MAXXUM 110 EP / MAXXUM 110 Multicontroller EP
MAXXUM 115 EP / MAXXUM 115 Multicontroller EP
MAXXUM 120 EP / MAXXUM 120 Multicontroller EP
MAXXUM 125 EP / MAXXUM 125 Multicontroller EP
MAXXUM 130 EP / MAXXUM 130 Multicontroller EP
MAXXUM 140 EP / MAXXUM 140 Multicontroller EP

Tractor

SERVICE MANUAL

Part number 47596802
1st edition English
December 2012

CASE IH AGRICULTURE

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Contents

INTRODUCTION

Foreword 3
Foreword - How to use and navigate through this manual 4
Foreword Ecology and the Environment 9
Safety rules 10
Torque 14
Basic instructions 16
Conversion factors 18
Consumables Lubrications and Coolants 19
Capacities 21

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Chapters

Each Chapter is identified by a number e.g. Engine - Engine and crankcase - 10.001. The first number is identical to the Section number i.e. Chapter 10.001 is inside Section 10, Engine. The second number is representative of the Chapter contained within the Section.

CONTENTS

The Chapter Contents lists all the technical data (specifications), functional data (how it works), diagnostic data (fault codes and troubleshooting), and service data (remove, install, adjust, etc.), that have been written in that Chapter for that function or system on the machine.

Contents

ENGINE

ENGINE - Engine and crankcase – 10.001

TECHNICAL DATA

ENGINE - Engine and crankcase - General specification (10.001 - D.40.A.10) 4

FUNCTIONAL DATA

ENGINE - Engine and crankcase - Dynamic description (10.001 - C.30.A.10) 6

SERVICE

ENGINE - Engine and crankcase - Remove (10.001 -F.10.A.10) 8

DIAGNOSTIC

ENGINE - Engine and crankcase - Troubleshooting (10.001 - G.40.A.10) 10

INDEX

The Chapter Index lists in alphabetical order all the types of information (called information units) that have been written in that Chapter for that function or system on the machine.

Index

ENGINE - 10

ENGINE

ENGINE - Engine and crankcase - Dynamic description (10.001 - C.30.A.10) 6

ENGINE - Engine and crankcase - General specification (10.001 - D.40.A.10) 4

ENGINE - Engine and crankcase - Remove (10.001 -F.10.A.10) 8

ENGINE - Engine and crankcase - Troubleshooting (10.001 - G.40.A.10) 10

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Contents

Engine - 10

Engine and crankcase - 001

TECHNICAL DATA

Engine
Torque 3

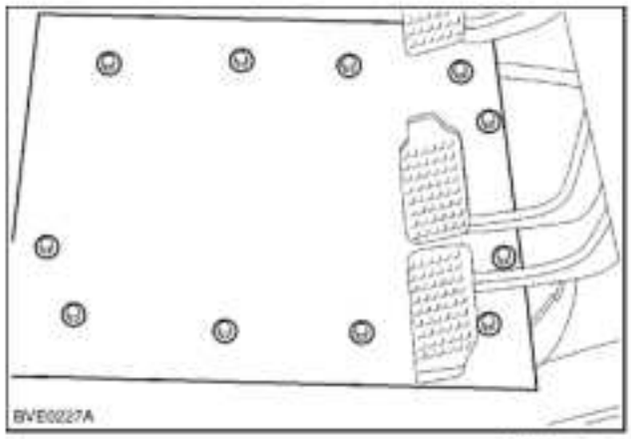
SERVICE

Engine
Disconnect 13
Connect 25
Remove 38
Install 52

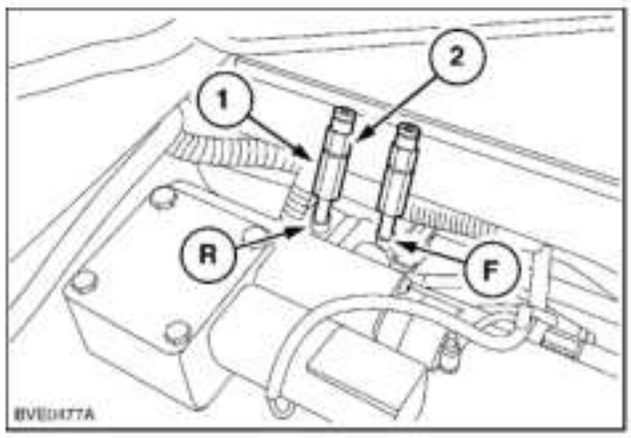
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Forward / Reverse Synchroniser Pressure Test

15. Slide the operator seat fully rearward.
16. Remove the rubber mat from the cab.
17. Remove the cab floor panel from the cab.



18. Remove the test port plugs and install the adaptors **380000579 (1)** and the quick release fitting **380000492 (2)**. in the forward **(F)** and the reverse**(R)** test ports.
    • Test port thread 7/16 – 20
    Attach two **0 - 40 bar** (**0 - 580 psi**) pressure gauges **380000552**, using the quick release coupler **380000543**.



NOTE: *Due to the operating characteristics of the synchroniser it is not possible to accurately pressure test the synchroniser operating piston during normal tractor operation. The synchroniser will only take the required pressure to move and then the pressure will be cut. This would be seen only as a momentary blip on a pressure gauge. Therefore the following procedure, using the calibration mode, should be used to determine if full pressure is being achieved.*

19. Enter the transmission calibration procedure.
20. The table below shows the synchroniser calibration stages and at what stage the pressure can be expected to be seen.

Stage	Synchroniser Pressures	
	Forward (F)	Reverse (R)
SOC	**18 bar (261 psi)****	0
1	0	**0 - 5 bar (0 - 73 psi)***
2	0	**18 bar (261 psi)***
3	**0 - 5 bar (0 - 73 psi)**	0
4	**18 bar (261 psi)****	0
END	0	0

* This pressure slowly increases to overcome the synchroniser detent position and may not be noticed on the pressure gauge.
** This pressure increases at a faster rate to shift the synchroniser into position.

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Wire harnesses - Electrical schematic sheet 06 (55.100.DP-C.20.E.06)
Wire harnesses - Electrical schematic sheet 18 (55.100.DP-C.20.E.18)
Wire harnesses - Electrical schematic sheet 25 (55.100.DP-C.20.E.25)

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3256-ADC Monitoring Queue Error

Control Module : EDC

NOTE: *When the cause of the error code has been rectified, clear the error code and test the system for normal operation.*

Cause:

Possible failure modes:

1. Faulty harness
2. Faulty engine controller

Solution:

1. Before proceeding clear the error code with the approved diagnostic equipment. Run the machine under normal conditions and retest.
   A. If the error code is not indicated, check that the system is operating correctly.
   B. If the error code is indicated, continue to step **2**
2. Check for other engine related error codes.
   A. If other engine related error codes are displayed, continue to these tests.
   B. If no other engine related error codes are displayed, download the correct level of software. If the fault re-ocurrs, remove and replace the engine controller

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ELECTRICAL SYSTEMS - 55

[55.DTC] FAULT CODES - 55.28
[EDC] - 3003 - 3613
[EPL] - 12011 - 12215
[TCU] - 2026 - 2036
[UCM] - 10001 - 13024

PLATFORM, CAB, BODYWORK, AND DECALS - 90

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Tier 4A

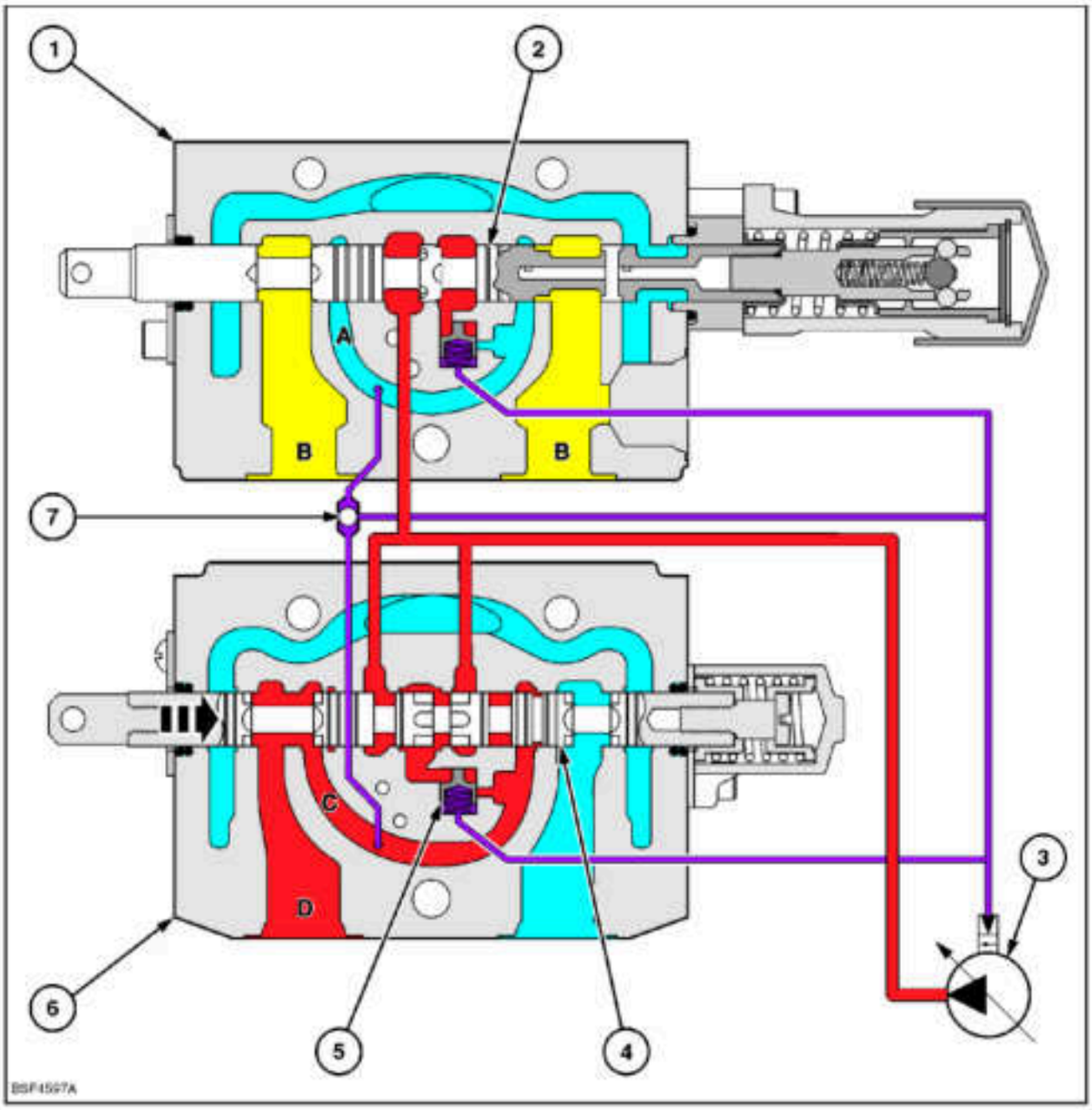
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BSF4597A 1

High Pressure Circuit Oil

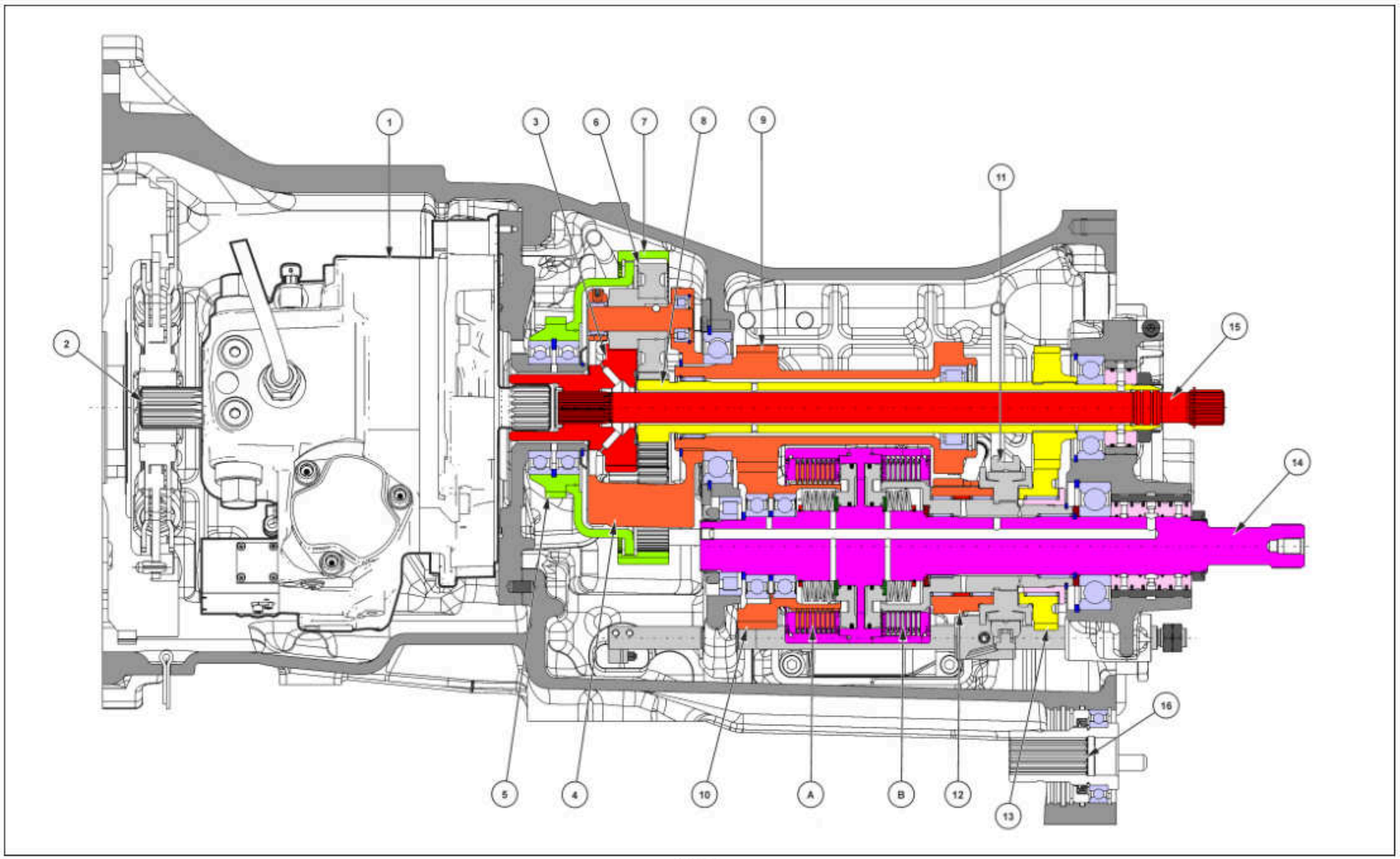
Return To Reservoir Oil

Load Sensing Pressure Oil

Trapped Oil

1 Control Valve with Detent (Boom)
2 Boom Spool
3 Pump
4 Bucket Spool
5 Compensator
6 Control Valve less detent (Bucket) Valve
7 Load Sense Shuttle Valve

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