Capacities - Product identification numbers ZDF and after

Steiger 350 [ZDF100001 -] WE, Steiger 400 [ZDF100001 -] WE, Steiger 450 [ZDF100001 -] WE, Steiger 450 QT [ZDF100001 -] WE, Steiger 500 [ZDF100001 -] WE, Steiger 500 QT [ZDF100001 -] WE, Steiger 550 [ZDF100001 -] WE, Steiger 550 QT [ZDF100001 -] WE, Steiger 600 [ZDF100001 -] WE, Steiger 600 QT [ZDF100001 -] WE

Engine	
Oil exchange capacity with filter (approximate.)	**CASE IH AKCELA UNITEK CJ-4 ENGINE OIL**
350 Only	**25 l** (**6.6 US gal**)
All other models and Quadtrac	**28 l** (**7.5 US gal**)
Cooling system	
Coolant type	**CASE IH AKCELA PREMIUM ANTI-FREEZE**
Coolant mix	50-50 water and ethylene glycol mix
Coolant capacity	
350, 400, 450	**49 l** (**13 US gal**)
500, 550, 600 and all Quadtrac models	**70 l** (**18.4 US gal**)
Transmission	
Oil type	**CASE IH AKCELA HY-TRAN® ULTRACTION**
350, 400, 450 or standard 500	**57 l** (**15.1 US gal**)
500 Scraper, 550 and 600	**72 l** (**19 US gal**)
Hydraulic/axle system	
Oil type	**CASE IH AKCELA HY-TRAN® ULTRACTION**
Approximate total system capacity (See Note)	
350	**227 l** (**60 US gal**)
400, 450, 500, 550, 600	**250 l** (**66 US gal**)
Quadtrac	**299 l** (**79 US gal**)

NOTE: *Total system capacity includes filters, front and rear axle and reservoir. If Three Point Hitch equipped, add* ***19 l*** *(****5 US gal****).*

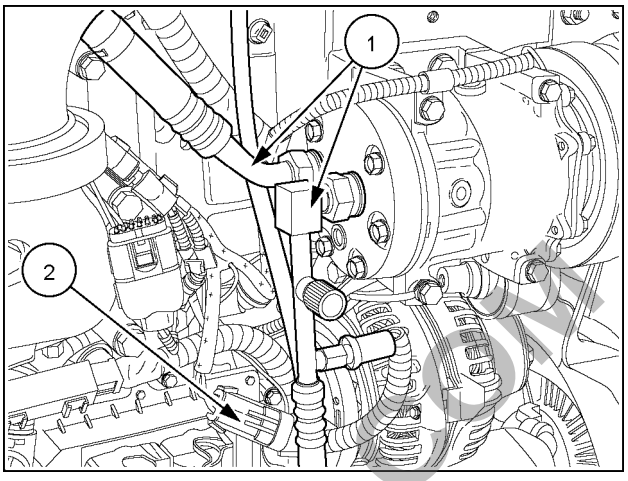
Undercarriage idler/roller wheel hubs	
Agricultural version - Idler hub oil capacity and type (each)	**600 ml** (**20 US fl oz**) SAE 50W TO 4 Oil
Scraper version - Idler hub oil capacity and type (each)	**479 ml** (**16.2 US fl oz**) SAE 30W Engine Oil
Roller hub oil capacity and type (each)	**250 ml** (**8 US fl oz**) SAE 30W Engine Oil

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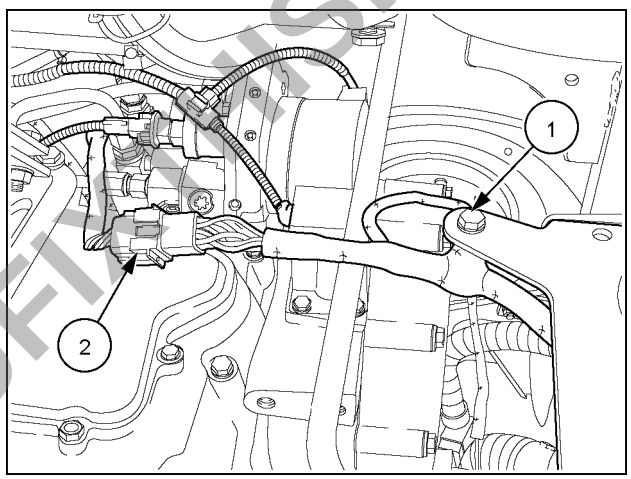
22. Connect high and low pressure hoses to compressor **(1)**. Plug in high pressure sensor **(2)** to harness.

NOTE: *Install new O-rings and lubricate with clean compressor oil.*



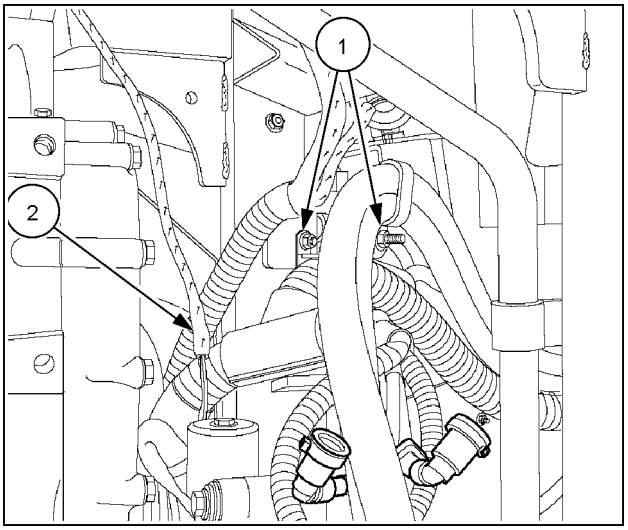
RCPH10FWD998BAC 22

23. Secure clamp **(1)**. Plug in harness connector **(2)**.



RCPH10FWD996BAC 23

24. Secure heater hoses and harness with clamps **(1)**. Plug in connector to DEF/AdBlue® heater solenoid **(2)**.



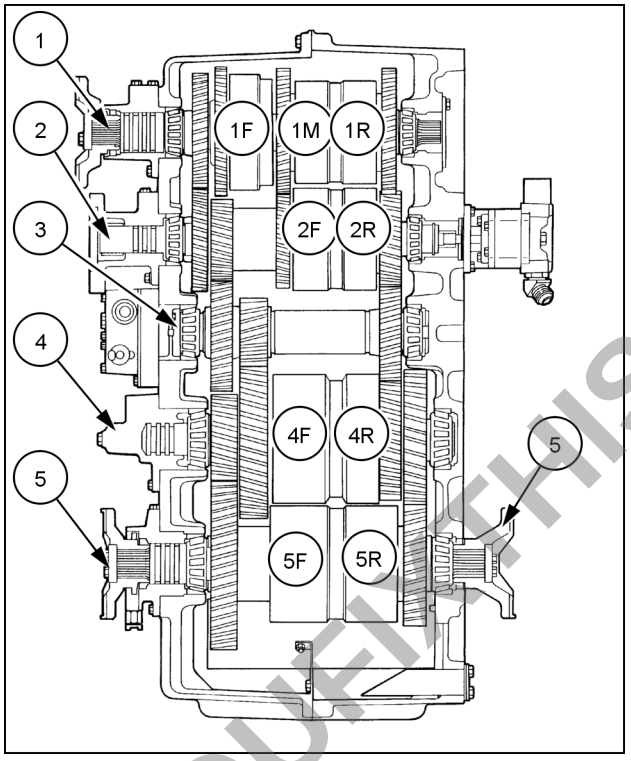
RCPH10FWD995BAC 24

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Powershift transmission - Dynamic description - Introduction to the transmission

Steiger 350, Steiger 400, Steiger 450, Steiger 450 QT, Steiger 500, Steiger 500 QT, Steiger 550, Steiger 550 QT, Steiger 600, Steiger 600 QT



RCPH10FWD031HAG 1

1. First (1st) shaft	4. Fourth (4th) shaft
2. Second (2nd) shaft	5. Fifth (5th) shaft
3. Third (3rd) shaft	

The powershift transmission is hydraulically actuated and electronically controlled.

The transmission has five shafts with nine clutches in a vertical configuration. The five shafts can be identified as follows: input (first) shaft, pump (second) shaft, counter (third) shaft, master clutch (fourth) shaft and output (fifth) shaft. The clutches can be identified by the shaft and position on the shaft, for example the front clutch on the pump shaft is 2F and the rear clutch on the output shaft is 5R.

The input shaft has two forward speed clutches, **(1M)** and **(1R)**, and the reverse clutch **(1F)**. The pump shaft has two forward speed clutches, **(2F)** and **(2R)**, and drives both the transmission lubrication pump and the tractor hydraulic system pump. The counter shaft has all splined gears and transfers power from the input and pump shafts to the master clutch shaft. The master clutch shaft has the master clutch **(4F)** and a second clutch **(4R)** that work in combination with all the other clutches for all forward and reverse speeds. The output shaft has two clutches, **(5F)** and **(5R)**, that work in combination with the **(4F)** shaft for all forward and reverse speeds.

All shafts are located and supported by single row tapered roller bearings. The shaft end play clearance or preload is set by installing shims at the front end of each shaft.

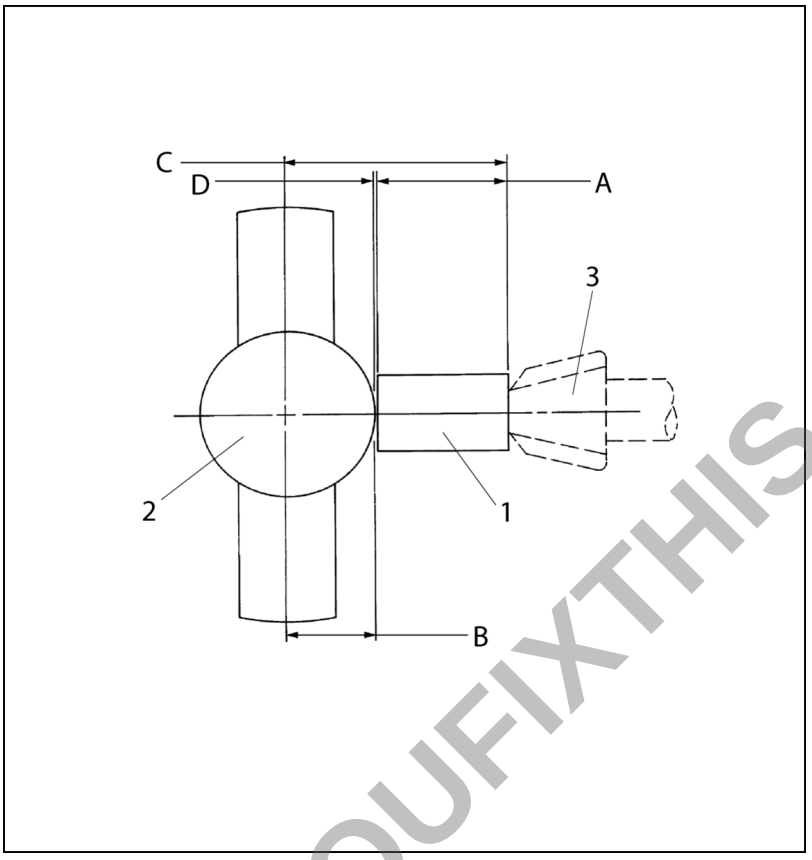
All gears are in constant mesh. Power flow through the transmission is achieved when one clutch on the input **(1)** or pump shaft **(2)**, one clutch on the master clutch shaft **(4)** and one clutch on the output shaft **(5)** are engaged. Various combinations of three clutches on the four shafts, through the counter shaft **(3)**, provide sixteen speeds in forward and two speeds in reverse.

The master clutch **(4F)** mounted on the fourth shaft provides a smooth and controlled start up in forward or reverse. Actuation of the foot pedal operated potentiometer, in the cab, sends an electrical signal to the computer controller. The controller sends an electrical signal to the valve on the fourth shaft front bearing retainer. The valve modulates the oil pressure to the master **(4F)** clutch. Actuation of the master clutch foot pedal will interrupt the electrical signal

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60. Use the following table and example to calculate the pinion depth shim requirements



RCPH10FWD120FBJ 59

(1) CAS2506 Pinion depth gauge arbor, (2) CAS1675-2 Pinion depth gauge block, (3) Pinion

Item	Metric value	U.S. value
A	**97.99 mm**	**3.858 in**
B	**75.82 mm**	**2.985 in**
C	**174.25 mm**	**6.860 in**
D Gap measurement	**.44 mm**	**0.017 in**

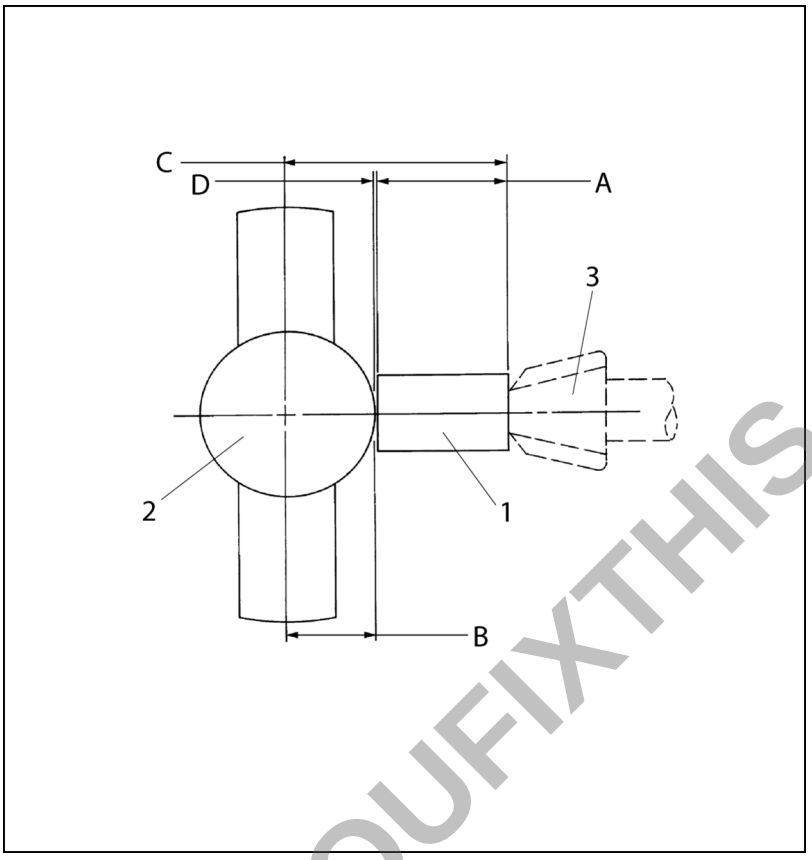
Example:

Item	Metric value	U.S. value
Tool constant dimension (A = B)	**173.81 mm**	**6.840 in**
Gap measurement (D)	**.44 mm**	**0.017 in**
Total measured distance (A + B + D = C)	**174.25 mm**	**6.860 in**
Standard nominal pinion depth	**175.22 mm**	**6.808 in**
Reading on the pinion	**-0.14 mm**	**0.005 in**
Actual nominal pinion depth	**175.08 mm**	**6.892 in**
Minus total measured distance	**174.25 mm**	**6.860 in**
Shim requirement	**0.83 mm**	**0.032 in**

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60. Use the following table and example to calculate the pinion depth shim requirements



RCPH10FWD120FBJ 59

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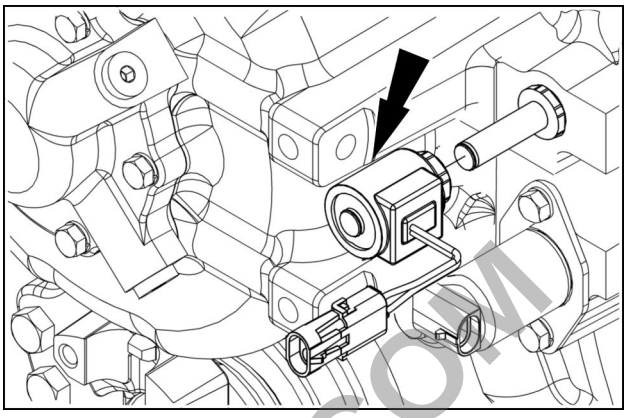
Example:

Item	Metric value	U.S. value
Tool constant dimension (A = B)	**173.81 mm**	**6.840 in**
Gap measurement (D)	**.44 mm**	**0.017 in**
Total measured distance (A + B + D = C)	**174.25 mm**	**6.860 in**
Standard nominal pinion depth	**175.22 mm**	**6.808 in**
Reading on the pinion	**-0.14 mm**	**0.005 in**
Actual nominal pinion depth	**175.08 mm**	**6.892 in**
Minus total measured distance	**174.25 mm**	**6.860 in**
Shim requirement	**0.83 mm**	**0.032 in**

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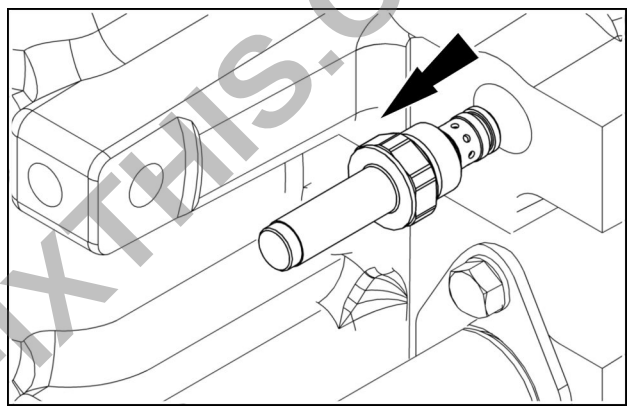
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4. Slide the solenoid coil off the valve spool.



RCPH10FWD087BBJ 4

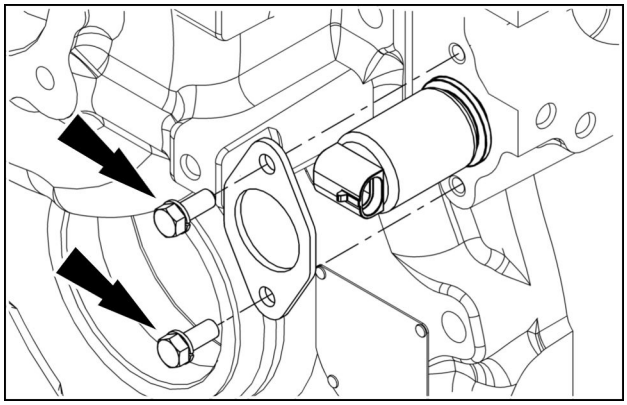
5. Remove the lube valve spool from the PTO housing.



RCPH10FWD088BBJ 5

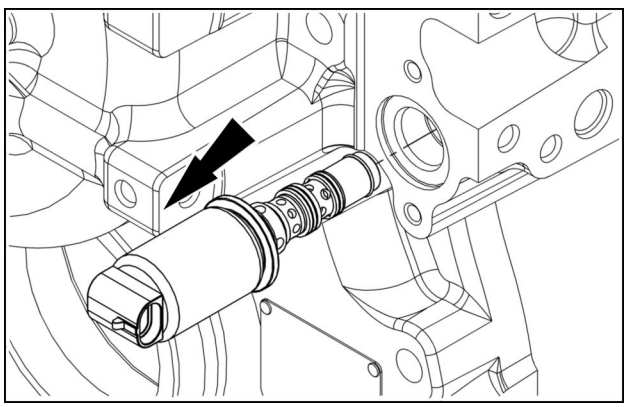
PWM solenoid valve removal

6. Remove the two bolts and retainer plate attaching the PWM solenoid valve in to the PTO housing.



RCPH10FWD094BBJ 6

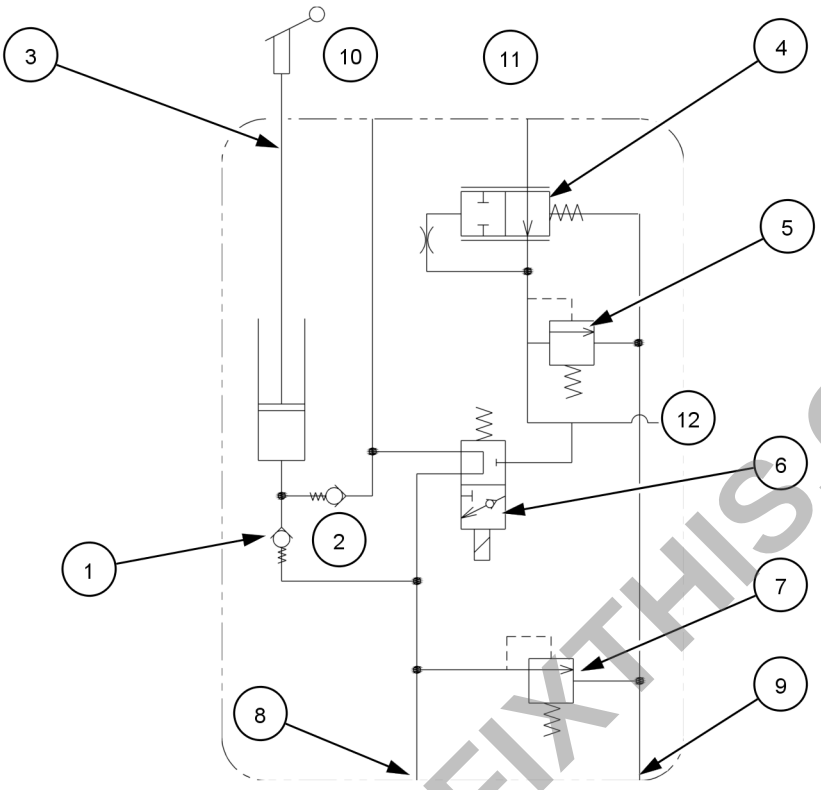
7. Remove the PWM solenoid valve from the PTO housing.



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Next operation:

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RCIL10CCH017FAE 3

1. Tow valve pump outlet check assembly	7. Park brake overpressure relie
2. Tow valve pump inlet check assembly	8. Port to Park Brake
3. Tow valve pump	9. Return to tank port
4. Regulated pressure spool assembly	10. Supply from reservoir
5. Regulated pressure relief spool assembly	11. PFC pump supply port
6. Park brake solenoid/check valve assembly	12. Regulated supply to remote stack assembly

Pressure regulator circuit

The PFC piston pump supplies the park brake/tow/pressure regulator valve. Oil flows across the regulator pressure spool (4) and up against the regulated pressure relief assembly (5). The pressure relief maintains the regulated circuit pressure to **2000 kPa** (**290 psi**) . If no regulated circuit flow is required the pressure regulator spool (4) shifts blocking the inlet supply. If there is demand for regulated circuit flow the regulator pressure spool becomes unbalanced and shifts the spool to allow inlet flow to circuits at regulated pressure. The regulated pressure supply is supplied internally to the park brake solenoid valve assembly (8) and to the remote/hitch valve assembly through regulated port (12).

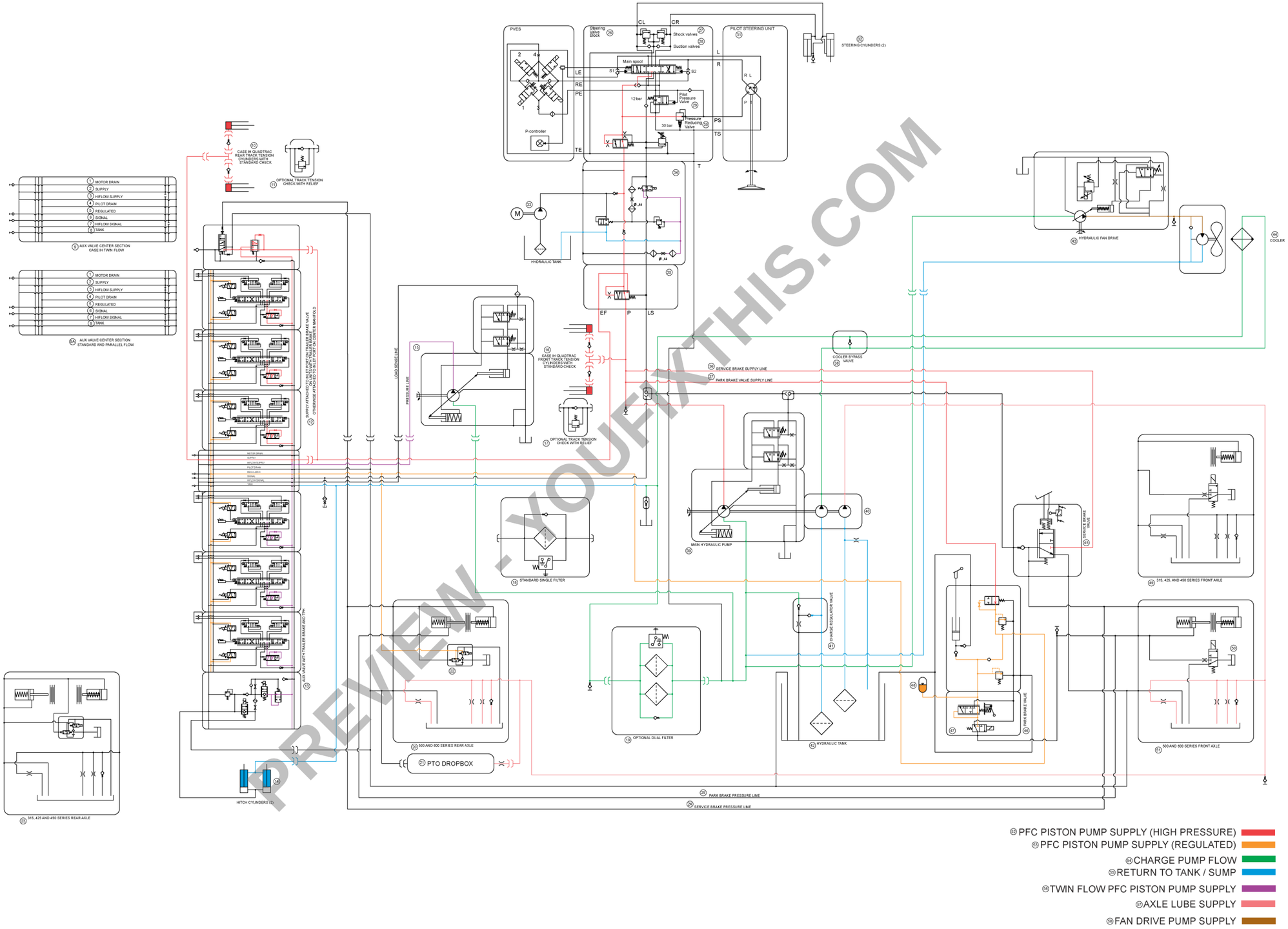
Parking brake applied

The parking brake valve is a closed center, solenoid operated valve. The parking brake valve receives regulated supply pressure internally from regulated pressure circuit. When the parking brake switch is in the “ON” position (transmission control lever in Park) the valve is closed, the brake piston port is bled to the reservoir through the valve and the parking brake is applied by a Belleville spring in the brake housing.

Parking brake released

When the parking brake switch is in the “OFF” position (transmission control lever in the Forward, Neutral, or Reverse), the park brake solenoid is energized and the valve cartridge is opened. The solenoid pulls the spool up, permitting regulated pressure oil, to flow through the check valve assembly and to the parking brake piston in each axle, releasing the brake. At the same time the spool will close off the reservoir, from the parking brake piston.

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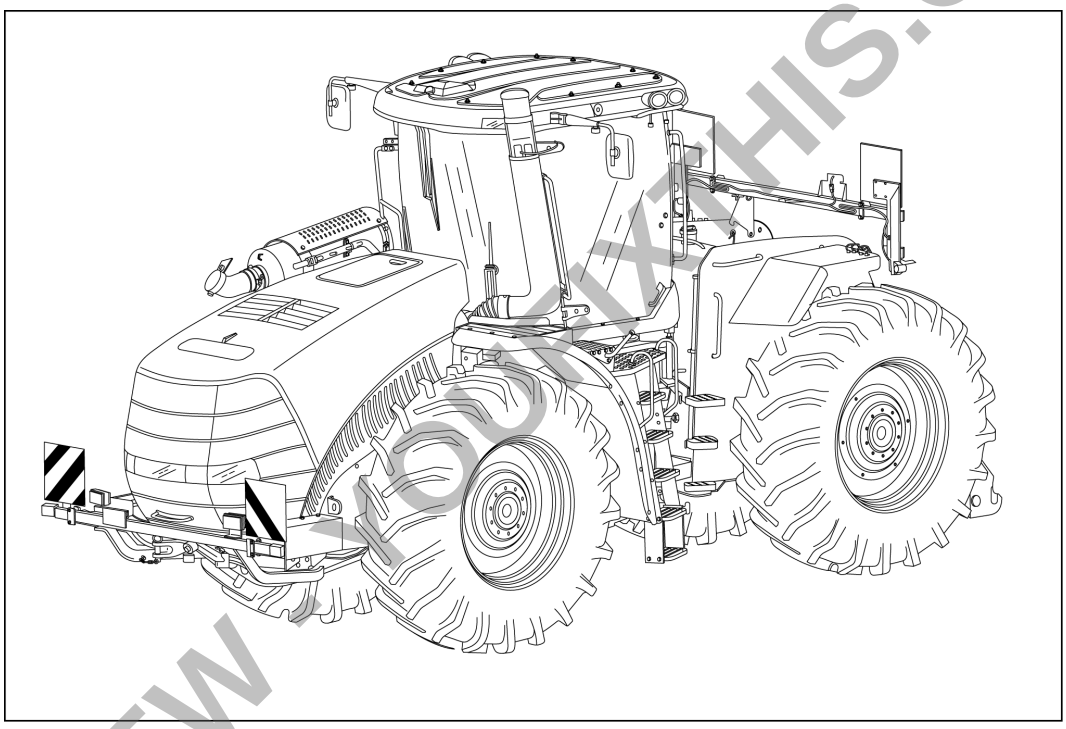


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SERVICE MANUAL

Frames and ballasting



Steiger 350 , Steiger 400 , Steiger 450 QT , Steiger 450 , Steiger 500 QT , Steiger 500 , Steiger 550 QT , Steiger 550 , Steiger 600 QT , Steiger 600

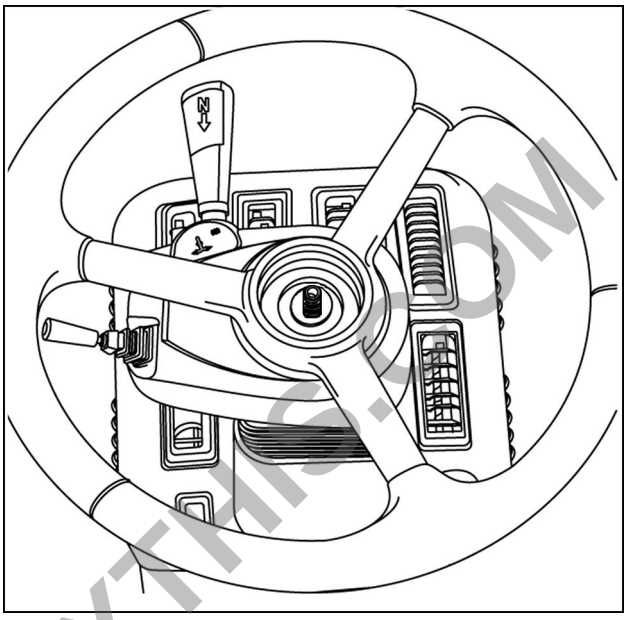
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Power steering wheel - Install - Steering wheel

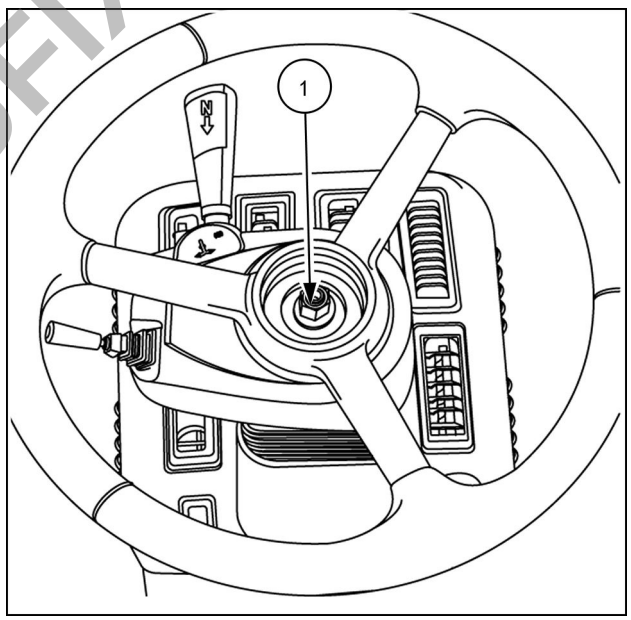
Steiger 350, Steiger 400, Steiger 450, Steiger 450 QT, Steiger 500, Steiger 500 QT, Steiger 550, Steiger 550 QT, Steiger 600, Steiger 600 QT

1. Apply a thin film of No. 2 lithium grease to the splines on the steering column shaft. Install the steering wheel.



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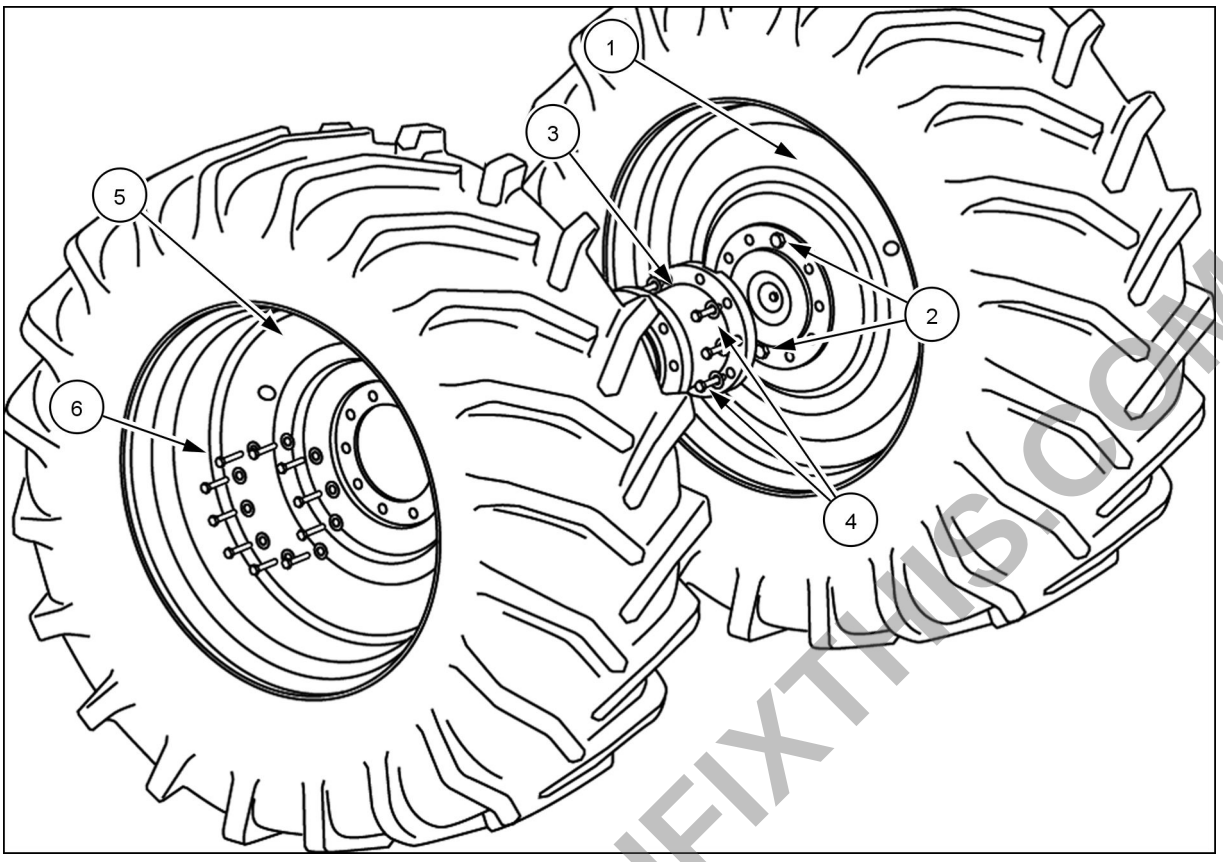
2. Install the flat washer and nut **(1)**. Tighten the nut to specifications.



RCPH10CCH184BAO 2

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RCPH11FWD354FAM 3

Dual wheel installation

1. Install the inner wheel **(1)** to the axle with two **(2)** wheel bolts as shown. Lubricate threads of bolts with SAE 10W-30 oil. Torque the two wheel bolts to **530 - 570 N·m** (**391 - 420 lb ft**).
2. Align the cutouts on the spacer **(3)** with the two installed wheel bolts. Secure spacer to axle with eight remaining wheel bolts. Lubricate threads of bolts with SAE 10W-30 oil. Torque eight bolts to **922 - 962 N·m** (**680 - 709 lb ft**).
3. Attach outer wheel **(5)** to spacer with ten wheel bolts. Lubricate threads of bolts with SAE 10W-30 oil. Torque the ten wheel bolts to **530 - 570 N·m** (**391 - 420 lb ft**).

NOTICE: *The thirty two inner spacer to axle wheel bolts **(2)** must be replaced annually.*

Tractors with bar axles

Bolt Torques	10 Bolt wheel 115 mm, 127 mm Axle	18 Bolt wheel 140 mm Axle
Bushing to Hub Bolts (see note 1)	**298 - 353 N·m** (**220 - 260 lb ft**)	**298 - 353 N·m** (**220 - 260 lb ft**)
Wheel to Hub Bolts (see note 2)	**529 - 569 N·m** (**390 - 420 lb ft**)	**692 - 746 N·m** (**510 - 550 lb ft**)
Spacer to Hub Bolts (see note 2)	**529 - 569 N·m** (**390 - 420 lb ft**)	**692 - 746 N·m** (**510 - 550 lb ft**)
Wheel to Spacer Bolts (see note 2)	**529 - 569 N·m** (**390 - 420 lb ft**)	**692 - 746 N·m** (**510 - 550 lb ft**)
Dual Hub Outer Disc to Wheel (see note 2)	**244 - 271 N·m** (**180 - 200 lb ft**)	N/A

NOTE 1: Apply antisieze grease to the threads. Do not exceed **353 N·m** (**260 lb ft**)

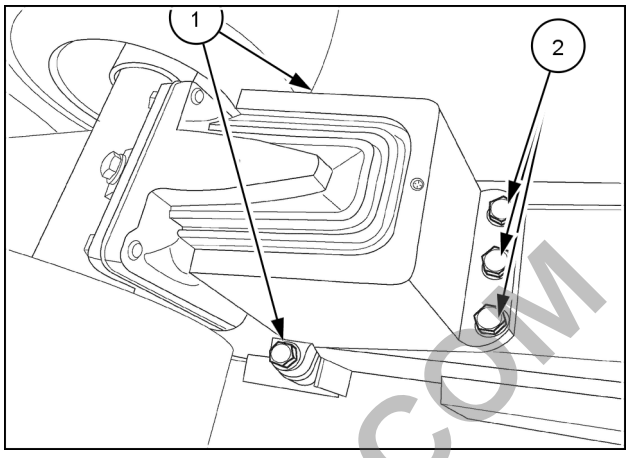
NOTE 2: Lubricate threads lightly with SAE 10W-30 engine oil.

NOTICE: *DO NOT exceed the maximum specified wet torque values listed. Check the torque of all bolts after the first 30 minutes of operation and every 10 hours of operation until the bolt torque stabilizes.*

NOTICE: *Do not use lubricant between the bushing and the axle.*

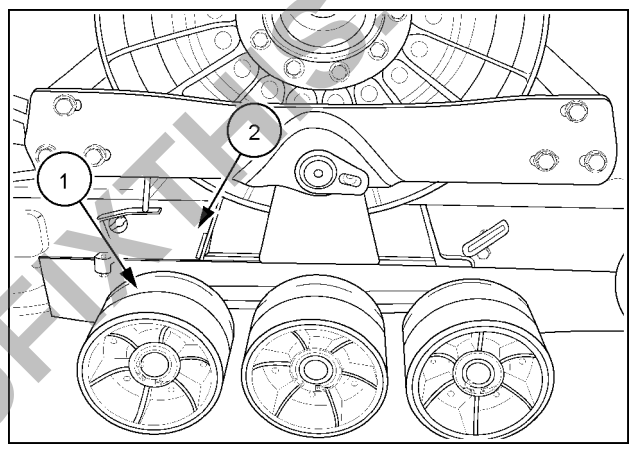
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4. Remove the two M16 x 50 bolts **(1)** and three M16 x 50 rear bolts **(2)** from the rear isolator block.



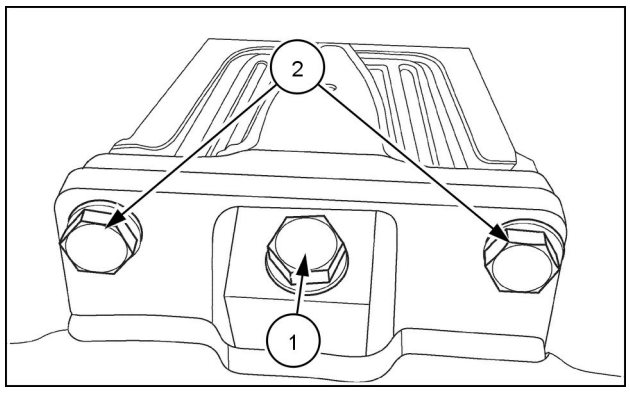
RCPH10FWD322FAC 4

5. Raise the tractor until the roller wheels **(1)** will clear the undercarriage **(2)** and pull the roller wheel assembly out of the undercarriage.



RCPH10FWD323BAC 5

6. Remove the M16 x 140 bolt **(1)** and washer from the front and rear isolator mount. Remove the bottom two M16 x 40 bolts **(2)** and washers from each mount.



RCPH10FWD324EAC 6

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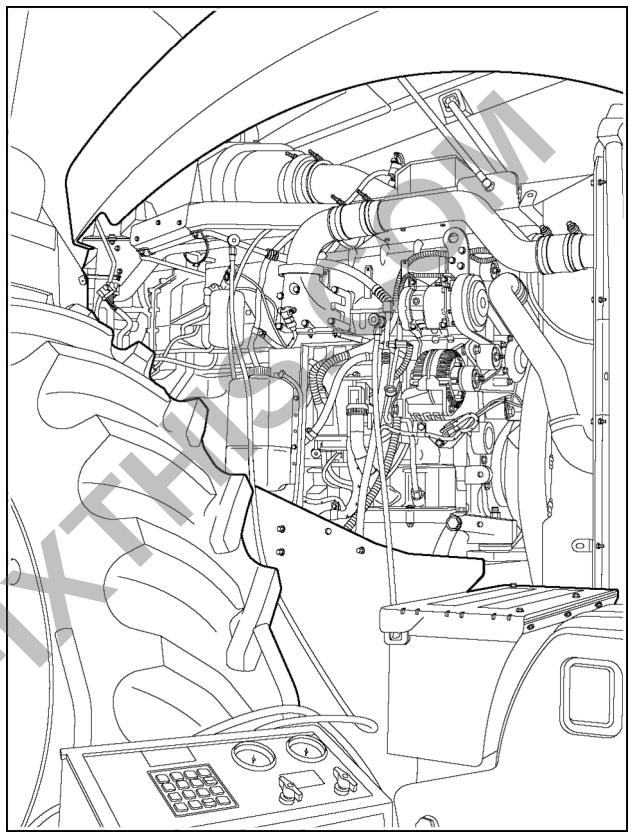
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Air-conditioning condenser - Remove - 9L and 13L single turbo units

Steiger 350, Steiger 400, Steiger 450, Steiger 450 QT, Steiger 500, Steiger 500 QT

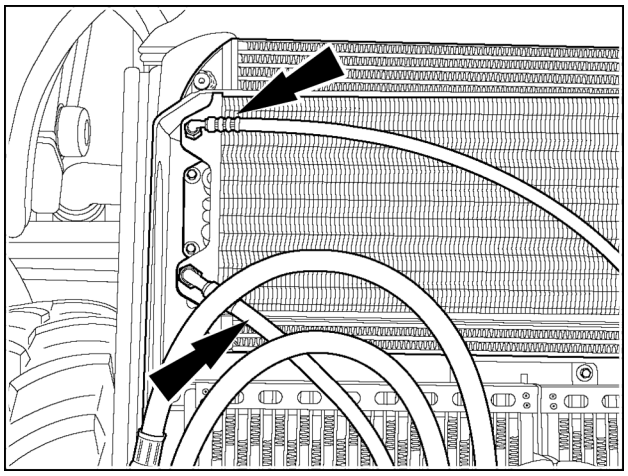
1. Open the hood. With suitable air conditioning evacuation equipment evacuate the air conditioning system.

NOTE: *Shown with right hand engine shield removed for clarity.*



RCPH10FWD852AAC 1

2. Label, then disconnect the two air conditioning lines. Install plugs and caps on the fittings and lines.

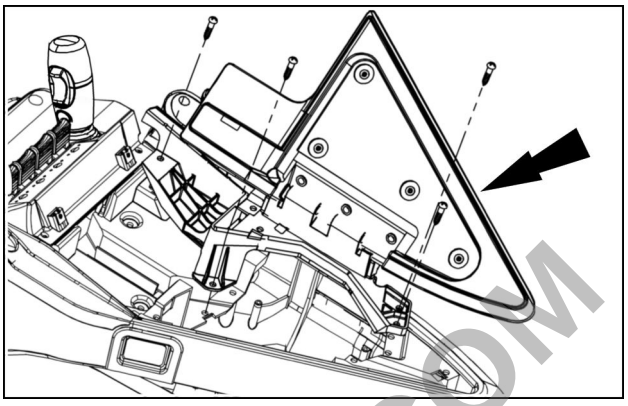


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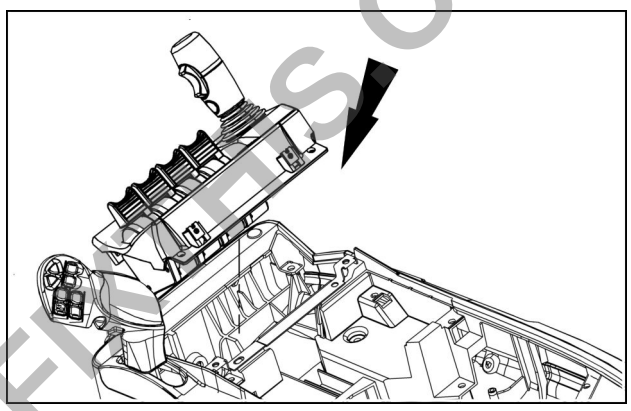
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4. Remove the complete armrest pad assembly.



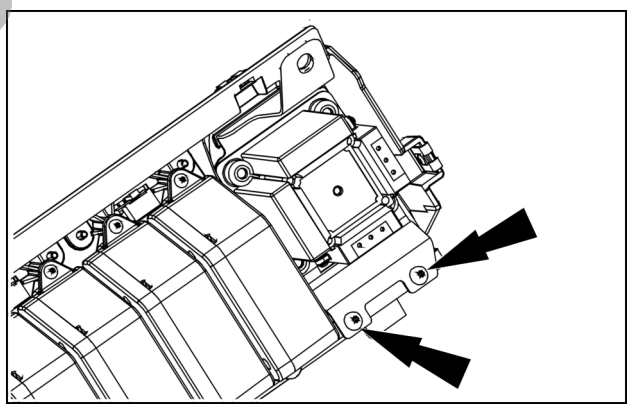
RCPH10FWD153BBJ 4

5. Disconnect the wires of 4 lever EHR switch panel and the joystick. Remove the switch panel with joystick from the armrest.



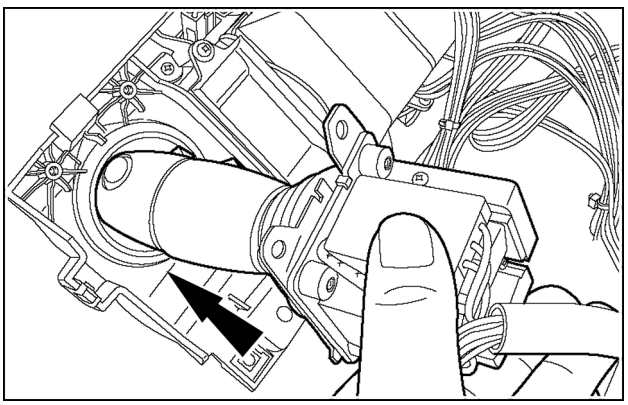
RCPH10FWD753ABJ 5

6. Remove the two screws attaching the joystick to the switch panel.



RCPH10FWD752ABJ 6

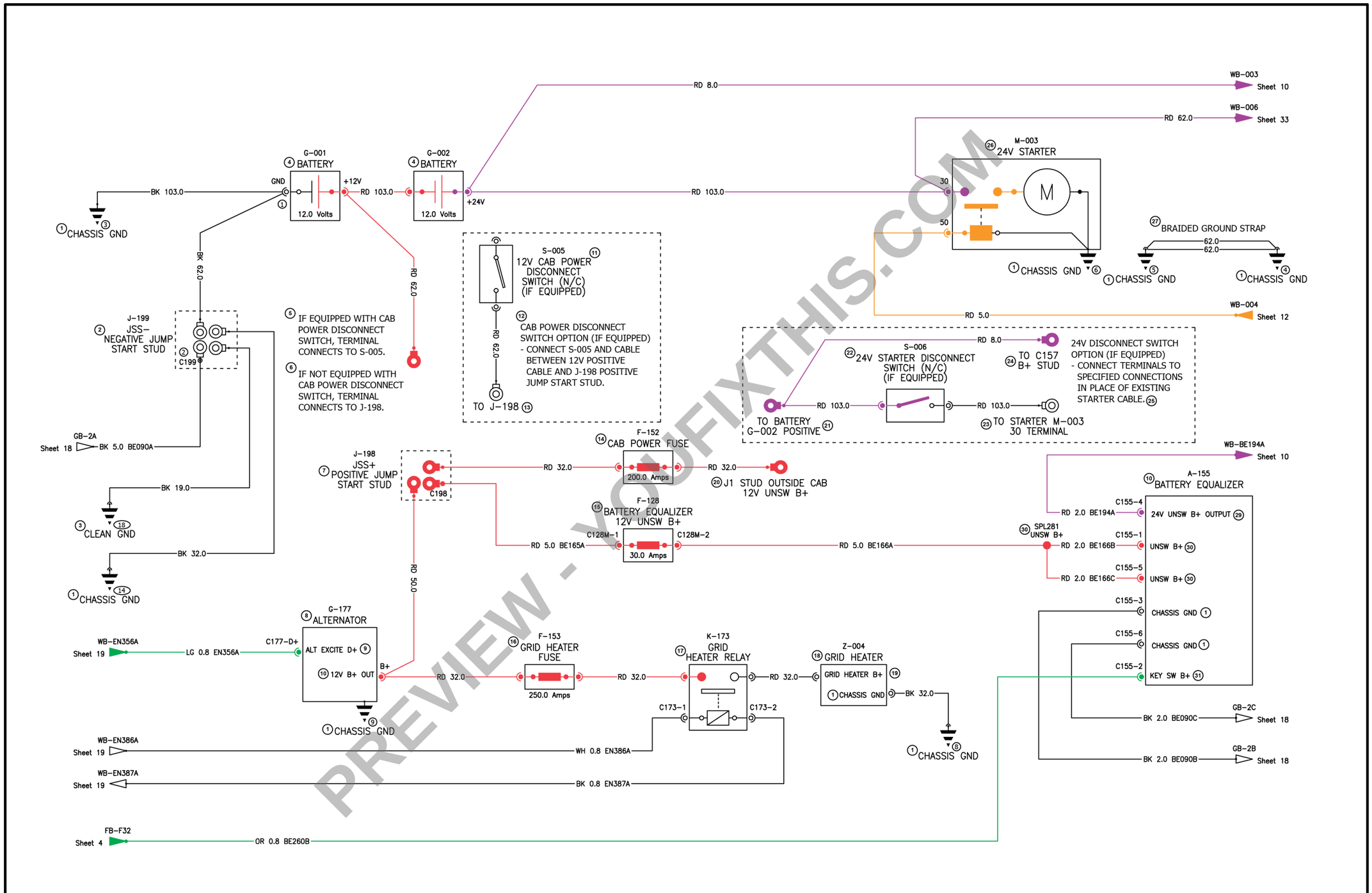
7. Remove the joystick from the switch panel.



RCPH10CCH190AAB 7

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STARTING AND CHARGING SYSTEM | 11

RCPH11FWD011JEM 1

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Electrical systems - 55

External lighting - 404

Steiger 350 , Steiger 400 , Steiger 450 QT , Steiger 450 , Steiger 500 QT , Steiger 500 , Steiger 550 QT , Steiger 550 , Steiger 600 QT , Steiger 600

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19370-Urea pressure too low (in commissioning status) - pump motor error during commissioning (pump not delivering) - P208B reagent - pump not delivering

Steiger 350 WE, Steiger 400 WE, Steiger 450 WE, Steiger 450 QT WE, Steiger 500 WE, Steiger 500 QT WE, Steiger 550 WE, Steiger 550 QT WE, Steiger 600 WE, Steiger 600 QT WE

Context:
During operation, the ventilation valve is fully opened, the pump is then set to **100 %** operation until DEF/AdBlue® pressure has reached **500 kPa**. The ventilation valve is then closed. If DEF/AdBlue® pressure does not reach **500 kPa** within **2.5 min**, this error occurs.

Cause:
The denox module/supply module has detected the pump motor is not delivering.

Possible failure modes:

1. No DEF/AdBlue® in tank
2. System was empty, needs primed
3. Faulty pump
4. Faulty feeding line

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, continue with step **6**.
2. Check DEF/AdBlue® tank. Verify that the tank level is filled to the proper capacity.
   A. If the tank level is full, continue with step **3**.
   B. If the level is empty or below capacity, fill the tank to the proper level.
3. Prime the system. Start the pump with the electronic service tool (EST). Open the ventilation valve by **50 %** with the EST until DEF/AdBlue® pressure reaches **60 kPa**. Close ventilation valve. DEF/AdBlue® pressure should reach **300 kPa** within **2 min**.
   A. If the system will not prime, continue with step **4**.
   B. If the system primes, continue operation of machine.
4. Check operation of pump. Start pump with the EST. Listen for pump operation.
   A. Pump operation can be heard, continue with step **5**.
   B. Pump operation cannot be heard, replace the denox module/supply module.
5. Check for air leak. Disconnect any hoses on the denox module/supply module. Check hoses for any cracks or holes in the lines. Check all connections that use O-rings are not missing or broken.
   A. No air leaks are found, continue with step **6**.
   B. If any holes or cracks are found, repair/replace hose. If any O-rings are missing or broken, replace the O-rings.
6. Visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals or broken wires. Verify that the connectors are fully installed. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while monitoring the display.
   A. If damage is found or other than normal display readings are indicated, repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

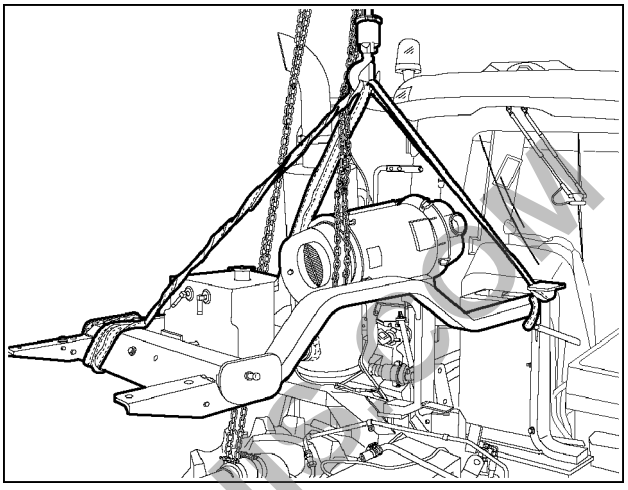
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Hood - Install - Hood support frame on row crop unit

Steiger 350, Steiger 400, Steiger 450

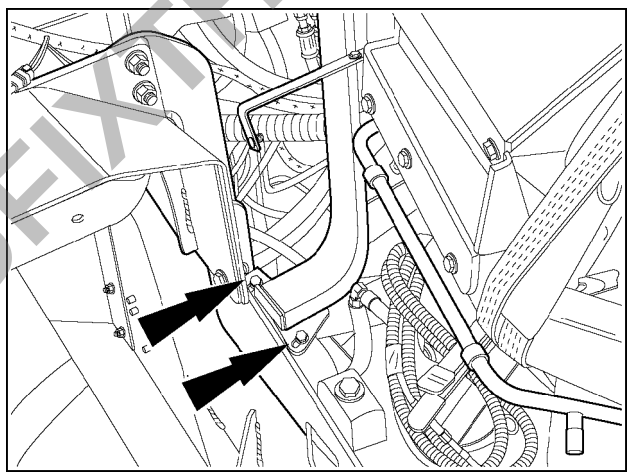
1. With overhead hoist and lifting straps, install the hood support frame to the tractor.

NOTE: *Be sure right hand side air conditioner line is in place while lowering hood support frame in place.*



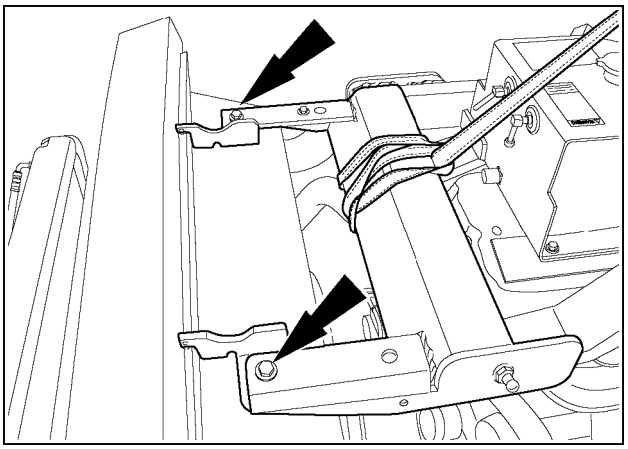
RCPH10FWD904BAC 1

2. Install four mounting bolts to the right and left hand support. (Right side shown.)



RCPH10FWD903BAC 2

3. Install the two front mounting nuts and bolts. Torque to specifications.



RCPH10FWD901BAC 3

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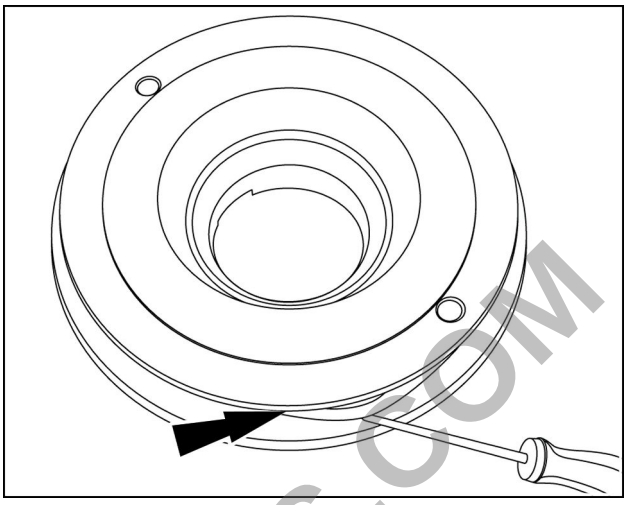
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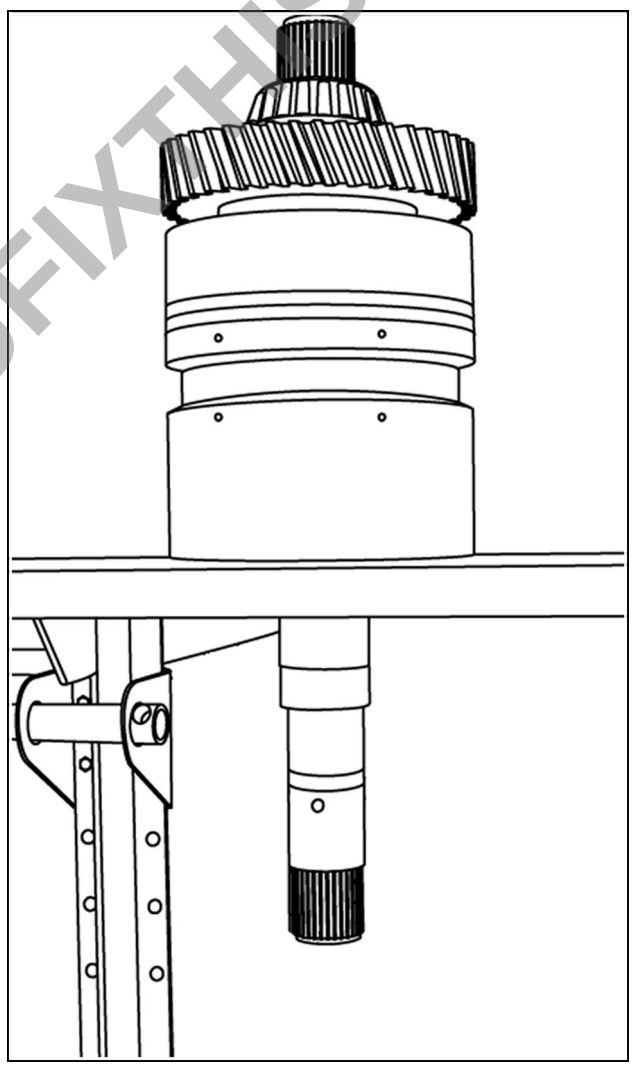
18. Remove the piston seal ring.



RCPH10FWD379BBC 18

19. Place the front end of the output (fifth) shaft into the holding fixture, as shown.

NOTE: *If* ***CAS2199-1*** *shaft holding fixture base and* ***CAS2199-2*** *shaft holding tube are available, remove the shaft from the* ***CAS2199-1*** *shaft holding fixture base and install the* ***CAS2199-2*** *shaft holding tube on the base .*

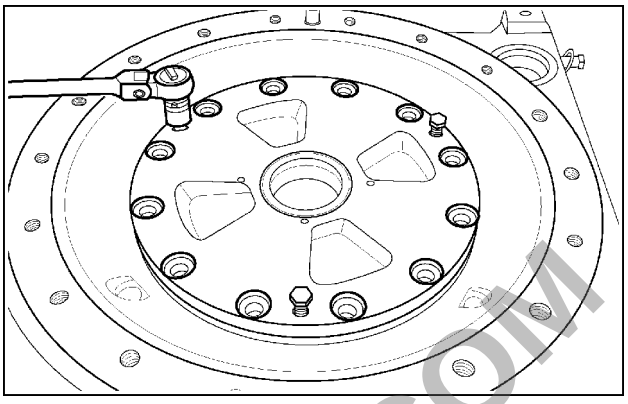


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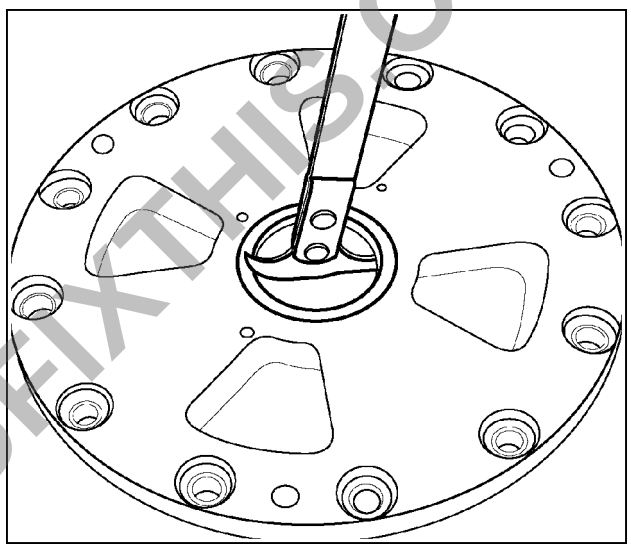
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51. Use three of the retaining bolts in the threaded holes provided. Tighten the bolts alternately and evenly to jack the bearing carrier out of the housing. Remove the bearing carrier and preload shim pack.



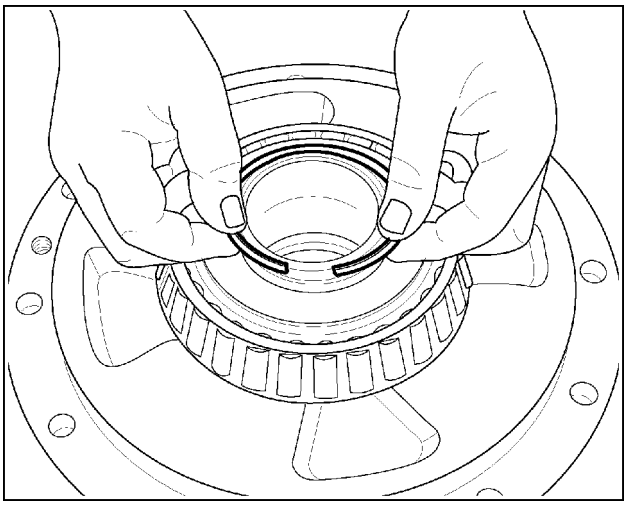
RCPH10FWD372ABJ 51

52. Remove and discard the seal for the short axle shaft.



RCPH10FWD020ABJ 52

53. Remove and discard the seal ring from the hub.



RCPH10FWD021ABJ 53

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Hydraulic systems - Hydraulic symbol - Schematic components

Steiger 350, Steiger 400, Steiger 450, Steiger 450 QT, Steiger 500, Steiger 500 QT, Steiger 550, Steiger 550 QT, Steiger 600, Steiger 600 QT

Accurate diagrams of hydraulic circuits are essential to the technician who must repair them. The diagram shows how the components interact. The diagram shows how the system works, what each component should be doing and where the oil should be going so the technician can diagnose and repair the system.

There are two types of circuit diagrams:

- Cutaway circuit diagrams show the internal construction of the components as well as the flow paths. Using colors, shades or various patterns in the lines and passages, they show many different conditions of flow and pressure. Cutaway diagrams take considerably longer to produce because of their complexity.
- Schematic circuit diagrams, the “shorthand” system of the industry, are usually preferred for troubleshooting. A schematic diagram is made up of simple geometric symbols for the components and their controls and connections.

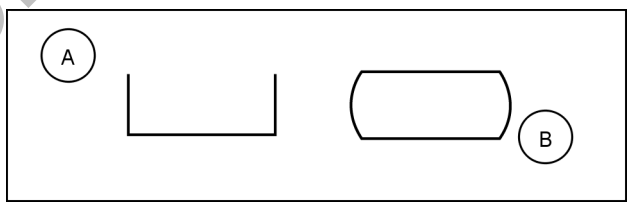
There are several systems of symbols used when making schematic diagrams:

- ISO – International Standards Organization
- ANSI – American National Standards Institute
- ASA – American Standards Association
- JIC – Joint Industry Conference

A combination of symbols from these systems are shown. There are differences between the symbol systems. There is enough similarity, however, so if you understand the symbols shown, you will be able to interpret other symbols as well.

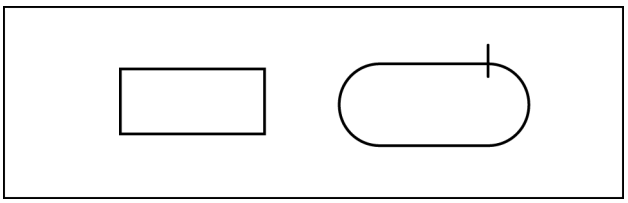
Reservoirs

A rectangle with the top removed represents a vented reservoir **(A)**. A rectangle with the top in place represents a pressurized reservoir **(B)**.



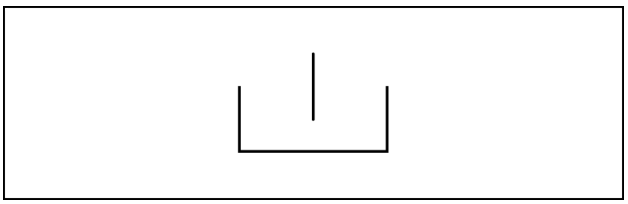
RCIL07CCH025AAA 1

There are other schematic diagrams that show a slightly different version of a pressurized reservoir, but the symbols are similar and easily recognized. An oval with a short line on top or a rectangle with curved sides represents a reservoir that is pressurized.



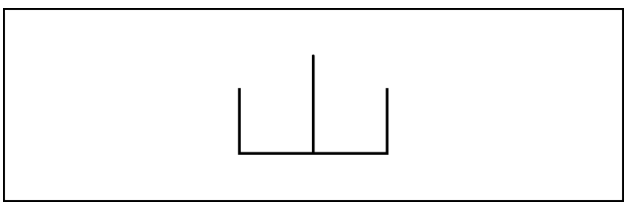
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Lines connected to the reservoir usually are drawn from the top, regardless of where the actual connection is. This symbol shows a line which returns fluid above the level in the reservoir.



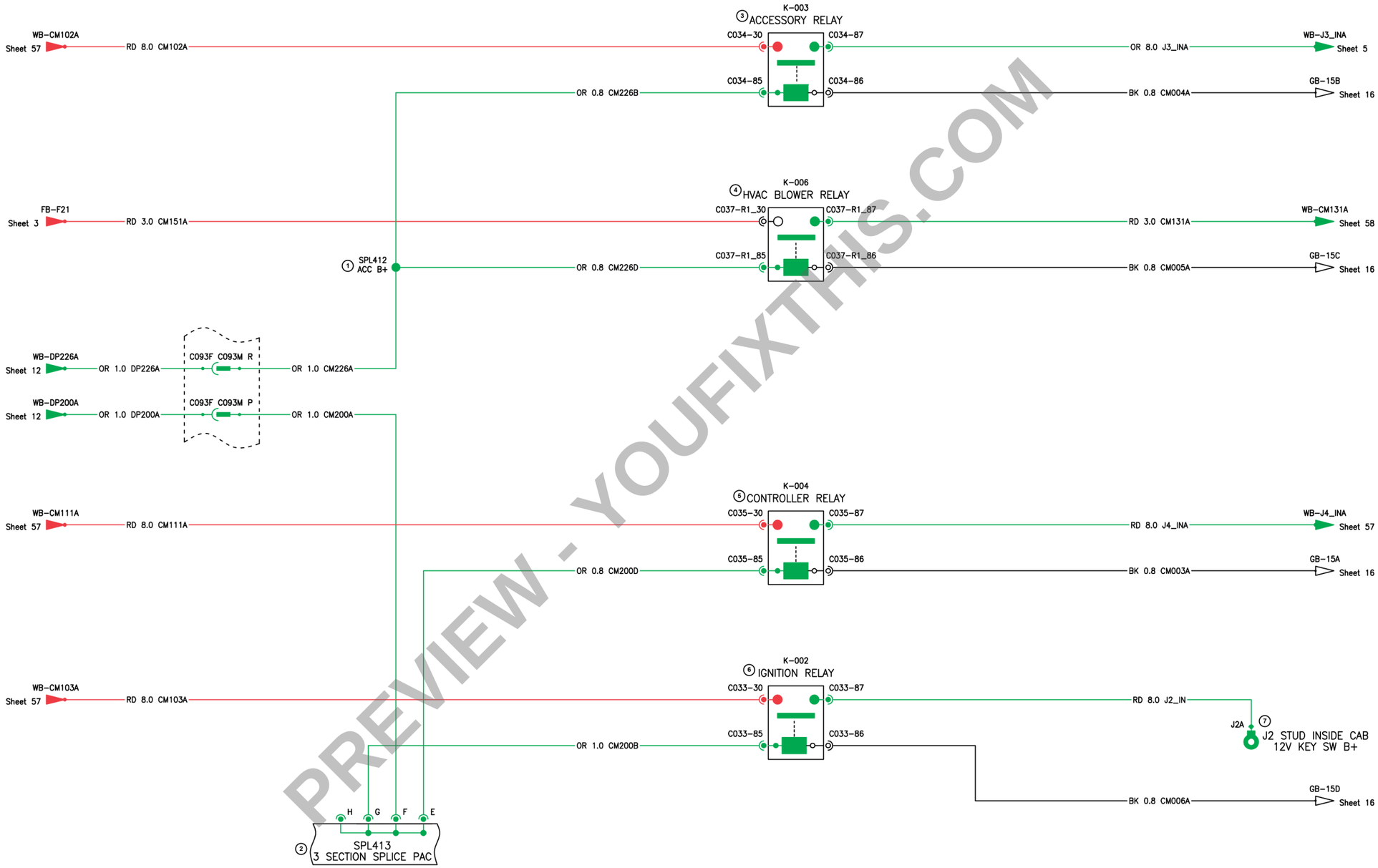
RCIL07CCH030AAA 3

If the hydraulic line returns fluid below the level in the reservoir, it is drawn all the way to the bottom of the symbol.



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POWER RELAYS

13

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2011-Clutch pot open circuit or short to ground

Steiger 350, Steiger 400, Steiger 450, Steiger 450 QT, Steiger 500, Steiger 500 QT, Steiger 550, Steiger 550 QT, Steiger 600, Steiger 600 QT

Cause:

Possible failure modes:

1. Faulty connector
2. Faulty clutch pedal potentiometer
3. Faulty harness
4. Faulty tractor control unit (TCU)

Solution:

1. Check the clutch pedal potentiometer function using the electronic service tool (EST) system monitor screen.
   A. Operate the clutch pedal. If the pedal percentage values and voltage displayed do not change continuously as pedal is depressed, continue to step **2**
   B. If the values displayed are okay, while in monitor mode wiggle the harness and the connectors to check for an intermittent circuit. Values will change if an intermittent circuit is detected, repair or replace as required.
2. Check the clutch pedal potentiometer connector C628 and the tractor control unit (TCU) connector C065.
   A. Ensure the connectors are connected, not damaged, the pins are in the correct position and that the fit is tight. Repair or replace as required.
   B. If the connectors are okay, continue to step **3**
3. Check the clutch pedal potentiometer.
   A. Disconnect connector C628. While operating the clutch pedal, measure the resistance between the component side of connector:
   C628 pin A and C628 pin C should indicate approximately **4.0K Ohms** at all pedal positions
   C628 pin A and C628 pin B should indicate a steady resistance increase from between approximately **1.3K Ohms** with the pedal released to **3.5 K Ohms** with the pedal depressed.
   If the resistances indicated are not okay, remove and replace the clutch pedal potentiometer.
   B. If the clutch pedal potentiometer is okay, continue to step **4**
4. Check for **5 V**.
   A. Turn the ignition switch ON. Measure the voltage between connectorC628 pin A and ground. If the voltage indicated is not approximately **5 V**, repair or replace the harness as required.
   B. If the voltage indicated is approximately **5 V**, continue to step **5**
5. Check for an open circuit.
   A. Turn the ignition switch OFF. Disconnect the tractor control unit (TCU) connector C065. Check between connector:
   C628 pin B and C065 pin 23
   C628 pin C and ground
   If an open circuit is indicated, repair or replace the harness as required
   B. If an open circuit is not indicated, continue to step **6**
6. Check for short to ground.
   A. Check between connector C628 pin B and ground
   If a short to ground is indicated, repair or replace the harness as required.
   B. If the harness is okay, download the correct level of software. If the fault reoccurs, contact ASIST before removing and replacing the tractor control unit (TCU).

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