NEW HOLLAND AGRICULTURE

SERVICE MANUAL

TD5.100, TD5.110, TD5.65, TD5.75, TD5.80, TD5.90

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Safety rules

Pay attention to this symbol



This warning symbol points out important messages involving personal safety. Carefully read the safety rules contained herein and follow advised precautions to avoid potential hazards and safeguard your safety and personal integrity. In this manual you will find this symbol together with the following key-words:

WARNING – It gives warning about improper repair operations and deriving potential consequences affecting the service technician's personal safety.

DANGER – It gives specific warning about potential dangers for personal safety of the operator or other persons directly or indirectly involved.

To prevent accidents

Most accidents and personal injuries taking place in workshops are due from non-observance of some simple and essential prudential rule and safety precautions. For this reason, IN MOST CASES THEY CAN BE AVOIDED. It suffices to foresee possible causes and act consequently with necessary caution and care.

The possibility that an accident might occur with any type of machines should not be disregarded, no matter how well the machine in question was designed and built.

A wise and careful service technician is the best precautions against accidents.

Careful observance of this only basic precaution would be enough to avoid many severe accidents.

DANGER: Never carry out any cleaning, lubrication or maintenance operations when the engine is running.

Safety rules

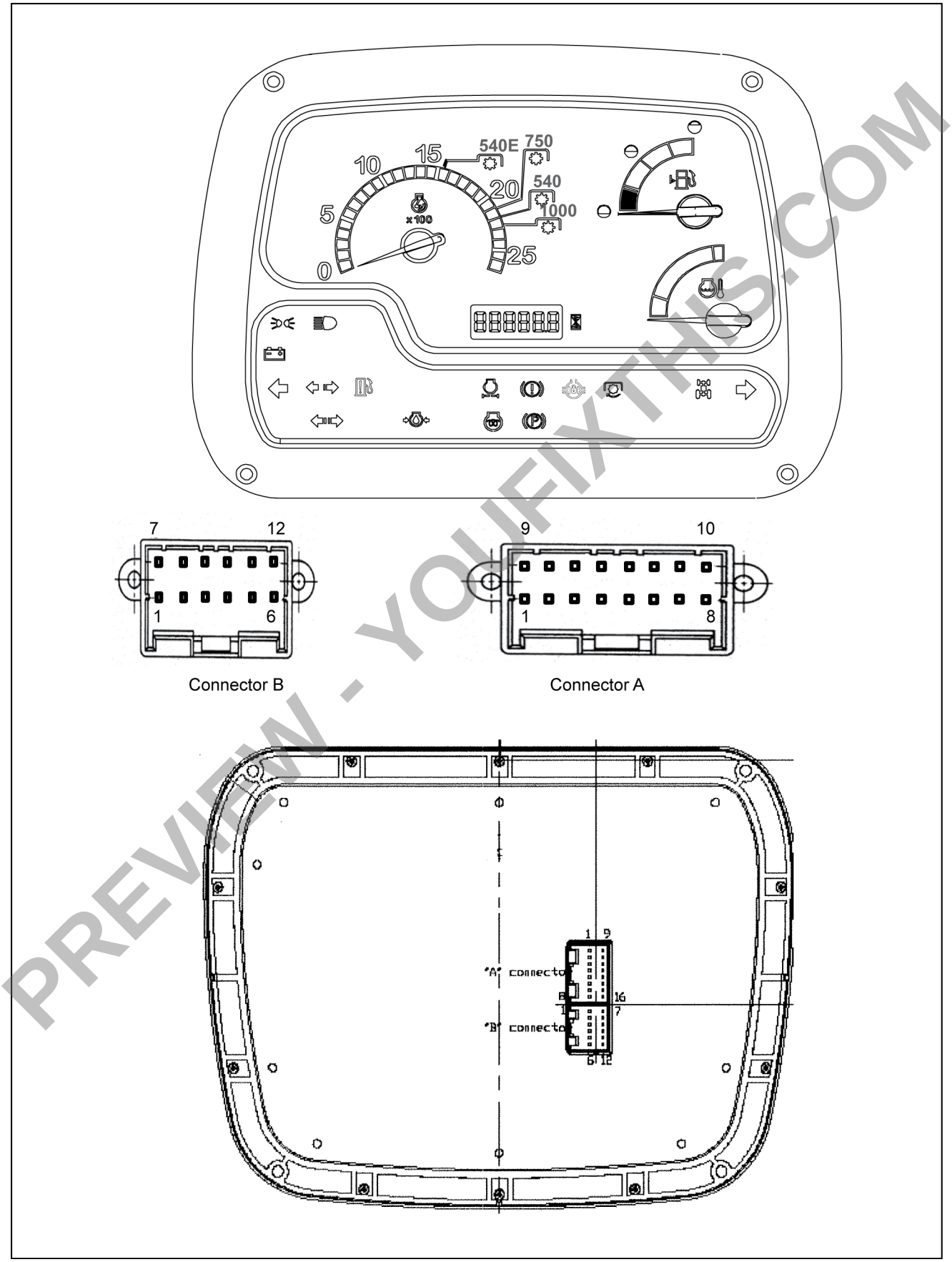
Generalities

- Carefully follow specified repair and maintenance procedures.
- Do not wear rings, wristwatches, jewels, unbuttoned or flapping clothing such as ties, torn clothes, scarves, open jackets or shirts with open zips which could get hold into moving parts. We advise to use approved safety clothing such as anti-slipping footwear, gloves, safety goggles, helmets, etc.
- Never carry out any repair on the machine if someone is sitting on the operator's seat, except if they are certified operators to assist in the operation to be carried out.
- Never operate the machine or use attachments from a place other than sitting at the operator's seat.
- Never carry out any operation on the machine when the engine is running, except when specifically indicated.
- Stop the engine and ensure that all pressure is relieved from hydraulic circuits before removing caps, covers, valves, etc.
- All repair and maintenance operations should be carried out with the greatest care and attention.
- Service stairs and platforms used in a workshop or in the field should be built in compliance with the safety rules in force.
- Disconnect the batteries and label all controls to warn that the tractor is being serviced. Block the machine and all equipment which should be raised.
- Never check or fill fuel tanks and accumulator batteries, nor use starting liquid if you are smoking or near open flames as such fluids are flammable.
- Brakes are inoperative when they are manually released for maintenance purposes. In such cases, the machine should be kept constantly under control using blocks or similar devices.
- The fuel filling gun should remain always in contact with the filler neck. Maintain this contact until the fuel stops flowing into the tank to avoid possible sparks due to static electricity buildup.
- Use exclusively specified towing points for towing the tractor. Connect parts carefully. Ensure that foreseen pins and/or locks are steadily fixed before applying traction. Do not stop near towing bars, cables or chains working under load.

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Wire connectors - Component diagram 01

Analogue instrument cluster

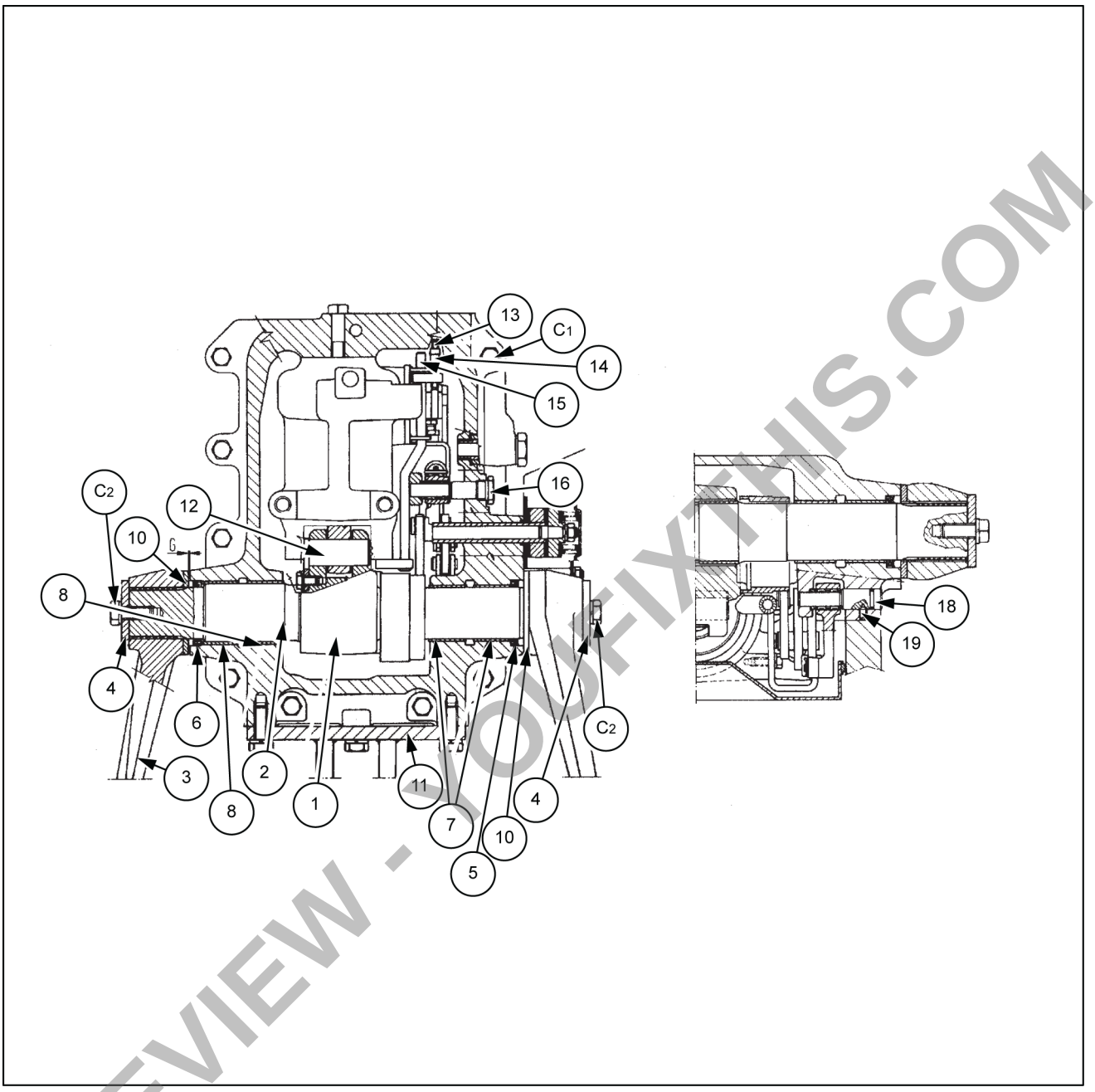


ANIL12TR01916HA 1

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Hydraulic systems - Sectional view



ANIL12TR00651GB 1

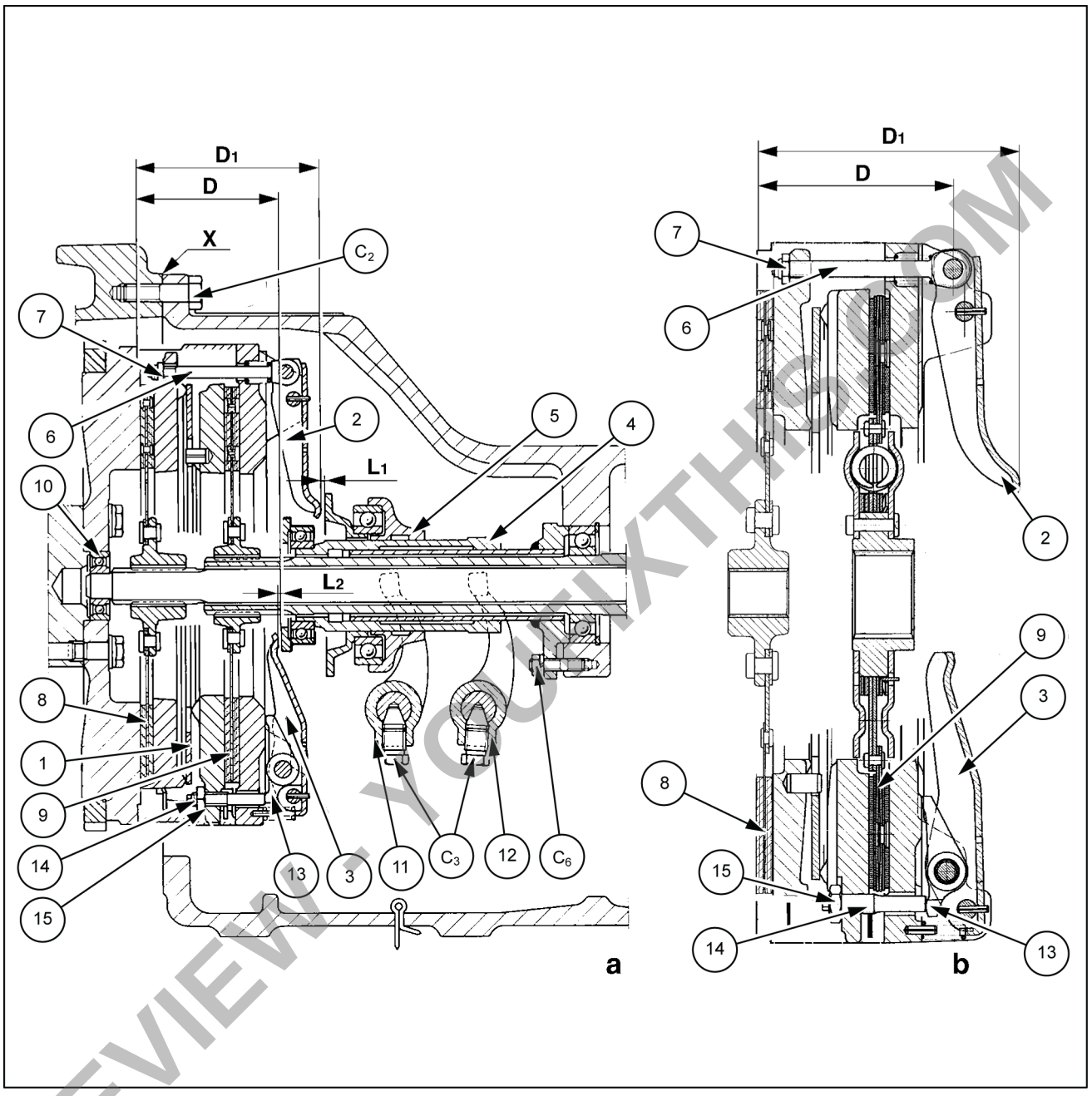
Sectional drawing of lift

(C_1) Lift capscrews
(C_2) Thrust plate capscrews
G = **0.2 – 1.4 mm** (**0.0079 – 0.0551 in**). Shaft end float

1. Inner arm
2. Cross shaft
3. Link arm.
4. Arm thrust plates
5. R.H. seal
6. L.H. seal
7. R.H. bushing
8. L.H. bushing
10. Thrust washers
11. Top link support
12. Piston rod pin
13. Travel limit adjusting screw
14. Travel limit adjusting screw locknut
15. Travel limit control rod
16. Control valve link pin
18. Draft control inner lever pivot
19. Set screw

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Clutch - Sectional view - (8000 Engine)



ANIL12TR01204GB 1

a. Main clutch with driven disc made of organic material
b. Main clutch with driven disc made of cerametallic
(C₂) . Bolts securing clutch casing to the engine
(C₃) . Fork lever retaining bolts
(C₆) Nuts for sleeve studs
D. Nominal distance of lever **(3)** from clutch contact surface on flywheel (mod. TD5.65, TD5.75, TD5.80 11”/11” clutch **98 mm** (**3.853 in**) - mod. TD5.90 TD5.100 and TD5.110 12”/12” clutch **103 mm** (**4.0551 in**)).
3. Main clutch release lever
4. Main clutch release sleeve, complete with thrust bearings
5. PTO clutch release sleeve, complete with thrust bearings
6. Power take-off clutch release lever adjustment tie rod
7. Power take-off clutch release lever stop nut
8. Power take-off clutch plate
9. Main transmission clutch plate
10. Bearing on flywheel

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Release lever coplanarity adjustment	See **Clutch - Overhaul (8000 Engine) (18.110)**
Clutch control adjustment	See **Clutch - Overhaul (8000 Engine) (18.110)**

LUK 11”/11” (TD5.65 , TD5.75 , TD5.80 models, see Clutch - Sectional view - (8000 Engine) (18.110) (Not for all markets) (Single lever P.T.O. option)

Type	Dual clutch consisting of two single dry plate clutches
Operating system	Mechanical: Pedal operated for main clutch; hand lever for P.T.O. clutch
Engagement and release mechanism	Single Belleville spring disc
Driven plate lining material	
Main clutch (TD5.65 , TD5.80 / TD5.75)	Organic/cerametallic pads
P.T.O. clutch (all models)	Organic agglomerate
Thickness of driven plates	
Main clutch	**9.6 – 10.4 mm** (**0.3780 – 0.4094 in**)
P.T.O. clutch	**7.4 – 7.8 mm** (**0.2913 – 0.3071 in**)
Clearance between main clutch release sleeve and relative housing	**0.050 – 0.151 mm** (**0.0020 – 0.0059 in**)
Clearance between P.T.O. clutch release sleeve and relative housing	**0.060 – 0.180 mm** (**0.0024 – 0.0071 in**)

LUK 12”/11” (TD5.90 TD5.100 and TD5.110, see Clutch - Sectional view - (8000 Engine) (18.110)) (Not for all markets) (Single lever P.T.O. option)

Type	Dual clutch consisting of two single dry plate clutches
Operating system	Mechanical: Pedal operated for main clutch; hand lever for P.T.O. clutch
Engagement and release mechanism	Single Belleville spring disc
Driven plate lining material	
Main clutch (all models)	Cerametallic pads
P.T.O. clutch (all models)	Organic agglomerate
Thickness of driven plates	
Main clutch	**9.6 – 10.4 mm** (**0.378 – 0.4094 in**)
P.T.O. clutch	**7.3 – 7.9 mm** (**0.287 – 0.311 in**)
Clearance between main clutch release sleeve and relative housing	**0.050 – 0.151 mm** (**0.0020 – 0.0059 in**)
Clearance between P.T.O. clutch release sleeve and relative housing	**0.060 – 0.180 mm** (**0.0024 – 0.0071 in**)

Clutch - Torque (8000 Engine)

Part	Thread	Tightening torque
Clutch/flywheel retaining bolts		
Mod. TD5.65, TD5.75, TD5.80	**M8 x 1.25**	**25 N·m** (**18.4391 lb ft**)
Mod. TD5.90 TD5.100 and TD5.110	**M10 x 1.25**	**59 N·m** (**43.5162 lb ft**)
Release command fork securing bolt **(C_3)** (**Clutch - Sectional view - (8000 Engine) (18.110)**)	**M16 x 1.25**	**157 N·m** (**115.7973 lb ft**)
Retaining bolts securing clutch casing to engine **(C_2)** (**Clutch - Sectional view - (8000 Engine) (18.110)**)	**M12 x 1.25**	**98 N·m** (**72.2811 lb ft**)
Clutch casing/engine retaining nuts **(3)** (**Clutch - Sectional view - (8000 Engine) (18.110)**)	**M12 x 1.25**	**98 N·m** (**72.2811 lb ft**)
Nut for sleeve cover fixing stud **(C_6)** (**Clutch - Sectional view - (8000 Engine) (18.110)**)	**M8 x 1.25**	**17 N·m** (**12.5386 lb ft**)

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Gears, shaft, and bearings - Troubleshooting Electrohydraulic 4WD

Problem	Possible Cause	Correction
FWD does not engage	Drive gear engage/disengage switch faulty	Replace switch
	Solenoid valve control contactor faulty	Check relay. Replace if necessary
	Drive gear solenoid valve control jammed in delivery position	Check solenoid valve. Replace if necessary
	Spring **(7)** (**Gears, shaft, and bearings - Sectional view - Electrohydraulic 4WD (21.140)**) deformed	Overhaul the unit
4WD remains engaged	Transmission oil level low	Top up oil
	Clogged oil filter	Replace filter
	Hydraulic pump faulty	Overhaul or replace the pump
	Drive gear engage/disengage switch faulty	Replace switch
	Lack of power supply to the solenoid valve: connections loose or damaged, contactor faulty	Check electrical connections and replace defective parts
	Drive gear solenoid valve control jammed in discharge position	Overhaul or replace solenoid valve
	Oil leakage through the seals with consequent pressure drop: hub, piston or delivery union seals, or drive gear shaft seal rings	Replace damaged seals
With electrohydraulic 4WD disengaged, drive cannot be engaged by operating the brake pedals	Brake pump pressure switch faulty	Replace pressure switch

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Clutch - General specification - (8000 Engine)

General specifications, clutch 11”/11” (Models TD5.65, TD5.75 and TD5.80

Type	Dual clutch consisting of two single dry plate clutches
Mechanical	Control: Pedal operation for main clutch and hand lever for power take-off clutch
Engagement and release mechanism	Single Belleville spring
Driven plate lining material for main transmission clutch (**279.4 mm** (**11 in**))	
Models TD5.65 and TD5.80	Organic agglomerate
Models TD5.75	Cerametallic
Driven plate lining material for P.T.O. clutch (**279.4 mm** (**11 in**))	
Models TD5.65, TD5.75, TD5.80	Organic agglomerate
Driven plate thickness:	
Main clutch **(9)** (**Clutch - Sectional view - (8000 Engine) (18.110)**)	
VALEO	
Organic agglomerate and cerametallic	**10.2 – 10.8 mm** (**0.4016 – 0.4252 in**)
P.T.O. clutch **(11)** (**Clutch - Sectional view - (8000 Engine) (18.110)**)	
VALEO	**7.3 – 7.9 mm** (**0.2874 – 0.3110 in**)
Wear limit	See **Clutch - Overhaul (8000 Engine) (18.110)**
Clearance between main clutch release sleeve and related seat	**0.050 – 0.151 mm** (**0.0020 – 0.0059 in**)
Clearance between P.T.O. clutch release sleeve and related seat	**0.050 – 0.151 mm** (**0.0020 – 0.0059 in**)
Release lever coplanarity adjustment	See **Clutch - Overhaul (8000 Engine) (18.110)**
Clutch control adjustment	See **Clutch - Overhaul (8000 Engine) (18.110)**

General specifications, clutch 12”/11” (Model TD5.90 TD5.100 and TD5.110)

Type	Dual clutch consisting of two single dry plate clutches
Mechanical	Control: Pedal operation for main clutch and hand lever for power take-off clutch
Engagement and release mechanism	Single Belleville spring
Driven plate lining material for main transmission clutch (**304.8 mm** (**12 in**))	
(Model TD5.90 TD5.100 and TD5.110)	Cerametallic
Driven plate lining material for P.T.O. clutch (**304.8 mm** (**12 in**))	
General specifications, clutch 12”/11” (Model TD5.90 TD5.100 and TD5.110)	Organic agglomerate
Driven plate thickness:	
Main clutch **(9)** (**Clutch - Sectional view - (8000 Engine) (18.110)**)	
LUK	
Organic agglomerate and cerametallic	**10.2 – 10.8 mm** (**0.4016 – 0.4252 in**)
P.T.O. clutch **(11)** (**Clutch - Sectional view - (8000 Engine) (18.110)**)	
LUK	**7.3 – 7.9 mm** (**0.2874 – 0.3110 in**)
Wear limit	See **Clutch - Overhaul (8000 Engine) (18.110)**
Clearance between main clutch release sleeve and related seat	**0.050 – 0.151 mm** (**0.0020 – 0.0059 in**)
Clearance between P.T.O. clutch release sleeve and related seat	**0.050 – 0.151 mm** (**0.0020 – 0.0059 in**)

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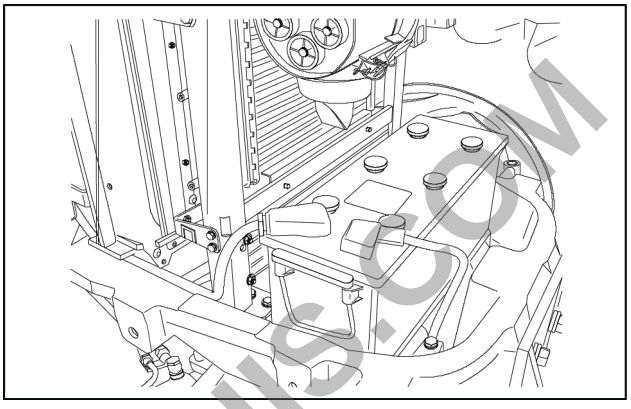
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Engine - Remove

ATTENTION: *Lift and handle all heavy parts using suitable lifting equipment. Make sure that assemblies or parts are supported by means of suitable slings and hooks. Check that no one is in the vicinity of the load to be lifted.*

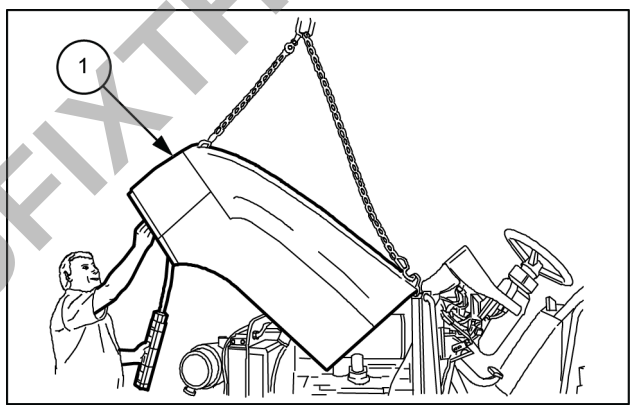
ATTENTION: *Always use suitable tools to align holes in parts. NEVER USE FINGERS OR HANDS.*

1. Disconnect the negative battery lead.



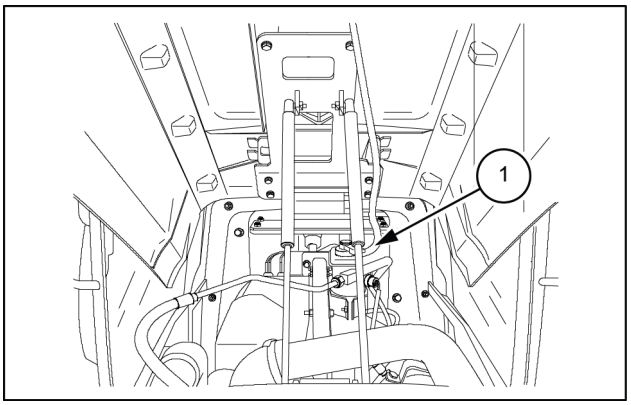
ANIL12TR00106AA 1

2. Attach lifting chains to the bonnet **(1)** and attach the chain to the hoist.



ANIL12TR00107AB 2

3. Disconnect the electrical connection **(1)** of bonnet.

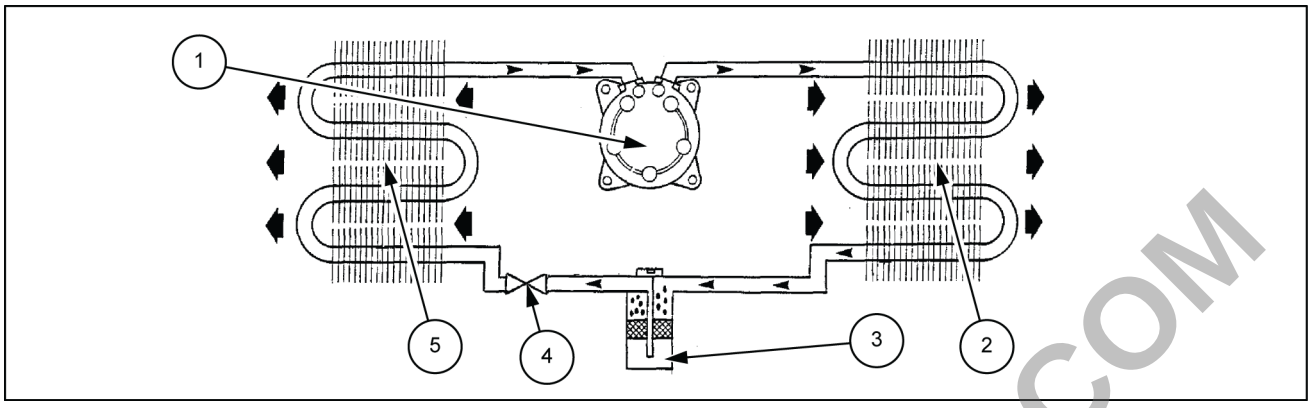


ANIL12TR00108AB 3

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Simplified system diagram



ANIL12TR00968EB 2

1. Compressor
2. Condenser
3. Receiver-drier
4. Expansion valve with thermostatic sensor
5. Evaporator

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Platform, cab, bodywork, and decals 90

[90.150] Cab 90.1

[90.151] Cab interior 90.2

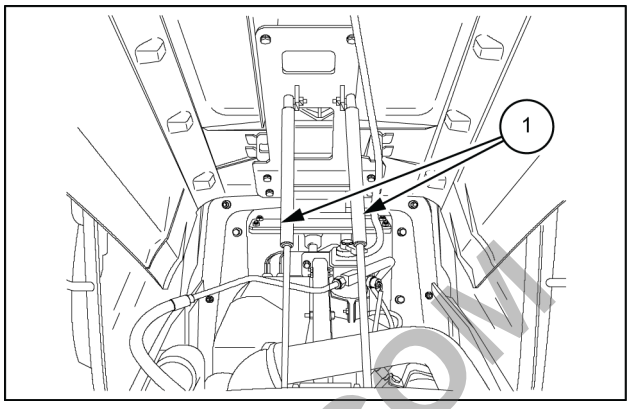
[90.154] Cab doors and hatches 90.3

[90.105] Machine shields and guards 90.4

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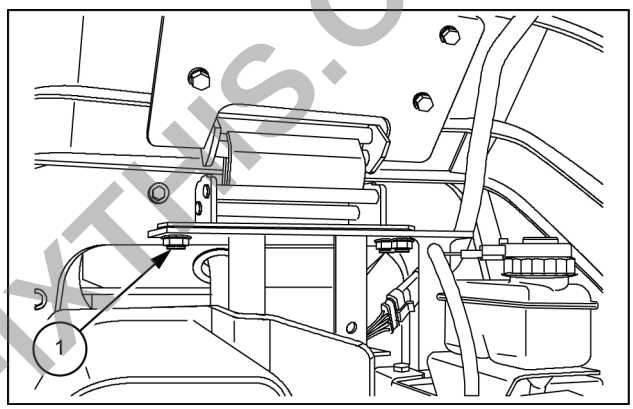
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4. Detach the gas struts **(1)** from the bonnet.



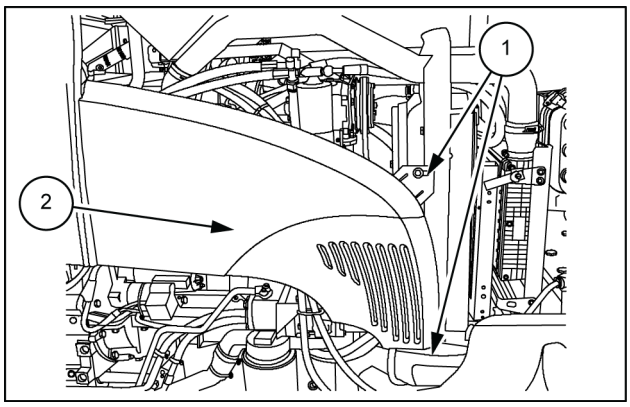
ANIL12TR00109AB 4

5. Remove the four bonnet hinge bolts **(1)** and lift the bonnet clear.



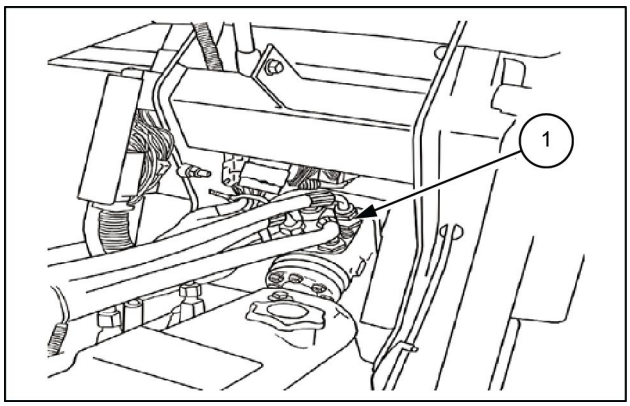
ANIL12TR00110AB 5

6. Remove the two retaining bolts **(1)** and the guard **(2)** on the right-left hand side of the fan.



ANIL12TR00111AB 6

7. Disconnect the power steering hoses **(1)**.



ANIL12TR00112AB 7

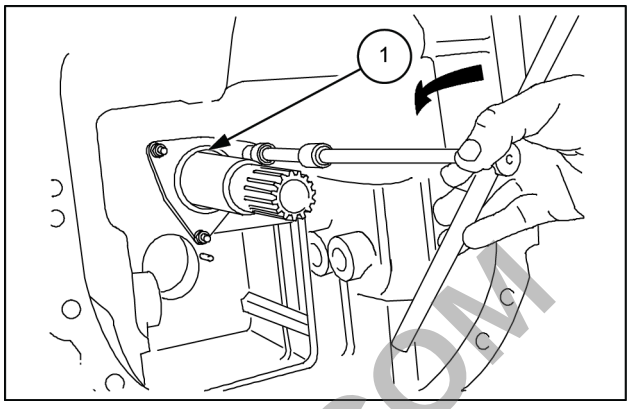
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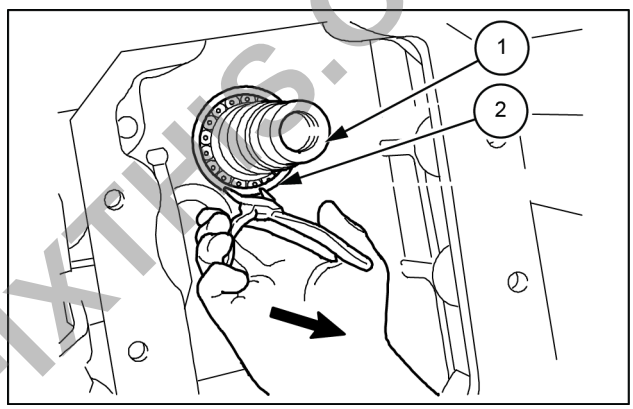
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12. Unscrew the retaining bolts and remove the cover-support **(1)**.



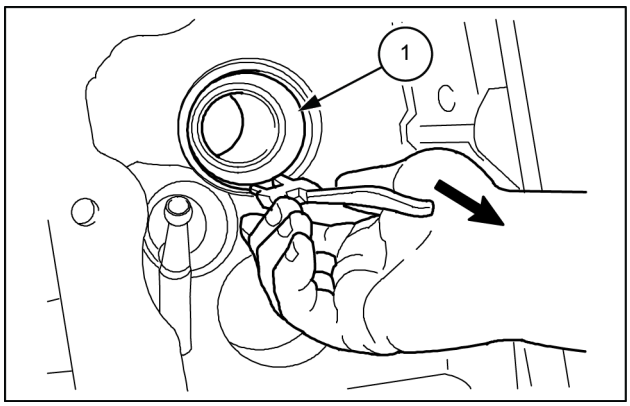
ANIL12TR00775AB 12

13. Remove the circlip **(2)** and withdraw the driveshaft **(1)** complete with bearing.



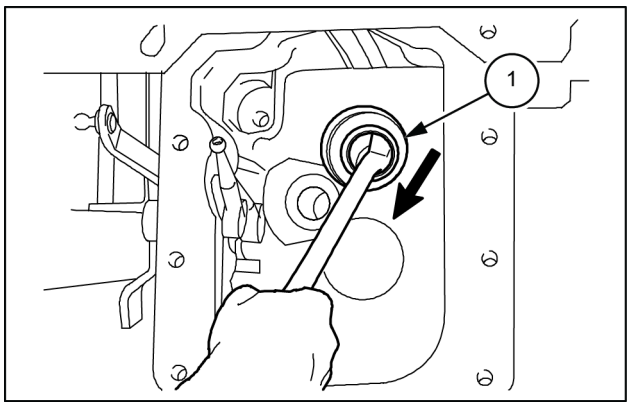
ANIL12TR00776AB 13

14. Remove the circlip **(1)**.



ANIL12TR00777AB 14

15. Remove the driveshaft seal **(1)** using a suitable implement.

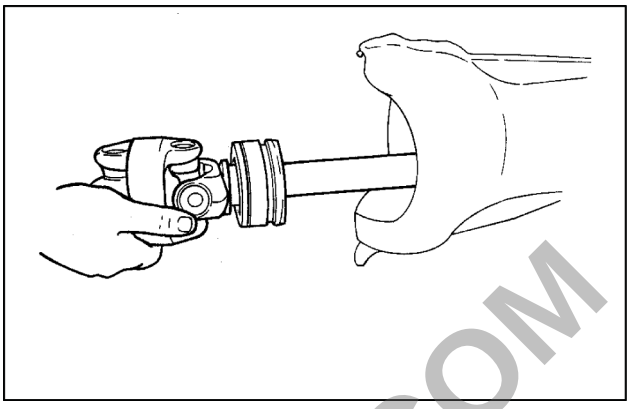


ANIL12TR00778AB 15

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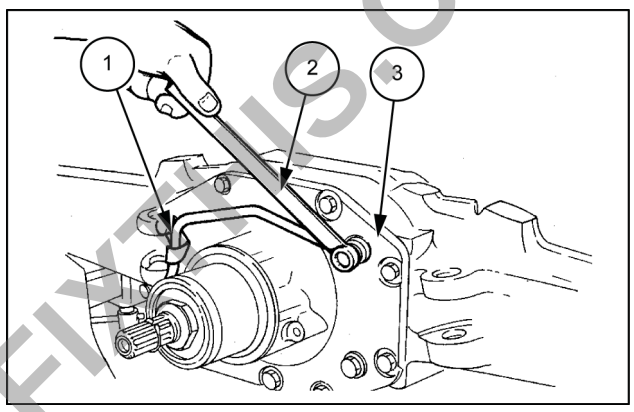
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16. Unscrew the axle shaft retaining bolt and remove the axle shaft.



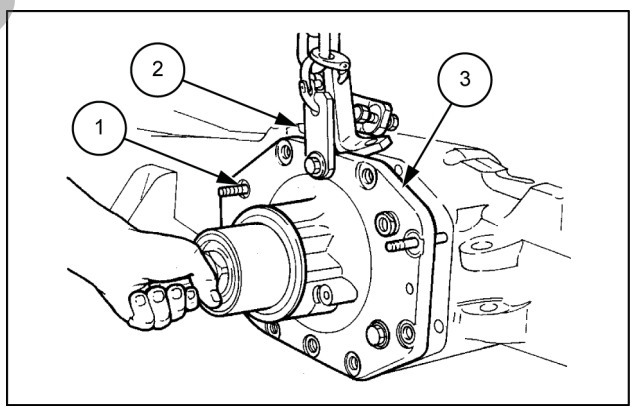
ANIL12TR00337AA 17

17. Remove bracket **(1)**, unscrew the union **(3)** and detach the front brake pipe **(2)**.



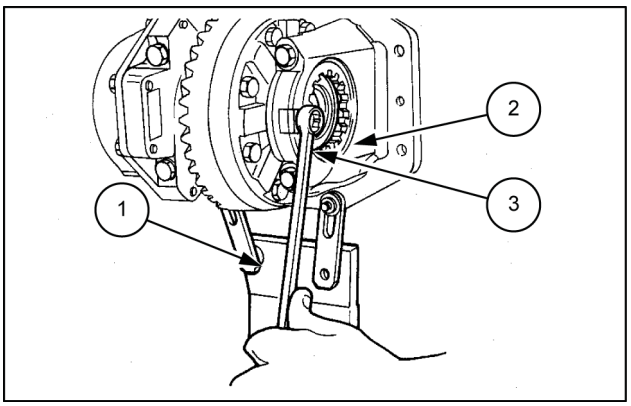
ANIL12TR00338AB 18

18. Unscrew two of the bolts fixing the bevel drive-differential support to the axle casing. Screw in the two dowels **(1)**. Remove the remaining bolts and separate the bevel drive-differential support from the axle casing. Attach a cable **(2)** to the support and take up the strain with the hoist. Remove the bevel drive-differential support **(3)** from the axle casing.



ANIL12TR00339AB 19

19. Install tool 380000255 **(1)** in the vice on the work bench. Bolt the bevel drive-differential support on to the tool. Detach the lifting cable.
20. Unscrew the bolt **(2)** and remove the ring nut lock tab **(3)**.



ANIL12TR00340AB 20

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Rear axle system - 27

Powered rear axle - 100

TD5.100, TD5.110, TD5.65, TD5.75, TD5.80, TD5.90

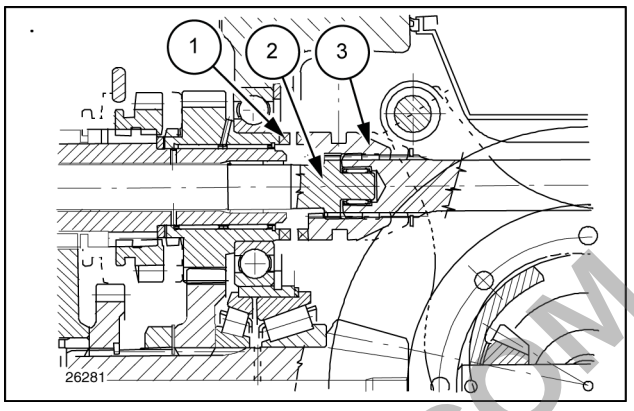
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In these conditions the PTO coupling sleeve **(3)** (Fig. **3**), is turned directly by the toothed coupling of gear **(1)** in the gearbox.

When the tractor is stationary the PTO shaft does not turn. When changing from forward to reverse gear, the direction of rotation of the PTO shaft reverses.

NOTE: *When the PTO is not being used, move the lever* ***(1)*** *(* ***Rear mechanical control - Dynamic description (31.101)****), to position "E" (the NEUTRAL position of the PTO engagement sleeve* ***(3)*** *(Fig.* ***3****).*



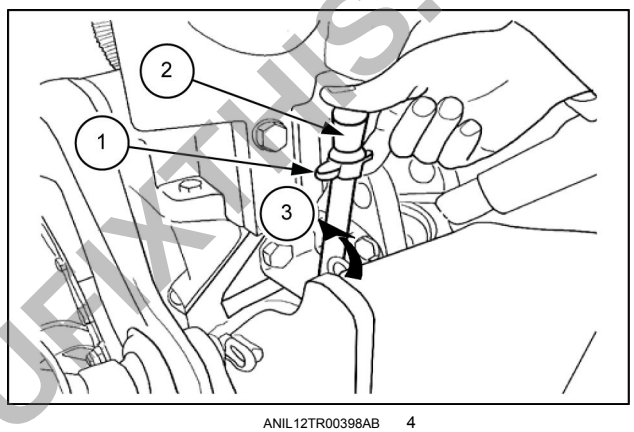
ANIL12TR00397AB 3

P.T.O speed selector lever (2) (Fig. 4)

To change PTO speed, proceed as follows:

- Lift the spring-loaded collar **(1)** upwards.
- Move the lever **(2)** forward to position "3" to select **750 – 1000 RPM** PTO speed.

This activates the external control lever **(17)** (**Rear mechanical control - Sectional view (31.101)**) by means of a tie-rod. The external control lever in turn rotates the internal fork device **(21)** and selects the PTO speed by means of the coupling sleeves.



ANIL12TR00398AB 4

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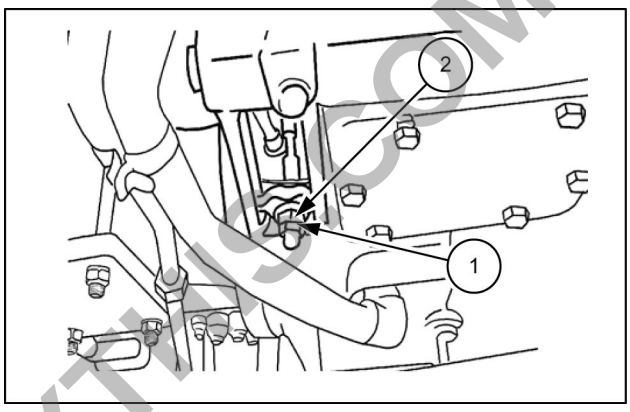
Hand brake lever - Adjust

Adjusting travel

The travel of the parking brake control lever must be adjusted whenever work is carried out on the unit and when the lever is not on the third notch of the gear sector when the brake is engaged.

Proceed as follows.

1. Slacken the lock nut **(1)**.
2. Tighten or slacken the adjusting screw **(2)** until the control lever is locked on the third notch.
3. Tighten the lock nut **(1)**.



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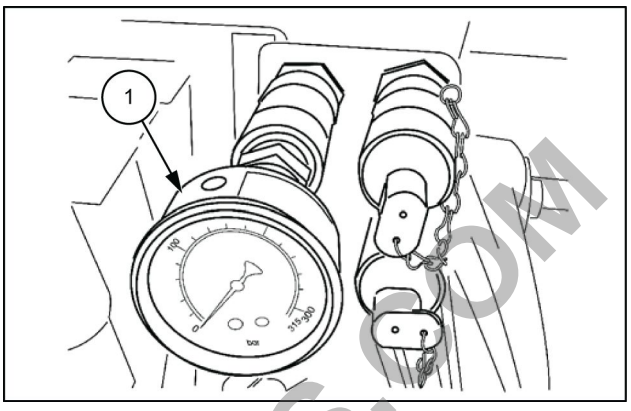
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Relief valve - Calibrate - Lift pressure relief valve

TD5.	APAC

Proceed as follows.

1. Run the engine until the oil reaches a temperature of about **50 °C** (**122.00 °F**).
2. Insert the fitting **380000554 (1)** in a quick-fit female half-coupling and connect it to the **0 – 245 bar** (**0 – 3555.84 psi**) scale pressure gauge supplied with kit 380000240.
3. Activate the half-coupling control valve block lever until the pressure relief valve cuts in.

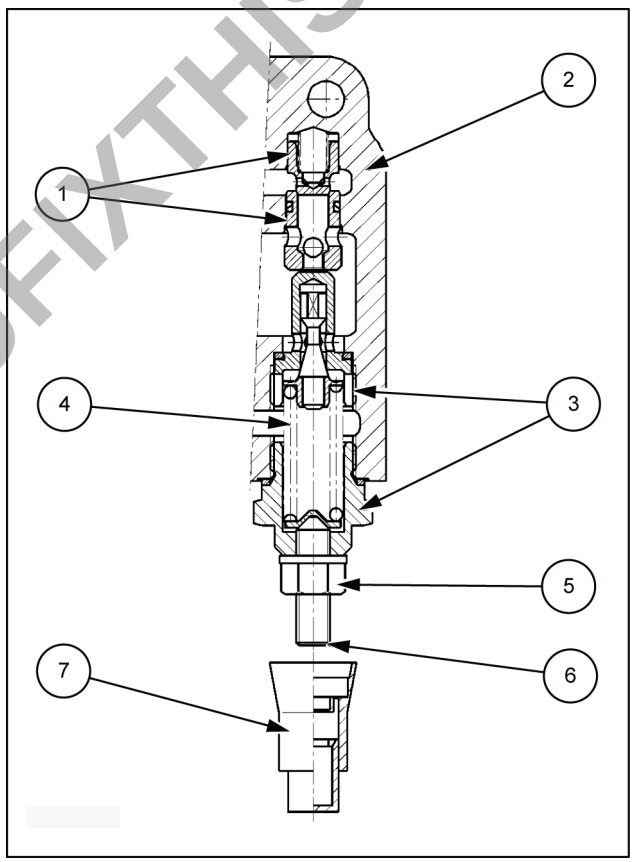


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4. With the engine running at medium speed the pressure gauge must show a pressure of about **186 – 191 bar** (**2697.00 – 2769.50 psi**). If the valve setting does not correspond to the prescribed value, it is best to change it immediately. If necessary it can be adjusted by turning the cap, after removing the plastic sealing and unscrewing the locknut, with a **4 mm** (**0.16 in**) hex wrench. Tighten it to increase the valve setting, unscrew it to decrease the setting.

   Pressure relief valve section

   1. One-way valve
   2. Additional control valve body
   3. Pressure relief valve body
   4. Valve spring
   5. Locknut
   6. Adjustable needle (**4 mm** (**0.16 in**) wrench)
   7. Plastic sealing



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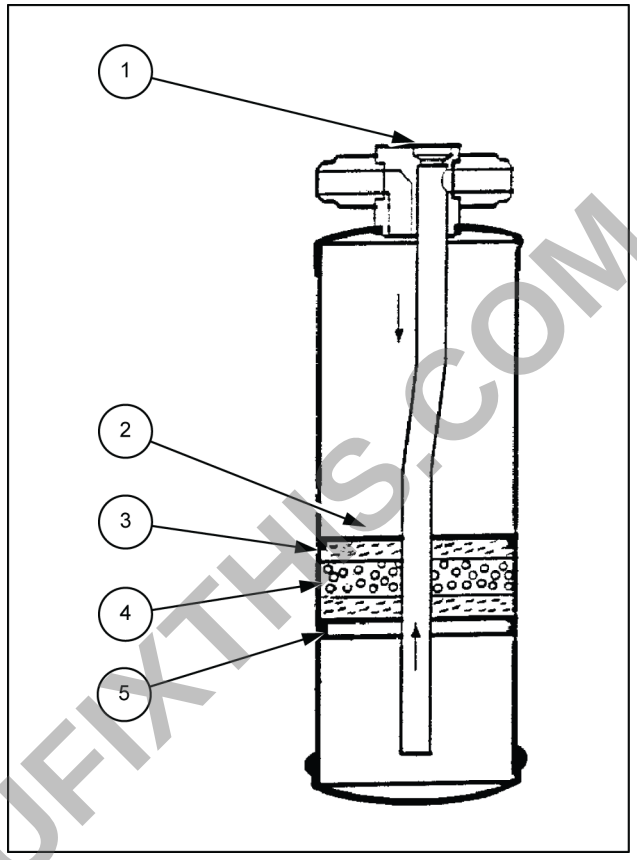
Receiver-drier

The receiver-drier, installed between the condenser and the expansion valve, performs two basic functions, acting as a filter to remove dirt and moisture from the refrigerant and as a temporary storage container during variable charge stages.

Water in the system can cause corrosion and damage to system components.

For this reason the filter contains substances to absorb humidity.

Solid contaminants, such as sand, metal particles resulting from wear of compressor components, oxides, particles from the pipes, etc., can cause damage to the system and therefore must be removed by suitable filters.



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Receiver-drier

1. Sight glass
2. Upper screen
3. Disc
4. Drying agent
5. Lower screen

Thermostatic expansion valve

Serves to reduce the pressure of the refrigerant as it enters the evaporator so that it can change state and thus remove heat from the surrounding air.

The expansion valve performs two basic functions:

- Metering: The calibrated orifice **(6)** (Fig. **3**) in the valve body creates a difference in the pressure of the refrigerant at the inlet **(4)** (liquid state) and the outlet **(7)** (mixed liquid/vapour), the calibrated orifice **(6)** also serves to atomise the refrigerant to facilitate subsequent evaporation.
- Modulation: Inside the valve body a thermostatic sensor controls the valve aperture so that the right quantity of refrigerant enters the evaporator to ensure complete evaporation.

If the thermostatic sensor **(2)** (Fig. **3**) detects an increase in the cab temperature, the flow of refrigerant is increased.

A drop in the temperature or an increase in the compressor capacity (due to an increase in the engine speed) will cause a reduction in the flow of refrigerant into the evaporator.

The expansion valve is installed on the evaporator inlet fitting **(7)**, and as the internal refrigerant flow control system is completely automatic, it requires no special maintenance.

To perform functional testing, with the system is fully charged, check that the system operating pressures are those indicated on **Air conditioning - General specification (50.200)**).

NOTE: *In case of malfunction, replace the valve.*

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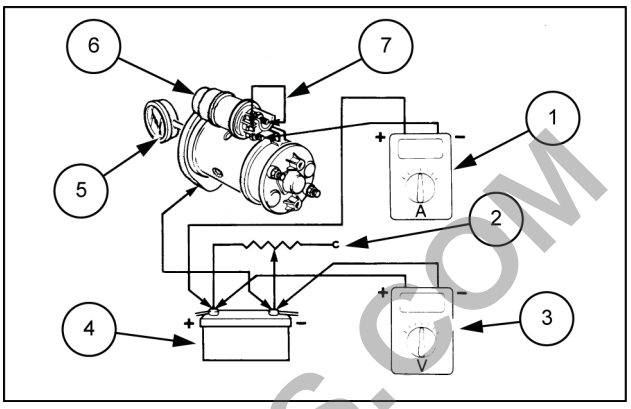
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Engine starter - Test

Starter motor test without load (Fig. 1)

NOTE: *Fully charged battery and a battery/starting tester (high discharge multi tester) with carbon battery (variable load resistance) are needed to carry out this test.*



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1. Place the starter motor in a vice with protected jaws.
2. Connect negative battery cable **(4)** to the starter motor flange.
3. Bridge the solenoid contacts **(6)** with a short wire **(7)**.
4. Connect the positive voltmeter point **(3)** to the positive battery terminal clamp and the negative voltmeter point to the negative battery terminal clamp. Connect the ammeter positive point **(1)** to the positive battery clamp **(4)** and the negative point to the battery or to the starter motor terminal clamp.
5. Place a manual tachometer **(5)** on the end of the armature shaft. Check maximum power absorption. This value is specific for each starter motor and must be included in the range of values in the TECHNICAL INFORMATION table. Regulate carbon battery voltage **(2)** and armature speed according to the information in the technical information table.
6. If the starter motor does not work according to the technical information specification, check if there are earthed (grounded) field windings, if the armature is scuffed or scraped or if the shaft is misshapen or otherwise damaged.

Bench tests

Armature (Fig. 2)

1. The commutator surface must be clean and not burnt. If burning needs to be removed, use fine sandpaper and not abrasive fabric (emery cloth). Finally, clean the commutator with a rag and solvent.
2. If the commutator needs refacing, check it is not smaller than the minimum value specified in the TECHNICAL INFORMATION table. After refacing, the commutator must be polished with sandpaper and cleaned with a rag and solvent.

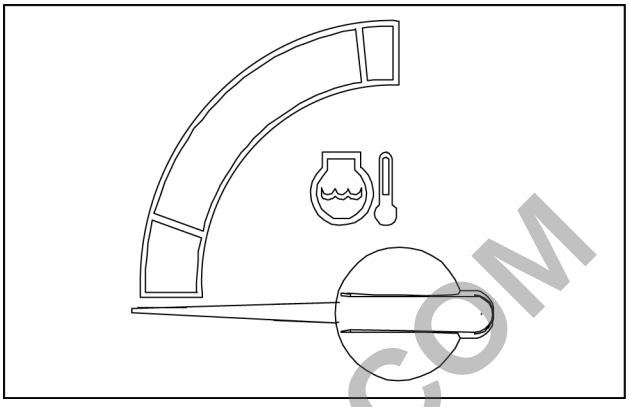
NOTE: *Do not cut the armature metal when making insulation slots.*

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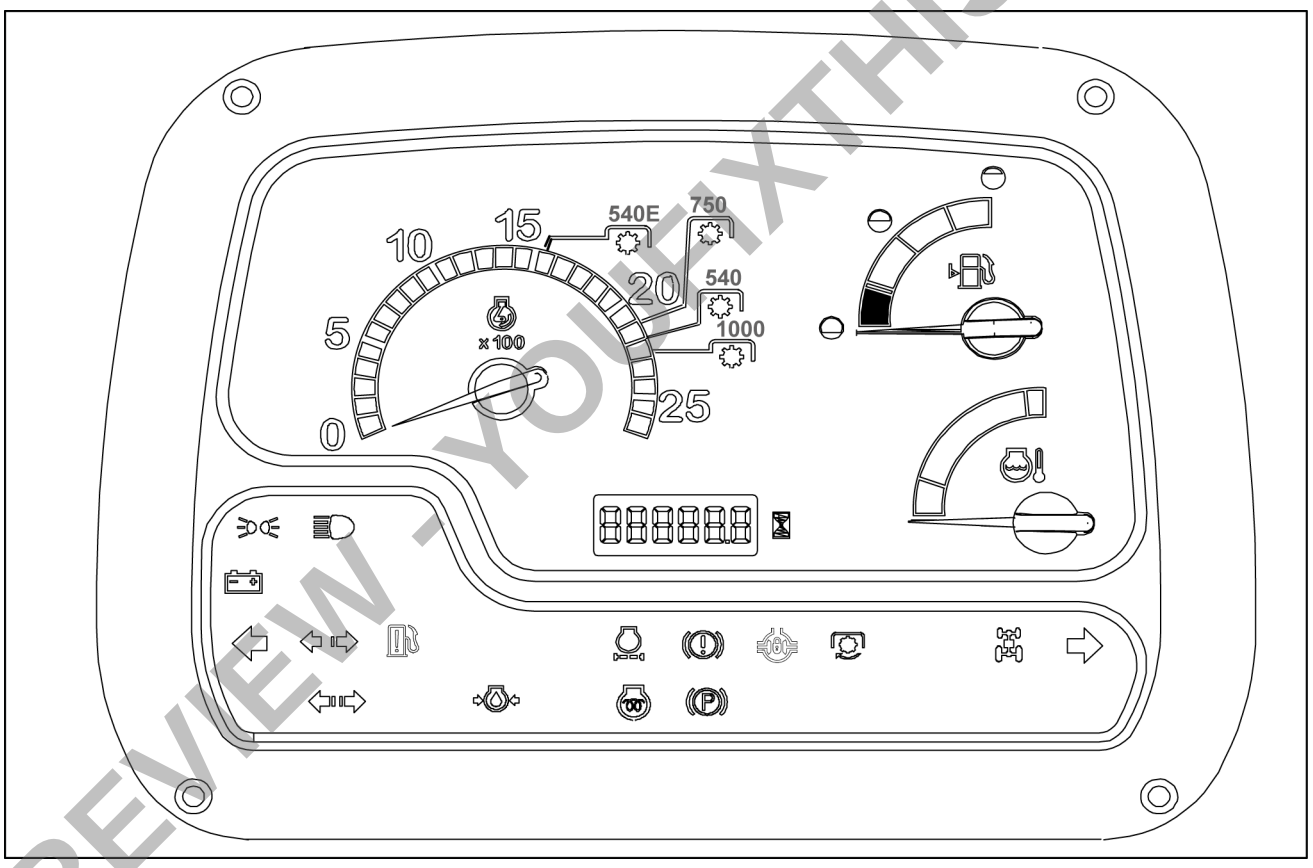
Engine coolant temperature gauge (Fig. 5)

- Green area = Normal temperature.
- Blue area = Temperature too low.
- Red area = Engine overheating.



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Instrument panel and console controls



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