



NEW HOLLAND

BACKHOE LOADER

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SERVICE MANUAL

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SERVICE MANUAL

BACKHOE LOADER

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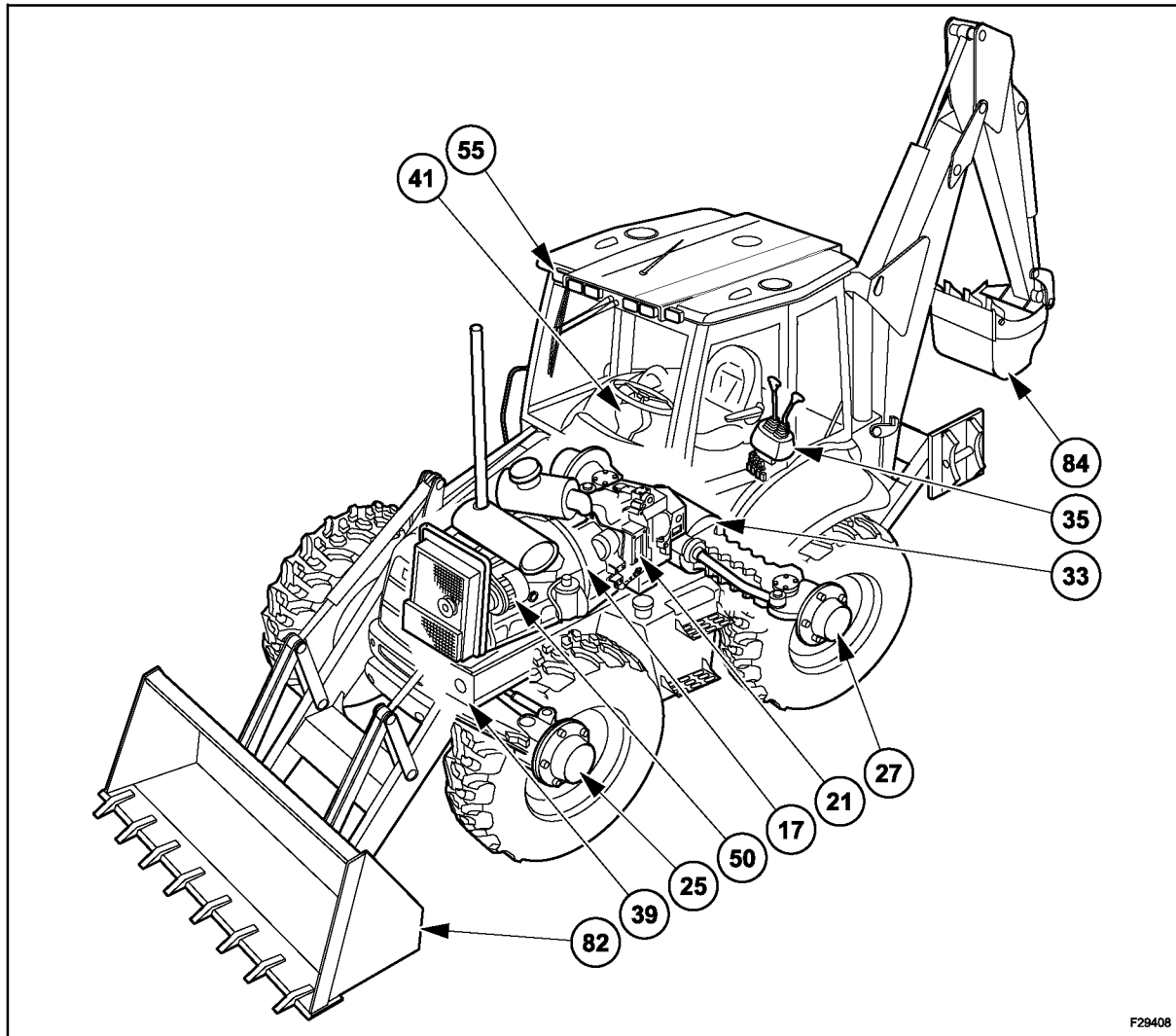
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SECTION 00 - SAFETY PRECAUTIONS

This warning symbol points out important messages involving personal safety.

Carefully read the safety rules contained herein and follow advised precautions to avoid potential hazards and safeguard your safety and personal integrity.

In this manual you will find this symbol together with the following key-words:

WARNING - it gives warning about improper repair operations and deriving potential consequences affecting the service technician's personal safety.

DANGER - it gives specific warning about potential dangers for personal safety of the operator or other persons directly or indirectly involved.



TO PREVENT ACCIDENTS

Most accidents and personal injuries that occur in industry, on the farm, at home or on the road, are caused by the failure of some individual to follow simple and fundamental safety rules or precautions.

For this reason, MOST ACCIDENTS CAN BE PREVENTED by recognizing the real cause and taking the necessary precautions, before the accident occurs.

Regardless of the care used in design and construction of any type of equipment, there may be conditions that cannot be completely safeguarded against, without interfering with reasonable accessibility and efficient operation.

A careful operator or technician is the best precaution against accidents. The complete observance of one simple rule would prevent many thousands of serious injuries each year.

This rule is: Never attempt to clean, lubricate or adjust a machine while it is in motion.

SAFETY RULES

- Carefully follow specified repair and maintenance procedures.
 - Do not wear rings, wristwatches, jewels, unbuttoned or flapping clothing such as ties, torn clothes, scarves, open jackets or shirts with open zips which could get hold into moving parts. We advise to use approved safety clothing such as anti-slipping footwear, gloves, safety goggles, helmets, etc.
 - Never carry out any repair on the machine if someone is sitting on the operator's seat, except if they are certified operators to assist in the operation to be carried out.
 - Never operate the machine or use attachments from a place other than sitting at the operator's seat.
 - Never carry out any operation on the machine when the engine is running, except when specifically indicated.
 - Stop the engine and ensure that all pressure is relieved from hydraulic circuits before removing caps, covers, valves, etc.
 - All repair and maintenance operations should be carried out with the greatest care and attention.
 - Service stairs and platforms used in a workshop or in the field should be built in compliance with the safety rules in force.
 - Disconnect the batteries and label all controls to warn that the Machine is being serviced. Block the machine and all equipment which should be raised.
 - Never check or fill fuel tanks and accumulator batteries, nor use starting liquid if you are smoking or near open flames as such fluids are flammable.
 - Brakes are inoperative when they are manually released for maintenance purposes. In such cases, the machine should be kept constantly under control using blocks or similar devices.
 - The fuel filling gun should remain always in contact with the filler neck.
Maintain this contact until the fuel stops flowing into the tank to avoid possible sparks due to static electricity buildup.
 - Use exclusively specified towing points for towing the machine. Connect parts carefully.
Ensure that foreseen pins and/or locks are steadily fixed before applying traction.
Do not stop near towing bars, cables or chains working under load.
 - To transfer a failed machine, use a trailer or a low loading platform trolley if available.
 - To load and unload the machine from the transportation mean, select a flat area providing a firm support to the trailer or truck wheels. Firmly tie the machine to the truck or trailer platform and block wheels as required by the forwarder.
 - For electrical heaters, battery-chargers and similar equipment use exclusive auxiliary power supplies with a efficient ground to avoid electrical shock hazard.
 - Always use lifting equipment and similar of appropriate capacity to lift or move heavy components.
 - Pay special attention to bystanders.
 - Never pour gasoline or diesel oil into open, wide and low containers.
 - Never use gasoline, diesel oil or other flammable liquids as cleaning agents. Use non-flammable non-toxic proprietary solvents.
 - Wear protection goggles with side guards when cleaning parts using compressed air.
 - Do not exceed a pressure of 2.1 bar, in accordance with local regulations.
 - Do not run the engine in a closed building without proper ventilation.
 - Do not smoke, use open flames, cause sparks in the nearby area when filling fuel or handling highly flammable liquids.
 - Do not use flames as light sources when working on a machine or checking for leaks.
 - Move with caution when working under a Machine, and also on or near a Machine. Wear proper safety accessories: helmets, goggles and special footwear.
 - During checks which should be carried out with the engine running, ask an assistant to sit at the operator's seat and keep the service technician under visual control at any moment.
In case of operations outside the workshop, drive the machine to a flat area and block it. If working on an incline cannot be avoided, first block the Machine carefully. Move it to a flat area as soon as possible with a certain extent of safety.
 - Ruined or plied cables and chains are unreliable. Do not use them for lifting or trailing. Always handle them wearing gloves of proper thickness.
 - Chains should always be safely fastened. Ensure that fastening device is strong enough to hold the load foreseen. No persons should stop near the fastening point, trailing chains or cables.
 - The working area should be always kept CLEAN and DRY. Immediately clean any spillage of water or oil.
 - Do not pile up grease or oil soaked rags, as they constitute a great fire hazard. Always place them into a metal container. Before starting the Machine or its attachments, check, adjust and block the operator's seat. Also ensure that there are no persons within the Machine or attachment operating range.
 - Do not keep in your pockets any object which might fall unobserved into the Machine's inner compartments.
-

- Whenever there is the possibility of being reached by ejected metal parts or similar, use protection eye mask or goggles with side guards, helmets, special footwear and heavy gloves. Wear suitable protection such as tinted eye protection, helmets, special clothing, gloves and footwear whenever it is necessary to carry out welding procedures. All persons standing in the vicinity of the welding process should wear tinted eye protection. NEVER LOOK AT THE WELDING ARC IF YOUR EYES ARE NOT SUITABLY PROTECTED.
- Metal cables with the use get frayed. Always wear adequate protections (heavy gloves, eye protection, etc.).
- Handle all parts with the greatest caution. Keep your hands and fingers far from gaps, moving gears and similar. Always use approved protective equipment, such as eye protection, heavy gloves and protective footwear.

START UP

- Never run the engine in confined spaces which are not equipped with adequate ventilation for exhaust gas extraction.
- Never bring your head, body, arms, legs, feet, hands, fingers near fans or rotating belts.

ENGINE

- Always loosen the radiator cap very slowly before removing it to allow pressure in the system to dissipate. Coolant should be topped up only when the engine is stopped or idle if hot.
- Do not fill up fuel tank when the engine is running, mainly if it is hot, to avoid ignition of fires in case of fuel spilling.
- Never check or adjust the fan belt tension when the engine is running. Never adjust the fuel injection pump when the machine is moving.
- Never lubricate the machine when the engine is running.

ELECTRICAL SYSTEMS

- If it is necessary to use auxiliary batteries, cables must be connected at both sides as follows: (+) to (+) and (-) to (-). Avoid short-circuiting the terminals. GAS RELEASED FROM BATTERIES IS HIGHLY FLAMMABLE. During charging, leave the battery compartment uncovered to improve ventilation. Avoid checking the battery charge by means of "jumpers" made by placing metallic objects across the terminals. Avoid sparks or flames near the battery area. Do not smoke to prevent explosion hazards.
- Prior to any service, check for fuel or coolant leaks. Remove these leaks before going on with the work. Do not charge batteries in confined spaces. Ensure that ventilation is appropriate to prevent acci-

dental explosion hazard due to build-up of gasses relieved during charging.

- Always disconnect the batteries before performing any type of service on the electrical system.

HYDRAULIC SYSTEMS

- Some fluid slowly coming out from a very small port can be almost invisible and be strong enough to penetrate the skin. For this reason, NEVER USE YOUR HANDS TO CHECK FOR LEAKS, but use a piece of cardboard or a piece of wood for this purpose. If any fluid is injected into the skin, seek medical aid immediately. Lack of immediate medical attention, serious infections or dermatitis may result.
- Always take system pressure readings using the appropriate gauges.

WHEELS AND TIRES

- Check that the tires are correctly inflated at the pressure specified by the manufacturer. Periodically check possible damages to the rims and tires.
- Keep off and stay at the tire side when correcting the inflation pressure.
- Check the pressure only when the machine is unloaded and tires are cold to avoid wrong readings due to over-pressure. Do not reuse parts of recovered wheels as improper welding, brazing or heating may weaken the wheel and make it fail.
- Never cut, nor weld a rim with the inflated tire assembled.
- To remove the wheels, block both front and rear Machine wheels. Raise the Machine and install safe and stable supports under the Machine in accordance with regulations in force.
- Deflate the tire before removing any object caught into the tire tread.
- Never inflate tires using flammable gases as they may originate explosions and cause injuries to bystanders.

REMOVAL AND INSTALLATION

- Lift and handle all heavy components using lifting equipment of adequate capacity. Ensure that parts are supported by appropriate slings and hooks. Use lifting eyes provided to this purpose. Take care of the persons near the loads to be lifted.
- Handle all parts with great care. Do not place your hands or fingers between two parts. Wear approved protective clothing such as safety goggles, gloves and footwear.
- Do not twist chains or metal cables. Always wear protection gloves to handle cables or chains.

IMPORTANT ECOLOGICAL CONSIDERATIONS

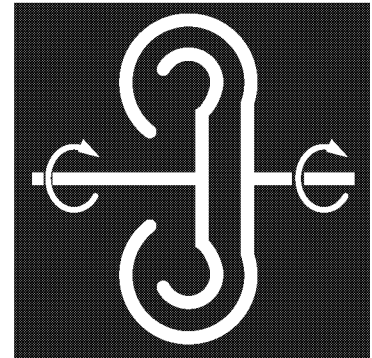
The following are recommendations which may be of assistance:

- Become acquainted with and ensure that you understand the relative legislation applicable to your country.
- Where no legislation exists, obtain information from suppliers of oils, fuels, antifreeze, cleaning agents, etc., with regard to their effect on man and nature and how to safely store, use and dispose of these substances.

Helpful hints

- Avoid filling tanks using jerry cans or inappropriate pressurized fuel delivery systems which may cause considerable spillage.
 - In general, avoid skin contact with all fuels, oils, acids, solvents, etc. Most of them contain substances which can be harmful to your health.
 - Modern oils contain additives. Do not burn contaminated fuels and/or waste oils in ordinary heating systems.
 - Avoid spillage when draining off used engine coolant mixtures, engine, transmission and hydraulic oils, brake fluids, etc. Do not mix drained brake fluids or fuels with lubricants. Store them safely until they can be disposed of in a proper way to comply with local legislation and available resources.
 - Modern coolant mixtures, i.e. antifreeze and other additives, should be replaced every two years. They should not be allowed to get into the soil but should be collected and disposed of safely.
 - Do not open the Air-Conditioning system yourself. It may contain gases which should not be released into the atmosphere. Your air conditioning specialist has special equipment for discharging and charging the system.
 - Repair any leaks or defects in the engine cooling or hydraulic system immediately.
 - Do not increase the pressure in a pressurized circuit as this may lead to a catastrophic failure of the system components.
 - Protect hoses during welding as penetrating weld splatter may burn a hole or weaken them, causing the loss of oils, coolant, etc.
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SECTION 17 - TORQUE CONVERTERS

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1. POWERSHUTTLE TORQUE CONVERTER

1.1 DESCRIPTION AND OPERATION

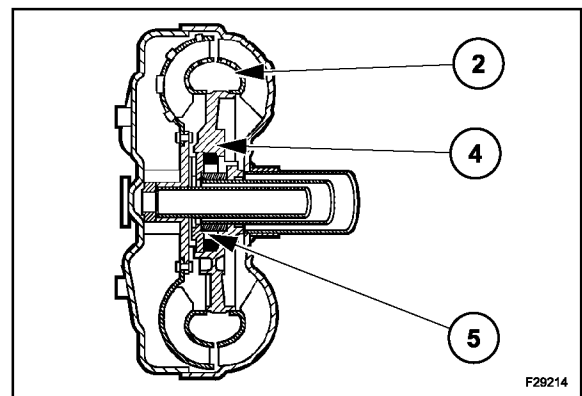
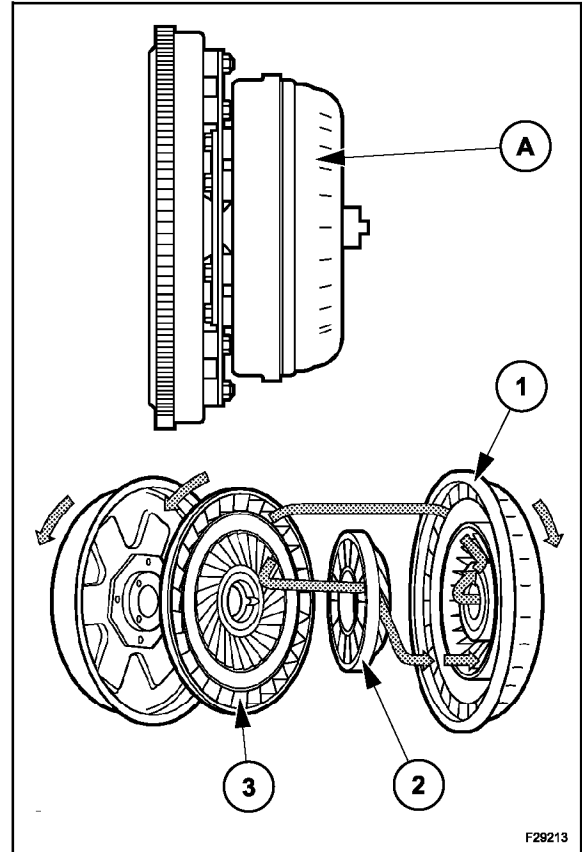
The torque converter is the connection between the engine and the transmission and is hydraulically actuated. The main parts of the torque converter (A) are the impeller (pump), the turbine, the stator and the front and rear covers. The impeller is integral with the rear cover and is driven by the engine fly-wheel by means of a drive plate.

The stator, is splined to a stationary shaft (stator support) through a one-way clutch that permits the stator to rotate only in the same direction as the impeller. All of the converter parts are enclosed in an oil-filled housing. The front and rear cover, being welded together, form the housing.

The turbine (2), splined to the front input shaft, is splined to a stationary shaft (stator support) through a one-way clutch that permits the stator (3) to rotate only in the same direction as the impeller (1). All of the converter parts are enclosed in an oil-filled housing. When the engine is running, the oil in the converter flows from the impeller (1) to the turbine (2) and back to the impeller through the stator (3). This flow produces a maximum torque increase.

When enough oil flow is developed by the impeller, the turbine begins to rotate, driving the front input shaft. The torque multiplication gradually decreases as turbine speed approaches impeller speed, and becomes 1 to 1 when the turbine is being driven at nine tenths impeller speed.

When the turbine (2) is rotating at approximately nine tenths impeller speed, the converter stops multiplying torque because the oil is now acting on the rear face of the stator blades (4). The action of the oil on the rear face of the stator unlocks the one-way clutch (5), permitting the stator to rotate in the same direction as the turbine (2) and impeller (1). Through this action the converter becomes an efficient fluid coupling by transmitting engine torque from the impeller to the turbine. To achieve optimum operation the engine performance, transmission ratios, hydraulic power delivery and converter torque multiplication are all "Matched" to provide the necessary vehicle drive torque when required. When the turbine is rotating less than nine tenths impeller speed (1), the converter is multiplying torque through the action of the stator (3). This action, produced by oil acting on the front face of the stator blades, tends to rotate the stator in the opposite direction of the impeller (1) and turbine (2). However, the one-way clutch prevents this opposite rotation and allows the stator to direct oil back to the impeller, thereby producing torque multiplication. Maximum torque multiplication is achieved when the impeller is driven at stall speed and the turbine is stationary.



1.2 TECHNICAL SPECIFICATIONS

| | |
|---|--------------------|
| Torque converter ratio..... | 2.38:1 |
| Weight..... | 17.4 kg (38.3 lbs) |
| Torque of retaining screws for transmission..... | 58 Nm (43 lbf·ft) |
| Torque of retaining screw for flywheel..... | 41 Nm (30 lbf·ft) |
| Torque of screw for drive plate to the convertor..... | 53 Nm (39 lbf·ft) |
| Torque of screw for drive plate to the flywheel..... | 41 Nm (30 lbf·ft) |

Hydraulic tests

| | |
|--|-----------------------------|
| Tachometer setting..... | 2000 revs/min |
| Test temperature, oil..... | 80-85 °C (176-185 °F) |
| Cold start valve (For reference only)..... | 26 bar (377 psi) |
| System pressure test..... | 13.7-15.2 bar (198-220 psi) |
| Torque converter..... | 7-11 bar (101-159 psi) |

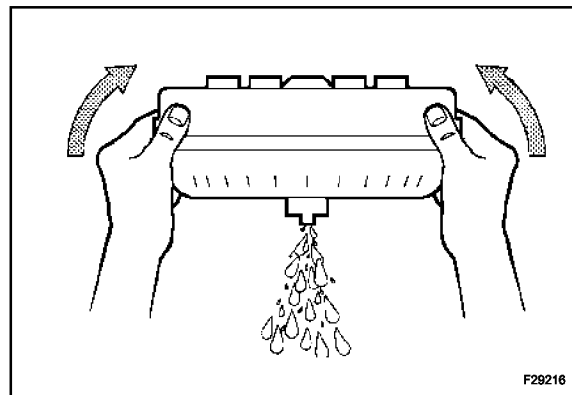
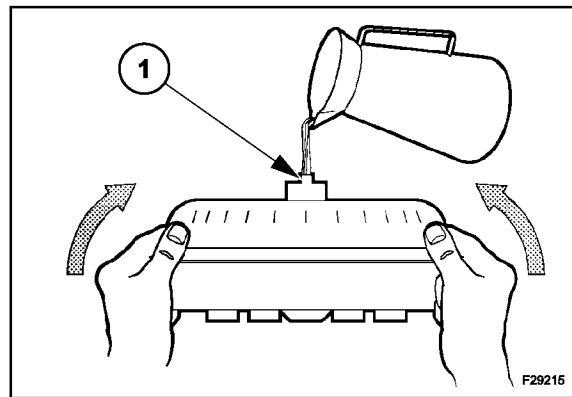
Sealant

| | |
|---------------------|----------|
| Gasket sealant..... | 82995774 |
| Thread sealant..... | 82995768 |

1.3 OVERHAUL

The torque converter, is a welded unit and cannot be disassembled. The only maintenance performed on the converter, other than the stall test, is cleaning and visual inspection. A commercial torque converter cleaner may be used to clean the converter. However, if a commercial cleaner is not available, the converter should be cleaned as outlined below.

- Drain as much oil as possible from the hub of the converter by tilting the converter in all directions.
- Fill the converter about half full, through the hub (1), with paraffin base solvent or any cleaning solvent specified for cleaning transmissions.
- Plug the opening in the hub, then circulate the solvent inside the converter by rotating and shaking.
- Drain the solvent from the converter.
- Repeat previous steps, as required, until the solvent that is drained from the converter is clean.



1.4 INSPECTION

Inspect the splines on the converter hub for wear or damage and the weld joints for cracks. If the hub is worn or damaged and/or the weld joints cracked, a new converter must be installed. A new drive plate should also be installed if it is warped.



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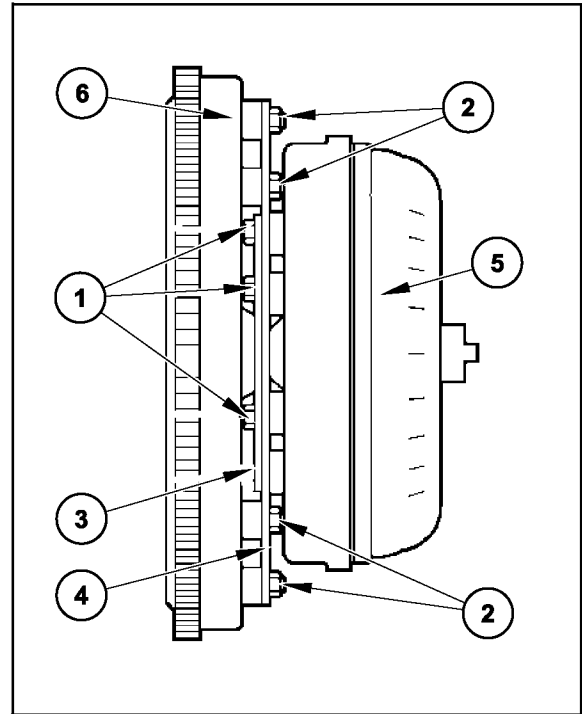
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1.5 DISASSEMBLY AND ASSEMBLY

- Secure the drive plate (3) to the torque converter (5), with the attaching bolts and flat washers (1).
- Tighten bolts to 53 Nm (39 lbf.ft).
- Prior to fitting the transmission place the torque converter carefully over the transmission shaft and into the transmission housing.
- With the transmission bolted to the engine secure the drive plate to the flywheel (6) accessed through the starter motor aperture, with the attaching bolts and washers (2). Tighten bolts to 41 Nm (30 lbf.ft).



1.6 STALL TEST

The purpose of this test is to determine if the torque converter and hydraulic clutch assemblies are operating satisfactorily.

For the test to be conclusive, the transmission hydraulic pump and pressure regulating valve must be operating correctly.

They can be checked by performing the "Line Pressure Test".

The engine and brakes must also be in good working order.

- Check the coolant level in the radiator and the oil level in the transmission. If low, add fluid as required to bring to the proper level.
- With the gearshift lever and the shuttle lever in neutral, start the engine and run at 800-1000 revs/min until the transmission temperature reaches 85° - 95° F (29° - 35° C).
- Lock the brakes and shift into fourth gear, increase engine speed to approximately 900 revs/min, then shift the power reversing lever to the forward position. This will position the control valve so as to direct high pressure oil to the front clutch.
- Ensure the brakes are firmly locked so the unit will not move, gradually depress the foot accelerator and note the maximum engine speed obtained. Move the power reversing lever to the neutral position. The stall speed should be:

Engine 95 HP 1750 + 1900 rev/min
 Engine 110 HP 1900 + 2100 rev/min

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