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SAFETY PRECAUTIONS

A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. To help prevent accidents, read and take the following precautions **before** driving, operating or servicing the tractor. Equipment should be operated only by those who are responsible and instructed to do so.

PRECAUTIONARY STATEMENTS

Throughout this Manual you will see text, preceded by the words **NOTE, ATTENTION, IMPORTANT, CAUTION, WARNING** or **DANGER**. Such text has the following significance:

MACHINE SAFETY

NOTE: *This text stresses a correct operating technique or procedure.*

ATTENTION: *This text warns the operator of potential machine damage if a certain procedure is not followed.*

IMPORTANT: *This text informs the reader of something that he needs to know to prevent minor machine damage if a certain procedure is not followed.*

PERSONAL SAFETY

⚠ CAUTION ⚠

The word CAUTION is used where a safe behavioural practice, according to operating and maintenance instructions and common safety practices will protect the operator and others from accident involvement.

⚠ WARNING ⚠

The word WARNING denotes a potential or hidden hazard which could possibly cause serious injury. It is used to warn operators and others to exercise due care and attention to avoid a surprise accident with machinery.

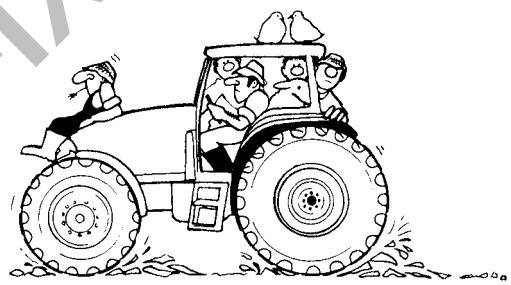
⚠ DANGER ⚠

The word DANGER denotes a forbidden practice in connection with a serious hazard.

Failure to follow the **CAUTION, WARNING** and **DANGER** instructions may result in serious bodily injury or even death.

THE TRACTOR

1. Read the Operator's Manual carefully before using the tractor. Lack of operating knowledge can lead to accidents.
2. Only allow properly trained and qualified persons to operate the tractor.
3. To prevent falls, use the handrails and step plates when getting on and off the tractor. Keep steps and platform clear of mud and debris.
4. Replace all missing, illegible or damaged safety decals.
5. Keep safety decals free of dirt or grime.



6. Do not permit anyone but the operator to ride on the tractor except for driver training or instruction. When used for these purposes an additional seat may be fitted in the cab. Passengers should not be carried on the tractor at any time.
7. Keep children away from the tractor and farm machinery at all times.
8. Do not modify or alter or permit anyone else to modify or alter the tractor or any of its components or any tractor function without first consulting your dealer.
9. Install all guards before starting the engine or operating the tractor.

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DRIVING THE TRACTOR

1. Always sit in the driver's seat while starting or driving the tractor.

2. When driving on public roads, have consideration for other road users. Pull in to the side of the road occasionally to allow any following traffic to pass. Do not exceed the legal speed limit set in your country for agricultural tractors.

3. Use a rotating beacon and/or Slow Moving Vehicle warning when driving on public roads to indicate that the vehicle is slow moving and is a possible hazard.

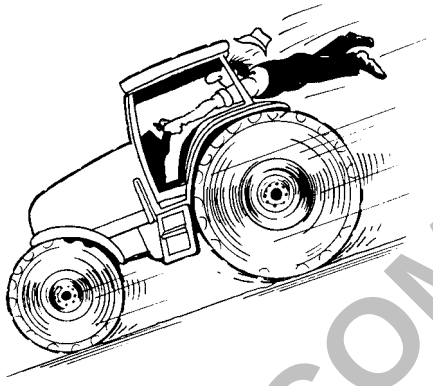
4. Dip the tractor lights when meeting a vehicle at night. Make sure the lights are adjusted to prevent blinding the driver of an oncoming vehicle.

5. Reduce speed before turning or applying the brakes. Brake both wheels simultaneously when making an emergency stop. Ensure that both brake pedals are locked together when travelling at road speeds or when on public roads to ensure correct operation of trailer brakes, balanced operation of the tractor brakes and four wheel braking (4WD tractors only).



6. On four wheel drive tractors, the drive to the front axle is automatically engaged, to provide four wheel braking, when both footbrakes are applied. Owners should be aware of the effectiveness of four wheel braking which greatly enhances braking performance. Appropriate care should be exercised during fierce braking.

7. Use extreme caution and avoid hard application of the tractor brakes when towing heavy loads at road speeds.



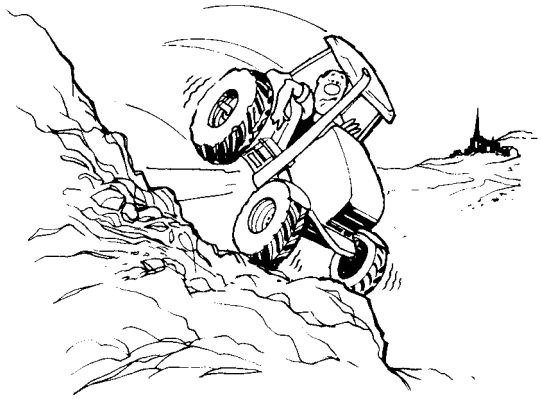
8. Keep the tractor in the same gear when going downhill as would be used when going uphill. Do not coast or freewheel down hills.

9. For safe operation any towed vehicle whose total weight exceeds that of the towing tractor must be equipped with a braking system that complies with the legal requirements of that country.

10. Never apply the differential lock when turning. When engaged, the differential lock will prevent the tractor from turning.

11. Always check overhead clearance, especially when transporting the tractor. Watch where you are going, especially at row ends, on roads and around trees and low overhanging obstacles.

12. To avoid overturns, drive the tractor with care and at speeds compatible with safety, especially when operating over rough ground, when crossing ditches or slopes and when turning corners.



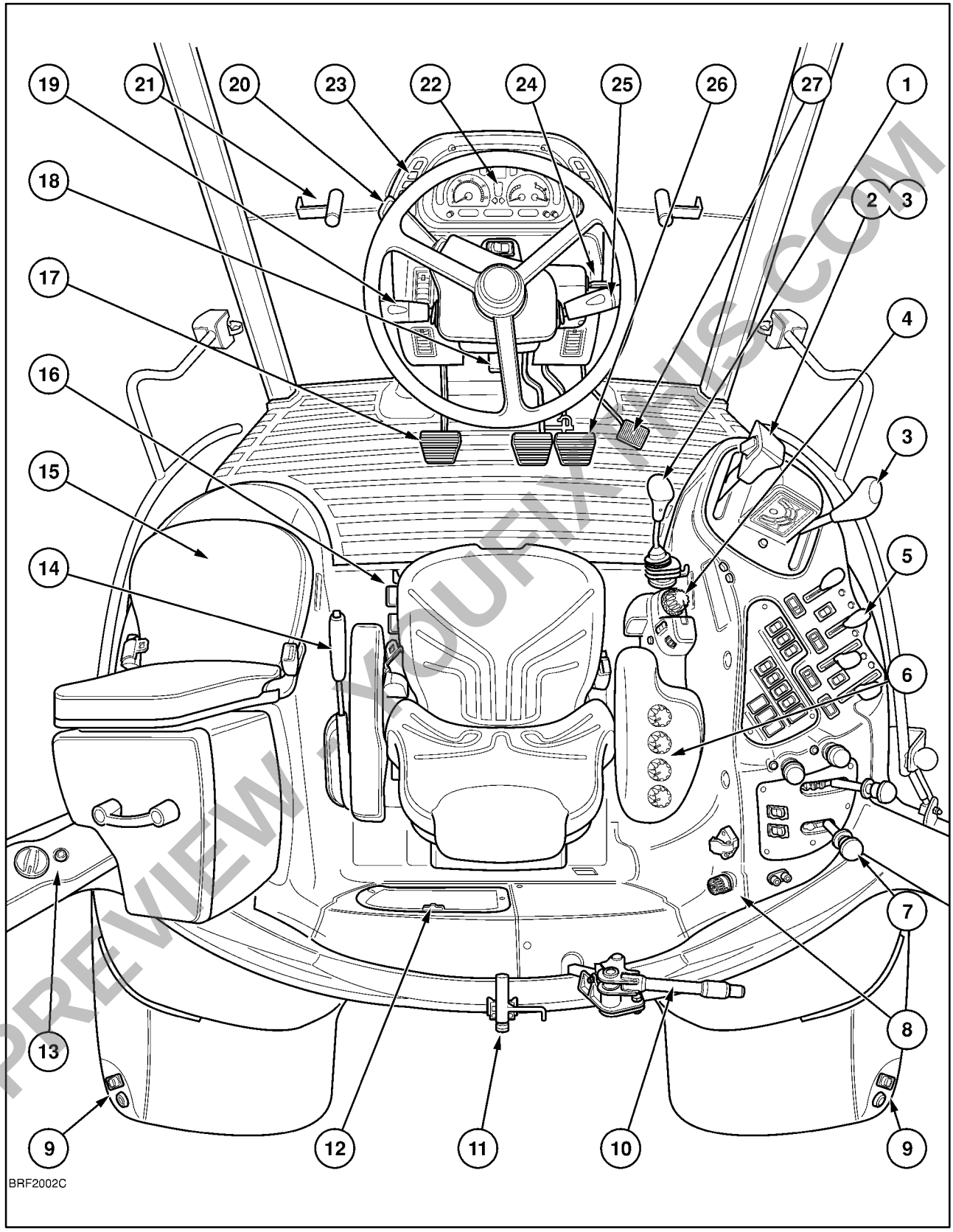
13. Use extreme caution when operating on steep slopes.

14. If the tractor becomes stuck or the tyres are frozen to the ground, reverse the tractor out to prevent overturning.

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CAB AND PLATFORM CONTROLS



1

General View of Tractor Controls - With Cab

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DOT MATRIX SYMBOLS - SYSTEM FAULT

SYMBOL / DISPLAY		FAULT CODE	AREA of FAULT	ACTION
	Symbol ON	3---	Engine	The system fault symbols relate to an operational fault in one or more of the tractors main components, either electrical, mechanical or hydraulic. The appearance of a fault symbol may be accompanied by a four digit fault code. Consult your authorised dealer.
	Symbol ON	n/a	Engine cooling system	
	Symbol ON	2---	Transmission	
	Symbol ON	7---	Differential lock	
	Symbol ON	n/a	CAN BUS malfunction	
	Symbol ON	1---	Electronic draft control	
	Symbol ON	9---	Front 3-point hitch	
	Symbol ON	n/a	Braking system	
	Symbol ON	5---	Rear P.T.O. system	
	Symbol ON	8---	Front P.T.O. system	
	Symbol ON	10--	Front suspension	
	Symbol ON	6---	Front wheel drive	
	Symbol ON	14--	Instrument panel electrical fault	
	Symbol ON	15--	Fast Steer system	
	Symbol ON	4---	Rear electronic remote valves	
	Symbol ON	45--	Front electronic remote valves	

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SECTION 5
FAULT FINDING

INTRODUCTION

The following information is intended as a guide to assist in identifying and correcting possible tractor malfunctions and fault conditions.

The information provided is as follows:

- ERROR CODES
- SYSTEM TROUBLESHOOTING

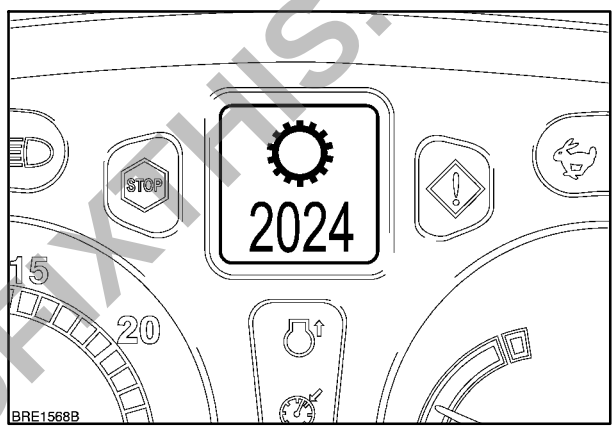
ERROR CODES

Your tractor makes extensive use of electronics to control and monitor major components within the driveline and hydraulic system. In the unlikely event of a fault occurring in one of these areas, the malfunction will be identified with a symbol (1) and a four-digit error code in the Dot Matrix Display on the instrument panel. The first digit(s) of each number provide the general location of the fault and the susequent numbers confirm the exact nature of the fault.

First Digit	Area of Fault
0---:	General fault
1---:	Electronic Hitch control
2---:	Transmission
3---:	Engine
4---	Electronic Remote Valves
5---	Rear PTO
6---	Four wheel drive
7---	Differential lock
8---	Front Power Take Off
9---	Front 3-Point Hitch
10---	4WD Front Axle Suspension
14---	Instrument cluster
15---	Turn Assist

The code indicates the faulty circuit or sensor and the type of fault, e.g., open circuit, short circuit, etc. Each error code will be supported by the relevant symbol displayed above the number. In this event, the tractor will require the attention of your Case IH dealer.

Should a fault occur causing the tractor to become disabled, an error code will be displayed in the instrument panel. If this should happen and you are unable to rectify the fault yourself, contact your authorised dealer and report the error code displayed.



1

SYSTEM TROUBLE SHOOTING

The following information lists possible problems, their cause and corrective action. The systems are listed as follows:

Subject	Page
Engine	5-2
Transmission	
- Synchro Shift 12 x 12	5-5
- Two-Speed Powershift 24 x 24	5-6
- Semi-Powershift 16 x 16 and 17 x 16	5-7
Hydraulics	5-8
3-point hitch	5-9
Brakes	5-10
Cab	5-10
Electrical	5-11

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EVERY 50 HOURS carry out the preceding checks plus the following:

OPERATION 8
CLEAN THE RADIATOR, OIL COOLER AND AIR CONDITIONER CONDENSER CORES

Check the cores for chaff accumulation or blockage. If any is noted , clean as follows:

⚠ CAUTION ⚠

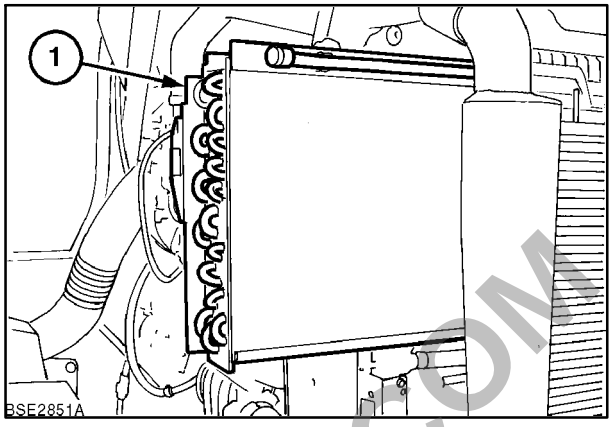
Wear eye protection and protective clothing during the cleaning process. Clear the area of bystanders so they are not struck by flying particles.

1. For cleaning, use compressed air or a pressure washer not exceeding 7 bar (100 lbf/in^2).

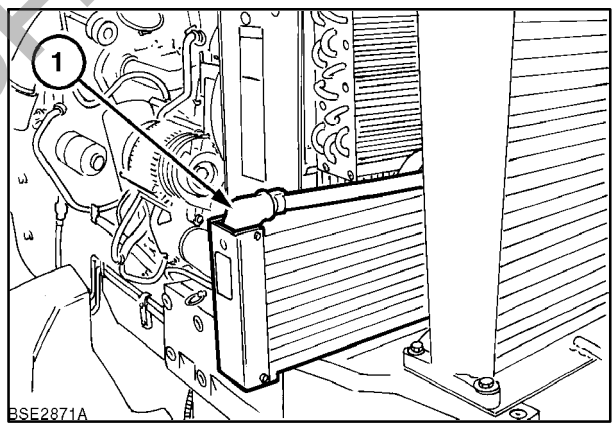
2. The air conditioner condensor (1) Figure 22 and the driveline oil cooler figure 22, located in front of the engine radiator, have a slide out facility for ease of service. Turn the two quick-release fasteners (3) anti-clockwise to release.
3. Slide the oil cooler and the air conditioner condensor (where fitted) out (to the right) to gain access to the engine coolant radiator (1) Figure 23.

4. Direct the air or water through each core from the back to the front. Clean the radiator first, then the air conditioner condenser and, finally, the driveline oil cooler. Carefully straighten any bent fins.

NOTE: *If the cores are blocked with any oily substances, apply a detergent solution and remove it with a pressure washer.*



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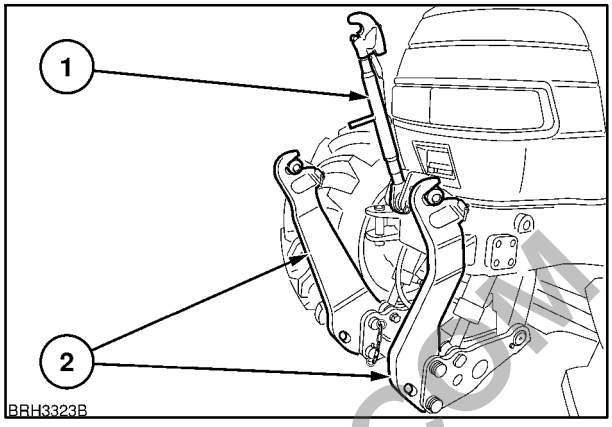
23

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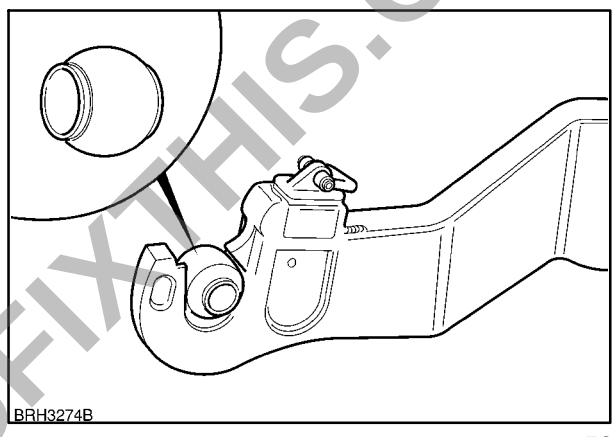
FRONT THREE-POINT HITCH (where fitted)

The optional front hitch, consists of an adjustable top link (1) and a pair of folding lower links (2). The top link and the lower links have open claw ends that permit rapid coupling and uncoupling of implements. The claws are equipped with self-locking latches to ensure positive retention of the tractor linkage to the implement.



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Three ball-bushings are supplied for installation on the implement hitch pins.



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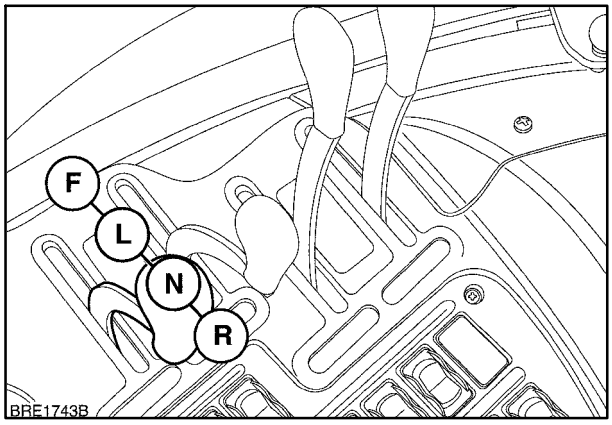
Operating the Front 3-Point Hitch

The front hitch may be controlled through the rear remote valves, or by a dedicated mid-mounted twin spool remote valve.

- with mechanical rear remote valves:

Using valves 1 or 2 at the rear of the tractor, operation of the front hitch may be controlled via the remote valve levers.

With the front hitch connected to valve number 1, pull the lever rearwards (R) to raise the front linkage. Move the lever to (N) to halt hitch movement, the hitch will maintain its height position. Select (L) to lower the hitch. With the lever in the float position (F), the hitch can move up and down (float) allowing the implement to follow the ground contours.



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MINIMUM HARDWARE TIGHTENING TORQUES

IN FOOT-POUNDS (NEWTON METERS) FOR NORMAL ASSEMBLY APPLICATIONS

INCH HARDWARE AND LOCKNUTS

NOMINAL SIZE	SAE GRADE 2		SAE GRADE 5		SAE GRADE 8		LOCKNUTS	
	UNPLATED or PLATED SILVER	PLATED w/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED w/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED w/ZnCr GOLD	GR.B w/GR5 BOLT	GR.C w/GR8 BOLT
1/4	55* (6.2)	72* (8.1)	86* (9.7)	112* (13)	121* (14)	157* (18)	61* (6.9)	86* (9.8)
5/16	115* (13)	149* (17)	178* (20)	229* (26)	250* (28)	324* (37)	125* (14)	176* (20)
3/8	17 (23)	22 (30)	26 (35)	34 (46)	37 (50)	48 (65)	19 (26)	26 (35)
7/16	27 (37)	35 (47)	42 (57)	54 (73)	59 (80)	77 (104)	30 (41)	42 (57)
1/2	42 (57)	54 (73)	64 (87)	83 (113)	91 (123)	117 (159)	45 (61)	64 (88)
9/16	60 (81)	77 (104)	92 (125)	120 (163)	130 (176)	169 (229)	65 (88)	92 (125)
5/8	83 (112)	107 (145)	128 (174)	165 (224)	180 (244)	233 (316)	90 (122)	127 (172)
3/4	146 (198)	189 (256)	226 (306)	293 (397)	319 (432)	413 (560)	160 (217)	226 (305)
7/8	142 (193)	183 (248)	365 (495)	473 (641)	515 (698)	667 (904)	258 (350)	364 (494)
1.0	213 (289)	275 (373)	547 (742)	708 (960)	773 (1048)	1000 (1356)	386 (523)	545 (739)

NOTE: Torque values shown with ***** are inch pounds.

IDENTIFICATION
CAP SCREWS AND CARRIAGE BOLTS



SAE GRADE 2



SAE GRADE 5



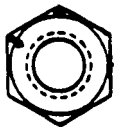
SAE GRADE 8



REGULAR NUTS



SAE GRADE 5 HEX NUTS



SAE GRADE 8 NUTS

LOCKNUTS



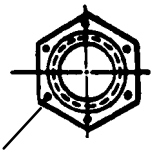
GRADE IDENTIFICATION

GRADE A NO NOTCHES
GRADE B ONE CIRCUMFRETIAL NOTCH
GRADE C TWO CIRCUMFRENTIAL NOTCHES



GRADE IDENTIFICATION

GRADE A NO MARK
GRADE B LETTER B
GRADE C LETTER C



GRADE IDENTIFICATION

GRADE A NO MARKS
GRADE B THREE MARKS
GRADE C SIX MARKS

MARKS NEED NOT BE LOCATED AT CORNERS

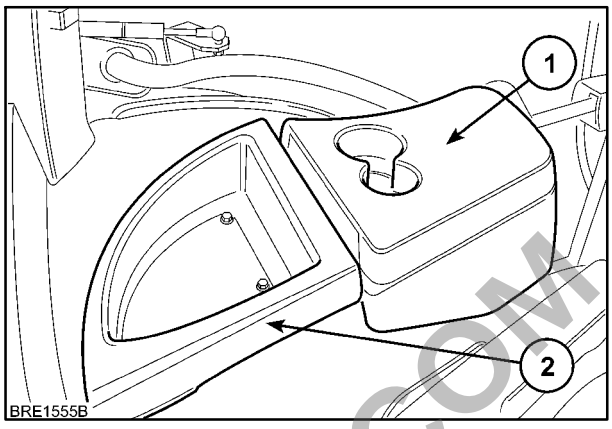
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In Cab Storage (where fitted)

A storage box with a hinged lid (1) is located on the left-hand side of the cab. The lid also incorporates a drinks holder.

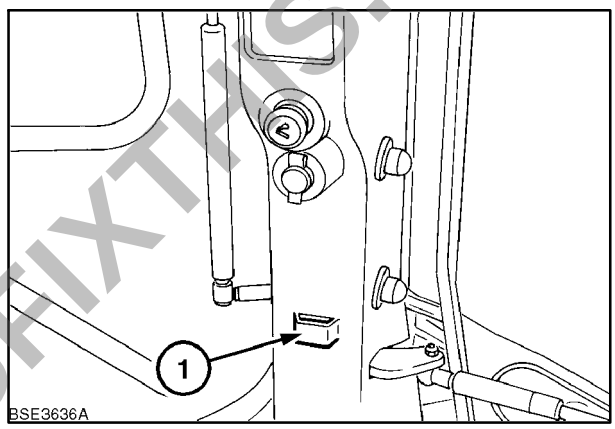
A recessed tray (2) is provided to the rear of the storage box to hold small tools, oddments, etc.



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Mobile Telephone Usage

A storage bracket (1) is provided on the left-hand cab 'C' pillar for a mobile telephone. Auxiliary power for the telephone may be taken from the cigarette lighter socket above.



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TRANSMISSION OPERATION

Your tractor may be fitted with one of three transmission options dependent on country and specification.

12 x 12 Synchro Shift

This transmission offers 12 forward and reverse synchromesh gears selected by two shift levers conveniently placed to the right of the driver. The forward and reverse synchronised shuttle is operated by a lever to the left of the steering column.

24 x 24 Two-speed powershift.

Operating in a similar manner to the 12 x 12, the Two-speed powershift transmission offers the additional benefit of a hydraulically engaged underdrive for each of the basic 12 gears. This provides 24 forward and reverse ratios. Underdrive and direct drive may be engaged on the move without depressing the clutch pedal. A clutchless shuttle function is also featured on the 24 x 24 transmission.

16 x 16 (17 x 16) Semi-Powershift

The Semi-Powershift transmission has 4 powershift gears and four range gears providing 16 forward and reverse ratios. On 50 Km/h models, an additional gear provides 17 forward ratios. When operated simultaneously, the powershift and range change buttons will provide clutchless changes on the move through ratios 1-8 and 9-16 (17).

Ground Speeds

Ground speeds are displayed in the LCD on the left-hand side of the instrument panel. However, as a guide, ground speed charts for specific tyre sizes are provided at the end of each transmission section.

If the rear tyres of your tractor are of a different size to those shown in the charts, it may be necessary to re-calibrate the speedometer as previously described.

MPH/K/mh Conversion Chart	
K/mh → MPH	**MPH → K/mh**
5 → 3.1	5 → 8.0
10 → 6.2	10 → 16.0
15 → 9.3	15 → 24.1
20 → 12.4	20 → 32.1
25 → 15.5	25 → 40.2
30 → 18.6	30 → 48.2
35 → 21.7	35 → 56.3
40 → 24.8	
45 → 27.9	
50 → 31.0	

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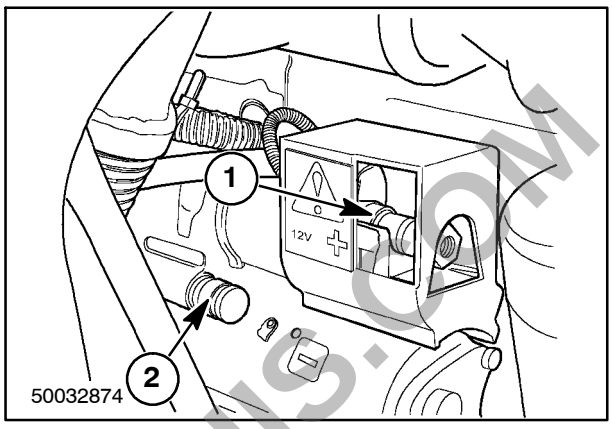
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BOOSTING THE TRACTOR BATTERY

Using Remote Jump Terminals

⚠ WARNING ⚠

Always sit in the driver's seat to operate the starter motor. If the key-start switch is by-passed and the tractor has been left in gear, sudden and unexpected movement of the tractor or a tractor runaway may result which could cause serious injury. Wear eye protection when starting the tractor with jump leads or when charging the battery.



2

If it is necessary to use jump leads (booster cables) to start the tractor, use only heavy duty leads and proceed as follows:

The remote jump terminals, installed on the right-hand side of the engine, provide an easy method of boosting the tractor battery without having to remove the battery cover.

The positive terminal (1), is attached to the starter solenoid, and is encased in a plastic housing.

The negative terminal (2) attaches to the upper mounting bolt of the starter.

Connect one end of red jump lead, to the positive, (+), remote jump terminal, (1), and the other end to the positive, (+), terminal of the auxiliary battery.

Connect one end of black jump lead, to the negative, (-), remote jump terminal,(2), and the other end to negative, (-), terminal of auxiliary battery.

When the engine starts allow it to run at idle speed, turn on all electrical equipment (lights, etc.) then disconnect the jump leads in the reverse order to the connecting procedure. This will help protect the alternator from possible damage due to extreme load changes.

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Indicator Lights

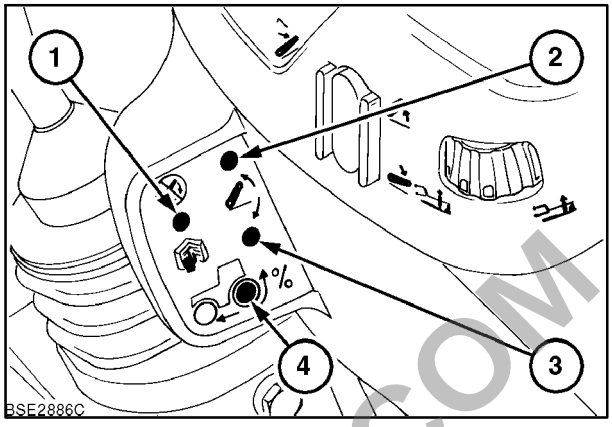
The malfunction warning light (1), serves two purposes:

- **Flashing light** means that there is a malfunction in the system circuits. This will be accompanied by the hitch error symbol appearing in the Dot Matrix Display.

- **Steady light** signifies 'hitch disabled'. Again, the 'hitch disabled' warning is repeated in the Dot Matrix Display with the hitch symbol.

The indicator lights (2) and (3), operate when the position control is used to raise or lower the implement or as lift and lower corrections occur during normal tractor operation. The lower light (3) will illuminate when the 3-point hitch lowers. The upper light (2) will illuminate when the linkage raises.

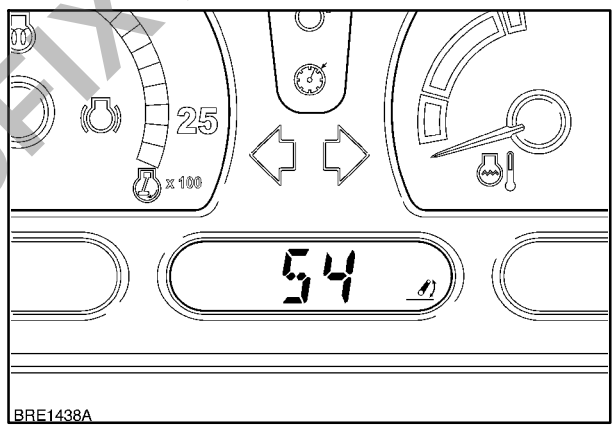
A slip limit 'on' indicator (4), illuminates when the wheel slip limit control is activated.



81

Hitch Position Display

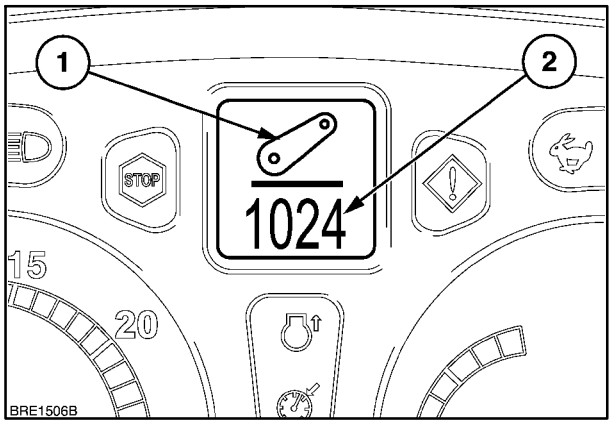
The digital display in the instrument panel indicates the position of the lower links over a scale of '0' to '100'. A display of '0' indicates that the links are fully lowered. '100' indicates they are fully raised. Select the display using the CAL/SEL switch or the Enhanced keypad (where fitted).



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Malfunction Warning Light

In the unlikely event that a fault occurs in the EHC, the malfunction warning light (1) Figure 81, will start to flash. The warning light will be accompanied by the appearance of the hitch symbol (1), and error code (2), in the Dot Matrix Display.



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AUTOMATIC STABILISERS

Automatic stabilisers may be fitted in place of the standard telescopic stabilisers, described previously.

⚠ WARNING ⚠

Never operate steerable equipment unless the stabilisers are installed and correctly adjusted to prevent excessive lateral movement.

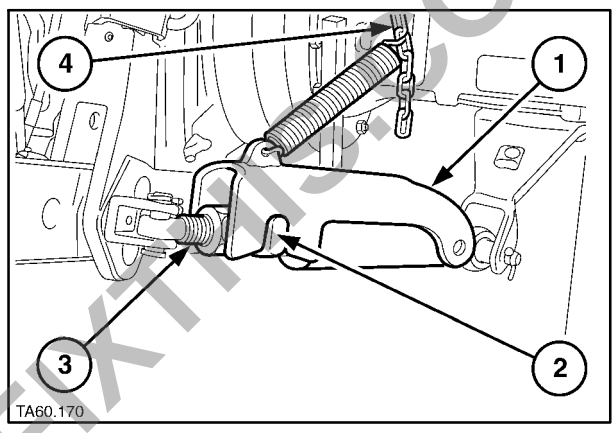
Each stabiliser consists of a telescopic tube assembly internally threaded at the rear end. The tube assembly is attached to a mounting bracket bolted to the outer ends of the rear axle housing.

An externally threaded rod (3) is attached to the lower links. The threaded rod engages with the screwed thread in the tube assembly and the overall length of the assembly is determined by screwing the rod in or out, as required.

An adjustable chain (4) is attached, at one end, to the rear fender and at the other end, via a spring, to a hinged cover (1) on the telescopic part of the stabiliser. A lug (2) on the telescopic part of the stabiliser engages a notch in the cover.

When the chain is correctly adjusted it will be slack when the lower links are raised from the operating position, so allowing the cover to drop down over the lug on the stabiliser. When the cover is down, as shown, the stabiliser is locked at the preset length. The lower links are, therefore, retained at a set distance apart, preventing them (and attached equipment) from swaying.

However, when the 3-point hitch is lowered into the work position, the chain becomes taut and lifts the cover from the stabiliser allowing it to telescope freely. The stabilisers (and implement) will then sway when engaged in the ground. This feature is useful as it provides greater implement control when turning on the headlands of a field.



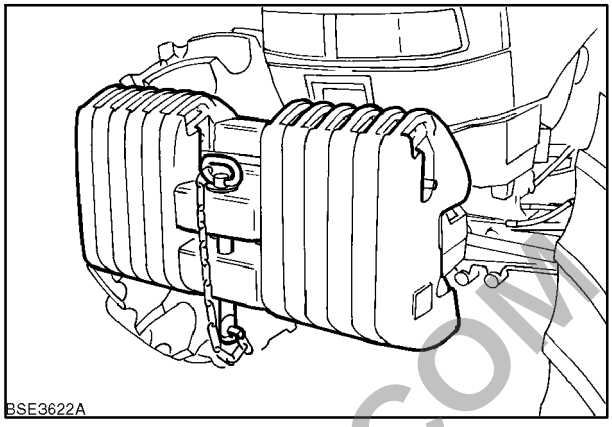
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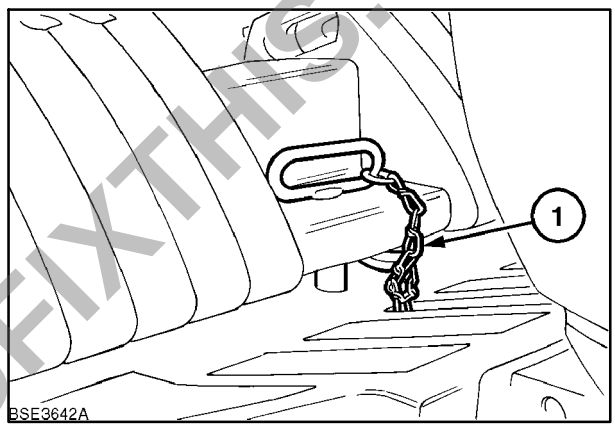
As an alternative, two of the front weights can be replaced with a towhook providing a total weight of:

2 weights, towhook and carrier	294 kg. (595 lb.)
6 weights, towhook and carrier	474 kg. (1044 lb.)
14 weights, towhook and carrier	834 kg. (1838 lb.)



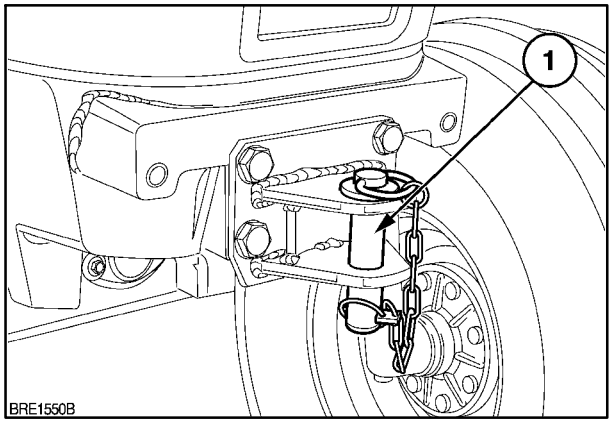
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When the front towhook is installed, the weight pack is secured by a pin passing through the rear of the towhook segment into the weight carrier. Do not operate the tractor without this pin installed and the retaining 'R' clip (1), inserted to prevent the pin from becoming dislodged.



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If the front weights and weight carrier are not installed, a tow pin is available for bolting directly to the front axle support.



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OPERATION 25
CHANGE TRANSMISSION/REAR AXLE/ HYDRAULIC OIL AND FILTERS

Prior to changing the oil , run the engine and operate the hydraulic system until the oil is warm. Park the tractor on level ground, lower the three-point linkage and stop the engine. Engage the parking brake and chock the wheels on both sides.

⚠ WARNING ⚠

Be very careful to avoid contact with hot engine oil. If the engine oil is extremely hot, alllow it to cool to a moerately warm temperature before proceeding.

To change the oil:

1. Remove the drain plug (1) Figure 79 and completely drain all oil into a suitable container. Dispose of oil properly.

2. Re-install the drain plug after the oil has drained.

IMPORTANT: *Perform operation 23 (change hydraulic and transmission filters) before refilling with oil.*

3. Remove the filler plug cap (1) figure 80 and refill with new oil.

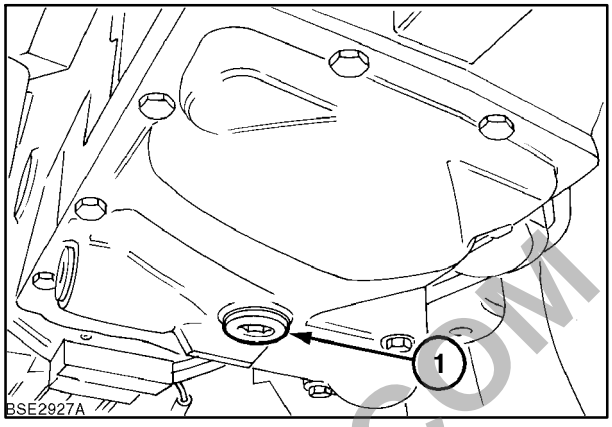
4. Run the engine and operate the hydraulic system. Fully raise the three-point linkage.

5. Stop the engine and wait five minutes while checking the system for leaks.

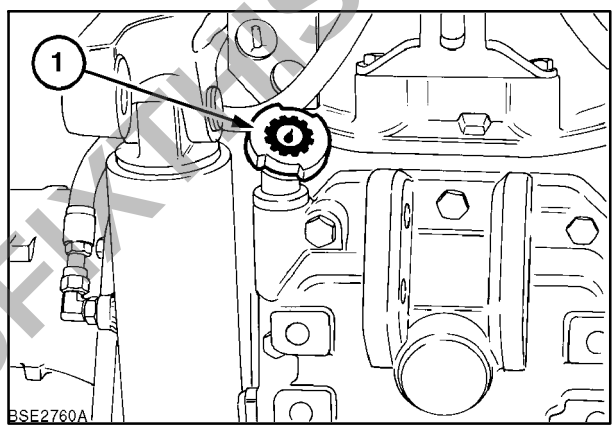
6. Check the oil level by means of the sight glass (1) figure 81. Add oil as required until the oil level is between the 'MIN' and 'MAX' marks.

NOTE: *Do not fill above the full mark*

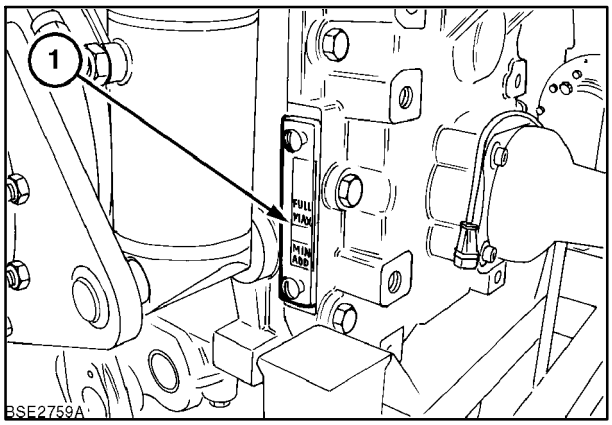
See page 4-9 for the correct oil specification.



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BRAKES

PROBLEM	POSSIBLE CAUSE	CORRECTION
Pedal(s) feel spongy	Air in system.	System requires bleeding. See your authorised dealer.
Excessive brake pedal travel	Brake piston seal leaking.	See your authorised dealer.
	Brake bleed valve leaking.	See your authorised dealer.
	Leakage in brake valve(s)	See your authorised dealer.
	Worn brake discs.	See your authorised dealer.

CAB

PROBLEM	POSSIBLE CAUSE	CORRECTION
Dust enters the cab	Improper seal around filter element(s).	Check seal condition.
	Blocked filter(s).	Clean or replace filters.
	Defective filter.	Replace filter.
	Damaged seals around doors/windows or roof hatch.	Replace seal(s).
Low pressuriser air flow	Blocked filter(s).	Clean or replace filters.
	Heater or evaparotor core blocked.	See your authorised dealer.
Air conditioner does not produce cool air	Heater control turned on.	Turn temperature control knob fully anti-clockwise.
	Condenser blocked.	Clean radiator, condenser and oil cooler.
	Drive belt slipping, worn or damaged.	Check automatic belt tensioner and belt condition.
	Low refrigerant level.	See your authorised dealer.

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