SERVICE MANUAL

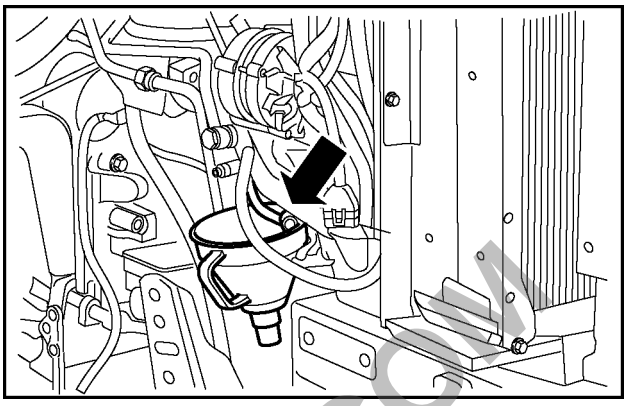
T4.90 / T4.100 / T4.110 / T4.120
Tier 4B (final)
Tractor

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Part number 47878245
1st edition English
June 2015

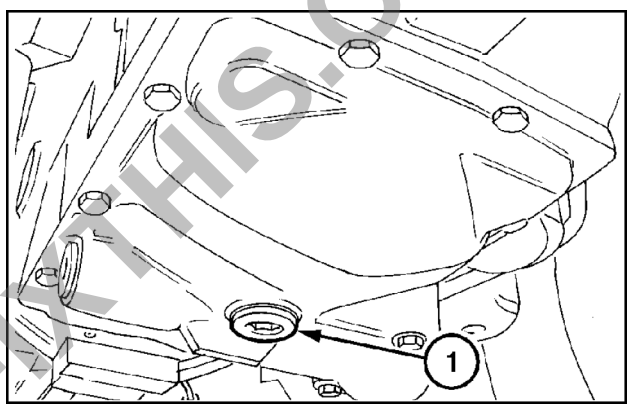
NEW HOLLAND AGRICULTURE

10. Loosen the union of the radiator coolant return line of the cab heater. Drain and collect the engine coolant.



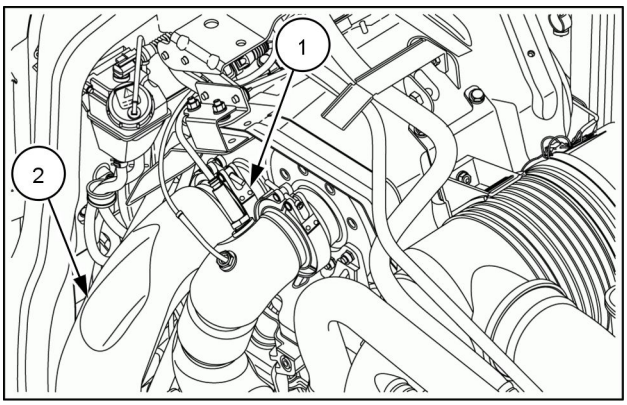
WLAPL4S10C116A 8

11. Place a suitable container under the drain plug **(1)** for the gearbox-transmission oil. Loosen the plug. Drain the oil.



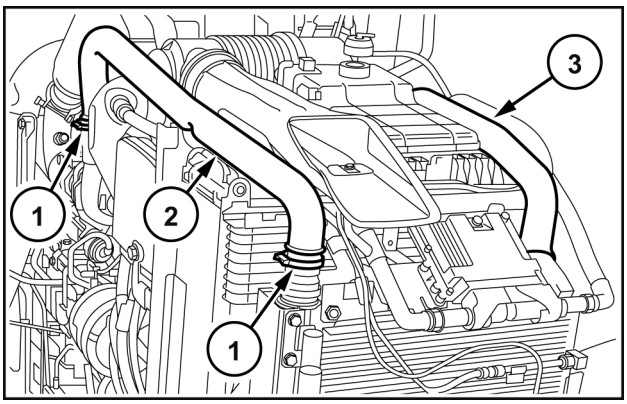
MOIL13TR00197AA 9

12. Loosen the fixing clamp **(1)** on the Diesel Oxidation Catalyst (DOC). Disconnect the drain tube **(2)**. Remove the drain and remove the catalyst from the Selective Catalytic Reduction (SCR) system, as described in **Selective Catalytic Reduction (SCR) muffler and catalyst - Remove (10.500)**.



MOIL14TR00607AA 10

13. Loosen the fixing clamps **(1)**. Extract the tubing from the turbine to the radiator intercooler **(2)**. Perform the same operation for the tubing from the radiator intercooler to the engine **(3)**.



WLAPL4S10C119A 11

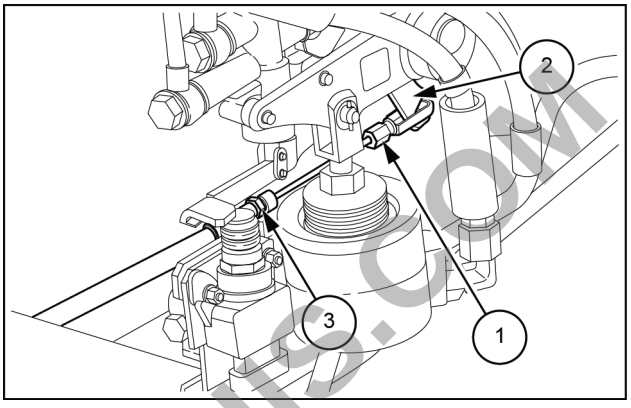
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Power Take-Off (PTO) clutch engagement cylinder - Adjust cable

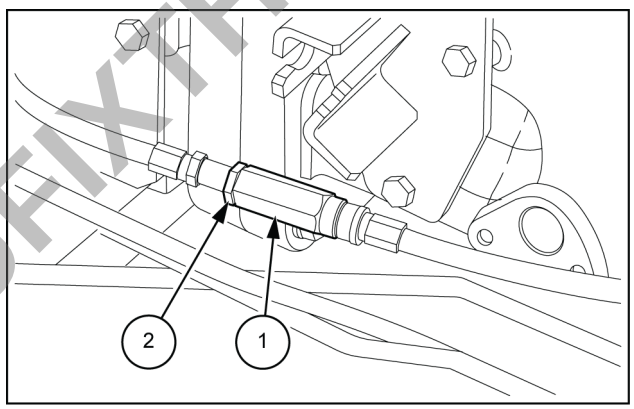
T4.100 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.110 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.120 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.90 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical

1. Connect the cable **(1)** to the lever **(2)** of the servocontrol assembly.
2. Lock the control cable by tightening the nut **(3)** on the bracket.



MOIL14TR00214AA 1

3. Use the adjuster **(1)** of the cable to eliminate all of the slack, without moving the lever that operates the control cylinder.
4. Torque the counter nut **(2)**.



MOIL13TR01485AB 2

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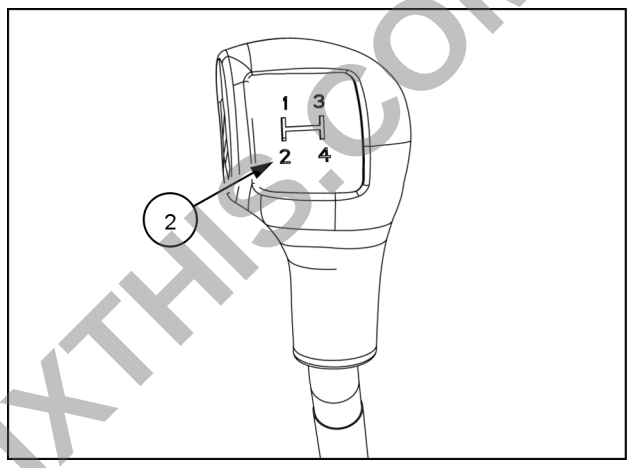
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Mechanical transmission - Adjust - Gear and range cables

T4.100 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.100 without cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.110 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.110 without cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.120 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.120 without cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.90 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.90 without cab, with mechanical or Power shuttle transmission	Transmission - Mechanical

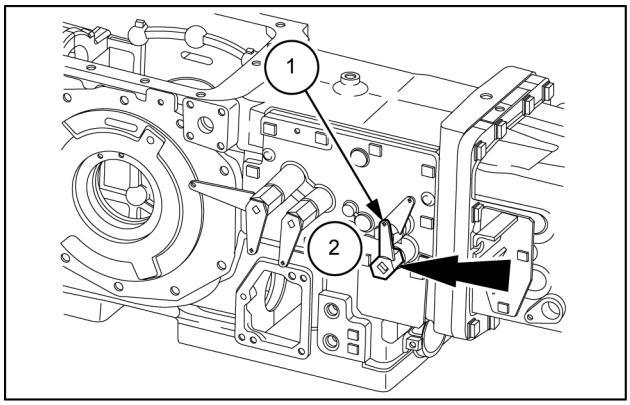
First / second gear cable (white cable)

1. Pull the gear lever in the cab into position **(2)**.



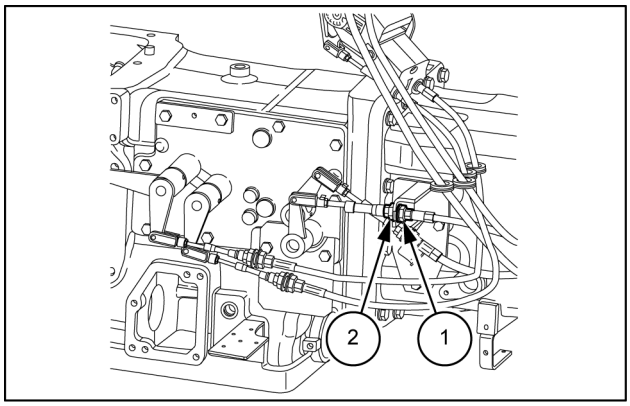
NHVM12TR00685AA 1

2. Move the first/second lever **(1)** on the right-hand side of the transmission to position **(2)**.



MOIL13TR01351AB 2

3. Loosen nuts **(1)** and **(2)** completely.
4. Push the white cable with about **5 kg** (**11.0 lb**) load and screw nut **(1)** to the mounting bracket until the clevis can be connected to the lever.
5. Unscrew nut **(1)** two revolutions.
6. Tighten nut **(2)** to the mounting bracket until the requested torque of **15 N·m** (**11.1 lb ft**) is reached.



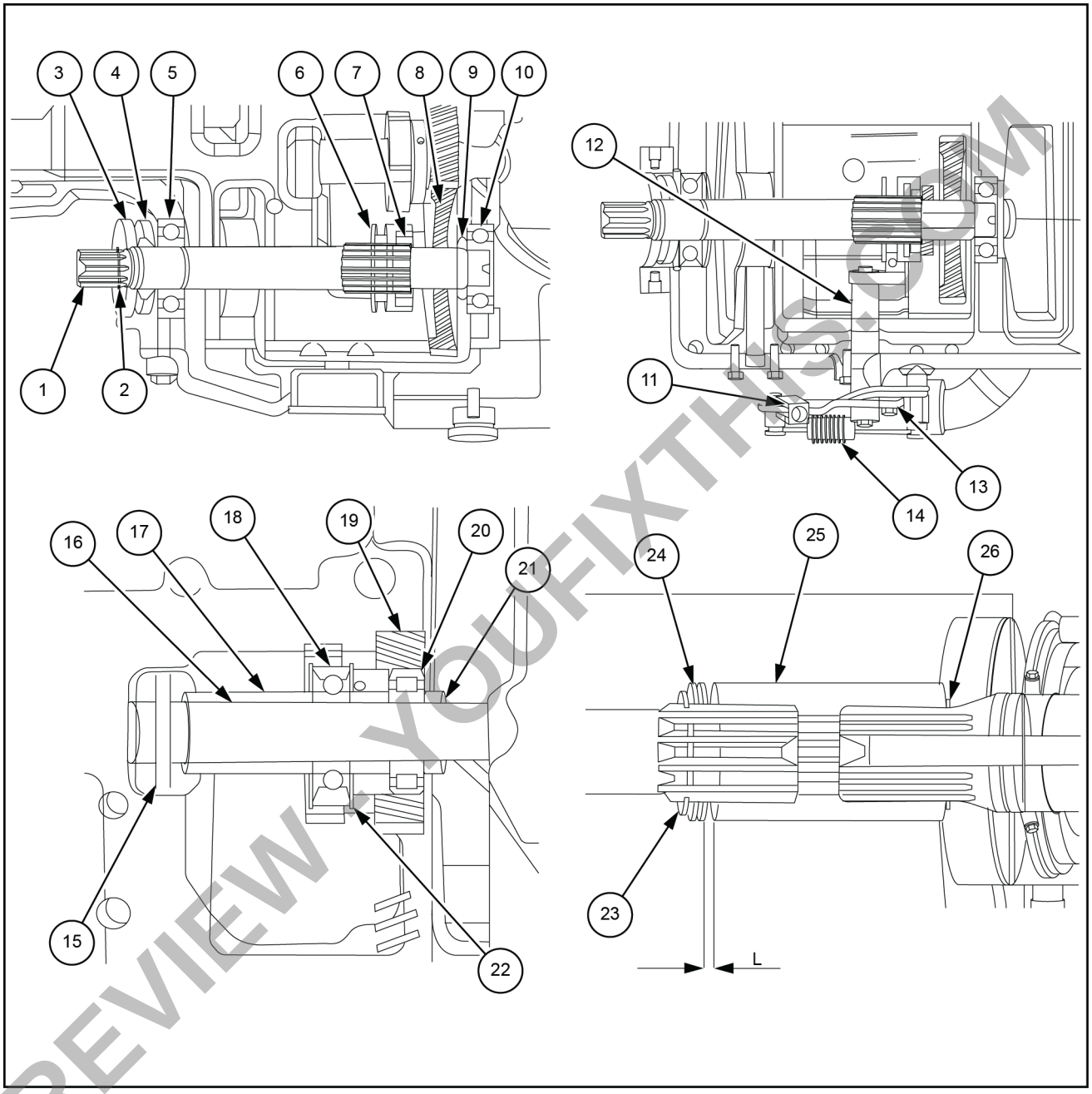
MOIL13TR01359AB 3

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Front-Wheel Drive (FWD) - Sectional view

Sectional view of drive gear with mechanical coupling

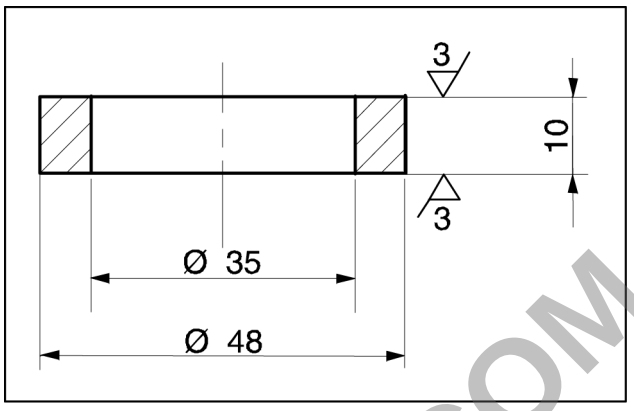


MOIL13TR01898GA 1

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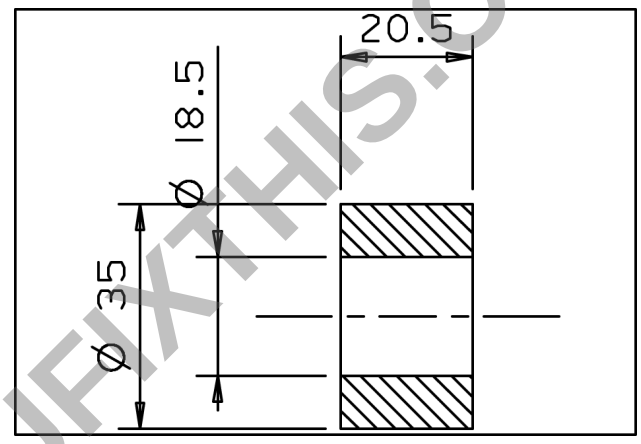
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Tool to be made to adjust the bevel pinion. To be used in conjunction with tool **380000248** (mark tool No. 50118 − measurements in mm).
Make in UNI C40.

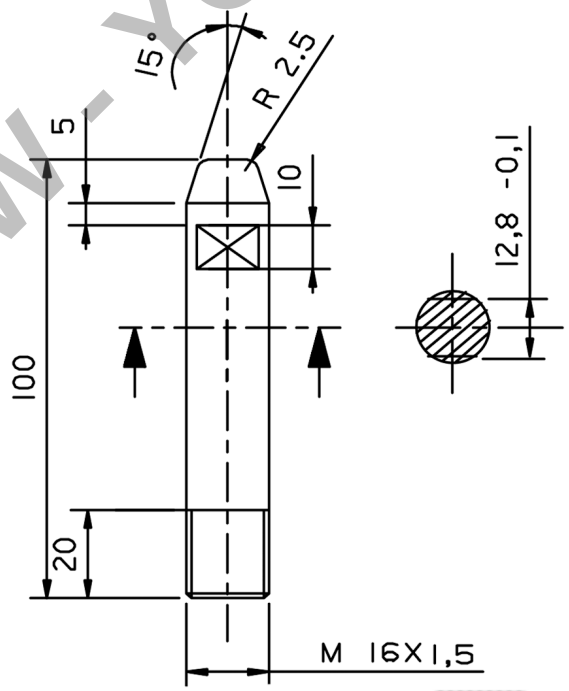


MOLI11U0138AA 1

Spacer to make for securing axle-engine assembly, for mod. TN 60S, TN 70S and TN 75S (mark the tools with no. 50162 − measurements in mm).
Make from Fe 42C material Make 4 spacers.



MOIL14UTL0171FA 2



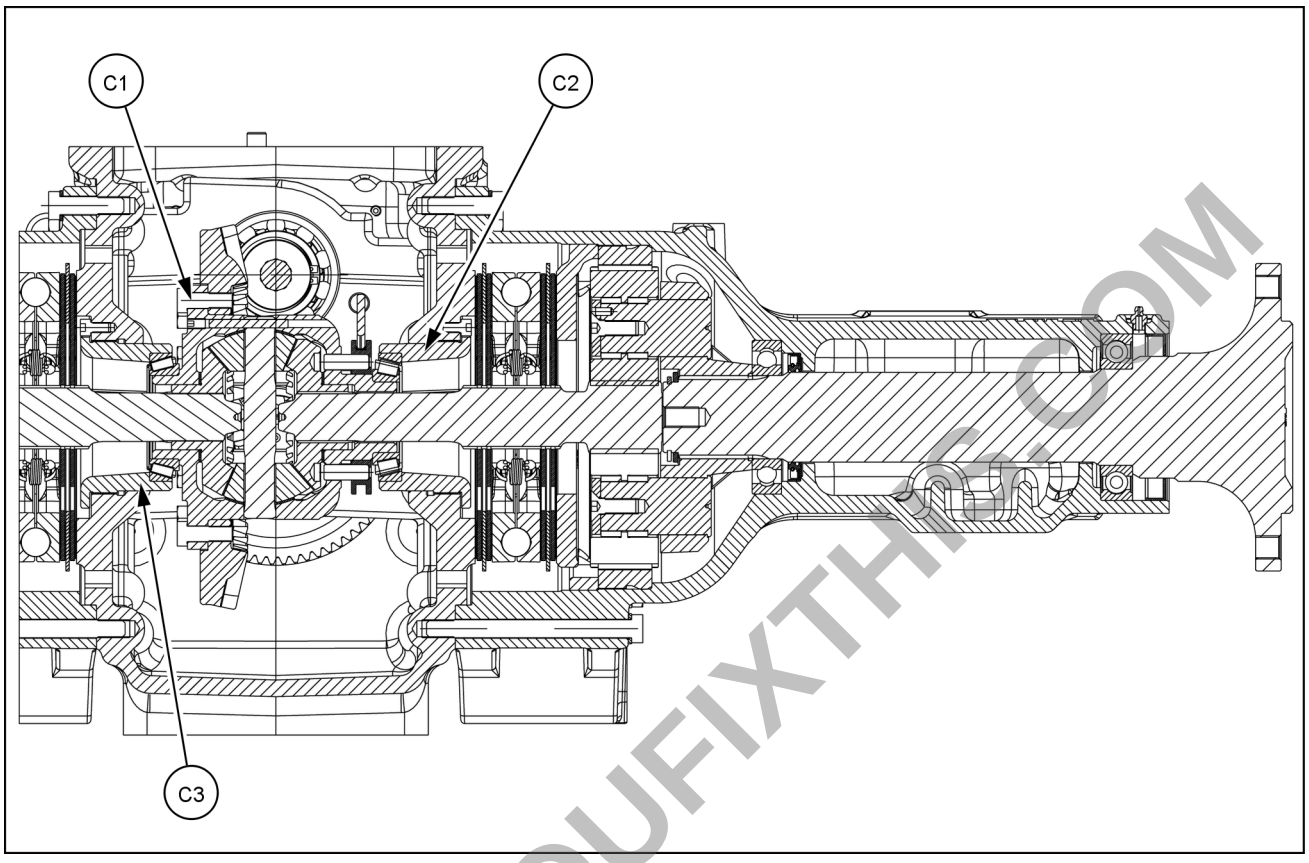
MOIL14UTL0172FA 3

Tool to make for front axle wheel disassembly-assembly (mark tool with no. 50165 − measurements in mm)
Make from UNI C40 material

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Rear bevel gear set and differential - Torque



MOIL15TR00254FA 1

Parts to be torqued	Thread	Tighten Torque
Crown wheel to gearbox retaining bolts **(C1)**	M12 x 1.25	**131 - 144 N·m** (**96.62 - 106.21 lb ft**)
Differential bearings support nuts **(C2)**	M120 x 2	**49 N·m** (**36.14 lb ft**)

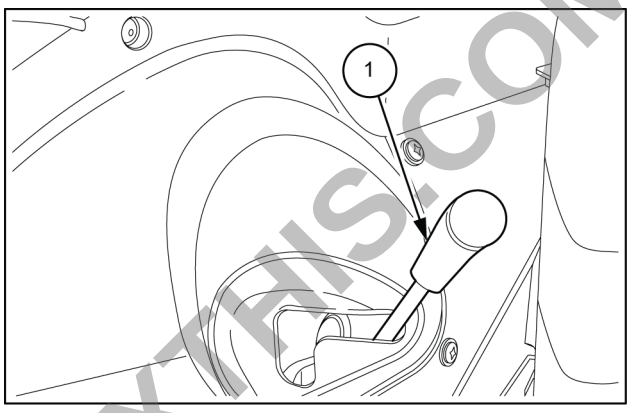
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Rear mechanical control - Dynamic description - PTO engagement - 540, 540/540E, 540/1000 rpm

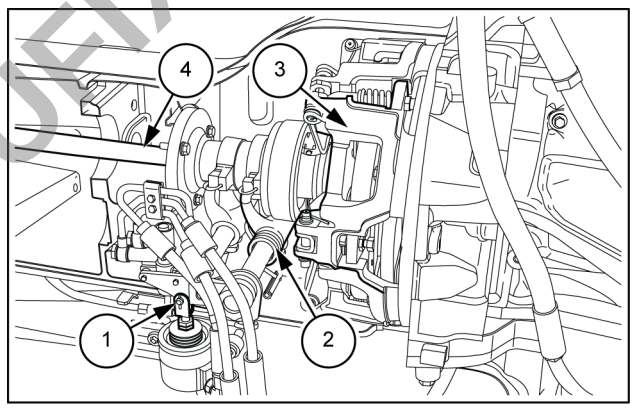
T4.100 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.100 without cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.110 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.110 without cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.120 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.120 without cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.90 with cab, with mechanical or Power shuttle transmission	Transmission - Mechanical
T4.90 without cab, with mechanical or Power shuttle transmission	Transmission - Mechanical

1. The mechanically controlled power take-off is activated by a lever **(1)** located to the right of the driver.



MOIL13TR01467AB 1

2. This lever activates the engagement control tie-rod **(1)** (see **Engage and release control tie rod - Dynamic description (31.101)**), which activates the lever **(2)**, which in turn engages the clutch of the engine **(3)** and assists the movement of the front driven shaft **(4)**.

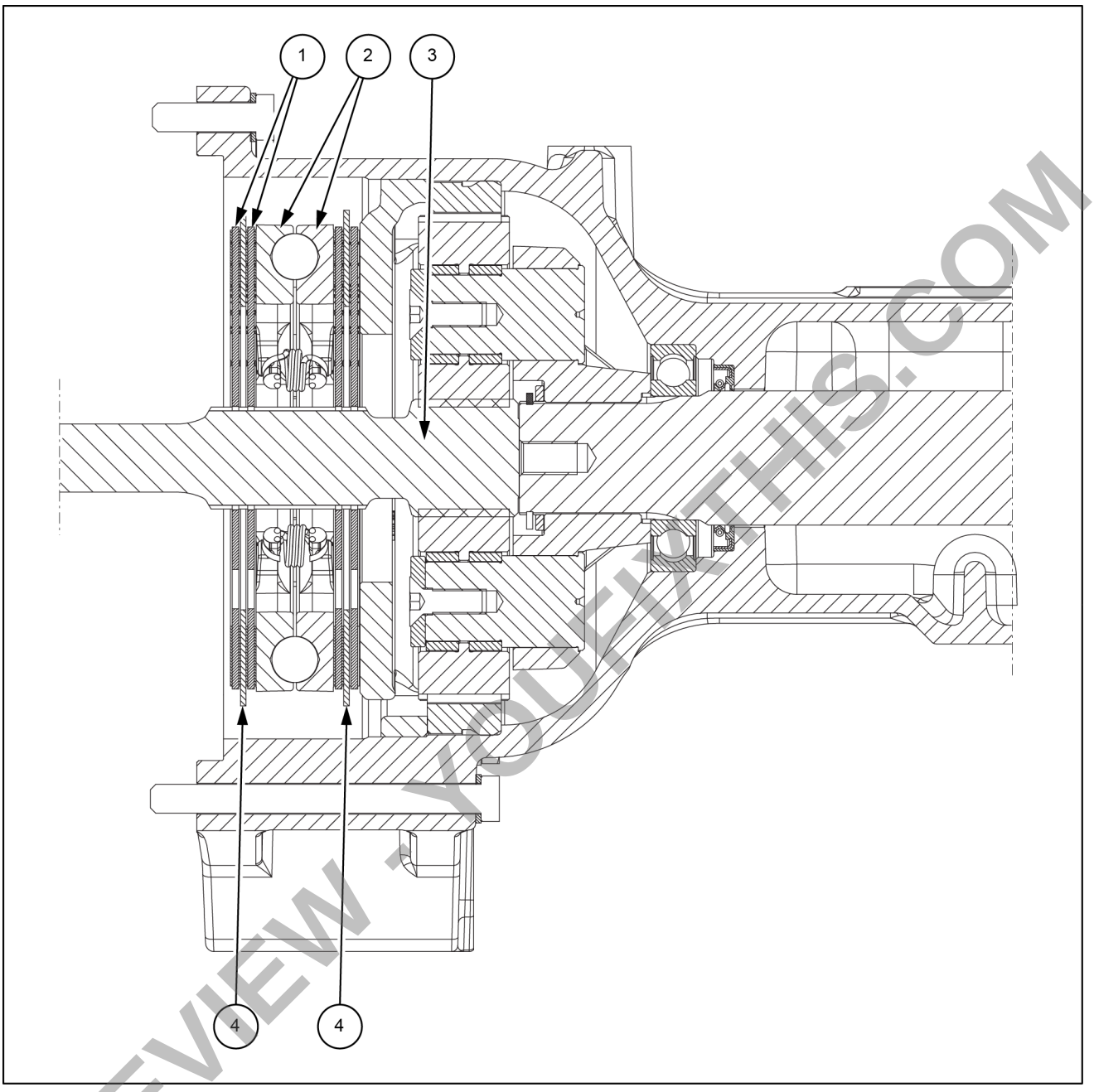


MOIL13TR01468AB 2

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Hydraulic service brakes - Sectional view



MOIL13TR01795GA 1

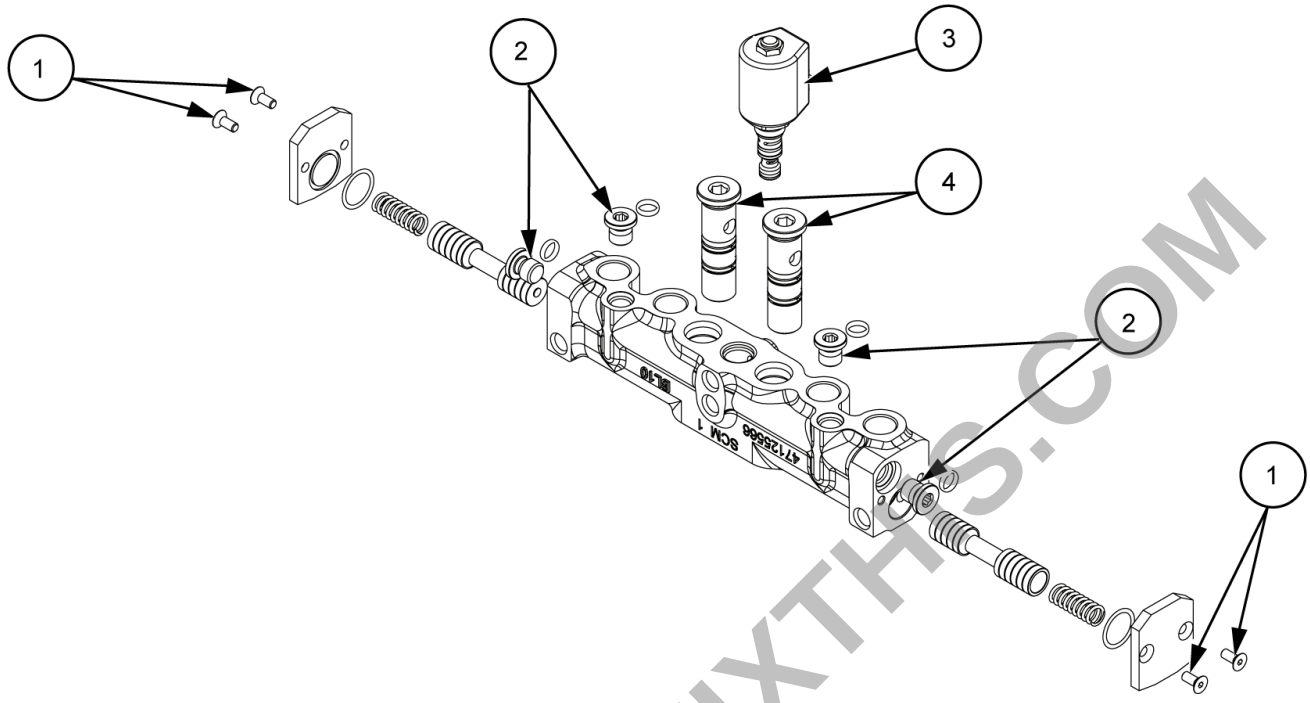
Service brakes sectional drawings

1. Service Brake Discs
2. Service brake actuator
3. Axle shaft
4. Brakes intermediate disc

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Remote control valve - Torque - Diverter



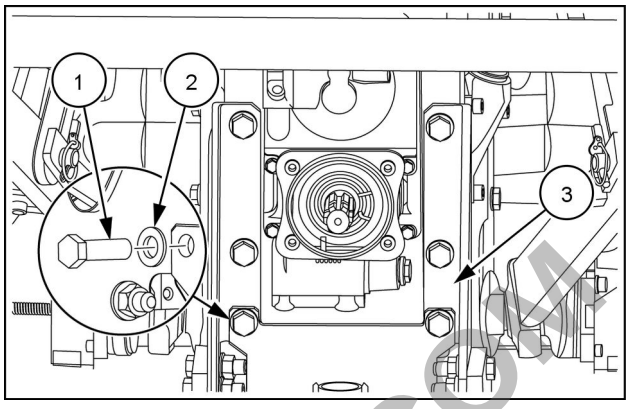
Torque rates

Parts to be torqued	Thread	Torque rates
Side cover fixing screws **(1)**	—	**6.6 N·m** (**4.9 lb ft**)
Plug **(2)**	—	**24.0 N·m** (**17.7 lb ft**)
Solenoid Valve **(3)**	**5/8 in** - 18 UNF 2B	**40.0 - 45.0 N·m** (**29.5 - 33.2 lb ft**)
Sleeves **(4)**	M18 x 1,5	**40.0 - 45.0 N·m** (**29.5 - 33.2 lb ft**)

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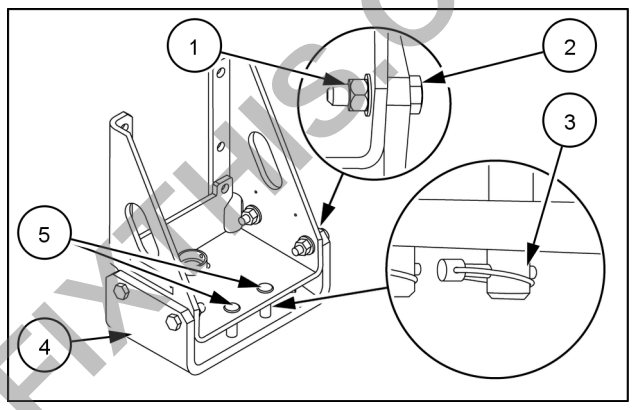
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5. Unscrew the six fixing screws **(1)** of the supporting assembly **(3)** of the drawbar and remove the spacers **(2)**.
6. Remove the drawbar support.



MOIL15TR00249AA 4

7. Remove the two retaining pins **(3)** and slide out the two lock pins **(5)**.
8. Unscrew the four fixing nuts **(1)** from the support **(4)**.
9. Disassemble the complete drawbar support assembly by taking out the four screws **(2)** and removing the spacers.



MOIL15TR00252AA 5

Next operation:
Drawbar support - Install (37.100) approximately.

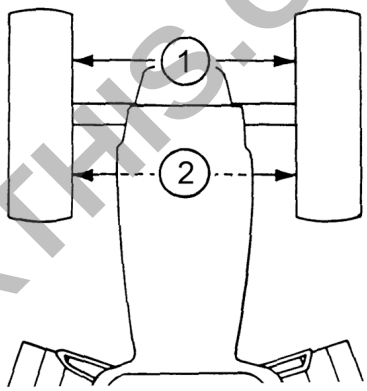
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Steering control link - Adjust

When travelling in a straight line, the wheels on four-wheel drive models must be parallel to the longitudinal axis of the tractor. A slight toe-in of the front wheels is permissible - up to a maximum of **6.0 mm** (**0.2 in**) as measured at the edges of the wheel rims.
To check the exact value of the toe-in setting of four-wheel drive tractors, proceed as follows.

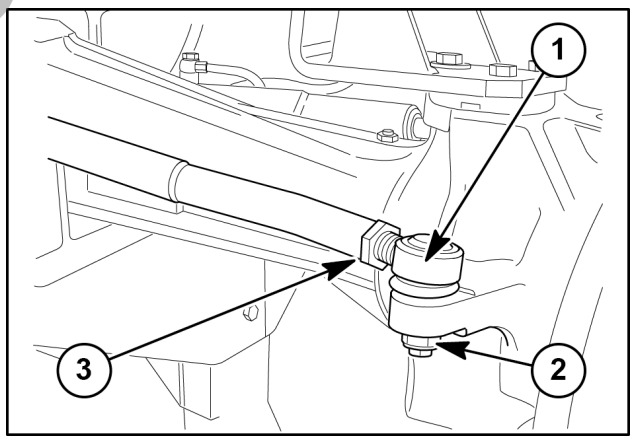
1. Inflate the front tires to the prescribed pressure.
2. Position the steering wheel at mid-travel.
3. Check that the wheels are parallel with the longitudinal axis of the tractor.
4. On the horizontal plane that passes between the centers of the wheels, measure the distance **(1)** between the front inside edges of the rims.
5. Turn both front wheels through 180°. At the height of the wheel centers, measure the distance **(2)** between the rear inside edges of the rims. Check that the new measurement is equal to distance **(1)** or exceeds this distance by up to a maximum of **6.0 mm** (**0.2 in**). The rotation of the wheels through 180° is required to eliminate the effect on the measurement of any wear on the rims.



MOIL14UTL0174FA 1

6. If wheel toe-in needs to be adjusted, remove nut **(2)** and extract the track rod end **(1)** from its housing. Loosen lock nut 3. Screw the track rod end **(1)** in or out to decrease or increase the distance (**(2)** fig. **2**). Re-position the track rod end 1 in its housing. Re-check alignment as described in points **3** and **4**. After you have adjusted the alignment to within the prescribed limits, tighten **(3)** to **180 N·m** (**133 lb ft**) and nut 2 to **100 N·m** (**74 lb ft**).

NOTE: *You must replace self-locking nut **(2)** each time the self-locking nut is removed or unscrewed.*



MOIL14UTL0090AA 2

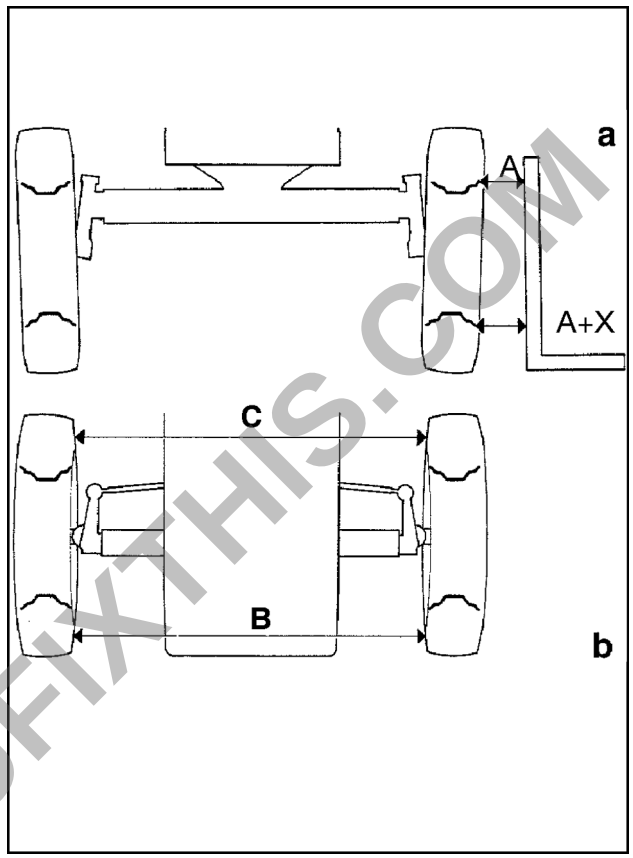
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Front wheels - Toe in adjust

Checking front wheel camber and toe-in (2WD)

Check the alignment of the steering wheels, bearing in mind that for driving in a straight line, the wheels must be at an angle of 2 **2 °** (**2.00 °**) to the ground, corresponding to a difference of approximately **15 mm** (**0.591 in**), for **406.40 mm** (**16 in**) rims, between the top and bottom edges of the rim (detail **(a)**).
When driving in a straight line, the wheels must also be parallel to longitudinal axis with a tolerance of ± **2 mm** (**0.1 in**).
(C) = (B) ± **2 mm** (**0.1 in**)
To check the toe-in, proceed as follows:



SEZ44CAP1B-1 1

1. Inflate the front tires to a pressure of **2.5 bar** (**36.25 psi**).
2. Position the steering wheel in the middle of its travel, with one spoke along the longitudinal axis of the tractor.
3. Check that the wheels are parallel with the longitudinal axis of the tractor.
4. On the horizontal plane passing between the centres of the wheels, measure the distance **(B)** between the front inside edges of the rims (see part. **(b)**).
5. On the horizontal plane passing between the centres of the wheels, measure the distance between the rear inside edges of the rims, checking that the distance is equal to **(B)** or exceeds it by up to a maximum of **2 mm** (**0.1 in**).
6. If necessary, correct the toe-in by adjusting the end of the transverse steering tie-rod.

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Ventilation - Dynamic description

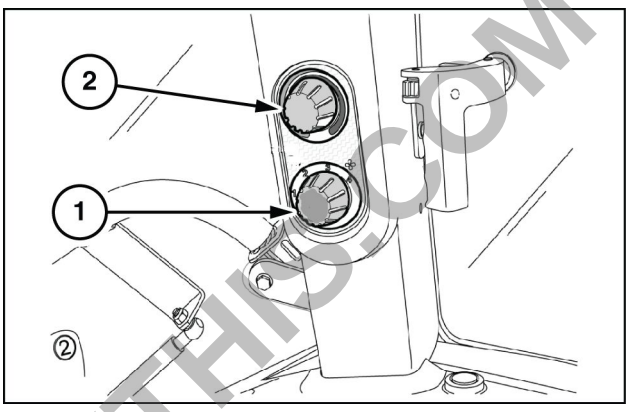
T4.100 with cab, with Dual Command™ transmission	
T4.100 with cab, with mechanical or Power shuttle transmission	
T4.110 with cab, with Dual Command™ transmission	
T4.110 with cab, with mechanical or Power shuttle transmission	
T4.120 with cab, with Dual Command™ transmission	
T4.120 with cab, with mechanical or Power shuttle transmission	
T4.90 with cab, with Dual Command™ transmission	
T4.90 with cab, with mechanical or Power shuttle transmission	

Operate the fan using selector **(2)** (Fig. **1**) and adjust the front vents **(3)** (Fig. **2**) to direct the air flow as required.

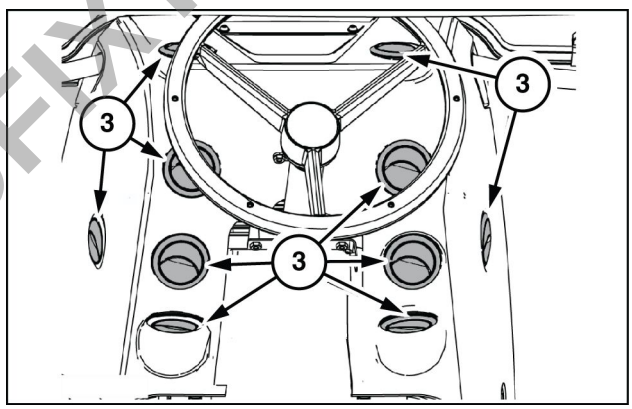
The air can be drawn in from the outside and from the inside of the cab through the side air recirculation vents (Fig. **3**).

Fresh air drawn into the cab from outside is always filtered.

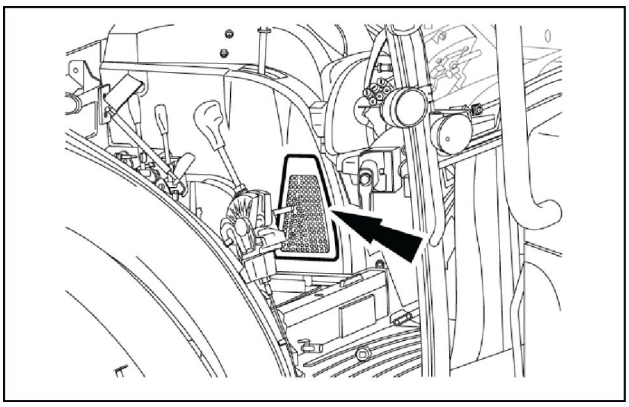
When the electric fan is operating and with the doors, re-circulation vents and windows closed, the pressure inside the cab is higher than the pressure outside, and consequently air can only enter the cab via the side filters.



MOLI11U0450AB 1



MOLI11U0451AB 2



MOLI11U0452AA 3

Electric fan

The electric fan switch **(2)** (Fig. **1**) is powered up when the key start switch is turned to position B.

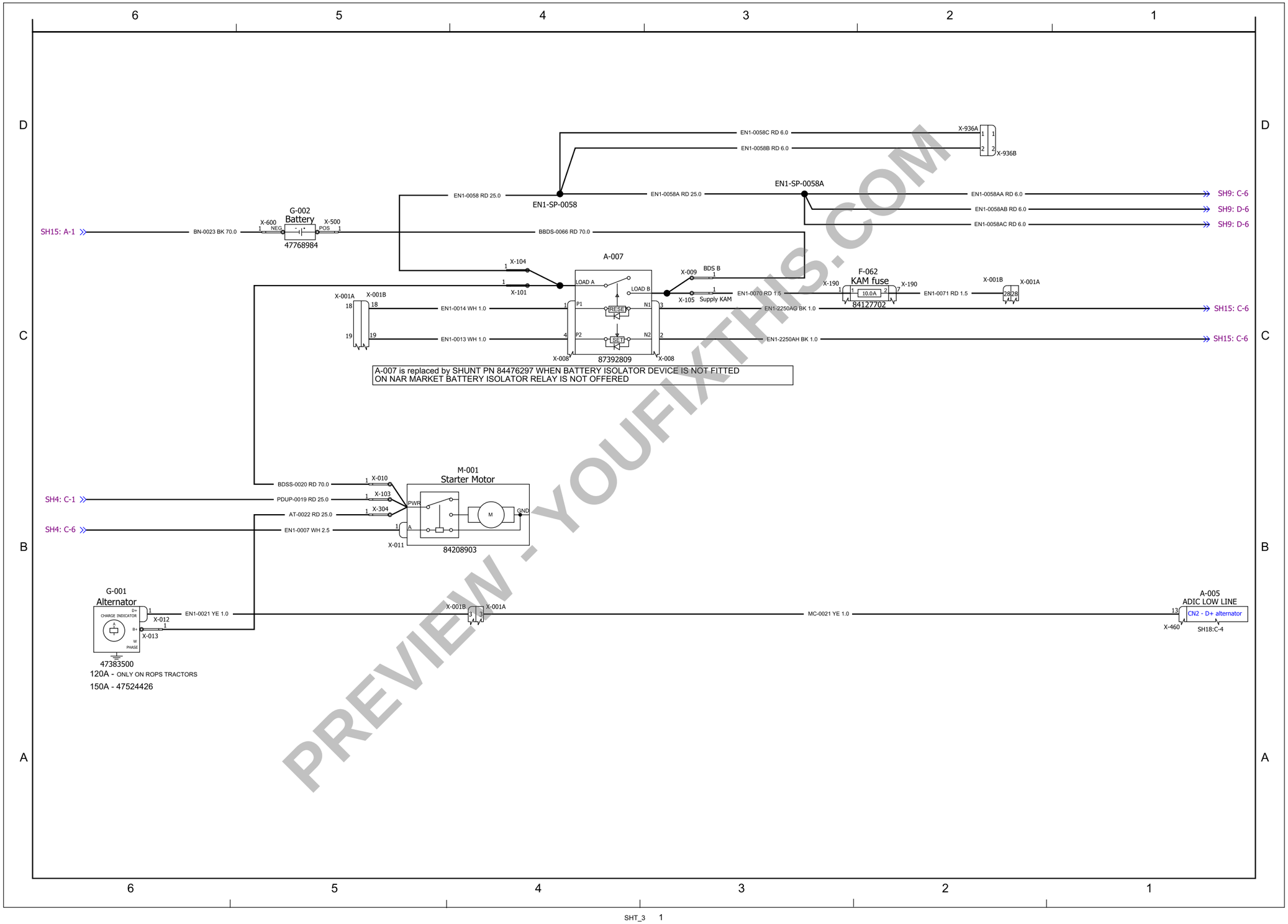
The electric fan has four operating speeds.

Air cleaner system

ATTENTION: *Remember that the filters of the cab provide no protection against antiparasitic chemicals in general. Protection against these products can only be obtained by taking the specific precautions required for each individual product. This applies to all types of filter, for which the prescriptions for use and maintenance must be followed scrupulously. Even the use of active carbon filters does not exempt the operator from adopting the personal safety precautions recommended for the product in question.*

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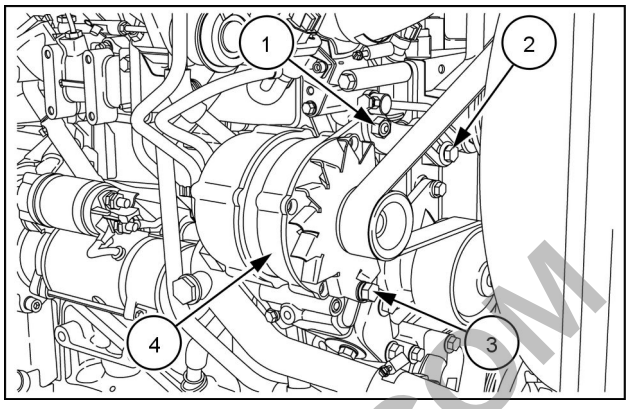


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SHT_3 1

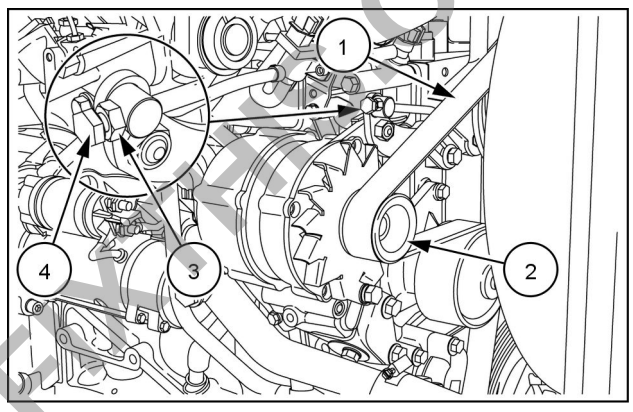
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5. Loosen the lower retaining screw **(3)** of the alternator **(4)**.
6. Loosen the alternator and belt tensioner upper retaining nut **(1)**.
7. Loosen the belt tensioner retaining bolt **(2)** to the engine crankcase.



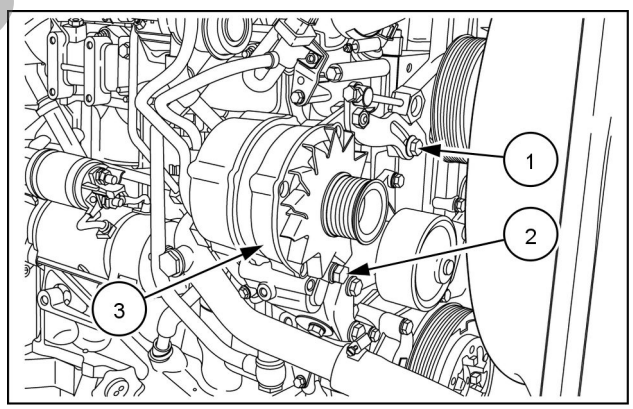
MOIL15TR01110AA 3

8. Unscrew the locknut **(3)** on the belt tensioner adjusting screw **(4)**.
9. Unscrew the adjustment screw **(4)** to eliminate the belt tension **(1)** in order to remove it from the alternator pulley **(2)**.



MOIL15TR01111AA 4

10. Unscrew the alternator and belt tensioner upper retaining nut **(1)**.
11. Unscrew the alternator lower retaining bolt **(2)**.
12. Remove alternator **(3)**.



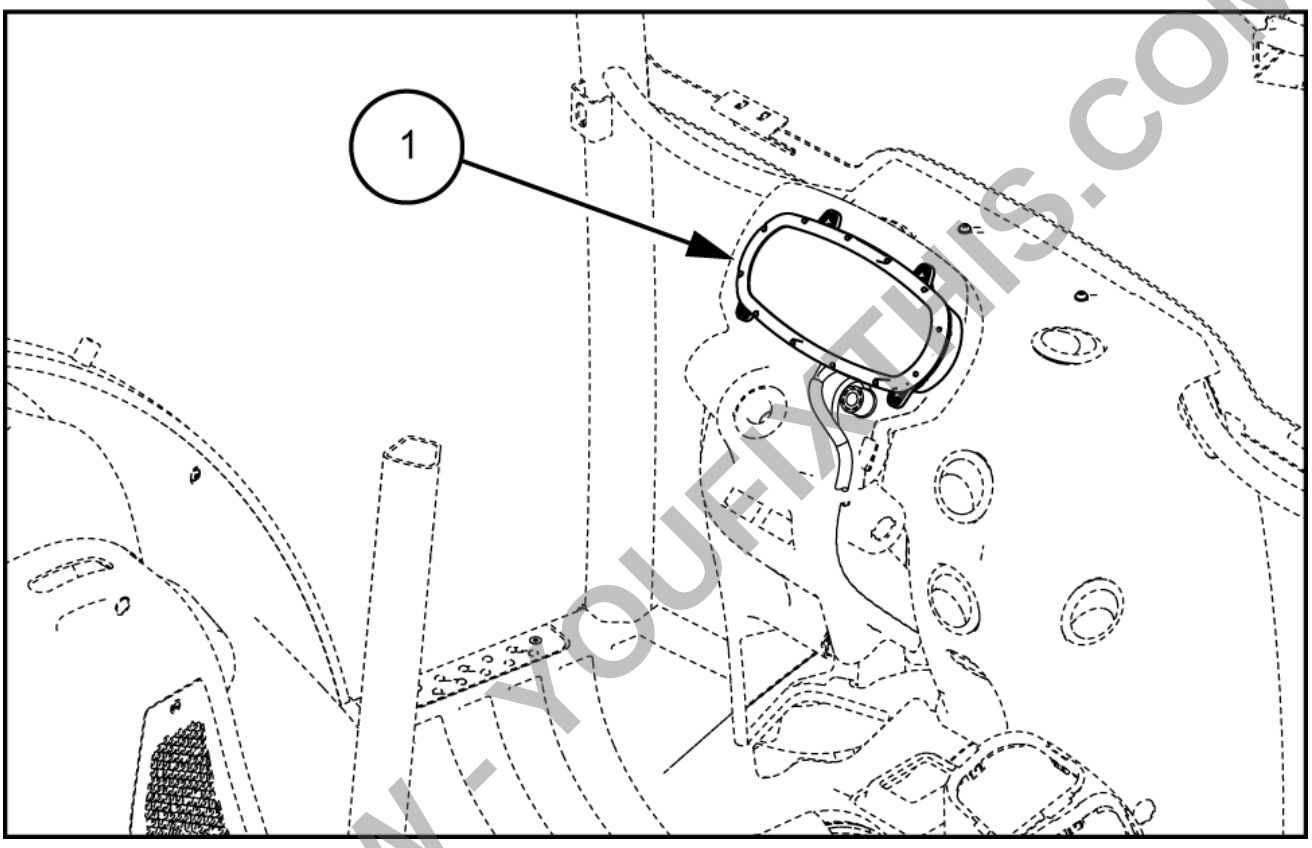
MOIL15TR01112AA 5

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Electronic module - Component localization - ADIC unit for cab models

T4.100 with cab, with Dual Command™ transmission	
T4.100 with cab, with mechanical or Power shuttle transmission	
T4.110 with cab, with Dual Command™ transmission	
T4.110 with cab, with mechanical or Power shuttle transmission	
T4.120 with cab, with Dual Command™ transmission	
T4.120 with cab, with mechanical or Power shuttle transmission	
T4.90 with cab, with Dual Command™ transmission	
T4.90 with cab, with mechanical or Power shuttle transmission	



MOIL12TR00942AA 1

The ADIC unit is mounted inside the dashboard.

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Electrical systems - 55

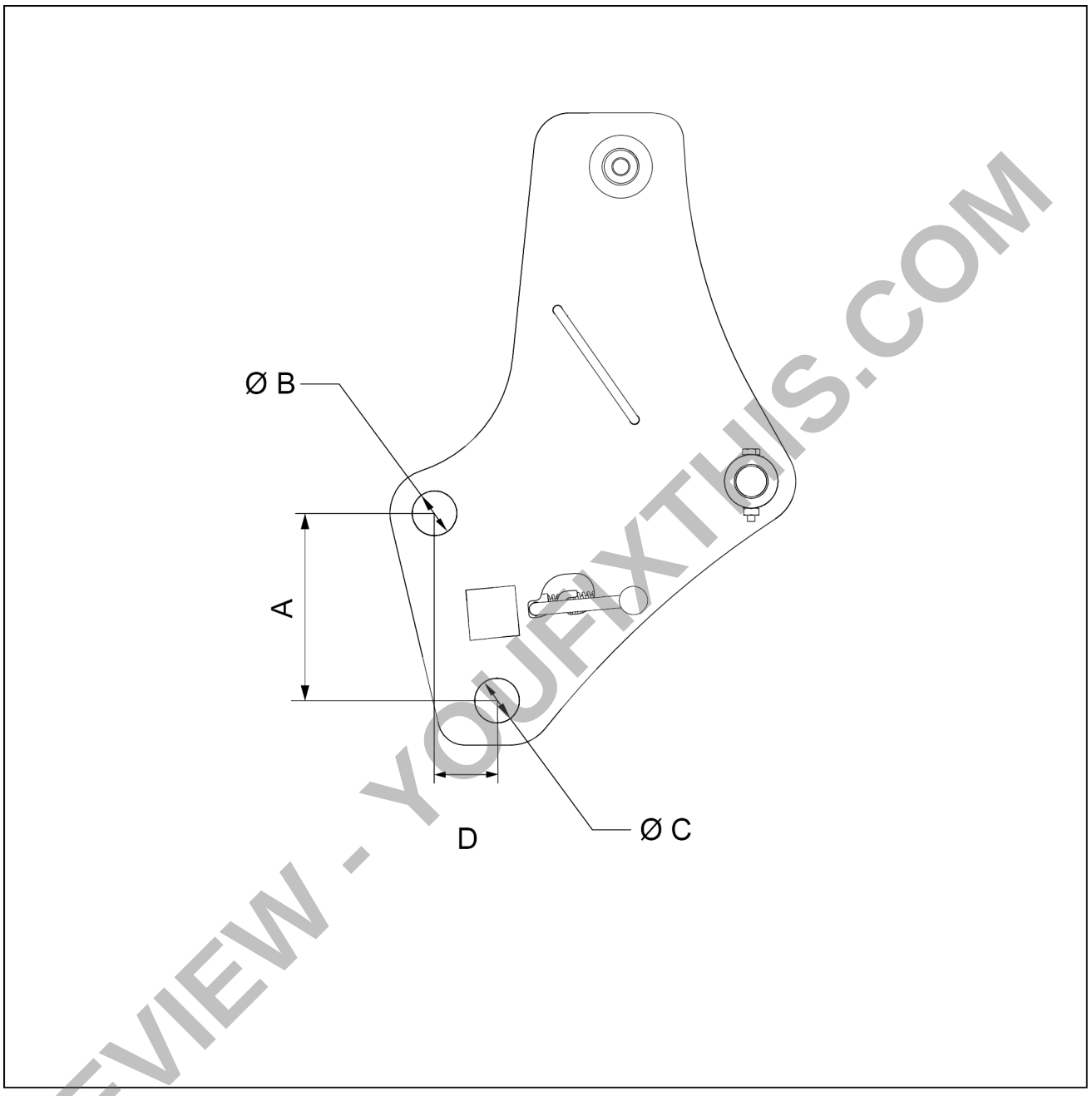
FAULT CODES - DTC

T4.100 with cab, with Dual Command™ transmission , T4.100 with cab, with mechanical or Power shuttle transmission , T4.100 without cab, with Dual Command™ transmission , T4.100 without cab, with mechanical or Power shuttle transmission , T4.110 with cab, with Dual Command™ transmission , T4.110 with cab, with mechanical or Power shuttle transmission , T4.110 without cab, with Dual Command™ transmission , T4.110 without cab, with mechanical or Power shuttle transmission , T4.120 with cab, with Dual Command™ transmission , T4.120 with cab, with mechanical or Power shuttle transmission , T4.120 without cab, with Dual Command™ transmission , T4.120 without cab, with mechanical or Power shuttle transmission , T4.90 with cab, with Dual Command™ transmission , T4.90 with cab, with mechanical or Power shuttle transmission , T4.90 without cab, with Dual Command™ transmission , T4.90 without cab, with mechanical or Power shuttle transmission

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Coupling brackets - Drawing – With Non Self-Leveling (NSL) system



MOIL14TR00927GA 1

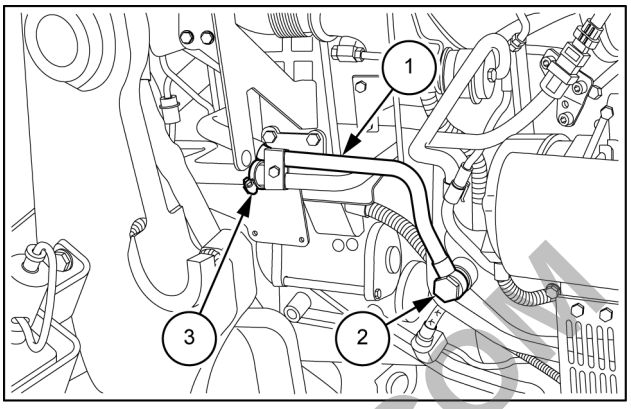
Reference dimensions of the connecting bracket

- A = **210 mm** (**8.2677 in**)
- B = **50 mm** (**1.9685 in**)
- C = **50 mm** (**1.9685 in**)
- D = **70 mm** (**2.7559 in**)

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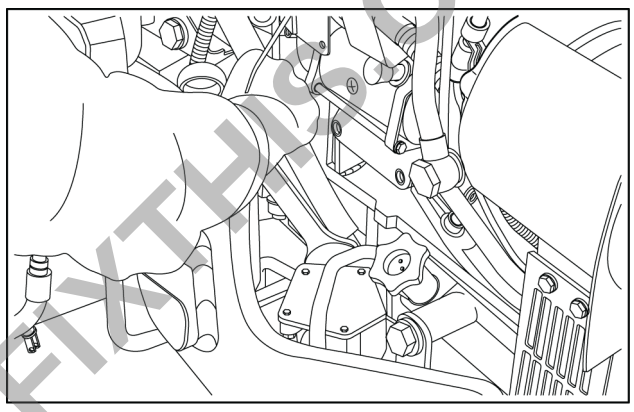
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3. Remove the pipe support plate **(1)**. Loosen the hydraulic fitting **(2)** to empty the engine cooling system. Slacken the clamps **(3)**. Disconnect the two hoses.



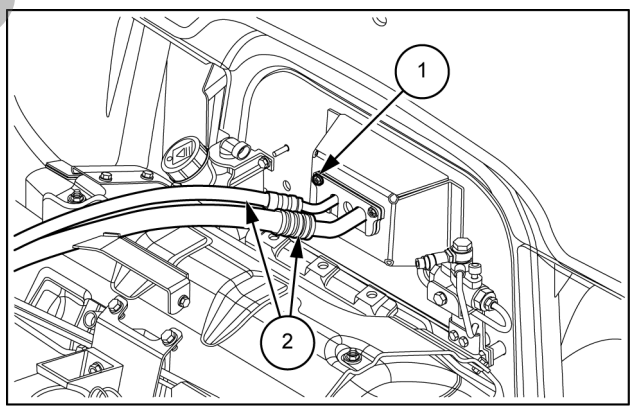
MOIL13TR01692AB 3

4. Detach the oil return line that connects the steering cylinder to the filter on the right-hand side of the engine.



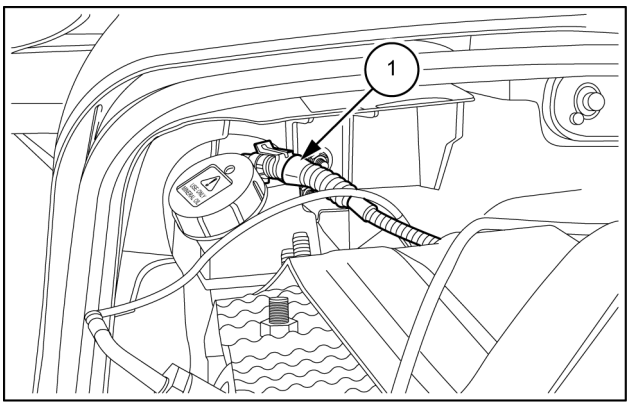
MOIL13TR01703AA 4

5. Remove the seal, loosening the two fixing screws **(1)**. Disconnect the air-conditioning system pipes **(2)** from the cab.



MOIL13TR01693AB 5

6. Disconnect the electrical connection **(1)** from the brake fluid reservoir.



MOIL12TR00553AA 6

7. Perform the operation **Fuel tank - Remove (10.216)**.

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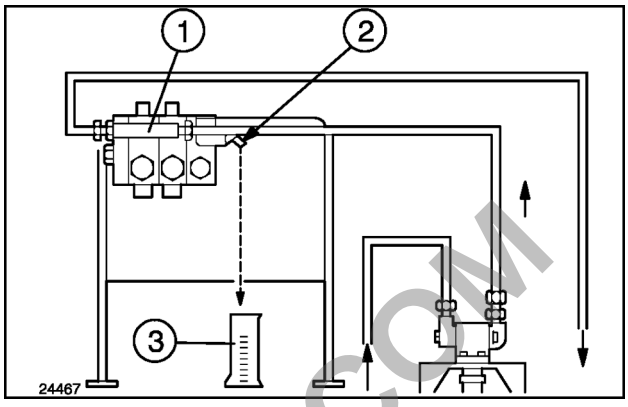
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Leakage test of the control valves

Connect the auxiliary control valve group and the test equipment as shown in the diagram. Suitable adapters are required to connect the three-way fitting **(1)** to the control valves.
After having made the connections, carry out the test as follows:

1. Start the hydraulic pump. Gradually increase the pressure by turning the hand wheel on the test equipment until a pressure of **147 bar** (**2131.50 psi**) is shown on the pressure gauge.
2. Collect the leaked oil flowing from the fitting **(2)** in the measuring container **(3)** for a period of exactly one minute.
3. Check that the quantity of oil collected does not exceed **0.42 cm³/sec** (**0.03 in³/sec**) for a new control valve, and does not exceed **1 cm³/sec** (**0.06 in³/sec**) for a used control valve.

NOTE: *You must carry out the leakage test on each supply line of the control valve group.*



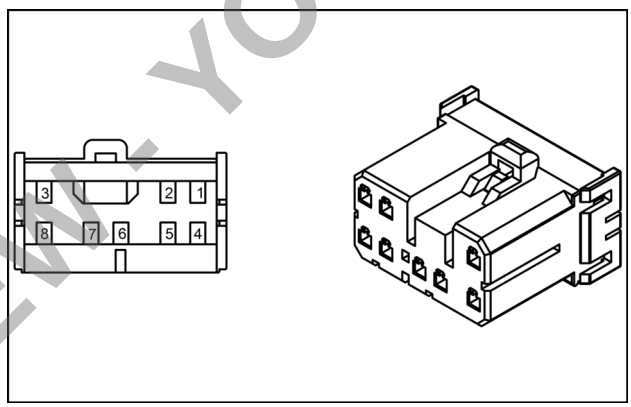
SEZ35CAP2A-1 3

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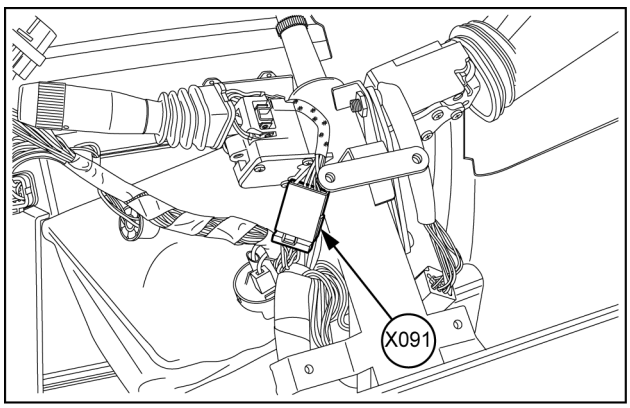
Pin	From	Wire	Description	Color-Size	frame
A1	MC-SP-5006-P-X	MC-5006B	12V from F-019 to FLASHER unit [B1]	RD - 1.5	**SHEET 14**
A2	MC-SP-0360-P-X	MC-0360	Turn signal RH	VT - 1.0	
A3	**X-098A (Female) pin 5**7 pole socket	MC-0354	Direction indicator socket RH 7 pole fuse	VT - 1.0	
A4	MC-SP-0359-P-X	MC-0359	Turn signal LH	VT - 1.0	
A5	**X-098A (Female) pin 3**7 pole socket	MC-0353	Direction indicator socket LH 7 pole	VT - 1.0	
A6	**X-092 (Female) pin 6**Switch HAZARD LIGHTS	MC-0361	Hazard warning lamp	WH - 0.5	
A7	**X-450 (Female) pin 18** ADIC LOW LINE CN1	MC-0358	INDICATOR TRAILER II	VT - 0.5	
A8	MC-SP-5007-P-X	MC-5007A	12V from F-013 to FLASHER unit [A8]	OR - 1.0	
B1	MC-SP-5006-P-X	MC-5006A	12V from F-019 to FLASHER unit [A1]	RD - 1.5	
B2	**X-091 (Female) pin 8**SWITCH lighting stalk	MC-0363	Turn signal RH	YE - 0.5	
B3	**X-091 (Female) pin 7**INT lighting stalk	MC-0362	Turn signal LH	YE - 0.5	
B4	**X-092 (Female) pin 3**INT HAZARD LIGHTS	MC-0350	SWITCH HAZARD LIGHTS	YE - 1.0	
B5	**X-450 (Female) pin 17** ADIC LOW LINE CN1	MC-0357	INDICATOR TRAILER I	VT - 0.5	
B6	**X-023A (Female) pin 2** LH rear fender lamp	MC-0351C	TURN LH signal	VT - 1.0	
B6	**X-802 (Female) pin 1**	MC-0351B	TURN LH signal	VT - 1.0	
B7	**X-024A (Female) pin 2** RH rear fender lamp	MC-0352C	TURN RH signal	VT - 1.0	
B7	**X-801 (Female) pin 1**	MC-0352B	TURN RH signal	VT - 1.0	
B8	**X-400 (Male) pin 1** CAB chassis GND - LH pillar lowe	MC-2258L	CAB GND to FLASHER - 1	BK - 2.5	

X-091 - Lighting stalk swith [S-022] (87747425) (Female)



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87747425



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If there was no continuity,Repair or replace the wiring harness as required.

B. If wiring harness test is good, .Continue to step **7**

7. Check for an open ground circuit.

   A. Check between connector **X-309**, pin 3 and ground. If an open circuit is indicated, repair or replace the wiring as necessary.

   B. If an open circuit is not indicate, Continue to step **8**

8. Check the speed pickup gear.

   A. Remove the speed sensor and check for damage to the speed pickup gear inside the rear axle. If ay damage is indicated, disassemble the rear axle and replace the speed pickup gear.

   B. If the speed pickup gear is okay,Continue to step **9**

9. Replace the sensor

   A. Replace the wheel speed sensor **B-032**;
   if nothing seems to help,download the correct version of the control unit software.

   B. If the fault re-occurs again, remove and replace the control unit.

Wiring harnesses - Electrical schematic sheet 19 (55.100)

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