STX AND STEIGER SERIES TRACTORS:

STX 280, 330, 380, 430, 480, and 530 Series

Steiger 280, 330, 380, 430, 480, and 530 Series

Steiger 335, 385, 435, 485, and 535 Series

Tractors

SERVICE MANUAL

84257306

CASE IH AGRICULTURE

MidWestTech | Case STX, Steiger 280, 330, 335, 380, 385, 430, 435, 480, 530, 535 Tractor Service Manual | Publication 84257306

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THIS MANUAL, 84257306, COVERS THE FOLLOWING STX AND STEIGER SERIES TRACTORS:
STX 280, 330, 380, 430, 480, and 530 Series
Steiger 280, 330, 380, 430, 480, and 530 Series
Steiger 335, 385, 435, 485, and 535 Series

NOTE: *Engine repair information is not contained within this tractor Service Manual. For engine repair, refer to appropriate engine service manual as follows:*

87515687 - *For 8.3 & 9.0L 6 Cylinder, 24 Valve CNH Engine with High Pressure Common Rail Fuel System.*

87523642 - *For 12.9L 6 Cylinder, Engine.*

87737593 - *For 12.9L 6 Cylinder, Turbo Compound Engine.*

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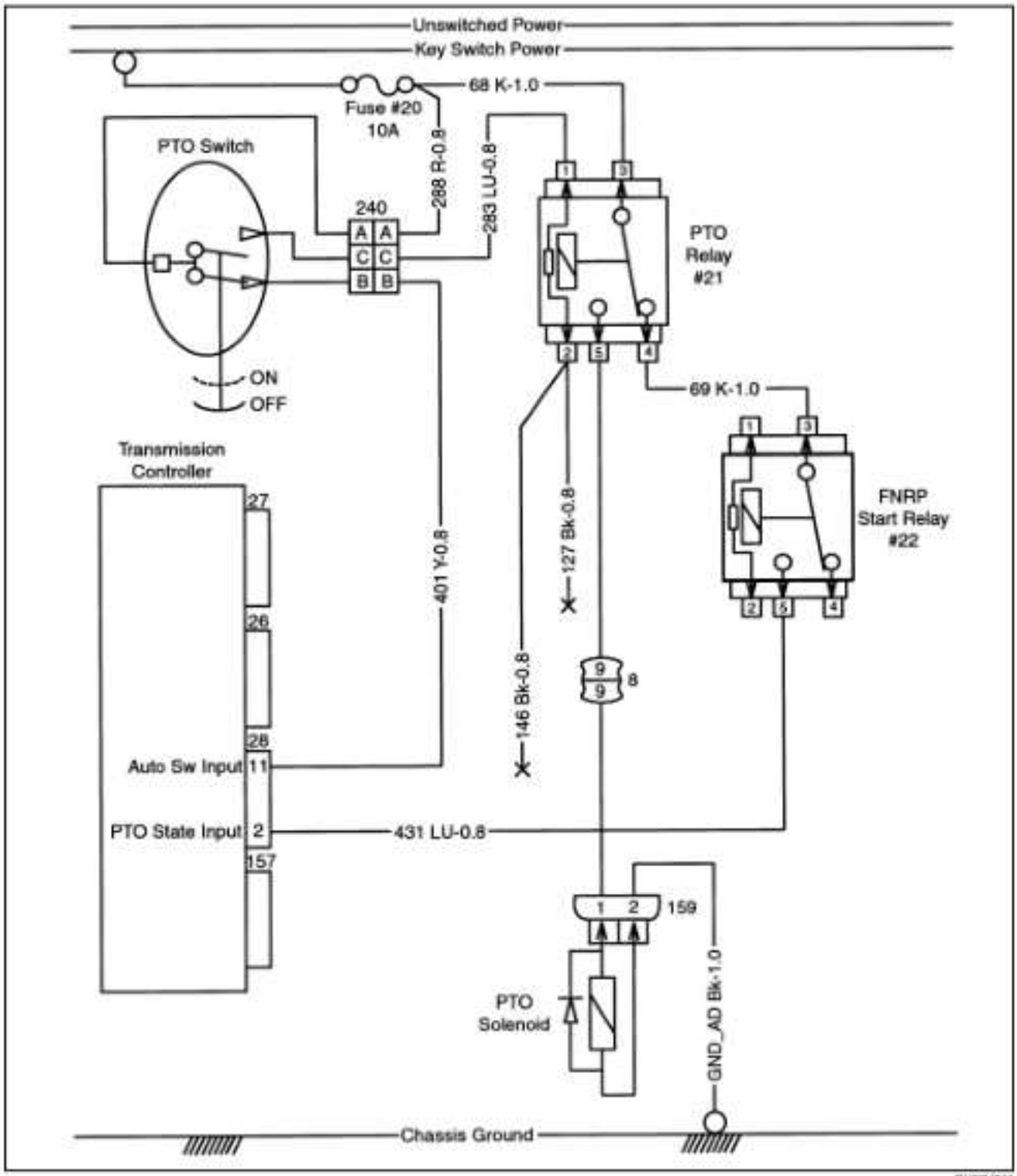
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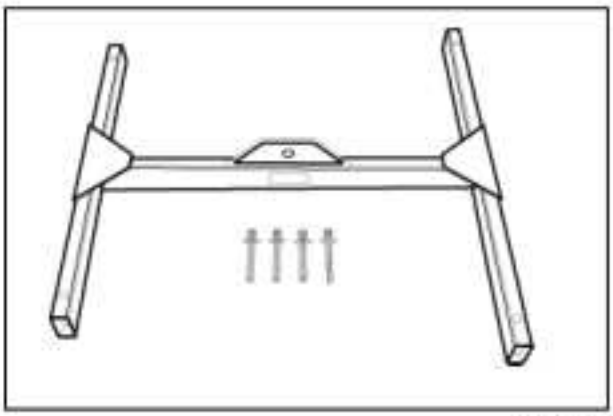
PTO Electrical Circuit

The PTO system utilizes electro-hydraulic engagement. This circuit consists of a 10 amp fuse, a relay, a two position switch, a PTO indicator (at instrumentation), a PTO solenoid and all the necessary wires and connections. Power is available from the keyed ignition power relay through a 10 amp fuse, a Pink (K) 68 wire to terminal #3 of the PTO relay (relay #21) and a Red 288 wire to the PTO switch.



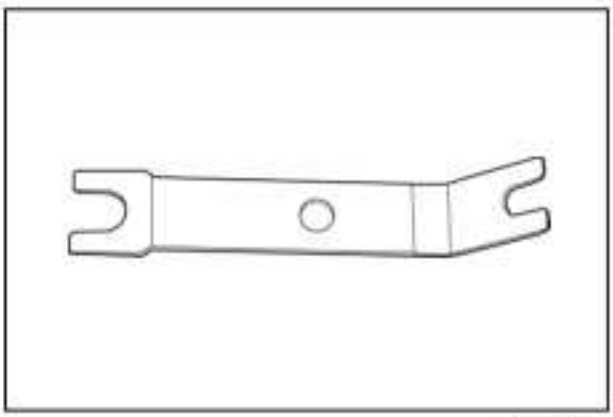
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SPECIAL TOOLS



MK99G126

CAS2698 CAB LIFTING BRACKET



MD05E015

38000795 COUPLER DISCONNECT TOOL

SPECIAL TORQUE VALUES

	Metric Value	U.S. Value
Cab Mounting Bolts	698 to 778 Nm	515 to 575 ft lbs
Steering Control Valve Bracket Mounting Bolts	68 to 77 Nm	50 to 57 ft lbs

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FAULT CODE ARM 149
Hitch Upper Limit Control Failure

Cause:
The hitch upper limit control potentiometer voltage is less than 0.35 volts or greater than 4.75 volts.

Possible failure modes:

1. The hitch upper limit control potentiometer failed.
2. Bad connection between the armrest controller and the second panel.
3. Armrest controller failure.

Solution:

The hitch upper limit control potentiometer is mounted on the second panel and wired directly to the armrest controller.

NOTE: *The hitch upper limit control position information is broadcast over the Tractor Data Bus. The remote hydraulic timer control potentiometer can be monitored using the MONITOR window in the service tool and selecting Armrest Hitch Upper Control to view percent of the total potentiometer range.*

All controls on the second panel are built in as an integrated part with the second panel. If any control fails, the second panel must be replaced.
All controls on the second panel share the power supply and ground. All control signals with the power supply and ground are connected to the armrest controller through connector J2.
If the power supply or ground from the armrest controller are not correct, all the controls on the second panel will show fault codes. It means all the following fault codes will be recorded at the same time.
ARM 89, ARM 99, ARM 109, ARM 119, ARM 139, ARM 149 and ARM 159.
If a single fault code is recorded, it is more possible that the potentiometer or its wiring to the armrest controller has failed.
Whether it is a single or multiple fault codes, always check the connection between the second panel and the armrest controller first. Make sure there is no damaged wires, loose connections, or bent pins.

To test the hitch upper limit potentiometer and the wiring circuit:

1. Open the armrest controller housing and disconnect connector J2 of the second panel from the armrest controller.

2. Check the potentiometer:
   a) Measure the continuity between pin 1 and pin 2 of J2. The resistance should be 205 to 295 ohms.
   b) Connect connector J2. Turn the key switch to the ON position. Insert a small pin or needle into the back side of cavities 2 and 8 of connector J2. Measure the voltage between cavities 2 and 8. The voltage should measure between 0.45 and 4.65 volts. The voltage should change smoothly when the potentiometer is rotated from end to end. If the problem is found above, replace the second panel.

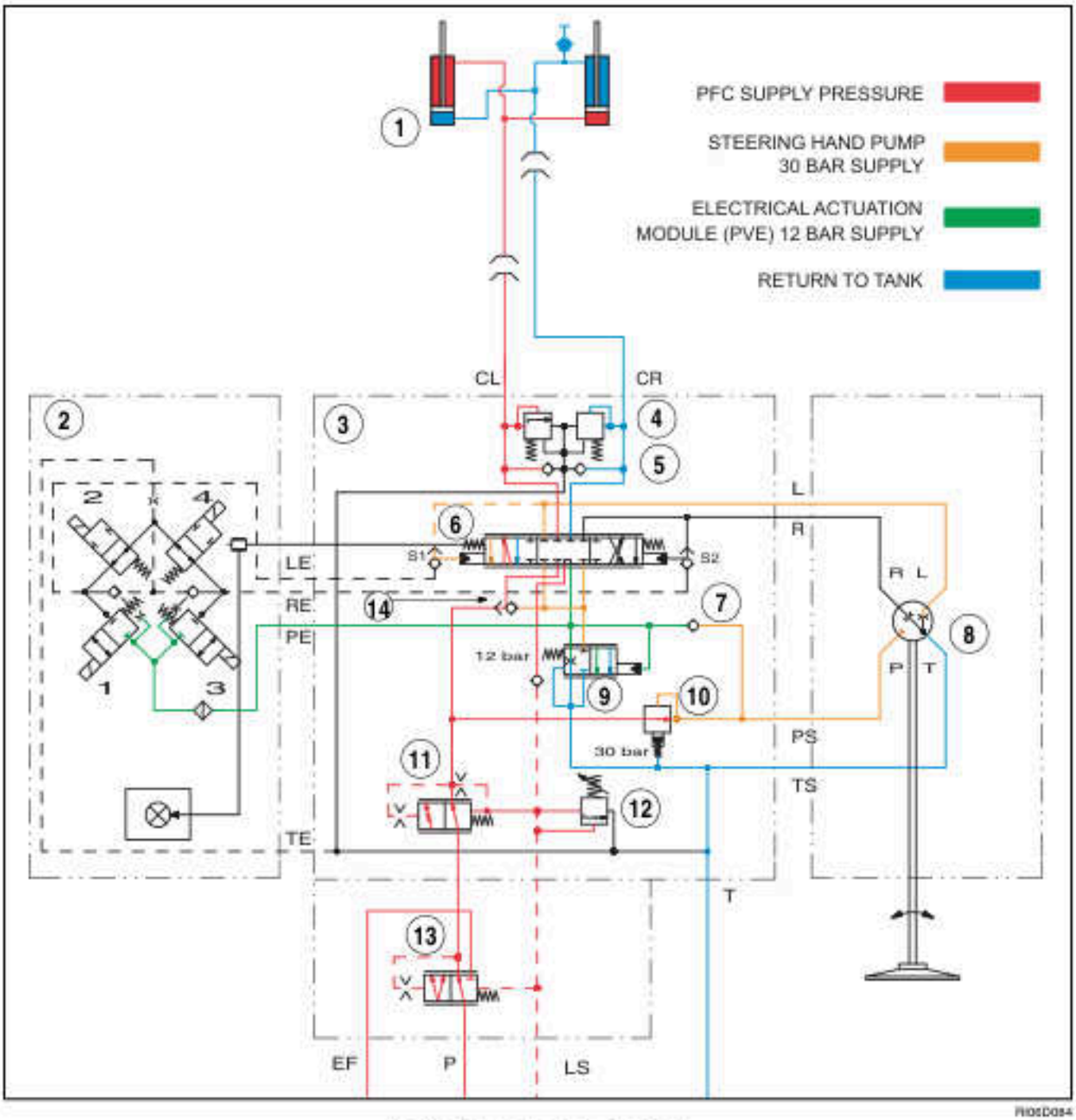
3. Check the power supply and ground:
   a) Turn key switch to the ON position.
   b) Check the power supply from the armrest controller at pin 1 of J2. It should be approximately 8 volts (J2 disconnected).
   If the power supply from the armrest controller is high or low, replace the armrest controller.
   c) Test the second panel ground cavity 11 of connector J2 for continuity to cavity 11 of connector C137 (armrest controller side connector). There should be continuity (less than 1 ohm). If there is no continuity, replace the armrest controller.

4. If none of above have been found to cause the problem, clean the connectors and reconnect the second panel to the armrest controller.
   Clear the fault code. Turn the key switch OFF, then back to ON. Rotate the timer potentiometer fully in each direction several times.Check for the fault code again.
   If no fault code is recorded, the problem is fixed.
   If the fault code is recorded again, replace the armrest controller.

NOTE: *See schematic sections 48 and 49 of the poster schematic.*

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EHPS STEERING SYSTEM



Engine Running, Turning Left

1. STEERING CYLINDERS
2. ELECTRICAL ACTUATION MODULE
3. STEERING VALVE BLOCK
4. SHOCK VALVES
5. SUCTION CHECK VALVES
6. STEERING DIRECTIONAL SPOOL
7. MANUAL CHECK VALVE
8. STEERING HAND PUMP
9. METERING SPOOL
10. PRESSURE REDUCING VALVE
11. DYNAMIC LOAD SENSE SPOOL
12. RELIEF VALVE
13. PRIORITY VALVE SPOOL
14. EMERGENCY STEER CHECK VALVE

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UNSW POWER AND CHASSIS GROUND DISTRIBUTION JUNCTIONS

UNSW POWER INSIDE CAB FLOOR BULKHEAD ALL MODELS

UNSW POWER INSIDE CAB FLOOR BULKHEAD ALL MODELS

RING TERMINAL 134A		
WIRE NUMBER	TO	FRAME
323(R)	CON 103	20
491(K)	RLY 64	31
	FUSE #15	28
	FUSE #16	28

RING TERMINAL 134B		
WIRE NUMBERS	TO	FRAME
216(R)	CON 183	30
307(R)	FUSE #4	32
307(R)	FUSE #3	34
307(R)	FUSE #10	71
307(R)	FUSE #11	67
307(R)	FUSE #12	67
307(R)	FUSE #13	67
1413(R)	CON 184	20
1503(R)	CON 203	20

RING TERMINAL 134C		
WIRE NUMBER	TO	FRAME
1 (R)	FUSE #2	68
1 (R)	FUSE #3	68
1 (R)	FUSE #4	67
1 (R)	FUSE #5	36
1 (R)	FUSE #6	36
1 (R)	FUSE #7	36
1 (R)	FUSE #8	36
1 (R)	FUSE #9	36
1 (R)	FUSE #17	30
1413(R)	CON 184	20
1503(R)	CON 203	20

RING TERMINAL 173D		
WIRE NUMBER	TO	FRAME
3 (R)	SPL C24	54
263(R)	RLY 72	37
414(R)	SPL C19	67
424(R)	CON 183(M)	66
424(R)	CON 183(F)	66
349(R)	CON 97	67

RING TERMINAL 173E		
WIRE NUMBER	TO	FRAME
157(R)	CON 183(M)	66
340(R)	CON 183(M)	67

RING TERMINALS 305SL	
WIRE NUMBER	TO FRAME

RING TERMINALS 307FL		
WIRE NUMBERS	TO	FRAME
J152(R)	CON 214(G)	19

RING TERMINAL 307SL		
WIRE NUMBERS	TO	FRAME
J151(R)	RING TERM	19

CHASSIS GND OUTSIDE CAB FLOOR BULKHEAD ALL MODELS

CHASSIS GND INSIDE CAB FLOOR BULKHEAD ALL MODELS

CHASSIS GND INSIDE CAB FLOOR BULKHEAD ALL MODELS

CHASSIS GND OUTSIDE CAB FLOOR BULKHEAD ALL MODELS

CHASSIS GND INSIDE CAB FLOOR BULKHEAD ALL MODELS

CHASSIS GND OUTSIDE CAB FLOOR BULKHEAD ALL MODELS

KEY SWITCH AND CLEAN GROUND DISTRIBUTION JUNCTIONS

KEY SW POWER INSIDE CAB FLOOR BULKHEAD ALL MODELS

KEY SW POWER INSIDE CAB FLOOR BULKHEAD ALL MODELS

FUSE #23 (NOT USED) 20A

RING TERMINAL 136A		
WIRE NUMBER	TO	FRAME
11 (R)	FUSE #17	28
11 (R)	FUSE #18	28
11 (R)	FUSE #19	66
11 (R)	FUSE #20	66
11 (R)	FUSE #21	50

RING TERMINAL 136B		
WIRE NUMBERS	TO	FRAME
86L (R)	FUSE #22	57
109(R)	CON 29A	25

RING TERMINAL 136C		
WIRE NUMBER	TO	FRAME
3300(R)	CON 113	29
494(R)	FUSE #33	58
494(R)	FUSE #34	36
494(R)	FUSE #35	36

RING TERMINAL 220A		
WIRE NUMBERS	TO	FRAME
153(R)	CON 171	25
154(R)	CON 62	24
209(R)	SPL C15	37
213(R)	CON 204F	57
284(R)	CON 157	66
295(R)	CON 139F	67

RING TERMINAL 220B		
WIRE NUMBER	TO	FRAME
67 (R)	CON 173(M)	71
203(R)	CON 204F	57
209(R)	SPL C15	37
313(R)	SPL C11	52 VIA 53
342(R)	CON 216(F)	25
369(R)	CON 174	12
401(R)	CON 204F	59

INSTRUMENT CLUSTER UNIT (ICU)

INSTRUMENT CLUSTER UNIT (ICU)

INSTRUMENT CLUSTER UNIT (ICU)

FRONT AND REAR FRAME GROUND DISTRIBUTION

RING TERMINAL 148		
WIRE NUMBER	TO	FRAME
GND A (B)	SPL F2	44

RING TERMINAL 149		
WIRE NUMBER	TO	FRAME
GND 4A (B)	SPL F2	39

FRAME 22

OPTIONAL WORKLAMPS INNER CAB REAR ROOF

STANDARD WORKLAMPS OUTER CAB REAR ROOF

FRAME 23

STANDARD WORKLAMPS CAB FRONT ROOF

STANDARD WORKLAMPS OUTER REAR FENDER

OPTIONAL WORKLAMPS INNER REAR FENDER

FRAME 24

OPTIONAL STX HID LAMP

STX STANDARD HEADLAMPS

FRAME 25

STX STANDARD HEADLAMPS

TJ HOOD LIGHTING

IMPL AUXILLARY POWER SYSTEM

FRAME 26

ROOF WARNING LIGHT (NAO)

FENDER LIGHTS (NAO)

FRAME 27

FENDER LIGHTS (NAO)

TRAILER CONNECTOR

MARKER LIGHTS

FRAME 28

FORWARD NEUTRAL REVERSE PARK (FNRP)

FRAME 29

FORWARD NEUTRAL REVERSE PARK (FNRP)

FRAME 30

ETHER

BACKUP ALARM / HORN

FRAME 31

TRANSMISSION CONTROL SYSTEM

FRAME 32

TRANSMISSION CONTROL SYSTEM

FRAME 33

TRANSMISSION CONTROL SYSTEM

CIRCUIT DESCRIPTION	FRAME	CIRCUIT DESCRIPTION	FRAME
ACCUSTEER STEERING CONTROL SYSTEM	41-42	-DOME/CONSOLE/MAP	68
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-BEACON/STROBE	43	WINDSHIELD WIPER/WASHER-REAR	65

FRAME 34

ACTUATORS

LEVER	HAND	FOOT	TEMP.
LIQUID LEVEL FLOAT	PRESSURE	COIL	DIODE
VARIABLE RESISTOR	RESISTOR	CONTACTS: ▲ MOMENTARY ○ MAINTAINED	

HOUSINGS

V VACUUM SWITCH	P PRESSURE SWITCH	T TEMPERATURE SWITCH	M MOTOR	LAMP

CONTACT CONFIGURATIONS

S.P.S.T.	S.P.D.T.	D.P.S.T.	D.P.D.T.

MISCELLANEOUS SYMBOLS

FUSE	CIRCUIT BREAKER	RELAYS	FUSE BLOCK

NOTE: THE CONNECTOR GENDER ON THIS DIAGRAM IS IDENTIFIED BY THE GENDER OF THE CONNECTOR BODY AND NOT THE TERMINALS USED.

FRAME 35

COLOR ABBREVIATIONS

ABBREVIATION	COLOR	ABBREVIATION	COLOR
R	RED	O	ORANGE
T	TAN	K	PINK
W	WHITE	V	VIOLET (PURPLE)
Y	YELLOW	DU	DARK BLUE
BK	BLACK	LU	LIGHT BLUE
N	BROWN	DG	DARK GREEN
S	GREY	LG	LIGHT GREEN

NOTES:
1. FOR ELECTRICAL SYSTEM INSTRUCTIONS SEE ES-A7384

2. DIAGRAM SHOWN WITH VEHICLE PARKED & POWER OFF.

CIRCUIT DIAGRAM LEGENDS

CIRCUIT TAG IF REQUIRED

INDICATES CIRCUIT SPLICE

INDICATES CIRCUIT CONNECTION

INDICATES CIRCUIT CROSSING NOT CONNECTED

INDICATES INTERNALLY GROUNDED UNITS

INDICATES EXTERNAL GROUND

FRAME 36

ACCUSTEER STEERING CONTROL SYSTEM

FRAME 37

ACCUSTEER STEERING CONTROL SYSTEM

FRAME 38

STROBE / BEACON SYSTEM

FRAME 39

AXLE LUBE SYSTEM

FRAME 40

FRAME 41

FRAME 42

FRAME 43

FRAME 44

STX 280, 330, 380, 430, 480, 530 SERIES TRACTORS FOR POWERSHIFT TRANSMISSIONS

NAO ELECTRICAL SCHEMATIC

87517737

LEGEND

INDICATES CONSTANT POWER

INDICATES POWER WHEN KEY SWITCH IS ON

TRANSMISSION CONTROL IN PARK MFD IS OFF

RI06A045

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