TORQUE SPECIFICATIONS - DECIMAL HARDWARE

Use the torques in this chart when special torques are not given. These torques apply to fasteners with both UNC and UNF threads as received from suppliers dry, or when lubricated with engine oil. Not applicable if special graphities, Molydisulfide greases, or other extreme pressure lubricants are used.

Grade 5 Bolts, Nuts, and Studs



Size	Pound-Inches	Newton metres
1/4 inch	108 to 132	12 to 15
5/16 inch	204 to 252	23 to 28
3/8 inch	420 to 504	48 to 57
Size	Pound-Feet	Newton metres
7/16 inch	54 to 64	73 to 87
1/2 inch	80 to 96	109 to 130
9/16 inch	110 to 132	149 to 179
5/8 inch	150 to 180	203 to 244
3/4 inch	270 to 324	366 to 439
7/8 inch	400 to 480	542 to 651
1.0 inch	580 to 696	787 to 944
1-1/8 inch	800 to 880	1085 to 1193
1-1/4 inch	1120 to 1240	1519 to 1681
1-3/8 inch	1460 to 1680	1980 to 2278
1-1/2 inch	1940 to 2200	2631 to 2983

Grade 8 Bolts, Nuts, and Studs



Size	Pound-Inches	Newton metres
1/4 inch	144 to 180	16 to 20
5/16 inch	288 to 348	33 to 39
3/8 inch	540 to 648	61 to 73
Size	Pound-Feet	Newton metres
7/16 inch	70 to 84	95 to 114
1/2 inch	110 to 132	149 to 179
9/16 inch	160 to 192	217 to 260
5/8 inch	220 to 264	298 to 358
3/4 inch	380 to 456	515 to 618
7/8 inch	600 to 720	814 to 976
1.0 inch	900 to 1080	1220 to 1465
1-1/8 inch	1280 to 1440	1736 to 1953
1-1/4 inch	1820 to 2000	2468 to 2712
1-3/8 inch	2380 to 2720	3227 to 3688
1-1/2 inch	3160 to 3560	4285 to 4827

NOTE: *Use thick nuts with Grade 8 bolts.*

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RADIATOR

Removal

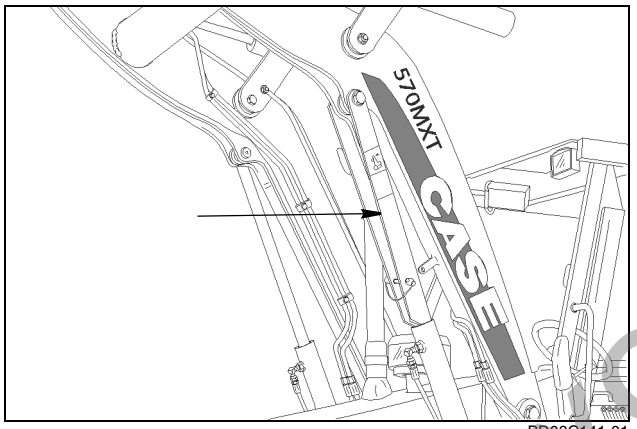
Put identification tags on all disconnected hoses and wires. Close disconnected hoses and fittings with caps and plugs.

STEP 1

Park machine on a level surface and apply parking brake.

IMPORTANT: *If machine is equipped with quick-attached components, disconnect them from machine prior to proceeding.*

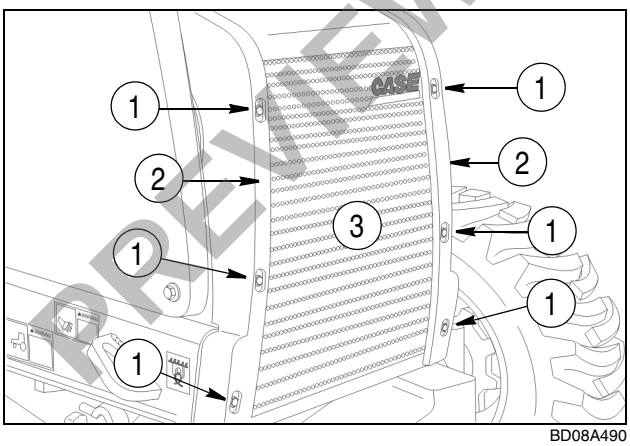
STEP 2



BD08C141-01

Raise the loader and lock the support strut to hold the loader. Stop the engine.

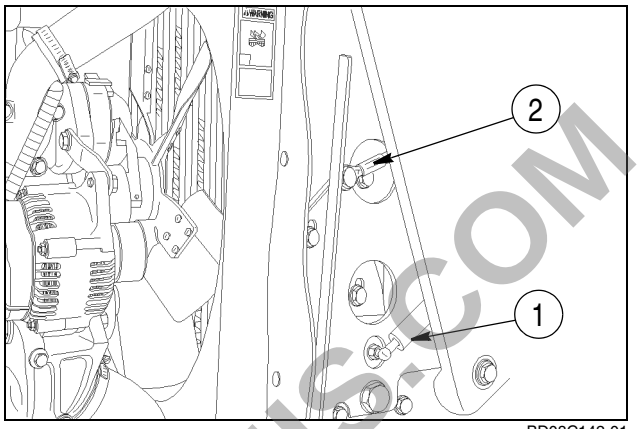
IMPORTANT: *If the machine is equipped with a rear attachment lower it to the ground.*



BD08A490

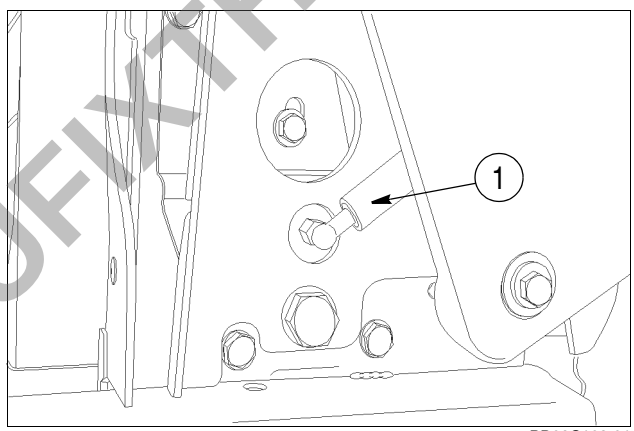
Remove the bolts (1), bumpers (2), and the grille (3) from the front of the machine.

STEP 3



BD08C142-01

RIGHT SIDE OF HOOD



BD08C163-01

LEFT SIDE OF HOOD

Do the following procedure to remove the hood.

A. Remove the retainers from the hood struts (1) and disconnect the hood struts from the stud one each side of hood. Remove the strut stud.

B. Disconnect the hood cable (2) from the radiator wrapper (one located on right side).

C. Carefully lower the hood back to the closed position.

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TROUBLESHOOTING

Use a multimeter for the following tests.

1 – Battery

NOTE: *The battery must be at full charge and all connections clean and tight before any testing of the electrical system.*

2 – Alternator

The alternator is located on the front right-hand side of the engine.

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 1A to ground	12 volts	Check wire 1A between the starter terminal and the alternator.
NOTE: *Turn the key switch to ON.*		
Terminal for wire 34 to ground	Approximately 10 volts	Check the wire between the alternator and the instrument cluster (16). Check the instrument cluster (16).
NOTE: *Make sure all electrical switches except the key switch are in the OFF position. Have another person start and run the engine at low idle.*		
Check for voltage at terminal for wire 1A.	Approximately 14 volts	Bad alternator. See Section 4007 of the Service Manual and repair the alternator.
NOTE: *Turn the work lamp switch to the ON position. (Continue to run the engine at low idle.)*		
Check for voltage at terminal for wire 1A.	More than 13 volts	Bad alternator. See Section 4007 of the Service Manual and repair the alternator.

3 – Power Relay #1

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 1E to ground	12 volts	Check the wire between power relay #1 and the battery (1).
Terminal for wire 10 to ground	Continuity	Bad ground circuit.
NOTE: *Turn the key switch to the ON position.*		
Terminal for wire 4 to ground	12 volts	Check the circuit between power relay #1 and the key switch (9). Check the key switch (9).
Terminal for wire 12A to ground	12 volts	Bad power relay #1.

4 – Power Relay #2

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 1K to ground	12 volts	Check the wire between power relay #2 and the battery (1).
Terminal for wire 10 to ground	Continuity	Bad ground circuit.
NOTE: *Turn the key switch to the ON position.*		
Terminal for wire 4 to ground	12 volts	Check the circuit between power relay #1 and the key switch (9). Check the key switch (9).
Terminal for wire 12B to ground	12 volts	Bad power relay #2.

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85 – Right Ride Control Solenoid (Accumulator)

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 10 to ground	Continuity	Bad ground circuit.
NOTE: *Turn the key switch to ON. Put the ride control engage switch in the ON position.*		
Terminal for wire 401 to ground	12 volts	Check the circuit between the right ride control solenoid and the ride control engage switch (84). Also check the ride control engage switch (84).
NOTE: *If the readings are correct, see Section 8002 and check the system for the right ride control solenoid.*		

86 – Left Ride Control Solenoid (Tank)

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire10 to ground	Continuity	Bad ground circuit.
NOTE: *Turn the key switch to ON. Put the ride control engage switch in the ON position.*		
Terminal for wire 401 to ground	12 volts	Check the circuit between the right ride control solenoid and the ride control engage switch (84). Also check the ride control engage switch (84).
NOTE: *If the readings are correct, see Section 8002 and check the system for the left ride control solenoid.*		

87 – Loader Quick Coupler Disengage Switch

The loader quick coupler disengage switch.

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Turn the key switch to ON.*		
Terminal for wire 57 to ground	12 volts	Check the circuit between the loader quick coupler disengage switch and power relay #2 (5). Also check the 15 ampere fuse in the fuse block (15) and power relay #2 (5).
NOTE: *Put the front quick coupler disengage switch in the DISCONNECT position.*		
Terminal for wire 501 to ground	12 volt	Bad loader quick coupler disengage switch
NOTE: *Put the front quick coupler disengage switch in the CONNECT position.*		
Terminal for wire 502 to ground	12 volt	Bad loader quick coupler disengage switch

88 – Loader Quick Coupler Solenoid (Upper)

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 10 to ground	Continuity	Bad ground circuit.
NOTE: *Turn the key switch to ON. Put the front quick coupler disengage switch in the ON position.*		
Terminal for wire 501 to ground	12 volts	Check the circuit between the right ride control solenoid and the loader quick coupler disengage switch (87). Also check the loader quick coupler disengage switch (87).
NOTE: *If the readings are correct, see Section 8002 and check the system for the left ride control solenoid.*		

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89 – Loader Quick Coupler Solenoid (Lower)

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 10 to ground	Continuity	Bad ground circuit.
NOTE: *Turn the key switch to ON. Put the front quick coupler disengage switch in the ON position.*		
Terminal for wire 501 to ground	12 volts	Check the circuit between the right ride control solenoid and the loader quick coupler switch (87). Also check the loader quick coupler switch (87).
NOTE: *If the readings are correct, see Section 8002 and check the system for the lower ride control solenoid.*		

90 – Loader Lever Differential Lock Engage Switch

Located on the loader lever.

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 10 to ground	Continuity	Bad ground circuit.
NOTE: *Disconnect the wires from the loader lever differential lock engage switch. Make sure the loader lever differential lock engage switch is in the DISENGAGED position.*		
Between the terminals of the loader lever differential lock engage switch	Open	Bad loader lever differential lock engage switch.
NOTE: *Have another person hold the loader lever differential lock engage switch in the ENGAGED position*		
Between the terminals of the loader lever differential lock engage switch.	Continuity	Bad loader lever differential lock engage switch.

91 – Side Console Differential Lock Engage Switch

Located in the side console.

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Disconnect the wires from the side console differential lock engage switch. Make sure the side console differential lock engage switch is in the DISENGAGED position.*		
Between the terminals of the side console differential lock engage switch	Open	Bad side console differential lock engage switch.
NOTE: *Put the side console differential lock engage switch in the ENGAGED position*		
Between the terminals of the side console differential lock engage switch.	Continuity	Bad side console differential lock engage switch.

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570MXT SERIES 3 TIER 3 LOADER LANDSCAPER
Repair Manual
Bur 87728463

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Fluid and Lubricants	1002
Metric Conversion Chart	1003

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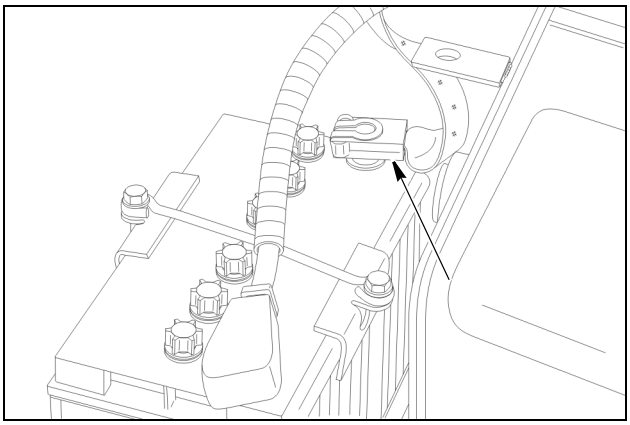
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STEP 7

Remove the battery cover.

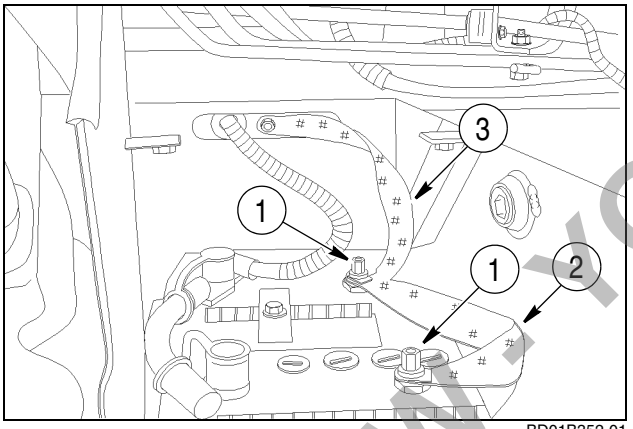
STEP 8



BD08C077-01

If the machine has only one battery, disconnect the negative ground strap from the battery.

STEP 9



BD01B352-01

If the machine has two batteries:

A. Remove the terminal nuts (1), and jumper cable (2), from the battery.

B. Remove the negative ground strap (3), from the battery and move the negative ground strap away from the battery.

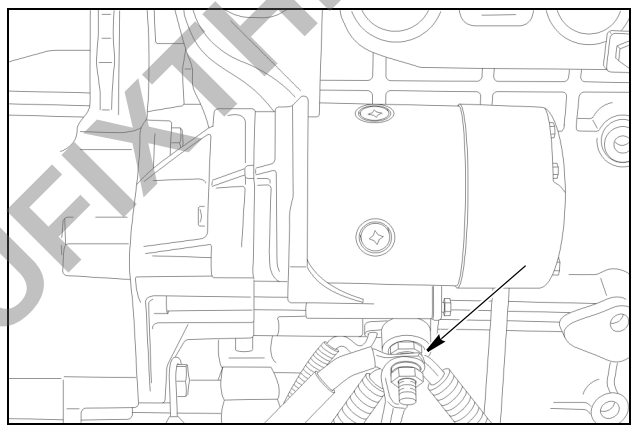
STEP 10



BD08C264-01

Open the hood to gain access to the starter.

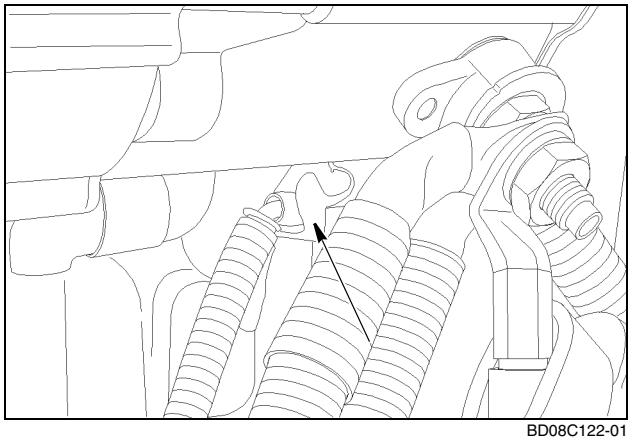
STEP 11



BD08C081-01

Tag and disconnect the wires and cables from the terminals on the starter.

STEP 12



BD08C122-01

If the starter is being replaced, remove starter wire from the housing terminal.

NOTE: *Starter wire is coated with RTV silicone sealant.*

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75 – Three Point Hitch Mode Control Switch (If Equipped)

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Put the key switch in the ON position. Make sure the three point hitch mode control switch is in the FLOAT UP position.*		
Terminal for wire 57 to ground	12 volts	Check the circuit between the three point hitch mode control switch and power relay #2 (5). Also check the 10 ampere fuse in the fuse block (15) and power relay #2 (5).
Terminal for wire 601 to ground	0 volts	Bad three point hitch mode control switch.
Terminal for wire 602 to ground	0 volts	Bad three point hitch mode control switch.
Terminal for wire 603 to ground	0 volts	Bad three point hitch mode control switch.
NOTE: *Put the three point hitch mode control switch in the NORMAL position.*		
Terminal for wire 601 to ground	12 volts	Bad three point hitch mode control switch.
NOTE: *Put the three point hitch mode control switch in the LASER position.*		
Terminal for wire 602 to ground	12 volts	Bad three point hitch mode control switch.
Terminal for wire 603 to ground	12 volts	Bad three point hitch mode control switch.

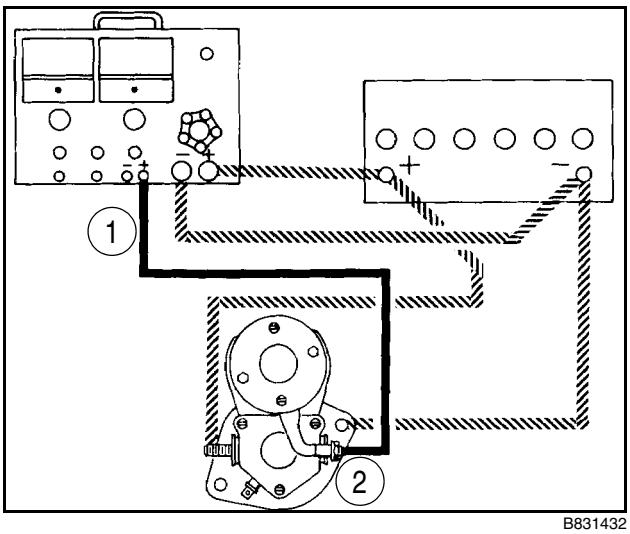
76 – Three Point Hitch Control Valve Switch (If Equipped)

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Turn the key switch to ON. Make sure the three point hitch mode control switch is in the FLOAT UP position.*		
Terminal for wire 601 to ground	0 volts	Check the circuit between the three point hitch control valve switch and the three point hitch mode control switch (75). Also check the three point hitch mode control switch (75).
Terminal for wire 602 to ground	0 volts	Check the circuit between the three point hitch control valve switch and the three point hitch mode control switch (75). Also check the three point hitch mode control switch (75).
NOTE: *Put the three point hitch mode control switch in the NORMAL position.*		
Terminal for wire 601 to ground	12 volts	Check the circuit between the three point hitch control valve switch and the three point hitch mode control switch (75). Also check the three point hitch mode control switch (75).
Terminal for wire 602 to ground	0 volts	Bad three point hitch control valve switch.
NOTE: *With the three point hitch mode control switch in the NORMAL position move the three point hitch valve lift control lever to the FLOAT position.*		
Terminal for wire 602 to ground	12 volts	Bad three point hitch control valve switch.
NOTE: *Put the three point hitch mode control switch in the LASER position.*		
Terminal for wire 601 to ground	0 volts	Check the circuit between the three point hitch control valve switch and the three point hitch mode control switch (75). Also check the three point hitch mode control switch (75).
Terminal for wire 602 to ground	12 volts	Check the circuit between the three point hitch control valve switch and the three point hitch mode control switch (75). Also check the three point hitch mode control switch (75).

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STEP 5

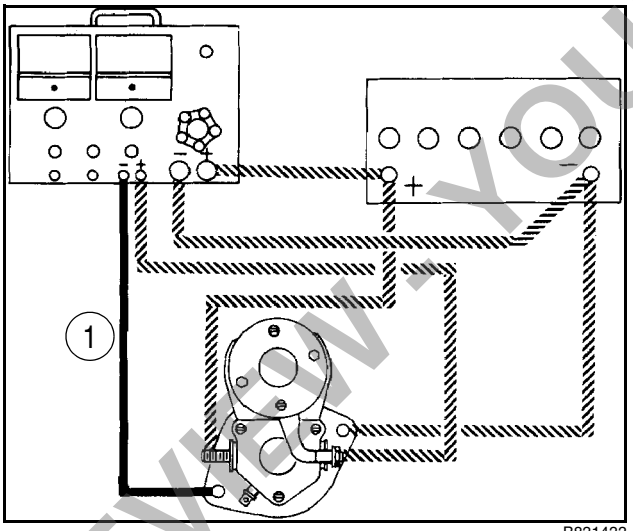


B831432

1. RED VOLTMETER LEAD
2. MOTOR TERMINAL

Connect the red voltmeter lead to the motor terminal on the starter solenoid.

STEP 6

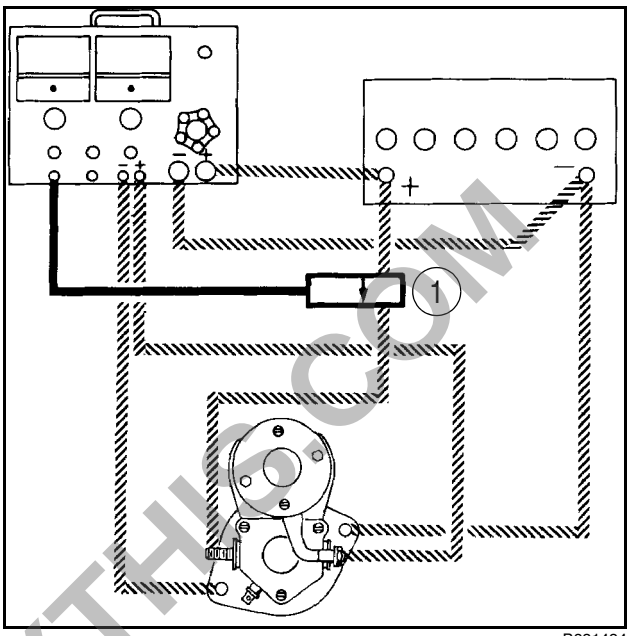


B831433

1. BLACK VOLTMETER LEAD

Connect the black voltmeter lead the mounting flange on the starter.

STEP 7

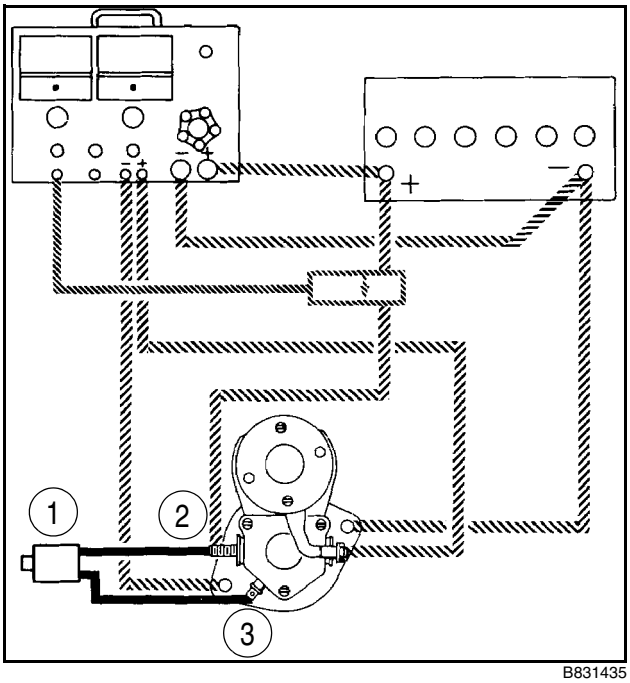


B831434

1. AMMETER CLAMP

Fasten the ammeter clamp around the positive battery cable so that the tip of the arrow is toward the starter.

STEP 8



B831435

1. REMOTE STARTER BUTTON
2. BATTERY TERMINAL
3. SWITCH TERMINAL

Connect the leads from the remote starter button to the Battery and Switch terminals.

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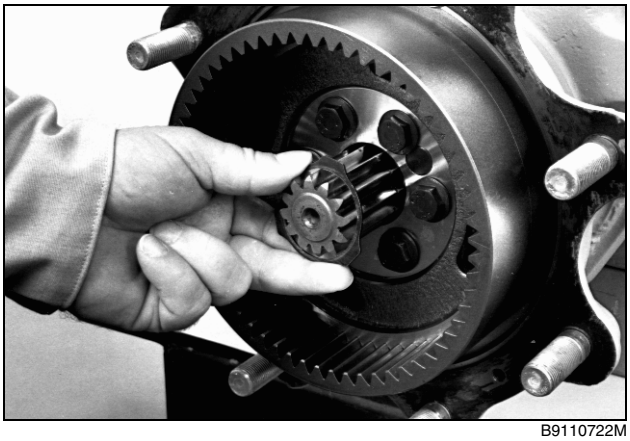
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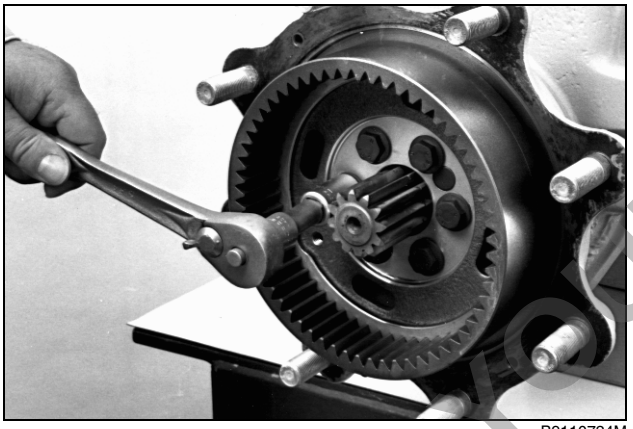
STEP 8



B9110722M

Remove the thrust plate with the external tabs.

STEP 9



B9110724M

Remove the bolts for the hub.

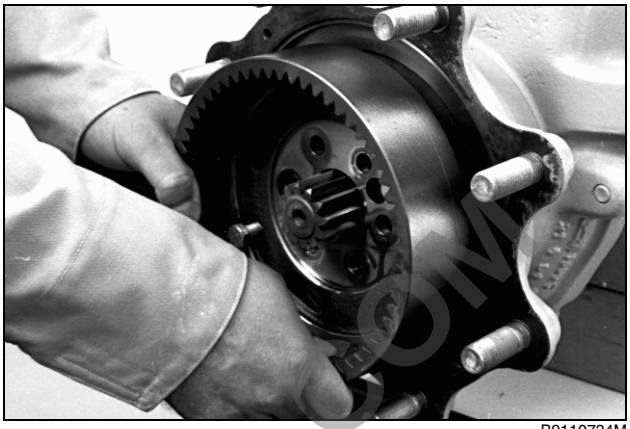
STEP 10



B7110732M

Install two 10 MM. bolts in the two threaded holes in the hub. Tighten the two bolts evenly until the ring gear is free of the swivel housing.

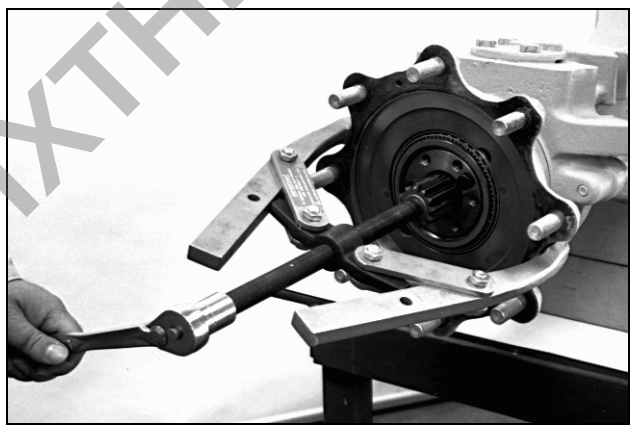
STEP 11



B9110734M

Remove the ring gear.

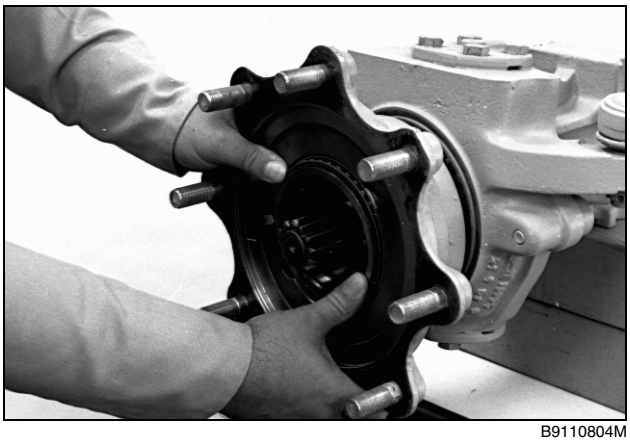
STEP 12



B9110802M

Use an acceptable puller to remove the outer wheel bearing from the swivel housing.

STEP 13



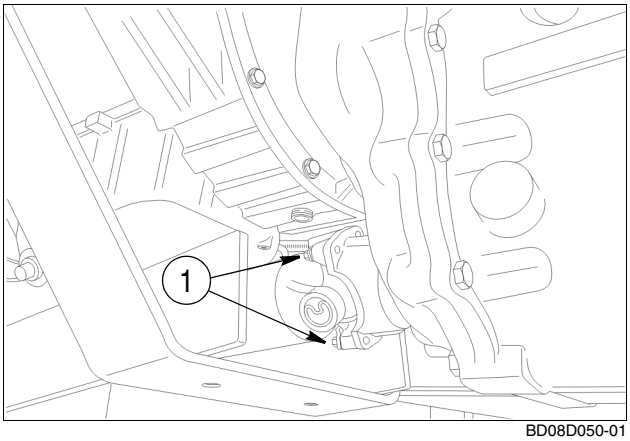
B9110804M

Remove the planetary housing and the wheel bearing.

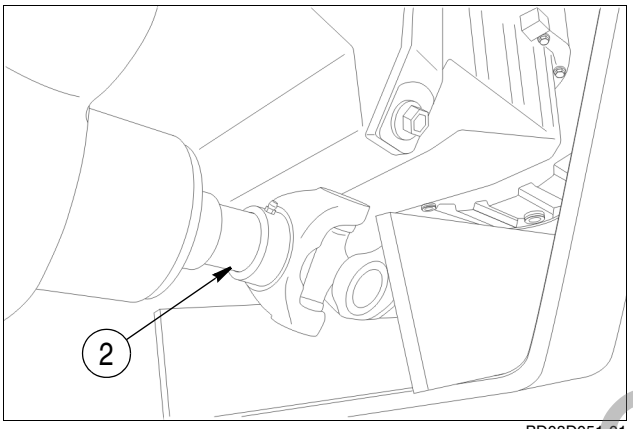
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STEP 14



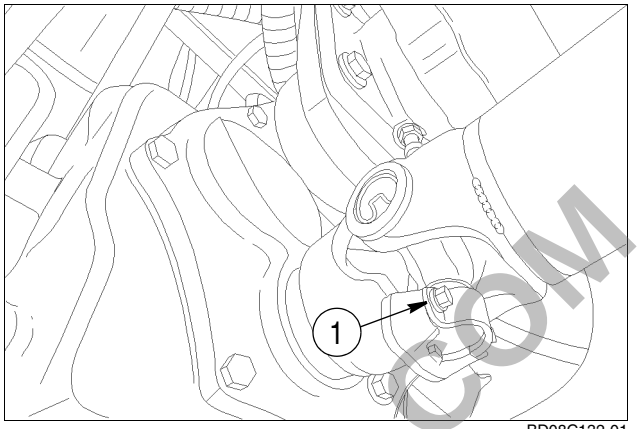
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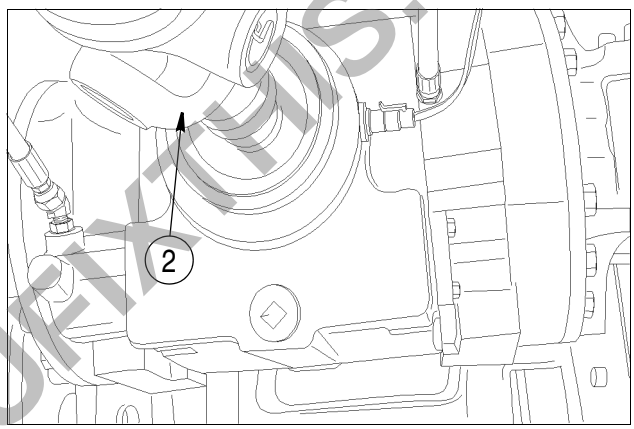
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Remove the retainer and bolts (1) that fasten the front drive shaft to the transmission output shaft yoke. Remove the front drive shaft from the splined pinion shaft on the front axle (2).

STEP 15



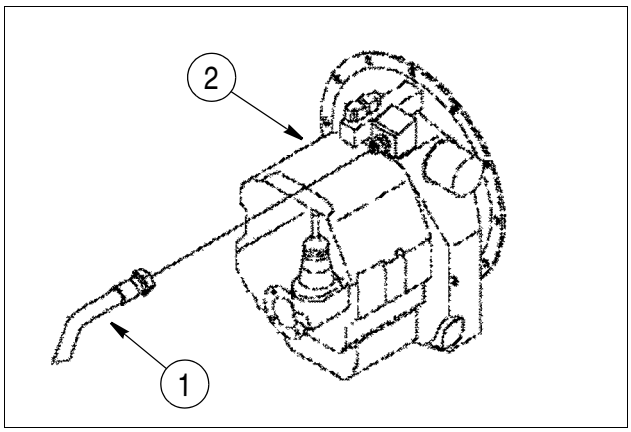
BD08C132-01



BD08C152-01

Remove the retainer (1) and bolts that fasten the rear drive shaft to the transmission output shaft yoke. Remove the rear drive shaft from the splined pinion shaft on the rear axle.

STEP 16



GS98D601

1. DIFFERENTIAL LOCK HYDRAULIC HOSE
2. FITTING

Remove the differential lock hydraulic hose (1) from the fitting (2) located on top of the transmission.

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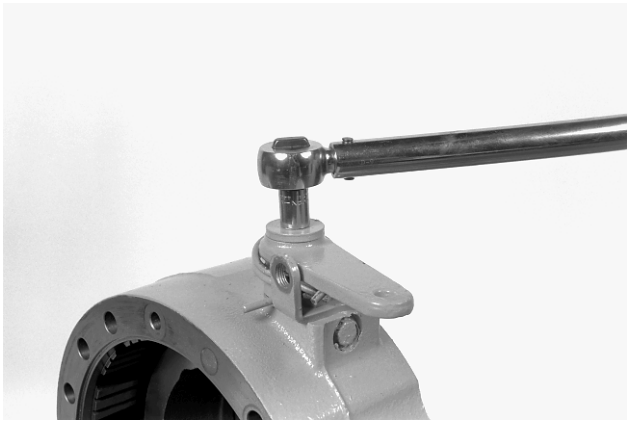
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STEP 120

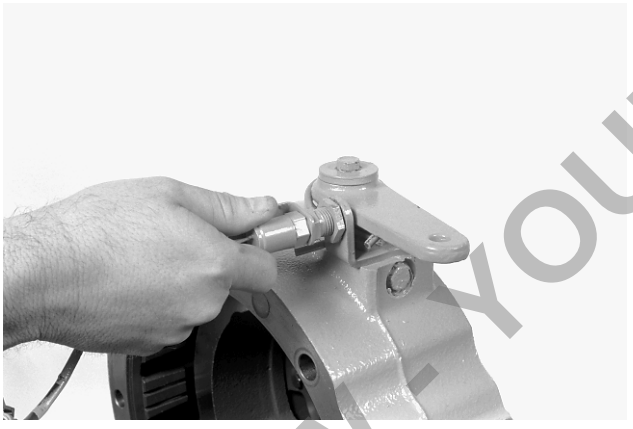


BK00C471

Install the washer and bolt. Tighten the bolt to a torque of 35 Nm (204 pound-inches).

NOTE: *Parking brake adjustment will be made after axle is assembled. Refer to page 76 in this section.*

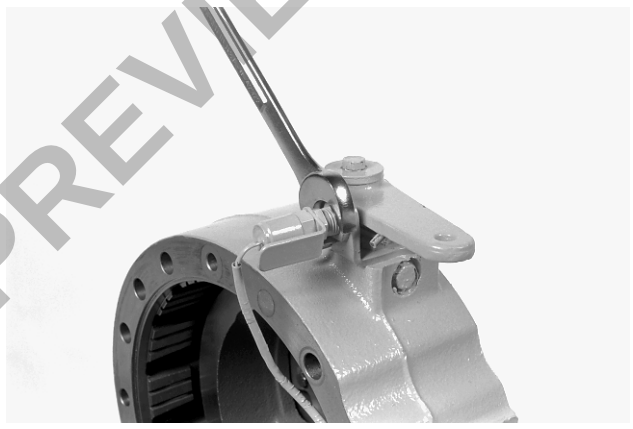
STEP 121



BK00C469

Install the brake light switch into the stop bracket.

STEP 122



BK00C468

Tighten the jam nut on the brake light switch to hold the switch in place.

Differential Lock Housing

STEP 123



BK98C113

Install new O-rings on the piston. Lubricate the O-rings with clean MS 1209.

STEP 124

Lubricate the bore in the cover for the piston with clean MS 1209. Install the piston in the cover for the differential lock.

STEP 125

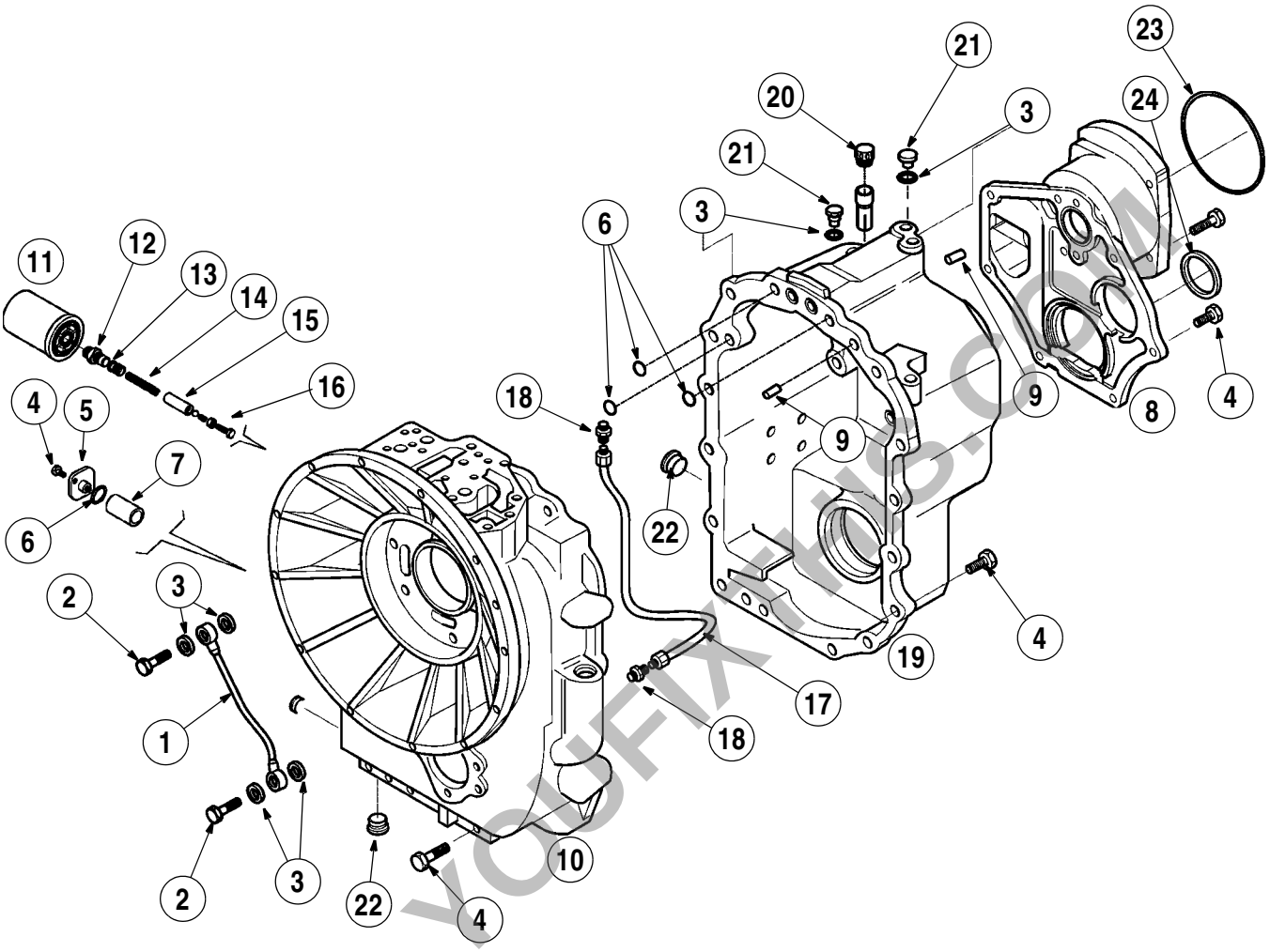


BK98C112

Install a new O-ring on the cover for the differential lock.

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BC04B061

1. TUBE
2. HOLLOW BOLT
3. COPPER WASHER
4. BOLT
5. COVER
6. O-RING
7. OIL SCREEN
8. REAR COVER
9. DOWEL PIN
10. FRONT HOUSING
11. OIL FILTER
12. FITTING
13. SPOOL
14. SPRING
15. VALVE GUIDE
16. FOUR-WHEEL DRIVE PRIORITY VALVE
17. FOUR-DRIVE CLUTCH TUBE
18. FITTING
19. REAR HOUSING
20. BREATHER
21. TEST PORT PLUG
22. DRAIN PLUG
23. O-RING
24. SEAL

FOUR-WHEEL DRIVE TRANSMISSION

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STEP 273



BP95F173

Install the 3 sets of hub springs, hub pins, and spring plates into the synchronizer hub. Use a punch or screwdriver to push the spring plates as the synchronizer hub is installed into the sleeve. Be sure that the spring plates are aligned with the grooves in the sleeve.

STEP 274



BK00C535

Install the friction ring on each side the synchronizer assembly.

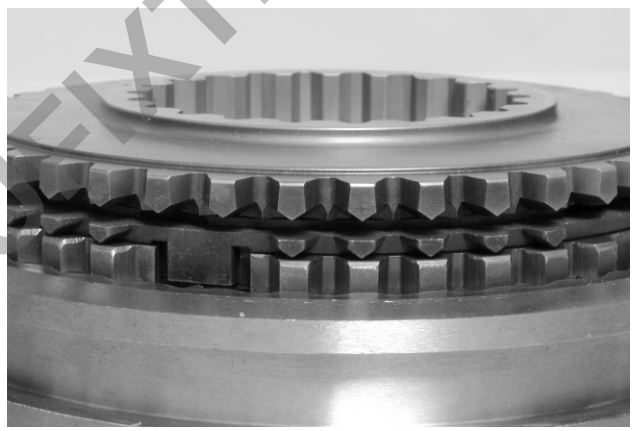
STEP 275



BK00C534

Use clean transmission oil to lubricate and install the clutch ring on each side of the synchronizer assembly.

STEP 276



BD01C003

Install the top synchronizer ring on the synchronizer assembly. Make sure that the teeth on the top synchronizer ring are aligned with the teeth on the inside of the sleeve. Push the sleeve up until the sleeve engages the teeth on the top synchronizer ring. To do this, you must use enough force to overcome the strength of the detent springs and balls. When the synchronizer ring and the sleeve are completely engaged, the detent must hold the sleeve in this position. Push the sleeve back down to the neutral position, turn the synchronizer assembly over, and repeat the procedure with the bottom synchronizer ring. If the sleeve does not engage the teeth smoothly or does not stay in position when moved to any of the three positions, the synchronizer assembly has damaged parts or was not assembled correctly. Disassemble the synchronizer assembly to find the problem.

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NOTE: *In steps 461 through 463, the photos show the upper detent parts already installed. It is necessary for you to install both the upper and lower detent parts according to the instructions in the procedure.* ***Make sure that you start with both shift rods in the NEUTRAL position****.*

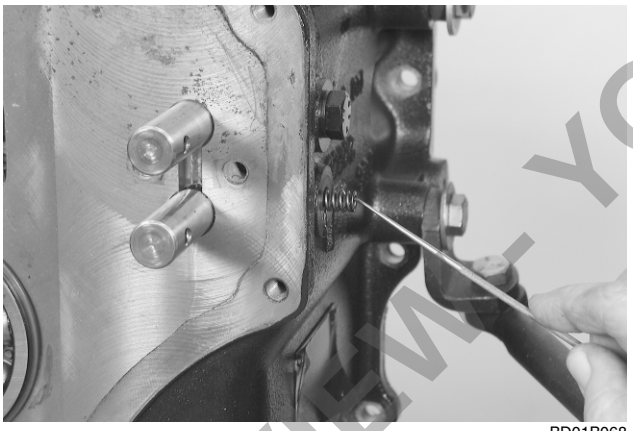
STEP 468



BP95G005

Install the lower detent ball.

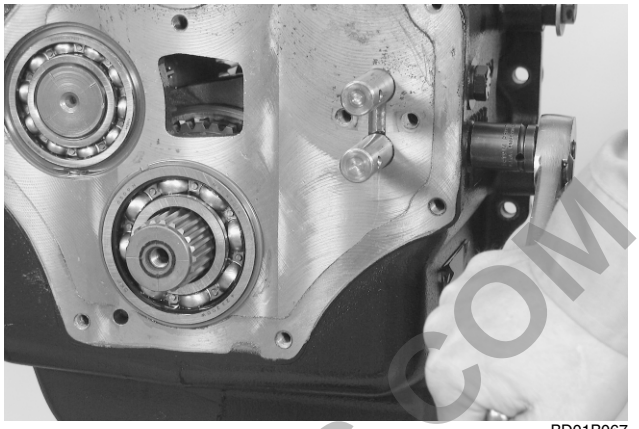
STEP 469



BD01B068

Install the lower detent spring.

STEP 470



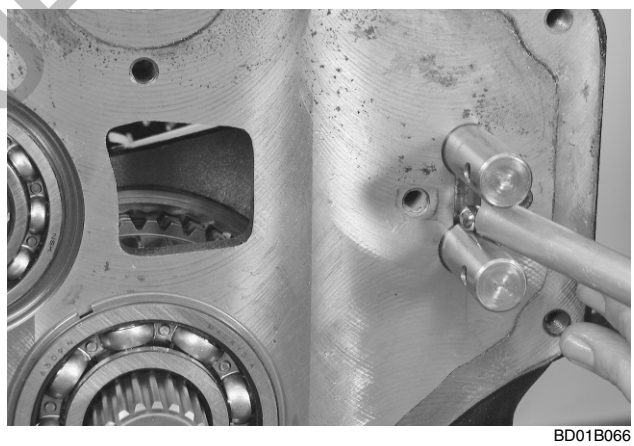
BD01B067

Install the copper washer on the detent plug. Install the lower detent plug. Tighten the lower detent plug to a torque of 80 Nm (59 pound-feet).

STEP 471

Repeat steps 461 through 463 to install the upper detent ball, spring, copper washer, and plug.

STEP 472



BD01B066

Install the two detent balls in the groove between the two shift rods.

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LOADER CONTROL VALVE

Removal

NOTE: *Put identification tags on all disconnected hoses and wires. Close disconnected hoses and fittings with caps and plugs.*

STEP 1

Park the machine on a level surface and apply the parking brake.

STEP 2

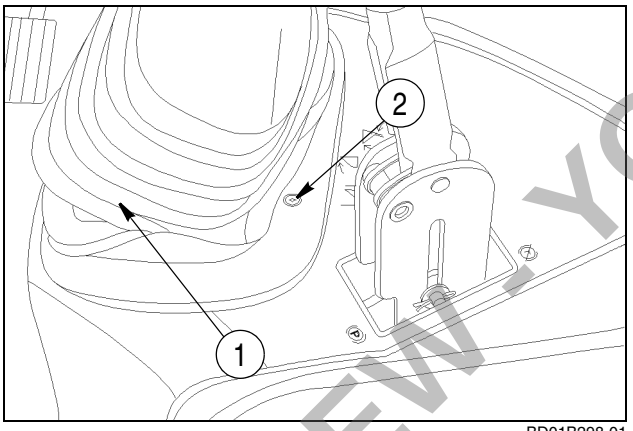
Lower the loader bucket to the floor and stop the engine.

IMPORTANT: *If machine is equipped with a rear attachment, lower attachment to the floor.*

STEP 3

Move the control levers in all directions to release the pressure from the hydraulic circuits.

STEP 4

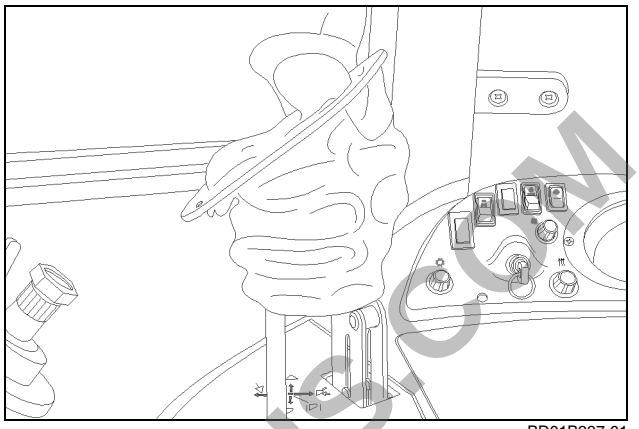


BD01B298-01

1. BOOT
2. RETAINING SCREW

Remove the boot retaining screw.

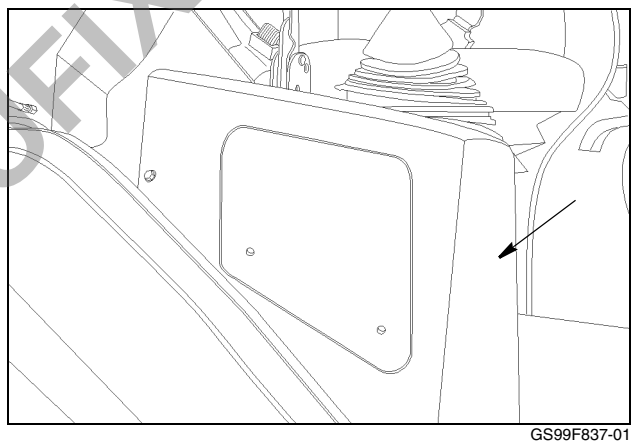
STEP 5



BD01B297-01

Pull the rubber boot upward turning it inside out. This will allow the boot to slide through the hole in the cover.

STEP 6



GS99F837-01

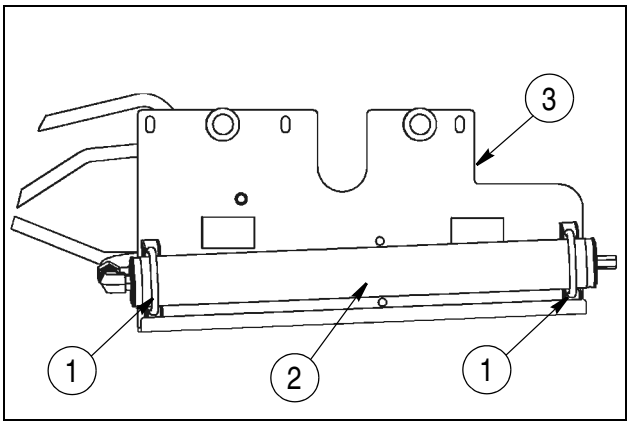
Remove the bolts which fasten the loader control cover to the cab frame. Remove the cover.

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Installation

STEP 1

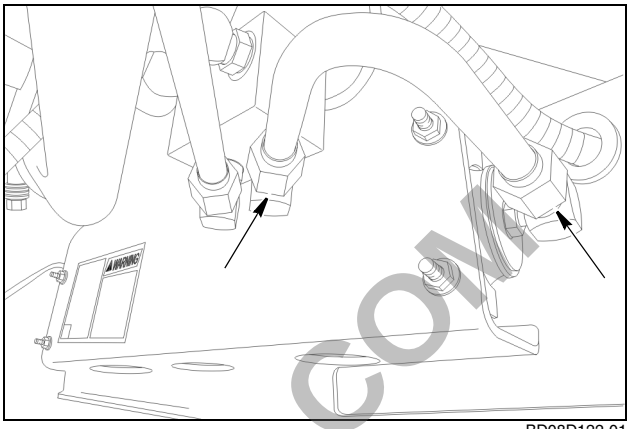


BS08D230

1. CLAMP 2. ACCUMULATOR 3. BRACKET

Position the accumulator on the mounting bracket. Install and tighten the two clamps.

STEP 2



BD08D122-01

Remove the caps from fittings. Connect the hydraulic tube to the accumulator and ride control valve.

STEP 3

Turn off and disconnect the vacuum pump from the hydraulic reservoir.

STEP 4

Refer to Section 8002 Testing the Ride Control for the proper charging of the accumulator and to check for leaks.

STEP 5

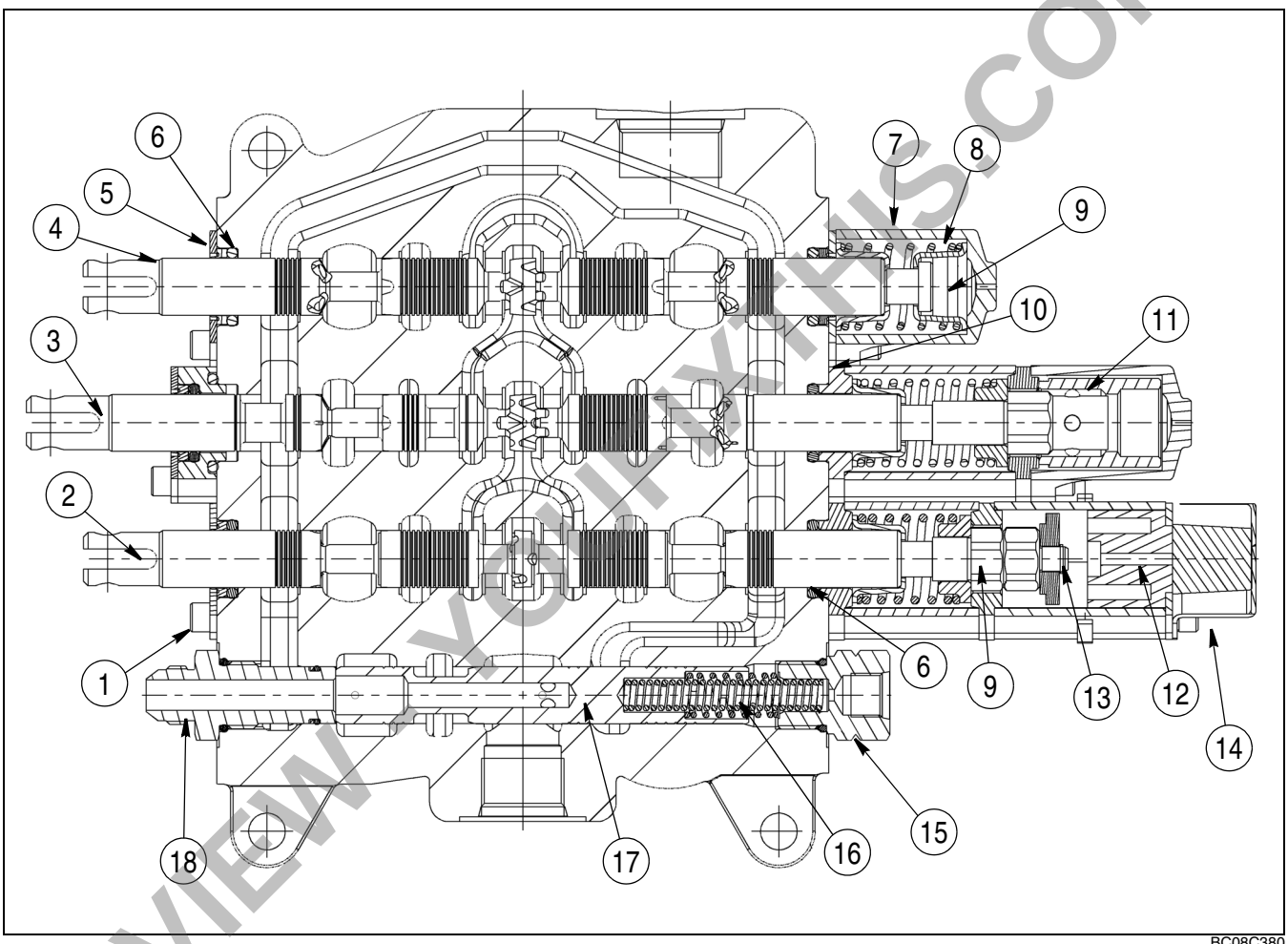
Fill the hydraulic reservoir as required.

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SPECIAL TORQUES

Relief valves, item number 16 .....48 ± 5 lb-ft (65 ± 6.7 Nm)
Check valves, item number 20.....90 ± 9 lb-ft (122 ± 12 Nm)
Anti void assembly, item number 18 .....48 ± 5 lb-ft (65 ± 6.7 Nm)
Check valve assembly, item number 27.....48 ± 5 lb-ft (65 ± 6.7 Nm)
Center spring and seal retainer plate mounting screws, item numbers 1and 14.....7 ± 1 lb-ft (9.4 ± 1.3 Nm)
Centering spring retaining bolt, item number 9.....7 ± 1 lb-ft (9.4 ± 1.3 Nm)
Plug assembly, item number 15.....48 ± 5 lb-ft (65 ± 6.7 Nm)
Main relief valve, item number 17 .....33 ± 3.5 lb-ft (44.7 ± 4.7 Nm)



BC08C380

1. RETAINING PLATE MOUNTING SCREWS
2. BUCKET SPOOL
3. LIFT SPOOL
4. CLAM BUCKET SPOOL (OPTIONAL)
5. SEAL PLATE
6. SPOOL SEAL
7. END CAP ASSEMBLY
8. CENTERING SPRING ASSEMBLY
9. CENTERING SPRING RETAINING BOLT
10. SEAL PLATE
11. MECHANICAL DETENT
12. MAGNETIC DETENT
13. SNAP RING
14. END CAP RETAINING SCREWS
15. LOAD SENSE PORT
16. LOAD SENSE SPRING
17. PRIORITY SPOOL
18. STEERING PRESSURE PORT

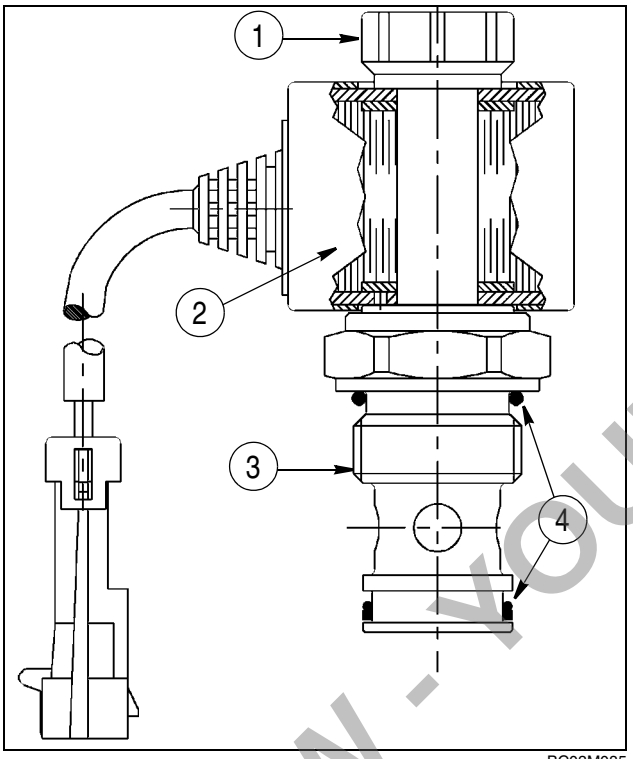
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SOLENOID VALVES FOR MACHINES WITH OPTIONAL RIDE CONTROL

Disassembly

1. Remove ring nut (1) from solenoid.
2. Remove the coil (2).
3. Remove the cartridge (3) from the control block (5).
4. Remove and discard the O-rings (4) from the cartridge (3).



1. RING NUT
2. COIL
3. CARTRIDGE
4. O-RINGS

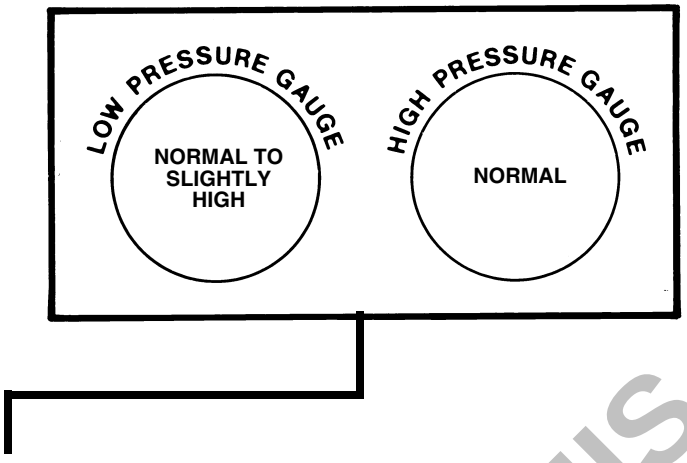
Assembly

1. Install a new O-rings (4) on the cartridge (3).
2. Lubricate the O-ring (4) on the cartridge (3) with clean hydraulic oil. Install the cartridge (3) in the control block (5). Tighten the cartridge.
3. Install the coil (2).
4. Install and tighten the ring nut (1).

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Problem - Not Enough Cooling



See pressure - temperature chart, Page 13.

476L7

Heater Control Valve not working - Indications

A. Discharge air from evaporator only a little cool.

B. Heater hoses to cab are warmer than ambient temperature.

1. The heater control valve is not closed if the hoses are hot.
2. Shut off coolant flow to heater/evaporator core.
3. Check air duct for temperature change.
4. Inspect the heater control cable and valve.
5. Continue performance test for possible other problems.

Air in the System - Indications:

A. Suction line warm to your hand.

B. Discharge air from heater/evaporator only a little cool.

1. Test system for leaks. See Page 11. Possible leak has let air enter; check compressor seal carefully. See Section 9004.
2. Recover the refrigerant from system. See Section 9004.
3. Repair system leak as necessary.
4. Replace receiver-drier. The moisture removing material in receiver-drier could be full to capacity with mixture, refer to Section 9005.
5. Check compressor oil level. See Section 9005.
6. Remove air and moisture from the system. See Section 9004.
7. Charge system with new refrigerant. See Section 9004.

Temperature Control Switch sensing tube low on charge or out of calibration - Indications:

A. Excessive or incorrect compressor cycling.

B. Compressor clutch not engaging.

1. Inspect and repair the temperature control switch, refer to Section 9004.

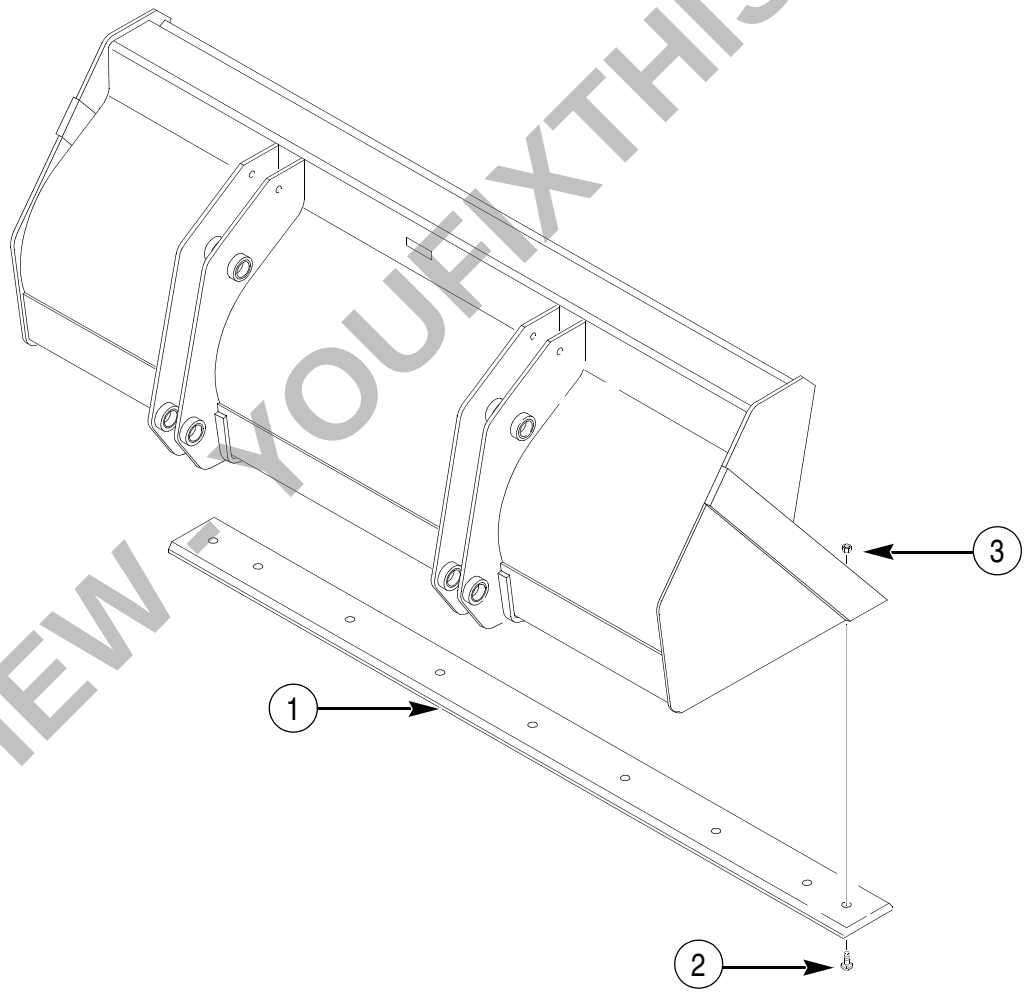
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REPLACEMENT OF BOLT - ON CUTTING EDGE FOR STANDARD BUCKET

1. If the bucket is not removed from the machine, raise the bucket to a suitable height and use suitable supports to hold the loader frame and bucket in place.
2. Remove all bolt-on cutting edge retaining bolts.

NOTE: *If the plow bolt threads or the nut is damaged, it might be necessary to use an acetylene cutting torch to remove the plow bolts. DO NOT apply heat to or cut on the bucket surface. To prevent damage to the bucket surface, the use of a cutting torch should be restricted to the cutting edge side only.*

3. Thoroughly clean the mounting surface on the bucket lip with a wire brush to remove any dirt or debris.
4. Install the new cutting edge using new mounting hardware.
5. Torque the cutting edge mounting bolt nuts to 461 - 569 Nm (340 - 420 pound - feet).



BT95J173

1. CUTTING EDGE
2. PLOW BOLT
3. NUT

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