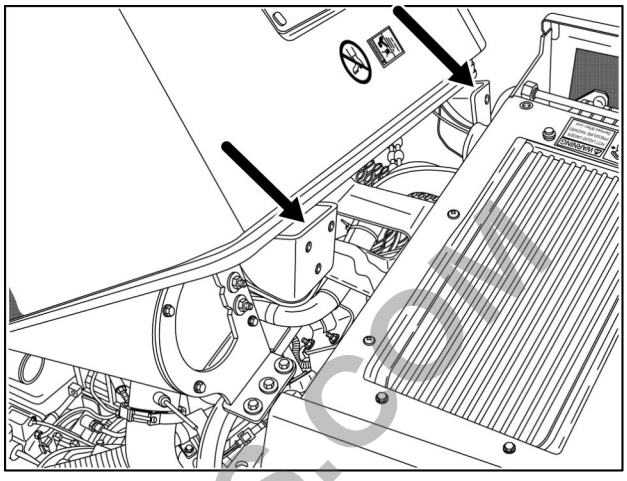
External lighting switches and relays 55.405
Warning indicators, alarms, and instruments 55.408
Loader arm and bucket control system 55.415
Cab/Platform harnesses and connectors 55.510
Cab controls 55.512
Cab lighting 55.514
Wiper/Washer system 55.518
Cab brake controls 55.519
Cab controls (Lift arm, Boom, Dipper, Bucket) 55.524
Selective Catalytic Reduction (SCR) electrical system 55.988
FAULT CODES 55.DTC
Platform, cab, bodywork, and decals 90
Pneumatically-adjusted operator seat 90.124
Cab 90.150

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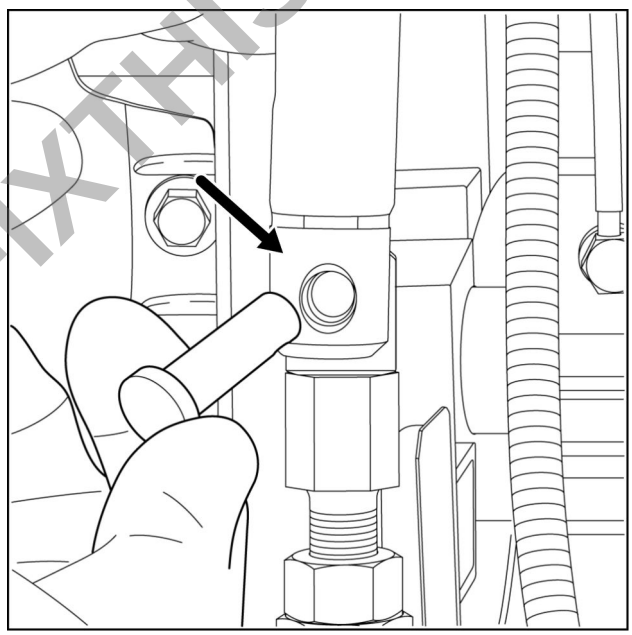
Hood installed

16. Line up hood hinge bolt holes to frame. Partially set bolts to hold in place. Once hood lines up evenly, tighten all bolts and torque to **65 - 79 N·m** (**48 - 58 lb ft**).



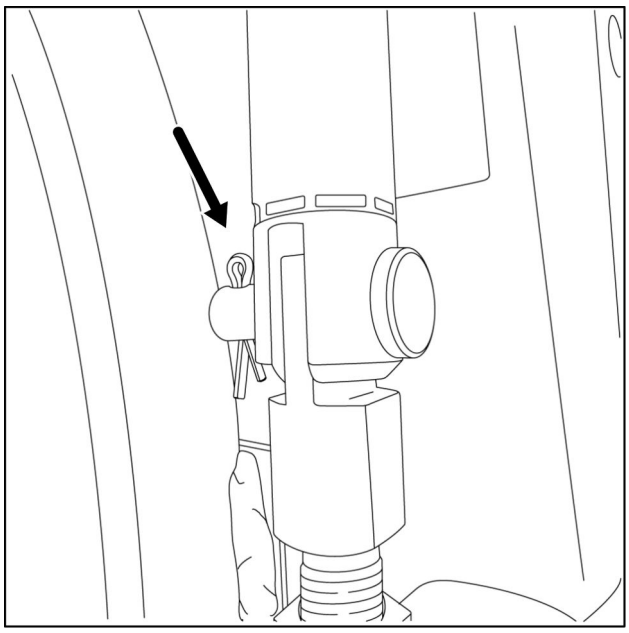
RAPH12WEL0169AA 15

17. Turn electrical master switch on and electrically lower lift cylinder, lining up holes. Insert pin through both holes.
18. Return electrical master switch to the off position.



RAPH12WEL0191AA 16

19. Insert cotter pin through rear of cylinder pin, securing lift cylinder in place.



RAPH12WEL0192AA 17

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Diagnostic Pressure Testing

If the transmission controller indicates a hydraulic problem (clutch slippage, improper activation, etc.), diagnostic pressure testing is required. Diagnostic pressure can be measured at test ports located outside of the transmission control valve.

Specifications	721F, 821F, and 921F	1021F and 1121F
Recommended oil (Summer)	Akcela NEXPLORE™ fluid Temperature range: -30 °C to 50 °C (-22 °F to 122 °F)	
Recommended oil (Winter)	F200A HYD FLUID Temperature range: -40 °C to 25 °C (-40 °F to 77 °F)	
Main pressure and clutch	**16 - 18 bar** (**232 - 261 psi**)	**16 - 18 bar** (**232 - 261 psi**)
Converter inlet pressure	**8 - 10 bar** (**116 - 145 psi**)	**8.5 bar** (**123 psi**)
Converter outlet pressure	**3.5 - 6.5 bar** (**51 - 94 psi**)	**5 bar** (**73 psi**) minimum
Pilot pressure	**7 - 9 bar** (**102 - 131 psi**)	**9 bar** (**131 psi**)
Lubrication pressure	**0.2 - 1.2 bar** (**3 - 17 psi**)	**0.2 - 1.2 bar** (**3 - 17 psi**)
Minimum pump output **2000 RPM**	**80 l/min** (**21 US gpm**)	**115 l/min** (**30 US gpm**)
Transmission oil temperature	**80 - 120 °C** (**176 - 248 °F**)	**80 - 120 °C** (**176 - 248 °F**)
Clutch KV	**16 - 18 bar** (**232 - 261 psi**)	**16 - 18 bar** (**232 - 261 psi**)
Clutch KR	**16 - 18 bar** (**232 - 261 psi**)	**16 - 18 bar** (**232 - 261 psi**)
Clutch K1	**16 - 18 bar** (**232 - 261 psi**)	**16 - 18 bar** (**232 - 261 psi**)
Clutch K2	**16 - 18 bar** (**232 - 261 psi**)	**16 - 18 bar** (**232 - 261 psi**)
Clutch K3	**16 - 18 bar** (**232 - 261 psi**)	**16 - 18 bar** (**232 - 261 psi**)
Clutch K4	**16 - 18 bar** (**232 - 261 psi**)	**16 - 18 bar** (**232 - 261 psi**)
Transmission filter bypass		**5.2 - 7.2 bar** (**75 - 104 psi**)

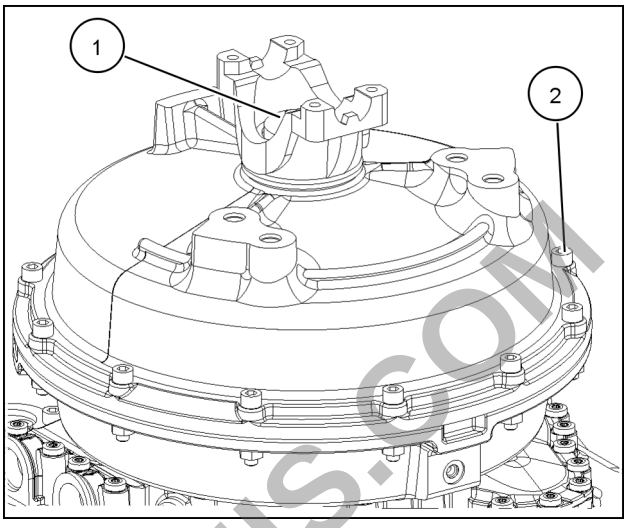
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Engine connection (remote mount)

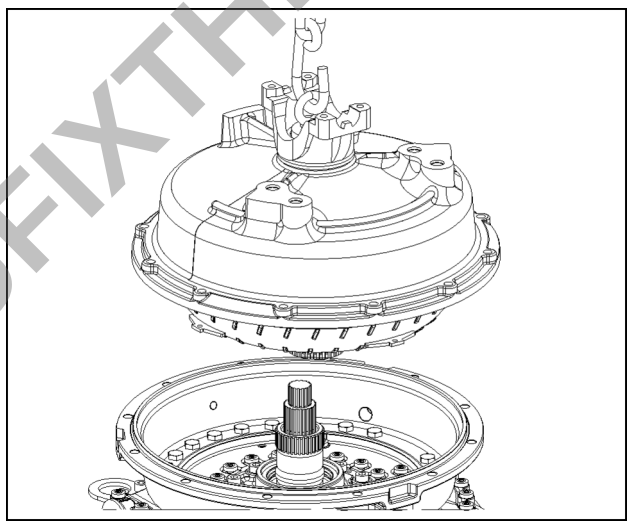
15. Remove hex bolts **(1)** and washer. Loosen the cover/converter bell housing bolts **(2)**.

NOTE: *Mark radial installation position of cover/converter bell housing with center punch.*



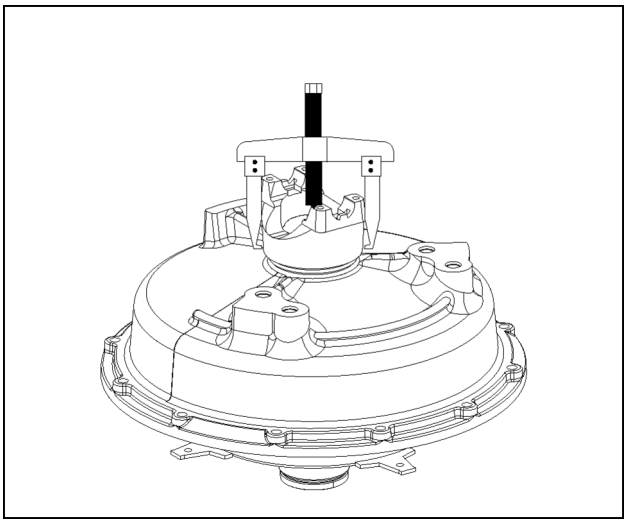
RAPH11WEL0229AA 13

16. Separate cover from converter bell housing using a suitable lifting device.



RAPH11WEL0230AA 14

17. Remove output flange.



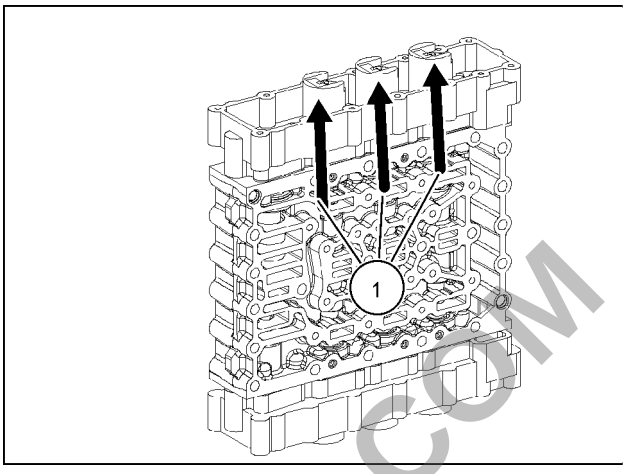
RAPH11WEL0313AA 15

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20. Mount the pressure controllers with O-ring and fasten in place, using the securing plates and cylindrical screws. Tighten torque to **5.5 N·m** (**49 lb in**)

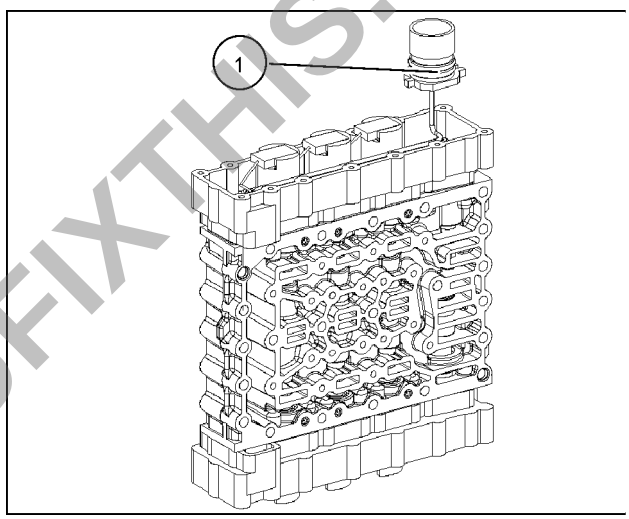
NOTE: *Install the securing plate with the neck facing downwards. Observe the radial installation position of the pressure regulators.*



RCPH11WHL200BBU 18

21. Assemble the wiring harness **(1)** and connect the pressure controllers.

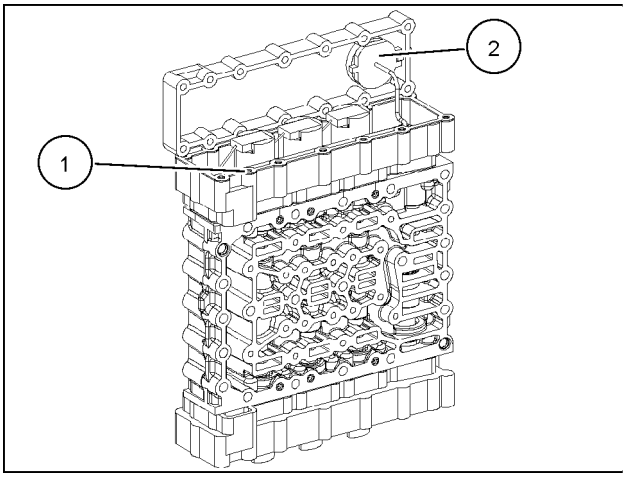
NOTE: *Make sure that pressure regulators and wiring harness are in the proper positions, as previously marked during disassembly.*



RCPH11WHL201BBU 19

22. Lay flat gasket **(1)** in place.

23. Insert the plug socket **(2)** with the slot showing toward the lug on the cover until contact. Secure the cover using cylindrical screws. Tighten torque to **5.5 N·m** (**49 lb in**)

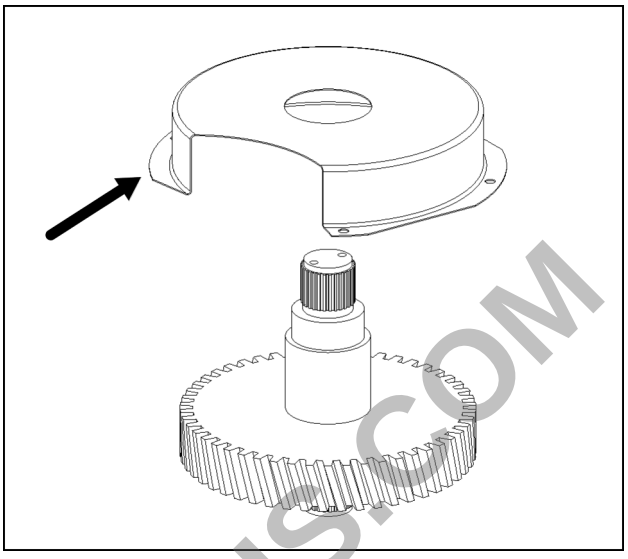


RCPH11WHL202BBU 20

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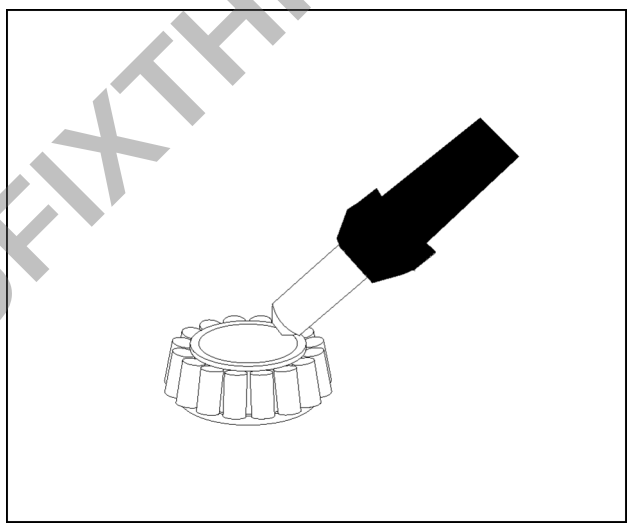
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4. Mount screen sheet.



RCPH11WHL083BBU 3

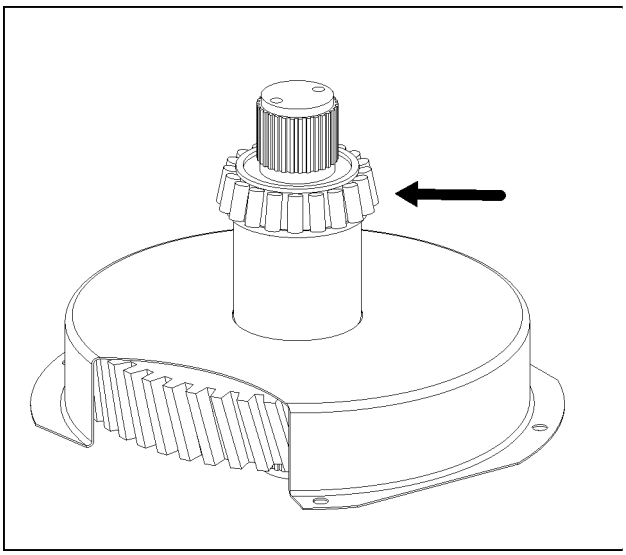
5. Heat up bearing inner ring to approximately **120 °C** (**248 °F**).



RCPH11WHL131BBU 4

6. Mount bearing inner ring until contact is completed.
7. Adjust bearing inner ring after cooling-down.

NOTE: *Wear protective gloves.*



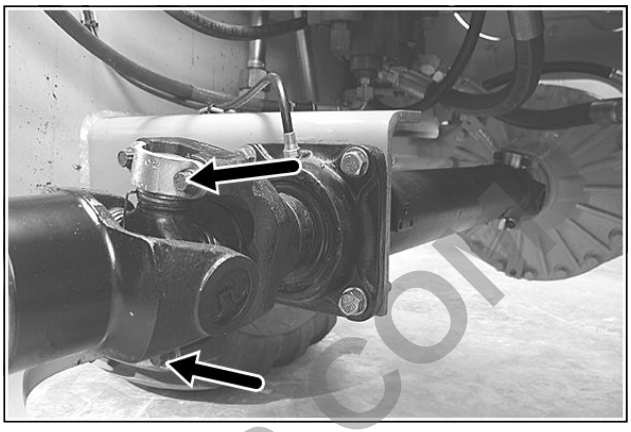
RCPH11WHL084BBU 5

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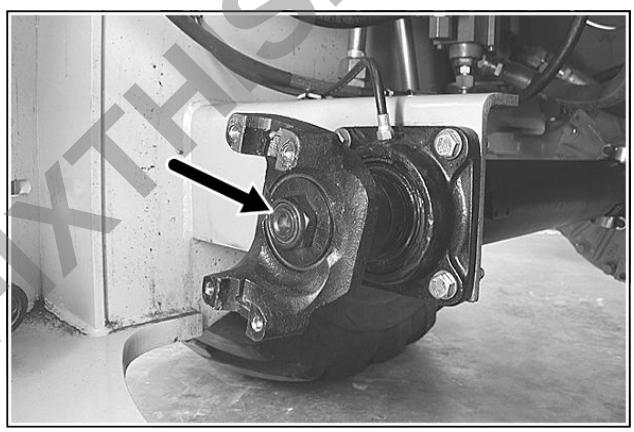
Drive shaft - Remove - Front Drive Shaft

1. Loosen and remove the bolts and straps that fasten the center drive shaft to the yoke of the front drive shaft.



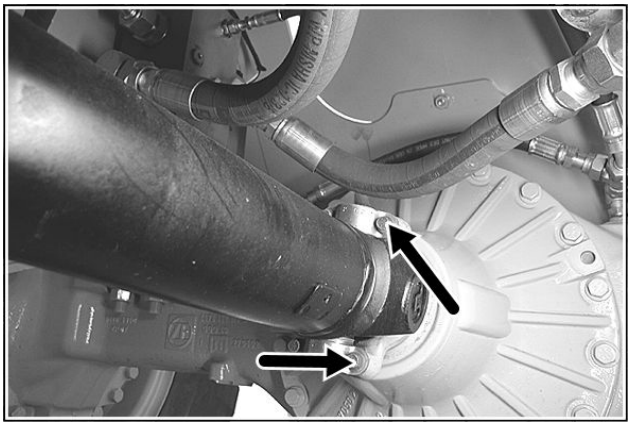
bd03a166 1

2. Remove the lock nut that fastens the yoke to the front drive shaft.



bd03a183 2

3. Make an alignment mark on the yoke and the end of the front drive shaft to make sure that the yoke is installed correctly.
4. Use an acceptable puller and remove the yoke from the end of the front drive shaft.
5. Loosen the set screws that secure the center bearing to the front drive shaft.
6. Remove any paint or rust from the rear of the front drive shaft and apply WD40 or similar oil to loosen any rust between the inner race and the front drive shaft.
7. Loosen and remove the bolts and straps that fasten the front drive shaft to the front axle.



bd03a167 3

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Front axle system - 25

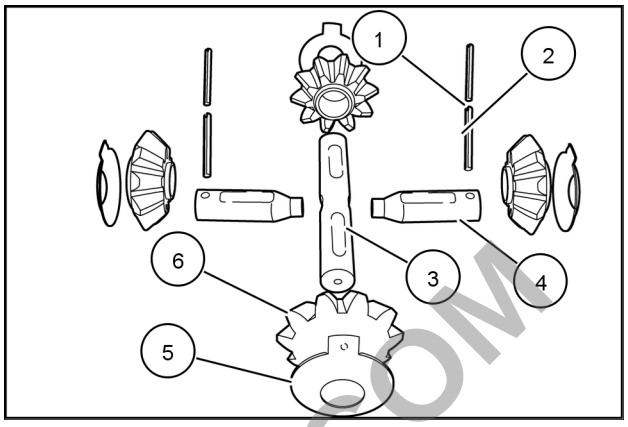
Final drive hub, steering knuckles, and shafts - 108

621F
721F

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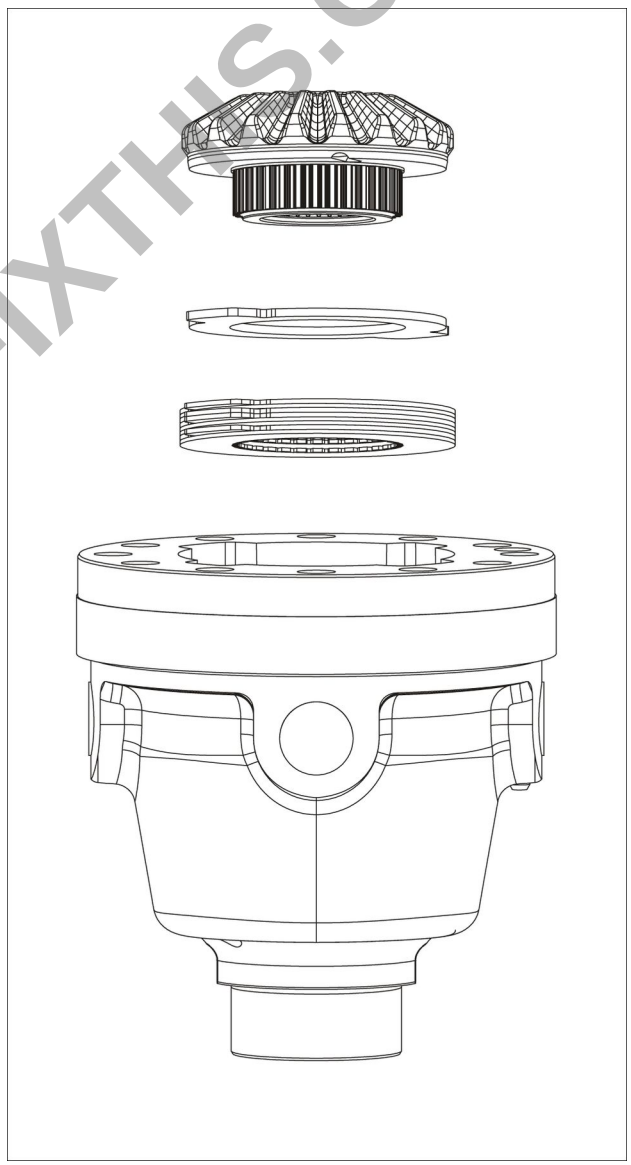
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6. Differential components
   1. Slotted pin (two parts)
   2. Slotted pin (two parts)
   3. Spider shaft (one part)
   4. Spider shaft (split version)
   5. Thrust washer (four parts)
   6. Spider gear (four parts)



RAIL11WEL0001BA 6

7. Remove the releasing axle bevel gear, thrust washer and disc package.



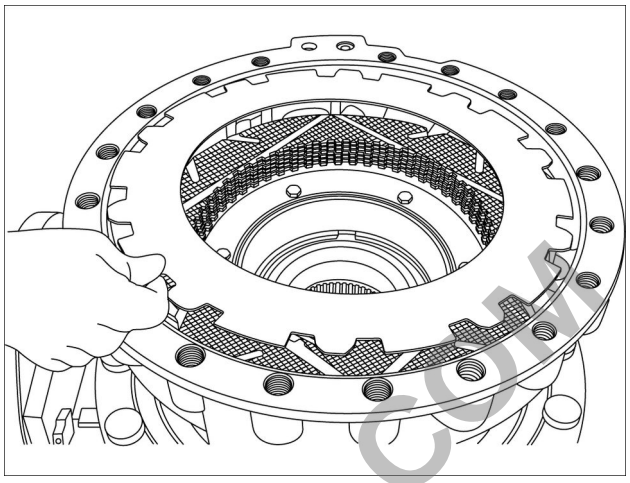
RAIL12WEL0267CA 7

Next operation:
Differential Limited slip - Assemble — DZ-1200 (27.106)

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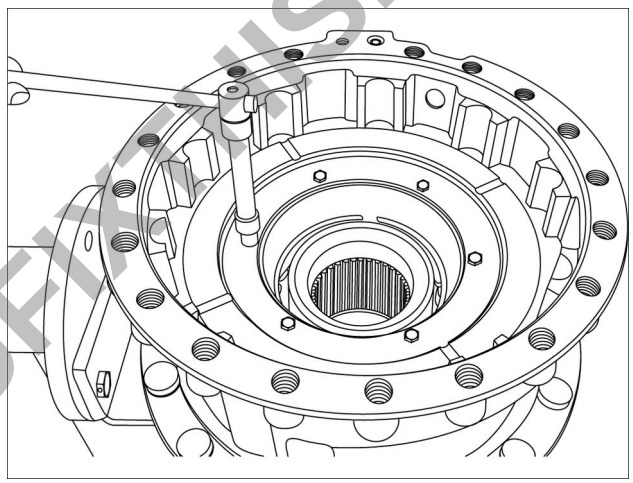
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10. Lift disk package out of brake housing.



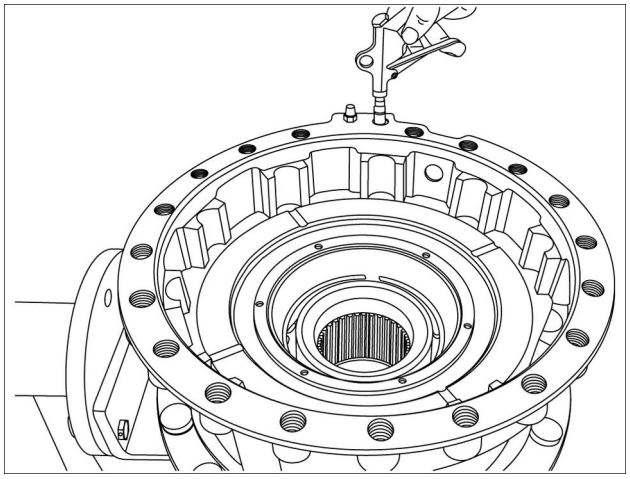
RAIL11WEL0193BA 10

11. Remove hex bolts, releasing cover and cup spring.



RAIL11WEL0194BA 11

12. Mount bleeder valve. Use compressed air to remove piston from brake housing.



RAIL11WEL0195BA 12

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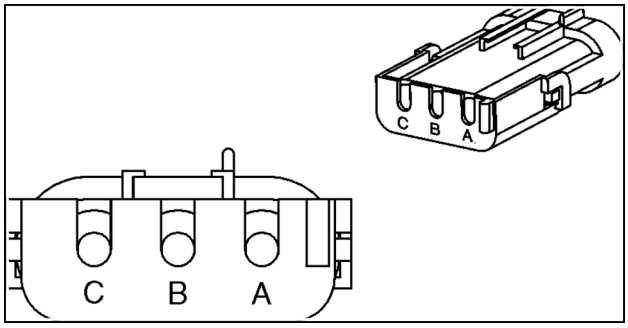
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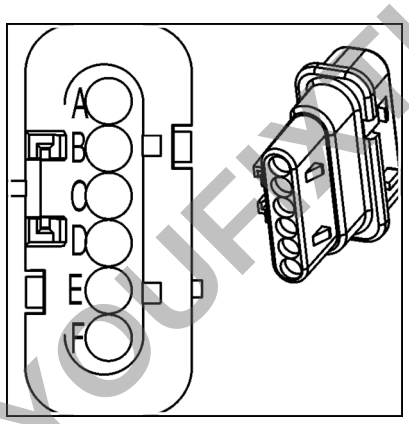
Connector PSS - Secondary steering pressure switch



245485C1 4

Cavity	Wire ID	Circuit	Cavity	Wire ID	Circuit
(A)	51P-A	Secondary steer high pressure	**(C)**	35X-A	Secondary steer low pressure signal
(B)	0-CC	Sec. steer press switch ground			

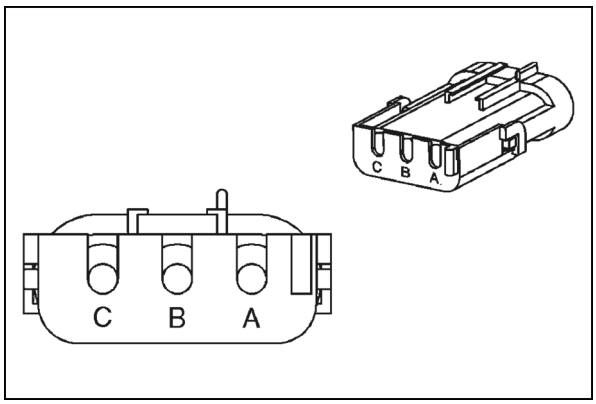
Connector SPL-SEC- Sec Str 6pk



87324391 5

Cavity	Wire ID	Circuit	Cavity	Wire ID	Circuit
(A)	0-CB	Sec. steering signal ground	**(D)**	0-CF	Sec. steering solenoid ground
(B)	0-CA	Sec. steering signal ground	**(E)**		Not used
(C)	0-CC	Sec. steering press switch ground	**(F)**	0-CD	Sec. steering splice ground

Connector SSD - Secondary steering diode



245485C1 6

Cavity	Wire ID	Circuit	Cavity	Wire ID	Circuit
(A)	0–CH	Secondary steering flyback ground	**(C)**	51–D	Secondary steering flyback
(B)	0–CG	Secondary steering flyback ground			

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Instrument cluster - Dynamic description - Brake pedal calibration (5-speed transmission)

NOTE: *5 -speed transmission not available on 621F.*

Brake Pedal Calibration Feature

All wheel loaders are equipped with a transmission declutch feature. This feature deactivates the transmission and enables the operator to increase throttle to rapidly raise payload as required.

The declutch feature on 4-speed transmission machines is controlled by an operator adjustable pressure switch. The adjustable pressure switch is part of the service brake system. When the pressure switch activates, either the forward or reverse clutches maintain some pressure to allow a smooth modulation once the brake pedal is released. The speed clutch maintains full pressure.

Wheel loaders equipped with 5-speed transmission use a variable declutch feature (POWERINCH) based on brake pedal position. This feature enables operators to gradually maneuver machine as required. The brake pedal position signal can be calibrated to ensure proper performance. A properly calibrated machine will gradually declutch the transmission and enable operator to increase throttle without moving the machine. This allows the operator to gradually move the machine while loading on and incline. The variable declutch feature is controlled by a potentiometer connected to the brake pedal.

When the operator fully depresses the brake pedal, the transmission is completely disengaged.

The variable declutch feature requires that the transmission Electronic Control Module (ECM) receives a brake pedal position signal. Technicians can calibrate the transmission brake pedal position signal by accessing the Advanced Instrument Cluster (AIC) brake pedal calibration program screen.

Multifunction Navigation Key Pad

The multifunction navigation key pad is located on operator console, below the steering wheel. This key pad enables users to navigate from screen to screen, select menu options, monitor machine functions, or retrieve information.

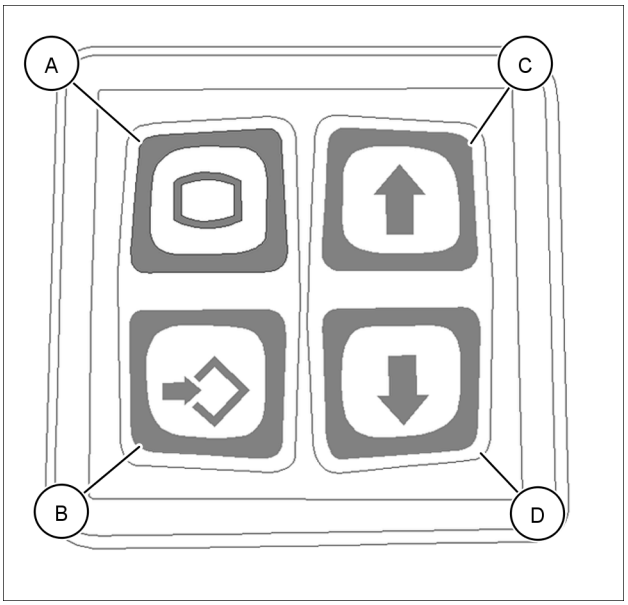
All functions are accessed using the following keys:

A. Escape key
The escape key is used to exit and return to the driving screen. It can be used at anytime to start over or to exit a field.

B. Enter / Confirm key
This key is used to enter and confirm selected menu items. After selections are highlighted, press enter / confirm key to choose selections.

C. Up key
This key scrolls upward to desired menu selections.

D. Down key
This key scrolls downward to desired menu selections.



RCPH11WHL023BAN 1

When screen prompts appear, use the Enter / Confirm key to respond accordingly.
During operation or with key switch in ON position, users can use arrow keys to scroll through four information screens and two trip screens. These screens are in a circular loop and can be accessed by using the up or down key.

NOTE: *Press the escape key to return the display to main driving screen. Press the confirm key to lock selections into system memory. After locking selections, press the escape key to return to main driving screen. Selections will also be locked into system memory when machine is turned OFF.*

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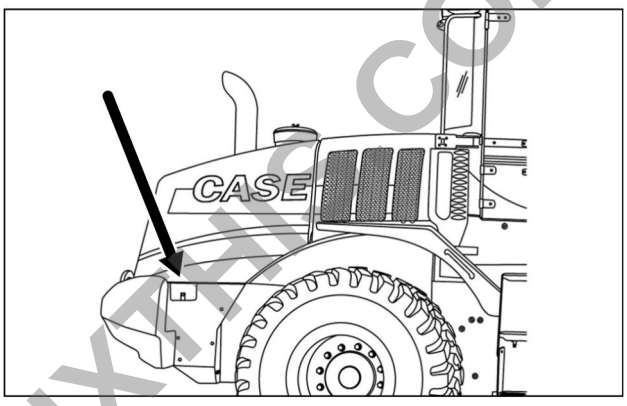
Selective Catalytic Reduction (SCR) supply module Filter - Remove - Supply tank filler neck screen

⚠ CAUTION

Flying debris!
Compressed air can propel dirt, rust, etc. into the air. Wear eye and face protection when using compressed air.
Failure to comply could result in minor or moderate injury.

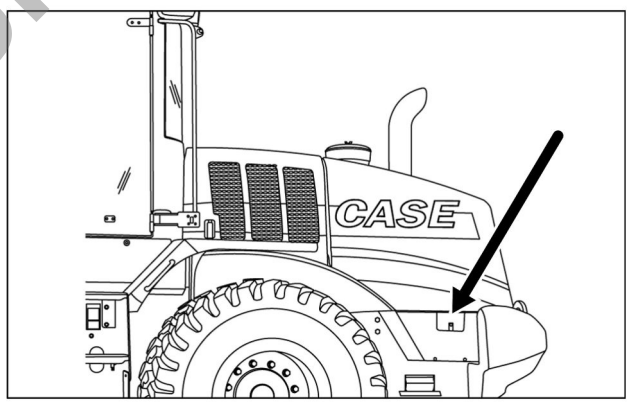
C0049A

1. Locate the **DEF/ADBLUE®** supply tank on the right hand side of the machine beneath the access cover.



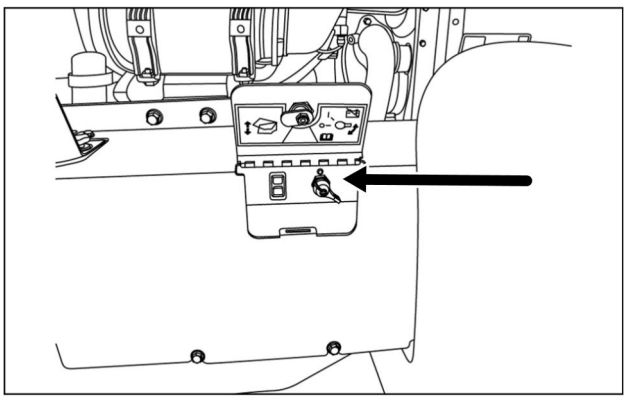
RCPH11WHL685BAU 1

2. Raise the hood using controls located behind the access cover.



RCPH11WHL663BAU 2

3. Turn off the master electric switch to the “off” position.



RCPH11WHL653BAU 3

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1336-Transmission Oil Filter Blocked

Cause:

1. Filters clogged.
2. Faulty reading from component.
3. Connectors not mated fully, pins not pushed into connector fully, bent pin or broken wire at rear of connector.
4. Wiring or circuits open.
5. Wiring or circuits shorted.

Solution:

1. Verify that the fault code is still active, refer to **0000 - Retrieving fault codes, Wheel Loaders**.
   Prior to clearing fault codes write down all fault codes, number of occurrences, and engine hours at last occurrence.

   (1) Turn ignition switch to RUN position.

   (2) Clear all fault codes.

   (3) To check for fault code: Start and operate machine.

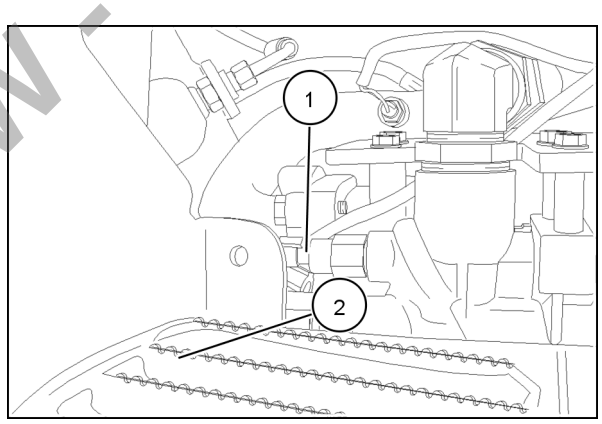
   A. NOT OK – Fault code 1336 is recorded again. Go to Step **2**.

   B. OK – Fault is not recorded again. OK for return to service.
2. Replace transmission filter.

   A. Return to Step **1** to confirm elimination of fault.

   B. NOT OK – Go to Step **3**.

   C. OK – Fault is not recorded again. OK for return to service.
3. Disconnect Connector FM from transmission oil filter sending unit.



BD07F003-01 1

(1)	Connector FM
(2)	Left step

   (1) Take Ohm reading on sending unit, a reading of **510 Ω** should be obtained.

   A. NOT OK – Replace filter maintenance switch. Return to Step **1** to confirm elimination of fault.

   B. OK – Go to Step **4**.
4. Check circuit 36R.

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19650-Tank Level Sensor - Short Circuit High

Cause:
There was a short to power detected in the DEF/AdBlue® level sensor circuit.

Possible failure modes:

1. Faulty Sensor
2. Faulty electrical wiring or connection
3. Faulty DCU

Solution:

1. Verify this error code is still present, and in an active state.
   A. If the error is still present and active, continue with step **2**.
   B. If the error is no longer present or is in an inactive state, return unit to field operation.
2. Check level sensor resistance . Disconnect connector DTLTS at top of DEF/AdBlue® tank. Use a multimeter to measure the resistance of the level sensor from pin 1 to pin 2. The resistance should be approximately **16000 Ω** when the tank is filled. The resistance should be approximately **100 Ω** when the tank is empty.
   A. If resistance is correct continue with step **3**.
   B. If the resistance is not correct, replace the level sensor.
3. Check for a short to power between denox module/supply module and tank sensor. Disconnect connector DTLTS from tank sensor. Turn the ignition switch to the on position. Check for 12 volt power between connector DTLTS pin 1 and ground.
   A. If reading shows short to power, repair or replace harness as required. Return unit to field operation.
   B. If reading the reading does not indicate a short , contact ASIST before replacing denox module/supply module.

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3062-Cylinder 1 - Electronic injector , Low signal

⚠ WARNING

Escaping fluid!
Hydraulic fluid or diesel fuel leaking under pressure can penetrate the skin and cause infection or other injury. To prevent personal injury: Relieve all pressure before disconnecting fluid lines or performing work on the hydraulic system. Before applying pressure, make sure all connections are tight and all components are in good condition. Never use your hand to check for suspected leaks under pressure. Use a piece of cardboard or wood for this purpose. If injured by leaking fluid, see your doctor immediately.
Failure to comply could result in death or serious injury.

W0178A

⚠ WARNING

Fire hazard!
When handling diesel fuel, observe the following precautions:
1. Do not smoke.
2. Never fill the tank when the engine is running.
3. Wipe up spilled fuel immediately.
Failure to comply could result in death or serious injury.

W0099A

NOTICE: *When available use special tool 380040185 harness diagnostic/repair kit and 380040188 electro injector test fixture.*

NOTICE: *Always turn ignition switch and master disconnect switch to the OFF position before removing or installing connections to the engine controller.*

NOTE: *See engine repair manual for electrical schematic information.*

Cause:

1. Faulty reading from component.
2. Connectors not mated fully, pins not pushed into connector fully, bent pin or broken wire at rear of connector.
3. Wiring or circuits open.
4. Wiring or circuits shorted.
5. Connector pins corroded or dirty. When removing connectors inspect and clean pins. Clean female pins by installing and removing.

Solution:

1. Verify that the fault code is still active, refer to **0000 - Retrieving fault codes, Wheel Loaders**.
   Prior to clearing fault codes write down all fault codes, number of occurrences, and engine hours at last occurrence.

   (1) Turn ignition switch to RUN position to power instrument cluster.

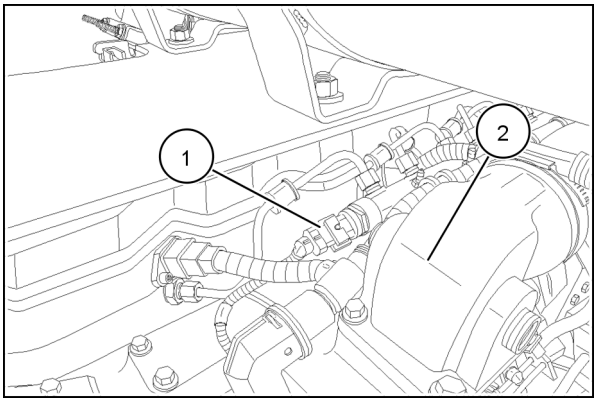
   (2) Clear all fault codes from the cluster.

   (3) To check for fault code: Start and operate machine.

   A. NOT OK – Fault code 3062 is recorded again. Go to Step **2**.

   B. OK – Fault is not recorded again. OK for return to service.
2. Check circuits from engine controller to injector connector.

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BD07D134-01 1

(1)	Rail pressure sender
(2)	Intake manifold

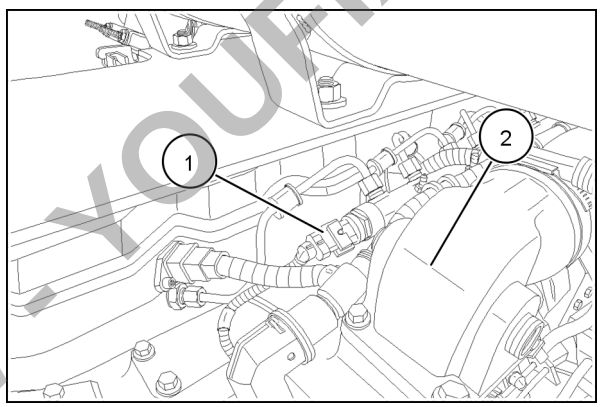
(1) Inspect pins on rail pressure sensor and connector. Clean connections.

(2) Take Ohm reading between pins 1 and 2 on the sensor, a reading of **45k Ω** should be obtained.

A. NOT OK – Replace sensor. Return to Step **1** to confirm elimination of fault.

B. OK – Go to Step **3**.

3. Disconnect connector from rail pressure sending unit.



BD07D134-01 2

(1)	Rail pressure sender
(2)	Intake manifold

(1) Turn the ignition switch on to power the system.

(2) Take voltage reading at pin 3 on connector, a reading of 5 volts should be obtained.

A. NOT OK – Go to Step **4**.

B. OK – Replace sensor. Return to Step **1** to confirm elimination of fault.

4. Check circuit

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3278-Engine Controller Internal Supply Voltage Too High

NOTE: *Check alternator output voltage, if above 28 volts refer to* ***Alternator - Testing (55.301)*** *and troubleshoot charging system before proceeding. See engine repair manual for electrical schematic information.*

Cause:

1. Faulty reading from component.
2. Connectors not mated fully, pins not pushed into connector fully, bent pin or broken wire at rear of connector.
3. Wiring or circuits open.
4. Wiring or circuits shorted.

Solution:

1. Verify that the fault code is still active, refer to **0000 - Retrieving fault codes, Wheel Loaders**.
   Prior to clearing fault codes write down all fault codes, number of occurrences, and engine hours at last occurrence.

   (1) Turn ignition switch to RUN position.

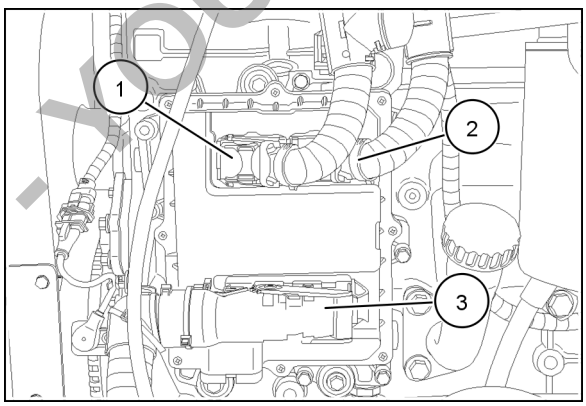
   (2) Clear all fault codes.

   (3) To check for fault code: Start and operate machine.

   A. NOT OK – Fault code 3278 is recorded again. Go to Step **2**.

   B. OK – Fault is not recorded again. OK for return to service.

2. Check input power.



BD07D130-01 1

(1)	Connector C
(2)	Connector A
(3)	Connector EDC7

(1) Turn ignition OFF. Disconnect Engine Controller connector, EDC7 from engine controller.

(2) Inspect pins on EDC7 connector and control module. Clean connections.

(3) Turn the ignition ON.

(4) Check pins 2, 3, 8, and 9 of EDC7 to ground, a reading of 24 volts should be obtained.

A. NOT OK – Voltage is approximately equal to 0 volts. Check fuse F2 in PRM D(Power relay module D). Return to Step **1** to confirm elimination of fault.

B. NOT OK – Voltage is greater than 28 volts, refer to **Alternator - Testing (55.301)** and troubleshoot the charging system. Return to Step **1** to confirm elimination of fault.

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(1)	Connector CAB-T
(2)	Connector TRANS

(6) If circuit is open check from pin 1 Connector OSS to pin 28 Connector TRANS.

(7) From pin 28 Connector CAB-T to pin 4 Connector TECM.

(8) If circuit is open check from pin 2 Connector OSS to pin 10 Connector TRANS.

(9) From pin 10 Connector CAB-T to pin 62 Connector TECM.

A. NOT OK— Determine break between connectors and repair. Return to Step **1** to confirm elimination of fault.

B. OK— Go to Step **5**.

5. Replace the output speed sensor.

(1) Remove and replace output speed sensor.

A. Return to Step **1** to confirm elimination of fault.

B. NOT OK— If fault is recorded again go to Step **6**.

6. Replace the transmission control module.

(1). Remove and replace transmission control module.

A. Return to Step **1** to confirm the elimination of fault.

Wire harnesses - Electrical schematic frame 08 (55.100.DP-C.20.E.08)

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4326-Illegal ID request via CAN

Cause:

1. CAN communication interrupted during normal operation.
2. Faulty reading from component.
3. Connectors not mated fully, pins not pushed into connector fully, bent pin or broken wire at rear of connector.
4. Wiring or circuits open.
5. Wiring or circuits shorted.

Solution:

1. Verify that the fault code is still active, refer to **0000 - Retrieving fault codes, Wheel Loaders**.
   Prior to clearing fault codes write down all fault codes, number of occurrences, and engine hours at last occurrence.

   (1) Turn ignition switch to RUN position.

   (2) Clear all fault codes.

   (3) To check for fault code: Start and operate machine.

   A. NOT OK – Fault code 4326 is recorded again. Go to Step **2**.

   B. OK – Fault is not recorded again. OK for return to service.
2. Check configuration of the AIC and TECM using the EST.

   A. NOT OK – Update AIC or TECM as required, return to Step **1** to confirm elimination of fault.

   B. OK – Go to Step **3**.
3. Replace the transmission controller.

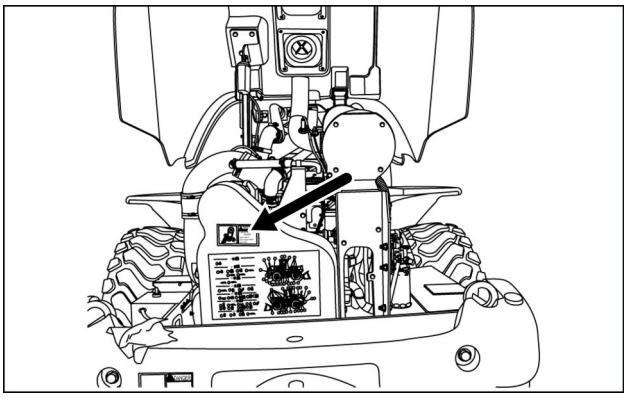
   (1) Remove and replace TECM.

   A. Return to Step 1 to confirm elimination of fault.

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WARNING — Entanglement Hazard



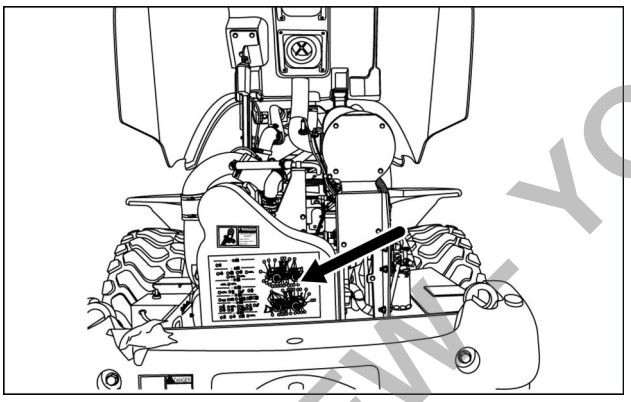
RCPH10WHL153AAH 35

This WARNING safety sign is located at the rear of the engine compartment on the fan guard.
WARNING — Entanglement Hazard. Keep clear or stop engine before servicing. Failure to comply with this warning could result in death or serious injury.
North American decal number: 388112A1
French Canadian decal number: 87585332
Spanish decal number: 87585331



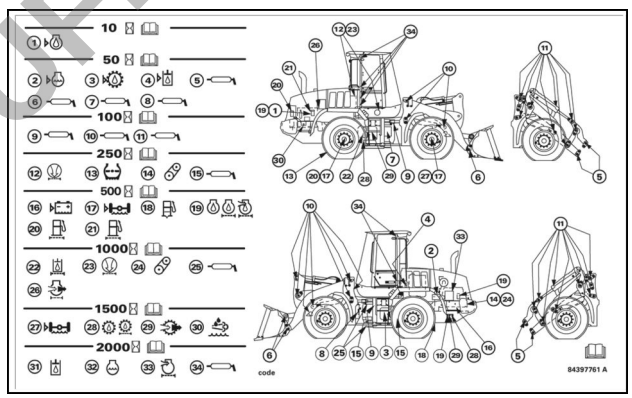
RCPH10WHL257AAH 36

Maintenance decal



RCPH10WHL153AAH 37

This information safety sign is located in the rear of the engine compartment on the fan guard.
Informational decal - maintenance intervals
Informational sign decal number: 84397761



84397761A 38

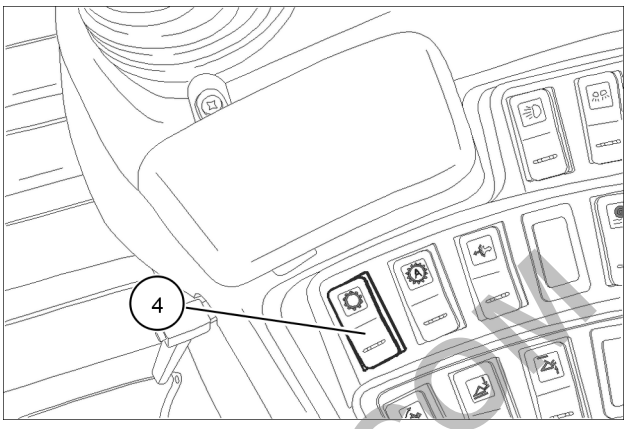
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When steps 1 through 5 have been completed the transmission enable switch may be enabled by pushing down on the top of the switch **(4)**. The indicator light on the bottom of the switch will illuminate.

The transmission enable control will default back to the Standard Transmission Control Lever if:

1. The engine is stopped.
2. The parking brake is applied.
3. The transmission control lever is taken out of the neutral position.



RCPH10WHL008BAL 8

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Engine coolant

⚠ WARNING

Burn hazard!
Hot coolant can spray and scald if you remove the radiator or deaeration tank cap while the system is hot. To remove the cap: allow the system to cool, turn the cap to the first notch, and wait for all pressure to release. Remove the cap only after all pressure has released.
Failure to comply could result in death or serious injury.

W0367A

⚠ WARNING

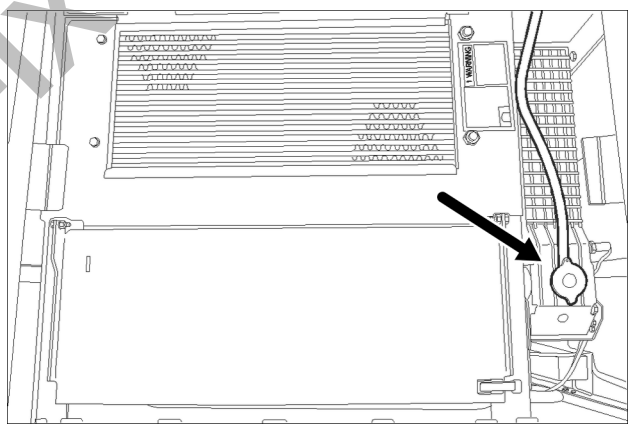
Rotating parts!
The engine is running. Keep clear of rotating fans and belts.
Failure to comply could result in death or serious injury.

W0275A

Drain, flush and replace the engine coolant every 2000 hours of operation or each year, whichever occurs first. Clean the system and replace the coolant if it becomes dirty or is rust colored.

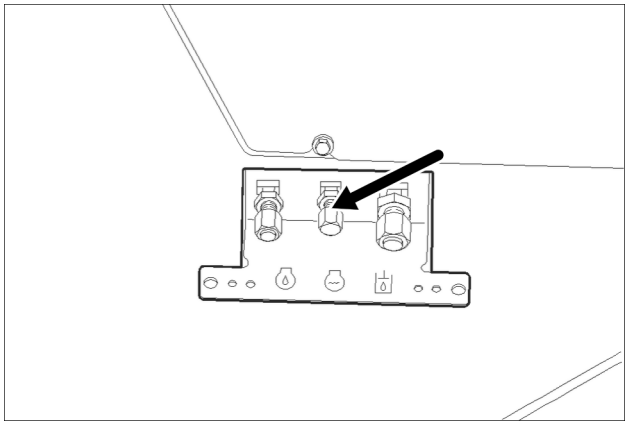
Service specifications	
621F Capacity	**26.8 l** (**7.1 US gal**)
721F Capacity	**28.4 l** (**7.5 US gal**)

1. After the engine has cooled and the temperature of the coolant has reached a safe level, remove the cap.



RCPH10WHL047BAL 1

2. With a suitable container of the proper capacity under the drain, open the cap by turning counterclockwise and drain the coolant from the system.
3. After all the coolant is drained, secure the drain cap.
4. Use a system cleaning product to clean and flush the system. Contact your Dealer for system cleaning products.
5. After the system has been cleaned and flushed following the cleaning product instructions, close and secure the drain valve.



RCPH10WHL054BAL 2

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