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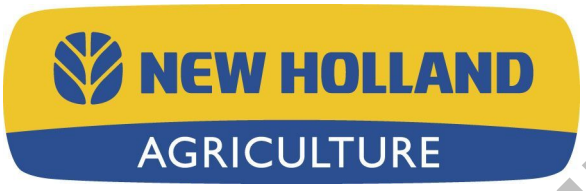
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Transmission or rear drive housing spacer - General specification

CRAWL GEARS — GENERAL SPECIFICATIONS

Type	A normal gear group with spur gears positioned after the shuttle between the main clutch and the gearbox. Provides 12 forward and 12 reverse gears, or 20 forward and 20 reverse gears.
Control	Lever on the driver’s right-hand side.

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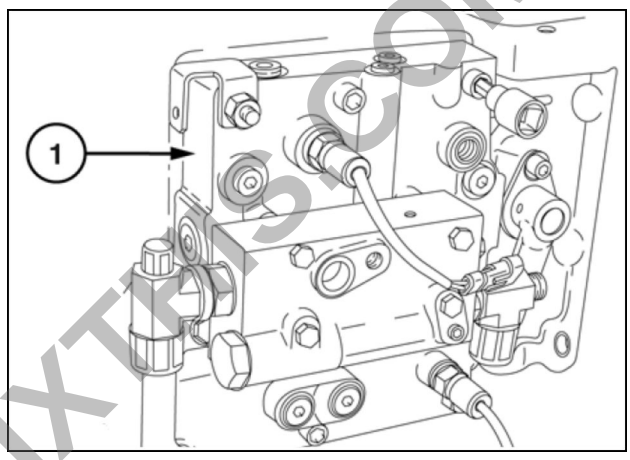
Transmission housing - Disassemble

CLUTCH DISK PACKAGE – Disassembly

ATTENTION: *Handle all parts with care. Do not put your hands or fingers in between parts. Wear safety equipment, including safety goggles, gloves, and safety shoes.*

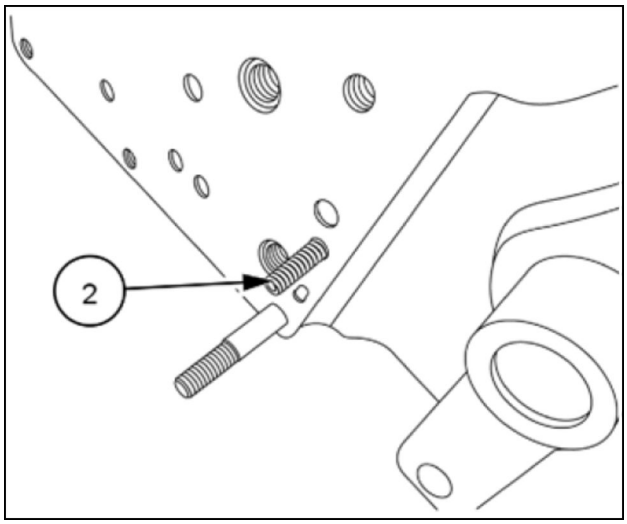
Proceed as follows:

1. Complete the rear transmission-gearbox housing procedure (only the removal procedure).
2. Remove the corresponding retaining bolts. Remove the control valve **(1)** that controls the electro-hydraulic shuttle. Remove the suction valve spring.



ANIL17TRO0469AA 1

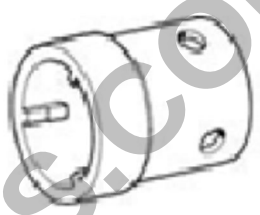
3. Remove the suction valve spring **(2)** (crawl-speed models only).



ANIL17TRO0470AA 2

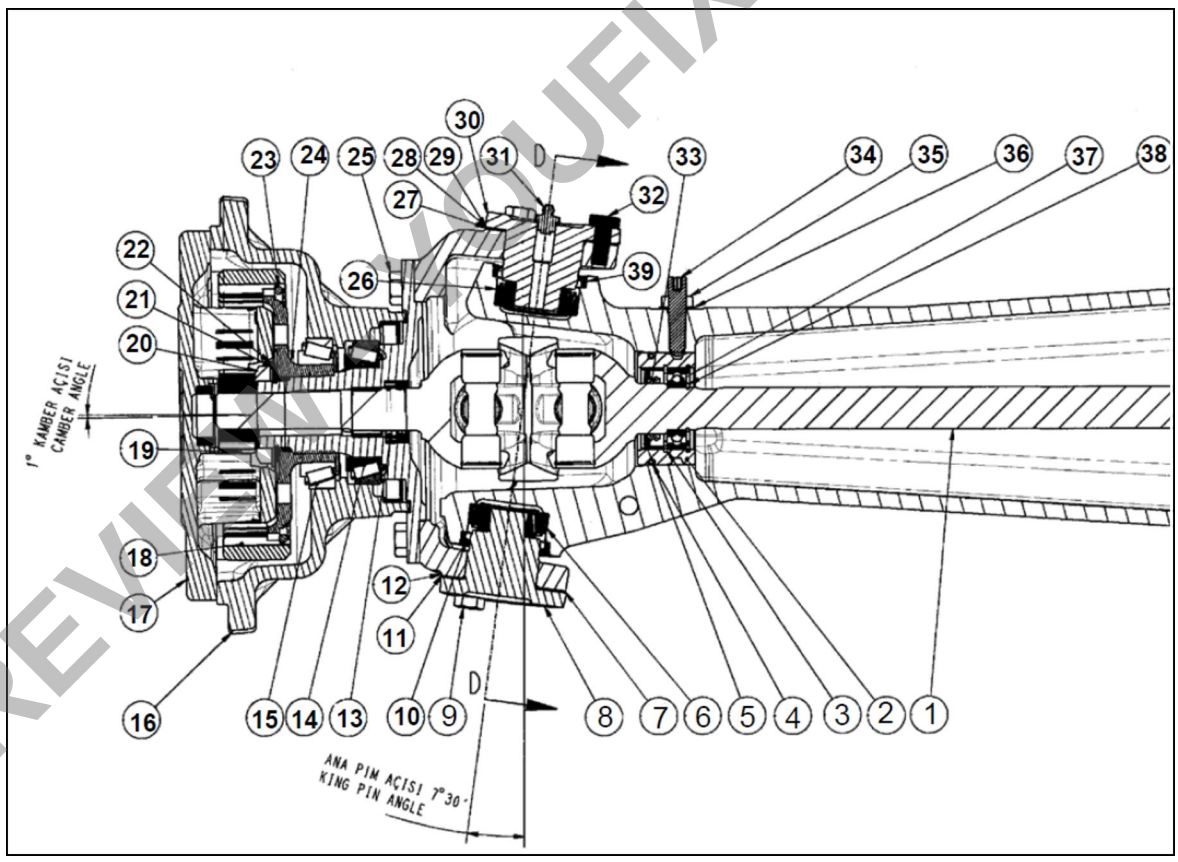
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380000532	Ön Aks Mahruti Somunu Sıkma Anahtarı		
NHT000144	Porya Somunu Sıkma Anahtarı		

ANIL17TRO0168FA 2

Powered front axle - Technical Data

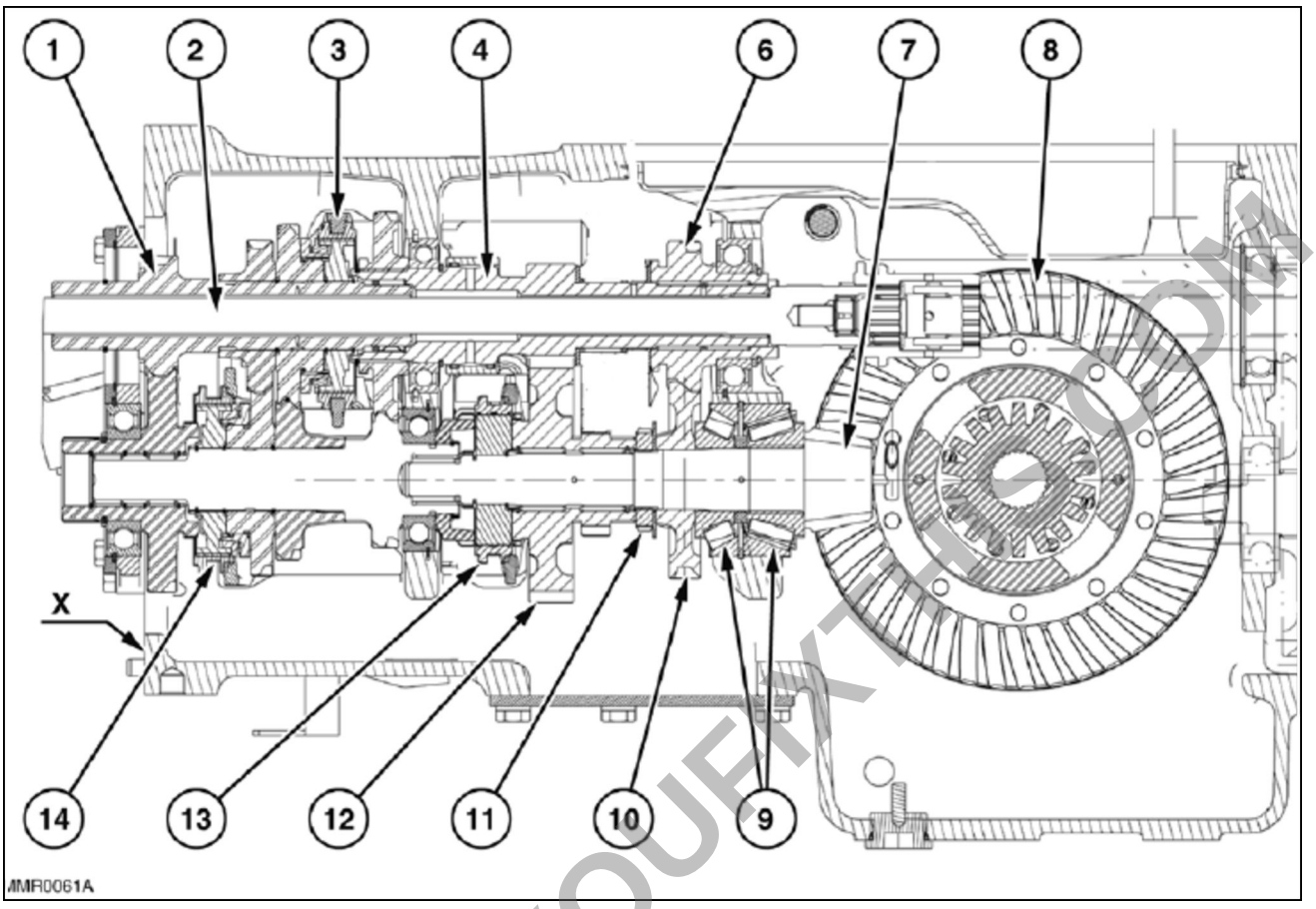


ANIL17TRO0164FA 1

1. Shaft
2. Bushing
3. Retaining ring
4. O-Ring
5. Gasket
6. Conical Bearing
12. Shim (0.3 mm)
13. Bearing
14. Conical Bearing
15. Conical Bearing
16. Gear Housing of the Front Axle Reducer
17. Carrier
23. Locking Retaining ring
24. Gear
25. Bolt
26. Conical Bearing
27. Shim (0.3 mm)
28. Shim (0.3 mm)
34. Adjustment Bolt
35. Retaining ring
36. Washer
37. Bearing
38. Retaining ring
39. Gasket

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Powered rear axle - Mechanical schema



ANIL17TRO0881HA 1

Longitudinal cross-section of the gearbox-transmission.

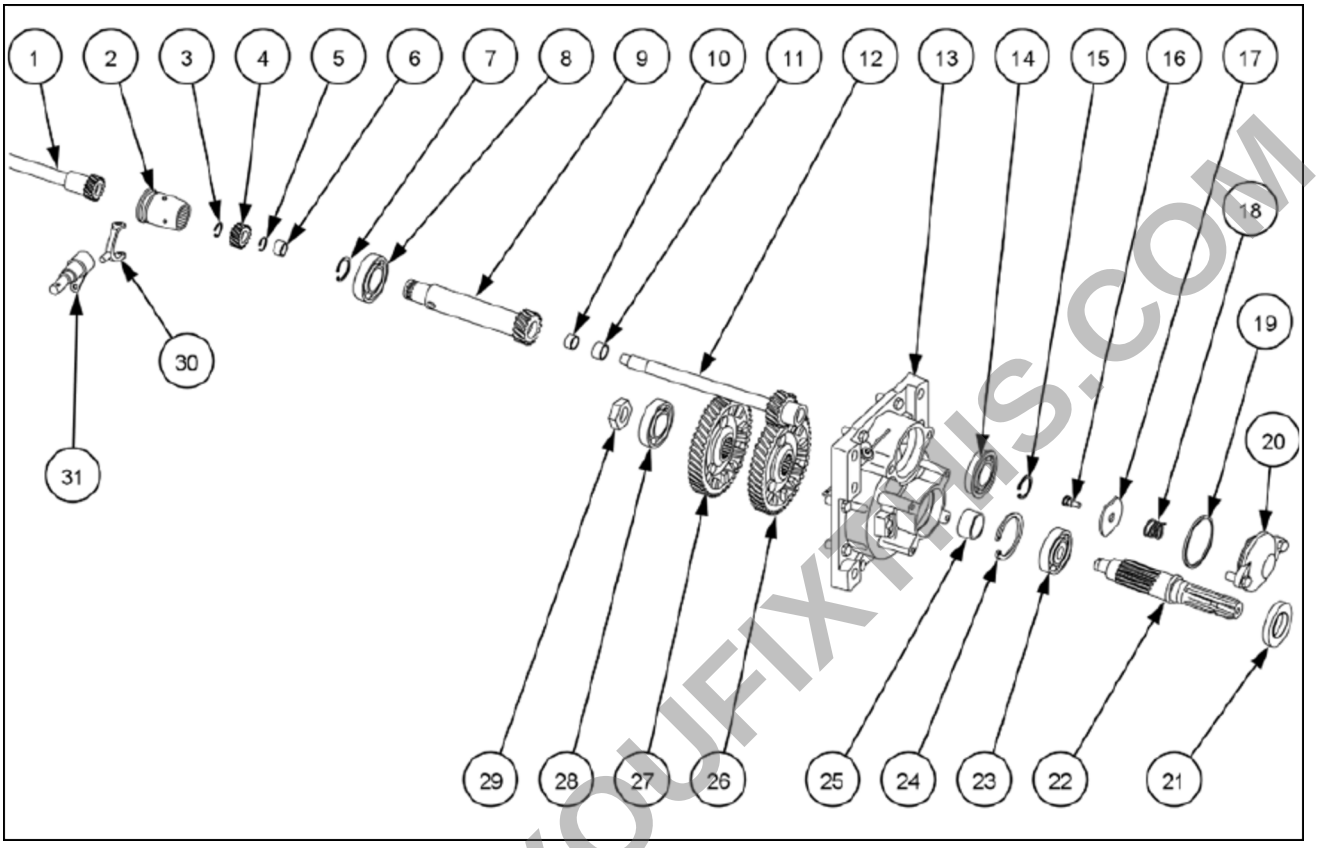
1. Transmission input shaft.
2. PTO controller shaft.
3. Third and fourth gear engagement synchronizer.
4. Stage output shaft.
5. Selective sleeve for low gears.
6. Low gear drive gear.
7. Conical pinion shaft
8. Spur gear.
9. Bearings of the conical pinion shaft bracket
10. Driven gear and drive controller for low gears.
11. Ring nut for the pinion shafts.
12. Control gear for low and middle gears.
13. Sleeve for engaging middle and high gears.
14. First and second gear engagement synchronizer.

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Two-speed rear Power Take-Off (PTO) - Detailed view

Two-speed Rear PTO – Disassembled View



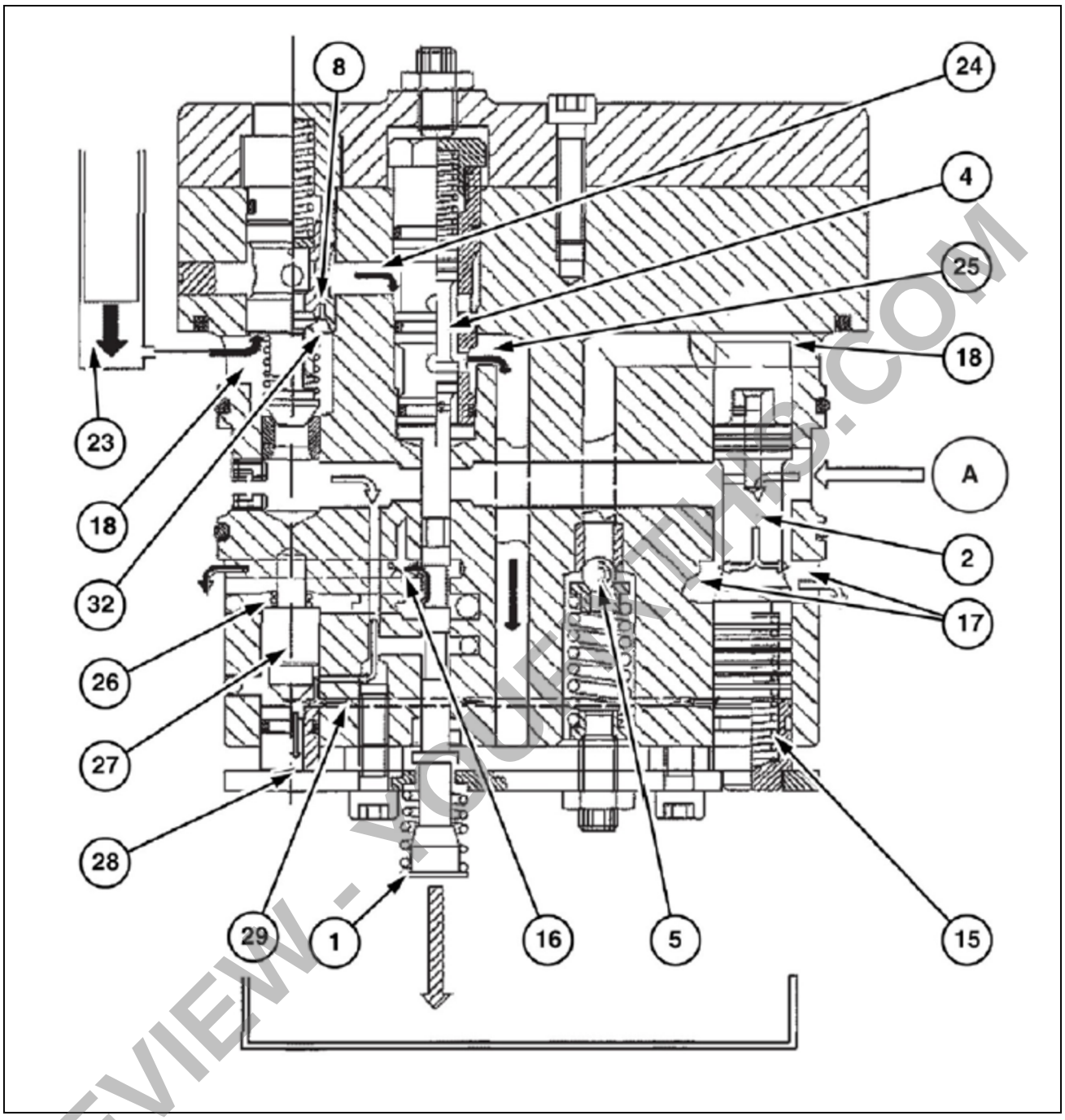
ANIL17TRO0301AA 1

540/540E rpm mechanical PTO disassembled view

1. 540/540E rpm PTO drive shaft
2. Coupling sleeve
3. Retaining ring
4. Coupling gear
5. Retaining ring
6. Spacer
7. Retaining ring D40
8. Ball bearing D 40X80X18
9. Intermediate shaft
10. Bearing
11. Spacer
12. 540/540E rpm PTO driven shaft
13. Cover
14. Ball bearing
15. Retaining ring
16. Brake disk spring locking pin
17. Brake disks
18. Spring
19. O-ring
20. Cover
21. Seal Ring
22. Channeled output shaft
23. Ball bearing
24. Retaining ring
25. Spacer
26. 540E PTO driven gear
27. 540 PTO driven gear
28. Ball bearing
29. Channeled output shaft retaining nut
30. Engagement lever
31. Control lever

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ANIL17TRO0793HA 3

Hydraulic arms lowered position

At this stage, the distributor discharges the oil coming from pump "A" and the cylinder **(23)**. This lowers the lifter arms.

The distributor pin **(1)** position pilot valve **(27)** chamber **(26)** is connected to the discharge hose **(16)**. At the same time, the valve **(27)** opens the hole **(28)**. This allows the oil to discharge from the chamber **(15)** via the control piston **(2)** hose **(29)**.

The oil from pump “A” is sent to the chamber that drives the control piston **(2)**. As a result, the discharge holes **(17)** open and oil discharges from the reservoir.

At the same time, the oil from the lift cylinder **(23)** enters the ring hose **(18)**. Then it passes through the holes **(32)**, the lowering controller **(8)** and the hole **(24)**. Following this, the oil flows via the drain valve **(4)** to the reservoir through the hole **(25)**. This lowers the lifter arms.

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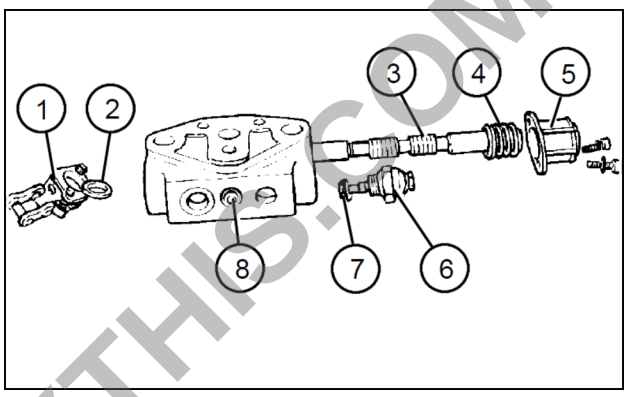
Remote control valves - Disassemble REMOVAL-COLLECTION OF AUXILIARY CONTROL VALVES

ATTENTION: *Do not place your hands or fingers between parts. Wear safety equipment, including safety goggles, gloves, and safety shoes.*

ATTENTION: *Use the appropriate tools to align the holes. NEVER USE YOUR HANDS OR FINGERS*

Convertible single-/dual-action remote control valve

1. Remove the cover **(5)**. Remove the spring **(4)** and the corresponding spring housing.

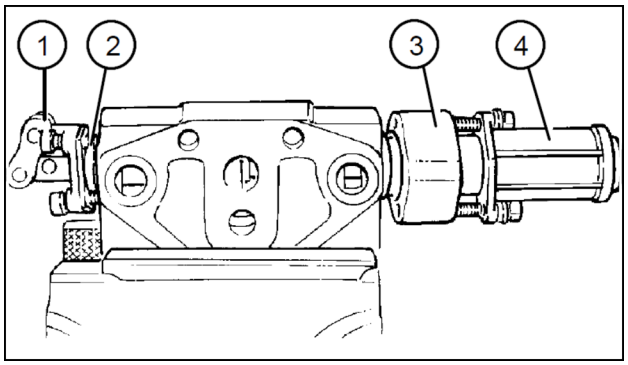


ANIL17TRO0854AA 1

2. Remove the control valve handle **(3)**.
3. Remove the control lever bracket **(1)** and take the gasket **(2)**.
4. Remove the tap **(6)** and remove the single-/dual-action switching valve **(7)**.
5. Remove the valve body **(8)** and remove the related spring and the check valve.
6. Check the condition of the gasket before assembly.

Single-/dual-action remote control valve float and automatic kick-out.

1. Loosen the safety bolts and remove the cover **(4)** and spacer **(3)**.



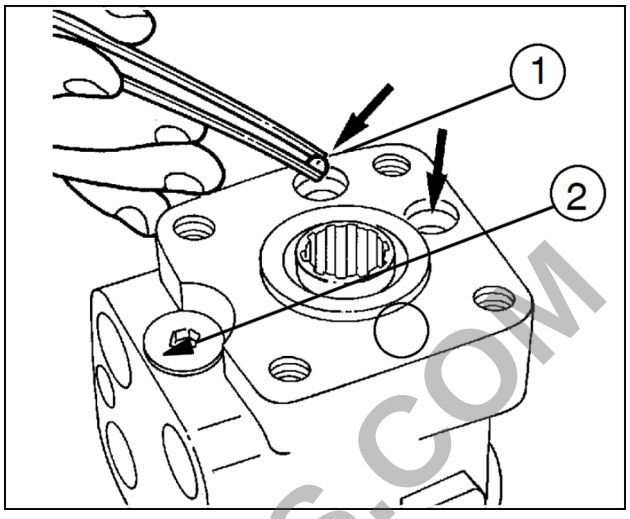
ANIL17TRO0855AA 2

2. Loosen the safety bolts. Remove the control lever bracket **(1)** and the related gasket **(2)**.

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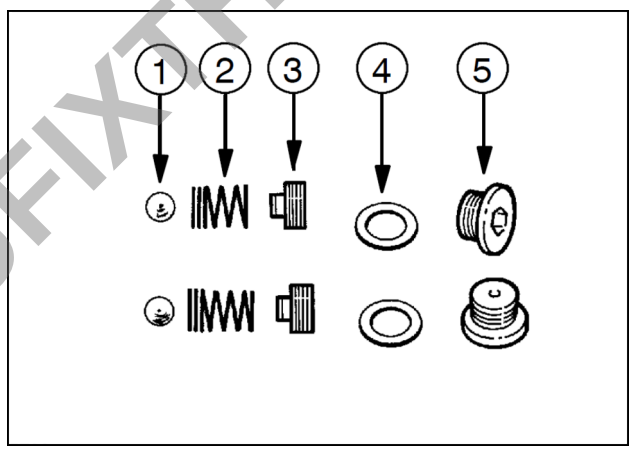
57. After fitting a suitable gasket, use a **8 mm** Allen key to fit the plug **(2)** and tighten it to the torque of **40 – 60 N·m** after you perform the adjustment on the bench or the tractor



ANIL17TRO0689AA 49

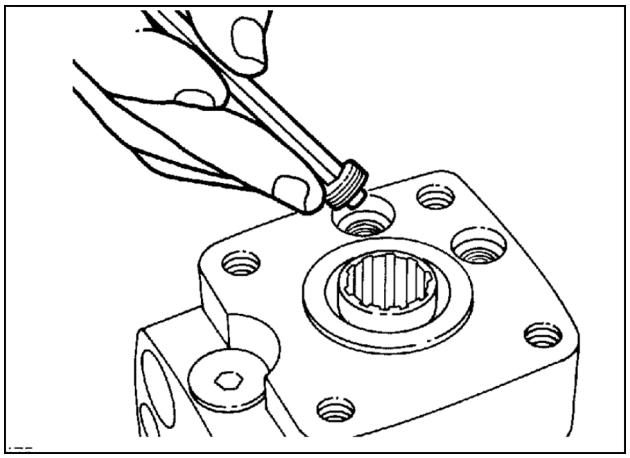
58. Place the safety valve balls **(1)** in the housing, indicated by the arrows.

59. Cylinder safety valve parts (in the same order as during assembly)
(1). Cylinder safety valve ball
(2) Pressure spring
(3) Set screw
(4) Gasket
(5) Plug



ANIL17TRO0690AA 50

60. Place the cylinder safety valve springs (**(2)** in the figure) in their housings.



ANIL17TRO0691AA 51

61. Use a **6 mm** Allen key and tighten the cylinder safety valve adjustment bolts **(3)**.

NOTE: *Adjust to the values specified on the bench or the tractor.*

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Transfer of cleaned coolant from cylinder (10) to an external container.

NOTE: *If, for any reason, the coolant is not to be put back into the air conditioning system immediately, it should be transferred for safety reasons from the cylinder* ***(19)*** *to a fillable gas container.*

27. Make sure that all plugs and the station are closed, except for plug number **(9)**. Make sure that the container has sufficient capacity to hold all the coolant provided that the permissible level is not exceeded.
28. Connect the tip (there is no air at the tip) of the yellow service hose **(16)** to the free tip on the left of the manometer, and connect the other tip (on the tap side) with the other tip in the gas container.
29. Bring key **(5)** to position 2 (HEATING CYLINDER) in order to operate the fluid heater connected to the cylinder **(19)**. As a result, the coolant can be transferred from the cylinder to another container easily.
30. Open the yellow plug (18-REF), the yellow plug on the service hose, and the red plug on the gas container.
31. Once the process ends, bring the key **(5)** to position 0 to close all plugs and the machine itself.

Use of the vacuum (discharging)/filling station (294030) for emptying and filling of the cab air conditioning system

NOTE: *Steps 32–34 can only be done if the coolant is absent from the graduated cylinder* ***(31)****.*

Discharging of graduated cylinder (31) in the vacuum (discharging)/filling station (294030)

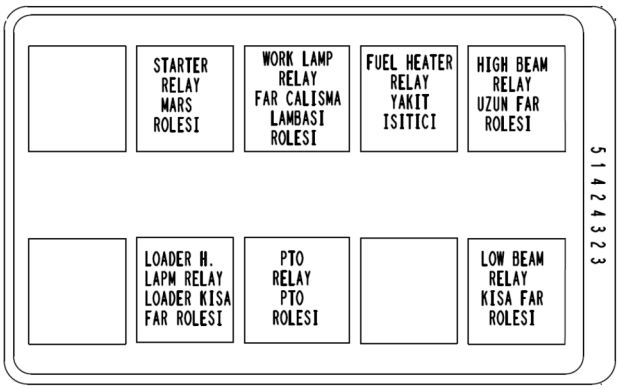
32. Close the taps (**(4)**, **(22)**, and **(27)**).
33. Open the taps (**(3)**, **(9)**, and **(10)**).
34. Bring the key **(19)** to position 1 to start the pump in order to empty the cylinder **(31)**.After **5 min**, close the valves (**(3)**, **(9)**, and **(10)**). Stop the pump.

Filling of the graduated cylinder (31) with the vacuum/discharging station

NOTE: *If the coolant cleaned in the recovery/recycling station is added to the air conditioning system of the tractor immediately, it must be transferred from the cylinder shown in figure number* ***(19)*** *to the section of the vacuum/filling station shown in the figure number* ***(31)****.*

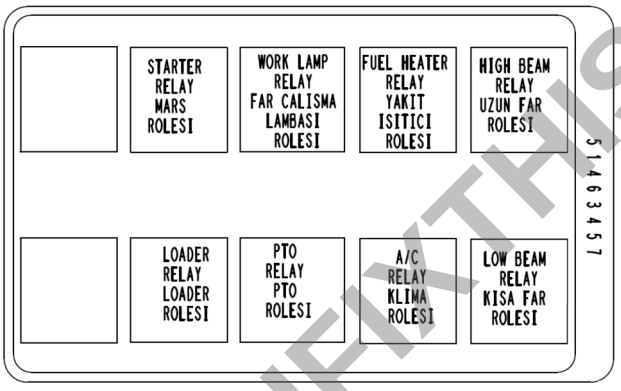
35. Connect the (plug-less) tip of the yellow service hose **(24)** to the blank connection part **(28)** on the left-hand side of the vacuum/filling station's pressure gauge (see figure).
36. Connect the other tip (tap tip) of the service hose to the blank connection parts **(17)** on the left-hand side of the recovery/recycling station's pressure gauge.
37. Close all taps of the recovery/recycling station **(9)** - **(18)** and also the ones on the hose, except **(16)** (see figure).
38. Make sure that all the stopcocks of the recovery/recycling station are closed (except the stopcock number **(27)**).
39. Bring the station's keys (**(5)** and **(19)**) to position 0 to make sure they are closed.

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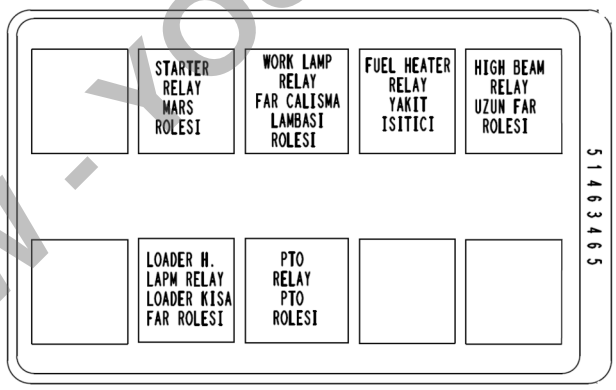
ANIL18TRO1056AA 8

4WD+Front Loader+ With ROPS Models



ANIL18TRO1057AA 9

4WD+Front Loader+ With Cab Models



ANIL18TRO1059AA 10

4WD+With ROPS Models/ 2WD with ROPS Models

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Wiring harnesses - Electrical schematic sheet 14 ENGINE 3 S8000 (MODELS WITH ROPS)

COMPONENT	DESCRIPTION
F-025	INNER LAMP FUSE
F-017	STEERING OIL PRESSURE SWITCH FUSE
X-M040	FOOT THROTTLE
MC-X-041	HAND THROTTLE
K-002	FUEL HEATER RELAY

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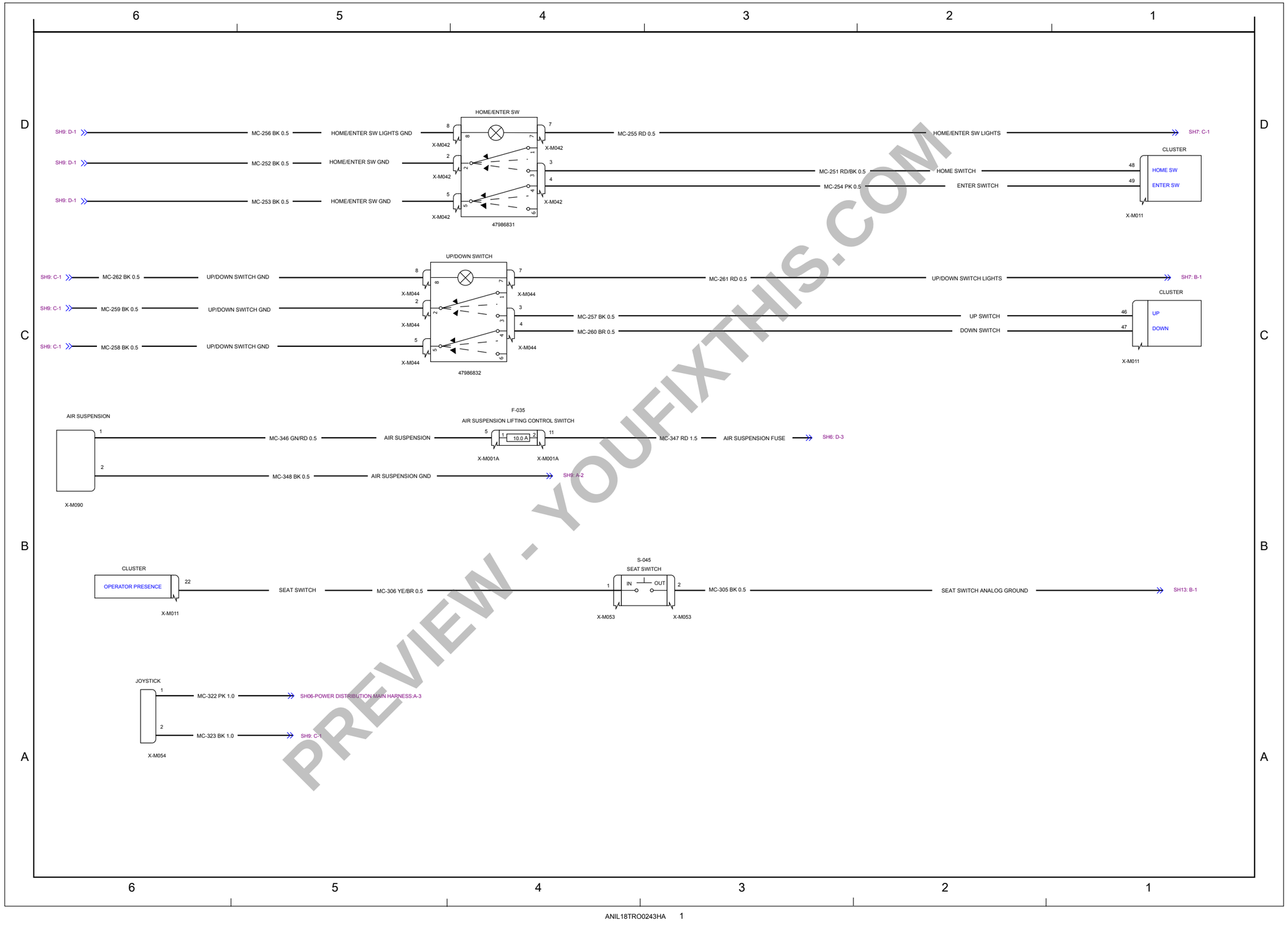
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Warning Lamp Check

1. Turn the ignition key on and check that the warning lamp is fully lit.
2. If not, check the lamp. If the lamp is on, perform the alternator cable connection tests described in the “IMPORTANT TESTS” section.
3. If the lamp is on, run the engine and take the engine speed above idling speed. The warning lamp must be turned off.
4. If the lamp is not working, stop the engine and remove the cable with the D+ end. If the lamp is not on, an alternator component has been damaged. Conduct the tests as described in the “ALTERNATOR ELEMENTS TESTS” section
5. If the lamp remains on, check if there is a short circuit between the D+ cable end and the warning lamp.

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3088 (DTC 141-02) - Crankshaft speed sensor values are not plausible

Control Module: ECU

Context:
The Engine Control Unit (ECU) **A-9000** monitors the crankshaft position sensor **B-9007** characteristics for angle, speed determination, signal plausibility, and quality. If the ECU **A-9000** determines that there are no crankshaft position signals detected for at least 4 engine revolutions, this fault will occur.

Cause:
The ECU **A-9000** has determined that there is no crankshaft position signals detected for at least 4 engine revolutions.

Possible failure modes:

1. Faulty crankshaft position sensor **B-9007**, not fully seated or loose.
2. Faulty crankshaft tone wheel, damaged or misaligned.
3. Faulty crankshaft position sensor **B-9007** wiring, short circuit.
4. Faulty crankshaft position sensor **B-9007**, internal failure.
5. Faulty ECU **A-9000**, software.

Solution:

1. Verify fault is present and active.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or in an inactive state, the fault may be intermittent and not currently active. Continue with Step **8**.

2. Check the physical integrity of the crankshaft position sensor **B-9007**. The sensor should be fully seated and mounted tightly.

   Remove the crankshaft position sensor **B-9007** and inspect the crankshaft tool wheel. The tone wheel should not be damaged or loose.

   A. If the sensor or tone wheel is damaged or is not mounted/secured properly, repair as necessary.

   B. If the sensor or tone wheel is not damaged and is mounted/secured properly, continue to Step **3**.

3. Check the crankshaft position sensor **B-9007** internal resistance.

   Disconnect the engine interface harness from the crankshaft position sensor **B-9007** at connector **X-9021**.

   Use a multimeter to measure the resistance of the crankshaft position sensor **B-9007** on the sensor pins :

From	To	Value
X-9021 (Receptacle) pin 1	**X-9021 (Receptacle) pin 2**	There should be between **774 – 946 Ω**.

   A. If there is between **774 – 946 Ω**, leave connector **X-9021** disconnected and continue to Step **4**.

   B. If there is not between **774 – 946 Ω**, the crankshaft position sensor **B-9007** has failed. Replace the crankshaft position sensor B-9007.

4. Check the crankshaft position sensor **B-9007** wiring for a short circuit to battery.

   With the key in the OFF position, use a multimeter to perform the following voltage check on the engine interface harness side :

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3218 (DTC 173-03) - Injection bank 2 short circuit failure (all injectors of the same bank can be affected)

Control Module: ECU

Context:
The Engine Control Unit (ECU) **A-9000** monitors the fuel injector harness for a short circuit condition. If the ECU **A-9000** detects a short circuit pattern in the fuel injector harness of both bank 2 fuel injections, this fault will occur. The bank 2 fuel injectors are fuel injector number 2 **Y-9002** and fuel injector number 3 **Y-9003**.

Cause:
The ECU **A-9000** has detected a a short circuit pattern between both bank 2 fuel injectors.

Possible failure modes:

1. Faulty bank fuel injector wiring, short circuit.
2. Fault ECU **A-9000**, software.

Solution:

1. Verify fault is present and active.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or in an inactive state, the fault may be intermittent and not currently active. Continue with Step **5**.
2. Use the Electronic Service Tool (EST) to check for other active faults that may have caused this fault to occur.

   A. If any of the related faults are active, diagnose them first and then return to this fault.

   B. If none of the related faults are active, continue to Step **3**.
3. Check the fuel engine interface harness for a short circuit condition.

   Disconnect the engine harness 2 (EN2) from the engine interface at connector **X-9139B**.

   With the key in the OFF position, use a multimeter to perform the following continuity check on the engine interface harness side :

From	To	Value
X-9139B (Plug) pin D	**X-9139B (Plug) pin E**	There should be no continuity.
X-9139B (Plug) pin D	**X-9139B (Plug) pin F**	There should be no continuity.
X-9139B (Plug) pin C	**X-9139B (Plug) pin E**	There should be no continuity.
X-9139B (Plug) pin C	**X-9139B (Plug) pin F**	There should be no continuity.

   A. If there is continuity, there is a short circuit condition in the fuel engine interface harness wiring. Locate and repair the shorted conductor.

   B. If there is no continuity, leave the engine interface connector **X-9139B** disconnected and continue to Step **4**.
4. Check the fuel injector engine harness 2 (EN2) for a short circuit condition.

   With the key in the OFF position, use a multimeter to perform the following continuity check from the engine harness 2 (EN2) side :

From	To	Value
X-9139A (Receptacle) pin D	**X-9139A (Receptacle) pin E**	There should be no continuity.
X-9139A (Receptacle) pin D	**X-9139A (Receptacle) pin F**	There should be no continuity.
X-9139A (Receptacle) pin C	**X-9139A (Receptacle) pin E**	There should be no continuity.

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B. If the oil pressure switch **S-9016** did not change state, leave connector **X-9016 (Plug)** disconnected and continue with Step **7**.

4. Check the oil pressure switch **S-9016** circuit for a short to ground condition.

   With the key switch in the OFF position, use a multimeter to check for continuity on the engine interface harness side :

From	To	Result
X-9016 (Plug) pin 1	chassis ground	There should be no continuity.

   A. If there is continuity, leave connector **X-9016 (Plug)** disconnected and continue with Step **5**.

   B. If there is no continuity, check the ECU **A-9000** for the appropriate software and re-flash, if necessary.

5. Locate the short to ground condition.

   Carefully disconnect the engine harness 2 (EN2) from the engine interface connector **X-9138B**.

   With the key switch in the OFF position, use a multimeter to check for continuity on the engine harness 2 (EN2) side :

From	To	Result
X-9138B (Plug) pin 3	chassis ground	There should be no continuity.

   A. If there is continuity, leave connector **X-9138B (Plug)** disconnected and continue with Step **6**.

   B. If there is no continuity, the short to a ground condition is in the engine interface harness between connector **X-9016 (Plug) pin 1** and connector **X-9138B (Plug) pin 3**. Locate and repair the grounded conductor.

6. Locate the short to ground condition.

   Carefully disconnect the engine harness 2 (EN2) from the ECU **A-9000** at connector **X-9121**.

   Use a multimeter to check for continuity on the engine harness 2 (EN2) side :

From	To	Result
X-9121 (Receptacle) pin 6	chassis ground	There should be no continuity.

   A. If there is continuity, the short to chassis ground condition is in the engine harness 2 (EN2) between connector **X-9121 (Receptacle) pin 6** and connector **X-9138A (Receptacle) pin 3**, wire EN2-018. Use the appropriate electrical schematics, if necessary, to locate and repair the grounded conductor.

   B. If there is no continuity, the ECU **A-9000** has failed internally, replace the ECU **A-9000**.

7. Check lubrication system for blockage.

   See **Engine lubrication system - Test (10.304)**, if necessary, to determine if the lubrication system has the appropriate amount of oil pressure.
   Between **0.6 – 0.9 bar** (**8.7 – 13.0 psi**) is required to actuate the oil pressure switch **S-9016**.

   There should be at least the minimum acceptable level of oil pressure.

   A. If there is adequate oil pressure, the oil pressure switch **S-9016** has failed internally replace the switch.

   B. If there less than the minimum acceptable level of oil pressure, use the appropriate service manual, if necessary, to locate and restore oil pressure to the lubrication system.

8. Visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals, or broken wires.
   Verify that the connectors are fully installed.
   Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned.
   Operate the machine while you monitor the display.

   A. If you find damage or the display indicates other than normal display readings, then repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

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3677 (DTC 789-01) - EGR valve position sensor voltage is lower than expected

Control Module: ECU

NOTE: *If the Exhaust Gas Recirculation (EGR) valve* ***Z-9000*** *is replaced, it is necessary to perform the Replacement of the Exhaust Gas Recirculation Valve (EGR) – Reset ECU Data with the Electronic Service Tool (EST) before you return the machine to service. See* ***Exhaust Gas Recirculation (EGR) valve - Configure - Reset ECU data (EGR valve) (10.501)****, if necessary.*

Context:
The Engine Control Unit (ECU) **A-9000** monitors the electrical signal provided by the Exhaust Gas Recirculation (EGR) valve **Z-9000** position feedback potentiometer. If the signal level becomes less than **0.225 V** the ECU **A-9000** provides a replacement value and this fault will occur. For information regarding the functional operation of the EGR valve **Z-9000**, see **Exhaust Gas Recirculation (EGR) valve - Overview (10.501)**. For more information regarding the technical specifications of the EGR valve **Z-9000**, see **Exhaust Gas Recirculation (EGR) valve actuator - Technical Data (55.989)**.

Cause:
The ECU **A-9000** is sensing the EGR valve Z-9000 position signal is less than **0.225 V**.

Possible failure modes:

1. Faulty EGR valve **Z-9000**, failed internally.
2. Faulty EGR valve **Z-9000** position sensor circuit wiring, shorted to ground.
3. Faulty ECU **A-9000**, software.

Solution:

1. Verify that the fault is present and active.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step **2**.

   B. If the fault is no longer present or in an inactive state, the fault may be intermittent and not currently active. Continue with Step **6**.
2. Check the EGR valve **Z-9000** potentiometer for a short to ground condition.

   Disconnect the engine interface harness from the EGR valve **Z-9000** at connector **X-9010**.

   Use a multimeter to check for continuity on the EGR valve **Z-9000** potentiometer side :

From	To	Result
X-9010 (Receptacle) pin 2	chassis ground	There should be no continuity.
X-9010 (Receptacle) pin 2	**X-9010 (Receptacle) pin 4**	There should be no continuity.

   A. If there is continuity, the EGR valve **Z-9000** has failed internally, replace the EGR valve **Z-9000**. Then use the EST, see **Exhaust Gas Recirculation (EGR) valve - Configure - Reset ECU data (EGR valve) (10.501)** if necessary, to perform the Replacement of the Exhaust Gas Recirculation Valve (EGR) – Reset ECU Data.

   B. If there is no continuity, leave connector **X-9010** disconnected and continue with Step **3**.
3. Check the EGR valve **Z-9000** potentiometer signal circuit for a short to ground condition.

   With the key switch in the OFF position, use a multimeter to check for continuity on the engine interface harness side :

From	To	Result
X-9010 (Receptacle) pin 2	chassis ground	There should be no continuity.

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3799 (DTC 237-04) - Fuel pressure relief valve is forced to open, perform pressure shock

Control Module: ECU

Context:
This fault is intended for information purposes only. Other active faults may have caused this fault to occur. The Engine Control Unit (ECU) **A-9000**, if necessary, will set the engine into limp home mode. This process is achieved in two steps by the ECU **A-9000**, a pressure increase and a pressure shock. The ECU **A-9000** will execute step two by a fuel pressure shock. This is achieved by setting injection quantity to zero. If this fault is active, the ECU **A-9000** has performed step two for achieving limp home mode, a fuel pressure shock.

Cause:
The ECU **A-9000** has performed a fuel pressure shock to achieve limp home mode.

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A. Restore all the electrical connections.
Download the correct software version to the instrument cluster unit (ADIC) and if the error occurs again, remove and replace the ADIC control unit.

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Front loader and bucket - 82

Front loader and bucket generic sub-group - AAA

WORKMASTER 55
WORKMASTER 65
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