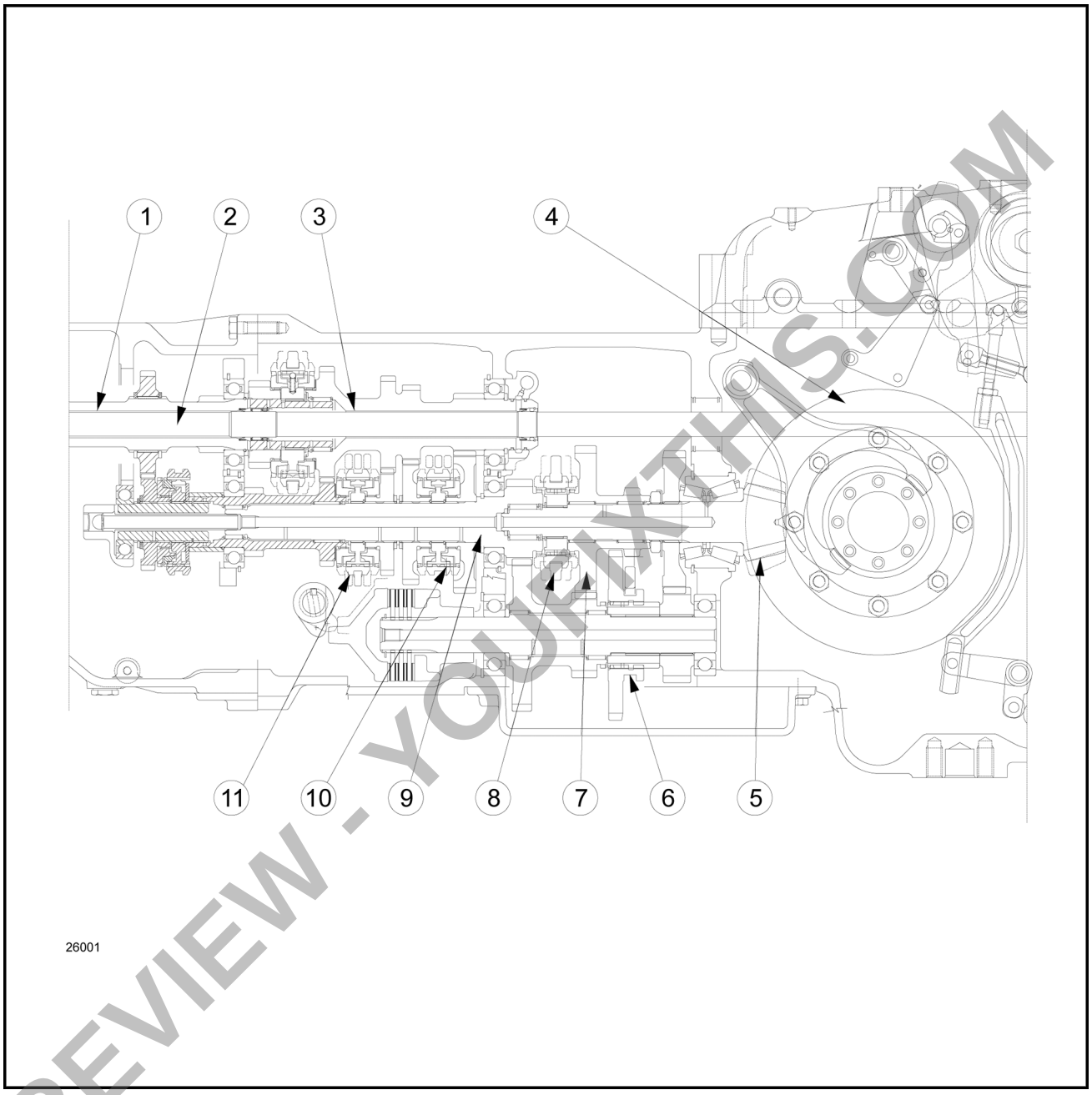
Product	Market Product	Engine
T4.105V With cab [ZDJE17896 -]	Middle East Africa	F4CE9484
T4.105V With cab [ZDJE17896 -]	Australia New Zealand	F4CE9484
T4.105V With cab [ZDJE17896 -]	Europe	F4CE9484
T4.105V Without cab [ZDJE13827 -]	Middle East Africa	F4CE9484
T4.105V Without cab [ZDJE13827 -]	Australia New Zealand	F4CE9484
T4.105V Without cab [ZDJE13827 -]	Europe	F4CE9484
T4.105V Without cab [ZDJE13827 -]	Asia Pacific	F4CE9484
T4.65V With cab [ZDJE10473 -]	Australia New Zealand	F5AE9484A
T4.65V With cab [ZDJE10473 -]	Middle East Africa	F5AE9484A
T4.65V With cab [ZDJE10473 -]	Asia Pacific	F5AE9484A
T4.65V With cab [ZDJE10473 -]	Europe	F5AE9484A
T4.65V Without cab [ZDJE11549 -]	Middle East Africa	F5AE9484A
T4.65V Without cab [ZDJE11549 -]	Asia Pacific	F5AE9484A
T4.65V Without cab [ZDJE11549 -]	Europe	F5AE9484A
T4.65V Without cab [ZDJE11549 -]	Australia New Zealand	F5AE9484A
T4.75V With cab [ZDJE10095 -]	Asia Pacific	F5AE9484B
T4.75V With cab [ZDJE10095 -]	Europe	F5AE9484B
T4.75V With cab [ZDJE10095 -]	Australia New Zealand	F5AE9484B
T4.75V With cab [ZDJE10095 -]	Middle East Africa	F5AE9484B
T4.75V Without cab [ZDJE11310 -]	Middle East Africa	F5AE9484B
T4.75V Without cab [ZDJE11310 -]	Asia Pacific	F5AE9484B
T4.75V Without cab [ZDJE11310 -]	Australia New Zealand	F5AE9484B
T4.75V Without cab [ZDJE11310 -]	Europe	F5AE9484B
T4.85V With cab [ZDJE11669 -]	Middle East Africa	F5AE9484G
T4.85V With cab [ZDJE11669 -]	Australia New Zealand	F5AE9484G
T4.85V With cab [ZDJE11669 -]	Europe	F5AE9484G
T4.85V With cab [ZDJE11669 -]	Asia Pacific	F5AE9484G
T4.85V Without cab [ZDJE10317 -]	Middle East Africa	F5AE9484G
T4.85V Without cab [ZDJE10317 -]	Europe	F5AE9484G
T4.85V Without cab [ZDJE10317 -]	Asia Pacific	F5AE9484G
T4.85V Without cab [ZDJE10317 -]	Australia New Zealand	F5AE9484G
T4.95V With cab [ZDJE11682 -]	Australia New Zealand	F4CE9484
T4.95V With cab [ZDJE11682 -]	Europe	F4CE9484
T4.95V With cab [ZDJE11682 -]	Middle East Africa	F4CE9484
T4.95V With cab [ZDJE11682 -]	Asia Pacific	F4CE9484

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Mechanical transmission - Sectional view Longitudinal section of gearbox-transmission



WLSPVNS27C1-38G 1

1. Gearbox driving shaft
2. Power take-off control shaft
3. Gearbox driving gear
4. Bevel crown wheel
5. Bevel pinion shaft
6. Gearbox low - mid - upper range gear engagement sleeve
7. Low - mid driven gear shaft
8. Low - mid - upper range gear engagement
9. Gearbox driven shaft
10. 1st and 2nd gear engagement synchroniser
11. 3rd and 4th gear engagement synchroniser

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Transmission - 21

Gearbox internal components - 145

T4.105N With cab [ZDJE16586 -], T4.105N Without cab [ZDJE18360 -], T4.105V With cab [ZDJE17896 -], T4.105V Without cab [ZDJE13827 -], T4.65V With cab [ZDJE10473 -], T4.65V Without cab [ZDJE11549 -], T4.75N With cab [ZDJE10131 -], T4.75N Without cab [ZDJE11495 -], T4.75V With cab [ZDJE10095 -], T4.75V Without cab [ZDJE11310 -], T4.85N With cab [ZDJE09941 -], T4.85N Without cab [ZDJE12418 -], T4.85V With cab [ZDJE11669 -], T4.85V Without cab [ZDJE10317 -], T4.95N With cab [ZDJE10238 -], T4.95N Without cab [ZDJE12231 -], T4.95V With cab [ZDJE11682 -], T4.95V Without cab [ZDJE11554 -]

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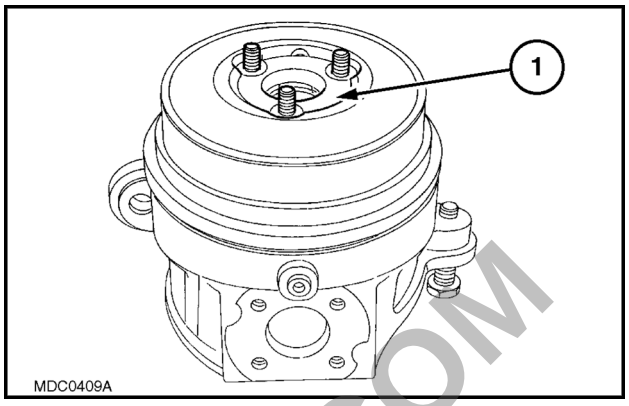
Powered front axle - General specification

T4.105N With cab [ZDJE16586 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.105N Without cab [ZDJE18360 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.105V With cab [ZDJE17896 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.105V Without cab [ZDJE13827 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.65V With cab [ZDJE10473 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.65V Without cab [ZDJE11549 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.75N With cab [ZDJE10131 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.75N Without cab [ZDJE11495 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.75V With cab [ZDJE10095 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.75V Without cab [ZDJE11310 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.85N With cab [ZDJE09941 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.85N Without cab [ZDJE12418 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.85V With cab [ZDJE11669 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.85V Without cab [ZDJE10317 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.95N With cab [ZDJE10238 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.95N Without cab [ZDJE12231 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.95V With cab [ZDJE11682 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement
T4.95V Without cab [ZDJE11554 -]	ANZ Four-Wheel Drive (4WD) - Automatic engagement --- APAC Four-Wheel Drive (4WD) - Automatic engagement --- MEA Four-Wheel Drive (4WD) - Automatic engagement --- WE Four-Wheel Drive (4WD) - Automatic engagement

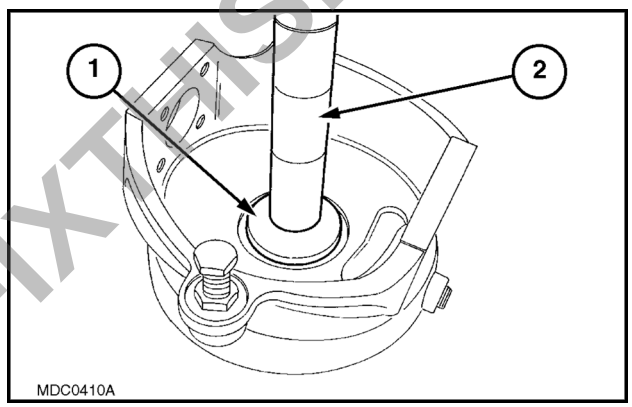
Type	Load bearing structure, with steering cylinder incorporated and epicyclic final drive
Pivoting at centre	8°
Steering Angle	55°

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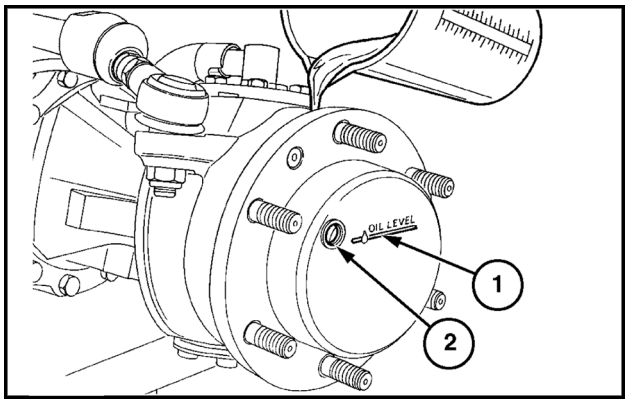
2. Assemble the internal bearing on the epicyclic drive casing (**(22)**. see **Final drive - Exploded view (25.310) Figure 1**).
3. Grease and insert the roller bearings **(19)** in the gear seating **(17)**, assemble parts **(17)**, complete with roller bearings and washers **(20)** in the casing **(1)**, then insert the pins **(18)**.
4. In the event of replacement, assemble the seal **(23)**, using striker **380001995 (1)**.
5. Mount the wheel hub (**(21)**. see **Final drive - Exploded view (25.310) Figure 1**) and the outer bearing **(6)**.
6. Assemble la bearings flange **(7)** and the three retaining bolts **(11)**.
7. If it is necessary to replace the outer bushing (**(20)**, see **Powered front axle - Sectional view (25.100)**), use the drift **(1)** 50122 with handgrip **380000258 (2)**.
8. If it is necessary to replace the outer seal (**(18)**, see **Powered front axle - Sectional view (25.100)**), use the drift of Kit **294165** with handgrip **380000258**.
9. Assemble the cardan shaft, inserting the flat washer (**(8)**, see **Final drive - Exploded view (25.310)**), circlip **(9)**.
10. Assemble the O−ring **(11)** on the wheel hub **(21)**.
11. Assemble the outer cover **(12)** and the two retaining bolts **(13)**.
12. On completion of assembly operations, turn the hub so that the oil level mark **(1)** is in a horizontal position, pour in **0.6 l** (**0.16 US gal**) of oil, level with the threaded hole **(2)**, then assemble the fill− up/drainage plugs.
13. Respect the tightening torques prescribed in **Powered front axle - Torque (25.100)**.



WLSPVNS25C2-77A 2



WLSPVNS25C2-78A 3



WLSPVNS25C2-79A 4

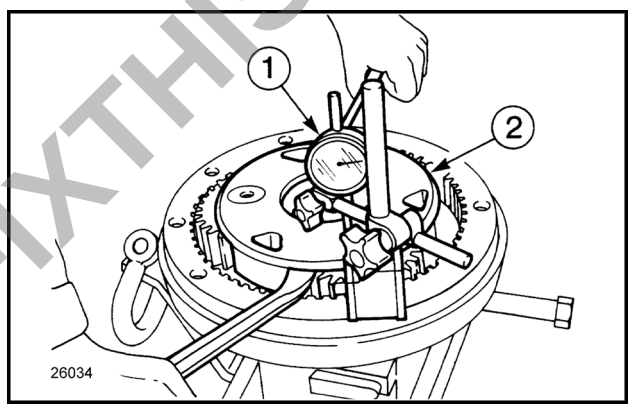
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Driving wheel shaft - Assemble Drive wheel shaft

1. For the positioning of the various parts refer to figures in **Mechanical transmission - Sectional view Longitudinal section of gearbox-transmission (21.114)** and **Front bevel gear set and differential - Sectional view (21.114)**.
2. Respect the tightening torques prescribed in **Powered rear axle - Torque (27.100)**.
3. Assemble the drive wheel shaft.
4. Fit the driven gear support and the relative adjuster shim.
5. Insert the safety plate and tighten the bolt to the prescribed torque.
6. Adjust the end float of the gear support as follows.
7. Using a dial gauge **(1)**, check that the axial clearance of the support **(2)** is **0.2 - 0.4 mm** (**0.0079 - 0.0157 in**); if not, adjust the shim (**(10)**, see **Front bevel gear set and differential - Sectional view (21.114)**).

NOTE: *The adjustment shims are listed in* ***Differential - General specification Bevel drive and differential data (27.106)****.*



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Hydraulic service brakes - Dynamic description

The service brakes are hydraulically operated with oil bath disks.

The two control pumps (one for each pedal) are located in the front part of the cab and are connected to their respective pedals by means of two tie−rods.

These pumps can be operated individually or together. If operated together, the pedals are connected by a pin.

A connecting pipe between the two pumps ensures balanced braking, even when the brake disks are not equally worn.

The two control pumps are fed from a single reservoir positioned above the pumps.

The brake disks (one for each rear wheel) are located between the rear transmission casing and the final drive casing. The disks are splined on the differential drive shafts.

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Pump - Assemble

⚠ CAUTION

Pinch hazard!
Always use suitable tools to align mating parts.
DO NOT use your hand or fingers.
Failure to comply could result in minor or moderate injury.

C0044A

To refit the pump carry out operations from **Pump - Disassemble (With the pump removed) (35.104) Instruction 6** to **Pump - Disassemble (With the pump removed) (35.104) Instruction** , in reverse order, referring to **Pump - Exploded view (35.104) Figure 2** and proceeding as follows:

To refit the pump carry out operations from **Pump - Disassemble (With the pump removed) (35.104) Instruction 6** to **Pump - Disassemble (With the pump removed) (35.104) Instruction** .

Always ensure maximum cleanliness to prevent foreign matter from entering and damaging the pump.

Fit together the previously marked parts **(17)**, **(18)**, **(19)** and **(20)**, referring to operation **Pump - Disassemble (With the pump removed) (35.104) Instruction 3**, in the original positions.

Mount the gear supports **(18)** and **(20)** in the pump body, positioning as shown in **Pump - Exploded view (35.104) Figure 2**.

Mount the seals **(22)**, on the control side cover **(21)**, facing towards the inside and insert the circlip **(23)**.

Insert the plastic back up rings on the seals **(14)** and **(16)** fitting between parts **(13)**, **(15)**, **(17)**, **(21)**, as shown in **Pump - Exploded view (35.104) Figure 2**.

Fit the washers **(5)** and tighten the retaining bolts **(6)**.

Fit the washer **(24)** and the locknut **(25)**.

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Remote control valve Open center mechanical remote valve - Dynamic description 19
Remote control valve Open center mechanical remote valve - Pressure setting 41
Remote control valve Open center mechanical remote valve - Sectional view 14
Remote control valve Open center mechanical remote valve - Special tools 4
Remote control valve Open center mechanical remote valve - Torque 4
Remote control valves - Component localization 13
Remote control valves - Hydraulic schema 10
Remote control valves - Hydraulic schema - Diverter 11
Remote control valves - Install 35
Remote control valves - Install 37
Remote control valves - Overview 8
Remote control valves - Remove 36
Remote control valves - Torque (*) 6

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(*) See content for specific models

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Rear three-point hitch - Disassemble (With the lift removed)

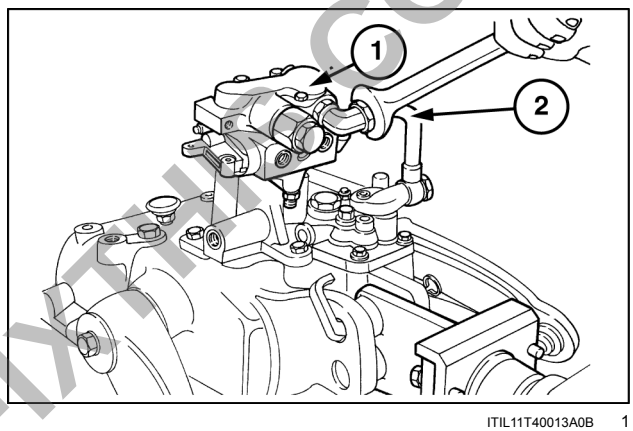
⚠ WARNING

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

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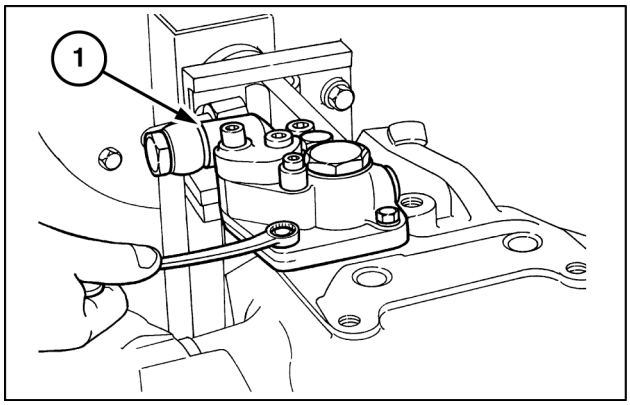
Proceed as follows:

1. Position the lift on a rotating stand **380000301** using the bracket 50155 to be made in the workshop. (see **Rear three-point hitch - Torque (37.110) Figure 1**).
2. Disconnect the connecting pipe **(2)** between the auxiliary control valve block **(1)** and the lift control valve block, unscrew the retaining bolts and remove the auxiliary control valve block **(1)**, recovering the O-ring seal.



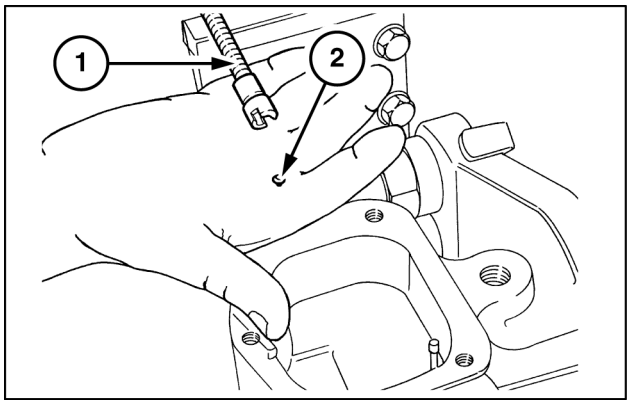
ITIL11T40013A0B 1

3. Unscrew the retaining bolts and remove the lift hydraulic control valve block **(1)**.
   Rotate the lift holding the relative arms.



ITIL11T40014A0B 2

4. Using a magnetic flexible tool **(1)** recover the control valve block pin contact ball **(2)** (making sure it doesn't drop into the lift casing).

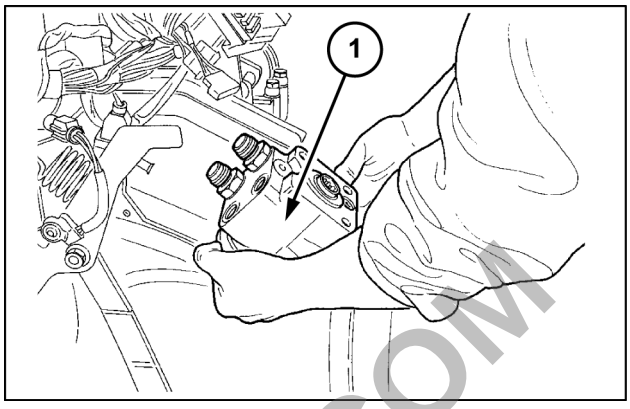


ITIL11T40015A0B 3

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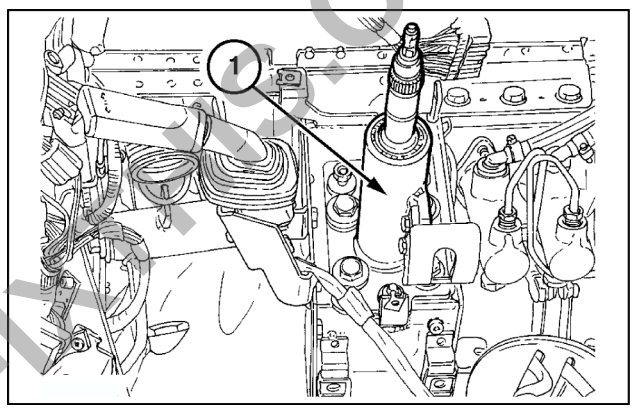
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7. Unscrew the retaining bolts and remove the hydrostatic steering control valve **(1)**.



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8. Unscrew the retaining bolts and remove the steering column **(1)**.



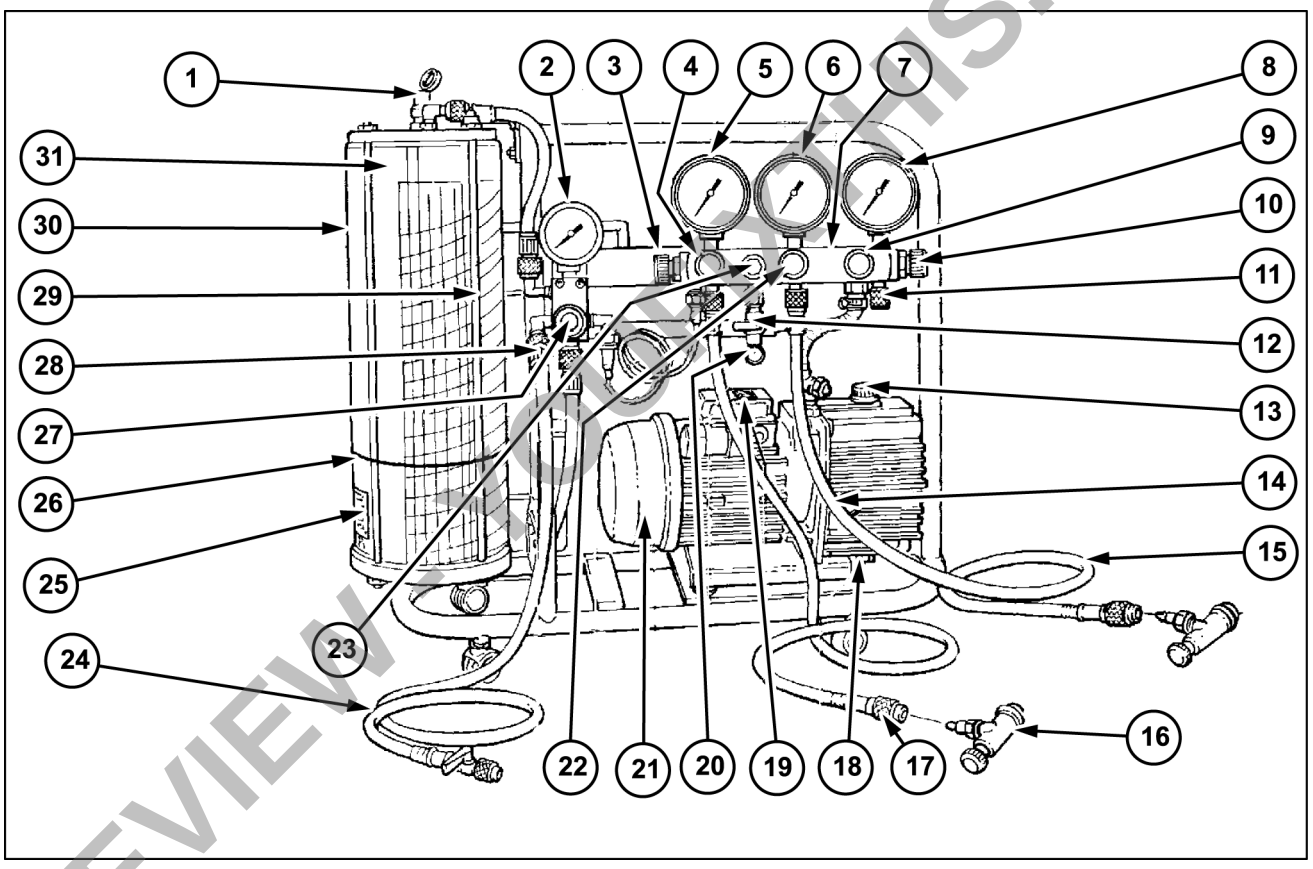
ITIL11T40195A0B 5

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43. Bearing in mind that the amount of refrigerant to add to the air-conditioning system is stated in the note on the following page, calculate the amount of refrigerant fluid to add to the cylinder **(31)** to obtain the right quantity to add.
44. Transfer refrigerant from the external cylinder to the graduated cylinder **(31)** proceeding as follows.
45. Connect the yellow pipe **(24)** to connector **(28)** and to the external cylinder containing the refrigerant (upside down if not equipped with an outlet valve.
46. Open the cock on the external cylinder, the cock on the charging pipe **(24)** and cock **(27)**.

Evacuation/charging station (380000315)

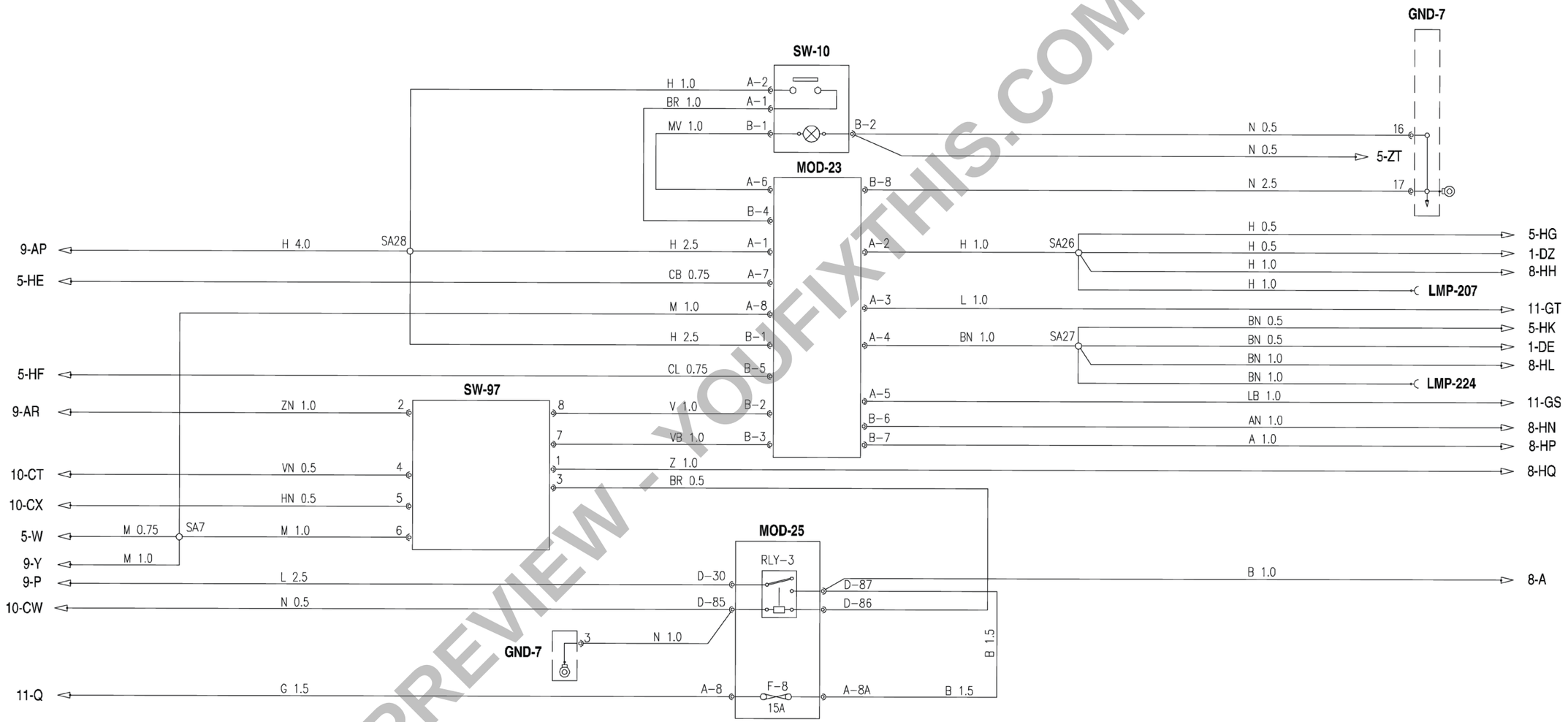


ITIL11T40321F0B 2

1. Safety valve
2. Cylinder pressure gauge
3. Refrigerant charging cock
4. Low pressure side cock (LOW)
5. Low pressure gauge
6. High pressure gauge (red)
7. 5−way pressure gauge manifold
8. Vacuum meter
9. Vacuum test cock (VAC)
10. Vacuum meter test cock
11. Vacuum meter safety valve
12. Oil charging cock
13. Oil filler cap
17. Blue service pipe for connection to suction side of compressor
18. Oil drain plug
19. On/Off switch (I), heater (II)
20. Oil meter connector
21. Vacuum pump
22. High pressure side cock (HIGH)
23. Sight glass
24. Yellow service pipe
25. Cylinder heater
26. External ring
27. Refrigerant transfer cock (REF)
28. Refrigerant transfer connector
29. Glass rod

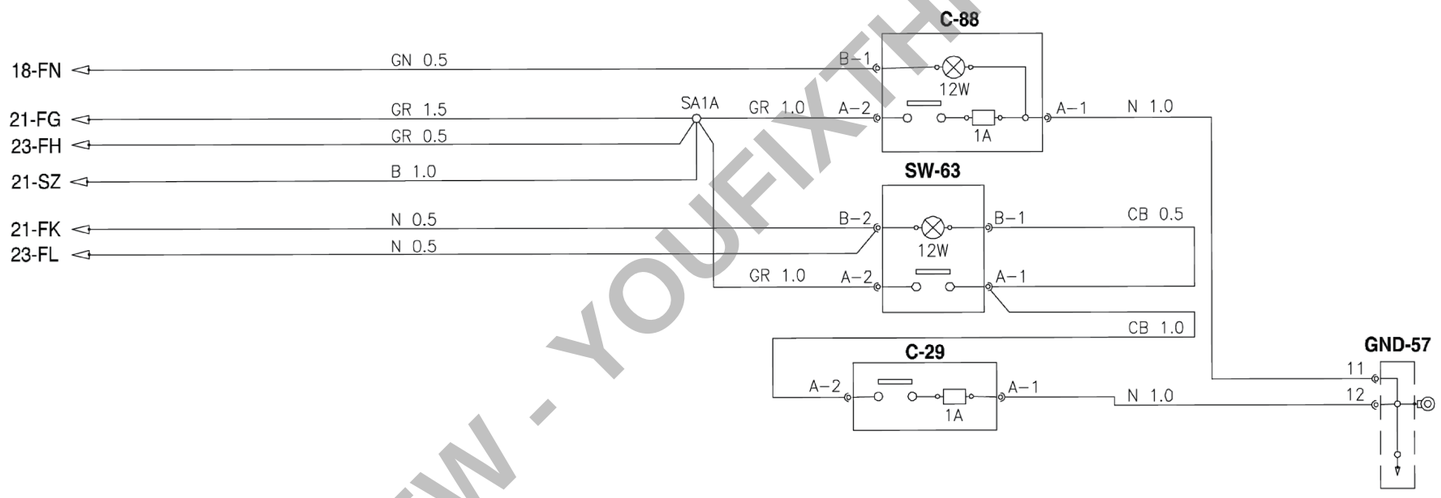
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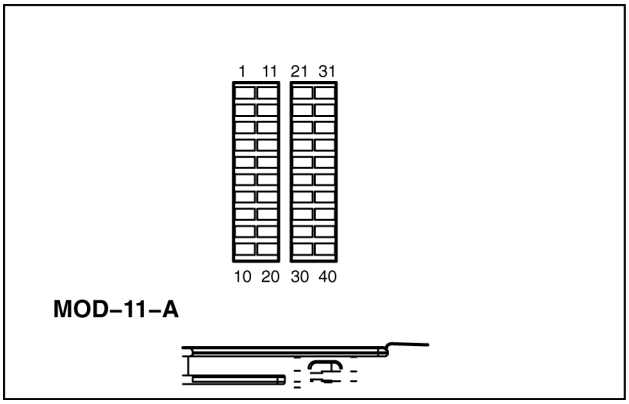
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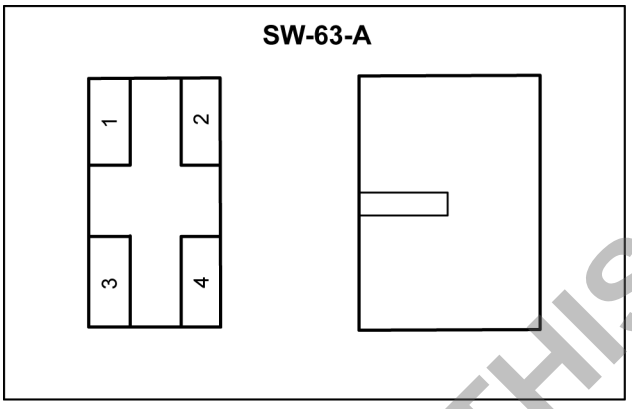
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SW−63−A

For model with cab

Pin	Col.	Sect.	Pin	Col.	Sect.
1	CB	0.5	3	−	−
−	CB	1.0	4	−	−
2	GR	1.0	−	−	−

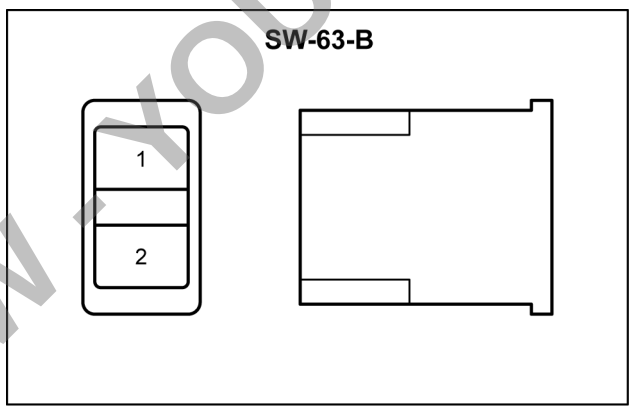


ITIL11T40511A0A 4

SW−63−B

For model with cab

Pin	Col.	Sect.	Pin	Col.	Sect.
1	CB	0.5	2	N	0.5



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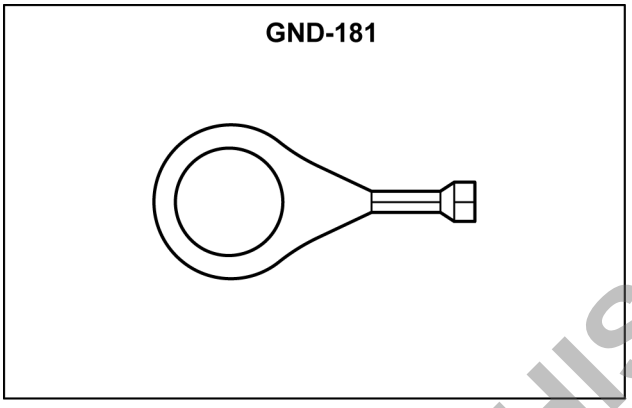
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Wiring harnesses - Component diagram 18

GND−181

Pin	Col.	Sect.	Pin	Col.	Sect.
1	N	1.0	−	−	−



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1. Electromagnet
2. Electromagnet nuts
3. Bolt and stud assembly
4. Control side support
5. Lever
6. Reduction unit
7. Field coils and casing
8. Brush holder
9. Brush plate
10. Armature
11. Coupling

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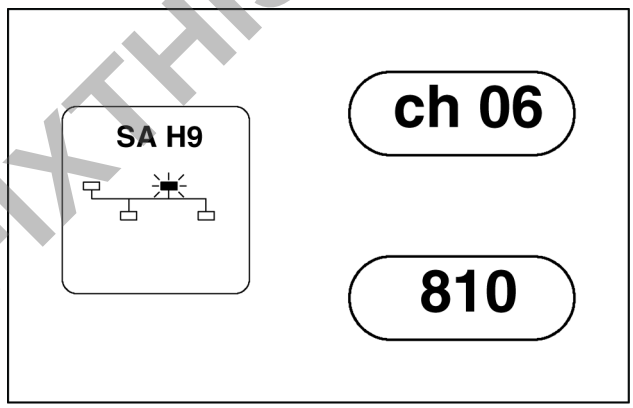
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Voltmeter for Power-Shuttle (SB)		
Channel Number	**Description**	**Measured value**
43	Clutch A/1 filtered current	0 to 500
44	Clutch B/2 filtered current	0 to 500
53	Clutch A/1 quick coupler current	0 to 500
54	Clutch B/2 quick coupler current	0 to 500
58	HI-LO solenoid valve filtered current	0 to 700
59	Shuttle solenoid valve filtered current	0 to 700
72	Shuttle - Dual Command (2 Speed Power Shift) transmission potentiometer (in reverse gear)	75 to 880
	Shuttle - Dual Command (2 Speed Power Shift) transmission potentiometer (in forward gear)	75 to 880
86	Transmission oil temperature sensor	(-40°) to (+120°)

(*) = A/D measurement and at a temperature of 20°C.

Voltmeter for rear Electronic Draft Control (SA)

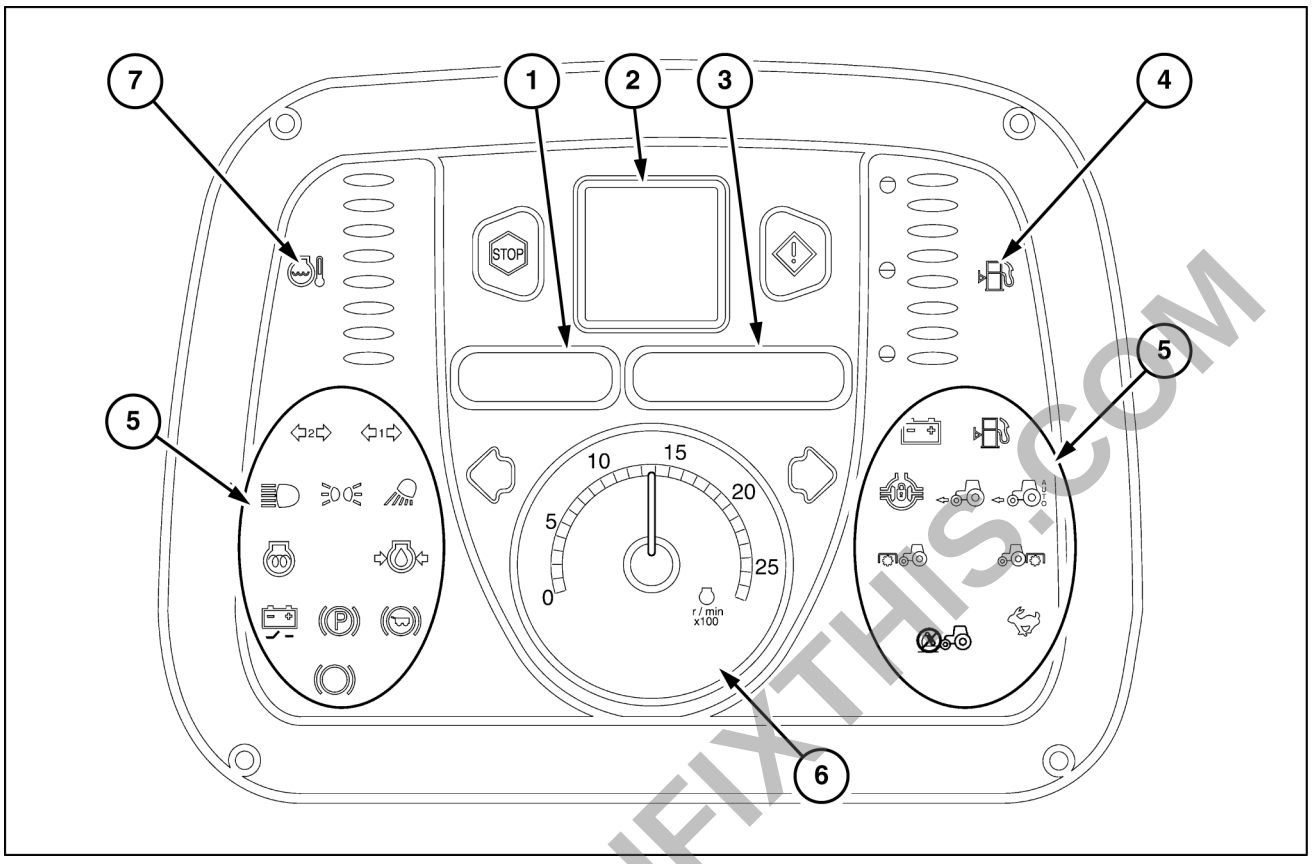
- Select the module (SA) and access the H9 menu proceeding as described on **Electronic modules - Configure (55.640)**.
- Move among the available channels using the switch **(2)**, (**Electronic modules - H7 - Vehicle test modes (55.640) Figure 1**); the display will each time show the channel number and the relevant value.



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Voltmeter for rear Electronic Draft Control (SA)		
Channel Number	**Description**	**Measured value**
6	**8 V** voltage supply to the sensors	740 to 830
7	Power supply voltage +12VF	500 to 900
30	Current of the rear lift raising solenoid valve (EDC)	10 to 800
31	Current of the rear lift lowering solenoid valve (EDC)	10 to 800
32	Rear lift arms shaft control potentiometer (EDC) (arms completely raised)	100 to 1000
	Rear lift rocker shaft control potentiometer (EDC) (arms completely lowered)	100 to 1000
33	Lift control potentiometer (turned counterclockwise)	130 to 900
	Lift control potentiometer (turned clockwise)	130 to 900
34	Arms drop rate control potentiometer (control panel) (turned counterclockwise)	130 to 900
	Arms drop rate control potentiometer (control panel) (turned clockwise)	130 to 900

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Digital instrument panel

ATTENTION: *If any trouble occurs during operation, it will be detected by the control system. The display in the centre of the instrument will show a numerical code associated with the symbol of the damaged component.*

1. Left-hand digital display - The display shows the tractor speed in kph/MPH.
2. Information display - The display shows information on the operational condition of the machine in the form of symbols or code numbers.
3. Right-hand digital display - The display shows the following information:
   - RPM of the front P.T.O., where applicable, or of the rear one.
   - Clock function.
   - Position of the front lift, where applicable, or of the rear one.
4. Electrical circuit components.
5. Warning and indicator lights.
6. Speedometer/tachometer.
7. Engine coolant temperature bar gauge.

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2052-Short circuit to ground on the transmission oil temperature sensor

Control Module : Power shuttle control unit

Context:
The tractor is in working order, but it may behave jerkily, inching (press and release the clutch pedal to set off) could require a higher pedal position than under normal working conditions for the machine.

Possible failure modes:

1. Oil temperature
2. ECU fault
3. Oil temperature sensor shorted
4. Wiring fault
5. ECU fault

Solution:

1. When the cause of the fault code has been rectified, clear the fault code and test the system for normal operation. Check the transmission oil temperature sensor in H9, channel ch2.

   A. The value will change dependant on temperature, at approximately **20 °C** the value displayed will be approximately 500, if the reading is not correct, proceed to phase **2**.

   B. If the values displayed are okay, while still in H9, channel ch2, wiggle the harness, the transmission oil temperature sensor connector **SEN−148**, the connectors of the control unit **MOD-150** and the main connector C-9 to check for an intermittent circuit.
   The values of channel ch2 will change if an intermittent circuit is detected, Repair or replace as necessary.
2. Check the temperature sensor connector **SEN−148**, the connectors of the control unit **MOD-150** and the main connector C-9.

   A. Ensure that the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as necessary.

   B. If the connectors are okay, continue to step **3**.
3. Check the temperature sensor.

   A. Disconnect connector **SEN−148**. Measure the resistance between the temperature sensor terminals. If the resistance indicated is not **460 - 540 Ω** at **25 °C**, remove and replace the temperature sensor.

   B. If the temperature sensor is okay, continue to step **4**.
4. Check the temperature sensor for a short to ground.

   A. Check between the component side of connector:
   SEN−148 pin A and ground
   SEN−148 pin B and ground
   If short to ground is indicated, remove and replace the temperature sensor.

   B. If the temperature sensor is okay, continue to step **5**.
5. Check for a short to ground.

   A. Disconnect the connectors **MOD-150** of the control unit. Check between the connector:
   SEN−148 pin B, wire (HM) and ground
   If a short to ground is indicated, repair or replace the harness as required.

   B. If the harness is okay, download the correct level software. If the error is repeated, remove and replace the control unit.

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4730-Joystick: Signal from X-Axis short to 5V

T4.105N With cab [ZDJE16586 -]	ANZ --- APAC --- MEA --- WE
T4.105V With cab [ZDJE17896 -]	ANZ --- APAC --- MEA --- WE
T4.65V With cab [ZDJE10473 -]	ANZ --- APAC --- MEA --- WE
T4.75N With cab [ZDJE10131 -]	ANZ --- APAC --- MEA --- WE
T4.75V With cab [ZDJE10095 -]	ANZ --- APAC --- MEA --- WE
T4.85N With cab [ZDJE09941 -]	ANZ --- APAC --- MEA --- WE
T4.85V With cab [ZDJE11669 -]	ANZ --- APAC --- MEA --- WE
T4.95N With cab [ZDJE10238 -]	ANZ --- APAC --- MEA --- WE
T4.95V With cab [ZDJE11682 -]	ANZ --- APAC --- MEA --- WE

Control Module : Mid mount control unit

NOTE: *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

Cause:
The mid mount control unit has detected a short circuit to **5 V** at connector **MOD-4007** pin 36 (VB).

Possible failure modes:

1. Faulty connector
2. Faulty wiring harness
3. Faulty joystick
4. Faulty mid mount control unit

Solution:

1. Check the joystick connector **SW-4003**, the inline harness connectors **C-4000**, **C-4009-1** and the mid mount control unit connector **MOD-4007**.
   A. Ensure the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as required.
   B. If the connectors are okay, continue to step **2**
2. Check for **5 Volts**.
   A. Disconnect connector **SW-4003**. Turn the ignition key switch ON. Measure the voltage between connector **SW-4003** pin A1 (CB) and ground. If the voltage indicated is less than approximately **5 Volts**, repair or replace the harness as required.
   B. If the voltage indicated is approximately **5 Volts**, continue to step **3**
3. Check for an open ground circuit.
   A. Check between connector **SW-4003** pin A4 (BN) and ground. If an open circuit is indicated, repair or replace the harness as required.
   B. If an open circuit is not indicated, continue to step **4**
4. Check for an open circuit.
   A. Turn the ignition key switch OFF. Disconnect connector **MOD-4007**. Check between connector **SW-4003** pin A3 (VB) and connector **MOD-4007** pin 36 (VB). If an open circuit is indicated, repair or replace the harness as required.
   B. If an open circuit is not indicated, continue to step **5**
5. Check for a short circuit.
   A. Check between connector **MOD-4007** pin 36 (VB) and connector **MOD-4007** pin 35 (CB). If a short circuit is indicated, repair or replace the harness as required.

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4796-ON/OFF valve Y-Axis: Valve A2/B2 solenoid short to 12V

T4.105N With cab [ZDJE16586 -]	ANZ --- APAC --- MEA --- WE
T4.105V With cab [ZDJE17896 -]	ANZ --- APAC --- MEA --- WE
T4.65V With cab [ZDJE10473 -]	ANZ --- APAC --- MEA --- WE
T4.75N With cab [ZDJE10131 -]	ANZ --- APAC --- MEA --- WE
T4.75V With cab [ZDJE10095 -]	ANZ --- APAC --- MEA --- WE
T4.85N With cab [ZDJE09941 -]	ANZ --- APAC --- MEA --- WE
T4.85V With cab [ZDJE11669 -]	ANZ --- APAC --- MEA --- WE
T4.95N With cab [ZDJE10238 -]	ANZ --- APAC --- MEA --- WE
T4.95V With cab [ZDJE11682 -]	ANZ --- APAC --- MEA --- WE

Control Module : Mid mount control unit

NOTE: *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

Cause:
The mid mount control module **MOD-4007** has detected an unexpected current from the A2/B2 mid mount valve solenoids.

Possible failure modes:

1. Faulty connector
2. Faulty wiring harness
3. Faulty A2 solenoid valve
4. Faulty B2 solenoid valve
5. Faulty mid mount control unit

Solution:

1. Check the A2 solenoid valve connector **SOL−09**, the B2 solenoid valve connector **SOL−010**, the inline harness connector **C-4006** and the mid mount control unit connector **MOD-4007**.

   A. Ensure the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as required.

   B. If the connectors are okay, continue to step **2**

2. Check the solenoid valves.

   A. Disconnect connectors **SOL−09** and **SOL−010**. Measure the resistance between the component side of connectors **SOL−09** and **SOL−010** pin 1 and pin 2. If the resistance value indicated is not between **4 Ω** and **4.6 Ω** replace the relevant solenoid.

   B. If the resistance value indicated is between **4 Ω** and **4.6 Ω**, continue to step **3**

3. Check for a short circuit.

   A. Disconnect connector **MOD–4007**. Check for a short circuit between:
   SOL−09 pin 1 (HV) and **SOL−09** pin 2 (HN)
   SOL−010 pin 1 (HV) and **SOL−010** pin 2 (HN)
   If a short circuit is indicated, repair or replace as required.

   B. If a short circuit is not indicated continue to step **4**

4. Check for a short to battery voltage.

   A. Turn the ignition key switch ON. Measure the voltage between connector:
   SOL−09 pin 1 (HV) and ground
   SOL−010 pin 1 (HV) and ground
   If a voltage is indicated, repair or replace the harness as required.

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Rear mechanical lift, 2WD - 4x2, mechanical differential lock, with cab
Wiring harnesses - Electrical schematic sheet 22 - Mid mount control valves circuit (55.100.DP-C.20.E.22)

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14915-MV missing

Control Module : Mid mount control unit

NOTE: *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

Cause:
The mid mount control unit is not detected on the CAN bus.

Possible failure modes:

1. Faulty connector
2. Faulty harness
3. CAN BUS interference
4. Faulty mid mount control unit

Solution:

1. Before proceeding clear the error code with the approved diagnostic equipment. Run the tractor under normal conditions and retest.
   A. If the error code is not indicated, check that the system is operating correctly.
   B. If the error code is indicated, continue to step **2**
2. Check for other CAN related error codes displayed.
   A. If other error codes are displayed, continue to these tests.
   B. If no other error codes are displayed, continue to step **3**
3. Check for a **12 V** to the mid mount control unit.
   A. Turn the ignition key switch to OFF. Disconnect connector **MOD-4007**. Turn the ignition key switch ON. Measure the voltage between the connector **MOD-4007** pin 15 (LB) and ground. If the voltage indicated is not approximately **12 V** repair or replace the harness as required.
   B. If no fault is indicated, continue to step **4**
4. Check for an open ground circuit to the mid mount control unit.
   A. Check between the connector **MOD-4007** pin 6 (N) and ground. If an open circuit is indicated, repair or replace the harness as required.
   B. If no fault is indicated, continue to step **5**
5. Check the instrument cluster connector **MOD−11−B** and the mid mount control unit connector **MOD-4007**.
   A. Ensure the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as required.
   B. If the connectors are okay, continue to step **6**
6. Check for an open circuit on the CAN BUS.
   A. Disconnect connector **MOD-4007**. Check between connector:
   C−28 (CAN High) pin C (G) and **MOD-4007** pin 30 (G)
   C−28 (CAN Low) pin D (V) and **MOD-4007** pin 40 (V)
   If an open circuit is indicated, repair or replace the harness as required.
   B. If an open circuit not indicated, continue to step **7**
7. Check for open circuit on the CAN BUS.

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