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Link do produktu: <https://www.specdiag.pl/case-quantum-75-85-95-105-n-65-75-85-95-105-v-instrukcje-napraw-service-manuals-dtr-schematy-p-894.html>



Case quantum 75 85 95 105 N 65 75 85 95 105 V - Instrukcje Napraw - Service Manuals - DTR - Schematy

Cena

300,00 zł

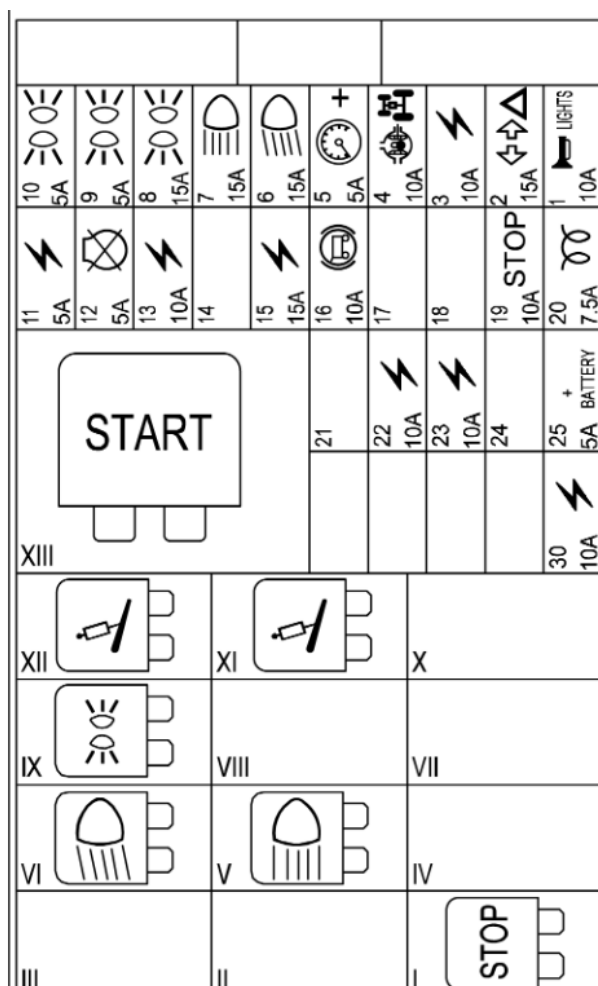
Opis produktu

Instrukcje napraw Case IH Quantum 75 N - 85 N
- 95 N - 105 N - 65 V - 75 V 85 V 95 V 105 V

- Digital instrument
- North America circuit

List of relay functions

- I. Brake lights circuit
- II. Not used
- III. Not used
- IV. Not used
- V. Full beam headlight circuit
- VI. Dipped beam headlight circuit
- VII. Not used
- VIII. Not used
- IX. Side lights circuit
- X. Not used
- XI. Hydraulic third control valve circuit
- XII. Hydraulic second control valve circuit
- XIII. Engine starter circuit maxi-relay



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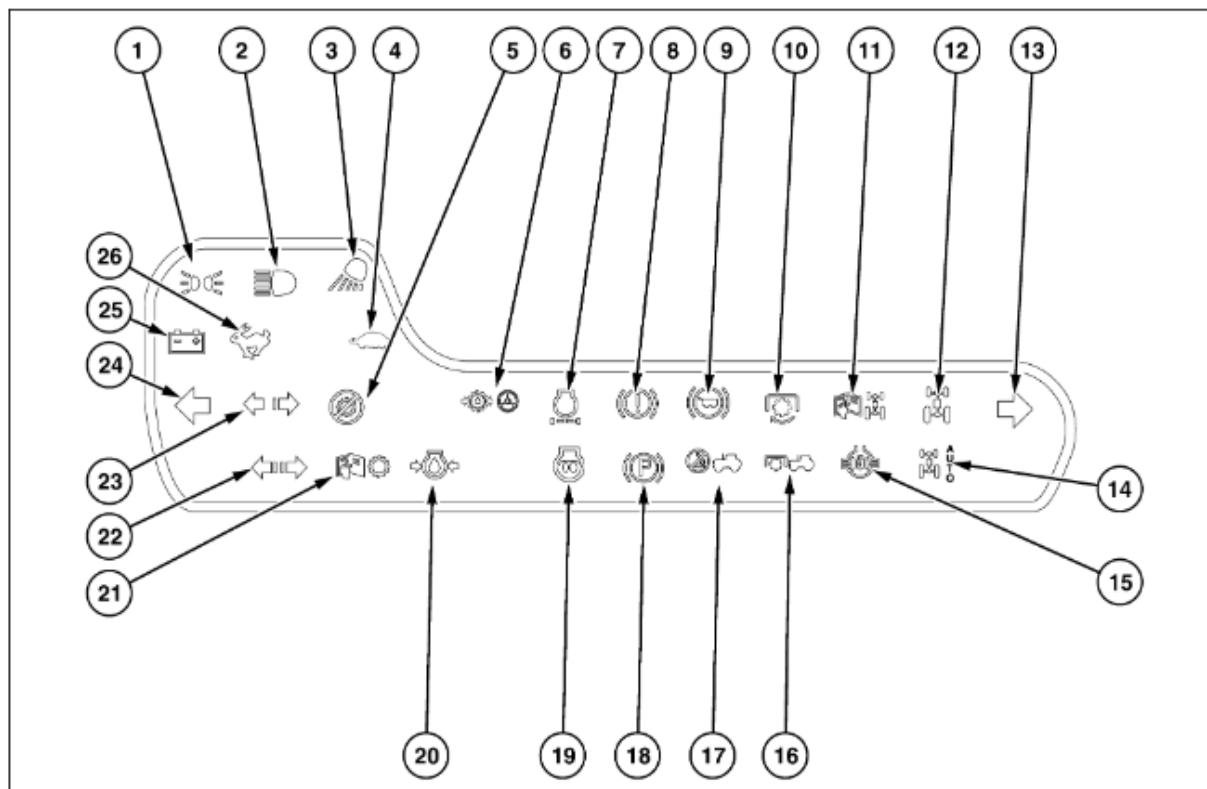
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Indicator light panel



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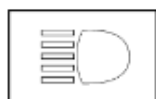
Refer to the following list to identify the operation conditions shown by the indicator lights in Fig. 2.

Indicator lights



1. Side lights (green)

Lights up when the sidelights are switched on

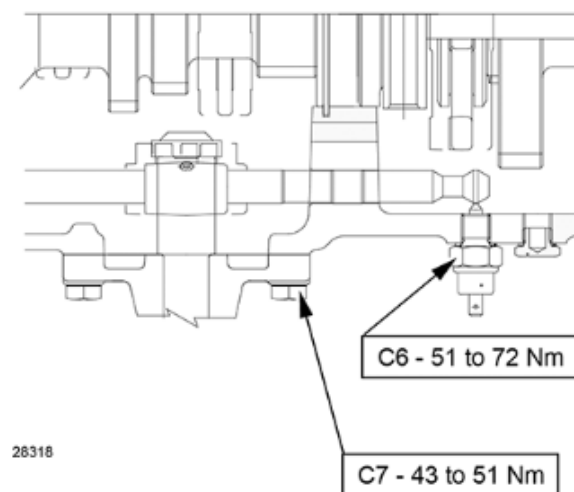
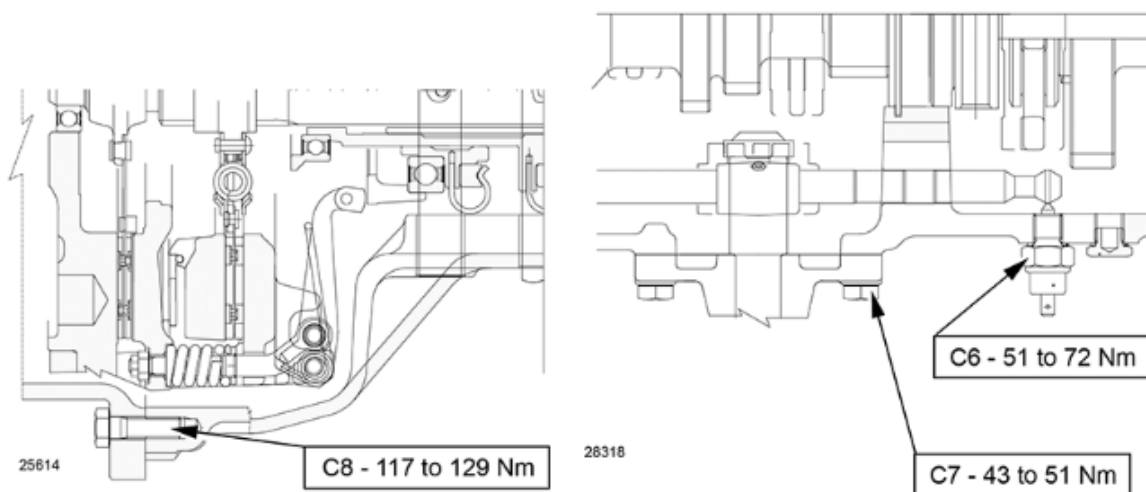
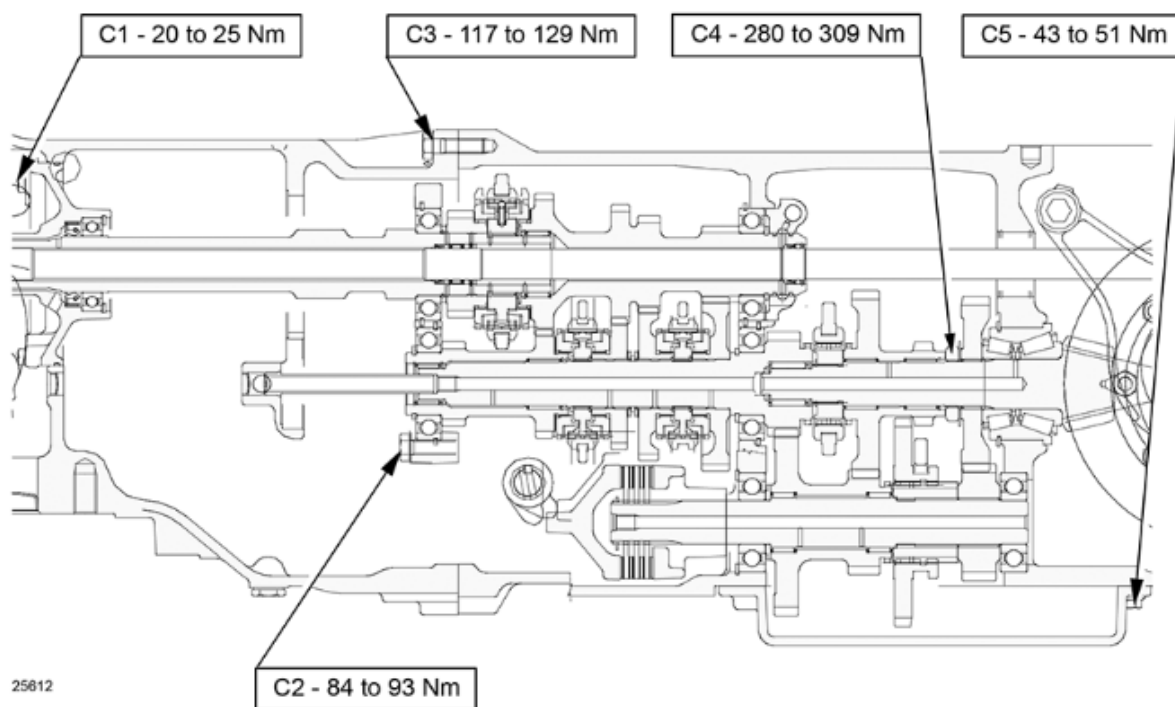


2. Full-beam headlights (blue)

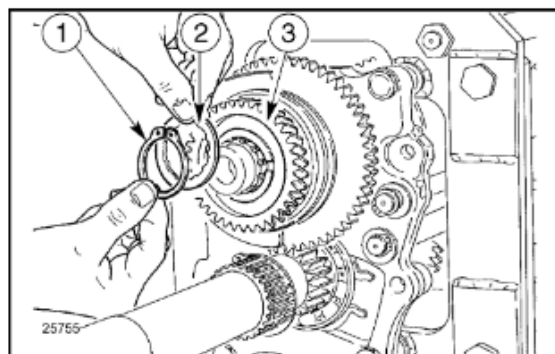
The light illuminates when the headlights are on main beam



3. Work lights (amber)

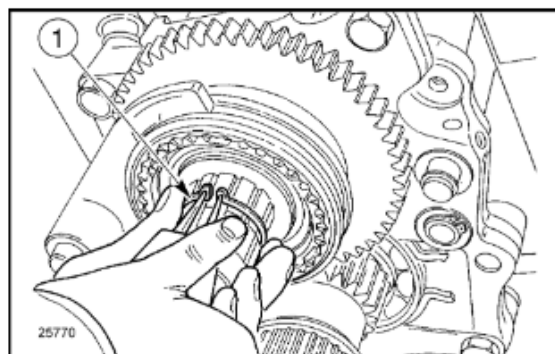


8. Remove the circlip (1) and recover the thrust washer (2), the splitter driven gear (3), the cotter and the synchroniser stop ring.



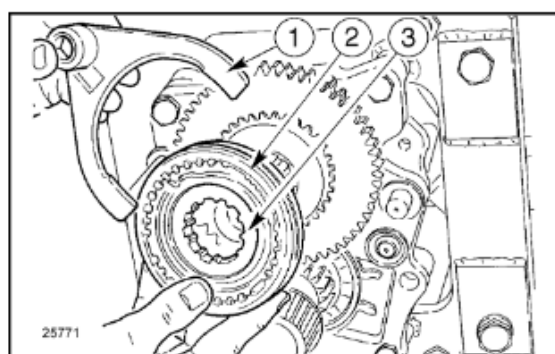
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9. Extract the stop ring (1).



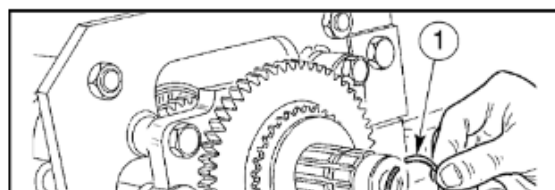
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10. Extract the synchroniser hub (3) together with the engagement sleeve (2) and control fork (1).

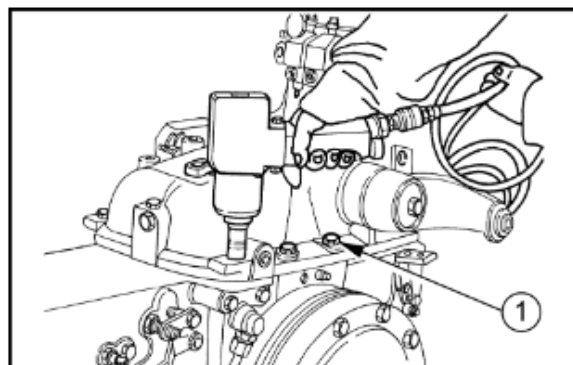


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11. Remove the stop ring (1).

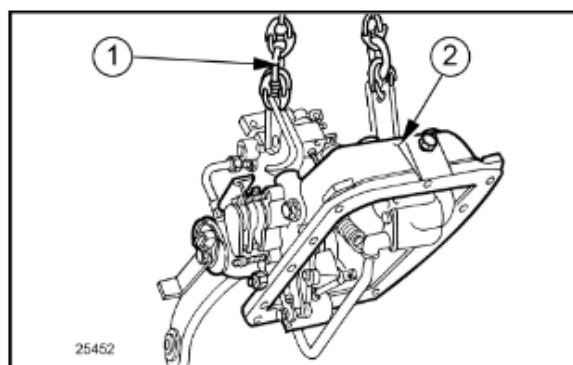


14. Unscrew the retaining bolts on the lift (1) and recover the trailer brake control pipes support bracket. Disconnect the power take-off speed sensor connections, if necessary.



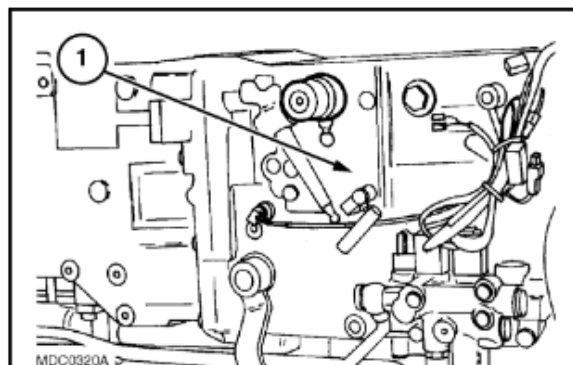
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15. Attach the lifting hook 380000227 (1) to the lift (2) and, by means of the hoist, raise and remove the lift.



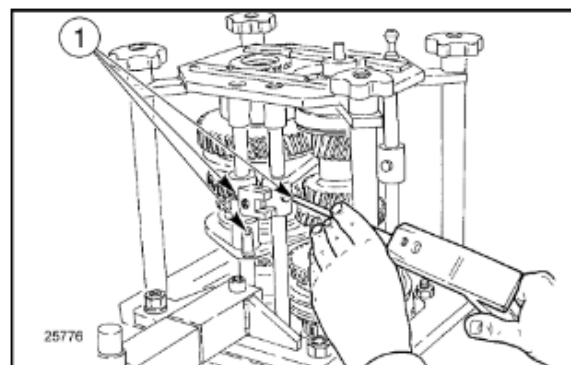
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16. Unscrew the retaining bolts and remove the support (1), complete with the control lever (models fitted with mechanical transmission).



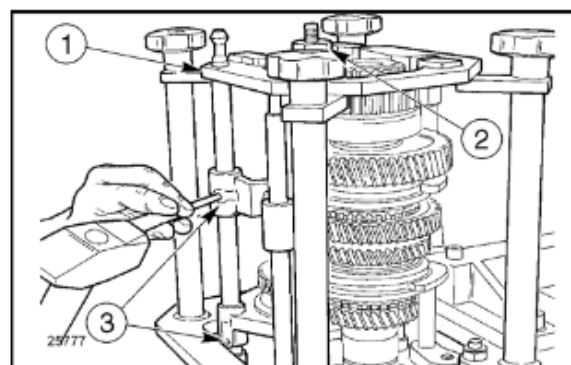
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20. Remove the pins (1) to free the gearbox control forks (on one side).



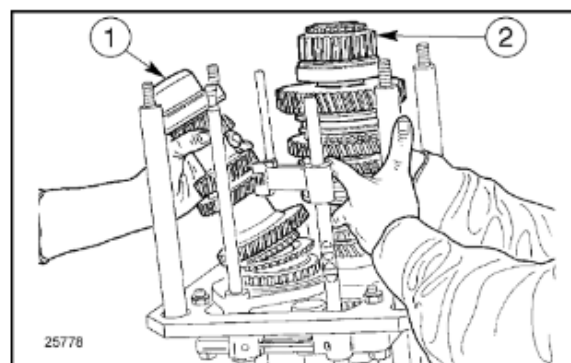
VLBPVN821C1-48A 17

21. Extract the pins (1) on the other side of the gearbox and remove: the upper part (1) of tool 380001614, tool 380001615 (2) from the driving shaft and retaining tool 380001616 from the driven shaft.



VLBPVN821C1-47A 18

22. Remove the driving (1) and driven (2) shafts.



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23. From the opposite side, remove the rod stop ring (2), extract and recover the reverser control fork (1).



The trailer brake valve, which has priority over both the auxiliary control valves and the hydraulic lift, is mounted on a support and secured on the front right-hand side of the engine, is controlled by the lift control pump.

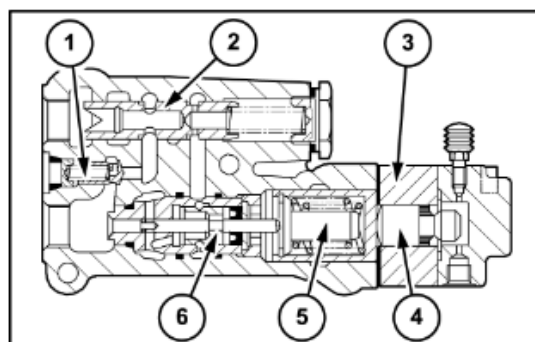
The hydraulic operation is described below.

The trailer brakes installed on ITALIA versions have the advantage that they brake the trailer even when the tractor engine is not running, and also when the pump is faulty or produces an inadequate oil flow.

The operation is described on pages **Trailer brake valve - Hydraulic schema (33.220)**.

Cross-sectional view of auxiliary control valve for trailer brakes (Open-centre circuit)

1. Non-return valve
2. Pilot valve body
3. Flow control valve
4. Pilot valve piston
5. Pressure limiter
6. Slide piston



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Trailer brakes off

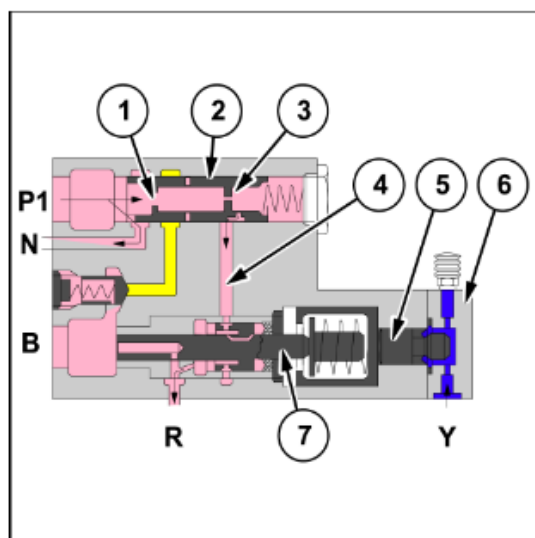
With the trailer brakes off, the oil from the hydrostatic circuit connected to the control valve by union (Y) is not pressurized and therefore the piston (5) of the pilot valve (6) and the spool (7) are in the rest positions indicated in Fig. 2.

The oil from the hydraulic pump arrives at the union (P₁), passing through the diaphragm (1) and the pressure in the restriction (3) drops, thereby causing the flow control element (2) to shift to the right.

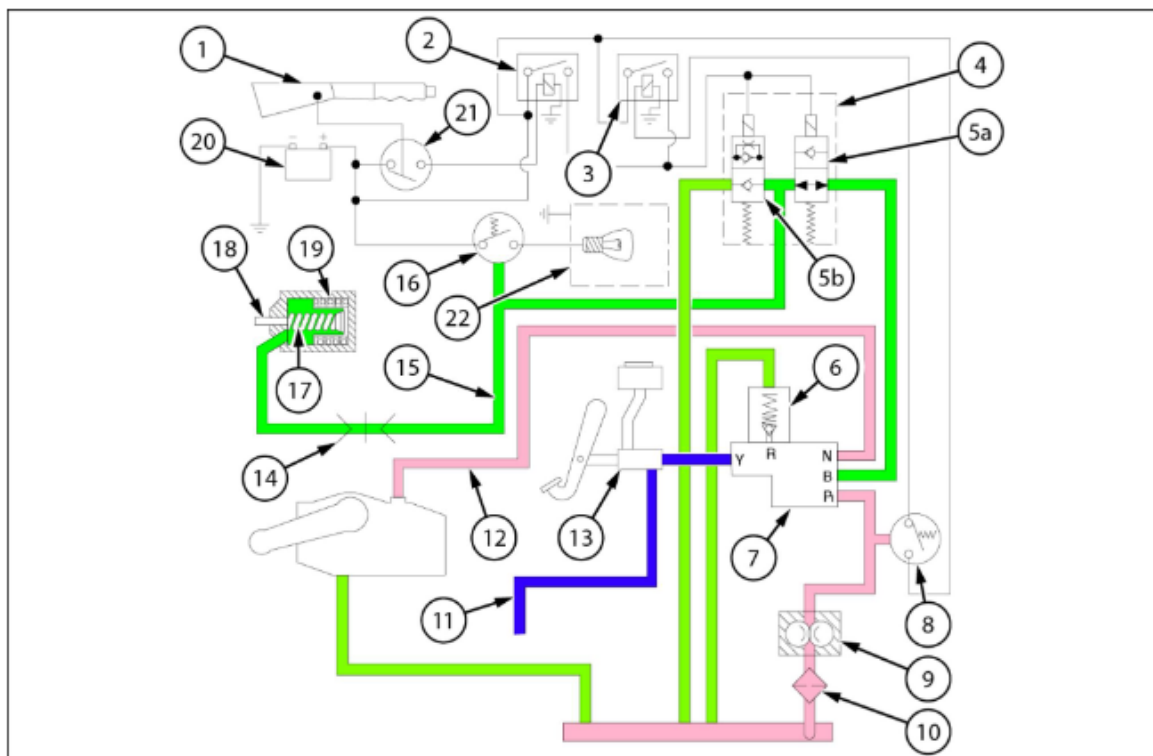
The majority of the oil flows through the port (N) to the auxiliary control valves, while the rest of the oil is discharged to the hydraulic lift through the line (4), the stem (7) and the port (R).

 Pressurized oil

 Oil in suction, delivery or return



Trailer brake valve - Hydraulic schema



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Electro-hydraulic operation of trailer brake valve (Italia version)

Engine running-no action on brake pedals

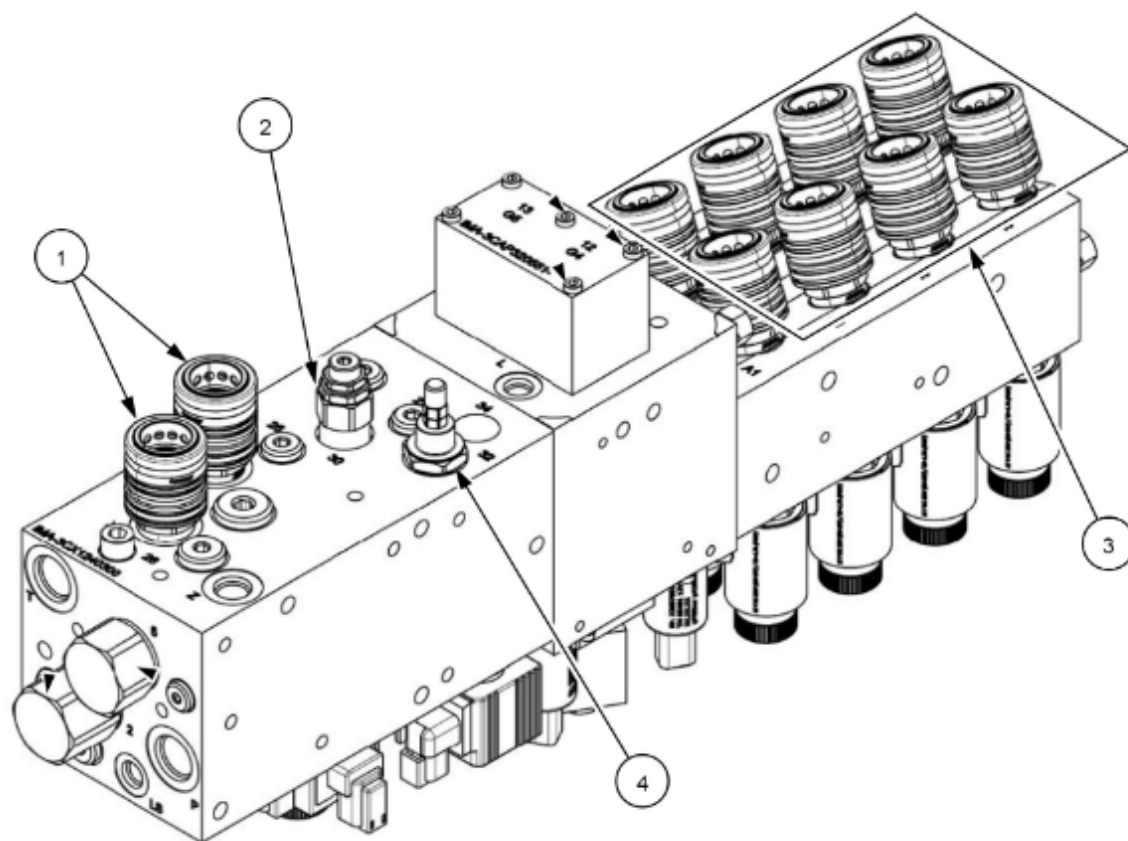
Oil in suction or delivery

Tractor brake circuit oil (brakes off)

Discharge oil

Oil at trailer brake release pressure

- | | |
|---|--|
| 1. Parking brake control lever | 12. Delivery lines to auxiliary control valve and hydraulic lift |
| 2. Relay-parking brake warning light circuit | 13. Brake pump |
| 3. Relay-trailer brake circuit | 14. Tractor-trailer coupling |
| 4. Trailer brake control solenoid valves | 15. Trailer brake line |
| 5a. Delivery solenoid valve (normally open) | 16. Trailer brake "ON" indicator switch |
| 5b. Discharge solenoid valve (normally closed) | 17. Spring |
| 6. Trailer brake release pressure control valve | 18. Trailer brake control pin |
| 7. Trailer brake valve (see Trailer brake valve - Dynamic description (33.220)) | 19. Spring |



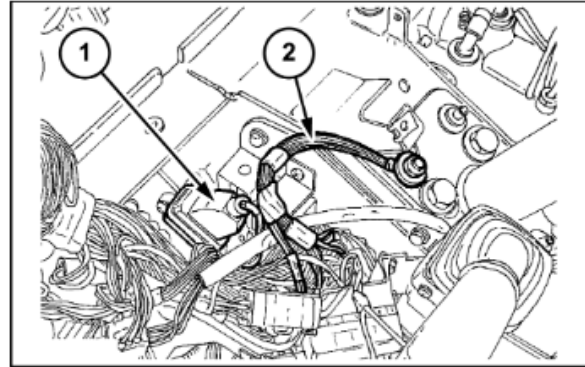
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View of the side auxiliary control valves

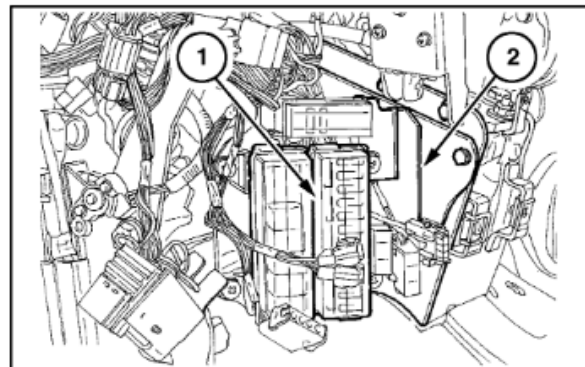
1. Quick couplings of the control valve for hydraulic motor controls
2. Relief valve
3. Quick couplings for regulated flow control valves
4. Compensated flow adjustment valve

To remove the hydrostatic steering control valve, proceed as follows:

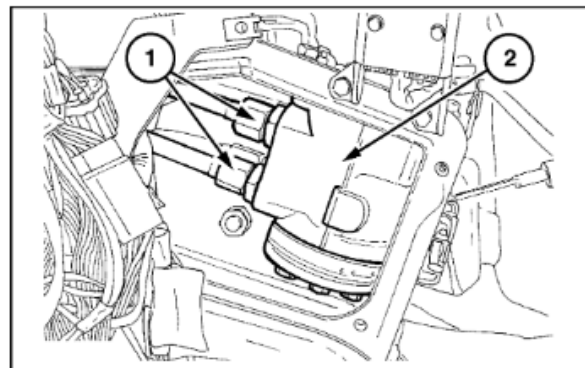
1. Carry out operation **Hood - Remove (90.100)**.
2. Carry out operation 55 404 14: Direction indicator switch, only removal.
3. Carry out operation **Hitch control module - Replace (55.130)**.
4. Disconnect: the start-up safety switch (1) and the ground cable (2).
5. Unscrew the retaining bolts and remove the support (2) complete with relay and fuse box (1).
6. Disconnect the two external pipes (1) from the hydrostatic steering (2) and move forwards, disconnect the two internal pipes from the hydrostatic steering.

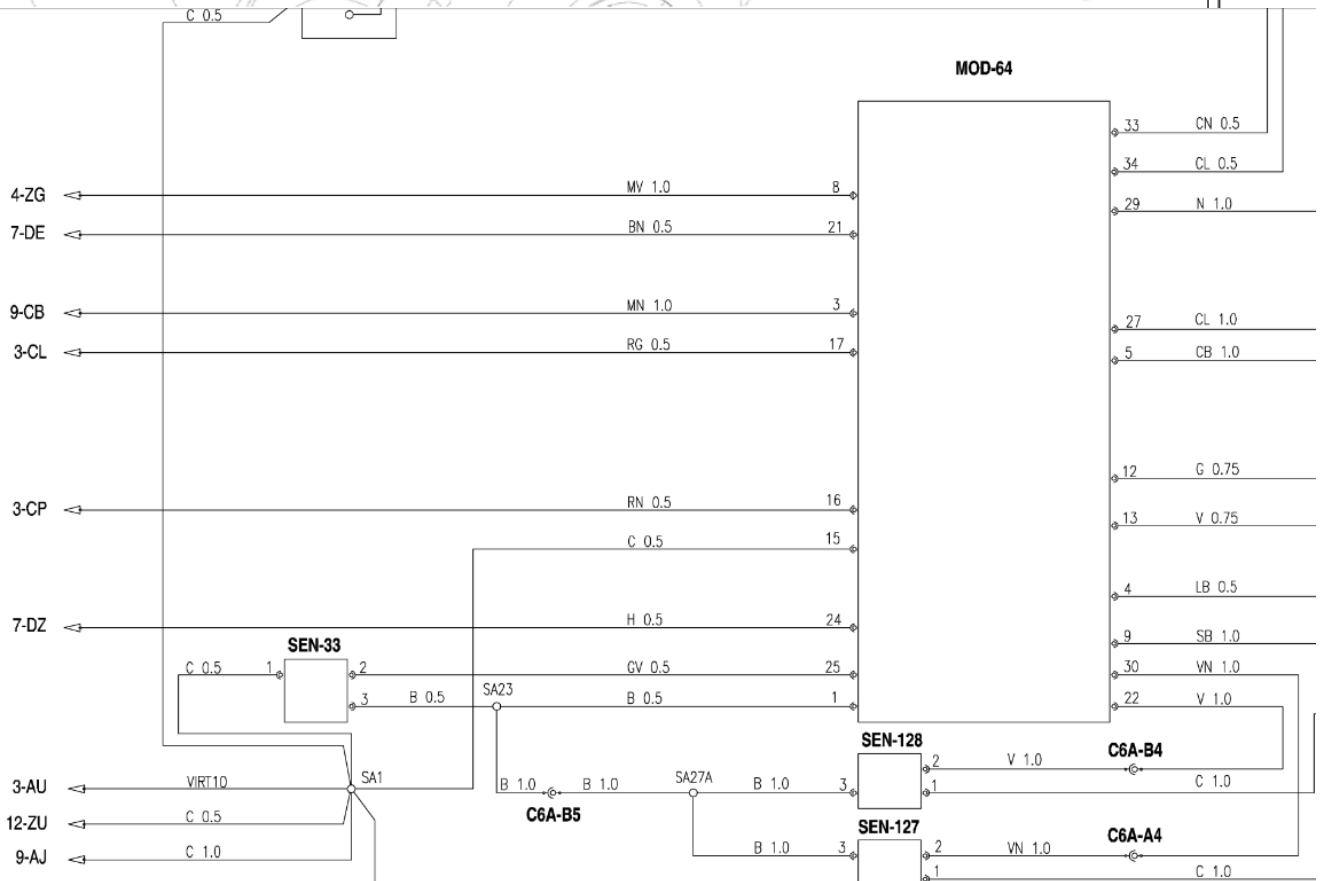
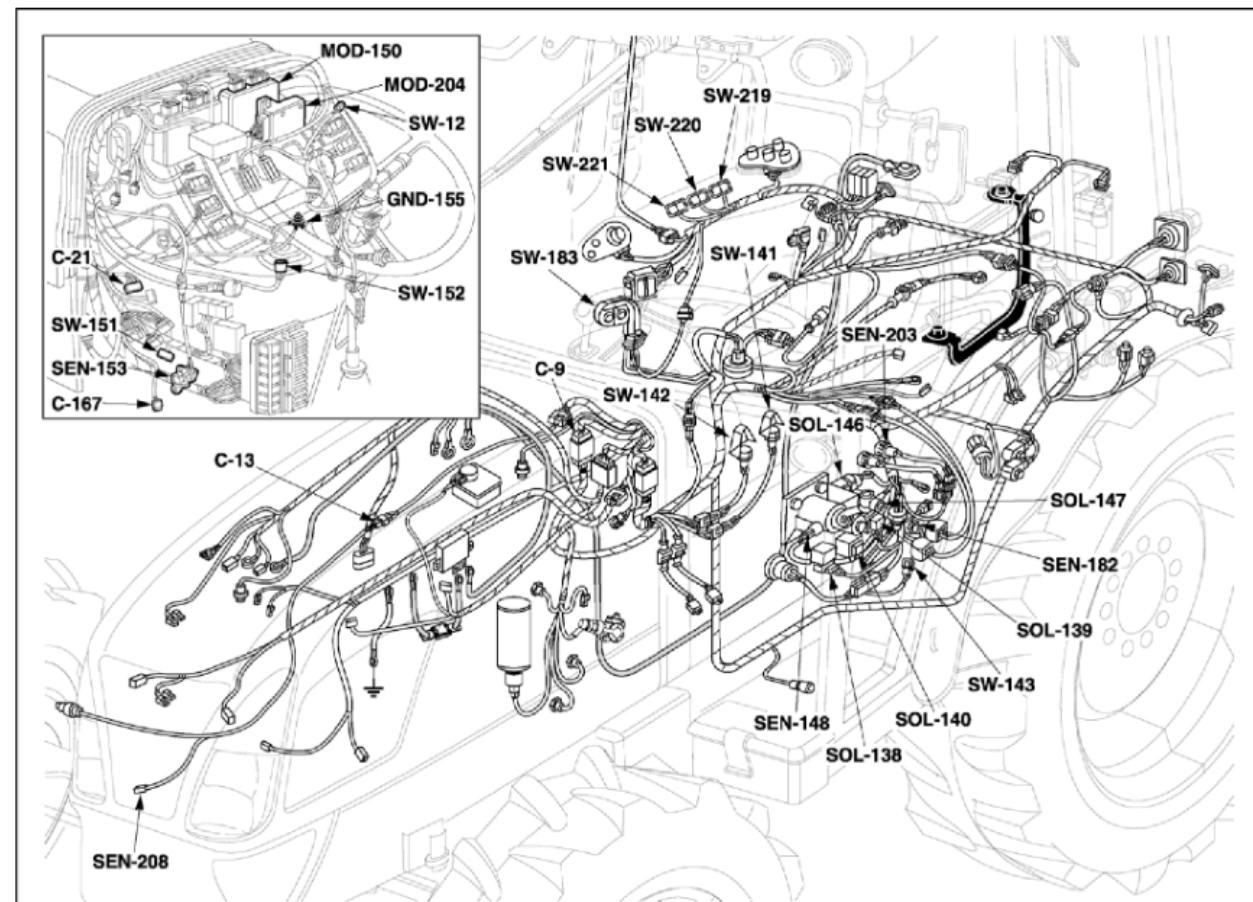


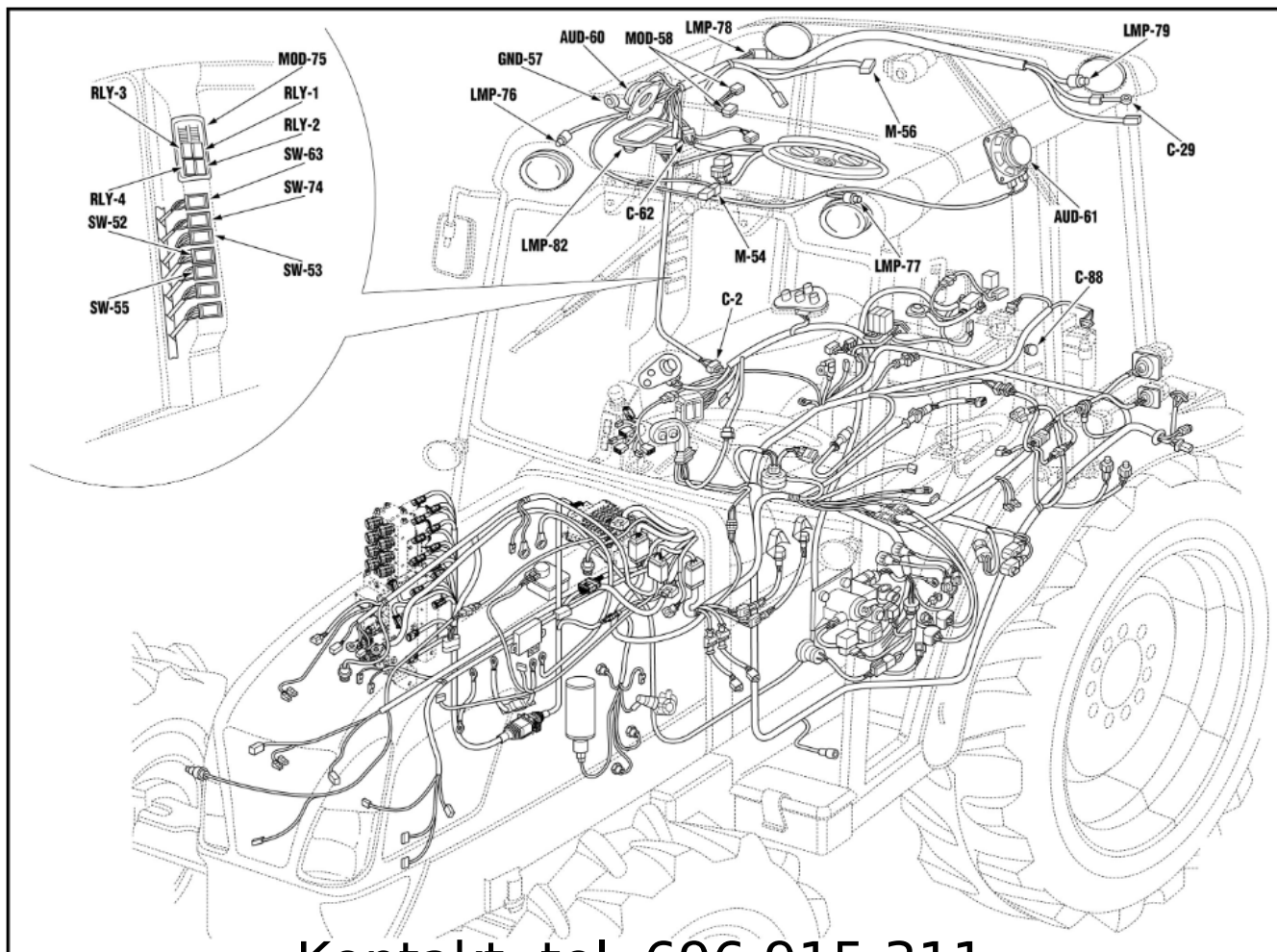
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ITIL11T40192A08 2







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