SERVICE MANUAL
Tigercat 1045/1055 FORWARDER

Issue 1.0, AUGUST, 2006

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1045/1055-SM00

1045/1055 Available Literature

Operator's Manual (10550101 to 10550200) ..... Part No. 25900A
Operator's Manual (10450101 and 10550201 and up) ..... Part No. 29767A
Service Manual (10550101 to 10550200) ..... Part No. 25901A
Service Manual (10450101 and 10550201 and up) (This Manual) ..... Part No. 29768A
Parts Catalog ..... Part No. 25902A

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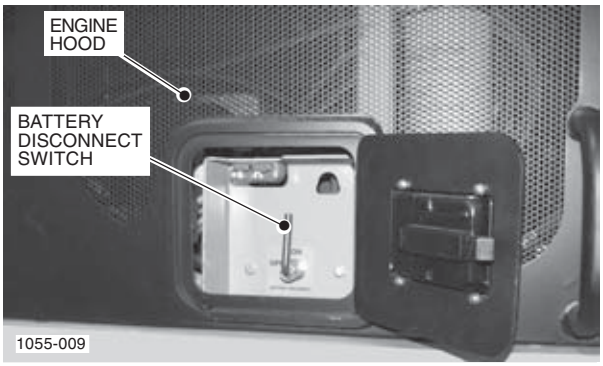
OPERATING SAFETY PRECAUTIONS continued

Before leaving operator's cab, place the crane in the park position or on the ground and lower the snow blade (if equipped) to the ground.

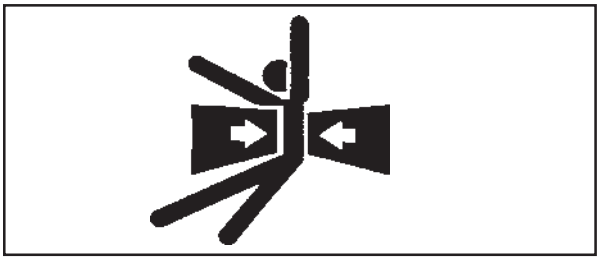
If out of the operator's cab for an extended period shut the machine off.

When parking the machine:

- Park on level ground ONLY.
- **Do not park on a hillside or incline.**
- Place the crane in the park position or on the ground and lower the snow blade (if equipped) to the ground.
- Stop the engine and release pilot system pressure by performing the following steps:
  1. Close both doors. Turn key switch to the **ON** position. **Do not start the engine**. Press pilot reset switch.
  2. **Fully apply** brake foot pedal **50 times** or more.
  3. **Pressure may remain in the system** after completing all of the above steps. Use caution when loosening hydraulic connections.



- Turn the battery disconnect switch off if the vehicle is to be parked for an extended period of time (Example - overnight).



When the engine is running, DO NOT allow anyone in areas of the machine where they may be crushed by moving components.



Maintain a safe operating distance between the machine and workers and all other personnel. It is the duty of the operator to ensure that no person approach the machine while in use, the risk zone is 60 m (200 feet).

Never operate the crane or grapple over the heads of bystanders.

Use only prearranged and approved signalling practices.

Obey flagger's signal and signs

Operate the machine only from a seated position in the operator's seat.

Do not carry passengers either in the cab or anywhere else on the machine.

If vision is limited by dust, smoke, fog or snow, stop the machine until visibility is restored.

Do not work below or behind a forwarder parked on a grade.

When working on slopes, travel straight up or down the slope to prevent roll-over.

NEVER travel across a STEEP slope or side hill:

- If you travel across a MODERATE slope, NEVER make an uphill turn as this could cause a tip-over situation.
- When loading, keep load in grapple low and close to the forwarder for best stability.
- A load of logs will change the handling and stability of the forwarder.
- Always be prepared to dump the load in the grapple in case of emergency.
- Never approach an unstable log from the downhill side.
- Do not overload your forwarder as this can create an unstable condition and cause a roll-over.

⚠ CAUTION

Do not open cab doors or window screens (if equipped) when machine is on a slope. The doors and screens are heavy and could swing out with considerable force.

Tigercat 1045/1055 Forwarder

SECTION 3 - LUBRICATION & MAINTENANCE

AUGUST, 2006

Read and understand the entire manual including Safety section prior to operating any equipment.
Read and understand all manuals for any attachments or accessories.

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continued...

IMPORTANT

Filters that are an integral part of the engine (fuel and lubricating oil) should be serviced and replaced according to the engine manufacturer's operation and maintenance manual.

Tier III engines typically use filters with a very fine micron rating. If the fuel supply is dirty, the fuel filter must be replaced more frequently than recommended in the owner's manual. Operating the machine with a clogged fuel filter will result in low engine power. It is also recommended that the fuel/water separator bowl be drained daily.

When installing a new fuel filter, DO NOT pre-fill with diesel fuel, or engine fuel pump damage will result. This type of failure is not warrantable by the engine manufacturer.

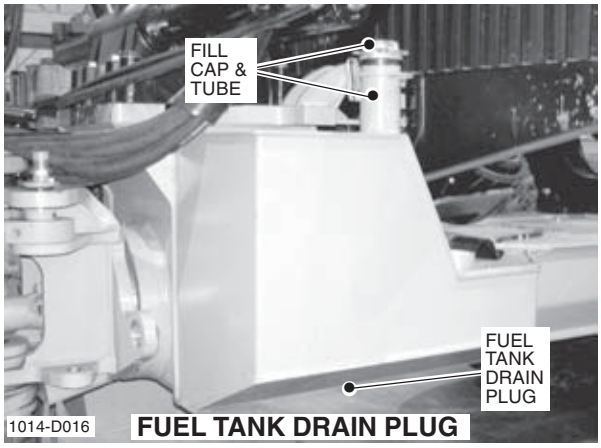
To prolong the operating life of the fuel filter, ensure that the fuel supply storage tank is clean and free of water and that the fuel is pre-filtered prior to adding it to the machine.

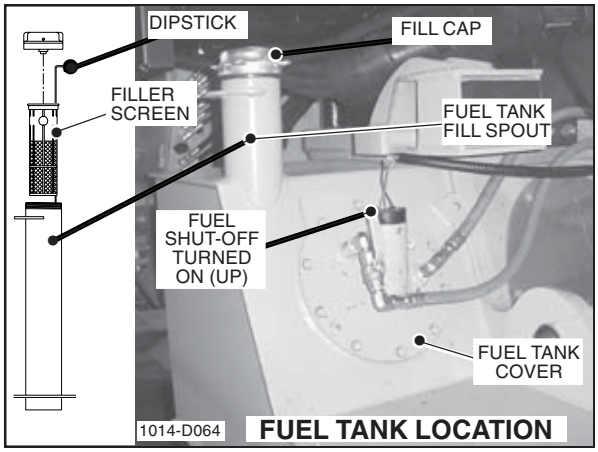
FUEL TANK STRAINER

This is a stainless steel fuel strainer, screwed on to the inlet pipe of the engine fuel feed line inside at the bottom of the fuel tank.

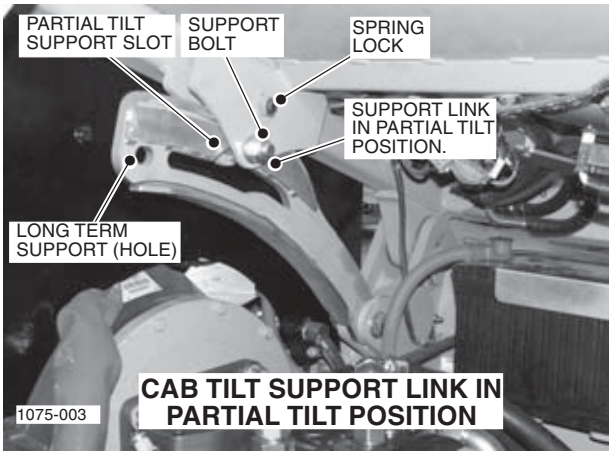
Changing or cleaning the strainer:

1. Park machine on level ground, install articulation lock bar, lower the blade (if equipped) and place the crane in the park position, stop engine, remove key, then switch battery disconnect off, and block wheels.
2. Remove filler cap. Install a suitable container below fuel tank, remove drain plug and drain the fuel tank.
3. Remove the cover from the fuel tank and "O" ring from the access hole.
4. Clean any debris from the bottom of the tank and wipe it clean.
5. Remove the fuel strainer using the hex on the end of strainer. Carefully clean the strainer (it may be damaged by rough handling).
6. Check for a buildup of foreign materials where the strainer threads on to the pipe and elbow.





7. Reinstall the strainer using the hex on end.
8. Reinstall fuel tank cover plate with new "O" ring.
9. Reinstall drain plug.
10. Refuel and check for leaks. Start the engine and check for leaks again.



11. For partial tilt, lower cab all the way down, then raise the cab, as the cab is raised the support link will slide along the support bolt. When the link partial tilt slot is just over the support bolt the link will begin to fall onto the support bolt. At this point lower the cab until the support bolt bottoms in the partial tilt slot of the support link.

NOTE: When using the support link for partial tilt, the support bracket bolt must be bottomed in the partial tilt slot position of the support link.

LOWERING THE CAB

1. Clear the area under the cab and cab path of obstructions and secure all lines and wires.

CAUTION

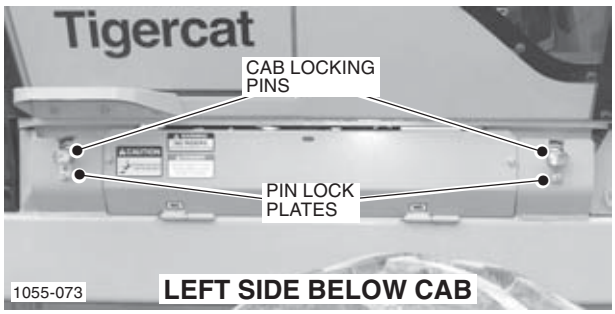
Keep hands away from the locking pin area as the cab is being lowered.

2. Place tilt pump control lever in LOWER position.

NOTE: If the cab is in the partial tilt position, the cab must first be raised to the full tilt position to release the support link. Then it can be lowered. (Otherwise it will lock in the partial tilt position.)

3. Operate pump until the cab is all the way over in the ride position onto the locking pins.

NOTE: When the cab locking pins are seated in the locking plates, rotate the pins so the flat surfaces of the locking pins are horizontal.



4. Place the locking plates back in the slots on the locking pins and tighten the cap screws.
5. Place the cab tilt control lever in the LOWER position and remove tilt pump handle.
6. Place the pump handle back in the storage location.
7. Close the left side hydraulic tank access door.

Parker

Assembly Torque

JIC 37 Degree Flare

SAE Dash Size	Thread Size	Tube Connection FFWR	Swivel or Hose Connection FFWR
-2	5/16-24	NA	NA
-3	3/8-24	NA	NA
-4	7/16-20	2	2
-5	1/2-20	2	2
-6	9/16-18	1 1/2	1 1/4
-8	3/4-16	1 1/2	1
-10	7/8-14	1 1/2	1
-12	1 1/16-12	1 1/4	1
-14	1 3/16-12	1	1
-16	1 5/16-12	1	1
-20	1 5/8-12	1	1
-24	1 7/8-12	1	1
-32	2 1/2-12	1	1
-40	3-12	1	1

F.F.W.R : Flats From Wrench Resistance
All values are for Steel, Stainless Steel and Brass

NPTF

SAE Dash Size	Thread Size	Tube Connection TFFT	Swivel or Hose Connection TFFT
-2	1/8-27	2-3	2-3
-3	NA	NA	NA
-4	1/4-18	2-3	2-3
-5	NA	NA	NA
-6	3/8-18	2-3	2-3
-8	1/2-14	2-3	2-3
-10	7/8-14	NA	NA
-12	3/4-14	2-3	2-3
-14	NA	NA	NA
-16	1-11 1/2	1.5-2.5	1.5-2.5
-20	1 1/4-11 1/2	1.5-2.5	1.5-2.5
-24	1 1/2-11 1/2	1.5-2.5	1.5-2.5
-32	2-11 1/2	1.5-2.5	1.5-2.5
-40	NA	NA	NA

T.F.F.T. : Turns from finger tight
All pipe values are for Steel, Stainless Steel and Brass

O'ring Face Seal / Seal-Lok

SAE Dash Size	Thread Size	Tube Connection FFWR	Swivel or Hose Connection FFWR
-2	NA	NA	NA
-3	NA	NA	NA
-4	9/16-18	1/4 TO 1/2	1/2 TO 3/4
-5	NA	NA	NA
-6	11/16-16	1/4 TO 1/2	1/2 TO 3/4
-8	13/16-16	1/4 TO 1/2	1/2 TO 3/4
-10	1-14	1/4 TO 1/2	1/2 TO 3/4
-12	1 3/16-12	1/4 TO 1/2	1/3 TO 1/2
-14	NA	NA	NA
-16	1 7/16-12	1/4 TO 1/2	1/3 TO 1/2
-20	1 11/16-12	1/4 TO 1/2	1/3 TO 1/2
-24	2-12	1/4 TO 1/2	1/3 TO 1/2
-32	NA	NA	NA
-40	NA	NA	NA

F.F.W.R : Flats From Wrench Resistance
All values are for Steel, Stainless Steel and Brass

BSPT

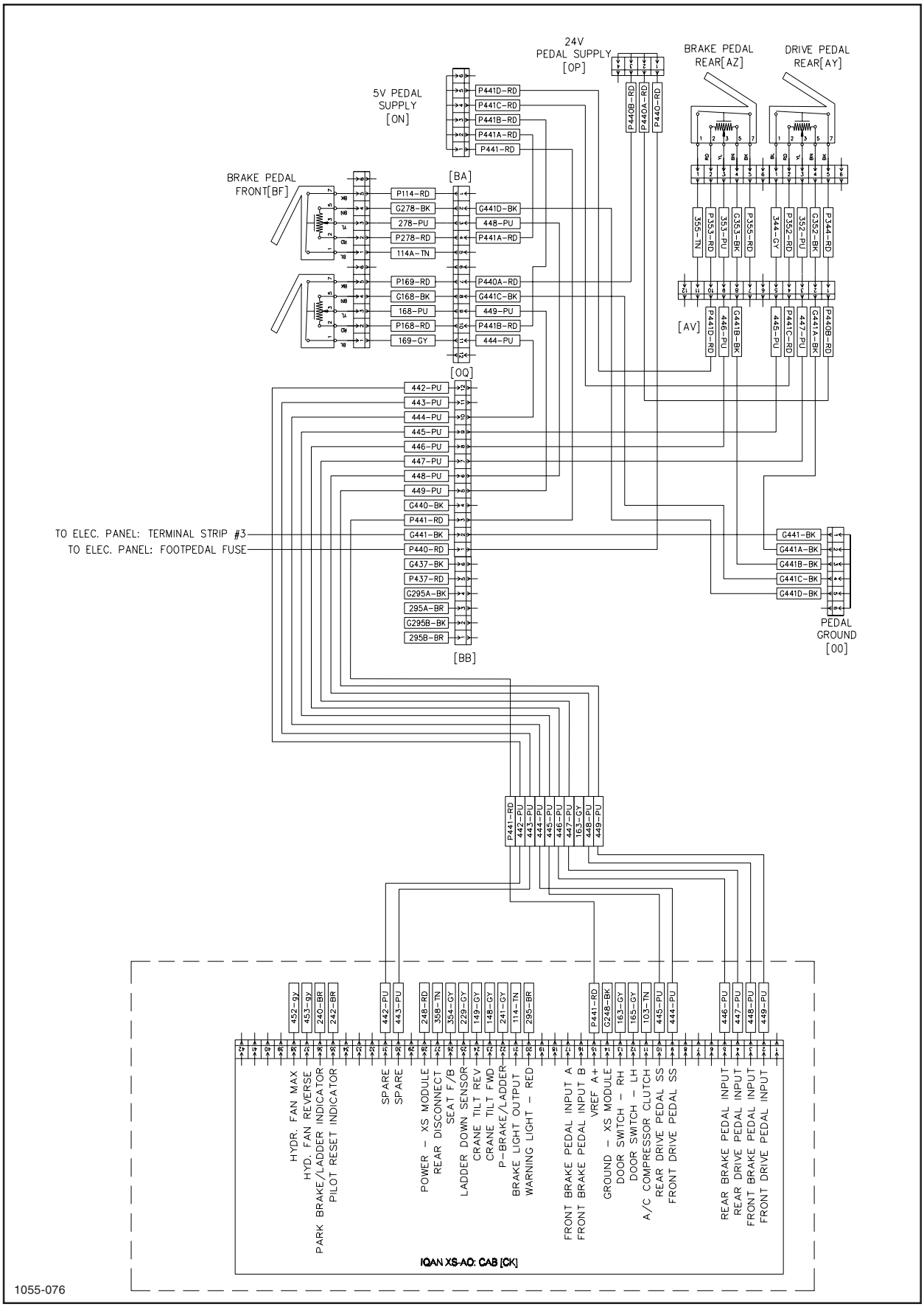
SAE Dash Size	Thread Size	Tube Connection TFFT	Swivel or Hose Connection TFFT
-2	1/8-28	2-3	2-3
-3	NA	NA	NA
-4	1/4-19	2-3	2-3
-5	NA	NA	NA
-6	3/8-19	2-3	2-3
-8	1/2-14	2-3	2-3
-10	NA	NA	NA
-12	3/4-14	2-3	2-3
-14	NA	NA	NA
-16	1-11	1.5-2.5	1.5-2.5
-20	1 1/4-11	1.5-2.5	1.5-2.5
-24	1 1/2-11	1.5-2.5	1.5-2.5
-32	2-11	1.5-2.5	1.5-2.5
-40	NA	NA	NA

T.F.F.T. : Turns from finger tight
All pipe values are for Steel, Stainless Steel and Brass

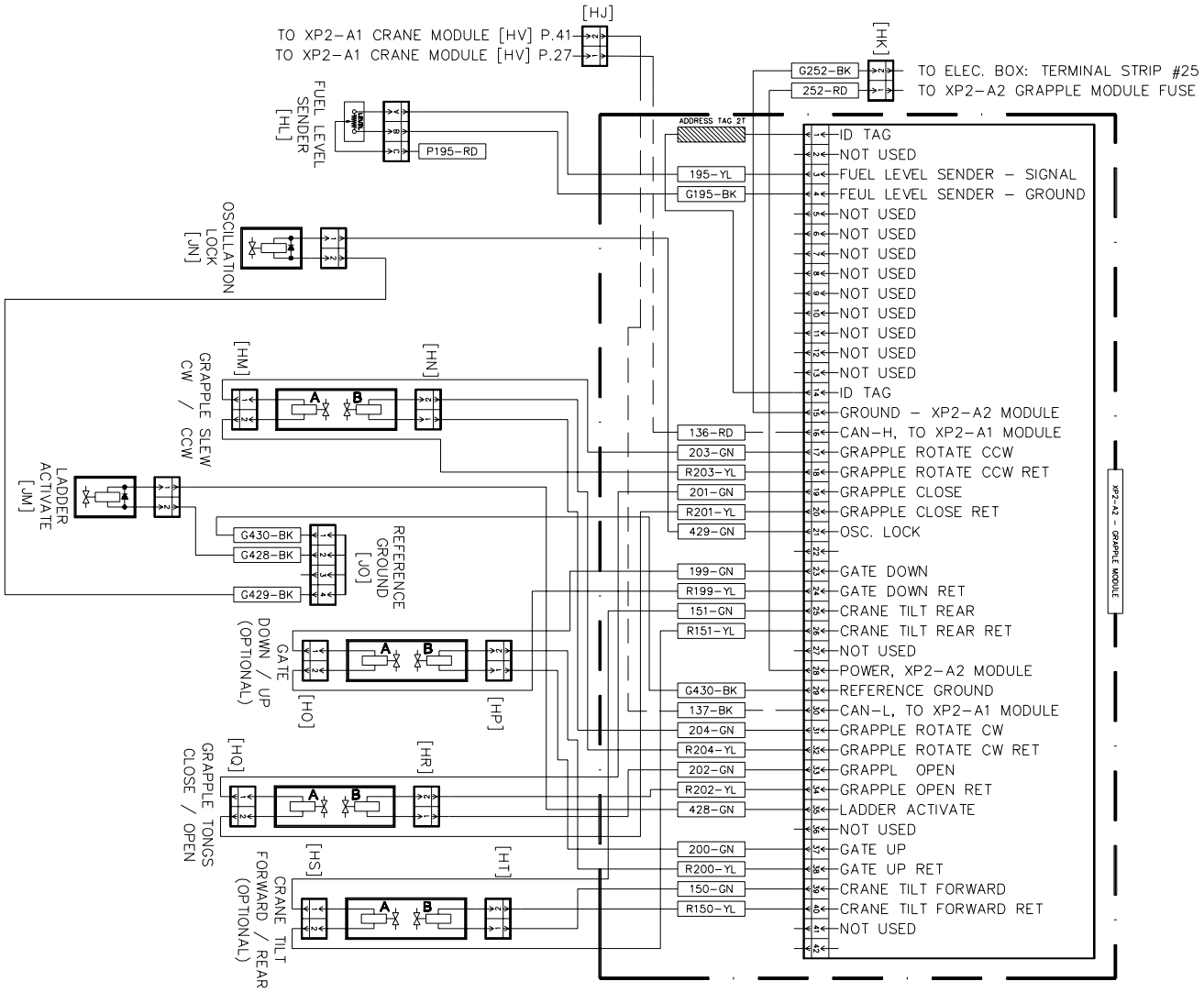
SAE J1926 Straight Thread Port Assembly Torques

		Assembly Torque (+10% -0)											
		Non-Adjustable				Adjustable				Plugs			
		Seal-Lok		Triple-Lok Ferulok Pipe Fittings		Seal-Lok		Triple-Lok Ferulok		Hollow Hex HP5ON-S		Hex Head P5ON-S	
SAE Dash	Thread Size	ft.lbs. (in. lbs)	N-m	ft.lbs. (in. lbs)	N-m	ft.lbs. (in. lbs)	N-m	ft.lbs. (in. lbs)	N-m	ft.lbs. (in. lbs)	N-m	ft.lbs. (in. lbs)	N-m
2	5/16-24			(85)	10			(60)	7	(30)	3.5	(85)	10
3	3/8-24			(155)	18			(100)	11	(55)	6	(155)	18
4	7/16-20	(310)	20	(260)	29	(310)	20	(180)	20	(120)	13.5	(260)	29
5	1/2-20	(360)	40	(280)	32	(360)	40	(250)	28	(170)	19	(280)	32
6	9/16-18	(420)	46	(350)	40	(420)	46	(350)	40	(410)	46	(350)	40
8	3/4-16	60	80	(620)	70	60	80	(620)	70	60	80	(620)	70
10	7/8-14	100	135	85	115	100	135	85	115	100	135	85	115
12	1 1/16-12	135	185	135	183	135	185	135	183	135	185	135	183
14	1 3/16-12	175	235	175	237	175	235	175	237	175	235	175	237
16	1 5/16-12	200	270	200	271	200	270	200	271	200	270	200	271
20	1 5/8-12	250	340	250	339	250	340	250	339	250	340	250	339
24	1 7/8-12	305	415	305	414	305	415	305	414	305	415	305	414
32	2 1/2-12	375	510	375	509	375	510	375	509	375	510	375	509

THROTTLE AND BRAKE FOOT CONTROL SCHEMATIC



XP2-A2 GRAPPLE MODULE SCHEMATIC





Press F1 SELECT (+) to select the BOOM UP function for adjustment. (NOTE: Pressing the F2 SELECT (-) selects the BOOM DOWN function.)



Use the UP/DN buttons to select desired adjustment, Min Current, Max Current, Start Slope, Stop Slope or Fine Controls. See CURRENT OUTPUT SETTINGS DESCRIPTION in this Section.

Shown above MIN CURRENT (+) MAIN BOOM UP function has been selected.

2. DIRECT SELECTION



Press F2 OUTPUTS to choose CURRENT OUT menu.



Press F1 SELECT to display SELECT FUNCTION menu.



Operate the BOOM UP joystick to select it for adjustment.



(+) Main Boom appears in the display. Press F1 “SELECT” to confirm selection of boom up.



Use the UP/DN buttons to select desired adjustment, Min Current, Max Current, Start Slope, Stop Slope or Fine Controls. See CURRENT OUTPUT SETTINGS DESCRIPTION in this Section.

Shown above MIN CURRENT (+) MAIN BOOM UP function has been selected.

CONDITIONAL MESSAGES (CM)

Conditional messages give the operator information regarding an event or problem condition while the event or problem exists. If the event or condition disappears, so will the message and alarm.



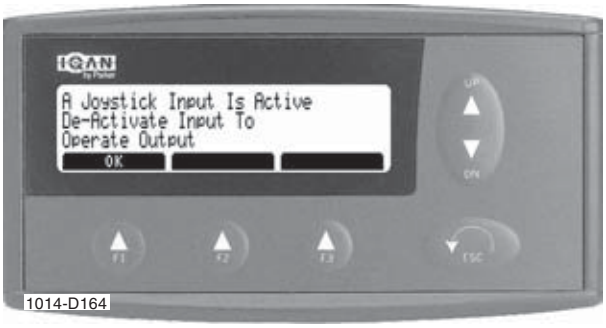
If the operator presses “OK” on the MDM, the message will disappear even if the problem still exists. When this alarm is activated investigate the cause. Refer to ELECTRICAL AND COMPUTER SECTION of Service Manual.



1. SYSTEM BYPASSED WARNING

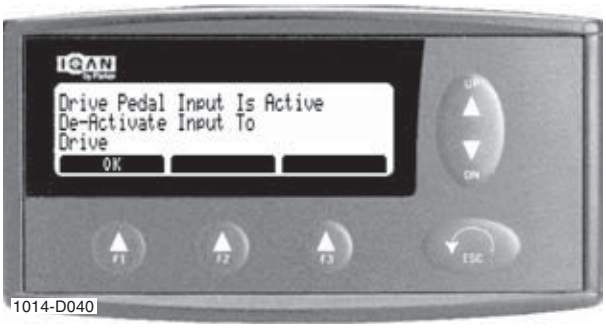
When an alarm is bypassed, as long as the fault is still active, this warning will be displayed, alarm warning light will flash and horn will sound every 30 seconds.

When this alarm is activated investigate the cause immediately. Once the fault is fixed, warning deactivates and bypass is stopped.



2. CRANE START (CM)

If any crane joystick input is high (joystick activated) when crane switch is turned on, Crane Input Is Active message is displayed. Release the joystick to deactivate the input to operate the crane.



3. DRIVE START (CM)

If the drive pedal input is high (pedal activated) before pilot is reset, Drive Pedal Input Is Active message is displayed. Drive is prevented until the pedal is released.

Release the pedal to deactivate the input to enable the drive function.

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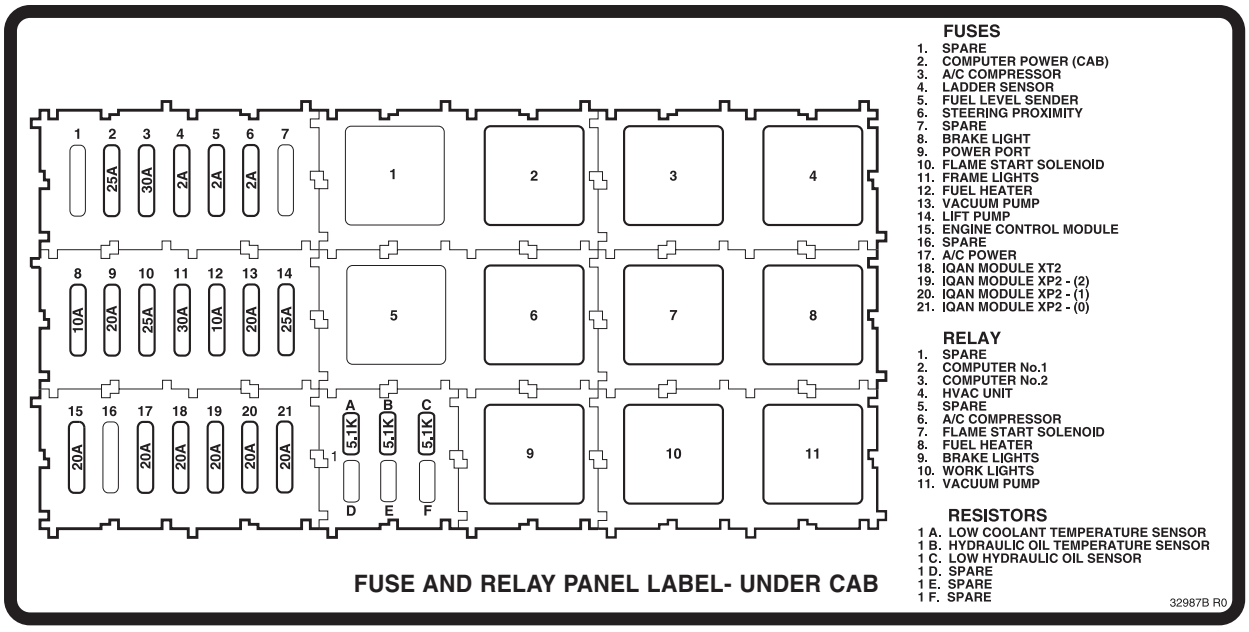
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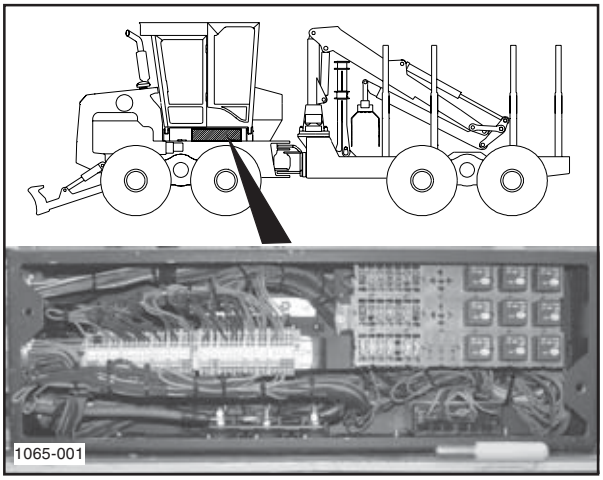
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FUSE AND RELAY PANELS



FUSE AND RELAY PANEL LABEL- UNDER CAB

2. FUSE AND RELAY PANEL - UNDER CAB



Fuses and relays for the engine, hydraulic and machine electrical controls are located in the electrical box under the cab.

8. In the IQANdevelop main screen, select the



icon.

9. This will display a new dialog box titled 'Receiving…', and the download process will begin.

10. Once the download process is complete, the PDA display will return to the main IQANdevelop G3 window. The downloaded application description will replace the **<empty slot>** in the top right corner of the PDA.

    Important: The download process should take less than one minute to complete. During this time, do not perform any other functions on the PDA, or turn off power to the MDM. DO NOT START THE MACHINE. Should this occur, the download will be halted and incomplete; starting from the beginning will be required.

B. GET APPLICATION USING A A PC/LAPTOP

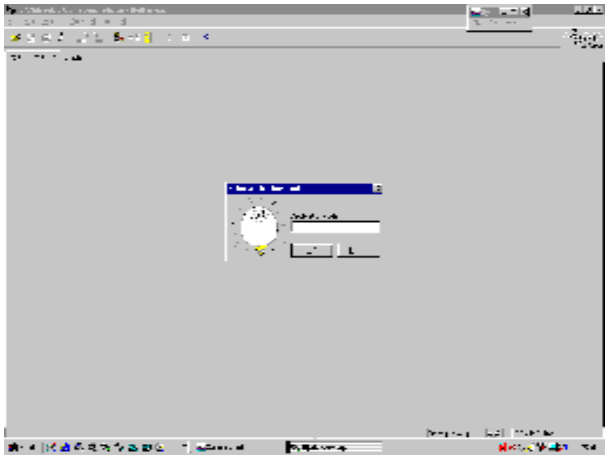
The following procedure instructs how to retrieve a Tigercat IQAN application with a personal computer (PC), or laptop from the MDM (Master Display Module).

To perform this procedure you will require:

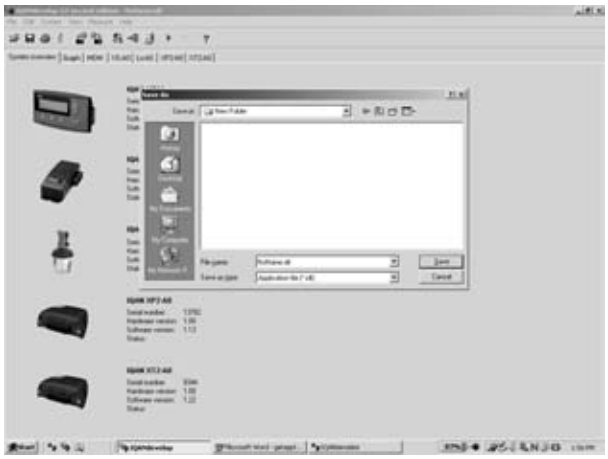
- PC/Laptop
- IQAN data cable for PC/Laptop (no adapter cable required)
- Hardware key (Parker IQAN component available from Tigercat)

1. Park machine on level ground, lower all implements to the ground, set the park brake ON, and turn the key switch to OFF.
2. Locate the '**round**' RS232 port connection on the back of the MDM. **Do not** disconnect the **rectangular** 6-pin connector.

   Note: This will require temporary removal of the MDM from its mounting location (4 screws).
3. Remove the rubber dust seal from the RS232 port and connect IQAN data cable for PC/Laptop.
4. Connect the other end of the cable to the COM1 serial port on the PC/Laptop.
5. Turn on power to the computer, and start the IQANdevelop G3 program.
6. Turn the key switch to 'RUN'. **DO NOT** START THE MACHINE.
7. Open the new application in IQANdevelop G3 on the computer.



8. A dialog box titled 'Enter application code' will appear. Enter the correct application code and select the **'OK'** box. Note: contact the Tigercat Customer Service to acquire the correct application code.
9. Using the drop-down menus: select 'System', 'Get application'

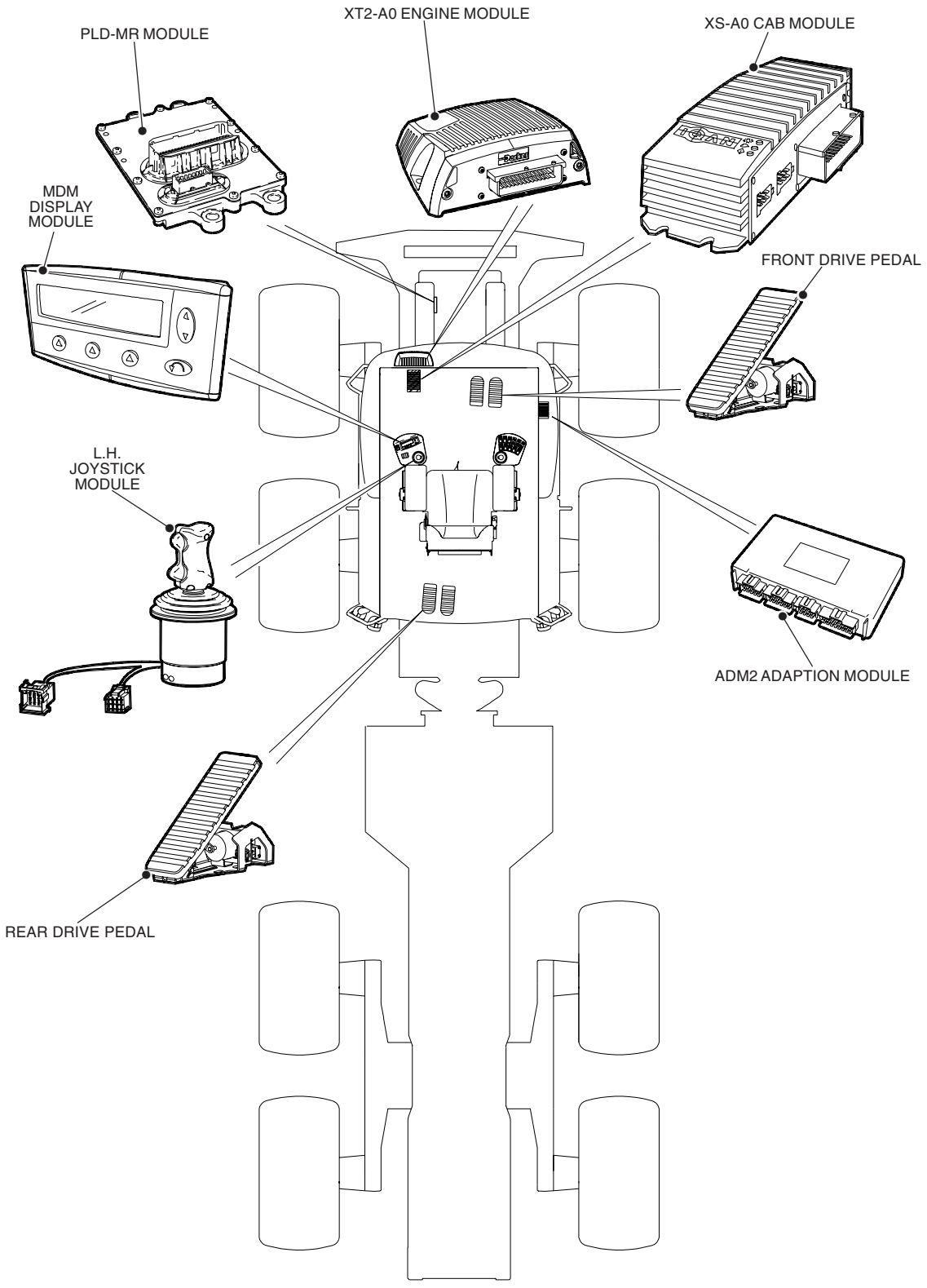


10. Choose a filename and the location you wish to save the file. Click on Save.



11. A pop-up box will confirm that the file is being downloaded.

ENGINE ELECTRONIC CONTROLS LOCATIONS



HYDRAULIC OIL HEATING PROCEDURE

This procedure is used to heat up the hydraulic oil in the machine in preparation for setting up hydraulic pressures.

1. Park machine on level ground, place a sheet of cardboard in front of the oil cooler portion of the heat exchanger. The radiator must remain uncovered to prevent engine overheating. Start the engine, rotate the seat to face the rear, depress the PILOT RESET switch, place the WORKING RPM switch in the ON position, and set engine to max throttle using the L.H. joystick thumb switch.

WARNING

DO NOT leave the machine while heating the oil, as overheating of engine or hydraulic oil can cause serious damage.

2. Operate the TELESCOPE IN/OUT function, while at the same time operating the GRAPPLE ROTATE function with cooling fan in AUTO. Release after 5 seconds, wait 5 seconds, then repeat. This will cause oil to pass over the telescope IN/OUT port relief, which will generate heat. Monitor ENGINE COOLANT TEMPERATURE and HYDRAULIC OIL TEMPERATURE on the display module.

WARNING

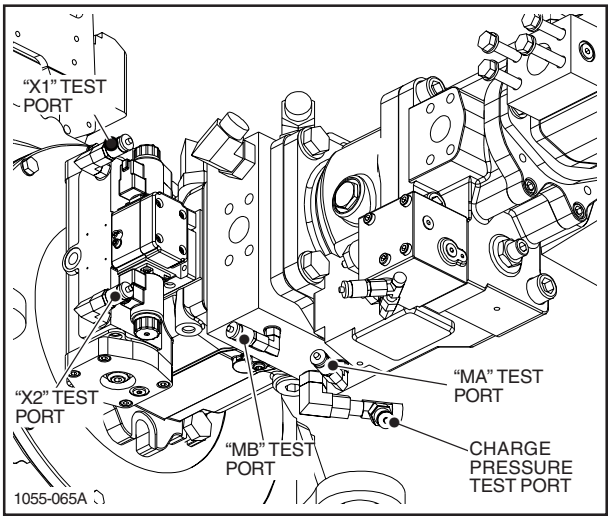
Hydraulic oil temperature rises quickly when passing over relief valves. Remove the cardboard blocking the oil cooler if necessary to maintain the proper temperature. Do not pass oil over the relief valves for longer than 5 seconds at a time. Damage to valves can occur from excessive heat.

3. Ensure that the hydraulic oil temperature is between **48C and 60C** (**120F and 140F)**.
4. Once the hydraulic oil is up to **operating temperature**, proceed to required hydraulic set-up procedure.

DRIVE SYSTEM SET UP

These tests will verify the following:

1. Pump Begin of Regulation and Max Displacement adjustment and control pressure.
2. Motor Begin of Regulation and Min Displacement adjustment and control pressure.
3. Steering check; slow and fast.
4. Front and rear differential lock functions.
5. Service braking check.



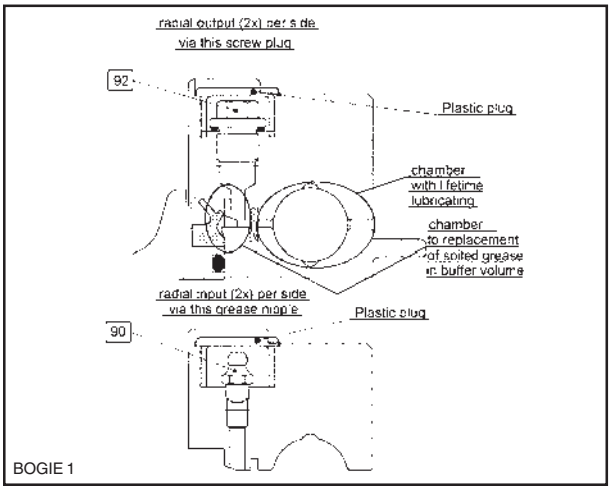
INSTALL PRESSURE TEST GAUGES

Install two 0-10,000 psi gauges on 'MA', 'MB' and two 0-500 psi gauges on the pump controller 'X1' and 'X2' test ports on the DRIVE PUMP. and a 0-500 psi gauge on 'CHARGE PRESSURE' test port on the DRIVE PUMP.

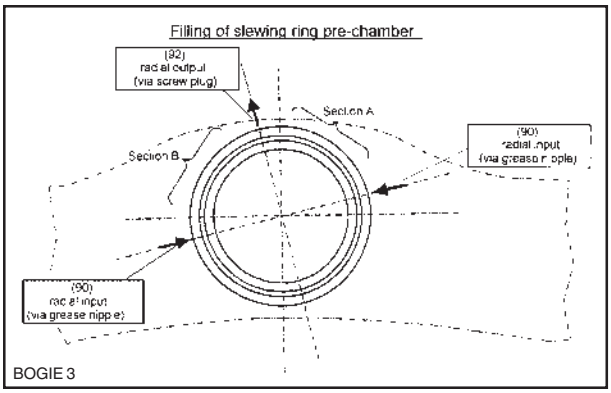
NOTE: Fasten the gauges so they can be easily viewed from the operator's seat and will not be damaged during the test.

SLEW BEARING LUBRICATION - BOGIE AXLES

The slew bearing has a lifetime lubrication in the raceway grease chamber and needs no service. The only service work is the replacement of soiled grease in pre-chamber (buffer chamber).

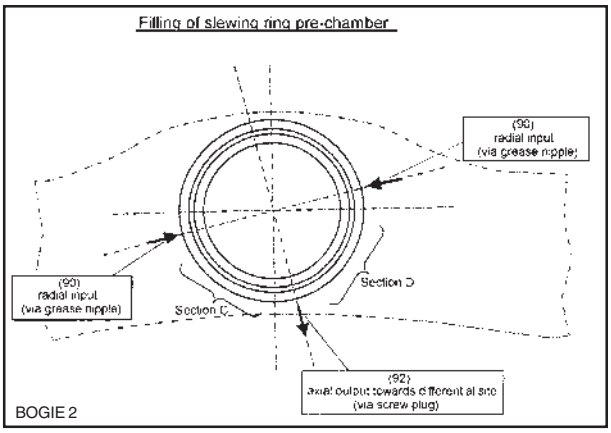


Clean the area around the grease nipples and outlet plugs (pos. 90/92).



Open outlet plug, first the one on side A (pos. 92; covered with white plastic cap).

Fill at both grease nipples per side (pos. 90; covered with white plastic caps) standard grease. Lubricate with hand grease gun until grease squeezes out with thumb wide from the outlet opening (pos. 92). Then close this outlet hole with plug and cap.



Then open the opposite outlet plug (also pos. 92 covered with white plastic cap).

Grease with a hand grease gun, at both grease nipples per side, until grease squeezes out thumb wide from the outlet opening (pos. 92). Then close this outlet hole with plug and cap.

When grease squeezes out from the gap, the gap has sealed itself with grease all the way around the circumference. Leave the excess grease built up to protect against dirt.

Cover the grease nipples with plastic caps.

- Close the drain valve on the charging and testing device and connect the hose to the nitrogen bottle.
- Remove the valve guard and cap.
- Screw the charging and testing device onto the gas valve.
- Open the gas shut-off valve on the nitrogen bottle and allow gas to flow slowly into the accumulator.
- Close the shut-off valve frequently and check the value of the pre-charge by depressing the button on the charging device and observe the gauge.
- If the pre-charge pressure is too high, it may be reduced by opening the drain valve and carefully depressing the button on the charging device.

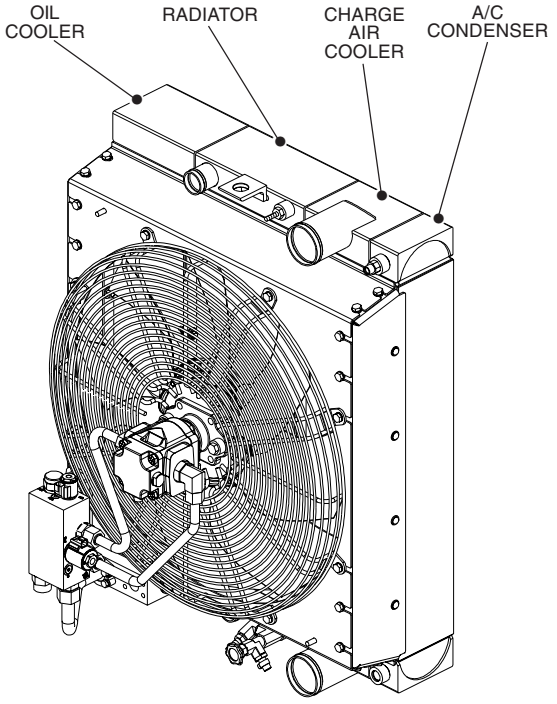
  Note: The pre-charge pressure will vary dependant upon the temperature. Once the desired pre-charge is reached, wait two minutes for the gas temperature to equalize. Re-check pre-charge and adjust if necessary.
- Disconnect hose from nitrogen bottle.
- Remove charging and testing device from accumulator and install valve cap and guard.
- Check to ensure there are no leaks, if gas valve is leaking, it should be replaced. Use only valves approved for accumulator service. NEVER USE AN AUTOMOTIVE TYPE VALVE.
- Re-install the hydraulic hose on the back of the accumulator.
- Bleed Brake system. Refer to BRAKE BLEEDING in THIS SECTION.

HYDRAULIC FAN DRIVE

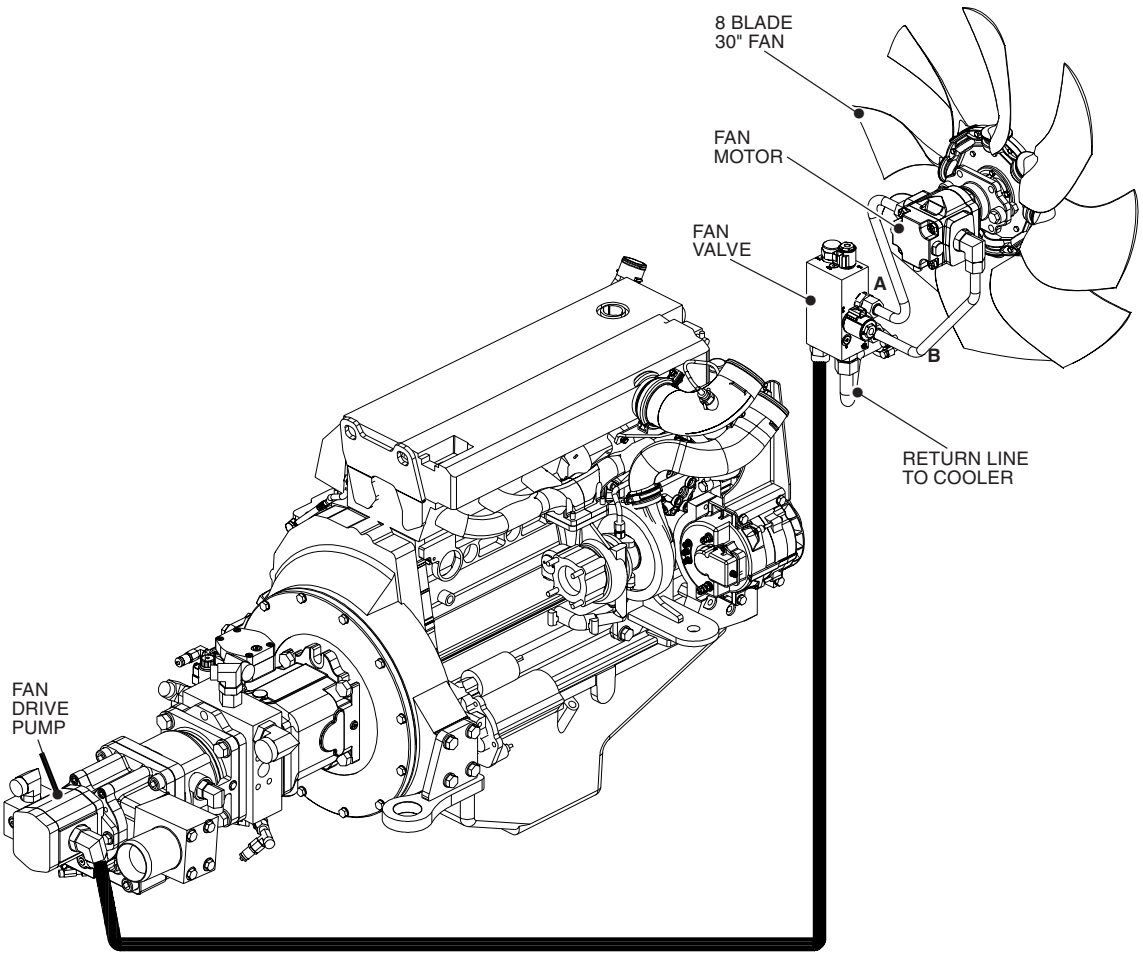
The charge air cooler, hydraulic oil cooler, engine radiator and A/C condenser core are mounted beside each other as a cooler assembly. The assembly is mounted in the front chassis in front of the engine.

The cooling fan is mounted behind the cooler assembly and draws air through the front. The air passes through the charge air cooler/oil cooler/ radiator and A/C condensor core, through the engine compartment and out through the engine cover screens.

The fan is hydraulically driven. The fan drive system is reversible to facilitate cleaning by blowing air in the opposite direction through the cooler assembly.



1055-034 **COOLER ASSEMBLY**



1055-042 **HYDRAULIC FAN DRIVE SYSTEM**

Tigercat 1045/1055 Forwarder

SECTION 11- CENTER JOINT, STEERING, GATE AND SNOW BLADE

AUGUST, 2006

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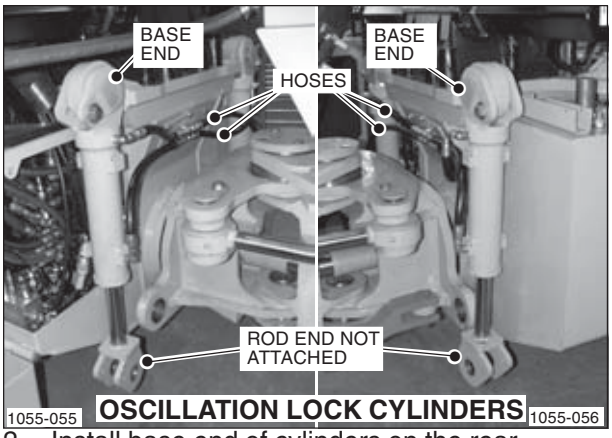
STEERING AND BLADE FUNCTIONS
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STEERING AND BLADE FUNCTIONS 11.14

OSCILLATION LOCK CIRCUIT SET-UP

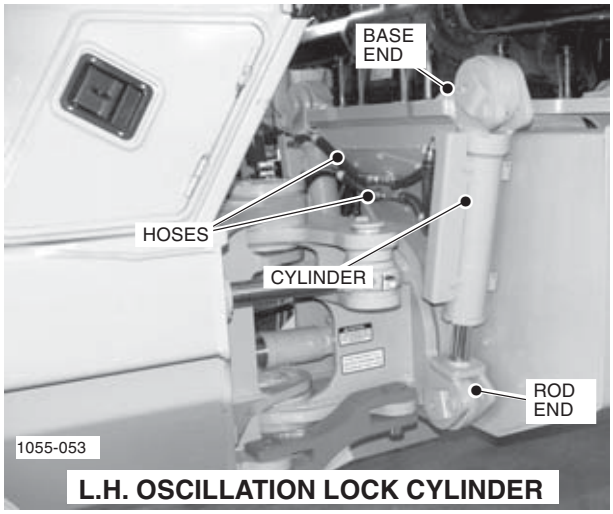
INSTALLING NEW CYLINDERS - OIL FILL & PURGE AIR

1. Prior to installing Oscillation Lock Cylinders on the rear chassis, retract the cylinders fully and fill rod end with oil and cap.

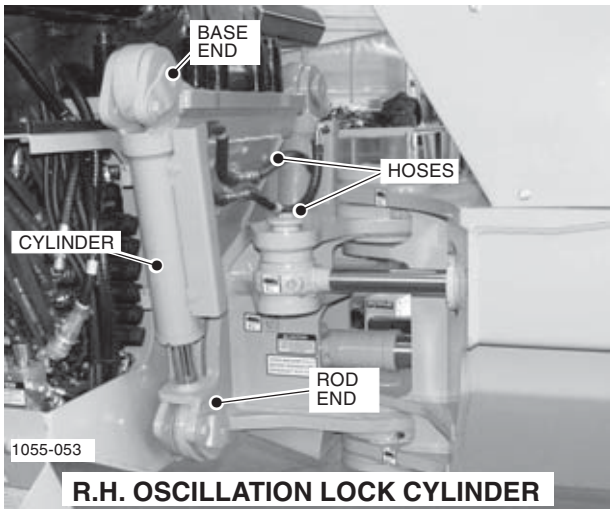


OSCILLATION LOCK CYLINDERS

2. Install base end of cylinders on the rear chassis. Do not install rod end at this time. Clear the area around the cylinder to allow it to extend fully without interference.
3. Place a drip pan below the Oscillation Lock Cylinders.
4. Attach all hydraulic connections. Be careful to prevent oil from leaking out of the rod end of the cylinder.
5. Start the engine and allow cylinders to fully extend.
6. While engine is running, bleed the air from the base end of the cylinders by carefully cracking open the hose connection feeding the base end of each cylinder (use rags to cover the connection to prevent oil from spraying). Allow oil/air mixture to purge out and retighten hose connection once all air has been removed.
7. Stop engine and allow system to rest for a few minutes, then crack the base end hoses once again (take precautions as listed in step 5 since the accumulator will keep pressure on the circuit). Retighten hose connection. If air is still present in the system, repeats steps 5 & 6 until all air has been purged.

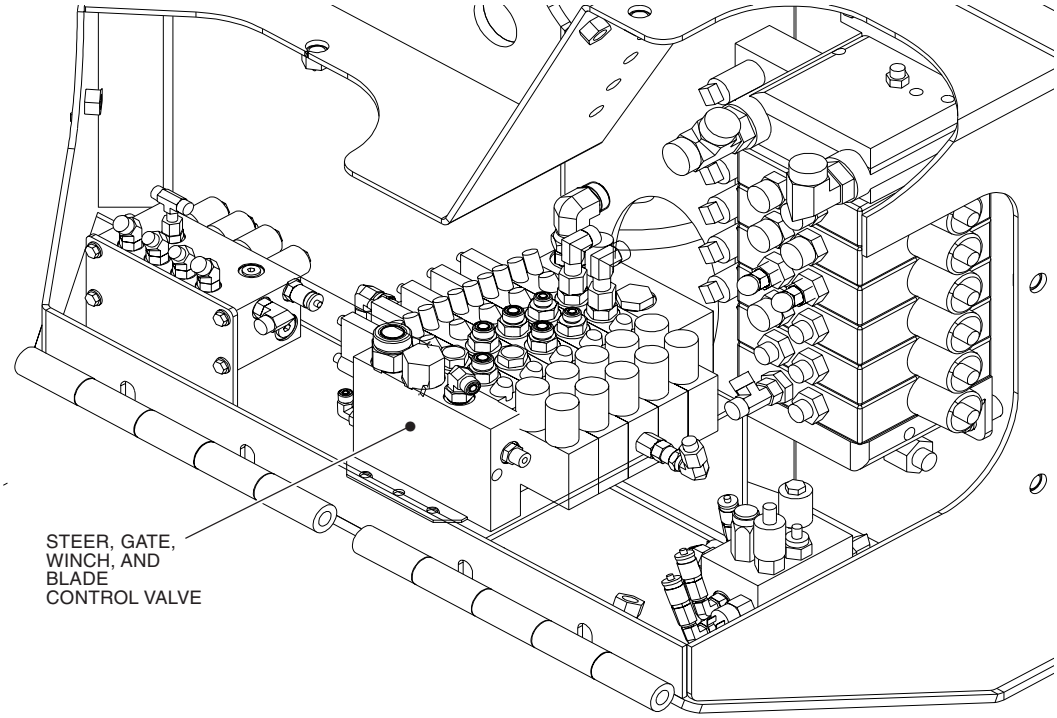


L.H. OSCILLATION LOCK CYLINDER



R.H. OSCILLATION LOCK CYLINDER

8. Complete installation of cylinders, pinning rod end to Center Joint. This can be accomplished by cracking the fitting at the base end and using a pry bar or dead blow hammer to retract cylinder.



1014-086

HYDRAULIC VALVE COMPARTMENT - REAR CHASSIS

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