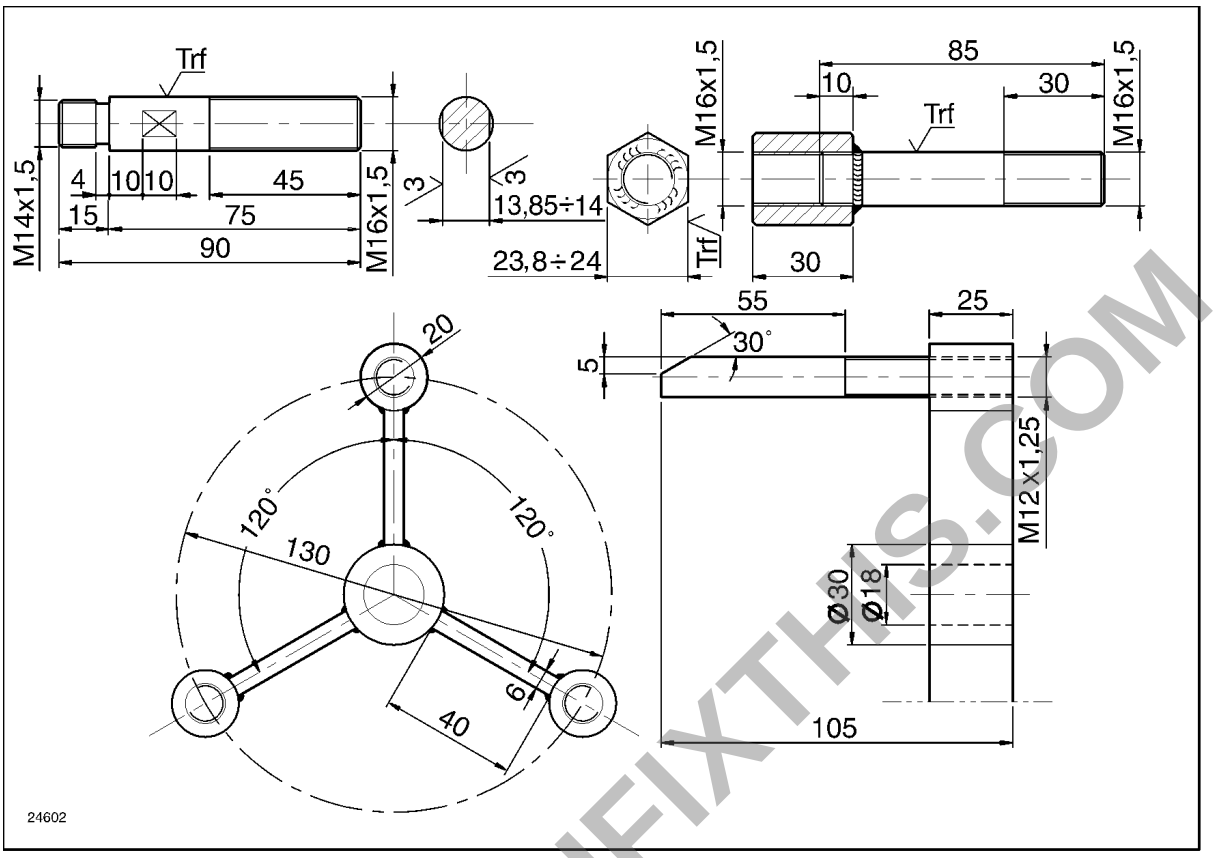
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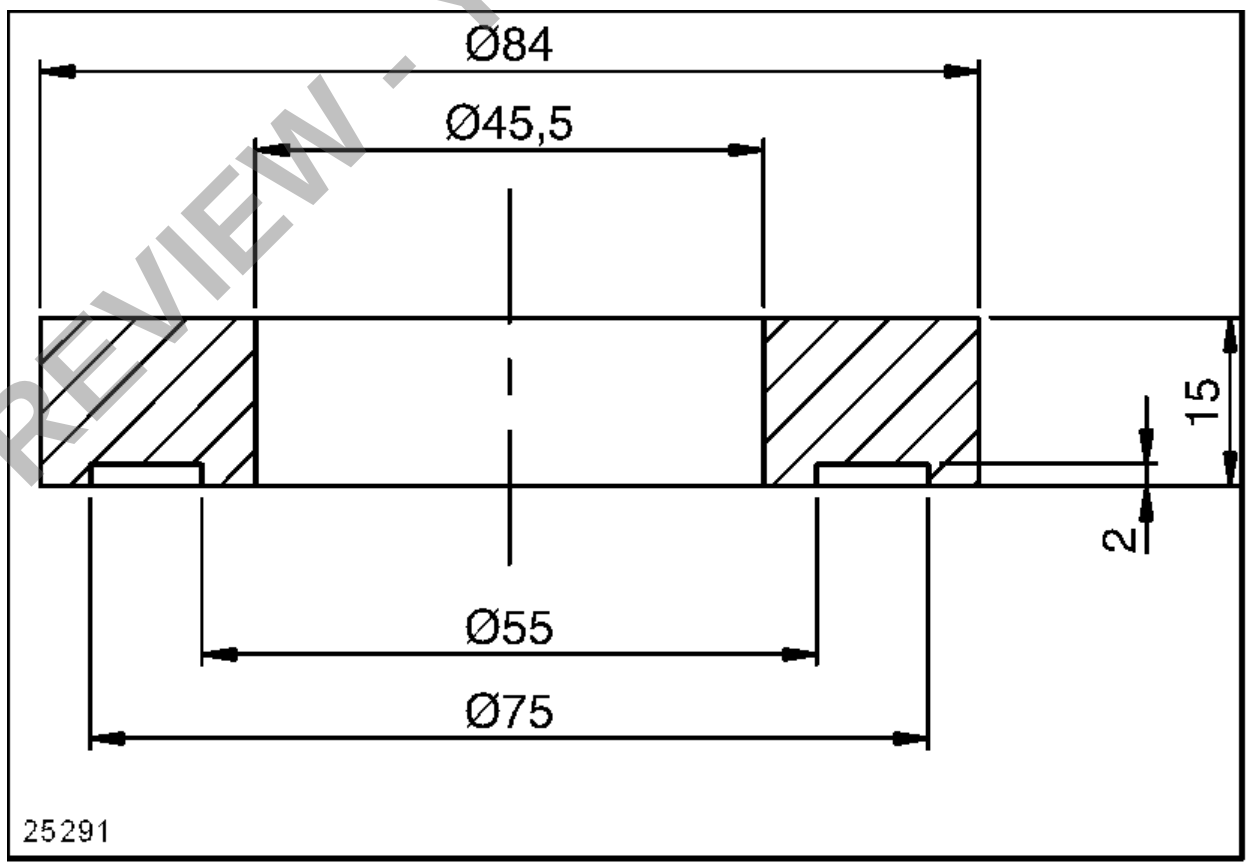
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24602_713 1

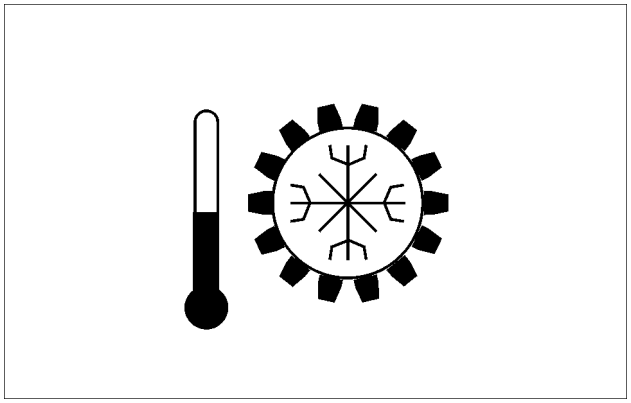
NOTE: *Dealer made tool 50018 can also be purchased as Tool Number* ***297396***

Tool to be fabricated for input and output shaft bearing assembly (Mark tool with no. 50108 - Dimensions in mm). Fabricate tool using UNI C40 material.



25291_714 2

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SS09D128 10

AUTO COMMAND TRANSMISSION WARMING UP.
The tractor's transmission needs oil to operate and for lubrication. In extremely cold conditions it is important the oil is warmed before operating the tractor. Depending on the temperature, there are two stages to the warm up procedure, both of which are fully automated. In the initial stage when the transmission oil temperature is below **-15 °C** (**5 °F**), the drive is disabled and the warning symbol appears in the transmission display. This is accompanied by an audible alarm. In addition, during the initial warm-up period the engine speed is restricted; the minimum engine speed is set at 1,100 rpm. Depending on the transmission oil temperature the maximum engine speed is also limited to the following. With oil temperatures between **-20 °C** (**-4 °F**) and **-10 °C** (**14 °F**) the maximum engine speed is limited to 1,300 rpm. For every degree above **-10 °C** (**14 °F**) the engine speed is increased by 100 rpm. When the oil has heated sufficiently to allow drive engagement, the warning symbol disappears from the transmission display and the full range of engine speeds becomes available. At an oil temperature of **-20 °C** (**-4 °F**) it takes approximately 5 minutes for the oil to be warmed sufficiently for the drive to be engaged. During this period any attempt to engage the drive is ignored and the warm-up procedure continues.

LOW SYSTEM PRESSURE
If the system pressure becomes too low the engine speed can be automatically increased to up to 1,300 rpm in order to increase the hydraulic flow.

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Transmission - 21

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T7.220 AutoCommand , T7.220 Power Command , T7.235 AutoCommand , T7.235 Power Command , T7.250 AutoCommand , T7.250 Power Command , T7.260 AutoCommand , T7.260 Power Command , T7.270 AutoCommand

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Wheel hub - Assemble

1. **⚠ WARNING**

   Heavy objects!
   Lift and handle all heavy components using lifting equipment with adequate capacity. Always support units or parts with suitable slings or hooks. Make sure the work area is clear of all bystanders.
   Failure to comply could result in death or serious injury.

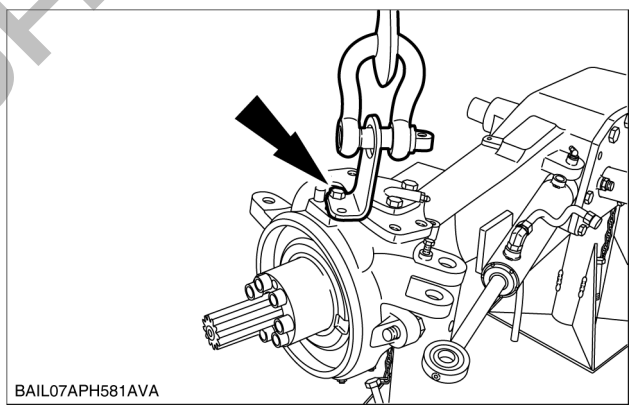
   W0398A

   ⚠ WARNING

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

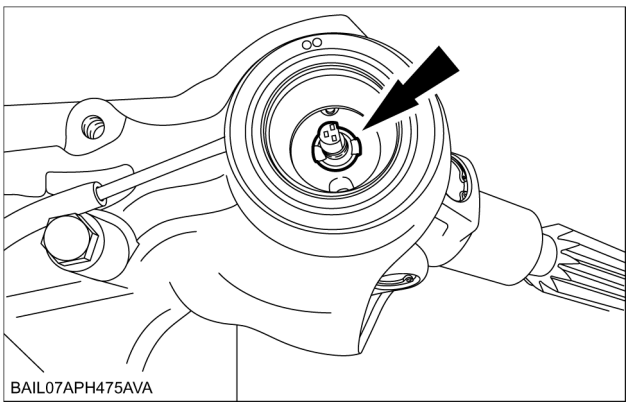
   W0208A

2. Using suitable lifting equipment, Install the hub carrier assembly.



BAIL07APH581AVA 1

NOTE: *When installing the right-hand side upper swivel pin assembly, take care to avoid damaging the steering sensor located within the housing.*



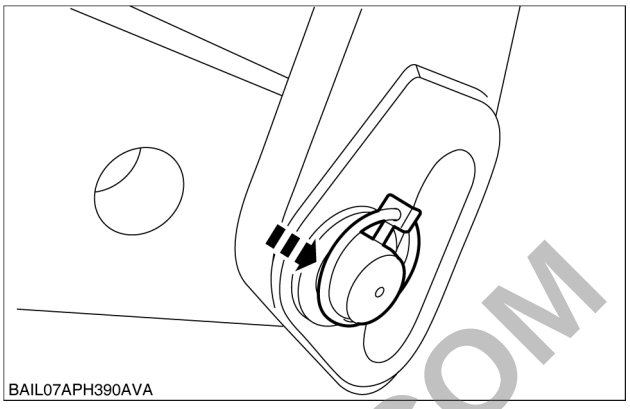
BAIL07APH475AVA 2

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4. Remove the lift link lower retaining pin and slide out the hinge pin.

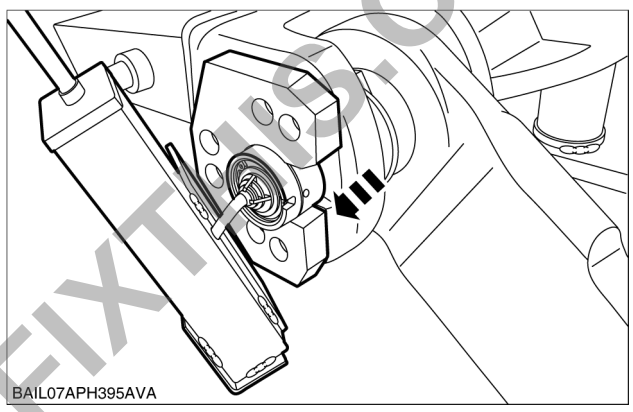
NOTE: *Repeat this step for the right-hand side.*



BAIL07APH390AVA 4

5. Remove the hinge pin with the EDC sensor and remove the lower lift arm.

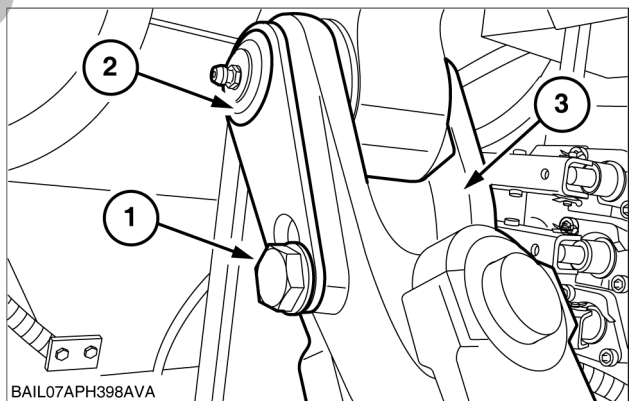
NOTE: *Repeat this step for the right-hand side.*



BAIL07APH395AVA 5

6. Remove the retaining bolt **(1)**, remove the hinge pin **(2)** and remove the lift link **(3)**.

NOTE: *Repeat this step for the right-hand side.*

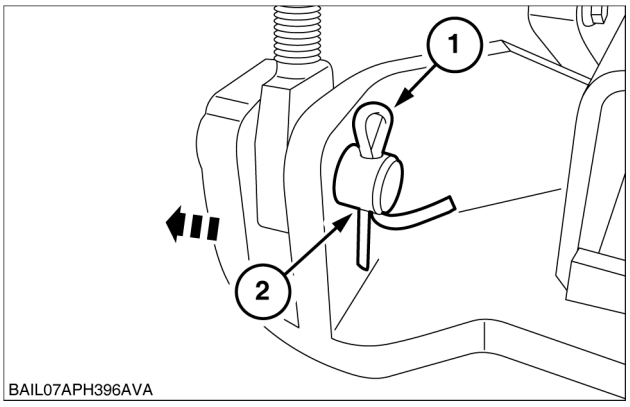


BAIL07APH398AVA 6

Vehicles with extending drawbar

7. Remove the split pin **(1)** and remove the lift rod lower retaining pin **(2)**.

NOTE: *Repeat this step for the right-hand side.*



BAIL07APH396AVA 7

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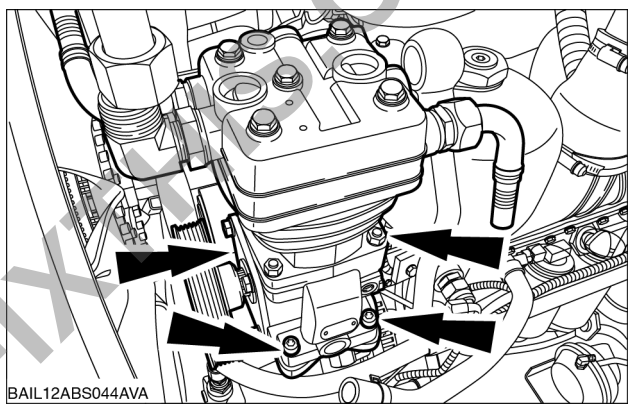
Compressor - Install

⚠ WARNING

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

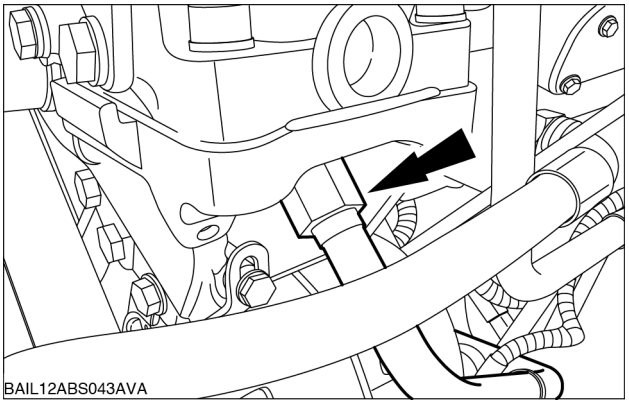
W0208A

1. Install the air compressor, tighten to **26 - 32 N·m** (**19 - 24 lb ft**).



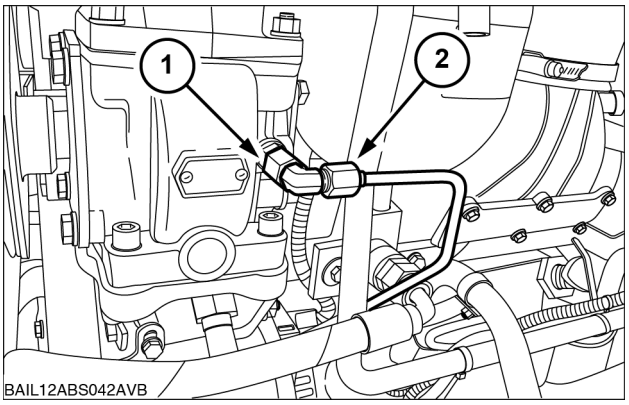
BAIL12ABS044AVA 1

2. Connect the compressor oil return pipe, tighten to **45 - 55 N·m** (**33 - 41 lb ft**).



BAIL12ABS043AVA 2

3. Install the oil supply pipe elbow **(1)**, tighten to **45 - 55 N·m** (**33 - 41 lb ft**).
   Connect the compressor oil supply pipe **(2)**, tighten to **45 - 55 N·m** (**33 - 41 lb ft**).



BAIL12ABS042AVB 3

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Single Remote Valve Operating

1 Parallel Gallery (Interconnecting Remote Valves Sections)
2 Load Sense Line (Interconnecting Remote Valves Sections)
3 Manually Adjusted Flow Control Restriction
4 Spool Metering Lands
5 Flow Control Spool
6 Load Sense Line Check Valve

Pump Pressure
Return to Reservoir
Remote Valve Operating Pressure
Trapped Oil

A Remote Valve in Operation
B Remote Valves in Neutral

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DIAGNOSTIC

Hydraulic control components

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CIRC	COLOR	DESCRIPTION
7197	**YE (Y)**	TRANS RANGE LOW SIDE RETURN (CVT)
7198	**BL (U)**	TRANS HYROSTATIC LOW SIDE RETURN (CVT
7200	**GY (S)**	TRANSMISSION SHIFT DOWN
7210	**GY (S)**	TRANSMISSION SHIFT UP
7220	**GY (S)**	TRANSMISSION HIGH RANGE
7225	**WH (W)**	TRANS HI RANGE SOL - RET
7230	**GY (S)**	TRANSMISSION LOW RANGE
7235	**YE (Y)**	TRANS LOW RANGE SOL - RET
7240	**GY (S)**	TRANSMISSION DISPLAY SWITCH
7245	**TN (LN)**	DEADMAN
7250	**GY (S)**	TRANSMISSION FORWARD SIGNAL
7260	**GY (S)**	TRANSMISSION REVERSE SIGNAL
7265	**PK (K)**	TRANS NEUTRAL SWITCH TO PROCESSOR (GR.SW 1)
7267	**LG**	TRANS NEUTRAL SWITCH 2 TO PROCESSOR
7270	**RD (R)**	TCM SERIAL DATA IN-DISPLY DATA OUT
7275	**WH (W)**	TCM SERIAL DATA OUT-DISPLY DATA IN
7280	**WH (W)**	LIMP HOME SWITCH 18x18 TRANS.
7290	**WH (W)**	DIRECTIONAL INTERRUPT RELAY TO SOLENOID
7295	**WH (W)**	DRIVE DISABLE SIGNAL
7300	**WH (W)**	TRANSMISSION PWM SOLENOID 1-4 SYNCRO
7301	**YE (Y)**	SOLENOID 1 18x9 RETURN
7320	**WH (W)**	SOLENOID 2 18x9 TRANSMISSION
7321	**VT (P)**	SOLENOID 2 18x9 RETURN
7330	**WH (W)**	SOLENOID 3 18x9 TRANSMISSION
7331	**YE (Y)**	SOLENOID 3 18x9 RETURN
7340	**WH (W)**	SOLENOID F1 18x9 TRANSMISSION
7341	**YE (Y)**	SOLENOID F1 18x9 RETURN
7350	**WH (W)**	SOLENOID F2 18x9 TRANSMISSION
7351	**GY (S)**	SOLENOID F2 18x9 RETURN
7355	**GY (S)**	SOLENOID R 18x9 TRANSMISSION
7356	**BL (U)**	SOLENOID R 18x9 RETURN
7360	**WH (W)**	SOLENOID A 18x9 TRANSMISSION
7361	**VT (P)**	SOLENOID A 18x9 RETURN
7370	**YE (Y)**	SOLENOID B 18x9 TRANSMISSION
7371	**VT (P)**	SOLENOID B 18x9 RETURN
7380	**YE (Y)**	SOLENOID C 18x9 TRANSMISSION
7381	**VT (P)**	SOLENOID C 18x9 RETURN
7390	**YE (Y)**	SOLENOID PWM (F1) 18x9 TRANSMISSION
7391	**VT (P)**	SOLENIOD PWM (F1) 18x9 RETURN
7392	**OR (O)**	SOLENOID PWM (F2) 18x9 TRANSMISSION
7393	**OR (O)**	SOLENOID PWM (F2) 18x9 RETURN
7395	**VT (P)**	SOLENOID CREEP 18x9 TRANSMISSION
7396	**VT (P)**	SOLENOID CREEP 18x9 RETURN
7400	**YE (Y)**	TRANS RPM SPEED SENSOR TO TCM INPUT
7401	**VT (P)**	TRANS RPM SPEED SENSOR
7402	**YE (Y)**	TRANS WHLSP FORWARD (CVT)
7403	**YE (Y)**	TRANS WHLSP REVERSE (CVT)
7404	**YE (Y)**	TRANS HYDROSTAT FORWARD (CVT)
7405	**YE (Y)**	TRANS HYDROSTAT REVERSE (CVT)
7406	**LG**	TRANS BI-DI SPEED SENSOR RET (CVT)
7407	**PK (K)**	HYDROSTAT 1 SOLENOID +
7408	**VT (P)**	HYDROSTAT 1 SOLENOID GND
7410	**YE (Y)**	TRANS RPM SPEED SENSOR TO TCM OUTPUT
7411	**YE (Y)**	TRANS HYDROSTAT INPUT SPEED SENSOR (SPS)

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T7.220, T7.235, T7.250, T7.260, T7.270 AutoCommand

Variant - ABS

Component	Connector	Description
B-040	**X433**	Air Brake Pressure Sensor
K-010	**X036**-C	Hydraulic Trailer Brake
K-012	**X036**-A	Supply Pneumatic Trailer Brake
S-027	**X422**, **X423**	Low Brake Pressure Line Switch 1/ 2
S-053	**X426**, **X427**	Low Pump Output Press Switch 1/ 2
Y-021	**X429**	Brake deicer
Y-022	**X431**	Pneumatic Trailer Brake Solenoid
Y-023	**X432**	Park Brake Solenoid
Y-037	**X424**, **X425**	Hydraulic Trailer Brake Solenoid 1/ 2
Additional Connectors: **X020**, **X254**, **X255**, **X430**		

Wire Color Codes			
BK Black	**GN** Green	**PK** Pink	**BL** Blue
TN Light Brown	**BR** Brown	**OR** Orange	**LG** Light Green
RD Red	**GY** Grey	**LB** Light Blue	
WH White	**YE** Yellow	**VT** Violet	

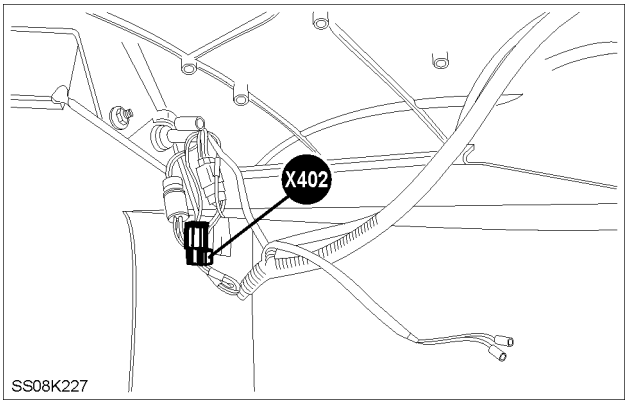
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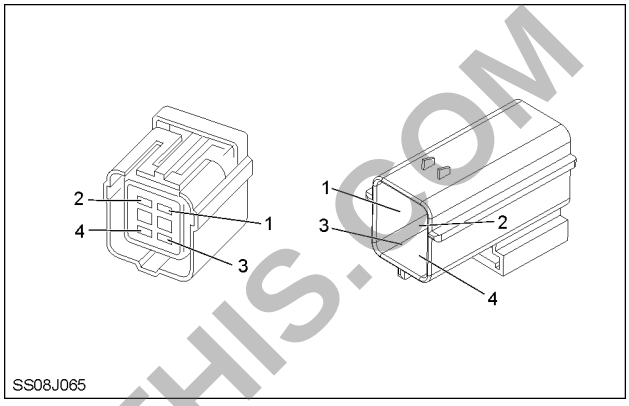
X402 EHR External Switch Fender Left Hand

POS.	COLOR	WIRE NUMBER	CIRCUIT REFERENCE
3	**VT**	5574	FENDER 3RD EHR SWITCH – UP
4	**VT**	5576	FENDER 3RD EHR SWITCH – DOWN

NOTE: *For the wiring color code refer to,* ***Wire harnesses - Identification (55.100)****.*



SS08K227 11



SS08J065 12

LEFT HAND REAR FENDER

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Check the Alternator Charge Warning Lamp

3. Turn on the key start switch and check that the warning lamp is fully illuminated.
   If the warning lamp is not fully illuminated check the bulb. If the bulb is not the cause of the fault carry out the Alternator wiring connections test as detailed under `initial tests' in this section.
   If the warning lamp is illuminated start the engine and run above idling speed. The lamp should go out.
   If the lamp does not go out, stop the engine and remove the wire from the D+ terminal. If the lamp now goes out a faulty alternator component is indicated.
   If the warning lamp remains illuminated, check for a short circuit to earth (ground) between the `D+' cable end and the warning lamp.

INITIAL TESTS

4. The initial tests may be performed without removing any of the charging circuit components from the tractor and enable the following items to be checked:
   - Alternator wire connections
   - Alternator charging current and controlled voltage
   - Alternator charging circuit volt drops
   - Alternator maximum output performance

Test equipment required:

5. - Voltmeter (**0 - 30 volts** moving coil type
   - Millivoltmeter (**0 - 1 volt**)
   - Amperemeter (**0 - 200 Amperes** moving coil type)
   - **1.5 Ohm 200 Amperes** variable load resistor

NOTE: *Most commercial test equipment incorporates several testing devices within a single unit. Use such equipment in accordance with the manufacturers instructions.*

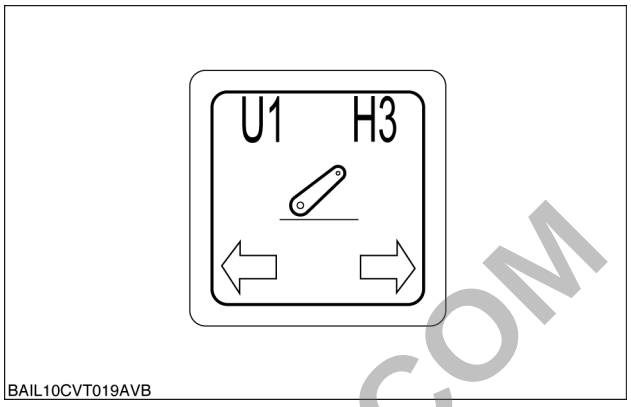
6. For further information refer to **Alternator - Electrical test (55.301)** for testing procedures.

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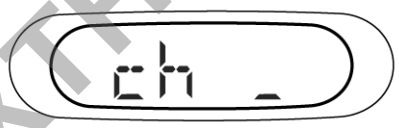
EDC Options

Use the "h", "m" and "dimming" buttons on the instrument cluster to navigate the HH menus to H3 and the EDC symbol on the U1 controller.



BAIL10CVT019AVB 6

The lower central display will show "Ch_ _"



BAIL06CCM446AVA

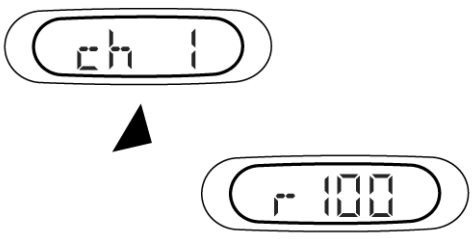
BAIL06CCM446AVA 7

The required channel can be selected by using the “h" and “m" buttons.
After a delay the current option setting will be displayed, (refer to the table below for a description of each channel).

Channel Number	Description
Ch 1	Diameter of the external hydraulic lift rams
Ch 2	Enable / disable EDC
Ch 3	Enable / disable slip control

Channel 1 - Diameter of the External Hydraulic Lift Rams

After a delay the current stored option will be displayed.



BAIL06CCM504AVA

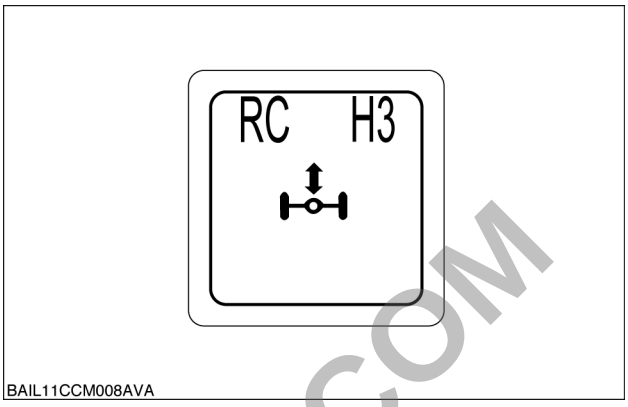
BAIL06CCM504AVA 8

Use the "h" and "m" buttons to toggle between the available external ram diameter sizes:
90 mm
100 mm
110 mm.

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FRONT AXLE SUSPENSION OPTIONS

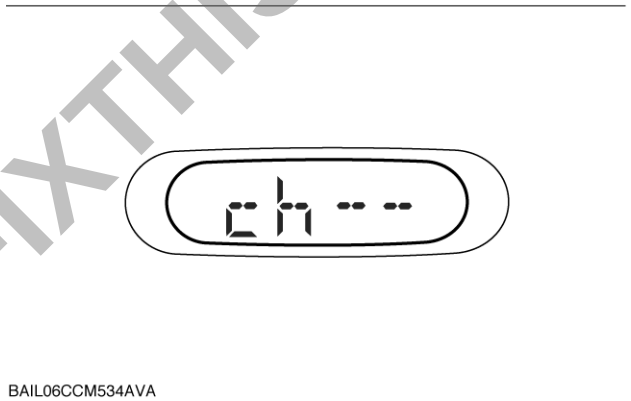
Select the front axle suspension sub-system by depressing the "dimming" button.



BAIL11CCM008AVA 2

The required channel can be selected by using the "h" and "m" buttons.

The lower central display will display "ch - -".



BAIL06CCM534AVA 3

After a delay the lower central display will cycle through the channel followed by the stored calibration values (refer to the table below for the description of each channel).

Channel	Description
Ch 1	Enable / Disable front axle suspension

Channel 1 - Enable / Disable Front Axle Suspension

Scroll through the available options using the "h" or "m" buttons.

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1009-Both External Switches Operated At The Same Time

T7.220 Power Command without Sidewinder, T7.235 Power Command without Sidewinder, T7.250 Power Command without Sidewinder, T7.260 Power Command without Sidewinder

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

Cause:

Possible failure modes:

1. Faulty connector
2. HPL fender switch(es) sticking
3. Faulty HPL fender switch
4. Faulty harness
5. Faulty controller

Solution:

1. Check the HPL fender switches are not sticking in the raise or lower position.
   A. If the switches are sticking, clean, repair or replace as required.
   B. If the fender switches are not sticking, continue to step **2**
2. Check the HPL fender switches have not been operated simultaneously.
   A. Clear the error codes. Test the system for normal operation. If error code 1009 is still displayed, continue to step **3**
3. Check the L/H and R/H HPL fender switch connector(s) **X407**, the inline harness connectors **X110** and **X127** and the controller connector **X093**.
   A. Ensure the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as required.
   B. If the connectors are okay, continue to step **4**
4. Check for a short to Ve Voltage.
   A. Disconnect the L/H HPL fender switch connector **X407** and the R/H HPL fender switch connector **X407**. Turn the keystart ON. Measure the voltage between connector:
   L/H HPL fender switch connector **X407** pin 1 (PK) and ground
   L/H HPL fender switch connector **X407** pin 3 (PK) and ground
   R/H HPL fender switch connector **X407** pin 1 (PK) and ground
   R/H HPL fender switch connector **X407** pin 3 (PK) and ground
   If a voltage is indicated, repair or replace the harness as required.
   B. If a voltage is not indicated continue to step **5**
5. Check the L/H HPL fender switch for a short circuit.
   A. While operating the L/H HPL fender switch in the raise and then lower position, check between the component side of L/H HPL fender switch connector **X407** pin 1 (PK) and L/H HPL fender switch connector **X407** pin 3 (PK). If a short circuit is indicated, replace the L/H HPL fender switch.
   B. If the switch is okay, continue to step **6**
6. Check the R/H HPL fender switch for a short circuit.
   A. While operating the R/H HPL fender switch in the raise and then lower position, check between the component side of R/H HPL fender switch connector **X407** pin 1 (PK) and R/H HPL fender switch connector **X407** pin 3 (PK). If a short circuit is indicated, replace the R/H HPL fender switch.

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18025-Rear Hitch Slip Control Potentiometer - Voltage Too Low

T7.220 AutoCommand, T7.235 AutoCommand, T7.250 AutoCommand, T7.260 AutoCommand, T7.270 AutoCommand, T7.220 Power Command with Sidewinder, T7.235 Power Command with Sidewinder, T7.250 Power Command with Sidewinder, T7.260 Power Command with Sidewinder

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

Cause:

Possible failure modes:

1. Faulty EDC control panel
2. Incorrect armrest configuration
3. Faulty connector
4. Swapped connectors
5. Faulty armrest controller

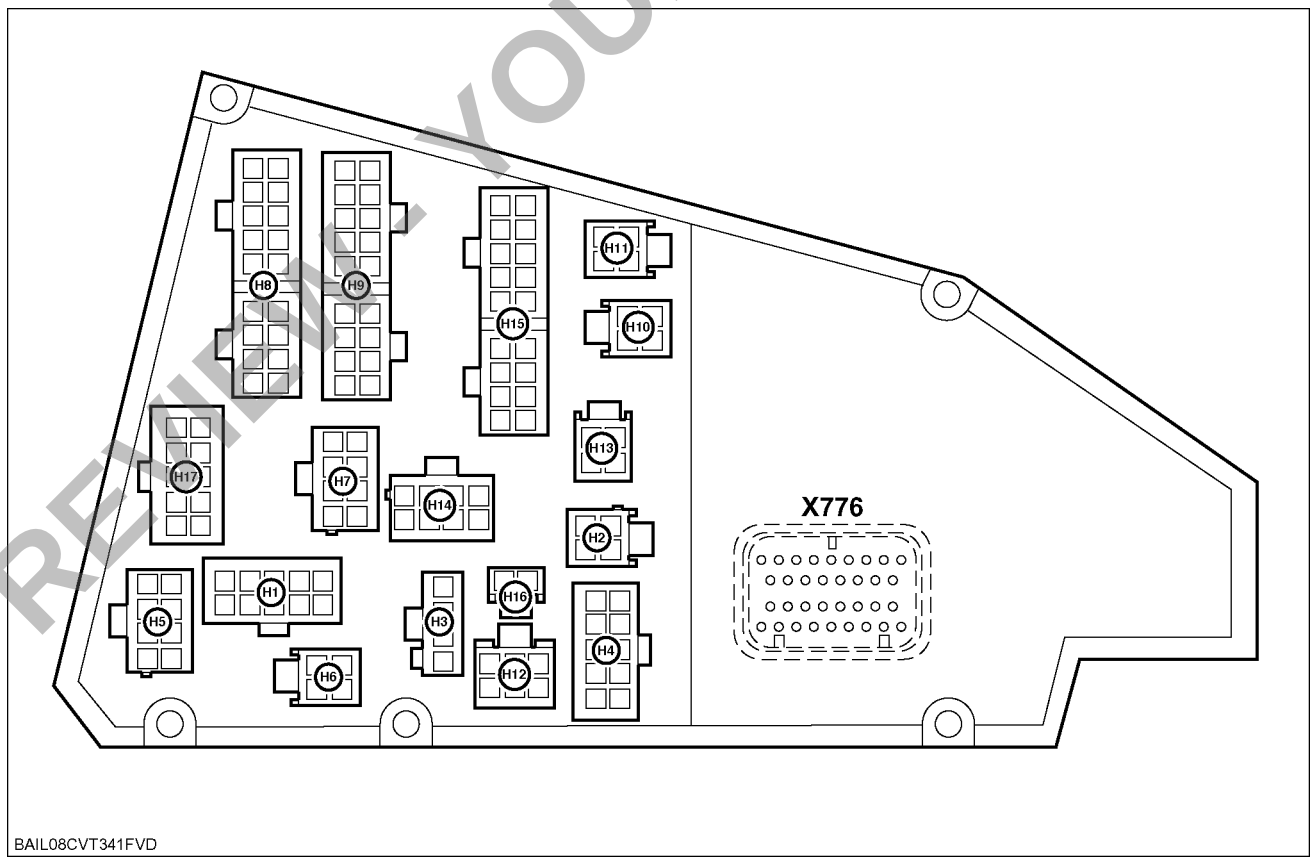
Solution:

1. Before proceeding clear the error code with the approved diagnostic equipment. Run the machine under normal conditions and retest.

   A. If the error code is not indicated, check that the system is operating correctly.

   B. If the error code is indicated, continue to step **2**

2. Check the armrest controller connectors.



BAIL08CVT341FVD 1

Note: The connectors listed in the table may not all be utilized depending on the options fitted to the machine.

H1- Multi function handle	H10 - Rear PTO
H2 - Rear EDC	H11 - Front PTO

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X001 pin 2 (Y) and **X012** pin 7 (Y)
X001 pin 1 (W) and **X012** pin 13 (W)
If an open circuit is indicated, repair or replace the harness as required.

B. If the harness is okay, download the correct level of software. If the fault re-occurs, remove and replace the controller.

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2356-Clutch E Solenoid - Voltage Too High

T7.220 Power Command without Sidewinder, T7.235 Power Command without Sidewinder, T7.250 Power Command without Sidewinder, T7.260 Power Command without Sidewinder

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

Cause:

Possible failure modes:

1. External power supply connected
2. Faulty charging system
3. Faulty solenoid
4. Faulty harness
5. Faulty controller

Solution:

1. Check for other error codes being displayed.
   A. If any other error code is being displayed, continue to these tests.
   B. If no other error code is displayed, continue to step **2**
2. Check that the tractor battery power supply has not been connected to an external power supply.
   A. If an external power supply is connected to the tractor, disconnect and test the system for normal operation.
   B. If an external power supply is not connected to the tractor, continue to step **3**
3. Check the battery voltage on the instrument cluster.
   A. Start the engine and run at **2000 rev/min**. If the voltage displayed is greater than approximately **15 Volts**, continue to test for a fault in the charging system.
   B. If the battery voltage is okay, continue to step **4**
4. Check clutch E solenoid.
   A. Turn the keystart OFF. Disconnect clutch E solenoid connector **X639**. Measure the resistance between the solenoid terminal 1 and terminal 2.. If the resistance indicated is not between **8 - 11 Ohms**, remove and replace clutch E solenoid **X639**.
   B. If clutch E solenoid is okay, continue to step **5**
5. Check for a short to +Ve Voltage.
   A. Disconnect the controller connector **X095**. Turn the keystart ON. Measure the voltage between connector:
   X095 pin 13 (LB) and ground
   X639 pin 2 (BK) and ground
   If a voltage is indicated, repair or replace the harness as required.
   B. If a voltage is not indicated, continue to step **6**
6. Check for a short circuit.
   A. Turn the keystart OFF. Check between connector **X639** pin 1 (LB) and **X639** pin 2 (BK). If a short circuit is indicated, repair or replace the harness as required.
   B. If the harness is okay, download the correct level of software. If the fault re-occurs, remove and replace the controller.

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SPS w/EHR
Wire harnesses - Electrical schematic frame 28 (55.100.DP-C.20.E.28)
SPS w/EHR
Wire harnesses - Electrical schematic frame 53 (55.100.DP-C.20.E.53)

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Wire harnesses - Electrical schematic frame 19 (55.100.DP-C.20.E.19)

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Wire harnesses - Electrical schematic frame 13 (55.100.DP-C.20.E.13)

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12017-Power Stage Supply Failure

Control Module : EPL

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

NOTE: *To electronically release and disable the electronic park lock (EPL) when carrying out maintenance on the system, use the H1 calibrations menu in the XA module. Select* ***(SC)*** *and perform the accelerometer stroke calibration procedure but stop the process when* ***(M)*** *is displayed and turn the keystart OFF. For further information, refer to* ***Electronic park lock actuator/controller - H1 - Calibration procedures (55.031)****.*

If electronic release is not possible, remove the EPL cover and use the special tool supplied in the cab to manually disengage the EPL.

Cause:
The fault triggering condition is 'always'.

Possible failure modes:

1. Faulty electronic park lock (EPL) assembly

Solution:

1. Make sure the machine is parked on a level surface and chock the front wheels using suitable wheel stops.

   A. Continue to step **2**
2. Before proceeding clear the error code using either the on board HH menu or approved diagnostic equipment. Turn the keystart OFF, wait for 5 seconds and then turn the keystart ON. Operate the system and check for the error code.

   A. If the error code is not indicated, check that the system is operating correctly.

   B. If the error code is indicated, continue to step **3**
3. Using H8 in the XA module, clear the EPL memory, refer to **Electronic park lock actuator/controller - H8 - Clear stored calibration information (EEPROM) (55.031)**. Using H3 in the XA module, re-enable the EPL, refer to **Electronic park lock actuator/controller - H3 - Configurations and options (55.031)**. Re-calibrate the EPL, refer to **Electronic park lock actuator/controller - H1 - Calibration procedures (55.031)**. Operate the system and check for the error code.

   A. If the error code is not indicated, check that the system is operating correctly.

   B. If the error code is indicated or it was not possible to calibrate the EPL, remove and replace the EPL assembly. Refer to **Electronic park lock actuator/controller - Remove (55.031)** and **Electronic park lock actuator/controller - Install (55.031)**. Calibrate the EPL, refer to **Electronic park lock actuator/controller - H1 - Calibration procedures (55.031)**.

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