WD1903, WD2303
REPAIR MANUAL
COMPLETE CONTENTS

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The following pages are the collation of the contents pages from each section and chapter of the WD1903, WD2303 Repair manual. Complete Repair part # 87738738.

The sections used through out all Case IH product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

The sections listed above are the sections utilized for the WD1903, WD2303 Self-Propelled Windrowers.

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SECTION 00 - GENERAL INFORMATION

BOOK 1 - 87738739

Chapter 1 - General Information

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SPECIFICATIONS

	WD1903	WD2303
Engine		
Model source	6-cyl diesel turbocharged w/ charge air cooler	6-cyl diesel turbocharged w/ charge air cooler
Bore	104 mm (4.1 in)	104 mm (4.1 in)
Stroke	132 mm (5.2 in)	132 mm (5.2 in)
Displacement	6.7 L (409 cu-in)	6.7 L (409 cu-in)
Compression	17.5:1	17.5:1
Firing order	1 5 3 6 2 4	1 5 3 6 2 4
Power	142 kW (190 HP)	168 kW (225 HP)
Rated RPM	2200	2200
Peak Torque	830 N·m (612 ft-lb) @ 1600 rpm	961 N·m (709 ft-lb) @ 1600 rpm
Idle Speed	900 RPM	900 RPM
Max. No Load Speed	2250 RPM	2250 RPM
Cooling System		
Radiator Cap Pressure	234 Kpa (13 psi)	234 Kpa (13 psi)
Fan- # of Blades/Diameter (in)	7 blade / 711 mm (28 in dia)	7 blade / 711 mm (28 in dia)
Fuel System		
Injector Pump	Bosch Common Rail CP 3.3	Bosch Common Rail CP 3.3
Electrical system		
Voltage	12	12
Alternator Output	150 amp	150 amp
Batteries - 12 Volt	(2), GP31 650 CCA	(2), GP31 650 CCA
Starter Motor	Iskra 12v 4.2 kW (5.6 hp)	Iskra 12v 4.2 kW (5.6 hp)

	WD1903 / WD2303
Rear Axle	
Type	Air Suspension optional
Adjustment Range (3 positions)	2286 - 2667 - 3048 mm (90 - 105 - 120 in)

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MINIMUM HARDWARE TIGHTENING TORQUES

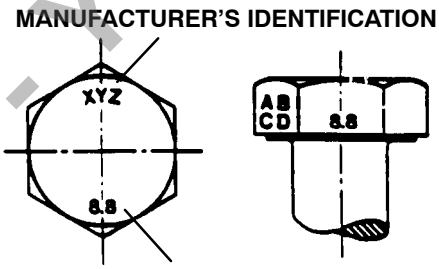
IN NEWTON-METERS (FOOT POUNDS) FOR NORMAL ASSEMBLY APPLICATIONS

METRIC NON-FLANGED HARDWARE AND LOCKNUTS

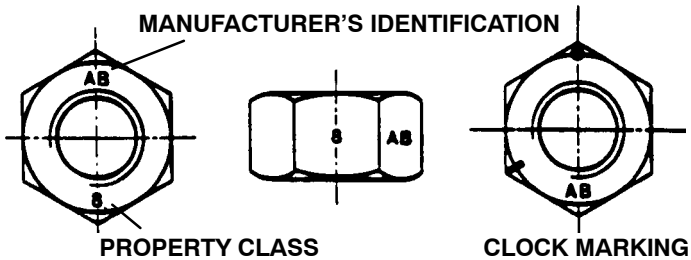
NOMINAL SIZE	CLASS 5.8		CLASS 8.8		CLASS 10.9		LOCKNUT CL.8 W/CL8.8 BOLT
	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr	UNPLATED	PLATED W/ZnCr	
M4	1.7 (15)*	2.2 (19)*	2.6 (23)*	3.4 (30)*	3.7 (33)*	4.8 (42)*	2.3 (20)*
M6	5.8 (51)*	7.6 (67)*	8.9 (79)*	12 (102)*	13 (115)*	17 (150)*	7.8 (69)*
M8	14 (124)*	18 (159)*	22 (195)*	28 (248)*	31 (274)*	40 (354)*	19 (169)*
M10	28 (21)	36 (27)	43 (32)	56 (41)	61 (45)	79 (58)	38 (28)
M12	49 (36)	63 (46)	75 (55)	97 (72)	107 (79)	138 (102)	66 (49)
M16	121 (89)	158 (117)	186 (137)	240 (177)	266 (196)	344 (254)	164 (121)
M20	237 (175)	307 (226)	375 (277)	485 (358)	519 (383)	671 (495)	330 (243)
M24	411 (303)	531 (392)	648 (478)	839 (619)	897 (662)	1160 (855)	572 (422)

NOTE: Torque values shown with * are inch pounds.

IDENTIFICATION
HEX CAP SCREW AND CARRIAGE BOLTS
CLASSES 5.6 AND UP



HEX NUTS AND LOCKNUTS
CLASSES 05 AND UP

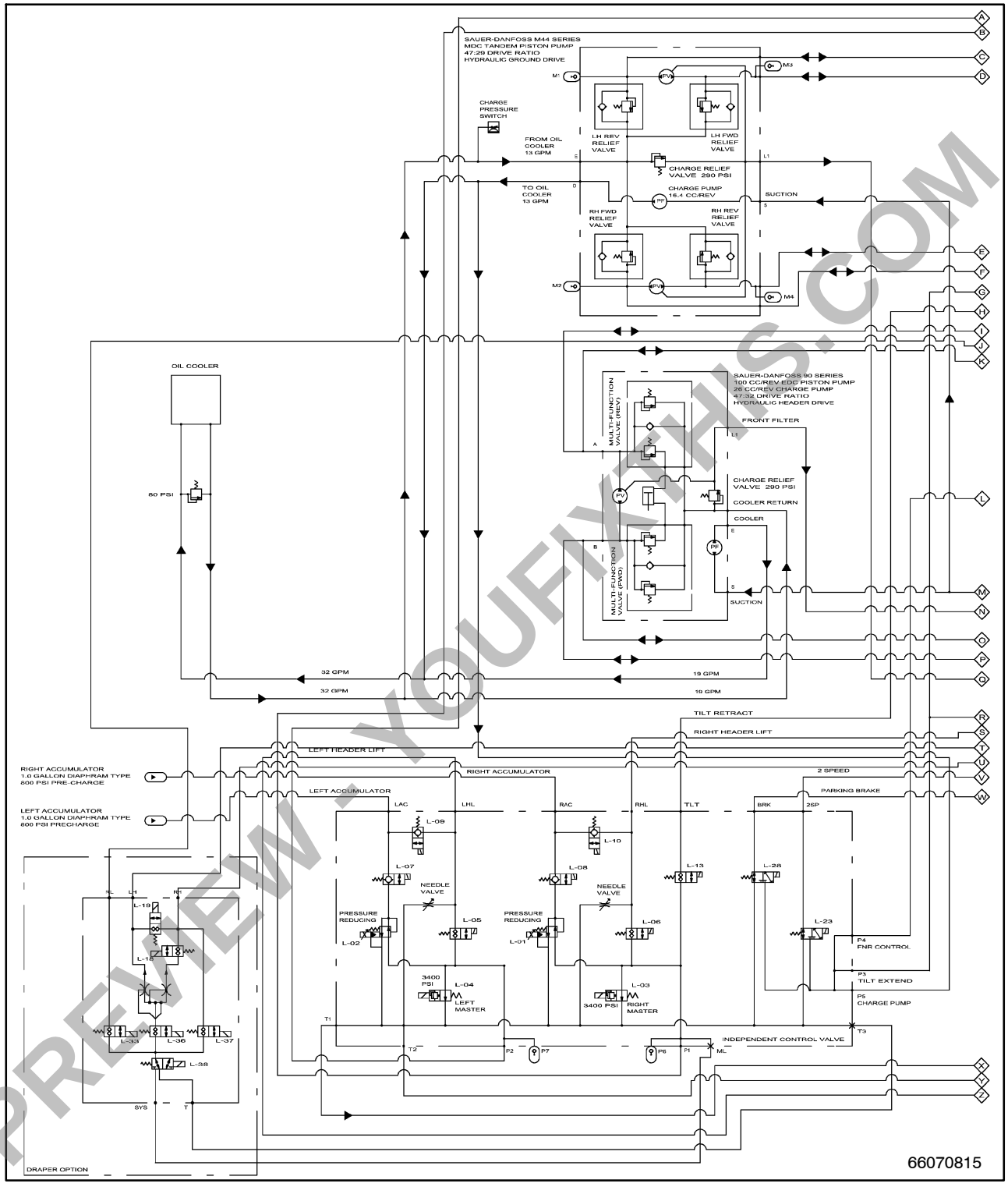


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HYDRAULIC DIAGRAM



7

ITEM	COMPONENT DESCRIPTION
1	GROUND DRIVE PUMP
2	HEADER LIFT PUMP
3	OIL COOLER
4	HEADER DRIVE PUMP
5	PUMP-MOUNTED AUXILIARY PUMP

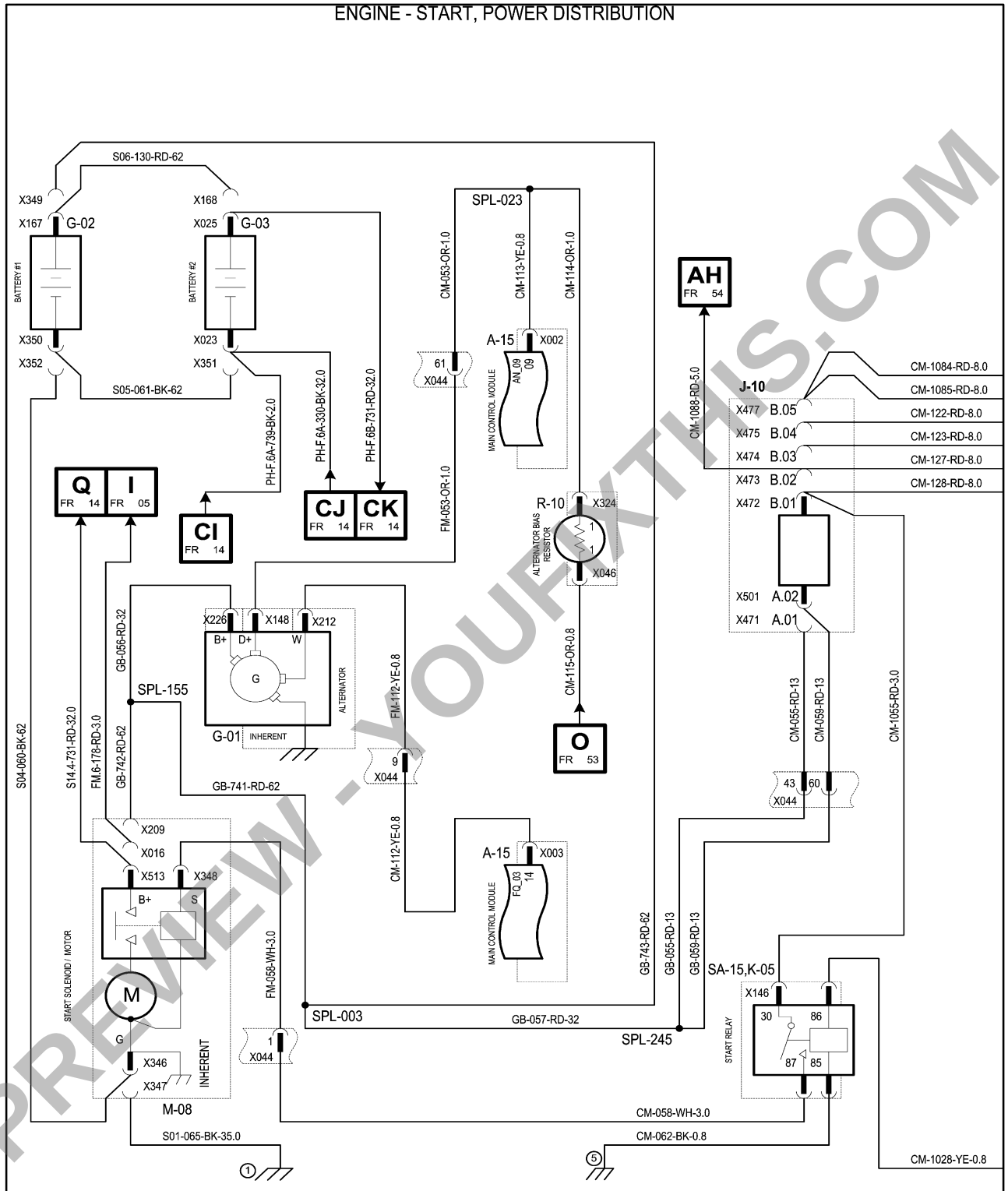
ITEM	COMPONENT DESCRIPTION
6	ENGINE-MOUNTED AUXILIARY PUMP
7	AUXILIARY SPEED CONTROL #1
8	AUXILIARY SPEED CONTROL #2
9	INDEPENDENT CONTROL VALVE MANIFOLD
10	ELECTRONIC PROPULSION CONTROL

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WINDROWER ELECTRICAL SCHEMATICS

ENGINE - START, POWER DISTRIBUTION



A-15 = MAIN CONTROL MODULE
G-01 = ALTERNATOR
G-02 = BATTERY #1
G-03 = BATTERY #2
J-10 = POWER JACK
K-05 = START RELAY
M-08 = START SOLENOID
R-10 = ALTERNATOR BIAS RESISTOR

FRAME-01

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SECTION 55 - ELECTRICAL SYSTEMS

Chapter 11 - Fault Codes

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	FAULT CODE – 407-13 Propulsion Cylinder Position Pot A and Pot B Needs Calibration	64

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TROUBLESHOOTING

When effecting a repair the cause of the problem must be investigated and corrected to avoid repeat failures.

The following table lists problems and their possible causes with recommended remedial action.

PROBLEM	POSSIBLE CAUSES	REMEDY
Engine does not develop full power.	1. Clogged air cleaner.	1. Clean or renew element.
	2. Fuel line obstructed.	2. Clean.
	3. Faulty injectors.	3. Clean and reset.
	4. Incorrect valve clearance adjustment.	4. Check and reset.
	5. Burnt, worn or sticking valves.	5. Replace valves with new or over size, and/or machine the valve guide bores.
	6. Blown head gasket.	6. Check head flatness and fit new gasket.
	7. Incorrect fuel delivery.	7. Check injectors and pump.
	8. Low cylinder compression.	8. Renew piston rings or re-bore/ re-sleeve as necessary.
	9. Turbocharger malfunction.	9. Refer to turbocharger trouble shooting.
Oil pressure warning light fails to operate.	1. Bulb burnt out.	1. Renew bulb.
	2. Warning Light pressure switch faulty.	2. Renew pressure switch.
	3. Warning light circuit faulty.	3. Check and renew wiring.
Excessive exhaust smoke.	1. Oil leak on compressor or turbine side of turbocharger, where fitted.	1. Overhaul turbocharger.
	2. Exhaust leak on exhaust manifold side of turbocharger, where fitted.	2. Fit new gasket.
	3. Air cleaner dirty or restricted.	3. Clean.
	4. Excessive fuel delivery.	4. Overhaul injection pump and injectors.

NOTE: *It may be necessary to refer to the NEF Tier III 6 cyl. Engine Manual.*

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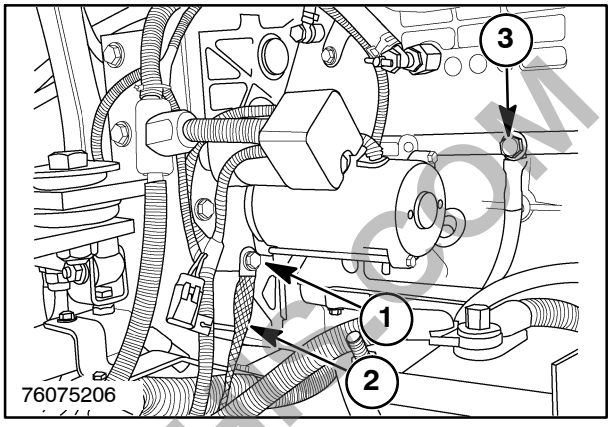
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OVERHAUL

ENGINE

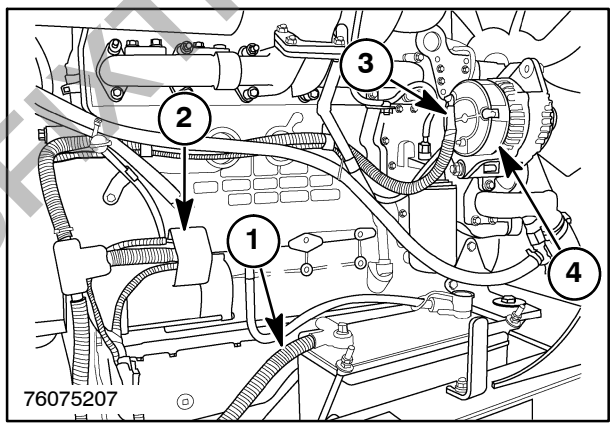
Removal

1. Remove bolt, 1, on starter to disconnect ground cable, 2. Remove batteries negative ground cable, 3, from engine.



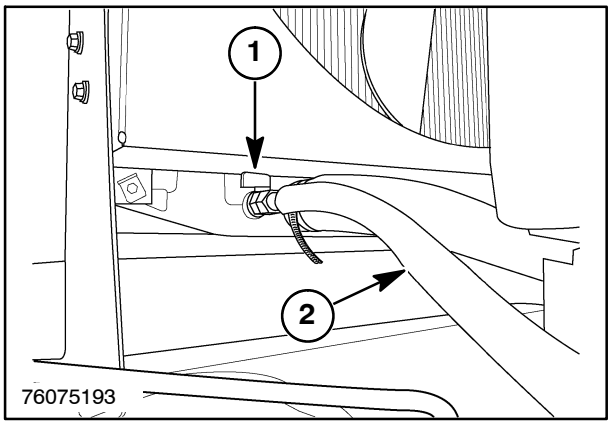
2

2. Remove battery post nut and disconnect positive battery cable, 1. Remove protective cap and disconnect all cables from starter solenoid, 2. Disconnect cable and two wires, 3, from alternator, 4. Remove complete wire harness from engine block.



3

3. Drain coolant from radiator and engine by loosening valve, 1. Catch fluid from drain hose and save for recycling. Remove the radiator cap to speed up the draining, using caution if the system is hot.
4. Disconnect drain hose, 2.



4

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	WD1903 / WD2303
Rear Axle Clearance	
Low	908 mm (35.7 in)
High	986 mm (38.8 in)
Width	
Option A	3748 mm (147.6 in)
Option B	3740 mm (147.3 in)
Option C	3755 mm (147.9 in)
Option D	3882 mm (152.8 in)
Option E	3641 mm (143.3 in)
Option F	3958 mm (155.8 in)
Front Wheel Hubs	3575 mm (140.7 in)
Weight	
With Option D Tires and Full Fuel Tank	5212 kg (11490 lbs)
Suspended Rear Axle	+95 kg (210 lbs)
Draper Ready	+69 kg (158 lbs)
Fuel (Full Tank)	-389 kg (858 lbs)
Capacities	
Engine Oil	15 L (16 qts) with filter
Flywheel Gearbox	1.65 L (1.75 qts)
Cooling System	31.4 L (8.3 gal)
Fuel	454 L (120 gal)
Hydraulic System Reservoir	54.9 L (14.5 gal)
Final Drives	0.89 L (0.94 qts)
A/C System (R134a)	2.2 kg (4.75 lb)

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6. Install the control linkage to the pump control shafts. Torque the cap screw on the arm to 25 N·m (19 ft-lbs). Refer to Chapter 2, “Propulsion System” in this section for the proper linkage adjustment.
7. Disconnect the fuel solenoid wire from the injection pump to keep the engine from starting. Rotate the engine over until charge pressure can be read on the gauge. Recheck the oil level in the hydraulic reservoir before starting the engine.
8. Once charge pressure has been established, connect the fuel solenoid wire and start the engine. Check the charge pressure as described in the “Charge Pressure System Test” earlier in this chapter.

   If charge pressure is not to specifications, shut off the engine and determine the cause of the low-pressure reading.
9. Excess air may be bled from the high- pressure lines through the high-pressure gauge ports.

⚠ WARNING ⚠

Do not start the engine unless the pump is in neutral position (0° swash plate angle). Disconnect the motor output shaft or raise the drive wheels to prevent machine movement in case pump is activated during initial start-up. Failure to comply could result in serious injury or death.

10. Recheck the oil level in the reservoir before running the machine.
11. With the motor output shaft disconnected or the drive wheels raised off the ground, run the system at full input and output speeds in both directions. Operate the system for at least 15 minutes.
12. Shut down the engine, remove the gauges, and plug the ports. Check the reservoir level and add fluid if necessary.

    The transmission is now ready for operation.

MAINTENANCE

To ensure optimum service life on the hydrostatic transmission, regular maintenance of the fluid and filter must be performed.

1. Check the reservoir daily for proper fluid level, the presence of water (noted by a cloudy to milky appearance, or free water in the bottom of the reservoir), and rancid fluid odor (indicating excessive heat).
2. Change the fluid and filter after the first 50 hours of operation and every 500 hours thereafter.
3. Change the fluid more frequently if the fluid becomes contaminated with foreign matter (dirt, water, grease, etc.) or if the fluid has been subjected to temperature levels greater than the maximum recommended. Never reuse fluid.
4. Change the filter whenever the fluid is changed or whenever the filter indicator shows that it is necessary to change the filter.

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DESCRIPTION OF OPERATION - PLATFORM

DELUXE OPERATOR'S SEAT

The deluxe seat is standard on models WD1903 and WD2303.

CONTROLS

Armrest Height

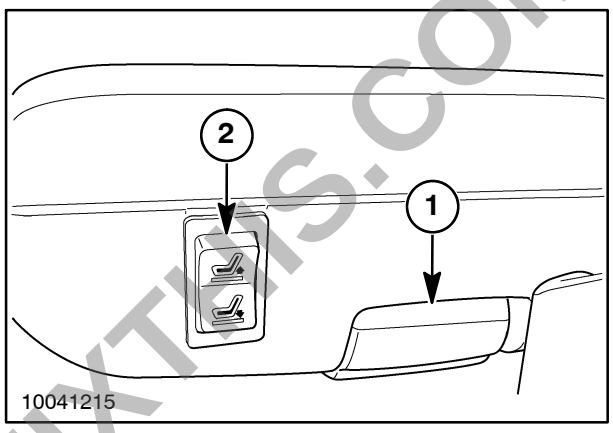
Rotate knob, 1, up to raise armrest. Rotate knob, 1, down to lower.

HEIGHT/WEIGHT ADJUSTMENT

To adjust seat height, key switch (S-04) must be in the ON position.

Push the top of the height control switch (S-02), 2, to raise and release when desired height is reached.

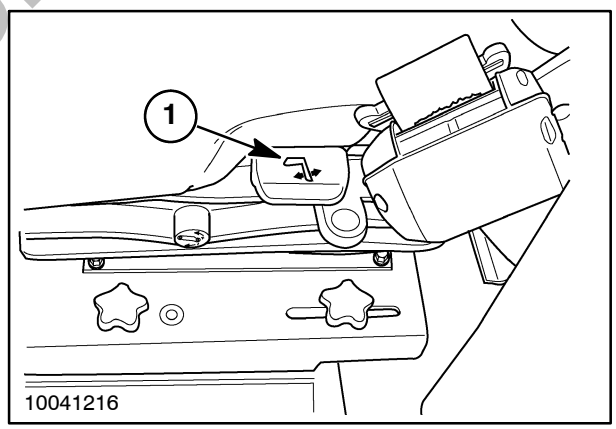
Push bottom of height control switch (S-02), 2, to lower and release when desired height is reached.



1

BACKREST ANGLE

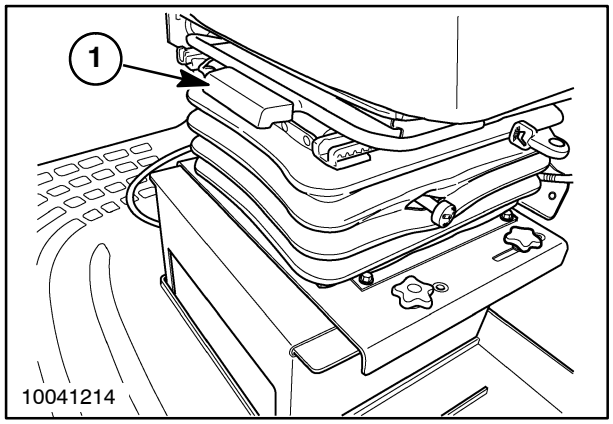
Lift lever, 1, and tilt backrest until desired position is reached. Release lever, 1, to lock backrest in position.



2

FORE/AFT POSITION

Pull up on handle, 1, and move seat forward or backward to the desired position. Release the handle, 1, to lock the seat in position.



3

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SAFETY

PRECAUTIONARY STATEMENTS

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

Carefully review the procedures given in this manual with all operators. It is important that all operators be familiar with and follow safety precautions.

SAFE OPERATION

1. **Always use the seat belt when operating the windrower.**
2. **Be sure everyone is clear of the windrower before starting the engine.**
3. **The parking brake must be engaged, steering wheel centered, and the multi-function handle lever in neutral before the engine will start.**
4. **Do not operate the windrower until you are familiar with the location and operation of all controls.**
5. **When moving forward, the windrower will turn in the direction that the top of the steering wheel is turned. When moving in reverse, the windrower will turn in the opposite direction that the top of the steering wheel is turned.**
6. **To stop, return the multi-function handle lever to neutral, engage the parking brake, center the steering wheel to the neutral position, and stop the engine before leaving the seat.**
7. **When descending down steep grades on the road or in the field, pull the multi-function handle lever back toward neutral to slow ground speed.**
8. **Be careful when driving the windrower without a header. The windrower responds much more quickly than with a header attached.**
9. **Never idle the engine in a closed area. Exhaust gases may build up. These gases are harmful and potentially lethal. Carbon monoxide is colorless and odorless, but can be present with other exhaust fumes.**
10. **Keep the machine, particularly the engine compartment, free of crop to prevent fires. Daily cleaning may be required.**
11. **Do not leave the windrower with the header in the raised position, depending on hydraulic pressure to hold it up. Either lower the header to the ground or engage the lift arm locks.**
12. **Replace any safety signs that are missing or cannot be read. Replacement safety signs are available.**
13. **Do not wear loose fitting clothing, jewelry, watches, or other items that can get caught in moving parts. Tie up long hair that can get caught in moving parts.**
14. **Securely fasten the seat belt when using the instructional seat. The instructional seat is to be used only by instructors to train new operators or service technicians to diagnose a problem. The instructional seat is only to be used for a short period.**
15. **When the instructional seat is used the machine must be driven at a slower speed and on level ground. Avoid quick starts, stops and sharp turns. Avoid driving on highways or public roads. Extra riders, especially children, are not permitted on the machine.**

SAFE SERVICING

16. **Some illustrations in this manual show shields open or removed showing the parts to be serviced. Close or install all shields before operating the machine.**
17. **Batteries normally produce explosive gases that can cause personal injury. Therefore do not allow flames and sparks to come near the battery. Always shield your eyes when charging or working near a battery. Always provide ventilation.**
18. **Batteries contain sulfuric acid. In case of contact with skin, flush the affected area with water for five minutes. In case of contact with eyes, flush immediately with water for a minimum of fifteen minutes. Obtain medical assistance at once.**

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	WD1903 / WD2303
Tires	
Front Option A	18.4 x 26 turf R3 12 ply
Front Option B	18.4 x 26 cleat R4 12 ply
Front Option C	18.4R26 cleat R1 radial
Front Option D	21L x 28 cleat R4 10 ply
Front Option E	16.9 x 28 cleat R4 12 ply
Front Option F	23.1 x 26 turf R3 10 ply
Rear Tires	14L x 16.1 ribbed 8 ply
Maximum Speed - Minimum Factory Setting	
Option A	
Low	0 - 18.3 kph (0 - 11.4 mph)
High	0 - 26.4 kph (0 - 16.4 mph)
Option B	
Low	0 - 18.3 kph (0 - 11.4 mph)
High	0 - 26.4 kph (0 - 16.4 mph)
Option C	
Low	0 - 18.8 kph (0 - 11.7 mph)
High	0 - 27.0 kph (0 - 16.8 mph)
Option D	
Low	0 - 19.2 kph (0 - 11.9 mph)
High	0 - 27.5 kph (0 - 17.1 mph)
Option E	
Low	0 - 17.9 kph (0 - 11.1 mph)
High	0 - 25.7 kph (0 - 16.0 mph)
Option F	
Low	0 - 20.1 kph (0 - 12.5 mph)
High	0 - 29.0 kph (0 - 18.0 mph)
Dimensions	
Length	
With lift arms	5760 mm (226.8 in)
Without lift arms	5213 mm (205 in)
Wheel base	3494 mm (137.6 in)
Height	
Option A	3395 mm (133.7 in)
Option B	3387 mm (133.4 in)
Option C	3415 mm (134.5 in)
Option D	3426 mm (134.9 in)
Option E	3385 mm (133.3 in)
Option F	3456 mm (136.1 in)

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SECTION 10 - ENGINE

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Chapter 3 - Air Intake

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SECTION 10 - ENGINE

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Chapter 4 - Cooling System

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	Cooling System (NEF Tier III 6 cyl. engine)	2
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	Overhaul	5
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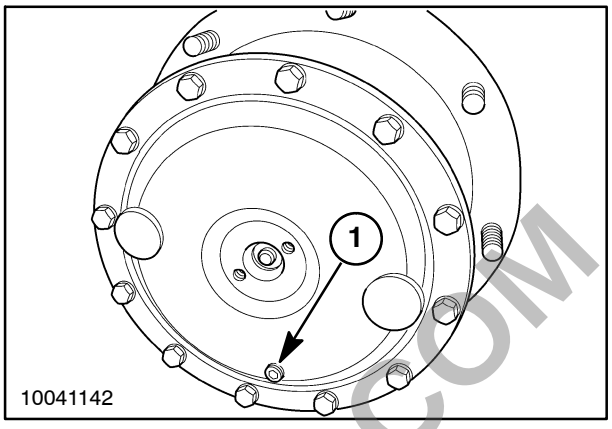
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Disassembly

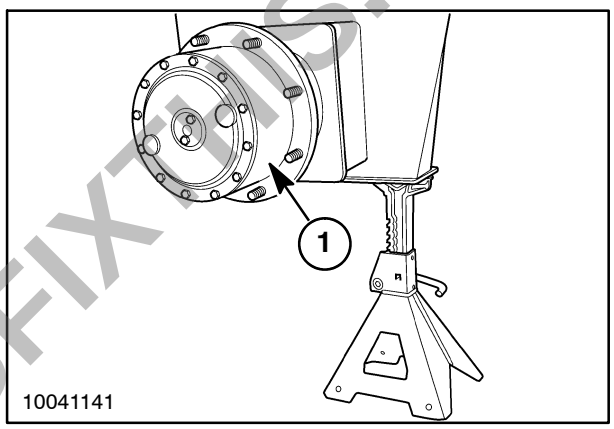
1. Remove all debris from drain area and wash final drive before disassembly.
2. Remove drain plug, 1, to drain oil from the housing.

NOTE: *Pictures in this section may or may not represent the actual unit being worked on. However the same procedure is required, the design is different.*



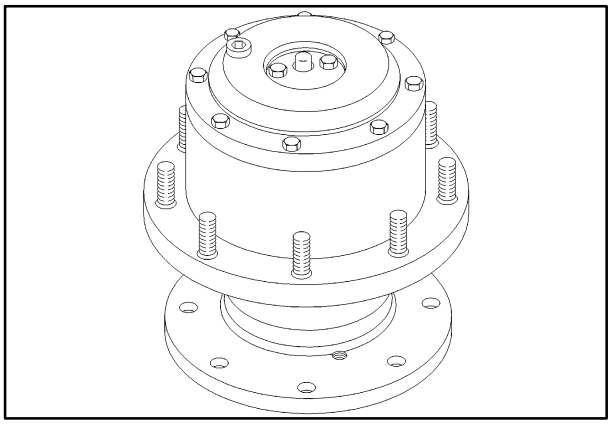
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3. Remove the final drive, 1, as described earlier.



22

4. Position the final drive hub assembly on the bench with the input shaft side down.

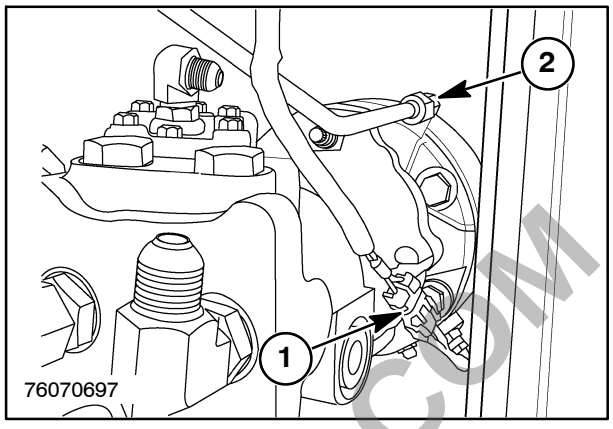


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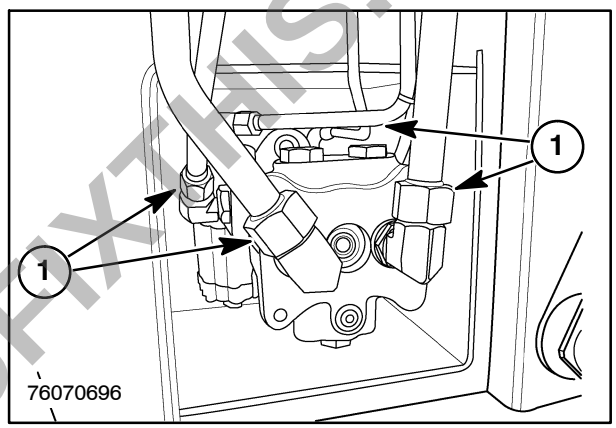
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4. Connect the plug together, 1.
5. Attach the hydraulic line, 2, to the brake and secure.



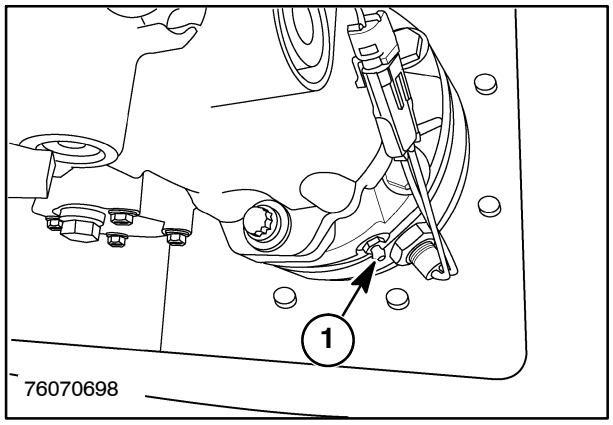
10

6. Attach the motor hydraulic lines, 1, and secure.



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7. Fill hydraulic system to specification.
8. Bleed air from the system at bleeder screw, 1, on the brake. Refer to the Brake Bleeding procedure in this chapter.



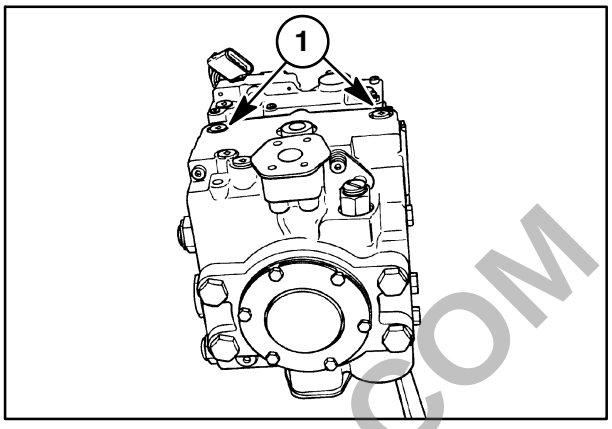
12

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c. Connect two 50 bar (1000 psi) pressure gauges to the 9/16-18 O-ring servo gauge ports, 1, (one gauge in each port) on the header drive pump.

d. Start the engine and set the engine speed to 2100 RPM.



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e. Using a 10 mm wrench, loosen the locknut on the neutral adjustment screw, 1.

f. Using a 4 mm hex wrench, turn the neutral adjusting screw clockwise until the pressure in either of the two gauges starts to rise above the “base” pressure, which is roughly the same as charge pressure.

   Note the angle of the hex wrench, and leave the wrench in the adjusting screw.

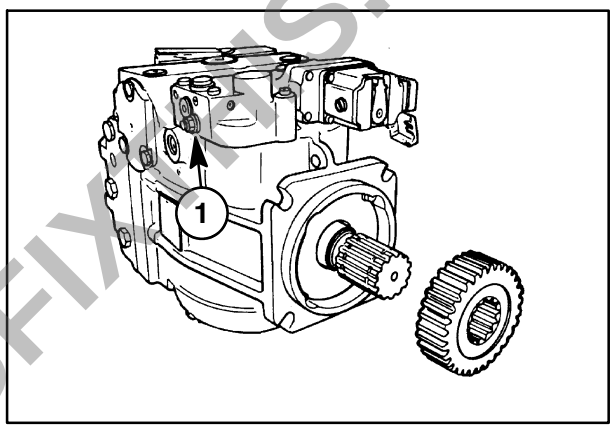
g. Keeping track of the amount of rotation, turn the hex wrench and the adjusting screw counter-clockwise until the pressure on that side increases above the pressure in the other gauge.

   Note the amount of rotation of the hex wrench from the previous adjustment and leave the wrench in the adjusting screw.

h. Rotate the hex wrench and the adjusting screw half the distance between its positions in steps f and g. The gauges should read the same pressure (Case pressure) Indicating that the control is in its “neutral” position.

i. Hold the screw in this position with the internal hex wrench, and using the 10 mm wrench, tighten the neutral adjusting screw lock nut, 1, to 7 N·m (5 ft-lbs) torque.

   Do not overtorque the nut.



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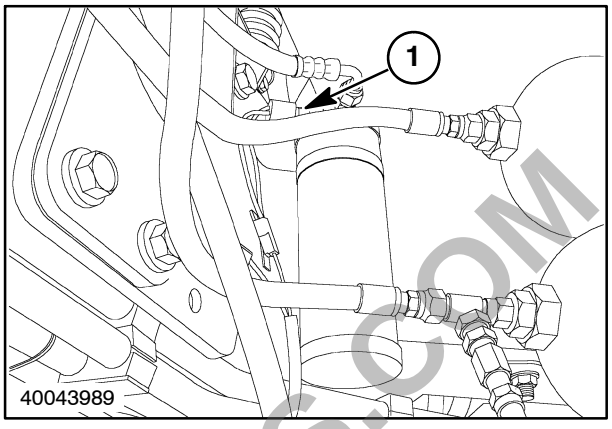
COMPRESSOR PROTECTION SWITCHES

High-pressure Cutout Switch (S-40)

The high-pressure switch (S-40), 1, is located in the receiver/drier outlet line.

Excessive refrigerant pressure may occur due to a faulty expansion valve or icing up of the expansion valve orifice. Excessive pressure will result in severe damage to the compressor pump. The purpose of the high-pressure switch (S-40) is to shut off the compressor pump in case of excessive pressure in the refrigerant system.

The high pressure switch (S-40) is factory set and non-adjustable.

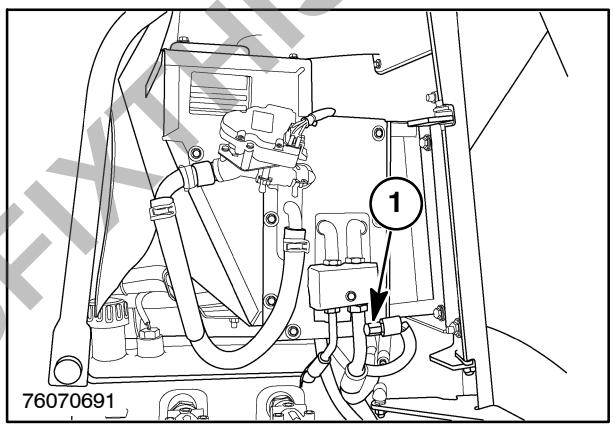


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Low-pressure Cutout Switch (S-39)

The low-pressure switch (S-39), 1, shuts off the compressor pump in the event of excessively low pressure in the refrigerant system.

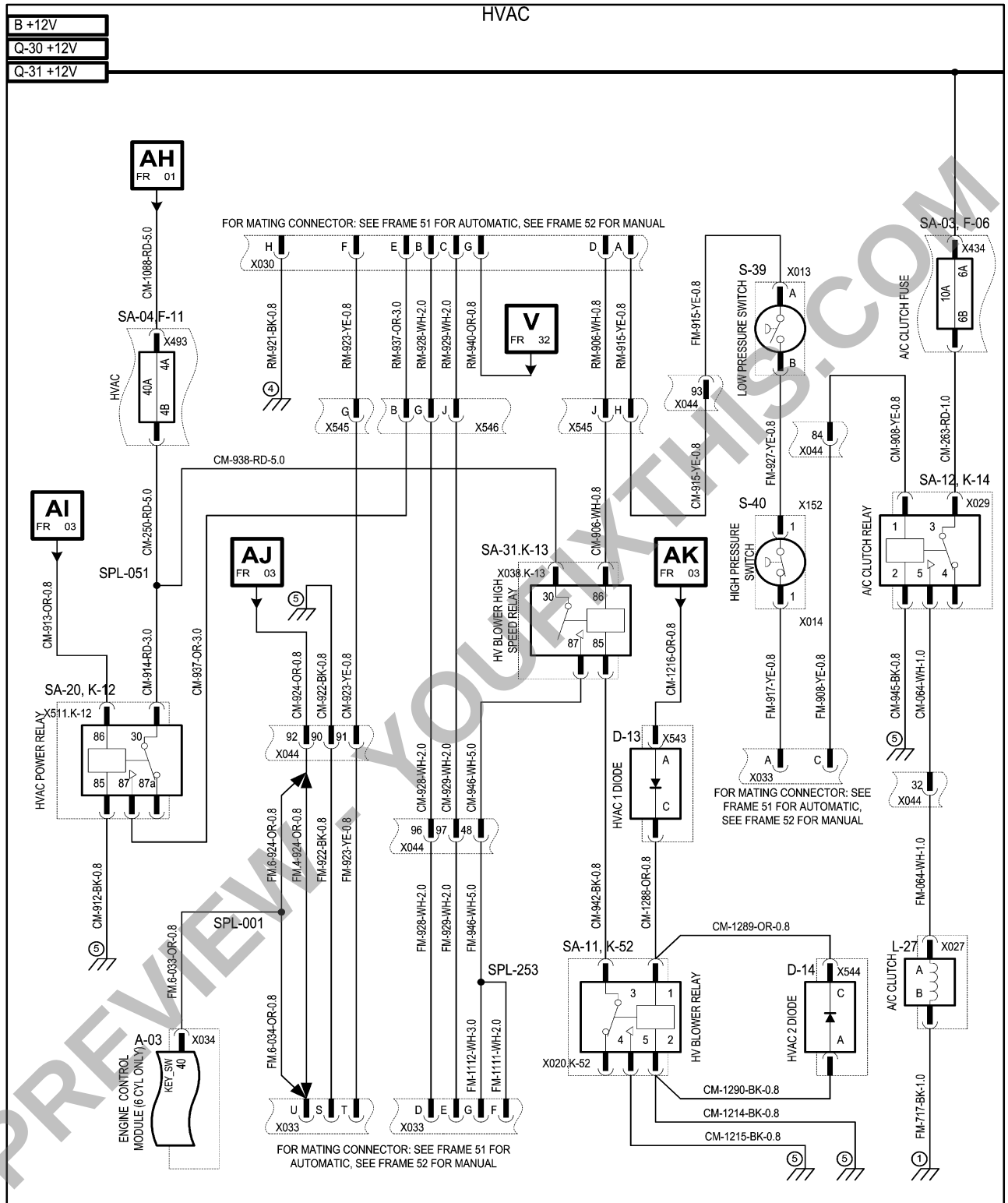
The low-pressure switch (S-39) is on the outside of the HVAC box. Loss of refrigerant in the system will result in insufficient cooling and continuous operation, which in turn could lead to possible damage to the compressor pump.



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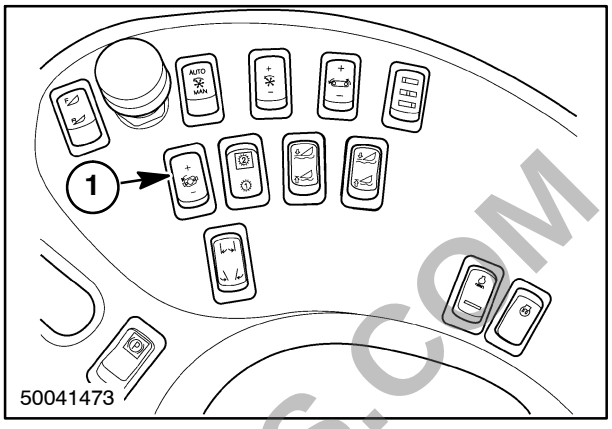
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HEADER SPEED CIRCUIT

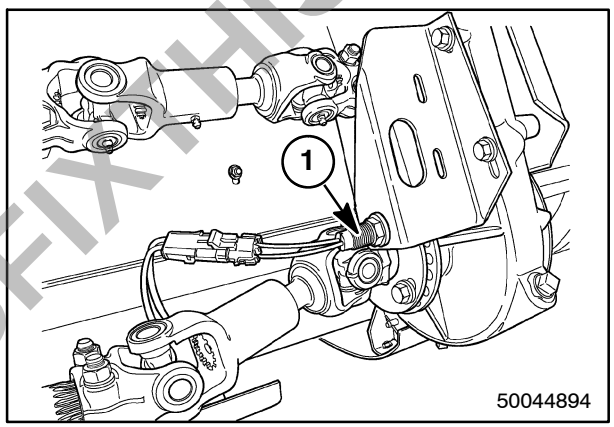
The header speed adjust switch (S-13), 1, is located in the right console. Speed control is available only on the disc header. Depressing the top of the switch (+) increases the header speed. Depressing the bottom of the switch (-) decreases the header speed.

The XCM maintains a constant speed of 1800 SPM (strokes per minute) on the sickle head. The speed on the disc head is adjustable between 1600 and 3100 RPM in 100-RPM increments.



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A signal from the header speed sensor (B-05), 1, is received by the XCM and sends a signal to the hydraulic pump. The XCM controls the output of the pump and thereby the speed of the header by modulating the width of the signal pulse.

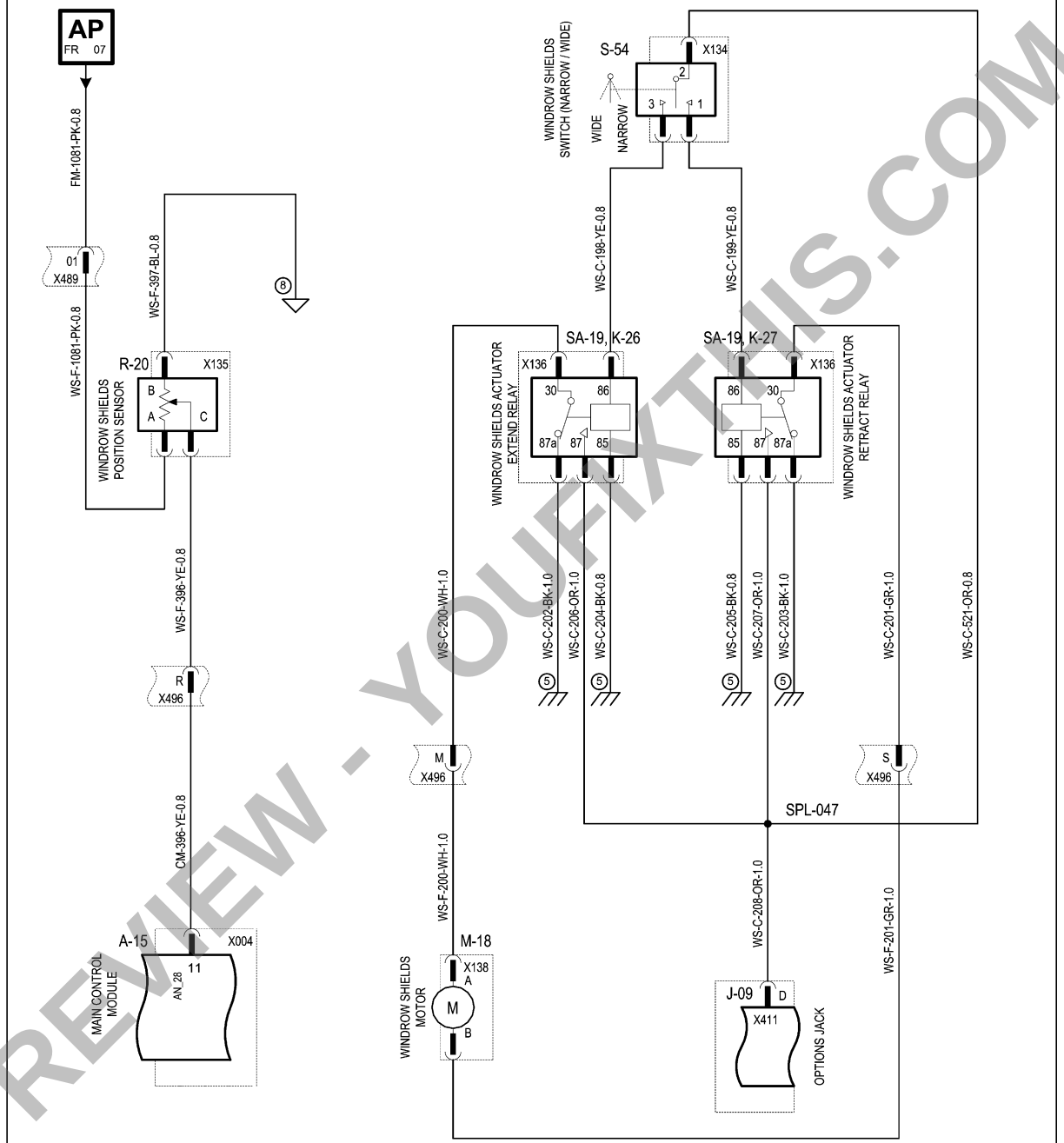


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WINDROW SHIELDS



A-15 = MAIN CONTROL MODULE
J-09 = OPTIONS JACK
K-26 = WINDROW SHIELD ACTUATOR EXT RELAY
K-27 = WINDROW SHIELD ACTUATOR RET RELAY
M-18 = WINDROW SHIELDS MOTOR
R-20 = WINDROW SHIELDS POSITION SENSOR
S-54 = WINDROW SHIELDS SWITCH

FRAME-25

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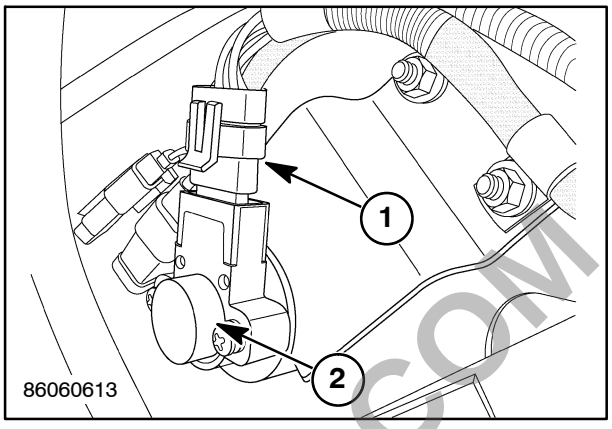
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Cavity	Circuit	Description
01	892-YE	Splice 255, start interlock relay **K-48**, park brake switch **S-28**
02	open	
03	488-YE	Work lights switch **S-12**
04	346-YE	Propulsion cylinder position sensor **R-23**
05	746-YE	Pintel arm position sensor **B-02**
06	1291-YE	FNR position sensor **R-18**
07	open	
08	341-YE	Propulsion cylinder position sensor **R-23**
09	030-YE	For future option
10	open	
11	396-YE	Windrow shields position sensor **R-20** (if equipped)
12	1089-YE	Throttle switch **S-71** INCREASE
13	1090-YE	Throttle switch **S-71** DECREASE
14	Open	
15	048-YE	Air filter restriction switch **S-09**
16	Open	
17	1115-WH	Splice 249, door switch relay **K-51**
18	1106-YE	Turn signal switch **S-24** LH TURN
19	895-YE	Splice 248, hazard switch **S-42** ON
20	511-YE	Preheat switch **S-55** (if equipped)
21	477-YE	Hydraulic charge pressure switch **S-10**
22	559-YE	Deck shift switch **S-21** LEFT (if equipped)
23	031-YE	For future option
24	open	
25	open	
26	1105-YE	Turn indicator/horn switch **S-24**

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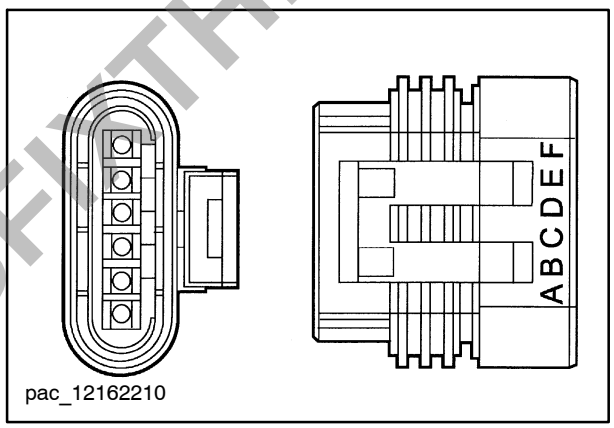
Connector X372 – Propulsion Cylinder Position Sensor



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Propulsion Cylinder Mount

1. Connector **X372**
2. Propulsion cylinder position sensor **R-23**



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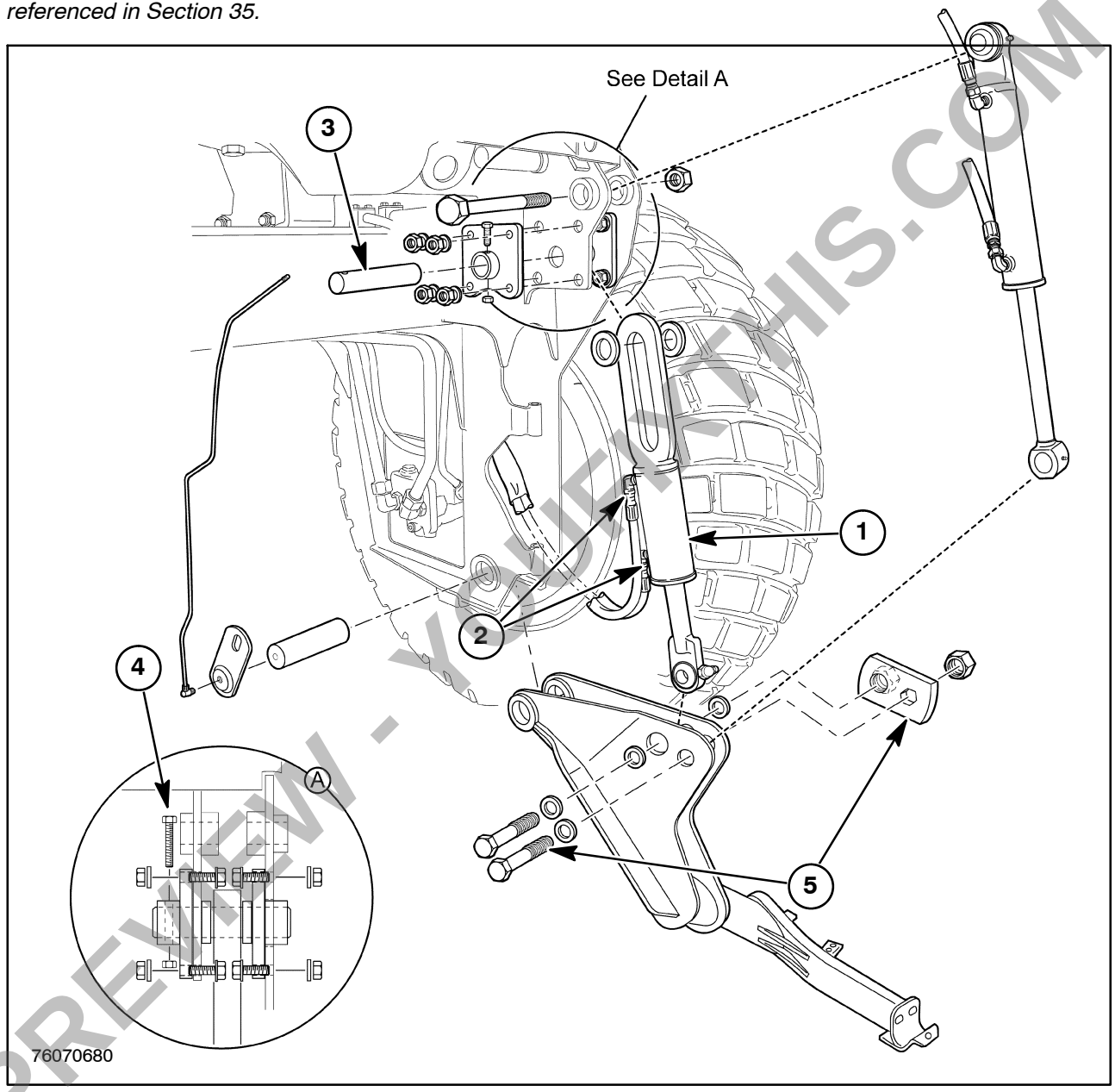
Cavity	Circuit	Description
A	806-PK	5V reference
B	808-BL	Sensor ground
C	341-YE	Signal, XCM connector **X004** pin 8
D	346-YE	Signal, XCM connector **X004** pin 4
E	809-BL	Sensor ground
F	807-PK	5V reference, cylinder position

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OVERHAUL

IMPORTANT: *Repair is limited to the hydraulic cylinders and draper cartridge valves. Also repair to the hydraulic manifold is limited to cartridge and coil replacement. These repairs are standard and are referenced in Section 35.*



2

CUT HEIGHT CYLINDERS

Removal

1. Before removing the cylinders, 1, for repair or replacement, release the hydraulic pressure from the lines and lower arm to the ground.
2. Remove both hydraulic hoses, 2, at cylinder.
3. Remove the upper pin, 3, locking bolt, 4, and remove pin in direction shown.
4. Remove lower bolt, washer, plate, and nut, 5.
5. Remove cylinder with necessary shims at both the upper and lower mounting points.

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