
T4020, T4030, T4040, T4050 STANDARD REPAIR MANUAL COMPLETE CONTENTS

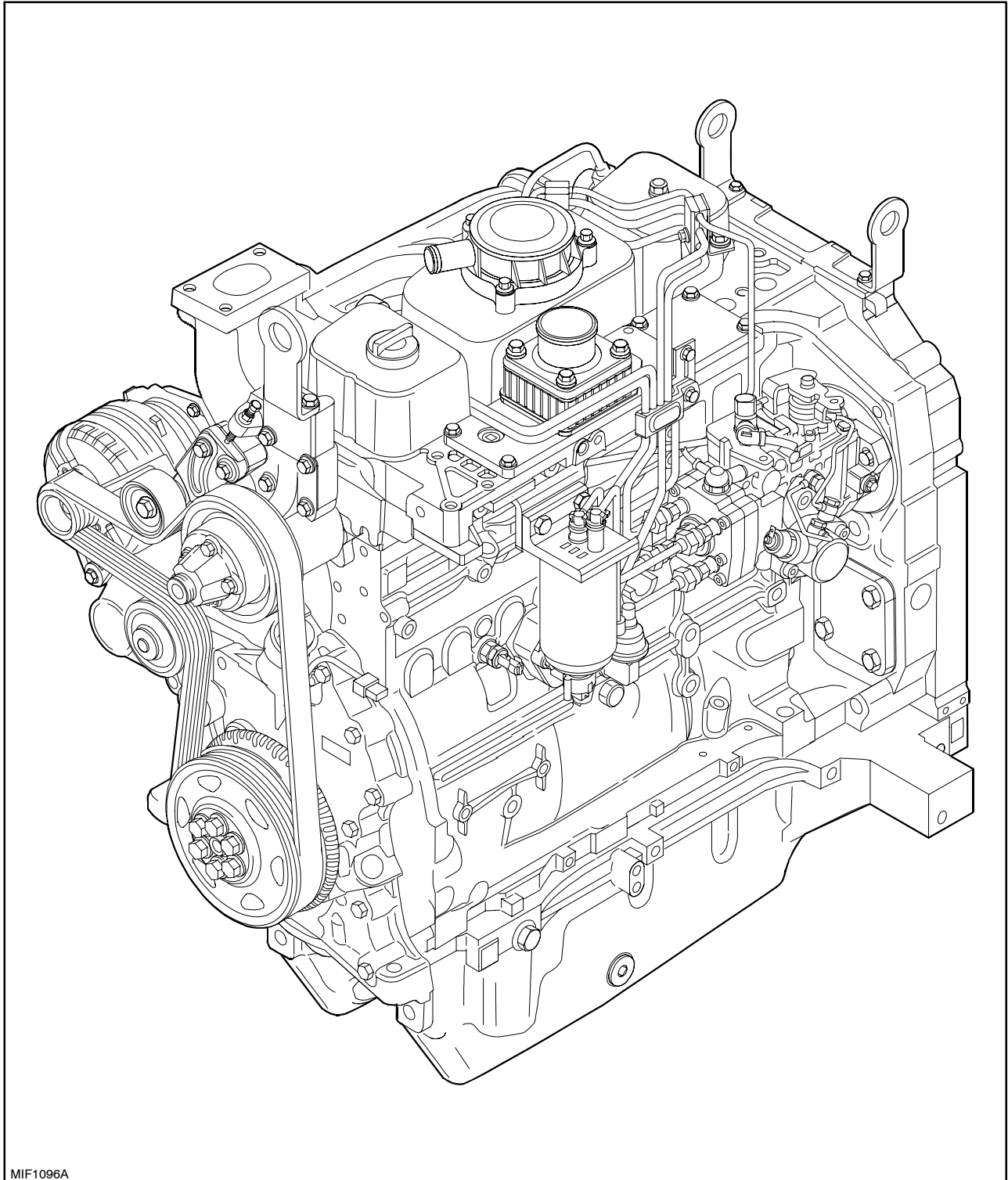
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The following pages are the collation of the contents pages from each section and chapter of the T4020, T4030, T4040, T4050 Standard Repair manual. Complete Repair part # 87758551.

The sections used through out all New Holland product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

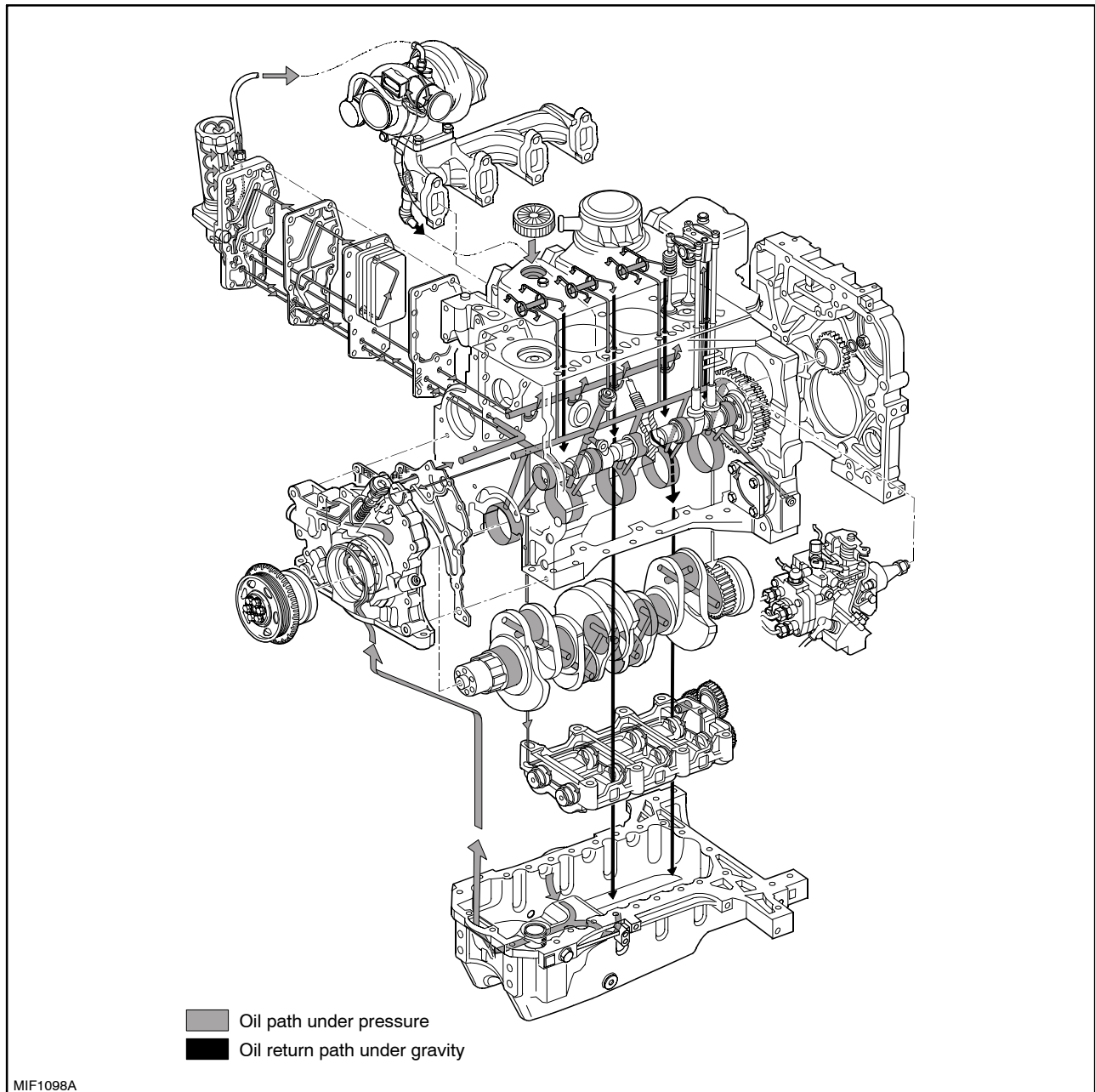
The sections listed above are the sections utilized for the T4020, T4030, T4040, T4050 Standard Tractors.

SECTIONAL VIEWS



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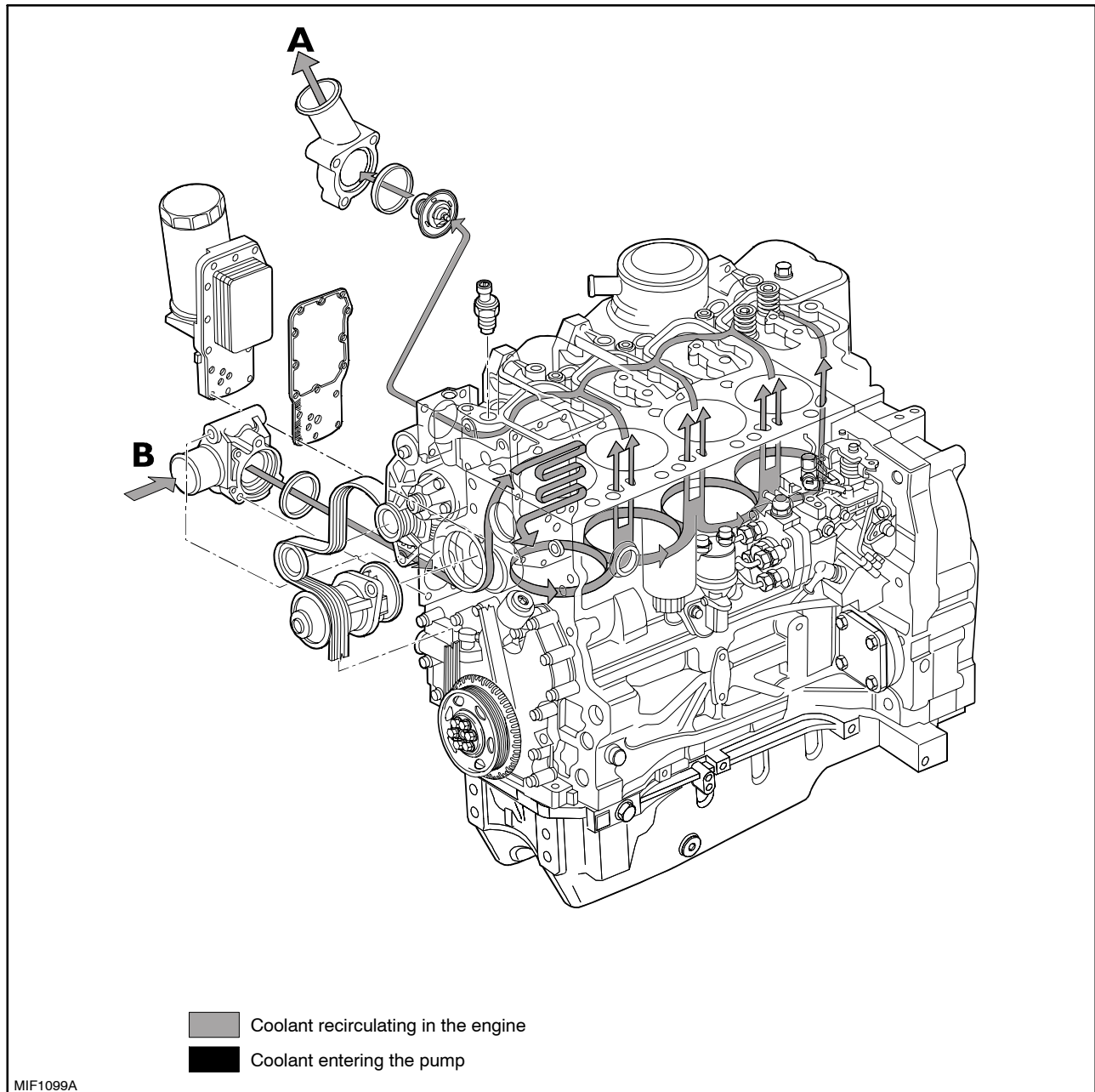
Engine view



Engine lubrication diagram

Forced-circulation lubrication is accomplished by the following components:

- oil pump, housed at the front of the crankcase, driven by the grooved bushing keyed onto the shank of the crankshaft;
- water / oil cooler, housed in the crankcase;
- oil pressure control valve incorporated in the cooler assembly;
- by-pass valve to cut off clogged oil filter, incorporated in the cooler assembly;
- cartridge oil filter.

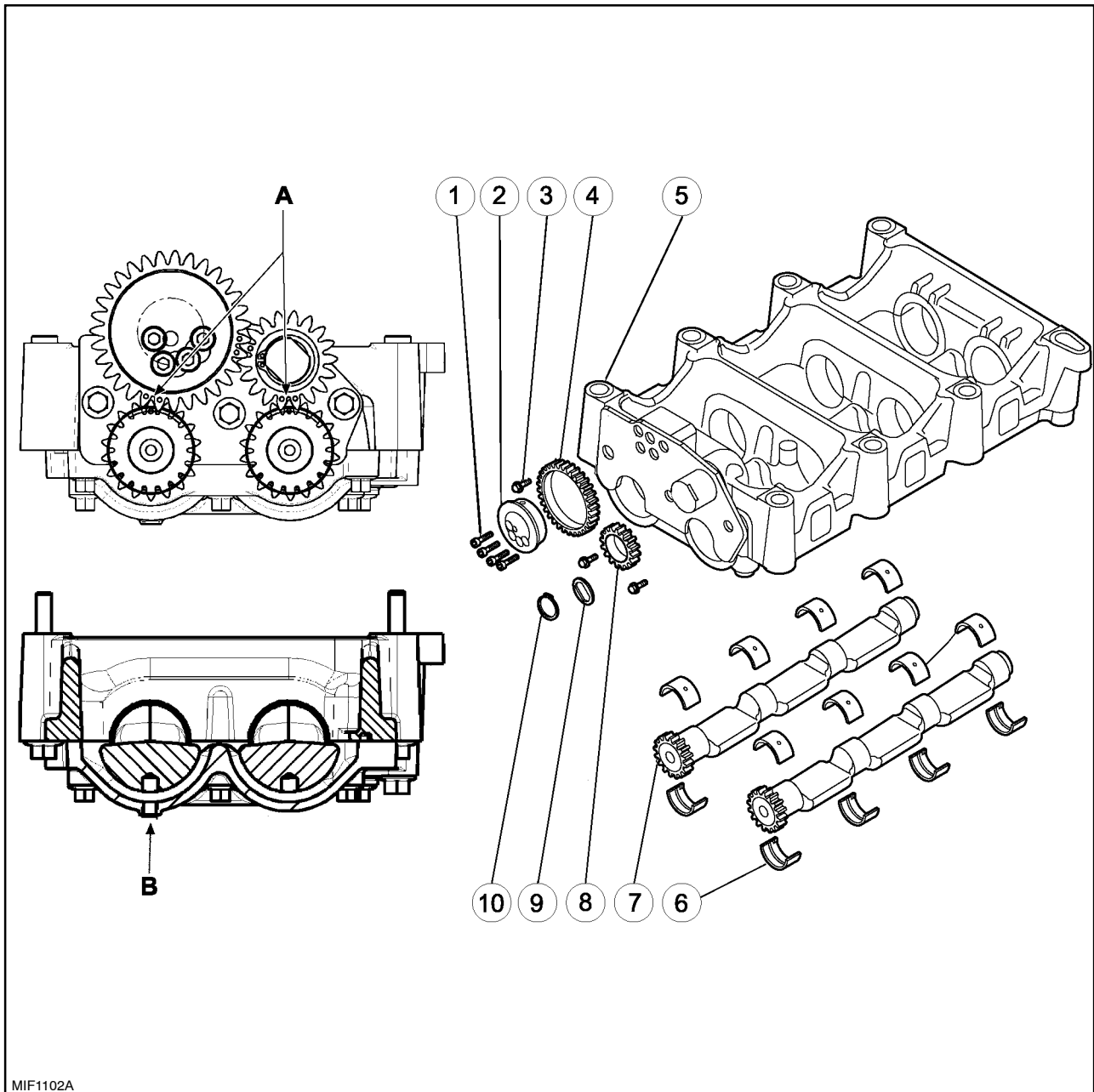


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Cooling diagram

The forced circulation, closed-circuit engine cooling system is composed of the following components:

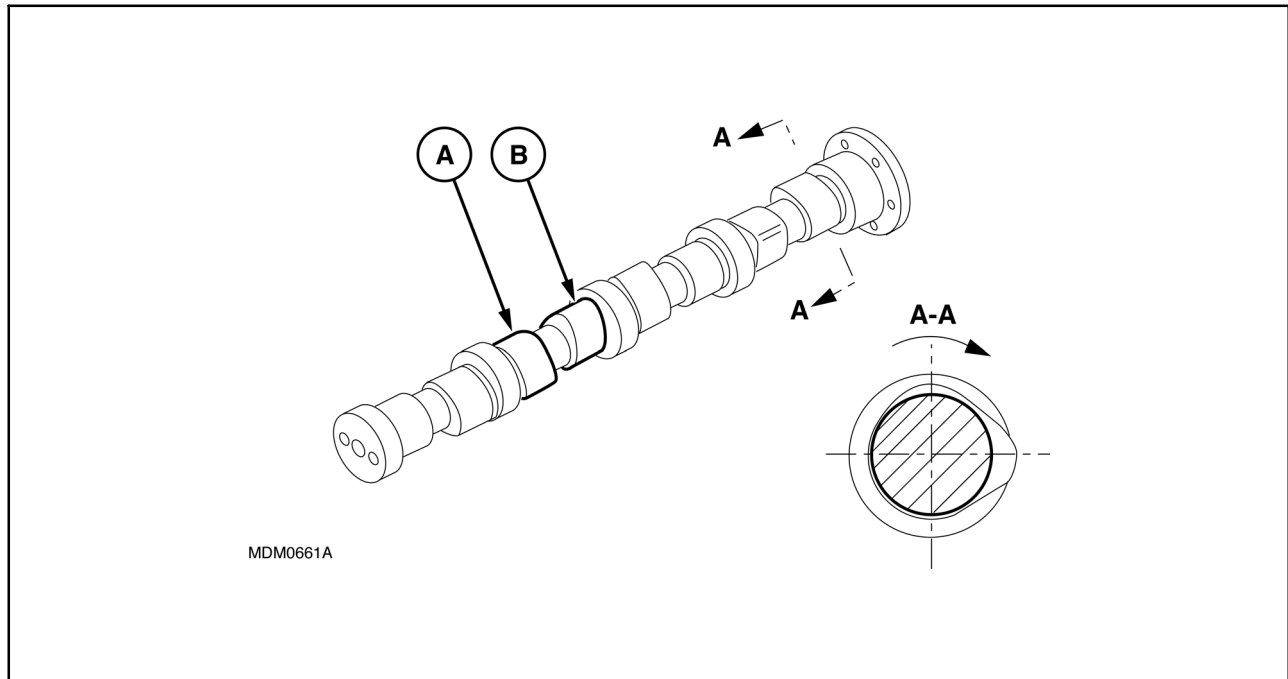
- a lubricating oil cooler;
- a centrifugal coolant pump housed at the front of the crankcase;
- a thermostat valve governing coolant circulation.



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Additional counterweight diagram

- | | |
|---------------------|------------------|
| 1. Retaining bolts | 6. Half bearings |
| 2. Support | 7. Counter-shaft |
| 3. Retaining bolts | 8. Gear |
| 4. Gear | 9. Ring |
| 5. Balancing weight | 10. O-rings |



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Camshaft view

A. Inlet valve cam.

B. Exhaust valve cam.

EXHAUST GAS RECIRCULATION SYSTEM (EGR)

On the TIER 3 version, the exhaust cam profile has been modified to permit partial opening of the related valve during the inlet phase (exhaust gas recirculation EGR) with the consequent re-introduction of some of the exhaust gases into the engine cylinders.

The exhaust gases can be partially redirected into the cylinders in order to reduce the maximum combustion temperature values which are responsible for the production of nitrogen oxide (NO_x).

The exhaust gas recirculation system (EGR), reducing the temperature of combustion by decreasing the concentration of oxygen in the combustion chamber, is therefore an effective system to control emissions of NO_x .

The internal EGR system is not provided with any electronically controlled elements: the system is always on.

Its configuration needs no additional elements such as control valves, pipes or heat exchangers.

The exhaust cam (B) in addition to the main lobe has another lobe (see sect. A-A, fig. 5) with respect to the configuration without EGR.

The additional lobe, during the inlet phase of the cylinder under examination, permits briefly opening the exhaust valve generating recirculation due to the exhaust gases returning caused by the lower pressure created in the inlet phase inside the cylinder.

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