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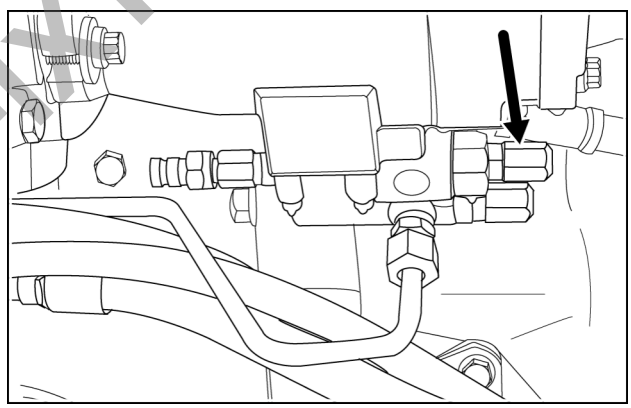
Pressure/flow compensating (PFC) pump - Pressure test - High pressure standby setting

A **350 bar** (**5000 psi**) pressure gauge with an extension hose long enough to reach into cab and special tool kit **380040106** are required for this test.

NOTE: *Perform this test when all remote circuits and the hitch system do not operate with full power. This would be noticeable when maximum power is needed – when lifting heavy hitch loads or when maximum pressure is required by a remote circuit.*

NOTICE: *Do not take the transmission out of park.*

1. To perform this test:
   - Plug the **350 bar** (**5000 psi**) gauge/hose assembly into the first remote coupler.
   - Start the engine and run at high idle.
   - Shift the first remote lever to pressurize that circuit and record the pressure reading at the gauge _____.
2. High pressure standby setting should be **210 bar** (**3050 psi**).
3. If the reading is low, adjust the pressure at the compensator. Turn the compensator spool in a small amount and recheck the pressure. Repeat until the correct pressure is read.



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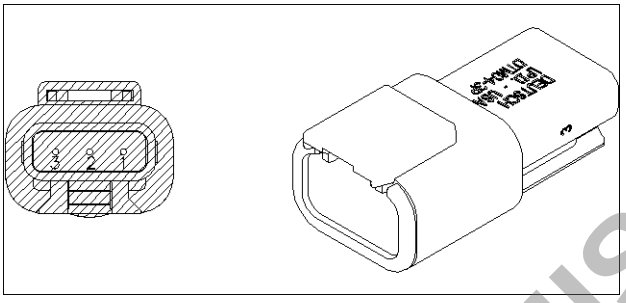
4. Remove the gauge.

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CONNECTOR X-107

CONNECTOR X-107 - LH FRONT TURN SIGNAL			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	751D (RD)	LH FRONT TURN SIG B+	
2	178U (BK)	LICENSE PLATE LIGHT #1 GND	
3	752F (PK)	LH POSITION B+	



84817101 7

CONNECTOR X-107A

CONNECTOR X-107A - GROUND			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	178W (BK)	GROUND(LT TURN SIGNAL)	

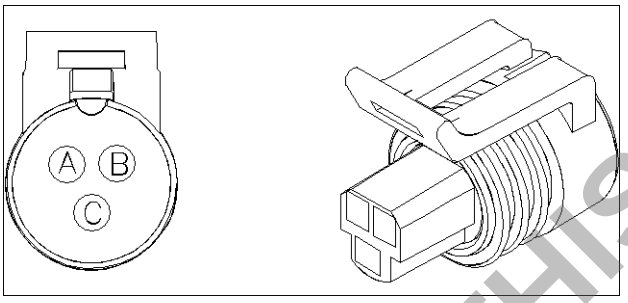
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Connector - Component diagram 44

CONNECTOR X-440

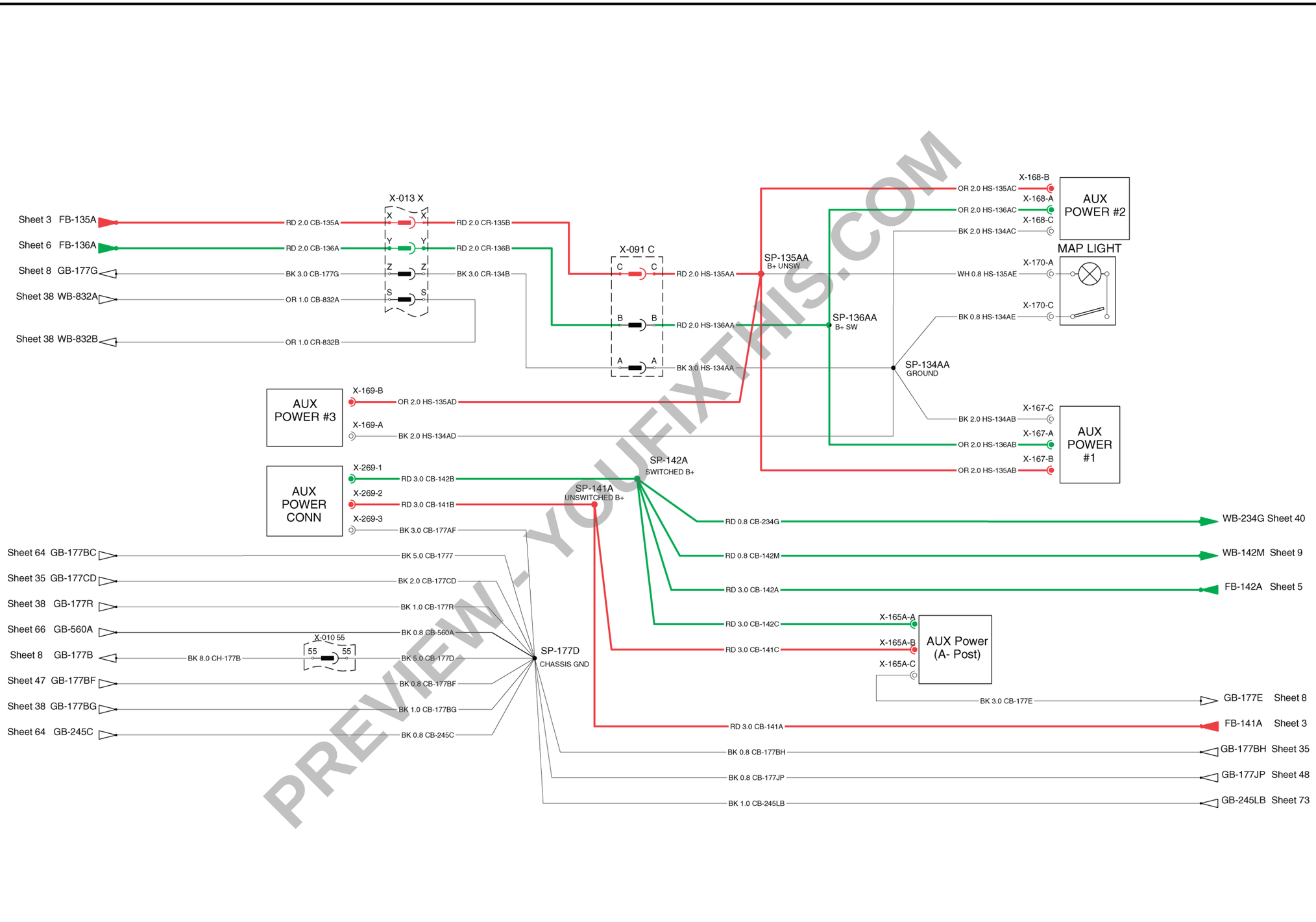
CONNECTOR X-440 - TO HITCH LOAD PRESS SEN			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
A	517J (BK)	SENSOR GROUND	
B	919G (RD)	+5V REF	
C	860A (TN)	HITCH LOAD PRESSURE SENSOR	



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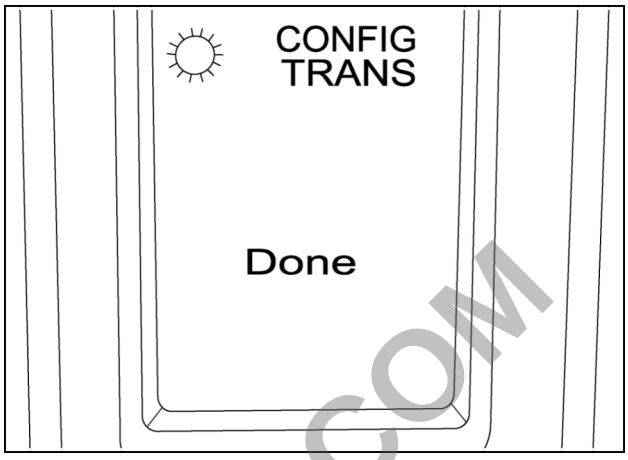
AUXILIARY POWER, MAP LIGHT

43

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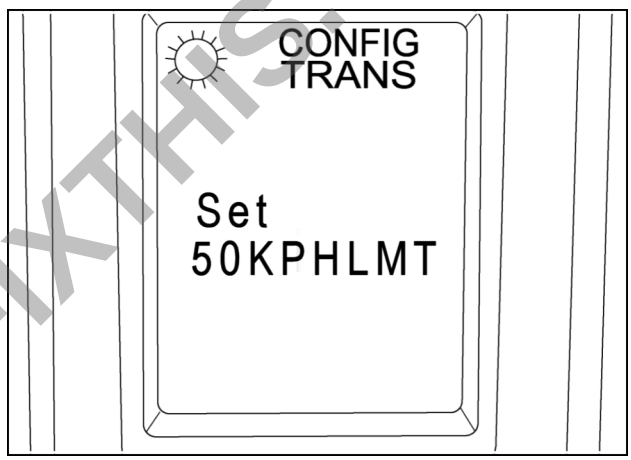
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5. Press the PROG key to save the selection. A “Done” message displays after about one second to confirm the selection.



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6. Press the PROG key again to return to the TRANS SETUP menus.



RCPH08CCH077BAA 36

Refer to appropriate reference for additional information on the transmission sub menus.	
TRANS VIEW	**Tractor control unit (TCU) ETC - View (A.50.A)**
TRANS ADJUST	**Tractor control unit (TCU) ETC - Configure - TRANS ADJUST (A.50.A)**
TRANS DIAG	**Tractor control unit (TCU) ETC - Configure - TRANS DIAG (A.50.A)**
TRANS FSUS	**Tractor control unit (TCU) ETC - Calibrate - TRANS FSUS (A.50.A)**

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1037-The armrest control module indicates the inching down switch is faulty or not available

Cause:
The data bus signaled that the hitch inching down switch has failed. The tractor control unit (TCU) received the signal from the armrest control module.

Possible failure modes:

1. The inching down switch has failed.
2. Software execution error in armrest controller.

Solution:

1. Use the electronic service tool (EST) monitor capabilities to check the armrest inching down switch status.
   A. Electronic service tool (EST) monitor confirms switch failure. Replace switch.
   B. Electronic service tool (EST) monitor does not confirms switch failure. Erase fault code. Switch fault may be intermittent. If fault reoccurs replace switch.

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Remove the four screws to remove the hitch control panel in the armrest compartment and access the armrest controller.

Check connector H7 for the joystick.

Check that the connector is not damaged, the pins are in the correct position and that the fit is tight.

Check the harness wires for damage.

A. Connection or damage problem found. Tighten, repair or replace as required. Return unit to field operation.

B. Connection or damage problem not found. Continue with step **4**.

4. Check the armrest controller configuration.

   Check the armrest controller has been configured correctly with the EST. The controller must be configured for the options installed on the tractor.

   A. Controller not configured correctly. Configure the armrest controller correctly. Return unit to field operation.

   B. Controller configured correctly. Continue to step **5**.

5. Check if other armrest related error codes are active.

   A. Other 18000 series fault codes are active. Replace the armrest controller. Configure the armrest controller. Return unit to field operation.

   B. Other 18000 series fault codes are not active. Continue with step **6**.

6. Replace the joystick.

   Test system operation.

   A. Fault code does not redisplay. Return unit to field operation.

   B. Fault code redisplays. Replace the armrest controller. Configure the armrest controller. Return unit to field operation.

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19722-EEPROM / checksum failures - no corresponding variant number error - P062F internal control module EEPROM error

Context:
The denox module/supply module has an internal cycle counter to check if the afterrun is correctly finished. This cycle counter data is then stored in the EEPROM memory. This error indicates the denox module/supply module has attempted to store this data in a protected area of memory. If this error is present and active, first verify the denox module/supply module and other components have not been tampered with and reload the software. If this error reoccurs replace the denox module/supply module.

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B. If the harness is okay, remove and replace the foot throttle pedal, If the fault is still present, download the correct level of software. If the fault re-occurs, contact ASIST before replacing the tractor control unit (TCU).

Wiring harness - Electrical schematic frame 09 (A.30.A.88-C.20.E.09)
Wiring harness - Electrical schematic frame 17 (A.30.A.88-C.20.E.17)

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3210-Bank 1 - General Short Circuit To Injector Cable

NOTE: *This diagnostic procedure requires a good quality Digital Multi-meter (DMM) to accurately measure resistance . The DMM must measure to a resolution of* ***0.1 ohms****. The required measurements are as low as* ***0.4 ohms*** *(typical injector solenoid coil resistance is* ***0.4 - 0.5 Ω****) and any DMM inaccuracies will cause the technician to inaccurately troubleshoot.*

NOTE: *Ensure the DMM's test lead resistance is considered when measuring resistance. Touch the leads together on the lowest Ohms scale and record the resistance measurement. Subtract this value from all future resistance measurements.*

Context:
The Engine Control Unit (ECU) has determined a short circuit exists in an injector cable in Bank 1 (Group A, Cylinders 1, 2, & 3). A power stage component energizes the injection system transistors while observing the current flow in the high-side and low-side switching branch by sensing resistors. Deviations from the expected current flow are detected as specific errors by the component and reported to the ECU. Error messages are configured to contain information on performed injections, same bank cylinder errors, bank specific errors and cylinder specific errors. The configured error message is compared to applicable error patterns, and the failure matching the pattern is output. If an error message doesn't match a pattern the defect becomes an unclassifiable error. Monitoring is performed once per camshaft revolution. This error is a result of a general short circuit of the high side to battery or ground over 4 camshaft revolutions. This error shuts off an individual cylinder or bank, based on ECU parameters. Certain parameters, as currently applied, are permanent; there is no healing possibility after testing: switching on the component to ascertain the defect's presence. Others evoke an irreversible or reversible engine shut off.

Cause:
The Engine Control Unit (ECU) has determined that there is a fault associated with the current monitoring of an injector output power driver stage in Bank 1.

Possible failure modes:

1. Faulty injection valve or shorted solenoid windings.
2. Faulty electrical wiring, short high side to high source, low side or ground (damaged wiring harness).
3. Faulty ECU, hardware or software.

Solution:

1. Verify this error code is still present and in an active state.

   A. If the error is still present and active, continue with step **2**.

   B. If the error is no longer present or is in an inactive state, continue with step **9**.

2. Disconnect the engine injector harness from the ECU. Use a DMM to check the resistance on the engine injector harness side of connector.

   From:

   1. Pin 4 to pin 13
   2. Pin 11 to pin 6
   3. Pin 5 to pin 12

   There should be **0.4 - 0.5 Ω**.

   A. If the resistance was within range, leave ECU connector disconnected and continue to step **8**.

   B. If the resistance was below range, record the pin numbers and continue to step **3**.

3. Use a DMM to check for continuity on the engine injector harness side of connector, from pins 4, 11, and 5 to chassis ground. There should not be continuity.

   A. If there was continuity, record the pin number and continue to step **4**.

   B. If there was no continuity, continue to step **6**.

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4148-Rear remote no. 4 - spool movement too low

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

Cause:
See above.

Possible failure modes:

1. Incorrect hydraulic pressure
2. Faulty EHR valve

Solution:

1. Check for other active EHR error code(s).

   Make a note of the error code(s), clear the error code(s) and test the system for normal operation.

   A. Fault code does not re-display. Return unit to field operation and monitor.

   B. Fault codes re-displays. Continue to step **2**.
2. Check the regulated circuit hydraulic pressures, for further information refer to hydraulic testing in service manual.

   A. If the pressures are incorrect, repair or replace component(s) as required.

   B. If the pressures are correct, continue to step **3**.
3. Download the correct level of software into the EHR valve and configure the EHR valve.

   Test valve operation.

   A. Fault code does not re-display. Return unit to field operation.

   B. Fault code re-displays. Install and configure a new EHR valve section.

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3063-Cylinder 1 - Injector Cable Short Circuit (High Side To Ground)

Control Module : EDC

NOTE: *This diagnostic procedure requires a good quality multi-meter to be able to take accurate resistance measurements. The meter should be able to measure to a resolution of* ***0.1 ohms****. Some of the measurements required to be taken, could be as low as* ***0.4 ohms*** *(typical injector solenoid coil resistance is* ***0.4 - 0.5 Ω****) and any inaccuracies in the DMM could cause a technician to take the wrong diagnostic path.*

NOTE: *Make sure that the multi-meter's test lead resistance is taken into account when resistance measurements are taken. Record the multi-meter's test lead resistance by touching the leads together on the lowest Ohms scale and mentally recording the resistance value. Subtract this value from the actual resistance measurement taken.*

Context:
The engine control unit (ECU) has determined that a short circuit exists in the high side injector circuit for cylinder 1. A power stage component energizes the unit injection system transistors and simultaneously observes the current flow in the high-side and low-side switching branch by sensing resistors. If there is a deviation from the expected current flow the component detects specific errors and reports them to the ECU . This error message is then rearranged so it holds information on performed injections, errors of cylinders on the same bank, bank specific errors and cylinder specific errors. The rearranged error message is then compared to applicable error patterns and if there is a match the failure corresponding to the matched pattern is output. If an error message doesn't match any pattern the defect is treated as an unclassified error. Monitoring is performed once per camshaft revolution. This error is the result of a short circuit of the high side to the low side or ground over 3 camshaft revolutions. As a result of this error an individual cylinder or bank is shut off, based on parameters established in the ECU . Certain parameters, as currently applied, are permanent (without a healing possibility, once tested by switching on the component to see if the defect is still present). and others evoke an irreversible or reversible shut off of the engine to be executed.

Cause:
The Engine Control Unit (ECU) has determined that there is a fault associated with the current monitoring of the injector output power driver stage.

Possible failure modes:

1. Faulty cylinder 1 solenoid windings.
2. Faulty electrical wiring, short high side to low side or ground (damaged wiring harness).
3. Faulty ECU, ECU hardware or software.

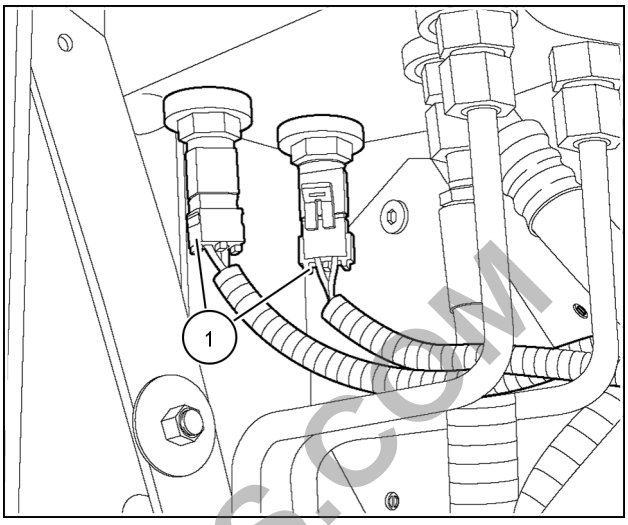
Solution:

1. Verify this error code is still present and in an active state.
   A. If the error is still present and active, continue with step **2**.
   B. If the error is no longer present or is in an inactive state, continue with step **8**.
2. Carefully disconnect the engine cylinder harness from the ECU at ECU cylinder harness connector. Use a multi-meter to check the resistance, on the cylinder harness side of connector, between pins 4 and 13. There should be **0.4 - 0.5 Ω**.
   A. If the resistance was within range, leave ECU cylinder connector disconnected and continue with step **3**
   B. If the resistance was lower than range minimum, continue with step **6**.
3. Use a multi-meter to check for continuity, on the ECU cylinder harness side of connector , from pin 4 to chassis ground and pin 13 to chassis ground. There should not be continuity.
   A. If there was continuity on either or both pins to chassis ground, continue with step **4**
   B. If there was no continuity on either pin to chassis ground, the ECU may have failed. Try reloading the ECU software and if the fault reoccurs, replace the ECU .

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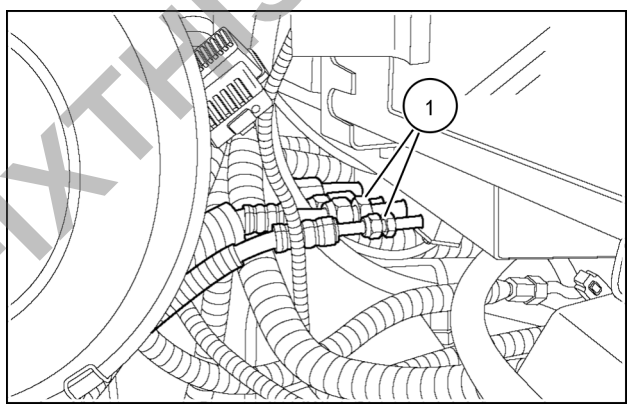
19. Reconnect the harness connectors **(1)** to the switches on the brake valve.

NOTICE: *Make sure that the right and left connectors are connected to the proper switches.*



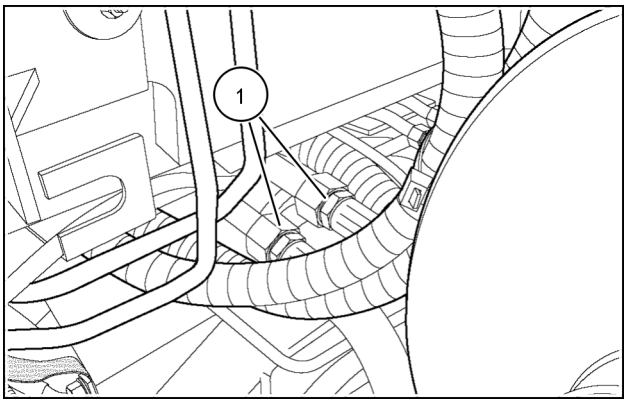
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20. Lubricate new O-rings with mineral oil and install on the air conditioning line fittings. Reconnect the fittings **(1)** at the cab and tighten.



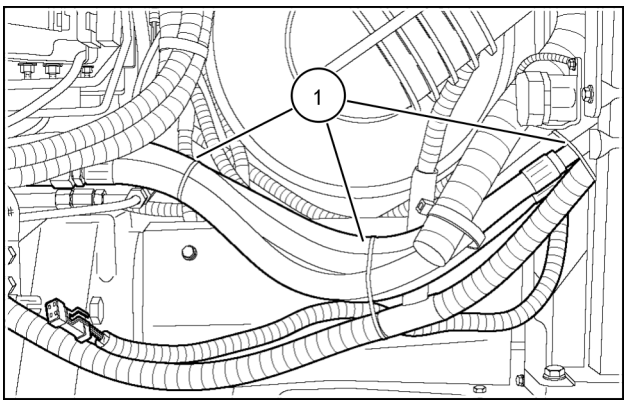
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21. Install new O-rings and reconnect the hydraulic cooling hoses **(1)** at the cab.



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22. Install plastic tie straps **(1)** to secure the lines.



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TRANSMISSION Powershift - Join - Range transmission to rear frame

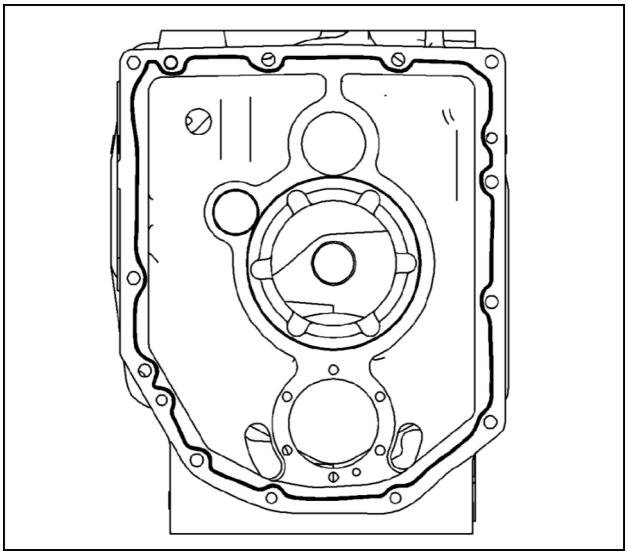
Prior operation:
Clutch and gear Master clutch - Install (C.20.E)
Prior operation:
Differential - Install (C.60.A)
Prior operation:
TRANSMISSION Powershift - Split - Range transmission to rear frame (C.20.E)

1. To prepare the mating surfaces of the range transmission and rear frame:
   - A. Clean the sealing surfaces with Loctite® Chisel (Loctite® part **34663** or **79040**), removing any residue from gasket or cured **LOCTITE® 515** gasket eliminator.
   - B. Clean the sealing surfaces with acetone or Loctite® parts cleaner (Loctite® part **34548** or **30545**), removing all Chisel, gasket material and oil. Apply a second coat of cleaner if required.
   - C. Gather new bolts at the workstation so they are ready to join the components.
   - D. Install alignment dowels.

NOTICE: *The range and rear frame housings must be free of oil to insure a good seal; any oil which runs down a mounting surface will contaminate the* ***LOCTITE® 515*** *and reduce its effectiveness.*

2. Apply a **3.0 mm** (**0.118 in**) bead of **LOCTITE® 515** gasket eliminator to the mounting face as shown. Spread the bead across the machined surfaces.

NOTICE: *Final torque must be applied to the bolts within 15 minutes from the time the gasket eliminator is applied.*

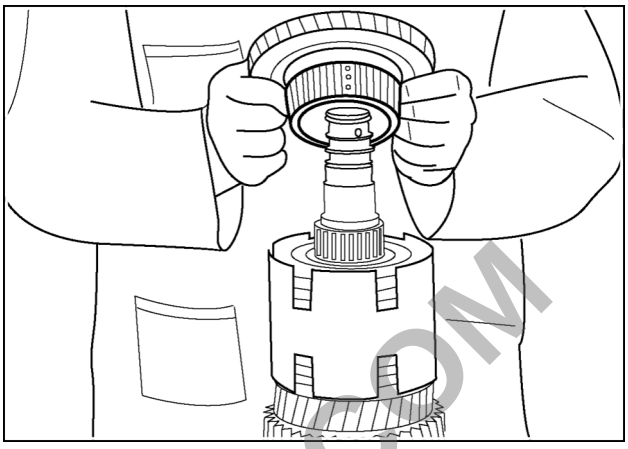


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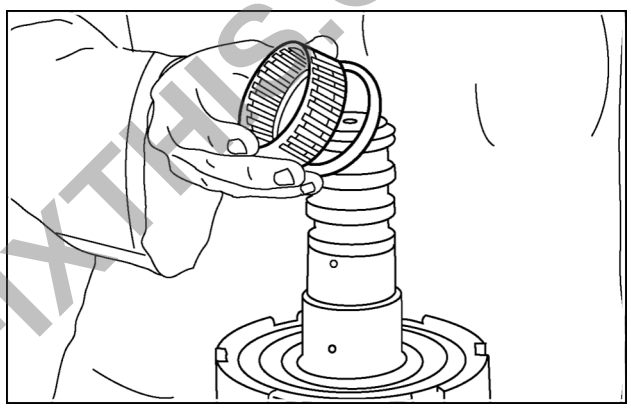
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4. Remove the reverse driven gear.



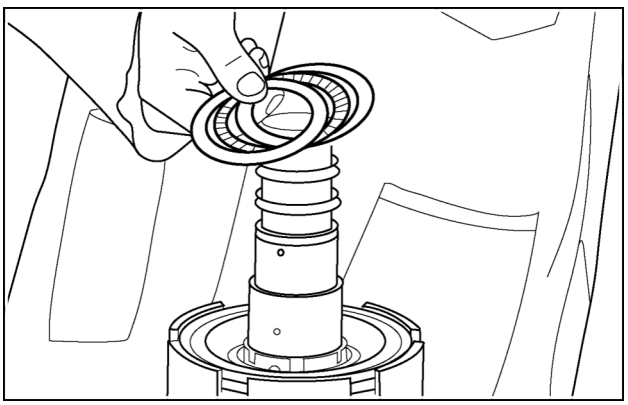
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5. Remove the caged needle bearing and the nylon spacer.



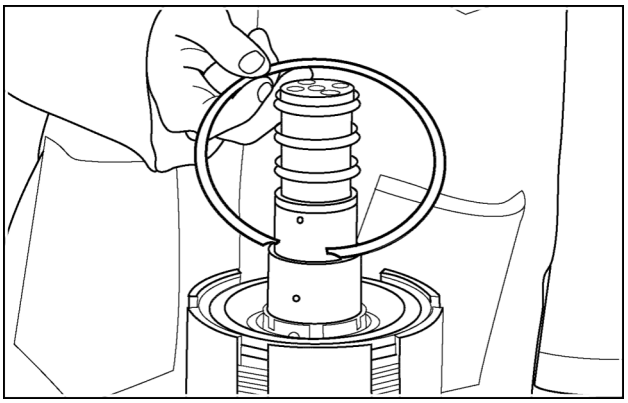
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6. Remove the two bearing thrust washers and the needle thrust bearing.



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7. Remove the retaining ring from the clutch plate carrier.



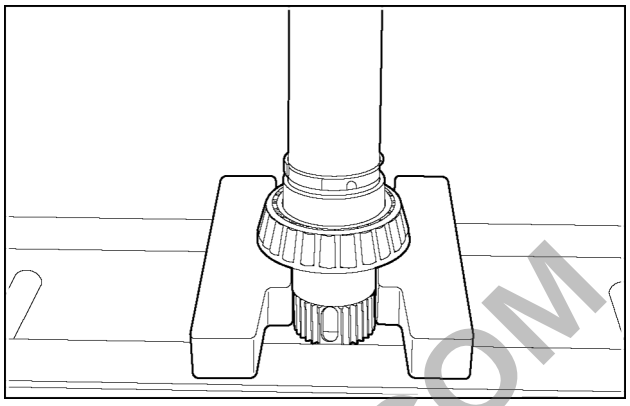
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21. Place the shaft in a press and press the bearing cone from the shaft.

NOTE: *Be prepared to catch the shaft once the bearing is freed.*



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Next operation:
Shaft assembly Output shaft - Assemble - Dual speed (C.40.C)

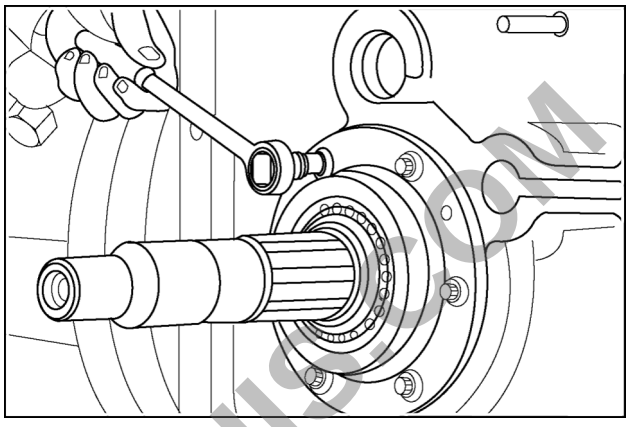
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Differential - Remove - Standard pinion shaft

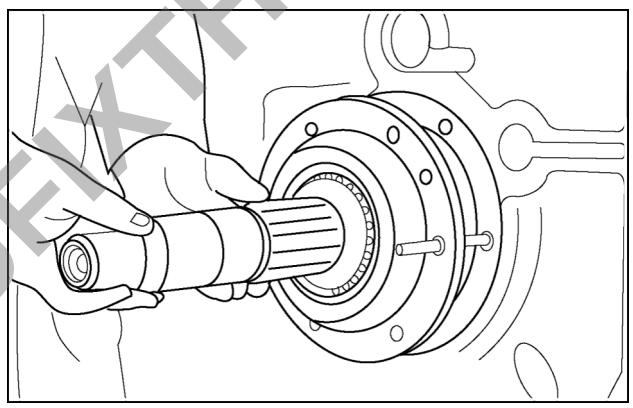
Prior operation:
Differential - Disassemble (C.60.A)

1. Remove the pinion shaft bearing cage mounting bolts.



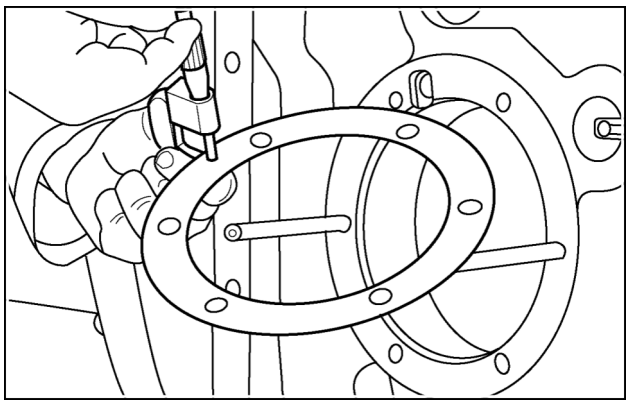
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2. Install two aligning dowels through the bearing cage and into the rear frame. Remove the pinion shaft assembly from the rear frame.



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3. Remove the shims from the bearing cage. Use a micrometer to measure the shims, and record the shim pack size.



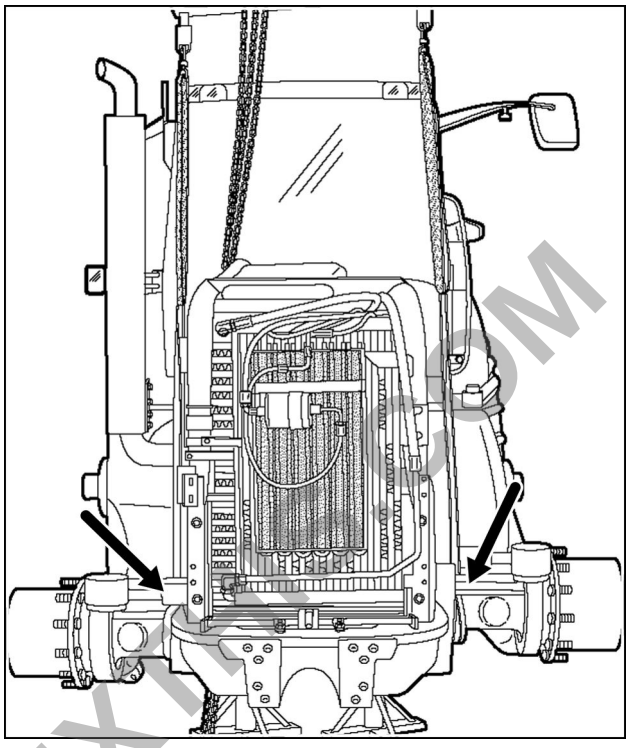
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Next operation:
Differential - Disassemble - Standard pinion shaft (C.60.A)

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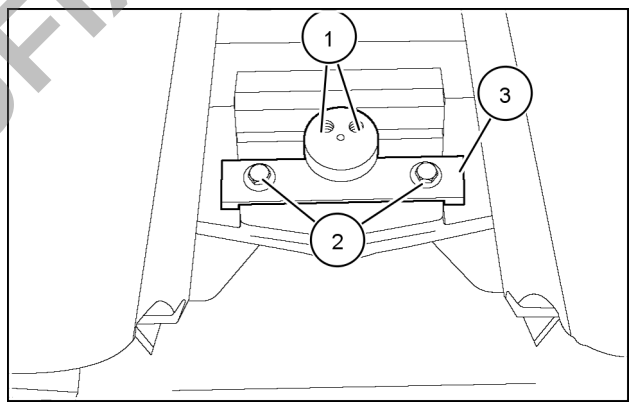
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8. Attach appropriate lifting equipment to each side of the front axle. Place lifting tension on the axle.



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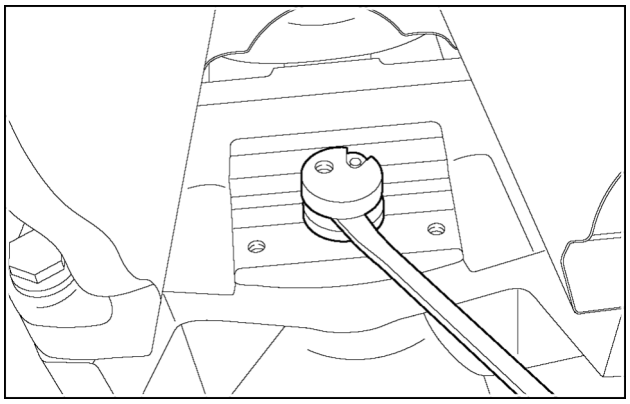
9. Remove the grease fittings **(1)**. Remove the locking plate mounting bolts **(2)** and locking plate **(3)** from the front axle support pin.



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10. With proper lifting tension on the axle, remove the axle support pin. Once the support pin is clear of the axle, lower the axle and remove from under the tractor.

NOTE: *Axle must be level to allow the support pin to be removed. Up and down adjustment of the lifting equipment may be necessary to facilitate the removal.*

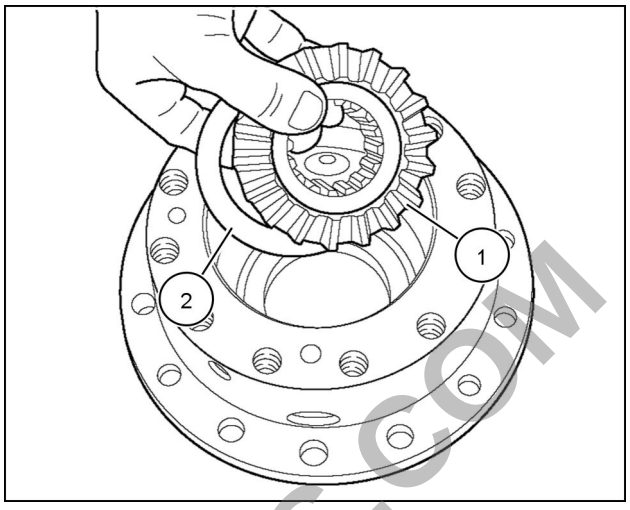


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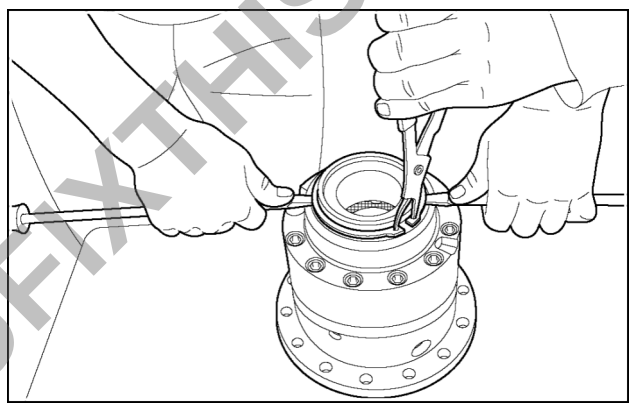
20. Remove the sun gear **(1)** and thrust washer **(2)**.



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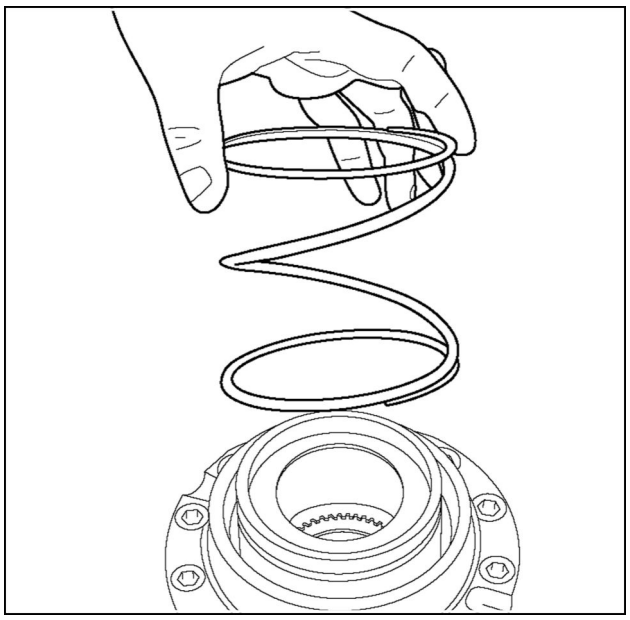
21. With an assistant holding the spring down with two pry bars, remove the retaining ring. Slowly release the tension on the piston holding spring.

NOTICE: *Use care when releasing the tension on the spring.*



RCPH07CCH469AAB 21

22. Remove the spring.

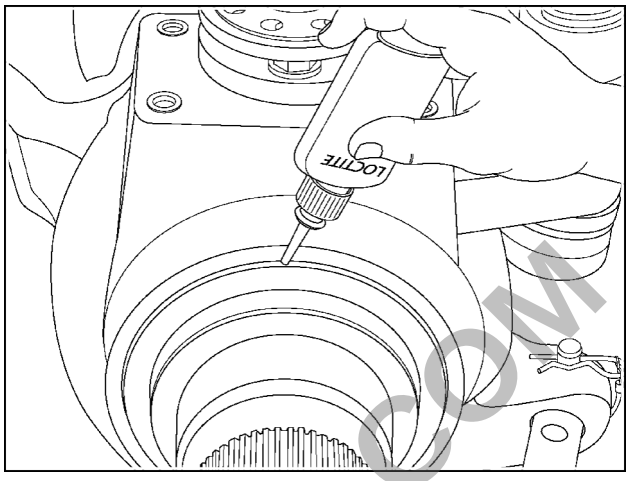


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Next operation:
Differential Locking - Assemble Class V (D.10.A)

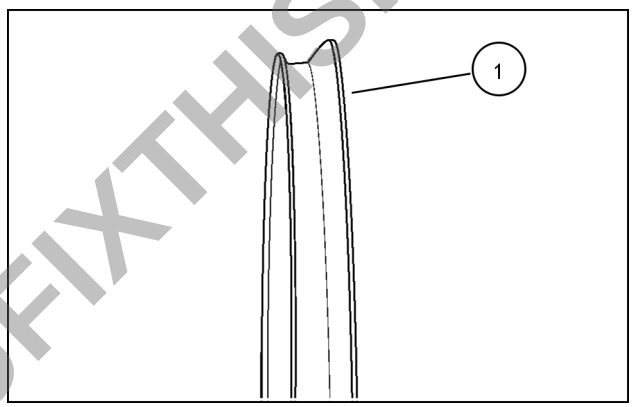
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25. Apply a thin bead of Loctite® 680 to the dust seal seating area.



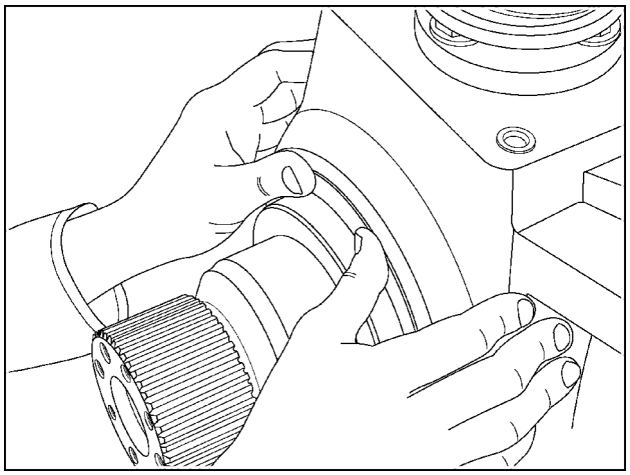
RCPH07CCH964BBC 25

26. When installing the dust seal make sure the larger lip **(1)** is facing outboard.



RCPH07CCH960ABC 26

27. Hand press the dust seal into place.



RCPH07CCH963BBC 27

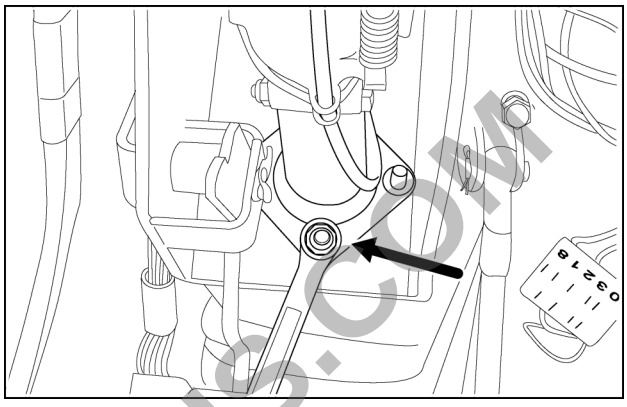
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Steering column - Install

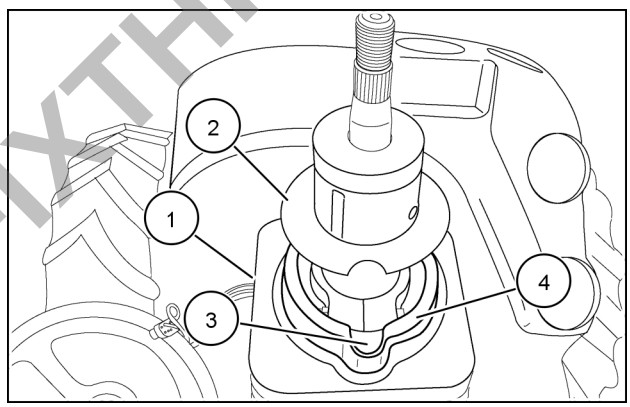
Prior operation:
Steering column - Remove (D.20.C).

1. With an assistant supporting the steering hand pump, install the steering column over the four studs of the steering hand pump. Install the four washers that were removed earlier. Install four new lock nuts and tighten only enough to hold the steering column in place.



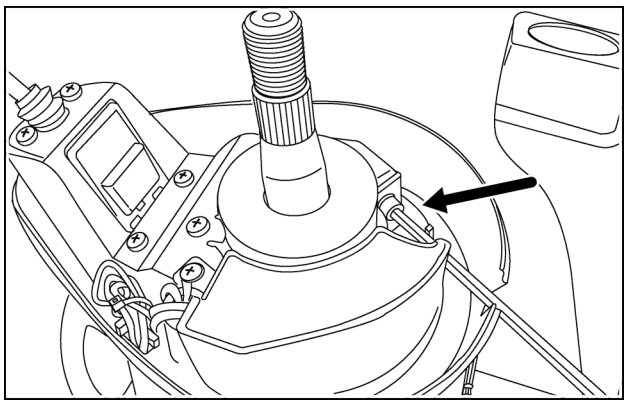
RCIL07CCH022AAA 1

2. Place the boot **(1)** with wire stiffener and boot plate installed, over the steering column. Partially install the boot support washer **(2)**. Install the turn signal switch wiring harness through the protruding opening in the boot **(3)**. Slide the boot washer **(2)** over the top lip **(4)** of the boot.



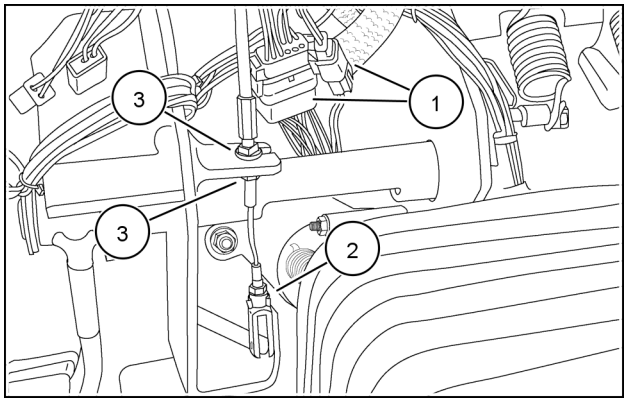
RCIL07CCH021AAA 2

3. Install the lower control housing assembly. Make sure the alignment tab on the turn signal switch clamp is located in the hole on the steering column collar. Tighten the socket head cap screw for the turn signal switch clamp.



RCIL07CCH020AAA 3

4. Reconnect the two steering column electrical connectors **(1)**. Install the cable clip with pin **(2)** for the steering column tilt mechanism cable. Install the cable into the anchor bracket and tighten the lock nuts **(3)**.



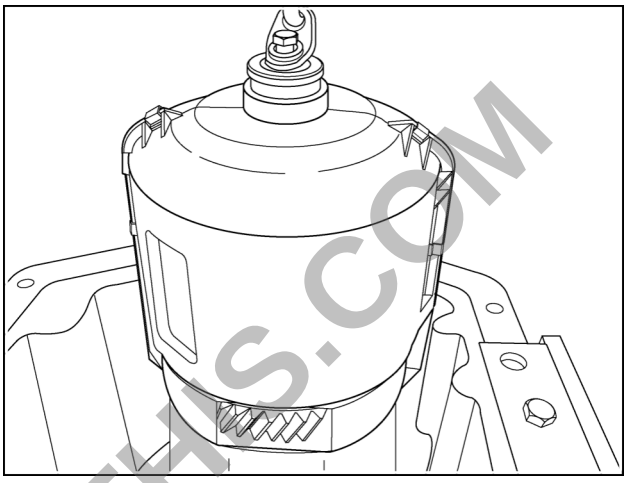
RCIL07CCH018AAA 4

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Brake - Install - Park brake clutch

Prior operation:
Brake - Assemble (D.32.C)

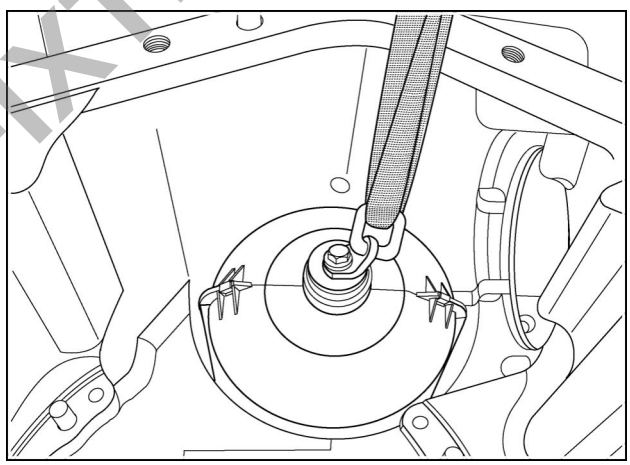
1. Use appropriate lift equipment to support the MFD/ park brake assembly and lower the assembly into the range housing.



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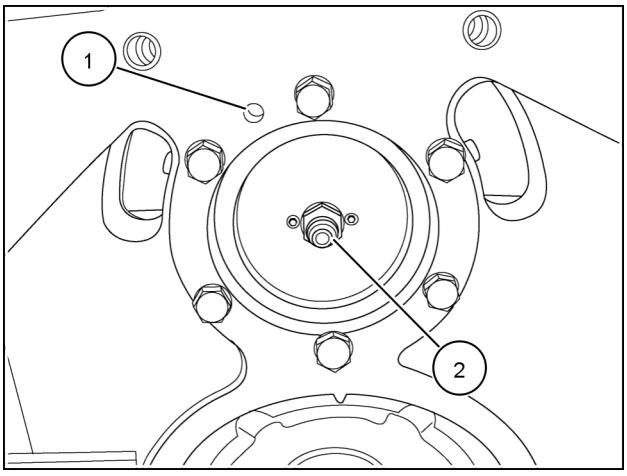
2. Continue to lower the assembly into the housing until it is seated in the bore.

NOTE: *The alignment pin located at the end of the output shaft mounting flange must align with the alignment hole. Refer to the next Step.*



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3. Once the alignment pin **(1)** is properly aligned, install the six mounting bolts. Tighten bolts to a torque **101 - 113 Nm** (**78 - 84 lb ft**). Reinstall the MFD lubrication fitting **(2)**.

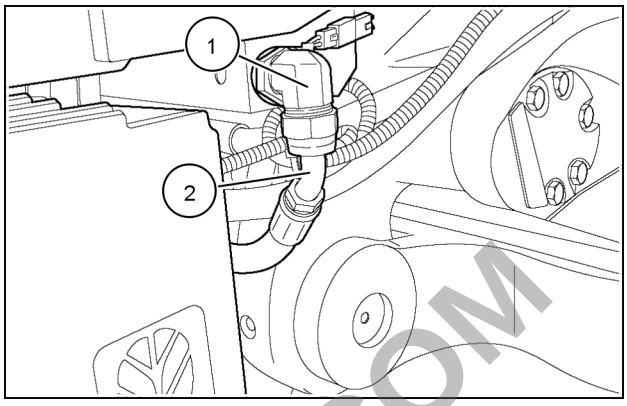


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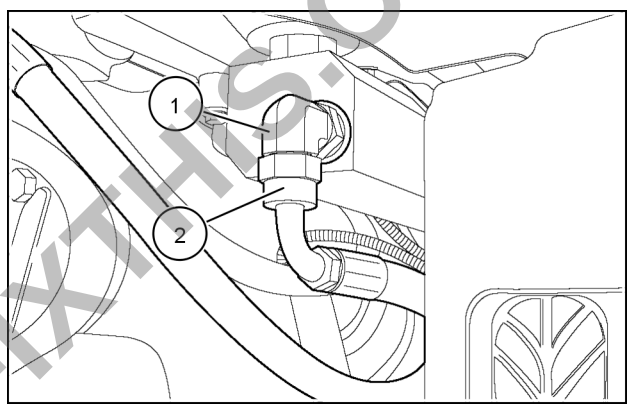
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12. Install a new O-ring on the **90 °** fitting **(1)**. Reconnect the hydraulic hose **(2)** from the right side of the suspended axle to the left side of the accumulator assembly. Tighten the fitting.



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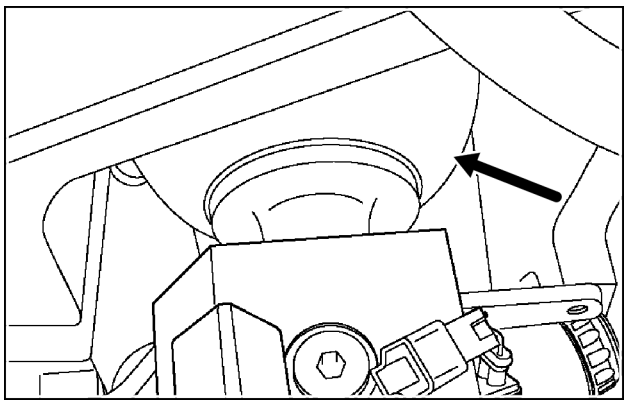
13. Install a new O-ring on the **90 °** fitting **(1)**. Reconnect the hydraulic hose **(2)** from the left side of the suspended axle to the right side of the accumulator assembly. Tighten the fitting.



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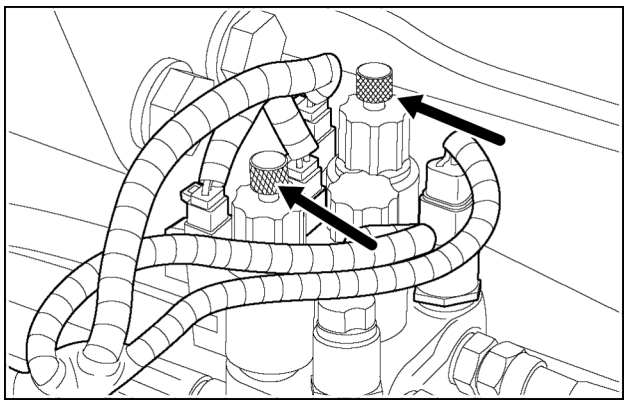
Accumulator

14. Place new accumulator sealing rings on the valve block. From the top of the front frame install the accumulators. From the bottom of the front frame, tighten the accumulators.



RCPH08CCH617AAB 14

15. Unlock the control valve for the suspended axle by turning the thumbscrews in a counterclockwise direction until fully open.



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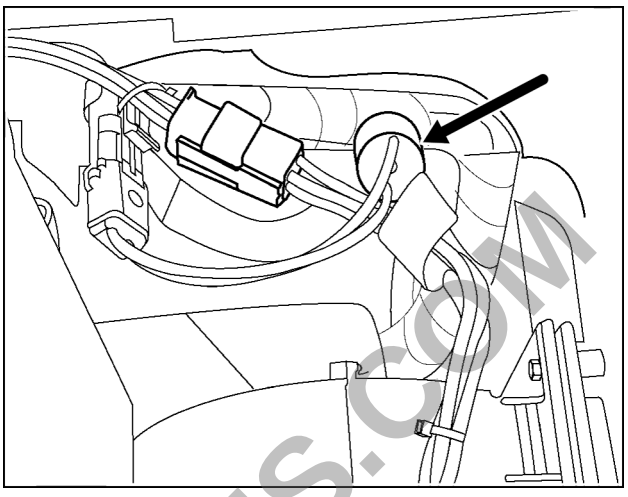
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Sensing system Low pressure switch - Dynamic description

Low pressure switch activation is generally caused by low refrigerant level resulting from a leak(s). Sometime low pressure switch activation, however, is caused by a restriction, where because of the location either pressure switch may activate first. For example, a restriction at the output of the receiver-drier could cause either high or low pressure switch activation.

When the pressure switch opens within the smart pressure counting conditions, a fault code displays on the instrument cluster, and the compressor clutch is latched Off by the controller.



RCPH07CCH309ABC 1

Possible failure mode - Fault Code 134

Fault Code	Description	
134	Controller has detected an open condition in low pressure switch circuit. Compressor clutch is latched Off.	
	Smart pressure switch counting	Code 134 is not activated until low pressure switch is open for >1 minute. Controller must be fully initialized before the first occurrence can be detected.
	Causes	1. Low pressure switch has opened because of low side system pressures. Low pressure switch opens at system pressures below **28 kPa** (**4 psi**) ± **14 kPa** (**2 psi**). The switch closes when system pressures rise above **128 kPa** (**20 psi**) ± **21 kPa** (**3 psi**). 2. Any intermittent open condition at a connector in the circuit appears the same to the controller.
	Exception	• Code 134 may display when outside ambient air temperature is below **-1 °C** (**30 °F**). The system does not require service. Toggle the ATC switch to Off and then the desired operation position to reset the system. • The A/C system is designed to prevent A/C compressor failure due to low pressure or low refrigerant charge. Operation on days below **4 °C** (**40 °F**) may actuate the low pressure sensing system and shut down the A/C system. The system is not malfunctioning if this occurs. Toggle the ATC switch to Off and then the appropriate operational mode to reset the system.

Although system pressures may return to normal, the clutch remains latched Off until the key switch or the ATC switch is toggled Off and then On.

The controller disables the clutch by denying ground to the clutch relay.

Cycling the power switch does not resolve the pressure problem, however, install the pressure test gauges and performance test the system.

Switch testing

When disconnected from the system, the low pressure switch will test normally open.

When installed in the A/C system under normal operating pressures, the pressure switch should test closed.

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