

Case 435 And 445 Skid Steers Service Repair Workshop Manual



CASE

REPAIR MANUAL



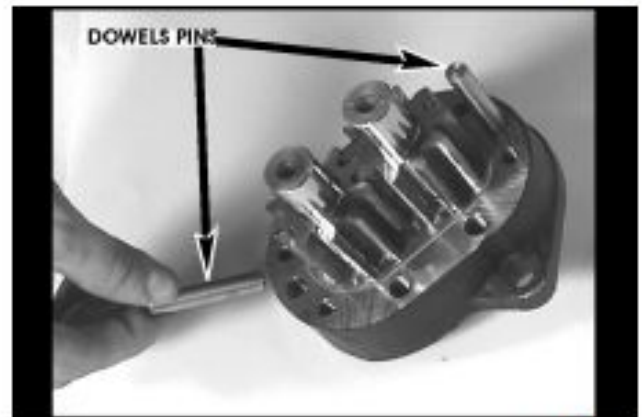
435
445

4. Remove the gear plate.



GDMLB04 4

5. Remove the dowel pins.



GDMLB05_2 5

6. Rotate the gear teeth until one gear tooth is centered inside two gear teeth. Draw a mark with a white marker. This mark will be referenced during assembly.



GDMLB06 6

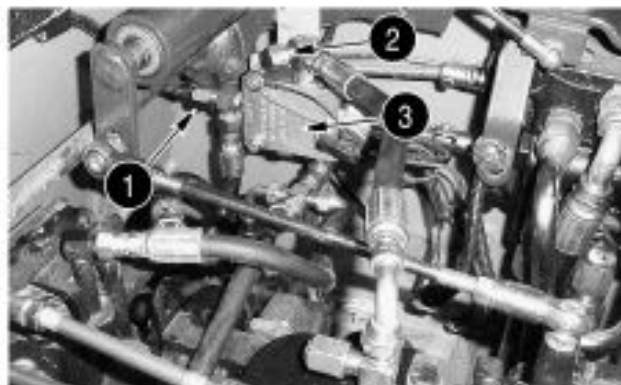
Charge pump - Pressure test (A.10.A.21 - F.40.A.30)

435, 445

Testing the low-pressure charge system is safer and usually more informative than going into the high-pressure test ports. To obtain as much system information as possible, charge pressure readings must be taken in neutral as well as working the system in both the forward and reverse directions.

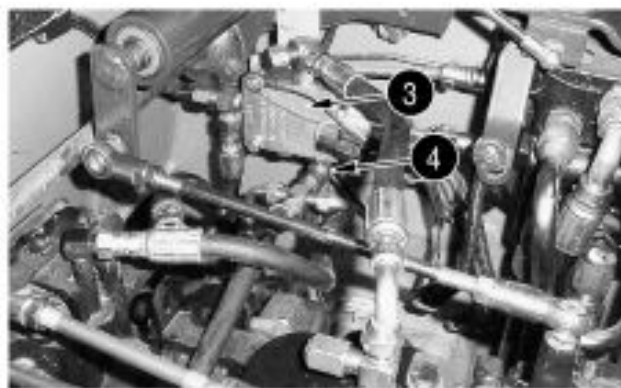
With the system in neutral, only charge pressure is present in the closed loop. At this time, the leakage from the system is the least and the charge pressure is the highest. As the system is pressurized, the leakage from the system will increase and the charge pump flow will make up for this leakage. With more of the charge pump oil flowing to the closed loop, less oil will flow across the charge pressure relief valve, and therefore the pressure will be slightly less. If the leakage from the system is excessive, the charge pressure will drop off more. This slight drop in charge pressure between the system in neutral and with the system under load indicates the condition of the closed loop system components.

1. Raise and securely block the unit off the ground.
2. Remove the brake assist line from the tee fitting at the T port (1) of the brake valve (3).



R203F061_1 1

3. Remove the cap from the tee fitting on the P port (2) of the brake valve (3).
4. Connect the removed brake assist line to the tee fitting on the P port (2) of the brake valve (3).
5. Cap the tee fitting on the T port (1) of the brake valve (3).
6. Remove the brake release line from the tee fitting that connects to the C2 port (4) of the brake valve (3).



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7. Cap the tee fitting that connects to the C2 port (4) of the brake valve (3).
8. Connect a 4,137 kPa (41 bar) (600 psi) pressure gauge to the charge pressure test port.
 - A. For units without high flow, remove the cap from the tee fitting and install a 4,137 kPa(600 psi) pressure gauge.
 - B. For units with high flow, remove the hose from the tee fitting and install a 4,137 kPa(600 psi) pressure gauge.



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for your reading.
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to get more information.