CATERPILLAR®

RENR4823-05
June 2010

Schematic

216, 226, 232, 236, 242, 246, 252 and 262 Skid-Steer Loader
247, 257, 267, 277 and 287 Multi-Terrain Loader
Electrical System

216: **4NZ3400-UP**	**226:** **5FZ6700-UP**	**232:** **CAB1-UP**	**236:** **4YZ4000-UP**
242: **CMB1-UP**	**246:** **5SZ4000-UP**	**252:** **FDG1-UP**	**262:** **CED1-UP**
247: **CML1-UP**	**257:** **CMM1-UP**	**267:** **CMP1-UP**	**277:** **CNC1-UP**
287: **CNY1-UP**			

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i01224890

Camshaft Bearings - Remove

SMCS - 1211-011

Removal Procedure

Table 1

Required Tools			
Tool	**Part Number**	**Part Description**	**Qty**
A	8S-2241	Camshaft Bearing Tool Group	1
	8H-0684	Ratchet Wrench	1

Start By:

A. Remove the camshaft. Refer to Disassembly and Assembly, "Camshaft - Remove".

NOTICE

Keep all parts clean from contaminants.

Contaminants may cause rapid wear and shortened component life.

NOTICE

Care must be taken to ensure that fluids are contained during performance of inspection, maintenance, testing, adjusting and repair of the product. Be prepared to collect the fluid with suitable containers before opening any compartment or disassembling any component containing fluids.

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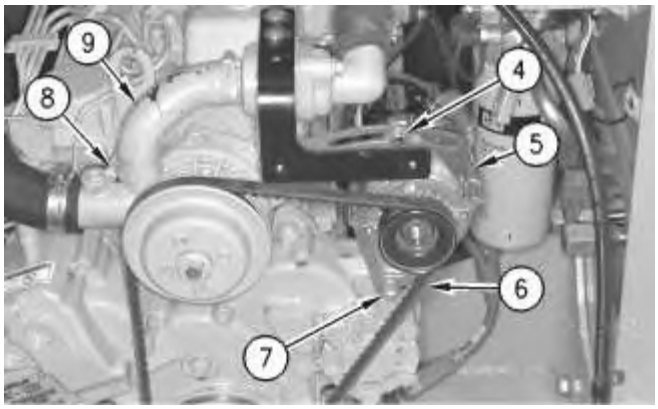


Illustration 11 g00602477

9. Connect hose (9). Tighten clamp (8) .
10. Install alternator V-belt (6) .
11. Slide alternator (5) away from the engine in order to tighten the alternator V-belt.

    Note: Refer to the Operation and Maintenance Manual, SEBU7468, "Belts - Inspect/Adjust/Replace" for the proper procedure.
12. Tighten bolt (4) to a torque of 12 N·m (9 lb ft).
13. Tighten bolt (7) to a torque of 24 N·m (18 lb ft).

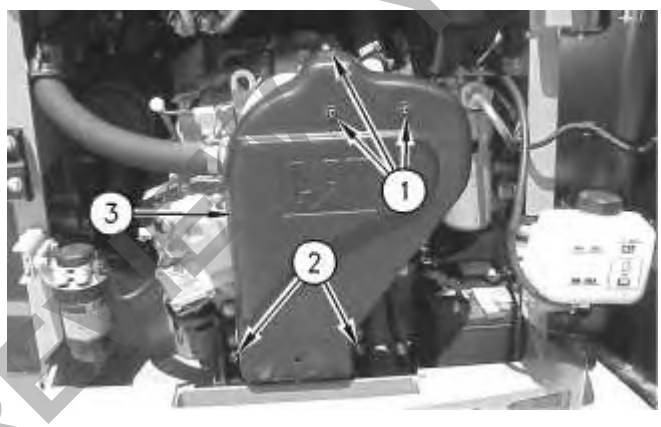


Illustration 12 g00601468

14. Place cover (3) in position.
15. Install two bolts (2) to a torque of 15 ± 3 N·m (11 ± 2 lb ft).
16. Install three screws (1) to a torque of 6 ± 1 N·m (53 ± 9 lb in).
17. Fill the radiator with coolant. Refer to the Operation and Maintenance Manual, SEBU7468, "Cooling System Coolant (ELC) - Change" for the proper procedure.
18. Start the engine and check for leaks.

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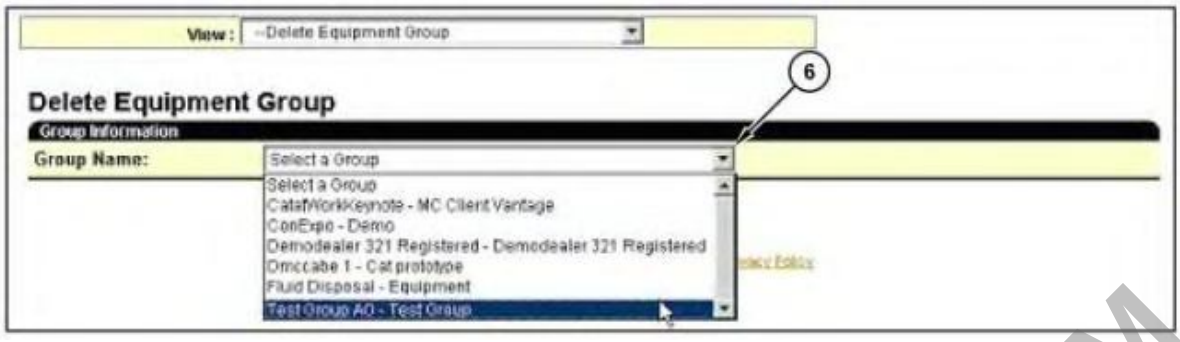


Illustration 9 g01730044

"Delete Equipment Group" screen

(6) "Group Name" drop-down menu

1. Either from the "Equipment Groups" section of the "Administration" screen or from the "View" drop -down menu, select "Delete Equipment Group". The "Delete Equipment Group" screen will be displayed.
2. Select the name of the equipment group you wish to delete from the "Group Name" drop-down menu (6) . The "Delete Equipment Group" screen is displayed with the details of the equipment group that you selected.

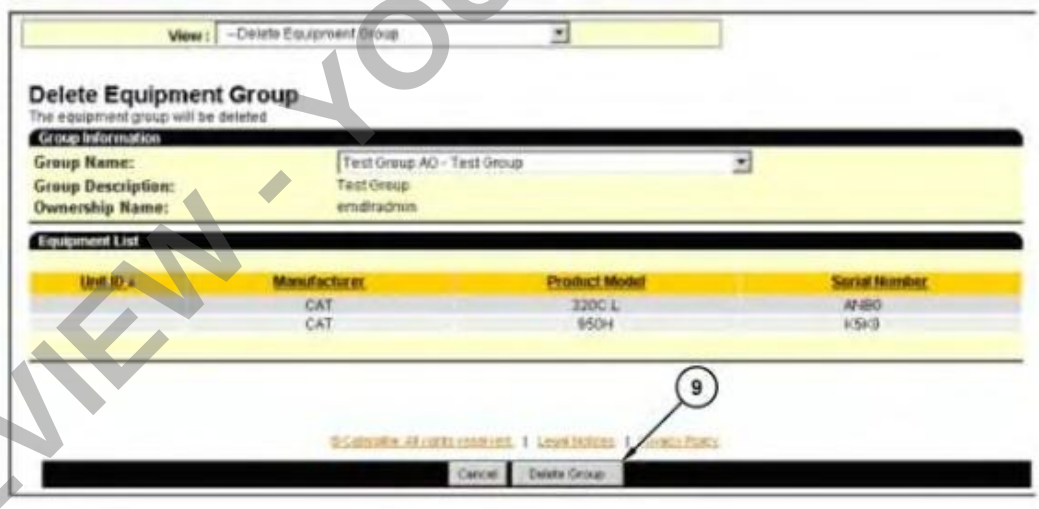


Illustration 10 g01730046

"Delete Equipment Group" details

(9) "Delete Group" button

3. Click the "Delete Group" button (9) . A window will appear with a "Delete" confirmation message.

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If you wish to change the date of the next major repair on the planner, use the following procedure:

1. From the "Planner" window, click the "Pencil In Date" button. The "Pencil In Date" screen will be displayed.

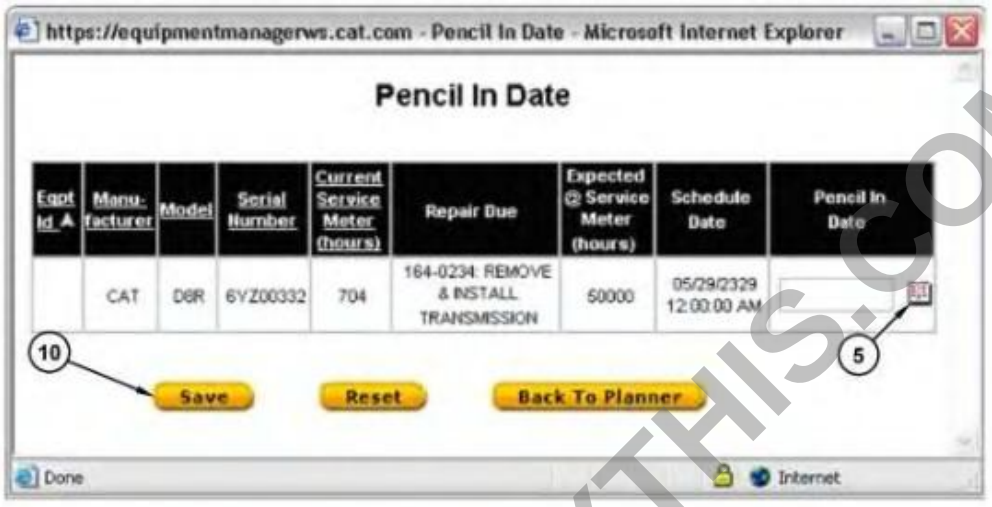


Illustration 6 g01738820

"Pencil In Date" screen for a major repair

(10) "Save" button

(5) Calendar icon

2. Click the calendar icon (5) next to the "Pencil In Date" field and select a date from the popup window.
3. Click the "Save" button (10) .

Note: Once you pencil in a major repair date, the system no longer dynamically adjusts that major repairs date. Once that major repair is complete, the subsequent major repairs revert back to dynamic scheduling.

Mark Repair Complete

Once you have completed a major repair, you need to mark the repair completed.

In order mark a major repair completed, use the following procedure:

1. From the "Major Repair" screen, select the check box next to the equipment with the repair you wish to mark completed. Refer to Illustration 7.
2. Click the "Mark Repair Complete" button. Refer to Illustration 7. The "Mark Repair Complete" screen appears.

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EquipmentManager uses GPS to determine the location (3) of your equipment. On the "Set Your Preferences" screen, you can choose to display the location in any one of the following three formats:

- "Nearest City"

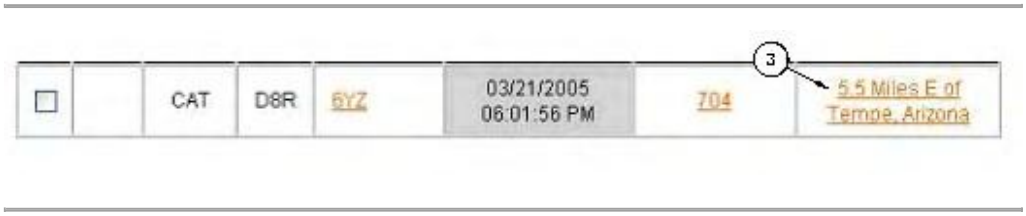


Illustration 3 g01708145

Format for the "Nearest City"

(3) Location

- "Latitude/Longitude (Deg/Min/Sec)"

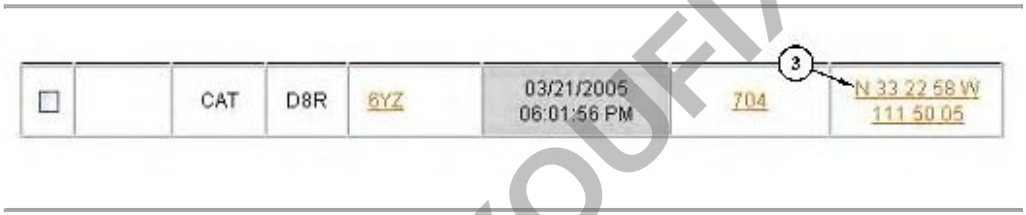


Illustration 4 g01708146

Format for the "Latitude/Longitude (Deg/Min/Sec)"

(3) Location

- "Latitude/Longitude (DeLorme Decimal)"

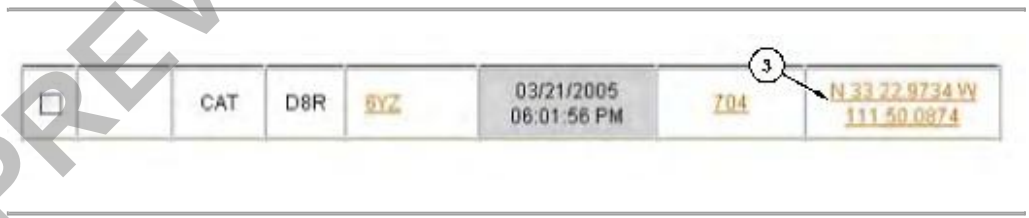


Illustration 5 g01708147

Format for the" Latitude/Longitude (DeLorme Decimal)"

(3) Location

"Records Per Page"

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	Report Start Time. Currently you can choose to have zero to four position reports sent per day. If the machine has moved less than the position Report Minimum Location Change, Product Link will not send the position report.		
Position Report Minimum Location Change	The Position Report Minimum Location Change sets the distance the machine must move in order for a position report to be queued.	If the value is set to '0', the machine will send four position reports a day - regardless of movement. If the value is set to anything other than '0', the machine will only send a position report if the minimum location requirement has been met - regardless of the value selected for the Number of Daily Machine Location Message Configuration.	In an existing PL121 system, the parameter automatically defaults to 0. In an existing PL321 system, the parameter will need to be changed to 0 - or the minimum distance preferred.
Fuel Consumed Report Configuration Status	The Fuel Consumed Report Configuration Status parameter defines whether a fuel consumption report is sent as part of the standard message once per day.	To send a fuel consumption report as part of the once-per-day standard message, select the "On" value. In order to not send a fuel consumption report as part of the standard message once per day, select the "Off" value.	Engine ECM must support this feature for Product Link to report the values. In the case of dual engine machines, Product Link will report the combined fuel usage from both engines as a single value to the BackOffice. If communication is lost with one of the engines, the last valid combined value will be reported. The value will be instead of the individual value. The combined value will be resumed once both engines respond on the CDL.
Global Gram Enable Status	The Global Gram Enable Status configures how the Product Link sends messages when a ground	If the machine will operate in areas where there are no ground stations for	If there are any questions, consult your Caterpillar Dealer in order to

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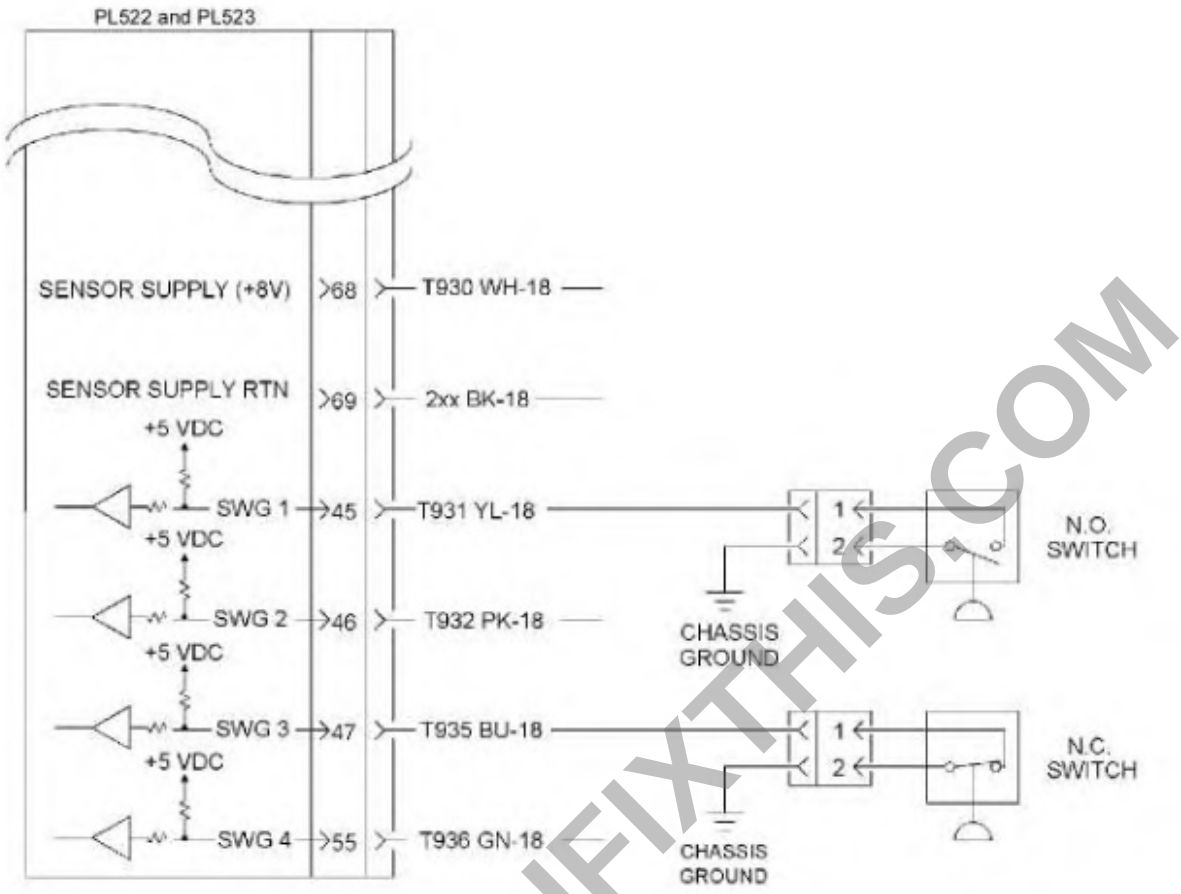


Illustration 6 g02173530

For a list of switches that may be used, refer to Special Instruction, REHS2365.

System Level Schematic

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A. Turn the key start switch to the OFF position.

B. Raise the cab. See Operation and Maintenance Manual, "Cab Tilting".

C. Disconnect the connector for the solenoid valve (high flow).

D. Measure the resistance from each of the coil wires (H2) to the machine frame.

Expected Result:

The resistances should be greater than 5000 Ohms.

Results:

- **OK -** The resistances are greater than 5000 Ohms. Proceed to Test Step 2.
- **NOT OK -** The resistance is less than 5000 Ohms on one of the readings.

  Repair: The solenoid coil has failed. Replace the coil.

  Stop.

Test Step 2. CHECK FOR A SHORTED WINDING IN THE SOLENOID (H2)

A. Measure the resistance of the coil (H2).

Expected Result:

The resistance should be approximately 6.5 Ohms.

Results:

- **OK -** The resistance is approximately 6.5 Ohms. Proceed to Test Step 3.
- **NOT OK -** The resistance is less than 4 Ohms.

  Repair: The solenoid coil has failed. Replace the coil.

  Stop.

Test Step 3. CHECK FOR A SHORT IN THE WIRE HARNESS

A. Reconnect the connector for the solenoid valve (high flow).

B. Remove the floorplate in order to get to the ECM.

C. Disconnect the wire harness from the ECM.

D. Measure the resistance from contact 5 (wire P981-PU) to contact 26 (wire L999-GN) of the wire harness connector.

Expected Result:

The resistance should be approximately 7 Ohms.

Results:

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Troubleshooting
Product Link - PL522/523
Media Number -RENR8143-02 **Publication Date -01/07/2013** **Date Updated -23/07/2013**

i03993410

Event Code List

SMCS - 7569

Event codes alert the operator or the technician that an abnormal operating condition exists in one of the machine systems.

When an Electronic Control Module (ECM) activates an event code, the operator or the technician will be alerted by the Messenger. Most active events will be logged by the ECM. Some events are active only. Active only events are not logged. The events that are active and the events that are logged can be viewed with the following equipment:

- Messenger
- Caterpillar Electronic Technician (Cat ET)

Warning Levels

The ECM will assign a warning level to an active event code. Event codes are one of three levels. The level represents the severity of the abnormal condition. Each warning level requires a specific response from the operator. The warning levels and the required operator response are listed below.

Warning Level 1

Warning level 1 alerts the operator that a machine system requires attention. The operator should check the system condition or perform maintenance on the involved system at the earliest possible time.

Warning Level 2

Warning level 2 requires changing the operation of the machine or performing a maintenance procedure. Failure to correct the problem that caused this warning may damage the components that are involved in the system.

Warning Level 3

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A. Inspect the flywheel ring gear for damage..		Replace the flywheel. Verify that the problem is resolved. **Result:** The ring gear of the flywheel is not damaged. Proceed to Test Step 3.
3. Inspect the Shift Lever A. Inspect the shift lever and linkage for damage.	Shift lever	**Result:** The shift lever or the linkage is damaged. Replace the shift lever or the linkage. Verify that the problem is resolved. **Result:** The shift lever or the linkage is not damaged. Proceed to Test Step 4.
4. Inspect the Starting Motor Solenoid A. Inspect the starting motor solenoid for proper operation.	Starter solenoid	**Result:** The starting motor solenoid is not operating properly. Replace or repair the components that are not operating properly. Verify that the problem is resolved. **Result:** The starting motor solenoid is operating properly. Proceed to Test Step 5.
5. Inspect the Armature or Idler Gear of the Starting Motor A. Inspect the armature or idler gear of the starting motor for damage.	Starting motor	**Result:** The armature or idler gear of the starting motor is damaged. Replace the starting motor. Verify that the problem is resolved.

The engine does not crank or the engine rotates slowly when the keyswitch is in the start position.

Probable Cause

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i01606459

Governor - Assemble

SMCS - 1264-016

Assembly Procedure

Note: The components for the governor assembly are located in the engine front housing.

Assemble the Linkage for the Fuel Injection Pump

Note: The linkage for the fuel injection pump contains two levers. One lever is for the governor control and the other lever is for the fuel control.

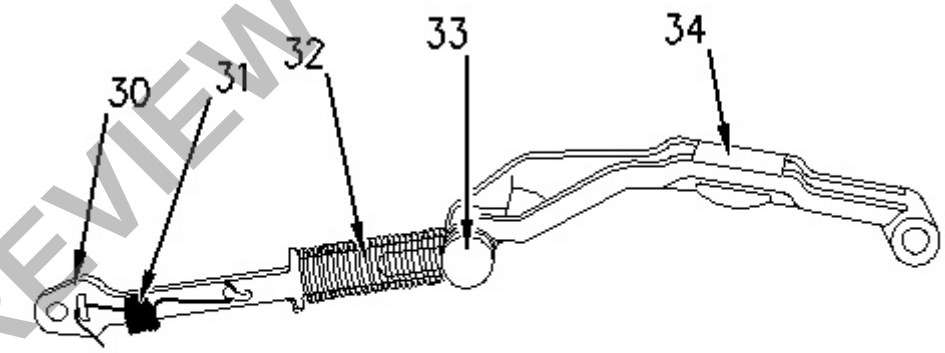


Illustration 1 g00658157

Governor control lever

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(2) Solenoid valve (hydrostatic)

(3) Solenoid valve (work tool)

(4) Pilot operated hydraulic control (work tool)

(5) Ball valve (manual work tool lowering)

(6) Control valve (work tool)

(7) Lift cylinders

(8) Tilt cylinders

(9) Auxiliary couplings

(10) Accumulator

(11) Solenoid valve (parking brake)

(12) Return manifold

(13) Oil filter

(14) Gear motor (fan drive)

(15) Speed sensing valve

(16) Charge relief valve

(17) Piston pump (hydrostatic)

(18) Gear pump

(19) Hydraulic tank

The pilot hydraulic system is used to move the spools in the control valve (work tool) (6). The pilot hydraulic system is also used to control the operation of the hydrostatic system. The pilot system uses lower pressure oil to control higher pressure oil.

In order for the pilot system to function, the interlocks must be disengaged. The interlock system consists of the following components: the solenoid valve (hydrostatic) (2), the solenoid valve (work tool) (3) and the solenoid valve (parking brake) (11). In order for the interlock system to be disengaged, the following conditions must be met:

- The seat must be occupied.
- The armrest must be in the DOWN position.
- The parking brake must be disengaged.

The charge relief valve (16) regulates the pressure of the charge system. The charge system pressure is 3300 kPa (480 psi) at high idle.

When the interlock system is disengaged, oil flows from the hydraulic tank (19) to the front section of the gear pump (18) and then oil flows to the gear motor (fan drive) (14). After the gear motor, oil flows through the oil filter (13). Then, the oil flows to the piston pump (hydrostatic) (17) .

At the piston pump, the oil is regulated by the speed sensing valve (15). The oil that flows to the pilot operated hydraulic control (hydrostatic) (1) is regulated at a pressure of 2500 kPa (365 psi). The oil that flows to the pilot operated hydraulic control (work tool) (4) is regulated by the charge relief valve (16) .

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i01520129

Hydraulic System Pressure - Release

SMCS - 5050-553

Release Procedure (Hydraulic System Pressure)

WARNING

Personal injury can result from hydraulic oil pressure and hot oil.

Hydraulic oil pressure can remain in the hydraulic system after the engine has been stopped. Serious injury can be caused if this pressure is not released before any service is done on the hydraulic system.

Make sure all of the attachments have been lowered, oil is cool before removing any components or lines. Remove the oil filler cap only when the engine is stopped, and the filler cap is cool enough to touch with your bare hand.

1. Park the machine on level ground.
2. Lower the lift arms to the ground.
3. Turn the engine start switch to the OFF position.
4. Turn the key to the ON position without starting the machine.
5. Release the parking brake.
6. Move the joysticks through a full range of motion several times. While you are moving the joysticks, press on the auxiliary hydraulic controls and the high flow control (if equipped). This will relieve any hydraulic pressure in the system.
7. Turn the engine start switch to the OFF position.

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Illustration 1 g01420402

Front left view

Note: Apply **154-9731** Thread Lock Compound to the threads of the six bolts (1) .

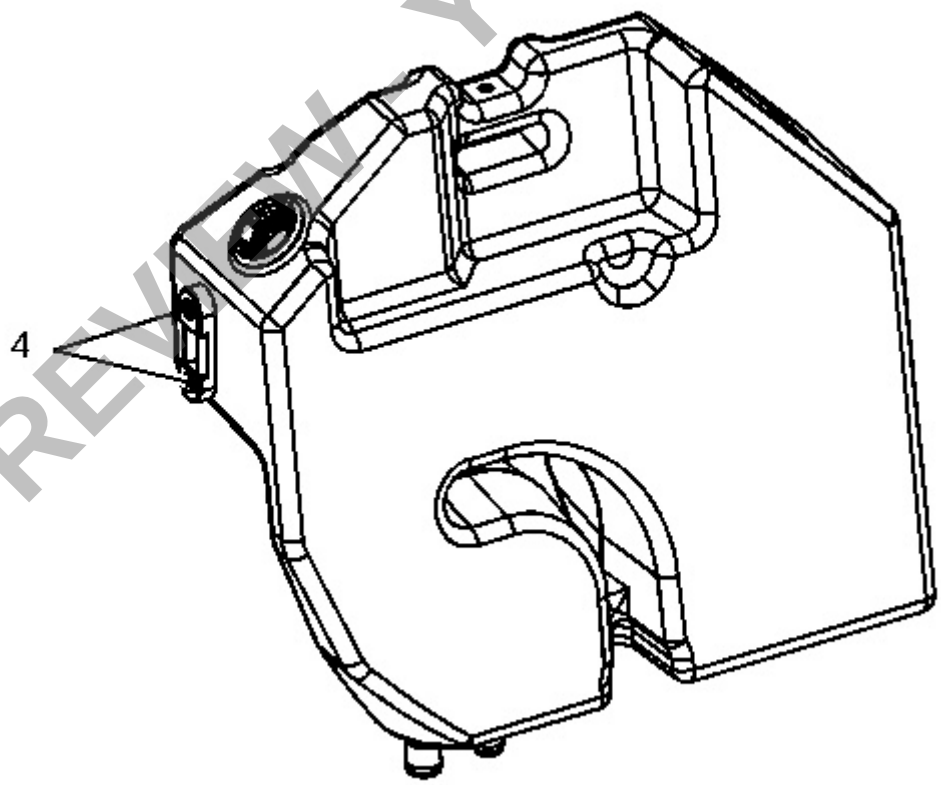
(1) Torque for six bolts ... 8 ± 2 N·m (70 ± 18 lb in)

Note: Apply **5P-3413** Pipe Sealant to the threads of the suction screen (2) .

(2) Torque for the suction screen ... 18.5 ± 1.5 N·m (165 ± 13 lb in)

(3) Temperature switch

Contact position ... Normally open below the deactuation temperature.
Actuation temperature ... 102 ± 3 °C (216 ± 5 °F)
Minimum deactuation temperature ... 90 °C (194 °F)
Minimum voltage for actuation ... 8 VDC
Maximum voltage for actuation ... 28 VDC
Minimum resistive load ... 2.5 Milliamperes
Maximum resistive load ... 1 Ampere
Final installation torque ... 6.8 ± 1.4 N·m (60 ± 12 lb in)
Operating temperature ... -40 to 150 °C (-40 to 302 °F)



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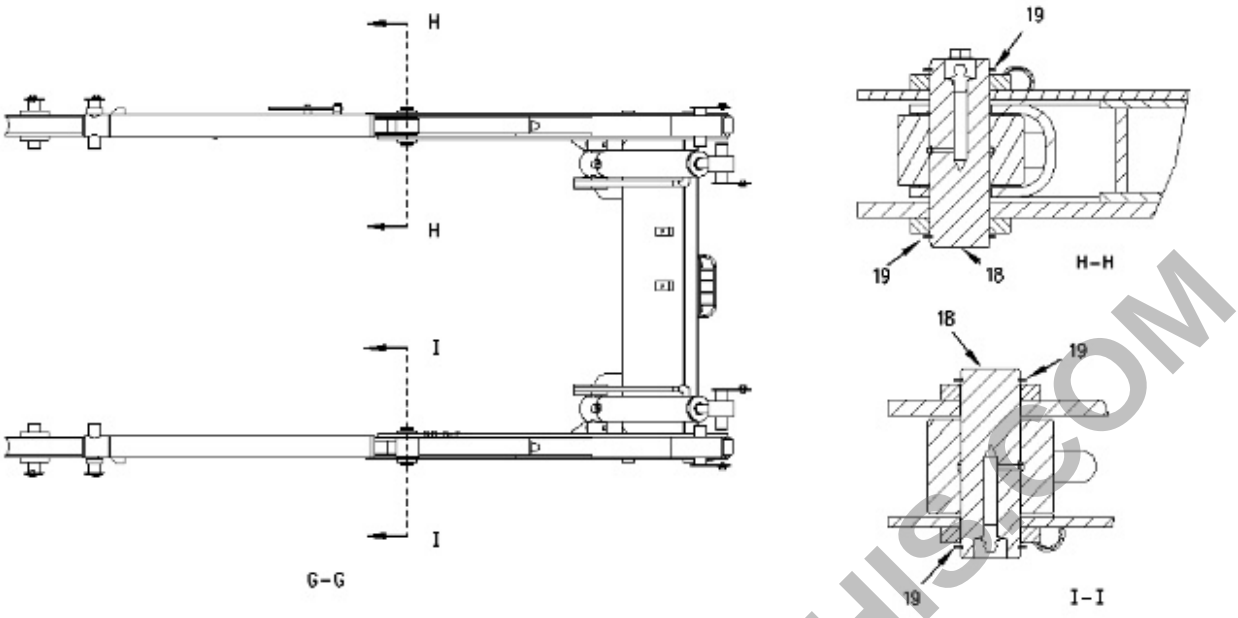


Illustration 8 g00662948

Cross section view G-G

(18) **142-9094** Pins from the lift cylinders to the lift arms

Diameter ... 38.03 ± .03 mm (1.497 ± 0.001 inch)
Length ... 120 ± 1 mm (4.724 ± 0.039 inch)
Width of the groove ... 1.52 ± 0.10 mm (0.0598 ± 0.0039 inch)

(19) The **1H-8134** Retaining Rings

Internal diameter of the **1H-8134** Retaining Rings ... 35.23 + 0.25 - 0.38 mm (1.387 + 0.0098 - 0.015 inch)
Thickness of the retaining ring ... 1.27 ± 0.05 mm (0.05 ± 0.002 inch)

The 177-9577 Work Tool Control

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(2) Condenser

(3) Receiver-dryer

(4) Desiccant

(5) 90° expansion valve

(6) Block expansion valve

(7) Evaporator

(A) High temperature high pressure refrigerant vapor

(B) High temperature and high pressure refrigerant liquid

(C) Low temperature, low pressure refrigerant liquid vapor mixture

(D) Low temperature low pressure refrigerant vapor

The air conditioner refrigerant begins to flow in the air conditioning system at the refrigerant compressor (1). The compressor is designed to change the air conditioner refrigerant from a vapor that has low pressure into a vapor that has high pressure. Also, the compressor changes the refrigerant from a vapor with low temperature to a vapor with high temperature. The increase in pressure causes the increase in temperature.

The refrigerant is sent through the condenser coil (2). In the condenser coil, heat is transferred from the refrigerant to the outside air. This changes the refrigerant to a high temperature and high pressure liquid.

From the condenser coil, the refrigerant moves to the receiver-dryer (3). In the receiver-dryer, moisture is removed from the refrigerant by the desiccant (4).

The refrigerant moves from the receiver-dryer to either the 90° expansion valve (5) or the block expansion valve (6). In the expansion valve, the refrigerant is changed from a high pressure and a high temperature liquid to a low pressure and a low temperature mixture of liquid and vapor.

The low pressure and low temperature refrigerant moves to the evaporator coil (7). While the refrigerant is in the evaporator coil, the refrigerant absorbs heat from the cab. This changes the refrigerant to a low pressure and low temperature vapor.

The refrigerant returns to the compressor as a low pressure and low temperature vapor. This marks the end of the cycle. The cycle is repeated continuously.

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Stop.

- **NOT OK -** The resistance is considerably greater than 6 Ohms.

  Repair: Wire 975-WH of the wire harness has an open. Repair the wire harness and/or the connector or replace the wire harness and/or the connector.

  Stop.

- **NOT OK -** The resistance is less than 3 Ohms. Proceed to Test Step 16.

Test Step 16. CHECK THE WORK TOOL PILOT SOLENOID FOR A SHORTED WINDING

A. Locate the work tool pilot solenoid.

B. Disconnect the work tool pilot solenoid from the wire harness.

C. Measure the resistance between the two solenoid wires.

Expected Result:

The resistance should be approximately 10.5 Ohms.

Results:

- **OK -** The resistance is approximately 10.5 Ohms. Proceed to Test Step 17.
- **NOT OK -** The resistance is not approximately 10.5 Ohms.

  Repair: The work tool pilot solenoid has failed. Replace the coil of the work tool pilot solenoid.

  Stop.

Test Step 17. CHECK THE WORK TOOL DETENT COIL FOR A SHORTED WINDING

A. Locate the work tool detent coil. The detent coil is located beneath the right hand joystick. Remove the access panel in order to get to the connector.

B. Disconnect the work tool detent coil from the wire harness.

C. Measure the resistance between the two wires of the coil.

Expected Result:

The resistance should be approximately 12 Ohms.

Results:

- **OK -** The resistance is approximately 12 Ohms.

  Repair: The wire harness is shorted. Repair the wire harness or replace the wire harness.

  Stop.

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(1) Pin 1

(2) Pin 2

1. Place the multimeter in the DIODE test mode.
2. Place the red probe in the red terminal (plus terminal) of the multimeter.
3. Place the black probe in the black terminal (negative terminal) of the multimeter.
4. Place the red probe on Pin 1 of either connector on the arc suppressor. Place the black probe on Pin 2 of either connector.
5. The multimeter should display a value between 0.5 VDC and 1.0 VDC.
6. Place the red probe on pin 2 of either connector of arc suppressor. Place the black probe on pin 1 of either connector on the arc suppressor.
7. The multimeter should display OFL or OL.
8. Place the red probe on pin 1 of the female connector. Place the black probe on pin 1 of the male connector.
9. The multimeter should have a reading of less than 0.01 VDC.
10. Place the red probe on pin 2 of the female connector. Place the black probe on pin 2 of the male connector.
11. The multimeter should have a reading of less than 0.01 VDC.
12. The component is faulty if any of the conditions do not exist.
13. If the component is faulty, replace the component.

Correct Mounting of Arc Suppressors

Certain arc suppressors may experience failure of the wire leads due to vibration if the arc suppressor is not properly supported.

Use a **2U-4497** Strap to tie-wrap the arc suppressor. Securely tie-wrap the arc suppressor to a stationary support in order to prevent any motion of the body of the arc suppressor. Additionally, the connectors on both ends of the arc suppressor should be secured.

A suitable bracket for supporting an arc suppressor is the **116-6100** Plate. The addition of a **9R-2926** Plate should permit the mounting of the **116-6100** Plate around obstacles. Use the **9R-2926** Plate if the **116-6100** Plate cannot be installed directly in an existing application.

The Sure Seal connectors on the **3E-9169** Arc Suppressor and the **105-8827** Arc Suppressor should be secured with two **9G-9150** Clips in order to prevent movement of the connectors relative to the body of the arc suppressor. The DT connectors on the **130-0956** Arc Suppressor and **130-8134** Arc Suppressor should be secured with two **9U-2297** Clips. The clips should be bolted through the slotted holes on the **116-6100** Plate .

The **106-8704** Arc Suppressor is an integral arc suppressor. The integral arc suppressor can be found on the newer machines. The **106-8704** Arc Suppressor is lighter than the other arc suppressors. The

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Specifications
236, 246, 252 and 262 Skid Steer Loaders Machine Systems
Media Number -RENR4809-02 **Publication Date -01/03/2002** **Date Updated -21/03/2002**

i01662505

Pilot Operated Hydraulic Control

SMCS - 5059; 5705

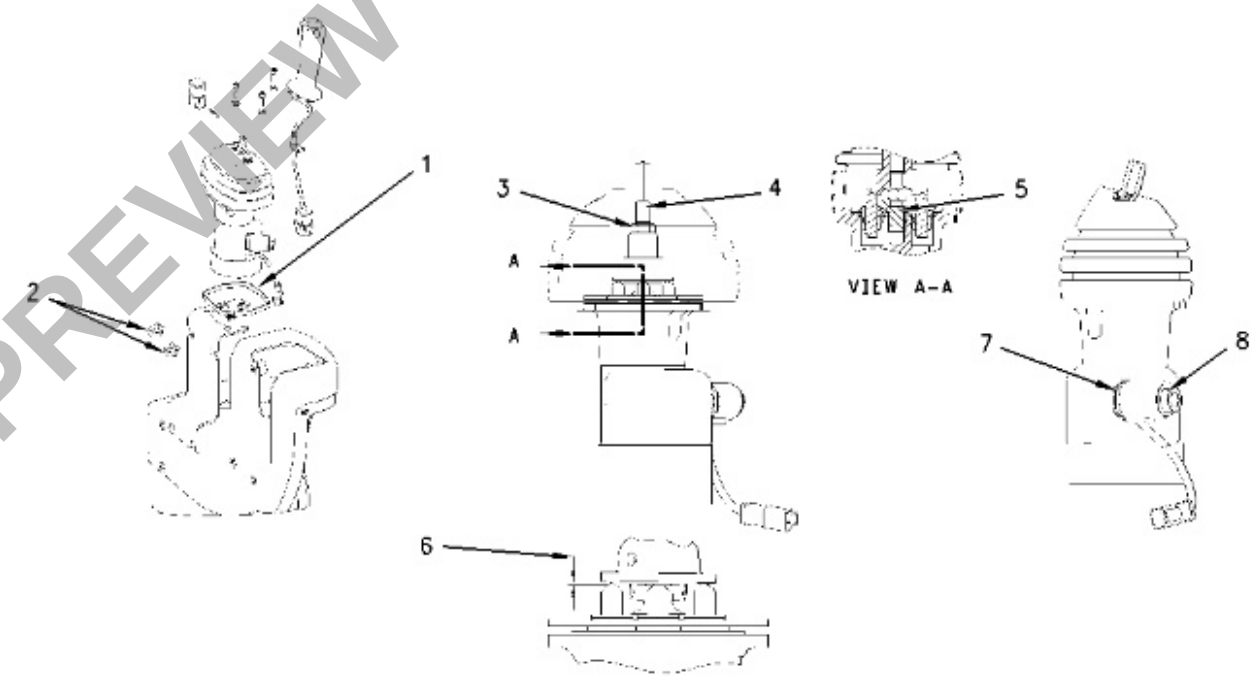
S/N - 4YZ4000-UP

S/N - 5SZ4000-UP

S/N - CED1-UP

S/N - FDG1-UP

Specifications for the Pilot Operated Hydraulic Controls (Hydrostatic)



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4. Run the engine at high idle with the pilot operated hydraulic control (hydrostatic) in the HOLD position.

5. Press the switch in order to engage the quick coupler. Record the time that is needed to engage the quick coupler. Press the switch in order to disengage the quick coupler. Record the time that is needed to disengage the quick coupler.

Table 5

TRAVEL TIME (SPEED) FOR THE COUPLER CYLINDERS	
Engaging the quick coupler	1.25 ± 0.5 seconds
Disengaging the quick coupler	1.50 ± 0.5 seconds

If the speeds are not correct, refer to the Testing and Adjusting, "Hydraulic System Troubleshooting".

Drift Check (Lift and Tilt Cylinder)

This procedure is done in order to determine the amount of wear that occurs in the lift cylinders and the tilt cylinders.

Note: Perform the following tests with a general purpose bucket on the machine. If a general purpose bucket is not available, use a load weight of 200 kg (441 lb).

1. Run the engine at high idle.

2. Operate the lift cylinders through at least five cycles. This will ensure that there is warm oil in the lift cylinder.

3. Operate the tilt cylinders through at least five cycles. This will ensure that there is warm oil in the tilt cylinder.

4. Raise the bucket to the full RAISE position.

5. Tilt the bucket forward until the bucket is parallel with the ground.

6. Reduce the engine speed to low idle. Stop the engine.

7. Mark the cylinders.

8. Use a stopwatch to count for one minute. Measure the drift of the cylinders.

Table 6

CYLINDER DRIFT		
Cylinders	**Time**	**Cylinder Drift**
Tilt Cylinders	1 minute	3 mm max
Lift Cylinders	1 minute	3 mm max

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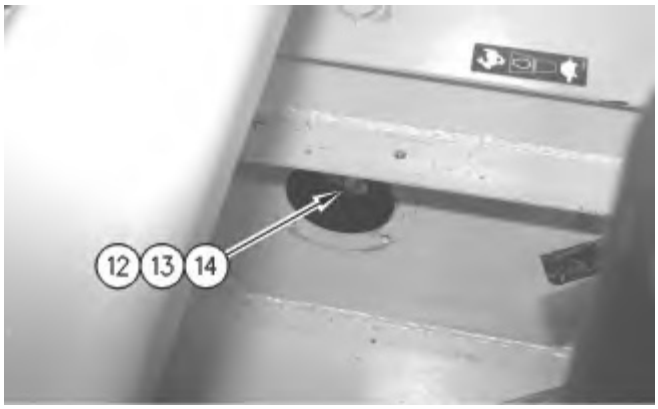


Illustration 5 g00688008

Note: Be sure that the drive sprockets are facing the proper direction in order for the drive chains to turn in a straight line.

6. Place drive chain (15) on drive sprocket (14) .
7. Install the drive sprocket (14) onto the shaft.
8. Install hard washer (13) and bolt (12) . Tighten the bolt.

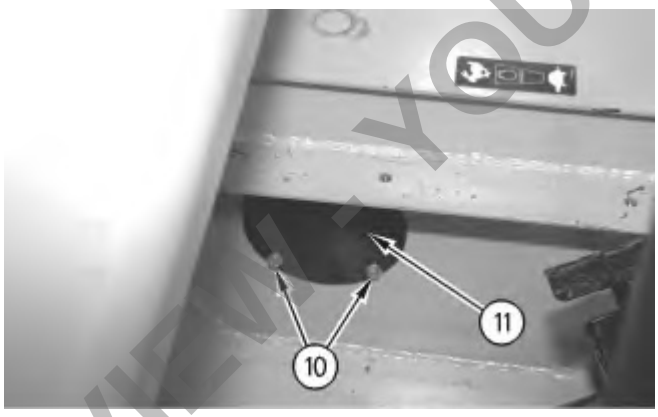


Illustration 6 g00688006

9. Apply a bead of **8T-9022** Silicone Gasket around the access holes in the machine frame. The sealant must be applied in a 0.3 cm (0.12 inch) to 0.4 cm (0.16 inch) wide continuous bead. Apply the sealant in order to cover the bolt holes.
10. Position access plate (11) to the access holes.
11. Install hard washers and four bolts (10) . Tighten the bolts.

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3. Install coupling hub (16) onto the spline of the piston pump until there is contact with the inner retaining ring.
4. Insert Pre-Loctited **252-9197** Bolt (15) and tighten to a torque of 102 ± 5 N·m (75.2 ± 3.6 lb ft).

   Note: Apply Tooling (C) to bolt (15) if Loctite is not applied.



Illustration 4 g00771805

5. Coupling hub (16) must slide into nylon flange (17) for proper installation.

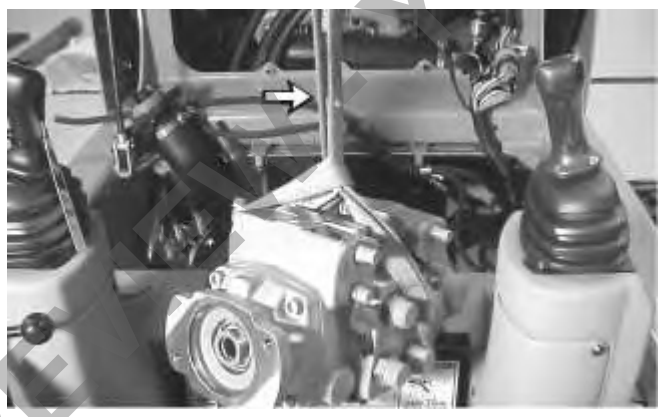


Illustration 5 g00771817

6. Attach a suitable lifting device to the piston pump. Weight of the piston pump is 57 kg (125 lb). Slide the piston pump toward the rear of the machine for installation.

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