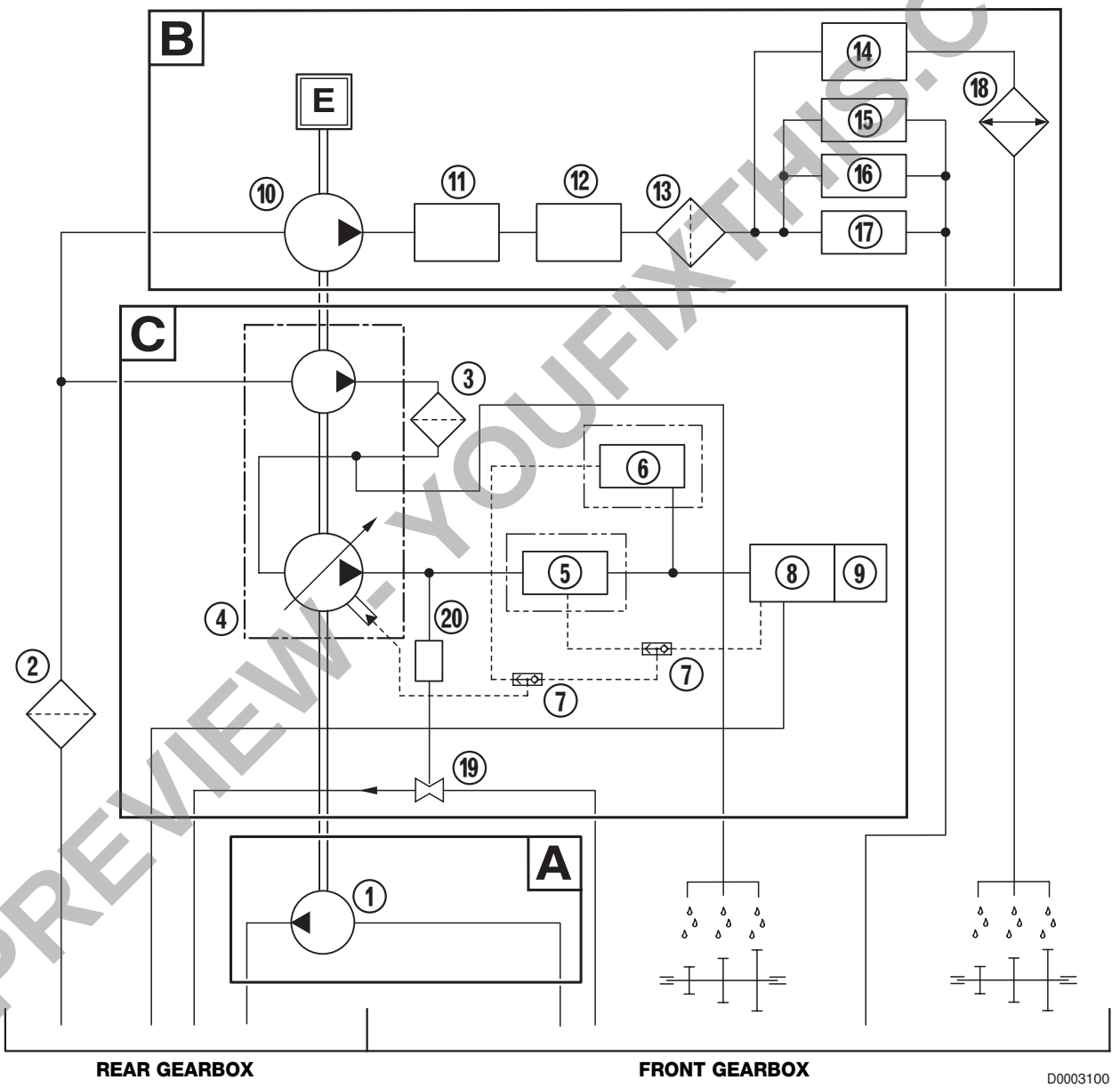
# HYDRAULIC SYSTEM

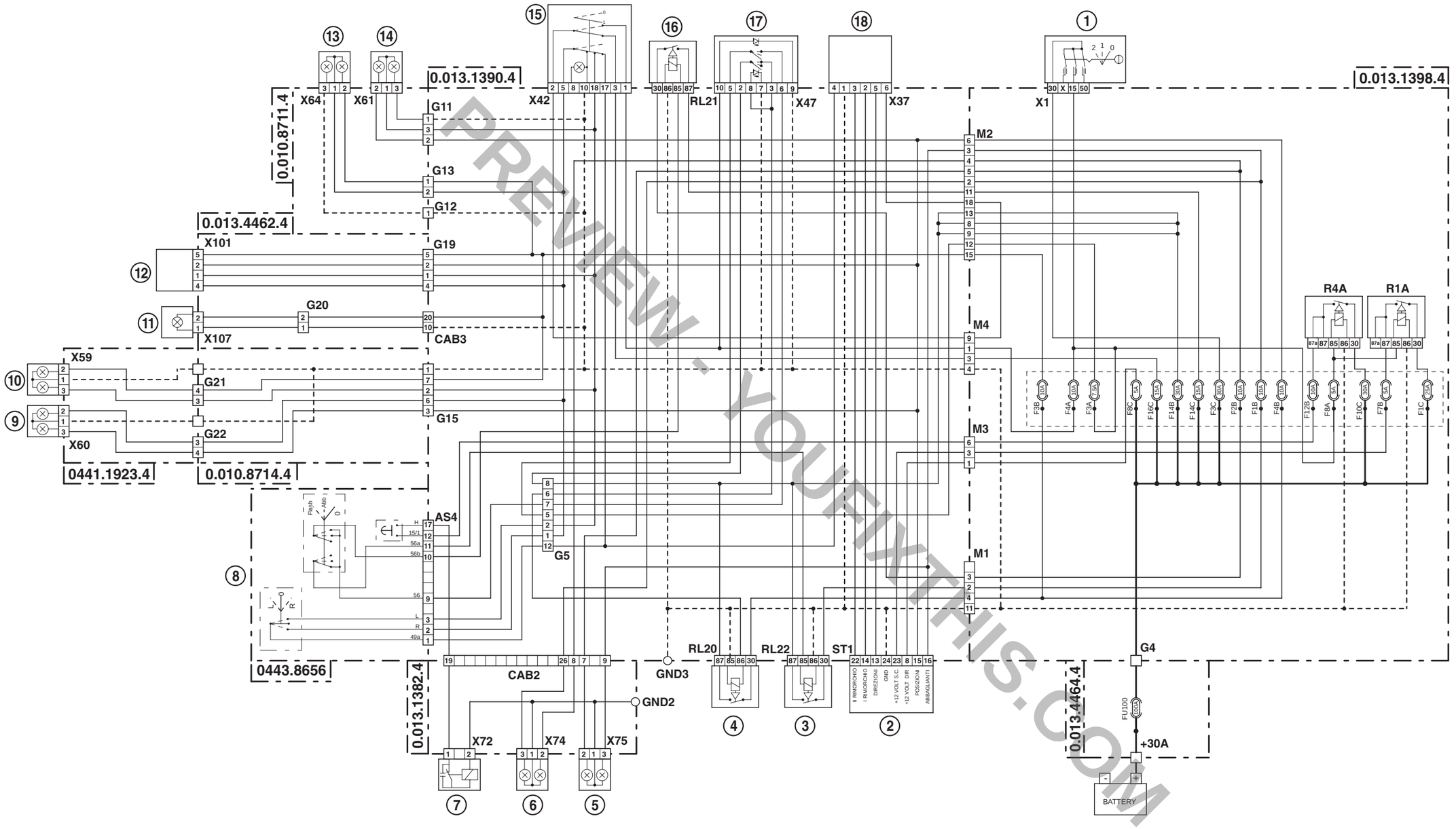
## 1. COMPOSITION

**A** Oil level maintenance circuit
**B** Steering and Power Shift circuit
**C** Auxiliary services and lubrication circuit




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# 4.5 LIGHTS - LIGHT SELECTOR SWITCH

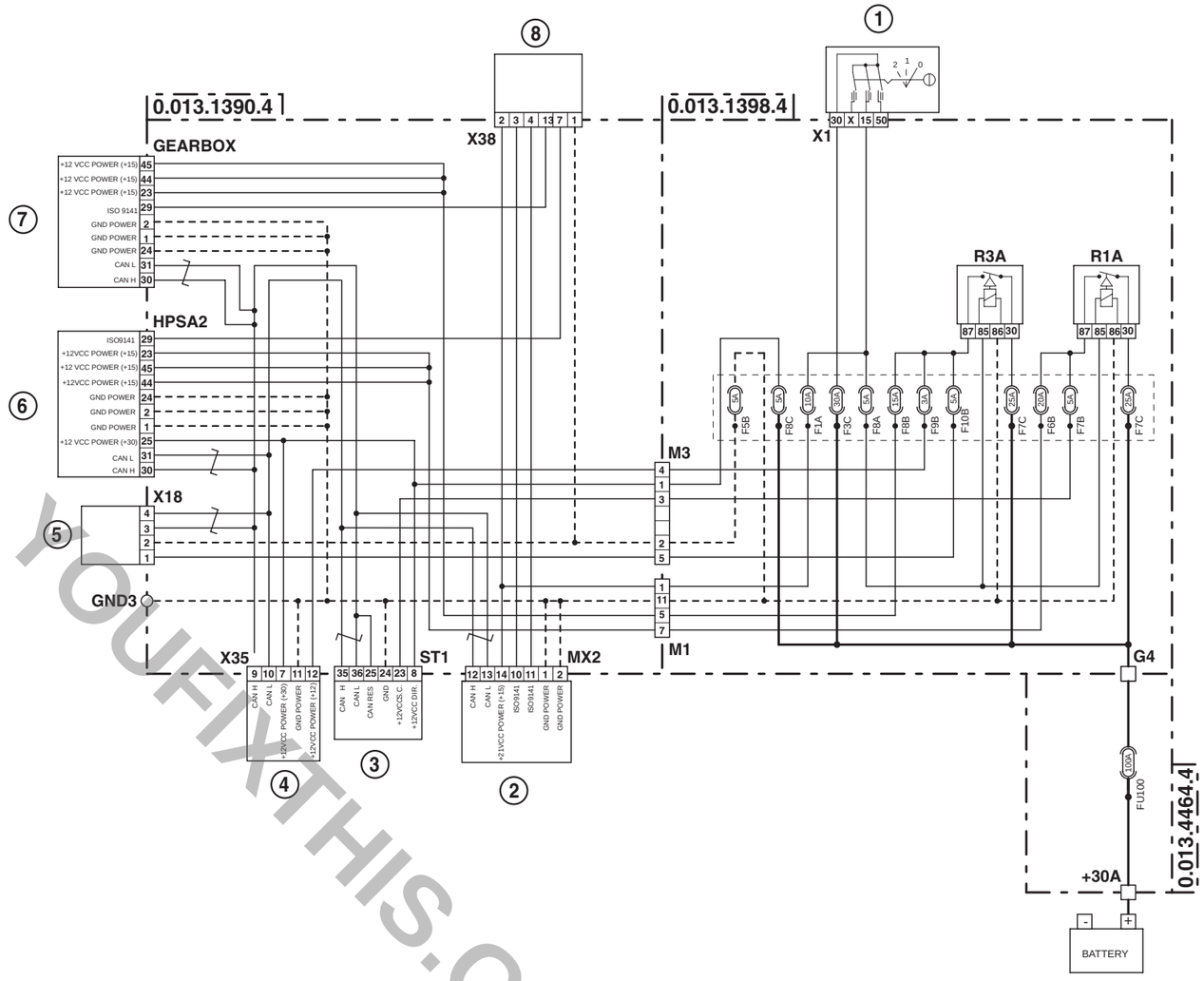



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**1** Starter switch
**2** Instrument panel
**3** Relay for full beam headlights
**4** Relay for sidelights
**5** Left headlamp (on hood)
**6** Right headlamp (on hood)
**7** Horn
**8** Lights selector switch
**9** Right front light (on cab)
**10** Left front light (on cab)
**11** Number plate light
**12** Trailer socket
**13** Right tail light
**14** Left tail light
**15** Hazard warning lights switch
**16** Relay for low beam headlights
**17** Sidelights switch
**18** Direction indicators flasher control unit

# 4.12 DIAGNOSTIC SOCKET - CANBUS



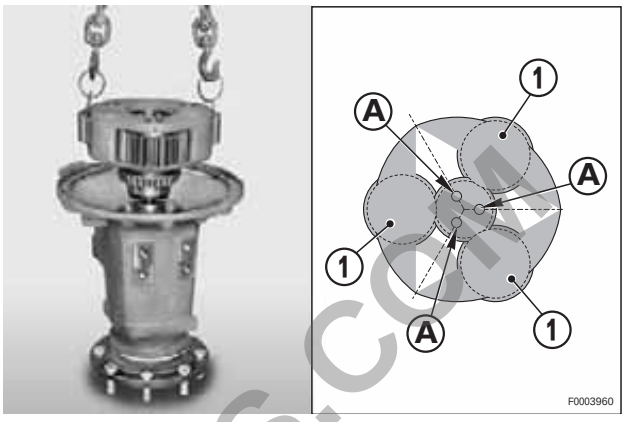

1 Starter switch
2 Engine control unit
3 Instrument panel
4 Armrest
5 Diagnostic socket - ISO
6 HPSA control unit
7 Transmission control unit
8 Diagnostic socket

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6 - Attach a hoist to the planet carrier (6) and lower it onto the hub (11).

★ Take great care that the planet pinions (11) are correctly oriented relative to the holes in the halfshaft.




7 - Fit the triangular flange (19) and bolts (20).

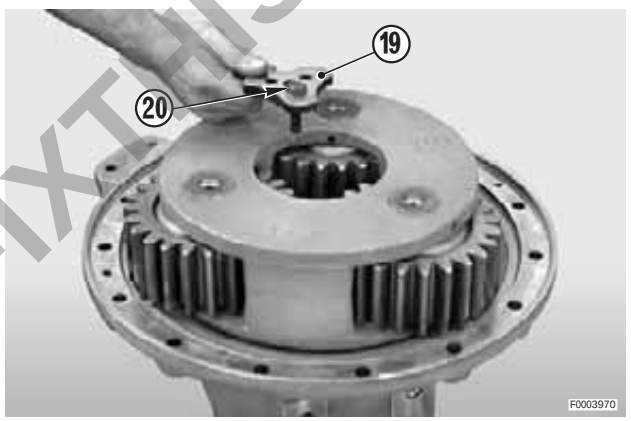
Bolts: Loctite 242

★ New bolts are supplied already treated.

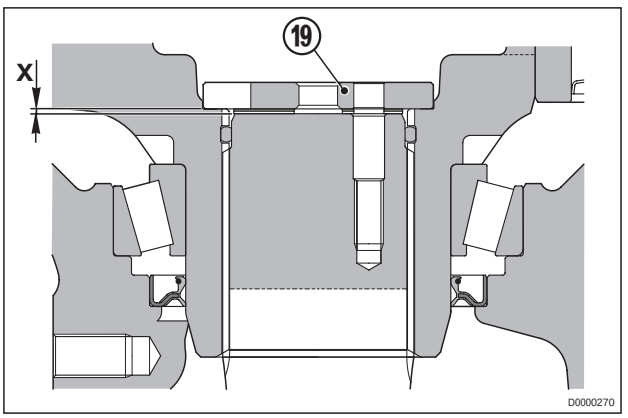
Nm Bolts: 29.4 Nm (21.7 lb.ft.)

8 - Rotate the casing through at least ten turns in order to seat the bearings.

9 - Re-check the tightening torque and then rotate the casing a further ten times.




10 - Remove the flange (19) and, with a depth gauge, measure the distance "**X**" between the end face of the halfshaft and the flange contact surface on the planet carrier.

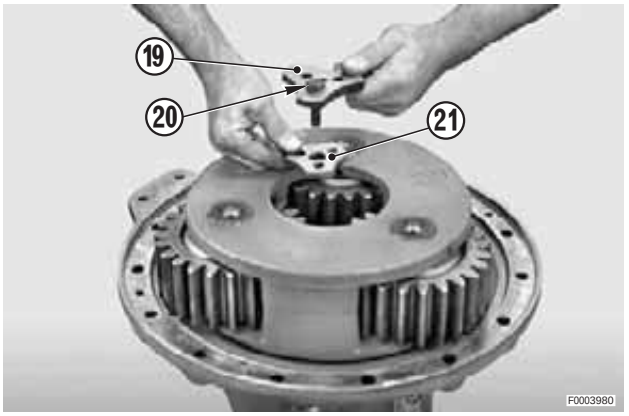



11 - Form a shim pack (21) of thickness "**X**" ±0.02 mm (0.0008 in.)

12 - Position the shims (21) under the flange (19). Tighten down with bolts (20).

Nm Bolts: 112±6 Nm (82.5±4.4 lb.ft.)

Bolts: Loctite 270




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# SEPARATING THE ENGINE AND TRANSMISSION

★ This operation does not require the removal of the cab.

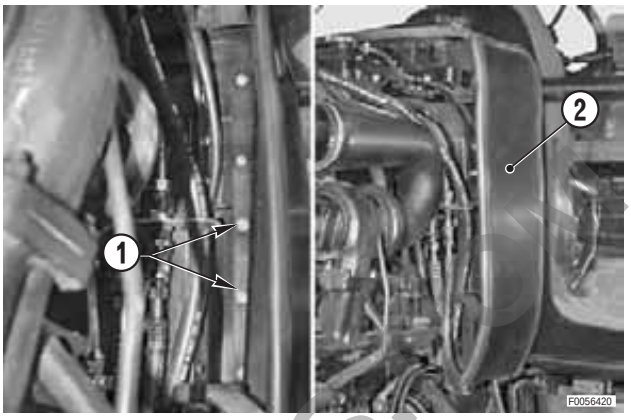
1 - Drain off the engine coolant.

Coolant: approx. 28 ℓ (7.4 US. gall.)

2 - Remove the battery support.
(For details see «REMOVAL OF THE BATTERY SUPPORT»).

3 - Remove the screws (1) (qty. 5 + 2) and remove the panel (2) between the hood and the cab.

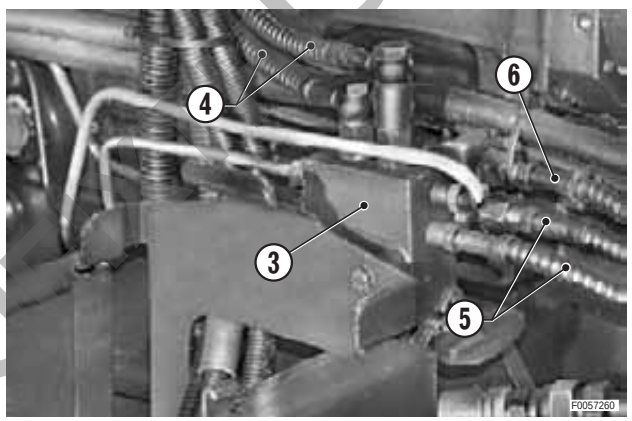
4 - Remove the propeller shaft.
(For details, see «REMOVAL OF THE PROPELLER SHAFT»).




5 - Label and disconnect the flexible hoses (4) from the braking mode selection valve (3).

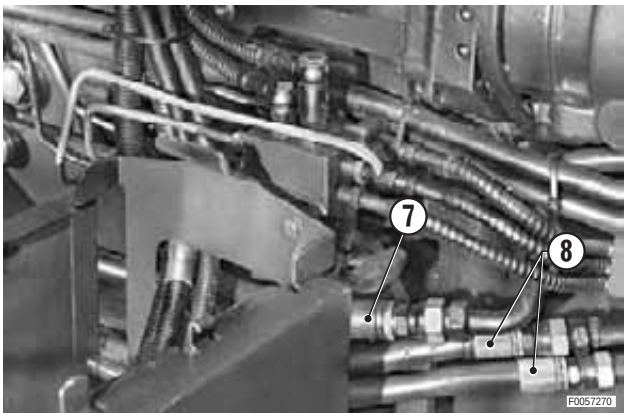
1

6 - Label and disconnect the front brake pipes (5) and front diff lock pipes (6).

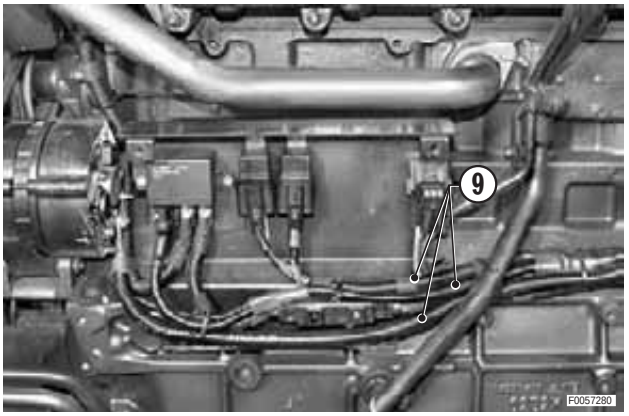



7 - Disconnect the compressor outlet pipe (7).

8 - Disconnect the pipes (8) of the front hydraulic service couplers (if present).




10 - Release the left-hand side cables (9) from the straps, disconnect them and direct them towards the rear of the tractor.




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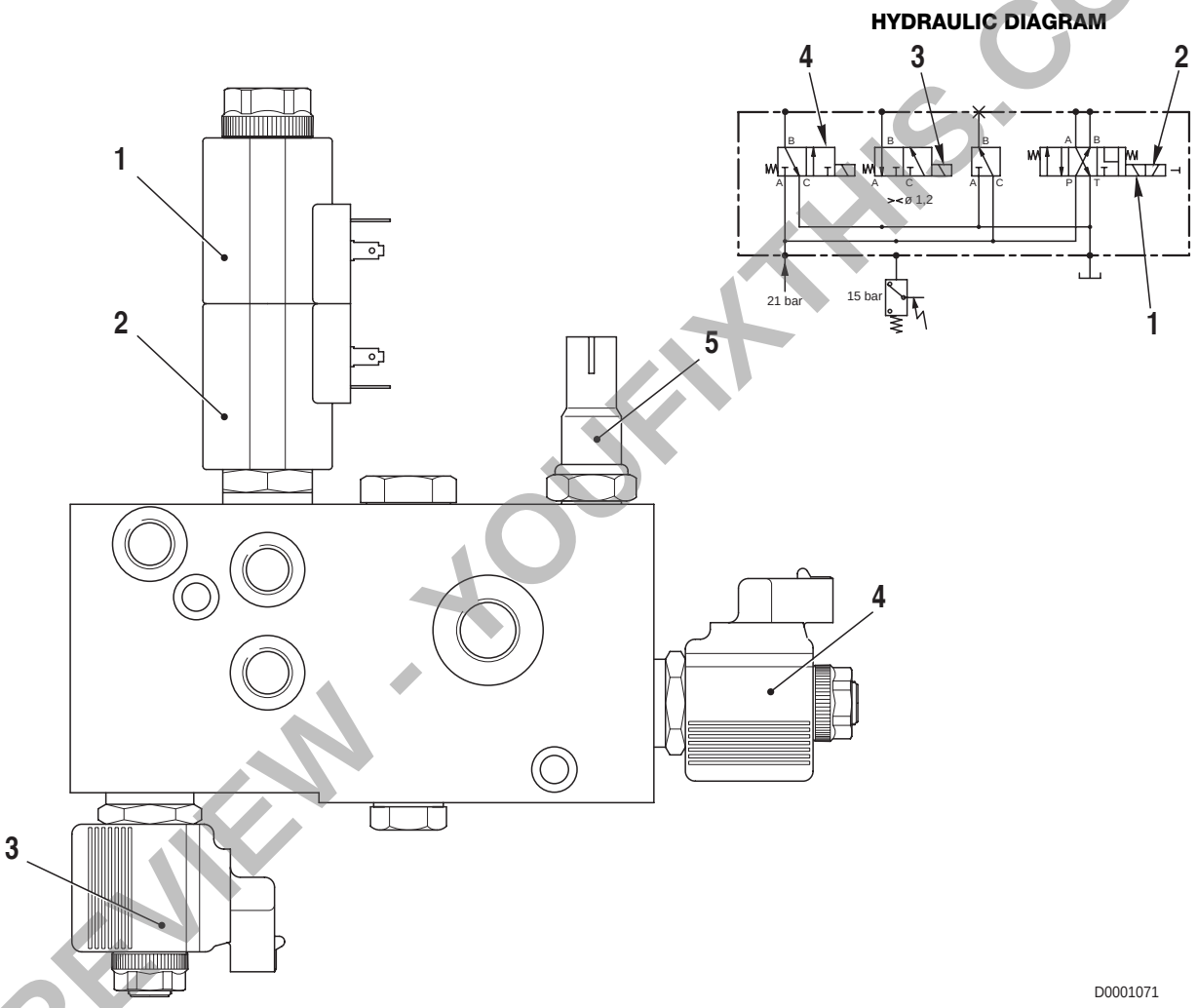
# SERVICES CONTROL VALVE

## FUNCTION

The services control valve controls the following services:

- four-wheel drive disengagement
- differential lock engagement
- engagement and braking of rear PTO

This control valve also mounts the low pressure sensor for the Power Shift control circuit.




1. Solenoid valve for PTO engagement control
2. Solenoid valve for PTO neutral control
3. 4WD disengagement solenoid valve
4. Solenoid valve for differential lock control
5. Services circuit low pressure switch

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## 1.6 SELECTION OF THE DISPLAY LANGUAGE

The ART® can display information in different languages (the factory setting is ITALIAN).
To change the display language, proceed as follows.

1 - Switch off the tractor and remove the key from the starter switch.
2 - Connect the ART® to a diagnostic socket.
3 - While holding pressed key **A** on the keypad, turn the starter key to "**I**" (ON).
4 - When the PASSWORD prompt appears, press **1 2 3 F**.
5 - The following screen will appear. Press **1**.

```
 CONFIGURAZIONE
                
      MENU      
                
 1 - SEL. Lingua
                
 2 - Porte Seriali
                
                
                
                
   SCELTA       
                
                
                
   EUSCITA      
```

6 - Press **C** and then the key corresponding to the desired language.

```
SELEZIONE LINGUA
                
 Disponibili    
                
1 - ITALIANO    
2 - ENGLISH     
3 - DEUTSCH     
4 - FRANCAIS    
5 - PORTUGUES   
6 - ESPANOL     
ATTUALE: Italiano
NUOVA: ENGLISH  
                
                
 Cambiare       
   EUSCITA      
```

In the example above, the key **2** was pressed to select English.

7 - Press **E** twice to exit.
8 - Turn the starter key to "**O**" (OFF) and disconnect the ART® from the diagnostic socket.

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## 5.4 RENEWAL OF THE TRANSMISSION CONTROL UNIT

Each time the transmission control unit is renewed, the operator must carry out the following operations:

1 - engine type configuration
2 - preparation for clutch calibration
3 - automatic calibration of the clutches of gears 1, 2 and 3
4 - manual calibration of the clutches of gears 1, 2, 3 and M

**CAUTION**

**Before replacing the old transmission control unit with a new one, note down the calibration values of the clutches of gears 1, 2 and 3 as well as the M30 and M70 present in the menu "1.2 CLUTCH CALIB.".**

**Example**

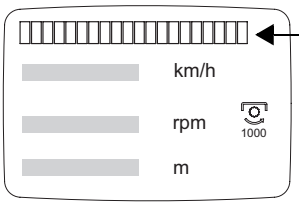
| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C | a | l | i | b | r | a | t | i | o | n | C | l | u | t | c |
| | T | r | a | c | t | o | r | | P | l | a | n | e | | |
| | | | 7 | 0 | < | T | O | i | l | < | 7 | 8 | | | |
| | | R | a | n | g | e | | L | e | n | t | a | | | |
| | | | B | r | a | k | e | | O | F | F | | | | |
| | C | h | o | o | s | e | | c | l | u | t | c | h | | |
| h | . | C | a | l | i | b | r | | | 0 | 0 | 0 | 0 | 2 | |
| > | 1 | ^ | C | l | u | t | c | 0 | 9 | 3 | . | . | 0 | 9 | 5 |
| | 2 | ^ | C | l | u | t | c | 0 | 9 | 1 | . | . | 0 | 9 | 1 |
| | 3 | ^ | C | l | u | t | c | 0 | 8 | 2 | . | . | 0 | 8 | 2 |
| C | l | u | t | c | M | 3 | 0 | - | 0 | 0 | , | 3 | b | a | r |
| C | l | u | t | c | M | 7 | 0 | + | 0 | 0 | , | 1 | b | a | r |
| = | = | = | = | = | = | = | = | = | = | = | = | = | = | = | = |
| [ | A | ] | C | h | o | i | x | [ | D | ] | + | [ | C | ] | - |
| [ | B | ] | S | t | o | r | e | | | | | | | | |
| [ | E | ] | E | x | i | t | | | | | | | | | |

The purpose of clutch calibration is to inform the control unit of the characteristics of the transmission in order to ensure optimal management of gear changes.
The engine type configuration serves for the rear PTO system, as 200CV engines have two torque delivery curves, selected according to the type of work to be carried out (heavy work, translation or rear PTO only).

1 - To perform the calibration operation, connect the ART® to the connector in the control units compartment, and select the transmission control unit from the "AVAILABLE TESTS" menu.
2 - From the "MAIN MENU" press "1", then proceed as described in the following paragraphs.

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | M | A | I | N | | M | E | N | U | | | |
| = | = | = | = | = | = | = | = | = | = | = | = | = | = | = |
| 1 | \| | C | o | n | f | i | g | u | r | a | t | i | o | n |
| 2 | \| | C | h | e | c | k | | | | | | | | |
| 3 | \| | M | o | n | i | t | o | r | | | | | | |
| 4 | \| | A | l | l | a | r | m | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | C | h | o | o | i | s | e | | | | |
| = | = | = | = | = | = | = | = | = | = | = | = | = | = | = |
| [ | E | ] | E | x | i | t | | | | | | | | |

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TRANS ALARM 015



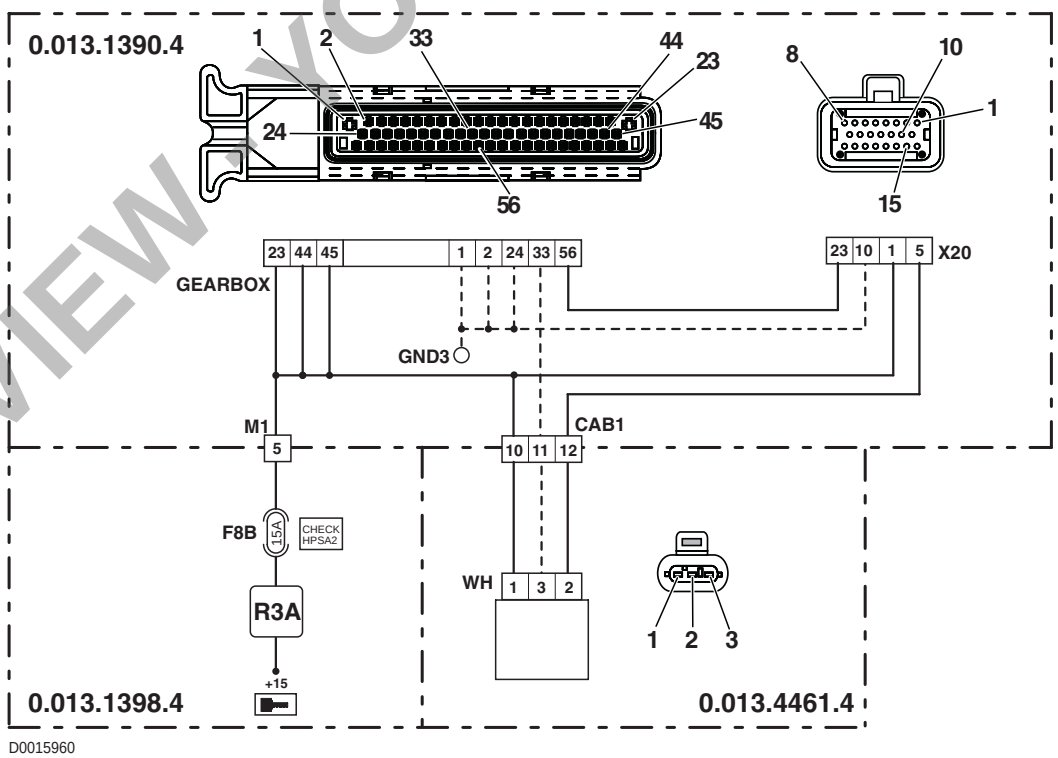

Err. Sens. Wheel

## DESCRIPTION

The control unit detects the absence of a signal from the wheel speed sensor when the tractor is in motion.

## CHECK

- Check that the contacts on the connector “WH” and on the “GEARBOX” control unit are not oxidised and are firmly attached.
- With the starter key in position “I”, check that there is a voltage of 12V between pins 1 and 3 on the connector WH
- Test for electrical continuity between pin 5 of connector X20 and pin 2 of connector WH.
- Test for electrical continuity between pin 23 of connector X20 and pin 56 of connector GEARBOX.
- Connect temporarily a new wheel speed sensor and access the screen "TRANSMISSION - 3.1 TESTER MONITOR” on the ART®. Check that the value "Wheels RPM" changes when a metal object is moved nearer to or further away from the sensor.
- If the value changes, renew the wheel speed sensor.
- If the fault persists, renew the control unit.




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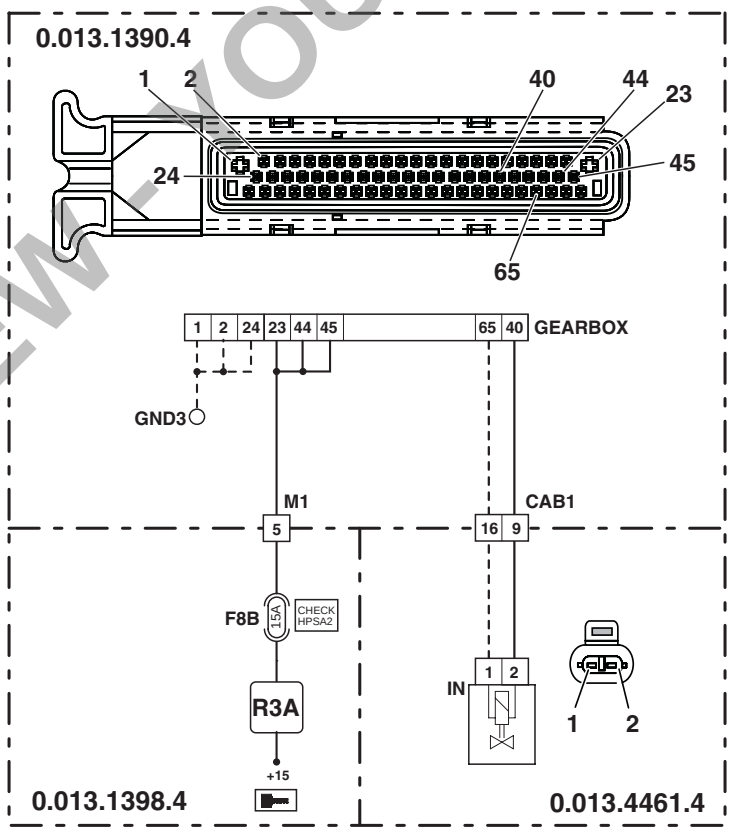
**Ev <- Comand/State**

## DESCRIPTION

The control unit detects that the status of the Reverse gear solenoid does not correspond to that requested.

## CHECK

- Check that the contacts and connectors of the “GEARBOX” control unit and the solenoid “IN” are firmly connected and are not oxidised.
- Test the internal resistance of the solenoid (for technical details, see group 40).
- Test for electrical continuity between pin 2 of connector “IN” and pin 40 of connector “GEARBOX”.
- With the control unit connector connected and the starter key in position “I” (ON), connect a test meter to pin 2 of connector “IN” and to the earth on the transmission and check the voltage (meter reading: 12V).
  If no voltage is detected, replace the transmission control unit.
- Test continuity between pin 1 of the connector “IN” and pin 65 of the connector “GEARBOX”.
- If the fault persists, renew the control unit.




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← **SPN 171 - FMI 12**

## DESCRIPTION

The engine control unit detects that its internal temperature is too high.

## CHECK

- Turn the starter key to “O” (OFF) and wait a few minutes to allow the engine to cool down. Turn the starter key back to “I” (ON) and check that the alarm does not return.
- If the alarm is repeated, contact Technical Assistance Service.

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| | | M | O | N | I | T | O | R | | M | E | N | U | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| = | = | = | = | = | = | = | = | = | = | = | = | = | = | = | = |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | 1 | - | P | T | O | | | | | | | | | | |
| | 2 | - | A | S | M | | | | | | | | | | |
| | 3 | - | L | I | F | T | | | | | | | | | |
| | 4 | - | S | U | S | P | E | N | S | I | O | N | | | |
| | 5 | - | I | N | F | O | R | M | A | T | I | O | N | | |
| | 6 | - | C | . | A | . | N | . | | | | | | | |
| | 7 | - | D | I | S | T | R | I | B | U | T | O | R | S | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| = | = | = | = | = | = | = | = | = | = | = | = | = | = | = | = |
| | | | | E | | E | x | i | t | | | | | | |

## 1.MONITOR

This menu allows you to display the status of the input signals of each tractor system.

| | | | | | | P | T | O | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| = | = | = | = | = | = | = | = | = | = | = | = | = | = | = | = |
| F | r | o | n | t | s | w | i | t | c | h | | O | F | F | |
| R | e | a | r | | s | w | i | t | c | h | | O | F | F | |
| A | u | t | . | | s | w | i | t | c | h | | O | F | F | |
| B | r | a | k | e | s | w | i | t | c | h | | O | F | F | |
| C | o | n | s | . | s | w | i | t | c | h | | O | F | F | |
| E | x | t | . | s | w | i | t | c | h | | | O | F | F | |
| E | n | g | i | n | e | | | | | | 0 | r | p | m | |
| R | e | r | P | t | o | | | | | | 0 | r | p | m | |
| F | r | o | n | t | | v | a | l | v | e | | O | F | F | |
| R | e | a | r | | v | a | l | v | e | | | O | F | F | |
| B | r | a | k | e | | v | a | l | v | e | | O | F | F | |
| B | r | a | k | e | | s | t | a | t | u | s | | O | N | |
| = | = | = | = | = | = | = | = | = | = | = | = | = | = | = | = |
| | | | | E | | E | x | i | t | | | | | | |

### 1.1 PTO

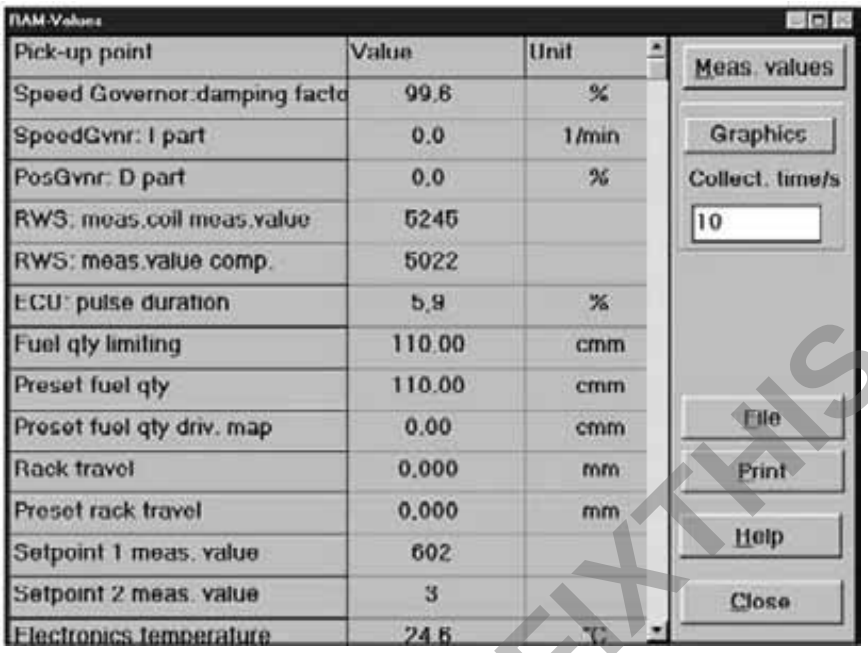
**Frontswitch.:** status of the front PTO pushbutton (ON-OFF)
**Rear swicth:** status of the rear PTO pushbutton (ON-OFF)
**Aut.swicth:** status of the automatic PTO pushbutton (ON-OFF)
**Brake swicth** status of PTO brake pushbutton (ON-OFF))
**Cons.swicth:** status of the PTO enable pushbutton (ON-OFF)
**Ext.swicth:** status of the PTO pushbutton on fender (ON-OFF)
**Engine:** crankshaft speed (0-2400 rpm)
**Rer PTO:** rear PTO speed of rotation (0-1200 rpm)
**Front valve:** status of the front PTO solenoid valve (ON-OFF)
**Rear valve:** status of the rear PTO solenoid valve (ON-OFF)
**Brake valve:** status of the PTO brake solenoid valve (ON-OFF)
**Brake status:** status of the PTO brake pushbutton (ON-OFF))

**NOTE**
**ON:** pushbutton depressed or solenoid valve excited
**OFF:** pushbutton released or solenoid valve not excited

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## 3.2 RAM-VALUES

RAM values are calculated from the measured values with the aid of the microprocessors in the control units and are made available by SERDIA as additional data.




The following tables provide an overview of the possible RAM values which are used in the EMR2 control unit.

| |
|---|
| 2000Speed |
| 2001SpeedPickUp1 |
| 2002SpeedPickUp2 |
| 2003SpeedPickUp1Value |
| 2004SpeedPickUp2Value |
| 2005ActivePickUp |
| 2025SpeedGradient |
| 2031SpeedSetp |
| 2032SpeedSetpRamp |
| 2033SpeedSetpSelect |
| 2041DigitalPotOffset |
| 2100P_CorrFactor |
| 2101I_CorrFactor |
| 2102D_CorrFactor |
| 2110FuelSpeedGovernor |
| 2111SpeedGov:P-Part |
| 2112SpeedGov:I-Part |
| 2113SpeedGov:D-Part |
| 2115StaticCorrActive |
| 2120DroopPresent |

| |
|---|
| 2130IMFuelSetp |
| 2131IMFuelSetpSelect |
| 2132IMOrAllSpeedGov |
| 2133IMGovAtMaxOrIdle |
| 2134IMFuelSetOrGovernor |
| 2135IMSetpoint |
| 2140TorqueSetpoint |
| 2141TorqueReserveMax |
| 2142TorqueReserveCurve |
| 2143TorqueLimitMax |
| 2144TorqueLimitCurve |
| 2145TorqueLimitCurveAct |
| 2150EngineBrakeActive |
| 2251LimitsDelay |
| 2280GlowPlugActive |
| 2281FlameGlowPlugActive |
| 2282FlameValveActive |
| 2283PreheatActive |
| 2284PostheatActive |
| 2285StartReadActive |

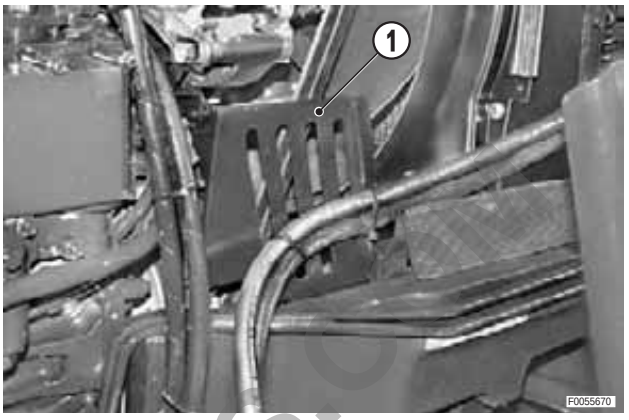
| |
|---|
| 2300ActPos |
| 2330ActPosSetpoint |
| 2350FuelQuantity |
| 2353FuelQuantityCorr |
| 2360FuelConsumption |
| 2361FuelEconomy |
| 2400Can:Online |
| 2401Can:RxTelActive |
| 2402Can:RxTelTimeOut |
| 2403Can:RxTelVoltTimOut |
| 2404Can:RxIRCount |
| 2405Can:TxIRCount |
| 2406Can:BusOffCount |
| 2407Can:RxBufOverflow |
| 2408Can:Tx0BufOverflow |
| 2409Can:Tx1BufOverflow |
| 2410Can:FragBufOverflow |
| 2411Can:SetpointPhase |
| 2412Can:SetpointError |
| 2533FuelTempFuelCorr |

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# REMOVAL AND RENEWAL OF THE ALTERNATOR

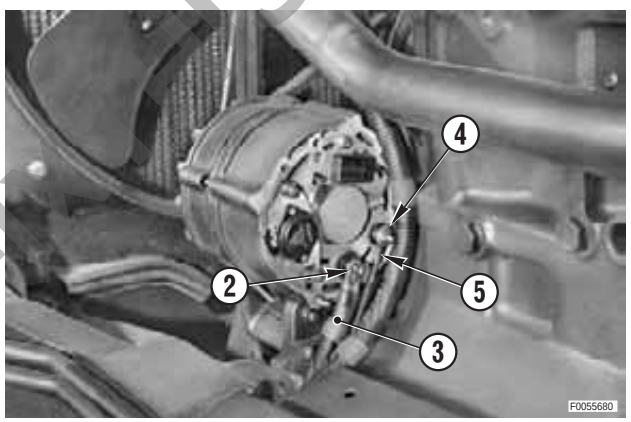
⚠ Disconnect the lead from the battery's negative (–) terminal.

1 - Remove the right-hand guard (1).



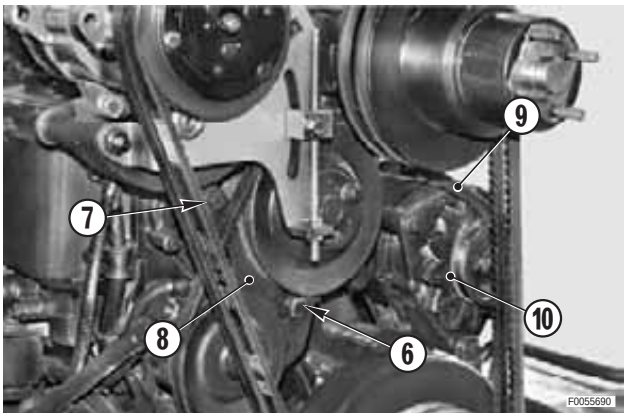

2 - Remove the nut (2) and disconnect the lead (3).

3 - Loosen the nut (4) and disconnect the lead (5).




4 - Loosen the bolts (6) and (7) of the fuel pump bracket (8) in order to slacken off the drivebelt (9).

5 - Remove the alternator (10).
For details, see the engine manual.



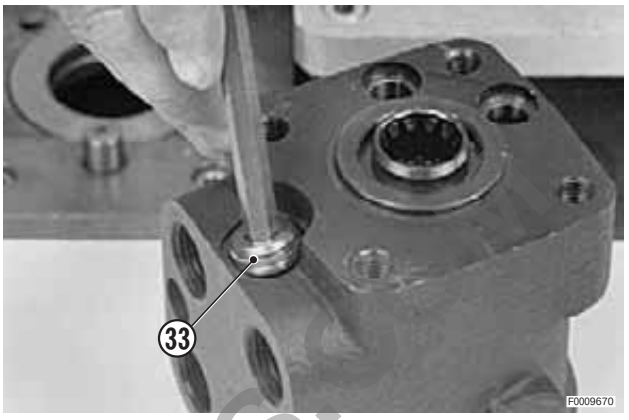

# REFITTING THE ALTERNATOR

- Refitting is the reverse of removal

1 - Adjust the tension of the drivebelt.
(For details see «TENSIONING THE ALTERNATOR DRIVEBELT»).

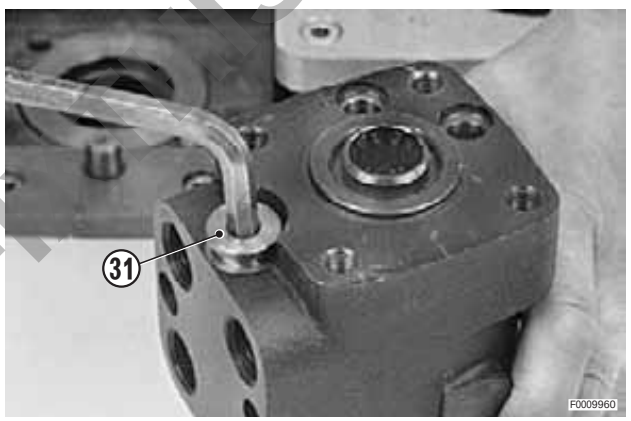
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32 - Fit the pressure adjuster screw (33).
★ Set the maximum operating pressure on a test bench.
★ Pressure: 150±5 bar (2175.5±72.5 psi)

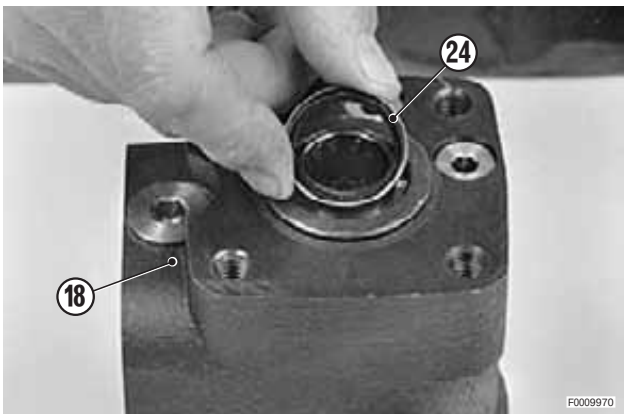



33 - Fit plug (31) complete with seal.

Nm Plug: 50±10 Nm (36.8±7.4 lb.ft.)




34 - Position the dust seal (24) in the power steering unit housing (18).



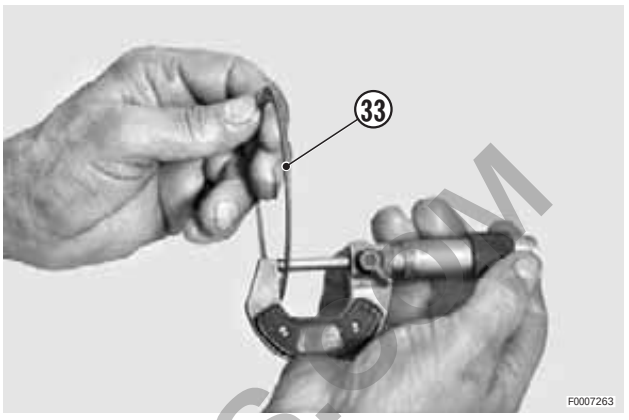

35 - Drive the dust seal (24) into its seating using a suitable drift and a plastic mallet.




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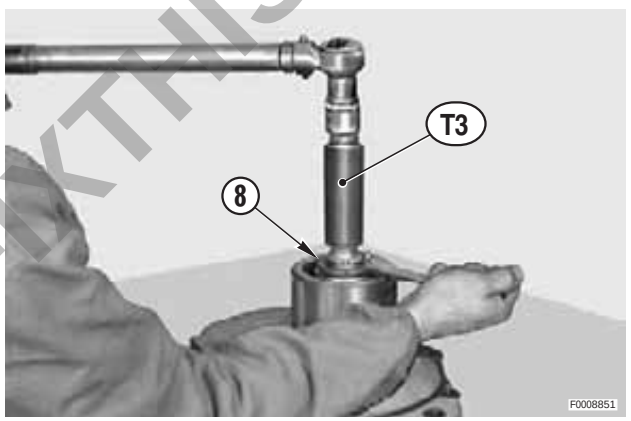
13 Calculate the final shim pack thickness (33) by subtracting the measured end float from the service shim thickness (2 mm (0.0788 in.)) rounding the value obtained up to the nearest 0.05 mm.

Example: (mm):2.00 –1.23 = 0.77
rounded up to 0.80
(in.): 0.0788 –0.0484= 0.0304
rounded up to 0.0315 in.



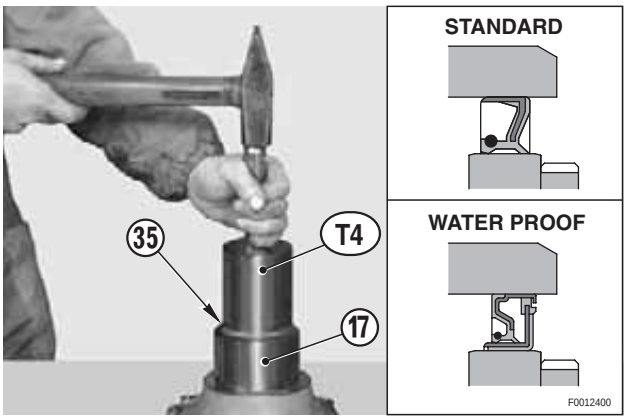

14 Remove service shim **T3** (code. 5.9030.861.0), fit the calculated shim pack (33) and finally tighten ring nut (8).

Nm Ring nut: 250 –280 Nm (184.3 –206.4 lb.ft.)




15 - Using tool **T4** (code 5.9030.862.0), install the oil seal (35) in the support (17).

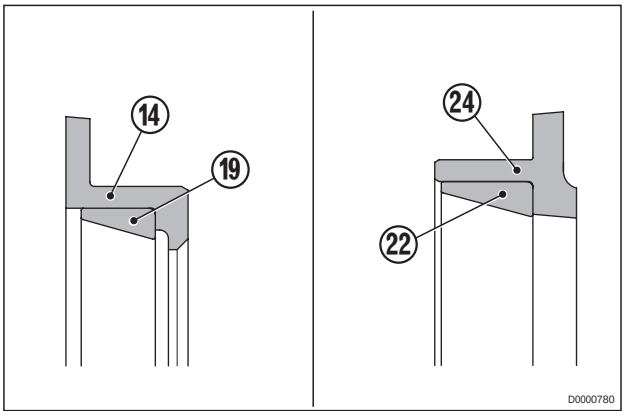
★ Check that the seal is installed the right way round.




## 4. Final assembly

1 - Using suitable drifts fit the outer races of bearings (19) and (22) in flanges (14) and (24).

★ Take care to insert the bearing races the right way round.

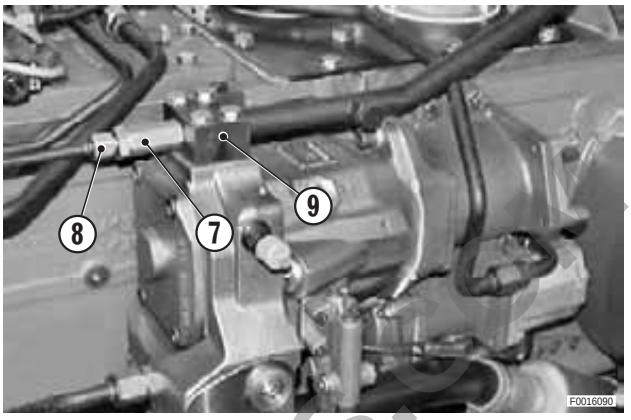



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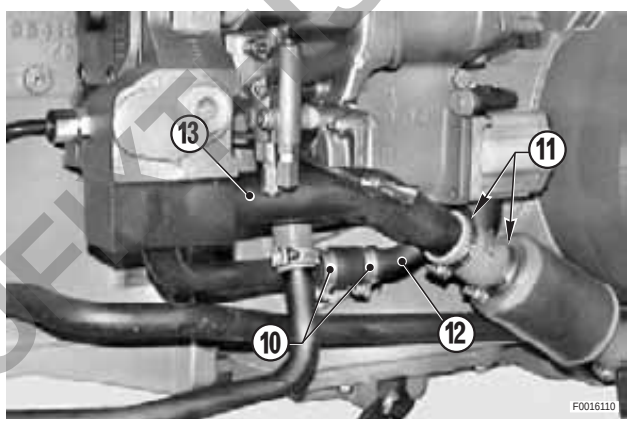
5 - Disconnect the delivery pipe (8) to the oil transfer unloader from valve (7).

6 - Remove the flange and the delivery pipe (9) to the auxiliary service control valves and the hydraulic trailer braking valve (where present).

★ Recover the O-ring.

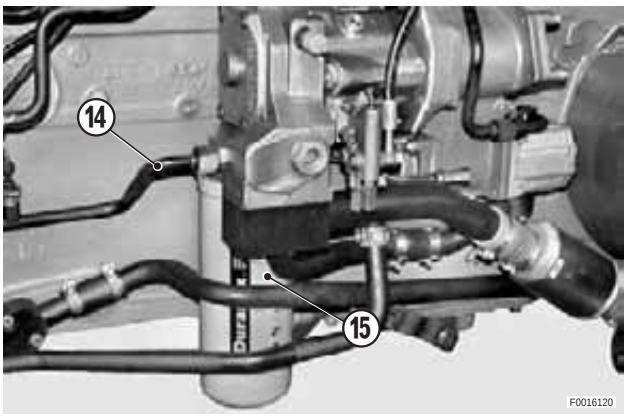



7 - Loosen the retaining straps (10) and (11) of the piston pump suction pipe (12) and steering pump pipe (13).



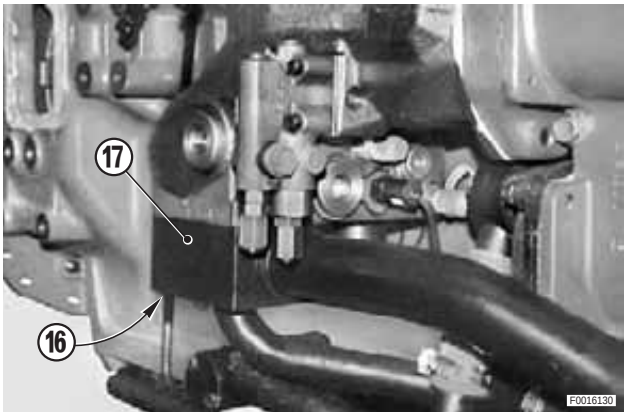

8 - Remove the lube pipe (14) for the secondary shaft and range gear.

9 - Remove the filter (15).




10 - Remove retaining bolts (16) of the inlet flange (17).

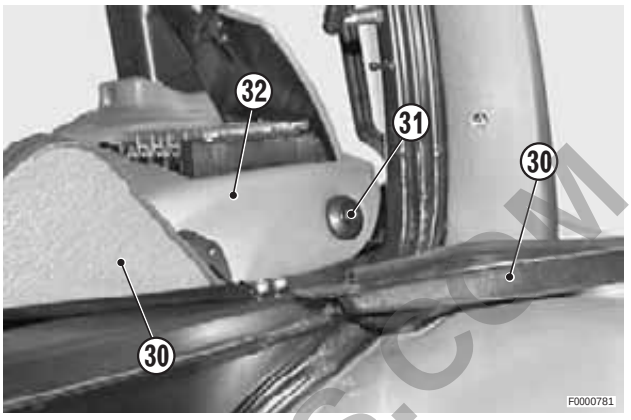
★ Plug the ends of the pipes and the open fittings to prevent the entry of contaminants.




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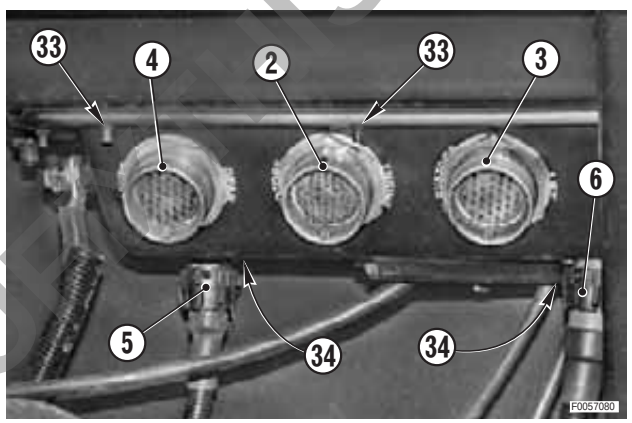
19 - Open the rear right cable hatch (30) to access the screw (31).

20 - Remove the fixing screws and separate the right-hand console (32) from the side of the cab.




21 - Unscrew and remove the lock nuts (33) and withdraw the fitting for the cables of the gearbox (4), the engine (2) and the lift (3).

22 - Unscrew and remove the screws (34) and remove the female connector of the front suspension (6) and power feed (5) cables.



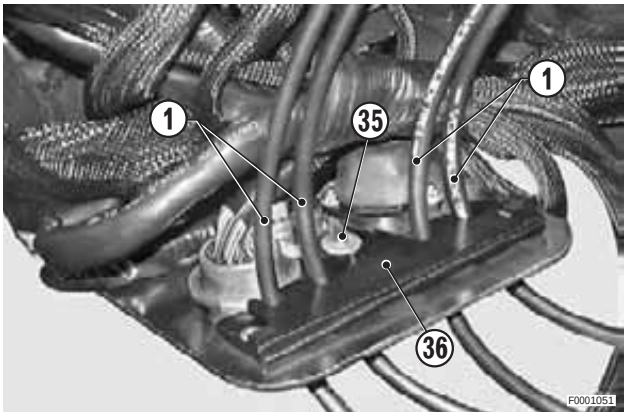

23 - Tilt the right-hand console (32).




24 - Unscrew the screw (35) and tilt the control cable guide (36).
Withdraw the control cables (1).

25 - Remove the console (32).

★ When removing the console, support the electrical wiring and control cables.



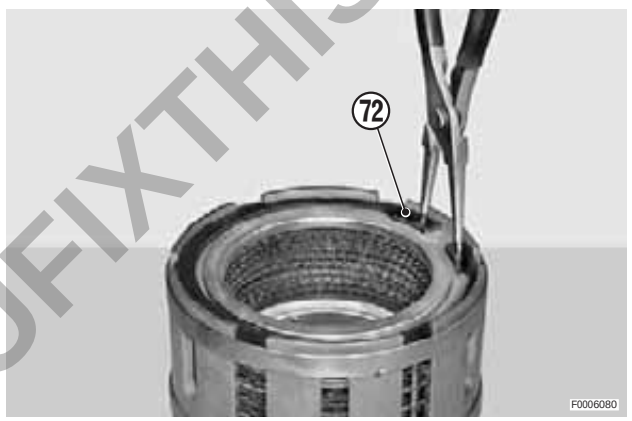

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## 2. Dismantling the main clutch

1 - Remove the seals (71). ※ 1

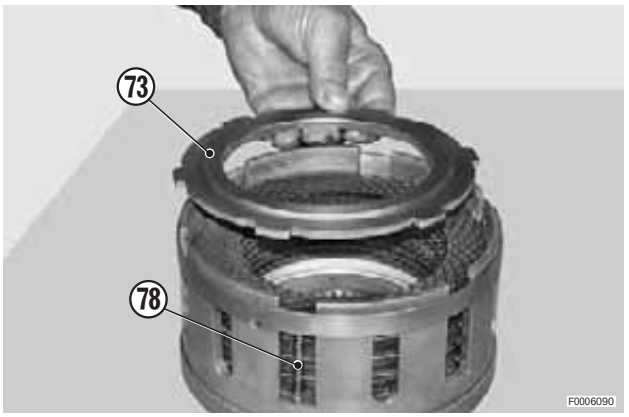



2 - Remove the circlip (72) securing the clutch pack. ※ 2




3 - Remove the clutch pack cover plate (73).

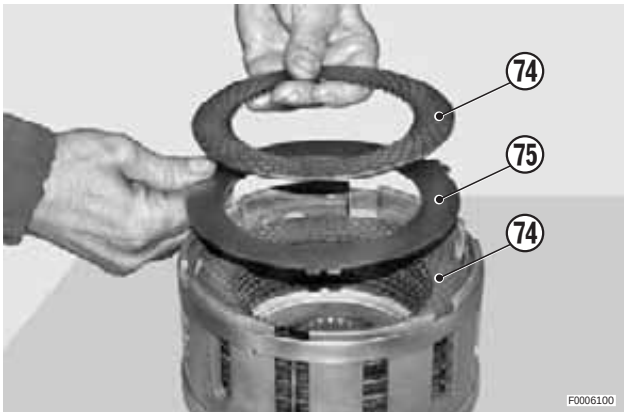
★ Make a note of which way round it is fitted; the blind holes are inserted on the spring guide rods (78).




4 - Remove the clutch friction plate (74) and the smooth steel plate (75).

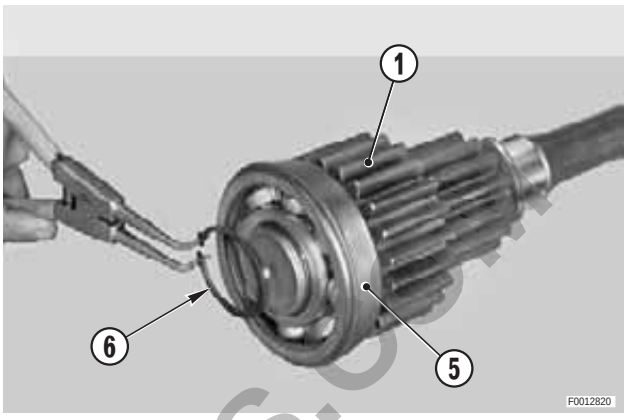
★ Note that plate (75) is not located on the spring guide rods (78).

5 - Remove the second friction plate (74. ※ 3

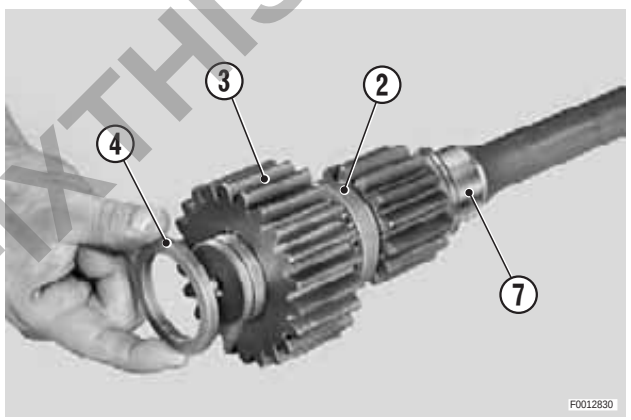



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6 - Remove the circlip (6) and the bearing (5) from the shaft (1).




7 - Remove the spacer (4), gear (3) and spacer (2) and, using a soft punch and a mallet, remove the inner race of the roller bearing (7).
★ Tap the race evenly all around its circumference.

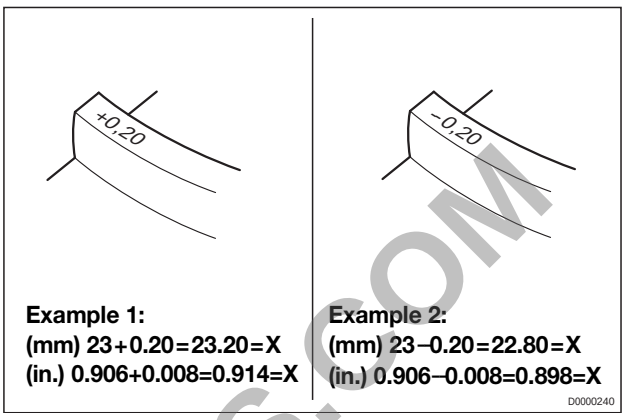



8 - Remove the speed sensor and its copper gasket.

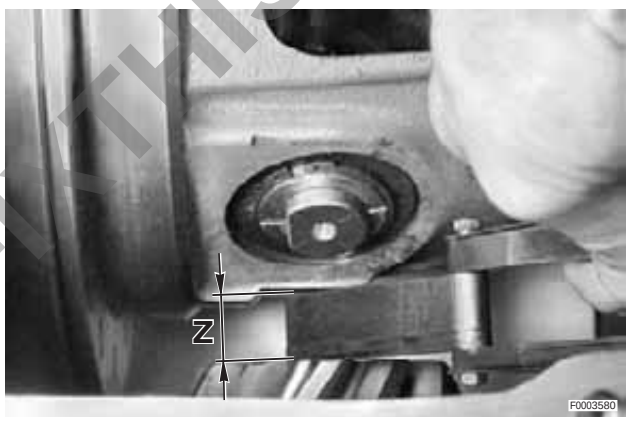



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15 - Check the value stamped on the tooth of the installed pinion (4) and add it (if positive) or subtract it (if negative) to the nominal dimension of 23 mm (0.906 in.)to obtain the dimension "**X**".

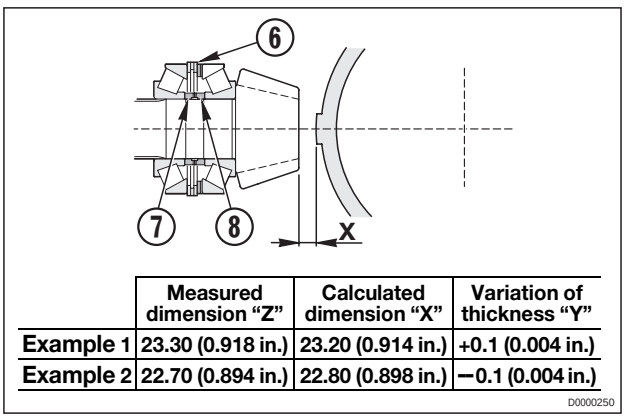



16 - Using a feeler gauge, measure the distance between the end face of the pinion (4) and the ground surface of the differential unit (20) (dimension "**Z**").




17 - If the measured dimension "**Z**" differs from the calculated dimension **X**, calculate the difference between the two.
The result "**Y**" is the thickness to be added to or subtracted from the shim pack (6) installed under the pinion bearing and the preloading adjustment shims (7) and (8).

⚠ On fitting the pinion, check the rolling torque as described in step 14.

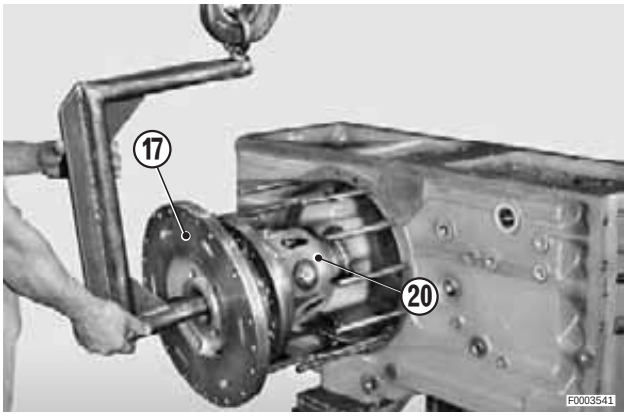



| | Measured dimension "Z" | Calculated dimension "X" | Variation of thickness "Y" |
|---|---|---|---|
| Example 1 | 23.30 (0.918 in.) | 23.20 (0.914 in.) | +0.1 (0.004 in.) |
| Example 2 | 22.70 (0.894 in.) | 22.80 (0.898 in.) | −0.1 (0.004 in.) |

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## 2.6 Final assembly of the bevel pinion

1 - Remove the rh flange (17) and the differential unit (20).

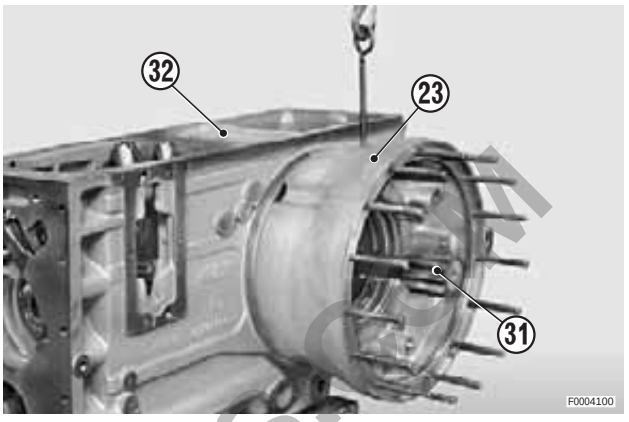



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## 6. Assembly of the axle casings - brake units

1 - Attach the housing (23) to a hoist and offer it up to the transmission casing (32).

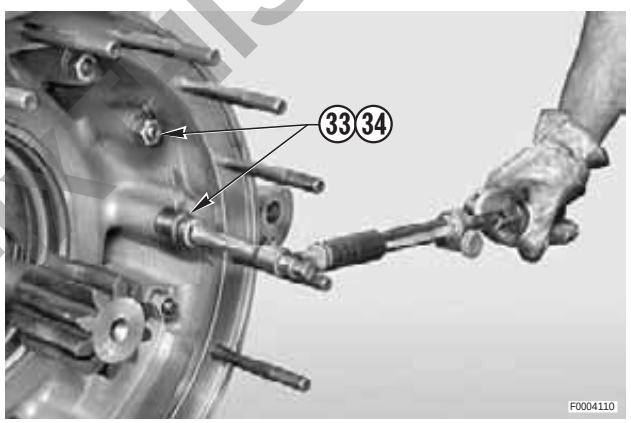
★ Turn shaft (31) by hand to engage it in the planet carrier.




2 - Bolt down the brake housing (23) with nuts (33) and spring washers (34).

Nuts: 125 -139 Nm (99.2-102.5 lb.ft.)

★ Tighten the nuts evenly in a crosswise pattern.

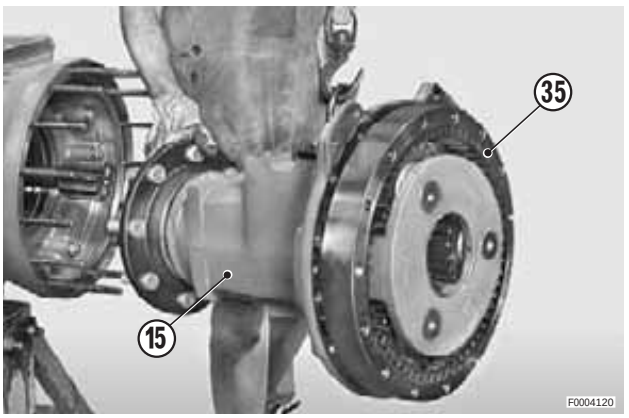



3 - Apply sealant to one surface of the annulus (35).

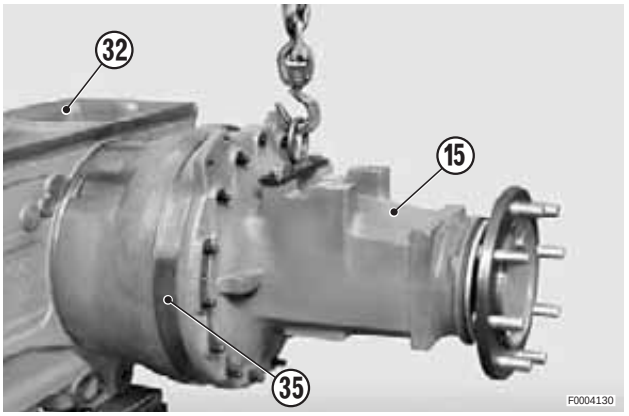
Annulus: Loctite 510

★ Check that the sealant forms a continuous film around the stud holes.

4 - Attach the axle casing assembly (15) to a hoist; assemble the annulus (35) on the planet pinions, with the sealant surface oriented towards the casing (15).

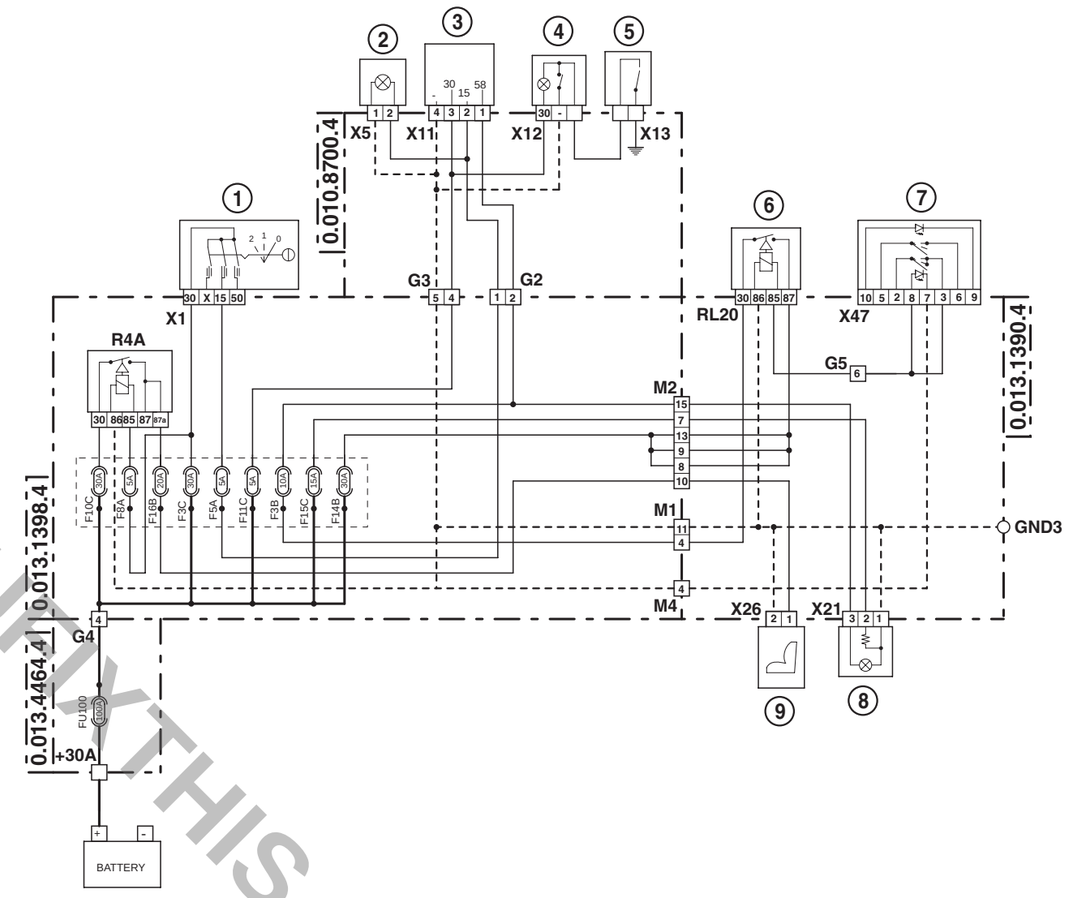



5 - Apply sealant to the other face of annulus (35) and fit the assembly to the transmission casing (32).




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# 4.6 CAB ACCESSORY




1 Starter switch
2 Courtesy light
3 Clock
4 Interior roof light
5 Interior roof light switch
6 Relay for sidelights
7 Sidelights switch
8 Cigar lighter
9 Driver's seat air suspension

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