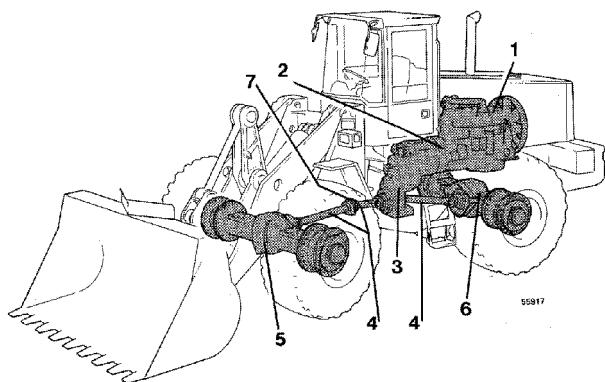


Document Title: <b>Description</b>	Function Group: <b>400</b>	Information Type: <b>Service Information</b>	Date: <b>2014/5/29</b>
Profile:			

## Description

The engine output torque is transferred to the transmission via the torque converter. The converter has a fixed stator. The stator multiplies the torque. The multiplication is at its greatest when the engine is running at high speed and the turbine rotor is stationary, e.g. when starting the machine. The torque from the torque converter passes through the transmission and dropbox to the drive axles. In the differential gear the torque is divided out to the planetary hub gears and the wheels. The transmission has four speed gears and two directional gears.



**Figure 1**  
**Power transmission, principle diagram**

1	Engine
2	Torque converter
3	Transmission with dropbox
4	Propellar shaft
5	Front axle
6	Rear axle
7	Support Bearing

Document Title: <b>APS (Automatic Power Shift)</b>	Function Group: <b>420</b>	Information Type: <b>Service Information</b>	Date: <b>2014/5/29</b>
Profile:			

## APS (Automatic Power Shift)

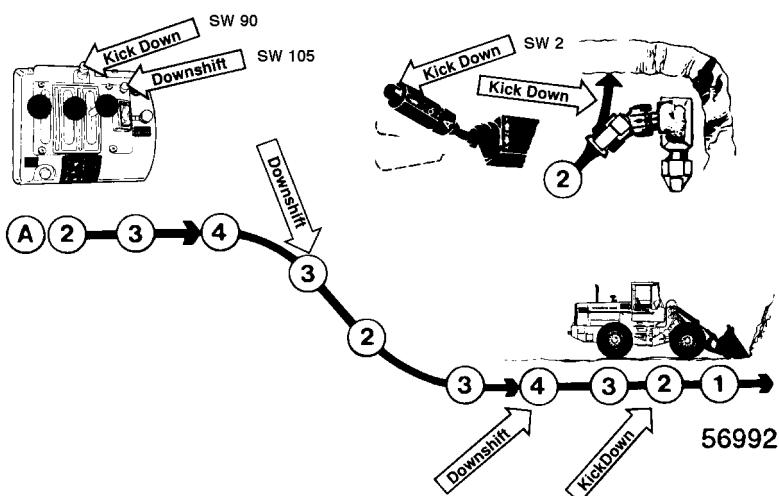
### Description

L150 and L180 are as standard provided with APS (Automatic Power Shift), which is included in the control unit of the Contronic system.

2nd gear is the basic gear and the gear in which the machine normally starts when operating with the selector in the "A" (Automatic) position. During engine braking the accelerator control is fully released and the downshifting / engine braking button, SW105, is pressed in. Downshifting takes place at the correct moment for the greatest possible engine braking from 4th via 3rd to 2nd. If 1st gear is required, press in the kick-down button and 1st gear will be engaged, if the travelling speed is below 10 km/h (6 mph). This takes place regardless of which gear was engaged initially.

Upshifting from 2nd to 3rd reverse takes place at a comparatively high speed. In that way the operator can decide when upshifting should occur with the aid of the accelerator control.

If the downshifting / engine braking button, SW105, is kept pressed in while accelerating, upshifting is prevented, see also [Invalid linktarget].



**Figure 1**  
Gear shifting, general principle

### Description of function of manual gear shifting

#### Gear shifting

Gear selector control positions 1, 2 and 3 are manual positions, i.e. the operator selects the gear he or she prefers.

#### Over-speeding protection

During downshifting the control programme always checks that the speed is not too high for the selected gear. In which case the engaged gear remains engaged until the speed has dropped to within the permissible range.

#### Kick-down function

Kick-down can only be activated in selector position 2.

1st gear is engaged if the speed is below 10 km/h (6 mph) within 5 seconds from when the kick-down switch is activated. 1st gear remains engaged for at least 5 seconds, then upshifting to 2nd gear takes place when the gear-shifting point has been reached. When changing travelling direction, the kick-down function ceases immediately and upshifting to 2nd gear takes place.

#### Changing travelling direction

The machine starts off in the new direction in the same gear as before the new direction was selected.

### Description of function during automatic gear shifting

#### Start (selector position A)

When starting from stationary, the machine moves off in 2nd gear. If the machine is already moving, 3rd gear will be engaged.

#### Gear shifting

Gear shifting is automatic. Conditions for gear shifting are a combination of travelling speed and engine speed.

Gear shifting takes place between gears:

Forward: 2nd-3rd-4th

Reverse: 2nd-3rd

Gear shifting down to 1st takes place only after the kick-down switch has been activated.

Upshifting to 2nd then takes place automatically or when changing travelling direction.

The gear-shifting points vary depending on whether the engine is pulling or braking, according to the table shown below.

Gear shifting	L150	L180
1 - 2	5.0 - 6.0	5.0 - 5.5
2 - 3	7.0 - 10.0	8.0 - 10.5
3 - 4	15.0 - 18.5	16.0 - 19.0
4 - 3	11.0 - 16.0	13.5 - 18.0
3 - 2	6.0 - 9.0	6.5 - 9.5
2 - 1 (Kick-down)	10.0	10.0

#### Kick-down function

Kick-down means that the operator requests gear shifting to 1st gear by activating the kick-down switch.

1st gear will be engaged, if the speed is below 10 km/h (6 mph) within 5 seconds from when the kick-down switch is activated.

1st gear remains engaged for at least 5 seconds, then upshifting takes place according to the gear-shifting programme.

When changing travelling direction the kick-down function ceases immediately and upshifting to 2nd takes place.

#### Changing travelling direction

At low speed a change of direction takes place in 2nd gear and at higher speed in 3rd gear and downshifting to 2nd only takes place when the machine has stopped and before it begins to move off in the opposite direction.

#### Speeds below approx. 18 km/h (11.2 mph):

2nd forward to 2nd reverse

3rd forward to 2nd reverse

4th forward to 2nd reverse

#### Speeds above approx. 18 km/h (11.2 mph):

3rd forward to 3rd reverse to 2nd reverse

4th forward to 3rd reverse to 2nd reverse

#### NOTE!

4th gear is blocked in connection with reverse gear, otherwise downshifting from reverse to forward takes place according to the description above.

Document Title: <b>Downshifting engine braking</b>	switch,	Function Group: <b>420</b>	Information Type: <b>Service Information</b>	Date: <b>2014/5/29</b>
Profile:				

## **Downshifting switch, engine braking**

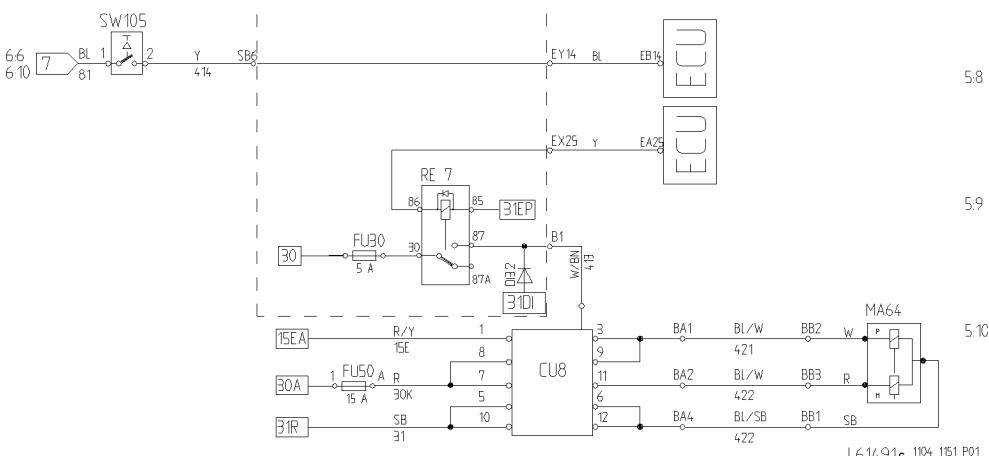
With the aid of switch SW105 the operator can achieve immediate downshifting in order to retard (brake) the machine. When SW105 is activated, current is supplied to ECU connection EB14 and downshifting takes place as shown below. At speeds above approx. 22 km/h (13.7 mph):

downshifting 4th to 3rd  
3rd gear – no downshifting

At speeds below approx. 22 km/h (13.7 mph):

downshifting 4th to 2nd  
downshifting 3rd to 2nd

If the switch remains activated, upshifting is prevented as long as the engine and/or transmission overspeeding protection do not force upshifting to take place.



## **Figure 1**

### **Wiring diagram**

Document Title: <b>Differential carrier assembly, Changing L150 w.e.fr. se. no. 1234 and L180 (AWB40)</b>	Function Group: <b>460</b>	Information Type: <b>Service Information</b>	Date: <b>2014/5/29</b>
Profile:			

## **Differential carrier assembly, Changing L150 w.e.fr. se. no. 1234 and L180 (AWB40)**

### **Op nbr 46501**

999 2628 Lifting chain

E 616 Trolley

E 1370 Support

Allen key 14 mm

Combination spanner 41 mm

Sleeve 41 mm (1.164 in)

Shackle 16 mm (0.630 in), 4 pcs

Sling 6 metre (20 ft)

Sling 12 metre (24 ft)

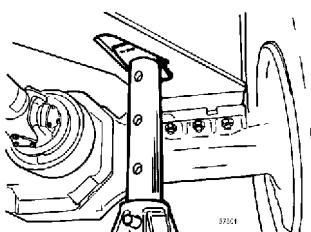
Torque multiplier

Buzzer alternatively indicating lamp

### **Removing**

1. Lock the steering joint.

- 2.

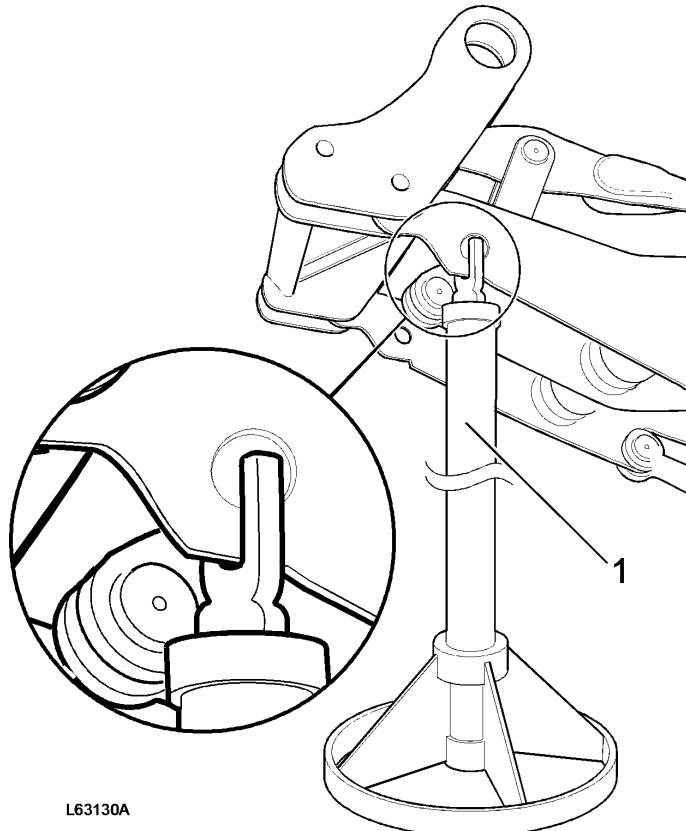


**Figure 1**  
**Supporting machine**

3. Raise the front wheels with the aid of the lifting frame.

Position support under the frame of the machine, see [Figure 1](#).

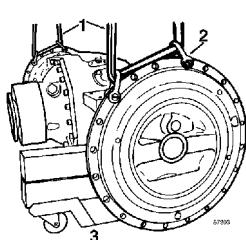
- 4.



**Figure 2**  
**Securing lifting frame**

1	E 1370
---	--------

5. Raise the lifting frame and position support, see [Figure 2](#).  
Lower the lifting frame onto the support and tilt the bucket fully forward.
6. Remove the front mudguards and front wheels.
7. Drain the oil from the axle.
8. Remove plate guard for the brake pipes.
9. Tie up the propeller shaft and remove the propeller shaft flange bolted joint by the front axle.
10. Remove the hub retainers, half shafts and thrust washers.
11. Remove electrical leads and hoses to differential lock and brake. Use protective plugs or fit an ejecto.
12. Remove the protecting plates over the front axle attaching bolts.
- 13.

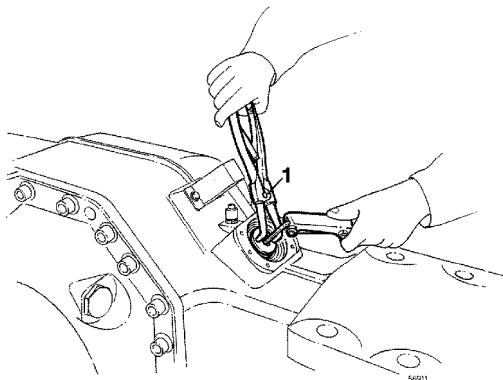


**Figure 3**  
**Removing front axle**

1	Sling 12 metre (40 ft)
2	Shackle 16 mm (0.630 in), 4 pcs
3	E 616

14. Connect a hoist to the front axle and remove the attaching bolts.  
Required lifting capacity approx. 600 kg (1323 lb). Lower the axle on E 616 and pull out the axle housing.

15.

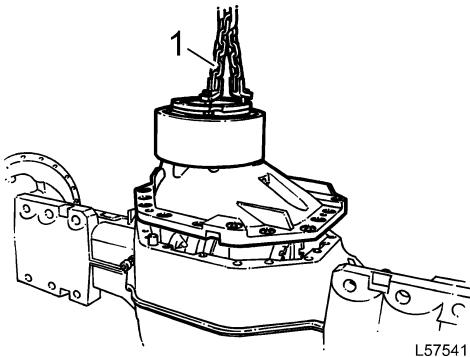


**Figure 4**

1	Hook spanner or angled lock ring pliers
---	---

16. Remove the lock screw and screw in the diaphragm sleeve sufficiently far so that the dog clutch half will clear the differential bearing cap.
17. Remove the differential from the axle housing.  
Weight approx. 200 kg (441 lb).

18.



**Figure 5**  
**Removing differential carrier assembly**

1	2628
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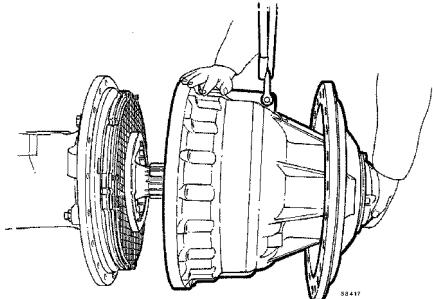
19. Clean the differential and the axle housing contact surfaces.

## Fitting

20. Apply sealing compound (silicone) to the axle housing sealing surfaces and fit the differential carrier assembly.  
Tighten the bolts to 350 N m (258 lbf ft).
21. Position the axle housing on E 616 and roll it in under the machine.  
Lift and secure the axle housing against the frame.  
Tighten the bolts to 1170 N m (863 lbf ft).

Fit protecting plates over the bolt heads.

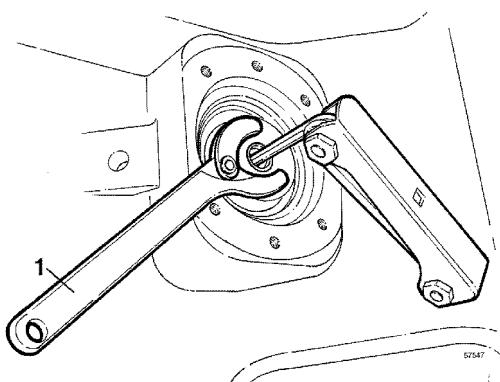
22. Fit the half shafts in the axle housing.
23. Fit brake discs and O-rings on the axle housing.
- 24.



**Figure 6**  
**Fitting hub retainer**

25. Fit the hub retainers.  
Tighten the bolts to 310 N m (229 lbf ft).
26. Rotate the pinion shaft and place the differential lock drive flange in maximum engagement by screwing the diaphragm sleeve counter-clockwise until the differential lock drive flange is in maximum engagement, see **Figure 7**.  
Check by rotating one of the front wheels of the machine forward and backward.
27. Then screw the sleeve clockwise four turns so that the differential lock becomes disengaged.  
Lock the pushrod with the stop screw.  
Tighten the stop screw to 30 N m (22 lbf ft).

- 28.

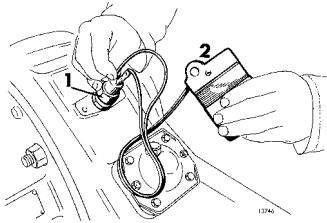


**Figure 7**  
**Adjusting differential lock**

1	
---	--

	Hook spanner
--	--------------

29. Fit support washer, diaphragm and thrust washe.  
Bolt on the cove.  
**NOTE!**  
The convex side of the support washer should be turned toward the diaphragm and the cover filter turned downward, see [[Invalid linktarget](#)] item 16.
30. Connect electrical leads and hoses to differential lock and brake. Clamp the leads and hoses.
- 31.



**Figure 8**  
**Adjusting switch**

1	Microswitch
2	Buzzer alternatively indicating lamp

32. Screw in the microswitch so that it just closes the circuit. Then screw out 1/4 of a turn.  
Lock the microswitch with the nut.  
Fit the protective cover over the microswitch.
33. Loosen the support bearing and fit the propeller shaft flange.  
Tighten down the support bearing again.
34. Fit the protecting plates for the brake pipes.
35. Fill oil in the front axle.
36. Fit front wheels and mudguards.
37. Remove support, axle stands and steering joint lock.

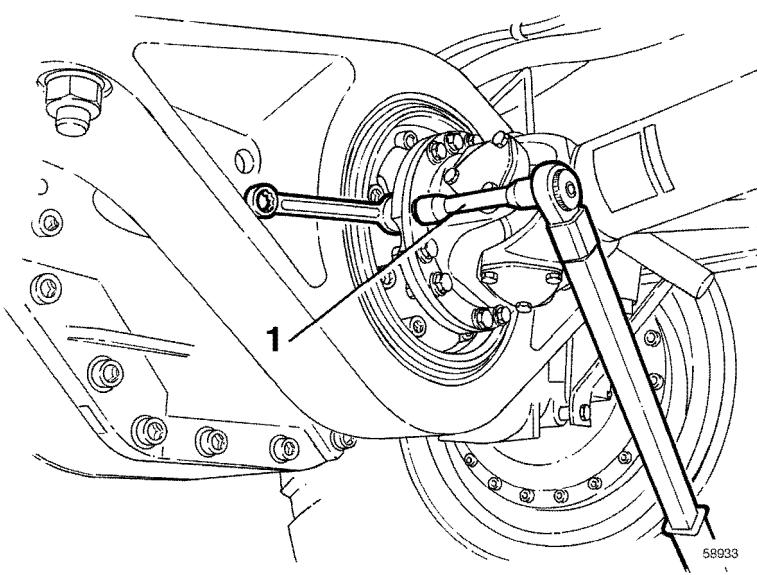
Document Title: <b>Fitting rear axle</b>	Function Group: <b>460</b>	Information Type: <b>Service Information</b>	Date: <b>2014/5/29</b>
Profile:			

## Fitting rear axle

### Op nbr 46008

999 3742 Sleeve

1. Place the axle in position under the machine.  
Connect a hoist, see Fig. [\[Invalid linktarget\]](#). Axle weight including mounting brackets approx. 1550 kg (3418 lb).
2. Lift the axle with the lifting device and secure the axle with a jack in order to prevent it from turning while it is being lifted. Fit the attaching bolts. Tighten the bolts to 804 N m (593 lbf ft)
3. Place the wheels in position.  
Tighten the nuts to 600 N m (443 lbf ft).
4. Connect brake hose, cabling to temperature senso, lubricating oil pipes and the hose from the breather filter to the axle.
5. Connect the propeller shaft to the rear axle, see [Figure 1](#).  
Tighten the bolts to 57 N m (42 lbf ft).
6. Lubricate the rear axle mounting bearings. Remove any supports.
7. Bleed rear brake circuit.
- 8.



**Figure 1**  
**Attaching propeller shaft**

Document Title: <b>Hub reduction, Changing seal, One side L150 up to and incl. se. no. 1233 (with drive axles AH65 and 70)</b>	Function Group: <b>460</b>	Information Type: <b>Service Information</b>	Date: <b>2014/5/29</b>
Profile:			

## **Hub reduction, Changing seal, One side L150 up to and incl. se. no. 1233 (with drive axles AH65 and 70)**

**Op nbr 46643**

E 765 Spanner (rear axle)

E 1109 Spanner (front axle)

Spring balance 0 – 25 kg (0 – 55 lb)

Bolt M 14 length 90 mm

Bolt M 16 length 70 mm (rear axle)

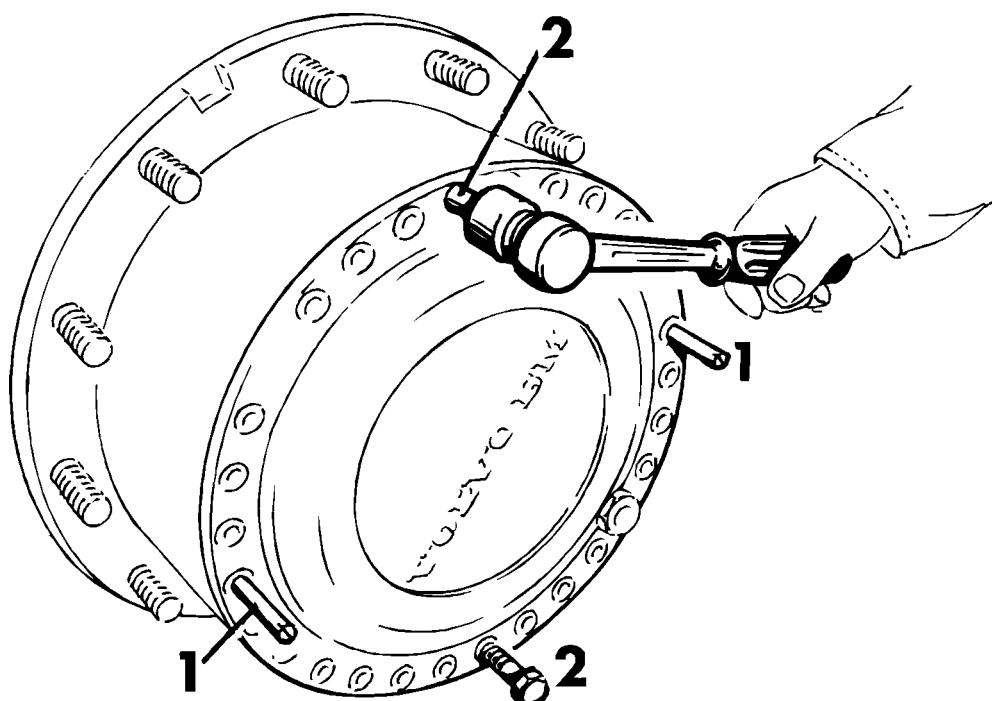
Bolt M 18 length 100 mm (front axle)

Screw stud 5/8" UNC length 200 mm, 2 pcs

Shackle M 10

### **Removing**

1. Lift and support the axle.
2. Release the pressure in the brake system by depressing the brake pedal 30 - 40 times, so that the hissing sound ceases and no counter pressure can be felt in the pedal.
- 3.



**Figure 1**

**Rear axle:**

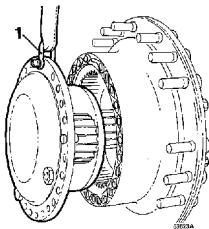
1	Bolt M14 length 90 mm
2	Bolt M16 length 70 mm

**Front axle:**

1	Bolt M14 length 90 mm
2	Bolt M18 length 100 mm)
4	Drain the oil from the hub reduction.

4. Remove the wheel.  
Weight approx. 700 kg (1544 lb) (26.5 x 25, filled with air).
5. Drain the oil from the hub reduction.
6. Loosen the planetary retaine, see [Figure 1](#).
7. Connect a hoist to the planetary retaine, see [Figure 2](#).  
Remove the planetary retainer and the sun gear.  
Weight approx. 40 kg (88 lb), rear and approx. 75 kg (165 lb) front.

8.



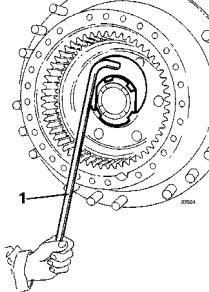
**Figure 2**

1	Shackle M10
---	-------------

9. Connect a hoist to the hub, see [Figure 5](#).
10. Remove the lock washer for the lock nut.  
**NOTE!**  
On the front axle the hub nut is secured with lock screws.

11. Remove the hub nut, see [Figure 3](#).

12.



**Figure 3**  
**Removing hub nut**

1	E 765 (rear axle) or E 1109 (front axle)
---	---

13. Screw in two bolts in the ring gear and lift away the gear, see [Figure 4](#).  
Weight approx. 42 kg (93 lb) front and approx. 25 kg (55 lb) rear.

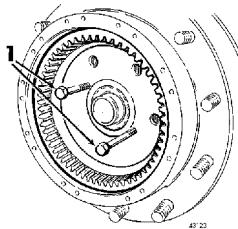
14. Lift away the wheel hub, [Figure 5](#).  
Weight approx. 110 kg (243 lb) front and approx. 100 kg (221 lb) rear.  
**NOTE!**  
Take care no to damage the lapped surface on the slide ring seals.



**Risk of injury by cutting.**

15. Prize away the slide ring seals and the O-ring from the hub and from the brake housing cove.

16.



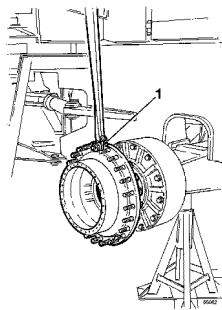
**Figure 4**

1	Bolt M14 length 90 mm
---	-----------------------

17. Prize away from the hub the inner oil seal which seals against the stub axle.

18. Check that the wear ring on the stub axle is free from damage caused by wear.  
Otherwise, change the wear ring.

19.



**Figure 5**  
**Removing wheel hub**

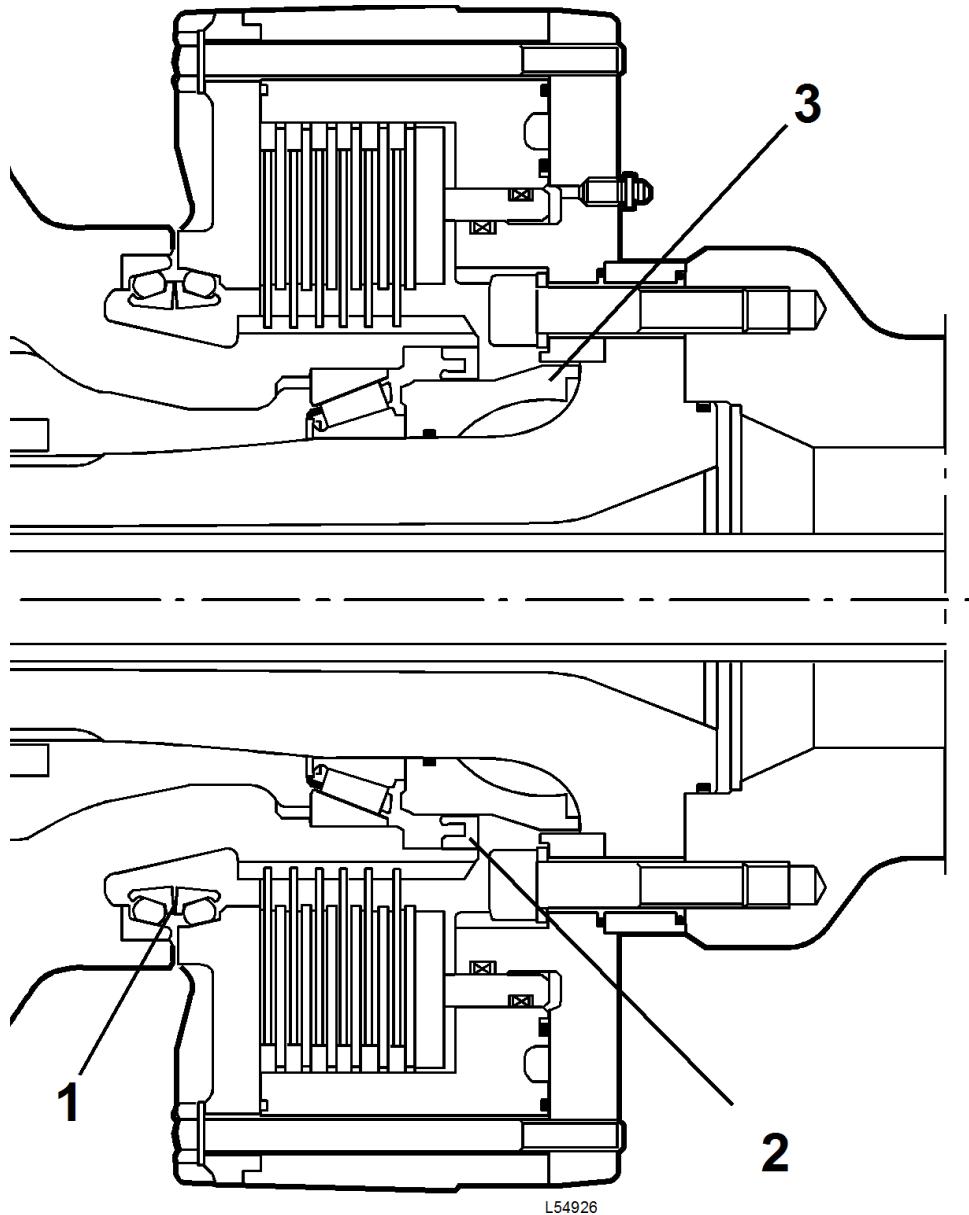
1	Shackle M 10
---	--------------

## Fitting

20. Fit a new oil seal in the hub with the spring supported sealing lip turned toward the hub reduction.  
**NOTE!**

The oil seal should be tapped in until flush with the end of the hub.

21.



**Figure 6**

1	Slide ring seal
2	Oil seal
3	Wear ring

22. Fit new slide ring seals on the hub and on the brake housing cove, as follows:

**NOTE!**

Handling and fitting the slide ring seal should be done with great care. All parts which belong to the slide ring seal should be clean and free from impurities and oil. There is the risk otherwise that the rings might end up askew resulting in a leak. Also, do not use a rag which leaves fluff.

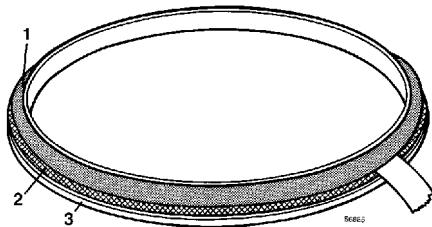
The lapped sealing surfaces must not be damaged or scored.

Make a support ring by joining the ends of a plastic hose, O.D. = approx. 6 mm (0.236 in) L = 805 mm (31.69 in). Put a piece of tape on the support ring (plastic hose ring) so that it forms a tab.

23. Position the support ring and O-ring on the slide ring. The support ring should be positioned between the O-ring and slide ring flange, see [Figure 7](#).

Check that the O-ring is not twisted or lies in waves.

24.



**Figure 7**

1	O-ring
2	Support ring
3	Slide ring

25. Lubricate the O-ring with a soap solution.

Press the slide ring into position by hand, see [Figure 8](#).

Remove the support ring with the aid of the tape tab.

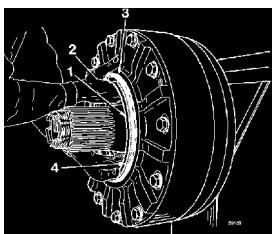
Check that the O-ring is not twisted or lies in waves and that the slide ring is positioned at right angles to the axle.

26. Adjust the discs so that the teeth align before assembling. Position the wheel hub on the axle, see [Figure 5](#).

**NOTE!**

Make absolutely certain that the hub is fitted at right angles to the axle so that the oil seals are not damaged or positioned obliquely.

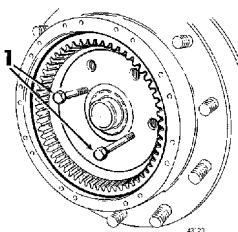
27.



**Figure 8**  
**Pressing in slide ring**

1	Slide ring
2	Tab of tape
3	Plastic hose
4	O-ring

28.



**Figure 9**

1	Bolt M14 length approx. 90 mm
---	-------------------------------

**Thank you very much for reading.**

**This is part of the demo page.**

**GET MORE:**

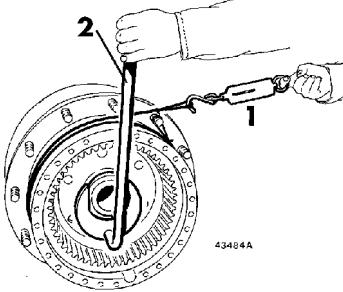
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Instructions, Functional  
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29. Place the ring gear hub in position, see [Figure 9](#) and fit the hub nut while the lifting device is holding the hub at right angles to the axle.
30. Tighten up the bearings with the aid of the hub nut until a bearing clearance of 0.3 - 0.5 mm (0.012 - 0.020 in) is obtained. Rotate the hub at least five turns.
31. First measure the rolling resistance and then increase the measured spring balance force by tightening up the hub nut. See specifications page 0:8.  
**NOTE!**  
For run-in bearings the measured force should be increased less, see specifications page 0:8.

32.



**Figure 10**

1	Spring balance
2	E765 rear axle or E1109 front axle

33. Lock the hub nut with lock washer and lock ring, see [Figure 11](#).

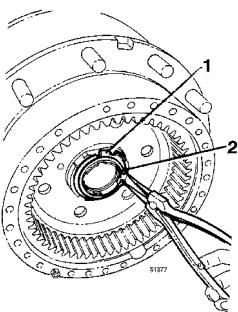
**NOTE!**

The washer can be fitted in two ways in order to double the locking possibilities. The washer is also available in two versions.

**NOTE!**

On the front axle the hub nut is secured with lock screws. Use locking fluid medium on these screws.

34.



**Figure 11**

1	Lock washer
2	Lock ring

35. Make sure that the thrust washer is in place and fit the sun gear and the planetary retainer.

**NOTE!**

Make sure that the oil draining hole aligns with the outlet in the hub, see [Figure 2](#). Use sealing compound (silicone).

Tighten the bolts to 180 N m (133 lbf ft) rear axle 160 N m (118 lbf ft) front axle.

36. Fill oil in hub reduction and differential carrier assembly.

37. Fit the wheel and remove the axle stands.