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Service manual

CX15B
CX18B

SERIES 2

Print No. 87743532

CASE CONSTRUCTION

CX15B
CX18B

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TABLE OF CONTENTS

1 - DESCRIPTION

2 - TECHNICAL SPECIFICATIONS

3 - WORKING ATTACHMENT

11 - TOOLS

12 - TABLE OF STANDARD MAINTENANCE TIMES

13 - MAINTENANCE STANDARDS AND INSPECTION PROCEDURES

22 - HYDRAULIC SYSTEM

23 - ELECTRICAL SYSTEM

24 - MAIN COMPONENTS

32 - WORKING ATTACHMENT REMOVAL AND INSTALLATION

33 - UPPER FRAME

34 - TRAVEL

42 - TROUBLESHOOTING - HYDRAULIC SYSTEM

43 - TROUBLESHOOTING - ELECTRICAL SYSTEM

44 - TROUBLESHOOTING - ENGINE

51 - ENGINE

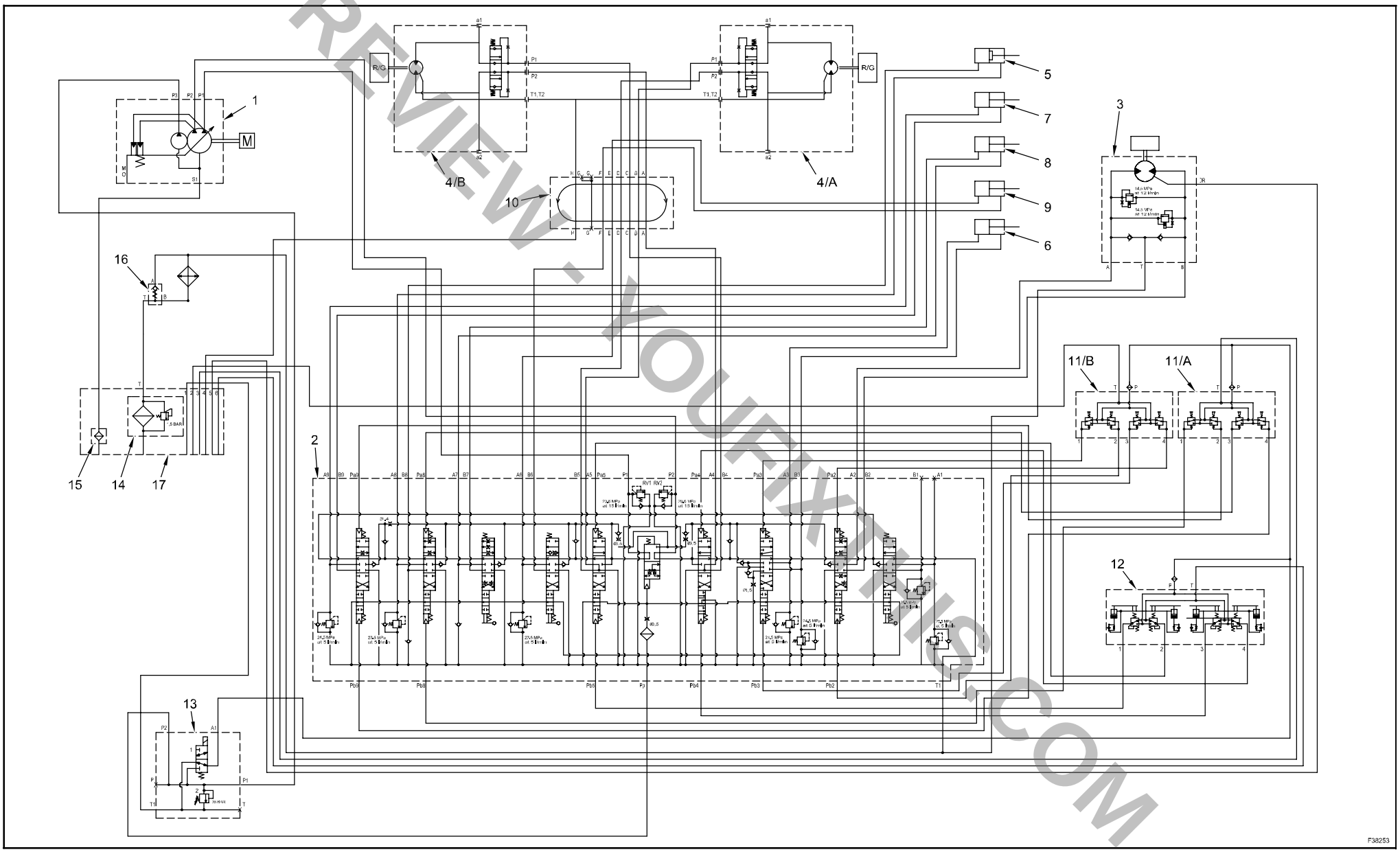
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2. HYDRAULIC DIAGRAMS AND COMPONENTS

2.1 HYDRAULIC DIAGRAM FOR ONE-SPEED CX15B

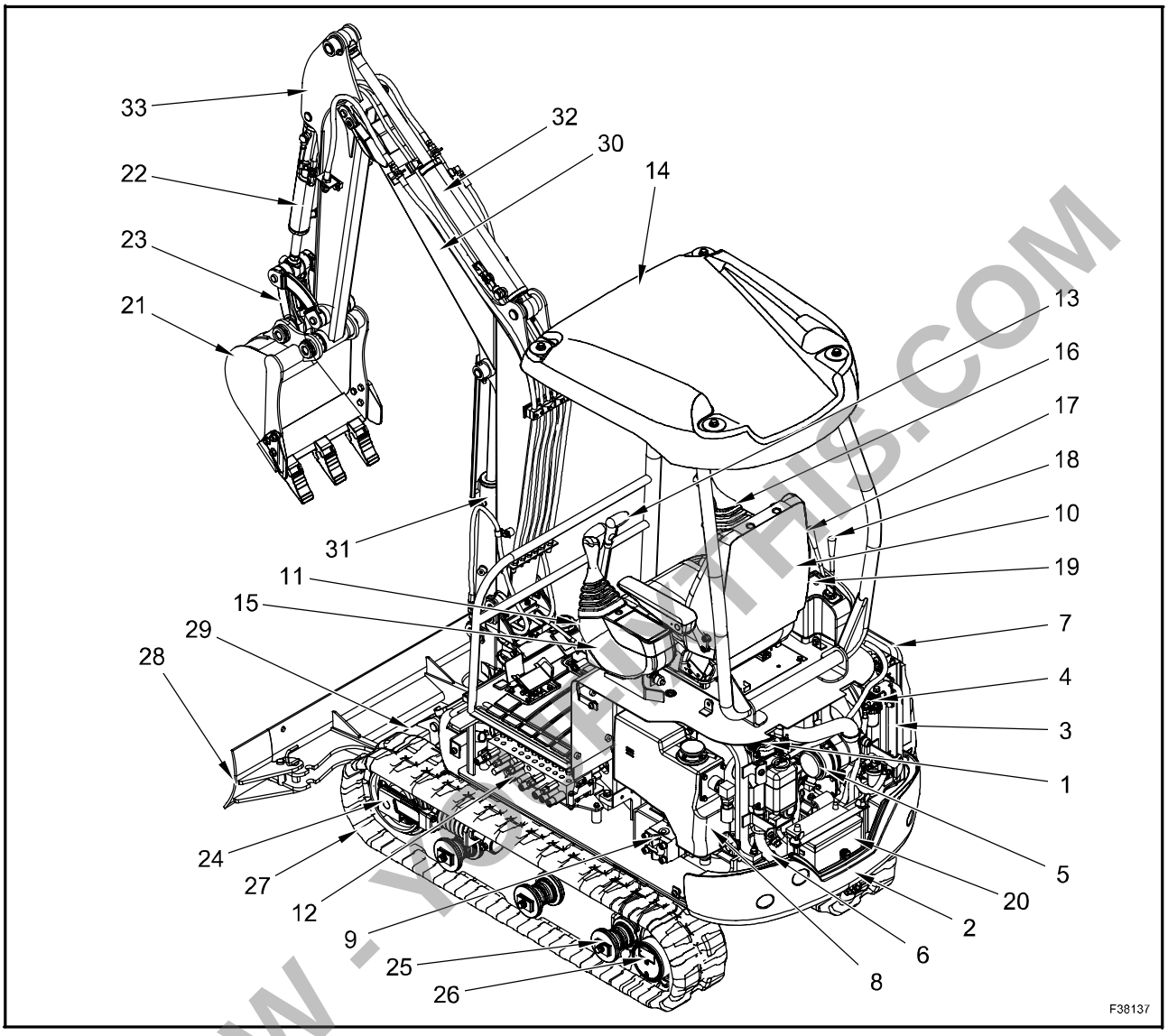


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1. MAIN COMPONENTS



1. Engine
2. Counterweight
3. Radiator
4. Expansion tank
5. Air cleaner
6. Silencer
7. Fuel tank
8. Oil tank
9. Hydraulic pump
10. Operator's seat
11. Swing cylinder
12. Control valve
13. Travel lever
14. Canopy
15. Left control lever
16. Right control lever
17. Dozer control lever
18. Governor lever
19. Instrument panel
20. Battery
21. Bucket
22. Bucket cylinder
23. Link rod
24. Crawler idler
25. Roller
26. Travel motor
27. Rubber crawler
28. Dozer
29. Dozer cylinder
30. Boom
31. Boom cylinder
32. Arm cylinder
33. Arm

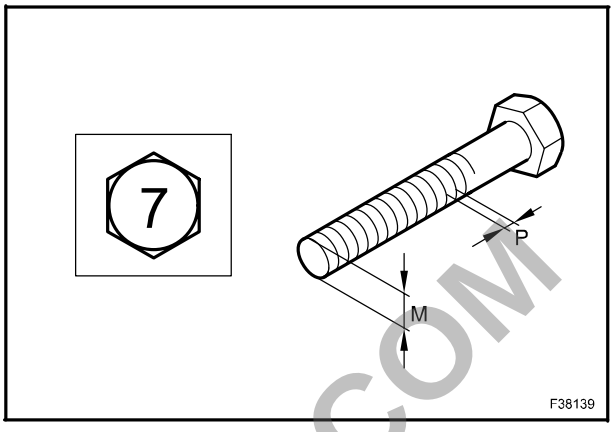
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1. TORQUE SPECIFICATIONS FOR SCREWS AND NUTS

The following torque specifications are provided in case the actual torque value of a fastener is not known. Before starting daily work and during periodical maintenance, check if screws and nuts are loose and may therefore drop off. Retighten loose screws and nuts and install new parts for the ones which dropped off. If the machine is new, after the first 50 hours of operation, check and retighten loose screws and nuts. For their replacement, make sure to use original spare parts of the same size.



The number engraved on the screw head indicates the strength classification (e.g. 7 = 7 T). No indication is provided for smaller size screws, M5 or less.

M. Thread diameter

P. Pitch

If the operator's manual specifies a different torque, use such value regardless of the tables below.

1.1 STANDARD TORQUE SPECIFICATIONS

Coarse thread

Torque unit: Nm (lbf•ft)

Classification		4.8T		7T		10.9T	
Nominal dimension		No lubrication	Oil lubrication	No lubrication	Oil lubrication	No lubrication	Oil lubrication
M6	P=1	4.4±0.5 (3.2±0.4)	3.7±0.4 (2.7±0.3)	9.6±1.0 (7.1±0.7)	8.1±0.8 (6.0±0.6)	17.4±1.8 (12.8±1.3)	14.7±1.5 (10.8±1.1)
M8	P=1.25	10.7±1.1 (7.9±0.8)	9.0±0.9 (6.6±0.7)	23.5±2.0 (17.3±1.5)	19.6±2.0 (14.5±1.5)	42.2±3.9 (31.1±2.9)	35.3±3.9 (26.0±2.9)
M10	P=1.5	10.7±1.1 (7.9±0.8)	9.0±0.9 (6.6±0.7)	23.5±2.0 (17.3±1.5)	19.6±2.0 (14.5±1.5)	42.2±3.9 (31.1±2.9)	35.3±3.9 (26.0±2.9)
M12	P=1.75	36.3±3.9 (26.8±2.9)	31.4±2.9 (23.2±2.1)	79.4±7.8 (58.6±5.8)	66.7±6.9 (49.2±5.1)	143±15 (105±11)	121±12 (89.2±8.9)
M14	P=2	57.9±5.9 (42.7±4.4)	49.0±4.9 (36.1±3.6)	126±13 (92.9±9.6)	106±10 (78.2±7.4)	226±20 (167±15)	191±19 (141±14)
M16	P=2	88.3±8.8 (65.1±6.5)	74.5±6.9 (55.0±5.1)	191±20 (141±15)	161±16 (119±12)	343±39 (253±29)	284±29 (209±21)
M18	P=2.5	122±12 (90.0±8.9)	103±10 (75.8±7.2)	265±29 (195±21)	226±20 (167±15)	481±49 (355±36)	402±39 (297±29)
M20	P=2.5	172±17 (127±13)	144±14 (106±10)	373±39 (275±29)	314±29 (232±21)	667±69 (492±51)	559±59 (412±44)
M22	P=2.5	226±20 (167±15)	192±20 (142±15)	500±49 (369±36)	422±39 (311±29)	902±88 (665±65)	755±78 (557±58)
M24	P=3	294±29 (217±21)	235±29 (173±21)	637±69 (470±51)	520±49 (383±36)	1160±118 (856±87)	941±98 (694±72)
M27	P=3	431±39 (318±29)	353±39 (260±29)	941±98 (694±72)	765±78 (564±58)	1700±167 (1250±123)	1370±137 (1010±101)
M30	P=3.5	588±59 (434±44)	490±49 (361±36)	1285±127 (948±94)	1079±108 (796±80)	2300±235 (1700±173)	1940±196 (1430±145)
M33	P=3.5	794±78 (586±58)	667±69 (492±51)	1726±177 (1270±131)	1451±147 (1070±108)	3110±314 (2290±232)	2610±265 (1930±195)
M36	P=4	1030±98 (760±72)	863±88 (637±65)	2226±226 (1640±167)	1863±186 (1370±137)	4010±402 (2960±297)	3360±333 (2480±246)

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2. TROUBLESHOOTING

Failure	Cause	Pump			Valve								Actuator		
		Main pump	Piston pump	Gear pump	Travel and working attachment main relief valve	Gear pump relief valve	Each overload relief valve	Travel straight valve	Travel spool	Working attachment spool	Check valve	Relief valve	Slewing motor control unit	Travel motor control unit	Cylinder
Attachment	Working attachment operational failure (excluding swing operations).	❍							❍	❍					
	Travel speed is slow.	❍								❍					❍
	The attachment operating power is low.				❍		❍								❍
	Working attachment malfunction.							❍		❍					❍
Travel operation	Travel operational failure.	❍							❍					❍	
	Travel speed is slow.	❍							❍					❍	
	Travel operating power is low.				❍									❍	
	It deviates in travel independent operation.	❍						❍	❍					❍	
Slewing operation	Slewing operating failure.									❍			❍		
	Slewing speed is slow.			❍											
	Slewing operating power is low.					❍	❍						❍		
	Malfunction of slewing operation.									❍		❍	❍		
Pump	Engine speed is reduced due to pump load.	❍													
	Malfunction of pump.	❍	❍	❍											

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3. SPECIFICATIONS AND PERFORMANCE

SPEED AND GRADEABILITY

Part	Rubber crawler	
Rotation speed	9.5 rpm (CX15B); 9 rpm (CX18B)	
Travel speed	Low (1st)	High (2nd)
	2.0 km/h (1.24 mph)	3.5 km/h (2.17 mph)
Gradient	58% (30°)	

ENGINE

Model	MITSUBISHI L3E-W231KBS
Type	Water-cooled, 4-stroke with direct injection, diesel engine
Number of cylinders-Bore x stroke	3 - 76 mm x 70 mm (3 - 2.99 x 2.76 in)
Total displacement	952 ml (0.30 gal)
Power	11.2 kW / 2100 rpm
Maximum torque	53.5 Nm / 1800 rpm
Starter motor	12 V / 1.7 kW
Alternator	12 V / 40 A

HYDRAULIC COMPONENTS (CX15B - single speed)

Hydraulic pump	2 variable displacement pumps with axial pistons + 1 pilot gear pump
Slewing gearmotor	Fixed displacement with axial pistons
Travel gearmotor	Fixed displacement with 1-speed axial pistons
Control valve	11-spool multiple control valve
Cylinder (Boom, arm, swing, bucket, dozer)	Double-acting cylinder

HYDRAULIC COMPONENTS (CX15B - two-speed)

Hydraulic pump	2 variable displacement pumps with axial pistons + 1 pilot gear pump
Slewing gearmotor	Fixed displacement with axial pistons
Travel gearmotor	Fixed displacement with 2-speed axial pistons
Control valve	11-spool multiple control valve
Cylinder (Boom, arm, swing, bucket, dozer)	Double-acting cylinder

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1. TABLE OF STANDARD MAINTENANCE TIMES

Table of standard maintenance times

Working time unit: 6 minutes = 0.1 hour

Calculating method of standard maintenance time:
Maintenance time = Working time x Number of operators
(Working time = Maintenance time / Number of operators)

When more than one job is carried out:

- Add the standard maintenance time of each job
- A net time (readily starting) does not include the easy manual removal of covers.

Overhaul: the removing and installing times are not included.

Abbreviations in the table:

Rem:	Removal
Inst:	Installation
Over:	Overhaul

Job code classification

No.	GROUP	NOTES
01	Tool	To indicate removal, installation, replacement and overhaul.
02	Canopy and guards	
03	Upper structure	
04	Lower structure	

GROUP No.		EQUIPMENT	JOB TO BE CARRIED OUT	UNIT	NOTES	UNIT: HOUR
01 Attachment	00	**Bucket**				
	01	Bucket assembly	Rem / Inst	1	Includes adjustment	0.4
	02	- Bucket removal/installation position	Preparation	1		0.1
	03	- Bucket installation pin	Rem / Inst	1	Includes stop pin	0.1
	04	- Bucket drive pin	- ditto -	1		0.1
	05	- Bucket sling and transfer	Preparation	1		0.1
	06	Bucket (single)	Overhaul	1	Does not include removal / installation	0.6
	07	- Bushing	Replace	1		0.5
	10	**Arm**				
	11	Arm assembly	Rem / Inst	1		0.8
	12	- Removal of bucket cylinder/ installation position and lines	Preparation	1		0.2
	13	- Bucket cylinder rod pin	Rem / Inst	1	Includes stop pin	0.1
	14	- Bucket cylinder bottom pin	- ditto -	1	Includes stop pin	0.1
	15	- Bucket cylinder assembly	- ditto -	1		0.1
	16	- Arm cylinder rod pin	- ditto -	1	Includes stop pin	0.1

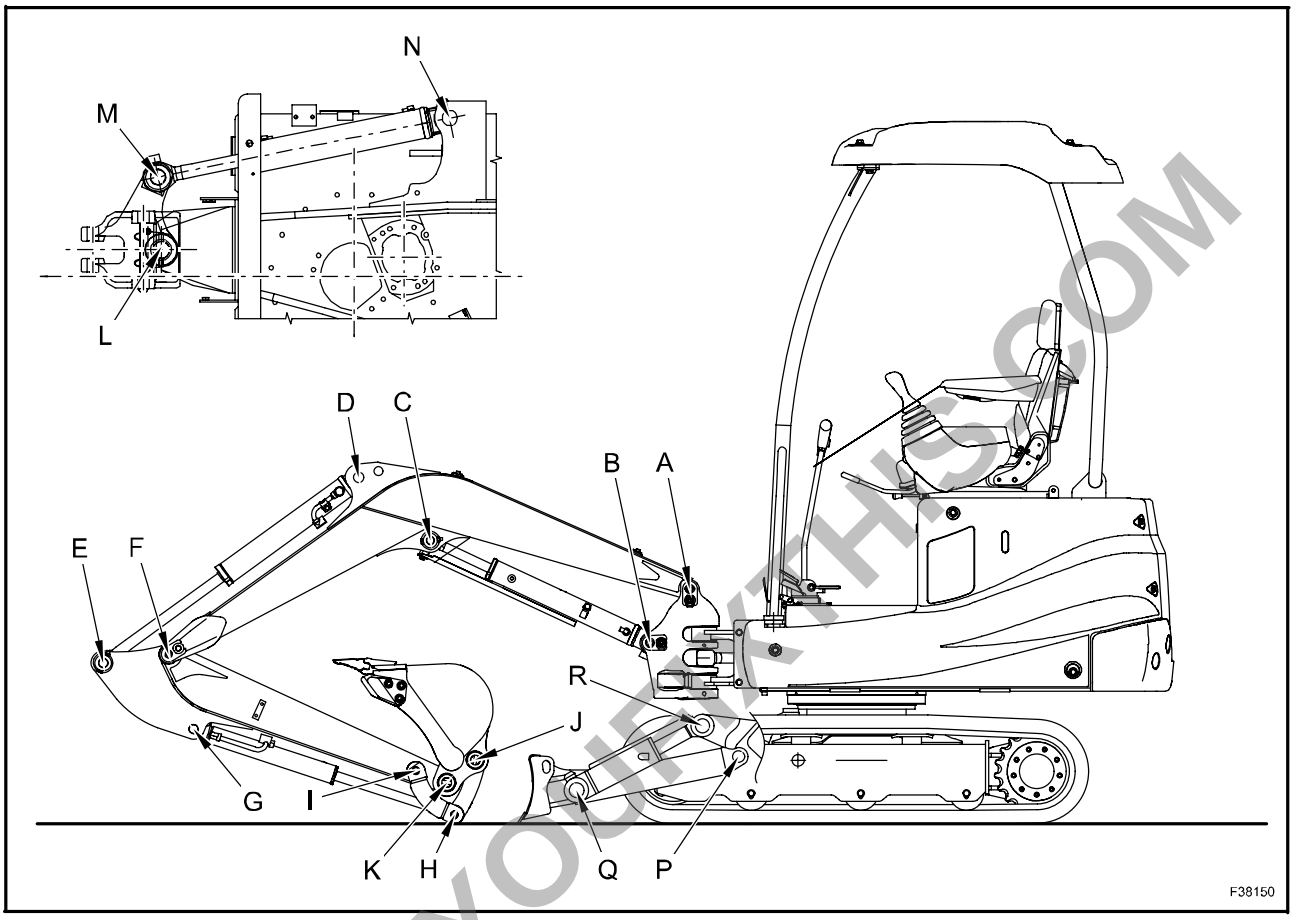
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1. REMOVAL AND INSTALLATION

1.1 ATTACHMENT PIN INSTALLATION



A. Boom fastening pin
B. Boom cylinder liner pin
C. Boom cylinder rod pin
D. Arm cylinder liner pin
E. Arm cylinder rod pin
F. Boom/arm pin
G. Bucket cylinder liner pin
H. Bucket cylinder rod pin
I. Bucket lever/arm pin
J. Bucket connecting rod/bucket pin
K. Arm/bucket pin
L. (L1 Upper) (L2 Lower) pin of swing bracket
M. Swing cylinder rod pin
N. Swing cylinder liner pin
P. Dozer/frame pin
Q. Dozer cylinder liner pin
R. Dozer cylinder rod pin

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3. WORKING ATTACHMENT

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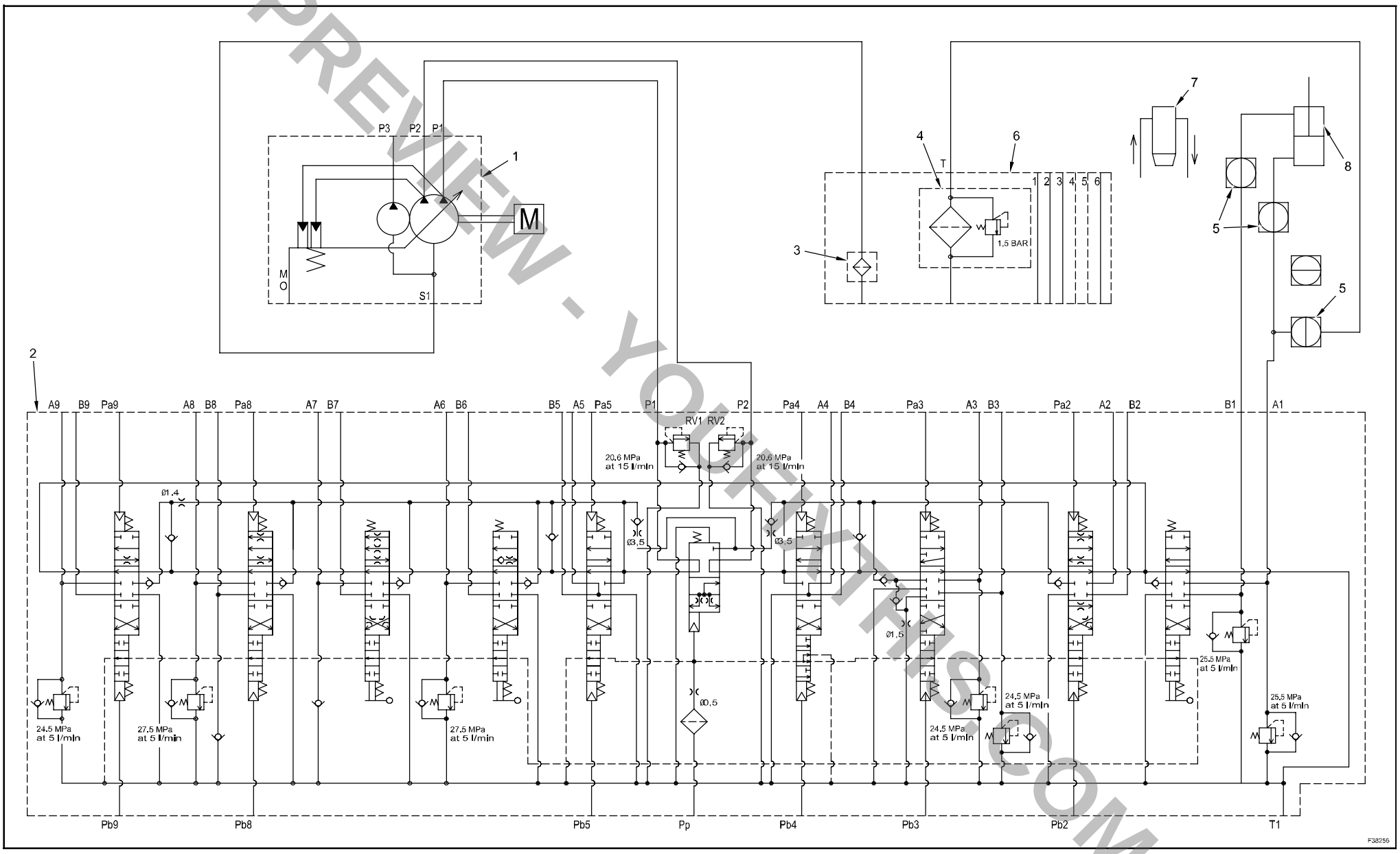
GROUP No.		EQUIPMENT	JOB TO BE CARRIED OUT	UNIT	NOTES	UNIT: HOUR
03 Upper structure	90	**Engine installation**				
	91	Engine	Rem / Inst	1		1.0
	92	- Fuel hose	- ditto -	4	For injection pump - 2 pieces. For supply pump - 2 pieces.	0.2
	93	- Wiring harness, connector and cable	Rem / Inst	1 kit		0.3
	94	- Engine fastening nut	- ditto -	1		0.2
	95	- Engine sling	- ditto -	1 kit		0.2
		Other necessary operations	- ditto -	1 kit	Covers	0.2
			- ditto -	1	Canopy	0.2
			- ditto -	1 kit	Check stand	1.0
			- ditto -	1	Counterweight	0.4
			- ditto -	1	Air cleaner	0.2
			- ditto -	1	Silencer	0.4
			- ditto -	1	Pump	1.2
			- ditto -	1	Radiator	1.0
			- ditto -	1	Negative terminal of battery	0.1
	100	**Control valve**				
	101	Control valve	Rem / Inst	1		1.6
	102	Line connector, hose	- ditto -	1 kit	Includes labelling and hose plugging	1.0
	103	Control cable	- ditto -	1 kit		0.2
	104	Fastening screws	- ditto -	1 kit		0.1
	105	Control valve assy	Overhaul	1		3.0
		Other necessary operations	Rem / Inst	1 kit	Covers	0.1
			- ditto -	1 kit	Hoses	0.2
	110	**Slew motor**				
	111	Slew motor	Rem / Inst	1		1.0
	112	Line connector, hose	- ditto -	7	Includes labelling and hose plugging	0.5
	113	Fastening screws	- ditto -	1		0.3
	114	Slewing motor assy	Overhaul	1		3.0
		Other necessary operations	Rem / Inst	1 kit	Floor plate, cover	0.2
			Supply	1	Hydraulic oil engine	0.1
	120	**Swivel joint**				
	121	Swivel joint	Rem / Inst	1	After slewing motor removal	2.5
	122	Lower cover	- ditto -	1		0.1
	123	Line connector, hose	- ditto -	1 kit	Includes labelling and hose plugging	1.5
	124	Stop	- ditto -	1		0.1
	125	Fastening screws	- ditto -	1 kit		0.2
	126	Swivel joint assy	Overhaul	1		2.0

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2.4 HYDRAULIC DIAGRAM FOR CX15B - NIBBLER AND BREAKER SYSTEM (OPTIONAL)



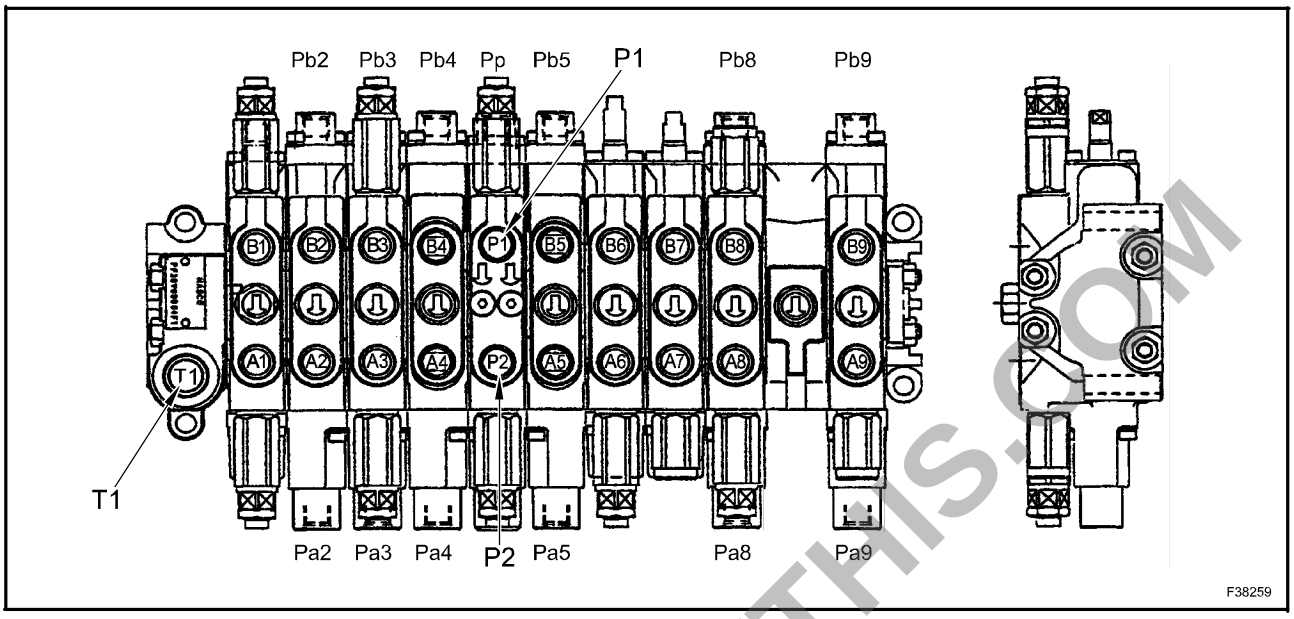
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1.5 CONTROL VALVE (CX15B)

TECHNICAL SPECIFICATIONS



T1. To the tank (1/2 G)

P1. From the pump (3/8 G)

P2. From the pump (3/8 G)

Pa2 ÷ Pa9; Pb2 ÷ Pb9 = Pilot ports (1/4 G)

A1 ÷ A9; B1 ÷ B9 = Actuator ports (3/8 G)

Model		VC35 - JY 10
Valve operation	Manual	Swing, tool, dozer / crawler track width
	Pilot	Straight travel, left travel, right travel, boom, arm, slewing
Nominal flow		P1, P2 - 15 l/min (3.90 gal/min)
Pressure adjustment on relief valve P1, P2		P1, P2..... 210 $^{+5}_{0}$ kgf/cm² at 5 l/min (3045 $^{+73}_{0}$ psi at 1.30 gal/min)
Pressure adjustment on overload valve		Ports A1, B1, A3, B3 250 $^{+5}_{0}$ kgf/cm² at 5 l/min (3625 $^{+73}_{0}$ psi at 1.30 gal/min) Ports A6, A8 280 $^{+5}_{0}$ kgf/cm² at 5 l/min (4060 $^{+73}_{0}$ psi at 1.30 gal/min)

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1. Snap ring
2. Plug
3. Cover
4. O-ring
5. Disc
6. Gear
7. Planetary gear carrier
8. Elastic ring
9. Planetary gears
10. Reduction gear body
11. Elastic ring
12. Bearing
13. Gasket
14. Seal ring
15. Washer
16. Engine body
17. Pin
18. O-ring
19. Seal ring
20. Bearing
21. Shaft
22. Swash plate
23. Piston
24. Disc
25. Link
26. Cylinder
27. Shim
28. Spring
29. Shim
30. Elastic ring
31. Disc
32. Bearing
33. Valve body
34. Plug
35. O-ring
36. Plug
37. O-ring
38. Spring
39. Shim
40. Spool
41. Restrictor
42. Screw
43. Plug
44. O-ring
45. Spring
46. Shim
47. Pin
48. O-ring
49. Plug
50. Pin

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32. WORKING ATTACHMENT REMOVAL AND INSTALLATION

INDEX

1. REMOVAL AND INSTALLATION 32-3
1.1 ATTACHMENT PIN INSTALLATION 32-3
1.2 BUCKET 32-4
1.3 ARM 32-5
1.4 BOOM 32-7
1.5 SWING BRACKET AND SWING CYLINDER 32-9
1.6 DOZER 32-11
2. DISASSEMBLY AND ASSEMBLY 32-12
2.1 CYLINDERS 32-12

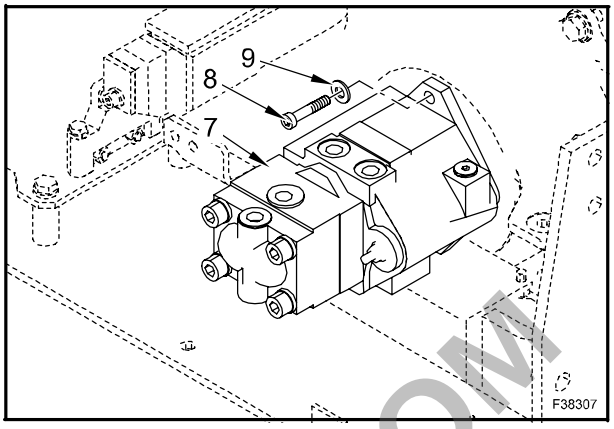
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Loosen and remove the screws (8) with the relevant washers (9).

Remove the pump (7).



INSTALLATION

Install the pump in reverse order of removal.

Apply grease to the splined part of the pump input shaft.

Insert the pump splined part into the coupling.

Fasten the pump by means of screws (8) and tighten them to a torque of 85.3 Nm (62.91 lbf•ft).

Install the all main pump delivery hoses and all the pilot delivery hose.

Reassemble the left side guard.

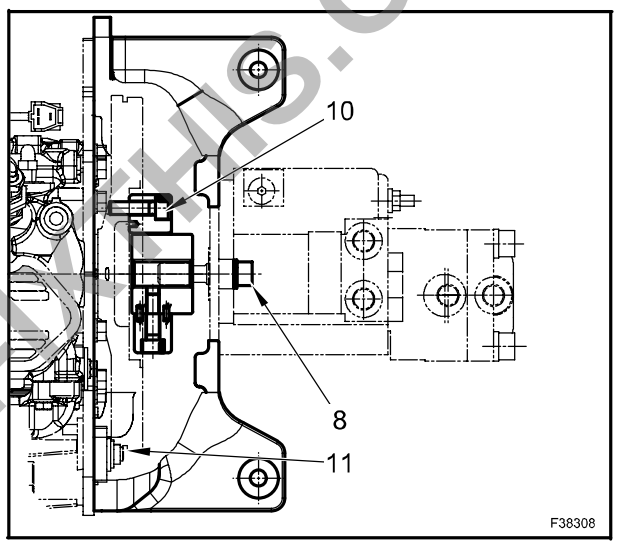
Supply the tank with hydraulic oil (approximately 9 litres).

Loosen the air bleed valve of the pump to release air from the casing, and fill it with hydraulic oil.

Reinstall each component removed during the removal process.

- Tightening torque of screws (10): 49 ÷ 54 Nm (36.14 ÷ 39.82 lbf•ft)
- Tightening torque of screws (11): 63.7 Nm (39.82 lbf•ft)

After starting the engine, release air.

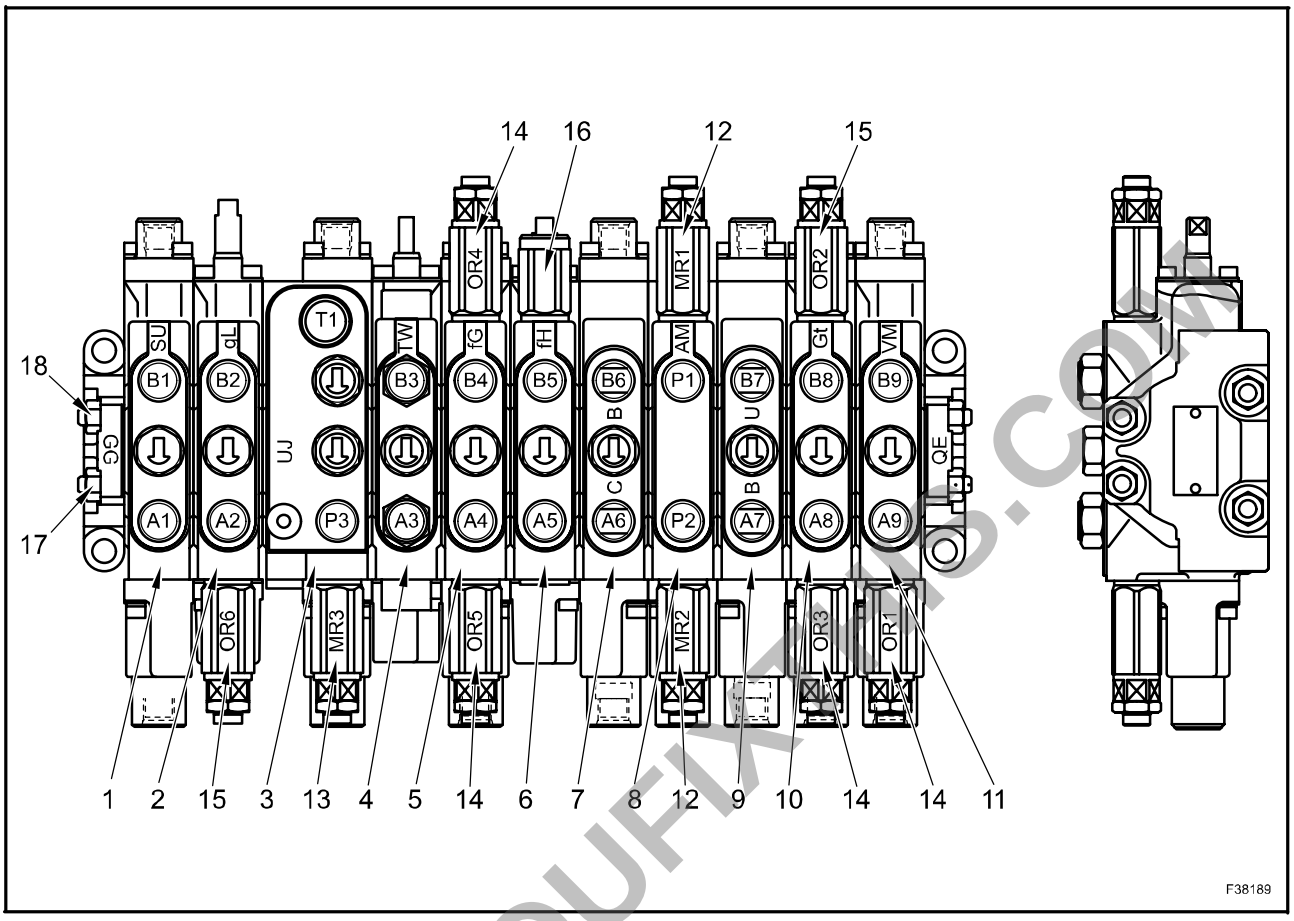


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COMPONENTS (CX18B)



No.	Name	Q'ty
1	Slewing section	1
2	Dozer section	1
3	Independent travel and conflux section	1
4	Service section	1
5	Arm section	1
6	Swing section	1
7	Right travel section	1
8	Supply and connecting section	1
9	Left travel section	1

No.	Name	Q'ty
10	Boom section	1
11	Bucket section	1
12	P1, P2 Main relief valve	2
13	P3 Main relief valve	1
14	Over load relief valve	4
15	Over load relief valve	2
16	Anticavitation valve	1
17	Tie rod	4
18	Nut	8

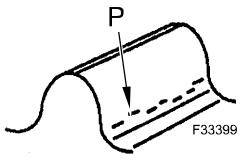
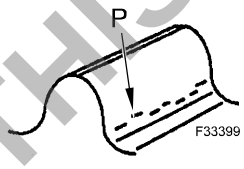
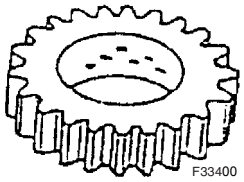
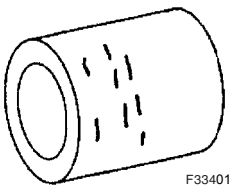
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MAINTENANCE STANDARD

Reduction unit

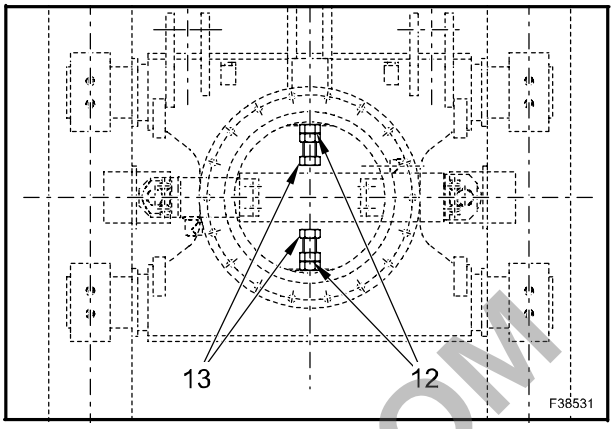
Part	Extent of the damage	Standard control	Action
Internal gear (body 101). Pinion gear (pinion 104).	Excessive wear of the surface.	Pitching (P) area 5% or more of the gear surface. 	Replace.
Planetary gear carrier (102).	Damage to spline section.	Visual check.	Replace.
Gear of shaft (203) or gear (106). Ring (129).	Excessive wear of the surface.	Pitching (P) area 5% or more of the gear surface. 	Replace.
	Excessive wear of the bearing surface.	Visual check Pitching, flaking. 	Replace.
Ring (129).	Excessive wear of the bearing surface.	Visual check Pitching, flaking. 	Replace.
Roller of the bearing.	Excessive wear of the bearing surface.	Visual check Pitching, flaking. 	Replace.
Other (O-ring, screw, etc).	Damage, excessive rust.		Replace.

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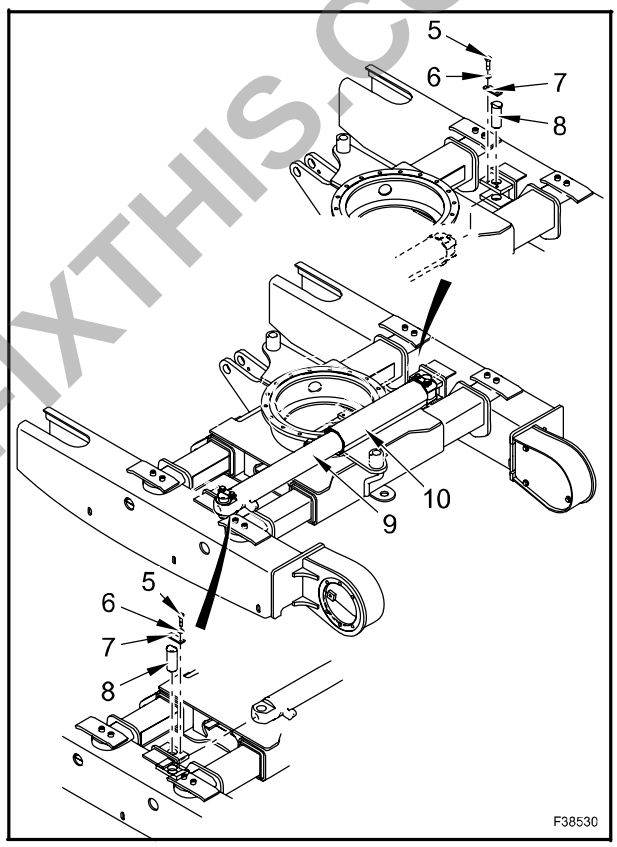
Fasten the tubulars by tightening the nuts (12) and the screws (13).



Assemble the cylinder (9) with the cover (10).

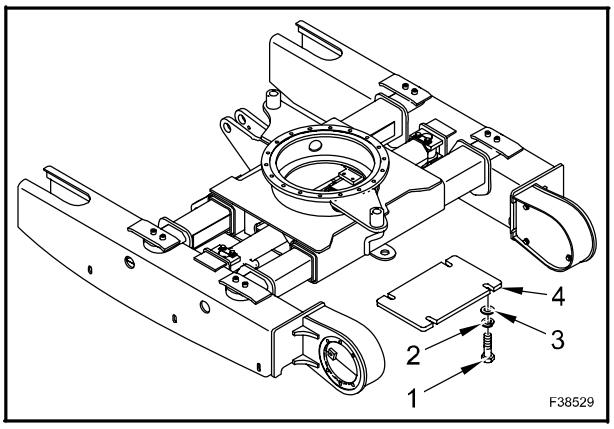
Apply some grease to the pins (8) and install them, blocking them with the plates (7).

Screw in and tighten the screws (5) to a tightening torque of 33 Nm (24.33 lbf•ft)



Reconnect all cylinder and pump lines in their original positions and tighten the fittings to the prescribed torque:

Thread dimension (PF) (lbf•ft)	Fitting with O-ring (Nm) (lbf•ft)	30° flare type fitting (Nm) (lbf•ft)
1/8	16.7 (12.31)	-
1/4	36.3 (26.77)	29.4 (21.68)
3/8	73.5 (54.21)	49.0 (31.14)



Reassemble the cover (4) fastening it with the screws (1) and the washers (2) and (3).

Pressurize the hydraulic oil tank, then check that the track width enlargement cylinder and the travel motor operate correctly and do not show any leaks.

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42. TROUBLESHOOTING - HYDRAULIC SYSTEM

INDEX

1. GENERAL PRECAUTIONS 42-3
1.1 CONFIRM ACTUAL TROUBLED CONDITIONS AT SITE 42-3
2. TROUBLESHOOTING 42-5
2.1 WORKING ATTACHMENT 42-6
2.2 MACHINE TRAVEL 42-8
2.3 SWING 42-10
2.4 PUMP 42-12

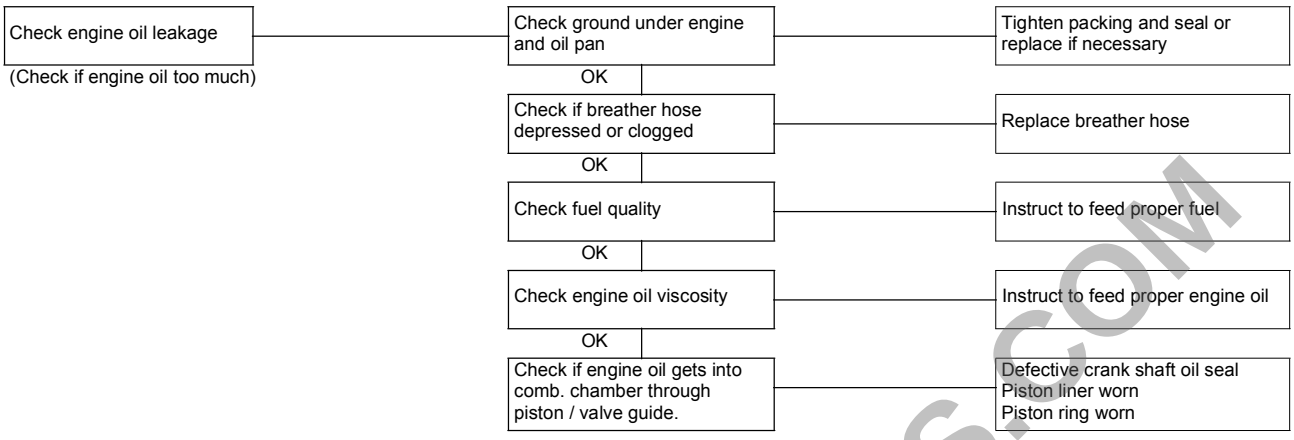
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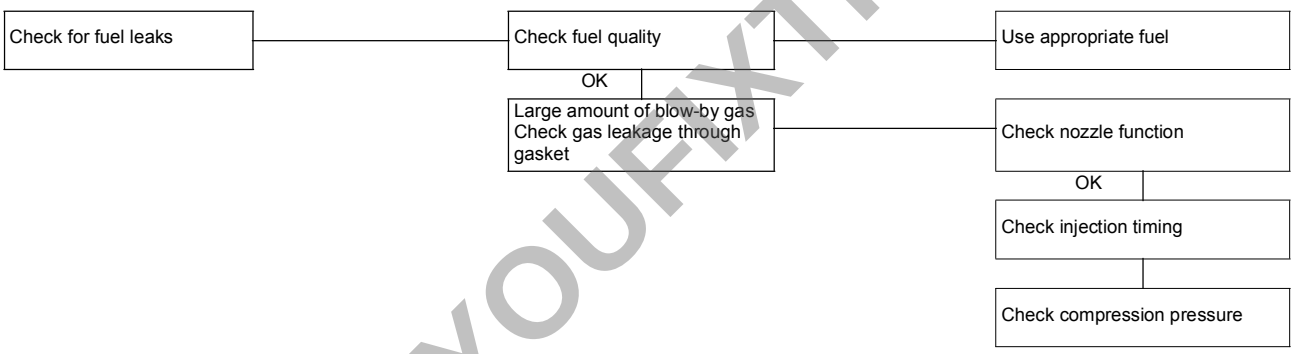
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HIGH OIL CONSUMPTION

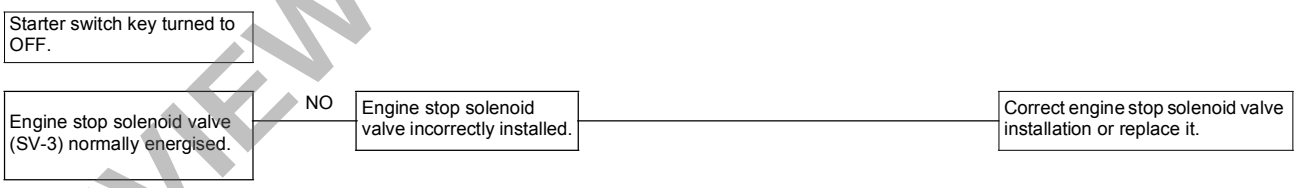
Check with no leaks with engine oil



ENGINE EXCESSIVE FUEL CONSUMPTION



THE ENGINE DOES NOT STOP WHEN THE STARTER SWITCH KEY IS TURNED TO OFF



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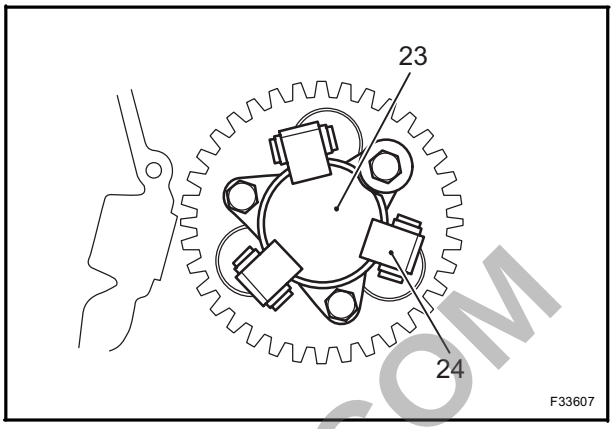
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DISASSEMBLY OF FUEL PUMP CAMSHAFT

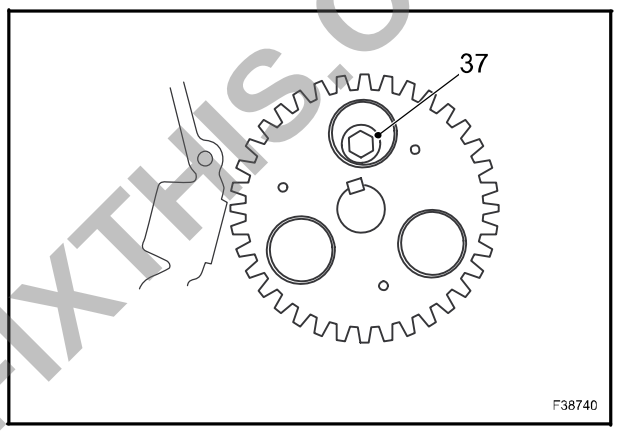
⚠ CAUTION

When pulling out the fuel injection pump camshaft, be careful not to cause damage to the cam portion of the fuel injection pump camshaft and the cam hole of the cylinder block.

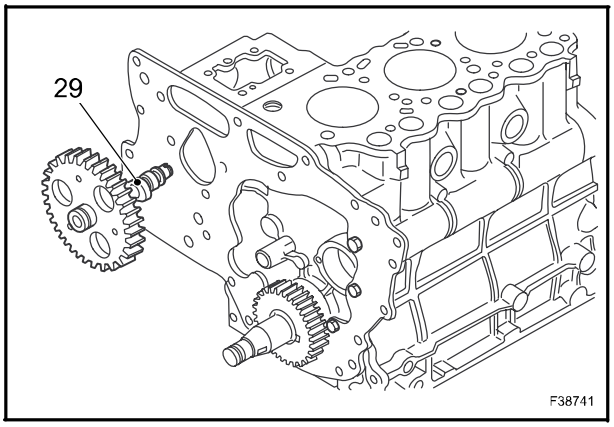
Remove the camshaft (23) and the governor body (24).



Remove the stop screws of the camshaft (37).



Remove the camshaft (29) of the fuel pump with the relevant gear.

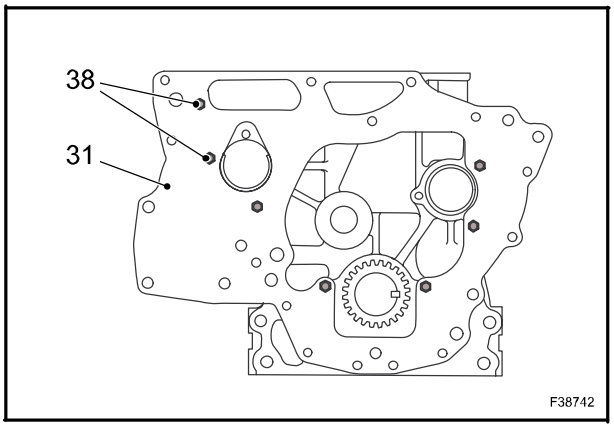


DISASSEMBLY OF FRONT PLATE

Loosen and remove the 7 screws (38) of the front plate.

Remove the front plate (31).

NOTE: if it is difficult to remove the front plate, lightly tap it with a plastic hammer.



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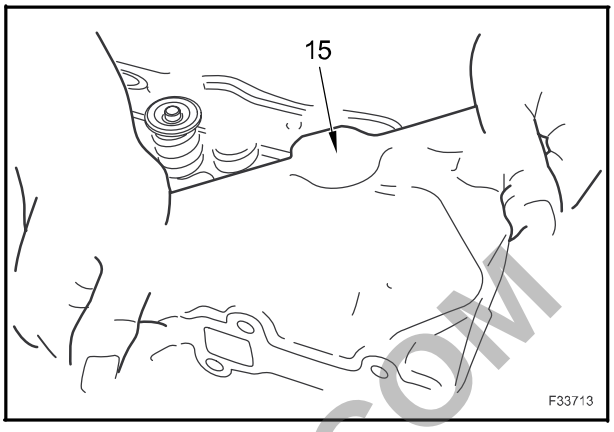
INSTALLATION OF VALVE STOPS

⚠ CAUTION

If valve spring is overcompressed, the lower end of the retainer will contact the stem seal and damage it.

Install the stop on the valve spring.

Compressing the valve spring with a valve lifter, install the valve stops (15).



INSTALLATION OF CYLINDER HEAD GASKET

⚠ CAUTION

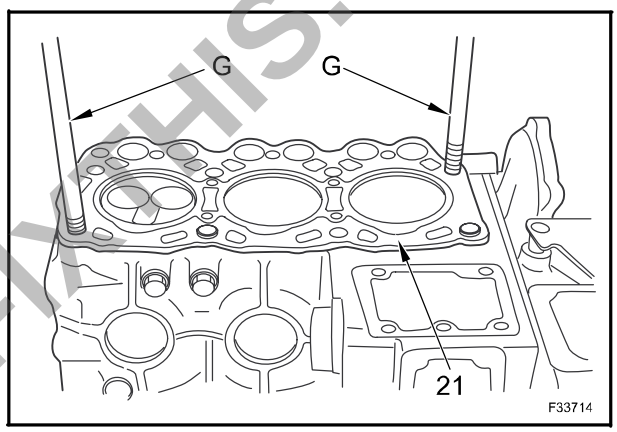
Do not use liquid gasket.

Make sure that there is no dirt or dents on the top surfaces of the cylinder block and pistons.

Screw in two guide bolts (G) in the bolt holes of the block.

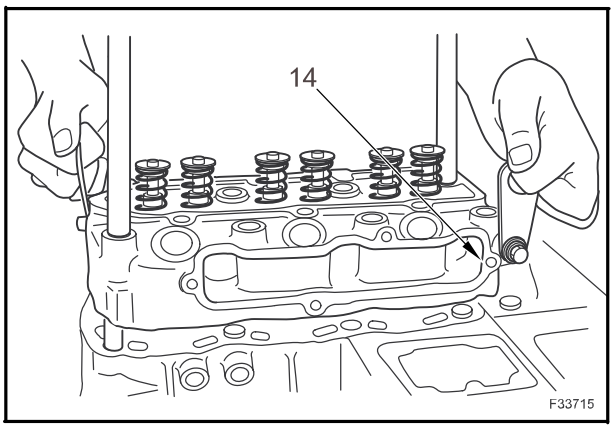
Place the new cylinder head gasket (21) on the cylinder block using the guide bolts as a guide.

NOTE: the model name is stamped on the front top face of the gasket so that it is not confused with one for other model.



INSTALLATION OF CYLINDER HEAD ASSY

Install the cylinder head (14) by means of the guide screws.



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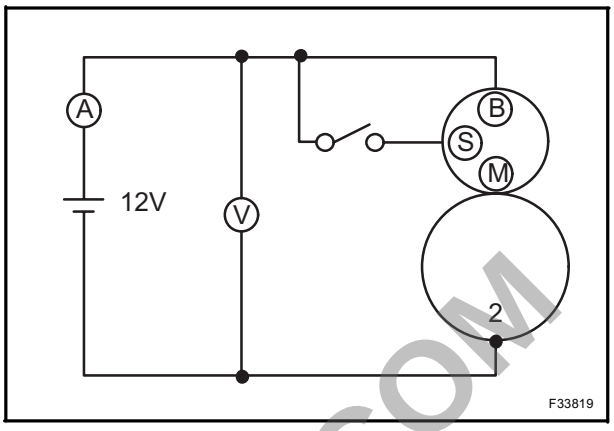
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No load test

⚠ CAUTION

Use as thick a wire as possible and firmly tighten each terminal. When detecting the rotation at the tip of the pinion, be careful, as the pinion pops out during operation.

Connect the starter motor (2) to the circuit as shown in the figure.



In normal condition, the pinion pops out when the switch is turned ON, and the starter rotates at or above the specified rotation speed. If the terminal voltage, current or rotation speed do not meet the standard values, disassemble, inspect and repair the starter motor.

Item			Standard
Model			M001T68381
Nominal power (at 12 V)		kW	1.7
No-load characteristics	Terminal voltage V	V	11
	Current	A	110 or less
	Rotation speed	rpm	2400 or higher

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