

Tigercat[®]

H845C/LH845C HARVESTER

SERVICE MANUAL

SERIAL NUMBER 84531501 TO 84531860

SERIAL NUMBER 84581501 TO 84581860



ISSUE 2.0 APRIL, 2011

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I hereby declare that the equipment named above has been designed to comply with the relevant sections of the above referenced specifications and is in accordance with the requirements of the Directive(s)

Signed by:

Name: Anthony Iarocci

Position: President

Done at

Brantford Ontario

On May 10, 2011

Document ref. No.: 5354

The technical documentation for the machinery is available from:

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Address: Darnleyhill

Tullynessle

Alford, Aberdeenshire

Scotland, AB33 8AX

OPERATING SAFETY PRECAUTIONS
continued**MACHINE STABILITY AND TRACTION
MACHINES WITHOUT LEVELLER**

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

NEVER travel across a STEEP slope or side hill:

- As a load is added to the attachment the handling and the stability of the machine will change.
- To avoid tip over, keep the attachment as low as possible to maintain a low center of gravity.
- Always be prepared to dump the load in case of an emergency.
- Do not overload the machine as this can create an unstable condition and cause a roll-over.

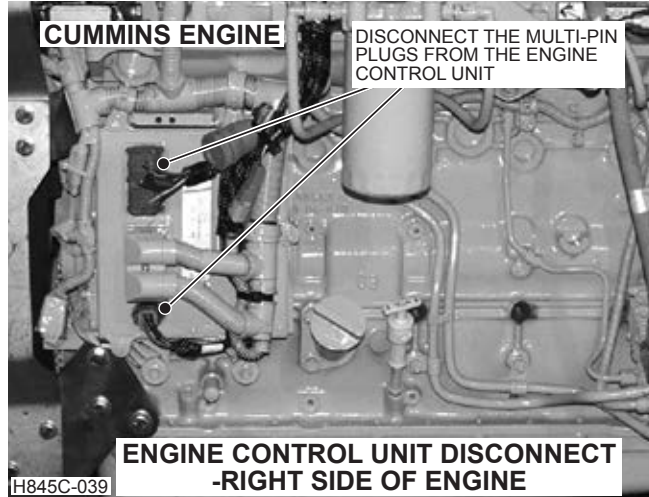
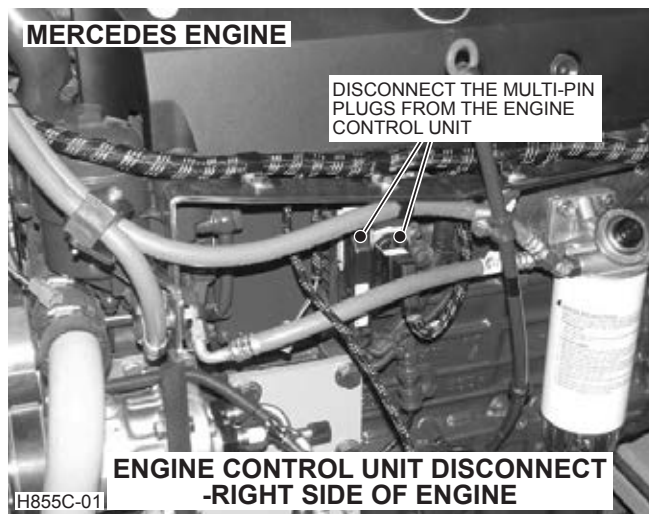
SERVICING SAFETY PRECAUTIONS
continued

Prior to welding on any part of the machine, the repair area should be cleaned and a fire extinguisher should be made available at the welding location.

Care must be taken in attaching the welding machine grounding clamp so current does not pass through bearings, especially the swing bearing.

Disconnect the negative (-) battery cable from all the batteries.

This machine is equipped with sensitive electronic control equipment, **prior to welding:-**



Disconnect the engine control unit by unplugging the multipin connectors from the left side of the engine.



Disconnect the IQAN display 6 pin connector and the control module 42 pin connector.



IMPORTANT

24 VOLT

ELECTRICAL SYSTEM

FIRE PREVENTION



When working in a forest environment, it is impossible to prevent combustible debris from collecting in tight corners of the machine. This debris, in itself, may cause a fire; however, when mixed with fuel, oil or grease in a hot or confined place, the danger of fire is greatly increased.

The following fire prevention guidelines should be used to supplement the operator's fire prevention efforts. In no case should the guidelines be used, or assumed, as replacements for diligent operator efforts at preventing fires.

The following guidelines will help to keep your equipment up and running efficiently **and keep the risk of fire to a minimum.**

1. **Maintain a CHARGED fire extinguisher** on the machine at all times and **KNOW HOW TO USE IT.**
2. **Remove debris and blow out dust regularly** from the air intake doors, engine radiator and charge air cooler, hydraulic oil cooler, diesel fuel cooler and air conditioning condenser core to prevent overheating of the engine and hydraulics and to maintain efficient operation of the machine. Refer to **CLEANING A/C CONDENSER, OIL COOLER AND RADIATOR** in SECTION 2 of the OPERATOR'S MANUAL.
3. **Blow off all forest debris and fine organic material accumulated** near hot engine exhaust components (turbocharger and exhaust manifold as well as exhaust pipes and muffler) at the completion of each work shift or more frequently when working in logging conditions where large amounts of combustible forest debris are present. Visual inspection after blow off to ensure thorough cleanliness is vital. Engine exhaust systems provide numerous small pockets where saw dust, small wood chips and other flammable forest debris can gather. Even small accumulations close to hot exhaust components can ignite and smolder. If dislodged this smoldering debris can fall into other areas of the machine and thereby spread a fire.
4. **Clean out all accumulated forest debris** (twigs, pine needles, branches, bark, leaves, saw dust, small wood chips) and any other combustible materials from inside the machine belly pans or lower machine structures as well as from areas in proximity to the engine, fuel and hydraulic oil systems no less frequently than at the completion of each work shift.
5. **Inspect the machine regularly** for any signs of diesel fuel or hydraulic system leakage. Check for worn or eroded fuel or hydraulic lines before starting up any equipment.
6. **Clean up any grease, diesel fuel, hydraulic and lubricating oil** accumulation and spillage immediately.
7. **Steam clean the engine**, hydraulic pumps, transmission, brake, fuel and hydraulic tank compartments and all belly pans at least once a month or more frequently when working in logging conditions where large amounts of combustible forest debris are present.
8. **Use only nonflammable solutions for cleaning** the machine and components.
9. **Inspect the exhaust system daily** for any signs of **leakage**. Check for worn, cracked, broken or damaged pipes or muffler. Also check for missing or damaged bolts or clamps. Should any exhaust leaks or defective parts be found, repairs must be made immediately. Engine exhaust leaks can cause fires. **Do not operate** the machine until the exhaust leak is repaired.
10. **During daily operation** of the machine, the occurrence of **exhaust leaks** are usually accompanied by a **change or increase in engine exhaust noise levels**. These **audible warnings** cannot be ignored. Should any exhaust leaks occur during operation, the machine must be **shut down immediately** and not put back to work until the necessary repairs have been completed.
11. **Park the machine at least 50 feet away** from other equipment at the end of each shift.
12. **Never leave the machine parked with boom, arch or blade suspended off the ground.** Should their supporting hydraulic hoses burn through during a fire, pressurized hydraulic oil may be injected into the fire and the boom, arch or blade will fall rapidly to the ground.

TIGERCAT OIL SAMPLING PROGRAM

Using the Tigercat Advanced Oil Analysis Program on a regular basis is an excellent preventative maintenance tool.

Studies have shown that it is possible to receive a 10 to 1 payback when looking at the amount saved on repair costs to the amount invested in a scheduled oil analysis program. Some of the benefits of a sampling program include:

- Detect problems early before they become major catastrophic failures.
- Better ability to schedule downtime and forecast cost of repairs.
- Monitor maintenance schedules and practices and confirm that the required maintenance is being done on time.
- Increase used equipment value by providing proof of proper maintenance.

This Program uses the most modern technology available to analyze all oil samples. Most test results are available within 24 hours after receipt of the sample and are supplied in an easy to understand report, which calls for specific action and makes detailed recommendations. This report is available as a mailed or faxed hardcopy, sent via e-mail or can be viewed on the internet.

This program will provide Tigercat machine owners access to an Advanced Oil Analysis Program for all major machine components including Engines, Hydraulic Circuits, Axles, Final Drives, Gearboxes, etc.

800 Series Models Recommended Testing Schedule		
Location	First Sample	Follow-up Samples
Hydraulic Oil	125 Hours	Every 1000 Hours or 6 Months
Swing Drive Gearbox (if applicable*)	125 Hours	Every Oil Change (250 Hours or 1.5 Months)
Track Drive Gearboxes	125 Hours	Every 1000 Hours or 6 Months
Pump Drive Gearbox (if applicable)	125 Hours	Every 1000 Hours or 6 Months

* Note that swing drive gearbox oil sampling applies only to machines that use gear oil in the swing drive gearbox.

Tigercat Oil Analysis Kits are available from your Tigercat dealer parts department. If required, arrangements can also be made with your Tigercat dealer to supply and perform all of the required follow-up oil samples.

Refer also to OIL SAMPLE COLLECTION PROCEDURES in THIS SECTION for sample valve and drain plug locations.

TIGERCAT OIL ANALYSIS KITS

Each kit includes a Pre-paid Sample Bottle and Sample Information Form. Pre-printed mailing labels are also included to ensure all samples are quickly returned directly to the lab for immediate analysis and results within 24 hours of receipt.

The same type of sample bottle can be used for all types of oil testing including:

Hydraulic Circuits, Final Drives, Axles, Gearboxes, Engines, etc.

To ensure accurate and meaningful results are obtained, each kit also includes detailed instructions on how properly collect, prepare and ship the oil samples.

Contact your Tigercat Dealer Parts Department to order Kits.

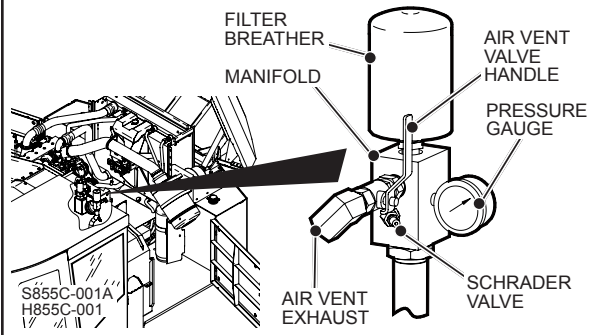
Tigercat® Model H845C/LH845C											
FILTER AND LUBRICATION SCHEDULE											
REFER TO Tigercat OPERATOR'S MANUAL FOR FURTHER INFORMATION											
ITEM NO.	DESCRIPTION	SERVICE EVERY						CAPACITY			REMARKS/LUBRICANT
		8 ⁰⁰	125 ⁰⁰	250 ⁰⁰	500 ⁰⁰	1000 ⁰⁰	2000 ⁰⁰	LITRE	USG	QTY	
1	COOLING SYSTEM, ENGINE	CHK	CHANGE COOLANT EVERY 2 YEARS				36	9.5		60% ANTIFREEZE ** 40% DISTILLED WATER	
2	ENGINE OIL/FILTER	CHK								• SEE ENGINE MANUFACTURER'S SERVICE MANUAL FOR PROCEDURES, CAPACITIES AND REPLACEMENT INTERVALS	
3	FUEL/WATER SEPARATOR	DRN			REP					1	
4	FUEL FILTER (ENGINE)				REP					2	SEE ENGINE MANUFACTURER'S MANUAL
5	IN-TANK FUEL STRAINER					CHK					DRAIN TANK, CLEAN OR REPLACE AS NECESSARY
6	AIR INTAKE PRIMARY ELEMENT	CHK								1	CHECK FILTER RESTRICTION INDICATOR. REFER TO 8 HOUR SCHEDULED MAINT. FOR DETAILS.
7	AIR INTAKE SAFETY ELEMENT	CHK								1	
8	AIR CLEANER UNLOADER VALVE	CHK				REP					REFER TO SECTION 3 IN MANUAL
9	AIR INTAKE CONNECTIONS	CHK					REP				CHECK FOR LOOSE CLAMPS AND DAMAGED RUBBER COMPONENTS. REPLACE RUBBER COMPONENTS.
10	HYDRAULIC TANK	CHK					D/R	190	50	1	DRAIN AND REFILL AT SEASONAL OIL CHANGE SEE APPROVED HYDRAULIC OILS* *Tigercat RECOMMENDS REGULAR USE OF AN OIL TESTING PROGRAM.
11	HYDRAULIC OIL PRE-FILL FILTER (IF EQUIPPED)				REP †					1	
12	HYDRAULIC OIL RETURN FILTERS, (SPIN ON)		CHK		REP †					6	CHECK RESTRICTION INDICATOR LIGHT IN CAB WITH ENGINE RUNNING AT FULL AND WITH FLOW
13	HYDRAULIC TANK BREATHER						REP			1	
14	TRACK DRIVE GEARBOX;		† CHK	D/R				6	1.5	2	FILL WITH S 75W-90 (SPEC) RECOMMENDED SYNTHETIC GEAR OIL FOR SEVERE DUTY APPLICATIONS †† CHECK OIL WITH LEVEL PLUGS AT 6 AND 9 O'CLOCK POSITIONS.
15	TRACK ROLLERS AND IDLERS CHECK FOR LUBRICANT LEAKAGE				CHK			7.6	2	1	IF LEAKING REMOVE AND REPAIR FILL WITH SAE 80W-90 HT OIL, REFER TO 500 HOURS SCHEDULED MAINT. FOR DETAILS
16	SWING BEARING ***	LUB 24HR ***						10 SHOTS		1	GREASE WHILE SWINGING *** EVERY 24 HOURS LITHIUM BASE EP2 GREASE ◆
17	SWING PINION	LUB						10 SHOTS		1	GREASE WHILE SWINGING LITHIUM BASE EP2 GREASE ◆
18	SWING GEARBOX LOWER BEARING			LUB *				5 SHOTS EACH FITTING		2	LITHIUM BASE EP2 GREASE ◆ *REFER TO 250 HOURS SCHEDULED MAINTENANCE FOR DETAILS
19	SWING GEARBOX UPPER GEARING	CHK		D/R				13	3.5	1	FILL WITH 75W-90 OR 80W140 GEAR OIL UNTIL BOTTLE REMAINS HALF FULL WHEN OIL IS HOT
20	BOOM,STICK AND TILT JOINTS - WITH CONVENTIONAL BOOM..... - WITH ER BOOM SYSTEM.....	LUB						PURGE		...6 ...12	LITHIUM BASE EP2 GREASE ◆
21	CYLINDERS; BOOM, STICK & TILT... - WITH ER BOOM SYSTEM.....	LUB						PURGE		...8 ...10	LITHIUM BASE EP2 GREASE ◆
22	LEVELLER CYLINDERS	LUB						PURGE		4	LITHIUM BASE EP2 GREASE ◆
23	LEVELLER THRUST BEARING	LUB						PURGE		2	LITHIUM BASE EP2 GREASE ◆
24	LEVELLER PIVOTS			LUB				PURGE		3	LITHIUM BASE EP2 GREASE ◆
25	DOOR AND ROOF HINGES				LUB			1 SHOT		12	LITHIUM BASE EP2 GREASE ◆
26	DOOR CYLINDER PINS				LUB			LUBRICATE		4	APPLY OIL LIBERALLY
27	ROTARY MANIFOLD SEAL			LUB				5 SHOTS		1	LITHIUM BASE EP2 GREASE ◆
28	ATTACHMENT							SEE MANUFACTURER'S MAINTENANCE SCHEDULE			

◆ LITHIUM BASED EP2 GREASE CONTAINING MOLYBDENUM DISULFIDE
 ** ANTIFREEZE MUST MEET GM 6038M SPECIFICATIONS
 SEE ENGINE MANUFACTURER'S MAINTENANCE MANUAL

† Use of filters other than genuine Tigercat replacement filters is not recommended.

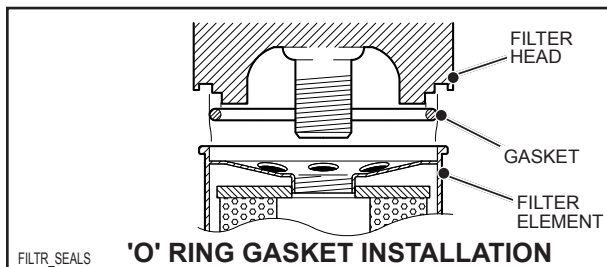
LEGEND:
 CHK - CHECK
 DRN - DRAIN
 D/R - DRAIN AND REFILL
 LUB - LUBRICATE
 REP - REPLACE

IMPORTANT: PRESSURIZED HYDRAULIC TANK. 34.5 kPa (5 psi) MAXIMUM.
Before servicing hydraulic system, wearing eye protection, release air pressure from tank using air vent valve.



Filter change procedure:

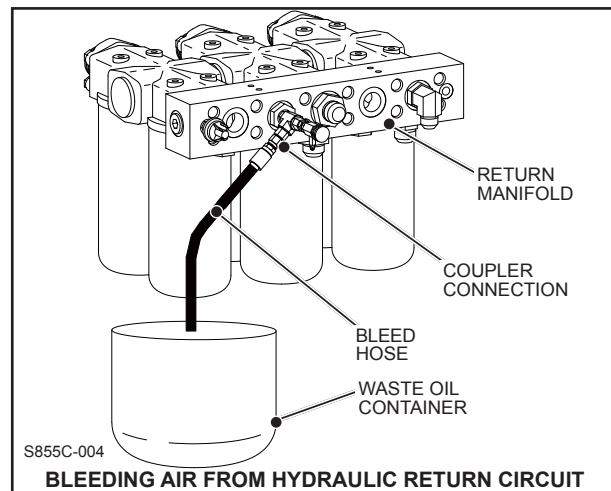
1. Park the machine on level ground with the attachment resting on the ground.
2. Open enclosure roof and left side enclosure door.
3. Stop engine.
4. Turn the BATTERY DISCONNECT SWITCH to the 'OFF' position.
Note: Levelling machines are equipped with a service ladder, which should be utilized for service access to the left side of the enclosure.
5. Wearing eye protection, release air from the hydraulic reservoir by opening the AIR VENT VALVE. Pull **handle DOWN 90°** to open valve.
Note: Air pressure expelling from the vent valve will blow accumulated loose debris in the compartment.
6. Wipe clean the area around the filter and head.
7. Wearing eye and face protection (in case of an oil spray), unscrew the old filter.
8. Dispose of old filter and any oil properly.
9. Drain away any accumulation of oil in the tray (if equipped) by using the drain hose routed through the floor to a waste oil container.
10. The Tigercat spin-on filter element is supplied with two gaskets. The **round** ('O' ring style) section gasket is used for all return filters.



Discard the **square** section gasket.
 Remove used gasket and clean gasket seat in head.

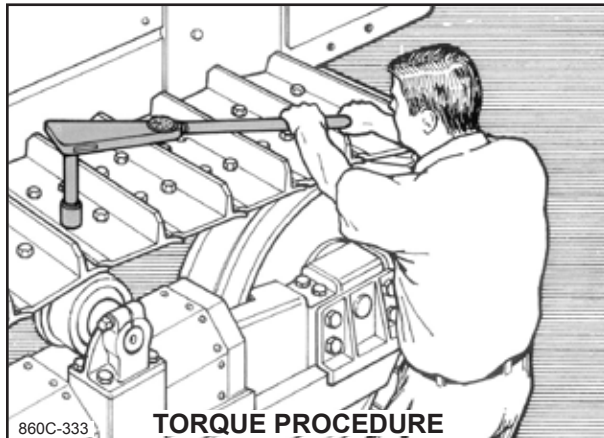
Apply clean oil to new gasket surfaces.
 Install new gasket on inside lip of filter.
DO NOT pre-fill filter. Screw on new filter until gasket makes contact with filter head.
 Tighten filter until top edge makes metal to metal contact with filter head. (Approximately 1 1/2 additional turns after gasket contact)
DO NOT use bottom nut for filter installation or damage/leakage may result. Bottom nut is to assist in **filter removal only**.

11. Close AIR VENT VALVE, push **handle UP**.



12. Attach bleed hose (located in the compartment behind cab above hydraulic tank) to the coupler on the return manifold.
13. Route hose to a waste oil container.
14. Use fill pump to raise hydraulic oil level up to the FULL line, replacing oil lost during filter change.
15. As oil is being pumped into the tank, purge air out the bleed hose from the return manifold until a steady stream of oil is coming from the bleed hose.
16. Disconnect bleed hose from the coupling at the manifold.
17. Clean up any spilled oil.
18. If oil level reaches full mark before air is completely bled, pressure can be added to the hydraulic tank via the schrader valve from a clean air source (ie: compressed air from service truck or shop). Monitor the hydraulic reservoir pressure gauge when adding air pressure. Do not exceed 34.5 kPa (5 psi).
19. Start the engine and check for leaks.
20. Run engine at IDLE speed for at least 5 minutes to purge any remaining air from the filter system. Then STOP the engine for 15 minutes to allow air bubbles in the hydraulic tank to rise.
21. Recheck hydraulic oil level – top up as needed.

TORQUE PROCEDURE



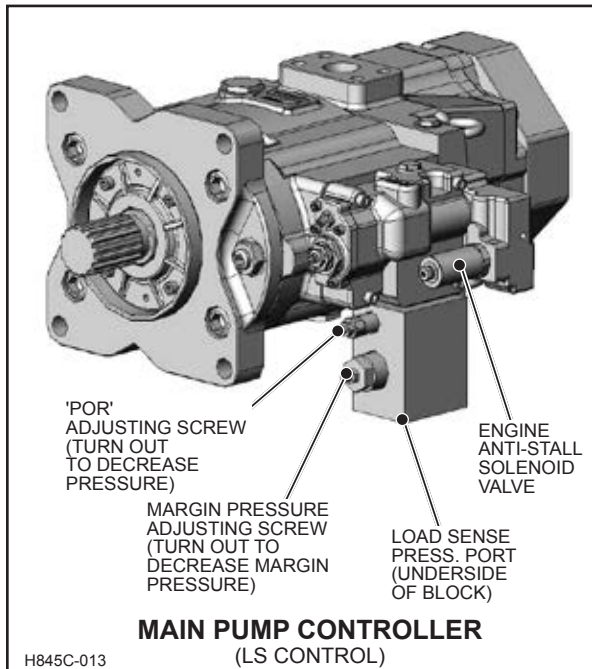
- Incorrect bolt torque is the leading cause of shoe loosening
- **Torque + turn** is the shoe bolts assembly method
 - Provides controlled stretch of the bolt (about 0.3 mm). It is the stretch that prevents the bolt from coming loose.
 - Provides up to 25% more clamp load than straight torque
 - It is not influenced by friction / condition of mating components
- The method is also used on other critical joints, such as sprocket, master sections, final drives.
Refer to section 11 of the service manual for torque specifications.

PRESSURE AND SPEED SETTINGS		845*1731 to 845*1860				Tigercat®	
Model: H845C HARVESTER CARRIER		Revised By: SDB					
Rev: 7		Date: 11/04/10					
ECN: A16896		Effective @: 8005400					
Machine Function	ER Boom No Head						Rev
MAIN BOOM UP	1 1/2				Number of turns from Max		2
MAIN BOOM DOWN	4 1/2				Number of turns from Max		
ER ONLY: BOOM OUT	3 1/4				Number of turns from Max		2
ER ONLY: BOOM IN	3 1/4	5 sec			Number of turns from Max		7
ROTATE CW & CCW	6*				Number of turns from Max		3
ROTATE CW & CCW - TH575	6sec				From Stop to Stop		2
NOTES:							

- 4 With the engine at high idle, simultaneously hold the boom OUT control and hold the SWING CONTROL fully over relief.
- 5 Record the flow coming out of the main pump case drain.

Normal/acceptable case drain leakage rates for the main pump under the above conditions is **19 to 30 L (5 to 8 GPM)**. With case drain leakage rates greater than **34 L (9 GPM)**, the pump will still operate properly but should be considered for replacement.

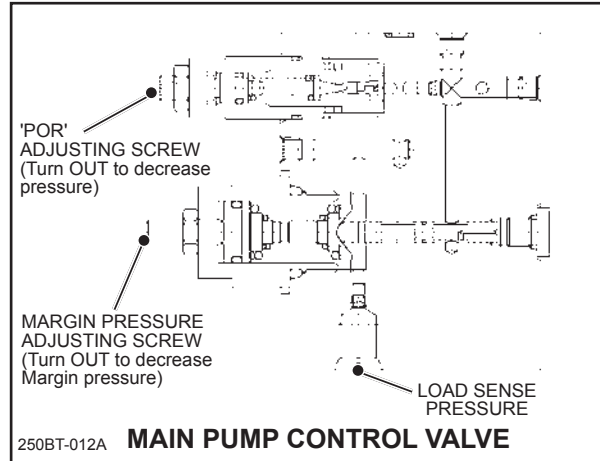
MARGIN PRESSURE



When a function control lever is moved, i.e. joystick, to activate a boom or swing function, Load Sense (LS) pressure increases to the point where it is equal to the work port pressure and it shifts the LS control valve spool in the main pump controller.

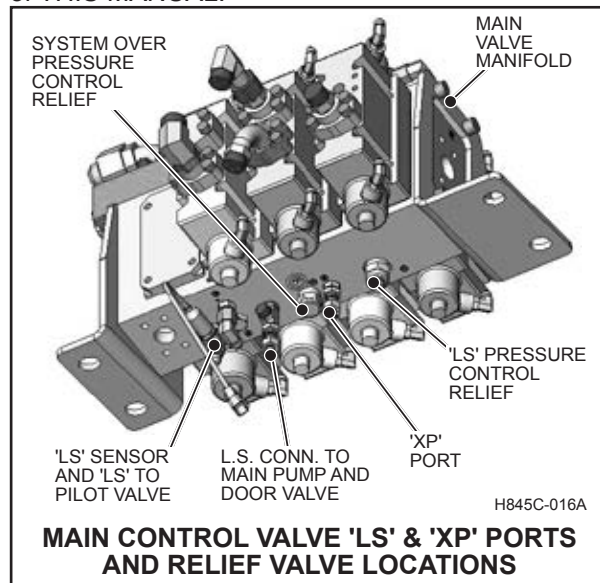
The pump then adjusts its output volume until the pump output pressure exceeds the LS pressure by a small amount. This difference is known as *margin pressure* (differential pressure or Delta P). Refer to SET MARGIN PRESSURE in THIS SECTION.

At this point the LS control valve spool shifts back to its previous condition and the swashplate control piston will be balanced with the pump output remaining constant until the pressure at the LS port changes. This is a dynamic condition with the swashplate angle changing constantly in response to the load fluctuations. The LS pressure is always equal to the highest work port pressure.



NOTE: If the machine controls are not responding as they should, i.e. boom is jerky or sluggish, the margin pressure setting may be out of adjustment.

Also refer to ENGINE ANTI-STALL in SECTION 9 of THIS MANUAL.



The pump is protected by a system over pressure control relief and an 'LS' pressure relief that provide high pressure limiting control. The relief valves are installed in the bottom of the main control valve manifold. Refer to HIGH PRESSURE LIMITING CONTROL in THIS SECTION.

ATTACHMENT PUMP

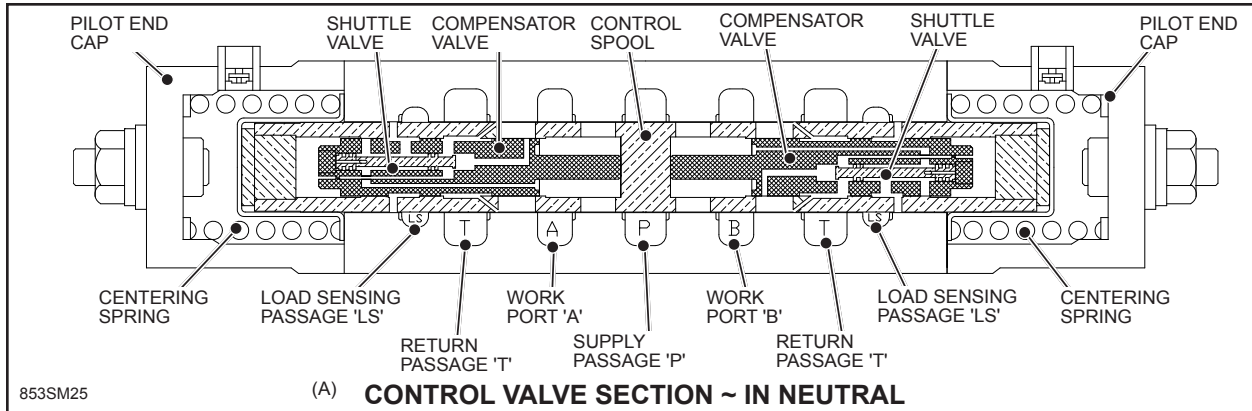
The attachment pump is a variable displacement piston pump driven off the back of the main pump. For detailed information on this pump, refer to SECTION 18 of THIS MANUAL.

FAN PUMP

For the operation and adjustments of this pump refer to SECTION 10 of THIS MANUAL.

CONTROL VALVE SPOOL OPERATION

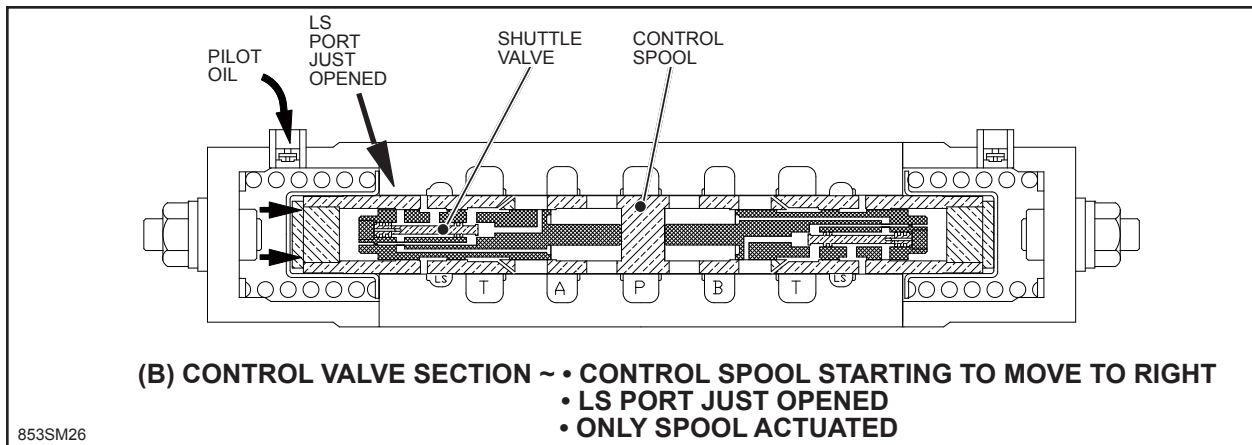
To achieve load sensing compensation, each control spool has two compensator valves and two L.S. check valves. These compensator valves can be either in the form of a shuttle valve or a ball, depending on the function being controlled.



(A) Each work port (A & B) has a compensator valve and shuttle valve. Each valve section also has two return passages (T) and two load sensing passages (LS). Each valve section has only one supply passage (P).

With the control valve spool held in neutral by the centering springs in both pilot caps, the pump discharge is blocked. Therefore, the control valves are **closed centre**. Pump discharge, work port, return, and load sensing passages are all blocked by the spool. Oil in the work ports is trapped.

With all control valve spools in neutral, pump discharge or "standby" oil pressure is approximately 400-600 psi.



(B) Whenever a single function is operated, pilot oil flows to a control valve end cap. Pilot oil will start to move the spool against the centering spring on the opposite end of the spool. The load sensing port (LS) is the first port to open. When the LS port is opened, the shuttle cavity is at LS pressure. Since this is the first function being operated, there is no LS pressure in the manifold and the shuttle does not move.

Tigercat H845C/LH845C Feller Buncher

SECTION 5 - PILOT SYSTEM

APRIL, 2011

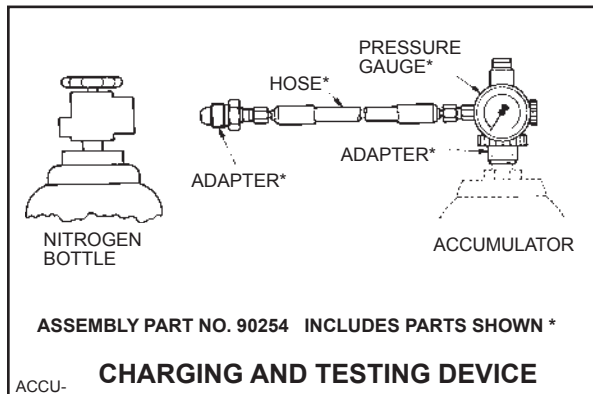
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CHARGING THE ACCUMULATOR

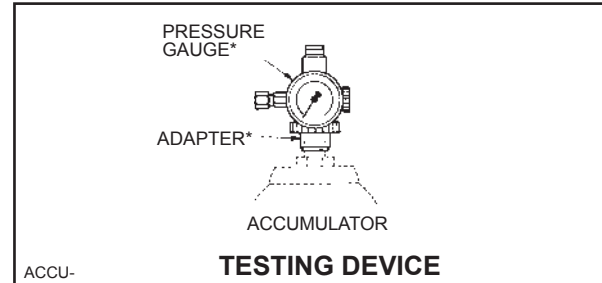
NOTE: A detailed instruction sheet is provided with the charging and testing device. The following is only a suggested guide.

- 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.



CHECKING THE PRE-CHARGE PRESSURE

After the accumulator has been put in service, the pre-charge pressure should be checked with an accumulator charging and testing device.



Install the charging and testing device on the gas valve. While depressing the button on the charging device, observe gas pressure reading on gauge. Refer to CHARGING THE ACCUMULATOR for correct pressure.

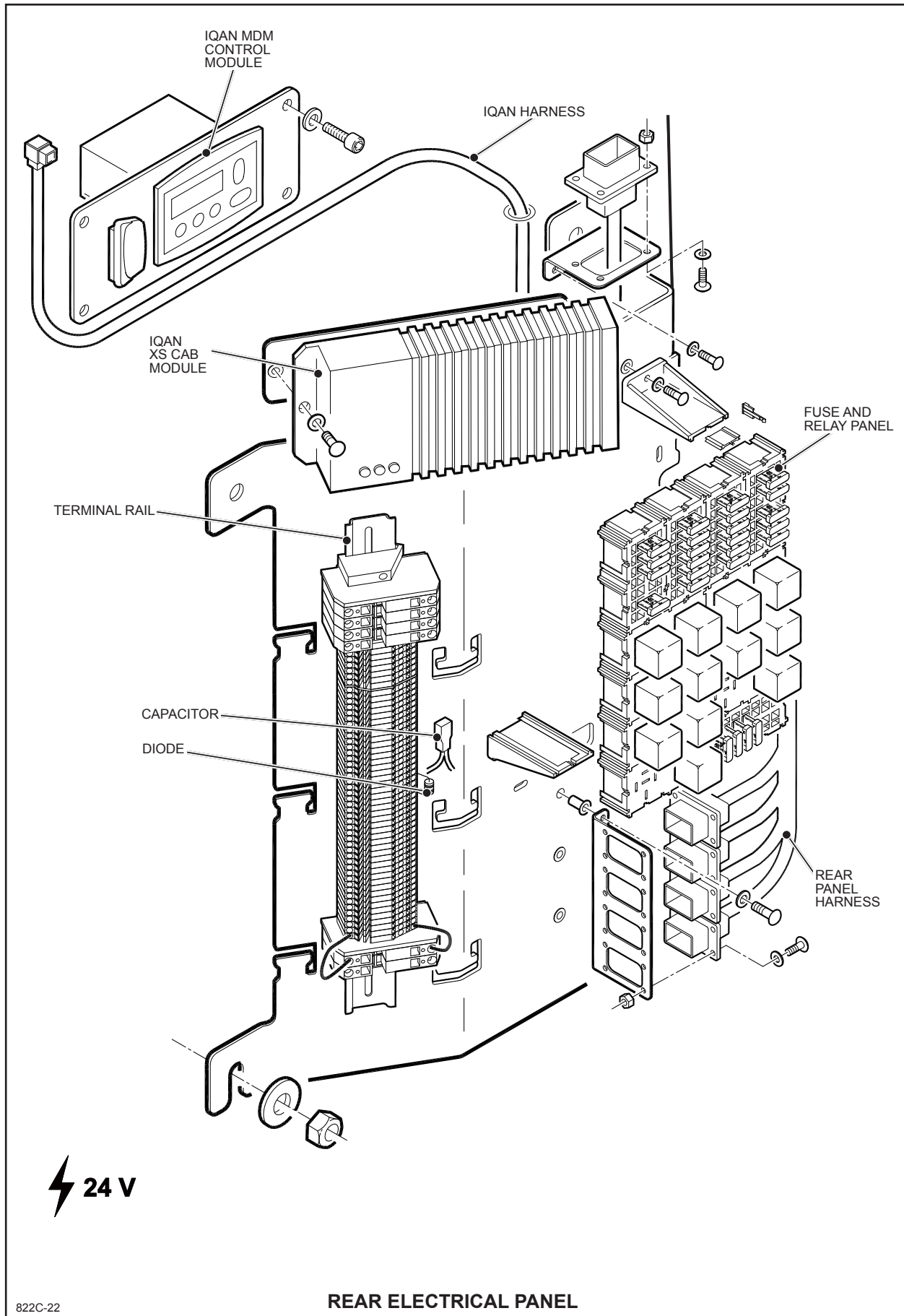
If the gas pre-charge pressure is low, investigate the cause and correct it. Possible causes of lost pre-charge pressure are a leaking or damaged gas valve, or a damaged bladder.

- 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 observing the gauge.
- If pre-charge pressure is high, lower it by opening the drain valve and carefully depressing the button on the charging device.

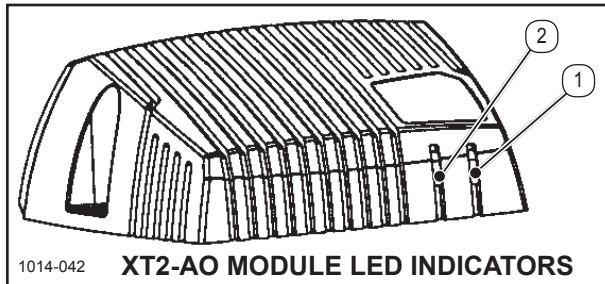
Pilot accumulator pre-charge - 325 psi

NOTE: The pre-charge pressure will vary depending on 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, torque to **175-350 lbf-ins.**
- Check to ensure there are no leaks, if the gas valve is leaking, it should be replaced. Use only valves approved for accumulator service. **NEVER USE AN AUTOMOTIVE TYPE VALVE.**



XT2-A0 ENGINE MODULE

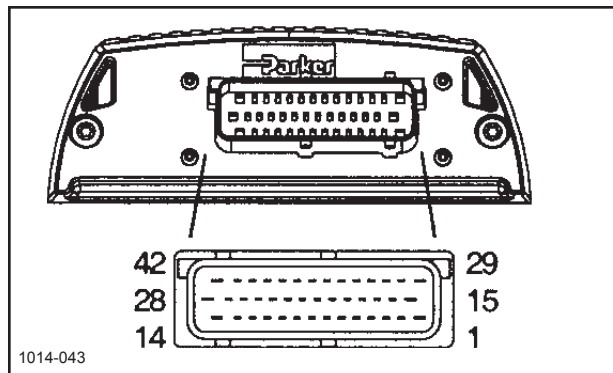
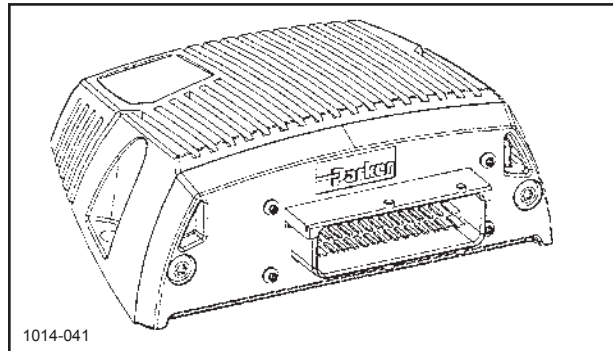


XT2-A0 ENGINE MODULE LED INDICATORS

1. Supply Voltage LED. LED with green light ON indicates supply voltage is ON. LED OFF indicates supply voltage is OFF.
2. Status indicator LED. LED yellow flashing light indicates status is correct.

LED flashing red light indicates error status as follows:

- One flash indicates fault on inputs/outputs or that supply voltage is to low or to high.
- Two flashes in a row indicates that the internal temperature of the unit is to high or to low.
- Three flashes in a row indicates that the fault is related to the CAN-bus.
- Four flashes in a row indicates an internal fault on the hardware of the unit.
- Five flashes in a row indicates that the fault is related to the address.
- Continuous flashing indicates the fault is related to software.



XT2-A0 MODULE WIRING PIN ASSIGNMENT

NOTE: Refer to the XT2-A0 ENGINE MODULE Wiring Schematic and Electrical Schematics in this section for detailed pin and wiring assignment.

Error code	Blink (red light)
I/O and voltage errors	
Low/High temperature	
CAN error	
Hardware error	
Address error	
Software error	

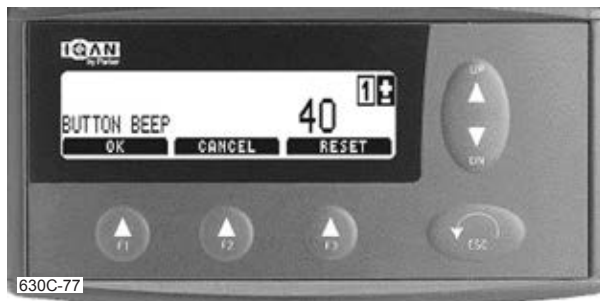
CHANGE BUTTON SOUND



Press SOUND (F1) to select the function SOUND SETTINGS.



Press BUTTON (F2) to select the function to change the button sound.



Change to desired VOLUME using UP/DOWN scroll buttons. There are ten button beep levels. 0 implies that the button beep is turned OFF. 100 is the loudest. Thereafter, press OK (F1) to save setting and return to previous menu.

CANCEL (F2) or ESC returns the character window to the previous menu without saving any new setting.

Reset the Button Sound Level

RESET (F3) resets the button sound level to the preset factory value which corresponds to 50.

D. DATE TIME SETTINGS



To shift to the tab SET CLOCK, press MORE (F3).



Press SET CLOCK (F2) to select the function for setting the DATE and TIME.



Browse using UP/DOWN scroll buttons and thereafter press SELECT (F1) to select alternative from list.

YEAR - MONTH - DAY - HOUR - MINUTE



Change to desired value using UP/DOWN scroll buttons and press OK (F1) to save setting and return to previous menu.

CANCEL (F2) or ESC returns the character window to the previous menu without saving any new setting.

DETERMINE MINIMUM MR VALUE



- Temporarily set the minimum MR value to zero.
At the MIN MR screen press SELECT (F1).
Use the SCROLL DOWN button to reduce the value to zero and press OK (F1).



Press ESCAPE button to return to the SELECT FUNCTION screen. (This step is necessary to ensure that the zero setting is recognized by the computer control system. If this step is skipped the control system will not allow the operator to lower the MAX MR setting to zero as required for this procedure)



Select the same function and direction again.
Scroll to the Max MR adjustment screen.



Temporarily reduce the maximum MR value to zero.

At the MAX MR screen press SELECT (F1).
Use the SCROLL DOWN button to reduce the value to zero. Do NOT press OK (F1).



Activate and hold the function being adjusted, in the direction being adjusted. (In this example, (+) Tele-Attachmt, operate the telescopic EXTEND function.)



There should be no movement (notice that the value shown in brackets at the top right of the screen indicates the actual output to the control valve). Begin increasing the Max MR value, while still holding the function. Use the scroll UP button.



XS-A0 MODULE OFFLINE ERROR

Expect all machine functions controlled by this module to cease and all alarms and warnings associated with this module to be triggered.

1. CHECK FOR OTHER ERROR/ALARM MESSAGES ON SCREEN

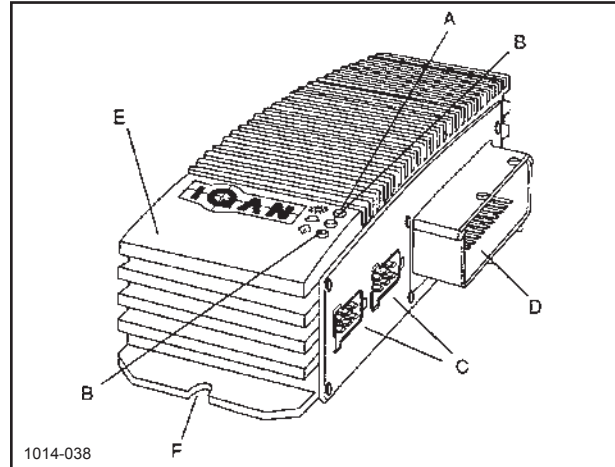
Press OK to acknowledge each error message. Note that module offline errors will be followed by other alarm messages associated with the module(s) which is(are) offline.

If XS-A0 MODULE IS OFFLINE is the only module is offline error message the likely causes are:

- Power - Fuse (XS MODULE)
- Ground
- Address (ID-Tag)

If the XS-A0 MODULE IS OFFLINE is followed by XT2-A0 and/or XP2-A0 MODULE IS OFFLINE errors the likely cause is:

- CAN wire connection



2. CHECK MODULE STATUS INDICATORS

Status lights can also give an immediate indication of the nature of the error.

Supply Voltage LED.

LED ON solid green light indicates supply voltage is ON.

LED OFF indicates supply voltage is OFF.

Arrow and Heart Status Indicator LEDs.

LED for Heart and Arrow flash alternately (solid green) indicates Status is Correct.

When Heart LED is off and LED for arrow flashes (green), this indicates the following errors:

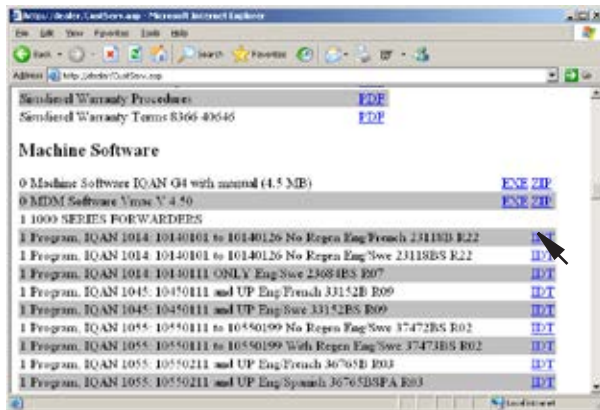
- One flash indicates fault on inputs/outputs or that supply voltage is to low or to high.
- Two flashes in a row indicates that the internal temperature of the unit is to high or to low.
- Three flashes in a row indicates that the fault is related to the CAN-bus.
- Four flashes in a row indicates an internal fault on the hardware of the unit.

XS Module	
Error code	Blink (Arrow only green light)
I/O and voltage errors	
Low/High temperature	
CAN error	
VREF error	

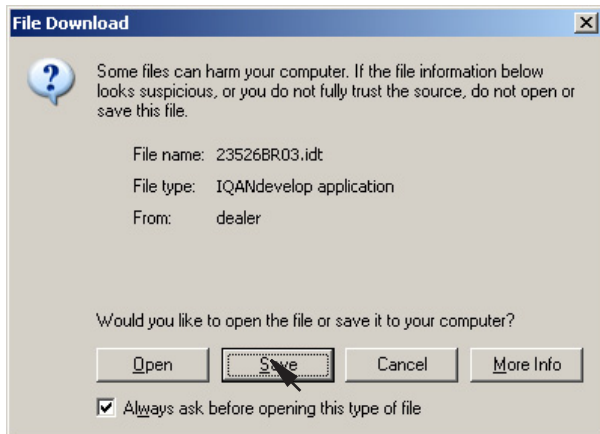
DOWNLOADING APPLICATIONS FROM THE TIGERCAT DEALER WEBSITE

NOTE: The following downloading instructions apply to the Tigercat dealer website format at the time of printing. If you experience difficulty due to changes on the website contact Tigercat Customer Service for assistance.

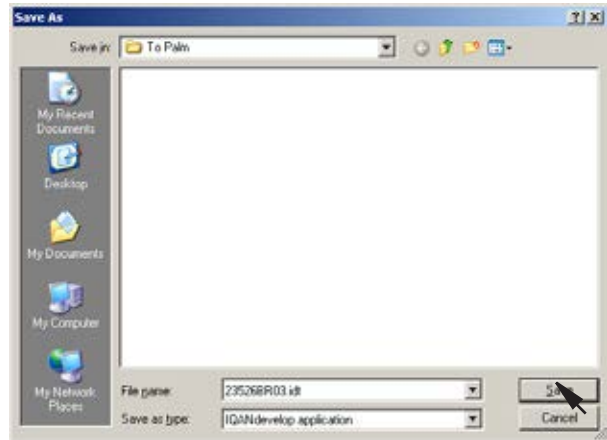
DOWNLOADING APPLICATIONS AS IDT FILES



1. Click on the IDT to the right of the file you wish to download.



2. Click on Save.



3. The correct folder location must be manually chosen. C:\Program Files\IQANdevelop 4\ Applications.
4. Click on Save.
5. The IQAN program file has now been downloaded to the correct folder.

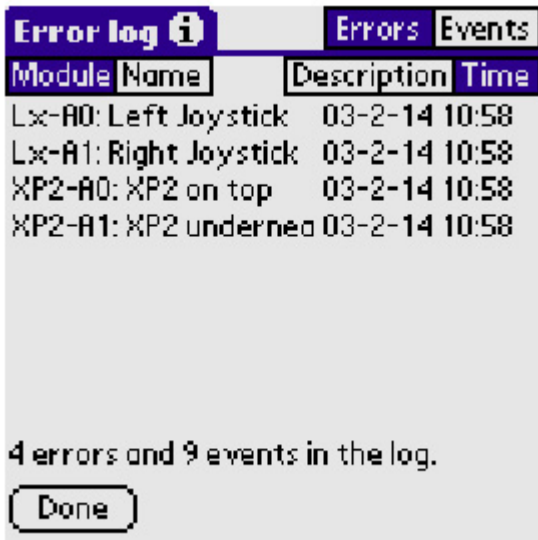
CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

- Thank you very much for reading the preview of the manual.
- You can download the complete manual from: www.heydownloads.com by clicking the link below



- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

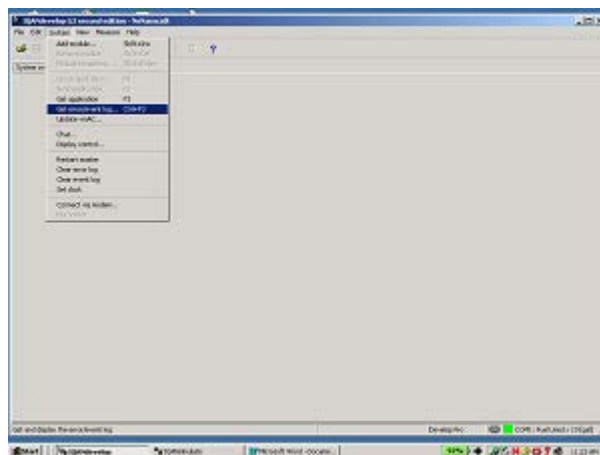


8. If you tap on one of the errors/events you will get the description and the time at the bottom of the screen

B. GET ERROR/ EVENT LOG USING A PC/LAPTOP

The following procedure instructs how to get an error/event log using a PC/Laptop

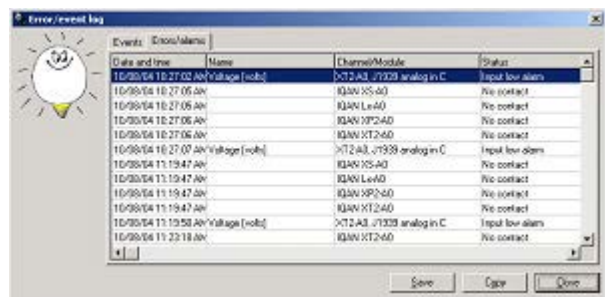
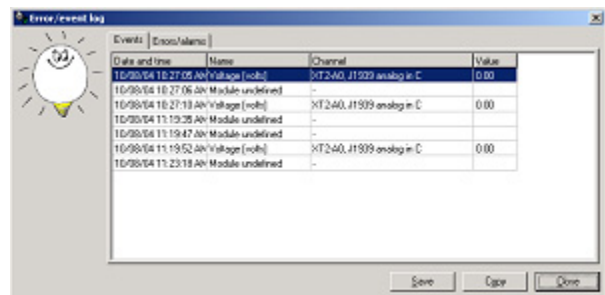
1. Get application from the MDM. Refer to IQAN SOFTWARE~GET APPLICATION procedure in THIS SECTION.



2. Using the drop-down menus select System then Get error/event log.



3. The receiving channels pop up box will appear.

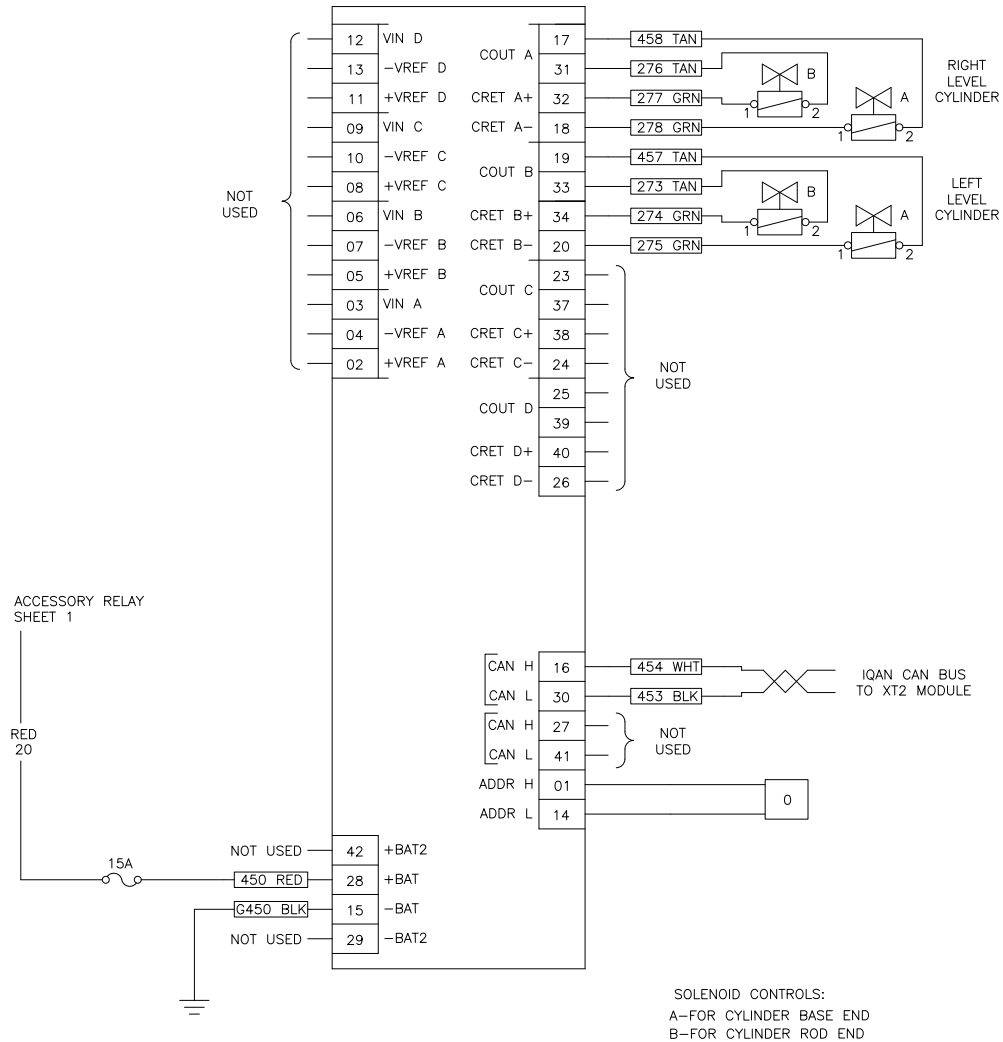


4. When the transmission is complete the Events or Errors/alarms can be viewed by selecting one of the tabs at the top of the display.

5. Error/event logs can be copied or saved.

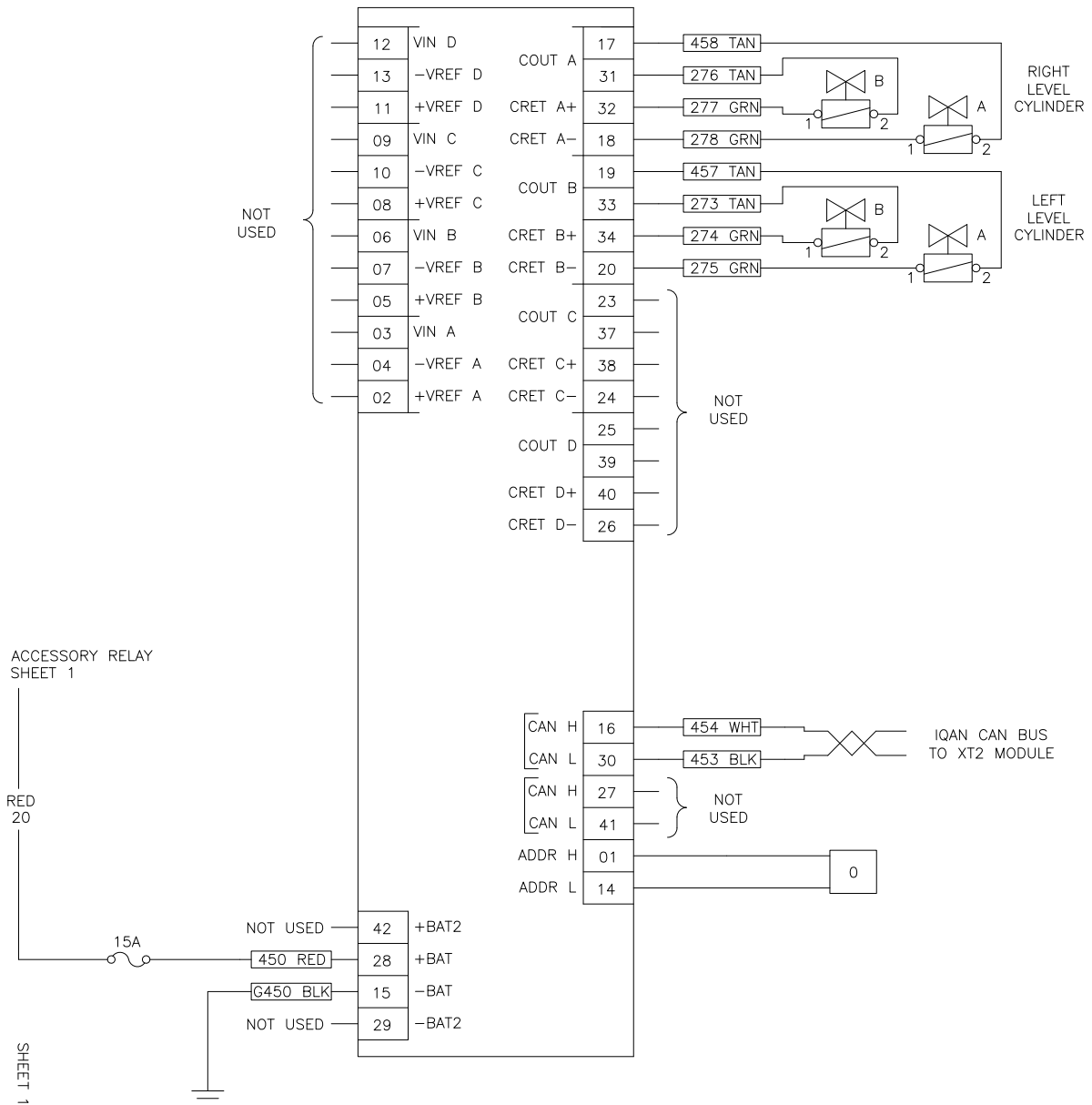
LEVELER OPTION ONLY

XP2 MODULE

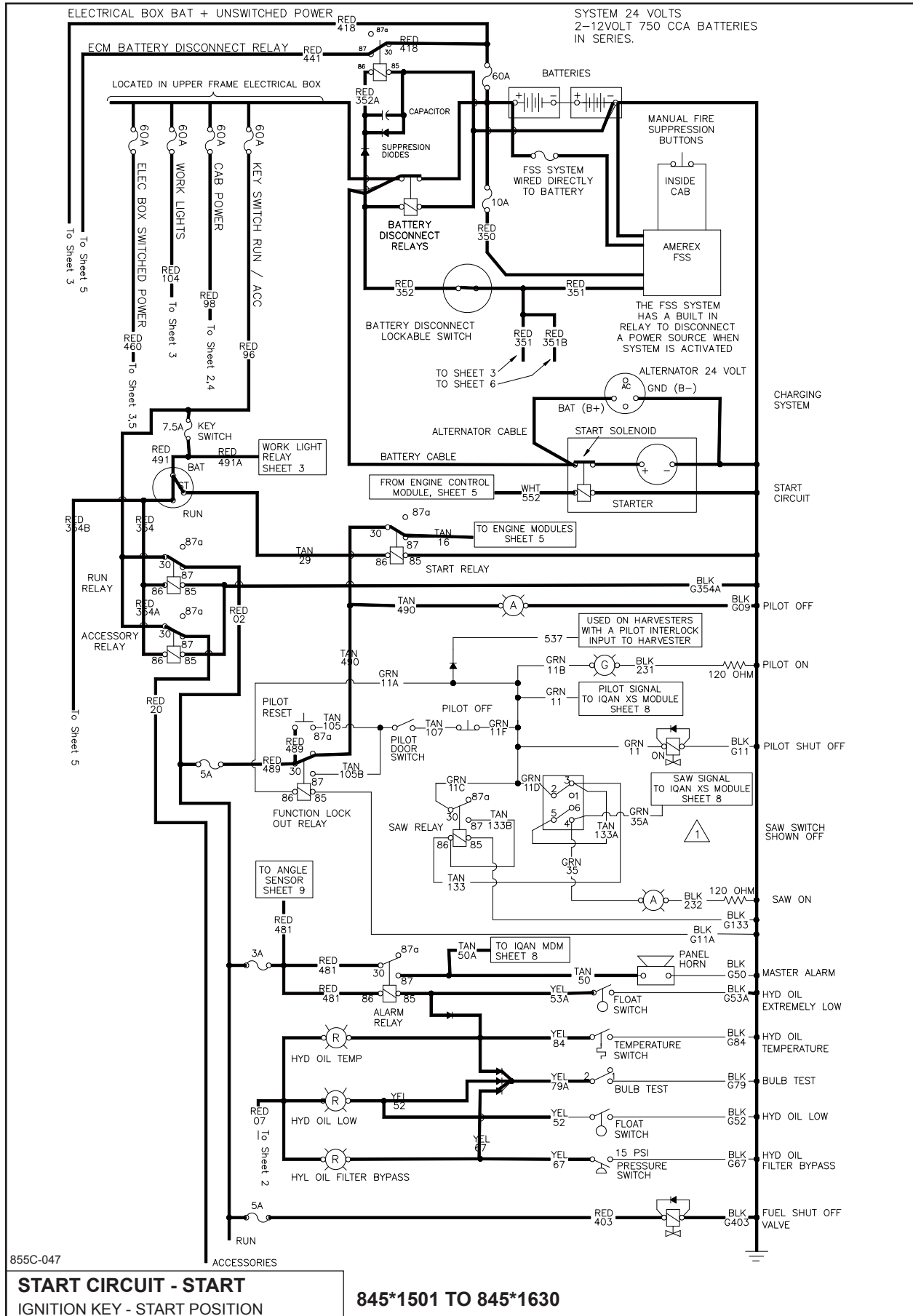


LEVELER OPTION ONLY

XP2 MODULE



SOLENOID CONTROLS:
 A--FOR CYLINDER BASE END
 B--FOR CYLINDER ROD END



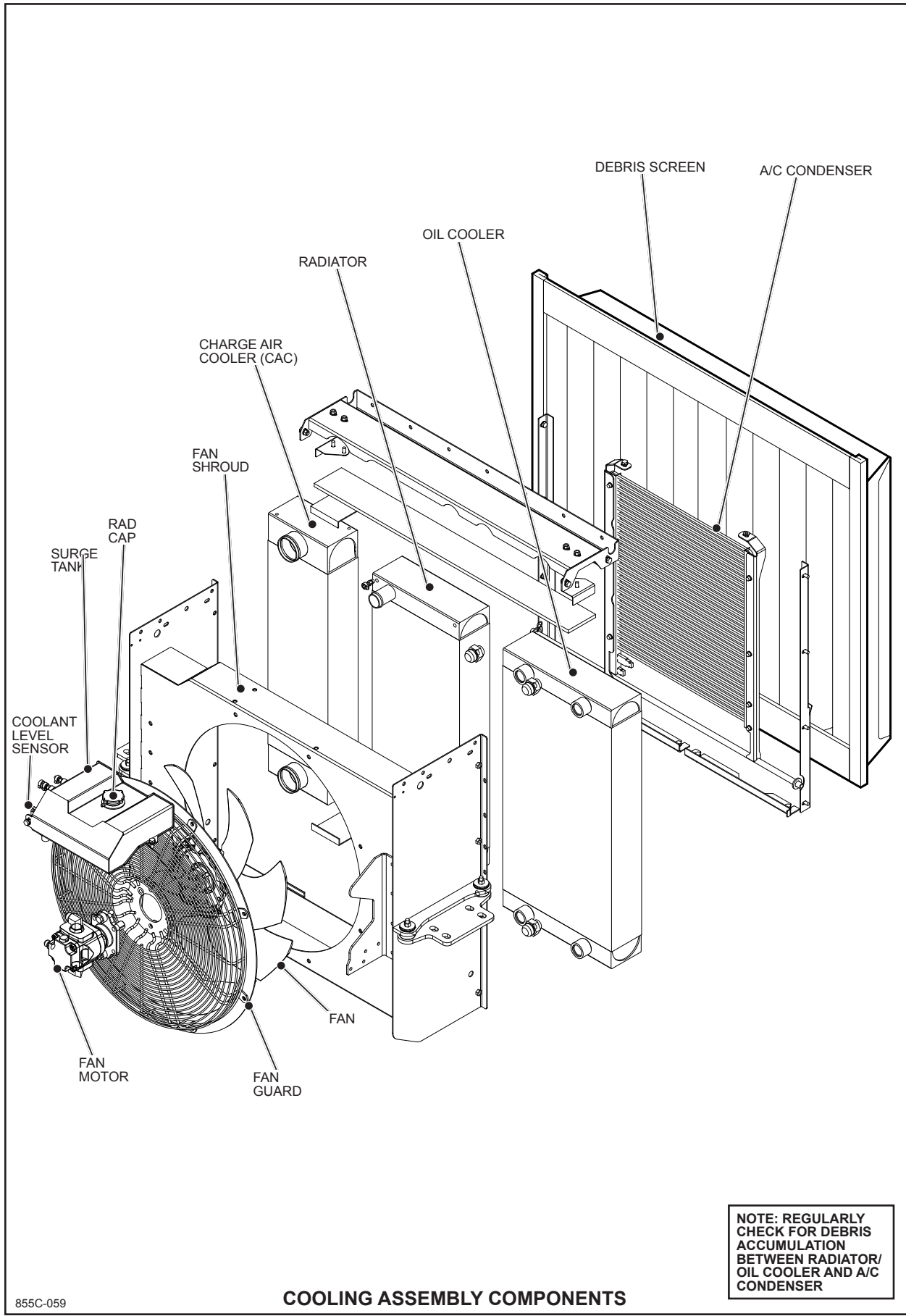
Tigercat H845C/LH845C Harvester

SECTION 9 - ENGINE ANTI-STALL

APRIL, 2011

CONTENTS - SECTION 9

ANTI-STALL	
CONTROL MODULE PIN CONNECTIONS	9.6
HORSEPOWER LIMITING CONTROL	
GENERAL DESCRIPTION.....	9.2
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SET PILOT PRESSURE.....	SEE SECTION 5
VERIFY ANTI-STALL SETTING.....	SEE SECTION 4
CIRCUIT DIAGRAMS	
LOAD SENSING SYSTEM CIRCUIT DIAGRAM.....	9.8
ELECTRICAL CIRCUIT DIAGRAM	9.7
SCHEMATIC DIAGRAMS	
MAIN PUMP.....	9.8



SERVICE MODE SWITCH - 845*1501 TO 845*1660

This SERVICE MODE SWITCH (with light) has two positions, ON and OFF. OFF is the position the switch should be in to allow the cooling fan to operate in the normal mode. ON is used whenever a Service Technician is in the Service Compartment performing tests with the engine running. Reversing the fan rotation redirects the airflow away from the service technician.

When service checks are complete place the switch in the OFF position.

NOTE: If engine speed falls to 875 rpm or less service mode is automatically overridden and fan defaults to the forward direction.

Refer also to COMPUTER ~ SYSTEM WARNING MESSAGES ~ INFORMATION MESSAGES in THIS SECTION for a description of the FAN SERVICE MODE information message displayed when this switch is in the ON position.

NOTE: On machines **845*1661 and up** the switch is removed. The computer adjustable function parameters is used to place the fan in the SERVICE MODE. Refer to PROPERTIES MENU OPERATION, ADJUST FUNCTION PARAMETERS in SECTION 2 of the OPERATOR'S MANUAL.

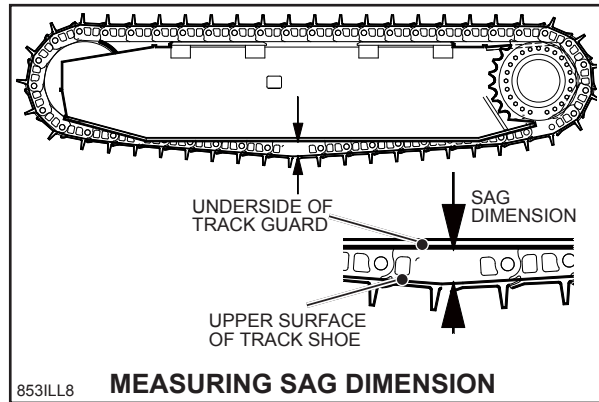
IMPORTANT TRACK DRIVE NOTES

NEW MACHINE

Before driving a new machine ensure that track sag is set correctly. Track sag may be set less than specified for shipping purposes. The correct track sag must be adjusted once a machine has been delivered to the job site and operating in the accumulated soil buildup in the undercarriage.

TRACK SAG

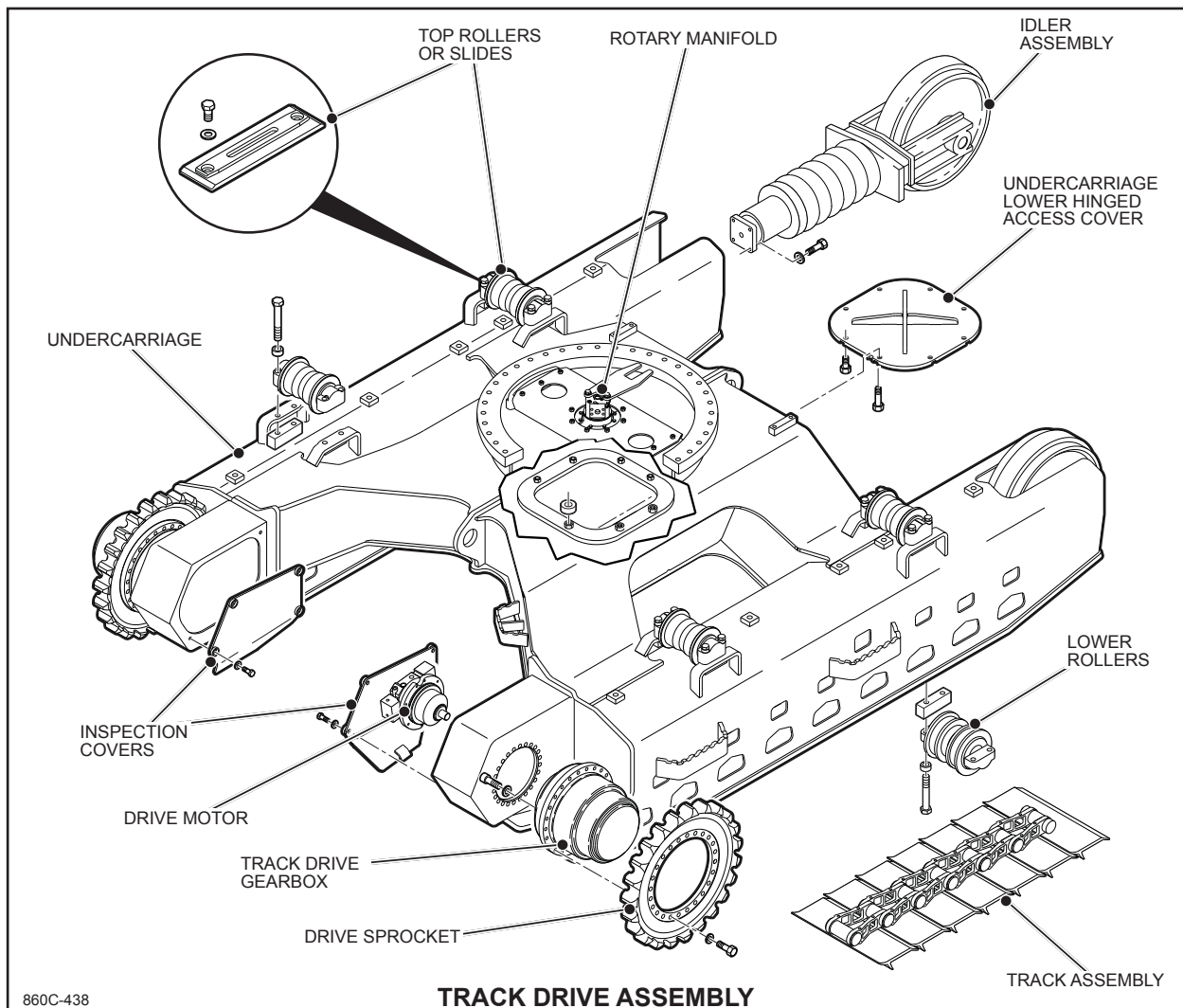
The **track sag** dimension is very important and should be checked regularly. A 50% increase in the life of the track assembly can be realized, particularly in bushing O/D wear and 'track pitch' by maintaining the correct amount of track sag. A track that is too tight will wear out significantly faster due to increased tension in the chain. Refer to MEASURING TRACK SAG in THIS SECTION.



STRAIGHT TRAVEL

If the machine does not travel straight, the right and left track speeds are not set the same. Refer to TRACK SPEED SET-UP PROCEDURE in THIS SECTION.

Check speeds of each track and follow the set-up procedures closely to obtain straight travel.

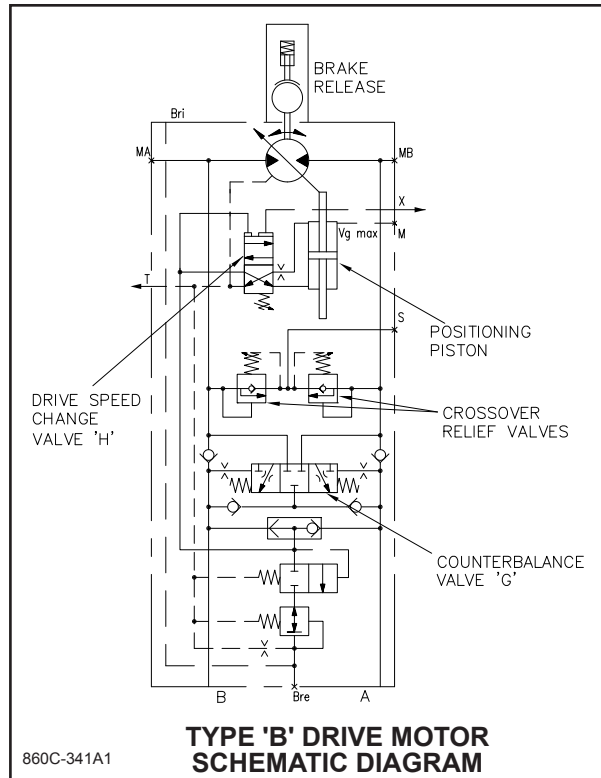


Type 'B' drive motors can be operated in two ranges;

MAXIMUM DISPLACEMENT
or
MINIMUM DISPLACEMENT

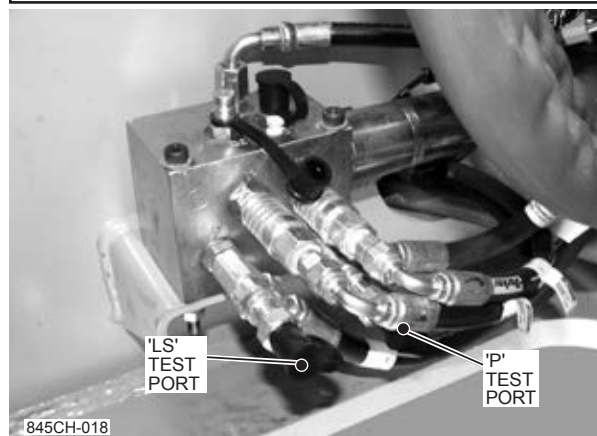
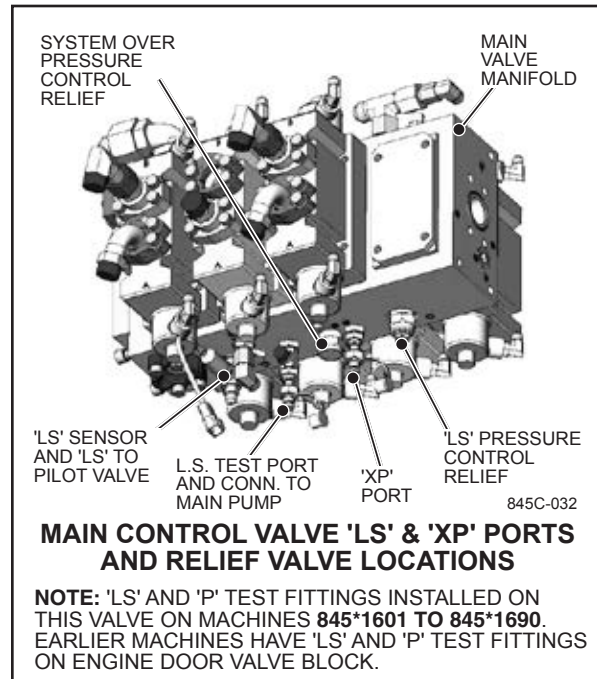
These two ranges are controlled by a solenoid pilot valve on the pilot manifold which is operated by the TRACK (LOW/DRIVE) switch in the cab. In the LOW position the solenoid on the pilot valve is energized and the motor is in its **maximum** displacement mode which will give the **slowest** speed and maximum tractive effort.

For faster travelling modes the TRACK (LOW/DRIVE) switch can be put in the DRIVE position and the motor will be in its **minimum** displacement position which will give the **fastest** speed. When in this high speed mode the motor will automatically increase motor displacement in the event that a high load is encountered, e.g. a short grade or obstacle. This increase in motor displacement is controlled by the drive speed change valve. This valve controls the hydraulic pressure signal to the maximum displacement piston. The piston increases motor displacement as the pressure rises above the drive speed change valve setting.




**PRESSURE GAUGE CONNECTION -
845*1501 TO 845*1690**

The pressure gauge connections are the 'P' and 'L.S.' gauge tests port on the main valve manifold on later machines and on the engine door valve on earlier machines.

**ENGINE DOOR VALVE 845*1501 TO 845*1600****SET BEGIN OF REGULATION DRIVE SPEED CHANGE VALVE) - 845*1501 TO 845*1690**

1. Ensure hydraulic oil is at **operating temperature**.
2. Remove both LEFT and RIGHT drive motor inspection covers.
3. Install a 0 to 700 bar (0 to 10,000 psi) gauge on 'P' test port on main valve manifold.
4. Disconnect LEFT brake line at port on final drive gearbox. Plug hose with size 06 JIC plug and cap port adapter on gearbox.

5. Install a 0 - 350 bar (0 to 5,000 psi) gauge on drive motor gauge test port 'Y1', size 04JIC quick connect.
6. Start engine and set throttle to FULL 
7. From inside the cab close and *latch the front door* and press the PILOT RESET switch to activate the *pilot system*.
8. Place ANTI-STALL switch to OFF position and the FAN switch to SERVICE mode.
9. Place DRIVE/LOW switch to DRIVE position.
10. Activate LEFT track drive foot pedal in both FORWARD and REVERSE directions to ensure that the track does not move.
11. With the aid of an assistant, activate LEFT drive foot pedal in FORWARD or REVERSE and temporarily set *LS. relief valve* to **268 bar (3900 psi**)** on gauge at 'P' test port on main valve manifold.
12. With the aid of an assistant, activate LEFT track drive foot pedal in the FORWARD direction and check pressure reading on gauge at motor gauge test port 'Y1' it should show between **55 and 70 bar (800 and 1,000 psi)**.

If adjustment is required, loosen locknut on *begin of regulation adjusting screw* and turn screw **in** to increase pressure or **out** to decrease pressure. Tighten locknut.

13. Repeat steps (4) through (12) for the right drive motor.
14. Reset the *LS. relief valve* to **314 bar (4550 psi)**. Refer to SET LOAD SENSE RELIEF VALVE in SECTION 4 of THIS MANUAL.
15. Place the FAN switch to RUN mode and Stop engine.
16. Re-connect brake line(s) to both gearboxes.
17. Remove pressure gauge and wipe up any spills.
18. Replace both LEFT and RIGHT drive motor inspection covers.

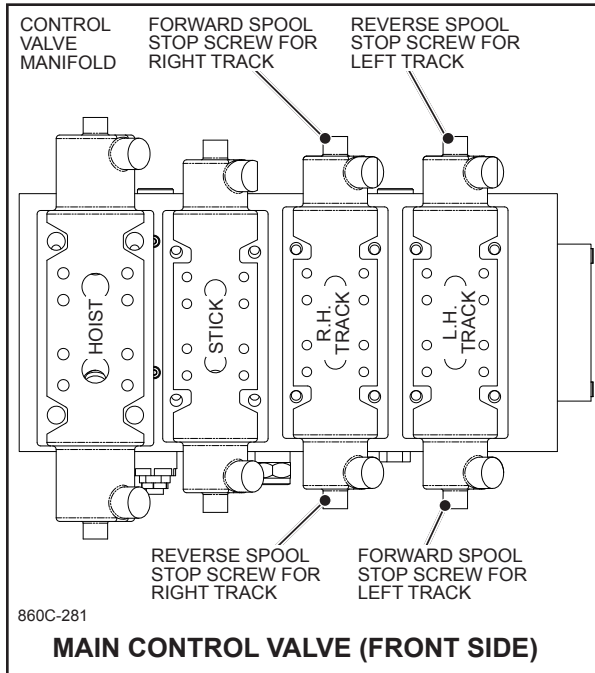
****NOTE**

For begin of regulation; this pressure setting can be adjusted between **214 and 268 bar (3100 psi and 3900 psi)** depending on the operator's requirements. The lower the *begin of regulation* setting the sooner the drive motors will automatically shift to LOW when encountering difficult terrain conditions.

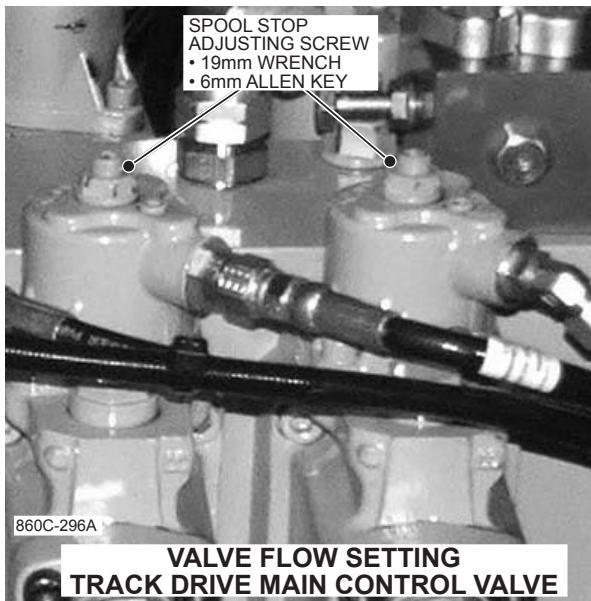
**TRACK SPEED SET-UP PROCEDURE
TYPE 'B' DRIVE MOTORS - CONT'D**

***NOTE:**

Refer to specifications in section 3 of this manual for specific track sprocket speed and refer also to track timing chart for specific track speed.



- To obtain the **specified** value adjust FORWARD spool stop adjusting screw for the LEFT track drive control valve.

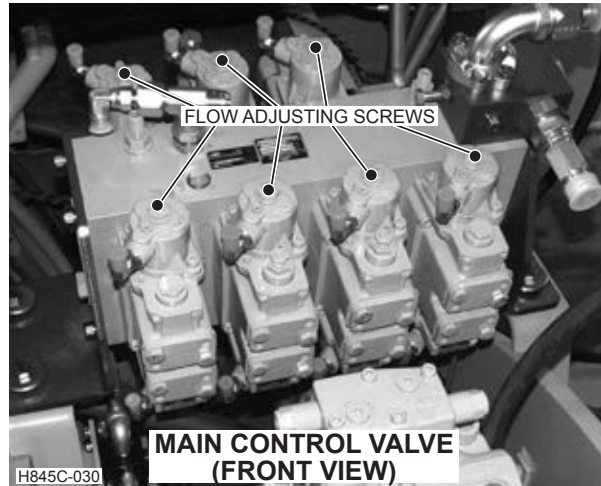


Turn the screw either IN (clockwise) to slow down or OUT (counterclockwise) to speed up the final drive. Tighten locknut on adjusting screw and re-check sprocket speed.

BOOM CONTROL VALVE

The boom and stick spool sections each have port relief valves with anti-cavitation features.

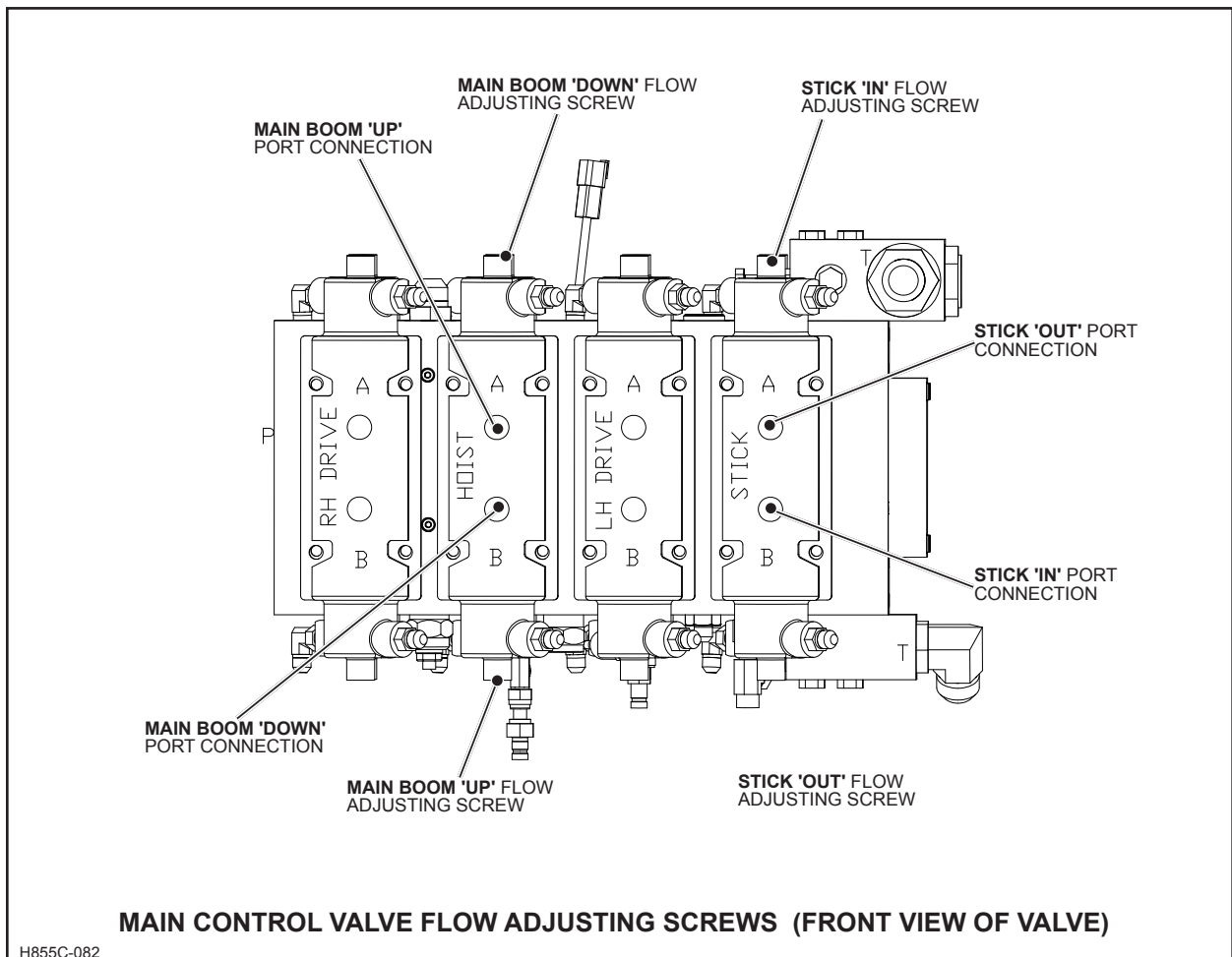
These protect the circuit from abnormally high pressures induced by the working load.



To adjust the relief valves, Refer to SET MAIN BOOM AND STICK PORT RELIEF VALVES in THIS SECTION.

To adjust oil flow, Refer to ADJUST OIL FLOW TO CYLINDERS in THIS SECTION.

Adjustable spool travel stops on each pilot end cap of the spool sections can be adjusted to limit spool travel and control the flow of oil to the cylinder(s). Controlling the flow of oil to the cylinders also controls the operating speed.



MAIN CONTROL VALVE FLOW ADJUSTING SCREWS (FRONT VIEW OF VALVE)

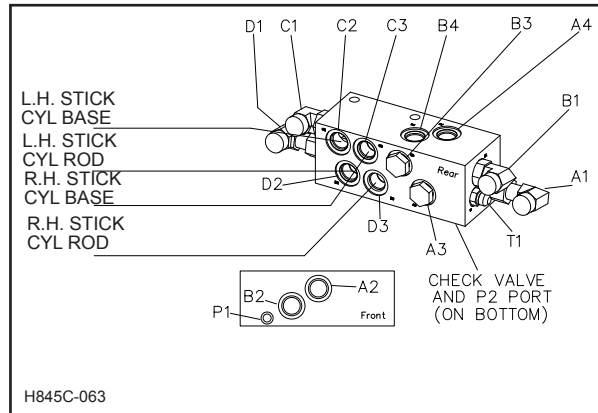
H855C-082

Tigercat H845C/LH845C Harvester

Boom functions

5. Install a drain pan and wiper cloths under boom manifold to catch any spilled oil.
6. Disconnect the R.H. stick cylinder hoses from the A3 and B3 ports on the boom manifold.
7. Remove the fittings from the A3 and B3 ports on the boom manifold.
8. Remove the Plugs from the C3 and D3 ports and install them in the A3 and B3 ports on the boom manifold.
9. Install the fittings removed from A3 and B3 ports in C3 and D3 ports on the boom manifold.
10. Install the R.H. stick cylinder (rod end) hose (removed from the A3 port) on the D3 port. Install the R.H. stick cylinder (base end) hose (removed from the B3 port) on the C3 port.
11. Tighten fittings and plugs in manifold to 105-115 lbf.ft (142-156 Nm), and hose connections to fittings to 85-90 lbf.ft (115-122 Nm) .
12. Turn off vacuum pump, remove hose and reinstall hydraulic tank breather filter.
13. Close air vent valve (push handle up). Add air pressure to the hydraulic tank via the schrader valve from a clean air source. **Do not exceed 34.5 kPa (5 psi).**
14. Remove drain pan and wiper cloths, and wipe up any spilled oil.
15. Reinstall the belting, retainer plate, washers and capscrews over the access hole below the main boom.
16. Start the engine, engage the pilot switch and operate the joysticks. Refer to SECTION 2 of the Operators' Manual to ensure that the main and stick boom functions are correct.

Refer to CONVERTING NON-'ER' TO 'ER BOOM to revert back to 'ER' boom configuration.



NON-'ER' BOOM MANIFOLD CONNECTIONS

The Boom Manifold connections for NON-'ER' boom systems are as follows:

- A1 Hoist Valve 'A' Port
- A2 Plugged
- A3 Plugged
- A4 Hoist Cylinder Base End
- B1 Hoist Valve 'B' Port
- B2 Plugged
- B3 Plugged
- B4 Hoist Cylinder Rod End
- C1 From Stick Valve 'A' Port
- C2 L.H. Stick Cylinder Base End
- C3 R.H. Stick Cylinder Base End
- D1 From Stick Valve 'B' Port
- D2 L.H. Stick Cylinder Rod End
- D3 R.H. Stick Cylinder Rod End
- ER AX319 Plug
- P1 Plugged
- P2 Plugged
- T1 Return to Tank

COUNTERBALANCE VALVES

A counterbalance valve is mounted on each of the two levelling cylinders. Each counterbalance valve consists of a two cavity 90 degree cross piloted steel body and two adjustable pilot operated counterbalance valves.

The purpose of each counterbalance valve is to provide load holding and more precise control of levelling stability by minimizing creep.

OPERATING DESCRIPTION

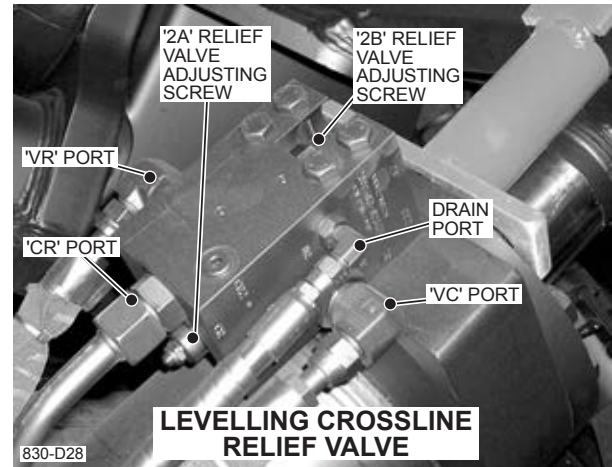
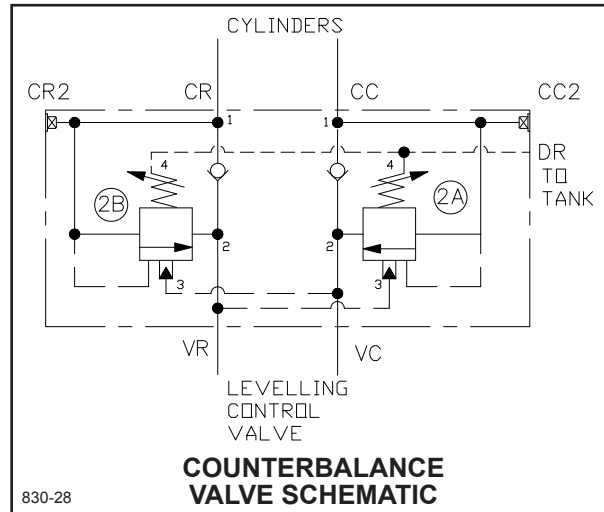
To tilt left; oil flows proportionally from both the RH and LH levelling sections of the levelling control valve to both the RH and LH levelling cylinders. Oil enters the RH cylinder base end and the LH cylinder rod end via the cylinder counterbalance valves mounted directly to the cylinders.

To tilt right; oil flows proportionally from both the RH and LH levelling sections of the levelling control valve to both the RH and LH levelling cylinders. Oil enters the RH cylinder rod end and the LH cylinder base end via the cylinder counterbalance valves mounted directly to the cylinders.

To tilt forward; oil flows proportionally from both the RH and LH levelling sections of the levelling control valve to both the RH and LH levelling cylinders. Oil enters the LH cylinder base end and the RH cylinder base end via the cylinder counterbalance valves mounted directly to the cylinders.

To tilt back; oil flows proportionally from both the RH and LH levelling sections of the levelling control valve to both the RH and LH levelling cylinders. Oil enters the LH cylinder rod end and the RH cylinder rod end via the cylinder counterbalance valves mounted directly to the cylinders.

Load control is provided by internal pilot operated relief valves which balance the pressure of hydraulic fluid in the cylinders. Oil entering the counterbalance valves provides pilot pressure to operate the relief valve in the opposite line which allows return oil from the cylinders to pass back to the levelling control valve. In addition there is a second internal pilot line which operates the relief valve from the return line to reduce pressure in the cylinders when necessary.



⚠ DANGER

Extreme care and attention must be exercised when making adjustments to the levelling hydraulic and electrical circuits. Ensure that all personnel not directly associated with the servicing are well clear of the machine. The whole upper frame/cab/engine compartment, boom and attachment can tilt unexpectedly from side to side or forward and backwards during servicing, creating "pinch points" between the upper frame and track assembly and the ground.

⚠ DANGER

TO AVOID PERSONAL INJURY OR DEATH USE SUPPORT BRACE AS SHOWN WHEN SERVICING.

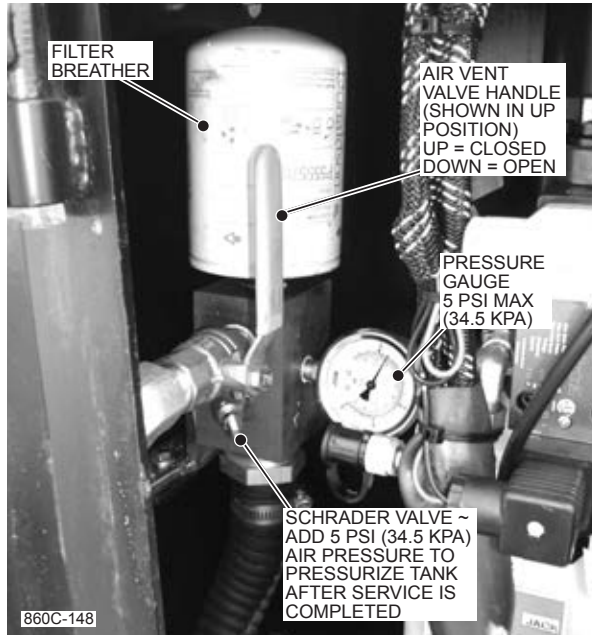
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HYDRAULIC TANK PRESSURIZATION INSTRUCTIONS

IMPORTANT: PRESSURIZED HYDRAULIC TANK. 34.5 kPa (5 psi) MAXIMUM.

Before servicing hydraulic system, release air pressure from tank using air vent valve.

To release pressure from the hydraulic tank:



Wearing eye protection, release air from the hydraulic tank by opening the AIR VENT VALVE. Pull valve handle down 90° to open. Push valve handle up to close.

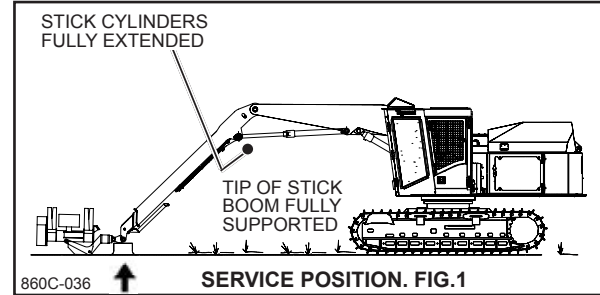
Note: Expelled air from vent valve will blow accumulated loose debris in the enclosure. Releasing hydraulic tank pressure in the event of a hose breakage may reduce oil loss.

IMPORTANT: AIR VENT VALVE MUST BE OPENED BEFORE CHANGING HYDRAULIC FILTERS AND STRAINERS OR PERFORMING ANY OTHER SERVICE ON HYDRAULIC CIRCUITS. DO NOT OPERATE MACHINE WITH THE AIR VENT VALVE IN THE OPEN POSITION.

During a filter change or return hose replacement, air is able to enter the return hydraulic circuit. It is important to bleed as much of this air as possible out prior to restarting the machine. See **HYDRAULIC OIL RETURN FILTERS "filter change procedure"** for instructions on bleeding air from return circuit. AIR BUBBLES IN THE HYDRAULIC SYSTEM WILL DAMAGE THE PUMPS.

After service is completed, close air vent valve and add air pressure from a clean air source to the hydraulic tank via the schrader valve. **Do not exceed 34.5 kPa (5 psi).**

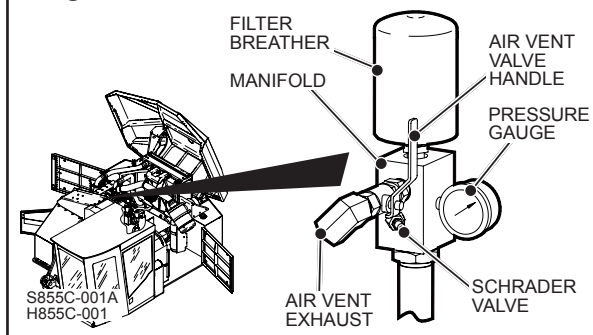
INSTALLING A VACUUM PUMP ON THE HYDRAULIC TANK



1. Ensure that the attachment is resting squarely on a solid footing and engine is shut off before disconnecting any hydraulic lines.

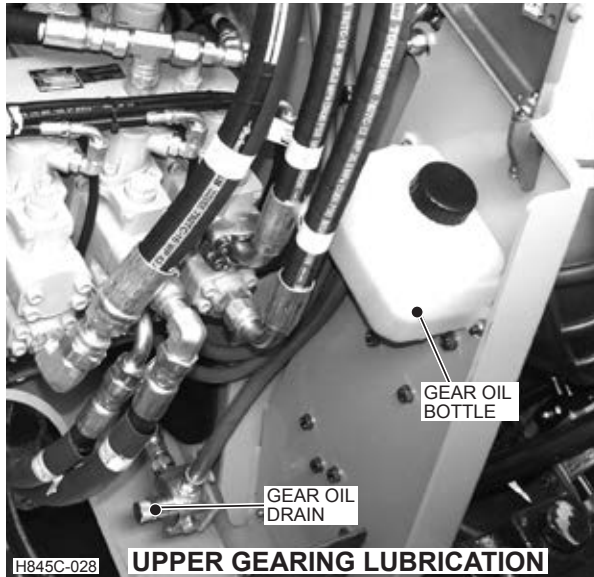
IMPORTANT: PRESSURIZED HYDRAULIC TANK. 34.5 kPa (5 psi) MAXIMUM.

Before servicing hydraulic system, wearing eye protection, release air pressure from tank using air vent valve.



Install Vacuum Pump

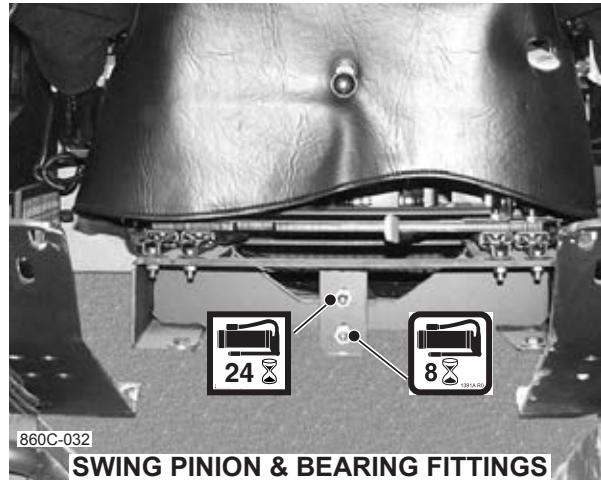
- B. Remove the hydraulic tank filter breather and install a vacuum pump hose on tank breather port. Turn vacuum pump on to apply a vacuum in hydraulic tank.
- C. When service is complete release pressure/vacuum and remove hoses from breather port on tank and reinstall breather filter.



H845C-028 **UPPER GEARING LUBRICATION**

LUBRICATION OF SWING DRIVE GEARBOX UPPER GEARING

The swing gearbox upper gearing is filled with gear oil. Use 75W-90 or 80W-140 gear oil. Follow the lubricating procedure on the label located beside the gear oil bottle and also refer to LUBRICATION SCHEDULE and SCHEDULED MAINTENANCE - 250 HOURS in SECTION 3 of THIS MANUAL.



860C-032 **SWING PINION & BEARING FITTINGS**

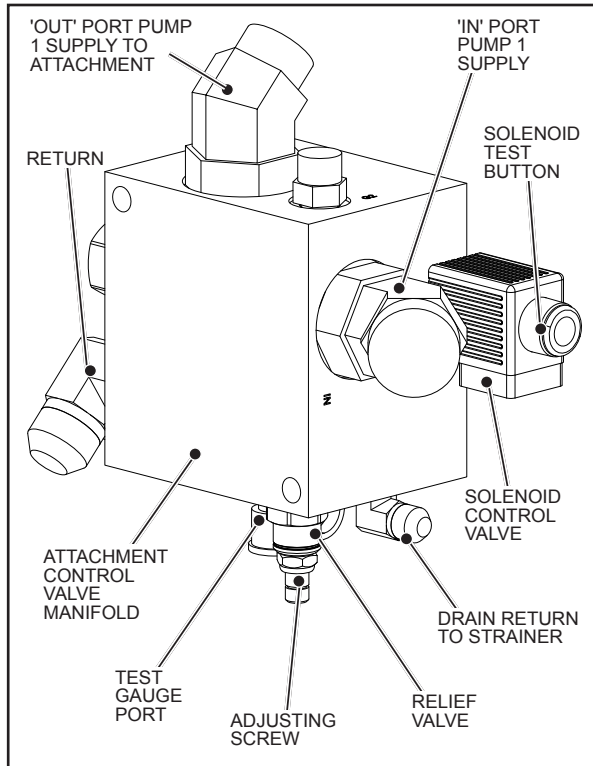
LUBRICATION OF SWING PINION AND SWING BEARING

To lubricate the **swing bearing**, apply **10 shots** of grease (while swinging) every **24 hours** to one of the two grease fittings located on the seat pedestal in the operator's cab. To lubricate the swing pinion (or teeth) apply **10 shots** grease every **8 hours** while swinging to the other grease fitting located on the seat pedestal. The grease fittings are clearly labelled.

For lubrication schedule, refer to SECTION 3 of THIS MANUAL.

ATTACHMENT CONTROL VALVE

The attachment circuit is controlled by a solenoid control valve on the attachment control valve manifold located in the pump compartment.



The control valve consists of a steel valve body into which are housed a solenoid control valve cartridge, a relief valve cartridge and a pilot operated check valve.

The attachment valve controls the flow of oil from the attachment pump to the attachment.

OPERATING DESCRIPTION

When the SOLENOID VALVE is de-energized (saw switch in OFF position), oil entering the 'IN' port is blocked by the CHECK VALVE preventing flow to the attachment.

When the SOLENOID VALVE is energized, (saw switch ON) the spool in the control valve shifts and:

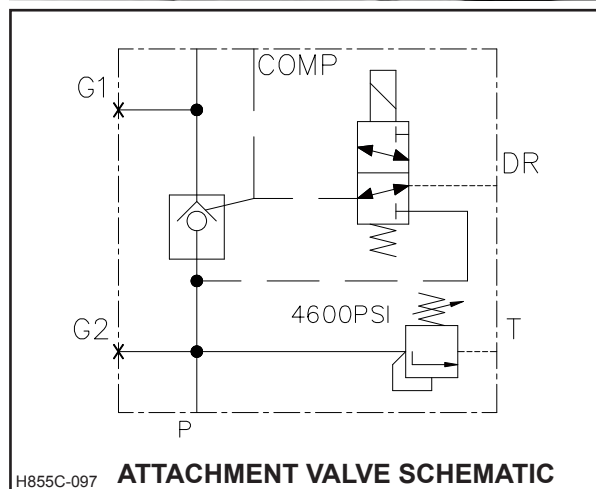
- (1) Allows system pressure to reach the back side of the PILOT OPERATED CHECK VALVE. This pressure, via internal porting, causes the CHECK VALVE to *open* and allow system pressure via the 'OUT' port to reach the attachment.
- (2) Transmits a pressure signal via the COMP port to the attachment pump (LS port) demanding the pump provide flow to the attachment.

For trouble shooting purposes, a RED push button on the end of the solenoid valve can be used to operate the valve manually.



H855-071

ATTACHMENT CONTROL VALVE



H855C-097

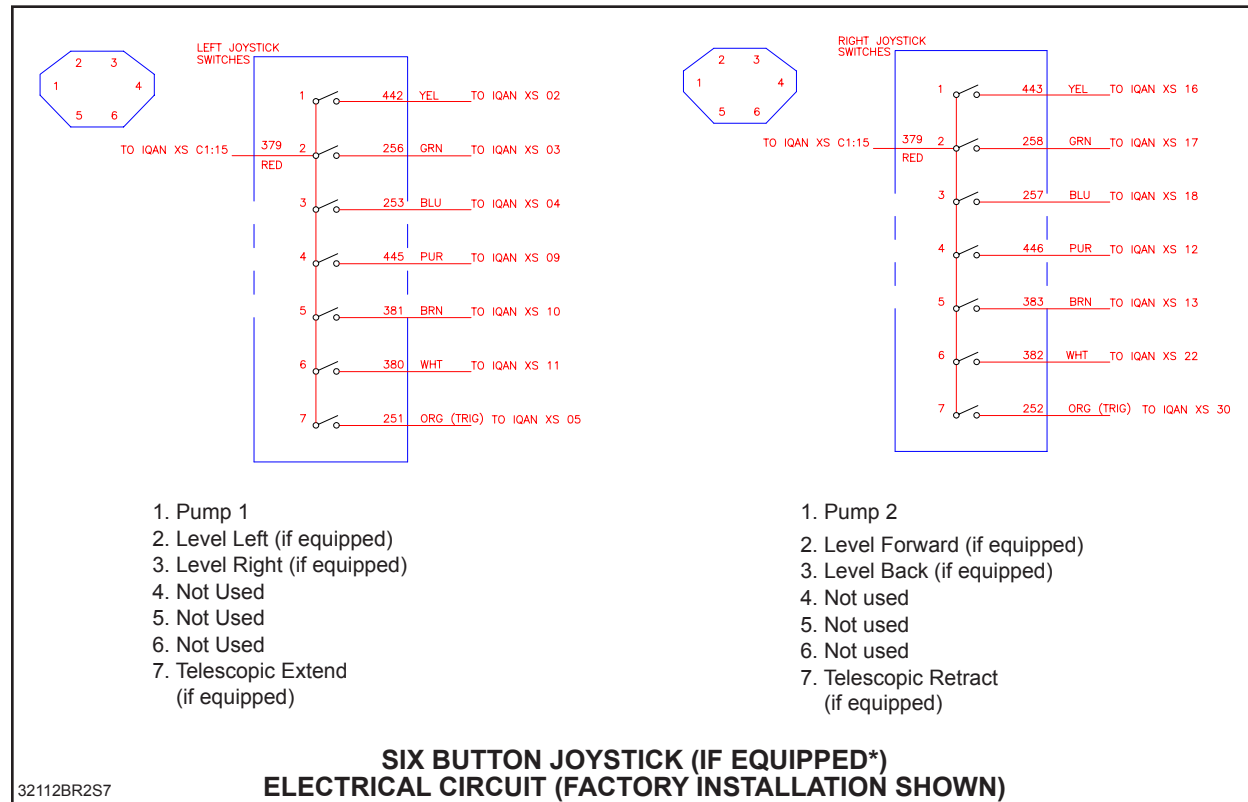
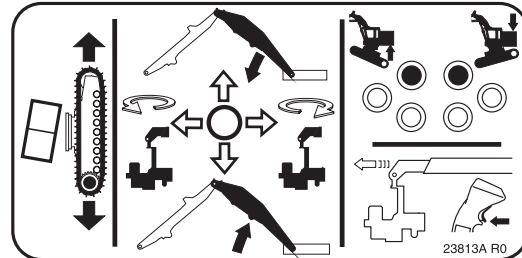
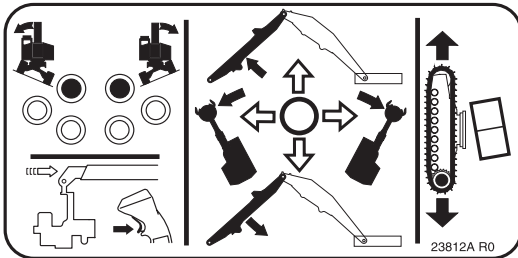
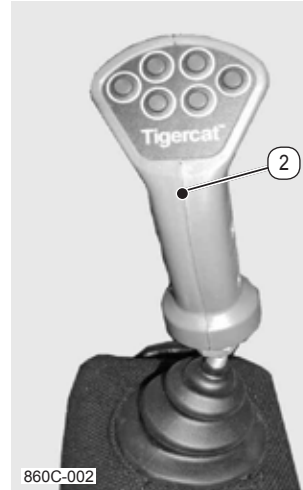
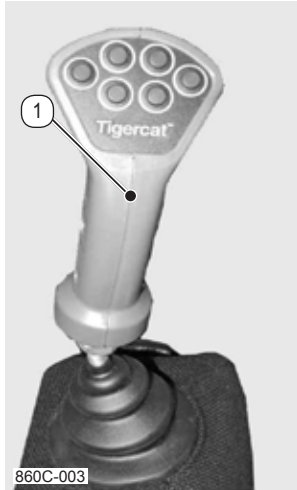
ATTACHMENT VALVE SCHEMATIC

A RELIEF VALVE is included to protect the pump in case of failure of the P.O.R. valve on the pump. Oil is diverted to tank via the 'TANK' port.

The RELIEF VALVE is adjusted by loosening the locknut and turning the adjusting screw clockwise to increase the pressure value and counter-clockwise to decrease the value.

A gauge test port (G1) is provided for attaching a pressure gauge when checking pressure.

For a complete description of the circuit and pressure setting instructions, refer to PRESSURE SETTINGS: PUMP AND SAW CONTROL VALVE in this section.

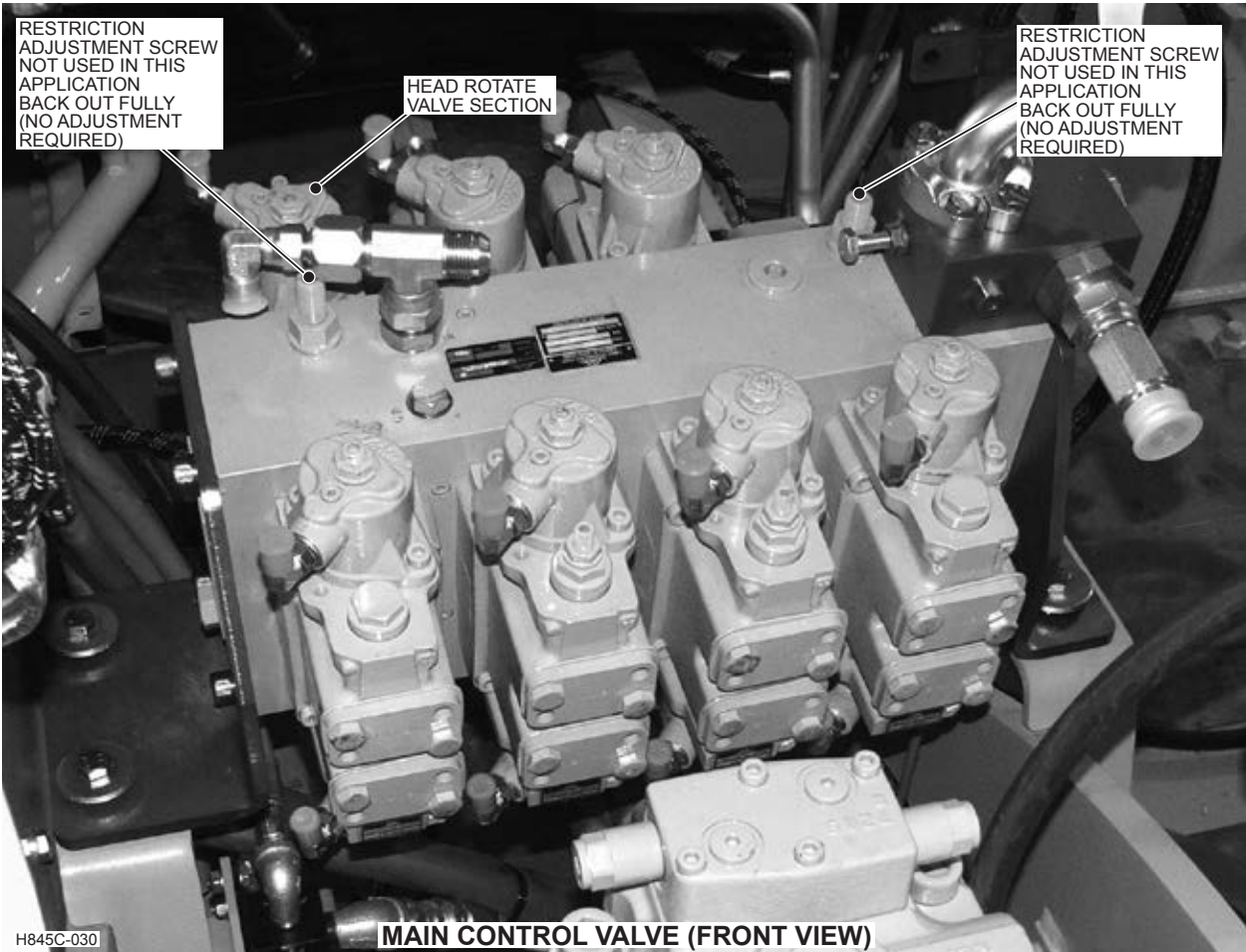


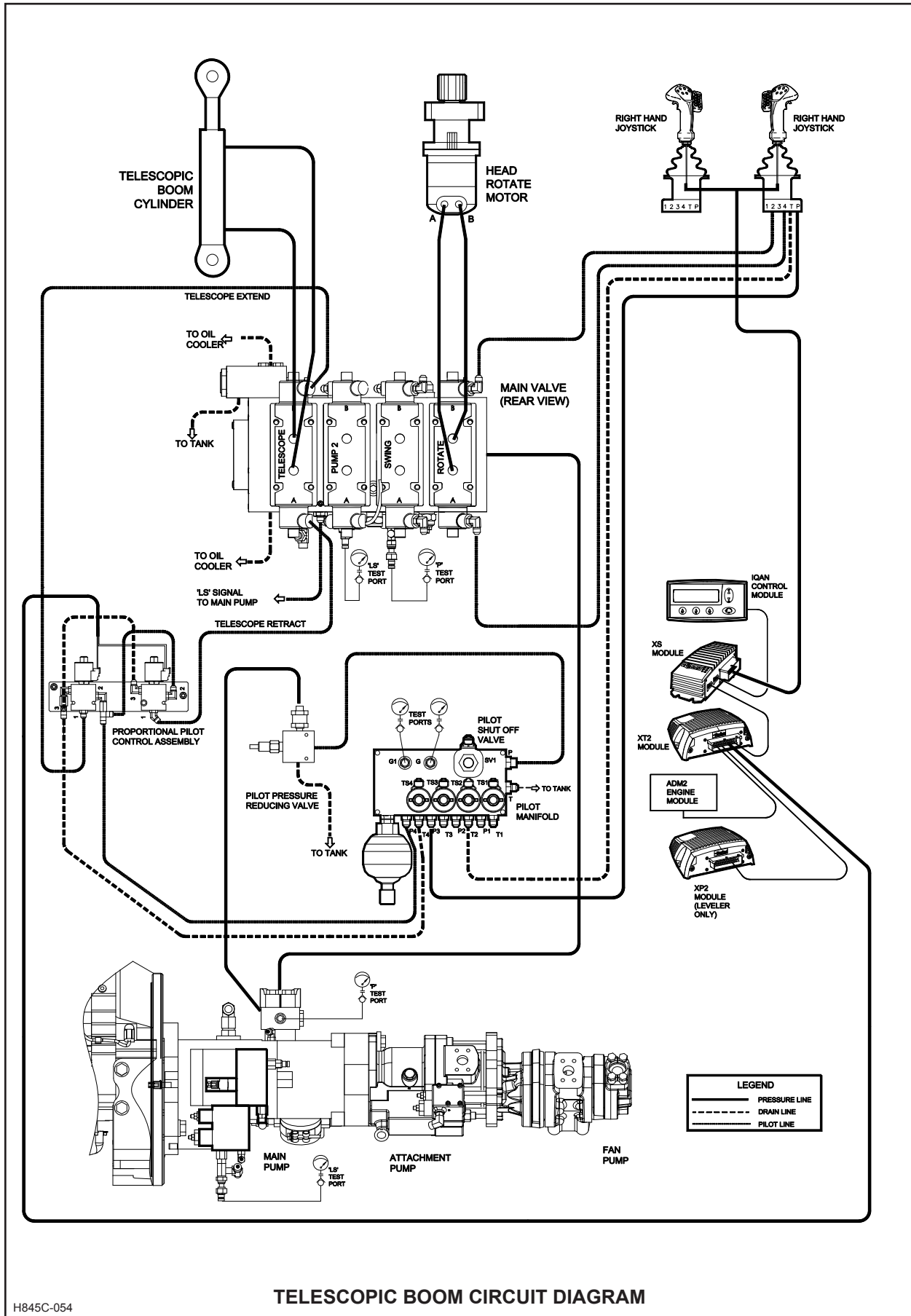
32112BR2S7

The factory installed left (1) and right (2) joysticks are equipped with thumb switches and finger buttons that are used as an operator interface with the electronic control system to activate the telescopic boom and levelling functions if equipped. Refer also to JOYSTICK in SECTION

2 of the OPERATOR'S MANUAL for a complete description of factory equipped joystick control function.

***Note:** H860C and H870C machines shipped with non-telescopic booms are equipped with basic joystick handles which have no buttons.





TELESCOPIC BOOM CIRCUIT DIAGRAM

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