

OPERATION MANUAL

Original Instruction

(300E-354E)



MADE IN CHINA

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Preface

Thank you for your trust on our JINMA-35E and HHJM-35E series wheel tractors (hereinafter JINMA-300E, HHJM-300E, JINMA-304E, HHJM-304E, JINMA-350E, HHJM-350E and JINMA-354E, HHJM-354E). This series is reasonable in structure, excellent in materials and completed in performance. In order to help customres operate, adjust , repair and maintain the products in a better way, and for better performance of this series, we compile this operation manual. As for the operation & maintenance manue of engines, please refer to diesel engine manual.

With technical development and requirenments from our customers, descriptions in the manual may differ from the real structure of your tractors and the differences will be involved in the next version. If what you want to know is beyond this book, pleasease contact the agent or the manufactuer.

“ ” **Precaution Symbol**

In this manual, this precaution symbol means some important safety information. Seeing this symbol, you should read the contents below it carefully and inform other operators to protect from possible hurts.


"Warning " and **"Attention "**: These focus on correct steps or techniquis in operations. Driver or stander-bys will be hurt or even die due to ignore.

"Important" : These focus on correct steps or techniquis in operations. Your ignore can result in the damages to tractors or equipments.

Chapter One Precautions for Safe Operations






1.1 Only after reading the manual carefully, can the driver who has got special training and driving licence with a full survey record operate the tractor. Tractor cannot be operated without licenses.








1.2 This machine only can be operated, maintained and repaired by the persons who are familiar to its features and know the related safe operation rules.








1.3 Driver should pay especial attention to the precaution symbol  on the machine.


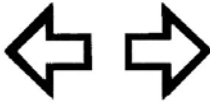


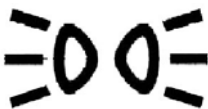

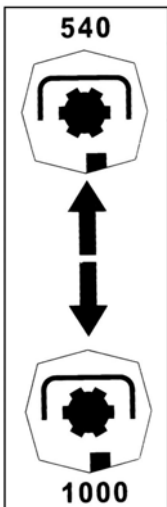
1.4 It is forbidden to drive tractors after being drunk, tired or taking some antipsychotic.

1.5 During operating the tractor, driver should strictly comply with the informed steps according to the precaution symbols to avoid accidents. When the symbols are lost, polluted or abraded, they should be replaced in time.(See Fig.1--1~Fig. 1-7 for precaution and operation symbols)

REF.	MEANNING		LOCATION	Q.TY
1-1		DANGER: ENGINE FAN	On the two sides of radiator wind scooper clearly.	2
1-2		DANGER: HOT PARTS	1.On the two sides of radiator wind scooper clearly. 2、 Near to muffler.	2+1
1-3		DANGER: COOLING SYSTEM UNDER PRESSURE	On the position of fore and lower part of radiator.	1
1-4		CONSULT THE USER MANUAL BEFORE OPERATING THE MACHINE	On the PTO guard at the back of the machine	1
1-5		DO NOT USE CHAINS OR ROPES JOINED TO ROPS FOR TOWING	On the right inside of ROP.	1

REF.	MEANNING		LOCATION	Q.TY
1-6		DO NOT STAND BETWEEN TRACTOR AND EQUIPMENT WHILE OPERATING HYDRAULIC LIFT	At the central site of the machine end.	1
1-7		ALWAYS LOCK ROPS IN UPRIGHT POSITION UNLESS IT HAS TO BE FOLDED DOWN TO ALLOW OPERATION UNDERNEATH TREES OR BUSHES	On the left og the inside of ROP	1
1-8		PROHIBITION: DO NOT LUBRICATE MOVING PARTS	On the two sides of radiator wind scooper clearly.	2
1-9		CONSULT THE MANUAL (IF THE MANUAL IS MISSING OR DAMAGED, CONTACT THE VEHICLE'S MANUFACTURER)	On the right side og tractor instrument panel	1
1-10		DIESEL	On the front end of oil tank	1
1-11		HYDRAULIC OIL	On the oil tank	1
1-12		USE SAFETY BELTS	On the right of the inside of ROP	1

REF.	MEANNING		LOCATION	Q.TY
1-13		STARTER CONTROL	Above starting switch	1
1-14		ENGINE SHUT-OFF CONTROL	Above choke line	1
1-15		DIFFERENTIAL LOCK CONTROL	above pedal of differential lock	1
1-16		ENGINE ROTARY VARIATIONS	On cover plate of hand throttle assembly	1
1-17		THREE-POINT LIFTING MECHANISM CONTROL	At the starting and ending positions of lifter control lever	1
1-18		PARKING BRAKE CONTROL	Near hand throttle assembly	1
1-19		DIPPED-BEAM HEADLAMPS CONTROL	On the surface of head lamps	1

REF.	MEANNING		LOCATION	Q.TY
1-13		STARTER CONTROL	Above starting switch	1
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1-19		DIPPED-BEAM HEADLAMPS CONTROL	On the surface of head lamps	1

1.6 Before operation, a new tractor should have a running-in following the related regulations. And then normal loaded work can be done.

1.7 Before the tractor moves, on its path should be no any barrier, and no people between the tractor and the rear implement or trailer.

1.8 Don't leave driver's seat to start or control the tractor. Each gear shifter should be placed at the "neutral gear" before starting or getting off the tractor.

1.9 Don't get on or off the tractor during its running. Before repairing the tractor, the machine should be stopped and the key should be taken off. Repair or check under the tractor is forbidden when the engine runs.

1.10 To avoid turn-over, only low gears can be used, especially going on high slopes or muddy path. When going downslope, clutch engaging or neutral gear is not allowed. Let the running tractor not too near to any ditch, to avoid damage due to broken trenches.

1.11 In transportation, the left and the right brake pedals should be joined and locked together. Move PTO handle to the "Apart" position.

1.12 When the suspended implement of the tractor is transferred, hydraulic lifter should be at the position of "neutral".

1.13 No sharp turn is permitted while driving at a high speed. Sharp turn with the help of one side brake is prohibited either to avoid turn-over or parts damaging.

1.14 You'd better check and fasten bolts of wheel radial plates and the bolts or nuts in other key positions.

1.15 When transferring to another field or operating with hung farm implements, high speed is forbidden to avoid the damage to parts of lifting system and suspending system. Before leaving the tractor, driver should drop down its farm implement first, stop the engine and take off the key to prevent others from starting the tractor.

1.16 Before starting the tractor, you'd better check oil duct, electric circuit and cooling water. In any case, it is not allowed to fill the fuel that has not been precipitated or filtrated into tank. After starting the machine, you'd better pay attention to all indicators and meters.

1.17 Before filling fuel into tank, you'd better stop the engine; Smoking is prohibited during fuel filling and check & repair for fuel system.

1.18 When deep treaded tires working or transferring in fields, high speed is not allowed; Deep treaded tires can't be used for transportation.

1.19 Tractor cannot be used with over load to avoid damage to organs. Load limit of the trailer is 3 tons.

1.20 Dirt should be eliminated from radiating water tank to guarantee its heat radiating performance. When the water tank is too hot, you can't water the engine or water tank with cold water to avoid breaking the tank. You should reduce its load and only after the water is not so hot can cooling water be filled with the engine running.

1.21 You should tell your next shift about any troubles of the tractor. During operation in night, fine lightings are necessary.

1.22 When it works below 0 °C in winter, exhaust all the water in the case of idling operation to avoid organs freezing caused by remained water.

1.23 Manufacturer is not responsible for any reduced reliability of the machine, personnel hurt or damaged machine due to any unauthorized reform on the tractor.

1.24 During running or working, if one of the tractor's driving wheel is found severe wheelspin, you can use the differential lock following its instruction. The differential lock is forbidden to use in any other case to avoid machine damaging or other accidents.

1.25 During harvesting or operating in field yard, a spark extinguisher should be installed on air exhaust .

1.26 Exhaust elbow and muffler are high temperature components. within a half hour after starting or stopping the engine, anyone is not allowed to get near to avoid burn.

1.27 Faulted tractor cannot be put into use, especially when oil pressure is zero or too low , water is too hot or abnormal sound or smell come. The machine should be stopped for check and the trouble should be shot in time.

1.28 Only after taking earth wire off from the battery can electric parts be repaired.

1.29 Don't stop the tractor on a big slop. If so, its park brakes should be used and a triangle should be stuck under the rear wheels.

1.30 The protecting components for driver is not indispensable. However when installing safety frame on the tractor, a seat belt is necessary; when removing the frame from the tractor, the seat belt should be removed too to avoid use by mistake.

1.31 When working in fields or muddy area, you'd better remove the dirt from your shoes and keep the pedals clean. Catch the armrest carefully when getting on or off the tractor.

1.32 When driving along the road, you'd better follow the local traffic rules

1.33 In any case kids or no-drivers should be kept far away from the machine to avoid hurts.

1.34 Before using PTO, a protecting cover need be installed.

1.35 Before operating the tractor, please read operation manual; Please be sure to sit on the seat and fasten the seat belt, then you can start and operate the tractor.

1.36 It is forbidden to put down the roll bar when you are starting and using the tractor normally!

1.37 You can use the differential lock only when the tractor skid on the muddy road; when the tractor skids, please press the handle of the differential lock, then the differential lock works, and it makes left-right jaw of the drive shaft meshing to be one, and then makes the tractor driving out of the muddy road; At the same time release the handle back to the position!

Chapter Two General Description

JINMA-35E、HHJM-35E series wheel tractors (JINMA-300E、HHJM-300E、JINMA-304E、HHJM-304E、JINMA-350E、HHJM-350E、JINMA-354E、HHJM-354E) are a new series developed by ourselves according to Europe farming machinery markets.

JINMA-35E、HHJM-35E series wheel tractors are newly developed with kinds of new technologies, new processes and new structures, together with years' production experiences . The new series has more reasonable structures and better improved performance. They are more powerful, economical in oil consumption, high efficiency , nice in appearance, easy in operation and maintenance, convenient for being supported, economical in use and perfect in integrated performance. This series has got EC certificate in December 2007 (Certificate No. e11*2005/67*0005*00) while the certificated types exclude any optional parts.

JINMA-35E、HHJM-35E series wheel tractors are equipped with 30hp and 35hp vertical and oil-saving diesels respectively. Direct transmission is used between the engine and the transmission system and an 8-gear gear box is installed for the work of rototilling, ploughing, harvesting, transportation and so on. They have a hydraulic suspending system with perfect performance, low-pressure broad driving wheel tires with fine adhesion, and airbraking device with reliable performance. Besides, customers can select different types of tractors according to their own requirements and economic situations. The series include single-acting clutch and dual-acting clutch, 2-wheel driving and 4-wheel driving, mechanical steering and entirely hydraulic steering.



Warning:

1. Manufacturer is not responsible for any reduced reliability of the machine, personnel hurt or machine damaging due to any unauthorized reform on the tractor or any operation that doesn't follow related technical requirements.

2. You can only use the implements specially designed for this series. Customers should try to avoid possible damages to the machines caused by the farm implements that don't follow the configuring regulations.

Chapter Three Key Technical Specifications of the Tractors

3.1 Data of whole uni

tractor type Parameter		JINMA/HHJM 300E	JINMA/HHJM 350E	JINMA/HHJM 304E	JINMA/HHJM 354E
		4 × 2 (2WD)		4 × 4 (4WD)	
external size mm	L	3363		3353	
	W	1485		1485	
	H	2420		2420	
	wheelbase mm	1776.5		1833.5	
usual tread of front wheels mm		1050~1450(adjustable with steps)		1200	
usual tread of back wheels mm		1200~1500(adjustable with steps)		1200~1500(adjustable with steps)	
Min. ground clearance mm		350		292	
radius of turning circle m		3.55		4.15	
Min. use weight kg		1735		1935	
fore axle kg		695		845	
rear axle kg		1040		1090	
added mass (option) kg		208		208	
fore axle kg		48		48	
rear axle kg		160		160	
allowed max. weight		2400		2750	
fore axle kg		850		1050	
rear axle kg		1550		1700	
pull mass kg					
tow truck without braking		1200		1500	
tow truck with independent braking		/		/	
tow truck with inertia braking		/		/	
tow truck with hydraulic or pneumatic braking		/		/	
Noise by ear dB(A)		85.6		85.9	
Vibration of the seat m/sec ²		1.15		1.20	

theoretical velocity km/h		
1.Rated engine speed: 2350r/min		
2.Tyre code of rear driving wheels: 11.2-24		
3.Max. impetus radius of rear driving wheels: 516mm		
theoretical velocity gear	tractor model	JINMA/HHJM-300E/304E/350E/354E
		dual-acting clutch single-acting clutch
	L- I	2.248 2.082
	L- II	3.008 2.628
	L- III	4.127 4.279
	L- IV	6.258 6.785
	H- I	10.37 8.867
	H- II	13.875 11.182
	H- III	19.451 18.204
	H- IV	28.867 28.867
	R- I	2.861 1.942
	R- II	13.2 8.265

3.2 Engine Parameter

Engine Data \ Type	JINMA/HHJM-300E/304E	JINMA/HHJM-350E/354E
Model	4L22T1	4L22T
Type	Four-cylinder, In-line Water-cooled, Four-stroke, Swirl chamber	
Bore of cylinder mm	85	
Stroke of piston	95	
Tated power/speed kW/rpm	22.2/2350	25.8/2350
Max. torpue/speed N·m/rpm	103.28/1650	120.57/1650
Maximum allowable intake depression kPa	3.6	
Maximum allowable back pressure kPa	10.2	
Compression ratio	22: 1	
Displacement L	2.156	

Engine parameter \ Type		JINMA/HHJM-300E/304E	JINMA/HHJM-350E/354E
Model		4L22T1	4L22T
Firing order		1-3-2-4	
Oil pressure	At idle speed kPa	≥ 50	
	At rated speed kPa	300 ~ 450	
Valve timing phase	Intake valve open(before T.D.C)	13 CA	
	Intake valve close (after B.D.C)	29 CA	
	Exhaust valve open(before B.D.C)	56 CA	
	Exhaust valve close(after T.D.C)	12 CA	
Valve clearance	Intake valve mm	0.20 ~ 0.30	
	Exhaust valve mm	0.25 ~ 0.35	
Temperature °C	Cooled water	75 ~ 85	
	Oil	85 ~ 95	
	Exhaust pipe	≤ 650	
Starting method		Electric starting	
Lubricating method		Pressure & splash	
Cooling method		Water cooling	
Overall dimension (L × W × H) mm		757 × 494 × 620	
Net weight kg		200	

3.3 Transmission system

part names \ Type	JINMA/HHJM-300E/350E	JINMA/HHJM-304E/354E
Clutch	single-acting, dry and constantly-engaged friction type gual-acting, dry and constantly-engaged friction type	
Gearbox	two-axial, direct teeth (4+1) × 2 combination type	
Central Drive	spiral taper gear	
Differential	two planetary gear teeth, bevel gear type (with differential lock)	
Final Drive	external gearing direct teeth type	
Fore Drive Axle	——	whole-sealed bevel gear type
Transfer Case	——	spur gear

3.4 Travel, steering and braking systems

tractor type parts and parameters			JINMA/HHJM-300E/350E				JINMA/HHJM-304E/354E			
Frame Type			No Frame							
Type of Fore Shaft(Fore Drive Axle)			Inverted-U Pipe Epuilibrium				tri-sentor separable axisle shousing of conic reducer			
Fore Axle Tilt Angle			± 13 °				± 12 °			
Toe-in of Front Wheels mm			4~11				3~11			
Toe-out of Front Wheel			2 °				3 °			
Tumble Home of Main Shaft			8 °				8 °			
agricultural tyre	fore wheels	tyre code	5.00-15-8PR		6.00-16-6PR		7.50-16-6PR			
		air pressure / load Pa/kg	200/310		150/350		120/415			
			350/430		250/470		180/530			
			460/510		340/560		210/585			
	back wheels	tyre code	9.5-24		11.2-24					
			6PR	8PR	6PR	8PR	6PR	8PR	6PR	8PR
		air pressure/ load Pa/kg	120/600	120/600	120/745	120/745	120/600	120/600	120/745	120/745
			180/765	200/810	160/880	200/1000	180/765	200/810	160/880	200/1000
			210/845	280/1000	180/940	240/1110	210/845	280/1000	180/940	240/1110
			lawn tyres	front wheels	tyre code	31 × 9.5-16-4PR				
air pressure / load Pa/kg	120/640									
	140/705									
	160/765									
back wheels	tyre code	13-20-6PR								
	air pressure / load Pa/kg	80/745								
		100/850								
		120/945								
model of hydraulic steering device			101S-1-100-12-AH							
model of constant flow pump			CBT-E306(coupling by levogyrate splines)							
brake			disk brake							

3.5 Working unit

parts and parameters			Tractor model	JINMA/HHJM-300E/304E/350E/354E
Lifter type				Semi-divided positioned Type
Model of Gear Pump				CBN-E314(coupling by dextrogyrate splines)
Model of Dispenser				Outlaid Unload Control
cylinder (diameter × stroke) mm				85 × 100
Safety Valve Type of System andOil Cylinder				Damping Valve Direct Action Type and Cone Valve Direct Action
System Pressure MPa				16
Opening Pressure of Safety Valve MPa				18
Plowing Depth Control				combination control
Max Lift Force in the Position of 610mm back from Lower Hook Station kN				4900/4900/5800/5800
Hydraulic- pressure Output Joint	Specification of Diameter			M16 × 1.5
	Quantity			1
	Output Discharge l/min			12
Type of Hanging Device				REar Three-point Suspending
Hanging Connection Triangle mm				W
Connecting Aperture of Upper Suspending Point mm				Φ19
Connecting Aperture of Lower Suspending Point mm				Φ22
Mode of PTO Shaft				combined type
speed r/min				540/1000
Circumrotation Direction				Clockwise(Facing the head-ward of Tractor)
Shaft Extension				I type/ square spline (6-35 × 28.91 × 8.69)
pull unit	Diameter of Joint Pin mm			Φ30
	20Ground Clearance of Joint Pin (Midpoin t) mm	Swing drawbar		323.5
				418.5
			Clevis	

3.6 Electrical system

parts \ model	JINMA/HHJM-300E/304E/350E/354E
electrical system	minus earthsingle-wire system12V
starting motor	QDZ157Y(12V,3.2kW)
generator	ZFW13C1(14V,350W)
battery	C603-6QA-90AH
gauges	C110-015(oil pressure gauge, fuel gauge, water thermometer,chronometer,speed indicator)
head lamp	C201-014
rear working lamp	C203-005
front signal lights	C202-007
tail lamp	C203-002
rear license light	C209-001
horn	C502-50F
fuse box	C703-003
combined switch	254E.48.012 & 254E.48.013
7-hole socket	C604-001
starting switch	C402-003
speed sensor	C304-005
oil mass sensor	C302-006
oil pressure sensor	C303-002
water-temperature sensor	C301-003
starting interlock switch	C402-007
braking interlock switch	C402-008
cigarette lighter	C801-001

3.7 Liquid filling capacity

parts and parameters \ tractor model	JINMA/HHJM-300E/350E	JINMA/HHJM-304E/354E
fuel tank L	40	40
gearbox, rear axle, final transmission of dispenser L	18.5	20.2
front driving axle L	—	6.6
hydraulic steering L	2.5	2.5
lifter L	8.8	10
cooling liquid L	7.2	7.2

Chapter Four Operation of the Tractor

4.1 The fuel and lubricating oil of the tractor

See Fig. 4-1 for The fuel and lubricating oil of the tractor.

Fig. 4-1 The fuel and lubricating oil of the tractor

Site	Season and Environmental Temperature	Oil Specification
Fuel Tank	Summer (Above 10°C)	0#, -10 # solar oil (GB/T 252-2000)
	Winter (Below 10°C)	-10# solar oil (GB/T 252-2000)
Oil pan of engine, hydraulic-pressure steering gear of lifter, oil pan of air filter, and injection pump	Below 0°C	20# 40# diesel oil (GB/T 5323-1994)
	Between 0°C-25°C	30# diesel oil (GB/T 5323-1994)
	Above 25°C	40# diesel oil (GB/T 5323-1994)
Gear box, transfer case, front driving axle, mechanical steering device	Summer (Above 10°C)	40# diesel oil (GB/T 5323-1994)
	Winter (Below 10°C)	30# diesel oil (GB/T 5323-1994)
Each grease nipple	For all seasons	ZFG2# complex calcium lubricating grease(SH0370-1992)
engine, starter, bearing6203-E	For all seasons	ZFG2# complex calcium lubricating grease(SH0370-1992)

Warning:

1. Before filling fuel into tank, you'd better stop the engine; Smoking is not allowed during fuel filling and check & repair for fuel system.

2. In no case can gasoline or alcohol be filled in diesel oil. This mixture can lead to fire or explosion because it is more detonable than pure gasoline in fuel tank. Different grade oil can't be mixed for use.

● Important:

1. Only very clear fuel can be used. Fuel should be precipitated for above 48 hours and then only the middle and top fuel can be filled into the tank with a filter. No full fuel for volatilization and screw down the tank cover after filling.

2. Fill fuel before the tank is empty. To fill fuel after the oil is used out in the supplying system, air must be exhausted from the supplying system firstly.

3. Do use a clean filling tool. Don't wash or wipe with diesel oil. Wipe the overflowed diesel oil at once.

4. Wash fuel tank regularly, discharge precipitated oil, and wash diesel oil filter.

5. Don't use open oil drum to transport fuel.

6. Put all cloth with oil into containers with covers. No dog-end can touch it.

7. You'd better check the engine oil on each lubricated site very often. Fill oil at the sites in time.

Fill grease into grease nipples regularly.

4.2 Water

4.2.1 Only clear and soft water can be filled into water cooling tank to avoid inefficient

performance caused by scale incrustation.

4.2.2 Hard water(in well, spring and so on) should be softened and then be used. Follow the steps below to soften the hard water:

1. Boil up hard water, precipitate and filter it.
2. Use caustic soda to treat hard water at a rate of 1.5g/l

Working in cold areas, anti-icing fluid can be used for cooling water.



Attention:

When the engine works or just after it is stopped, the water tank has a high temperature, so it is dangerous to open the tank cover at that time. Only after the tank is cooled down can it be opened. To open it , you can loose the cover first to release its inside air pressure.

● Important:

1. Dirt should be eliminated from radiating water tank to guarantee its heat radiating performance. When the water tank is too hot, you can't water the engine or the tank to avoid breaking the tank. You should reduce its load and only after the water is not so hot can cooling water be filled with the engine running. Check cooling water in the tank that should be kept full. Cooling water can't be less than 2/3 of the tank volume.

2. When the water in tank is over 100℃, stop the engine immediately. Have a necessary check and repair on the water tank after it is cooled.

3. When operation in the cold area with a temperature under 0℃ is over, you should discharge all the water with tractor idling.

4.3 Running-in

To put into use, new tractors or heavily repaired tractors must run in first, because newly manufactured parts have more or less tool marks on the surfaces. If you use the tractor with a heavy load without running-in, abrasion on the parts will be more severe and the parts can even be stuck and damaged to shorten the tractor life.

4.3.1 Preparation before Running-in

1. Wash the housing of the engine.
2. Check and tighten the external bolts and nuts.
3. Check the oil level in each lubricating box, refill oil if not enough.
4. Fill grease to every oil site.
5. Fill fuel and cooling water.
6. Check the toe-in of front wheel (4-11mm); Check air pressure of the front and the rear tires and adjust the pressure to the rated value.
7. Check batteries and connections of the electric circuit in electric system.
8. Put shifter at neutral gear, hand throttle in idle-speed position and hydraulic hand in dropping position.

4.3.2 Running-in of the engine without load

After connecting farm implements to the suspending mechanism, control the lift& drop handle with the engine running at a rated rev to make the suspending unit lift and drop equably for 10 minutes and at least 20 times. Don't drop or lift the farm implements on hard ground to avoid damage. After running-in, its oil pump should be stopped from working.

better find out their causations. Only after all troubles are disposed, can the running-in go on.

4.3.3 Running-in of Hydraulic System

After connecting farm implements to the suspending mechanism, control the lift& drop handle with the engine running at a rated rev to make the suspending unit lift and drop equably for 10 minutes and at least 20 times. Don't drop or lift the farm implements on hard ground to avoid damage. After running-in, its oil pump should be stopped from working.

4.3.4 Travel running-in without load for 2 hours

Start and move the tractor according to stipulations and do running-in following the steps and rules below:

III-gear	20min.
IV-gear	30min.
V-gear	30min.
VI-gear	30min.
Reverse I-gear	10min.

During the travel of free running-in, do steering operations and use the brake suitably. Pay attention to the following items:

- 1) Watch and listen carefully to the operations of its engine, transmission system and travel & steering.
- 2) Watch and see if clutch, brake and gear shifting work normally and smoothly.
- 3) See if indicators and electric units work well.

When abnormal things or troubles happen, you'd better find out their causations. Only after shooting the troubles can load running-in be done.

4.3.5 Running-in with load for 48 hours

The running-in of the tractor with load is to make the tractor operating with a certain load from a small load to heavy one and at speed from low gear to high gear.

See Fig. 4-2 for Loaded running-in and load

Fig. 4-2

time (h) \ gear	3	4	5	6	total	approximate traction value for reference
load						
basic configuration 150kg (1/4 load)	3	4	5	5	17	pull 2-wheel trailer, transport on roads with load of 2 tons
basic configuration 300kg (1/2 load)	3	5	5	5	18	tow a 2-plowshare plough with a ploughing width of 60cm and a depth of 12 cm.
basic configuration 450kg (3/4 load)	3	5	5		13	tow a 3-plowshare plough with a ploughing width of 71cm and a depth of 15 cm.

When abnormal things or troubles happen, you'd

4.3.6 After the running-in is finished, do the following maintenance and then the tractor can be put into use.

1. After the machine is stopped, discharge the lubricating oil from the oil pan of diesel engine. Wash oil pan, engine oil filter cloth and engine oil cleaner, and fill new lubricating oil to rated level.

2. Discharge the lubricating oil from gear box, hydraulic system and front driving axle when it is hot. Fill in some diesel oil, travel for 2-5 minutes at II-gear and reverse I-gear, wash it, let out the

washing oil and fill in new lubricating oi.

3. Wash diesel oil cleaner (including the filter cloth in fuel box) and air filter.
4. Discharge cooling water, wash the cooling system of the engine with clean water.
5. Check and adjust the free travels of the clutch pedal and brake pedal, and the operating of the brake.
6. Check and tighten the bolts and nuts at every key connecting sites.
7. Check oil nozzle and valve clearance. Adjust them if necessary.
8. Check the work of electric system.
9. Check and adjust toe-in of the front wheels.
10. Fill lubricating grease to every grease nipple sites.

● Important:

1. See if the operation of engine is right.
2. See if clutch adjustment normal and its separation is thorough.
3. See if gear shifting of gear box including front driving handle, crawling gear shifting are flexible and easy. Pay attention to possible spontaneous out-of-gear or failure interlock.
4. See if brake adjustment is proper and the performance is reliable.
5. See if steering control is flexible.
6. See if electric units and meters work normally and reliably.

4.4 Steering Mechanism and meters

(1)Preheating starting control unit (Fig. 4-1, part 1)

Insert key into the switch, position “OFF” means the electric circuit not through; turn clockwise to the position “ON” , all electric circuits except starting and warming-up electric circuits are energized (after starting, the key should be kept in this position); turn to position “H” , heater plug is energized; turn to the position of “ ST ” , starting circuit is alive. Turn anti-clockwise to the position “ST” and it can be started directly.

(2)Control Mechanism of Hand Throttle (Fig. 4-3 Parts 11)

Push ahead, and the oil supply will be increased; pull hack, it will be reduced.Hand throttle is forbidden for road traveling.。

(3) Control mechanism of foot throttle (Fig. 4-1, Parts 7)

Step it down to increase oil pully; release pedal to reduce oil supply.

(4)Shut-off control mechanism (Fig. 4-1, Parts2)

Pull the lever backward and the engine will be shut down. Then the lever will be rush into the original position for next starting.

(5)Clutch contro l mechanism (Fig. 4-1, Parts 3)

Step down the clutch pedal forward for releasing

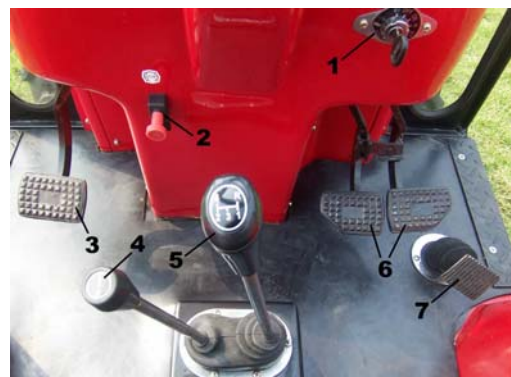


Fig. 4-1 control unit 1

- 1-preheating starting switch
- 2- flameout handle
- 3-clutch pedal 4- assistant gear-shifting lever
- 5-key gear-shifting lever 6-braking pedals
- 7-foot accel pedal

clutch and the pedal to keep the clutch engaged.

(6) Key and assistant gear-shifting control mechanism (Fig. 4-1, Parts 4, 5)

Control key and assistant gearlevers for 8 forward gears and 2 reverse gears. Before the key and the assistant gearlevers, clutch pedal should be stepped down first.

(7) Control mechanism of foot brake (Fig. 4-1, parts 6)

Step down left-right braking pedal for braking. Before that, clutch pedal should be stepped down first. In emergent case, braking and clutch pedals can be stepped down at the same time.

(8) Control mechanism of hand brake (Fig. 4-2, Part 9)

Pull hand brake handle upward for emergent braking or park braking. Before starting the vehicle, check the hand brake to see if it is in the separated position.

(9) Control mechanism of differential lock(Fig. 4-3, Part 13)

Step differential lock pedal down and the differential gear will lose the differential function. After the operation is over, rerelease the pedal to its original position.

(10) Front driving control mechanism (Fig. 4-2, Parts 10)

As for 4-WD tractors, push the control lever forward for 4-wheel driving; pull the control lever backward, separate 4-WD. Before operation, the clutch pedal should be stepped down first.

(11)Control mechanism of hydraulic system (Fig. 4-2, Parts 12)

Control modes of hydraulic suspending system has three types of combination control, position control and floating control. These are operated through lifter control lever, force-control spring assembly, right press plate of lifting axle, middle rod weldment, link lever, feedback link and such other parts.

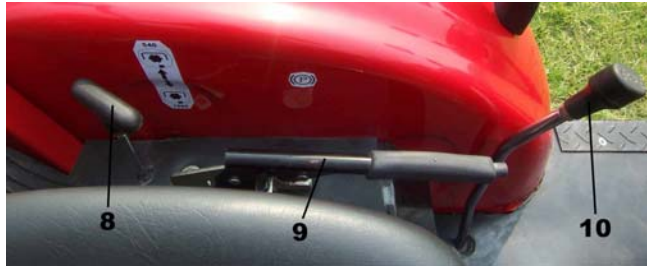


Fig. 4-2 control unit2

8-PTO handle 9-hand braking assembly
10-front-driving handle

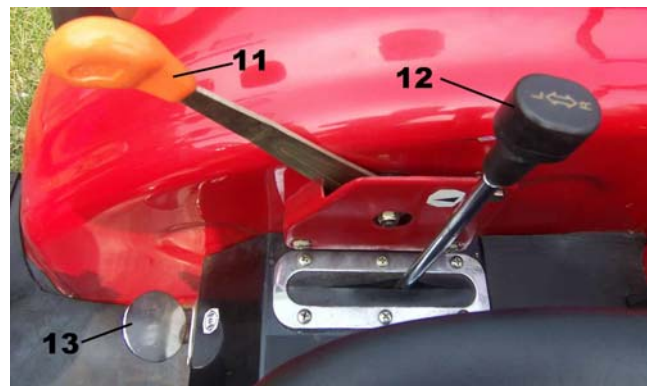


Fig. 4-3 control unit3

11-hand throttle 12-lifter control
13-differential lock pedal



Fig.4-4 combined gauges and switches

14-triad switch 15-combined guages assembly
16-quad switches

(12) Control mechanism of PTO (Fig. 4-2, Part 8)

Pull PTO control handle upward to realize PTO of 540r/min; press PTO control handle down to realize PTO of 1000r/min. Middle position is in separated situation, no PTO. Every time the speed is changed, the clutch pedal should be stepped down first..

(13) Combined gauges and switches (Fig. 4-4, Part 14, 15 and 16)

Combined gauges include oil-pressure gauge, oil volume indicator, water-temperature indicator, chronometer, rotation speed gauge, warming light and indicator light.

Combined switches include : dipped headlight switch of head lamp, switch of front turn lights, switch of rear turn lights, switches of the front signal light and the front license light, the rear signal light and license light, switches of rear working lights, horn button, switch of emergent light.

4.5 Control and Drive



Warning:

1. Only after reading the manual carefully, can the driver who has got special training and driving license with a full survey record can operate the tractor. Tractor cannot be operated without licenses. Overload is forbidden.

2. drivers should pay especial attention to the safety & warning symbols and understand them correctly.

3. It is forbidden to drive tractors after being drunk, tired or taking some antipsychotic.

4. Don't leave driver's seat to start or control the tractor. Before starting the tractor, every gear shift lever should be placed in the position of "neutral gear". To get off the tractor, every gear shift lever should be placed in the position of "neutral gear".

5. Before the tractor moves, its path should be no any barrier, and no people between the tractor and the rear implement or trailer.

6. Don't getting on or off the tractor when it is running. No repair or check under the tractor is allowed when the engine runs. People are forbidden to sit on the fender apron. Casualty accident can happen when it parks, so parking brake is necessary.

7. To go on an abrupt slope, you'd better select a proper gear. It is not allowed to shift gears on an abrupt slope. When going down the slope, it is forbidden to stop the engine or out-of-gear or turn sharply. For emergency stop, you should step down the clutch pedal and the brake pedal at the same time. Don't just step down the brake pedal, or some mechanical parts will be damaged.

8. For transportation operation, the right and the left brake pedals should be locked together. For high-speed driving or full-load operation, it is strictly forbidden to use unilateral brake to get a sharp turn.

9. High speed is not allowed when operating or transferring to other field with hung farm implements. Lift the working units of farm implements out of the earth to avoid damages to the parts of lifting system and suspending system. When leaving the tractor, driver should drop farm implements to the ground, stop the engine and take off the keys to avoid others' starting tractor.

10. For emergency parking, you should step down the clutch pedal and brake pedal at the same time. Don't only step down the brake pedal, or the brake will be damaged.

11. Driving on road, you should follow the local traffic rules.



Attention:

1. Carefully check and listen to the engine and all parts of the tractor when they are working to see if there are abnormal sound and noise, especially check the technical situations of clutch and brake, check and tighten the bolts and nuts at every key site of the tractor. Check air pressure of the tires, aerate the tires if necessary.

2. When the machine is turnup during operation, shift to a low gear, release the clutch and discharge the load to avoid lengthways turn-over.

3. When engine is over speed, unloading is not allowed. You' d better immediately pull shut-down lever, and turn the decompression rod to the decompression position or keep air away from entering engine or cut off the oil way.

4. Watch the color of the exhausted air. Too much black smoke is not allowed to avoid overload of the engine. If the clutch slides or cannot separate thoroughly or brake doesn' t work well, the machine should be stopped for check.

Operations during nights need complete lighting equipments.

6. When 4-wheel driving tractors travel without load or are engaged in transportation, the front driving lever should be placed in the neutral position.

7. To avoid turn-over, especially travel on steep slope and muddy roads. Only low gears are allowed. When going down the slope, it is forbidden to step down the clutch and slide with neutral gear.

8. To avoid the pollution caused by the exhaust gas don' t start the diesel in a room that is closed without fine ventilated conditions. When a diesel transfers, keep human and animals far away from the exhaust gas.

4.5.1 Starting the Engine

Before a new shift begins to work and start the engine, they should do shift technical maintenance first (detailed description is below). Dispense its troubles and do the following work before starting the engine:

1. Release the switch of fuel tank.
2. Pump the oil with hands, fill fuel into fuel system, and exhaust the air in the system.(This step can be omitted generally.)
3. Check and see if every gear shift lever in the neutral position.
4. Hand throttle should be pulled into the position of “fully opened” .
5. Insert the key into the switch of preheat starting.
6. Turn the decompression handle to the decompression position (decompression can be omitted in hot weather)

Finishing the above steps, you can start the engine as the following steps:

(1) Starting Preheated Machine

Turn the preheat starting switch anti-clockwise until you can hear the sound of ignition and then return to the position “ON” immediately. Put the hand throttle in the low-speed position. Attention: If the engine has been started while the starting switch is still kept in the starting position, the motor will be burned in several minutes.

(2) Starting Cold Machine:

Turn the crank shaft with engine crank handle for 5-10 rounds, turn the preheat starting switch clockwise to the position “H” and stay there for about 10 seconds, then turn to the position “ST” and stay there for 5 seconds. And then reset the compression handle. After ignition, the starting switch will be reset to the middle position “ON” and put the hand throttle to the position of small oil supply. Starting the engine costs over 15 seconds and the engine isn’t alive yet. The storage battery should rest for 10 seconds and then have another try to start.

3. When it is hard to start due to a temperature of below 5 °C , usually you need a engine oil preheater that will be energized for 15 minutes, fill some 20~30°C water , and the engine can be started. Or you can fill some 80~90°C water, discharge switch should be on at the beginning to discharge some cold water until the water from the engine is 40~50°C and the turn off the discharge switch. At the same time, the engine oil will be heated to 60~70 °C and be filled into the engine (slowly churning during heating). It is not allowed to brake the oil pan of the engine with fire, or the machine body will be damaged.

4.5.2 Start to Move

1. Step down the clutch pedal thoroughly, and shift the main and assistant gear shifting levers to needed gear steadily and slowly.

2. Release the clutch pedal slowly and at the same time gradually gear up to make the tractor start moving slowly and stably.

3. Gear selection: Select a proper gear to get a high production and

4.5.3 Driving Tractor

1. Turn the steering wheel to get a direction change. Sharp turn is allowed under low gear. single-side braking can be used to minus the turning radius during field operations (especially in paddy fields) to raise its flexibility and production; however when it operates with high speeds or transports on roads, single-side braking cannot be adapted for sharp turn to avoid turn-over. 2. When the tractor is engaged in transportation or travel on roads, the left and the right brake pedals should be interlocked. When the tractor is parked, especially when it is stopped on a slope, you must use a fixed jaw to lock the brakes to avoid automatical moving.

3. Gear selection: Select a proper gear to get a high production and economic performance. See Fig.4-3 for the speeds and uses of every gear.

I-gear and II-gear cannot be used to plough and harrow, or be used as the pull force. Or the transmission system will have severe overload to avoid damage. During working the tractor should be kept from overload. Follow the steps below to distinguish:

1). V-gear is adapted for working. Put the throttle in the semi-open position to let the tractor work with loads, and then push the throttle to the fully-open position. If now the tractor speed is increase, it means no over load, while if it slows down, it means over load.

2). When V-gear is used for working and engine sounds heavy with black smoke, it means overload. Change to IV-gear. Every time you shift gears, clutch pedal should be stepped down fully first to avoid breaking gears.

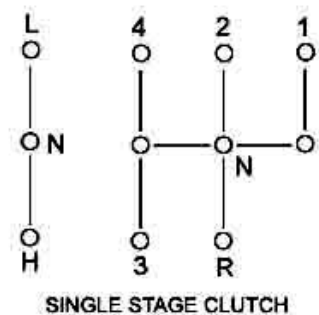
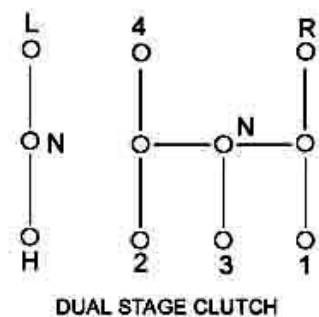


Fig.4-5 gears distribution

4.5.4 Parking

1. Lower down the gear for a slower moving
2. Step down the clutch pedal and push the main gear shifting lever to the neutral position.
3. Release the clutch pedal to make the engine freely run with a low speed.
4. To reduce the water temperature and oil temperature slowly, engine should be kept running for a while at a slow speed. It is forbidden to stop the engine under a high temperature.
5. Push the hand throttle to the position of “closed”
6. Pull out the shut-down lever
7. Turn off the oil tank switch after stopping the tractor.
8. To prevent the cooling water from being frozen in winter that can cause frost crack, you should turn on the two discharge switches and open the water tank to discharge all the water.

Table 4-3

gear grade	action	theoretical velocity (km/h)	gear	action	theoretical velocity (km/h)
F1	rototilling, replanting	2.248(2.082)	F5	ploughing, harrowing, and seeding	10.37(8.867)
F2	rototilling, replanting	3.008(2.628)	F6	ploughing, harrowing, and seeding	13.875(11.182)
F3	harvesting	4.127(4.279)	F7	road transportation	19.451(18.204)
F4	ploughing, harrowing, and seeding	6.258(6.785)	F8	road transportation	28.867(28.867)
Speeds in () match single-acting clutch					

● Important:

1. When working in fields or muddy area, you'd better remove the dirt from your shoes and keep the pedals clean. Catch the armrest careful when getting on or off the tractor.

2. Watch readings of every gauges. During normal operation, engine oil has a pressure range of 300~450kPa and a water temperature range of 70~90℃. When readings on gauges have malfunctions, repair or replace them. Don't use it any longer.

3. You should tell your next shift about the troubles and malfunctions you found.

4. Try to avoid barriers on roads when driving tractors.

5. Driving on roads, farm implements cannot be put into use.

4.6 Operation and Use of the Working Units of Tractor

4.6.1 Operation and use of PTO shaft

Rev of PTO shaft is the combination of 540r/min. and 1000r/min:

1. Push the control handle of PTO shaft to the middle neutral position, take down the protecting cover of PTO shaft and connect the working mechanism and PTO shaft.

2. Step down the clutch pedal to the bottom, put the handle of the driving PTO shaft to the position “conjunction” , and then put the handle of PTO shaft to needed gears according to the requirements of working mechanism

3. Release the clutch pedal slowly to run the working units. You'd better run at a slow speed to check the operation of the working units.



Warning:

1. When using PTO shaft, a safety protecting cover should be installed. People are not allowed to stand on the protecting cover. When the operation is over, an axial sleeve is needed to cover the PTO shaft.

2. When selecting implements, you make rotating speed of the farm implement match that of PTO shaft;

3. Stop the engine to couple farm implements.

4. Coupling with the PTO shaft, cardan joint can't have a too big deviation angle;

5. To couple with cardan joint, the clutch should be released thoroughly first.

6. When the machine travels for a long distance, the control handle should be at the neutral position. Cut off power to avoid breaking farm implements and personnel hurts.

7. When the PTO shaft is being coupled, only work staff can be near to the farm implements to guarantee personnel safety.

8. When the engine works, to engage or separate the PTO shaft, you should step down the clutch pedal.

4.6.2 Control and Use of the Hydraulic Suspending System

Hydraulic suspending system has three control modes of force-position combination control, position control and floating control. It operates through force-control spring assembly, right pressing plate of lift shaft, middle-rod weldment, link rod, reactive lever and other parts.

(1) Operation of control handle of hydraulic suspending system

Use control handle to control hydraulic suspending system.

1) Combination control

During ploughing, combination control is used in case of changeable soil specific resistance. Different locations of the control handle can cause different ploughing depth. In the combination control range, lower the control handle moves, bigger depth forms; higher handle brings smaller depth. Adjust until right depth and tighten butterfly nut on handle stopper. Control handle should be sure to touch the stopper every time lifting or dropping farming implements to keep the same depth in the rough

2) Position control

During operations of rototilling, grass cutting and harvesting with farming implements, suspending lifting bar receives pull force and force-control spring can't work. Then the combination control is only position control. In the range of position control, lower the handle goes lower the implement drops.

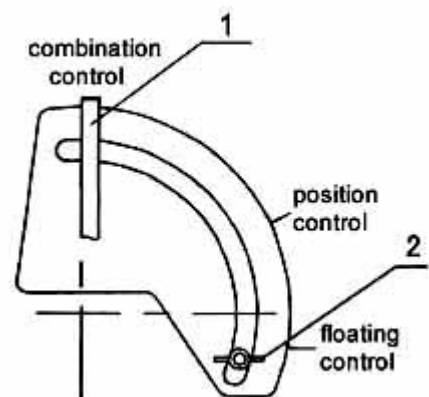


Fig.4-6 control of hydraulic lifting system
1-handle 2-stopper butterfly nut

3) Floating control

Floating control can be selected when a farming implement with land wheel is used. The control handle should be put in the range of floating control. Now the farming implement will undulate following the land surface along with the land wheel traveling.

(2) Dropping speed control of farming implement

Adjusting dropping-speed control handwheel (2) can change the dropping speed of the farming implement (Fig. 4-7). Suitable dropping speed can avoid the farming implement impacting land due to over-fast dropping and then protect the farming implement.

Dropping-speed control handwheel (2) directly controls the dropping-speed control valve (3) on the control cylinder end (1). Screw in dropping-speed control handwheel (2) clockwise and the farming implement will drop more slowly; screw out withershins and it will drop faster.

Turn the dropping-speed control handwheel (2) until the farming implement can't drop any more when tractor travel a long distance together with farming implement (Don't lock up) to play a role of hydraulic lock for a safe move of tractor unit.

(3) Simple hydraulic output

To get pressure oil output, move the casing cap from the hydraulic output port on the cylinder top , connect to high-pressure oil pipe, move away the oil-returning block at the same time and couple with oil-return pipe. During operation, the suspending levers should be put in the bottom positions and lock up the dropping-speed control handwheel. Put the control handle in the position of "lifting" and pressure oil can be input into right hydraulic units. Move control handle down, and source oil in hydraulic pump will flow back to oil tank. Return oil of hydraulic device will return back to oil tank through scavenge pipe.

(4) Hydraulic output with hydraulic output valve: This series tractors can be equipped with one set or two sets of hydraulic output valves. During hydraulic output, output oil pipe and return oil pipe can be connected to the quick change coupler on output valve. During hydraulic output, the riser can't work. Only when hydraulic output valve is put in the neutral position, can the riser begin to work.

(5)Coupling and adjusting of suspending gear and suspending plow

1) Preparation before hanging plough

Install the top lifting lever onto the middle hole of force-control spring rocker (Fig. 4-8), connect top end of left lifting lever with the front hole A of the left lower link , connect the lower end of right lifting lever and the front hole A of right draw link. Force-control spring rocker (or position-control support) has 4 coupling holes: during operating combination control, mi-high hole is used normally, and top hole is used for light load ; lower hole for 35hp load and the below.

As for 30hp, mid-lower hole is used normally while light load uses mi-higher hole. It can be selected according to deflection amount of force-adjusting during trial ploughing Too large deflection or seizing needs top link lever moving down to the lower holes. In the contrary case, couple with higher holes.

2) Hanging plough

Brace bar couples the lower suspending point and the linkage point of draw link through adjusting

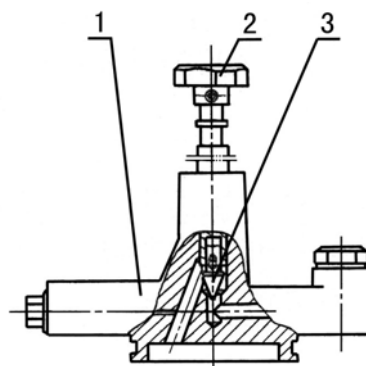
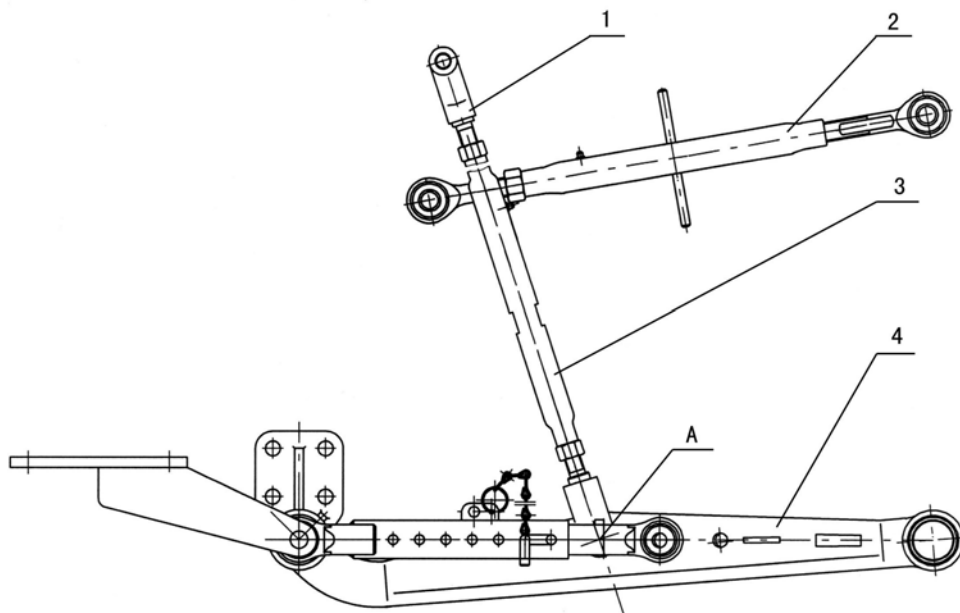


Fig. 4-7 Use of dropping-speed control valve

1-cylinder head 2. hand wheel of dropping speed 3. control valve of dropping speed



1- right lifting lever 2-top link 3- left lifting lever 4-lower link

Fig. 4-8 suspending gear

the helix of riser. By self-adjusting, top lifting lever 's link pin on top suspending point connects to the top suspending point of plough.

3) Adjustment of plough

a. Left-right leveling adjustment of plough frame: adjust the lengths of left and right brace bars to demanded ploughing depth and keep the plough frame horizontal at the same time to keep depth consistent;

b. Front-back horizontal adjustment: adjust the top lifting lever of the suspending gear: when front plowshare is deep or plowshare heel leaves furrow bottom, top lifting lever should be adjusted; when back plowshare is deep, top lifting lever should be shortened to keep plough frame horizontal.

c. Ploughing width adjusting: ploughing width is adjusted mainly though adjusting the ploughing width adjustor of the plough. Adjusting ploughing width adjustor can change the front-back relative positions of the left and right lower suspending points. Move the right lower suspending point forward to get a larger ploughing width. Adjusting the width adjustor can guarantee the plough frame in its correct position to avoid second ploughing or missed ploughing.



Attention:

1. Keep people far away from the lifting area of the lifter when operating hydraulic lifters
2. 3-point suspending unit is only for the farm tools especially designed for 3-point suspending devices.
3. High speed is not allowed when operating or transferring to other field with hung farm implements. Lift the working units of farm implements out of the earth to avoid damages to the parts of lifting system and suspending system.

4. With heavy farm tools connected, the lifting control handle should move up slowly to avoid turn-over.

5. Trailer should be connected to the drawing plate.

4.6.3 Differential Lock

During the travel or operation of the tractor, if one of the driving wheels is found too severely sliding to stop the tractor from moving, you can control the differential lock as the following steps:

1. Step down the pedal of the differential lock, shift to a low gear.

2. Turn the hand throttle to the max. position.

3. Press the control lever of the differential lock at the low right position of the driver' s seat. Release the clutch pedal slowly to engage the clutch. Now the two driving wheels of the tractor drives at the same time to let the tractor out of the sliding area.

4. After driving from the sliding area, the tractor cannot turn, or it is possible to damage the mechanical parts.



Attention:

1. During normal driving and direct changing of the tractor, the differential lock should be forbidden to use, or the differential lock will stop the tractor from turning and this will lead to breaking parts and enhancing the abrasions of the tires.

2. If one of the rear wheel has wheelspin, speed down the engine before stepping down the differential lock to avoid impact on the transmission box.

3. When the differential lock is engaged, release the control lever of the differential lever immediately to let it reset.

Chapter Five Technical Maintenance of the Tractor

For continuous normal work and a longer life of the tractor, technical maintenance rules should be strictly followed and technical maintenance should be often done to see the technical situation of the tractor.

Technical maintenance is done regularly and is classified into the following grades according to their regular time :

1. Shift technical maintenance: Just after a new shift ' work begins or after a new shift ' s 10~12 working hours

2. I-grade technical maintenance: once every 250 working hours

3. II-grade technical maintenance: once every 500 working hours

4. III-grade technical maintenance: once every 1000 working hours

5.1 Shift Technical Maintenance

Following the steps below just after a new shift ' work begins or 10~12 hours after work beginning

1. Check the oil level s of oil pan of the engine, transmission box and the lifter. Fill new engine oil if necessary.

2. Check and see if the water in the radiator is full, wash the dirt between the cooling plates away to avoid inefficient heat dissipation.

3. Check and see if fuel tank has enough fuel.

4. Check and see if the fuel sediment bowl contains water or dirt. Eliminate them and discharge the air from the oilway.

5. Check every connecting sites and the engine. Eliminate fuel leakage, engine oil leakage and cooling water leakage if there are.

6. Check the battery for its charging .

7. Check the air pressure of the tires following the Item 3.4 in the Chapter Three “ Main Technical Specification ” . If you have no pressure tester at hand, you can watch the tire tread of the real tires. It is OK with 2-3 teeth touching the ground.

8. Check and see if every assembly of tractor and engine is fastened and reliable.

9. Fill grease to the lubricated points below with a grease gun.

a. Every points of 2WD axle and 4WD axle

b. Various sleeves of brakes, clutch pedal shafts.

c. suspending gear

d. driving axle

e. Other relatively-rotating parts .

10. Check and see if the tools along with the tractor is complete.

11. Start the engine and watch is the pressure of engine oil and cooling water is normal.

12. When the tractor travels toward a working site or gets near to farm tools, you should have try to push the control handle of the suspending lifter or the handle of PTO shaft, watching their performances and listen to the working gears.

5.2 I-grade Technical Maintenance

Do the following maintenance every 250 working hours:

1. Do all the shift maintenance work .
2. Replace the engine oil in oil pan of engine, wash the engine-oil filter, and replace filter elements.
3. Turn out the discharge plug screw to discharge fuel and wash the fuel tank.
4. Wash the fuel filter, then install it and exhaust the inside air.
5. Clean drabbish and dusts away from air filter.
6. Clean battery with cloth, check battery for its charging, wipe corrosive from connectors, oil the connectors with grease against corrosion.
7. Wash the oil-taking filter of the lifter.
8. Check and regular brakes.
9. Check and regular the travels of clutch.
10. Check the bearing clearance of the front wheels. Adjust it if it is too loose.

5.3 II-grade Technical Maintenance

Do the following maintenance every 500 working hours:

1. Do all the work of I-grade technical maintenance.
2. Wash the filter cloth of suction filter of the oil pan.
3. Check the injection pressure and injection quality. Wash the fuel injector and adjust it if necessary.
4. Check valve spring and adjust valve clearance (cold-state intake valve 0.20~0.30mm, exhaust valve 0.25~0.35mm).
5. Check the nuts on cylinder cover, bolts on links and bolts on flywheels to make sure that they are fastened and reliable.
6. Check the tautness of its fan belt (press the belt with your hand, a 15mm-dent is OK)
7. Check the sealing between the valve and its base. Turn crankshaft, listen carefully and make sure there is no air leakage. Do grinding if necessary and eliminate carbon deposit from its air flue.
8. Check the clearance of free turning angle of the steering wheel, do adjustment if necessary.
9. Replace the engine oil of the transmission box.
10. Check the toe-in.
11. Check the king pin of steering knuckle and its bush. Wash it.
12. Wash the inside of the lifter and replace engine oil.

5.4 III-grade Technical Maintenance

Do the following maintenance every 1000 working hours:

1. Do all the work of II-grade technical maintenance.
- (2. Eliminate carbon deposit from its air flue, check the sealing of air valve (grinding if necessary). Eliminate the carbon deposit from piston and check the carbon deposit on piston ring. Check piston ring working gap and the abrasion of cylinder liner, link bearing, and crank bearing. Replace them if necessary.
3. Check the abrasion of cam, tappet and rocking arm.
4. Check the oil supply of injection pump for its equality. Do adjustments if necessary.
5. Check the advance angle of fuel supply, do adjustment if necessary.
6. Check the flexibility of the shaft of the cooling water pump and its sealing ring. Replace it if it

works not so well.

7. Wash the water scale away from the cooling system. Top up the cooling system with the mixture of 10L water, 750g caustic soda (caustic soda) and 200g kerosene, run for 5-10 minutes at a middle speed, remain the mixture for 10-12 hours (in severely cold winter, make it work continuously or do something to keep temperature) and then restart the diesel, make it run 5-10 minutes at a middle speed, discharge the washing liquid, and wash it with clear water.

8. Replace air filter or the filter element of the filter.

9. Disassemble and check the engine. Have a test on stator insulation and electrical brush, wash its ball bearing and oil with lubricating grease. Replace the oil seal if necessary (Oil new oil seal with engine oil.)

10. Replace the lubricating grease of the front wheel hub bearing.

11. Check the bush of every gear, seal ring and reinforced seal. Replace them if necessary.

12. Check the oil level of steering gear. Top up if it is not enough.

13. After finishing the whole assembling, have a short-time operation to test the performances of every gear.

14. Knock the body of the muffler to eliminate dusts from it.

15. When tractor operation is over, store it in a dry and ventilated place.

16. For maintenance, only the parts that meet product standard can be used to replace malfunctioned parts.

5.5 Technical Maintenance in Winter

When operating tractors under a temperature below 5 °C , special technical maintenance is necessary. Now besides shift technical maintenance, you should follow the rules below:

1. Engine can't be started without water in cooling system. You can fill 60~80 °C water into the water tank.

2. After being cold started, the engine should be preheated for a while until the water is above 60 °C.

3. When the tractor operation is over and it rests for a long time, all the water in cooling system will be discharged (without anti-icing fluid), and discharged water has the temperature of 50~55 °C.

4. Fuel and lubricating oil selections depend on air temperatures or seasons.

5. In severely cold seasons, for easily starting the engine, you'd better store the tractor in a warm garage

5.6 Technical Maintenance for long-time storage

The tractor that is to be stored for a long time should get a thorough check and test for its technical situation before its storage.

1. You'd better store the tractor in a dry garage, and support it's front and rear wheels with wood blocks to leave ground. If you have to park in an open area, a tarp is necessary to cover the tractor with drainage lead around it. The storing area should be far from fire resources such as oil store and kitchen.

2. Wash and clean the tractor body before its storage. Oil the sites that need lubricating following Fig. 4-1 <<Fuel and Lubricating Oil of Tractor>>.

3. After parking, the cooling water should be discharged from the diesel; disassemble the batteries for another storage; cover air exhaust mouths.

4. Start the engine once every three months, and let it running for 20 minutes at various rev. Watch abnormal performances.



Attention:

1. Only the persons who are familiar to the features of the machine and have related safe-operation skills can maintain and repair the machine.
2. Read the parts book relative to this manual and the manual for diesel before maintenance.

Chapter Six Structure and Maintenance for Tractors

6.1 Transmission system

6.1.1 Clutch

1. Control unit of clutch. See Fig.6-1 for its structure.

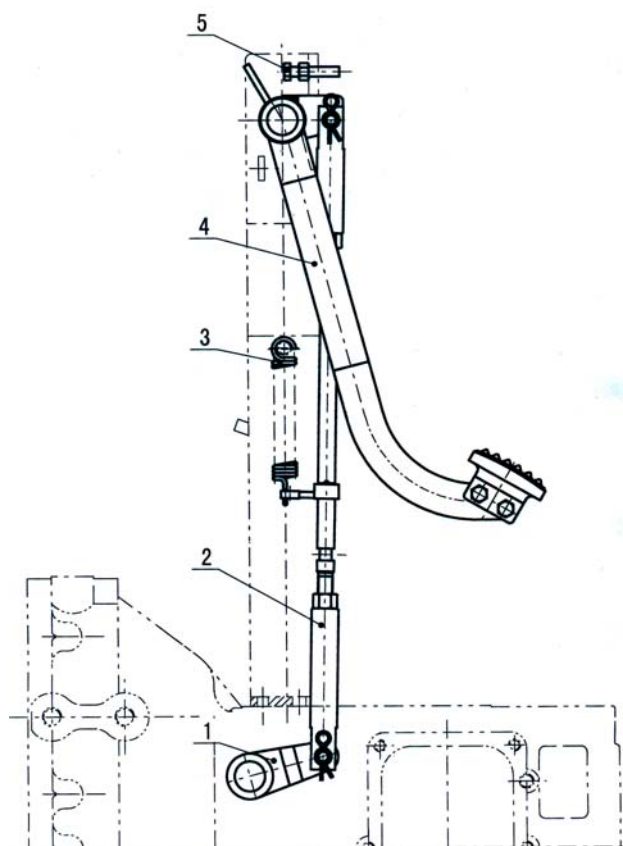


Fig. 6-1 single-action clutch assembly

- 1- external rocker
- 2- clutch push rod assembly
- 3- retracting spring of clutch pedal
- 4- clutch pedal assembly
- 5- fixing bolt

2. Single-action clutch

and the pressure disc doesn't press tightly to the friction disc, the friction force disappears and the driven part doesn't run along with the driving part any longer. Clutch control system mainly includes releasing lever 5, releasing lever iron block (17), releasing spring (6), adjusting bolt of releasing lever (16), adjusting nut of releasing lever (15), releasing bearing (13), return spring of releasing bearing seat (11) and so on. (1) Structure and working principle: Single-disk dry constantly-engaged friction clutch. See Fig. 6-2 for structure

Main clutch parts include engine flywheel 1, clutch case 2, clutch pressure spring 8, and clutch pressure plate 3. Clutch case is fastened with 6 screws 10, pressure plate is installed in clutch case, three claws of the pressure plate are put in the holes on clutch case, and between the pressure plate and the clutch case 6 pressure springs are installed to press the plate towards flywheel end. Its driven part is a driven plate assembly. The whole driven assembly is installed between flywheel and clutch pressure plate and pressed by the pressure plate. Friction force on the contact surface makes the driven part turn along with driving part. The clutch shaft 7 extends into the wheel hub of the driven plate

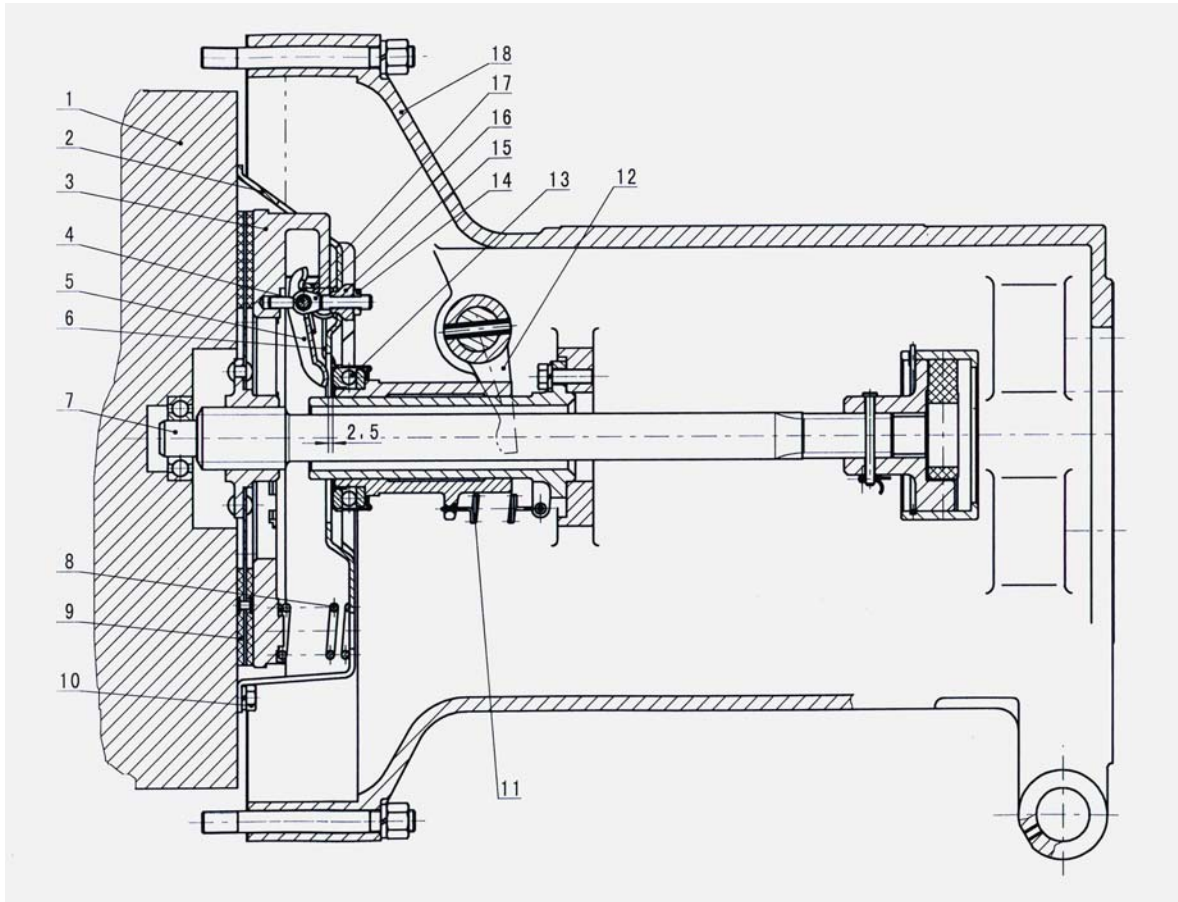


Fig. 6-2 single-stage clutch assembly

1-flywheel 2-clutch cover 3-clutch press disk 4-pin 5-releasing lever 6-releasing lever spring 7-clutch shaft 8-clutch press spring 9-driven-disk assembly 10- bolt 11-return spring of releasing bearing seat 12-clutch release fork 13-releasing bearing 14-tightening nut 15-adjusting nut of release lever 16-adjusting bolt of release lever 17- iron block of release lever 18- bridge piece case

assembly and be connected by splines. The power is transferred to the transmission system through the clutch shaft. When the pressure of the clutch pressure spring is overcome a

Separation of clutch is controlled through releasing bearing (13) assembly and clutch pedal assembly (4/Fig. 6-1). When clutch pedal is stepped down, releasing lever is driven through clutch pushrod assembly (2/Fig. 6-1), external releasing rocker (1/Fig. 6-1), pin (4) and releasing bearing (13). When the releasing lever 5 is pushed ahead, the releasing lever 5 will be rotated with the pin 4 in the adjusting bolt 16 of the releasing lever as a pivot. The end with releasing lever iron block is pressed on convex jaw of press plate (3) by its iron block (17).

When the clutch pedal is released, the releasing rocker (1/Fig. 6-1) and the releasing fork (12) will be reset due to the action of the pullback spring (3/Fig. 6-1). Here the clutch releasing bearing (13) will be reset due to the action of the pullback spring (11) of the releasing bearing base, besides, the releasing lever (5) will also be reset without the action of releasing bearing (13). The pressure plate (3) will press the driven plate (9) again due to the action of the pressure spring (8). Here the clutch is engaged.

(2) Adjustment of clutch:

For a reliable power transfer, the driving sector must press the driven sector very tightly to avoid clutch trackslip. There should be 2-2.5mm gap between the releasing bearing 13 and the interfaces of three releasing levers 5. During the clutch being released, only a slight force on the clutch pedal (4/ Fig. 6-1) can eliminate the gap. This travel of the pedal is called as "free travel", converted to releasing rocker's 4-7mm. From this time on, you continue to press the clutch pedal to make the releasing rocker (1/ Fig. 6-1) swing ahead until the clutch pedal (4/ fig. 6-1) touches the limit screw (5/ fig. 6-1). Its straight distance sliding gear of is called as "working travel", converted to the swinging of releasing rocker, about 26-36mm. During operation, the free travel will be reduced gradually in response to the abrasion of the driven plate 9 and the forwarding movement of the pressure disc 3, which will reduce the original "free travel", so regular check and adjustment are necessary and the following are the steps:

1) Turning the adjusting fork 16 to shorten or prolong the push rod (2/ fig. 6-1) can change the free travel; screwing in or out the limit screw (5/ fig. 6-1) can change the working travel.

2) clutch can't be released thoroughly:

First, adjust the working travel to its max. value. If it doesn't work, open the check winder on the right of the body of the cover of bridge piece (29), releasing the fastening nut 14 and tighten the three adjusting nuts 15 at the same time. The revolution angles must be the same and use the control test of the releasing clutch to test its reliability. After finishing the adjustment, tighten the nuts 14.

3) When the clutch skids:

One possible situation is that the free travel disappears, or the three releasing levers are even compressed, you just need to adjust the free travel to the rated value; the other case is that the free travel is ok, then you must adjust the three adjusting nuts 15, screwing out a same revolution angle. Control the releasing clutch to check the reliability of your adjustment.

The above adjustments on the tractor are just emergency methods. A more reliable method is to disassemble the clutch assembly for adjustments. Refer to "Installation of Clutch".

(3) Use of Clutch

1) Clutch should be released quickly and thoroughly, but no impulse force.

2) Clutch should be engaged equally and stably.

3) Driver should not put feet on clutch pedal during driving to avoid semi-engagement or unreliable engagement that can lead to severe abrasion of clutch and releasing bearing.

4) It is not permitted to control the speed through clutch.

3、Dual stage clutch

Adjustment of dual stage clutch:

Fig. 6-3 shows a coordinated control dual stage clutch that consists of three main sectors: driving sector, driven sector, and control sector (Fig. 6-1). The driving sector runs together with the engine fly wheel, while only when the clutch is engaged, will the driven sector run along with the engine.

The dual clutch should be adjusted on a clamp. Adjusting steps are: adjust the length of adjusting screw 17 to get a 99.6mm distance from the three releasing levers 12 to the end face of the assistant clutch pressure plate 4 with a difference value of smaller than 0.1 mm allowed. After adjustments, lock it up with M10 × 1 nut 16.

Adjust the free travel of clutch pedal (4/ fig. 6-1). First length of the clutch push rod assembly (2/ fig. 6-1) is adjusted to guarantee a gap of $2.5 \pm 0.5\text{mm}$ between the end face of the three releasing

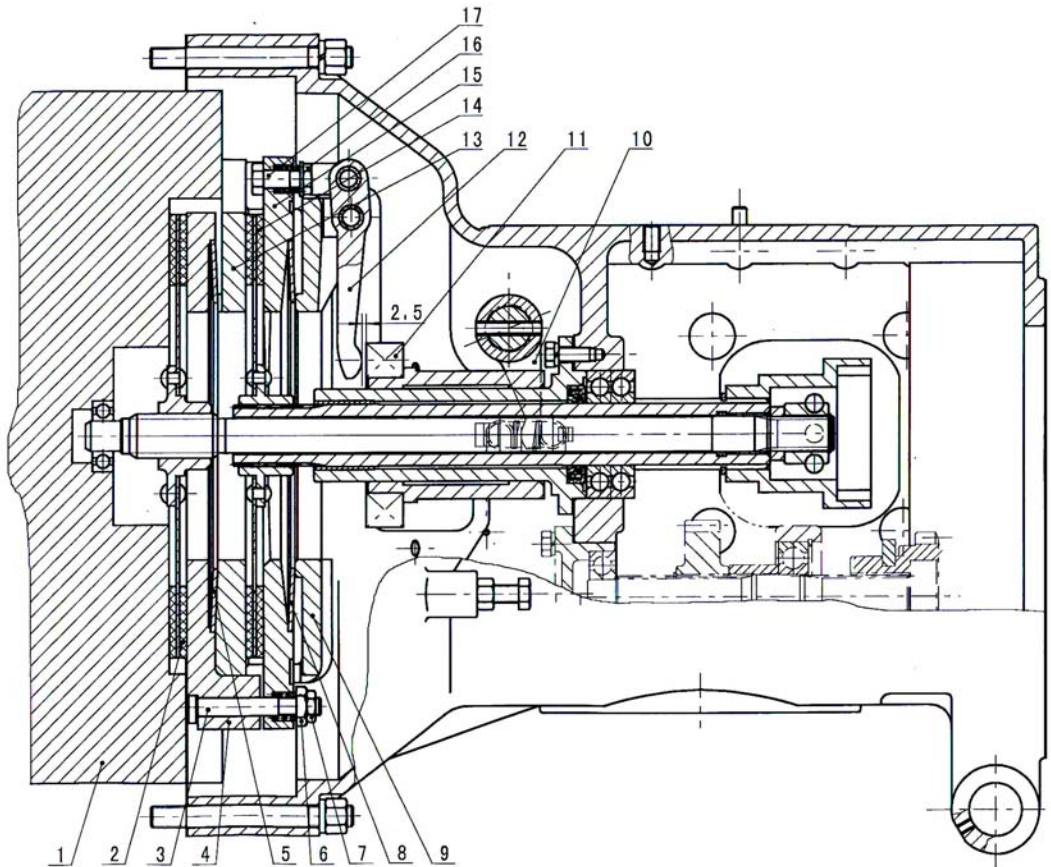


Fig.6-3 dual-acting clutch

1-Fly wheel 2-power output clutch driven disk assembly 3- drawbar 4- Assist clutch press disk
5- butterfly spring 6- adjusting nut 7-nutM10×1 8-butterfly spring 9-clutch cover 10-clutch
fork 11-rolling bearing996713 12-releasing lever 13fixed press plate 14-key clutch driven disk
assembly 15-key clutch press disk 16-nutM10×1 17-adjusting bolt

levers 12 of the key clutch and releasing bearing 11 . After adjusting the push rod length, lock up the nut .

Adjustment of the working travel of the clutch pedal(4/fig. 6-1) is done through screwing in or out limit screw (5/fig. 6-1).

Other items about dual-stage clutch can follow the related contents of single stage clutch.

! Attention:

- 1) With safety considered, the engine cannot be started without released clutch.
- 2) When you released the clutch pedal, your action should be quick and when you engage it, action should be slow. Before speed changing, the clutch pedal should be stepped down completely.
- 3) During operation, don't put your feet on the clutch pedal, or the abrasion of the clutch is increased.

6.1.2 Structure and working principal of shaft coupling:

Shaft coupling is set for three purposes: one is to assort with the axial error between the clutch shaft and the shafts of transmission box; another one is to absorb some of the impact force from the engine to protect the transmission system; the third one is to prolong the life of the driven disc of the clutch. Now nylon embed-type coupler is adapted for single actions of JINMA35E series tractors, while friction ball for their double actions.

6.1.3 Gear box assembly

(1) Constructure of the gear box (see fig. 6-4 and fig. 6-5) $(4+1) \times 2$ gear shifting of the gear box is done through controlling the key and assistant gear shifters. The key gear shifter can get four forwarding gears and a reverse gear, while the assistant gear shifter can get a high-speed gear and a low-speed gear. Gear distributions are some diffirent between the single-acting gear box and the bi-acting gear box, so you should first see clearly the gear distributions on the key or the assistant gear shifters.

Step down the clutch pedal, select your needed gear, look around, release the clutch pedal slowly,

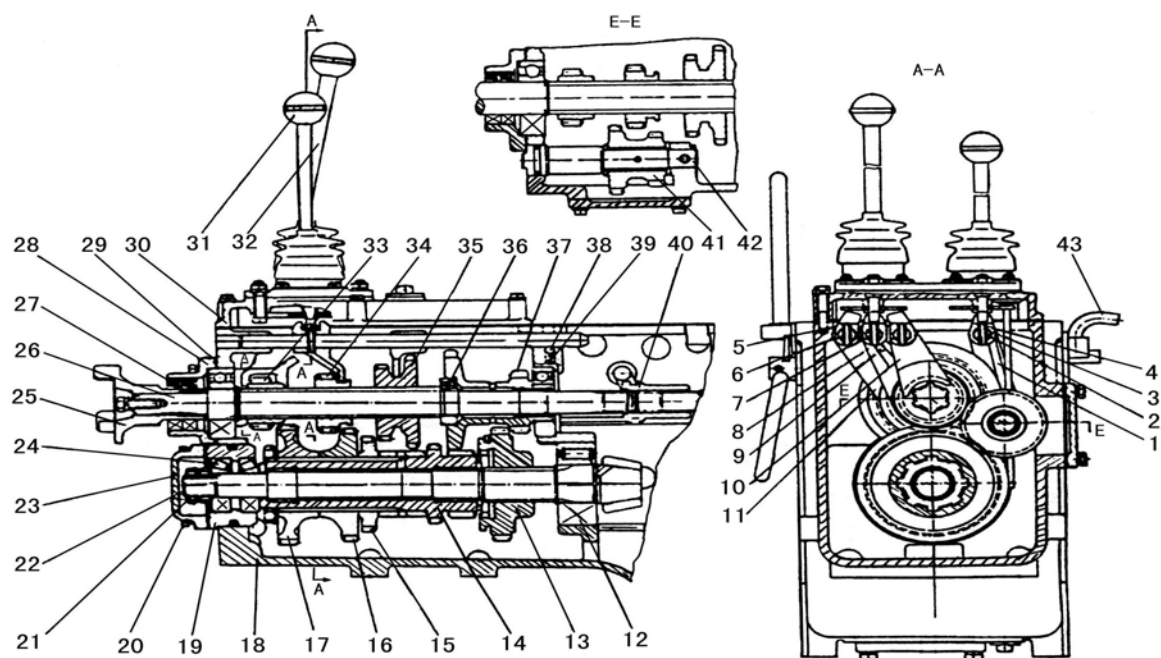


Fig.6-4 single stage gearbox assembly

1-high-low gear shifter 2-high-low gear shift shaft 3-high-low shifting block 4-spring-type straight pin 5-shifting blocks of III-IVgears 6-shifter shaft of III-IVgears 7-shifter shaft of II -reverse gears 8-forks of II -reverse gears 9-fork shaft of gear I 10-shift fork of gear I 11-shift forks of III-IVgears 12 - bearing NUP2308 13-high-low gear sliding gear 14-II-shaft spline sleeve 15-driven gear of gearIII 16-driven gear of gear II 17-driven gear of gear I 18-cover of transmission case 19-front bearing shell of II-shaft 20-washer 21-round nut 22-II-shaft 23-front bearing cover of II-shaft 24-bearing 31305 25-shafting coupling 26-I-shaft 27-oil seal 28-front bearing cover of I-shaft 29-paper spacer of I-shaft 30-gearbox cover assembly 31-assisy gear-shifting lever 32-key gear-shifting lever 33-sliding gear of I-gear 34-sliding gear of II -reverse gear 35-sliding gear of III-IV gears 36bearing 6006 37-high-low gear dual gear 38-steel ball 39-locking spring of fork shaft 40-spline spline coupling sleeve 41-reverse gear 42-reverse-gear shaft 43-aeration pipe

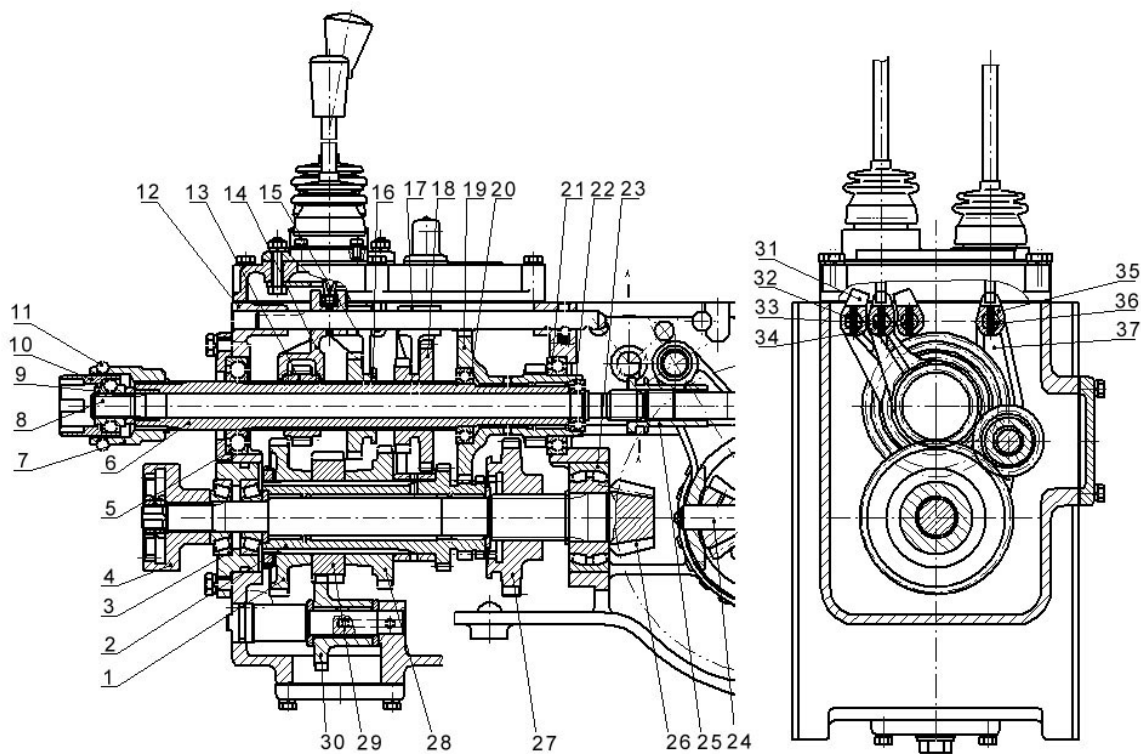


Fig. 6-5 dual stage gearbox assembly

1-driven gear of Gear I 2-spline sleeve of II-shaft 3-rolling bearing 31305 4-link gear 5-rolling bearing 6208 6-I-shaft 7-coupler driven sleeve of key clutch 8-PTO driving shaft 9-coupler driven sleeve of assistant clutch 10-coupler link sleeve of assistant clutch 11-steel ball 10.3188 G400 b 12-transmission case assembly 13-sliding gear of I -reverse gears 14-shifting fork of I-reverse gears 15-shifting fork of Gear III 16-sliding gear of Gear III 17-shifting fork of Gear II - IV 18-sliding gear of II - IV gears 19-high-low gear dual gear 20-rolling bearing 6007 21-rolling bearing 6010 22-rolling bearing 6004 23-self-aligning roller bearing 22308C 24-differential assembly 25-spline coupler 26-II-shaft 27-high-low gear sliding gear 28-driven gear of Gear II 29-driven gear of Gear III 30-reverse gear 31-shifting fork of Gear III- IV 32-shifting fork shaft of Gear II - IV 33-shifting fork of Gear III 34- shifting shaft of I -reverse gears 35-shifting block of high-low gears 36-high-low gear fork 37-high-low gear fork

and then the tractor can travel and take power out. A proper working speed of the tractor cannot only get the best productivity and economical efficiency but also prolong its life. Overload is not proper during tractor working. It is better for the engine to have a certain power margin. Speed selection for tractor' s working in fields should let the engine have about 80% load. If it is light loaded and slow operation, higher gear together with small fuel supply can save your fuel.

6.1.4 Differential gear and differential lock

Structure of the differential gear (see fig. 6-6):

Differential gear is taper gear type consisting two planet gears. The big taper gear 5 is fixed on the cover of differential gear 14 by the six bolts 4. Two half-axle gears 15 that can turn inside the

differential cover are installed inside the differential housing and are connected to the final driving small gears by splines; there are two planet gears 16 engaged to half-axle gear that is installed on the planet gear shaft 17 on the differential cover.

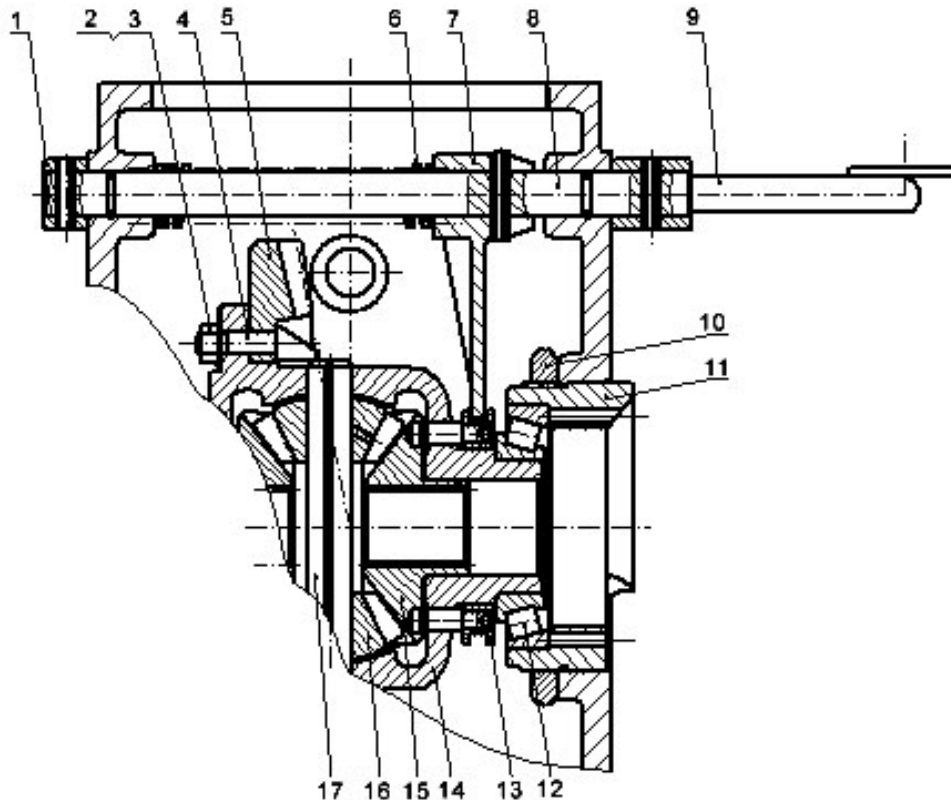


Fig. 6-6 differential gear and differential lock assembly

1-axle sleeve 2-washer 10 3-nut M10 4-retainer bolt 5-big taper gear 6-return spring of differential lock 7-fork of differential lock 8-fork shaft of differential lock 9-pedal of differential lock weldment 10-adjusting nut of differential lock 11-bearing seat of differential gear 12-bearing 30212 13-differential lock assembly 14-cover of differential gear 15-gear of right half axle 16-epicyclic gear 17-planet gear shaft

(2) Adjustment for the differential assembly:

Put the differential assembly into the middle of the transmission box (the big taper gears should be out its left side), then put the inner ring of bearing 30212 and adjusting nuts of differential into its two bearing journals' end. After that, put the differential bearing with the outer ring of bearing 30212 into two bigger holes on the wheel box's two sides and screw the differential adjustment nuts. Take care of the joggle of the big taper gear (the big spiral umbrella) and No.2 axes (the small umbrella) and adjust it if necessary. After adjusting, fix the adjusting nut orientation slice,

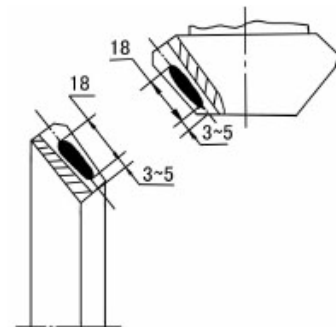


Fig. 6-7 Ideal touch of spiral taper gear

two M8 × 14 bolts and the orientation lock slice above the differential adjusting nut (on the wheel box),




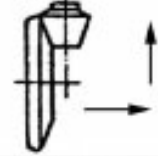

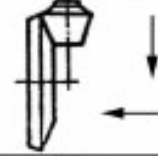

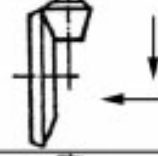

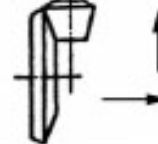
tooth contacting of big gear	adjusting girections	moving directions of gears
	normal print	
	adjust big gears towards mnall gears. move small gears outward if the clearance is too small	
	adjust big gears apart from small gears. move small gears inside if the clearance is too big	
	adjust small gears towards big gears. move big gears outward if the clearance is too small	
	adjust small gears leaving from big gears. move small gears inside if the clearance is too big	

Fig. 6-8 Print adjusting of helical beval gear

then fasten the bolt's six conners by curving the lock slice.

The adjustment of the screw wimble gear should be done after the wheel box has run for 1~2 minutes without oil. The side gap of the taper gear should be between 0.15~0.25mm and the ideal touching trace are shown as Picture 6-7. The interface of the small gear should be higher than the the bigger one. Under the lesser burthen, the touching trace's length should be half of the gear's length. Because the interface will move to the bigger end under full burthen, so you should make sure that the interface is closer to the smaller end when fixing and testing. The screw wimble gear and its adjustment are shown as Fig. 6-8.

The adjustment of the screw wimble gear's trace can be realised by adding or reducing the two axeses' underlay and screw the adjusting nuts on the differential's two sides. At the same time, the adjusting nut can also be used to fasten the differential braring and the total friction torque should be between 0.98~1.47 NM(0.1~0.15 KgN/M).

The differential lock's control is on the tractor's left side(Fig. 6-6), which consists of differential lock assembly(13), diffiencial lock's joy stick(9), differential dial forked shaft(8), diffierencial lock dial fork(7) and differential lock spring(6). While working, if getting stuck or sliding, the differential lock can be joined as follows to make the tractor move out the lubricious area:

- 1.Step the clutch pedal, and switch the main and assistant gearlever to low gear.
- 2.Put the the accelerograph control to the maximum.

3. Use your right foot to step the differential lock footplate.
4. Loosen the clutch pedal slowly to make the tractor move out of the lubricious area slowly.
5. Loosen the differential lock footplate and it will come away automatically.

● Important:

The central transmission big and small gears are a pair of matched gears. Make sure that they are fixed correctly. It's better that they are replaced together with the bearing, otherwise the service life will be shortened.

6.1.5 Final transmission (Fig. 6-9)

JINMA-35 series of tractors are equipped with 2 sets of straight teeth cylinder gears (external

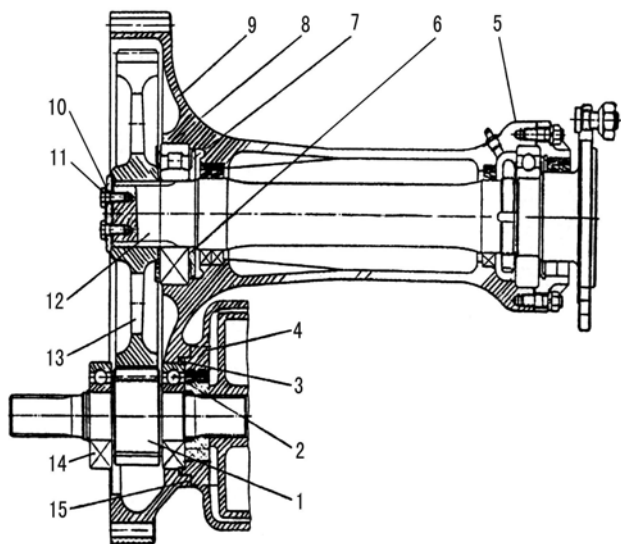


Fig.6-9 Final transmission assembly

1-final-transmission small gears 2-ball bearing6308N 3-limit ring 4-brake housing 5-bearing213 6-bearingNU311 7-base plate 8-baffle 9-final-transmission housing 10-safety washer 11-screw12-driving shaft 13-final-transmission big gears 14-bearing6308 15-spacer of brake housing

mesh) final transmission systems, distributed at both sides of the transmission case. Engine transmits its power through clutch and transmission case, and the power is divided by differential mechanism into two parts and transmitted to the right and the left final small transmission gears and then to two driving shafts. Its structure is as Fig. 6-9.

One end of the small final transmission gear (1) is supported in the differential bearing seat with rolling ball bearings 308(14), a spline is inserted into spline hole of differential mechanism half shaft gear and connected with half shaft gear, another end is set in final transmission housing (9) with ball bearings (2), and its axial position is fixed with limit ring (3) and brake housing (4). Driving shaft (12) is set in the final transmission case with two bearings(5) and (6), big final transmission gear(13) is fixed on the spline of the driving shaft, and engaged with small final transmission gear. The position of the big final transmission gear on the driving shaft is fixed with two M8 × 20 screws (11) and a safety washer (10). The final transmission case is fixed on the external side of transmission case with twelve bolts.

Lubricating oil in final transmission case: As transmission case is through to the final transmission case, no additional lubricating oil need be filled into the final transmission case, but if lubricating oil in the final transmission case need be drained off, lubricating oil in the transmission case shall be drained off at the same time. Base plate (7) is used for stopping oil and as dismantling tool when connection between bearings NU311 external ring and case is too tight. The block bearing on the small-end driving shaft of the end transmission case shall be often oiled with lime grease.

6.2 Travel& Steering System

6.2.1 Hydraulic Steering Control Unit (SCU)

Model: 101S-1-100-12-AH

Hydraulic Steering Control Unit (SCU) series 101S-1 is integrate hydraulic orbital steering control unit, CU series 101S-1, based upon series 101-1, incorporates relief valve, shock valve, suction valve and check valve inside the steering unit. They inherit the same feature as series 101-1, meanwhile they can also control the steering pressure , and provide the oil cylinder with shockproof and oil suction protection, to avoid the oil flowing backward.

1、Model Code (fig 6-10)

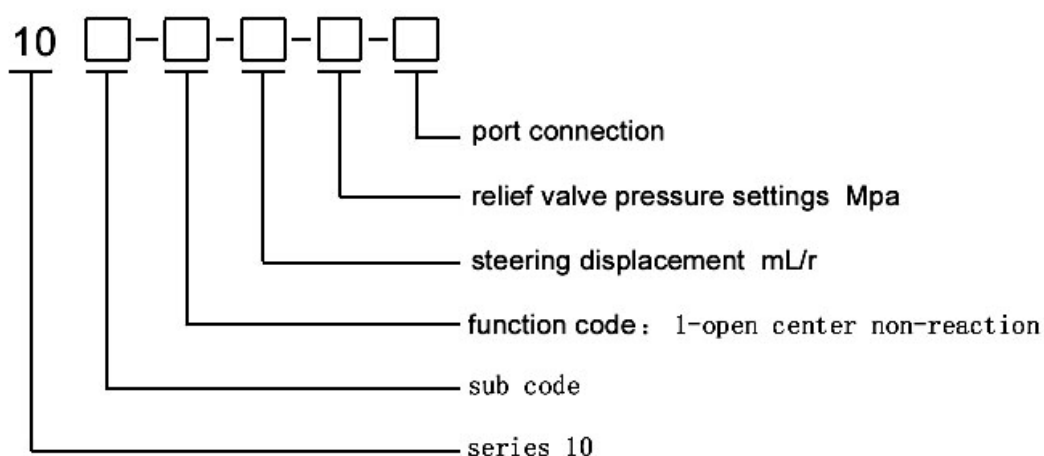


FIG 6-10 Model code

2、Drawing (fig 6-11)

3、Issues needing attention

(1) For mounting

① the mounting data of SCU should conform with the coaxial requirement between the steering control unit and the steering column, meanwhile there should be about 1 mm clearance in the axial direction between the steering column and the steering control unit.

②The depth of the bolt that fastens the steering column, screwing inside the steering thread hole, should be $\leq 17\text{mm}$, the fastening torque should be $\geq 30\text{N.m}$.

③ After mounting, the steering control unit should be checked whether the steering wheel can return to the neutral

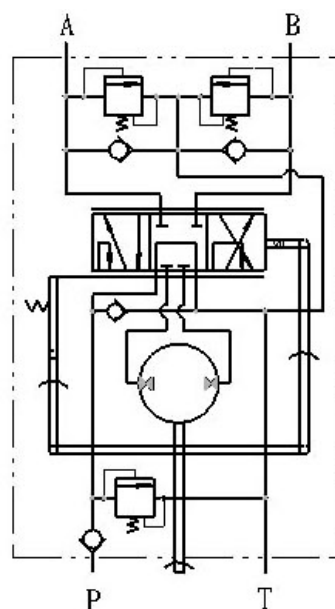


FIG 6-11 Drawing

position smoothly, to ensure the flexibility

④ Pipe connecting: Port P should be connected with supply pipe of the pump, Port T should be connected with pipe to oil tank. Port A and B should be connected separately with the left and the right pipe.

(2) For oil flow speed

① For the oil supply pipe to be connected with the Port P, it's recommended that the oil flow speed inside the pipe be $\leq 1.5\text{m/s}$.

② For the cylinder pressure pipe to be connected with Port A and Port B, it's recommended that the oil flow speed inside the pipe be $\leq 4\sim 5\text{m/s}$.

(3) For others

① The diameter of the steering wheel should not exceed 500mm.

② A filter, the filtering precision of which is $30\mu\text{m}$, should be installed on the way to Port T. The tank position should be mounted generally higher than the SCU mounting position, and the backward flowing pipe should be put under the oil, then during the manual steering, the suction can be supplied, meanwhile the air can be prevented to go inside the oil pipe

③ The viscosity of the oil for the steering is 17 cst \sim 33 cst. It is recommended to use low condensate hydraulic oil. The scope of oil operational temperature is $-30\text{ }^{\circ}\text{C}\sim 100\text{ }^{\circ}\text{C}$ and the normal oil temperature should be $20\sim 80\text{ }^{\circ}\text{C}$

④ The steering should be executed under test operation after mounting: Before running, clean the tank and fill the oil to the maximum level. Loosen the cylinder thread screw, to make the pump run at low speed to deflate, until the oil flowing outward doesn't produce any foam. Disassembling the link of the piston rod and the steering wheel, and turning steering wheel to make the piston to the extreme left or right (don't stop between the extreme ends), then filling oil up to the stipulated level. Fastening all the thread joints(don't fasten on the condition of pressure), link the piston rod, and then check whether steering unit operates normally or not under different conditions.

⑤ It's necessary to keep oil clean, to prevent the internal part of the steering unit from being locked by any dirty fragment, resulting in malfunction of steering. Therefore, the filter and the oil should be frequently inspected(the oil should be changed under the condition that there appears the black center on the blotter, if one drop of oil is put on the paper).

⑥ If the operator feels the steering unit heavy or malfunction during the operation, the operator should check carefully and check the reason, it's forbidden to turn the steering wheel rudely, or disassembly the steering unit to prevent parts being damaged. It's

forbidden that two operators turn steering wheel at the same time

4、Disassembly and Assembly

(1) Disassembly

① Disassembly Order:

End Cap—Spacer—Stator—Rotor—Drive shaft—Spacer Plate— Pin + Steel Ball—
valve Spool & Sleeve—Pin—Spring—backup ring—Bearing—backup ring—Housing
Plug of Relief Valve—Lock Bolt—Spring base—Spring—Spool of Relief Valve
—Base of Relief Valve

Plug of Shock Valve—Shockproof and Pressure adjustment Bolt—Spring of Shock Valve
—Base of Steel Ball—Steel Ball—Base of Shock Valve

② Attentions

Don' t damage or scrape the surface and end of parts.

Don' t dip or soak in petrol the rubber ring which is disassembled from SCU.
Otherwise it will cause distortion and deterioration. Pay attention to the right position of the
steel ball, after it' s disassembled.

③ SCU is a kind of high precision product. The user doesn't have the test tool, thus So
we don' t suggest that the user disassemble it himself.

(2) Assembling

① Assembling Order

Valve Spool—valve Sleeve—Pin—Spring—Big backup ring—Bearing—small backup
ring—Housing—Steel Ball+ Pin—Spacer Plate—Drive shaft—Rotor—Stator—Spacer—
End Cap

Base of Relief Valve—Spool of Relief Valve—Spring—Spring Base—Locked Bolt
—Plug of Relief Valve

Base of Shock Valve—Steel Ball—Base of Steel Ball—Spring of Shock Valve—
Shockproof and pressure Adjustment Bolt—Plug of Shock Valve

② Attentions

I . Please clean all the parts (except the rubber ring) with petrol or coal oil before
assembly. If there is paint with the connection surface, it should be cleaned by acetone.
Please clean with soft brush or silk ,it' s forbidden to clean with any cotton or clout. And
the best cleaning method is to blow by compressed air.

After finishing assembly, the operator should put 50-100 mL hydraulic pressure oil into
the input port , and turn the valve spool left or right . If there is no problem , it can be
installed in the vehicle.

II . Keep clean the connection surface of Housing ,Spacer Plate, Stator and End Cap. Do not be scraped or broken.

III . There is a mark both on the end surface of the rotor and on the drive shaft, the mark of the drive shaft should be meshed against the tooth vale of inner spline. Pay attention to the right position while assembling.

IV . For the bolt of the end cap, the qualified complex washer has to be used

V . While fastening seven blots in the end cap, one bolt should be fastened every two bolts in sequence, fasten gradually, and the fastening torque is around 40-50N.m;

VI . To avoid scraping during assembly, bit Lithium-based lube grease can be used.

6.2.2 Brake

(1) Structure and work principle of brake:

The tractor is equipped with sealing disc brakes, they are set on the left side and the right side of the final transmission (small) gear shaft respectively, the right brake or the left brake may be applied in single side, its structure is as Fig. 6-12 with pressing plates (14) and frictional slice assembly (15) .

Two pressing plates (14) are pulled by each other with 3 springs (16)with 3 steel balls (17) between 2 pressing plates. The pressing plates may rotate around the steel balls, and two pressing plates are connected with a pull plate (3) and a fork pull plate (4), another end of pull plates is connected to adjustment rod (5), and put an adjustment rod in the swing arm (6). The other end of the swing arm is connected to adjustment fork (9) of brake pull rod, brake pull rod (11), left brake pedal (13) and the right welded brake pedal unit (12). When treadling brake pedal, two pressing plates are pulled by the pull plate through brake pull rod, adjustment fork, swing arm, adjustment rod to make the pressing plates rotate around steel balls. As there is a spade concave in the pressing plate, clearance between two pressing plates gets wider, so the frictional slices are pressed. As frictional force functions, the frictional slices stop rotating, so the final transmission (small) gear connected to the frictional slices also stop rotating, driving wheel stops work.

When releasing pedal, the pressing plate returns to the original position by the spring (16), and the frictional slices also return to original position and separate from the pressing plate.

If single side brake is applied, turnning radius may be reduced. When two pedals are locked together, treading on any pedal can operate two driving wheels. Pull the manual brake assembly (1) upword to keep tractor inlong-term braked statue .

(2) Adjustment of brake

After brake is used for some time, frictional slices may wear out; so clearance between frictional slices and pressing plate gets wider, which will reduce brake function. So brake shall be often adjusted for safe operation. Adjustment method is to loose nut (9) , tighten nut inside forward (8), and move adjusting fork korward (5), to eliminate clearance caused by abrasion. After adjustment, lock it up with nut(9) to adjust clearance.

If free state and braking state of brake can not be adjusted well by the above method, it can be adjusted by adding or reducing brake cover paper spacers (18)between brake cover (19) and brake case (20). Add paper spacers if brake travel is too short, otherwise reduce paper spacers. It can also be adjusted through changing the lengthof braking soft shaft (11).

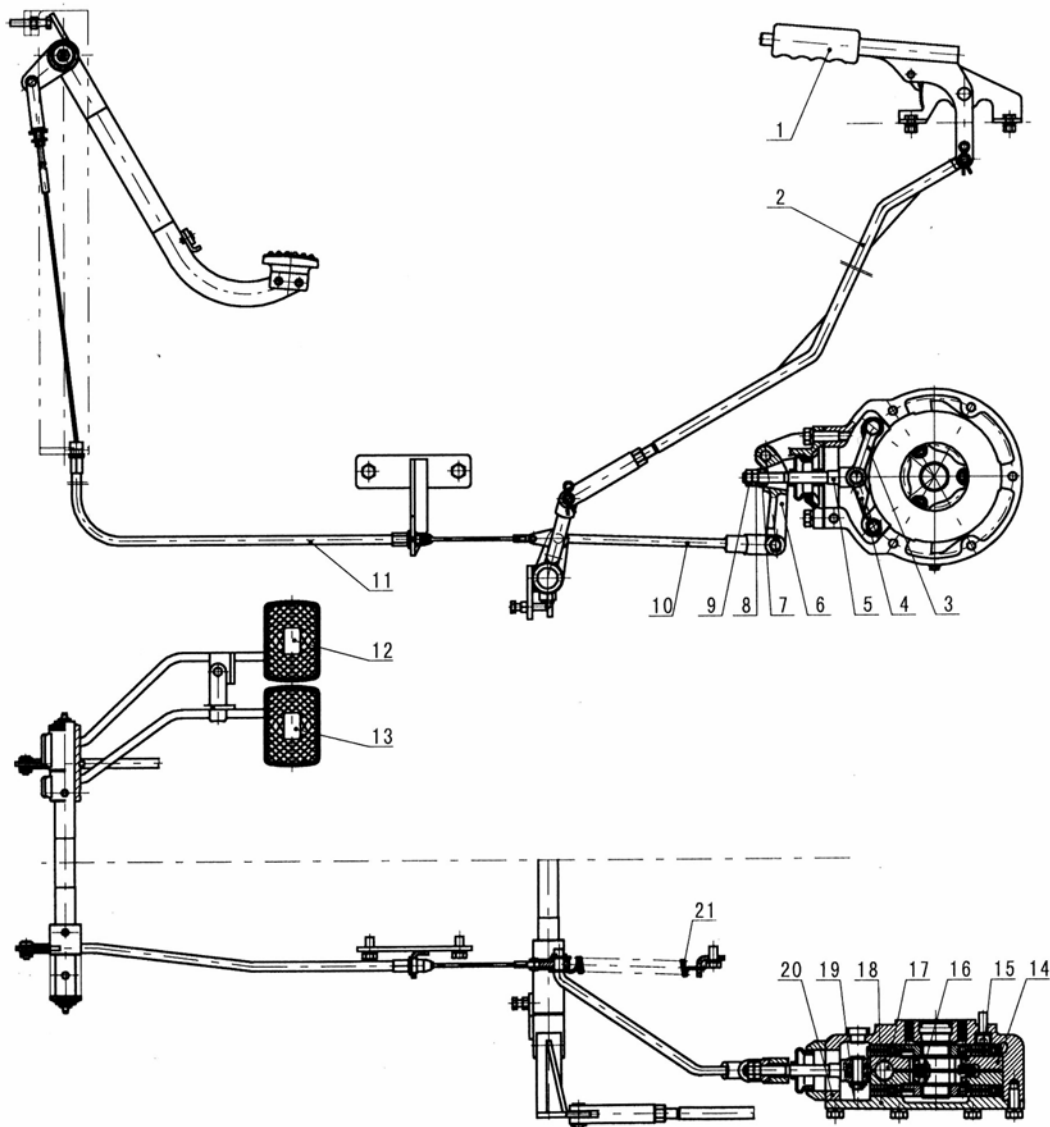


Fig. 6-12 Brake Assembly

1-hand throttle assembly 2-hand brake push rod 3-lever 4-fork pull plate 5-adjusting lever 6-swing arm 7-block 8-nut 9-locking nut 10-braking lever coupling fork 11-braking soft shaft 12-right braking pedal weldment 13-left brake pedal weldment 14-pressing plates 15-frictional slice assembly 16-return spring of pressing plate 17-steel ball 18-brake cover 19-paper spacer of brake cover 20-brake case 21-pedal spring

If adjustment of the left brake is not identical with that of the right brake and emergency brake is applied during a high speed, tractor will have different braking marks and deviate from its course, people can prolong the brake pull rod at the side where braking track is longer or shorten the one at the side where braking track is shorter until the left braking track is as long as the right one and the brake works reliably, and then tighten nut (9), firstly test with III-gear, then IV-gear after adjustment.

(3) Application and maintenance of brake

① Do not put your foot on pedal when brake is not applied to avoid quickened wearing of frictional slices.

② Braking shall be engaged entirely, do not stop at its middle position.

③ For braking, firstly treadle the clutch pedal, then treadle brake pedal. Treadle two pedals at the same time under emergency.

④ During transportation, the left and the right brake pedals shall be locked together. In particular, when tractor is going at a high speed, don't apply single side brake.

⑤ Brake frictional slices shall not be stained with oil.

Warning:

Before starting, interlock left and right brake pedal. Single-side braking can cause sharp turn and leads to turn over

● **Important:**

Free travel of the left brake pedal of tractor must be identical with that of the right one; otherwise tractor will deviate from its course and lead to accident in case of emergency brake.

6.2.3 Two-wheel Front Driving Axle

(1) Structure (See Fig. 6-13):

Front axle of 2WD tractor is pipe axle with an adjustable wheel base, setting in front of engine, stand (3) is connected to engine with 6 bolts, swing shaft (2) bears against front end and back end of stand and is put in welded sleeve assembly (25), there are 3 bolts (24) in both sides respectively used for fixing left and right assistant casing pipe assembly (7).

Left and right steering joint assembly (8) is equipped with front wheel rim (17), bearing against two conical rolling bearing 30305 (18) and 32206(19), in the inside of wheel rim there are 2 frame rubber oil seals (11) with spring ends towards the outside to avoid water and soil coming to bearings. There are paper spacers (12) of bearing cover (16) on the outside to avoid oil leakage. There is plentiful calcic grease in the front wheel rim. Washer (15) is used for avoiding accident when front wheel breaks away from tractor as soon as roller ring of bearing breaks. Left and right steering joint assembly and front wheel rim assembly and single thrust ball bearing 51207 (10) on steering joint bolt shall be put in left and right sleeve pair assembly, connected with left (right) steering arm (21) and clipped together with bolt (20), left and right steering arms are connected together with steering rod assembly (23), main bolt of steering joint is equipped with an oil cup (4) to lubricate main bolt and liner bush(6) and (9) at its top, rubber sealing ring (5) on the main bolt shall be used lest dust come in and butter leak.

The steering connector is shown as Fig. 6-14 with ball-head pin (1) and ball-head pin seat (2). They can relatively rotate in all directions in space, the ball-head pin seat is pressed at pull rod connector (8). Ball-head pin seat end is covered with a cap (3) and pressing spring (4). They are pressed with a spiral cover(5), a lock bolt (6) passes the screw cover (5) to avoid it is loose. Its lower end is put in oil seal sleeve of connector (9), and lubricating oil is filled into pull rod connector hollow by grease nipple(7).

(2) Adjustment and maintenance

New tractor's front wheel has a toe-in of 3 to 11 mm before ex-factory. Adjustment procedure is as Fig. 6-21: loose nuts (22) at both sides, turn transverse pull rod assembly (23) to adjust the distance between the front end and the back end of front wheels, and make the distance 3 ~ 11mm less than that

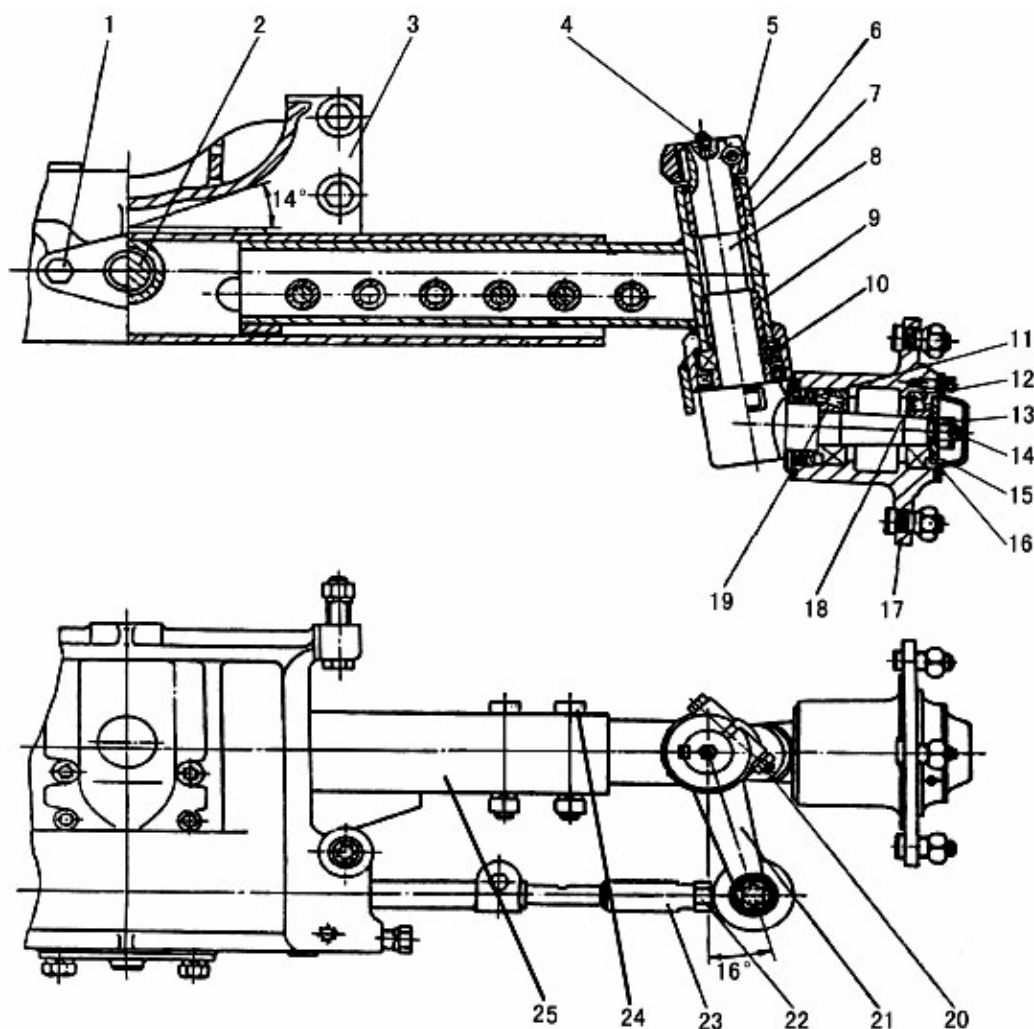


Fig.6-13 2WD fore axle assembly

- 1-screw 2-swing shaft 3-stand 4-oil cup 5-seal ring 6-bush 7- assistant casing pipe assembly
 8- steering joint assembly 9-bush 10-bearing 51207 11-oil seal 12-paper spacer 13-nut
 14-split pin 15-washer 16-bearing cover 17-front rim 18-bearing 30305 19-bearing 32206
 20-bolt 21-left steering arm 22-nut 23-steering rod assembly 24bolt 25- sleeve assembly

of the back end (when measuring the distance, steering wheel shall be at the middle position). After adjustment, lock transverse pull rod assembly with nuts.

Sum of axial clearances of two conical roller bearings in front wheel rim shall be within 0.05 ~ 0.2mm. During adjustment, bearings shall be free of load. Adjustment procedure is to twist channel nut (13), then reverse 12° to 60° , and lock nuts with bolt (14).

(3) Dismantlement and installation

- ①Remove machine cover, air filter stand, battery seat and water tank assembly respectively.
- ②Lift the front end of engine with a jack.

③Disassemble tie-rods and their joints.

④ Remove the auxiliary sleeve assembly with front wheel rim.

⑤Remove 6 screws connecting stand with engine.

⑥ Remove 2 screw (1) of swing shaft assembly respectively, take out swing shaft (2), and separate sleeve assembly (26) from stand (3). Installing order is the opposite procedure.

Dismantlement and installation of the auxiliary sleeve assembly with front wheel rim:

① Remove bolt (20), then remove left and right steering swing arms (21).

②Take out seal ring (5) and auxiliary sleeve assembly (7).

③Remove bearing cover (16), paper spacer (12), split pin (14) and channel nut (13).

④ Remove washer (15), bearing 30305 and front wheel rim assembly(17) respectively.

⑤Remove the inner ring of bearing 32206 and oil seal (11).

Installing order is the opposite procedure, but clean and maintain parts according to the related regulations.

6.2.4 Front driving axle.

(1)Application of front driving axle

Front driving system of 4-wheel tractor is driven with a control handle (10/Fig.4-2). Push the control handle ahead, power is driven to the front driving system; pull the control handle backward, front driving system power is cut off. But before the above operation, you shall treadle clutch pedal (3/ Fig.4-1) to release the clutch entirely.

When 4-wheel tractor goes along highway, power of front driving system shall be cut off to have the front wheels driven for reducing tires wearing. If the tractor is used for transportation for a long term instead of fields work, half shaft (7) shall be removed (see Fig. 6-16) to reduce resistance from front driving system for convenient transport. When the tractor goes along a sticky, wet and sandy path, or works in half- dry water fields, its back wheels skid easily, the front driving system shall be given power to raise its traction force.

(2) Structure and adjustment of front driving system.

①Adjustment of toe-in (See Fig. 6-15)

Front driving wheels (1) are at straight driving position, toe-in shall be kept within 3 to 11mm,

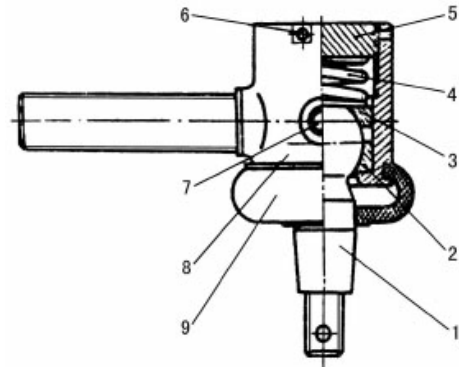


Fig. 6-14 2WD fore axle assembly

1-ball-head pin 2-ball-head pin seat 3-pin cap 4-pressing spring 5screw cover 6-lock bolt 7-grease nipple 8-pull rod connector 9-oil seal of connector

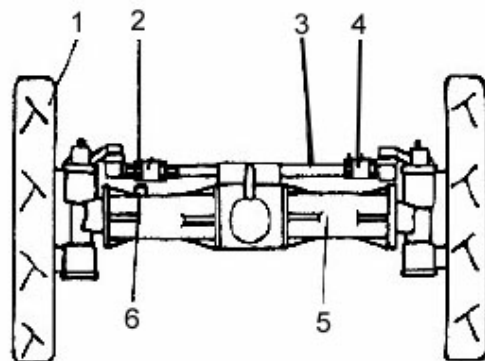


Fig. 6-15 adjustment of toe-in

1-driving wheels 2-locking nut 3-transverse pull rod assembly 4-locking nut 5-front driving axle 6-screw plug

otherwise adjust it: loose 2 locking nut (2) and (4) at both ends of transverse pull rod, turn transverse pull rod assembly (3), adjust distances between front ends and back ends of front driving wheels(1) to make the front-ends 3 to 11 mm less than that of the back ends. After adjustment, lock the steering rod assembly (3) with nuts (2) and (4)

②Structure and adjustment of the front driving axle assembly:

The front driving power turns the front wheels through the following mechanisms, that is, the power goes through the transfer case under the bridge piece housing to the rolling ball coupling joint assembly (Fig. 6-17) to transmit to the central transmission system (Fig. 6-16) to divide into two parts and passes side half shafts to front final transmission.

After bearing (13) and (15) of driving gear (16) in the front central transmission is used for some time, axial movement will get larger. It is necessary to twist its round nut (12) to reduce axial movement, so clearance between driving gear (16) and driven gear (18) of central transmission system will get wider, people may remove some adjustment spacers (10), or adjust nuts (17) at both ends of differential mechanism to get a proper clearance if necessary.

If tractor works in fields, in particular, in paddy fields, it is easy for mud to get into the end surfaces of front and back swing liners (14). To abrade the end surfaces easily, then the axial movement will get wider, plus that removing spacers (10), as the above-mentioned, will let axial movement get wider, so it is necessary to put a thrust washer (11) on every end surface between front axle assembly and swing seat (9) respectively for repairing or replacing to keep a normal axial movement.

Front final transmission small gear (3) and bearing (2) at main bolt (31) and conical gear (1) (21) and bearing (20) at half shaft (7) will wear out after a long time operation, which leads to the meshing clearance between auxiliary conical gears getting wider, so it needs adjusting. Adjustment procedures are as the following: loose oil discharge screw (4) at lower end of terminal transmission case (28) to exhaust lubricating oil.

(1) Upper end of main pin : remove swing arm (23) and main pin shaft seat (24). According to meshing clearance of gears, people may abrade the support sleeve (25) at the lower end of bevel gears (2), (27), and at the same time, take out washer (26) to make meshing clearance get less. Just draw out adjustment washer (26) if it is caused by bearing (22) abrasion, then reassemble the dismantled parts.

(2) Lower end of main pin: support half shaft case (19) of front axle with jack to make front wheel rise away from ground, remove front wheels and end cover (32). According to meshing clearance of gears, add adjusting washer(1) or draw out the adjusting washer (30) on the front driving end cover (29) to reduce backlash of gears, and then reassemble dismantled parts.

(3) Half shaft end: remove the whole front final transmission assembly and check ring 85(6). According meshing clearance of gears, add adjusting washer (5) to reduce backlash, then reassemble the dismantled parts and the front axle assembly.

After the above procedures, you must turn front wheel by hand to see if they can rotate freely without abnormal noise, then fill in lubricating oil to the rated level, and tighten the inlet bolt.

(4) Transfer case assembly (Fig. 6-17)

Transfer case of 304E/354Etype tractor is fixed under the left side of bridge piece case; its structure is as Fig. 6-17. Raise control handle (10) in Fig. 4-2, and the internal gear coupler (14) in Fig. 6-17 is engaged with gear coupler(15) to transmit power from two shafts in transmission case to the power input gear (16) of transfer case, then to PTO gear (12) and PTO shaft (10) of transfer case through middle gear of transfer case, and then transmit the power to the front driving axle finally

through coupling shaft and other parts to turn the front driving wheels.

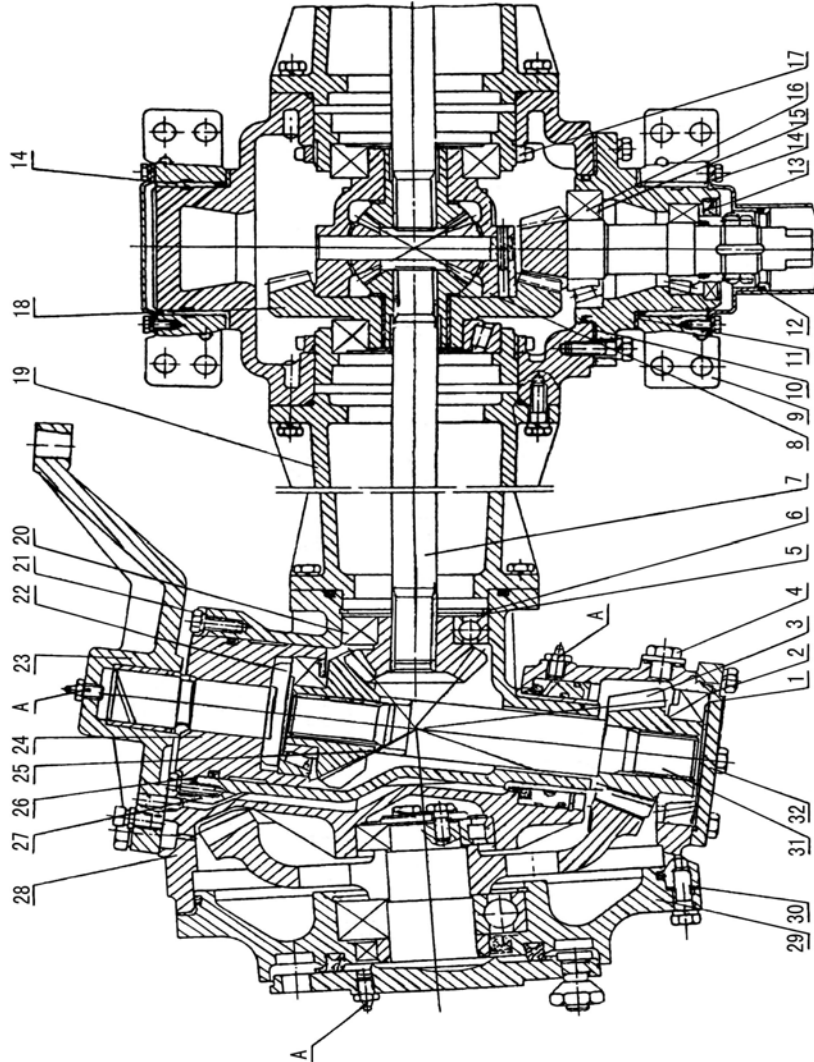
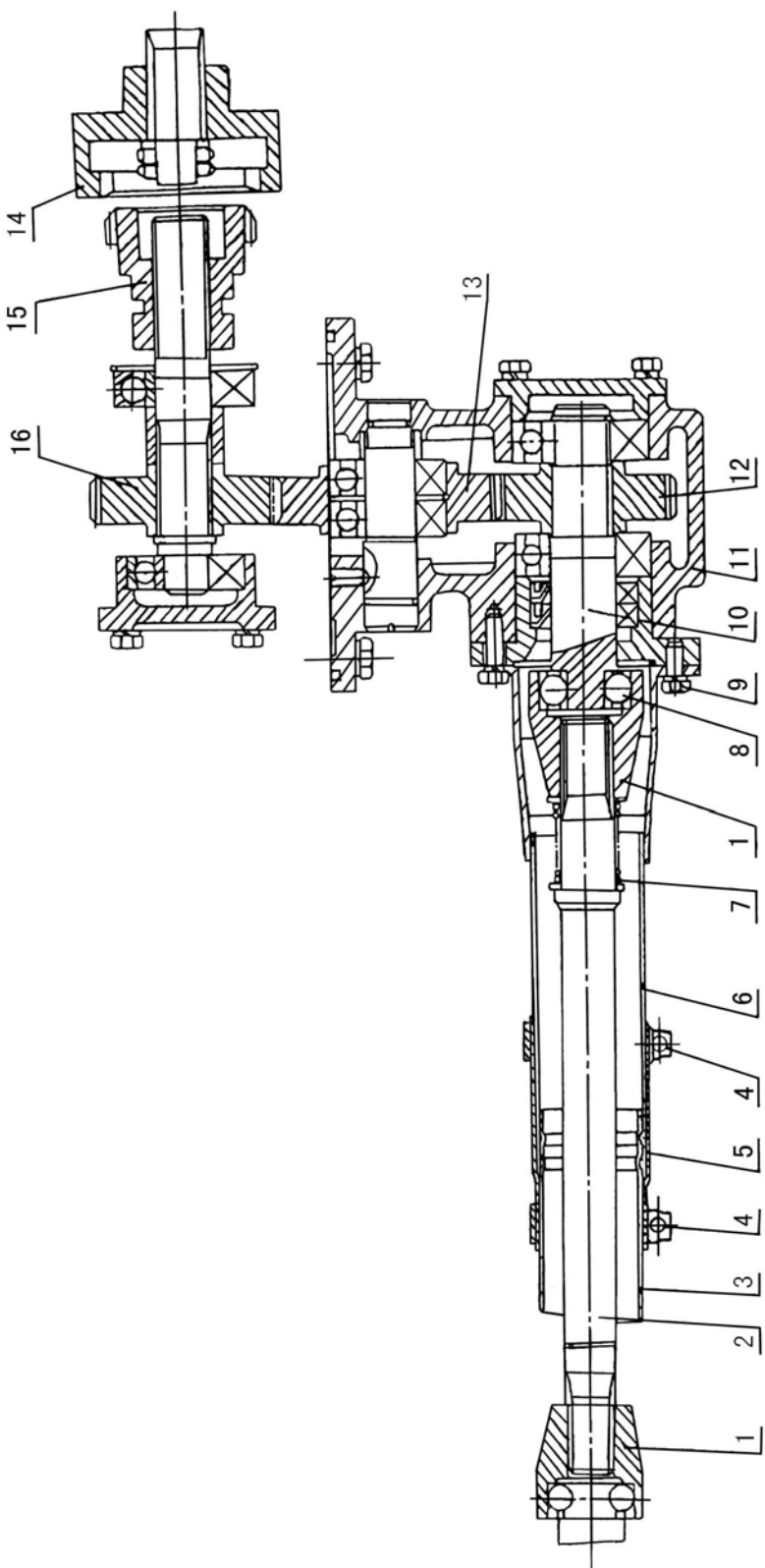


Fig.6-16 Fore central transmission and terminal transmission

- 1.adjusting washer 2.bearing 36210 3.front terminal transmissioion small gear 4. discharging plu0g screw 5. adjusting washer 6.check ring
7. half axle 8.diffirencial gear assembly 9. swing seat 10.adjusting washer 11. thrust washer 12.round nut 13. bearing 32007
14. swing liner 15. bearing 30208 16. driving gear 17. adjust nut 18.driven gear 19. half-shaft cover 20. bearing 629
- 21 conical gear 22. bearing 23. swing arm 24. main pin shaft seat 26. washer 27. bevel gear 28. terminal transmission case.
29. front dring end cover 30. adjusting washer 31. key pin 32. lower cover.

Fig.6-17 transfer case and coupler assembly

1 rolling ball coupling 2 coupler shaft 3 dust pipe 4 hoop 5 external dust ring 6 coupler cover weldment
 7 pressing spring 8 steel ball 9 bolt 10 transfer case PTO shaft 11 transfer case body 12 transfer case PTO gear
 13 gear of transfer case 14 internal gear coupler 15 gear coupler 16 transfer case PTO gear



Dismantlement and installation of rolling ball coupler

Remove hoop (4), get rid of external dust rubber ring (5), then remove 3 M8×20 bolts (9) at front end of transfer case, push dust pipe (2) toward back end, take out rolling ball coupling (1), remove pressing spring (7), then push coupler cover weldment (6) forward, and then the coupler shaft (2), and dust pipe(3), and rolling ball coupling etc can be removed. Install according to the reversed procedure and pay attention to the procedure lest balls lost or omitted.

(5) Differential assembly (Fig. 6-18).

After put differential mechanism into front axle assembly (Fig. 6-16), put its two shaft necks into internal ring of bearing (6) and adjustment nut (17) respectively, inspect meshing of driven wheel (18) and driving wheel (16), and adjust it if necessary then twist bolt(4) and single ear washer (3) in driven wheel (18) and differential mechanism cover (2), and lock hexagon head of bolt (5) by bending single-ear washer(3).

See Fig. 6-16, you shall adjust driving gear after front driving axle has no oil, and turn for 1 to 2 m clockwise and anti - clockwise, gear clearance shall be within 0.15 to 0.25mm, ideal contact mark refers to Fig. 6-7 and Fig. 6-8.

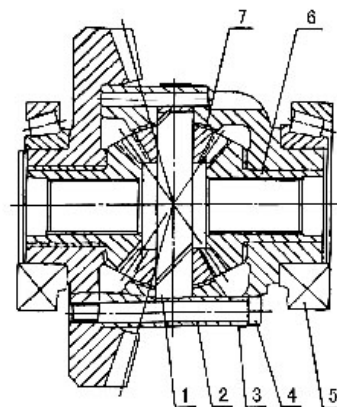


Fig. 6-18 diffirential gear assembly

1. satellite gear shaft 2. diffirential gear cover 3. washer 4. bolt 5. bearing 30212 6. half-axle gear 7. satellite gear

6.2.5 Wheels

(1) Structure and function

Front wheels and back wheels of HHJM-30-40 series of tractors consist of external tire (1) and tire tube (2), wheel rim assembly (3) and air tap (4) and radial plate (5), see Fig. 6-19, different kinds of tractors are equipped with different tires, refer to Section 3.4 of Chapter 3.

There are patterns “Y” in agricultural driving tires to raise adhesion. There are stripe patterns in the guide wheels to reduce deviation of tractors. There are convex patterns “Y” on the tires to raise adhesion for paddy fields work.

(2) Adjustment of wheel base

Front wheel base and back wheel base shall be adjusted for different kinds of fields operations. Wheel base of 2-wheel tractor is adjusted by extension sleeve pipe and auxiliary sleeve pipes, adjustment limit is 1200 to 1500mm, every 100 mm for 1 stage, back wheel base is adjusted by motive radial plate and wheel rim, every 100mm for 1 stage, see Fig. 6-20.

(3) Use and maintenance of tiers:

Correct use and maintenance tires can prolong tires' lives. Do the maintenance following the rules below:

① The air pressure of tires should comply with rules. See Item 3.4 of Chapter three for details. Check it regularly.

② High speed is only used on flat and smooth roads without stones or carbon residue. Try not to use emergency brake.

③ Don't stain the tires with fuel or lubricating oil. Wash or sweep the stains away if there are.

Keep tires clean.

⑤ If the arasion of tires is not symmetrical, changes the posiitions of the tires.

⑥ If the tractor is stored for a long time, it will be jacked up. No pressure on the tires, and no exhaust from the tires.

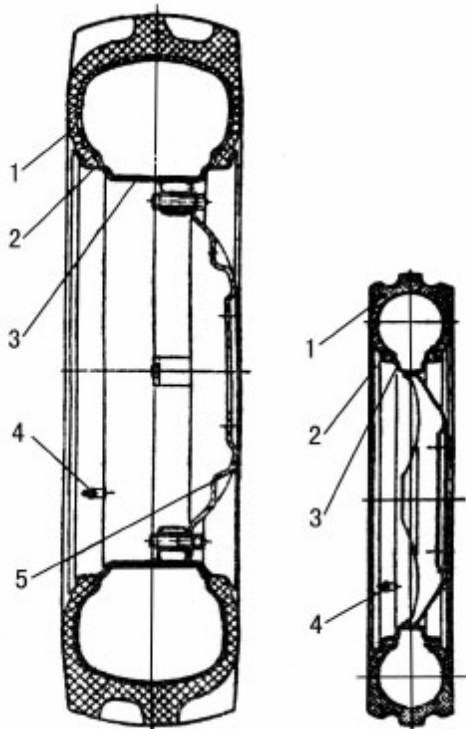


Fig.6-19 driving tire directive wheel
1 outer cover 2 inner tube 3 rim assembly
4 air nozzle 5 radial plate

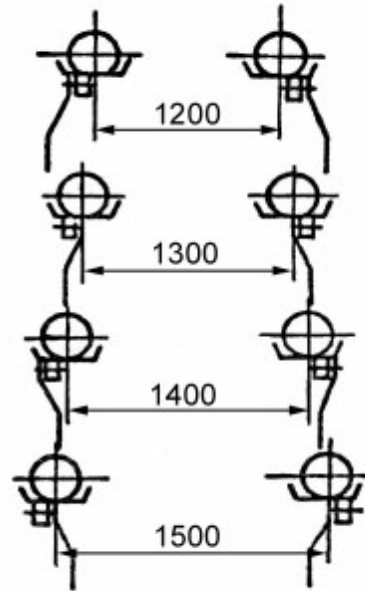


Fig.6-20 tread adjusting for driving wheels

(4) Dismantle and reassemble the tires:

Dismantle the tires:

① Exhaust air from the inner tubes.

② From the opposite side to the air nipple, hit the outer tubes into the wheel rims of grooves.

③ Prize the tire sides near the air nipple out from the wheel rims with a tommy bar, and then prize the whole outer tubes from the wheel rims.

④ Take the air nipple of inner tube from the hole of the wheel rim, and then take out the inner tubes from between the wheel rims and the outer tubes.

⑤ Hit a side of outer tubes into the grooves of wheel rims. Take out the outer tubes from the other side with a tommy bar.

Assembling of the tires:

① Clean all the parts for installation, prize the outer tubes into the wheel rims with a tommy bar.

② Talc the inside and the outside of the outer tubes, and then place the inner tubes into the outer tubes (place the air nipple into the hole of the wheel rim firstly.)

③ Prize the outer tubes into the wheel rims with a tommy bar.

④ Aerify the tires till normal air pressure and check to see if there is leakage.



Warning:

1. The size of your tires cannot be larger than what is stipulated in the manual.

2. Only skilled workers with proper tools can do the disassembling and replacing the tires or adjusting the wheel bases. During working, try to avoid overturn of tractor or tires due to gravity action.

3. Screw the adjusting bolts of tires and septal lamella to get a needed torque moment. Do regular checks.

● Important:

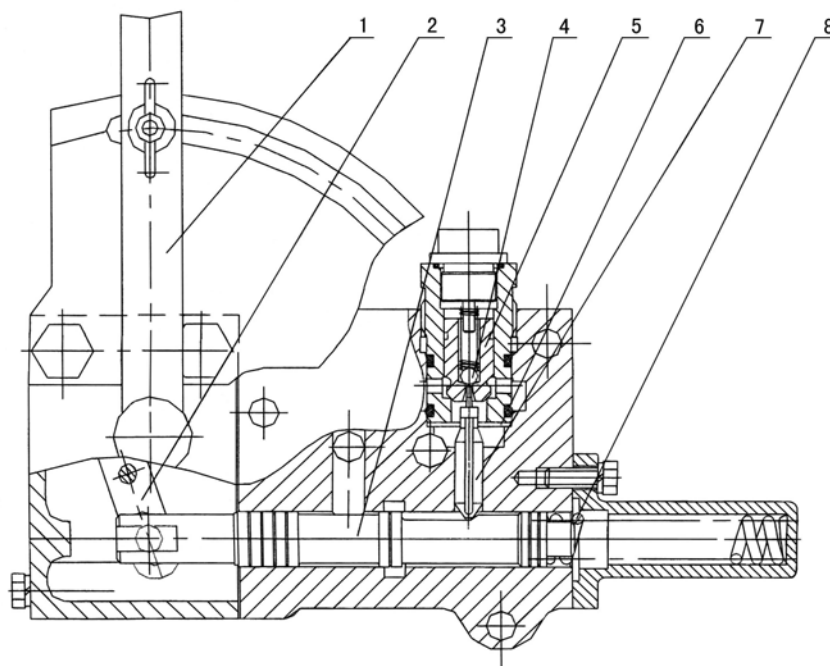
- (1) Don't break the inner tubes with your tommy bar.
- (2) Distinguish the left and the right tires.
- (3) To increase the adhesive force of the rear wheels, install the four bob weights of the tractor.
- (4) 35E series tractors can also be equipped with lawn tire for gardening purpose against pressing land too compaction. The tire can't be used for agricultural and transportation operations.

6.3 Working unit

6.3.1 Suspending system

After some working time, when the parts of suspending system are abraded or reassembled, every sector of the system should get an adjustment.

I. Adjustment of the distributor (Fig. 6-21)



1-control handle 2-swing lever 3-key control valve 4-steel ball 5-dropping valve
6-adjusting washers 7-push pin 8-key valve spring

Fig. 6-21 Adjustment of the distributor

1. Check the travel of the dropping valve

1) Screw up the plug of the dropping valve.

2) Put the handle in the top lifting position (The key control valve is placed in the lifting location.). Measure the distance h_1 between the steel ball 4 and the upper end of the dropping valve bush.

3) Set the handle in the dropping position (Key control valve lies in the dropping position.). Measure the distance h_2 between the steel ball 4 and the upper end of the dropping valve bush.

4) If $h_1 - h_2 = 2^{+0.2}$, it means the adjustment is proper, or adjust the size through adding or reducing the adjusting washers 6.

5) Screw up the plug of the dropping valve.

2. Installed the whollyly adjusted distributor assembly onto the lifter.

II Adjustment of the hydraulic lifter

1. Adjustment of force-position integrated control (Fig. 6-22)

1). Install rocker (1), stand (2) and force-control spring (4). Adjus the adjusting bolt (3) to make the force-control spring contact the rocker rightly. And then, screw up the locking nut (5).

2) Install the welded right pressing plate (8) onto the lifter and couple the middle arm (9) to the right pressing plate, and then couple with link (6) and response lever (10).

3) . Set the control handle in the dropping position, start the machine , and then move the control handle slowly to the lifting position. If the lifting height is not enough, extend the response lever (10); shorten it if it is over height. When the control handle is located in the top lifting position, the distance between the mark on the outer lifting arm and the one on the housing is not over 3mm (Here the inner lifting arm and the lifting housing have a gap of about 5mm). Lift repeadedly three time and lock up the locknut of the response lever.

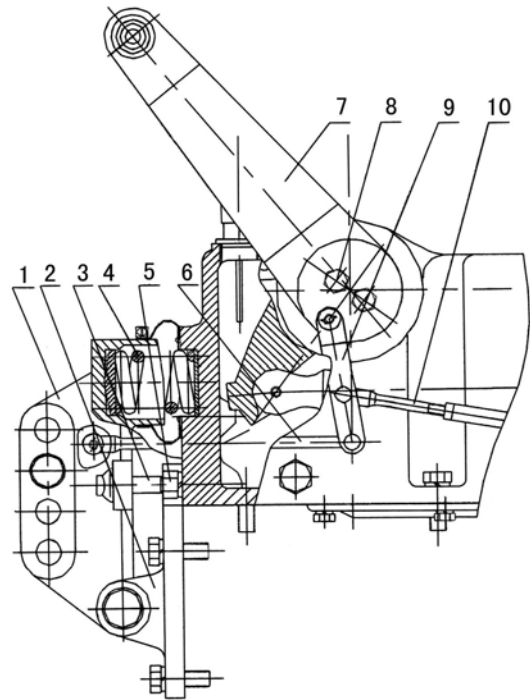
III Structure, installation, and adjustment of cylinder piston (6-23)

During installation, oil the inner hole of cylinder case (1) with engine oil. Set O-ring (5) and check ring (4) into piston (2), and then install the unit into the hole of the cylinder case. Check ring (4) protects the seal ring (5).

After the cylinder piston is installed, do a pressure test on it.

IV Structure, installation and adjustment of force-adjusting spring assembly (6-24)

During the installation, orderly set spring seat (1), force-adjusting spring (2), spring pressing board (4) onto spring lever (8) Set dust guard (6) and nut (5) onto the connector of the top link. And then screw the spring lever into the hole of the connector of the rocker Adjust it till the spring is out of



1-rocker 2-stand 3-adjusting bolt 4-force-control spring 5-locking nut 6-link 7-external lifting arm 8- right pressing plate weldment 9-middle arm 10-response lever

Fig. 6-22 Adjustment of force-position combination control

pressure. Except the 2mm clearance on the figure, no axial clearance is allowed between adjacent close parts. Finally press pin (7) into the unit but don't cover the nut with the dust guard provisionally. After adjusting the assembly and set in an adjusting pin, cover the nut with the guard.

V Structure and installation of oil pump & oil pipe assembly (See Fig. 6-25)

Oil pump & oil pipe assembly is installed on the front end on the right diesel with gear pump (1). Cross bond axis of gear pump is directly coupled with diesel. Diesel supplies power for gear pump. Its outside is fixed on diesel with 4 M8 bolts.

Raiser (11) shell is also used as oil tank and an amount of hydraulic oil is filled in. Oil inlet assembly (3) and magnetic filter assembly (9) are connected through rubber pipe (8) and link bolt (10) to form a complete oil inlet pipe net. Gear oil pump absorbs clean oil through oil inlet pipes and sends high-pressure oil to the distributor inside raiser through oil outlet pipe net. Oil outlet pipe net consists of: link bolt (2), oil outlet pipe assembly I (4), joint (5), oil outlet pipe assembly (6) and oil outlet assembly III (7).

During gear-pump installation, oil pipes, filters and so on, they should be kept clean and sealed. Seal washers at every joint site must be installed correctly and flat to avoid oil leakage or air leakage.

① Structure and installation of gear pump (Fig. 6-26)

This oil pump belongs to 314 series with a working pressure of 16MPa and a flow rate of 28L/min (in case of a speed of 2000r/min).

Oil fitting surfaces of every part before installation. Install driving gear (9), driven gear (5) and two axial sleeve (4) into oil pump case (3). A big seal ring (6) is installed in channels at both sides of

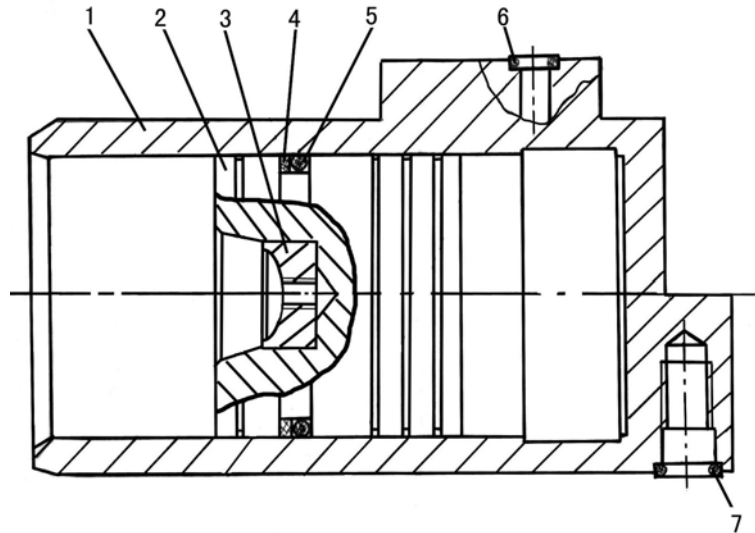


Fig. 6-23 Cylinder piston

1-cylinder body 2-piston 3-piston ball seat 4-check ring
5-O-ring 6-O-ring 7-O-ring

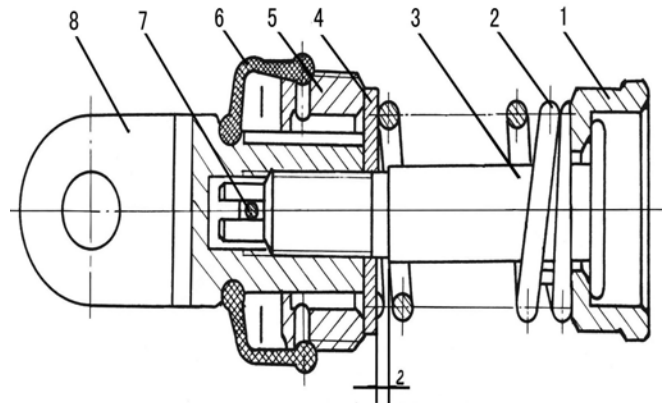


Fig. 6-24 Force-adjusting spring assembly

1 spring seat 2 force-adjusting spring 3 spring lever
4 spring pressing plate 5 nut 6 dust guard 7 pin
8 top link joint

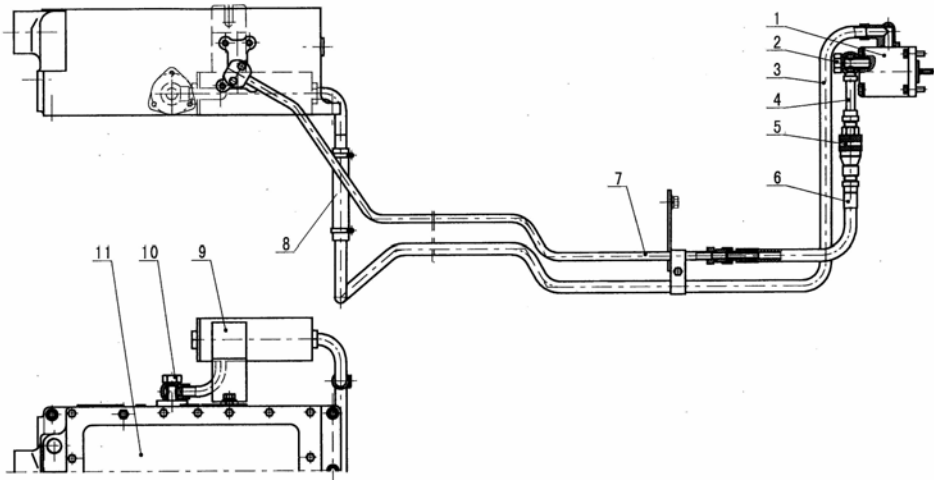


Fig. 6-25 Oil Pump & oil pipe assembly

- 1-gear pump 2-link bolt $M18 \times 1.5$ 3-oil inlet assembly 4-oil outlet pipe assembly I
 5-joint 6-oil outlet pipe assembly II 7-oil outlet pipe assembly III 8-rubber pipe
 9-magnetic filter assembly 10-link bolt $M20 \times 1.5$ 11-lifter assembly

the case respectively and two locating pins (not in the fig.). The hole plugged with a rubber block in the middle of axial sleeve must be put in the oil inlet side of oil pump, while the end surface of axial sleeve with groove must face gears. This is a very important point! Then put small seal washers (7) rightly into the fore cover (2) and rear cover (8) slot of oil pump respectively. Install it onto the oil pump shell in one direction and tighten it equally with 4 coach bolts. Install dual-ported oil seal (1) into the front cover hole.

When the assembling is finished, send oil pump to test bench for pressure and flow rate check and do the final adjusting. Geared sleeve should match its shell. An axial play of 0.08-0.10 mm of gears inside shell is guaranteed. Gear oil pump is a precision part which should be kept clean during disassembling. Don't knock it.

② Working principal of gear oil pump (Fig. 6-27)

Driving gear of oil pump is driven by output driving axle. It drives and turns the driven gears that are meshed with it. Gear excircle, shell hole, 2-axile-sleeve end face, and gear end face touch each other closely to form a sealed working space. When the gears turn, pair of meshed gear tooth is gradually separated in the side of oil-absorbing chamber and this causes gradual increased working space capacity to form partial vacuum. Oil liquid in oil tank goes through filter, oil inlet pipes and into oil-absorbing chamber under outside atmospheric pressure. The oil liquid absorbed fills the full space of gear concave and is driven to oil-pressing chamber along with gears

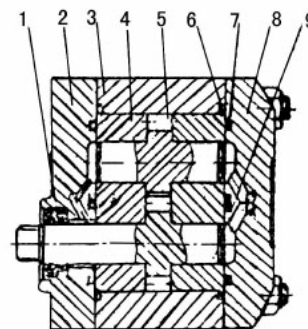


Fig. 6-26 Structure of gear pump

- 1-al-ported oil seal 2-fore cover of oil pump
 3-oil pump case 4-axial sleeve I
 5-driven gear 6-big seal ring 7-small seal ring 8-rear cover of oil pump 9-driving gear

turing. The pair of gear tooth are gradually engaged in the liquid-pressing chamber to gradually reduce working space capacity. Then the oil in the tooth concave is forced out and delivered to oil outlet pipes. Because a pair of gear tooth are always kept engaged, the oil-pressing chamber and oil-absorbing chamber are always separated by the engaged points, which keep oil liquid from flowing back.

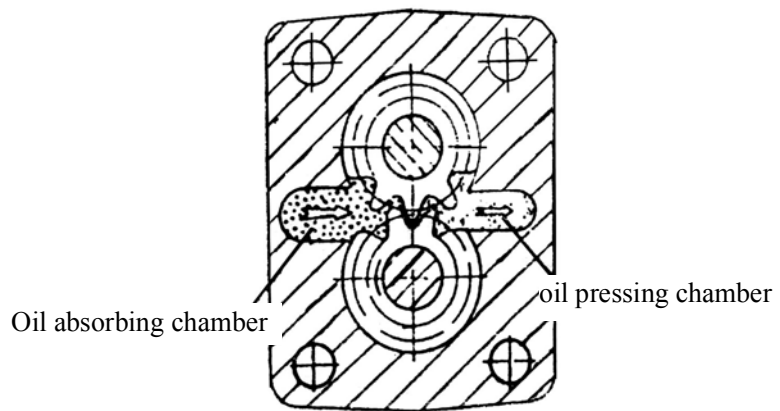


Fig.6-27 Working principal of gear oil pump

VI Structure and functions of the suspending mechanism:

Suspending gear of this tractor consists of top link, lower link and brace bar and other part assemblies. These link levers unite supporting farming implements with tractor to form a whole unit.

The brace bar has no left-right difference, use a special bolt on its top and lower ends to extend and withdraw to adjust the height of the lower link and the level position of the farm implement; The left lower link is different from the right one in ends' shapes. During installation, make sure that the end with bend is coupled to the rear axle of the tractor; recess should be stuck to the final transmission case. Don't make a mistake here, or the lower link will break the final transmission case; the top link can extend and withdraw through adjusting coil and the special bolts on the ends. One end connects to the farm implement and the other end couples with the connecting points of the lifter according to your requirements. When you use force-controlling mechanism to control the plow depth, the fore part of the top link should connect with the coupling pin in the middle of a coupling board of the lifter. When you use position-control mechanism, it will connect to the coupling pin under the coupling board. As for the rear coupling point, its position depends on the field conditions. Generally, to plow dry fields, the rear point should be lower than the fore one. Here the rear coupling point of the top link should be set in a higher than the fore one to get a tilt angle of $5\sim 15^\circ$ (the point is on the farm implement). If working in paddy field with deep plowdepth and the rear coupling point of the lower link is higher than its fore coupling point, tilt angle of the top link can be enlarged.

After the whole suspending system is adjusted, and when the lifter is lifting, dead points can't be allowed. Dead points can cause rapid increase of the oil pump, and if safety valves are opened for a long term, it will shorten the working lives of some parts.



Attention:

1. Before checking hydraulic system, turn off the engine, and push the hydraulic handle to reducing the pressure inside the system.
2. High-pressure oil will soak into skin to result into hurts. So pay enough attention to it, especially avoid its spraying to eyes.
3. Only after filling enough hydraulic oil into the hydraulic lifter case, can the engine be started to avoid burning out the hydraulic gear pump.
4. To move the farm implements suspended to the tractor, hydraulic lifter handle should be

at the site of "neutral". To transfer to operation in another field or operation with farm implements suspended, high speed is not allowed to avoid damaging the parts of lifting system and suspending system. To leave from the tractor, the farm implements should be dropped onto the ground.

6.3.2 Structure and use of PTO shaft (Fig. 6-28)

PTO consists of the main parts of two pairs of constant engaged gears, engaged bushes, seat of engag bush , and PTO shaft. High-gear PTO and low-gear PTO can be shifted through controlling PTO handle to move the engag bush.

Running speed of the PTO shaft depends on that of the engine. When engine speed is 2200r/min, running speed of PTO shaft can be 540r/min + 720r/min.

When the PTO shaft is out of the operation, its handle should be set in the central position, just like Fig. 6-29. (clash gear stays at the neutral postion). When the PTO shaft is put into uses, pushing control handle ahead can get a high running speed, while pushing back can get a low speed. However , when you shift the control handle, clutch pecal should be treadled.

6.4 Electric installation

JINMA-35E series trasctors use silicon commutating machine as the power resources for battery charging and every electric devices. Electric system is a single-wire one with minus pole connecting to earth. See chapter 8.1 for electric wires.

See Item 3.6 of Chapter 3 for the types and specifications of electric installation. All the electric devices are not the same due to engines of different models, suppliers and special requirenments of some clients. The following is the introduction of some usual electric installation:

6.4.1 Engine

JINMA-35Eseries tractors use ZFW13C1type silicon commutating machine s that are set on the right of the front of the engine. The crank shaft is driven through a cone belt and transfer mechanical energy into electric energy that can supply the electric resources for battery charging and other electric devices' operations. The distance between the generator and the center of the crank shaft can be adjusted through stand and link to keep a proper tautness of fan's cone belt.

Generator has a rated voltage of 14V and a rated power of 200W. The following is the working

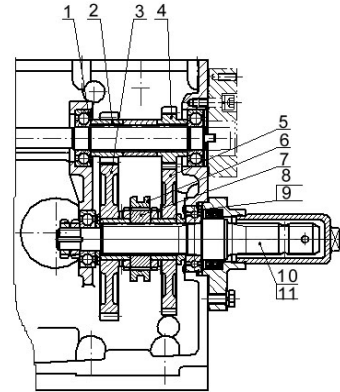


Fig. 6-28 Oil pump & oil pipe assembly

- 1 bearing6305
- 2 PTO low-speed driving gear
- 3 PTO low-speed driven gear
- 4 PTO high-speed driving gear
- 5 PTOhigh-speed driven gear
- 6 engage bush 7 engage bush seat
- 8 stop ring 72/78.6 9 bearing 6207N
- 10 PTO shaft 11 PTO shaft

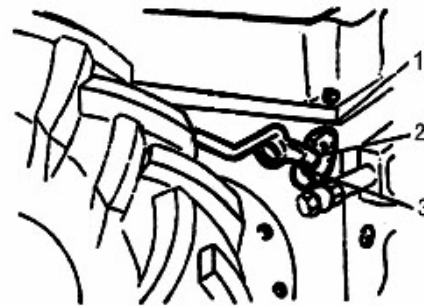


Fig. 6-29 Control of PTO shaft
1-high speed 2-neutral gear 3- low speed

features of the generator under 20°C:

no-load voltage 14V
 fully-loaded voltage 14V
 free running speed not over 1150r/min
 rated speed 3500r/min

1. Structure and principle:

Type ZFW13C1 silicon rectification generator is formed by stator, rotor, silicon rectifying cells, front and back housings, belt pulley and such other parts.

Generator stator is formed by pressed silicon steel sheets in layers. Three-phase winding is embedded on the stator. When rotor (magnetic pole) turns, magnetic field lines of magnetic pole cut the stator winding, inducing three-phase alternating currents that are commutated to direct current through six silicon cells to supply power for battery charging or power consumption of loads.

Rotor consists of a couple of claw poles, magnetic field coil, slip ring and axis. Slip ring and magnetic field coil are welded on the ends.

Among the six silicon rectifying cells on the rear housing, three ones (whose outer covers have black letters meaning countercomponents) are directly pressed onto the back housing; the other three ones (whose outer covers have red letters meaning positive components) are pressed onto their bases and then fixed on the rear housing. This can stop battery current from flowing backwards into stator coil. Meanwhile stator armature itself has a certain reactance level to limit the peak output current, so adjuster of the generator only uses a set of voltage adjusters without catch box or current limiter.

2. Usual troubles and causes

Trouble	Position	Causes
No electric power coming from the generator.	connection	Connection has short circuit, open circuit, inefficient connection or wrong connection.
	generator	Brush is extremely loose and rotor coil has open circuit. Rectifier cell is damaged, Brush has malfunction.
	adjuster	Adjusting voltage is too low. Connection is wrong, Contactors are singed or oxidated, Relay coil is burnt out.
Charging is not full.	generator	One or two rectifier tube are damaged; Brush has inefficient connection, Springiness is inefficient, slip ring has oil stain, permanent magnet material has fragmentation, or texrope is loose.
	adjuster	Adjusting voltage is too low, Contactor is singed
	batteries	Electrohydraulic is too little, Batteries are old.
unstable charging	generator	Cone belt is loose, Brush has inefficient connection; spring cannot have full pressure, Binding post is loose or inefficiently connected.
	adjuster	Contactors are dirty, Abnormal adjusting.
abnormal sound	generator	Improper installation, Bearing is damaged, The driving sector touches and rubs against the fixed sector.
overcharged	adjuster	Adjusting voltage is over high or maladjusted. Bonding doesn't work well. Stator or rotor scrapes
Generator is burnt out.	generator	Organs have short circuit; stator or rotor scrapes iron.
	adjuster	Coil is burnt out or the contactors are sintered, which leads to maladjustment, Pressure coil or resistance connection is open

3. Maintenance and repair

Follow the steps below to service and repair generator:

1) Check the tautness of the generator's cone belt. To check the belt tautness, you can press at the middle site when the cone belt strains on the three wheels. Generally, it is proper to get a sag of 10-12mm (See Fig.6-30). Check to see if there is open circuit or short circuit at the connecting-wire contactors.

2) See if the ammeter works well, and if the connector lug has good connections. If the ammeter figure doesn't move, you should dismantle the wiring harness between the "F" (magnetic field) connector lug on the generator and the adjuster, connect the "F" and the "+" on the generator with a brass wire, and here the adjuster is not involved in the circuit. start the engine and speed up the rev gradually. (Attention: the engine rev cannot be overhigh to avoid the silicon rectifying cell damaged.). If there is no reading on the ammeter yet, it means the engine itself has malfunction; if reading is ok, it means the malfunction happens on the adjuster or its circuitry.

Usually, test the resistance values of the generator with a multi-meter.

Between "F" and "- "	5~6 ohm
Between "F" and "+ "	50~60 ohm
between "+" and "- "	40~50 ohm

If the resistance values you get following the above steps are smaller than the above values, it means the silicon rectifying cell has short circuit, or it means the rotor winding has short circuit; if the values are over the above values too much, it means the magnetic field coil has inefficient connection and you should go on to find out the malfunction of the generator. You must dismount the generator and check the parts one by one.

3) Check the brush. The brush can move up and down in the support hole without being siezed. The brush and the slip ring should have a cambered touch to prolong the life of the slip ring. The brush designation is DS-4. If the brush has too much abrasion, you should replace them.

4) Check the silicon rectifying cell. Use a series circuit formed with a battery and a 12V and 1.5W bulb to test the components (See Fig. 6-31)

The three silicon cells on the base whose case is printed with red letters are at normal polarity. Connect the (+) of the battery to the outgoing line and connect the casing and a bulb to the (-) of the battery, then the bulb should be on (see Fig. 6-31A). Connect the (+) of the battery to the casing and connect the outgoing line and the bulb to the (-) of the battery, the bulb should be off (see Fig. 6-31B). The three cells on the rear end shield have a contrary situation, that is, the casing that is printed with black letters means negative polarity. Connect the (+) of the battery to the outgoing line and connect the casing and the bulb to the (-) of the battery, the bulb should be off. Connect the (+) of the battery to the casing and the

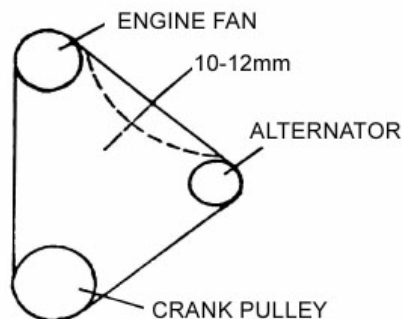


Fig. 6-30 check the tautness of cone belt

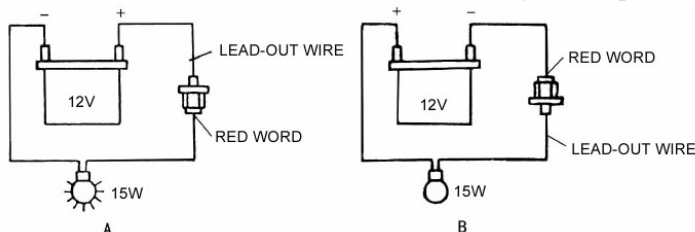


Fig.6-31 Test for silicon rectifying cell on base

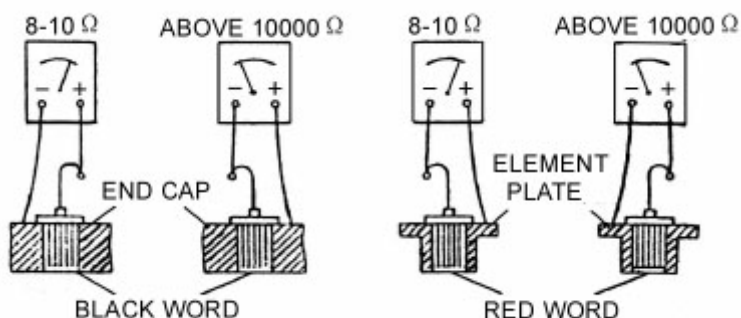
outgoing line connects bulb to the (-) of the battery, the bulb should be on. If in the above cases, the bulb is always on or off, it means that the cells have short circuit or open circuit.

Testing a single silicon cell with a multimeter, the forward resistance should be 8~10 ohm, and back resistance should be over 10000 ohm. See Fig. 6-32 for testing steps.

If the forward resistance and the back resistance are both extremely small or big, it means the rectifier cell has short circuit or open circuit, and should get replaced.

5) Maintenance for the rotor. The surface of the slip ring should be kept clean and flat & smooth.

Clean oil stains with gasoline; polish blackened the surface of the slip ring with extra-fine glass paper. As for the severely burned rings, put them on a lathe to cut them a little to make a Ra value of surface roughness over 1.6 μ m.



Magnetic field

resistance is 5~12 ohm. Fig. 6-32 multimeter(resistance $R \times 100$ or $R \times 1000$) check silicon diode Test the insulation

between slip ring, jaw and iron core with 220V alternating voltage (See Fig. 6-33). A bulb should be connected in series in the circuit. If the bulb light is red and bright, it means the insulation has breakages and they need to be dismantled and repaired.

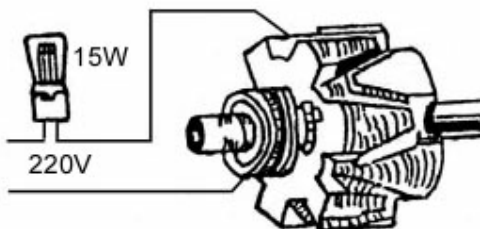


Fig. 6-33 Field coil insulation to check circuit

6) Test the stator. Stator and core inductances also can be tested with 220V alternating current (See fig. 6-34). In the circuit, a bulb must be connected in series. If the bulb light is red and bright, it means the inductances have breakage and they need repairing.

7) Maintenance on bearings. Wash bearing with gasoline. If the bearing is loose and balls have leakage or clear sounds, they need replacing. Lubricating grease can be 3# complex calcium lubricating grease or 4# high temperature grease, the add-on cannot be too much. It is suitable to fill up to the 2/3 of the bearing room. Wash oil-seal felt in gasoline, then dry it and use a little engine oil, install into the bearing room without offcenters to avoid oil leakage.

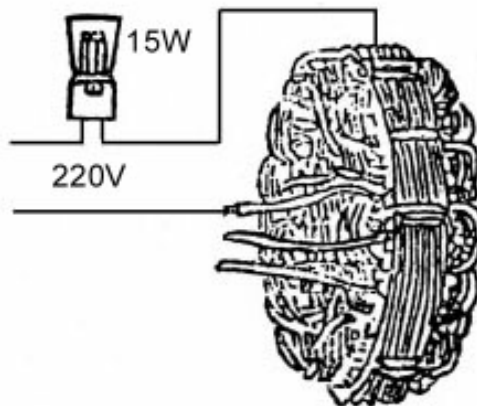


Fig. 6-34 stator coil insulation to check circuit

● Important :

1) ZFW13C1 silicon rectification generator is minus earth, so the battery must be minus earth. If the battery polarities are connected wrong, silicon rectifying cell will have short circuits or burns out.

- 2) Such metals as screwdriver cannot armature
- 3) Don't connect "magnetic field" binding post with the housing to avoid adjustor contactors and winding being burned out.
- 4) During parking, turn off the electrolock switch or draw out the key to cut the connection between generator exciting coil and battery to avoid battery discharging to the generator to reduce the capacity.

6.4.2 Voltage adjuster

Voltage adjuster works to support alternator. It can automatically stabilize output voltage of generator in a certain range.

A monopole contactor with arc extinction circuit is used for FT111 voltage adjuster, together with a temperature compensating device. When the generator rev is 3500r/m and outside load is half, the adjusting voltage of the adjuster is 13.5~14.5V. Now the gap between anchor core of the adjuster and the iron core should be 1.4~1.5mm.

Adjuster is a fine electric instrument, so don't adjust it arbitrarily. When you can make sure that the adjuster has malfunction, you should check the contactor to see if they are not through due to dirt. Spring only can adjust the voltage reading.

Elongate the spring and the voltage will go up; shorten it and voltage will decrease.

6.4.3 Battery.

1) Constructure and functions of the battery

6QA-90AH battery that needs no service is used for JINMA-35E series tractors and is installed on the battery stand before engine. The battery is composed with positive plate, negative plate, separator, battery jar, electrolyte, intercell connector, multi-hole guard plate, connector, etc. When engine starts, battery supplies electric power for starter and heater plug; when engine works normally, if voltage of generator is higher than that of battery, it will transfer the electrical power of generator into chemical energy (electrical charging) and store it; if the generator doesn't work or voltage is low, the battery supplies power for electrical equipments on the machine.

(2) Factors influencing battery life

- ① Voltage adjuster of engine has too high or too low charging voltage;
- ② Current of static power leakage is too large
- ③ Transmission belt of engine is loose.
- ④ Load of electrical appliance is increased optionally
- ⑤ Vehicle stops operation for long time without negative wire being disassembled;
- ⑥ Before the positive pole of battery is assembled, negative wire is not disassembled in advance;
- ⑦ Starting the vehicle too frequently;
- ⑧ Long-time big current is charged to battery;
- ⑨ Too high temperature.

(3) Daily operation and maintenance

① Every time the starter should start the generator within 15 seconds, the a second starting should be 15-20 seconds later. Too frequent continuous startings will make the batteries discharge with large currents for long time and result in shortening the capacities and lives.

② Clean the dusts and soil from battery. Check air-accumulating hole to see if it is through; clean oxide from connectors and terminals of battery and then paint vaseline; Check the terminals and wire connectors of battery to see if they are firm.

③ The "electric eye" should be checked often. "Green" means fine charging status; "black" means the battery needs charging while "white" means insufficient electrolyte and the battery must be changed.

④ After the battery is discharged, it should be charged in time kept from deficient power for a long time. If the battery is to be stored, it should be charged in advance. Then charge it once a month. During the storage the positive and the negative wires should be disassembled.

⑤ Using the battery in winter, you should always keep the battery in full statue, especially in severe -cold areas. Try to avoid electrolyte frozen during to severe cold weather, or the battery jay will be broken, pole plates will be bent and active materials will fall off.

⑥ Battery should be kept from flame or high temperature or severe sun shine and stored in dry and ventilated place . Keep battery stand vertically. Don't incline or stand it up side down.

(4) Troubles and ways out

Troubles	Causes	Ways out
battery lacks power	When the generator doesn't work, electrical equipments (head lamps) use too much electric power.	Charge the battery in time. Close unwanted electrical equipments during use.
	No charging or the hargong is no	Check the generator or the adjustor.
	connector is rusted with malfunction connecting	Clean connector and fix connection
	self-discharge rate is high	wire has electrical leakage. Check the wire please.
	electrohydraulic is reduced.	Life is over. Change new battery
Battery is over arged.	charging current is too large.	Check adjustor.
Electrohydraulic outflowis during charging	charging current is too large.	Check adjusting pressure
	The electric circuit has partial short circuit.	Turn off all the switches, take down minus earth line, and brush up against the battery cathode. If there is spark, it means short circuit.



Warning:

(1) During engine operation, the battery housing musten't be dismountd. don't let electrolyte touch eyes, hands or clothese. If it spills onto your body, wash thoroughly with clear water.

2) Only after the earth cable is cut from the batteries ,can the repair be done.

3) The gas discharged from the batteries is easy to explode. Keep batteries far away from electric spark.

4) Don't discharge in a closed envirenment. Suitable ventilation can prevent acculated fuel gas from explosion.

● Important:

1) Improper use of the batteries will shorten their lives, increase repair costs, while correct operation can get a full performance.

2) For connecting to batteries, don't confuse the positive pole and negative pole, or the batteries and the circuit will have malfunction.

3) When taking down connection from the batteries, begin with the negative plate please, while when you do connection, begin with the positive pole.

6.4.4 Starter

Starters of JINMA-35E series tractors are series-excitation dc motor whose type is QD1315A (12V, 2.5kW). Electric starter is fastened on the rear fixing hole of the right side of the engine with two screws through the starter's end flange to keep the right positions of starter gears' engagement.

Please limit the starter's working time in 5 seconds every time, and a second starting should be at least 15-20 seconds later. When starter has continuous failure in starting, the engine circuit system and other parts should get a check. Restart again after troubles are cleared. If the starter is kept working for a long time, it will be damaged due to over hot or overdischarge of batteries. Starter can directly influence the starting performance, so it needs frequent service and maintenance.

1. Troubles and Causes

Troubles	Causes
Starter cannot run	<ol style="list-style-type: none"> 1. The battery lacks electricity, contactors of conducting wire are loose or pile heads are too dirty. 2. Contactors of starter switch are ablated or not closed due to incorrect adjustments. 3. magnetic field coil or armature winding has short circuit, open circuit or earth. 4. Brush insulation has break or earth. 5. Contactors of preheat starting switch are burned out.
Inefficient operation of starter	<ol style="list-style-type: none"> 1. The battery lacks electricity, contactors of conducting wire are loose or pile heads are too dirty. These cause malfunctioning contacting. 2. Brush has too much abrasion or inefficient spring, which causes malfunctioning contact or too dirty commutator. 3. Magnetic field coil or armature winding partially has short circuit or earth; starter switch contactors are ablated.
blank run of starter	<ol style="list-style-type: none"> 1. One-way clutch slides. 2. The starter switch has a too large magnet travel.
The starter driving gears can't be engaged with flywheel with impact sound.	<ol style="list-style-type: none"> 1. Starter driving gears or flywheel gears is abraded. 2. The switch is closed too early. Starter has run before starter driving gears aren't engaged.

2. Differentiate malfunctions: First check the battery charging and connection of the conducting wire. If the batteries have full electric power and fine connections, the malfunction comes from starter or its switch, you can put through the two binding posts of starter switch with a screwdriver; if starter has a normal idle running, it means the malfunction comes from the switch, and the switch should get

repaired; if the starter can't run yet, it means the malfunction lies in the starter itself. You can use a screwdriver to bond , no spark means the starter has short circuit, while bright spark without starter's running means in the starter is short circuit or bonding.

Repair of the starter

①dismount the starter and take down its parts.

② Blow dust away and clean it with kerosene-spoted cloth. Don't let unilateral ball clutch in kerosene.

③Check with a short circuit tester and see if rotor has short circuits between coils . Watch the weld of rotor coil and collector, the abrasion of journal spline and the singeing on the surface of collector. If the rotor coil falls off, it need be welded; if rotor has short circuits between coils, it should be sent to a repair factory. If journal has severe abrasion, it should be replaced. If the collector has burned surface, burnish it with 0# nonmetal sand paper. If the singeingon is severe, burnish it with a lathe and 0# sand paper.

④Check to see if the magnetic field coil and the weld are good.

⑤ If carbon brush is over abraded, it needs replacing, so its springiness needs checking. After a new brush is built in, put a 0# sand paper whose width equals the carbon brush on the collector and draw the sand paper repeatedly to burnish the furface of the carbone brush till its surface has a circular arc that can match the collector.

⑥Connect 25W bulbs in series with 220V ac power to have electrical insulation checks between armature coil, pole winding and housing, and insulated brush rame and rear end housing.

⑦Check the contactors and portative force of the electromagnetic switch. If portative force is low and the weld on the copper piece is complete, it should be sent to a repairman shop for repair or replacement; if the switch has malfunction during operation, get its mecarta cover and solder on copper piece burnt off , turn down the two hexagonal bolts and spring washer, take down the mecarta housing, and check the singeing of the contactor. If the contactor is singered, use 0# nonmetal sand paper to burnish it.

⑧Check the abrasion of every axial sleeve. Replace them if necessary.

⑨ After repair and re-installation are over, oil lubricating grease in splines and other parts.

6.4.5 Preheating plug

The preheating unit of this tractor is a glow plug installed on the cylinder cover of diesel, as aassistant starting unit. See Fig. 6-35 for its structure.

Here are its working principles: when the diesel oil enters chamber through oil pipe, it is stopped on the right caused by valve lever's holding. When the diesel engine starts, the switch turns on and the glow plug gets power, the cover on the extension sleeve will become longer because of heat to make the vavle lever move left, thus opening the vavle. The diesel oil from the pipe floats into the broiling extension sleeve, burning. There is a shield to the right of the preheating plug. On one side, it can prevent the air blowing out the fire and on the other side the fresh air coming from the small holes of the shield can make the fire burn up. The fire in the glow plug makes the air hot so that the engine can be started easily. After

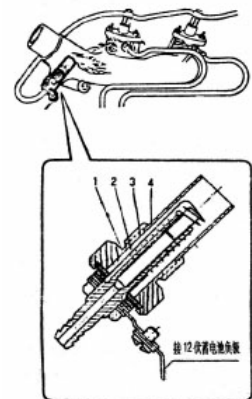


Fig.6-35 Preheating plug

1-extension sleeve 2-valve lever
3-resistance wire 4-shield

the engine is started, move back the switch and cut off the electricity, then the resistance and extension bush cool down quickly and the fire die down immediately. The extension bush and valve lever draw back, the valve closes again, the oil is blocked to the right and the glow plug stops.

When using the glow plug, insulation of the electrocircuit must be ensured, otherwise the function will be affected. The charcoal, which will come into being after a long use, should be scraped carefully by a wood piece (take care not to damage the resistance and its cover), then be cleaned by the gas and dried.

6.4.6 Fuse box

In the fuse box are 10 grades fuse (Fig. 6-36) to protect electrical equipments listed below. When the fuse is burned off due to malfunctions of electrical equipments or circuitry, replace with a fuse of the same specification after shooting the troubles.

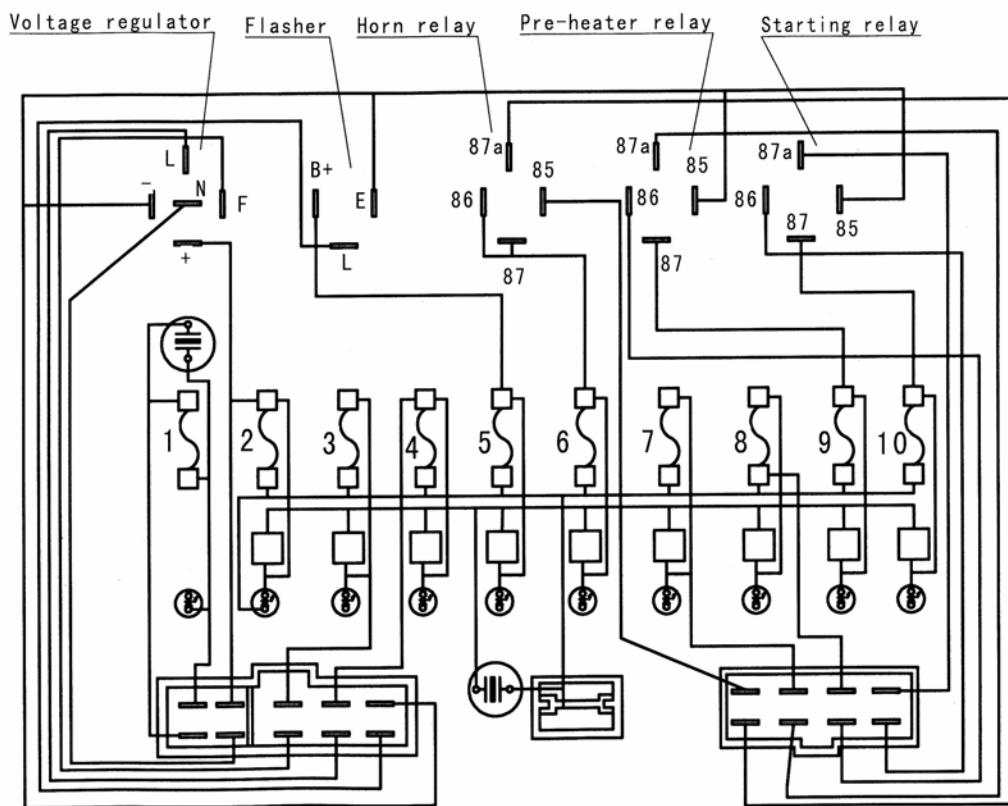


Fig.6-36 grades of fus

- 1—General fuse (30A)
- 2—Instruments and brake fuse (10A)
- 3—Spare fuse
- 4—Rear working light fuse & Headlight fuse & Front position light fuse & Rear position light fuse (20A)
- 5—Flasher fuse (10A)
- 6—Horn fuses(10A)

- 7—Spare fuse
- 8—Spare fuse
- 9—Pre-heating fuse (30A)
- 10—Starting relay fuse & Pre-heating relay fuse & Horn relay fuse & Flasher fuse & pressure regulator fuse (10A)

6.4.7 Lights and signal devices



Fig.6-37 Distribution of lamplight and signal

- 1-Hazard-warning device 2-Headlams 3-Front position lamps 4-Front direction lamps
- 5-Rear view mirror 6-Rear direction lamps 7-Stop lamps 8-Rear reflex reflectors
- 9-Rear position lamps 10-Rear registration plate lamps 11-Rear working lamp

To guard tractor's travelling and safe operation in fields, tractor is equipped with related lights and signal devices. They are distributed as Fig. 3-37. Lights and signal devices of tractor mainly consist of :

Dimmed beam indicator (1) 、 Brake indicator (2) 、 High beam indicator (3) 、 Left tu

Horn (1) is installed on the front end of tractor as a sound unit;

Head lamp (2) is installed on the front end of tractor to offer dipped beam or high beam;

Front location indicator (3) and rear location indicator (9) provide light signals for traveling at night;

Front turn light (4) and rear turn light (6) offer the front and the back steering light indicators when tractor turns . In emergent case, switch on the alarm indicator to make the front, the back, the left and the right steering indicators shine at the same time to remind vehicles in front and at back.

Rear-view mirror (5) to watch the situations at back of tractor;
 Braking light (7) can remind the vehicles after for braking or stopping;
 Back mirror (8) can remind the vehicles after that in the front are vehicles;
 Rear license lamp (10) offers light for tractor license;

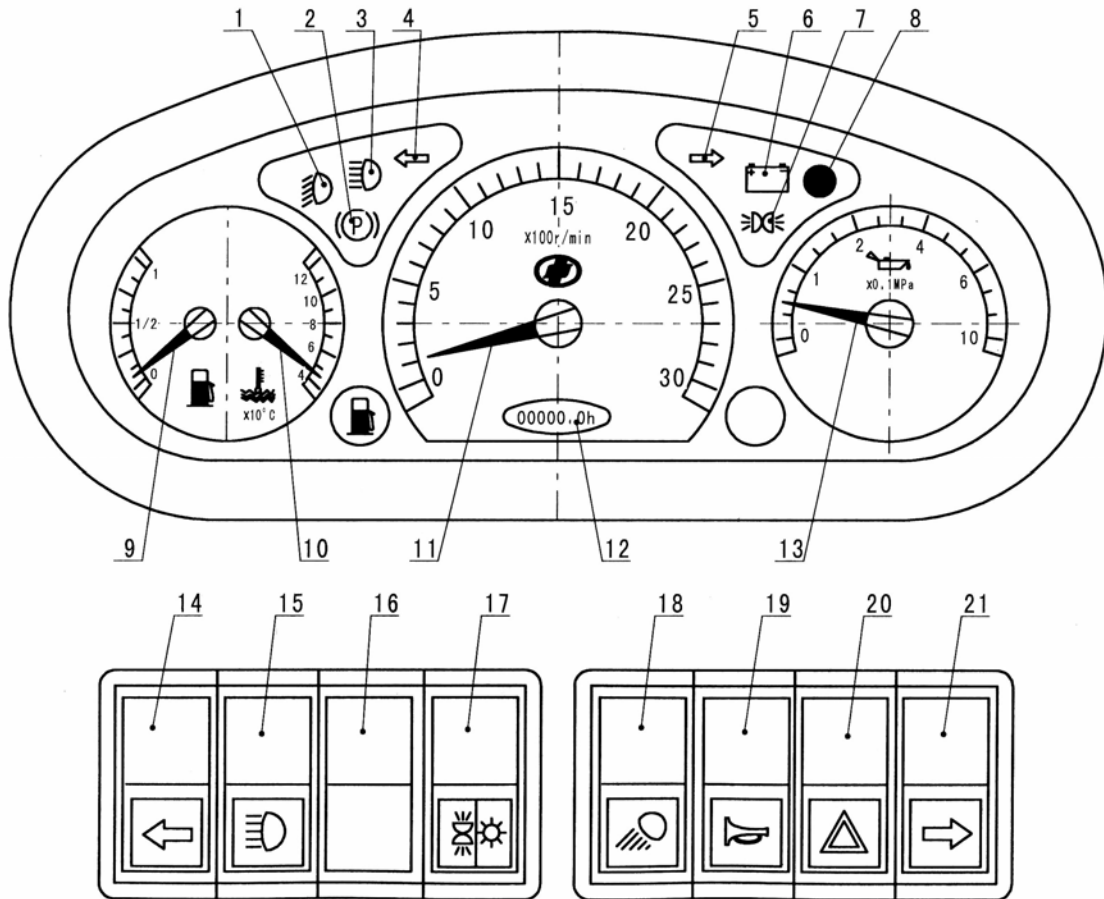


Fig.6-38 Combined gauges and combined switches

Rear working lamp (11) offers working light for operators.

6.4.8 Gauges and switches of electrical equipments

Meters and switches of JINMA-35E series tractors are installed as Fig. 6-38 that consists of :
 indicator (4) 、 Right turn indicator (5) 、 Charge indicator (6) 、 Position indicator (7)
 Power indicator (8) 、 Fuel quantity meter (9) 、 Water temperature gauge (10) 、 Revolution
 counter (11) 、 Hour meter (12) 、 Oil pressure gauge (13) 、 Left turn switch (14) 、 Front
 dimmer light switch (15) 、 Spare (16) 、 Light main switch (17) 、 Rear working lamp switch
 (18) 、 Horn switch (19) 、 Hazard warning switch (20) 、 Right turn switch (21) 。

6.5 Intake and exhaust system

The air cleaner adopts 1317 paper filtrate element, whose structure and air flowing chart are shown in Fig. 6-39. Air is absorbed in from the swirl. The torsion angle makes the air whirling. The bigger particle is thrown off to the bottom because of the centrifugal force and files up. The briefly

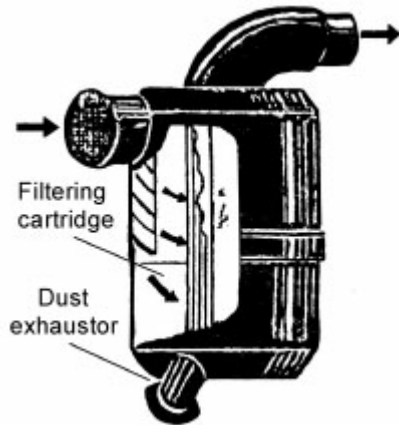


Fig.6-39 air filter



Fig.6-40 service and clean the filter core of air filter

cleaned air will be cleaned again through the paper filtrate element before it is absorbed into the cylinder so that it can prolong the cylinder sleeve and piston unit's service life.

According to the dust level of the environmental air, the filtrate element need to be maintained after being used for a long time (If in dusty environment, it need to maintained less than that). Take out the filtrate element, remove the dust with a soft brush (Fig. 6-40) and knock on the surface gently. If condition permits, airproof the two ends of the filtrate element, blow it from the inside to the outside with compressed air. Never clean it with oil or water.

The muffler is fixed on the exhaust elbow. The waste gas enters the muffler and moves on through the eyelets on the down-side to the muffler cavum, and then goes out through the eyelets on the up-side of the filtrate element. After several times' swerve, blocking and inflation, the noise is greatly reduced. After being used for about 1000 hours, the dust need to be removed by knocking at the outside of the muffler in order not to block up or affect the engine's function.

Chapter Seven Main Troubles and The Solutions

7.1 Hard or Fail to Start the Diesel

Causes	Ways Out
1. malfunction of fuel system a. Diesel oil is used out or the switch of oil tank is not turned on. b. There is air in oil way. c. Jam in oilway d. Fuel transferring pump doesn't work. f. Fuel injector doesn't work well or oil drops around the injector. e. Distributive value is small or zero (injection pump plunger is abraded or the delivery valve has oil leak)	1. Check the store of diesel oil and refill diesel oil; turn on the oil tank. 2. Exhaust the air and check to see if there is air leak at every fuel pipe union. 3. Wash oil pipe line and sediment bowl; wash or replace the filter element of diesel oil filter. 4. Check the sucker line to see if there is leakage. Shoot the trouble and if it still can't transfer, you should check the oil transfer pump. 5. Wash oil nozzle or grinding the sealing. Replace it if necessary. 6. Repair plunger pair; grinding delivery valve.
2. Inefficient compression pressure inside cylinder (which means easy cracking) a. Air valve doesn't work well. b. Piston ring has over abrasion (too big clearance of the opening) c. Piston ring has block by carbon consolidatannular d. No clearance between the air valve and rocking arm. 5. Leakage happens at gasket of cylinder head	1. Grind air valve; check the clearance between the air valve and valve guide pipe. 2. Replace piston ring 3. Disassemble and wash away the carbon deposit. 4. Adjust the clearance of air valve 5. Tighten the nuts of cylinder head. If the gasket is broken, replace it.

7.2 Self -stop of Diesel

Causes	Ways out
1. Diesel oil is used out 2. Air enters fuel system 3. Diesel oil filter is blocked 4. Valve stem is felted. 5. Needle valve has seizure 6. Cylinder or shaft has seizure (caused by overheat or oil off) 7. delivery valve stops working	1. Top up diesel oil 2. Exhaust air; check the sealing of pips 3. Wash or replace filter element 4. Disassemble and grind air valve 5. Wash or grinding the needle valve, replace the oil nipple pair 6. Check and repair 7. Check and grind

7.3 Lack of Diesel Power

Causes	Ways out
<ol style="list-style-type: none"> 1. Inefficient compression pressure 2. compression ratio is not the rated value. 3. Injection value is not enough. (due to leakage of delivery valve, abrasions of plunger and sleeve) 4. Two cylinders supply fuel equally (Loose high-pressure pipe adaptors of the two cylinders and watch their operations are coincident). 5. Something wrong with advance angle of fuel supply. 6. fuel injector has malfunctions 7. Clearance of air valve is too small or too large . 8. Intaking and exhaust system are blocked 9. Jam if fuel filter. 	<ol style="list-style-type: none"> 1. Do as the ways out of "Diesel is Hard to Start or Can't Be Started " 2. Replace with qualified cylinder gasket. 3. Check and adjust injection pump. 4. Adjust injection pump; check the injection quality of the injector. 5. check and adjust the advance angle of fuel supply. 6. Check and repair the injector. 7. Adjust the valve clearance. 8. Clean air filter; eliminate carbon deposit from exhaust pipes and mufflers. 9. Check the filter, and wash or replace it.

7.4 Abnormal Exhaust Color (Greyish smoke is allowed)

Causes	Ways out
<ol style="list-style-type: none"> 1. Black smoke: <ol style="list-style-type: none"> a. Diesel is overloaded b. Fuel supply of every fuel pump is not equal. c. Jet pressure of the injector is reduces or injection is not efficient. d. Oil injection is too late. e. intake system or exhaust system have blocks e. Clearance of air valve is not proper f. Compression pressure in cylinder is inefficient 	<ol style="list-style-type: none"> 1. Reduce load. 2. Check and adjust injection pump. 3. Adjust, wash or replace oil nozzle. 4. Check and pre-set the injection angle. 5. Brush and wash air filter, eliminate the carbon deposit from vent-pipe and muffler. 6. Readjust 7. See the ways-out for the starting difficulties.
<ol style="list-style-type: none"> 2. Blue smoke <ol style="list-style-type: none"> a. Engine oil in crank box in too much. b. Piston ring has abrasion and inefficient elasticity, or it sticks to annular; return port of oil ring is blocked with carbon deposit. c. The clearance between piston and cylinder liner is too large. 4. The clearance between air valve and conduct pipe is too large 	<ol style="list-style-type: none"> 1. Check the oil level and discharge the overfull engine oil. 2. Wash or replace piston ring. 3. Replace the abraded parts 4. Replace the abraded parts
<ol style="list-style-type: none"> 3. White smoke <ol style="list-style-type: none"> a. Water enters diesel. b. water enters cylinder. 	<ol style="list-style-type: none"> 1. Wash oil tank and diesel filter; replace diesel oil. 2. Disassemble the cylinder head for check

7.5 Too high temperature of Exhausted Water

Causes	Ways out
<ol style="list-style-type: none"> 1. Water in the water tank is not enough. 2. Drive belt of the water pump is too loose. 3. The bearing of water pump is seized 4. Too scale incrustation in the cooling system. 5. Thermoregulator has malfunction 6. The diesel has too-long-time operation with overload. 7. Water thermometer doesn't work well. 	<ol style="list-style-type: none"> 1. Gradually reduce the temperature and top up the water tank. 2. adjust the belt tautness . 3. Replace the bearing of water pump. 4. Eliminate scale deposit 5. Check and replace the thermoregulator 6. Reduce load 7. Repair or replace the thermometer.

7.6 Sudden Raised Speed of Diesel (Flying Diesel)

Causes	Ways out
<ol style="list-style-type: none"> 1. Link of fuel injection pump is seized 2. Fork of injection pump is installed wrongly and the distributive value is too large 3. Speed regulator is broken or doesn't work well. 	<ol style="list-style-type: none"> 1. Switch off the oil delivery and disassemble the fuel injection pump for check and repair. 2. Check and adjust fuel injection pump. 3. Check and repair speed regulator.

7.7 Abnormal Sound during Engine's Operating

Causes	Ways out
<ol style="list-style-type: none"> 1. Fuel isn't supplied at a proper time, or the injection pressure is too high. 2. Too large valve clearance will lead to metal dry-friction sound of cylinder head (the sound is clear with low speed) 3. The clearance between piston pin and the bush of the small end of link is too large (metal slap happens when rev has a sharp change.) 4. Connecting rod bearing shell has too large clearance (during the operation with load, there is heavy slap sound when reducing the rev suddenly; the sound disappears when the tractor has no load or runs at a slow speed.) 5. Air valve touches piston crown (during the operation with loads, there is heavy, equally and rhythmic sound on the cylinder head) 6. Tooth space is enlarged due to too much abrasion of timing gears (clash in gear room can be heard when the rev has a sudden change.) 7. Spring of injection pump plunger is broken (The diesel performance is not reliable and there is spark-out) 	<ol style="list-style-type: none"> 1. Adjust the injection time or injection pressure. 2. Adjust the air-valve clearance 3. Replace abraded parts. 4. The crank turns to the upper dead point. Prize the link with a iron rod. Check and see if the clearance between the connecting rod bearing shell and its rod journal is too loose. If necessary, thin the rod journal of the crank. Use a rod journal with a larger size. 5. Check to see if the air-valve clearance is too small, or if valve stem is seized in pipe. Add some copper gaskets if necessary, or replace the related parts. 6. Replace the abraded gears. 7. Repair and adjust injection pump.

7.8 Too low pressure or Zero Pressure of Diesel Oil

Causes	Ways out
1. Engin oil in the oil pan is not enough. 2. engine oil is too thin. 3. engine oil pipes has oil leake or blocks. 4. Engine oil is too dirty, or filter has blocks. 5. Booster has a deformed spring, or a wrong adjustment. 6. Abrasion clearane on engine oil pump is severe. 7. washers of engine oil filter are installed in wrong directions. 8. Cranck bearings have severe abrasion clearance. 9.oil manometer doesn't work well.	1. Top up engine oil. 2. Replace with qualified engine oil. 3. Check or wash oil ways. 4. Replace engine oil; wash filter. 5. replace the spring; adjust pressure. 6. repair engine oil pump. 7. Replace washers. 8. Repair it. 9. Replace pressure gauge.

7.9 Brakes

Troubles	Causes	Ways out
1. Brake has malfunctions	① Brake disc is spotted with oil. ② Brake disc has overabrasion	① Wash with gasoline. ② Reduce the paper shims of brake head till replace with a new brake disc.
2. Viscosity of engine is small.	The travels of the right and the left brake pedals are not the same.	Readjust them.
3. Brake can't be seperated thoroughly and touches hot	Its return spring has an inefficient spring force.	Replace the return spring.

7.10 Clutch

Trouble	Causes	Ways out
1. Clutch slips (If with heavy loads, the power machine sounds not heavy while the rev is reduced, the clutch slips).	1. Dip friction plate with oil. 2. Friction plate has overbrasion. 3. Free travel is small or zero. 4. Driven plate has too large cambering .	1. Wash with gasoline, severe leak needs repairing. 2. Replace driven disc. 3. Readjust as required. 4. Replace it.
2. Seperate not so thoroughly. Gear putting has noise or difficult.	1. Free travel is over enough while working travel is inefficient.. 2. Driven disc has over cambering. 3. Three adjusting nuts of releasing levers are loose.	1) Readjust it according to requirenments. 2) Replace it. 3) Replace it.
3. Tractor trembles when starting to move.	Friction plate is broken.	Replace the friction plate.

7.11 Hydraulic suspending system

Troubles	Causes	Ways out
1. Lifting cannot be done whether heavily or light loaded	<ol style="list-style-type: none"> 1. The oil pump can't absorber oil normally. 1) Transmission box (or oil tank) has a too low oil level. 2) Oiltaking filter is severely blocked. 3) Seal rings of oil suction pipe or oil pump are severely leaked or damaged. 2. Splint pins of the outer or inner ends of control handle fall off. 3. Rocking beam falls off. 4) Key control valve is blocked in the middle or lowering position, or the return valve is locked in the starting position. 	<ol style="list-style-type: none"> 1. 1) Fill oil to the rated level. 2) Wash or replace the filter. 3) Replace the damaged seal ring. 2. If the outer splint pin falls off, re-install one; if the inner splint pin falls off, open the distributor and re-install a splint pin. 3. Open the distributor, and set the rocking beam and pintle. 4. Beat around the retrn valve. If there are series of lockings, dismantle the distributor and wasj every valve.
2. Lifting is right without loads, but not with loads.	<ol style="list-style-type: none"> 1) Oil temperature is too low. 2) Filter of inlet port is blocked. 3) Input pipe, high-pressure pipe and the seal ring inside oil pum are damaged. 4) Oil pump is severely damaged. 5) Return valve, lowering valve and safety valve have leakages. 6) Too oil leakages in pumps, valves and cylinders leand to overhight temprature. 	<ol style="list-style-type: none"> 1) Go on running to raise the oil temperatur. 2) Wash filter. 3) Replace seal ring. 4) Repair or replace oil pump. 5) Hit every valve of the distributor with a wood barslightly .Open the return valve, lowering valve, safety valve to wash.Face up with fine abrasive paste 6) Check
3. When handle is in lifting position, oil pump has piping sound.	<ol style="list-style-type: none"> 1. Due to incorrecct installation, the inner lifting arm sticks to lifter case to open the safety valve. 	<ol style="list-style-type: none"> 1. Reajustment: shorten the adjusting lever or position-adjusting lever or force-adjusting lever to lower down the top position.
4. Farm implement shakes (nodds)with quick static dropping.	<ol style="list-style-type: none"> 1.Distributor has unsealed unidirectionalvalves. 2. Dropping valve is not sealed completely. 3. Safety valve of oil cylinder is not sealed completely. 4. Hydraulic output block is not sealed completely. 5. Seal of dropping speed-control valve is damaged. 6. Seal rings between distributor and cylinder end and lifter case are incorrectly installed, fall off or are damaged. 7. Seal ring of cylinder piston is abraded. 	<ol style="list-style-type: none"> 1. Wash the valves. face up with fine abrasion cream if necessary. 2.The same as the above. 3.The same as the above. 4.The same as the above. 5.Replace the seal ring. 6.Check and replace the seal ring. 7.Replace piston seal ring.

Continued

Troubles	Causes	Ways out
5. Farm tools can be lifted normally but can't lift to the top position.(Or over top)	1. Regulating stem is shortened (or becomes longer) (position control lever and force control lever)	1. Adjust the lever length (position control lever, force control lever)
6. Farm tools can't drop	1. Control valve for lowering speed is screwed in too much. 2. The king valve is blocked. 3. Lowering valve is blocked. 4. Pin is shortened or the lowering valve assembly is loosened and screwed out to stop the lowering valve from being turned on.	1. Loosen the lowering-speed control valve. 2. Wash the king valve. 3. Wash the lowering valve 4. Take out the obstruction of the lowering valve, and readjust the clearance of lowering valve's pin or tighten the lowering valve assembly.
7. Abnormally raised oil temperature	1. During transportation, the handle has an overhigh position. 2. The outer lift arm has a wrong top position; safety valve is opened 3. The lowering valve can't move. 4. There are many leakages in pumps, valves and cylinders, and capacity efficiency is too low.	1. Fix the handle in the transportation position. 2. Readjust and get a proper clearance between the inner lift arm and the body. 3. Loose the lowering valve 4. Check the sealed sites. Replace the severely abraded components if necessary.
8. The control handle is hard to use	1. Oil is not clean, king valve is blocked or the pin is blocked.	1. Turn the handle to and fro and wash the king valve or pin.

7.12 Electric System

7.12.1 Starting Motor

Troubless	Causes	Ways out
1. Starter can't work.	1) Connecting wire is broken or malfunctional. 2) Charging is not enough. 3) Brush has malfunction in contacting commutator. 4) There is short circuit and open circuit inside the starter.	1) Get contact points welded and tightened. 2) Charge or replace the battery. 3) Clean the surface of commutator replace brush. 4) Check and repair.
2. Starter runs without loads but it is inefficient.	1) Brush has malfunction in contacting commutator. 2) Surface of the commutator is burnt or has oil stain. 3) Connector has malfunctions. 4) Electromagnetic switch doesn't work well. 5) Charging is not enough.	1) Clean the surface of commutator. 2) Renovate commutator with sand cloth or clean the oil stain away. 3) Clean or fasten the connector. 4) Check and repair the switch. 5) Check and charge.
3. The small starting gear is not involved in engagement and the starter runs, which causes impacting.	1) Electromagnetic switch has too short armature travel.	Turn the connecting screws of electromagnetic switch to a proper position.

7.12.2 Battery

Troubles	Causes	Ways out
1. Battery always has insufficient current storage.	1. Generator or regulator has malfunction ,no charging current. 2. Connection in charging circuit is loosen or rusted, and itincreases resistance. 3.Short cut happens on polar plate. 4. Electrolyte has too low liquid level. 5.Polar plate is vulcanized.	1. Repair the generator or the regulator. 2. Check and see if the post chuck and connection bolts are loose. Tighten them or eliminate rustiness. 3. Replace with new battery. 4. Replace with new battery. 5. Replace with new battery.
2. Battery capacity is obviously reduced.	1. It is charged unsufficiently usually.	1. . Charge for a long time with low currents; or engage the cycle of full charging and full discharging.

7.12.3 Instruments

Troubles	Causes	Ways out
1. Water-temperature gauge doesn't work normally.	1. circuitry is open or has bad connection. 2. Sensor has open circuit , short circuit or bad connection. 3. Gauges or indicators have malfunction	1) Check and repair the circuit. 2) Repair or replace sensors. 3) Repair or replace meters
2. Oil-pressure garge doesn't work normally.		
3. Fuel quantity gauge doesn't work well.		
4..Speed indicator doesn't work well		
5. Other indicators and gauges don't work well.		

7.12.4 Lights

Troubles	Causes	Ways out
1. The headlight has no dipped beam or high beam. 2. The rear lamps don't wrok. 3. Turning indicators don't work. 4. Left and right position indicators don't work. 5. Brake indicators don't work. 6. Rear license ondicator doesn't work.	1. Circuit is opn or the fuse is broken. 2. Light switch has ill contacts or is damaged. 3. Bulb is damaged.	1. Repair and connect it. 2. Repair or replace it. 3. Replace the bulb.

7.12.5 Silicon Rectification Generator

Troubles	Causes	Ways out
1. Generator has no energy production.	<ol style="list-style-type: none"> 1. Wires are loose, cut off, short circuit or wrongly connected. 2. Diode is damaged, cut off or has short circuit. 3. Rotor and stator coils has open circuit, short circuit or bonding. 4. Adjustor has too low adjusting voltage. 5. Adjustor contact points are burnt or its inside lines are cut. 	<ol style="list-style-type: none"> 1. Check and repair. 2. Replace or repair it. 3. Repair or replace it. 4. Raise the voltage properly. 5. Check and repair.
2. Generator has no enough output .	<ol style="list-style-type: none"> 1. Loops of stator and rotor has short circuit or is broken. 2. One or two diodes are damaged. 3. Belt of the generator is too loose. 	<ol style="list-style-type: none"> 1. Repair or replace them.. 2. Replace them. 3. Fasten the belt.
3. Charging current is not stable.	<ol style="list-style-type: none"> 1. Generator belt has trackslip. 2. Charging circuit has wrong contact. 3. Rotor and stator coils are to have open circuit, short circuit or bonding. 4. Adjustor has malfunction. 	<ol style="list-style-type: none"> 1. Clean the oil stain away or fasten the belt. 2. Check and eliminate the malfunction. 3. Repair or replace them. 4. Repair or replace the adjustor.
4.Engine sounds abnormally.	<ol style="list-style-type: none"> 1. Due to incorrect installation, rooring par ②Bearing is damaged. ③Rotor impress onto stator. 	<ol style="list-style-type: none"> 1. Find out the interference site and adjust installing position. 2. Replace it. 3. Repair it.
5.burned smell from generator	<ol style="list-style-type: none"> 1. Damaged diode leads to burned parts. 2. Cores of stator impress onto rotor which causes short circuit of stator coils and rotor coils. 3. Adjustor has malfunction, or voltage is too high with overloads in a long term. 	<ol style="list-style-type: none"> 1.Replace it. 2. Repair or replace the coils. 3. Replace or adust it.
6、 Overlarge charging currents	<ol style="list-style-type: none"> 1. Battery cell has short circuit. 2. Voltage of adjustor is too high. 3. Adjustor has inefficient bonding 4. Adjustor contactors are dirty or have malfunction. 	<ol style="list-style-type: none"> 1.Replace it. 2.Lower voltage 3.Check and repair 4.Repair and wash.

Chapter Eight Appendix

8.1 Electric Wiring Map

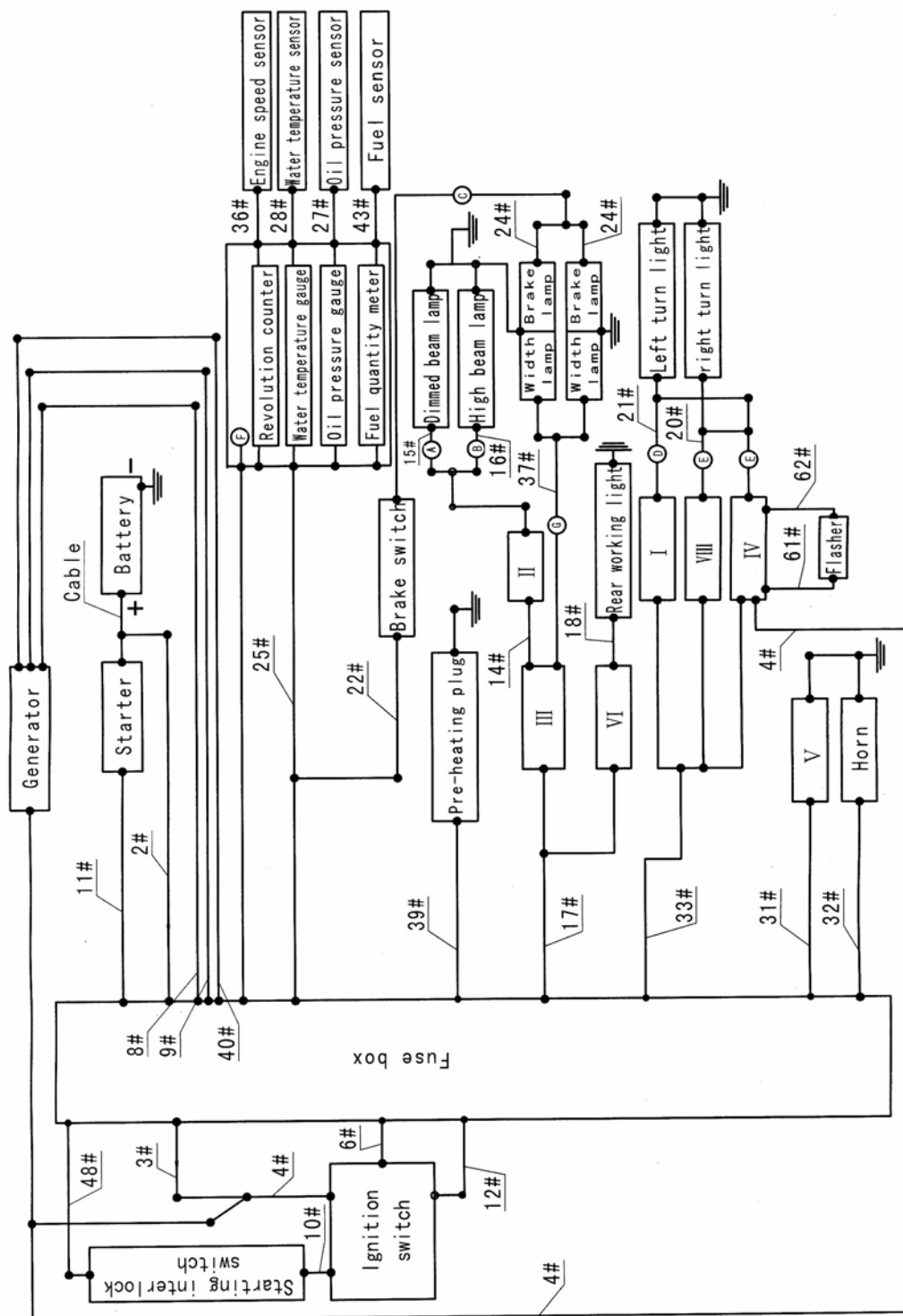


Fig. 6-41 Wiring principle of electrical system

I -Left turn switch 、 II -Front dimmer light switch、 III -Spare、 IV -Light switch、 V -Rear
parking lamp switch、 VI-Horn button、 VII-Hazard warning switch、 VIII-Right turn switch

8.2 Size of Suspending System

Connecting pin of top link with a diameter of $\Phi 19\text{mm}$ Connecting pin of top link with a diameter of $\Phi 22\text{mm}$ distance between front linkage points of tow link, 487mm

th of brace bar 451.5mm

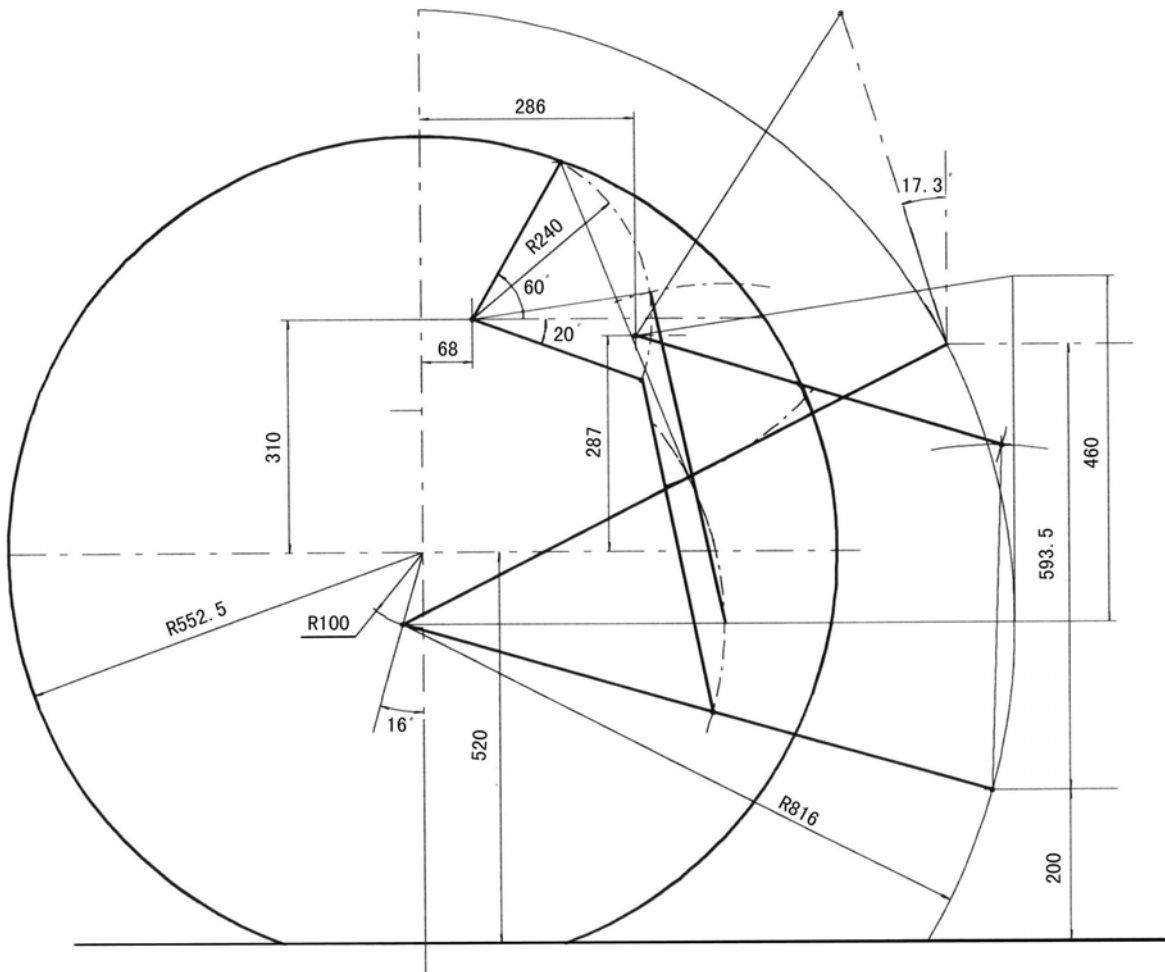


Fig.6-42 Play of suspending system

8.3 Spare Parts Along with the Machine

No.	Code	Name	Volume
1		compounded washer18	4
2		compounded washer20	4
3	GB 13871-1992	FB75×100×10	4
4	GB 13871-1992	FB55×75×8	4
5	GB 13871-1992	FB45×65×8	2
6	GB 13871-1992	FB35×55×8	2
7	300.31.111	oil seal 40×64×8	4
8	GB 3452.1-1992	O-ring 15×2.65	4
9	GB 3452.1-1992	O-ring 18×2.65	2
10	GB 3452.1-1992	O-ring 20×2.65	2
11	GB 3452.1-1992	O-ring 23.6×3.55	1
12	GB 3452.1-1992	O-ring 25.8×3.55	2
13	GB 3452.1-1992	O-ring 30×2.65	2
14	GB 3452.1-1992	O-ring 33.5×3.55	4
15	GB 3452.1-1992	O-ring 35×3.55	2
16	GB 3452.1-1992	O-ring 80×5.3	1
17		accessories and tools of diesel	1 set
18		accessories of lifter assembly	1 set

8.4 Tools along with the machine

No.	Name	Specification	Quantity
1	grease gun		1
2	double-head spacer	8×10	1
3	double-head spacer	13×16	1
4	double-head spacer	18×21	1
5	double-head spacer	24×27	1
6	box wrench	S=27	1
7	hexagon ring spanner	S=6, S=8	1 for each
8	slip joint pliers	6" ~8"	1
9	circlip clamp for holes		1
10	circlip clamp for shaft		1
11	corss-head screw er	250×8	1
12	engine oil gun		1



EC DECLARATION OF CONFORMITY

MANUFACTURER

Name: **MAHINDRA YUEDA (YANCHENG) TRACTOR CO., LTD.**
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THE TECHNICAL DOCUMENTATION WAS COMPILED BY:

Name: **Mr.Andrea Galassi,European Certifying Organization S.p.A.**
Address: **Via Mengolina 33,Faenza(RA),Italy**
Post: **48018**

HEREBY DECLARES THAT THE PRODUCT DESCRIBED BELOW:

Description: **Agricultureral and Forestry Tractor**
Model:
Serial number: **Engine model and
power: kW**
Manufacturing
year:

COMPLIES WITH THE PROVISIONS OF THE FOLLOWING EUROPEAN DIRECTIVES:

2006/42/EC **Machinery Directive**

COMPLIES WITH THE PROVISIONS OF THE FOLLOWING HARMONIZED STANDARDS AND/OR PROVISIONS:

Annex I of Machinery Directive 2006/42/EC
Essential health and safety requirements relating to the design and construction of
machinery

Done at **YANCHENG,JIANGSU,PRC** Name of the
(place): **signatory:**
On **Title:**
(date):

**Signature and
stamp:**

地址: 江苏省盐城市盐城经济开发区嫩江路9号

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