2 I E
I 2 I E
2 2 I E
3 2 I E
Series 3
Compact Wheel Loaders

Service Manual

Print No. 87734636C

CASE CONSTRUCTION

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1. SAFETY INSTRUCTIONS



Carefully read the safety rules contained herein and follow advised precautions to avoid potential hazards and to safeguard your safety and personal integrity.
In this manual you will find the following indications:

⚠ WARNING
This symbol warns about the possibility of potential damages to the machine that can involve the operator's safety.

⚠ DANGER
With specific warnings about potential dangers for the operator's or other persons integrity directly or indirectly involved.

The non compliance with the warning preceded by the above mentioned key-words (**WARNING** and **DANGER**) can cause serious accidents or even the death of the persons involved.
Moreover in the present Manual have been given some instructions with texts in italics, preceded by the words **NOTE** and **CAUTION**, with following meanings for machine protection:

NOTES: it emphasizes and underlines to the operator the correct technique or correct procedure to follow.

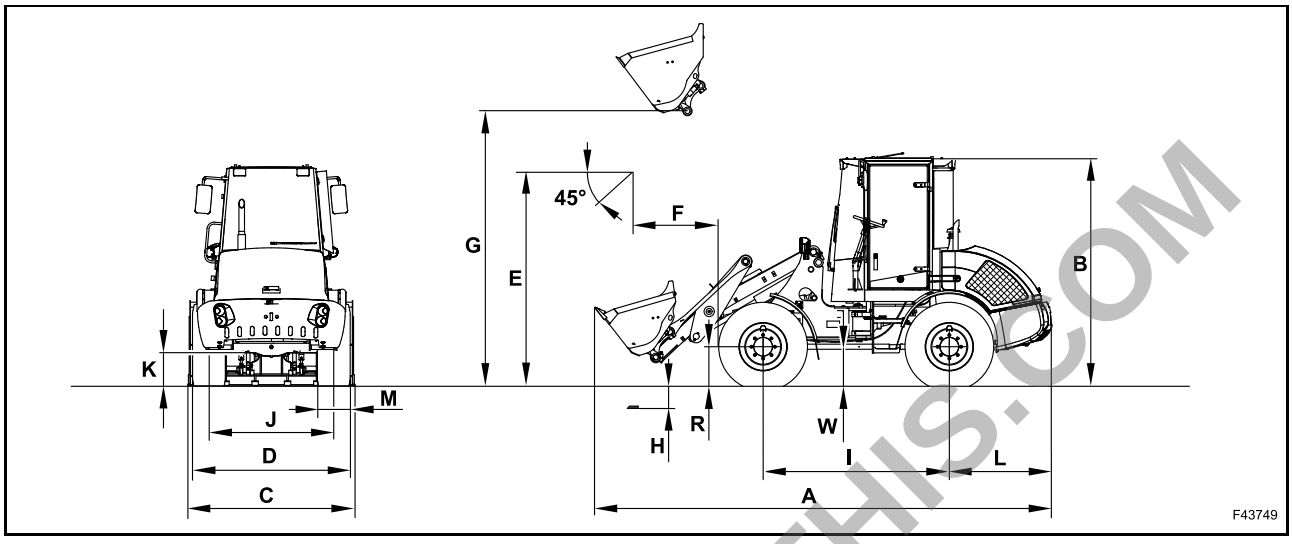
⚠ WARNING
It warns the operator of a possible hazard of machine damage in case he does not follow a determined procedure.

Your safety and that of people around you depends on you. It is essential that you understand this manual for the correct operation, inspection, lubrication and maintenance of this machine.

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3.2 DIMENSIONS AND PERFORMANCE WITH BUCKET



BUCKET - DIMENSIONS			21E	121E	221E	321E
A	Total length	mm (in)	5360 (211.02)	5490 (216.14)	5590 (220.07)	5650 (222.44)
B	Cab height	mm (in)	2710 (107.70)	2790 (109.84)	2790 (109.84)	2790 (109.84)
C	Bucket width	mm (in)	1900 (74.80)	2050 (80.70)	2100 (88.70)	2100 (82.70)
D	Wheel width	mm (in)	1841 (72.48)	1910 (75.19)	1910 (75.19)	1954 (76.92)
E	Dumping height	mm (in)	2525 (99.40)	2550 (100.39)	2570 (101.18)	2616 (102.99)
F	Dumping reach	mm (in)	825 (32.50)	785 (30.90)	845 (33.26)	890 (35.03)
G	Maximum height of bucket pin	mm (in)	3240 (127.55)	3267 (128.62)	3360 (132.28)	3440 (135.43)
H	Dumping depth	mm (in)	93 (3.66)	96 (3.77)	107 (4.21)	106 (4.17)
I	Wheel base	mm (in)	2182 (85.90)	2250 (88.60)	2350 (92.51)	2350 (92.51)
J	Track	mm (in)	1480 (58.26)	1526 (60.07)	1526 (60.07)	1570 (61.81)
K	Clearance from ground to axle	mm (in)	330 (13)	330 (13)	330 (13)	330 (13)
L	Rear overhang	mm (in)	1203 (47.36)	1267 (49.88)	1267 (49.88)	1267 (49.88)
M	Tyre width (*)	mm (in)	361 (14.21)	384 (15.11)	384 (15.11)	384 (15.11)
R	Tyre radius (*)	mm (in)	483 (19.01)	508 (19.99)	508 (19.99)	508 (19.99)
W	Clearance from ground to drive shaft	mm (in)	400 (15.74)	415 (16.33)	415 (16.33)	415 (16.33)
Operating weight (with standard bucket)		kg (lb)	4615 (10153)	4920 (10824)	5430 (11946)	5770 (12695)

(*) these dimensions apply when considering 12.5-20 tyres for 21E and 14.5-20 tyres for 121E - 221E - 321E

BUCKET - PERFORMANCE		21E	121E	221E	321E
Standard bucket capacity	m^3 (ft^3)	0.7 (24.7)	0.8 (28.2)	1 (35.3)	1.1 (38.8)
Tensile force	kg (lb)	3800 (8360)	4550 (10010)	4410 (10010)	5100 (11220)
Dumping load - ISO axis	kg (lb)	3345 (7359)	3495 (7689)	4245 (9339)	4420 (9724)
Dumping load - turned by 40° ISO	kg (lb)	2945 (6500)	3100 (6820)	3630 (7986)	3755 (8261)
Bucket width	mm (in)	1900 (74.80)	2050 (80.70)	2100 (88.70)	2100 (88.70)
Lifting capacity at ground	mm (in)	4260 (167.71)	5520 (217.32)	4410 (173.62)	6060 (238.58)

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TIGHTENING TORQUES

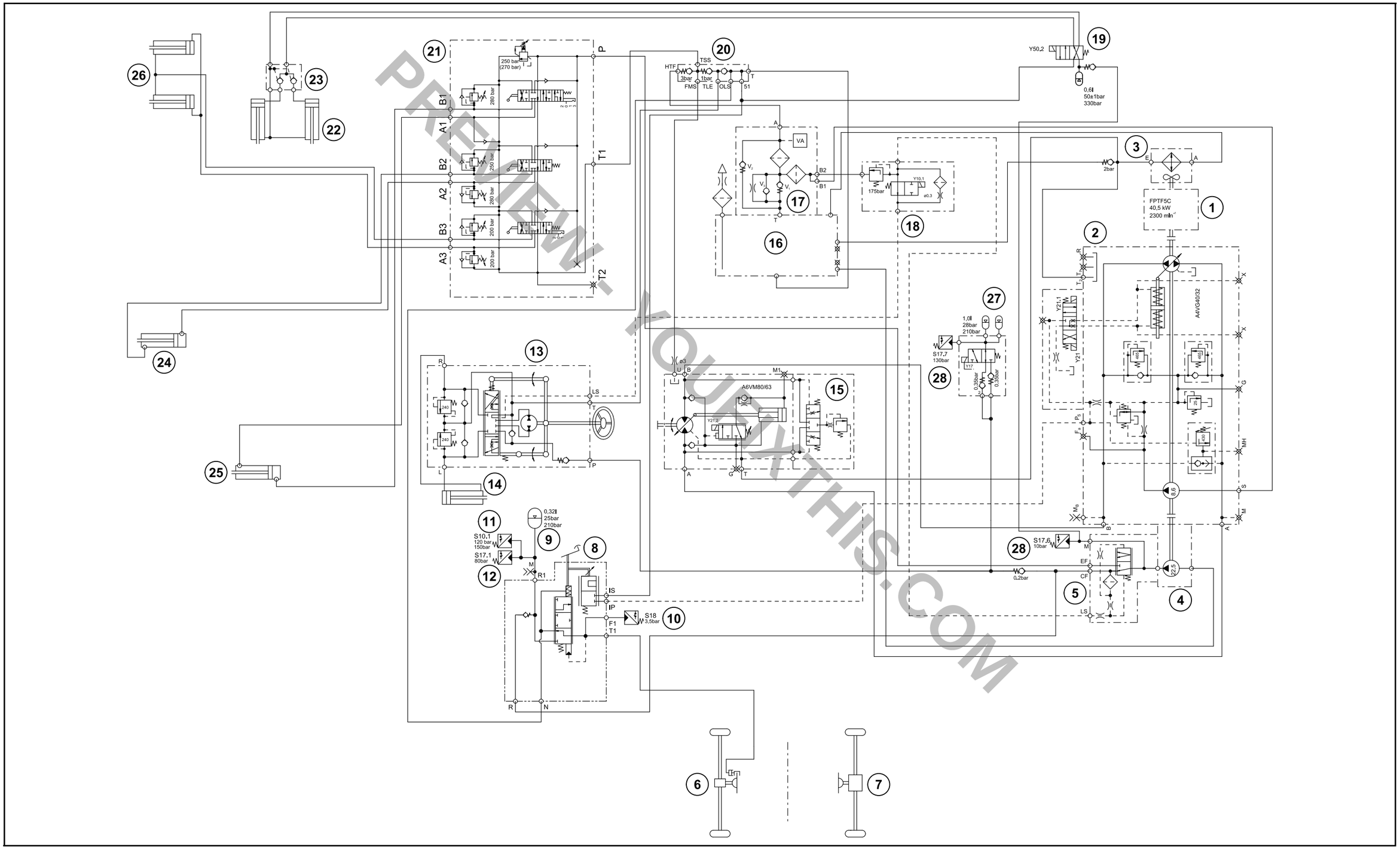
Component	Tightening torque (Nm) (lbf·ft)
Oil pan plug	50 (36.87)
1/8 G plug (crankcase)	40 (29.50)
3/8 G plug (crankcase)	15 (11.06)
Water drain plug (crankcase)	40 (29.50)
Inspection covers	25 (18.43)
Timing gearbox cover	25 (18.43)
Timing gearbox	25 (18.43)
Flywheel case (M8)	35 (25.81)
Flywheel case (M12)	120 (88.50)
Cylinder head - 1st phase (M12)	65 (47.94)
Cylinder head - 2nd phase (M12)	90 (66.38)
Cylinder head - 3rd phase (M12)	60 (44.25)
Rocker shaft assy	25 (18.43)
Head cover	25 (18.43)
Valve adjusting nut	20 (14.75)
Suction manifold	25 (18.43)
Exhaust manifold	15 (11.06)
Heat exchanger	25 (18.43)
Drive shaft pulley	350 (258.14)
Flywheel	30 (22.12)
Injectors (screw)	25 (18.43)
Injectors (nut)	30 (22.12)
Fuel filter	25 (18.43)
Oil filter	25 (18.43)
Oil pump	25 (18.43)
Water pump	25 (18.43)
Alternator	50 (36.87)
Fuel pump	25 (18.43)
Sensors (oil pressure, water temperature, etc.)	25 (18.43)

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1. HYDRAULIC DIAGRAMS

1.1 HYDRAULIC DIAGRAM FOR 21E

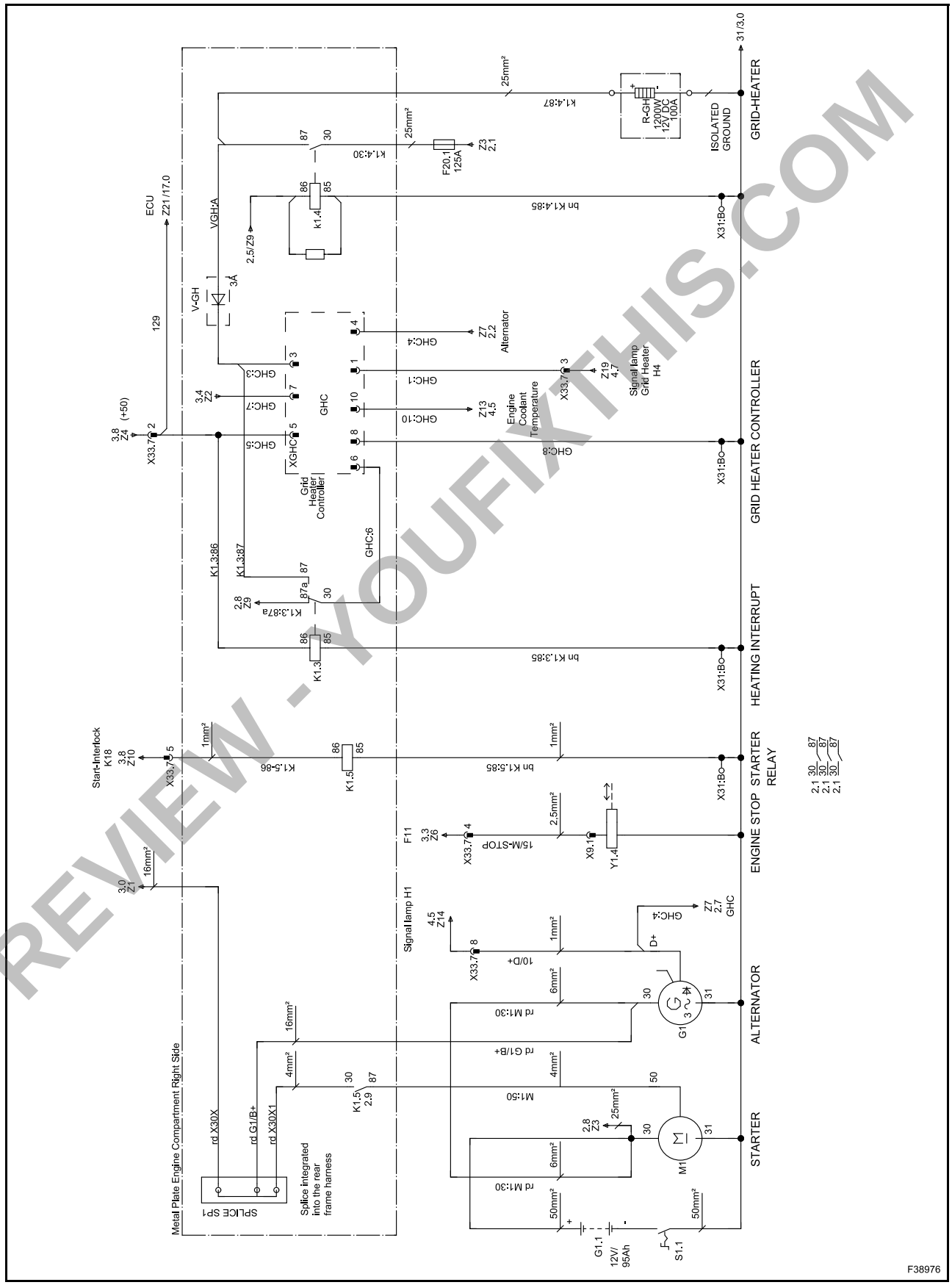


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1. ELECTRICAL DIAGRAMS

ENGINE AND “GRID HEATER”



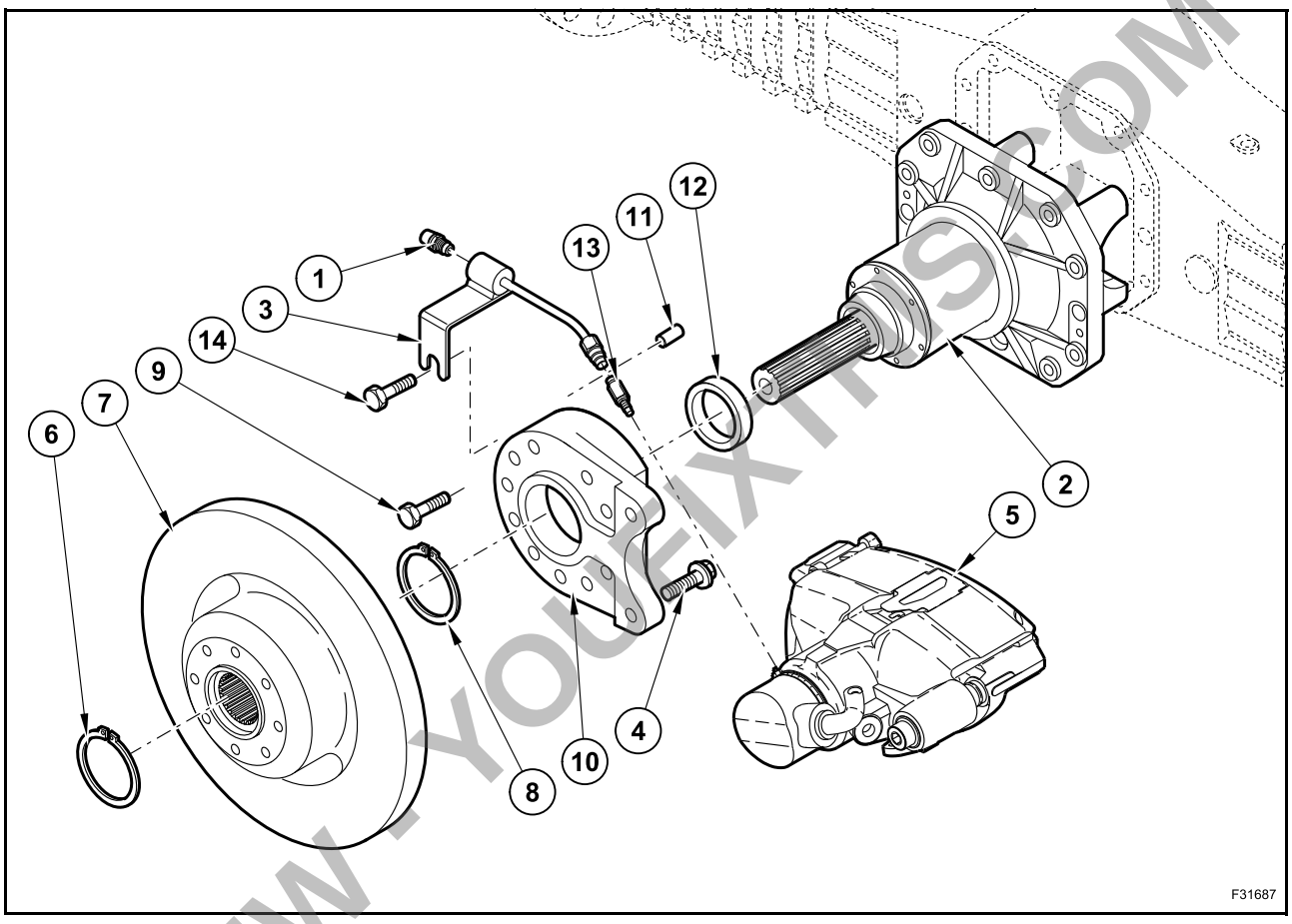
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5. DISASSEMBLY AND ASSEMBLY

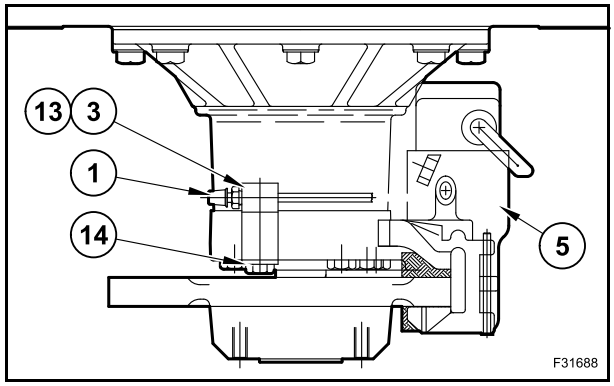
Some of the following pictures could not show exactly the installed axle, but the procedure is the same.

5.1 DISC BRAKE ASSY (21E)



DISASSEMBLY

Remove the breather valve (1). Loosen the screw (14). Remove the connector (13) and the breather pipe (3) from the brake caliper (5).



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6. TROUBLESHOOTING

PROBLEMS	CAUSE										
	1	2	3	4	5	6	7	8	9	10	11
Wheel vibration; front tyre resistance; half shaft breakage.	•	•	•		•						•
Steering is difficult; the vehicle goes straight while it is turning.	•	•	•	•							•
No differential action; jams during steering.	•			•	•						•
Excessive noise of transmission.	•	•	•	•	•		•		•		•
Uneven wear of tyre.	•	•	•	•	•	•	•				•
Friction noise.	•			•	•			•	•	•	•
Vibration during forward run, intermittent noise.	•	•	•		•						•

1. Incorrect installation or defective axle
Correct the installation or repair or replace the differential in case it does not survive any one of the test phases.

2. Overload or incorrect weight distribution
Remove excessive weight and redistribute load, following instructions related to the vehicle.

3. Different rotation radius of the tyres
If one tyre has a smaller radius, it will cause partial wheel slipping when force is applied. The other tyre with bigger radius will have to support all the work. Replace the tyre or adjust pressure to have same radius on both tyres.

4. Broken axle beam
It is not advisable to operate the vehicle with a broken axle beam. It is acceptable to move the vehicle (engine off unloaded) a few metres away only.

5. Bent axle beam
Replace the axle beam.

6. Blocked differential
Anomalous operation of the differential or breakage or blockage of the control device. Verify assembly and all components.
Vehicles with wide steering angle may proceed with kicks, have steering difficulty or cause pneumatic wearing at sharp turns. Reduce the steering angle to minimum and decelerate when the vehicle begins to kick.

7. Incorrect wheel adjustment
Verify group integrity and wheel side bearings. Adjusting according.

8. Spoiled or worn out axle parts
Check the conditions of ring gear, of the pinion, of the bearings, etc.
Replace whenever necessary.

9. Contamination in the axle box or incorrect assembly of parts
Look for foreign particles. Check assembly of the various parts of the axle.

10. Incorrect adjustment of bevel gear set: transmission components worn out
(transmission gears, U joints, etc.)
Replace or adjust as required.

11. Incorrect use of the product
See the vehicle producer's instructions once again.

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FAULT	CAUSE	ACTION
Break towards the external end of the ring gear tooth.	Excessive gear load compared to the one expected. Gear adjustment wrong (excessive backlash). Pinion nut loose.	Replace bevel gear. Carefully observe the recommended operations for the adjustment of ring gear and pinion backlash and for tooth mark detection.
Break towards the internal end of the ring gear tooth.	Crash load. Gear adjustment wrong (insufficient backlash). Pinion nut loose.	Replace bevel gear. Carefully observe the recommended operations for the adjustment of ring gear and pinion backlash and for tooth mark detection.
Pinion teeth or ring gear teeth worn or scored.	Insufficient oil. Contaminated oil. Incorrect oil or with poor additives. Worn out pinion bearings that cause an incorrect pinion axle backlash and wrong contact between pinion and ring gear.	Replace bevel gear. Replace worn out pinion bearings that cause an incorrect pinion axle backlash and wrong contact between pinion and ring gear. Use proper oil, fill up to the right level and change at recommended intervals.
Ring gear teeth or pinion teeth overheated. Check if gear teeth have faded.	Prolonged operation at high temperature. Incorrect oil. Oil level low. Contaminated oil.	Replace bevel gear. Use proper oil, fill up to the right level and change at recommended intervals.
Drive pinion teeth pitted.	Extremely intense use. Insufficient oil.	Replace bevel gear. Use proper oil, fill up to the right level and change at recommended intervals.
Bent axle beam body.	Machine overloaded. Damaged vehicle. Crash load.	Replace the axle beam body.
Bearings worn or pitted.	Insufficient oil. Contaminated oil. Extremely intense use. Normal wear. Pinion nut loose.	Replace bearings. Use proper oil, fill up to the right level and change at recommended intervals.
Gaskets leak oil.	Prolonged operation at excessive oil temperature. Oil gasket wrongly installed. Gasket edge cut or scored. Contaminated oil.	Replace the gasket and matching surface if damaged. Use proper lubricant, fill up to right level and replace at recommended intervals.
Excessive wear of input flange spline.	Intense use. Pinion nut loose. Pinion axial backlash.	Replace the flange. Check that the pinion spline is not excessively worn out.

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7. SPECIAL TOOLS

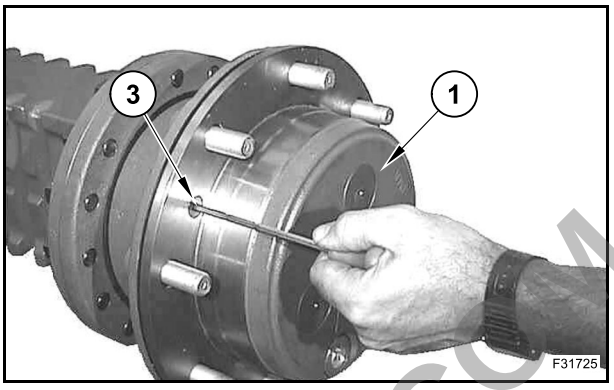
Drivers and buffers for the assembly of gaskets, bearings and bushings must be used with the interchangeable handle 380002211; its use is recommended together with a safety handle for hand protection.

P/N CNH	NAME	21E	121E	221E	321E
380000407	False differential box	•	•	•	•
380002212	Key - Pinion nut	•	•	•	•
380002214	False differential tool	•	•	•	•
380002219	False pinion	•	•	•	•
380002827	Key - Differential ring nut	•	•	•	•
380002828	Key - Pinion nut	•	•	•	•
380002830	Key - Pinion support	•	•	•	•
380002831	Driver - Axle beam bushing	•	/	/	/

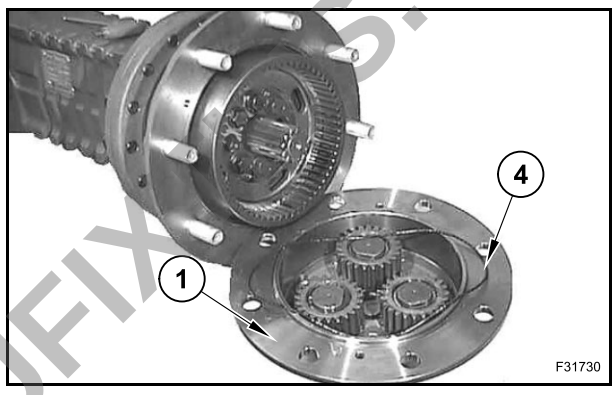
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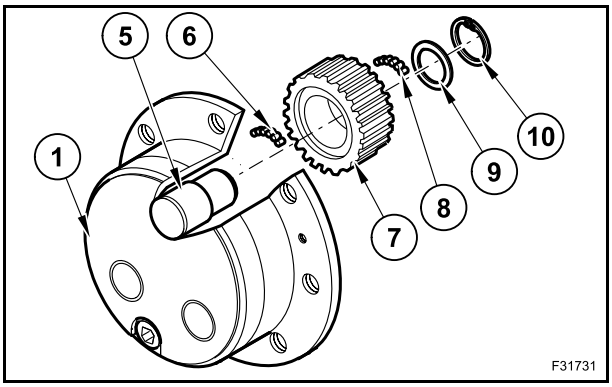
Unscrew and remove the screws (3) of the planetary carrier cover (1).



Remove the planetary carrier cover (1) and collect the relevant O-ring (4).
Position the planetary gear carrier (1) onto a workbench and check its wear conditions.



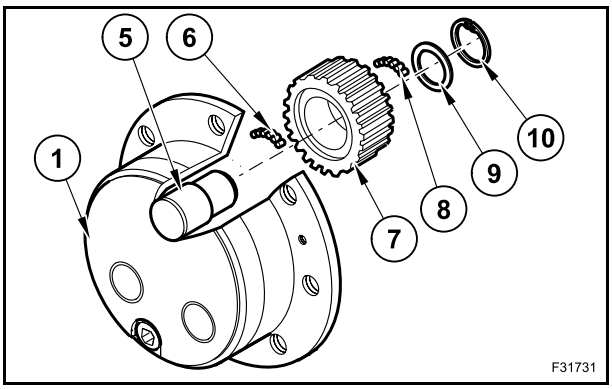
If necessary, replace the gears as follows:
- remove the elastic rings (10) from each pin (5);
- remove the washers (9);
- take out the gears (7) from the pins (5);
- collect the bearings (6) and (8) checking their condition.



ASSEMBLY

Collect all reduction gear parts: the planetary gear carrier (1), the elastic rings (10), the washers (9), the gears (7) and the relevant bearings (6) and (8).

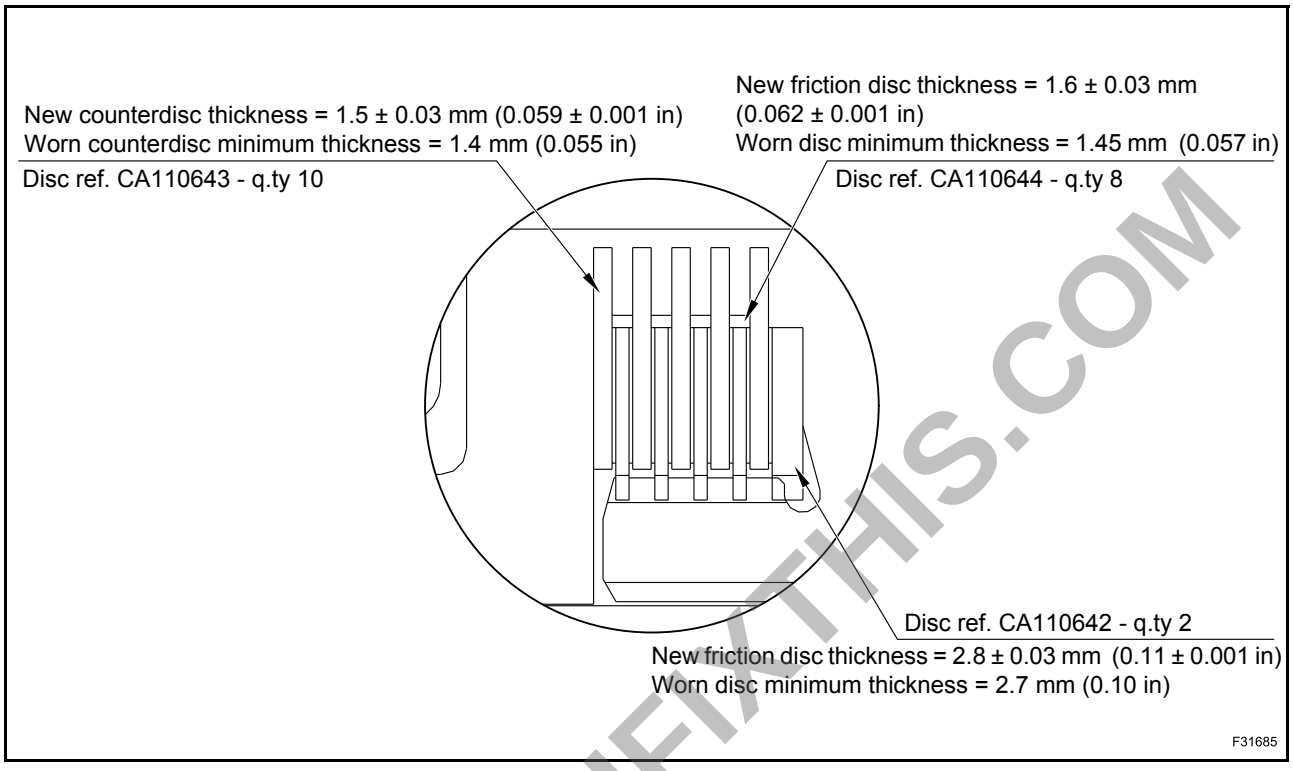
NOTE: with new gears, it is advisable to assemble new bearings.



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LIMITED SLIP DIFFERENTIAL DISCS THICKNESS



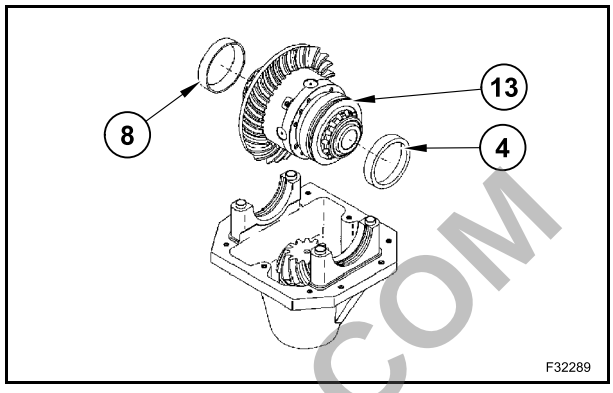
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ASSEMBLY

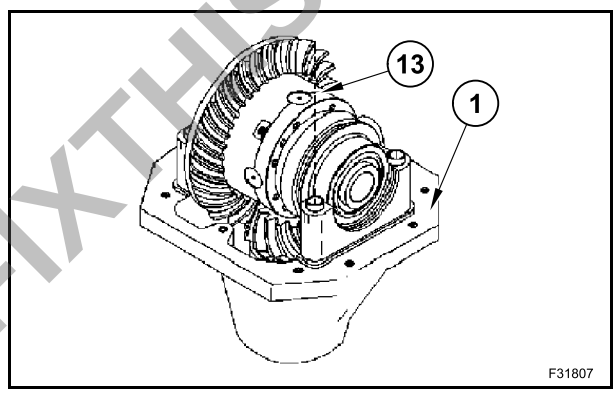
Assemble the bearings (4) and (8) on the differential assy (13).

⚠ WARNING
Do not invert the bearing cups if the bearings are replaced.

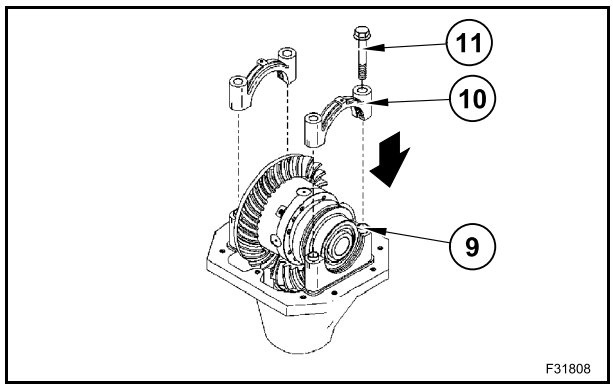


Assemble the differential assy complete with bearings (13) on the differential support (1).

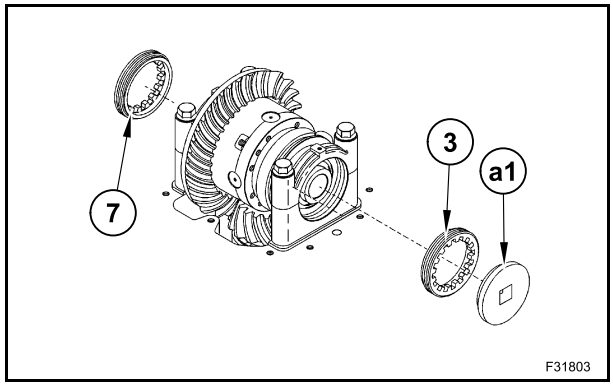
⚠ WARNING
Check the correct mounting side of the ring gear.



Move the differential assy so as to place the ring gear in contact with the pinion.
Check that all bushings (9) are in their relevant seats and position both half collars (10) by means of the previously traced reference marks.
Fasten both half collars (10) with the screws (11).



Assemble the adjusting ring nuts (3) and (7) to the differential support.
Tighten the ring nuts (3) and (7) with the wrench 380002827 (a1) until backlash is eliminated and slightly load the differential bearings.
Check that the differential bearings are well settled; if necessary, slightly hit them with a rubber hammer.



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2.3 ADJUSTMENTS

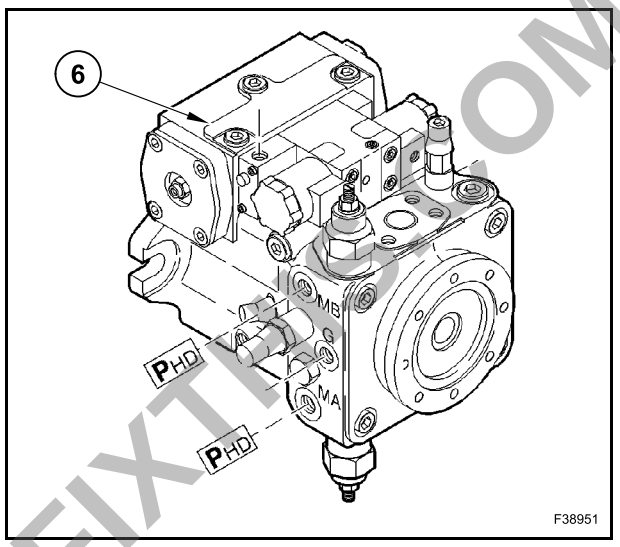
To carry out any check and adjustment work on transmission, the hydraulic oil temperature should be about 60 - 70 °C (140 - 158 °F).

MECHANICAL ZERO-SETTING

Usually the mechanical zero-setting is not performed automatically. Check and adjustment are then necessary only if:

- the pump is going to be disassembled and reassembled;
- the operator claims that, although he engages the travel lever to idle, the wheel loader moves in a certain direction. In this case, it is necessary to previously check the correct operation of the travel lever and of the electromagnetically activated switching valve (6).

To check the mechanical zero-setting, it is necessary to connect a pressure gauge (measuring range up to 600 bar) to both measuring points (P_{HD}) for high travel pressure.



⚠ WARNING

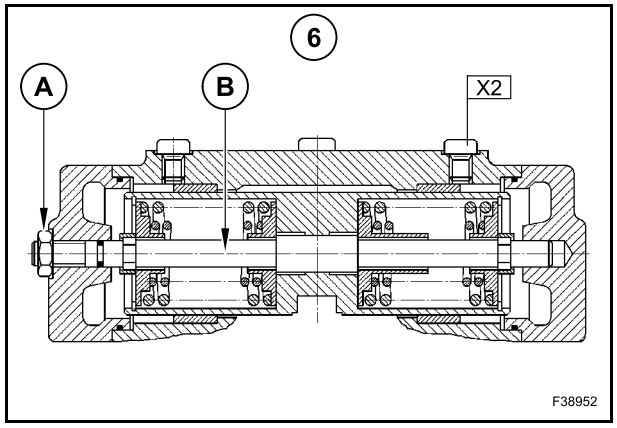
Now the machine has to be secured with proper means, so that it cannot move neither forward nor backward. The safety regulations have to be observed carefully.

By engine activation make sure that travel lever is set to idle.

Once the safety nut (A) is loose, using a 5 mm (0.196 in) Allen wrench, turn the centring rod (B) until the same pressure (in this case the supply pressure) is read on both measuring points (P_{HD}).

Once the adjustment has been performed, the centring rod (B) has to be secured with the safety nut (A).

The zero-setting is now adjusted.



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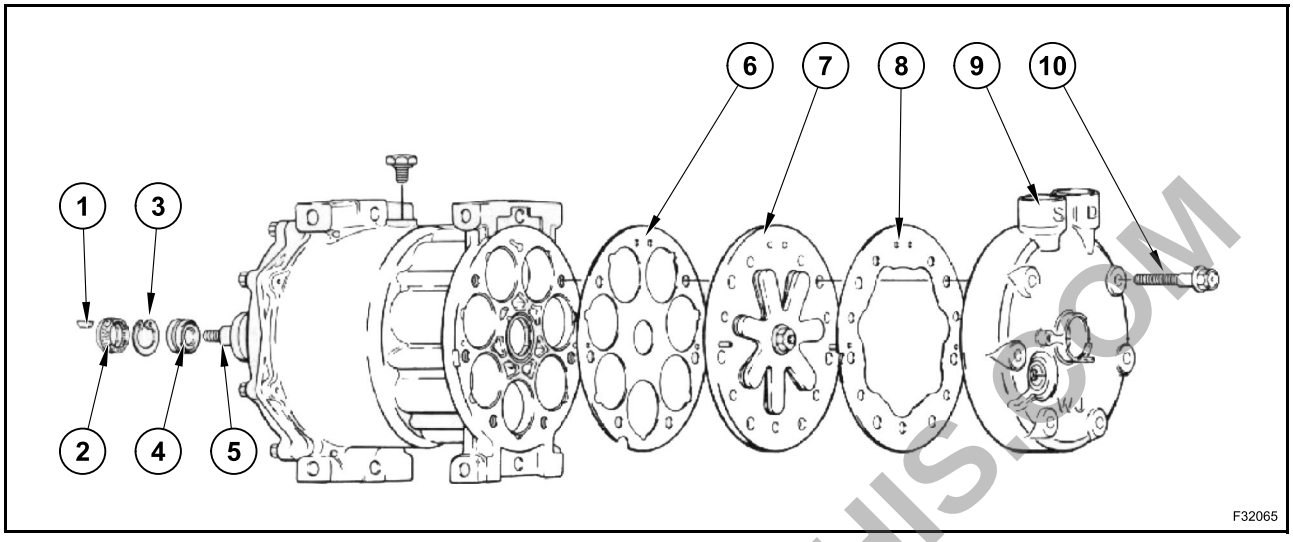
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FAULT	CAUSE	ACTION
Insufficient acceleration in both travelling directions.	Supply filter contaminated.	Clean or replace the filter, if necessary.
	Unsuitable oil.	Replace with correct oil.
	Oil temperature too high.	Check and try to lower the temperature.
	Friction loss in the axle traction.	Consult your Dealer.
	Operation faults in the pressure control circuit of travel pump.	Consult your Dealer.
	Operation faults in the high pressure circuit of transmission.	Consult your Dealer.
	Operation faults in the pressure feed circuit of travel pump.	Consult your Dealer.
Maximum travelling speed not reached.	Supply filter contaminated.	Clean or replace the filter, if necessary.
	Unsuitable oil.	Replace with correct oil.
	Oil temperature too high.	Check and try to lower the temperature.
	Friction loss in the axle traction.	Consult your Dealer.
	Operation faults in the pressure control circuit of travel pump.	Consult your Dealer.
	Operation faults in the high pressure circuit of transmission.	Consult your Dealer.
	Operation faults in the pressure feed circuit of travel pump.	Consult your Dealer.

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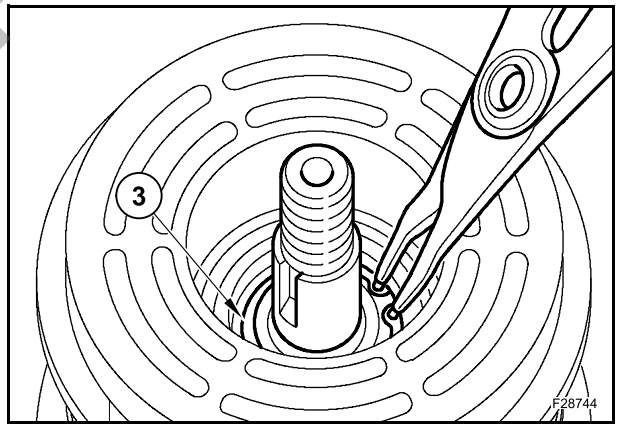
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Compressor disassembly

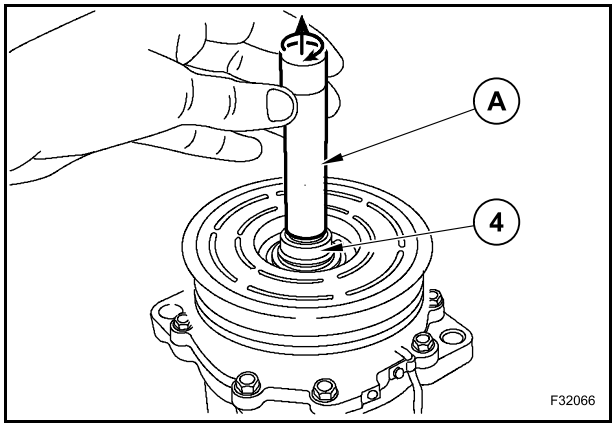


1. Key
2. Ring
3. Elastic ring
4. Seal ring
5. Shaft
6. Gasket
7. Plate
8. Gasket
9. Head
10. Screw

Remove the shaft key (1) and the ring (2).
Then remove the elastic ring (3).



Position the tool (A).
Rotate the tool to engage the slots in the ring. Remove the seal ring (4).



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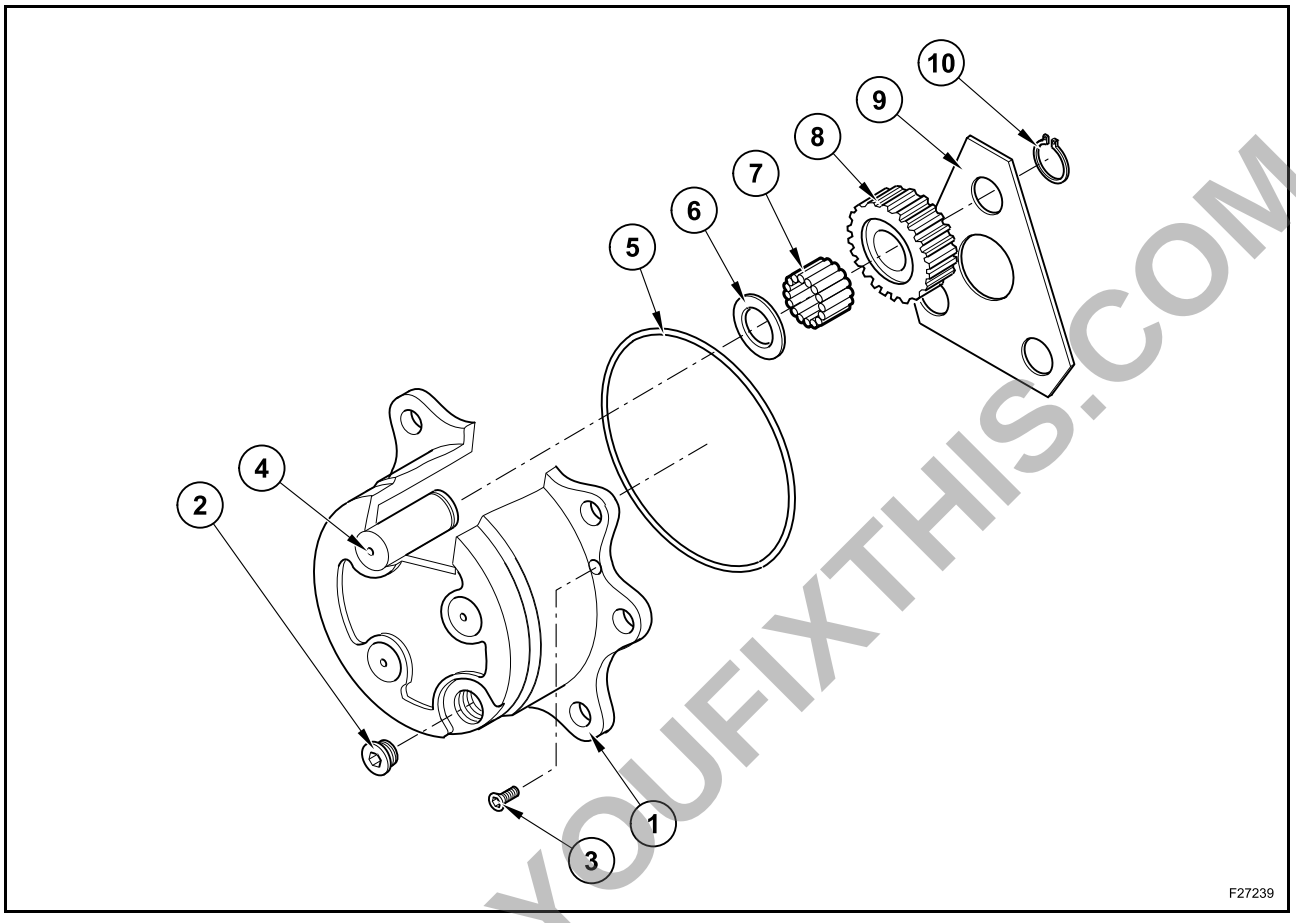
10. TROUBLESHOOTING

FAULT	CAUSE	ACTION
Lifting or dumping not functional.	Low oil level.	Top up with oil.
	Pump drive coupling defective.	Replace the coupler.
	Kinematics fault (working equipment components deformed).	Consult your Dealer.
	Defective kinematics in the control valve slide.	Consult your Dealer.
Control lever of bucket equipment does not hold locking in floating position.	Defective kinematics in the control valve section.	Consult your Dealer.
	Defect of control piston block in control valve section.	Consult your Dealer.
Dumping or lifting time too long.	Pressure setting too low.	Set the pressure.
	Engine rpm too low.	Raise engine speed.
	Pump delivery rate too low.	Consult your Dealer.
	Defective kinematics in the control valve section.	Consult your Dealer.
	Internal leaks in control valve section or in cylinders.	Find and eliminate the leak.
	Spool travel in the control valve section too short.	Consult your Dealer.
Lowering time too long.	Defective kinematics in the control valve section.	Consult your Dealer.
Lifting force insufficient.	Pressure setting too low.	Set the pressure.
	Internal leaks in control valve section or in cylinders.	Find and eliminate the leak.
Dumping force insufficient.	Pressure setting too low.	Set the pressure.
	Internal leaks in control valve section or in cylinders.	Find and eliminate the leak.

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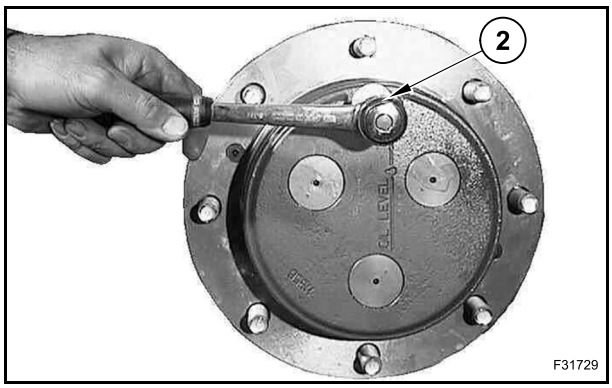
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5.3 REDUCTOR (21E)



DESMONTAJE

Destornillar y remover el tapón (2).
Drenar todo el aceite presente en el reductor.



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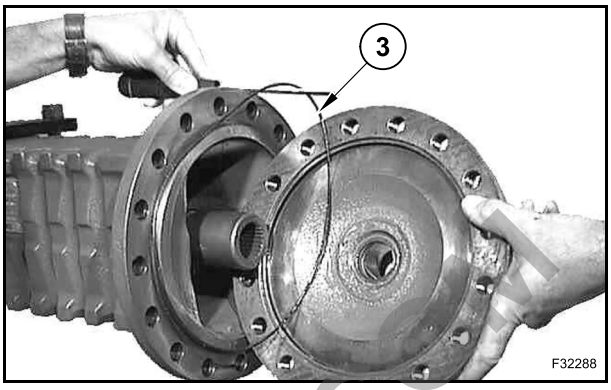
EJE TRASERO “HIGH SPEED” CA147187 (121E, 221E, 321E)

Modelo	28.20 - TB138.50
Tipo diferencial	deslizamiento limitado
Peso en seco	..... kg
Factor de reducción engranaje cónico	3,66 / 1
Reducción reductor	6,00 / 1
Reducción caja de transmisión 1° engranaje	2,75 / 1
Reducción total 1° engranaje	60,5 / 1
Reducción caja de transmisión 2° engranaje	1,163 / 1
Reducción total 2° engranaje	25,28 / 1
Sentido de rotación en entrada	hacia el sentido contrario de las agujas del reloj
Juego engranaje cónico	0,17 ÷ 0,24 mm
Precarga cojinetes del piñón (medida en D = 34,8 mm sin anillos de sellado)	P = 9,2 - 13,7 daN
Precarga total anillo dentado-piñón (medida en D = 34,8 mm sin anillos de sellado)	T = (P + 2,5) ÷ (P + 3,8) daN
Capacidad del aceite diferencial	8 litros
Capacidad del aceite para engranajes (en cada lado)	0,7 litros
Capacidad aceite caja de transmisión	0,75 litros

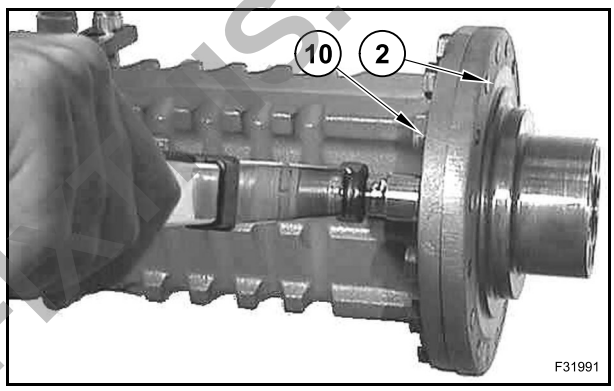
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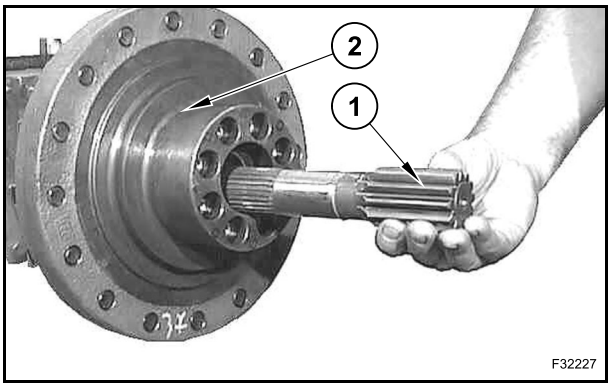
Antes de poner en contacto las superficies elaboradas asegurarse de que estén perfectamente limpia. Desengrasar y limpiar con detergentes apropiados. Instalar la junta tórica (3).



Montar el árbol de la rueda (2) y atornillarlo con los tornillos (10). Apretar los tornillos (10) según el par de torsión solicitado de 304 Nm.



Remover el semieje corto (1) del árbol de la rueda (2).



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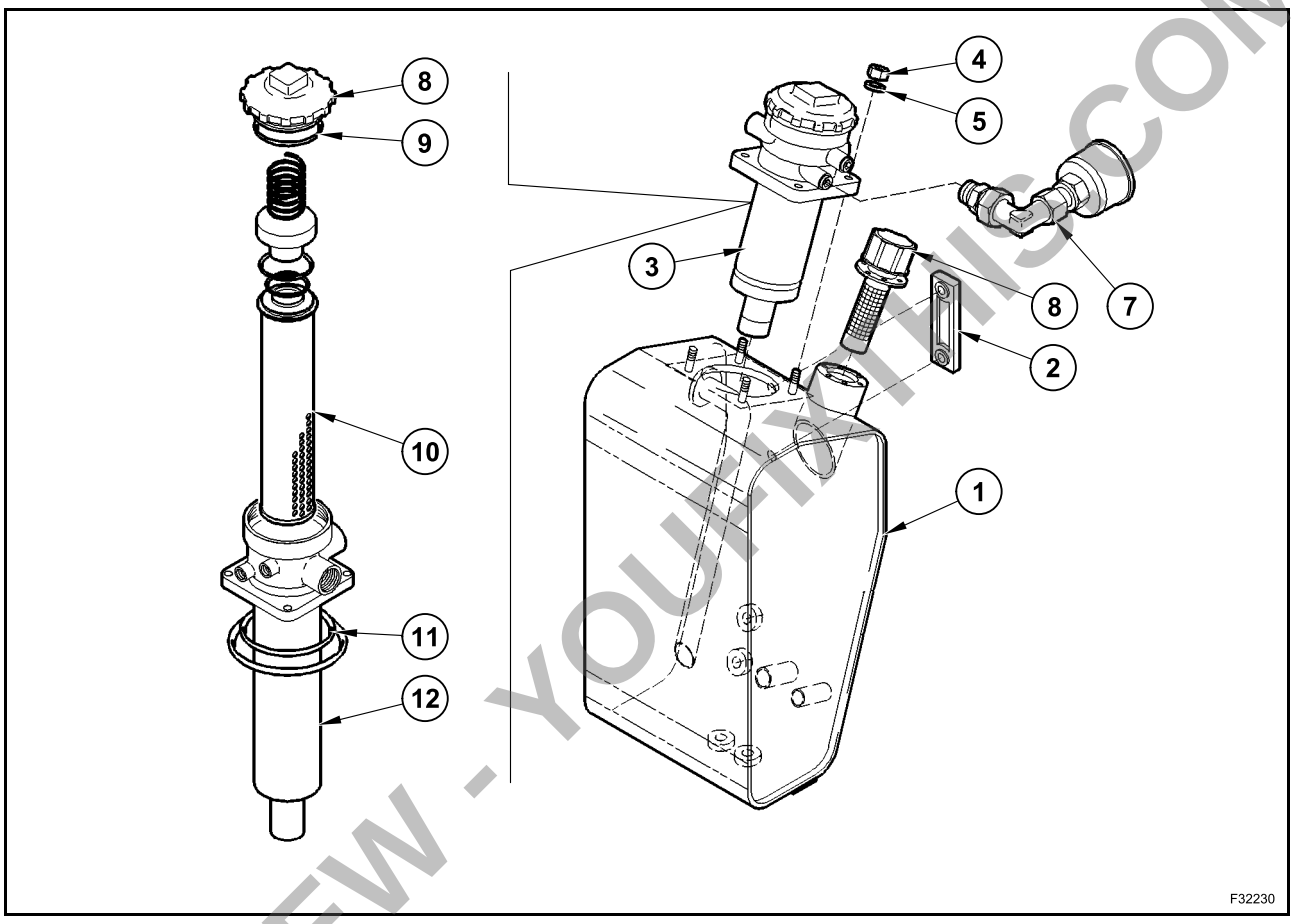
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1. Motor diésel
2. Bomba de caudal variable
3. Radiador
4. Bomba de engranajes
5. Válvula de prioridad
6. Eje delantero
7. Eje trasero
8. -
9. Válvula “High speed”
10. Válvula pedal del freno
11. Acumulador válvula pedal del freno
12. Presostato indicador del freno
13. Presostato “High speed”
14. Presostato de carga acumulador
15. Presostato alarma del freno
16. Presostato del sistema de dirección de emergencia
17. Servodirección
18. Cilindro de dirección
19. Motor de traslación
20. Tanque de aceite hidráulico
21. Filtro de regreso del aceite
22. Válvula
23. Válvula
24. Válvula de distribución unidireccional
25. Válvula de control equipo de trabajo
26. Cilindros acoplador rápido
27. Válvula cilindros acoplador rápido
28. Válvula de retención de la carga
29. Acumulador
30. Válvula de retorno a la excavación
31. Cilindro de descarga
32. Válvula de bloqueo
33. Cilindro elevador
34. Válvula de bloqueo
35. Cilindros 3ª función
36. Dirección de emergencia

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8. DEPÓSITO DE ACEITE HIDRÁULICO

		21E	121E	221E	321E
Capacidad del sistema	litros	56	67	67	74
Capacidad del depósito	litros	40	40	40	40

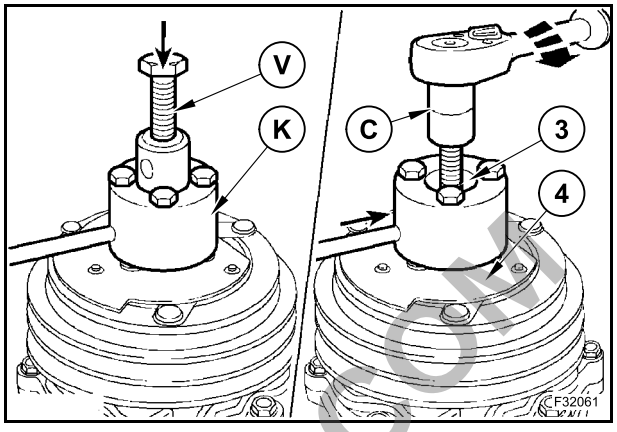


1. Tanque de aceite
2. Indicador de nivel
3. Filtro
4. Tuerca
5. Arandela
6. Filtro de ventilación
7. Manómetro
8. Tapa
9. Junta
10. Elemento filtrante
11. Junta tórica
12. Cabezal del filtro

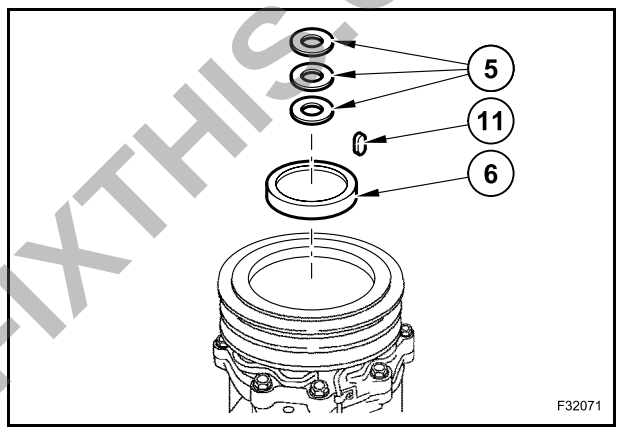
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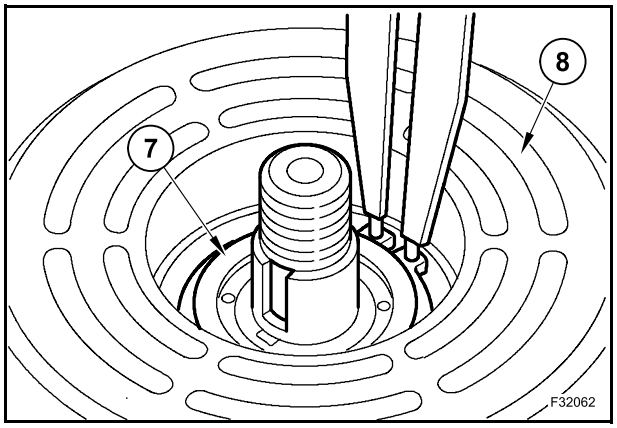
Con un útil (K) sujetar el disco del embrague y con la llave (C) remover la tuerca (3).
Situar el tornillo (V) en el útil (K) y, apretando el perno en la parte terminal del eje, la placa frontal viene removida del eje (4).



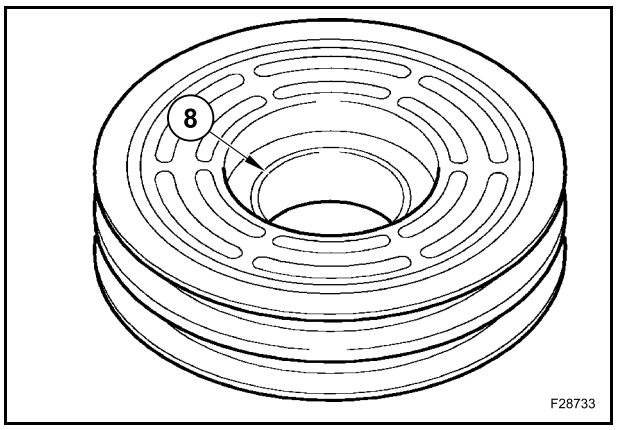
A tal punto remover las cuñas (5) eventualmente puestas en la chaveta del eje (11). Cuando las cuñas (5) se hallan debajo de la chaveta del eje (11), remover este elemento con la tapa (6) antes de remover las cuñas.
Remover la tapa (6) (cuando instalada). Procuren no deformar la tapa durante la remoción de la misma.
Remover la chaveta del eje dando un golpe ligero con un destornillador plano y un martillo. Remover las cuñas (5). Evitar que las cuñas permanezcan sobre el eje utilizando un útil puntiagudo y un pequeño destornillador.



Remover el anillo elástico (7) y extraer el conjunto polea (8) desde el compresor.



Inspeccionar el conjunto polea (8) para detectar posibles trazas de desgaste y reemplazar en caso necesario.



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