terminal #12 of the instrument panel for the glow plug indicator light. The glow plug indicator light will illuminate for approximately four seconds.

Instrument Panel Glow Plug Indicator Light

During the glow plug heat cycle the indicator light will illuminate for approximately four seconds.

1. Current is supplied to instrument panel terminal #7 by terminal #19 of the key switch
2. The ground source is supplied to instrument panel terminal #12 by terminal #15 of the safety controller.

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DESCRIPTION OF OPERATION - CHARGING SYSTEM

The T1530 model tractors are equipped with a 40-amp output alternator. The alternator is equipped with an integrated circuit (IC) regulator, meaning voltage is regulated internally and electronically within the alternator.

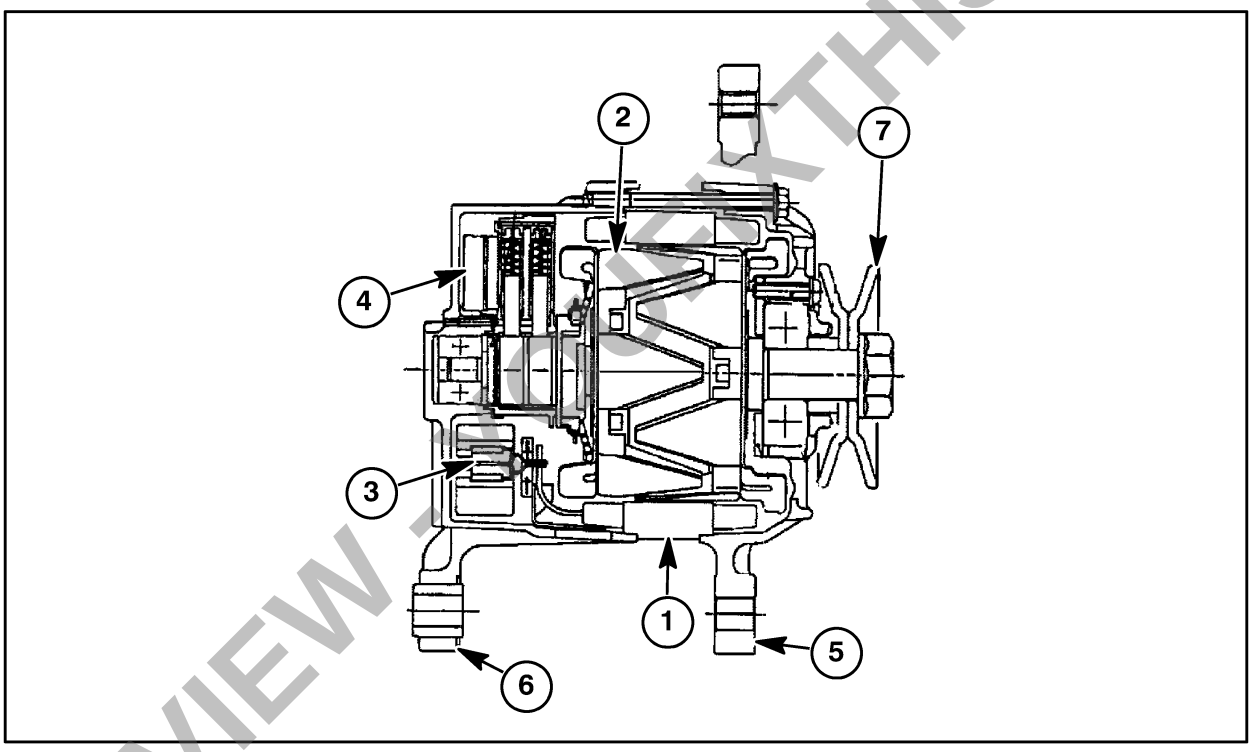
The principle components of the alternator are the stator, 1, the rotor, 2, and the rectifier assembly, 3, and the IC regulator, 4.

The rectifier assembly, 3, consists of two heat sinks, one positive (+) and one negative (-), and a diode trio. The diode trio is used as a field supply diode and is connected to terminal “L” on the alternator.

The IC regulator, 4, is a solid state unit and can only be serviced as an assembly.

The internal components of the alternator are housed in a two piece frame, which is divide into a drive end (front) frame, 5, and a rear frame, 6. The frame contains open slots to allow for cooling of the alternator.

The alternator rotor is rotated in the frame by using a belt driven pulley, 7, which is powered off of the engine crankshaft pulley by a belt.



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