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Section 10

Chapter 4

AIR INDUCTION SYSTEM

TJ380, TJ430 and T9030, T9040 Tractors

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January, 2006

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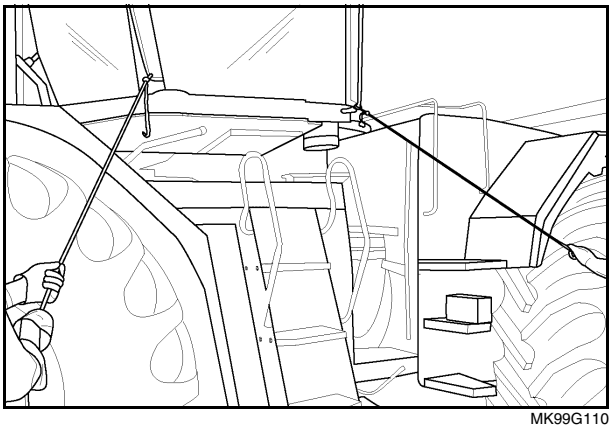
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TRANSMISSION REMOVAL

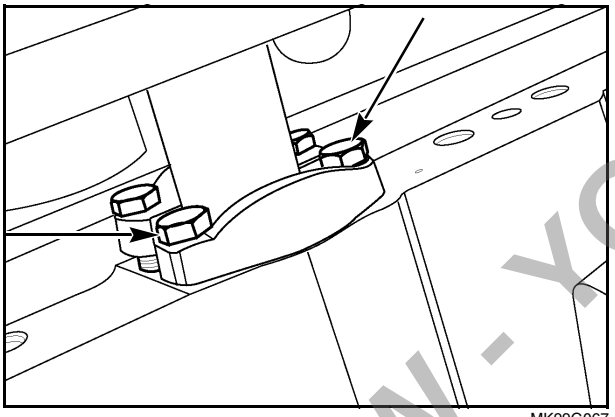
STEP 1



MK99G110

Refer to Cab Removal and Installation in this manual and remove the cab.

STEP 2

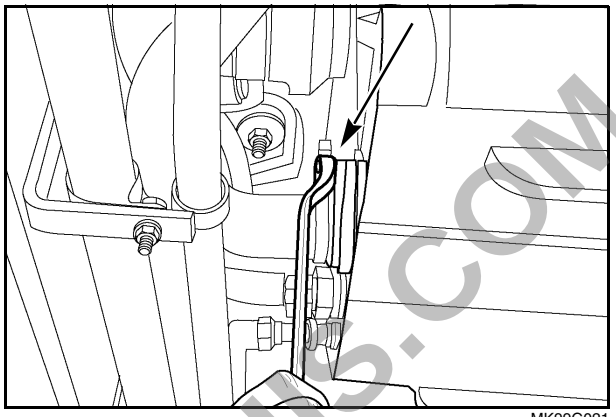


MK99G067

To drain the transmission, slowly loosen the split flange bolts on the lubrication pump suction tube. Control the flow by tightening or loosening the bolts.

NOTE: *The transmission fluid capacity is approximately 38 to 45 liters (10 to 12 gallons).*

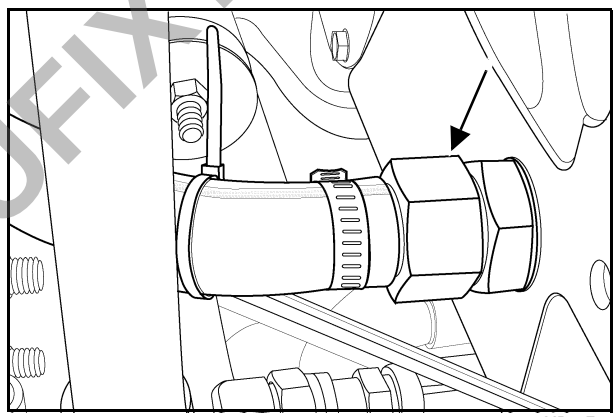
STEP 3



MK99G021

Remove the split flange bolts and the retainers.

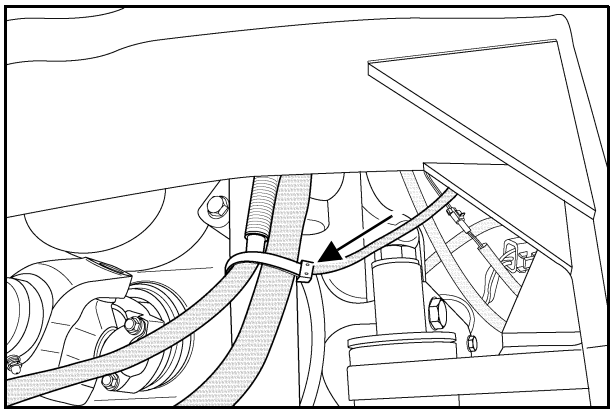
STEP 4



MD05F08

Remove the fill tube from the transmission.

STEP 5



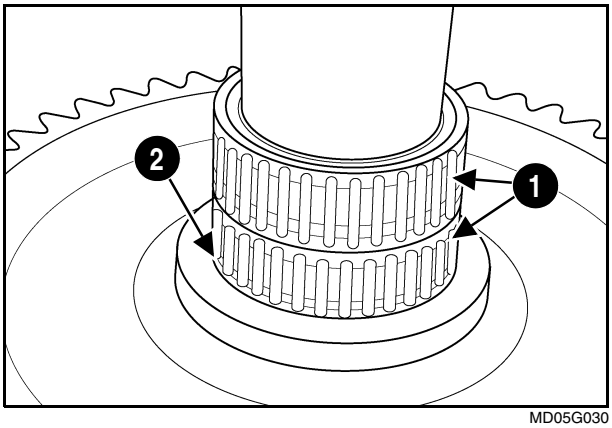
MD05F210

Remove the cable tie from the lube pump suction tube.

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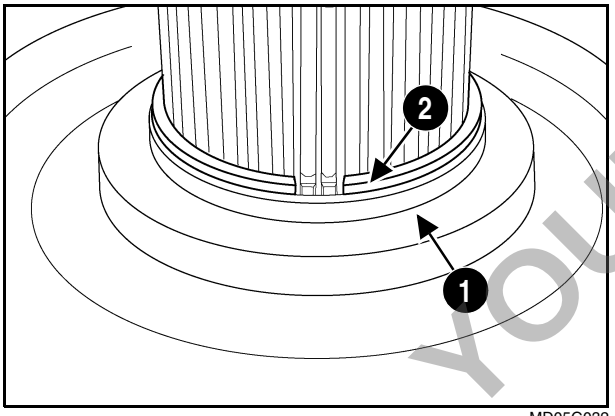
STEP 312



MD05G030

Install the two needle roller bearing (1) on the shaft and into the gear hub (2).

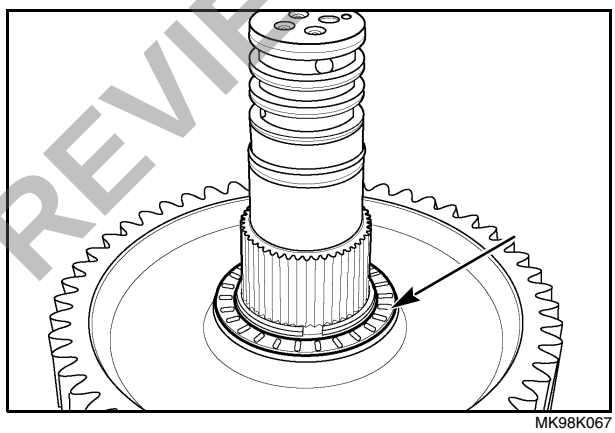
STEP 313



MD05G032

Install the bearing spacer (1) and retainer snap ring (2).

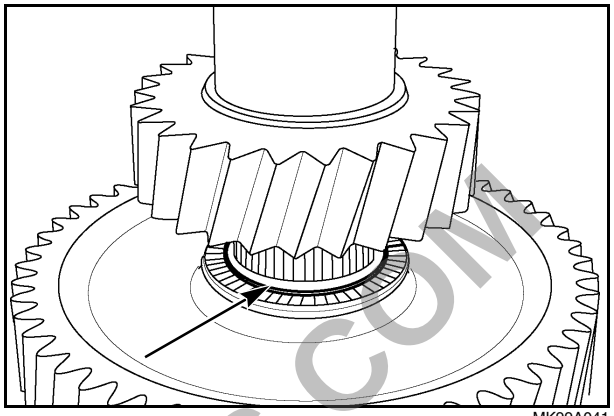
STEP 314



MK98K067

Install the thrust bearing.

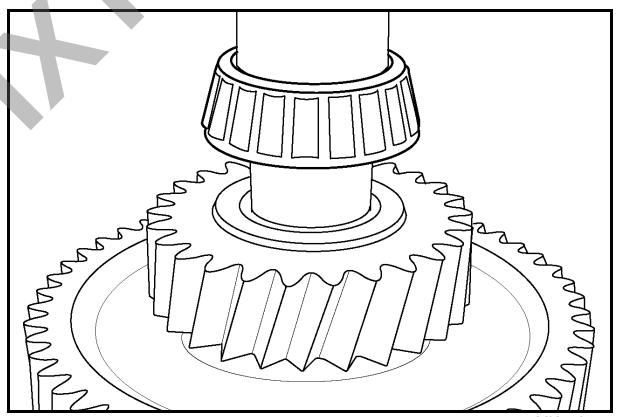
STEP 315



MK99A041

Use a 88 mm (3.485 inch) inside diameter bearing installation tool to press the drive gear on the shaft until the drive gear hub is seated against the snap ring.

STEP 316



MK99A042

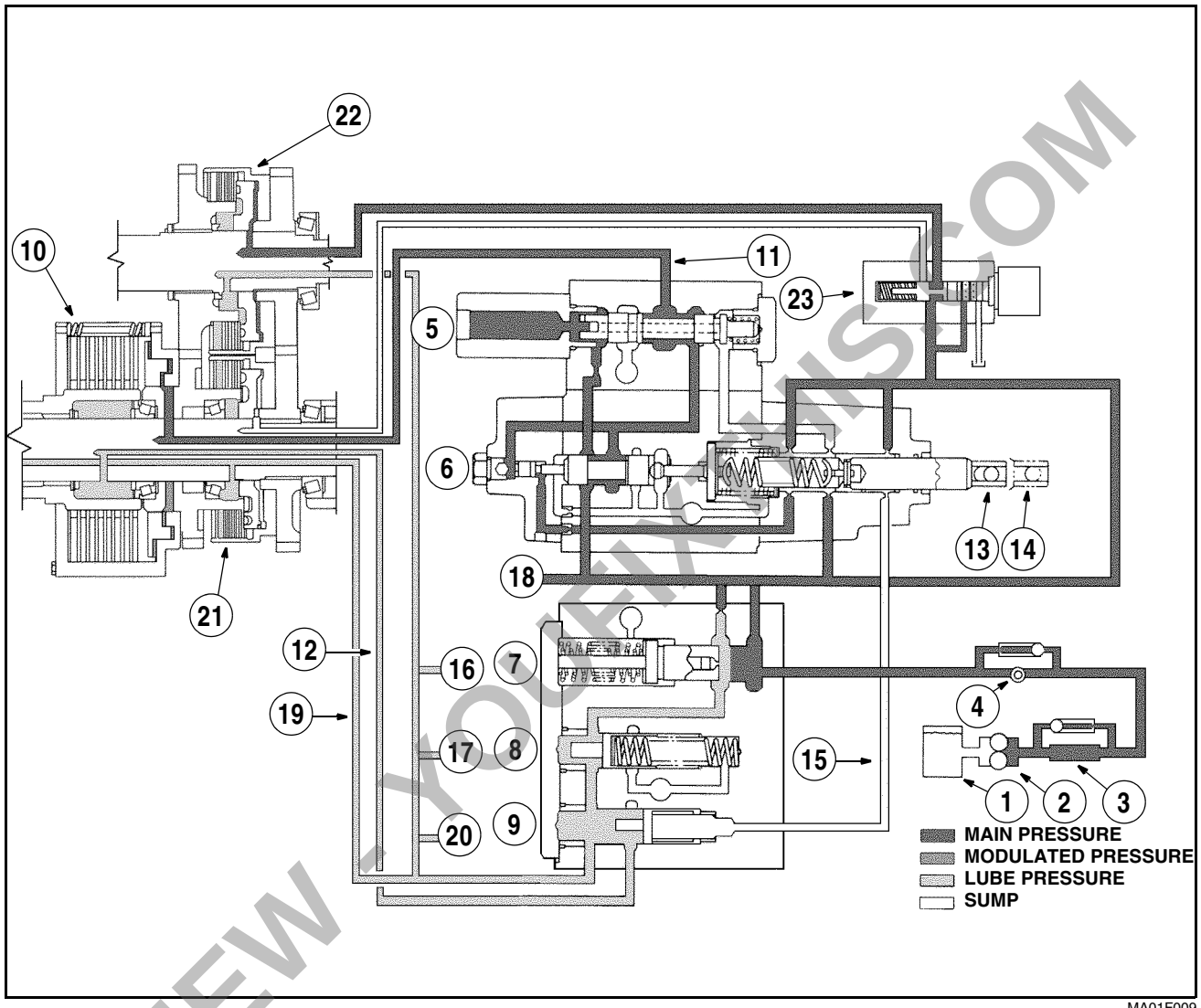
Use a 75 mm (2.975 inch) inside diameter bearing installation tool to press the bearing cone on the shaft until the bearing hub is seated firmly against the 5F clutch drive gear.

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TRANSMISSION OIL FLOW CHART

(Engine Running, Clutch Pedal Up, Master Clutch Fully Engaged, High Clutch Engaged)



MA01F009

1. SUMP
2. PUMP
3. OIL COOLER
4. FILTER
5. MASTER CLUTCH LOCKOUT VALVE
6. MASTER CLUTCH CONTROL VALVE
7. MAIN PRESSURE REGULATOR VALVE
8. LUBE PRESSURE REGULATOR VALVE
9. MASTER CLUTCH LUBE PRESSURE REGULATOR VALVE
10. MASTER CLUTCH
11. MASTER CLUTCH ACTUATION PRESSURE
12. MASTER CLUTCH LUBE PRESSURE
13. CLUTCH ON
14. CLUTCH OFF
15. MASTER CLUTCH LUBE PILOT PRESSURE
16. LUBE PRESSURE TO ALL SHAFTS AND SYNCHRONIZERS
17. LUBE PRESSURE TO PTO
18. MAIN PRESSURE TO PTO
19. IUNPUT BEARING LUBE
20. RANGE SHAFT LUBE
21. LOW CLUTCH
22. HIGH CLUTCH
23. HIGH/LOW CLUTCH VALVE

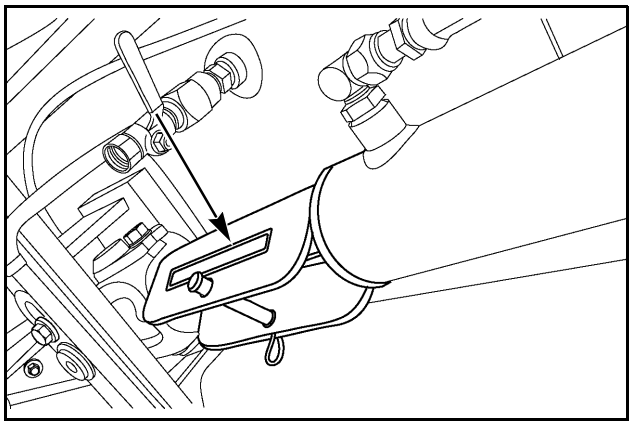
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Transmission Clutch Pressure Test

NOTE: *This test can be performed without removing the drive shafts. Take extra care to secure gauge lines away from rotating drive shafts. Drive the tractor in a clear and open area and record the transmission system pressures as indicated in procedure.*

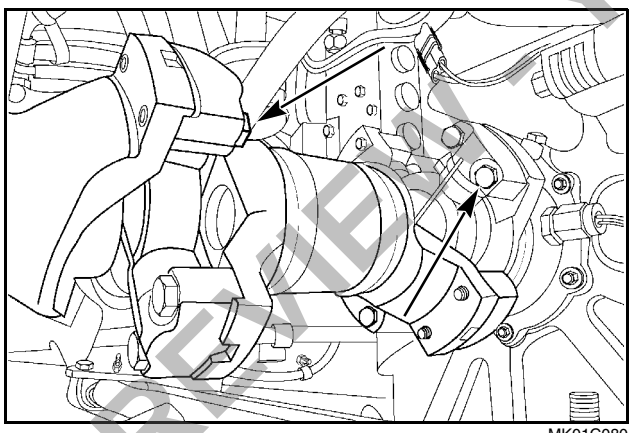
STEP 13



MK99M001

1. Park the tractor on a hard level surface.
2. Shut off the engine and remove the key from the switch.
3. Install the articulation locking blocks.

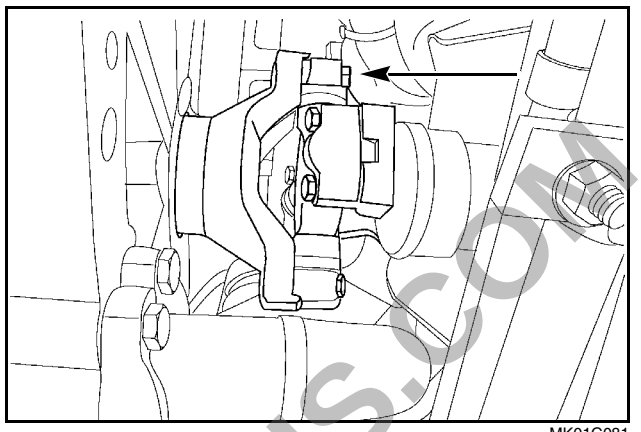
STEP 14



MK01C080

Remove the eight bolts from the front axle drive shaft and remove the drive shaft from the tractor.

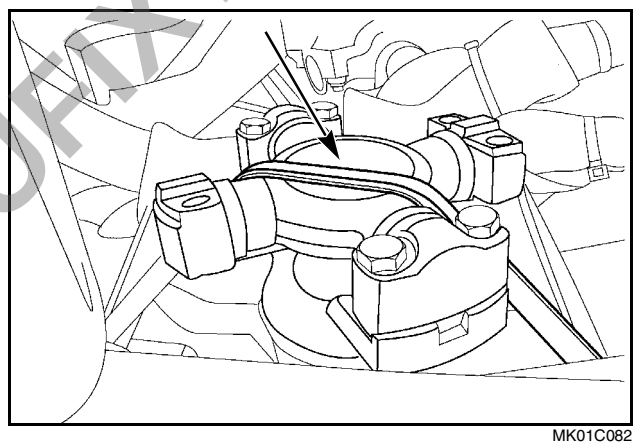
STEP 15



MK01C081

Remove the four bolts from the rear axle intermediate drive shaft.

STEP 16



MK01C082

Pull the drive shaft rearward and secure it away from the transmission output yoke.

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PTO CLUTCH INSTALLATION 31-4-5

SPECIAL TORQUE VALUES

	Metric Value	U.S. Value
PTO Clutch Housing Mounting Bolts	57 to 76 Nm	42 to 56 lb ft
PTO Clutch Control Valve Mounting	58 to 65 Nm	43 to 48 lb ft

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Valve A

This valve is a three position valve. The spool is lever operated and spring centered. It is an open center valve. Visually place the envelopes into the center position and you will see that the valve will direct oil into one end or the other of cylinder A. When the spool in valve A is moved out of the centered position, the valves downstream will receive no oil.

Valve B

Valve B is similar to valve A but it is a four position valve. The fourth position is a float position and is held into that position with a detent. With this valve the cylinder B can be extend, retracted, or placed in the float position. Visualizes the envelope for the float position in the inlet passageway.

You will see that oil can continue to flow to the next valve downstream and that the rod in cylinder B could be pushed back and forth. The oil could move from one end of the cylinder to the other via the valve. Both ends of the cylinder are also connected to the return line to the reservoir.

Valve C

This valve is also similar to valve A but is designed to control a single acting cylinder. When you visualize placing the upper envelope in the center position you will see that oil can drain back to the reservoir from cylinder C.

At the same time, oil from the pump can flow through valve C to the next valve.

Valve D

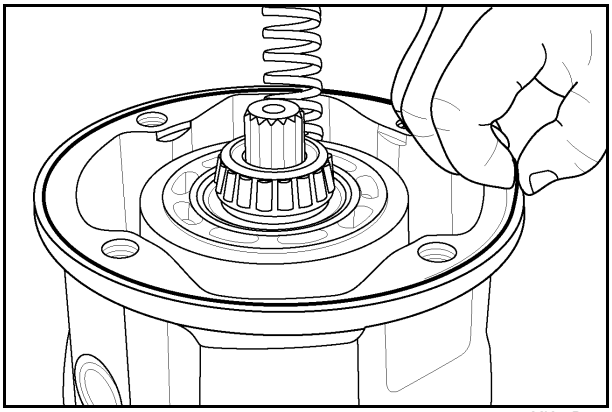
Valve D is a lever operated, spring centered valve and is designed to control a hydraulic motor. If a hydraulic motor was turning a flywheel and the oil supply and return were shut off abruptly, this would cause damage to the hydraulic lines, the motor, or whatever it was powering. Therefore when the valve supplying the motor is shut off, the motor should be able to slow down gradually. The center (neutral) position of valve D will allow that to happen by letting oil from the outlet of the motor return to the inlet side.

As you have seen, this brief information is all you need to read hydraulic schematics. The more you use it, the more you will be comfortable using hydraulic schematics as a troubleshooting guide.

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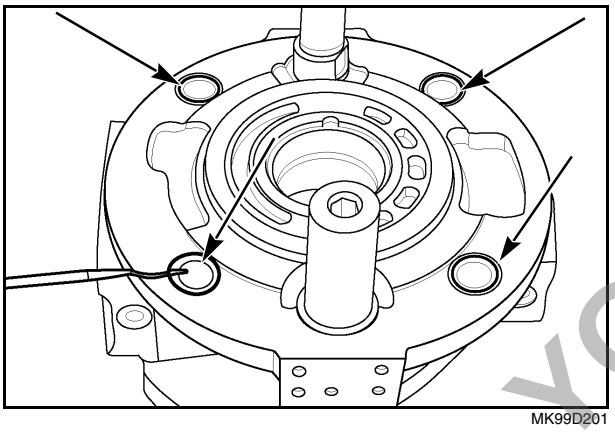
STEP 6



MK99D204

Remove the pump housing O-ring.

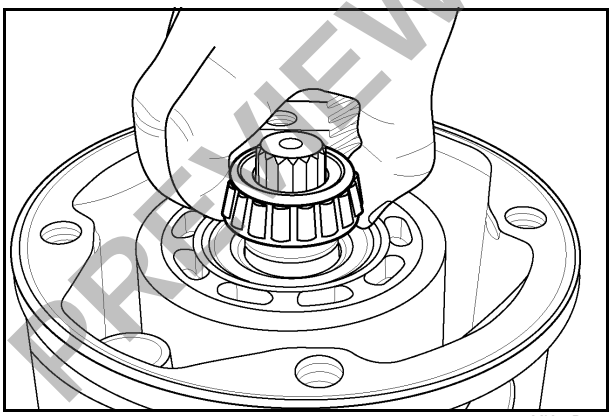
STEP 7



MK99D201

Remove the four retaining bolt O-rings.

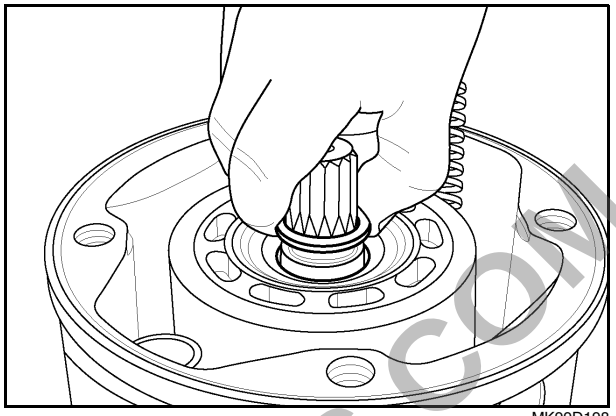
STEP 8



MK99D199

Remove the tapered roller bearing cone.

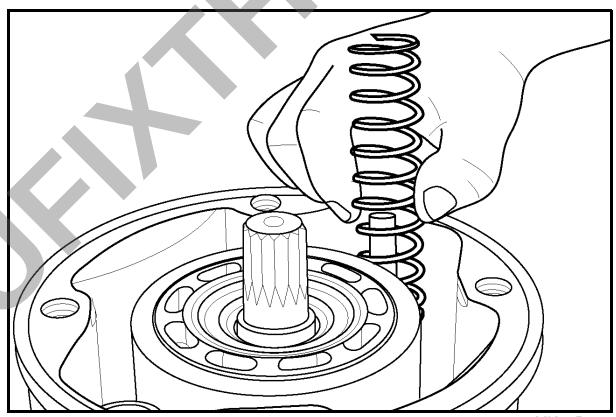
STEP 9



MK99D198

Remove the bearing adjustment shim.

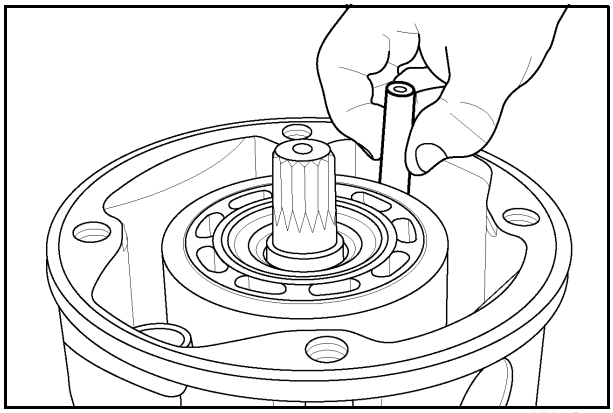
STEP 10



MK99D197

Remove the counter piston spring.

STEP 11



MK99D196

Remove the counter piston.

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OIL TEMPERATURE SWITCH

9. If necessary to remove the temperature indicator switch, disconnect the wire harness connector and remove the switch from the filter head. Discard the O-ring.

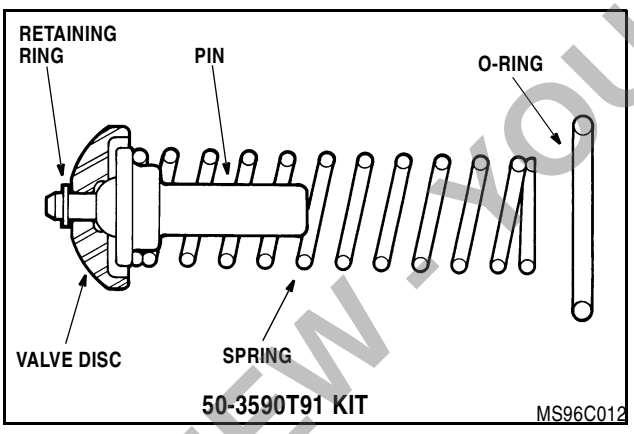
10. Lubricate and install a new O-ring on the switch. Install the switch and connect the switch to the main wire harness.

OIL COOLER BYPASS VALVE SERVICE

11. To remove and inspect the oil cooler bypass valve remove the filter element as described in Step 1.

12. Remove the large hex plug located on the bottom of the filter head to remove the bypass valve and spring.

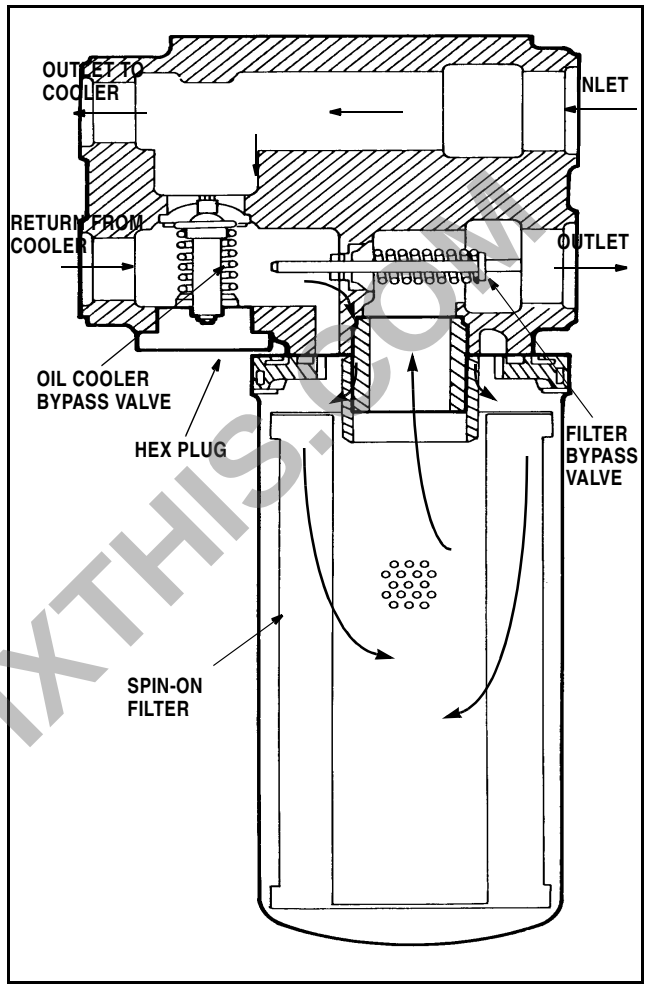
13. Inspect the valve disc and retaining ring for damage or wear. Remove and discard the O-ring from the hex plug.



14. If wear or damage is found, replace the bypass valve using Kit P/N 50-3590T91.

15. Lubricate and install a new O-ring on the hex plug. Install the bypass valve and spring assembly into the filter head. Install and tighten the large hex plug.

16. Install the filter element as described in Steps 2, 3 and 4.



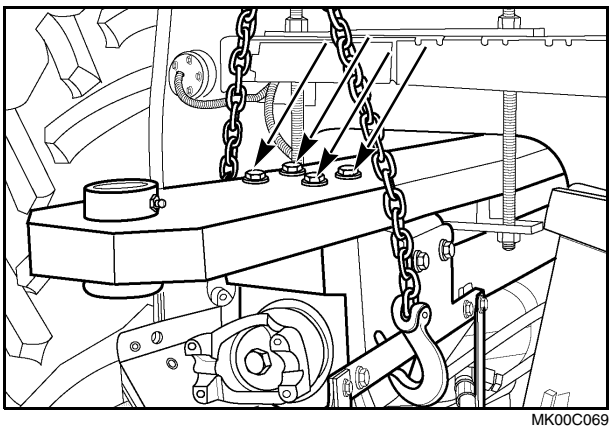
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CONNECTING LINK REMOVAL

For connecting link removal, the tractor frames must be separated approximately 100 inches (2540 mm).

STEP 80

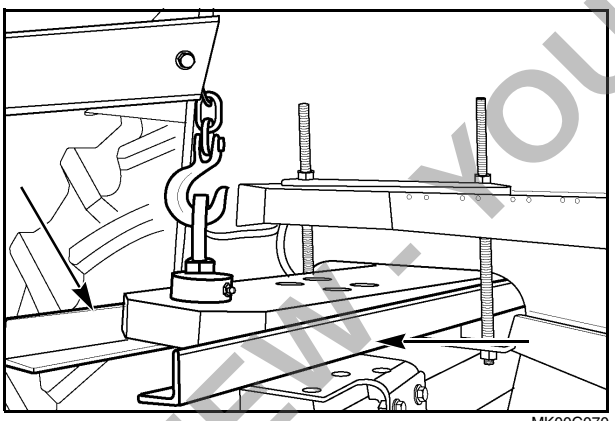


MK00C069

WITH PTO

If equipped with PTO, loosen and remove the four PTO hanger bearing mounting bolts. Lower the PTO hanger bearing mount.

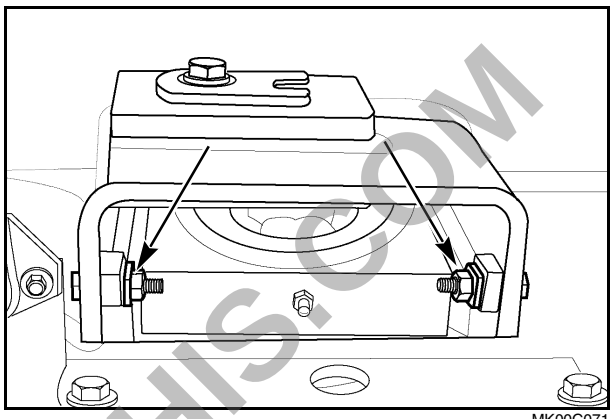
STEP 81



MK00C070

Using a mobile floor hoist lift and support the connecting link, slide both CAS 2752-2 Slide Rails to the rear of the tractor until they rest upon the shelf next to the connecting link rear bearing.

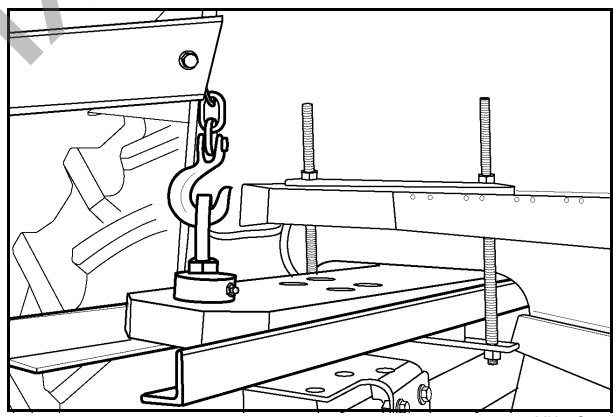
STEP 82



MK00C071

Secure the two slide rail angles to the rear of the tractor as shown using the two bolts and nuts.

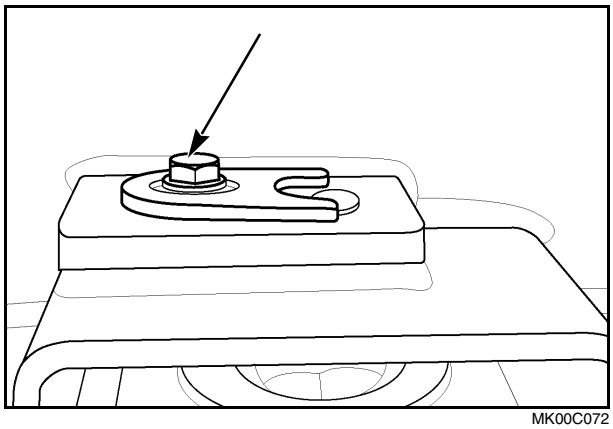
STEP 83



MK00C070

Slowly lower the connecting link until it rests on the two slide rail angles.

STEP 84



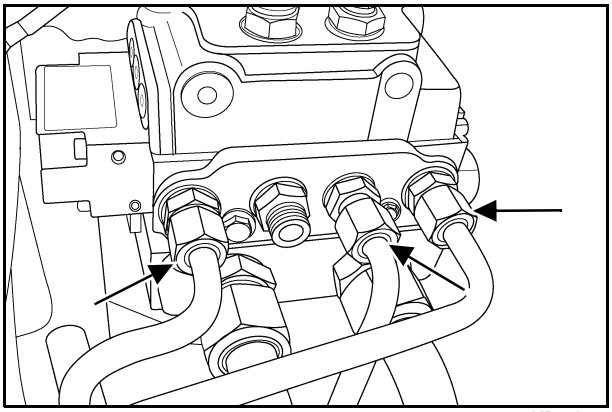
MK00C072

Loosen and remove the rear connecting link pin retainer bolt, washer and spacer.

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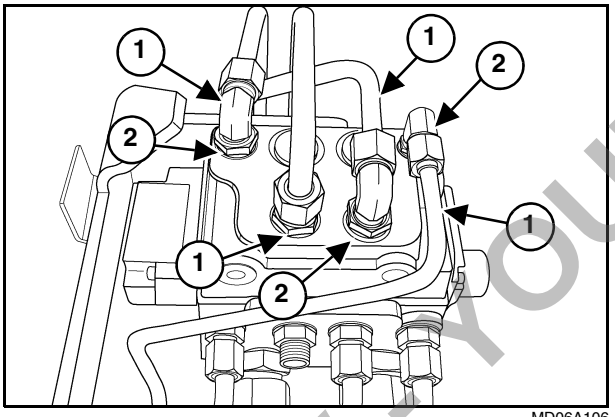
STEP 35



MD06A103

Install the three tubes shown on the side of the steering valve and in the bulkheads as marked. Tighten the tubes on the valve.

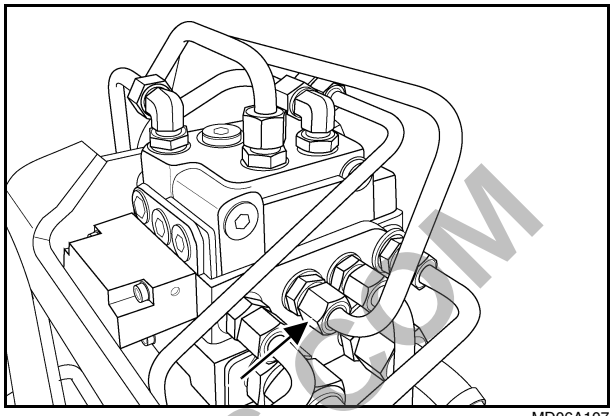
STEP 36



MD06A106

Install the four tubes (1) on the top of the control valve and in the bulkheads. Tighten the lock nuts on the elbow adapters (2).

STEP 37

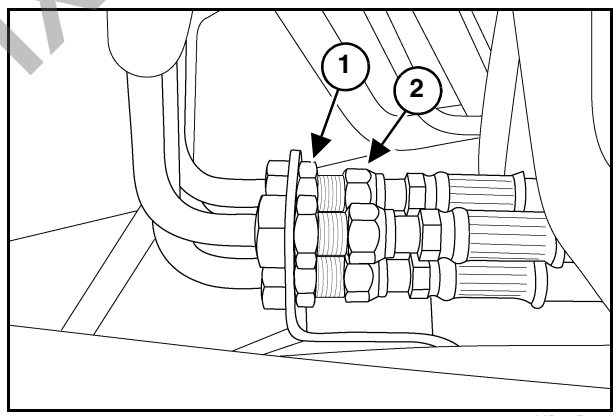


MD06A107

Install the last tube on the valve and bulkhead. Tighten the tube on the valve.

Tighten the three valve mounting bolts installed in Step 32 to specifications.

STEP 38



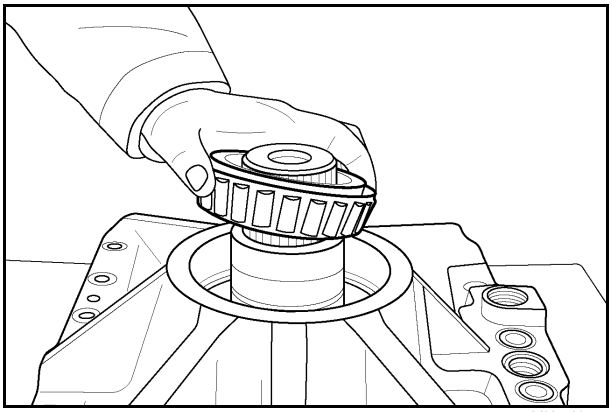
MD06B017

Install and tighten the four bulkhead nuts (1) on the middle bulkhead. Install and tighten the four steering hand pump hoses (2).

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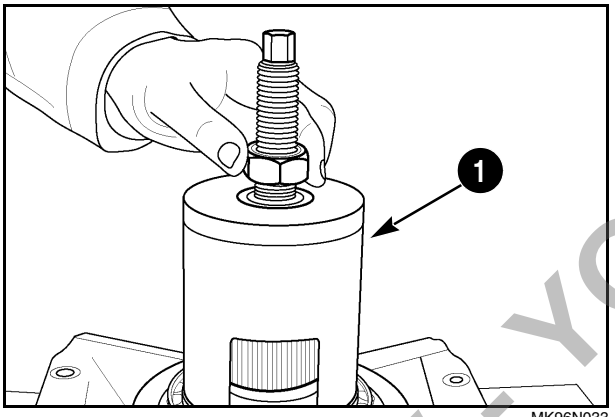
STEP 80



MK96N030

Lubricate the front bearing cone with clean operating oil. Install the bearing cone and thick spacer washer on the pinion shaft.

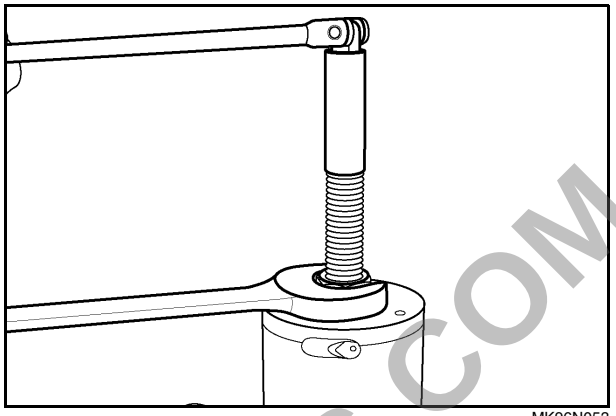
STEP 81



MK96N033

Install and tighten the center bolt of the CNH 299091 Pinion Bearing Preload Compression Tool (1) into the threaded hole in the pinion shaft. Install the compression sleeve, thrust washer and nut on the center bolt.

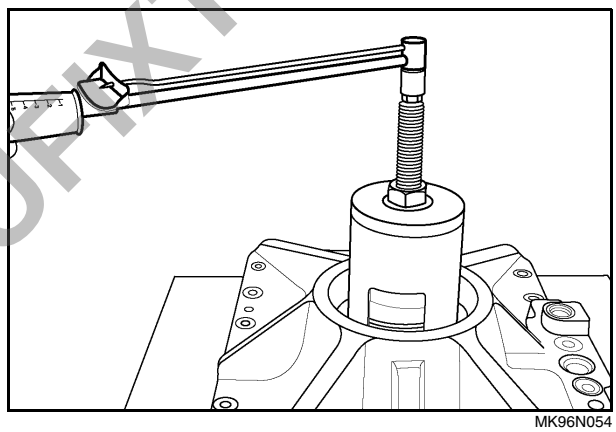
STEP 82



MK96N053

Use one wrench to hold the center bolt and a second wrench to tighten the nut to push the bearing cone on the shaft

STEP 83



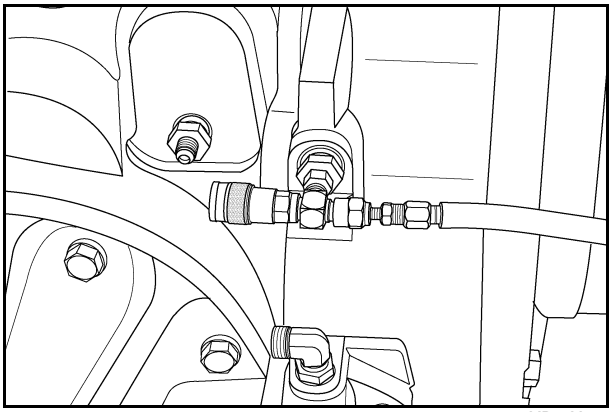
MK96N054

Use a torque wrench on the center bolt to check rolling torque. Tighten the nut until 170 to 180 in lb of smooth and continuous rolling torque is measured on the torque wrench.

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STEP 260

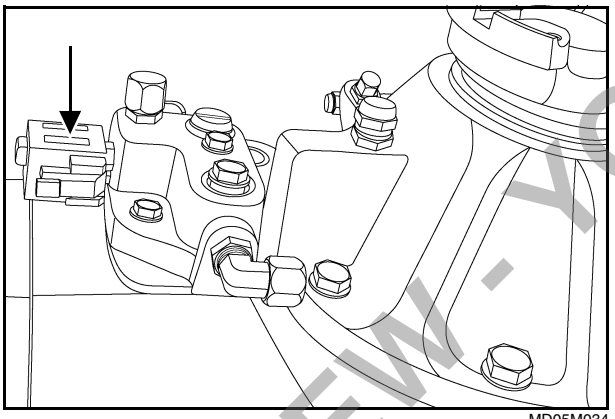


MD05M058

Connect the CNH 299085 Coupler Assembly to the service brake supply port adapter. Repeat Steps 257, 258 and 259 to leak test the service brake circuit.

DIFFERENTIAL LOCK LEAK TEST

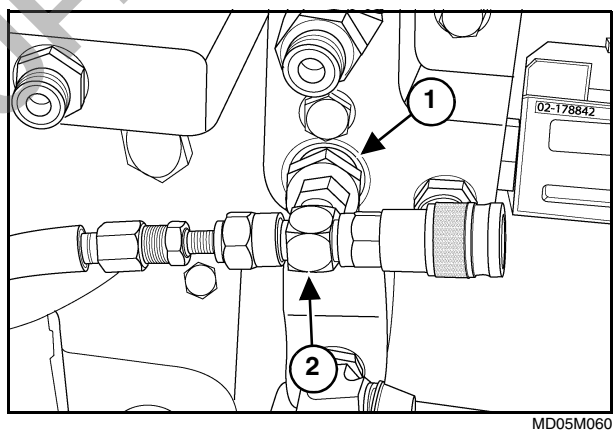
STEP 261



MD05M034

Install the differential lock solenoid on the port block.

STEP 262



MD05M060

If equipped with difflock, install the CNH 299086 Port Adapter (1) and CNH 299085 Coupler Assembly (2) into the difflock supply port.

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STEP 35

If a recovery tank becomes full during a recovery, the float switch will automatically turn off the station. To change a full tank in the middle of a recovery:

A. Close the blue tank valve and the valve on the black hose from the station.

B. Unscrew and remove the float cable from the tank.

C. Disconnect the hose from the tank valve.

D. Remove the tank from the station.

E. Replace the tank with a properly prepared tank (dry nitrogen charge released and vacuum drawn and held for five minutes).

F. Connect the tank valve hose and the float cable.

G. Open the tank valve and the tank hose valve. Recovery will continue as soon as both valves are open.

IMPORTANT: *Do not use recovered contaminated refrigerant in any A/C system. Send full tanks to a reclamation center for purifying or disposal of the contents.*

STEP 36

All refrigerant has been removed from the A/C system, replace components or make any repairs at this time.

IMPORTANT: *Replace the receiver-drier on the tractor being serviced before you evacuate or recharge the system with OEM1415 or OEM1418.*

STEP 37

See evacuation and recharging in this Section to recharge the A/C system with pure R134a refrigerant using OEM1415 or OEM-1418.

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Possible Failure Modes - Fault Codes 129 and 134

Fault Code	Description	
129	Controller has detected an open condition in **high pressure switch** circuit. Compressor clutch is latched OFF.	
	Smart Pressure Switch Counting	Code 129 is not activated until two occurrences within a 60 second interval, starting with the first occurrence. Actual interval may be as short as 10 seconds if open condition is constant. Controller must be fully initialized before first occurrence can be detected.
	Causes	1. High pressure switch has opened because of high side system pressures. High pressure switch opens at system pressures above 400 psi ± 10 (2758 kPa ± 69). The switch closes when system pressure drops below 250 psi ± 10 (1724 kPa ± 69). 2. Any intermittent open condition at a connector in the circuit appears the same to the controller.
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 4 psi ± 2 (28 kPa ± 14). The switch closes when system pressures rise above 20 psi ± 3 (138 kPa ± 21). 2. Any intermittent open condition at a connector in the circuit appears the same to the controller.
	Exception	Code 02 may display when outside ambient air temperature is below 30° F (-1° C). The system does not require service. Toggle the ATC switch to OFF and then the desired operation position to reset the system. **NOTE:** *Case A/C systems are designed to prevent A/C compressor failure due to low pressure or low refrigerant charge. Operation on days below 40° F (4° C) 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 keyswitch or 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.

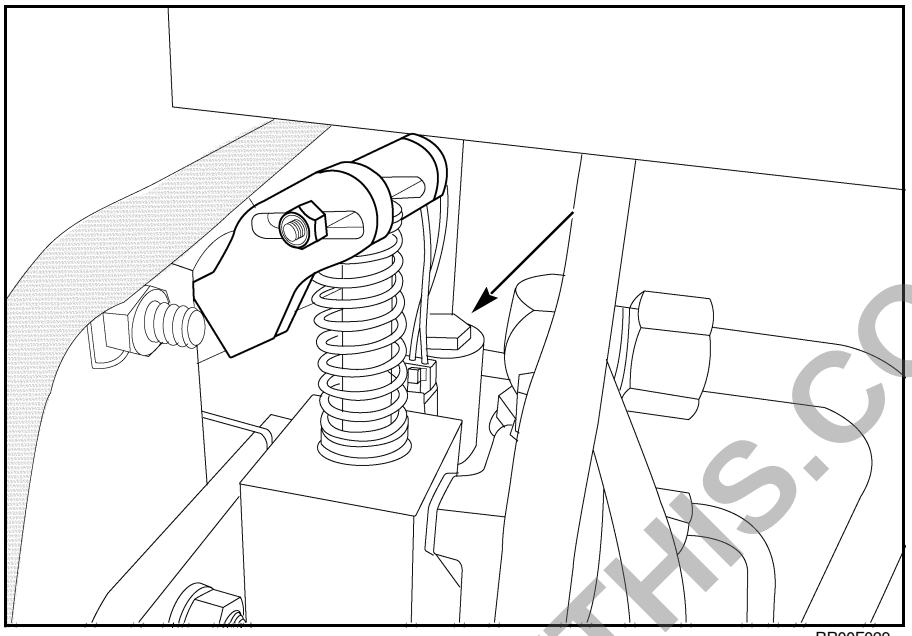
Switch Testing

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

When installed in the A/C system under normal operating pressures, both pressure switches should test CLOSED.

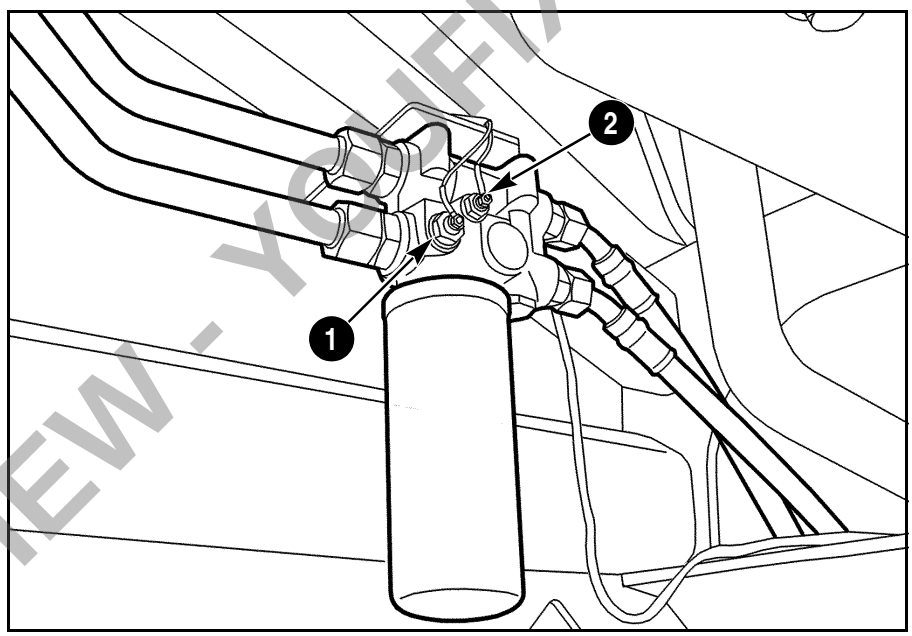
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RR00F029

PARK BRAKE SOLENOID CONNECTOR 49 (BEHIND RIGHT SIDE SERVICE DOOR)



MK01G109

AXLE LUBE FILTER (FRONT INSIDE FRAME- RIGHT SIDE)

1. HYDRAULIC OIL TEMPERATURE SENDER CONNECTOR 23
2. AXLE LUBE FILTER RESTICTION SWITCH CONNECTOR 22

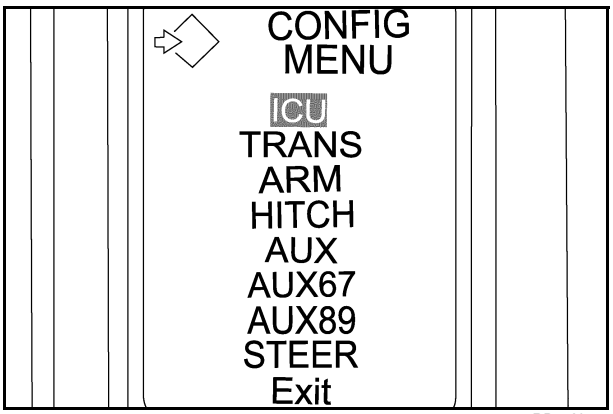
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Controller Configuration

NOTE: *Configuration can only be entered within the first 10 seconds of turning the key switch to the ON position.*

STEP 24



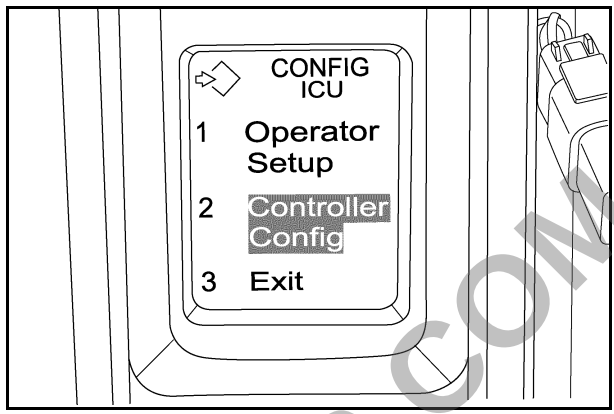
RD05N037

1. Enter the operation setup by pressing and holding the **PROG** key for 3 seconds within the first 10 seconds of turning the key switch to the ON position.

NOTE: *If any fault codes are recorded, they must be corrected before configuration is possible. See Fault Code Retrieval in this section.*

2. The display will read **CONFIG MENU**. This is the control selection menu. Pressing the **DECR** key will toggle through the list of controllers. The controllers will appear in this order (if equipped):
   ICU (Instrumentation Controller)
   TRANS (Transmission Controller)
   ARM (Armrest Controller)
   HITCH (Hitch Controller)
   AUX (Remote Hydraulic Controller)
   AUX 67 (6 and 7 Remote Hydraulic Controller))
   AUX 89 (8 and 9 Remote Hydraulic Controller)
   STEER (Steering Controller) (Not Used)

STEP 25



MD05F025

3. Press the **PROG** key with **ICU** on the display. The display will read **CONFIG ICU**, **1. Operator Setup**, **2. Controller Config**, and **3. Exit**. (Instrumentation operation setup). Press the **DECR** key to highlight **2. Controller Config** (Instrumentation controller configuration). Press the **PROG** key to enter the controller configuration menu.

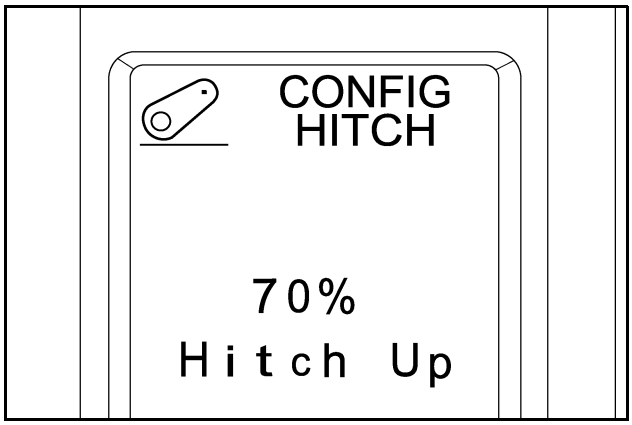
NOTE: *If the selected controller does not exist or respond to communication, the display will read COMM ERR (communication error). The display can be cleared by pressing the **PROG** key.*

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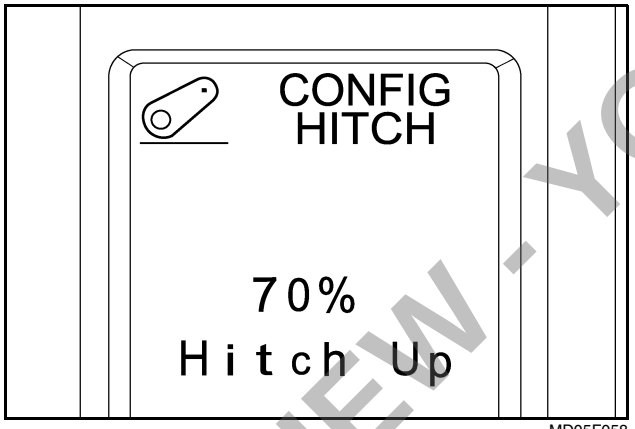
STEP 13

The lower line of the display will now read **Hitch Up**. This will allow you to choose the desired percentage of hitch travel that will be used to determine if the hitch is up for the auto - area accumulation function. There are four choices: **60%**, **70%**, **80%** and **90%**. The default is 70%.



MD05F058

1. Press the **INCR** or **DECR** key to change the selection.

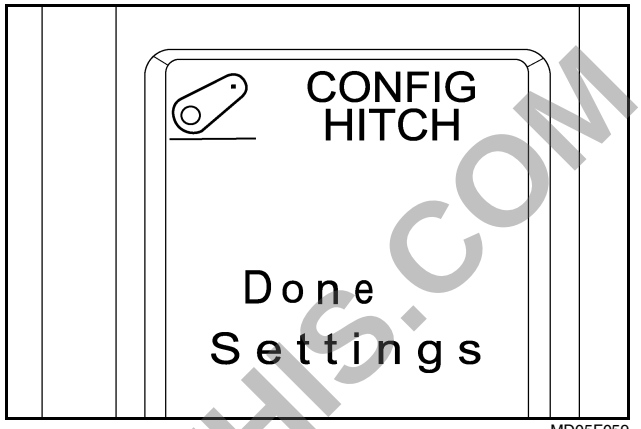


MD05F058

2. To select a percentage, press the **PROG** key. The system will go to Step 14.

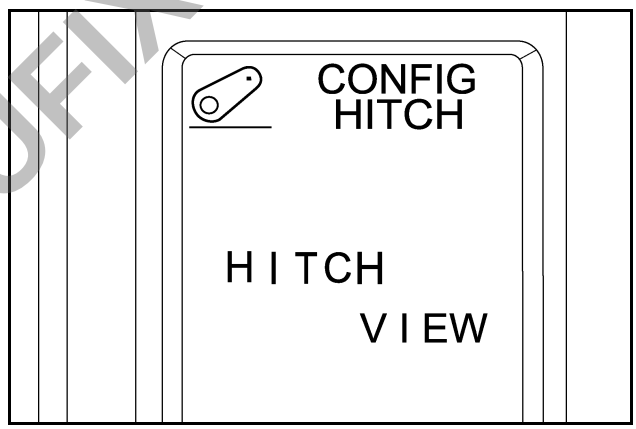
STEP 14

The display will now read **Done Settings**. This indicates that the user settings have been successfully programed.



MD05F059

1. Press the **PROG** key to return to **HITCH SETTINGS**, the main menu.



MD05F060

2. Press the **DECR** key to go to the **HITCH VIEW** menu.

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Take pin 22 out of connector 226 with all other part of harness connected, the signal from the wheel speed sensor can be checked.
The signal from the wheel speed sensor is in sinusoidal form. The sensor has to be properly installed onto transmission (turn all way in) to give enough signal.
With key ON, but tractor not moving, the signal will show around 2.5 V DC and almost 0 V AC.
With tractor moving, the DC voltage will remain the same and the AC voltage will jump to several volts (depending on loads in the harness). The AC voltage will increase as tractor speed goes up.
If the wheel speed sensor functions normal, check connections from the sensor to the controller.
If the wheel speed sensor does not functions normal, replace the sensor.

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FAULT CODE AUX 51039
Controller Internal Failure

Cause:
Remote valve current enable protection error: valve current enable failure.

Possible failure modes:
Controller failure.

Solution:
Check the power supply and ground of the remote hydraulic controller. Check the controller function.

1. Verify system voltage at cavity 1 and 12 of connector C053.
   The voltage should be from 9.8 to 14.5 volts. If not, check the battery and the alternator regulator.
2. Check the controller ground at cavity 2 and 11 of connector C053.
   There should be good connections from the two cavities to the clean ground.
3. Clear the fault codes. Cycle the key switch to OFF, then to ON. If the fault code occurs again, replace the remote hydraulic controller.

NOTE: *See schematic sections 52 and 53 of the poster schematic.*

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FAULT CODE INST 53001
Standard Instrumentation Configuration Is Incorrect

Cause:
This fault code is recorded if any controller is detected on the Tractor Data Bus but was not set as present (YES) in the instrument controller configuration menu.

Possible failure mode:

1. A controller has been added to the Tractor Data Bus and the instrumentation controller configuration has not been updated.
2. The instrumentation controller has been configured without selecting all the controllers that are present (YES) on the Tractor Data Bus.

Solution:
Repeat controller configuration for the instrumentation controller. Verify that all the proper controllers are set to be present (YES). If desired, use the AUTO menu selection to automatically set the controller configuration in the instrument controller based on Tractor Data Bus information.

FAULT CODE INST 53002
Invalid Configuration Air to Air Sensor Configuration Is Incorrect

Cause:
The standard instrumentation controller received an air to air intake temperature signal when the signal was not expected for the tractor model which has been configured.

Possible failure modes:

1. Engine controller configured as not present (NO) and an incorrect tractor model selected in the instrumentation controller.

Solution:

1. Using the service tool configure window, select the Tractor Model Selection option and follow the instructions. Verify that the model for this tractor is correct If not, select the correct model.
2. Perform controller configuration in the instrumentation controller to reset the engine controller to present (YES). See Configuration / Calibration Mode in this section.

FAULT CODE INST 65535
Memory Not Cleared From The Factory

Cause:
The instrumentation controller memory has not been cleared from the factory.

Solution:
This is a not a problem with the controller. Clear the fault code from the controller.

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FAULT CODE TRANS 114
2F Clutch Solenoid Coil Shorted Or Its Wiring Shorted To Power

Cause:

The transmission controller has turned 2F clutch solenoid OFF but sensed current in the circuit.

Possible failure mode:

1. The 2F clutch solenoid coil shorted to power.
2. 2F clutch solenoid wiring shorted to power.

Solution:

The transmission controller measures the current from the 2F clutch solenoid circuit. If the current is higher than a set limit, it means the circuit is shorted to power.

1. The transmission controller is located underneath the fuse/relay panel in cab. Visually inspect the wiring harness from the transmission controller to the solenoids on the front of the transmission. Check the wiring harness for damage.
2. Disconnect connector C026 and C028 from the transmission controller.
   Measure the resistance between cavity 9 of connector C028 and cavity 8 of connector C026 at the wiring harness side.
   The resistance should be around 10 ohms.
3. Measure the resistance between cavity 9 and cavity 1 of connector C028.There should be no continuity. If the resistance is less than a few ohms, there is a shortage from the wire to the power. Check for wire damage between 2F clutch solenoid wiring and fuse #39.
4. Measure the resistance between cavity 9 and cavity 14 of connector C028.There should be no continuity. If the resistance is less than a few ohms, there is a shortage from the wire to the power. Check for wire damage between 2F clutch solenoid wiring and fuse #3.
5. If no problem could be found in the above checks continue with item 6.
6. Remove wire/pin 9 from connector 0C28 and remove wire/pin 8 from connector C026. See the instructions near the beginning of this section for the proper procedure. Once the wires/pins are removed reconnect the connectors back to the transmission controller.
7. Place the transmission control lever in Park position. Start the engine and raise the inching pedal.
8. Check for voltage from pin 8 to the ground. The voltage should be 0 volts. Operate tractor functions such as PTO, Diff Lock, AC, lights etc., to locate the source of shortage. It may be necessary to drive the tractor and shift gears up and down while checking for voltage. If under any condition voltage is present, pursue troubleshooting for a short circuit accordingly.
9. Repeat the procedure from above checking for shortage from pin 9 to ground.
10. When the check is completed return the wire/pin to the proper cavity in each connector. See the instructions near the beginning of this section for the proper procedure.

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FAULT CODE INST 12051
Invalid Configuration Communication Lost With PTO Controller

Cause:
Communication lost between the instrumentation controller and the PTO controller. The Tractor does not come equipped with a PTO controller.

Possible failure modes:
1. Incorrect software in the instrumentation controller.
2. PTO controller configured as present (YES) in the instrumentation controller.

Solution:

A PTO controller is not a valid option on this tractor. Verify the correct software and controller configuration are installed in the instrumentation controller.

1. Check for the correct software in the instrumentation controller. Using the service tool PROGRAMMING window, click on the SET UP CONTROLLERS FOR DOWNLOADING button and follow instructions. Select Inst Tractor Monitor in the controller selection table and click on the View Controller Information button. Find and record the software ID. Close the window and click on the Browse button to see a listing of the software available for this instrumentation hardware. If the software version from your instrumentation controller matches the software version in the list, you have the correct software. Go to Step 2. If it does not match, install the latest version in the list. After installing the software, perform all instrumentation setup (operation setup and controller configuration) in the instrumentation controller and Model Selection and Fuel Tank Size Selection from the service tool CONFIGURATION window.
2. Check that the controller configuration is correct in the instrumentation controller. See Configuration / Calibration Mode in this section.

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