NEW HOLLAND

TL70
TL80
TL90
TL100

OPERATOR'S MANUAL



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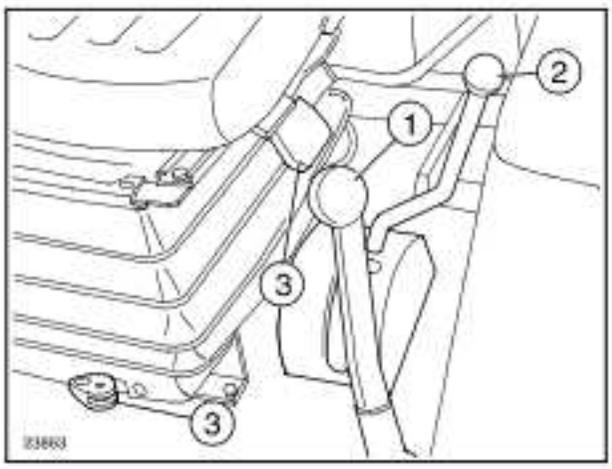
NEW HOLLAND AGRICULTURE

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LEFT-HAND SIDE OPERATING CONTROLS

SEAT AND PLATFORM CONTROLS - Fig. 21

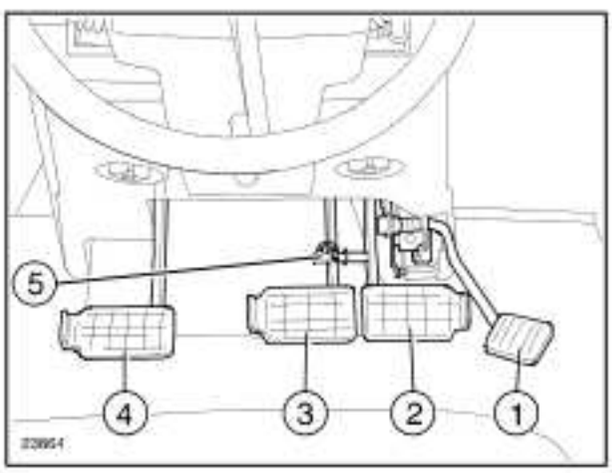
1. Shuttle or Overdrive lever (optional), page 2-17).
2. Power take-off clutch control lever, see page 2-52).
3. Seat adjustment controls, see pages from 2-120).



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PEDAL CONTROLS - Fig. 22

1. Accelerator pedal.
2. Right brake control pedal.
3. Left brake pedal.
4. Transmission clutch pedal.
5. Brake pedal lock pin.

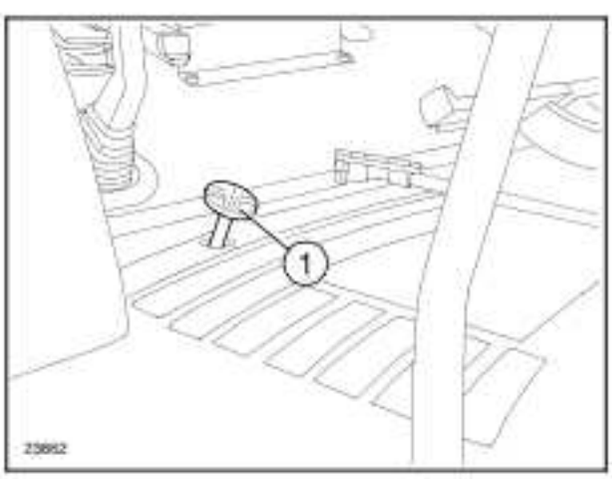


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CAUTION: *When travelling on roads, always connect the brake pedals with pin (**5**). Braking when the pedals are not connected could cause the tractor to skid.*

PEDAL CONTROLS - Fig. 23

1. Rear mechanical differential lock pedal.



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POWER TAKE-OFF

When not using the power take-off, always keep safety cover (**1**) fig. 54 fitted over the splined output shaft.

CAUTION: *when the power take-off is not being used or when, with an implement connected to the power take off shaft, it has been switched off by means of the selection lever, ensure that the control lever or the control knob are disengaged. When the power take-off is not connected to an implement, keep the control handle in the disengaged position.*

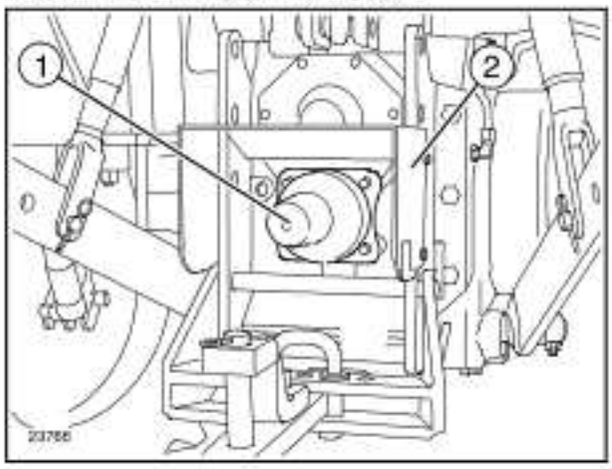
CAUTION: *When using the power take-off, and especially when changing speeds, always make sure that the tractor is fitted with the correct shaft for the speed selected.*
When using any implement requiring a speed of 540 rpm, never select 1,000 rpm, and vice versa.

DANGER: *never climb onto guard (**2**) fig. 54 when the power take-off is operating.*

GENERAL INSTRUCTIONS

The power take-off fitted on your tractor is used to transfer power from the engine directly to the implement.It can be controlled directly by the engine, or directly by the tractor's transmission drive gears.

All tractors are fitted as standard with synchronised power take-off with mechanically or electrohydraulically controlled engage/disengage.



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The power take-off is available in the following versions:

Standard versions:

- models TL70 TL80 TL80 one speed: 540 rpm mechanical;
- models TL100 one speed: 540 rpm electrohydraulic;

Optional:

- models TL70 TL80 TL80: one speed, 540 rpm with electrohydraulic control;
- two speeds, 540/750 rpm with mechanical control;
- three speeds, 540/750/1000 rpm with mechanical or electrohydraulic control.

CAUTION: *before operating any implement driven by the power take-off, check that the safety clutch (if fitted) on the machine transmission shaft is working properly, i.e.: it slips if overloaded.*

CAUTION: *Never operate the implement connected to the power take-off at a higher speed than specified.*

DANGER: *Always make sure that the drive shaft plastic guards are in perfect condition.*

DANGER: *Always switch the engine off when working on implements connected to the power take-off.*

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CAUTION: *After the first 50 hours of work, replace the oil in the sump (Operation No. 28) together with the relevant filter (Operation No. 33) and the oil filter cartridge on the lift (Operation No. 31) and - where fitted - the hydrostatic steering filter (Operation No. 32).*

CAUTION: *The operations described in this section, carried out at the prescribed intervals, will ensure regular tractor operation. Remember, however, to carry out inspections and adjustments as and when experience and common sense dictates, (frequency can vary depending on working and environmental conditions).*

TRACTOR REFUELLING

WARNING: *When using diesel fuel, pay attention to the following:*
Do not smoke when near diesel fuel. Under no circumstances must petrol, alcohol, or a mixture of diesel or alcohol be added to the diesel, as it increases the risk of fire or explosion considerably. In a closed container, such as a jerry can, they are more explosive than pure petrol. Do not use these mixtures. Furthermore, a mixture of diesel and alcohol is not recommended as it does not lubricate the fuel injection system adequately. Clean the area around the fill point and keep it clean. Fill the tank at the end of every day to reduce overnight condensation. Never remove the cap or add fuel when the engine is running. While the tank is being filled, keep control of the filler nozzle. Do not fill the tank completely. Leave room for an increase in volume.If the original tank cap is lost, replace it with a genuine cap and screw it on tight. Mop up any fuel spillage immediately.

FUEL SPECIFICATIONS

The quality of fuel used is an important factor for the engine's subsequent performance and satisfactory service life. Fuel must be clean, properly refined and must not corrode the fuel system parts. Ensure that good quality fuel is used from a reliable source.

FUEL STORAGE

Take all necessary precautions to ensure that stored fuel is not contaminated by dirt, water or any other substance.

- Store fuel in black iron drums, not zinc drums as the coating reacts with the fuel and forms compounds that contaminate the injection pump and injectors.
- Protect the storage drums from direct sunlight and tilt them slightly so that sediment inside can be removed through the outlet pipe.
- To facilitate removal of damp and sediment, fit a drainage plug at the lowest point on the opposite end to the outlet pipe.
- If the fuel is not filtered from the storage drum, use a funnel with a fine mesh filter when pouring the fuel into the tractor tank.
- Organise fuel supplies so that summer fuel is not kept for too long and then used in winter.

REFUELLING

Before refuelling, clean the area around the tank fill point to prevent foreign matter entering the tank. After refuelling replace the cap and tighten it fully.

NOTE: *The fuel tank holds 30.37 gall. (115 litres) (models TL70, TL80) or 35.66 gall. (135 litres) (models TL90, TL100).*

NOTE: *If the fuel tank cap should be lost or damaged, replace it with an original spare part.*

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