A8000
A8800
Cane Harvesters

Service Manual

Cod. No. 84220561
6th Edition
English 03/12

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CASE IH AGRICULTURE

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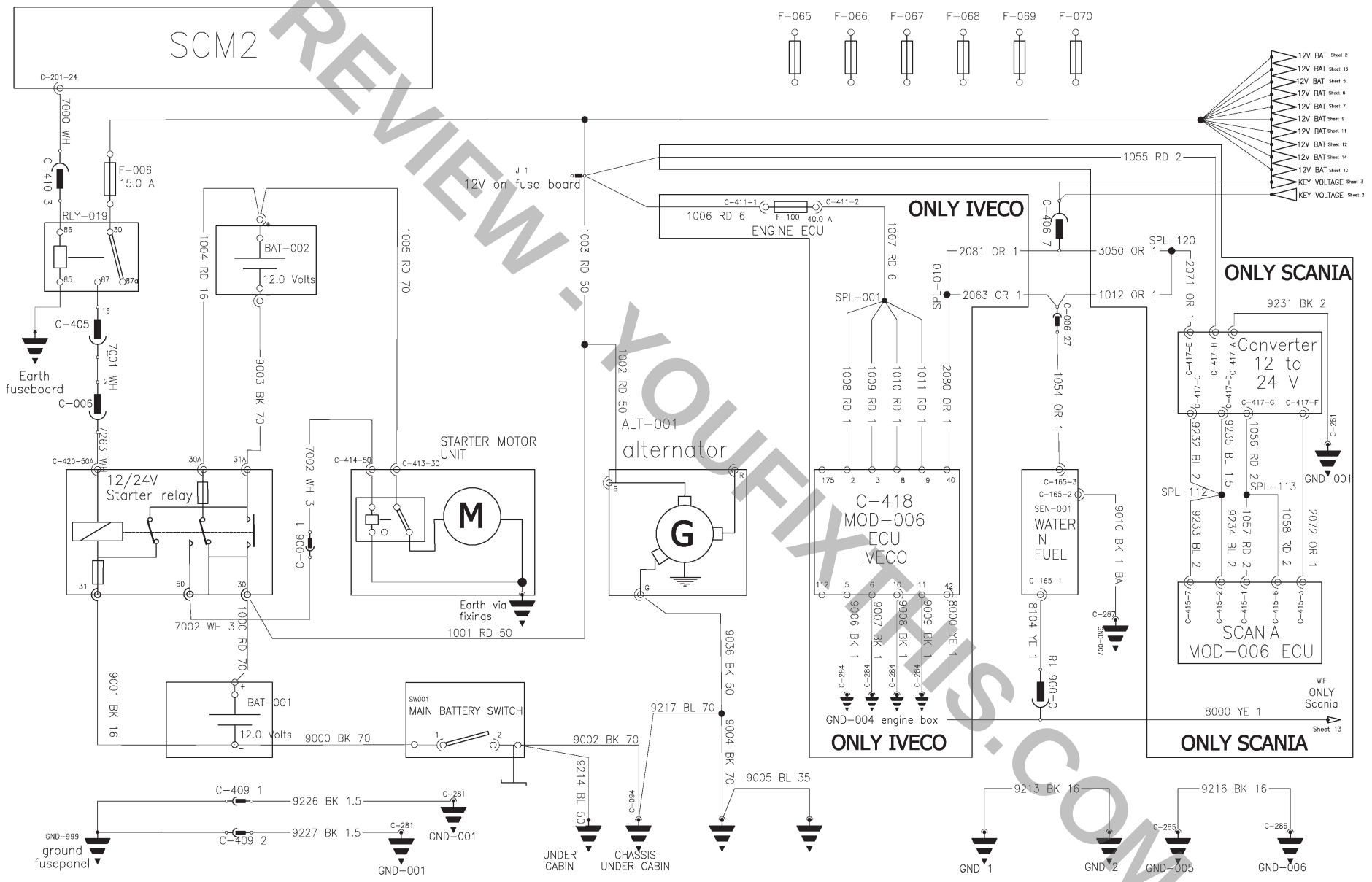
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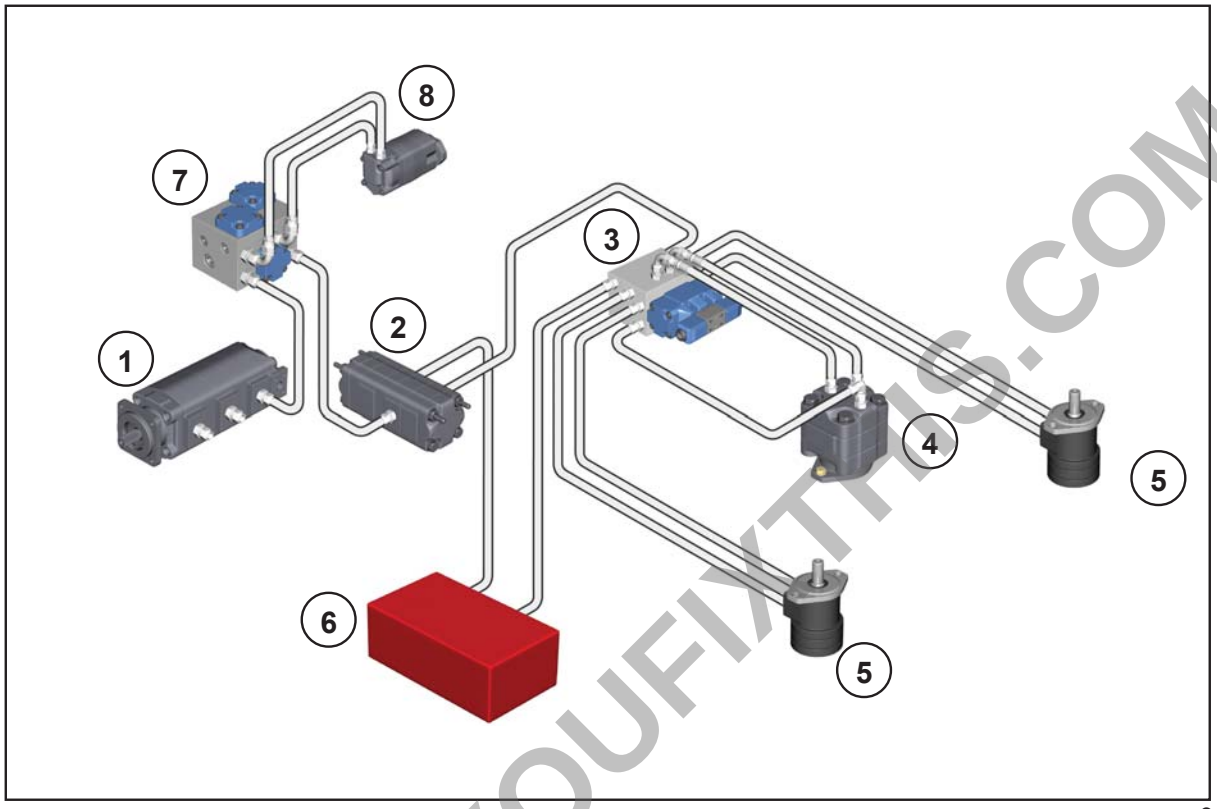


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TOPPER, SHREDDER AND SIDE TRIM KNIFE CIRCUIT

Topper Circuit without Side Trim Knife



6

1 - P365 Pump (lower)
2 - Flow Divider
3 - Topper Manifold Block
4 - Topper M31 Motor
5 - Char-Lynn 14 cu in S Motor (Topper Gathering)
6 - Tank
7 - Cooling package manifold block
8 - Cooling package hydraulic fan motor

DESCRIPTION

With the system in neutral, the P365 pump (lower), through its third section, sends 45 gpm (170.3 liters/ min.) of oil to the manifold block of the cooling package, which in turn directs the oil to the cooling package fan motor. The oil return goes to the flow divider which directs 21 gpm (79.5 liters/min.) through the section 3 (1 3/4") from the divider to the topper manifold block, which in turn directs the oil to the hydraulic tank reservoir.

When activating the topper, the block closes the passage to the tank and directs the oil flow to the topper M31 motor. For the gathering drums's Char-Lynn 14s motors, the oil return flows through the block and is directed to the tank.

***NOTE:** On machines equipped with rotating screen, the oil supplied by the P365 pump follows directly to the flow divider.*

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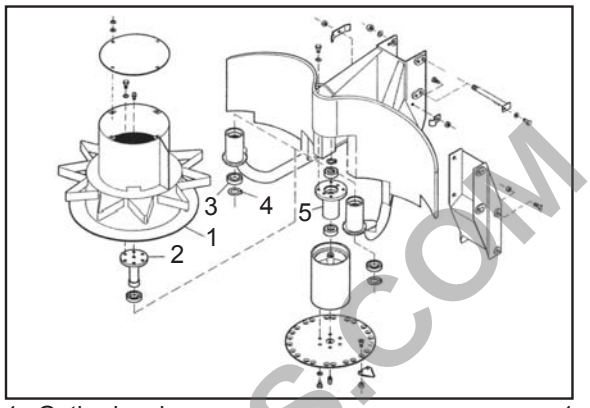
TOPPER (STANDARD)

DESCRIPTION

The topper consists of a sturdy frame on which the two gathering drums are mounted and are driven individually by type Series "S", Char-Lynn KS (1 1/4"), 14 cu in orbital motors.

The topper disc has eight blades and it is mounted between the gathering drums; it is driven by a Commercial M31 motor with 1-1/2" gear.

Care should be taken to ensure that all bolts and nuts are secure at all times to minimize damage to stationary and rotating components.



1 - Gathering drum 1
2 - Driv shaft
3 - Snap ring
4 - Bearing
5 - Bearing housing

DISASSEMBLY

Gathering Drums and Bearings Removal

1. Remove the six bolts fastening the gathering drums (1) to the drive shaft (2) and remove the drum from the topper frame.
2. Remove all hoses from the motors and plug/cap the fittings.
3. Remove the 2 cap screws securing the Char-Lynn motors to the frame, and lever the motor shaft free from the drive shaft (2).
4. Mark the right side and left side motors and secure the drive keys.
5. Remove the snap rings (5) from the drive shaft and push the shaft up through the bearings (4).
6. Now the bearings can be removed from the bearing housing with a soft punch.

Topper Disc Removal

Release:

1. Remove the hydraulic lines and plug/cap the fittings.
2. Remove the two bolts fastening the motor to the bearing housing and remove the motor.
3. Remove the four bolts fastening the bearing housing (9) to the frame and remove the bearing housing.
4. With the bearing housing free from the frame, remove the snap ring on the top of the shaft and press out the drive shaft.
5. Now the bearings can be driven from the bearing housing with a soft punch.

CHECK DURING DISASSEMBLY

- *Check the condition of the bearings and replace them as necessary.*
- *Check the hub wear and replace it as necessary.*
- *Check the drum balance.*
- *Check the wear in mounting bushings and pins, and replace them as necessary.*

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WARNING: *When performing any service or maintenance on the harvester, always turn off the main switch, located on the floor on the left side of the operator's seat. Before performing any service/repair by using electric welding, turn off the main switch and, if possible, disconnect battery cables.*

TORQUE SPECIFICATIONS - METRIC FASTENERS

Use the torques shown in this table whenever the specified torques is not indicated.

These torques are used for fasteners with UNC and UNF threads, when they are supplied dried (non-lubricated) by the suppliers or when they are lubricated with engine oil. Not applicable if special graphite, molybdenum disulphide grease or other lubricants for extreme pressure are used.

Grade 5 Bolts, Screws and Stud Bolts



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

Grade 8 Bolts, Screws and Stud Bolts



Size	Pound-inches	Newton meter
1/4"	144 to 180	16 to 20
5/16"	288 to 348	33 to 39
3/8"	540 to 648	61 to 73
Size	**Pound-feet**	**Newton meter**
7/16"	70 to 84	95 to 114
1/2"	110 to 132	149 to 179
9/16"	160 to 192	217 to 260
5/8"	220 to 264	298 to 358
3/4"	380 to 456	515 to 618
7/8"	600 to 720	814 to 976
1.0"	900 to 1080	1220 to 1465
1-1/8"	1280 to 1440	1730 to 1953
1-1/4"	1820 to 2000	2468 to 2712
1-3/8"	2380 to 2720	3227 to 3688
1-1/2"	3160 to 3560	4285 to 4827

NOTE: Use thicker nuts with Grade 8 fasteners.

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Faults ans Alarms Codes

Introduction

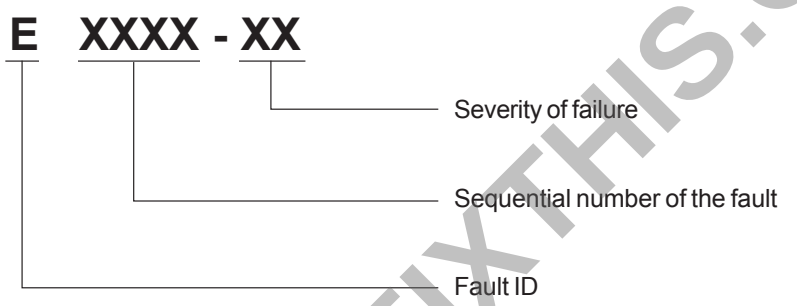
When a malfunction or situation recognized by the system as out of specification on A8000 Series Sugar Cane Harvester, the machine warns the operator through a message displayed on the monitor screen.

This message is composed of a description and a code of the occurred problem.

Details of the codes

The codes are formed by a letter (**A** or **E**) and 6 digits, where the first 4 digits represent a sequence.

With the table below you can check a few points of analysis in troubleshooting the failure. The last 2 digits represent the severity of the failure.



Fault codes beginning with the letter **E** mean that faults are permanent and will only disappear from the monitor when the problem related to it is repaired.

Fault codes beginning with the letter **A** are momentary warnings, i.e., messages to the operator that something is wrong with the machine.

NOTE: *On the tables of following pages, to locate the connectors you should use the pages of the wiring diagrams in Chapter 5 of Section 7 - Electrical System in this manual.*

For tests through the monitor, readings should be:

- *For switch and sensor tests the operator should read the voltage and to analyze the value displayed should enter the INFO tab in the pop-up Diagnostics.*
- *For testing cetop/coil the diagnostic result will be the status if OK or not OK.*

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Troubleshooting of FAULTS

Fault Code	Module	SCM that uses	Code Description	1st Diagnostics	Possible causes	What to do	Page on Wiring Diagram
E0000	SCM1	1	Battery voltage SCM1	Select on monitor: 1 - Diagnostics 2 - Guide Diag. 3 - SCM1 4 - SCM1 Battery supply	Battery poles oxidised	Check if there is oxidisation on the poles and remove the oxidation	1 and 2
					Electrolyte level low	Check the electrolyte level, if it is below the mark, complete with DISTILLED WATER.	
					Lost the capacity of maintain the charge.	Check if the electrolyte is translucent, if it is cloudy , replace the battery.	
E0001	SCM1	1	Key voltage SCM1	Select on monitor: 1 - Diagnostics 2 - Guide Diag. 3 - SCM1 4 - SCM1 key supply	Fuse F 037 burnt out	Replace the fuse	2
					Relay 19 burnt out	Replace the relay	
					Harness connector with bad contact	Check if the connector is properly fitted	
					Cable damaged	Check continuity	
E0002	SCM1	1	Reference voltage SCM1 8V	Select on the monitor: 1 - Diagnostics 2 - Tab Diag. 3 - SCM1 4 - SCM2 8V ref	Module internal fault	Contact the manufacturer	5
E0003	SCM1	1	Reference voltage 1 SCM1 5V	Select on the monitor: 1 - Diagnostics 2 - Tab Diag. 3 - SCM1 4 - SCM2 5V ref1	Module internal fault	Contact the manufacturer	5
E0004	SCM1	1	Reference voltage 2 SCM1 5V	Select on the monitor: 1 - Diagnostics 2 - Tab Diag. 3 - SCM1 4 - SCM15V ref2	Module internal fault	Contact the manufacturer	5
E0005	SCM1	1	Feedback voltage SCM 1	Select on the monitor: 1 - Diagnostics 2 - Tab Diag. 3 - SCM1 4 - Feedback sensor SCM1	Relay 6	Replace the relay	2
					Harness connector with bad contact	Check if the connector is properly fitted	
					Harness connector faulty	Check if the signal is passing through the harness connector.	
					Cable damaged	Check the continuity	
E0006	SCM1	1	Key supply		Harness connector with bad contact	Check if the connector is properly fitted	2
					Harness connector faulty	Check if the signal is passing through the harness connector.	
					Cable damaged	Check the continuity	

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FLUIDS AND LUBRICANTS

Components	Capacities (Liters)	Capacities (U.S. gallons)	Specification
Engine Fuel	480.0	126.8	DIESEL Nº 2
Engine Oil			
SCANIA DC9 Engine	27.0 - 34.0	27.0 - 34.0	SAE 15W-40; API CI-4; ACEA E5 AKCELA Nº. 1 ENGINE OIL (1030190)
CASE FPT Cursor 9 Engine • With filter change • Without filter change	 24.0 21.0	 6.4 5.5	SAE 15W-40; API CI-4; ACEA E5 AKCELA Nº. 1 ENGINE OIL (1030190)
Cooling System / Engine Radiator			
SCANIA DC9 Engine	53.0	14.0	Water + 7% - 12% (3,7 - 6,4 L) Anti Freeze BASF G48 or BASF G542
CASE FPT Cursor 9 Engine	44.0	11.6	50% Water + 50% AKCELA PREMIUM ANTI FREEZE (1060077)
Hydraulic System			
Tank Capacity	480.0	106.0	AKCEKA AW HYDRAULIC FLUID 100 ISO 100 - AW100
System Total Capacity	600.0	158.5	
Gear box			
Pump drive (Capacity - Total)	1.6	0.3	AKCEKA AW HYDRAULIC FLUID 100 ISO 100 - AW100
Basecutter (Capacity - Each)	9.5	2.4	GEAR 135 H EP SAE 85W140, API GL-5 AKCELA GEAR 135H EP 85W-140 (1050136)
Chopper (Capacity - Each)	7.5	2.0	GEAR 135 H EP SAE 85W140, API GL-5 AKCELA GEAR 135H EP 85W-140 (1050136)
Reduction			
ROMANHOLI Rear hub (Until machine series - A880080) (Capacity - Each)	6.0	1.6	GEAR 135 H EP SAE 85W140, API GL-5 AKCELA GEAR 135H EP 85W-140 (1050136)
BONFIGLIOLI Rear hub (From machine series A880081 and A800228) (Capacity - Each)	3.6	0.9	GEAR 135 H EP SAE 85W140, API GL-5 AKCELA GEAR 135H EP 85W-140 (1050136)

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LUBRICATION AND MAINTENANCE PROGRAMME

Park the harvester on a flat surface, leaving it in a leveled condition. Wait about 1 minute and check the oil levels of both Basecutter and Chopper gearboxes. The oil on both should be at the plug level.

⚠ ATTENTION ⚠

For the following activity, primarily proceed with the safety checks by using the proper PSE's (gloves, glasses, proper shoes and clothes). Only properly trained people shall carry out operating and maintenance jobs on this harvester. Follow the safety recommendations presented in this manual, refer to section 2.

Daily Maintenance

Operation Nº	Maintenance Requirement	CHECK AND SET	CHANGE	TORQUE	GREASE	CLEAN	Pg.
1	• Diesel engine oil level	X	.	.	.	.	17
2	• Coolant level	X	.	.	.	.	17
3	• Hydraulic oil level (superior tank visor)	X	.	.	.	.	18
4	• Oil level of the pump drive (4-holes box), basecutter and chopper gearboxes (check / adjustment of basecutter legs play)	X	.	.	.	.	18
5	• Air cleaner	X	.	.	.	X	20
6	• Restriction indicator of the diesel engine air filter*	X	.	.	.	X	20
7	• Air cleaner intake - hoses, tubes & clamps	X	.	.	.	.	22
8	• Water radiator, hydraulic oil cooler, air/air intercooler, alternator, A/C condenser and "Cooling package" screens and fins (use dry compressed air)	X	.	.	.	X	22
9	• Cropdivider bottom bearings	X	.	.	X	X	23
10	• Cropdivider upper and lower arms	X	.	.	X	X	24
11	• Topper post	X	.	.	X	X	24
12	• Primary / Secondary extractor slew	X	.	.	X	X	24
13	• Elevator slew cylinder	X	.	.	X	X	25
14	• PKD roller	X	.	.	X	X	25
15	• Finned roller	X	.	.	.	X	25
16	• Buttlifter roller	X	.	.	.	X	25
17	• Primary / Secondary extractor (cleaning and check / adjustment of extrator hub bearing play)	X	.	X	.	X	26
18	• Front suspension arms (A8000)	X	.	.	X	.	26
19	• Elevator floor	X	.	.	.	X	26
20	• Elevator hopper (Bowl)	X	.	.	.	X	27
21	• Hydraulic hoses (not rubbing)	X	.	.	.	X	27
22	• Basecutter blades	X	.	.	.	.	27
23	• Feed roller train	.	.	.	.	X	29
24	• Topper blades	X	.	.	.	.	29
25	• Chopper blades	X	.	.	.	X	30
26	• Vacuum gauges	X	.	.	.	.	32
27	• Fuel water separator filter	X	.	.	.	X	32

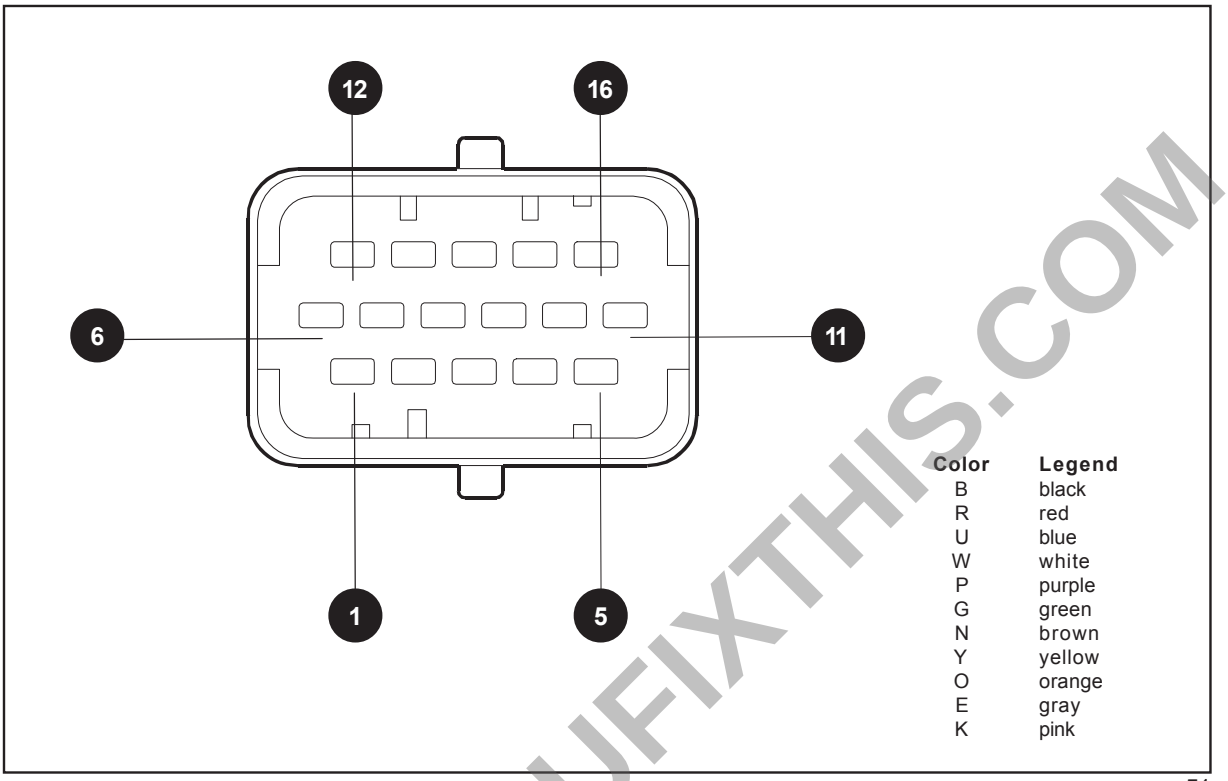
(*) Clean the element if the indicator shows red mark. Maximum 6 cleanings.

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Control Unit EDC OUTPUT PINS (Connector "A" of electro-injectors)



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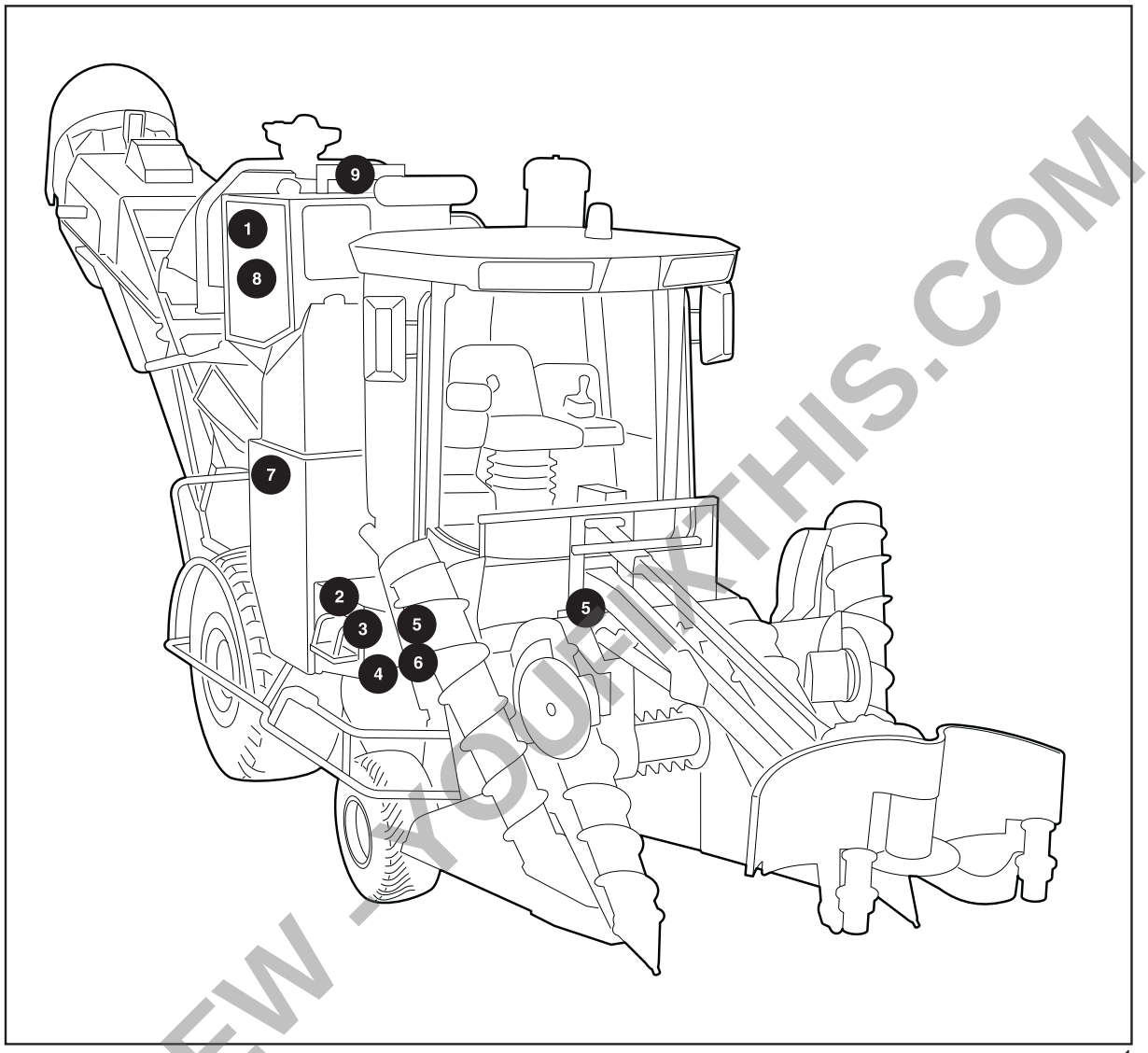
Pin -	Function
1 -	Solenoid valve for cylinder 5 electronic injection
2 -	Solenoid valve for cylinder 6 electronic injection
3 -	Solenoid valve for cylinder 4 electronic injection
4 -	Solenoid valve for cylinder 1 electronic injection
5 -	Solenoid valve for cylinder 3 electronic injection
6 -	Solenoid valve for cylinder 2 electronic injection
7 -	Not used
8 -	Not used

Pin -	Function
9 -	High pressure fuel pump
10 -	High pressure fuel pump
11 -	Solenoid valve for cylinder 2 electronic injection
12 -	Solenoid valve for cylinder 3 electronic injection
13 -	Solenoid valve for cylinder 1 electronic injection
14 -	Solenoid valve for cylinder 4 electronic injection
15 -	Solenoid valve for cylinder 6 electronic injection
16 -	Solenoid valve for cylinder 5 electronic injection

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LOCATION OF THE HYDRAULIC MANIFOLD CONTROL BLOCKS (RIGHT SIDE)



1

1 - Primary extractor manifold valve

2 - Steering valve

3 - Cylinders manifold valve

4 - BA66 relief valve

5 - Accumulators

6 - Auxiliary manifold valve

7 - Cooling package manifold block

8 - Cooling package hydraulic fan motor

9 - Cooling package extra oil cooler block

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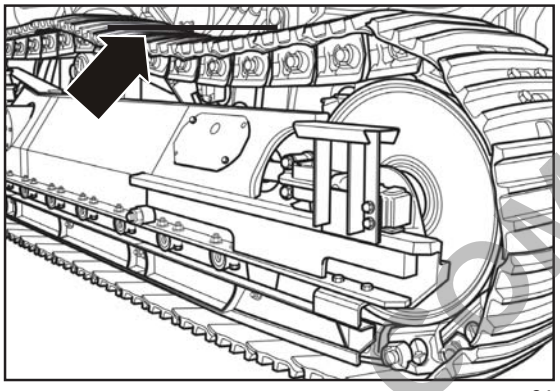
OPERATION 30

Checking the track tensioning (track rollers)

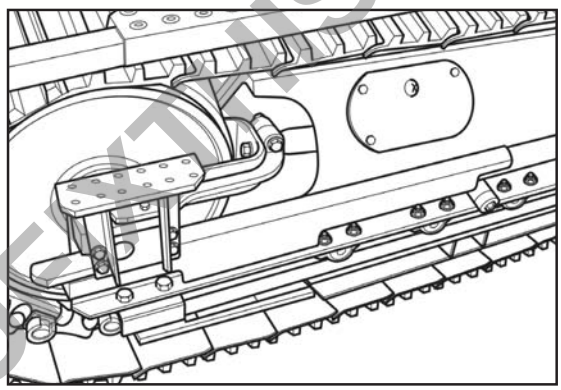
NOTE: *Before to start adjusting the track tension, the harvester must be on a flat and level ground and be driven forward. It is also necessary to check if track sag is between 45 to 65 mm in the lowest point.*

- **Situation #1:** If the track sag measurement is lower than 45 mm, the chain tension is too tight and it is necessary to loosen it. To do that, proceed as follows:

  1. Stop the machine on a flat and level surface and drive forward before to start the adjustment.
  2. Turn off the engine.
  3. Thoroughly wash the track frame so that it becomes totally clean out of dirt, mainly on the cylinder rod area.

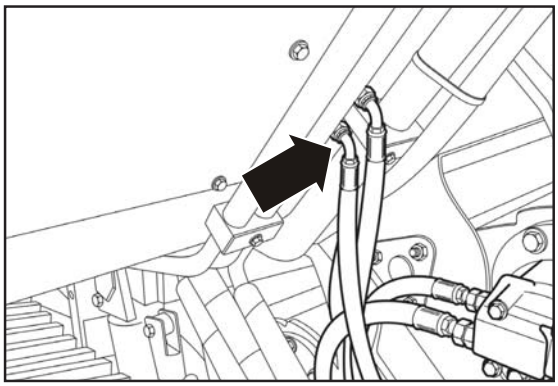


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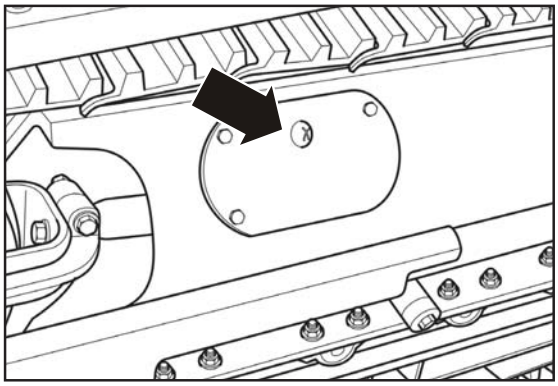
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  4. Loosen the track tensioner cylinder hose to the point there is a small leak. On both sides of the harvester, this hose is the lower one installed on the engine box.



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  5. Apply grease until a track sag measurement between 45 to 65 mm is reached. See the grease nipple shown.
  6. Retighten the track tensioner cylinder hose.

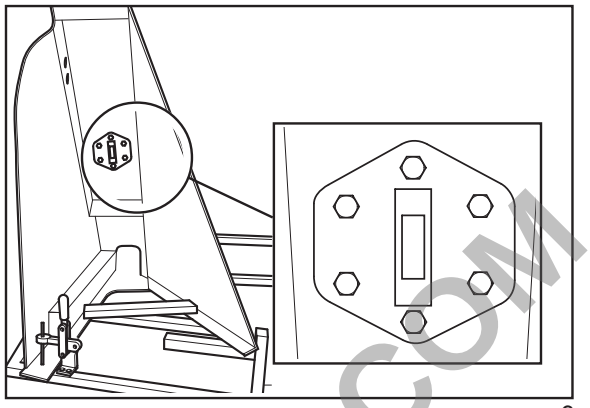


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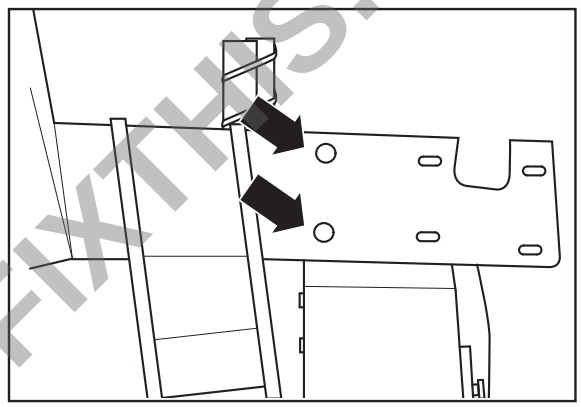
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2.3. Assembling of the lower eye ring (one right divider and one left divider); install it with the eye facing up. To fasten them, use bolts and lock washers.



6

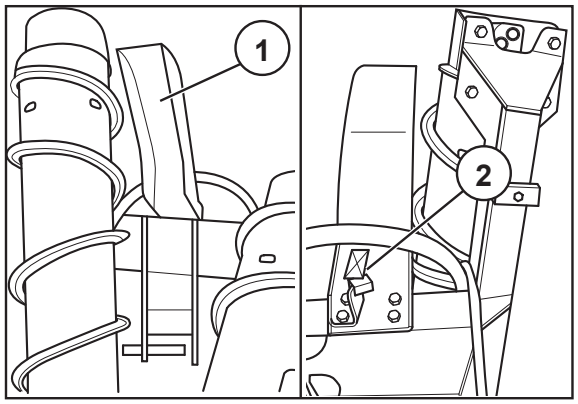
2.4. To fasten left side and right side arms, use the bolts, plain washers, lock washer and nuts. Apply Loctite 262 on the bolts.



External fastening 7

2.5. When the machine setting requires side trim knife, install the protection over the arms in both sides (1).

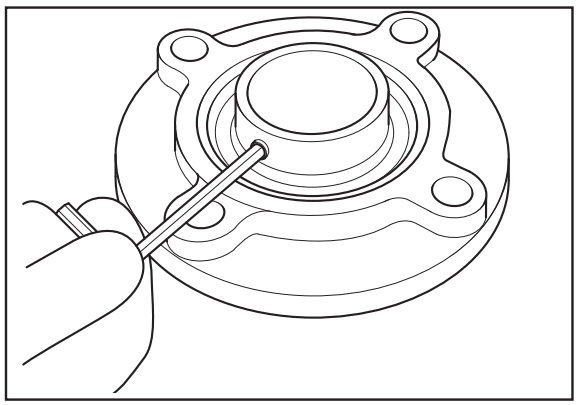
With each protection it must be installed the support (2), fastening it with two bolts, two plain washers, two lock washers, and then installed on the support one clamp with the plate and fasten them with one bolt, one plain washer, one nut. Tighten the support with an impact wrench, an extension, and a 17 mm socket.



8

3. Pre-assembly and assembly of the divider bearing housing

3.1. Remove the Allen bolt from the bearing.



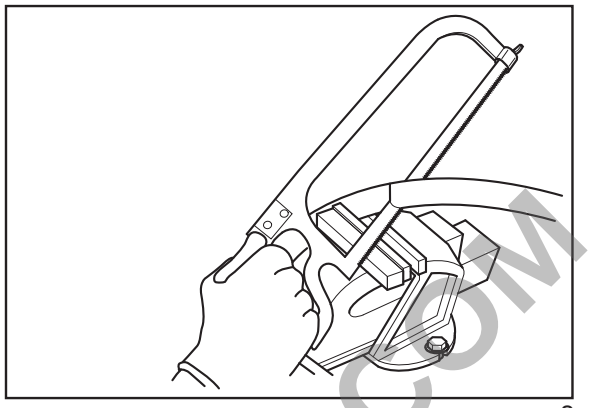
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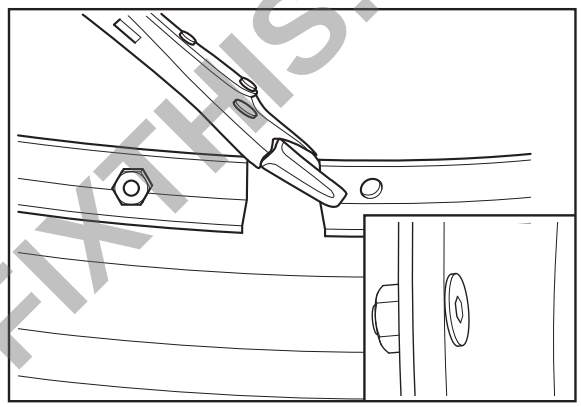
1. Assembling of the ring on the standard ferrule

1.1. Saw the drive chain support ring about 10 mm on the welding position.



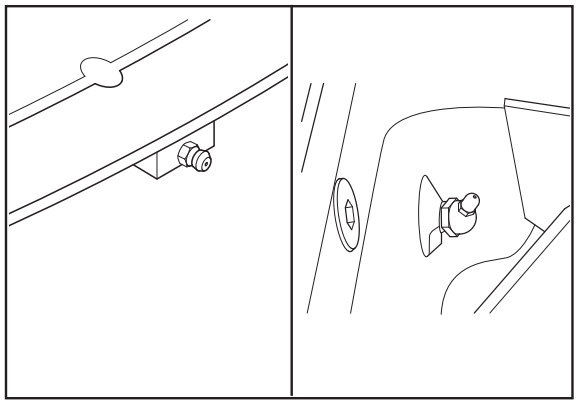
3

1.2. Position the ferrule facing down, hold the ring with clamps, mark and drill a hole with a Ø11 mm drill, fastening them with the bolts and nuts.



4

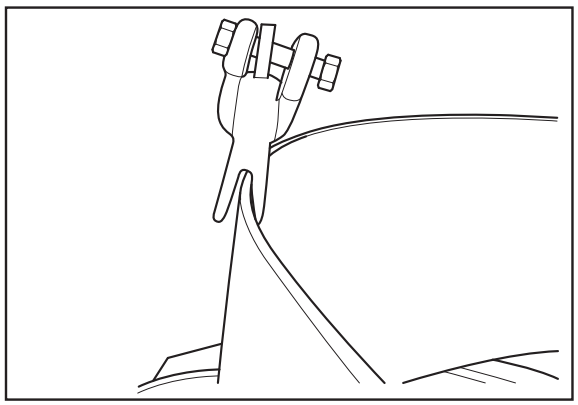
1.3. Position and assemble the six grease nipples on outer side of the ferrule and the four grease nipple inside the ferrule housing.



5

2. Standard wear plate assembly

2.1. With the help of a rolling bridge, place the ferrule back on the upright position and, with the help of eyes, lift the wear plate, placing it on the ferrule housing. With the help of wedges, “put it” on the ferrule housing.



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Reduction hub disassembly

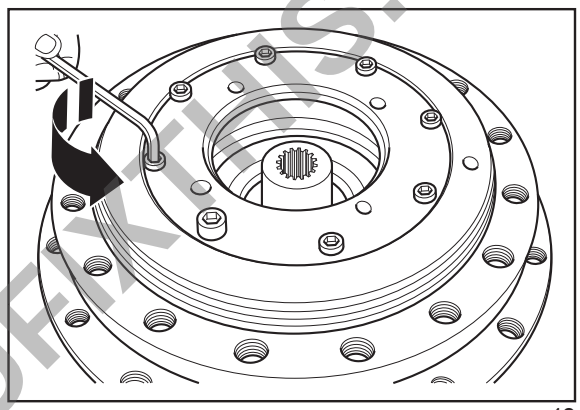
The initial inspection of the gears can be done without removing the reduction hub assembly from the machine.

NOTE: *Some components are large and heavy. Pay attention during handling.*

Before disassembling the hub, make sure that the oil is drained.

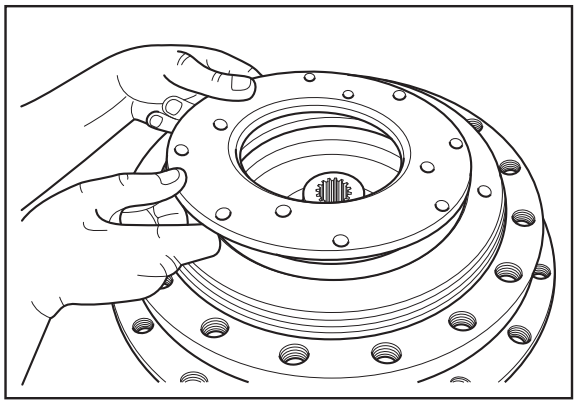
Unscrew the nos. 4 screws M12, grade 8.8, and remove the hydraulic motor and its O-ring seal (36).

1. Unscrew the screws M10X85 (37), grade 8.8, from the motor adaptor flange (35).



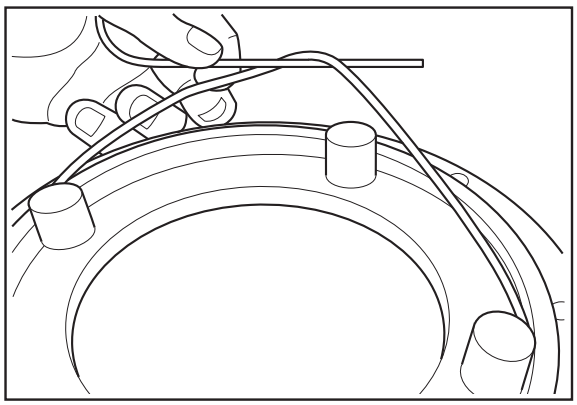
18

2. Remove the motor adaptor flange (35).



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3. Remove the O-ring seal (34) from its seat in the motor adaptor flange (35).

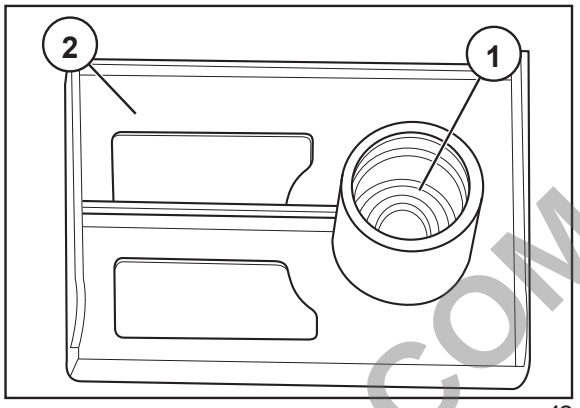


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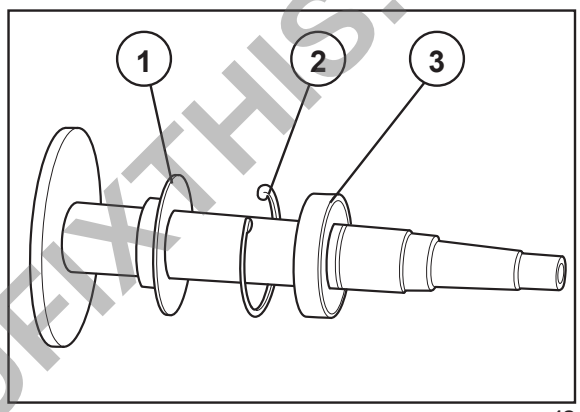
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5.2. Install the bearing (1) into the fan support (2), tapping the bearing until it is seated fully.



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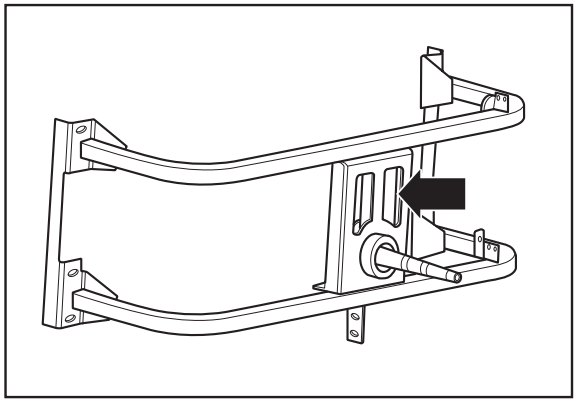
5.3. Install the cover (1), the ring (2) and the bearing (3) on the shaft. Install the snap ring and tap the shaft until it enters the lower bearing. Fasten the cover using bolts.



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5.4. Install the fan support on the frame (with the opened section facing up) and fasten it using bolts.

NOTE: *At this step do not tighten the bolts fully, in order to align the pulleys.*

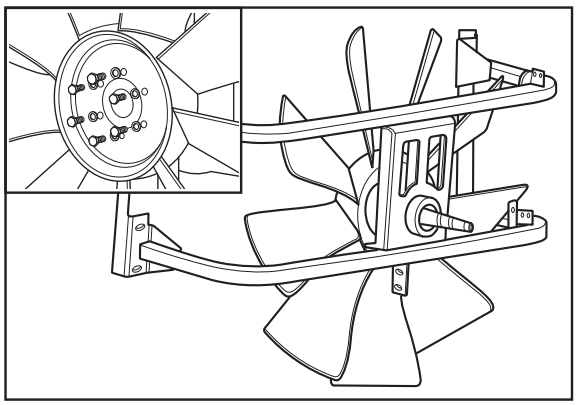


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5.5. Mount the fan to the shaft, using bolts.

NOTE: *Torque the bolts in "X" pattern. Pay attention to the fan position.*

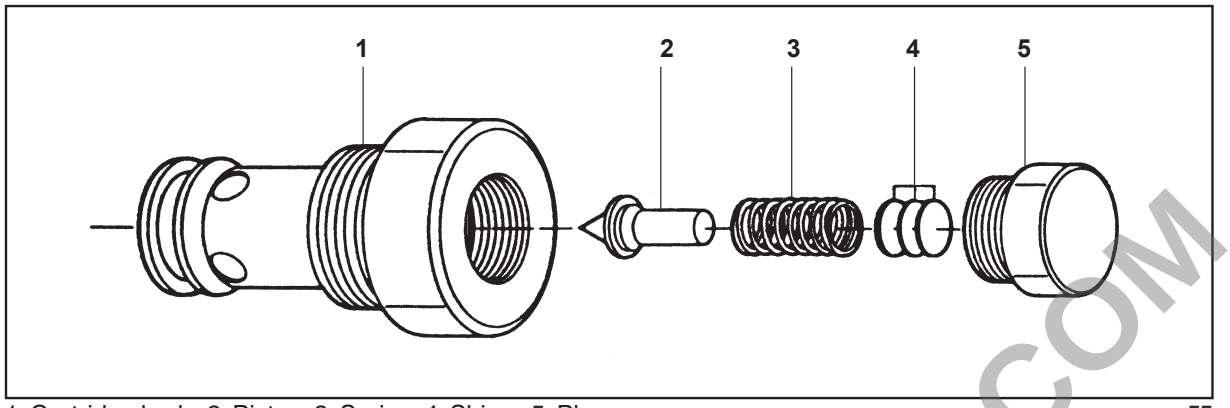
Apply Loctite 262.



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1. Cartridge body; 2. Piston; 3. Spring; 4. Shims; 5. Plug 55

Transmission loop (High pressure)

The transmission loop is protected by two high pressure relief valves, located in the motor valve block.

The valve block is mounted directly on the end of the transmission drive motor.

The high pressure relief valves are located on opposite sides of the valve block.

The test ports are located in the valve block opposite to the relief valve they test.

The high pressure relief valve facing to the front of the machine protects the reverse side of the loop, while the one facing the rear protects the forward side.

Testing of the high pressure relief valves

NOTE: *Disconnect wiring harness from the brake coil.*

Connect a 10000 psi (689.5 bar) pressure gauge in one of the high-pressure test points in the motor transmission block. Put shims (approximately 2.5 mm) in the IPOR valve, located in the cover of the transmission pump.

Check if these shims are marked, so that they can be removed after the test conclusion. This increases the IPOR pressure above the high pressure relief adjustment.

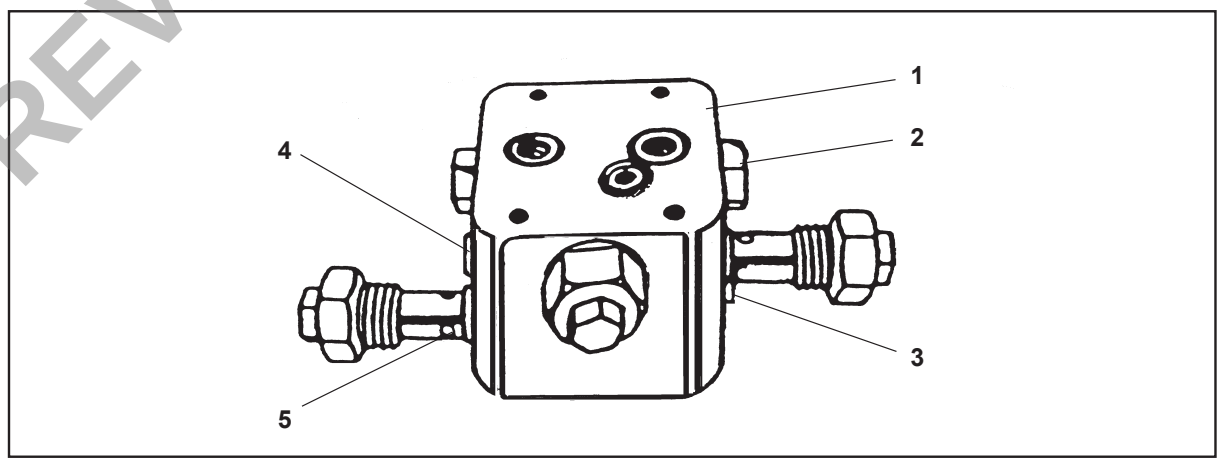
NOTE: *Be careful removing the IPOR cover, in order to prevent the spool and the sensing pins from dropping from the body.*

Block the wheels / tracks with the engine running at the correct speed. Slowly move the traction lever to full displacement in the travel direction to which the pressure gauge was installed.

The pressure gauge must indicate 6500 psi (+250/-100 psi) [448 bar (+17.2/-6.9 bar)]. Adjustments can be made with calibrated shims in the high pressure relief valve. Add shims to increase the pressure, remove them to decrease it.

Change the pressure gauge to the opposite direction: the pressure gauge must indicate the same pressure previously read on the other side. Adjust it if necessary.

Remove the extra shims from the IPOR valve and repeat the procedure on the other transmission's motor/pump assembly.



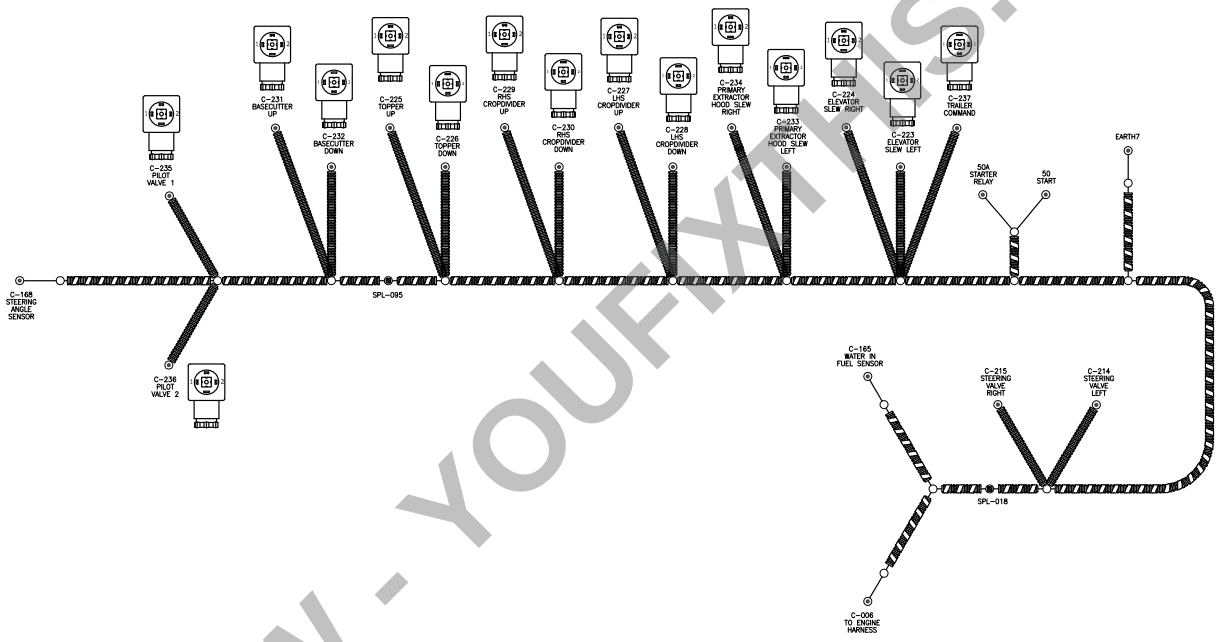
1. Valve block
2. HIGH PRESSURE (Relief valve 1)
3. HIGH PRESSURE (Test point 1)
4. HIGH PRESSURE (Test point 2)
5. HIGH PRESSURE (Relief valve 2)

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4 - Main Control Harness

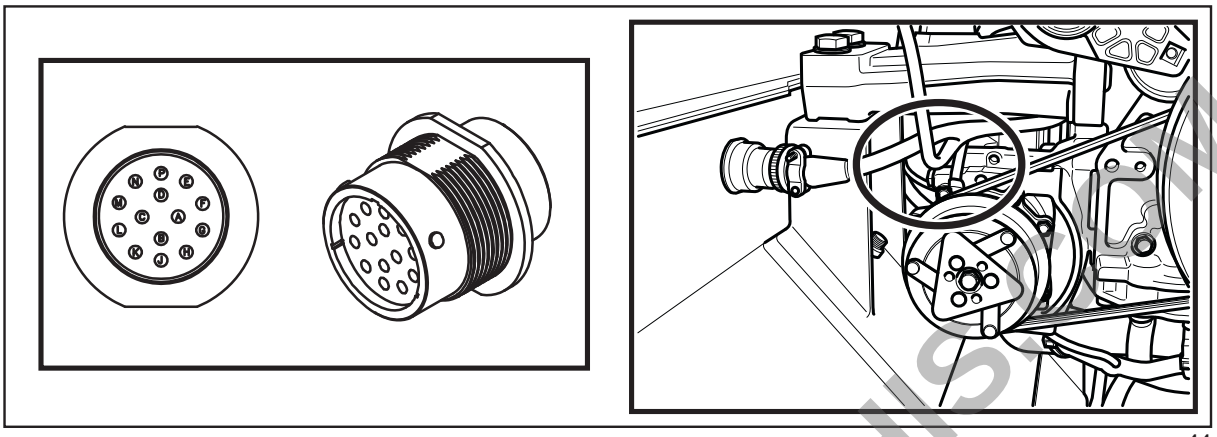


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FPT C9 ENGINE HARNESS (Continued)

Located in the engine compartment rear side, right side



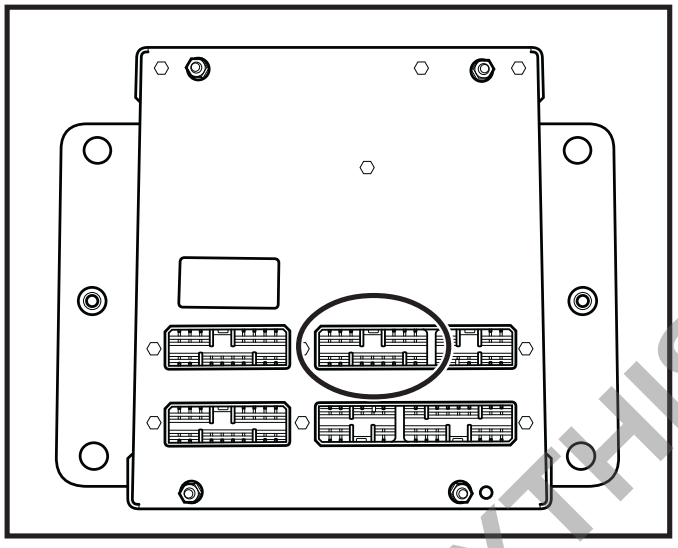
44

	CAVITY	WIRE	LINKED TO CONNECTOR
Connector C008 DEUTSCH - Rear connector, right side	A	8095 Yellow	C202-24 (SCM 2)
	B	7222 White	C202-17 (SCM 2)
	D	7223 White	C202-26 (SCM 2)
	E	8097 Yellow	C202-29 (SCM 2)
	F	8098 Yellow	C202-35 (SCM 2)
	J	9207 Black	C284-5 (Ground)
	K	9205 Blue	C284-2
	L	8096 Blue	C202-10 (SCM 2)

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CONSOLE HARNESS (Continued)



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	CAVITY	WIRE	LINKED TO CONNECTOR
Connector RHM KN2 - A	1		
	2		
	3		
	4		
	5		
	6	Purple	Switch 11
	7	Yellow	Switch 13
	8	Yellow	Switch 11
	9		
	10		
	11		
	12	Purple	Multifunctional lever
	13		
	14		
	15		
	16		
	17	Purple	Switch 9
	18	Purple	Switch 13

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C - Circuit test for the wiper motor

	Test point	Good reading	Possible cause for poor reading
1	Disconnect the wiper switch connector. Put the wiper switch in the **OFF** position. Measure between the wiper switch connector component side (pin 2B and 4).	Less than 1 ohm. If the reading is good, continue with the next step.	Wiper switch.
2	Measure between the wiper switch connector component side (pin 2B and 3) and (pin 2B and 6).	Open the circuit. If the reading is good, continue with the next step.	Wiper switch.
3	Put the wiper switch in the **Intermittent** position. Measure between the wiper switch connector component side (pin 2B and 3) and (pin 2B and 4).	Less than 1 ohm. If the reading is good, continue with the next step.	Wiper switch.
4	Put the wiper switch in the **ON** position (continuous). Measure between the wiper switch connector component side (pin 2B and 3) and (pin 2B and 6).	Less than 1 ohm. If the reading is good, continue with the next step.	Wiper switch.
5	Measure between the wiper switch connector component side (pin 2B and 4).	Open circuit. If the reading is good, the wiper switch is OK.	Wiper switch.

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