SERVICE MANUAL

T7.240 [ZBCP93846 -]
T7.245 [ZBCP93846 -]
With cabine, 18X6 transmission, 4WD
With cabine, 18X6 transmission, 4WD

84417654A 31/07/2013

NEW HOLLAND AGRICULTURE

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Contents

INTRODUCTION

Engine 10

[10.001] Engine and crankcase 10.1

[10.210] Lift pump and lines 10.2

[10.216] Fuel tanks 10.3

[10.218] Fuel injection system 10.4

[10.250] Turbocharger and lines 10.5

[10.254] Intake and exhaust manifolds and muffler 10.6

[10.304] Engine lubrication system 10.7

[10.400] Engine cooling system 10.8

[10.408] Oil cooler and lines 10.9

[10.414] Fan and drive 10.10

Transmission 21

[21.113] Powershift transmission 21.1

[21.135] Powershift transmission external controls 21.2

[21.155] Powershift transmission internal components 21.3

[21.160] Creeper 21.4

Four-Wheel Drive (4WD) system 23

[23.202] Electro-hydraulic control 23.1

Front axle system 25

[25.100] Powered front axle 25.1

[25.102] Front bevel gear set and differential 25.2

[25.108] Final drive hub, steering knuckles, and shafts 25.3

Rear axle system 27

[27.100] Powered rear axle 27.1

[27.106] Rear bevel gear set and differential 27.2

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[27.120] Planetary and final drives 27.3

Power Take-Off (PTO) 31

[31.101] Rear mechanical control 31.1

[31.104] Rear electro-hydraulic control 31.2

[31.114] Two-speed rear Power Take-Off (PTO) 31.3

Brakes and controls 33

[33.110] Parking brake or parking lock 33.1

[33.120] Mechanical service brakes 33.2

[33.202] Hydraulic service brakes 33.3

[33.224] Trailer brake pneumatic control 33.4

[33.300] Pneumatic service brakes 33.5

Hydraulic systems 35

[35.000] Hydraulic systems 35.1

[35.300] Reservoir, cooler, and filters 35.2

[35.106] Variable displacement pump 35.3

[35.102] Pump control valves 35.4

[35.105] Charge pump 35.5

[35.322] Regulated/Low pressure system 35.6

[35.220] Auxiliary hydraulic pump and lines 35.7

[35.114] Three-point hitch control valve 35.8

[35.116] Three-point hitch cylinder 35.9

[35.204] Remote control valves 35.10

Pneumatic system 36

[36.100] Pneumatic system 36.1

Hitches, drawbars, and implement couplings 37

[37.100] Drawbars and towing hitches 37.1

[37.110] Rear three-point hitch 37.2

Frames and ballasting 39

MidWestTech | New Holland T7.240, T7.245 with Cab, 18X6, 4WD Tractor Service Man... Order the manual at mid-west-tech.com >

[39.100] Frame 39.1

Steering 41

[41.101] Steering control 41.1

[41.106] Tie rods 41.2

[41.200] Hydraulic control components 41.3

[41.216] Cylinders 41.4

Wheels 44

[44.511] Front wheels 44.1

[44.520] Rear wheels 44.2

Cab climate control 50

[50.100] Heating 50.1

[50.104] Ventilation 50.2

[50.200] Air conditioning 50.3

Electrical systems 55

[55.000] Electrical system 55.1

[55.100] Harnesses and connectors 55.2

[55.201] Engine starting system 55.3

[55.301] Alternator 55.4

[55.302] Battery 55.5

[55.010] Fuel injection system 55.6

[55.012] Engine cooling system 55.7

[55.640] Electronic modules 55.8

[55.045] Front axle control system 55.9

[55.051] Cab Heating, Ventilation, and Air-Conditioning (HVAC) controls 55.10

[55.050] Heating, Ventilation, and Air-Conditioning (HVAC) control system 55.11

[55.523] Cab hitch controls 55.12

[55.130] Rear three-point hitch electronic control system 55.13

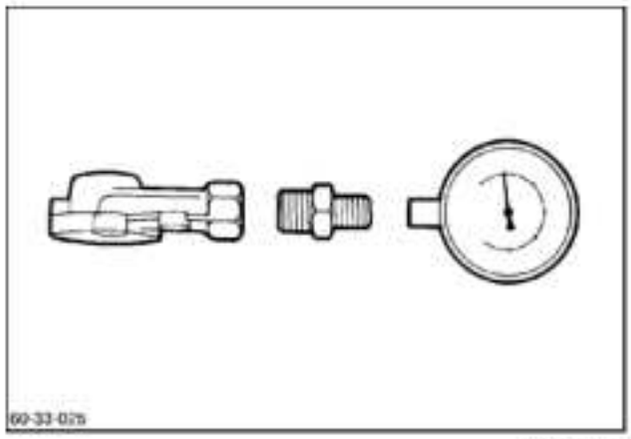
[55.DTC] FAULT CODES 55.14

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Trailer brake pneumatic control - Pressure test

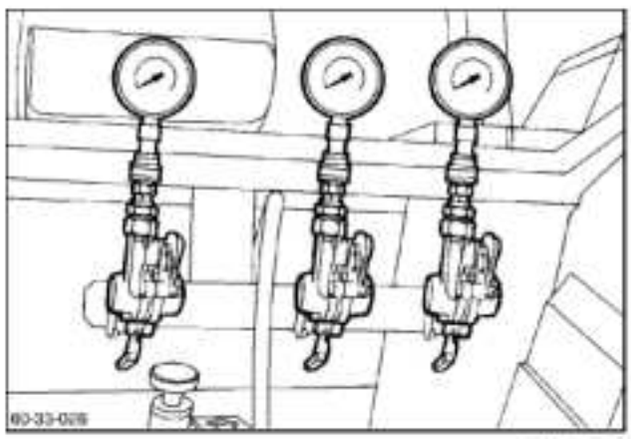
T7.240, T7.245

1. Tractor Preparation
   Position the tractor on a flat, level surface and in a suitable location to allow the engine to run during the testing.
   Chock the wheels and ensure the parking brake is in the OFF position.
   To perform the test it will be necessary to obtain the correct trailer side couplers for the system, to couple up to the tractor connectors.



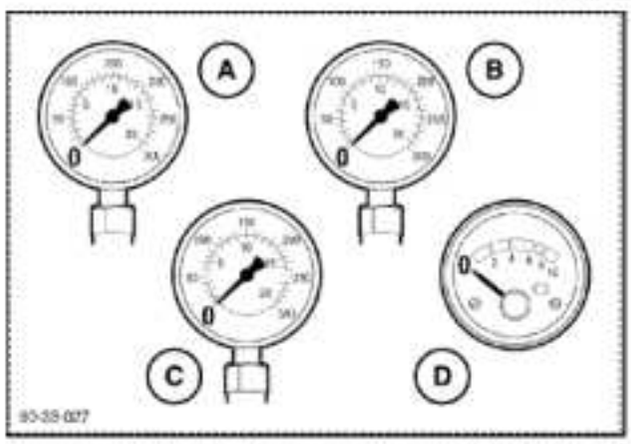
60-33-025 1

2. Use suitable fittings to connect to each trailer side coupler a **0 - 10 bar**, undamped (**100 mm**), pressure gauge. Connect the appropriately coloured couplers to the corresponding tractor coupler.
   - "Italian" trailer brake
   - "German" trailer brake
   - "Universal" trailer brake



60-33-026 2

3. Pre-Test Procedure
   A = Dual line control (Yellow)
   B = Single line supply (Black
   C = Dual line supply (Red)
   D = Cab Gauge
   Switch tractor ignition on.
   All test gauges, including vehicle gauge located on the left hand 'B' pillar, must read zero pressure (drain tanks if required).



60-33-027 3

NOTE: *Tractor 'B' pillar gauge reads line pressure which is the same as that shown on the red line coupler gauge.*

NOTE: *For all pressure testing illustrations the gauges represent the following coupler colours:*

4. Low pressure warning indicator for the air brake system must be illuminated on the instrument cluster. Warning light located in top right hand corner of the instrument cluster.

NOTE: *All figures in ( ) refer to the Italian trailer brake pressures, where they differ.*

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Air conditioning - Troubleshooting

T7.240, T7.245

Problem	Possible Cause	Correction
Evaporator air not cool. **Gauge reading:** **Low Pressure - Low** **High Pressure - Low.**	Low refrigerant charge.	Perform leak tests and repair. Evacuate the system. Charge the system. Re- test the system.
Evaporator air not cool. **Gauge reading:** **Low Pressure - High** **High Pressure - High.**	Expansion valve allowing too much refrigerant to flow through the evaporator.	Check expansion valve as follows: Set for maximum cooling. Low pressure gauge should drop slowly. If expansion valve is defective: Discharge the System. Replace the expansion valve. Evacuate the system. Charge the system. Re- test the system.
Evaporator air not cool. **Gauge reading:** **Low Pressure - High** **High Pressure - Low.**	Internal leak in compressor. (reed valves, gasket, worn or scored piston rings or cylinder)	Discharge the System. Replace the compressor. Evacuate the system. Charge the system. Re- test the system.
Evaporator air warm **Gauge reading :** **Low Pressure - Low** **High Pressure - Low.**	Extremely low refrigerant charge.	Perform leak tests and repair. Evacuate the system. Charge the system. Re- test the system.
Evaporator air warm **Gauge reading :** **Low Pressure - High** **High Pressure - High.**	Improper operation of condenser.	Inspect for dirty condenser restricting air flow and cooling. Check operation of condenser cooling fan. Repair replace as required. Check for overloading as follows: Switch off the engine. Recover and recycle the charge using correct recovery equipment. Recharge the system with the correct quantity of refrigerant, replacing any lost lubricant. Recheck performance of air conditioning system.
Evaporator air cool but not sufficiently cold. **Gauge reading:** **Low Pressure - Low** **High Pressure - Low.**	Expansion valve not permitting sufficient flow.	1. Check expansion valve as follows: Set at maximum cooling. Low pressure gauge should drop slowly. 2. If expansion valve is defective: Discharge the System. Replace expansion valve. Evacuate the system. Charge the system. Re- test the system.
Insufficient cooling. **Gauge reading:** **Low Pressure - Low** **High Pressure - High.**	Restriction in liquid line.	Discharge the System. Replace the receiver/drier. Inspect all lines and tubing from compressor outlet to expansion valve. Replace if needed. Evacuate the system. Charge the system. Re- test the system.

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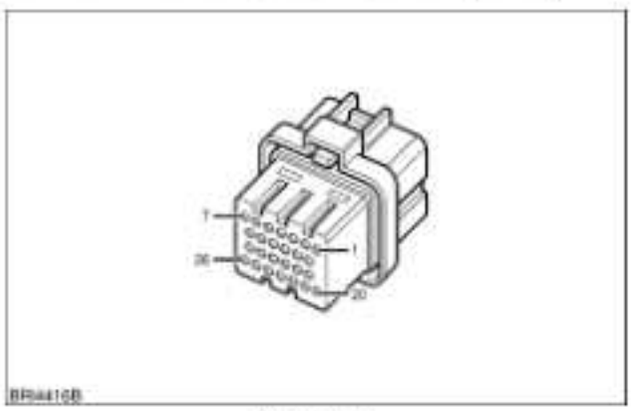
Wire harnesses - Component diagram 08 Connecting plugs 80-89

T7.240, T7.245

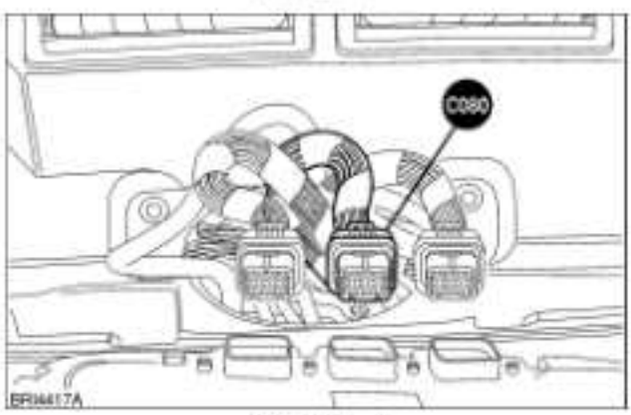
C080 ADIC

C080 CONNECTING PLUG ADIC			
LOCATION	CABLE NUMBER	CIRCUIT	WIRING DIAGRAM
11	3062 (L)	IMPLEMENT SOCKET SWITCH	**Wire harnesses - Electrical schematic frame 31 Sensors (55.100)**
14	2330 (L)	PTO SPEED PIN 3 OF ISO 11786 SOCKET	
15	2320 (L)	ACTUAL GROUND SPEED PIN 1 OF ISO 11786 SOCKET	
16	2300 (L)	THEORETICAL GROUND SPEED PIN 2 OF ISO 11786 SOCKET	
17	2310 (L)	RAISE/LOWER – POWER LIFT – MODE ISO 11786 SOCKET PIN 4	

NOTE: *The list of cable color codes is in* ***Wire harnesses - Overview (55.100)****.*



1



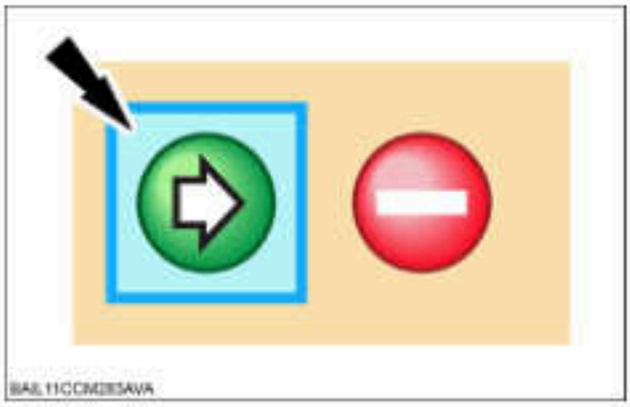
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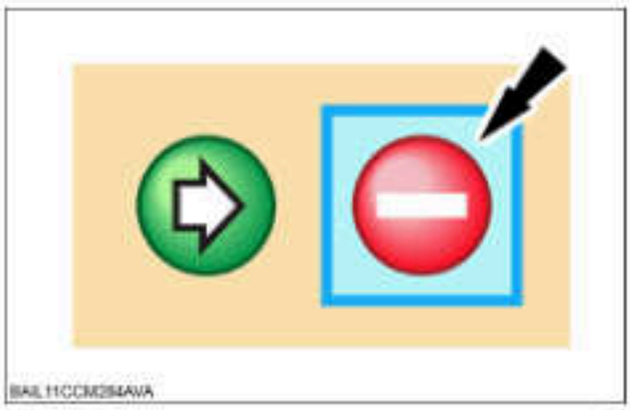
Step 5a. RAMP Test Procedure:

- On the DATAR Scope, in the bottom left corner, verify the capture trigger is "ready" to start capturing data. This is indicated with a green ball highlighted in blue as shown in the figure to the right. If the scope is not ready, then press the keyboard SPACE bar to change the scope trigger state to ready.
- Press and hold the UP SHIFT button on the transmission shift lever to run the RAMP test. The machine display will count up to 100 and then back to 0. When the test is finished the display will show "END". This test will take about 20 seconds.



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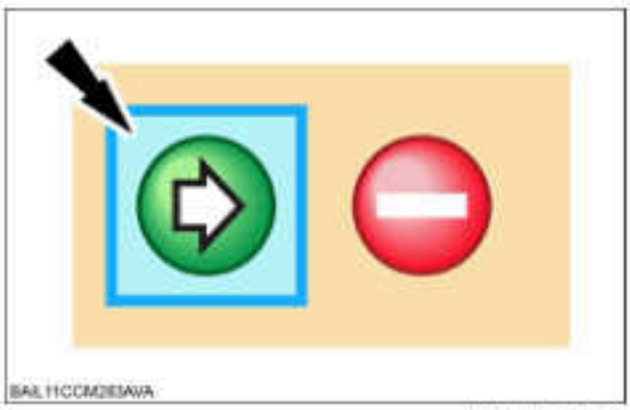
- On the DATAR Scope, when the test ramp is finished, then press the PC SPACE bar to capture and hold the result trace.
- Compare the DATAR measured trace with the expected result trace shown on the next Valve Test Assistant screen. (Remember ALT-TAB to switch between the programs)



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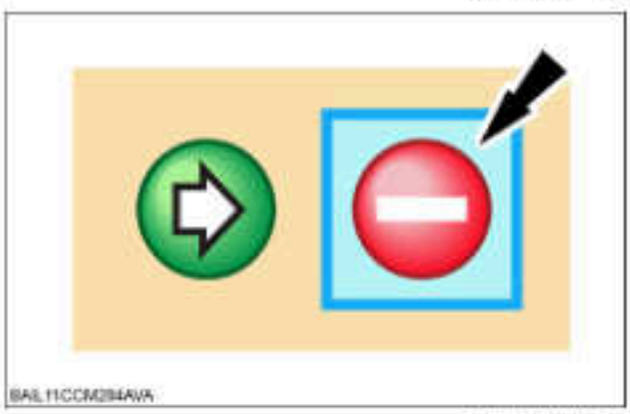
Step 5b. STEP Test Procedure:

- On the DATAR Scope, in the bottom left corner, verify the capture trigger is "ready" to start capturing data. This is indicated with a green ball highlighted in blue as shown in the figure to the right. If the scope is not ready, then press the keyboard SPACE bar to change the scope trigger state to ready.
- Press and hold the DOWN SHIFT button on the transmission shift lever to run the STEP test. The machine display will count up from 1 to 4. When the test is finished the display will show "END". This test will take about 5 seconds.



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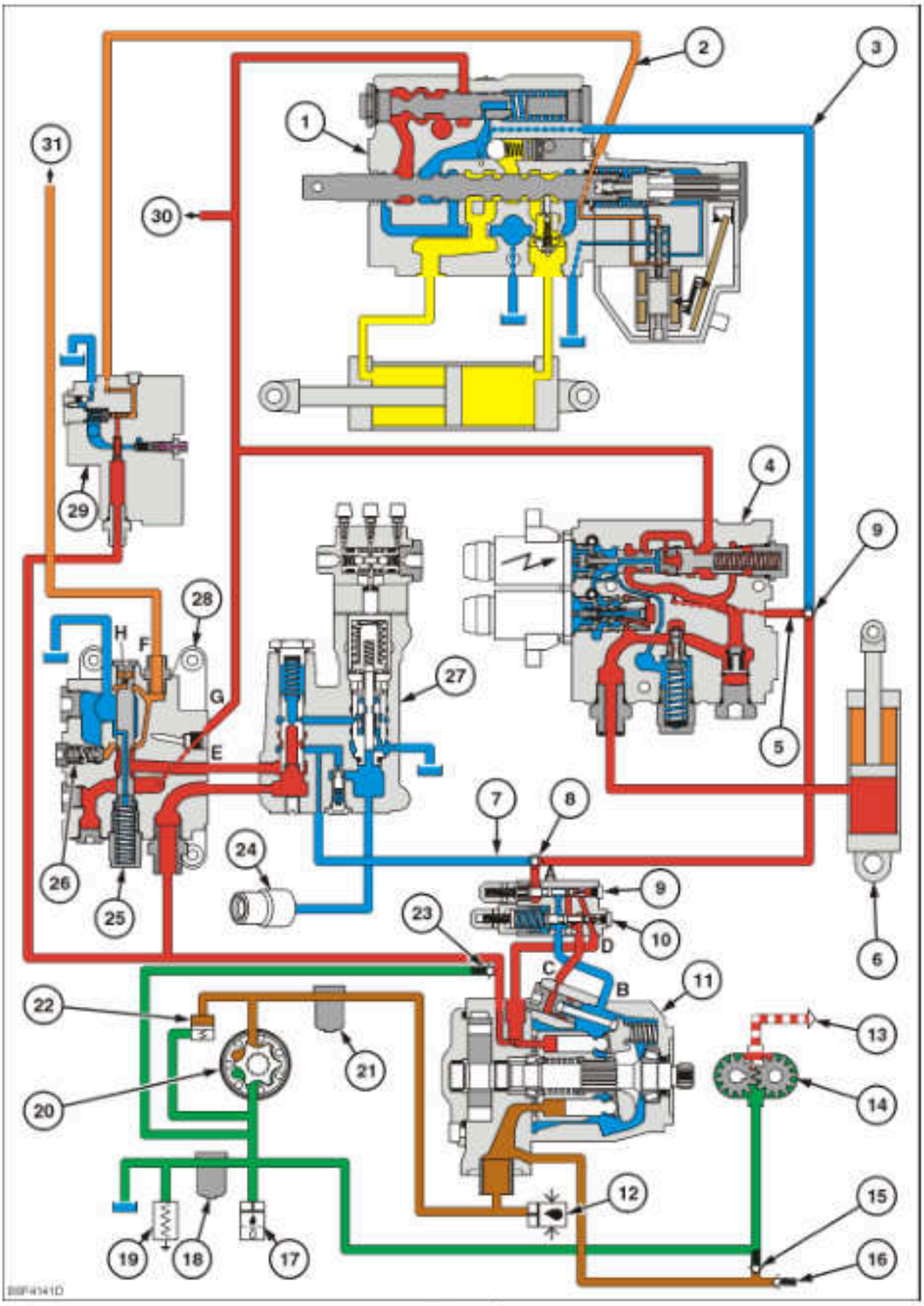
- On the DATAR Scope, when the test ramp is finished, then press the PC SPACE bar to capture and hold the result trace.
- Compare the DATAR measured trace with the expected result trace shown on the next Valve Test Assistant screen. (Remember ALT-TAB to switch between the programs)



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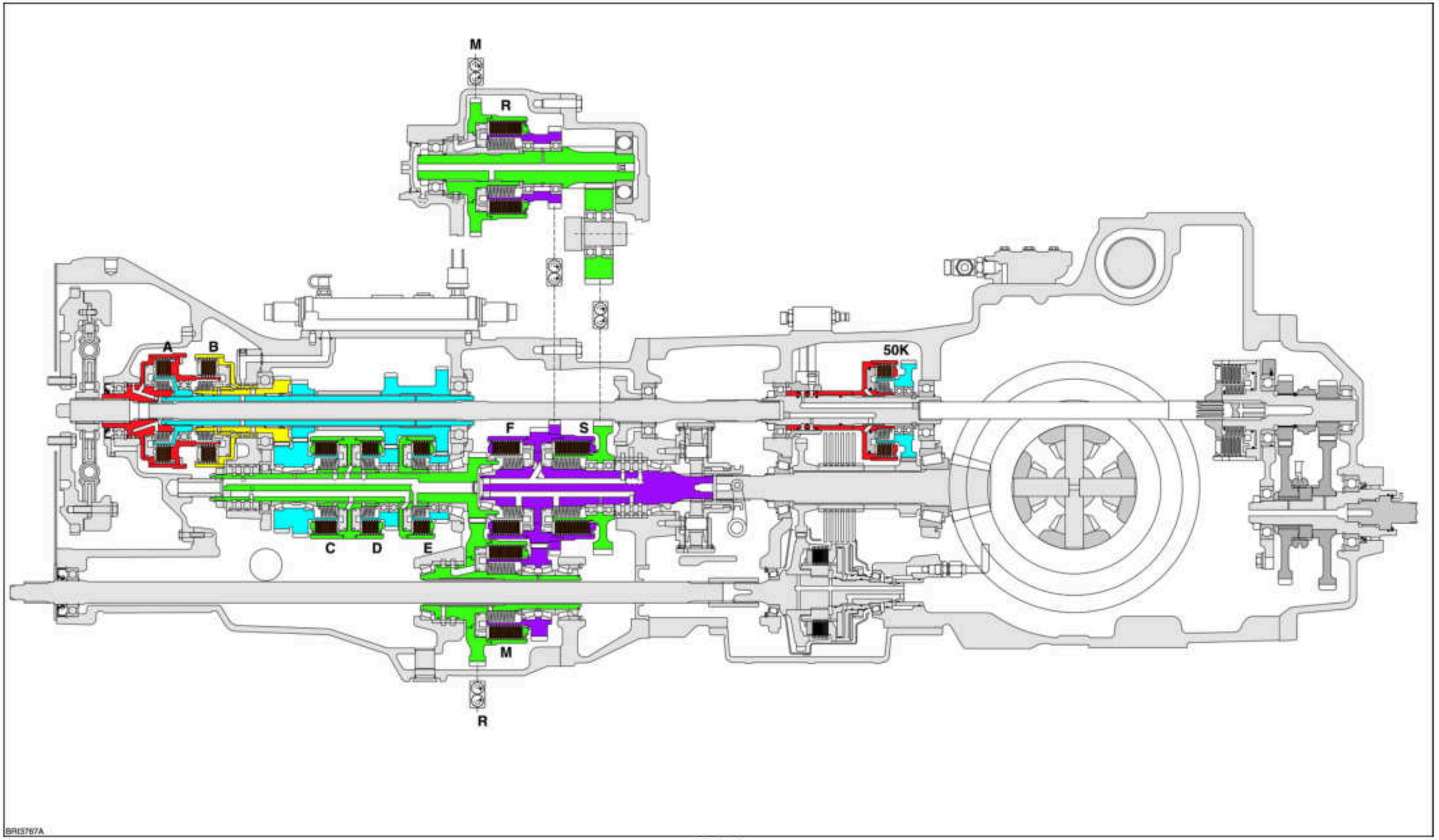
NOTE: *During the step test, the machine software makes two quick engagements of the clutch. With some clutches, there will be a banging sound.*

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