SERVICE MANUAL

W130D / W170D
Stage IV
Wheel Loader

Part number 51428248
English
November 2017

NEW HOLLAND CONSTRUCTION

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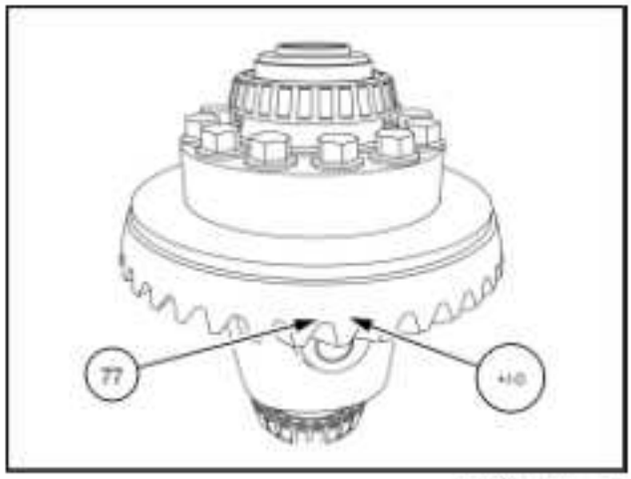
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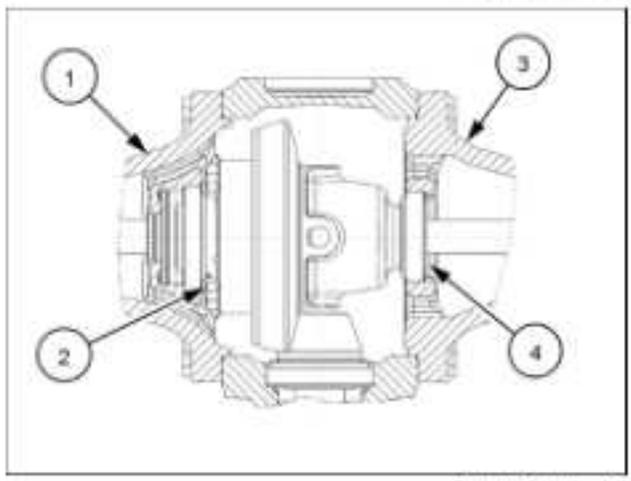
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13. Determine the correct shims for setting the bearing rolling torque (differential housing) and backlash (bevel gear set). Select the shims based on the read value (deviation/test dimension) and corresponding specifications of the table below: (KRS — SET — RIGHT) (KRS = bevel gear set). See the crown wheel rear side for deviation. The test dimension "77" is stamped into the crown wheel rear side. If no + or — deviation is indicated, this value corresponds to the actual value "0" in the table below. According to this value, the required shims are allocated in the table below. Any + or — deviation of the test dimension caused by production is also marked on the crown wheel rear side (example —20 or — 10 or 10). In accordance with this deviation, the required shims are allocated in the table below.



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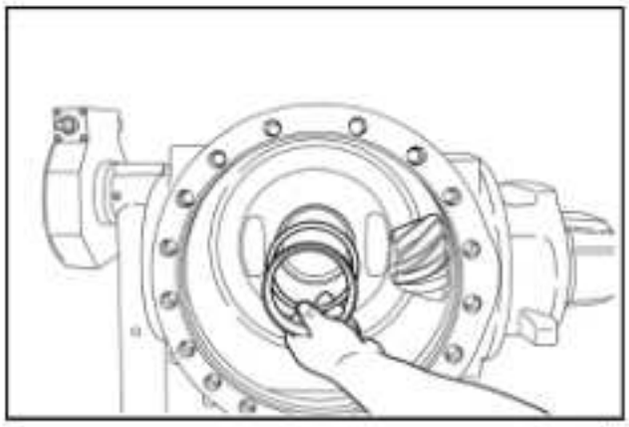
14. Legend for sketch
    1. Axle housing
    2. Shim (crown wheel side)
    3. Shim (differential carrier side)
    4. Axle housing



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Shims for differential D / DZ and DHL — 1200 in MT-L 3065 / 3075 II Axles				
Crown wheel marking	—20	—10	—	10
Deviation	—0.2	—0.1	0	0.1
Shim Differential cage side shim thickness	0.7	0.8	0.9	1.0
Shim Crown wheel side shim thickness	1.3	1.2	1.1	1.0

15. Insert the determined shim (example s = **0.9 mm** (**0.035 in**)) into the hole of the axle housing and adjust the bearing outer ring (see arrow) until contact is obtained.



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Wiring harnesses - Electrical schematic sheet 10 (55.100)
Wiring harnesses - Electrical schematic sheet 21 (55.100)

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60717 - (DTC ED2D)-CAN communication failure - External torque/speed checksum and counter

Context:
The Engine Control Unit (ECU) is capable of connecting to and communicating on three separate Controller Area Networks (CAN). Proper configuration and monitoring of the three twisted pair configured networks is also a function of the ECU. CAN Node A Bus is the main vehicle interface bus. The ECU provides a CAN termination resistor for the CAN Node A Bus, internal to the ECU. The ECU provides checksum and counter functionality to assure torque/speed message integrity and completeness. If the ECU senses an error in the rolling counter and checksum of the torque/speed message, this fault will occur.

Cause:
ECU has sensed an error in the rolling counter and checksum of the torque/speed message.

Possible failure modes:

1. Faulty vehicle system, related CAN fault.
2. Faulty supply voltage or ground, missing.
3. Faulty CAN circuit wiring, open circuit, short to ground, or short circuit.
4. Faulty ECU, termination resistor or software.

Solution:

1. Verify that fault is present and in active state.

   Use the Electronic Service Tool (EST) to check the status of this fault.

   A. If the fault is present and active, continue with Step**2**.

   B. If the fault is no longer present or is in an inactive state, the fault may be intermittent and not currently active. Continue with Step **6**.

2. Check for related vehicle CAN faults.

   Use the EST to determine if related vehicle CAN faults exist.

   A. If related vehicle CAN faults do exist, resolve the vehicle CAN faults, then check to see that this fault code is also resolved.

   B. If related vehicle CAN faults do not exist, continue with Step **3**.

3. Check the ECU supply voltage.

   Disconnect the vehicle (VE) harness from the ECU at the connector **X-ECU**.

   With the key switch in the "ON" position, use a multimeter to check for voltage on the vehicle (VE) harness side:

From	To	Value
Connector **X-ECU** pin 1	chassis ground	There should be **12.0 V**
Connector **X-ECU** pin 25	chassis ground	There should be **12.0 V**
Connector **X-ECU** pin 26	chassis ground	There should be **12.0 V**
Connector **X-ECU** pin 49	chassis ground	There should be **12.0 V**
Connector **X-ECU** pin 73	chassis ground	There should be **12.0 V**

   A. If the voltage is present on all of the checks, leave the connector **X-ECU** disconnected and continue with Step **4**.

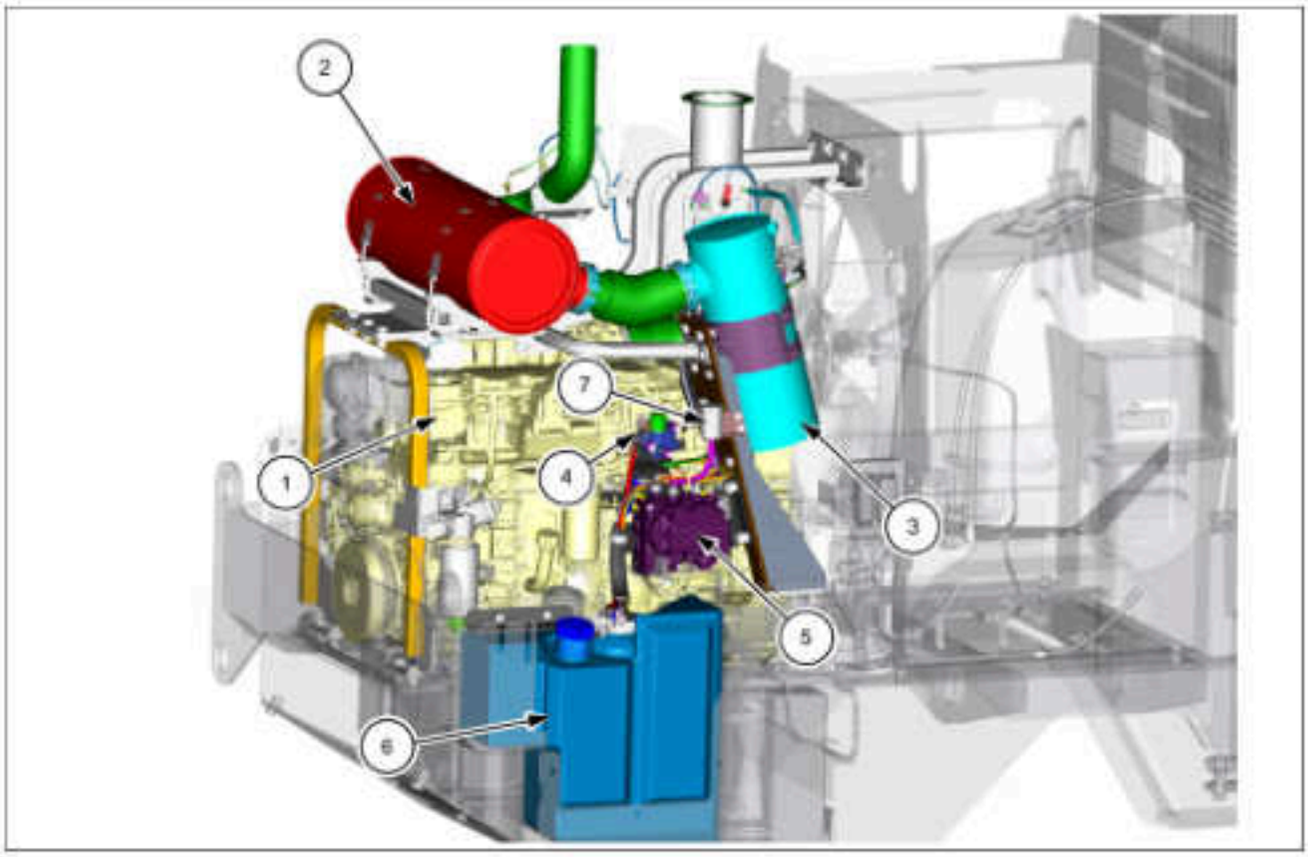
   B. If the voltage is not present for one or more of the checks, refer to the appropriate vehicle service manual and electrical schematics to locate and restore supply power to the ECU.

4. Check the ECU grounding.

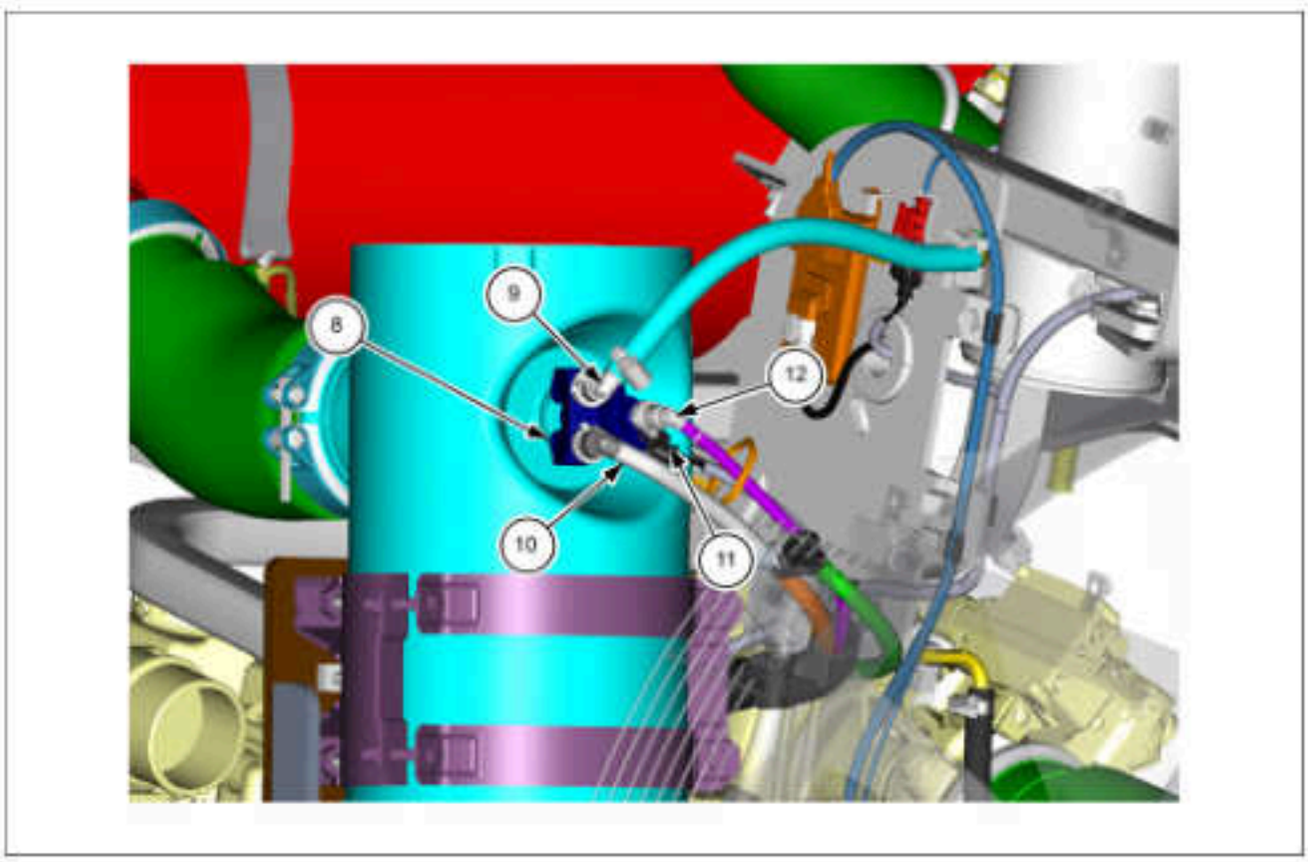
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Selective Catalytic Reduction (SCR) exhaust treatment - Overview

W130 D WHEEL LOADER XR, NEW CAB TIER4B	WE
W130 D WHEEL LOADER ZBAR NEW CAB TIER4B	WE

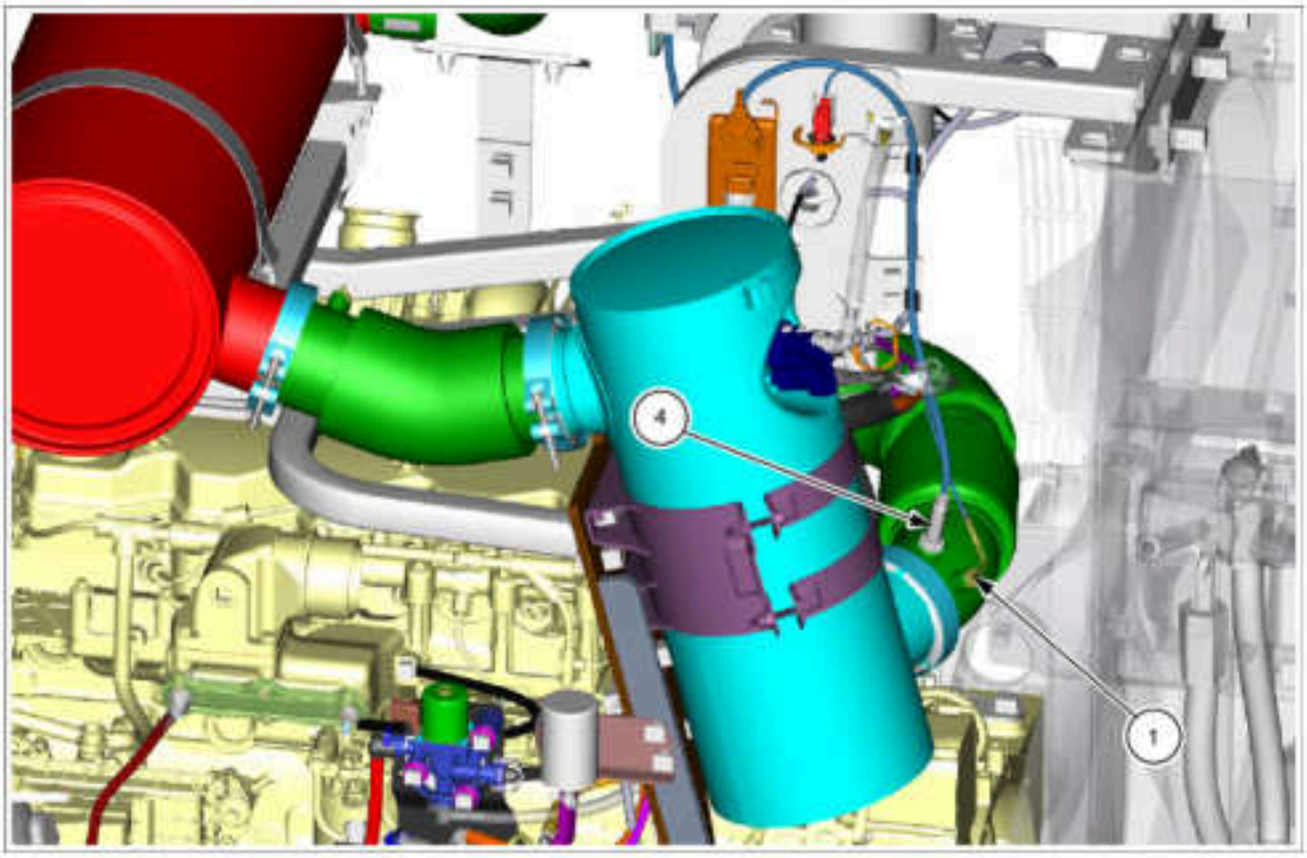


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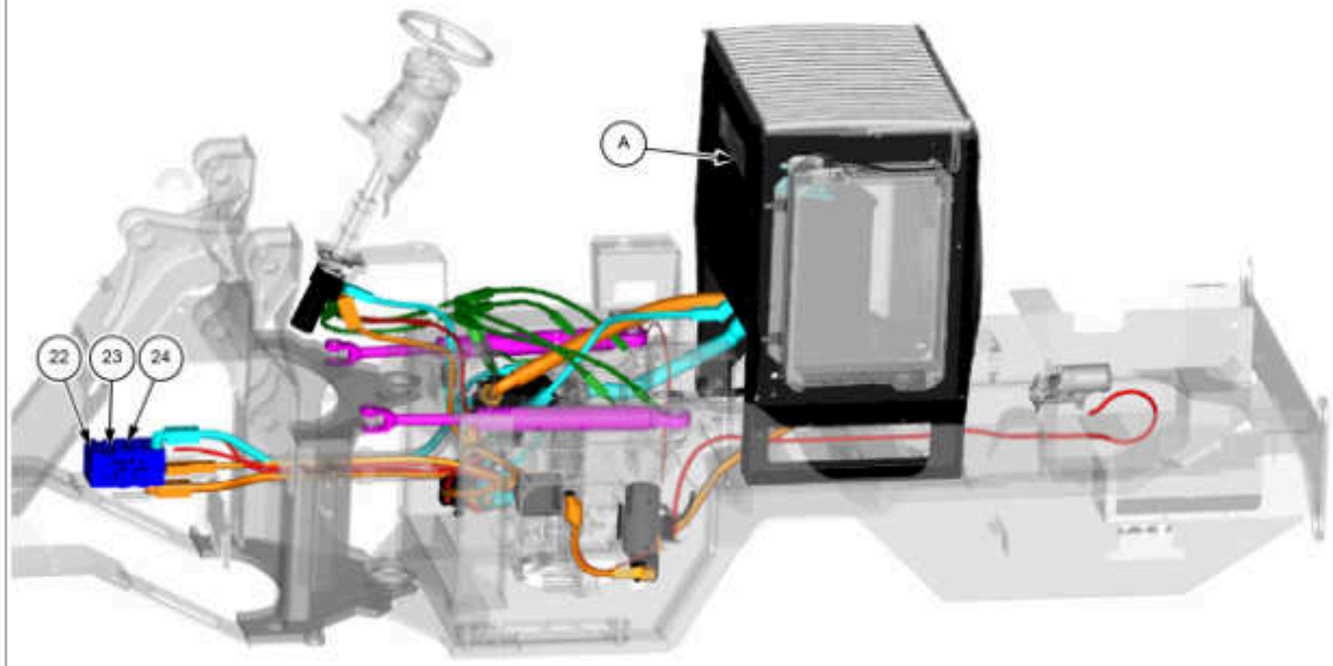
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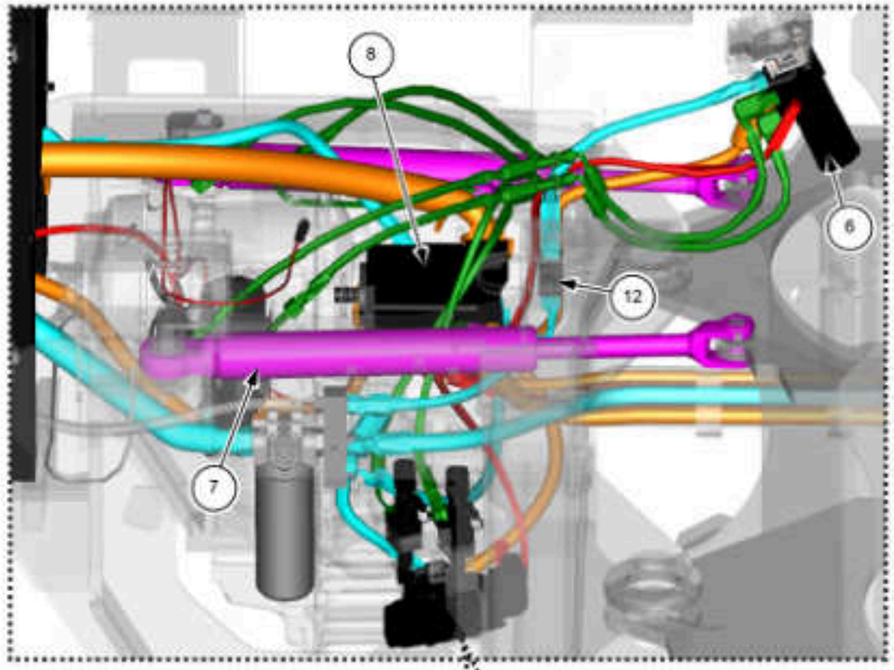


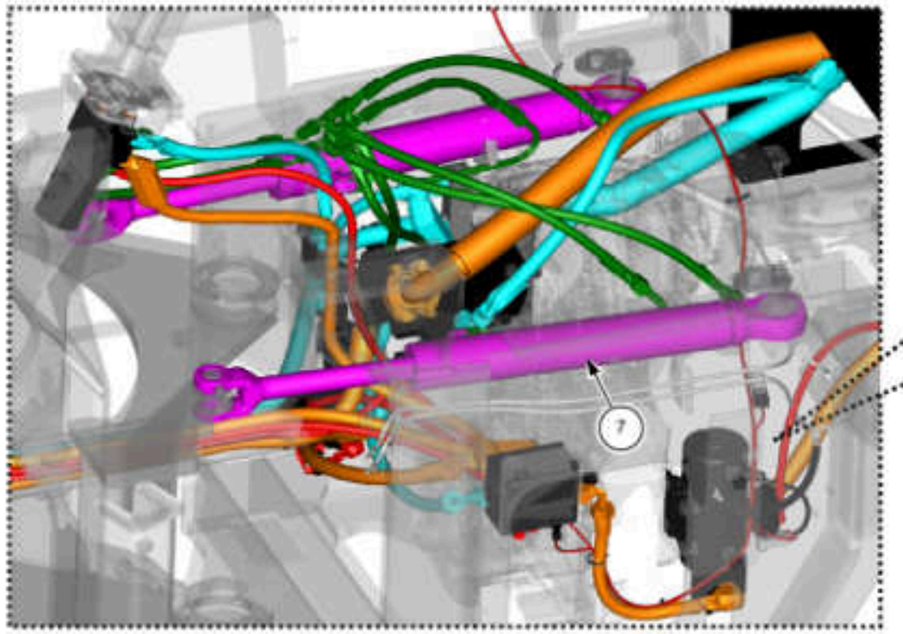
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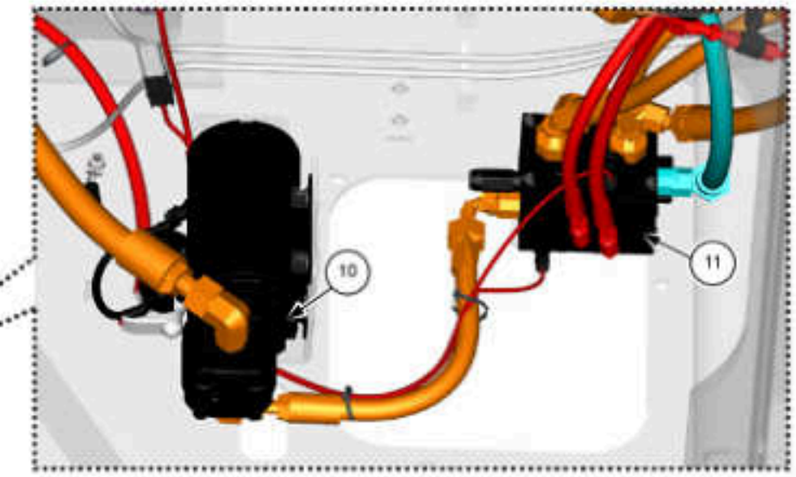
Item	Description	Additional details
(1)	Catalyst temperature sensor (DOC upstream)	**Selective Catalytic Reduction (SCR) temperature sensors - Static description (55.988)**
(2)	Catalyst inlet temperature sensor (SCR upstream)	
(3)	Catalyst inlet temperature sensor (SCR downstream)	
(4)	Nitrogen Oxide (NOx) sensor (DOC upstream)	**Nitrogen Oxide (NOx) sensor - Static description (55.988)**
(5)	Nitrogen Oxide (NOx) sensor (SCR downstream)	
(6)	NH3 sensor	**Ammonia (NH3) sensor - Static description (55.988)**
(7)	NH3 ECU	

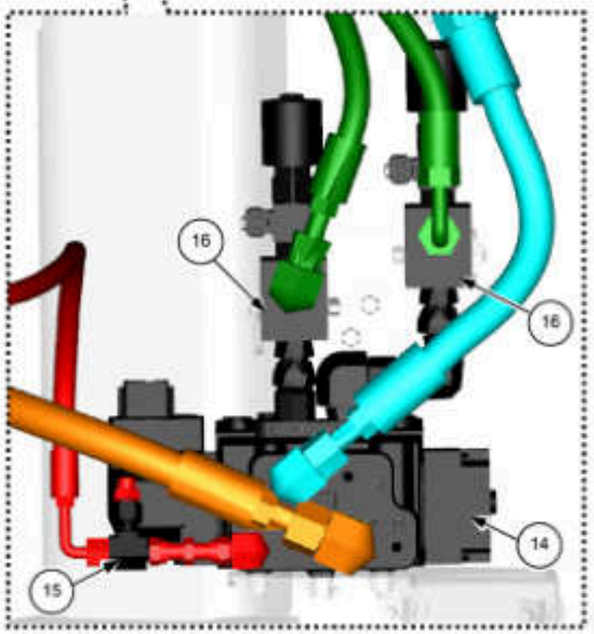
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