SERVICE MANUAL

1650L
Crawler Dozer

Part number 47998877
English
March 2016

NEW HOLLAND CONSTRUCTION

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Track rollers - General specification

Lower roller

Lubricant specification	**CASE AKCELA GEAR 135 H EP 80W-90**
Capacity	**275 ml (9.3 US fl oz)**

Upper roller

Lubricant specification	**CASE AKCELA GEAR 135 H EP 80W-90**
Capacity	**334 ml (11.3 US fl oz)**

Track rollers - Torque

Bolts for the mounting bracket (Apply LOCTITE® 242® before applying the torque)	**434 - 447 N·m (320.1 - 329.7 lb ft)**
Valve in the track tensioner	**61 - 74 N·m (45.0 - 54.6 lb ft)**

Track rollers - Special tools

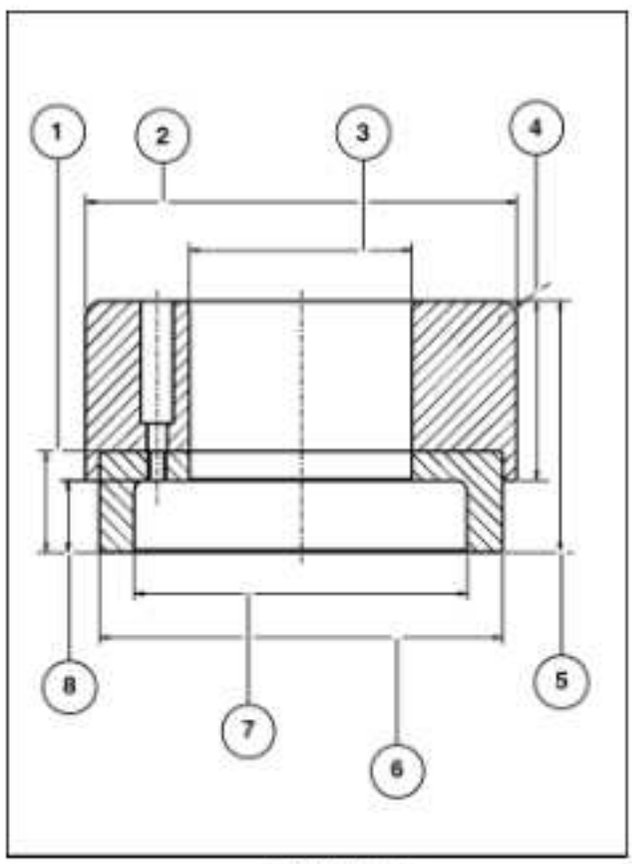
Manufactured by the dealer

Seal, track roller installer.

NOTE: *Manufacture the tool according to the dimensions shown in the illustration.*

The top of the tool is made of Teflon. The bottom of the tool is made of soft steel.

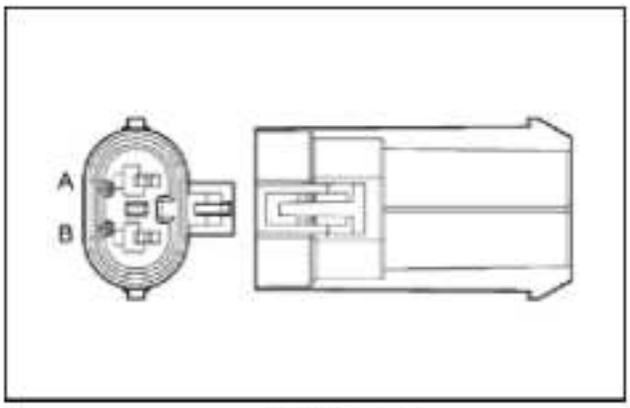
Model 1	Model 2
(1) 28 mm	**(1) 28 mm**
(2) Ø 110.5 mm	**(2) Ø 120 mm**
(3) Ø 52.5 mm	**(3) Ø 62 mm**
(4) Ø 50 mm	**(4) Ø 50 mm**
(5) 70 mm	**(5) 70 mm**
(6) Ø 102.5 mm	**(6) Ø 112 mm**
(7) Ø 83 mm	**(7) Ø 92.5 mm**
(8) 20 mm	**(8) 20 mm**



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Connector E12 – A/C high pressure gauge

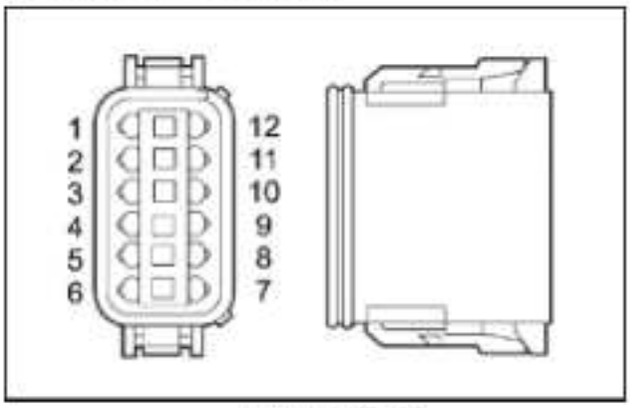
Cav.	Circuit
A	818b
B	818C



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Connector L1 – From the light wiring harness to the microcontroller

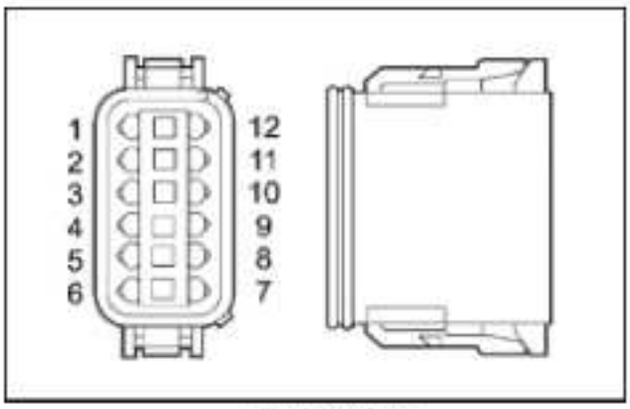
Cav.	Circuit	Cav.	Circuit
1	911A	7	819
2	911B	8	504
3	921	9	505
4	818A	10	0
5	800	11	0
6	501	12	0



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Connector L1 – Cover work lights (Cover only)

Cav.	Circuit	Cav.	Circuit
1	911A	7	not used
2	911B	8	not used
3	921	9	not used
4	not used	10	not used
5	not used	11	not used
6	not used	12	not used



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4622-No CAN communication with engine controller

Control Module : DTC

NOTICE: *Go to the electrical schematic for a full view of the controller circuit.*

Cause:
Not receiving messages from the Combined Instruments.

Possible failure modes:

1. No power in the ECU.
2. The connectors are not fully compatible, the pins are not pushed fully inside the connector, bent pin or broken wire at the back of the connector.
3. Open the CAN bus or wiring circuits.
4. CAN or wiring circuits shorted.
5. Faulty CAN bus.
6. Failure in the Drive Train Control Module.

Solution:

1. Check if the fault code is still active.
   Before clearing fault codes, write down all the codes, number of occurrences and engine hours at last occurrence.

   1. Turn the ignition key to the RUN position to power the drive train controller.

   2. Clear all fault codes from the controller.

   3. To check the fault code: Move the directional control to neutral, the ignition key to RUN (the engine does not have to be running), move both parking levers to the lowered position, move the hand throttle to the high idle position, and push the directional control to the forward position.

   A. NOT OK – Fault code 4621 is recorded again. Go to Step **2**.

   B. OK – Fault is not recorded again. OK to return to service.
2. Inspect the CAN bus connection.

   1. Remove the instrument cluster. Disconnect the connectors.

   2. Inspect the pins in the connector. Clean connections.

   3. Clean the female pins by installing them and then removing them.

   A. NOT OK - Replace the Instrument Cluster. Return to Step **1** to confirm elimination of the fault.

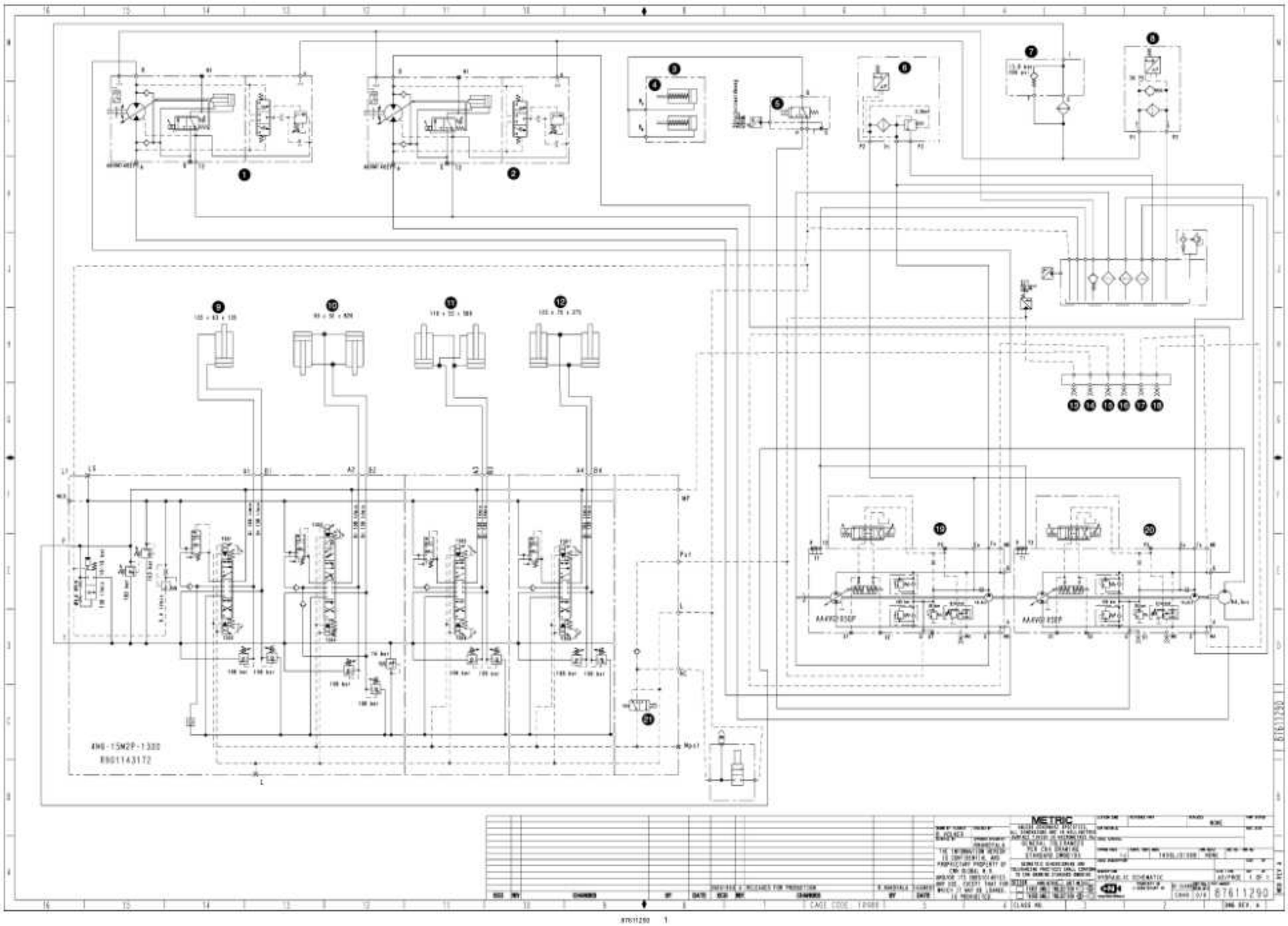
   B. OK - Go to Step **3**.
3. Replace the Drive Train Control Module.
   Before replacing the Drive Train Control Module, contact Technical Services for further assistance.

   1. Remove and replace the Drive Train Control Module.

   2. Note down the symptom in the faulty Drive Train Control Module.

   3. Install the program with the Electronic Service Tool (EST). Recalibrate the system.

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