

REGLES DE LECTURE ET D'UTILISATION

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Communication : New Holland Kit Ecole Septembre 2026



Introduction technique du T7 Standard AutoCommand My26



Janvier 2026

Présentation de la machine



Présentation de la machine

Les points clés



Performance :

- ☐ Nouvelle courbe de puissance
- ☐ Nouveau pont AV
- ☐ Amélioration de la maniabilité
- ☐ Amélioration du rayon de braquage



Confort:

- ☐ Mise à jour de la cabine
- ☐ Finition intérieure
- ☐ Nouvelles options d'accoudoirs



Style;

- ☐ Nouveau capot compacte
- ☐ Nouvelle signature de feux AR à LED
- ☐ Entrée cabine redessiné
- ☐ Nouvelles fonctionnalités de confort (Côté droit)



Transmission;

- ☐ Nouvelle CVT
- ☐ Amélioration de l'efficacité
- ☐ Amélioration de conduite



Présentation de la machine

Accoudoir

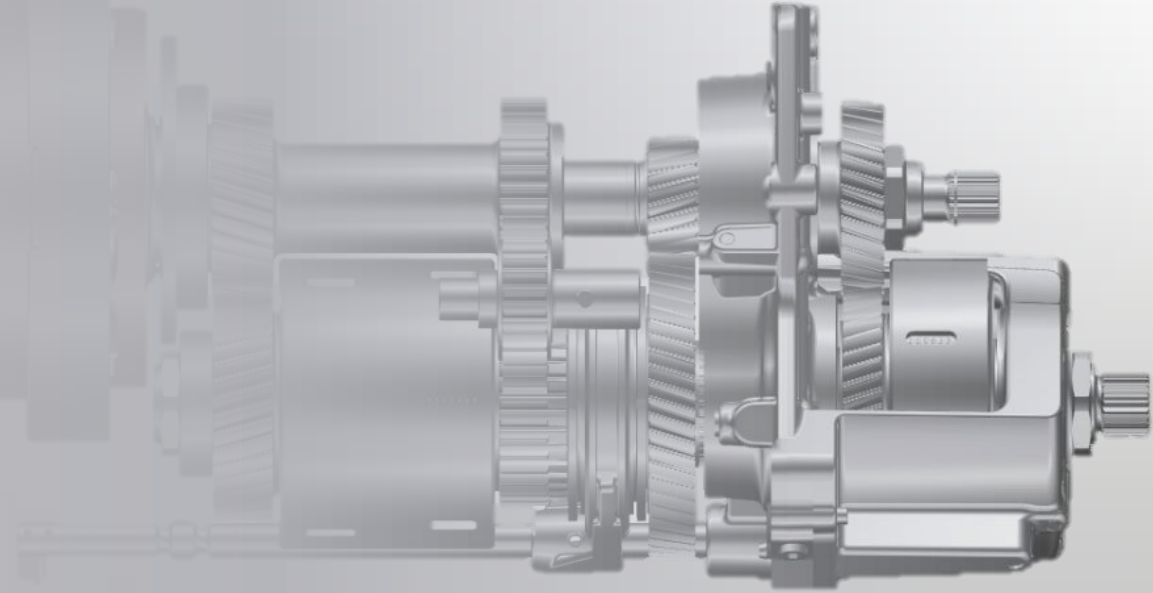
Distributeur électrohydraulique



Distributeur mécanique



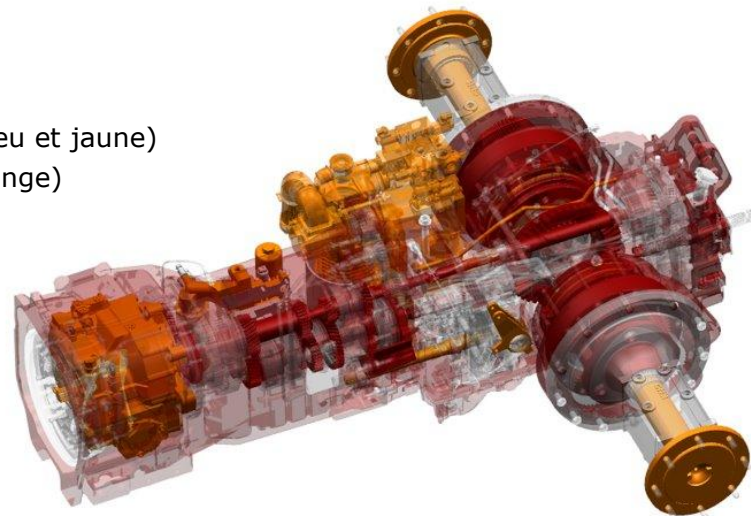
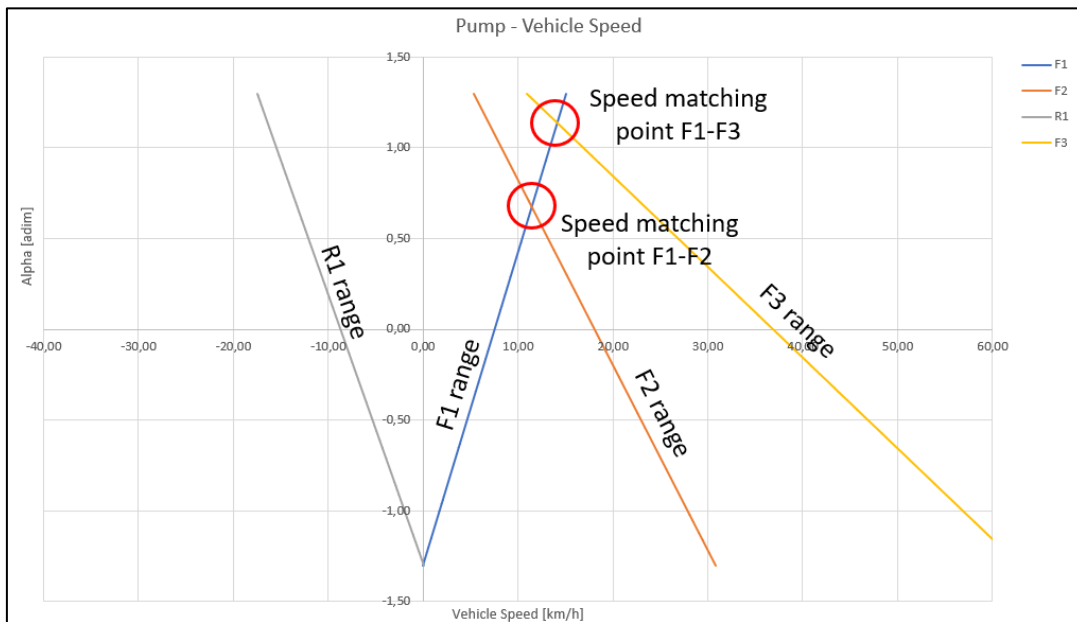
Transmission AutoCommand



Amélioration technique

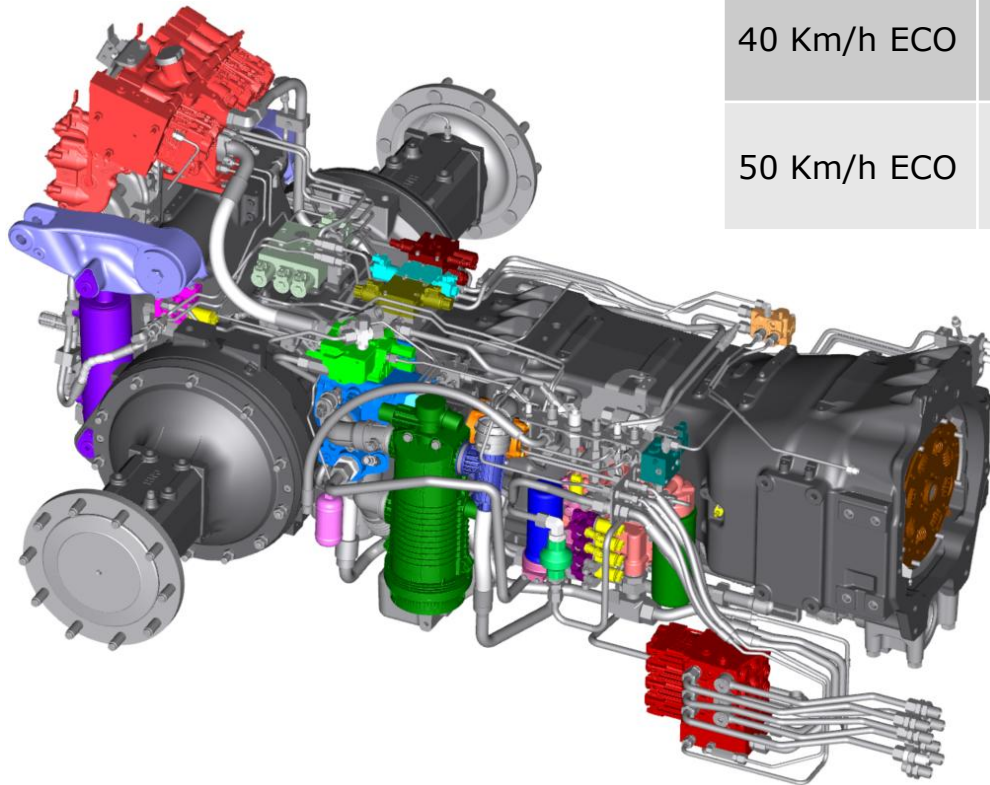
Transmission 3 x 1 AutoCommand

- Deux choix de vitesses: 40 et 50 Km/h
- Mode AutoCommand Gamme F1 et F3 (vitesse maximale 40 ou 50 Km/h) (Bleu et jaune)
- Mode Performance Gamme F1 et F2 (Vitesse maximale 25 Km/h) (Bleu et orange)



Transmission 3 x 1

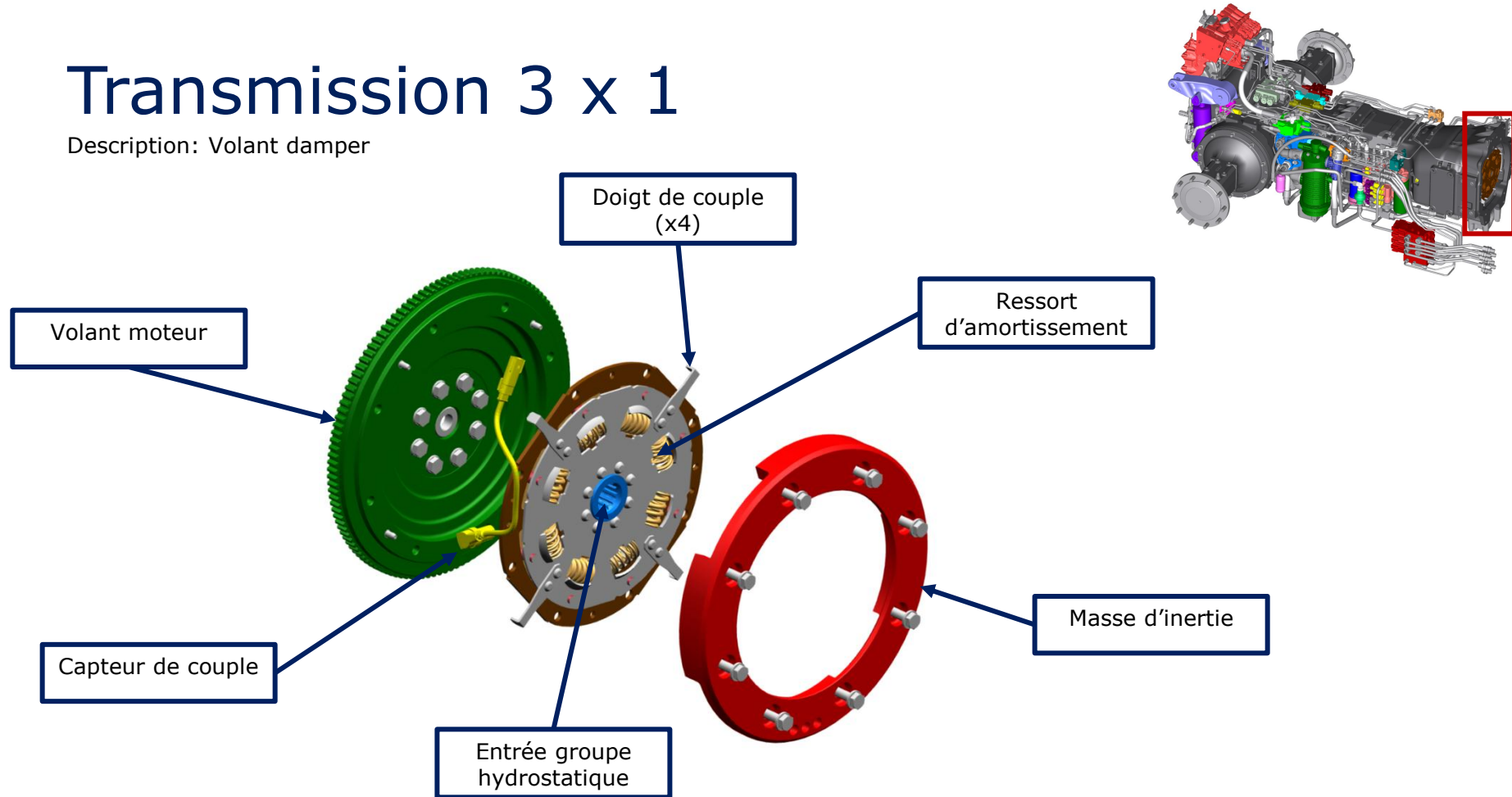
Description: Caractéristique de la transmission



Option	Tr/min à Vitesse max
40 Km/h ECO	1460 Tr/min (650/65R38) 1360 Tr/min (650/65R42)
50 Km/h ECO	1790 Tr/min (650/65R38) 1690 Tr/min (650/65R42)

Transmission 3 x 1

Description: Volant damper

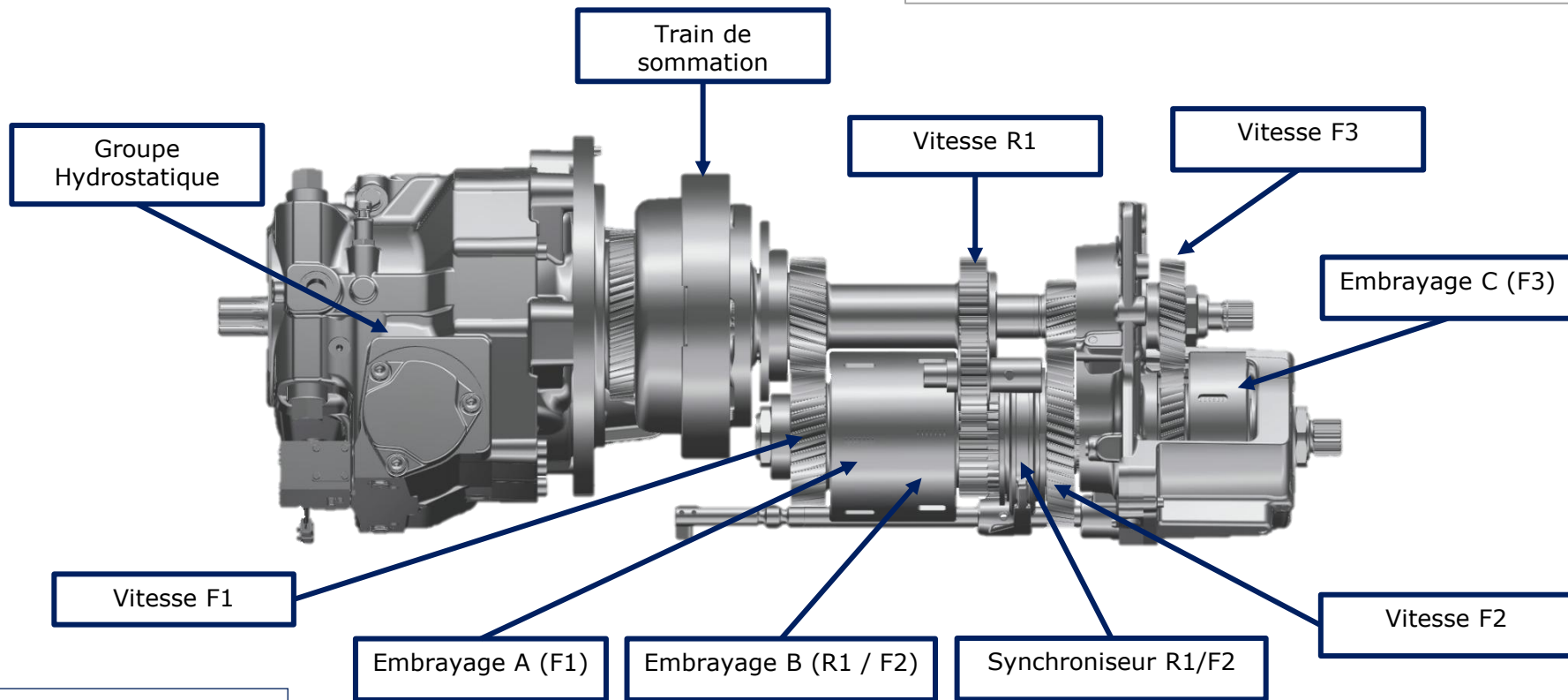


Transmission 3 x 1

Description: Vue générale de la transmission

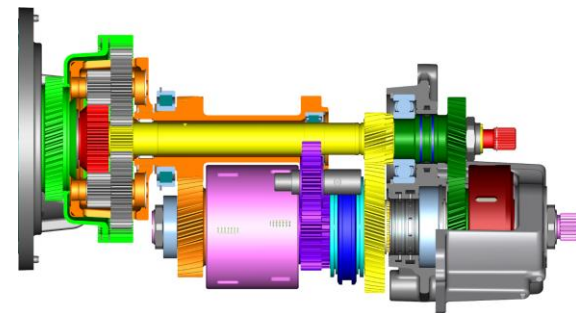
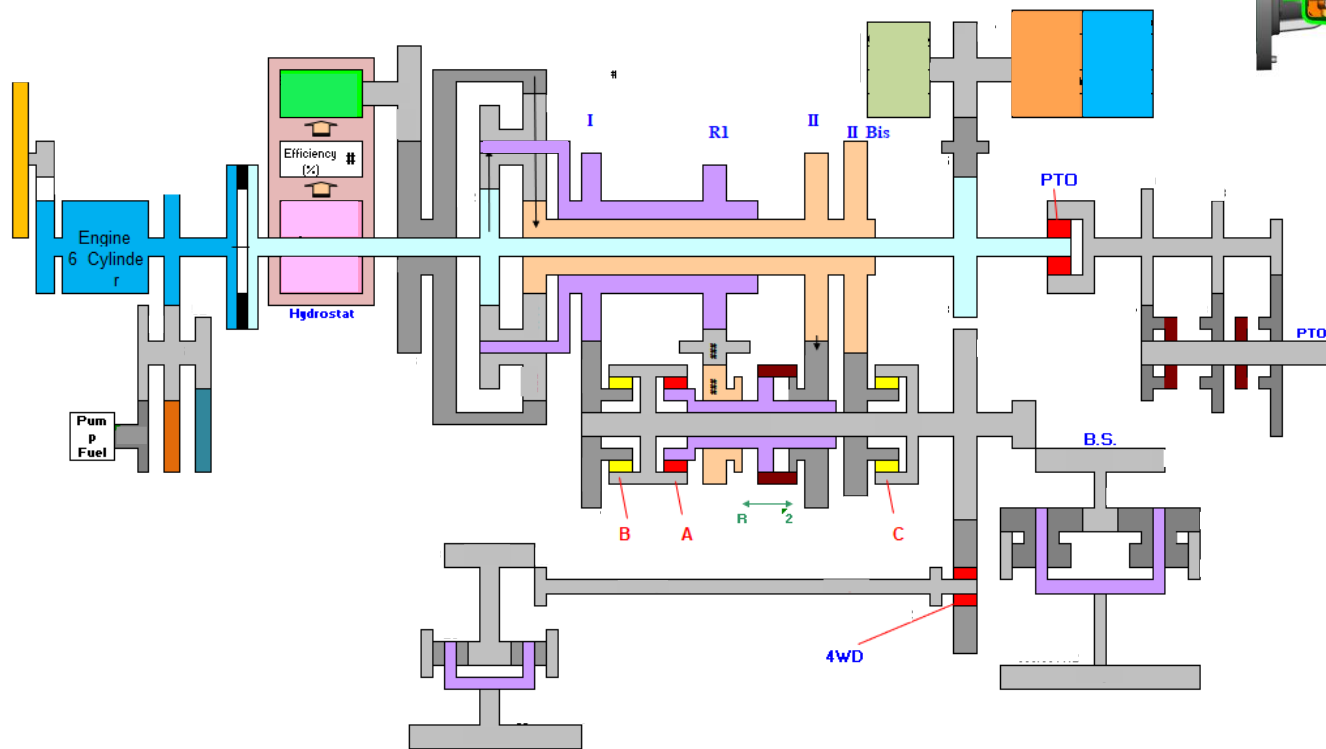
Mode standard (F1 => F3): 0,03 – 55 Km/h

Mode performance (F1 => F2): 0,03 – 25 Km/h



Transmission 3 x 1

Description: Architecture mécanique



Transmission 3 x 1

Description: Groupe hydrostatique

Capteur de pression
(MA et MB)

Clapet de rinçage
Ouverture : 15,2 Bar

Clapet de décharge HP



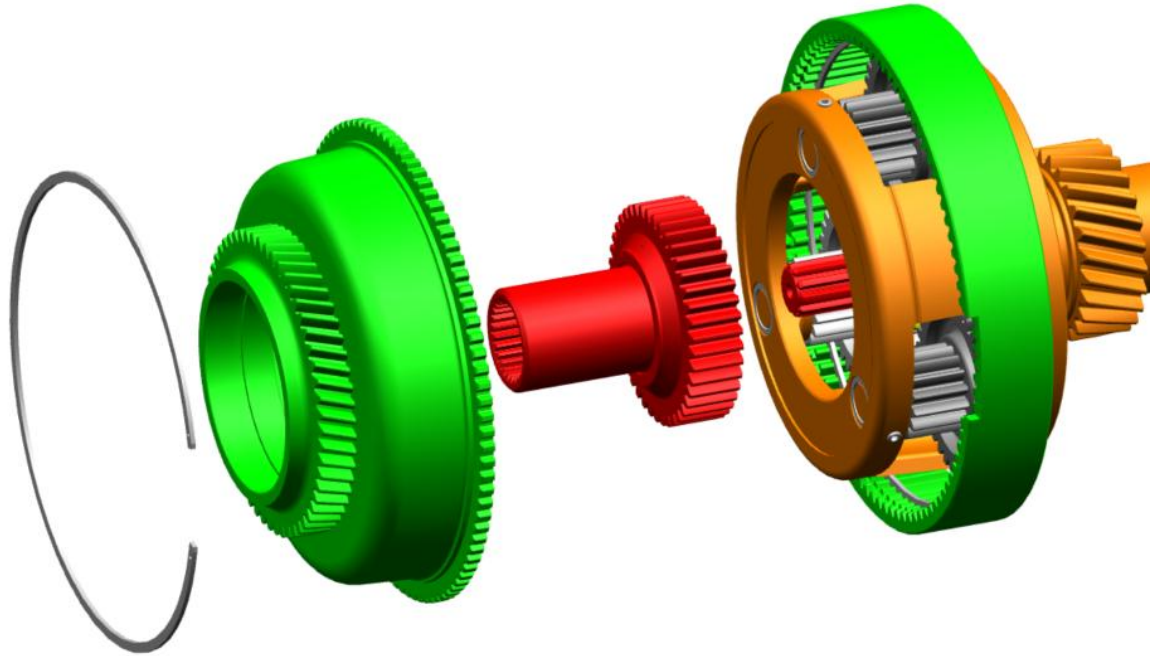
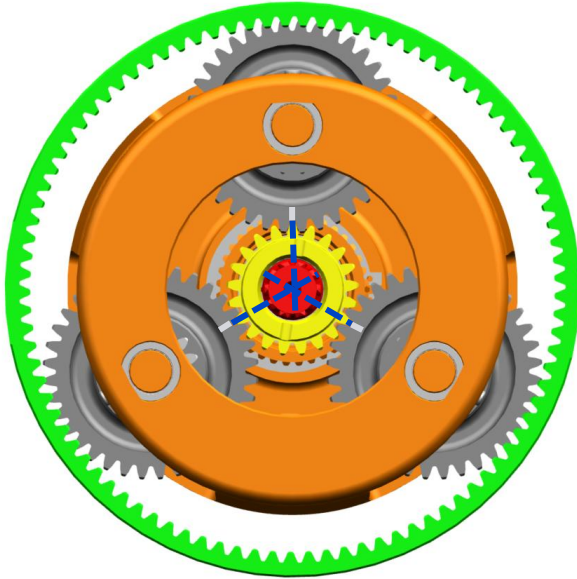
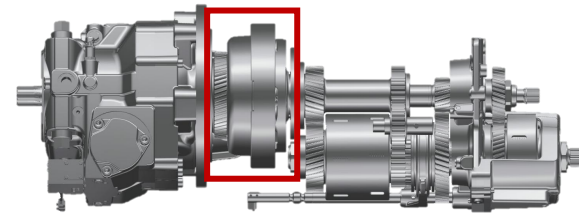
Pression de craquelure : 490 Bar

Pression pleine ouverture: 530 Bar

port G (Gavage 22 Bar)

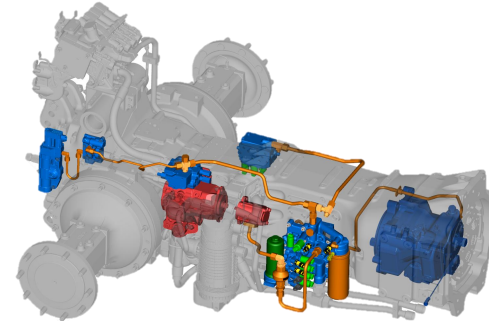
Transmission 3 x 1

Description: Train de sommation



Transmission 3 x 1

Description: Alimentation hydraulique (Circuit BP)



Electrovanne
Embrayage (C)

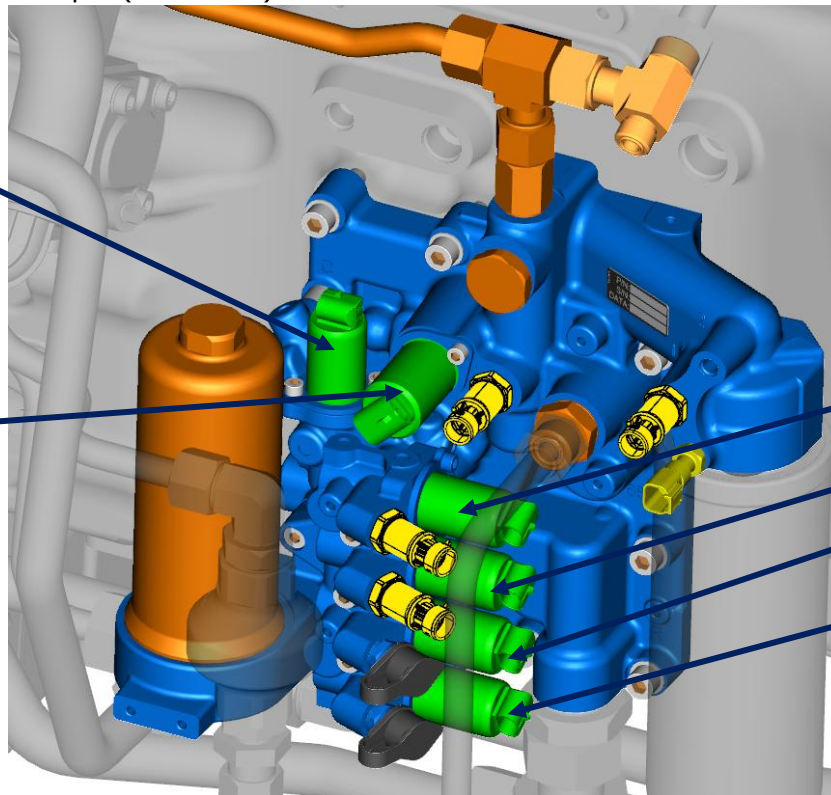
Dump Valve

Electrovanne Embrayage (A)

Electrovanne Embrayage (B)

Electrovanne Synchroniseur (F2)

Electrovanne Synchroniseur (R1)



Transmission 3 x 1

Description: Capteurs

DEC 2.0

Capteur vitesse volant
moteur

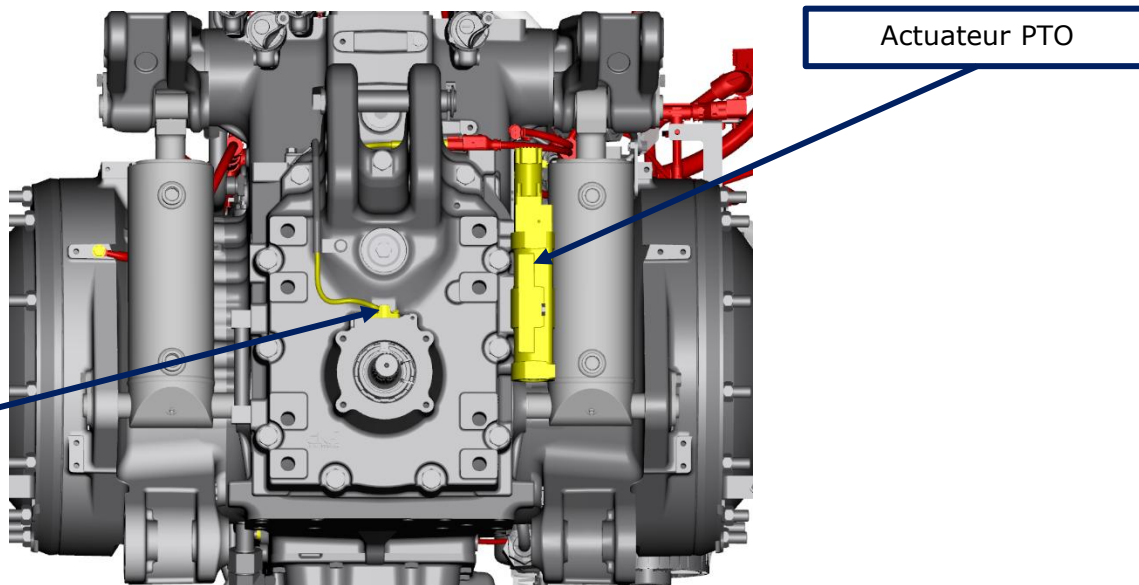
Bloc collecteur fonctions
additionnelles

Lubrification du frein
de park

Capteur vitesse de
sortie ORPM 1

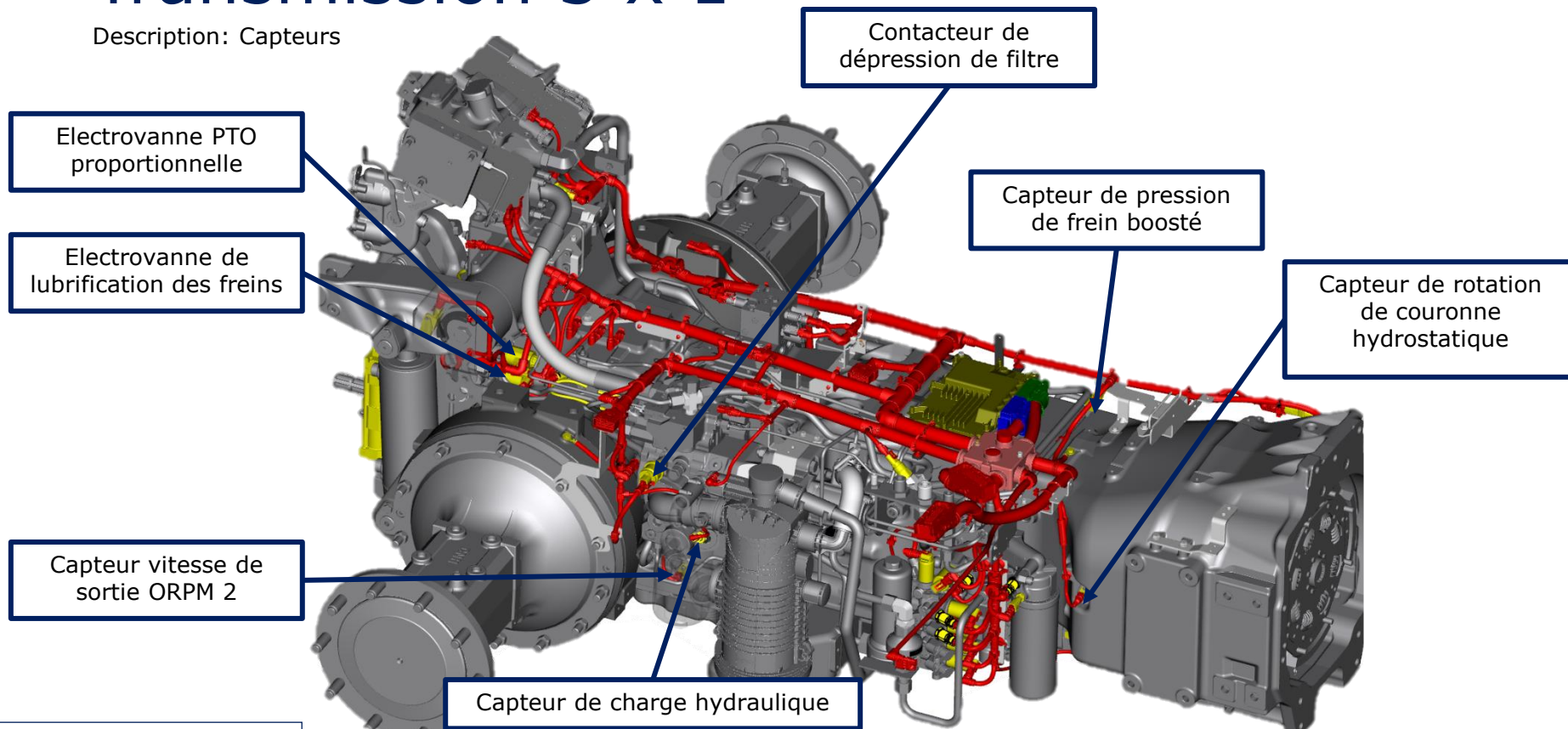
Transmission 3 x 1

Description: Capteurs



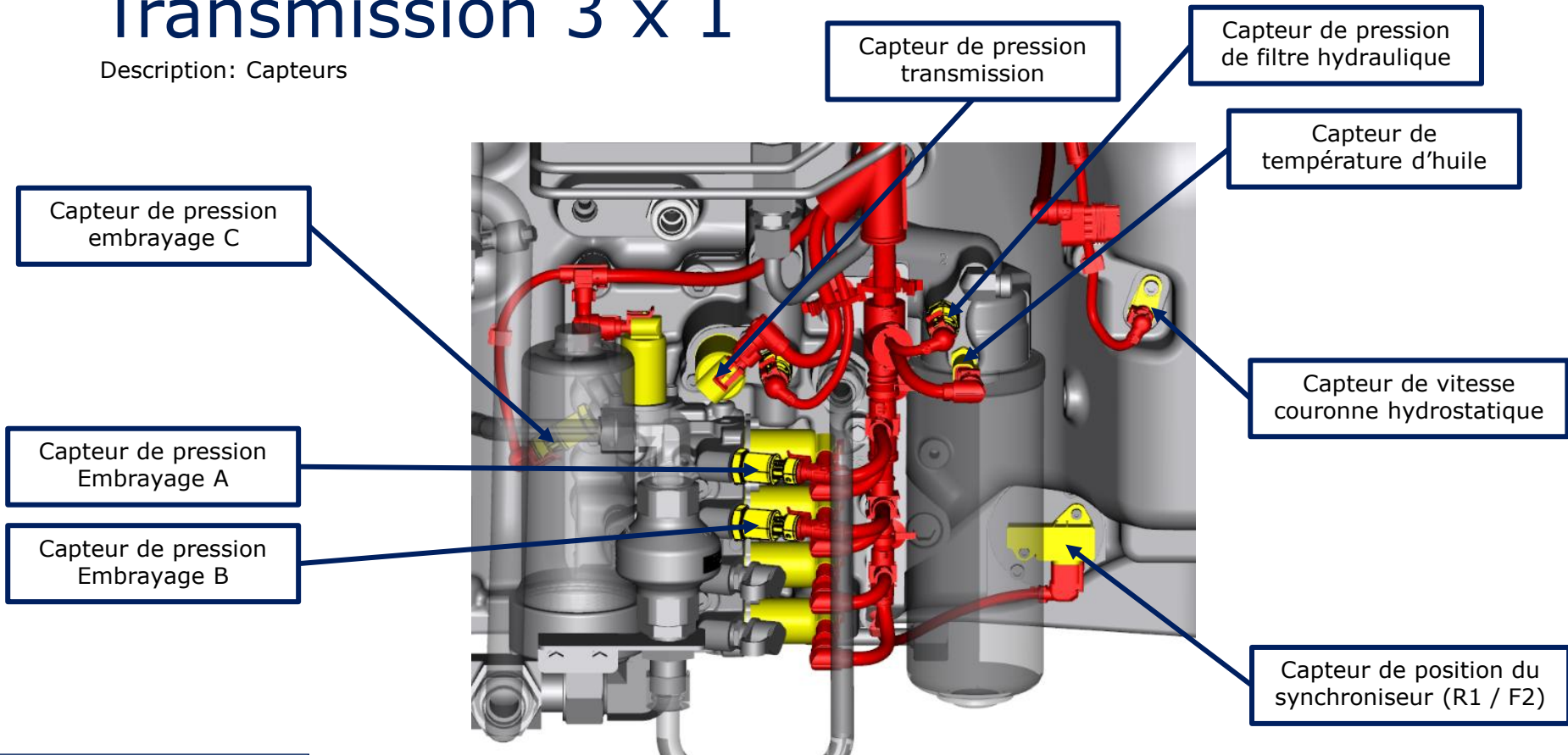
Transmission 3 x 1

Description: Capteurs



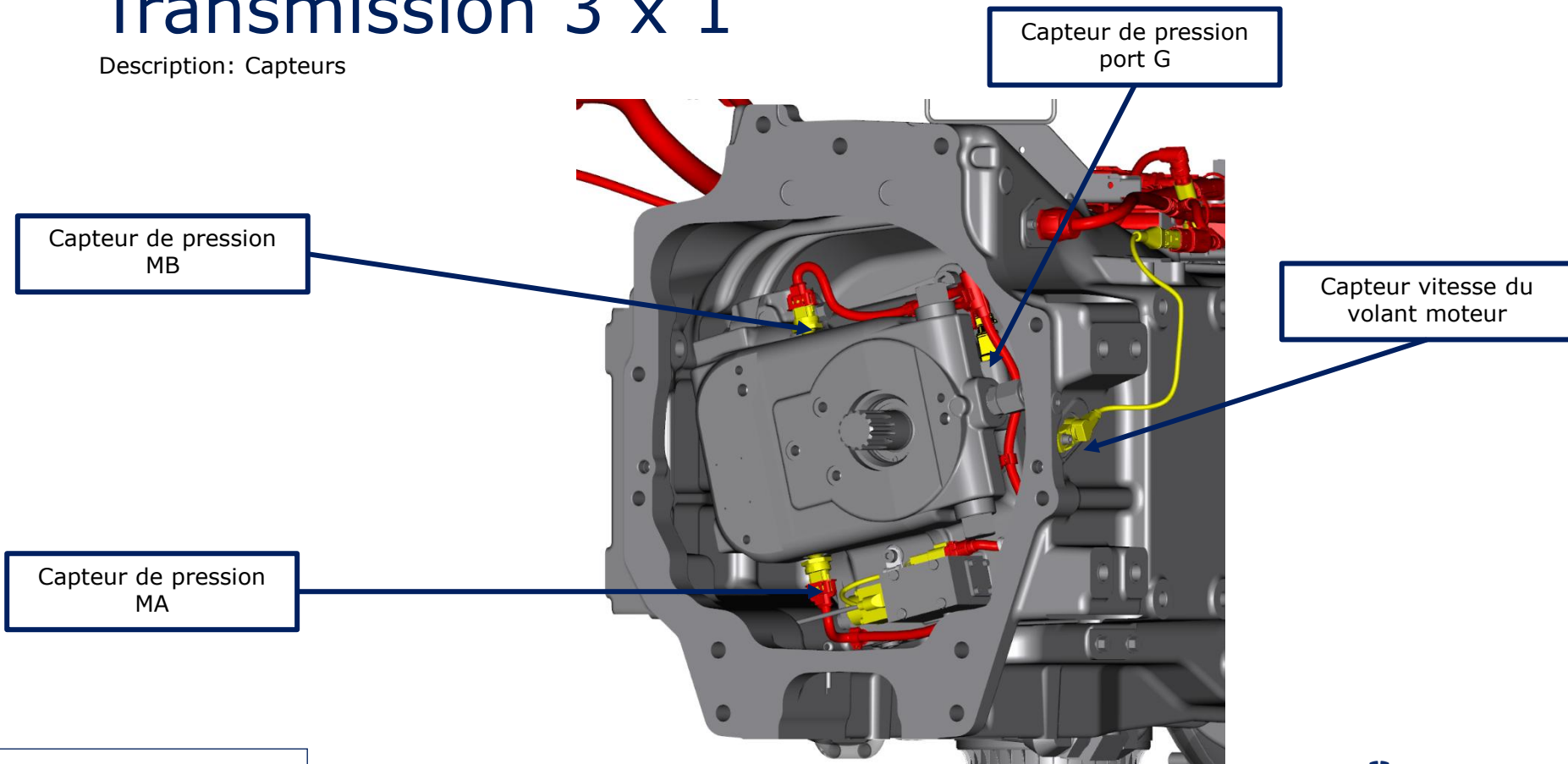
Transmission 3 x 1

Description: Capteurs



Transmission 3 x 1

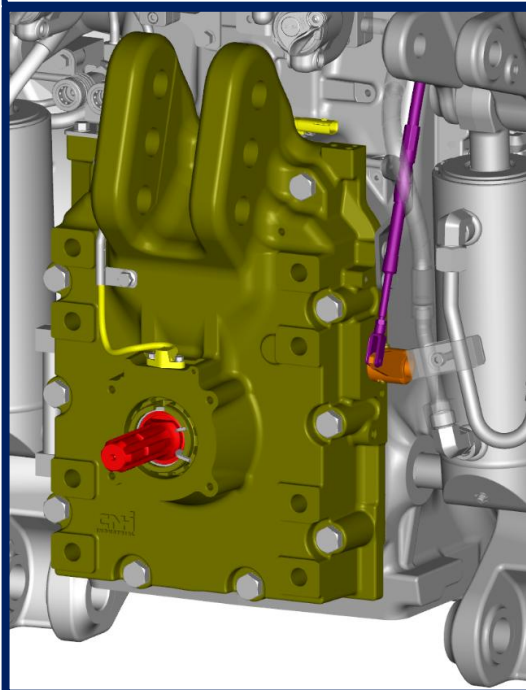
Description: Capteurs



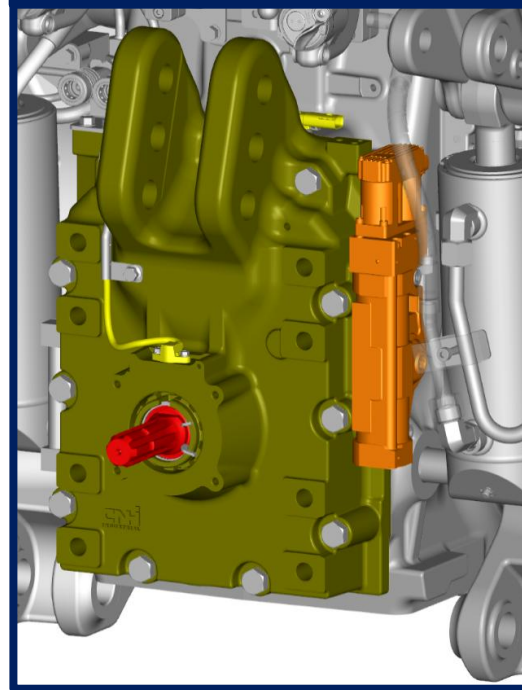
Transmission PTO AR

Sélection de la PTO

Sélection mécanique
(2 et 3 vitesses)

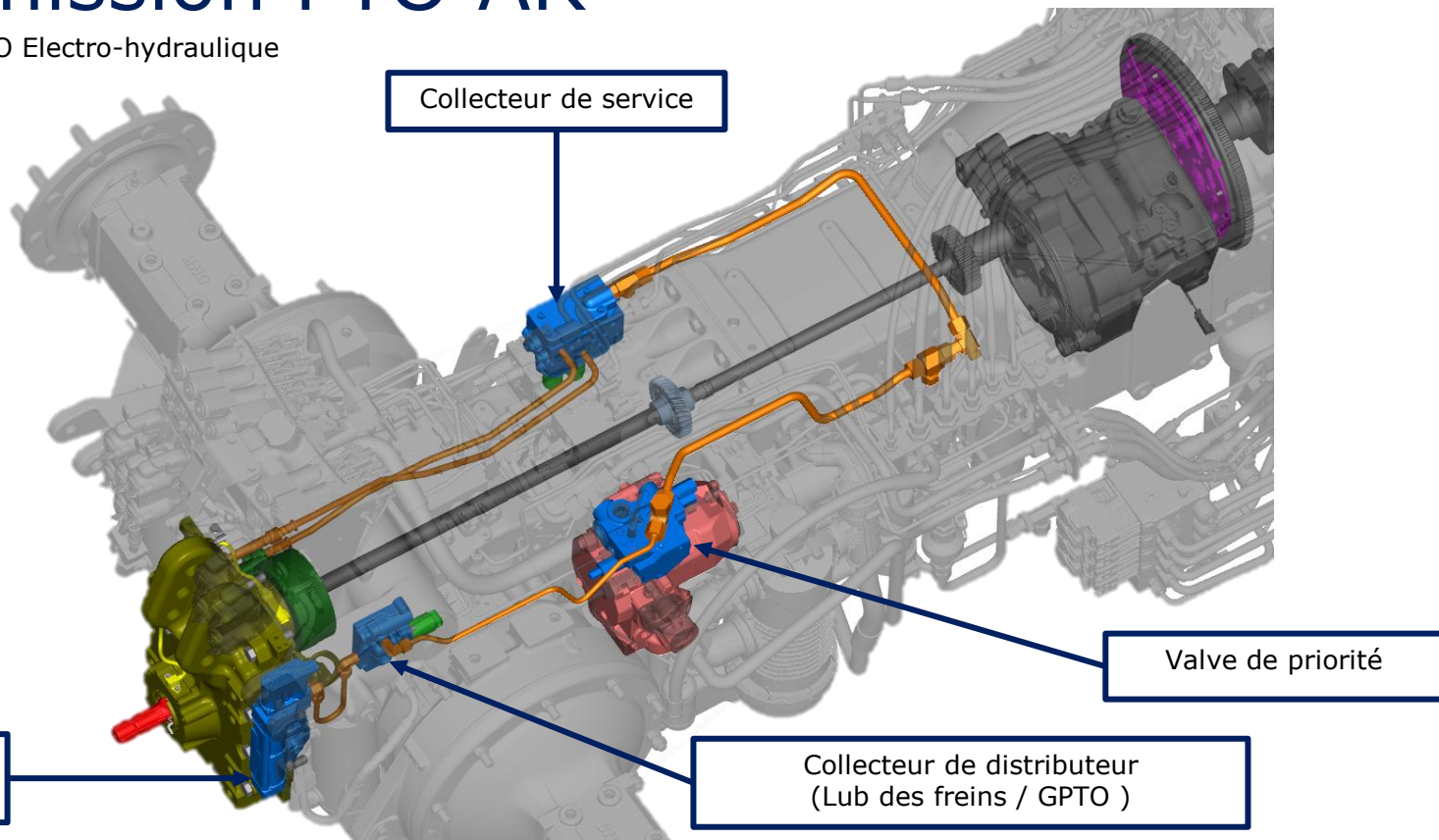


Sélection Electro-hydraulique
(3 vitesses)



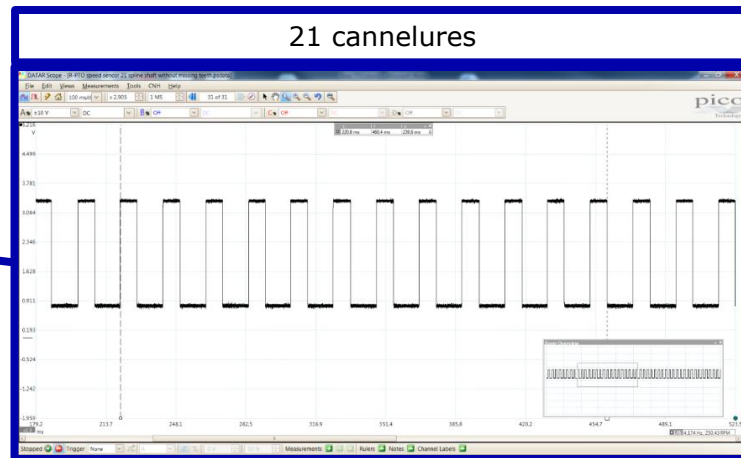
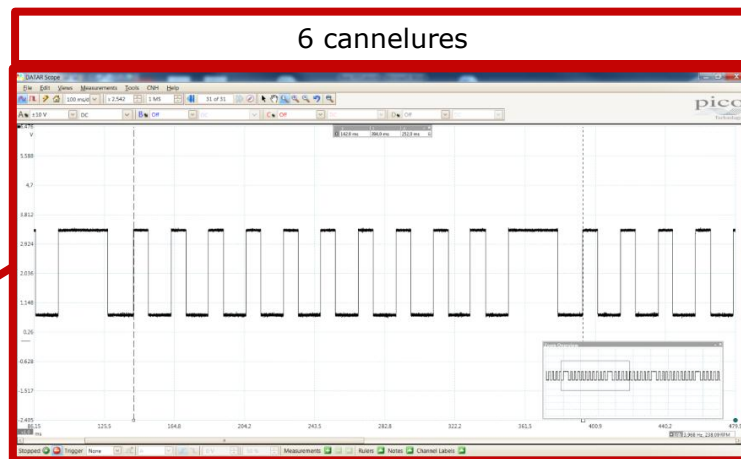
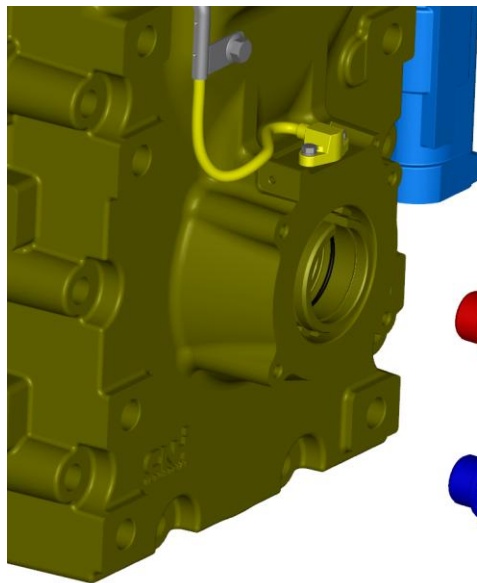
Transmission PTO AR

Sélection de la PTO Electro-hydraulique



Transmission PTO AR

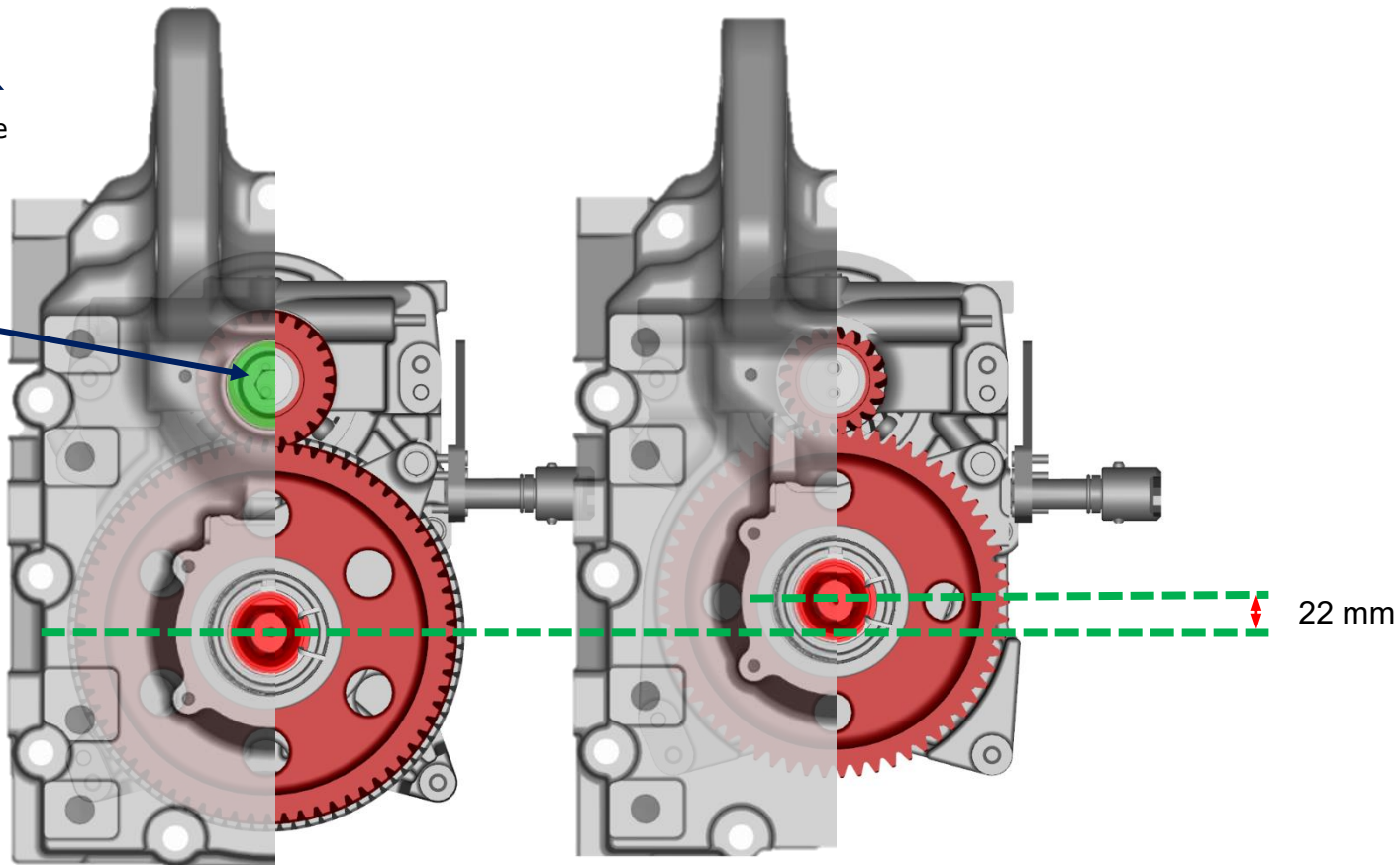
Manchon de la PTO



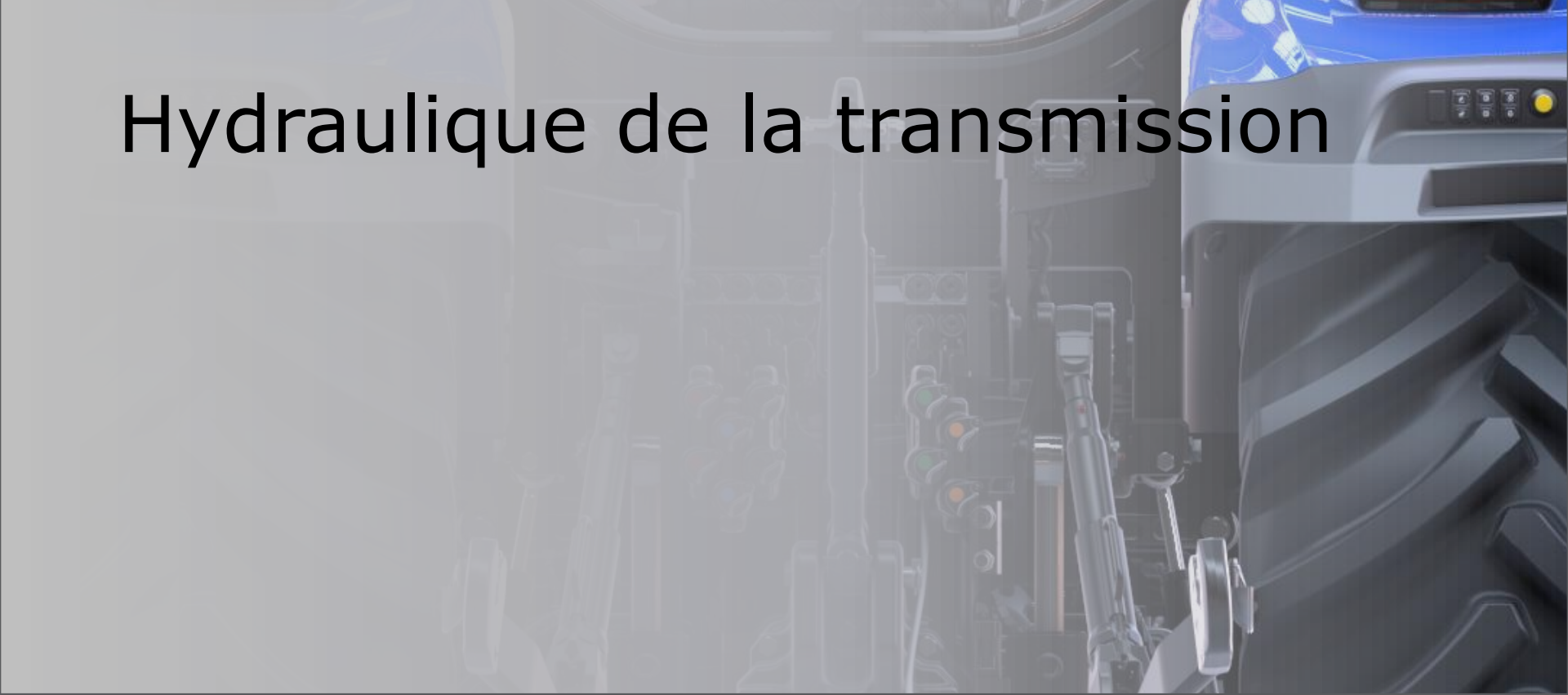
PTO AR

PTO AR 225 différence

Plug présent uniquement
sur le 225

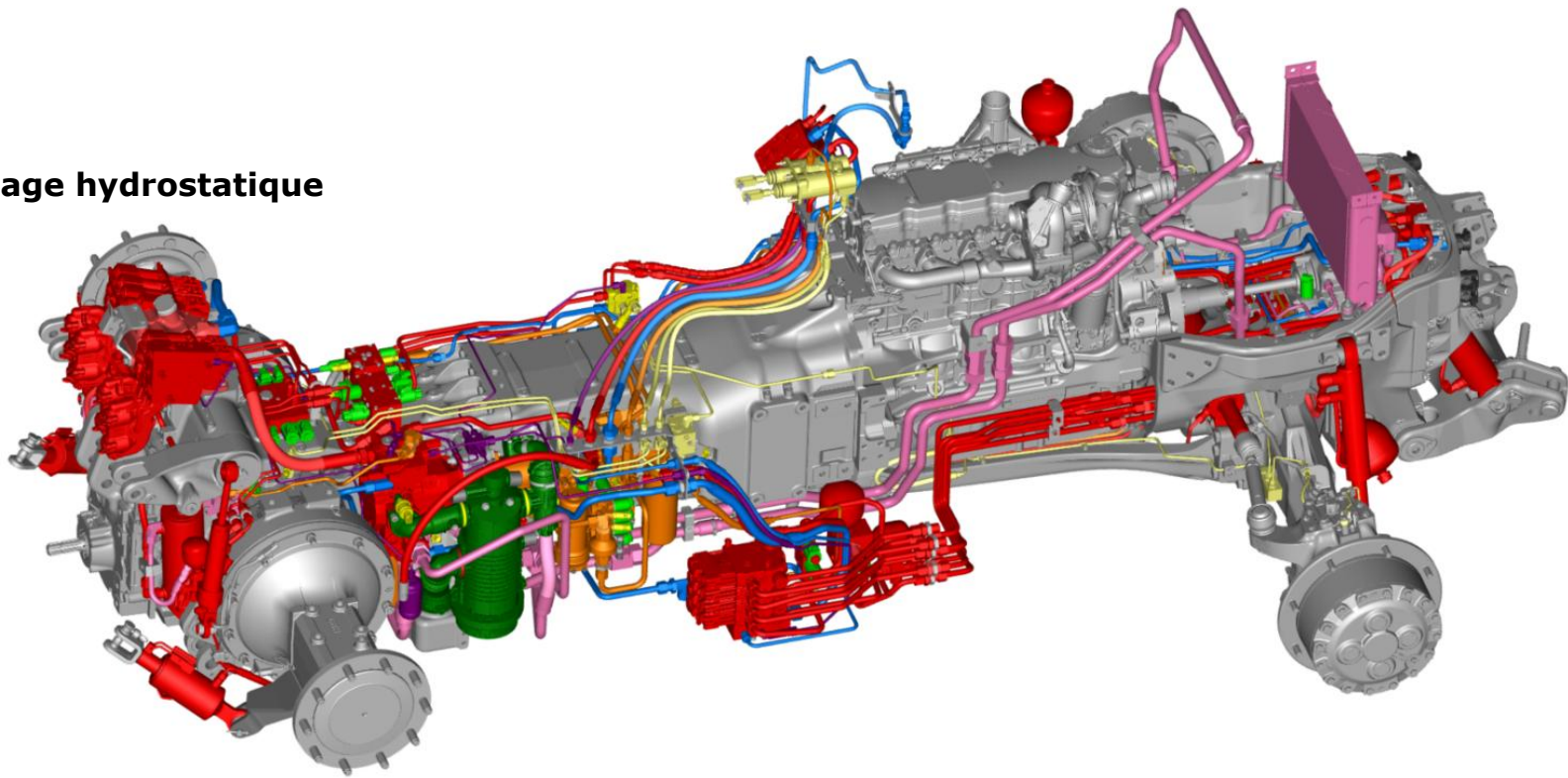


Hydraulique de la transmission



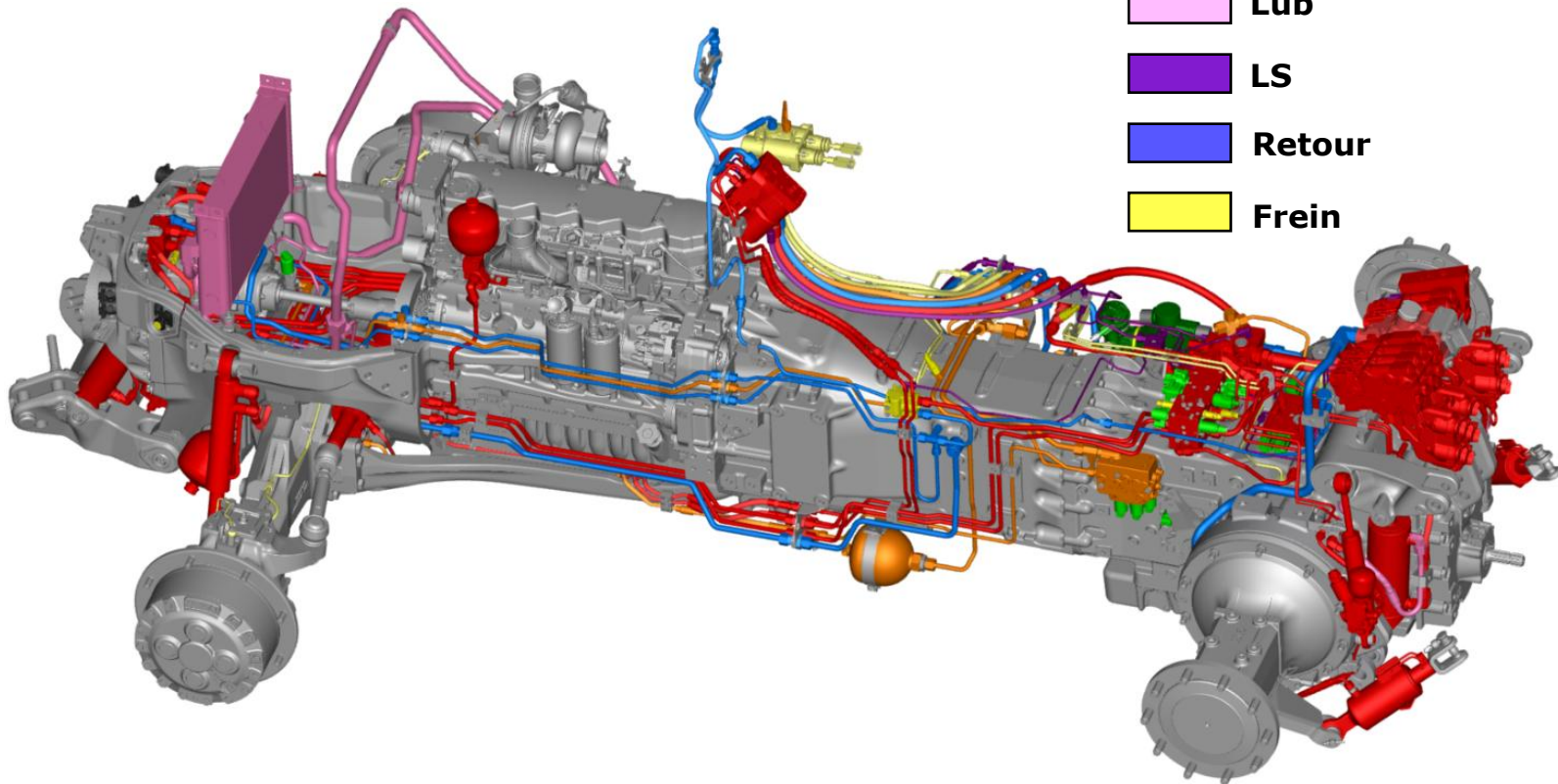
Hydraulique

-  HP
-  BP et gavage hydrostatique
-  Lub
-  LS
-  Retour
-  Frein



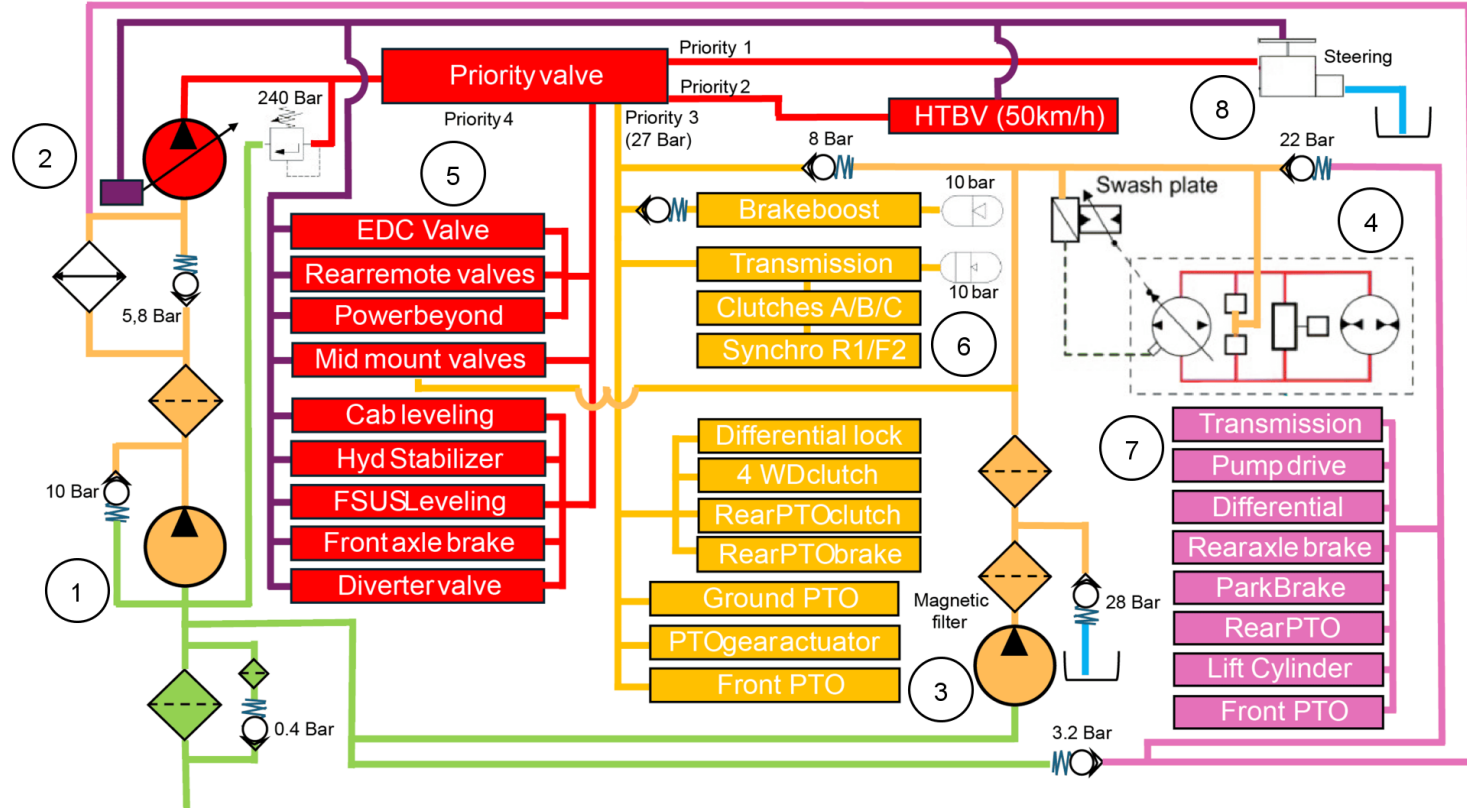
Hydraulique

- HP
- BP et gavage hydrostatique
- Lub
- LS
- Retour
- Frein



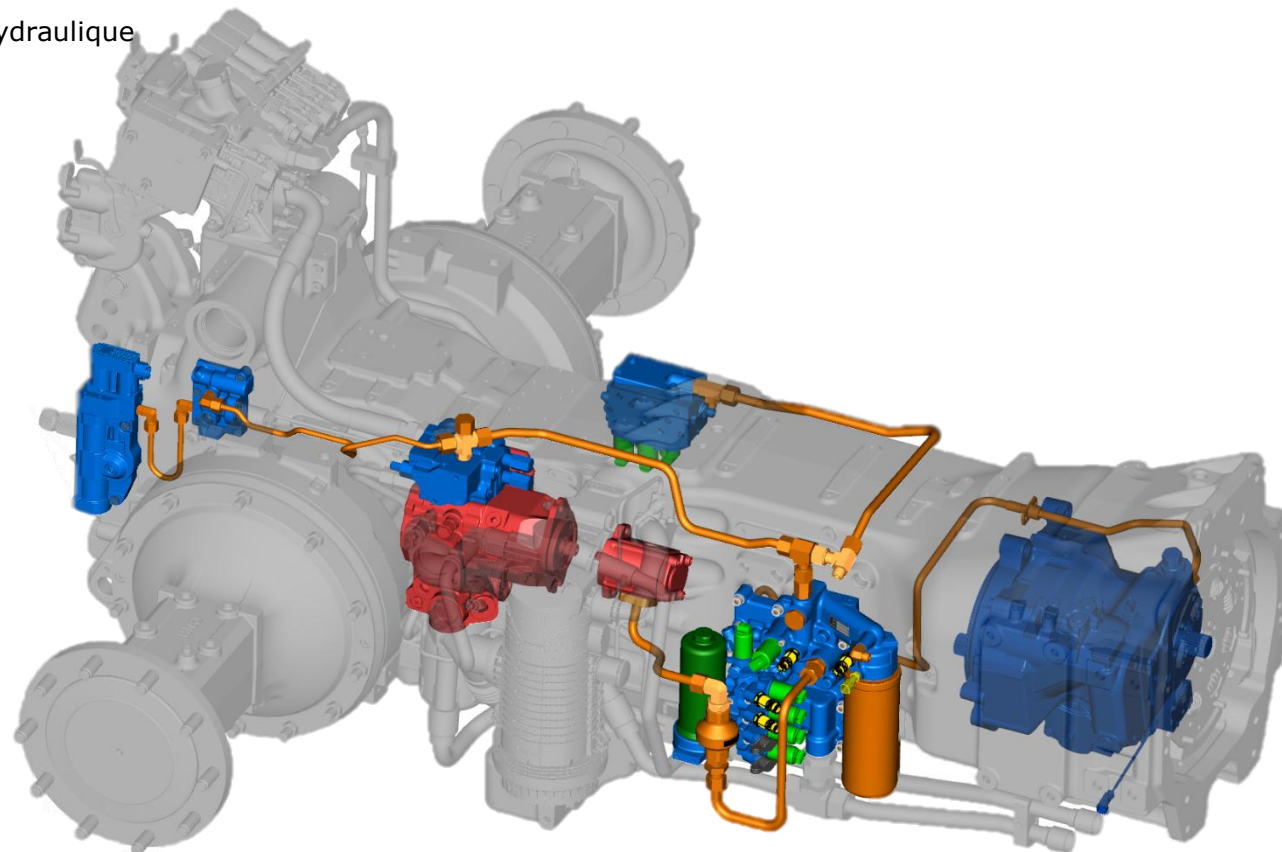
Hydraulique

Schéma de principe



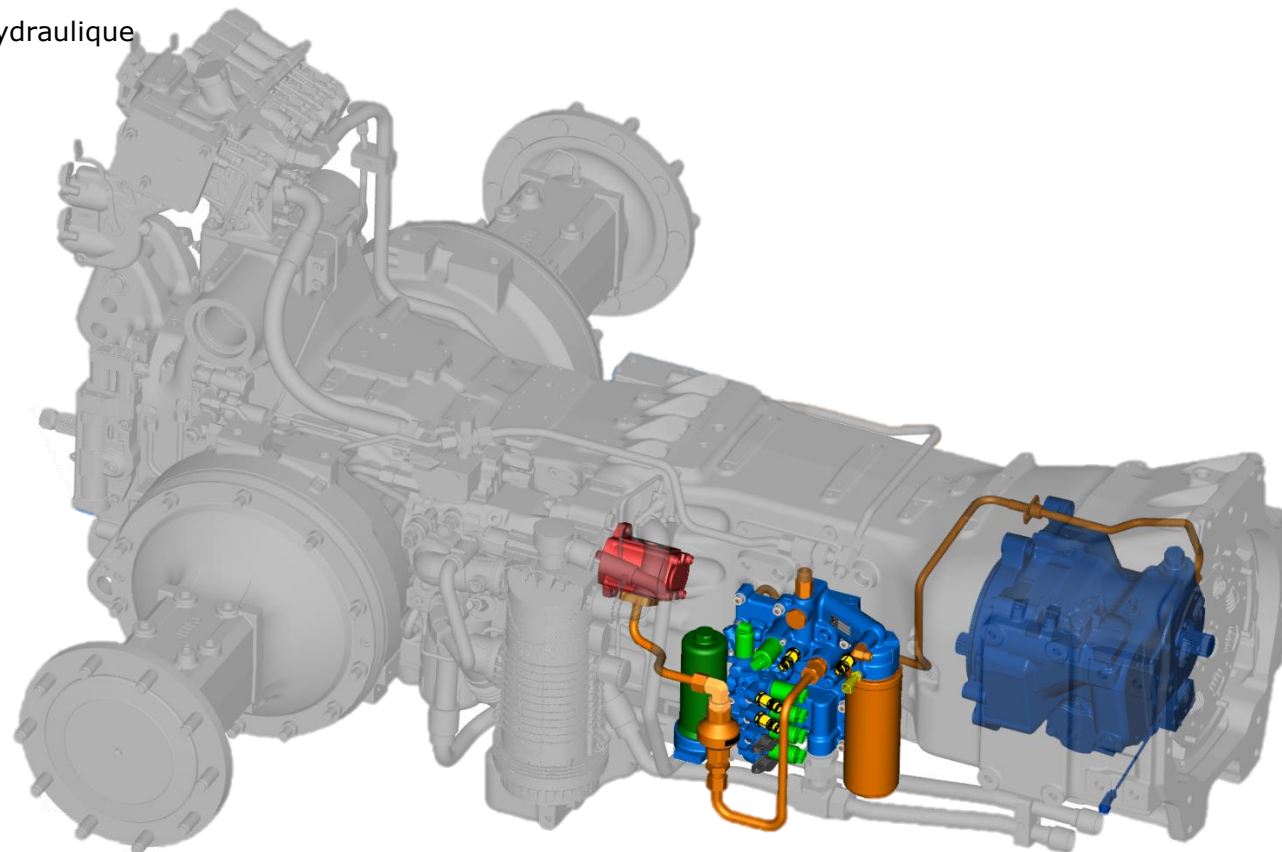
Transmission 3 x 1

Description: Alimentation hydraulique



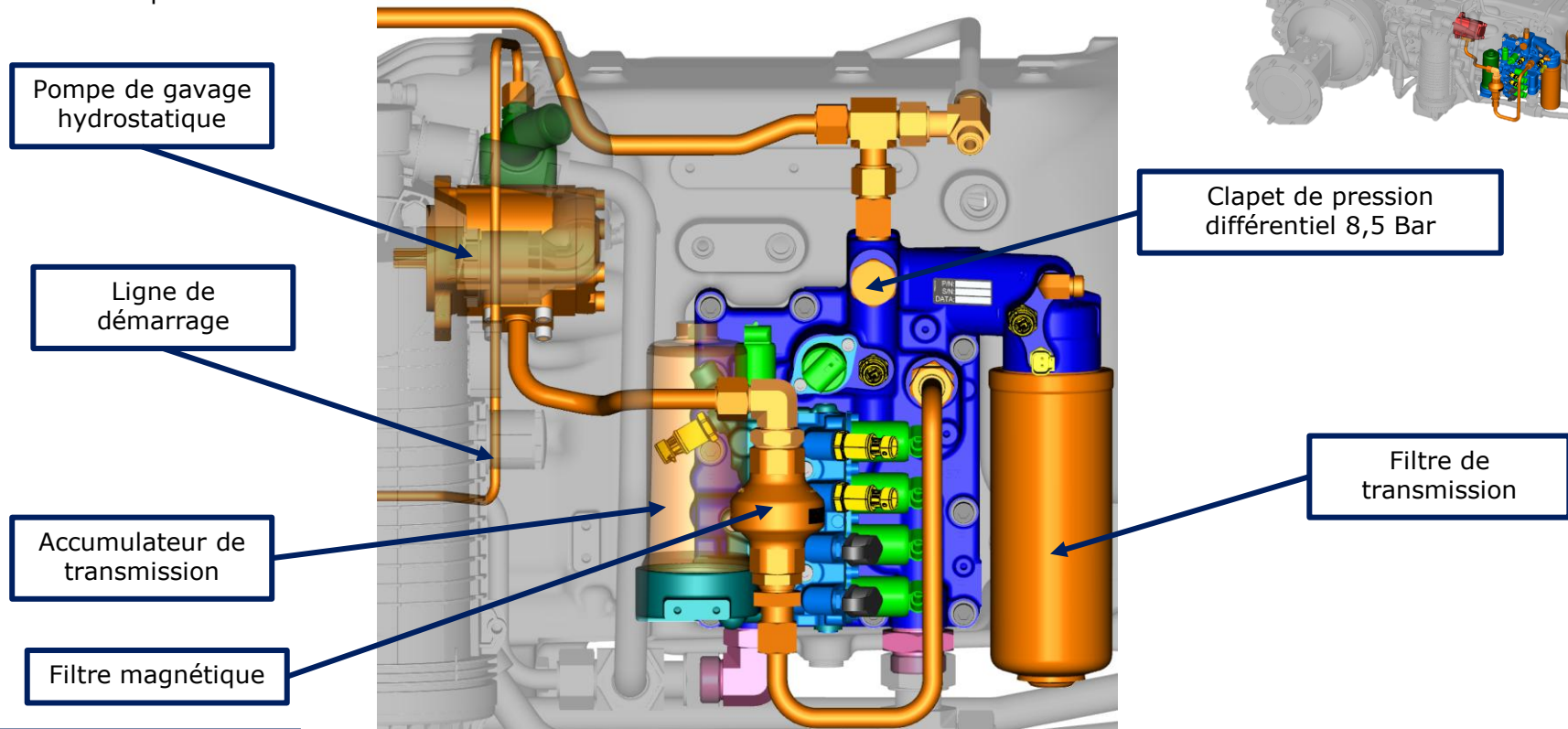
Transmission 3 x 1

Description: Alimentation hydraulique



Transmission 3 x 1

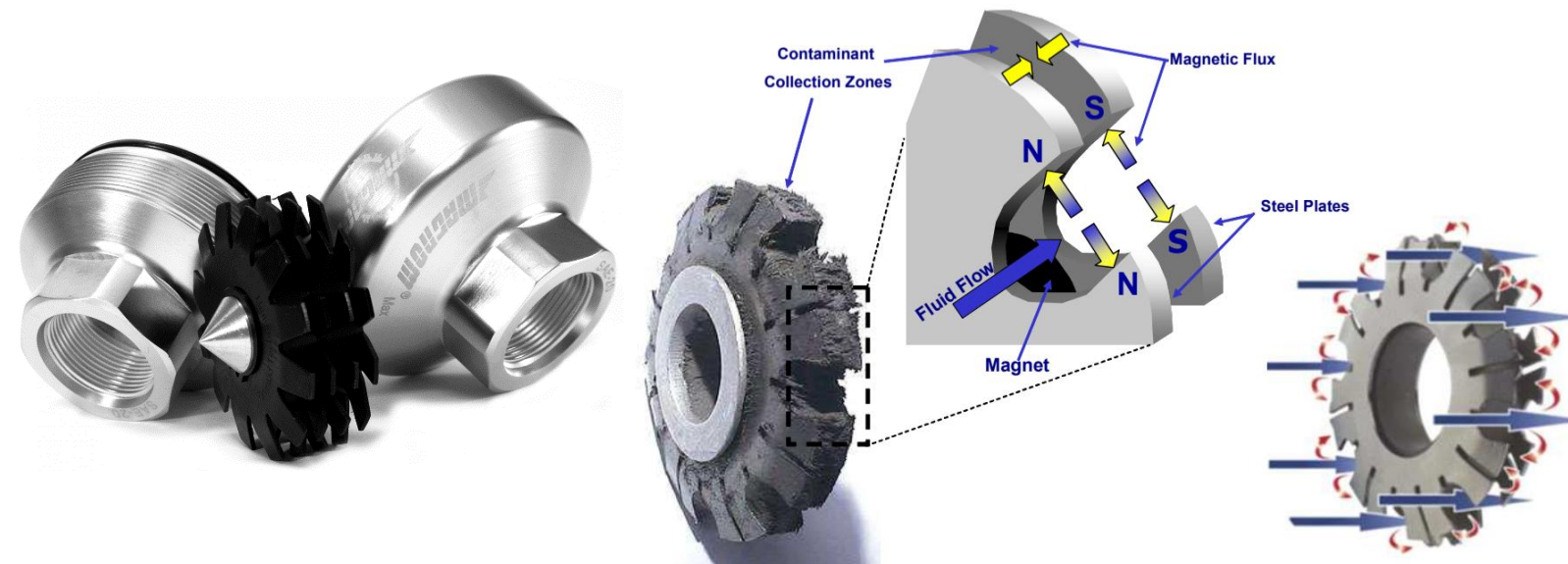
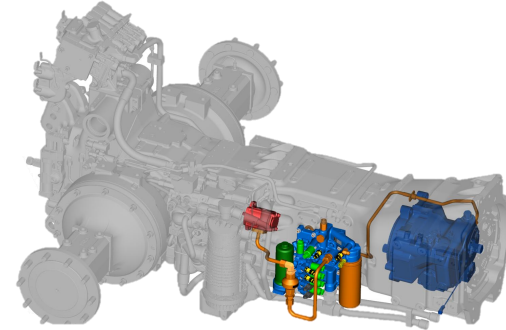
Description: Alimentation hydraulique (Gavage hydrostatique)



Transmission 3 x 1

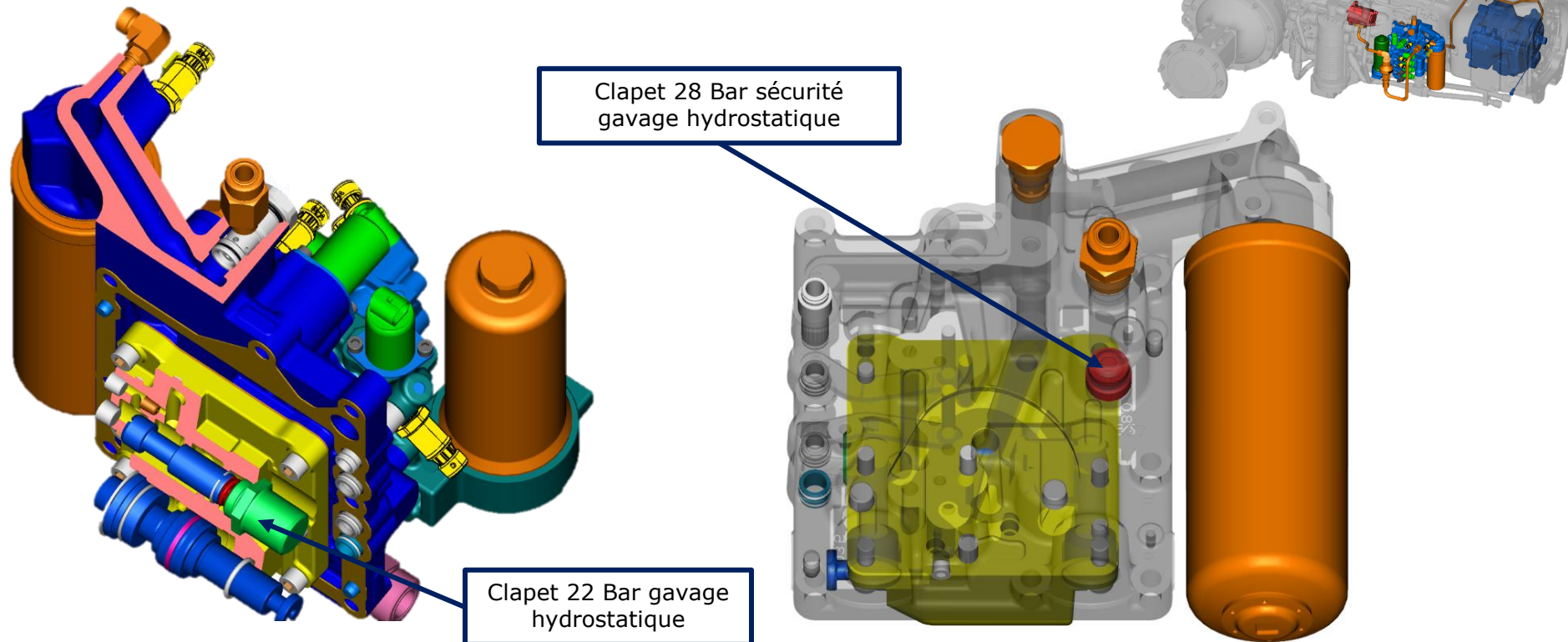
Description: Alimentation hydraulique (Filtre magnétique)

Nettoyage: 1500 Hrs



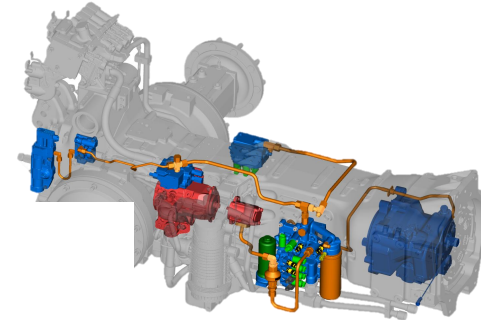
Transmission 3 x 1

Description: Alimentation hydraulique (clapets 22 et 28 bars)



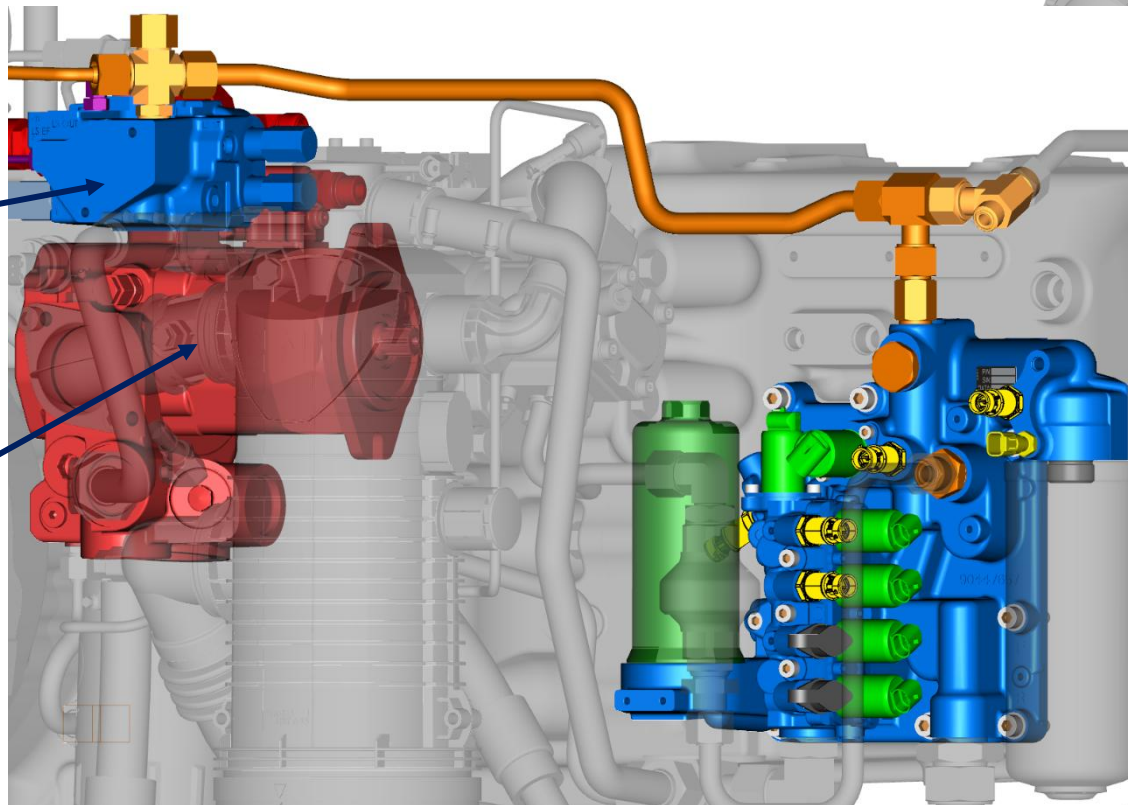
Transmission 3 x 1

Description: Alimentation hydraulique (Circuit BP)

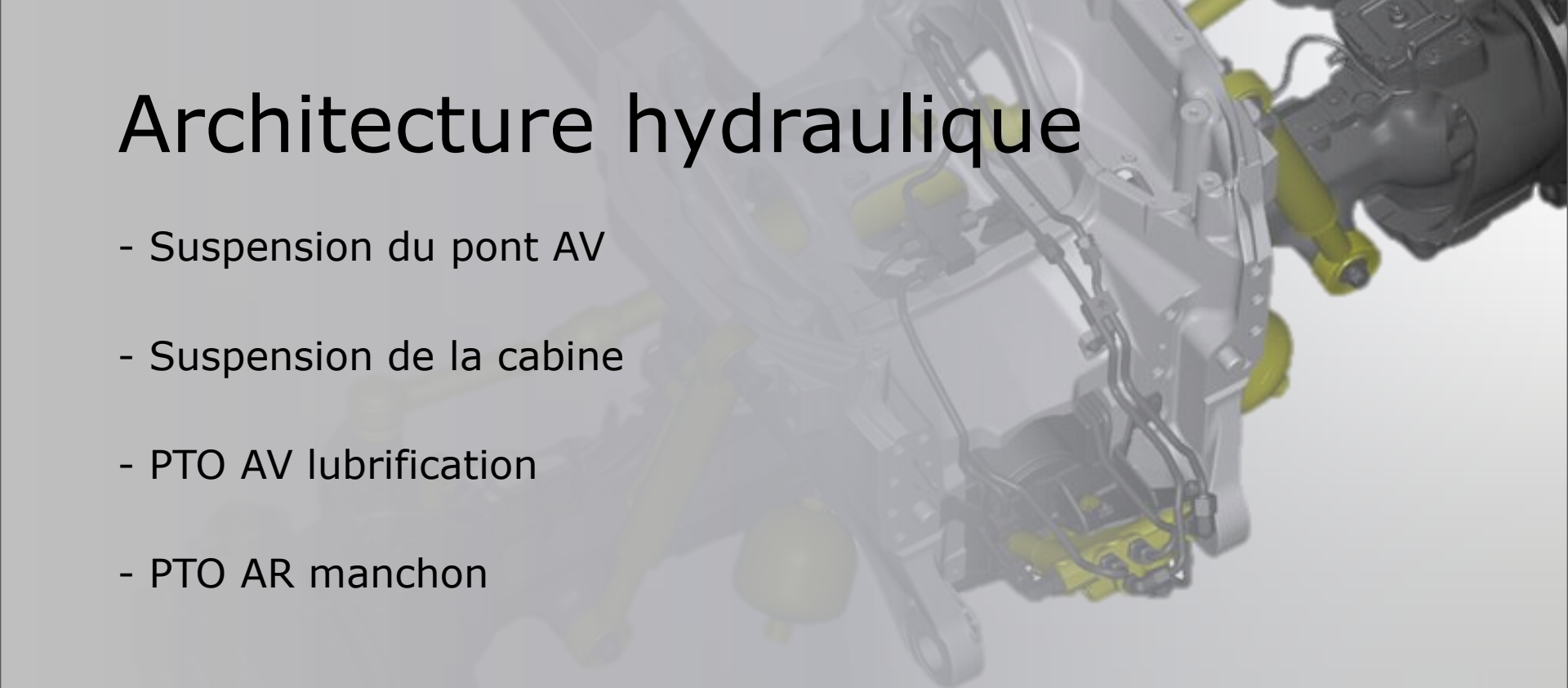


Valve de priorité

Pompe CCLS



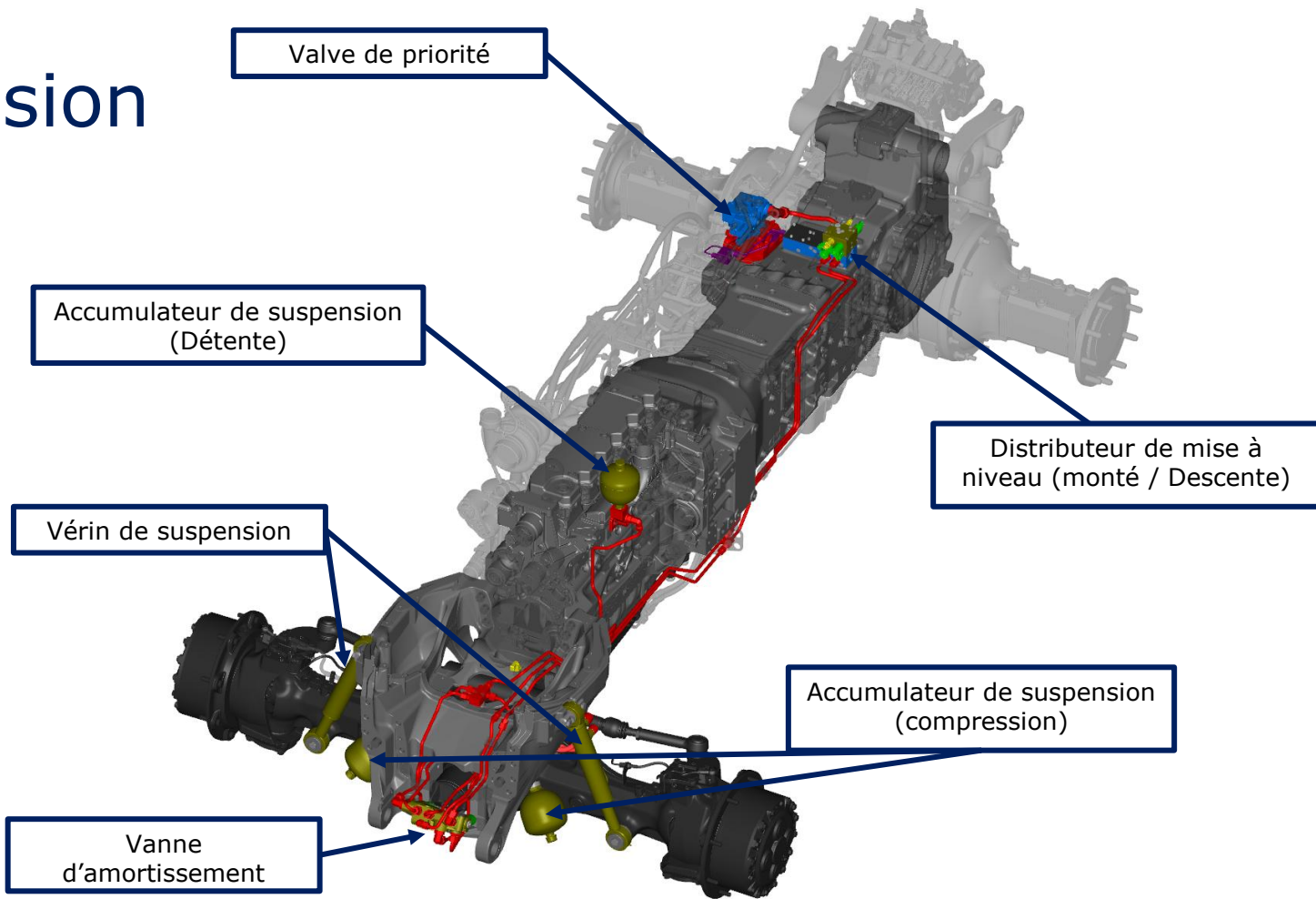
Architecture hydraulique



- Suspension du pont AV
- Suspension de la cabine
- PTO AV lubrification
- PTO AR manchon

Suspension

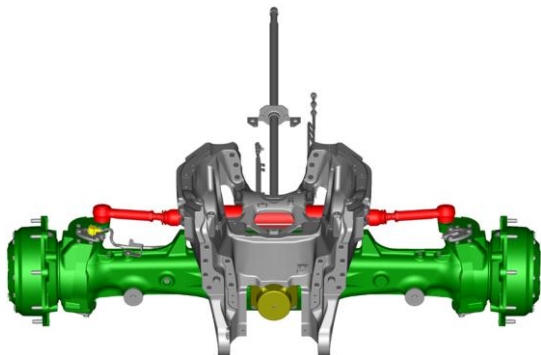
Vue d'ensemble



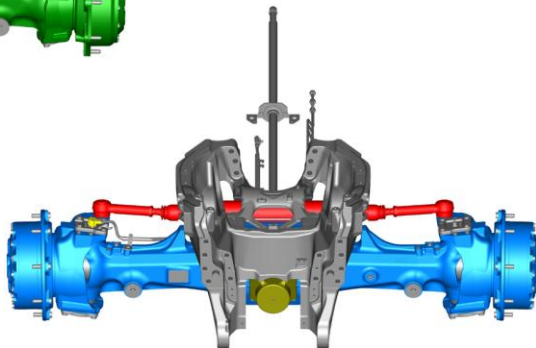
Amélioration technique

Pont AV

Standard
CL 3.6 W/FHPL

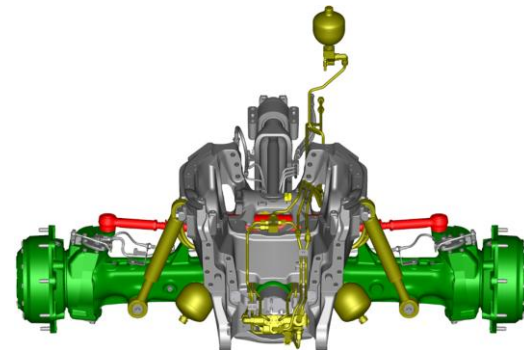


Heavy duty
CL 4.1 W/FHPL

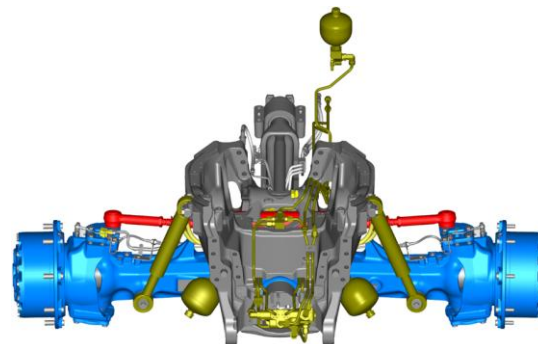


	Load capability (Kg)
STD Duty	6000
HEAVY Duty	9000

Standard duty suspended
CL 3.6 W/brakes W/Roll control W/FHPL



Heavy duty suspended
CL 4.1 W/brakes W/Roll control W/FHPL



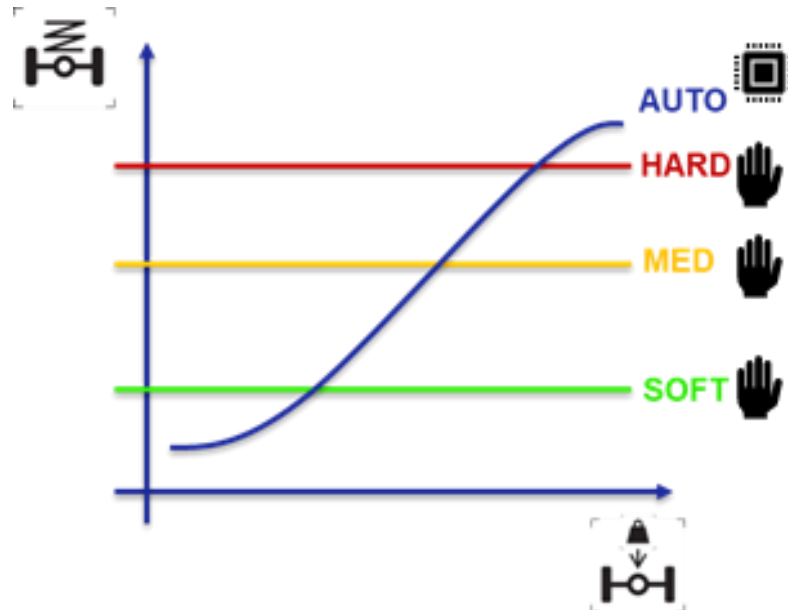
Suspension

Vanne d'amortissement (Fonctions)

Functionalities	BASE	ADVANCE
Mise à niveau automatique	•	•
Mise à niveau manuel	•	•
Verrouillage	•	•
Réglage de l'amortissement	*1	*2
Réglage de la rigidité		
Anti plongée	•	•
Contrôle du roulis	-	•

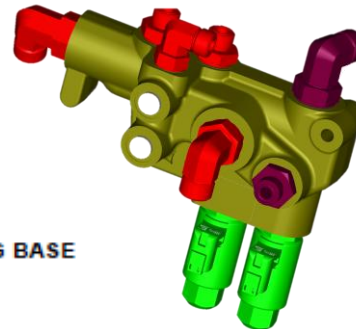
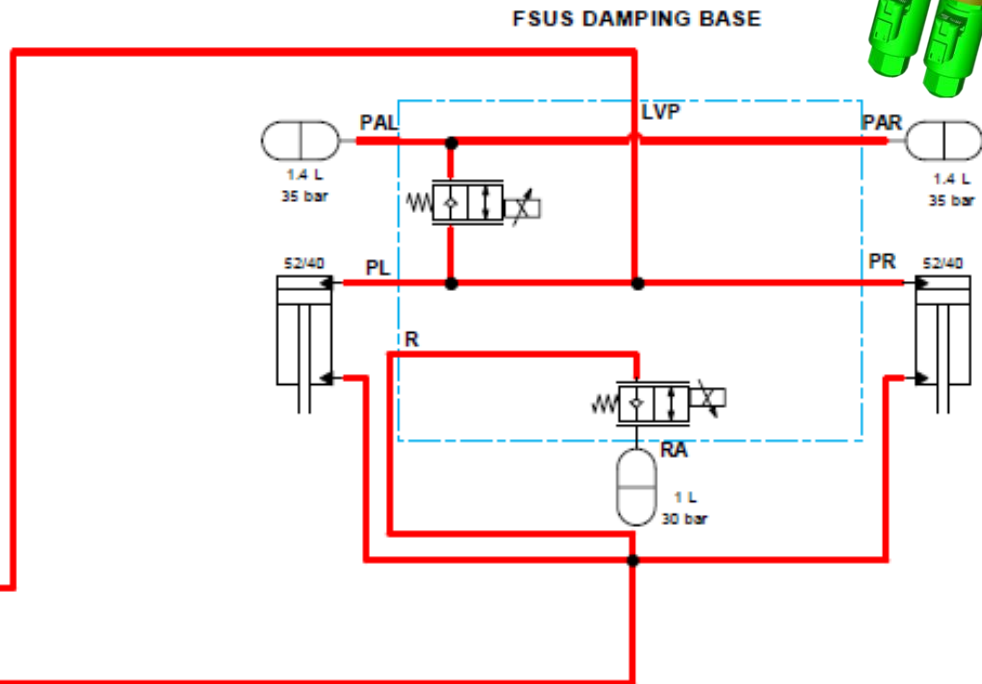
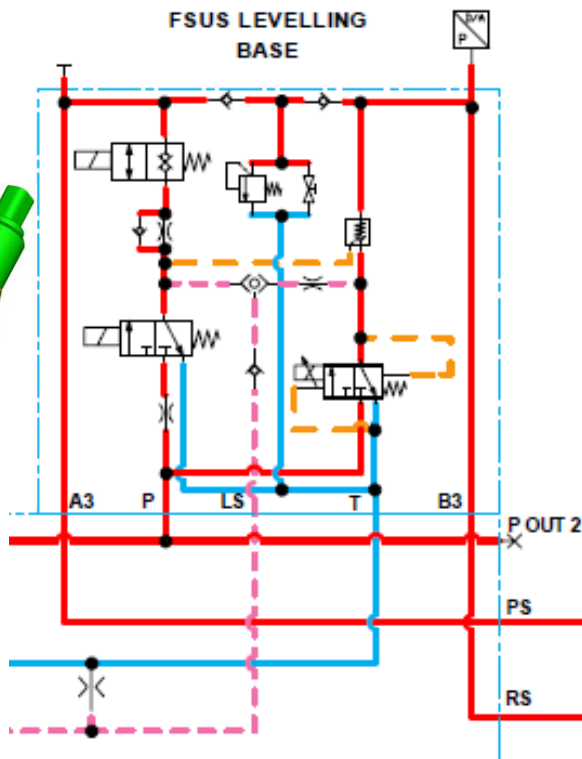
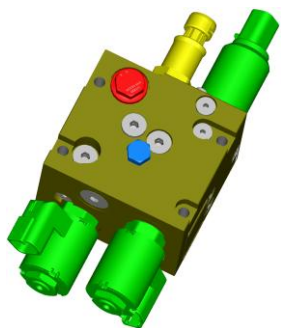
*1 – Amortissement et rigidité configurable par l'opérateur

*2 – Amortissement et rigidité ajusté automatiquement par le calculateur + commande manuelle par l'opérateur



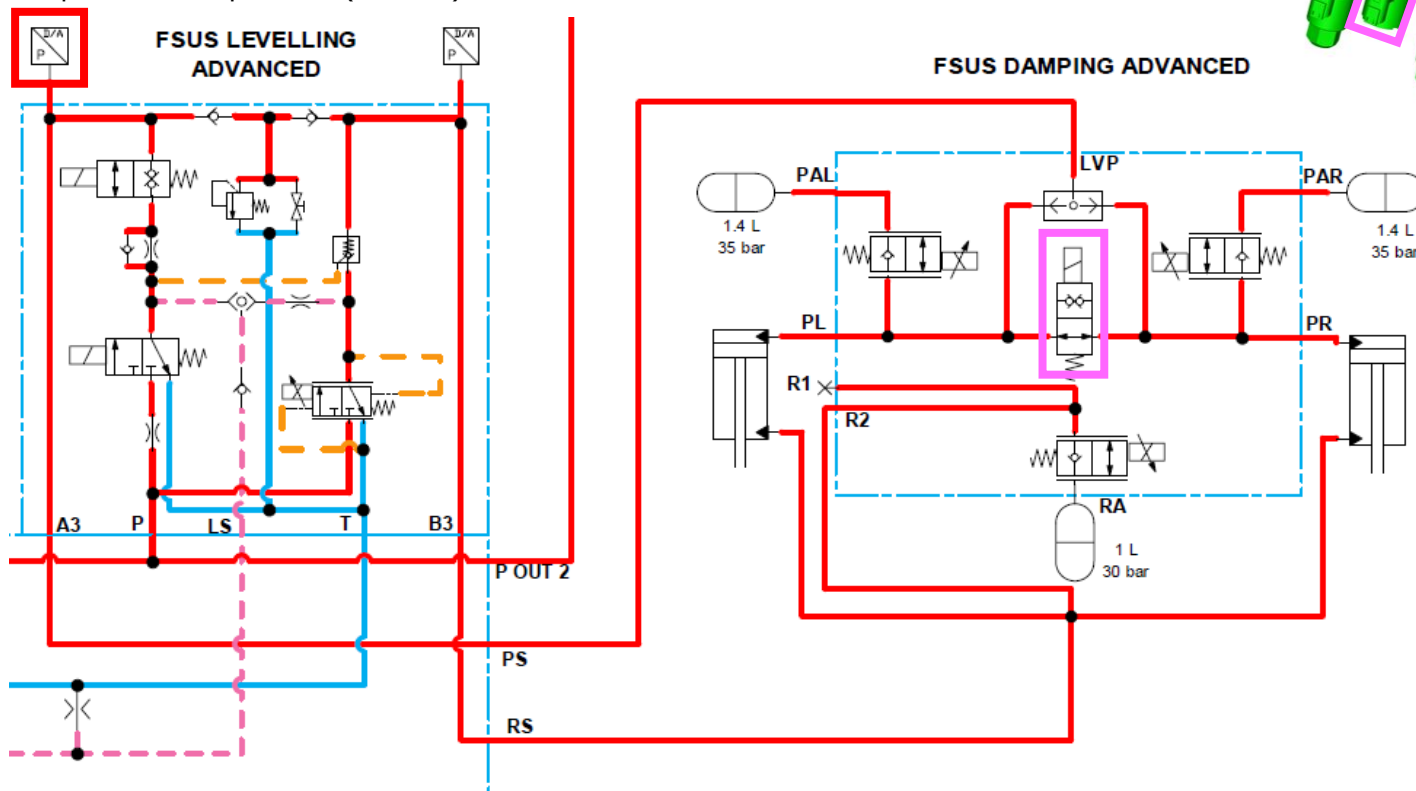
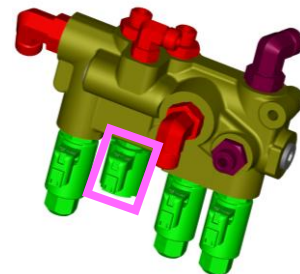
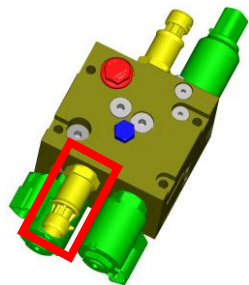
Suspension pont AV

Schéma hydraulique de la suspension (Base)



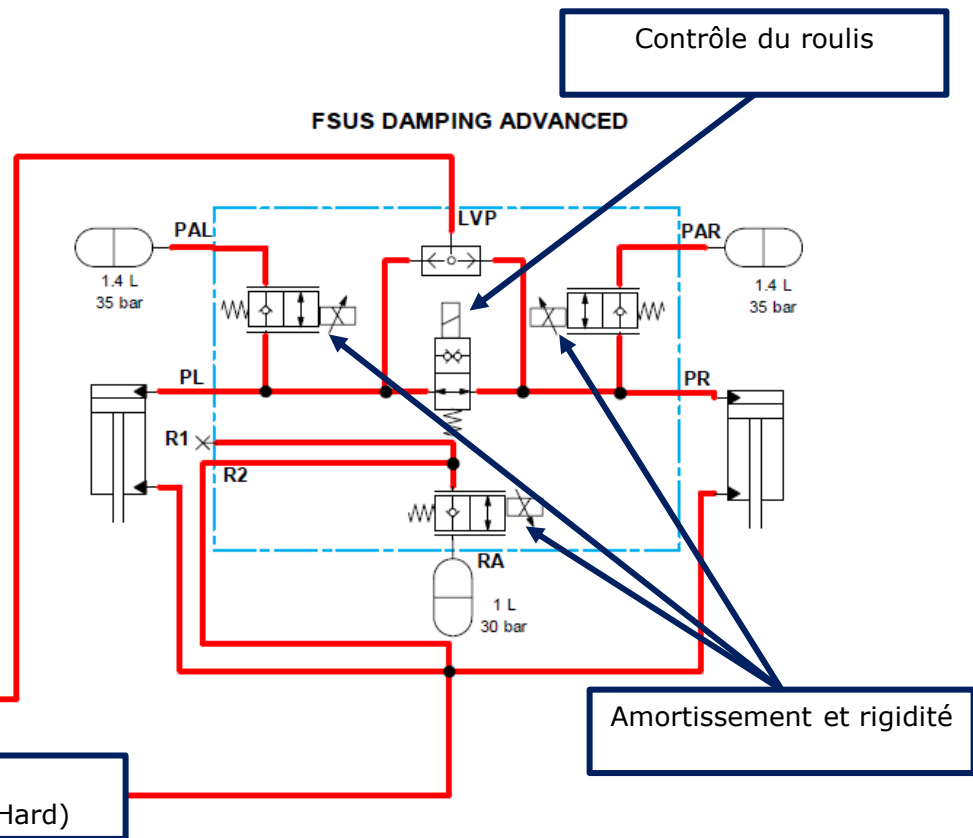
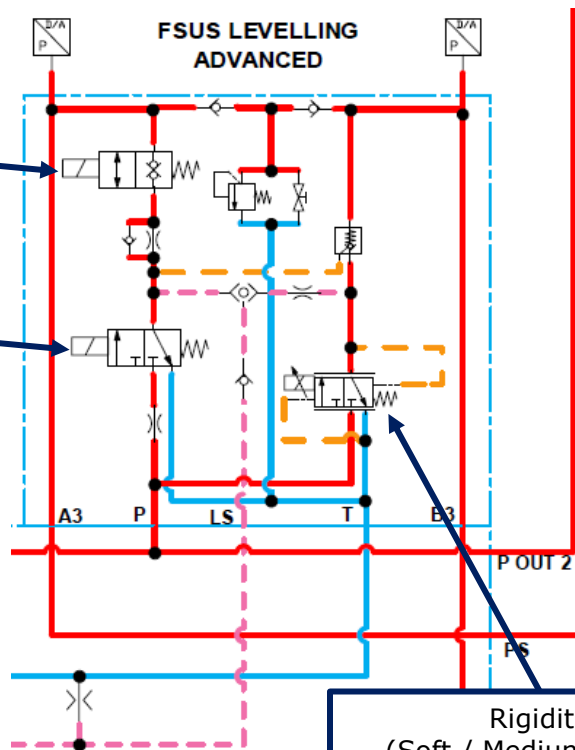
Suspension pont AV

Schéma hydraulique de la suspension (Avancé)



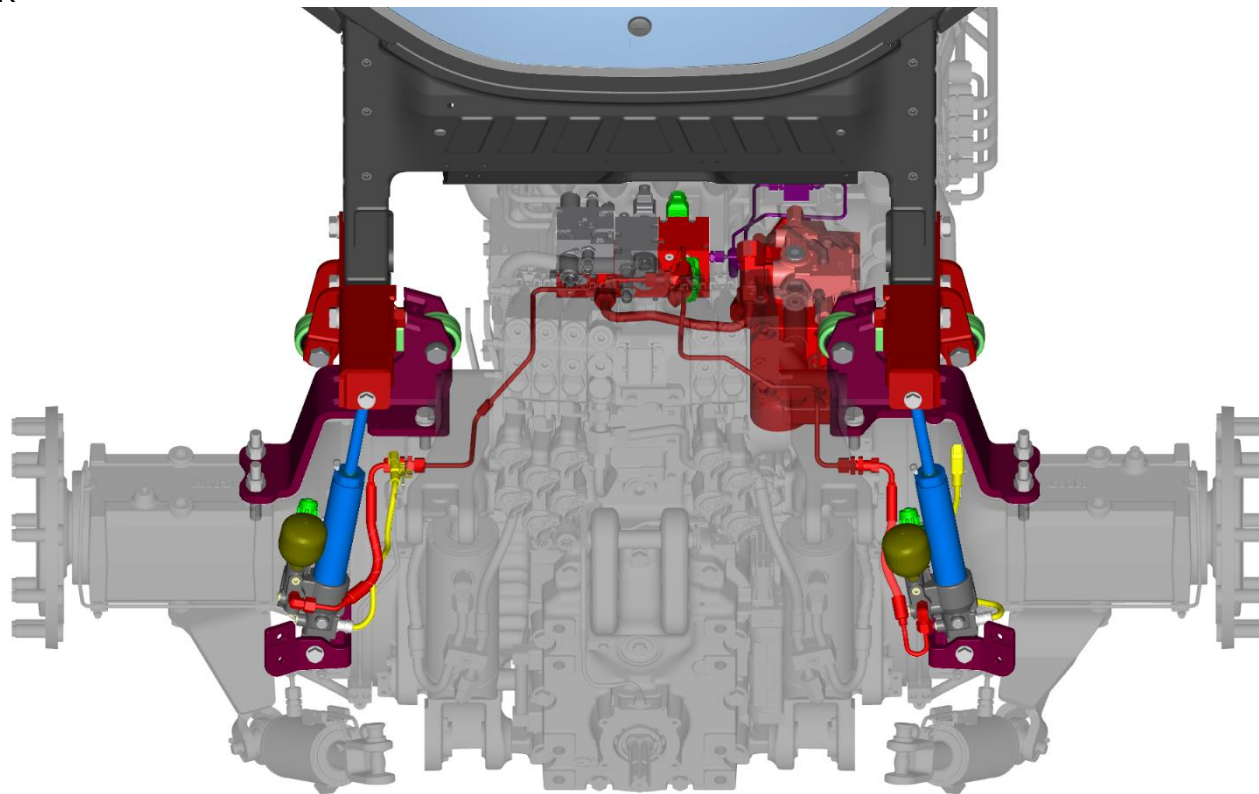
Suspension pont AV

Rôles des électrovannes



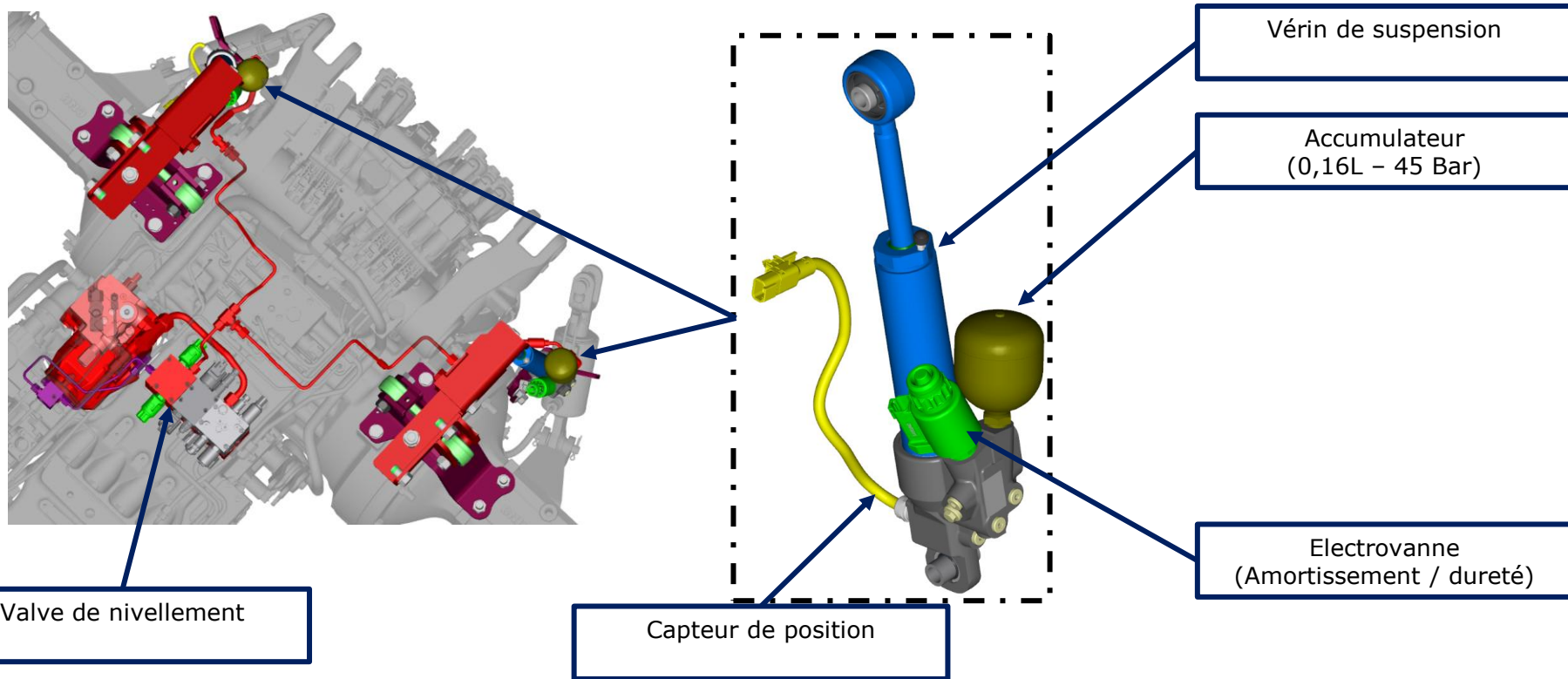
Suspension de cabine (hydraulique)

Composants vue AR



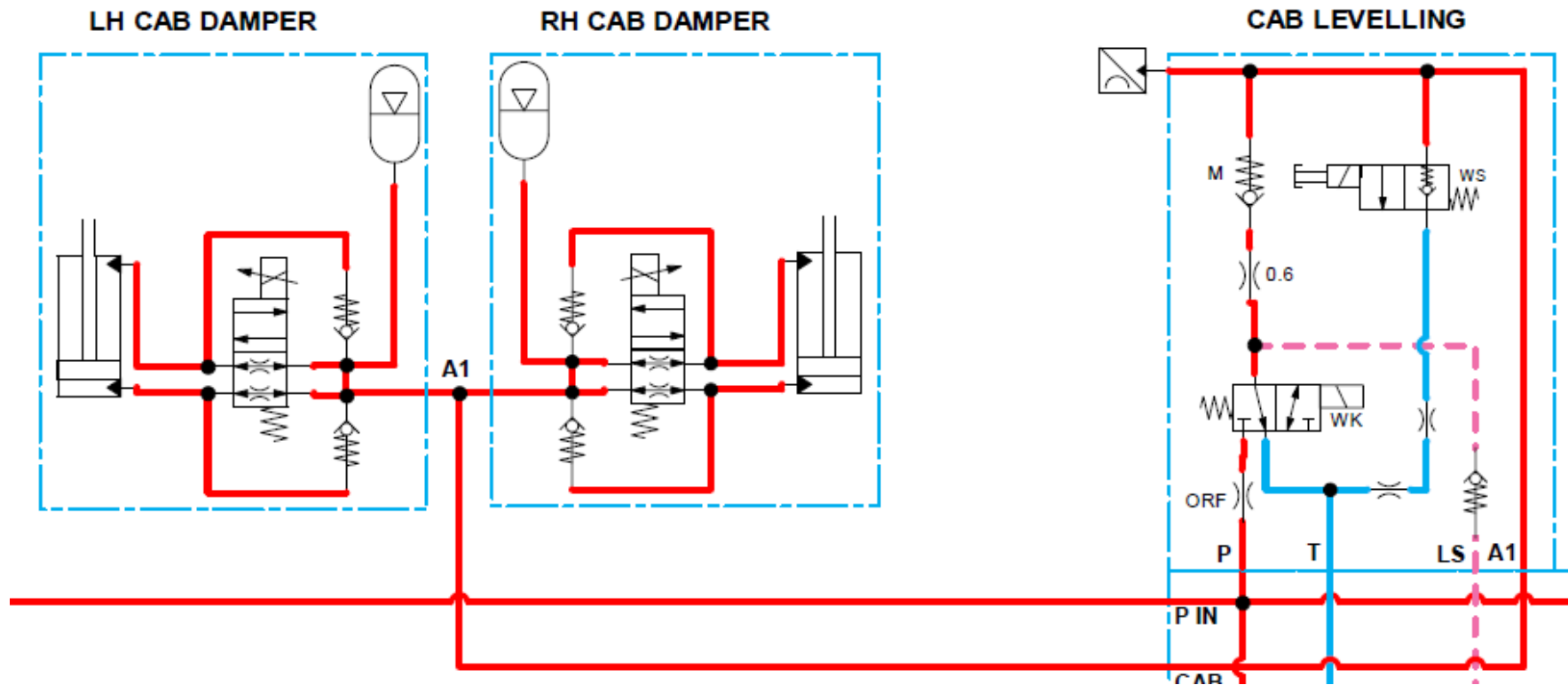
Suspension de cabine (hydraulique)

Composants



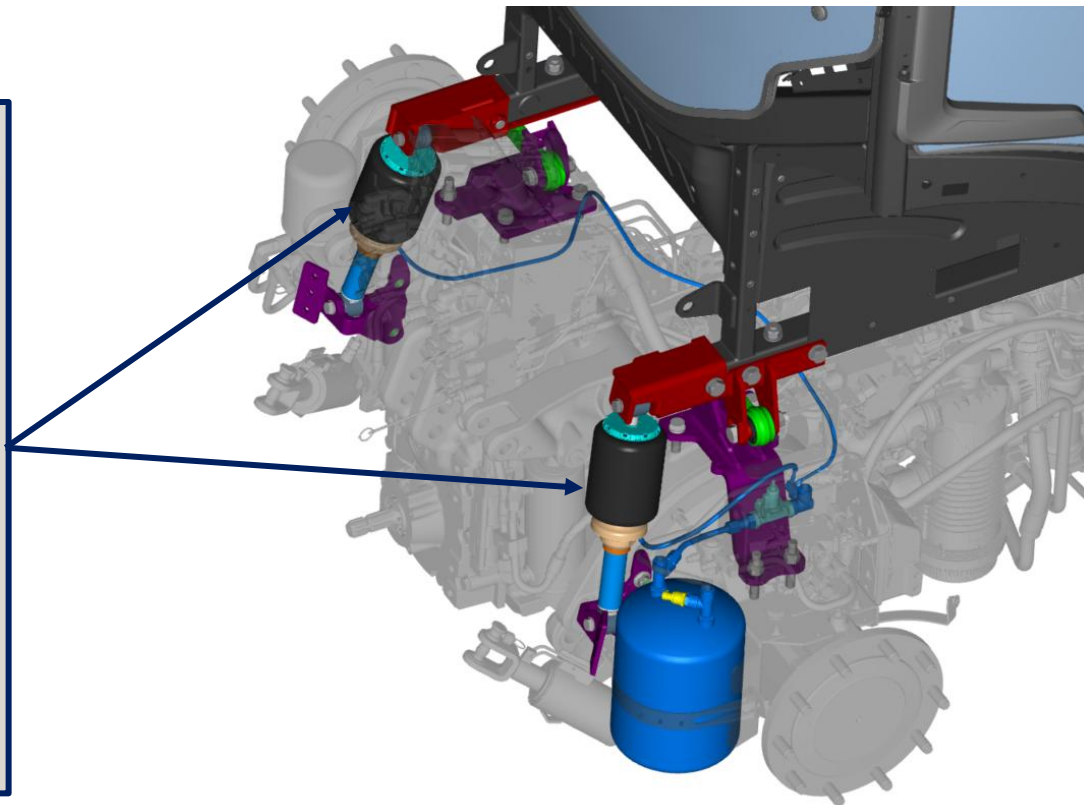
Suspension de cabine (hydraulique)

Schéma hydraulique de la suspension

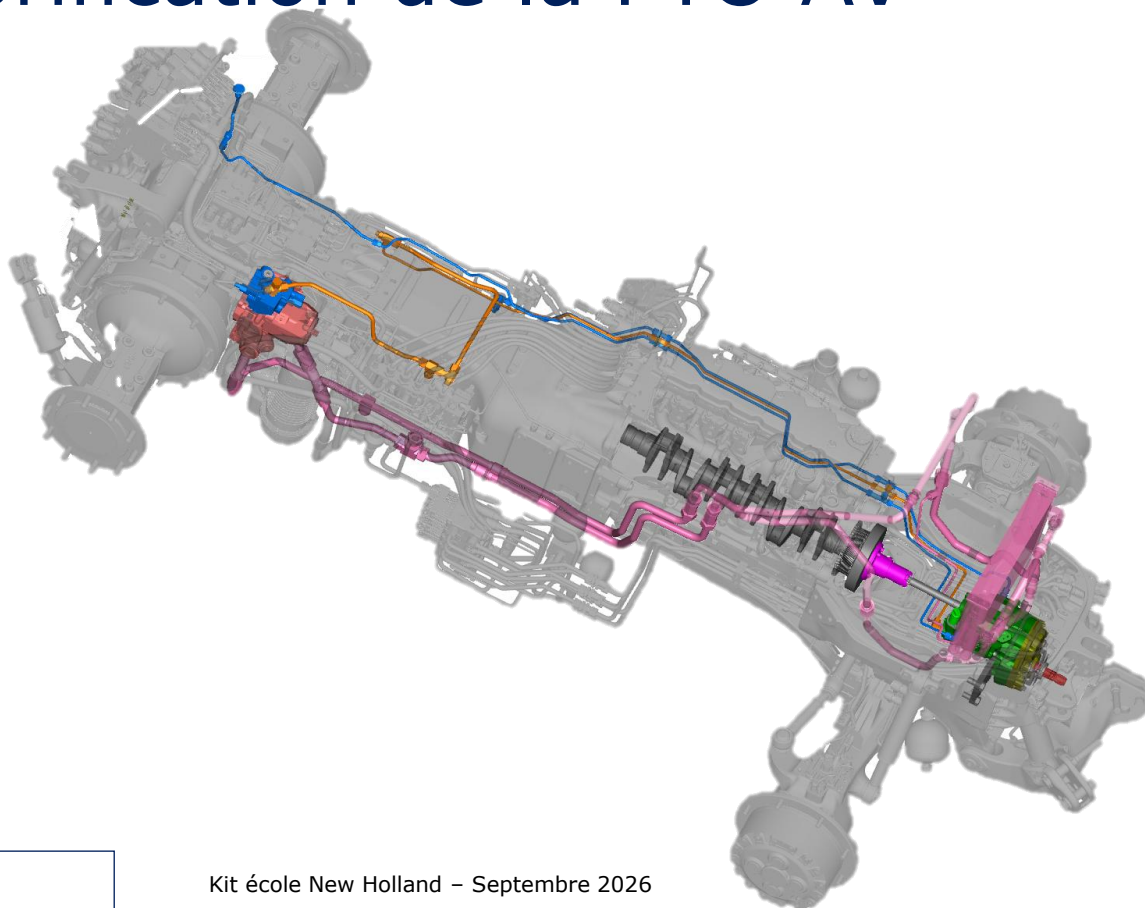


Suspension cabine (Pneumatique)

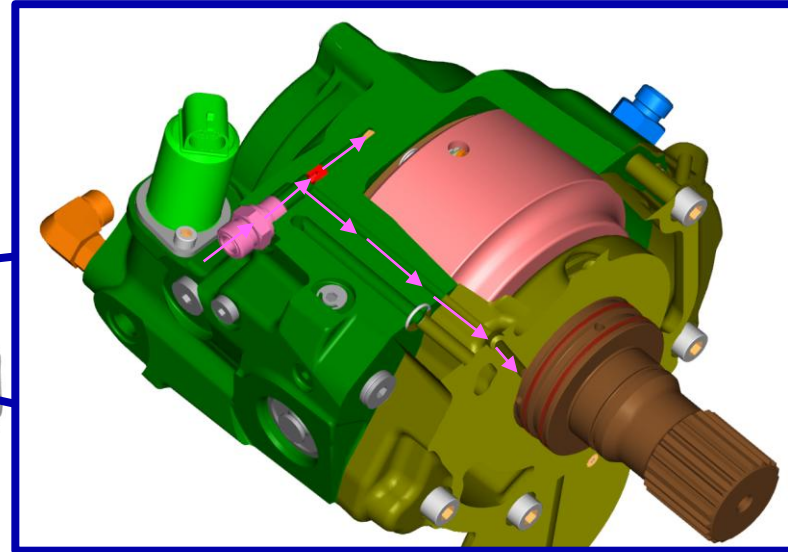
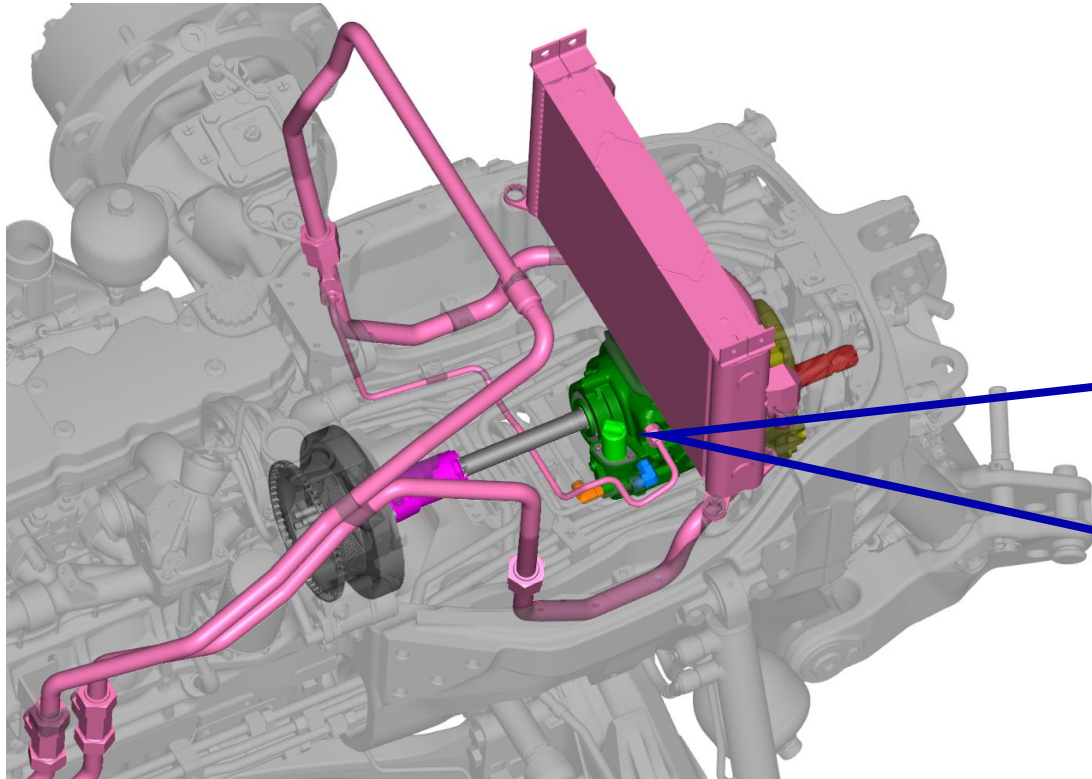
Composant de la suspension



Lubrification de la PTO AV

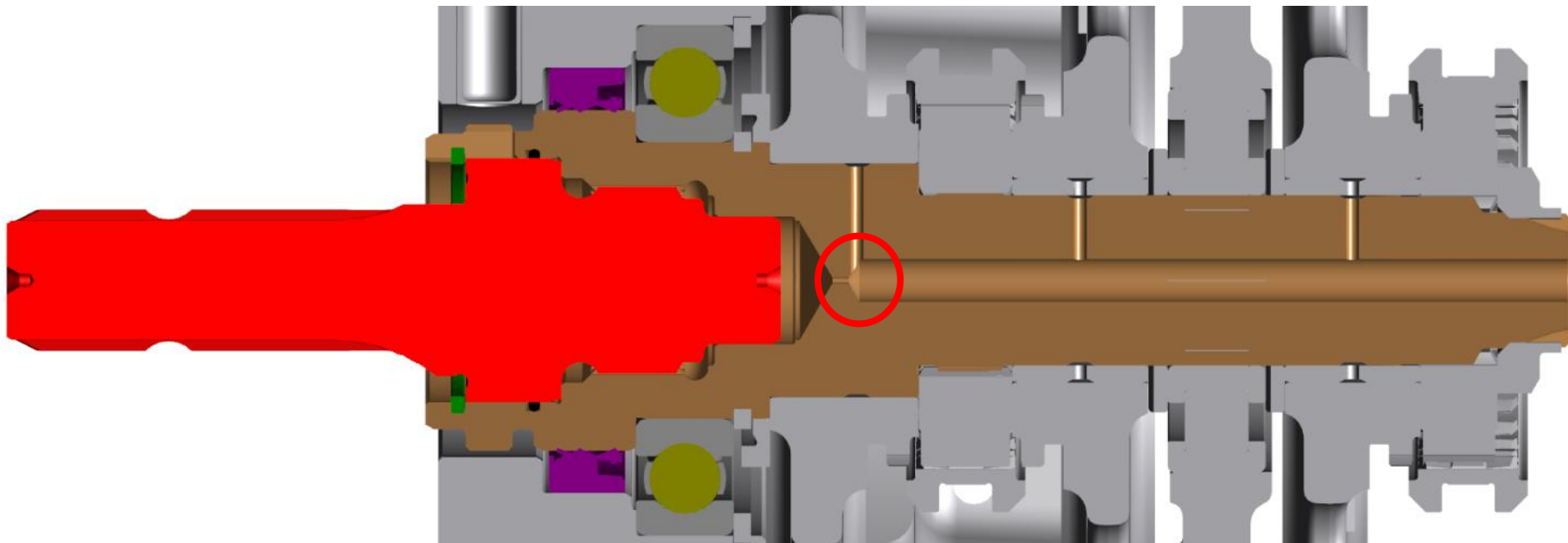


Lubrification de la PTO AV



Axe de la PTO AR

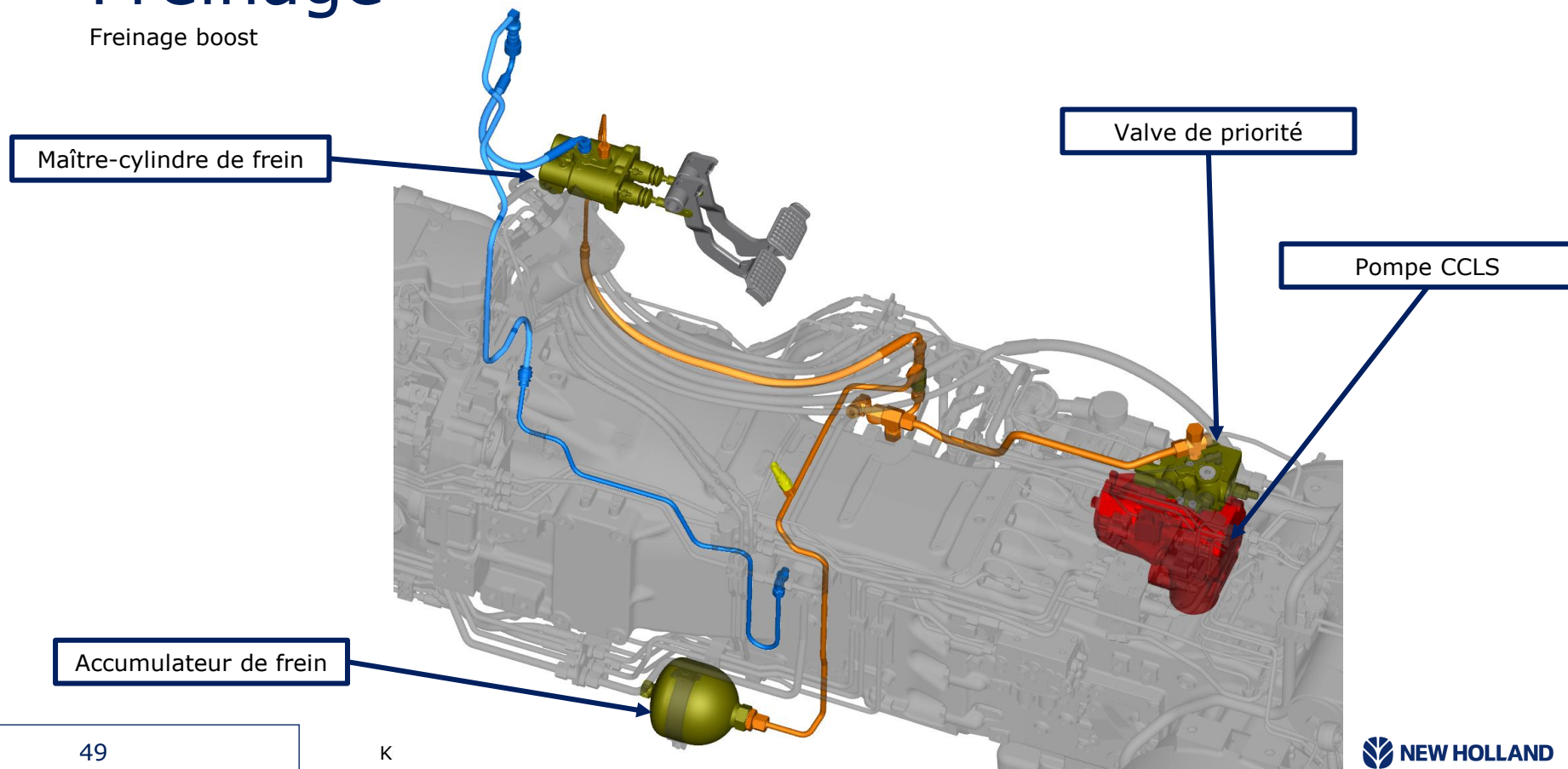
Eviter le blocage du manchon de la PTO AR (Lubrification)



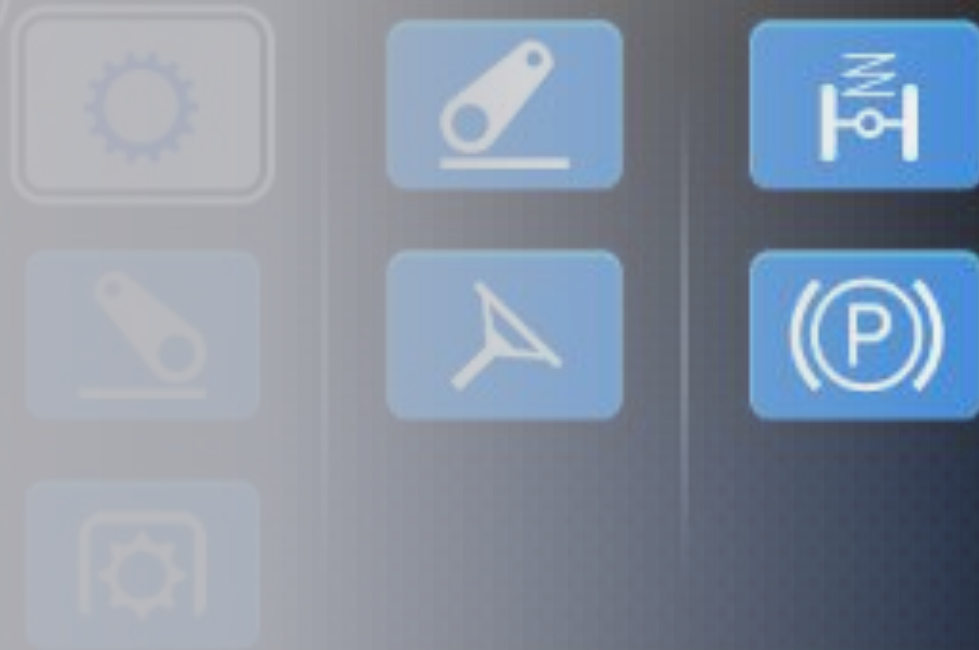
Freinage

Freinage

Freinage boost

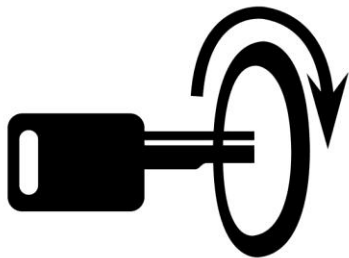


Calibration



Calibration

Procédure



Clef de contact sur : ON



Démarrer le moteur



Appuie sur le bouton : SHIFT
dans les 3s qui suivent



Relâchez le bouton SHIFT
après 5s

Calibration



Backup