SERVICE MANUAL

T5.95 / T5.105 / T5.115 Electro Command

Tractor

Part number 47538922

English

May 2013

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9.
- **Rc = Rt - R = 5.9 - 14.7 N·m (52.22 - 130.11 lb in)**)
or, if measured with a dial torque,
- **Rc = Rt - R = 4.28 - 10.71 kg (9.44 - 23.61 lb)**
- If the measurement is less than
5.9 N·m (52.22 lb in)
or, if measured with a dial torque, at
4.28 kg (9.44 lb)
, replace the relevant parts and repeat the check.

10. Progressively tighten the ring nut, using the torque wrench and wrench **380000269 (1)** to obtain a torque value of **392 N·m (3469.49 lb in)**; at the same time, rotate the wheel hub to ensure that the bearings are correctly seated.

11. Carefully secure the ring nut.

12. Before reassembling the epicyclic final drive casing, carefully clean and degrease the mating surfaces, then apply sealing compound (approx. **2 mm (0.08 in)**) along the marked line shown in **Bevel gear set and differential carrier - Adjust (25.102)** .

13. Assemble the epicyclic final drive casing, complete with gears.

14. Fill up the front epicyclic final drive (for recommended products and quantities see **Consumables ()**).

15. Mount the steering heads.

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INT / WE markets
Wire harnesses - Electrical schematic frame 01 (55.100.DP-C.20.E.01)
NA market
Wire harnesses - Electrical schematic frame 01 (55.100.DP-C.20.E.01)
Wire harnesses - Electrical schematic frame 11 (55.100.DP-C.20.E.11)
Wire harnesses - Electrical schematic frame 17 (55.100.DP-C.20.E.17)
Wire harnesses - Electrical schematic frame 18 (55.100.DP-C.20.E.18)

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3762-Level 2 monitoring - sensor supply voltage too high

Control Module : ECU

NOTE: *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

NOTE: *Check alternator output voltage. Troubleshoot charging system before proceeding.*

Cause:
The ECU also provides a **5 V** supply for the sensors. This **5 V** supply is monitored to ensure it remains within a certain range. The ECU. monitors the voltage against predetermined lower and upper thresholds.

Possible failure modes:

1. Faulty wiring.
2. Faulty connectors
3. Faulty ECU

Solution:

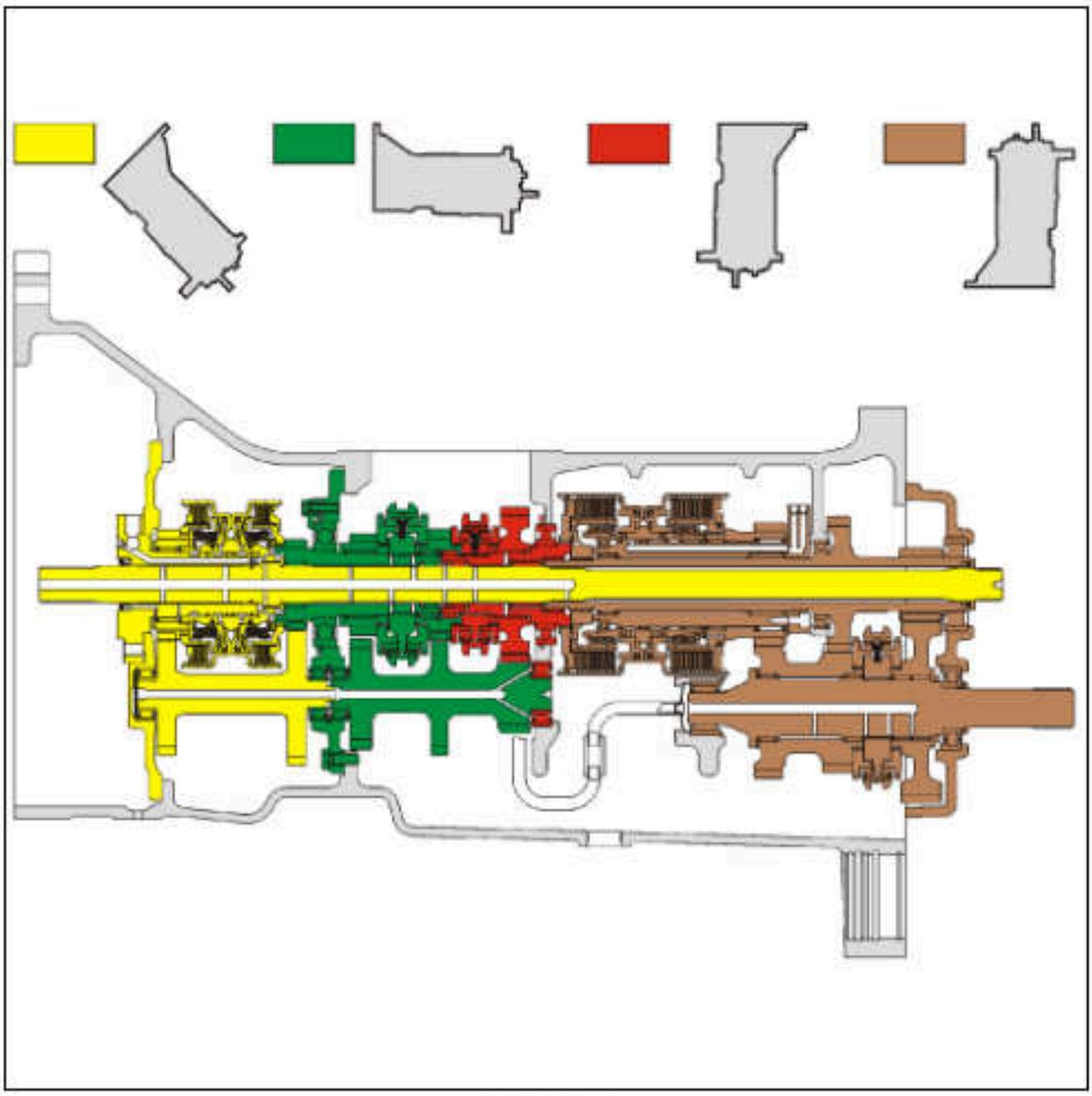
1. Before proceeding clear the error code with the approved diagnostic equipment. Run the machine under normal conditions and retest.
   A. If the error code is not indicated, check that the system is operating correctly.
   B. If the fault is still present, continue to step **2**
2. Check for other engine sensor related error codes.
   A. If other engine sensor related error codes are displayed, continue to these tests.
   B. If no other engine sensor related error codes are displayed, continue to step **3**
3. Check for **12 V**
   A. Turn the ignition key switch ON. Measure the voltage between connector
   X-937 pin 1 (RD/BK) and ground
   X-937 pin 3 (RD/YE) and ground
   X-937 pin 5 (RD/YE) and ground
   X-937 pin 28 (BK/WH) and ground
   If the voltage indicated is not approximately **12 Volts**, repair or replace the harness as required.
   B. If the ECU supply voltage is okay, download the correct level of software. If the fault is still present, remove and replace the ECU

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Semi-Powershift transmission - Service instruction

Prior operation:
Semi-Powershift transmission - Disassemble (21.111)series tractor.

1. It is recommended that the transmission is disassembled in the sequence indicated. Removal of components of the transmission with the transmission oriented as shown in the colour diagram will facilitate operations.



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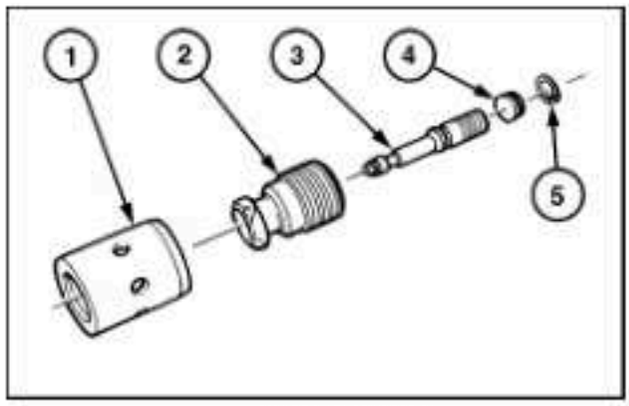
Yellow- Front Section
Brown- Rear Section

Green/Red- Middle Section

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Lower

The hydraulic lift arms are lowered by control venting the oil in the hydraulic lift cylinder into the reservoir through the lowering metering valve.

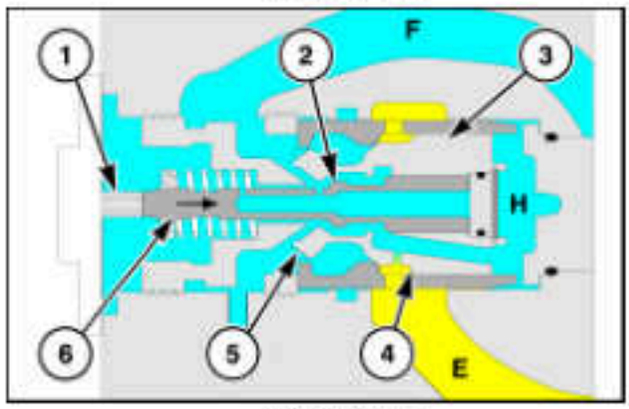


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Lowering metering valve

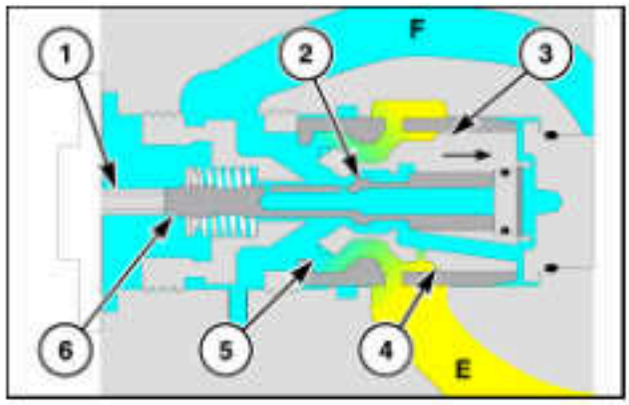
1. Gear
2. Metering spool
3. Pilot spool
4. Core Plug
5. Snap ring

The lowering cycle takes place in:
The PWM valve is excited and the small piston **(1)** moves the pilot spool to the right **(6)**. The oil trapped on the right hand end of the lowering valve ' **(H)**' is now control vented over the grooves in the pilot spool **(2)** to the reservoir through the duct. **(F)** '.The pressure of the oil in the duct ' **(E)**' of the lift cylinder acts on the bevelled side **(4)** of the metering spool **(3)**, moving it to the right.



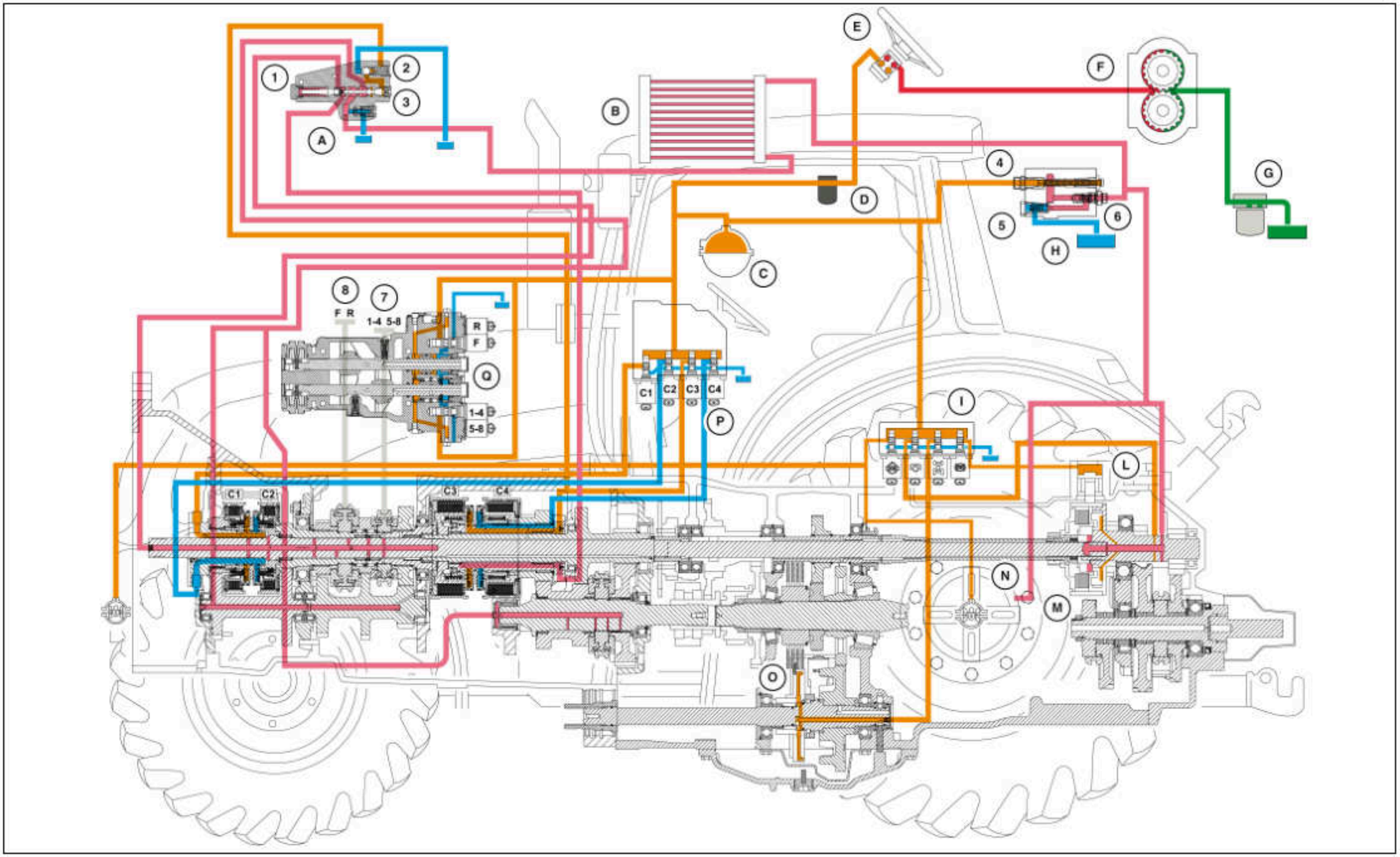
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The oil from the lift cylinder runs along the metering grooves **(5)** on the valve and returns to the reservoir, allows the arms to be lowered by gravity under the weight of the implement.
The lowering speed is electronically controlled by the microprocessor and the lowering PWM valve, which adjusts the clearance above the metering grooves **(5)**



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