M SERIES 3 LOADER/BACKHOE
Service Manual
Bur 87728449

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NOTE: CNH Corporation reserves the right to make improvements in design or changes in specifications at any time without incurring any obligation to install them on units previously sold.

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PROCEDURE TO HEAT TORQUE CONVERTER AND HYDRAULIC OIL

1. Apply the parking brake.
2. Start and run the engine at low idle.
3. 580M, 580SM, and 590SM, run the engine at full throttle, hold the loader control lever in ROLLBACK for 15 seconds.
4. Return the loader control lever to NEUTRAL for 15 seconds.
5. 580SM+ and 590SM+, run the engine at full throttle, with the boom in the travel lock position, hold the boom control lever in the LOWER position (lever pushed away from seat) for 15 seconds.
6. Return the boom control lever to NEUTRAL for 15 seconds.
7. Repeat steps 3 and 4 or 5 and 6 until the temperature of the oil is 125°F (52°C). The side of the reservoir will be very warm at this temperature.
8. With the engine running at low idle, move the transmission control to fourth gear and the direction control lever to FORWARD.
9. Run the engine at full throttle for 15 seconds.
10. Decrease the engine speed to low idle and move the direction control lever to NEUTRAL for 15 seconds.
11. Repeat steps 6 through 8 until the pointer in the gauge for transmission oil temperature is in the center of the green zone of the gauge for transmission oil temperature.

STALL TEST PROCEDURE

1. Prepare the machine for the stall test according to instructions in this section.
2. Heat the oil according to instructions in this section.
3. Apply the parking brake and start the engine.
4. With the engine running at full throttle, hold the loader control lever in the lift position and read the tachometer. Record the reading on line 1 on the check sheet.
5. With the engine running at full throttle and boom in travel lock, hold the dipper lever in the in position and read the tachometer. Record the reading on line 2 on the check sheet.
6. Decrease the engine speed to low idle.
7. Move the transmission control lever to fourth gear.

NOTE: For machines with power shift transmissions, place the automatic/manual switch in the manual position.

8. Lock the brake pedals together. Put your foot on the service brakes and hold the machine with service brakes.
9. Release the parking brake.
10. Move the direction control lever to forward.
11. Slowly increase the engine speed to full throttle and read the tachometer. Record the reading on line 3 on the check sheet.
12. With the transmission control lever in fourth gear, the direction control lever in FORWARD, and the engine running at full throttle, hold the loader control lever in the lift position and read the tachometer. Record the reading on line 4 on the check sheet.
13. Decrease the engine speed to low idle, move the directional control lever to neutral.
14. Run the engine at low idle for two minutes and then stop the engine.
15. See the check sheet to understand the results of the stall test.

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30 – SAHR Parking Brake Solenoid

NOTE: *The SAHR solenoid is located on the rear of the transmission on the rear housing.*

Check Points	Reading	Possible Cause of Bad Reading
Between the terminals of the solenoid	9.8 Ohm at 20° C (68° F)	Replace solenoid

31 – SAHR Parking Brake Relay

NOTE: *The SAHR relay is located in the front console.*

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 10 to ground	Continuity	Bad ground circuit
NOTE: *Turn the ignition switch to the ON position.*		
Terminal for wire 19B to ground	12 volts	Bad fuse, bad ignition switch

32 – Shuttle Interlock Relay

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Put the transmission control lever and FNR switch in NEUTRAL. Turn the key switch to ON. Make sure the clutch cutout switches are in the disengaged position.*		
Terminal for wire 21C to ground	12 volts	Check the circuit between the shuttle interlock relay and the FNR switch (13). Also check the FNR switch (13).
NOTE: *Make sure the transmission control lever is in NEUTRAL. Turn the key switch to ON. Make sure the clutch cutout switches are in the disengaged position. Move the shift lever to the FORWARD position.*		
Terminal for wire 52 to ground	12 volts	Check the circuit between the shuttle interlock relay and the FNR switch (13). Also check the FNR switch (13).
Terminal for wire 24 to ground	12 volts	Bad Interlock Relay.
NOTE: *Make sure the transmission control lever is in NEUTRAL. Turn the key switch to ON. Make sure the clutch cutout switches are in the disengaged position. Move the shift lever to the REVERSE position.*		
Terminal for wire 52 to ground	12 volts	Check the circuit between the shuttle interlock relay and the FNR switch (13). Also check the FNR switch (13).
Terminal for wire 24 to ground	12 volts	Bad Interlock Relay.

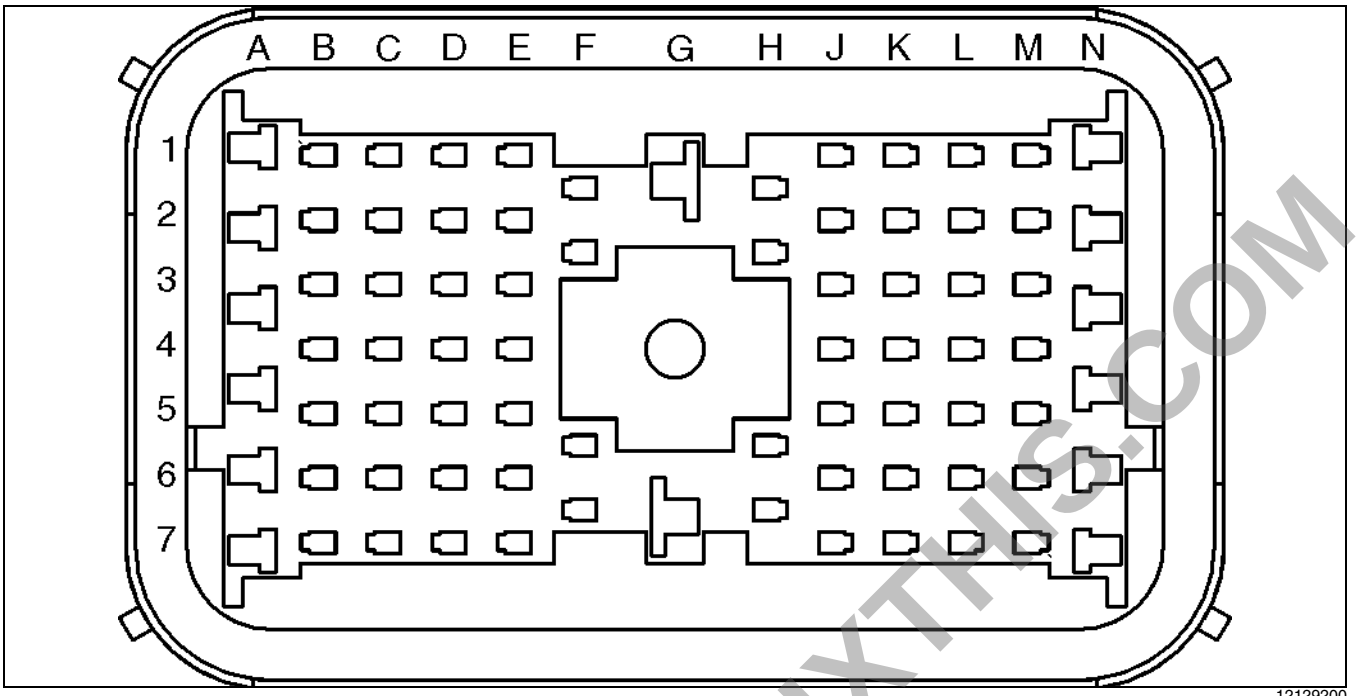
33 – Shuttle Interlock Timing Relay

Check Points	Reading	Possible Cause of Bad Reading
Terminal for wire 10 to ground	Continuity	Bad ground connection.
NOTE: *Make sure the transmission control lever is in NEUTRAL. Turn the key switch to ON. Make sure the clutch cutout switches are in the disengaged position. Move the shift lever to the FORWARD position.*		
Terminal for wire 24 to ground	12 volts	Check the circuit between the shuttle interlock timing relay and the shuttle interlock relay (32). Also check the shuttle interlock relay (32).
Terminal for wire 19E to ground	12 volts	Check the circuit between the shuttle interlock timing relay and the key switch (8). Also check the key switch (8).
Terminal for wire 19M to ground	12 volts	Bad shuttle interlock timing relay.

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CONNECTOR - SIDE CONSOLE TO MAIN CHASSIS HARNESS



12129200

CAV	WIRE IDENT	CIRCUIT
7-A	Not Used	
7-B	31C Yellow 16	Cold Start Connector 1
7-C	42F Gray 14	Front Cab/ROPS Lights Harness Connector A
7-D	Not Used	
7-E	Not Used	
7-F	Not Used	
7-G	Not Used	
7-H	Not Used	
7-J	Not Used	
7-K	36H Yellow 16	Hydraulic Filter Restriction Switch
7-L	Not Used	
7-M	21A Lt. Blue 16	Front Console Connector 7-M
7-N	Not Used	

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140 – Auxiliary Reverse Push Button Bi-directional (Pilot Controls)

Left hand pilot control handle.

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Check for fault code at controller, see section 8002 pilot controls.*		

141 – Pattern Change Switch (Pilot Controls)

The pattern change switch is located right hand pilot control tower.

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Turn the ignition switch to the ON position and the pilot control on/off switch to position ONE.*		
Terminal for wire 602 to ground	12 volts	Chick circuit between on/off switch (137) and pattern change switch. Also check pilot control relay (138).
NOTE: *Turn pattern change switch to position 2*		
Terminal for wire 624 to ground	12 volts	Bad pattern change switch
NOTE: *If readings are correct and the indicator lamp on the pattern change switch does not illuminate, do the following check.*		
Terminal for wire 30 to ground	Continuity	Bad ground circuit for pattern change switch indicator lamp
NOTE: *Release the button*		
Between the terminals of the button	Open	Bad push button switch

142 – Pressure Reducing Valve Solenoid (Pilot Controls)

The solenoid is located under the machine on the pilot control hydraulic manifold.

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Disconnect the connector for the solenoid.*		
Between terminals of solenoid	Ohm	5.5 Ohm at 68° F (20° C), replace as needed
NOTE: *Make sure not to loose gasket on connector.*		

143 – Diode (Pilot Controls)

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Disconnect the diode from the connector.*		
Between the terminals of the diode	Continuity in one direction only.	Bad diode.

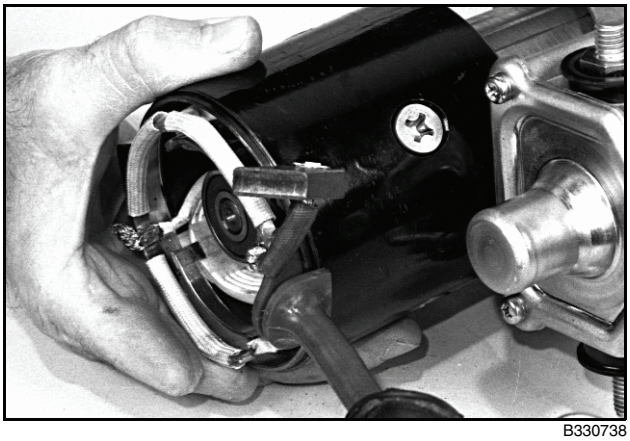
144 – Pattern Change Solenoids (Pilot Controls)

The solenoid is located under the machine on the pilot control hydraulic manifold.

Check Points	Reading	Possible Cause of Bad Reading
NOTE: *Disconnect the connector for the solenoid.*		
Between terminals of solenoid	Ohm	5.5 Ohm at 68° F (20° C), replace as needed
NOTE: *Make sure not to loose gasket on connector.*		

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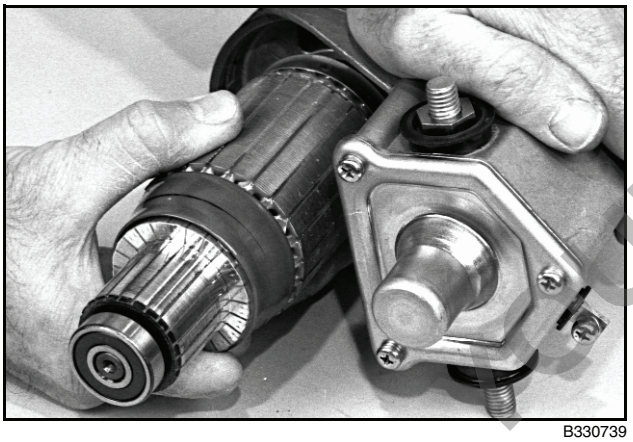
STEP 7



B330738

Remove the field frame assembly.

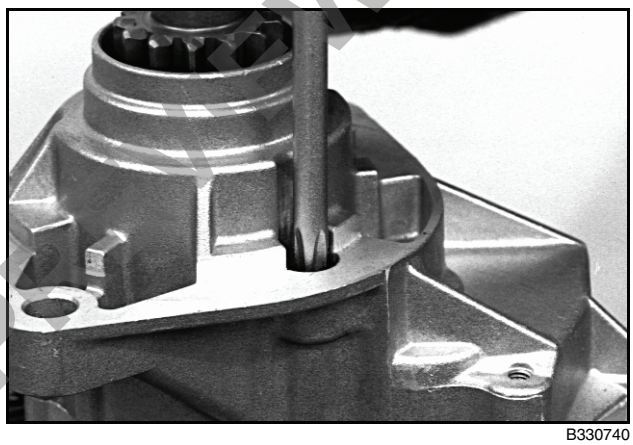
STEP 8



B330739

Remove the armature.

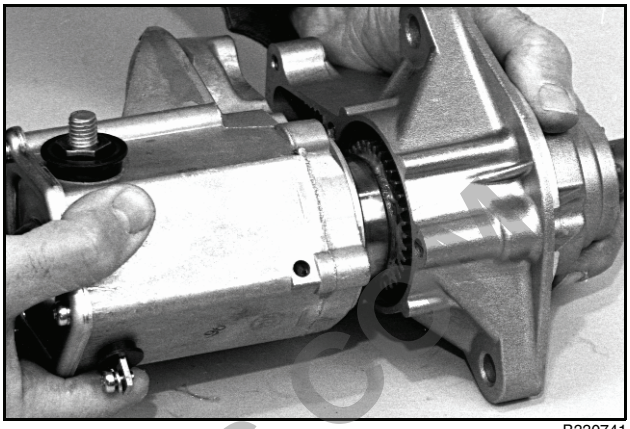
STEP 9



B330740

Fasten the starter solenoid in a vise and loosen and remove the screws that hold the starter drive housing.

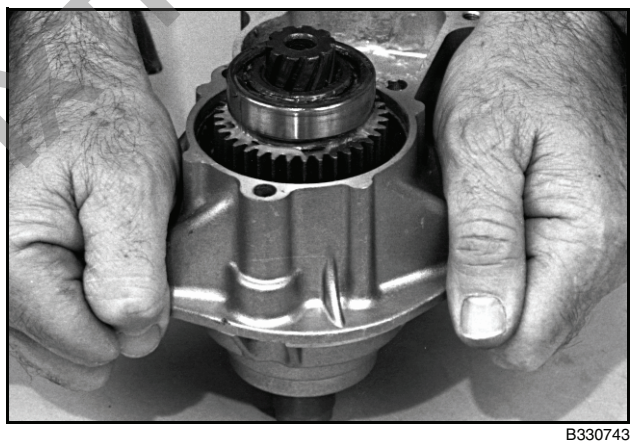
STEP 10



B330741

Remove the starter drive housing from the starter solenoid.

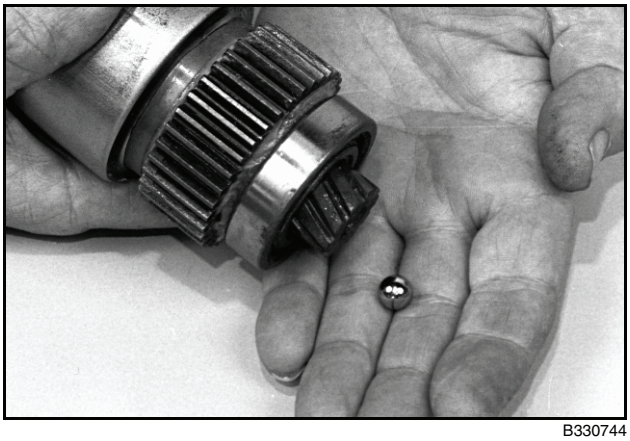
STEP 11



B330743

Push down the starter drive housing as shown to loosen and remove the starter drive.

STEP 12



B330744

Remove the steel ball from the starter drive. If necessary, use a magnet.

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STEERING CYLINDER, FOUR WHEEL DRIVE MACHINES

Removal

NOTE: *The following photographs show the steering cylinder being removed from the axle with the axle removed from the machine. It is not necessary to remove the axle from the machine to remove the steering cylinder.*

STEP 1

Clean the hose connections and the steering cylinder.

STEP 2

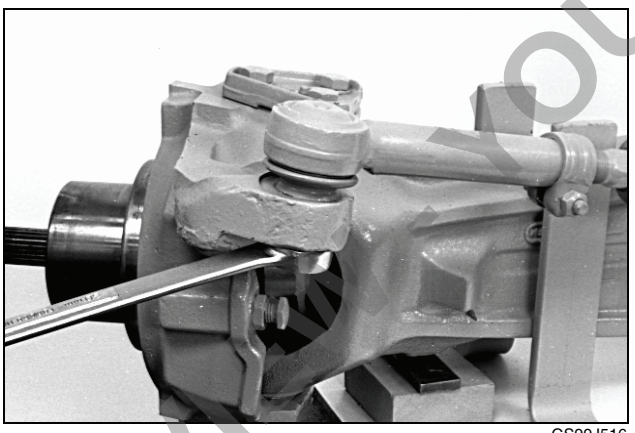
Fasten an identification tag to one of the hoses to the steering cylinder.

STEP 3

Disconnect the hoses from the steering cylinder. Install a plug is each hose and a cap on each fitting.

NOTE: *Some of the photo may look different than your machine. The procedure is the same.*

STEP 4



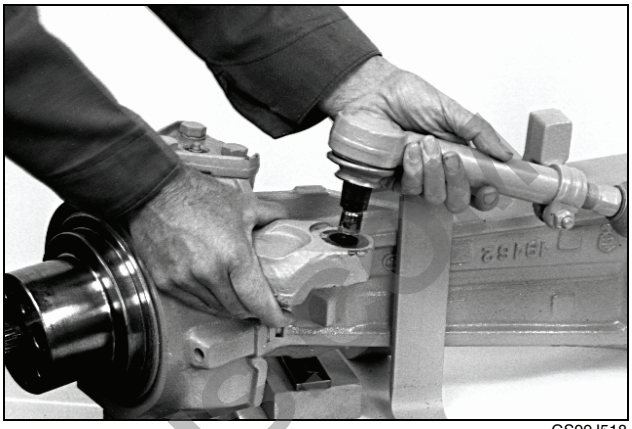
GS99J516

Loosen the nut several turns. Do not remove the nut at this time.

STEP 5

Install the CAS10486 puller and tighten the screw to loosen the ball joint.

STEP 6



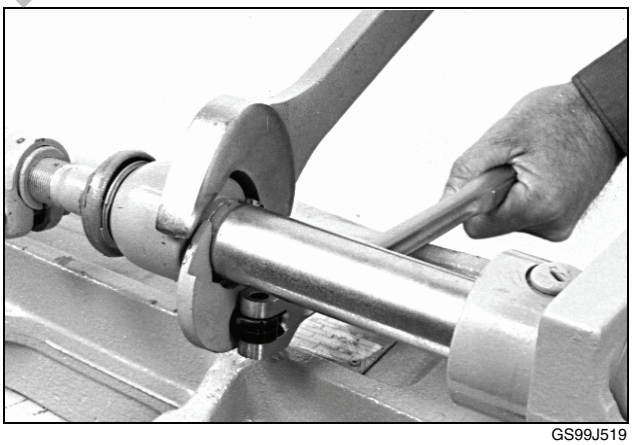
GS99J518

Remove the nut and remove the ball joint from the arm.

STEP 7

Repeat steps 4, 5, and 6 for the other end of the axle.

STEP 8



GS99J519

Install the 380100091 or 380100092 tool on the flats of the piston rod and install a wrench on the tie rod. Prevent the piston rod from turning and loosen the tie rod.

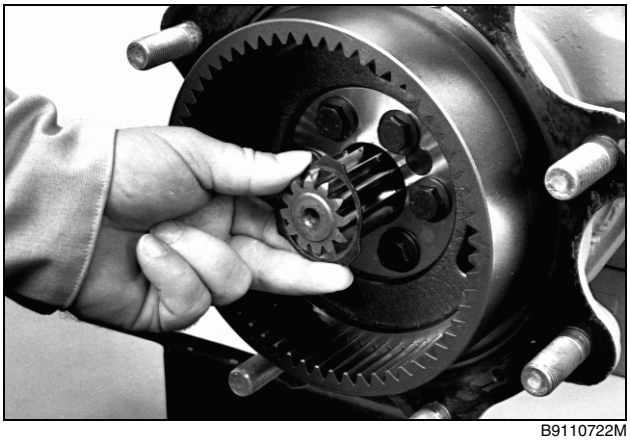
STEP 9

Remove the tie rod and ball joint assembly from the piston rod.

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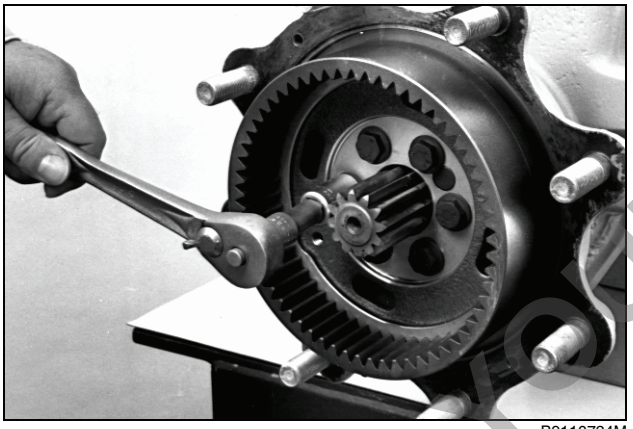
STEP 8



B9110722M

Remove the thrust plate with the external tabs.

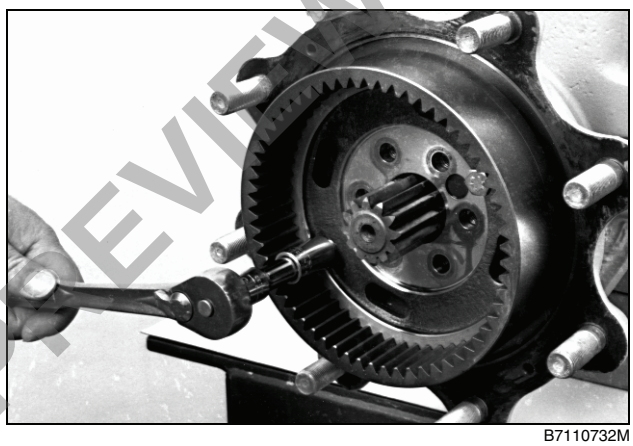
STEP 9



B9110724M

Remove the bolts for the hub.

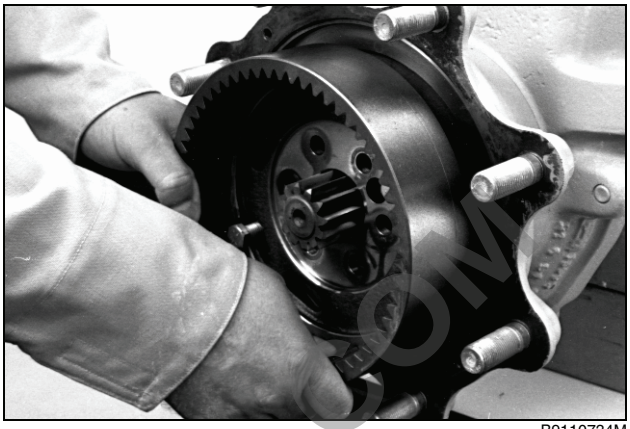
STEP 10



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.

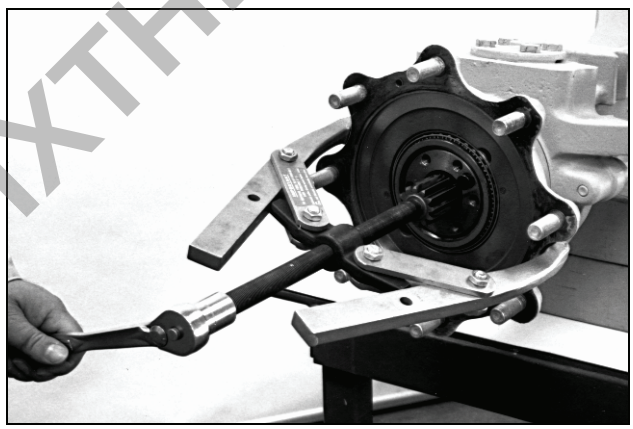
STEP 11



B9110734M

Remove the ring gear.

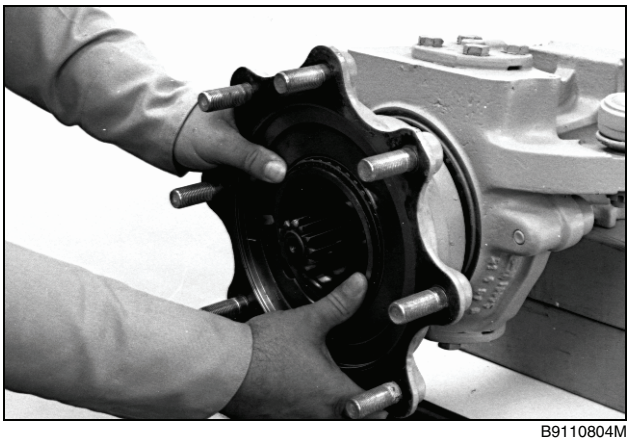
STEP 12



B9110802M

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

STEP 13



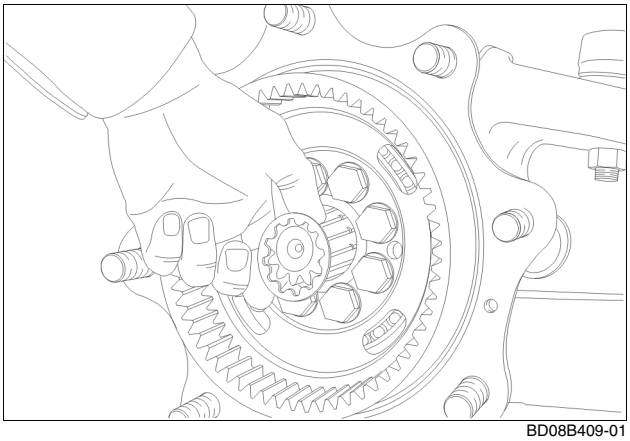
B9110804M

Remove the planetary housing and the wheel bearing.

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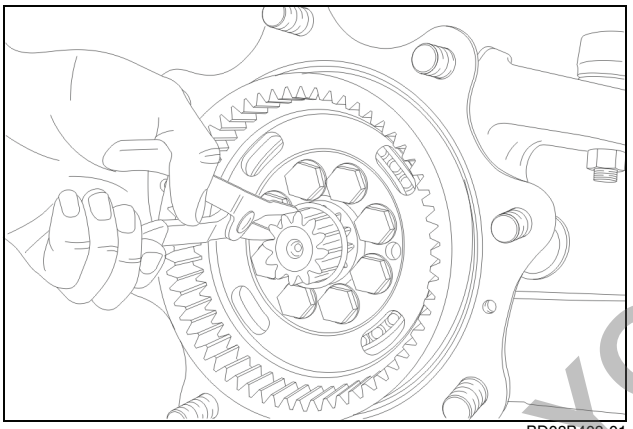
STEP 60



BD08B409-01

Install the thrust washer with the internal tabs.

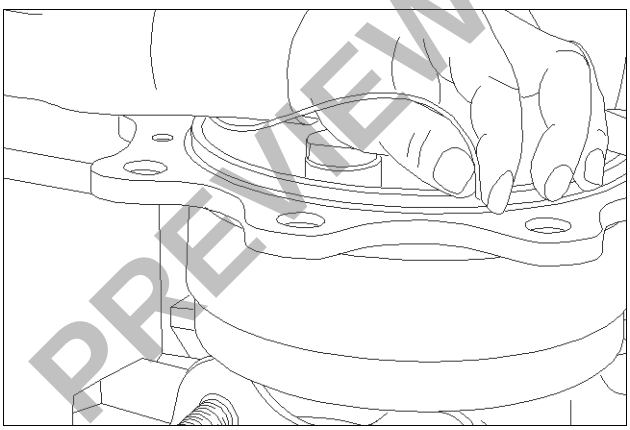
STEP 61



BD08B408-01

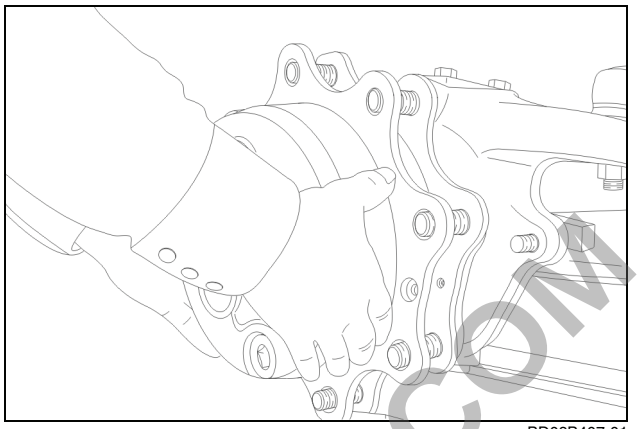
Install the snap ring.

STEP 62



BD08B454-01

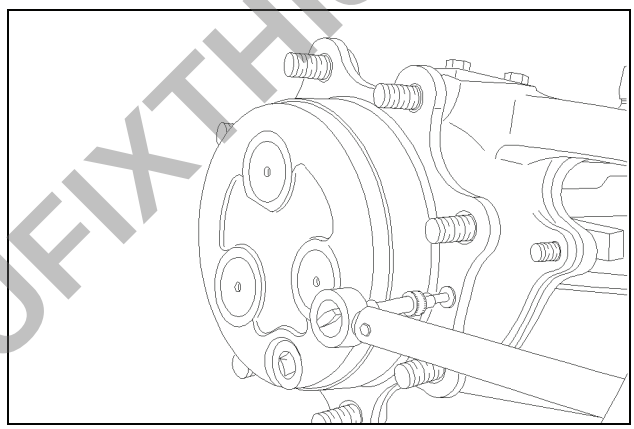
Install new O-ring on carrier.



BD08B407-01

Install the carrier.

STEP 63



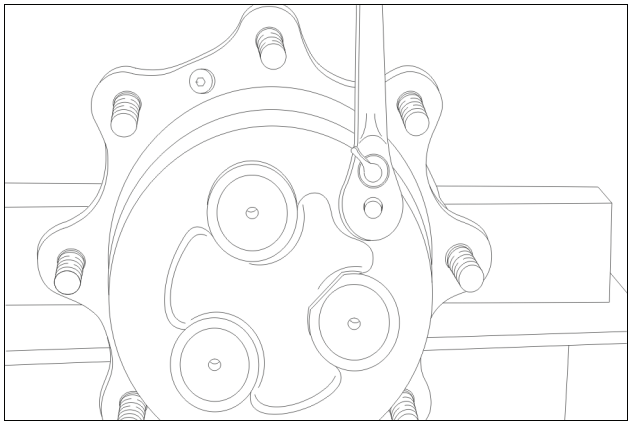
BD08B405-01

Install and tighten the Allen head bolts to 80 Nm (59 pound-feet).

STEP 64

Fill the 580 SM+ planetary(ies) with SAE 80W/40 0.59 liters (0.63 U.S. quarts)
Fill the 590 SM planetary(ies) with SAE 80W/40 0.65 liters (0.69 U.S. quarts)

STEP 65



BD08B403-01

Install the plug and torque to 80 Nm (59 pound-feet).

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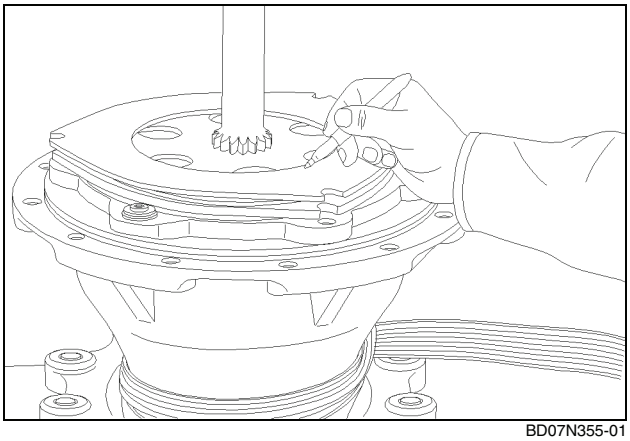
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STEP 11

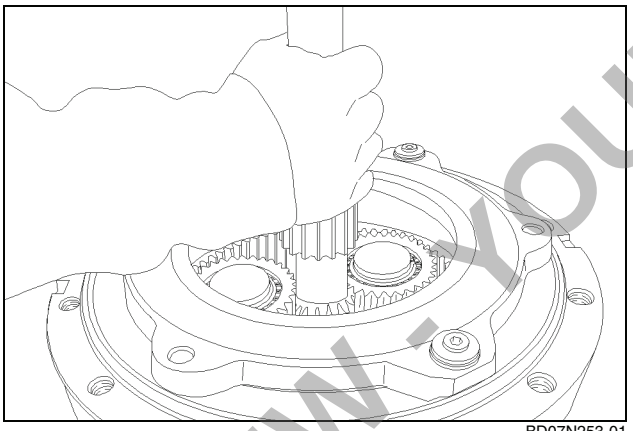


BD07N355-01

Stand the hub up, mark the reaction plat that was against the axle housing. Remove the reaction and brake disks.

NOTE: *Keep brake surfaces in same relationship to each other if being reused.*

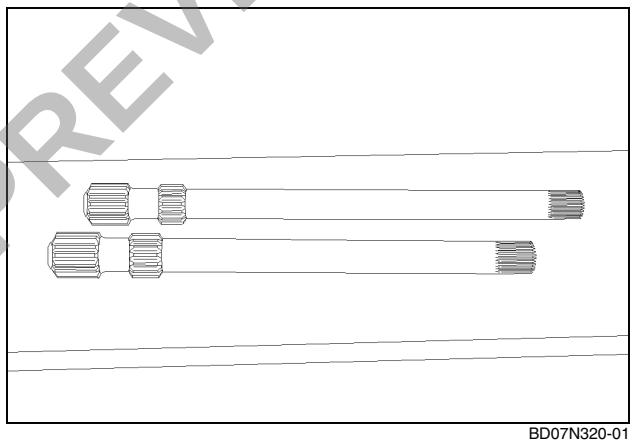
STEP 12



BD07N253-01

Remove the half shaft from the planetary gears.

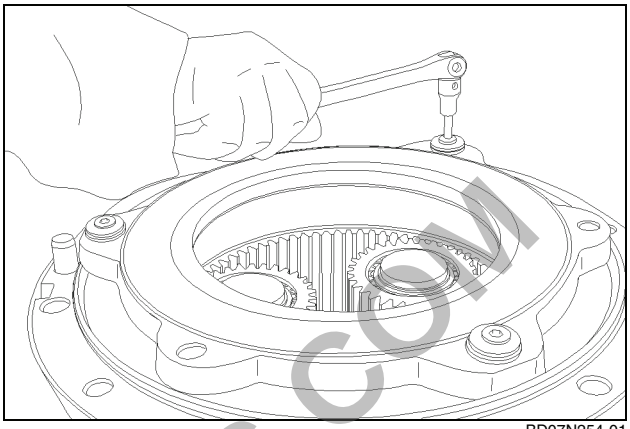
STEP 13



BD07N320-01

Left hand shaft is 807 mm (31.7 in) long and the right hand shaft is 701 mm (27.5 in) long.

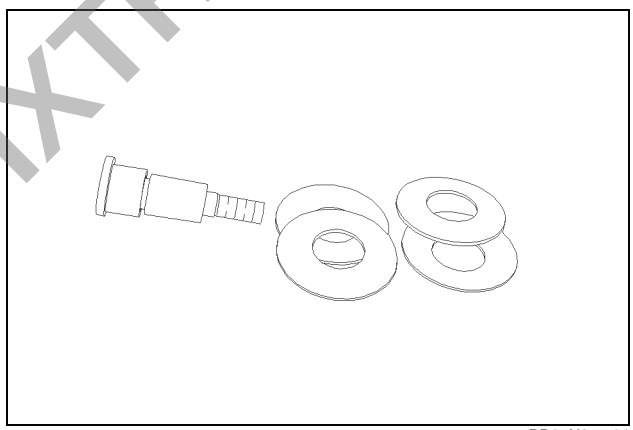
STEP 14



BD07N254-01

Loosen and remove the shouldered bolts, and spring washers from the brake self adjusters.

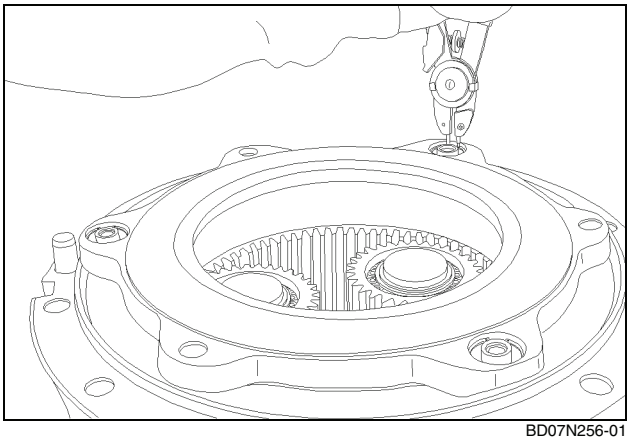
STEP 15



BD07N357-01

Check springs and shouldered bolt for damage. If brakes are being replaced, replace springs and bolts with kit.

STEP 16



BD07N256-01

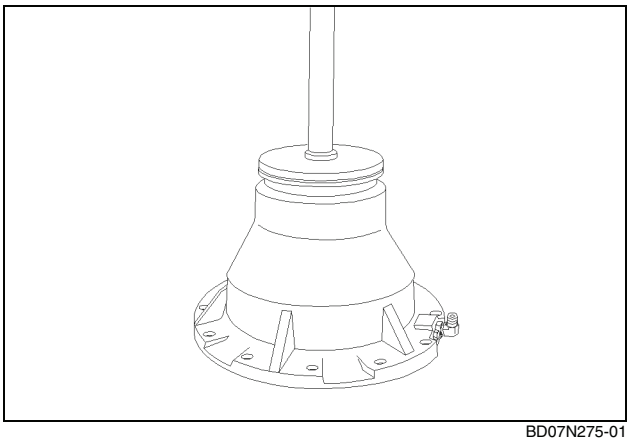
Remove the lock ring.

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STEP 58

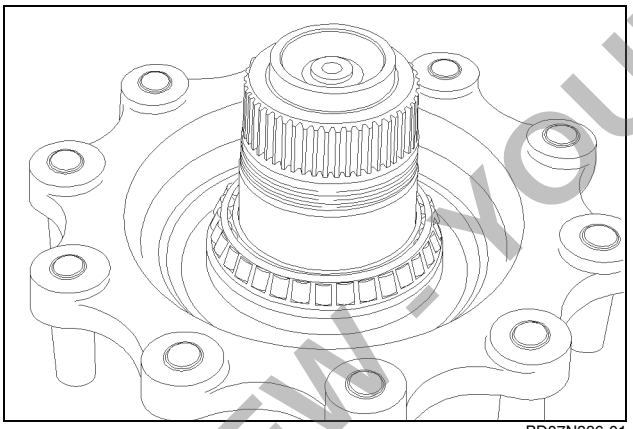
IMPORTANT: *The words "OUTSIDE" on the hub seal must be facing out.*



BD07N275-01

Use the 380002431 hub seal installer with handle to install the hub seal. Push only until the hub seal makes contact with the shoulder inside the hub. Continued pushing can damage the hub seal.

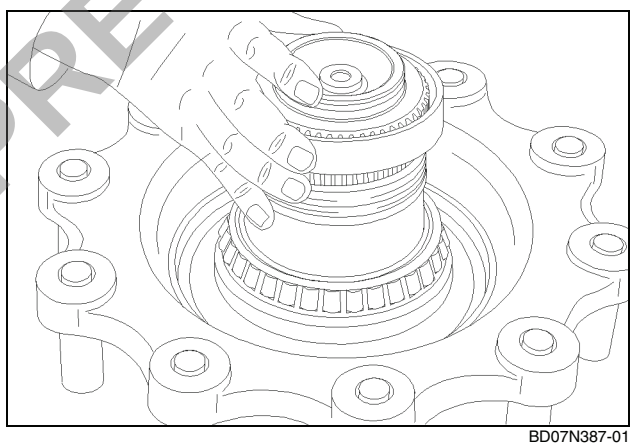
STEP 59



BD07N386-01

Install the outer wheel flange bearing with a suitable driver.

STEP 60



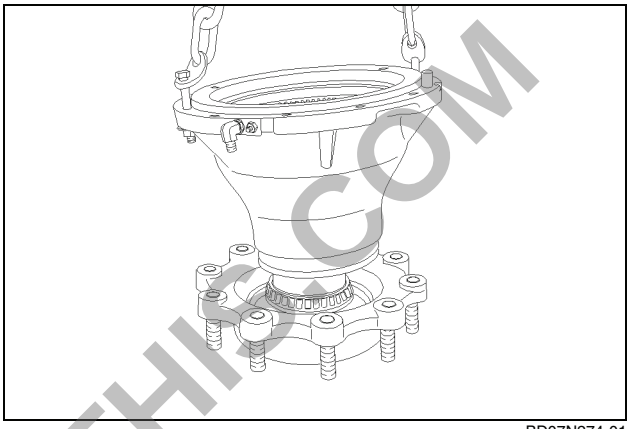
BD07N387-01

Install spacer on wheel flange.

STEP 61

Clean all sealing surfaces with an alcohol based cleaner, if any oil residue is on sealing surfaces the seal will leak.

STEP 62

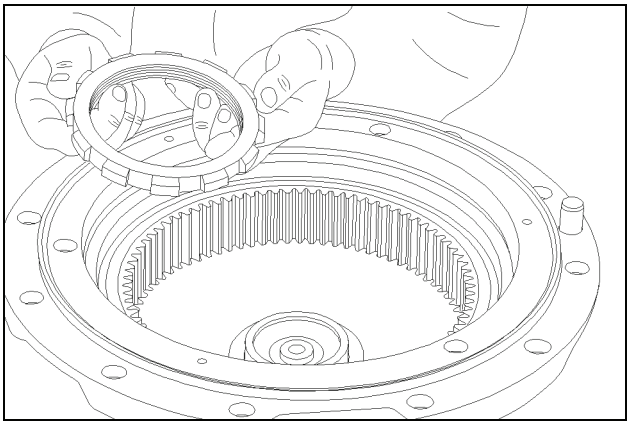


BD07N274-01

Attach lifting equipment to hub and carefully install onto wheel flange.

NOTE: *Use care and install the hub straight onto the wheel flange, damage to seal can occur if angled. DO NOT use excess force to seat hub onto wheel flange.*

STEP 63



BD07N379-01

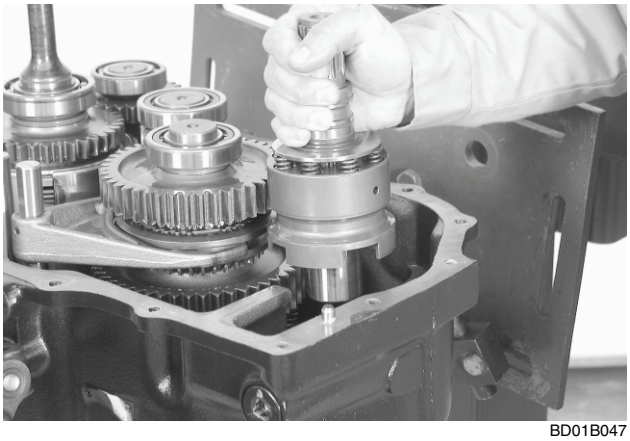
Install inner bearing with a suitable driver, install ring nut.

NOTE: *The ring nut can be installed with either side up or down.*

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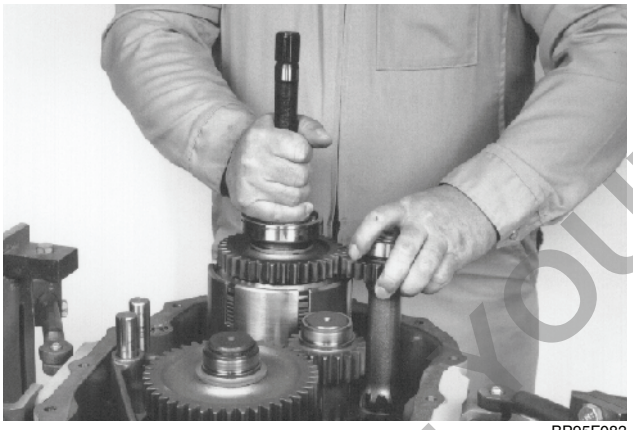
STEP 70



BD01B047

On machines with four-wheel drive, remove the four-wheel drive shaft.

STEP 71

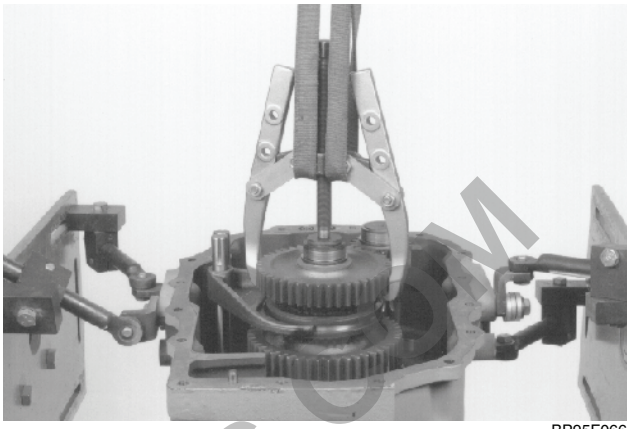


BP95F083

Remove the input shaft and the reverse shaft together.

NOTE: *Make a mark on the top end of the reverse shaft so that you can install the reverse shaft with the same end up during Assembly.*

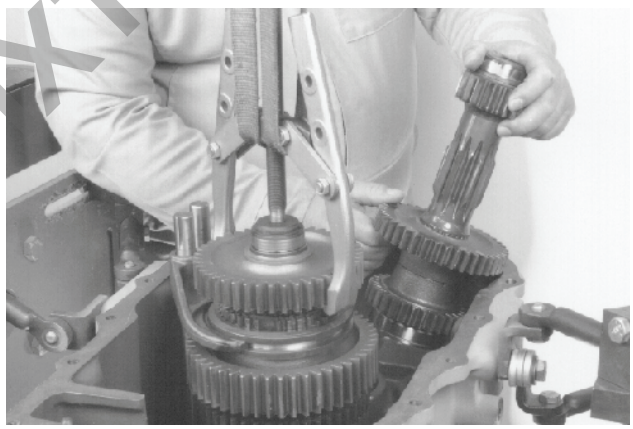
STEP 72



BP95F066

Rotate the rear housing so that the open side is up. Connect acceptable lifting equipment to the top gear on the secondary shaft.

STEP 73



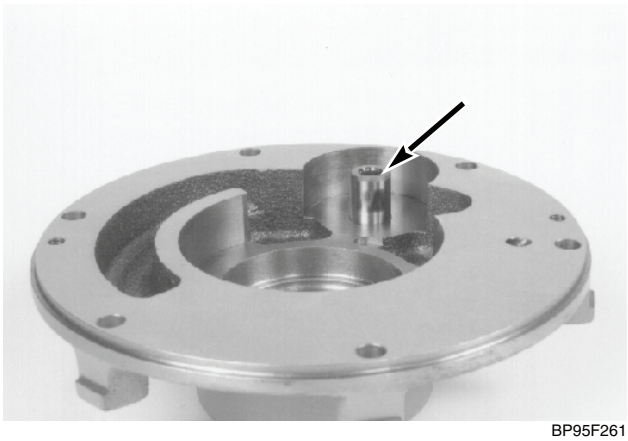
BP95F067

Use the lifting equipment to begin lifting the secondary shaft while you use your hands to lift the primary shaft. At the same time, move the primary shaft back and forth to keep the primary shaft moving freely. It can be necessary to tap the ends of the shift rods (from below the rear housing) so that the shift rod and fork assemblies continue to move freely. When the primary shaft is free of the rear housing and the secondary shaft, remove the primary shaft.

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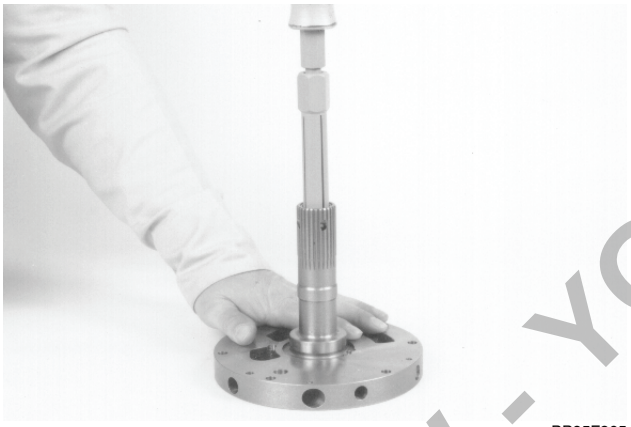
STEP 310



BP95F261

Remove the shaft for the small gear only if the shaft is damaged. The shaft will probably be difficult to remove.

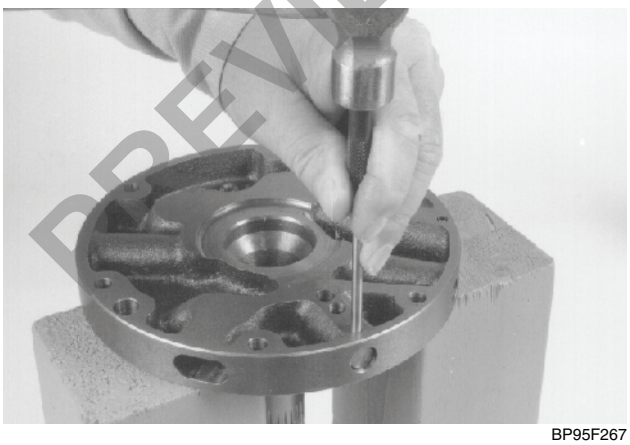
STEP 311



BP95F265

Use a blind hole puller and a slide hammer to pull the bushing from the shaft of the pump support.

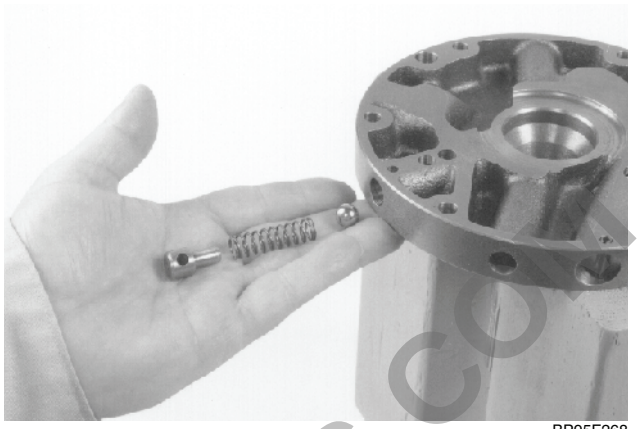
STEP 312



BP95F267

Remove the roll pin for the torque converter relief valve.

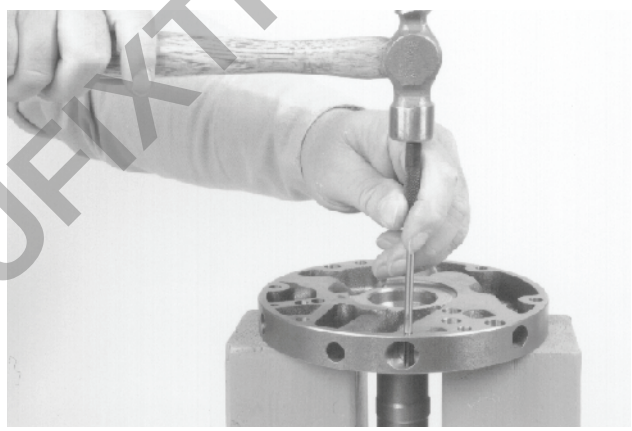
STEP 313



BP95F268

Remove the plug, the spring, and the ball for the torque converter relief valve.

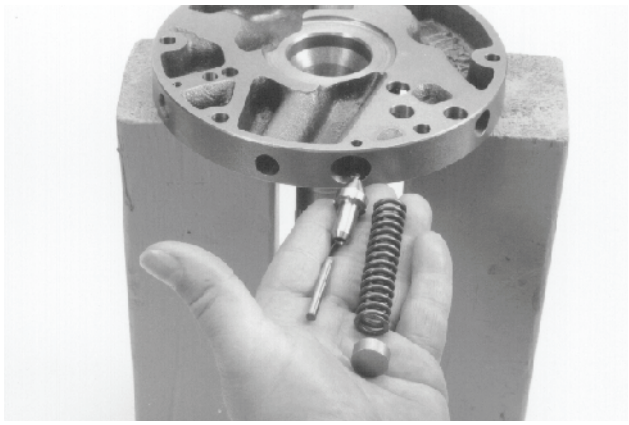
STEP 314



BP95F269

Remove the roll pin for the oil pump relief valve. Be very careful because the large amount of spring tension will force the parts out when the roll pin is removed.

STEP 315

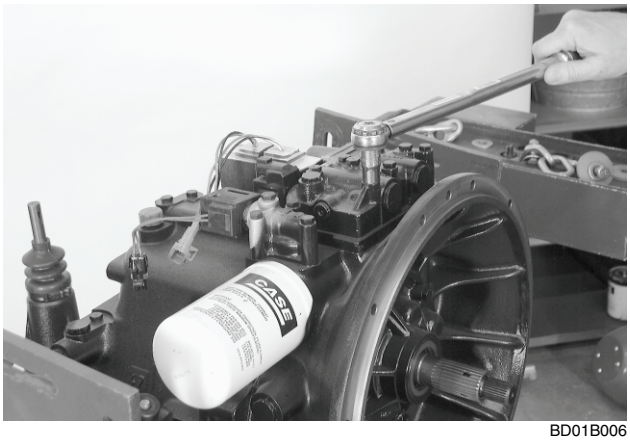


BP95F599

Remove the plug, the spring, the pin, and the plunger for the oil pump relief valve.

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STEP 576

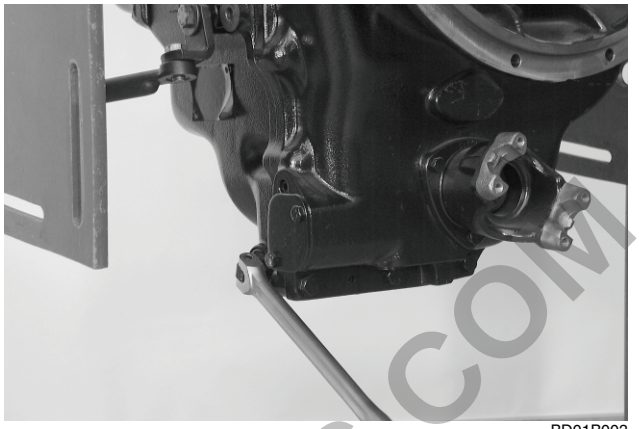


BD01B006

Install the bolts that fasten the transmission control valve to the front housing. Tighten the bolts in a pattern alternating from front to back and side to side until all the bolts are at a torque of 23 Nm (204 pound-inches).

NOTE: *The following photo shows the drain plug for four wheel drive machines. See the illustration on page 138 for correct location for machines with two wheel drive.*

STEP 577



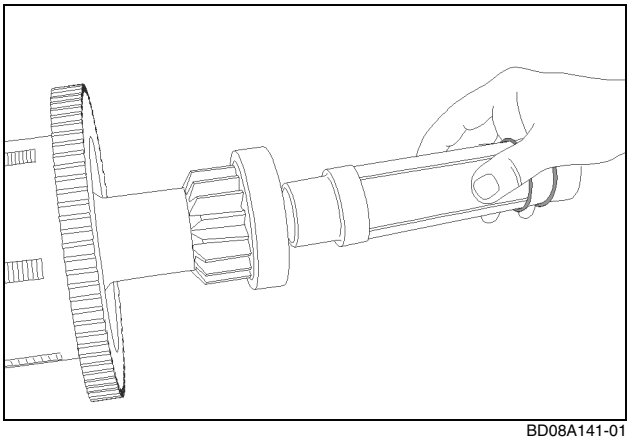
BD01B003

Install a new O-ring on the drain plug. Lubricate the O-ring with clean transmission oil. Install the drain plug. Tighten the drain plug to a torque of 80 Nm (59 pound-feet).

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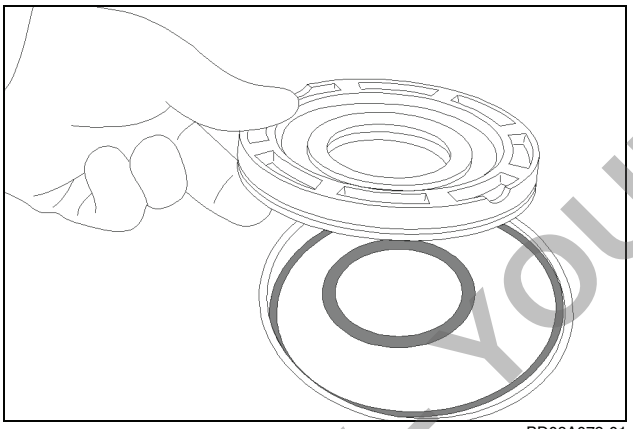
STEP 254



BD08A141-01

Install the teflon seal ring. Use protector and shims as required from 380040161 and pusher 380001928. Size the seal rings using sizer 380001427.

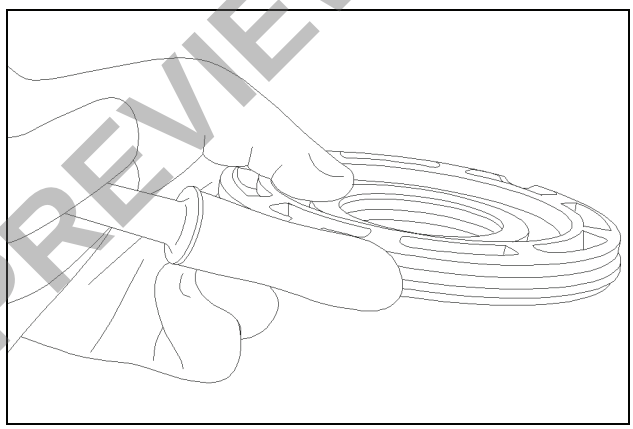
STEP 255



BD08A073-01

Install new O-rings and backup rings on the piston.

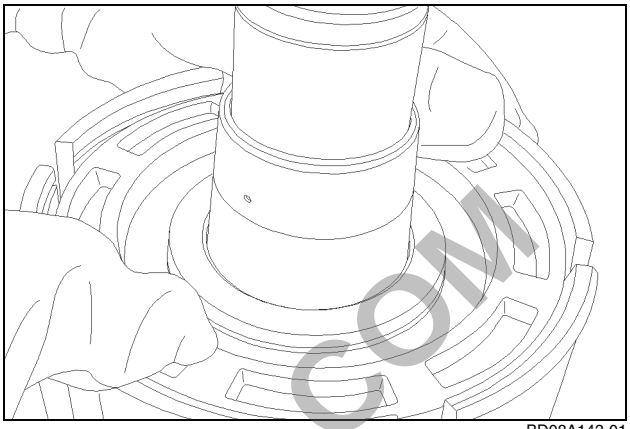
STEP 256



BD08A142-01

Apply a thin film of grease on the piston rings.

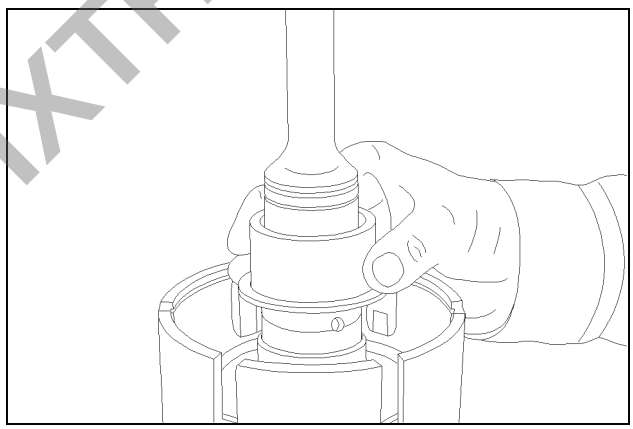
STEP 257



BD08A143-01

Use 380001926 clutch pack piston installer to protect the inner seal and install the clutch piston.

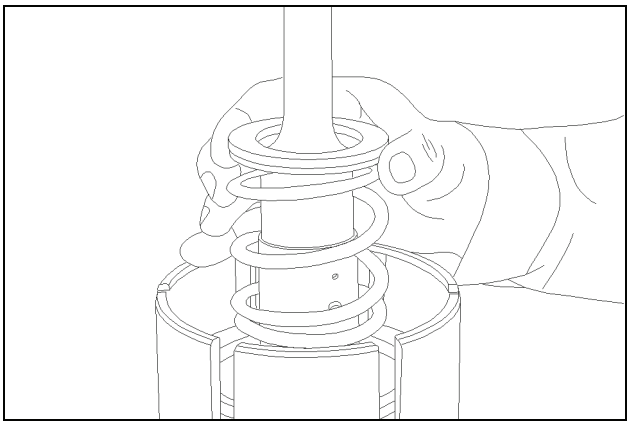
STEP 258



BD08A222-01

Install the spring sleeve.

STEP 259



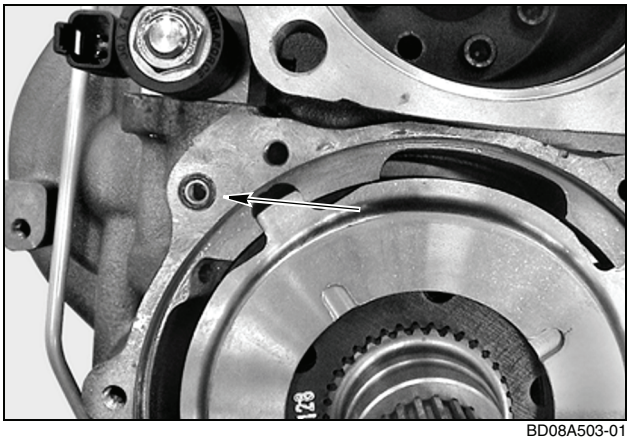
BD08A223-01

Install the spring and thrust washer.

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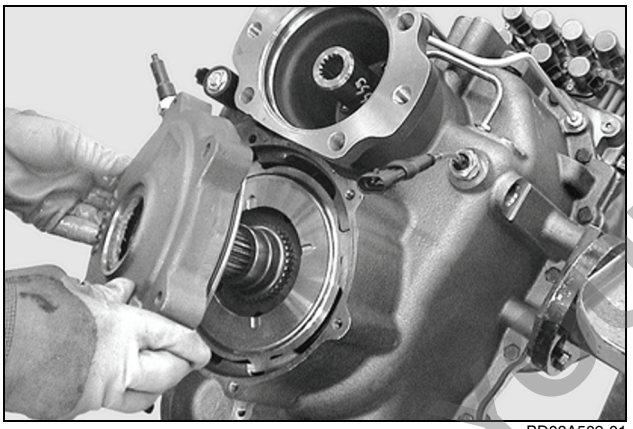
STEP 41



BD08A503-01

Install a new O-ring.

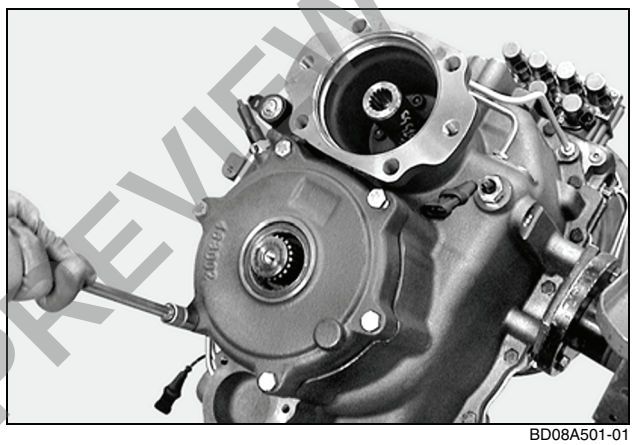
STEP 42



BD08A502-01

Install the brake housing.

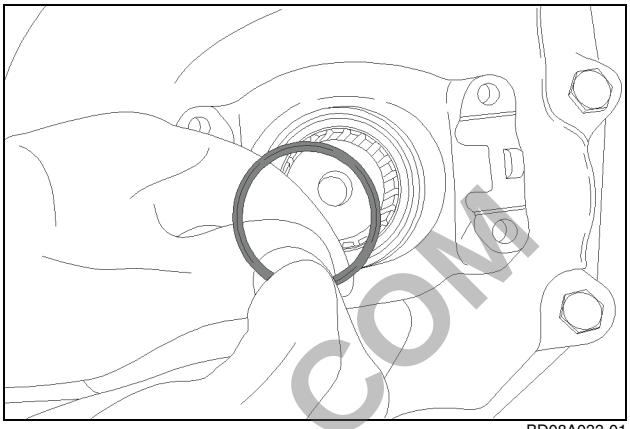
STEP 43



BD08A501-01

Install the bolts, use an alternately tightening pattern until the brake housing is tight against the transmission. Torque the bolts to 50 Nm (37 pound feet).

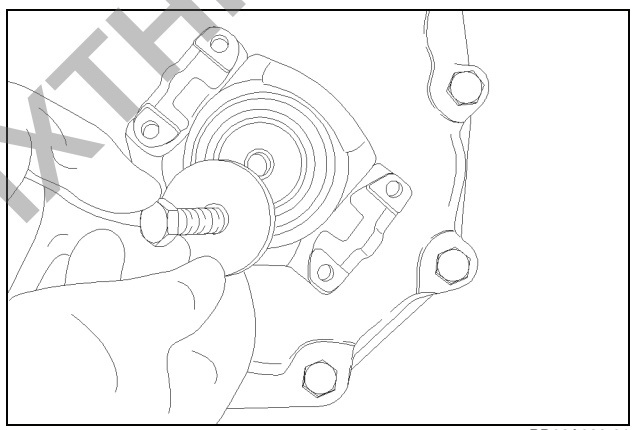
STEP 44



BD08A033-01

Install the flange and a new O-ring.

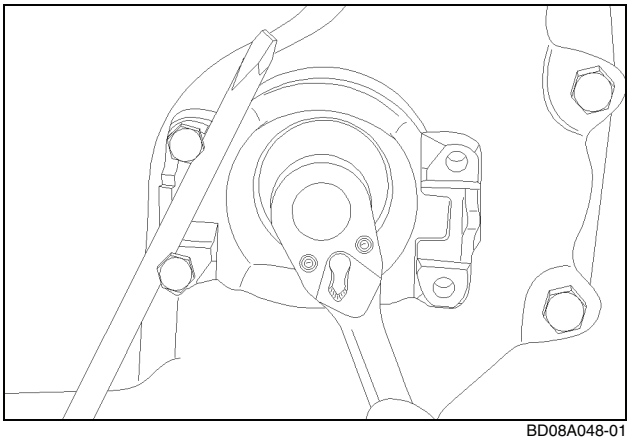
STEP 45



BD08A032-01

Install the bolt and washer.

STEP 46



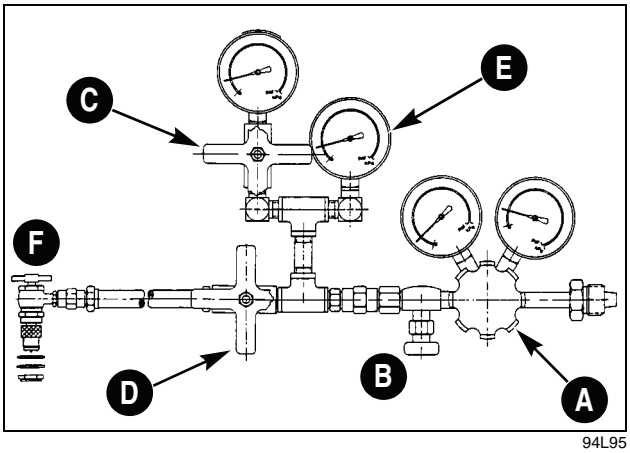
BD08A048-01

Torque bolt to 139 Nm (103 pound feet).

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CHECKING THE NITROGEN CHARGE IN THE ACCUMULATOR

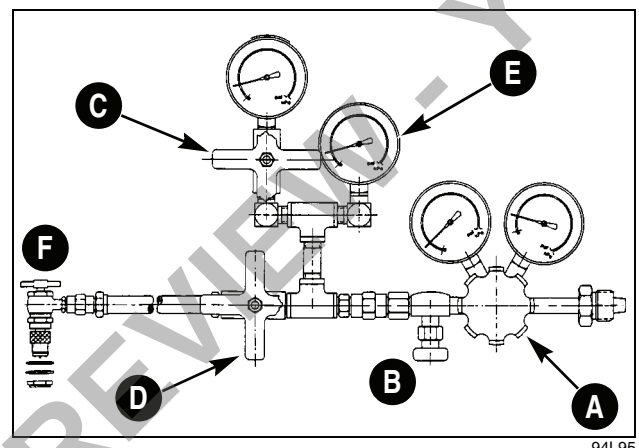


94L95

1. Make sure that the oil side of the accumulator is completely discharged by doing the following:
   A. Put the ride control switch in the ON position.
   B. Lower the loader to the floor. Put the loader control lever in the FLOAT position.
   C. Stop the engine. Put the key switch in the ON position.
   D. Move the loader control lever in all directions to release any pressure in the hydraulic circuits. Put the loader control lever in the FLOAT position.
   E. Leave the ride control switch and key switch in the ON position.
   F. Leave the loader control lever in the FLOAT position.
2. Close valves B and C on the nitrogen charging kit.
3. Turn the stem out of valve F until the stem stops.
4. Remove the cap screws and guard from the accumulator.
5. Remove the cap from the valve stem on the accumulator.
6. Connect valve F to the valve stem.
7. Make sure that valve D is open.
8. Turn the stem into valve F and read the pressure on gauge E.

The pressure must be 2413 to 2580 kPa, 24 to 26 bar (350 to 375 psi). If the pressure is too low, charge the accumulator with dry nitrogen.

CHARGING THE ACCUMULATOR WITH DRY NITROGEN



94L95

Check the pressure in the accumulator according to the instructions in this section. Keep the nitrogen charging kit connected to the accumulator.

1. Slowly turn valve A counterclockwise to lower the pressure.
2. Open valve B. Close valves C and D.
3. Turn the stem out of valve F until the stem stops moving. Disconnect valve F from the valve stem on the accumulator.
4. Connect the nitrogen charging kit to a dry nitrogen tank.
5. Slowly turn valve A clockwise and read gauge E until the pressure is 2413 to 2580 kPa, 24 to 26 bar (350 to 375 psi). Stop turning valve A.
6. If the pressure increases above 2580 kPa, 26 bar (375 psi), quickly open and close valve D and read gauge E. If the pressure is still too high, turn valve A counterclockwise a small amount and quickly open and close valve D. The pressure shown on gauge E is the charge pressure.
7. Connect valve F to the valve stem on the accumulator. Turn the stem into valve F until the stem stops moving and open valve D to charge the accumulator.
8. After the accumulator stops charging, turn the stem out of valve F until the stem stops moving.
9. Close valve B and disconnect the nitrogen charging kit from the valve stem in the accumulator.

Install the cap on the valve stem. Install the guard and cap screws.

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Problem in a Backhoe Circuit

Check the machine for missing or damaged parts. If equipped with ride control, make sure the ride control button is in the OFF position.

Operations slow or not working correctly.

Check pilot pressure at pilot control manifold. Reading should be 350 to 500 psi (24 to 34.5 bar). Is pilot pressure correct?

No → Replace the pressure reducing catridge. Is the pressure correct?

No → Remove and inspect the check valve and orifice. Refer to section 8015.

Yes ↓

Does the pilot accumulator hold a charge. To check the accumulator, extend the dipper out from the machine so the weight of the dipper is on the cylinder, curl the bucket and hold under pressure for 30 seconds. Stop the engine, turn the ignition switch to accessory, activate the pilot controls, pull the dipper control lever. Does the dipper drop?

No → Replace the accumulator.

Yes ↓

Is the minimum displacement bypass valve stuck open. Does valve move freely?

No → Remove and examine for contamination jamming the valve open. If contaminated replace valve. Clean hydraulics, refer to section 8003.

Yes ↓

Load sensing relief not set correctly or contaminated. Take pressure reading at “M” port on backhoe valve by operating a stabilizer over relief. Is the pressure setting correct, 3000 to 3100 psi (207 to 214 bar)?

No → Adjust the LS relief setting. If relief cannot be achieved, replace the LS relief valve.

Yes ↓

Check the setting of the circuit relief valve, if used, for the problem circuit. Is the setting correct?

No → Replace or adjust the circuit relief valve.

Yes ↓

Continued

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Section 8009

ACCUMULATOR FOR MACHINES WITH OPTIONAL RIDE CONTROL

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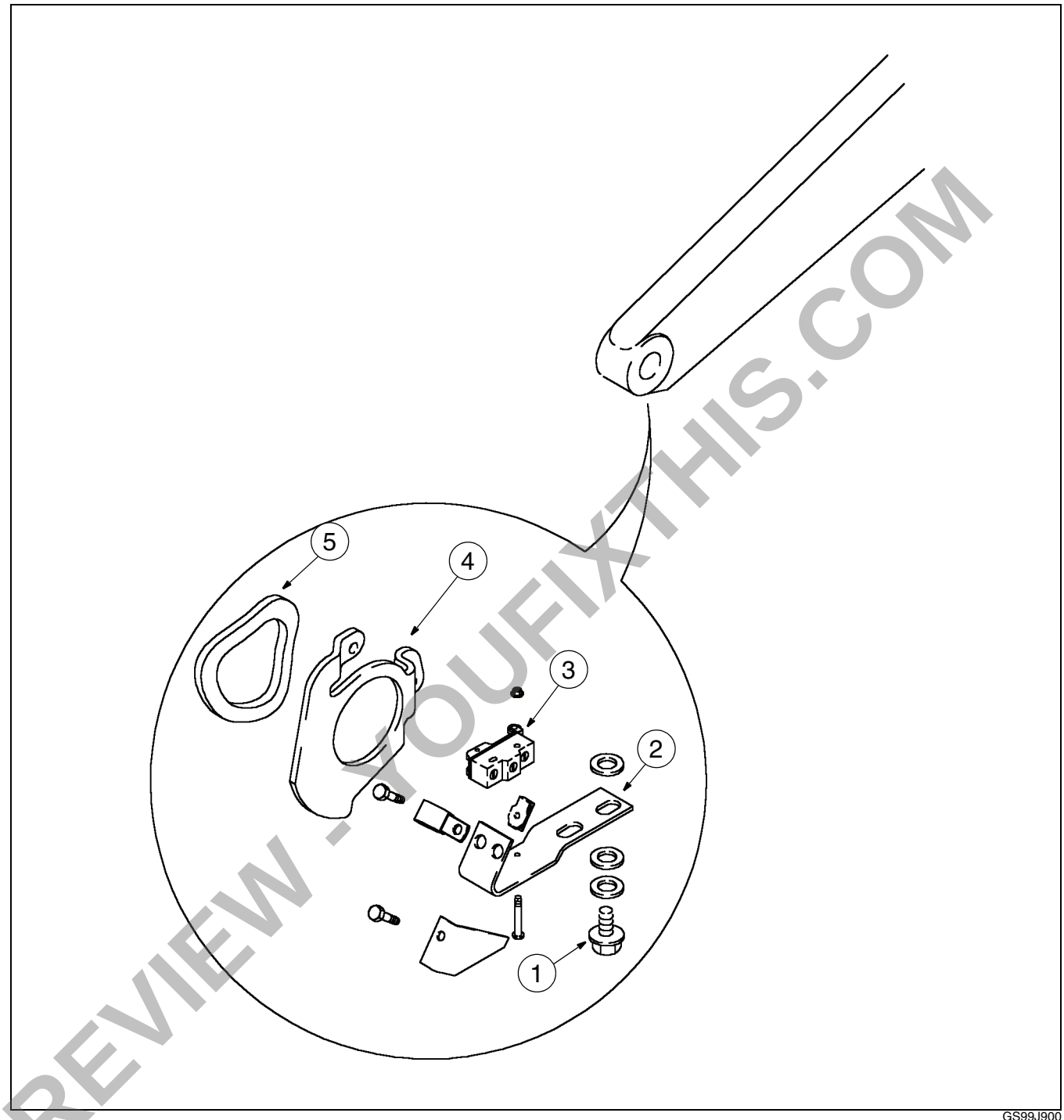
8009

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GS99J900

1. CAP SCREW
2. SWITCH BRACKET
3. SWITCH
4. CAM
5. WAVE WASHER

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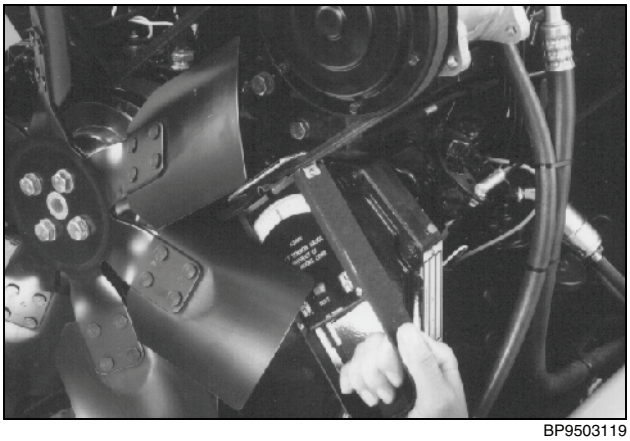
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COMPRESSOR

Belt Check And Adjustment

Check interval . . . . . Every 250 hours of operation

NOTE: *Check the belt tension after the first 10 hours of operation and then use the regular check interval.*

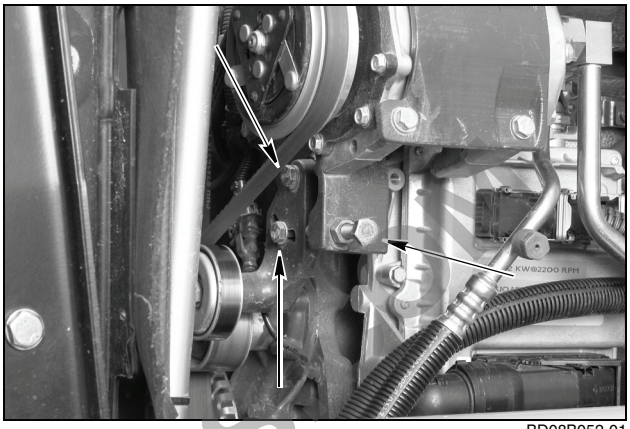


BP9503119

Measure the compressor belt for correct tension using a belt tension gage. Check the belt to the following specifications.

Belt Tension . . . . . 45 to 55 lbs (200 to 245 N)

To adjust the belt tension, loosen the compressor adjusting bolts and pivot bolt. Apply pressure to the compressor until the correct tension for the belt is reached. Tighten the compressor adjusting bolts and pivot bolt.



BD08B052-01

Measure the compressor belt for correct tension using a belt tension gage. Check the belt to the following specifications.

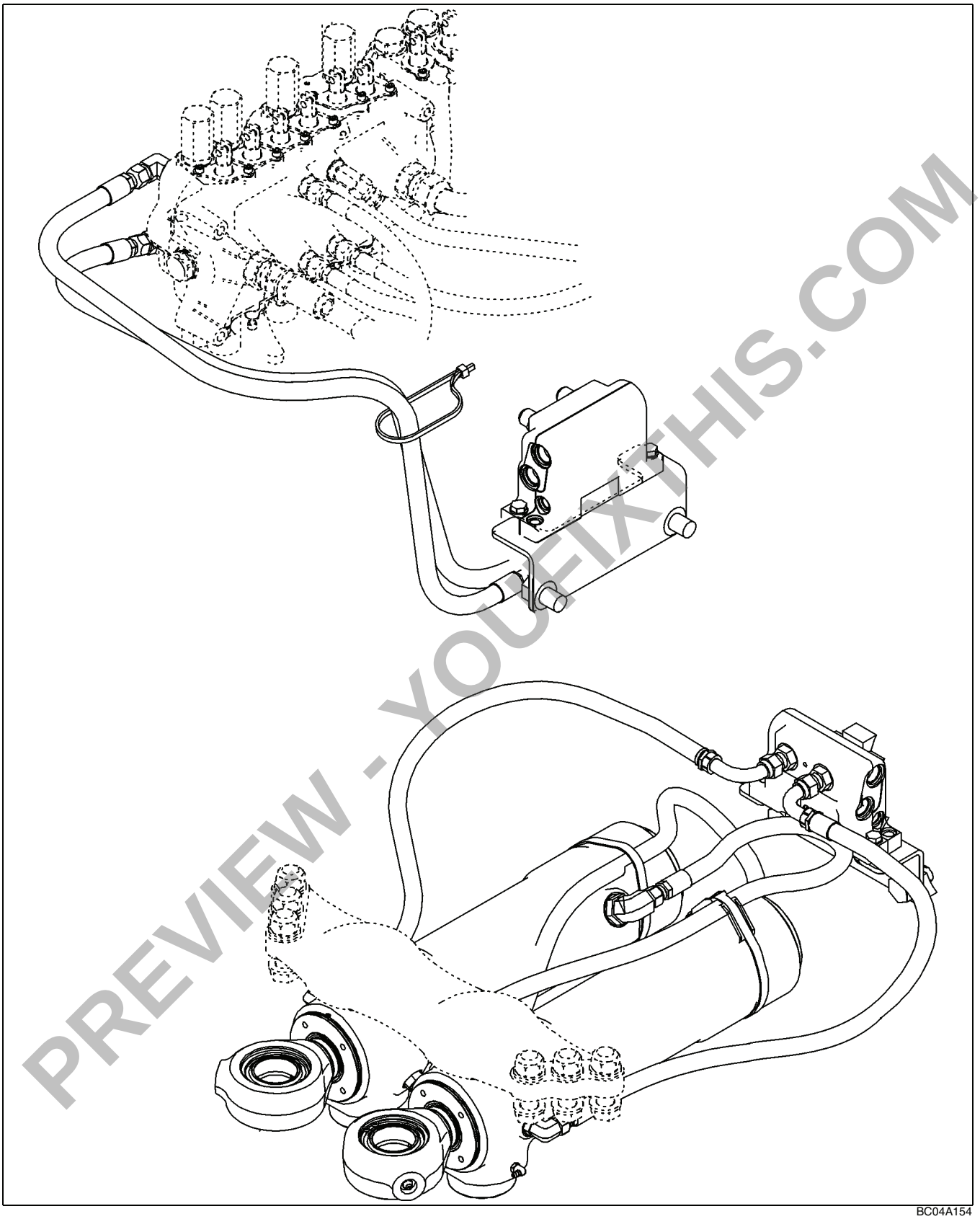
Belt Tension 90 to 110 lbs (400 to 490 N)

To adjust the belt tension, loosen the pivot bolt, loosen the slot bolt, loosen the jam nut on the adjusting bolt. Trun the adjusting bolt in until the proper tension for the belt is reached. Tighten the jam nut, tighten the slot bolt, tighten the pivot bolt.

WARNING: *** Rotating fan and belts. Contact can injure. Keep clear! *** M150A

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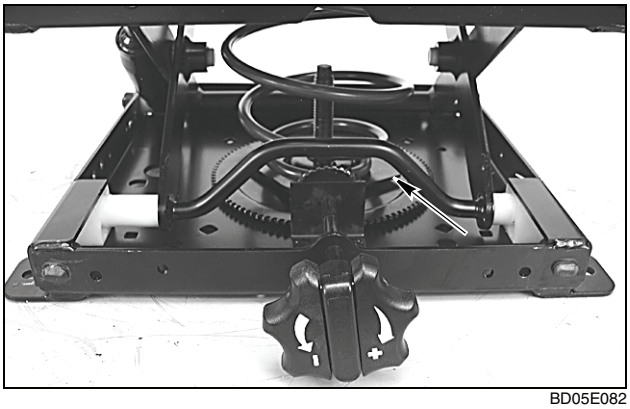
BC04A154

580M SWING CYLINDER HYDRAULIC INSTALLATION MECHANICAL LINKAGE CONTROLLED BACKHOE

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STEP 69

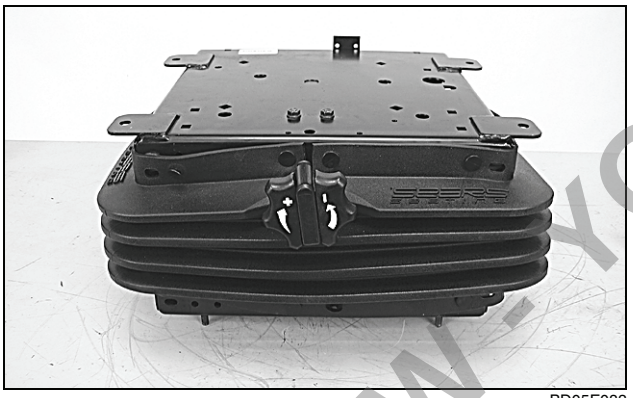


BD05E082

Check for proper operation of the weight/height adjustment.

NOTE: *Turning the handle to the + will raise the plate and will apply more pressure the spring, turn the handle to the - will lower the plate and will decrease the pressure on the spring as shown in this photo.*

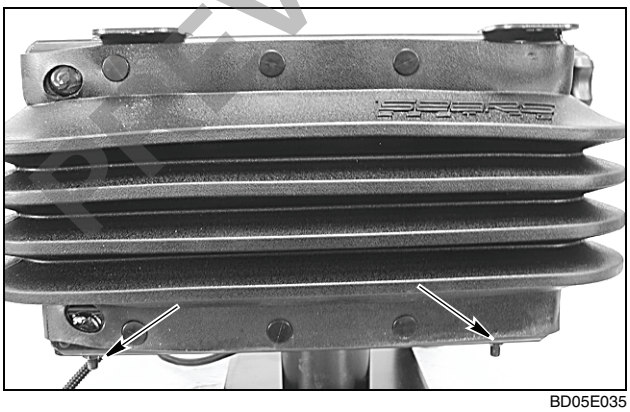
STEP 70



BD05E083

Install the boot retaining pins by tapping in with a plastic or rubber hammer.

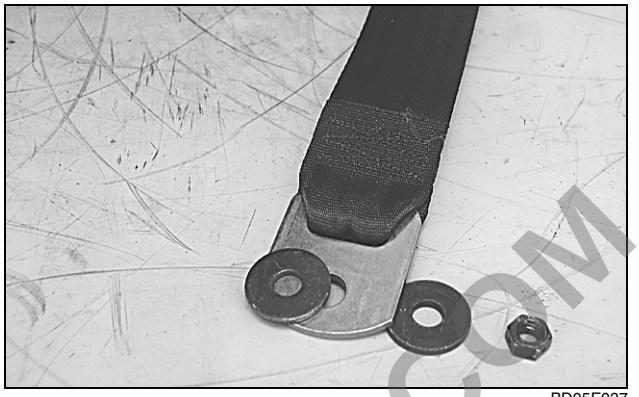
STEP 71



BD05E035

Place the suspension assembly onto the stand, install and tighten the front mounting nuts and washers,

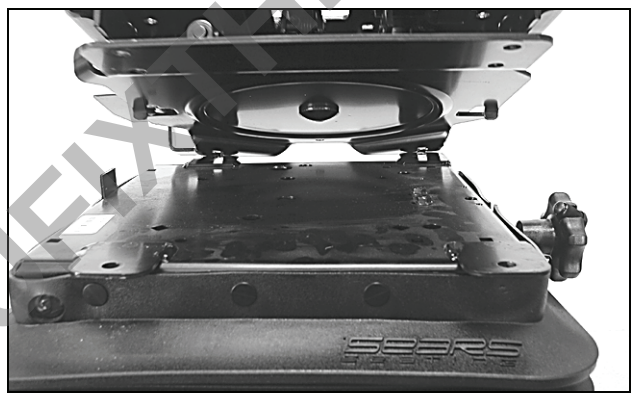
STEP 72



BD05E037

Install the components as shown for the tether straps on the rear of the stand.

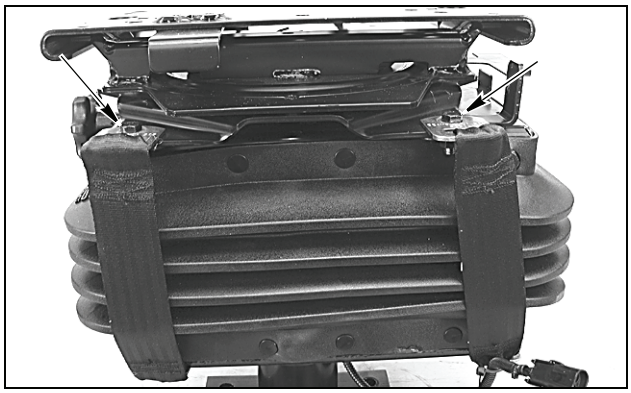
STEP 73



BD05E034

Place the slide/swivel assembly onto the suspension assembly.

STEP 74



BD05E030

Install and tighten the upper tether mounting bolts and nuts.

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