40 Series
50 Series
Air Cart

Service Manual

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GI-090V1 1/05

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THIS SAFETY ALERT SYMBOL INDICATES IMPORTANT SAFETY MESSAGES IN THIS MANUAL. WHEN YOU SEE THIS SYMBOL, CAREFULLY READ THE MESSAGE THAT FOLLOWS AND BE ALERT TO THE POSSIBILITY OF DEATH OR SERIOUS INJURY.

M171C

If Safety Decals on this machine use the words **Danger, Warning or Caution,** which are defined as follows:

- **DANGER:** Indicates an immediate hazardous situation that, if not avoided, will result in death or serious injury. The color associated with Danger is RED.
- **WARNING:** Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.
- **CAUTION:** Indicates an potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

If Safety Decals on this machine are ISO two panel Pictorial, decals are defined as follows:

- The first panel indicates the nature of the hazard.
- The second panel indicates the appropriate avoidance of the hazard.
- Background color is YELLOW.
- Prohibition symbols such as  and  if used, are RED.

WARNING

IMPROPER OPERATION OF THIS MACHINE CAN CAUSE DEATH OR SERIOUS INJURY. BEFORE USING THIS MACHINE, MAKE CERTAIN THAT EVERY OPERATOR:

- Is instructed in safe and proper use of the machine.
- Reads and understands the Manual(s) pertaining to the machine.
- Reads and understands ALL Safety Decals on the machine.
- Clears the area of other persons.
- Learns and practices safe use of machine controls in a safe, clear area before operating this machine on a job site.

It is your responsibility to observe pertinent laws and regulations and follow CNH America LLC instructions on machine operation and maintenance.

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GI-090V1 Issued January, 2005

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Contents

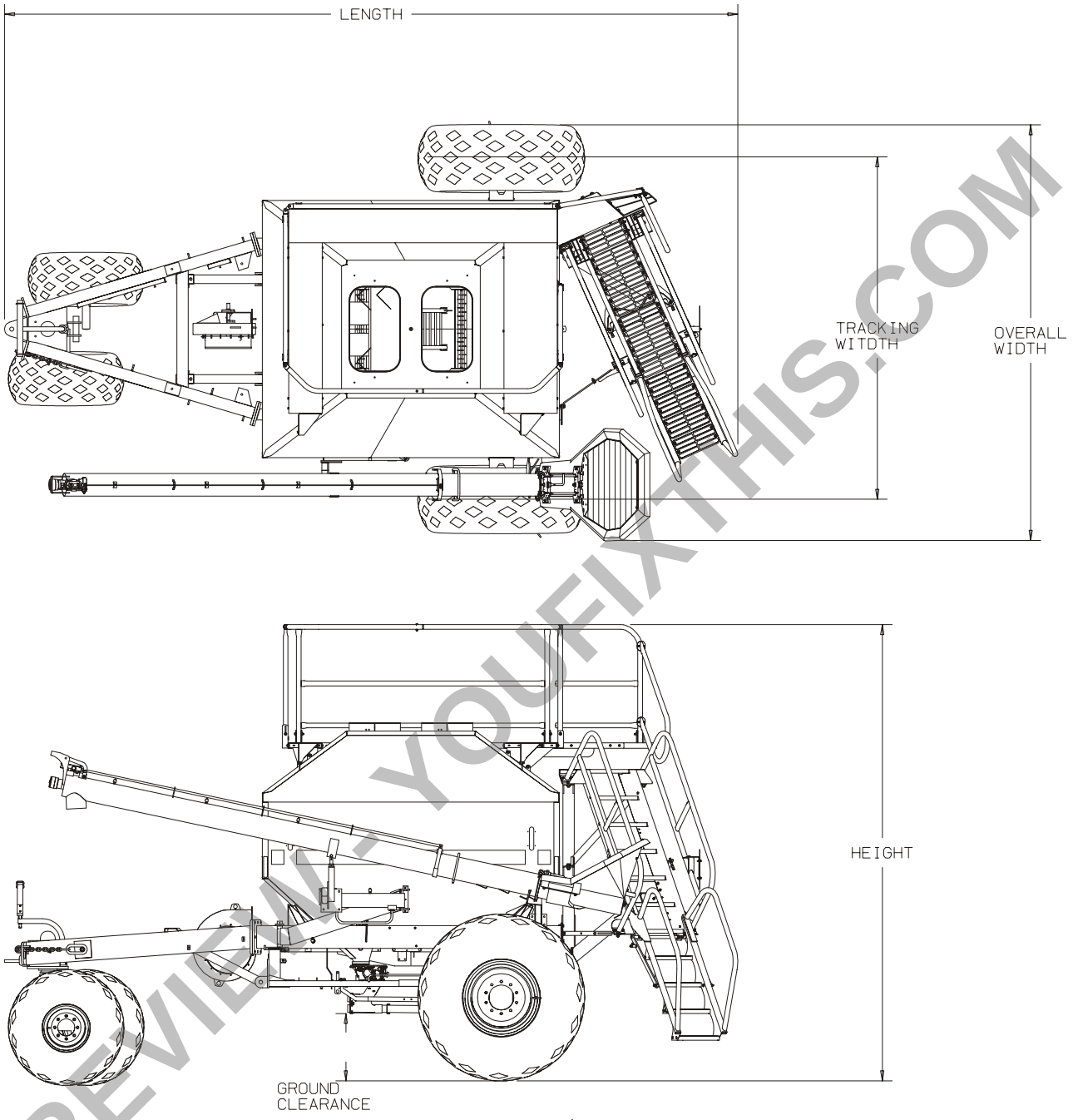
INTRODUCTION
DISTRIBUTION SYSTEMS A
TRAVELLING D
WORKING ARM H
FIELD PROCESSING L

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General specification (- A.92.A.10)

1740, 2340, 2640



Tow Behind 1740 and 2340 Air Cart Dimensions

Configuration	1740	2340
Length (with auger)	**5.77 m** (**18 ft 11 in**)	**5.77 m** (**18 ft 11 in**)
Height	**3.78 m** (**12 ft 5 in**)	**4.04 m** (**13 ft 3 in**)
Volume **95 %**		
Front	**2320 L** (**66 Bu**)	**3030 L** (**86 Bu**)
Rear	**4020 L** (**114 Bu**)	**5074 L** (**144 Bu**)
Weight - Empty	**3747 kg** (**8260 lb**)	**3710 kg** (**8180 lb**)
Weight - Loaded	**8380 kg** (**18 474 lb**)	**9683 kg** (**21 347 lb**)
Rear Axle - Empty	**2776 kg** (**6120 lb**)	**2649 kg** (**5840 lb**)

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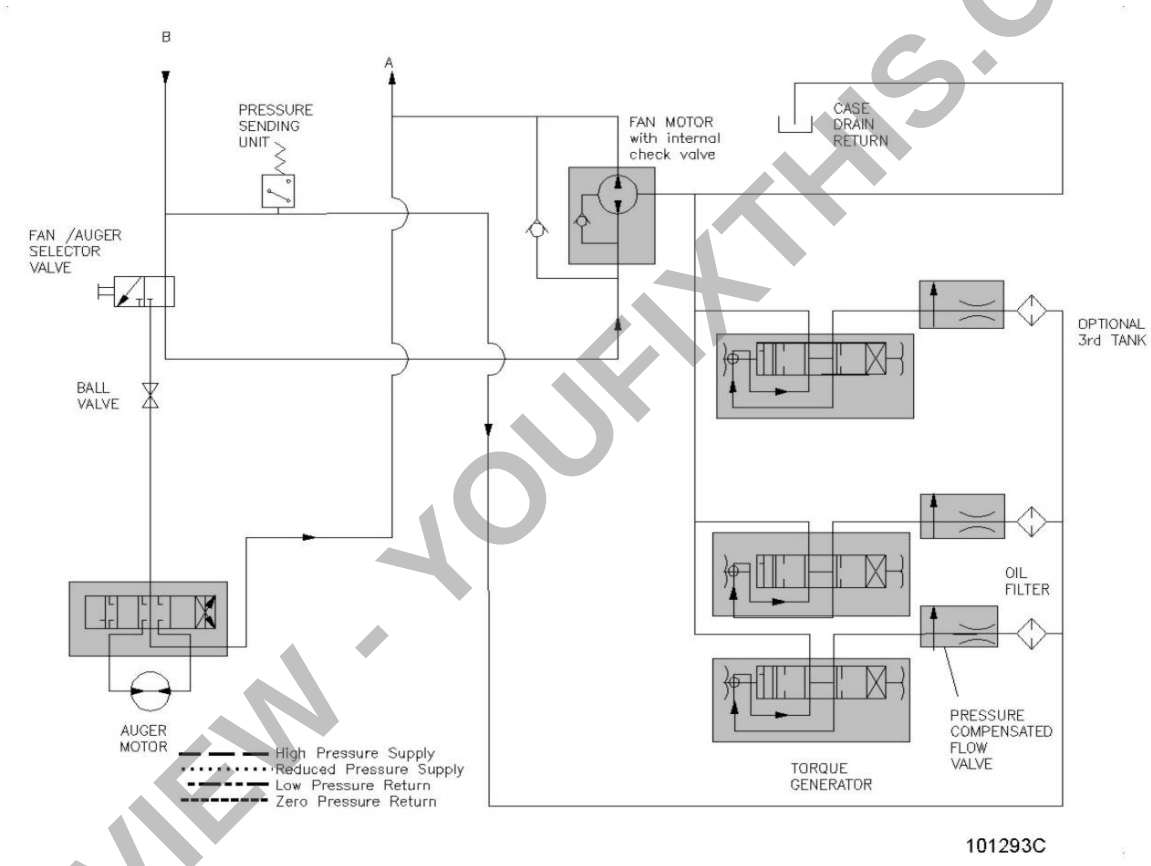
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PRIMARY HYDRAULIC POWER SYSTEM - Hydraulic schema (A.10.A - C.20.A.20)

1740, 2340, 2640

Oil is supplied from one tractor remote to operate three cart functions; the fan circuit, the auger circuit, and the variable drive meter circuit.

A 'T' fitting is installed in the supply line prior to the fan/auger selector valve. At this point oil is delivered to the meter drive circuit. A pressure sending unit is installed in the meter drive circuit to sound an alarm if the system pressure falls below **3100 kPa** (**450 psi**).
Oil to each torque generator flows through a 25 micron filter and a pressure compensated flow control valve at a constant rate of **5.7 L/min** (**1.25 US gpm**) for each torque generator in the circuit. This flow is in addition to what is required for fan operation. All return oil from the torque generators is routed through the fan case drain line back to the tractor reservoir.



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Air Cart Hydraulics

The fan/auger selector valve allows the oil to be diverted from the fan operation to the auger operation. An auger control valve is used to operate the auger.

- The fan motor has an internal check valve that may or may not allow oil to circulate within the motor itself when shutting off the flow to the fan by moving the tractor lever into the neutral position rather than the float position. The motor also has a case drain line attached, that must be routed back through a zero pressure return port to the tractor reservoir.
- Variable Drive Only - A ball valve in the supply line to the auger control valve is used to increase system pressure for the meter calibration procedure. Turning the valve to the off position will allow enough oil pressure to reach the meters so that the calibration can be completed. The auger control valve is an open center valve which allows oil to circulate at the tractor low pressure standby setting.

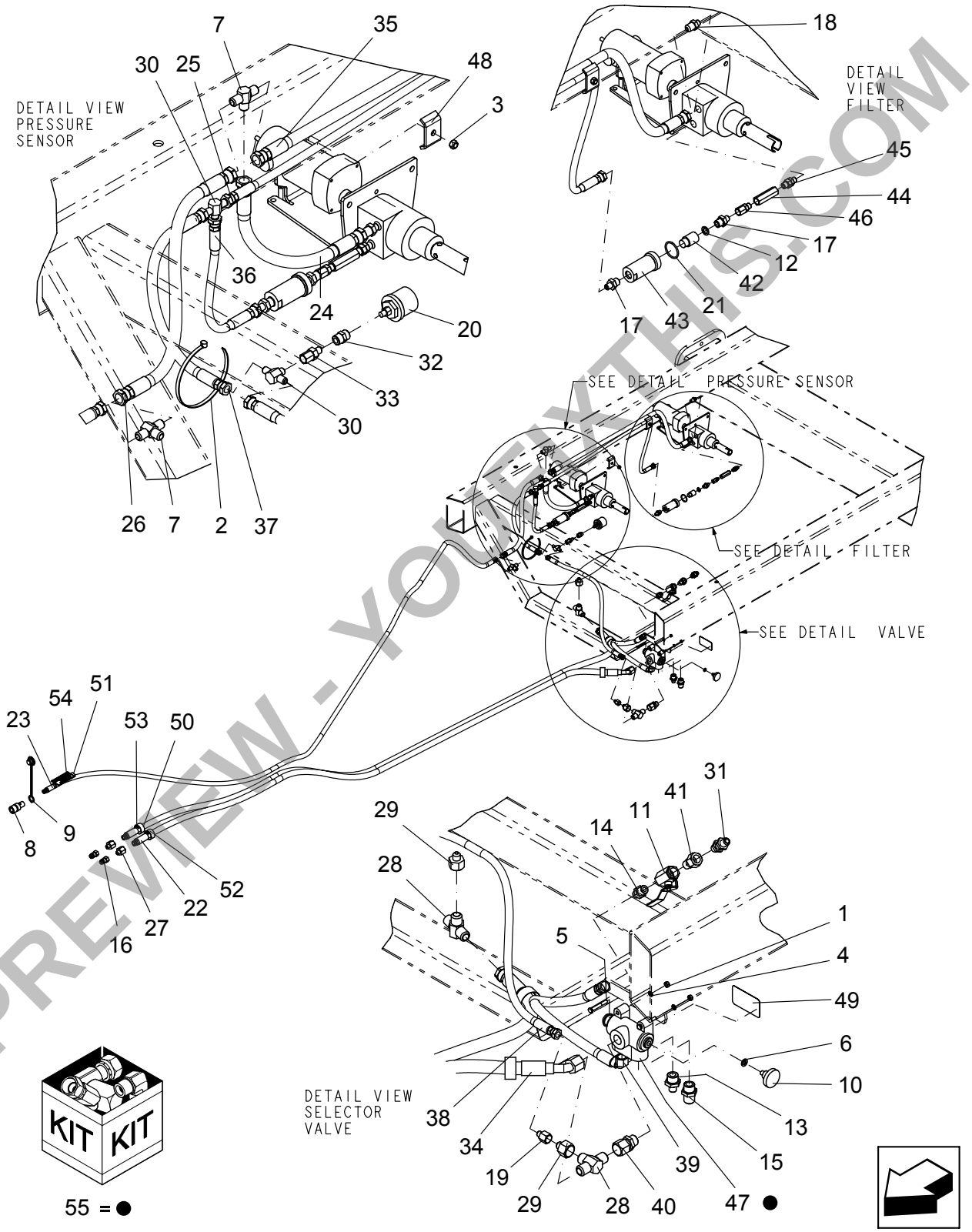
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PRIMARY HYDRAULIC POWER SYSTEM - Exploded view (A.10.A - C.10.A.20)

1740 Variable Drive, 2340 Variable Drive, 2640 Variable Drive

Main Frame Variable Drive Hydraulics



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Variable Drive Hydraulics

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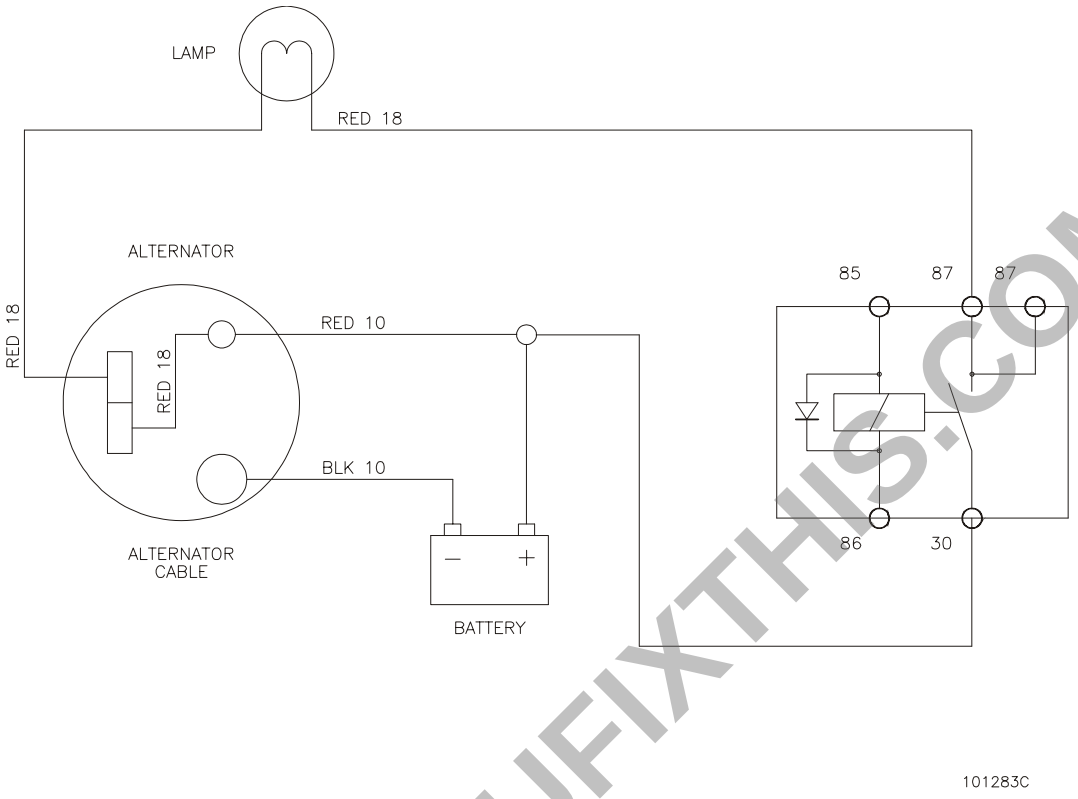
REF	DESCRIPTION	REF	DESCRIPTION
1	NUT .25 UNC GR2 YZD	28	FIT STL T .75MJ .75 MJIC X .75 MJIC X .75 MJIC
2	CABLE TIE 14”	29	FIT STL .5MJ .75FJ
3	LOCKNUT .375 UNC GR B YZD 1-WAY	30	FIT STL T .375MJ
4	LOCKWASHER .250 YZD	31	FIT STL .5MJ .5MJ BULKHD
5	BOLT .25 X 2 UNC GR5 YZD	32	FIT STL .125FP .25FP
6	LOCKWASHER .375 YZD	33	FIT STL .25MP .375FJ
7	FIT STL T .5MJ UNF-2A THREAD	34	HOSE HYD .75 X 158 FL
8	FIT PIO CPLR .5F-TIP .5FP	34	HOSE HYD .75 X 237 FL
9	FIT PIO CPLR DUST PLUG .5	35	HOSE HYD .5 X 51 FL
10	KNOB PLSTC ROUND .375UNC STUD	36	HOSE HYD .25 X 16 FL
11	VALVE HYD BALL .5 FP 2000PSI	37	HOSE HYD .375 X 23 FL
12	BRG THRUST .5 ID .82 OD .09	38	HOSE HYD .375 X 40 FL
13	FIT STL .75MB .5MJ	39	HOSE HYD .5 X 26 FL
14	FIT STL .5MP .5MJ	40	FIT STL .75MB .75FJX
15	FIT STL .75MB .75MJ	41	FIT STL .5MP .5FJX
16	FIT PIO CPLR .5M-TIP .5FP	42	FILTER OIL ELEMENT & SEAL KIT
16	FIT PIO CPLR .75M-TIP .75FP	43	HYD FILTER IN-LINE
17	FIT STL .5MB .375MJ ADTR	44	VALVE 1.25 GPM PRESSURE
18	FIT STL .375MB .5MJ	45	FIT STL .375MB .375MB
19	FIT STL .375MJ .5FJ	46	FIT STL .375MB .375FJX
20	PRESS SNSR UNIT HYD	47	VALVE TWO WAY SELECTOR .75
21	O-RING 1.44 ID 1.68 OD .12	48	HOSE CLAMP FOR 2 HOSES
22	HOSE HYD .75 X 170 FL	49	DECAL ATTENTION HYD FLOW
22	HOSE HYD .75 X 253 FL	50	HYD HOSE LABEL COVER 2”
23	HOSE HYD .5 X 168 FL	51	CASE DRAIN HYD LABEL
24	HOSE HYD .5 X 20 FL	52	DECAL FAN PRESSURE
25	HOSE HYD .25 X 45 FL	53	DECAL FAN RETURN
26	HOSE HYD .5 X 28 FL	54	DECAL DRAIN
27	FIT STL RB .5MP .75FP	55	SELECTOR SEAL KIT

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Alternator - Electrical schema (A.30.A.82 - C.20.A.40)

1740 Variable Drive, 2340 Variable Drive, 2640 Variable Drive, 3450 Variable Drive, 3850 Variable Drive, 4350 Variable Drive



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Alternator Harness Cable

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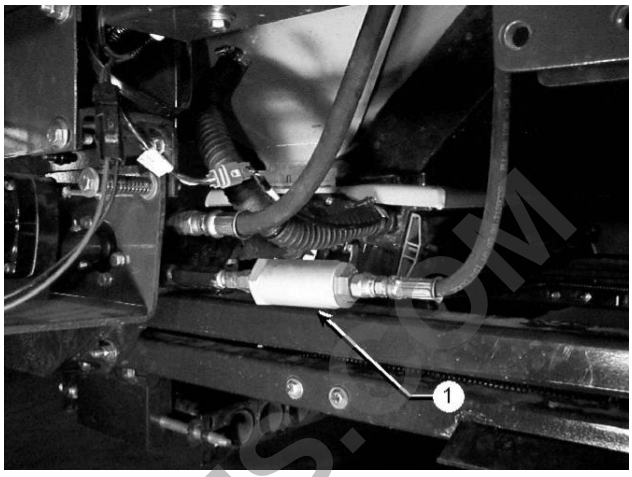
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Oil filter - Replace (A.10.A.24 - F.10.A.30)

1740 Variable Drive, 2340 Variable Drive, 2640 Variable Drive, 3450 Variable Drive, 3850 Variable Drive, 4350 Variable Drive

1. Clean the hydraulic oil filter. (Filters **(1)** are mounted on the lines leading to the variable rate drives.) First, remove the filter from the housing. Clean the element **(1)** with solvent. Blow out with air at low pressure. Allow to dry. Replace the filter on the air cart.

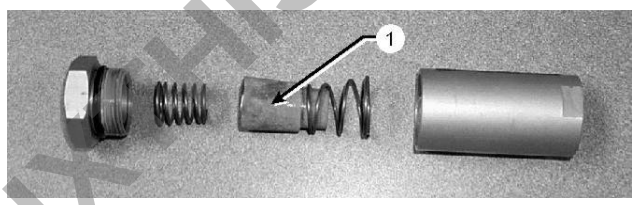
NOTE: *Clean the filter every 100 hours.*



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2. Replace filter every 300 hours or if damaged.

IMPORTANT: *The filter must be changed after the first ten hours of use.*



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PRIMARY HYDRAULIC POWER SYSTEM - Testing (A.10.A - G.40.A.20)

1740, 2340, 2640, 3450, 3850, 4350

N°	Test Point	Expected Result	Other Result (Possible Cause)
1	Check that the fan in not turning backwards. Ensure that the check valve is plumbed correctly.	The low hydraulic pressure message is not displayed.	Make sure the fan is operating at a high enough **RPM** and the hydraulic pressure is greater than **3100 kPa** (**450 psi**). Go to the next test point.
2	Unplug the hydraulic pressure switch from its harness connection when the fan is operating. Measure resistance between contact 2 and contact 1 of the pressure switch connector.	The resistance is less than **10 ohms**. The remote unit to which the switch is connected may be faulty.	The resistance is not less than **10 ohms**. Replace the pressure senor wit an air flow sensor and repower the system. If the low pressure message is still displayed replace the original pressure switch and go to the next test point.
3	The remote unite to which the switch is connected may be faulty. Replace the remote unit.	The low hydraulic pressure message is no longer displayed.	If the low hydraulic pressure message is still displayed, reconnect the original remote. Go to the next test point.
4	For air carts with steel tanks, inspect the hydraulic pressure switch connections to the air cart harness. Replace the pressure switch cable if faulty.	The low pressure message is not displayed	If the low hydraulic pressure message is still displayed, reconnect the original cable. Enter the problem in the ASIST program.

PRIMARY HYDRAULIC POWER SYSTEM - Troubleshooting (A.10.A - G.40.A.10)

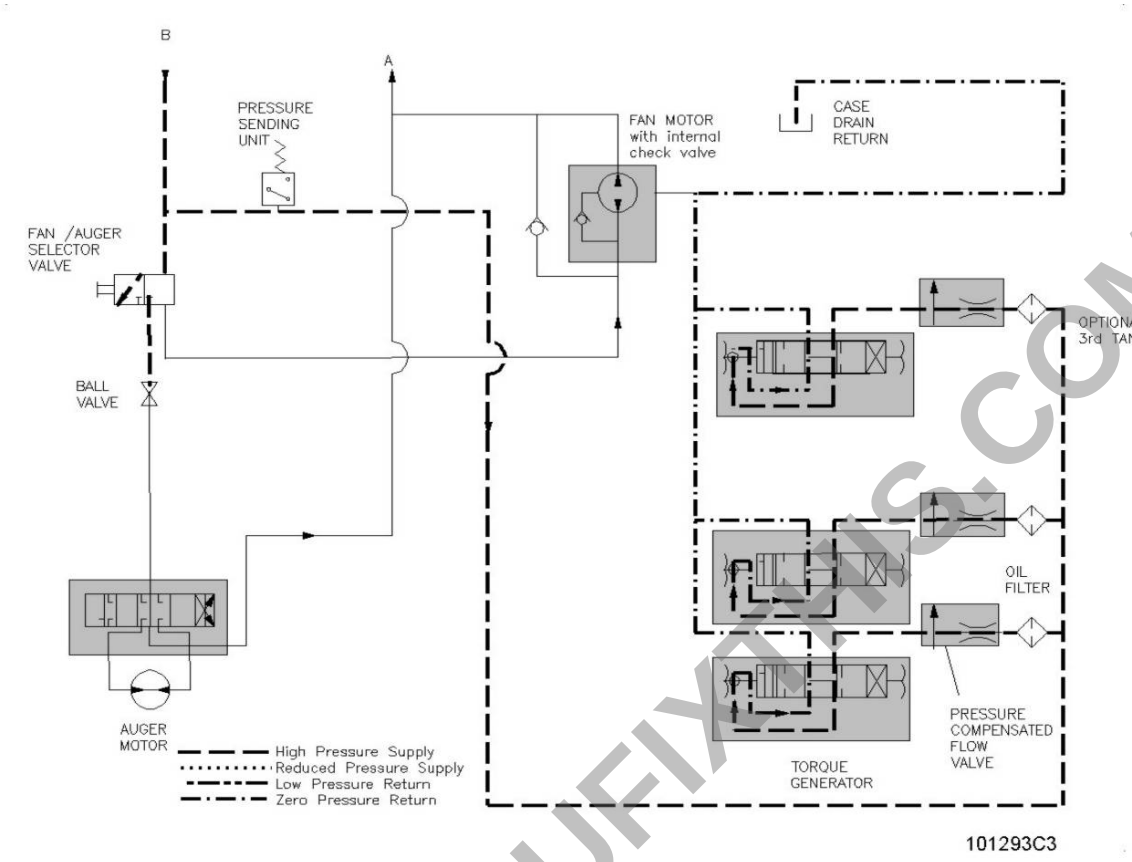
1740, 2340, 2640, 3450, 3850, 4350

Problem	Possible Cause	Correction
FC110 - Low Hydraulic Pressure	The tractor hydraulics are not engaged.	The monitor will not permit motors to run as long as there is no hydraulic pressure.
	Fan speed is too low.	Increase the fan **RPM** to increase the hydraulic flow.
	The fan may be rotating in the wrong direction.	Check the fan for proper rotation.
	The pressure sensor may have failed.	Unplug the pressure sensor and plug in an air flow sensor. If the alarm disappears the pressure sensor is faulty.
	There some other problem with the electrical or hydraulic system.	Refer to the hydraulic testing procedure. **PRIMARY HYDRAULIC POWER SYSTEM - Testing (A.10.A - G.40.A.20)**
Hydraulic oil is too hot	Insufficient oil cooling.	Review fan drive requirements.
	Cooling radiator is too small.	Increase cooling capacity.
	No cooling radiator.	Add cooling capacity.
	Oil reservoir is too small.	Increase reservoir size.
	Oil bypass rate is very high.	Reduce bypass rate. Increase fan speed.
	Low hydraulic fluid level in the tractor.	Maintain adequate oil levels.
Hydraulic control lever in tractor not holding detent position.	Hydraulic line pressure exceeds the detent setting.	Adjust detent setting.
	Pressure spikes in the hydraulic system.	Operate selector and spool valves.
	Faulty detent mechanism	Service as required.

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Calibration Circuit



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Air Cart Hydraulics - Calibration

The operation of the calibration circuit

- By closing the ball valve in the auger circuit, pressure increases to operate the meter drive system

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FRONT AXLE - General specification (D.10.A - D.40.A.10)

1740 Tow Behind, 2340 Tow Behind, 2640 Tow Behind, 3450 Tow Behind, 3850 Tow Behind, 4350 Tow Behind

FRONT CASTER PIVOT HOUSING ASSEMBLY - DESCRIPTION

	DUAL CASTER	SINGLE CASTER
PIVOT SPINDLE DIAMETER	**3.250 in**	**3.250 in**
MAJOR BEARING DIAMETER	**3.250 in**	**3.250 in**
MINOR BEARING DIAMETER	**2.624 in**	**2.624 in**
WALKING BEAM BUSHINGS	Duramax	N/A
WALKING BEAM PIN	**1.250 in** Diameter (chromed)	N/A
TRANSPORT HITCH LENGTH	**32.250 in**	**63.50 in**
TOW HITCH DRAW PIN DIAMETER	**1 in** (not supplied)	**1 in** (not supplied)
WEIGHT	**115 kg**(**253 lb**)	**118 kg**(**260 lb**)

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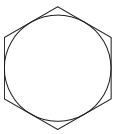
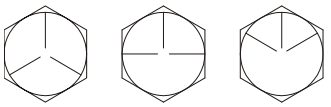
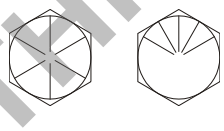
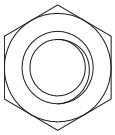
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Torque (- A.90.A.10)

1740, 2340, 2640, 3450, 3850, 4350

BOLT TORQUE INFORMATION

1. Fasteners should be replaced with the same or higher grade fasteners. If higher grade fasteners are used, these should only be tightened to the strength of the original.
2. Make sure the fasteners threads are clean and that thread engagement is started. This will prevent them from failing when being tightened.
3. Tighten plastic insert or crimped steel-type lock nuts to approximately **50 %** of the dry torque, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.
4. The L9 (Alloy) fasteners torque values are for a bolt, nut, and two washers. When using L9 (Alloy) fasteners, do not use the values in this table for tapped holes.

GRADE							
	1 or 2	5	5.1	5.2	8	8.2	L9 (Alloy)
SAE Markings for Bolts and Cap Screws							
	2	5			8		L9 (Alloy)
SAE Markings for Hex Nuts							

	GRADE 2 *				GRADE 5, 5.1 or 5.2				GRADE 8 or 8.2				GRADE L9 (Alloy)			
	Dry **		Lubri-cated **		Dry**		Lubri-cated **		Dry**		Lubri-cated **		Head		Nut	
SIZE	Nm	lbf/ft	Nm	lbf/ft	Nm	lbf/ft	Nm	lbf/ft	Nm	lbf/ft	Nm	lbf/ft	Nm	lbf/ft	Nm	lbf/ft
1/4 UNF	7.5	5.5	5.7	4.2	10.8	8	8.5	6.3	16.3	12	12.2	9	13.6	10	14.9	11
1/4 UNC	8.5	6.3	6.4	4.7	13.6	10	9.8	7.2	19	14	13.6	10	16.3	12	17.6	13
5/16 UNF	15	11	11	8	23	17	18	13	33	24	24	18	26	19	28	21
5/16 UNC	16	12	12	9	26	19	19	14	37	27	27	20	27	20	31	23
3/8 UNF	27	20	20	15	41	30	31	23	61	45	47	35	41	30	45	33
3/8 UNC	31	23	23	17	47	35	34	25	68	50	47	35	47	35	52	38
7/16 UNF	43	32	33	24	68	50	47	35	95	70	68	50	75	55	81	60
7/16 UNC	49	36	37	27	75	55	54	40	108	80	81	60	81	60	88	65
1/2 UNF	68	50	47	35	102	75	75	55	149	110	108	80	115	85	129	95
1/2 UNC	75	55	54	40	115	85	88	65	163	120	122	90	129	95	142	105

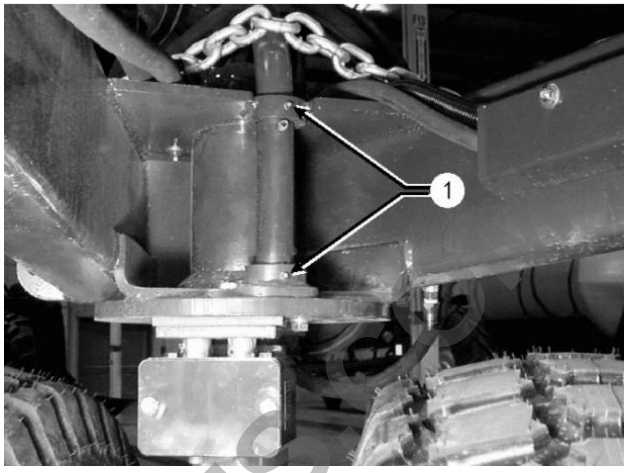
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FRONT AXLE - Grease (D.10.A - F.60.A.20)

1740 Tow Behind, 2340 Tow Behind, 2640 Tow Behind, 3450 Tow Behind, 3850 Tow Behind, 4350 Tow Behind

1. Re-pack the caster pivot bearings and grease the hose holder above the front caster.



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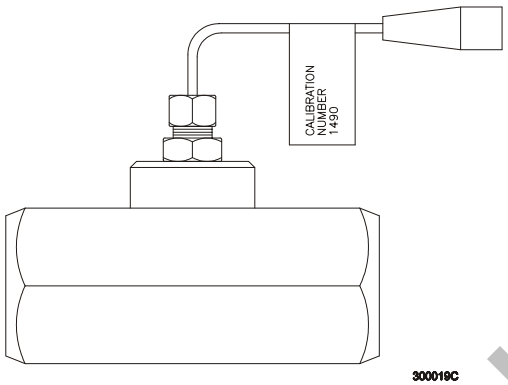
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Electronic control NH3 control - Calibration (L.10.C.92.20 - D.30.A.10)

1740, 2340, 2640, 3450, 3850, 4350

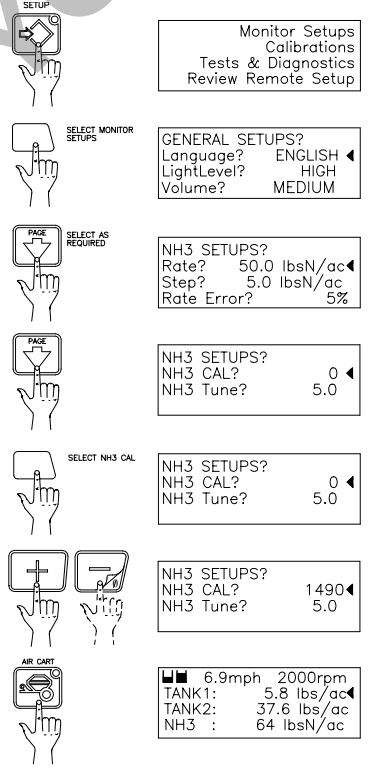
The NH3 system must be calibrated to ensure accurate application rates, areas, and accumulated mass. Inspect the Raven flow sensor to find the calibration number for your sensor. The calibration number is stamped on the side of the flow sensor assembly, or is attached with a label as shown.



300019c 1

This calibration number must be entered into the console.

1. Press the SETUP key
2. Select Monitor Setups.
3. Press PAGE DOWN until NH3 Setups? is displayed. Press PAGE DOWN on more time to display the calibration page.
4. Select NH3 CAL?
5. Press the INCREASE (+) or DECREASE (+) keys as necessary to enter your calibration number.
6. Press AIR CART to return to normal operation.



300020c 2

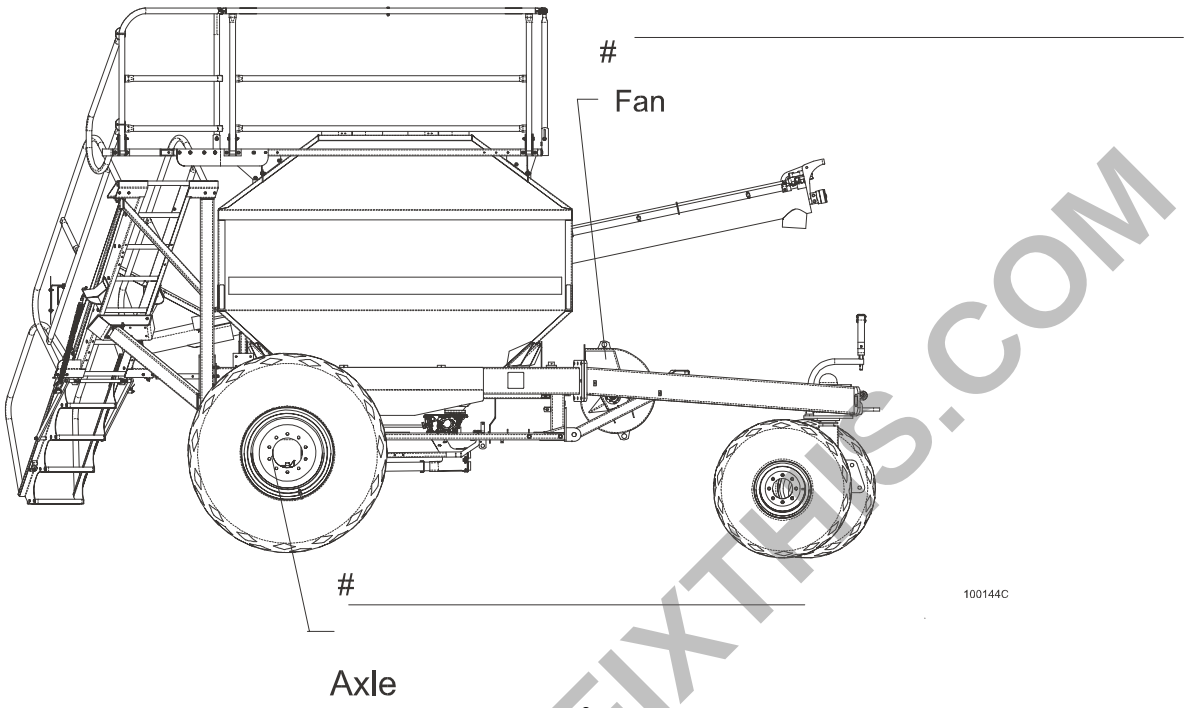
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INTRODUCTION

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Tow Behind Plate Locations

Refer to your machine and write down the identification numbers from the plates at the locations shown.

- Use these numbers when ordering parts or contacting your dealer.

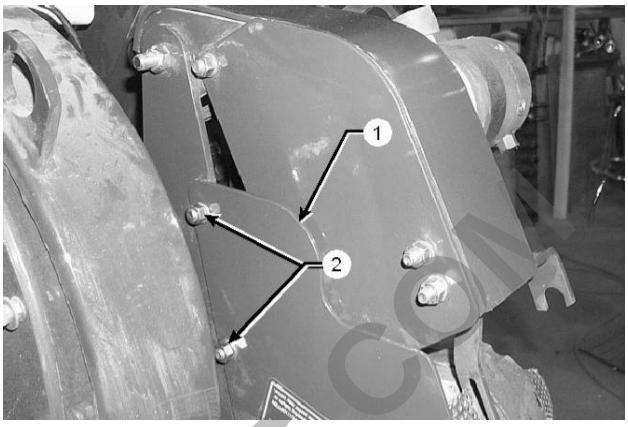
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Alternator drive system Belt - Remove (A.30.A.40.44 - F.10.A.10)

1740, 2340, 2640, 3450, 3850, 4350

1. Remove the alternator shield **(1)** by removing the **3/8 x 1 1/4 in** bolts **(2)**, lockwashers and nuts.



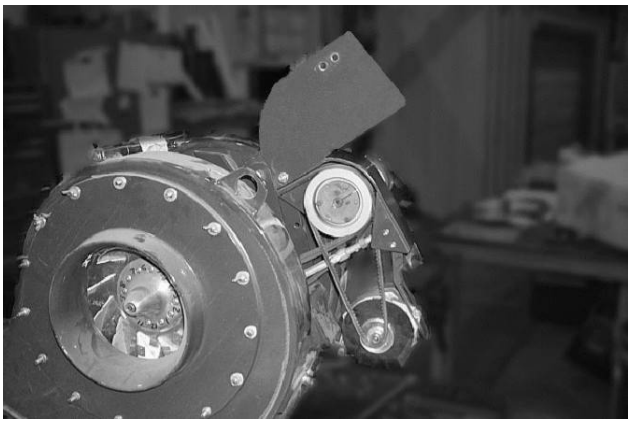
101146M1 1

2. Remove the **3/8 in** nuts **(1)** and lockwashers from the motor mount shield. Slide in (but do not remove) the **3/8 x 4 1/2 in** bolt enough to be able to rotate the motor mount shield to access the alternator belt.



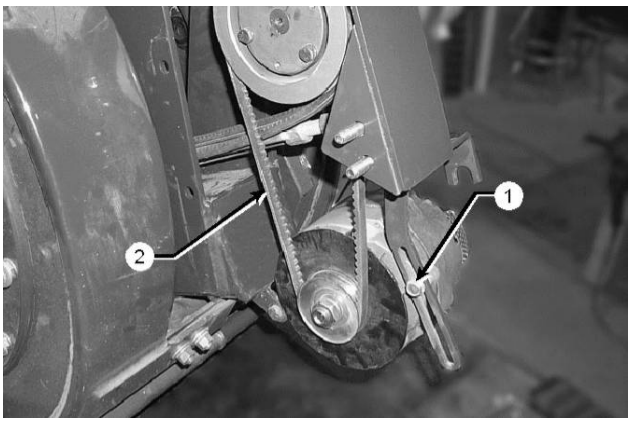
101147M1 2

3. Rotate the motor mount shield to access the belts.



101148S 3

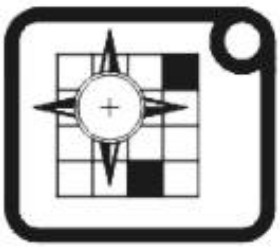
4. Loosen the bolt **(1)** on the alternator adjustment bracket and rotate the alternator to remove the alternator belt **(2)**.



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1. 

TASK: The TASK key is used to display the task controller information. Refer to the Task Controller Operator's Manual

2. 

AIR CART: Press this key once to display air cart application rates or meter rpms. Press it a second time to display air flow information. If no optional air flow sensors are installed, the air flow display is not available.

3. 

PLANTER: The PLANTER key is used to display planter information. Refer to the Planter Operator's Manual.

4. 

TREATER: The TREATER key is used to display seed treatment unit information.

5. 

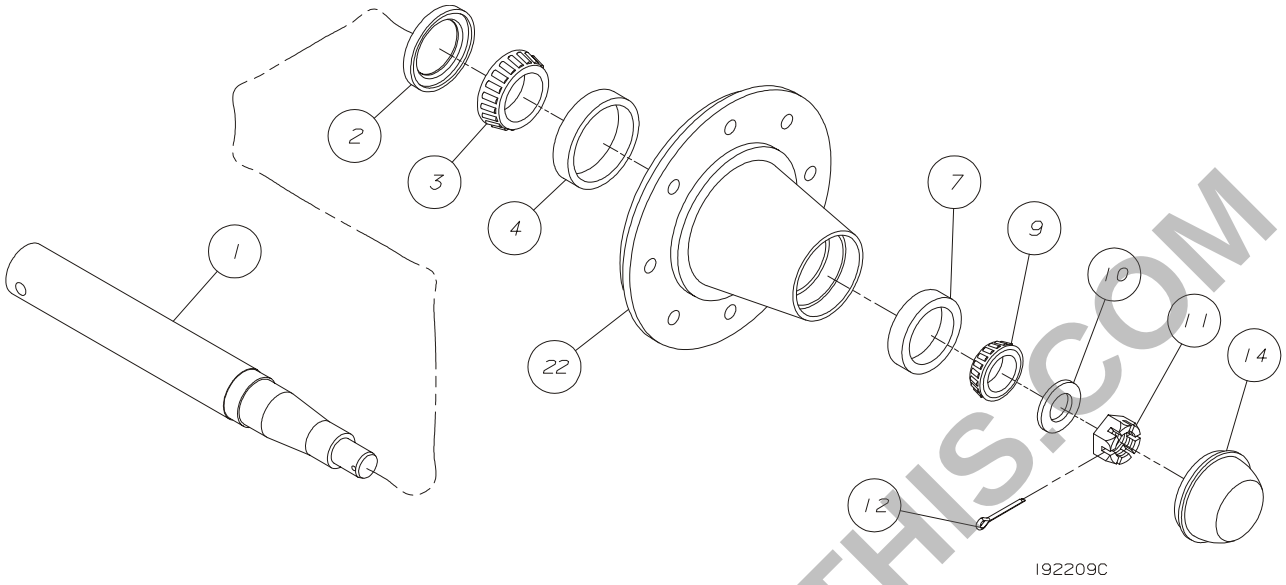
SPRAYER: Press this key to display sprayer application rates and pressures for 1 to 2 sprayer systems. Press it a second time to display flow rates and pressures. Refer to the Sprayer Operator's Manual.

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Hub - Disassemble (D.12.A.75 - F.10.A.25)

1740, 2340, 2640, 3450, 3850, 4350



192209c2 1

Hub Components

IMPORTANT: *Lubricating anti-friction bearings for the life of the bearing is essential. The air cart and caster wheel bearings should be re-packed every 100 hours of use. Generally, anti-friction bearings do not wear out, but fail because of fatigue due to flexing, loads, and heat. A lubricant must do three jobs: reduce friction between balls or rollers and the separators, maintain a film between all elements of the bearing to reduce rubbing, and prevent components from rusting.*

NOTE: *Before starting the disassembly procedure, be sure to have a clean table or surface on which to place all components.*

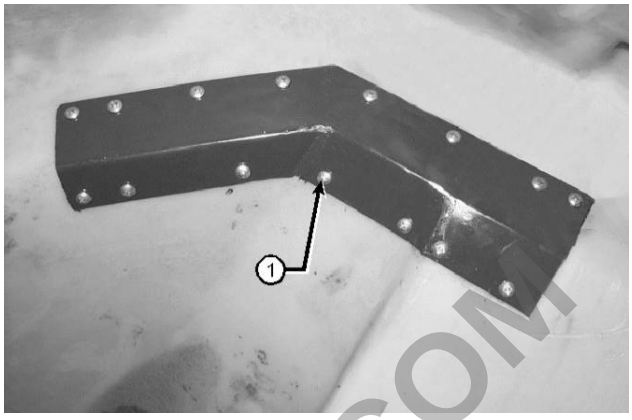
1. Securely block the wheel off the ground and remove the wheel.
2. Remove dust cap **(14)**, cotterpin **(12)**, and spindle nut **(11)**.
3. Pull hub **(22)** off spindle **(1)** and remove washer **(10)** and outer bearing **(9)**.
4. Remove seal **(2)** and inner bearing **(3)**.
5. Inspect seal and bearings for damage. Replace as needed.

Next operation: Go to the Hub Assembly section: **Hub - Assemble (D.12.A.75 - F.10.A.20)**

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13. After sufficient drying time, cut away any excess sealant.



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SEEDING Electronic system - Troubleshooting (L.10.C - G.40.A.10)

1740, 2340, 2640, 3450, 3850, 4350

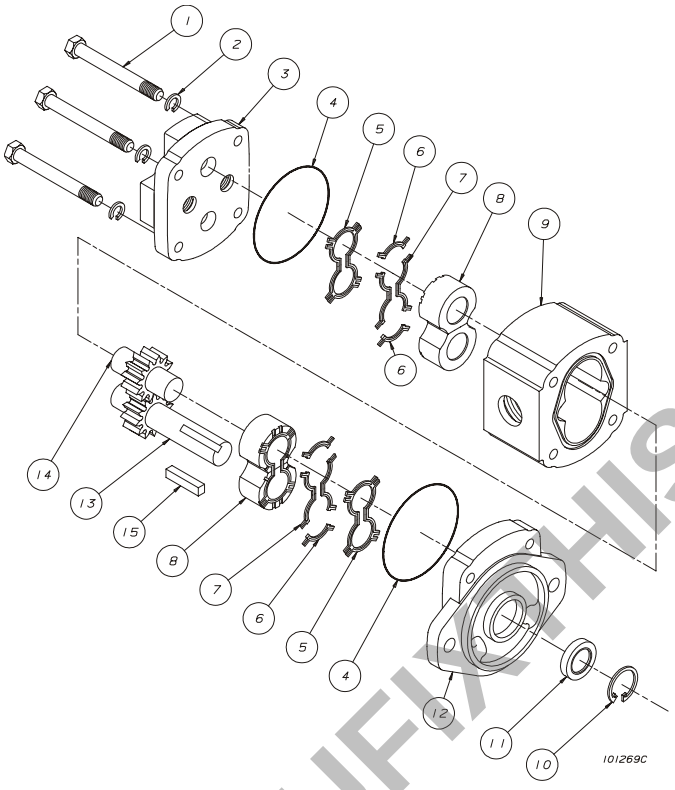
Problem	Possible Cause	Correction
Fan is Fast!	The fan speed is above the operator set limit.	Slow down the fan or increase the high fan alarm threshold. Do not run the fan faster than 5500 **RPM**.
Fan is Slow!	The fan speed is below the operator set limit.	Speed up the fan or decrease the low fan alarm threshold. Running the fan too slowly can cause blockages to occur.
The monitor will not turn on	There is not enough voltage at the console.	**Monitor - Testing (A.50.A.90 - G.40.A.20)**
	Bad battery connection	**Monitor - Testing (A.50.A.90 - G.40.A.20)**
	Tractor fuse is blown.	**Monitor - Testing (A.50.A.90 - G.40.A.20)**
	Damage battery cable connections	**Monitor - Testing (A.50.A.90 - G.40.A.20)**
	Faulty monitor	**Monitor - Testing (A.50.A.90 - G.40.A.20)**
FC139 - Valve Driver Fault @ NH3 Remote1	Damaged cables causing a short.	Inspect, repair or replace damaged cables.
	NH3 Remote is faulty.	Return or replace faulty remote.
	Valve may be faulty.	Replace faulty valve.
	Vale is disconnected.	Connect valve.
False No Flow alarms are being reported	Flow sensitivity set incorrectly for product being applied.	Increase flow sensitivity.
	Sensors may not be functioning correctly.	Test sensors and replace if faulty.
	Sensors not positioned correctly.	Check position of sensors.
	Sensor harness may be damaged or disconnected.	Check sensor cable between flow remote and sensor.
	Incorrect setup.	Verify that the runs are correctly assigned and that they match the tank setup.
Work switch is not working	The work switch is not correctly installed.	Check the installation of the work switch. Refer to **Command Work switch - Travel adjust (L.10.C.05.40 - F.45.A.45)**.
	The work switch is faulty.	Use an ohm-meter to verify the switch. When the switch is closed, the resistance should be **200 - 250 ohms**. When the switch is open the resistance should be **2700 - 3100 ohms**.
	The remote unit to which the work switch is connected may be faulty.	Check the remote unit and replace if required.
	The connections to the harness may be loose or damaged.	Repair or replace the work switch cable as required.
	The air car harness may be faulty or damaged.	Repair or replace the harness as required.

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Motor - Overhaul (L.10.D.28 - F.10.A.40)

1740 Single Fan, 2340 Single Fan, 2640 Single Fan, 3450 Single Fan, 3850 Single Fan, 4350 Single Fan



Ultra Motor Assembly

REF	DESCRIPTION	REF	DESCRIPTION
1	BOLT	9	MOTOR BODY
2	LOCKWASHER	10	SNAP RING
3	END COVER	11	SHAFT SEAL
4	O-RING	12	MOUNTING FLANGE
5	BACK-UP SEAL	13	DRIVE SHAFT (SPLINED)
6	BUSHING SEAL	14	DRIVE SHAFT
7	BUSHING SEAL	15	KEY FOR SPLINED SHAFT
8	BUSHING		

NOTE: *Do not dismantle the motor further than indicated by the instructions. The gears and bushings will have custom fit themselves into the motor body and must not be disturbed.*

1. Lightly mark the end cover **(3)**, body **(9)**, and mounting flange **(12)** to ensure re-assembly in the correct position.
2. Remove bolts **(1)** and lockwashers **(2)** but keep the unit together. Stand it on its end cover **(3)** with the drive shaft uppermost.
3. Remove the mounting flange **(12)** by lightly tapping to disengage from internal dowels.
4. Remove body O-ring **(4)**, back-up seal **(5)**, and bushing seals**(6)(7)**.

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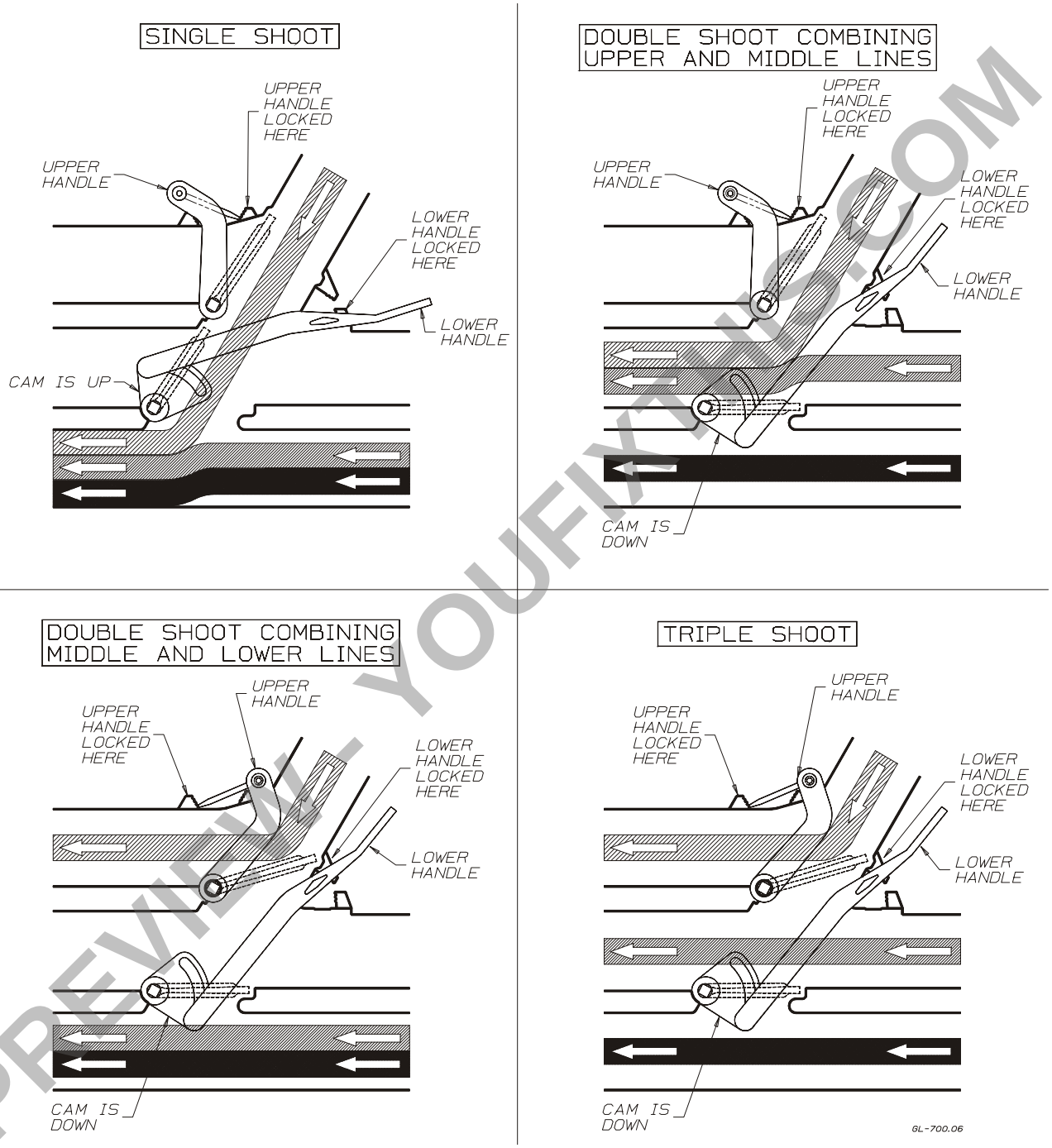
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THREE OUTLET VALVE

The figure below shows the three outlet valve's common handle and cam positions. The handles move internal flappers to direct the air to different outlets.

A decal representing the following information is located on the Tank 1 manifold.

Having a small amount of air passing in the system aids in the moving of the internal flapper and cleans the valve of any product.



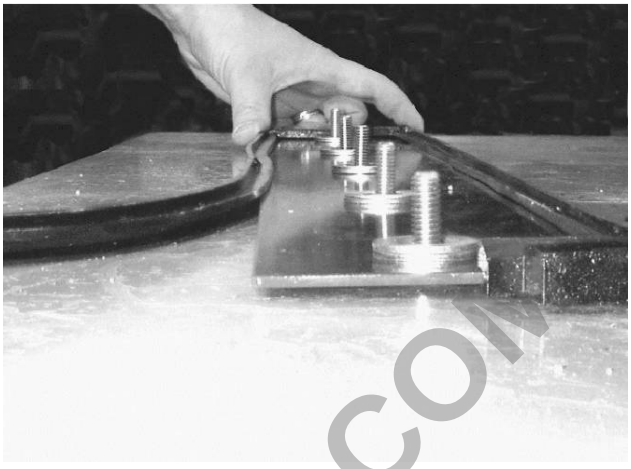
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Valve Handle Positions

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4. Place the seal on the tool. Begin by placing the inner part of the tool on the bench and placing the five carriage bolts as shown. Place two machine bushings on each bolt. Place the two new sections of the seal around the outside edge as shown.



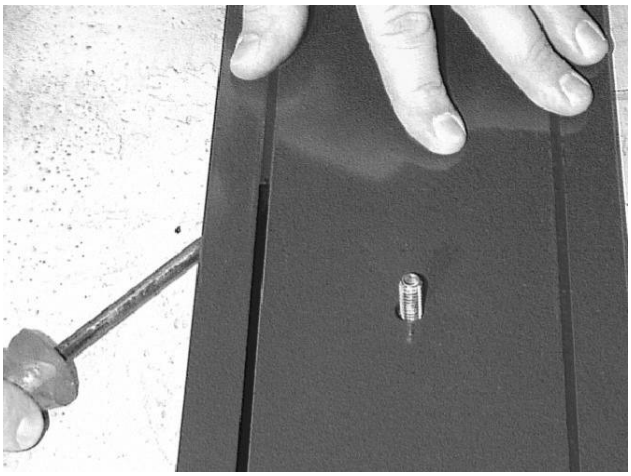
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5. Place the larger portion of the tool over top of the seal and plate, lining up the holes in the seals with the holes in the tool. Make sure that the tool is placed with the grooved portion facing downwards as shown.



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6. Use a screwdriver or other tool to position the seal so it pokes up through the slots on the top of the tool. Attach a wing nut to each bolt and tighten securely. Clean the seal mounting side with the acetone, wetting it thoroughly and wiping off with a clean cloth. The surface must be clean for the glue to properly stick.



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