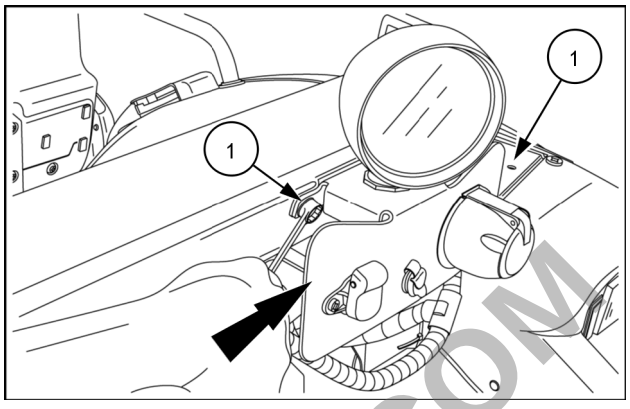
Product	Market Product	Engine
T4.90N With cab [ZHLJ01597 -]	Asia Pacific	F5DFL413L*C001
T4.90N Without cab [ZHLJ01779 -]	Australia New Zealand	F5DFL413L*C001
T4.90N Without cab [ZHLJ01779 -]	Asia Pacific	F5DFL413L*C001
T4.90N Without cab [ZHLJ01779 -]	Europe	F5DFL413L*C001
T4.90N Without cab [ZHLJ01779 -]	Middle East Africa	F5DFL413L*C001
T4.90N Without cab [ZHLJ01779 -]	Latin America	F5DFL413L*C001
T4.100V With cab [ZHLJ00619 -]	Australia New Zealand	F5DFL413K*C001
T4.100V With cab [ZHLJ00619 -]	Latin America	F5DFL413K*C001
T4.100V With cab [ZHLJ00619 -]	Asia Pacific	F5DFL413K*C001
T4.100V With cab [ZHLJ00619 -]	Middle East Africa	F5DFL413K*C001
T4.100V With cab [ZHLJ00619 -]	Europe	F5DFL413K*C001
T4.100V Without cab	Australia New Zealand	F5DFL413K*C001
T4.100V Without cab	Asia Pacific	F5DFL413K*C001
T4.100V Without cab	Europe	F5DFL413K*C001
T4.100V Without cab	Middle East Africa	F5DFL413K*C001
T4.100V Without cab	Latin America	F5DFL413K*C001
T4.110V With cab [ZHLJ01709 -]	Latin America	F5DFL413J*C002
T4.110V With cab [ZHLJ01709 -]	Asia Pacific	F5DFL413J*C002
T4.110V With cab [ZHLJ01709 -]	Australia New Zealand	F5DFL413J*C002
T4.110V With cab [ZHLJ01709 -]	Middle East Africa	F5DFL413J*C002
T4.110V With cab [ZHLJ01709 -]	Europe	F5DFL413J*C002
T4.110V Without cab [ZHLJ01680 -]	Australia New Zealand	F5DFL413J*C002
T4.110V Without cab [ZHLJ01680 -]	Asia Pacific	F5DFL413J*C002
T4.110V Without cab [ZHLJ01680 -]	Latin America	F5DFL413J*C002
T4.110V Without cab [ZHLJ01680 -]	Middle East Africa	F5DFL413J*C002
T4.110V Without cab [ZHLJ01680 -]	Europe	F5DFL413J*C002
T4.80V With cab [ZGLJ04271 -]	Australia New Zealand	F5DFL413B*H001
T4.80V With cab [ZGLJ04271 -]	Middle East Africa	F5DFL413B*H001
T4.80V With cab [ZGLJ04271 -]	Asia Pacific	F5DFL413B*H001
T4.80V With cab [ZGLJ04271 -]	Latin America	F5DFL413B*H001
T4.80V With cab [ZGLJ04271 -]	Europe	F5DFL413B*H001
T4.80V Without cab [ZHLJ02720 -]	Europe	F5DFL413B*H001
T4.80V Without cab [ZHLJ02720 -]	Latin America	F5DFL413B*H001
T4.80V Without cab [ZHLJ02720 -]	Asia Pacific	F5DFL413B*H001
T4.80V Without cab [ZHLJ02720 -]	Australia New Zealand	F5DFL413B*H001
T4.80V Without cab [ZHLJ02720 -]	Middle East Africa	F5DFL413B*H001
T4.90V With cab [ZHLJ00171 -]	Middle East Africa	F5DFL413L*C001
T4.90V With cab [ZHLJ00171 -]	Latin America	F5DFL413L*C001
T4.90V With cab [ZHLJ00171 -]	Australia New Zealand	F5DFL413L*C001
T4.90V With cab [ZHLJ00171 -]	Europe	F5DFL413L*C001
T4.90V With cab [ZHLJ00171 -]	Asia Pacific	F5DFL413L*C001
T4.90V Without cab [ZHLJ03996 -]	Europe	F5DFL413L*C001
T4.90V Without cab [ZHLJ03996 -]	Latin America	F5DFL413L*C001

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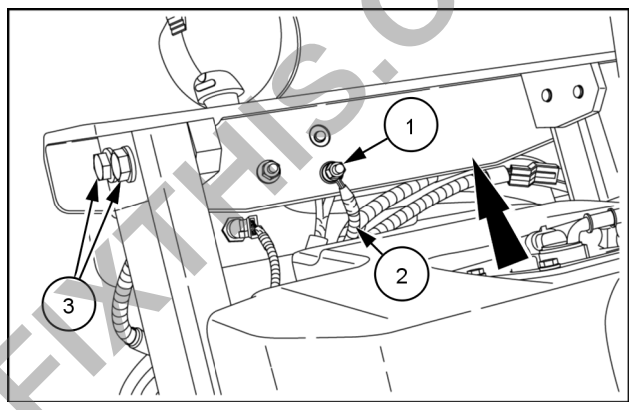
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8. Loosen the three indicated retaining nuts of the rear electrical connections support bracket **(1)** of the operator platform.
9. Release the rear electrical connections support bracket of the operator platform.



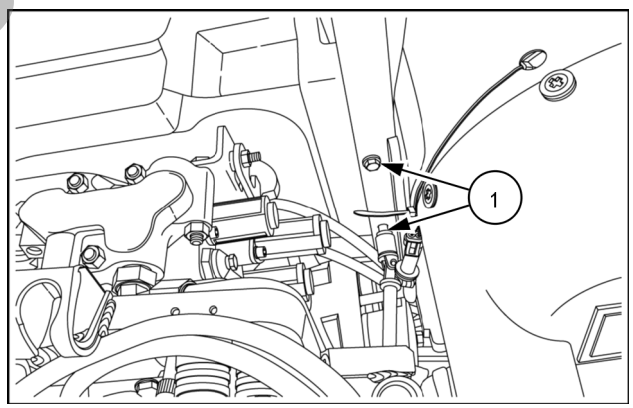
MOIL16TR02029AA 3

10. Loosen the retaining nut **(1)** of the rear frame cross member ground cable **(2)**.
11. Release the ground cable **(2)** of the rear frame cross member.
12. Loosen the two retaining screws **(3)** on the left-hand side of the rear frame cross member.
13. Repeat the operation for the two retaining screws on the right-hand side of the rear frame cross member.
14. Remove the rear frame cross member from its seat and store it in a suitable place.



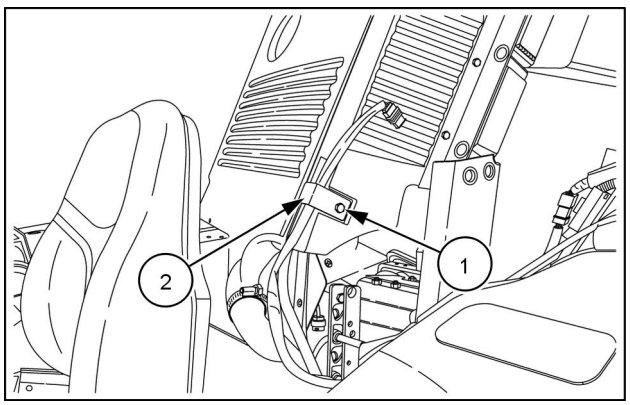
MOIL16TR02030AA 4

15. Loosen the two indicated retaining screws of the fuel tank to the right-hand side frame.
16. Repeat the previous operation for the two retaining screws of the fuel tank to the frame on the left-hand side.



MOIL16TR02032AA 5

17. Partially extract the fuel tank by sliding it upwards along the side rails of the platform frame.
18. Loosen the screw **(1)** and remove the lower retaining bracket **(2)**.
19. Release the vent tube and the wiring.
20. Remove the fuel tank from its seat and store it in a suitable place.



MOIL16TR02031AA 6

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Aftercooler supply lines - Replace

Prior operation:
A. Disconnect the aftercooler delivery line - See **Aftercooler supply lines - Remove (10.310)**.

1. Replace the aftercooler delivery line.

NOTICE: *Only use original replacement parts when replacing the component.*

Next operation:
A. Reconnect the aftercooler delivery line - See **Aftercooler supply lines - Install (10.310)**.

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Index

Transmission - 21

Power shuttle transmission - 112

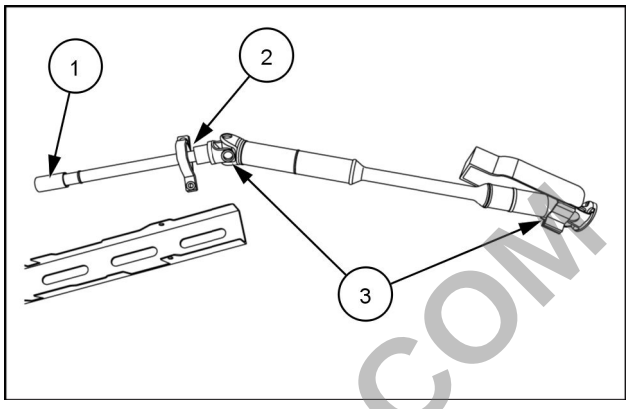
Power shuttle transmission - General specification 3
Power shuttle transmission - General specification 3
Power shuttle transmission - Sectional view 7
Power shuttle transmission - Sectional view 8
Power shuttle transmission - Sectional view 11
Power shuttle transmission - Special tools 4
Power shuttle transmission - Static description 13
Power shuttle transmission - Static description 14
Power shuttle transmission - Static description 15
Transmission housing - Assemble 17
Transmission housing - Disassemble 18

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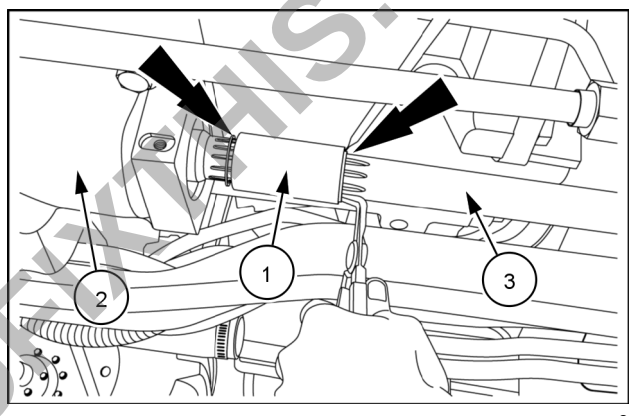
Front drive shaft - Install

1. Adequately clean the transmission drive shaft with specific products.
2. Lubricate the transmission drive shaft rear connection sleeve **(1)** with grease.
3. Lubricate the transmission drive shaft central support bearing **(2)** with grease.
4. Lubricate the transmission drive shaft universal joint **(3)**.



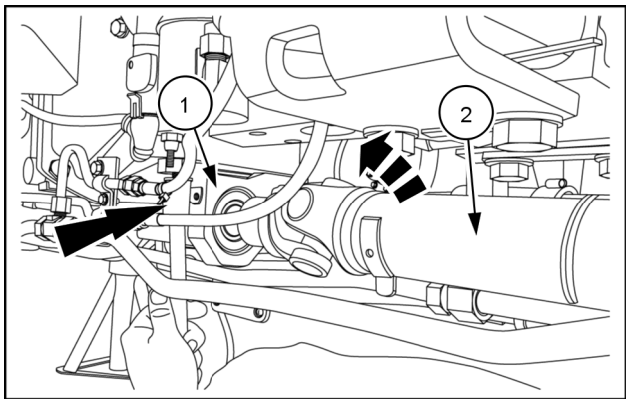
MOIL15TR03552AA 1

5. Move the sleeve **(1)** along the splined shaft in the direction of the transmission housing **(2)**.
6. Fit the two seeger rings indicated by the sleeve **(1)** that connects the transmission drive shaft **(3)** to the transmission housing **(2)**.



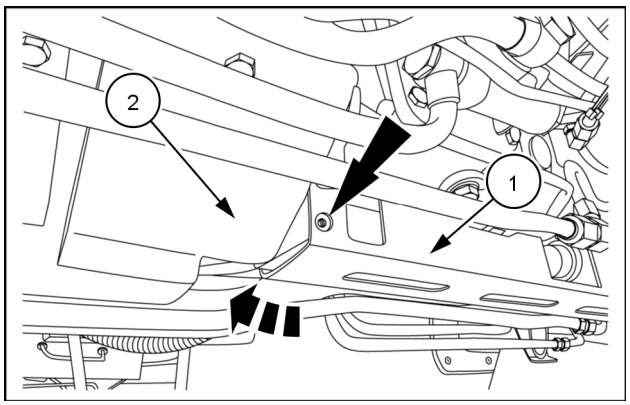
MOIL15TR03551AA 2

7. Move the central support **(1)** of the transmission drive shaft **(2)** in its seat between the transmission housing and the front axle differential.
8. Tighten the two indicated retaining screws of the front support **(1)** of the transmission drive shaft **(2)** between the transmission housing and the front axle differential.



MOIL15TR03550AA 3

9. Move the protection bulkhead **(1)** of the transmission drive shaft in position between the transmission housing **(2)** and the front axle differential.
10. Tighten the two indicated rear retaining screws of the protection bulkhead **(1)** of the transmission drive shaft between the transmission housing **(2)** and the front axle differential.

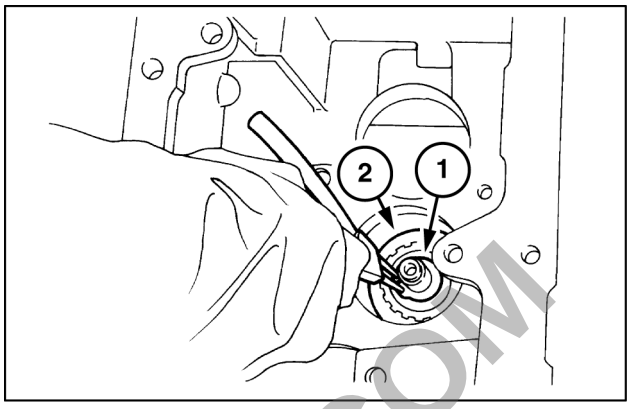


MOIL15TR03549AA 4

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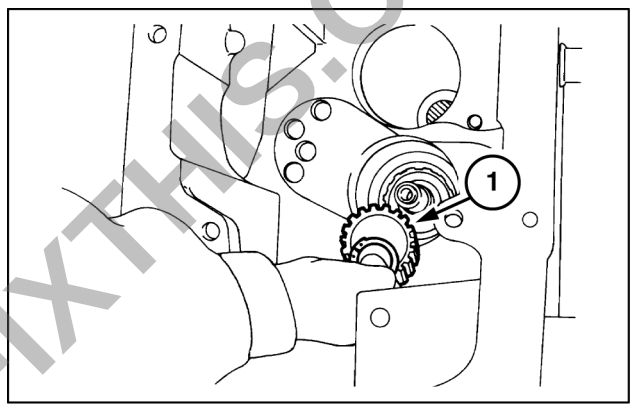
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15. Remove the retaining circlip **(1)** from the pinion shaft rear gear **(2)**.



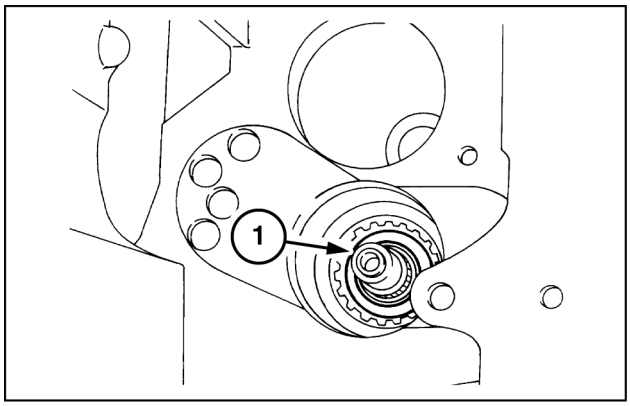
MOLI11F0350AB 11

16. Remove the pinion shaft rear gear **(1)**.



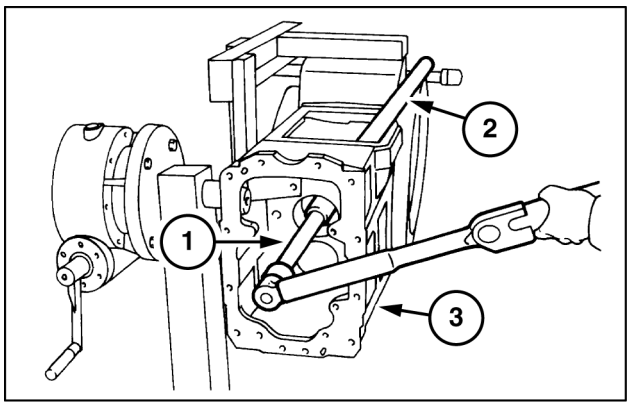
MOLI11F0351AB 12

17. Remove the pinion ring nut safety tab pressure washer **(1)**.



MOLI11F0352AB 13

18. Rotate the transmission gearbox **(3)** through 180°. Fit tool **380001622 (1)** on the rear of the pinion shaft, position the **55 mm** (**2.1653 in**) wrench **(2)** on the internal ring nut; using tool **380001622** unscrew the ring nut and take out the pinion shaft from the rear of the transmission casing.



MOLI11F0353AB 14

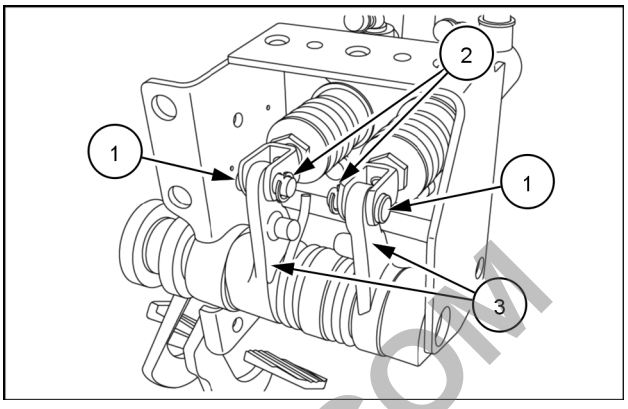
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6. Retrieve and thoroughly clean the pin **(1)** connecting the cam **(2)** to the brake cylinder.
7. Visually check the integrity of the pin. Replace if worn and/or damaged.

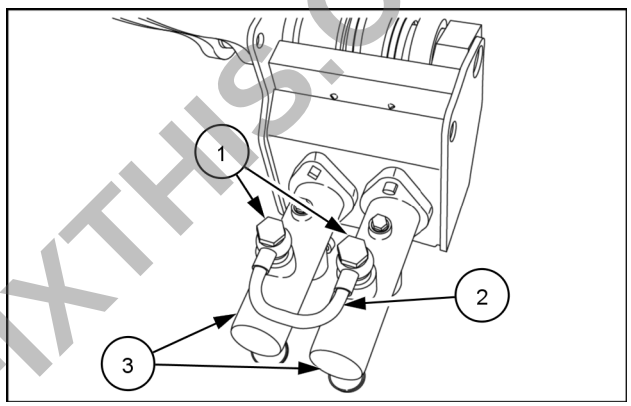
NOTICE: *When replacing the component, only use genuine parts.*

8. Insert the pin **(1)** connecting the cam **(2)** to the brake cylinder.
9. Insert the seeger ring **(3)** on the pin **(1)** connecting the cam **(2)** to the brake cylinder.



MOIL16TR02797AA 4

10. Replace the seals on the coupling **(1)** of the rigid pipe **(2)** connecting the brake cylinders **(3)**.
11. Correctly position the fitting **(1)**.
12. Tighten the screw on the coupling **(1)**.



MOIL16TR02796AA 5

Next operation:
A. Reattach the braking system assembly – See **Brake pedals - Install (33.202)**.

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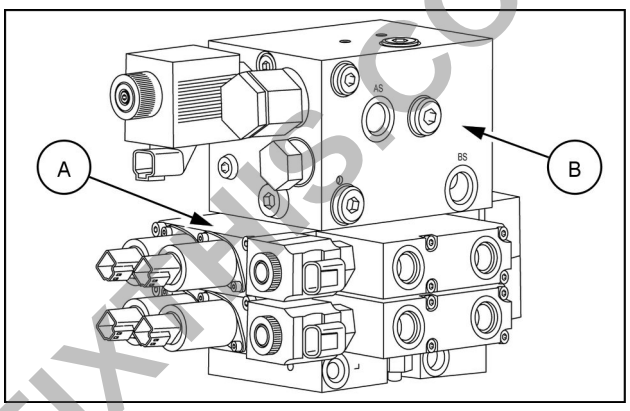
Mid-mount remote control valve - Static description - Version with 64 litre pump

T4.100N With cab [ZHLJ01382 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.100V With cab [ZHLJ00619 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110N With cab [ZHLJ01217 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110V With cab [ZHLJ01709 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N With cab [ZHLJ02071 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80V With cab [ZGLJ04271 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N With cab [ZHLJ01597 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90V With cab [ZHLJ00171 -]	ANZ --- APAC --- LA --- MEA --- WE

The system with a **64 L** pump uses hydraulic control valves with vertical development divided into two sectors:

- **(A)** Sector of control valves with adjusted flow rate including two pairs of valves on the two lines X and Y to connect the auxiliary tools.
- **(B)** Sector of control valves for connecting the hydraulic motors, including one pair of valves (delivery and return).

Section **(A)** of the remote valves is able to manage a single user and does not have any position sensors for the coils. Section **(B)** of the priority control valves does not allow management of the front lift.



MOIL17TR01188AA 1

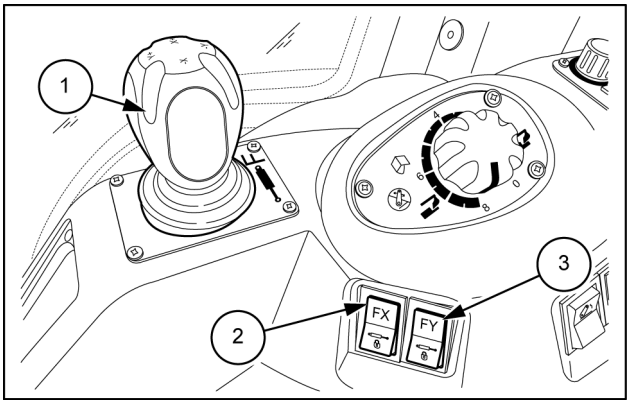
Controls and operation

The control valve control console is fitted centrally inside the cab on the right and includes two different control units.

The control unit in the top part includes:

- **(1)** Joystick lever for controlling the control valves of section **(A)**
- **(2)** Distributor selection switch on the X line
- **(3)** Distributor selection switch on the Y line

The switches **S-069 (2)** and **S-070 (3)** activate the pair of control valves on the X and Y lines identified by the same colour.

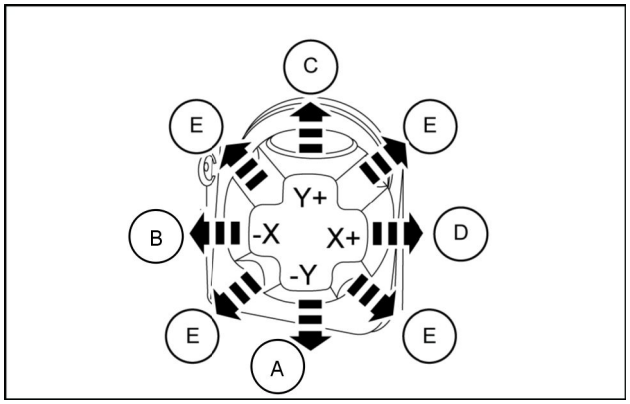


MOIL15TR02359AA 2

Depending on how it is moved, the joystick lever **(1)**, **S-060** MMV allows different operating conditions of the control valves selected using the switches **(2)** and **(3)**:

- N (Neutral): joystick set to the central position. Operation of the control valves of the selected line is inhibited.
- F (Float) : joystick set to position X+ **(D)** or Y+ **(C)**, the floating position is activated to raise the tools connected to the respective valves.
- L (Low) : joystick set to position X- **(B)** or Y- **(A)**, the floating position is activated to lower the tools connected to the respective valves.

The joystick lever, if activated with a diagonal movement to one of the positions **(E)**, allows simultaneous use of the control valves of the different axes.



MOIL13TR01010AA 3

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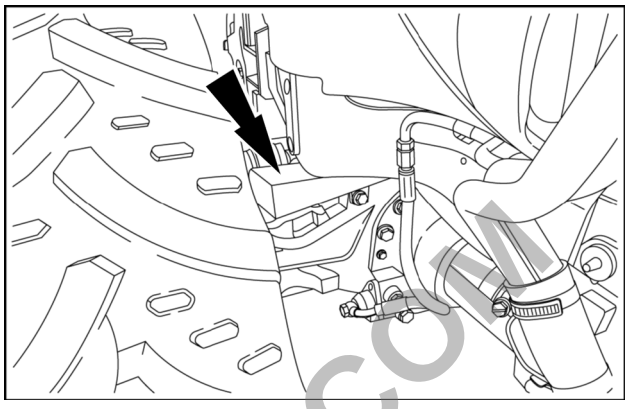
Travel adjust 42
Remove 43
Install 47
Join 48
Disassemble 49
Assemble 52
Rear lift arm
Adjust Lift - o - Matic 54
Check 55
Speed adjust 56
DIAGNOSTIC
Rear hitch
Troubleshooting 57

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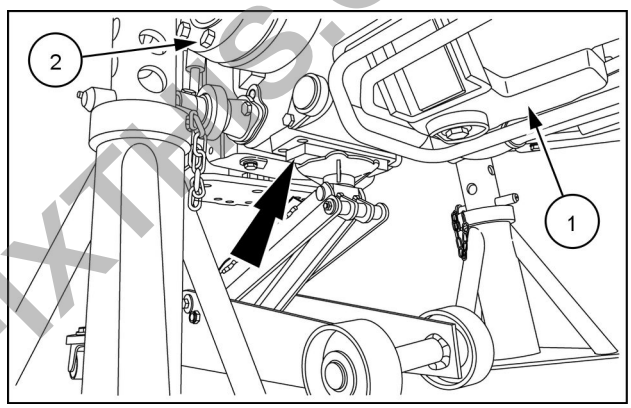
Vehicle lifting using a hydraulic lift

1. Position wooden wedges in the point indicated between the front axle and front support in order to prevent any oscillation of the axle.



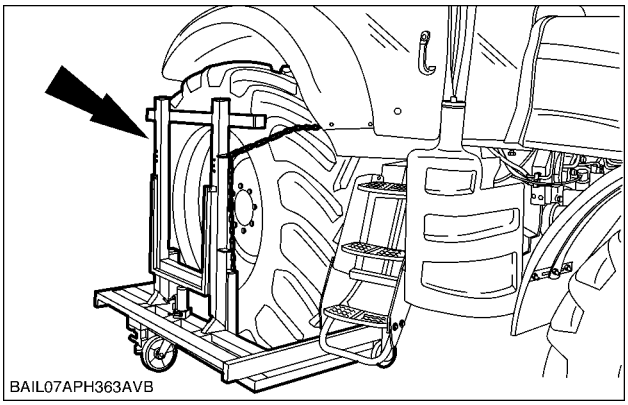
MOIL15TR03444AA 7

2. Correctly position a suitable hydraulic lift under the transmission box **(1)**, near the rear final drives **(2)**.
3. Interpose a (wooden or rubber) buffer in the point indicated, between the lift plate and the transmission housing **(1)**.
4. Raise the rear of the vehicle.



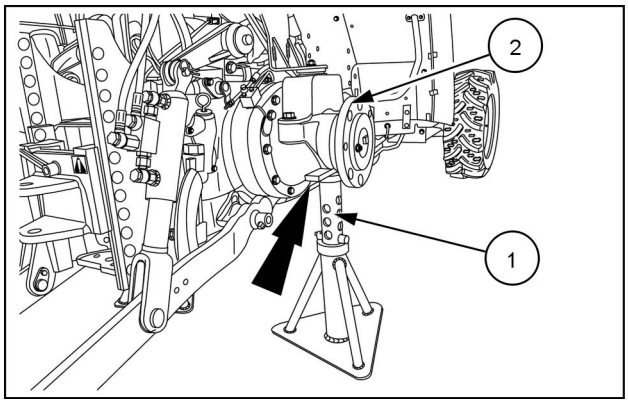
MOIL15TR03447AA 8

5. Position the equipment suitable for the wheels support and removal.
6. Using a pneumatic gun, remove the 8 fixing screws of each of the rear wheels to the related hubs.
7. Remove both rear wheels.



BAIL07APH363AVB 9

8. Correctly position a suitable support jack stand **(1)** from under each of the rear right-hand and left-hand final drives **(2)**.
9. Interpose a (wooden or rubber) buffer in the points indicated, between each of the rear final drives and the plate of the related jack stand on which it is placed.
10. Lower the rear side of the vehicle.
11. Remove the hydraulic lift.



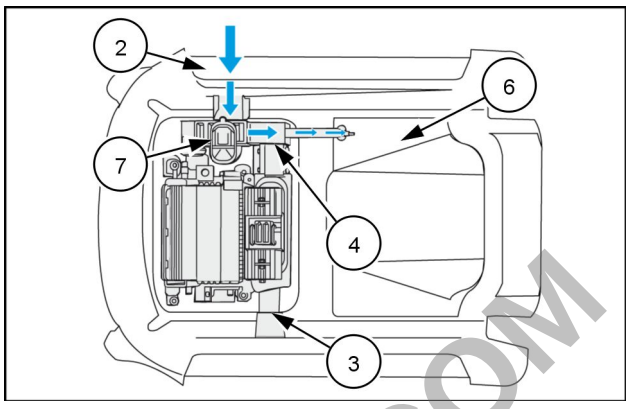
MOIL15TR03449AA 10

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At this stage both shutters **(3)** and **(4)** close the access channels inside the cab. The additional pressurization fan **(7)**, turned on at full speed, draws air from the outside through the category 4 filter **(2)**. The intake air is discharged into the condenser compartment **(6)** without reaching the cab interior.

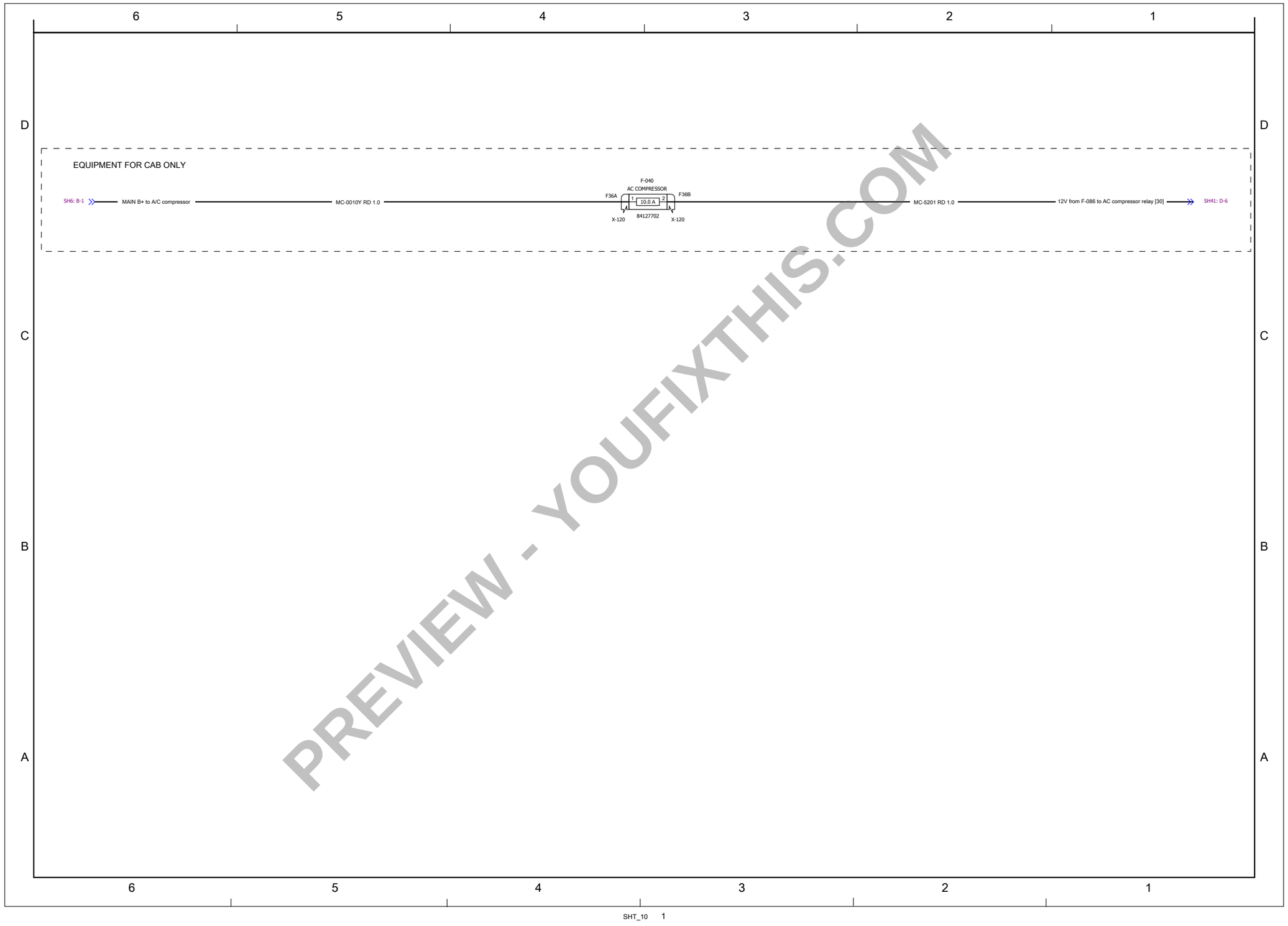
The control panel **(11)** will display the detected fault codes, if any - See **Automated recirculation control panel - General information - Category 4 cab (55.050)**.



MOIL16TR02910AA 2

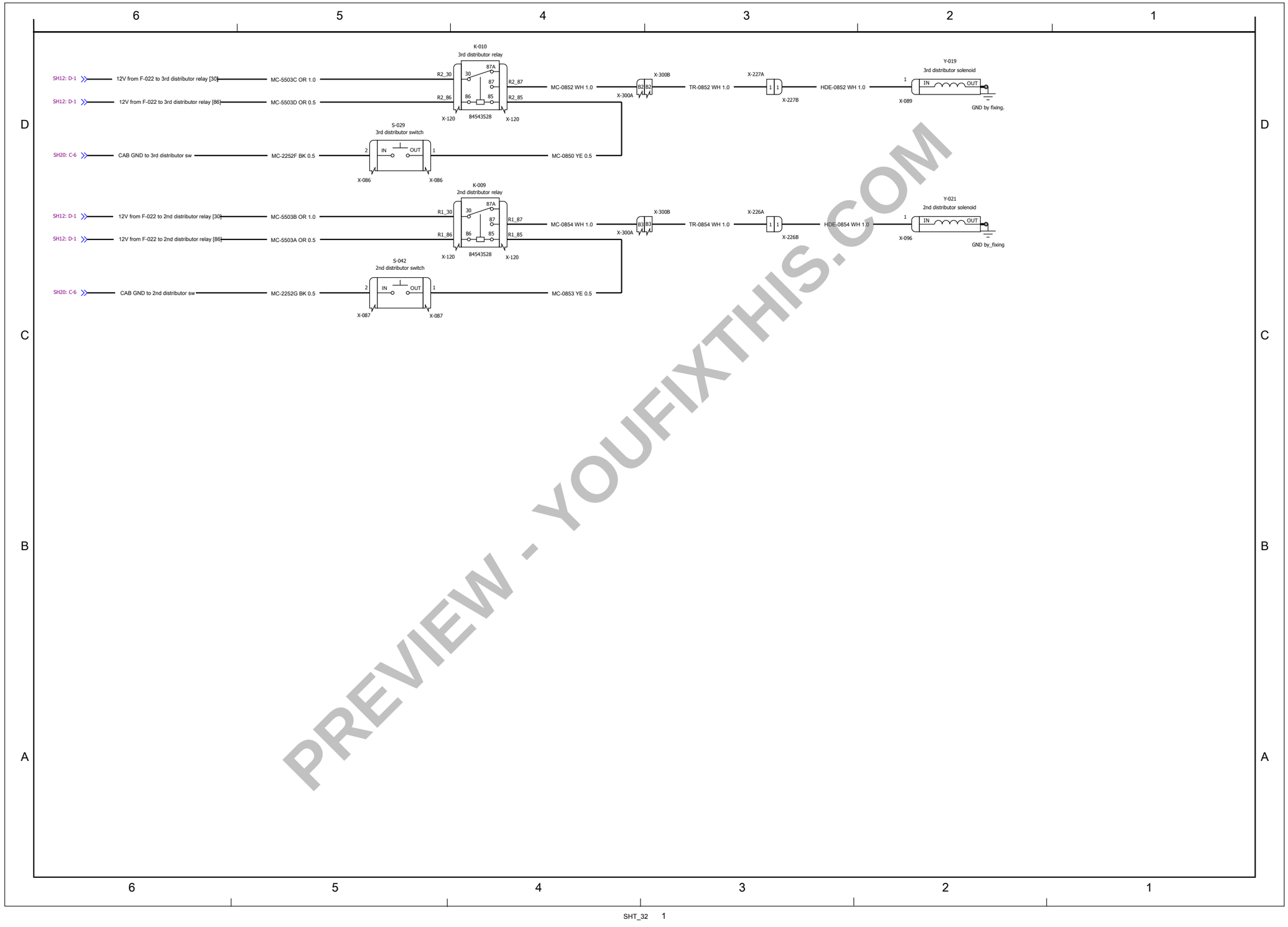
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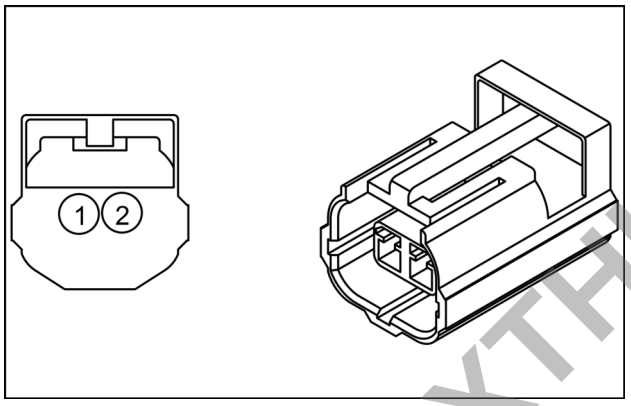
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Wire connectors - Component diagram 34 Connector X-340 to X-349

T4.100N With cab [ZHLJ01382 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.100V With cab [ZHLJ00619 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110N With cab [ZHLJ01217 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110V With cab [ZHLJ01709 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N With cab [ZHLJ02071 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80V With cab [ZGLJ04271 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N With cab [ZHLJ01597 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90V With cab [ZHLJ00171 -]	ANZ --- APAC --- LA --- MEA --- WE

X-340 - DUMP solenoid [Y-008] (82862751) (Receptacle)

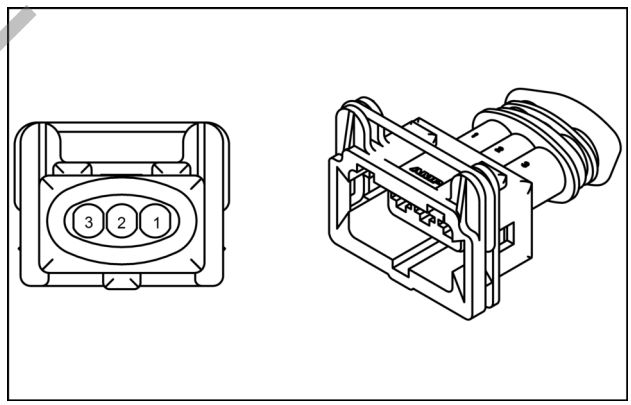


82862751 1

82862751

Pin	From	Wire	Description	Color-Size	Frame
1	**X-700B (Plug) pin B3** - HI-LO transmission-cab inline (87714273)	PST-2298	Cab GND to dump solenoid	BK - 1.0	**SHEET 26 SH-026_TRANSMISSION_CONTROL_sensors_actuators_PS**
1	**X-700D (Plug) pin B3** - PS transmission-cab inline (87714273)	PST-2298Z	Cab GND to dump solenoid	BK - 1.0	**SHEET 26 SH-026_TRANSMISSION_CONTROL_sensors_actuators_PS**
2	**X-700D (Plug) pin B8** - PS transmission-cab inline (87714273)	PST-1125Z	Dump solenoid	WH - 1.0	**SHEET 26 SH-026_TRANSMISSION_CONTROL_sensors_actuators_PS**
2	**X-700B (Plug) pin B8** - HI-LO transmission-cab inline (87714273)	PST-1125	Dump solenoid	WH - 1.0	**SHEET 26 SH-026_TRANSMISSION_CONTROL_sensors_actuators_PS**

X-341 - PTO rear speed sensor [B-006] (84806091) (Receptacle)



84806091 2

84806091

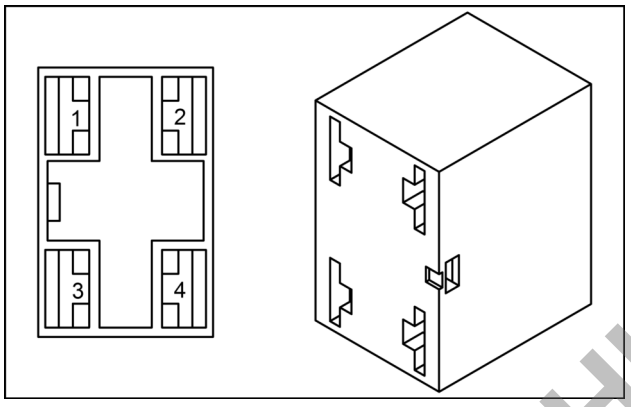
Pin	From	Wire	Description	Color-Size	Frame
1	TR-SP-5100A-P-X	TR-5100AC	12 V from F-016 to POWER TAKE-OFF (PTO) rpm sensor	OR - 1.0	**SHEET 30 SH-030_PTO_front_rear_safety**
2	**X-300B (Plug) pin A7** - Trasnmissison-cab inline (87714265)	TR-1059	Rear POWER TAKE-OFF (PTO) rpm signal	YE - 1.0	**SHEET 30 SH-030_PTO_front_rear_safety**

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Pin	From	Wire	Description	Color-Size	Frame
1	HSL-SP-5003AH-P-X	HSL-5003AHA	Backlighting stab reg sw	VT - 0.5	**SHEET 38 SH-038_HYDRAULIC_stabilizers _rh stay**
2	HSL-SP-2256-P-X	HSL-2256A	CAB GND to stab reg sw	BK - 0.5	**SHEET 38 SH-038_HYDRAULIC_stabilizers _rh stay**

X-221 - Stabilizers lock sw connection [S-073] (87745322) (Receptacle)

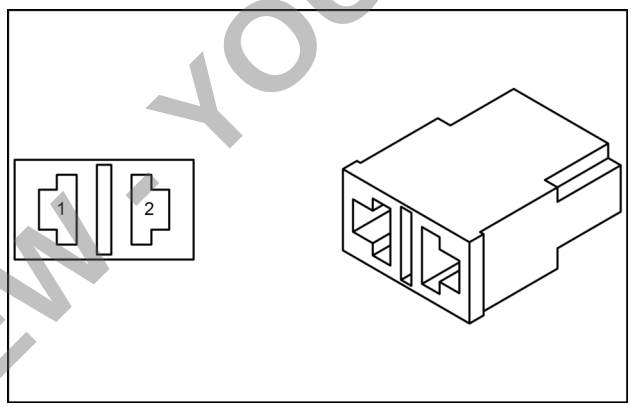


87745322 3

87745322

Pin	From	Wire	Description	Color-Size	Frame
1	HSL-SP-0893-P-X	HSL-0893	Float/lock stab signal	YE - 1.0	**SHEET 38 SH-038_HYDRAULIC_stabilizers _rh stay**
2	HSL-SP-5513-P-X	HSL-5513A	12 V from F-013 to STAB LOCK SW [2]	OR - 1.0	**SHEET 38 SH-038_HYDRAULIC_stabilizers _rh stay**

X-221L - Stabilizers lock sw lamp [S-073] (84131048) (Receptacle)



84131048 4

84131048

Pin	From	Wire	Description	Color-Size	Frame
1	HSL-SP-0893-P-X	HSL-0893A	Float/lock stab signal	YE - 0.5	**SHEET 38 SH-038_HYDRAULIC_stabilizers _rh stay**
2	HSL-SP-2256-P-X	HSL-2256B	CAB GND to stab lock sw	BK - 0.5	**SHEET 38 SH-038_HYDRAULIC_stabilizers _rh stay**

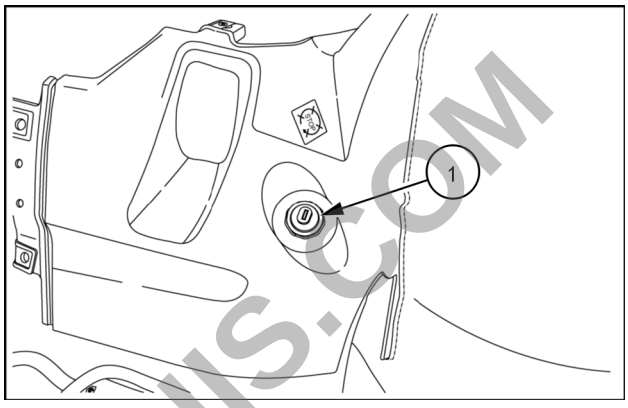
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Ignition switch - Remove

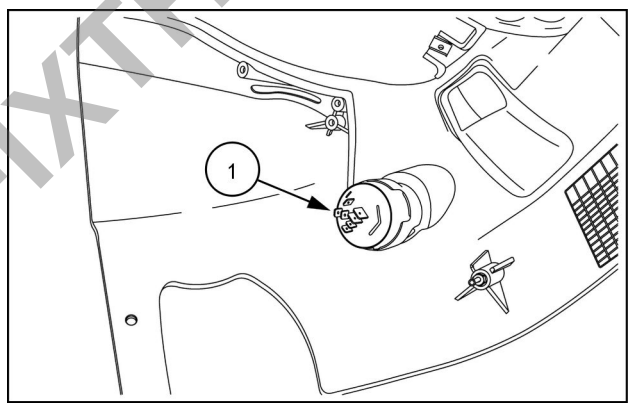
Prior operation:
A. Disconnect the right-hand side panel under the dashboard - See **Cab front panel - Remove - Right-hand side (90.160)**.

1. Loosen the retaining ferrule **(1)** of the starter switch.



MOIL16TR01387AA 1

2. Remove the starter switch **(1)** from its seat and store it in a suitable place.



MOIL16TR01393AA 2

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Contents

Electrical systems - 55

Transmission control system - 024

FUNCTIONAL DATA

Transmission electronic control module
General information - HH menu channels 3
Electrical schema - Intermediate Control Unit (ICU) - SP 4
Static description 7

SERVICE

Transmission electronic control module
Remove (*) 8
Install (*) 9
Replace (*) 10
Remove (*) 11
Install (*) 12
Replace (*) 13

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(*) See content for specific models

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Blower potentiometer - Replace

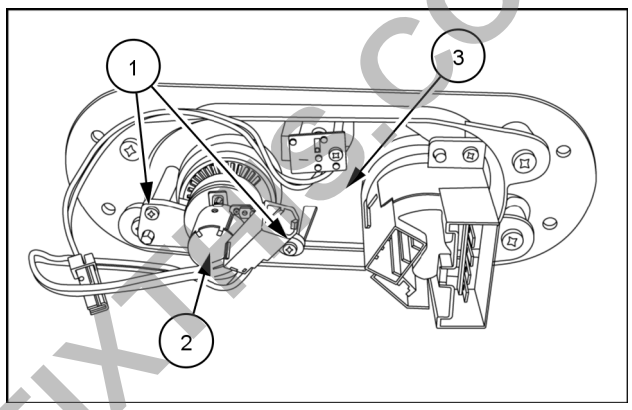
T4.100N With cab [ZHLJ01382 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.100V With cab [ZHLJ00619 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110N With cab [ZHLJ01217 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110V With cab [ZHLJ01709 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N With cab [ZHLJ02071 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80V With cab [ZGLJ04271 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N With cab [ZHLJ01597 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90V With cab [ZHLJ00171 -]	ANZ --- APAC --- LA --- MEA --- WE

Prior operation:
A. Remove the air conditioning control system consol – See **Air-conditioning system control - Remove (55.051)**.

1. Unscrew the two retaining screws fastening the cab ventilation control potentiometer **(1) (2)** to the consol **(3)**.
2. Remove the cab ventilation control potentiometer **(2)** from the consol **(3)**.
3. Replace the cab ventilation control potentiometer with a new one.

NOTICE: *Only use original replacement parts when replacing the component.*

4. Correctly position the cab ventilation control potentiometer **(2)** on the consol **(3)**.
5. Tighten the two cab ventilation control potentiometer screws **(1) (2) (3)** to the consol.



MOIL16TR01151AA 1

Next operation:
A. Reattach the air conditioning control system consol – See **Air-conditioning system control - Install (55.051)**.

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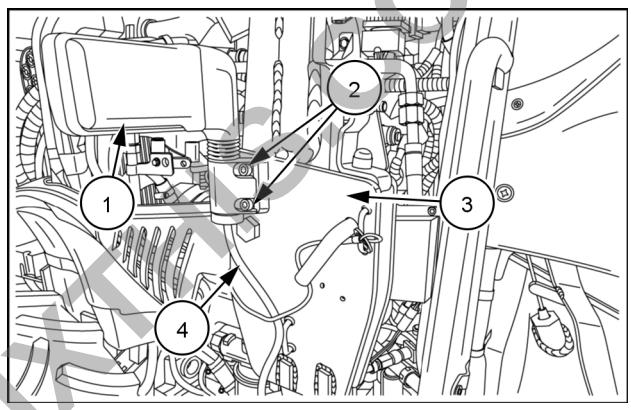
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Front direction indicator - Remove

T4.100N Without cab [ZHLJ01816 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.100V Without cab	ANZ --- APAC --- LA --- MEA --- WE
T4.110N Without cab [ZHLJ02312 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110V Without cab [ZHLJ01680 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N Without cab [ZHLJ01960 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80V Without cab [ZHLJ02720 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N Without cab [ZHLJ01779 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90V Without cab [ZHLJ03996 -]	ANZ --- APAC --- LA --- MEA --- WE

Prior operation:
A. Disconnect the negative (-) battery cable from the battery – See **Battery cable - Disconnect (55.302)**.

1. Carefully clean the direction indicator light **(1)** that you wish to remove.
2. Disconnect the direction indicator light power cable connector **(4)**.
3. Loosen the two screws **(2)** which attach the direction indicator light to the support **(3)** of the protection arch.
4. Remove the direction indicator light from its housing and place it somewhere suitable.



MOIL16TR03343AA 1

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1032 - Draft control potentiometer voltage too high

T4.100N With cab [ZHLJ01382 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.100V With cab [ZHLJ00619 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110N With cab [ZHLJ01217 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110V With cab [ZHLJ01709 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N With cab [ZHLJ02071 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80V With cab [ZGLJ04271 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N With cab [ZHLJ01597 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90V With cab [ZHLJ00171 -]	ANZ --- APAC --- LA --- MEA --- WE

Control Module: EDC / EDC+EHR

Cause:
Draft control potentiometer control high voltage (short to + **12 V**)

Possible failure modes:

1. Faulty connector
2. Faulty draft control potentiometer
3. Faulty wire harness
4. Faulty controller

Solution:

1. Check the draft control potentiometer for any damage.
   A. If the potentiometer is damaged, remove and replace the potentiometer.
   B. If the potentiometer is okay, continue with Step **2**
2. Check the draft control potentiometer in H9, Channel 40.
   A. Fully lower and then raise the draft control potentiometer. If the values displayed are not between 14 and 89, continue with Step **3**
   B. If the values displayed are okay, while still in H9, Channel 40, wiggle the harness and the control unit connectors **A-002** and **X-030**, and the control panel connector **A-008** EDC, **X-534** to check for an intermittent circuit. Channel 40 values will change if an intermittent circuit is detected; Repair or replace as necessary.
3. Check the draft control potentiometer.
   A. Detach the connector **X-534** . While moving the position control potentiometer from the minimum to maximum position, measure the resistance between the component side of connector:
   X-534, pin 3, and **X-534**, pin 7,
   X-534, pin 3, and **X-534**, pin 1.
   If the indicated values are not between **100 – 600 Ω**, remove and replace the EDC control unit **A-002**.
   B. If the EDC control unit **A-002** is okay, continue with Step **4**
4. Check for a short to + **8 V** or + **12 V**.
   A. Turn the ignition switch to the ON. Measure the voltage between the connector **X-534**, pin 3 and the ground. If the voltage indicated is greater than + **8 V**, repair or replace the harness as required.
   B. If the voltage indicated is approximately + **8 V**, continue with Step **5**
5. Disconnect connector **X-534**.. Check for a short circuit with positive voltage
   A. Measure the voltage between the connector:
   X-534, pin 3, and ground.
   X-534, pin 7, and ground.
   If the voltage is present, repair or replace the harness as required.

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3107 - Fuel metering unit - short circuit to battery

Control Module: ECU

Context:
The engine control unit (ECU) has detected a short to high voltage circuit in the low voltage circuit of the high-pressure fuel pump circuit. The metering unit of the fuel high pressure pump regulates the pressure in the common rail. The metering unit is closed-loop controlled by both main relay 1 (high side) and a low side power stage (main relay 1 is an electronic control circuit within the ECU, providing source voltage to devices external to the ECU. The low side power stage works in conjunction with the main relay power supply 1, providing sensing and current limiting for the circuit). The monitoring on the low-voltage side is stopped if a short circuit to ground on the high-voltage side (main relay 1) is detected or it is switched off for some reason. Failure detection of is only possible if the low side power stage is switched on. With the current settings, the monitoring is deactivated during the after-run cycle. This error is the result of the power stage hardware report of "short circuit to battery" (on the low side of the metering unit) for longer than 0,0 (zero) milliseconds and after the permanent error is detected, the power stage is switched off.

Cause:
Fuel high pressure pump circuit is shorted to a high source.

Possible failure modes:

1. Faulty fuel high pressure pump control circuit, shorted to a high source.
2. Faulty engine control unit (ECU).

Solution:

1. Verify this error code is still present and in an active state.
   A. If the error is still present and active, continue to step **2**.
   B. If the error is no longer present or is in an inactive state, return machine to the field.
2. Disconnect the **X-939** connector from the ECU and turn the ignition key switch to ON. Use a multimeter to measure the voltage between pin 60of the **X-939** connector and frame ground. There should be no voltage.
   A. If voltage is detected, repair or replace as required.
   B. If no voltage is measured, continue to step **3**
3. Disconnect the connector from the high-pressure fuel pump and use a multimeter to check the resistance of the coil of the high-pressure fuel pump solenoid valve. Minimal resistance should be measured.
   A. If the resistance detected is minimal, try reloading the ECU software and if the error recurs, replace the engine control unit (ECU).
   B. If there is no resistance, the fuel high pressure pump solenoid coil has failed, replace the solenoid valve.

Wiring harnesses - Electrical schematic sheet 23 (55.100)

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(1) Turn the key switch OFF.

(2) Disconnect the EGR valve **M-101** terminals.

(3) Measure the resistance through the component side of the EGR valve **M-101** motor + to chassis ground. The resistance should be greater than **20,000 Ω**.

A. The resistance is greater than **20,000 Ω**.Temporarily replace the ECU and retest.
Return to step **1** to confirm the elimination of the fault.

B. The resistance is less than **20,000 Ω**. There is a short circuit to chassis ground in the EGR valve.Temporarily replace the valve and retest.
Return to step **1** to confirm the elimination of the fault.

Wiring harnesses - Electrical schematic sheet 23 (55.100)

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4108 - Rear remote no.1 – float position not reached

T4.100N With cab [ZHLJ01382 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.100V With cab [ZHLJ00619 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110N With cab [ZHLJ01217 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110V With cab [ZHLJ01709 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N With cab [ZHLJ02071 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80V With cab [ZGLJ04271 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N With cab [ZHLJ01597 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90V With cab [ZHLJ00171 -]	ANZ --- APAC --- LA --- MEA --- WE

Control Module: REHR

Context:
If the neutral position is requested and it is not reached within a certain time (regardless of the temperature), it is recognized as a fault and the error code is indicated. The valve cannot be controlled until it reaches the neutral position.

Cause:
Problems inherent the oil circulation, faulty valve.

Solution:

1. Check the correct operation of the hydraulic system, and the hydraulic oil status.
   A. If no problems are found,go to step **2**.
2. Check that the valve is not damaged.
   A. If the valve is damaged,replace the disengagement solenoid valve.

Wiring harnesses - Electrical schematic sheet 34 (55.100)
Wiring harnesses - Electrical schematic sheet 58 (55.100)

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6038 - Slope sensor too low

T4.100N With cab [ZHLJ01382 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.100N Without cab [ZHLJ01816 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110N With cab [ZHLJ01217 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110N Without cab [ZHLJ02312 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N With cab [ZHLJ02071 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N Without cab [ZHLJ01960 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N With cab [ZHLJ01597 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N Without cab [ZHLJ01779 -]	ANZ --- APAC --- LA --- MEA --- WE

Control Module: ICU-SR

Context:
The control unit ignores the indications of the tilt sensor and follows the logic of the four-wheel drive engagement on the flat surface.

Possible failure modes:

1. Mould board plough
2. Faulty wiring
3. Faulty controller

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 tilt sensor in H9 mode.

   A. Enter the HH menu diagnostics program, select H9 menu mode of the control unit ICU SR, at channel ch. 11. With the tractor on level ground the display will show a number equal to approximately 220, if this does not happen, continue to step **2**

   B. If the values displayed are okay, while in H9 mode with the lever in neutral, wiggle the harness, the tilt sensor **B-003** connector **X-035** and the connector **X-064** of the control unit **A-001** to check for an intermittent circuit. In this case the display may change.Repair or replace as required.

2. Check the tilt sensor **B-003** connector **X-035** and the connector **X-064** of the control unit **A-001**.

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

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

3. Check the electrical power supply of the sensor **B-003**.

   A. Disconnect the connector **X-035** of the sensor, set the key switch to ON. Measure the voltage between:
   X-035 pin 1and ground
   If the voltage detected is not **12 V**, repair or replace the wiring harness as necessary.

   B. If the electric power supply is okay, continue to step **4**

4. Check for a short circuit to ground.

   A. Turn the ignition key switch to OFF.
   Disconnect the connector of the control unit **A-001**, **X-064**.
   Check between:
   X-064 pin 25and ground
   If there is a short circuit to ground, repair or replace the wiring harness as necessary.

   B. If the wiring harness is okay, continue to step **5**

5. Check for a open circuit.

   A. Measure the continuity between the connectors:
   X-064 pin 25 and **X-035** pin 2

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Cab left-hand side panel - Replace

T4.100N With cab [ZHLJ01382 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.100V With cab [ZHLJ00619 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110N With cab [ZHLJ01217 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.110V With cab [ZHLJ01709 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80N With cab [ZHLJ02071 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.80V With cab [ZGLJ04271 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90N With cab [ZHLJ01597 -]	ANZ --- APAC --- LA --- MEA --- WE
T4.90V With cab [ZHLJ00171 -]	ANZ --- APAC --- LA --- MEA --- WE

Prior operation:
A. Disconnect the left-hand side cab inner panel – See **Cab left-hand side panel - Remove (90.160)**.
B. Disconnect the rear **8 A** auxiliary socket – See

1. Replace the inner left-hand panel with a new one.

NOTICE: *only use original replacement parts when replacing the component.*

Next operation:
A. Reconnect the left-hand side inner cab panel – See **Cab left-hand side panel - Install (90.160)**.

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