MAINTENANCE CHART

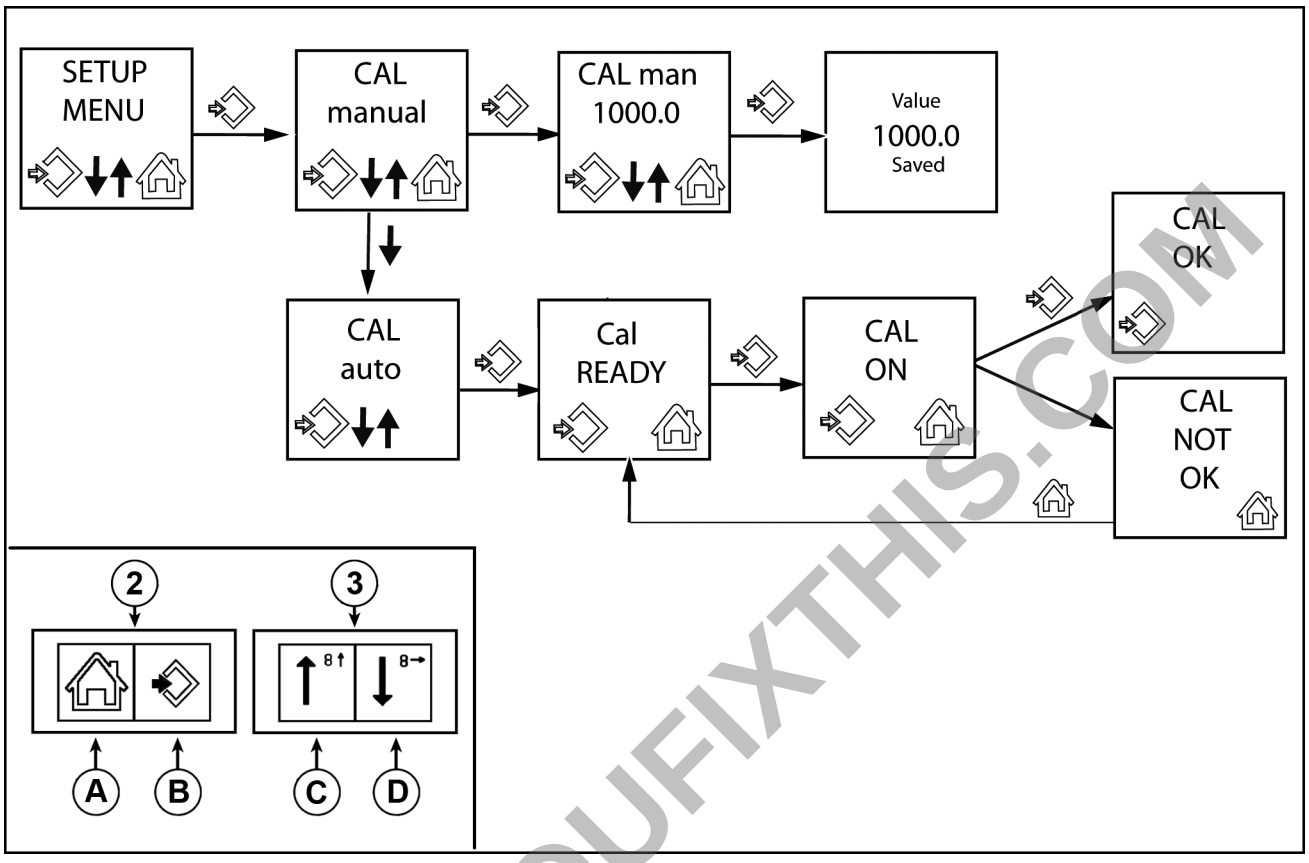
Maintenance Chart

Interval	Page no.	Maintenance action	No. of pts.	Check	Filling	Adjust	Cleaning	Drain fluid	Grease	Replace	Tighten	Change fluid
As required	**7-12**	Radiator expansion tank		X								
	7-13	Winshield washer reservoir			X							
	7-13	Air conditioning - Dehydration filter		X								
	7-13	Distributor oil recovery pan		X								
	7-14	Radiator		X								
	7-14	Brake pedals		X								
	7-15	Machine lights		X								
	7-15	Tire pressure		X								
	7-16	Clutch pedal adjustment				X						
AT WARNING MESSAGE DISPLAY	**7-17**	Dry air filter - External cartridge					X					
	7-18	Brake fluid level			X							
	7-18	Fuel filter water drain						X				
Every 10 hours or daily	**7-19**	Engine oil level		X								
Every 50 hours	**7-20**	Rear three-point hitch							X			
	7-20	Front axle							X			
Every 100 hours	**7-20**	Air conditioning condenser					X					
	7-21	Transmission oil heat exchanger					X					
	7-21	Intercooler					X					
	7-22	Cab air filters					X					
	7-22	Cab recirculated air filter					X					
	7-23	Alternator belt		X								
	7-23	Compressor belt		X								
Every 300 hours	**7-24**	Hydraulic circuit oil filter								X		
	7-24	Auxiliary services oil filter								X		
	7-25	Dry air filter - External cartridge					X					
	7-25	Lifting device and transmission oil level		X								
	7-26	Front Axle Oil		X								
	7-26	Front axle final drives							X			
	7-26	Front axle spindle							X			
Every 600 hours	**7-27**	Change engine oil and filter								X		
	7-28	Replacing the fuel filters								X		
	7-28	Fuel prefilter					X					
	7-29	Wheel bolt torque									X	
Every 1200 hours or annually	**7-30**	Rear wheel hub							X			
	7-30	Replacing cab air filters								X		
	7-30	Replacing air filters								X		
	7-31	Fuel tank drain						X				
	7-31	Blow-by filter								X		

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Calibrating speed



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NOTE: *This setting is not present if the radar unit is installed.*

Check that the circumference of the fitted tyres is as shown on the **"CAL manual"** screen, otherwise it will be necessary to recalibrate the electronic control module to display the precise exact ground speed. It is possible to recalibrate the module, manually or automatically.

Manual Calibration

To calibrate the module manually, it is indispensable to know the rolling circumference **(RC)** of the new tyre.

- Press the switch **(2)** on the symbol **(B)** for more than three seconds to enter the programming menu The central monitor will show **"SETUP MENU"**. Release the symbol **(B)**; the display will show **"CAL"**.
- Press and release the switch **(2)** on the symbol **(B)**; the monitor will show **"CAL manual"**.
- Press and release the switch **(2)** on the symbol **(B)**.
- Press the switch **(3)** on the symbol **(C)** to change the flashing value, press the symbol **(D)** to move to the next digit. In this way you enter the rolling circumference of the new tyre.
- Press the switch **(2)** on the symbol **(B)** to save the new added measurement.

If you want to stop the display, press the switch **(2)** on the symbol **(A)** . Press the same symbol again to exit the programming menu.

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8 - TROUBLESHOOTING

FAULT CODE RESOLUTION

TROUBLESHOOTING ENGINE

⚠ WARNING

Avoid injury! Always do the following before lubricating, maintaining, or servicing the machine.
1. **Disengage all drives.**
2. **Engage parking brake.**
3. **Lower all attachments to the ground, or raise and engage all safety locks.**
4. **Shut off engine.**
5. **Remove key from key switch.**
6. **Switch off battery key, if installed.**
7. **Wait for all machine movement to stop.**

Failure to comply could result in death or serious injury.

W0047A

⚠ WARNING

Improper operation or service of this machine can result in an accident.
If you do not understand a maintenance procedure, or doubt your ability to perform a maintenance procedure correctly, see your authorized dealer.
Failure to comply could result in death or serious injury.

W0157A

Problem	Possible Cause	Correction
The engine will not start or starts with difficulty	Incorrect starting procedure	See starting procedure
	Fuel level low or empty	Check the fuel level
	Air in fuel system	Bleed fuel system
	Engine oil viscosity not right	Use oil of right viscosity
	Fuel not suitable for ambient temperature	Use correct type of fuel for temperature conditions
	Fuel system contaminated	Clean system
	Fuel filter clogged	Replace filter element
	Fuel injector fault	Contact your dealer
	Battery isolator activated, or fuse and relay faulty	Disconnect the battery isolator, check and if necessary change the fuse or the relay
The engine does not run properly and/or cuts out	Fuel system contaminated	Clean system
	Fuel injector fault	Contact your dealer
Engine does not develop full power	Engine overload	Change to lower gear or reduce load
	Air filter clogged	Carry out maintenance on air filter
	Incorrect fuel type	Use the right fuel
	Low engine operating temperature	Check thermostat
	Fuel injector fault	Have your dealer check the injectors
	Implement incorrectly set	See equipment manual
	Improper valve clearance	Check and adjust
	Idling speed too low	Contact your dealer
Abnormal engine knocking	Oil level low	Top up fluid level
	Oil pressure low	Contact your dealer
Low engine operating temperature	Thermostat malfunction	Replace thermostat
	Fan viscous coupling malfunction	Contact your Dealer
Oil pressure low	Oil level low	Add oil as required
	Oil grade or viscosity wrong	Drain and refill with oil of correct grade and viscosity

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MINIMUM TIGHTENING VALUES FOR NUTS AND BOLTS

Screw dimensions	Class	
	8.8	10.9
M8	23 N·m (17 lb ft)	33 N·m (24 lb ft)
M8x1	25 N·m (18 lb ft)	35 N·m (26 lb ft)
M10	46 N·m (34 lb ft)	65 N·m (48 lb ft)
M10x1.25	49 N·m (36 lb ft)	69 N·m (51 lb ft)
M12	80 N·m (59 lb ft)	110 N·m (81 lb ft)
M12x1.5	84 N·m (62 lb ft)	118 N·m (87 lb ft)
M12x1.25	88 N·m (65 lb ft)	123 N·m (91 lb ft)
M14	130 N·m (96 lb ft)	180 N·m (133 lb ft)
M14x1.5	138 N·m (102 lb ft)	190 N·m (140 lb ft)
M16	190 N·m (140 lb ft)	270 N·m (199 lb ft)
M16x1.5	210 N·m (155 lb ft)	290 N·m (214 lb ft)
M18	270 N·m (199 lb ft)	380 N·m (280 lb ft)
M18x2	280 N·m (207 lb ft)	400 N·m (295 lb ft)
M18x1.5	300 N·m (221 lb ft)	420 N·m (310 lb ft)
M20	380 N·m (280 lb ft)	530 N·m (391 lb ft)
M20x2	400 N·m (295 lb ft)	560 N·m (413 lb ft)
M20x1.5	420 N·m (310 lb ft)	590 N·m (435 lb ft)
M22	510 N·m (376 lb ft)	720 N·m (531 lb ft)
M22x2	540 N·m (398 lb ft)	750 N·m (553 lb ft)
M22x1.5	560 N·m (413 lb ft)	790 N·m (583 lb ft)
M24	630 N·m (465 lb ft)	890 N·m (656 lb ft)
M24x2	680 N·m (502 lb ft)	950 N·m (701 lb ft)
M27	930 N·m (686 lb ft)	1310 N·m (966 lb ft)
M27x2	995 N·m (734 lb ft)	1400 N·m (1033 lb ft)
M30	1260 N·m (929 lb ft)	1770 N·m (1305 lb ft)
M30x2	1370 N·m (1010 lb ft)	1930 N·m (1423 lb ft)
5/8” UNC	175 N·m (129 lb ft)	245 N·m (181 lb ft)
5/8” UNF	200 N·m (148 lb ft)	280 N·m (207 lb ft)
3/4” UNC	380 N·m (280 lb ft)	530 N·m (391 lb ft)
3/4” UNF	420 N·m (310 lb ft)	590 N·m (435 lb ft)

STANDARD TIGHTENING TORQUES FOR HYDRAULIC PIPES AND FITTINGS

TUBE NUTS FOR **37 °** FLARED FITTINGS					CAPS WITH BOSS FOR O--RING, LOCK NUTS FOR ADJUSTABLE FITTINGS, JIC SWIVEL SEATS **37 °**	
SIZE	TUBE OD	THREAD SIZE	Min.	Max	Min.	Max
4	6.4 mm (0.3 in)	7/16--20	12 N·m (9 lb ft)	16 N·m (9 lb ft)	8 N·m (6 lb ft)	14 N·m (10 lb ft)
5	7.9 mm (0.3 in)	1/2--20	16 N·m (12 lb ft)	20 N·m (15 lb ft)	14 N·m (10 lb ft)	20 N·m (15 lb ft)
6	9.5 mm (0.4 in)	9/16--18	29 N·m (21 lb ft)	33 N·m (24 lb ft)	20 N·m (15 lb ft)	27 N·m (20 lb ft)
8	1.7 mm (0.1 in)	3/4--18	47 N·m (35 lb ft)	54 N·m (40 lb ft)	34 N·m (25 lb ft)	41 N·m (30 lb ft)
10	15.9 mm (0.6 in)	7/8--14	72 N·m (53 lb ft)	79 N·m (58 lb ft)	47 N·m (35 lb ft)	54 N·m (40 lb ft)
12	19.1 mm (0.8 in)	1--1/16--12	104 N·m (77 lb ft)	111 N·m (82 lb ft)	81 N·m (60 lb ft)	95 N·m (70 lb ft)
14	22.2 mm (0.9 in)	1--3/16--12	122 N·m (90 lb ft)	136 N·m (100 lb ft)	95 N·m (70 lb ft)	109 N·m (80 lb ft)
16	25.4 mm (1.0 in)	1--5/16--12	149 N·m (110 lb ft)	163 N·m (120 lb ft)	108 N·m (80 lb ft)	122 N·m (90 lb ft)
20	31.8 mm (1.3 in)	1--5/8--12	190 N·m (140 lb ft)	204 N·m (150 lb ft)	129 N·m (95 lb ft)	156 N·m (115 lb ft)
24	38.1 mm (1.5 in)	1--7/8--12	217 N·m (160 lb ft)	237 N·m (175 lb ft)	163 N·m (120 lb ft)	190 N·m (140 lb ft)
32	50.8 mm (2.0 in)	2--1/2--12	305 N·m (225 lb ft)	325 N·m (240 lb ft)	339 N·m (250 lb ft)	407 N·m (300 lb ft)

NOTE: *The tightening torques shown above are recommended for fittings that are not plated, cadmium-plated or galvanized, for dry installations or in contact with the fluid, and for moulded or brazed swivel nuts.*

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Technical data

ENGINE DATA	
Engine make	**FPT**
Engine type:	
T4.85	**F5DFL413L**
T4.95	**F5DFL413K**
T4.105	**F5DFL413J**
Emission level	**Tier 4**
Clutch	**305 mm** (**12 in**)
Aspiration	Turbocharged
Number of cylinders	**4**
Bore x Stroke	**99 mm** (**3.9 in**) X **110 mm** (**4.3 in**)
Displacement	**3400 cm³**
Compression ratio	**17± 0,5:1**
Engine power **(ECE R120)**:	
T4.85	**63 kW** (**86 Hp**) @ **2300 RPM**
T4.95	**73 kW** (**99 Hp**) @ **2300 RPM**
T4.105	**79 kW** (**107 Hp**) @ **2300 RPM**
Torque increase:	
T4.85	**34.1 %**
T4.95	**34.2 %**
T4.105	**35.3 %**
Rated Speed	**2300 RPM**
Maximum torque	**1500 RPM**

HYDRAULIC

Tandem gear pump, fitted on left hand side of the engine, supplies power to open-centre hydraulic circuit system. This system is essentially two pumps that work independently, one dedicated to high pressure circuit for remotes and 3-point hitch functions, the other pump is dedicated for steering and low pressure circuit.
Are provided two hydraulic circuit:

Only Synchro Shuttle™

	High pressure circuit	Low pressure circuit
Pump capacity	**19.00 cm³** (**1.16 in³**)	**11.00 cm³** (**0.67 in³**)
Pump flow at rated engine speed and pressure (no efficiency applied)	**47.50 l/min** (**12.55 US gpm**)	**27.50 l/min** (**7.26 US gpm**)
Max pump pressure at rated speed	**190.0 bar** (**2755.0 psi**)	**170.0 bar** (**2465.0 psi**)

	High pressure circuit	Low pressure circuit
Pump capacity	**25.00 cm³** (**1.53 in³**)	**14.00 cm³** (**0.85 in³**)
Pump flow at rated engine speed and pressure (no efficiency applied)	**63.80 l/min** (**16.85 US gpm**)	**37.00 l/min** (**9.77 US gpm**)
Max pump pressure at rated speed	**190.0 bar** (**2755.0 psi**)	**170.0 bar** (**2465.0 psi**)

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4 - OPERATING INSTRUCTIONS

STARTING THE UNIT

Starting the Engine

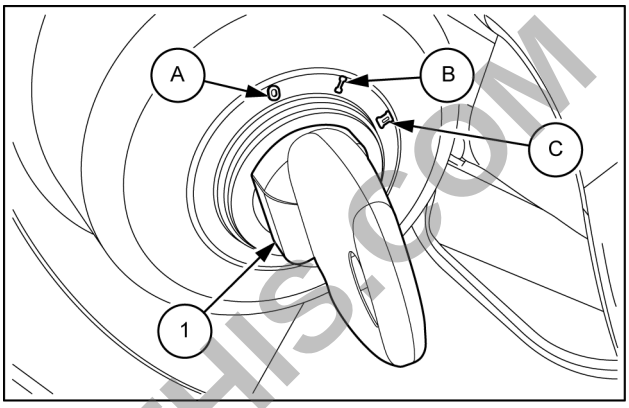
Starter switch

To obtain the three starter key **(1)** functions, turn the key to the following positions:

A. Position "STOP", No power to circuits (key can be removed). Engine stopped: automatic activation of fuel injection cut-off.

B. Standby for engine start up. Operation of the indicators, instrument cluster and pre-heating glow plugs. Power supplied to various circuits.

C. Engine start-up: when released, the key returns automatically to position **(B)**.



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NOTE: *If the engine fails to start on the first attempt, it is necessary to turn the starter key back onto "STOP" and repeat starting.*
To avoid excessively running down the battery, do not make more than six attempts to start the engine

Starting the engine

1. If the tractor has remained inactive for long time or if it is being started for the first time at low ambient temperature and the engine fails to start after the first few attempts it is necessary to bleed the fuel system as described in the maintenance section of the "Renewing the fuel filters" chapter.
2. Make sure that the handbrake is correctly engaged.
3. Press the clutch pedal and move the shuttle and power take−off (PTO) control levers into the neutral position to turn on the start enabling switch.
4. Move the throttle lever to around the half way position.
5. Turn the starter key to position **(C)** figure **1**. Release the key as soon as the engine starts.

NOTICE: *If one of the warning lights illuminates to signal a fault, check and repair the faulty part. If the warning light continues to signal a fault, have the machine checked by your dealer.*

Before accelerating or starting the tractor, allow the engine to idle at ***1000 RPM*** *for 30 seconds to ensure that the turbocharger is correctly lubricated.*

When starting the engine after extended periods of non-use, avoid using the hydraulic system immediately. All the moving parts need to be lubricated properly before they are subjected to full load.

Engine speed

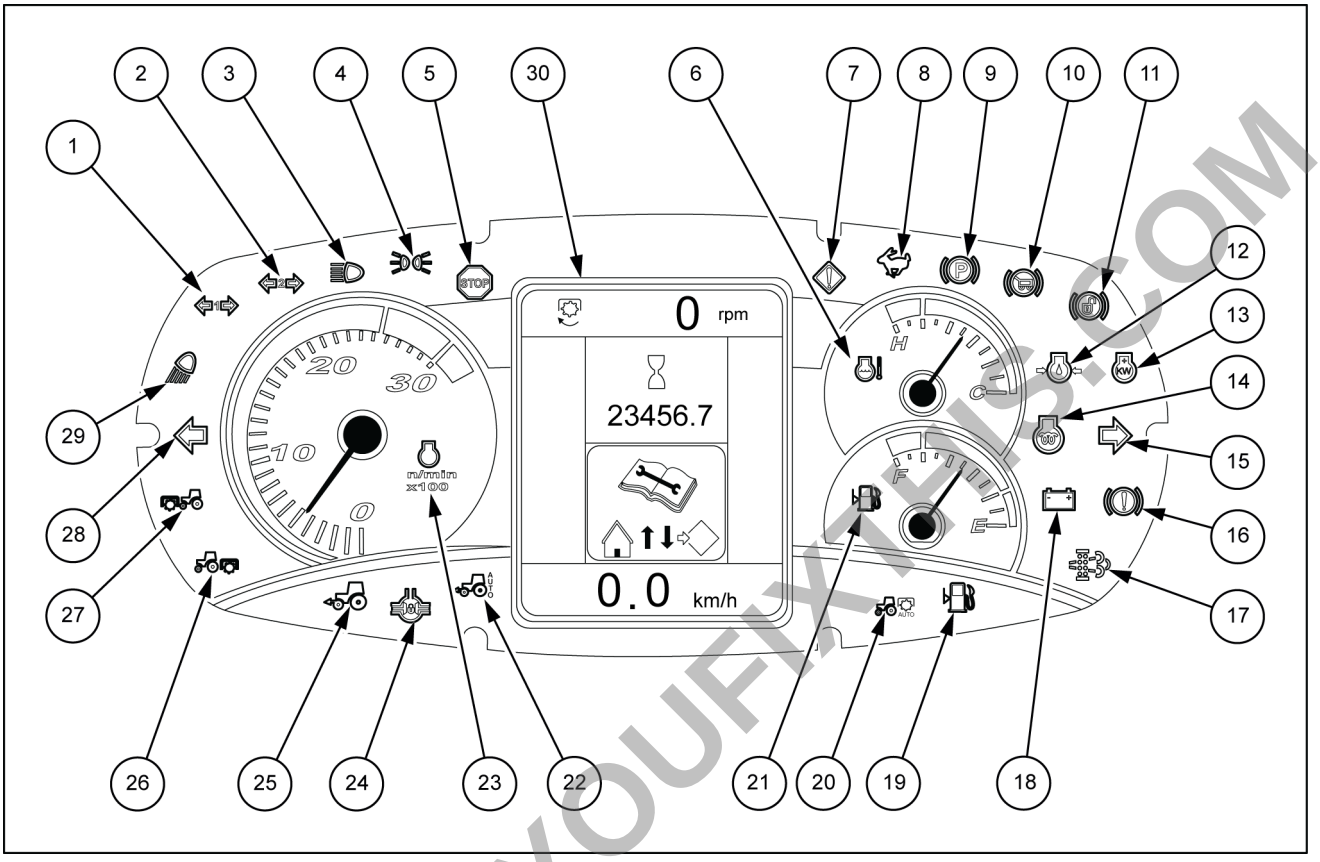
NOTICE: *Never use the engine continuously for a long time at speeds between* ***2500 - 3000 RPM*** *(yellow area on the speedometer) to avoid damage to the engine and definitely never exceed* ***3000 RPM*** *(red area on the speedometer). For appropriate use, always operate under the speed corresponding to* ***2300 RPM****.*

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FORWARD CONTROLS

Instrument cluster



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The indicator lights on the control panel inform you of the operational condition of the machine. Some of these indicate faults arising during operation. An indicator light coming on may be followed by a continuous or intermittent buzzer. Depending on the severity of the trouble, the alarm will sound.

1 ⇦1⇨ **Trailer direction indicator light (green)**
This indicator light flashes together with the tractor/trailer direction indicators, if the first trailer is connected

2 ⇦2⇨ **Trailer direction indicator light (green)**
This indicator light flashes together with the tractor/trailer direction indicators, if the second trailer is connected

3 **Full beam headlights (blue)**
This indicator light will illuminate when the tractor lights are switched to high beam.

4 **Sidelights (green)**
This indicator light is illuminated when the tractor lights are turned on.

5 STOP **Stop warning light (red)**
If the red "Stop" warning light comes on, switch off the tractor immediately and look for the cause. A warning symbol will appear on the display **(30)** confirming the location of the fault.

6 **Engine coolant temperature gauge**
This instrument indicates the temperature of the engine coolant.

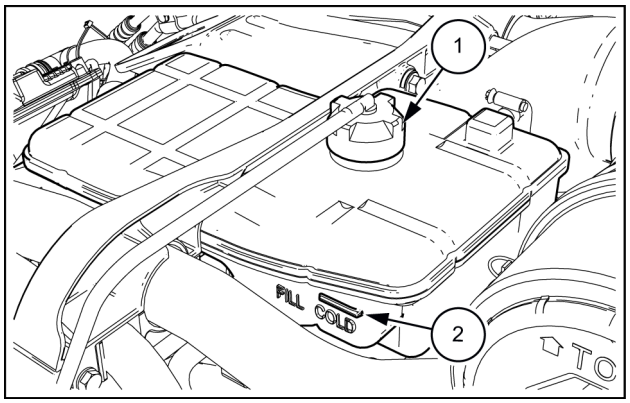
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Interval	Page no.	Maintenance action	No. of pts.	Check	Filling	Adjust	Cleaning	Drain fluid	Grease	Replace	Tighten	Change fluid
Every 1200 hours or two years	**7-32**	Replacing front axle oil										X
	7-32	Replacing front axle final drive oil										X
	7-32	Replacing transmission oil										X
	7-34	Replacing transmission oil										X
	7-35	Washing cooling system						X				
1800 hours Service	**7-37**	Fuel injectors		X								
Every 3000 hours	**7-37**	Diesel particulate filter (DPF)		X								
ELECTRICAL SYSTEM	**7-38**	Battery service		X								
	7-40	Fuses and relay box								X		
	7-42	Fuse and relay locations								X		
	7-48	Light adjustments				X						
	7-49	Hood lamp replacement								X		

As required

Radiator expansion tank

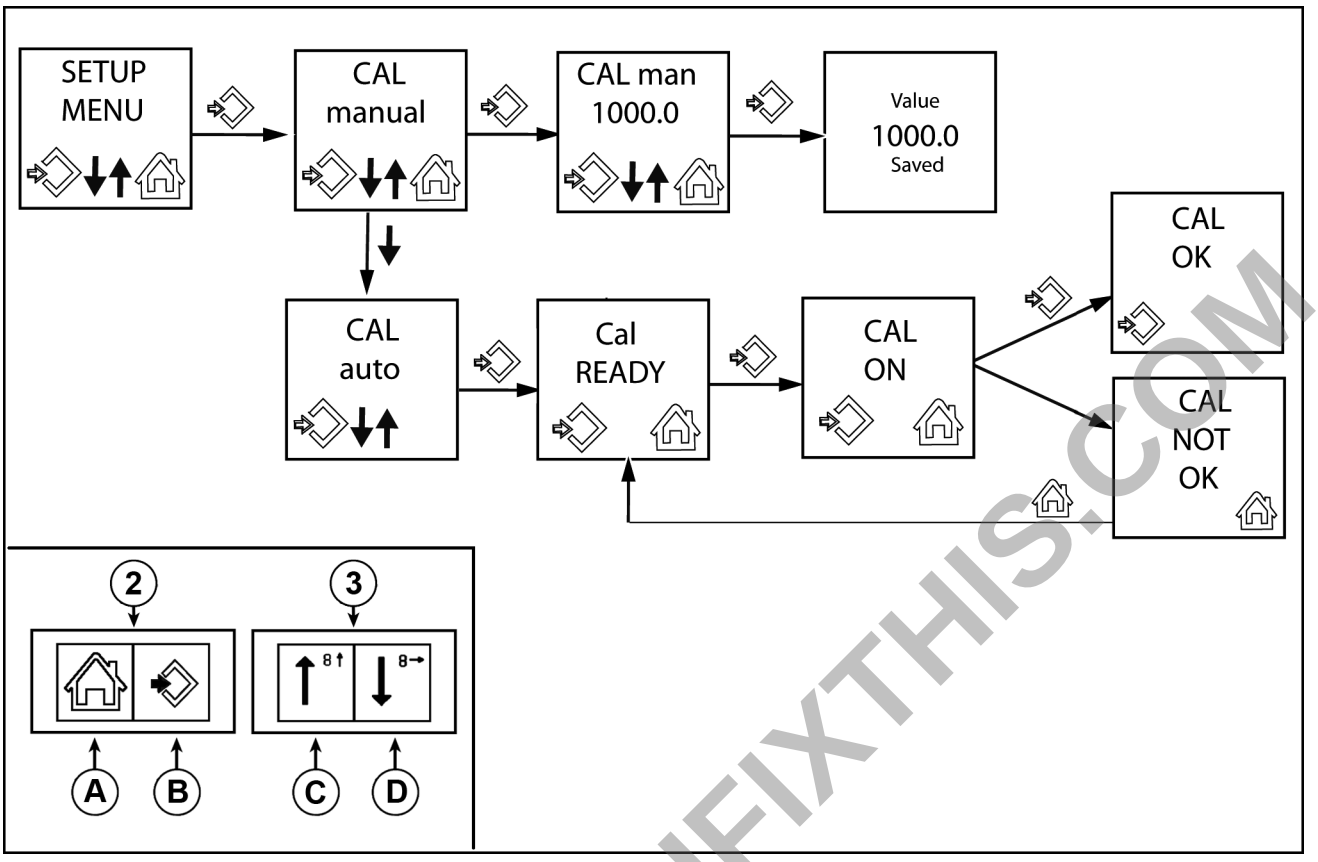
1. The coolant level when the engine is cold must always be above the reference mark **(2)**. If necessary, top up through the fill point **(1)**.



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Auto Calibration

Select a stretch of dry, firm, level ground (preferably concrete) and carefully measure out a distance of exactly **100 m** (**328 ft**) . Mark the start and finish of this measured distance with a bold chalk line.

- Press the switch **(2)** on the symbol **(B)** for more than three seconds to enter the programming menu The central monitor will show **"SETUP MENU"** . Release the symbol **(B)**; the display will show **"CAL"**.
- Press and release the switch **(2)** on the symbol **(B)**; the monitor will show **"CAL manual"**.
- Press and release the switch **(3)** on the symbol **(D)**; the monitor will show **"CAL auto"**.
- Press and release the switch **(2)** on the symbol **(B)**; the monitor will show **"CAL READY"**.
- Now select a suitable gear to give a constant speed greater than **2 km/h** (**1.2 mph**) , and, at the start of the drawn line, press and release the switch **(2)** on the symbol **(B)**; the display will flash **"CAL ON"**.

  NOTE: *The ground speed must be constant and must not drop under **2 km/h** (**1.2 mph**). If the speed is less than as prescribed, calibration will not be successful.*
- When the middle of the front tyres goes over the end line, press the switch **(2)** again on the symbol **(B)** and, if the procedure has been performed correctly, the monitor will show **"CAL OK"**. Now press the switch **(2)** on the symbol **(B)** again to save the setting. If on the contrary the procedure has not been performed correctly the monitor will display **"CAL NOT OK"** and the procedure must be repeated.

If you want to stop the procedure and quit the programming menu, repeatedly press the switch **(2)** on the symbol **(A)**

If on the contrary you want to repeat the calibration, press the switch **(2)** on the symbol **(A)** until the display shows **"CAL auto"**. From this position, repeat the procedure, taking care that the tractor speed is constant and greater than **2 km/h** (**1.2 mph**).

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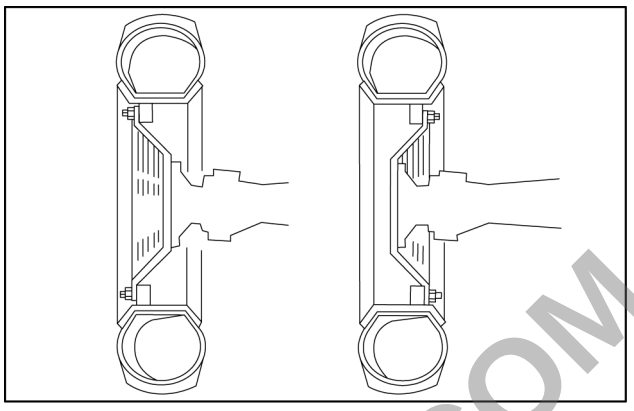
DISPLAY (DMD)	PANEL LAMP	WARNING LAMP	ALARM	CAUSE	CORRECTIVE ACTION
	-		Safety	Rear power take−off engaged without the operator.	The warning light will remain lit until the operator returns to his seat or the power take−off is disengaged.
	-		Non Critical	When battery voltage is below 9 Volts for more than 5 seconds.	Recharge / renew the battery.
	-		Critical	Transmission/Steering oil pressure too low	Stop the tractor as soon as possible, check the oil level and top up if necessary. Contact an authorised dealer if the failure persists.
	-		Critical	Engine coolant temperature too high	Immediately stop the tractor leaving the engine running for a few minutes. If the warning persists, stop the engine and check that the radiator is clean and that the fluid level is correct.
			Critical	Engine oil pressure too low.	Stop the machine, check the oil level and top up if necessary.
		-	Safety	Handbrake engaged during driving	Release hand brake.
	-		Non Critical	Transmission oil temperature too high	Low warning only. Keep an eye on this warning
			Critical		Stop the engine immediately and let it cool down. If the warning continues, switch off the engine again, check the oil level of the transmission, top it up if necessary and change the filter when needed.
				version only **HI-LO**	
			Critical	No regeneration of the diesel particulate filter (DPF).	Follow the directions for the error code.
	-		Non Critical	Internal and external push-buttons activated simultaneously.	Operation of the power take−off is prevented for a few seconds. After this time, the operator can re-engage the power take−off.
	-		Non Critical	Power Take-Off (PTO) system anti-stall. The anti-stall function disengages the power take−off.	Operation of the power take−off is prevented for a few seconds. After this time, the operator can re-engage the power take−off.
ATS	-		Non Critical	Exhaust system failure.	Monitor the warning.
	-		Non Critical	Exhaust system failure. Engine power loss occurring.	If the warning continues, contact your Dealer.

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Front 4WD and rear 2/4WD wheel track adjustment

You can fit the wheel disk with the camber directed inwards or outwards.
Each of these two disk positions provides a different track width, as shown on the following pages.
When adjusting the wheel track, ensure that the points of the tire treads are still facing in the direction of forward travel, indicated by an arrow on the tire walls.
Always check that the front and rear wheels are symmetrically aligned in relation to the longitudinal axis of the tractor.



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TORQUE SPECIFICATIONS - 4WD front wheels						
	with rim size: 18” - 20” - 24”			with rim size: 28” -30”		
Disc to hub nuts	**255 N·m**	**26 kgm**	**188 ftlbs.**	**255 N·m**	**26 kgm**	**188 ftlbs.**
Disc to Rim Nuts	**275 N·m**	**28 kgm**	**202.8 ftlbs.**	**275 N·m**	**28 kgm**	**202.8 ftlbs.**

TORQUE SPECIFICATIONS - 2/4WD rear front wheels						
	with rim size: 18” - 20” - 24”			with rim size: 28” -30”		
Disc to hub nuts	**255 N·m**	**26 kgm**	**188 ftlbs.**	**255 N·m**	**26 kgm**	**188 ftlbs.**
Disc to Rim Nuts	**275 N·m**	**28 kgm**	**202.8 ftlbs.**	**275 N·m**	**28 kgm**	**202.8 ftlbs.**

NOTICE: *Select the appropriate rear track before changing the front one.*

⚠ WARNING

Heavy parts!
The wheels are very heavy. Handle with care. Make sure that the wheels, when stored, cannot fall over and cause injury.
Failure to comply could result in death or serious injury.

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REAR LINKAGE LIFT CAPACITY

Maximum lifting capacity according to OECD criteria at maximum hydraulic operating pressure.

Top link in lower position and lift link on orizontal arm in front hole

	At ball end	At **610 mm** (**24 in**) to rear
Without supplementary cylinder	**2822.0 kg** (**6221.4 lb**)	**2430.0 kg** (**5357.2 lb**)
With supplementary cylinder	**3508.0 kg** (**7733.8 lb**)	**3018.0 kg** (**6653.6 lb**)

Top link in upper position and lift link on orizontal arm in rear hole

	At ball end	At **610 mm** (**24 in**) to rear
Without supplementary cylinder	**2822.0 kg** (**6221.4 lb**)	**2665.0 kg** (**5875.3 lb**)
With supplementary cylinder	**3508.0 kg** (**7733.8 lb**)	**3312.0 kg** (**7301.7 lb**)

POWER TAKE-OFF

Shuttle transmission

Operation at 540 RPM
540 RPM at **1957 RPM** engine speed
634 RPM at engine rated speed

Operation at 540E RPM
540E RPM at **1535 RPM** engine speed
809 RPM at engine rated speed

Operation at 1000 RPM
1000 RPM at **2125 RPM** engine speed
1082 RPM at engine rated speed

Power shuttle transmission

Operation at 540 RPM
540 RPM at **1876 RPM** engine speed
662 RPM at engine rated speed

Operation at 540E RPM
540E RPM at **1535 RPM** engine speed
809 RPM at engine rated speed

Operation at 1000 RPM
1000 RPM at **2125 RPM** engine speed
1082 RPM at engine rated speed

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