



**JOHN DEERE
2010
CRAWLER LOADER
(SERIAL NO. 42001-UP)**



JOHN DEERE

**OPERATORS MANUAL
JOHN DEERE 2010 CRAWLER
LOADER (SERIAL NO. 42001-UP)**

OMT19257 A4 English

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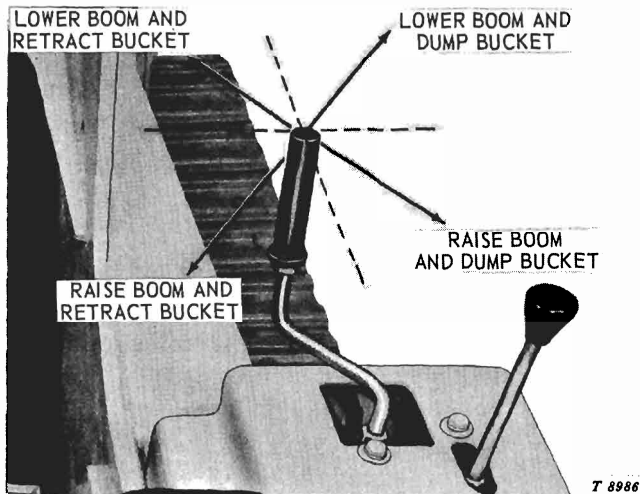


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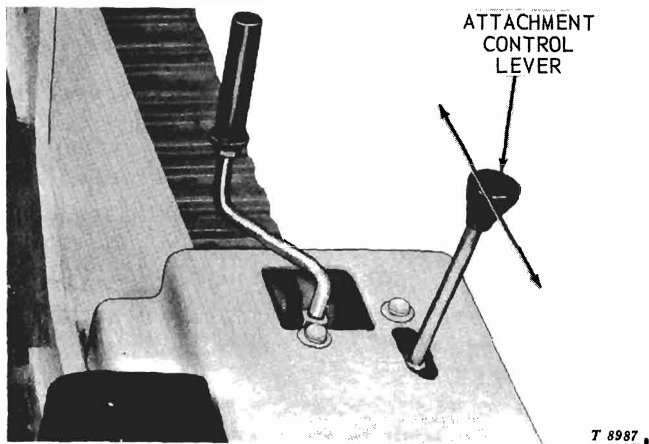
10 Operation

Obtaining Fastest Cycle Time



Cycle time can be reduced by limiting unnecessary movement of the machine and by limiting movements of the operator himself. The single boom and bucket control lever allows the operator to control the boom and bucket simultaneously. By placing the control lever in one of the angle positions shown above, the boom and bucket are controlled in one movement, eliminating the time used in hitting relief when two separate movements are used.

ATTACHMENT CONTROL LEVEL



The outside lever controls operation of hydraulic attachments used in conjunction with the loader. This control is operated by moving it either forward or rearward.

RIPPER CONTROL

The 36 Ripper is hydraulically controlled and may be raised or lowered when the engine is running. The ripper is operated with the attachment control lever located at the right of the boom and bucket control. See your 36 Ripper operator's manual for further information.

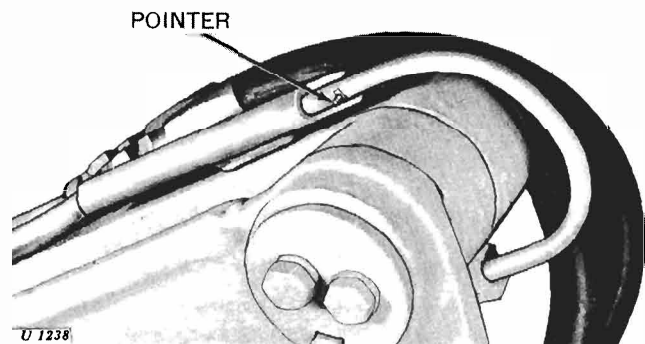
SELECTOR VALVE



A selector valve is needed when the crawler loader is equipped with a Drott 4-in-1 bucket and hydraulic ripper. The selector valve directs the flow of oil to either the rear-mounted or front-mounted equipment.

When the selector valve handle is pulled out, the flow of oil is directed to the rear mounted equipment. When the handle is pushed in, the flow of oil is directed to the front mounted equipment.

BUCKET LEVEL INDICATOR



LUBRICATION AND PERIODIC SERVICE TIMETABLE

EVERY 10 HOURS

| Item No. | Component | Description of Service | Unit Capacity or Measurement | Description of Lubricant |
|----------|--|--|--|--|
| 1 | Boom and bucket cylinders and pivot points | Lubricate grease fittings | Two strokes of grease gun | SAE multipurpose grease |
| 2 | Crankcase | Check oil level with dipstick | To "FULL" mark | Oil types: DM or DS (diesel): MM or MS (gasoline) Above 90° F.: SAE 30 or 20W-40 32° F. to 90° F.: SAE 20W or 10W-30 -10° F. to 32° F.: SAE 10W or 10W-30 Below -10° F.: SAE 5W or 5W-20 |
| 3 | Air cleaner: Oil bath type | Check dirt and oil level in cup | To "LEVEL" line | Same as Item No. 2 |
| | Dry type | Empty dust cup Clean element when indicated | ..... ..... | ..... ..... |
| 4 | Fuel filter sediment bowls (diesel) | Clean out foreign material | ..... | ..... |
| 5 | Radiator | Check coolant level | Maintain midway between core and filler neck | ..... |
| 6 | Pre-cleaner | Clean out foreign material | ..... | ..... |
| 7 | Loader hydraulic system | Check oil level with bayonet gauge | To "FULL" mark | Above 10° F.: John Deere Type 303 Special Purpose Oil or automatic transmission fluid type "A" Below -10° F.: Automatic transmission fluid type "A" |

EVERY 50 HOURS

| | | | | |
|---|----------------------|------------------------|-------|--------------------|
| 8 | Loader control lever | Oil lever pivot points | | Same as Item No. 2 |
|---|----------------------|------------------------|-------|--------------------|

EVERY 200 HOURS

| | | | | |
|----|--|---|--------------------------------------|---|
| 9 | Battery | Check level or electrolyte in each cell | Fill each cell to level above plates | Distilled water |
| 10 | Reservoir breather | Clean and rinse in solvent | ..... | ..... |
| 11 | Crankcase | Drain and refill | 6 U.S. quarts (including filter) | Same as Item No. 2 |
| 12 | Crankcase oil filter | Change element | ..... | ..... |
| 13 | Air cleaner (Oil bath) | Clean and change oil | To "LEVEL" line | Same as Item No. 2 |
| 14 | Trackidlers, rollers, and upper support idlers | Lubricate grease fittings* | ..... | Above 32° F.: SAE 140 multipurpose lubricant Below 32° F.: SAE 80 multipurpose lubricant |
| 15 | Final drives | Check oil level at oil level hole | 2 U.S. quarts each | SAE 80 multipurpose lubricant or John Deere Type 303 Special Purpose Oil |

*Perform this service daily or at 10-hour intervals when operating in deep mud or water.

DEALER SERVICES

Your John Deere Industrial Dealer offers complete crawler loader service. His personnel are factory trained in servicing John Deere crawler loaders and have access to accurate, detailed service information.

Several of the detailed periodic services recommended in this manual require dealer assistance. Consult him at these intervals and at other times during the year to keep your crawler loader in top-notch operating condition.

The services your John Deere Industrial Dealer offers includes, among many other things, the following:

ENGINE TUNE-UP

Your tractor will be given a complete engine tune-up.

FUEL INJECTION PUMP (Diesel)

Fuel injection will be timed for the engine and proper adjustments will be made. The pump strainer will be cleaned and the pump inspected for malfunction if necessary.

FUEL INJECTOR NOZZLES (Diesel)

The nozzles will be cleaned and tested for proper injection.

GLOW PLUGS (Diesel)

The glow plugs will be tested with an ammeter and inspected for faulty parts.

TURBULENCE CHAMBERS (Diesel)

The turbulence chambers will be removed and inspected for damage or leakage. Old seals and washers will be replaced.

CARBURETOR (Gasoline)

The carburetor will be thoroughly cleaned and inspected. Proper adjustments will be made to insure efficient carburetor operation.

DISTRIBUTOR (Gasoline)

Your distributor will be checked for damaged or pitted points. The cap will be cleaned and examined for cracks.

SPARK PLUGS (Gasoline)

Spark plugs will be inspected for carbon, cracked porcelain insulators and the proper electrode gap.

ENGINE SPEEDS

Engine speeds will be checked and adjusted.

OIL PRESSURE

Oil pressure will be checked and adjustments made if necessary.

COOLING SYSTEM

The cooling system will be flushed and inspected for leaks and proper operation.

FUEL SYSTEM

The fuel system will be cleaned and inspected.

TRACKS

The track assembly will be inspected for proper alignment and the necessary adjustments will be made.

HYDRAULIC SYSTEM

The hydraulic system will be inspected for leaks and proper operating characteristics.

BRAKES

The brakes will be inspected for lining wear and adjusted for proper operation.

ELECTRICAL SYSTEM

The generator and current-voltage regulator will be checked and adjusted if necessary.

STEERING MECHANISM

The steering mechanism will be checked for proper operation and adjusted, if necessary.

LIGHTS

The wiring for the lights is protected by a 12-volt circuit breaker. If the lighting circuit becomes overloaded, a circuit breaker will open, preventing the lights from operating. In addition, the front lights are fused.

If both the front lights and rear light go out while the light switch is on, turn off the light switch and wait for one minute before turning the switch back on. The circuit breaker will reset itself. See your John Deere dealer if the lights fail to operate after the one-minute interval or if the lights fail intermittently.

If the front lights fail, also check the fuse at the "HD2" terminal of the light switch. Replace only with an AGC 7-1/2 ampere fuse. If fuses continue to burn out, check wiring for a short circuit.

If either sealed beam headlight burns out or any of the other lighting equipment becomes inoperative, see your John Deere dealer for replacement parts.

The front lights and combination flood light contain sealed beam units. All other light bulbs are single-contact type rated as follows:

| Location | Contact | Color | Volts | Candle-Power |
|---|---------|-------|-------|--------------|
| Rear combination light (Taillight unit) | Single | White | 12 | 15 |
| Generator tel-light | Single | Red | 12 | 2 |
| Oil pressure tel-light | Single | Red | 12 | 2 |
| Dash light | Single | White | 12 | 6 |

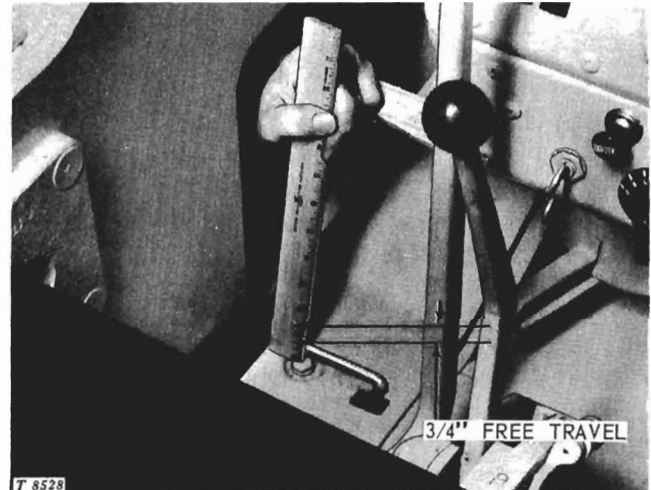
ELECTRICAL OUTLET SOCKET

The electrical outlet socket is protected by the same circuit breaker as the lights. If the socket fails, reset the light switch circuit breaker as described above.

VALVE TAPPET ADJUSTMENT

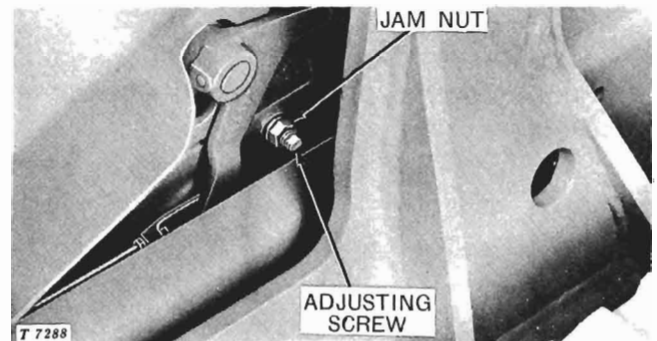
For valve tappet adjustment on the crawler loader, see your John Deere dealer.

CLUTCH DISCONNECT LEVER



Measuring Clutch Disconnect Lever Free Travel

Lift the clutch disconnect lever until slot in bottom of lever can be felt striking pin in arm. The lever will maintain this position (approximately 1/2-inch from the footrest). From this position, measure (as shown above) for 3/4-inch free travel and adjust if necessary.



Adjusting Clutch Disconnect Free Travel

To make this adjustment, loosen jam nut for adjusting screw on right-hand side of clutch housing. Turn adjusting screw in or out until 3/4-inch of free travel is obtained. Then tighten jam nut to hold adjusting screw. Recheck free travel.

NOTE: The throw-out bearing for the clutch disconnect requires lubrication only at times of tractor overhaul. Therefore, no outer access to the grease fitting is necessary.

GASOLINE ENGINE EMITS BLACK OR GRAY EXHAUST SMOKE

| Possible Cause | Possible Remedy |
|---|-----------------------------|
| Improper carburetor adjustment. | Adjust carburetor. Page 36. |

BATTERY WILL NOT CHARGE

| | |
|--|---|
| Loose or corroded connections. | Clean and tighten battery connections. Page 41. |
| Sulfated or worn-out battery. | Check specific gravity and electrolyte level of battery. Page 41. |
| Loose or defective generator belt. | Adjust belt. Replace worn belt. Page 41. |

STARTER INOPERATIVE

| | |
|--|---|
| Reverser lever not in neutral. | Move reverser lever to neutral position. Page 8. |
| Loose or corroded connections. | Clean and tighten loose connections. Page 41. |
| Low battery output. | Check specific gravity and electrolyte level of battery. Page 41. |

STARTER CRANKS SLOWLY

| | |
|---|---|
| Low battery output. | Check specific gravity and electrolyte level of battery. Page 41. |
| Too high viscosity crankcase oil. | Drain and fill crankcase with oil of proper viscosity and quality. Page 26. |
| Loose or corroded connections. | Clean and tighten loose connections. Page 41. |

BRAKES NOT EFFECTIVE

| | |
|------------------------------|-------------------------|
| Improperly adjusted. | Adjust brakes. Page 44. |
|------------------------------|-------------------------|

**LIGHTS OR ELECTRICAL OUTLET
SOCKET FAIL**

| | |
|--|---------------------------------|
| Circuit breaker tripped. | Reset circuit breaker. Page 43. |
| Defective fuse (front lights). | Replace fuse. Page 43. |

CIGARETTE LIGHTER FAILS

| | |
|-----------------------------------|---------------------------------|
| Circuit breaker tripped | Reset circuit breaker. Page 42. |
|-----------------------------------|---------------------------------|

LOW TRANSMISSION OIL PRESSURE

| | |
|-------------------------|---------------------------------------|
| Low oil supply. | Fill system with proper oil. Page 28. |
|-------------------------|---------------------------------------|

TRANSMISSION OIL OVERHEATS

| | |
|---|---|
| Too high oil supply | Fill system to proper level. Page 28. |
| Radiator core clogged. (engine water also overheats) | Remove all foreign matter from exterior of radiator and grille screen. Page 37. |
| Low radiator coolant level. | Fill radiator to proper level. Page 37. |
| Excessive shifting under heavy load. | Reduce shifting or load. |

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