Specifications

Engine (Cummins NT855-C250)

General Specifications
- Model: Cummins NT855-C250
- Type: Turbo-charged, inline 6 cylinder diesel engine.
- Bore & Stroke: 5.5'' x 6.0'' (140 mm x 152 mm)
- Piston Displacement: 855 cubic inches (14 liters)
- Compression Ratio: 15.8:1
- Torque: Rise Approximate 17%
- Rated Speed: 2100 rpm
- Engine Idle: 850 rpm
- Oil Pressure: 40 p.s.i. to 70 p.s.i. at rated rpm 15 p.s.i. minimum at idle

Lubrication Specifications
- Oil Type: CD Oil or MIL-L-2104C
- Oil Viscosity: Above 32°F (0°C) use SAE 30, SAE 10W-30
- Below 32°F (0°C) use SAE 10W-30
- Oil Capacity: ~~10.5 gallons (39.5L) 3 gal extra with luberfiner~~ 11.5 gal total
- Filter Type: Full flow with by-pass
- Cooling Capacity: 14 gal

Periodic Maintenance
- Oil check: every 10 hours
- Oil change: every 100 hours
- Oil filter change: every 100 hours
- Fuel filter change: every 100 hours

Engine (Caterpillar 3306 TA-270)

General Specifications
- Model: Caterpillar 3306 TA-270
- Type Turbo charged and after cooled 6 cylinder diesel engine
- Bore & Stroke: 4.75'' x 6.0'' (121 mm x 152 mm)
- Piston Displacement: 638 cubic inches (10.5 liters)
- Compression Ratio: 17.5:1
- Torque Rise: Approximately 15%
- Rated Speed: 2200 rpm
- Engine Idle: 850 rpm
- Oil Pressure: 20 p.s.i. at idle, at rated RPM with SAE 30 CD Oil, minimum 35 p.s.i.

Lubrication Specifications
- Oil Type: CD Oil or MIL-L-2104C
- Oil Viscosity: Above 32° F (0°C) use SAE 30, SAE 10W-30
- Below 32° F (0°C) use SAE 10W-30
- Oil Capacity: 26 qts. (24.4L)
- Filter Type: Spin on throw away type
- Cooling Capacity: 15 gallons

Periodic Maintenance
- Oil Check: every 10 hours
- Oil Change: every 100 hours
- Oil Filter Change: every 100 hours
- Fuel Filter Change: every 100 hours

Engine (Caterpillar 3306 T-250)

General Specifications
- Model: Caterpillar 3306
- Type: Turbo charged 6 cylinder diesel engine.
- Bore & Stroke: 4.75'' x 6.0'' (121 mm x 152 mm)
- Piston Displacement: 638 cubic inches (10.5 liters)
- Compression Ratio: 17.5:1
- Torque Rise: Approximately 15%
- Rated Speed: 2200 rpm
- Engine Idle: 850 rpm
- Oil Pressure: 20 at idle, at rated RPM with SAE 30 CD Oil, minimum 35 p.s.i.

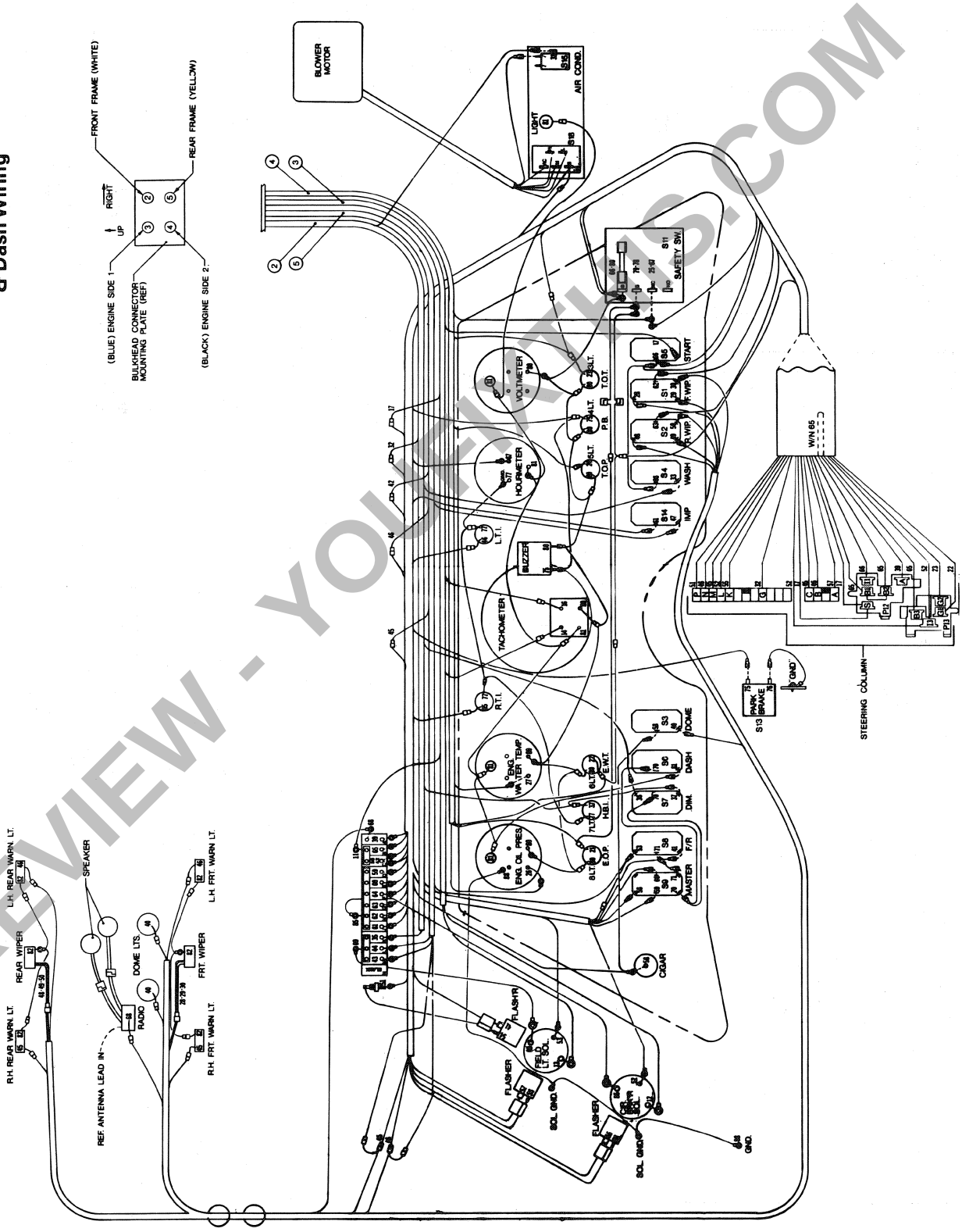
Lubrication Specifications
- Oil type: CD Oil or MIL-L-2104C
- Oil Viscosity: Above 32°F (0°C) use SAE 30, SAE 10W-30
- Below 32° F (0°C) use SAE 10W-30
- Oil Capacity: 26 qts. (24.4L)
- Filter Type: spin on throw away type
- Cooling Capacity: 15 gallons

Periodic Maintenance
- Oil Check: every 10 hours
- Oil Change: every 100 hours
- Oil Filter Change: every 100 hours
- Fuel Filter Change: every 100 hours

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Cab Console & Dash Wiring



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Cab Controls

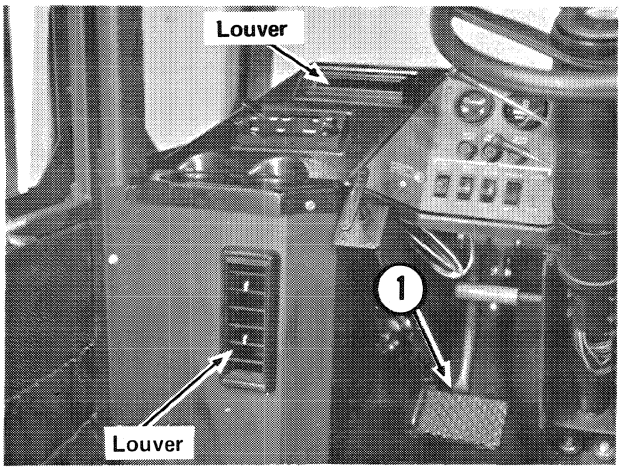


FIGURE 16: Inside of Cab [left side]

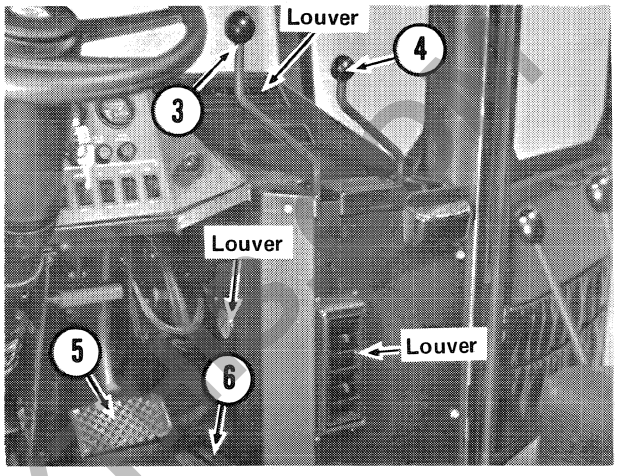


FIGURE 17: Inside of Cab [right side]

1. Clutch Pedal

Pressing the clutch pedal disengages the clutch from the engine. Depress pedal to stop tractor or shift transmission gears.

Park Brake:

Engage park brake to prevent the tractor from rolling.

NOTE: *Engine r.p.m. should not be above 1700 r.p.m. when starting a load. After load is started engine r.p.m. should be increased to rated r.p.m.*

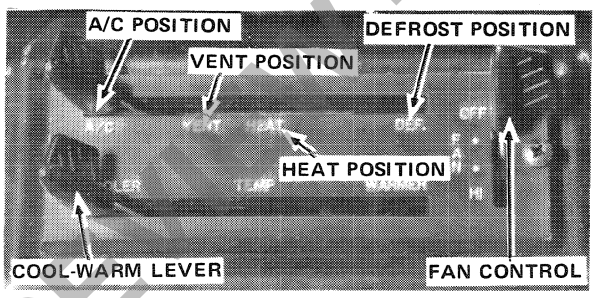


FIGURE 16A

Operation of Cab Climate Control System

The cab is equipped with a heater and an air conditioner. The control for both is located on the left side of the dash console. There are two levers and one fan control.

NOTE: *All air is a blend of outside air and inside air blended in a ratio to provide the best cab air climate either warm or cool.*

Fan Control: The fan control switches the fan motor to one of three speed variations of off. (See fig. 16A). The fan circulates outside air from the cab air intake stack and recirculates inner cab air. All fan air passes thru the air conditioning evaporator and thru the heater coil. (By so doing air can either be cooled and dried or heated or a combination of heating and cooling may occur to provide the most desirable cab temperature at the most desirable air velocity which is controlled by the fan.)

The Air Conditioning Vent Heat Defrost lever controls the air conditioner and the baffle that directs air flow from the console louvers to the windshield louvers.

A/C Position: The air conditioner operates only when the lever is in full A/C position. When the lever is moved away from that position the air conditioner compressor is disengaged and the fan is only circulating a blend of outside air and inside air.

Vent Position: When the lever is placed in the Vent position the blended air is being circulated by the fan. It is in this position that the cab may be pressurized by the operation of the fan and the air conditioning will be off and the heater will also be off (See Heat section) this position will provide a temperature close to that of the outside ambient air.

Heat Position: In the heat position the blended air is heated by the heater coil and circulated through the louvers in the console. The temperature of the air is controlled by the Cool-Warm lever.

Defrost Position: In this position the blended air is passed through the louver at the base of the windshield. The temperature of the air is then controlled by the Cool-Warm lever.

The Cool-Warm Lever: This lever controls the amount of engine coolant through the heater coil. When the lever is in the cool position all engine coolant is STOPPED from flowing through the coils and no heating is taking place. For maximum air conditioning the lever should be in this position.

When the lever is moved farther toward the warm setting more hot engine coolant is passed through the heater coil, providing a warmer cab climate.

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Before operating the tractor for the first time become familiar with its controls and their functions. The following pages will help you become familiar with the gauges and controls in the operator station.

ID Decal

Information concerning tractor model number, serial number, engine model, and various component part numbers may be obtained from this decal. Refer to the decal when completing the Steiger tractor identification form.

Cab Instruments

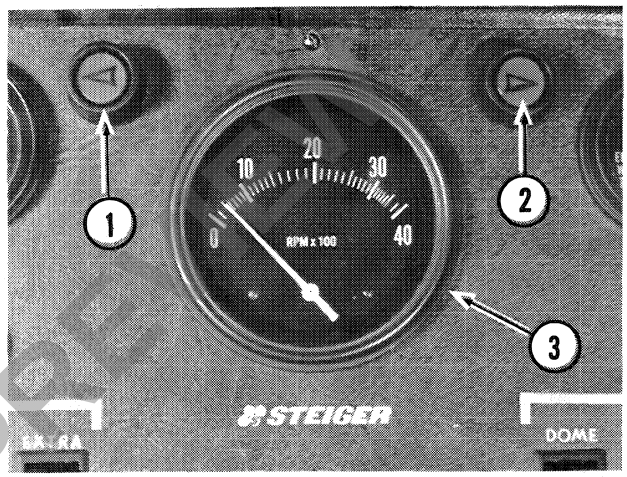


FIGURE 8: Top Center of Dash

1. Left Turn Signal Light

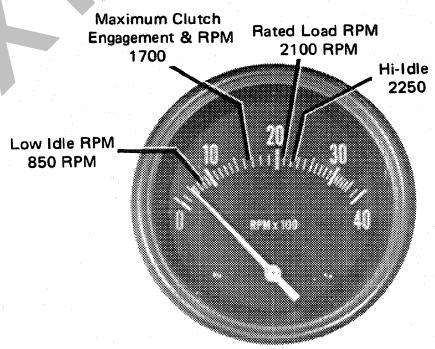
2. Right Turn Signal Light

Signal lights will flash on and off when flasher switch is activated.

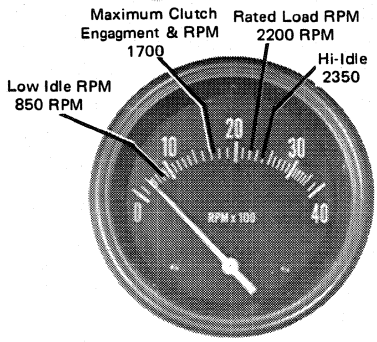
3. Tachometer

The tachometer indicates engine speeds in revolutions per minute (RPM). The dial of the tachometer has graduations of 100 RPM.

Cummins 855



Caterpillar 3306 Series



Hi-idle should be approximately 2250 with no load on Cummins 855 and 2350 with no load on Caterpillar 3306 series.

2100 rpm for the Cummins 855 and 2200 rpm for the 3306 series is recommended for continuous loads. Intermittent loads may pull the engine down to 1700 rpm, however, if rpm remains lower than 2100 rpm on Cummins 855 and 2200 rpm on Caterpillar 3306 series, it will be necessary to shift down.

Minimum low idle is approximately 850 rpm.

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Specifications

Tractor Service Guide

The hourmeter is the most reliable method of determining service intervals. The following figures are based on a ten hour day. If operations differ from these figures, base service intervals on actual running time. Keep an accurate record of operating time.

10 hours ..... One Day
50 hours ..... One Week
100 hours ..... Two Weeks
200 hours ..... One Month

(See Lubrication Chart, Page 11)

Crankcase Oil Pressure	Check oil pressure gauge	During Operation
Water Temperature	Check water temperature gauge	
Battery Voltage	Check voltmeter reading	
Dash Gauge	Check & Monitor	
Main Hinge & Pivot Link	Lubricate	Every 10 Hours
Hydraulic Oil Tank	Check oil level	
Fan Drive Belt	Check adjustment	
Cab Air Filter	Check and Clean	
Crankcase Lube Oil	Check oil level	
Cooling System	Check coolant level	
Wheel Lug Nuts (first 50 hrs.)	Torque per manual (See page 8)	
Air Cleaner Indicator	Check	
Safety Shut-off Switch	Check	
Clutch Throwout Bearing	Lubricate (See pg. 11) Use Hi-Temp. grease	
Central Sump (Trans. & Drop Box)	Check oil level	
Battery	Check water level	Every 100 Hours
Brakes	Check fluid level-master cylinder(under hood)	
Clutch Cylinder fluid level	Check fluid level-master cylinder (under hood)	
Clutch Release Shaft	Lubricate	
Axle & Planetary Drive Assy.	Check oil level	
U-Joints	Lubricate	
Slip Yokes	Lubricate	
Crankcase Lube Oil & Filters	Drain & refill & replace filter	
Fuel Tank Sump	Drain water	
Fuel Filter	Change	
Engine Air Cleaner Element	Check, clean and replace as needed	Every 500 Hours
Transmission Filter	Replace	
Axle and Planetary Drive Assy.	Drain and refill	
Central Sump (Transmission and Drop Box)	Change Oil	
Hydraulic Oil Filter	Replace	
Fan Hub	Check & Repack	Every 1000 Hours
Hydraulic Oil	Change Oil	
Tach Drive	Lubricate	
Idler Pulley	Repack	
Engine Valves	Adjust (See your Steiger dealer)	Every 2000 Hours

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Rops Cab Torque

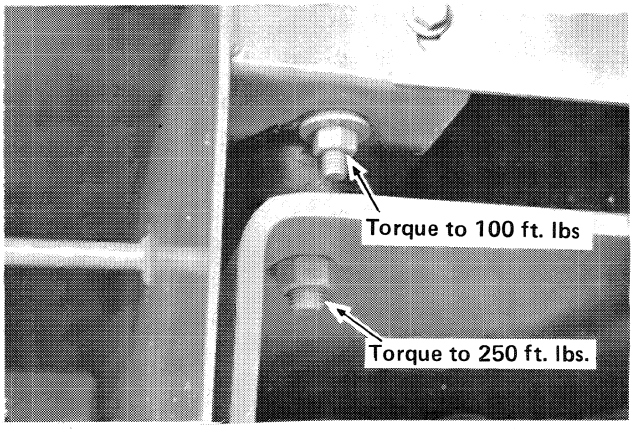


FIGURE 1: ROPS Cab Bolt Torque

If the ROPS cab must ever be removed and replaced, make certain that the proper hardware is used and also that the proper torques are applied to the attaching bolts. The eight 1/2" x 1 1/2 grade 5 bolts used to hold isolators in place must be torqued to 100 ft-lbs. The four 3/4" x 4" grade 8 bolts used to attach the cab to the tractor must be torqued to 250 ft-lbs.

Steering Cylinder Bolts

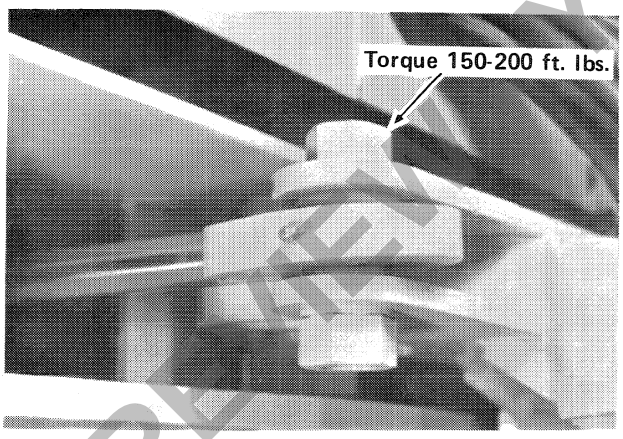


FIGURE 2: Steering Cylinder Bolts

Torque steering cylinder bolts to 150-200 ft-lbs. every 500 hours.

Center Hinge Bolts

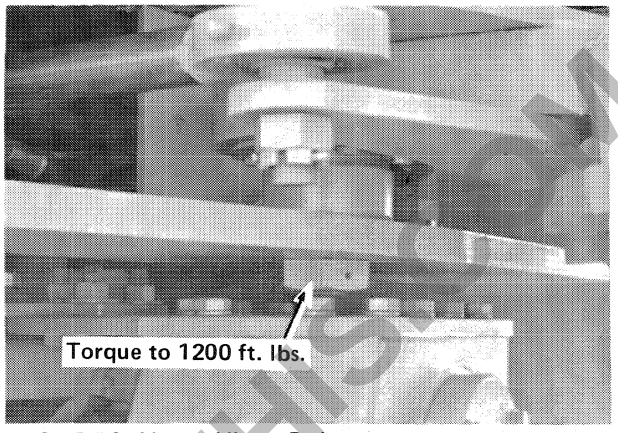


FIGURE 3: Upper Hinge Bolts

Torque upper and lower hinge bolts to 1200 ft-lbs every 500 hours.

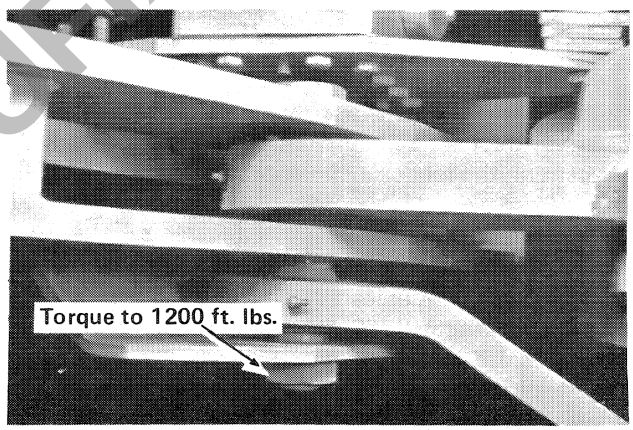
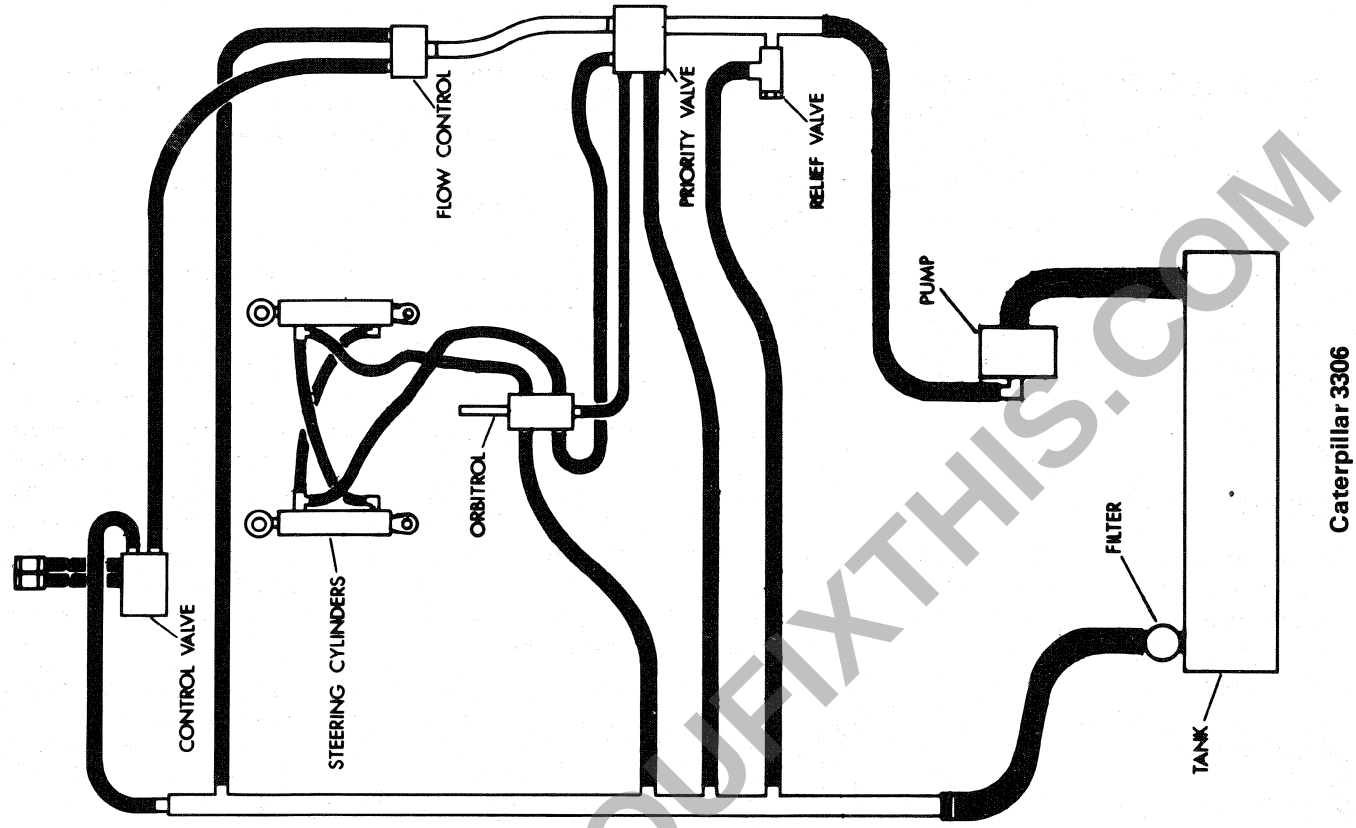


FIGURE 4: Lower Hinge Bolts

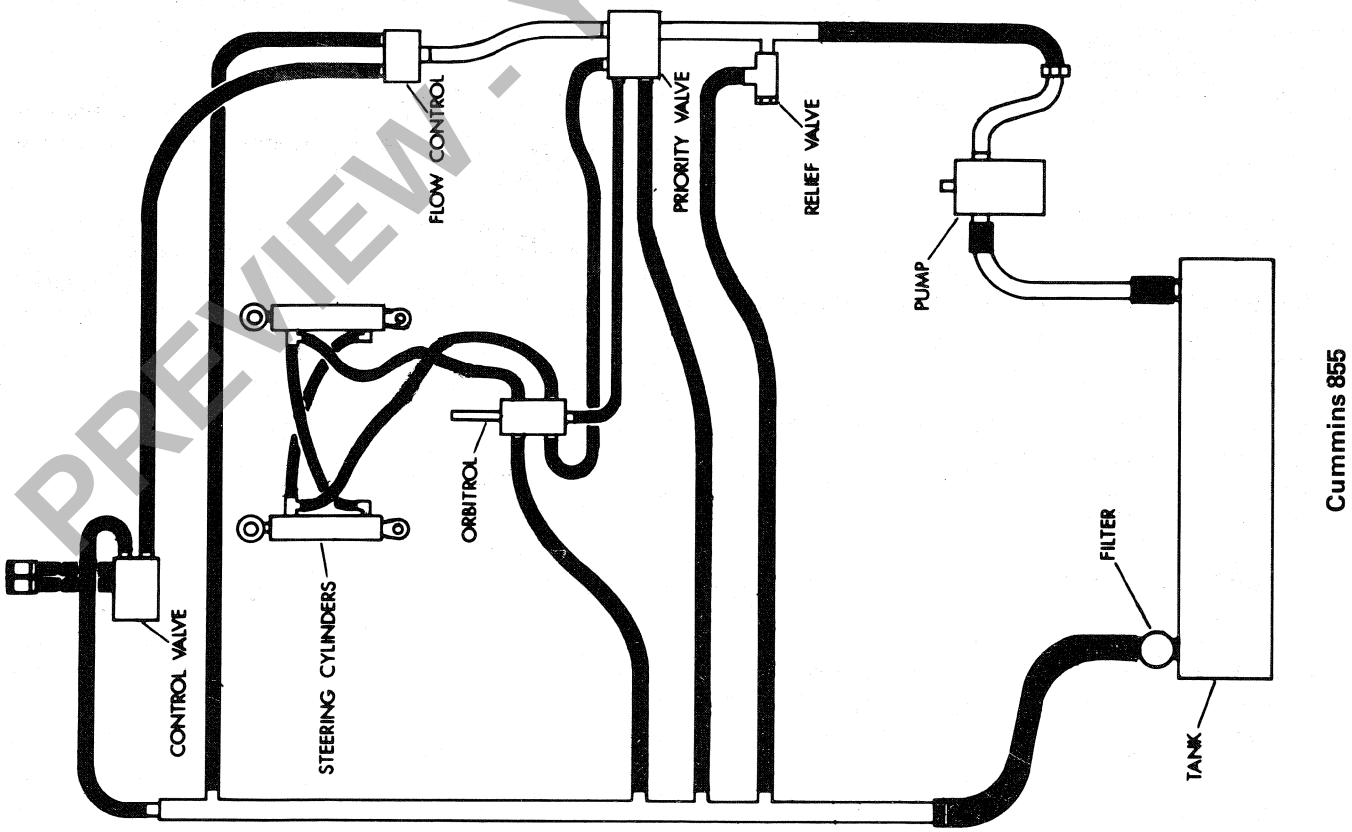
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Hydraulics



Caterpillar 3306



Cummins 855

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Troubleshooting

Complaint	Cause
Hard Starting or Failure to Start	Restricted Air Intake Out of Fuel or Fuel Shut-Off Closed Poor Quality Fuel Air Leaks in Suction Lines Restricted Fuel Line: Holes Worn Gears Water in Fuel Long Idle Periods Engine Due for Overhaul
Engine Misses	Poor Quality Fuel Air Leaks in Suction Lines Restricted Fuel Lines Water in Fuel Long Idle Periods
Excessive Smoking at Idling	Restricted Fuel Lines Long Idle Periods Engine Due for Overhaul
Excessive Smoke Under Load	Restricted Air Intake High Exhaust Back Presser Thin Air in Hot Weather or High Alt. Poor Quality Fuel Restricted Fuel Lines Long Idle Periods Engine Overloaded Engine Due for Overhaul

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