LUBRICATION AND MAINTENANCE TABLE

The numbers in the second column are with reference to the operations and illustrations in the following pages of this section.

Hours of work	number Operation	Maintenance operation	Functional check	Top up	Clean	Grease	Adjust	Replace	Page
Flexible maintenance	1	Engine clutch					o		4–8
	2	Brake pedal					o		4–8
	3	Alternator belt	o						4–9
	4	Air conditioner compressor belt					o		4–10
	5	Outlet valve, dry air filter			o				4–10
	6	Tyre Pressures	o						4–11
	7	Wheel nuts	o						4–11
With warning light ON	8	Main cartridge, dry air filter			o				4–12
	9	Brake fluid reservoir	o	o					4–12
	10	Fuel filter water drain			o				4–13
Every 10 hours	11	Engine oil level	o	o					4–14
	12	Battery	o	o					4–15
	13	Radiator expansion tank	o	o					4–15
	14	Windscreen washer bottle	o	o					4–16
	15	Cab air filter			o				4–16
	16	Radiator, air cooler and air conditioner condenser	o		o				4–17
	17	Cab air–conditioning system	o						4–18
Every 50 hours	18	Hydraulic lift and linkage				o			4–19
	19	Steering cylinders 4WD				o			4–19
	20	Front axle rear pivot 4WD				o			4–19
	21	Front axle front pivot 4WD				o			4–20
Every 100 hours of work	22	Condenser (models TD5030)			o				4–21
	23	Intercooler (models TD5030)			o				4–21

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ENGINE

PROBLEM	POSSIBLE CAUSE	SOLUTION
The engine will not start or is difficult to start.	Incorrect starting procedure.	See starting procedure.
	Fuel level low or empty.	Check fuel level.
	Air in fuel system.	Bleed fuel system.
	Engine oil viscosity not right.	Use oil of right viscosity.
	Fuel not suitable for ambient temperature.	Use correct type of fuel for temperature conditions.
	Fuel system contaminated.	Clean system.
	Fuel filter clogged.	Replace filter element.
	Fuel injector fault.	Contact your dealer.
The engine does not run properly and/or cuts out.	Fuel system contaminated.	Clean system.
	Fuel injector fault.	Contact your dealer.
Engine does not reach maximum power.	Engine overload.	Change to lower gear or reduce load.
	Air filter clogged.	Carry out maintenance on air filter.
	Incorrect fuel type.	Use the right fuel.
	Low engine operating temperature.	Check thermostat.
	Fuel injector fault.	Have your dealer check the injectors.
	Implement incorrectly set.	See equipment manual.

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ENGINE SPECIFICATION

Model	TD 5030	TD 5040
Engine type	IVECO	
	F5AE5484B*A	F5AE5484C*A
BOSCH Injection pump	4–stroke diesel, direct injection	
Pump type of IVECO engine:	VE4/12F	VE4/12F
Turbocharged	YES	
Intercooler	YES	
Emission level	Stage 3	
Number of cylinders	4	
Bore and stroke mm (in)	99 x 104 (x 4.1)	104 x 132 (4.1 x 5.2)
Total displacement cm^3 (cubic in)	3200 (195.28)	4500 (274.61)
Compression ratio	17.5¶05:1	
Max Torque (Nm@rpm)	340@1100	365@1100
Engine power ECER120: kW HP	60 82	65 88

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OPERATION

⚠ CAUTION ⚠

Before starting the engine and moving the tractor, follow the instructions written below.

- Do not start or operate the tractor in an enclosed area.
- Before starting the engine, check that all controls are in neutral.
- All controls must be actuated only from the driver's seat.
- Stop the engine before carrying out any service or maintenance operations on the tractor.
- Use the steps provided for entering and leaving the tractor.
- Keep the guards properly fitted.
- When moving on the roads, signal your intention to stop, turn or slow down.
- Use the appropriate warning devices to indicate a slow–moving vehicle.

STARTING THE ENGINE

a. If the tractor has not been used for some time, or if started up for the first time at a low surrounding temperature, actuate the fuel pump starting lever around twenty times.

b. Ensure that both gear levers are in neutral position.

c. Move the throttle lever to around the half way position.

d. Turn the ignition key to position **C**, fig. 1. Release the key as soon as the engine starts.

HOW TO START AND STOP

STARTING IN A LOW EXTERNAL TEMPERATURE

⚠ WARNING ⚠

When the external temperature is low and the engine is cold, cover the radiator before starting so that the engine coolant can quickly reach operating temperature.
Then remove the cover. Note the following warnings:

— Any single engine starting attempt should not last longer than 15 seconds. If, however, the engine fires but does not start, repeat up to a maximum time of 30 seconds.

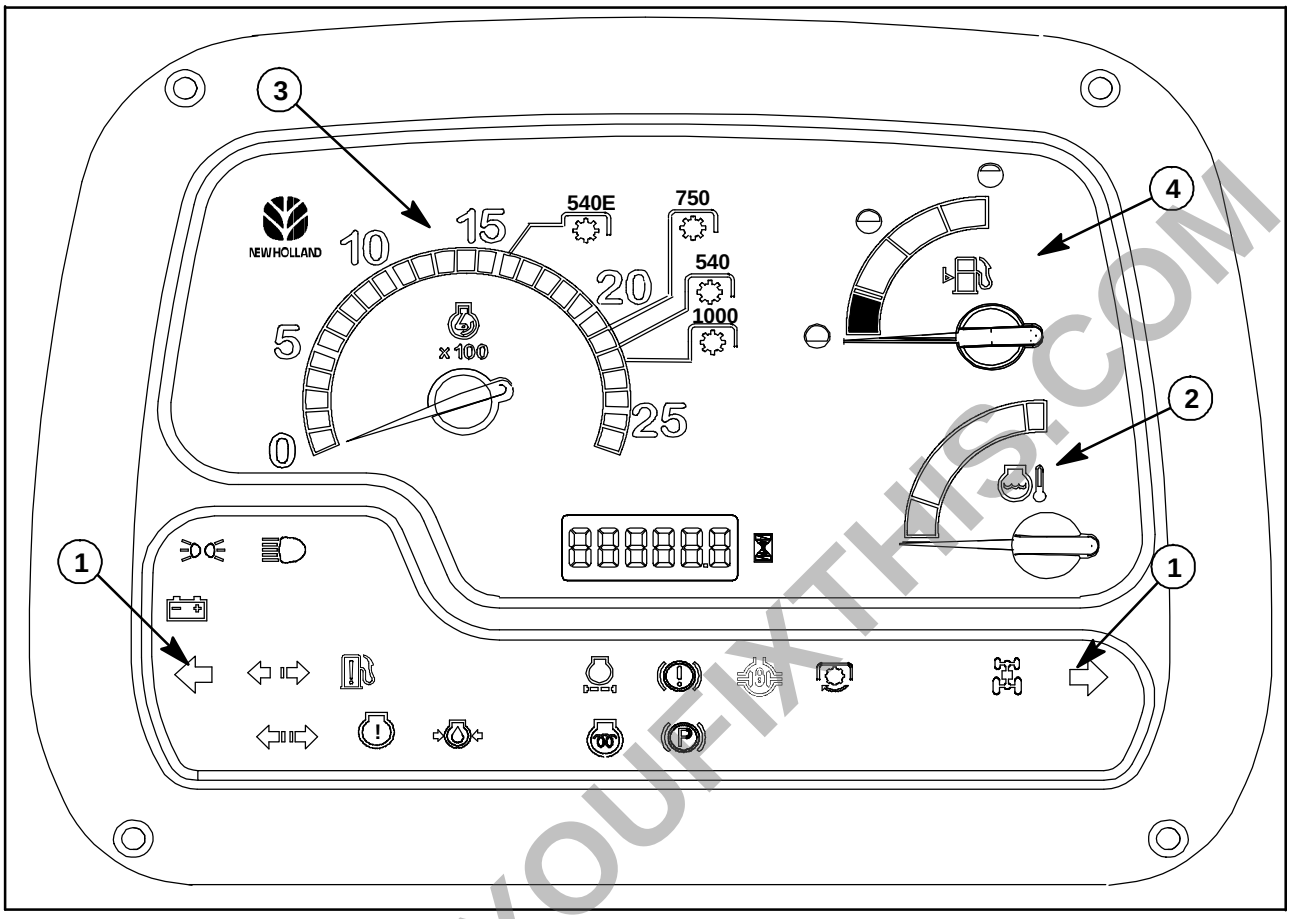
— Wait at least one minute between attempts to start the engine.

— It is advisable not to make more than six attempts to start the engine to avoid excessive battery run–down.

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INSTRUMENT PANEL



1

1. **Warning and indicator lights**

These lights illuminate to indicate a particular operation or to attract your attention.

2. **Engine coolant temperature gauge**

3. **Proofmeter / tachometer**

Hourmeter, engine speed counter, tachometer.

4. **Fuel gauge**

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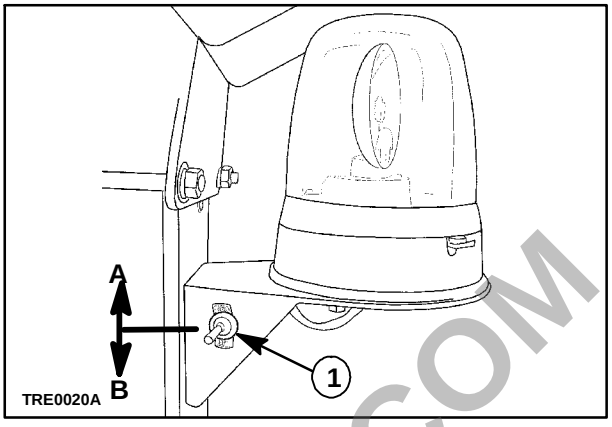
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BEACON LAMP (WITHOUT CAB)- Fig. 1

Beacon lamp ON/OFF button.

Position A: ON

Position B: OFF



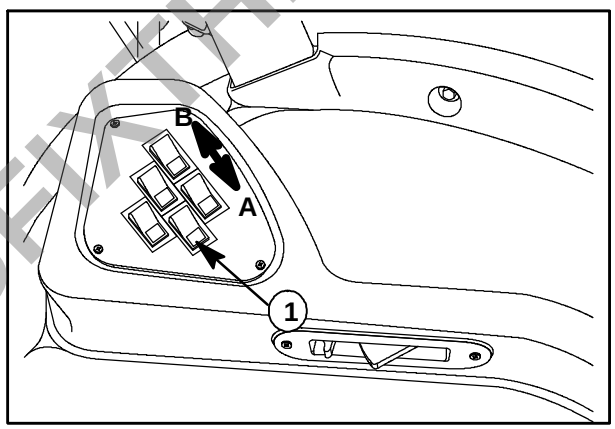
1

BEACON LAMP (WITH CAB)- Fig. 2

Beacon lamp ON/OFF button (1).

Position A: OFF

Position B: ON



2

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TOWING THE TRACTOR

TOWING THE TRACTOR

NOTE:The tractor must only be towed for short distances, for example from inside a building to the outside. It must never be towed for long distances on the road in heavy traffic.

NOTE:For transport purposes, haul the tractor with all four wheels on a flat bed trailer or truck.

NOTE:Four wheel drive will be engaged if the engine is not running, regardless of the position of the 4WD activation switch.

Use a strong chain when towing the tractor. Tow the tractor from the rear using only the drawbar, rear tow hitch or the three–point hitch.
Tow the tractor from the front using the tow pin on the front support.
Have an operator to steer and brake the tractor.

To avoid damaging the transmission or other components that turn but are not lubricated during towing, observe the following:

1. Only tow for short distances.
2. Keep the speed below 8 km/h (5 mph).
3. If possible, run the engine to provide lubrication and power steering.

⚠ WARNING ⚠

Never use ropes or cables to tow the tractor. If a cable or rope breaks or slips, it may cause serious injury.
When using a chain, connect the hook with the open end upwards so that in the event of the hook slipping, it will drop down instead of flying up.

⚠ CAUTION ⚠

Do not tow the tractor faster than 8 km/h (5 mph). Steering is much slower and steering wheel effort is much greater without the engine running.

LOADING THE TRACTOR ONTO A TRANSPORTER

TRANSPORTING THE TRACTOR

Load the tractor complete with all four wheels onto the vehicle or trailer platform.

Secure the tractor on the transporter with suitable chains.

Use the towing hook fitted on the front of the tractor for this purpose.

Use the towbar or its supports for the rear hitch point on the tractor.

⚠ WARNING ⚠

Do not hook or connect chains around the front axle transmission shaft, the power steering cylinders, the front axle itself or other parts of the tractor which could be damaged either by the chains or excessive strain.

⚠ WARNING ⚠

On all models,cover the silencer outlet to prevent the turbocharger from turning in the wind and damaging the bearings.
The turbocharger turbine must be prevented from rotating freely with the engine off, as the shaft bearings will not be lubricated.

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EVERY 500/600 HOURS OF WORK

OPERATION 33
(Models TD5030)

ENGINE OIL – Fig. 47
ENGINE OIL FILTER – Fig. 48

IMPORTANT: *The interval of 500 hours can however be affected by other factors:*

Cold temperature operation

Engines operating in temperatures below 10.4 ·C (–12 ·C) or in arduous conditions should have the oil changed every 150 hours of operation. The filter must be changed regularly as prescribed after 500 hours.

Diesel fuel sulphur content

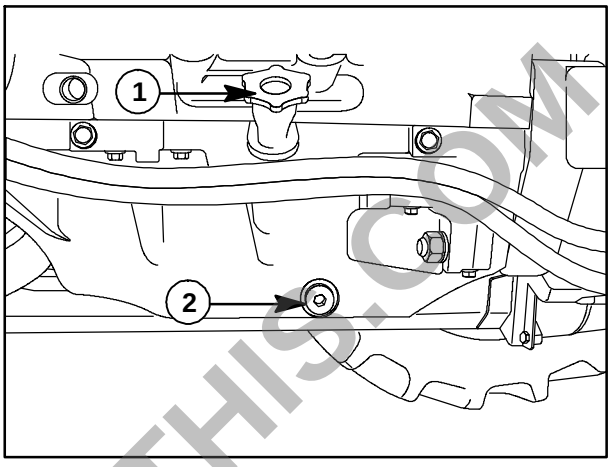
In some countries, locally available diesel may have a high sulphur content, in which case the oil and filter change period should be shortened as follows:

- sulphur content between 0.5% ‰ 1.0%
  - oil change every 300 hours;
- sulphur content between 1.0% ‰ 1.3%
  - oil change every 150 hours;

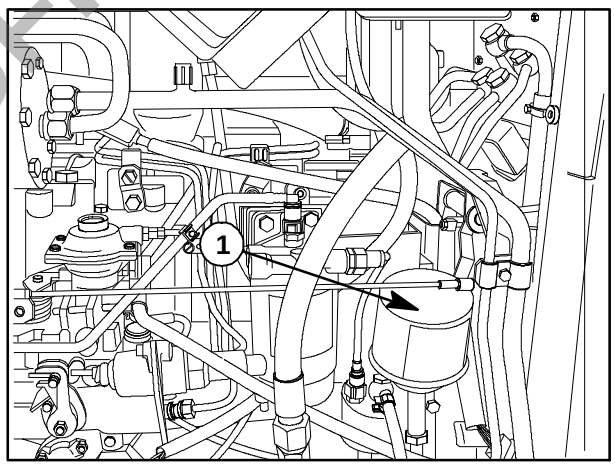
If in doubt, or if it is not possible to check the instructions given, keep to the interval recommended in the **Operator's Manual**.

Draining off the oil and changing the filter

- place a container under the engine sump;
- remove the drain plugs (**2**) from the sump (one on each side) and drain off the oil;
- screw the plugs back on;
- unscrew the filter (**1**) figure 48, drain it of the remaining oil and discard it as required by the current regulations in your country;



47



48

- clean the surface of the filter seat;
- lightly oil the seal of the new filter, screw it down into contact with the support and tighten it by hand by $^3/_4$ of a turn, or a full turn at most;
- fill up with new oil through the fill point (**1**) figure 47;

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Hours of work	number Operation	Maintenance operations	Functional check	Top up	Clean	Grease	Adjust	Replace	Page
Every 300 hours	24	Transmission and hydraulic circuit oil filter						o	4–22
	25	Dry air filter (external cartridge)	o	o					4–22
Every 300 hours	26	Final reduction gears		o					4–23
	27	Rear transmission and hydraulic lift		o					4–23
	28	Front axle housing 4WD	o	o					4–24
	29	Handbrake	o				o		4–24
	30	Front axle reduction hubs 4WD	o	o					4–25
	31	Front axle swivel bearings 4WD				o			4–25
	32	Alternator belt						o	4–26
Every 500/600 hours	33	Engine (drain oil and renew filter)						o	4–27
	34	Fuel Filter						o	4–29
	35	Fuel pre–filter			o				4–30
Every 1200 hours or annually	36	Cab air filter						o	4–31
	37	Dry air filter (cartridges: internal and external)						o	4–31
	38	Fuel tank			o				4–31
	39	Drive shaft sleeve for 4WD front axle connection	o					o	4–32
Every 1200 hours or every 2 years	40	Front axle housing oil, 4WD						o	4–32
	41	Front axle final drive hubs oil, 4WD						o	4–32
	42	Engine cooling system			o			o	4–33
	43	Engine valves	o				o		4–33
	44	Transmission and hydraulic oil						o	4–36
	45	Final reduction oil						o	4–36
Every 1800 hours	46	Fuel injectors	o				o		4–37
General maintenance	Bleeding the fuel system								4–38
	Bleeding the hydraulic brake system								4–39
	Electrical system								4–40
	Bodywork maintenance								4–47
	Lubrication capacities and specifications								4–48

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ENGINE

PROBLEM	POSSIBLE CAUSE	SOLUTION
Engine does not reach maximum power (cont.).	Valve clearance wrong.	Check and adjust.
	Idling speed too low.	Contact your dealer.
Abnormal engine knocking.	Oil level low.	Top up oil.
	Oil pressure low.	Contact your dealer.
Low engine operating temperature.	Thermostat malfunction.	Replace thermostat.
Oil pressure low.	Oil level low.	Add oil as required.
	Oil grade or viscosity wrong.	Drain and refill with oil of correct grade and viscosity.
Excessive oil consumption.	Oil level too high.	Reduce oil level.
	Oil viscosity wrong.	Use oil of correct viscosity.
	Oil leaking.	Repair leaks.
	Breather pipe filter clogged.	Replace breather pipe filter.
Engine overheating.	Radiator core clogged.	Clean.
	Engine overload.	Change to lower gear or reduce load.
	Engine oil level low.	Top up oil level.
	Coolant level low.	Top up fluid level in expansion tank; check system for leaks.
	Radiator cap defective.	Replace cap.
	Fan belt slipping or worn.	Check tensioning device; replace belt if worn.

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TIMING

Valve clearance, engine cold :
For all models;
– inlet . . . . . mm (in) 0.25 ¶ 0.05 (0.0098 ¶ 0.00197)
– exhaust . . . . . mm (in) 0.50 ¶ 0.05 (0.0197 ¶ 0.00197)

FUEL SYSTEM

Double–diaphragm fuel pump on injection pump supply line.

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

Fuel filtration :

- Pre filter before the fuel pump;

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

Double cartridge dry air filter, with centrifugal pre–filter and automatic dust extractor.
Optional : air filter with self–cleaning device (Donaspin).

MODEL	TD 5030 & TD 5040
Engine injection pump, number of orifices :	4

Injectors :	4 cyl.
– firing order :	1–3–4–2

LUBRICATION

Pressurised, by gear pump. Oil filtration : pressurised through pump intake mesh and replacable cartridge filter on engine intake.
Lubrication pressure with engine hot and at max. speed

On all models:
3.8 bar (55.1 Psi) (3.87492 kg/cm^2)

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STARTING AND STOPPING

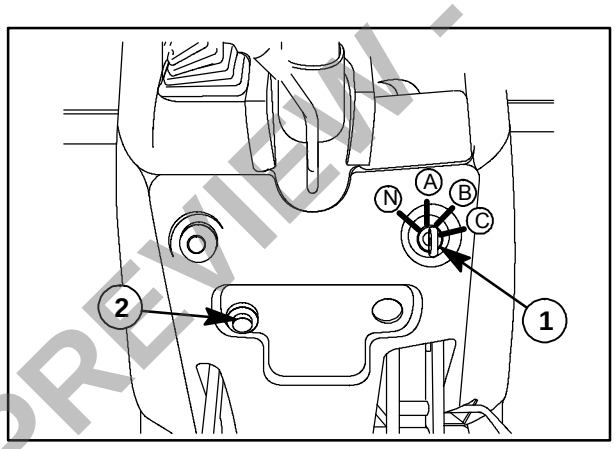
STARTING IN LOW OUTSIDE TEMPERATURE CONDITIONS

When starting the engine with low outside temperatures and when the engine is cold, proceed as follows:

1. Avoid running down the battery. Any single engine starting attempt shoud not last longer than 15 seconds. If the engine fires but does not start, continue the attempt up to a maximum of 30 seconds.
2. Wait for at least one minute between each attempt to start the engine.
3. To avoid excessively running down the battery, do not make more than six attempts to start the engine.

STARTING WITH MANUAL GRID HEATER

1. Turn the ignition key to position B (ON).
2. Activate the grid heater by pressing button 2, fig.1; keep it pressed for 15 sec.
3. Move the ignition key to position C.
4. Start the engine while holding down button 2 untill the engine starts.



1

STARTING WITH MANUAL GRID HEATER ON REQUEST

⚠ WARNING ⚠

The tractor can be equipped with a device for starting in cold climates. Do not use ether with the grid heater installed. It will explode in the intake manifold.
If you find starting difficult in cold climates, refer to your dealer.

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