

NEW HOLLAND TN60SA TN70DA TN70SA TN75DA TN75SA Tractors

SERVICE MANUAL

NEW HOLLAND AGRICULTURE

SERVICE

6035443100

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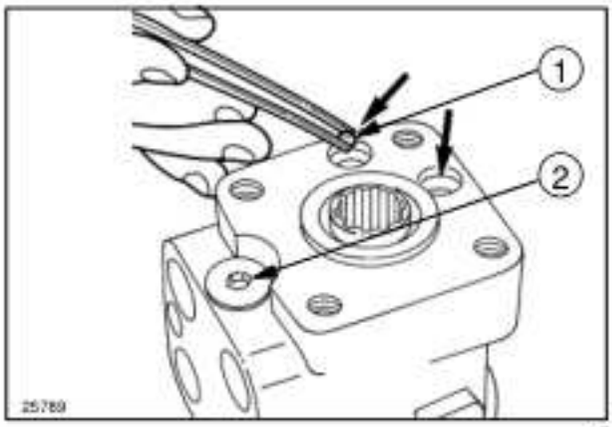
HYDRAULIC LIFT TROUBLESHOOTING

Problems	Possible Causes	Solutions
The lift does not rise.	1. Clogged oil filter.	Replace filter.
	2. Control valve jammed in discharge position.	Release control valve.
	3. Hydraulic pump faulty.	Overhaul or replace pump.
The lift moves in jerks.	1. Clogged oil filter.	Replace filter.
	2. Air in the pump suction line.	Check that the unions are airtight and the seals are efficient.
The lift rises too slowly.	1. Clogged oil filter.	Replace filter.
	2. Oil leaking past the seals resulting in pressure loss: piston seals or delivery union seals.	Replace all defective seals.
	3. Hydraulic pump faulty.	Overhaul or replace pump.
The lift lowers too slowly.	1. Arm descent speed set incorrectly.	Set correctly.
The lift lowers too quickly.	1. Arm descent speed set incorrectly.	Set correctly.

(continued)

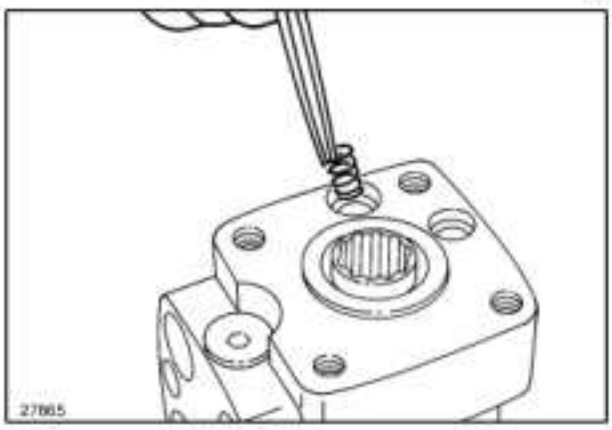
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63. Tighten the plug (2) with the relative seal, using an 0.3149 in. (8 mm) Allen wrench, and tighten to the prescribed torque value of 40 to 60 Nm (4.1 to 6.1 kgm), after having carried out the calibration operation on the workbench or on the machine.
64. Insert the two balls (1) into the cylinder safety valve seats, indicated by the arrows (see component details in fig. 74).



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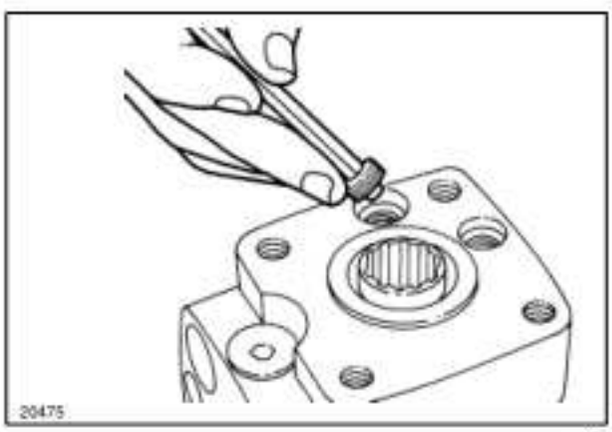
65. Insert the springs (2, fig. 74) in the cylinder safety valve seats.



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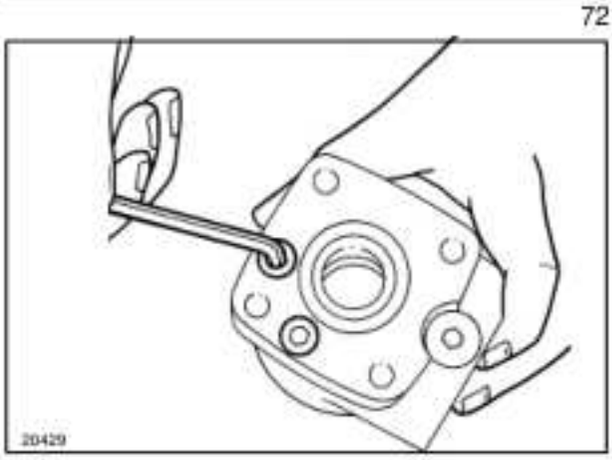
66. Using a 0.2362 in. (6 mm) Allen wrench, tighten the two cylinder safety valve calibration adjuster bolts (3, fig. 74).

Note – Calibration will be carried out on the workbench or on the tractor to the values shown in the table on page 2.



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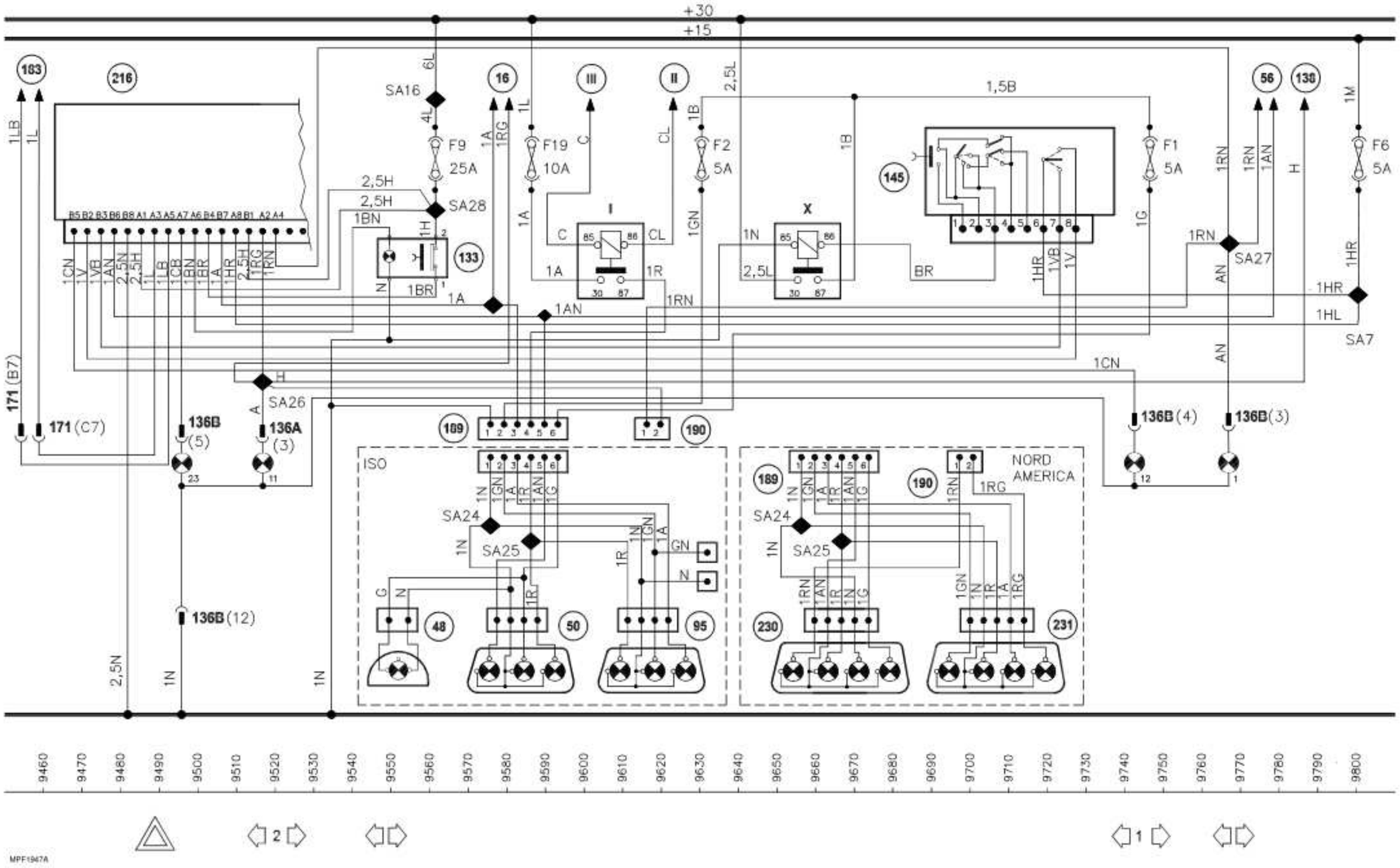
67. Tighten the two plugs (5, fig. 74) and the relative seals (4) using a 0.2362 in. (6 mm) Allen wrench. Once calibration is completed, tighten to the prescribed torque value of 30 Nm (3 kgm).



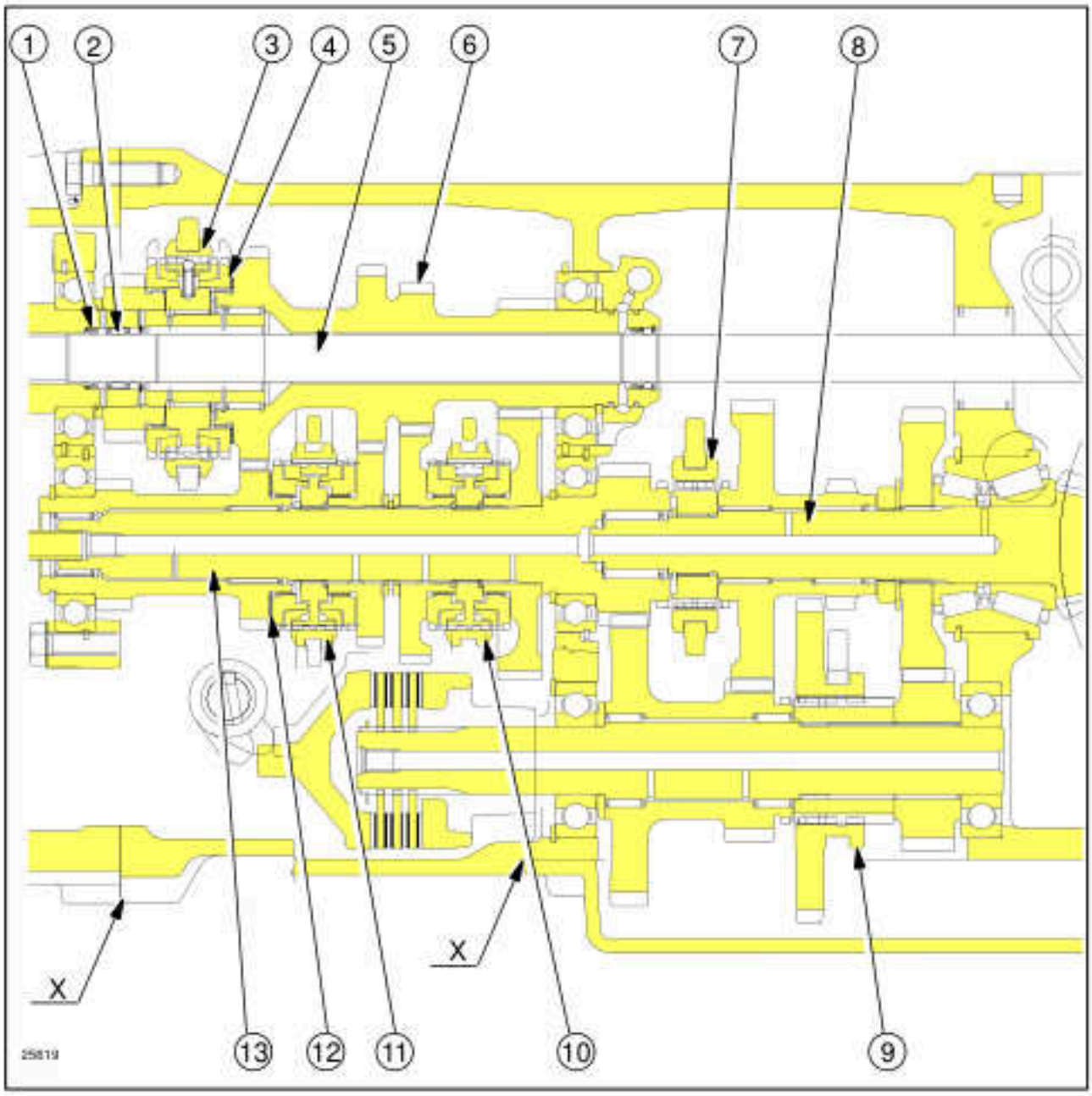
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DIRECTION INDICATOR, HAZARD LIGHTS, SIDE LIGHTS AND BRAKE LIGHTS CIRCUIT (VERSION WITHOUT CAB) – DIAGRAM A–A



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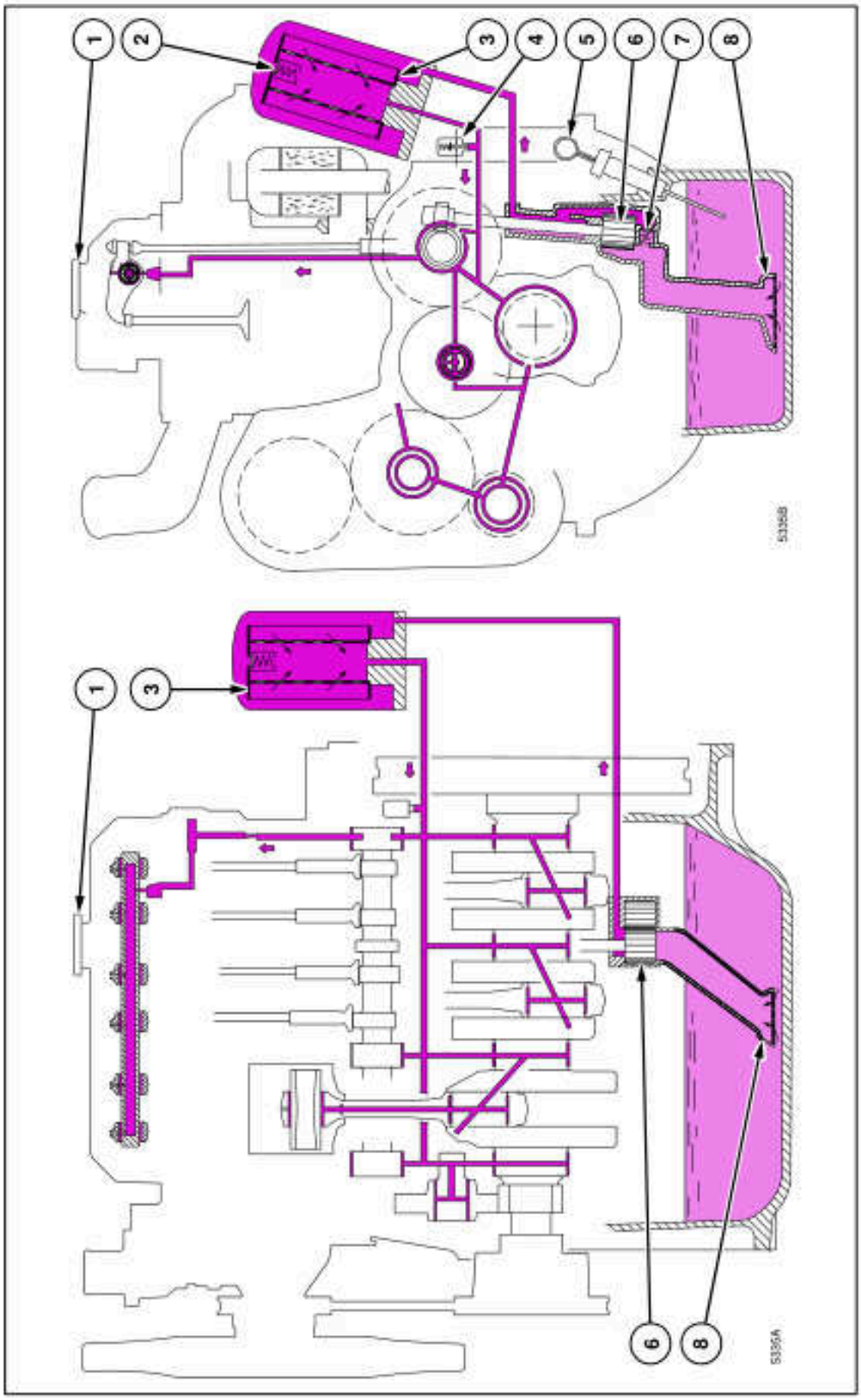
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Longitudinal cross–sectional view of gearbox and gear range

1. Seal.
2. Power take–off shaft support roller bearings.
3. Reverser control synchroniser.
4. Gearbox driving gear clearance adjusting thickness.
5. Power take–off shaft.
6. Gearbox driving gear.
7. Selector sleeve for high or medium–low speeds.
8. Bevel pinion shaft.
9. Selector sleeve for low or medium–high speeds.
10. Synchroniser for 1st and 2nd speed.
11. Synchroniser for 3rd and 4th speed.
12. Gearbox driven shaft gear clearance adjusting thickness.
13. Gearbox driven shaft.

NOTE: *On assembly apply a bead of sealing compound to the surfaces* ***X*** *as indicated on page 30.*

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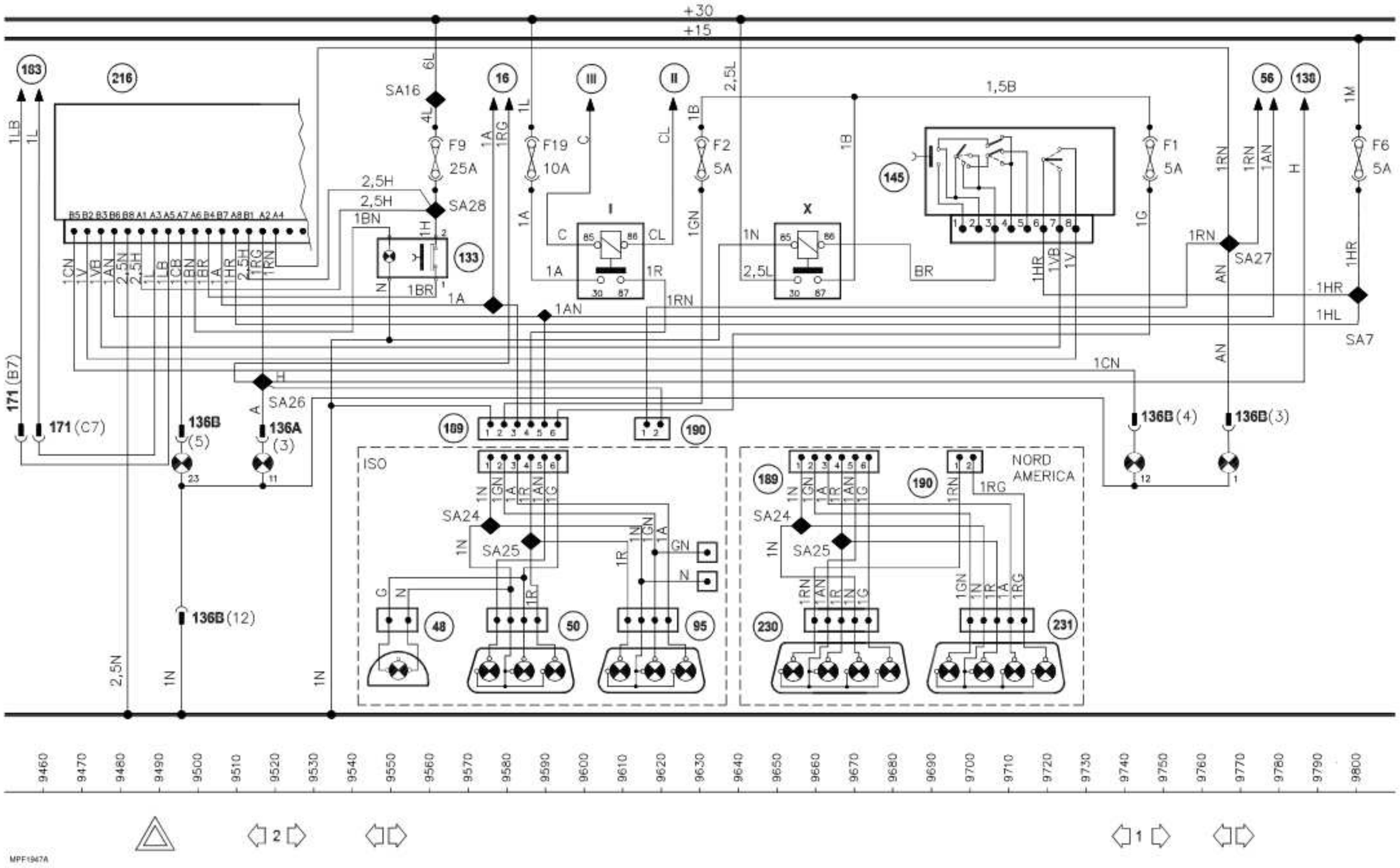
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Engine lubrication system diagram

1. Oil filler cap – 2. Filter safety valve (opens when oil pressure at filter inlet exceeds the outlet pressure by 1.5–1.7 bar/cm^2) – 3. Filter – 4. Engine lubrication oil low pressure indicator lamp switch (located on the dashboard) – 5. Dipstick – 6. Pump – 7. Oil pressure limiting valve – 8. Mesh filter on inlet.

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