SERVICE MANUAL

TD5.85 / TD5.95 / TD5.105 / TD5.115

Tractor

Part number 48013235

English

May 2016

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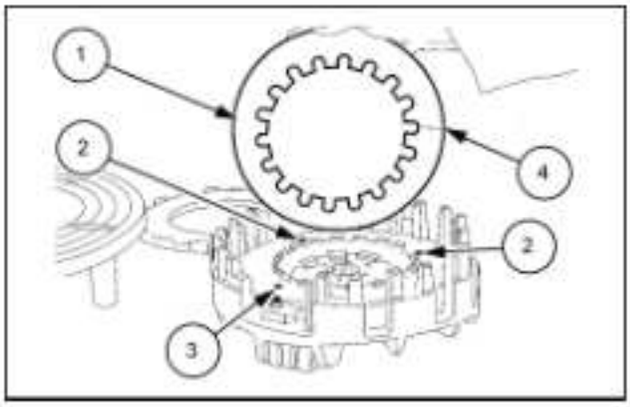
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- Position the belleville spring **(1)** correctly on the main clutch pressure plate **(3)**, making the centring dowels **(2)** correspond with the notches **(4)**.
- Adjust the clutch as directed below.

NOTE: *When reassembling, tighten the six bolts fastening the flexible tabs driving the main and Power Take-Off (PTO) clutch pressure plates to the supporting housing to a torque of* ***1.5 N·m (1.1063 lb ft)****.*



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Minimum permissible dimensions after refacing parts subject to wear for VALEO clutches

12"/12" dual clutches

If it is necessary to reface the friction surface on the flywheel, bear in mind that the maximum amount that can be removed in relation to the nominal thickness is **1 mm** (**0.0394 in**).

Once terminated, moreover, the external lowering will need to be re-set to **0.500 mm** (**0.020 in**) (See Fig. **9**).

A. **352.00 mm** (**13.86 in**)

B. **313.00 mm** (**12.32 in**)

C. **73.50 mm** (**2.89 in**)

12"/12" dual clutch model. TD5.85 and TD5.95 and TD5.105

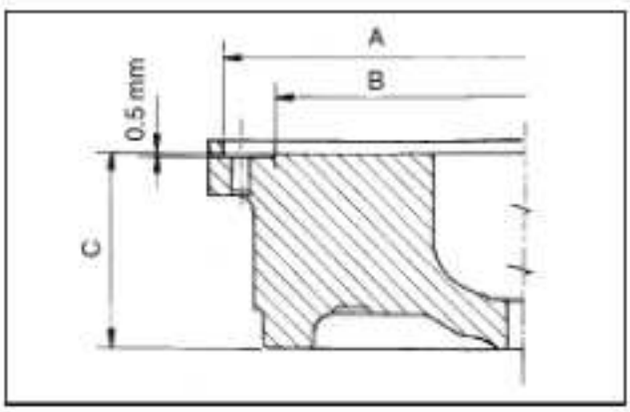
A. **15.50 mm** (**0.61 in**)

B. **21.50 mm** (**0.85 in**)

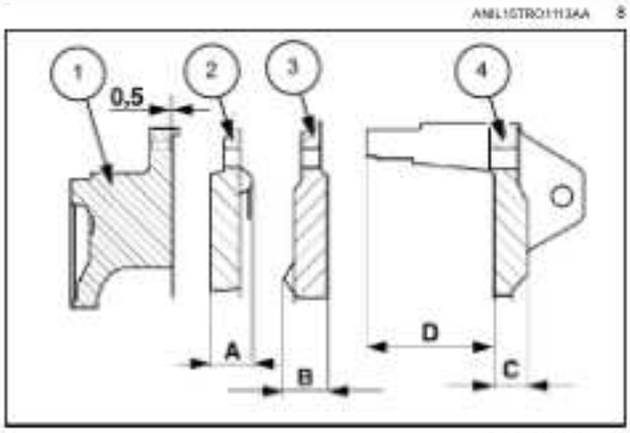
C. **20.50 mm** (**0.81 in**)

D. **12.50 mm** (**0.49 in**)

1. Engine flywheel.
2. Power Take-Off (PTO) clutch pressure plate.
3. Main transmission clutch pressure plate.
4. Supporting housing.



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ANEL15TRO1114AB 9

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3657-CAN Bus Received frames: Timeout error of CAN receive-frame CM1BC

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.*

Cause:
The ECU has detected a timeout of CM1BC CAN message.

Possible failure modes:

1. Faulty harness
2. CAN BUS interference
3. Faulty ECU
4. Faulty XCM

Solution:

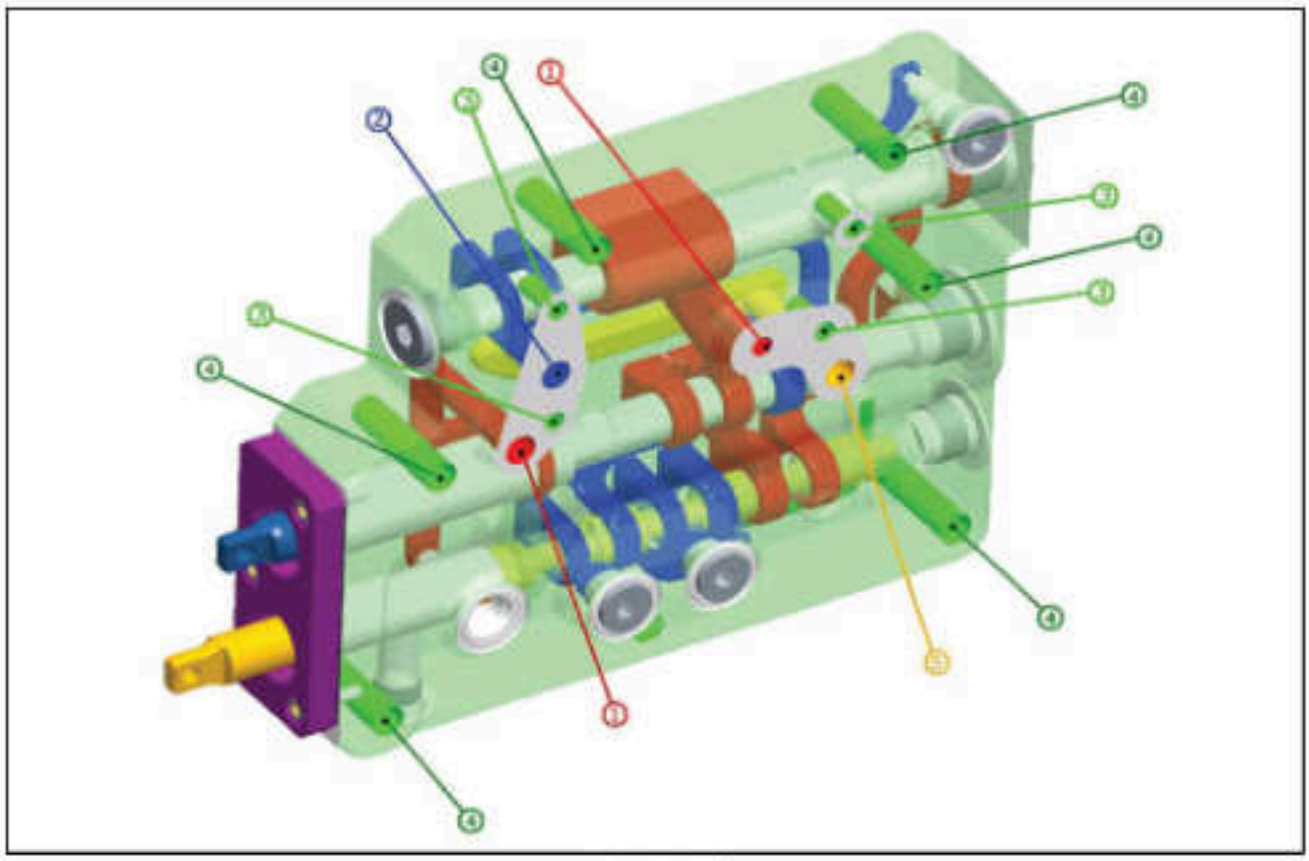
1. Before proceeding clear the error code with the approved diagnostic equipment. Run the tractor under normal conditions and retest.
   A. If the error code is not indicated, check that the system is operating correctly.
   B. If the error code is indicated, continue to step **2**
2. Check for other CAN related error codes displayed.
   A. If other error codes are indicated, continue to test for these errors.
   B. If no other error codes are displayed, continue to step **3**
3. Check all power supplies and grounds to the controllers on the CAN BUS network.
   A. If a fault is indicated, repair or replace the harness as required.
   B. If the power supplies and grounds are okay, download the correct levels of controller software. If the fault is still present, remove and replace the ECU

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Wiring harnesses - Electrical schematic sheet 11 CAN LINE

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5. Pressure regulator valve (**15.7 bar (227.0 psi)**)
10. Bypass oil cooler valve



AM137703BFB 2

Cross-sectional view of Power-Shuttle control valve block

Lubrication oil

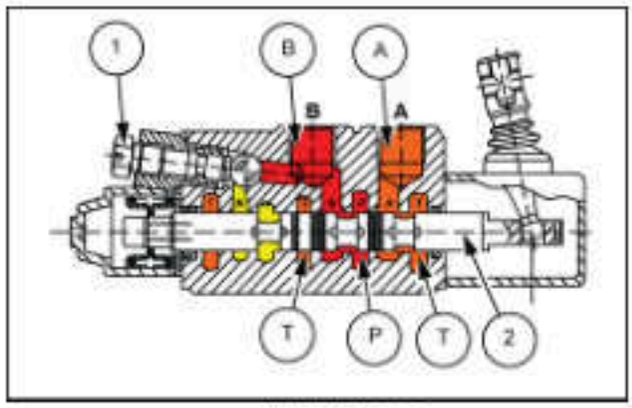
Return oil

Pressure oil

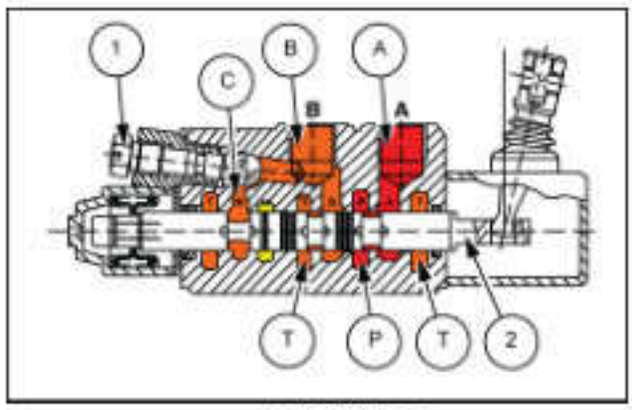
1. Return line from pressure control valve block to main valve block
2. Pressure line from pressure control valve block to main valve block
3. Assembly holes of pressure control valve block to main valve block
4. Assembly holes of main valve block to gearbox
5. Lubrication oil passage port

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4. LOWERING - On pushing the control lever forward, the spool **(2)** will move to the position indicated in Fig. 7. The oil contained in the cylinder, pressurised by the weight of the lifted implement, will flow to the exhaust **(T)** by way of line **(A)**, while the entire flow from the pump is also conveyed to the exhaust **(T)** through the line **(B)**.



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AM[illegible] 7

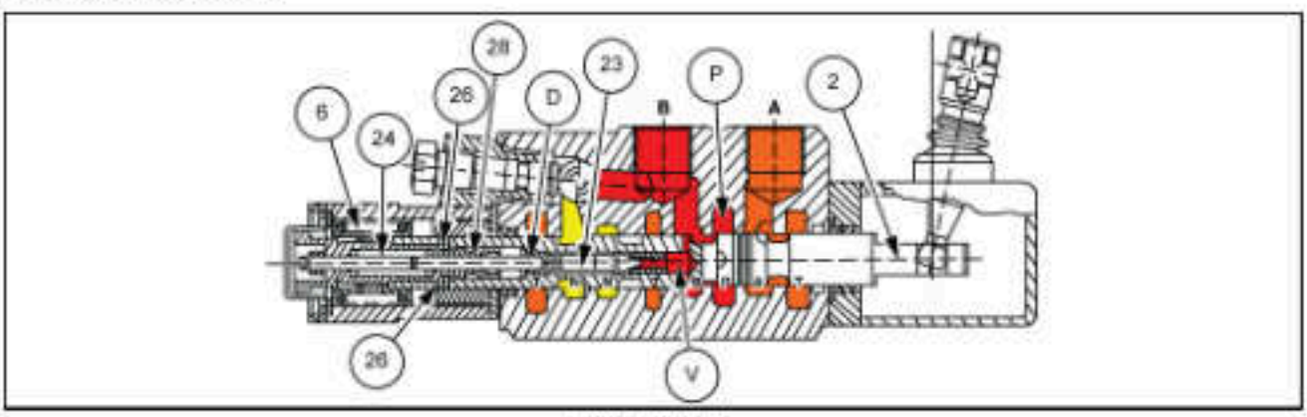
Pressurised oil

Suction, delivery or exhaust oil

Static oil

NOTE: *To operate a double-acting cylinder, tighten screw **(1)** fully home. To operate a single-acting cylinder, fully undo screw **(1)**.*

Operating stages of auxiliary control valve operating a double-acting cylinder with automatic detent release



AM[illegible] 8

Pressurised oil

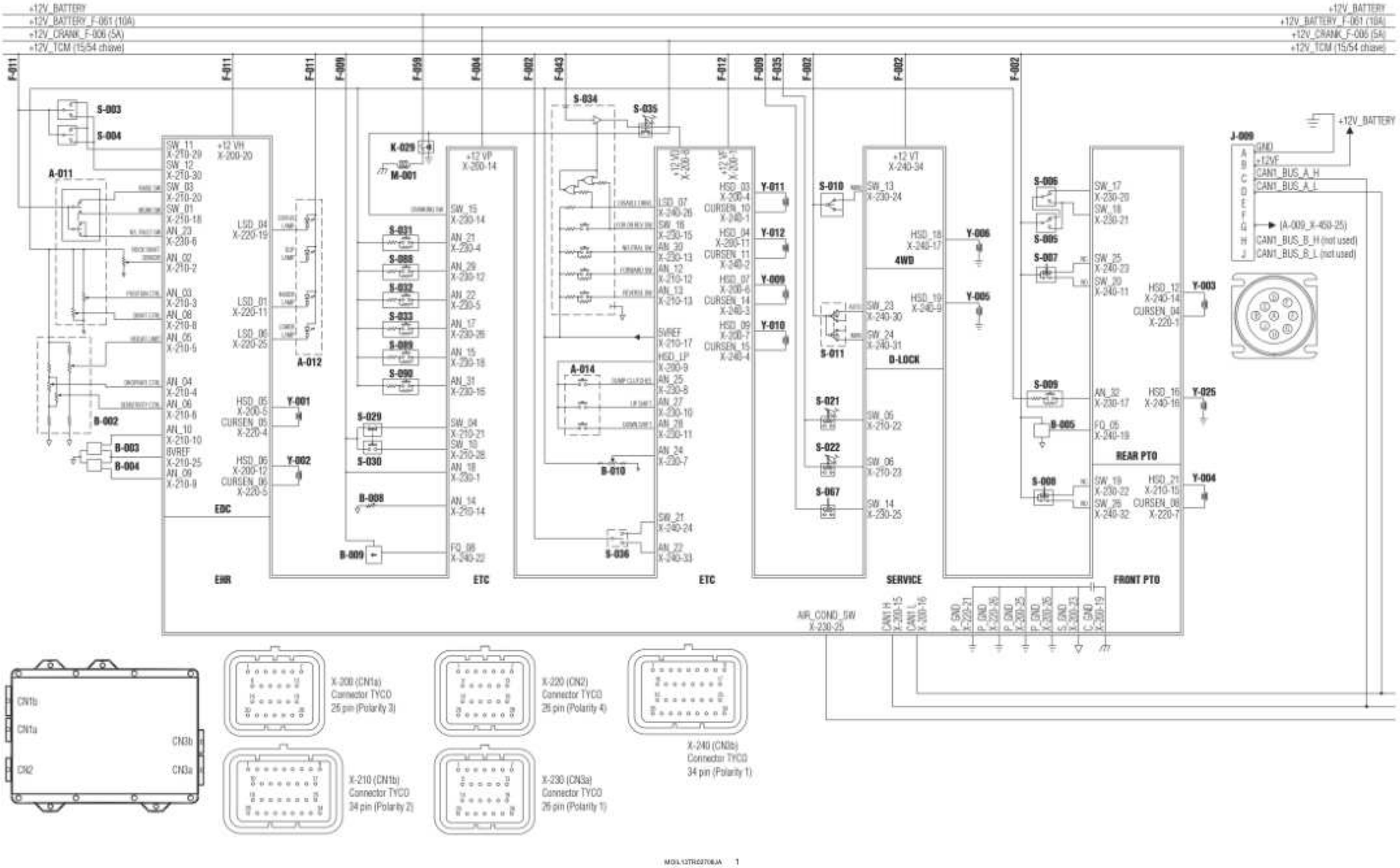
Suction, delivery or exhaust oil

Static oil

Lifting

On pulling back the control lever, the spool **(2)** moves and the detent balls **(26)** engage the groove, where they are held in place by the support **(28)** and spring **(24)**. The movement of the spool **(2)** connects: The pressure line **(P)** with the line **(B)**, and also the upper cylinder chamber with the exhaust line **(T)** by way of line **(A)**, intercepting the supply of oil to the hydraulic lift control valve.

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