

**REPAIR MANUAL
FOR CNH U.K.
ENGINES
667TA/EEG
667TA/EEC
667TA/EBF
667TA/EED
667TA/EBD**

REPAIR MANUAL FOR CNH U.K. ENGINES

667TA/EEG · EEC · EBD · EBF

Print No. 604.13.689
English - Printed in Italy

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667TA/EEG – 667TA/EEC – 667TA/EBF

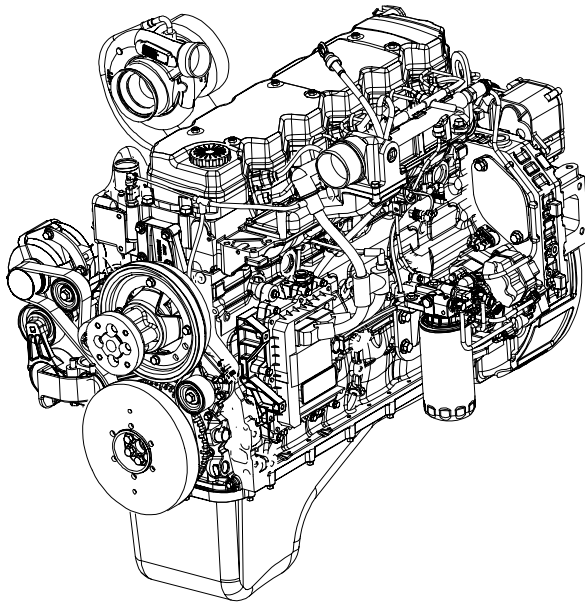
667TA/EED – 667TA/EBD

The following models are to integrate repair manuals:

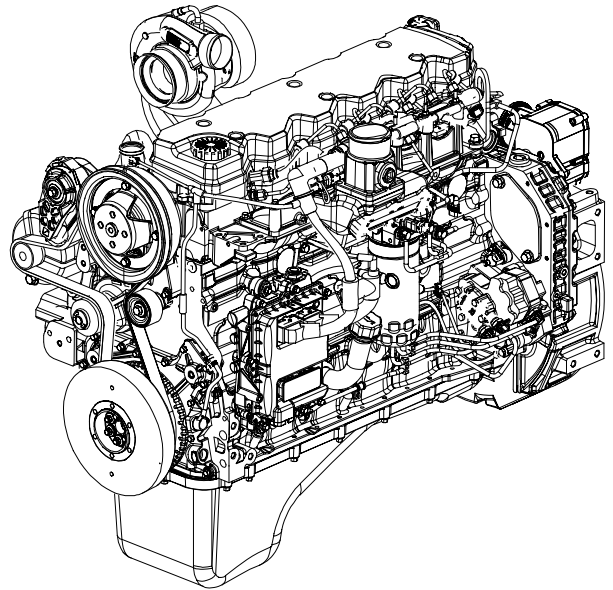
NEW HOLLAND KOBELCO E265 – E305

NEW HOLLAND

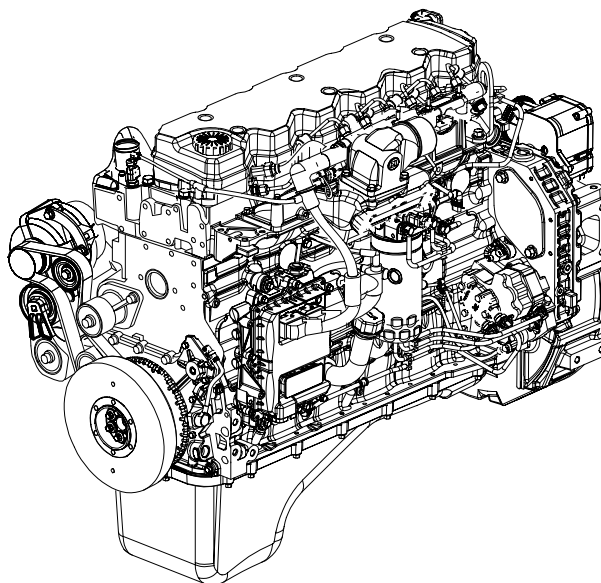
D180 LGP – D180 STD – W170 – W190



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Every information, illustration and specification contained in the present manual is based on the most recent information available at the time of printing.

NEW HOLLAND reserves the right, to modify the text at any time without prior communication.

INTRODUCTION

TO THE READER

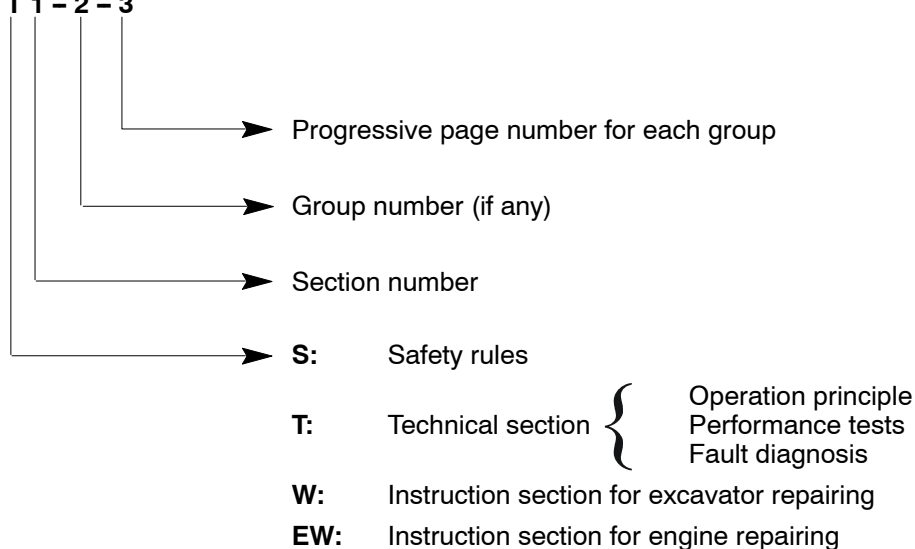
- This manual was written for a skilled technician and contains all the technical information needed to repair this vehicle.
- For any question or comment, or should you notice any mistake concerning the content of this manual, please contact:
- Read this manual carefully for the information concerning repairing operations.

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FURTHER REFERENCES**PAGE NUMBER**

- Every page carries a number on the top right corner. Every page contains the following information:

Example: **T 1 - 2 - 3**



SYMBOLS

This manual contains safety warning symbols and indications referring to possible injuries or vehicle damages.



This symbol regards safety.

Use great care when you see this symbol because possible injuries to the personnel may occur. Strictly observe the precautions marked with this symbol.

The safety warning symbol is used also to draw attention on the weight of a component or an element.

Make sure you are always using the right equipment and lifting techniques when handling heavy loads, in order to prevent injuries or damages.

UNIT OF MEASURE

This manual adopts the units of measure based on the International System.

The MKSA system units of measure are indicated within brackets after the units of measure of the International System.

Example: 24.5 Mpa (250 kgf/cm²).

The following table converts the International System units of measure in some of the main units belonging to other systems.

Quantity	To convert from (IS)	in (Others)	Multiply by	Quantity	To convert from (IS)	in (Others)	Multiply by
Length	mm	in	0.03937	Pressure	MPa	kgf/cm ²	10.197
	mm	ft	0.003281		MPa	psi	145.0
Volume	L	US gal	0.2642	Power	kW	PS	1.360
	L	US qt	1.057		kW	HP	1.341
	m ³	yd ³	1.308	Temperature	°C	°F	°C x 1.8 + 32
Mass	kg	lb	2.205	Speed	km/h	mph	0.6214
Force	N	kgf	0.10197		min ⁻¹	rpm	1.0
	N	lbf	0.2248	Capacity	L/min	US gpm	0.2642
Torque	N.m	kgf.m	0.10197		mL/rev	cc/rev	1.0
	N.m	lbf.ft	0.7375				

ENGINES

INDEX OF SECTIONS



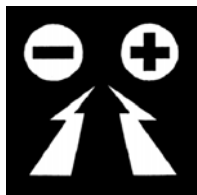
Section 1 – Diagnostics

EW-1-1



Section 2 – 667TA engine overhaul

EW-2-1



Section 3 – Recharging and start-up

EW-3-1

DIAGNOSTICS



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DIAGNOSTICS

DIAGNOSTICS

FOREWORD

A good diagnosis is carried out with the competence acquired from years of experience and taking part in repair courses.

When a user complains about a bad efficiency or operating anomalies, his indications must be kept into due account, taking from them those useful information that will be used to guide our intervention.

After having detected the anomaly, it is advisable to carry out failure search operations by decoding self-diagnosis data of the central electronic unit of the EDC (Engine Diesel Control) system.

With the use of computerised tools, it is also possible to establish a bi-directional communication with the central unit with which it is possible not only to decode the error codes, but also to address the image in its memory to obtain those further necessary information to go back to the anomaly origin.

Every time an inconvenience occurs and its existence is detected, it is necessary to proceed with the electronic unit query through one of the pointed-out ways and then proceed with the diagnostic survey through tests and measures through which an outline of operating conditions is obtained and the real anomaly reasons are identified.

In case the electronic unit does not provide indications, one will have to proceed with one's experience by adopting traditional diagnostic modes.