

W18 Loader
SN 9123140 & After
Operators Manual

9-3331

Reprinted

CASE

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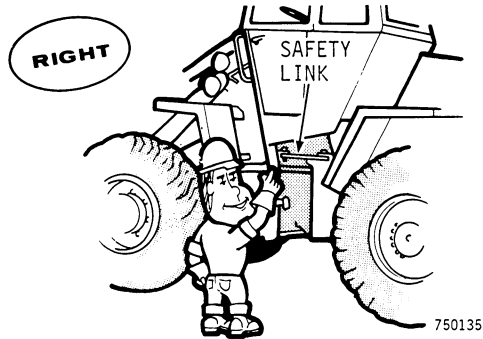


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CAUTION: Transport/Service Link: Engage link for locking machine in straight ahead position only. Link will prevent machine from pivoting. 39-15



POISON: Batteries contain sulfuric acid which can cause severe burns. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL, flush with water; INTERNAL, drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately; EYES, flush with water for 15 minutes and get prompt medical attention. Keep out of reach of children. 19-2



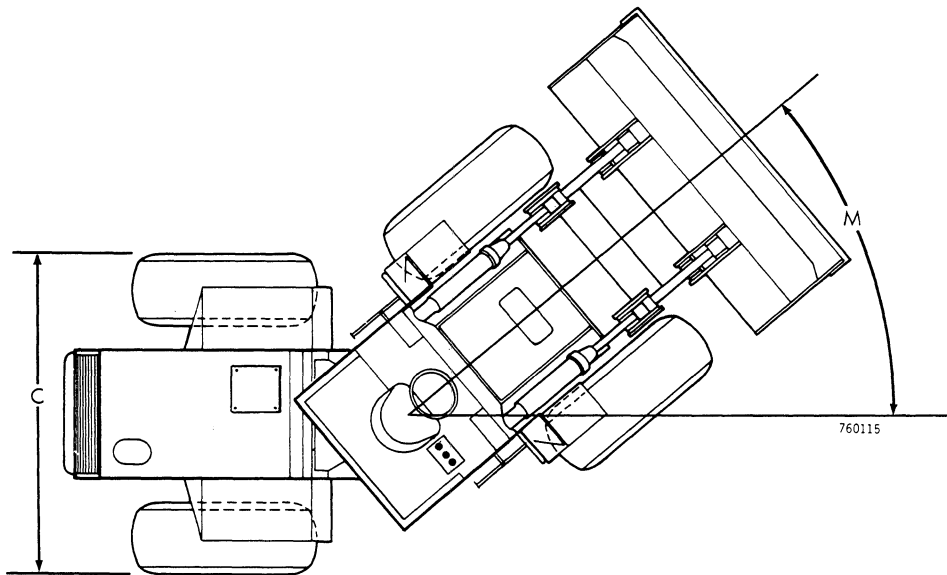
DANGER: Batteries produce explosive charges. Keep sparks, flame and cigarettes away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries. 19-1



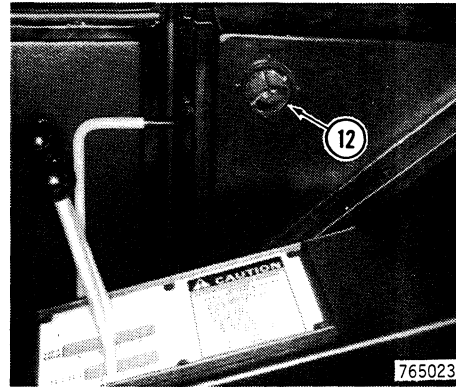
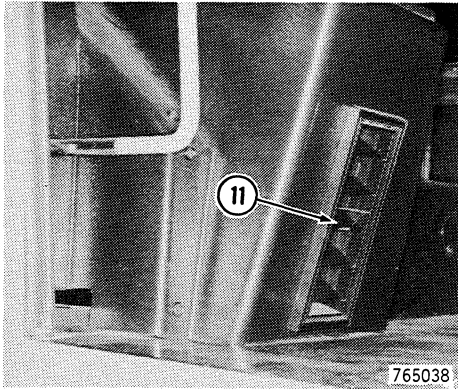
CAUTION: Wear safety glasses when servicing the machine, especially when pounding or grinding. 6-3



CAUTION: Shut off air valve then unscrew filler dipstick slowly for daily check. Any other method could result in an injury. 39-14



| | | |
|---|--|---------------------|
| A | At maximum reach | 53° |
| | At ground level | 45° |
| | At 36" carry | 48° |
| B | Height to top of cab | N/A |
| C | Overall width, at tires | 88" (2235 mm) |
| D | Overall length bucket on ground | 20' 0" (6096 mm) |
| E | Wheel base | 108" (2743 mm) |
| | Tread | 73" (1854 mm) |
| F | Ground clearance | 16" (406 mm) |
| | Turning clearance circle, | |
| | radius to corner of bucket | 18' 1" (5512 mm) |
| G | Overall operating height | 15' 0" (4572 mm) |
| | Maximum dump angle, fully raised | 53° |
| H | Dump clearance, | |
| | at maximum height, 45° dump | 9' (2743 mm) |
| | Dump reach: | |
| J | At maximum height, 45° dump | 36" (914 mm) |
| K | At 7' dump height, 45° dump | 4' 4-1/2" (1334 mm) |
| L | Height to bucket hinge pin | 11' 6" (3505 mm) |
| M | Turning angle | 40° |
| | Rear axle oscillation angle: | |
| | Up or down | 12° |
| | Total | 24° |



11. **AIR LOUVERS:** These louvers are adjustable to control the amount of cooled or heated air entering the cab.
12. **BALL LOUVERS:** An adjustable ball louver is located on each side of the operator. Turn the louvers as desired to direct air flow.

Air Conditioning Operating Tips

IMPORTANT: For the most efficient operation of the air conditioning system, operate the blower fan at either medium or high speed and then vary the temperature control to arrive at a comfortable setting.

NEVER operate the blower fan in the medium speed position when the Air Conditioning temperature control is in the coldest position. Failure to operate the blower fan at a high enough speed when the air conditioner is operating can result in evaporator icing (freeze up) and no cooling.

The blower speed and temperature control will have to be adjusted together for the most efficient cooling depending upon outside temperature. Remember: high cooling-high fan speed. If the cab air is too cold, **ALWAYS** adjust the temperature control to a warmer setting before reducing the blower speed.

Under normal operating conditions, with the cab sealed properly and the windows and doors closed, temperatures of 10° F. to 25° F. (-12° C to 14° C) (depending upon relative humidity) lower than the outside temperature can be expected. Humidity is also greatly reduced when operating the air conditioning system, making the cab even more comfortable to the operator.

NOTE: If you notice that the air conditioner stops working, refer to page 109.

Standard Engine

1. Be sure the bucket and lift arm levers are in Neutral.
2. Engage parking brake.
3. Put range selector lever in Neutral.
4. Push in the fuel shutoff lever.
5. Depress foot throttle about one-third to one-half.
6. Turn key switch to Start position (extreme right) and hold it there to engage the starter and crank the engine.
7. When engine starts, release the key switch. It will return to Run position.

NOTE: When the key switch is turned on, the clutch pressure, engine oil pressure, and alternator warning lights should come on. When the engine starts, all three lights should go out. If one or more stays on, shut off the engine immediately and determine the cause.

8. If engine fires and stops, wait for the starter motor to stop turning over before reengaging it.
9. Do not operate the starter motor more than 30 seconds at one time. Wait at least 3 minutes between each cranking so batteries can recuperate and the starter motor can cool.
10. While the engine is being cranked with the starter, white or black exhaust smoke should be observed at the top of the exhaust pipe. If no smoke is observed and the engine will not start, it indicates that no fuel is getting into the cylinders.
11. Do not accelerate the engine above low idle immediately after starting the engine. This will allow the engine oil pressure to build up first.
12. The machine cannot be moved until the air pressure warning buzzer stops sounding, the air pressure gauge needle is in the green zone and the parking brake released.
13. For starting aids, see page 42.

LOADER OPERATION

Review the following tips on operating techniques. They will help you move more yardage safely and with less effort for you and wear on the machine.

Safety Rules

A careful operator is the best insurance against an accident. Practice safety before starting out and during the working day. Your life may depend on it.

Pre-Starting Safety Rules



CAUTION: Visually check out the machine for leaks and broken, missing or malfunctioning parts. Be sure all caps, dip sticks, battery covers, etc. are secure before starting. A part failure during operation could cause injury. 25-10



CAUTION: Check that all lights (if so equipped) are functioning properly before operating at night. 25-7



WARNING: Be sure the operator's area, steps and grab handles are free of oil, loose objects or ice. Remove or secure all maintenance or personal items. Failure to keep these areas clean could cause a serious accident. 25-8



CAUTION: Before each operating period, test the machine for proper steering, braking and operation. A properly operating machine can prevent accidents. If required, repair or adjust machine before operating. 26-4



CAUTION: Carry and maintain a fire extinguisher and first aid kit at all times. Know how to use them both. 25-9



CAUTION: Secure all caps and fill plugs. 7-6



WARNING: Do not move the machine until the brake air reservoir warning buzzer has stopped sounding. 12-10

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FUELS AND LUBRICANTS

DIESEL FUEL

Case diesel engines are designed to operate most efficiently with No. 2 diesel fuel. Most well known refiners and distributors market a good grade of diesel fuel. There should be no difficulty in obtaining it.

NOTE: The use of Number 1 Diesel Fuel, which is a lighter fuel, may result in a loss of engine power and also increase fuel consumption because it has less heat content and a lower viscosity than Number 2 Diesel Fuel.

In extremely cold weather, temporary use of No. 1 Diesel Fuel (or mixture of No. 1 or No. 2 Diesel Fuel) may be necessary. This will keep the wax crystals from forming. These wax crystals plug fuel filters and prevent fuel flow to the injection pump.

Fuel Specifications

There can be considerable variation in diesel fuels marked as No. 2. The American Society for Testing Materials (ASTM) has established a widely recognized specification, ASTM Designation D975, which is used in the United States, Canada, and many other areas of the world. Any fuel purchased for use in a Case engine should meet this ASTM specification.

| | |
|--|---|
| Pour point, maximum | 10° F. (12° C) below lowest atmospheric temperature at which engine must start and operate. |
| Cetane number, minimum | 40 (45-55 for winter or high altitudes). |
| Sulphur, by weight, maximum | .50 of 1% |
| Water and sediment, by volume, maximum | .05 of 1% |
| Ash, by weight, maximum | .01 of 1% |
| Carbon residue on 10%, maximum | .20 of 1% |
| Distillation, 90% point | 540° - 625° F. (282° - 329° C) |
| End point | 675° F. (357° C) |
| Flash point, minimum | 125° F. (51° C) or legal |
| Viscosity, centistokes at 100° F. (38° C) | 2.0 - 4.3 |
| Saybolt Universal Seconds at 100° F. (38° C) | 32-40 |
| Corrosion, copper strip, 3 hours at 212° F. (100° C) | No. 3 ASTM |
| API gravity, minimum | 30 |

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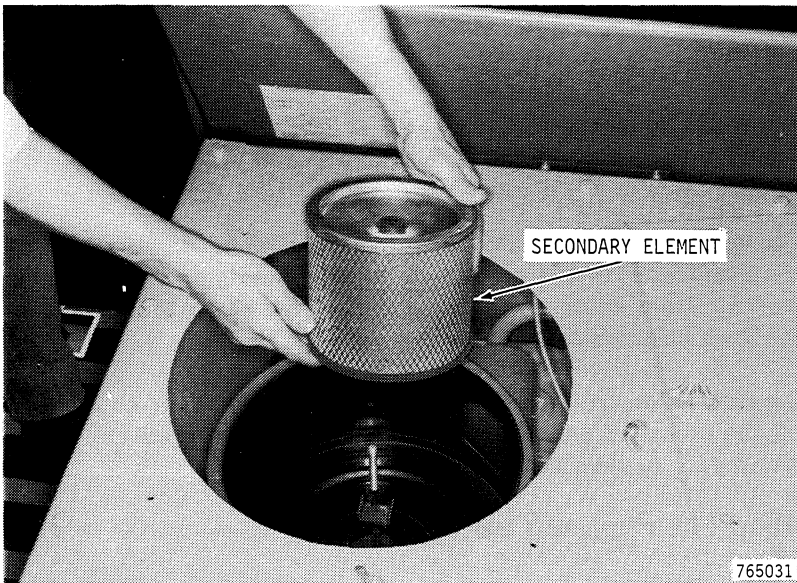
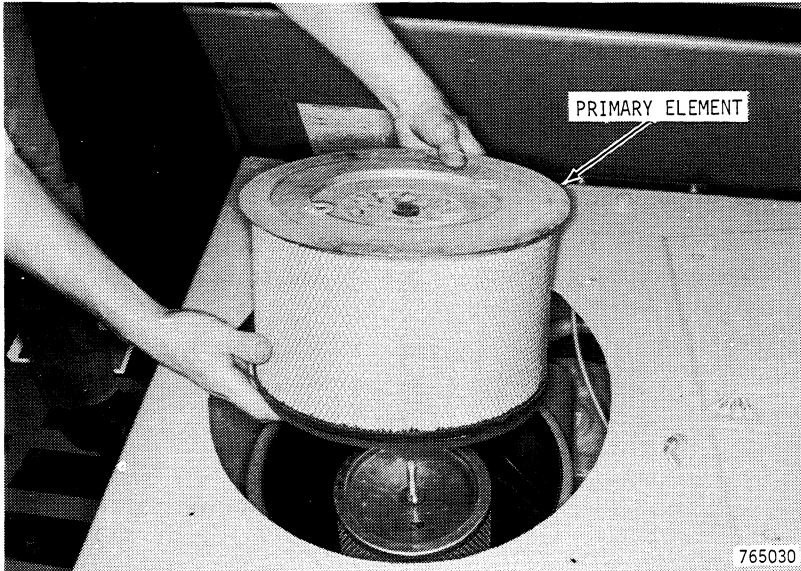


WARNING: Do not fuel the machine when smoking, when near an open fire or with the engine running.

6-6

Fuel Storage

Storing fuel for a long period of time causes accumulation of sediment, dirt, scale, water and other foreign material in the fuel. Many engine difficulties can be traced to dirty fuel and long storage periods.

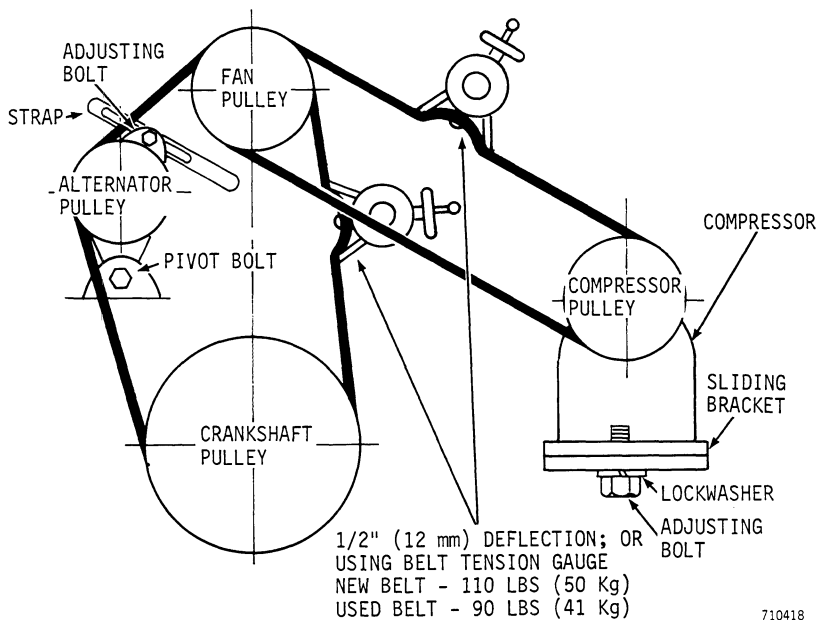


Restriction Indicator

The air cleaner must be serviced whenever the restriction indicator red signal band remains in view.

Restricted Elements

When the air cleaner elements are dust free and the intake air flow is unrestricted, the red band in the indicator will stay out of sight.



Brake System Compressor Belt

Check the air compressor belt every 250 hours of operation. If too tight, the belt can cause rapid wear of water pump and compressor bearings. If too loose, the compressor may not maintain full pressure in the braking system air reservoir.

Tension Check

A properly adjusted compressor belt can be depressed 1/2 inch (12 mm) midway between the fan pulley and compressor pulley. A belt tension gauge should give a reading of 110 pounds (50 kg) on a new belt, and 90 pounds (41 kg) on a belt that has been run-in.

Adjustment and Installation

When adjusting belt tension, or installing a new belt, loosen the three bolts underneath the compressor sliding bracket. Then slide the compressor inward or outward as required and retighten the bolts.



WARNING: Keep clear of fan and belts while engine is running. Rotating fan and belts can cause serious injury.

27-9

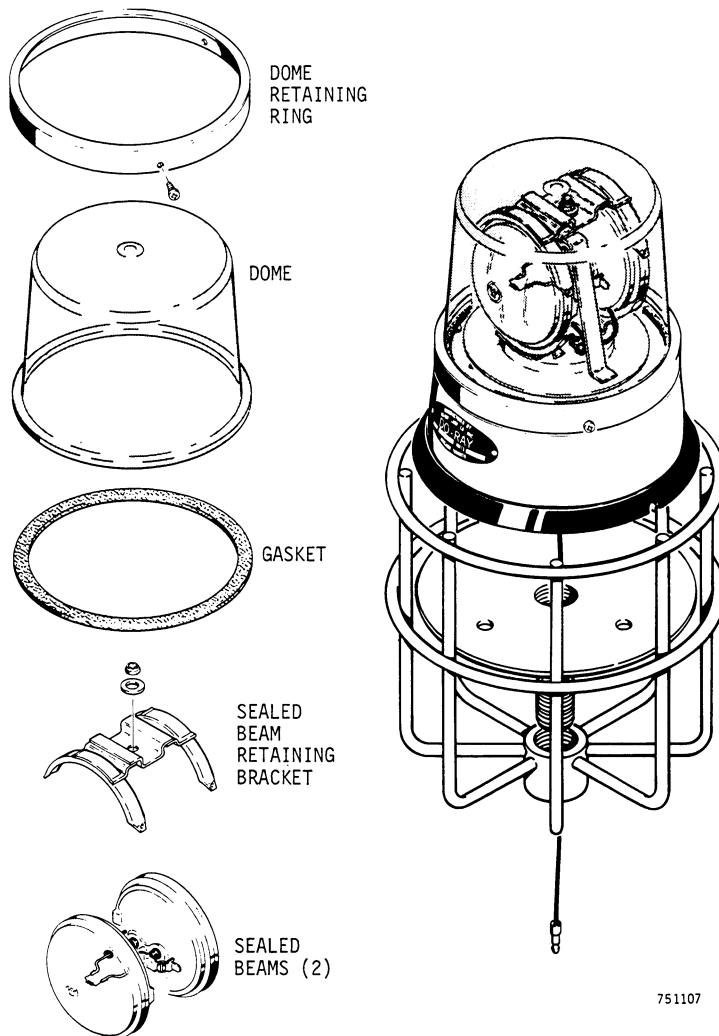
NOTE: Check pulley grooves for alignment. If grooves are misaligned, rapid belt wear will result.

Cab Dome Light

To replace the bulb, remove the lens retaining screws and remove lens. Install new bulb and reinstall lens.

Rotating Beacon

To replace the sealed beams, remove the dome retaining ring. Lift off the dome and remove the sealed beam retaining bracket. Disconnect wires from the sealed beam(s) and replace with new units. Reinstall bracket, dome, and retaining ring.



the bottom of the plastic jar and pass through the alcohol. If no bubbles are present during compression, check all connections and the condition of gaskets.

Capacity of the evaporator jar is approximately one pint. Check alcohol level daily during initial use of evaporator and determine amount used in any particular time period. Thereafter, check alcohol level at intervals required by operating conditions.

Refill the evaporator jar at the refill plug with only commercially pure methyl (wood) alcohol. The alcohol should be free of any inhibitor.

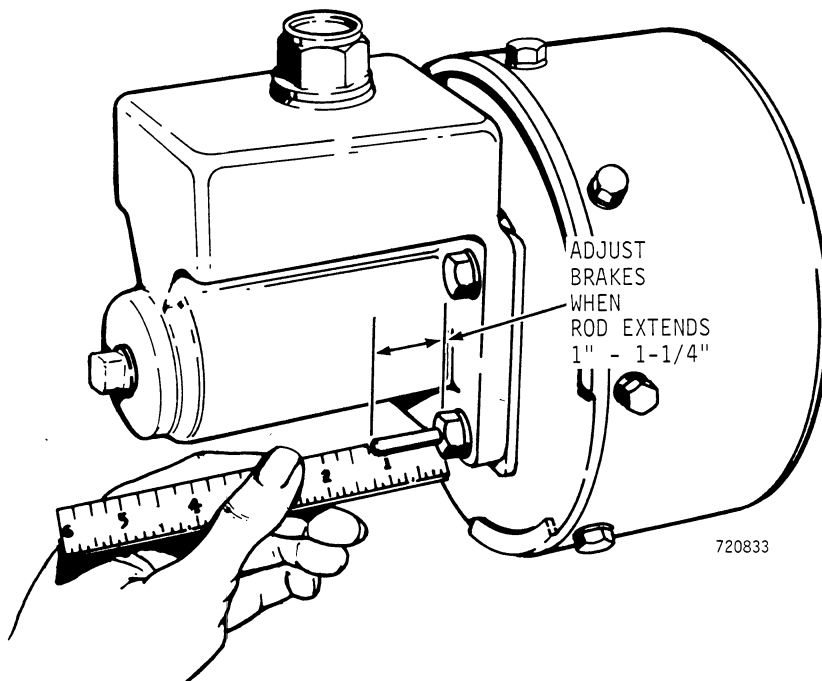
Servicing

Every 250 hours clean the evaporator air intake filter. Remove the filter retaining ring and pull out the filter. Clean in solvent.

Every 2000 hours or yearly have your Authorized Case Dealer disassemble and clean the evaporator and replace all gaskets.

Brake Adjustment

A brake adjustment indicator is located on the front and rear brake actuators. Have someone apply the brakes and measure the rod travel as shown below. Brake adjustment is required when the rod extends 1" to 1-1/4" (25 to 32 mm) with the brakes applied. Brake service and adjustment should be performed by your Authorized Case Dealer.



ROPS POD CAB AND AIR CONDITIONER

General Maintenance

COMPRESSOR BELT - Check for proper tension after the first 20 hours of operation and every 250 hours thereafter, see page 80.

CAB AIR FILTERS: Check the filters at least every 50 hours of operation or weekly, whichever comes first, for contamination. In very dusty conditions, it may be necessary to check and clean filters more often. See page 110 for cleaning instructions.

NOTE: If during the days operation you notice restricted cab air flow when operating in extremely dusty condition - slam the cab door several times - the back pressures will force the dust out of the cab filter and help unrestrict the air flow.

REFRIGERANT LEVEL: The refrigerant level should be checked at the beginning of the summer cooling season and whenever you notice the air conditioning is not working. See page 115.

HEADLINER - The foam headliner in your cab is a noise reducing material. To function properly, periodically remove dust accumulation from the headliner with a vacuum cleaner.

BLOWER - Clean dust accumulation off the motor and blowers. This will permit the motor to run cooler and eliminate any unbalance in the blowers which could cause rapid motor wear.

IMPORTANT: Do not oil the motor bearings, the motor is lubricated and sealed for life. Oiling will cause dust to accumulate and can result in rapid bearing wear.

IMPORTANT: If the machine is equipped with a heater as well as an air conditioner, the cooling system must be protected with a permanent type anti-freeze during the winter to 15° F (– 9° C) or lower to prevent the heater core from freezing.

DOOR HINGES - Use powdered graphite for lubricating hinges, since oil will tend to collect dust.

HOSES AND WIRING - Occasionally check all hoses and wiring for field damage, such as kinks, abrasions, breaks, or loss of refrigerant. If such should happen, contact your Case Dealer for replacement of damaged parts or refrigerant.

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