SERVICE MANUAL

TL60E / TL75E / TL85E / TL95E

Tractor

Part number 47835583A
English
February 2017

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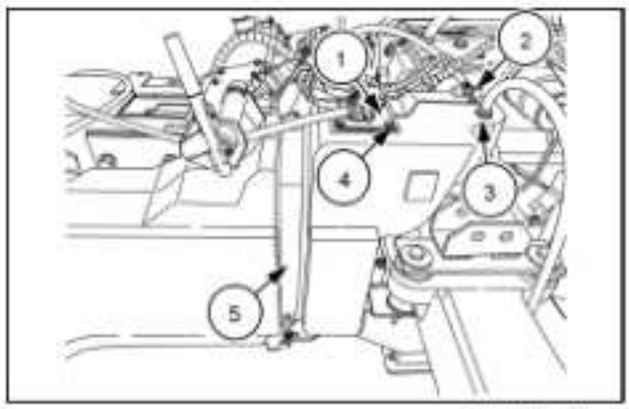
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Fuel tank - Install

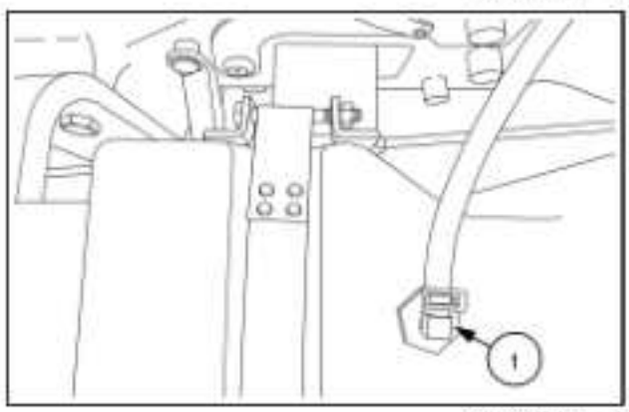
Prior operation:
Fuel tank - Remove (10.216).

1. Position the fuel tank in its housing.
2. Install the fuel tank support by installing the four bolts.
3. Install the front and rear straps of the fuel tank. Apply a torque of **8 – 12 N·m (6 – 9 lb ft)**.
4. Install the plate **(1)** by tightening the bolts **(4)**.
5. Install the tubes **(2)** and **(3)**.



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6. Install the hose **(1)**.
7. Install the rear left-hand wheel of the tractor. Consult the procedures in **Front wheels - Install (44.511)**.
8. Install the platform access ladder.



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Fixed displacement pump - General specification

	TL60E	TL75E	TL85E	TL95E
Type	With gears drawing oil from the transmission box			
Location	Behind the distribution gear cover			
Model	C42			
Manufacturer	NEW HOLLAND			
Drive system	Activated by an engine distribution mechanism			
Rotation direction (from the side of the operator)	To the right			
Engine rpm and pump rpm ratio	1:0,931			
Maximum nominal flow rate - Engine at **2600 RPM**	**46,45 l/min**			
Maximum actual flow rate - Engine at **2600 RPM**	**39,5 l/min**			
Maximum rpm (engine at maximum power)	**2328 RPM**			
Maximum System Pressure	**190 bar**			
Type of filter	Paper cartridge			
Location	Installed on the pump body on the suction side			
Work test flow*, at **1450 RPM** and pressure of **153 bar** (**2218.5 psi**): - New or recovered pump	**25.8 l/min**			
Work test flow*, at **1450 RPM** and pressure of **153 bar** (**2218.5 psi**) - Used pump	**18 l/min**			
Drive and driven gear shaft diameter	**17.400 – 17.418 mm**			
Internal diameter of the seats in the supports	**17.450 – 17.470 mm**			
Gap between the gear shafts and the seats	**0.032 – 0.075 mm**			
Maximum clearance between the gear shaft and the seats due to wear	**0.1 mm**			
Radial gap of gears within the pump housing	**0.020 – 0.064 mm**			
Maximum wear within the pump housing on the suction side where the gears are located	**0.1 mm**			
Gear lengths	**30.800 – 30.815 mm**			
Length of the bearing housings	**24.490 – 24.510 mm**			
Length of pump body	**79.935 – 79.960 mm**			
Axial play of the complete gears with supports on the pump housing (recovered if required)	**0.100 – 0.180 mm**			

(*). Temperature of the test oil: **55 – 65 °C**. Oil used: SAE 20W

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CONNECTOR RES-001 - RES-001

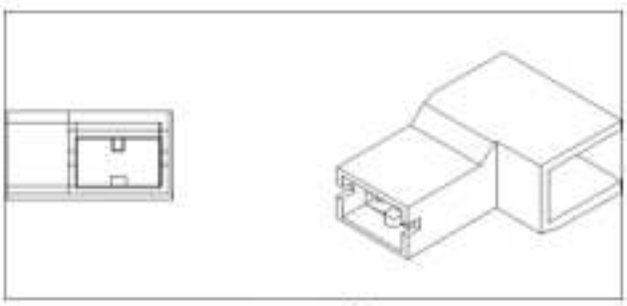
CONNECTOR RES-001 - RES-001			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	CB-1033A (GN)	RES-001 SP-1033	**Wiring harnesses - Electrical schema - Main wire harness - Relay and fuse compartment - Sheet 02 (55.100)**
2	CB-057AJ (BK)	RES-001 SP-057A	**Wiring harnesses - Electrical schema - Main wire harness - Relay and fuse compartment - Sheet 02 (55.100)**

CONNECTOR RES-002 - RES-002

CONNECTOR RES-002 - RES-002			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	CB-1034A (GN)	RES-002 SP-1034	**Wiring harnesses - Electrical schema - Main wire harness - Relay and fuse compartment - Sheet 02 (55.100)**
2	CB-057AH (BK)	RES-002 SP-057A	**Wiring harnesses - Electrical schema - Main wire harness - Relay and fuse compartment - Sheet 02 (55.100)**

CONNECTOR X-001 - Starter Motor Solenoid

CONNECTOR X-001 - Starter Motor Solenoid			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
85	EN-1001 (WH)	SP-1001 X-001 Starter Motor Solenoid	**Wiring harnesses - Electrical schema - Engine components - Sheet 08 (55.100)**



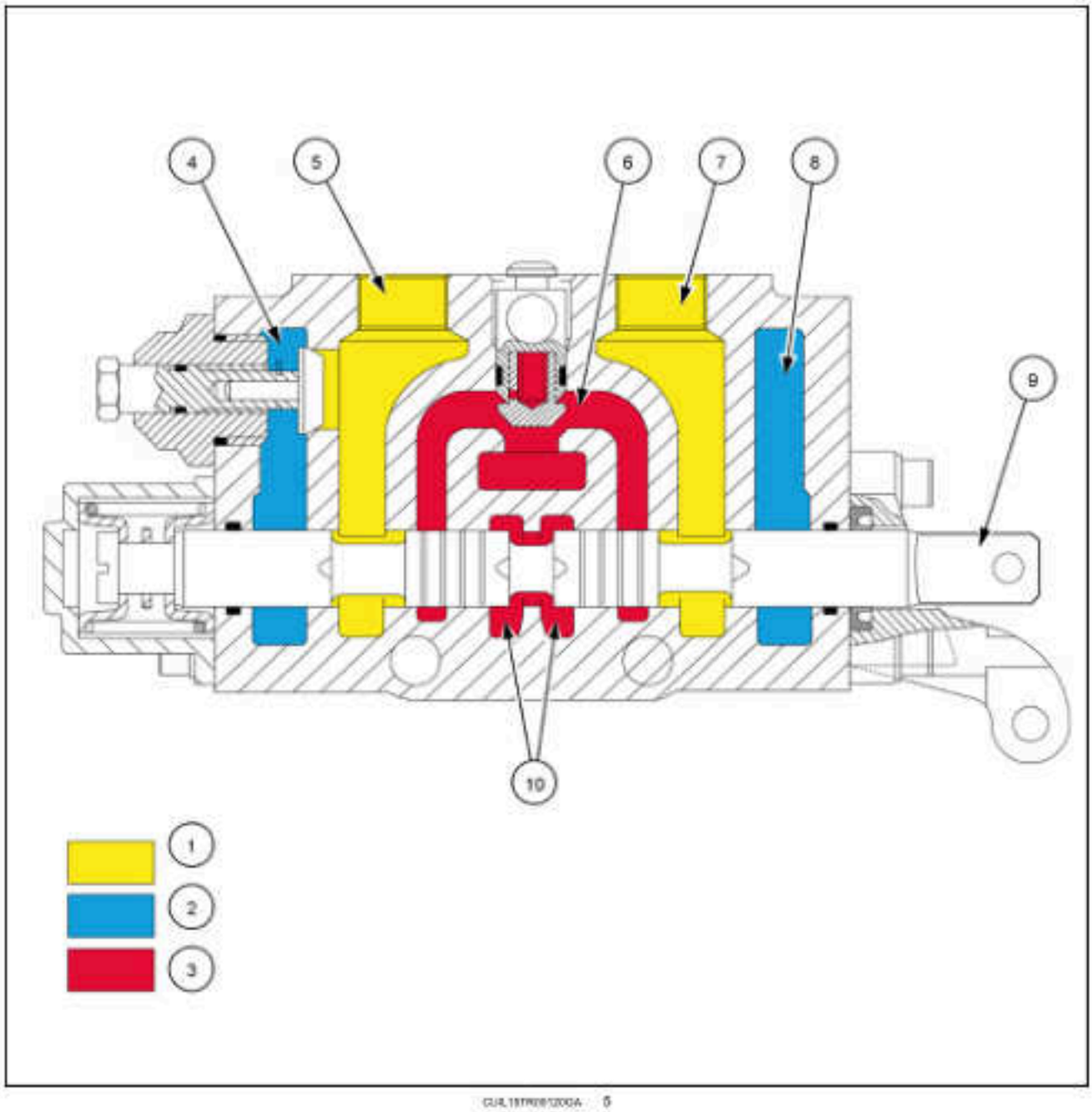
CONNECTOR X-002 - Starter Motor

CONNECTOR X-002 - Starter Motor			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	EN-150B (BR)	X-005 Alternator B+ X-002 Starter Motor	**Wiring harnesses - Electrical schema - Engine components - Sheet 08 (55.100)**

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Phases of operation of the remote control valve for operating the double-acting cylinders

Neutral



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(1). Static oil

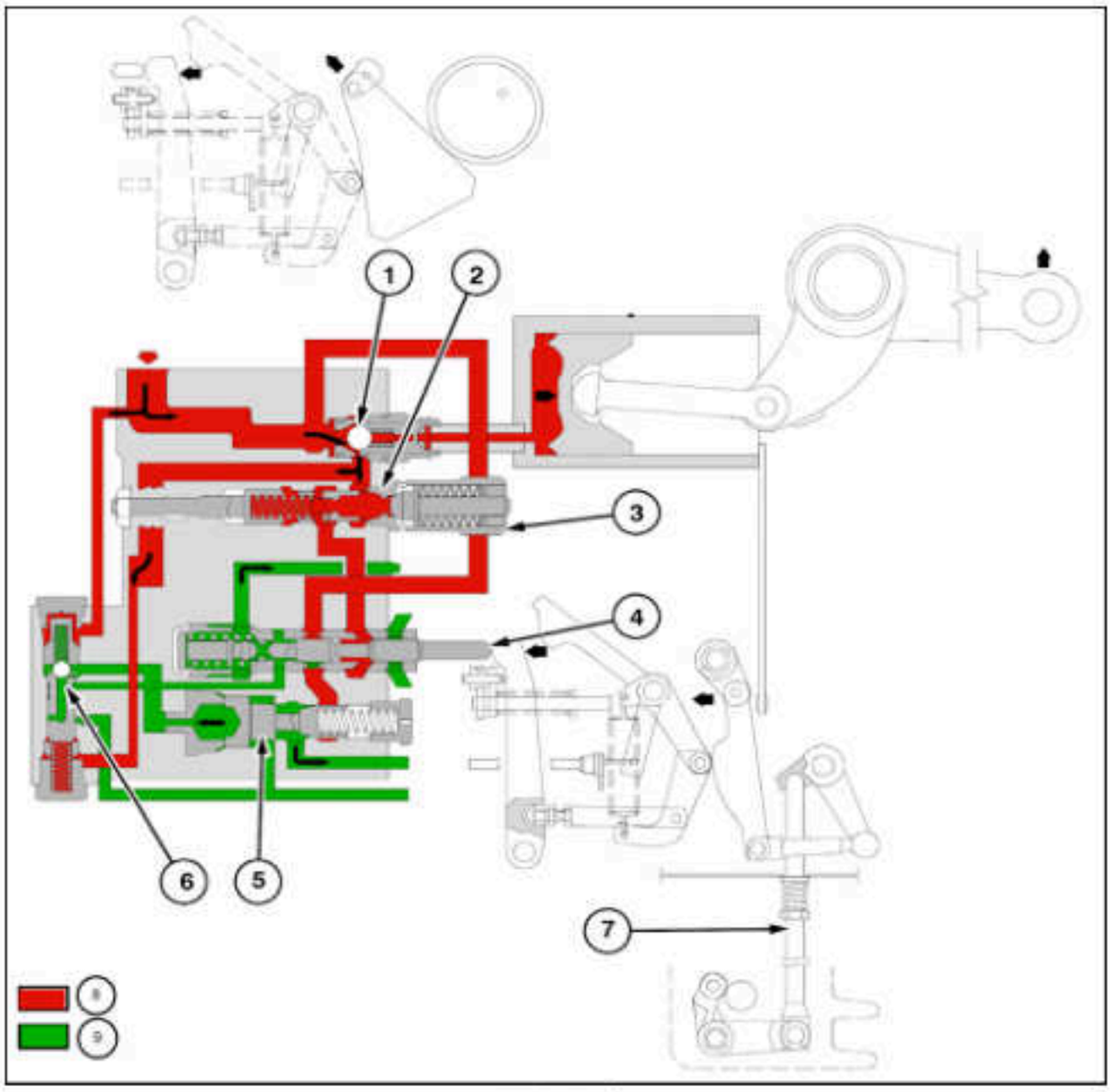
(2). Oil being discharged

(3). Pressure Oil

When the control rod **(9)** is in the central position, the galleries **(5)** and **(7)** are not linked to the galleries **(4)**, **(6)** and **(8)**, such that the oil becomes static. In this situation, the full flow of oil from the hydraulic pump runs through gallery M to the other parts of the remote control (open center system) and, where unused, follows on to feed the hydraulic lift control valve. **(10)**

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Arm lifting phase



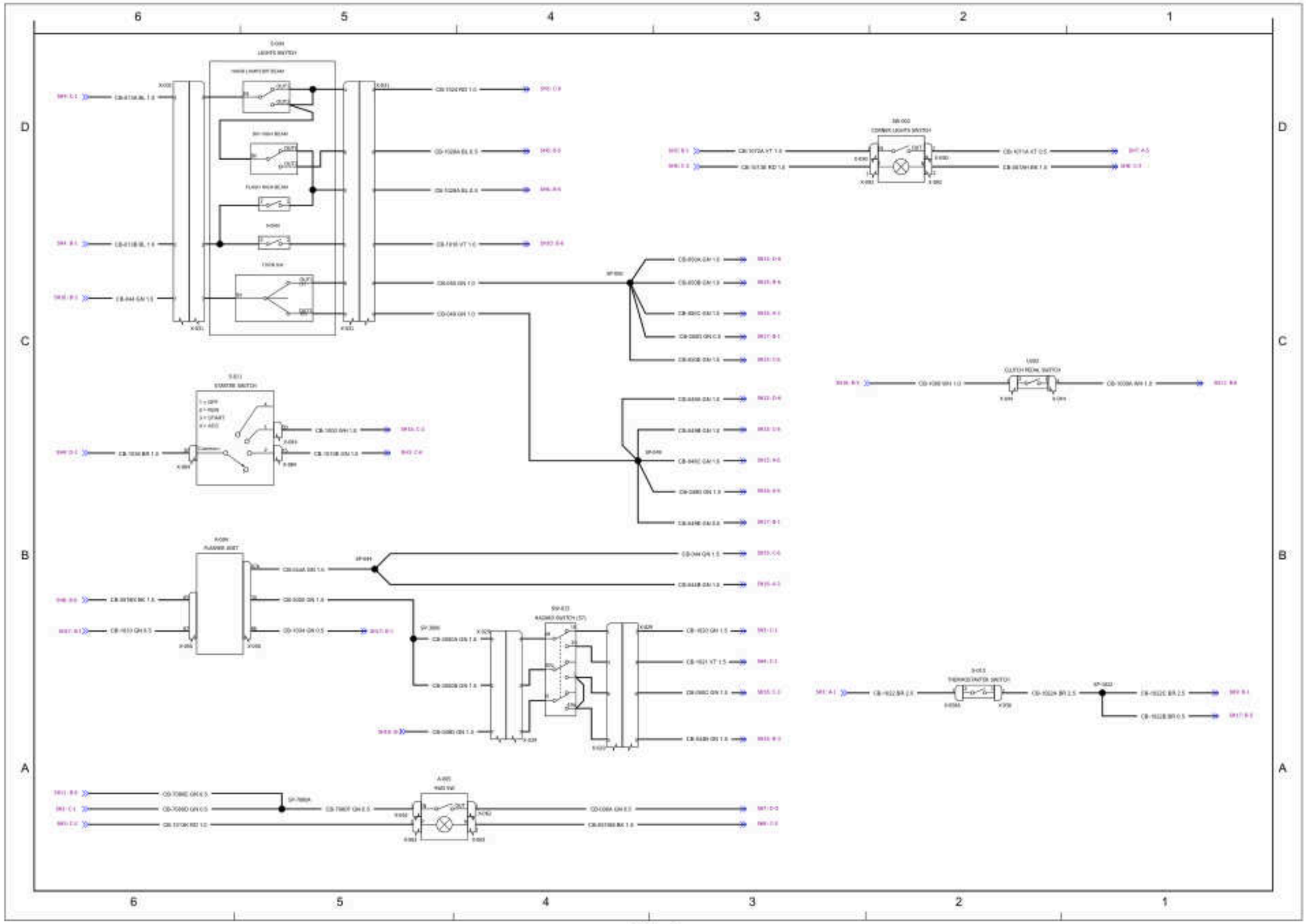
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A. Operation with constant effort (undulation)
1. check valve
2. Arms lowering speed control valve
3. Cylinder saftey valve
4. Main Stack Valve
5. Piloted valve (discharge)
6. Reaction speed control valve
7. Constant effort drive rod
8. Oil under pressure
9. Return oil

When the operator uses the control lever to their right to lift the arms, the movement shown by the arrow is transmitted by the internal levers to the main control rod **(4)** in the valve block. This rod interrupts the passage of oil to the control valve (5), which is pushed by the spring at the speed at which the valve is actuated (6). **(5) (6)** The pressurised oil opens the valve (1) and activates the lifting arms piston. **(1)**

With the application of constant effort (detail "A"), lift control is conveyed through the flexion bar, which in turn transmits the movement indicated by the arrows to the main control valve **(4)** in the valve block through the vertical drive rod **(7)**.

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