



W36 Wheel Loader



W36: the producer

3½ — 4 yd³ bucket capacity

Big enough for the tough jobs like quarry work and overburden removal, plus the size loads that keep trucks moving and hoppers full. Its the right loader wherever you have to work it.

185 net horsepower

Turbocharged, Case-built diesel delivers 185 net hp at low 2200 rpm. Combines fast response for quick acceleration with high torque for crowding the pile or bank.

4-speed full power shift transmission

Dual levers for positive speed and directional engagement. Change direction on-the-go without braking for fast cycles. Efficient speed ranges matched for power in first and second, and speed for travel in 3rd and 4th — up to 20 mph.

Low Profile

The W36 - with the Low Profile design - is well within highway height restrictions when transported on a low-boy trailer.

Wheelbase

127" between the axles helps smooth the ride during load-and-carry operations, increasing productivity. The short 20'7" turning radius complements the advantages of the long wheel base with added maneuverability at lower speeds.

Tread

86" tire tread provides a firm platform for loading and stability on uneven terrain. Its a tough combination — a long, wide stance plus a low center of gravity.

Lift height

With a dump clearance of 9'11", W36 operators should have little trouble clearing the side boards of most trucks or charging hoppers.

Breakout force

W36 equipped with 3.5 yd³ general purpose bucket has 29,500 lbs. of breakout force. 27,000 lbs. equipped with 4.0 yd³ general purpose bucket. When production bank excavating is your job, the W36 will produce.



185 net hp, turbocharged diesel

Case-built 504 in.³ displacement, 6-cylinder, turbocharged diesel with open chamber design and direct injection. Five hole injection nozzle design and high fuel line pressure atomizes fuel for complete combustion. Stellite-faced valves, stress relieved cylinder heads, and induction hardened cylinder liners add to service life.

Piston oil cooling. Underside of pistons and wrist pins are cooled by a continuous spray of oil. Keeps peak piston temperature lower and reduces chance for carbon buildup.

Intercooling. Intake air is kept at a uniform temperature by an integral water-to-air intercooler. Intercooling lowers peak cylinder pressure and thermal stresses on pistons and rings for increased life.



Power Shift Transmission

4-speed forward, 4-speed reverse full power shift transmission. On-the-go directional changes without decelerating or braking; keeps engine speed up, hydraulics cycling fast for added productivity. Dual transmission controls — one for directional changes, the other for gear selection — are closely grouped and within easy reach of the left hand.

Torque proportioning differentials

Standard on **both** axles, are an advantage in slippery or soft ground conditions. If a wheel starts to spin out, up to 24% of the torque available to that axle automatically transfers to the wheel with the firmest footing. On firmer ground torque proportioning differentials reduce costly tire spin.



Outboard-mounted planetary final drives

Final gear reduction occurs at the ends of each axle through planetary gear sets. Outboard mounting relieves axle shafts from carrying high torque loads to the wheels and makes planetaries easily accessible. Helps reduce maintenance time and servicing procedures.

Standard 4-wheel caliper disc brakes

Large surface area of discs helps dissipate heat fast. Brakes are self-cleaning and self-adjusting, a plus when working in muddy or wet conditions. Separate master cylinders for front and rear brakes. Spring actuated mechanical parking brake on drive line sets automatically if air pressure drops below 60 psi. Dash-mounted red warning light indicates when parking



brake is engaged. Air is full-filtered before entering the system to avoid contamination.

40° center-pivot articulation

Front and rear wheels always track each other, reducing rolling resistance and tire scuffing. When front tires miss an obstacle, so will the rear. 80° total articulation provides the maneuverability needed for working in cramped quarters.

24° rear axle oscillation

Rear axle oscillates total of 24° up and down. One wheel can drop up to 17.5" with all wheels remaining on the ground for maximum traction.

Up-front operator's compartment

Up-front location helps isolate noise

and vibration from the operator's compartment. Visibility to the bucket and work area are in a straight line providing optimum visibility for loading and dumping.

In-line loader linkage

Hydraulic cylinders and linkage are in-line with the lift arms providing minimum interference with operator's vision to the bucket and work area. Torsional motion of components is minimized because loading stresses are absorbed by components within the same plane.

Air-assist loader controls

Conveniently located dual levers feature air-assisted controls. Low lever effort reduces operator fatigue in high production applications, increasing operator efficiency. Gives "fine control" feel during grading work.

Service

Simplified access to service check points is a time saving benefit of the W36. The radiator grille guard swings open providing access to the batteries and filler neck of the fuel tank. A visual gauge near the top of the radiator shows coolant level at a glance. Behind side panels on the left are the engine oil dipstick and filter, and grease fittings for the rear axle trunnion — eliminates crawling under the machine for lubrication. The transmission dipstick is also easily reached from the left side near the articulation joint. Hydraulic oil sight gauge is visible from ground level on the right side, or through the rear window of the cab.



“Priority Demand” hydraulics

The W36 Priority Demand hydraulic system provides more efficient utilization of engine horsepower. The system consists of a 3-section, gear-type pump and a demand valve.

One section supplies the loader circuit, another supplies the hydrostatic steering system. The third section is the “swing” pump controlled by the pressure-flow sensitive demand valve. When loading the bucket the demand valve can direct swing pump output to assist the loader circuit for more hydraulic power (1). If the pressure on that circuit indicates the need for more power at the cutting edge, the swing pump dumps its flow back to the reservoir (2). This reduces the hydraulic load demand on the engine and provides more hp to the wheels for

tractive effort. At low engine speeds the swing pump assists the steering circuit providing the flow needed for quick response and easy steering (3).

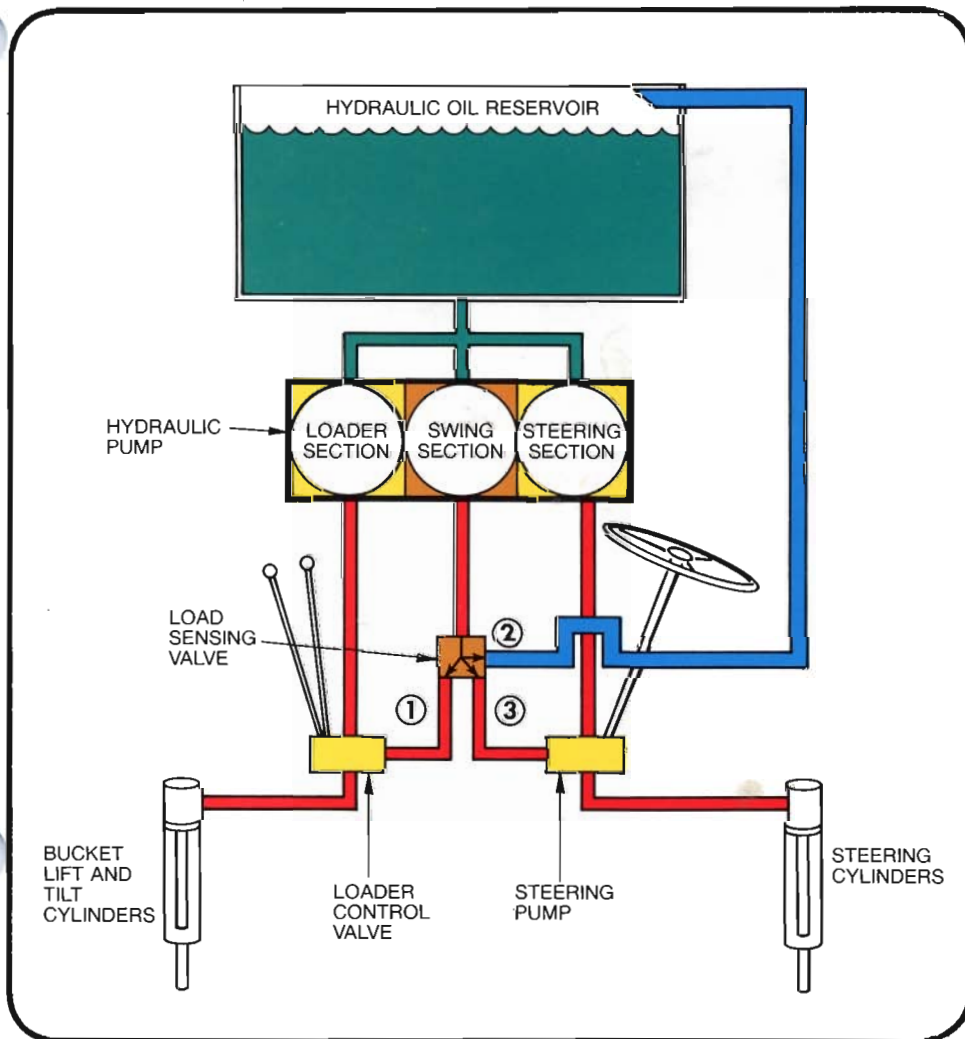
Sealed loader linkage

All W36 loader linkage and hinge pins are sealed for long life and reduced maintenance. Recommended maximum lubrication interval of 100 hrs. reduces maintenance time while protecting vital wear points.

Pod Cab — The Quiet Zone

The Pod Cab option provides ample room for comfortable operation without sacrificing good visibility to the bucket, along the sides or to the rear of the W36. Up-front mounting and standard equipment sound suppression materials help dampen engine noise and vibration. Air pressurization is also standard. For added comfort, options

include a 6-way adjustable air suspension seat, 24,000 Btu air conditioner, 31,900 Btu heater and a defogger. All comfort controls are in a console at the operator's left, while the loader controls are conveniently located to the right.





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A producer in the woods, too

W36 equipped with logging forks is ideally suited for loading, stacking and decking operations. Muffler lays flush on the hood for protection from limbs and branches. Complete forestry guarding package available as optional equipment.

J I Case
A Tenneco Company



CASE WHEEL LOADERS

Model	W14	W18/20	W20B	W24C	W36
Operating Capacity	1¼-1½ yd ³	1¾-2 yd ³	2-2½ yd ³	2½-3 yd ³	3½-4 yd ³
Turning radius	15'10"	17'8"	17'9"	19'8"	20'7"
Dump height @ 45°					
Clearance	9'1"	9'2"	9'0"	9'2"	9'11"
Wheelbase	100"	108"	108"	121.5"	127"
Net Horsepower	83	103	103	132	185

