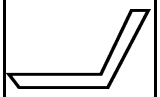
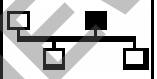
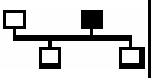
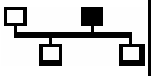
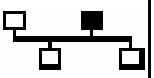
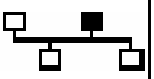
Fault codes of digital instrument displayed combined with related symbol

Fault code	Symbol	Function	Audible warning	Indicator (Amber) on
14015		Supply voltage	NO	YES
14016		Supply voltage	NO	YES
14041		Coolant temperature	YES	YES
14042		Coolant temperature	YES	YES
14091		Transmission speed	NO	YES
14092		Transmission speed	NO	YES
14093		Seat switch	YES	YES
14094		Seat switch	YES	YES
14101		Fuel sensor	YES	YES
14900		MCM missing	NO	NO
14905		Keypad missing	NO	NO
14906		PSS missing	NO	NO
14911		Instrument panel without keypad	NO	YES
14912		Instrument panel with keypad	NO	YES
14061		Air brake pressure	YES	YES

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SETTING THE GROUND SPEED DISPLAY

If rear tires of a different size are installed, with a difference in radius of more than 13 mm (0.5 in.) compared to the standard ones, it will be necessary to calibrate the electronic control module so the display shows the correct ground speed. To calibrate, perform the following procedures:

- Check that the tires are at the right inflation pressure for the load to transport (see the tables of the tire inflation pressures and permissible loads in section 3 of this manual).
- Select a dry, compact and level surface (preferably concrete) and measure out a section exactly 100 m (328 ft) long. Mark the start and end of this section with chalk.

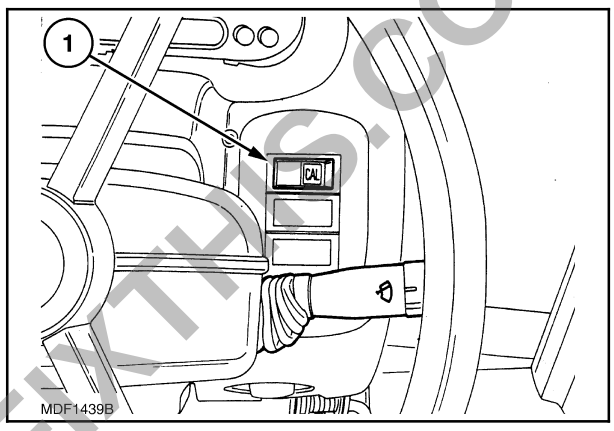
Automatic calibration with the CAL/SEL button

1. Park the tractor at a short distance from the first line marked out and, with the engine running, press and hold the CAL/SEL button (**1**) for 3 seconds to enter the calibration mode. The display (**2**) will show SETUP_MENU. Wait approximately two seconds until the display shows **CAL**. Use pushbuttons (**A** and **B**) to select CAL auto. Press **CAL**/**SEL** button (**1**) again to select CAL auto ready on the display (**2**). The display (**3**) will show **0000**.

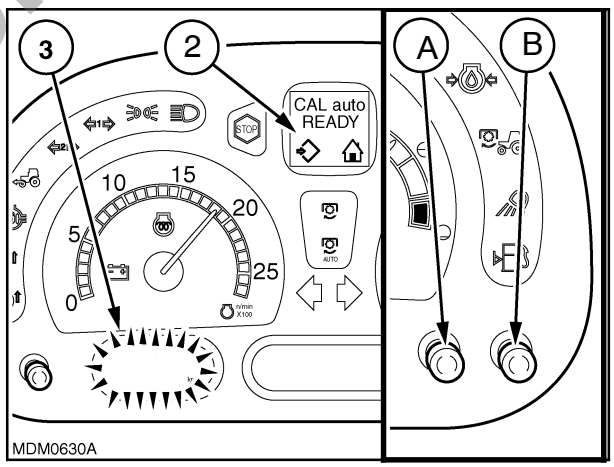
NOTE: *The set procedure can be cancelled at any time by pressing the brightness control button or turning the ignition key OFF.*

2. Select a suitable gear to provide a speed of 3 km/h (1.8 MPH) and begin moving. When the central portion of the front tires passes over the start line, press and release the CAL/SEL button. CAL auto ON will appear on the display (**1**).
3. The left-hand display (**3**) will show a four digit figure that will increase as the tractor moves forward.
4. When the central portion of the front tires passes over the end line, press and release the CAL/SEL button again. The display (**1**) will show CAL auto OK for a successful automatic calibration.
5. Turn the ignition key OFF to save the setting.

NOTE: *If the calibration is not successful CAL NOT OK will appear on the display, press the CAL/SEL button (**1**) again to restart the sequence, repeat the procedure. On completing the setting, the tractor speed will be shown on the left-hand display (**3**).*



27



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ENGINE

CONDITION	POSSIBLE CAUSE	REMEDY
The engine will not start or starts with difficulty	Incorrect starting procedure	See starting procedure
	Fuel level low or empty	Check 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
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
Engine does not reach maximum power	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

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ENGINE DATA

Engine ..... CNH
- T5040 ..... F4CE9484N
- T5050 ..... F4CE9484M
- T5060 ..... F4CE9484L
- T5070 ..... F4CE9484C

– Clutch 12

– Injection pump ..... BOSCH

– Intake
- T5040 ..... Turbocharged
- T5050 ..... Turbocharged
- T5060 ..... Turbocharged
- T5070 ..... Turbocompressor

– Number of cylinders 4

– Bore and stroke ..... mm (in) ..... 4.094 x 5.196 (104 x 132)

– Total displacement ..... cm^3 4485

– Compression ratio ..... 17.5 ± 0.5:1

– Power at flywheel (ISO14396/ECE R120):
- T5040 ..... KW 63
  HP 86
- T5050 ..... KW 71
  HP 97
- T5060 ..... KW 78
  HP 106
- T5070 ..... KW 83
  CV 112

– Torque increase (%):
- T5040 40
- T5050 37
- T5060 31
- T5070 29

– Corresponding speed ..... rpm 2300

– Maximum torque ..... rpm 1300

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LUBRICATION AND MAINTENANCE TABLE

The operation numbers in the second column reference the operations and illustrations on the following pages of this section.

Hours of work	Operation Number	Maintenance operations	Efficiency check	Fill-up level	Clean	Grease	Adjust	Change	Page
Flexible maintenance	1.	Radiator expansion tank		X					4-11
	2.	Windshield washer tank		X					4-11
	3.	Air conditioning receiver-drier	X						4-12
	4.	Transmission handbrake	X	X					4-13
	5.	Hydraulic control valve oil recovery cup			X				4-13
	6.	Radiator			X				4-13
	7.	Braking system					X		4-14
	8.	Engine clutch					X		4-14
	9.	Compressor belt					X		4-15
	10.	Tractor lights	X						4-15
	11.	Tire pressure	X						4-16
	12.	Wheel nut torque	X						4-16
With warning light ON	13.	Main cartridge, dry air filter			X				4-17
	14.	Brake fluid tank	X	X					4-18
	15.	Fuel filter water drain			X				4-19
Every 10 hours	16.	Engine oil sump	X	X					4-20
	17.	Compressed air brake	X		X				4-21

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STARTING AND STOPPING

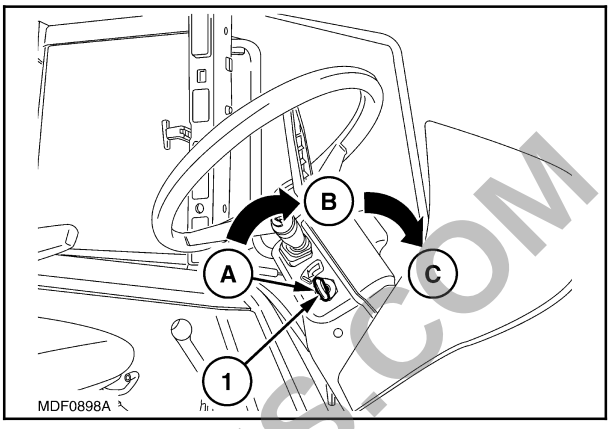
STARTER SWITCH

The key switch (**1**) functions in three positions as follows:

A. No power supply to any of the circuits (key can be removed). Engine stopped: automatic activation of fuel injection cut-off.

B. Standby for engine start up. Operation of panel lights and instruments. Power supplied to various circuits.

C. Engine start up: if released, the key returns automatically to position **B**.



1

STARTING THE ENGINE

NOTE: *If the tractor has not been used for some time, or is started up for the first time in low outside temperature conditions, operate the fuel pump starting lever approximately twenty times and allow the engine to run for 5 to 10 seconds with the injection pump in the «stop» position. Refer to Section 4 page 4-33 on priming the fuel pump.*

1. Adjust the operator seat and be seated before starting tractor.
2. Press down the clutch pedal, place the shuttle control lever in neutral to close the starting safety device switch.
3. Move the throttle lever to approximately the half-way position.
4. Turn the starter key to position **C** fig. 1. As soon as the engine starts, release the key.

Starting engine with the grid heater

⚠ DANGER ⚠

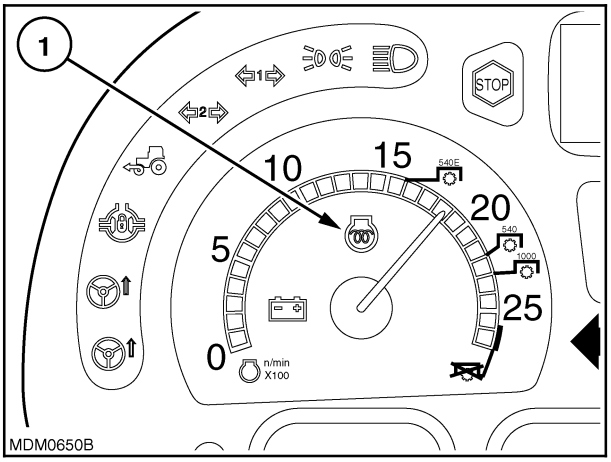
Explosion hazard! The tractor is equipped with a device for starting in cold climates. Do not use ether with the grid heater installed. It will explode in the intake manifold. Failure to comply could result in death or serious injury.

If you find starting difficult in cold climates, contact your dealer for assistance

The grid heater, effective down to temperatures of -30 °C (-22 °F), is installed in the intake manifold. It automatically comes into operation when the temperature drops to 10 °C (50 °F).

The grid heater automatically turns on, heating the intake air, when the ignition key is in the position **B**.

When the grid heater is activated, the indicator light (**1**) on the control panel illuminates.



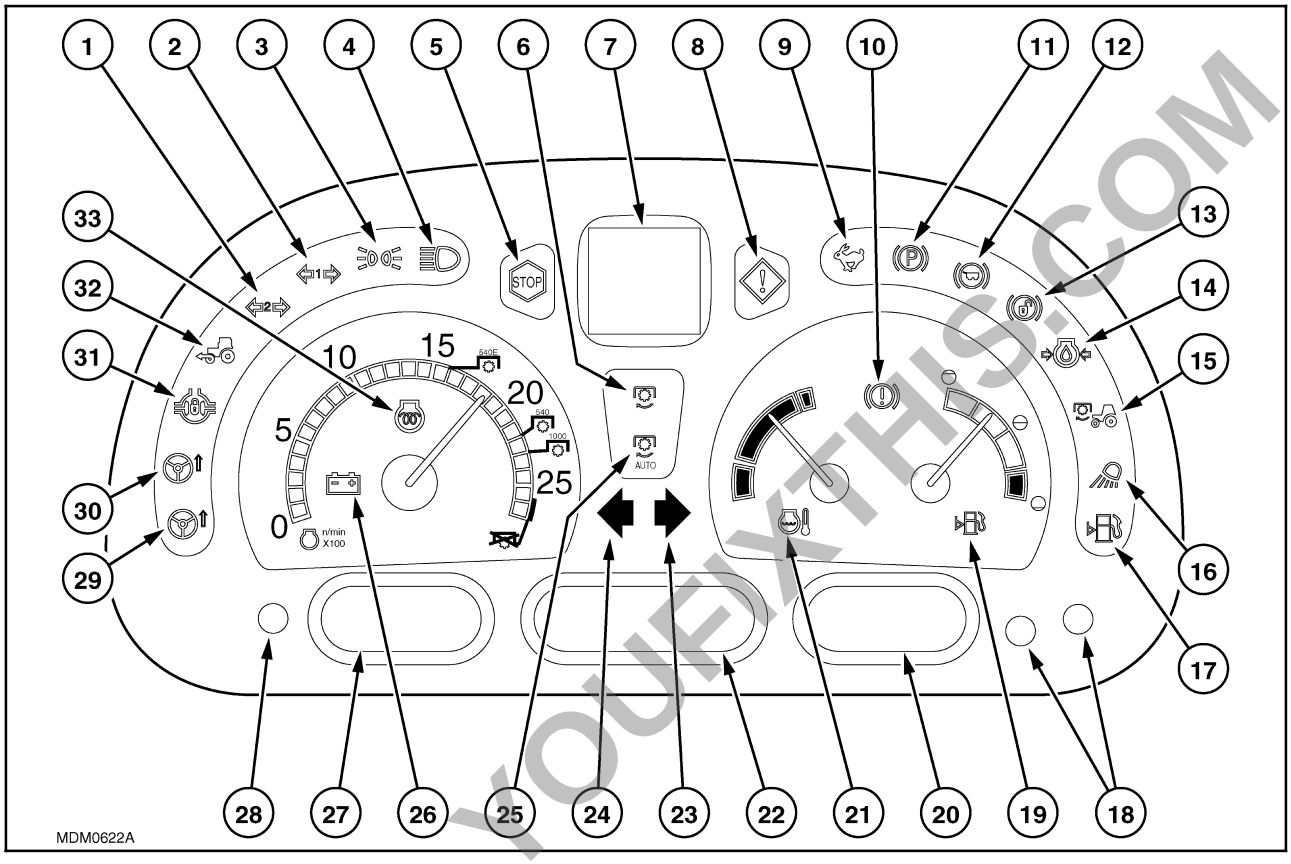
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INDICATOR AND WARNING LIGHTS

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.



2

NOTE: *PTO symbols shown on the tachometer are not present on models not equipped with the advanced keypad.*

1. **Trailer turn signal indicator light** (green) – This indicator light flashes together with the tractor/ trailer direction indicators, if the second trailer is connected.

2. **Trailer turn signal indicator light** (green) – This indicator light flashes together with the tractor/ trailer direction indicators, if a trailer is connected.

3. **Parking lights** (green) – The indicator light comes on when the tractor's lights are switched on.

4. **Headlight main beam** (blue) – This indicator light comes on when the tractor lights are switched to main beam.

5. **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 (7) indicating the location of the fault.

6. **Power take-off indicator** (yellow) – Lights up when the engine is running and the power take-off is engaged.

7. **Performance display** – The display shows information on the operational condition of the machine in the form of symbols or code numbers.

8. **Indicator lamp** (amber) – This indicator light comes on and the display (7) shows a warning symbol. The light blinks for 4 seconds, after which the symbol on the display disappears and the indicator light stays on steady. To display the fault, access the display menu. Stop the tractor and investigate the cause of the trouble.

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FAULT CODES DESCRIPTION

If a fault occurs that disables the tractor, and if you are not able to repair the fault yourself, contact your authorized dealer providing the four digit error code on the performance display. Disabling codes and descriptions are as follows:

CODE	FAULT
2024	Clutches not calibrated
2026	Clutch D not calibrated
2027	Clutch C not calibrated
2028	Clutch B not calibrated
2029	Clutch A not calibrated
2038	Solenoid valve or clutch B driver in short circuit
2039	Circuit open on clutch B solenoid valve or short circuit to ground
2041	Circuit open on clutch A solenoid valve or short circuit to ground
2042	Solenoid valve or clutch A driver in short circuit to +12V
2048	Setting too low on clutch pedal switch
2053	5V sensors power supply voltage too high
2054	5V sensors power supply voltage too low
2061	Seat switch error
2065	Circuit open on clutch C solenoid valve or short circuit to ground
2066	Circuit open on clutch D solenoid valve or short circuit to ground
2067	Solenoid valve or clutch D driver in short circuit to +12V
2068	Solenoid valve or clutch C driver in short circuit to +12V
2085	Fuse low error
2097	Dump electrovalve short to 12 VF error
2098	Dump electro-valve open or short to ground error

ECM = electronic control module

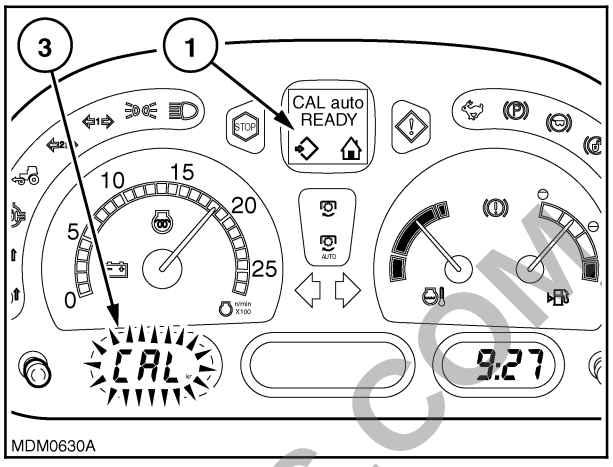
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Manual calibration with CAL/SEL button

The manual calibration allows the operator to set the rolling circumference of the rear tire (if known) without the need to drive over a measured distance.

- With the tractor stationary and the key-start on, press and hold the CAL/SEL button for 3 seconds to display **SETUP_MENU**. After 2 seconds the display (**3**, fig. 29) will change to **CAL**.
- Use the (**1**) "M" and (**2**) "H" buttons (fig. 30) to select "CAL MANUAL". Press the CAL/SEL button to start manual calibration.

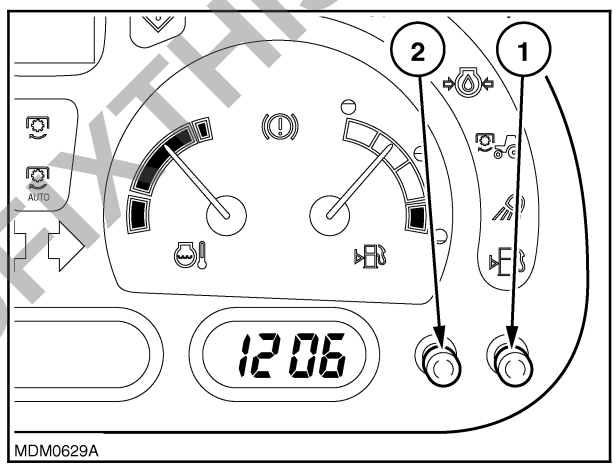


29

NOTE: *The set up procedure may be cancelled at any time by turning the key-start off.*

IMPORTANT: *When entering new tire rolling circumference numbers, use metric values (centimeters) with* ***km/h*** *speedometer reading and Imperial values (inches) with* ***MPH*** *reading, see table on page 2-21.*

- Pressing the pushbuttons (**1**) "M" and (**2**) "H" fig. 30, the rolling circumference of the rear tires may be entered into the display.
- Press button (**2**) "H" to select the first digit to be changed. Press it again to cycle the cursor through all the digits. To alter the value of the digit selected, momentarily depress the button (**1**) "M" until the desired number is shown.
- With the new rolling circumference number entered into the display (**1**) fig. 29, press the CAL/SEL button again to display **CAL**.
- Turn the key-start off to save the setting.



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ENGINE (CONTINUED)

CONDITION	POSSIBLE CAUSE	REMEDY
Low engine operating temperature	Thermostat malfunction	Replace thermostat
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
Excessive oil consumption	Oil level too high	Reduce oil level
	Oil viscosity wrong	Use oil of correct viscosity
	Oil leaking	Repair leaks
	Breather pipe filter clogged	Replace breather pipe filter
Engine overheating	Radiator core clogged	Clean
	Engine overload	Change to lower gear or reduce load
	Engine oil level low	Top up fluid level
	Coolant level low	Top up fluid level in expansion tank. Check system for leaks
	Radiator cap defective	Replace cap
	Fan belt slipping or worn	Check tensioning device. If necessary, replace the belt
Engine overheating	Cooling system clogged	Flush cooling system
	Thermostat malfunction	Check thermostat
	Hoses leaking	Tighten hose connectors
	Temperature indicator or gauge malfunction	Contact your dealer
Excessive fuel consumption	Incorrect fuel type	Use right fuel type
	Air filter dirty or clogged	Carry out maintenance on air filter
	Engine overload	Change to lower gear or reduce load
	Improper valve clearance	Check and adjust
	Equipment wrongly adjusted	Refer to equipment manual for correct operation
	Engine temperature too low	Check thermostat
	Excessive ballast	Adjust ballast to correct weight
	Fuel injection nozzles clogged	Have your dealer service the injectors

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TIMING

Overhead valves operated by tappets, rods and rocker arms via the camshaft located in the engine block; the camshaft is driven by the crankshaft using straight-tooth gears.

Timing data:

- intake:
  - start before T.D.C. . . . . 10° ± 30'
  - end after B.D.C. . . . . 10° ± 30'
- exhaust:
  - start before T.D.C. . . . . 64°
  - end after B.D.C. . . . . 26°

Clearance between valves and rocker arms with engine cold:

- intake . . . . . 0.30 ± 0.055
- exhaust . . . . . 0.55 ± 0.055

FUEL SYSTEM

Double-diaphragm fuel pump on injection pump supply line.

Rotary injection pump
with centrifugal speed governor,
operating at all speeds and incorporating
automatic advance . . . . . BOSCH VE-type

Fuel filtering:

- mesh filter in the fuel pump.
- replaceable cartridge filter on the injection pump feed line with water separator.

LUBRICATION

- Forced, by gear pump. Oil filtration: forced through pump intake mesh and replaceable cartridge filter on engine intake. Lubrication pressure with engine hot and at max. revs: . . . . . 3.8 bar (55.1 psi)
- Engine oil cooled by a heat exchanger using engine coolant.

COOLING

- Water, forced circulation by centrifugal pump.
- Radiator with 4 lines of vertical copper pipes.
- Suction fan, attached to the pulley.
- Water circulation from engine to radiator thermostatically controlled.

TRANSMISSION

Clutch

Dry 12" double-plate, with separate controls: pedal operation for gearbox and hand lever for power take-off.
Disc material: cerametallic.

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Hours of work	Operation Number	Maintenance operations	Efficiency check	Fill-up level	Clean	Grease	Adjust	Change	Page
Every 50 hours	18.	Rear wheel hubs				X			4-22
	19.	Lift and linkage				X			4-22
	20.	4WD steering cylinders				X			4-22
	21.	4WD front axle rear pivot				X			4-23
	22.	4WD front axle front pivot				X			4-23
	23.	2WD steering cylinder				X			4-23
	24.	2WD steering cylinder and rod on right-hand side				X			4-24
	25.	2WD front axle stub axles				X			4-24
	26.	2WD front axle pivot				X			4-24
Every 100 hours of work	27.	Condenser			X				4-25
	28.	Transmission oil cooler			X				4-25
	30.	Cab air filters			X				4-26
Every 300 hours	31.	Hydraulic circuit fluid filter						X	4-27
	32.	Oil filters for models with Power Shuttle						X	4-27
	33.	Dry air filter (external cartridge)	X	X					4-27
	34.	V-belt	X						4-28
	35.	Rear transmission and hydraulic lift	X	X					4-28
	36.	Front axle housing	X				X		4-28
	37.	Front axle final drives				X			4-29
	38.	2WD front wheels				X			4-29
	39.	4WD stub axles				X			4-29
	40.	Towing hitch				X			4-30
	41.	Hydraulically operated towing hitch				X			4-30
	42.	Battery	X						4-31

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DRIVING THE TRACTOR

- Press the transmission clutch pedal and move the gear lever and range lever to the required position.
- Accelerate the engine.
- Lower the handbrake lever.
- For tractors with mechanical transmissions, engage the clutch by slowly releasing the relative pedal.
- For tractors with hydraulic transmissions, lift the Power Shuttle lever, moving it slowly in the required travel direction (this operation can only be carried out when seated in the driving position).

STOPPING THE TRACTOR

- Reduce engine speed.
- Press the transmission clutch pedal and apply the brakes.

With the tractor stationary, shift the gear and range levers into neutral, release the clutch pedal and apply the handbrake.

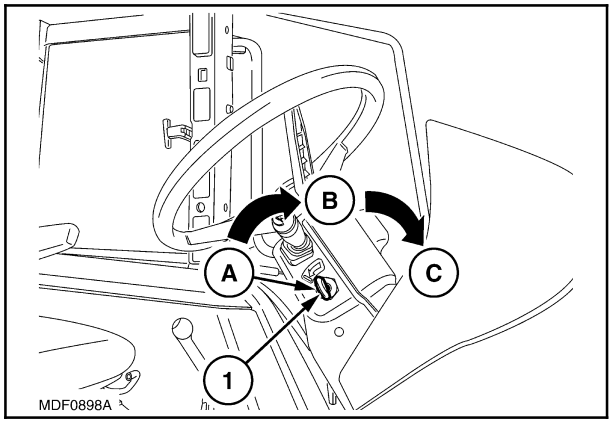
HANDBRAKE with buzzer alarm

- **Key not inserted (OFF)**: independently of the operator's position or the PTO status, when the handbrake is not applied the alarm will sound for 10 seconds, or until the handbrake is applied.
- **Key inserted (ON)**: if the operator leaves the driving position without having applied the handbrake and/or with the PTO engaged, the alarm will sound for 10 seconds or until the handbrake is applied or the operator returns to the driving position.

STOPPING THE ENGINE

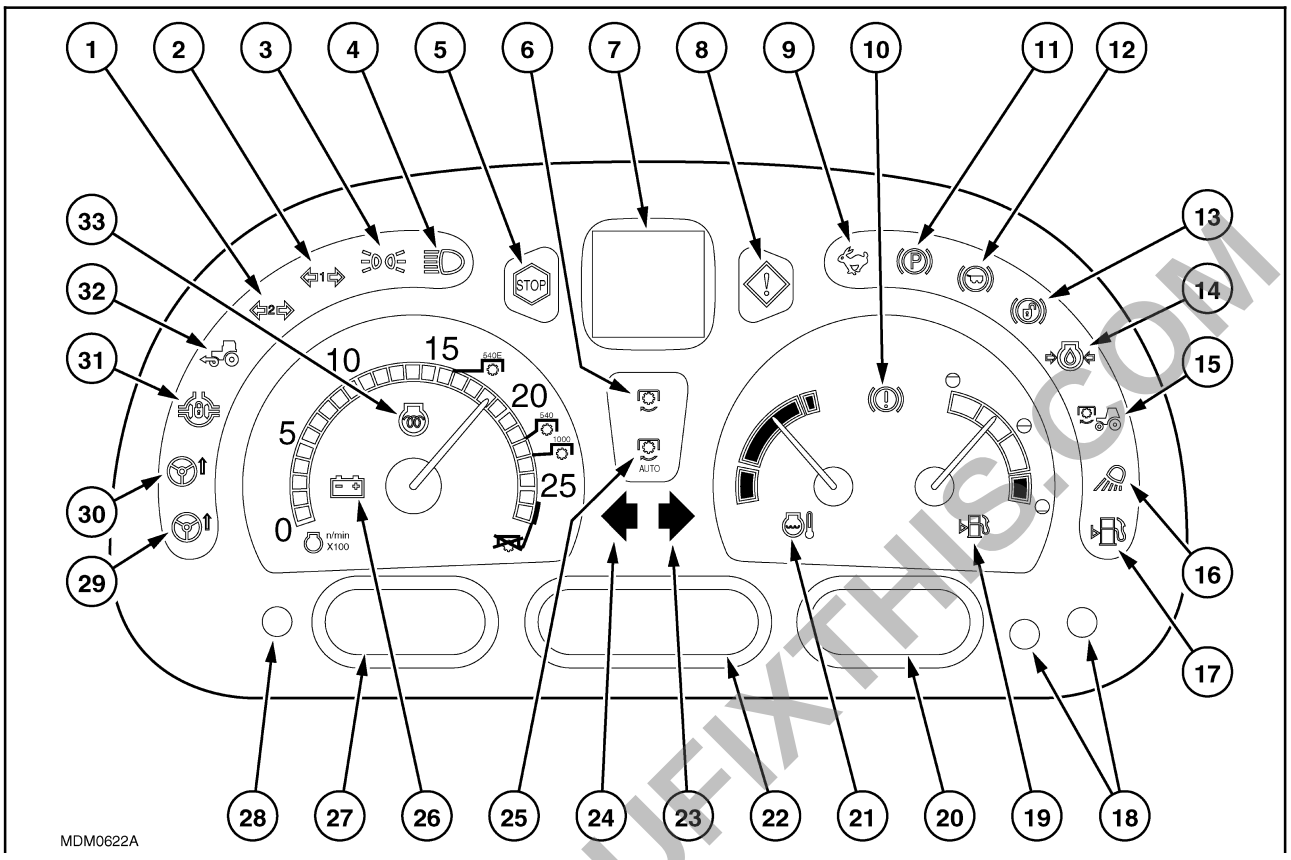
NOTICE: *Before stopping the engine on turbocharged tractor models, let the engine idle at 1,000 rpm for at least 3 minutes. This allows the turbocharger and manifold to cool, preventing deformation of the components.*

- Turn the starter key (**1**) to the position **A**.



3

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3

9. **High gear range indicator light** (green) [transmission with Power–Shuttle/Dual Command (2 Speed Power Shift) only] – Lights up when the high gear range is selected.

10. Indicator not active.

11. **Indicator** (red) **Parking brake** – The indicator light is on when the ignition key is turned onto "ON", with the handbrake engaged. If you turn the ignition key "OFF" without putting on the handbrake or if you leave the driving seat without putting on the handbrake, an audible warning sounds until the handbrake is put on for 10 seconds at most.

12. Indicator not active.

13. Indicator not active.

14. **Engine oil pressure indicator light** (red) – This indicator light together with the red "Stop" indicator light (5) indicates the engine oil pressure is too low. Switch off the engine and look for the cause of the trouble.

NOTE: *When the engine oil pressure is too low, the indicator light comes on with the ignition key in position B (ready for engine starting).*

15. **Front power take–off indicator** (yellow) – Illuminates to indicate that the power take–off is engaged, with the engine running.

16. **Work lights** (amber) – This indicator light comes on when the work lights are switched on.

17. **Fuel level indicator light** (amber) – This comes on when it is necessary to refuel the tractor. See Section 4 for the fuel tank capacity.

18. **Clock adjustment buttons** – To adjust, see page 2–7.

19. **Fuel level gauge** – See page 2–7 for details.

20. **Right–hand digital display** – The display shows the time with the ignition key on **B** [(ready for starting) refer to page 2–8].

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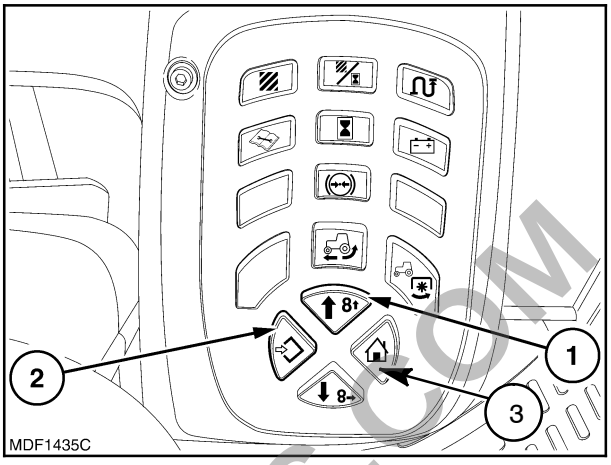
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Automatic Calibration with the advanced keypad (if equipped)

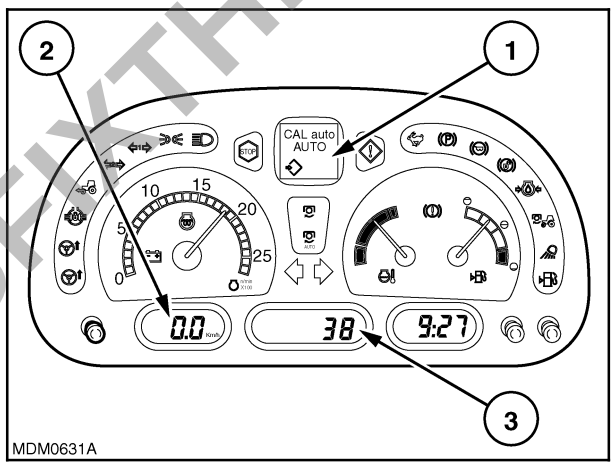
- Select a stretch of dry, firm, level ground (preferably concrete) and carefully measure out a distance of exactly 100.0 m (328 feet). Mark the start and finish of this measured distance with a bold chalk line.
- Press and hold Menu/Enter button (**2**) figure 31 for three seconds to enter the **SETUP MENU**, after two seconds the display (**1**) figure 32 will show **CAL**.
- Press the Menu/Enter button (**2**) again and the display (**1**) figure 32 will show **CAL man**. With the scrolling key towards the top of the menu (**1**) figure 32, move on to the point where the display shows **CAL auto**.
- Press Menu/Enter again and the display (**1**) fig. 32 will show **CAL auto READY**. Select a suitable gear to provide a forward speed of 3 km/h (1.8 MPH).
- When the central portion of the front tires passes over the start line, press and release the Menu/Enter (**2**) key.
- The left-hand display (**2**) figure 32 will start blinking with **CAL** and the display (**3**) figure 32 will show a four-digit number that gradually increases as the tractor moves forward. The display (**1**) figure 32 will show **CAL auto ON**.
- As the center of the front tires passes over the finish line, press and release the Menu/Enter (**2**). The display (**1**) figure 32 will show **CAL auto OK**.

NOTE: *If the calibration procedure is incorrectly performed, i.e. with speed higher than 3 km/h (1.8 MPH), the display (1) figure 28 will show* ***CAL NOT OK****, press CAL/SEL to restart the sequence.*

- Press the Menu/Enter key (**2**) to save the calibration.



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ELECTRICAL SYSTEM

CONDITION	POSSIBLE CAUSE	REMEDY
The electrical system does not work	Battery terminals loose or corroded	Clean and tighten terminals
	Battery	Check that battery charge is at least 12.6 volts. Check electrolyte level and specific gravity
Low starter motor speed and difficulty in starting engine	Connections loose or corroded	Clean and tighten loose connections
	Battery	Check that battery charge is at least 12.6 volts. Check electrolyte level and specific gravity
	Engine oil viscosity wrong	Use oil of viscosity specified for temperature conditions
Starter motor does not work	Gear lever engaged	Move gear lever to neutral
	Connections loose or corroded	Clean and tighten loose connections
	Batteries totally flat	Charge or replace batteries
Battery charge light stays on when engine is running	Engine idling speed is low	Increase idling speed
	Alternator belt loose	Check belt tensioning device
	Battery fault	Check that battery charge is at least 12.6 volts. Check electrolyte level and specific gravity
	Alternator fault	Have the alternator checked by your dealer or an authorized workshop
	Fault in the electrical system	Have the system checked by an authorized dealer.
Batteries not charging	Terminals loose or corroded	Clean and tighten terminals
	Battery	Check that battery charge is at least 12.6 volts. Check electrolyte level and specific gravity
	Belt loose or worn	Check belt tensioning device. If necessary, replace the belt
The battery charge light flashes to indicate excessive charge voltage	Alternator fault	Have the alternator checked by your dealer
	Fault in the electrical system	Have the system checked by an authorized dealer.

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GEARBOX

- Permanently engaged helical mesh with 4 gear ratios.
- Full synchromesh for all gears.
- Range gear cascade connection with three forward gear ranges and one reverse gear range.

NOTE: *Transmissions with an electro-hydraulic reverser (POWER SHUTTLE) are only available with the electro-hydraulic PTO. The 24 forward gears and 24 reverse gears function is only available with the electro-hydraulic reverser (POWER SHUTTLE).*

Rear transmission

9/43 bevel gear pair ratios and differential with pedal controlled locking device and automatic release. Epicyclic final drives.

Power take-off

Fully independent, in two versions: 540/540E rpm and 1000 rpm with engine at:

One-speed version

- 2199 rpm (Power take-off 540 rpm)

Two-speed version

- 2196 rpm (Power take-off 540 rpm)
- 2261 rpm (Power take-off 1000 rpm)

Synchronized with gearbox.

Manual control: clutch control lever, take-off engage lever and speed selector lever.

Direction of rotation with tractor seen from behind: clockwise.

HYDRAULIC LIFT

Operates in:

- draft control;
- position control;
- mixed position and draft control;
- float mode.

Draft control is through the link arms by means of a torsion bar.

The link-arms are raised and lowered using a pushbutton-operated device (fast raise/lower).

HYDRAULIC LIFT OIL PUMP

Oil supply is from the transmission by gear pump operated directly by the engine:

- corresponding rated output: dm^3/min (l/min):
- 2WD models (with standard pump) 45
- 2WD models (with optional pump) 61
- 4WD models 61
- pressure relief valve setting: . . . . . 190 bar (2755 psi)

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Hours of work	Operation Number	Maintenance operations	Efficiency check	Fill–up level	Clean	Grease	Adjust	Change	Page
Every 600 hours	43.	Engine sump and oil filter						X	4–32
	44.	Fuel filter						X	4–33
	45.	Fuel pre-filter			X				4–34
Every 1200 hours or 1 year	46.	Cab air filters						X	4–35
	47.	Dry air filter (cartridges: internal and external)						X	4–35
	48.	Fuel tank			X				4–35
Every 1200 hours or 2 years	49.	Front axle housing oil, 4WD						X	4–36
	50.	Front axle final drive oil, 4WD						X	4–36
	51.	Engine valves					X		4–36
	52.	Rear transmission and lift oil						X	4–37
	53.	Engine cooling system			X			X	4–38
Every 1800 hours	54.	Fuel injectors					X		4–41
General Maintenance	Electrical System								4–42
	Storing the tractor								6–1
	Lubricant table								4–68

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