

M2170 and M2260 Windrower

Operator's Manual

262170 Revision A

Original Instruction

M2 Series Windrowers, featuring Dual Direction® and CrossFlex™ rear suspension



1016391

Published August 2023

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California Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm. Battery posts, terminals, and related accessories contain lead and lead components. Wash your hands after handling a battery.

Declaration of Conformity

	<h2 style="margin: 0;">EC Declaration of Conformity</h2>
<p>[1] MacDon MacDon Industries Ltd. 680 Moray Street, Winnipeg, Manitoba, Canada R3J 3S3</p>	<p>[4] As per Shipping Document</p> <p>[5] May 4, 2023</p>
<p>[2] Windrower</p> <p>[3] MacDon M2170</p>	<p>[6] _____ Adrienne Tankeu Product Integrity</p>

EN	BG	CZ	DA
<p>We, [1] Declare, that the product:</p> <p>Machine Type: [2] Name & Model: [3] Serial Number(s): [4]</p> <p>fulfils all the relevant provisions of the Directive 2006/42/EC.</p> <p>Harmonized standards used, as referred to in Article 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Place and date of declaration: [5] Identity and signature of the person empowered to draw up the declaration: [6]</p> <p>Name and address of the person authorized to compile the technical file:</p> <p>Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Germany) bvonriedesel@macdon.com</p>	<p>Ние, [1] декларираме, че следният продукт:</p> <p>Тип машина: [2] Наименование и модел: [3] Серийен номер(а) [4]</p> <p>отговаря на всички приложими разпоредби на директива 2006/42/ЕО.</p> <p>Използвани са следните хармонизирани стандарти според чл. 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Място и дата на декларацията: [5] Име и подпис на лицето, упълномощено да изготви декларацията: [6]</p> <p>Име и адрес на лицето, упълномощено да състави техническия файл:</p> <p>Бенедикт фон Рийдесел Управител, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Германия) bvonriedesel@macdon.com</p>	<p>My, [1] Prohlašujeme, že produkt:</p> <p>Typ zařízení: [2] Název a model: [3] Sériové(á) číslo(a): [4]</p> <p>splňuje všechna relevantní ustanovení směrnice 2006/42/EC.</p> <p>Byly použity harmonizované standardy, jak je uvedeno v článku 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Místo a datum prohlášení: [5] Identita a podpis osoby oprávněné k vydání prohlášení: [6]</p> <p>Jméno a adresa osoby oprávněné k vyplnění technického souboru:</p> <p>Benedikt von Riedesel generální ředitel, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Německo) bvonriedesel@macdon.com</p>	<p>Vi, [1] erklærer, at produkt:</p> <p>Maskintype [2] Navn og model: [3] Serienummer (-numre): [4]</p> <p>Opfylder alle bestemmelser i direktiv 2006/42/EF.</p> <p>Anvendte harmoniserede standarder, som henviser til i paragraf 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Sted og dato for erklæringen: [5] Identitet på og underskrift fra den person, som er bemyndiget til at udarbejde erklæringen: [6]</p> <p>Navn og adresse på den person, som er bemyndiget til at udarbejde den tekniske fil:</p> <p>Benedikt von Riedesel Direktør, MacDon Europe GmbH Hagenauer Straße 59 D-65203 Wiesbaden (Tyskland) bvonriedesel@macdon.com</p>

DE	ES	ET	FR
<p>Wir, [1] Erklären hiermit, dass das Produkt:</p> <p>Maschinentyp: [2] Name & Modell: [3] Seriennummer (n): [4]</p> <p>alle relevanten Vorschriften der Richtlinie 2006/42/EG erfüllt.</p> <p>Harmonisierte Standards wurden, wie in folgenden Artikeln angegeben, verwendet 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Ort und Datum der Erklärung: [5] Name und Unterschrift der Person, die dazu befugt ist, die Erklärung auszustellen: [6]</p> <p>Name und Anschrift der Person, die dazu berechtigt ist, die technischen Unterlagen zu erstellen:</p> <p>Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden bvonriedesel@macdon.com</p>	<p>Nosotros [1] declaramos que el producto:</p> <p>Tipo de máquina: [2] Nombre y modelo: [3] Números de serie: [4]</p> <p>cumple con todas las disposiciones pertinentes de la directriz 2006/42/EC.</p> <p>Se utilizaron normas armonizadas, según lo dispuesto en el artículo 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Lugar y fecha de la declaración: [5] Identidad y firma de la persona facultada para dar redactar la declaración: [6]</p> <p>Nombre y dirección de la persona autorizada para elaborar el expediente técnico:</p> <p>Benedikt von Riedesel Gerente general - MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Alemania) bvonriedesel@macdon.com</p>	<p>Meie, [1] deklareerime, et toode</p> <p>Seadme tüüp: [2] Nimi ja mudel: [3] Seerianumbrid: [4]</p> <p>vastab kõigile direktiivi 2006/42/EÜ asjakohastele sätetele.</p> <p>Kasutatud on järgnevaid harmoniseeritud standardeid, millele on viidatud ka punktis 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklaratsiooni koht ja kuupäev: [5] Deklaratsiooni koostamiseks volitatud isiku nimi ja allkiri: [6]</p> <p>Tehnilise dokumendi koostamiseks volitatud isiku nimi ja aadress:</p> <p>Benedikt von Riedesel Peadirektor, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Saksamaa) bvonriedesel@macdon.com</p>	<p>Nous soussignés, [1] Déclarons que le produit :</p> <p>Type de machine : [2] Nom et modèle : [3] Numéro(s) de série : [4]</p> <p>Est conforme à toutes les dispositions pertinentes de la directive 2006/42/EC.</p> <p>Utilisation des normes harmonisées, comme indiqué dans l'Article 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Lieu et date de la déclaration : [5] Identité et signature de la personne ayant reçu le pouvoir de rédiger cette déclaration : [6]</p> <p>Nom et adresse de la personne autorisée à constituer le dossier technique :</p> <p>Benedikt von Riedesel Directeur général, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Allemagne) bvonriedesel@macdon.com</p>

EC Declaration of Conformity

IT	HU	LT	LV
<p>Noi, [1] Dichiariamo che il prodotto: Tipo di macchina: [2] Nome e modello: [3] Numero(i) di serie: [4] soddisfa tutte le disposizioni rilevanti della direttiva 2006/42/CE.</p> <p>Utilizzo degli standard armonizzati, come indicato nell'Articolo 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Luogo e data della dichiarazione: [5] Nome e firma della persona autorizzata a redigere la dichiarazione: [6] Nome e persona autorizzata a compilare il file tecnico: Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Germania) bvonriedesel@macdon.com</p>	<p>Mi, [1] Ezennel kijelentjük, hogy a következő termék: Gép típusa: [2] Név és modell: [3] Szériaszám(ok): [4] teljesíti a következő irányelv összes vonatkozó előírásait: 2006/42/EK.</p> <p>Az alábbi harmonizált szabványok kerültek alkalmazásra a 7(2) cikkely szerint:</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>A nyilatkozattétel ideje és helye: [5] Azon személy kiléte és aláírása, aki jogosult a nyilatkozat elkészítésére: [6] Azon személy neve és aláírása, aki felhatalmazott a műszaki dokumentáció összeállítására: Benedikt von Riedesel Vezérigazgató, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Németország) bvonriedesel@macdon.com</p>	<p>Mes, [1] Pareiškiamė, kad šis produktas: Mašinos tipas: [2] Pavadinimas ir modelis: [3] Serijos numeris (-iai): [4] atitinka taikomus reikalavimus pagal Direktyvą 2006/42/EB.</p> <p>Naudojami harmonizuoti standartai, kai nurodoma straipsnyje 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklaracijos vieta ir data: [5] Asmens tapatybės duomenys ir parašas asmens, įgalioto sudaryti šią deklaraciją: [6] Vardas ir pavardė asmens, kuris įgaliotas sudaryti šį techninį failą: Benedikt von Riedesel Generalinis direktorius, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Vokietija) bvonriedesel@macdon.com</p>	<p>Mēs, [1] Deklarējam, ka produkts: Mašīnas tips: [2] Nosaukums un modelis: [3] Sērijas numurs(-i): [4] Atbilst visām būtiskajām Direktīvas 2006/42/EK prasībām.</p> <p>Piemēroti šādi saskaņotie standarti, kā minēts 7. pantā 2. punktā:</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklarācijas parakstīšanas vieta un datums: [5] Tās personas vārds, uzvārds un paraksts, kas ir pilnvarota sagatavot šo deklarāciju: [6] Tās personas vārds, uzvārds un adrese, kas ir pilnvarota sastādīt tehnisko dokumentāciju: Benedikts fon Rīdzelis Generāldirektors, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Vācija) bvonriedesel@macdon.com</p>
<p>Wij, [1] Verklaren dat het product: Machinetype: [2] Naam en model: [3] Serienummer(s): [4] voldoet aan alle relevante bepalingen van de Richtlijn 2006/42/EC.</p> <p>Geharmoniseerde normen toegepast, zoals vermeld in Artikel 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Plaats en datum van verklaring: [5] Naam en handtekening van de bevoegde persoon om de verklaring op te stellen: [6] Naam en adres van de geautoriseerde persoon om het technisch dossier samen te stellen: Benedikt von Riedesel Algemeen directeur, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Duitsland) bvonriedesel@macdon.com</p>	<p>My niżej podpisani, [1] Oświadczamy, że produkt: Typ urządzenia: [2] Nazwa i model: [3] Numer serijny/numery seryjne: [4] spełnia wszystkie odpowiednie przepisy dyrektywy 2006/42/WE.</p> <p>Zastosowaliśmy następujące (zharmonizowane) normy zgodnie z artykułem 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Data i miejsce oświadczenia: [5] Imię i nazwisko oraz podpis osoby upoważnionej do przygotowania deklaracji: [6] Imię i nazwisko oraz adres osoby upoważnionej do przygotowania dokumentacji technicznej: Benedikt von Riedesel Dyrektor generalny, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Niemcy) bvonriedesel@macdon.com</p>	<p>Nós, [1] Declarámos, que o produto: Tipo de máquina: [2] Nome e Modelo: [3] Número(s) de Série: [4] cumpre todas as disposições relevantes da Directiva 2006/42/CE.</p> <p>Normas harmonizadas aplicadas, conforme referido no Artigo 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Local e data da declaração: [5] Identidade e assinatura da pessoa autorizada a elaborar a declaração: [6] Nome e endereço da pessoa autorizada a compilar o ficheiro técnico: Benedikt von Riedesel Gerente Geral, MacDon Europa Ltda. Hagenauer Straße 59 65203 Wiesbaden (Alemanha) bvonriedesel@macdon.com</p>	<p>Noi, [1] Declarăm, că următorul produs: Tipul mașinii: [2] Denumirea și modelul: [3] Număr (numere) serie: [4] corespunde tuturor dispozițiilor esențiale ale directivei 2006/42/EC.</p> <p>Au fost aplicate următoarele standarde armonizate conform articolului 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Data și locul declarației: [5] Identitatea și semnătura persoanei împuternicite pentru întocmirea declarației: [6] Numele și semnătura persoanei autorizate pentru întocmirea cărții tehnice: Benedikt von Riedesel Manager General, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Germania) bvonriedesel@macdon.com</p>
<p>Mi, [1] Izjavljujemo da proizvod Tip mašine: [2] Naziv i model: [3] Serijski broj(ovi): [4] Ispunjava sve relevantne odredbe direktive 2006/42/EC.</p> <p>Korišćeni su usklađeni standardi kao što je navedeno u članku 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Datum i mesto izdavanja deklaracije: [5] Identitet i potpis lica ovlašćenog za sastavljanje deklaracije: [6] Ime i adresa osobe ovlašćene za sastavljanje tehničke datoteke: Benedikt von Riedesel Generalni direktor, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Nemačka) bvonriedesel@macdon.com</p>	<p>Mi, [1] Intygat att produkten: Maskintyp: [2] Namn och modell: [3] Serienummer: [4] uppfyller alla relevanta villkor i direktivet 2006/42/EG.</p> <p>Harmonierade standarder används, såsom anges i artikel 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Plats och datum för intyget: [5] Identitet och signatur för person med befogenhet att upprätta intyget: [6] Namn och adress för person behörig att upprätta den tekniska dokumentationen: Benedikt von Riedesel Administrativ chef, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Tyskland) bvonriedesel@macdon.com</p>	<p>Mi, [1] izjavljamo, da izdelek: Vrsta stroja: [2] Ime in model: [3] Serijska/-e številka/-e: [4] ustreza vsem zadevnim določbam Direktive 2006/42/ES.</p> <p>Uporabljeni usklajeni standardi, kot je navedeno v členu 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Kraj in datum izjave: [5] Istovetnost in podpis osebe, opolnomočene za pripravo izjave: [6] Ime in naslov osebe, pooblaščenca za pripravo tehnične datoteke: Benedikt von Riedesel Generalni direktor, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Nemčija) bvonriedesel@macdon.com</p>	<p>My, [1] týmto prehlasujeme, že tento výrobok: Typ zariadenia: [2] Názov a model: [3] Výrobné číslo: [4] splňa príslušné ustanovenia a základné požiadavky smernice č. 2006/42/ES.</p> <p>Použitie harmonizované normy, ktoré sa uvádzajú v článku č. 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Miesto a dátum prehlásenia: [5] Meno a podpis osoby oprávnenej vypracovať toto prehlásenie: [6] Meno a adresa osoby oprávnenej zostaviť technický súbor: Benedikt von Riedesel Generálny riaditeľ MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Nemecko) bvonriedesel@macdon.com</p>



UK Declaration of Conformity

[1] **MacDon**

MacDon Industries Ltd.
680 Moray Street,
Winnipeg, Manitoba, Canada
R3J 3S3

[4] As per Shipping Document

[5] May 4, 2023

[2] Windrower

[6] _____

[3] MacDon M2170

Adrienne Tankeu
Product Integrity

We, [1]

Declare, that the product:

Machine Type: [2]

Name & Model: [3]

Serial Number(s): [4]

fulfills all relevant provisions of the Supply of Machinery (Safety) Regulations 2008

Designated standards used are :

EN ISO 4254-1:2015

EN ISO 4254-7:2017

Place and date of declaration: [5]

Identity and signature of the person empowered to draw up the declaration: [6]



EC Declaration of Conformity

- [1] **MacDon**
 MacDon Industries Ltd.
 680 Moray Street,
 Winnipeg, Manitoba, Canada
 R3J 3S3
- [2] Windrower
- [3] MacDon M2260
- [4] As per Shipping Document
- [5] May 4, 2023
- [6] _____
 Adrienne Tankeu
 Product Integrity

EN	BG	CZ	DA
<p>We, [1]</p> <p>Declare, that the product:</p> <p>Machine Type: [2]</p> <p>Name & Model: [3]</p> <p>Serial Number(s): [4]</p> <p>fulfils all the relevant provisions of the Directive 2006/42/EC.</p> <p>Harmonized standards used, as referred to in Article 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Place and date of declaration: [5]</p> <p>Identity and signature of the person empowered to draw up the declaration: [6]</p> <p>Name and address of the person authorized to compile the technical file:</p> <p>Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Germany) bvonriedesel@macdon.com</p>	<p>Ние, [1]</p> <p>декларираме, че следният продукт:</p> <p>Тип машина: [2]</p> <p>Наименование и модел: [3]</p> <p>Сериен номер(а) [4]</p> <p>отговаря на всички приложими разпоредби на директива 2006/42/ЕО.</p> <p>Използвани са следните хармонизирани стандарти според чл. 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Място и дата на декларацията: [5]</p> <p>Име и подпис на лицето, упълномощено да изготви декларацията: [6]</p> <p>Име и адрес на лицето, упълномощено да състави техническия файл:</p> <p>Бенедикт фон Рийдесел Управител, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Германия) bvonriedesel@macdon.com</p>	<p>My, [1]</p> <p>Prohlašujeme, že produkt:</p> <p>Typ zařízení: [2]</p> <p>Název a model: [3]</p> <p>Sériové(á) číslo(a): [4]</p> <p>splňuje všechna relevantní ustanovení směrnice 2006/42/EC.</p> <p>Byly použity harmonizované standardy, jak je uvedeno v článku 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Místo a datum prohlášení: [5]</p> <p>Identita a podpis osoby oprávněné k vydání prohlášení: [6]</p> <p>Jméno a adresa osoby oprávněné k vyplnění technického souboru:</p> <p>Benedikt von Riedesel generální ředitel, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Německo) bvonriedesel@macdon.com</p>	<p>Vi, [1]</p> <p>erklærer, at produktet:</p> <p>Maskintype [2]</p> <p>Navn og model: [3]</p> <p>Serienummer (-numre): [4]</p> <p>Opfylder alle bestemmelser i direktiv 2006/42/EF.</p> <p>Anvendte harmoniserede standarder, som henviser til i paragraf 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Sted og dato for erklæringen: [5]</p> <p>Identitet på og underskrift fra den person, som er bemyndiget til at udarbejde erklæringen: [6]</p> <p>Navn og adresse på den person, som er bemyndiget til at udarbejde den tekniske fil:</p> <p>Benedikt von Riedesel Direktør, MacDon Europe GmbH Hagenauer Straße 59 D-65203 Wiesbaden (Tyskland) bvonriedesel@macdon.com</p>

DE	ES	ET	FR
<p>Wir, [1]</p> <p>Erklären hiermit, dass das Produkt:</p> <p>Maschinentyp: [2]</p> <p>Name & Modell: [3]</p> <p>Seriennummer (n): [4]</p> <p>alle relevanten Vorschriften der Richtlinie 2006/42/EG erfüllt.</p> <p>Harmonisierte Standards wurden, wie in folgenden Artikeln angegeben, verwendet 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Ort und Datum der Erklärung: [5]</p> <p>Name und Unterschrift der Person, die dazu befugt ist, die Erklärung auszustellen: [6]</p> <p>Name und Anschrift der Person, die dazu berechtigt ist, die technischen Unterlagen zu erstellen:</p> <p>Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden bvonriedesel@macdon.com</p>	<p>Nosotros [1]</p> <p>declaramos que el producto:</p> <p>Tipo de máquina: [2]</p> <p>Nombre y modelo: [3]</p> <p>Números de serie: [4]</p> <p>cumple con todas las disposiciones pertinentes de la directriz 2006/42/EC.</p> <p>Se utilizaron normas armonizadas, según lo dispuesto en el artículo 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Lugar y fecha de la declaración: [5]</p> <p>Identidad y firma de la persona facultada para draw redactar la declaración: [6]</p> <p>Nombre y dirección de la persona autorizada para elaborar el expediente técnico:</p> <p>Benedikt von Riedesel Gerente general - MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Alemania) bvonriedesel@macdon.com</p>	<p>Meie, [1]</p> <p>deklareerime, et toode</p> <p>Seadme tüüp: [2]</p> <p>Nimi ja mudel: [3]</p> <p>Seerianumbrid: [4]</p> <p>vastab kõigile direktiivi 2006/42/EÜ asjakohastele sätetele.</p> <p>Kasutatud on järgnevald harmoniseeritud standardeid, millele on viidatud ka punktis 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklaratsiooni koht ja kuupäev: [5]</p> <p>Deklaratsiooni koostamiseks volitatud isiku nimi ja allkiri: [6]</p> <p>Tehnilise dokumendi koostamiseks volitatud isiku nimi ja aadress:</p> <p>Benedikt von Riedesel Peadirektor, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Saksamaa) bvonriedesel@macdon.com</p>	<p>Nous soussignés, [1]</p> <p>Déclarons que le produit :</p> <p>Type de machine : [2]</p> <p>Nom et modèle : [3]</p> <p>Numéro(s) de série : [4]</p> <p>Est conforme à toutes les dispositions pertinentes de la directive 2006/42/EC.</p> <p>Utilisation des normes harmonisées, comme indiqué dans l'Article 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Lieu et date de la déclaration : [5]</p> <p>Identité et signature de la personne ayant reçu le pouvoir de rédiger cette déclaration : [6]</p> <p>Nom et adresse de la personne autorisée à constituer le dossier technique :</p> <p>Benedikt von Riedesel Directeur général, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Allemagne) bvonriedesel@macdon.com</p>

EC Declaration of Conformity

IT	HU	LT	LV
<p>Noi, [1] Dichiaro che il prodotto: Tipo di macchina: [2] Nome e modello: [3] Numero(i) di serie: [4] soddisfa tutte le disposizioni rilevanti della direttiva 2006/42/CE.</p> <p>Utilizzo degli standard armonizzati, come indicato nell'Articolo 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Luogo e data della dichiarazione: [5] Nome e firma della persona autorizzata a redigere la dichiarazione: [6] Nome e persona autorizzata a compilare il file tecnico: Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Germania) bvonriedesel@macdon.com</p>	<p>Mi, [1] Ezennel kijelentjük, hogy a következő termék: Gép típusa: [2] Név és modell: [3] Szériaszám(ok): [4] teljesíti a következő irányelv összes vonatkozó előírásait: 2006/42/EK.</p> <p>Az alábbi harmonizált szabványok kerültek alkalmazásra a 7(2) cikkely szerint:</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>A nyilatkozattétel ideje és helye: [5] Azon személy kiléte és aláírása, aki jogosult a nyilatkozat elkészítésére: [6] Azon személy neve és aláírása, aki felhatalmazott a műszaki dokumentáció összeállítására: Benedikt von Riedesel Vezérigazgató, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Németország) bvonriedesel@macdon.com</p>	<p>Mes, [1] Pareiškiamė, kad šis produktas: Mašinos tipas: [2] Pavadinimas ir modelis: [3] Serijos numeris (-iai): [4] atitinka taikomus reikalavimus pagal Direktyvą 2006/42/EB.</p> <p>Naudojami harmonizuoti standartai, kai nurodoma straipsnyje 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklaracijos vieta ir data: [5] Asmens tapatybės duomenys ir parašas asmens, įgaliojoto sudaryti šią deklaraciją: [6] Vardas ir pavardė asmens, kuris įgaliojotas sudaryti šį techninį failą: Benedikt von Riedesel Generalinis direktorius, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Vokietija) bvonriedesel@macdon.com</p>	<p>Mēs, [1] Deklarējam, ka produkts: Mašīnas tips: [2] Nosaukums un modelis: [3] Sērijas numurs(-i): [4] Atbilst visām būtiskajām Direktīvas 2006/42/EK prasībām.</p> <p>Piemēroti šādi saskaņotie standarti, kā minēts 7. pantā 2. punktā:</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklarācijas parakstīšanas vieta un datums: [5] Tās personas vārds, uzvārds un paraksts, kas ir pilnvarota sagatavot šo deklarāciju: [6] Tās personas vārds, uzvārds un adrese, kas ir pilnvarota sastādīt tehnisko dokumentāciju: Benedikts fon Rīdžels Ģenerāldirektors, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Vācija) bvonriedesel@macdon.com</p>
<p>Wij, [1] Verklaren dat het product: Machinetype: [2] Naam en model: [3] Serienummer(s): [4] voldoet aan alle relevante bepalingen van de Richtlijn 2006/42/EC.</p> <p>Geharmoniseerde normen toegepast, zoals vermeld in Artikel 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Plaats en datum van verklaring: [5] Naam en handtekening van de bevoegde persoon om de verklaring op te stellen: [6] Naam en adres van de geautoriseerde persoon om het technisch dossier samen te stellen: Benedikt von Riedesel Algemeen directeur, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Duitsland) bvonriedesel@macdon.com</p>	<p>My niżej podpisani, [1] Oświadczamy, że produkt: Typ urządzenia: [2] Nazwa i model: [3] Numer seryjny/numery seryjne: [4] spełnia wszystkie odpowiednie przepisy dyrektywy 2006/42/WE.</p> <p>Zastosowaliśmy następujące (zharmonizowane) normy zgodnie z artykułem 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Data i miejsce oświadczenia: [5] Imię i nazwisko oraz podpis osoby upoważnionej do przygotowania deklaracji: [6] Imię i nazwisko oraz adres osoby upoważnionej do przygotowania dokumentacji technicznej: Benedikt von Riedesel Dyrektor generalny, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Niemcy) bvonriedesel@macdon.com</p>	<p>Nós, [1] Declaramos, que o produto: Tipo de máquina: [2] Nome e Modelo: [3] Número(s) de Série: [4] cumpre todas as disposições relevantes da Directiva 2006/42/CE.</p> <p>Normas harmonizadas aplicadas, conforme referido no Artigo 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Local e data da declaração: [5] Identidade e assinatura da pessoa autorizada a elaborar a declaração: [6] Nome e endereço da pessoa autorizada a compilar o ficheiro técnico: Benedikt von Riedesel Gerente Geral, MacDon Europa Ltda. Hagenauer Straße 59 65203 Wiesbaden (Alemanha) bvonriedesel@macdon.com</p>	<p>Noi, [1] Declarăm, că următorul produs: Tipul mașinii: [2] Denumirea și modelul: [3] Număr (numere) serie: [4] corespunde tuturor dispozițiilor esențiale ale directivei 2006/42/EC.</p> <p>Au fost aplicate următoarele standarde armonizate conform articolului 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Data și locul declarației: [5] Identitatea și semnătura persoanei împuternicite pentru întocmirea declarației: [6] Numele și semnătura persoanei autorizate pentru întocmirea cărții tehnice: Benedikt von Riedesel Manager General, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Germania) bvonriedesel@macdon.com</p>
<p>Mi, [1] Izjavljujemo da proizvod Tip mašine: [2] Naziv i model: [3] Serijski broj(ovi): [4] Ispunjava sve relevantne odredbe direktive 2006/42/EC.</p> <p>Korišćeni su usklađeni standardi kao što je navedeno u članku 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Datum i mesto izdavanja deklaracije: [5] Identitet i potpis lica ovlašćenog za sastavljanje deklaracije: [6] Ime i adresa osobe ovlašćene za sastavljanje tehničke datoteke: Benedikt von Riedesel Generalni direktor, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Nemačka) bvonriedesel@macdon.com</p>	<p>Mi, [1] Intygat att produkten: Maskintyp: [2] Namn och modell: [3] Serienummer: [4] uppfyller alla relevanta villkor i direktivet 2006/42/EG.</p> <p>Harmonierade standarder används, såsom anges i artikel 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Plats och datum för intyget: [5] Identitet och signatur för person med befogenhet att upprätta intyget: [6] Namn och adress för person behörig att upprätta den tekniska dokumentationen: Benedikt von Riedesel Administrativ chef, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Tyskland) bvonriedesel@macdon.com</p>	<p>Mi, [1] izjavljamo, da izdelek: Vrsta stroja: [2] Ime in model: [3] Serijska/-e številka/-e: [4] ustreza vsem zadevnim določbam Direktive 2006/42/ES.</p> <p>Uporabljeni usklajeni standardi, kot je navedeno v členu 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Kraj in datum izjave: [5] Istovetnost in podpis osebe, opolnomočene za pripravo izjave: [6] Ime in naslov osebe, pooblaščenca za pripravo tehnične datoteke: Benedikt von Riedesel Generalni direktor, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Nemčija) bvonriedesel@macdon.com</p>	<p>My, [1] týmto prehlasujeme, že tento výrobok: Typ zariadenia: [2] Názov a model: [3] Výrobné číslo: [4] splňa príslušné ustanovenia a základné požiadavky smernice č. 2006/42/ES.</p> <p>Použitá harmonizované normy, ktoré sa uvádzajú v článku č. 7(2):</p> <p style="text-align: center;">EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Miesto a dátum prehlásenia: [5] Meno a podpis osoby oprávnenej vypracovať toto prehlásenie: [6] Meno a adresa osoby oprávnenej zostaviť technický súbor: Benedikt von Riedesel Generálny riaditeľ MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Nemecko) bvonriedesel@macdon.com</p>



UK Declaration of Conformity

[1] **MacDon**

MacDon Industries Ltd.
680 Moray Street,
Winnipeg, Manitoba, Canada
R3J 3S3

[4] As per Shipping Document

[5] May 4, 2023

[2] Windrower

[6] _____

Adrienne Tankeu
Product Integrity

[3] MacDon M2260

We, [1]

Declare, that the product:

Machine Type: [2]

Name & Model: [3]

Serial Number(s): [4]

fulfills all relevant provisions of the Supply of Machinery (Safety) Regulations 2008

Designated standards used are :

EN ISO 4254-1:2015

EN ISO 4254-7:2017

Place and date of declaration: [5]

Identity and signature of the person empowered to draw up the declaration: [6]

Whole Body and Hand-Arm Vibration Levels

Measured acceleration values depend on the ground roughness, operating speed, and the operator's experience, weight, and driving habits.

M2170

The weighted root mean square acceleration, to which the whole body is subjected, ranges from 0.44 to 0.81 m/s² as measured on a representative machine during typical operations and analyzed in accordance with ISO 5008.

During the same operations, the weighted root means square hand-arm vibration was less than 2.40 m/s² when analyzed in accordance with ISO 5349.

M2260

The weighted root mean square acceleration, to which the whole body is subjected, does not exceed 0.5 m/s² as measured on a representative machine during typical operations and analyzed in accordance with ISO 5008.

When analyzed in accordance with ISO 5349, the weighted root means square hand-arm vibration was as follows:

- 2.61 m/s² for the right hand (ground speed lever);
- 2.77 m/s² for the left hand (steering wheel).

Noise Levels

The sound pressure level depends upon the engine speed and load, field and crop conditions, and the type of platform used.

M2260: The A-weighted sound pressure levels inside the operator's station ranged from 65.0 to 65.3 dB(A) as measured on several representative machines in accordance with ISO 5131.

M2170: The A-weighted sound pressure levels inside the operator's station ranged from 69.1 to 69.4 dB(A) as measured on several representative machines in accordance with ISO 5131.

Introduction

This instruction manual contains information on the MacDon M2170 and M2260 Windrowers which when coupled with one of MacDon's compatible draper headers, rotary disc headers, or auger headers, provides a package designed to cut and lay a variety of crops into fluffy, uniform windrows.

Your machine

The M2170 Windrower is designed to power D2, D1X, and D1XL Series Draper Headers and A40DX Auger Headers; it can also be equipped to power R113 and R216 Rotary Disc Headers.

The M2260 Windrower is designed to power R113 and R216 Rotary Disc Headers; it can also be equipped to power D2, D1X, and D1XL Series Draper Headers and A40DX Auger Headers.

Your warranty

MacDon provides warranty for Customers who operate and maintain their equipment as described in this manual. A copy of the MacDon Industries Limited Warranty Policy, which explains this warranty, should have been provided to you by your Dealer. Damage resulting from any of the following conditions will void the warranty:

- Accident
- Misuse
- Abuse
- Improper maintenance or neglect
- Abnormal or extraordinary use of the machine
- Failure to use the machine, equipment, component, or part in accordance with the manufacturer's instructions

Your manual

Carefully read all the material provided before attempting to use the machine.

Use this manual as your first source of information about the machine. If you follow the instructions provided, it will work well for many years. Contact your Dealer if you need assistance, information, or additional copies of this manual.

When setting up the machine or making adjustments, review and follow the recommended machine settings in all relevant MacDon publications. Failure to do so may compromise the machine function and machine life and may result in a hazardous situation.

The following conventions are used in this document:

- The M2170 and M2260 Windrowers are Dual Direction[®], meaning the windrowers can be driven in cab-forward or engine-forward modes. Right and left designations are therefore determined from the operator's position, facing the direction of travel. This manual uses the terms "right cab-forward", "left cab-forward", "right engine-forward", and "left engine-forward" when referencing specific locations on the machine.
- Unless otherwise noted, use the standard torque values provided in *8.2 Torque Specifications, page 536* of this document.

Keep this manual handy for frequent reference and to pass on to new Operators or Owners. A manual storage case is located in the cab.

NOTE:

Keep your MacDon publications up-to-date. The most current version can be downloaded from our website (www.macdon.com) or from our Dealer-only site (<https://portal.macdon.com>) (login required).

Contact your MacDon Dealer if you need assistance, information, or additional copies of this manual.

This manual is currently available in English only.

Serial Numbers

Record the model number, serial number, and year of manufacture of the windrower and engine on the lines below.

Windrower serial number plate (A) is located on the left side of the main frame near the walking beam.

Windrower Model Number: _____

Windrower Serial Number: _____

Model Year: _____

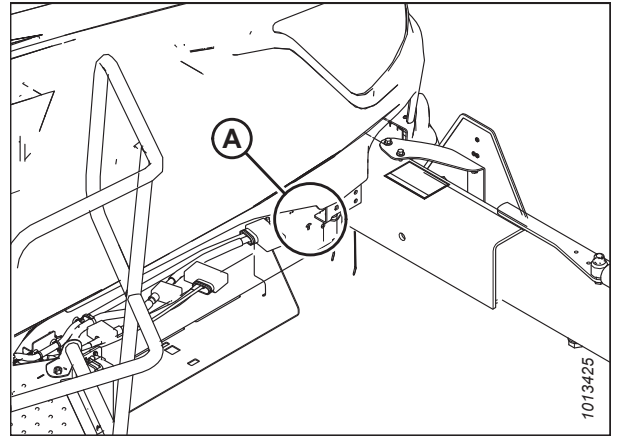


Figure 1: Windrower Serial Number Location

Engine serial number plate (A) is located on top of the engine cylinder head cover.

Engine Serial Number: _____

Model Year: _____



Figure 2: Engine Serial Number Location

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Chapter 1: Safety

Understanding and consistently following these safety procedures will help to ensure the safety of those operating the machine and of bystanders.

1.1 Safety Alert Symbols

The safety alert symbol indicates important safety messages in this manual and on safety signs on the machine.

This symbol means:

- **ATTENTION!**
- **BECOME ALERT!**
- **YOUR SAFETY IS INVOLVED!**

Carefully read and follow the safety message accompanying this symbol.

Why is safety important to you?

- Accidents disable and kill
- Accidents cost
- Accidents can be avoided



Figure 1.1: Safety Symbol

1.2 Signal Words

Three signal words, **DANGER**, **WARNING**, and **CAUTION**, are used to alert you to hazardous situations. Two signal words, **IMPORTANT** and **NOTE**, identify non-safety related information.

Signal words are selected using the following guidelines:

DANGER

Indicates an imminently hazardous situation that, if it is not prevented, will result in death or serious injury.

WARNING

Indicates a potentially hazardous situation that, if it is not prevented, could result in death or serious injury. It may also be used to alert you to unsafe practices.

CAUTION

Indicates a potentially hazardous situation that, if it is not prevented, may result in minor or moderate injury. It may also be used to alert you to unsafe practices.

IMPORTANT:

Indicates a situation that, if not prevented, could result in a malfunction or damage to the machine.

NOTE:

Provides additional information or advice.

1.3 General Safety

Operating, servicing, and assembling machinery presents several safety risks. These risks can be reduced or eliminated by following the relevant safety procedures and wearing the appropriate personal protective equipment.

CAUTION

The following general farm safety precautions should be part of your operating procedure for all types of machinery.

Wear all protective clothing and personal safety devices that could be necessary for the job at hand. Do **NOT** take chances. You may need the following:

- Hard hat
- Protective footwear with slip-resistant soles
- Protective glasses or goggles
- Heavy gloves
- Wet weather gear
- Respirator or filter mask

In addition, take the following precautions:

- Be aware that exposure to loud noises can cause hearing impairment. Wear suitable hearing protection devices such as earmuffs or earplugs to help protect against loud noises.



Figure 1.2: Safety Equipment



Figure 1.3: Safety Equipment

- Provide a first aid kit in case of emergencies.
- Keep a properly maintained fire extinguisher on the machine. Familiarize yourself with its use.
- Keep young children away from machinery at all times.
- Be aware that accidents often happen when Operators are fatigued or in a hurry. Take time to consider the safest way to accomplish a task. **NEVER** ignore the signs of fatigue.

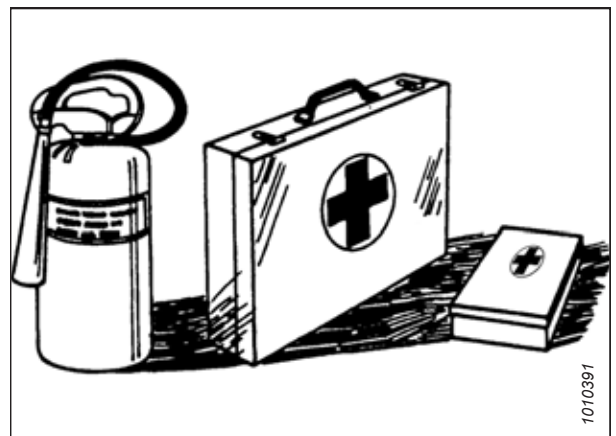


Figure 1.4: Safety Equipment

SAFETY

- Wear close-fitting clothing and cover long hair. **NEVER** wear dangling items such as hoodies, scarves, or bracelets.
- Keep all shields in place. **NEVER** alter or remove safety equipment. Ensure that the driveline guards can rotate independently of their shaft, and that they can telescope freely.
- Use only service and repair parts made or approved by the equipment manufacturer. Parts from other manufacturers may not meet the correct strength, design, or safety requirements.



Figure 1.5: Safety around Equipment

- Keep hands, feet, clothing, and hair away from moving parts. **NEVER** attempt to clear obstructions or objects from a machine while the engine is running.
- Do **NOT** modify the machine. Unauthorized modifications may impair the functionality and/or safety of the machine. It may also shorten the machine's service life.
- To avoid injury or death from the unexpected startup of the machine, **ALWAYS** stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

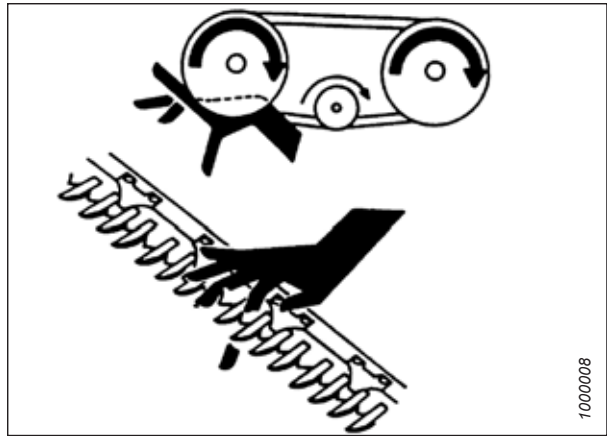


Figure 1.6: Safety around Equipment

- Keep the machine service area clean and dry. Wet and/or oily floors are slippery. Wet spots can be dangerous when working with electrical equipment. Ensure that all electrical outlets and tools are properly grounded.
- Keep the work area well-lit.
- Keep machinery clean. Straw and chaff on a hot engine are fire hazards. Do **NOT** allow oil or grease to accumulate on service platforms, ladders, or controls. Clean machines before they are stored.
- **NEVER** use gasoline, naphtha, or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.
- When storing machinery, cover any sharp or extending components to prevent injury from accidental contact.



Figure 1.7: Safety around Equipment

1.4 Maintenance Safety

Maintaining your equipment safely requires that you follow the relevant safety procedures and wear the appropriate personal protective equipment for the task.

To ensure your safety while maintaining the machine:

- Review the operator's manual and all safety items before operating or performing maintenance on the machine.
- Place all controls in Neutral, stop the engine, set the parking brake, remove the ignition key, and wait for all moving parts to stop before servicing, adjusting, or repairing the machine.
- Follow good shop practices:
 - Keep service areas clean and dry
 - Ensure that electrical outlets and tools are properly grounded
 - Keep the work area well lit
- Relieve pressure from hydraulic circuits before servicing and/or disconnecting the machine.
- Ensure that all components are tight and that steel lines, hoses, and couplings are in good condition before applying pressure to hydraulic systems.
- Keep hands, feet, clothing, and hair away from all moving and/or rotating parts.
- Clear the area of bystanders, especially children, when carrying out any maintenance, repairs, or adjustments.
- Install the transport lock or place safety stands under the frame before working under the machine.
- If more than one person is servicing the machine at the same time, be aware that rotating a driveline or another mechanically driven component by hand (for example, accessing a lubricant fitting) will cause drive components in other areas (belts, pulleys, and knives) to move. Stay clear of driven components at all times.



Figure 1.8: Wet Floors Present Safety Risks

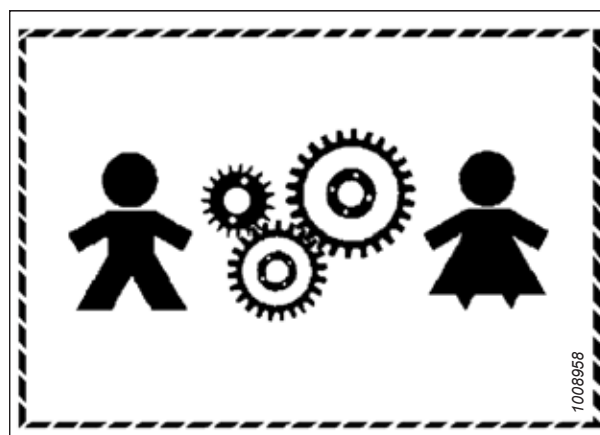


Figure 1.9: Equipment is NOT Safe for Children

SAFETY

- Wear protective gear when working on the machine.
- Wear heavy gloves when working on knife components.



Figure 1.10: Personal Protective Equipment

1.5 Hydraulic Safety

Because hydraulic fluid is under extreme pressure, hydraulic fluid leaks can be very dangerous. Follow the proper safety procedures when inspecting hydraulic fluid leaks and servicing hydraulic equipment.

- Always place all hydraulic controls in **NEUTRAL** before leaving the operator's seat.
- Ensure that all of the components in the hydraulic system are kept clean and in good condition.
- Replace any worn, cut, abraded, flattened, or crimped hoses and steel lines.
- Do **NOT** attempt any makeshift repairs to hydraulic lines, fittings, or hoses by using tapes, clamps, cements, or welding. The hydraulic system operates under extremely high pressure. Makeshift repairs can fail suddenly and create hazardous conditions.



Figure 1.11: Testing for Hydraulic Leaks

- Wear proper hand and eye protection when searching for high-pressure hydraulic fluid leaks. Use a piece of cardboard as a backstop instead of your hands to isolate and identify a leak.
- If you are injured by a concentrated, high-pressure stream of hydraulic fluid, seek medical attention immediately. Serious infection or a toxic reaction can develop from hydraulic fluid piercing the skin.



Figure 1.12: Hydraulic Pressure Hazard

- Ensure that all components are tight and that steel lines, hoses, and couplings are in good condition before applying pressure to a hydraulic system.

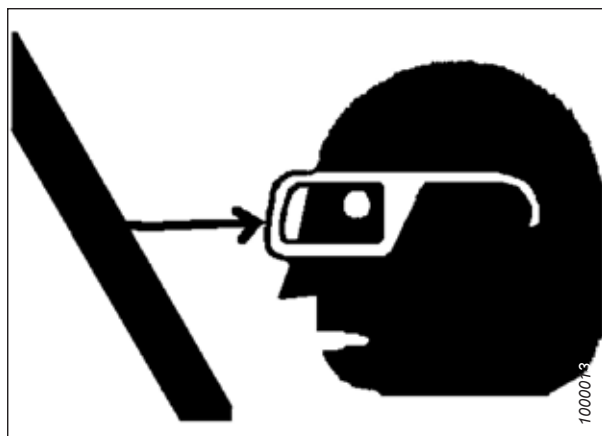


Figure 1.13: Safety around Equipment

1.6 Tire Safety

Inflating, installing, removing, and handling tires presents several safety risks that must be taken into account.

WARNING

- A tire can explode during inflation, causing serious injury or death.
- Follow the proper procedures when mounting a tire. Failure to do so can produce an explosion, causing serious injury or death.

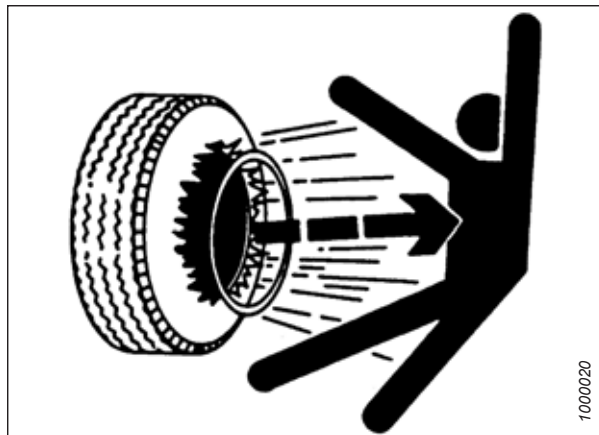


Figure 1.14: Overinflated Tire

WARNING

- Do NOT remove, install, or repair a tire on a rim unless you have the proper equipment and experience to perform the task. Take the tire and rim to a qualified tire repair shop if necessary.
- Ensure that the tire is correctly seated on the rim before inflating it. If the tire is not correctly positioned on the rim or is overinflated, the tire bead can loosen on one side causing air to escape at high speed and with great force. An air leak of this nature can thrust the tire in any direction, endangering anyone in the area.
- Do NOT stand over the tire when inflating it. Use a clip-on chuck and extension hose when inflating a tire.
- Do NOT exceed the maximum inflation pressure indicated on the tire label.
- Never use force on an inflated or partially-inflated tire.
- Ensure that all air is removed from the tire before removing the tire from the rim.
- Never weld a wheel rim.
- Replace tires that have defects. Replace wheel rims that are cracked, worn, or severely rusted.

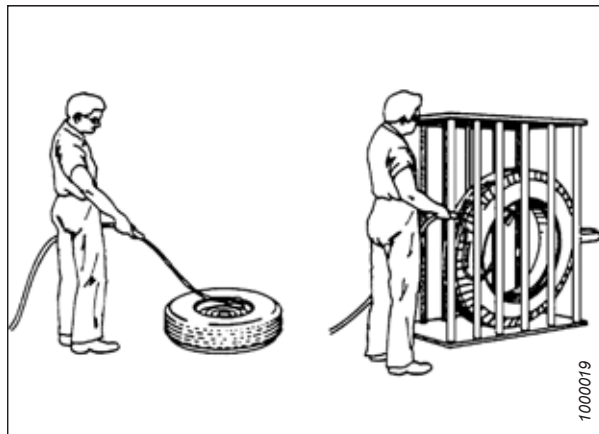


Figure 1.15: Safely Inflating Tire

1.7 Battery Safety

Working with lead-acid vehicle batteries presents several safety risks.

WARNING

- Keep all sparks and flames away from batteries. The electrolyte fluid in the battery cells emits an explosive gas which can build up over time.
- Ensure that there is adequate ventilation when charging the battery.



Figure 1.16: Safety around Batteries

WARNING

- Wear safety glasses when working near batteries.
- To avoid the loss of electrolyte fluid, do NOT tip a battery more than 45° off of its base.
- Battery electrolyte causes severe burns. Ensure that it does not contact your skin, eyes, or clothing.
- Electrolyte splashed into the eyes is extremely damaging. If you are treating this condition: force the eye open and flush it with cool, clean water for 5 minutes. Call a doctor immediately.
- If electrolyte is spilled or splashed on one's clothing or their body, neutralize it immediately with a solution of baking soda and water, then rinse the strained area with clean water.

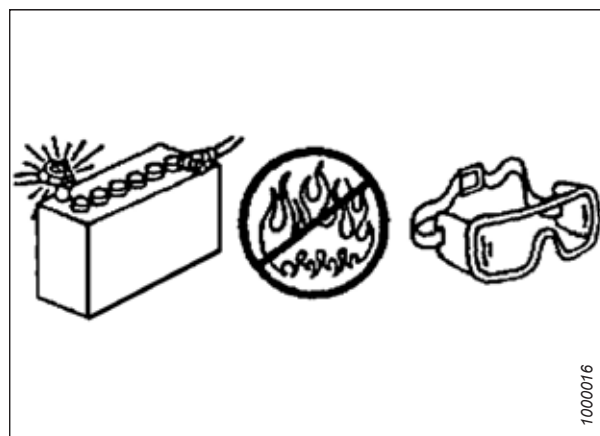


Figure 1.17: Safety around Batteries

WARNING

- To avoid injury from a spark or short circuit, disconnect the battery ground cable before servicing any part of the electrical system.
- Do NOT operate the engine with the alternator or battery disconnected. With the battery cables disconnected and the engine running, a high voltage can be built up if the cable terminals touch the machine frame. Anyone touching the machine frame under these conditions may be electrocuted.
- When working around batteries, remember that all of the exposed metal parts are live. Never lay a metal object across the terminals; this will generate a powerful spark and can electrocute the holder of the tool if they are not properly grounded.
- Keep batteries out of reach of children.

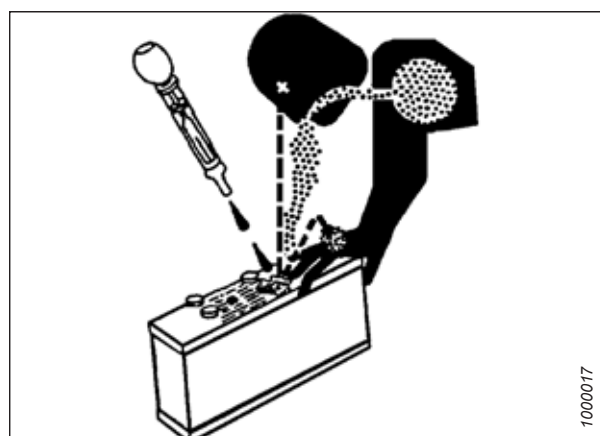


Figure 1.18: Safety around Batteries

1.8 Welding Precautions

Understand these critical precautions before attempting to weld anything on the windrower.

IMPORTANT:

If the procedures below are not followed, the windrower's electronic components may be damaged. Some components may only be partially damaged, which would result in some electrical components failing in an intermittent way. Such faults are very difficult to diagnose reliably.

The windrower is equipped with several sensitive electronic components. Therefore, components to be welded should be removed from the windrower whenever possible rather than welded in place.

When welding needs to be performed on a header, disconnect the header completely from the windrower before beginning. These same guidelines apply to plasma cutting, or any other high-current electrical operation performed on the machine.

IMPORTANT:

Ensure that the windrower is parked on a level surface, the ignition is turned off, and the key is removed before disconnecting anything.

The following items need to be disconnected:

- Negative battery terminals (A) (two connections)

IMPORTANT:

Always disconnect the battery terminals first, and reconnect them last.

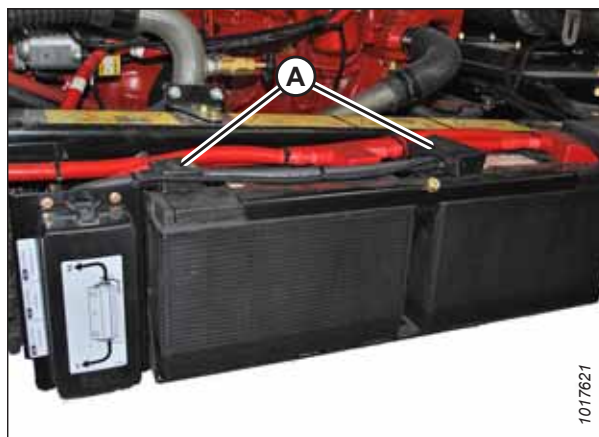


Figure 1.19: Negative Terminals

- Master controller (A)
Two connectors: P225 and P224

Location: Behind the cab, near the header lift/fan manifold

To disconnect a connector, press center red tab (B), to release the latch, then lift the latch and pull the connector away from the master controller.

IMPORTANT:

When reconnecting these connectors, make sure to latch them in place.

IMPORTANT:

Do **NOT** power up or operate the windrower until these connectors are latched into place.

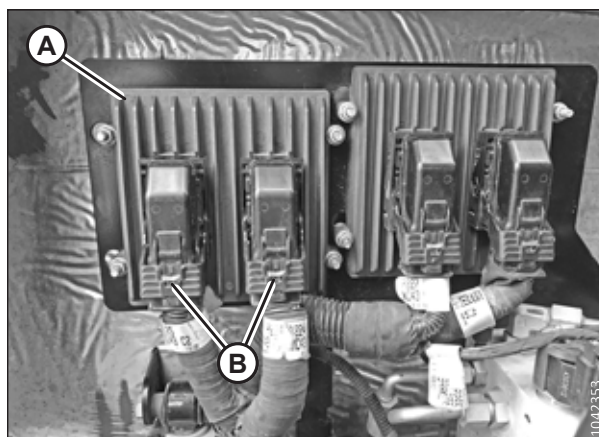


Figure 1.20: Master Controller

SAFETY

- Firewall extension module (A)
Two connectors: P227 and P226

Location: Behind the cab, near the header lift/fan manifold

To disconnect a connector, press center red tab (B), to release the latch, then lift the latch and pull the connector away from the module.

IMPORTANT:

When reconnecting these connectors, make sure to latch them in place.

IMPORTANT:

Do **NOT** power up or operate the windrower until these connectors are latched into place.

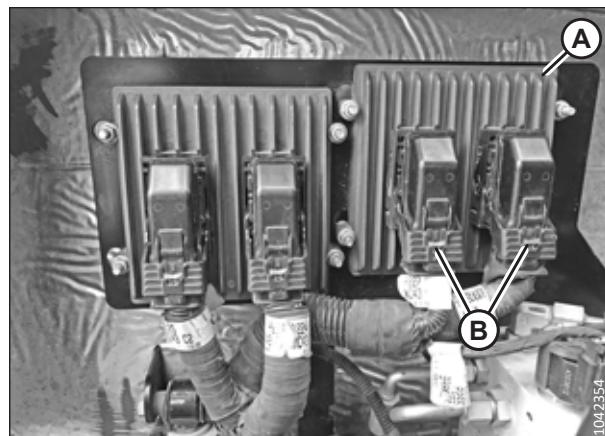


Figure 1.21: Firewall Extension Module

- Engine Control Module (ECM)
Two connectors for Cummins: P100 (A) and J1 Cummins Proprietary ECM Connector (B)

Location: On the engine

To disconnect the connectors, pull the rubber boot off of the cover, unlock the latch, and undo the main over-center latch. Remove strain relief bolts (C) so that the connectors can be pulled away from the ECM.

IMPORTANT:

Be sure to disconnect both connectors. Note the connector locations for reinstallation.

IMPORTANT:

Be sure to reconnect the connectors in the proper locations. Do **NOT** cross connect the connectors.

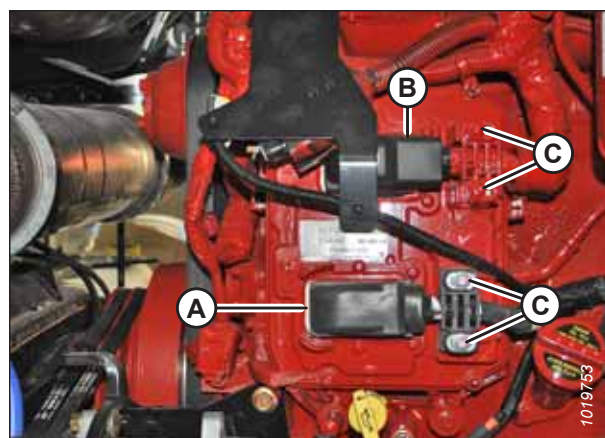


Figure 1.22: Engine Control Module

- Cab connectors (A)
Two round connectors: C1 and C2

Location: Under the cab

NOTE:

To disconnect circular Deutsch connectors, rotate the outer collar counterclockwise.

IMPORTANT:

To connect circular Deutsch connectors without bending the pins, fully align the plug with the receptacle before pressing the connector in.

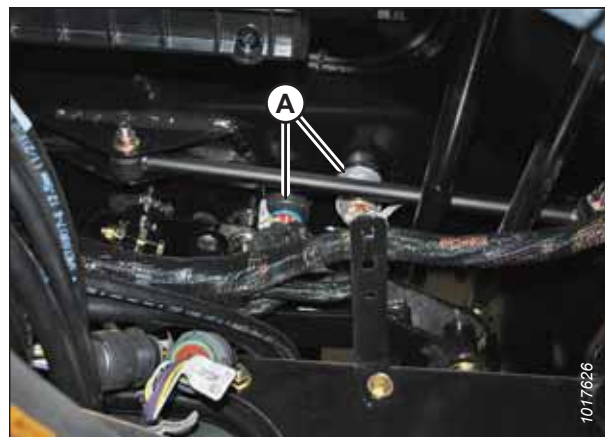


Figure 1.23: Cab Connectors

SAFETY

- Roof connectors (A)

Four connectors: C10, C12, C13, and C14

Location: Under the cab at the base of the left cab post

NOTE:

To disconnect circular Deutsch connectors, rotate the outer collar counterclockwise.

IMPORTANT:

To connect circular Deutsch connectors without bending the pins, fully align the plug with the receptacle before pressing the connector in.

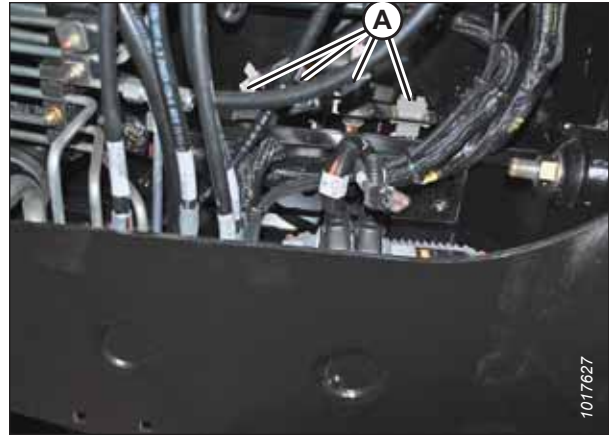


Figure 1.24: Roof Connectors

- Chassis relay module (A)

Three connectors: P240, P241, and P242

Location: Outside the left frame rail near the batteries



Figure 1.25: Chassis Relay Module

- Engine harness (A)

Two round connectors: C30 and C31

Location: Inside the left frame rail, at the rear of the windrower

NOTE:

To disconnect circular Deutsch connectors, rotate the outer collar counterclockwise.

IMPORTANT:

To connect circular Deutsch connectors without bending the pins, fully align the plug with the receptacle before pressing the connector in.

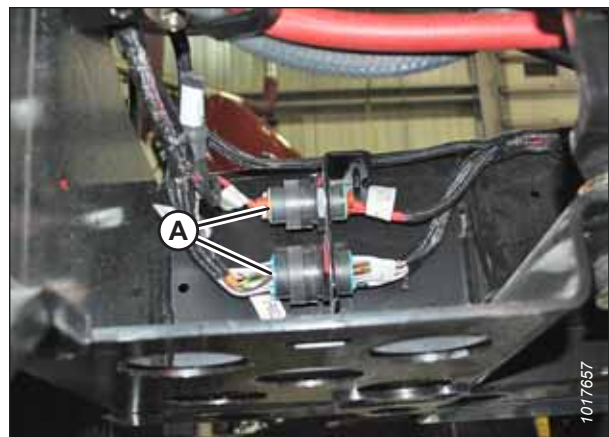


Figure 1.26: Engine Harness

SAFETY

- Air conditioning (A/C) box connectors (A)
Two connectors: C15 and C16

Location: Rear of the A/C box

NOTE:

To disconnect circular Deutsch connectors, rotate the outer collar counterclockwise.

IMPORTANT:

To connect circular Deutsch connectors without bending the pins, fully align the plug with the receptacle before pressing the connector in.



Figure 1.27: A/C Box Connectors

- Wheel motor connectors (A)
Two round connectors: C25 and C26

Location: Under the center of the frame, just behind the front cross member

NOTE:

To disconnect circular Deutsch connectors, rotate the outer collar counterclockwise.

IMPORTANT:

To connect circular Deutsch connectors without bending the pins, fully align the plug with the receptacle before pressing the connector in.

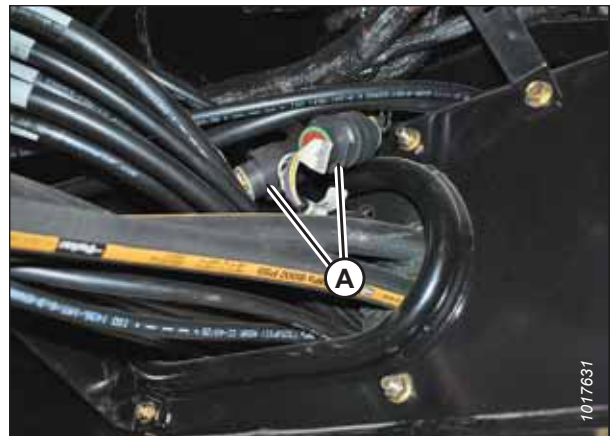


Figure 1.28: Wheel Motor Connectors

To align round connectors:

1. Observe the channel cuts and mating channel protrusions on the inner part of the circular walls of the connectors.
2. Face the mating connectors towards each other, and rotate the connectors so that the channels are aligned.
3. Press the connectors together while turning the outer connector clockwise until the collar locks.

1.9 Engine Safety

Operating, maintaining, and servicing an engine presents several safety risks. These risks can be reduced or eliminated by following the relevant safety recommendations.

WARNING

Do NOT use aerosol starting aids such as ether when attempting to start the engine. Use of these substances could result in an explosion.

CAUTION

- When starting up a new, serviced, or repaired engine, always be ready to stop the engine to prevent overspeeding. Do this by shutting off the air and/or fuel supply to the engine.
- Do NOT bypass or disable automatic shutoff circuits. These circuits help prevent injury and damage to the engine. Contact your Dealer for repairs and adjustments.
- Inspect the engine for potential hazards.
- Before starting the engine, ensure that no one is on, underneath, or close to the engine. Ensure that bystanders are clear of the area.
- All protective guards and covers must be installed if the engine must be started to perform service procedures.
- Work around rotating parts carefully.
- If a warning tag is attached to the engine start switch or controls, do NOT start the engine or move the controls. Consult whoever attached the warning tag before starting the engine.
- Start the engine from the operator's station. Follow the procedure in the Starting Engine section of the operator's manual. Following the correct procedure will help prevent major damage to engine components and prevent personal injury.
- To ensure that the jacket water heater (if equipped) and/or lubricant oil heater (if equipped) are working correctly, check the water temperature gauge and/or oil temperature gauge during heater operation.
- Engine exhaust contains combustion products, which can be harmful to your health. Always start and operate the engine in a well-ventilated area. If the engine is started in an enclosed area, vent the exhaust to the outside.
- Engine exhaust gases become very hot during operation and can burn people and common materials. Stay clear of the rear of machine and avoid exhaust gases when the engine is running.

NOTE:

If the engine will be operated in very cold conditions, then an additional cold-starting aid may be required.

1.9.1 High-Pressure Rail

Fuel is delivered to the engine under high pressure. The risks of working with fuel under pressure must be understood before the fuel system can be serviced.

WARNING

- Before disconnecting fuel lines or any other components under high pressure between the fuel pump and the high-pressure common rail fuel system, confirm that the fuel pressure has been relieved.
- Contact with high-pressure fuel may cause fluid penetration and burn hazards. High-pressure fuel spray presents a potential fire hazard. Failure to follow these instructions may cause injury or death.

1.9.2 Engine Electronics

The engine control module (ECM) is a sensitive piece of equipment, which can be damaged if the proper safety procedures are not followed. The ECM also regulates various aspects of engine performance, which can affect the safe use of the machine.



WARNING

Tampering with the electronic system or the original equipment manufacturer (OEM) wiring installation is dangerous and could result in injury to people, death, or damage to the equipment.



WARNING

The electronic unit injectors use DC voltage. The engine control module (ECM) sends this voltage to the electronic unit injectors. Do NOT touch the harness connector for the electronic unit injectors while the engine is operating. Failure to follow this instruction could result in an electrical shock, causing personal injury or death.

This engine has a comprehensive, programmable engine monitoring system. The ECM has the ability to monitor engine operating conditions. If certain conditions exceed their allowable range, the ECM will initiate immediate action.

The engine monitoring system can initiate the following actions:

- Warning
- Derate
- Shut down

Abnormalities in the following monitored conditions can limit engine speed and/or engine power:

- Engine coolant temperature
- Engine oil pressure
- Engine speed
- Intake manifold air temperature

1.10 Decommissioning and Disposing of Agricultural Equipment

When agricultural equipment is no longer serviceable and needs to be decommissioned and disposed of, recyclable materials including ferrous and non-ferrous metals, rubber, and plastics; fluids such as lubricants, refrigerants, and fuels; and hazardous materials found in batteries, some light bulbs, and electronic equipment must be handled safely and not introduced into the environment.

Comply with local regulations and authorities.

Products with symbol (A) should **NOT** be disposed of with domestic waste.



Figure 1.29: Symbol for Do NOT Dispose with Domestic Waste

Materials with symbol (B) should be recycled as labelled.

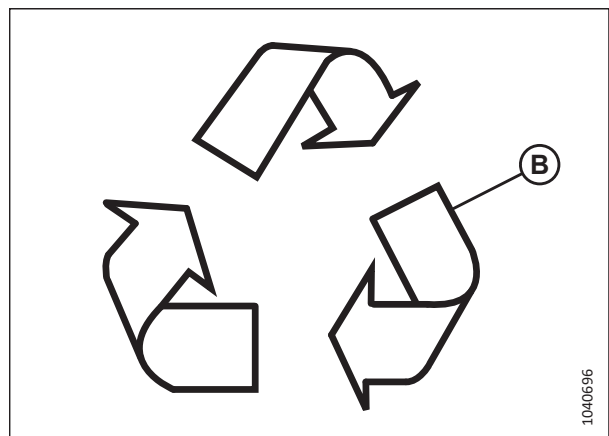


Figure 1.30: Symbol for Recycle as Labelled

SAFETY

- Use appropriate personal protective equipment when removing and handling objects and materials.
- Use appropriate personal protective equipment when handling objects with residue from pesticides, fertilizers, or other agricultural chemicals. Follow local regulations when handling and disposing of these objects.
- Safely release stored energy from suspension components, springs, hydraulic, and electrical systems.
- Recycle or reuse packaging material.
- Recycle or reuse plastics that are labelled with specifications for a material such as PP TV 20. Do **NOT** dispose of them with domestic waste.
- Return batteries to the vendor or take them to a collection point. Batteries contain hazardous substances. Do **NOT** dispose of batteries with domestic waste.
- Follow local regulations to correctly dispose of hazardous materials such as oils, hydraulic fluids, brake fluids, and fuels.
- Take refrigerants to qualified people at specialized facilities for disposal. Refrigerants must **NEVER** be released into the atmosphere.

1.11 Safety Signs

Safety signs are decals placed on the machine where there is a risk of personal injury, or where the Operator should take extra precautions before operating the controls. They are usually yellow.

- Keep safety signs clean and legible at all times.
- Replace safety signs that are missing or illegible.
- If the original part on which a safety sign was installed is replaced, ensure that the repair part displays the current safety sign.
- Replacement safety signs are available from your Dealer.

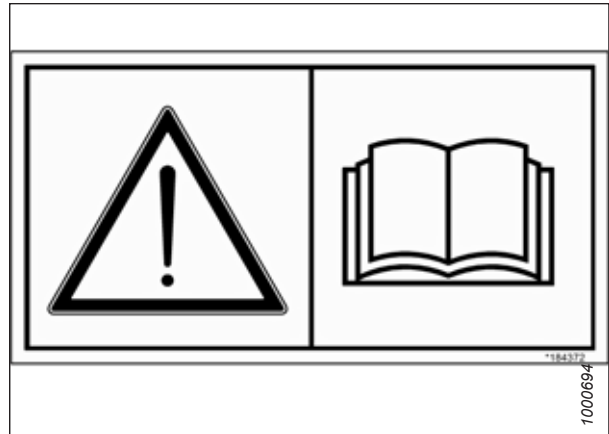


Figure 1.31: Operator's Manual Decal

1.11.1 Installing Safety Decals

Worn or damaged safety decals will need to be removed and replaced.

1. Decide exactly where you are going to place the decal.
2. Clean and dry the installation area.
3. Remove the smaller portion of the split backing paper.
4. Place the decal in position and slowly peel back the remaining paper, smoothing the decal as it is applied.
5. Prick small air pockets with a pin and smooth them out.

1.12 Safety Decal Locations

Safety signs are factory-installed in many different locations on the windrower.

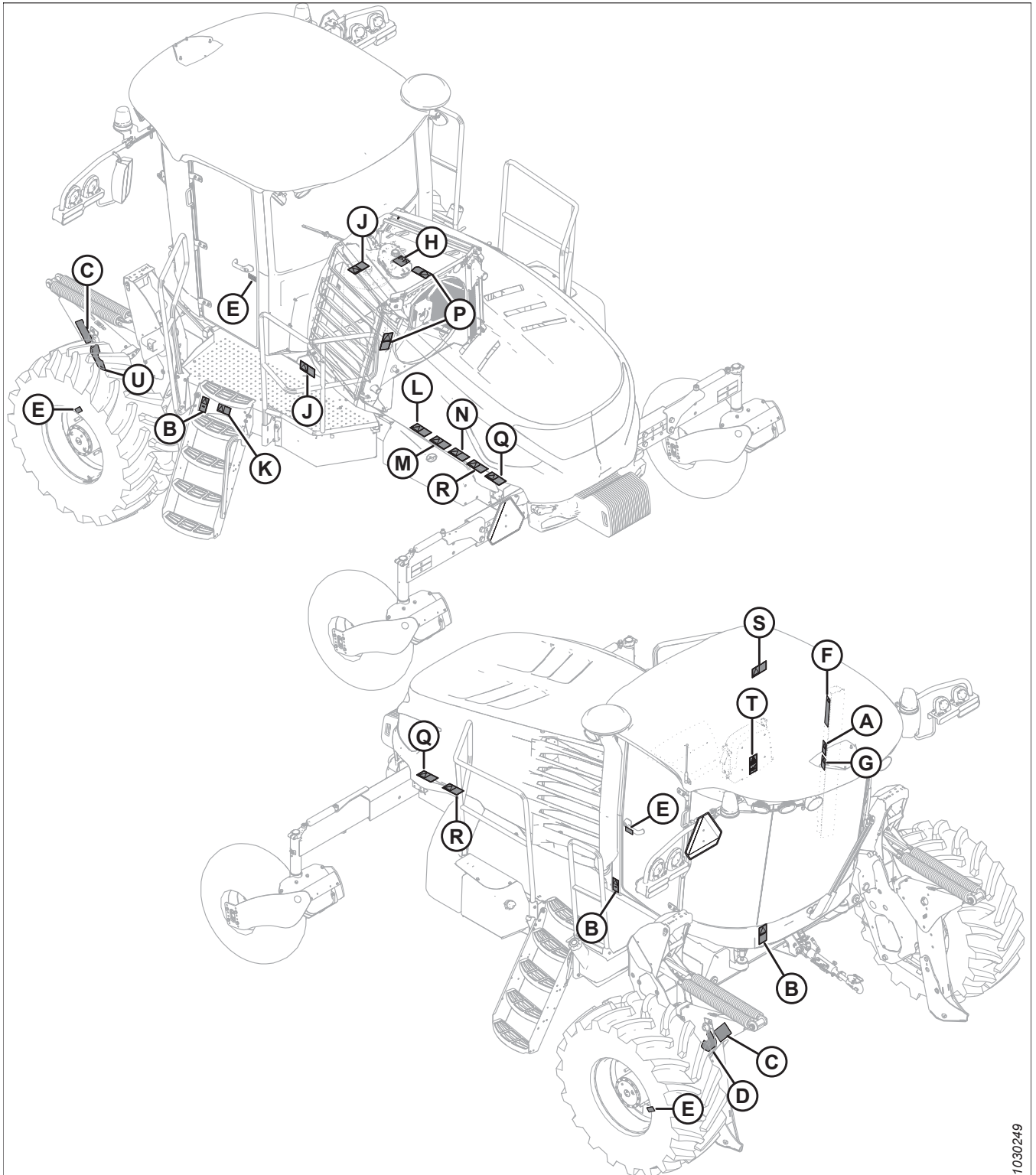


Figure 1.32: Safety Sign Locations

1030249

SAFETY

Table 1.1 Safety Sign Locations

Ref	MD Part Number	Safety Sign Description
A	166234	Decal – Warning (training seat and seat belts)
B	166425	Decal – Danger
C	306181	Decal – Header lock, 2 panel (both sides)
D	306180	Decal – Header lock, 2 panel (RH)
E	166454	Decal – Read manual
F	166457	Decal – Warning, read manual steering service
G	166463	Decal – Transport
H	306756	Decal – Nitrite free/Fill rate
J	166832	Decal – High pressure fluid
K	166829	Decal – Caution, balance
L	166834	Decal – Warning, starter jump
M	166835	Decal – Warning, battery explode
N	166836	Decal – Warning, battery burn
P	166837	Decal – Danger, fan
Q	166838	Decal – Warning, hot surface
R	166839	Decal – Warning, belt
S	166843	Decal – Steering control
T	167502	Decal – Warning, pinch hazard
U	306179	Decal – Header lock, 2 panel (LH)

NOTE:

For a more detailed illustration and description of safety signs, refer to [1.13 Understanding Safety Signs, page 21](#).

1.13 Understanding Safety Signs

Safety sign decals use illustrations to convey important safety or equipment maintenance information.

MD #166234

Run-over hazard

DANGER

- A training seat is provided so that an experienced Operator can instruct a new Operator on how to use the machine.
- The training seat is **NOT** intended as a passenger seat or for use by children.
- The Operator and the Passenger must wear their safety belts when they are operating the machine.
- Keep all other riders off of the machine.



Figure 1.33: MD #166234

MD #166425

Run-over hazard

DANGER

To prevent the machine from moving when there is no Operator at the controls:

- Stop the engine and remove the key from the ignition before you perform any maintenance or service on the steering linkage or the neutral interlock system.
- Refer to the windrower and header operator's manuals for maintenance and inspection procedures.



Figure 1.34: MD #166425

SAFETY

MD #166454

General hazard pertaining to machine operation and servicing

DANGER

To prevent injury or death from improper or unsafe machine operation:

- Follow all of the safety instructions provided in the machine's operator's manual. If you do not have a manual, obtain one from your Dealer.
- Do **NOT** allow untrained persons to operate the machine.
- Review the safety instructions in this manual with all Operators every year.
- Ensure that all safety signs are installed and legible.
- Ensure that everyone is clear of the machine before starting the engine and during its operation.
- Do not allow riders on the machine.
- Keep all shields in place. Stay clear of moving parts.
- Disengage the header drive, put the transmission in Neutral, and wait for all movement to stop before you leave the operator's seat.
- Stop the engine and remove the key from the ignition before you service, adjust, lubricate, clean, or unplug the machine.
- Engage the safety locks to the header or reel from falling before servicing the header when it is in the raised position.
- Use a slow-moving vehicle emblem and activate the machine's warning lights when operating on roadways, unless these actions are prohibited by law.

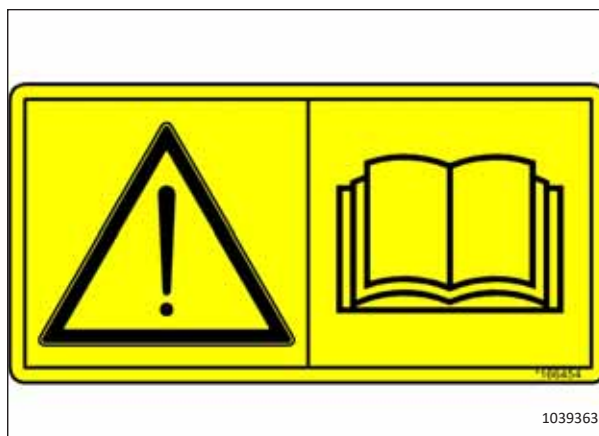


Figure 1.35: MD #166454

MD #166457

General hazard pertaining to machine operation and servicing

DANGER

To prevent injury or death from improper or unsafe machine operation:

- Follow all the safety instructions provided in the machine's operator's manual. If you do not have a manual, obtain one from your Dealer.
- Do **NOT** allow untrained persons to operate the machine.
- Review these safety instructions with all Operators every year.
- Ensure that all safety signs are installed and are legible.
- Ensure that everyone is clear of the machine before starting the engine and during its operation.
- Do not allow riders on the machine.
- Keep all shields in place. Stay clear of moving parts.
- Disengage the header drive, put the transmission in Neutral, and wait for all movement to stop before you leave the operator's seat.
- Stop the engine and remove the key from the ignition before you service, adjust, lubricate, clean, or unplug the machine.
- Engage the safety locks to prevent the header or the reel from falling before servicing the header when it is in the raised position.
- Use a slow-moving vehicle emblem and activate the machine's warning lights when operating on roadways, unless these actions are prohibited by law.

Run-over hazard

DANGER

- The machine will move if the steering wheel is turned while the engine is running.
- Steering response is the opposite of what is normally expected when you are backing up the machine. Turn the bottom of the steering wheel in the direction in which you want to go.
- Always move the ground speed lever to the low end of the range before you move the high-low speed control.
- Stop the engine and remove the key from the ignition before you service, adjust, lubricate, clean, or unplug the machine, or before you perform maintenance or service on the steering linkage or neutral interlock system.
- Refer to the windrower and header operator's manuals for inspection and maintenance instructions.

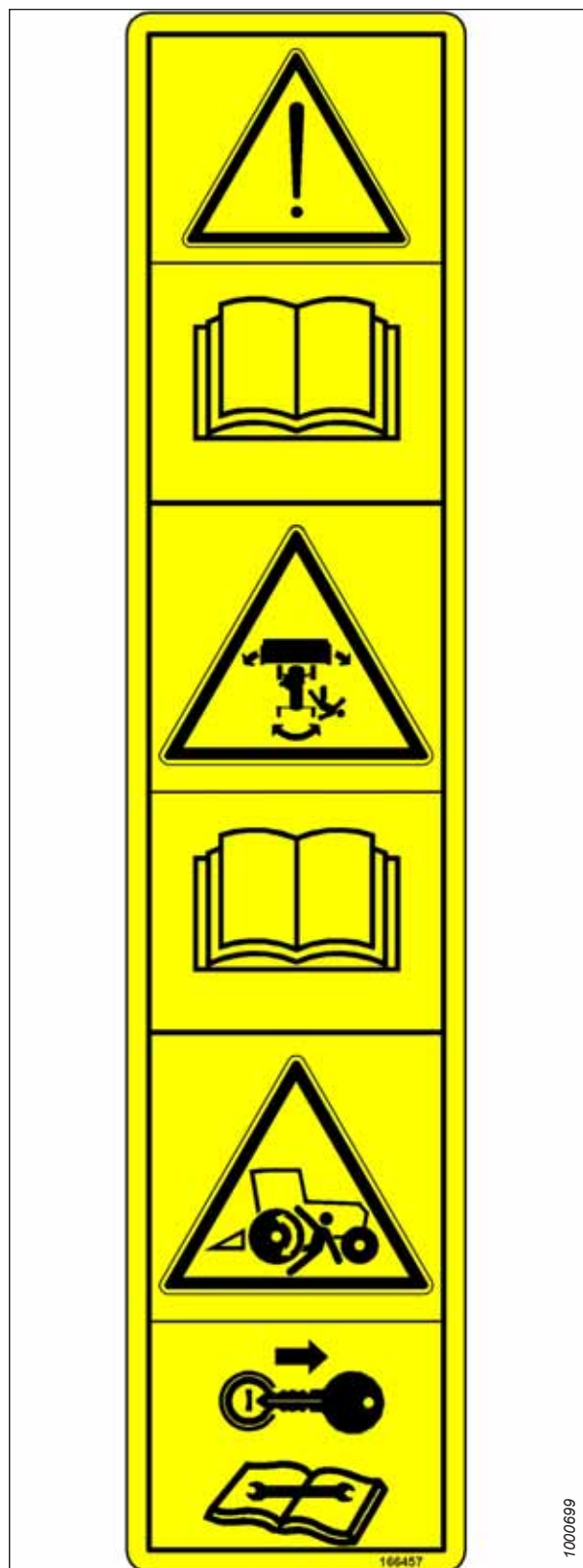


Figure 1.36: MD #166457

SAFETY

MD #166463

Collision hazard

DANGER

To prevent injury or death from a collision between the windrower and other vehicles when you are operating the windrower on public roadways:

- Obey all highway traffic regulations in your area. Use pilot vehicles in the front and the rear of the windrower (if you are required to do so by law).
- Use a slow-moving vehicle emblem and activate the machine's warning lights, unless these actions are prohibited by law.
- If the attached header impedes other vehicle traffic, remove the header and install a MacDon approved weight box onto the windrower. Refer to the windrower and header operator's manuals for instructions on safely towing the header.

MD #166829

Loss of control hazard

DANGER

To prevent serious injury or death from loss of control:

- Ensure that the windrower's weight remains within the limits specified in the operator's manual.
- The weight on the tail wheels should be greater than 1179 kg (2600 lb.) when the windrower is operating in the cab-forward direction.
- Ensure that the recommended rear ballast kits are installed. To operate the windrower in hilly conditions, additional rear ballast kits may be required.



Figure 1.37: MD #166463

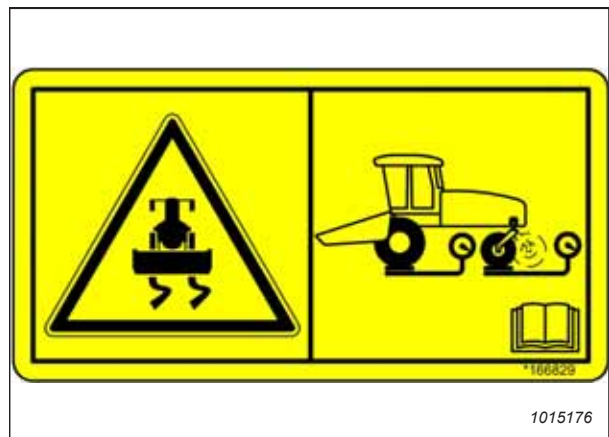


Figure 1.38: MD #166829

SAFETY

MD #166832

High-pressure hydraulic fluid hazard

WARNING

To prevent serious injury, gangrene, or death:

- Hydraulic fluid emitted from a pinhole leak can easily puncture skin. Hydraulic oil penetrating the skin can result in serious injury, gangrene, or death.
- Do **NOT** approach hydraulic oil leaks.
- Do **NOT** use any part of your body to check for oil leaks.
- Relieve the pressure in the hydraulic system before you loosen any fittings.
- If hydraulic oil penetrates the skin, seek emergency medical help. Immediate surgery is required to remove the oil which has penetrated the skin to prevent the occurrence of gangrene.

MD #166834

Run-over hazard

DANGER

To prevent machine runaway:

- Do **NOT** start the engine in gear. Starting in gear can kill.
- Do **NOT** start the engine by shorting across the starter or the starter relay terminals. The machine can start with the drive engaged and move if the starting circuitry is bypassed.
- Start the engine only from the operator's seat. Do **NOT** try to start the engine with someone under or near the machine.

MD #166835

Battery explosion hazard

WARNING

To prevent serious bodily injury caused by explosive battery gases:

- Keep sparks and flames away from the battery.
- Refer to the operator's manual for the battery boosting and charging procedures.



Figure 1.39: MD #166832



Figure 1.40: MD #166834



Figure 1.41: MD #166835

SAFETY

MD #166836

Battery acid hazard

WARNING

Acid can burn your body and damage your clothing. To prevent injury and damage from corrosive and poisonous battery acid:

- Wear protective clothing and personal protective equipment to handle a battery.



Figure 1.42: MD #166836

MD #166837

Rotating fan hazard

WARNING

To prevent injury:

- Do **NOT** operate the engine while the engine hood is open.
- Stop the engine and remove the key before you open the engine hood.

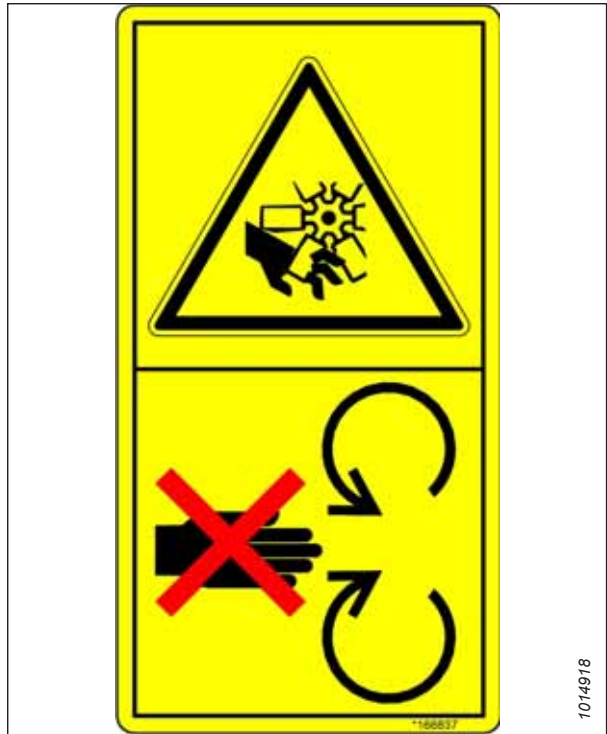


Figure 1.43: MD #166837

SAFETY

MD #166838

Hot surface hazard

CAUTION

To prevent injury:

- Keep a safe distance from hot surfaces.



Figure 1.44: MD #166838

MD #166839

Hand and arm entanglement hazard

WARNING

To prevent injury:

- Do **NOT** operate the machine without the shields in place.
- Stop the engine and remove the key from the ignition before you open the shield.



Figure 1.45: MD #166839

SAFETY

MD #166843

Loss of control hazard

DANGER

To prevent serious injury or death from losing control of the machine:

- Do **NOT** make abrupt changes in the direction in which you are steering.
- Slow down before you begin turning the machine.
- Do **NOT** make sudden, sharp changes to the windrower's speed (such as hard braking) when you are turning the windrower.

When you are travelling on steep slopes:

- Reduce the machine's speed and lower the header.
- Move the ground speed lever to the low end of the range.
- Shift the high-low speed control to the low range (16 km/h [10 mph]).

When the windrower is operating without a header attached, weight must be added over the drive wheels so that you can maintain steering control. If you must drive the windrower without a header or without a MacDon weight system:

- Operate the windrower in the low-speed range (16 km/h [10 mph]).
- Avoid slopes.
- Do **NOT** tow a header.
- If control of the machine is lost, immediately pull the ground speed lever to the neutral position and shut off the engine.

MD #167502

Pinch point hazard

CAUTION

To prevent injury:

- Do **NOT** reach into the pinch area.

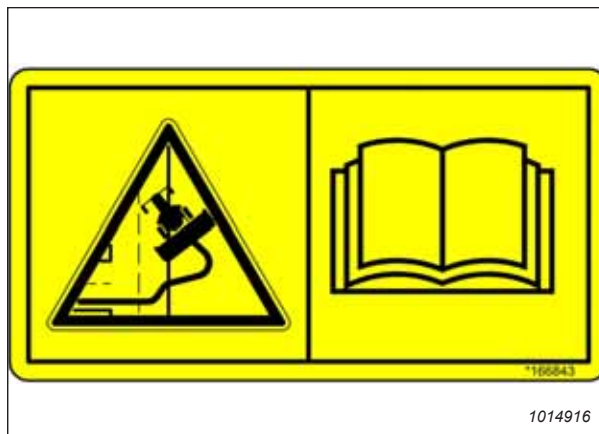


Figure 1.46: MD #166843



Figure 1.47: MD #167502

SAFETY

MD #306179/306180/306181

Header crushing hazard

DANGER

To prevent injury or death from the fall of a raised header:

- Fully raise the header, stop the engine, remove the key from the ignition, and engage the safety props before going under the header.

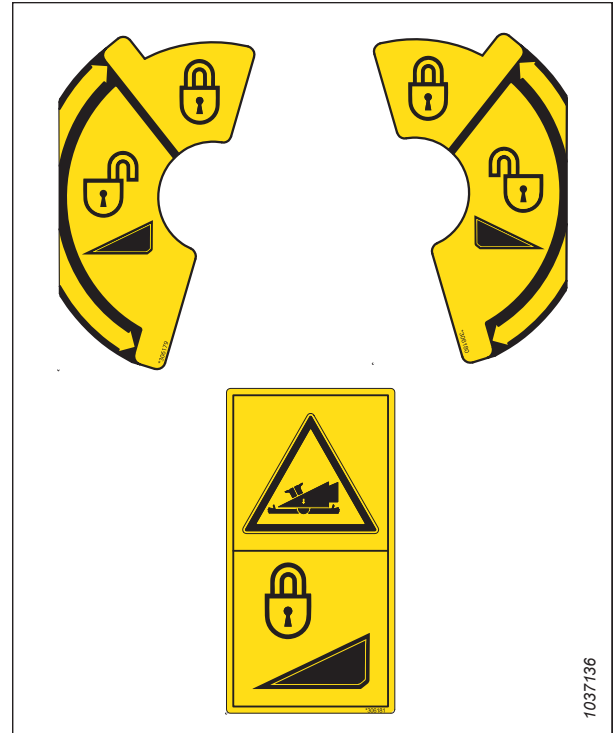


Figure 1.48: MD #306179/306180/306181

MD #306756

Hot fluid spray hazard, engine coolant fill rate instructions, and engine coolant specifications

CAUTION

The engine cooling system is under pressure when the engine coolant is hot. To prevent injury:

- Do **NOT** remove the fluid fill cap when the engine is hot.
- Allow the engine to cool down before you open the fluid fill cap.
- If possible, use the specified Peak Final Charge Global or Fleetguard EX Compleat OAT nitrite-free coolants. If they are unavailable, use nitrite-free coolant that meets ASTM D6210 and CES 14603 specifications.
- Fill the tank slowly. Do **NOT** exceed a fill rate of 11 L/min (3 gpm).



Figure 1.49: MD #306756

Chapter 2: Product Overview

The definitions of the technical terms used in this manual, the machine's specifications, and the locations of key components on the machine are provided.

2.1 Definitions

The following terms, abbreviations, and acronyms are used in this manual.

Table 2.1 Definitions

Term	Definition
A Series Header	MacDon A30S, A30D, A40D, A40DX, and Grass Seed auger headers
API	American Petroleum Institute
ASTM	American Society of Testing and Materials
Bolt	A headed and externally threaded fastener designed to be paired with a nut
Cab-forward	Windrower operation mode in which the Operator's seat faces the header
Center-link	A hydraulic cylinder or manually adjustable turnbuckle type connection between the header and the vehicle, which is used to change the angle of the header relative to the vehicle
CGVW	Combined gross vehicle weight
D1X Series Header	MacDon D115X, D120X, and D125X rigid draper headers for M1 Series Windrowers
D1XL Series Header	MacDon D130XL, D135XL, D140XL, and D145XL rigid draper headers for M1 Series Windrowers
D2 SP Series Header	MacDon D215, D220, D225, D230, D235, and D241 draper headers for windrowers
DEF	Diesel exhaust fluid; also known as AdBlue in Europe, and AUS 32 in Australia
DEF supply module	A pump that supplies diesel exhaust fluid through the exhaust aftertreatment system
DM	Dosing module
DOC	Diesel oxidation catalyst
DWA	Double Windrow Attachment
EEC	Eco engine control
Engine-forward	Windrower operation with Operator and engine facing in direction of travel
FFFT	Flats from finger tight
Finger tight	Finger tight is a reference position in which the given sealing surfaces or components are making contact with each other and the fitting has been tightened by hand to a point where the fitting is no longer loose and cannot be tightened further by hand
GSS	Grass Seed
HarvestTouch™ Display	Display / touch screen controller on an M2 Series windower.
Header	A machine that cuts and lays crop into a windrow when attached to a windrower
Hex key	A tool of hexagonal cross-section used to drive bolts and screws that have a hexagonal socket in the head (internal-wrenching hexagon drive); also known as an Allen key
HDS	Hydraulic deck shift
HarvestTouch™ Display	Touch screen display on an M2 Series Windrower
JIC	Joint Industrial Council: A standards body that developed standard sizing and shape for original 37° flared fitting
Knife	A cutting device found on a header's cutterbar which uses a reciprocating cutter (also called a sickle) to cut crop so that it can be fed into the header
n/a	Not applicable

PRODUCT OVERVIEW

Table 2.1 Definitions (continued)

Term	Definition
NPT	National Pipe Thread: A style of fitting used for low-pressure port openings. Threads on NPT fittings are uniquely tapered for an interference fit
Nut	An internally threaded fastener designed to be paired with a bolt
ORB	O-ring boss: A style of fitting commonly used in port openings on manifolds, pumps, and motors
ORFS	O-ring face seal: A style of fitting commonly used for connecting hoses and tubes. This style of fitting is also commonly called ORS, which stands for O-Ring Seal
PARK	The slot opposite the NEUTRAL position on operator's console of M1 Series windrowers
R1 SP Series Header	MacDon R113 and R116 Rotary Disc Headers for windrowers
R2 SP Series Header	MacDon R216 Rotary Disc Headers for windrowers
rpm	Revolutions per minute
SAE	Society of Automotive Engineers
SCR	Selective catalytic reduction
Screw	A headed and externally threaded fastener that threads into preformed threads or forms its own thread when inserted into a mating part
spm	Strokes per minute
Tension	An axial load placed on a bolt or screw, usually measured in Newtons (N) or pounds (lb.). This term can also be used to describe the force a belt exerts on a pulley or sprocket
TFFT	Turns from finger tight
Timed (knife drive)	Synchronized motion applied at cutterbar to two separately driven knives from a single hydraulic motor
Torque	The product of a force * the length of a lever arm, usually measured in Newton-meters (Nm) or foot-pounds (lbf-ft)
Torque angle	A tightening procedure in which a fitting is assembled to a specified tightness (usually finger tight) and then the nut is turned farther by a specified number of degrees until it achieves its final position
Torque-tension	The relationship between the assembly torque applied to a piece of hardware and the axial load it induces in a bolt or screw
ULSD	Ultra-low sulphur diesel
Untimed (knife drive)	Unsynchronized motion applied at the cutterbar to two separately driven knives from a single hydraulic motor or from two hydraulic motors
Washer	A thin cylinder with a hole or a slot located in the center, used as a spacer, a load distribution element, or a locking mechanism
Windrower	The power unit for a header

PRODUCT OVERVIEW

2.2 Specifications – M2170

Specifications and design are subject to change without notice or obligation to revise previously sold units.

Table 2.2 M2170 Specifications

Engine		
Type	Cummins QSB4.5 4 Cylinder Stage V Turbo Diesel (B20 bio-diesel approved)	
Displacement	4.5 L (275 cu.in.)	
Power	Rated	129 kW (173 hp) @ 2200 rpm
Maximum rpm (no load)	2300	
Idle rpm	1000	
Electrical System		
Battery (2)	12 Volt, maximum dimension – 334 x 188 x 232 mm (13 x 6.81 x 9.43 in.) Group rating 29H or 31A Heavy duty / off road / vibration resistant	
Minimum CCA per battery (cold cranking amps)	750	
Alternator	200 amp	
Starter	Wet type	
Traction Drive		
Type	Hydrostatic, infinitely variable motors via electric shift	
Speed	Field	0–29 km/h (18 mph)
	Reverse	9.6 km/h (6 mph)
	Transport	Engine-forward 0–43 km/h (27 mph)
		0–34.6 km/h (21.5 mph) (high torque drive wheel)
Transmission	Type	2 piston pumps – 1 per drive wheel
	Displacement	44 cc (2.65 cu. in.)
	Flow	167 L/min (40 U.S. gpm)
Final drive	Type	Planetary gearbox
	Ratio	Standard: 27.88:1, high Torque: 36.82:1
System Capacities		
Fuel tank	518 L (137 U.S. gallons)	
Diesel exhaust fluid (DEF) tank capacity	49 L (13 U.S. gallons)	
Coolant	30 L (7.9 U.S. gallons)	
Hydraulic reservoir	60 L (15.8 U.S. gallons)	
Header Drive		
Knife/Disc	Pump	Piston, 53 cc (3.23 cu. in.)
	Max pressure	37,921 kPa (5500 psi)
	Flow	151.4 L/min (40 gpm)
Reel	Pump	Gear, 25.2 cc (1.54 cu. in.)
	Max pressure	23,994 kPa (3480 psi)
	Flow	75.7 L/min (20 gpm)

PRODUCT OVERVIEW

Table 2.2 M2170 Specifications (continued)

Draper	Pump	Gear, 19.3 cc (1.18 cu. in.)
	Max pressure	23,994 kPa (3480 psi)
	Flow	53 L/min (14 gpm)
Lift/Fan Drive		
Pump		Piston, 60 cc (3.66 cu. in.)
Max pressure		22,063 kPa (3200 psi)
Flow		0–170.3 L/min (45 gpm)
Header Lift/Tilt		
Type		Hydraulic double acting cylinders
Max lift capacity		3810 kg (8400 lb.)
Header Float		
Adjustment		Fully in-cab adjustable
Automatic		Memory for 3 float settings (deck shift positions on draper)
Options		External booster spring (up to 2 per side)
Cab		
Suspension		4 point spring/shock
Dimensions	Width	1767 mm (69.6 in.)
	Depth	1735 mm (68.3 in.)
	Height	1690 mm (66.5 in.)
Seat	Operator	Cloth, adjustable air ride suspension, seat belt
	Training	Cloth, folding, cab mounted, seat belt
Windshield wiper	Front	990 mm (39 in.) blade, washer equipped
	Rear	560 mm (22 in.) washer equipped
Heater		11.10 kW (37,900 Btu/hr)
Air conditioning		8.73 kW (29,800 Btu/hr)
Electrical outlets	12 VDC	6
	USB	2
Lights	Base cab	12 halogen: 4 road, 8 work (2 also used for egress)
	High performance lighting package	12 lights: 4 halogen road, 8 LED work (2 LED work lights also used for egress)
Warning beacons		Two
Mirrors		Two outside (field); one inside (engine-forward transport)
Sound system		AM/FM/CD/DVD/USB/Bluetooth radio, antenna, microphone, and two factory-installed speakers
Sun shades		Front and rear
Deluxe Cab Package		
Seat	Operator	Leather, adjustable air ride suspension, seat belt, heated/cooled, lateral isolation, adjustable front cushion
	Training	Leather, folding, cab mounted, seat belt
Sound system		AM/FM/CD/DVD/USB/Bluetooth radio, antenna, microphone, and two factory-installed speakers
Mirrors		Two power mirrors outside (field); two outside (engine-forward transport)

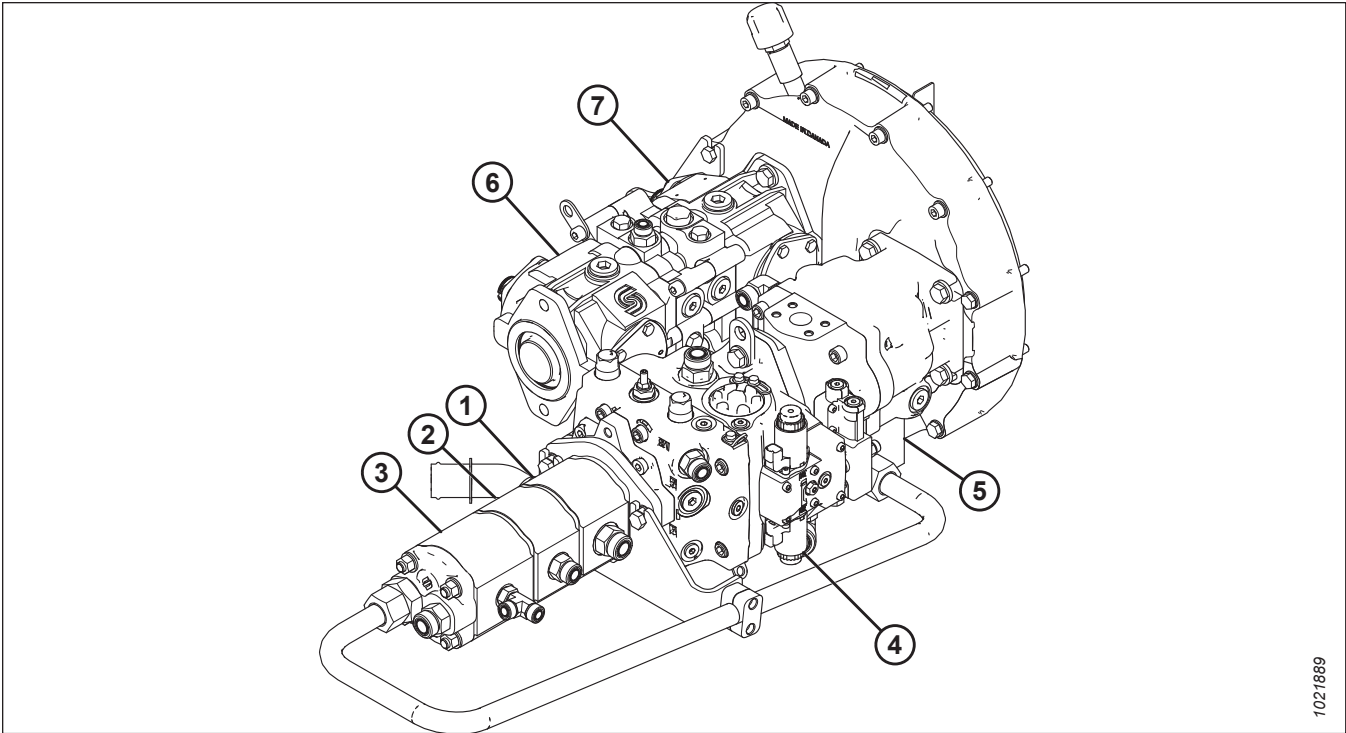
PRODUCT OVERVIEW

Table 2.2 M2170 Specifications (continued)

Sun shades		Front and rear
System Monitoring		
Display		179 mm (7 in.) touch screen LCD
Speeds		Ground (km/h or mph), engine (rpm), knife (spm), reel (rpm or km/h / mph), conveyor (rpm or km/h / mph), cooling fan (rpm)
Pressures		Knife (MPa or psi), reel (MPa or psi), conveyor (rpm or km/h / mph), supercharge (MPa or psi)
Header position	Platform	Height, angle, float
	Reel	Height, fore-aft
Engine parameters		Fuel consumption, load
Tire Options		
Drive	Bar	600/65R28
	Turf	580/70R26
Caster	Suspended	16.5 L-16.1 with independent suspension
Frame and Structure		
Dimensions		Refer to
Frame to ground (crop clearance)		1160 mm (45.7 in.)
Walking beam max width		3856 mm (151.8 in.) with 3422 mm (134.7 in.) crop clearance
Weight ¹	Base	5942 kg (13,100 lb) ²
	Max GVW	10,660 kg (23,500 lb.)
	Max CGVW	11,794 kg (26,000 lb.)
Header compatibility	Draper	D1X, D1XL, and D2 Series
	Rotary	R113 and R216
	Auger	A40DX

1. Weights do not include options.
2. Weight includes 600/65R28 bar tires, and no fuel or DEF. Hydraulic oil and coolant are included in the weight.

PRODUCT OVERVIEW



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Figure 2.1: Pump Orientation

- 1 - Reel/Auger Drive Pump
- 2 - Draper Drive or Double Windrow (DWA) Drive Option³
- 3 - Charge Pressure Pump for Pumps 4, 5, and 7
- 4 - Knife/Disc Drive (Closed Loop System)
- 5 - Fan Drive and Lift Functions (Open Loop System)
- 6 - Traction Drive Tandem Pump (Left Wheel)
- 7 - Traction Drive Tandem Pump (Right Wheel)

3. The DWA is used only with an auger or disc header.

PRODUCT OVERVIEW

2.3 Specifications – M2260

Specifications and design are subject to change without notice or obligation to revise previously sold units.

Table 2.3 M2260 Specifications

Engine		
Type	Cummins QSB-6.7L 6 Cylinder Stage V Final Turbo Diesel (B20 bio-diesel approved)	
Displacement	6.7 L (409 cu.in.)	
Power	Rated	194 kW (260 hp) @ 2200 rpm
	Peak	209 kW (280 hp) @ 2000 rpm
Maximum rpm (no load)	2300	
Idle rpm	1000	
Electrical System		
Battery (2)	12 Volt, maximum dimension – 334 x 188 x 232 mm (13 x 6.81 x 9.43 in.). Group rating 29H or 31A. Heavy duty/off road/vibration resistant	
Minimum CCA per battery (cold cranking amps)	750	
Alternator	200 amp	
Starter	Dry type	
Traction Drive		
Type	Hydrostatic, infinitely variable motors via electric shift	
Speed	Field	0–29 km/h (18 mph)
	Reverse	9.6 km/h (6 mph)
	Transport – Engine-forward	0–44 km/h (27.5 mph) (standard drive wheel)
		0–34.6 km/h (21.5 mph) (high torque drive wheel)
Transmission	Type	2 piston pumps – 1 per drive wheel
	Displacement	44 cc (2.65 cu.in.)
	Flow	167 L/min (40 U.S. gpm)
Final drive	Type	Planetary gearbox
	Ratio	Standard: 27.88 : 1, high Torque, 36.82 : 1
System Capacities		
Fuel tank	518 L (137 U.S. gallons)	
Diesel exhaust fluid (DEF) tank	55 L (14.5 U.S. gallons)	
Coolant	33 L (8.72 U.S. gallons)	
Hydraulic reservoir	60 L (15.8 U.S. gallons)	

PRODUCT OVERVIEW

Table 2.3 M2260 Specifications (continued)

Header Drive		
Knife/disc	Pump	Piston, 105.5 cc (6.44 cu. in.)
	Max pressure	41,369 kPa (6000 psi)
	Flow	0–272.5 L/min (72 gpm)
Reel	Pump	Gear, 25.2 cc (1.54 cu. in.)
	Max pressure	23,993 kPa (3480 psi)
	Flow	75.7 L/min (20 gpm)
Draper	Pump	Gear, 19.3 cc (1.18 cu. in.)
	Max pressure	23,993 kPa (3480 psi)
	Flow	53 L/min (14 gpm)
Lift/Fan Drive		
Pump		Piston, 60 cc (3.66 cu. in.)
Max pressure		22,063 kPa (3200 psi)
Flow		0–170.3 L/min (45 gpm)
Header Lift/Tilt		
Type		Hydraulic double acting cylinders
Maximum lift capacity		3810 kg (8400 lb.)
Header Float		
Adjustment		Fully in-cab adjustable
Automatic		Memory for 3 float settings (deck shift positions on draper)
Options		External booster spring (up to two per side)
Base Cab		
Suspension		4 point spring/shock
Dimensions	Width	1767 mm (69.6 in.)
	Depth	1735 mm (68.3 in.)
	Height	1690 mm (66.5 in.)
Seat	Operator	Cloth, adjustable air ride suspension, seat belt
	Training	Cloth, folding, cab mounted, seat belt
Windshield wiper	Front	990 mm (39 in.) blade, washer equipped
	Rear	560 mm (22 in.) blade, washer equipped
Heater		11.10 kW (37,900 Btu/hr)
Air conditioning		8.73 kW (29,800 Btu/hr)
Electrical outlets	12 VDC	6
	USB	2
Lights	Base cab	12 halogen: 4 road, 8 work (2 also used for egress)
	High performance lighting package	12 lights: 4 halogen road, 8 LED work (2 LED work lights also used for egress)
Warning beacons		Two
Mirrors		Two outside (field); one inside (engine-forward transport)
Radio		AM/FM/CD/DVD/USB/Bluetooth radio, antenna, microphone, and two factory-installed speakers
Window shades		Front and rear

PRODUCT OVERVIEW

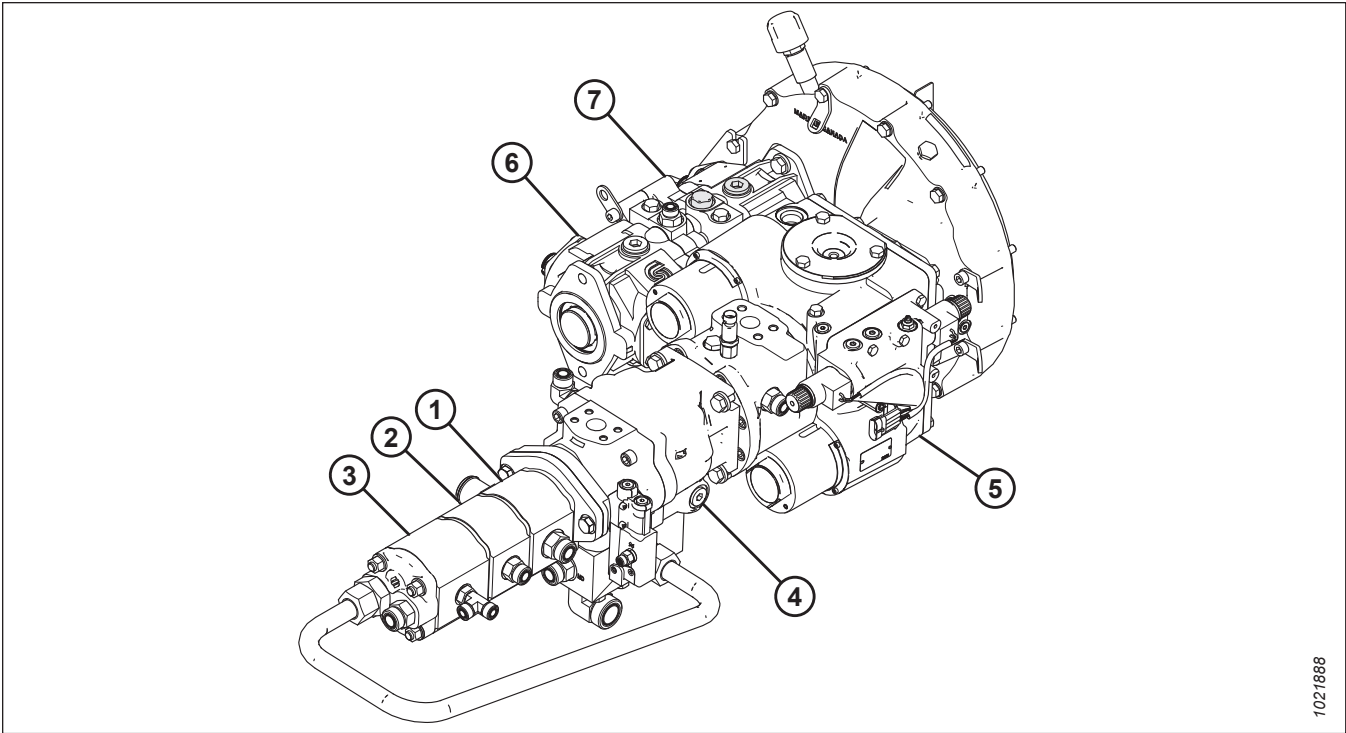
Table 2.3 M2260 Specifications (continued)

Deluxe Cab Package (in addition to Base Cab)		
Seat	Operator	Leather, adjustable air ride suspension, seat belt, heated/cooled, lateral isolation, adjustable front cushion
	Training	Leather, folding, cab mounted, seat belt
Mirrors		Two power mirrors outside (field)
Lights	High Performance Lighting	12 lights: 4 halogen road, 8 high lumen LED work lights
System Monitoring		
Display		178 mm (7 in.) touch screen LCD
Speeds		Ground (mph or km/h), engine (rpm), knife (spm), reel (rpm or mph / km/h), conveyor (rpm or mph / km/h), cooling fan (rpm)
Pressures		Knife (psi or MPa), reel (psi or MPa), conveyor (psi or MPa), supercharge (psi or MPa)
Header position	Platform	Height, angle, float
	Reel	Height, fore-aft
Engine parameters		Fuel consumption, load
Tire Options		
Drive	Bar	600/65R28
	Turf	580/70R26
Caster	Suspended	16.5L-16.1 with independent suspension
Frame and Structure		
Dimensions		Refer to
Frame to ground (crop clearance)		1160 mm (45.7 in.)
Walking beam maximum width		3856 mm (151.8 in.) with 3422 mm (134.7 in.) crop clearance
Weight ⁴	Base ⁵	6078 kg (13,400 lb.)
	Max GVW	10,660 kg (23,500 lb.)
	Max CGVW	11,794 kg (26,000 lb.)
Header compatibility	Draper	D1X, D1XL, and D2 Series
	Rotary Disc	R113, R216
	Auger	A40DX

4. Weights do not include options.

5. Weight with 600-65R28 bar tires, no fuel/DEF. Hydraulic oil and coolant included in weight.

PRODUCT OVERVIEW



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Figure 2.2: Pump Orientation

- 1- Reel/Auger Drive Pump
- 2 - Draper Drive or Double Windrow (DWA) Drive Option⁶
- 3 - Charge Pressure Pump for Pumps 4, 5, 6, and 7
- 4 - Fan Drive and Lift Functions (Open Loop System)
- 5 - Knife/Disc Drive (Closed Loop System)
- 6 - Traction Drive Tandem Pump (Left Wheel)
- 7 - Traction Drive Tandem Pump (Right Wheel)

6. DWA is only used with auger or disc headers.

2.4 Windrower Dimensions

When transporting a windrower, it is important to know the windrower's outside dimensions.

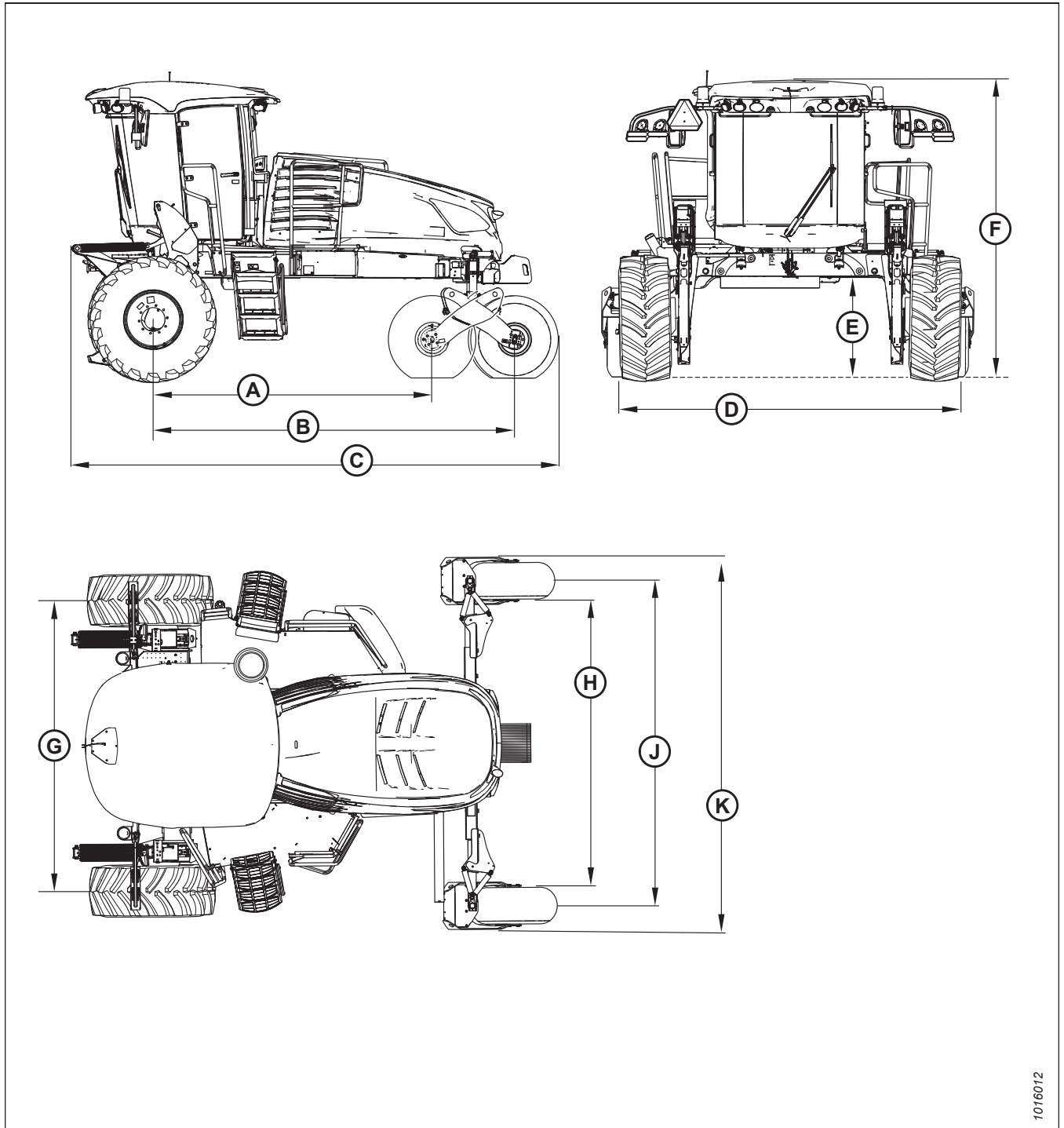


Figure 2.3: Windrower Dimensions

A - 3304 mm (130 3/32 in.)
 D - 4070 mm (160 1/4 in.)
 G - 3449 mm (135 13/16 in.)
 K - 4415 mm (173 13/16 in.)

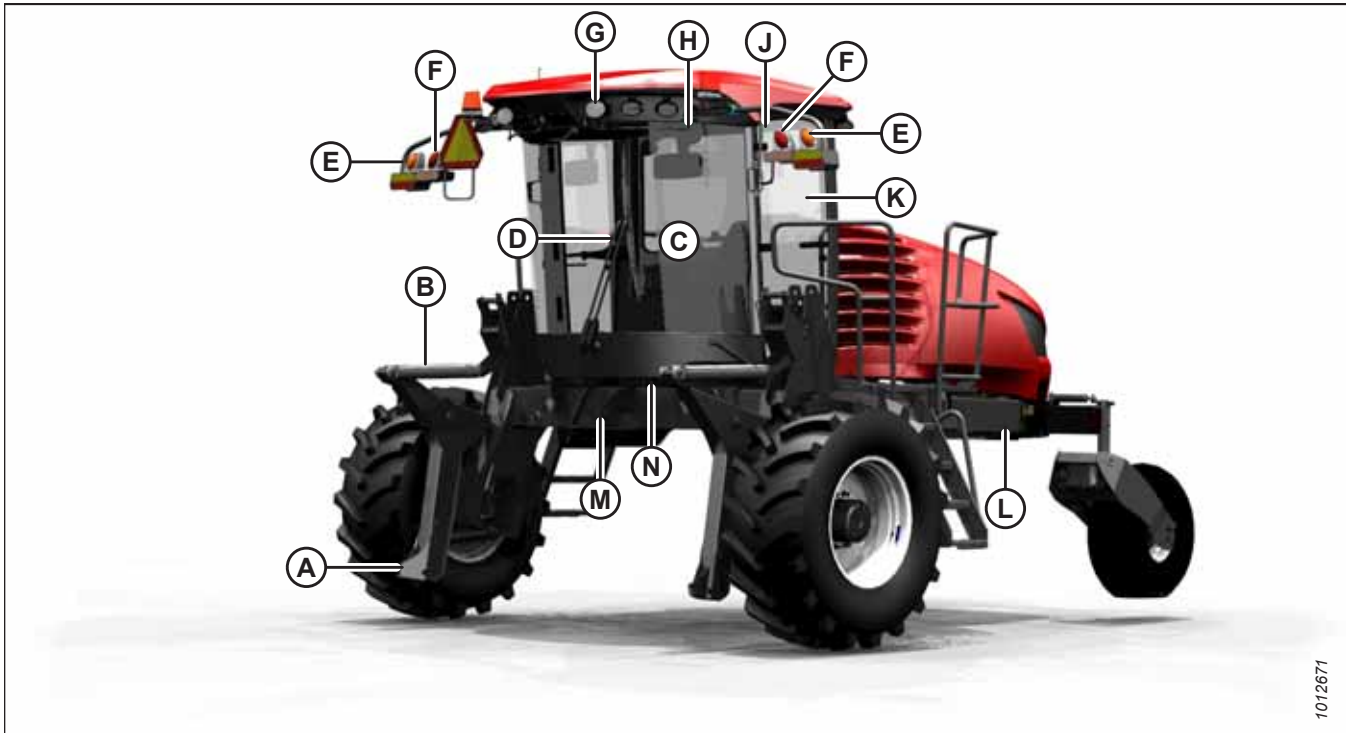
B - 4290 mm (168 7/8 in.)
 E - 1150 mm (45 5/16 in.)
 H - 3422 mm (134 3/4 in.)

C - 5752 mm (226 7/16 in.)
 F - 3480 mm (137 1/32 in.)
 J - 3846 mm (151 1/2 in.) (Max)

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2.5 Component Locations

Maintaining and servicing the windrower is easier if you are familiar with the location of the windrower's main components.



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Figure 2.4: Cab-Forward View

A - Header Lift Leg
 D - Windshield Wiper
 G - Field/Road Lights⁷
 K - Door
 N - Horn

B - Header Float Springs
 E - Turn Signal / Hazard Lights
 H - Handholds
 L - Maintenance Platform

C - Operator's Station
 F - Tail lights Engine-Forward
 J - Mirror
 M - Center-Link

7. Standard cabs have halogen lights; deluxe cabs have LED lights.

PRODUCT OVERVIEW



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Figure 2.5: Engine-Forward View

A - Caster Wheel
D - Engine Compartment Hood
G - Turn Signal / Hazard Lights
K - Door
L - Drive Wheel
N - Precleaner

B - Walking Beam
E - Windshield Wiper
H - Field/Road Lights
M - Maintenance Platform
P - Beacons

C - Taillights - Cab-Forward
F - Field Lights⁸
J - Mirror
Q - Anti-Shimmy Dampeners

8. Standard cabs have halogen lights; deluxe cabs have LED lights.

Chapter 3: Operator's Station

The operator's station is designed for operating the windrower in cab-forward mode (working mode) or in engine-forward mode (transport mode). The operator's station, which includes the seat, console, and steering column, pivots 180° so that the Operator maintains access to the windrower controls and gauges regardless of the direction of travel.

3.1 Console

The console contains controls to operate the windrower, as well as amenities for the Operator.

The console position is adjustable to suit each particular Operator. Operable parts of the console include:

- Ignition (A)
- HarvestTouch™ display (B)
- Header controls (C)
- Ground speed lever (GSL) (D)
- Throttle (E)

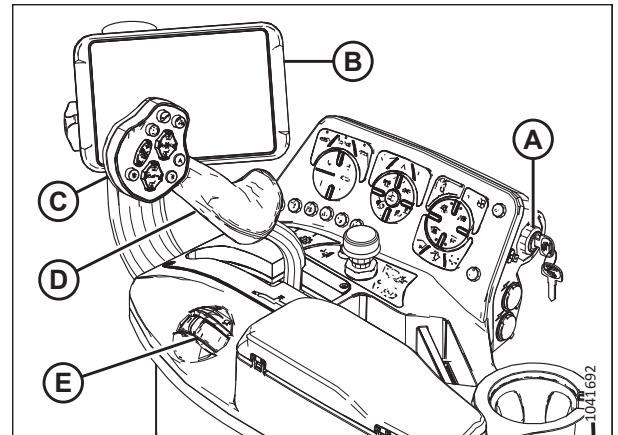


Figure 3.1: Console

1. Adjust the fore-aft and height as follows:
 - a. Pull lever (A) and slide the console fore or aft to the desired position.
 - b. Release the lever to lock the console.

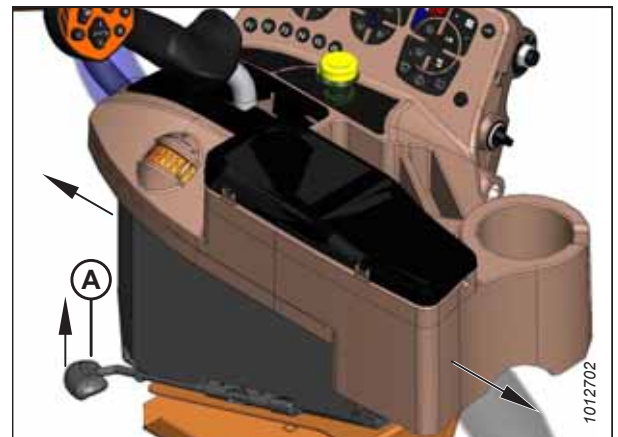


Figure 3.2: Console Fore-Aft/Height

OPERATOR'S STATION

2. Adjust only fore-aft as follows:
 - a. Loosen nuts (A) under the console.
 - b. Move the console as required.
 - c. Tighten nuts (A).

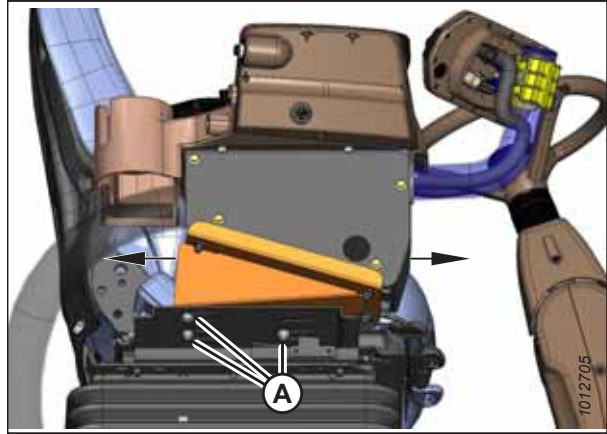


Figure 3.3: Console Fore-Aft

3.2 Operator Presence System

The Operator Presence System is a safety feature designed to deactivate selected systems or sound an alarm when an Operator is not seated at the operator's station.

These systems include:

- Header drive; refer to [3.2.1 Header Drive, page 47](#)
- Engine and transmission; refer to [3.2.2 Engine and Transmission, page 47](#)

3.2.1 Header Drive

The header is driven hydraulically from the windrower.

- To engage the header drive, the Operator must be in the seat.
- Power is maintained to the header drive for 5 seconds after the Operator leaves the seat, and then the header shuts down.
- After the header has shut down automatically, the HEADER ENGAGE switch must be moved to the OFF position and back to the ON position to restart the header.

3.2.2 Engine and Transmission

The following information describes how the windrower's engine and transmission are programmed to react when specific conditions are true.

- When the HEADER ENGAGE switch is engaged (up position), the engine will **NOT** start.
- When the operator's seat is between the cab-forward and the engine-forward positions, and the transmission is not locked in the NEUTRAL position, the engine will shut down. The display will show LOCK SEAT BASE until the seat base is locked into a position.
- If the Operator leaves the seat when the machine is traveling less than or equal to 8 km/h (5 mph), the HarvestTouch™ Display will show the warning message NO OPERATOR DETECTED and ENGINE SHUT DOWN 5...4...3...2...1...0 accompanied by a steady tone. When the countdown reaches 0, the engine shuts down.
- If the Operator leaves the seat when the machine is traveling faster than 8 km/h (5 mph) the engine will shut off after 10 seconds. During the first 5 seconds, the HarvestTouch™ Display will show the warning message NO OPERATOR DETECTED and STOP MACHINE IN 5...4...3...2...1...0 accompanied by a steady tone. When the countdown reaches 0, the engine will slow to idle speed and the wheel motors will shift to maximum displacement.

NOTE:

If the Operator returns to the seat during the initial 5 second delay, the countdown and the alarm will stop.

In the final 5 seconds, the warning message NO OPERATOR DETECTED and ENGINE SHUT DOWN 5...4...3...2...1...0 shows and is accompanied by a steady tone. When the countdown reaches 0, the engine shuts down.

NOTE:

If the Operator returns to the seat during the final 5 second delay, the countdown will stop and a warning message LOWER THROTTLE TO RESET THROTTLE CONTROL will be displayed. The warning will clear after the throttle regains control of engine speed.

NOTE:

If an automatic throttle reduction occurs, the engine holds that state until a throttle position greater than position 1 is detected. The operator presence status is held in non-volatile memory, to maintain the throttle down condition on a system restart.

3.3 Operator's Seat Adjustments

The operator's seat can be adjusted in several ways to make the Operator more comfortable.

Refer to the following sections for a description and the location of each adjustment. Some seat features are only available with the deluxe cab option.

3.3.1 Armrest

The standard and deluxe seats are equipped with one armrest. The armrest provides support for the arm and the hand, easing the muscle tension.

Raise the armrest for easier access to the seat.

Lower the armrest after the seat belt is buckled.

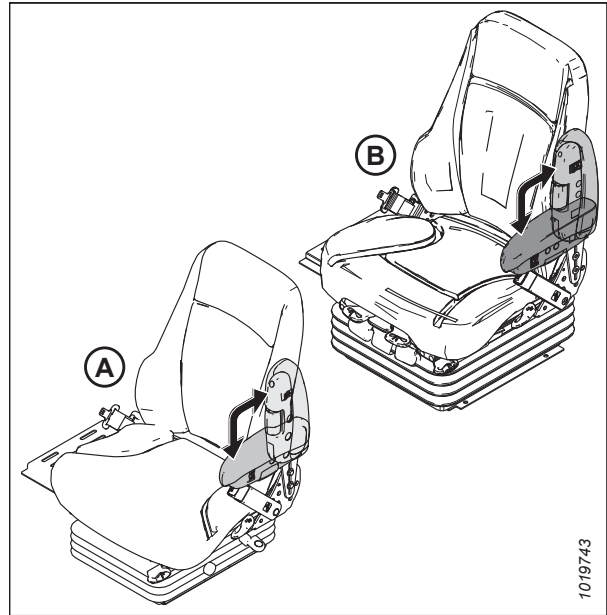


Figure 3.4: Operator's Seat Armrest
A - Standard Seat B - Deluxe Seat

3.3.2 Armrest Angle

Use the controls on the armrest to adjust the angle of the armrest.

- Rotate knob (A) clockwise to increase the armrest angle.
- Rotate knob (A) counterclockwise to decrease the armrest angle.



Figure 3.5: Operator's Seat Armrest Angle Controls

3.3.3 Suspension and Height

Use the controls on the side of the seat to adjust the height and stiffness of the seat suspension.

- Press upper switch (A) to increase the seat stiffness and height.
- Press lower switch (A) to decrease the seat stiffness and height.

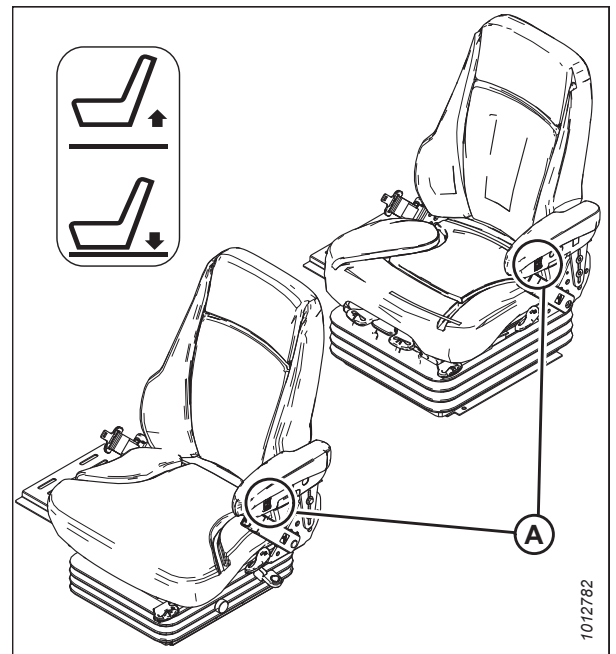


Figure 3.6: Operator's Seat Suspension and Height Controls

3.3.4 Fore-Aft Slide Control

Use the controls on the side of the seat to adjust the seat's fore-aft position.

1. Pull lever (A) up to release.
2. Move the seat forward or rearward.
3. Release lever (A).



Figure 3.7: Operator's Seat Fore-Aft Position Controls

3.3.5 Fore-Aft Isolator Control

Use the controls on the seat to lock the seat's fore-aft isolator.

- Push lever (A) down to lock
- Pull lever (A) up to unlock

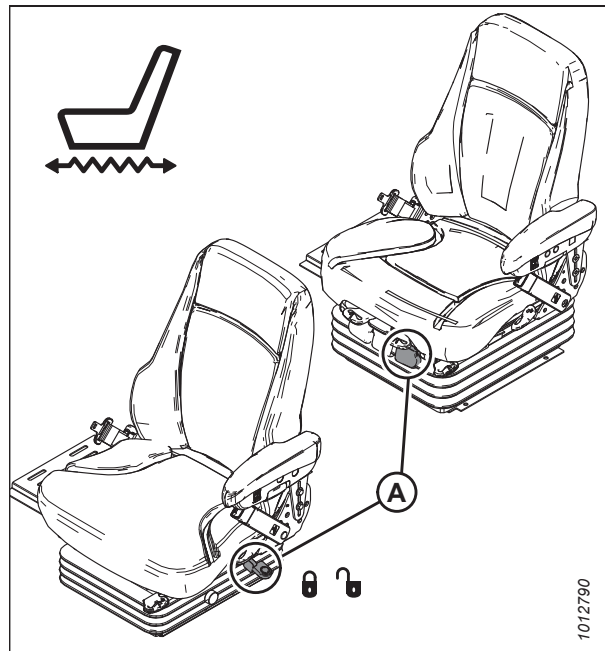


Figure 3.8: Operator's Seat Fore-Aft Isolator Controls

3.3.6 Tilt

Use the controls on the side of the seat to adjust the seat's tilt.

1. Pull lever (A) up to release.
2. Position the seat back as desired.
3. Release lever (A).

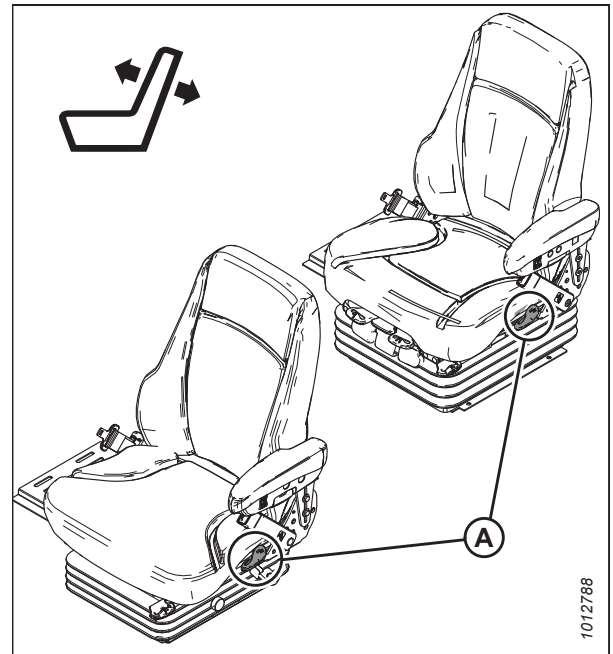


Figure 3.9: Operator's Seat Tilt Controls

3.3.7 Lumbar Support

Use the controls on the back of the seat adjust the stiffness of the seat's back.

- Rotate knob (A) clockwise to increase the lumbar support.
- Rotate knob (A) counterclockwise to decrease the lumbar support.

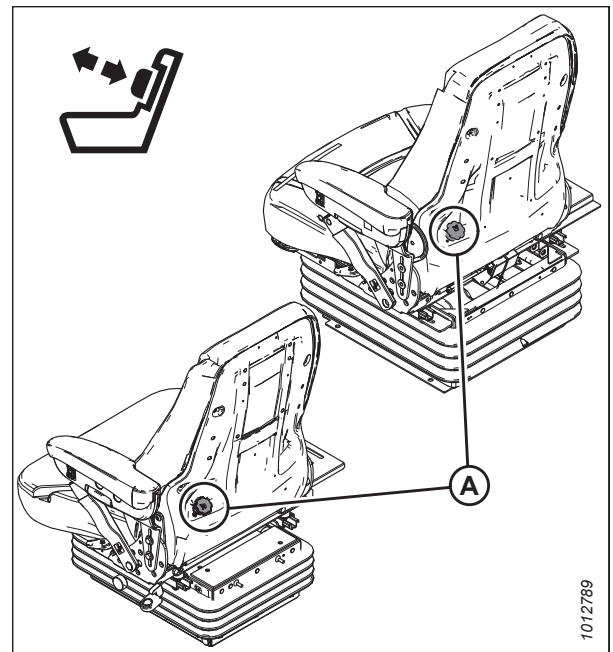


Figure 3.10: Operator's Seat Lumbar Support Controls

3.3.8 Vertical Dampener

Use the controls on the seat to adjust the seat's vertical suspension dampening.

- Turn knob (A) counterclockwise to increase vertical dampener.
- Turn knob (A) clockwise to decrease vertical dampener.



Figure 3.11: Operator's Seat Vertical Dampener Controls

3.3.9 Cushion Tilt – Deluxe Cab Only

Use the controls on the front of the seat to adjust the deluxe seat's cushion tilt.

1. Pull lever (A) up to release.
2. Tilt the seat cushion up or down.
3. Release lever (A).

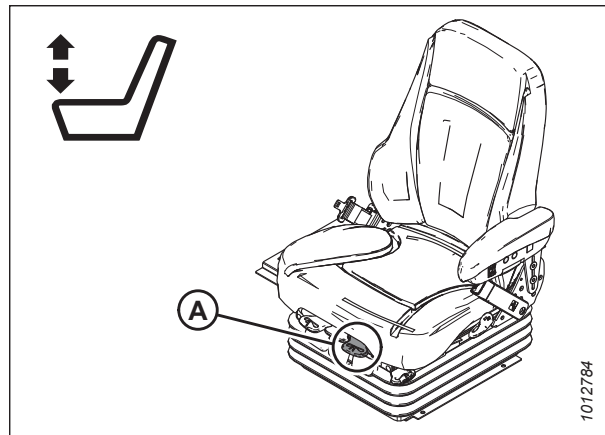


Figure 3.12: Deluxe Seat Cushion Tilt Controls

3.3.10 Cushion Extension – Deluxe Cab Only

Use the controls on the front of the seat to adjust seat cushion extension fore-aft.

1. Pull lever (A) up to release.
2. Move the cushion forward or rearward.
3. Release lever (A).

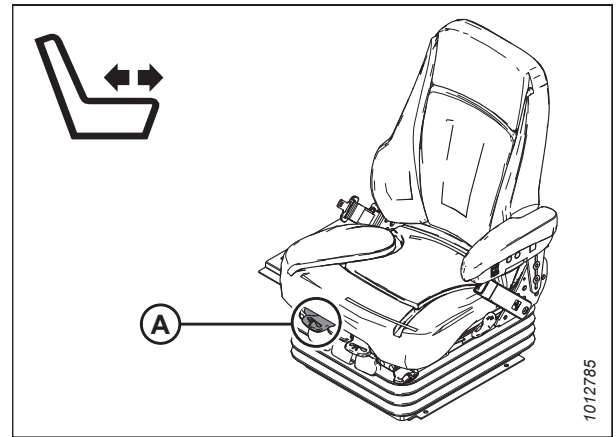


Figure 3.13: Deluxe Seat Cushion Extension Controls

3.3.11 Lateral Isolation Lockout – Deluxe Cab Only

Use the controls on the front of the seat to adjust the lateral isolation lockout.

Use controls (A) to lock or unlock the deluxe seat's lateral isolation lockout.

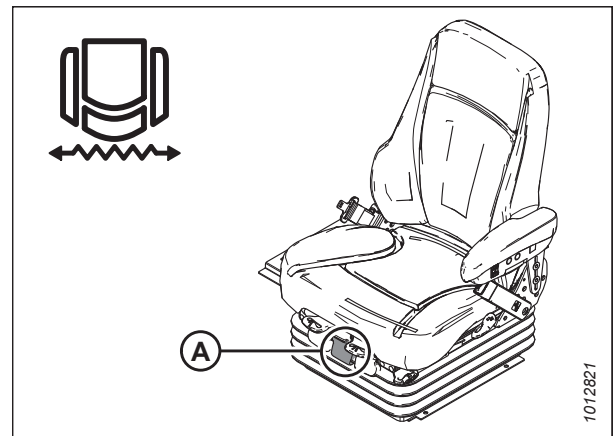


Figure 3.14: Deluxe Seat Lateral Isolation Controls

3.3.12 Heating/Cooling – Deluxe Cab Only

Use the controls on the side of the seat to adjust the heating/cooling of the deluxe operator's seat.

WARNING

- Do NOT use the seat heating or cooling system if you have a diminished ability to sense temperature, a reduced ability to feel pain, or have sensitive skin. There is a possibility that some people may suffer heat-induced burns or excessive cooling when using the system.
- Do NOT place anything on the seat that insulates against heat or cooling, such as a blanket or cushion. These items may cause the seat heating or cooling system to overheat and cause a heat-induced burn to the seat occupant, or damage to the seat itself.

OPERATOR'S STATION

Seat heating/cooling switch (A)

- Move the switch forward for COOL
- Move the switch backward for HEAT

Heating/cooling high/low/off switch (B)

- Move the switch up for HIGH
- Move the switch down for LOW
- Center the switch for OFF

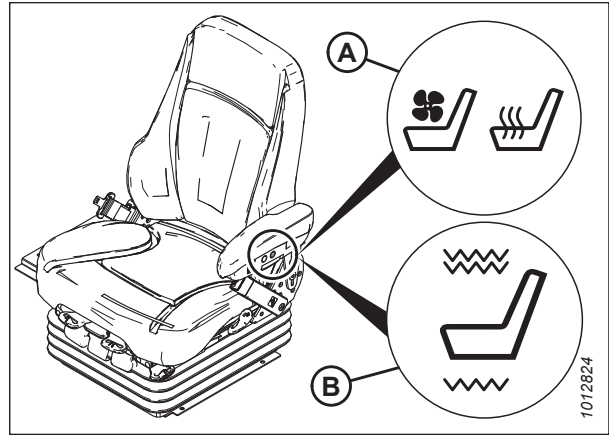


Figure 3.15: Deluxe Seat Heating and Cooling Controls

3.4 Training Seat

A folding wall-mounted training seat with a seat belt is provided in the cab. The training seat makes it easier to train new Operators.

WARNING

- The training seat is provided for use by an experienced machine Operator, so that they can train a new Operator on the use of the machine.
- Never use the training seat when operating the windrower in engine-forward mode.
- The training seat is NOT intended as a passenger seat or for use by children. Use the seat belt whenever you are operating the machine or when you are riding as a Trainer.
- Keep all other riders off of the machine.

To store the training seat, lift the seat and secure it with latch (A).

To lower the training seat, pull latch (A) and lower the seat.

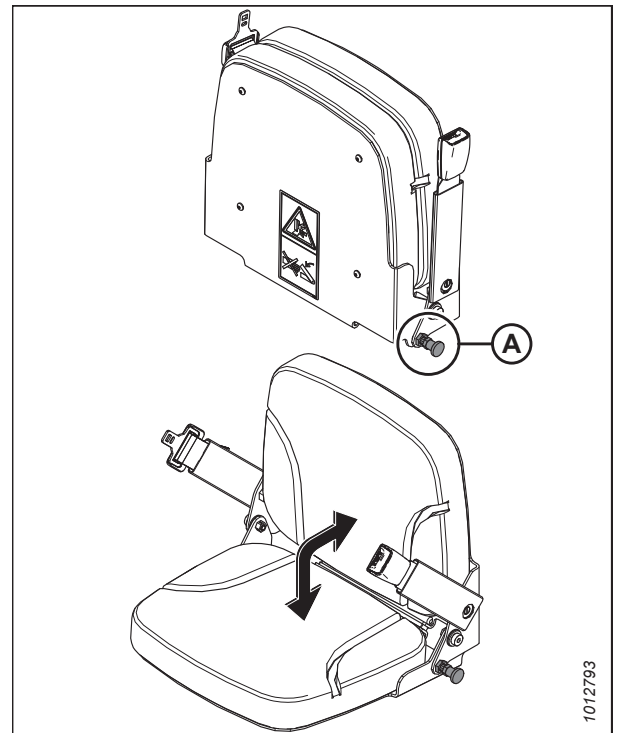


Figure 3.16: Training Seat

3.5 Seat Belts

The windrower is equipped with seat belts on the operator's seat and the training seat.

⚠ WARNING

Seat belts can help ensure your safety when they are properly used and maintained.

- Before starting the engine, fasten your seat belt, and ensure that the training seat occupant's seat belt is securely fastened.
- Never wear a seat belt loosely or leave any slack in the belt system. Never wear the belt in a twisted condition or pinched between the seat structural members.

To fasten the seat belt:

1. Pull the belt with metal eye (A), at the right side of seat, completely across your body.
2. Push metal eye (A) into buckle (B) until it locks.
3. Adjust the position of the belt as low on your body as possible.

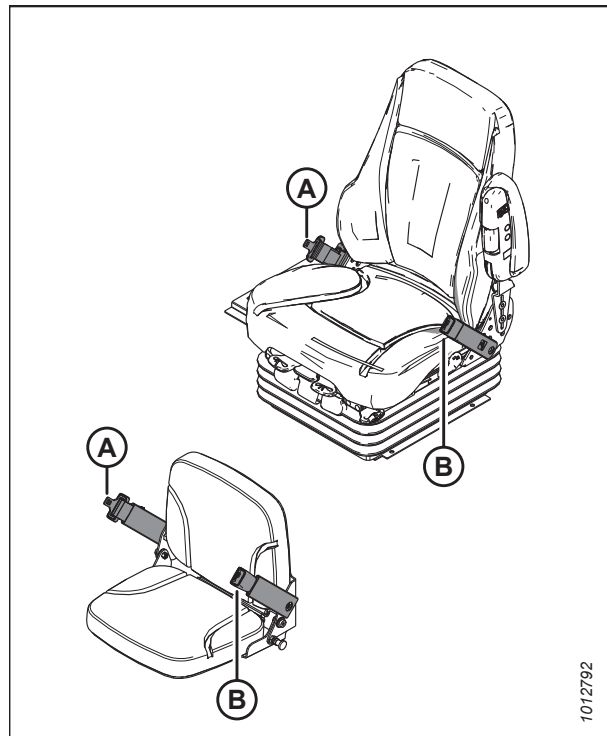


Figure 3.17: Seat Belt

1012792

OPERATOR'S STATION

To release the seat belt:

1. Push the red button on the end of buckle (B).
2. Separate buckle (B) from metal eye (A).

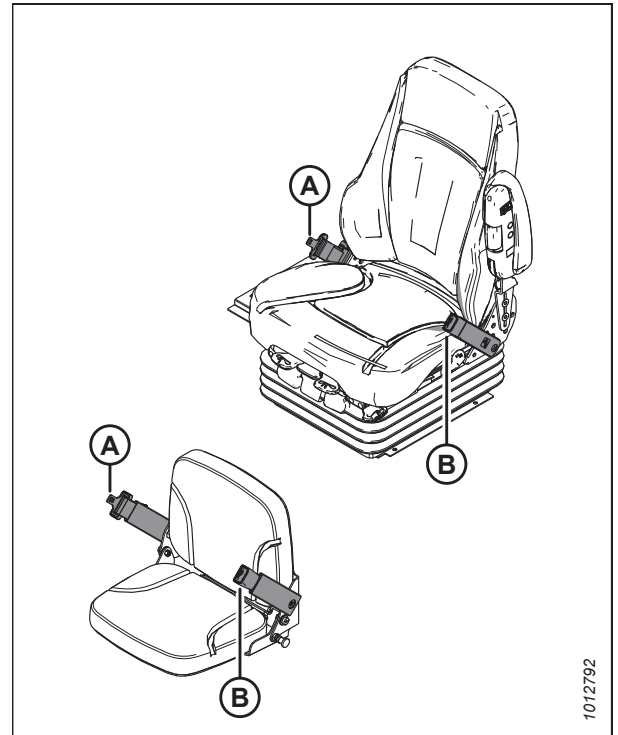


Figure 3.18: Seat Belt

3.6 Adjusting Steering Column and Steering Wheel

The steering column and steering wheel are adjustable for the operator's comfort and to make it easier to get in and out of the operator's seat.

To adjust the steering column:

1. Hold onto the steering wheel, lift handle (A), and move the steering column forward or backward into the desired position.
2. Release handle (A) to lock the steering column in position.

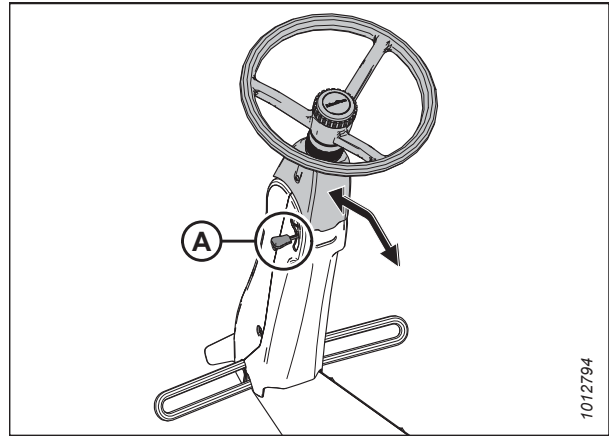


Figure 3.19: Steering Column

To adjust the steering wheel:

1. Hold onto the steering wheel, turn center cap (A) counterclockwise, and move the steering wheel up or down into the desired position.
2. Turn center cap clockwise (A) to lock the steering wheel in position.

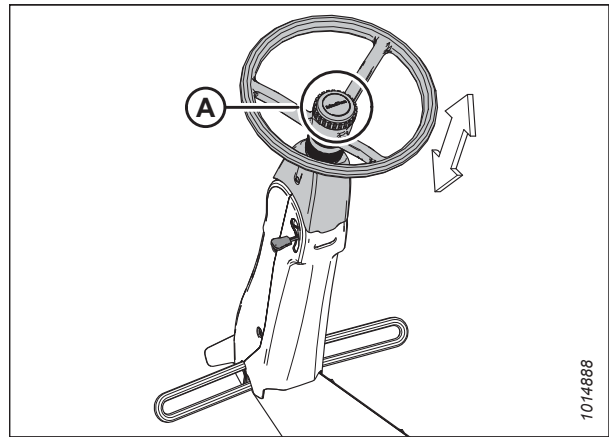


Figure 3.20: Steering Wheel

3.7 Lighting

The field and road light switches are located on the operator's console.

The position of the operator's station (cab-forward or engine-forward) automatically determines which lights are active when the lighting mode is selected.

NOTE:

When in engine-forward mode, field lights (B) do **NOT** turn on.

Road lights (A), field lights (B), and beacon lights (D) have an amber LED that changes from OFF to amber when the switch is turned on. Low or high beams (C) have a blue LED that changes from OFF to blue when the switch is turned on.

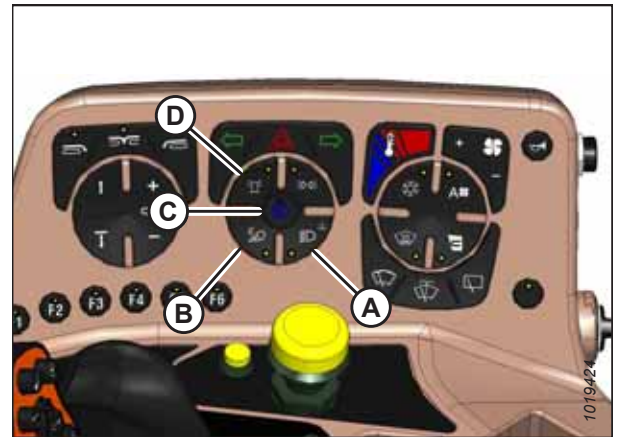


Figure 3.21: Light Switches

- A - Road Lights
- B - Field Lights
- C - Low or High Beams
- D - Beacons

3.7.1 Cab-Forward Lighting – Field

Field lights are used to illuminate the working area around the windrower.

The following lights are on when FIELD LIGHT button (A) is selected and the operator's station is locked in cab-forward mode:

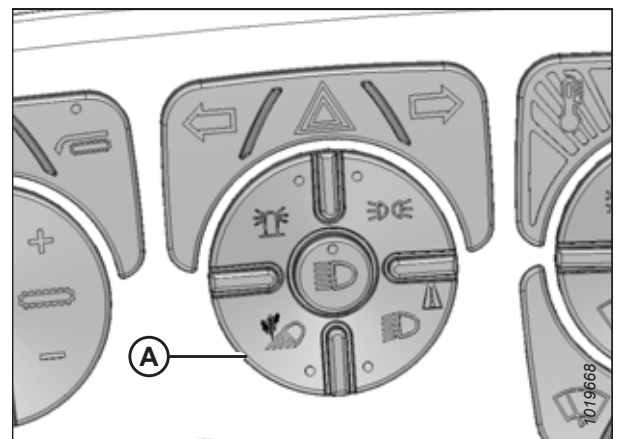


Figure 3.22: Field Light Button

OPERATOR'S STATION

- Cab-forward road lights (A) with low/high beams
- Engine-forward road lights (B) with low/high beams
- Inner work lights (C)
- Outer work lights (D)

NOTE:

Work lights (D) are also turned on when the high beams are activated in the cab-forward mode.

- Rear roof work lights (E)
- Rear swath lights (F)

NOTE:

For adjustment procedures, refer to [Aligning Headlights – Cab-Forward](#), page 479.

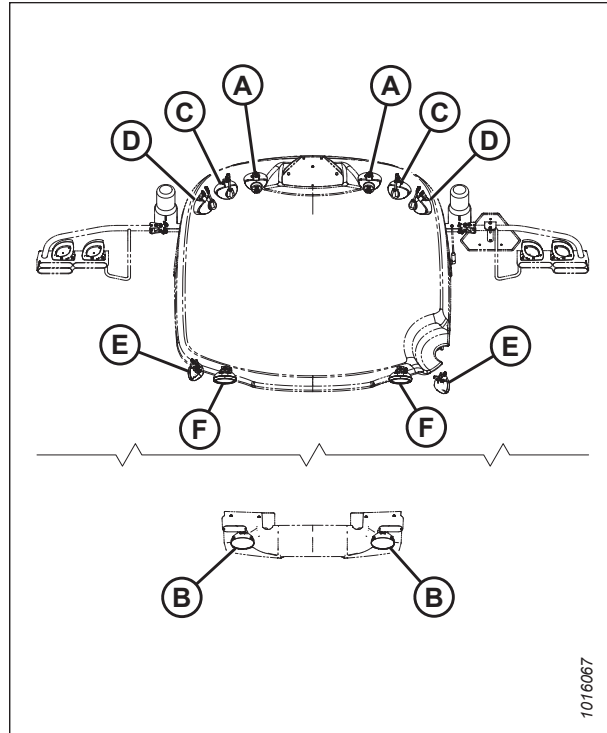


Figure 3.23: Windrower Lighting – Top View

3.7.2 Cab-Forward Lighting – Road

Road lights are used to light up the area ahead of the windrower.

The following lights are functional when ROAD LIGHT button (A) is selected and the operator's station is locked in the cab-forward mode:

- To toggle between the low and high beams, press HIGH BEAM button (B)
- To operate the hazard lights, press HAZARD LIGHT button (C)

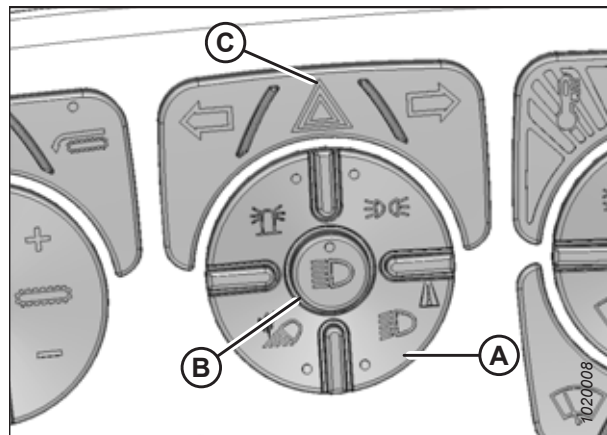


Figure 3.24: Road Light Button

OPERATOR'S STATION

- Headlights (A) with low/high beams
- Marker lights (B)
- Amber turn signals/hazard lights (C)
- Work lights (D) turn on only when high beams are on in cab-forward mode

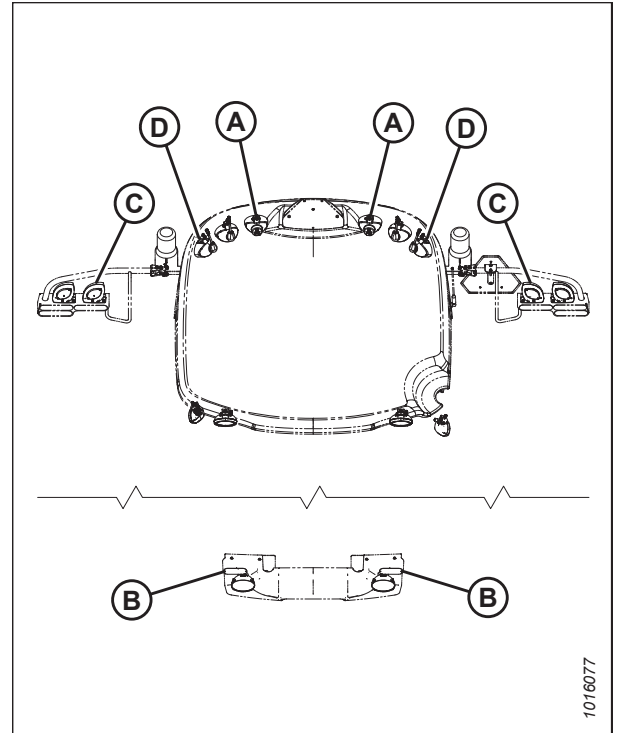


Figure 3.25: Windrower Lighting – Top View

3.7.3 Engine-Forward Lighting – Road

Road lights are used to light up the area ahead of the windrower.

The following lights are functional when ROAD LIGHT button (A) is pressed and the operator's station is locked in the engine-forward mode.

- To toggle between the low and high beams, press HIGH BEAM button (B)
- To operate the hazard lights, press HAZARD LIGHT button (C)

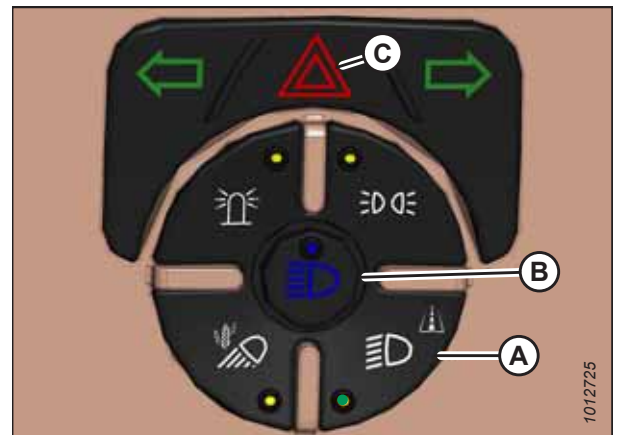


Figure 3.26: Road Light Button

OPERATOR'S STATION

- Engine-forward headlights (A) with low/high beams
- Red taillights (B) on the mirror supports
- Amber turn signals and hazard lights (C) on, mirror supports (viewed from the front)
- Work lights (D) turn on only when high the beams are activated in the engine-forward mode

NOTE:

To align headlights (A), refer to [Aligning Headlights – Engine-Forward](#), page 477.

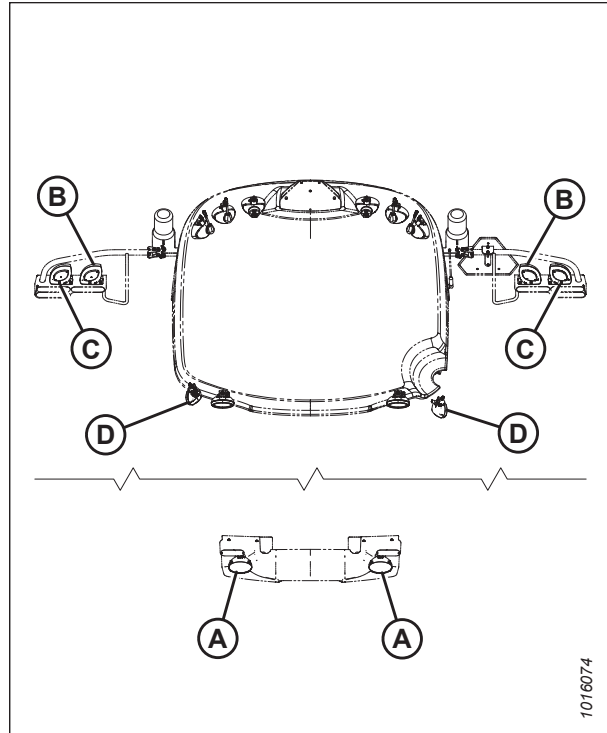


Figure 3.27: Windrower Lighting – Top View

3.7.4 Tail/Beacon Lighting

Beacons and tail lights are used in road travel to alert other drivers.

Beacons (A) are activated when the IGNITION is turned ON and BEACON button (B) is pressed.

NOTE:

In some areas, the law requires the use of beacon lights when driving on the road.

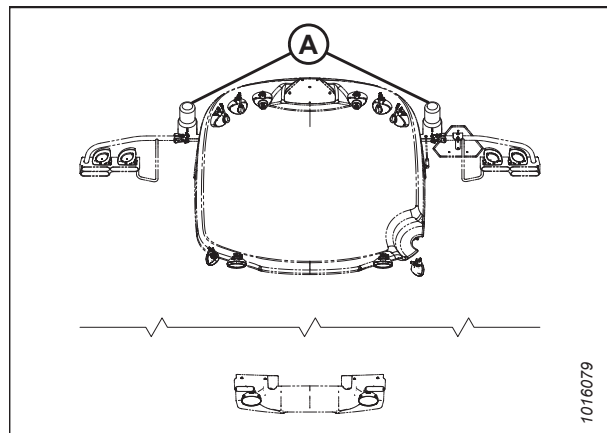


Figure 3.28: Windrower Lighting – Top View

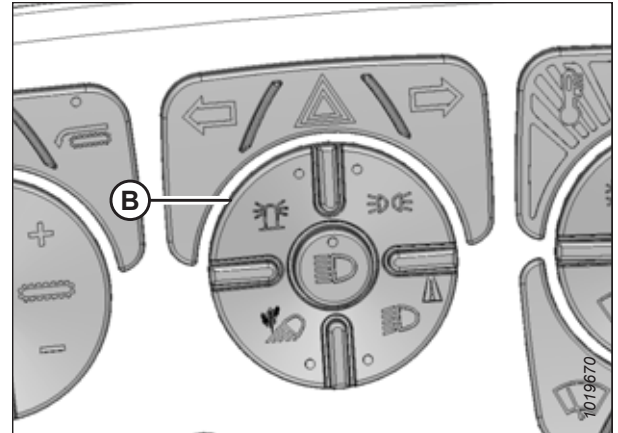


Figure 3.29: Beacon Light Button

3.7.5 Turn Signal / Hazard Lighting

Turn signal and hazard lights are used to alert other drivers.

Switches (A) activate the left and right turn signals. Press the switches again to turn the selected signal off.

NOTE:

Turn signals can also be controlled with the REEL/DISC speed switches on the ground speed lever (GSL) when the header is disengaged.

Switch (B) activates the hazard lights. Press the switch again to turn the lights off.

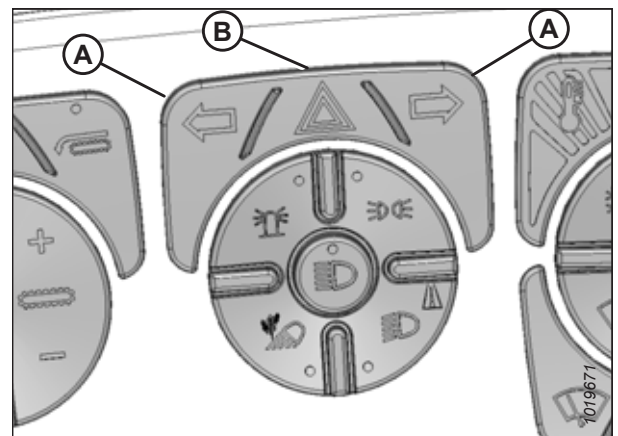


Figure 3.30: Turn Signal / Hazard Button

Amber turn signals / hazard lights (C) are visible from both front and rear.

NOTE:

Amber turn/hazard repeater lights are located on the side of each hazard placard.

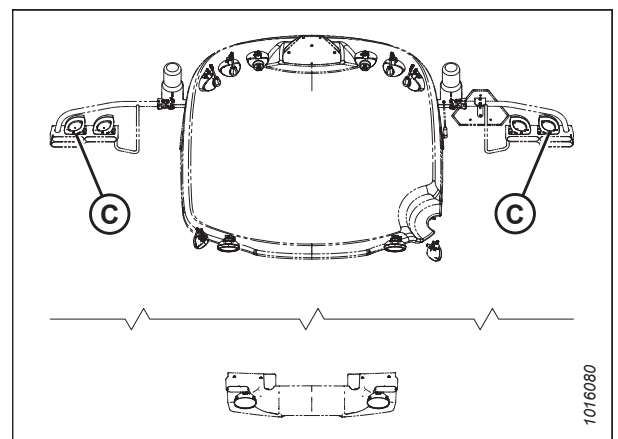


Figure 3.31: Windrower Lighting – Top View

3.8 Windshield Wipers

The windshield wiper controls are located on the console.

The illustration shows the controls in cab-forward mode.

Button (A) activates the front (cab-forward) wiper, and button (B) activates the rear wiper.

One window washer button (C) applies washer fluid to both the front and rear wipers as follows:

- If both wipers are on, pressing and holding window washer button (C) will spray washer fluid onto both windows. When the button is released, the washer fluid stops, but both wipers continue to operate.
- If both wipers are NOT on, pressing and holding window washer button (C) will spray washer fluid onto both windows, and both wipers will turn on. When the button is released, the washer fluid stops, but both wipers continue to operate for 4 seconds before automatically stopping.
- If only one wiper is on, pressing and holding window washer button (C) will activate the other wiper and spray washer fluid onto both windows. When the button is released, the washer fluid stops, and the active wiper will continue to operate while the activated wiper operates for only 4 seconds before automatically stopping.

You can aim rear wiper washer nozzle (A) by turning it with a flat head screwdriver.

NOTE:

The front wiper washer nozzle is not adjustable.

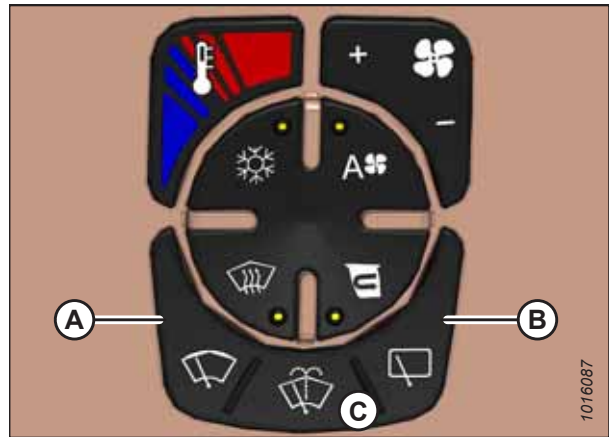


Figure 3.32: Wiper Controls

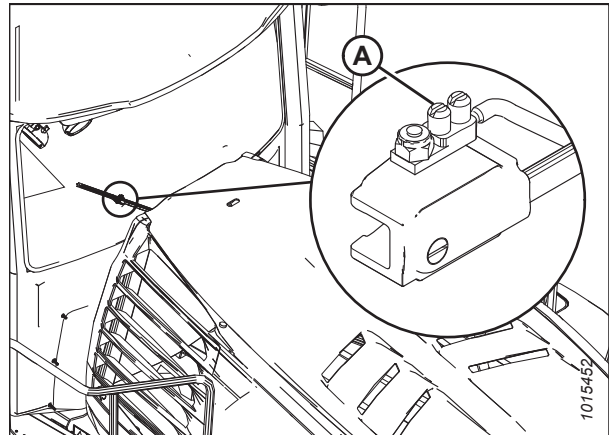


Figure 3.33: Rear Wiper Washer Nozzle

3.9 Rear View Mirrors

Rear view mirrors provide a view behind the windrower whether the windrower is in cab-or engine-forward driving mode.

Standard Cab:

- Two outside-mounted adjustable mirrors (A) provide a rear view when the windrower is in cab-forward mode
- A single interior-mounted mirror (B) provides a rear view in engine-forward mode.
- Mirror/light assemblies (A) are designed to fold back if they are accidentally struck.

Deluxe Cab:

- Two power adjustable mirrors (A) provide a rear view when the windrower is in cab-forward mode.
- A single interior-mounted mirror (B) provides a rear view in engine-forward mode.
- Mirror/light assemblies (A) are designed to fold back if they are accidentally struck.

The deluxe cab is equipped with power adjustable exterior mirrors for cab-forward mode, which can be adjusted using knob (A) located next to the radio inside the cab.

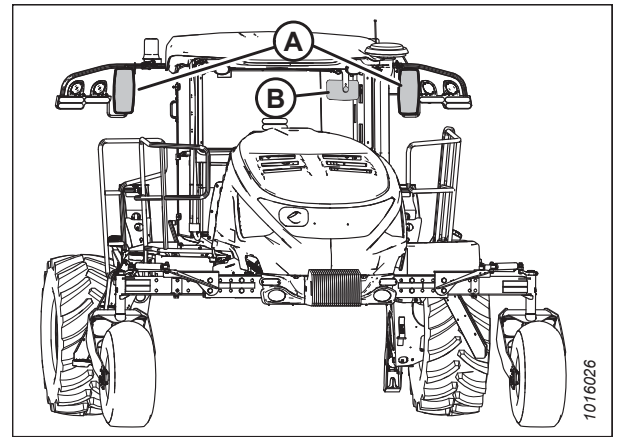


Figure 3.34: Mirrors

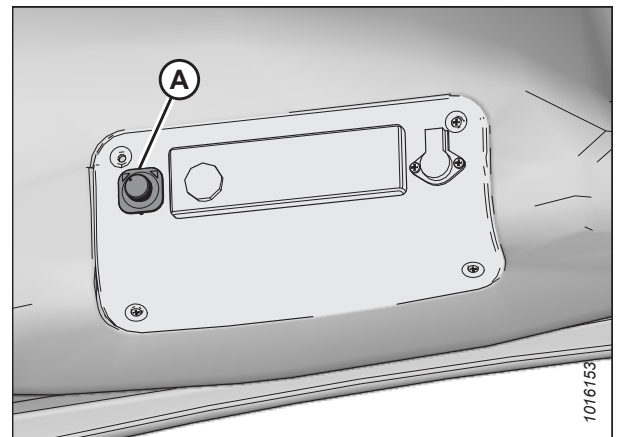


Figure 3.35: Mirror Adjustment Knob

3.10 Cab Temperature

The temperature in the windrower cab is regulated by a climate control system which can provide filtered cool or warm air. The heater shut-off valve must be open for the heater to work properly.

The heater/evaporator/blower assembly is located under the cab floor and is accessible from beneath the windrower.

3.10.1 Heater Shut-Off Valve

A shut-off valve at the engine allows the cab heater to be isolated from the engine coolant.

Valve (A) must be open to provide heat to the cab, but the valve can be closed to maximize cooling.

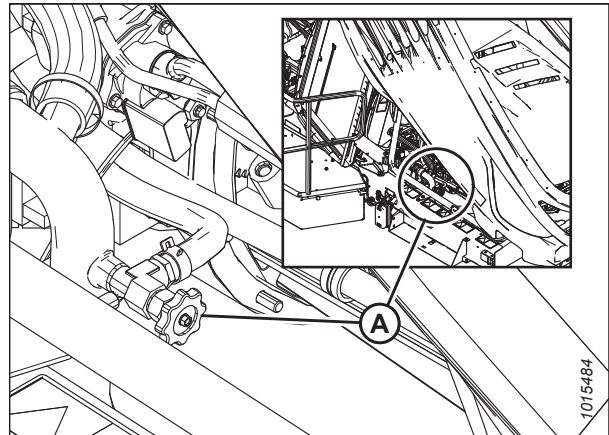


Figure 3.36: Heater Shut-Off Valve

3.10.2 Air Distribution

Cab air distribution is controlled through adjustable air vents located in the cab posts.

You can adjust vent (A) to open/close (B) or to change direction (C) of the air flow.

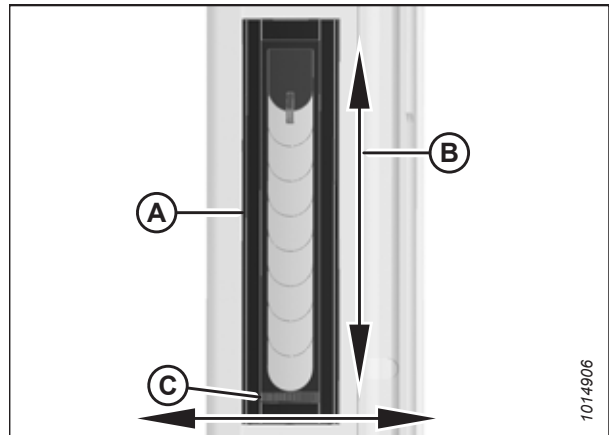


Figure 3.37: Adjustable Air Vents

3.10.3 Climate Controls

The climate controls are located on the console. Use them to change the temperature or adjust the air movement inside the cab.

NOTE:

When switches (A), (C), (D), and (E) are activated, the LED light on the switch will turn amber.

OPERATOR'S STATION

Auto fan speed switch (A)

Sets the climate control system to auto mode, which automatically adjusts the fan speed to maintain the set-point temperature.

Blower control toggle switch (B)

Controls the blower speed. Overrides auto fan control.

- Press + for more air flow
- Press – for less air flow

Recirculating air switch (C)

Controls the air source; stops the booster fan so that cab air is recirculated.

Windshield defog/defrost switch (D)

The windshield defog/defrost operates when air conditioning (A/C) switch (E) ON.

Air conditioning (A/C) switch (E)

Controls the A/C system.

The A/C operates with the blower switch ON and blower speed is set above 0.

Temperature control toggle switch (F)

Controls cab temperature.

- Press red (top) area to increase cab temperature.
- Press blue (bottom) area to decrease cab temperature.

IMPORTANT:

When starting the windrower after more than 1 week of storage, it may be necessary to distribute the refrigerant oil throughout the A/C system. For instructions, refer to [Air Conditioning Compressor Coolant Cycling, page 117](#).

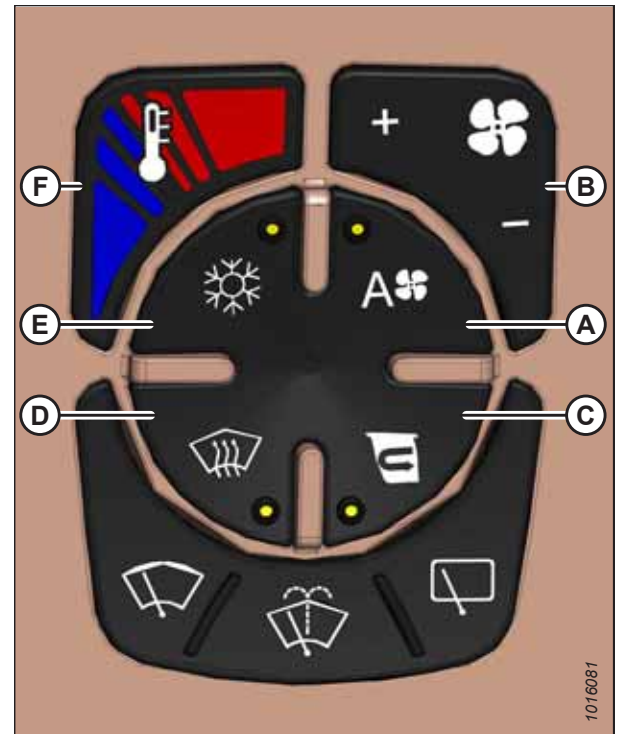


Figure 3.38: Climate Controls

3.11 Operator Amenities

The operator's station in the windrower cab has multiple amenities to make operating the windrower more comfortable.

Operator's console

The operator's console has the following features:

- Auxiliary power outlets (A)
- USB jack (B)
- Utility tray under armrest (C)
- Utility tray (D)
- Cup holder (E)

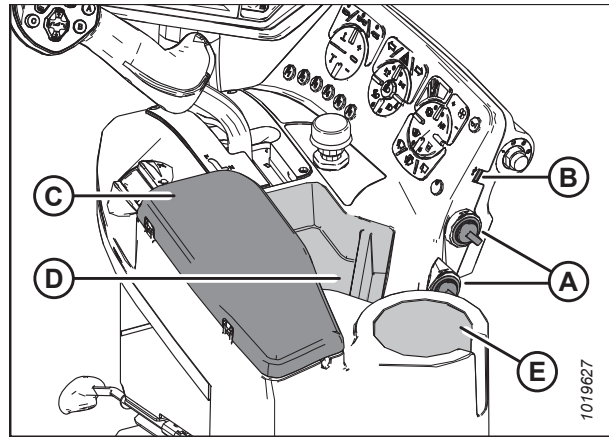


Figure 3.39: Console

Window shades

Retractable window shades (A) are located at the front and rear windows.

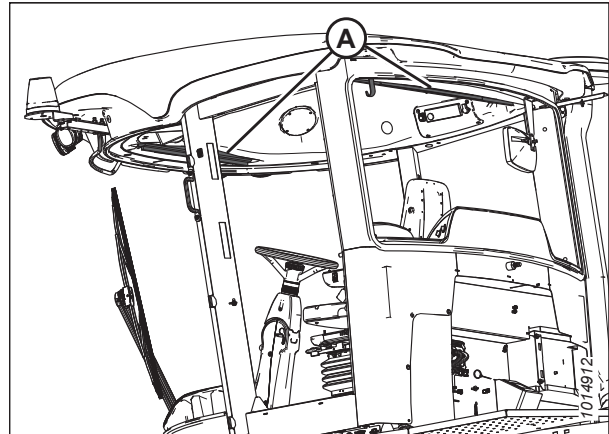


Figure 3.40: Window Shades

Manual storage

Plastic case (A) is located behind the training seat to store the windrower manuals.

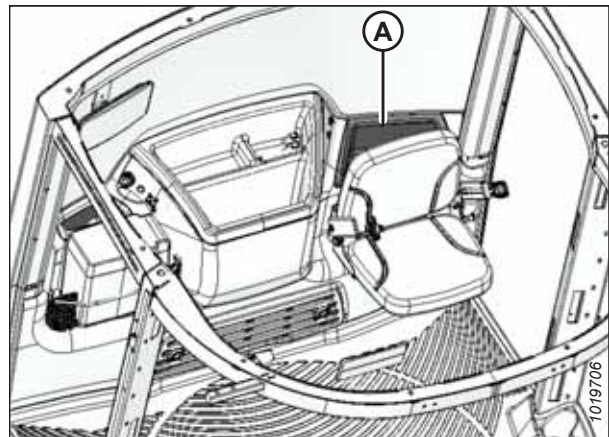


Figure 3.41: Manual Storage Location

OPERATOR'S STATION

Coat hook

Coat hook (A) is located above the training seat, to the left of the operator's seat.

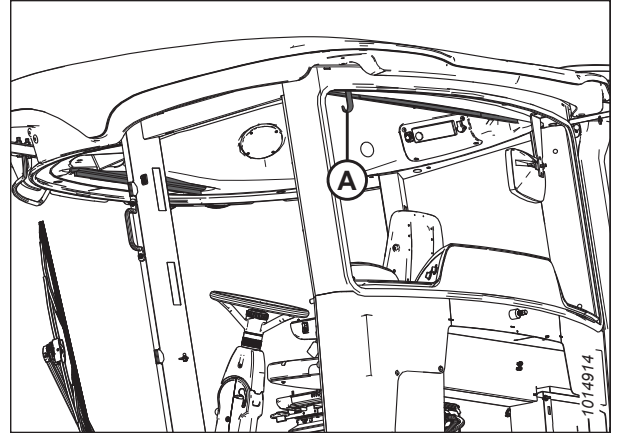


Figure 3.42: Coat Hook

3.12 Sound System

M2 Series Windrowers are equipped with an AM/FM/CD/DVD radio, with Bluetooth® and USB connectivity.

3.12.1 AM/FM/CD/DVD Radio with Bluetooth® Wireless Technology

The receiver allows you to play multiple media formats from multiple sources.

NOTE:

There is a USB charging (1.5 A) connection located on the back of the radio. A USB extension cable will be required to use the connection.

NOTE:

Refer to the radio operating instructions for information on the supported file types.

Radio (A) and two speakers (B) are factory-installed in the cab headliner. The radio operates in AM, FM, CD, DVD, and USB modes. It also supports Bluetooth® wireless technology audio streaming and hands-free calling. Operating instructions supplied with the radio.

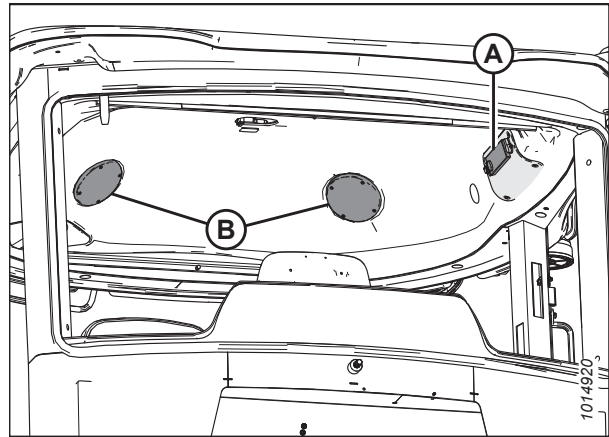


Figure 3.43: Radio and Speakers

To locate the operating instructions for the radio, follow this procedure:

1. Turn latch (A) to unlock relay module cover (B).
2. Retrieve the operating instructions for the radio from relay module cover (B) access panel in the cab's roof liner.

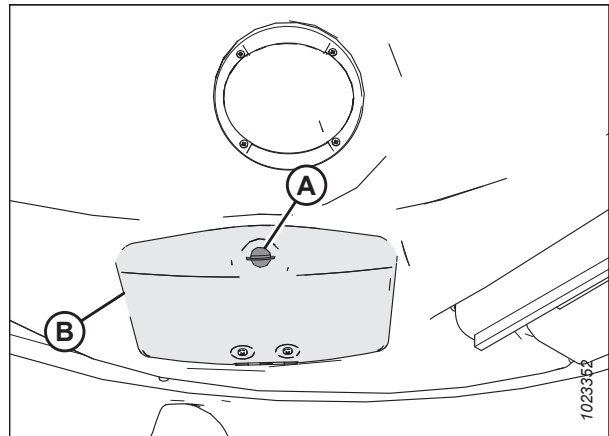


Figure 3.44: Relay Module Cover

OPERATOR'S STATION

- When finished with the radio manual, place the manual in manual storage case (A) located behind the training seat.

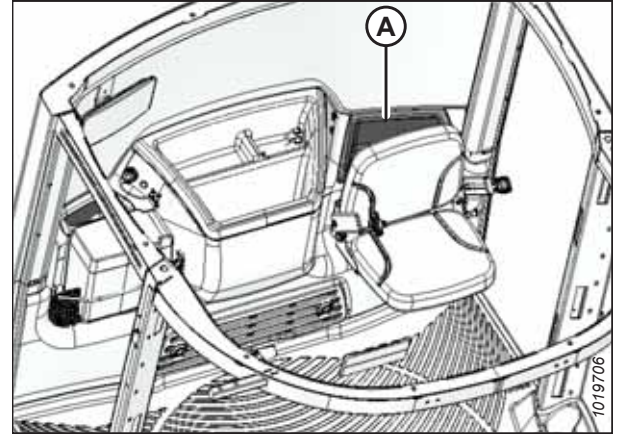


Figure 3.45: Manual Storage Location – Viewed from Above

- Close relay module cover (B) and turn latch (A) to lock it.

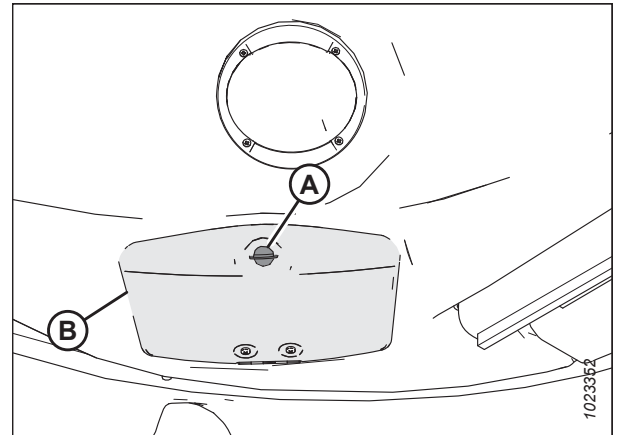


Figure 3.46: Relay Module Cover

Activating Bluetooth® Feature

The Bluetooth® feature must be activated on the receiver to allow mobile device pairing.

- Press POWER button (A) to turn the radio on.
- Press and hold VOL/SEL knob (B) for 2 seconds. MENU is displayed on screen (C).
- Rotate VOL/SEL knob (B) to highlight the BT SET menu and press the VOL/SEL knob to select. BLUETOOTH ON/OFF is displayed on screen (C).
- Press VOL/SEL knob (B) to select BLUETOOTH®.
- Rotate VOL/SEL knob (B) to display ON and press VOL/SEL knob (B) to select. Bluetooth® icon (D) will appear on the screen.
- Rotate VOL/SEL knob (B) and select DISCOVER.

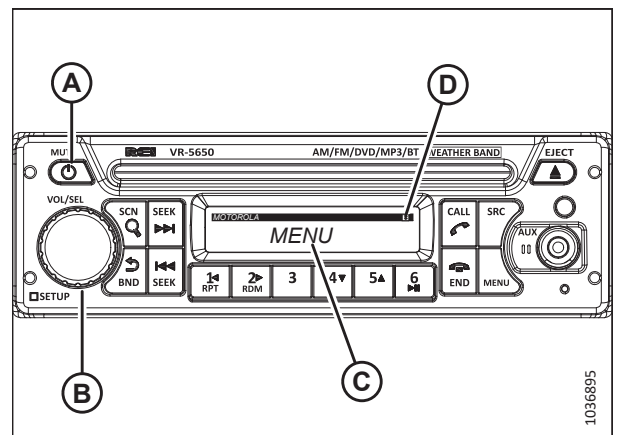


Figure 3.47: Bluetooth® Radio

OPERATOR'S STATION

7. Rotate VOL/SEL knob (B) to display ON and press VOL/SEL to select.

NOTE:

Bluetooth® discovery will be active every time the radio is turned off and back on.

Pairing Bluetooth® Device

The installed radio allows the operator to pair a Bluetooth® phone or audio device.

1. Check that Bluetooth® is enabled and that the radio has been set to DISCOVER mode. For instructions, refer to [Activating Bluetooth® Feature, page 71](#).

2. Press POWER button (A) to turn the radio ON.

This will set the radio to Bluetooth® discover mode if the Bluetooth® feature has been activated. If not, refer to the radio operator's manual for instructions to access the SETUP MENU, BT SET screen.

3. Turn the mobile device's Bluetooth® to ON. For instructions, refer to the device's operator's manual. The radio appears as a discoverable device.

4. Select VR-5650 on the mobile device.

NOTE:

A passkey is required to connect to the Bluetooth® radio. The default passkey is four zeros (0000).

5. Enter the default passkey 0000. The radio will display CONNECTED (B) and Bluetooth® icon (C) appears in the upper right corner of the screen.

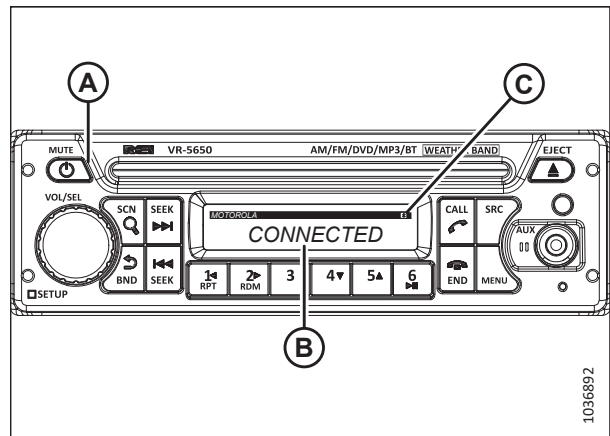


Figure 3.48: Radio Display

Selecting Audio Source

On the receiver, select the active media source when playing media from different sources.

1. Press POWER button (A) to turn the radio on.
2. Press SRC button (B) until the required audio source is displayed (C) on the screen.

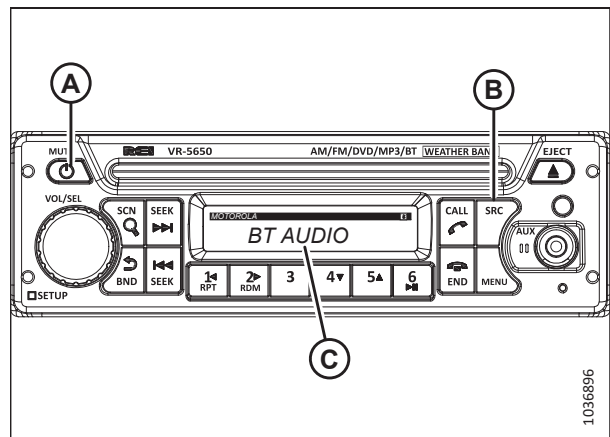


Figure 3.49: Bluetooth® Radio

3.13 Horn

The horn activation button is located on the console; the horn is located under the front left corner of the cab floor when facing cab-forward.

The horn is activated by pushing button (A) located on the console.

Sound the horn three times prior to starting the engine.



Figure 3.50: Console

3.14 Engine Controls

The following information describes the engine controls that are located on the operator's console.

Ignition switch

- Accessory position (A): The windrower's electrical accessories are turned ON without starting the engine
- Off position (B): All electrical systems are OFF
- Run position (C): Engine run position
- Start position (D): Turn fully clockwise to crank the engine, and release to return the switch to RUN position

IMPORTANT:

Remove the ignition key when the windrower is not in use. The ignition key also locks the doors and the tool box in the left platform.

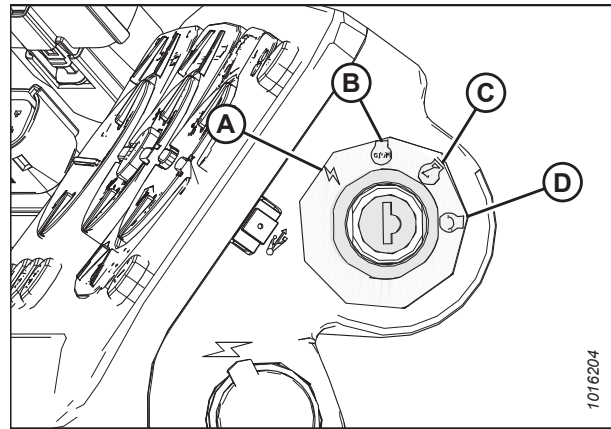


Figure 3.51: Ignition Switch on Operator's Console

Throttle (A)

Controls the engine speed range

- MAX: Push the lever forward
- MIN: Pull the lever back

HarvestTouch™ Display (B)

- Fuel level monitoring
- DEF level monitoring
- High exhaust system temperature (HEST) indicator
- Exhaust system cleaning inhibit and forced indicator
- Speed monitoring (ground, engine, knife/disc, reel, conveyor, and cooling fan)
- Pressure monitoring (knife, reel, conveyor, and supercharge)
- Engine parameters (coolant temperature, fuel consumption, and engine load)
- Header position

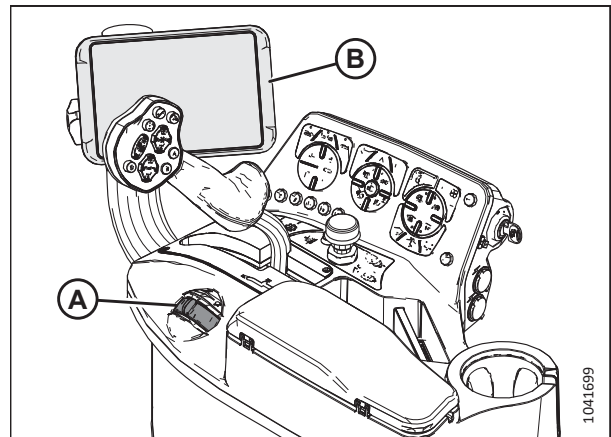


Figure 3.52: Engine Controls

For more information on the HarvestTouch™ Display, refer to [3.17 HarvestTouch™ Display, page 87](#).

3.14.1 Using Eco Engine Control

Eco Engine Control (EEC) is useful in lighter crop conditions that do not require the maximum engine rpm. The reduced engine speed lowers fuel consumption, noise levels, and exhaust emissions in addition to reducing engine wear.

The EEC limits the engine rpm (1900–2300 rpm for M2170) or (1900–2200 rpm for M2260) when the header is engaged, and is adjustable in 100 rpm increments. Activate this feature by using EEC button (A) on the operator's console. The EEC symbol will display on the HarvestTouch™ Display over the right side of the tachometer.

The EEC feature will be active only when the header is engaged, but can be adjusted without the header running. When the header is disengaged, EEC will be canceled and engine rpm will return to the setting determined by the throttle.

NOTE:

M2260 only: For the R216 Rotary Disc Headers (Grass Seed only), you can maximize engine horsepower by disabling the EEC.

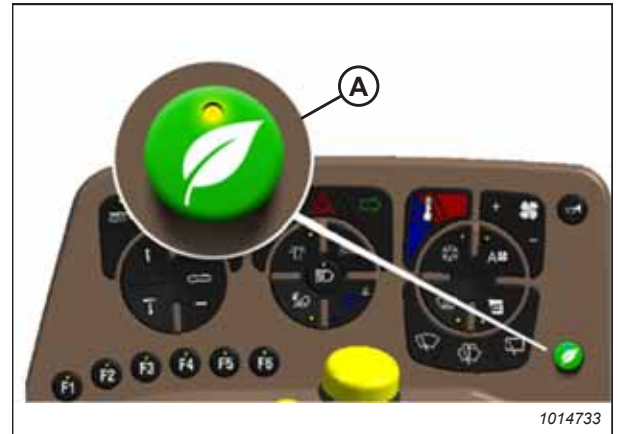


Figure 3.53: Eco Engine Control (EEC)

3.15 Windrower Controls

The controls to operate the windrower are located on the console.

Console controls:

Turn signals (A) – Activates the turn signals on the windrower and the header.

- Push-ON/Push-OFF (activating the hazard switch also cancels the turn signal)

Ground speed lever (GSL) (B) – Controls speed and direction of the movement.

- F: Forward
- N: NEUTRAL
- PARK: Engages neutral interlock, and applies park brake when steering locked in center.
- R: Reverse

Hazard warning lights (C) – Activates the signals on the windrower and the header.

- Push-ON / Push-OFF

Park (D) – Engages neutral interlock and applies park brake when steering locked in center.

Horn (E) – Creates noise for signalling purposes.

Autosteer engagement button (F) – Engages/disengages the automated steering system (if installed).

- ENGAGE: Click to engage
- DISENGAGE: Turn steering wheel to disengage

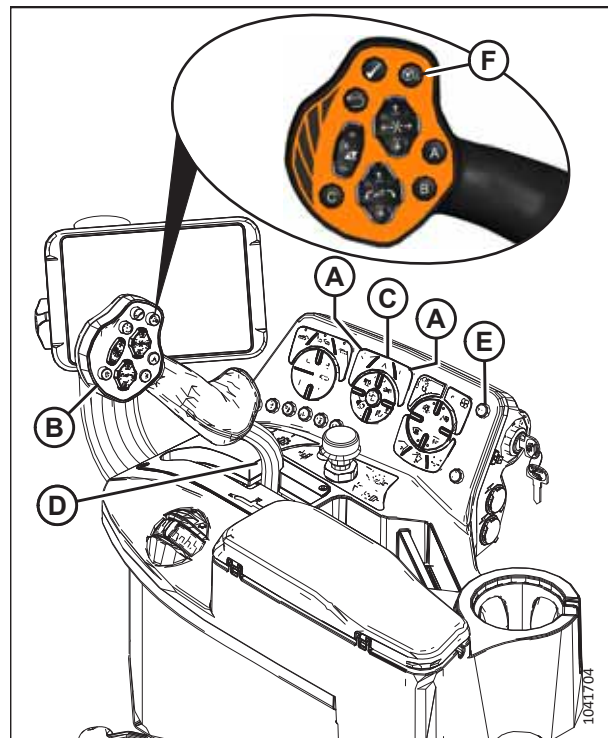


Figure 3.54: Console Controls and Autosteer

3.15.1 Operator Console Buttons

Windrower comfort, lighting, signals, and some header functions are controlled from the operator's console.

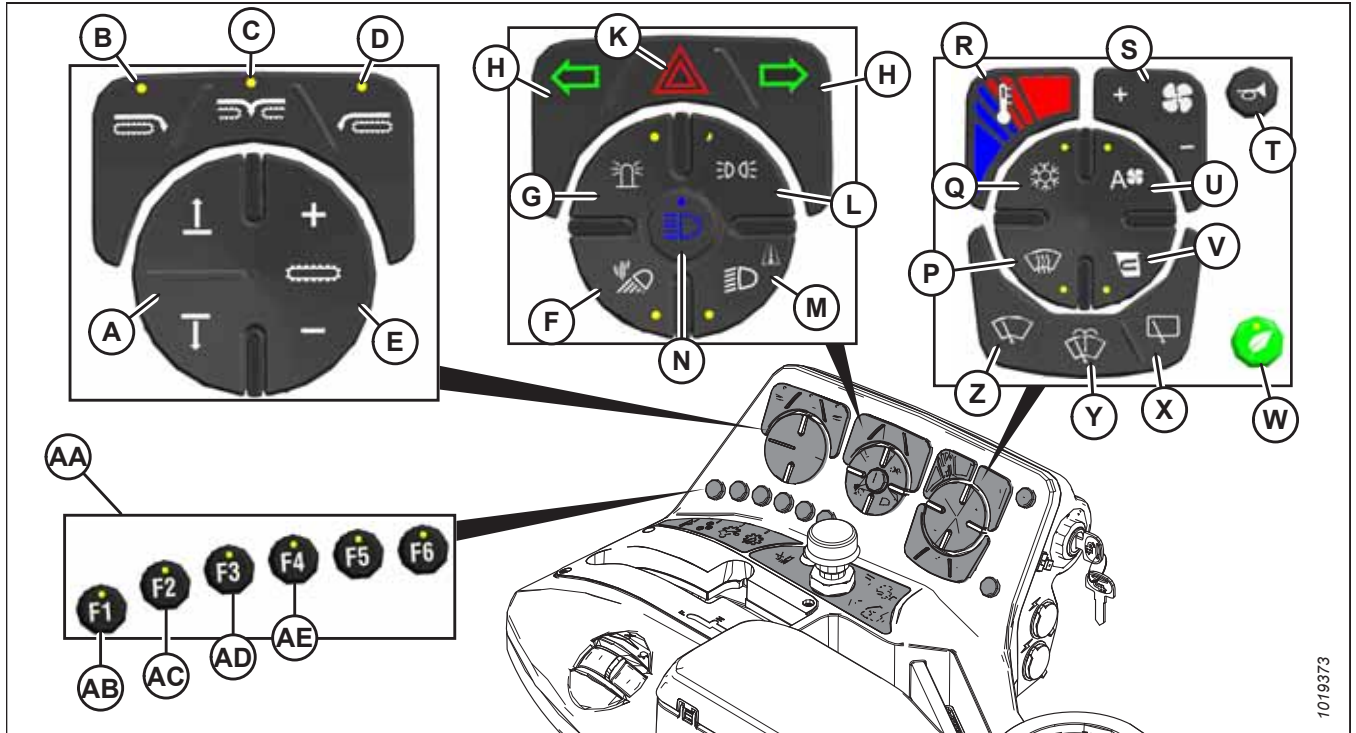


Figure 3.55: Operator Console Buttons

- | | | |
|---|--|---------------------------------------|
| A - Double Window Attachment (DWA) / Swath Roller | B - Deck Shift Draper Right Side Delivery | C - Deck Shift Draper Center Delivery |
| D - Deck Shift Draper Left Side Delivery | E - Draper / Double Windrow Attachment (DWA) Speed | F - Cab-Forward Field Lights |
| G - Beacon Lights | H - Turn Signals | K - Hazard Lights |
| L - Clearance Lights | M - Road Lights | N - High Beams |
| P - Windshield Defog/Defrost | Q - Air Conditioning | R - Temperature |
| S - Blower Speed (Manual Mode) | T - Horn | U - Auto Fan Speed |
| V - Cab Air Recirculation | W - Eco Engine Control (EEC) | X - Windshield Wiper (Rear) |
| Y - Wiper Fluid | Z - Windshield Wiper (Front) | AA - Display Shortcuts |
| AB - Float Menu Shortcut | AC - One-Touch-Return Shortcut | AD - Windrower Settings Shortcut |
| AE - Header Settings Shortcut | | |

3.15.2 F1 to F6 Function Buttons

The function buttons are located on the console.

The following functions have been assigned to the function buttons on the operator's console:

- **F1 (A)** – Float menu
- **F2 (B)** – One-Touch-Return
- **F3 (C)** – Windrower settings
- **F4 (D)** – Header settings

Press a function button to override the existing screen and display the function.

Press the function button again or press the Back button to return to the previous screen.

Press the HOME button on the Harvest Performance Tracker to return to the run screen.



Figure 3.56: Operator's Console Shortcut Buttons

3.16 Header Controls

All header controls are located on the operator's console and on the ground speed lever (GSL) handle.

NOTE:

Some controls are optional equipment and may not be present in your unit. Some controls may be installed, but may not be functional for certain headers.

Refer to the relevant header sections in this manual for detailed operating procedures.

3.16.1 Header Engage Switch

The header engage switch engages and disengages the header drive.

To engage the header: Push and hold HEADER ENGAGE switch (A) down while pulling up on collar (B).

To disengage the header: Push HEADER ENGAGE switch (A) down.

NOTE:

Although not required, it is good practice to move the throttle lever back to IDLE before engaging the header drive.

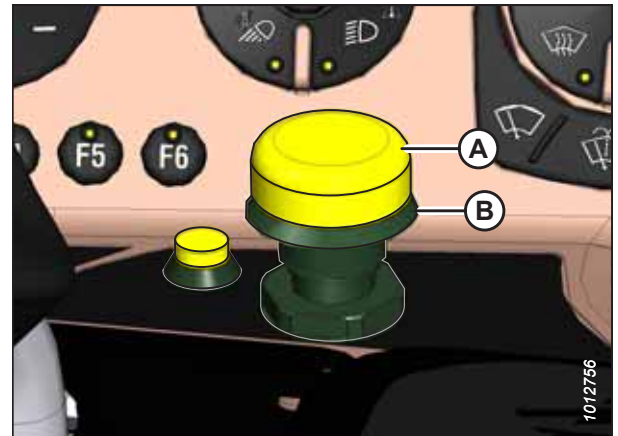


Figure 3.57: Header Engage Switch

3.16.2 Header Drive Reverse Button

The header drive reverse button allows certain functions on various headers to operate in reverse.

NOTE:

Rotary Disc Headers do **NOT** have any reverse capability.

NOTE:

The following header systems have reverse capability:

- D2 Series Draper Headers: knife
- D1XL Series Draper Headers: knife
- D1X Series Draper Headers: knife
- A40DX Auger Headers: knife, conditioner, auger and reel
- A40DX GSS Auger Headers: knife, auger and reel

Reverse header systems as follows:

- **Engage:** Push and hold reverser button (B) and engage header with switch (A).
- **Disengage:** Release reverser button (B).

NOTE:

To re-engage in forward operation, push switch (A) down and then up again.



Figure 3.58: Header Drive Controls

3.16.3 Ground Speed Lever Switches

The switches on the ground speed lever (GSL) control the most common header functions.

The GSL (A) is located on the console.

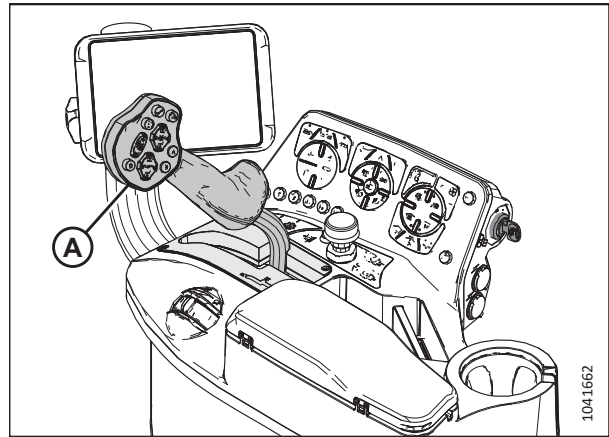


Figure 3.59: GSL

GSL controls — front

- One-Touch-Return position switch (A)
- One-Touch-Return position switch (B)
- One-Touch-Return position switch (C)
- Reel or disc speed (D) (also operates turn signals when the header is disengaged)
- Reel position (E)
- Autosteer engagement (F) (if equipped)⁹
- Header position (G)
- Back switch (H) – controls HarvestTouch™ Display functions
- Select switch (J) – controls HarvestTouch™ Display functions



Figure 3.60: GSL Function Groups

9. Before engaging the autosteer system for the first time, become familiar with the functions of the emergency stop (E-Stop) button. The E-Stop button is only used with Trimble® Electric - On Wheel systems (EZ Pilot® / EZ Pilot® Pro and Autopilot™ Motor Drive [APMD]). For instructions, refer to [Operating the Emergency Stop Button – Trimble® Autosteer Systems](#).

OPERATOR'S STATION

GSL controls — rear

- Shift switch (A)
- Scroll wheel (B)

NOTE:

When the shift switch is used with another button it performs the following shortcut functions:

- SHIFT + BACK – Home page
- SHIFT + SELECT – Main menu access
- SHIFT + SCROLL – Adjust maximum ground speed

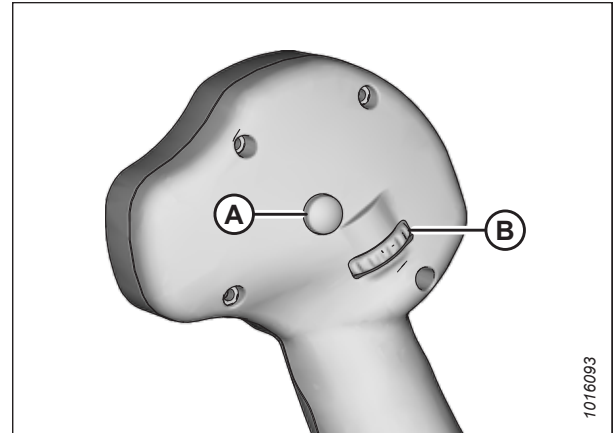


Figure 3.61: GSL Function Groups

Header Position Six-Way Switch

The six-way switch on the ground speed lever (GSL) raises, lowers, and tilts the header.

- To lower the header slowly, press (A) lightly
- To lower the header quickly, press (A) fully
- To raise the header slowly, press (C) lightly
- To raise the header quickly, press (C) fully
- To tilt the header downward, press (B)
- To tilt the header upward, press (D)

Release the switch when the header is at the desired position.

NOTE:

The header raise and lower rates are adjustable on the HarvestTouch™ Display. For instructions, refer to [4.5.8 Adjusting Header Raise and Lower Rates, page 309](#).

NOTE:

For detailed switch operating modes, refer to the section in this manual that is specific to your header.



Figure 3.62: Ground Speed Lever

Reel Position Four-Way Switch

The reel position four-way switch on the ground speed lever (GSL) performs different functions depending on the attached options.

For specific operating instructions, refer to the following sections:

- Reel fore-aft position and height on draper headers:
 - 4.6.3 *Adjusting Reel Fore-Aft Position, page 312*
 - 4.6.4 *Adjusting Reel Height, page 313*
- Center-link assist cylinder:
 - 4.4.2 *D2 SP Series Draper Header, page 176*
 - 4.4.3 *D1X and D1XL Series Draper Headers, page 198*
 - 4.4.1 *A40DX Auger Header, page 154*
- Double Windrow Attachment (DWA) position:
 - 4.5.6 *Double Windrowing, page 306*

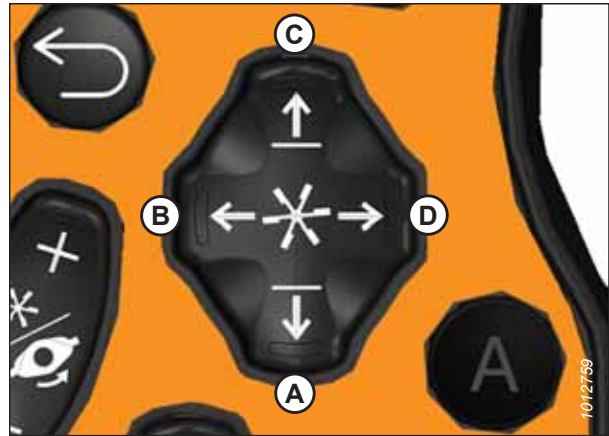


Figure 3.63: Ground Speed Lever
 A - Reel Down B - Reel Forward
 C - Reel Up D - Reel Aft

Reel and Disc Speed Switch

The reel and disc speed switch on the ground speed lever (GSL) adjusts the reel or disc speed, depending on the type of header attached to the windrower. The switch can also operate the turn signals on the windrower when the header is not in use.

- Press and hold + button (A) to increase the reel or disc speed.
- Press and hold – button (B) to decrease the reel or disc speed.
- Release the button when the reel or disc is at the desired speed.

For instructions, refer to the applicable header topic for detailed use of these switches.

IMPORTANT:

The reel speed on an A40DX Auger Header **MUST NOT EXCEED** 85 rpm. The auger speed **MUST NOT EXCEED** 320 rpm.

NOTE:

The REEL and DISC speed switch can operate the turn signals when the header is not in use. For example, when driving in the engine-forward position, or when operating in the cab-forward position with the header disengaged.

NOTE:

The reel and auger speeds are hydraulically linked on the A40DX Auger Header. When the reel speed is changed, the auger speed changes automatically. Independent reel and auger adjustment is available on the A40DX GSS (Grass Seed) using the differential auger-reel control feature. It is also available on the A40DX (non-Grass Seed) as an option: the Reel Speed Control kit (MD #B6604).



Figure 3.64: GSL Reel and Disc Speed Switch

One-Touch-Return Buttons

The ONE-TOUCH-RETURN buttons A, B, C on the ground speed lever (GSL) save header configuration settings and serve as presets for quickly returning the header to specific settings.

The ONE-TOUCH-RETURN buttons A, B, and C always save header height settings, but the following settings can also be saved depending on the header type:

- Header tilt
- Deck position/header float selection
- Double windrow attachment (DWA) or swath compressor raise/lower
- DWA speed
- Knife speed
- Draper speed
- Reel speed
- Reel height
- Reel fore-aft
- Disc speed
- Remote Baffle Control option



Figure 3.65: ONE-TOUCH-RETURN Buttons on GSL

To program the ONE-TOUCH-RETURN buttons, press and hold button A, B, or C on the GSL handle for 3 seconds until an audible tone is heard, indicating that the current header settings have been saved.

NOTE:

To return the header to a preset condition, tap the A, B, or C button quickly. Holding the ONE-TOUCH-RETURN button too long can inadvertently reprogram the current header settings.

OPERATOR'S STATION

Pressing a programmed A, B, or C button opens a run screen that shows corresponding letter (A) on the screen for the preset.



Figure 3.66: ONE-TOUCH-RETURN Buttons on GSL

3.16.4 Console Header Buttons

Buttons to control header functions are located on the console.

Console header buttons (A) adjust the following header functions:

- Deck shift/float preset
- Draper speed
- Double windrow attachment (DWA) or swath compressor lift functions



Figure 3.67: Console Header Buttons

Deck Shift / Float Presets

The buttons to control header functions are located on the console.

Draper header with deck shift option:

- Controls the draper deck position for double windrowing with a draper header.
- Set header float for each deck position. For instructions, refer to *Setting Float, page 297*.

NOTE:

The last float setting used in any deck shift position will be stored into memory automatically.

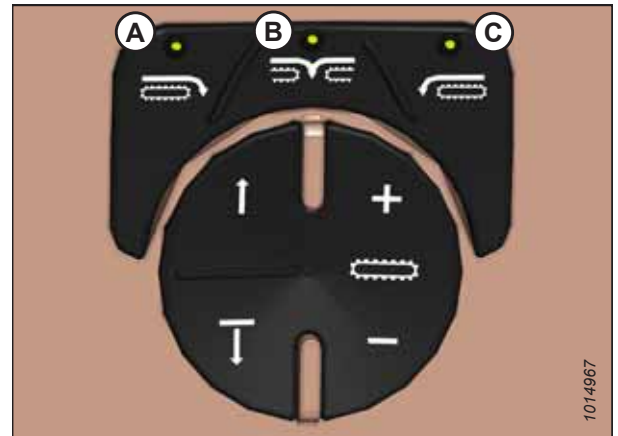


Figure 3.68: Header Deck Shift Buttons

A - Right-Side Delivery B - Center Delivery
C - Left-Side Delivery

Float presets:

These buttons select header float presets. For instructions, refer to *Setting Float Options with Fixed Deck, page 300* to learn how to preset the float.

NOTE:

For detailed switch operating modes, refer to the section in this manual that is specific to your header.

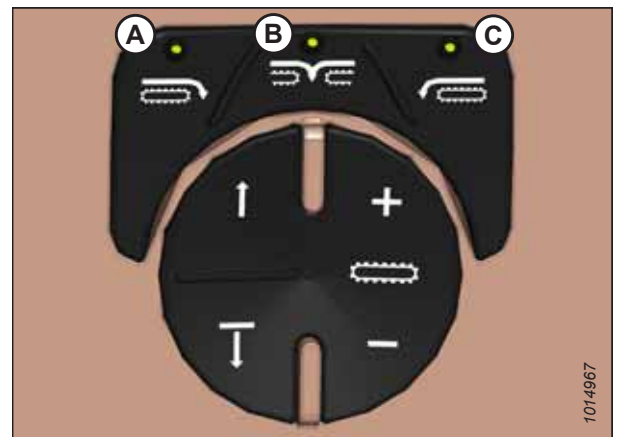


Figure 3.69: Header Switches

A - Float Preset 1 B - Float Preset 2
C - Float Preset 3

OPERATOR'S STATION

Conveyor Speed Adjustment Buttons

The buttons to control header functions are located on the console.

Adjust the header or Double Windrow Attachment (DWA) conveyor speed by pressing switch (A) to increase the speed, or switch (B) to decrease the speed.

Conveyor speed can be adjusted in either manual or auto modes. For instructions, refer to [4.6.7 Adjusting Draper Speed](#), page 320 for more information.



Figure 3.70: Operator's Console Conveyor Controls

Auxiliary Lift Switches

The buttons to control header functions are located on the console.

With Double Windrow Attachment (DWA):

- Raise the DWA deck by pressing button (A), or lower the deck by pressing button (B).

With swath compressor attachment:

- Raise the swath compressor by pressing button (A), or lower it by pressing button (B).

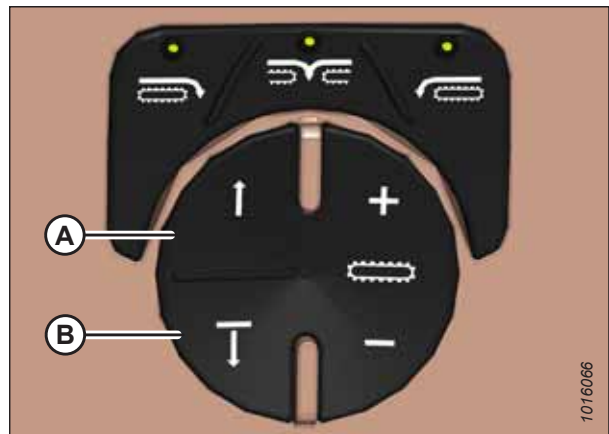


Figure 3.71: Operator's Console Auxiliary Controls

3.17 HarvestTouch™ Display

The HarvestTouch™ Display settings are preset at the factory. This section explains how to adjust the settings.

The HarvestTouch™ Display (A) is mounted on the operator's console.

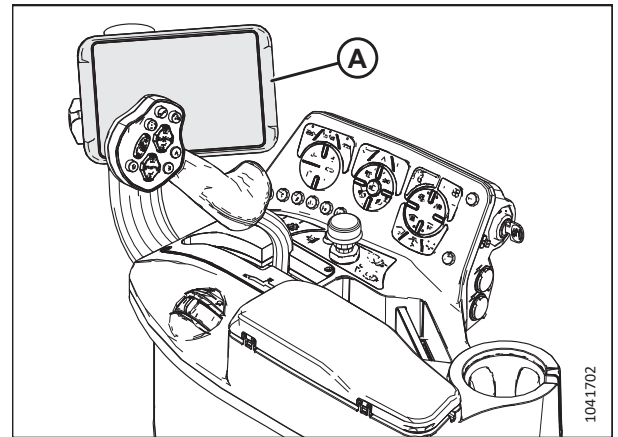


Figure 3.72: Operator's Console

3.17.1 HarvestTouch™ Display Page Layout

The appearance and function of the HarvestTouch™ Display depends on the type of header attached.



Figure 3.73: Header Attached Home Pages

A - Home Page Header Disengaged

B - Header Information

C - Performance Data

D - Machine Temperature Information

OPERATOR'S STATION

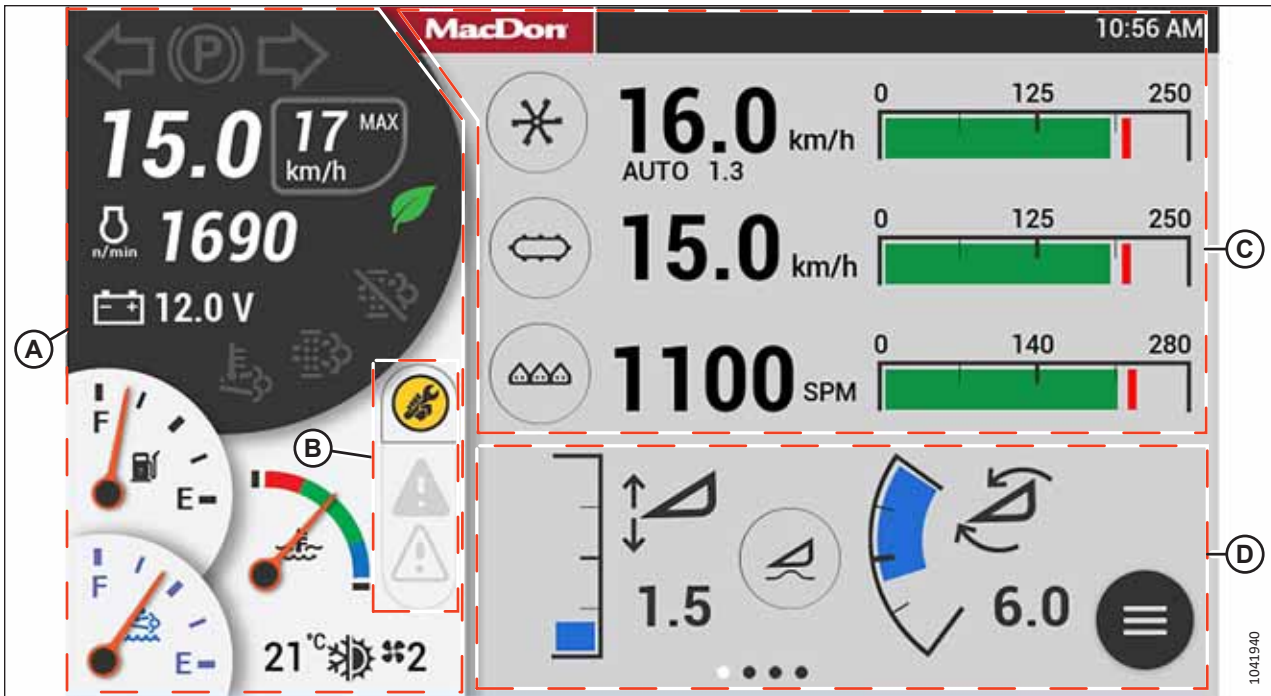


Figure 3.74: Draper Header Run Screen 1

A - Windrower Gauge Cluster

B - Service Reminders and Telltales

C - Header Information

D - Current Header Position

The HarvestTouch™ Display is separated into the following zones:

Windrower gauge cluster

- Ground speed
- Maximum ground speed
- Engine rpm
- Eco engine control (EEC) active/inactive
- High exhaust system temperature (HEST) light
- Inhibit status
- Park and turn signal status
- Level gauges for fuel and diesel exhaust fluid (DEF)
- Coolant temperature gauge
- Climate control temperature and blower speed



Figure 3.75: Left Gauge Cluster

OPERATOR'S STATION

Header information:

The information displayed depends on the type of header attached to the windrower and which run screen is active.

- **Run screen #1:** Displays reel, draper, knife, or disc speed and pressure; alarm point, and indexing (factory-set according to header)
- **Run screen #2:** Displays draper, knife, or disc speed and pressure; reel height and fore-aft position; hydraulic pressure; and load bar
- **Run screen #3:** Displays performance data including fuel per hour/acre, acres per hour, and sub acres per hour (resettable)
- **Run screen #4:** Displays cooling fan speed, engine air intake temperature, hydraulic oil temperature, and engine coolant temperature



Figure 3.76: Draper Header Information

Header position area:

- Displays basic header functions: height (A) and angle (C)
- Access to float settings (B)
- Access to the menu (D)
- Dots (E) indicate that there are multiple pages of header or windrower information as illustrated in Figure 3.73, page 87

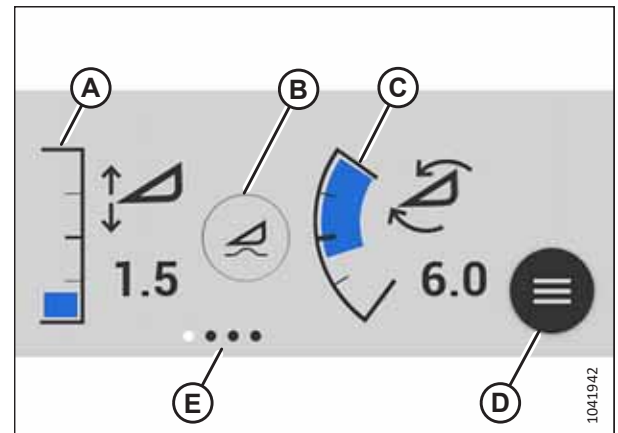


Figure 3.77: Current Header Position

Telltale:

- Telltales (A) indicate an engine or windrower fault
- Telltales are amber or red in color accompanied by a symbol for the fault
- Telltales display a short description (B) of the fault

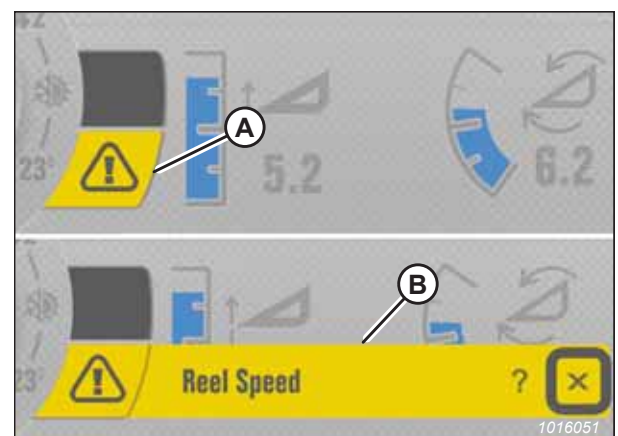


Figure 3.78: Faults/Telltale

OPERATOR'S STATION

Required maintenance indicator:

- An amber indicator (A) is displayed 50 hours before required maintenance is due
- The indicator displays only the when header is disengaged
- The indicator flashes when maintenance is overdue by 50 hours

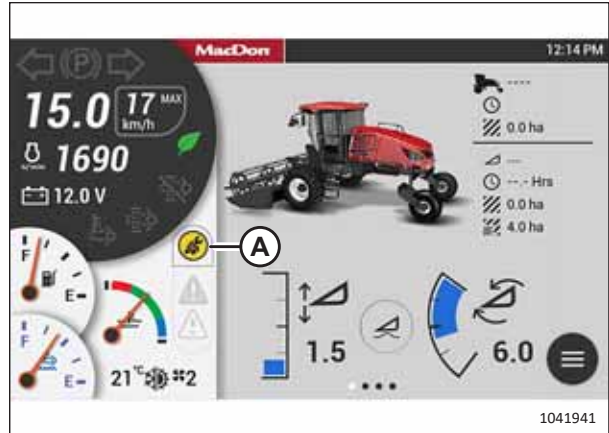


Figure 3.79: Maintenance Indicator

3.17.2 Navigating HarvestTouch™ Display

The Operator can navigate the HarvestTouch™ Display by pressing or swiping the screen directly, or by using ground speed lever (GSL) controls.

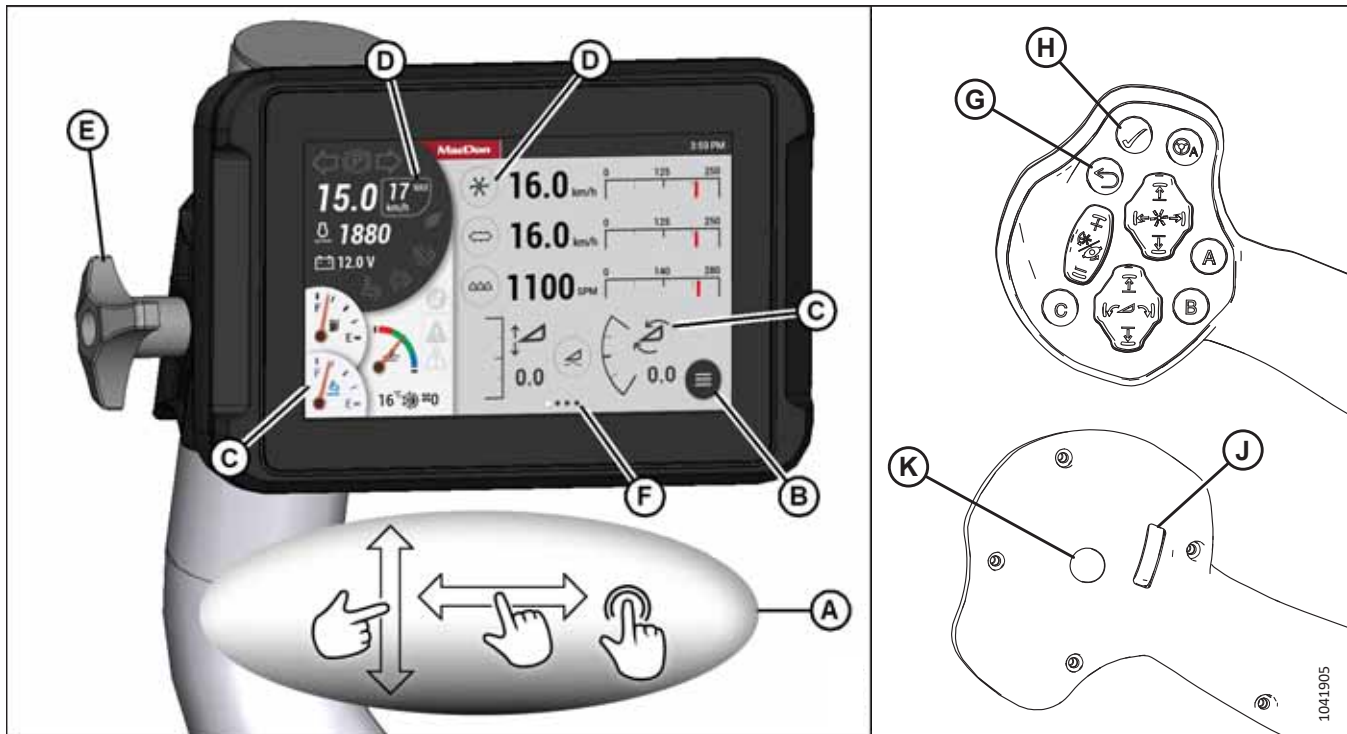


Figure 3.80: HarvestTouch™ Display and Ground Speed Lever (GSL)

Table 3.1 HarvestTouch™ Display Navigation

Callout	Function
A	Touchscreen gestures: press icons and swipe pages to access features.
B	Main menu icon: press to access windrower and header settings.
C	Icons with no border highlight information but have no press functions.
D	Bordered icons can be pressed for additional information or functions.
E	Display mount knob: loosen to adjust the position of the display.

Table 3.1 HarvestTouch™ Display Navigation (continued)

Callout	Function
F	Multi-page dots (F) and scroll bars (not shown) indicate that you can swipe the touchscreen to access additional pages or information.
G	Ground speed lever (GSL) back switch – controls display functions
H	GSL select switch – controls display functions
J	GSL scroll wheel – controls display functions
K	GSL shift switch. When the shift switch is used with a another button it performs the following functions: <ul style="list-style-type: none"> • SHIFT (K) + BACK (G) – Home page • SHIFT (K) + SELECT (H) – Main menu access • SHIFT (K) + SCROLL (J) – Adjust maximum ground speed

Pressing the HOME icon (A) from any page will display either the windrower home page (if the header is disengaged) or the header run screen (if the header is engaged).

Pressing the PREVIOUS/BACK icon (B) from any page will display the previous page.

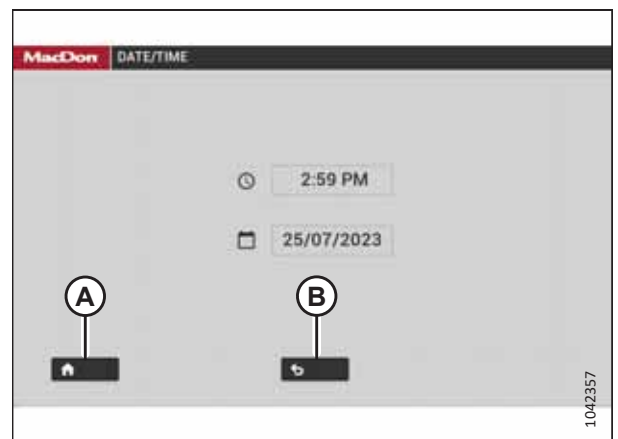


Figure 3.81: HarvestTouch™ Display Navigation

3.17.3 Ground Speed Level Controls for HarvestTouch™ Display

The ground speed lever (GSL) controls can be used to select functions on the HarvestTouch™ Display.

Scroll wheel (A) on the back of the GSL and SELECT button (B) on the front of the GSL can be used to perform some functions on the HarvestTouch™ Display.

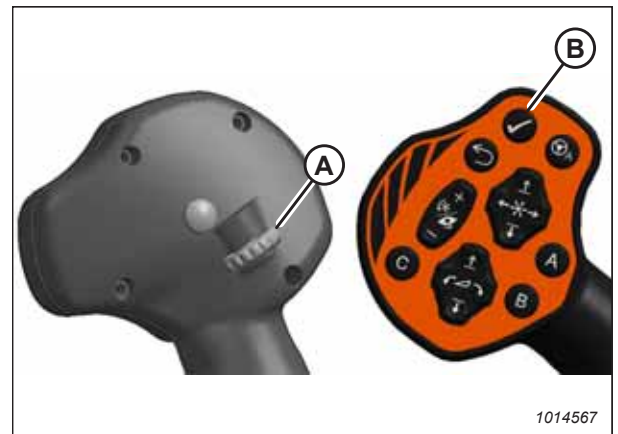


Figure 3.82: GSL Scroll Wheel and Select Button

OPERATOR'S STATION

Rotating the GSL scroll wheel will highlight function icons (for example, MENU icon [A])

- The shade of the icon will change (example [B] inset) to indicate when the cursor is hovered over it
- The shade of the icon will change (example [C] inset) when the icon is selected

Press the GSL SELECT button to activate an option.

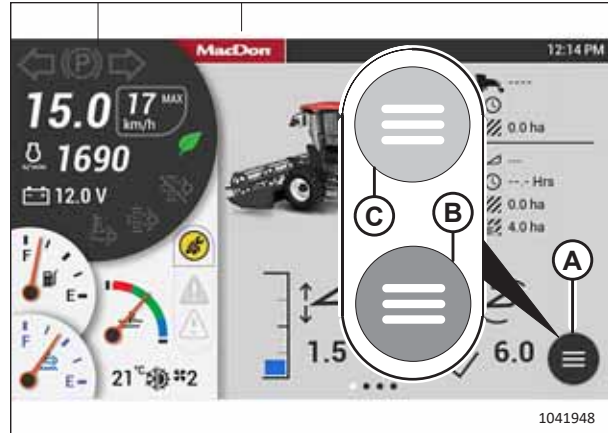


Figure 3.83: HarvestTouch™ Display

- A - Normal Status
- B - Cursor Hovered Status
- C - Selected Status

3.17.4 Main Menu

The main menu on the HarvestTouch™ Display provides access to submenus for viewing and adjusting windrower and header settings.

1. To display the main menu, press MENU icon (A).

The following submenus are accessible through the main menu:

- BACK/PREVIOUS arrow (B): returns to the previous page from any place in the menu
- HOME icon (C): returns to the HOME page from any place in the menu
- INFORMATION (D)
 - submenus include: WINDROWER, HEADER, MODULE, and PERFORMANCE
- SETUP (E)
 - submenus include: DISPLAY, WINDROWER, HEADER, and OTR (one-touch-return)
- MAINTENANCE (F): provides access to maintenance reminders.
- DIAGNOSTICS (G)
 - submenus include: WINDROWER CODES, ENGINE CODES, INPUT/OUTPUT, CAN NETWORK
- EMISSIONS (H): provides access to aftertreatment FORCE and INHIBIT modes and displays fuel and harvest rate information.

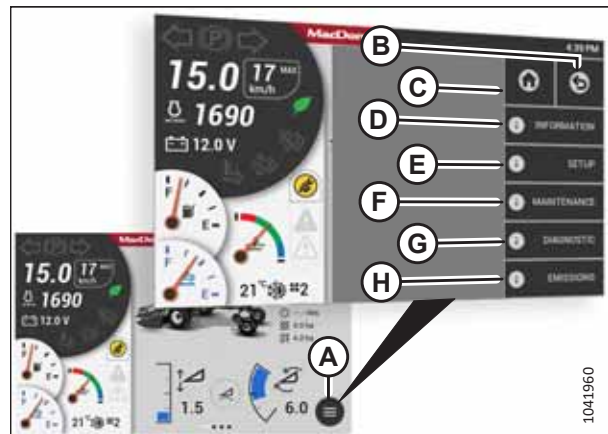


Figure 3.84: HarvestTouch™ Display Menu

3.17.5 Setting Screen and Console Button Brightness Levels

The HarvestTouch™ Display screen and operator console button brightness is adjustable by increments of 10%. The brightness automatically adjusts for daytime and nighttime operation. Day mode is defined as having the headlights or work lights OFF (or having only the clearance lights ON). Night mode is defined as having either the headlights or work lights ON.

To adjust the brightness levels, follow these steps:

1. Press MENU icon (A) on the HarvestTouch™ Display.
2. Press SETUP (B), and then press DISPLAY (C).



Figure 3.85: HarvestTouch™ Display

3. Select BRIGHTNESS (A) from the DISPLAY settings menu.

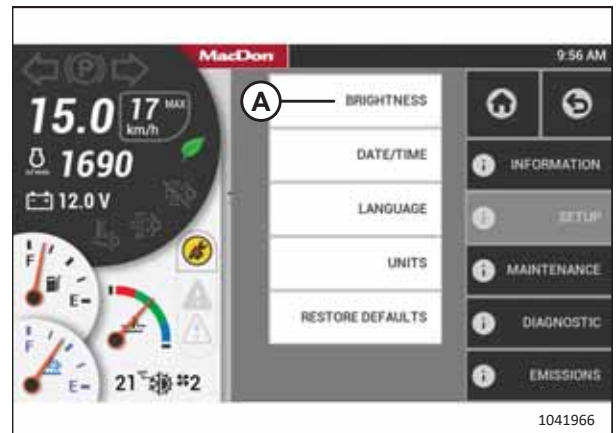


Figure 3.86: Display Settings Menu

OPERATOR'S STATION

- Slide the brightness control for the mode that you want to adjust:
 - Screen DAY mode (A) (default 70%)
 - Screen NIGHT mode (B) (default 20%)
 - Console buttons DAY mode (C) (default 70%)
 - Console buttons NIGHT mode (D) (default 20%)



Figure 3.87: Brightness Page

3.17.6 Setting Language

The language can be set in the HarvestTouch™ Display SETUP menu.

- Select MENU (A).

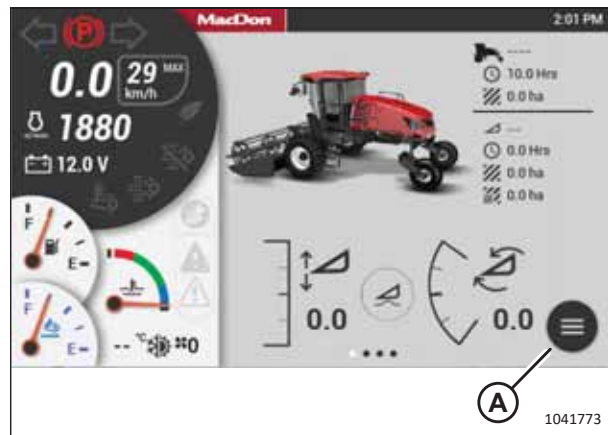


Figure 3.88: HarvestTouch™ Display

- Select SETUP (A).

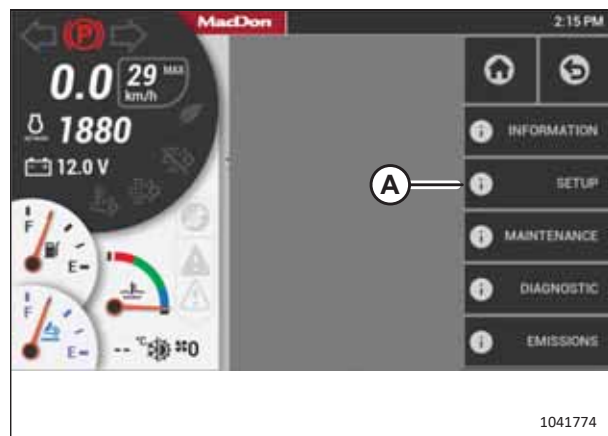


Figure 3.89: HarvestTouch™ Display Menu

OPERATOR'S STATION

3. Select DISPLAY (A).



Figure 3.90: HarvestTouch™ Display Setup Menu

4. Select LANGUAGE (A).

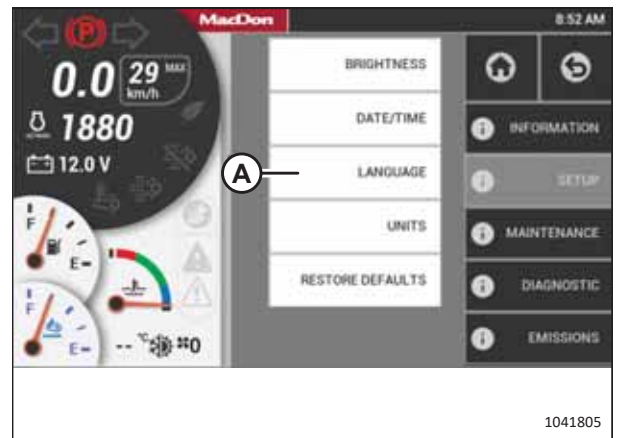


Figure 3.91: HarvestTouch™ Display Setup Menu

5. Select a language (A).
6. To save the changes, select checkmark (B).

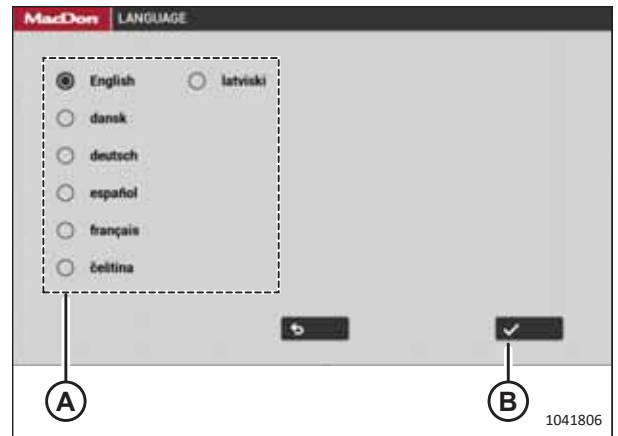


Figure 3.92: HarvestTouch™ Display Language Page

3.17.7 Setting Units of Measurement

The units of measurement can be set in the HarvestTouch™ Display SETUP menu.

1. Select MENU (A).

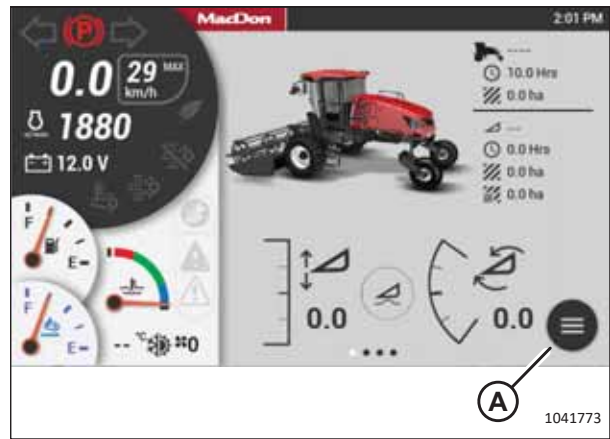


Figure 3.93: HarvestTouch™ Display

2. Select SETUP (A).

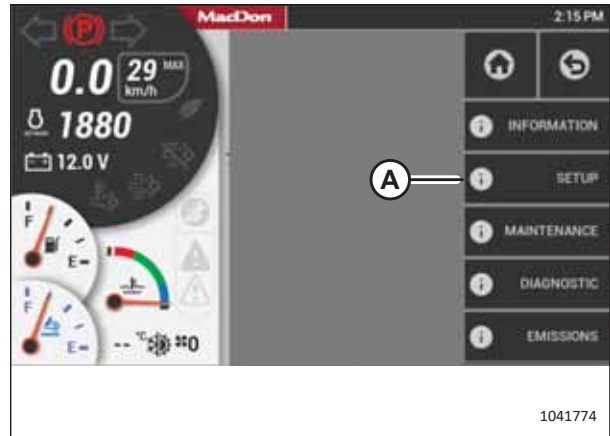


Figure 3.94: HarvestTouch™ Display Menu

3. Select DISPLAY (A).

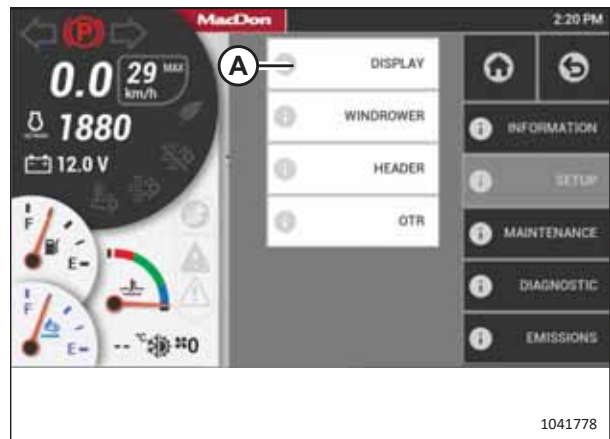


Figure 3.95: HarvestTouch™ Display Setup Menu

4. Select UNITS (A).

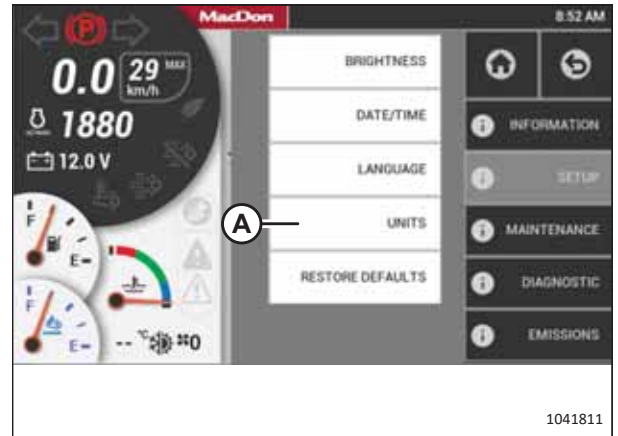


Figure 3.96: Display Menu

5. Select a unit of measurement (A).

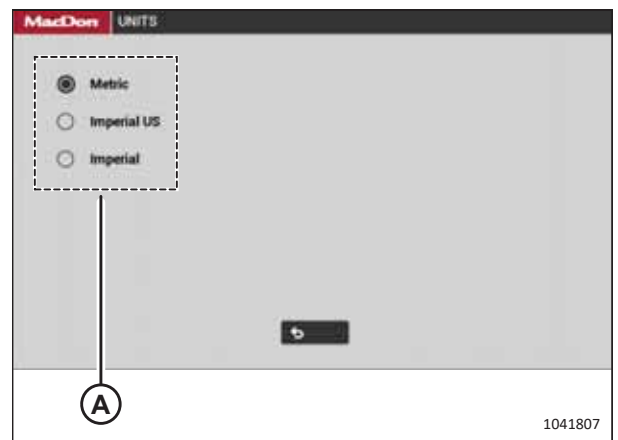


Figure 3.97: Units Page

3.17.8 Setting Time and Date

The time and date can be set in the HarvestTouch™ Display SETUP menu.

1. Select MENU (A).

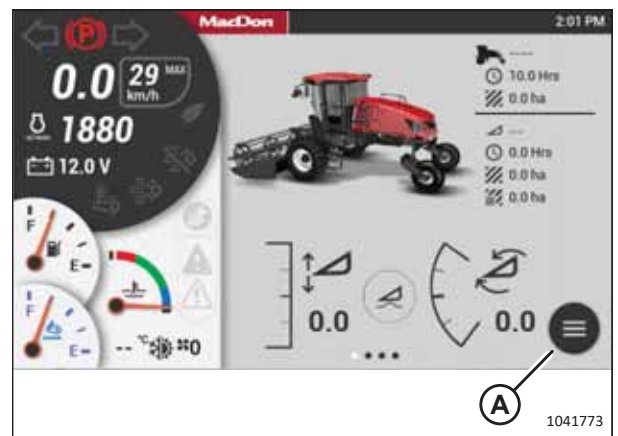


Figure 3.98: HarvestTouch™ Display

OPERATOR'S STATION

2. Select SETUP (A).

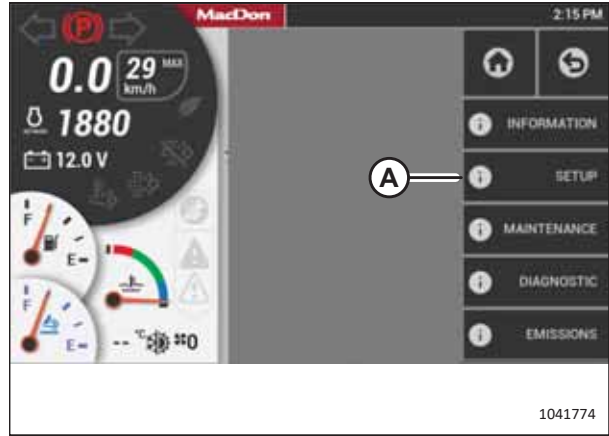


Figure 3.99: HarvestTouch™ Display Menu

3. Select DISPLAY (A).



Figure 3.100: HarvestTouch™ Display Setup Menu

4. Select DATE/TIME (A).

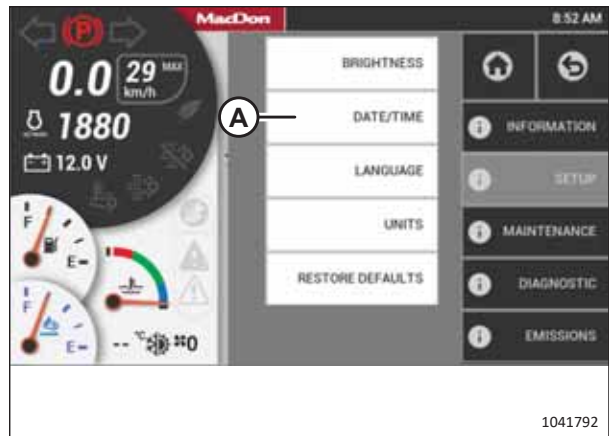


Figure 3.101: HarvestTouch™ Display Menu

OPERATOR'S STATION

5. Select one of the following:
 - To change the time, select time field (A). Proceed to Step 6, [page 99](#).
 - To change the date, select date field (B). Proceed to Step 8, [page 99](#).

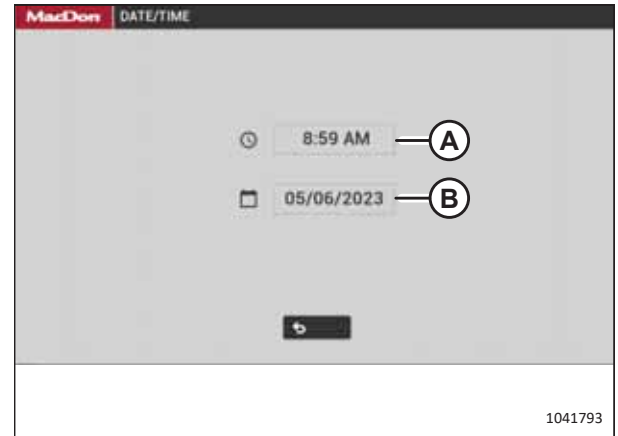


Figure 3.102: Date/Time Page

6. To change the time, select arrows (A).
 - To switch between 12-hour and 24-hour formats, select switch (B).
7. To save the changes, select checkmark (C).
 - To return to the previous page without saving changes, select back arrow (D).

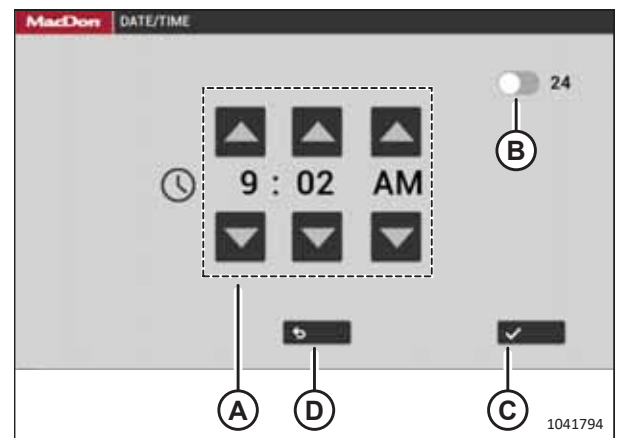


Figure 3.103: Date/Time Page

8. To change the date, select arrows (A).
9. To save the changes, select checkmark (B).
 - To return to the previous page without saving changes, select back arrow (C).

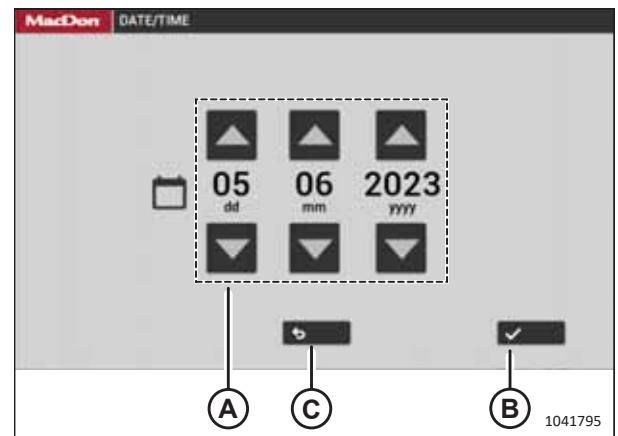


Figure 3.104: Date/Time Page

3.17.9 Setting Windrower Tire Size and Wheel Type

The windrower tire size and wheel type can be set in the HarvestTouch™ Display SETUP menu.

1. Select MENU (A).

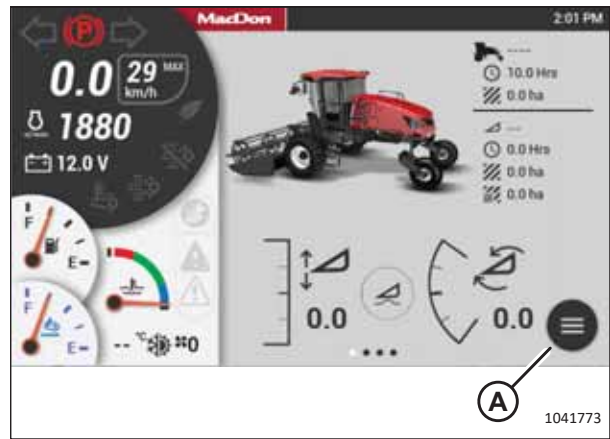


Figure 3.105: HarvestTouch™ Display

2. Select SETUP (A).

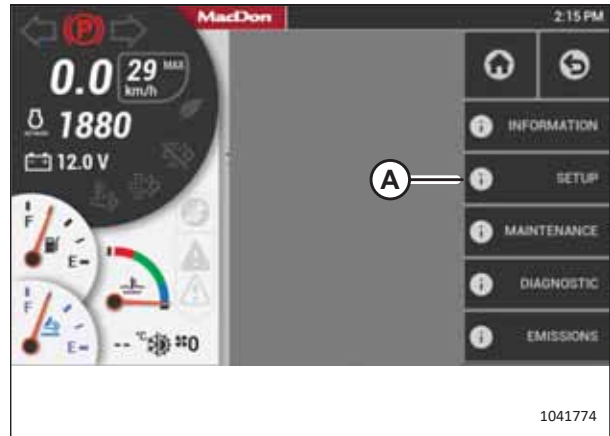


Figure 3.106: HarvestTouch™ Display Menu

3. Select WINDROWER (A).

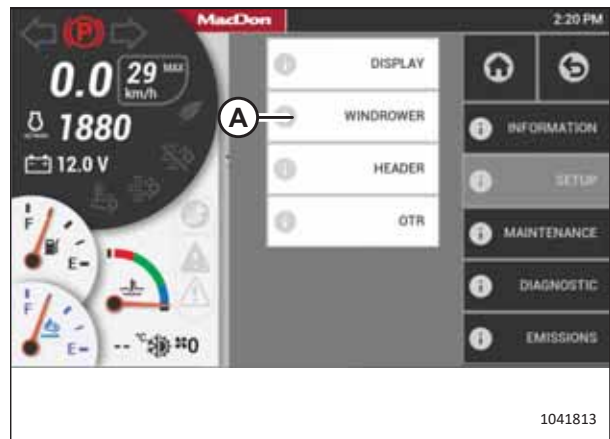


Figure 3.107: HarvestTouch™ Display Setup Menu

4. Select WHEEL DRIVE (A).

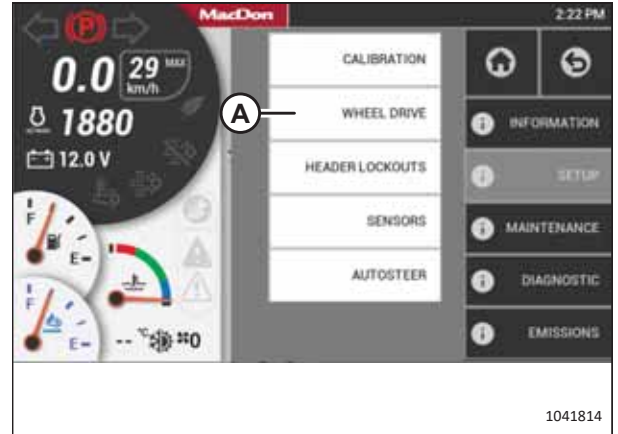


Figure 3.108: Windrower Menu

5. Select drive tires (A) currently installed on the windrower.
6. If the windrower is equipped with the power wheel option, enable HIGH TORQUE FINAL DRIVES (B) (shown disabled).

NOTE:

If the drive wheel rims have 12 mounting nuts each, then the windrower is equipped with the power wheel option.

7. Disable NARROW TRANSPORT OPTION (C).

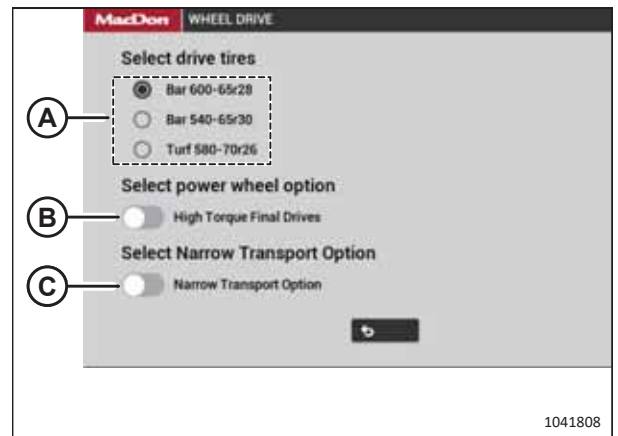


Figure 3.109: Wheel Drive Page

3.17.10 Resetting to Factory Defaults

The HarvestTouch™ Display can be reset to the default setting.

To reset HarvestTouch™ Display functions, follow these steps:

1. From the HOME page, press MENU icon (A), and then press SETUP (B) from the menu.
2. Press DISPLAY (C) from the setup options.



Figure 3.110: HarvestTouch™ Display

OPERATOR'S STATION

3. Press RESTORE DEFAULTS (A) to view the list of features that are available to restore to their default setting.

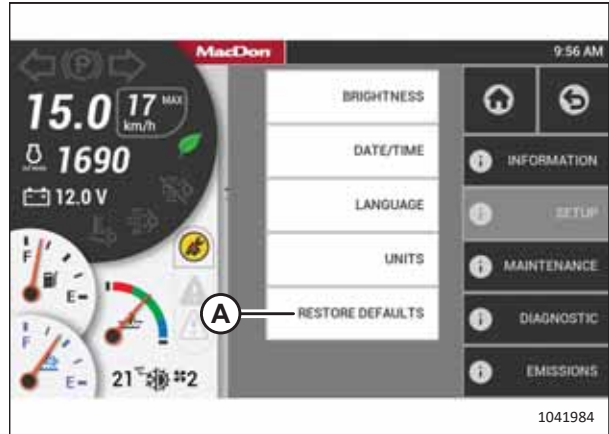


Figure 3.111: HarvestTouch™ Display Menu

4. Swipe up/down to view the available options. Pressing an option adds a checkmark that indicates that the option will be restored.
5. Once you have selected the options that you wish to restore, press checkmark (A) to restore.

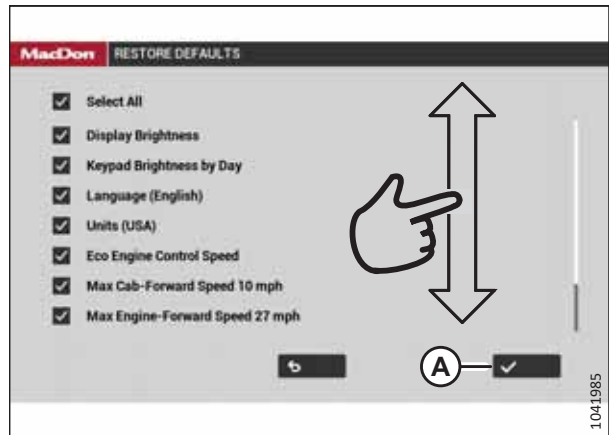


Figure 3.112: Restore Defaults Page

3.17.11 Activating Control Locks

All header functions are factory-set to the unlocked position, but certain functions can be locked to prevent changes. This feature can be used to maintain preferred settings when there are multiple Operators.

To activate control locks on header functions, follow these steps:

1. Press MENU icon (A) to display the main menu.

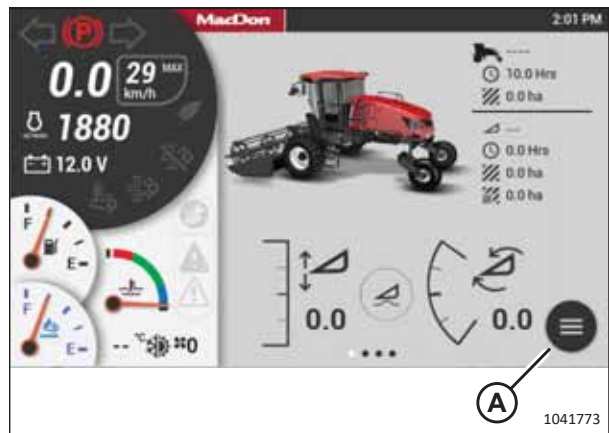


Figure 3.113: HarvestTouch™ Display

OPERATOR'S STATION

2. Select SETUP (A) and then select WINDROWER (B) from the menu.

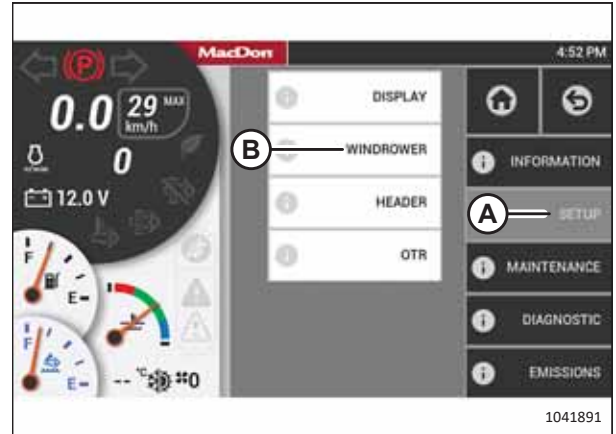


Figure 3.114: Setup Menu

3. Select HEADER LOCKOUTS (A).

NOTE:

The F3 shortcut button on the operator's console will also display the Windrower Settings menu.

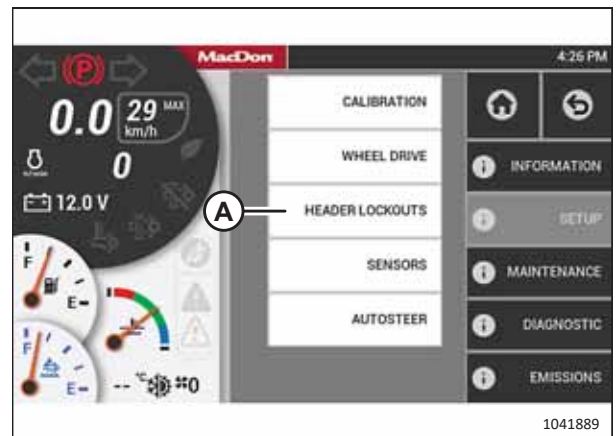


Figure 3.115: Windrower Setup Menu

4. On the HEADER LOCKOUTS page, select one or more functions from the list (A) to lock a function and prevent an operator from changing it.

NOTE:

Select a locked function to deactivate a lock.

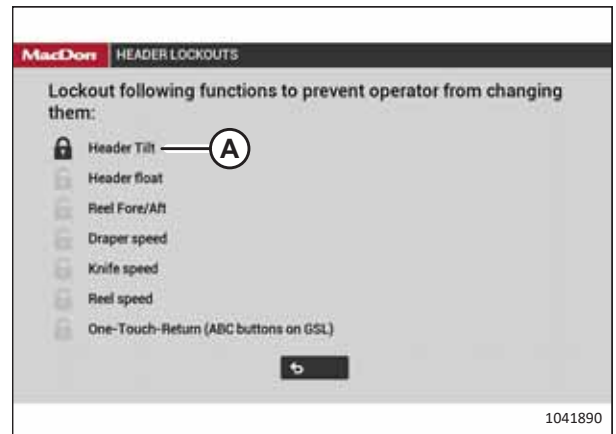


Figure 3.116: Header Lockout Functions Page

3.17.12 Accessing Windrower Information

The HarvestTouch™ Display includes a page that summarizes important windrower information.

1. From the HOME page, press MENU icon (A) and then press INFORMATION (B).

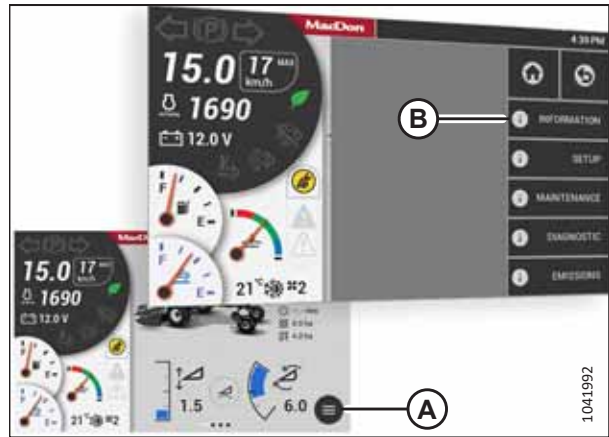


Figure 3.117: HarvestTouch™ Display

2. Select WINDROWER (A) from the INFORMATION menu.

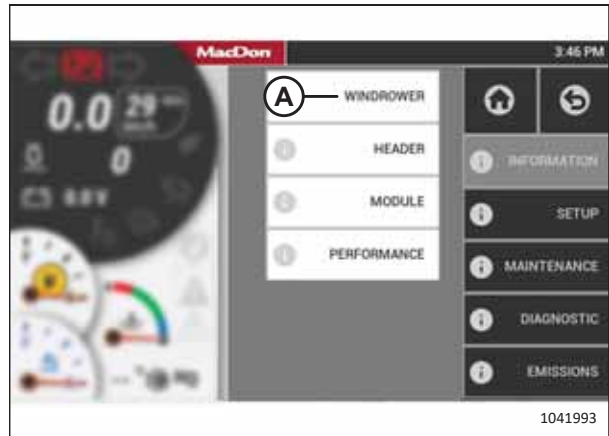


Figure 3.118: HarvestTouch™ Display

The WINDROWER INFORMATION page displays the following information:

- Engine hours (A)
- Windrower hours (B)
- Total header hectares (acres) (C)
- Total header hours (D)

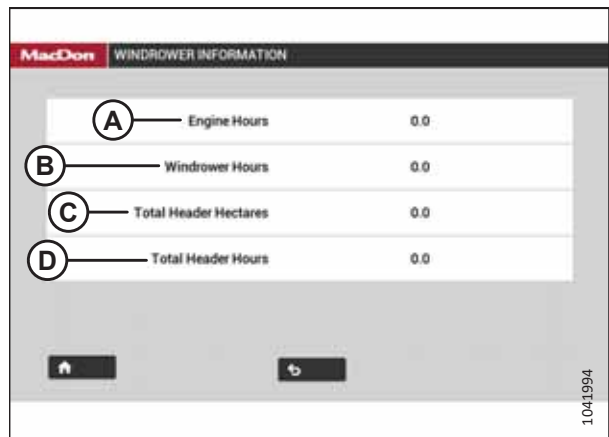


Figure 3.119: Windrower Information Page

3.17.13 Accessing Header Information

Header information is stored in the HarvestTouch™ Display.

- From the HarvestTouch™ Display's HOME page, press MENU icon (A) and then press INFORMATION (B).

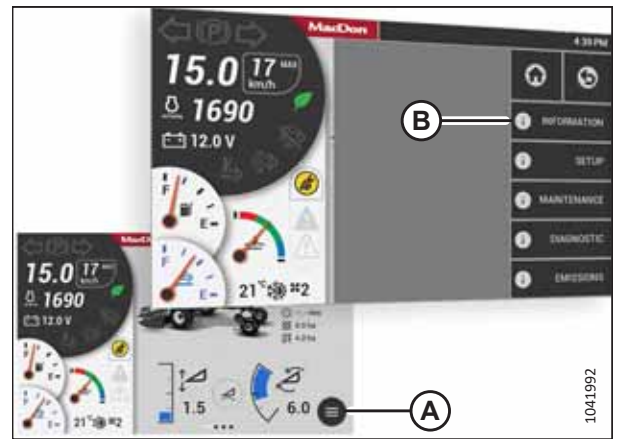


Figure 3.120: HarvestTouch™ Display

- Select HEADER (A) from the INFORMATION menu.

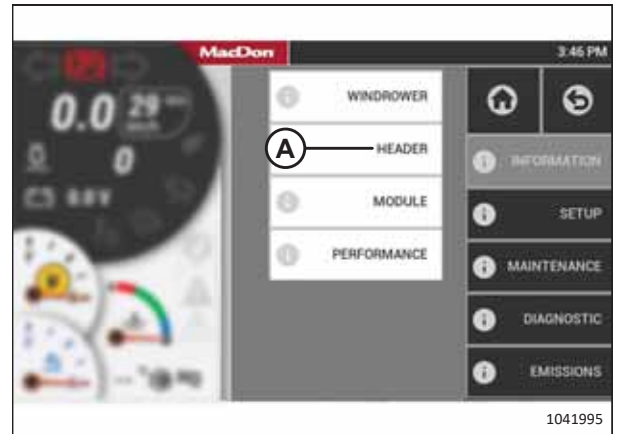


Figure 3.121: Information Menu

The header information menu displays the following information:

- Header (A)
- Header hours (B)
- Total acres (C)
- Sub acres (D) (resettable)

NOTE:

Sub acre values (D) are resettable from header run screen 3 and from the Performance Information page. For instructions, refer to [3.17.15 Accessing Performance Information, page 107](#).

NOTE:

The acre count is active when the header is engaged and the header height is in the lower 50% of its range.

Header	Hours	Total ha	Sub ha
R2 Disc	5658.5	11495.3	181
D125XDK	7450.5	21443.3	458.5

Figure 3.122: Header Information Page

3.17.14 Accessing Module Information

Information about the windrower's electronic systems and software is available in the HarvestTouch™ Display.

1. From the HarvestTouch™ Display's HOME page, press MENU (A) and then press INFORMATION (B).

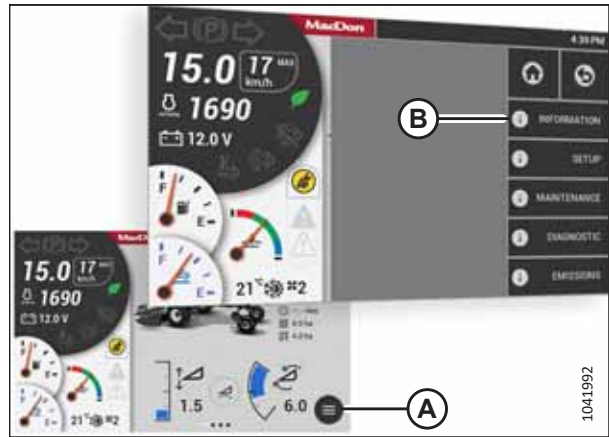


Figure 3.123: HarvestTouch™ Display

2. Select MODULE (A) from the INFORMATION.

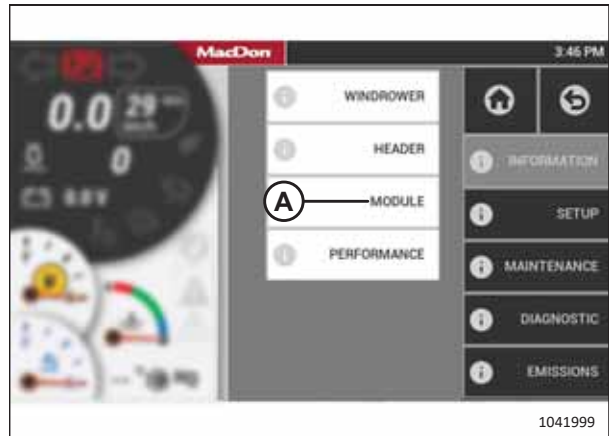


Figure 3.124: HarvestTouch™ Display

The The HarvestTouch™ Display reports the component make, model, serial number, and software version on the module information page.

Swipe up or down on the touchscreen to view more information.

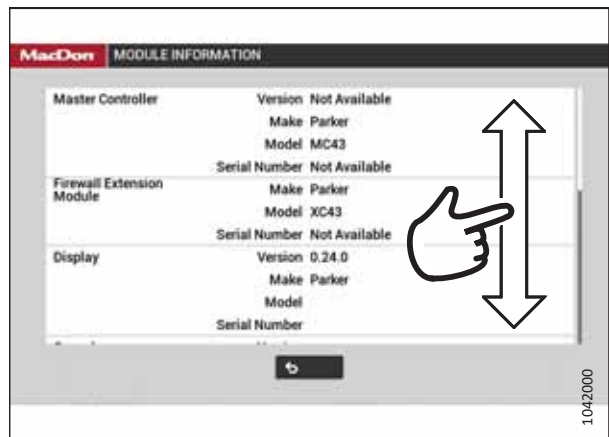


Figure 3.125: Module Information Menu

3.17.15 Accessing Performance Information

The performance information menu displays the accumulated data over time and the accumulated data per field.

1. From the HarvestTouch™ Display's HOME page, press MENU icon (A) and then press INFORMATION (B).

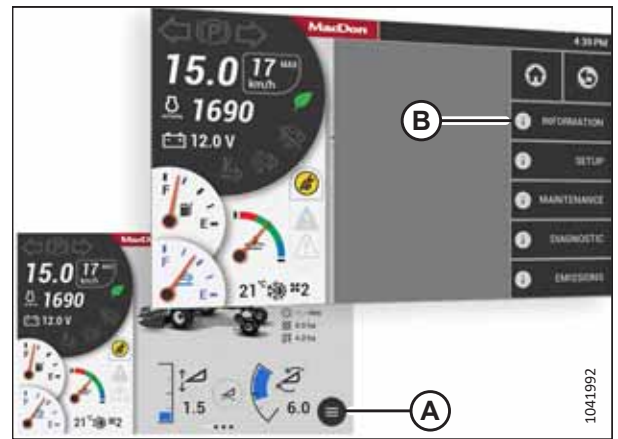


Figure 3.126: HarvestTouch™ Display

2. Select PERFORMANCE (A).

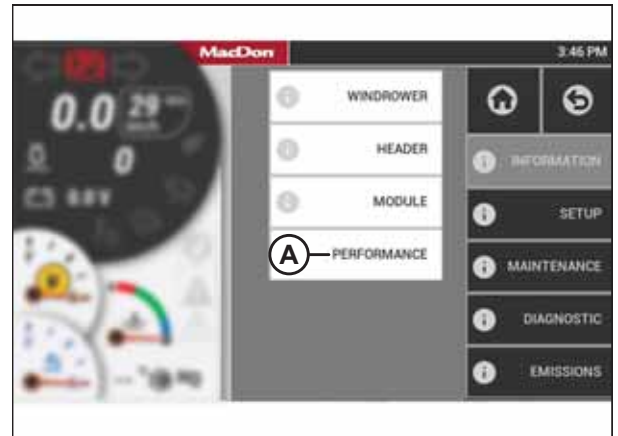


Figure 3.127: HarvestTouch™ Display

The performance information page is organized into two columns: the LIFETIME column displays the accumulated data over machine's lifetime and is not resettable; the FIELD column displays data accumulated per field and is resettable.

NOTE:

To reset the values in the FIELD column, press REFRESH icon (A).

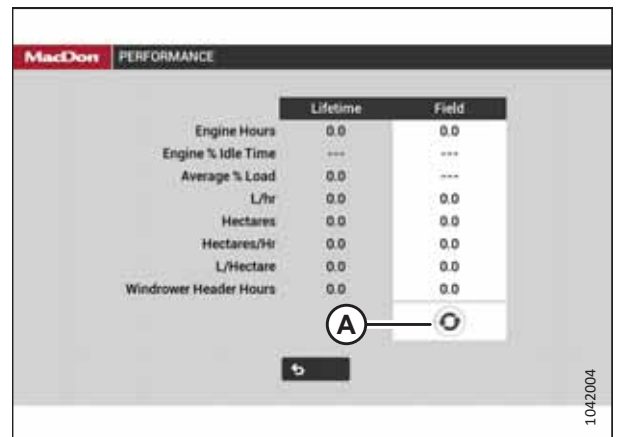


Figure 3.128: Performance Information Page

3.17.16 Faults and Telltales

Faults and telltales displayed on the HarvestTouch™ Display provide important information about the windrower and the engine.

Telltales include a symbol indicating the affected area and a short description of fault. For information about symbols, refer to [4.2 Symbol Definitions, page 112](#).

- Red faults (displayed on the top line) indicate that a major fault has occurred and will cause progressive damage or affect the safe operation of the machine. The machine should be shut down as soon as possible.
- Yellow faults (displayed on the bottom line) indicate that a failure has occurred, and the machine should be serviced as soon as possible to diagnose the failure.



Figure 3.129: HarvestTouch™ Display

To display a more detailed fault page, select question mark symbol (D).

To close short description (B), select CLOSE symbol (C). Telltales (A) remain on the screen until the fault is corrected.

NOTE:

Closing the short description of a yellow fault will mute the alarm tone associated with that fault. Alarm tones associated with red faults cannot be muted.

NOTE:

For instructions on clearing fault codes, refer to [3.17.17 Clearing Fault Codes, page 109](#).

OPERATOR'S STATION

If multiple faults are detected, the number of faults will appear in the corner of telltale icon (A).



Figure 3.130: Telltale Icon – Multiple Faults Detected

Selecting the question mark symbol next to the short description (Refer to Figure 3.129, page 108) displays a detailed description of the fault. If there are multiple faults, telltale icons (A) will appear on screen in a row.

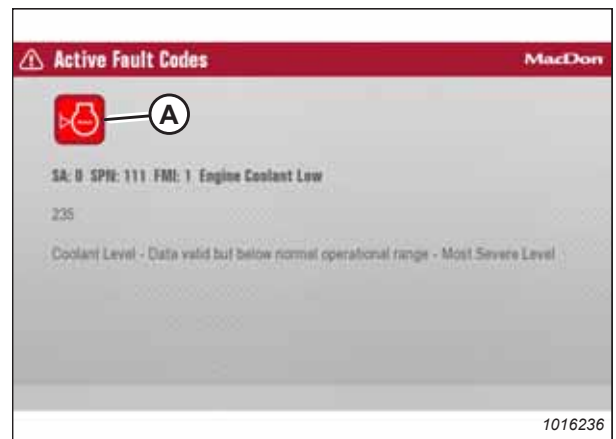


Figure 3.131: Fault Description Page

3.17.17 Clearing Fault Codes

The lists of inactive fault codes stored on the HarvestTouch™ Display can be cleared using the operator's console.

1. Turn the ignition key to the ACC or RUN position. Make sure the engine is not running.

NOTE:

You cannot clear fault codes if the engine is running, or if there are any active fault codes.

OPERATOR'S STATION

- From the HarvestTouch™ Display's HOME page, press MENU icon (A) and then press DIAGNOSTIC (B).

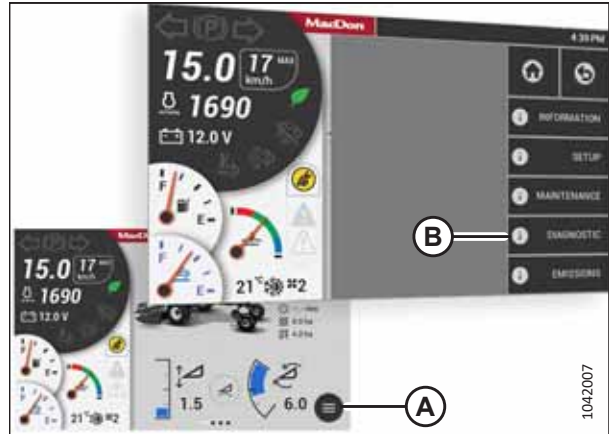


Figure 3.132: HarvestTouch™ Display

- Press WINDROWER CODES (A) from the DIAGNOSTIC menu.
- Verify on the screen that there are no active error messages. You must resolve all active fault codes before you can clear the fault codes.

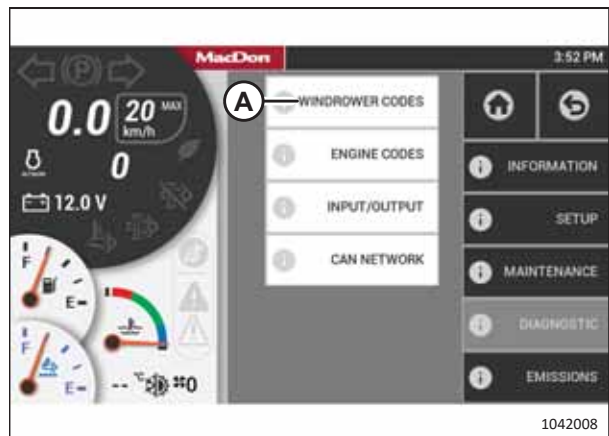


Figure 3.133: Diagnostic Menu

- Press and hold eco engine control (EEC) button (A) for 5 seconds. The CONFIRM YES/NO dialog box is displayed.
- Select YES to save changes and close the dialog box, or select NO to close the dialog box without saving changes.

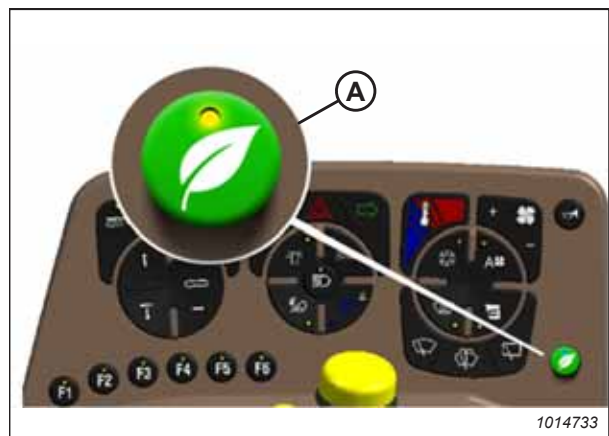


Figure 3.134: Eco Engine Control (EEC) Button

Chapter 4: Operation

Safely operating your machine requires familiarizing yourself with its capabilities.

4.1 Owner/Operator Responsibilities

Owning and operating heavy equipment comes with certain duties.



CAUTION

- It is your responsibility to read and understand this manual completely before operating the windrower. Contact your Dealer if an instruction is not clear to you.
- Follow all safety messages in this manual and on the safety signs on the windrower.
- Remember that YOU are the key to safety. Good safety practices protect you and the people around you.
- Before allowing anyone to operate the windrower, for however short a time or distance, ensure that they have been instructed in its safe and proper use.
- Review this manual and all other relevant safety information with all the windrower's Operators every year.
- Be alert for other Operators not using recommended procedures or not following safety precautions. Correct these mistakes immediately, before an accident occurs.
- Do NOT modify the windrower. Unauthorized modifications may impair the functionality or the safety of the machine, and may reduce the windrower's service life.
- The safety information provided in this manual does NOT replace the safety codes, insurance requirements, or laws applicable to the region in which you will be operating the windrower. Ensure that your machine complies with all relevant regulations.

4.2 Symbol Definitions

The symbols presented in this topic provide at-a-glance information on critical windrower performance parameters.

Ensure that you are familiar with the meaning of these symbols before operating the windrower.

4.2.1 Windrower Operating Symbols

These are the symbols used on the console for windrower operation.

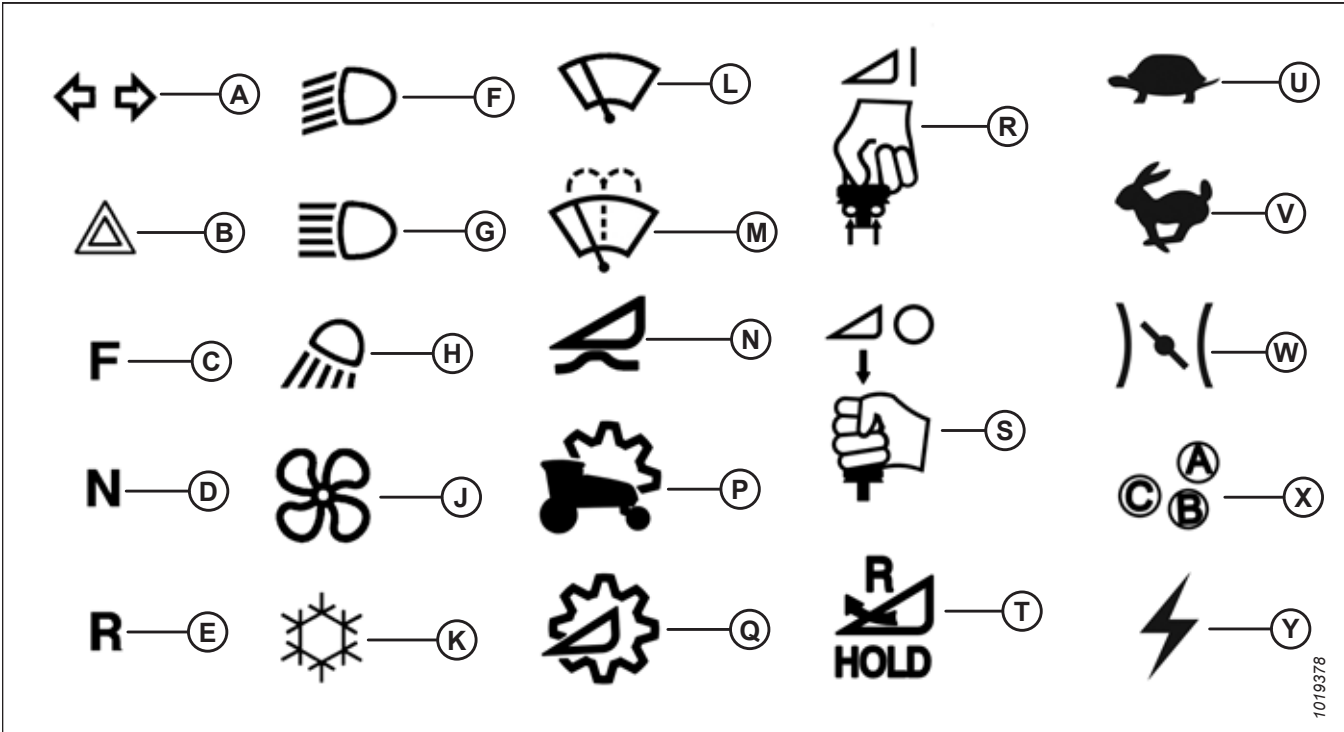


Figure 4.1: Windrower Operating Symbols

A - Signal Lights

D - Neutral

G - High Beams

K - Air Conditioning

N - Float Menu

R - Header Engage

U - Slow

X - One-Touch-Return

B - Hazard Lights

E - Reverse

H - Cab-forward Field Lights

L - Windshield Wiper

P - Windrower Settings

S - Header Disengage

V - Fast

Y - Electrical Power / Accessories

C - Forward

F - Road Lights

J - Blower Speed (Manual Mode)

M - Wiper Fluid

Q - Header Settings

T - Header Reverse

W - Engine Throttle

4.2.2 HarvestTouch™ Display Symbols

These are the symbols found on the HarvestTouch™ Display.

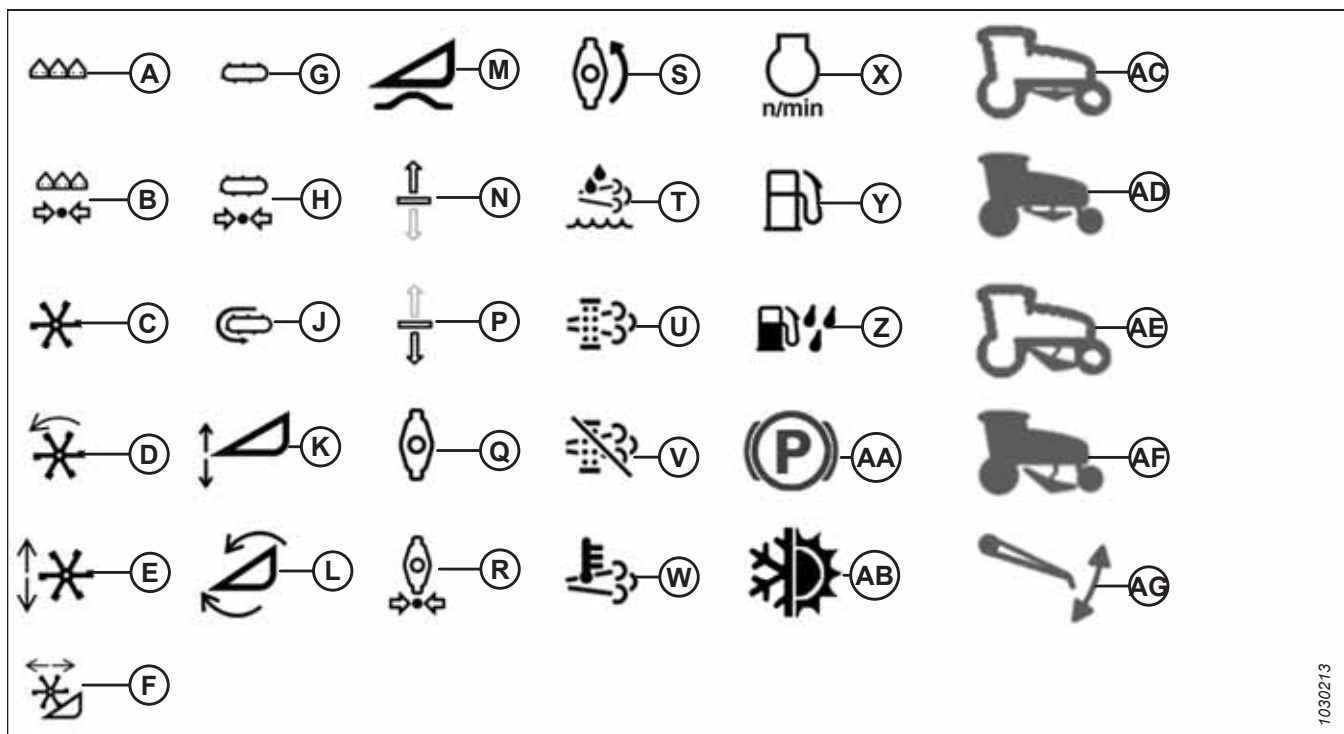
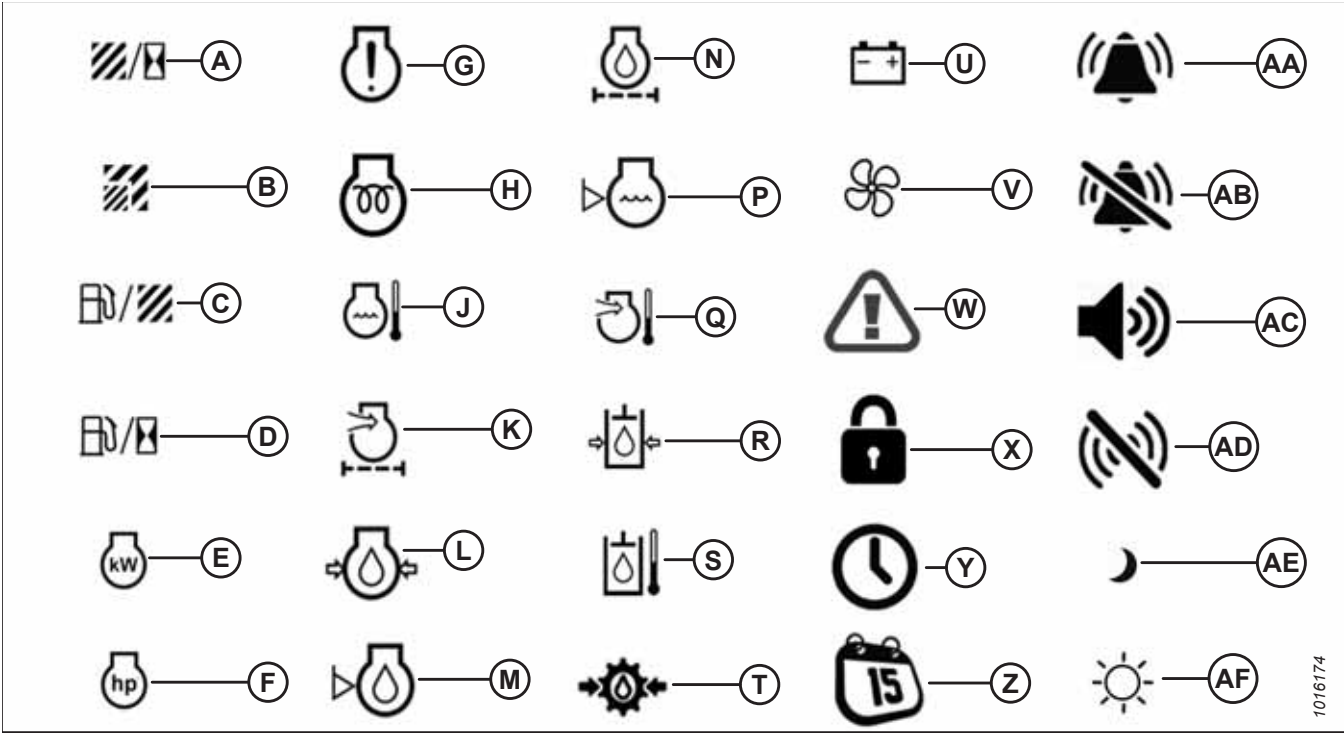


Figure 4.2: HarvestTouch™ Display Symbols

- | | | |
|--|--------------------------------|-------------------------------------|
| A - Knife | B - Knife Pressure | C - Reel |
| D - Reel Speed | E - Reel Height | F - Reel Fore-Aft |
| G - Draper | H - Draper Pressure | J - Draper Speed |
| K - Header Height | L - Header Tilt | M - Header Float |
| N - DWA Raise | P - DWA Lower | Q - Disc |
| R - Disc Pressure | S - Disc Speed | T - DEF |
| U - SCR Conditioning Manual | V - SCR Conditioning Inhibit | W - High Exhaust System Temperature |
| X - Engine rpm | Y - Fuel | Z - Water in Fuel |
| AA - Parking Brake | AB - Climate Control | AC - Raising Swath Compressor |
| AD - Swath Compressor Raised | AE - Lowering Swath Compressor | AF - Swath Compressor Lowered |
| AG - Conditioner Baffle – Raise or Lower ¹⁰ | | |

10. Available as an option on the R216. Order MD #B6664.

OPERATION



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Figure 4.3: HarvestTouch™ Display Symbols

- | | | |
|------------------------------|-------------------------------|-------------------------------------|
| A - Acres/Hour | B - Sub Acres | C - Fuel/Acre |
| D - Fuel/Hour | E - Engine Power Kilowatt | F - Engine Power Horsepower |
| G - Engine Malfunction | H - Wait to Start | J - Engine Coolant Temperature |
| K - Engine Intake Air Filter | L - Engine Oil Pressure | M - Engine Oil Level |
| N - Engine Oil Filter | P - Engine Coolant Level | Q - Engine Air Intake Temperature |
| R - Hydraulic Oil Pressure | S - Hydraulic Oil Temperature | T - Transmission Oil Pressure |
| U - Battery/Voltage | V - Fan Speed | W - Caution (Yellow) / Danger (Red) |
| X - Function Locked | Y - Time | Z - Date |
| AA - Alarm | AB - Alarm Off | AC - Volume Level |
| AD - Sensor Disabled | AE - Night | AF - Day |

4.3 Operating Windrower

Safely operating your machine requires familiarizing yourself with its capabilities.

4.3.1 Operational Safety

Follow all the safety and operational instructions given in this manual.

CAUTION

Follow these safety precautions:

- Wear close-fitting clothing and protective shoes with slip-resistant soles.
- Remove foreign objects from the machine and surrounding area.
- Carry with you any protective clothing and personal safety devices that could be necessary throughout the day. DO NOT take chances. You may need:
 - A hard hat
 - Protective glasses or goggles
 - Heavy gloves
 - A respirator or filter mask
 - Wet weather gear
- Protect against noise. Wear suitable hearing protection such as ear muffs or ear plugs to protect against loud noises.
- Follow all safety and operational instructions given in your operator's manuals. If you do not have a header manual, get one from your Dealer and read it thoroughly.
- NEVER attempt to start the engine or operate the machine except from the operator's seat.
- Check the operation of all controls in a safe area before starting work.
- Check for excessive vibration and unusual noises. If there is any indication of trouble, shut down and inspect the machine. Follow the proper shutdown procedure. For instructions, refer to *Shutting down Engine, page 127*.
- Operate only in daylight or good artificial light.



Figure 4.4: Safety Equipment



Figure 4.5: Safety Equipment

4.3.2 Break-in Period

The windrower is ready for operation when it leaves the factory; however, several items must be monitored during the first 150 hours of operation.

DANGER

Before investigating an unusual sound or attempting to correct a problem, place the ground speed lever (GSL) in PARK, shut off the engine, and remove the key.

OPERATION

NOTE:

Until you become familiar with the sound and feel of your new windrower, be extra alert and attentive.

- Avoid unnecessary idling. If the engine will be idling longer than 5 minutes after reaching operating temperature, turn the ignition key OFF to stop the engine.
- Before taking the GSL out of PARK, let the hydraulic oil warm up to 32°C (90°F). View the hydraulic oil temperature on the HarvestTouch™ Display. For instructions, refer to [Viewing Engine Cooling Data, page 130](#).
- Check the engine oil level frequently. Watch for any signs of leakage. If oil must be added, refer to [Checking Engine Oil Level, page 120](#).
- Watch the coolant gauge in the cab for temperature rising beyond normal operating range. Check that the coolant level in the reserve tank (mounted next to the radiator) stays between the HOT and COLD marks on the tank. For instructions, refer to [5.7.5 Checking Engine Coolant, page 399](#).

NOTE:

If overheating problems occur, check for coolant leaks.

- Perform the break-in inspections specified in [5.2.1 Break-in Inspection Schedule, page 357](#).

NOTE:

During the break-in period, a higher-than-usual oil consumption is considered normal.

NOTE:

If the windrower must be driven in cold weather (when the ambient temperature is below 0°C), let the engine idle for 3 minutes, and then operate the windrower at moderate speed until the oil has warmed up.

4.3.3 Preseason Checks / Annual Service

Annual service and preseason checks ensure that your machine is always in peak condition and safe for operation.



CAUTION

- Review the operator's manual to refresh your memory on safety and operating recommendations.
- Review all safety signs and other decals on the windrower and note hazard areas.
- Be sure all shields and guards are properly installed and secured. Never alter or remove safety equipment.
- Be sure you understand and have practiced safe use of all controls. Know the capacity and operating characteristics of the machine.
- Store a properly stocked first aid kit and charged fire extinguisher on the windrower.

Follow these steps to perform preseason checks/annual service.

1. Drain off excess hydraulic oil added for storage. For instructions, refer to [5.13.2 Draining Hydraulic Oil, page 449](#).
2. Remove any plastic bags and tape from all sealed openings (air cleaner intake, exhaust pipe, fuel tank).
3. Charge and install the batteries. Be sure the terminals are clean and cables are connected securely.
4. Adjust the tension on the air conditioning (A/C) compressor belt. For instructions, refer to [5.6.5 Tensioning Air Conditioner Compressor Belts, page 385](#).
5. Distribute the A/C refrigerant by cycling the A/C switch. For instructions, refer to [Air Conditioning Compressor Coolant Cycling, page 117](#).
6. Check the entire A/C system for leaks.

OPERATION

7. Perform the annual maintenance procedure. For instructions, refer to [5.2 Windrower Break-In Inspections and Maintenance Schedule, page 357](#).

Air Conditioning Compressor Coolant Cycling

Air conditioner systems use coolant to remove the heat from inside the cab. If the machine has not been used for an extended period, then the coolant should be distributed throughout the system for the best performance.

IMPORTANT:

Perform the steps outlined in this section whenever the machine is first started after storage for more than one week.

1. Press the (-) symbol on BLOWER TOGGLE button (A) repeatedly until the lowest fan setting is reached.
2. Press the red area on TEMPERATURE CONTROL switch (F) repeatedly until maximum heating is reached.

3. Ensure A/C control (E) is OFF.

DANGER

Ensure that all bystanders have cleared the area.

4. Start the engine.
5. Operate the windrower at low idle until the engine is warm.

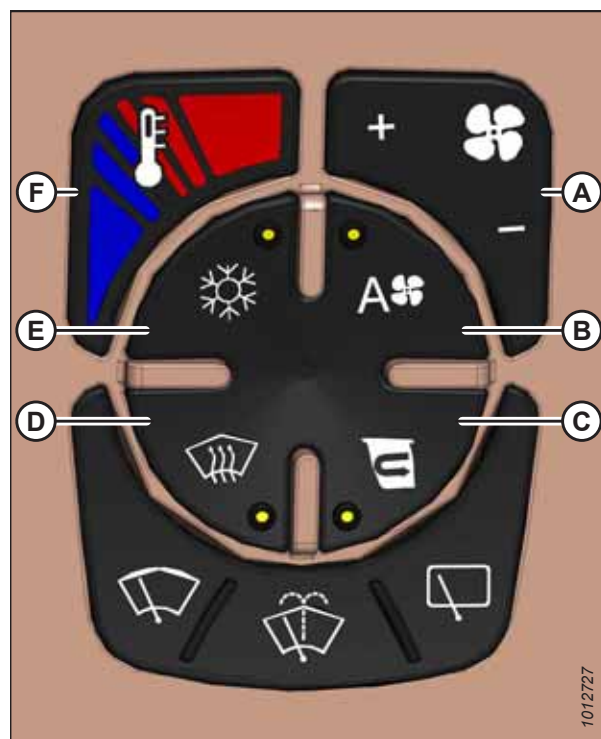


Figure 4.6: Climate Control

- | | |
|------------------------------|------------------------------|
| A - Blower Toggle Button | B - Outside Air Button |
| C - Recirculating Air Button | D - Windshield Defog/Defrost |
| E - Air Conditioning Button | F - Temperature Control |

4.3.4 Daily Checks and Maintenance

Performing daily checks, and recommended maintenance, before operating the windrower every day ensures safe and smooth operation.

1. Check the machine for leaks.

NOTE:

Use the proper procedure when searching for pressurized fluid leaks. For instructions, refer to [5.7.6 Hoses and Lines, page 400](#).

2. Check for missing or broken parts.
3. Clean the windows and mirrors to ensure good visibility in all directions. Stand on the platform to access the rear window. Hold onto the handholds on the cab front corners and stand on the header anti-slip strips to wash the front window.

OPERATION

4. Clean all lights and reflective surfaces to maintain visibility to others.
5. Perform the daily maintenance procedure. For instructions, refer to [5.2 Windrower Break-In Inspections and Maintenance Schedule, page 357](#).

Filling Fuel Tank

The symbol inside the fuel gauge on the HarvestTouch™ Display will signal the Operator when the fuel level is low. Fill fuel tank daily, preferably at the end of the day's operation to help prevent condensation in the tank.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

WARNING

- To prevent personal injury or death from an explosion or fire, do NOT allow open flames or sparks near the windrower when it is being refueled.
- Do NOT refuel the windrower when the engine is hot or running.
- Ensure that the fuel delivery system is properly bonded and grounded. A bonded fuel delivery system has an electrically conductive and unbroken connection between all components of the fuel delivery system. A wire connection from the fuel delivery system to the machine chassis will equalize the static potential between the two machines, further reducing the chance of a static electric discharge. A properly grounded fuel delivery system has an electrically conductive connection from the fuel delivery system tank to the ground.

IMPORTANT:

Do NOT allow the fuel tank to empty. Running out of fuel can cause air locks and/or contamination of the fuel system. For instructions, refer to [Priming Fuel System, page 432](#).

1. Shut down the engine, and remove the key from the ignition.
2. Clean the area around fuel filler cap (A).
3. Turn fuel filler cap (A) counterclockwise until it is loose. Remove the cap.
4. Fill the tank with approved fuel. For fuel type and quantity, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

IMPORTANT:

Do NOT completely fill the tank – the space is required for expansion. A filled tank could overflow if the temperature of the fuel increases.

5. Replace fuel tank filler cap (A), and turn the cap clockwise until it clicks.

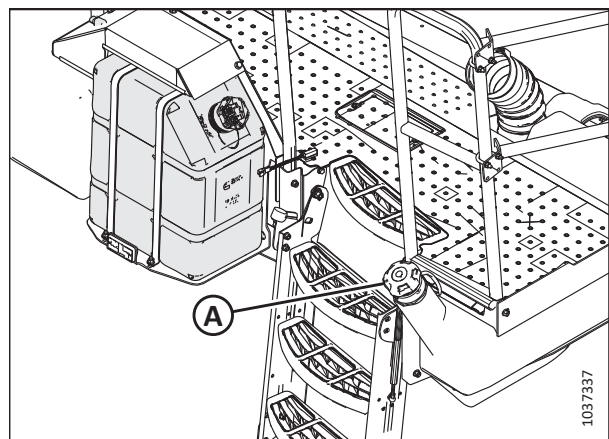


Figure 4.7: Fuel Tank Filler Cap

OPERATION

Filling Diesel Exhaust Fluid Tank

The symbol inside the diesel exhaust fluid (DEF) gauge on the HarvestTouch™ Display display will signal when DEF level is low.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Clean around filler cap (A).
3. Turn cap (A) counterclockwise until it is loose. Remove the cap.

NOTE:

The filler cap for the DEF tank is blue and the nozzle dispenser is smaller than that of the fuel tank.

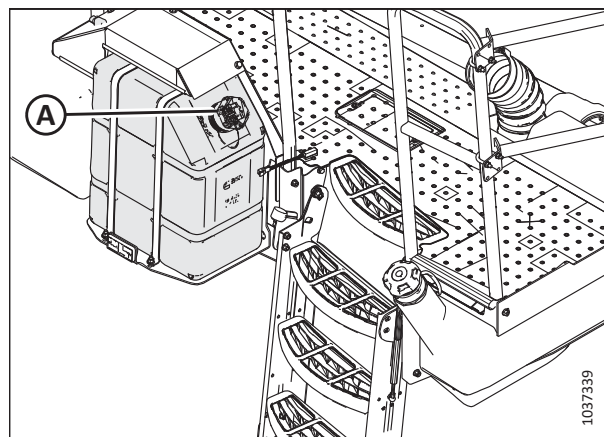


Figure 4.8: DEF Tank

CAUTION

Avoid contact with eyes. In case of contact, rinse immediately with water for 15 minutes.

4. Fill the tank with approved DEF. For specifications, refer to the inside back cover.

IMPORTANT:

DEF is corrosive. Spilled DEF must be contained and absorbed by non-combustible absorbent material like sand, and then shovelled into a suitable container for disposal. If DEF is spilled on any surface of the vehicle, rinse that surface thoroughly with water.

IMPORTANT:

If the windrower temperature is below 0°C (32°F), do **NOT** fill the DEF tank more than 75% full. When freezing, the DEF fluid will expand by approximately 7%. For storage information, refer to [5.1.1 Storing Lubricants and Fluids, page 353](#).

OPERATION

5. Replace filler cap (A) and turn it clockwise until tight.

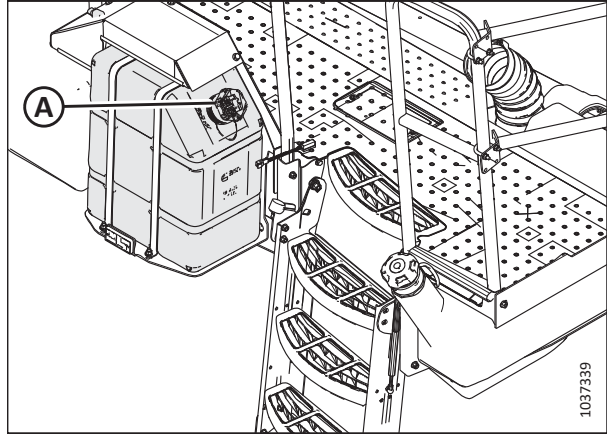


Figure 4.9: DEF Tank

Checking Engine Oil Level

Check the engine oil level frequently and watch for any signs of leakage.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

NOTE:

During the break-in period, a higher-than-usual oil consumption should be considered normal.

NOTE:

The engine oil level can be checked while the hood is closed.

1. Operate the engine at low idle, and check for leaks at the filter and drain plug.
2. Shut down the engine, and remove the key from the ignition.
3. Wait about 5 minutes.
4. Locate engine oil dipstick (A) on the right side of the windrower. Turn the dipstick counterclockwise to unlock it. Remove the dipstick.
5. Wipe the dipstick clean. Reinsert the dipstick it into the dipstick tube.

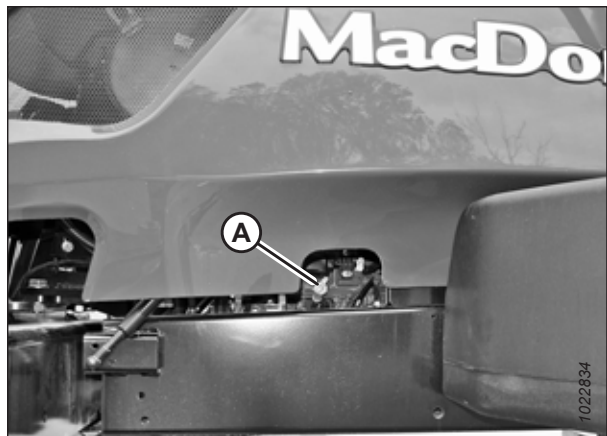


Figure 4.10: Engine Oil Dipstick Location

OPERATION

6. Remove the dipstick again. Check the oil level. The oil level should be between the LOW (L) and HIGH (H) marks on the dipstick. If the oil level is below the LOW mark, oil will need to be added to the crankcase.

NOTE:

Adding 1.9 liters (2 U.S. quarts) of engine oil will raise the level from LOW to HIGH. To add oil, refer to [Adding Engine Oil](#), page 396.

7. Replace the dipstick. Turn the dipstick clockwise to lock it.

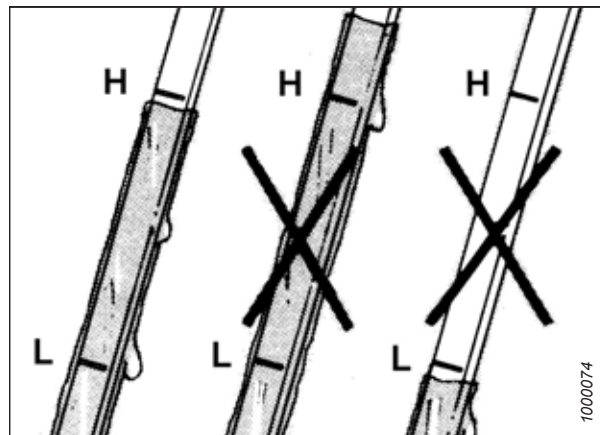


Figure 4.11: Engine Oil Level on Dipstick

Adding Engine Oil

If the engine oil dipstick shows that the engine oil level is low, or if the oil has been drained, more oil will need to be added.



DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood](#), page 362.
3. Clean the area around filler cap (A). Turn the cap counterclockwise to unlock it. Remove the cap.
4. Carefully pour in new oil. A funnel is recommended to avoid spillage. For oil specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities](#), page 353.



CAUTION

Do NOT fill above the HIGH mark.

5. Replace oil filler cap (A) and turn it clockwise until it is snug.

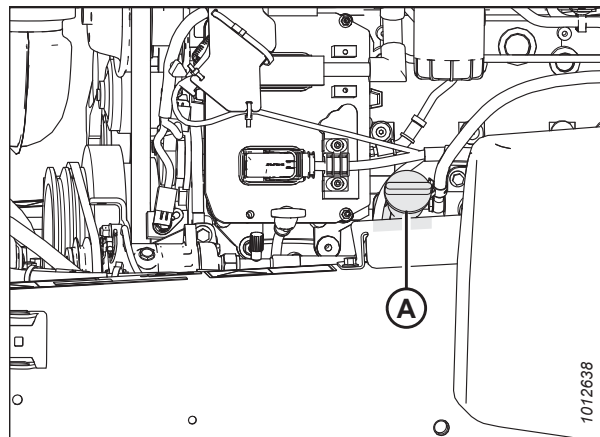


Figure 4.12: Oil Filler Cap

6. Check the oil level. For instructions, refer to [Checking Engine Oil Level](#), page 120.
7. Close the hood. For instructions, refer to [5.3.2 Closing Hood](#), page 363.

4.3.5 Engine Operation

To ensure the length of the windrower's service life, its engine needs to be started, operated, and shut down according to the provided procedures.

Starting Engine

The windrower's computer will allow the engine to be started only when certain safety conditions have been met.

DANGER

- Start the engine only when the windrower is in a well-ventilated space.
- The windrower is equipped with safety devices which allow the engine to start only when the ground speed lever (GSL) is in PARK, the steering wheel is locked in the PARK position, and the HEADER ENGAGE switch is in the OFF position. Under NO circumstances are these devices to be deliberately rewired or adjusted so that the engine can be started when the GSL is out of the NEUTRAL position.
- Do NOT start the engine by creating a short across the starter or starter relay terminals. If the normal starting circuitry is bypassed, the machine can start while the drive is engaged and potentially start moving.
- Do NOT start the engine from any other position except the operator's seat.
- Do NOT start the engine while someone is under or near the machine.

IMPORTANT:

Check the levels of the following fluids. Add more, if necessary:

- Engine oil – refer to [Checking Engine Oil Level, page 120](#)
- Hydraulic oil – refer to [5.7.3 Checking Hydraulic Oil, page 398](#)
- Gearbox oil – refer to

IMPORTANT:

Do NOT tow the machine to start the engine. Damage to the hydrostatic drives will result.

NOTE:

When the windrower console receives a wake-up signal, the console awakens from sleep mode and closes the battery disconnect relay. The HarvestTouch™ Display enters a boot-up sequence which takes approximately 40 seconds. The following items trigger a wake-up signal for the console:

- Key switch ignition or accessory positions
- Cab door switch
- Horn button
- Hazards button
- Field lights button
- Clearance lights button
- Road lights button
- High beam button

OPERATION

To start the windrower's engine, follow this procedure:

1. Ensure that engine exhaust pipe (A) is not covered or obstructed.



Figure 4.13: Engine Exhaust

2. Ensure that cab-forward or engine-forward directional lock (A) at the base of the steering column is engaged.

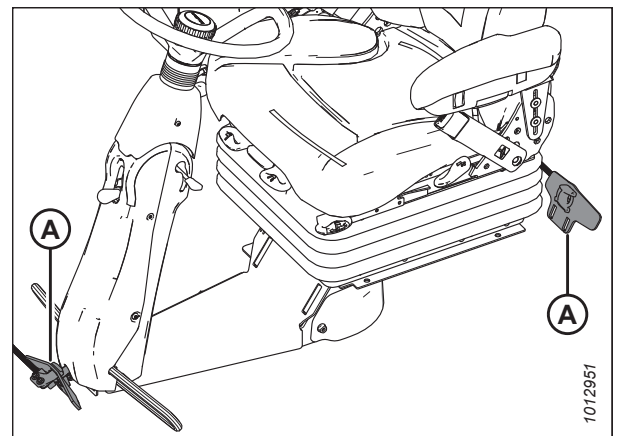


Figure 4.14: Direction Locks

3. Move GSL (A) into PARK (C).
4. Turn the steering wheel until it locks.

IMPORTANT:

Do **NOT** attempt to force the wheel out of the locked position or damage to the steering system may occur.

NOTE:

It may be possible to move the steering wheel slightly when it is in the locked position.

5. Fasten the seat belt.
6. Push HEADER ENGAGE switch (B) to ensure it is in the OFF position.

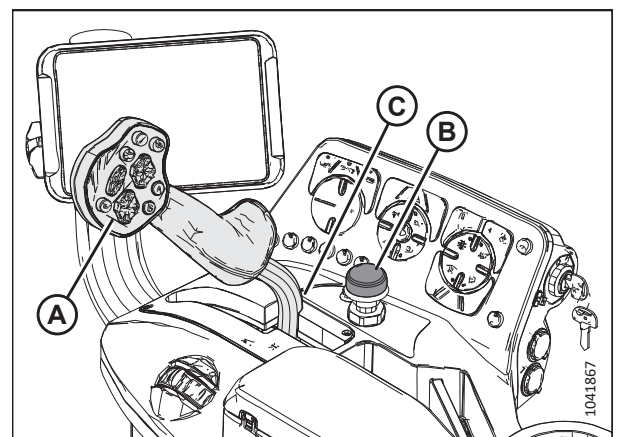


Figure 4.15: Operator Controls

OPERATION

7. Press HORN button (A) three times.
8. Turn IGNITION switch (B) to the ON position. HarvestTouch™ Display (C) will light up. Wait for WAIT TO START (WTS) symbol (D) to disappear.

IMPORTANT:

Over-crank protection symbol (E) will appear if the starter has been disabled due to overheating.

9. Ensure that red PARK symbol light (F) is ON and that there are no error messages on the screen.

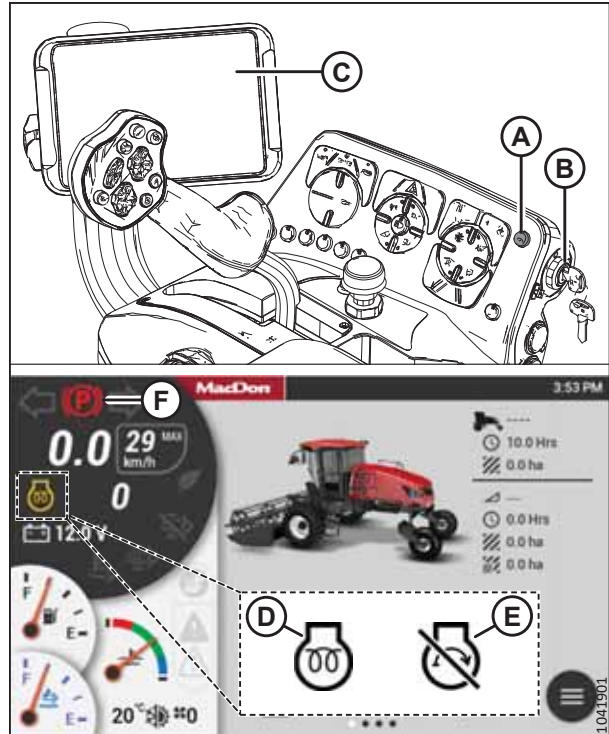


Figure 4.16: Console and HarvestTouch™ Display

10. Turn the IGNITION switch to crank position (A).

IMPORTANT:

Do **NOT** move the GSL out of PARK until the hydraulic oil temperature is at least 32°C (90°F). To check the hydraulic oil temperature, swipe right on home page area (B) until the page displays hydraulic oil temperature (C).

IMPORTANT:

- Do **NOT** operate the starter for longer than 15 seconds at a time.
- If the engine does not start, wait at least 2 minutes before you attempt to start the engine again.
- If the engine is cranked for longer than 30 seconds in a 2-minute period, the windrower's computer will lock the starter circuit, and the over-crank protection symbol will appear on the display. Wait for the over-crank protection symbol to disappear before attempting to crank the engine again.
- If the engine still does not start, refer to [Troubleshooting Engine Starting Problems, page 125](#).

NOTE:

When the engine is running and the header is not engaged, the HarvestTouch™ Display will show header disengaged page (B).

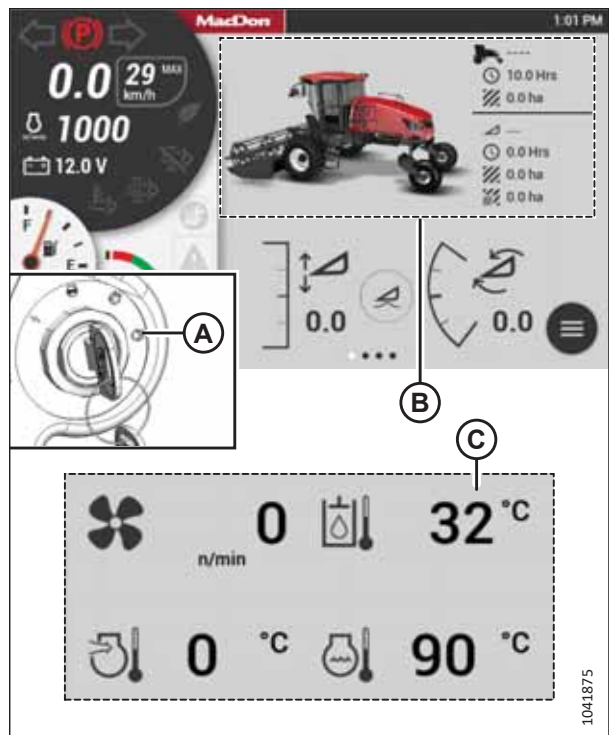


Figure 4.17: HarvestTouch™ Display

OPERATION

NOTE:

If the engine is started when the ambient temperature is below 5°C (40°F), the engine will cycle through a period during which it will sound as though it is struggling to stay running. This is the engine's warm-up mode. The throttle will be unresponsive while the engine is in warm-up mode. Warm-up mode lasts between 30 seconds and 3 minutes, depending on the ambient temperature. The throttle will become active after the engine has stabilized and is idling normally. Do **NOT** operate the engine above 1500 rpm until the engine temperature gauge is above blue range (A).

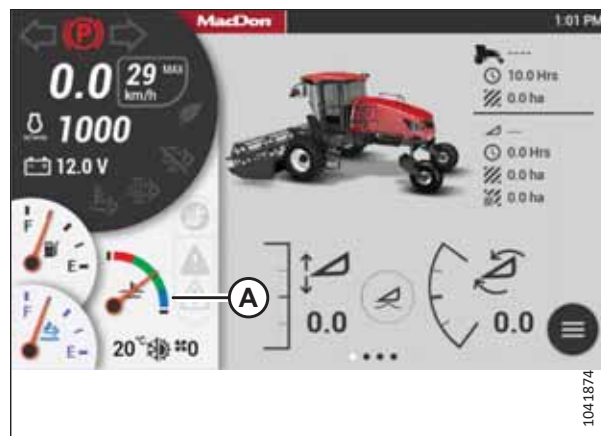


Figure 4.18: HarvestTouch™ Display

Troubleshooting Engine Starting Problems

If the windrower's engine is difficult to start, the problem will need to be diagnosed. Follow the instructions in this section for troubleshooting the windrower's engine.

IMPORTANT:

Do **NOT** tow the machine to start the engine. Towing the windrower can cause damage to the hydrostatic drives.

Use the following table to diagnose problems with starting the windrower's engine:

Table 4.1 Engine Start Troubleshooting

Problem	Solution
Controls are not in the NEUTRAL position	<ul style="list-style-type: none"> • Move the GSL to NEUTRAL • Move the steering wheel to the locked (centered) position • Disengage the HEADER switch
Neutral interlock is out of adjustment	<ul style="list-style-type: none"> • Contact a MacDon Dealer
Fuel not reaching the engine	<ul style="list-style-type: none"> • Fill the fuel tank • Replace the fuel filter
Old fuel in the fuel tank	<ul style="list-style-type: none"> • Drain the fuel tank • Refill the fuel tank with fresh fuel
Water, dirt, or air in the fuel system	<ul style="list-style-type: none"> • Drain, flush, fill, and prime the fuel system
Improper type of fuel in the fuel tank	<ul style="list-style-type: none"> • Drain the fuel tank • Refill the fuel tank with the correct type of fuel
Crankcase oil too heavy	<ul style="list-style-type: none"> • Replace with recommended oil
Low voltage output from the battery	<ul style="list-style-type: none"> • Test the battery • Check the battery's electrolyte levels
Poor battery connection	<ul style="list-style-type: none"> • Clean and tighten loose battery connections
Faulty starter	<ul style="list-style-type: none"> • Contact a MacDon Dealer

OPERATION

Table 4.1 Engine Start Troubleshooting (continued)

Problem	Solution
Wiring is shorted or the circuit breaker is open	<ul style="list-style-type: none"> Check the continuity of the wiring and the breaker; manually reset the circuit breaker
Faulty fuel injectors	<ul style="list-style-type: none"> Contact a MacDon Dealer
Aftertreatment error on start up	<ul style="list-style-type: none"> Check diesel exhaust fluid (DEF) coolant hose routing, ensure the coolant pressure lines, marked with red cable ties, are connected together, and not crossed with the return line.

Programming Eco Engine Control

The engine speed can be programmed to operate at reduced rpm to lower fuel and diesel exhaust fluid (DEF) consumption, and to reduce in-cab noise levels.

The set-point for the engine speed can be adjusted in increments of 100 rpm from 1800 to 2300 rpm in the ECO RPM menu. While the header is engaged, the system can be activated and deactivated (depending on field conditions) using the Eco Engine Control (EEC) button (A) on the console. When the engine is running at less than full throttle, you will notice a small reduction in the maximum reel, draper, and ground speeds.

The EEC feature is turned ON or OFF by pressing EEC button (A) on the operator's console. EEC will only be available when the header is engaged. The GREEN LEAF symbol on the HarvestTouch™ Display indicates that the EEC is active. If EEC is turned OFF, or the header is disengaged, the LEAF symbol will appear grayed out. The EEC throttle limit can be adjusted at any time.

1. To open the ECO RPM page on the HarvestTouch™ Display, press and hold MENU (A) for approximately 3 seconds.
2. Select the desired rpm from list (B), and confirm your selection by pressing checkmark.

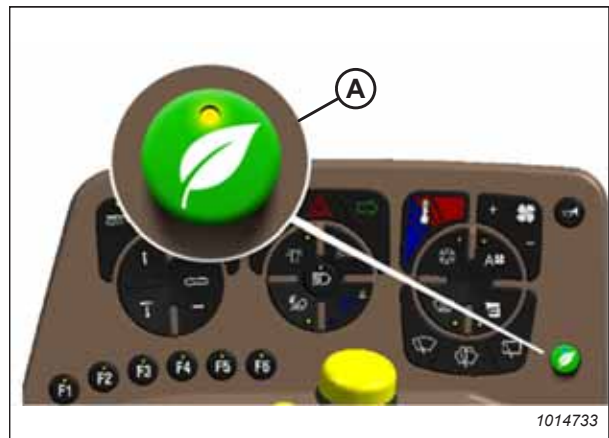


Figure 4.19: Eco Engine Control (EEC) Button

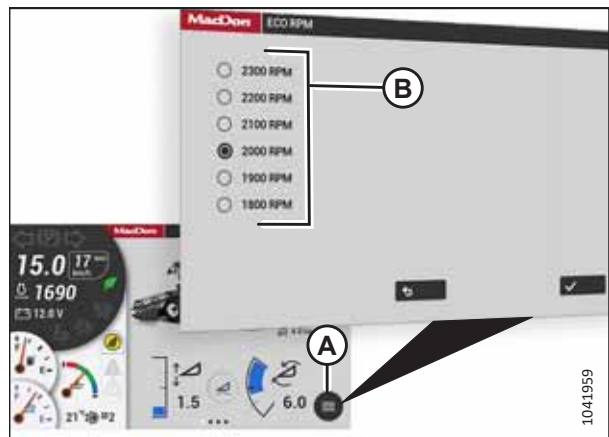


Figure 4.20: HarvestTouch™ Display

Shutting down Engine

Proper shutdown procedures will help reduce potential component wear and damage to the engine.

CAUTION

Park on a flat, level surface with the header on the ground, the ground speed lever (GSL) in the PARK position, and the steering wheel in the locked position (centered). To confirm that the parking brake is engaged, wait for the HarvestTouch™ Display to beep and display a red P symbol

IMPORTANT:

Before stopping the engine, run at low idle for approximately 5 minutes to cool off the hot engine parts and allow the turbocharger to slow down.

1. Park the windrower on a level surface.
2. Lower the header.
3. Place ground speed lever (GSL) (B) into PARK.
4. Lock the steering wheel.
5. Turn ignition key (A) counterclockwise to the OFF position.

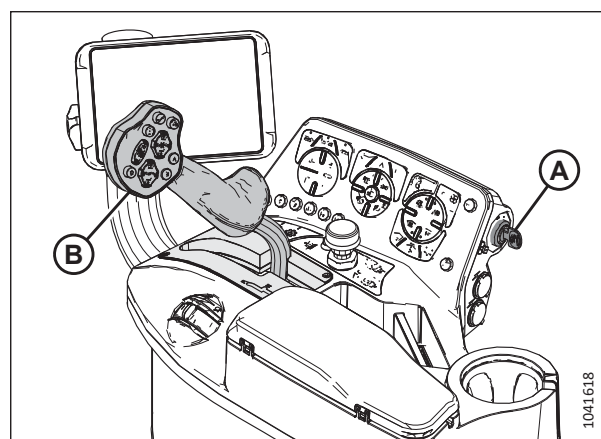


Figure 4.21: Console

Engine Temperature

The engine temperature gauge is displayed in the left instrument cluster of the HarvestTouch™ Display.

Normal engine operating temperature is indicated when the needle is within the green range of gauge (A).

If the engine temperature exceeds 105°C (221°F), the needle will move to the red range of the gauge. Depending on the temperature, the engine will trigger a fault code and an amber caution or red stop light will illuminate on the display.

When the engine temperature is below 5°C (40°F), the engine will cycle through a period where it appears to labor until the engine warms up. Do **NOT** operate the engine above 1500 rpm until the engine temperature gauge is above the blue range.

NOTE:

Before taking the ground speed lever (GSL) out of PARK, let the hydraulic oil warm up to 32°C (90°F). You can view the hydraulic oil temperature on page four on the HarvestTouch™ Display. For instructions, refer to [Viewing Engine Cooling Data, page 130](#).

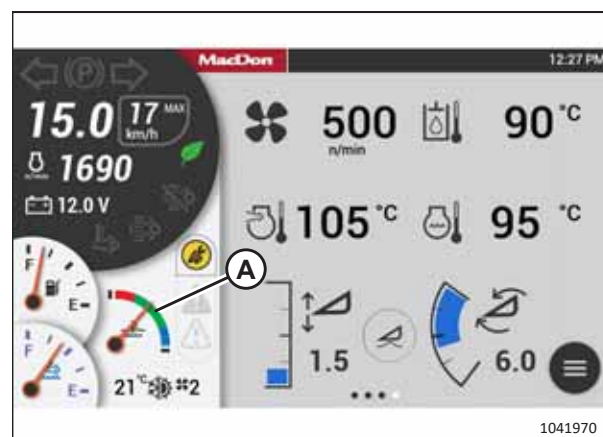


Figure 4.22: HarvestTouch™ Display

Engine Oil Pressure

The nominal engine oil pressure is 69 kPa (10 psi) at low idle and 380 kPa (55.1 psi) at maximum rated speed.

OPERATION

If the oil pressure drops below the preset level of 52 kPa (7.5 psi), the HarvestTouch™ Display displays an engine telltale fault code to identify the issue.

If the red STOP ENGINE light illuminates, stop the engine **IMMEDIATELY** and investigate.

If the amber CAUTION light illuminates, stopping immediately is optional. You may continue operations and investigate later, but you are **STRONGLY** advised to monitor the situation carefully.

Exhaust System Cleaning

The exhaust aftertreatment system uses diesel exhaust fluid (DEF) and selective catalyst reduction (SCR) technology to reduce the emission of nitrogen oxides (NOx). The process involves injecting DEF (a nitrogenous compound which decomposes into ammonia) into the exhaust over a catalyst. The ammonia reacts with NOx, producing harmless nitrogen and water. However, prolonged use of DEF can lead to the buildup of crystallized DEF in the emission system. SCR technology is used to heat the exhaust system to remove crystallized DEF.

Automatic exhaust system cleaning events maintain the performance of the aftertreatment system by increasing exhaust temperatures in order to remove the buildup of crystallized DEF. Automatic cleaning occurs any time during machine operation as long as the INHIBIT SCR CONDITIONING switch is OFF. Turn on the INHIBIT SCR CONDITIONING switch if the environment is not suitable for high exhaust temperatures (for example, when the windrower is inside a building). The INHIBIT SCR CONDITIONING switch is intended as a temporary measure; if the INHIBIT switch is left on for an extended period, the windrower's computer will derate the engine's performance until manual SCR conditioning is performed.

Activate the MANUAL SCR CONDITIONING exhaust system cleaning if the automatic exhaust system cleaning was deactivated during normal operation. Engine speed may vary between 1000 and 1400 rpm during manual exhaust system cleaning.

For more information on interacting with the exhaust system cleaning system, refer to [Activating the Exhaust Aftertreatment Functions, page 128](#).

Activating the Exhaust Aftertreatment Functions

Follow the instructions in this section to access the exhaust aftertreatment functions on the HarvestTouch™ Display.

1. From the Home page, press MENU (A) and then press EMISSIONS (B). The manual / inhibit SCR conditioning switches will appear.

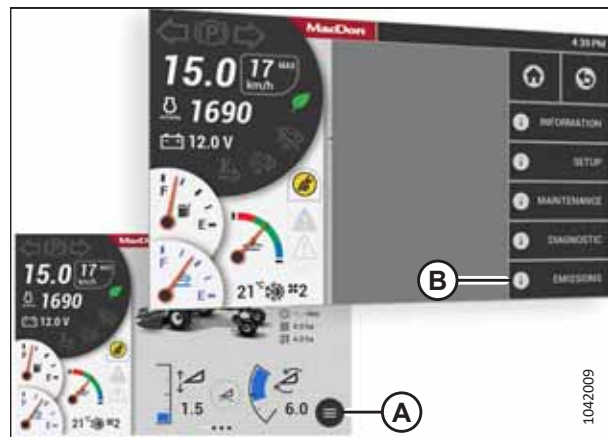


Figure 4.23: HarvestTouch™ Display

OPERATION

- To inhibit SCR conditioning, press the INHIBIT SCR CONDITIONING icon (A). SCR CONDITIONING INHIBIT icon (C) will appear in the left gauge cluster.

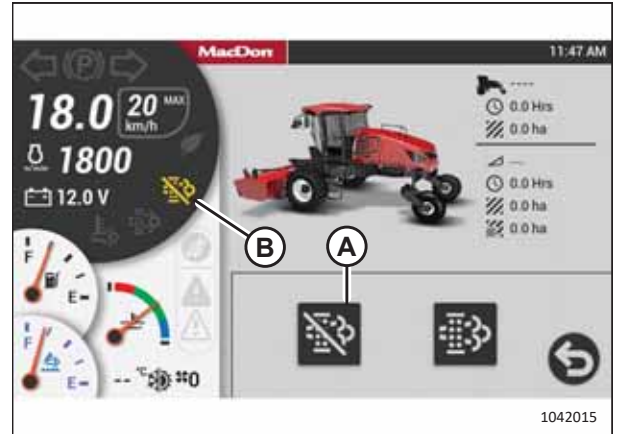


Figure 4.24: HarvestTouch™ Display

- To manually activate SCR conditioning, press the SCR CONDITIONING MANUAL icon (A). SCR CONDITIONING ACTIVE icon (B) and HIGH EXHAUST SYSTEM TEMPERATURE (HEST) icon (B) will appear in the left gauge cluster during system cleaning.

NOTE:

The HEST icon also appears during normal operation when the exhaust temperature exceeds the maximum temperature threshold. The icon remains on until the exhaust temperature drops below the minimum temperature threshold.

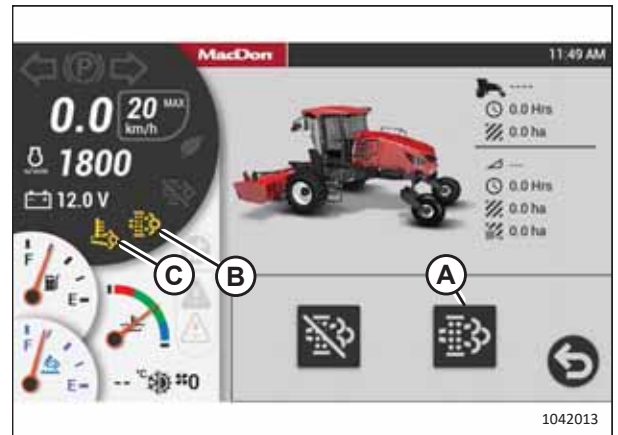


Figure 4.25: HarvestTouch™ Display

Viewing Engine Cooling Data

You can view the current engine and hydraulic temperature and cooling information on the HarvestTouch™ Display.



Figure 4.26: Header Attached Home Pages

A - Home Page Header Disengaged B - Header Information C - Fuel and Hectares (Acres)/Hour D - Machine Temperature Information

1. To view the temperature information page (D), swipe the home page (A) from right to left.

From the temperature information page, you can view the following data:

- Cooling fan speed (A)
- Hydraulic oil temperature (B)
- Engine intake manifold temperature (C)
- Engine coolant temperature (D)

NOTE:

The engine fan speed will increase or decrease, depending on the windrower’s cooling requirements. A small fan icon will appear beside the icon of the parameter that is currently controlling the fan.

NOTE:

The engine fan will automatically reverse on a set time interval, or when one of the system temperatures gets high enough. No operator input is required to reverse the fan.

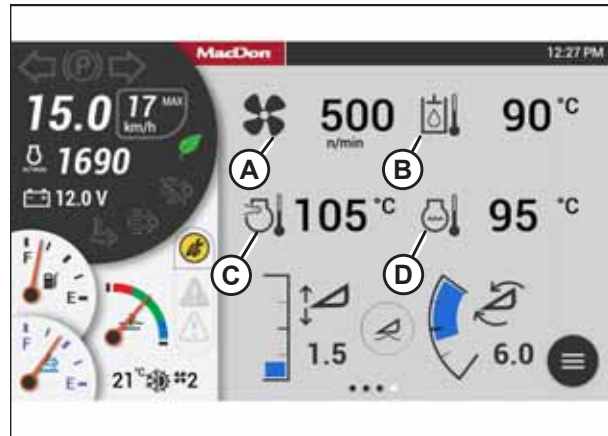


Figure 4.27: HarvestTouch™ Display

4.3.6 Operating the Windrower

Understanding how to properly enter, drive, and stop the windrower is essential for safe and smooth operation.

Entering and Exiting Windrower

Operating the windrower starts with learning how to safely enter and exit the windrower using the platform and doors.

CAUTION

To prevent slipping and possible injury, **ALWAYS** face the windrower and use the hand rail when dismounting or mounting. **NEVER** attempt to get on or off a moving windrower. Before leaving the operator's seat for any reason:

- Park the windrower on a flat, level surface. Put the ground speed lever into the PARK position and center the steering wheel in the locked position. Wait for the HarvestTouch™ Display to beep and display a red P symbol to confirm that the parking brake is engaged.
- Fully lower the header and the reel (if applicable).
- Disengage the header drives.
- To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition.
- Turn off the lights, unless their being on is required for inspection purposes.
- Release the seat belt.
- Turn off the wipers.
- Raise the armrest and steering wheel for easier exit and re-entry.
- Lock the cab door if you are leaving the windrower unattended.

Swing-away platform with stairs (A) is provided on the left side of the windrower to accommodate cab-forward and engine-forward access to the operator's station as well as several maintenance tasks.

Two doors (B) are provided for cab entry and exit in either cab-forward mode or engine-forward mode. Enter the cab using the door opposite the operator's console.

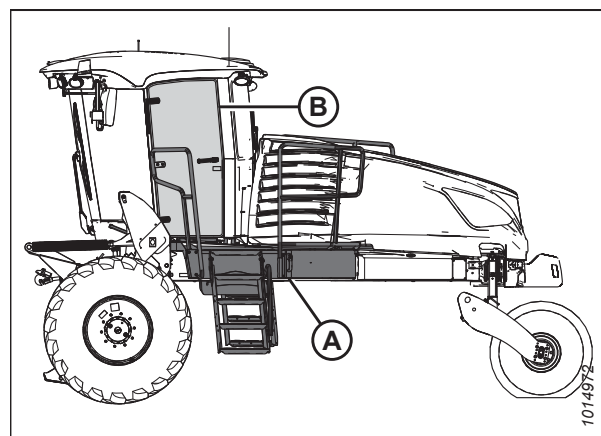


Figure 4.28: Platforms and Doors

Adjusting Ground Speed Limit

The speed at which the windrower travels can be adjusted in the HarvestTouch™ Display. The speed of the windrower varies depending on its seat position.

The windrower has the following selectable ground speed limits depending on seat position:

Table 4.2 Selectable Ground Speed Limits

Direction of Travel	Selectable Ground Speed Limits
Cab-forward (standard drive wheel) ¹¹	17, 20, 23, 26, 29 km/h (10.5, 12, 14, 16, 18 mph)
Engine-forward (standard drive wheel) ¹²	17, 29, 44 km/h (10.5, 18, 27 mph)

To adjust the windrower's ground speed limit, do the following:

1. From the HOME page of the HarvestTouch™ Display, press outlined MAX WHEEL SPEED value (A) located right of the Wheel Speed display. The MAX WHEEL SPEED adjustment page opens.
2. Select the desired maximum wheel speed from the list (B).

NOTE:

The available settings will change depending on whether the windrower is in the cab-forward or the engine-forward mode, or if the High Torque Final Drive option is installed.

3. To save your selection, press the checkmark icon.

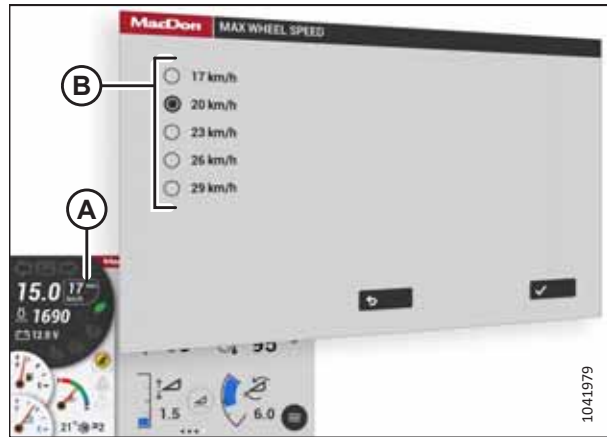


Figure 4.29: HarvestTouch™ Display

Driving Forward in Cab-Forward Mode

In cab-forward mode, the operator’s station is facing away from the engine. The instructions in this section show how to operate the windrower in the forward direction while in cab-forward mode.

WARNING

Do NOT drive the windrower on the road in the cab-forward configuration unless it is equipped with the proper lighting and markings for cab-forward road travel.

WARNING

Outside of North America, do NOT drive the windrower on the road in cab-forward mode, as lighting/reflector visibility will not be compliant with road regulations.



Figure 4.30: Cab-Forward Mode

CAUTION

Operate both the steering wheel and the ground speed lever slowly for familiarization. Avoid the common tendency of new Operators to oversteer.

11. The default setting is 17 km/h (10.5 mph).
 12. The default setting is 44 km/h (27 mph). Maximum engine-forward (road) speed varies by region based on local regulation. The limited regions are: Germany (30 km/h), France (25 km/h).

CAUTION

Park on a level surface with the ground speed lever (GSL) in the PARK position and the steering wheel in the locked (centered) position. Wait for the HarvestTouch™ Display to beep and display a red P symbol to confirm that the parking brake is engaged.

1. Park the windrower on a level surface.
2. If the operator's seat is in the cab-forward position (facing away from the engine), proceed to Step 3, [page 133](#).

If the operator's seat is facing the engine, swivel the operator's seat to the cab-forward position as follows:

- a. Place GSL (A) in PARK. The engine can be running.

IMPORTANT:

If the GSL is **NOT** in PARK, swivelling the operator's station may damage the GSL cable.

- b. Pull up on knob (B) and hold to release latch (C) at the base of the steering column.
- c. Turn the steering wheel counterclockwise to pivot the operator's station clockwise 180° until the pin engages the latch to secure the operator's station in the new position.

3. Ensure the seat belt is fastened.

WARNING

Ensure that all bystanders have cleared the area.

4. Start the engine (if it is not already running). For instructions, refer to [Starting Engine, page 122](#).
5. Set the desired ground speed limit. For instructions, refer to [Adjusting Ground Speed Limit, page 131](#).
6. Slowly push throttle (A) to the full forward (operating speed).
7. Move GSL (B) out of PARK and slowly forward to the desired speed.

NOTE:

The transmission is most efficient with the engine at full speed and the GSL fully forward. The windrower can be equipped with an automatic steering system for use in the field. An automated steering system is available as an option and can be installed by a MacDon Dealer. The GSL has been pre-wired at the factory with a switch. For more information, refer to [6.2.1 Automated Steering Systems, page 516](#).

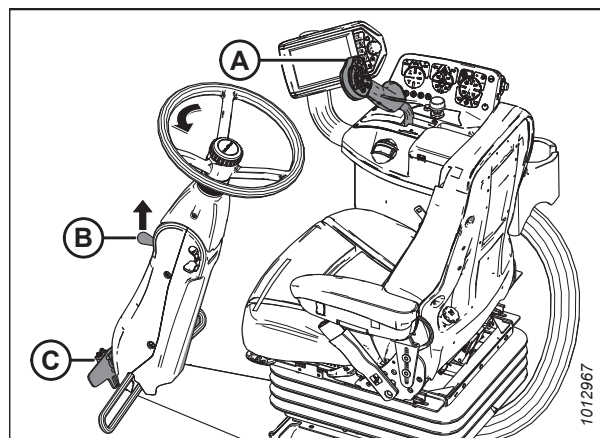


Figure 4.31: Operator Station

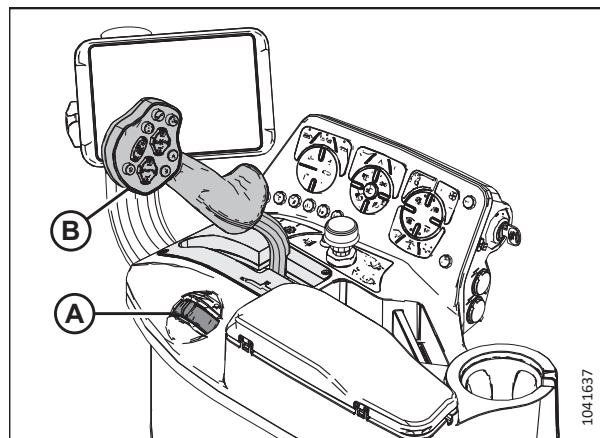


Figure 4.32: Console

Driving in Reverse in Cab-Forward Mode

In cab-forward mode, the operator's station is facing away from the engine. The instructions in this section show how to operate the windrower in the reverse direction while in cab-forward mode.

WARNING

Back up slowly. Hold the steering wheel at the bottom and turn the wheel in the direction you want the rear of the machine to travel.

1. Move throttle lever (A) to a mid-range position.

NOTE:

Reversing in low speed range and at reduced engine speed is recommended since steering will be less sensitive than at higher speed settings.

WARNING

Ensure that all bystanders have cleared the area.

2. Move ground speed lever (GSL) (B) rearward to the desired speed.

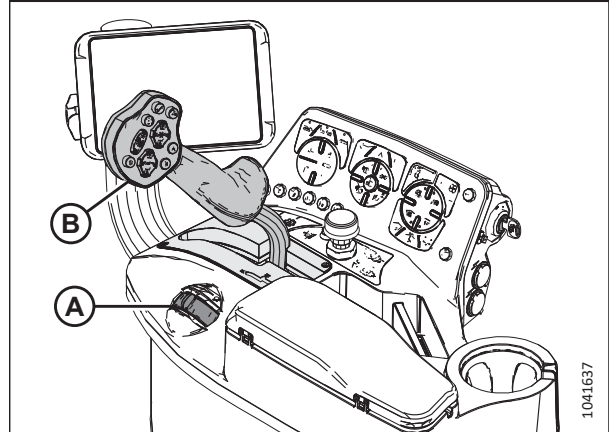


Figure 4.33: Console

3. Steer as shown.

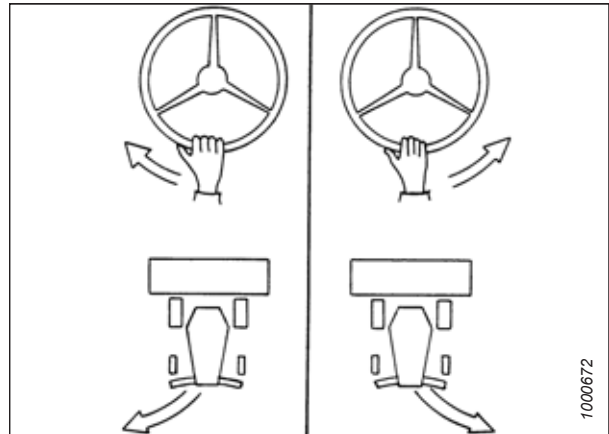


Figure 4.34: Cab-Forward Mode

OPERATION

Driving Forward in Engine-Forward Mode

In the engine-forward mode, the operator's station is facing toward the engine. The instructions in this section outline how to safely operate the windrower in the forward direction while in engine-forward mode.

If necessary, swivel the operator's station to the engine-forward position as follows:



Figure 4.35: Engine-Forward – Seat Faces Engine

CAUTION

Park on a level surface with the ground speed lever (GSL) in the PARK position and the steering wheel in the locked (centered) position. Wait for the HarvestTouch™ Display to beep and display a red P symbol to confirm that the parking brake is engaged.

1. Park the windrower on a level surface.
2. If the operator's seat is facing the engine, skip to Step 3, [page 135](#).

If the operator's seat is in the cab-forward position, swivel the operator's seat to the engine-forward position as follows:

- a. Place GSL (A) in PARK. The engine can be running.

IMPORTANT:

If the GSL is **NOT** in PARK, swivelling the operator's station may damage the GSL cable.

- b. Pull up on knob (B) and hold to release latch (C) at the base of the steering column.
- c. Turn the steering wheel counterclockwise to pivot the operator's station clockwise 180° until the pin engages the latch to secure the operator's station in the new position.

3. Ensure the seat belt is fastened.

DANGER

Ensure that all bystanders have cleared the area.

4. Start the engine (if it is not already running). For instructions, refer to [Starting Engine, page 122](#).

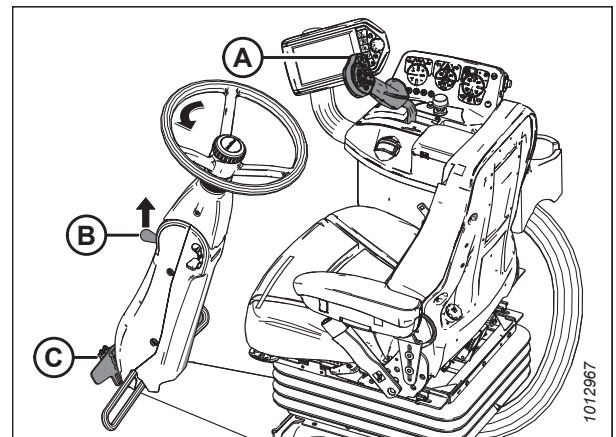


Figure 4.36: Operator Station

OPERATION

5. Use the HarvestTouch™ Display to adjust the maximum speed setting to 43 km/h (27 mph). For instructions, refer to [Adjusting Ground Speed Limit, page 131](#).
6. Slowly push throttle (A) fully forward (operating speed).

DANGER

Ensure that all bystanders have cleared the area.

7. Slowly move GSL (B) forward to the desired speed.

NOTE:

The transmission is most efficient with the engine at full speed and the GSL fully forward.

CAUTION

Operate both steering wheel and ground speed lever slowly while becoming familiar with the machine. Steering can be sensitive; avoid the tendency of new Operators to overcorrect.

8. If more tractive (lugging) power is required (for instance, when driving up a ramp, up a hill, or out of a ditch):
 - a. Move GSL (A) closer to NEUTRAL.
 - b. Use the HarvestTouch™ Display to reduce the maximum speed setting to 17 km/h (10.5 mph). For instructions, refer to [Adjusting Ground Speed Limit, page 131](#).
9. Once the lugging condition no longer exists:
 - a. Set GSL (A) to half of the windrower's maximum forward speed.
 - b. **Windrowers equipped with standard drive wheels:** Adjust the maximum speed setting back to 44 km/h (27 mph).

Windrowers equipped with high-torque drive wheels:
Adjust the maximum speed setting back to 34 km/h (21 mph).

For instructions, refer to [Adjusting Ground Speed Limit, page 131](#)

Driving in Reverse in Engine-Forward Mode

In the engine-forward mode, the operator's station is facing toward the engine. The instructions in this section outline how to safely operate the windrower in the reverse direction while in engine-forward mode.

WARNING

Back up slowly. Hold the steering wheel at the bottom and turn the wheel in the direction you want the rear of the machine to travel.

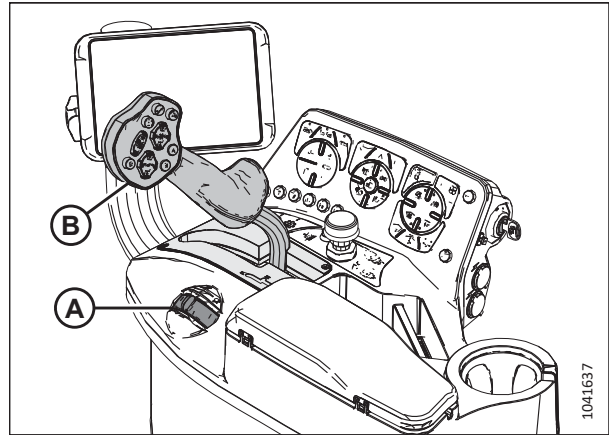


Figure 4.37: Console

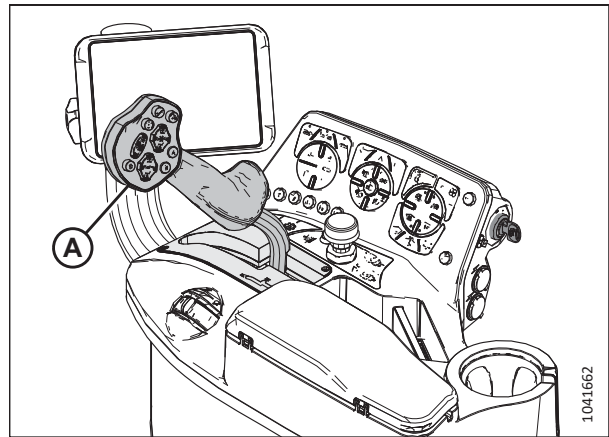


Figure 4.38: Console

OPERATION

1. Move throttle lever (A) to a mid-range position.

NOTE:

Reversing in low speed range and at reduced engine speed is recommended since steering will be less sensitive than at higher speed settings.

2. Move ground speed lever (GSL) (B) rearward to desired speed.



DANGER

Ensure that all bystanders have cleared the area.

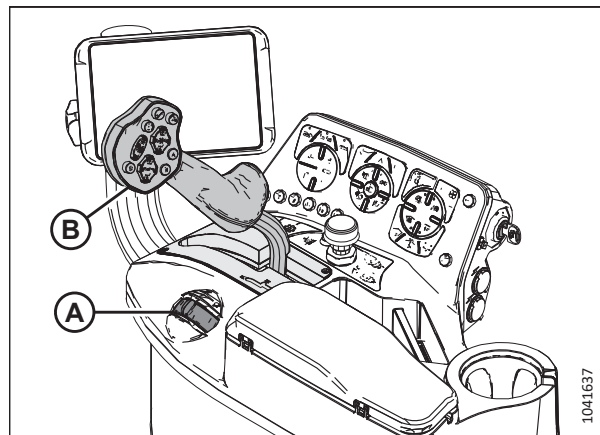


Figure 4.39: Console

3. Steer as shown.

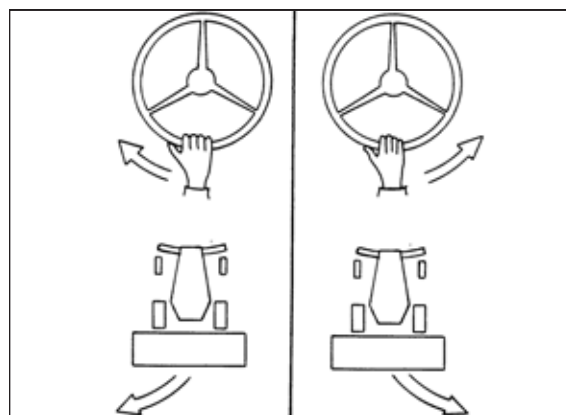


Figure 4.40: Steering the Windrower

Driving on Road in Engine-Forward Mode

In engine-forward mode, the operator's station faces the engine. M2 Series Windrowers are designed to be driven on the road with the engine facing forward to provide better visibility for the Operator and improved stability for the machine.

Windrowers sold in North America can also be driven on roads in cab-forward mode, with or without a header attached, but at a reduced speed and under restricted conditions. For instructions, refer to [Driving on Road in Cab-Forward Mode, page 140](#).



CAUTION

Windrowers sold outside of North America: Do NOT drive the windrower on the road in cab-forward mode, as the lighting and marking will not be compliant with road regulations.



WARNING

A collision between the windrower and other vehicles may result in injury or death.

WARNING

When driving the windrower on public roadways:

- Obey all highway traffic regulations in your area. Arrange to have pilot vehicles in the front and the rear of the windrower, if doing so is required by law.
- Display a slow-moving vehicle emblem and flashing warning lights, unless these actions are prohibited by law.
- If the width of the attached header impedes other vehicle traffic, remove the header and install a MacDon-approved weight box on the windrower. This will allow the windrower to be driven safely on roadways without an attached header.

WARNING

Do NOT drive the windrower on a road or highway at night or in conditions that reduce visibility, such as fog or rain. The width of the windrower may not be apparent under these conditions.

CAUTION

Familiarize yourself with the width regulations and lighting and marking requirements in your region before attempting to drive the windrower on a public road.

Before driving the windrower on a roadway:

1. Ensure header engage switch (A) is off (down position).
2. Clean the flashing amber lights, red tail lights, and headlights, and ensure they are working properly.
3. Clean all reflective surfaces and slow moving vehicle signs.
4. Adjust the interior rear view mirror and clean the windows.
5. Ensure the header (if it is attached) is fully raised and the header lift safety props are engaged.
6. If the width of the attached header impedes other vehicle traffic, remove the header and install a MacDon-approved weight box. For instructions, refer to *Preparing Windrower to Tow a Header, page 146*.
7. If towing a header, refer to *Towing Header with Windrower, page 145*.

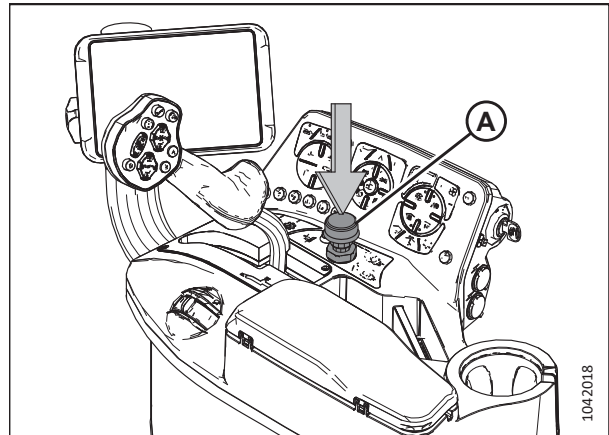


Figure 4.41: Header Engage Switch

OPERATION

- Press switch (A) to activate the road lights.

NOTE:

Always use these lights when driving the windrower on roads.

- Press switch (B) for high/low beams when other vehicles are approaching.

IMPORTANT:

Do **NOT** use the field lights on the road; other drivers may be confused by them.

- Press switch (C) to activate the beacons.

- Press switch (D) to activate the hazard lights.

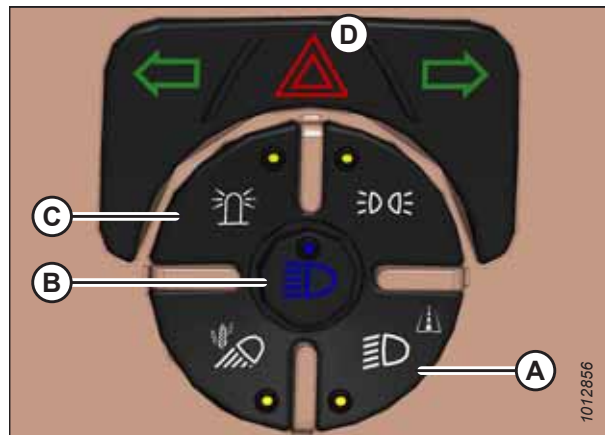


Figure 4.42: Light Switches

- Set the desired maximum ground speed limit. For instructions, refer to [Adjusting Ground Speed Limit, page 131](#).

NOTE:

Maximum ground speed can be set while the windrower is moving. Anticipate the acceleration or deceleration if changing the maximum speed.

- Slowly push throttle (A) to full forward (operating speed).

- Move ground speed lever (GSL) (B) out of PARK and slowly forward to the desired speed.

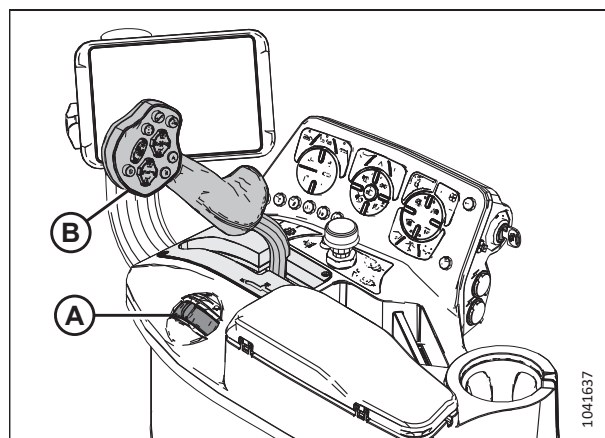


Figure 4.43: Console

- If towing a header, refer to [Towing Header with Windrower, page 145](#).



Figure 4.44: Towing a Header

 **WARNING**

To prevent serious injury or death from loss of control:

- Do NOT make abrupt changes in steering direction.
- Anticipate turns and steep slopes by slowing down well in advance. Before making an abrupt turn, pull back on the ground speed lever (GSL), as steering is more responsive at reduced speeds.
- Do NOT rapidly accelerate or decelerate while turning.

When traveling on steep slopes:

- Move the GSL closer to NEUTRAL to reduce the windrower's speed.
- Lower the header.
- If the ground speed is greater than or equal to 51 km/h (30 mph), the HarvestTouch™ Display will display a warning message (SLOW DOWN) with an audible alert. Move GSL closer to NEUTRAL to reduce the windrower's speed.

With the header removed, steering control is reduced if weight is not added to drive wheels. If you must drive the windrower without the header or the MacDon weight system:

- Operate in the low speed range (max speed can be set on the HarvestTouch™ Display).
- Do not allow the engine to exceed 1500 rpm.
- Avoid loose gravel and slopes.
- Do NOT tow a header.
- If control of machine is lost, immediately pull the GSL to NEUTRAL, turn the ignition to the OFF position, and remove the key.

Driving on Road in Cab-Forward Mode

In cab-forward mode, the operator's station is facing away from the engine. M2 Series Windrowers are capable of being driven on the road in cab-forward mode, with or without a header attached, but at a reduced speed, under restricted conditions, and only for models built for use in North America.

 **WARNING**

Windrowers sold outside of North America: Do NOT drive the windrower on the road in cab-forward mode, as the light and reflectors do not comply with road regulations.

 **WARNING**

A collision between the windrower and other vehicles may result in injury or death.

 **WARNING**

When driving the windrower on public roadways:

- Obey all highway traffic regulations in your area. Arrange to have pilot vehicles in the front and the rear of the windrower, if doing so is required by law.
- Display a slow-moving vehicle emblem and flashing warning lights, unless these actions are prohibited by law.
- If the width of the attached header impedes other vehicle traffic, remove the header and install a MacDon-approved weight box on the windrower. This will allow the windrower to be driven safely on roadways without an attached header.

OPERATION

WARNING

Do **NOT** drive the windrower on a road or highway at night or in conditions that reduce visibility, such as fog or rain. The width of the windrower may not be apparent under these conditions.

CAUTION

Familiarize yourself with the width regulations and lighting and marking requirements in your region before attempting to drive the windrower on a public road.

Before driving the windrower on a roadway:

1. Clean the flashing amber lights, red tail lights, and head lights, and check that they work properly.
2. Clean all reflective surfaces and slow moving vehicle emblems.
3. Adjust the interior rear view mirror and clean windows.
4. Ensure header engage switch (A) is off (down position).

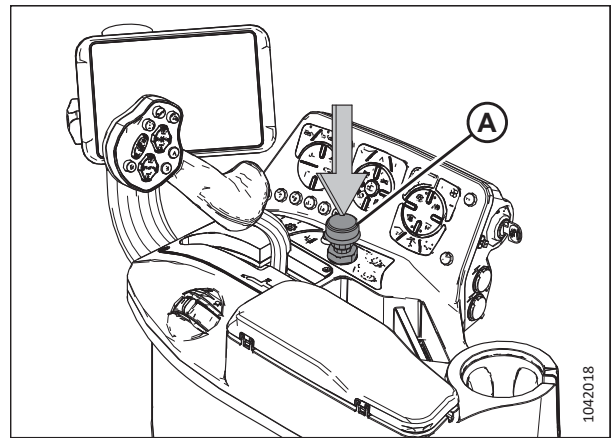


Figure 4.45: Header Engage Switch

CAUTION

Do **NOT** raise the header too high. Make sure you have good visibility out of the cab and that motorists are able to see the header lights.

5. Raise the header (if it is attached) enough to clear common obstacles
6. Engage the header safety props. For instructions, refer to [4.5.1 Engaging and Disengaging Header Safety Props, page 295](#).
7. If the width of attached header impedes other vehicle traffic, remove the header and install a MacDon-approved weight box. For instructions, refer to [Preparing Windrower to Tow a Header, page 146](#).

OPERATION

- Press switch (A) to turn on the lights.

NOTE:

Always use these lights on roads to provide warning to the other vehicles.

- Use high/low switch (B) as needed when other vehicles are approaching.

IMPORTANT:

Do **NOT** use the field lights on the road; they may confuse other drivers.

- Press switch (C) to turn on the beacons.
- Press switch (D) to turn on the hazard lights.

- Set the desired maximum ground speed limit. For instructions, refer to [Adjusting Ground Speed Limit, page 131](#).

NOTE:

Maximum ground speed can be set while the windrower is moving. Anticipate acceleration or deceleration if changing maximum speed while moving.

- Slowly push throttle (A) fully forward (operating speed).

⚠ WARNING

Ensure that all bystanders have cleared the area.

- Move the ground speed lever (GSL) (B) out of PARK and slowly forward to the desired speed.

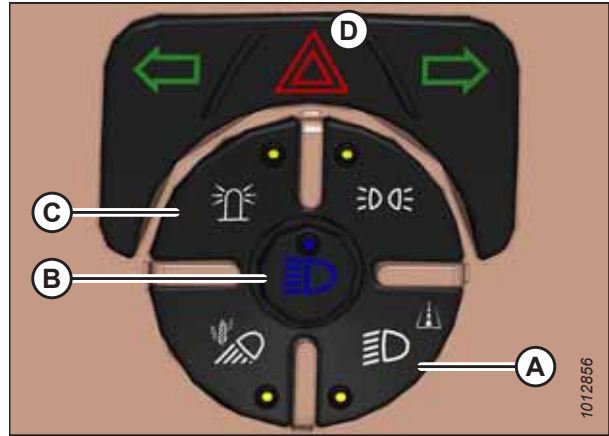


Figure 4.46: Light Switches

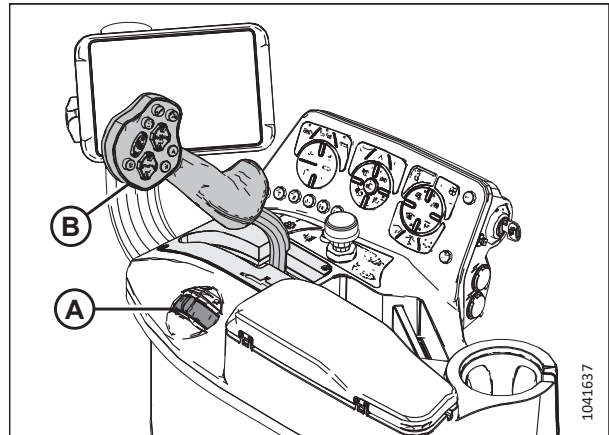


Figure 4.47: Console

WARNING

To prevent serious injury or death from loss of control:

- Do NOT make abrupt changes in steering direction.
- Anticipate turns and steep slopes by slowing down well in advance. Before making an abrupt turn, pull back on the ground speed lever (GSL), as steering is more responsive at reduced speeds.
- Do NOT rapidly accelerate or decelerate while turning.

When traveling on steep slopes:

- Move the GSL closer to NEUTRAL to reduce the windrower's speed.
- Lower the header.
- If the ground speed is greater than or equal to 51 km/h (30 mph), the HarvestTouch™ Display will display a warning message (SLOW DOWN) with an audible alert. Move the GSL closer to NEUTRAL to reduce speed.

With the header removed, steering control is reduced if weight is not added to drive wheels. If you must drive the windrower without a header or MacDon weight system:

- Do NOT exceed the minimum speed setting.
- Avoid loose gravel and slopes.
- Do NOT tow a header.
- If you lose control of the windrower, immediately pull the GSL to NEUTRAL.

Spin Turning

Hydrostatic steering provides significantly more maneuverability than mechanical steering.

CAUTION

Be sure the area is clear before making turns. Although the windrower pivots on the spot, the ends of the header travel faster and in a large arc.

1. Move ground speed lever (GSL) (A) out of PARK towards the seat and hold.
2. Slowly turn the steering wheel in the direction in which you want to turn. The windrower will pivot between the drive wheels.
3. To increase the turn radius, slowly move the GSL away from NEUTRAL.

NOTE:

Remember that this will increase ground speed as well.

4. To stop the turn, slowly turn the steering wheel back to its centered position.

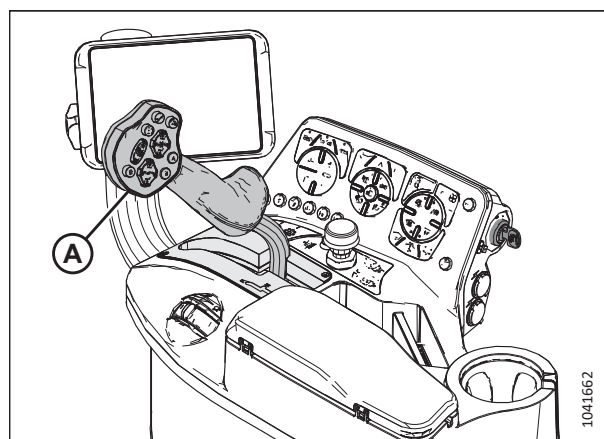


Figure 4.48: Console

OPERATION

Stopping

This procedure describes how to bring a moving windrower to a complete stop and then shut off the engine.

WARNING

Do **NOT** move the ground speed lever (GSL) rapidly back to **NEUTRAL**. You may be thrown forward by a sudden stop and the wheels may skid, reducing steering control. Always wear a seat belt when operating the windrower.

CAUTION

Park on a level surface with the ground speed lever (GSL) in the **PARK** position and the steering wheel in the locked (centered) position. Wait for the HarvestTouch™ Display to beep and display a red P symbol to confirm that the parking brake is engaged.

1. Anticipate stopping and **SLOWLY** move GSL (A) to NEUTRAL and into PARK.
2. Turn the steering wheel until it locks.
3. Move throttle lever (B) to low-idle position.

IMPORTANT:

Before stopping the engine, run at low idle for approximately 5 minutes to cool off hot engine parts and allow the turbocharger to slow down.

NOTE:

Avoid unnecessary idling. Stop the engine if it will be idling for longer than 5 minutes.

NOTE:

The brakes engage automatically when the steering wheel is locked in the PARK position.

4. Turn the ignition key counterclockwise to the OFF position.

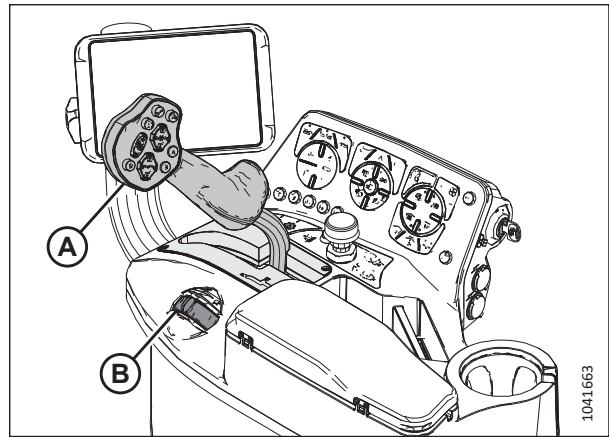


Figure 4.49: Console

OPERATION

Operating the Emergency Stop Button – Trimble® Autosteer Systems

Windrowers equipped with an optional Trimble® Electric - On Wheel system (EZ-Pilot®, EZ-Pilot® Pro, or Autopilot™ Motor Drive [APMD]) have an emergency stop (E-Stop) button mounted to the display bulkhead. When pressed, this button disables the autosteer system.

Push button (A) in to shut off power to the steering motor and prevent the autosteer system from activating.

Push button (A) in when driving on a road.

Pull button (A) out when operating the windrower in the field and autosteer system functions are required.

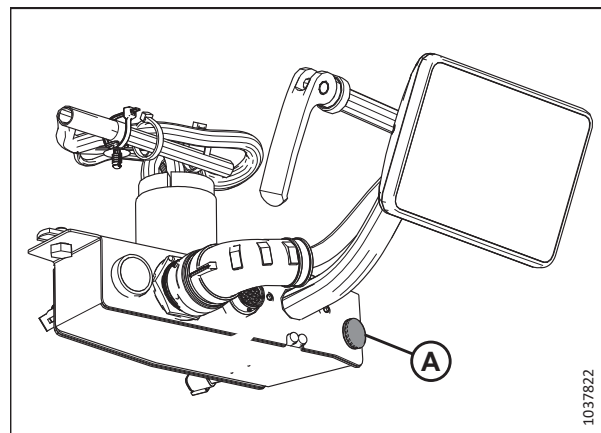


Figure 4.50: Emergency Stop (E-Stop) Button

Viewing Performance Data

You can check the current performance information on Run Screen 3 on the HarvestTouch™ Display.

1. Swipe from right to left on the HarvestTouch™ Display screen to view the following information on the PERFORMANCE DATA page:
 - Acres per hour (A)
 - Sub acres (B)
 - Fuel used per acre (D)
 - Fuel used per hour (E)
2. To reset the sub acres data, press the REFRESH icon (C).

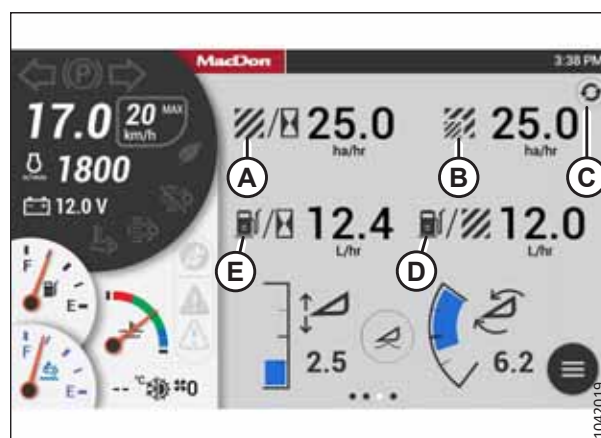


Figure 4.51: Performance Data

4.3.7 Transporting

The windrower can be driven from one location to another. If correctly equipped, the windrower can also tow a header. The windrower should generally **NOT** be towed, however, as this can result in damage to the hydrostatic drives, though a procedure for emergency towing is provided.

Towing Header with Windrower

The windrower can be used to tow a MacDon draper header that has a transport option installed.

IMPORTANT:

Ensure the optional weight box is installed on the windrower to transfer the windrower's weight to the lift arms. For instructions, refer to [Preparing Windrower to Tow a Header](#), page 146.

WARNING

- A windrower without a header or a weight box must NOT be used to tow headers due to reduced traction and possible loss of control.
- When towing equipment which is not equipped with brakes, do NOT exceed 32 km/h (20 mph).

CAUTION

- To tow a header with a windrower, the header must be equipped with the appropriate equipment to comply with local regulations.
- Before towing, verify that the signal lighting and safety equipment is installed and functioning properly.
- Do NOT exceed the combined gross vehicle weight (CGVW) specified in Table 4.3, page 146.
- To prevent damage and loss of control, ensure the machine and the attached equipment are within the following weight limits:

Table 4.3 Windrower Weight Specifications

		kg	lb.
Maximum GVW (includes mounted implements)		10,660	23,500
Maximum CGVW (includes towed and mounted implements)		11,793	26,000
Weight on both drive wheels (A)	Maximum	8618	19,000
Weight on both drive wheels (A)	Minimum	4568	10,070
Maximum weight on both caster tires (B)		2744	6050



Figure 4.52: Towing a Header

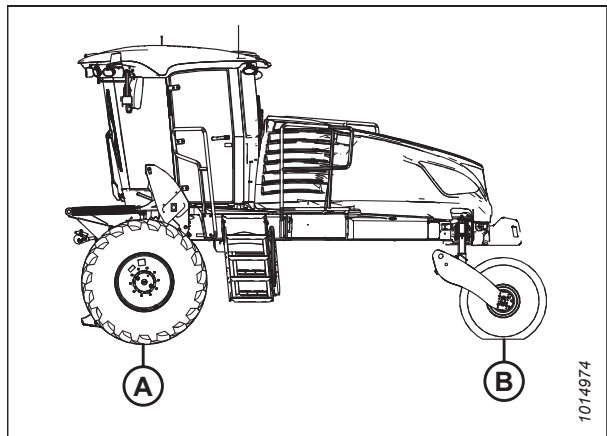


Figure 4.53: Maximum Weight

Preparing Windrower to Tow a Header

The instructions in this section will prepare you to safely tow a header with the windrower.

DANGER

To prevent injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before leaving the operator’s seat for any reason.

OPERATION

1. Attach the header to the windrower. For instructions, refer to [Attaching D2 Series Draper Header](#), page 178.



Figure 4.54: Windrower with Header

2. Convert the header to transport mode. For instructions, refer to header operator's manual.
3. Detach the header from the windrower. For instructions, refer to [Detaching D2 Series Draper Header](#), page 191.
4. Remove hairpin (D) and clevis pin (C) securing header support (B) to leg (A). Retain the pins.
5. Remove header support (B) from windrower lift leg (A).
6. Repeat the previous step for the opposite support.

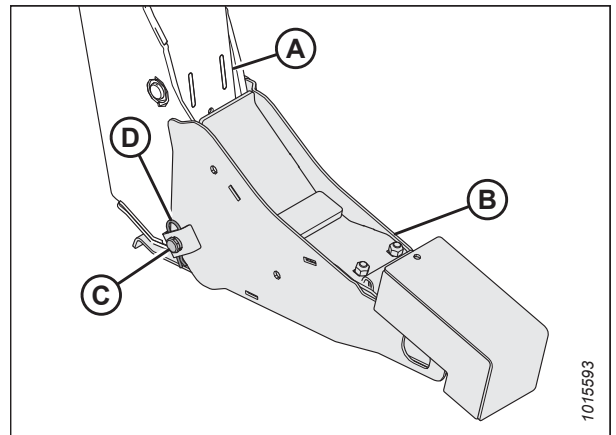


Figure 4.55: Draper Header Support

7. Drive the windrower so that lift legs (A) are positioned in weight box pockets (B). Raise the lift legs slightly.
8. Shut down the engine, and remove the key from the ignition.
9. Install locking pin (C) into the pocket and secure it with hairpin (D).
10. Repeat the previous step to install the locking pin in the opposite leg.

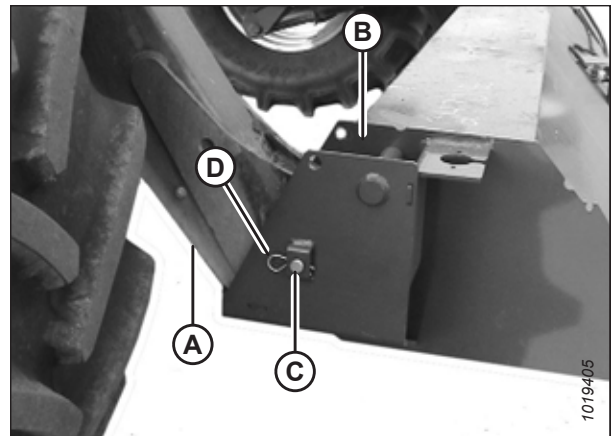


Figure 4.56: Windrower Lift Linkage

OPERATION

11. Attach hitch clevis (A) to weight box (B). For instructions, refer to [Attaching Hitch Clevis to Weight Box, page 149](#).

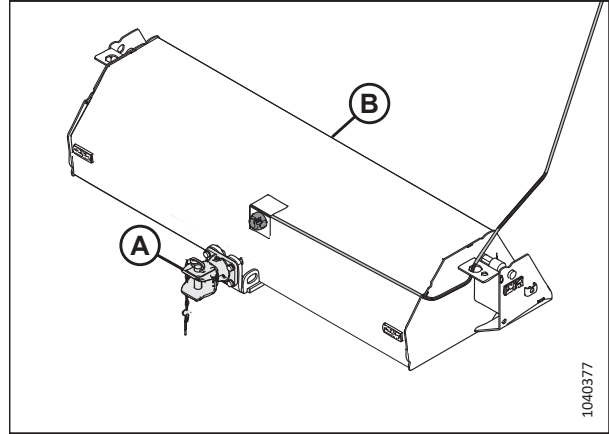


Figure 4.57: Weight Box with Harness and Hitch Clevis

12. Connect transport drawbar (A) to hitch clevis (B), and secure the drawbar with safety pin (C).
13. Connect the drawbar harness to weight box harness¹³ (D).

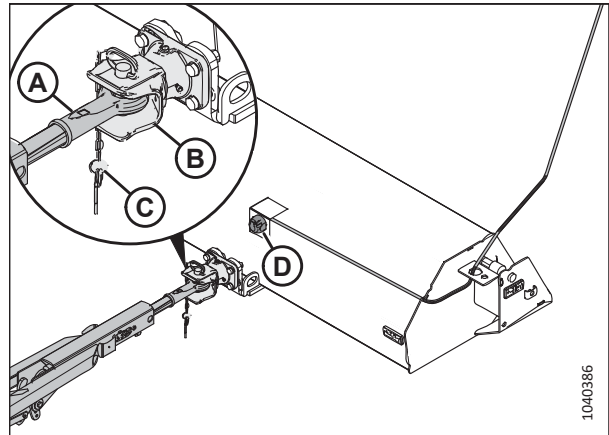


Figure 4.58: Weight Box with Harness, Hitch Clevis, and Drawbar

DANGER

Ensure that all bystanders have cleared the area.

13. Weight box harness MD #B9052 must be ordered separately.

OPERATION

14. Start the engine.
15. Raise the weight box until the tow bar is level. The header is now ready for transport. For instructions, refer to [Towing Header with Windrower, page 145](#).



Figure 4.59: Towing a Header

Attaching Hitch Clevis to Weight Box

A weight box is required when transporting a header behind the windrower. To accomplish this, a hitch clevis must first be attached to the weight box.

MD #B6974

Follow the steps below to attach the hitch clevis to the weight box:

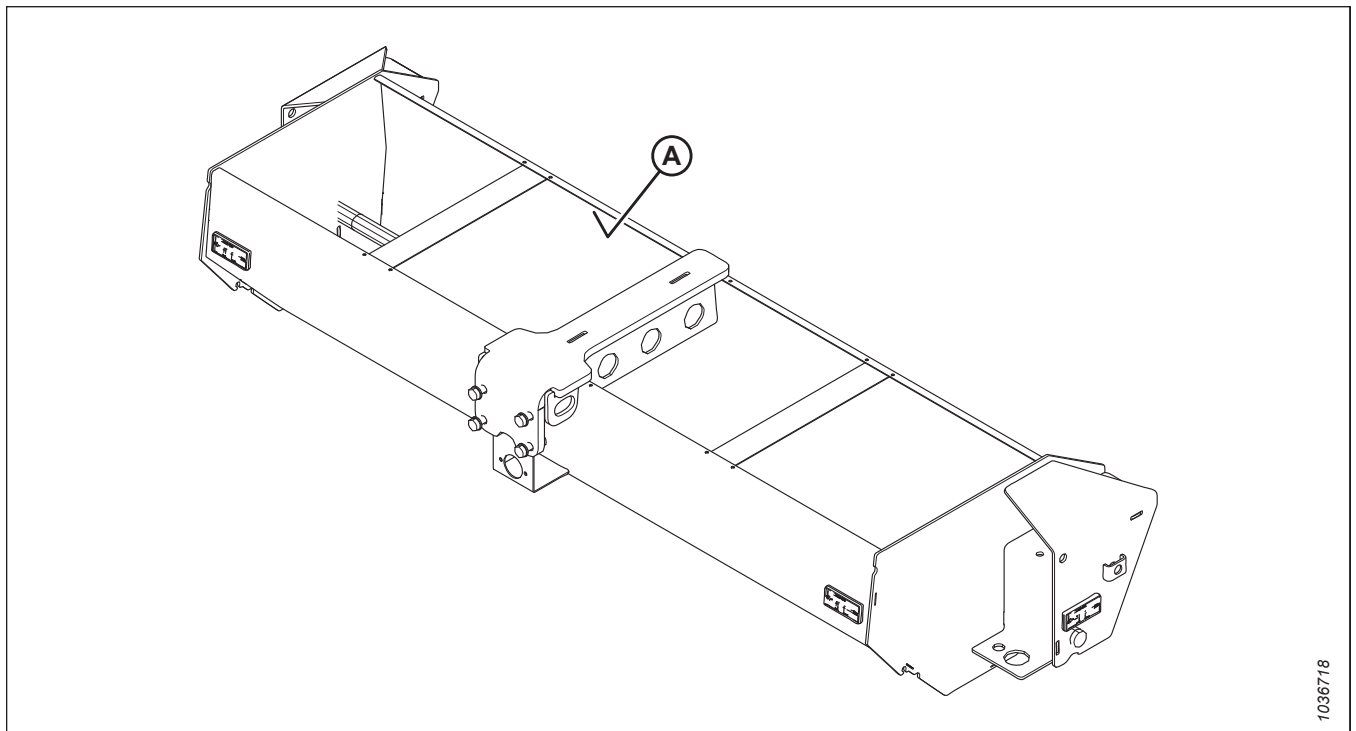


Figure 4.60: Weight Box Frame — Upside Down

1. Using an appropriate lifting device, turn the weight box frame upside down as shown above.
2. Fill the weight box frame with approximately 0.43 m³ (0.52 yd³) of structural grade concrete. Ensure that there is enough concrete in the box that it reaches the underside of flange (A).

OPERATION

3. Allow the concrete to cure for 48 hours.
4. Turn the weight box over using a suitable lifting device.

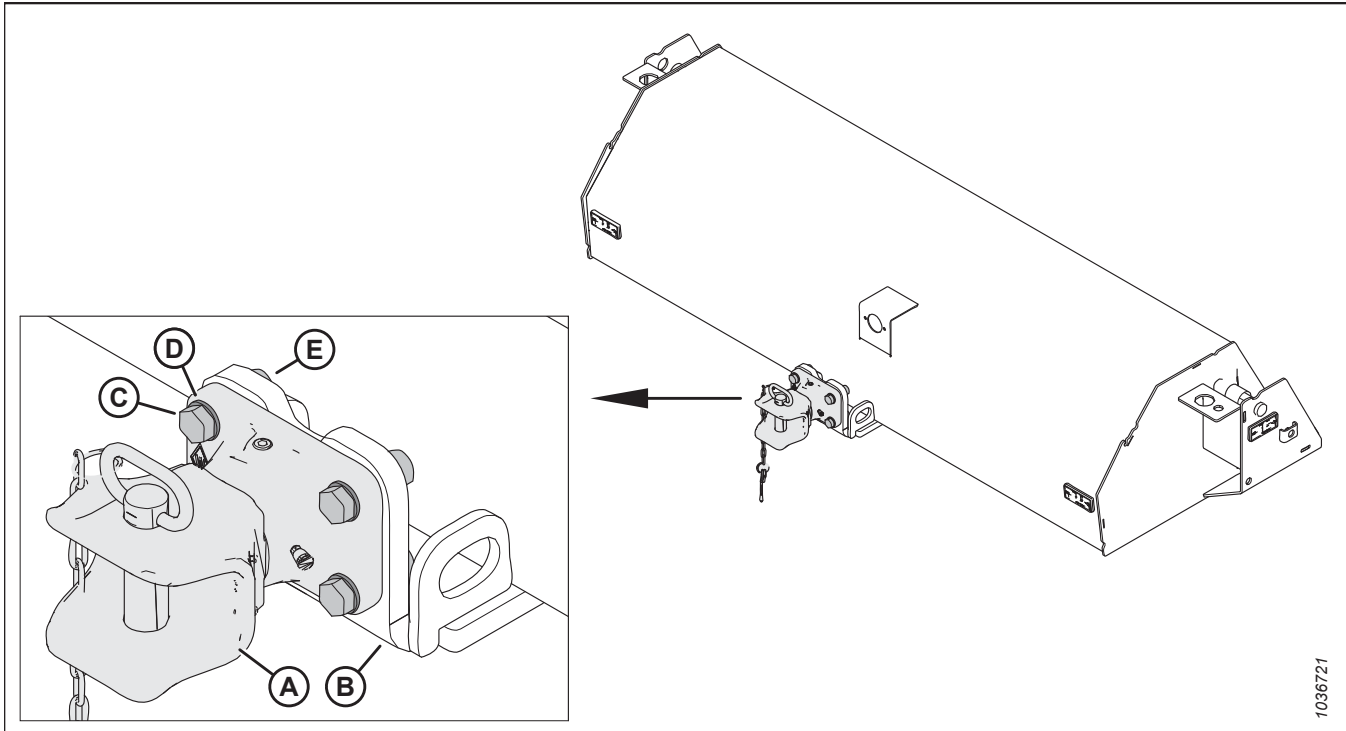


Figure 4.61: Clevis-Style Hitch Assembly (MD #346207) Installed

5. Attach clevis-style hitch assembly¹⁴ (A) to clevis mount (B) using four M16 bolts (C), washers (D), and nuts (E).
6. Torque the nuts to 125 ft·lbs (170 Nm).
7. The weight box is now ready to be installed on the windrower.

Towing Windrower – Emergency

Towing the windrower is generally **NOT** recommended; however, it is important to be prepared for emergency situations if the windrower gets stuck, or must be hauled onto a truck or trailer.

IMPORTANT:

- **NEVER** attempt to start the windrower by towing it; damage to the wheel drives may occur.
- Failure to disengage the wheel drives before attempting to tow the header will result in transmission damage.
- Tow the windrower only for short distances, on level ground, and at slow speed.

⚠ DANGER

When the windrower's wheel drives are disengaged (turned inward), the windrower's brakes and steering will be nonfunctional, and the windrower will be able to roll away. After towing the windrower, place blocks under the front and rear wheels to prevent uncontrolled movement.

14. Hitch Assembly MD #346207 must be ordered separately.

OPERATION

1. Disengage the wheel drives. For instructions, refer to [Engaging and Disengaging Wheel Drives, page 151](#).
2. Use attachment point (A) to tow the windrower if it gets stuck, or if it must be hauled onto a trailer for transport.
3. Place the blocks under the front and rear wheels to prevent uncontrolled movement.
4. Engage the windrower's wheel drives. For instructions, refer to [Engaging and Disengaging Wheel Drives, page 151](#).

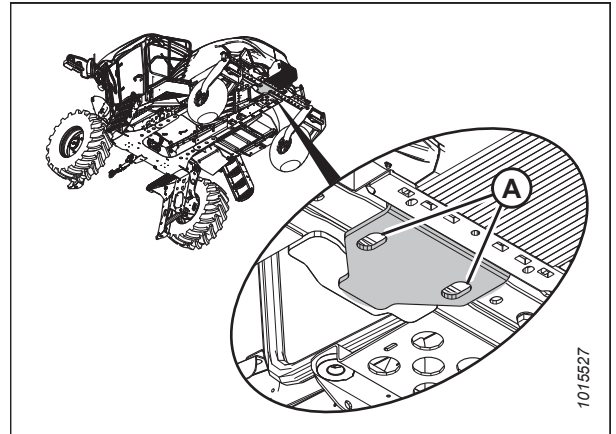


Figure 4.62: Emergency Towing

Engaging and Disengaging Wheel Drives

The wheel drives, along with the wheel drive motors, provide the motive force needed to turn the windrower's drive wheels. They may need to be disengaged for certain maintenance operations, or to tow the header.

WARNING

Park the windrower on a flat, level surface. Chock the wheels when disengaging the wheel drive to prevent the windrower from rolling away.

1. Park the windrower on a level surface.
2. Remove two bolts (A) at the center of the drive wheel.
3. Remove cap (B) and flip it over so that the convex side faces in.

NOTE:

The cap depresses a pin which disengages the wheel drive.

4. Reinstall bolts (A) to secure cap (B).
5. Repeat Step 2, [page 151](#) to Step 4, [page 151](#) on the other drive wheel.
6. **To engage the wheel drives:** reverse cap (B). Ensure that the pin at the center of the wheel pops out to engage the wheel drive.

NOTE:

Engaging the wheel drives may require rocking the wheels slightly.

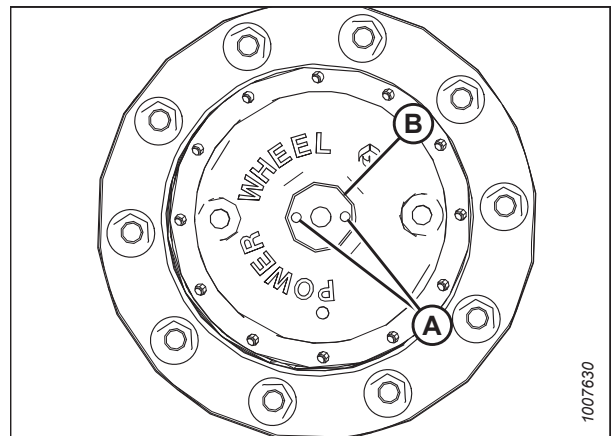


Figure 4.63: Wheel Drives – 10 Bolt

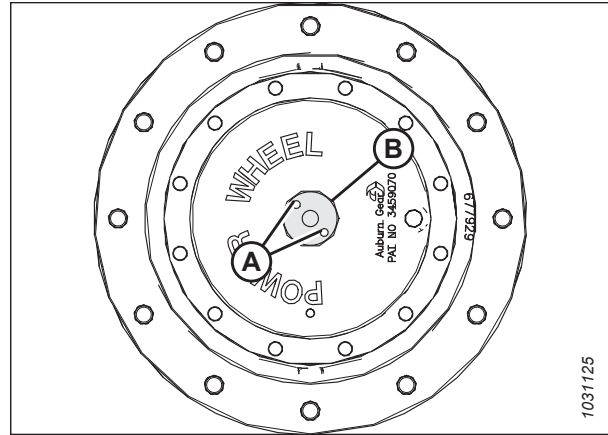


Figure 4.64: Wheel Drives – 12 Bolt (Optional)

4.3.8 Storing Windrower

To prevent damage, rust, discoloring, and wear and tear, it is important to prepare your windrower for storage at the end of the season.

WARNING

NEVER use gasoline, naphtha, or any volatile material for cleaning purposes. These materials are toxic and can be flammable.

WARNING

NEVER operate the engine in an enclosed building. Proper ventilation is required to prevent exhaust gas hazards.

WARNING

When working with batteries, remove any worn metal jewelry. NEVER allow a metal object (such as a wrench) to touch across the battery terminals. A short circuit can produce an extremely hot spark, which can cause severe injuries.

1. Retract all cylinders to protect the cylinder rods from corrosion during storage, including:

- Header lift cylinders
- Float cylinders
- Header tilt cylinder

2. Check for broken components and order replacements from your Dealer.

NOTE:

Attending to these items right away will save time and effort at the beginning of the next season.

3. Tighten loose hardware and replace any missing hardware. Refer to [8.2 Torque Specifications, page 536](#).
4. Clean the windrower thoroughly.
5. Repaint all worn or chipped painted surfaces to prevent rust.
6. Fill the fuel tank to prevent condensation.
7. When storing for **6 MONTHS OR LONGER**, drain the diesel exhaust fluid (DEF) tank. For instructions, refer to [Draining Diesel Exhaust Fluid Tank, page 369](#).

OPERATION

8. Change the oil to remove acids and other by-products of combustion from the engine.
9. Test the engine coolant antifreeze concentration to ensure it is sufficient to protect the engine against the lowest expected ambient temperature.
10. Drain the windshield washer tank or ensure the fluid can endure the lowest expected temperatures.
11. Lubricate the windrower thoroughly, leaving excess grease on fittings to keep moisture out of bearings. Apply grease to the exposed threads and the sliding surfaces of components.
12. Remove the batteries. For instructions, refer to *Removing Battery, page 459*. Bring the batteries to full charge, and store in a cool, dry place not subject to freezing.
13. If possible, block up the windrower to take the weight off the tires. If this is not possible, increase the tire pressure by 25% for storage. Adjust the tire pressure to recommended operating pressure before next use.

IMPORTANT:

Do **NOT** exceed the maximum pressure specified on the tire's sidewall.

14. Store the windrower in a dry, protected place.
15. If the windrower will be stored outside, seal the air cleaner intake and exhaust pipe with plastic bags and/or waterproof tape. Cover the windrower with a breathable cover.

NOTE:

Avoid plastic covers that can trap humidity.

4.4 Attaching Headers to and Detaching Headers from Windrower

Refer to this chapter for instructions on attaching MacDon headers to and detaching them from the windrower.

4.4.1 A40DX Auger Header

This section details the procedures necessary to physically attach an A40DX Auger Header to the windrower and to complete its hydraulic and electrical connections.

Attaching Forming Shield to Windrower

If the windrower will be paired with a MacDon A40DX Auger Header equipped with a conditioner, then the forming shield should be installed on the windrower. The forming shield is not required if the windrower will be paired with an A40DX GSS Auger Header, though it can be useful for crops such as radishes.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

1. Shut down the engine, and remove the key from the ignition.
2. Place spacer (B) over 1/2 x 8 in. hex bolt (A). Insert the bolt into the windrower leg as shown. Secure the bolt with the 1/2 in. nut.
3. Repeat the previous step to install the bolt, spacer, and nut on the other windrower leg.

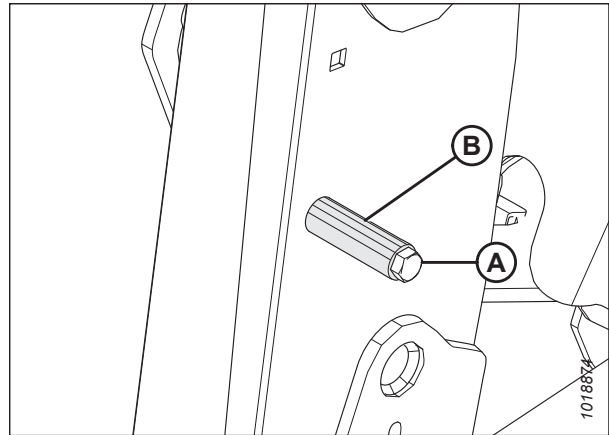


Figure 4.65: Bolt and Spacer Installed on Windrower Leg

4. Remove and retain the lynch pin from clevis pin (A) at the forward end of the forming shield. Remove and retain the clevis pin.
5. Repeat the previous step on the other side of the forming shield.

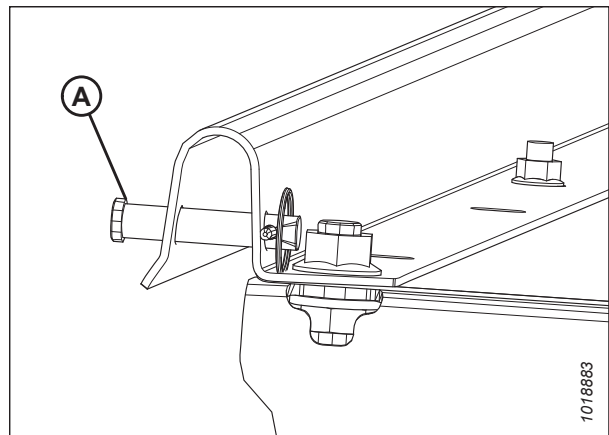


Figure 4.66: Clevis Pin at Forward End of Forming Shield

OPERATION

6. Position forming shield (A) under the windrower frame as shown.

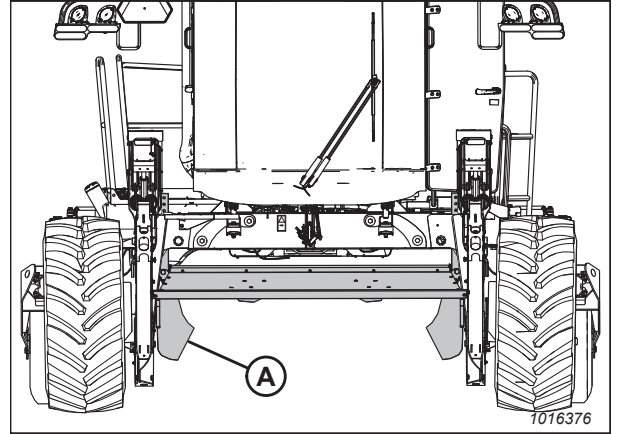


Figure 4.67: Forming Shield under Windrower Frame

7. Attach the forming shield to spacer (A) on the windrower leg using retained clevis pin (B) and lynch pin (C).
8. Repeat the previous step to secure the other side of the forming shield.

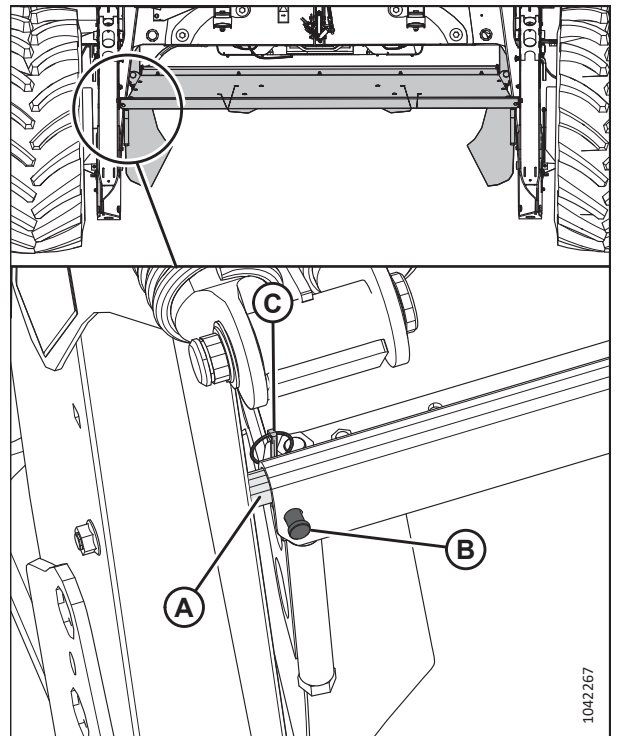


Figure 4.68: Forming Shield Secured to Windrower Leg

OPERATION

9. Lift the aft end of the forming shield and attach straps (B) to pins (A) on the windrower frame.
10. Install washer and hairpin to secure strap. Use the middle hole and adjust height to suit the crop.

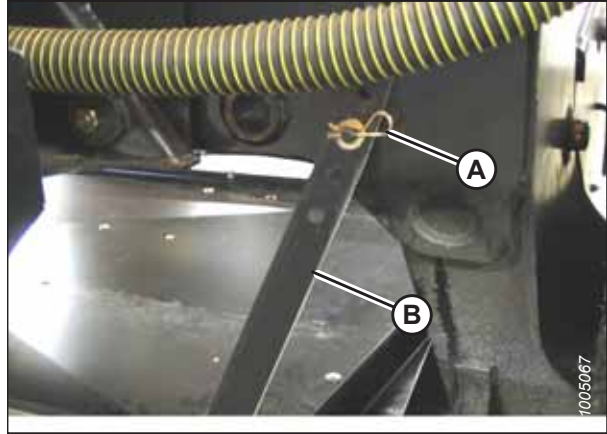


Figure 4.69: Forming Shield Strap

11. Set the forming shield side deflectors to the desired width by repositioning adjuster bars (A). Use the same hole location on both sides.
12. Adjust rear fluffer deflector (C) to the middle position. Loosen handles (B) if required.

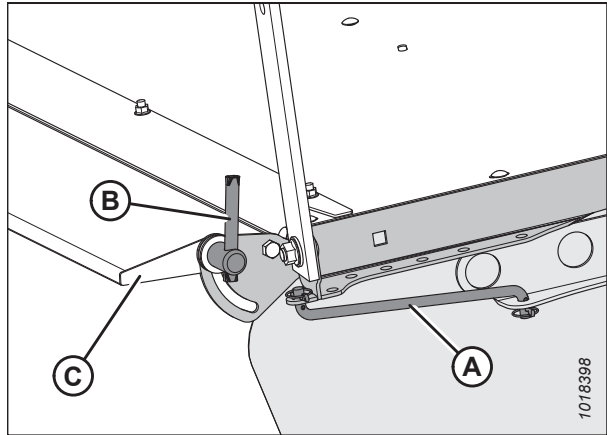


Figure 4.70: Forming Shield Adjuster Bar

Attaching A40DX Auger Header

The windrower's lift linkage and center-link will need to be connected to the header.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

1. Shut down the engine, and remove the key from the ignition.

OPERATION

2. Remove hairpin (A) from pin (B). Remove the pin from header supports (C). Repeat this step at the opposite side of the header.
3. Start the engine.

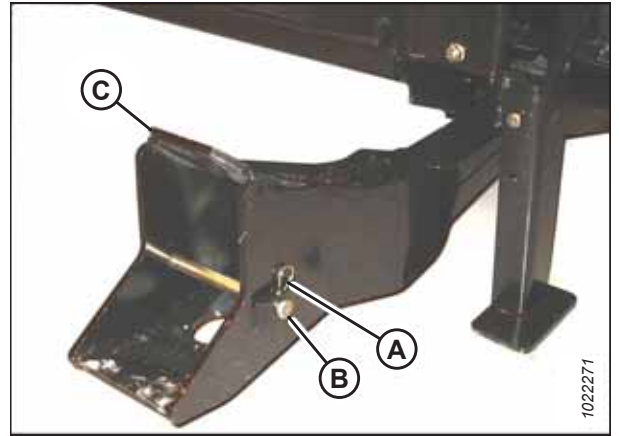


Figure 4.71: Header Support

OPERATION

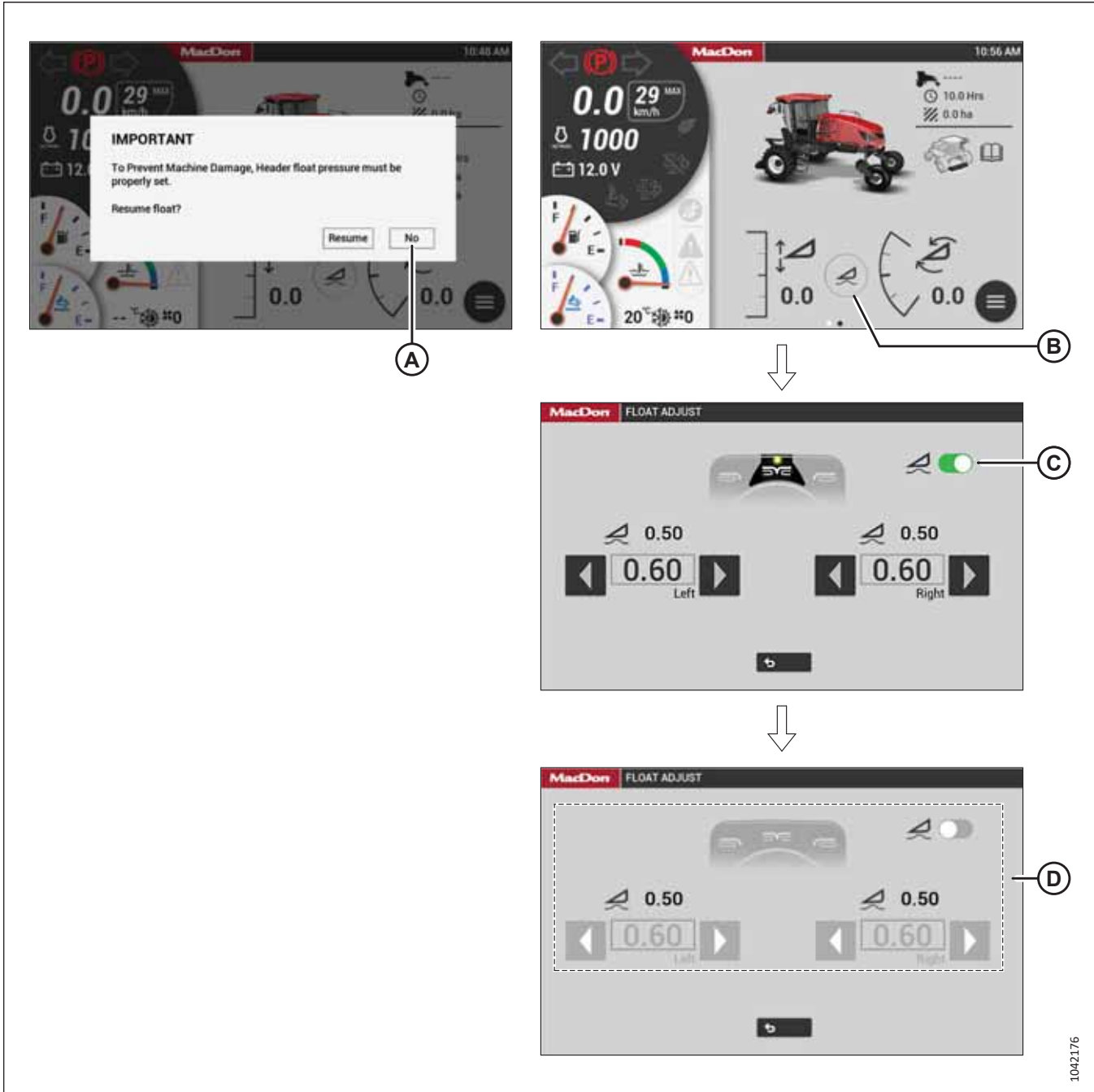


Figure 4.72: Float Removal

4. Remove the float as follows:

- If the HarvestTouch™ Display shows the message “Resume Float?”, then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

5. Prepare the center-link as follows:

- **If not equipped with the Center-Link Alignment kit:** Relocate pin (A) in the frame linkage as needed to raise center-link (B) until the hook is above the attachment pin on the header.
- **If equipped with the Center-Link Alignment kit:** Press REEL UP switch (D) on the ground speed lever (GSL) to raise the center-link until the hook is above the attachment pin on the header.

IMPORTANT:

Ensure that the center-link is positioned high enough that it does not contact the header as the windrower approaches the header.

6. Press HEADER DOWN switch (C) on the GSL until the windrower lift linkages are fully lowered.

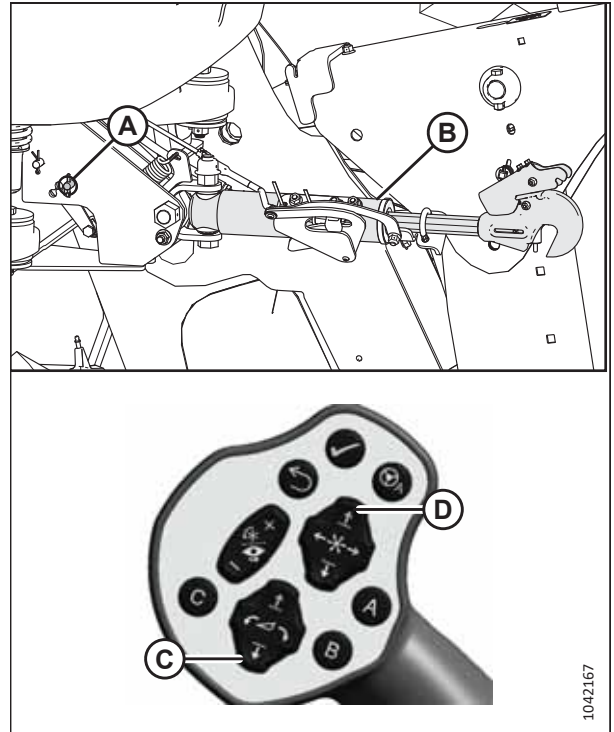


Figure 4.73: Center-Link without Self-Alignment

7. Drive the windrower forward slowly, until feet (A) on the windrower enter supports (B) on the header. Continue to drive forward until the feet engage the supports and the header is nudged forward.

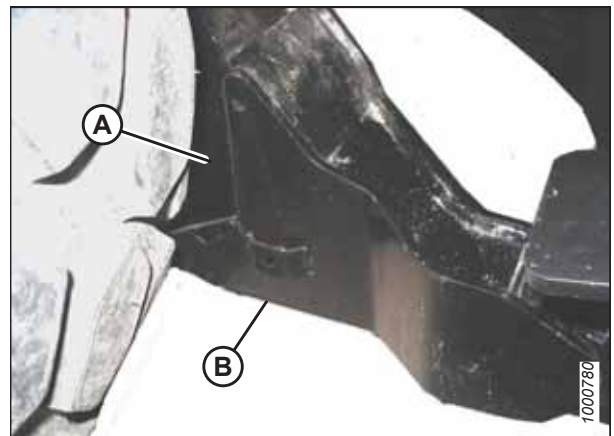


Figure 4.74: Header Support

OPERATION

8. Windrowers equipped with the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until hook (C) is aligned with the header attachment pin.
- Lower the center-link onto the header with REEL DOWN (D) switch on the GSL until the center-link locks into position and hook release (E) is down.

IMPORTANT:

The hook release must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pressing REEL UP (F) switch on the GSL.

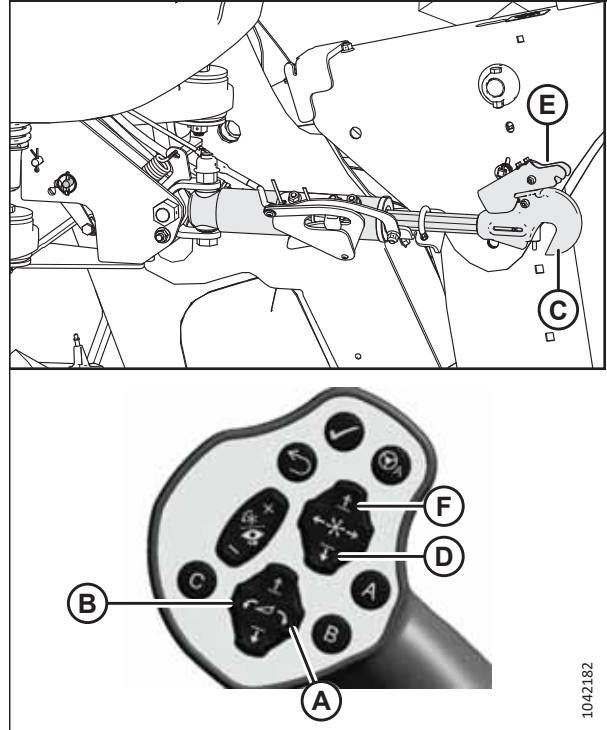


Figure 4.75: Hydraulic Center-Link

9. Windrowers without the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until the hook is aligned with the header attachment pin.
- Shut down the engine, and remove the key from the ignition.
- Push down on rod end (C) of the link cylinder until hook (D) engages and locks onto the header pin.

IMPORTANT:

Hook release (E) must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pulling upward on rod end (C) of the cylinder.
- Start the engine.

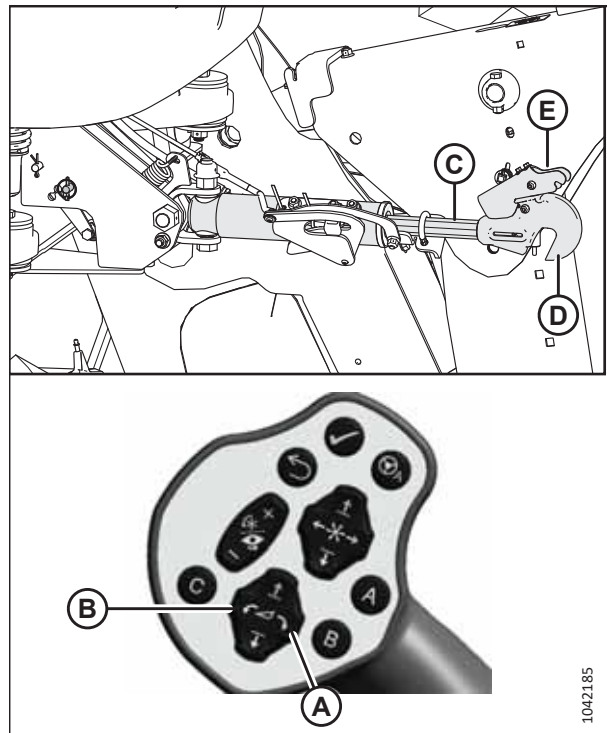


Figure 4.76: Hydraulic Center-Link

OPERATION

10. Press HEADER UP switch (A) to raise the header to its maximum height.

NOTE:

If one end of the header does **NOT** fully rise, rephase the lift cylinders as follows:

- a. Press and hold HEADER UP switch (A) until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
11. Shut down the engine, and remove the key from the ignition.



Figure 4.77: GSL

12. Engage the safety props on both lift cylinders as follows:

- a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
- b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

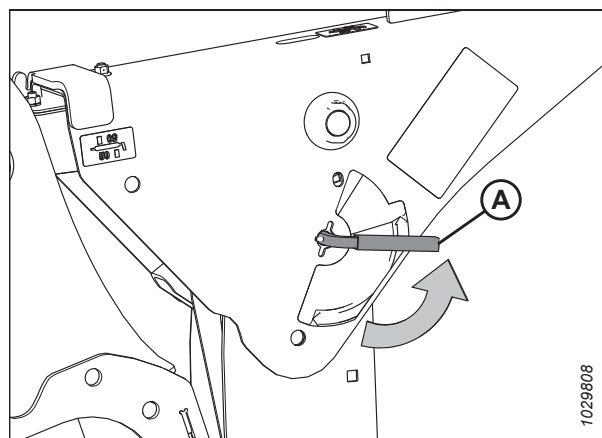


Figure 4.78: Safety Prop Lever

13. Install clevis pin (A) through the support and the foot, and secure it with a hairpin. Repeat this step for the opposite support.

IMPORTANT:

Ensure that clevis pin (A) is fully inserted into the support and foot holes, and that the hairpin is installed behind the bracket as shown.

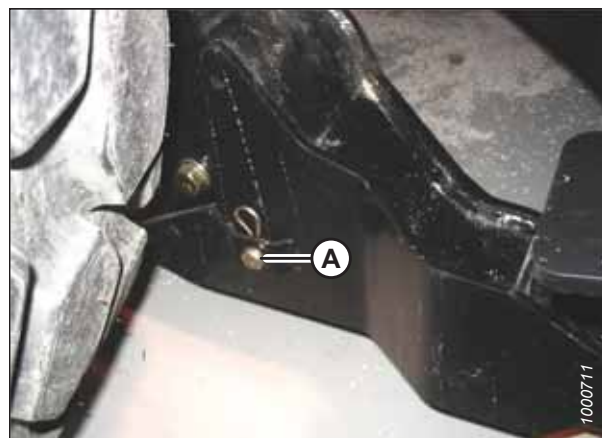


Figure 4.79: Header Support

OPERATION

14. Remove the lynch pin from clevis pin (A) in stand (B).
15. Hold stand (B) and remove clevis pin (A).
16. Move the stand to its storage position by inverting it and positioning it onto the bracket as shown. Reinsert clevis pin (A) and secure it with the lynch pin.

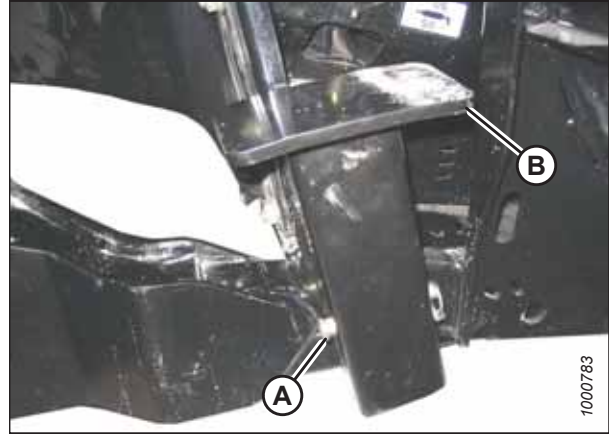


Figure 4.80: Header Stand in Storage Position

17. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

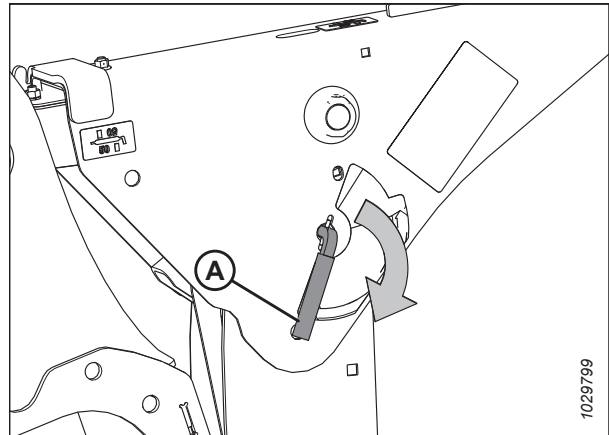


Figure 4.81: Safety Prop Lever

18. Start the engine, and press HEADER DOWN switch (A) on the GSL to fully lower the header.

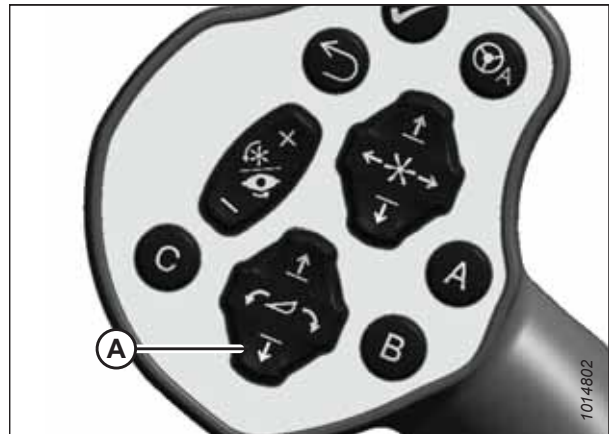


Figure 4.82: GSL

OPERATION

19. Select FLOAT ADJUST (A).

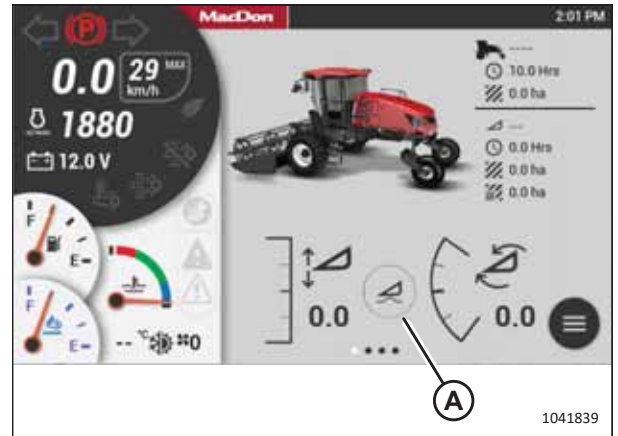


Figure 4.83: HarvestTouch™ Display

OPERATION

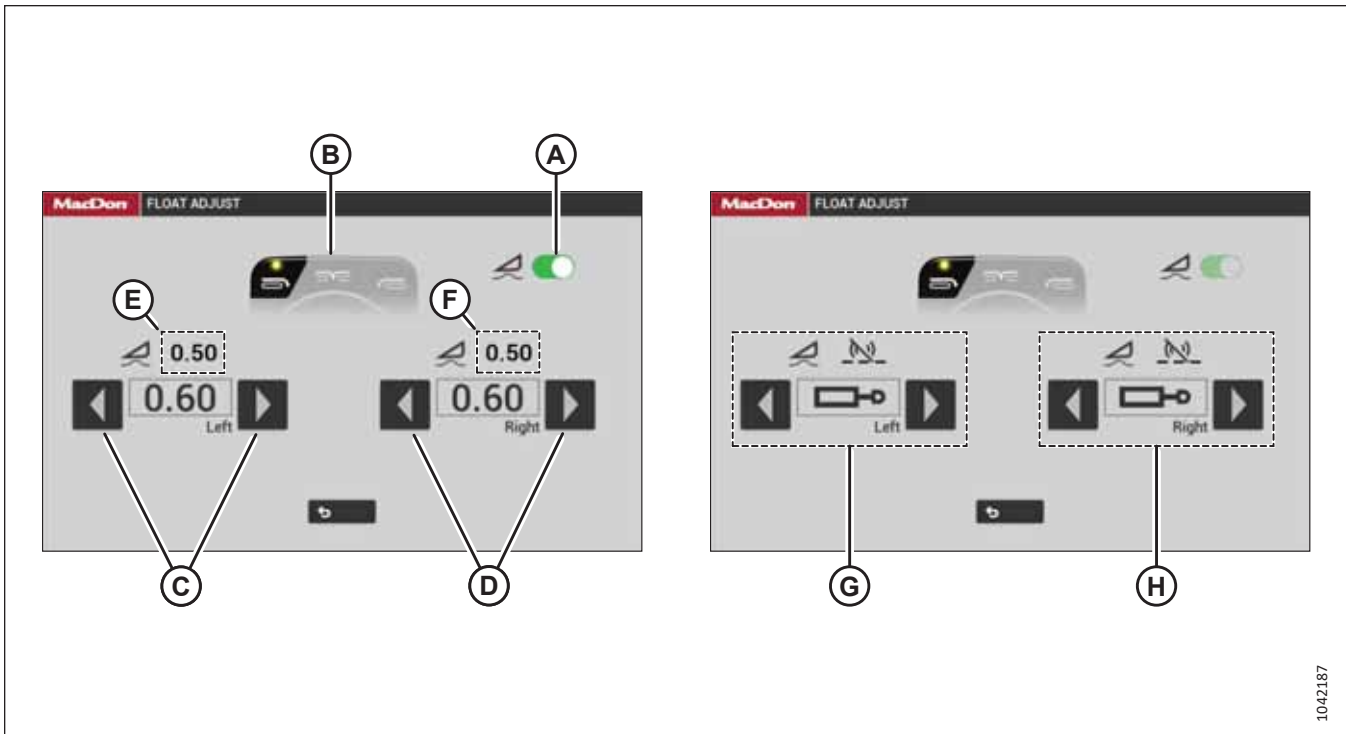


Figure 4.84: Float Adjustment

20. Select switch (A), so that it turns green, to activate the float.
21. If not already set up, set the float as follows:
 - a. The float preset, which is selected using the operator's console, is displayed at location (B). Confirm if the desired preset is selected.
 - b. Select arrows (C) to set the target float for the left side of the header. Value (E) is the actual amount of float (measured by the left float sensor).
 - c. Select arrows (D) to set the target float for the right side of the header. Value (F) is the actual amount of float (measured by the left float sensor).

NOTE:

Adjusting the float by increments of 1.0 (out of 10) changes the header weight at the cutterbar by approximately 91 kg (200 lb.). Adjust the float in increments of 0.05 to fine-tune the header's performance.

NOTE:

Symbols (G) and (H) mean the left and right float sensors are not working. You can still manually set the float, but you should first check if the sensors were disabled through the HarvestTouch™ Display (refer to MENU > SETUP > HEADER > SENSORS), or if another problem is causing the sensors to fail.

22. Shut down the engine, and remove the key from the ignition.
23. Check the float as follows:
 - a. Grasp one end of the auger header and lift it. The lifting force used should be 335–380 N (75–85 lbf).
 - b. Repeat this step on the other side of the header.
24. Proceed to [Connecting A40DX Auger Header Hydraulic and Electrical Systems, page 165](#).

OPERATION

Connecting A40DX Auger Header Hydraulic and Electrical Systems

The header's hydraulic and electrical multicoupler will need to be connected to the windrower.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

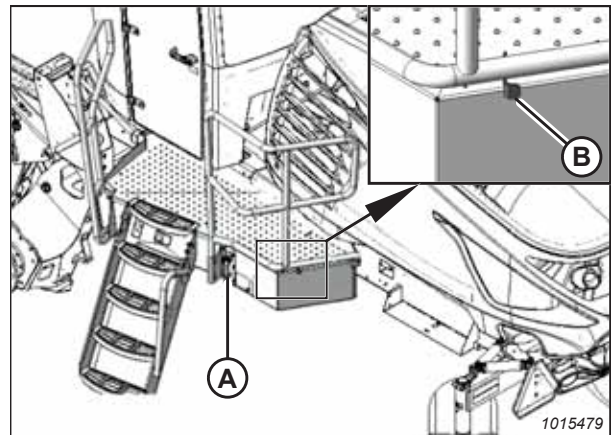


Figure 4.85: Left Platform

4. Retrieve hydraulic multicouplers (A) and electrical harness (B) from the header.
5. Route the hose/harness bundle toward the windrower through support (C).

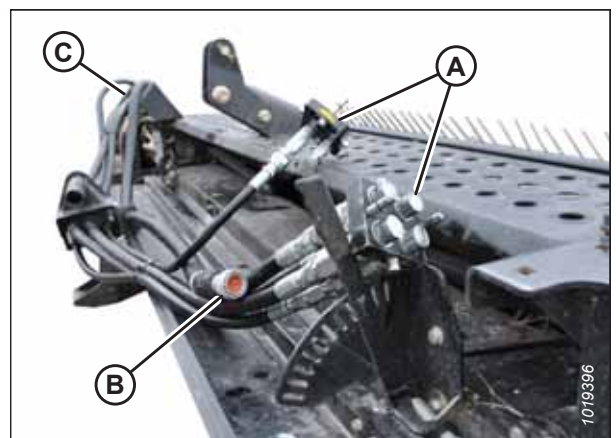


Figure 4.86: Hydraulic Hoses in Storage Position

OPERATION

6. Insert hose support (B) into hole (A) in the windrower's left leg. Route header hose bundle (C) under the windrower to the hydraulic and electrical couplers.

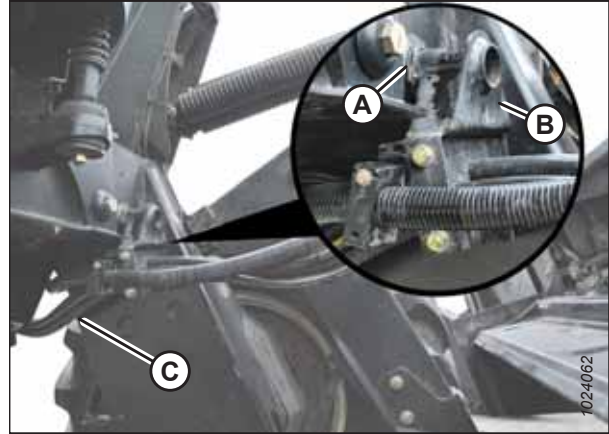


Figure 4.87: Multicoupler

7. Clean the multicouplers and receptacles to prevent contamination of the hydraulic system.
8. Push button (A) on the rear multicoupler receptacle and rotate handle (B) away from the windrower.
9. Open cover (C). Position multicoupler (D) onto the receptacle. Align the pins in the coupler with the slots in handle (B) and rotate the handle toward the windrower so that the coupler is locked onto the receptacle and button (A) pops out.
10. Push button (E) on the front multicoupler receptacle and rotate handle (F) away from the windrower.
11. Open cover (G) and position multicoupler (H) onto the receptacle. Align the pins in the coupler with the slots in the handle, and rotate the handle toward the windrower so that the coupler is locked onto the receptacle and button (E) snaps out.

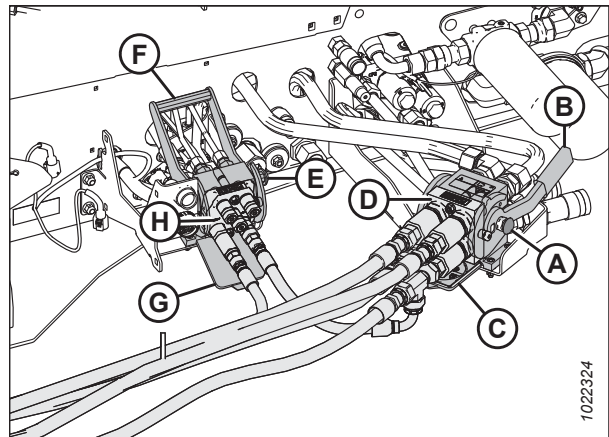


Figure 4.88: Knife/Reel/Auger Drive Multicoupler

OPERATION

12. **If a rotary disc header is being replaced by an auger header:** Remove hose (A) from storage location (B). Connect hose (A) to knife pressure receptacle (C) on the frame.

NOTE:

Hose quick disconnect (C) is present only on the following configurations:

- M2170 Windrowers equipped with the R1 Series Hydraulic Drive kit (MD #B6845)
- M2260 Windrowers configured for draper or auger headers

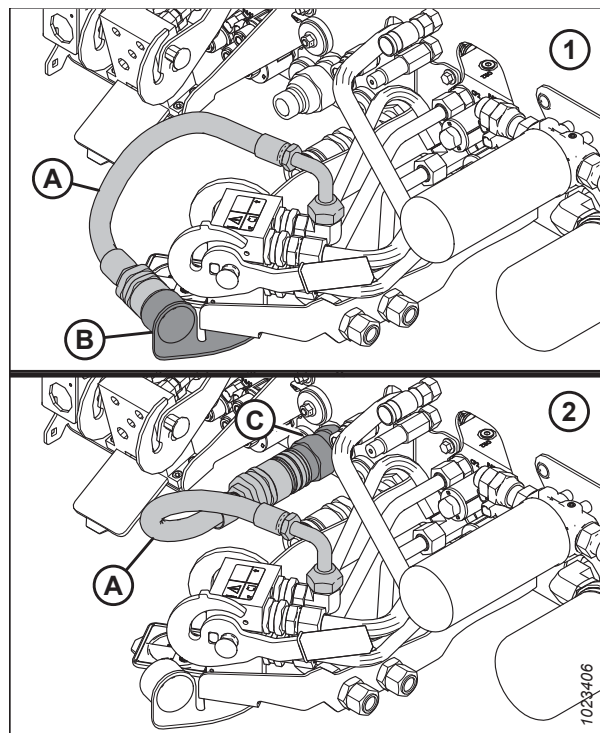


Figure 4.89: Knife Pressure Hose Positions

1 - Hose in Storage Position (Rotary Configuration)

2 - Hose to Knife Pressure Receptacle (Auger/Draper Configuration)

13. Remove the cover from receptacle (A). Connect the header's electrical harness to the receptacle.

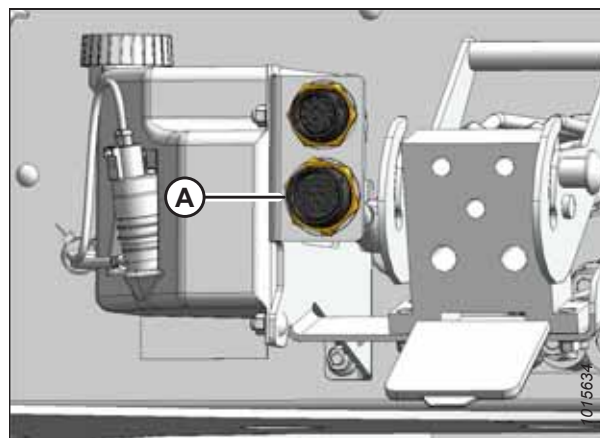


Figure 4.90: Electrical Connectors

OPERATION

14. Push latch (A) to unlock platform (B).

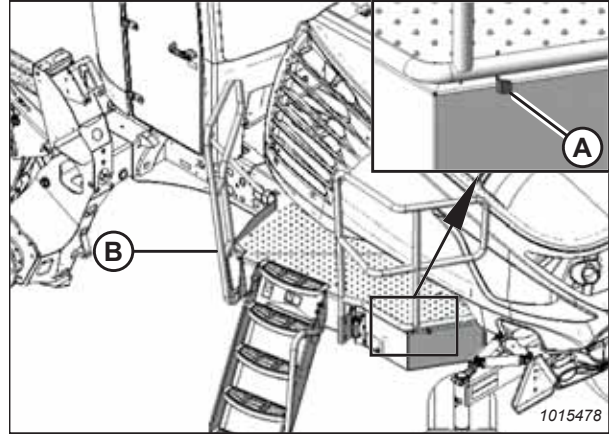


Figure 4.91: Left Platform

15. Pull platform (A) toward the cab until it stops and the latch is engaged.

16. If this is the first time the header is connected to the windrower, calibrate the header. For instructions, refer to [4.4.6 Calibrating Header on HarvestTouch™ Display, page 285](#).

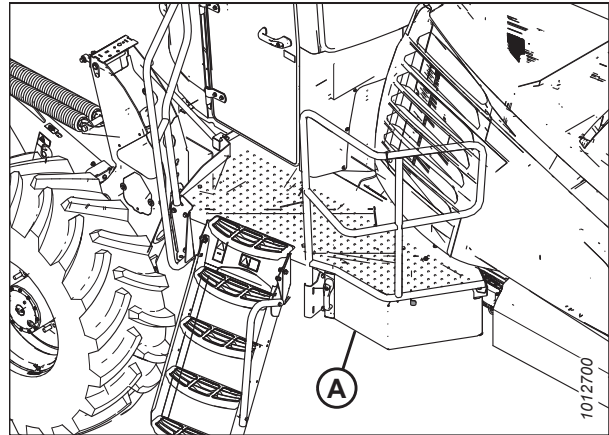


Figure 4.92: Left Platform

Detaching A40DX Auger Header

Detaching the A40DX electrical and hydraulic connections from the windrower is a simple procedure, thanks to the multicoupler. There is an additional step to perform if you are swapping a rotary disc header for an auger header.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

OPERATION

1. Start the engine, and press HEADER UP button (A) on the ground speed lever (GSL) to raise the header to maximum height.
2. If one end of the header does **NOT** rise fully, rephase the cylinders as follows:
 - a. Press and hold HEADER UP (A) switch until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
3. Shut down the engine, and remove the key from the ignition.



Figure 4.93: GSL

4. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

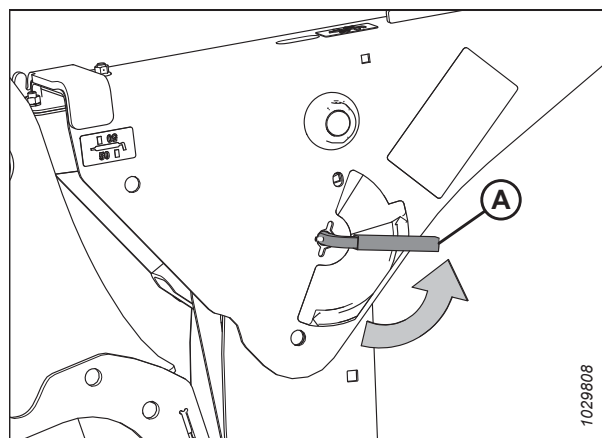


Figure 4.94: Safety Prop Lever

5. Remove the hairpin from clevis pin (A) and remove the clevis pin from header support (B) on both sides of the header.

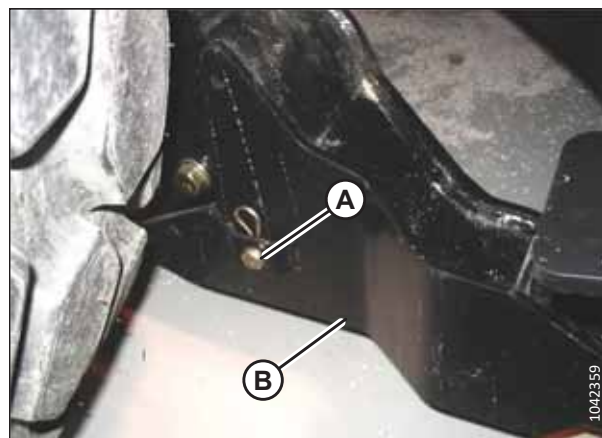


Figure 4.95: Header Support

OPERATION

6. Lower stand (A) by pulling clevis pin (B), inverting the stand and relocating it on the bracket. Reinsert pin (B) and secure it with the hairpin.

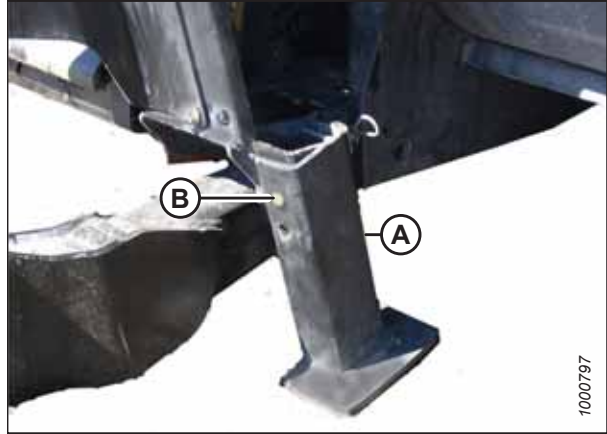


Figure 4.96: Header Stand

7. **Windrowers with self-aligning center-link:** Release center-link latch (A).

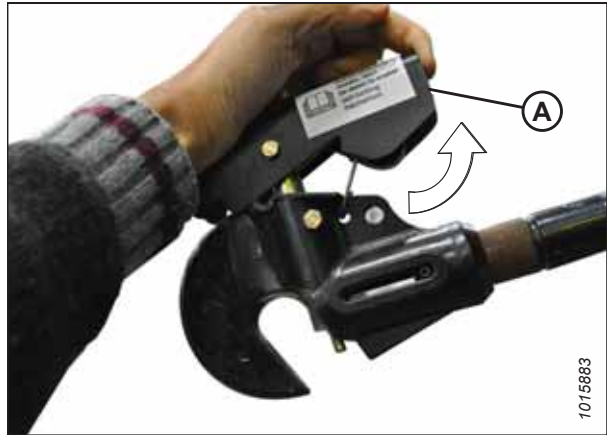


Figure 4.97: Center-Link

8. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

9. Start the engine.

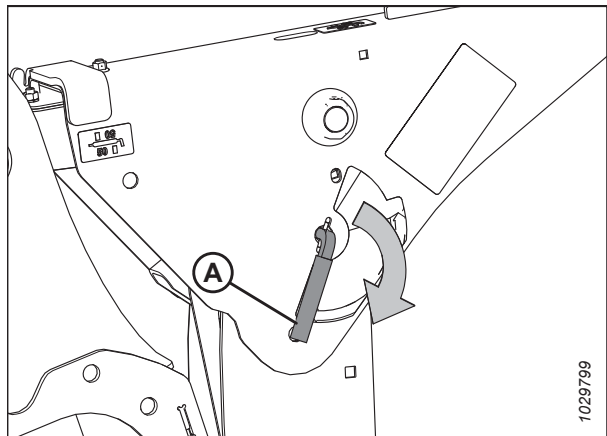


Figure 4.98: Safety Prop Lever

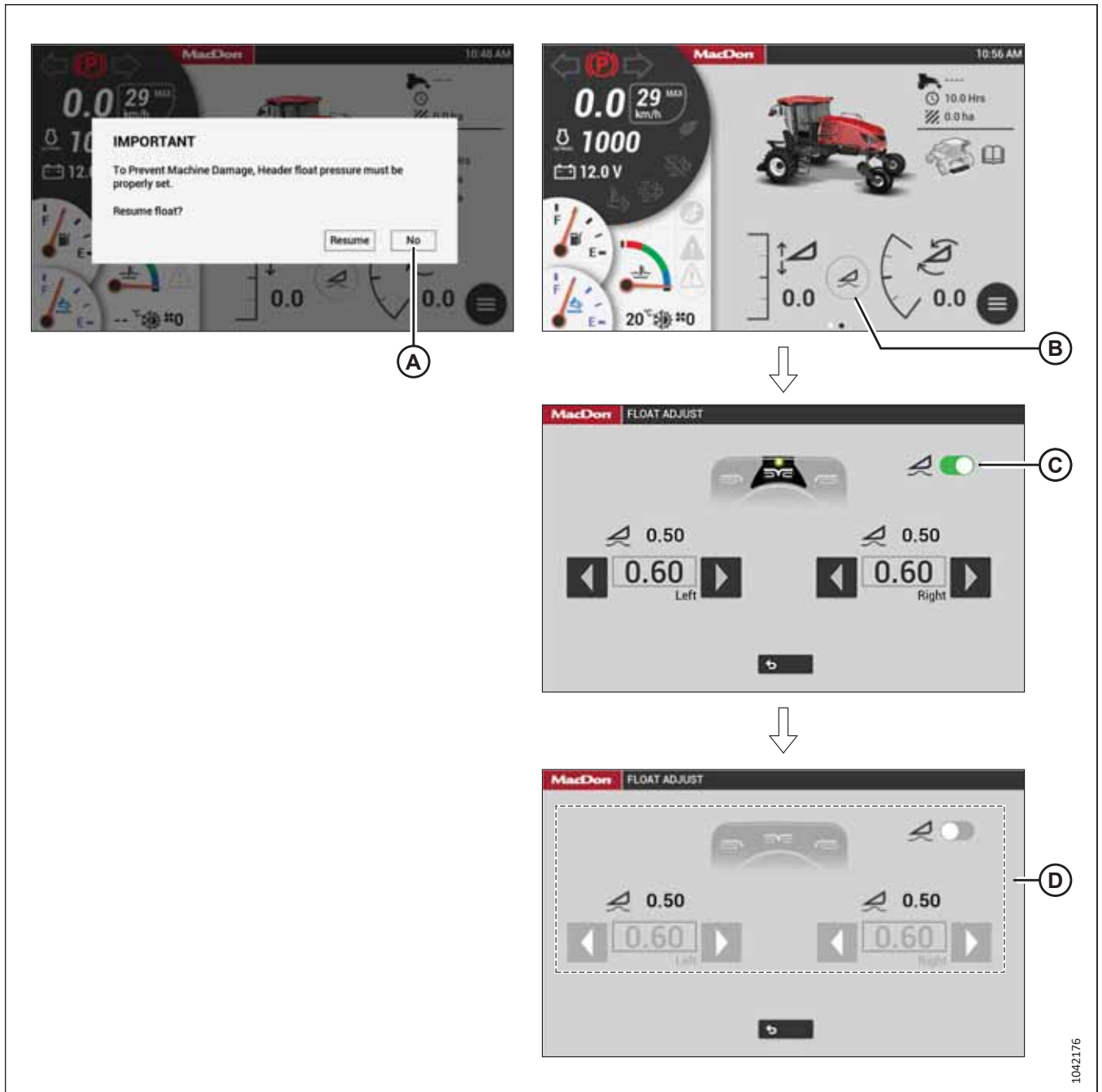


Figure 4.99: Float Removal

10. Remove the float as follows:

- If the HarvestTouch™ Display shows the message “Resume Float?”, then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

11. Lower the header fully using HEADER DOWN switch (A).
12. Press HEADER TILT switches (B), as needed, on the GSL to release the load on center-link.

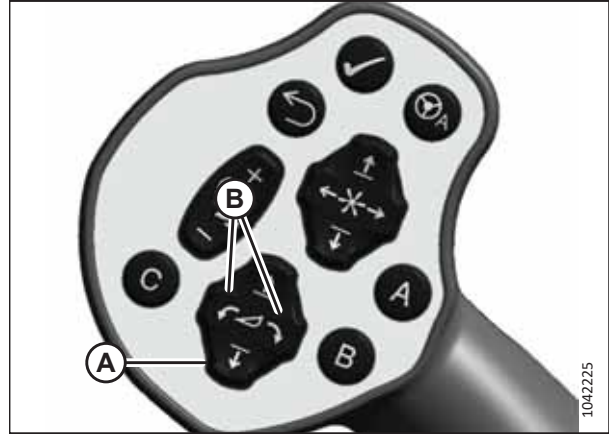


Figure 4.100: GSL

13. Windrowers with self-aligning center-link:

- a. Press REEL UP switch (A) to disengage the center-link from the header.
- b. Shut down the engine, and remove the key from the ignition.



Figure 4.101: GSL

14. Windrowers without self-aligning center-link:

- a. Shut down the engine, and remove the key from the ignition.
- b. Disconnect the center-link by lifting release (A) and lift hook (B) off the header.

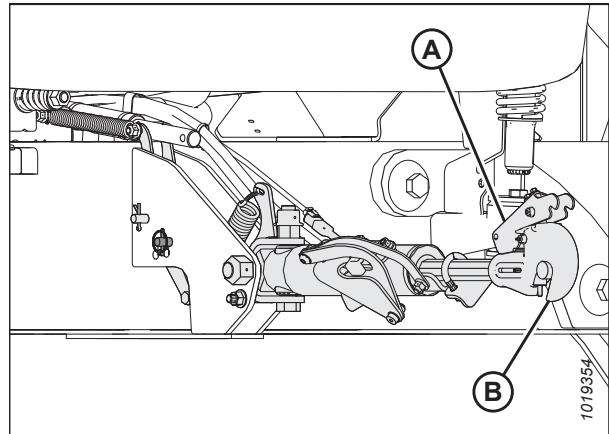


Figure 4.102: Hydraulic Center-Link

OPERATION

15. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
16. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

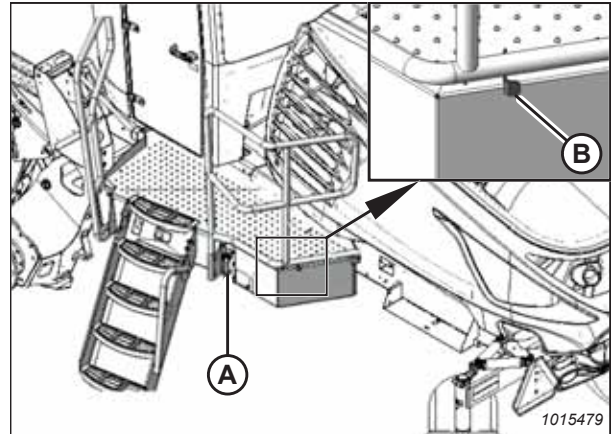


Figure 4.103: Left Platform

17. Disconnect header drive hydraulics (A) and electrical harness (B) from the windrower.

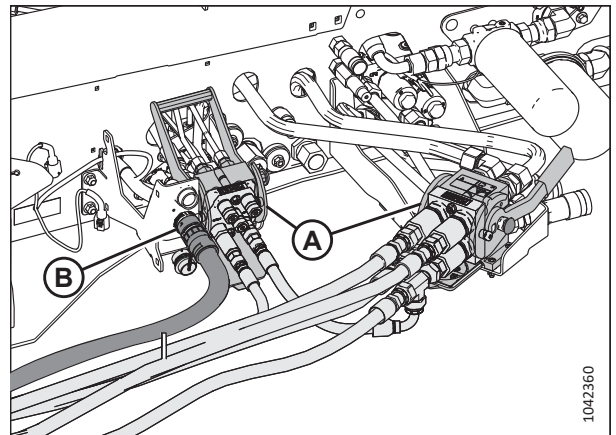


Figure 4.104: Header Drive Hydraulics

18. Push latch (A) to unlock platform (B).

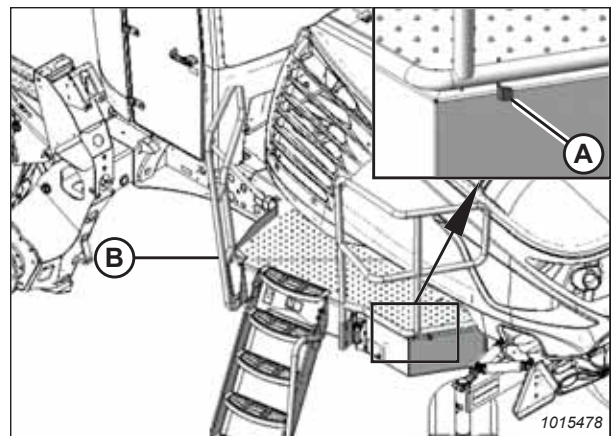


Figure 4.105: Left Platform

OPERATION

19. Pull platform (A) toward the cab until it stops and the latch is engaged.

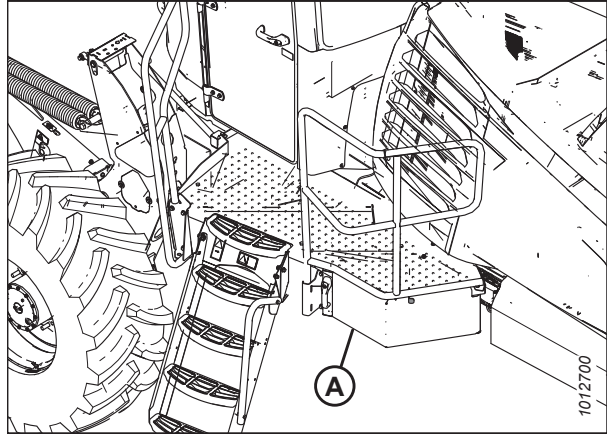


Figure 4.106: Left Platform

20. Remove hose support (A) from the windrower's left leg.



Figure 4.107: Multicoupler

21. Place hydraulics/electrical bundle (A) in the storage position on the header.
22. Back the windrower away from the header.
23. Shut down the engine, and remove the key from the ignition.

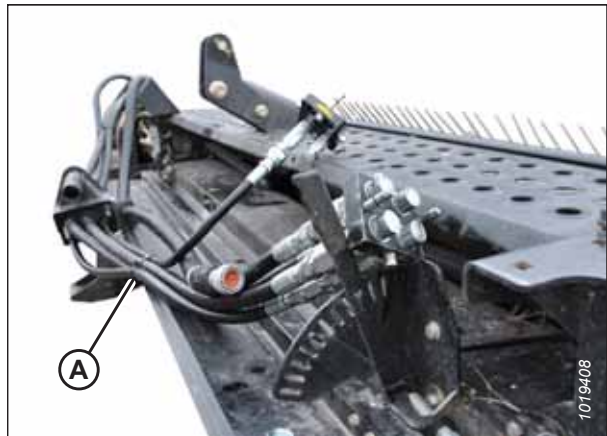


Figure 4.108: Hydraulics Hoses in Storage Position

OPERATION

24. Reinstall clevis pin (B) into header support (C) and secure it with hairpin (A). Repeat this step at the opposite side.

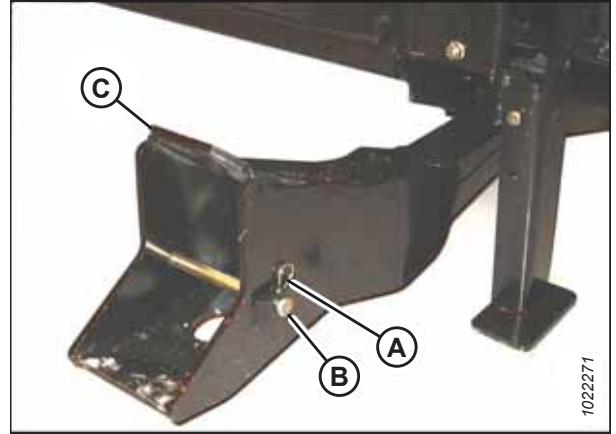


Figure 4.109: Header Support

Removing Forming Shield from the Windrower

The forming shield controls the width and placement of the windrow. The instructions in this section will show you how to properly remove the forming shield from the windrower.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

NOTE:

It is **NOT** always necessary to remove the forming shield after detaching the header from the windrower.

1. Shut down the engine, and remove the key from the ignition.
2. Mark the strap location, remove and retain hairpin (A) and washer (B) from straight pin (C).
3. Pull rubber strap (D) away from straight pin (C).
4. Lower the rear end of the forming shield.
5. Reinstall washer (B) and hairpin (A) on straight pin (C).
6. Repeat Step 2, page 175 to Step 5, page 175 on the opposite windrower leg.

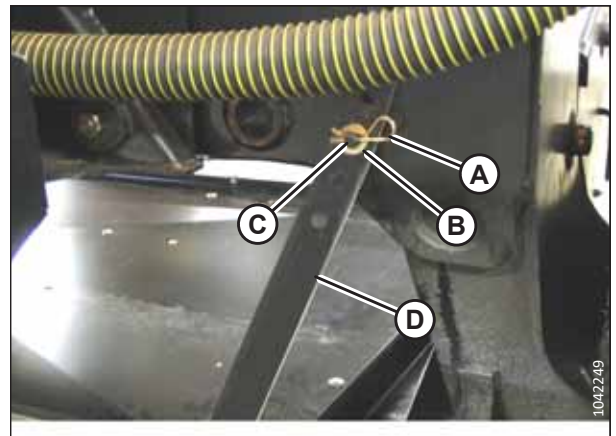


Figure 4.110: Rubber Strap Securing Forming Shield onto Windrower Leg

OPERATION

7. Remove lynch pin (A) and clevis pin securing forming shield (B) to bolt and spacer (C). Repeat this step at the opposite side.
8. Dismount forming shield (B) from bolts and spacers (C).
9. Reattach the clevis pin and the lynch pin to the forming shield.
10. Remove the forming shield.

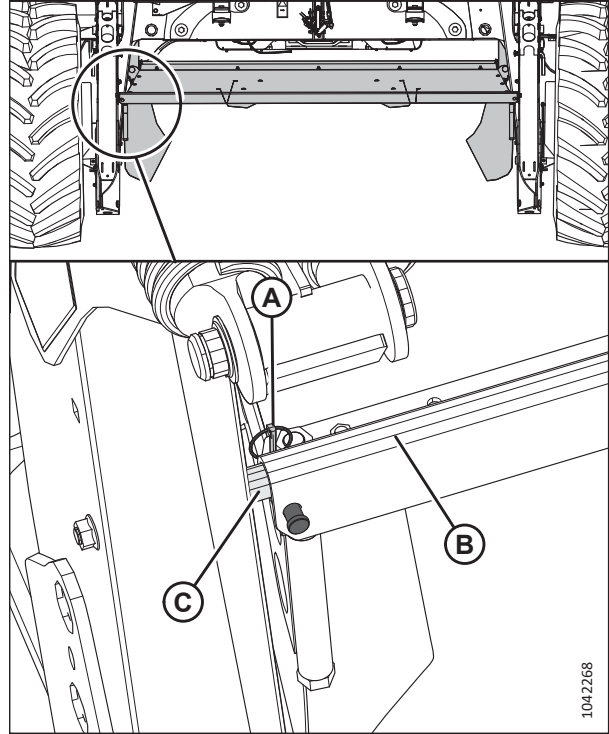


Figure 4.111: Forming Shield Secured to Front of Windrower Legs

4.4.2 D2 SP Series Draper Header

To attach the header to the windrower, follow the procedures provided here in the order presented.

Attaching Draper Header Supports

The draper header supports are required to attach the header to a windrower.

NOTE:

For headers that were previously attached to a combine, order draper header supports bundle B7266.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

OPERATION

IMPORTANT:

Ensure that the correct header supports are used:

- D2 SP Headers must use header supports (A).
- A feature that distinguishes support (A) from all other types is that rubber block (B) is attached to the support using pin (C).
- To order header supports, refer to the header parts catalog.

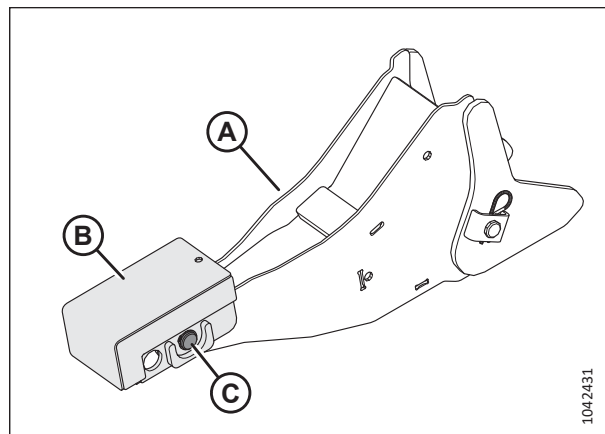


Figure 4.112: Draper Header Supports

1. Shut down the engine, and remove the key from the ignition.
2. Remove hairpin (A) from clevis pin (B) on draper header support (C). Remove clevis pin (B).

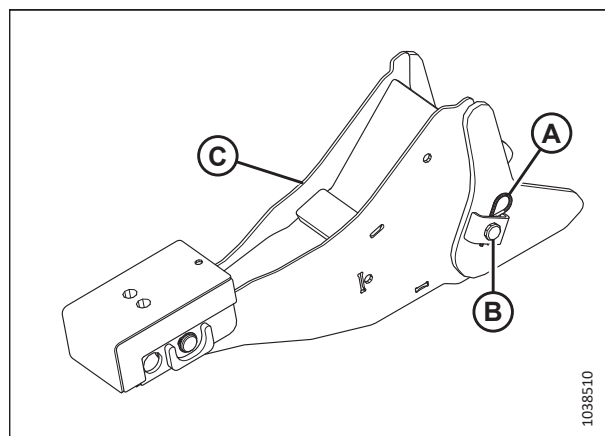


Figure 4.113: Draper Header Support

3. Position draper header support (B) on windrower lift linkage (A). Reinstall clevis pin (C).

NOTE:

To ensure that the pin doesn't snag the windrow, install the clevis pin on the outboard side of the draper header support.

4. Secure clevis pin (C) with hairpin (D).
5. Repeat Step 2, page 177 to Step 4, page 177 to install the remaining draper header support.

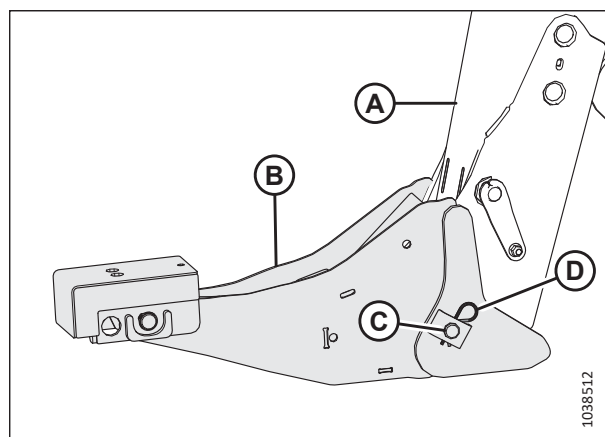


Figure 4.114: Draper Header Support

OPERATION

Attaching D2 Series Draper Header

The windrower's lift linkage and center-link will need to be connected to the header.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

1. Shut down the engine, and remove the key from the ignition.
2. If the windrower was previously attached to an R85 or R216 Rotary Disc Header, make sure to remove the forming shield (not shown), including forming shield support brackets (A) and hardware (B) from both legs. You can store the brackets and hardware in the windrower tool box.
 - For instructions on removing the R216 forming shield, refer to [Removing Forming Shield from the Windrower](#), page 256.

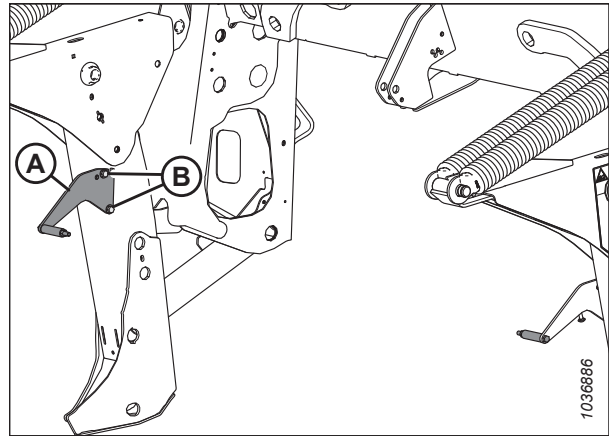


Figure 4.115: Forming Shield bracket – R2 Series

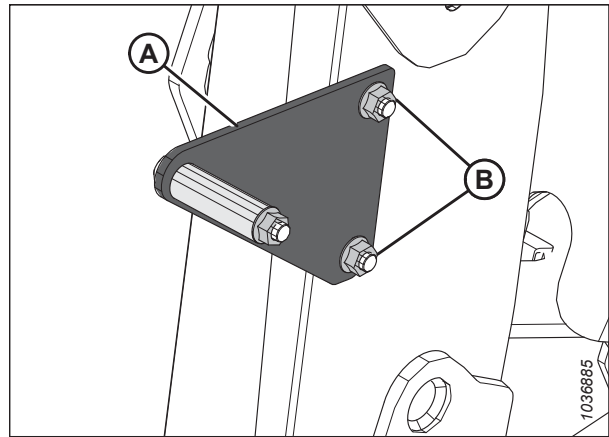


Figure 4.116: Forming Shield bracket – R85

OPERATION

- Before beginning this procedure, make sure both draper header supports (A) are either:

- (B) Installed on the windrower lift linkages, or
- (C) Installed in the header legs

For instructions on installing the header supports onto the windrower, refer to [Attaching Draper Header Supports](#), page 176. Header supports are typically left installed in the header legs when the header is detached from the windrower.

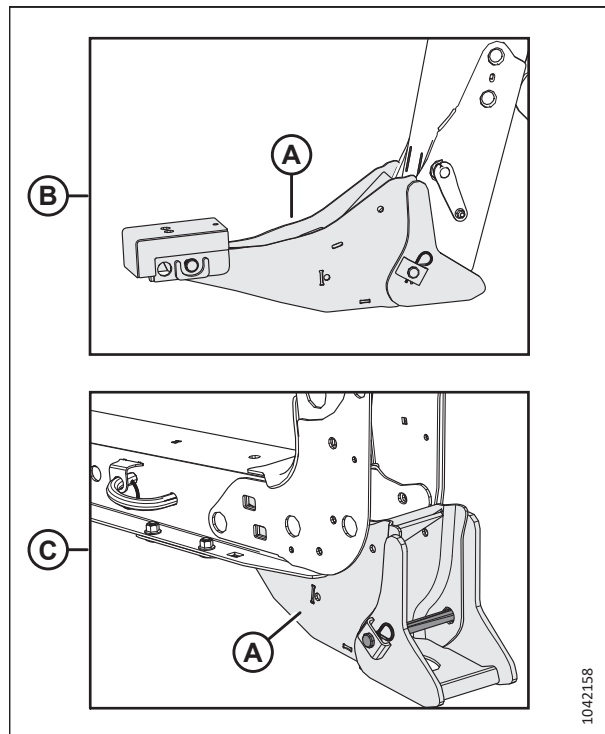


Figure 4.117: Header Supports Installed

- Prepare the header as follows:

- If the header supports are installed on the windrower:** Remove ring (A) and pin (B) from the header leg.
- If the header supports are installed in the header:** Remove hair pin (C) and clevis pin (D) from the header support.

Repeat this step on the other header leg.

- Start the engine.

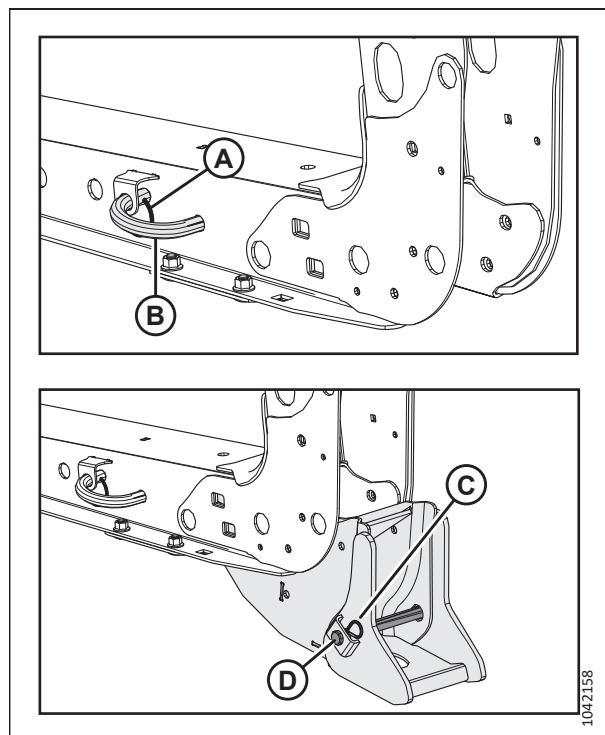
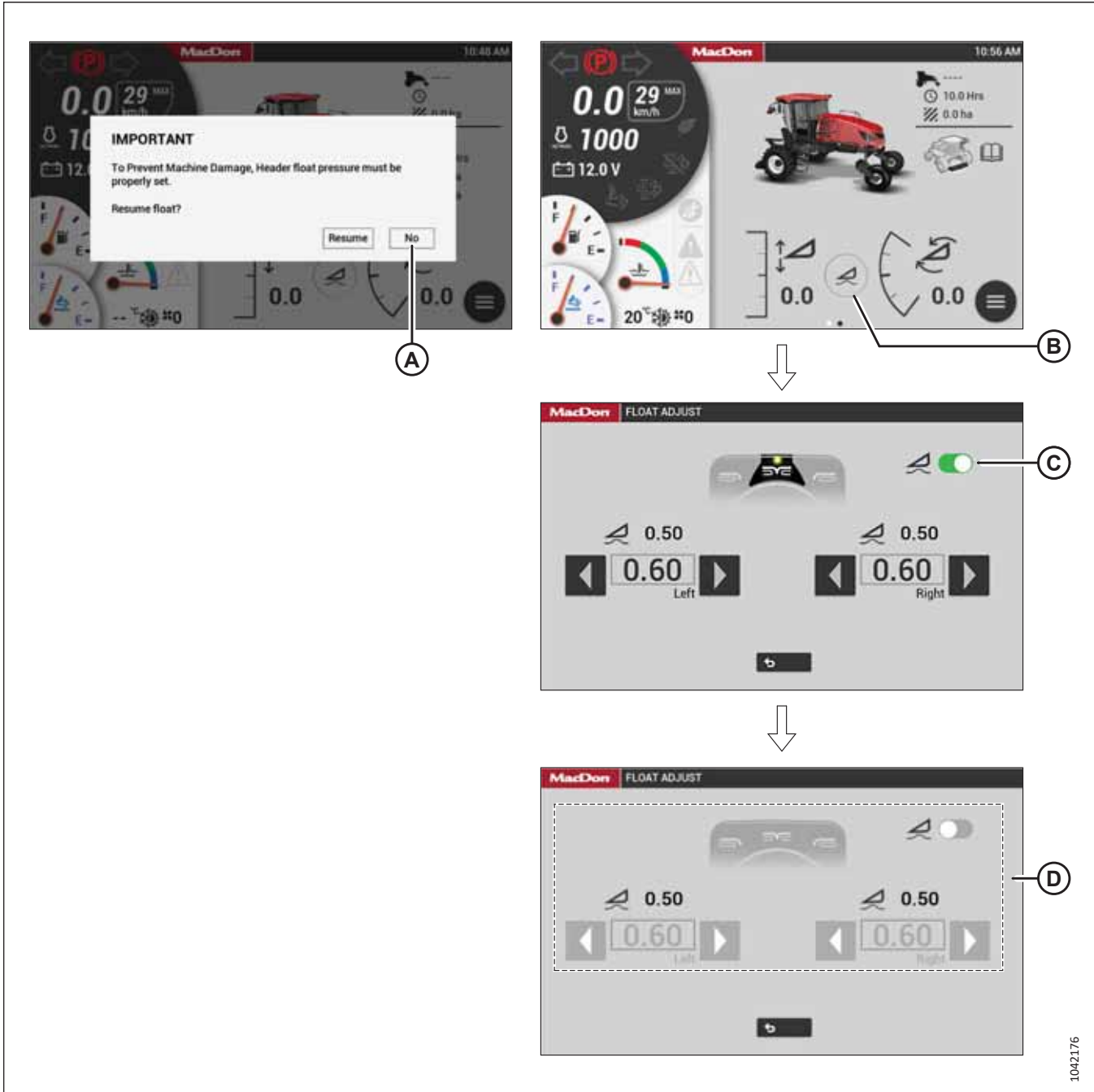


Figure 4.118: Header Leg — Left Side Shown

OPERATION



6. Remove the float as follows:

- If the HarvestTouch™ Display shows the message “Resume Float?”, then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

7. Prepare the center-link as follows:

- **If not equipped with the Center-Link Alignment kit:** Relocate pin (A) in the frame linkage as needed to raise center-link (B) until the hook is above the attachment pin on the header.
- **If equipped with the Center-Link Alignment kit:** Press REEL UP switch (D) on the ground speed lever (GSL) to raise the center-link until the hook is above the attachment pin on the header.

IMPORTANT:

Ensure that the center-link is positioned high enough that it does not contact the header as the windrower approaches the header.

8. Press HEADER DOWN switch (C) on the GSL until the windrower lift linkages are fully lowered.

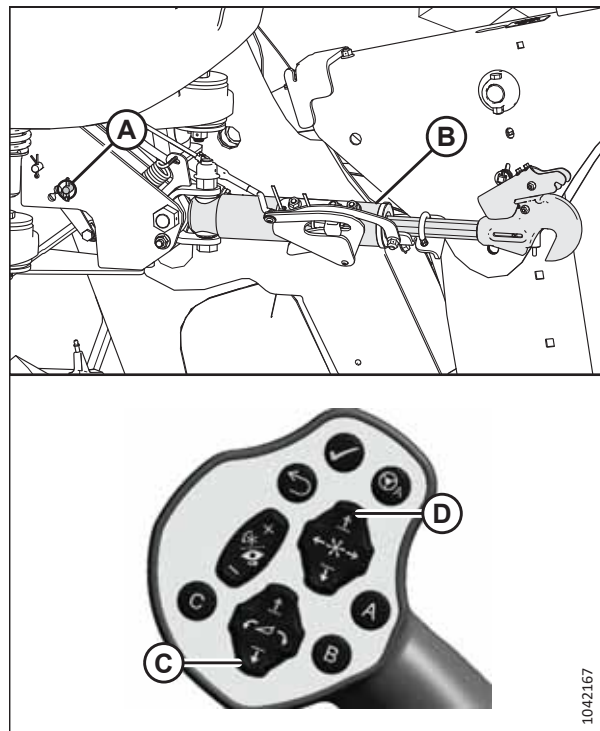


Figure 4.120: Center-Link without Self-Alignment

9. Proceed as follows:

- **If the header supports are installed on the windrower:** Drive the windrower slowly forward until header supports (A) enter header legs (B).
- **If the header supports are installed in the header:** Drive the windrower slowly forward until windrower lift linkages (C) enter header supports (D) in the header legs.

Continue driving slowly forward until the header is nudged forward.

10. Ensure that the lift linkages are properly engaged in the header legs and are in contact with the support plates.

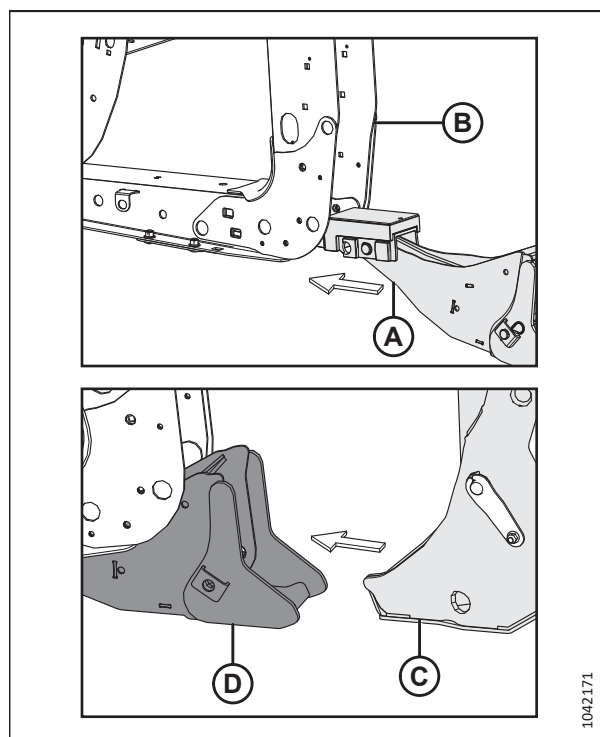


Figure 4.121: Header Leg and Support

OPERATION

11. Windrowers equipped with the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until hook (C) is aligned with the header attachment pin.
- Lower the center-link onto the header with REEL DOWN (D) switch on the GSL until the center-link locks into position and hook release (E) is down.

IMPORTANT:

The hook release must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pressing REEL UP (F) switch on the GSL.

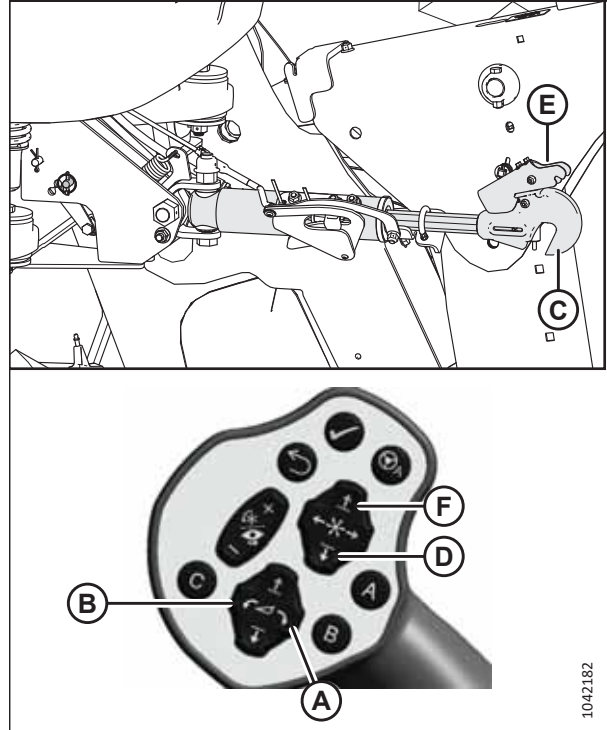


Figure 4.122: Hydraulic Center-Link

12. Windrowers without the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until the hook is aligned with the header attachment pin.
- Shut down the engine, and remove the key from the ignition.
- Push down on rod end (C) of the link cylinder until hook (D) engages and locks onto the header pin.

IMPORTANT:

Hook release (E) must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pulling upward on rod end (C) of the cylinder.
- Start the engine.

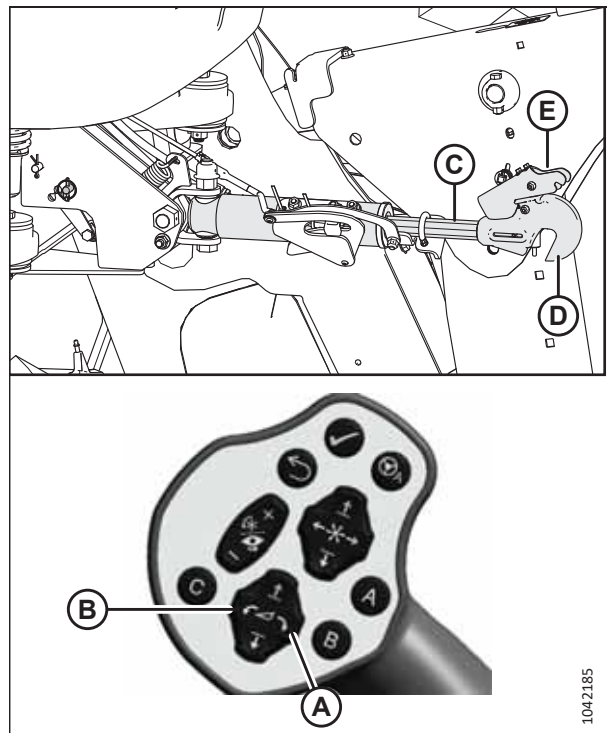


Figure 4.123: Hydraulic Center-Link

OPERATION

13. Press HEADER UP switch (A) to raise the header to its maximum height.

NOTE:

If one end of the header does **NOT** fully rise, rephase the lift cylinders as follows:

- a. Press and hold HEADER UP switch (A) until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
14. Shut down the engine, and remove the key from the ignition.



Figure 4.124: GSL

15. Engage the safety props on both lift cylinders as follows:

- a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
- b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

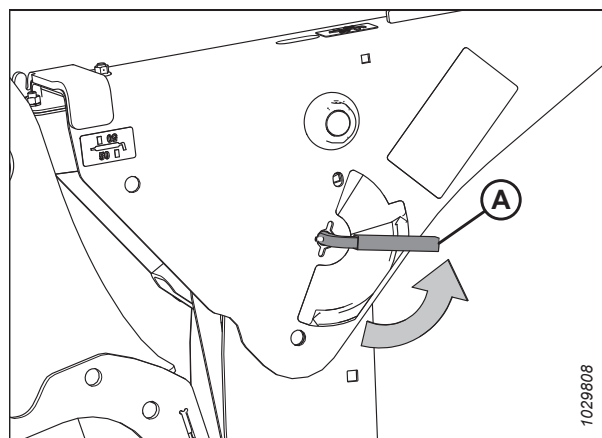


Figure 4.125: Safety Prop Lever

OPERATION

16. Proceed as follows:

- **If the header supports are installed on the windrower:**
Install pin (B) through the header leg, engaging the header support in the lift linkage. Secure the pin with ring (A).
- **If the header supports are installed in the header:**
Secure windrower lift linkage (C) to header boots (D) using clevis pin (E) and hair pin (F).

NOTE:

To ensure that the pin doesn't snag the windrow, install the clevis pin on the outboard side of the draper header support.

Repeat this step on the other header leg.

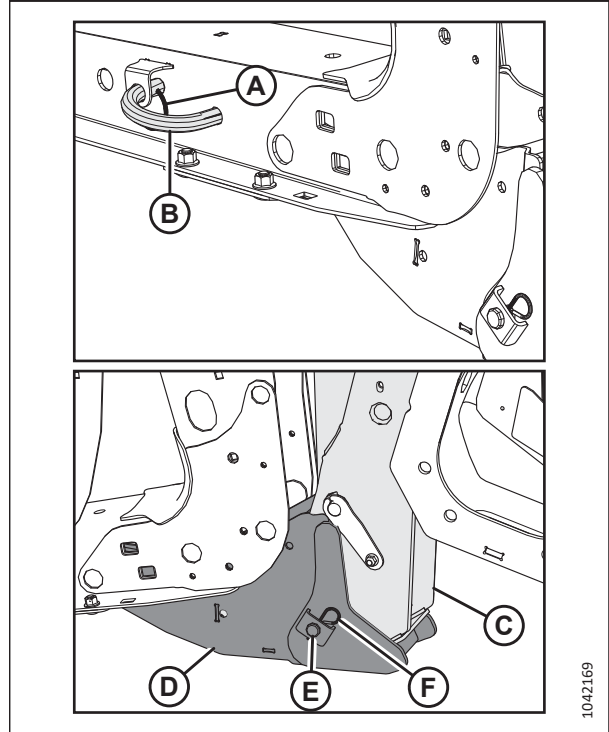


Figure 4.126: Windrower Lift Linkage and Header Leg

17. Disengage the safety props on both lift cylinders as follows:

- a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
- b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

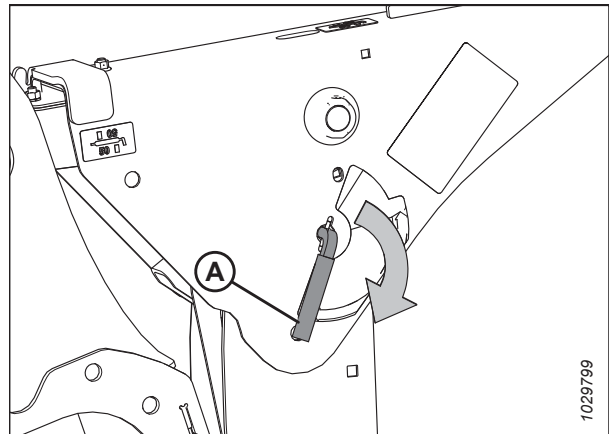


Figure 4.127: Safety Prop Lever

OPERATION

18. Start the engine, and press HEADER DOWN switch (A) on the GSL to fully lower the header.

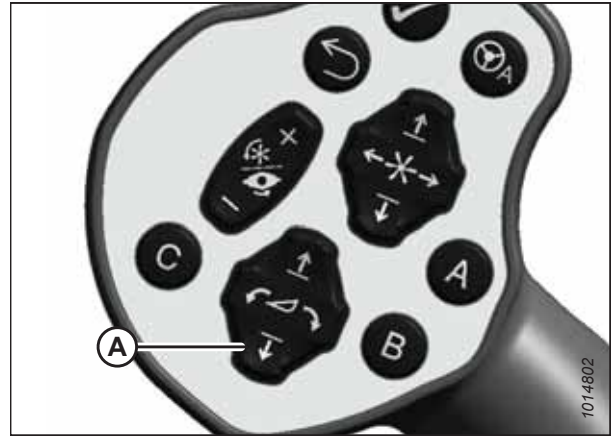


Figure 4.128: GSL

19. Select FLOAT ADJUST (A).

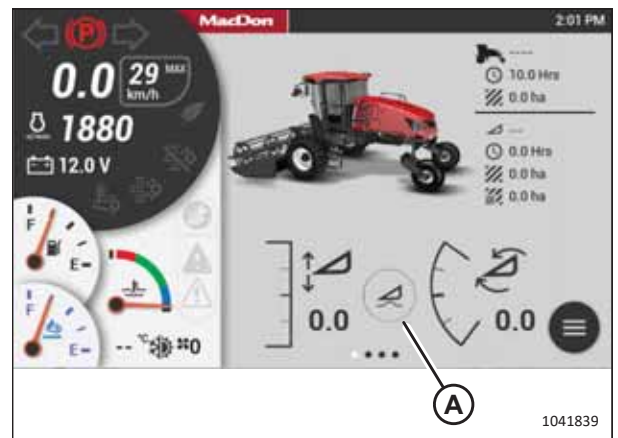


Figure 4.129: HarvestTouch™ Display

OPERATION

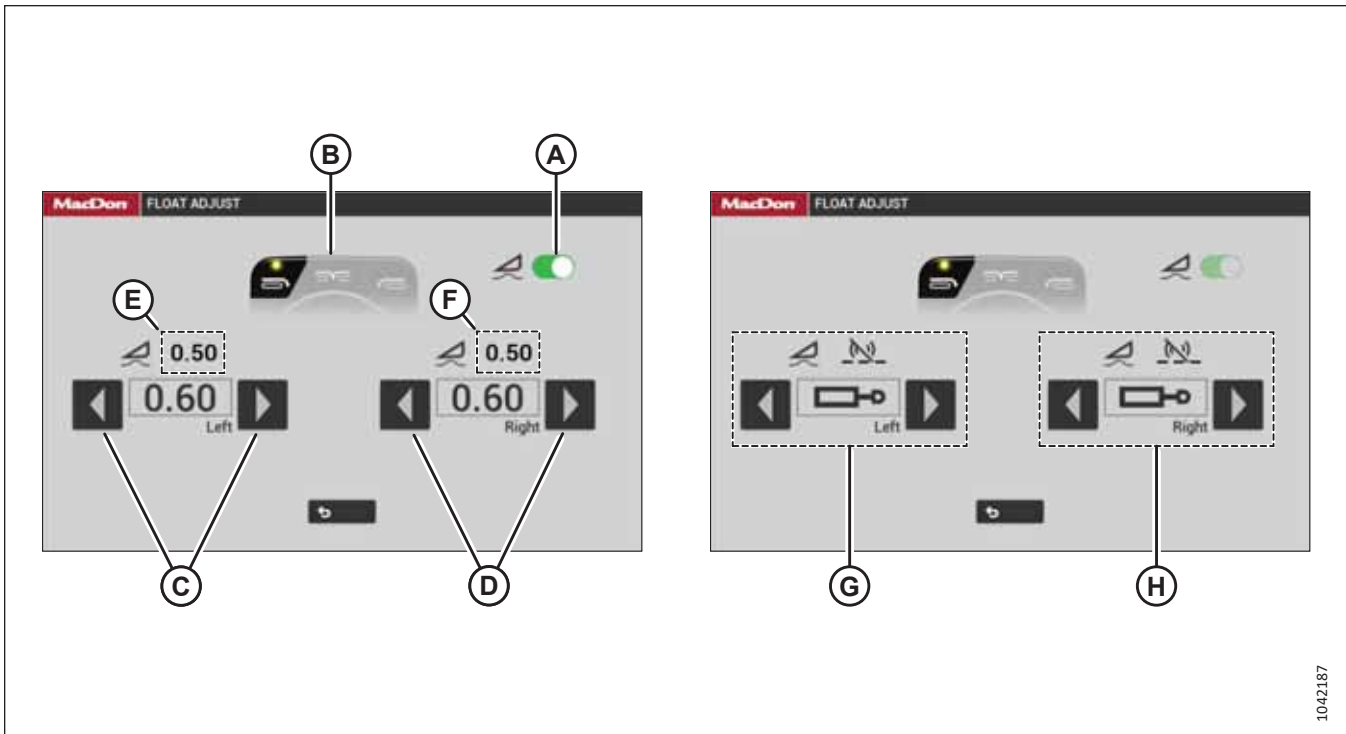


Figure 4.130: Float Adjustment

20. Select switch (A), so that it turns green, to activate the float.
21. If not already set up, set the float as follows:
 - a. The float preset, which is selected using the operator's console, is displayed at location (B). Confirm if the desired preset is selected.
 - b. Select arrows (C) to set the target float for the left side of the header. Value (E) is the actual amount of float (measured by the left float sensor).
 - c. Select arrows (D) to set the target float for the right side of the header. Value (F) is the actual amount of float (measured by the left float sensor).

NOTE:

Adjusting the float by increments of 1.0 (out of 10) changes the header weight at the cutterbar by approximately 91 kg (200 lb.). Adjust the float in increments of 0.05 to fine-tune the header's performance.

NOTE:

Symbols (G) and (H) mean the left and right float sensors are not working. You can still manually set the float, but you should first check if the sensors were disabled through the HarvestTouch™ Display (refer to MENU > SETUP > HEADER > SENSORS), or if another problem is causing the sensors to fail.

22. Shut down the engine, and remove the key from the ignition.
23. Check the float as follows:
 - a. Grasp one end of the draper header and lift it. The lifting force should be 335–380 N (75–85 lbf) (with stabilizer/transport wheels raised, if equipped).
 - b. Repeat this step on the other side of the header.
24. Proceed to *Connecting Header Hydraulic and Electrical Systems, page 187*.

Connecting Header Hydraulic and Electrical Systems

The header's hydraulic hose multicoupler will need to be connected to the windrower.

⚠ DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

⚠ CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

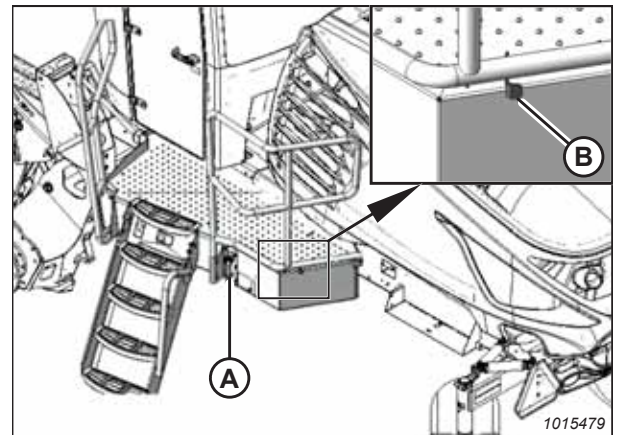


Figure 4.131: Left Platform

4. **All draper headers except D215:** Push lever (A) up and pull arm (B) to get pin (C) out of latch (D).

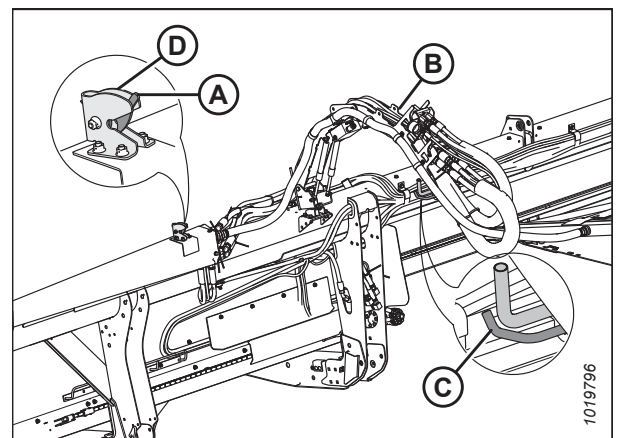


Figure 4.132: Hydraulic Hose Management System – All Draper Headers Except D215

OPERATION

5. **D215 Draper Headers:** Pull hydraulic hose management system (A) towards the left outboard end of the header, disengage ball stud (B) from the cradle in support (C).

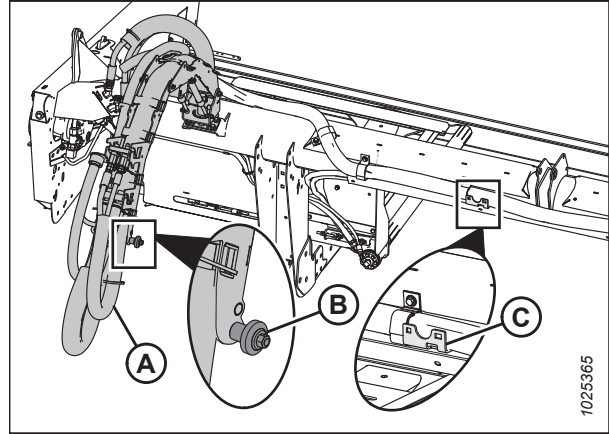


Figure 4.133: Hydraulic Hose Management System – D215

6. Push the link on latch (C) and pull handle (A) on hydraulic hose management system (B) rearward to disengage the arm from the latch.
7. Move hydraulic hose management system (B) toward the left cab-forward side of the windrower.

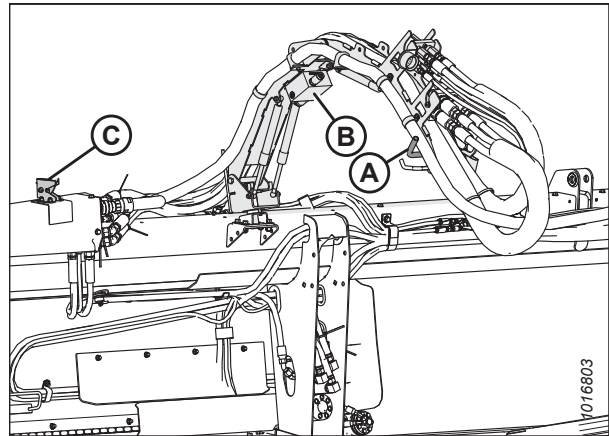


Figure 4.134: Hydraulic Hose Management System

8. Connect hydraulic hose management system (A) to the left outer leg of the windrower by pushing ball stud (B) into ball stud latch (C).

NOTE:

The hydraulic hoses have been removed from the illustration for clarity.

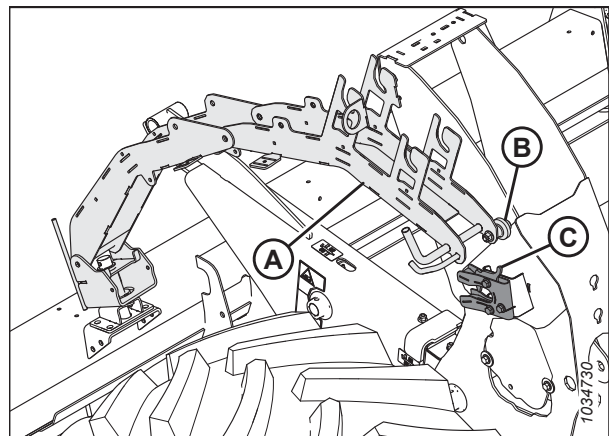


Figure 4.135: Windrower Left Outer Leg

OPERATION

9. Retrieve draper drive and reel control multicoupler (A) from the hydraulic hose management system.
10. Push knob (B) on the hydraulic receptacle and pull handle (C) fully away from the windrower.
11. Open cover (D) and position the coupler onto the receptacle. Align the pins in the coupler with the slots in handle (C) and push the handle toward the windrower so that the coupler locks onto the receptacle and knob (B) pops out.
12. Remove the cover from electrical connector (E). Push the electrical connector onto the receptacle. Secure the connector by turning the collar on the electrical connector clockwise.
13. Remove hose quick disconnect (F) from its storage location. Connect the quick disconnect to the receptacle on the frame.

NOTE:

Hose quick disconnect (C) is present only on the following configurations:

- M2170 Windrowers equipped with the R1 Series Hydraulic Drive kit (B6845)
 - M2260 Windrowers configured for draper or auger headers
14. Retrieve knife and reel drive multicoupler (A) from the hydraulic hose management system.
 15. Push knob (B) on the hydraulic receptacle and pull handle (C) fully away from the windrower.
 16. Open cover (D) and position the coupler onto the receptacle. Align the pins in the coupler with the slots in handle (C), and push the handle toward the windrower so that the coupler locks onto the receptacle and knob (B) snaps out.

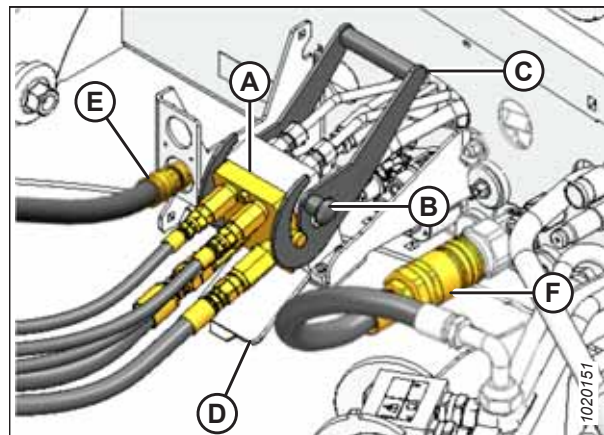


Figure 4.136: Draper/Reel Multicoupler

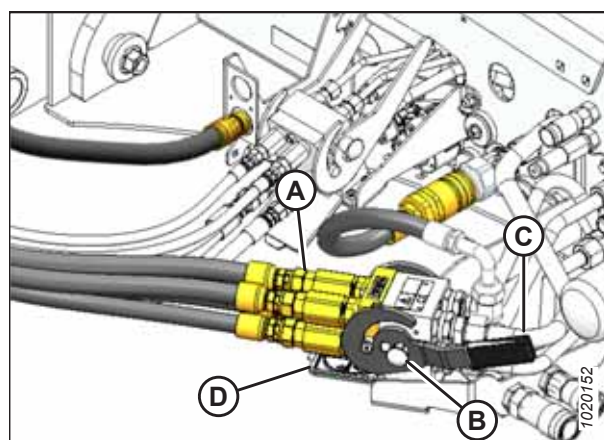


Figure 4.137: Knife/Reel Drive Multicoupler

OPERATION

17. Ensure that the hydraulic hose routing is as straight as possible.

IMPORTANT:

Straight routing will prevent abrasion damage to the hydraulic hoses.

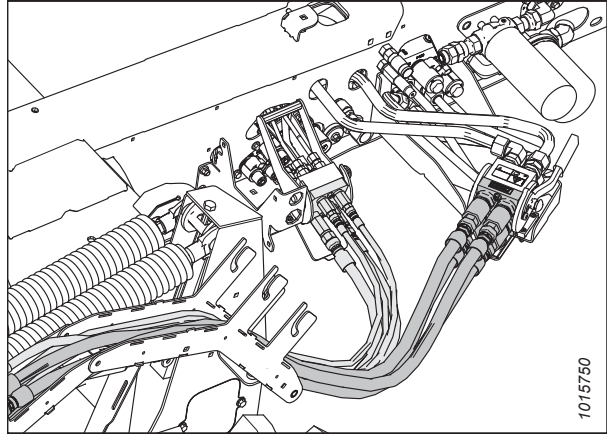


Figure 4.138: Hydraulic Multicouplers and Hose Routing

18. Push latch (A) to unlock platform (B).

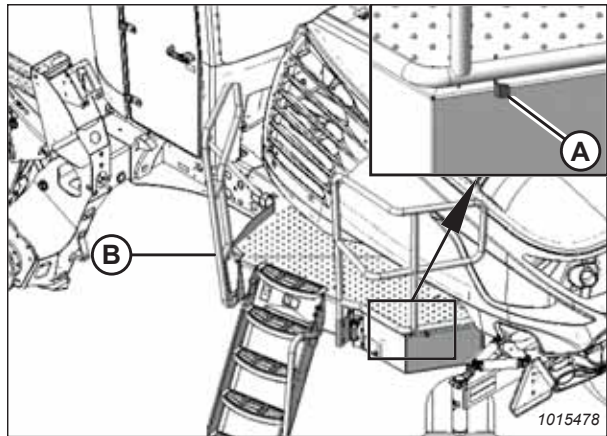


Figure 4.139: Left Platform

19. Pull platform (A) toward the cab until it stops and the latch is engaged.
20. If this is the first time the header is connected to the windrower, calibrate the header. For instructions, refer to [4.4.6 Calibrating Header on HarvestTouch™ Display, page 285](#).

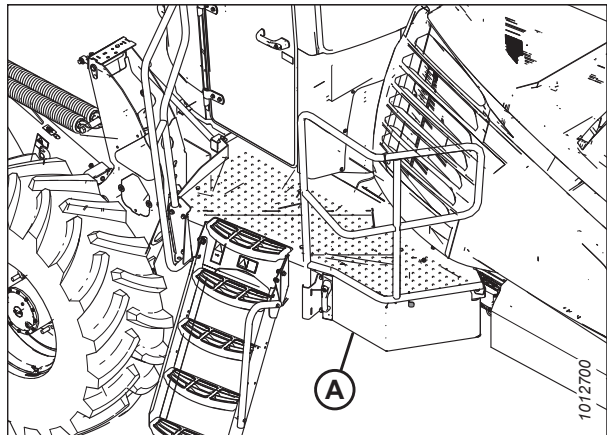


Figure 4.140: Left Platform

Detaching D2 Series Draper Header

The instructions in this section outline how to properly detach the header from the windrower.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

1. Start the engine, and press HEADER UP button (A) on the ground speed lever (GSL) to raise the header to maximum height.
2. If one end of the header does **NOT** rise fully, rephase the cylinders as follows:
 - a. Press and hold HEADER UP (A) switch until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.



Figure 4.141: GSL

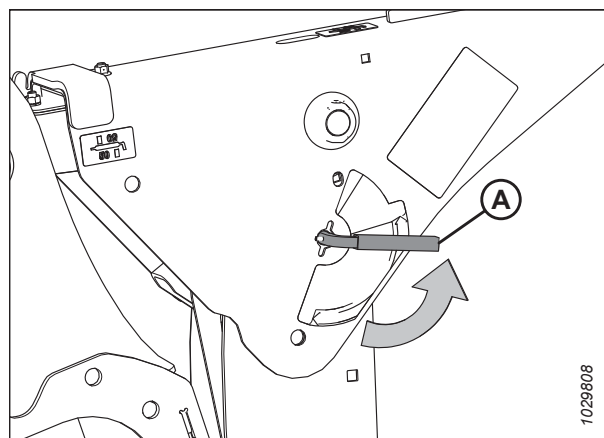


Figure 4.142: Safety Prop Lever

OPERATION

5. Remove and retain hair pin (D) and clevis pin (C) from header boot (B) and windrower lift linkage (A). Repeat at the opposite side.

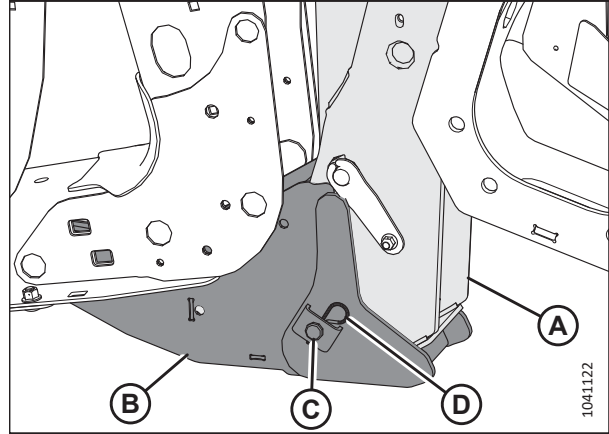


Figure 4.143: Header Leg and Windrower Lift Linkage Connected by Header Boot

6. **Windrowers with self-aligning center-link:** Release center-link latch (A).

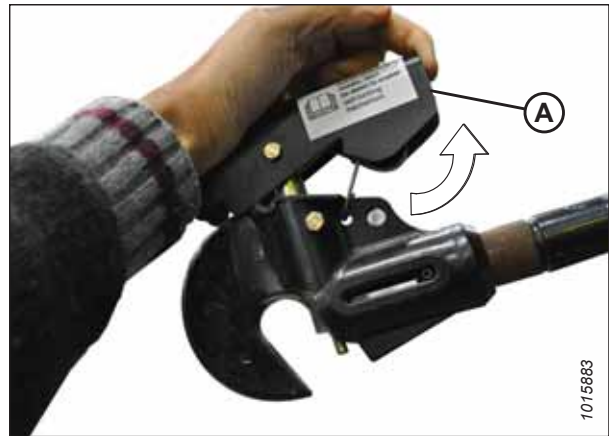


Figure 4.144: Center-Link

7. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

8. Start the engine.

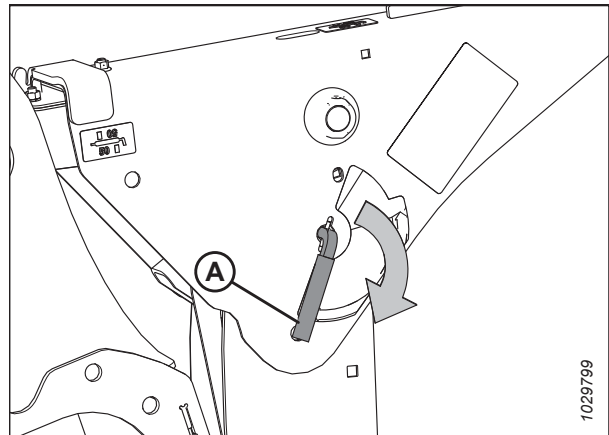


Figure 4.145: Safety Prop Lever

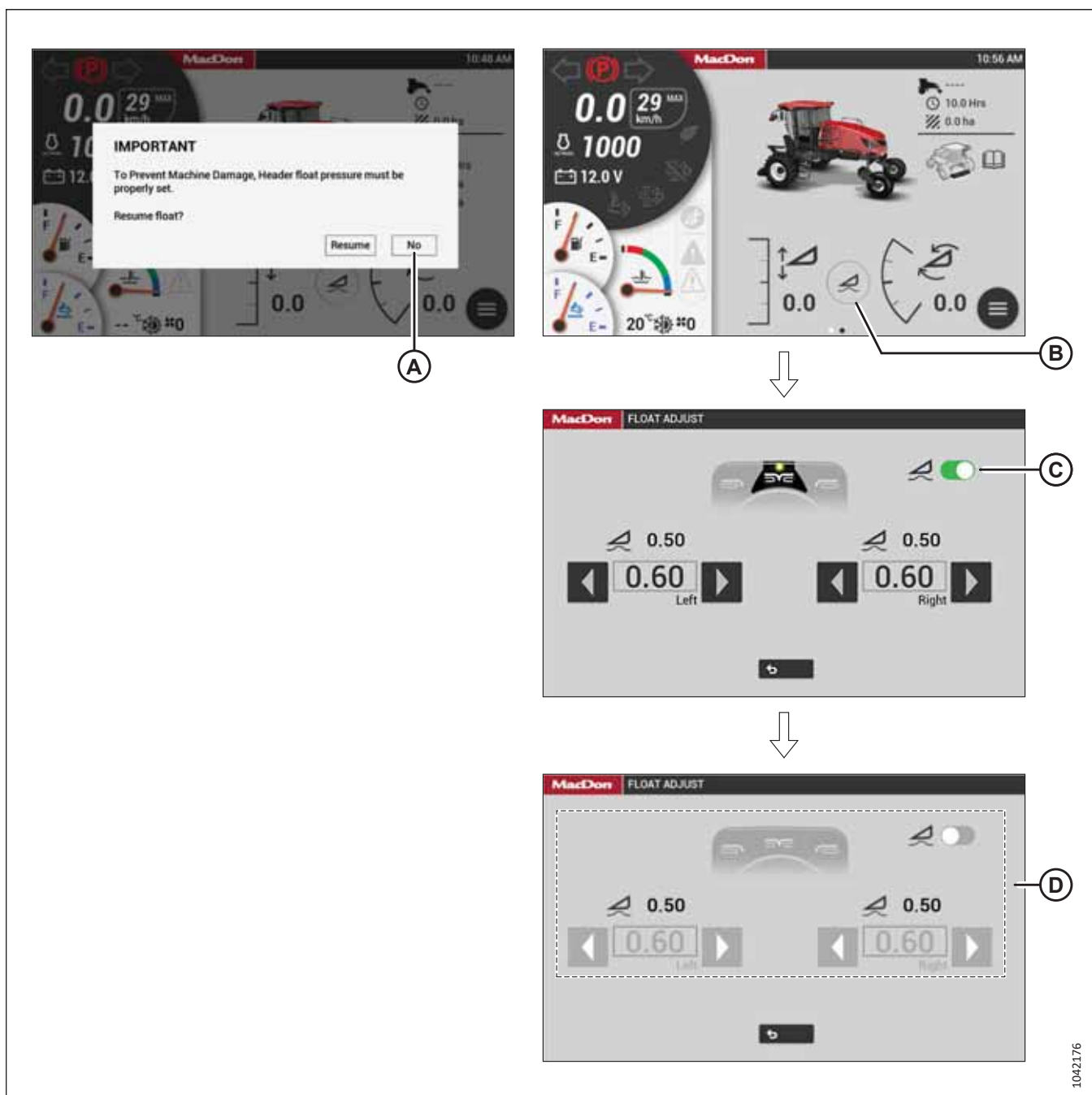


Figure 4.146: Float Removal

9. Remove the float as follows:

- If the HarvestTouch™ Display shows the message “Resume Float?”, then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

10. Lower the header fully using HEADER DOWN switch (A).
11. Press HEADER TILT switches (B), as needed, on the GSL to release the load on center-link.

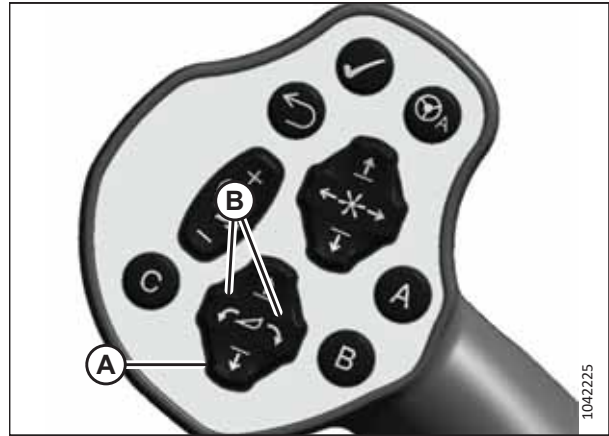


Figure 4.147: GSL

12. Windrowers with self-aligning center-link:

- a. Press REEL UP switch (A) to disengage the center-link from the header.
- b. Shut down the engine, and remove the key from the ignition.



Figure 4.148: GSL

13. Windrowers without self-aligning center-link:

- a. Shut down the engine, and remove the key from the ignition.
- b. Disconnect the center-link by lifting release (A) and lift hook (B) off the header.

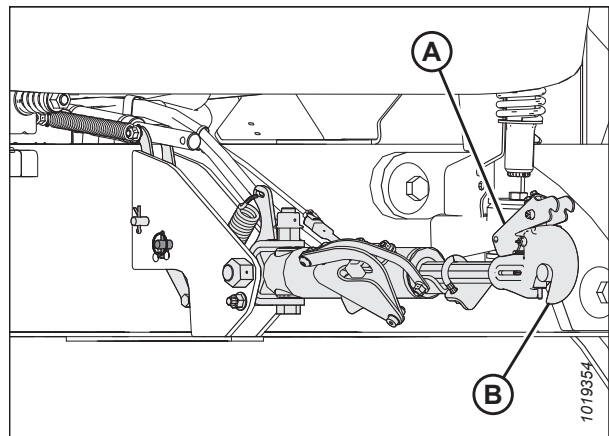


Figure 4.149: Hydraulic Center-Link

OPERATION

14. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
15. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

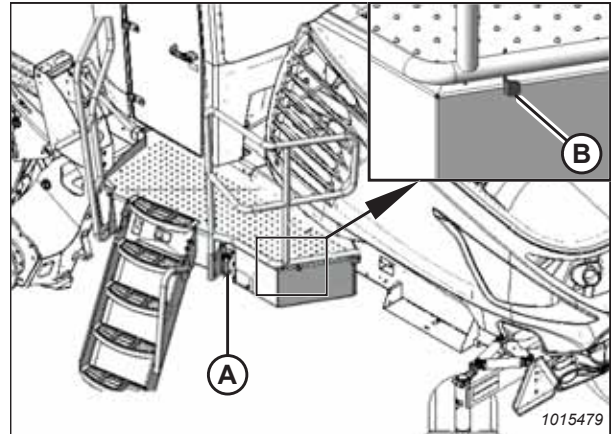


Figure 4.150: Left Platform

16. Push lock button (A) and pull handle (B) to disengage multicoupler (C). Disconnect the hydraulics from the rear knife/reel drive receptacle.

NOTE:

Firmly hold handle (B) when disconnecting multicoupler (C). Pressure may cause the handle to kick back with force.

17. Route the knife/reel drive hose bundle back to storage position (D) on the hydraulic hose management system.
18. Remove any debris that may have accumulated on the receptacle. Close cover (E).

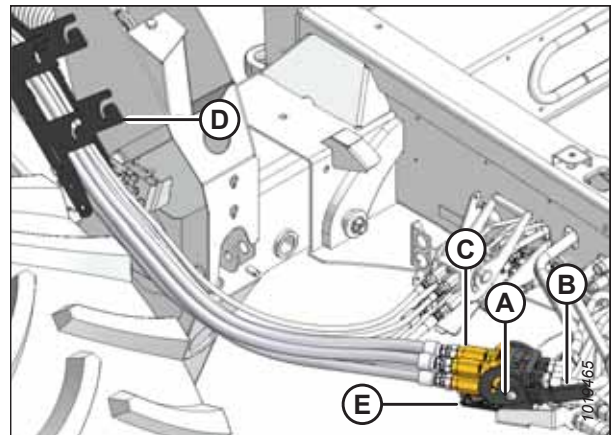


Figure 4.151: Knife/Reel Drive Multicoupler

19. Push lock button (B), and pull handle (C) to disengage multicoupler (A). Disconnect the hydraulics from the windrower draper drive/reel lift receptacle.
20. Disconnect electrical connector (E).
21. Remove any debris that may have accumulated on the windrower front receptacle, and close cover (D).

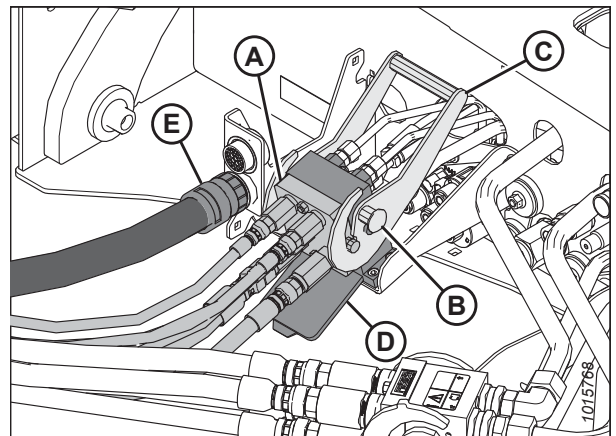


Figure 4.152: Draper/Reel Multicoupler

OPERATION

22. Route the draper drive/reel hose bundle back to storage position (A) on hydraulic hose management system (B).
23. Insert electrical connector into storage cup (C).

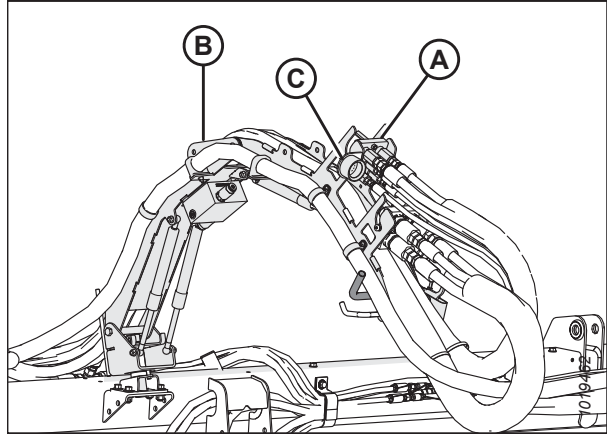


Figure 4.153: Hydraulic Hose Management System

24. Push latch (A) to unlock platform (B).

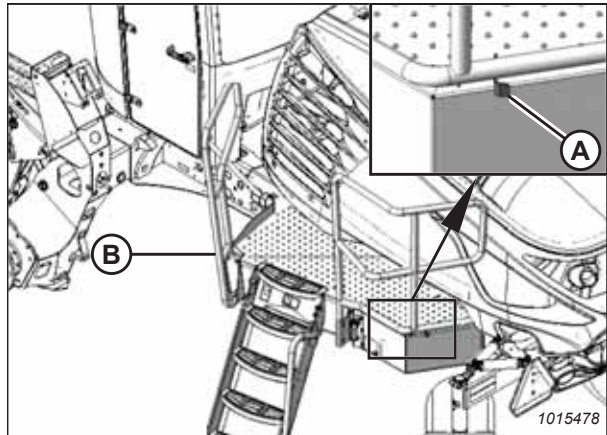


Figure 4.154: Left Platform

25. Pull platform (A) toward the cab until it stops and the latch is engaged.

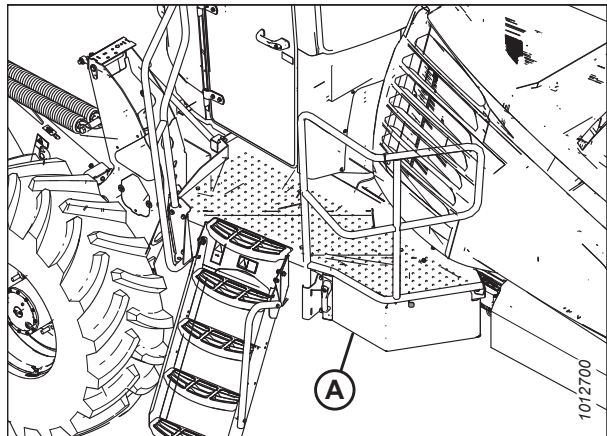


Figure 4.155: Left Platform

OPERATION

26. Disconnect hose management system (A) from the windrower by pulling latch lever (B) to open the latch. Keep the latch open and move hose management system (A) away from the header with handle (C).

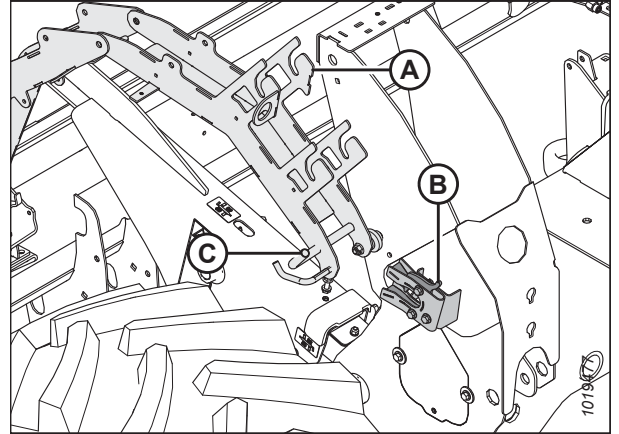


Figure 4.156: Hydraulic Hose Management System

27. Pivot hose management system (B) forward with handle (A), and engage hook (D) into latch (C) on the header.
28. Back the windrower away from the header.
29. Shut down the engine, and remove the key from the ignition.

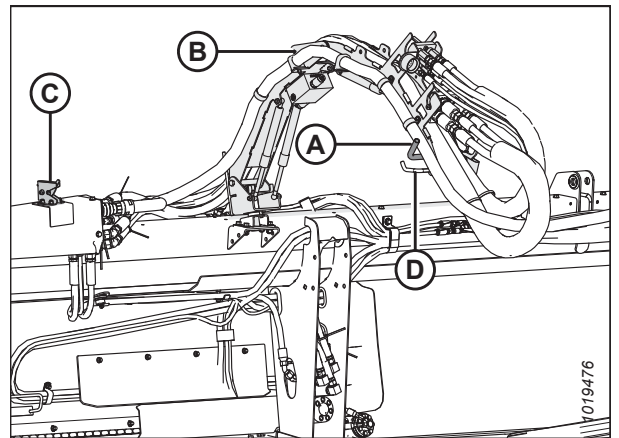


Figure 4.157: Hydraulic Hose Management System

30. Reinstall clevis pin (B) into header boot (C) and secure it with hair pin (A). Repeat at the opposite side.

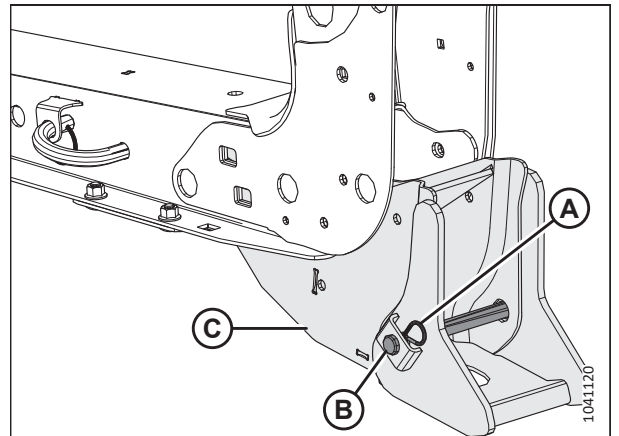


Figure 4.158: Header Stand

4.4.3 D1X and D1XL Series Draper Headers

This section details the procedures necessary to physically attach a D1X or D1XL Series Draper Header to a windrower and to complete its hydraulic and electrical connections.

Attaching Draper Header Supports

Draper header supports are required to attach the header to the windrower.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

IMPORTANT:

Ensure that the correct header supports are used:

- D1XL headers must use header supports (A).
- D1X headers, or D1 headers converted for use with windrowers, can use header supports (A) or (D).
- A feature that distinguishes support (A) from all other types is that rubber block (B) is attached to the support using two nuts (C).
- A feature that distinguishes support (D) from all other types is that metal support (E) covers the rubber block.
- To order header supports, refer to the header parts catalog.

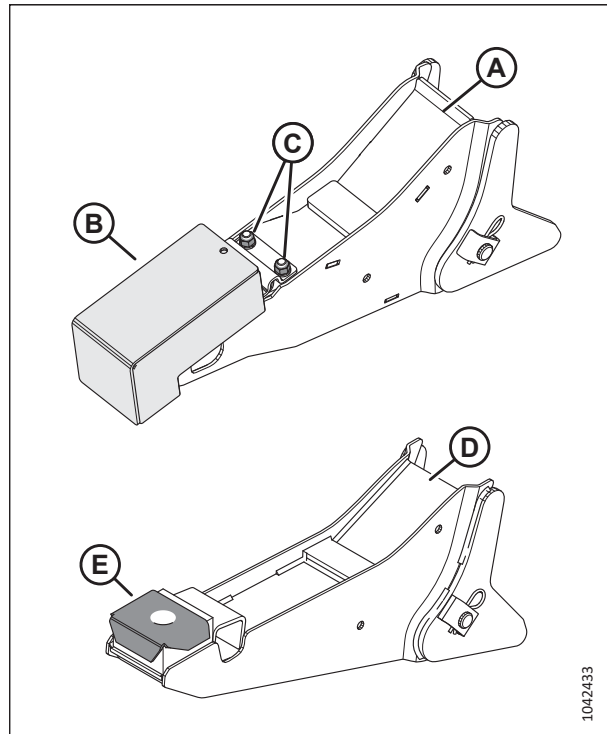


Figure 4.159: Draper Header Supports

1. Shut down the engine, and remove the key from the ignition.
2. Remove the hairpin from clevis pin (B) on draper header support (A). Remove clevis pin (B).

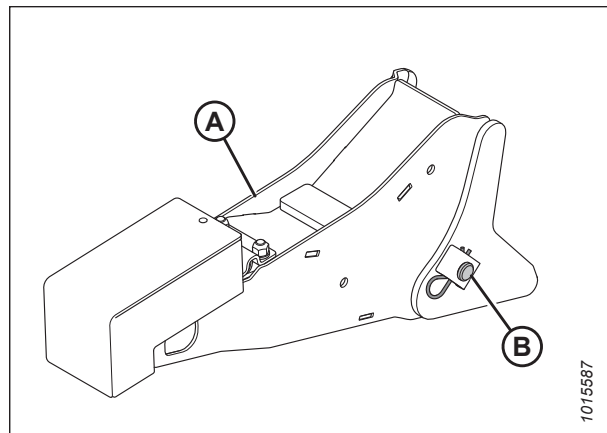


Figure 4.160: Draper Header Support

OPERATION

3. Position draper header support (B) on windrower lift linkage (A). Reinstall clevis pin (C).

NOTE:

To ensure that the pin doesn't snag the windrow, install the clevis pin on the outboard side of the draper header support.

4. Secure clevis pin (C) with hairpin (D).
5. Repeat Step 2, [page 198](#) to Step 4, [page 199](#) to install the remaining draper header support.

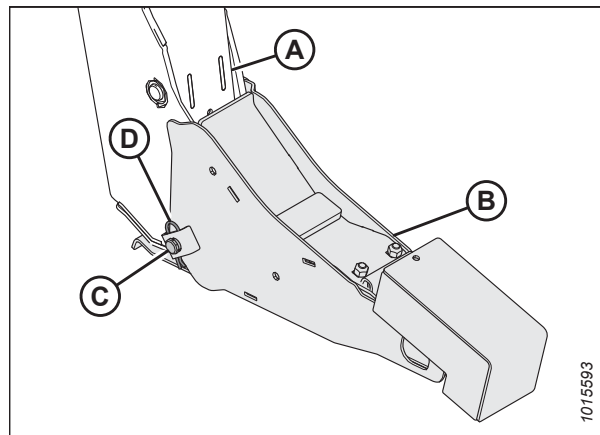


Figure 4.161: Draper Header Support

Attaching D1X and D1XL Series Draper Headers

The windrower's lift linkage and center-link will need to be connected to the draper header.

⚠ DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

⚠ DANGER

Ensure that all bystanders have cleared the area.

1. Shut down the engine, and remove the key from the ignition.

OPERATION

2. If the windrower was previously attached to an R85 or R216 Rotary Disc Header, make sure to remove the forming shield (not shown), including forming shield support brackets (A) and hardware (B) from both legs. You can store the brackets and hardware in the windrower tool box.
 - For instructions on removing the R216 forming shield, refer to [Removing Forming Shield from the Windrower](#), page 256.

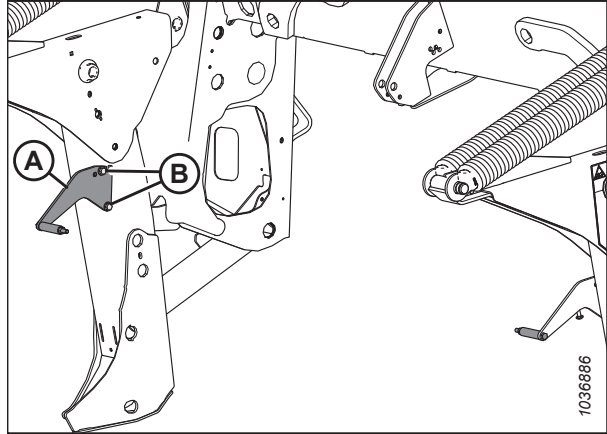


Figure 4.162: Forming Shield bracket – R2 Series

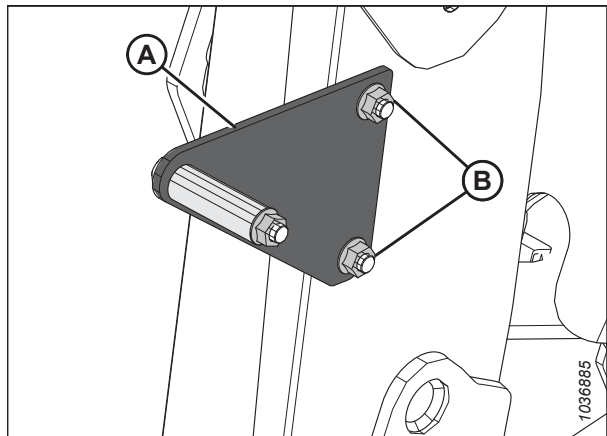


Figure 4.163: Forming Shield bracket – R85

3. Before beginning this procedure, make sure draper header supports (A) are installed on both windrower lift linkages. For instructions on installing the header supports onto the windrower, refer to [Attaching Draper Header Supports](#), page 198.

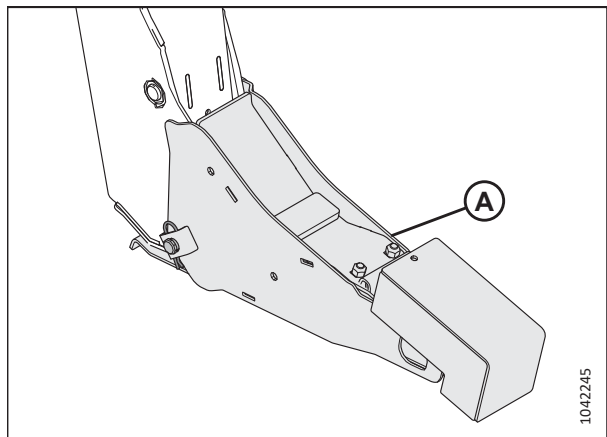


Figure 4.164: Header Supports Installed

OPERATION

4. Remove hairpin (A) from pin (B), and remove pin (B) from the header leg. Repeat this step on the opposite header leg.
5. Start the engine.

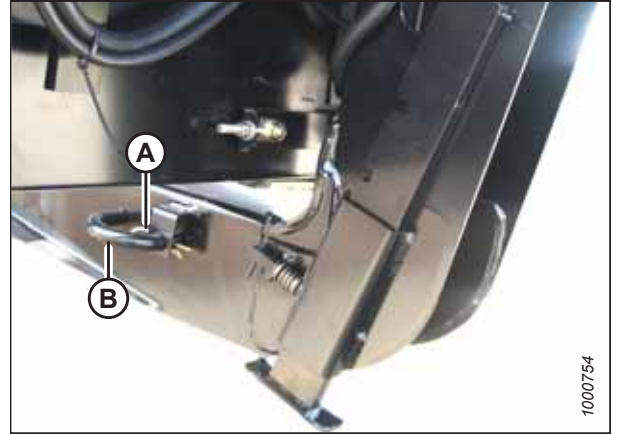
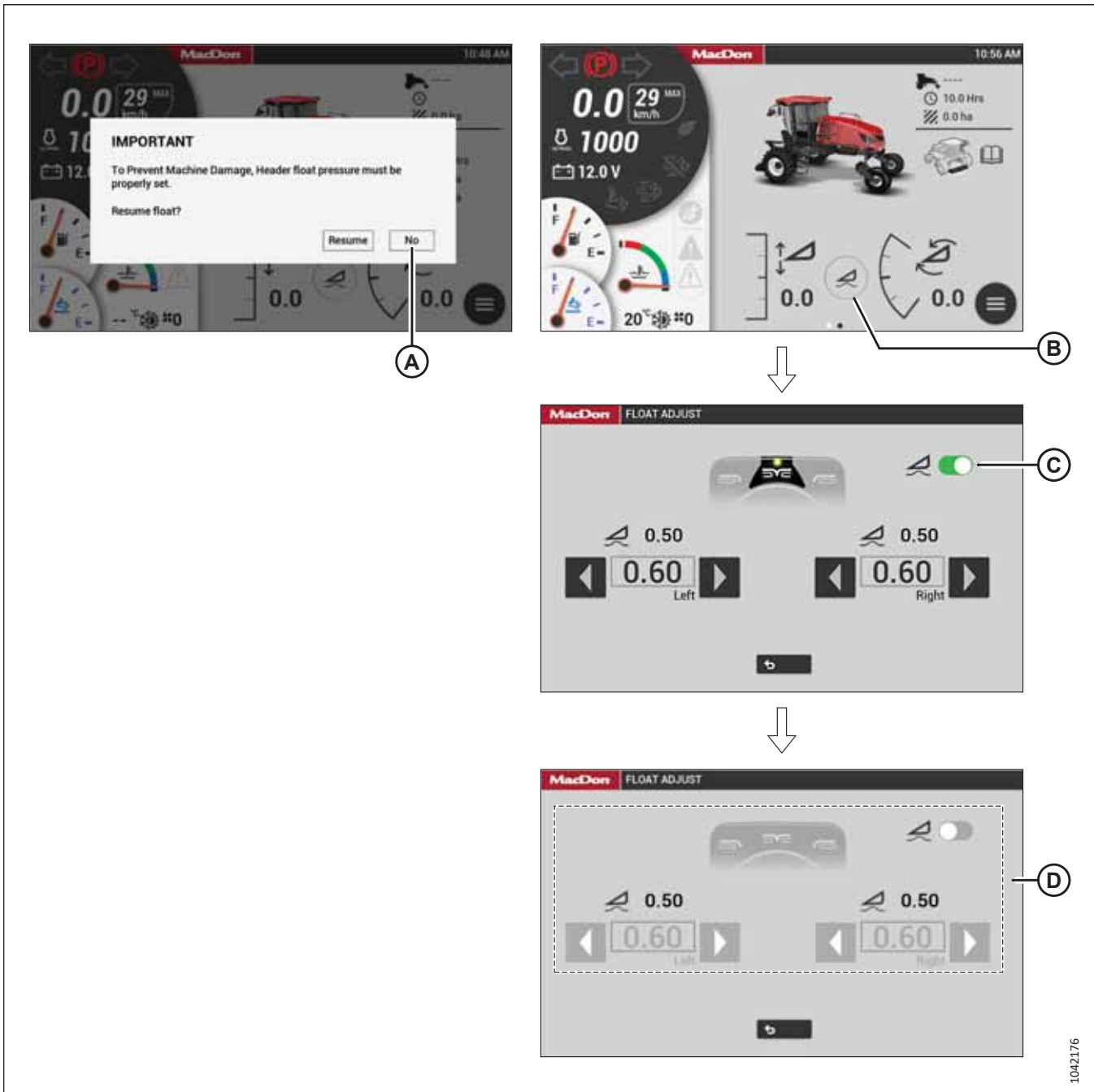


Figure 4.165: Header Leg

OPERATION



6. Remove the float as follows:

- If the HarvestTouch™ Display shows the message “Resume Float?”, then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

7. Prepare the center-link as follows:

- **If not equipped with the Center-Link Alignment kit:** Relocate pin (A) in the frame linkage as needed to raise center-link (B) until the hook is above the attachment pin on the header.
- **If equipped with the Center-Link Alignment kit:** Press REEL UP switch (D) on the ground speed lever (GSL) to raise the center-link until the hook is above the attachment pin on the header.

IMPORTANT:

Ensure that the center-link is positioned high enough that it does not contact the header as the windrower approaches the header.

8. Press HEADER DOWN switch (C) on the GSL until the windrower lift linkages are fully lowered.

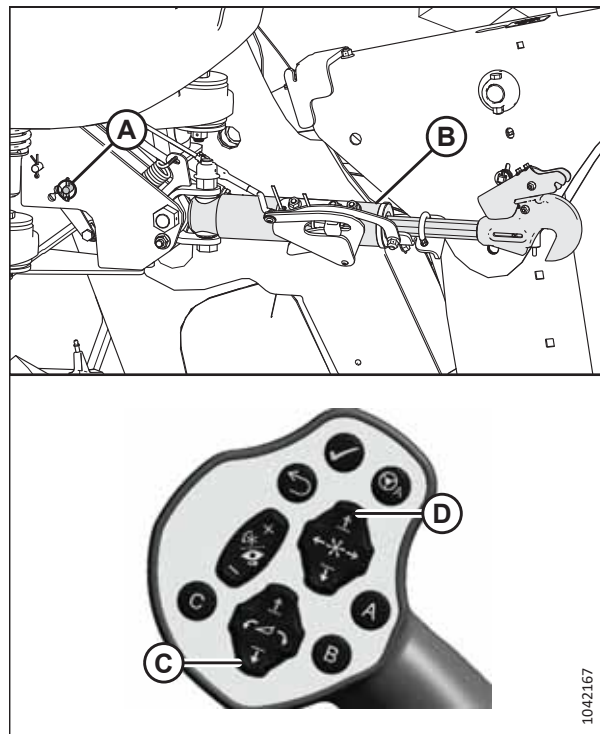


Figure 4.167: Center-Link without Self-Alignment

9. Drive the windrower slowly forward until draper header supports (A) enter header legs (B). Continue driving slowly forward until the lift linkages contact the support plates in the header legs and the header is nudged forward.

10. Ensure that the lift linkages are properly engaged in the header legs and are in contact with the support plates.

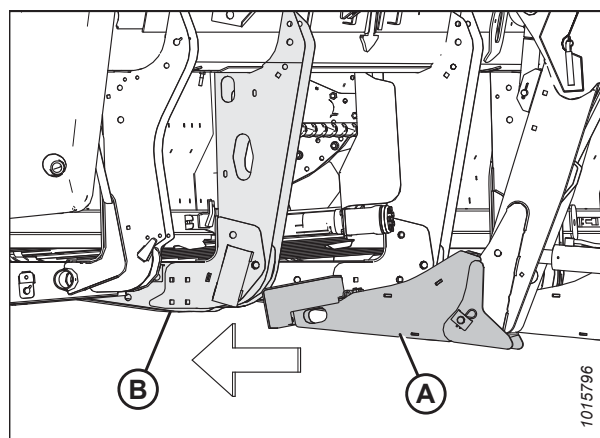


Figure 4.168: Header Leg and Draper Header Support

OPERATION

11. Windrowers equipped with the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until hook (C) is aligned with the header attachment pin.
- Lower the center-link onto the header with REEL DOWN (D) switch on the GSL until the center-link locks into position and hook release (E) is down.

IMPORTANT:

The hook release must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pressing REEL UP (F) switch on the GSL.

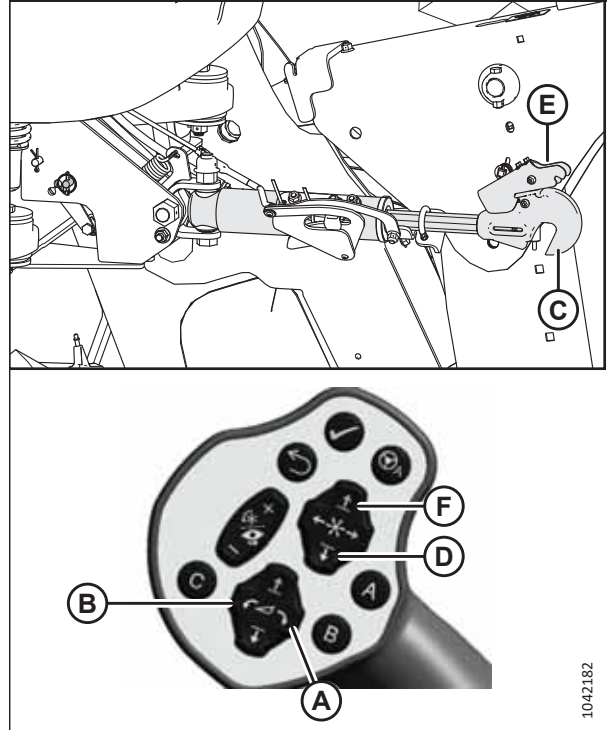


Figure 4.169: Hydraulic Center-Link

12. Windrowers without the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until the hook is aligned with the header attachment pin.
- Shut down the engine, and remove the key from the ignition.
- Push down on rod end (C) of the link cylinder until hook (D) engages and locks onto the header pin.

IMPORTANT:

Hook release (E) must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pulling upward on rod end (C) of the cylinder.
- Start the engine.

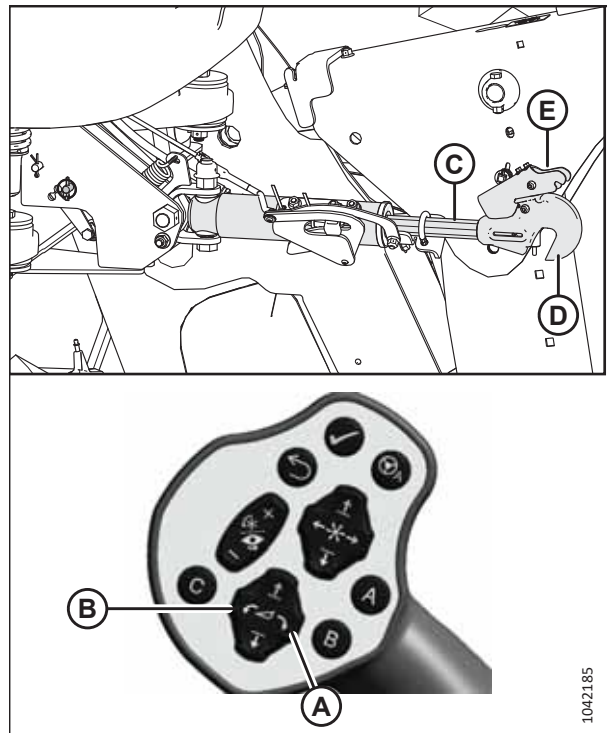


Figure 4.170: Hydraulic Center-Link

OPERATION

13. Press HEADER UP switch (A) to raise the header to its maximum height.

NOTE:

If one end of the header does **NOT** fully rise, rephase the lift cylinders as follows:

- a. Press and hold HEADER UP switch (A) until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
14. Shut down the engine, and remove the key from the ignition.



Figure 4.171: GSL

15. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

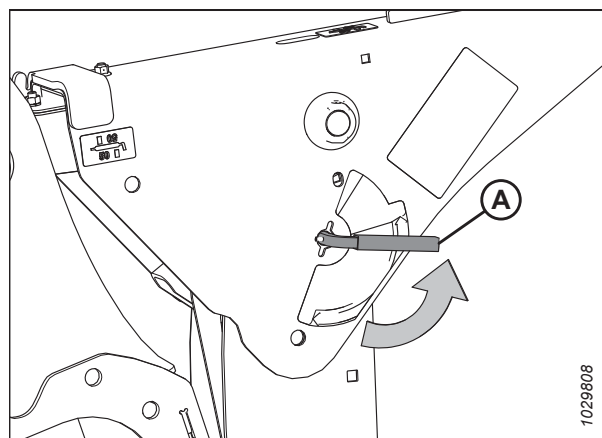


Figure 4.172: Safety Prop Lever

16. Install pin (B) through the header leg. Ensure that the pin engages the U-bracket in the draper header support. Secure the pin with hairpin (A). Repeat this step on the other side of the header.
17. Raise header stand (D) to its storage position by pulling spring pin (C) and lifting the stand. Release the spring pin to secure the stand.

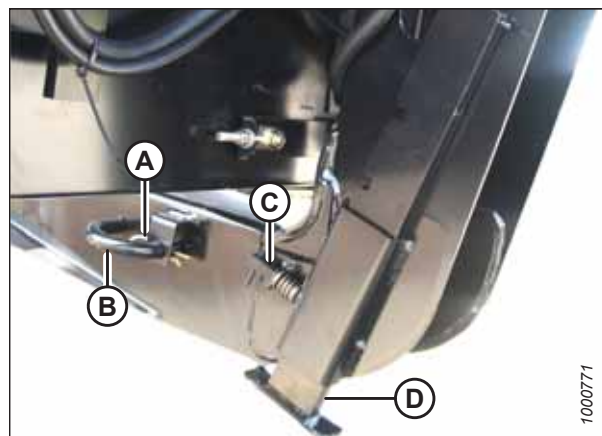


Figure 4.173: Header Leg

OPERATION

18. Disengage the safety props on both lift cylinders as follows:

- a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
- b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

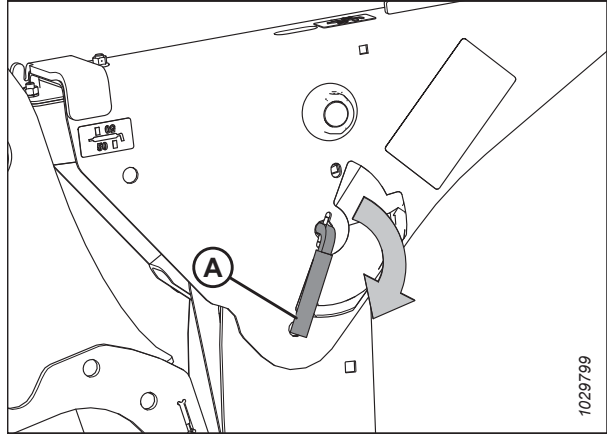


Figure 4.174: Safety Prop Lever

19. Start the engine, and press HEADER DOWN switch (A) on the GSL to fully lower the header.

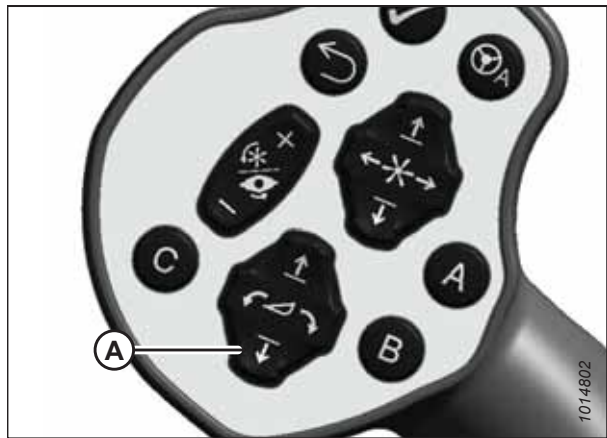


Figure 4.175: GSL

20. Select FLOAT ADJUST (A).

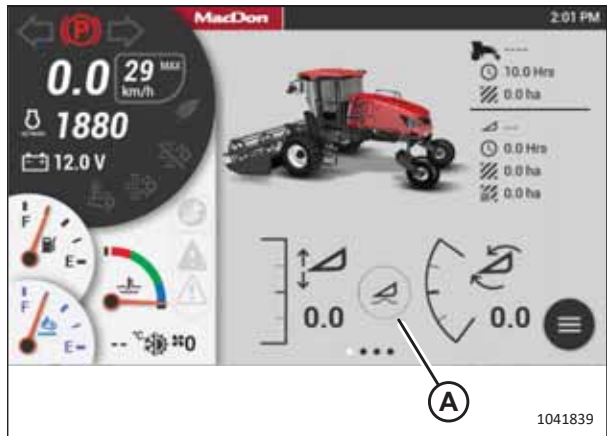


Figure 4.176: HarvestTouch™ Display

OPERATION

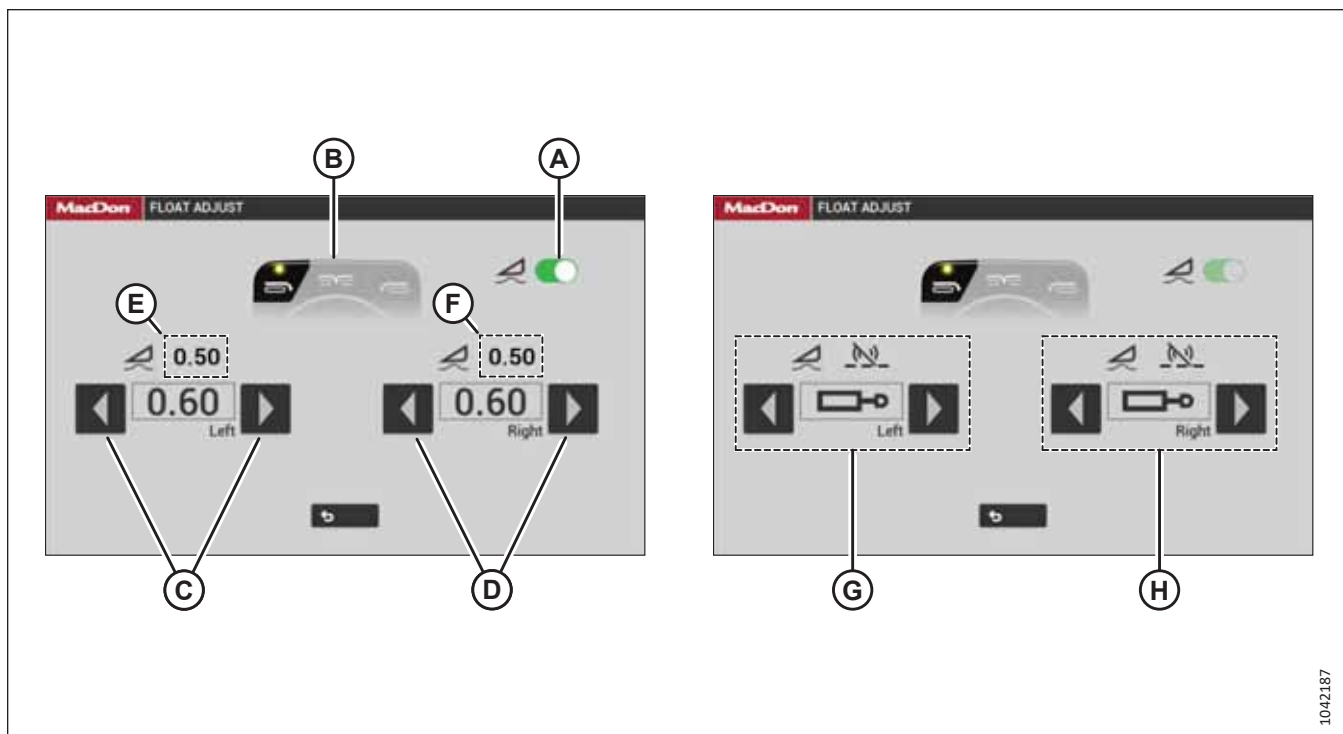


Figure 4.177: Float Adjustment

21. Select switch (A), so that it turns green, to activate the float.
22. If not already set up, set the float as follows:
 - a. The float preset, which is selected using the operator's console, is displayed at location (B). Confirm if the desired preset is selected.
 - b. Select arrows (C) to set the target float for the left side of the header. Value (E) is the actual amount of float (measured by the left float sensor).
 - c. Select arrows (D) to set the target float for the right side of the header. Value (F) is the actual amount of float (measured by the left float sensor).

NOTE:

Adjusting the float by increments of 1.0 (out of 10) changes the header weight at the cutterbar by approximately 91 kg (200 lb.). Adjust the float in increments of 0.05 to fine-tune the header's performance.

NOTE:

Symbols (G) and (H) mean the left and right float sensors are not working. You can still manually set the float, but you should first check if the sensors were disabled through the HarvestTouch™ Display (refer to MENU > SETUP > HEADER > SENSORS), or if another problem is causing the sensors to fail.

23. Shut down the engine, and remove the key from the ignition.
24. Check the float as follows:
 - a. Grasp one end of the draper header and lift it. The lifting force should be 335–380 N (75–85 lbf) (with stabilizer/transport wheels raised, if equipped).
 - b. Repeat this step on the other side of the header.
25. Proceed to *Connecting Header Hydraulic and Electrical Systems, page 208*.

OPERATION

Connecting Header Hydraulic and Electrical Systems

The header's hydraulic hose multicoupler will need to be connected to the windrower.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

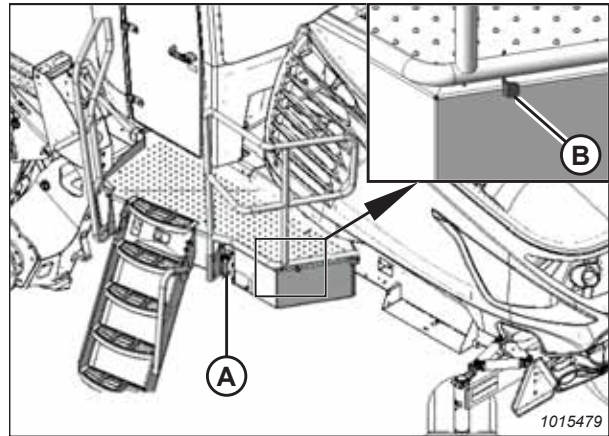


Figure 4.178: Left Platform

4. **All draper headers except D115X:** Push lever (A) up and pull arm (B) to get pin (C) out of latch (D).

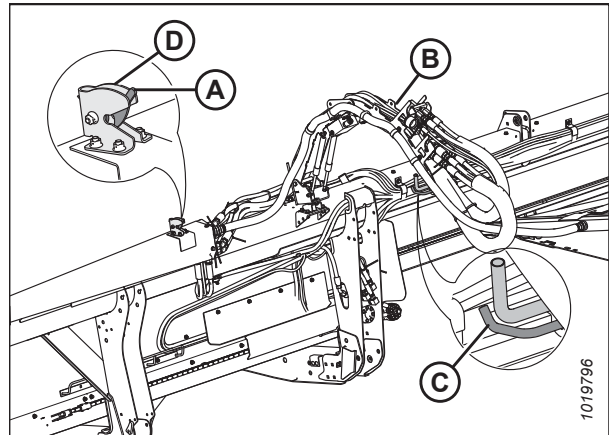


Figure 4.179: Hydraulic Hose Management System – All Draper Headers Except D115x

OPERATION

5. **D115X Draper Headers:** Pull hydraulic hose management system (A) towards the left outboard end of the header, disengage ball stud (B) from the cradle in support (C).

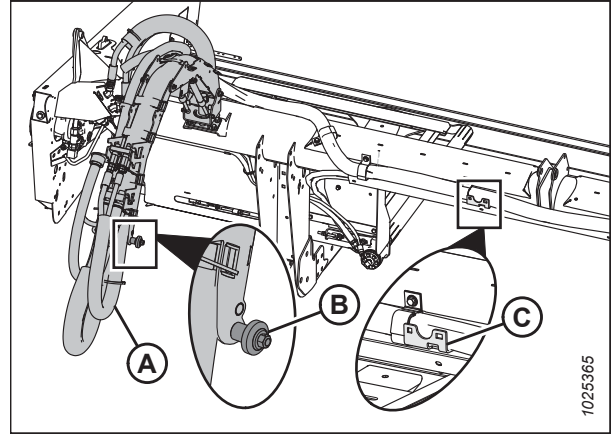


Figure 4.180: Hydraulic Hose Management System – D115X

6. Push the link on latch (C) and pull handle (A) on hydraulic hose management system (B) rearward to disengage the arm from the latch.
7. Move hydraulic hose management system (B) toward the left cab-forward side of the windrower.

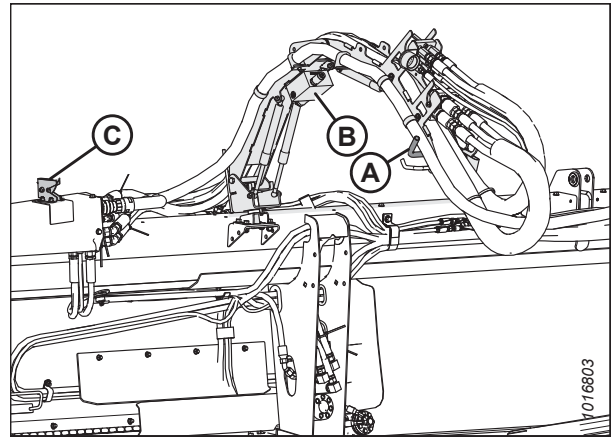


Figure 4.181: Hydraulic Hose Management System

8. Connect hydraulic hose management system (A) to the left outer leg of the windrower by pushing ball stud (B) into ball stud latch (C).

NOTE:

The hydraulic hoses have been removed from the illustration for clarity.

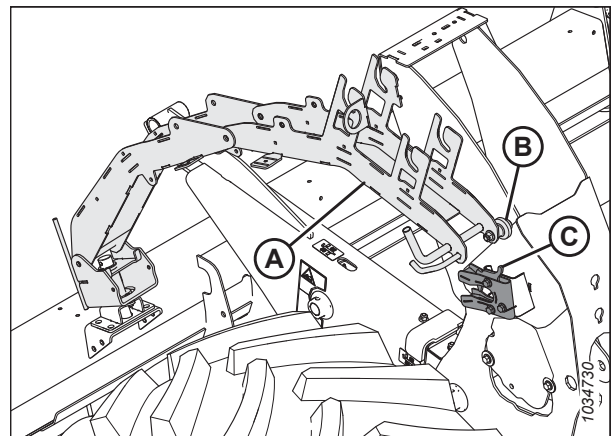


Figure 4.182: Windrower Left Outer Leg

OPERATION

9. Retrieve draper drive and reel control multicoupler (A) from the hydraulic hose management system.
10. Push knob (B) on the hydraulic receptacle and pull handle (C) fully away from the windrower.
11. Open cover (D) and position the coupler onto the receptacle. Align the pins in the coupler with the slots in handle (C) and push the handle toward the windrower so that the coupler locks onto the receptacle and knob (B) pops out.
12. Remove the cover from electrical connector (E). Push the electrical connector onto the receptacle. Secure the connector by turning the collar on the electrical connector clockwise.
13. Remove hose quick disconnect (F) from its storage location. Connect the quick disconnect to the receptacle on the frame.

NOTE:

Hose quick disconnect (F) is present only on the following configurations:

- M2170 Windrowers equipped with the R1 Series Hydraulic Drive kit (B6845)
- M2260 Windrowers configured for draper or auger headers

14. Retrieve knife and reel drive multicoupler (A) from the hydraulic hose management system.
15. Push knob (B) on the hydraulic receptacle and pull handle (C) fully away from the windrower.
16. Open cover (D) and position the coupler onto the receptacle. Align the pins in the coupler with the slots in handle (C), and push the handle toward the windrower so that the coupler locks onto the receptacle and knob (B) snaps out.

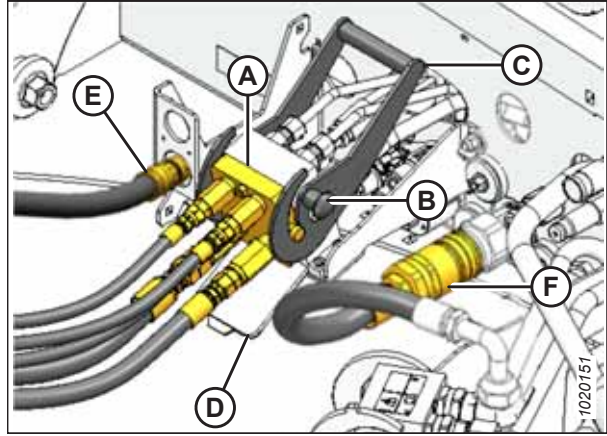


Figure 4.183: Draper/Reel Multicoupler

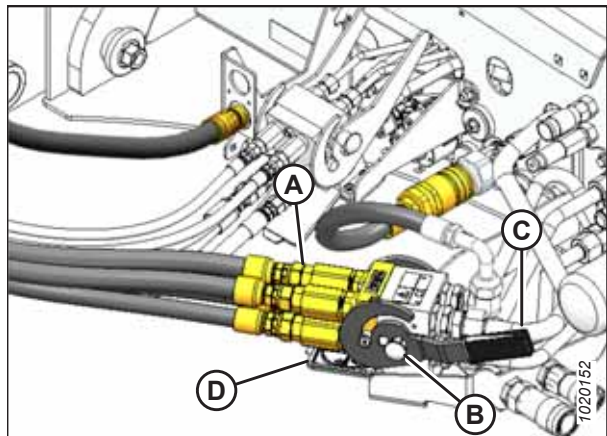


Figure 4.184: Knife/Reel Drive Multicoupler

OPERATION

17. Ensure that the hydraulic hose routing is as straight as possible.

IMPORTANT:

Straight routing will prevent abrasion damage to the hydraulic hoses.

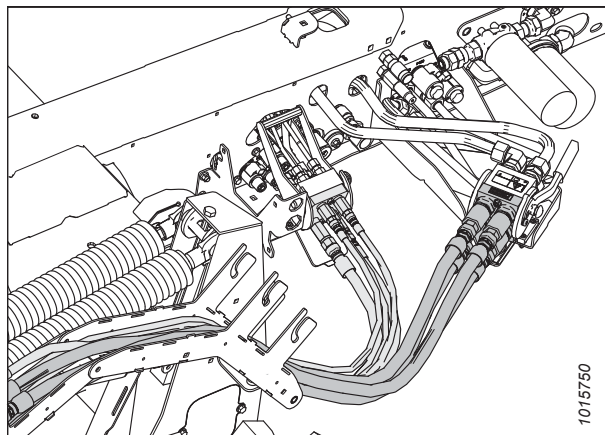


Figure 4.185: Hydraulic Multicouplers and Hose Routing

18. Push latch (A) to unlock platform (B).

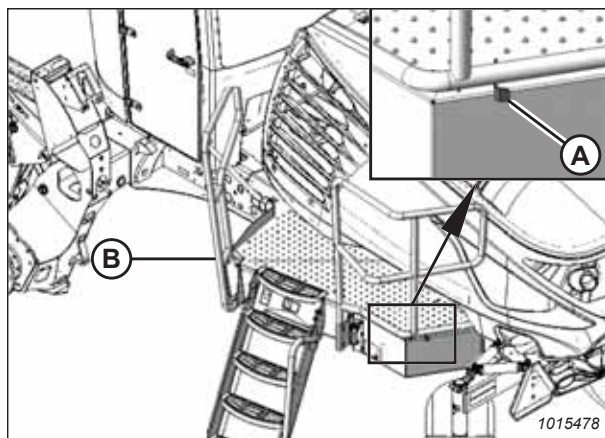


Figure 4.186: Left Platform

19. Pull platform (A) toward the cab until it stops and the latch is engaged.
20. If this is the first time the header is connected to the windrower, calibrate the header. For instructions, refer to [4.4.6 Calibrating Header on HarvestTouch™ Display, page 285](#).

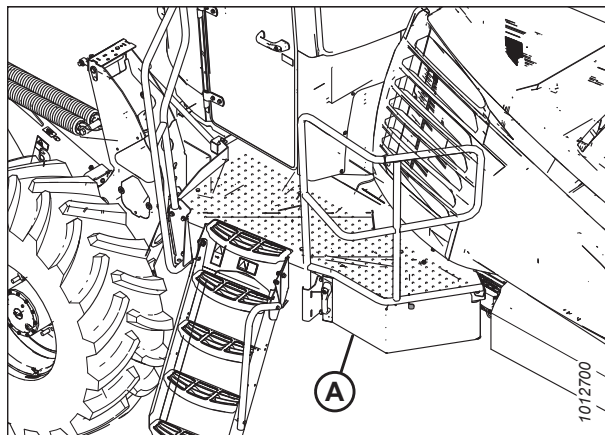


Figure 4.187: Left Platform

OPERATION

Detaching D1X and D1XL Series Draper Headers

The instructions in this section outline how to properly detach D1X and D1XL series draper headers.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

1. Start the engine, and press HEADER UP button (A) on the ground speed lever (GSL) to raise the header to maximum height.
2. If one end of the header does **NOT** rise fully, rephase the cylinders as follows:
 - a. Press and hold HEADER UP (A) switch until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

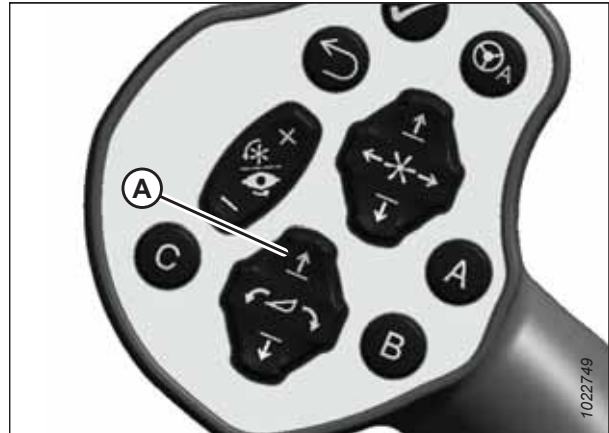


Figure 4.188: GSL

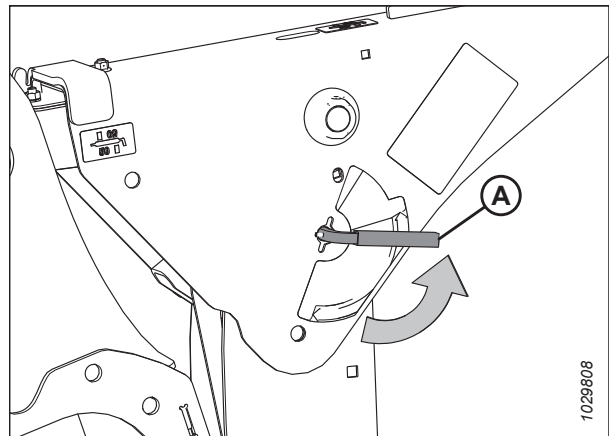


Figure 4.189: Safety Prop Lever

OPERATION

5. Remove header leg pin (B) by removing hairpin (A) from header leg on both sides.
6. Lower header stand (D) by pulling spring loaded pin (C). Release the spring pin to the lock stand.

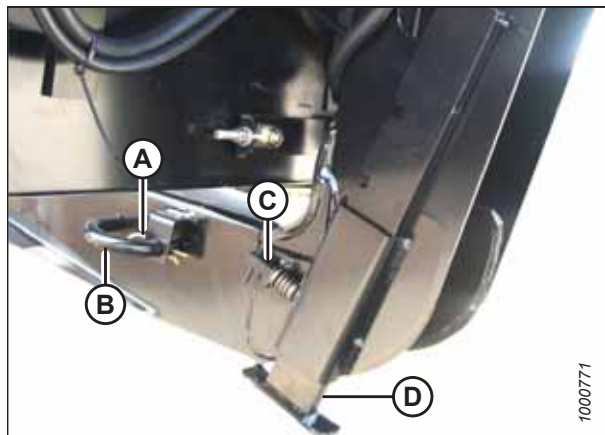


Figure 4.190: Header Leg and Header Stand

7. **Windrowers with self-aligning center-link:** Release center-link latch (A).

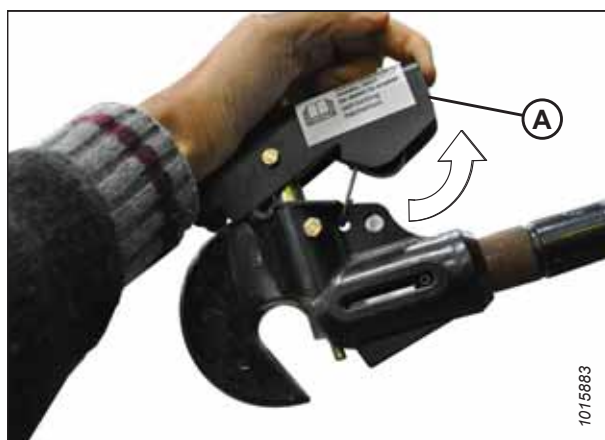


Figure 4.191: Center-Link

8. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

9. Start the engine.

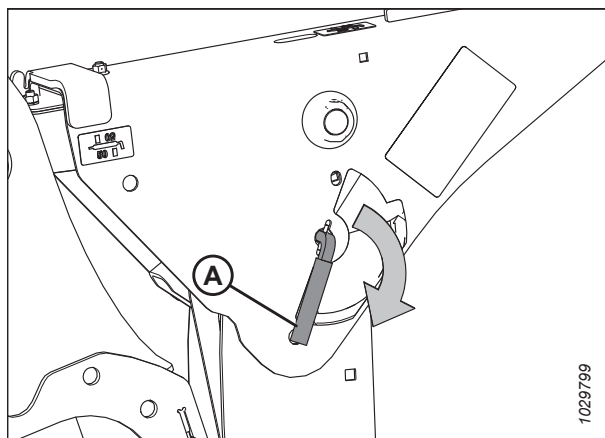


Figure 4.192: Safety Prop Lever

OPERATION

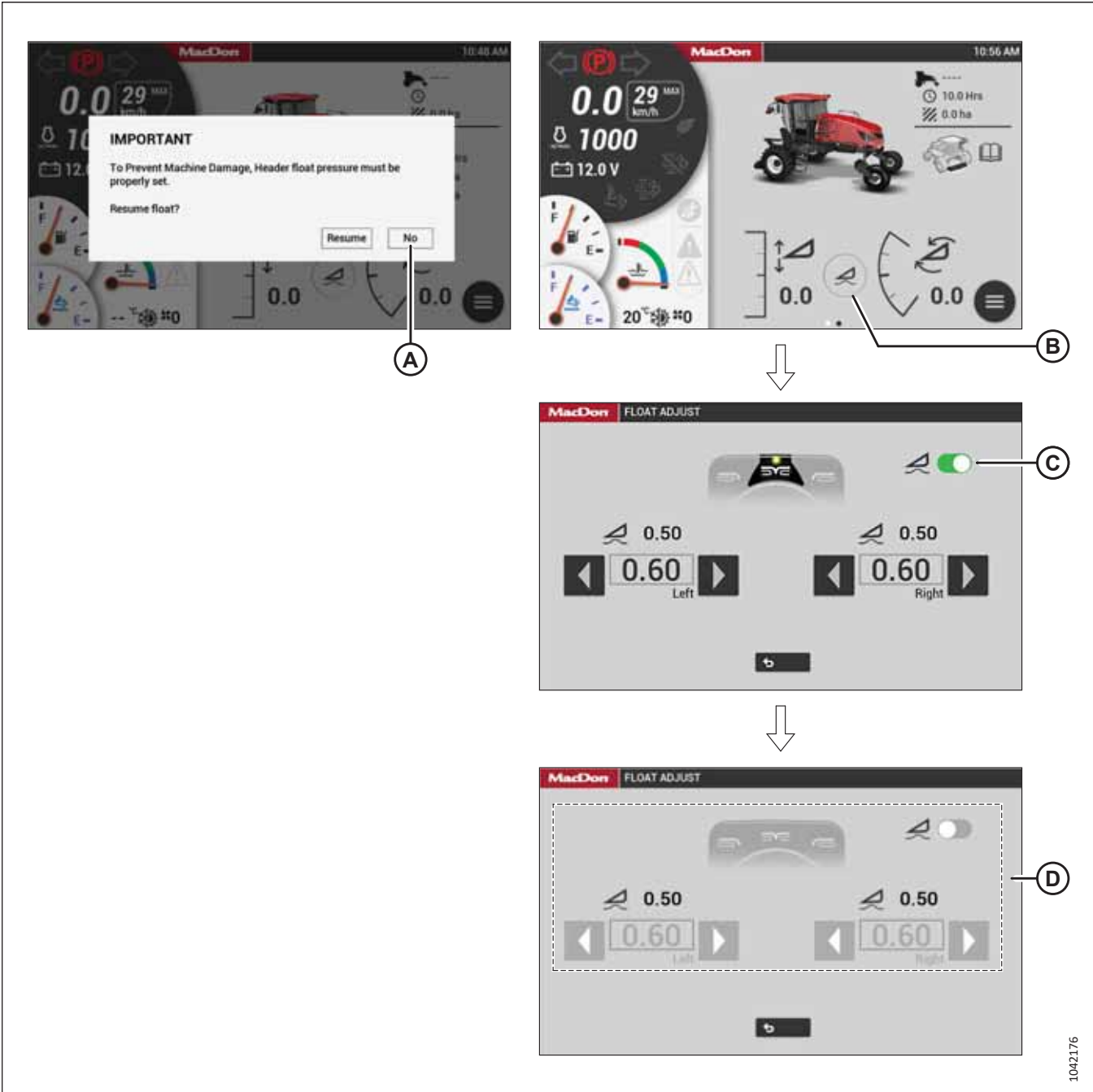


Figure 4.193: Float Removal

10. Remove the float as follows:

- If the HarvestTouch™ Display shows the message “Resume Float?”, then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

11. Lower the header fully using HEADER DOWN switch (A).
12. Press HEADER TILT switches (B), as needed, on the GSL to release the load on center-link.

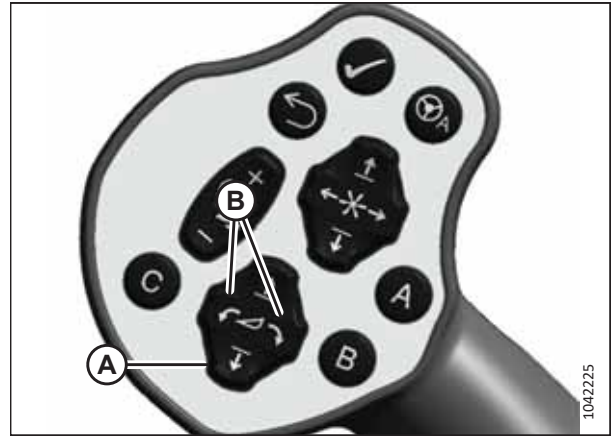


Figure 4.194: GSL

13. Windrowers with self-aligning center-link:

- a. Press REEL UP switch (A) to disengage the center-link from the header.
- b. Shut down the engine, and remove the key from the ignition.



Figure 4.195: GSL

14. Windrowers without self-aligning center-link:

- a. Shut down the engine, and remove the key from the ignition.
- b. Disconnect the center-link by lifting release (A) and lift hook (B) off the header.

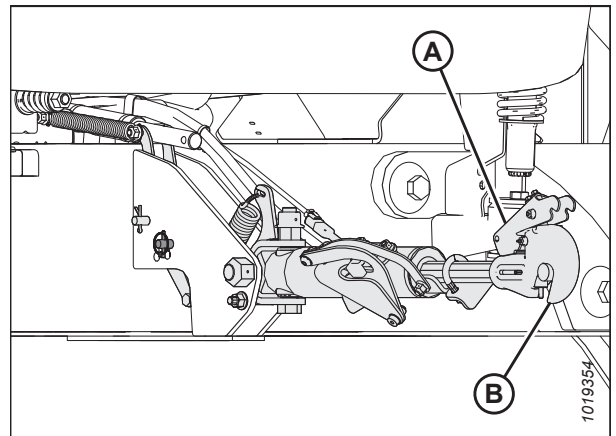


Figure 4.196: Hydraulic Center-Link

OPERATION

15. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
16. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

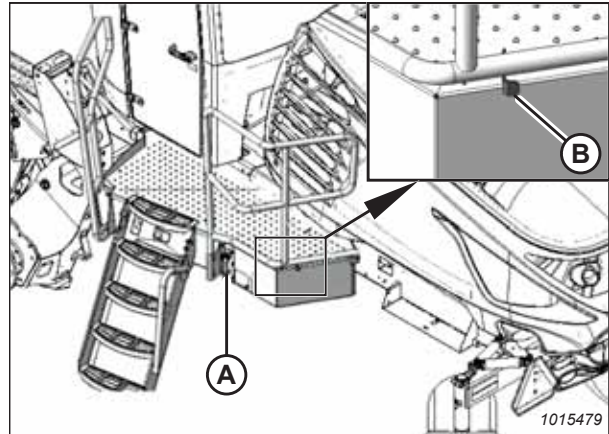


Figure 4.197: Left Platform

17. Push lock button (A) and pull handle (B) to disengage multicoupler (C). Disconnect the hydraulics from the rear knife/reel drive receptacle.

NOTE:

Firmly hold handle (B) when disconnecting multicoupler (C). Pressure may cause the handle to kick back with force.

18. Route the knife/reel drive hose bundle back to storage position (D) on the hydraulic hose management system.
19. Remove any debris that may have accumulated on the receptacle. Close cover (E).

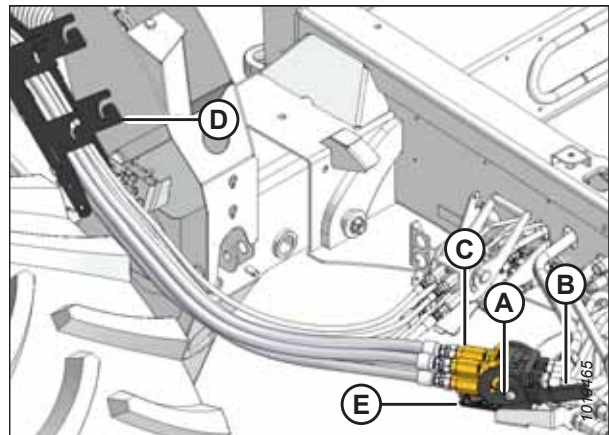


Figure 4.198: Knife/Reel Drive Multicoupler

20. Push lock button (B), and pull handle (C) to disengage multicoupler (A). Disconnect the hydraulics from the windrower draper drive/reel lift receptacle.
21. Disconnect electrical connector (E).
22. Remove any debris that may have accumulated on the windrower front receptacle, and close cover (D).

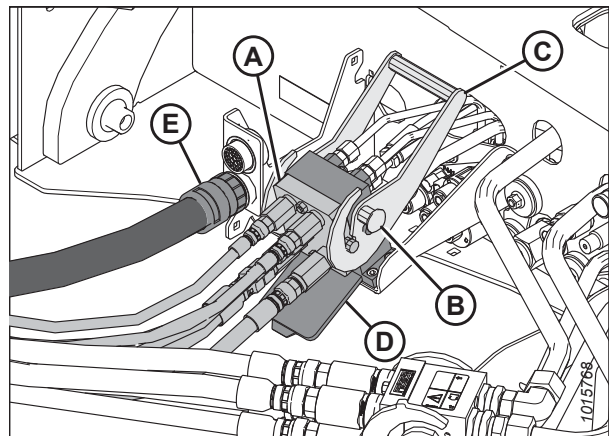


Figure 4.199: Draper/Reel Multicoupler

OPERATION

23. Route the draper drive/reel hose bundle back to storage position (A) on hydraulic hose management system (B).
24. Insert electrical connector into storage cup (C).

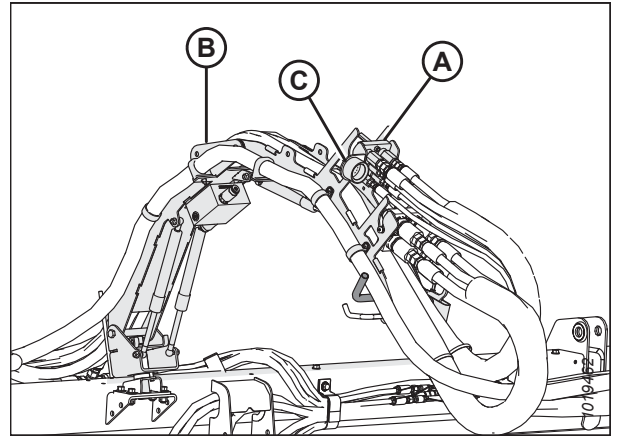


Figure 4.200: Hydraulic Hose Management System

25. Push latch (A) to unlock platform (B).

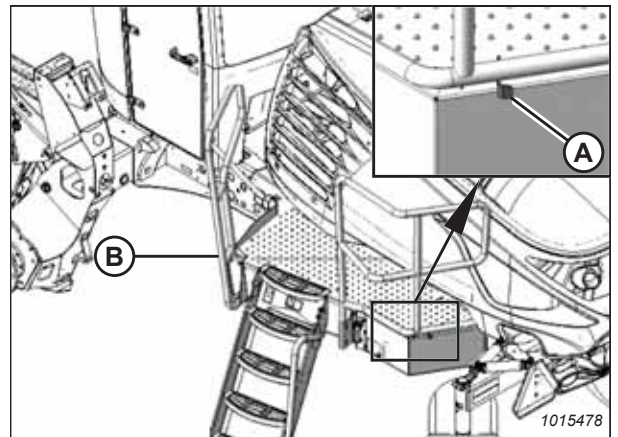


Figure 4.201: Left Platform

26. Pull platform (A) toward the cab until it stops and the latch is engaged.

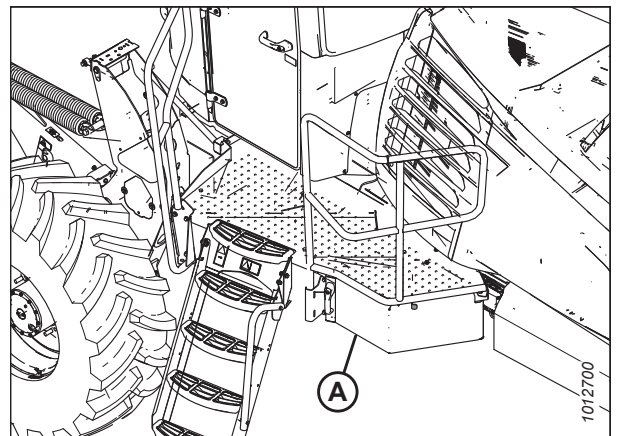


Figure 4.202: Left Platform

OPERATION

27. Disconnect hose management system (A) from the windrower by pulling latch lever (B) to open the latch. Keep the latch open and move hose management system (A) away from the header with handle (C).

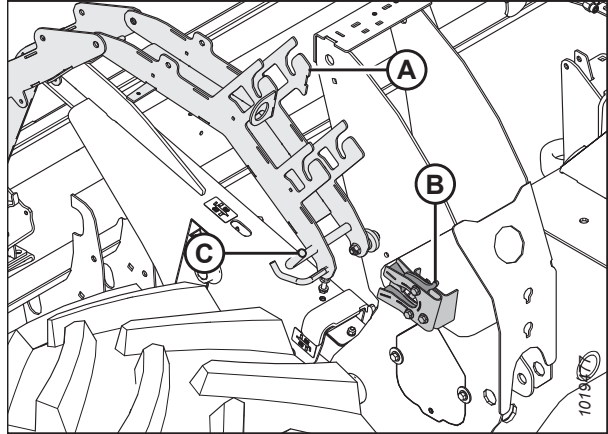


Figure 4.203: Hydraulic Hose Management System

28. Pivot hose management system (B) forward with handle (A), and engage hook (D) into latch (C) on the header.
29. Back the windrower away from the header.
30. Shut down the engine, and remove the key from the ignition.

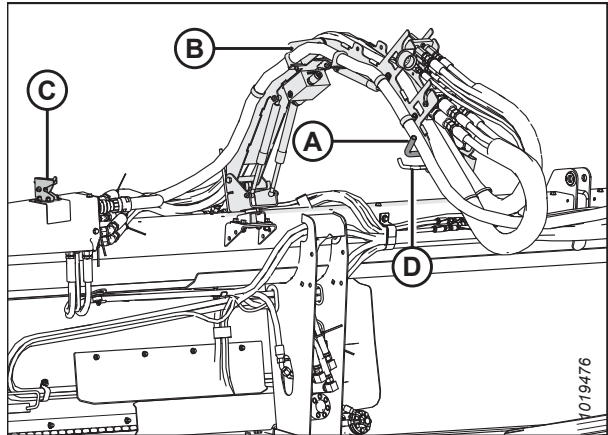


Figure 4.204: Hydraulic Hose Management System

31. Reinstall pin (A) into header leg, and secure it with hairpin (B). Repeat this step on the opposite header leg.

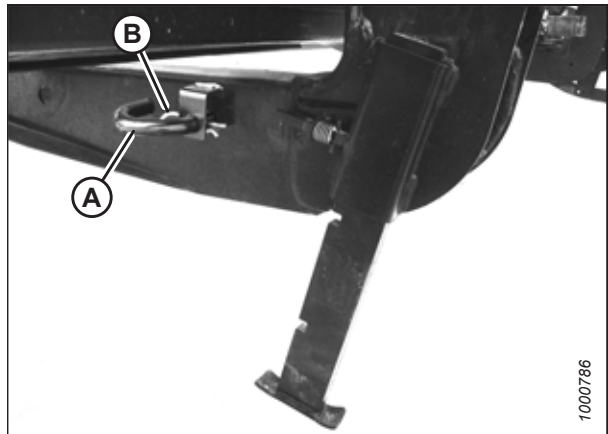


Figure 4.205: Header Stand

4.4.4 R2 Series Rotary Disc Header

This section details the procedures necessary to physically attach an R2 Series Rotary Disc Header to a windrower and to complete its hydraulic and electrical connections.

Attaching Forming Shield to the Windrower

The forming shield determines the width and the placement of the windrow.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

1. Shut down the engine, and remove the key from the ignition.
2. If not already installed, retrieve forming shield support brackets (A) from the toolbox, and attach the brackets as follows:
 - a. Position support bracket (A) as shown.
 - b. Install hardware (B) to secure the support to the windrower leg.
3. Repeat the previous step on the opposite windrower leg.

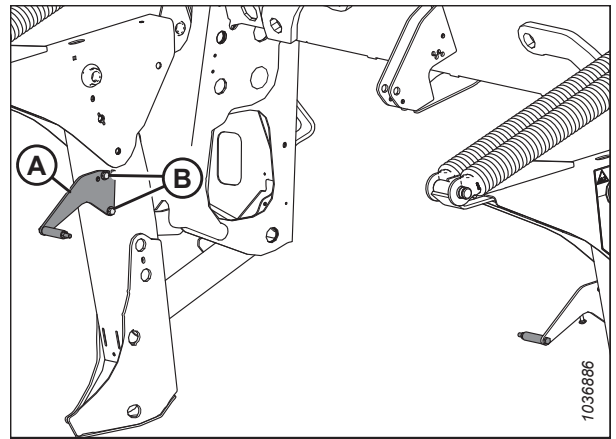


Figure 4.206: Forming Shield bracket – R2 Series

4. Position forming shield (A) in between windrower legs as shown.
5. Remove lynch pin (B) and clevis pin (C).
6. Mount forming shield (A) to bolt and spacer (D).

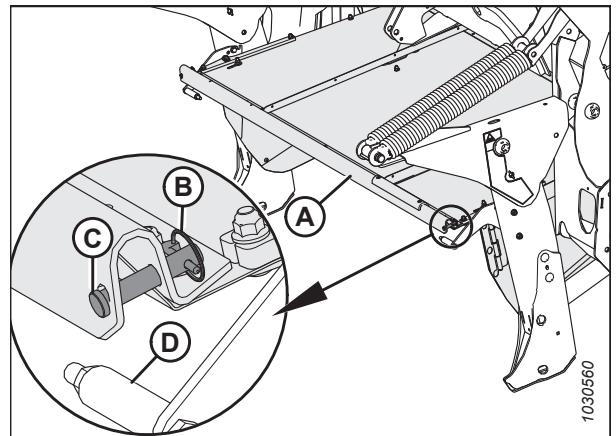


Figure 4.207: Forming Shield and Windrower

OPERATION

- Secure forming shield (C) to bolt and spacer (D) using clevis pin (B) and lynch pin (A).
- Repeat Step 5, [page 219](#) to Step 7, [page 220](#) on the opposite side of the forming shield.

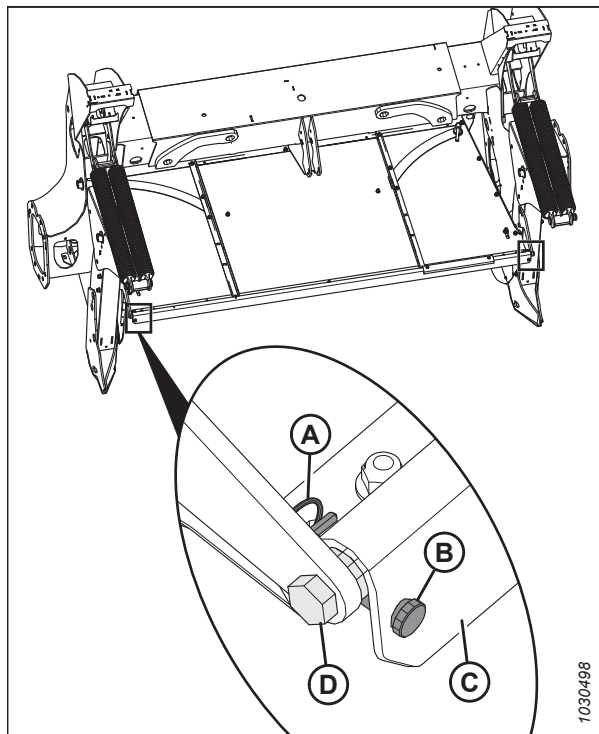


Figure 4.208: Forming Shield Secured to Front of Windrower Legs

- Remove lynch pin (A) and washer (B) from straight pin (C).

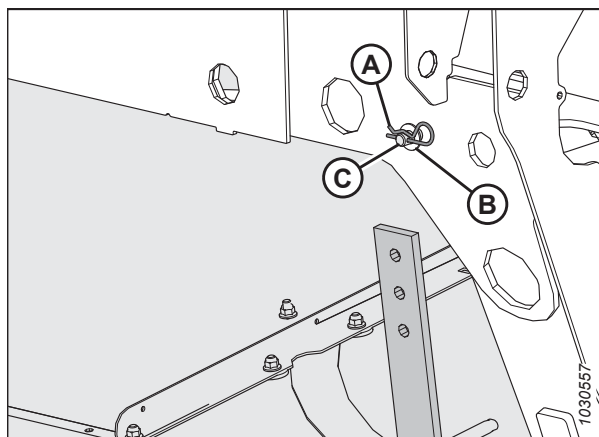


Figure 4.209: Lynch Pin and Washer at Rear of Windrower Leg

OPERATION

10. Attach rubber strap (D) to straight pin (C) at the rear of the windrower leg. Secure it with washer (B) and lynch pin (A).
11. Repeat Step 9, page 220 to Step 10, page 221 at the opposite side of the forming shield.

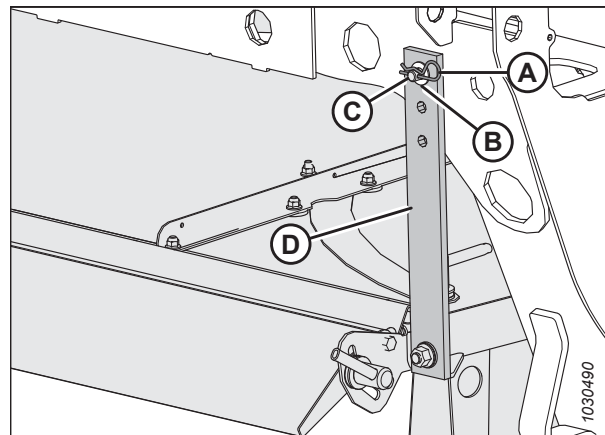


Figure 4.210: Rubber Strap Securing Forming Shield onto Windrower Leg

Attaching R2 Series Rotary Disc Header

The windrower's support feet and center-link will need to be connected to the rotary disc header. The windrower may be equipped with an optional self-aligning hydraulic center-link, which allows control over the vertical position of the center-link from the cab.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

1. Shut down the engine, and remove the key from the ignition.
2. Remove hairpin (A) from clevis pin (B), and remove the pin from header support (C) on both sides of the header.

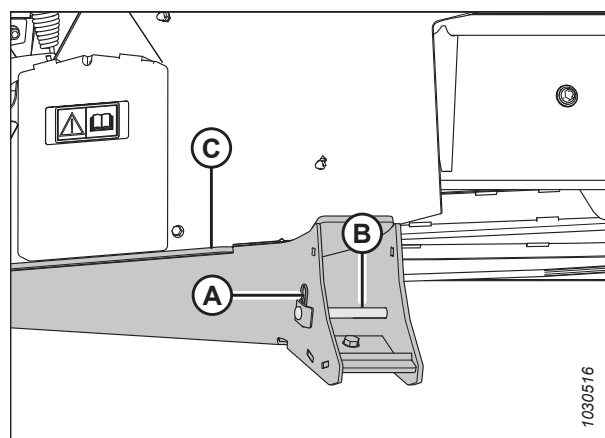


Figure 4.211: Header Support

OPERATION

3. Lift header support (A), and place four 35 x 89 mm (2 x 4 in.) blocks (B) under both header supports. Ensure that the boot's bottom edge (C) is parallel with the ground.

NOTE:

Do **NOT** stack blocks (B) crosswise; doing so can make the header unstable when you are attempting to connect the header and the windrower. Stack blocks (B) so that they are aligned with each other.

4. Start the engine.

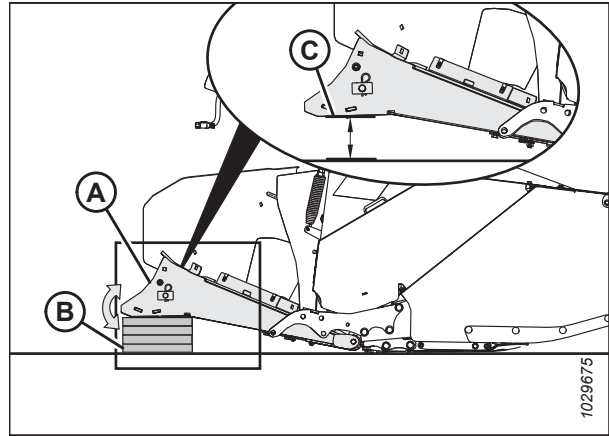


Figure 4.212: Header Support

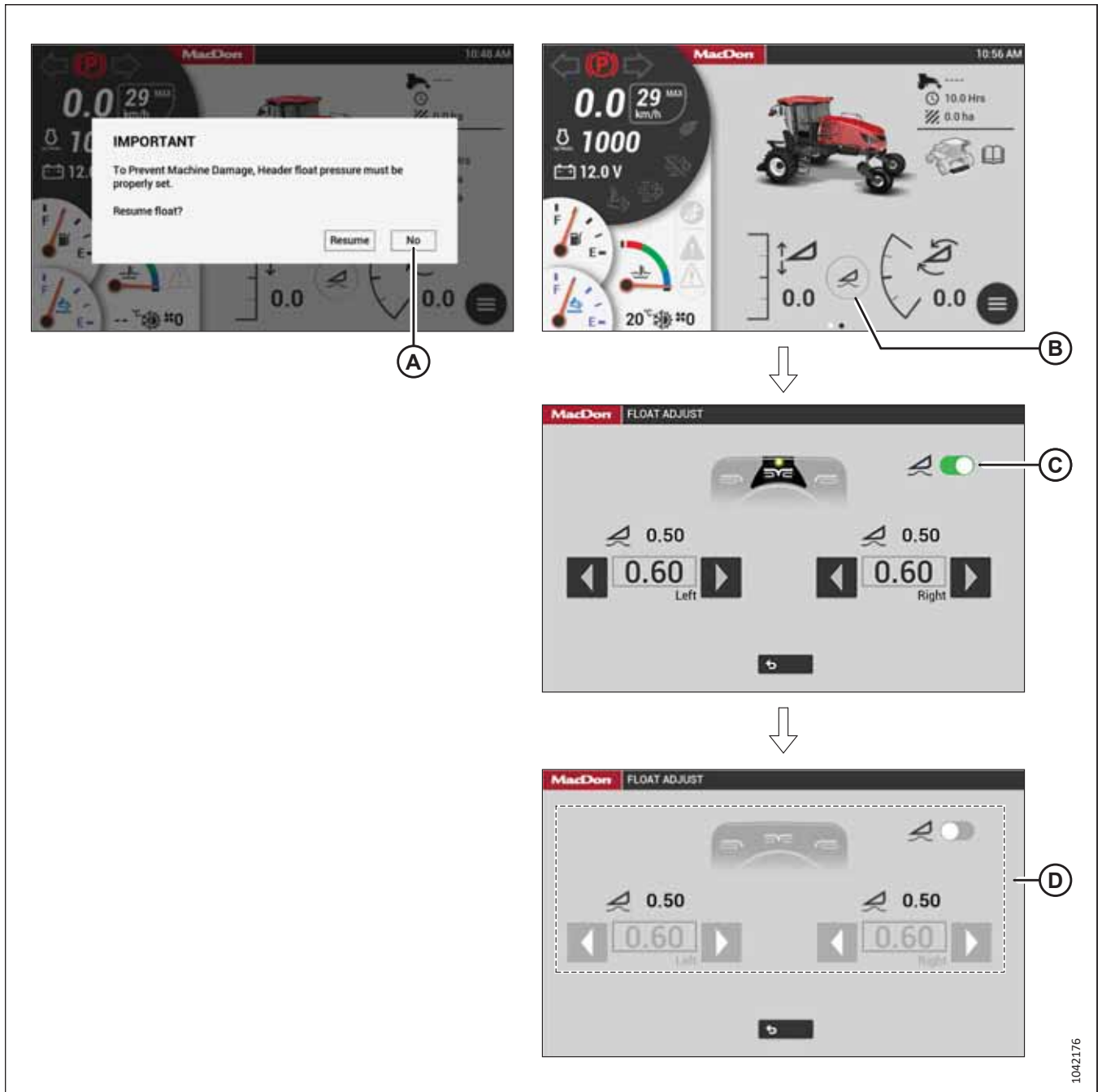


Figure 4.213: Float Removal

5. Remove the float as follows:

- If the HarvestTouch™ Display shows the message “Resume Float?”, then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

6. Prepare the center-link as follows:

- **If not equipped with the Center-Link Alignment kit:** Relocate pin (A) in the frame linkage as needed to raise center-link (B) until the hook is above the attachment pin on the header.
- **If equipped with the Center-Link Alignment kit:** Press REEL UP switch (D) on the ground speed lever (GSL) to raise the center-link until the hook is above the attachment pin on the header.

IMPORTANT:

Ensure that the center-link is positioned high enough that it does not contact the header as the windrower approaches the header.

7. Press HEADER DOWN switch (C) on the GSL until the windrower lift linkages are fully lowered.

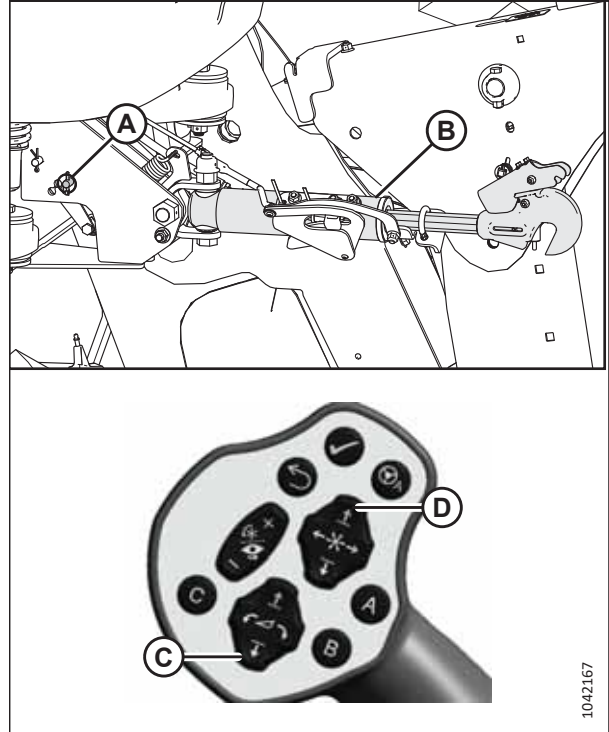


Figure 4.214: Center-Link without Self-Alignment

8. Drive the windrower slowly forward until feet (A) enter supports (B). Continue to drive slowly forward until the feet engage the supports and the header is nudged forward.
9. Ensure that feet (A) are properly engaged in supports (B).

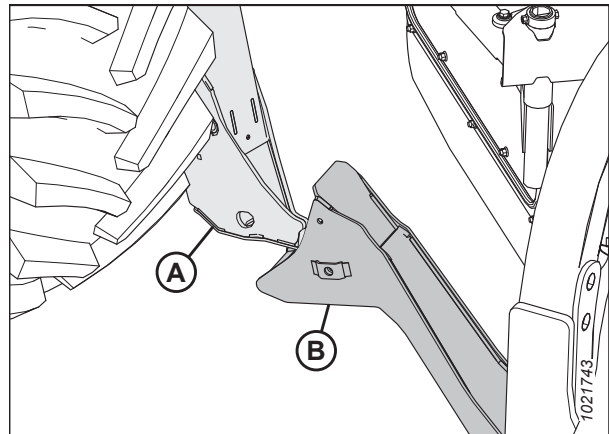


Figure 4.215: Header Support

OPERATION

10. Windrowers equipped with the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until hook (C) is aligned with the header attachment pin.
- Lower the center-link onto the header with REEL DOWN (D) switch on the GSL until the center-link locks into position and hook release (E) is down.

IMPORTANT:

The hook release must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pressing REEL UP (F) switch on the GSL.

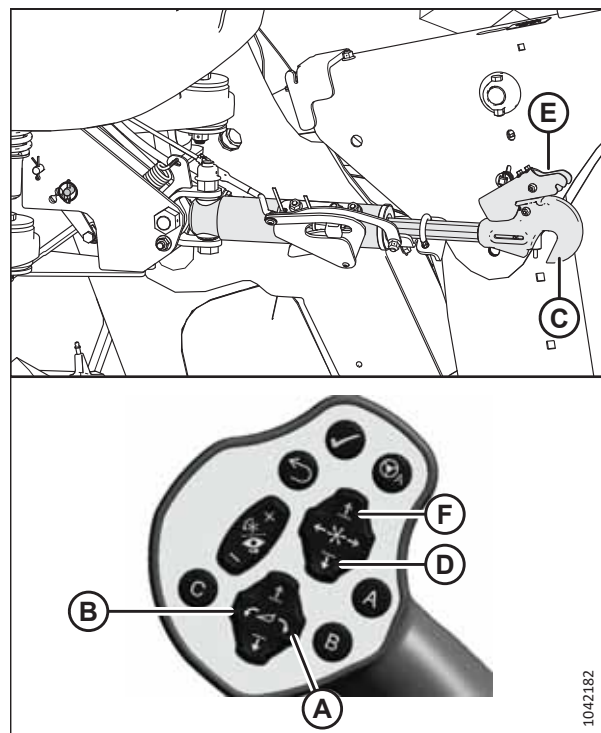


Figure 4.216: Hydraulic Center-Link

11. Windrowers without the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until the hook is aligned with the header attachment pin.
- Shut down the engine, and remove the key from the ignition.
- Push down on rod end (C) of the link cylinder until hook (D) engages and locks onto the header pin.

IMPORTANT:

Hook release (E) must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pulling upward on rod end (C) of the cylinder.
- Start the engine.

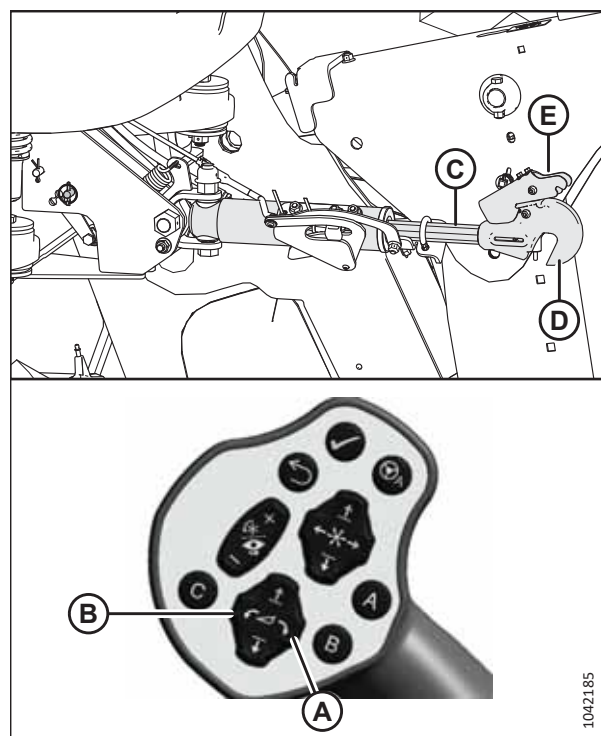


Figure 4.217: Hydraulic Center-Link

OPERATION

12. Press HEADER UP switch (A) to raise the header to its maximum height.

NOTE:

If one end of the header does **NOT** fully rise, rephase the lift cylinders as follows:

- a. Press and hold HEADER UP switch (A) until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
13. Shut down the engine, and remove the key from the ignition.

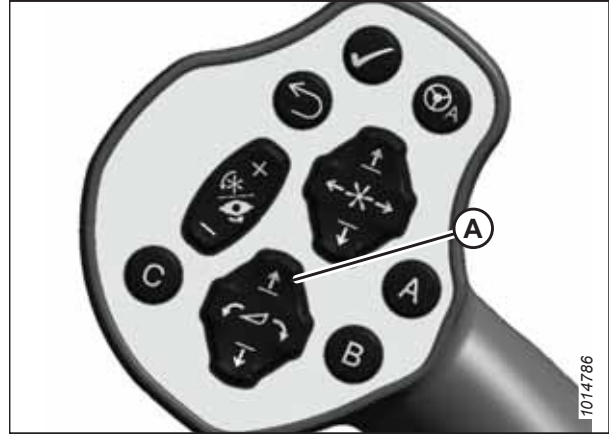


Figure 4.218: GSL

14. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

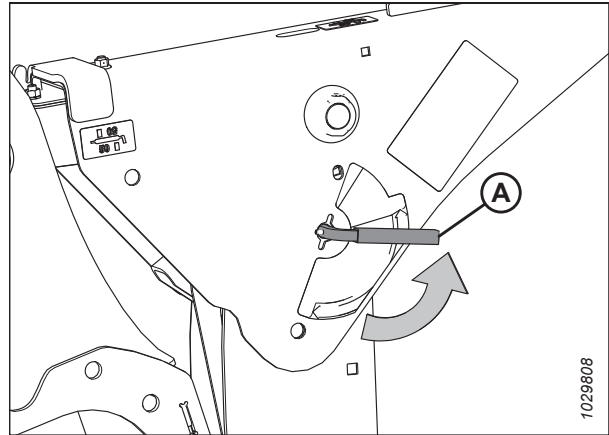


Figure 4.219: Safety Prop Lever

15. Install clevis pin (A) through the support and the windrower lift arm. Secure the clevis pin with hairpin (B). Repeat this step on the opposite side of the header.

IMPORTANT:

Ensure that clevis pin (A) is fully inserted, and that the hairpin is installed behind the bracket.

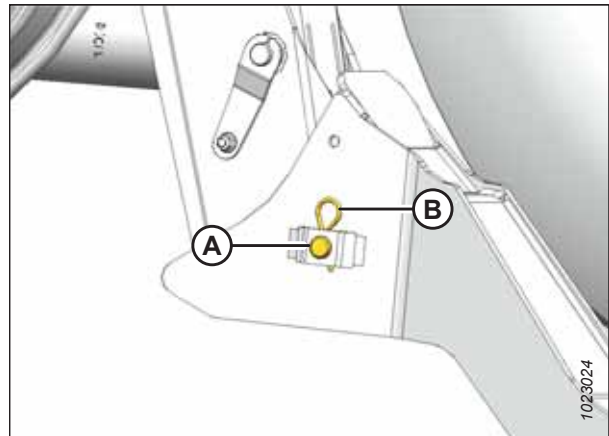


Figure 4.220: Header Support

OPERATION

16. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

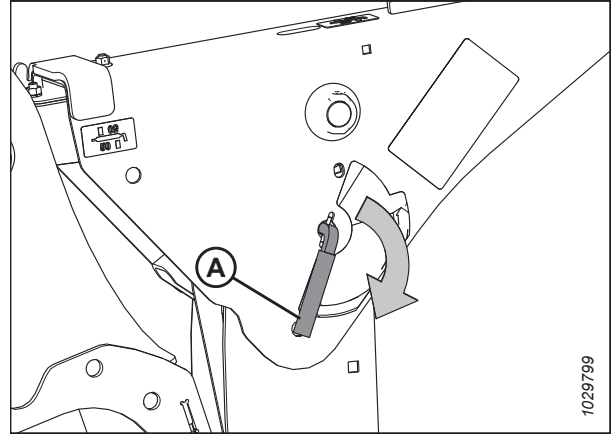


Figure 4.221: Safety Prop Lever

17. Start the engine, and press HEADER DOWN switch (A) on the GSL to fully lower the header.

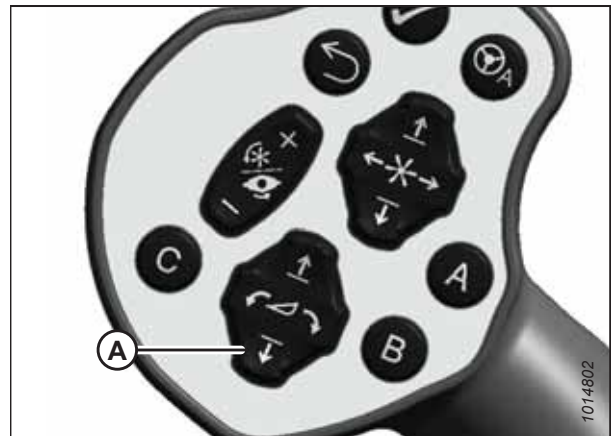


Figure 4.222: GSL

18. Select FLOAT ADJUST (A).

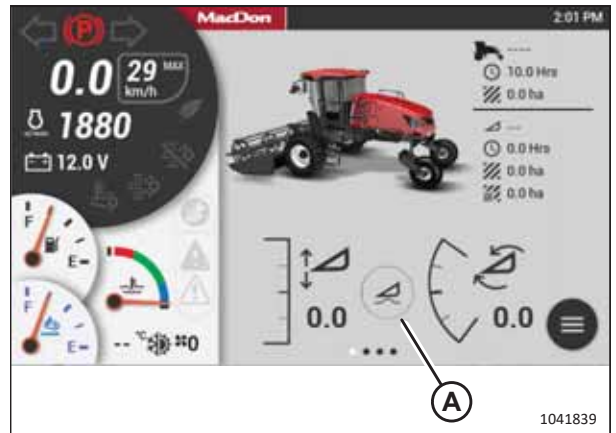


Figure 4.223: HarvestTouch™ Display

OPERATION

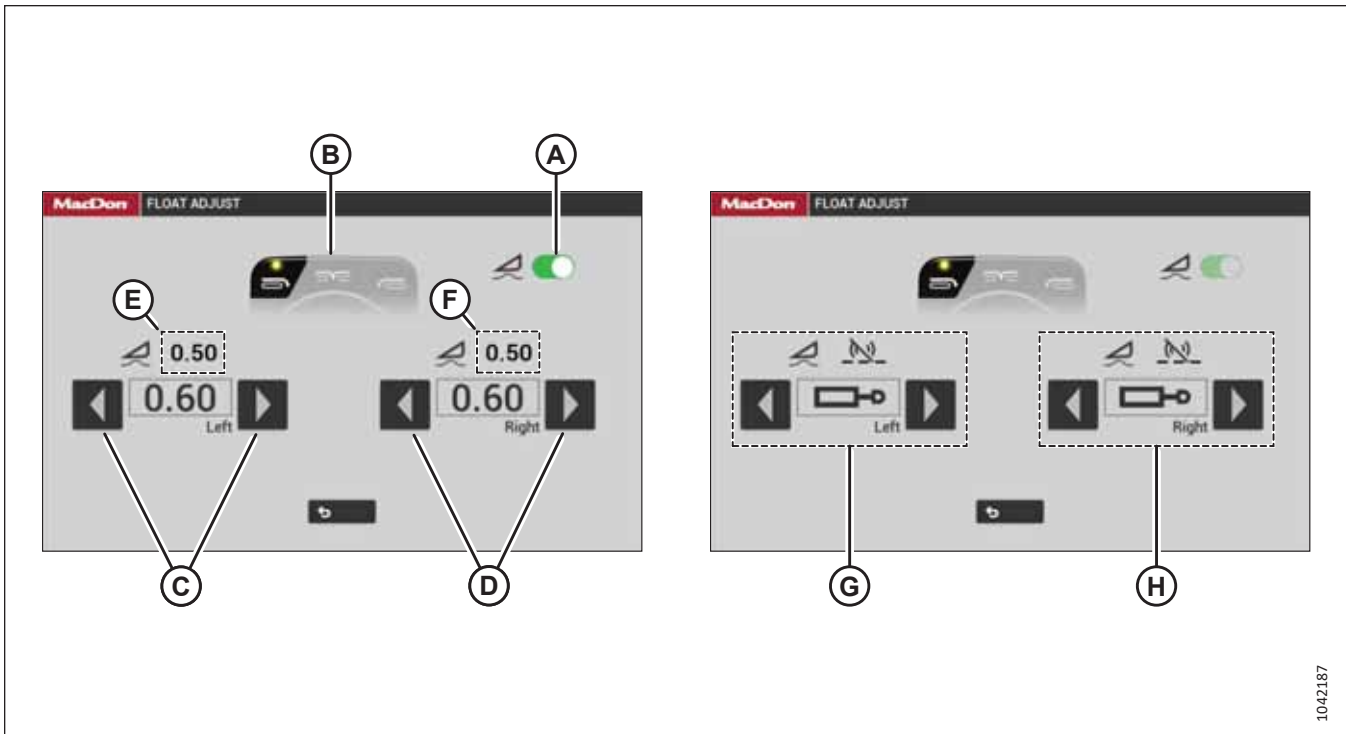


Figure 4.224: Float Adjustment

19. Select switch (A), so that it turns green, to activate the float.
20. If not already set up, set the float as follows:
 - a. The float preset, which is selected using the operator's console, is displayed at location (B). Confirm if the desired preset is selected.
 - b. Select arrows (C) to set the target float for the left side of the header. Value (E) is the actual amount of float (measured by the left float sensor).
 - c. Select arrows (D) to set the target float for the right side of the header. Value (F) is the actual amount of float (measured by the left float sensor).

NOTE:

Adjusting the float by increments of 1.0 (out of 10) changes the header weight at the cutterbar by approximately 91 kg (200 lb.). Adjust the float in increments of 0.05 to fine-tune the header's performance.

NOTE:

Symbols (G) and (H) mean the left and right float sensors are not working. You can still manually set the float, but you should first check if the sensors were disabled through the HarvestTouch™ Display (refer to MENU > SETUP > HEADER > SENSORS), or if another problem is causing the sensors to fail.

21. Shut down the engine, and remove the key from the ignition.
22. Check the float as follows:
 - a. Grasp one end of the header and lift it. The lifting force used should be 426–471 N (95–105 lbf).
 - b. Repeat this step on the other side of the header.

OPERATION

23. Proceed as follows:

- If attaching the header to an M2170 Windrower: *Connecting R2 Series Rotary Disc Header Hydraulic and Electrical Systems – M2170 Windrower, page 229*
- If attaching the header to an M2260 Windrower: *Connecting R2 Series Rotary Disc Header Hydraulic and Electrical Systems – M2260 Windrower, page 234*

Connecting R2 Series Rotary Disc Header Hydraulic and Electrical Systems – M2170 Windrower

Connecting the header hydraulic and electrical systems to the windrower involves attaching the header's knife drive, pressure, return, case drain, and electrical connectors to the windrower's receptacles.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

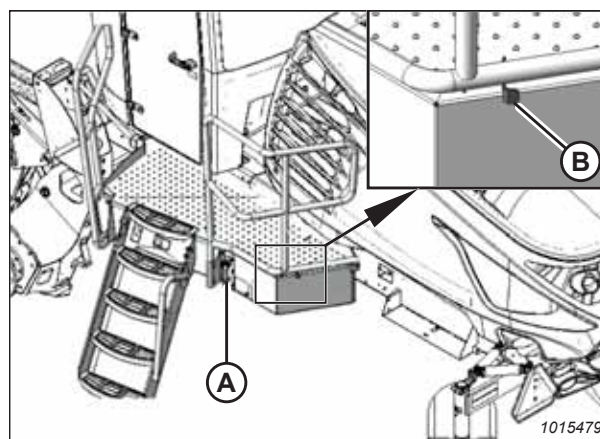


Figure 4.225: Left Platform

OPERATION

- Retrieve hydraulic hoses (A) from the header and route the hose bundle under the windrower frame.

NOTE:

Adding anti-seize compound to the hose holder pin will make future removal easier.

- Insert pin (B) into hole (C) in the windrower frame.

IMPORTANT:

Route the hydraulic hoses as straight as possible, avoiding wear points that could damage the hoses. To prevent abrasion damage, the hoses should have enough slack to pass by the multicoupler bracket without contacting it. To adjust the slack in the hoses, loosen the clamps below pin (B), adjust the hoses, then retighten the hose holder.

- If using hard-plumbed fittings (A), proceed to Step 7, page 231. If using quick couplers (B), proceed to Step 8, page 231.

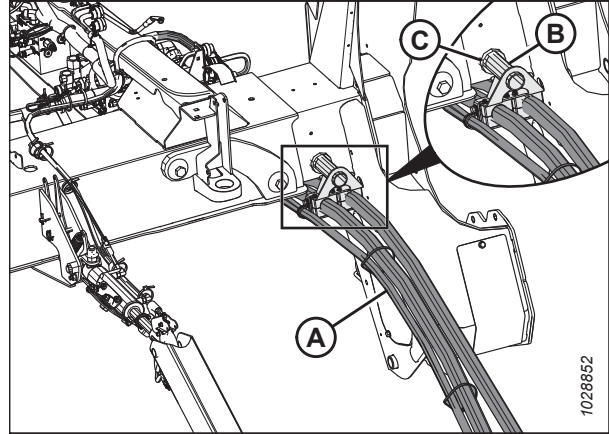


Figure 4.226: Hose Support Attachment

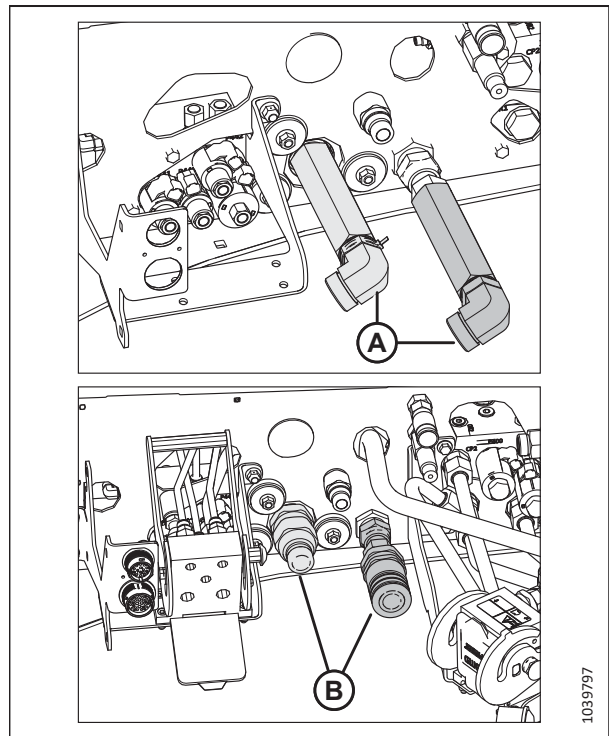


Figure 4.227: Hard-Plumbed Fittings Compared to Quick Couplers

OPERATION

7. **To connect hard-plumbed fittings,** connect the hydraulic hoses to the windrower as follows:
 - a. Connect disc pressure hose (A) (fitted with red cable tie [B]) to hard plumb fitting (C) (fitted with a red cable tie) and torque the connection to 215 Nm (159 lbf-ft).
 - b. Connect disc return hose (D) to hard plumb fitting (E) and torque the connection to 215 Nm (159 lbf-ft).
 - c. Connect case drain hose (F) to fitting (G).
 - d. If connecting to a grass seed header, proceed to Step [10, page 232](#). Otherwise proceed to Step [11, page 233](#).

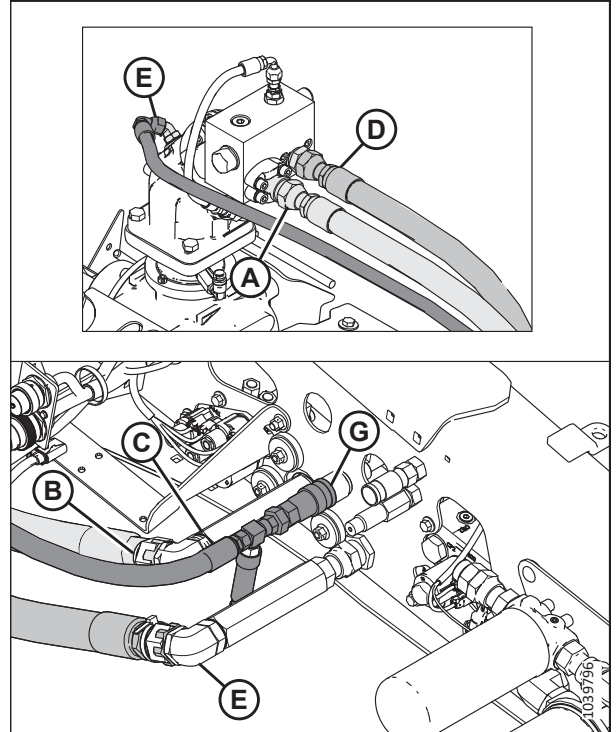


Figure 4.228: Hard-Plumbed Fittings

8. **Quick couplers:** If switching from an auger/draper header to a rotary header, disconnect hose (A) from knife pressure receptacle (C) on the frame, and move it to storage location (B).

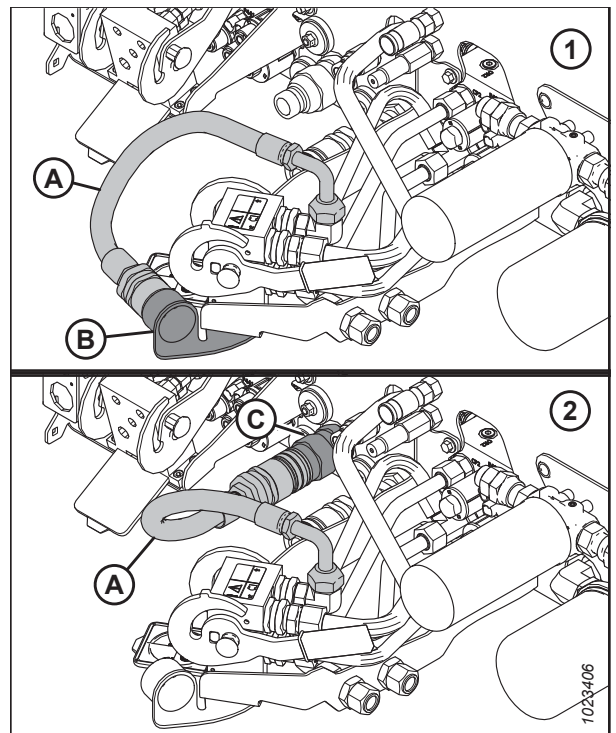


Figure 4.229: Knife Pressure Hose Positions

- 1 - Knife Pressure Hose in Storage Position – Rotary Configuration
- 2 - Hose to Knife Pressure Receptacle – Auger/Draper Configuration

OPERATION

9. **To connect quick couplers**, connect the hydraulic hoses to a windrower with quick coupler fittings as follows:

- Connect disc pressure hose (A) to coupler (B). Torque the connection to 216 Nm (159 lbf-ft).
- Connect disc return hose (C) to coupler (D). Torque the connection to 216 Nm (159 lbf-ft).
- Connect case drain hose (E) to fitting (F), with the relief valve pointing towards the ground.

NOTE:

If necessary, loosen fitting (F) and retighten it to ensure that the relief valve is pointing straight down.

- If connecting to a grass seed header, proceed to Step 10, page 232. Otherwise proceed to Step 11, page 233.

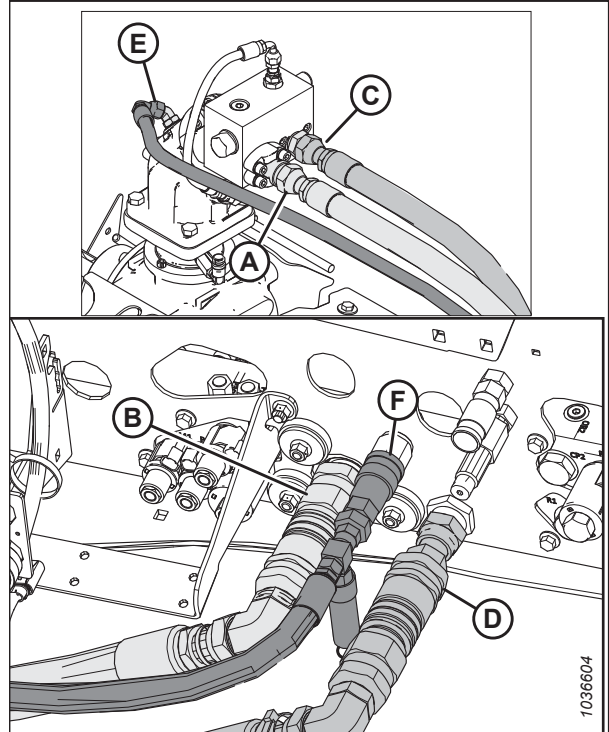


Figure 4.230: Quick Couplers

10. **For grass seed headers (GSS)**, connect the four additional hydraulic hoses supplied with the grass seed version of the header as follows:

- Connect the hose (green cable tie) with female quick coupler (A) to coupler (B) on the windrower frame.
- Connect the hose (yellow cable tie) with male quick coupler (C) to coupler (D) on the windrower frame.
- Remove the cap (not shown) from inboard bulkhead fitting (E). Connect hose (F) (red cable tie) to inboard bulkhead fitting (E).

NOTE:

The other end of hose (F) connects to the grass seed module drum on the left side of the header.

- Remove the cap (not shown) from outboard bulkhead fitting (G). Connect hose (H) (blue cable tie) to inboard bulkhead fitting (G).

NOTE:

The other end of hose (H) connects to the grass seed module drum on the right side of the header.

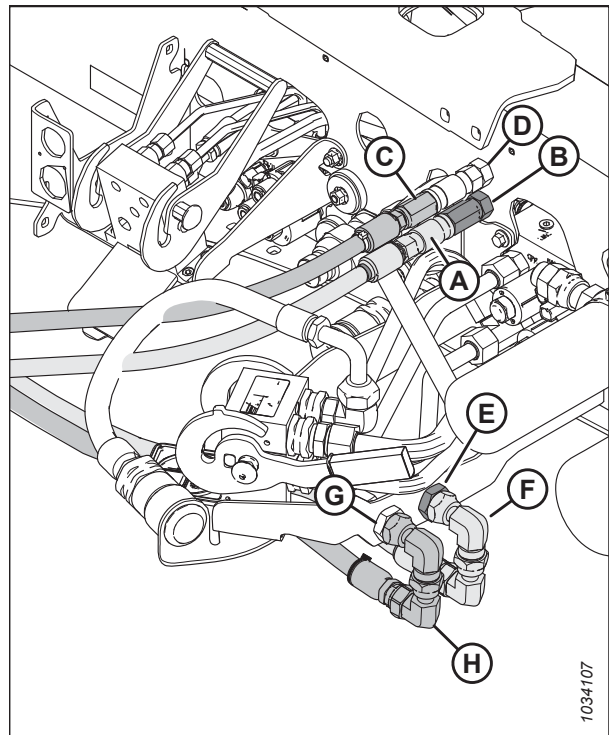


Figure 4.231: Grass Seed Header Hydraulic Connections

OPERATION

- Free electrical harness (A) from adjustable strap (B).

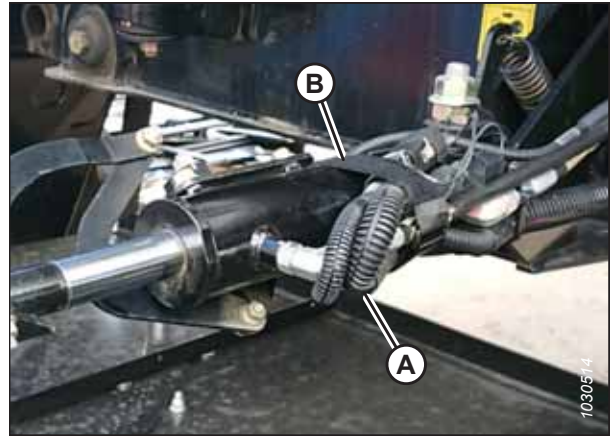


Figure 4.232: Electrical Harness Secured to Center-Link

- Connect main header harness (A) to adapter harness (B).
- For headers equipped with the electric baffle control kit,** connect electric baffle control harness (C) to adapter harness (D).
- For grass seed headers (GSS),** connect actuator harness (C) to adapter harness (D).

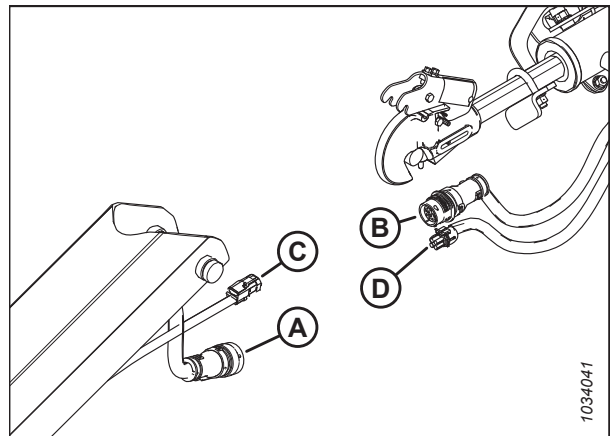


Figure 4.233: Electrical Harness Connection at Center-Link

- Push latch (A) to unlock platform (B).

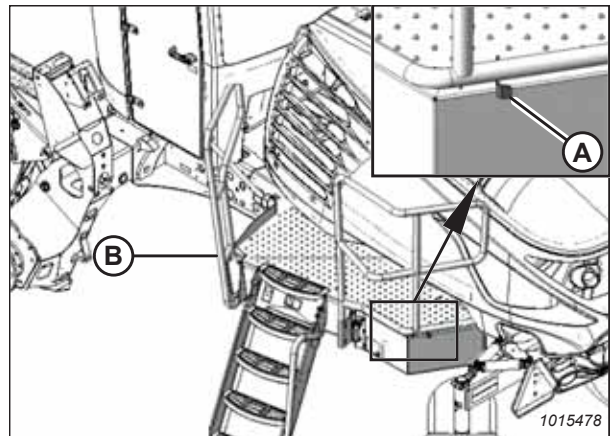


Figure 4.234: Left Platform

OPERATION

16. Pull platform (A) toward the cab until it stops and the latch is engaged.

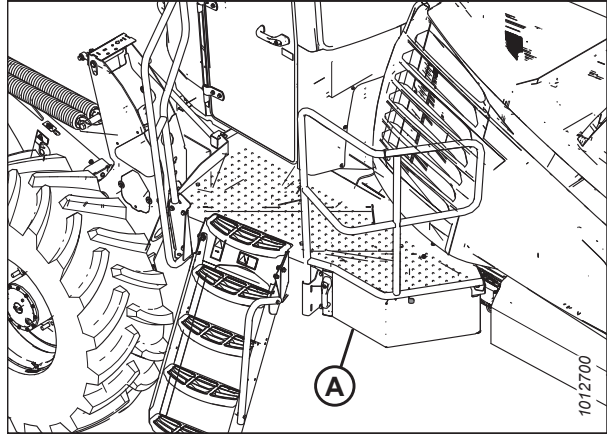


Figure 4.235: Left Platform

Connecting R2 Series Rotary Disc Header Hydraulic and Electrical Systems – M2260 Windrower

The header's hydraulic and electrical multicoupler will need to be connected to the windrower.

Proceed to the relevant procedure:

For auger/rotary disc/drapper-ready configuration (A), refer to [Auger/Rotary Disc/Draper-Ready Configuration – Quick Coupler Connections, page 235](#) for instructions.

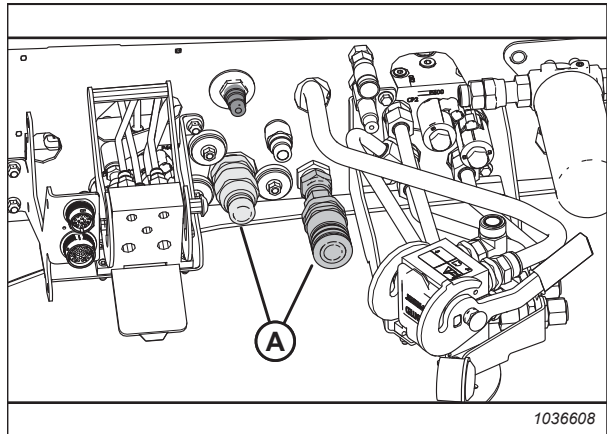


Figure 4.236: Header Hydraulics Configurations – Auger/Rotary Disc/Draper-Ready

OPERATION

For rotary disc-only hard-plumbed configuration (A), refer to *Rotary Disc-Only Configuration – Hard-Plumbed Connections*, page 240 for instructions.

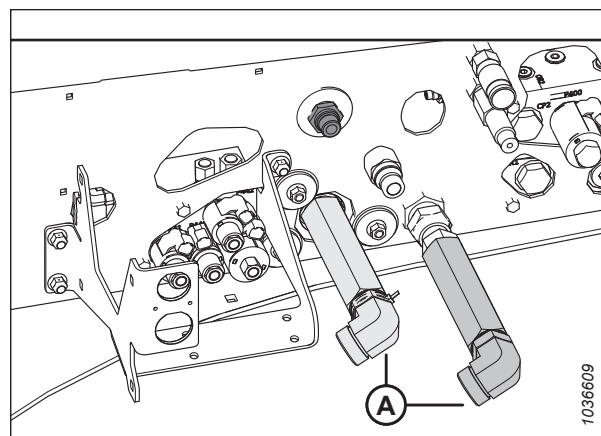


Figure 4.237: Header Hydraulics Configuration – Rotary Disc-Ready with Hard-Plumbed Connections

For rotary disc-ready configuration with quick couplers (A), refer to *Rotary Disc-Only Configuration – Quick Coupler Connections*, page 243 for instructions.

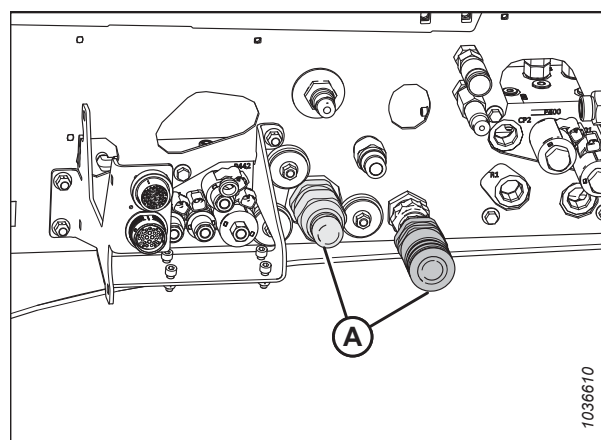


Figure 4.238: Header Hydraulics Configuration – Rotary Disc-Ready with Quick Couplers

Auger/Rotary Disc/Draper-Ready Configuration – Quick Coupler Connections

Windrowers with the auger/rotary disc/draper-ready configuration are equipped with the hydraulic connections needed to pair with an auger, rotary disc, or draper header.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.

OPERATION

2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

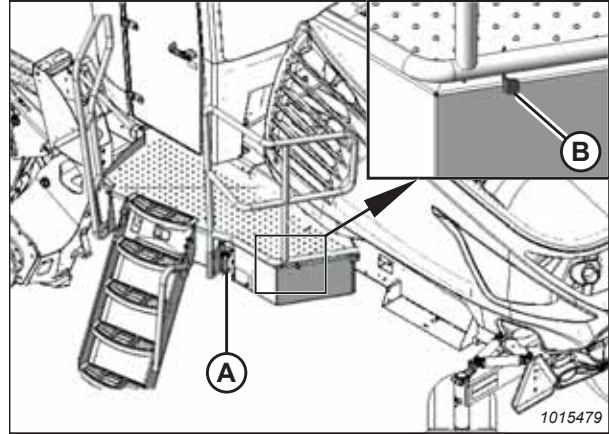


Figure 4.239: Left Platform

4. Retrieve hydraulic hoses (A) from the header and route the hose bundle under the windrower frame.

NOTE:

Adding anti-seize compound to the hose holder pin will make future removal easier.

5. Insert pin (B) into hole (C) in the windrower frame.

IMPORTANT:

Route the hydraulic hoses as straight as possible, avoiding wear points that could damage the hoses. To prevent abrasion damage, the hoses should have enough slack to pass by the multicoupler bracket without contacting it. To adjust the slack in the hoses, loosen the clamps below pin (B), adjust the hoses, then retighten the hose holder.

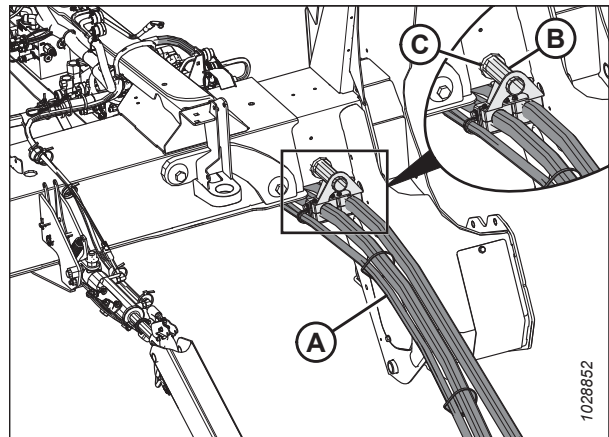


Figure 4.240: Hose Support Attachment

6. Ensure that hose (A) is disconnected from windrower receptacle (B) and placed in storage cup (C) on the multicoupler.

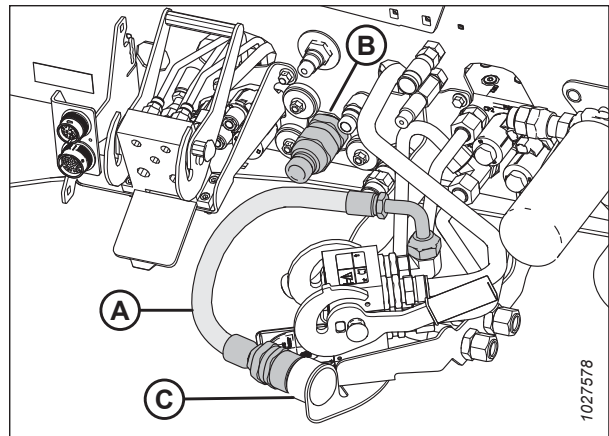


Figure 4.241: Couplers – Auger/Rotary Disc/Draper-Ready Configuration

OPERATION

7. Connect the hydraulic fittings to the hydraulic hoses as follows:

NOTE:

The two quick couplers and two elbow fittings are supplied in the Quick Coupler kit (B6277).

- a. Attach 90° elbow fitting (A) and 1 in. female coupler fitting (B) to disc pressure hose (C).
- b. Attach 90° elbow fitting (A) and 1 in. male coupler fitting (D) to disc return hose (E).

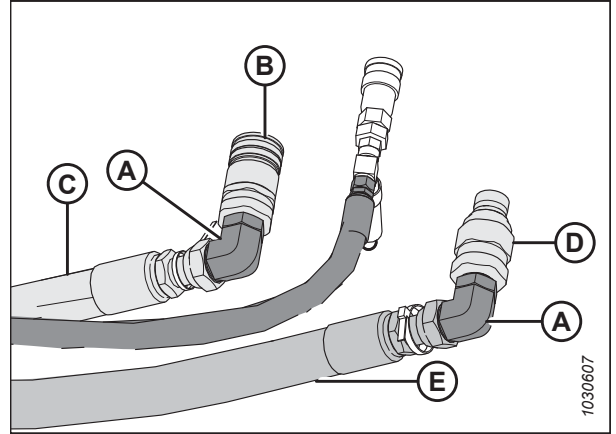


Figure 4.242: Header Hydraulic Fittings

8. Connect the hydraulic hoses to the windrower as follows:

- a. Connect disc pressure hose (A) to coupler (B).
- b. Connect disc return hose (C) to coupler (D).
- c. Connect case drain hose (E) to fitting (F) so that the relief valve points toward the ground.

NOTE:

Loosen and tighten fitting (F) as needed to ensure that the relief valve is pointing down.

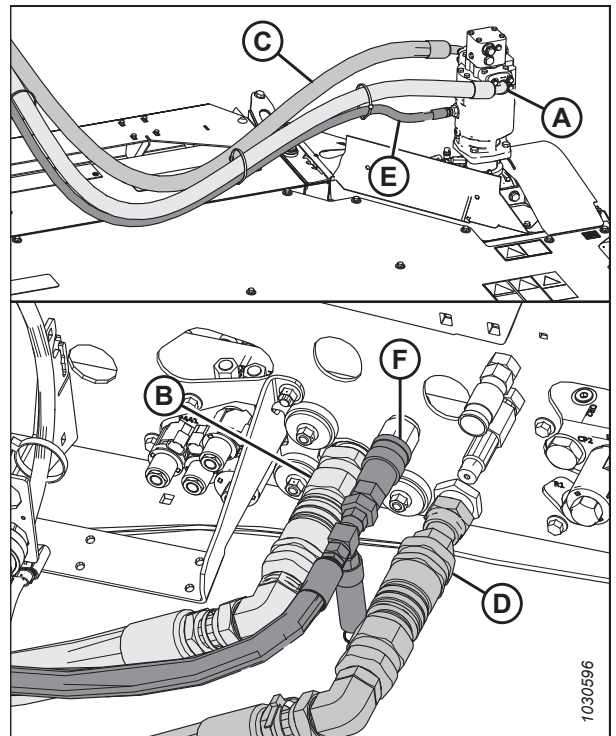


Figure 4.243: Hydraulics and Electrical – Auger/Rotary Disc/Draper-Ready Configuration

OPERATION

9. **For grass seed headers (GSS),** connect the additional four hoses supplied with the grass seed version of the header as follows:

- a. Connect the hose with the green cable tie with female quick coupler (A) to coupler (B) on the windrower frame.
- b. Connect the hose with the yellow cable tie with male quick coupler (C) to coupler (D) on the windrower frame.
- c. Remove the cap (not shown) from inboard bulkhead fitting (E). Connect hose (F) (red cable tie) to inboard bulkhead fitting (E).

NOTE:

The other end of hose (F) connects to the grass seed module's drum on the left side of the header.

- d. Remove the cap (not shown) from outboard bulkhead fitting (G). Connect hose (H) (blue cable tie) to outboard bulkhead fitting (G).

NOTE:

The other end of hose (H) connects to the grass seed module's drum on the right side of the header.

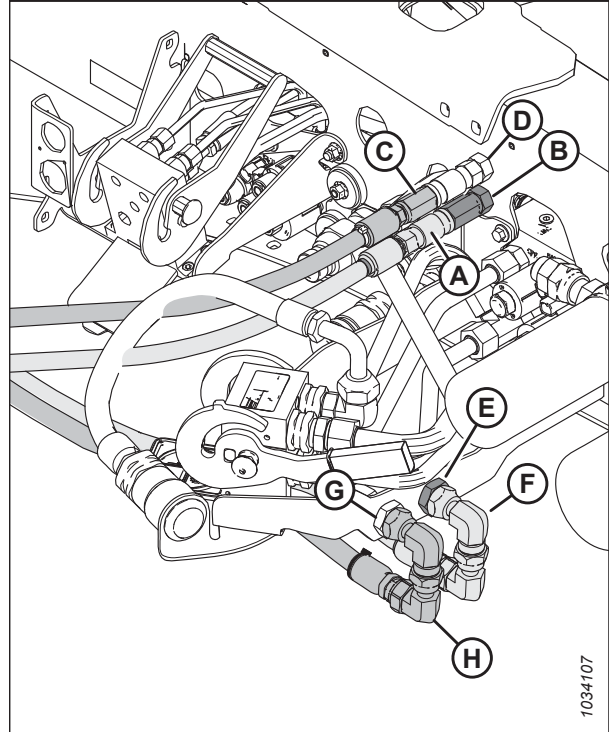


Figure 4.244: Grass Seed Hydraulic Connections – Auger/Rotary Disc/Draper—Ready Configuration

10. Free electrical harness (A) from adjustable strap (B).

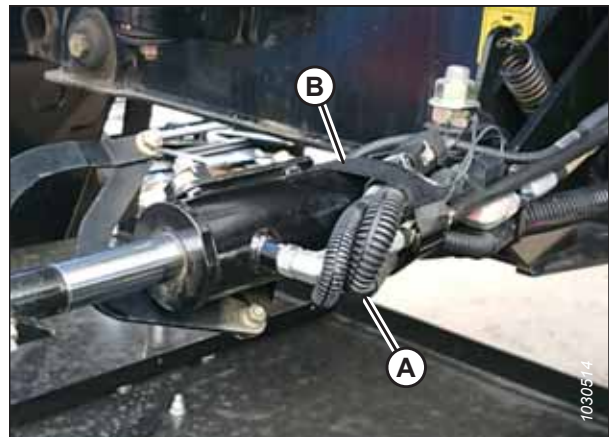


Figure 4.245: Electrical Harness Secured to Center-Link

OPERATION

11. Connect main header harness (A) to adapter harness (B).
12. **For headers equipped with the electric baffle control kit,** connect electric baffle control harness (C) to adapter harness (D).
13. **For grass seed headers (GSS),** connect actuator harness (C) to adapter harness (D).

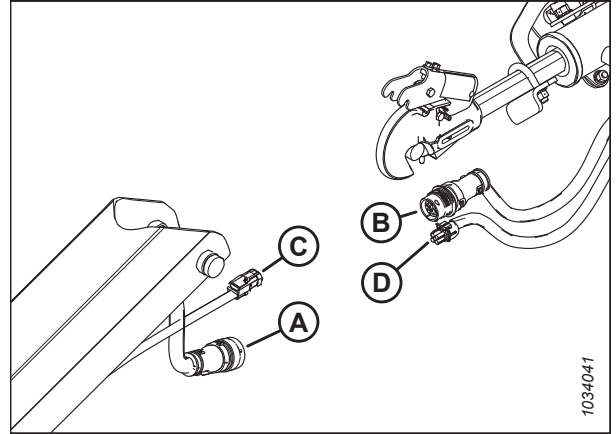


Figure 4.246: Electrical Harness Connection at Center-Link

14. Push latch (A) to unlock platform (B).

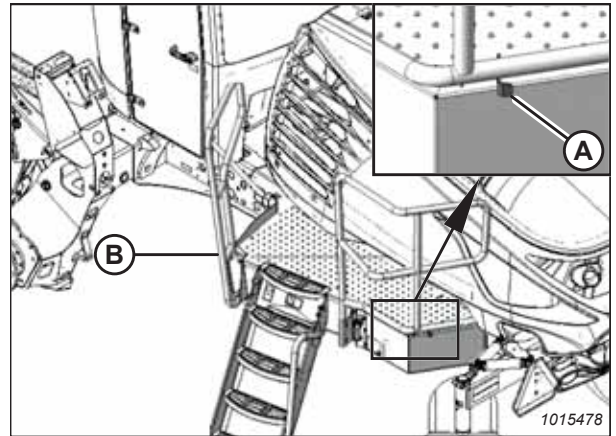


Figure 4.247: Left Platform

15. Pull platform (A) toward the cab until it stops and the latch is engaged.

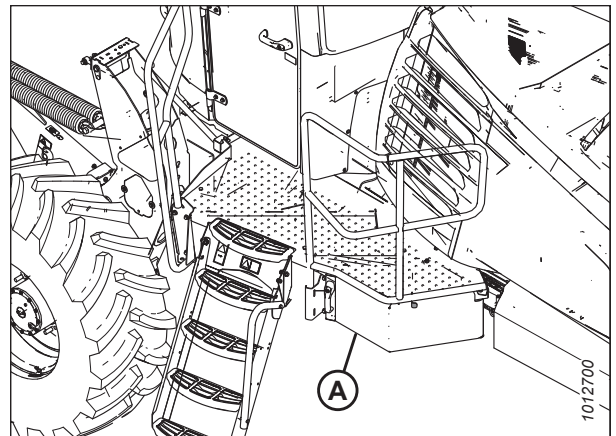


Figure 4.248: Left Platform

OPERATION

Rotary Disc-Only Configuration – Hard-Plumbed Connections

The rotary disc-only configuration allows the windrower to operate with compatible rotary disc headers. The hydraulic connections must be torqued correctly when using hard-plumbed fittings.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

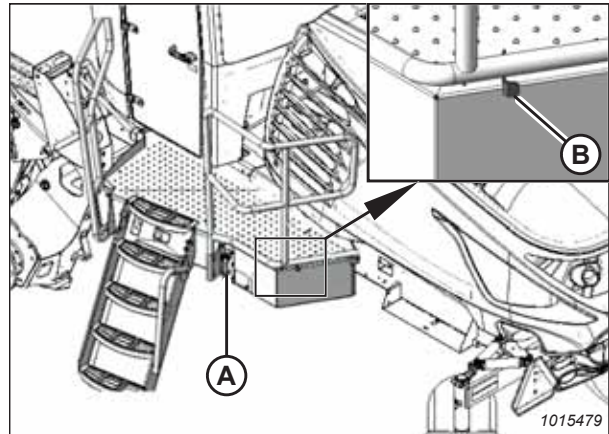


Figure 4.249: Left Platform

4. Retrieve hydraulic hoses (A) from the header and route the hose bundle under the windrower frame.

NOTE:

Adding anti-seize compound to the hose holder pin will make future removal easier.

5. Insert pin (B) into hole (C) in the windrower frame.

IMPORTANT:

Route the hydraulic hoses as straight as possible, avoiding wear points that could damage the hoses. To prevent abrasion damage, the hoses should have enough slack to pass by the multicoupler bracket without contacting it. To adjust the slack in the hoses, loosen the clamps below pin (B), adjust the hoses, then retighten the hose holder.

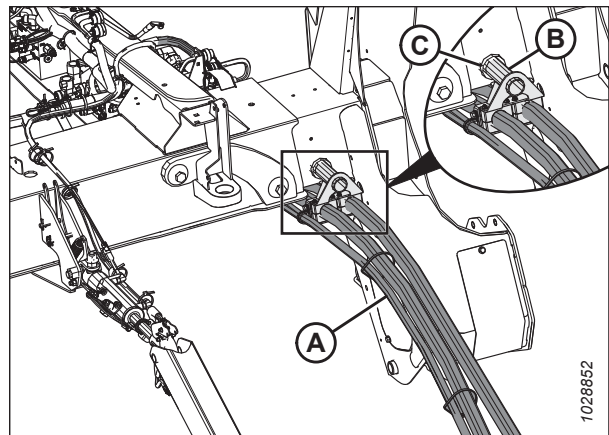


Figure 4.250: Hose Support Attachment

OPERATION

6. Connect the hydraulic hoses to the windrower as follows:
 - a. Connect disc pressure hose (A) (fitted with red cable tie [B]) to hard plumb fitting (C) (fitted with a red cable tie) and torque the connection to 215 Nm (159 lbf·ft).
 - b. Connect disc return hose (D) to hard plumb fitting (E) and torque the connection to 215 Nm (159 lbf·ft).
 - c. Connect case drain hose (F) to fitting (G).

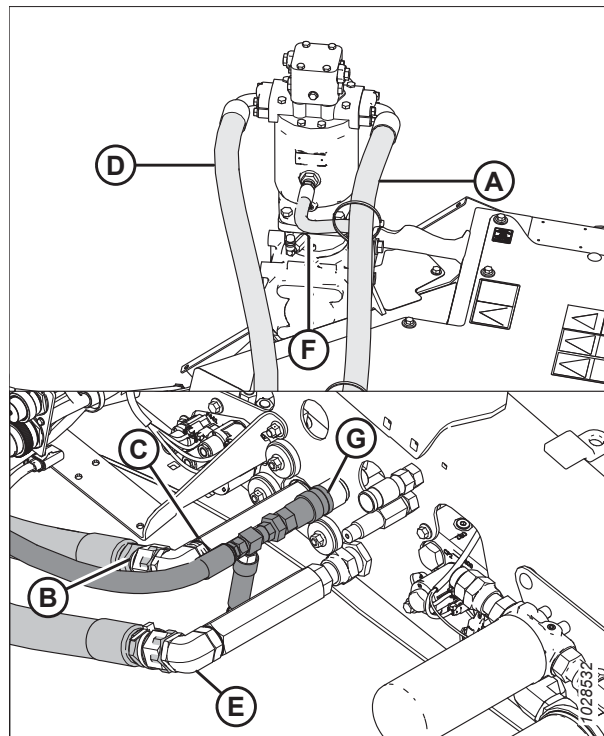


Figure 4.251: Hard-Plumbed Connections on R216 Rotary Disc Header Ready Windrower

7. **For grass seed headers (GSS)**, connect the additional four hoses supplied with the grass seed version of the header as follows:

- a. Remove the plug (not shown) from drive manifold port R1. Install 45° fitting (A) in port R1. Connect hose (C) (blue cable tie) to fitting (A).

NOTE:

The other end of hose (C) connects to the grass seed module's drum on the right side of the header.

- b. Remove the plug (not shown) from drive manifold port CP2. Install 45° fitting (B) in port CP2. Connect hose (D) (red cable tie) to fitting (B).

NOTE:

The other end of hose (D) connects to the grass seed module's drum on the left side of the header.

- c. Connect hose (green cable tie) with female quick coupler (E) to coupler (F) as shown.
- d. Connect hose (yellow cable tie) with male quick coupler (G) to coupler (H) as shown.

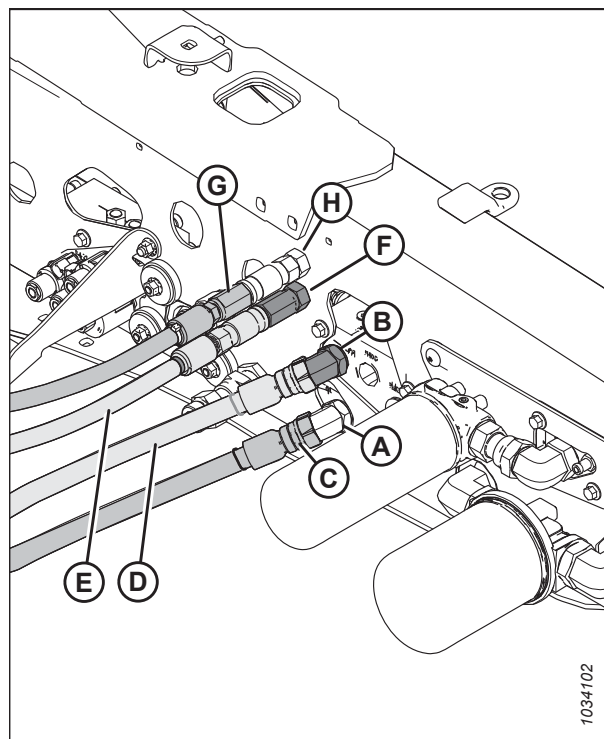


Figure 4.252: Grass Seed Hydraulic Connections – Rotary Disc Configuration

OPERATION

- Free electrical harness (A) from adjustable strap (B).

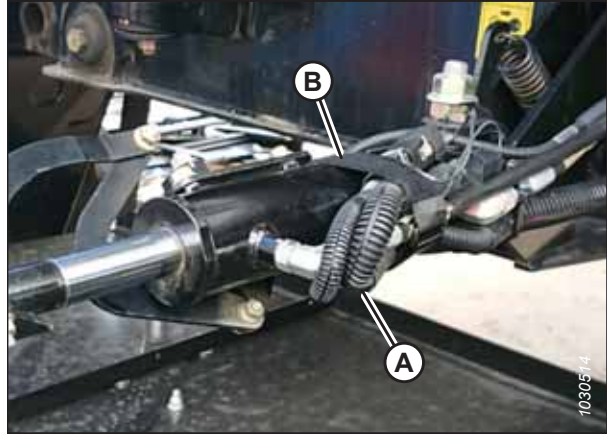


Figure 4.253: Electrical Harness Secured to Center-Link

- Connect main header harness (A) to adapter harness (B).
- For headers equipped with the electric baffle control kit,** connect electric baffle control harness (C) to adapter harness (D).
- For grass seed headers (GSS),** connect actuator harness (C) to adapter harness (D).

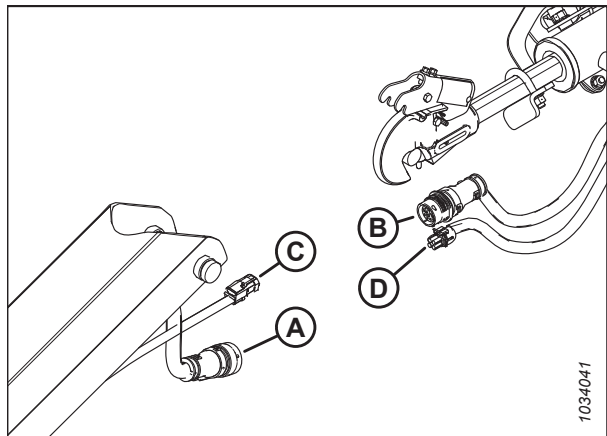


Figure 4.254: Electrical Harness Connection at Center-Link

- Push latch (A) to unlock platform (B).

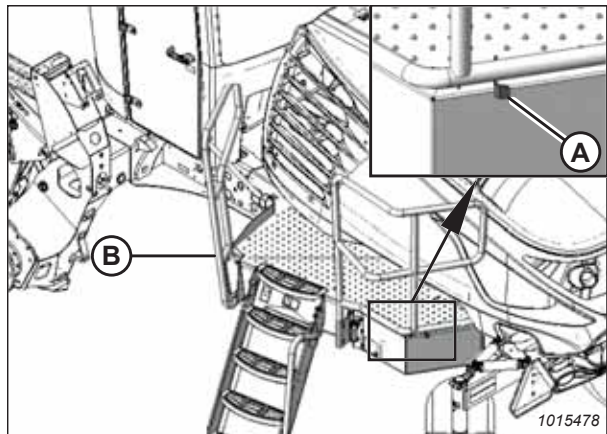


Figure 4.255: Left Platform

OPERATION

13. Pull platform (A) toward the cab until it stops and the latch is engaged.

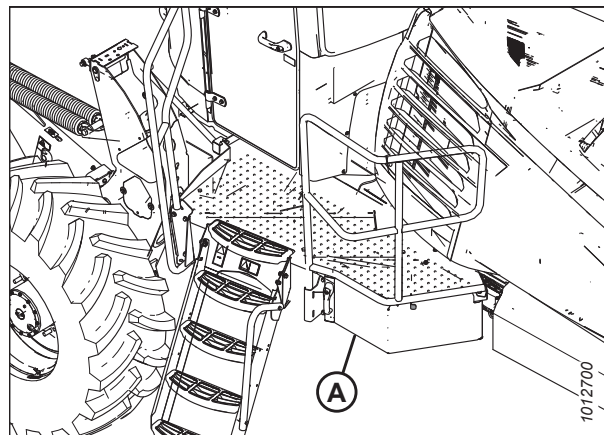


Figure 4.256: Left Platform

Rotary Disc-Only Configuration – Quick Coupler Connections

The rotary disc-only configuration allows the windrower to operate with compatible rotary disc headers. Attaching the header's hydraulic connections to the windrower's ports using quick couplers does not require any additional tools or hardware.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

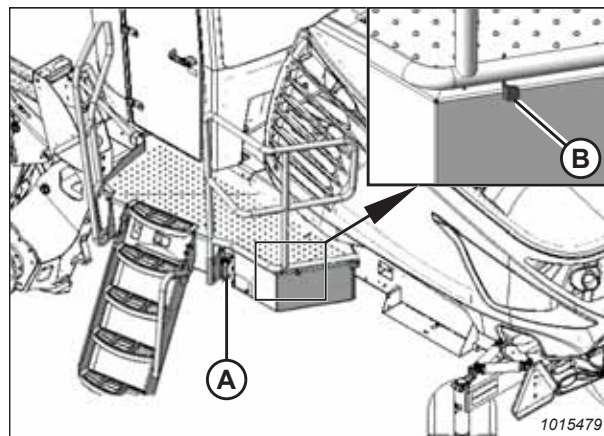


Figure 4.257: Left Platform

OPERATION

- Retrieve hydraulic hoses (A) from the header and route the hose bundle under the windrower frame.

NOTE:

Adding anti-seize compound to the hose holder pin will make future removal easier.

- Insert pin (B) into hole (C) in the windrower frame.

IMPORTANT:

Route the hydraulic hoses as straight as possible, avoiding wear points that could damage the hoses. To prevent abrasion damage, the hoses should have enough slack to pass by the multicoupler bracket without contacting it. To adjust the slack in the hoses, loosen the clamps below pin (B), adjust the hoses, then retighten the hose holder.

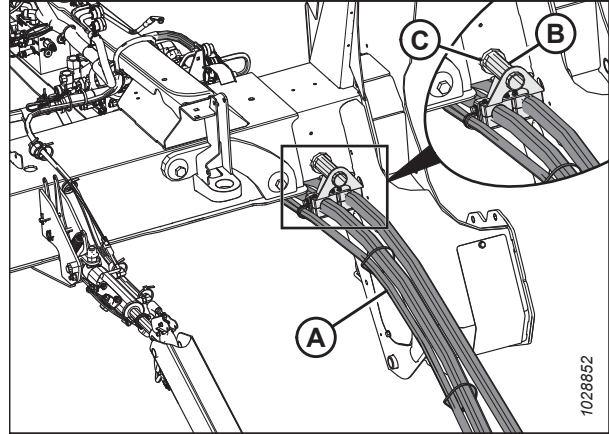


Figure 4.258: Hose Support Attachment

- Connect the hydraulic fittings to the hydraulic hoses as follows:

NOTE:

Two quick couplers and two elbow fittings are supplied in the Quick Coupler kit (MD #B6277).

- Attach 90° elbow fitting (A) and 1 in. female coupler fitting (B) to disc pressure hose (C).
- Attach 90° elbow fitting (A) and 1 in. male coupler fitting (D) to disc return hose (E).

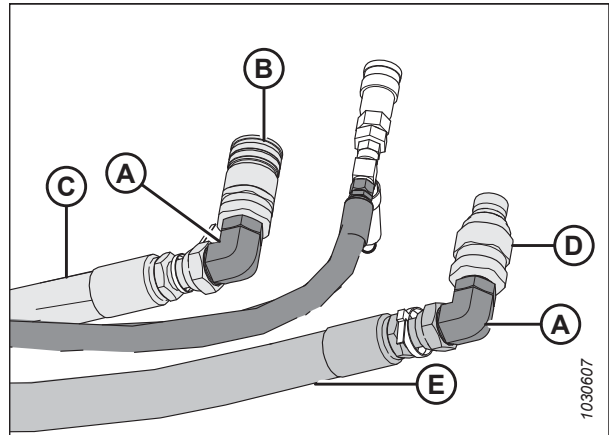


Figure 4.259: Header Hydraulic Fittings

OPERATION

7. Connect the header's hydraulic hoses to the windrower as follows:
 - a. Connect disc pressure hose (A) to coupler (B) as shown.
 - b. Connect disc return hose (C) to coupler (D) as shown.
 - c. Connect case drain hose (E) to fitting (F), ensuring that the connection is oriented so that the relief valve points toward the ground.

NOTE:

Loosen and retighten fitting (F) as needed to ensure that the relief valve is pointing straight down as shown.

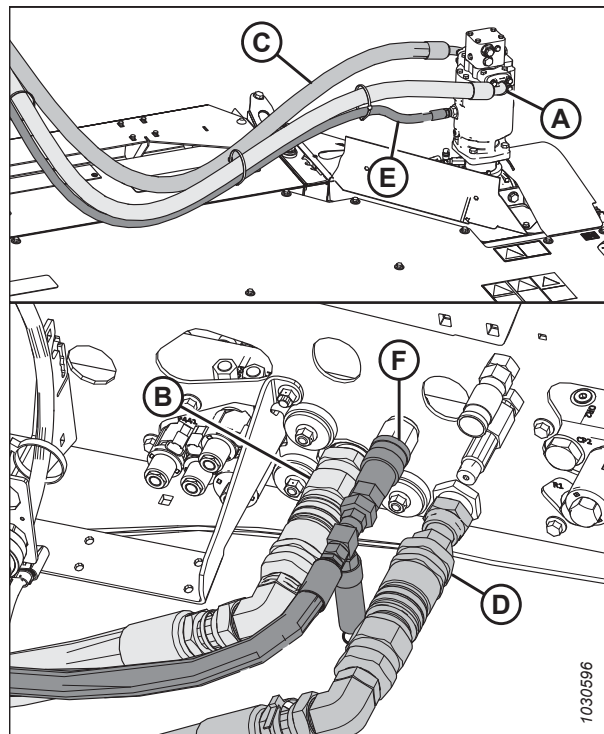


Figure 4.260: Hydraulics and Electrical – Rotary Disc Configuration with Quick Couplers Installed

8. For grass seed headers (GSS), connect the additional four hoses supplied with the grass seed version of the header as follows:

- a. Remove the plug (not shown) from drive manifold port R1. Install 45° fitting (A) in port R1. Connect hose (C) (blue cable tie) to fitting (A).

NOTE:

The other end of hose (C) connects to the grass seed module's drum on the right side of the header.

- b. Remove the plug (not shown) from drive manifold port CP2. Install 45° fitting (B) in port CP2. Connect hose (D) (red cable tie) to fitting (B).

NOTE:

The other end of hose (D) connects to the grass seed module's drum on the left side of the header.

- c. Connect the hose (green cable tie) with female quick coupler (E) to coupler (F) on the windrower.
- d. Connect the hose (yellow cable tie) with male quick coupler (G) to coupler (H) on the windrower.

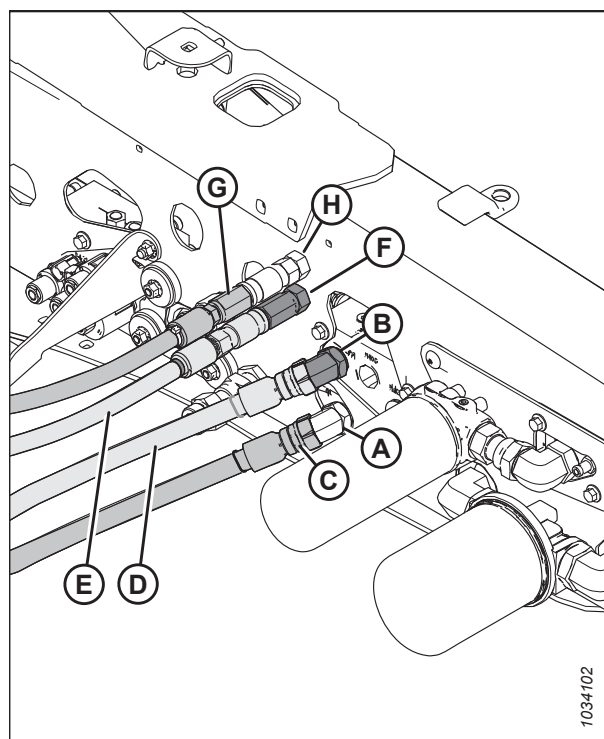


Figure 4.261: Grass Seed Hydraulic Connections – Rotary Disc Configuration

OPERATION

- Free electrical harness (A) from adjustable strap (B).

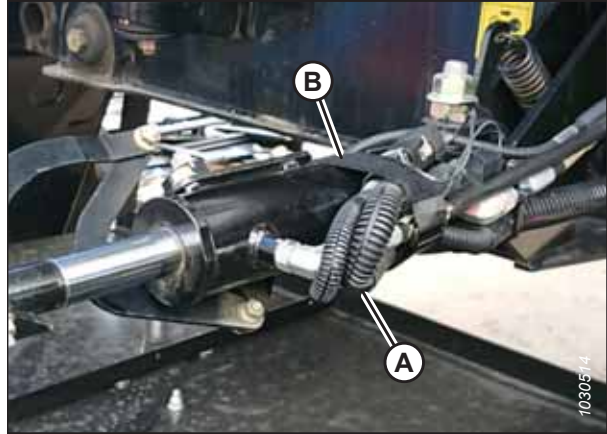


Figure 4.262: Electrical Harness Secured to Center-Link

- Connect main header harness (A) to adapter harness (B).
- For headers equipped with the electric baffle control kit,** connect electric baffle control harness (C) to adapter harness (D).
- For grass seed headers (GSS),** connect actuator harness (C) to adapter harness (D).

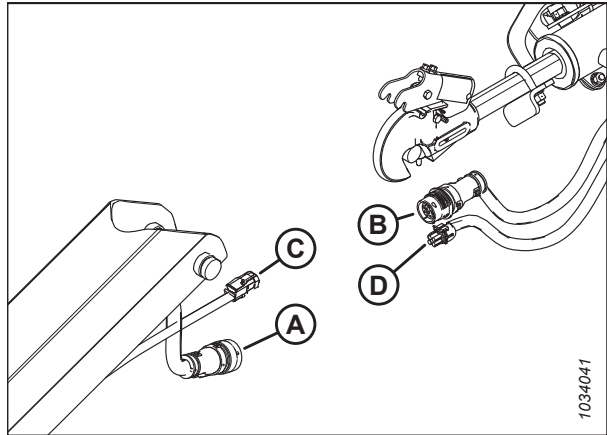


Figure 4.263: Electrical Harness Connection at Center-Link

- Push latch (A) to unlock platform (B).

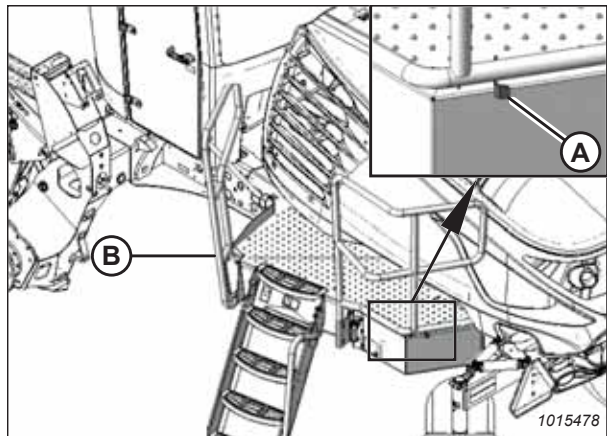


Figure 4.264: Left Platform

OPERATION

14. Pull platform (A) toward the cab until it stops and the latch is engaged.

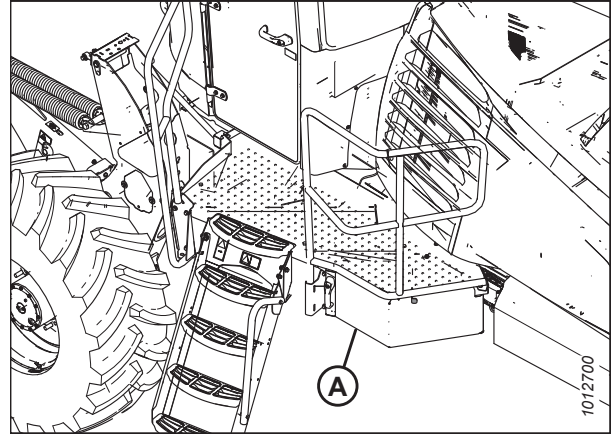


Figure 4.265: Left Platform

Detaching R2 Series Rotary Disc Header

The instructions in this section will show you how to properly detach the header when replacing the header with a different one or when storing the header.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

IMPORTANT:

Install caps and plugs on open lines to prevent the buildup of dirt and debris.

1. Start the engine, and press HEADER UP button (A) on the ground speed lever (GSL) to raise the header to maximum height.
2. If one end of the header does **NOT** rise fully, rephase the cylinders as follows:
 - a. Press and hold HEADER UP (A) switch until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
3. Shut down the engine, and remove the key from the ignition.

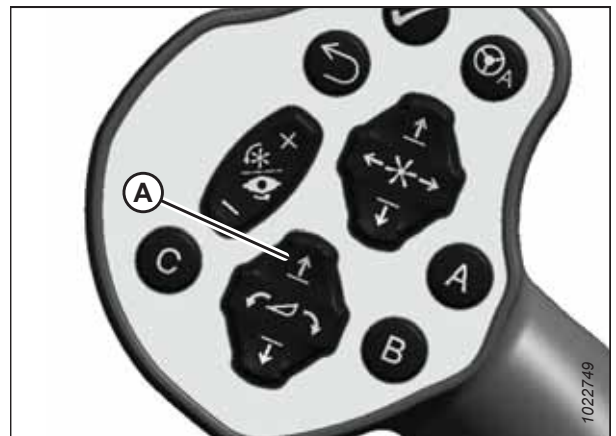


Figure 4.266: GSL

OPERATION

4. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

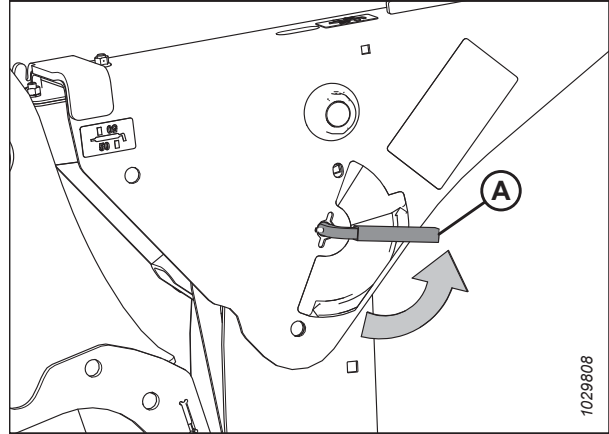


Figure 4.267: Safety Prop Lever

5. Remove hairpin (A) from clevis pin (B). Remove the clevis pin from header support (C) on both sides of the header.

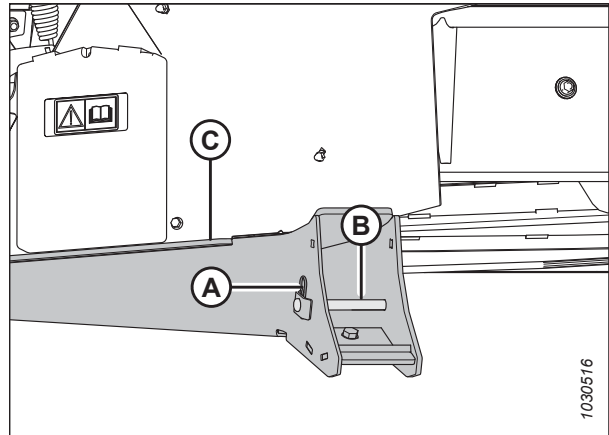


Figure 4.268: Header Supports

6. **Windrowers with self-aligning center-link:** Release center-link latch (A).

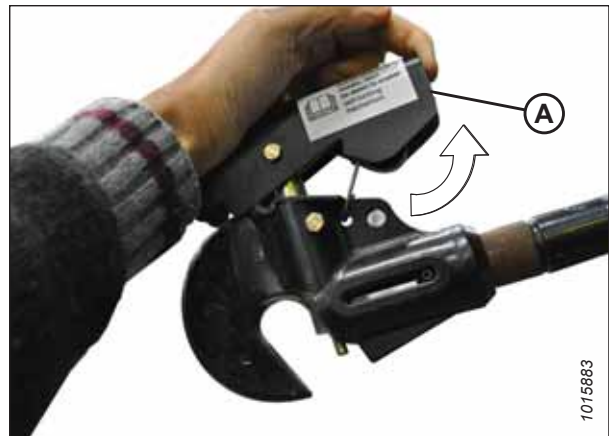


Figure 4.269: Center-Link

OPERATION

7. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

8. Start the engine.

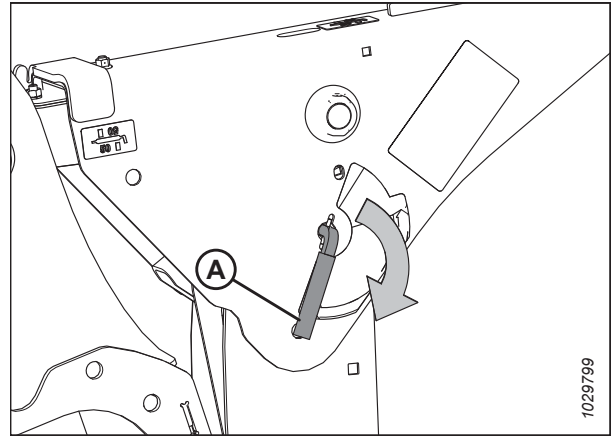


Figure 4.270: Safety Prop Lever

OPERATION

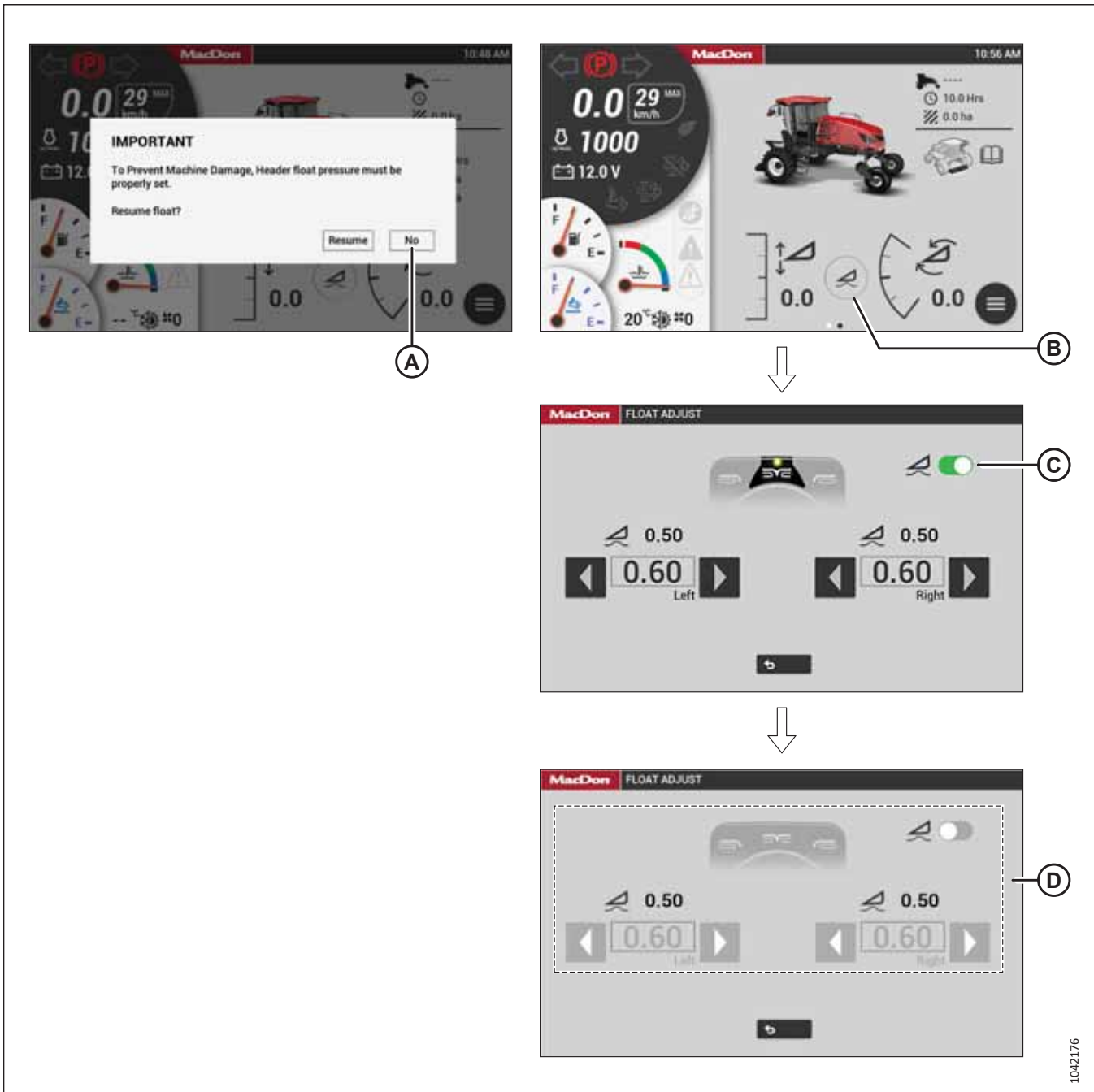


Figure 4.271: Float Removal

9. Remove the float as follows:

- If the HarvestTouch™ Display shows the message "Resume Float?", then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

10. Lower the header fully using HEADER DOWN switch (A).
11. Press HEADER TILT switches (B), as needed, on the GSL to release the load on center-link.

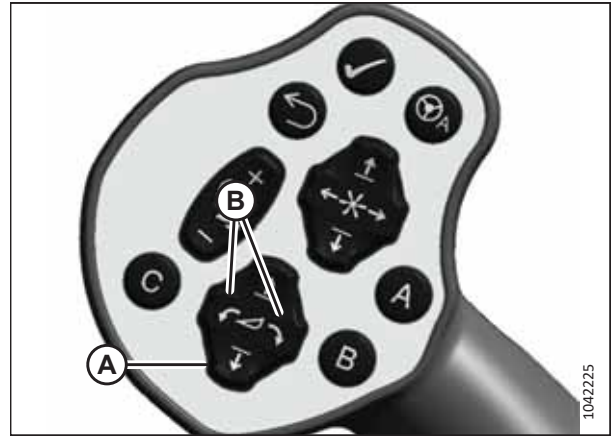


Figure 4.272: GSL

12. Windrowers with self-aligning center-link:

- a. Press REEL UP switch (A) to disengage the center-link from the header.
- b. Shut down the engine, and remove the key from the ignition.



Figure 4.273: GSL

13. Windrowers without self-aligning center-link:

- a. Shut down the engine, and remove the key from the ignition.
- b. Disconnect the center-link by lifting release (A) and lift hook (B) off the header.

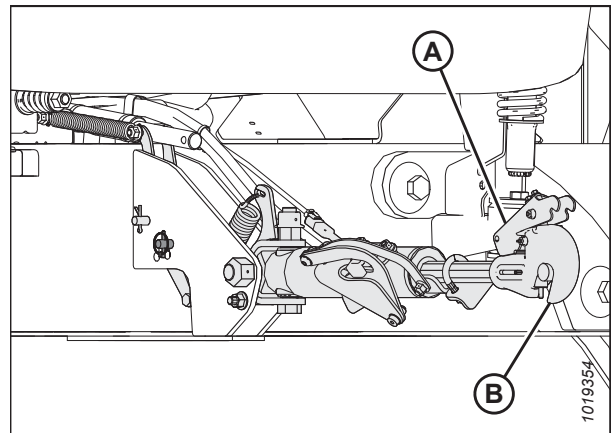


Figure 4.274: Hydraulic Center-Link

OPERATION

14. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
15. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

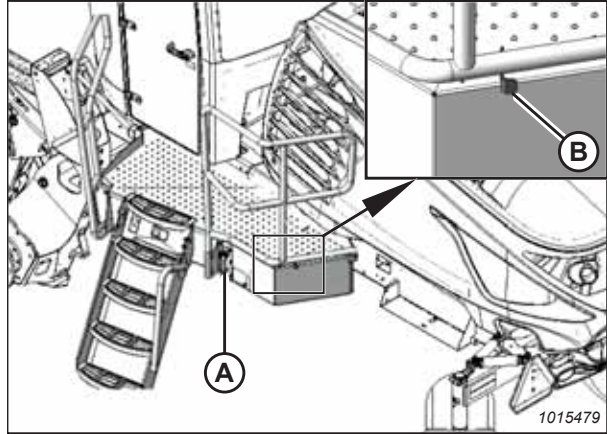


Figure 4.275: Left Platform

16. Disconnect hydraulic hoses (A), (B), and (C) from the windrower.

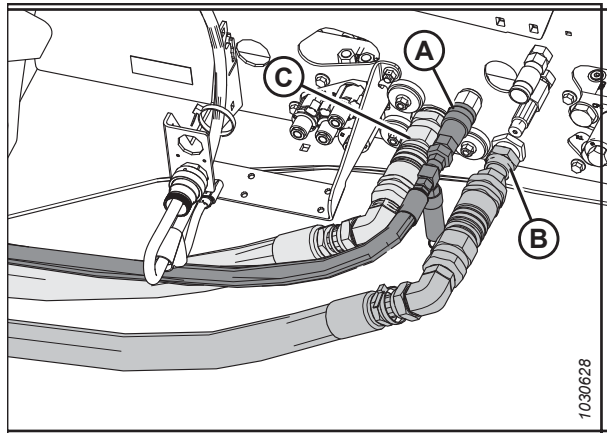


Figure 4.276: Header Drive Hydraulics – Quick Couplers

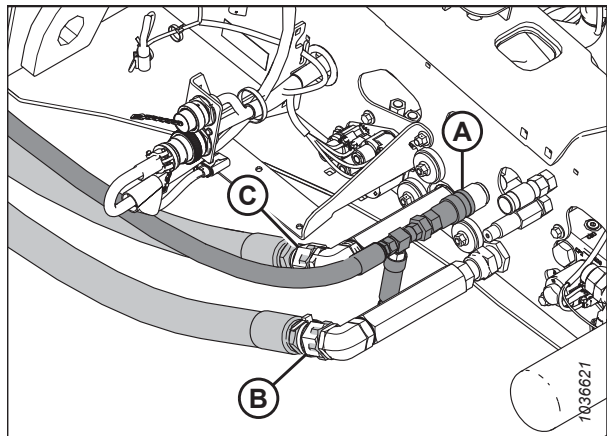


Figure 4.277: Header Drive Hydraulics – Hard-Plumbed Fittings

OPERATION

17. **Grass seed header (GSS):** Disconnect additional four hoses (A), (B), (C), and (D).

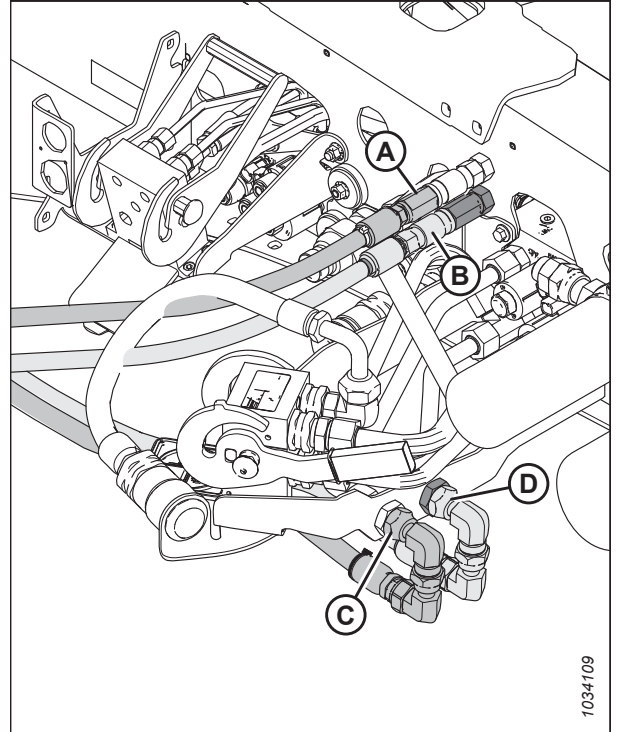


Figure 4.278: Grass Seed Hydraulic Connections – M2170 Configuration or M2260 Draper/Disc Ready Configuration

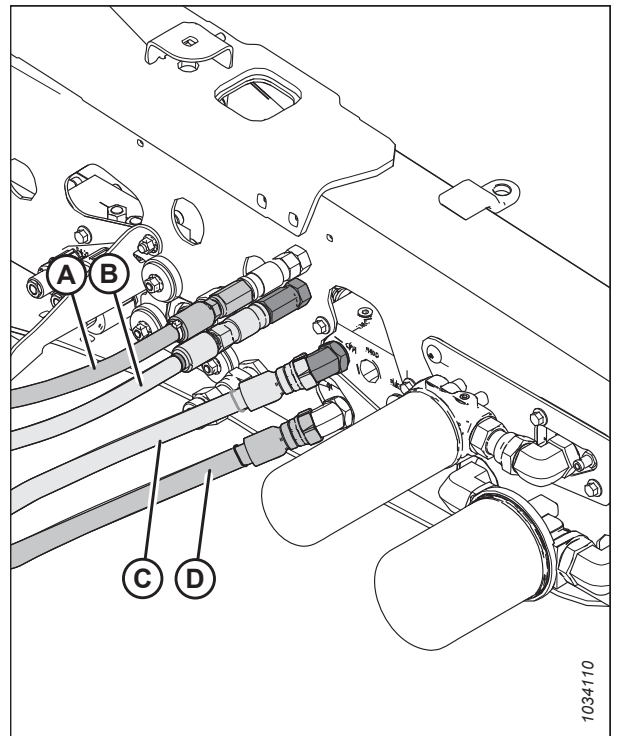


Figure 4.279: Grass Seed Hydraulic Connections – M2260 Rotary Disc Configuration

OPERATION

18. Push latch (A) to unlock platform (B).

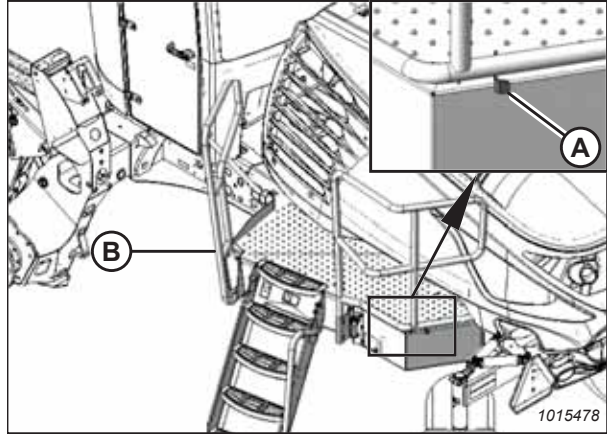


Figure 4.280: Left Platform

19. Pull platform (A) toward the cab until it stops and the latch is engaged.

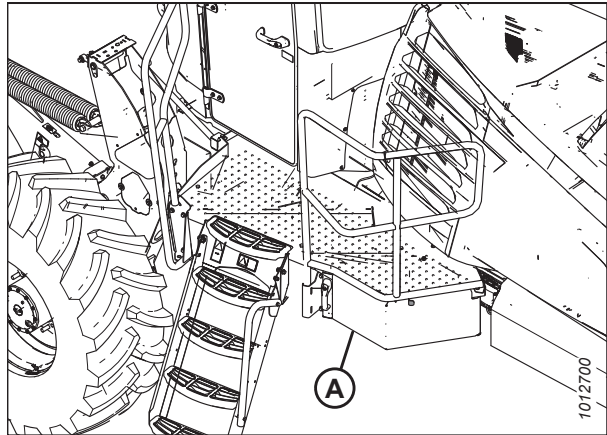


Figure 4.281: Left Platform

20. Remove hose support (A) and the hose bundle from the windrower frame.

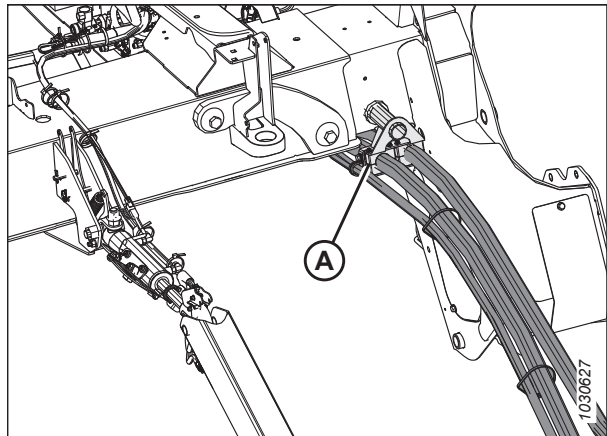


Figure 4.282: Header Hoses on Windrower

OPERATION

21. Rest hydraulic hose bundle (A) on the header for storage as shown.

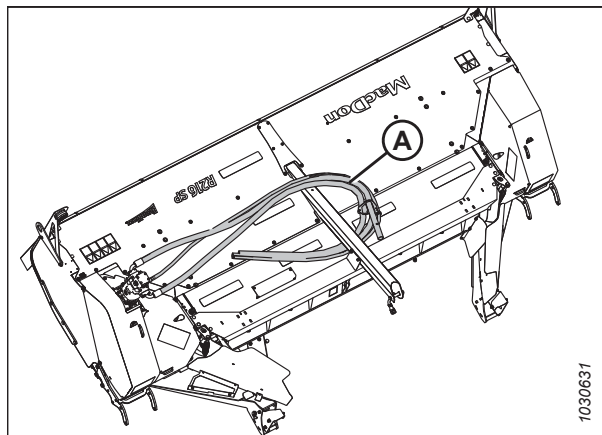


Figure 4.283: Hose Bundle Storage Position

22. Disconnect main header harness (A) from adapter harness (B).
23. **Standard headers equipped with optional electric baffle control kit:** Disconnect electric baffle control harness (C) from adapter harness (D).
24. **Grass seed header (GSS):** Disconnect actuator harness (C) from adapter harness (D).

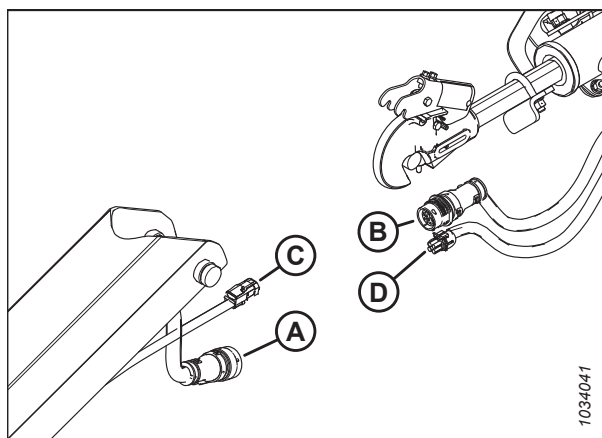


Figure 4.284: Electrical Harness Connection at Center-Link

25. Secure adapter harness (A) on the center link with an adjustable strap (B).
26. Back the windrower away from the header.
27. Shut down the engine, and remove the key from the ignition.

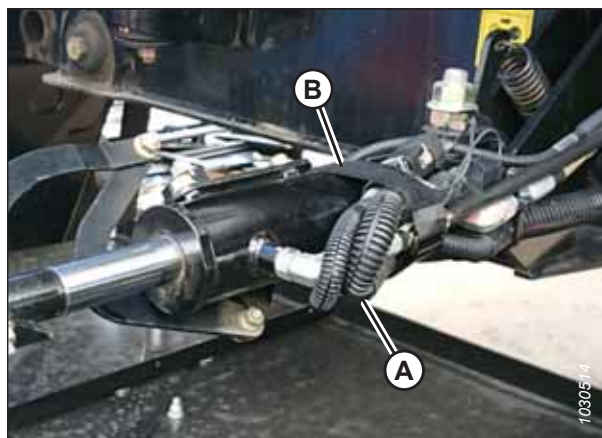


Figure 4.285: Adapter Harness

OPERATION

28. Reinstall clevis pin (A) through support (C) and secure it with hairpin (B). Repeat this step for the opposite side of the header.

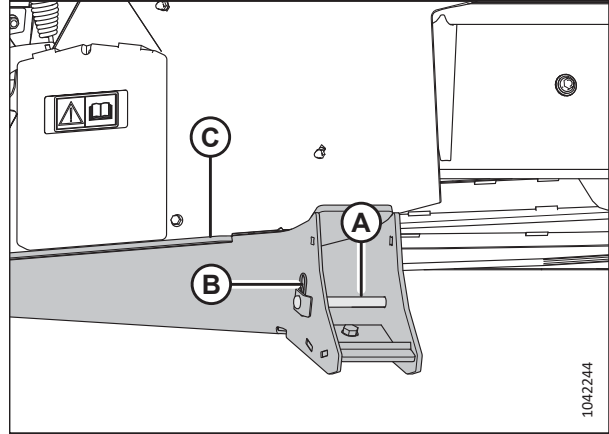


Figure 4.286: Header Support

Removing Forming Shield from the Windrower

The forming shield controls the width and placement of the windrow. The instructions in this section will show you how to properly remove the forming shield from the windrower.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

NOTE:

It is **NOT** always necessary to remove the forming shield after detaching the header from the windrower.

1. Shut down the engine, and remove the key from the ignition.
2. Mark the strap location, remove and retain hairpin (A) and washer (B) from straight pin (C).
3. Pull rubber strap (D) away from straight pin (C).
4. Lower the rear end of the forming shield.
5. Reinstall washer (B) and hairpin (A) on straight pin (C).
6. Repeat Step 2, page 256 to Step 5, page 256 on the opposite windrower leg.

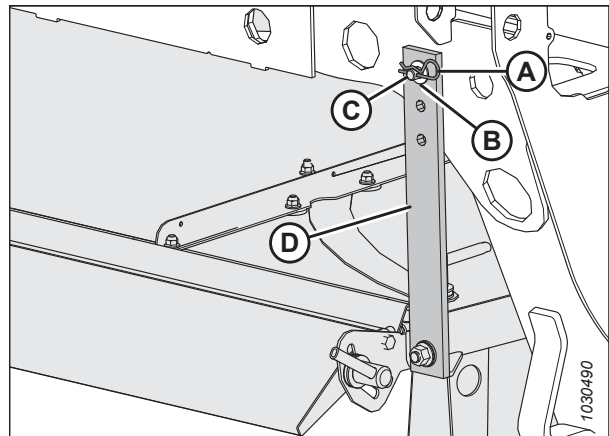


Figure 4.287: Rubber Strap Securing Forming Shield onto Windrower Leg

OPERATION

- Remove lynch pin (A) and clevis pin (B) securing forming shield (C) to bolt and spacer (D). Repeat at the opposite side.

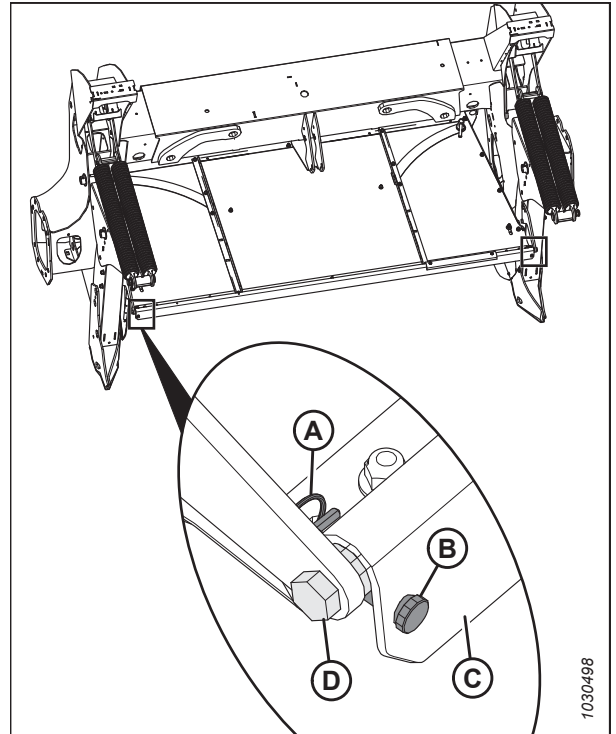


Figure 4.288: Forming Shield Secured to Front of Windrower Legs

- Dismount forming shield (A) from bolts and spacers (B).
- Reattach the clevis pin and the lynch pin to the forming shield.
- Remove the forming shield.

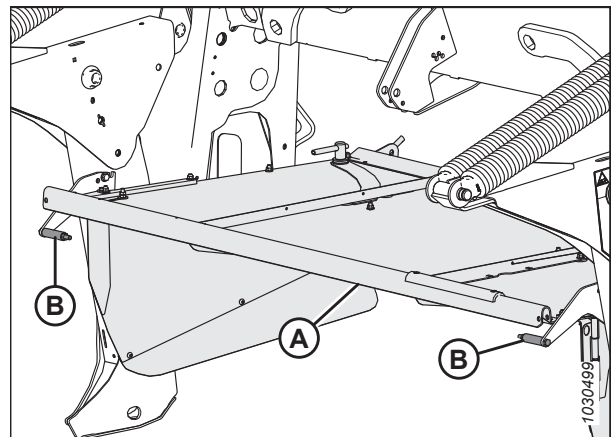


Figure 4.289: Forming Shield under Windrower Frame

4.4.5 R113 Rotary Disc Header

This section details the procedures necessary to physically attach an R113 Rotary Disc Header to a windrower and to complete its hydraulic and electrical connections.

Attaching R113 Rotary Disc Header

The R113 SP is compatible with the M2170 and M2260 Windrowers, but not the M2170NT Windrower.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

1. Shut down the engine, and remove the key from the ignition.
2. Remove hairpin (A) from clevis pin (B), and remove the pin from header support (C). Repeat this step on the other side of the header.
3. Start the engine.

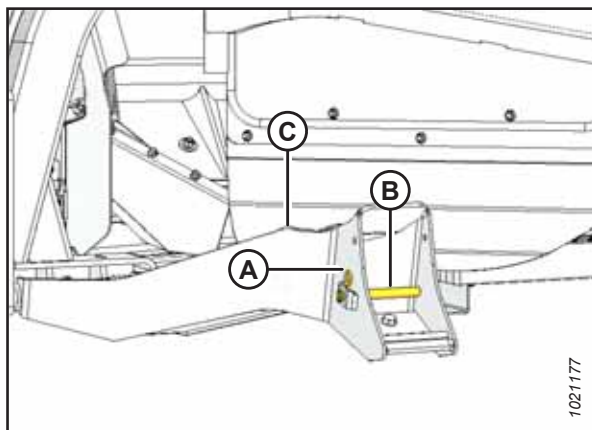


Figure 4.290: Header Support

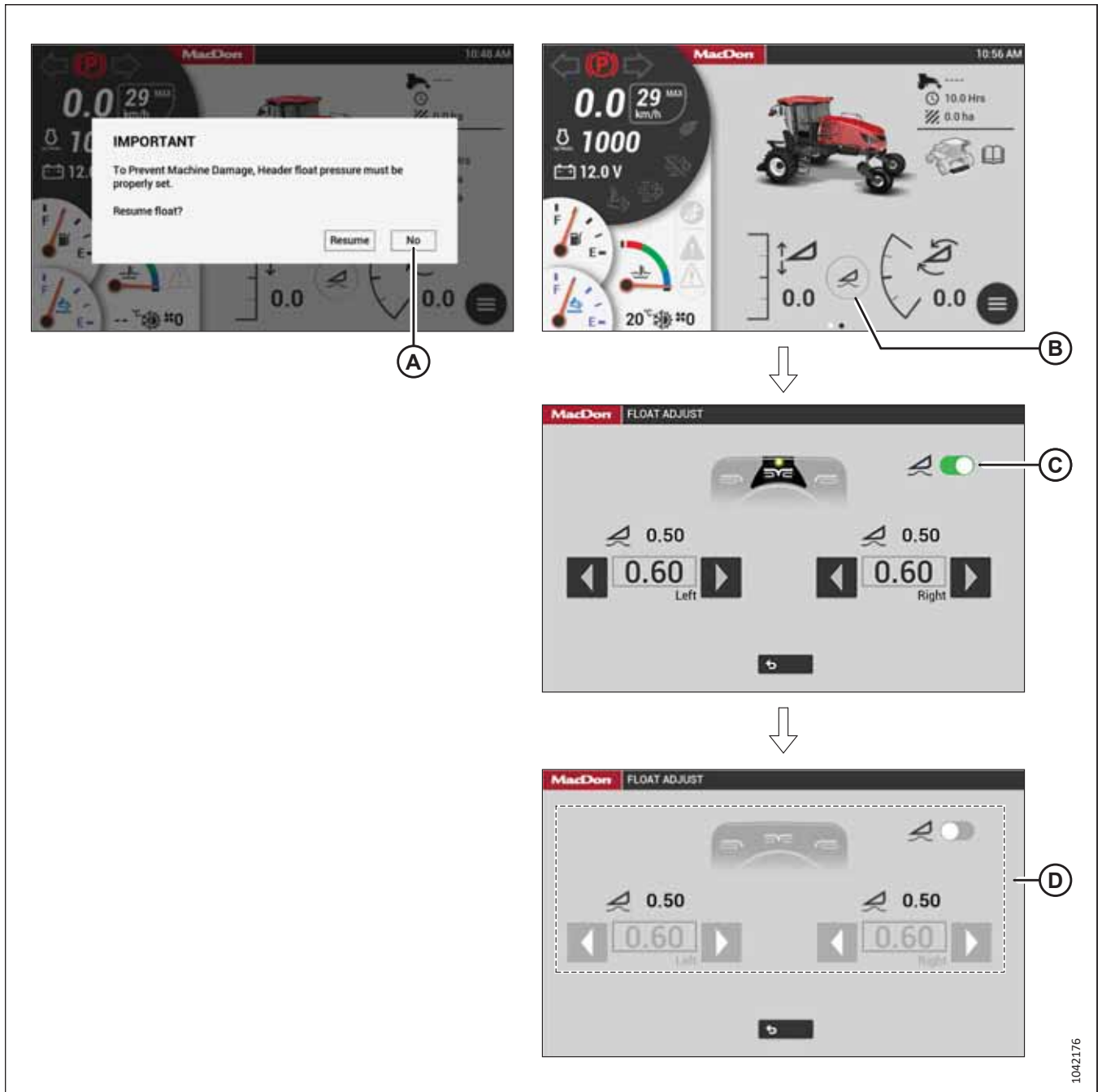


Figure 4.291: Float Removal

4. Remove the float as follows:

- If the HarvestTouch™ Display shows the message “Resume Float?”, then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

5. Prepare the center-link as follows:

- **If not equipped with the Center-Link Alignment kit:** Relocate pin (A) in the frame linkage as needed to raise center-link (B) until the hook is above the attachment pin on the header.
- **If equipped with the Center-Link Alignment kit:** Press REEL UP switch (D) on the ground speed lever (GSL) to raise the center-link until the hook is above the attachment pin on the header.

IMPORTANT:

Ensure that the center-link is positioned high enough that it does not contact the header as the windrower approaches the header.

6. Press HEADER DOWN switch (C) on the GSL until the windrower lift linkages are fully lowered.

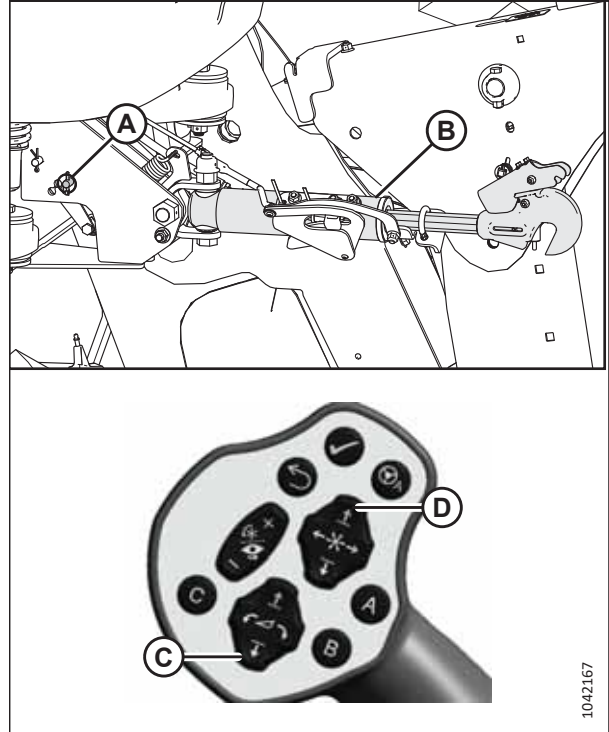


Figure 4.292: Center-Link without Self-Alignment

7. Drive the windrower slowly forward until feet (A) enter supports (B). Continue to drive slowly forward until the feet engage the supports and the header is nudged forward.
8. Ensure that feet (A) are properly engaged in supports (B).

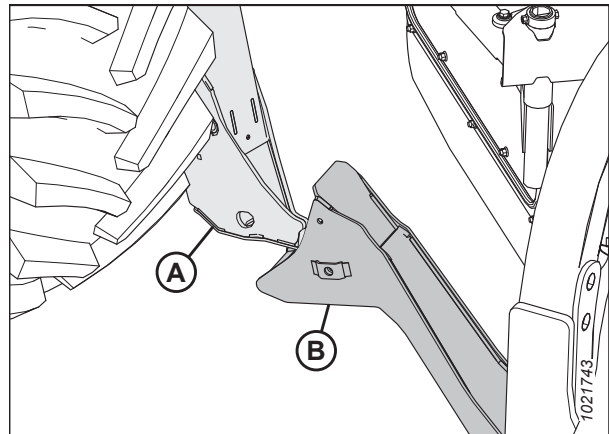


Figure 4.293: Header Support

OPERATION

9. Windrowers equipped with the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until hook (C) is aligned with the header attachment pin.
- Lower the center-link onto the header with REEL DOWN (D) switch on the GSL until the center-link locks into position and hook release (E) is down.

IMPORTANT:

The hook release must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pressing REEL UP (F) switch on the GSL.

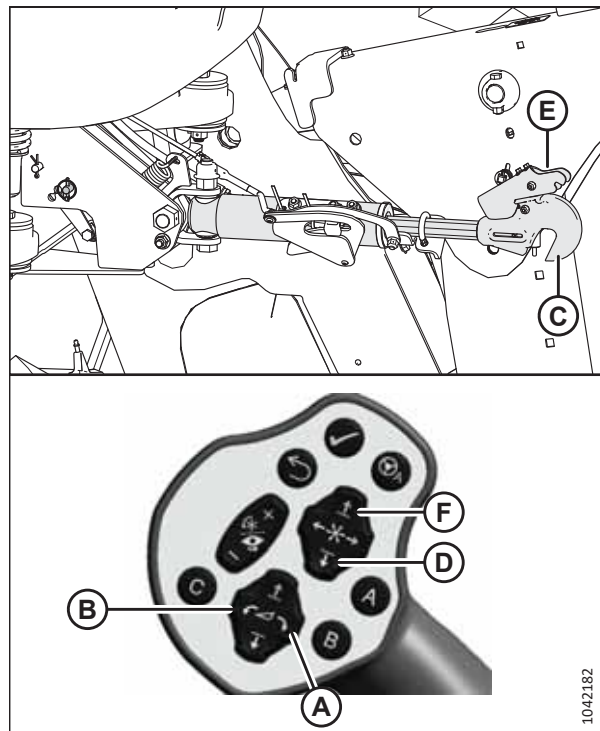


Figure 4.294: Hydraulic Center-Link

10. Windrowers without the Center-Link Alignment kit:

- Press HEADER TILT UP (A) or HEADER TILT DOWN (B) switches on the GSL to extend or retract the center-link cylinder until the hook is aligned with the header attachment pin.
- Shut down the engine, and remove the key from the ignition.
- Push down on rod end (C) of the link cylinder until hook (D) engages and locks onto the header pin.

IMPORTANT:

Hook release (E) must be down to enable the self-locking mechanism. If the hook release is open (in the up position), manually push it down after the hook engages the pin.

- Check that the center-link is locked onto the header by pulling upward on rod end (C) of the cylinder.
- Start the engine.

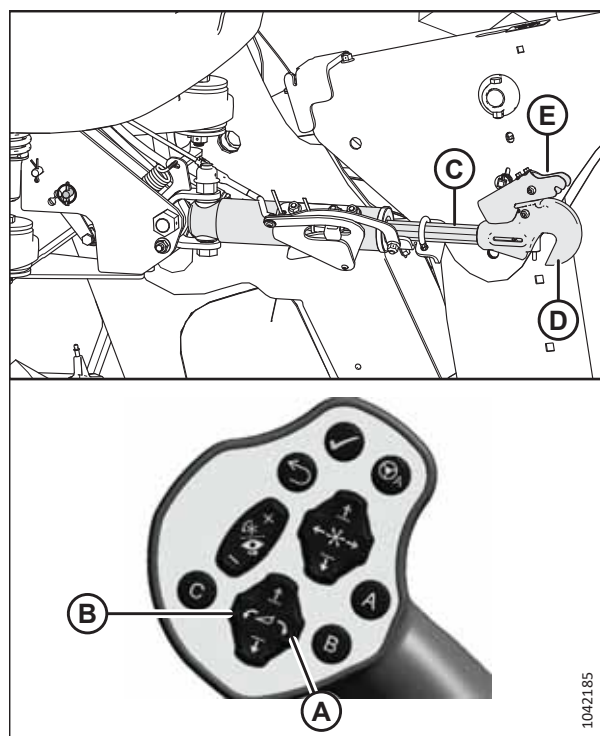


Figure 4.295: Hydraulic Center-Link

OPERATION

11. Press HEADER UP switch (A) to raise the header to its maximum height.

NOTE:

If one end of the header does **NOT** fully rise, rephase the lift cylinders as follows:

- a. Press and hold HEADER UP switch (A) until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
12. Shut down the engine, and remove the key from the ignition.

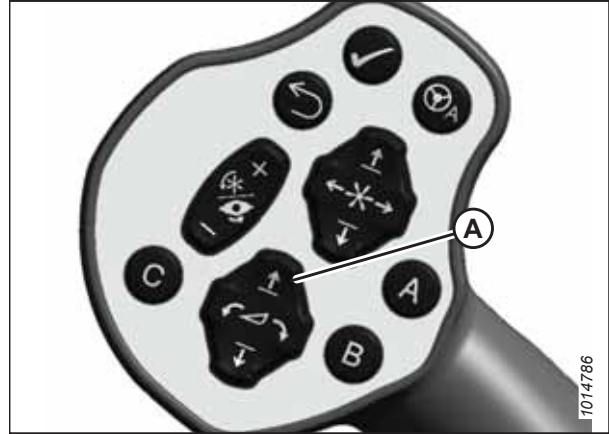


Figure 4.296: GSL

13. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

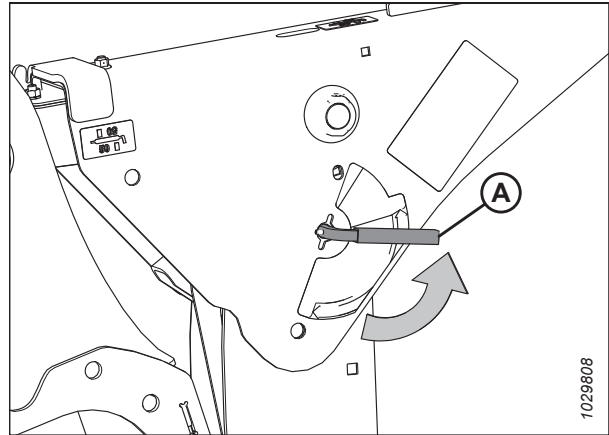


Figure 4.297: Safety Prop Lever

14. Install clevis pin (A) through the support and windrower lift arm and secure it with hairpin (B). Repeat this step for the opposite side of the header.

IMPORTANT:

Ensure that clevis pin (A) is inserted as far as possible, and that the hairpin is installed behind the bracket.

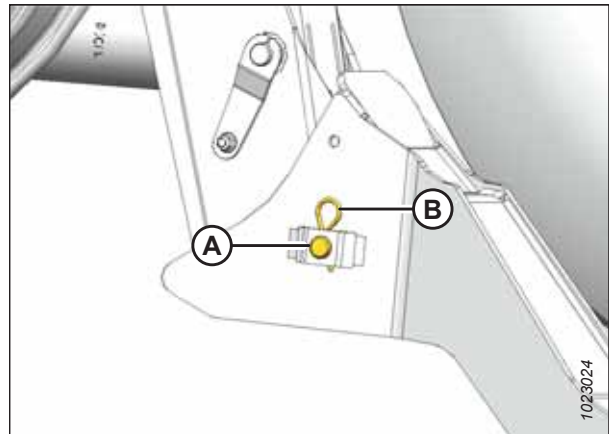


Figure 4.298: Header Support

OPERATION

15. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

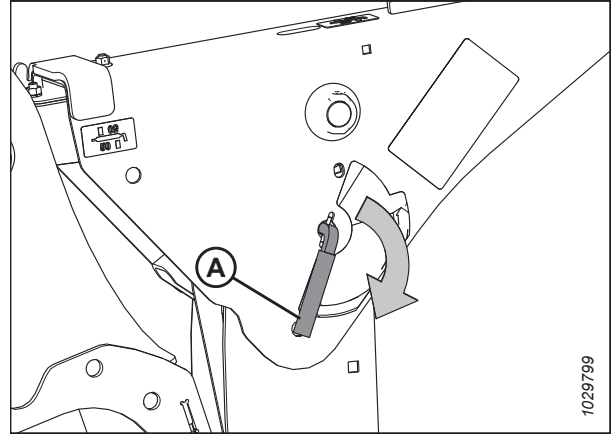


Figure 4.299: Safety Prop Lever

16. Start the engine, and press HEADER DOWN switch (A) on the GSL to fully lower the header.

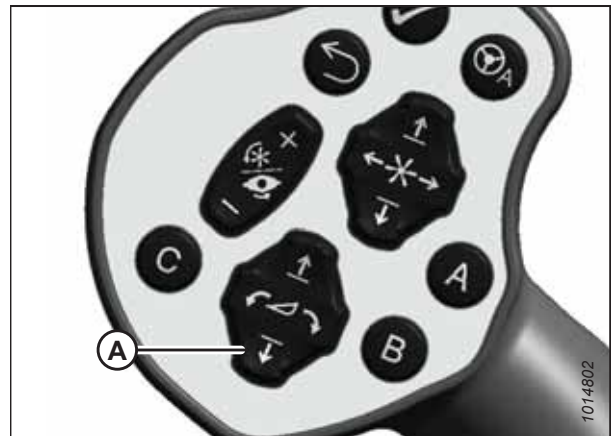


Figure 4.300: GSL

17. Select FLOAT ADJUST (A).

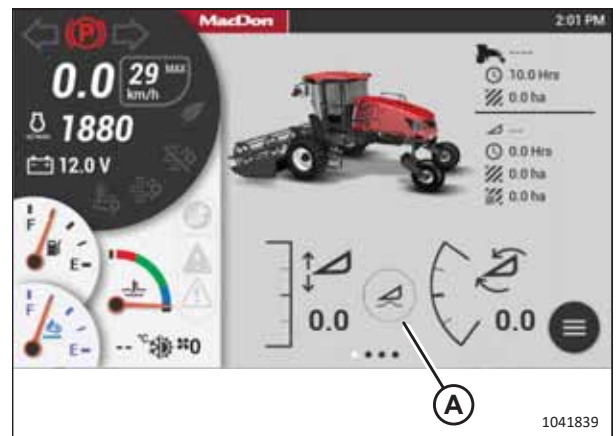


Figure 4.301: HarvestTouch™ Display

OPERATION

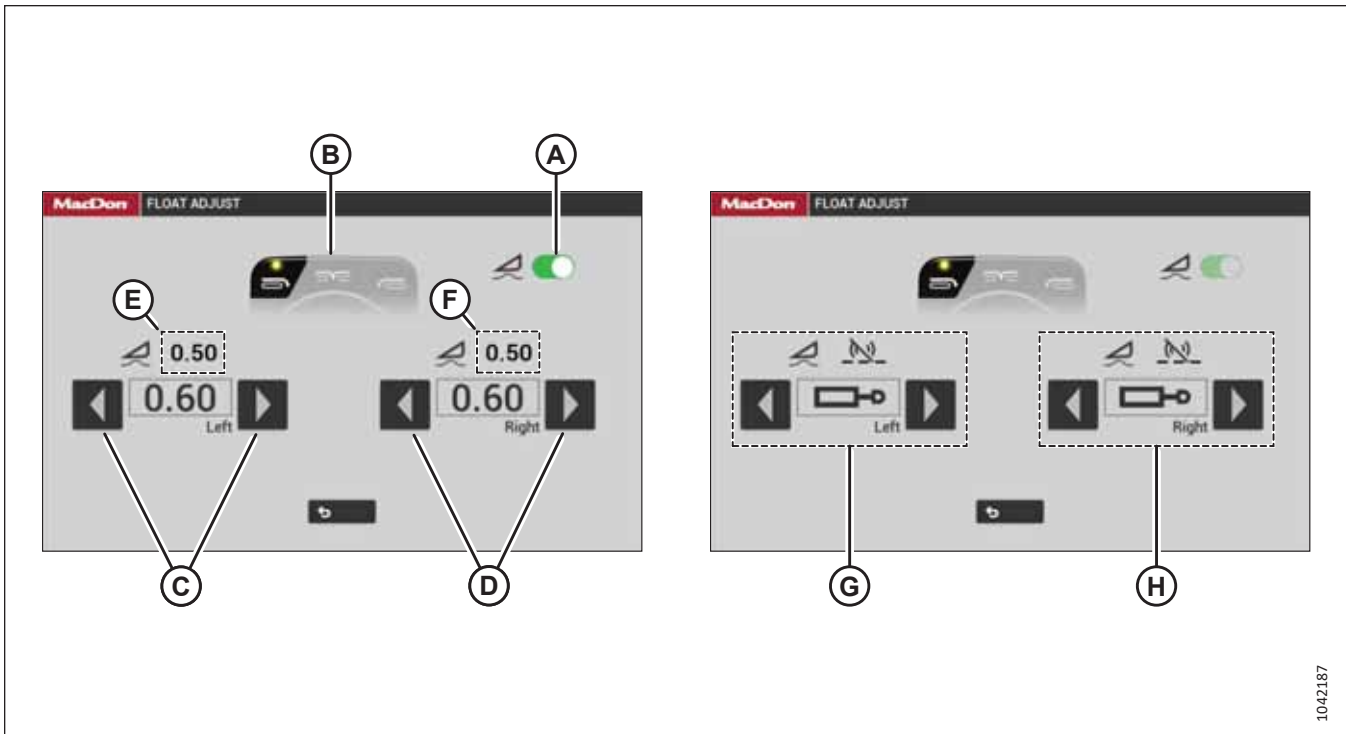


Figure 4.302: Float Adjustment

18. Select switch (A), so that it turns green, to activate the float.
19. If not already set up, set the float as follows:
 - a. The float preset, which is selected using the operator's console, is displayed at location (B). Confirm if the desired preset is selected.
 - b. Select arrows (C) to set the target float for the left side of the header. Value (E) is the actual amount of float (measured by the left float sensor).
 - c. Select arrows (D) to set the target float for the right side of the header. Value (F) is the actual amount of float (measured by the left float sensor).

NOTE:

Adjusting the float by increments of 1.0 (out of 10) changes the header weight at the cutterbar by approximately 91 kg (200 lb.). Adjust the float in increments of 0.05 to fine-tune the header's performance.

NOTE:

Symbols (G) and (H) mean the left and right float sensors are not working. You can still manually set the float, but you should first check if the sensors were disabled through the HarvestTouch™ Display (refer to MENU > SETUP > HEADER > SENSORS), or if another problem is causing the sensors to fail.

20. Shut down the engine, and remove the key from the ignition.
21. Check the float as follows:
 - a. Grasp one end of the header and lift it. The lifting force used should be 426–471 N (95–105 lbf).
 - b. Repeat this step on the other side of the header.

OPERATION

22. Proceed as follows:

- If attaching the header to an M2170 Windrower: *Connecting R113 Rotary Disc Header Hydraulic and Electrical Systems – M2170 Windrower, page 265*
- If attaching the header to an M2260 Windrower: *Connecting R113 Rotary Disc Header Hydraulic and Electrical Systems – M2260 Windrower, page 268*

Connecting R113 Rotary Disc Header Hydraulic and Electrical Systems – M2170 Windrower

The header's hydraulic and electrical multicoupler will need to be connected to the windrower.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Retrieve the hydraulic hoses from the header.
3. Push latch (A) to unlock platform (B).

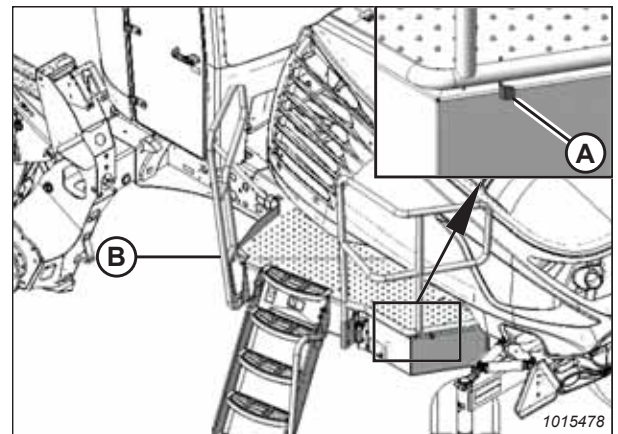


Figure 4.303: Left Platform

OPERATION

4. Pull platform (A) toward the cab until it stops and the latch is engaged.

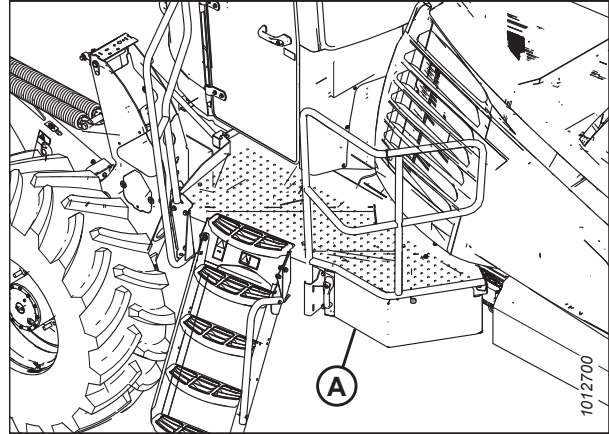


Figure 4.304: Left Platform

5. Attach hose support (A) to the frame near the windrower left cab-forward leg. Route the hoses under the frame.

NOTE:

Ensure that the hoses remain as straight as possible and that they are not subject to damage from abrasion.

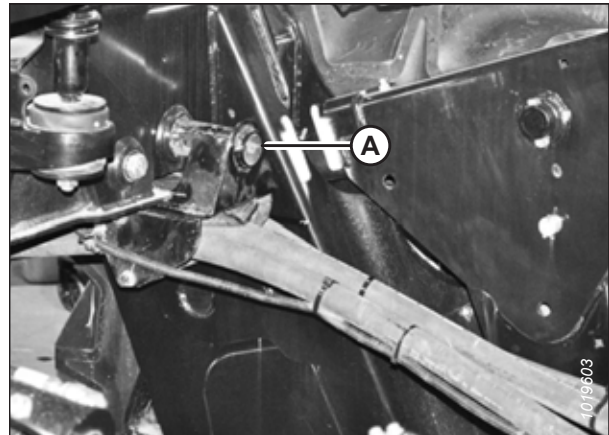


Figure 4.305: Hose Support Attachment

OPERATION

6. **If an auger header is being replaced by a rotary disc header:** Disconnect hose (A) from knife pressure receptacle (C) on the frame. Move the hose to storage location (B).

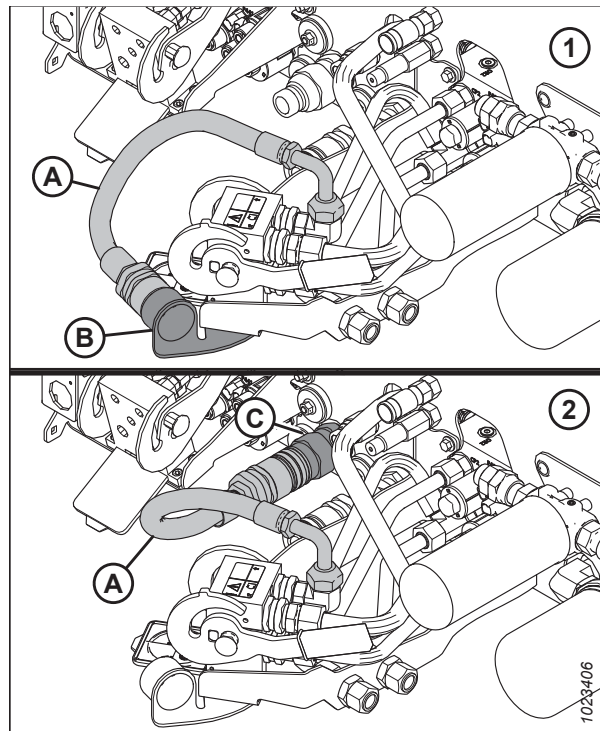


Figure 4.306: Knife Pressure Hose Positions

- 1 - Knife Pressure Hose in Storage Position – Rotary Configuration
- 2 - Hose to Knife Pressure Receptacle – Auger/Draper Configuration

7. Attach the couplers to the receptacles on the windrower as follows:
 - a. Connect the pressure hose female coupler to receptacle (A).
 - b. Connect the return hose male coupler to receptacle (B).
 - c. Connect the case drain hose coupler to receptacle (C).
 - d. Connect the electrical harness to receptacle (D).

IMPORTANT:

The hydraulic hoses should have enough slack to pass by multicoupler (E) without coming into contact with it. This will protect the hoses from rubbing against the multicoupler and becoming damaged. The slack in the hoses can be increased by loosening and adjusting the hose holder on the front windrower leg before pulling the hoses backward toward the windrower.

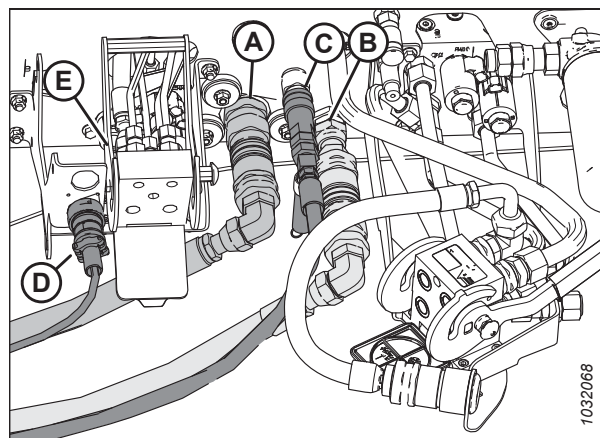


Figure 4.307: Hydraulic and Electrical Connections

OPERATION

8. Push latch (A) to unlock platform (B).

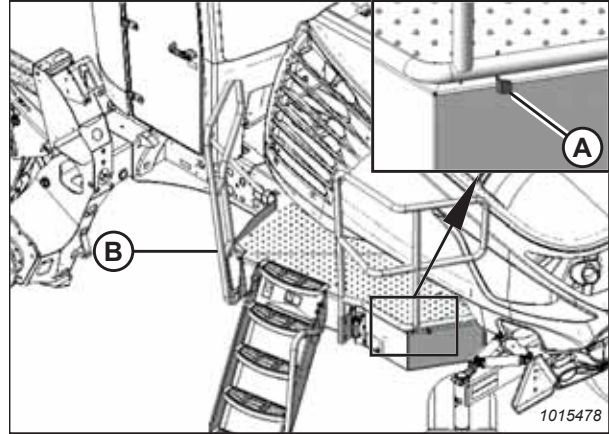


Figure 4.308: Left Platform

9. Pull platform (A) toward the cab until it stops and the latch is engaged.
10. Calibrate the header on the windrower. For instructions, refer to [4.4.6 Calibrating Header on HarvestTouch™ Display](#), page 285.

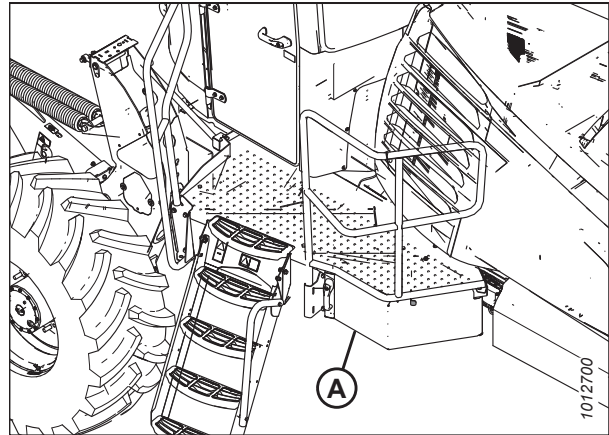


Figure 4.309: Left Platform

Connecting R113 Rotary Disc Header Hydraulic and Electrical Systems – M2260 Windrower

The header's electrical and hydraulic systems must be connected to the windrower. The procedure for connecting the header's hydraulic and electrical systems to the windrower differs depending on the configuration of the windrower.

IMPORTANT:

The Low Pressure Case Drain kit (B6698) must be installed on the M2260 windrower before an R113 Rotary Disc Header can be connected to it.

The procedure for connecting the header's hydraulic connections to the windrower depends on the windrower's configuration:

- Auger/rotary disc/drapper header-ready windrowers are equipped with a set of hydraulic quick couplers which are compatible with the header drive hoses on the rotary disc header.
- Rotary disc header-ready windrowers are equipped with hard-plumbed hydraulic connections.

NOTE:

The hydraulic bundle includes a complete set of quick couplers that can be installed onto a windrower configured for use with rotary disc headers.

OPERATION

Proceed to the relevant procedure:

For auger/rotary disc/draper-ready configuration (A), refer to *Auger/Rotary Disc/Draper-Ready Configuration – Quick Coupler Connections*, page 270 for instructions.

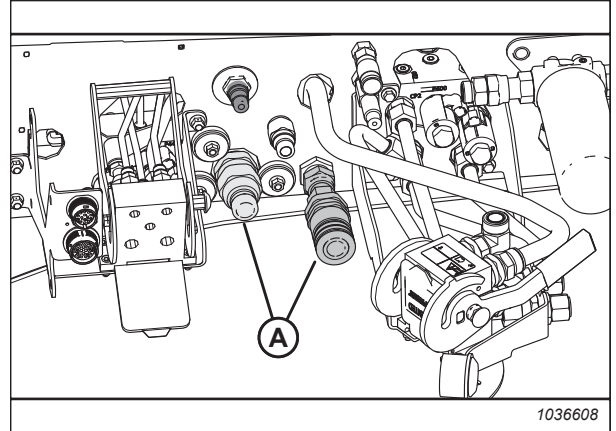


Figure 4.310: Header Hydraulics Configurations – Auger/Rotary Disc/Draper-Ready

For rotary disc-only hard-plumbed configuration (A), refer to *Rotary Disc-Only Configuration – Hard-Plumbed Fittings*, page 272 for instructions.

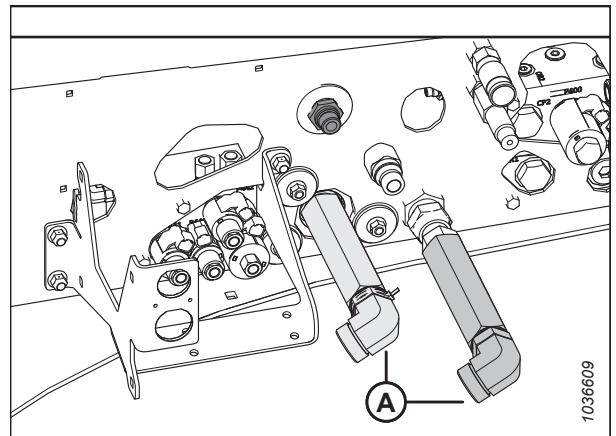


Figure 4.311: Header Hydraulics Configuration – Rotary Disc-Ready with Hard-Plumbed Connections

For rotary disc-ready configuration with quick couplers (A), refer to *Rotary Disc-Only Configuration – Quick Coupler Connections*, page 275 for instructions.

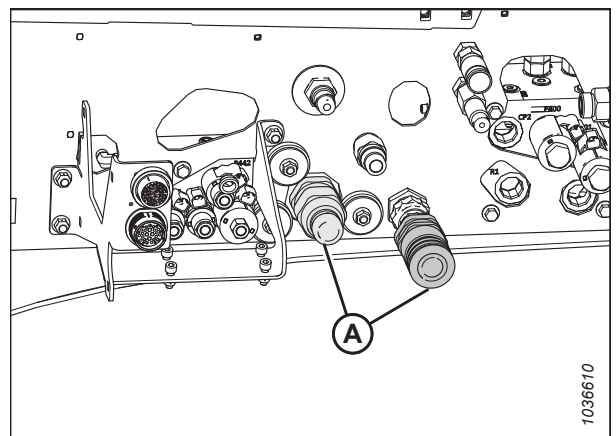


Figure 4.312: Header Hydraulics Configuration – Rotary Disc-Ready with Quick Couplers

OPERATION

Auger/Rotary Disc/Draper-Ready Configuration – Quick Coupler Connections

Windrowers with the auger/rotary disc/draper-ready configuration are equipped with the hydraulic connections needed to pair with an auger, rotary disc, or a draper header.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

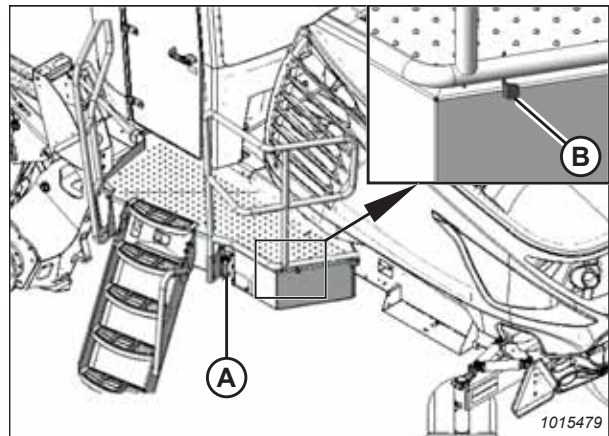


Figure 4.313: Left Platform

4. Attach hose support (A) to the frame near the windrower left cab-forward leg. Route the hoses under the frame.

NOTE:

Ensure that the hoses remain as straight as possible and that they are not subject to damage from abrasion.

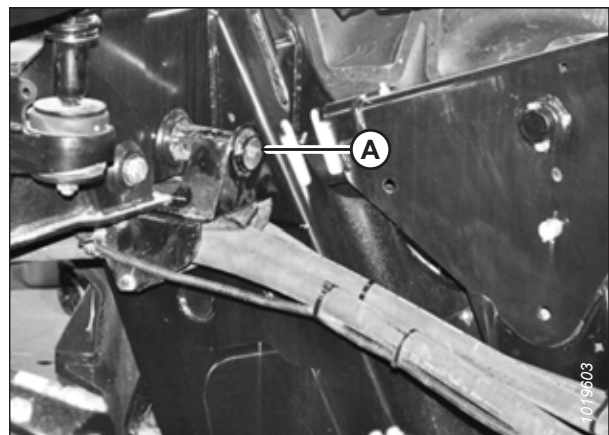


Figure 4.314: Hose Support Attachment

OPERATION

5. Ensure that hose (A) is disconnected from windrower receptacle (B) and placed in storage cup (C) on the multicoupler.

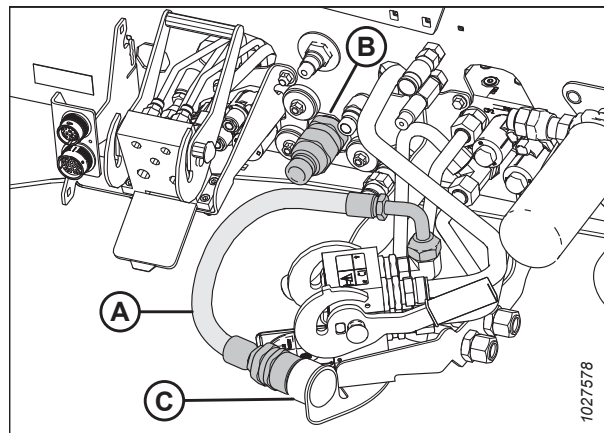


Figure 4.315: Couplers – Auger/Rotary/Draper Header-Ready Configuration with Case Drain Kit Installed

6. Remove the extra hydraulic quick couplers from pressure hose (A) and return hose (B). These can be stored and used as replacement parts.

NOTE:

It is normal to have an extra set of quick couplers on windrowers with the auger/rotary disc/draper-ready configuration.

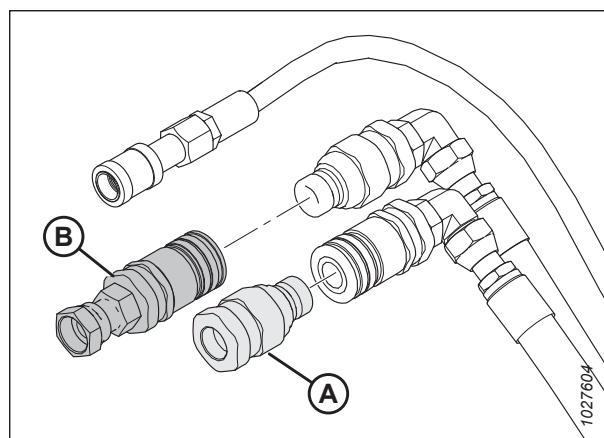


Figure 4.316: Hydraulic Quick Couplers

7. Connect the hydraulic hoses to the windrower with the quick coupler fittings as follows:
 - a. Connect the pressure hose female coupler to receptacle (A).
 - b. Connect the return hose male coupler to receptacle (B).
 - c. Connect case drain hose (C) to the mating 1/2 in. coupler on the frame.

NOTE:

This coupler is only present if the Low Pressure Case Drain kit (B6698) has been installed.

IMPORTANT:

Do **NOT** connect the case drain coupler to 1/2 in. flat faced coupler (E).

- d. Connect the electrical harness to receptacle (D).

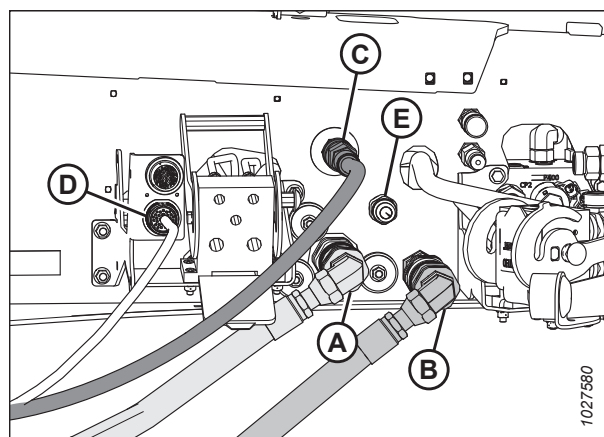


Figure 4.317: Hydraulics and Electrical Installed – Auger/Rotary/Draper-Ready Windrower

OPERATION

8. Push latch (A) to unlock platform (B).

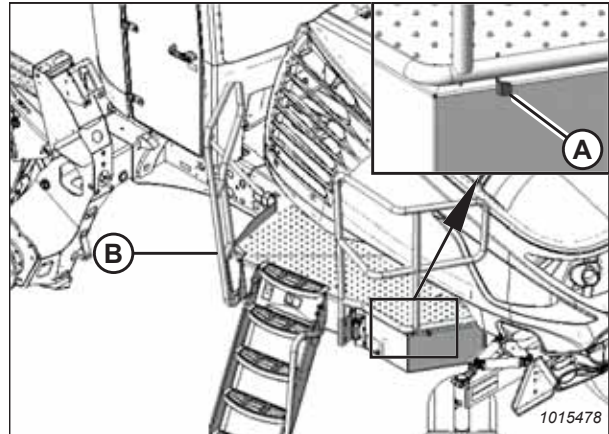


Figure 4.318: Left Platform

9. Pull platform (A) toward the cab until it stops and the latch is engaged.
10. Calibrate the header on the windrower. For instructions, refer to [4.4.6 Calibrating Header on HarvestTouch™ Display](#), page 285.

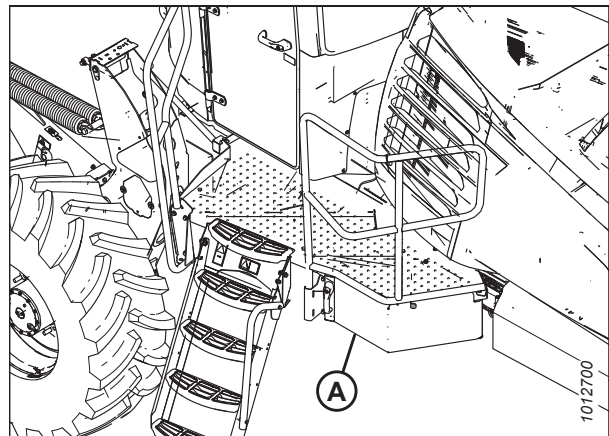


Figure 4.319: Left Platform

Rotary Disc-Only Configuration – Hard-Plumbed Fittings

The rotary disc-only configuration allows the windrower to operate with compatible rotary disc headers.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.

OPERATION

2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

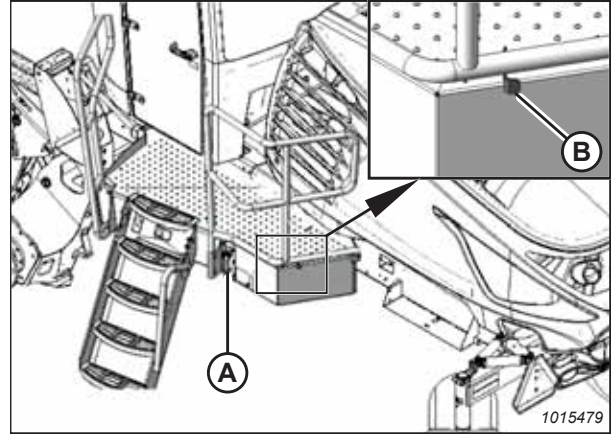


Figure 4.320: Left Platform

4. Attach hose support (A) to the frame near the windrower left cab-forward leg. Route the hoses under the frame.

NOTE:

Ensure that the hoses remain as straight as possible and that they are not subject to damage from abrasion.

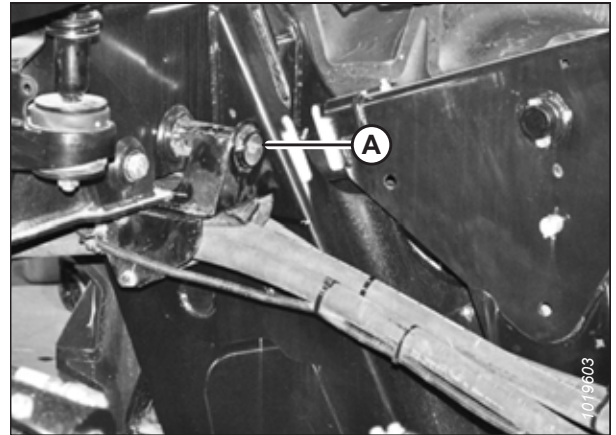


Figure 4.321: Hose Support Attachment

5. Remove the existing quick couplers and elbow fittings (if they are installed) from header hydraulic pressure hose (A) and return hose (B). Do **NOT** remove the fittings from case drain hose (C).

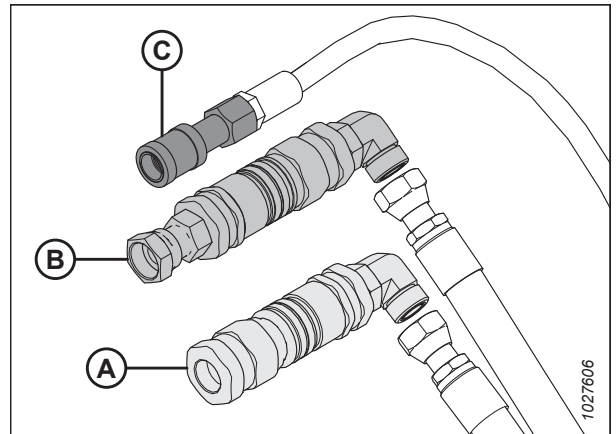


Figure 4.322: Rotary Disc Header Hose Bundle

OPERATION

6. Connect the hydraulic hoses to the windrower as follows:

- Connect rotary disc pressure hose (A) as shown and torque it to 215 Nm (159 lbf-ft).
- Connect rotary disc return hose (B) as shown and torque it to 215 Nm (159 lbf-ft).
- Connect case drain hose (C) to the mating 1/2 in. coupler as shown.

NOTE:

The case drain hose coupler will be present only if the Low Pressure Case Drain kit (B6698) has been installed.

IMPORTANT:

Ensure that the case drain hose is connected to port (C), **NOT** port (E).

- Connect the electrical harness to receptacle (D).

7. Push latch (A) to unlock platform (B).

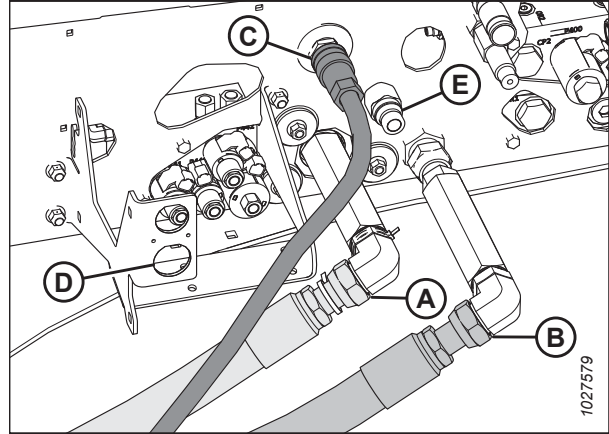


Figure 4.323: Hard Plumbed Connections on Disc Header Ready Windrower with Case Drain Kit

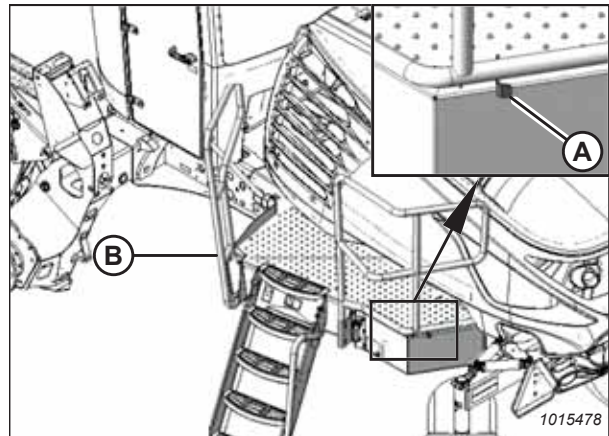


Figure 4.324: Left Platform

8. Pull platform (A) toward the cab until it stops and the latch is engaged.

9. Calibrate the header on the windrower. For instructions, refer to [4.4.6 Calibrating Header on HarvestTouch™ Display, page 285](#).

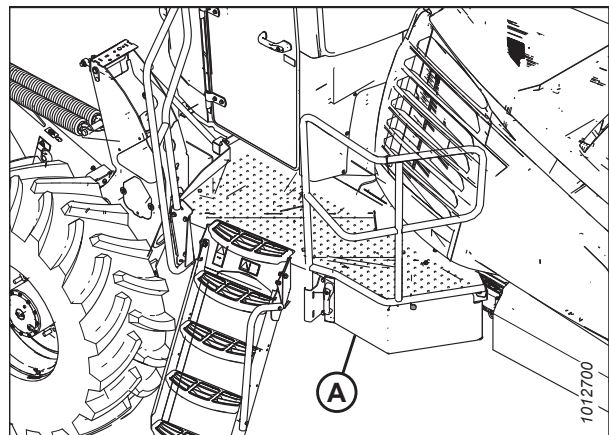


Figure 4.325: Left Platform

OPERATION

Rotary Disc-Only Configuration – Quick Coupler Connections

The rotary disc-only configuration allows the windrower to operate with compatible rotary disc headers. Attaching the header's hydraulic connections to the windrower's ports using quick couplers does not require any additional tools or hardware.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Shut down the engine, and remove the key from the ignition.
2. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
3. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

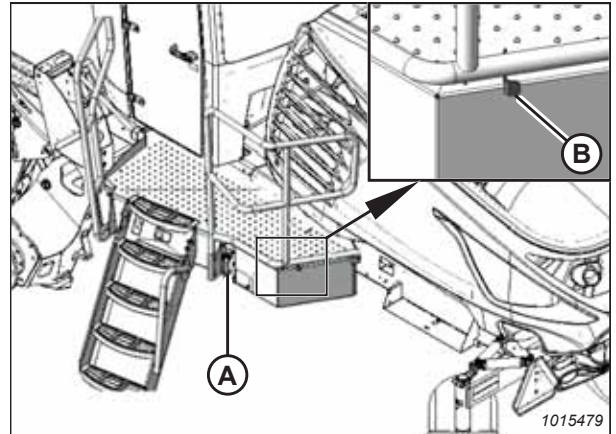


Figure 4.326: Left Platform

4. Attach hose support (A) to the frame near the windrower left cab-forward leg. Route the hoses under the frame.

NOTE:

Ensure that the hoses remain as straight as possible and that they are not subject to damage from abrasion.

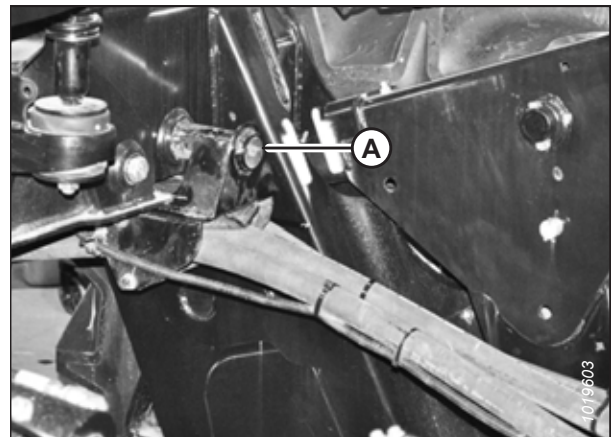


Figure 4.327: Hose Support Attachment

OPERATION

5. Remove extension fittings and elbows (A) from the rotary disc header's hydraulic pressure and return connections.

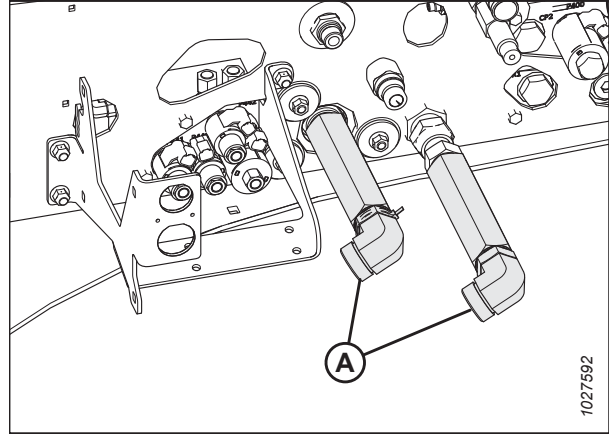


Figure 4.328: Hard Plumbed Connections – Rotary Disc Ready Windrower

6. Remove and retain the extra hydraulic quick couplers from pressure hose (A) and return hose (B).

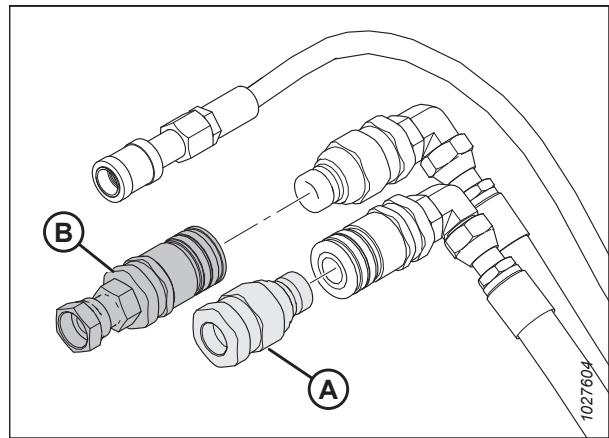


Figure 4.329: Hydraulic Quick Couplers

7. Install the male quick coupler at windrower pressure receptacle (A).
8. Install the female quick coupler at windrower return receptacle (B).

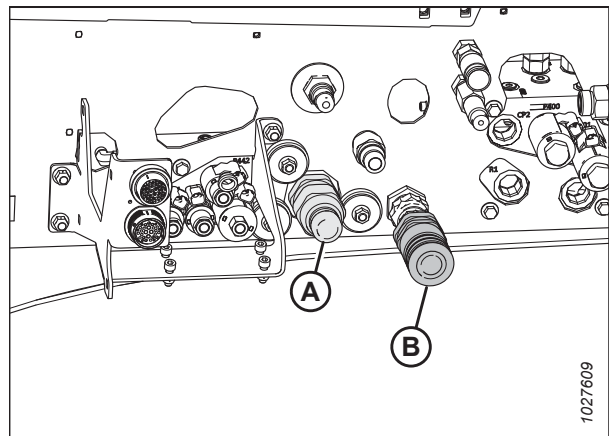


Figure 4.330: Quick Couplers on Rotary Disc Ready Windrower

OPERATION

9. Connect the hydraulic hoses to the windrower as follows:
 - a. Connect pressure hose female coupler (A) as shown.
 - b. Connect return hose male coupler (B) as shown.
 - c. Connect case drain hose (C) as shown.

NOTE:

The case drain hose coupler will be present only if the Low Pressure Case Drain kit (B6698) has been installed.

IMPORTANT:

Ensure that the case drain hose is connected to port (C), **NOT** port (E).

- d. Connect the header's electrical harness to receptacle (D).

10. Push latch (A) to unlock platform (B).

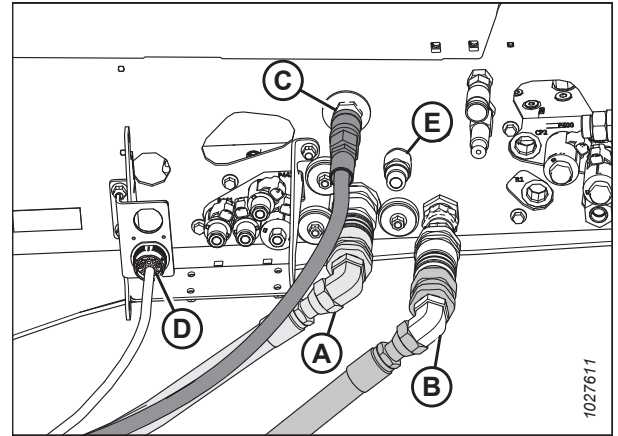


Figure 4.331: Quick Couplers on Rotary Disc Ready Windrower with Case Drain Kit

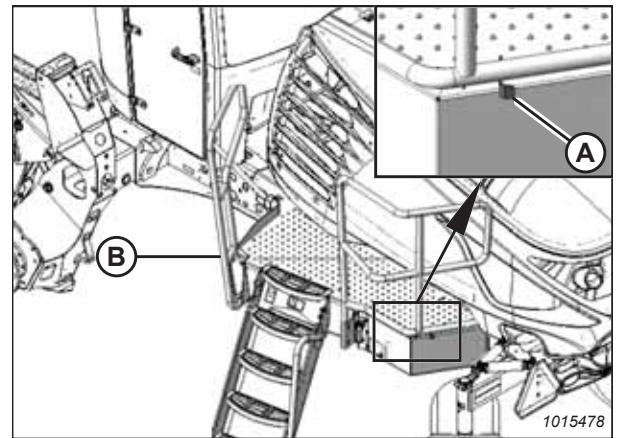


Figure 4.332: Left Platform

11. Pull platform (A) toward the cab until it stops and the latch is engaged.
12. Calibrate the header on the windrower. For instructions, refer to [4.4.6 Calibrating Header on HarvestTouch™ Display, page 285](#).

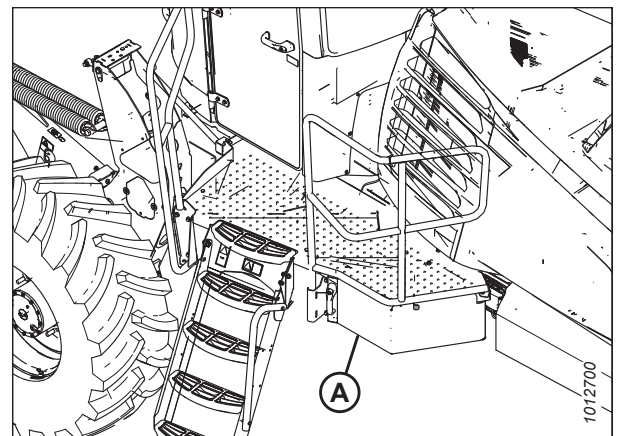


Figure 4.333: Left Platform

OPERATION

Detaching R113 Rotary Disc Header

Detaching the header from the windrower requires removing the electrical and hydraulic connections, detaching the header supports, and releasing the center link.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

IMPORTANT:

Install caps and plugs on open lines to prevent the buildup of dirt and debris.

1. Start the engine, and press HEADER UP button (A) on the ground speed lever (GSL) to raise the header to maximum height.
2. If one end of the header does **NOT** rise fully, rephase the cylinders as follows:
 - a. Press and hold HEADER UP (A) switch until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.



Figure 4.334: GSL

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.

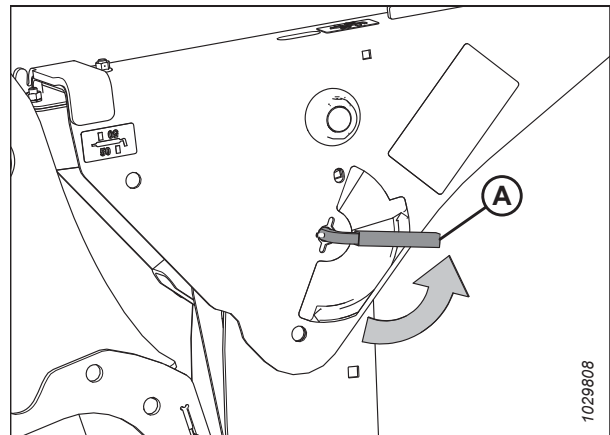


Figure 4.335: Safety Prop Lever

OPERATION

5. Remove hairpin (B) from clevis pin (A). Remove the clevis pin from header support (C) on each side of the header.

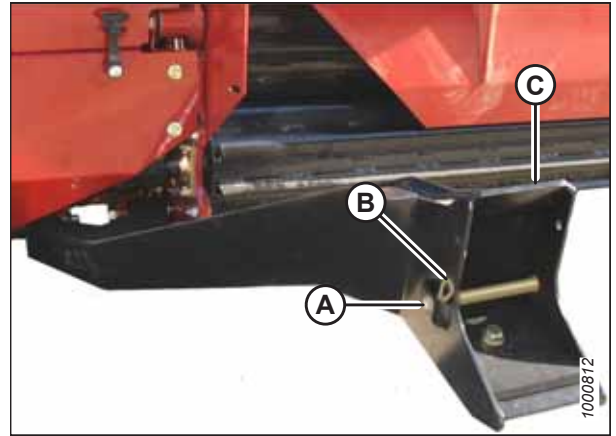


Figure 4.336: Header Support

6. **Windrowers with self-aligning center-link:** Release center-link latch (A).

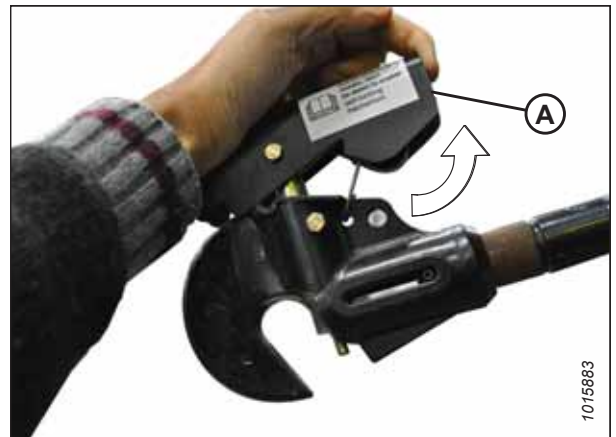


Figure 4.337: Center-Link

7. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

8. Start the engine.

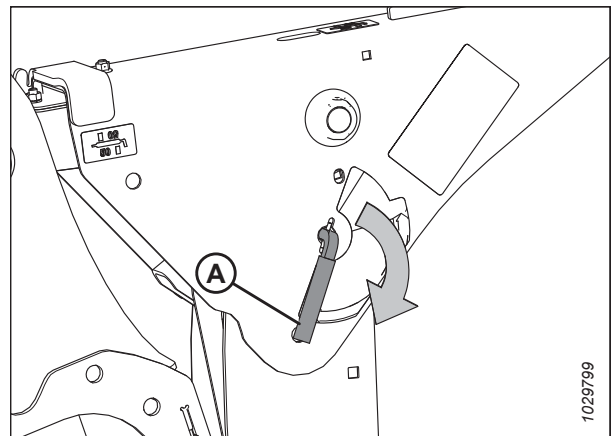


Figure 4.338: Safety Prop Lever

OPERATION

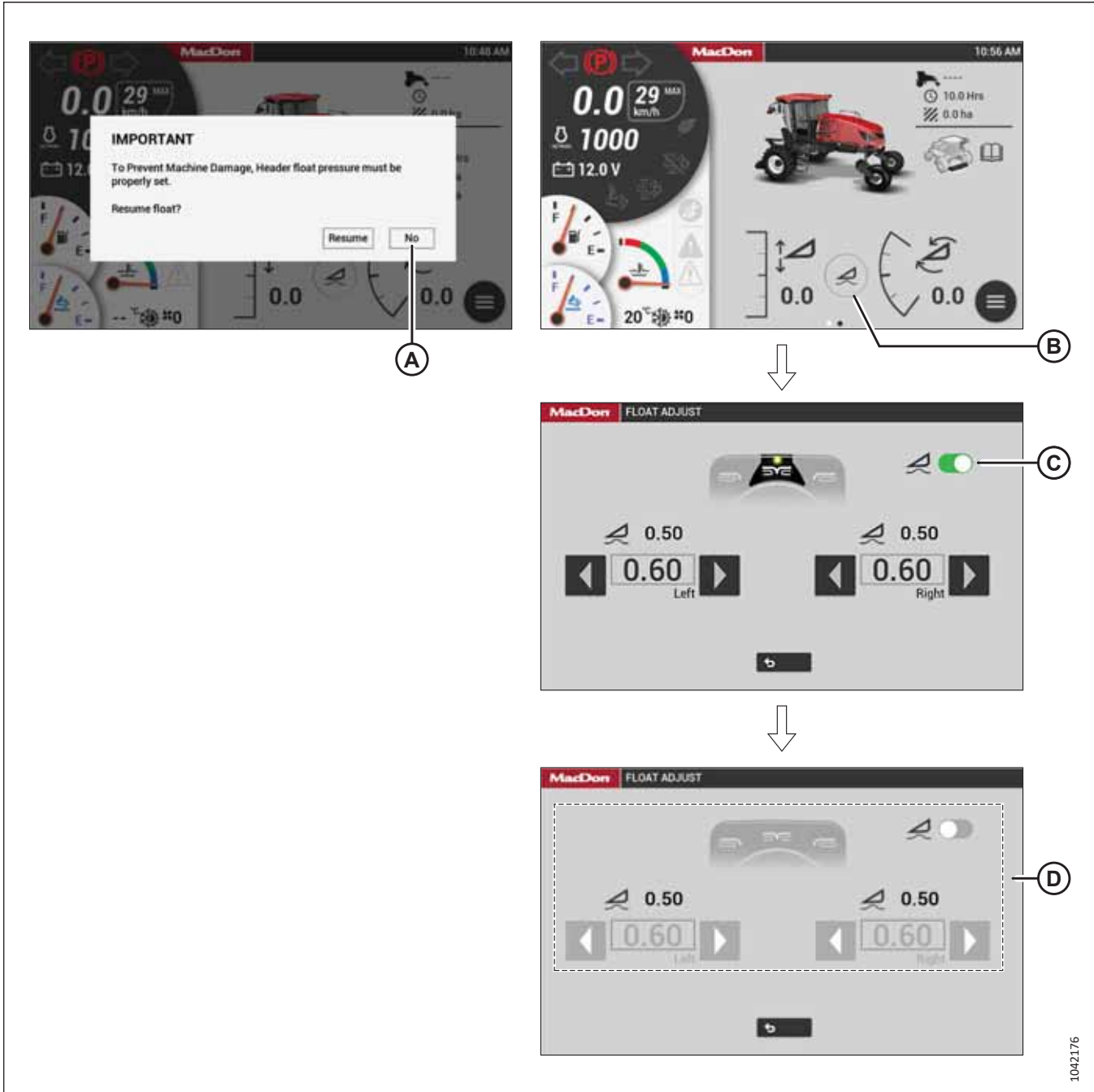


Figure 4.339: Float Removal

9. Remove the float as follows:

- If the HarvestTouch™ Display shows the message "Resume Float?", then select NO (A).
- If the HarvestTouch™ Display does **NOT** show the message, then select FLOAT ADJUST (B), select switch (C), and confirm the switch and float settings (D) are grayed out.

IMPORTANT:

Removing the float will release the tension in the float springs. This will prevent damage to the header lift linkages when lowering the legs without a header or weight box attached to the windrower.

OPERATION

10. Lower the header fully using HEADER DOWN switch (A).
11. Press HEADER TILT switches (B), as needed, on the GSL to release the load on center-link.

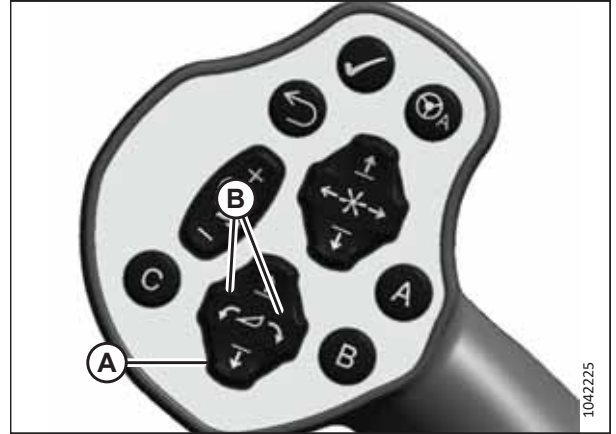


Figure 4.340: GSL

12. Windrowers with self-aligning center-link:

- a. Press REEL UP switch (A) to disengage the center-link from the header.
- b. Shut down the engine, and remove the key from the ignition.



Figure 4.341: GSL

13. Windrowers without self-aligning center-link:

- a. Shut down the engine, and remove the key from the ignition.
- b. Disconnect the center-link by lifting release (A) and lift hook (B) off the header.

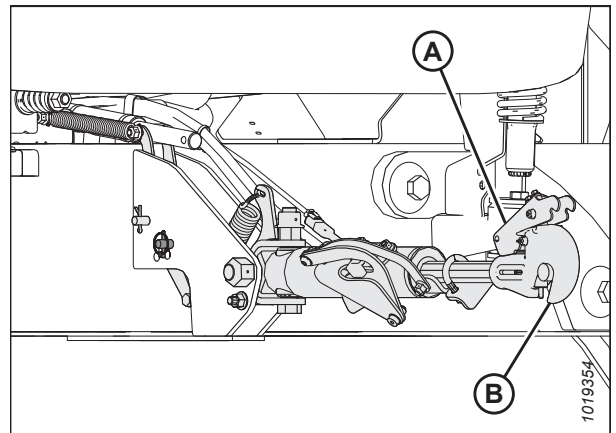


Figure 4.342: Hydraulic Center-Link

OPERATION

14. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
15. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

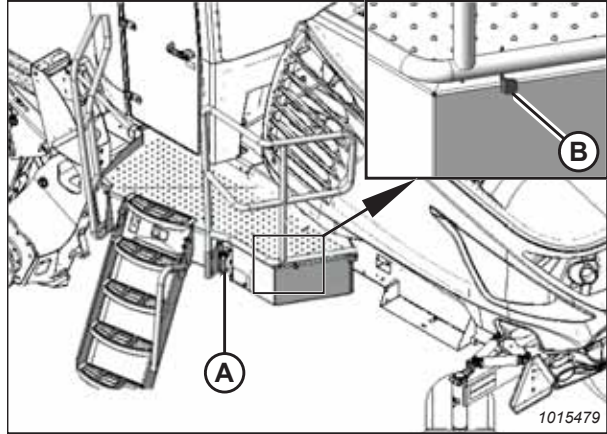


Figure 4.343: Left Platform

16. Disconnect electrical harness (D), and hydraulic hoses (A), (B), and (C) from the windrower.

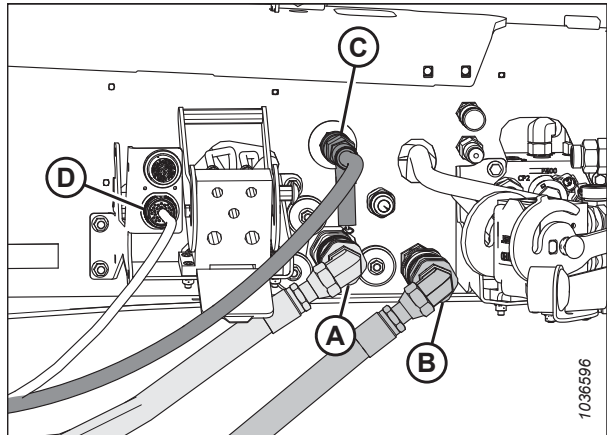


Figure 4.344: Header Drive Hydraulics – M2260
Connection Locations, Low Pressure Case Drain Kit
B6698 Installed

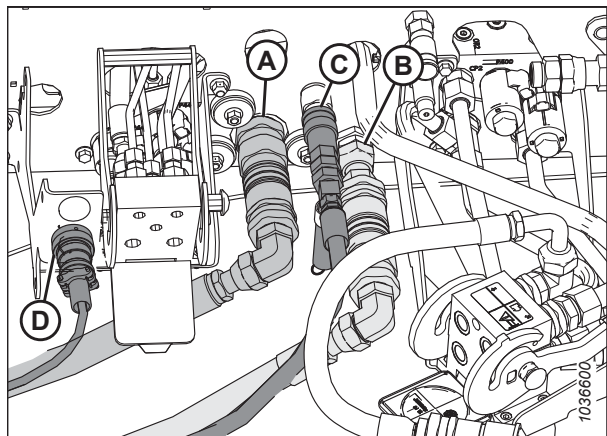


Figure 4.345: Header Drive Hydraulics – M2170
Connection Locations

OPERATION

17. Push latch (A) to unlock platform (B).

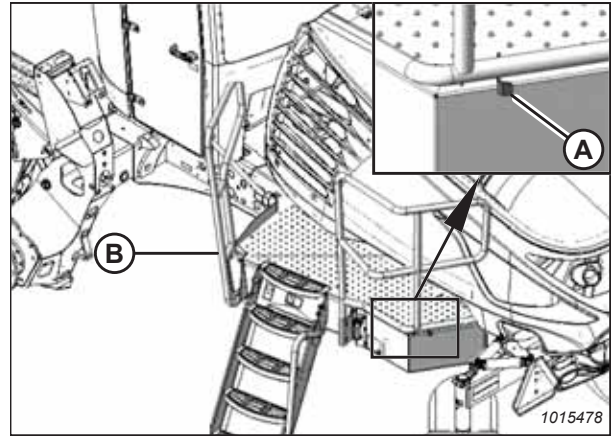


Figure 4.346: Left Platform

18. Pull platform (A) toward the cab until it stops and the latch is engaged.

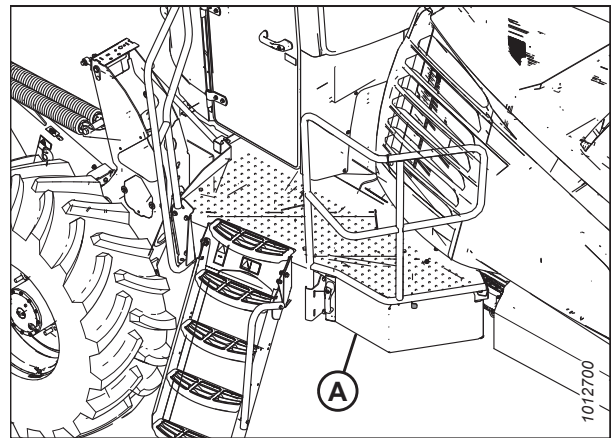


Figure 4.347: Left Platform

19. Remove hose support (A) and the hose bundle from the windrower frame.

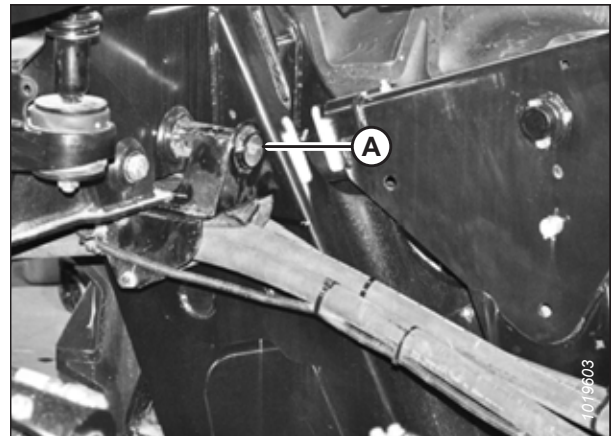


Figure 4.348: Hoses on Windrower

OPERATION

- Slide support (A) into center-link support (B) and secure it with hardware (C).

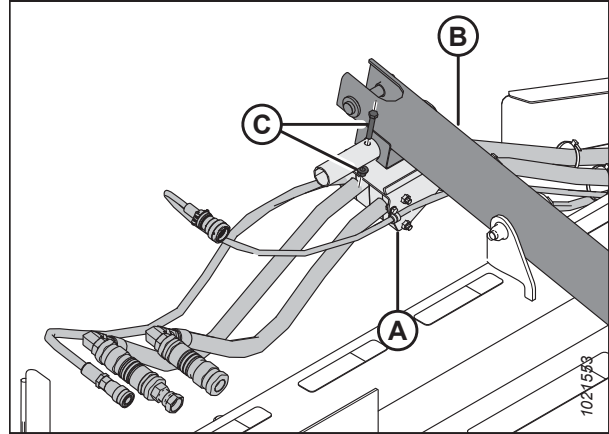


Figure 4.349: Hose Storage Position

- Place hoses (A) and electrical harness (B) disconnected from the windrower into storage plate (C).

NOTE:

Install caps and plugs on open lines to prevent the buildup of dirt and debris while the header is in storage.

NOTE:

Some parts have been removed from the illustration for the sake of clarity.

- Back the windrower away from the header.
- Shut down the engine, and remove the key from the ignition.

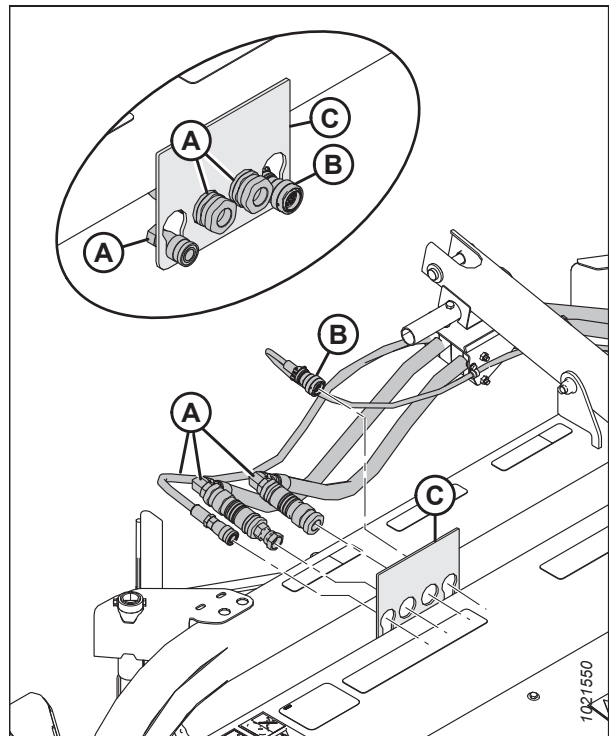


Figure 4.350: Hydraulic Storage Plate

OPERATION

24. Reinstall clevis pin (A) through support (C) and secure it with hairpin (B). Repeat this step for opposite side.

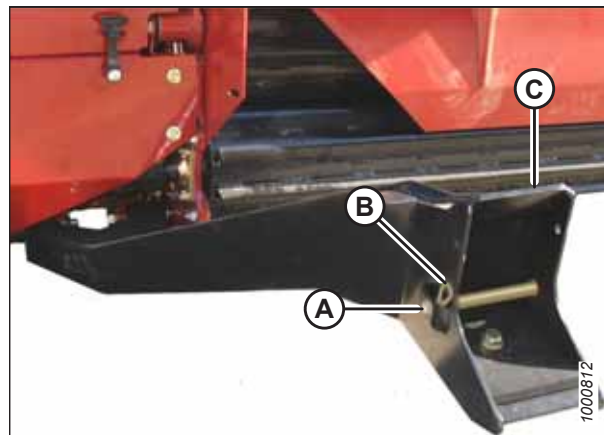


Figure 4.351: Header Support

4.4.6 Calibrating Header on HarvestTouch™ Display

The HarvestTouch™ Display recognizes when a header is attached to the windrower and determines which systems will require calibration.

The following sensors may require calibration, depending on the type of header attached to the windrower:

- Header height
- Header angle
- Header float left
- Header float right
- Reel height
- Reel fore-aft
- Swath compressor
- Knife drive

Recalibration is required in the following circumstances:

- The HarvestTouch™ Display is replaced
- A position sensor is replaced
- Sensor readouts are erratic
- A pump has been replaced
- A new header type or attachment is connected to the windrower

Refer to following topics for information on calibrating header systems:

- [Calibrating Knife Drive on HarvestTouch™ Display, page 285](#)
- [Calibrating Header Position Sensors on HarvestTouch™ Display, page 289](#)

Calibrating Knife Drive on HarvestTouch™ Display

When a header is attached to the windrower, the windrower's HarvestTouch™ Display will recognize the header ID and choose the appropriate settings for that header. Before it can be operated, however, the header's knife drive must be calibrated to ensure that the knife drive pump output is accurate.



DANGER

Ensure that all bystanders have cleared the area.

OPERATION

NOTE:

This calibration **MUST** be performed with the engine running and the header engaged.

1. Start the engine.
2. Engage the header.

NOTE:

Once the header is engaged, header gauges (A) will appear on the HarvestTouch™ Display home page.

3. Select MENU (B).

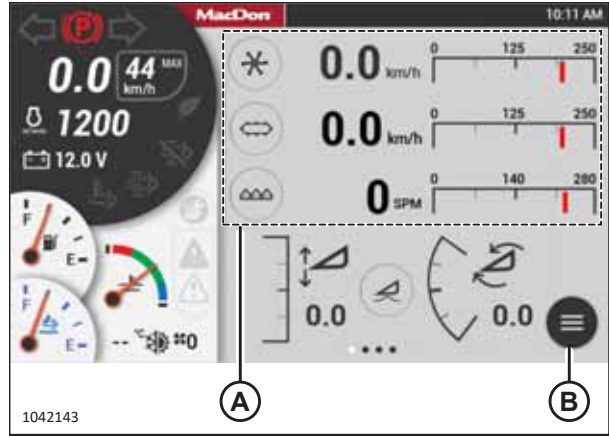


Figure 4.352: HarvestTouch™ Display

4. Select SETUP (A).

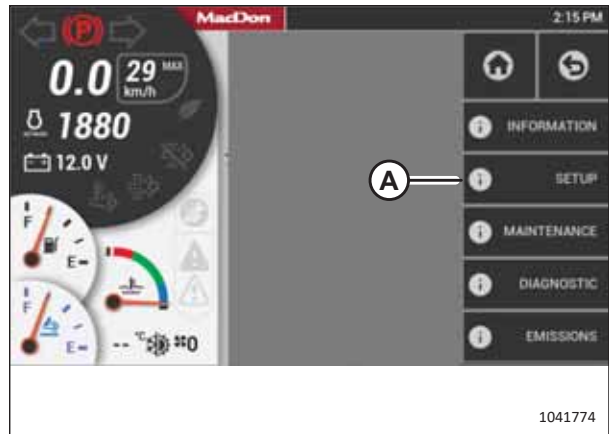


Figure 4.353: Main Menu

5. Select WINDROWER (A).

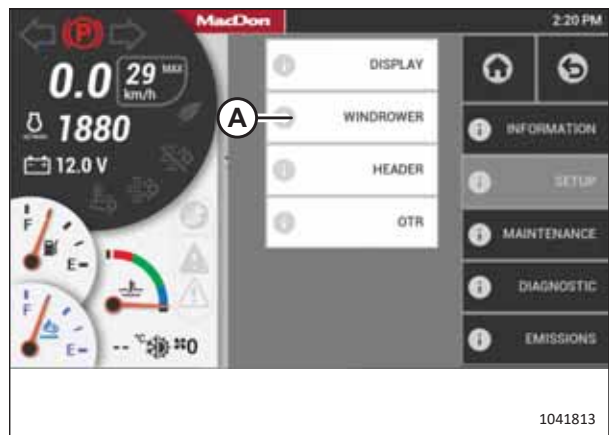


Figure 4.354: Setup Menu

OPERATION

6. Select CALIBRATION (A).



Figure 4.355: Setup Menu

7. Select KNIFE DRIVE (A).

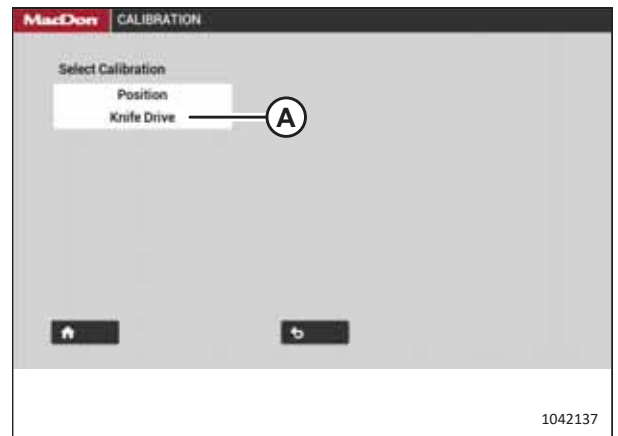


Figure 4.356: Calibration Selection Page

8. Select PLAY icon (A).

NOTE:

The PLAY icon will only appear if the header is engaged.



Figure 4.357: Engage Header Warning

OPERATION

The display changes to show that the calibration procedure has started. Knife drive calibration consists of nine stages.

NOTE:

If the engine speed is less than 1500 rpm prior to starting the calibration procedure, the system will raise the engine speed to 1500 rpm.



Figure 4.358: Calibration Page

NOTE:

During the calibration procedure, the speed of the header and of the engine will vary.

NOTE:

Press X icon (A) on the screen or use the HEADER DISENGAGE switch at any time during the calibration process to exit the procedure without saving your progress. The engine will resume the speed at which it was operating before the calibration process began.



Figure 4.359: Calibration Page

NOTE:

If error message (A) appears during the calibration process, follow the instructions in the message to fix the error. Press X (B) to exit the message. If the knife calibration procedure fails:

- Confirm that the engine and hydraulics are at operating temperature.
- Confirm that the hydraulic system is free of any restrictions and is in working order.
- Confirm that the throttle is working:
 - Check the engine codes to confirm that the engine is not derated or throttle-inhibited.
 - The throttle is controlled via the powertrain's CAN network 1. Check the network's wiring and connectors for an open or intermittent connection.
- Confirm that the sensor mounting is secured properly and that the sensor's gap is set correctly.
- Check the sensor wiring and connectors for an intermittent connection.
- Replace the sensor.

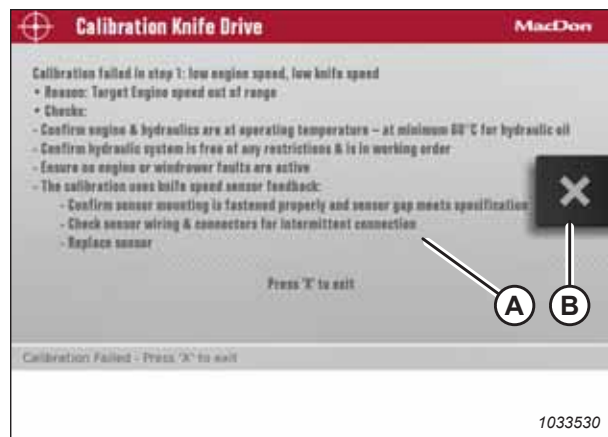


Figure 4.360: Calibration Page

OPERATION

Calibrating Header Position Sensors on HarvestTouch™ Display

The header position sensors need to be recalibrated whenever the HarvestTouch™ Display is replaced, a position sensor is replaced, sensor readouts are erratic, a pump has been replaced, or when a new header type or attachment is connected to the windrower.

DANGER

Ensure that all bystanders have cleared the area.

NOTE:

This calibration **MUST** be performed with the engine running and the header engaged.

1. Start the engine.
2. Engage the header.

NOTE:

Once the header is engaged, header gauges (A) will appear on the HarvestTouch™ Display home page.

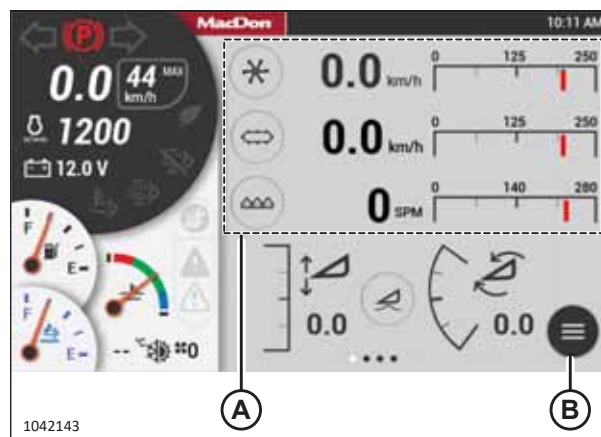


Figure 4.361: HarvestTouch™ Display

3. Select SETUP (A).

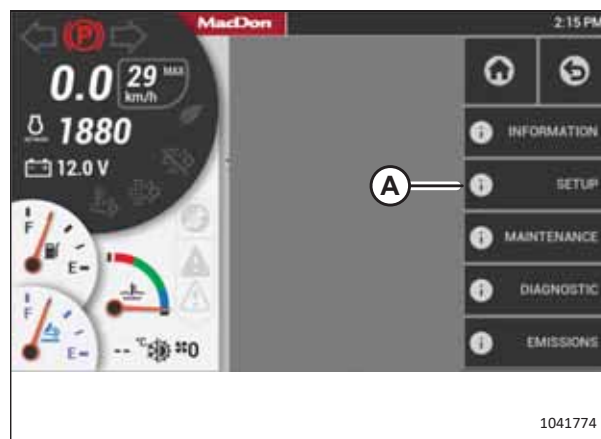


Figure 4.362: Main Menu

OPERATION

4. Select CALIBRATION (A).

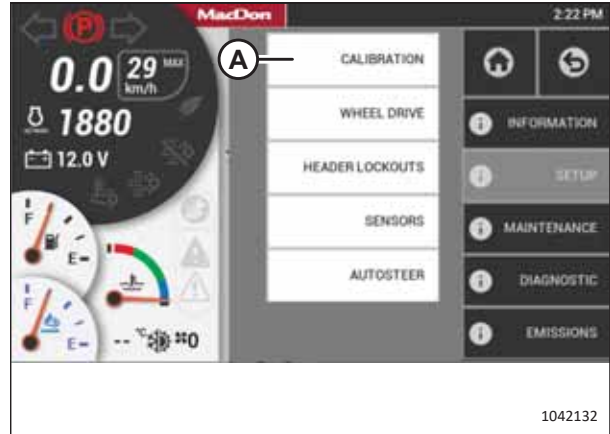


Figure 4.363: Setup Menu

5. Select POSITION (A).



Figure 4.364: Calibration Selection Page

NOTE:

Pressing X icon (A) on the screen (or pressing the HOME, BACK or any GSL button [buttons not shown]) at any time during the calibration process will EXIT the calibration procedure without saving your progress. The engine speed will also return to the original rpm prior to starting the calibration process.

NOTE:

If a sensor goes out of its normal operating range during the calibration process, calibration will stop and a message will appear on the screen indicating that a sensor is out of range.



Figure 4.365: Calibration Page

OPERATION

- When stage one of the calibration is complete, press PLAY icon (A) on the screen to continue with stage two of the calibration process.



Figure 4.366: Calibration Page

- When stage two of the calibration is complete, press RESUME icon (A) on the screen to configure the HEADER FLOAT setting, or press HOME or BACK button (not shown) to exit.

NOTE:

The engine speed returns to the speed prior to calibration when stage two calibration is complete.



Figure 4.367: Calibration Page

NOTE:

If the voltage of any sensor falls below its acceptable range during calibration, a message appears after completing the calibration with a list of sensors reporting out-of-range voltages. Adjust the sensors as needed and repeat the calibration process from the beginning.

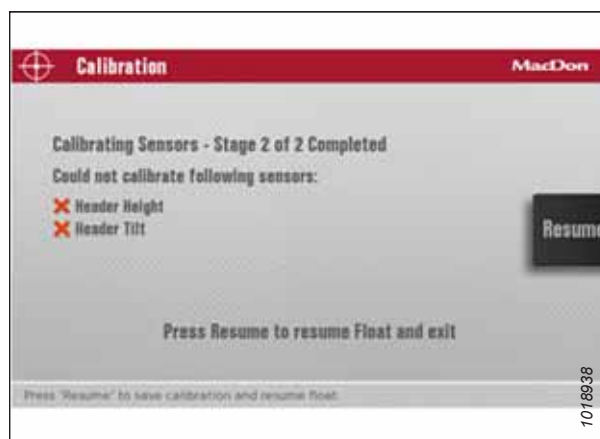


Figure 4.368: Sample of Failed Calibration Display Message

4.4.7 Adjusting Header Settings on HarvestTouch™ Display

Some settings for the attached header can be changed using the windrower's HarvestTouch™ Display.

1. Select MENU (A).

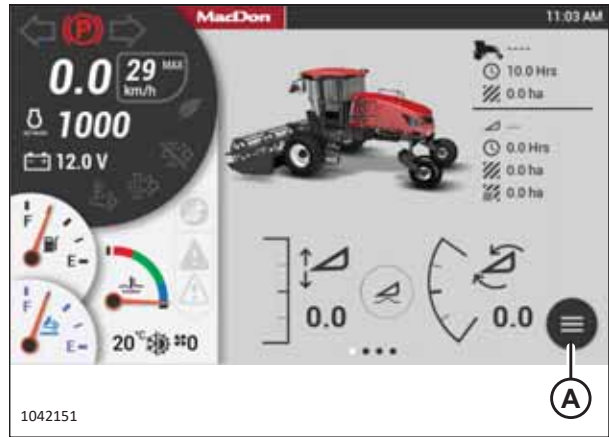


Figure 4.369: HarvestTouch™ Display – Header Disengaged

2. Select SETUP (A).

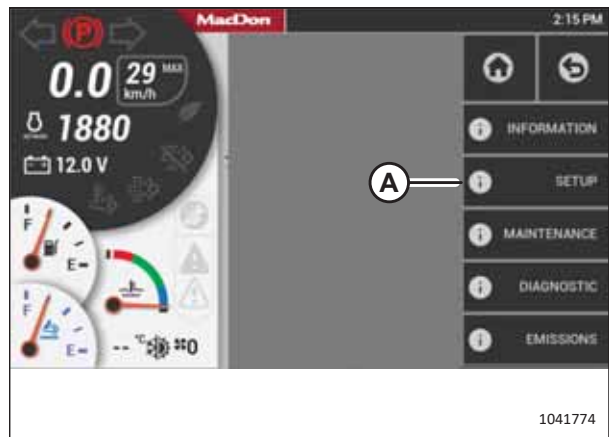


Figure 4.370: HarvestTouch™ Display

3. Select HEADER (A).

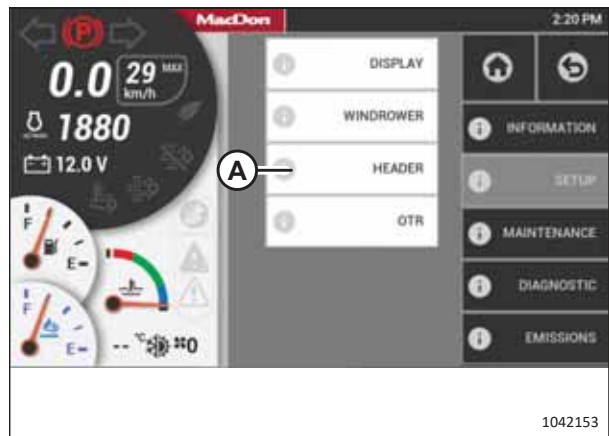


Figure 4.371: HarvestTouch™ Display

OPERATION

4. Select the model and configuration of header (A) that is attached to the windrower.

NOTE:

For example, “D230DK” means “D230 Double-knife”.

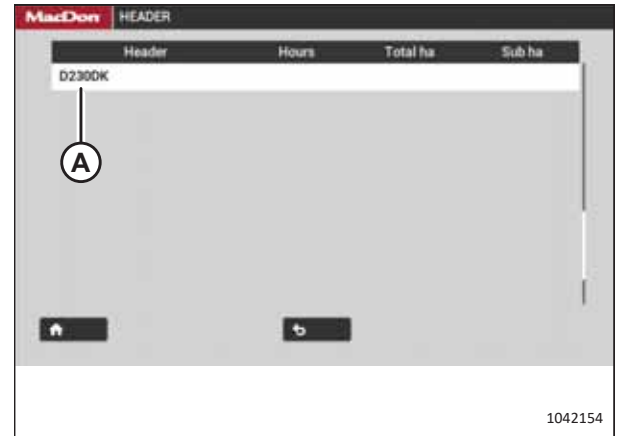


Figure 4.372: Header Settings

OPERATION

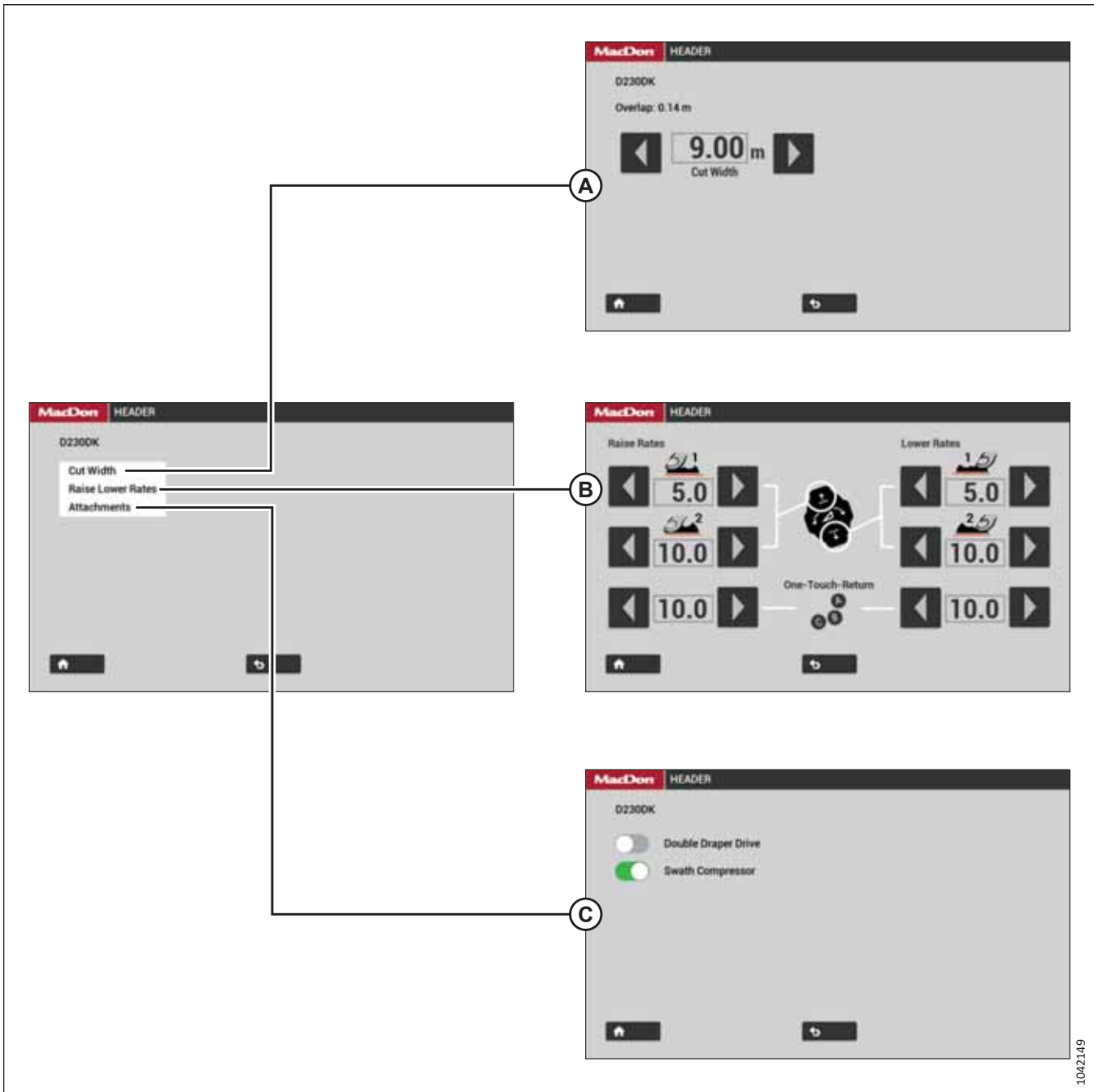


Figure 4.373:

- The list of settings will vary according to the type of header attached to the windrower. The illustration shows the settings available to a D2 Series Draper Header. Select and adjust the following settings as required:
 - (A) CUT WIDTH
 - (B) RAISE LOWER RATES
 - (C) ATTACHMENTS – Use this page to enable (or disable) attachments such as the double draper drive and swath compressor.
- Calibrate the header if attaching it to the windrower for the first time, or if there is another reason to calibrate the header. For instructions, refer to [4.4.6 Calibrating Header on HarvestTouch™ Display, page 285](#).

4.5 Operating Header

This section provides the operating instructions for A40DX Auger Headers, D1XL or D2 Series Draper Headers, and R113 or R216 Series Rotary Disc Headers when attached to a MacDon M2 Series Windrower

Refer to the header operator's manual for a list of available options and attachments.

4.5.1 Engaging and Disengaging Header Safety Props

Safety props are located on both header lift cylinders on the windrower. Engage the props any time you are going to work on or around a raised header. When engaged, safety props prevent a header from dropping suddenly if the lift system hydraulics lose pressure.

DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

DANGER

Ensure that all bystanders have cleared the area.

1. Start the engine.
2. Press HEADER UP switch (A) on the ground speed lever (GSL) to raise the header to its maximum height.

NOTE:

If one end of the header does **NOT** fully rise, rephase the lift cylinders as follows:

- a. Press and hold HEADER UP switch (A) until both cylinders stop moving.
 - b. Continue to hold the switch for 3–4 seconds. The cylinders are now phased.
3. Shut down the engine, and remove the key from the ignition.
 4. Engage the safety props on both lift cylinders as follows:
 - a. Pull lever (A) toward you to release it, and then rotate it toward the header to lower the safety prop onto the cylinder.
 - b. Repeat the previous step for the opposite lift cylinder.

IMPORTANT:

Ensure that the safety props engage over the cylinder piston rods. If the safety prop does **NOT** engage properly, raise the header until the safety prop fits over the rod.



Figure 4.374: Ground Speed Lever

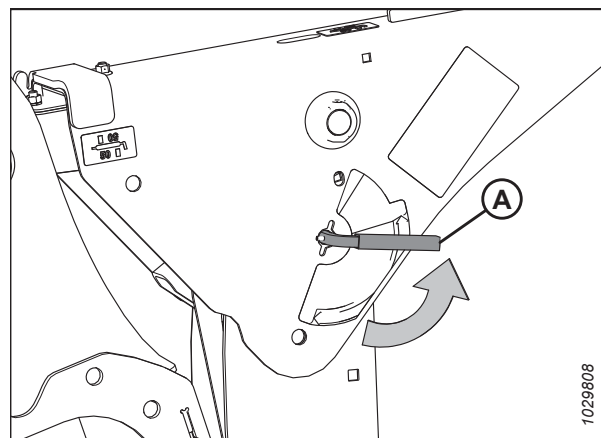


Figure 4.375: Safety Prop Lever

OPERATION

5. Disengage the safety props on both lift cylinders as follows:
 - a. Turn lever (A) away from the header to raise the safety prop until the lever locks into the vertical position.
 - b. Repeat the previous step for the opposite cylinder.

NOTE:

If the safety prop will **NOT** disengage, raise the header to release the prop.

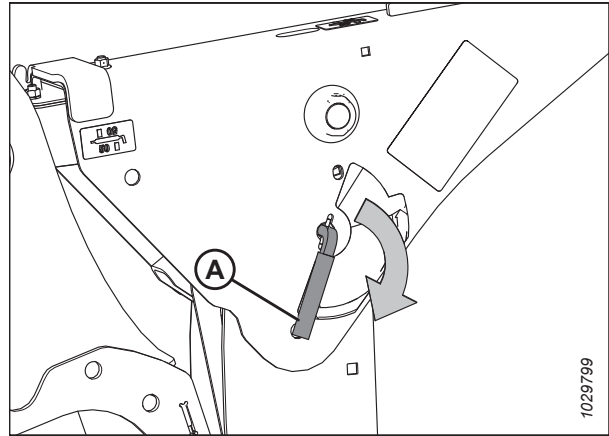


Figure 4.376: Safety Prop Lever

4.5.2 Header Float

The windrower is equipped with float springs that are fully adjustable with hydraulic cylinders. Spring tension is adjustable from zero to maximum tension through the HarvestTouch™ Display. The header float feature allows the header to follow the contours of the ground closely as the windrower moves forward. The header is able to respond to sudden changes in elevation or obstacles quickly. The float setting is ideal when the cutterbar rides along the ground with minimal bouncing, and without scooping or pushing soil.

IMPORTANT:

- Configure the header float setting to be as light as possible, while limiting the amount of bouncing produced by the header. Doing so will reduce the amount of wear placed on knife components, and will prevent the header from scooping soil.
- Prevent the header from bouncing excessively by operating at a slower ground speed when the float setting is light. A bouncing header results in raggedly cut crop.
- Before setting the header float, install all of the header kits (for example: upper cross auger; skid shoes; slow speed transport kit). If the slow speed transport (SST) tow-bar will be stored on the header during operation, set the float with the tow bar in place.
- Adjust the float when adding or removing optional attachments which change the weight of the header.

Checking Float

The instructions in this section will show you how to check the header float setting by measuring the force required to lift the header.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

DANGER

Ensure that all bystanders have cleared the area.

OPERATION

1. Start the engine.
2. Use HEADER TILT switches (A) on the ground speed lever (GSL) to set the center-link to the mid-range position (5.0) on the HarvestTouch™ Display.
3. If checking float with a draper header attached, set the reel to the normal operating position.
4. Using HEADER DOWN switch (B), lower the header fully.
5. Ensure the header is level with the ground with zero tilt.

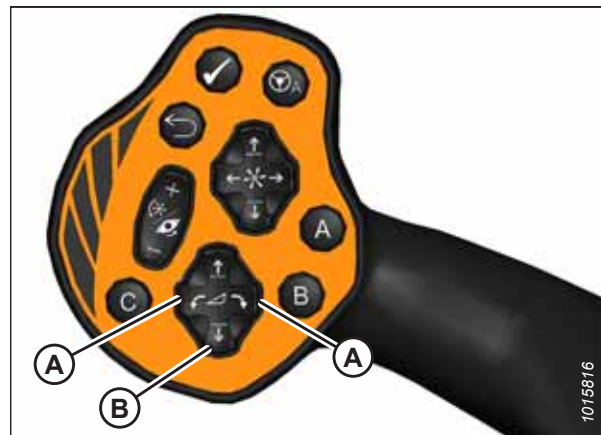


Figure 4.377: GSL

6. Shut down the engine, and remove the key from the ignition.
7. Grasp one end of the header and lift. The force required to lift the header should be the same at both ends. For more information, refer to Table 4.4, page 297.

Table 4.4 Target Header Float Values

Header Type	Force Required to Lift Header at the Ends with Lift Cylinder Fully Retracted
Draper	335–380 N (75–85 lbf) with stabilizer/transport wheels raised (if equipped)
Auger	335–380 N (75–85 lbf)
Rotary Disc	426–471 N (95–105 lbf)

8. Restart the engine and adjust the float as needed. For instructions, refer to [Setting Float, page 297](#).

NOTE:

Increasing the float value on the HarvestTouch™ Display makes the header feel lighter.

Setting Float

The float can be set for windrowing with the cutterbar on the ground or with the cutterbar off the ground (normally used with the draper header).

The optimum float setting lets the header follow the contour of the terrain.

1. Set the center-link to the mid-range position (5.0 on the HarvestTouch™ Display). For instructions, refer to [4.5.4 Adjusting Header Angle, page 303](#).

OPERATION

2. **When cutting on the ground**, lower the header until the cutterbar is on the ground.

NOTE:

To minimize scooping rocks when operating at the flattest header angle, lower the header skid shoes. For instructions, refer to the header operator's manual.

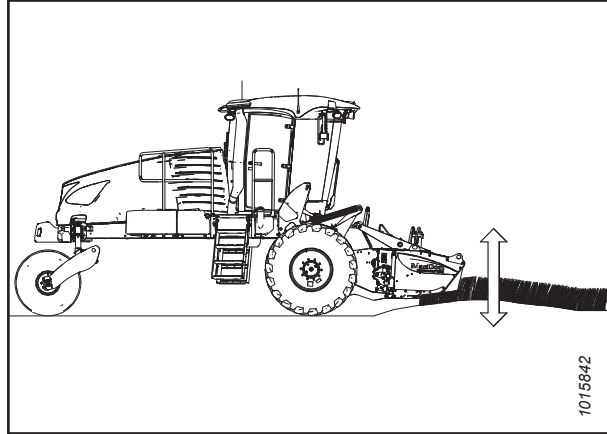


Figure 4.378: Header Float – Cutterbar on Ground

3. **When cutting off the ground**, set the cutting height with the header height controls on the GSL. For instructions, refer to [4.5.5 Setting Header Height, page 305](#).

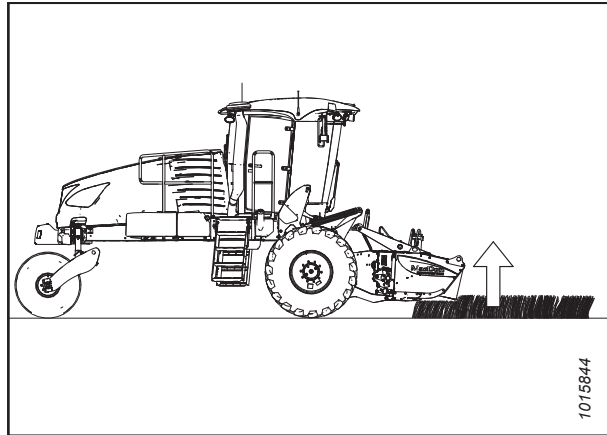


Figure 4.379: Header Float – Cutterbar off Ground

4. Press FLOAT SETTINGS icon (A) on the HarvestTouch™ Display to show the float setting page.

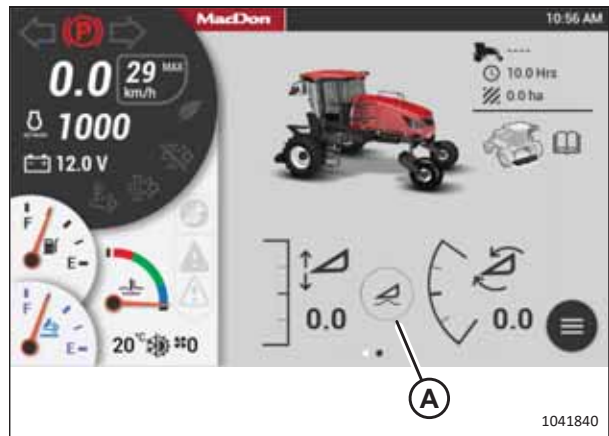


Figure 4.380: HarvestTouch™ Display

OPERATION

5. Press arrows (A) to adjust left or right float settings.

NOTE:

Float adjustments of 1.0 (out of 10) change the header weight at the cutterbar by approximately 91 kg (200 lb.). Adjust the float in increments of 0.05 to optimize field performance.

6. Press switch (B) to remove or resume the header float.

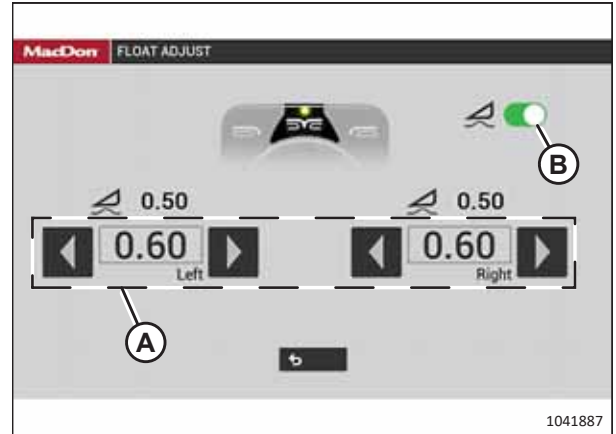


Figure 4.381: HarvestTouch™ Display

Removing and Restoring Float

The header float can be removed and restored using the HarvestTouch™ Display.

1. Press FLOAT SETTINGS icon (A) on the HarvestTouch™ Display to show the float setting page.

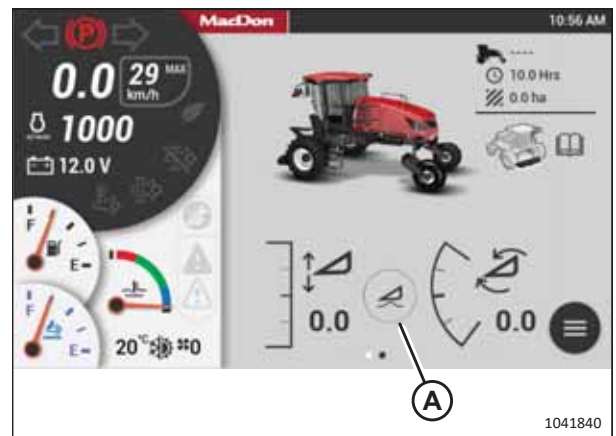


Figure 4.382: HarvestTouch™ Display

2. Press float switch (A) on the FLOAT ADJUST page to remove or restore the header float.



Figure 4.383: HarvestTouch™ Display

OPERATION

Setting Float Options with Fixed Deck

When using an auger or rotary header, the DECK SHIFT buttons can be used to store three float settings. This is useful when ground conditions vary, or when having one side lighter is desirable (such as cutting along wheel tracks or irrigation borders).

DANGER

Ensure that all bystanders have cleared the area.

1. Start the engine and use HEADER TILT switches (A) and (B) on the ground speed lever (GSL) to set header tilt to the mid-range position.

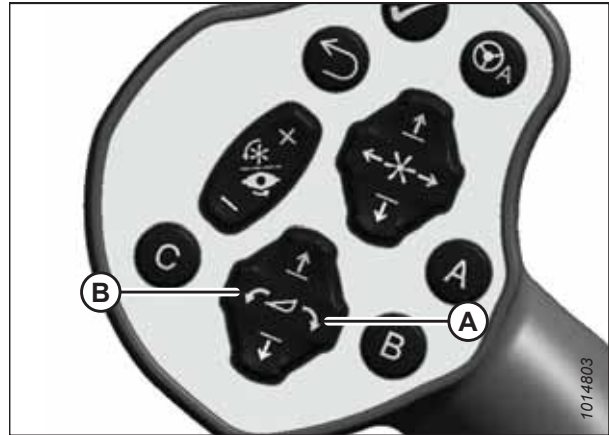


Figure 4.384: GSL

2. Engage the header by pushing and holding down HEADER ENGAGE switch (A), and pulling up on collar (B).



Figure 4.385: Header Engage Switch

OPERATION

3. Select one of the following deck positions using the DECK SHIFT switches on the operator's console:

- Right-side delivery (A)
- Center delivery (B)
- Left-side delivery (C)

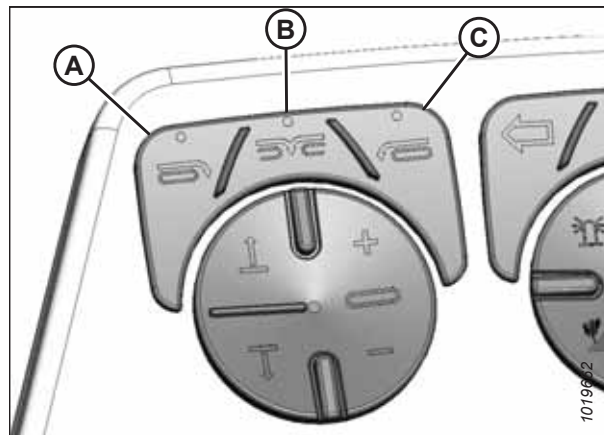


Figure 4.386: Header Deck Shift Switches

4. Disengage the header by pushing down on HEADER ENGAGE switch (A).
5. Adjust the float setting for the selected deck position. For instructions, refer to [Setting Float, page 297](#).
6. Repeat previous steps for the other deck positions.



Figure 4.387: Header Engage Switch

4.5.3 Header Drive

All header drive controls are located on the operator's console and on the ground speed lever (GSL) handle.

NOTE:

Some controls are optional equipment and may not be present in your unit. Some controls may be installed, but will be nonfunctional for certain headers.

Engaging and Disengaging the Header

The HEADER ENGAGE switch engages and disengages the header drive.



DANGER

Ensure that all bystanders have cleared the area.



DANGER

To prevent bodily injury or death from the unexpected start-up or fall of a raised machine, always stop the engine and remove the key before leaving the operator's seat, and always engage the safety props before going under the machine for any reason.

OPERATION

1. Start the engine.
2. To engage the header, push and hold HEADER ENGAGE switch (A) down while pulling up on collar (B).
To disengage the header, push HEADER ENGAGE switch (A) down.



Figure 4.388: Header Engage Switch

Reversing Header

The header can be reversed using the header drive controls located on the operator's console.

NOTE:

R113 and R216 Rotary Disc Headers do **NOT** have a reverse capability.

When reversing the header, the following functions will operate in reverse:

- **D1XL Series:** knife
- **D1X Series:** knife
- **D2SP Series:** knife
- **A40DX:** knife, conditioner, auger, and reel
- **A40DX GSS:** knife, auger, and reel

Reverse the header as follows:

1. Press and hold HEADER DRIVE REVERSE button (A).
2. Press and hold HEADER ENGAGE switch (B). Pull up on collar (C), until switch (B) is in the ENGAGED position.
3. When you are ready to return to forward operation, release HEADER DRIVE REVERSE button (A) to stop the header.
4. Push down HEADER ENGAGE switch (B) to the OFF position. The header can now be re-engaged. For instructions, refer to [Engaging and Disengaging the Header](#), page 301.



Figure 4.389: Header Drive Controls

4.5.4 Adjusting Header Angle

Header angle is the angle between the ground and the cutterbar. It is adjustable to accommodate crop conditions and soil types.

Refer to the appropriate header operator's manual for the range of adjustment and recommended settings for your particular header.

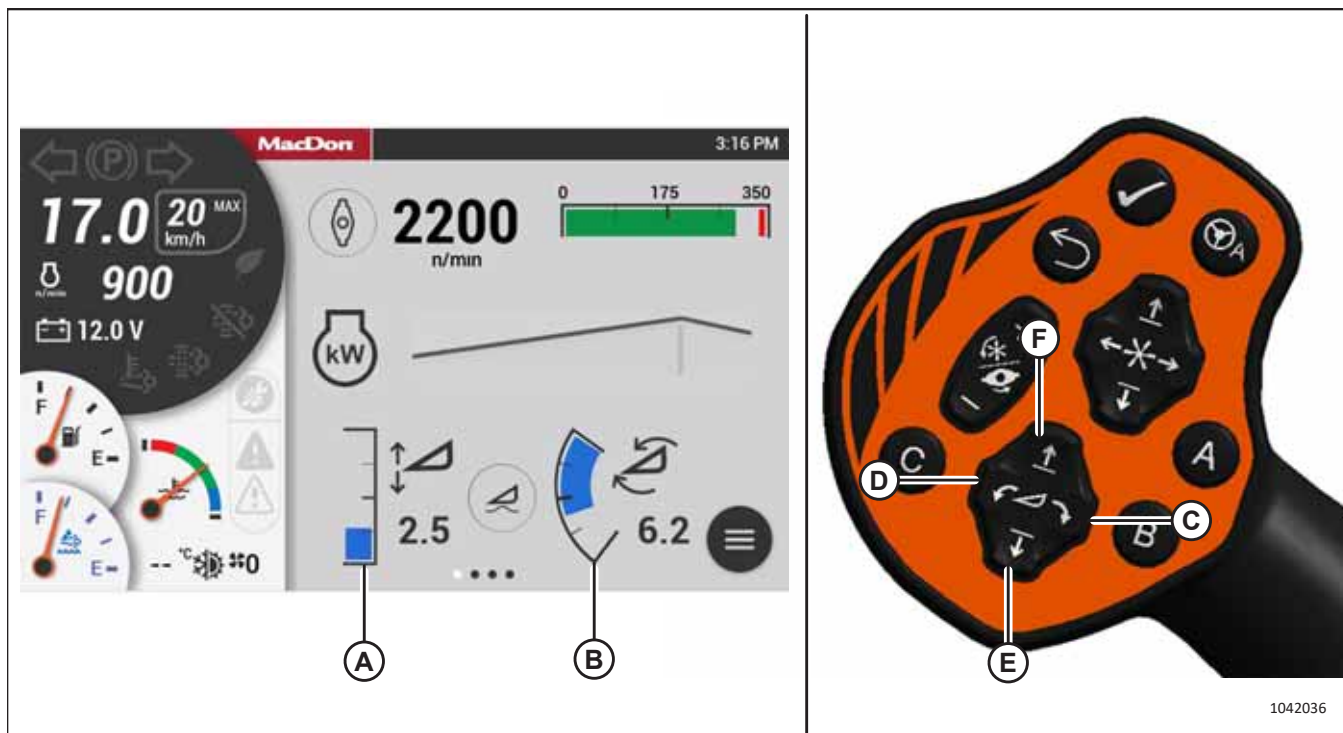


Figure 4.390: HarvestTouch™ Display and GSL

The header angle can be adjusted from the cab without shutting down the windrower. A readout on the HarvestTouch™ Display indicates HEADER HEIGHT (A) and HEADER ANGLE (B).

IMPORTANT:

- Changing the header angle affects the header float because it has the effect of making the header lighter or heavier. Adjust the float as required. For instructions, refer to [Setting Float, page 297](#).
- To reduce wear and breakage when conditions are suited to a lighter float setting (for example, rocky soil) do **NOT** use ground speed lever (GSL) TILT CONTROLS (C) and (D) while in motion. Instead, use HEADER HEIGHT CONTROLS (E) and (F).

Adjust the header angle as follows:

- To decrease (flatten) the header angle, operate HEADER TILT UP switch (C) on the GSL to retract the cylinder.
- To increase (steepen) the header angle, operate HEADER TILT DOWN switch (D) on the GSL to extend the cylinder.

NOTE:

HEADER TILT switches (C) and (D) can be locked out to prevent unintentional header angle changes when pressing HEADER HEIGHT control switches (E) and (F). For instructions, refer to [3.17.11 Activating Control Locks, page 102](#).

OPERATION

Checking Self-Locking Center-Link Hook

Periodically check the operation of the hook locking mechanism to ensure that it is working properly.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. If a header is attached to the windrower, lower the header to the ground.
2. Shut down the engine, and remove the key from the ignition.
3. Pull up on handle (A) to release the locking device, and lift the hook off the header pin.

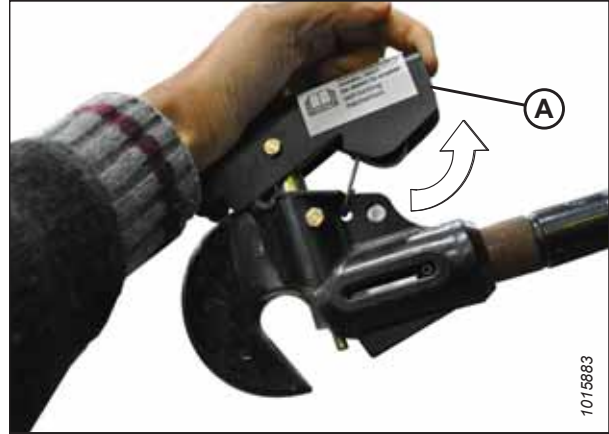


Figure 4.391: Center-Link

4. Lower handle (A) into the locked position.
5. Push up on lock pin (B) only (not actuator rod [C]). The handle should catch on the casting and the pin should **NOT** lift.

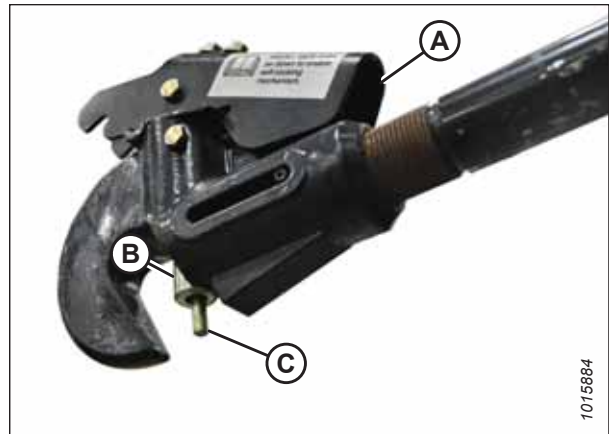


Figure 4.392: Center-Link Hook

OPERATION

6. Push up on the actuator rod. The lock pin should lift with the handle.



Figure 4.393: Center-Link Hook

4.5.5 Setting Header Height

The header height can be adjusted using the ground speed lever (GSL).

Raise or lower the header with the HEADER UP (A) or HEADER DOWN (B) switches on the GSL.



Figure 4.394: GSL

HEADER HEIGHT (A) is always displayed on the HarvestTouch™ Display screen.

NOTE:

When setting the cutting height for draper headers, the fore-aft, reel height, and header height settings are limited as follows to prevent the reel from contacting the cab roof:

- If you increase header height (A) to greater than 7.0 while reel height setting (B) is greater than 7.0, and reel fore-aft setting (C) is greater than 5.0, the reel fore-aft will automatically adjust forward to 5.0 or less to avoid contacting the cab roof.
- After the reel fore-aft automatically moves, you will then have to manually adjust the fore-aft.
- For instructions about operating the reel fore-aft, refer to [4.6.3 Adjusting Reel Fore-Aft Position, page 312](#).

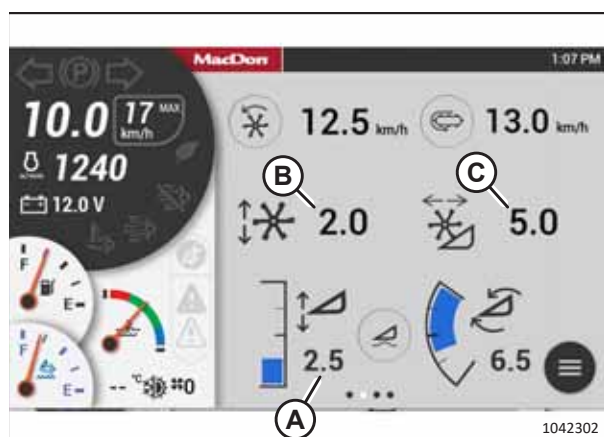


Figure 4.395: HarvestTouch™ Display – Draper Header Shown

4.5.6 Double Windrowing

The Double Windrow Attachment (DWA) allows two conditioned windrows from an auger header or rotary disc header to be laid down side-by-side for faster pickup.

Conditioned crop is deposited onto the side delivery draper and delivered beside the windrower.

Raising the side delivery system shuts off the draper and allows the crop to be deposited between the windrower wheels, as it would be without the side delivery system.

Refer to the MacDon Double Windrow Attachment (DWA) manual for M1 and M2 Series Windrowers for complete setup, operating, and maintenance instructions. The manual is shipped with the DWA kit.

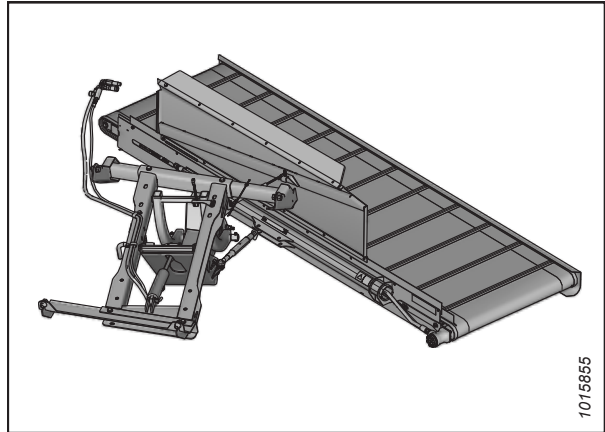


Figure 4.396: DWA

OPERATION

Double Windrow Attachment Deck Position

Raising and lowering the Double Windrow Attachment (DWA) deck can be done by pressing the reel raise and reel lower buttons on the ground speed lever (GSL), and by pressing the reel raise and reel lower buttons on the operator's console.

1. Raise and lower the DWA deck with REEL UP (A) and REEL DOWN (B) switches on the GSL, or on the operator's console.

NOTE:

This can also be done with the One-Touch-Return. For instructions, refer to [One-Touch-Return Buttons](#), page 83.



Figure 4.397: GSL

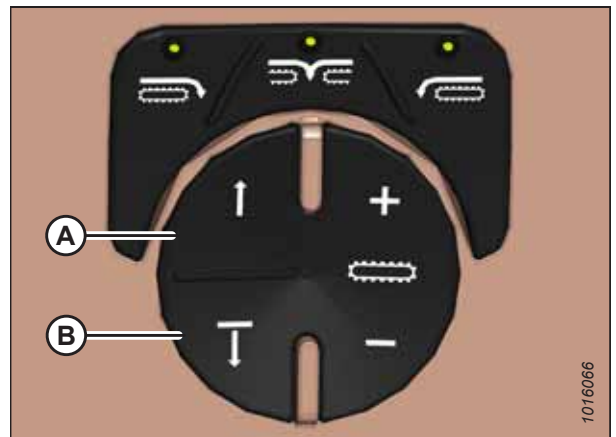


Figure 4.398: Operator's Console Draper Controls

OPERATION

Double Windrow Attachment Conveyor Speed

The Double Windrow Attachment (DWA) conveyor speed is adjustable from the operator's console.

Press button (A) to increase the speed or button (B) to decrease the speed.

NOTE:

When the DWA is attached, the conveyor speed adjustment buttons also control header draper speeds.

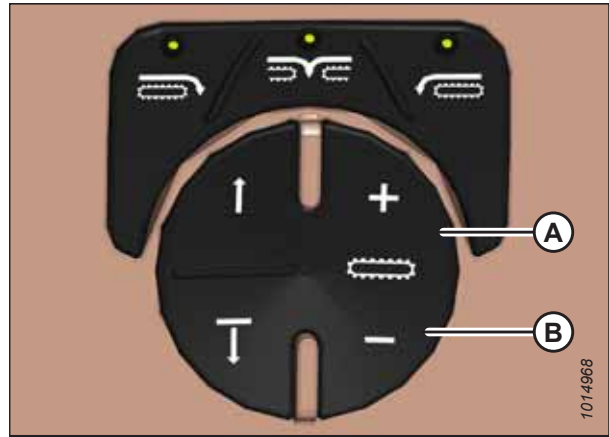


Figure 4.399: Operator's Console

The DWA conveyor speed is also adjustable with the reel fore-aft switches on the GSL. Press switch (A) to increase speed or switch (B) to decrease speed.

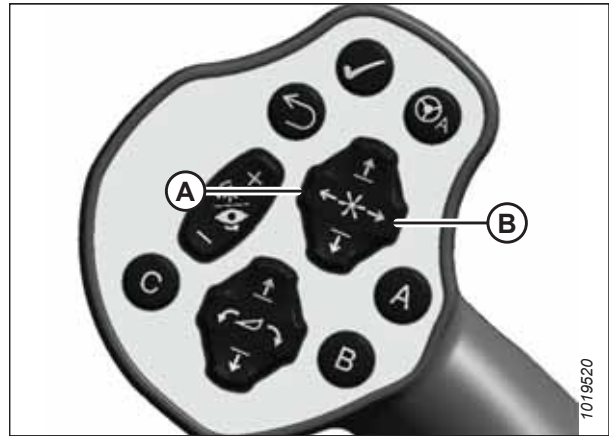


Figure 4.400: GSL

4.5.7 One-Touch-Return

One-Touch-Return allows you to choose and apply presets on the ground speed lever (GSL).

Three presets can be applied to the A, B, and C keys (A). The presets can be set to control variables such as height, tilt, reel position, and speeds. For instructions, refer to *One-Touch-Return Buttons*, page 83.



Figure 4.401: GSL

4.5.8 Adjusting Header Raise and Lower Rates

The header raise and lower rate settings control how fast a header is raised or lowered.

1. To access the Header Raise and Lower Rates page from the home page or from a header run screen, press MENU (A) to view the menu options.
2. Press SETUP (B) followed by HEADER (C).

NOTE:

The F4 shortcut button on the operator’s console also will display the HEADER SETUP page.



Figure 4.402: HarvestTouch™ Display

OPERATION

- The HEADER page lists all of the headers that have been attached to the windrower. Select the header model. In this example, D235 Double Knife (A) is selected.

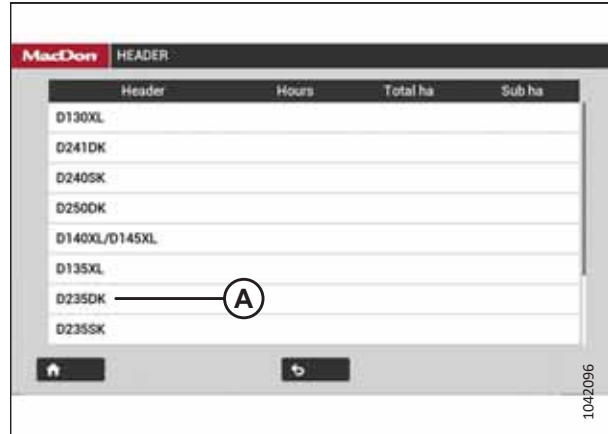


Figure 4.403: Header List

- Select RAISE LOWER RATES (A) from the list of options.

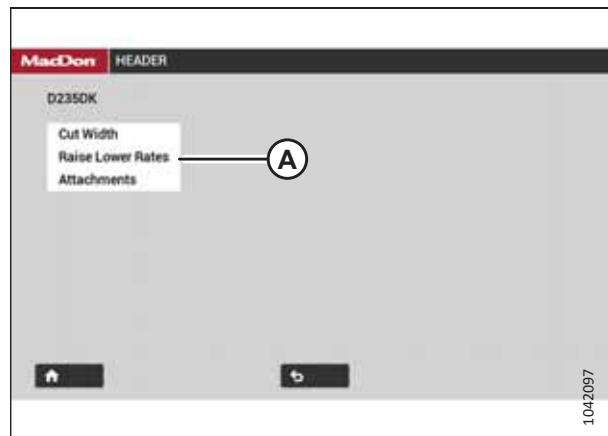


Figure 4.404: Set-Up Header Menu List

- Header raise and lower rates are adjustable in two stages: a half button press (on the ground speed lever GSL) adjusts the slow rate (stage one); a full button press (on the GSL) adjusts the fast rate (stage two).

On the HEADER RAISE/LOWER page, use the arrows next to each GSL button action to control how quickly the header responds:

- HEADER RAISE half button press (A): adjusts stage one (slow rate)
- HEADER RAISE full button press (B): adjusts stage two (fast rate)
- HEADER LOWER half button press (C): adjusts stage one (slow rate)
- HEADER LOWER full button press (D): adjusts stage two (fast rate)
- ONE-TOUCH-RETURN raise rate (E): adjusts how quickly the header raises to a preset position
- ONE-TOUCH-RETURN lower rate (F): adjusts how quickly the header lowers to a preset position

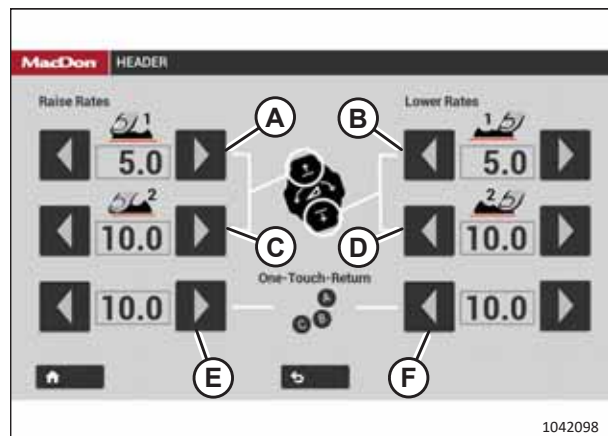


Figure 4.405: Header Raise and Lower Rates

4.6 Operating with a D1X, D1XL, or D2 Series Draper Header

The ground speed lever (GSL) and the HarvestTouch™ Display allow you to adjust header position, reel position, reel speed, draper speed, and knife speed.

4.6.1 Draper Header Run Screens

Two draper header-specific run screens are viewable when operating the windrower with a draper header attached.

To view header run screens, the header must be engaged. Swipe the touch screen left or right to change the run screen page. For help with HarvestTouch™ Display navigation, refer to [3.17.2 Navigating HarvestTouch™ Display, page 90](#).

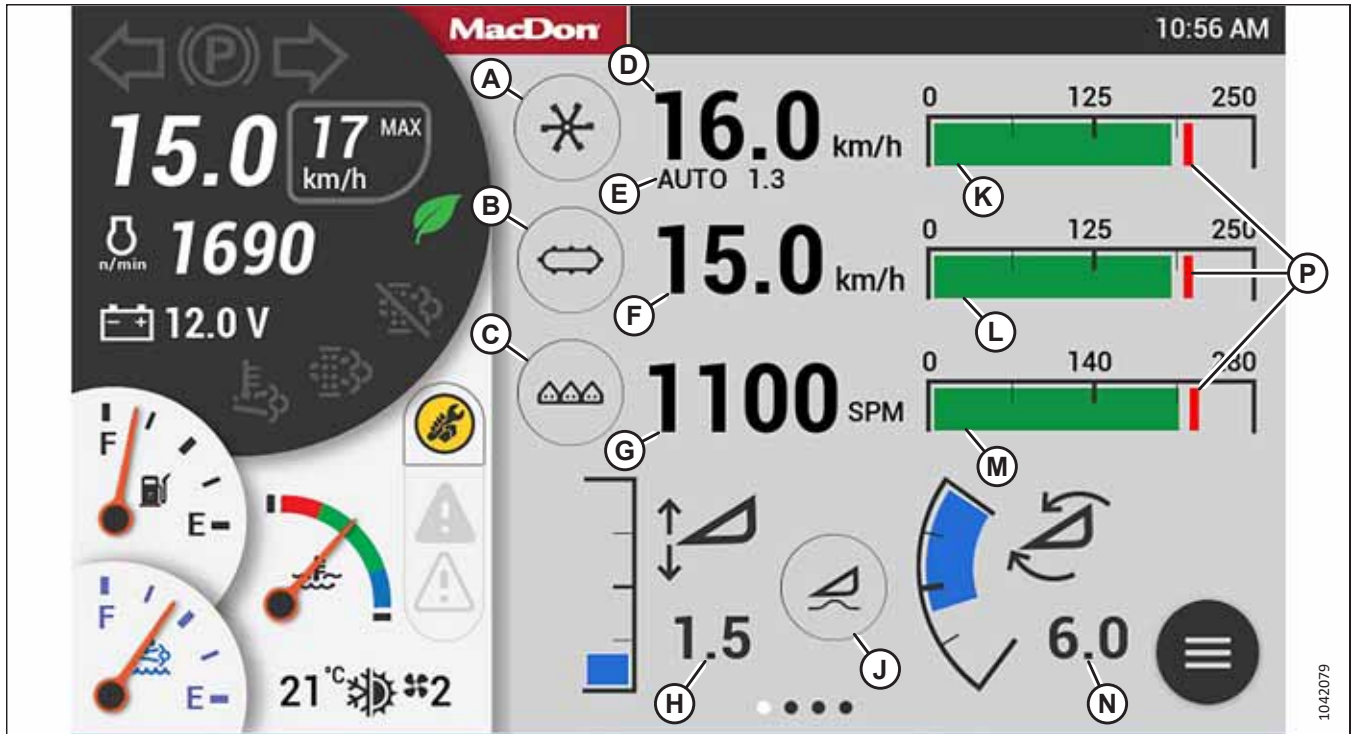


Figure 4.406: Draper Header Run Screen 1

- | | | |
|-------------------------------------|-------------------------|----------------------|
| A - Reel Settings Icon | F - Draper Speed | L - Draper Pressure |
| B - Draper Settings Icon | G - Knife Speed | M - Knife Pressure |
| C - Knife Settings Icon | H - Header Height | N - Header Tilt |
| D - Reel Speed | J - Float Settings Icon | P - Alarm Set Points |
| E - Reel Speed Auto/Index Activated | K - Reel Pressure | |

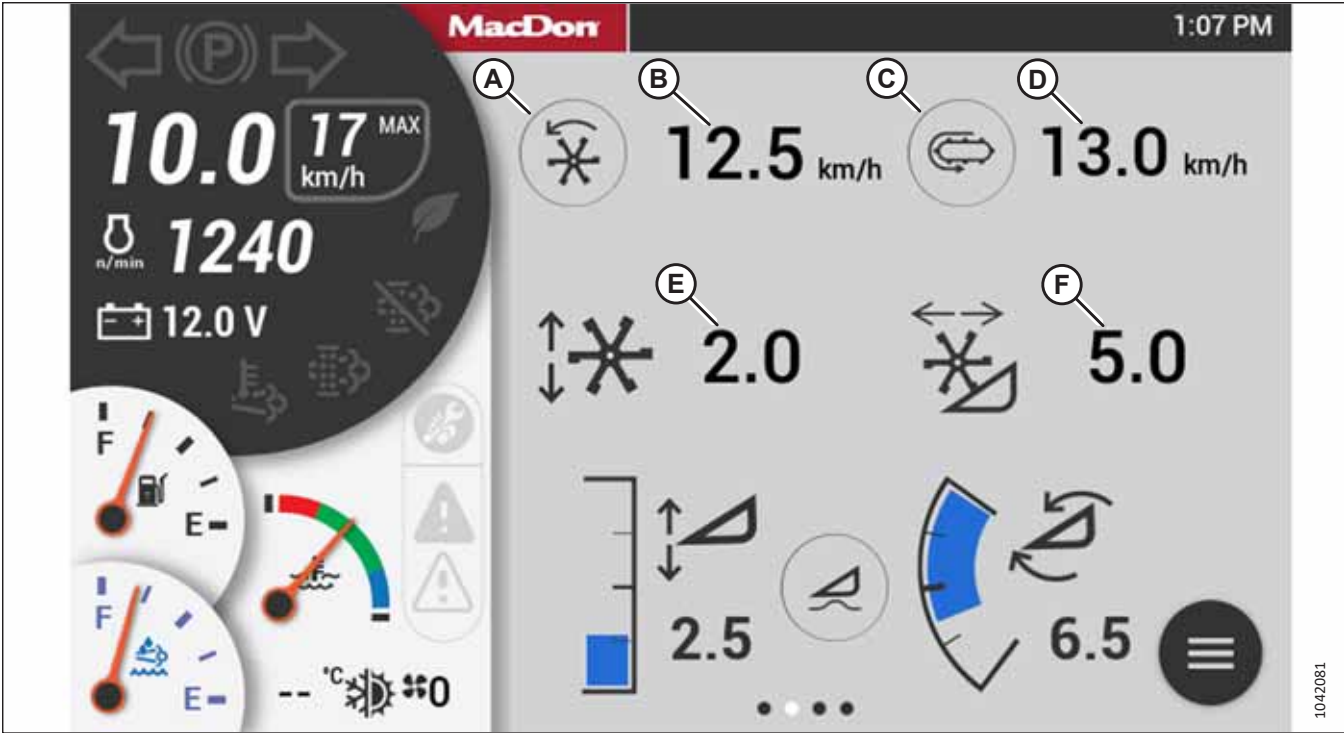


Figure 4.407: Draper Header Run Screen 2

- | | | |
|------------------------|-----------------|----------------------------|
| A - Reel Settings Icon | B - Reel Speed | C - Draper Settings Icon |
| D - Draper Speed | E - Reel Height | F - Reel Fore/Aft Position |

4.6.2 Header Position

The header height, tilt angle, and float adjustments are used to optimize cutting characteristics for specific crops and conditions.

For procedures on controlling header height, header tilt, and float, refer to *4.5 Operating Header, page 295*.

4.6.3 Adjusting Reel Fore-Aft Position

Header performance based on crop type and conditions can be optimized by adjusting the reel fore-aft position. The reel fore-aft position is adjusted with the multi-function switches on the ground speed lever (GSL).

1. Press and hold the switch for the desired movement:
FORWARD (A) or AFT (B).

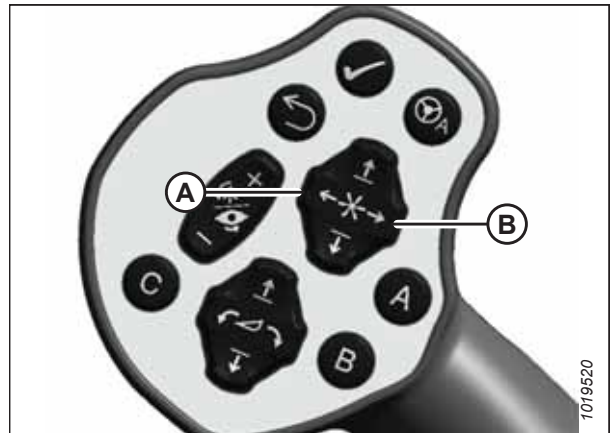


Figure 4.408: GSL

OPERATION

Settings for the fore-aft, reel height, and header height are limited as follows to prevent the reel from colliding with the cab roof:

- If reel height (B) and header height (A) are both greater than 7.0, reel fore-aft (C) will be limited to 5.0. If you try to move the reel fore-aft so the value would exceed 5.0, message (D) ("IMPORTANT: Reel position limited to prevent contacting roof") will show on the HarvestTouch™ Display.
- If you want a reel fore-aft value of greater than 5.0, lower the reel height and/or header height to a value of 7.0 or less.
- The reel fore-aft will automatically move forward to 5.0 or less if you increase the header height to greater than 7.0 while the reel fore-aft is greater than 5.0, and the reel height is greater than 7.0.

After the reel fore-aft automatically moves, you will then have to manually adjust the fore-aft.



Figure 4.409: HarvestTouch™ Display – Draper Header Shown

4.6.4 Adjusting Reel Height

Optimize header performance based on crop type and conditions by adjusting the reel height position. The reel height position is adjusted with the multi-function switches on the ground speed lever (GSL).

1. Press and hold the switch for the desired movement of the reel: UP (A) or DOWN (B).



Figure 4.410: Ground Speed Lever

OPERATION

Settings for the fore-aft, reel height, and header height are limited as follows to prevent the reel from contacting the cab roof:

- If you increase the reel height (B) to greater than 7.0 while the reel fore-aft (C) is greater than 5.0, and the header height (A) is greater than 7.0, the reel fore-aft will automatically move forward to 5.0 or less to avoid colliding with the cab roof.
- After the reel fore-aft automatically moves, you will then have to manually adjust the fore-aft.

NOTE:

If you try to move the reel fore-aft so the value would exceed 5.0, message (D) will show on the HarvestTouch™ Display.

- For instructions about operating the reel fore-aft, refer to [4.6.3 Adjusting Reel Fore-Aft Position, page 312](#).



Figure 4.411: HarvestTouch™ Display – Draper Header Shown

4.6.5 Leveling Header

The windrower lift linkages are factory-set to provide the proper header level and should not normally require adjustment.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

If header level adjustment is needed, follow these steps:

1. Remove the float spring tension to ensure that the lift windrower linkages are not affected by the float springs. For instructions, refer to [Removing and Restoring Float, page 299](#).

DANGER

Ensure that all bystanders have cleared the area.

OPERATION

2. Park the windrower on level ground.
3. Press header raise button (A) on the ground speed lever (GSL) until the header reaches maximum height. Continue to hold the header raise button for 3–4 seconds to rephase the lift cylinders.

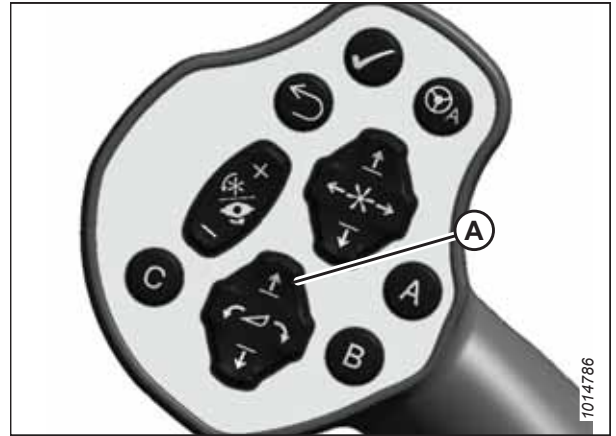


Figure 4.412: GSL

4. Lower the header to approximately 150 mm (6 in.) off the ground.
5. Ensure that member (A) is against link (B).
6. Shut down the engine, and remove the key from the ignition.
7. Measure the distance to the ground at both ends of the header to determine if the header is level.

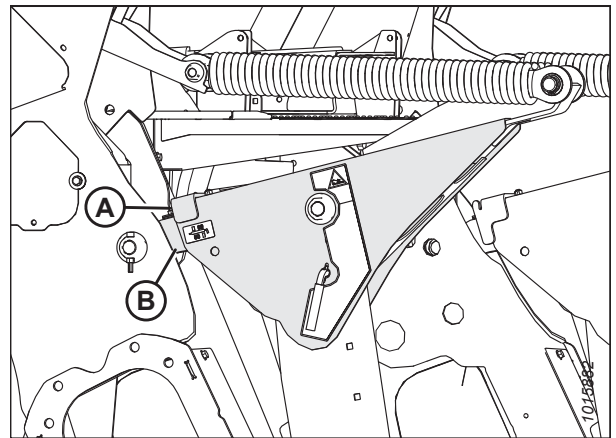


Figure 4.413: Lift Linkage

8. If adjustment is necessary, start the engine and resume the float. For instructions, refer to [Removing and Restoring Float](#), page 299.
9. Lower the header onto the ground until member (A) lifts away from link (B) on both sides.
10. Shut down the engine, and remove the key from the ignition.

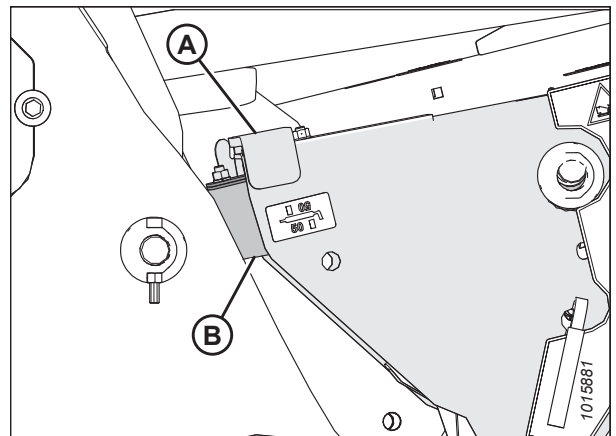


Figure 4.414: Lift Linkage

OPERATION

11. On the side that is higher, remove nut, washer, and bolt (A) that attaches shims (B) to the linkage.
12. Remove one or both of shims (B) and reinstall hardware (A).
13. Repeat Step 3, page 315 to Step 7, page 315 to rephase the cylinders and check the header level.
14. If additional adjustment is required, repeat Step 8, page 315 to Step 11, page 316, and install one of the removed shims on the opposite linkage.

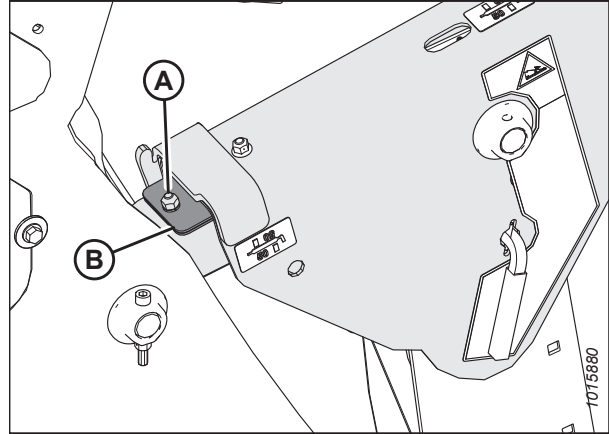


Figure 4.415: Lift Linkage Shims

15. Reset the header float. For instructions, refer to [Setting Float, page 297](#).

NOTE:

Additional shims are available from your Dealer.

4.6.6 Adjusting Reel Speed

Reel speed is displayed in either rpm, mph, or km/h (depending on the global units selection). The default reel speed is 60 rpm and can be set to auto or manual mode.

- AUTO mode: Minimum reel speed and operating reel speed differential relative to ground speed are set, and the reel speed is maintained. For instructions, refer to [Setting Reel Speed in Auto Mode, page 317](#).
- MANUAL mode: Reel speed is set and maintained regardless of ground speed. For instructions, refer to [Setting Reel Speed in Manual Mode, page 318](#).

NOTE:

Both speed modes work with the One-Touch-Return feature. For example, button A on the GSL can be set for MANUAL mode and button B can be set for AUTO mode. For instructions, refer to [One-Touch-Return Buttons, page 83](#).

Setting Reel Speed in Auto Mode

This adjustment requires the header to be engaged. The instructions in this section show you how to set the reel speed in auto mode using the HarvestTouch™ Display.

1. Engage the header to display header run screen 1 or 2, and then press REEL SETTINGS icon (A).

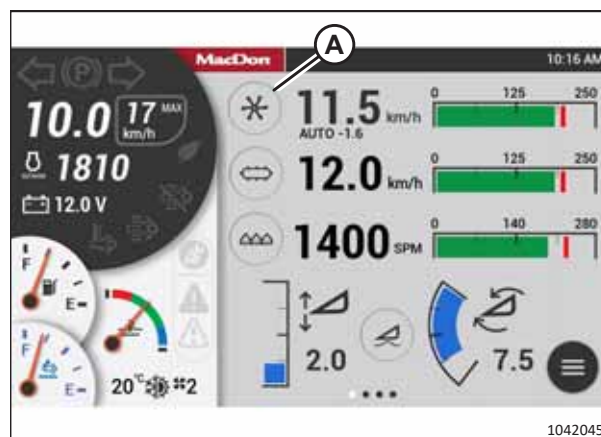


Figure 4.416: HarvestTouch™ Display - Header Run Screen

2. Set AUTO switch (A) to the ON position to access the following auto reel speed parameters:

- Minimum reel speed (B)
- Reel index (C)

NOTE:

These settings are grayed-out in manual mode.

3. To set the minimum reel speed, press arrows (B) beside MINIMUM REEL SPEED and select a value within the adjustment range: (1.6–8 km/h [1–5 mph]). The default is 5 km/h (3.0 mph).

NOTE:

When AUTO mode is on, the speed is displayed in km/h or mph and cannot be changed.

4. To set the reel index value, press arrows (C) beside REEL INDEX and select a value within the adjustment range: - 8.0–8.0 km/h (- 5–5 mph) (zero—which is equal to ground speed—is the default).

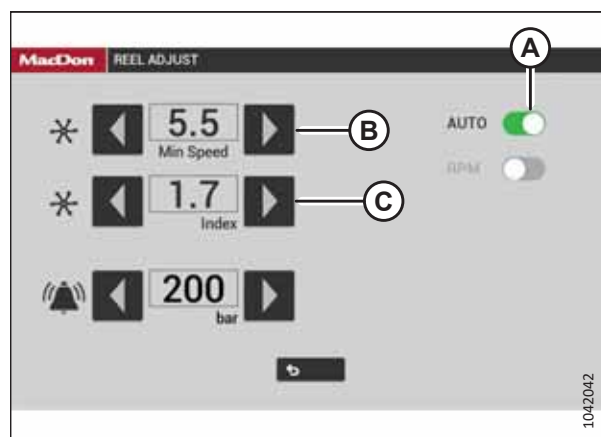


Figure 4.417: Reel Adjust Page

OPERATION

NOTE:

When ground speed is less than the set minimum reel speed, the reel operates at the reel minimum speed. The minimum reel speed is displayed and “MIN” will replace AUTO (A) and the index value.

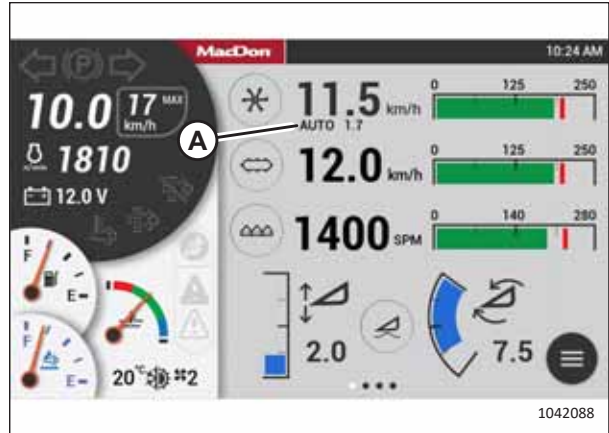


Figure 4.418: HarvestTouch™ Display - Header Run Screen

Setting Reel Speed in Manual Mode

This adjustment requires the header to be engaged. The instructions in this section show you how to set the reel speed in manual mode.

1. Engage the header to display header run screen 1 or 2.
2. To set reel speed control to manual, press REEL SETTINGS icon (A) to access the REEL ADJUST page.

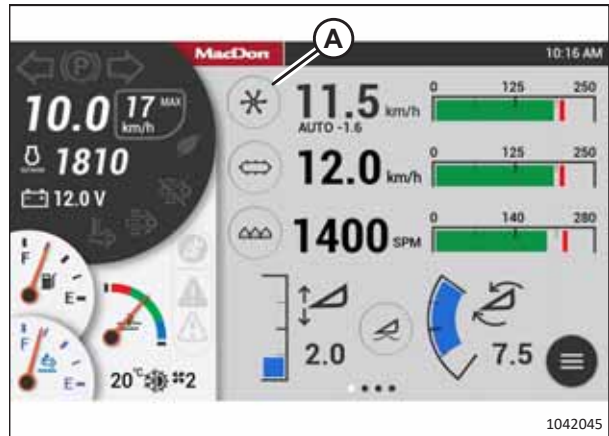


Figure 4.419: HarvestTouch™ Display - Header Run Screen

3. Set AUTO switch (A) to the OFF position.

NOTE:

In manual mode, RPM switch (B) changes the displayed reel speed units from km/h (mph) to rpm.

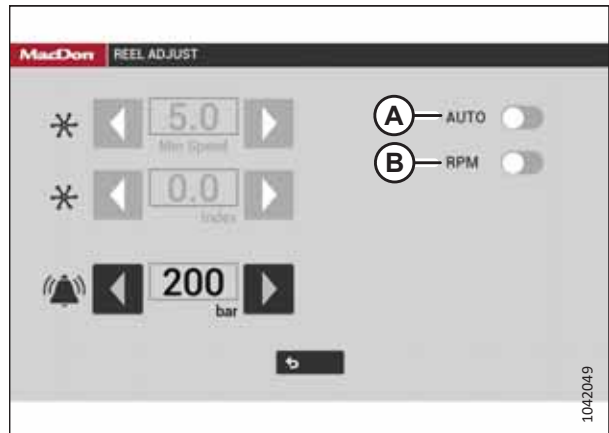


Figure 4.420: Reel Adjust Page

OPERATION

- Use reel speed switches (A) on GSL to set reel speed. The desired speed increases 1 rpm (or 0.1 mph or 0.2 km/h) per momentary press, or continuous scrolling if switch is pressed and held.



Figure 4.421: GSL

Adjusting Reel Pressure Alarm

The reel pressure alarm alerts the Operator that the reel is operating above the desired pressure. A lower setting will cause the alarm to be set off more often; a higher setting will allow the alarm to be set off less frequently. This adjustment requires that the header be engaged.

- Engage the header to display header run screen 1 or 2.
- To adjust the reel pressure alarm set point, press REEL SETTINGS icon (A) to access the REEL ADJUST page.

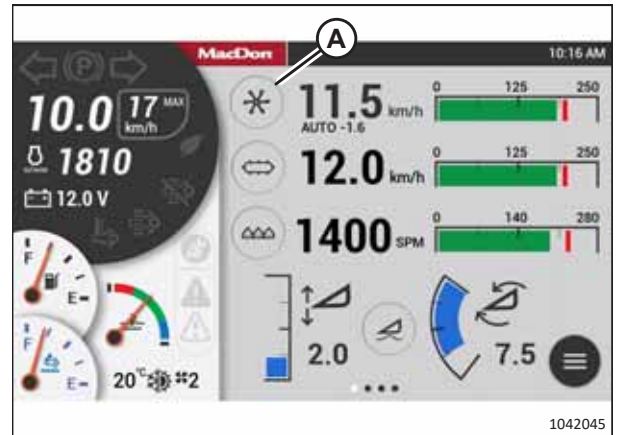


Figure 4.422: HarvestTouch™ Display - Header Run Screen

- Press set point arrows (A) to set the desired pressure point that will trigger the alarm.

NOTE:

The factory setting is 200 bar (2900 psi). Adjusting past the highest setting turns the alarm off.

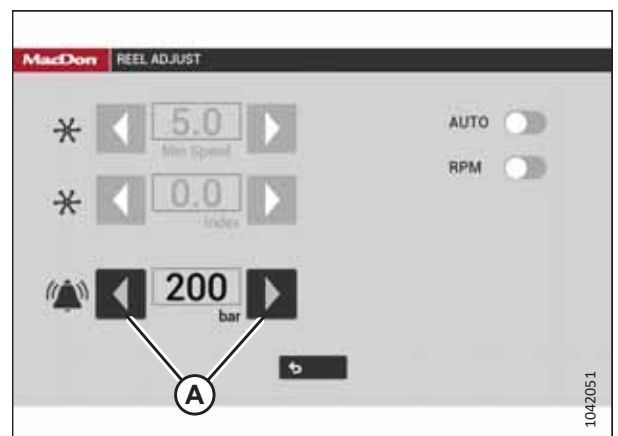


Figure 4.423: Reel Adjust Page

4.6.7 Adjusting Draper Speed

Draper speed is displayed in mph or km/h (depending on the global units selection). The draper speed adjustment can be set to auto or manual mode.

- AUTO mode: Draper speed is maintained relative to ground speed. For instructions, refer to *Setting Draper Speed in Auto Mode, page 320*.
- MANUAL mode: Draper speed is manually set and is maintained independently of ground speed. For instructions, refer to *Setting Draper Speed in Manual Mode, page 321*.

NOTE:

Both speed modes work with the One-Touch-Return feature. For example, button A on the GSL can be set for MANUAL mode and button B can be set for AUTO mode. For instructions, refer to *One-Touch-Return Buttons, page 83*.

Setting Draper Speed in Auto Mode

This adjustment requires the header to be engaged. The instructions in this section show you how to set the draper speed in auto mode using the HarvestTouch™ Display.

1. Engage the header to display header run screen 1 or 2, and then press DRAPER SETTINGS icon (A).

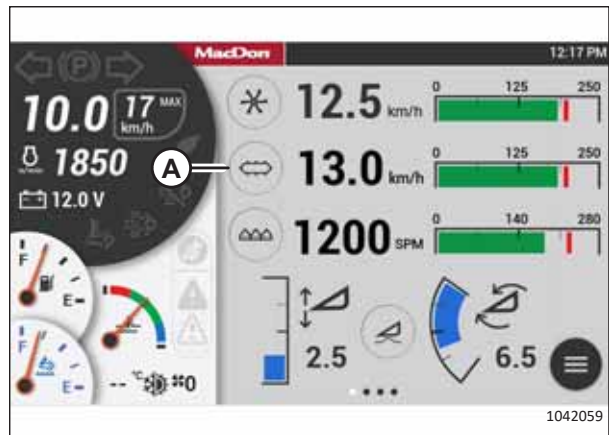


Figure 4.424: HarvestTouch™ Display - Header Run Screen

2. Set AUTO switch (A) to the ON position to access the following auto draper speed parameters:

- Minimum draper speed (B)
- Draper speed index (C)

NOTE:

These settings are grayed-out in manual mode.

3. To set the minimum draper speed, press arrows (B) beside MINIMUM DRAPER SPEED and select a value within the adjustment range: (1.6–8 km/h [1–5 mph]). The default is 5 km/h (3.0 mph).

NOTE:

When AUTO mode is on, the speed is displayed in km/h or mph and cannot be changed.



Figure 4.425: Draper Adjust Page

OPERATION

- To set the draper index value, press arrows (C) beside DRAPER INDEX and select a value within the adjustment range: 0–8 km/h (0–5 mph) (zero—which is equal to ground speed—is the default).

NOTE:

When ground speed is less than the set minimum draper speed, the draper operates at the draper minimum speed. The minimum draper speed is displayed and “MIN” will replace AUTO and the index value.

Setting Draper Speed in Manual Mode

This adjustment requires the header to be engaged. The instructions in this section show you how to set the draper speed in manual mode.

- Engage the header to display header run screen 1 or 2, and then press DRAPER SETTINGS icon (A).
- To set draper speed control to manual, press DRAPER SETTINGS icon (A) to access the DRAPER ADJUST page.

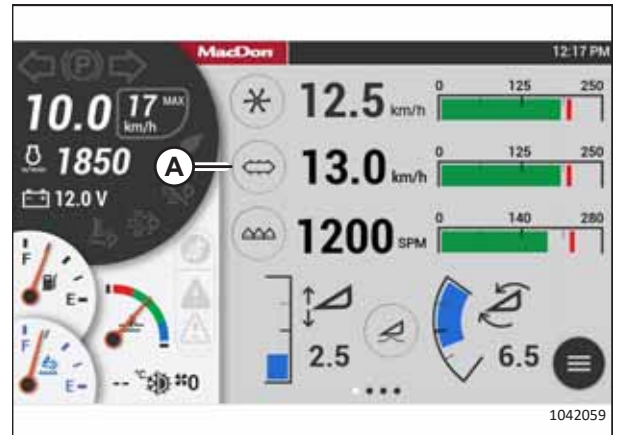


Figure 4.426: HarvestTouch™ Display - Header Run Screen

- Set AUTO switch (A) to the OFF position.

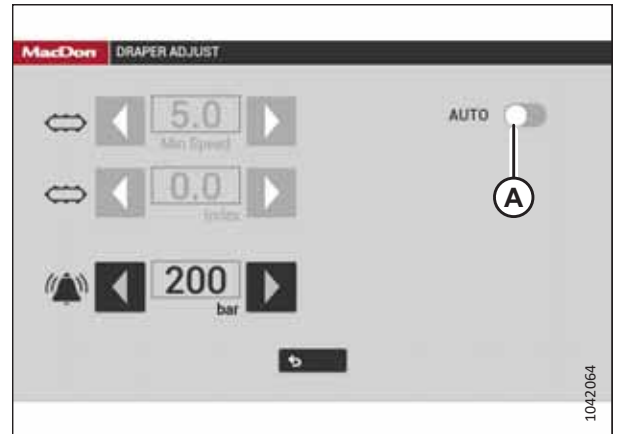


Figure 4.427: Draper Adjust Page

OPERATION

4. Set the draper speed with the console controls as follows:
 - a. Press and quickly release DRAPER SPEED switch (A) to increase the draper speed in 0.2 km/h (0.1 mph) increments.
 - b. Press and hold DRAPER SPEED switch (A) to increase the draper speed in 2 km/h (1 mph) increments.
 - c. Similarly decrease draper speed with switch (B).

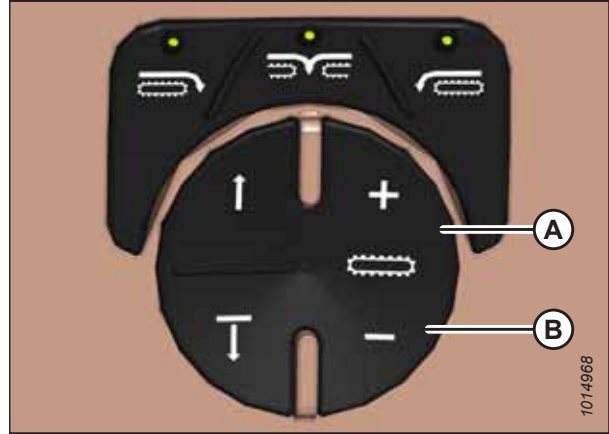


Figure 4.428: Operator's Console Draper Controls

Adjusting Draper Alarm Pressure

Adjusting the draper alarm allows the Operator to set an alert to inform them that the draper is operating above the desired pressure. A lower setting will cause the alarm to be set off more often; a higher setting will allow the alarm to be set off less frequently. This adjustment requires the header to be in operation.

1. Engage the header to display header run screen 1 or 2.
2. To adjust the reel pressure alarm set point, press DRAPER SETTINGS icon (A) to access the DRAPER ADJUST page.

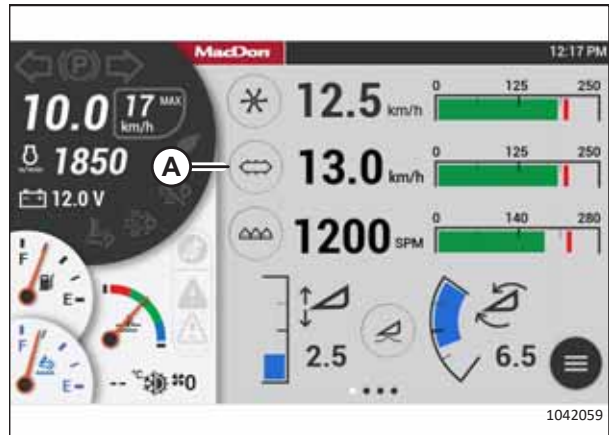


Figure 4.429: HarvestTouch™ Display- Header Run Screen

3. Press set point arrows (A) to set the desired pressure point that will trigger the alarm.

NOTE:

The factory setting is 200 bar (2900 psi). Adjusting past the highest setting turns the alarm off.

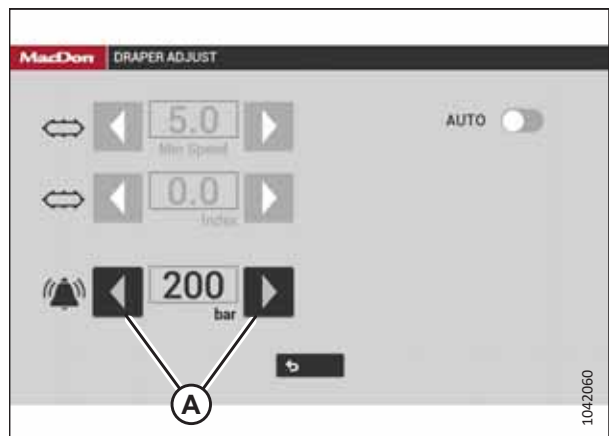


Figure 4.430: Draper Adjust Page

OPERATION

Draper Slip Warning

A slipping draper can severely damage the draper belts. Slippage is typically caused by debris inside the draper.

If the left or right draper idler roller begins to slip, a warning tone will sound and one of the following messages (A) will appear on the HarvestTouch™ Display:

- Disengage header. Left draper slipping.
- Disengage header. Right draper slipping.

The Operator cannot cancel the message.

NOTE:

A draper slip sensor failure will disable the sensor and a fault will appear on the display. Contact your MacDon Dealer for service.

NOTE:

The draper slip warning is disabled when a double draper drive kit is installed.



Figure 4.431: Draper Slip Warning

4.6.8 Knife Speed

The ideal cutting speed of the knife should achieve a clean cut. Crop types and conditions influence the knife and forward speeds.

Table 4.5 Knife Speed

Header Description		Knife Speed			
Type	Size m (ft.)	Minimum		Maximum	
		rpm ¹⁵	spm ¹⁶	rpm ¹⁵	spm ¹⁶
Draper with single knife	6.1 (20)	600	1200	700	1400
Draper with single knife	7.6 (25)	600	1200	700	1400
Draper with single knife	9.1 (30)	600	1200	700	1400
Draper with single knife	10.7 (35)	550	1100	650	1300
Draper with single knife	12.2 (40)	525	1050	600	1200
Draper with double knife	4.6 (15)	750	1500	950	1900
Draper with double knife	6.1 (20)	750	1500	950	1900
Draper with double knife	7.6 (25)	700	1400	850	1700
Draper with double knife	9.1 (30)	600	1200	800	1600
Draper with double knife	10.7 (35)	600	1200	700	1400

15. Revolutions per minute is the speed of knife drive box pulley

16. Strokes per minute of knife (rpm x 2)

OPERATION

When the header is first attached to the windrower, the windrower controller receives a code from the header that determines the knife speed range and the minimum speed.

The desired speed can be programmed and stored in the windrower so the knife will operate at the original set-point after the header is detached and reattached to the windrower.

Refer to the header operator's manual for the suggested knife speed for a variety of crops and conditions.

NOTE:

The knife speed cannot be set outside the range specified for each header.

Setting Knife Speed

Set the knife speed by using the HarvestTouch™ Display. Knife speed is displayed in strokes per minute (spm).

DANGER

Ensure that all bystanders have cleared the area.

1. To set the knife speed, engage the header to display header run screen 1, and then press KNIFE SETTINGS icon (A).

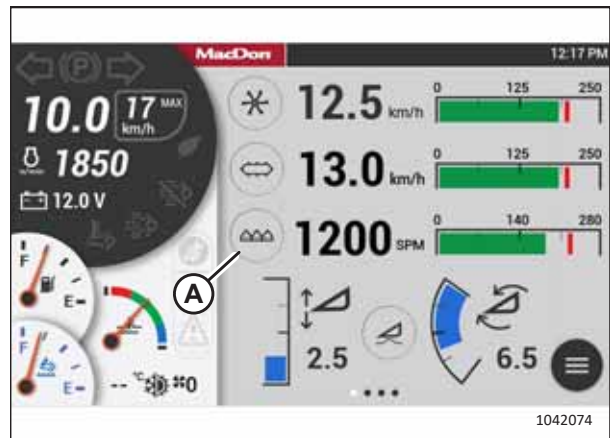


Figure 4.432: HarvestTouch™ Display - Header Run Screen

2. Use KNIFE SPEED arrows (A) to adjust the strokes per minute (spm) value.

NOTE:

For information and suggested knife speed settings for a variety of crops and conditions, refer to the header operator's manual.

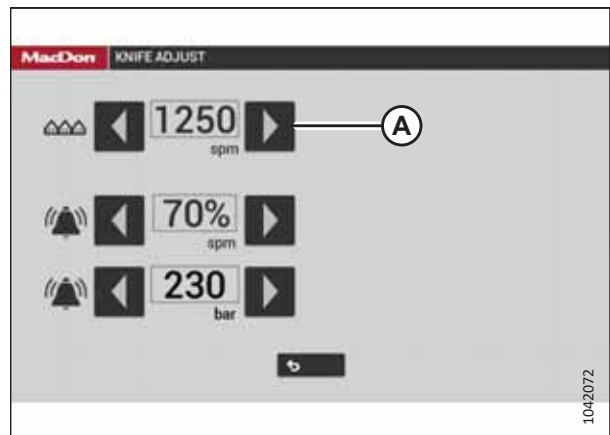


Figure 4.433: Knife Adjust Page

Adjusting Knife Speed and Pressure Alarms

The knife alarm features in the HarvestTouch™ Display can inform the Operator when knife speed or pressure exceed a specified range.

1. To set either of the the knife alarms, engage the header to display header run screen 1, and then press KNIFE SETTINGS icon (A).

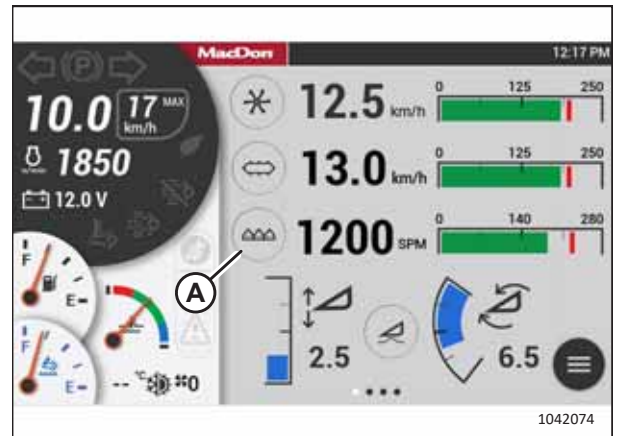


Figure 4.434: HarvestTouch™ Display - Header Run Screen

2. To adjust the KNIFE SPEED ALARM set point, press arrows (A) until the desired value is shown.

NOTE:

The knife speed alarm alerts the Operator when knife speed drops below a specified percentage of preset knife speed. In the example shown, the alarm will sound if knife speed drops below 875 spm. The default is 70% and the minimum value is 50%.

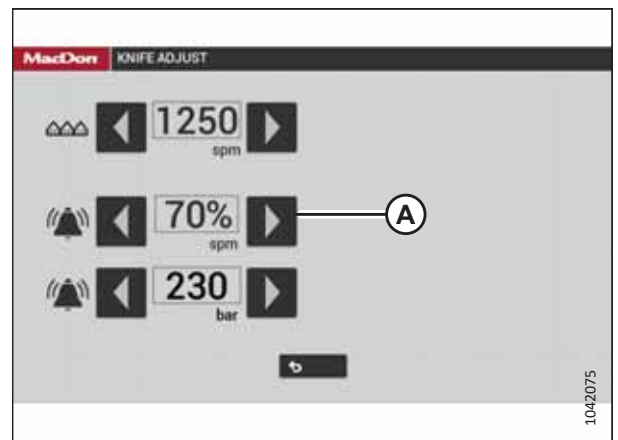


Figure 4.435: Knife Adjust Page

3. To adjust the KNIFE PRESSURE ALARM set point, press arrows (A) until the desired value is shown.

NOTE:

The alarm will be set off more often at a lower setting and less often at a higher setting. The factory setting is 230 bar (3400 psi).

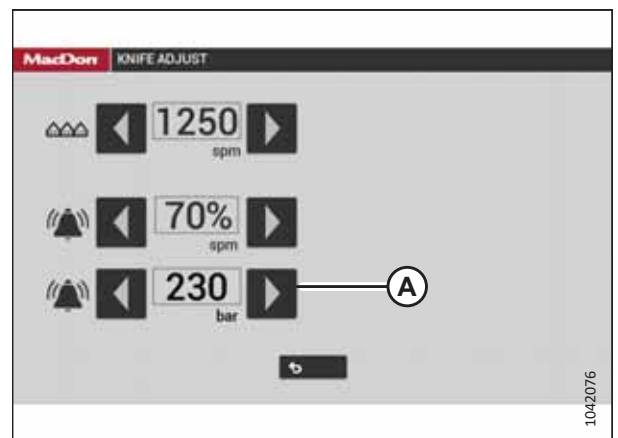


Figure 4.436: Knife Adjust Page

4.6.9 Deck Shift Control

Windrowers attached to a draper header equipped with the deck shift option, can control whether crop is delivered between the windrower legs or to either side of the header.

Shifting Decks

Shift the draper decks using the controls on the windrower cab.

DANGER

Ensure that all bystanders have cleared the area.

1. Engage the header by pushing and holding HEADER ENGAGE switch (A) down and pulling up on collar (B).



Figure 4.437: Header Engage Switch

2. Push the HEADER DECK SHIFT switch to the desired delivery position. The deck(s) will move and the direction of the drapers will change accordingly.

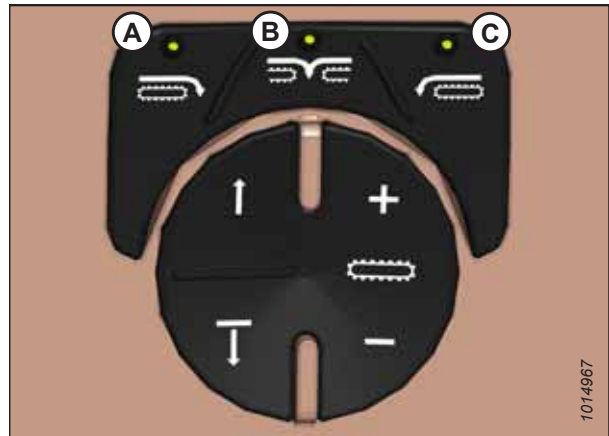


Figure 4.438: Header Deck Shift Switches

A - Right-Side Delivery

B - Center Delivery

C - Left-Side Delivery

4.6.10 Swath Compressor

The swath compressor is a large, formed polyethylene sheet designed to mount to the underside of the windrower. The swath compressor is designed for use with draper headers cutting canola.

The swath compressor shapes the windrow and anchors it into the stubble behind the header to help prevent shelling and swath damage from wind. Excessive compression by a swath compressor or roller can increase losses from crop shelling, and may increase drying time; inadequate compression can leave a windrow prone to wind damage.

Swath Compressor Controls

This topic explains how the windrower controls the swath compressor, and describes the automated raise/lower functions.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, stop the engine and remove the key from the ignition before leaving the operator's seat.

Swath compressor height (A) is displayed on the HarvestTouch™ Display with a scale from 0–10.

Swath compressor icon (B) is displayed when the swath compressor is activated in the attachments menu. If the sensor is disabled, height number (A) is replaced by a sensor disabled icon. For instructions on enabling the sensor, refer to the Swath Compressor for M2 Series Windrowers Setup, Operation, and Parts Manual.

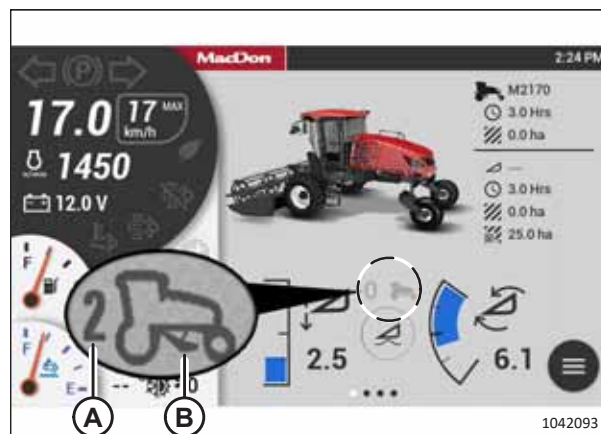


Figure 4.439: HarvestTouch™ Display

Switches (A) and (B) on the operator's console are used to adjust the position (height). Releasing the switch stops the movement.

Each momentary press of the switch changes the value by one. Pressing and holding changes the value by one increment per second.

The last position set with the console switches becomes the target height. When an adjustment is made, the display shows the target value. The system immediately adjusts to attain the target position. After the last adjustment, the display shows target value for 5 seconds then reverts to the actual position.



Figure 4.440: Operator's Console

OPERATION

Display functions

- As the swath compressor moves up or down, target value (A) changes, windrower with swath compressor icon (B) flashes.
- Windrower icon (B) is solid when the target height is achieved.
- Value (A) is 0 when the swath compressor fully raised.
- Icon (B) is not visible and automation is disabled without a header attached. Swath compressor height can still be adjusted.

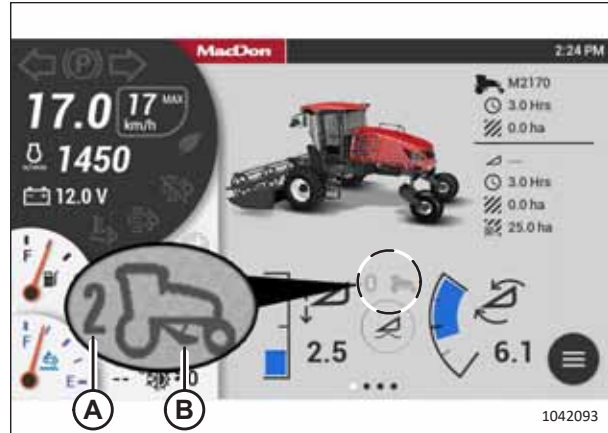


Figure 4.441: HarvestTouch™ Display

Swath compressor automated functions: header engaged

- The swath compressor lowers to target height at a ground speed higher than 2.5 km/h (1.6 mph).
- The swath compressor fully rises as the ground speed transitions through 1.6 km/h (1 mph) during deceleration.
- The swath compressor fully rises when the header is disengaged at a ground speed higher than 1.6 km/h (1 mph).
- An IMPORTANT message to raise the swath compressor appears on the HarvestTouch™ Display accompanied by a tone when the GSL is moved out of PARK in engine-forward mode if the swath compressor is not fully raised.

Engage the swath compressor lock when the swath compressor is not in use, or when the windrower is in engine-forward mode. For instructions, refer to [Locking and Unlocking Swath Compressor, page 328](#).

Locking and Unlocking Swath Compressor

The swath compressor lock is located on the left cab-forward side of the swath compressor frame. When engaged, the lock prevents the compressor shield from lowering.

1. Turn lock handle (A) clockwise to engage the swath compressor lock under the following conditions:
 - Swath compressor is not in use
 - Windrower is being serviced
 - Windrower is in engine-forward mode
2. Turn handle (A) counterclockwise to disengage the lock before operating the swath compressor.

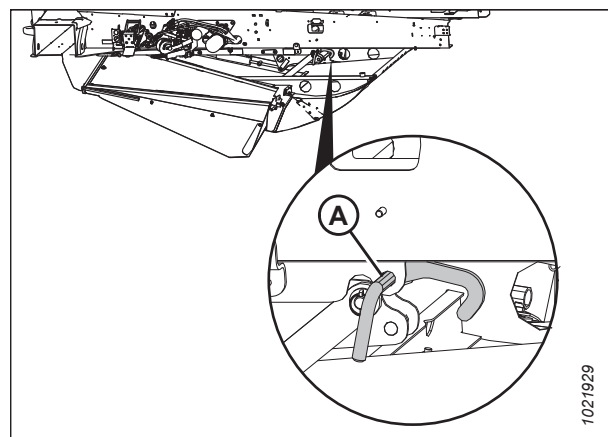


Figure 4.442: Swath Compressor Lock

4.7 Operating with A40DX Auger Header

The A40DX auger header has increased windrowing capacity, reliability, conditioning and windrow formation in just about all hay and forage crops.

4.7.1 Auger Header Run Screens

Two auger header specific run screens are viewable when operating the windrower with an auger header attached. The screens are accessed on the HarvestTouch™ Display.

To view header run screens, the header must be engaged. Swipe the touch screen left or right to change the run screen page. For help with HarvestTouch™ Display navigation, refer to [3.17.2 Navigating HarvestTouch™ Display, page 90](#).

Run Screen 1 shows the reel/auger speed, reel/auger pressure, knife speed, the knife pressure, and the alarm set points.

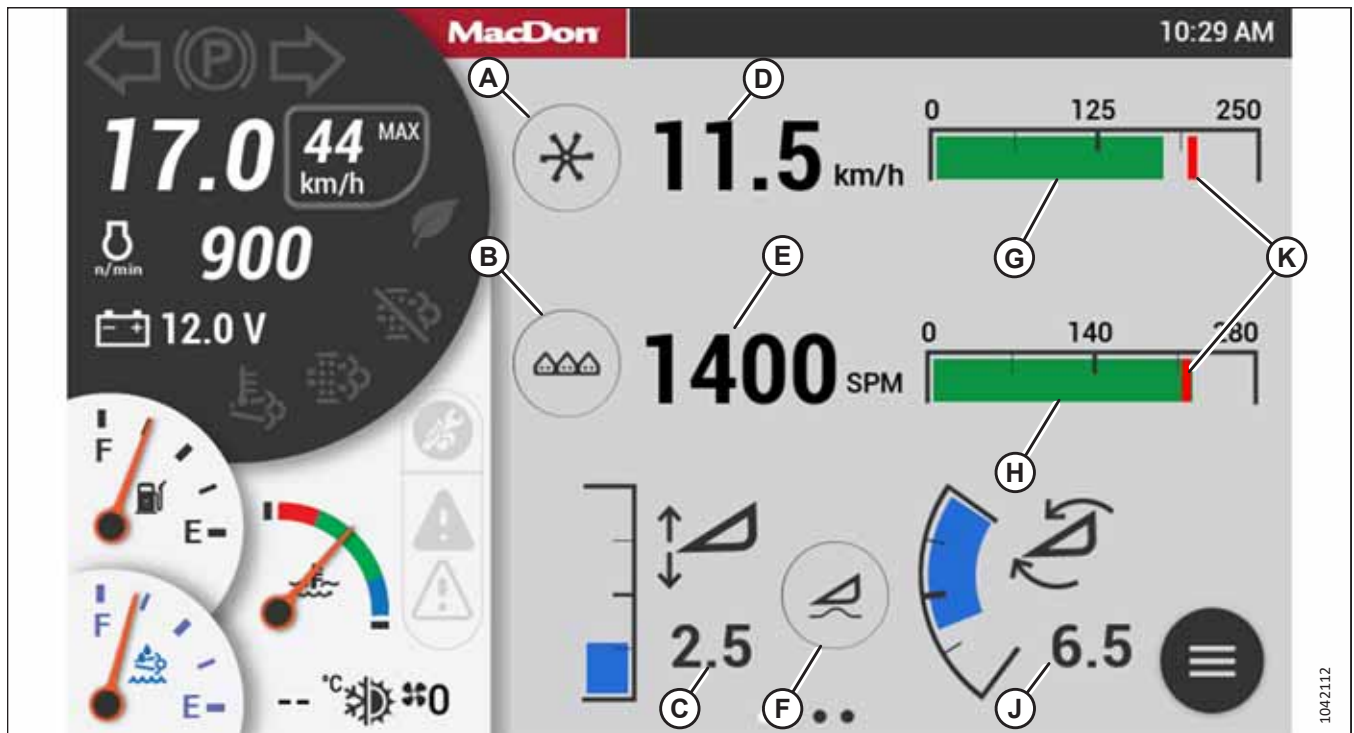


Figure 4.443: Auger Header Run Screen 1

A - Reel Settings Icon

D - Reel Speed

G - Reel/Auger Pressure

K - Alarm Set Points

B - Knife Setting Icon

E - Knife Speed

H - Knife Pressure

C - Header Height

F - Float Settings Icon

J - Header Tilt

Run Screen 2 shows the knife speed, knife pressure, reel/auger speed, and the engine load.

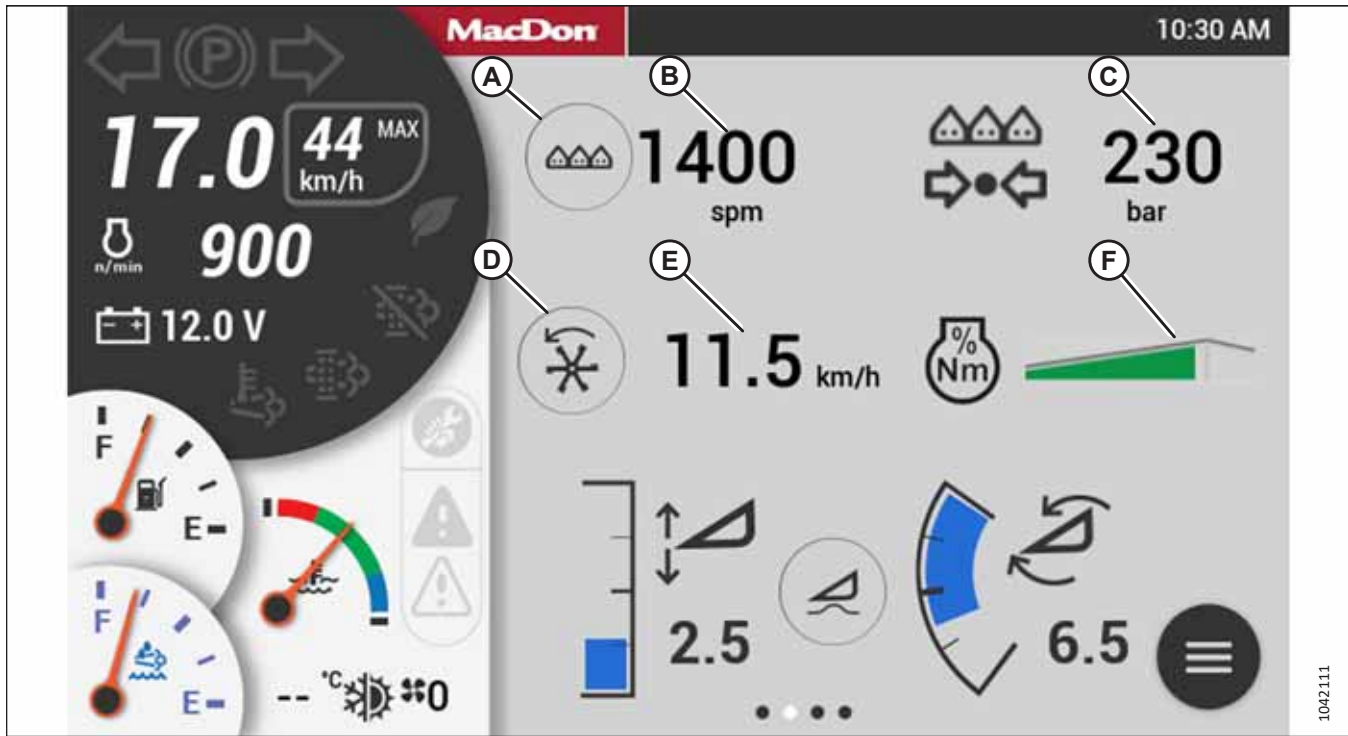


Figure 4.444: Auger Header Run Screen 2

- | | | |
|-------------------------|-----------------|--------------------|
| A - Knife Settings Icon | B - Knife Speed | C - Knife Pressure |
| D - Reel Settings Icon | E - Reel Speed | F - Engine Load |

NOTE:

When the Differential Auger-Reel Control option is active, knife pressure (C) is replaced by auger speed.

4.7.2 Reel and Auger Speed

Reel speed is displayed in either rpm, mph, or km/h (depending on the global units selection). The default reel speed is 60 rpm, but it can be adjusted using either AUTO or MANUAL mode.

If the differential auger-reel control is enabled, you can adjust the auger speed separately from the reel speed. If the differential auger-reel control is not enabled, the reel and auger speeds are hydraulically linked and you cannot adjust the auger speed separately.

IMPORTANT:

The reel speed on an A40DX Auger Header **MUST NOT EXCEED** 85 rpm. The auger speed **MUST NOT EXCEED** 320 rpm.

- AUTO mode: Minimum reel speed and operating reel speed differential relative to ground speed are set, and reel speed is maintained relative to ground speed. For instructions, refer to [Setting Reel Speed in Auto Mode, page 331](#).
- MANUAL mode: Reel speed is set and is maintained regardless of ground speed. For instructions, refer to [Setting Reel Speed in Manual Mode, page 332](#).
- Differential auger-reel control engaged: Auger speed is adjusted separately from reel speed. For instructions, refer to [Setting Auger Speed, page 333](#).

NOTE:

Differential auger-reel control is a standard feature on A40DX GSS Auger Headers. If you are operating an A40DX Auger Header without the grass seed option, it is optional. Order Reel Speed Control kit (MD #B6604).

Setting Reel Speed in Auto Mode

This adjustment requires the header to be engaged. The instructions in this section show you how to set the reel speed in auto mode using the HarvestTouch™ Display.

1. Engage the header to display header run screen 1 or 2, and then press REEL SETTINGS icon (A).

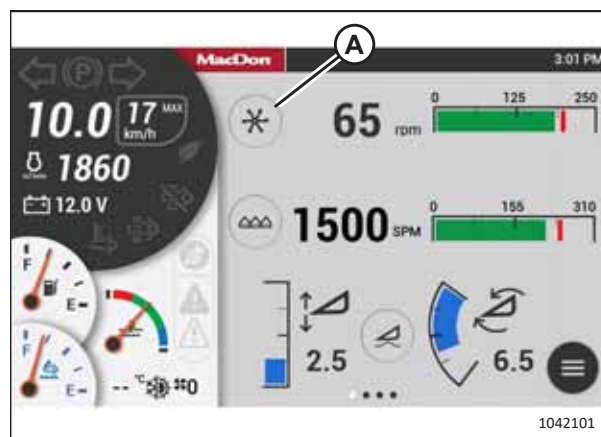


Figure 4.445: HarvestTouch™ Display - Header Run Screen

2. Set AUTO switch (A) to the ON position to access the following auto reel speed parameters:

- Minimum reel speed (B)
- Reel index (C)

NOTE:

These settings are grayed-out in manual mode.

3. To set the minimum reel speed, press arrows (B) beside REEL MIN SPEED and select a value within the adjustment range: (1.6–8 km/h [1–5 mph]). The default is 5 km/h (3.0 mph).

NOTE:

When AUTO mode is on, the speed is displayed in km/h or mph and cannot be changed.

4. To set the reel index value, press arrows (C) beside REEL INDEX and select a value within the adjustment range: - 8.0–8.0 km/h (- 5–5 mph) (zero—which is equal to ground speed—is the default).

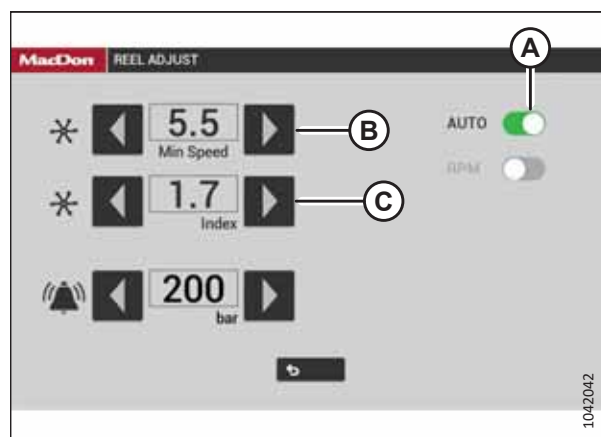


Figure 4.446: Reel Adjust Page

OPERATION

NOTE:

When ground speed is less than the set minimum reel speed, the reel operates at the reel minimum speed. The minimum reel speed is displayed and “MIN” will replace AUTO (A) and the index value.

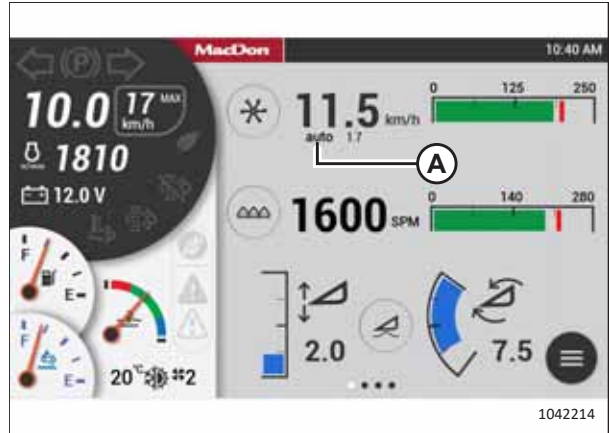


Figure 4.447: HarvestTouch™ Display - Header Run Screen

Setting Reel Speed in Manual Mode

Set the reel speed in manual mode using the ground speed lever (GSL) and the HarvestTouch™ Display.

1. Engage the header to display header run screen 1 or 2, and then press REEL SETTINGS icon (A).

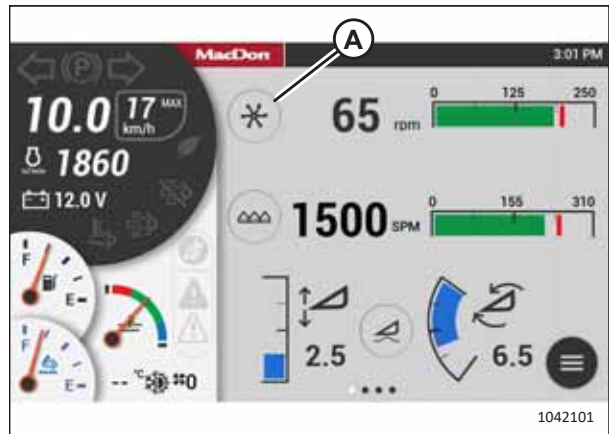


Figure 4.448: HarvestTouch™ Display - Header Run Screen

2. Set AUTO switch (A) to the OFF position.

NOTE:

In manual mode, RPM switch (B) changes the displayed reel speed units from km/h (mph) to rpm.

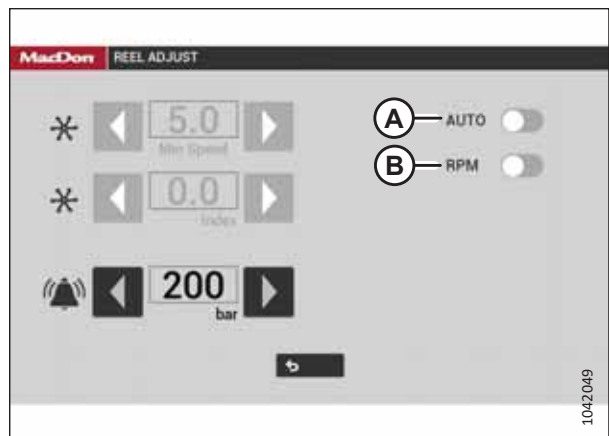


Figure 4.449: Reel Adjust Page

OPERATION

- Use REEL SPEED switches (A) on GSL to set reel speed.

NOTE:

The desired speed increases 1 rpm (0.1 mph or 0.2 km/h if set to mph or km/h) per momentary press, or continuous scrolling if switch is pressed and held.



Figure 4.450: GSL

Setting Auger Speed

The auger speed can only be adjusted independently if the differential auger-reel control is engaged. This feature is standard on A40DX Grass Seed Auger Headers, but optional on A40DX Auger Headers without the Grass Seed option.

If the differential auger-reel control is not engaged, auger speed is automatically adjusted when you adjust reel speed.

- To turn on differential auger-reel control and adjust the auger speed, begin with Step 4.451, page 333
- If differential auger-reel control is on, proceed to Step 6, page 335 for instructions about adjusting auger speed

NOTE:

When the differential auger-reel control is engaged, the minimum/maximum reel speed is dependent on the auger speed. In some cases, in order to have the reel run slower or faster, you may have to decrease or increase the auger speed.

- To access the HEADER SETUP page from the home page or from a header run page, press MENU (A) to view options.
- Press SETUP (B) followed by HEADER (C). The HEADER page opens and lists all of the headers that have been attached to the windrower.

NOTE:

The F4 shortcut button on the operator's console also will display the HEADER SETUP page.



Figure 4.451: HarvestTouch™ Display

OPERATION

3. Select AUGER (A) and a list of setup options opens.

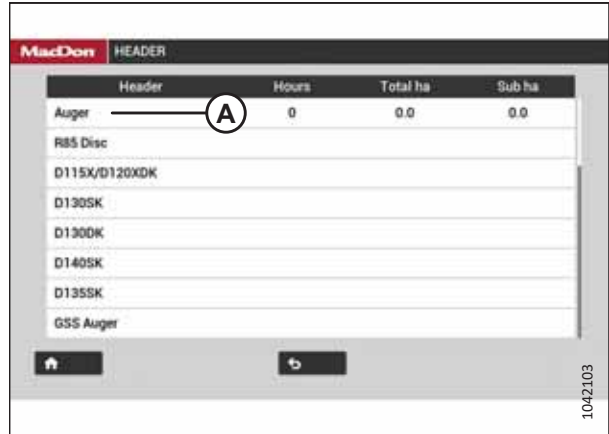


Figure 4.452: Header List

4. Select ATTACHMENTS (A) from the list of options.

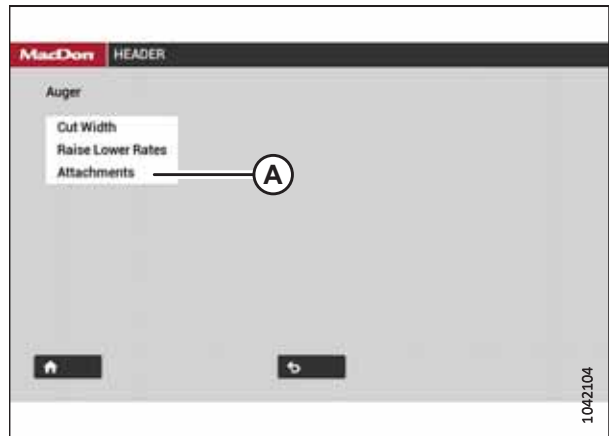


Figure 4.453: Set-Up Header Menu List

5. Set DIFFERENTIAL AUGER-REEL CONTROL switch (A) to the ON position and then return to the HOME page.

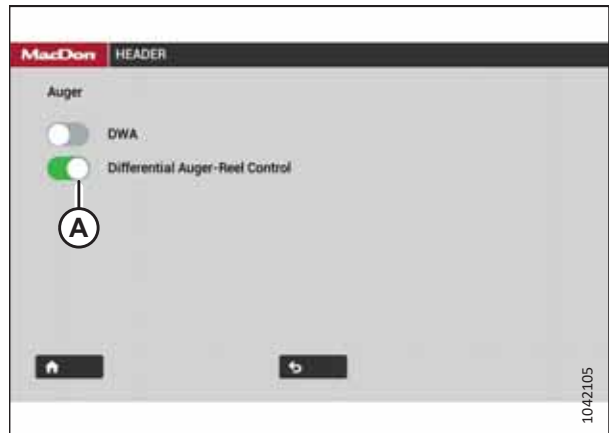


Figure 4.454: Set-Up Header Menu List

OPERATION

6. Swipe the HarvestTouch™ Display to display auger run screen 2.
7. To adjust the auger speed, press the AUGER SPEED icon (A). Auger speed setting (B) is adjustable between 150 and 340 rpm.

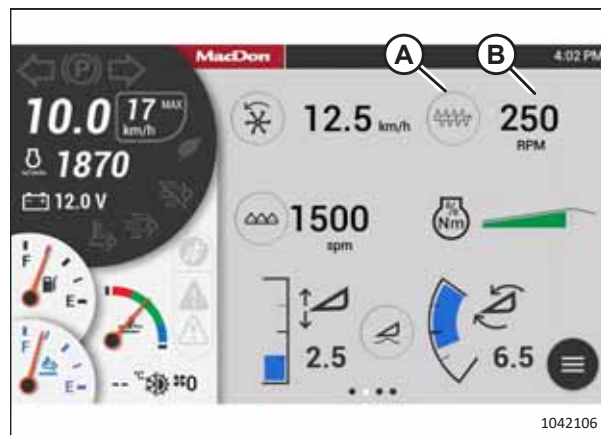


Figure 4.455: Auger Run Screen 2

Adjusting Reel/Auger Alarm Pressure

Adjusting the reel/auger alarm allows the operator to set an alert to inform them that the reel is operating above the desired pressure. A lower setting will cause the alarm to be set off more often; a higher setting will allow the alarm to be set off less frequently. This adjustment requires the header to be in operation.

1. Engage the header to display header run screen 1 or 2, and then press REEL SETTINGS icon (A).
2. To adjust the reel pressure alarm set point, press REEL SETTINGS icon (A) to access the REEL ADJUST page.

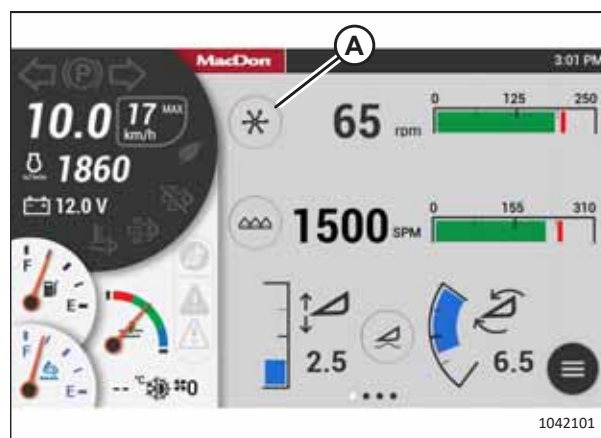


Figure 4.456: HarvestTouch™ Display- Header Run Screen

3. Press set point arrows (A) to set the desired pressure point that will trigger the alarm.

NOTE:

The factory setting is 200 bar (2900 psi). Adjusting past the highest setting turns the alarm off.

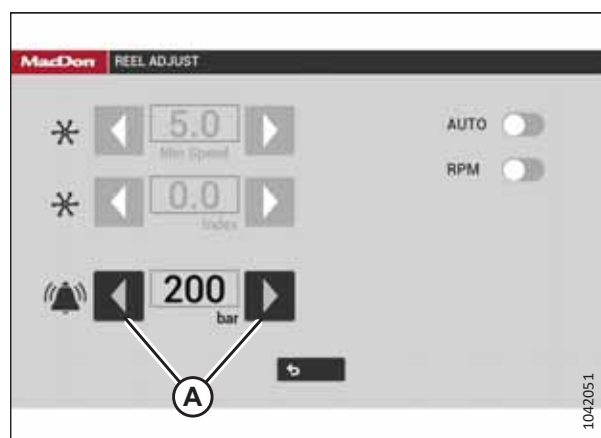


Figure 4.457: Reel Adjust Page

4.7.3 Knife Speed

The ideal cutting speed of the knife should achieve a clean cut. Crop types and conditions usually influence the knife and forward speeds.

Table 4.6 Knife Speed Table

Header Description		Knife Speed			
Type	Size m (ft.)	Minimum		Maximum	
		rpm ¹⁷	spm ¹⁸	rpm ¹⁷	spm ¹⁸
Auger A40DX	All	700	1400	975	1950

When the header is first attached to the windrower, the HarvestTouch™ Display receives a code from the header that determines the knife speed range and the minimum speed.

The desired speed can be programmed and stored by the windrower so the knife will operate at the original set-point after the header is detached and reattached to the windrower.

Refer to the header operator’s manual for the suggested knife speed for a variety of crops and conditions.

NOTE:

The knife speed cannot be programmed outside the range specified for each header.

Setting Knife Speed

Set the knife speed by using the ground speed lever (GSL) and the HarvestTouch™ Display. Knife speed is displayed in strokes per minute (spm).

⚠ DANGER

Ensure that all bystanders have cleared the area.

1. To set the knife speed, engage the header to display header run screen 1, and then press KNIFE SETTINGS icon (A).

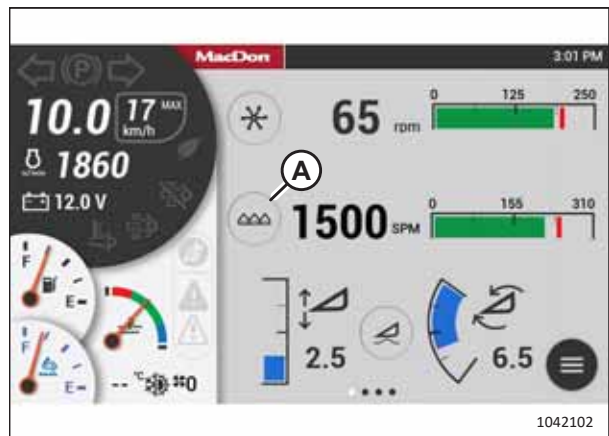


Figure 4.458: Header Run Screen 1

17. Revolutions per minute is the speed of knife drive box pulley.

18. Strokes per minute of knife (rpm x 2).

OPERATION

2. Use KNIFE SPEED arrows (A) to adjust the strokes per minute (spm) value.

NOTE:

For information and suggested knife speed settings for a variety of crops and conditions, refer to the header operator's manual.

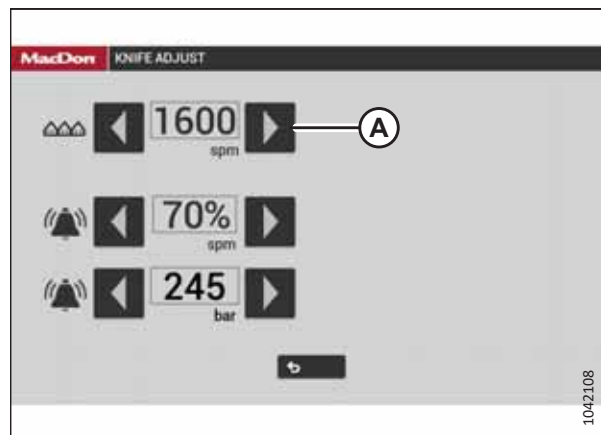


Figure 4.459: Knife Adjust Page

Adjusting Knife Speed and Pressure Alarms

The knife alarm features in the HarvestTouch™ Display can inform the Operator when knife speed or pressure exceed a specified range.

1. To set either of the knife alarms, engage the header to display header run screen 1, and then press KNIFE SETTINGS icon (A).

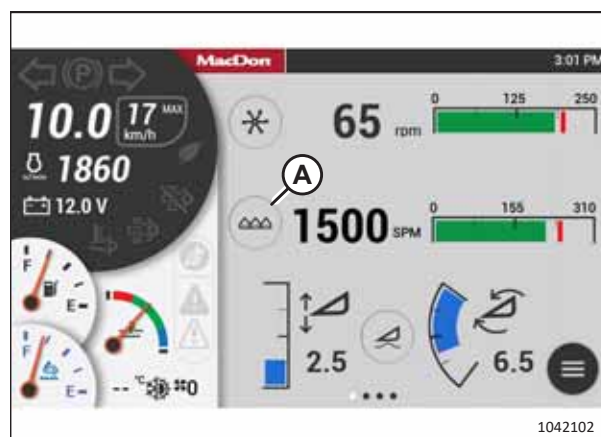


Figure 4.460: HarvestTouch™ Display - Header Run Screen

2. To adjust the KNIFE SPEED ALARM set point, press arrows (A) until the desired value is shown.

NOTE:

The knife speed alarm alerts the Operator when knife speed drops below a specified percentage of preset knife speed. In the example shown, the alarm will sound if knife speed drops below 1120 spm. The default is 70% and the adjustment range is 50–90%.

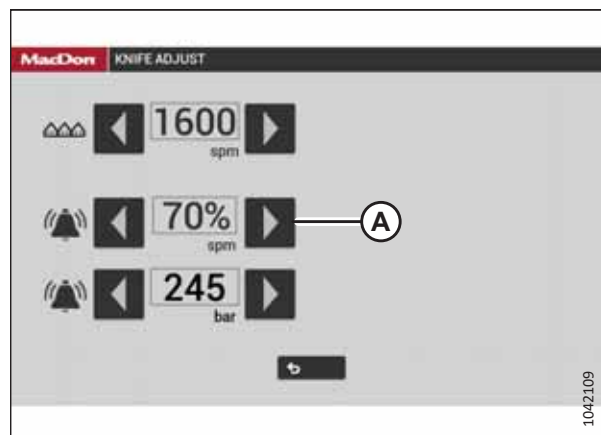


Figure 4.461: Knife Adjust Page

OPERATION

- To adjust the KNIFE PRESSURE ALARM set point, press arrows (A) until the desired value is shown.

NOTE:

The alarm will be set off more often at a lower setting and less often at a higher setting. The factory setting is 245 bar (3600 psi).

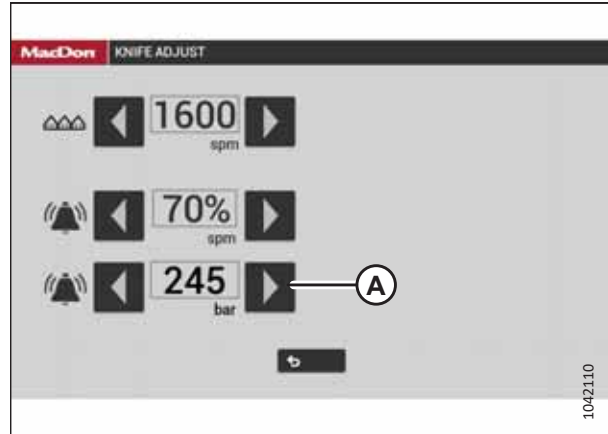


Figure 4.462: Knife Adjust Page

4.7.4 Setting Float Options with Fixed Deck

When using an auger or rotary header, the DECK SHIFT buttons can be used to store three float settings. This is useful when ground conditions vary, or when having one side lighter is desirable (such as cutting along wheel tracks or irrigation borders).

DANGER

Ensure that all bystanders have cleared the area.

- Start the engine and use HEADER TILT switches (A) and (B) on the ground speed lever (GSL) to set header tilt to the mid-range position.

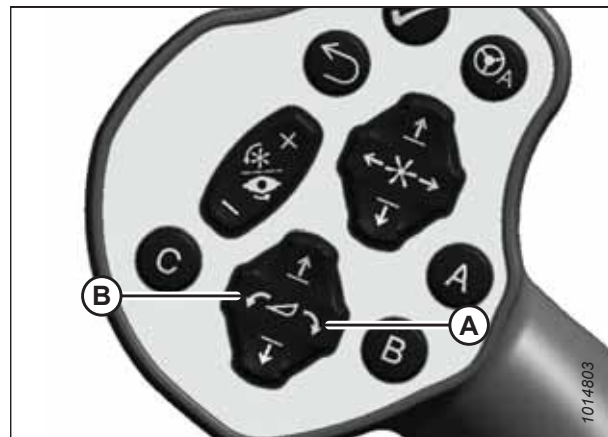


Figure 4.463: GSL

OPERATION

- Engage the header by pushing and holding down HEADER ENGAGE switch (A), and pulling up on collar (B).

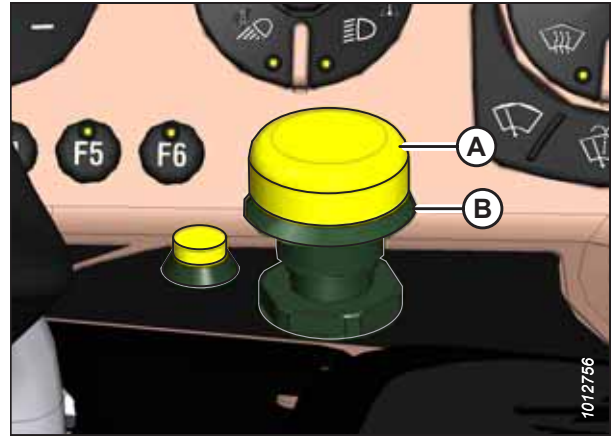


Figure 4.464: Header Engage Switch

- Select one of the following deck positions using the DECK SHIFT switches on the operator's console:
 - Right-side delivery (A)
 - Center delivery (B)
 - Left-side delivery (C)

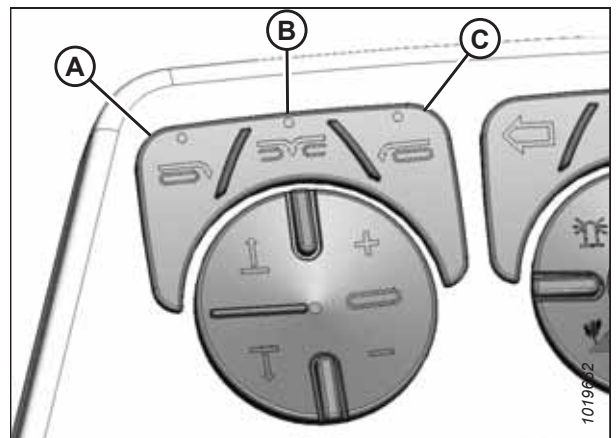


Figure 4.465: Header Deck Shift Switches

- Disengage the header by pushing down on HEADER ENGAGE switch (A).
- Adjust the float setting for the selected deck position. For instructions, refer to [Setting Float, page 297](#).
- Repeat previous steps for the other deck positions.



Figure 4.466: Header Engage Switch

4.8 Operating with R1 or R2 Series Rotary Disc Header

The ground speed lever (GSL) and the HarvestTouch™ Display are used to set the disc speed and float options.

An R1 Series Rotary Disc Header is shipped without the motor and hoses installed. If necessary, obtain kit MD #B6845 from your MacDon Dealer. Install the kit in accordance with the instructions supplied.

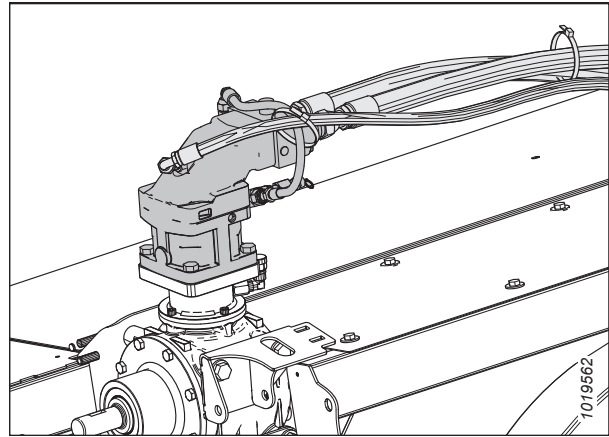


Figure 4.467: R1 Series Kit MD #B6845

4.8.1 Disc Header Run Screens

Two disc header specific run screens are viewable on the HarvestTouch™ Display when a rotary disc header is engaged. If the grass seed option is enabled, run screen 2 displays conditioner information.

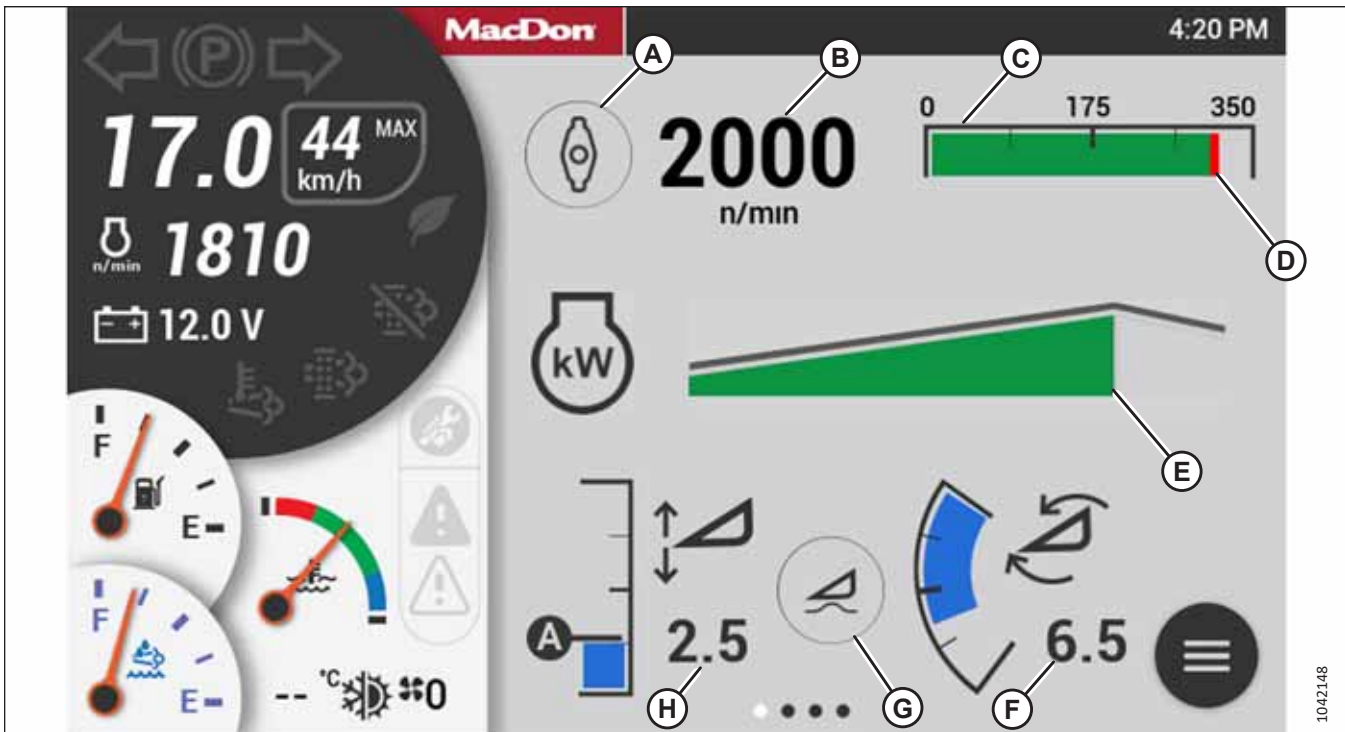


Figure 4.468: Run Screen 1 – Rotary Disc Header

- | | | |
|-----------------------------------|-------------------|-------------------|
| A - Disc Settings Icon | B - Disc Speed | C - Disc Pressure |
| D - Disc Pressure Alarm Set Point | E - Engine Load | F - Header Tilt |
| G - Float Settings Icon | H - Header Height | |

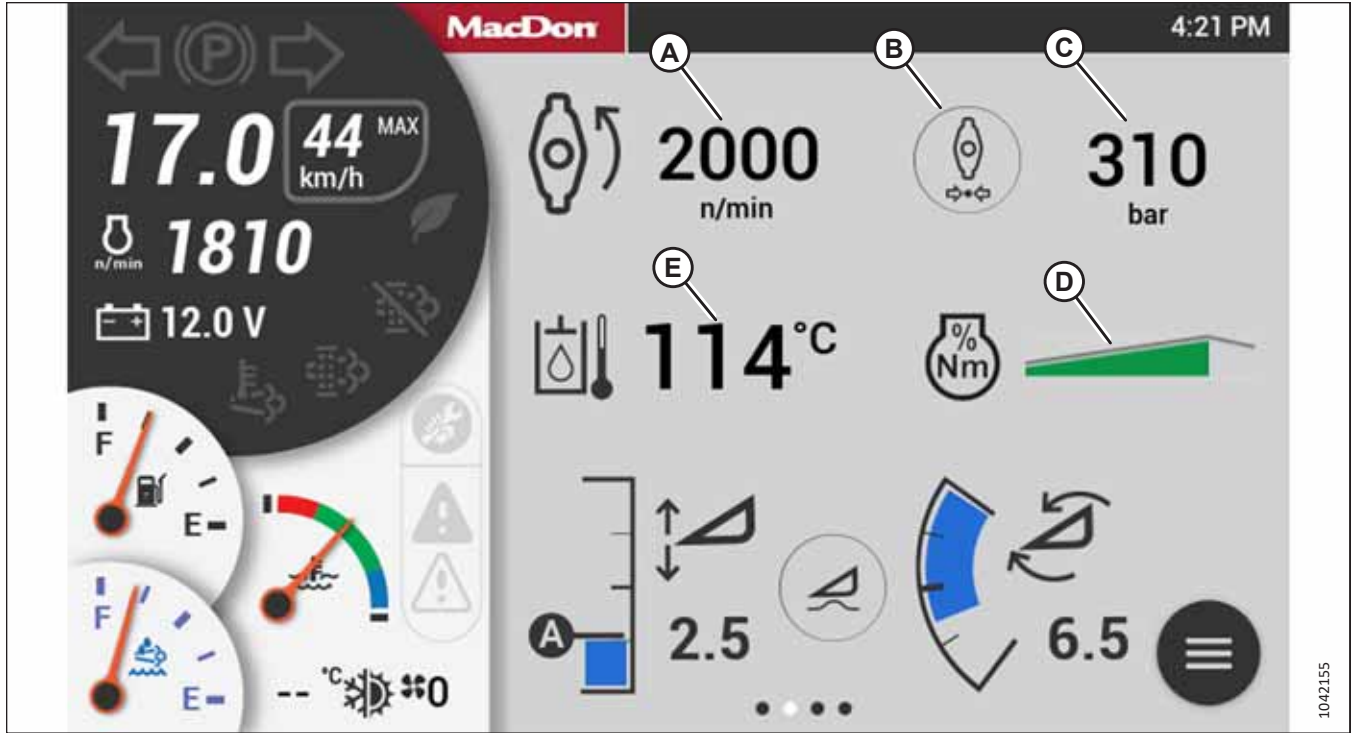


Figure 4.469: Run Screen 2 – Rotary Disc Header

- A - Disc Speed
- B - Disc Settings Icon
- C - Disc Pressure
- D - Engine Load
- E - Hydraulic Oil Temperature



Figure 4.470: Run Screen 2 – Grass Seed Enabled

- A - Disc Speed
- B - Disc Settings Icon
- C - Disc Pressure
- D - Grass Seed Drums Pressure
- E - Grass Seed Drums Setting Icon
- F - Grass Seed Drums Speed

4.8.2 Setting Disc Speed

The following instructions explain how to adjust disc speed for an R1 SP or R2 SP Rotary Disc Header.

⚠ DANGER

Ensure that all bystanders have cleared the area.

The default disc speed is 2000 rpm. The minimum disc speed is 1500 rpm; the maximum disc speed varies depending on the windrower’s engine size:

- Maximum disc speed with an M2260, is 2700 rpm.
- Maximum disc speed with an M2170, is 2500 rpm.

1. Engage the header. For instructions, refer to *Engaging and Disengaging the Header, page 301*.
2. Adjust the disc speed with DISC SPEED INCREASE (A) or DISC SPEED DECREASE (B) buttons on the ground speed lever (GSL).

NOTE:

The disc speed increases by 50 rpm per momentary button push, or at a rate of 100 rpm/sec if the button is pushed and held.



Figure 4.471: GSL

Monitor disc speed (A) on rotary header run screens 1 or 2.

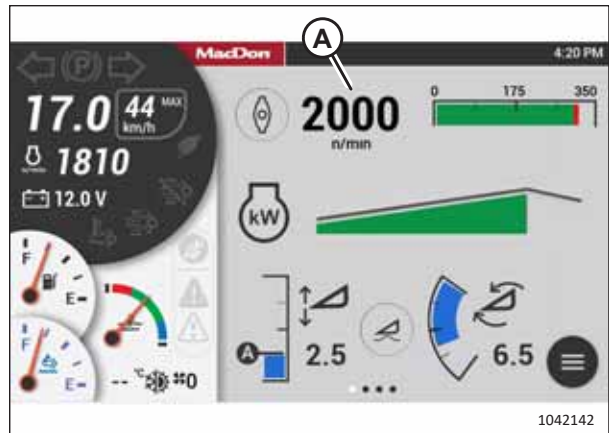


Figure 4.472: HarvestTouch™ Display

4.8.3 Adjusting Disc Pressure Alarm

The disc pressure alarm alerts the operator if disc pressure exceeds the preset maximum.

⚠ DANGER

Ensure that all bystanders have cleared the area.

OPERATION

1. To set the disc pressure alarm, engage the header to display header run screen 1, and then press DISC SETTINGS icon (A).

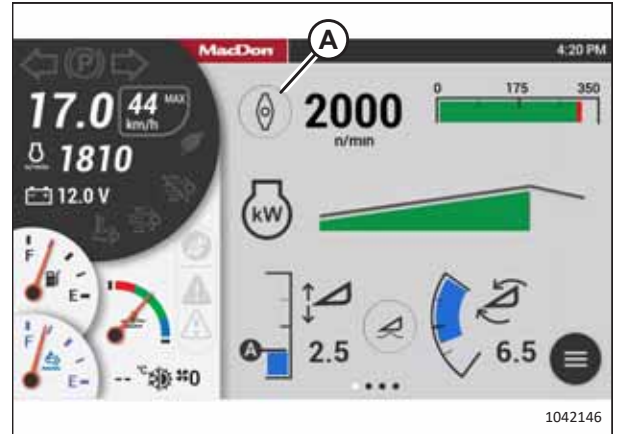


Figure 4.473: HarvestTouch™ Display - Header Run Screen

2. Press arrows (A) to adjust the maximum disc pressure alarm setting. The default setting is 310 bar (4500 psi).

NOTE:

To turn the alarm OFF, choose the highest setting.

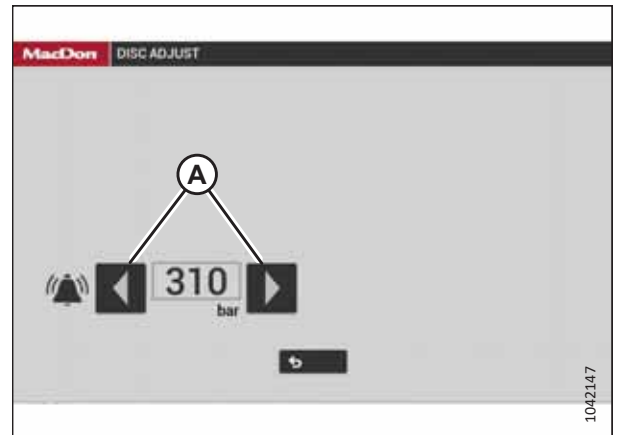


Figure 4.474: Disc Adjust Page

4.9 Operating R2 Series Rotary Disc Header Grass Seed Version

The optional grass seed (GSS) version of the header is intended for cutting delicate grass seed crops, and laying them in a windrow prior to a combine picking them up.

Anti-shatter shield (A) prevents the shattering of the grass seed heads as the header cuts. Grass seed drums (C) gently guide the crop into a windrow so the delicate grass seed heads are not damaged. During field operation, fully extend the shield (shown) or fully retract the shield depending on the type of crop, and rotate hazard/brake lights (B) to the front (shown). To transport the header, fully retract the shield and rotate the hazard/brake lights outward.

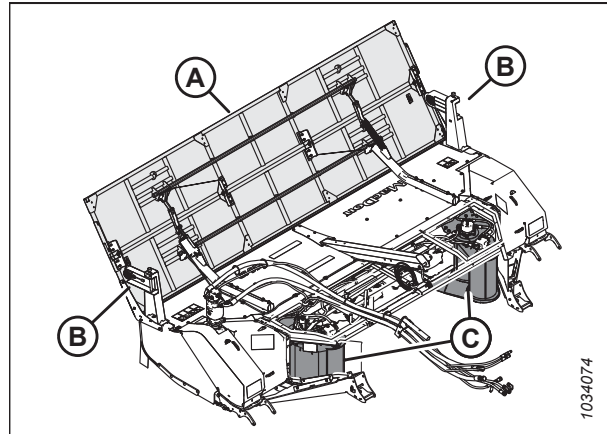


Figure 4.475: Grass Seed Version – Field Position

The cutterbar is configured to produce one crop stream (A). Do **NOT** change the crop stream configuration. For more information, refer to the R216 Rotary Disc Header Operator's Manual.

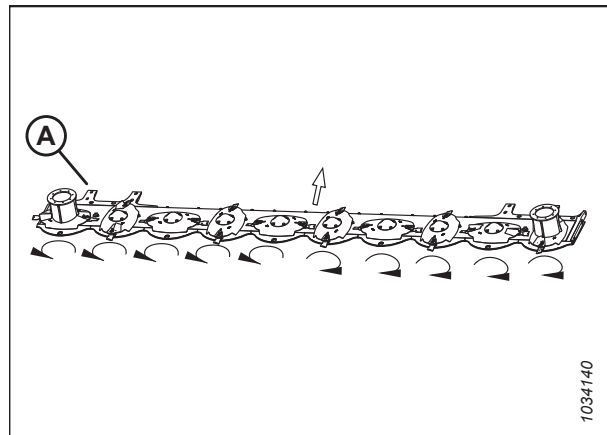


Figure 4.476: Cutterbar – One-Crop Stream

The grass seed option must be activated as an attachment through the HarvestTouch™ Display the first time the header is connected to the windrower before any of the grass seed controls on the ground speed level (GSL) or the operator's console will work. For instructions, refer to [4.9.1 Activating Grass Seed Option, page 344](#).

For instructions about operate the attachment, refer to the following:

- To operate the header in the field, refer to [4.9.2 Operating with Grass Seed Option, page 346](#).
- To prepare the header for transport, refer to [4.9.3 Preparing Header with Grass Seed Option for Transport, page 349](#).

4.9.1 Activating Grass Seed Option

The grass seed (GSS) option must be activated with the HarvestTouch™ Display the first time it is attached to the windrower.

NOTE:

The header must be attached to the windrower in order to activate the grass seed option.

OPERATION

1. To access the Header Attachments page from the home page or from a header run page, press MENU (A) to view the menu options.
2. Press SETUP (B) followed by HEADER (C). The HEADER page opens and lists all of the headers that have been attached to the windrower.

NOTE:

The F4 shortcut button on the operator's console also will display the HEADER SETUP page.



Figure 4.477: HarvestTouch™ Display

3. Select the header model. In this example, R216 DISC (A) is selected and a list of setup options opens.

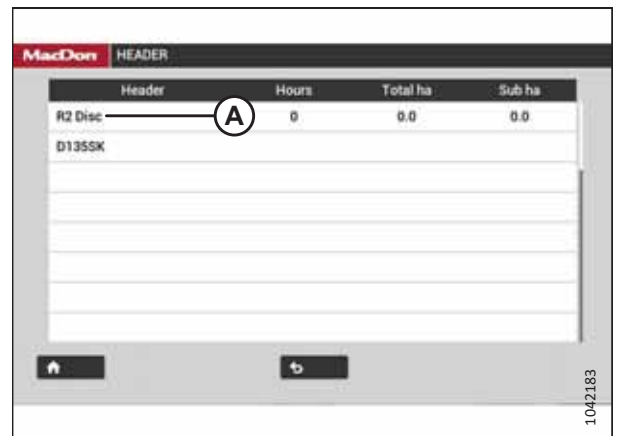


Figure 4.478: Header List

4. Select ATTACHMENTS (A).

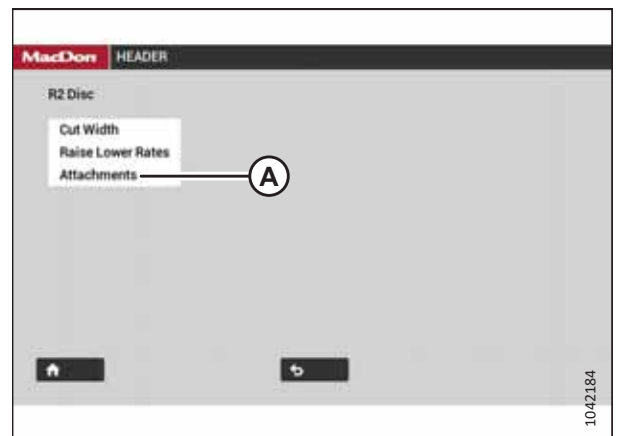


Figure 4.479: Header Setup

OPERATION

5. Select GSS switch (A) to activate the grass seed option. The HarvestTouch™ Display, the GSL, and the operator console will now control the grass seed attachment.

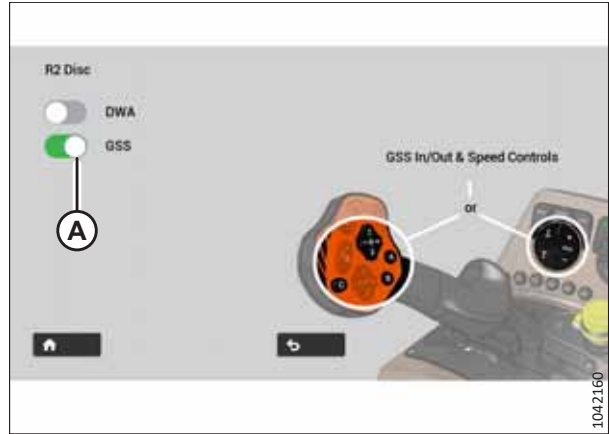


Figure 4.480: Attachments Page

6. When the grass seed option is activated, GSS seed drum SPEED (A), SETTINGS ICON (B), and PRESSURE (B) will appear on header run screen 2.

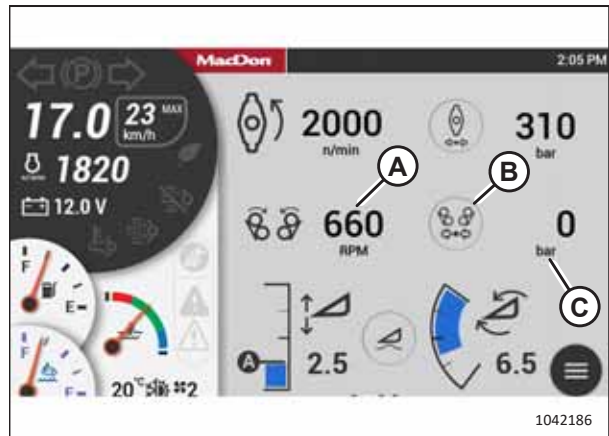


Figure 4.481: Run Screen 2 – Grass Seed Active

4.9.2 Operating with Grass Seed Option

The anti-shatter shield on the R2 Series Rotary Disc Header's grass seed option can be extended or retracted using the controls on the windrower's operator console. The speed of the drums and the width of the windrow can be set using the ground speed lever (GSL).

DANGER

To prevent injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.

OPERATION

2. Manually rotate light brackets (A) forward as shown.
3. Start the engine.

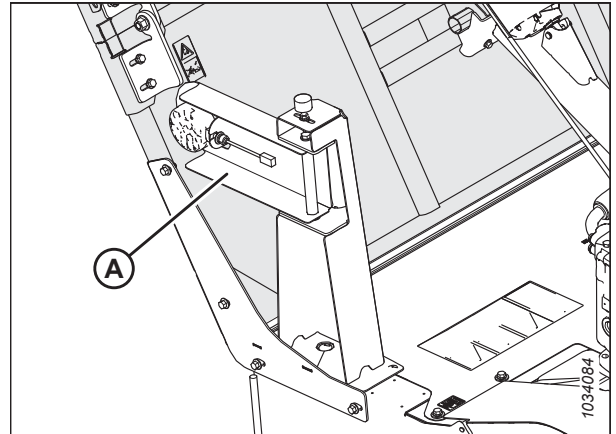


Figure 4.482: Grass Seed Version – Field Position

4. **FULLY** extend (A) or retract (C) the anti-shatter shield as follows:
 - Fully extend (A) the shield by pressing and holding F6 (D) on the operator console.
 - Fully retract (C) the shield by pressing and holding F5 (B) on the operator console.

IMPORTANT:

Do **NOT** operate the header in the field with the shield partially extended.

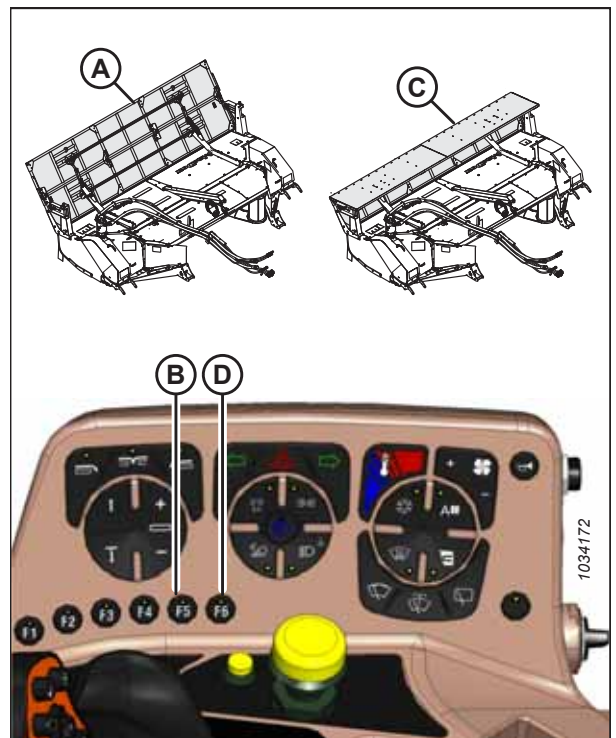


Figure 4.483: Grass Seed Version – Field Position

OPERATION

5. Adjust the drum speed and windrow width (drum spacing) as desired using the GSL or the operator's console:
 - To widen the windrow, press REEL UP (A) switch the on the GSL, or button (A) on the operator's console.
 - To narrow the windrow, press REEL DOWN (B) switch on the GSL, or button (B) on the operator's console.
 - To increase the drum speed, press switch (C) on the GSL, or button (C) on the operator's console.
 - To decrease the drum speed, press switch (D) on the GSL, or button (D) on the operator's console.

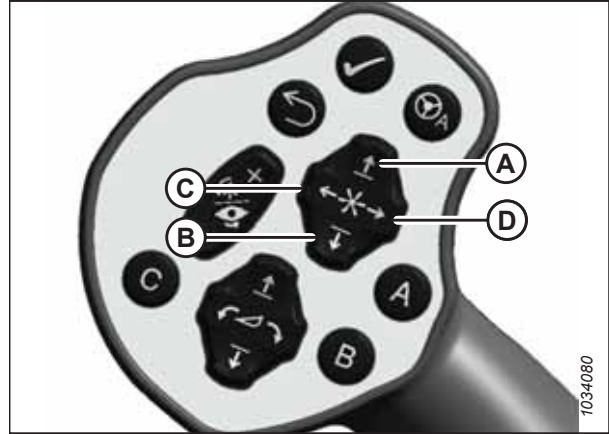


Figure 4.484: GSL – Grass Seed Drum Controls

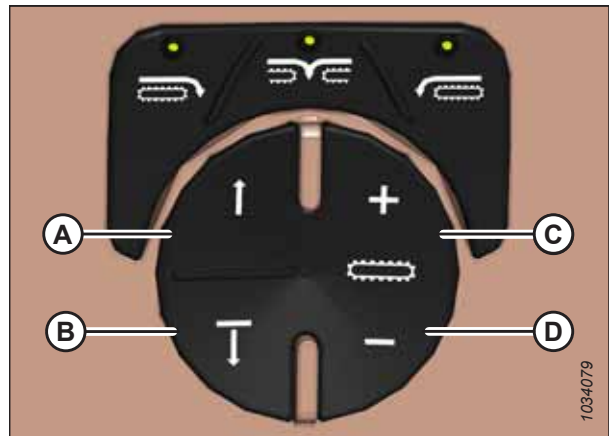


Figure 4.485: Operator's Console – Grass Seed Drum Controls

6. Refer to header run screen 2 on the HarvestTouch™ Display to monitor grass seed drum speed (A) and pressure (C). Press GSS DRUM SETTINGS icon (B) to set a pressure alarm.

NOTE:

You can operate the drum between speeds of 235–660 rpm, or you can stop the drums (0 rpm). You cannot operate the drums between 1–234 rpm.

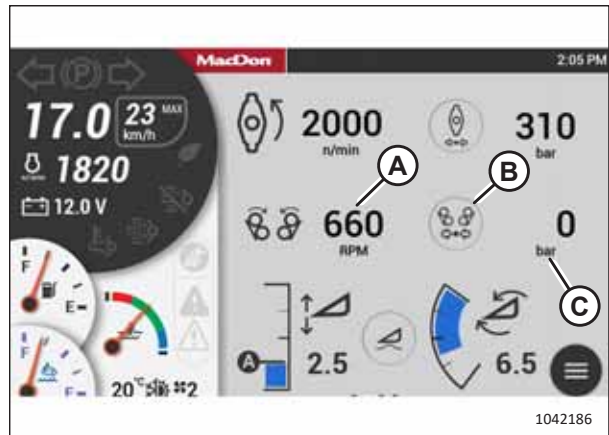


Figure 4.486: Run Screen 2 – Grass Seed Active

4.9.3 Preparing Header with Grass Seed Option for Transport

Before an R2 Series Rotary Disc Header equipped with the grass seed option (GSS) can be transported, several preliminary steps must be completed.

DANGER

To prevent injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Start the engine.
2. **FULLY** retract anti-shatter shield (A) by pressing and holding F6 (B) on the operator console.

IMPORTANT:

NEVER transport the header with the anti-shatter shield even partially extended.

3. Shut down the engine, and remove the key from the ignition.

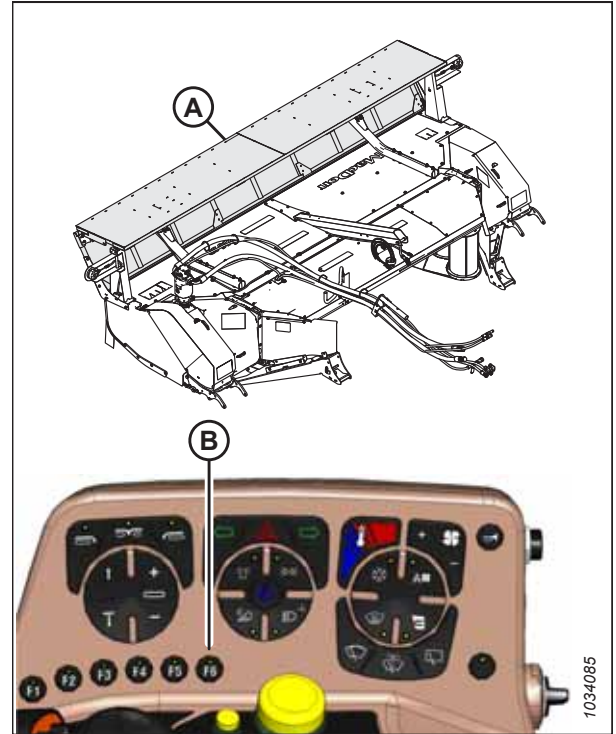


Figure 4.487: Grass Seed Version – Transport Position

4. Manually rotate light brackets (A) outward as shown.
5. For information about transporting a header, refer to [4.3.7 Transporting, page 145](#).

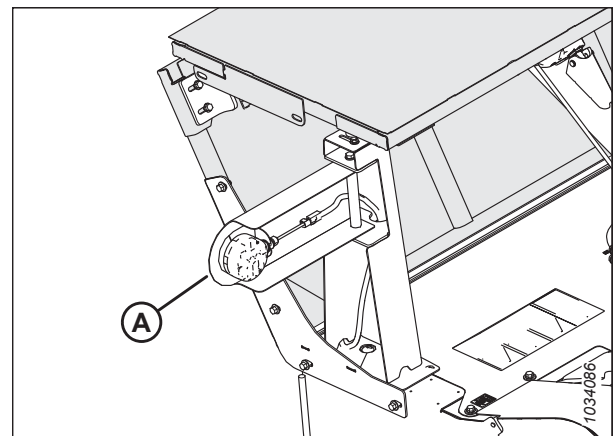


Figure 4.488: Anti-Shatter Shield and Lights – Transport Position

4.9.4 Anti-Shatter Shield and Hazard/Brake Lights Position

The anti-shatter shield helps feed delicate grass seed crops into the header.

Operate the anti-shatter shield as follows:

- To **FULLY** extend the shield, press F5 (A) on the operator console until the baffle position is "10".
- To **FULLY** lower the shield, press F6 (B) on the operator console until the baffle position is "0".

IMPORTANT:

Do **NOT** set the baffle position to 2–9 for any purpose.



Figure 4.489: Operator's Console

To prepare for field mode, **FULLY** extend (A) the shield, and manually rotate the light brackets (B) so they point to the front.

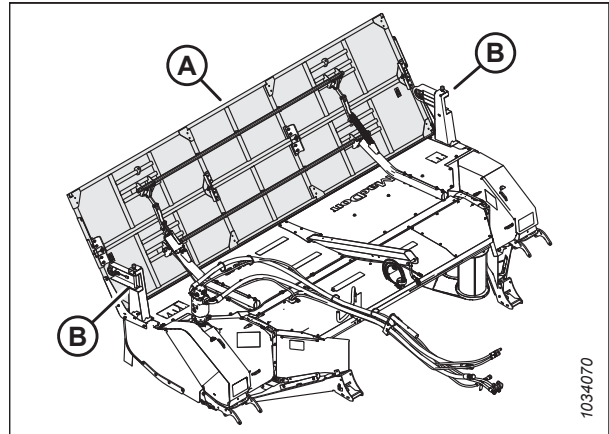


Figure 4.490: Anti-Shatter Shield and Lights – Field Position

To prepare for transport mode, **FULLY** retract (A) the shield, and manually rotate the light brackets (B) so they point outwards.

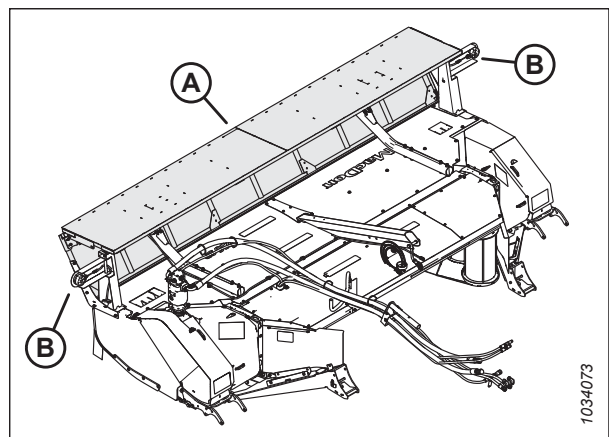


Figure 4.491: Anti-Shatter Shield and Lights – Transport Position

4.9.5 Drum Position

Adjust the position of the four grass seed drums using the ground speed lever (GSL) or the operator console to widen or narrow the windrow.

1. Widen or narrow the windrow with REEL UP (A) and REEL DOWN (B) switches on ground speed lever (GSL), or on the operator's console.

NOTE:

This can also be done with the One-Touch-Return buttons. For instructions, refer to [One-Touch-Return Buttons](#), page 83.



Figure 4.492: GSL

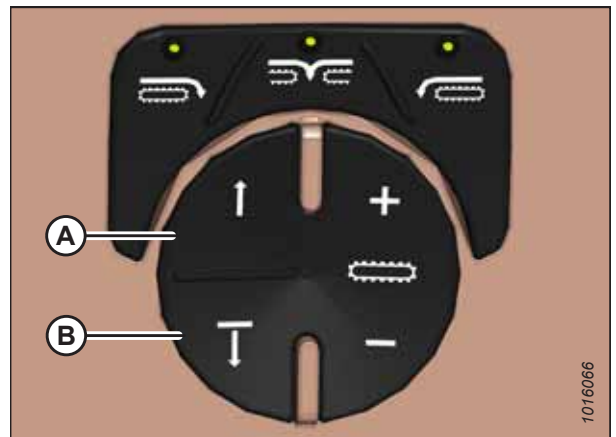


Figure 4.493: Operator's Console Draper Controls

4.9.6 Drum Speed

Adjust the speed of the grass seed drums using the ground speed lever (GSL) or the operator console as required to lay the desired windrow.

Drum speed range is 235–705 rpm.

OPERATION

On the operator console, press button (A) to increase the speed or button (B) to decrease the speed.

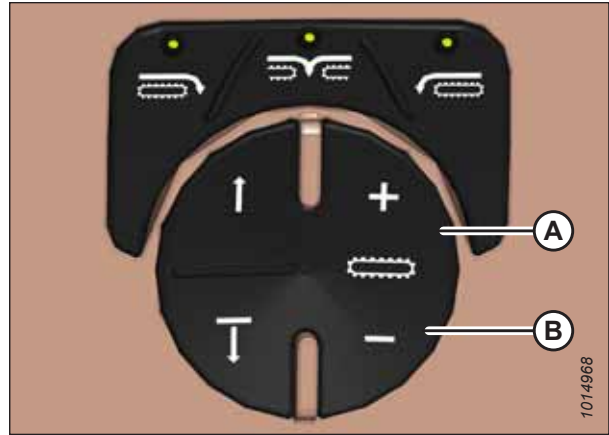


Figure 4.494: Operator's Console

On the GSL, press switch (A) to increase speed or switch (B) to decrease speed.

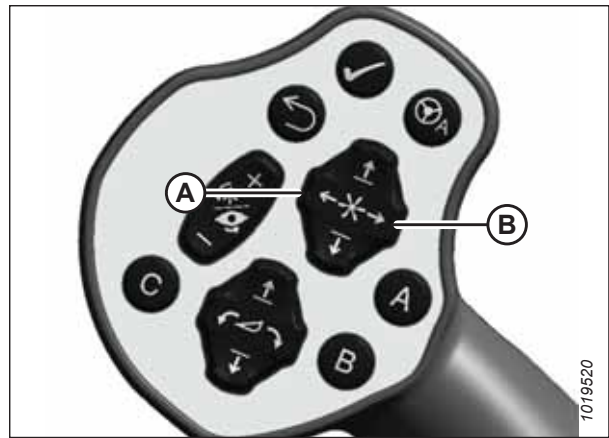


Figure 4.495: GSL

Chapter 5: Maintenance and Servicing

This chapter contains the information necessary to perform routine maintenance and occasional servicing tasks on your machine. The word “maintenance” refers to scheduled tasks that help your machine operate safely and effectively; “service” refers to tasks that must be performed when a part needs to be repaired or replaced. For advanced service procedures, contact your Dealer.

5.1 Recommended Fuel, Fluids, and Lubricants

Use only the fuel, fluids, and lubricants specified in this manual.

5.1.1 Storing Lubricants and Fluids

Your machine can only operate at top efficiency if clean fuel and lubricants are used.

- Buy good quality, clean fuel from a reputable Dealer.
- Use clean containers to handle fuel and lubricants.
- Store containers in an area protected from dust, moisture, and other contaminants.
- Avoid storing fuel over long periods of time. If you have a slow fuel turnover in the windrower or supply tank, add fuel conditioner and keep the tank full to avoid condensation problems.
- Store fuel in a convenient place away from buildings.
- Diesel exhaust fluid (DEF) should be stored in a cool, dry, well ventilated area, out of direct sunlight, on a lower shelf or on the floor.
- DEF is corrosive to some metals and should only be stored in polyethylene, polypropylene, or stainless steel containers.
- DEF containers should be sealed to prevent contamination and the evaporation of water, which will affect the specified water to urea ratio.
- Diesel fuel should **NEVER** be mixed with DEF.

NOTE:

DEF will degrade over time depending on temperature and exposure to sunlight. Shelf life specifications, as defined by ISO Spec 22241-3, are the minimum expectations for shelf life when stored at constant temperatures. If stored between 12 to 32°C (10 to 90°F), shelf life will easily be one year. If the maximum temperature does not exceed approximately 24°C (75°F) for an extended period of time, the shelf life will be two years.

5.1.2 Lubricants, Fluids, and System Capacities

Only the fluids and lubricants recommended for use in MacDon publications should be used with MacDon windrowers. The system capacities and recommended fluids and lubricants for the M2 Series Windrower are listed in this section.

 **WARNING**

The substances specified in the table below present various hazards to human health. Take note of each product’s safe handling recommendations.

Lubricant/Fluid	Location	Description	M2170 Capacity	M2260 Capacity
Diesel exhaust fluid (DEF)	Diesel exhaust fluid tank	Must meet ISO 22241 requirements.	49 liters (13 U.S. gallons)	55 liters (14.5 U.S. gallons)
Grease	As needed unless otherwise specified	SAE multi-purpose high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base	As needed	

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Lubricant/Fluid	Location	Description	M2170 Capacity	M2260 Capacity
Diesel fuel	Fuel tank	Ultra low sulphur diesel (ULSD) Grade No. 2, or ULSD Grade No. 1 and 2 mix ¹⁹ ; refer to 5.1.3 Fuel Specifications, page 354 for more information	518 liters (137 U.S. gallons)	
Hydraulic oil	Hydraulic reservoir	Single grade transmission/hydraulic fluid (THF) Viscosity at 60.1 cSt @ 40°C Viscosity at 9.5 cSt @ 100°C	60 liters (15.8 U.S. gallons) ²⁰	
Gearbox lubricant	Gearbox	SAE 75W-140 or 80W-140, API service class GL-5 fully synthetic gear lubricant (SAE J2360 preferred)	2.1 liters (2.2 U.S. quarts)	
Gearbox lubricant	Standard wheel drive	SAE 75W-140 or 80W-140, API service class GL-5 fully synthetic gear lubricant (SAE J2360 preferred)	1.4 liters (1.5 U.S. quarts)	
Gearbox lubricant	High-torque wheel drive	SAE 85W-140, API service class GL-5 fully synthetic gear lubricant	—	4.5 liters (4.8 U.S. quarts)
Engine coolant	Engine cooling system	ASTM D-6210 and CES-14603, Peak Final Charge Global™ or Fleetguard ES Compleat™ OAT. Refer to 5.1.4 Coolant Specifications, page 355 for more information	30 liters (7.92 U.S. gallons)	33 liters (8.7 U.S. gallons)
Engine oil	Engine oil pan	SAE 15W-40 compliant with SAE specs for API Class SJ and CJ-4 engine oil	11 liters (11.6 U.S. quarts)	14 liters (14.8 U.S. quarts)
Air conditioning refrigerant	Air conditioning system	R134A	2.38 kg (5.25 lb.)	
Air conditioning refrigerant oil	Air conditioning system total capacity	PAG SP-15	240 cc (8.1 fl. oz.)	
Windshield washer fluid	Windshield washer fluid tank	SAE J942 compliant	4 liters (1 U.S. gallon)	

5.1.3 Fuel Specifications

Follow the specifications for fuel quality to optimize system performance and prevent damage to the engine or fuel components.

Use only ultra low sulphur diesel (ULSD) from a reputable supplier. For most year-round service, No. 2 ULSD fuel meeting ASTM specification D975 Grade S15 will provide good performance.

If the vehicle is exposed to extreme cold (below -7°C [20°F]) or is required to operate at colder-than-normal conditions for prolonged periods, use climatized No. 2 diesel fuel, or dilute the No. 2 ULSD fuel with 50% No. 1 ULSD fuel. This will provide better protection from fuel gelling or wax-plugging of the fuel filters.

19. Optional when operating temperature is below 0°C (32°F).

20. Denotes capacity of a dry system. Refill capacity is 58 liters (15 U.S. gallons).

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Table 5.1 Fuel Specifications

Fuel	Specification	Sulphur (by weight)	Water and Sediment (by volume)	Cetane No. °C (°F)	Lubricity
ULSD Grade No. 2	ASTM D975	0.5% maximum	0.05% maximum	40 (104) minimum	520 Microns
ULSD Grade No. 1 and 2 mix ²¹	n/a	1% maximum 0.5% maximum preferred	0.1% maximum	45–55 (113–130) cold weather / high altitude	460 Microns

In extreme situations, when available fuels are of poor quality or problems exist which are particular to certain operations, additives can be used; however, the engine manufacturer recommends consultation with the fuel supplier or engine manufacturer before using fuel additives. Situations where additives are useful include:

- A cetane improver additive can be used with low cetane fuels.
- A wax crystal modifier can help with fuels with high cold filter plugging points (CFPP).
- An anti-icer can help prevent ice formation in wet fuel during cold weather.
- An antioxidant or storage stability additive can help with fuel system deposits and poor storage stability.
- Diesel fuel conditioner can be used to increase the lubricity of fuels so that they meet the requirements given in Table 5.1, page 355. Diesel fuel conditioner is available from your Dealer.

5.1.4 Coolant Specifications

Follow the specifications for coolant and water quality to optimize system performance and prevent damage to system components.

Recommended coolants: ASTM D-6210 and CES-14603, Peak Final Charge Global™, or Fleetguard ES Compleat™ OAT.

NOTE:

M2 Series Windrowers have Peak Final Charge Global™ coolant installed at the factory.

Mix equal parts of concentrated coolant to high quality, soft, deionized or distilled water as recommended by the supplier.

If Peak Final Charge Global™ or Fleetguard ES Compleat™ OAT is unavailable, use a coolant concentrate or prediluted coolant intended for use with heavy duty diesel engines with the following chemical and physical properties:

- Provides cylinder cavitation protection according to a fleet study run at or above 60% load capacity
- Protects the cooling system metals (cast iron, aluminum alloys, and copper alloys such as brass) from corrosion
- Coolant **MUST** be nitrite-free and **MUST** be free of 2-Ethylhexanoic (2-EH) acid

The additive package must be part of one of the following coolant mixtures:

- Ethylene glycol or propylene glycol base prediluted (40–60%) heavy duty coolant
- Ethylene glycol or propylene glycol base heavy-duty coolant concentrate in a 40–60% mixture of concentrate with quality water

Water quality is important for the performance of the cooling system. Distilled, deionized, or demineralized water is recommended for mixing with ethylene glycol and propylene glycol base engine coolant concentrate.

IMPORTANT:

Do **NOT** use cooling system sealing additives or antifreeze that contains sealing additives.

21. Optional when operating temperature is below 0°C (32°F).

5.1.5 Filter Part Numbers

Replacement filters are available from your MacDon Dealer.

Table 5.2 Windrower Filter Part Numbers

Filter	M2170 Part Number	M2260 Part Number
Engine oil filter	MD #111974	
Hydraulic charge oil filter	MD #201713	
Hydraulic return oil filter	MD #320360 ²²	
Primary fuel filter element	MD #205028	MD #362118
Secondary fuel filter element	MD #205029	MD #362119
Fuel strainer filter (fuel tank vent line)	MD #111608	
Diesel exhaust fluid (DEF) – suction filter	MD #291162	
Diesel exhaust fluid (DEF) – vent hose filter	MD #111608	
DEF supply module filter kit	MD #207510	MD #362197
Primary air filter element (engine)	MD #111954	MD #138685
Secondary air filter element (engine)	MD #111955	MD #139077
Primary air element (cab)	MD #111060	
Return air filter (cab)	MD #109797	

22. Part number 202986 is printed on the filter, but service the filter using kit MD #320360. The kit includes installation instructions.

5.2 Windrower Break-In Inspections and Maintenance Schedule

The maintenance schedule specifies the recommended periodic maintenance procedures and service intervals. Regular maintenance is the best insurance against early wear and untimely breakdowns. Follow this schedule to maximize machine life.

For detailed instructions, refer to the various procedures in this chapter. Use the fluids and lubricants specified in [5.1 Recommended Fuel, Fluids, and Lubricants, page 353](#).

Service Intervals: The recommended service intervals are in hours of operation. Where a service interval is given in more than one time frame, for example 100 hours or annually, service the machine at whichever interval is reached first.

IMPORTANT:

Recommended intervals are for average conditions. Service the machine more often if operated under adverse conditions (severe dust, extra heavy loads, etc.).



CAUTION

Carefully follow safety messages given in [1 Safety, page 1](#).

5.2.1 Break-in Inspection Schedule

Break-in inspection involves checking belts, fluids, and performing general machine inspections for loose hardware or other areas of concern. Break-in inspections ensure that all components can operate for an extended period without requiring service or replacement. The break-in period is the first 50 hours of operation after the machine's initial start up.

Break-in Inspections		
Hours	Item	Check
1	Drive wheel nuts	Torque: 510 Nm (375 lbf·ft) dry Repeat checks at one hour intervals until torque stabilizes at two consecutive checks
5	A/C compressor belt	Tension
5	Caster wheel nuts	Torque: 170 Nm (125 lbf·ft)
5	Caster wheel anti-shimmy dampener bolts	Inboard bolt torque: 136 Nm (100 lbf·ft) Outboard bolt torque: 244 Nm (182 lbf·ft) Outboard jam nut: 136 Nm (100 lbf·ft)
5	Walking beam width adjustment bolts	Torque: 759 Nm (560 lbf·ft)
10	Walking beam width adjustment bolts	Torque: 759 Nm (560 lbf·ft)
50	Drive wheel nuts	Torque: 510 Nm (375 lbf·ft) dry Repeat checks at one hour intervals until torque stabilizes at two consecutive checks
50	Hose clamps: air intake / radiator / heater / hydraulic	Hand-tighten unless otherwise noted
50	Walking beam width adjustment bolts	Torque: 759 Nm (560 lbf·ft)
50	Caster wheel nuts	Torque: 170 Nm (125 lbf·ft)
50	Caster wheel anti-shimmy dampener bolts	Inboard bolt torque: 136 Nm (100 lbf·ft) Outboard bolt torque: 244 Nm (182 lbf·ft) Outboard jam nut: 136 Nm (100 lbf·ft)
50	Gearbox oil	Change
50	Drive wheel lubricant	Change
50	Charge system oil filter	Change
50	Return oil filter	Change

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5.2.2 Maintenance Schedule/Record

Combine this record with the record in the header operator’s manual. Make copies of this page to continue the record.

Windrower serial number: _____

Refer to *5 Maintenance and Servicing, page 353* for information about each maintenance procedure.

Maintenance Record	Action:	✓ - Check	☉ - Lubricate	▲ - Change	☼ - Clean	⊕ - Add
Hour meter reading						
Date						
Serviced by						
First use, refer to						
10 Hours or Daily²³						
✓	Engine oil level ²⁴					
✓	Engine-to-pumps gearbox oil level					
✓	Engine coolant level at reserve tank ²⁴					
✓	Fuel tank ²⁴					
✓	Drain fuel filter water trap ²⁴					
✓	Hydraulic hoses and lines for leaks ²⁴					
✓	Hydraulic oil level ²⁴					
✓	Tire inflation ²⁴					
✓	Diesel exhaust fluid (DEF) level ²⁴					
Annually²⁵						
✓	A/C blower					
✓	Antifreeze concentration					
✓	Battery charge					
✓	Battery fluid level					
✓	Steering linkages					
✓	Parking brakes					
50 Hours						
☼	Cab fresh air intake filter					
☉	Caster pivots					
☉	Forked caster wheel bearings					
✓	Engine-to-pumps gearbox oil level					
☉	Top lift link pivots on lift arms (2 places on both sides [x4])					

23. Whichever occurs first.

24. A record of daily maintenance is not normally required but is at the Owner/Operator’s discretion.

25. Perform annual maintenance prior to start of operating season.

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100 Hours or Annually^{23, 25}												
☼	A/C condenser											
☼	Charge air cooler											
☼	Hydraulic oil cooler											
☼	Radiator											
☼	Cab air return filter											
250 Hours or Annually^{23, 25}												
▲	Engine oil and filter											
▲	Engine air cleaner primary filter element ²⁶ .											
✓	Drive wheel lubricant level											
💧	Mud caster wheel hub bearings											
✓	Exhaust system (visually inspect for leakage point, loose clamps or loose hose)											
▲	Engine gearbox oil											
500 Hours or Annually^{23, 25}												
▲	Primary and secondary fuel filters											
▲	Hydraulic return filter and charge filter											
✓	Safety systems											
1000 Hours												
☼	DEF supply module filter											
1000 Hours or Annually²³												
▲	Fuel tank vent line filter											
▲	Wheel drive lubricant											
2000 Hours												
▲	Crankcase breather filter and gasket											
▲	DEF tank vent hose filter											
2000 Hours or Every Two Years²³												
▲	Engine coolant											
✓	General inspection											
2000 Hours or Every Three Years²³												
▲	Hydraulic oil											
4500 Hours or Every Three Years²³												
▲	DEF supply module filter											
5000 Hours or Every Two Years²³												
✓	Engine valve tappet clearance											

26. Replace engine secondary air filter annually or with every 3rd primary filter replacement. For instructions, refer to [Replacing Secondary Air Filter](#)

5.2.3 Using Electronic Maintenance Schedule

The electronic maintenance schedule in the HarvestTouch™ Display contains a list of items that require service with normal operation. The application serves as a reminder for scheduled maintenance and a resource of information for relevant specifications and parts numbers.

1. Amber service indicator (A) appears on the windrower home page when a scheduled maintenance item is due within 50 hours.

If a maintenance item exceeds 50 hours past due, the amber service indicator begins flashing.

To access the electronic maintenance schedule, press MENU icon (B) from the windrower home page.

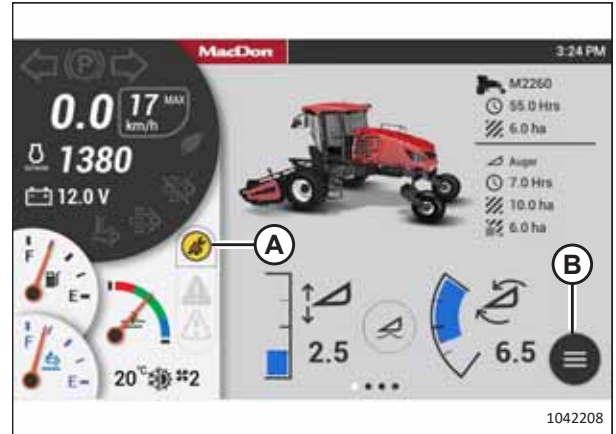


Figure 5.1: HarvestTouch™ Display Home Page

2. Select MAINTENANCE (A) from the main menu to open the Maintenance page.

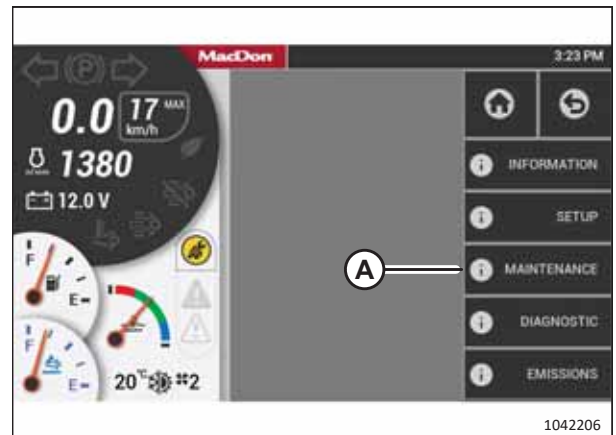


Figure 5.2: HarvestTouch™ Display Main Menu

3. Scroll up/down to view the maintenance items.

NOTE:

Maintenance items include detail about replacement part numbers (A) and specifications as well as hours (B) exceeding (or remaining before) the scheduled service time.

4. To turn the service reminder OFF for an item, press to remove checkmark (C) under the NOTIFY column next to the item.
5. To reset the service history for an item, press and hold RESET icon (D) for 3 seconds. The hours displayed for the item changes to the next scheduled service time.

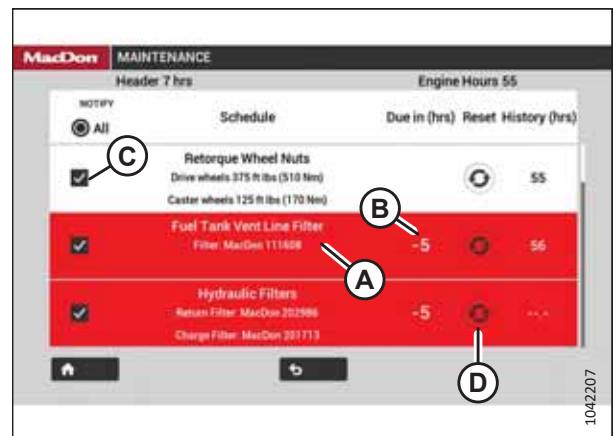


Figure 5.3: Electronic Maintenance Schedule

5.3 Engine Compartment

Refer to this section for information on the maintenance and servicing of components in and around the windrower's engine compartment.

CAUTION

- NEVER operate the engine in a closed building. Proper ventilation is required to prevent exhaust gas hazards.
- Keep the engine clean. Straw and chaff on a hot engine, for example, present a fire hazard.
- NEVER use gasoline, naphtha, or any other volatile material for cleaning purposes. These materials are toxic and/or flammable.

5.3.1 Opening Hood

The hood will need to be opened any time parts in the engine compartment require service.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Move latch (A) toward the right cab-forward side of the windrower.
3. Grasp louver (B), and lift the hood to open it.

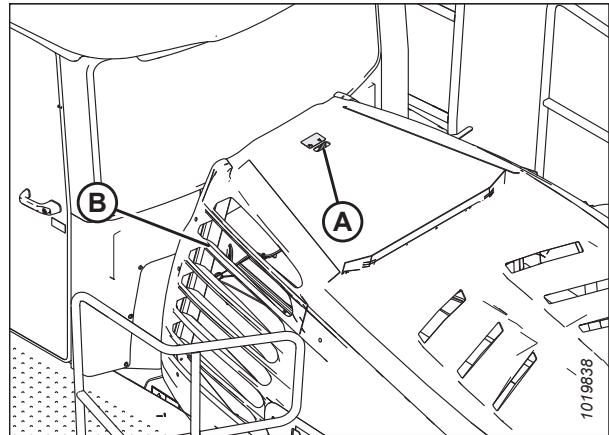


Figure 5.4: Hood

NOTE:

If the optional High Debris Cooler Intake kit (A) is installed, a louver can still be used to open the hood.

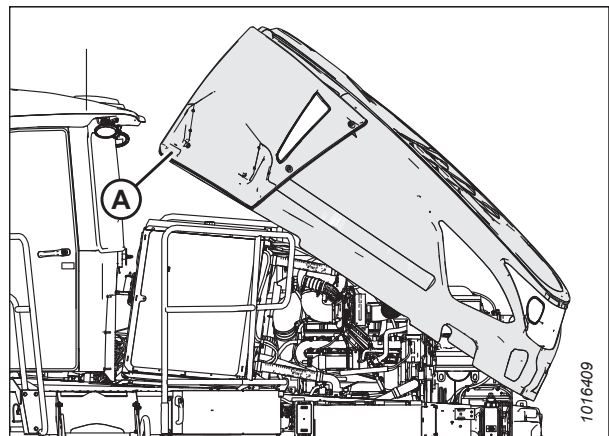


Figure 5.5: Hood with Optional High Debris Cooler Intake Kit

5.3.2 Closing Hood

When you have finished working in the engine compartment, close the hood.

1. Grasp the hood by louver (A) and lower it until the hood engages the latch.

NOTE:

Check that the latch lever is not tilted to ensure the hood is latched.

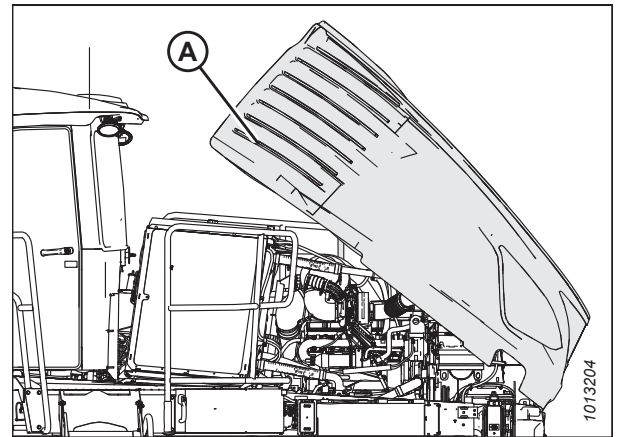


Figure 5.6: Engine Compartment

5.4 Platform

Swing-away platform and stair units are provided on the windrower for access to the operator's station and for engine bay maintenance.

5.4.1 Opening Platform

Only the left cab-forward side platform can be opened.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

1. Approach platform (A) on the left side of the windrower. Ensure that the cab door is closed.
2. Push latch (B) and pull platform (A) toward the walking beam until it stops and the latch engages.

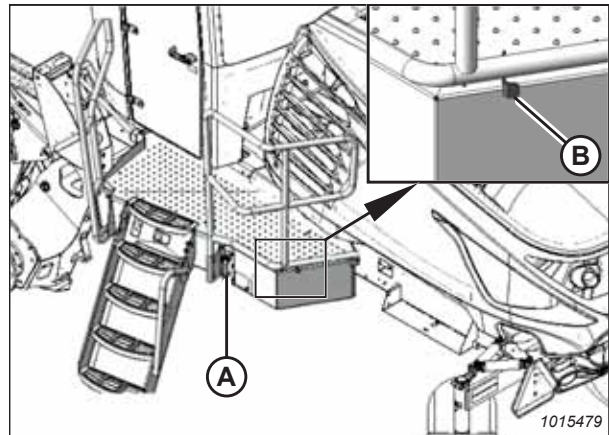


Figure 5.7: Left Platform

5.4.2 Closing Platform

Close the platform after moving it to access the components behind it or the engine compartment.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.

1. Push latch (A) to unlock platform (B).

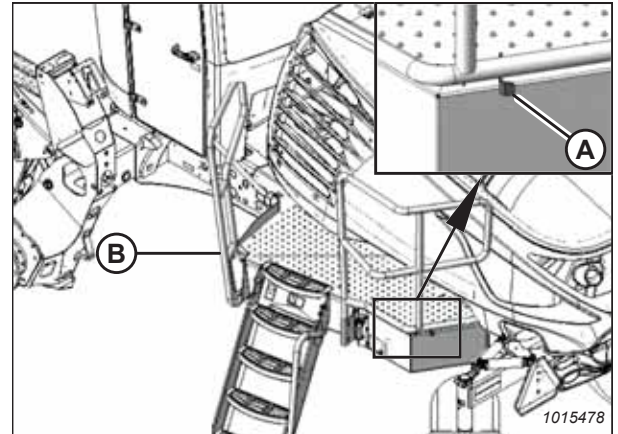


Figure 5.8: Left Platform

2. Pull platform (A) toward the cab until it stops and the latch is engaged.

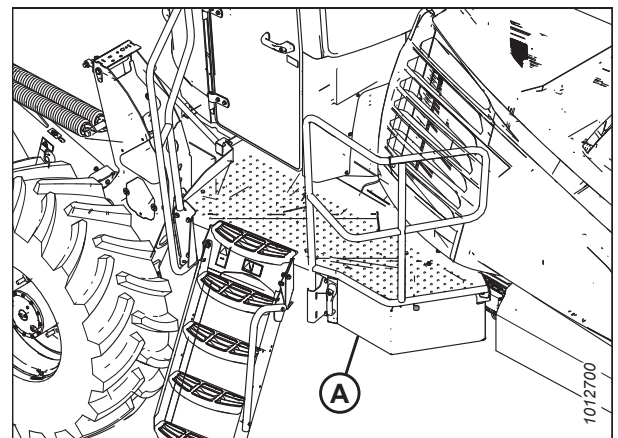


Figure 5.9: Left Platform

5.4.3 Adjusting Platform

To achieve the proper gap between the platform and frame, latch adjustment may be required.

DANGER

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

MAINTENANCE AND SERVICING

1. Shut down the engine, and remove the key from the ignition.
2. Locate latch (B) beneath the platform.
3. Adjust the latch position by loosening bolts (A) and moving latch (B).
4. Retighten bolts (A) and close the platform.

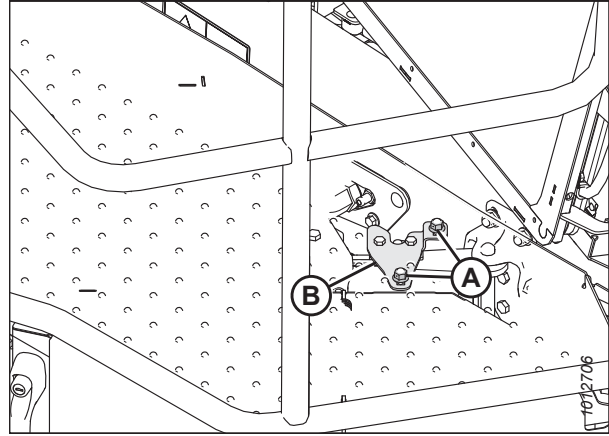


Figure 5.10: Left Platform

5. Rubber bumper (B) at the cab end of the platform should measure 52–60 mm (2–2 3/8 in.) when properly compressed against the frame. The platform should also sit firmly against front guide (A).

NOTE:

The top plate of the platform has been removed for clarity.

6. If adjustment is required, loosen two bolts (C) and slide the support as required.
7. Tighten bolts (C) to 39.5 Nm (29.1 lbf-ft).

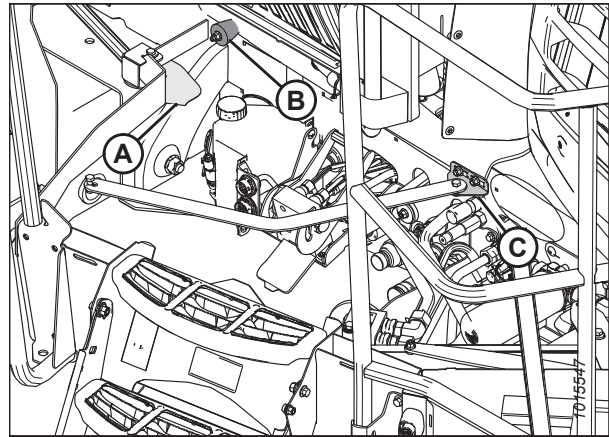


Figure 5.11: Left Platform

8. To adjust the horizontal position of the platform, loosen bolts (A) and adjust bolt (B).
9. Tighten bolts (A) to 68.5 Nm (50.5 lbf-ft).
10. Use bolts (C) to adjust the platform angle. Tighten bolts (C) to 68.5 Nm (50.5 lbf-ft) after adjustment is complete.

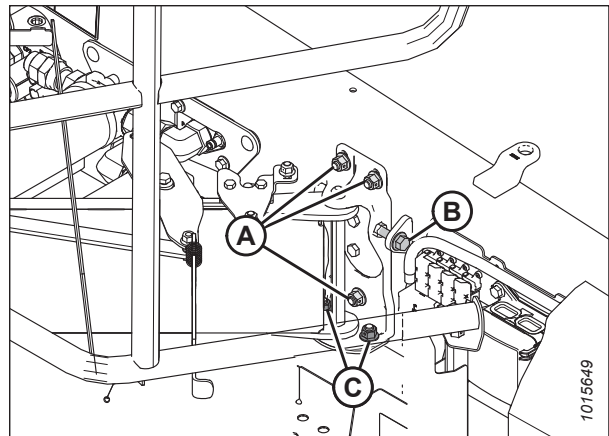


Figure 5.12: Left Platform

5.4.4 Accessing Tool Box

A tool box is located inside a storage compartment under the left cab-forward platform.

1. Grasp the handle on storage compartment (A) and press latch (B). Pull the unlatched handle to open the compartment.

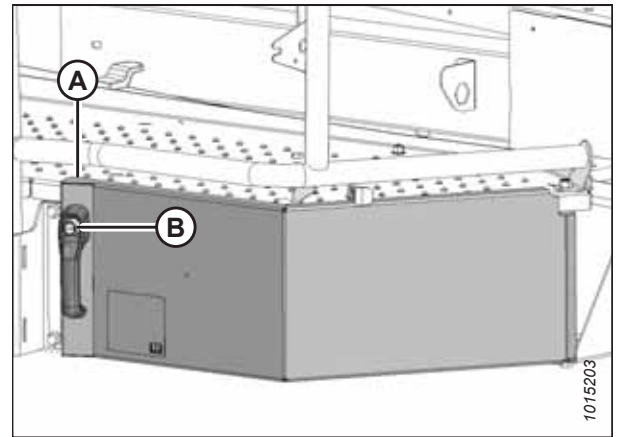


Figure 5.13: Tool Box

2. Tool box (A) is located inside storage compartment (B).
3. Swing compartment (B) under the platform to close it, and push on the handle to secure the latch.

NOTE:

The ignition key also locks the storage compartment.

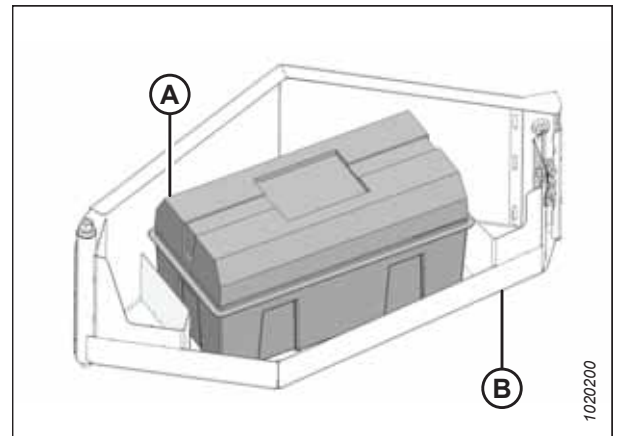


Figure 5.14: Tool Box

5.5 System Maintenance Overviews

Proper system maintenance is essential for smooth machine operation.

5.5.1 Diesel Exhaust Fluid System

The diesel exhaust fluid (DEF) system injects DEF into the windrower's engine exhaust system. This fluid reacts with the exhaust gases over a catalyst, thereby reducing the damage that the engine's emissions do to the environment. The Operator may need to drain the DEF tank if the windrower will not be operated for a long period of time. The Operator will also need to ensure that the filters in the DEF system are changed according to the intervals specified in the maintenance schedule.

IMPORTANT:

If the windrower will be in storage for longer than 6 months, the diesel exhaust fluid (DEF) tank should be drained to prevent damage to the tank. For instructions, refer to *Draining Diesel Exhaust Fluid Tank, page 369*.

IMPORTANT:

If the windrower will be operated when the ambient temperature is below 0°C (32°F), do **NOT** fill the DEF tank to more than 75% of its capacity. When the ambient temperature is below freezing, DEF will expand in volume by approximately 7%.

NOTE:

For DEF specifications, refer to this manual's inside back cover.

Filling Diesel Exhaust Fluid Tank

The symbol inside the diesel exhaust fluid (DEF) gauge on the HarvestTouch™ Display display will signal when DEF level is low.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Clean around filler cap (A).
3. Turn cap (A) counterclockwise until it is loose. Remove the cap.

NOTE:

The filler cap for the DEF tank is blue and the nozzle dispenser is smaller than that of the fuel tank.

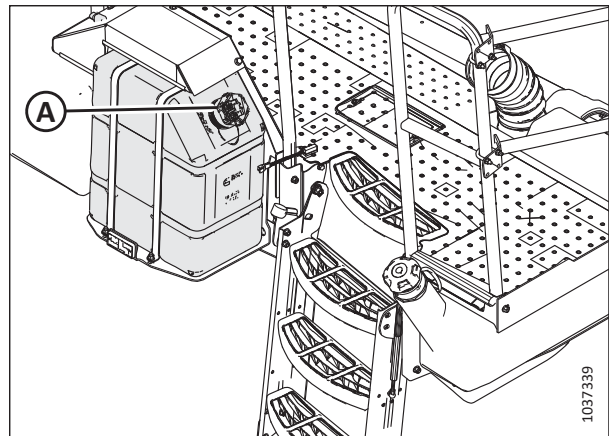


Figure 5.15: DEF Tank

⚠ CAUTION

Avoid contact with eyes. In case of contact, rinse immediately with water for 15 minutes.

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4. Fill the tank with approved DEF. For specifications, refer to the inside back cover.

IMPORTANT:

DEF is corrosive. Spilled DEF must be contained and absorbed by non-combustible absorbent material like sand, and then shovelled into a suitable container for disposal. If DEF is spilled on any surface of the vehicle, rinse that surface thoroughly with water.

IMPORTANT:

If the windrower temperature is below 0°C (32°F), do **NOT** fill the DEF tank more than 75% full. When freezing, the DEF fluid will expand by approximately 7%. For storage information, refer to [5.1.1 Storing Lubricants and Fluids, page 353](#).

5. Replace filler cap (A) and turn it clockwise until tight.

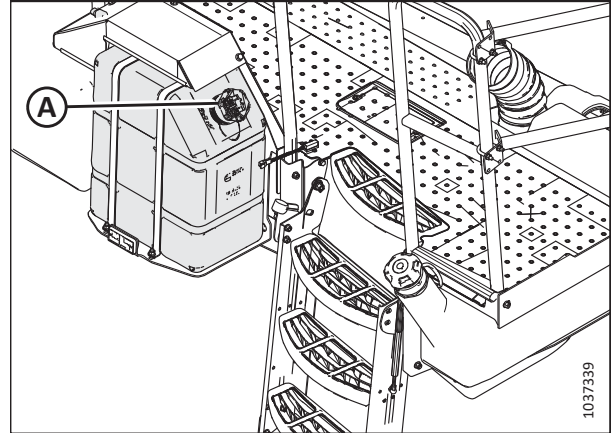


Figure 5.16: DEF Tank

Draining Diesel Exhaust Fluid Tank

The diesel exhaust fluid (DEF) tank must be drained when the DEF is contaminated or if storing the windrower for a period greater than 6 months.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Place a drain pan under DEF tank (B). The drain pan should be large enough to hold 49 liters (13 U.S. gallons).

IMPORTANT:

Spilled DEF must be contained and absorbed by non-combustible absorbent material like sand and then shovelled into a suitable container for disposal. If the DEF is spilled on the tank or any surface of the vehicle, rinse thoroughly with water as DEF is corrosive.

CAUTION

Avoid contact with eyes. In case of contact, rinse immediately with water for 15 minutes.

3. Remove drain plug (A) from under tank (B) and drain the DEF tank.

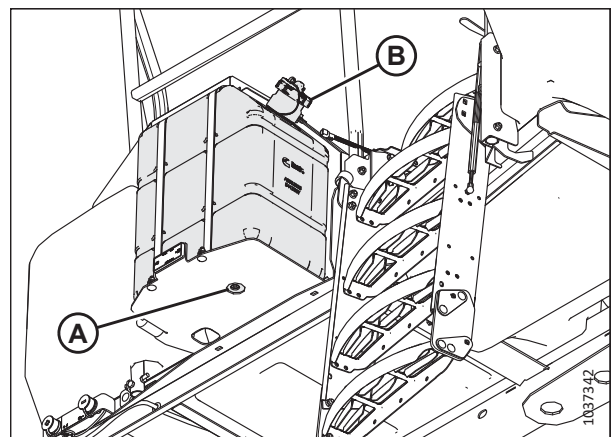


Figure 5.17: DEF Tank – View from beneath Tank

MAINTENANCE AND SERVICING

4. Add some distilled water to tank (B) to flush out any remaining contaminants.
5. Drain the distilled water that was used to clean the tank.
6. Reinstall drain plug (A) into tank (B).
7. Refill the DEF tank. For instructions, refer to *Filling Diesel Exhaust Fluid Tank*, page 368.

NOTE:

Do **NOT** refill the tank if storing it for **6 months** or longer.

5.5.2 Twin-Flow Cooling System

The engine cooling system is designed to maintain engine operating temperature within the specified operating range; it also has the ability to reverse and clear debris off the cooler screens.

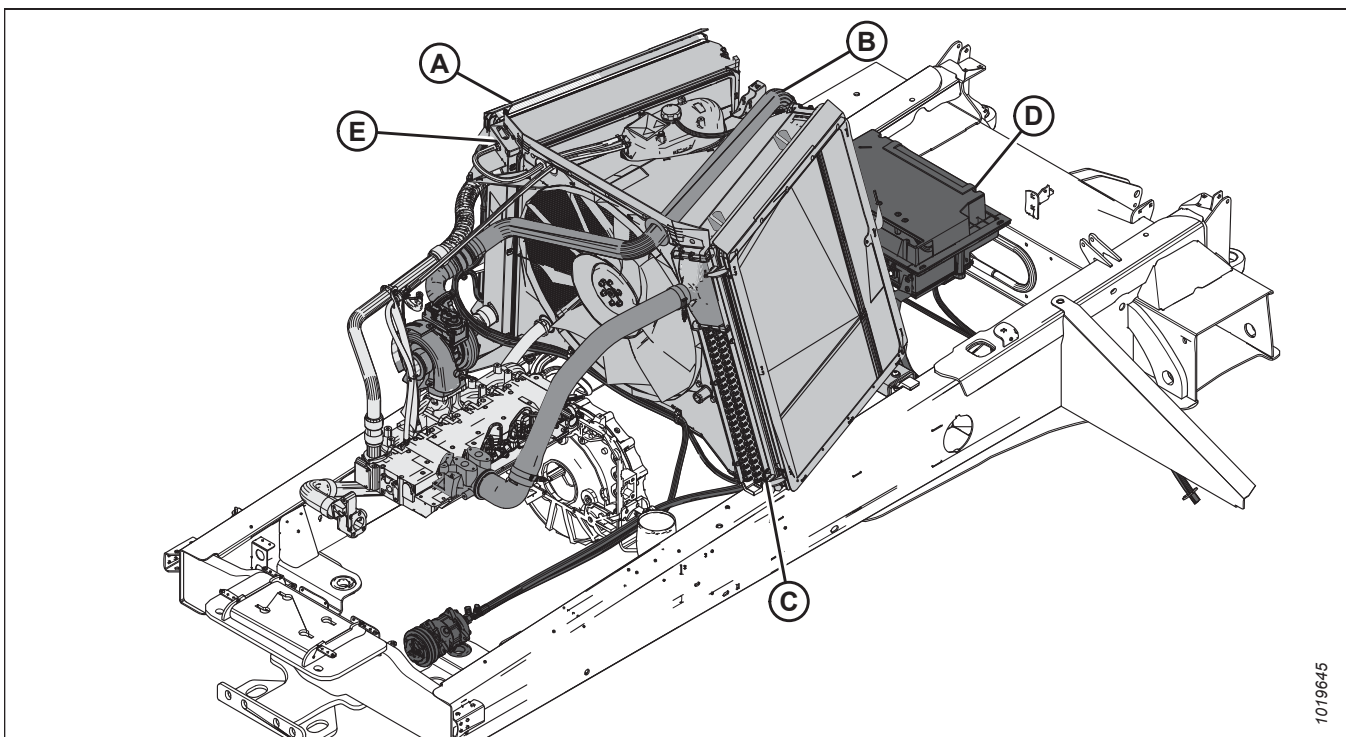
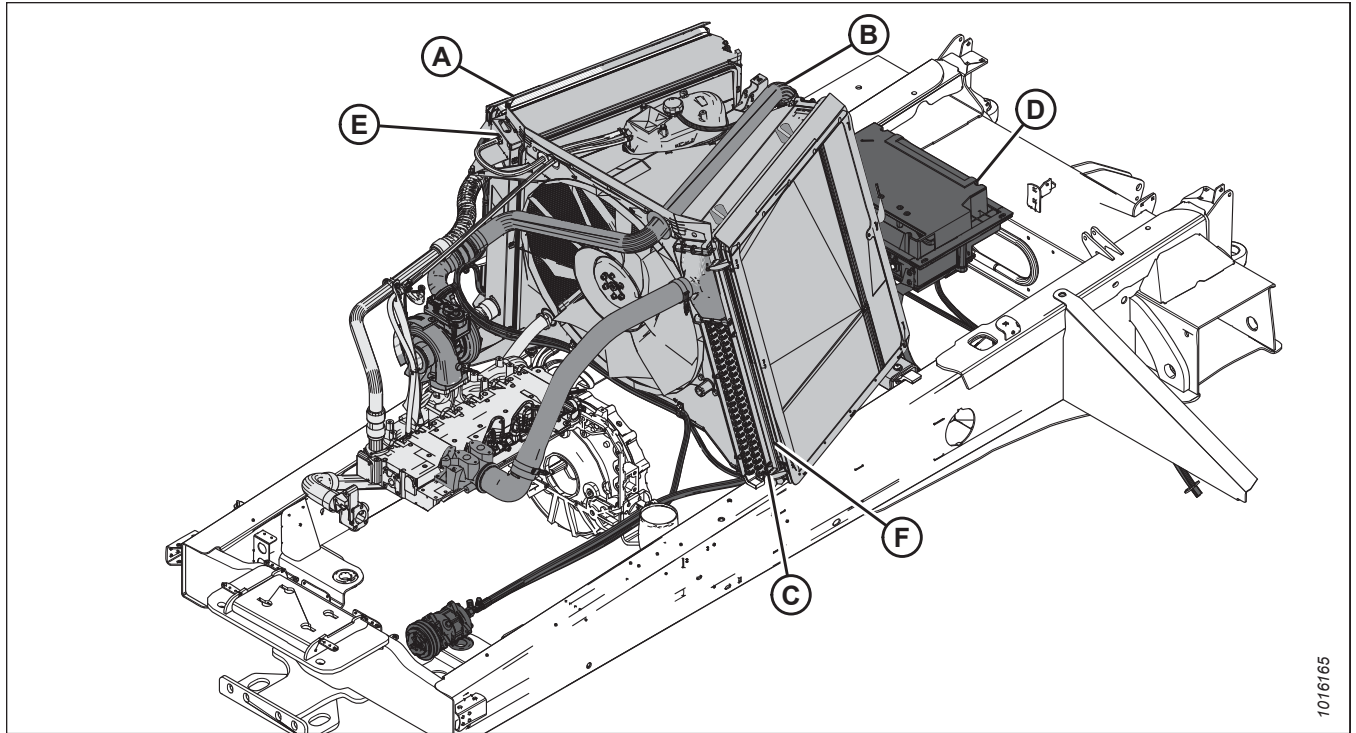


Figure 5.18: Twin-Flow Cooling System

A - Air Conditioning Condenser
D - Air Conditioning Box

B - Charge Air Cooler
E - Engine Radiator

C - Hydraulic Oil Cooler



1016165

Figure 5.19: Cooling System

A - Air Conditioning Condenser
D - Air Conditioning Box

B - Charge Air Cooler
E - Engine Radiator

C - Hydraulic Oil Cooler
F - Case Drain Cooler

NOTE:

Antifreeze is essential in any climate. It broadens the operating temperature range by lowering the coolant freezing point and by raising its boiling point. Antifreeze also contains rust inhibitors and other additives to prolong engine life.

IMPORTANT:

If antifreeze strength is not adequate, do **NOT** drain the cooling system to protect against freezing. The system may not drain completely, and damage from freezing could still result.

For more information, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

Engine Cooling

Coolant is filled through the pressurized coolant tank (A), it is drawn into the engine through hose (B). It then exits the engine through hose (C) and returns to the radiator for cooling. The system vents through hoses (D) back to pressurized coolant tank (A).

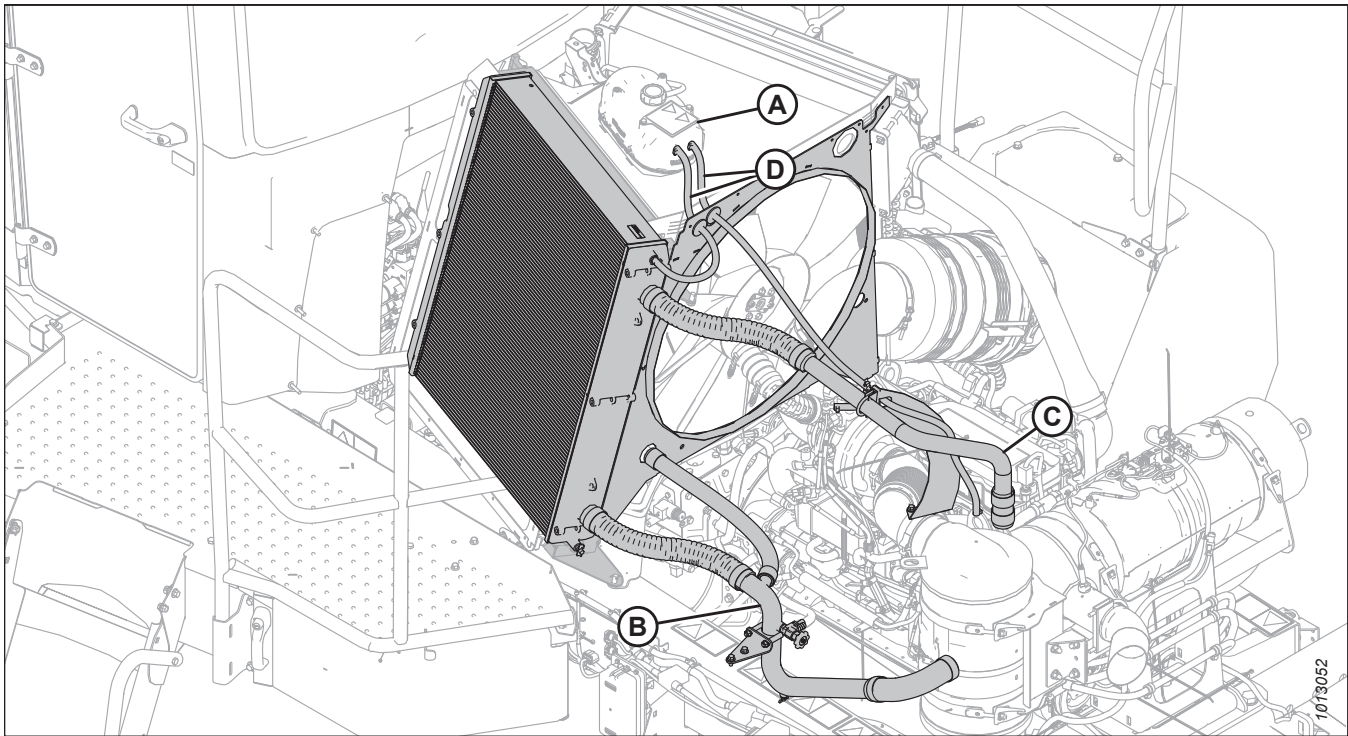


Figure 5.20: Engine Cooling

A - Pressurized Coolant Tank
C - Engine Outlet Hose

B - Engine Inlet Hose
D - Vent Hoses

Inspecting Pressurized Coolant Tank Cap

The pressurized coolant tank cap must fit tightly, and the cap gasket must be in good condition to maintain the 97–124 kPa (14–18 psi) pressure in the cooling system.

CAUTION

To avoid personal injury from hot coolant, do NOT attempt to open the until the engine cools.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

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3. Turn cap (A) counterclockwise to the first notch to relieve pressure before removing the cap completely.
4. Turn cap (A) again and remove it.
5. Check the gasket for cracks or deterioration, and replace the cap if necessary.
6. Check that the spring in the cap moves freely. Replace the cap if the spring is stuck.
7. Close the hood. For instructions, refer to [5.3.2 Closing Hood](#), page 363.

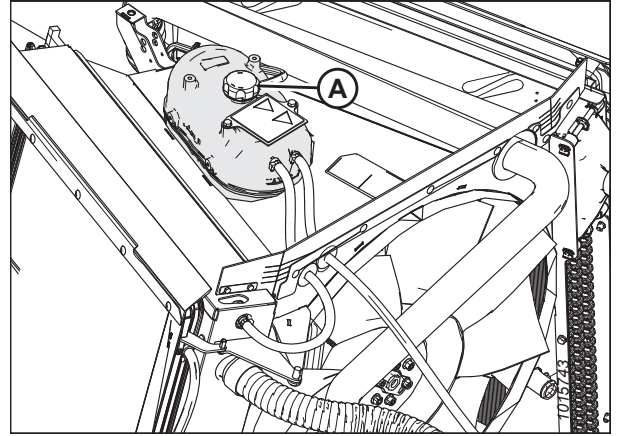


Figure 5.21: Coolant Tank

Charge Air Cooler

The charge air cooler (CAC) is located between the turbocharger and the air inlet manifolds. It cools the air from the engine's turbo prior to it entering the combustion chamber.

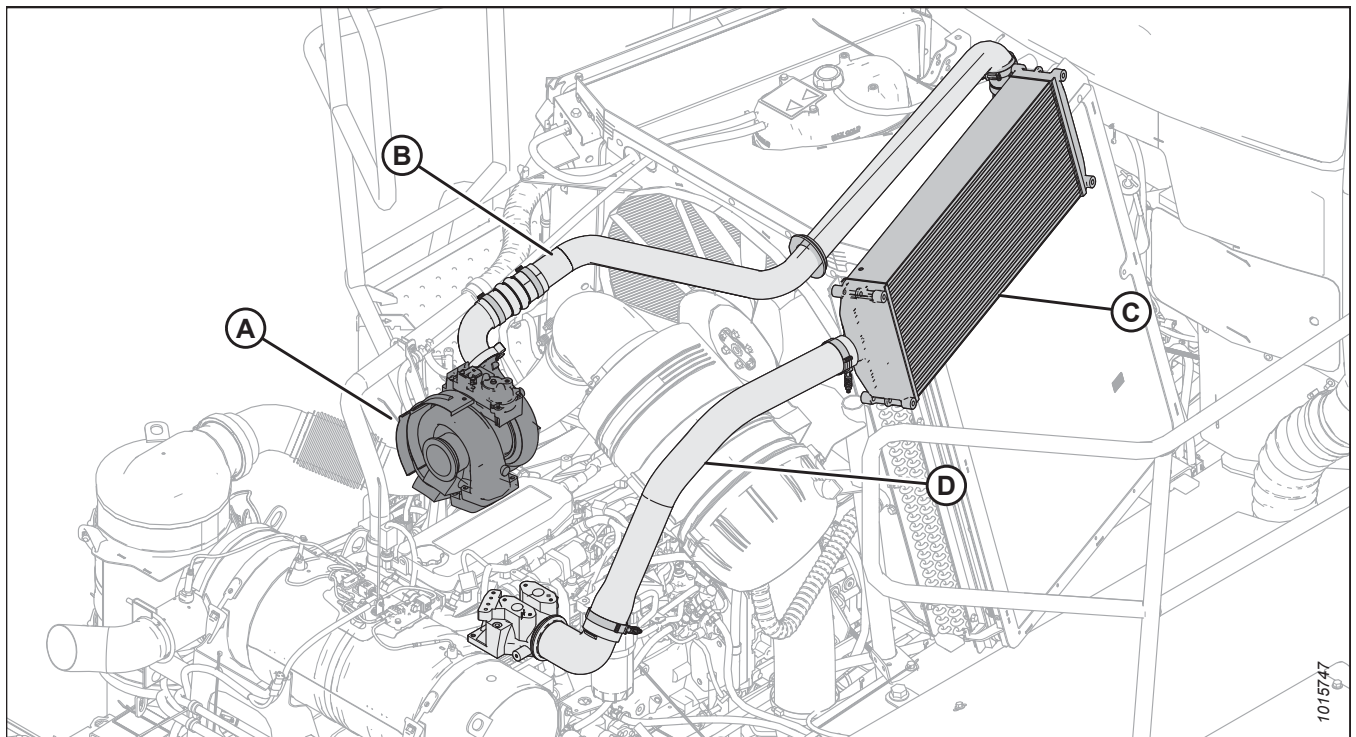


Figure 5.22: Charge Air Cooler (CAC)

A - Turbocharger
C - Charge Air Cooler

B - Charge Air Inlet Duct
D - Charge Air Outlet Duct

Charge Air Cooling

The cooler is located in the cooling box behind the cab.

After the intake air passes through the air filter, it passes through turbocharger (A), which boosts the air pressure. This process heats the air so it is passed through pipe (B) to cooler (C) before entering engine intake (D).

The cooler screens and components should be cleaned with compressed air every 100 hours of operation. Daily cleaning may be required if operating in heavy crop conditions. For instructions, refer to [5.9.2 Cleaning Cooler Module, page 410](#).

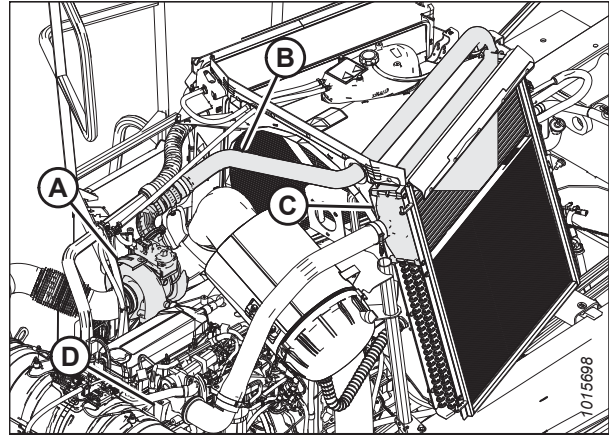


Figure 5.23: Engine Air Intake System

Hydraulic Oil Cooler

The hydraulic oil cooler is located inside the cooling box behind the radiator.

Clean cooler (A) with compressed air every 100 hours of operation. Daily cleaning may be required if operating in heavy debris conditions. For instructions, refer to [5.9.2 Cleaning Cooler Module, page 410](#).

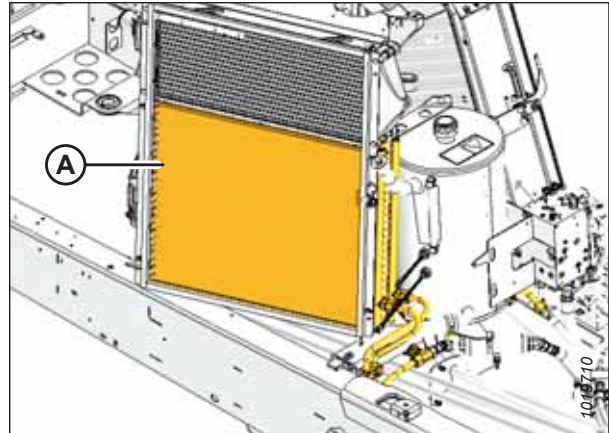


Figure 5.24: Hydraulic Oil Cooler

Air Conditioning

This topic includes an illustration of the air conditioning (A/C) system components highlighted and identified.

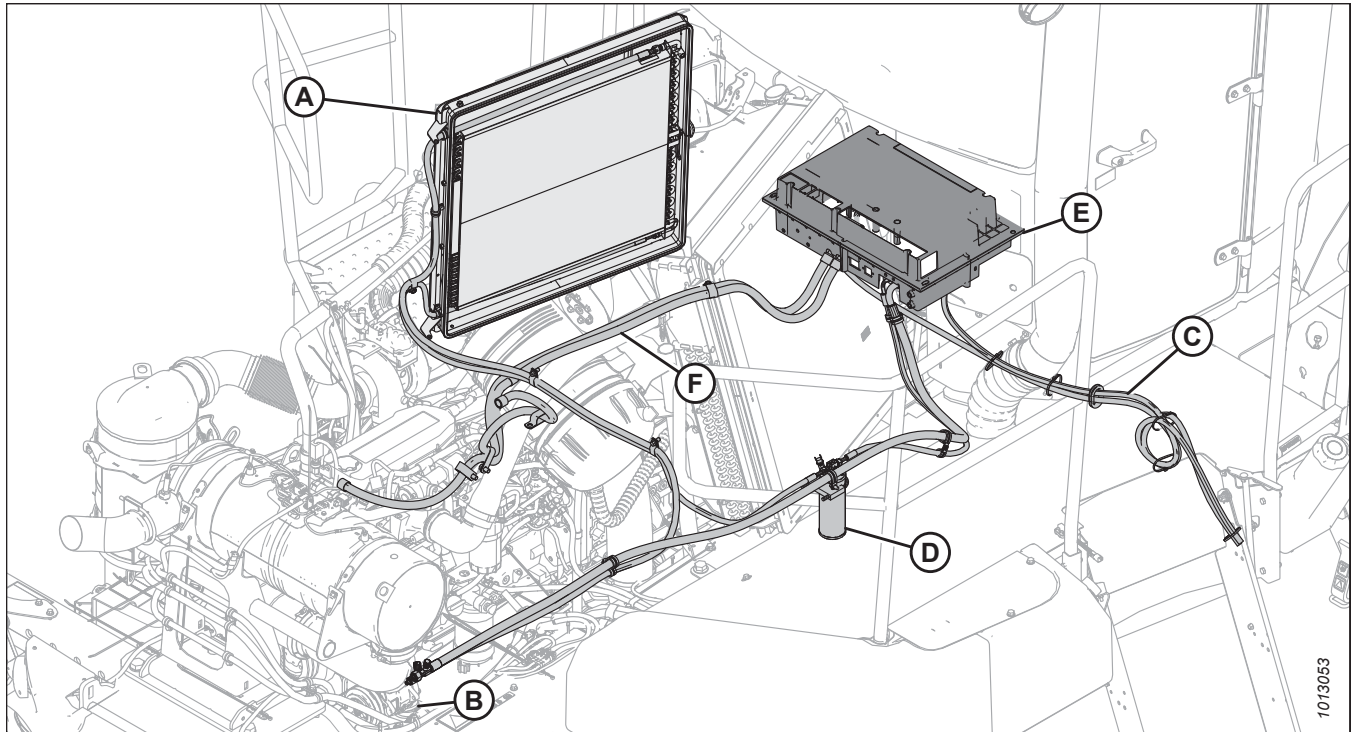


Figure 5.25: Air Conditioning

A - Condenser
D - Drier

B - Compressor
E - HVAC Unit

C - HVAC Drain Lines
F - Cab Heater Lines

Condenser

The air conditioning condenser should be cleaned with compressed air every 100 hours of operation. More frequent cleaning may be necessary in severe conditions.

Cleaning the condenser can be done at the same time as the radiator, oil cooler, and charge air cooler. For instructions, refer to [5.9.2 Cleaning Cooler Screens and Components, page 410](#).

5.5.3 Air Intake System

The air intake system filters air used by the engine.

IMPORTANT:

- Do **NOT** run engine with air cleaner disconnected or disassembled.
- Over-servicing the filter element increases the risk of dirt being ingested by the engine and severely damaging the engine.
- Filter servicing should only be performed when the windrower display indicates ENGINE AIR FILTER or at the specified interval. For cleaning intervals, refer to [5.2.2 Maintenance Schedule/Record, page 359](#).

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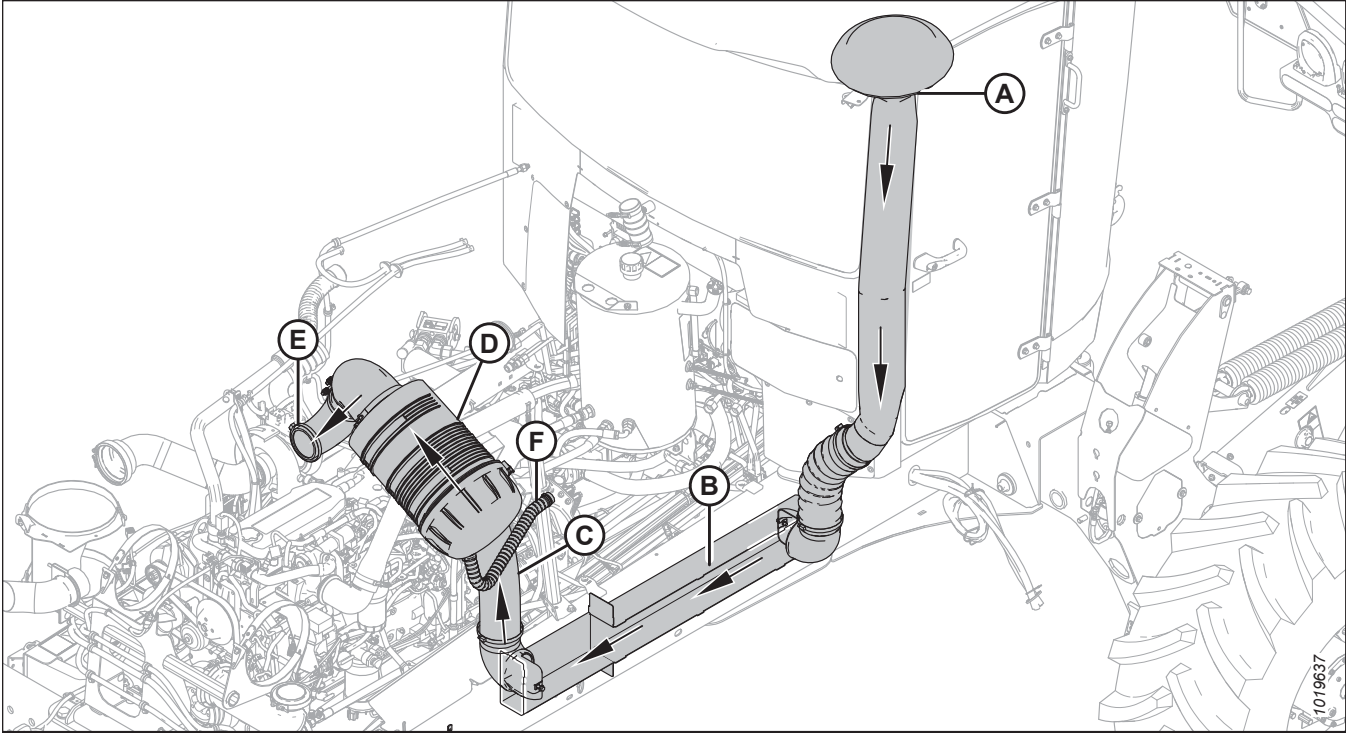


Figure 5.26: Air Intake System

A - Air Intake
D - Air Cleaner

B - Air Duct to Air Cleaner
E - Turbocharger Intake

C - Air Cleaner Intake
F - Aspirator Duct

Message (A) appears on the windrower display when the engine air filter requires servicing.



Figure 5.27: Filter Service Required Message

5.5.4 Hydraulic System

The windrower hydraulic system operates the windrower drive system, header lift, header drive systems, cooling systems fan, and other lift systems.

WARNING

- Avoid high-pressure fluids. Escaping fluid can penetrate the skin causing serious injury. Relieve pressure before disconnecting hydraulic lines.
- Tighten all connections before applying pressure. Keep hands and body away from pin-holes and nozzles which eject fluids under high pressure.



Figure 5.28: Hydraulic Pressure Hazard

WARNING

- Use a piece of cardboard or paper to search for leaks.
- If ANY fluid is injected into the skin, it must be surgically removed within a few hours by a Doctor familiar with this type of injury or gangrene may result.

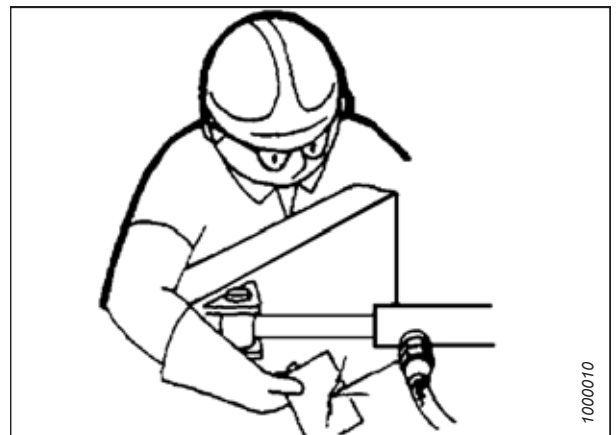


Figure 5.29: Checking Hydraulic Leaks

IMPORTANT:

Foreign material such as dirt, dust, and water is the major cause of damage in the hydraulic system.

If the hydraulic system components must be disconnected for service, protect the ends of hoses, tubing, and ports of components from contamination with clean, lint-free towels, or clean plastic bags.

Before installing any replacement hose, flush the inside with unused diesel fuel or unused commercial petroleum cleaning solvent for 10 seconds minimum. Do **NOT** use water, water soluble cleaners, or compressed air.

The hydraulic system components are built to very close tolerances and have been adjusted at the factory. Do **NOT** attempt to service these components except to maintain proper oil level, to change oil, and to change oil filters as described in this manual.

Contact your MacDon Dealer for all other service.

Hydraulic Oil Cooler

The hydraulic oil cooler is located inside the cooling box behind the radiator.

It should be cleaned with compressed air every 100 hours of operation. Daily cleaning may be required if operating in heavy debris conditions. For instructions, refer to [5.9.2 Cleaning Cooler Module, page 410](#).

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Knife/Disc Drive Hydraulics

A hydraulic piston pump works in a closed-loop circuit providing oil to the knife/disc circuit. The pump maintains knife/disc speed at all normal operating engine speeds (>1500 rpm), regardless of header load.

The pump requires charge flow in order to:

- Replace oil from internal leakages
- Fill and maintain positive pressure in the work circuit
- Provide flushing flow for cooling, and introduce clean oil into the circuit

Reel and Draper Hydraulics

The reel and draper circuits are powered by a gear pump. This allows independent oil flow to the reel and draper circuit and separates oil flow from the knife pump. The header drive manifold manages flow control and relief for these circuits.

Traction Drive Hydraulics

The windrower traction drive consists of two variable displacement axial piston hydraulic pumps, one for each drive wheel.

The pump's speeds are increased through a gearbox from the engine. Each pump requires charge flow in order to

- Replace oil from internal leakages
- Fill and maintain positive pressure in the work circuit
- Provide flushing flow for cooling (occurs at the motors), and introduce clean oil into the circuit

5.5.5 Electrical System

Refer to this section for information on maintaining the windrower's battery, lights, and the circuit breaker and fuses.

Module Layout

A network of electrical and CAN signal wires connect to modules (connection hubs) on the M2 Series Windrower. The following diagram illustrates the module locations.

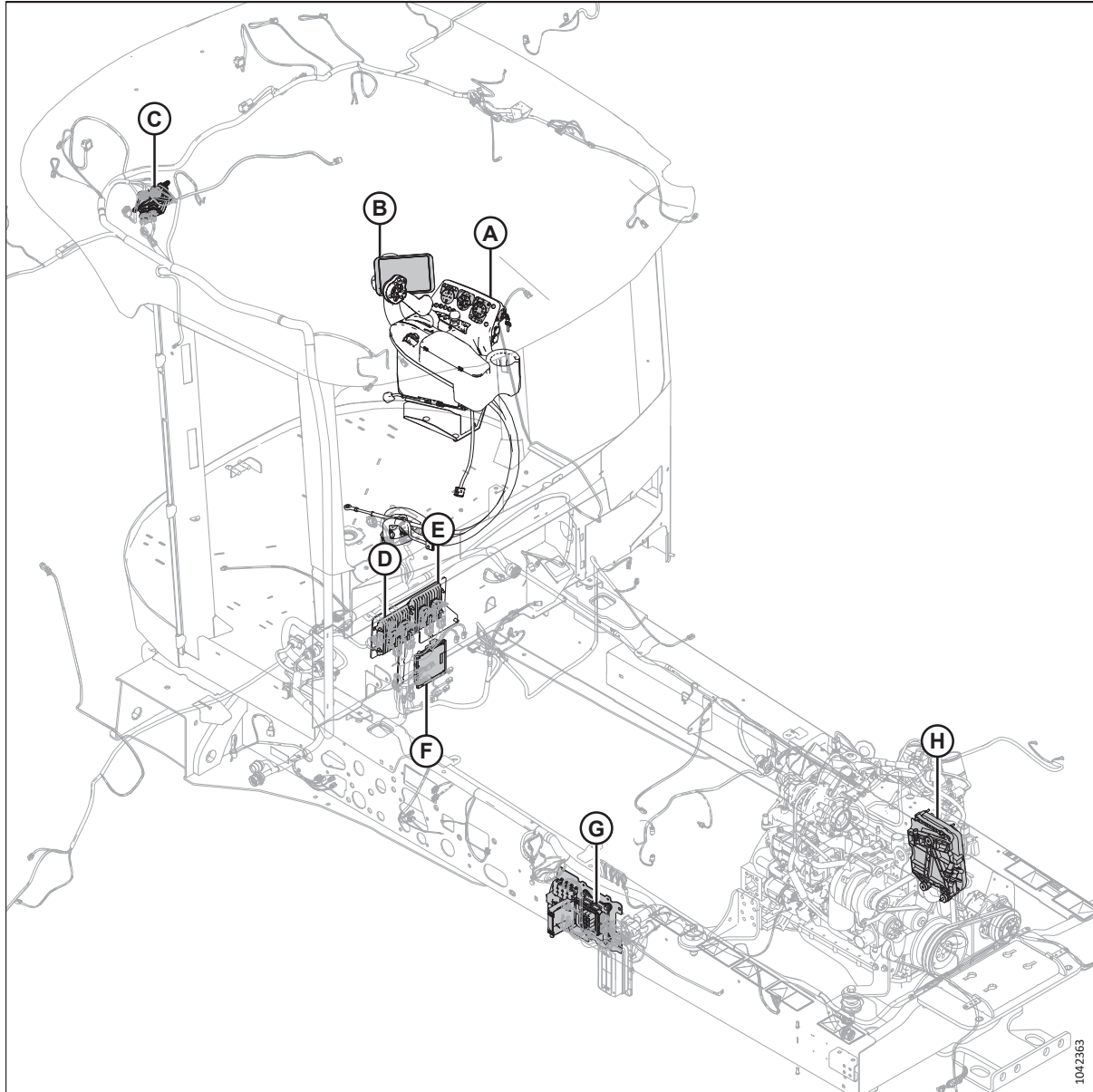


Figure 5.30: Module Locations

A - Console Module

D - Master Module

G - Chassis Relay Module²⁷

B - HarvestTouch™ Display

E - Expansion Module

H - Engine Control Module (ECM)

C - Roof Relay Module²⁷

F - HVAC Controller Module

27. For fuse and relay information, refer to *Fuse Panel and Relay Module Decals*, page 496.

Master Controller

The master controller houses the windrower software and communicates with all other electrical modules on the windrower.

The master controller is mounted behind the cab.

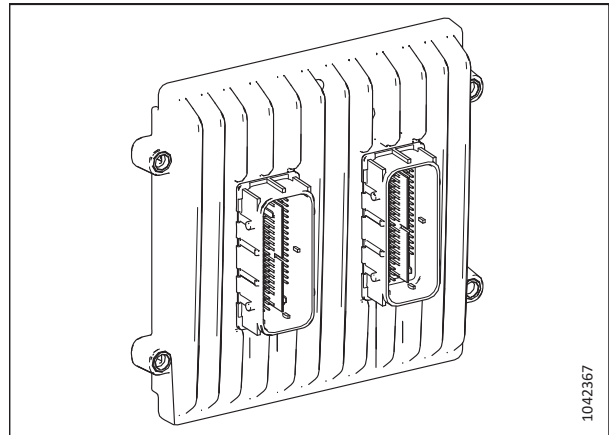


Figure 5.31: Master Controller

Extension Modules

Extension modules provide additional inputs and outputs for the master controller.

The windrower has one extension module which is located behind the cab next to the master controller. It provides inputs and outputs to the various sensors and valve solenoids throughout the windrower.

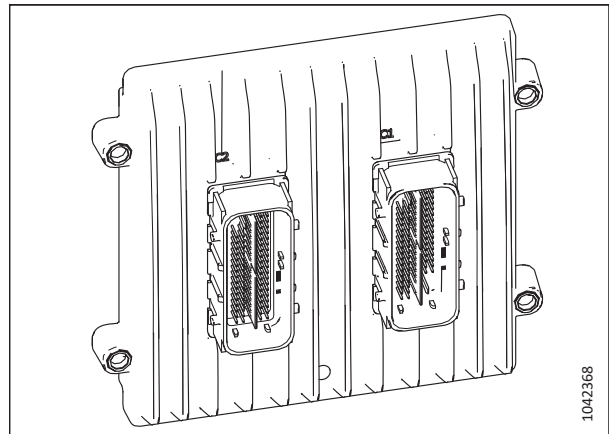


Figure 5.32: Extension Modules

MAINTENANCE AND SERVICING

Relay Modules

Relay modules contain electronic switches that are turned on/off by the master controller.

The windrower has two relay modules. One is located on the chassis and the other inside the cab headliner. There are fuses and relays located in both relay modules.

The chassis relay module is located on the left (cab-forward) frame rail.

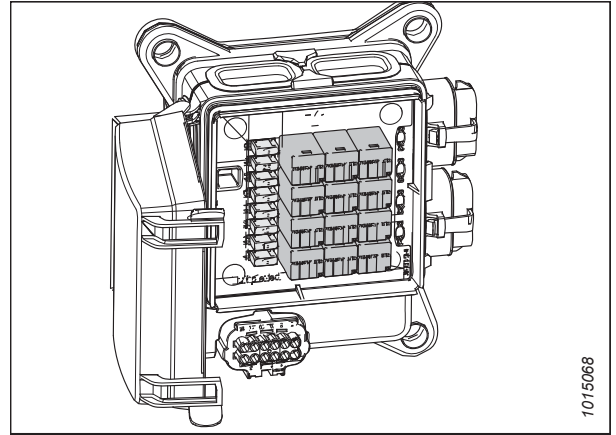


Figure 5.33: Chassis Relay Module

MAINTENANCE AND SERVICING

The roof relay module is located inside the cab's headliner.

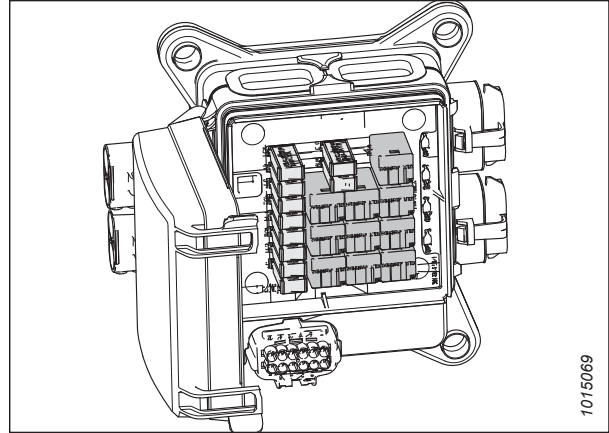


Figure 5.34: Roof Relay Module

Preventing Electrical System Damage

The windrower's electrical system can be damaged if the correct procedures are not followed when the windrower is serviced.

To prevent electrical system damage, take the following precautions:

- Carefully observe polarity when attaching booster battery.
- Do **NOT** short across battery or alternator terminals or allow battery positive (+) cable (B) or alternator wire to become grounded.
- Be sure alternator connections are correct before connecting the cables to the battery.
- When welding on any part of the machine, disconnect battery cables. For instructions, refer to [1.8 Welding Precautions, page 10](#).
- Always disconnect battery ground cables when working with the alternator or regulator.
- Never attempt to polarize an alternator or a regulator.
- If wires are disconnected from the alternator, refer to [Figure 5.35, page 382](#) to ensure proper connection.
- Never ground the alternator field terminal or field.
- Never connect or disconnect alternator or regulator wires with battery connected or alternator operating.
- Always disconnect cables from the battery when using a charger to charge battery in windrower.
- Ensure all cables are securely connected before operating engine.
- To avoid damage to circuit boards by static electricity, disconnect negative battery terminals when replacing electronic control modules. Furthermore, when handling electronic control modules, avoid touching the connector pins directly.

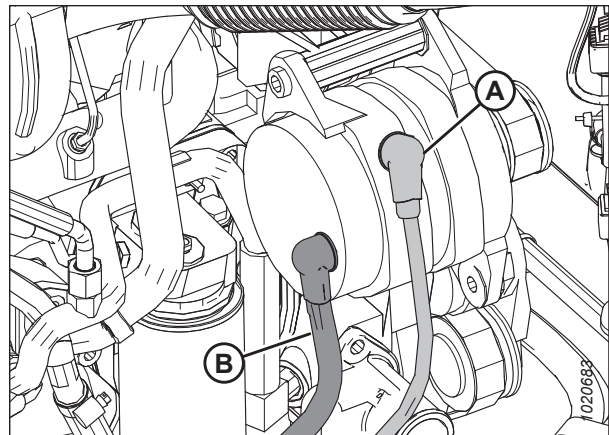


Figure 5.35: Alternator

A - Negative Terminal

B - Positive Terminal

5.6 Break-in Inspection Procedures

For the break-in schedule, refer to *5.2.1 Break-in Inspection Schedule, page 357*.

5.6.1 Tightening Drive Wheel Nuts

At first use or when a wheel is removed, check wheel nut/bolt torque every 15 minutes on the road or 1 hour in the field until the specified torque is maintained. Once specified torque is maintained, check wheel nut/bolt torque after 10 and 50 hours (field or road operation), and then every 200 hour intervals thereafter.

To tighten the drive wheel nuts, follow these steps:

IMPORTANT:

- To avoid damage to wheel rims and studs, tighten the nuts by hand. Threads must be clean and dry; do **NOT** apply any lubricant or anti-seize compound. Do **NOT** use an impact gun, and do **NOT** overtighten wheel nuts.
- Use only genuine, manufacturer-specified nuts.

1. Locate drive wheels (A).

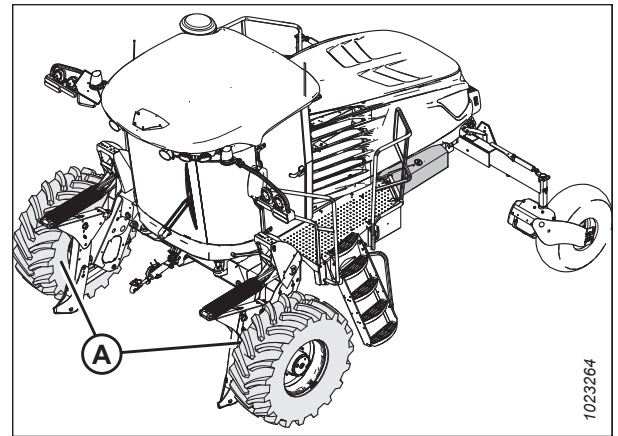


Figure 5.36: Drive Wheel Location

2. Torque each nut (A) to 510 Nm (375 lbf-ft) using the tightening sequence shown at right.
3. Repeat the tightening sequence two additional times, ensuring the specified torque is achieved each time.
4. Repeat the torque procedure every hour until two consecutive checks confirm that there is no movement of nuts (A).

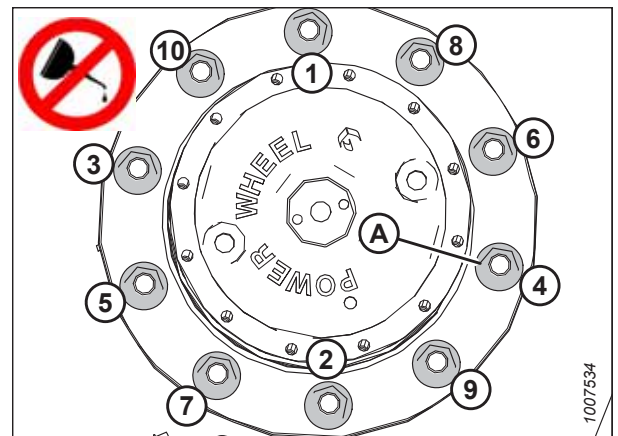


Figure 5.37: Drive Wheel – 10 Bolt

5.6.2 Tightening Caster Wheel Nuts

At first use or when a wheel is removed, check wheel nut/bolt torque every 15 minutes on the road or 1 hour in the field until the specified torque is maintained. Once specified torque is maintained, check wheel nut/bolt torque after 10 and 50 hours (field or road operation), and then every 200 hour intervals thereafter.

1. Locate caster wheel assemblies (A).

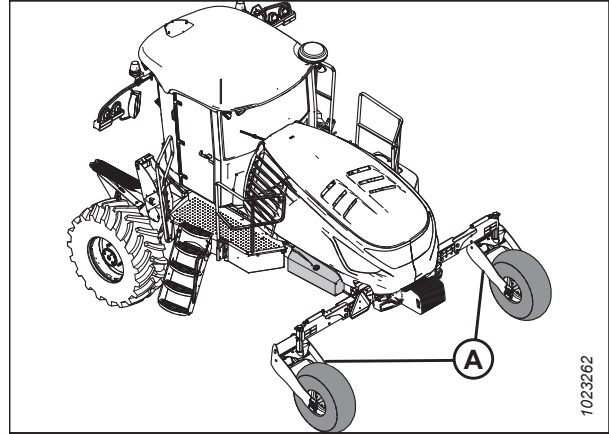


Figure 5.38: Caster Wheel Location

2. Tighten wheel nuts (A) to 163 Nm (120 lbf-ft) using the tightening sequence shown at right. Repeat the tightening sequence three times.

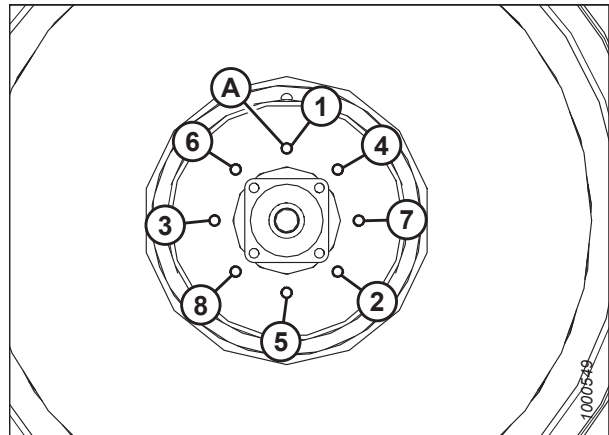


Figure 5.39: Forked Casters with Suspension

5.6.3 Tightening Caster Wheel Anti-Shimmy Dampeners

Each caster is equipped with two fluid-filled anti-shimmy dampeners (A).

Mounting bolts (B) and (C) need to be checked periodically for security. For inspection intervals, refer to [5.2.2 Maintenance Schedule/Record, page 359](#).

- Two inboard bolts (B) should be tightened to 136 Nm (100 lbf-ft)
- Outboard bolt (C) should be tightened to 244 Nm (182 lbf-ft)
- Outboard jam nut (D) should be tightened to 136 Nm (100 lbf-ft)

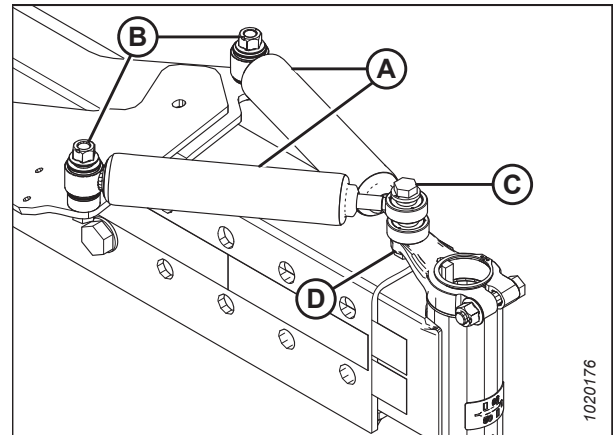


Figure 5.40: Anti-Shimmy Dampener

5.6.4 Tightening Walking Beam Adjustment Bolts

Check walking beam adjustment bolt torque after 5, 10, and 50 hours of field or road operation.

1. Tighten and torque back bolts (A) to 759 Nm (560 lbf-ft).
2. Tighten and torque bottom bolts (B) to 759 Nm (560 lbf-ft).
3. Repeat the previous steps on the opposite side.

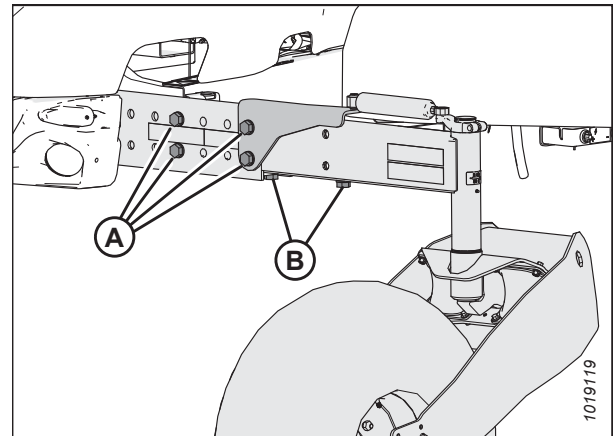


Figure 5.41: Walking Beam Adjustment Bolts

5.6.5 Tensioning Air Conditioner Compressor Belts

During the first few hours of windrower operation, and after being replaced, the air conditioner compressor belt will need to be tensioned.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

MAINTENANCE AND SERVICING

- Loosen compressor mounting hardware (A).
- Pry compressor (B) away from the engine so that a force of 45 N (10 lbf) deflects belts (C) 5 mm (3/16 in.) at mid-span.

NOTE:

Tab (D) on the bracket can be used as support for prying.

- Tighten compressor mounting hardware (A).
- Recheck the tension and readjust it as required.
- Close the hood. For instructions, refer to [5.3.2 Closing Hood](#), page 363.

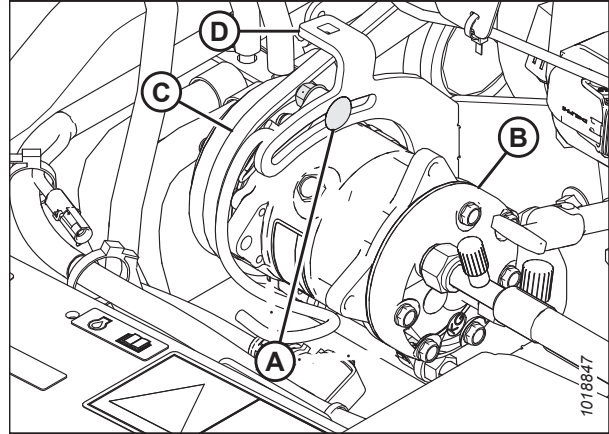


Figure 5.42: Air Conditioning (A/C) Compressor

5.6.6 Changing Engine Gearbox Lubricant

Change the engine gearbox lubricant after the first 50 hours, and then every 250 hours or annually.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

CAUTION

Park on a flat, level surface with the header on the ground, the ground speed lever (GSL) in the PARK position, and the steering wheel in the locked position (centered). To confirm that the parking brake is engaged, wait for the HarvestTouch™ Display to beep and display a red P symbol

NOTE:

It is best to change lubricant in the morning before it warms up. If the engine is hot, wait 10 minutes before checking the lubricant level to allow the lubricant to cool and settle in the sump.

- Park the windrower on a level surface.
- Shut down the engine, and remove the key from the ignition.
- Place a 4 liter (1 U.S. gallon) drain pan under the gearbox.

MAINTENANCE AND SERVICING

4. Remove drain plug (A) and allow the lubricant to finish draining.
5. Inspect the drain plug. Small metal shavings are normal. If there are any larger metal pieces, Contact your MacDon Dealer.
6. Reinstall drain plug (A), and remove check plug (B).
7. Add lubricant until the oil level reaches check plug (B). For lubricant specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).
8. Reinstall check plug (B).
9. Operate the engine at low idle, and check for leaks at the check plug and drain plug.

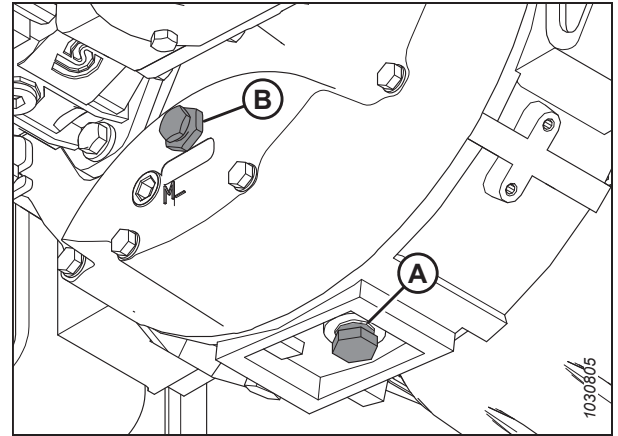


Figure 5.43: M2170 - Engine Gearbox

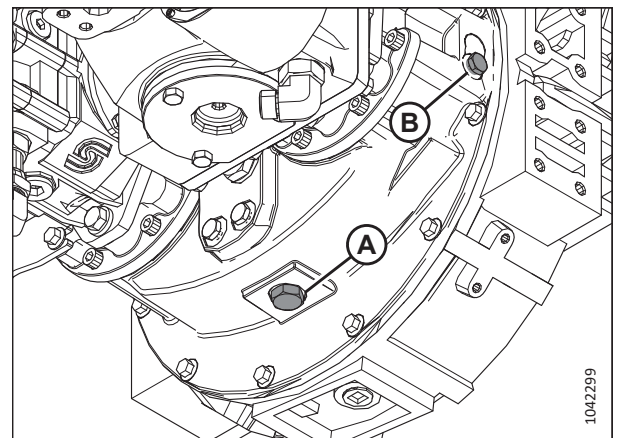


Figure 5.44: M2260 - Engine Gearbox

5.6.7 Changing Wheel Drive Lubricant – 10 Bolt

The wheel drive lubricant should be changed after the first 50 hours and every 1000 hours or annually, whichever occurs first. Change the lubricant when it is warm.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

MAINTENANCE AND SERVICING

1. Park the windrower on level ground and position the windrower so drain plug (B) is at the lowest point.
2. Shut down the engine, and remove the key from the ignition.
3. Place a container (about 2 liters [2 quarts]) under lower drain plug (B).
4. Remove plugs (A) and (B), and drain the lubricant into the container.
5. Dispose of the oil in a manner that complies with local rules and regulations.

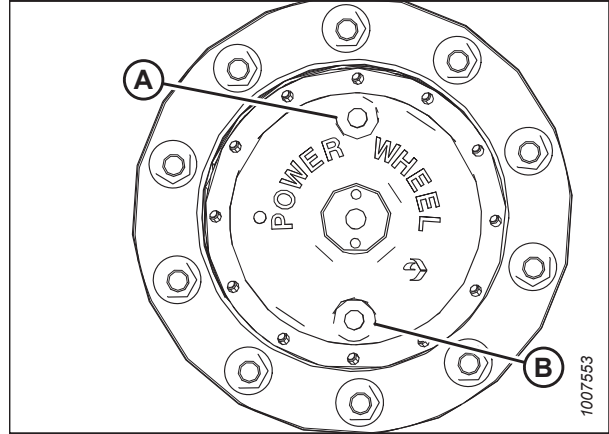


Figure 5.45: Drive Wheel – 10 Bolt

6. After the lubricant has drained completely, position the windrower so that ports (A) and (B) on the wheel are horizontally level with the center of hub (C) as shown.
7. Add lubricant. For instructions, refer to [5.10.5 Adding Wheel Drive Lubricant – 10 Bolt, page 424](#).
8. Reinstall all plugs and torque them to 24 Nm (216 lbf·in).

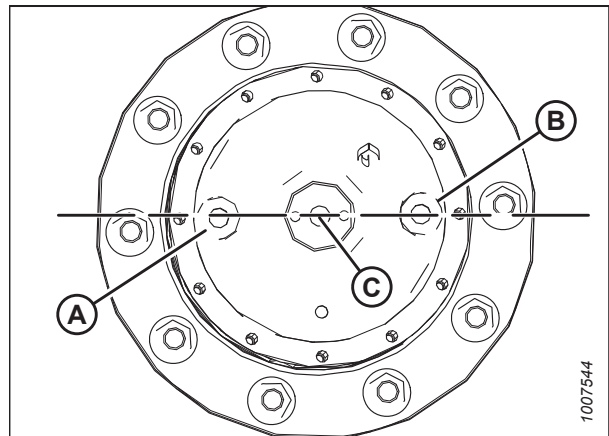


Figure 5.46: Drive Wheel

5.6.8 Changing Wheel Drive Lubricant – 12 Bolt (Optional)

The wheel drive lubricant should be changed after the first 50 hours and every 1000 hours or annually, whichever occurs first. Change the lubricant when it is warm.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

MAINTENANCE AND SERVICING

1. Park the windrower on level ground and position the drive wheel so fill/drain plug (A) is at the lowest point.
2. Shut down the engine, and remove the key from the ignition.
3. Place a container (about 5 liters [5.3 quarts]) under the fill/drain plug (A).
4. Remove fill/drain plug (A) and check plug (B), and drain the lubricant into container.
5. Dispose of oil in a manner that complies with the local rules and regulations.

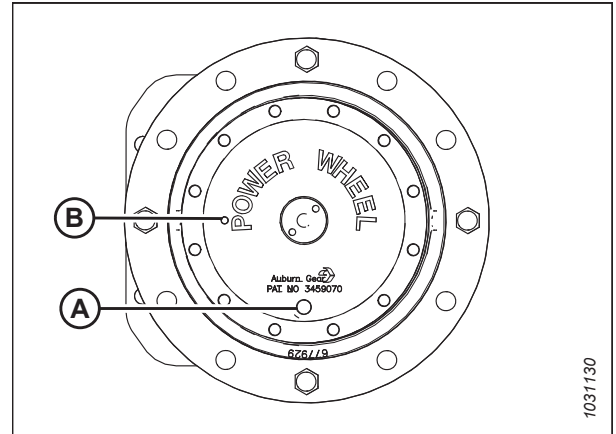


Figure 5.47: Wheel Drive – 12 Bolt

6. After the lubricant has drained completely, rotate the wheel drive until fill/drain plug (A) is vertically centered with the hub, and check port (B) on the wheel drive is horizontally level with the center of the hub.
7. Add lubricant. For instructions, refer to [5.10.6 Adding Wheel Drive Lubricant – 12 Bolt \(Optional\)](#), page 425.

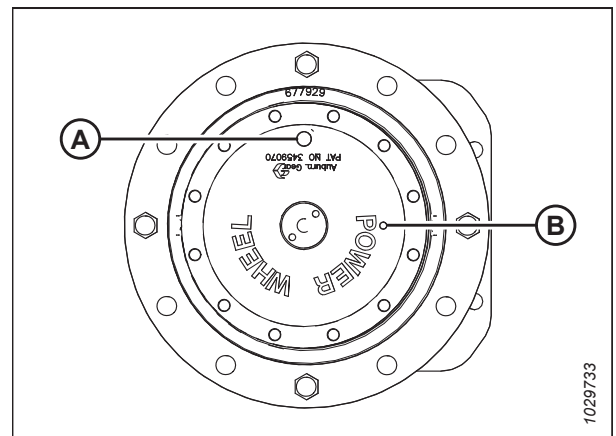


Figure 5.48: Wheel Drive – 12 Bolt

8. Reinstall check plug (B) and torque it to 7.5 Nm (72 lbf-in).
9. Reinstall fill/drain plug (A) and torque it to 24 Nm (216 lbf-in).

5.6.9 Return Oil Filter

The return oil filter removes particulate contaminants from the oil returning from the fan drive, lift circuits, and drive circuits. It must be changed after the first 50 hours and then at 500-hour intervals. Follow the service schedule on the HarvestTouch™ Display.

Removing Return Oil Filter

The return oil filter removes particulate contaminants from the oil returning from the fan drive, lift circuits, and drive circuits.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

DANGER

Avoid high-pressure fluids. Escaping fluid can penetrate the skin causing serious injury.

1. Shut down the engine, and remove the key from the ignition.

MAINTENANCE AND SERVICING

2. Locate return filter (A) under the left platform.
3. Clean around the head of filter (A).
4. Place a container beneath filter (A) to collect any oil that leaks out.
5. Unscrew filter (A) with a filter wrench.
6. Dispose of the used oil and filter in a manner that complies with local rules and regulations.

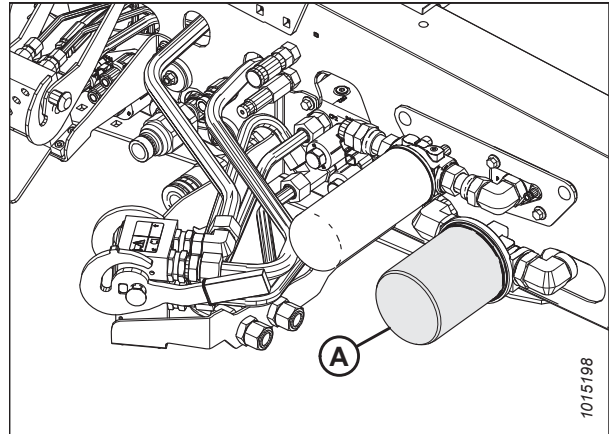


Figure 5.49: M2170 Return Filter

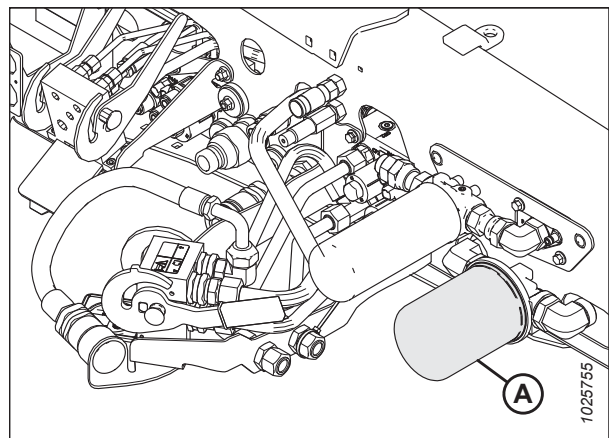


Figure 5.50: M2260 Return Filter

NOTE:

The image shows the filter head removed for component clarity.

7. Remove and discard gasket (C) from groove (B) in filter head (A).

NOTE:

Filter (D) is shown to provide context.

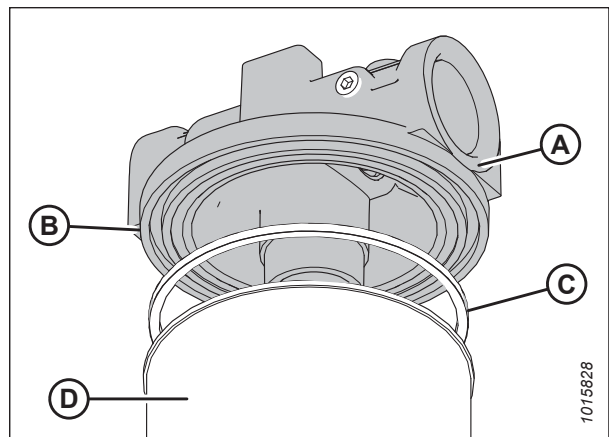


Figure 5.51: Return Filter

Installing Return Oil Filter

The return oil filter removes particulate contaminants from the oil returning from the fan drive, lift circuits, and drive circuits.

NOTE:

For filter specifications, refer to [5.1.5 Filter Part Numbers, page 356](#).

NOTE:

The image shows the filter head removed for component clarity.

1. Clean gasket groove (B) in filter head (A).
2. Apply a thin film of clean oil to new filter gasket (C).

IMPORTANT:

Do **NOT** pre-fill the filter before installation as this may introduce unfiltered oil into the system.

3. Install new gasket (C) into groove (B) in filter head (A).
4. Screw new filter (D) onto the filter head until the gasket just contacts the filter.

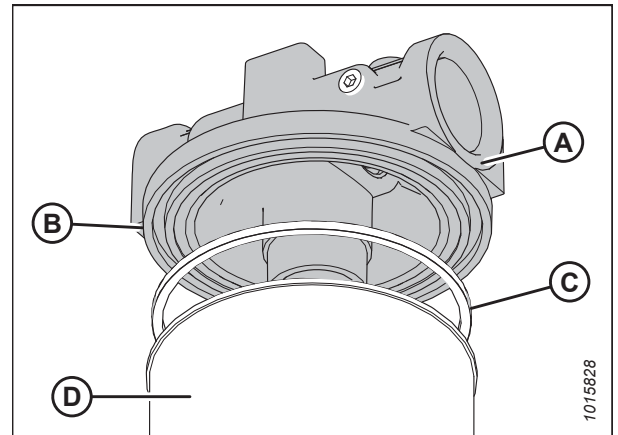


Figure 5.52: Return Filter

MAINTENANCE AND SERVICING

5. Tighten filter (A) an additional 3/4 turn by hand.

IMPORTANT:

Do **NOT** use a filter wrench to install the oil filter; overtightening can damage the gasket and filter.

6. Check hydraulic fluid levels. For instructions, refer to [5.7.3 Checking Hydraulic Oil, page 398](#). For capacity level, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

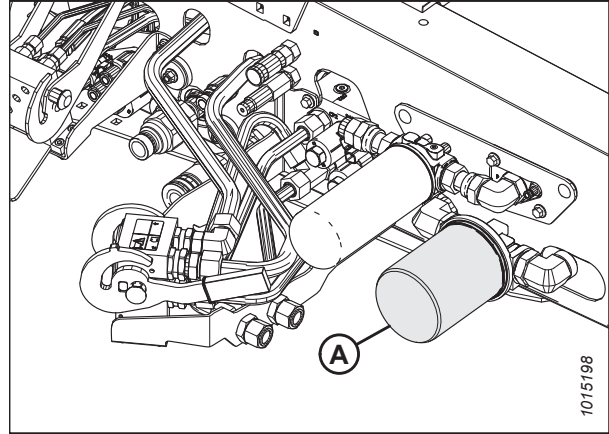


Figure 5.53: M2170 Return Filter

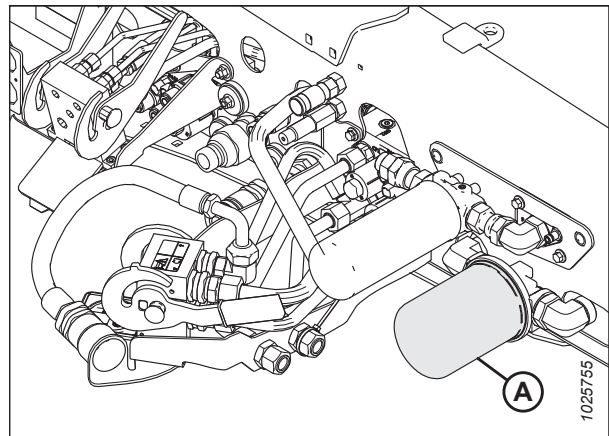


Figure 5.54: M2260 Return Filter

5.6.10 Charge Filter

The charge filter removes particulate contaminants from the oil before the oil is directed into the traction and header drive pumps. The oil maintains a positive pressure and is continuously supplied in these closed circuits during operation. The charge filter has a high-pressure bypass of 345 kPa (50 psi) that allows oil to bypass the filter element during cold temperatures and when the filter element is heavily loaded.

The charge filter must be replaced at regular intervals. The filter telltale is displayed on the HarvestTouch™ Display. The charge filter must be changed after the first 50 hours and every 500 hours thereafter. Follow the service schedule on the display.

Refer to the following procedures to change the charge filter:

- [Removing Charge Filter, page 393](#).
- [Installing Charge Filter, page 394](#).

Removing Charge Filter

The charge filter removes particulate contaminants from the oil before the oil is directed into the traction and header drive pumps.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

WARNING

Do NOT inspect the hydraulic system for leaks using a part of your body. High-pressure fluid escaping through a pinhole leak can penetrate the skin, causing serious injury.

1. Shut down the engine, and remove the key from the ignition.
2. Open the platform. For instructions, refer to [5.4.1 Opening Platform, page 364](#).
3. Clean around the head of the filter.
4. Place a container beneath the filter to collect any oil that may leak out.
5. Unscrew filter (A) with a filter wrench.
6. Dispose of the used oil and filter in a manner that complies with local rules and regulations.

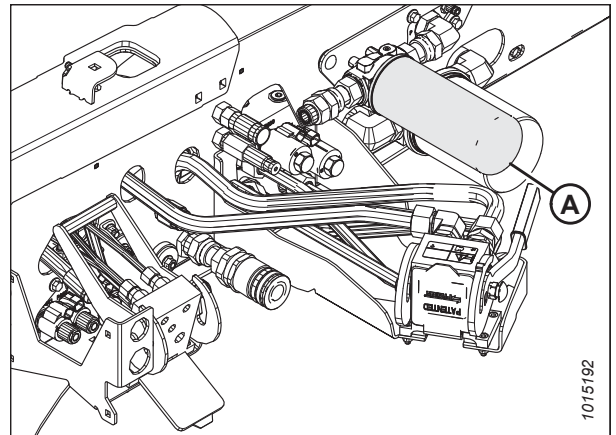


Figure 5.55: M2170 Charge Filter

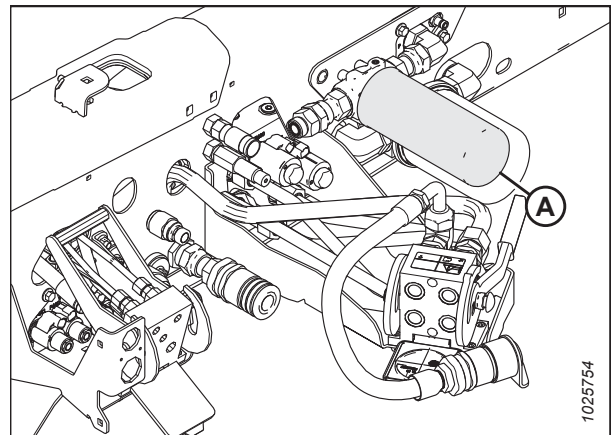


Figure 5.56: M2260 Charge Filter

MAINTENANCE AND SERVICING

Installing Charge Filter

The charge filter removes particulate contaminants from the oil before the oil is directed into the traction and header drive pumps.

NOTE:

For filter specifications, refer to [5.1.5 Filter Part Numbers, page 356](#).

1. Clean the gasket surface of the filter head.
2. Apply a thin film of clean oil to the filter gasket.

IMPORTANT:

Do **NOT** pre-fill the filter before installation as this may introduce unfiltered oil into the system.

3. Screw new filter (A) onto the mount until the gasket just contacts the filter head.
4. Tighten the filter an additional 1/2 turn by hand.

IMPORTANT:

Do **NOT** use a filter wrench to install the oil filter; overtightening can damage the gasket and filter.

5. Check hydraulic fluid levels. For instructions, refer to [5.7.3 Checking Hydraulic Oil, page 398](#). For capacity level, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

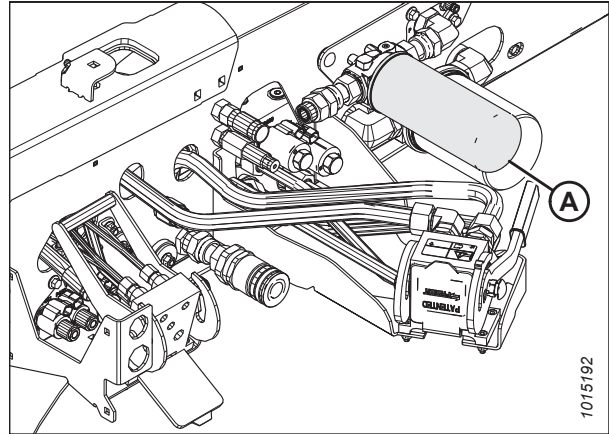


Figure 5.57: M2170 Charge Filter

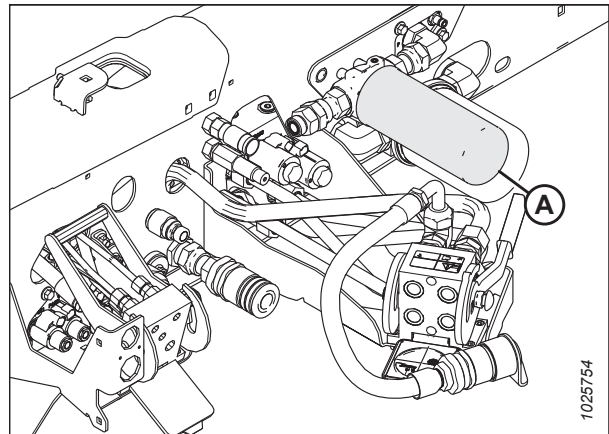


Figure 5.58: M2260 Charge Filter

5.7 Every 10 Hours or Daily

Complete the following maintenance tasks every 10 hours of operation or daily, whichever occurs first.

- Check the engine oil level. For instructions, refer to *5.7.1 Checking Engine Oil Level, page 395*.
- Check the gearbox oil level. For instructions, refer to *5.7.7 Checking Engine Gearbox Lubricant Level and Adding Lubricant – M2170 Windrowers, page 401* and *5.7.8 Checking Engine Gearbox Lubricant Level and Adding Lubricant – M2260 Windrowers, page 402*.
- Check the engine coolant level. For instructions, refer to *5.7.5 Checking Engine Coolant, page 399*.
- Fill the fuel tank. For instructions, refer to *Filling Fuel Tank, page 118*.
- Drain the fuel filter water trap. For instructions, refer to *5.7.2 Fuel/Water Separator, page 397*.
- Check the hydraulic hoses and lines for leaks. For instructions, refer to *5.7.6 Hoses and Lines, page 400*.
- Check the hydraulic oil level. For instructions, refer to *5.7.3 Checking Hydraulic Oil, page 398*.
- Check the tire inflation. For instructions, refer to *5.7.4 Checking Tire Pressure, page 399*.
- Clean the radiator, hydraulic oil cooler, charge air cooler, and A/C condenser. For instructions, refer to *5.9.2 Cleaning Cooler Module, page 410*.
- Check the diesel exhaust fluid (DEF) level. For instructions, refer to *3.17.1 HarvestTouch™ Display Page Layout, page 87*.

5.7.1 Checking Engine Oil Level

Check the engine oil level frequently and watch for any signs of leakage.



DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

NOTE:

During the break-in period, a higher-than-usual oil consumption should be considered normal.

NOTE:

The engine oil level can be checked while the hood is closed.

1. Operate the engine at low idle, and check for leaks at the filter and drain plug.
2. Shut down the engine, and remove the key from the ignition.
3. Wait about 5 minutes.

MAINTENANCE AND SERVICING

4. Locate engine oil dipstick (A) on the right side of the windrower. Turn the dipstick counterclockwise to unlock it. Remove the dipstick.
5. Wipe the dipstick clean. Reinsert the dipstick it into the dipstick tube.

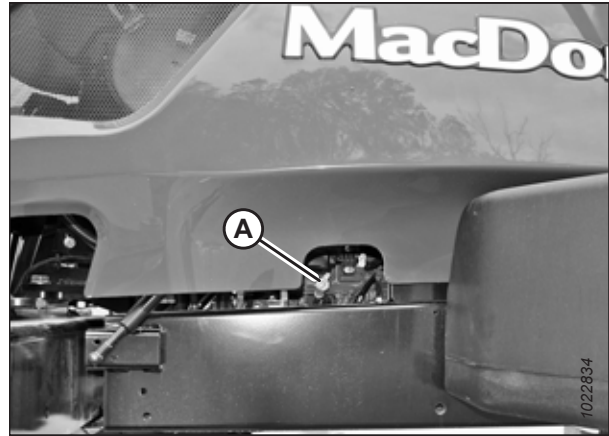


Figure 5.59: Engine Oil Dipstick Location

6. Remove the dipstick again. Check the oil level. The oil level should be between the LOW (L) and HIGH (H) marks on the dipstick. If the oil level is below the LOW mark, oil will need to be added to the crankcase.

NOTE:

Adding 1.9 liters (2 U.S. quarts) of engine oil will raise the level from LOW to HIGH. To add oil, refer to [Adding Engine Oil](#), page 396.

7. Replace the dipstick. Turn the dipstick clockwise to lock it.

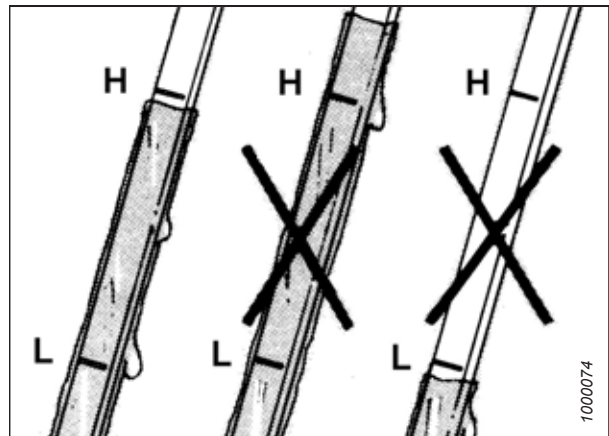


Figure 5.60: Engine Oil Level on Dipstick

Adding Engine Oil

If the engine oil's dipstick shows that the engine oil level is low, or if the oil has been drained, more oil will need to be added.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood](#), page 362.

MAINTENANCE AND SERVICING

3. Clean the area around filler cap (A). Turn the cap counterclockwise to unlock it. Remove the cap.
4. Carefully pour in the new oil. A funnel is recommended to avoid spillage. For oil specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

IMPORTANT:

Do **NOT** fill above the HIGH mark.

5. Replace oil filler cap (A) and turn it clockwise until it is snug.

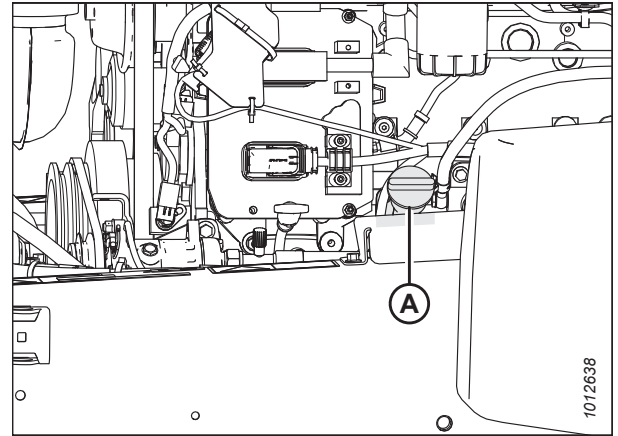


Figure 5.61: Oil Filler Cap

6. Check the oil level. For instructions, refer to [5.7.1 Checking Engine Oil Level, page 395](#).
7. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

5.7.2 Fuel/Water Separator

A fuel/water separator is incorporated into the primary fuel filter. The separator is equipped with a drain and a sensor that detects water in the fuel and displays an alert on the HarvestTouch™ Display. Drain the water and sediment from the separator daily or at any time the Water In Fuel (WIF) light illuminates on the display.

To remove water from the fuel system, refer to [Removing Water from Fuel System, page 397](#).

Removing Water from Fuel System

Water in the fuel system can result in damage to the windrower's engine. If water is detected in the fuel system, it must be removed immediately.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

MAINTENANCE AND SERVICING

3. Place a container under filter (A) to catch spilled fluid.
4. Turn drain valve (C) by hand 1 1/2 to 2 turns counterclockwise until draining occurs.
5. Drain the filter sump of water and sediment until clear fuel is visible.
6. Turn the valve clockwise to close the drain.
7. Dispose of fluid safely.
8. Close the hood. For instructions, refer to [5.3.2 Closing Hood](#), page 363.

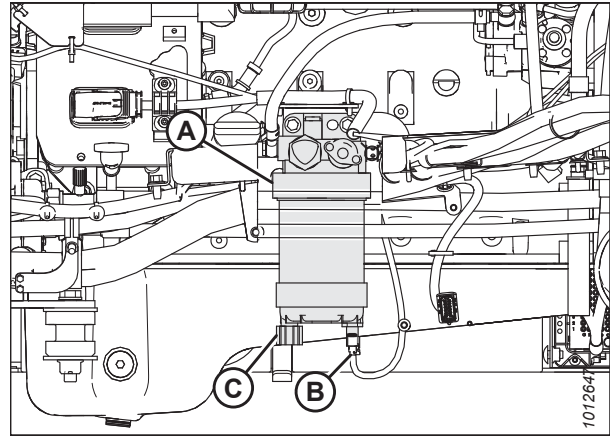


Figure 5.62: Fuel System

- A - Primary Fuel Filter
- B - Water in Fuel (WIF) Sensor
- C - Drain Valve

5.7.3 Checking Hydraulic Oil

The hydraulic system will not work correctly if the hydraulic oil level is too low or too high. It is extremely important to avoid contamination of the hydraulic system when service and regular maintenance is performed.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

WARNING

Do NOT inspect the hydraulic system for leaks using a part of your body. High-pressure fluid escaping through a pinhole leak can penetrate the skin, causing serious injury.

1. Park the windrower on a level surface.
2. Lower the header fully.
3. Lower the reel fully.
4. Shut down the engine, and remove the key from the ignition.

5. Locate sight glass (A) on the right side of the hydraulic fluid tank.

NOTE:

The sight glass allows the Operator to visually inspect the oil level and its quality. The sight glass can be inspected while the hood is closed.

6. Ensure that the hydraulic oil level is between the low and the full indicator marks on the sight glass.

IMPORTANT:

If the oil is not visible in the sight glass, then the oil level is below the ADD mark on the dipstick. This problem should be addressed immediately.

7. If more oil is required to maintain the level between the low and full indicator marks, refer to [5.13.3 Filling Hydraulic Oil Tank, page 451](#).

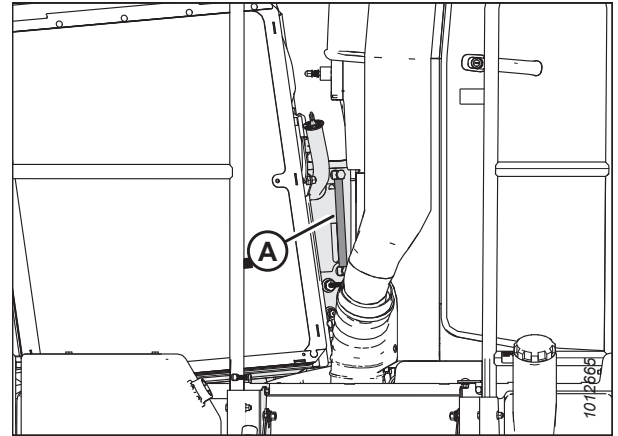


Figure 5.63: Hydraulic Oil Sight Glass

5.7.4 Checking Tire Pressure

The windrower's drive and caster tires must be inflated to the proper pressure level.

Caster wheel tires: Inflate all caster wheel tires (B) to 110 kPa (16 psi).

Drive wheel tires: Drive wheel (A) tire pressures are determined by tire type, header size, and by the options installed on the header. To determine the appropriate drive wheel tire pressures, refer to [8.1 Ballast Kit, Booster Spring Kit, and Tire Pressure Requirements, page 535](#).

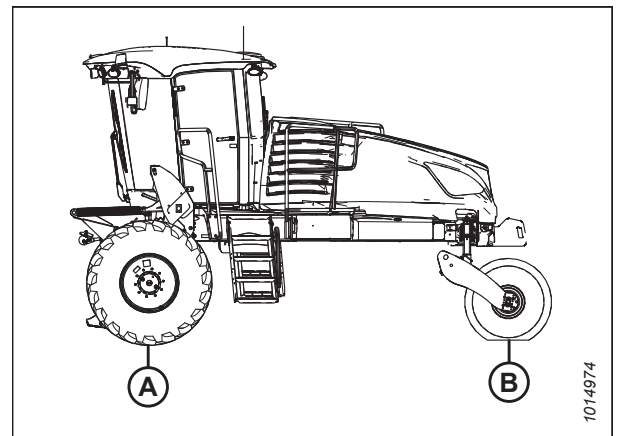


Figure 5.64: Windrower Tires

5.7.5 Checking Engine Coolant

Coolant is cycled through the engine to help reduce internal heat. The coolant must be at the appropriate level for the cooling system to work correctly. Check the coolant level in the pressurized coolant tank daily.

 **DANGER**

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

NOTE:

Ensure the engine has cooled down prior to checking.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

MAINTENANCE AND SERVICING

3. Locate coolant recovery tank (A).
4. Visually inspect the coolant level. Ensure that the coolant level is at MAX COLD line (B). If the coolant level is too low, add more coolant. For instructions, refer to [Adding Coolant after System Drain, page 448](#). For fluid quantities, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#). For coolant specifications, refer to [5.1.4 Coolant Specifications, page 355](#).

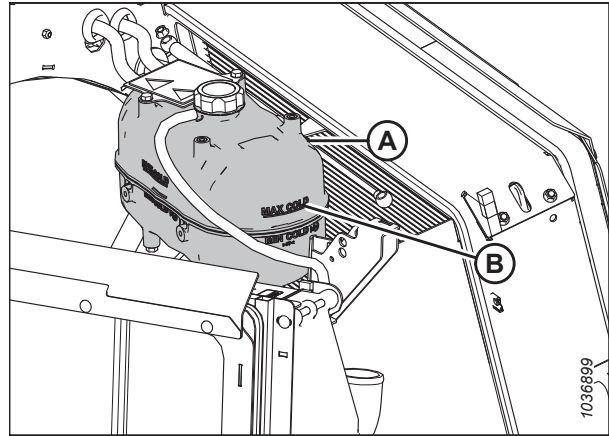


Figure 5.65: Coolant Recovery Tank

5. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

5.7.6 Hoses and Lines

Check hydraulic hoses and lines daily for signs of leaks.

WARNING

- Avoid high-pressure fluids. Escaping fluid can penetrate the skin causing serious injury.
- Relieve pressure before disconnecting hydraulic lines. Tighten all connections before applying pressure.
- Keep hands and body away from pin-holes and nozzles which eject fluids under high pressure.
- If ANY fluid is injected into the skin, it must be surgically removed within a few hours by a Doctor familiar with this type of injury or gangrene may result.
- Use a piece of cardboard or paper to search for leaks.
- Any service components must be genuine MacDon parts.
- All connections must be properly torqued. For specifications, refer to [8.2 Torque Specifications, page 536](#).



Figure 5.66: Hydraulic Pressure Hazard

IMPORTANT:

- Keep hydraulic coupler tips and connectors clean. Dust, dirt, water, and foreign material are the major causes of hydraulic system damage.
- DO NOT attempt to service hydraulic system in the field. Make every effort to prevent the hydraulic system from being contaminated during overhaul.

5.7.7 Checking Engine Gearbox Lubricant Level and Adding Lubricant – M2170 Windrowers

Ensure that the gearbox lubricant level is correct in order to maximize the service life of its components. Check the lubricant level daily.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

CAUTION

Park on a flat, level surface with the header on the ground, the ground speed lever (GSL) in the PARK position, and the steering wheel in the locked position (centered). To confirm that the parking brake is engaged, wait for the HarvestTouch™ Display to beep and display a red P symbol

1. Park the windrower on a level surface.
2. Shut down the engine, and remove the key from the ignition.

NOTE:

If the engine is hot, wait 10 minutes before checking the gearbox lubricant level to allow the lubricant to cool and settle in the gearbox's sump.

3. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
4. Locate gearbox oil level check plug (A) under the windrower.
5. Remove oil level check plug (A). The lubricant should be visible through the hole. Some lubricant may leak from the level check port.

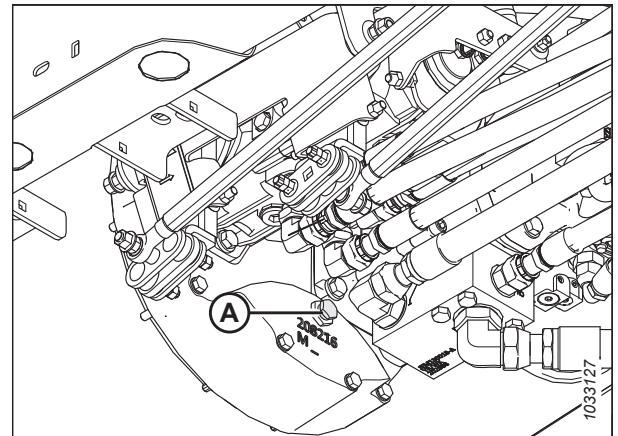


Figure 5.67: Gearbox Lubricant Check Plug

MAINTENANCE AND SERVICING

- If lubricant is needed, remove breather cap (A) and add lubricant until it runs out of the level check port.

NOTE:

For oil requirements, refer to the inside back cover.

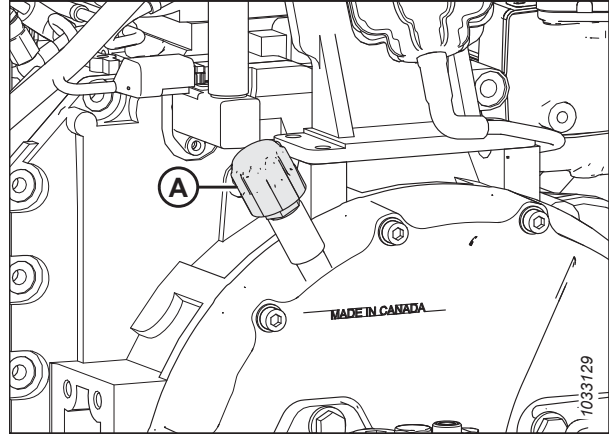


Figure 5.68: Gearbox Lubricant Filler

- Replace oil level check plug (A) and the breather cap, and tighten both.
- Operate the engine at low idle and check for leaks at oil level check plug (A).

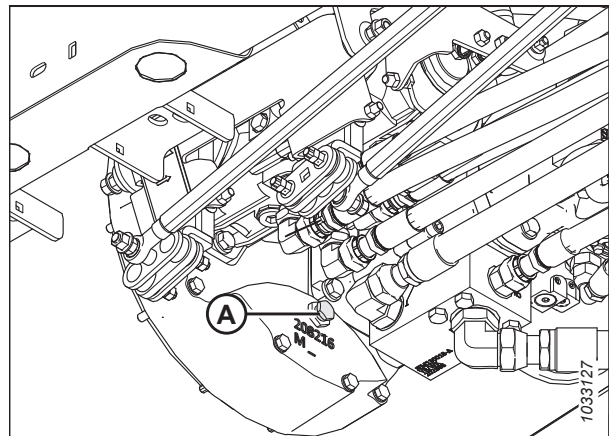


Figure 5.69: Gearbox Lubricant Check Plug

5.7.8 Checking Engine Gearbox Lubricant Level and Adding Lubricant – M2260 Windrowers

Ensure that the gearbox lubricant level is correct in order to maximize the service life of its components. Check the lubricant level daily.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

⚠ CAUTION

Park on a flat, level surface with the header on the ground, the ground speed lever (GSL) in the PARK position, and the steering wheel in the locked position (centered). To confirm that the parking brake is engaged, wait for the HarvestTouch™ Display to beep and display a red P symbol

MAINTENANCE AND SERVICING

1. Park the windrower on a level surface.
2. Shut down the engine, and remove the key from the ignition.

NOTE:

If the engine is hot, wait 10 minutes before checking the gearbox lubricant level to allow the lubricant to cool and settle in the gearbox's sump.

3. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
4. To check the gearbox oil level, remove dipstick (A) located next to the breather cap tube and wipe it clean.
5. Reinsert the dipstick into the gearbox fully to get a clean level reading. Remove the dipstick again and check the level; the lubricant should be between ADD line (C) and FULL line (D).

NOTE:

Adding 200 mL (6.75 oz.) of gearbox lubricant will raise the level from the ADD line to the FULL line.

6. If lubricant is needed, remove breather cap (B) and add lubricant until the lubricant level reaches the FULL line on the dipstick.

NOTE:

For oil requirements, refer to the inside back cover.

7. Replace dipstick (A) into the gearbox and press it in to secure.
8. Replace breather cap (B) and tighten it.

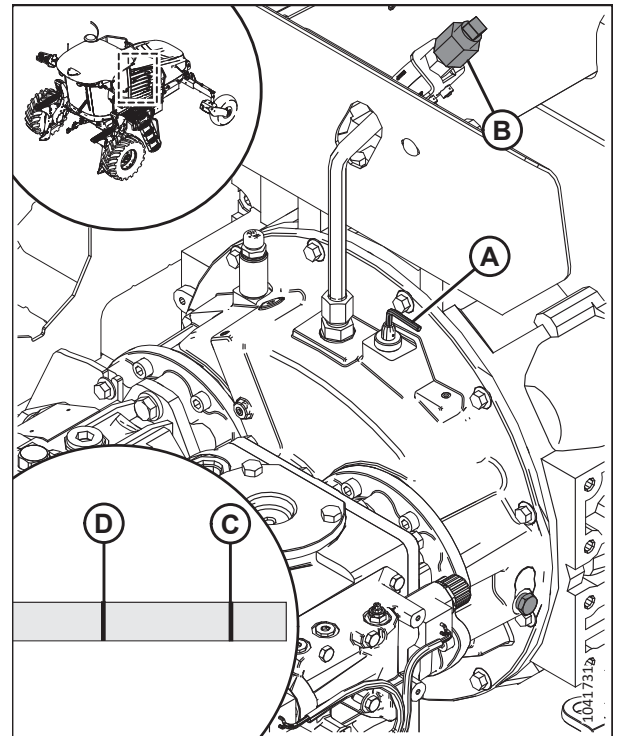


Figure 5.70: Gearbox Lubricant Check Plug

5.8 Every 50 Hours

Complete the following maintenance tasks every 50 hours of operation:

- Clean the cab fresh air intake filter. For instructions, refer to [5.8.1 Fresh Air Intake Filter, page 404](#).
- Grease the caster bearings and pivots. For instructions, refer to [5.8.2 Greasing Windrower, page 407](#).
- Check the gearbox oil level. For instructions, refer to [5.7.7 Checking Engine Gearbox Lubricant Level and Adding Lubricant – M2170 Windrowers, page 401](#) or [5.7.8 Checking Engine Gearbox Lubricant Level and Adding Lubricant – M2260 Windrowers, page 402](#).

5.8.1 Fresh Air Intake Filter

The fresh air intake filter should be serviced every 50 hours under normal conditions and more frequently in severe conditions.

The fresh air intake filter is located outside the lower right rear of cab (A).

Refer to [5.1.5 Filter Part Numbers, page 356](#) for the appropriate part number.

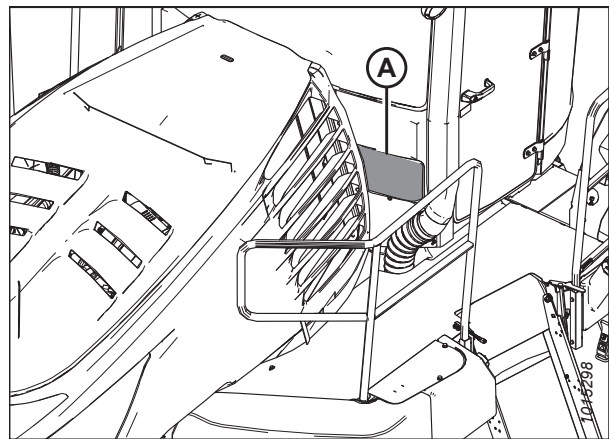


Figure 5.71: Fresh Air Intake Filter Location

Removing Fresh Air Intake Filter

The fresh air intake filter should be serviced every 50 hours under normal conditions and more frequently in severe conditions.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

MAINTENANCE AND SERVICING

3. Rotate latch (A) counterclockwise to remove fresh air filter door (B).

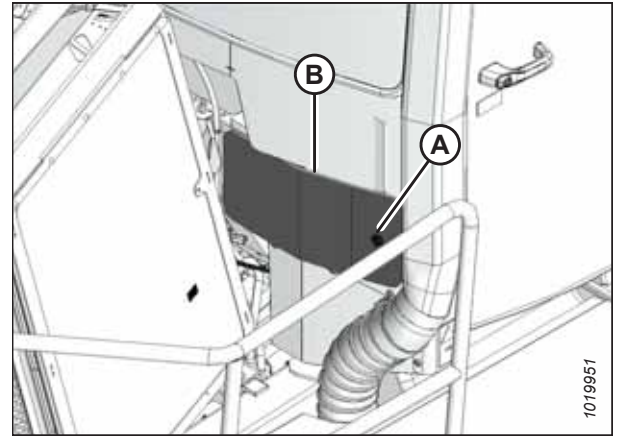


Figure 5.72: Fresh Air Filter Door

4. Turn knob (A) counterclockwise, and remove it.
5. Remove air filter retainer (B).
6. Remove air filter (C).

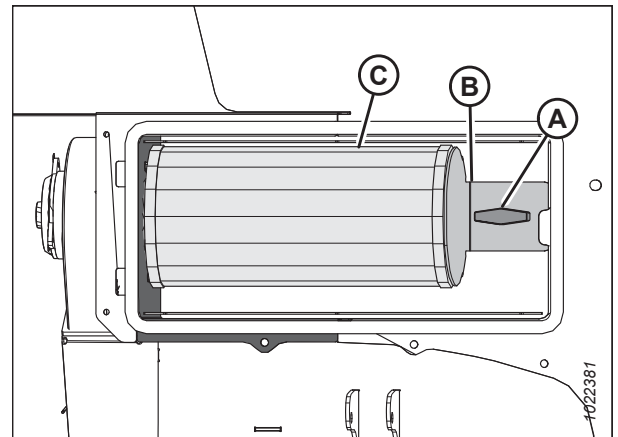


Figure 5.73: Fresh Air Intake Filter

Inspecting and Cleaning Fresh Air Intake Filter Element

Properly maintaining the air intake filter can lead to increased fuel efficiency, reduced emissions, and longer engine life.

1. Tap the sides of the filter element gently to loosen dirt. Do **NOT** tap the element against a hard surface.
2. Using a dry element cleaner gun, clean the element with compressed air.

IMPORTANT:

Air pressure must **NOT** exceed 414 kPa (60 psi). Do **NOT** direct air against the outside of the element, as dirt might be forced through to the inside.

3. Hold the air nozzle next to the filter element's inner surface, and move up and down the pleats.
4. Repeat the previous steps to remove additional dirt as required.
5. Hold a bright light inside the element and check carefully for holes. Discard any element that shows the slightest hole.
6. Check the outer screen for dents. Vibration would quickly wear a hole in the filter.
7. Check the filter gasket for cracks, tears, or other signs of damage. If the gasket is damaged or missing, replace the element.

MAINTENANCE AND SERVICING

Installing Fresh Air Intake Filter

The fresh air intake filter ensures that air coming into the windrower's cab is free of dust and other contaminants.

Refer to [5.1.5 Filter Part Numbers, page 356](#) for the appropriate part number.

1. Clean the interior of fresh air intake box (A).

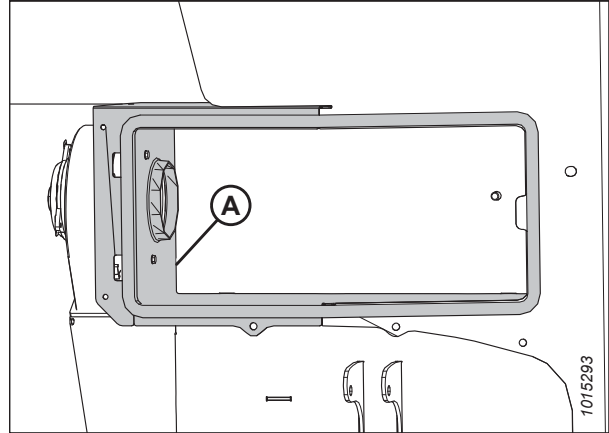


Figure 5.74: Fresh Air Intake Box

2. Install air filter (A) onto fresh air box panel (B).

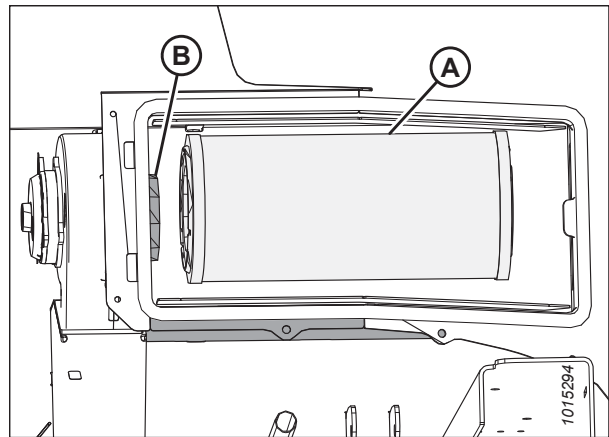


Figure 5.75: Fresh Air Intake Filter

3. Secure air filter (C) with retainer (B).
4. Install knob (A), and turn it clockwise to tighten it.

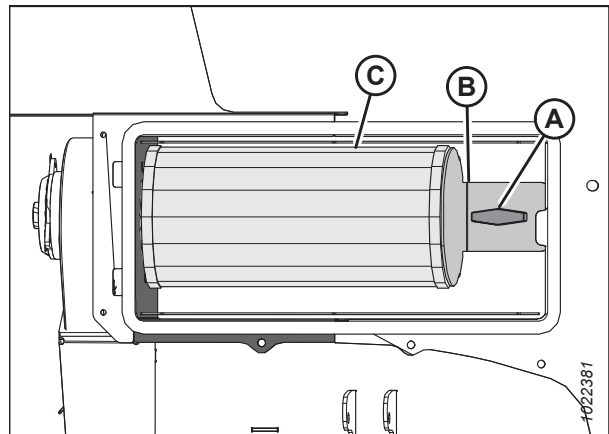


Figure 5.76: Fresh Air Intake Filter

5. Insert the tabs on fresh air filter door (B) into the slots on the fresh air box, and rotate latch (A) clockwise to secure the door.

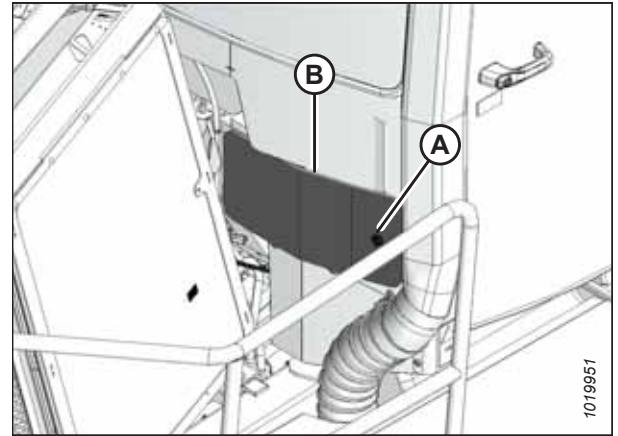


Figure 5.77: Fresh Air Intake Filter Cover

5.8.2 Greasing Windrower

The greasing points are marked on the machine by decals showing a grease gun and grease interval in hours of operation.

WARNING

To avoid personal injury, before servicing the windrower or opening drive covers, follow the procedures in [1 Safety, page 1](#).

Log hours of operation and use the Maintenance Checklist provided to keep a record of scheduled maintenance. For more information, refer to [5.2.2 Maintenance Schedule/Record, page 359](#).

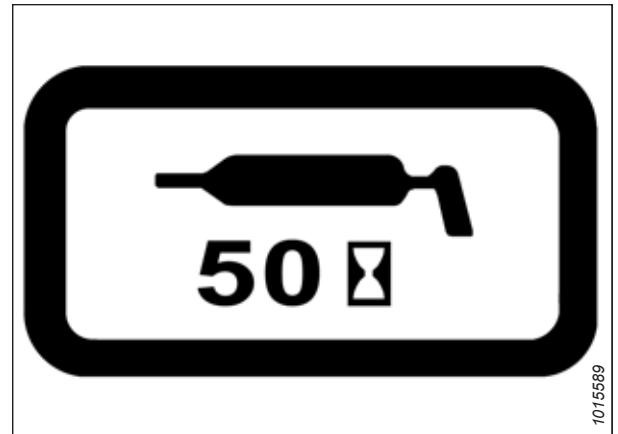


Figure 5.78: Greasing Interval Decal

Greasing Procedure

Add grease to these greasing points according to the maintenance schedule. Be sure to leave a small amount of grease on top of each fitting to prevent contamination.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. To avoid injecting dirt and grit, wipe each grease fitting with a clean cloth before greasing.
2. Inject grease through the fitting with a grease gun until the grease overflows the fitting, except where noted. For specifications, refer to the inside back cover.

MAINTENANCE AND SERVICING

3. Leave excess grease on the fitting to keep out dirt.
4. Replace any loose or broken fittings immediately.
5. If a fitting will **NOT** take grease, remove and clean it thoroughly. Also clean the grease passageway. Replace the fitting if necessary.

Grease Points

Add grease to these greasing points according to the maintenance schedule. Be sure to leave a small amount of grease on top of each fitting to prevent contamination.

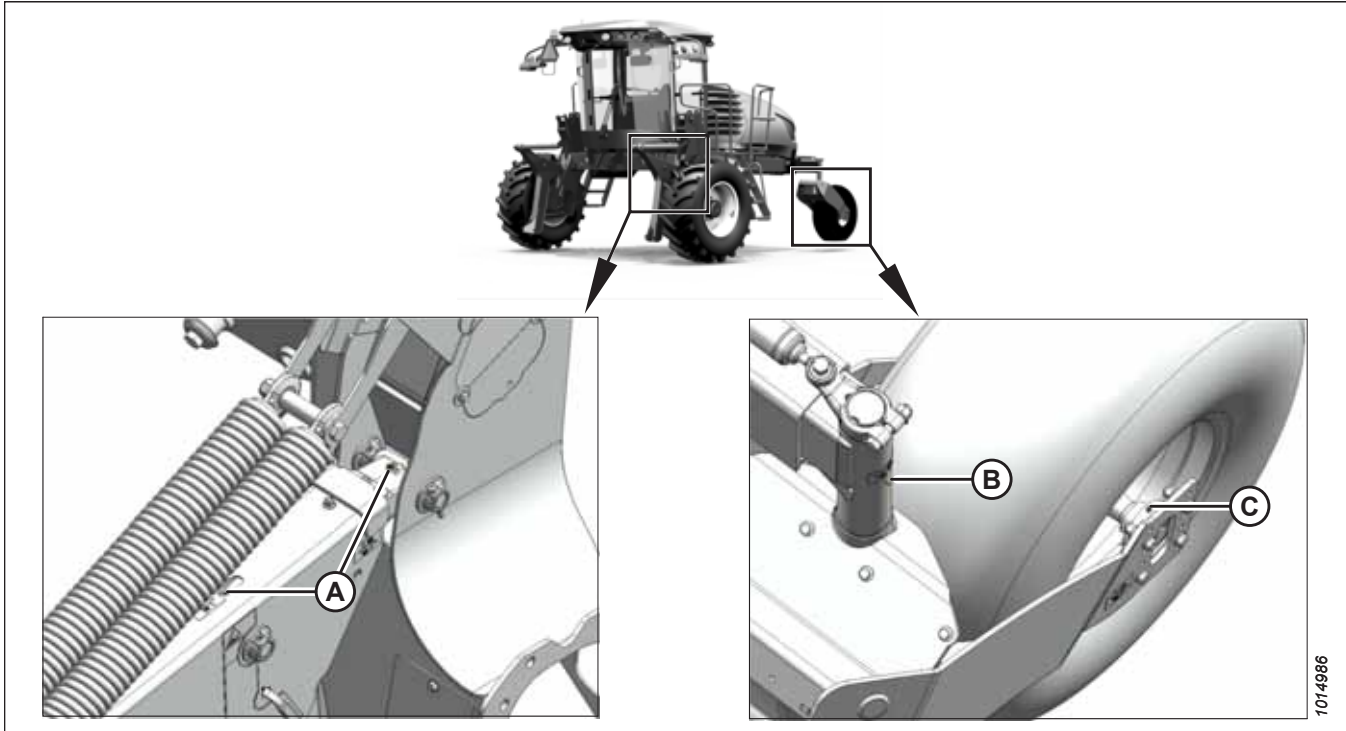


Figure 5.79: Grease Points

A - Top-Link (2 Places) (Both Sides)

B - Caster Pivot (Both Sides)

C - Caster Wheel Hub (Both Sides)²⁸

²⁸ Do **NOT** overgrease. Use 1 pump of grease.

5.9 Every 100 Hours

Complete the following maintenance tasks every 100 hours of operation:

- Clean the radiator, hydraulic oil cooler, charge air cooler, and A/C condenser. For instructions, refer to [5.9.2 Cleaning Cooler Module, page 410](#).
- Clean the cab air return filter. For instructions, refer to [5.9.1 Servicing Return Air Filter, page 409](#).

5.9.1 Servicing Return Air Filter

The return air filter is located behind the operator's seat on the cab wall and should be serviced every 100 hours.

1. Unscrew two knobs (A) attaching the cover and the filter to the cab wall, and remove cover and filter assembly (B).

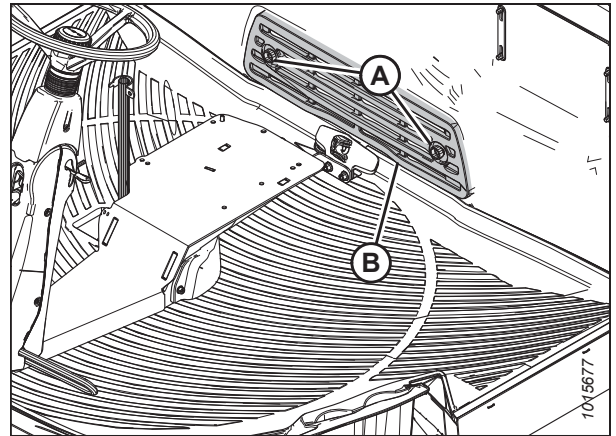


Figure 5.80: Return Air Filter

2. Separate filter (B) from cover (A).
3. Clean the electrostatic filter as follows:
 - a. Mix a solution of warm water and detergent in a suitable container so that filter (B) can soak for a few minutes.
 - b. Agitate the water to flush out the dirt.
 - c. Rinse the filter with clean water, and then dry it with compressed air.
 - d. Inspect the filter for damage, separation, and holes. Replace it if damaged. Refer to for part number.
4. Assemble cleaner (B) and cover (A), and position it on the cab wall over the opening.

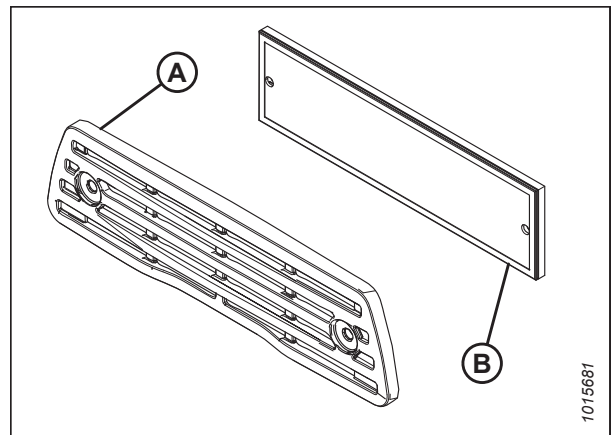


Figure 5.81: Return Air Filter

- Secure filter assembly (B) to the cab wall with knobs (A).

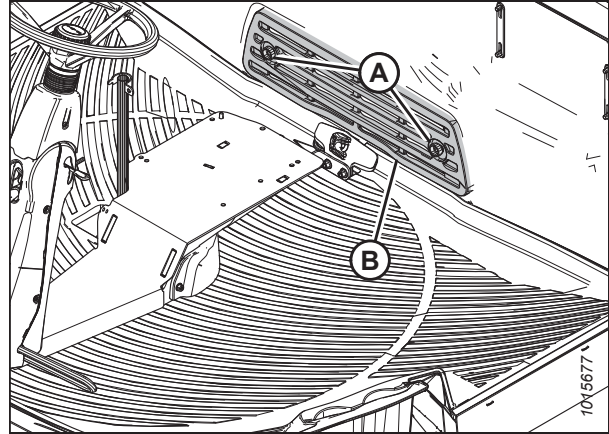


Figure 5.82: Return Air Filter

5.9.2 Cleaning Cooler Module

Clean the cooling module every 100 hours of operation. Daily cleaning may be required if operating in heavy crop conditions.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

- Shut down the engine, and remove the key from the ignition.
- Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
- Proceed to the cleaning procedures. For instructions, refer to or [Cleaning Left Cooling Module, page 410](#).

Cleaning Left Cooling Module

The engine radiator, air conditioning condenser, and screen in the left cab-forward cooling module must be cleaned to ensure the best performance.

- At the left cab-forward cooler module, push latch (A) and open engine radiator door (B).

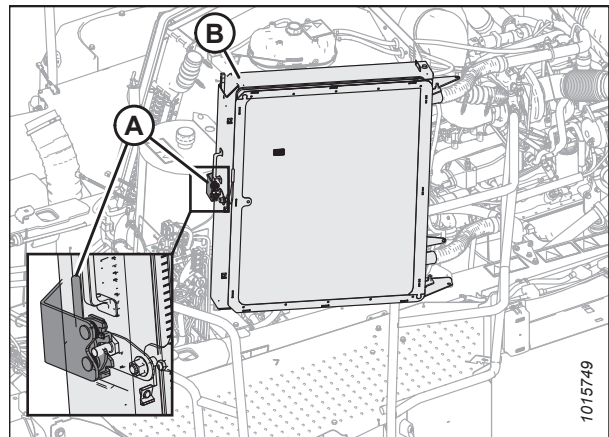


Figure 5.83: Left Cooler Module

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- Lower lever (A) to release screen/condenser door (B) from radiator (C), and open screen/condenser door (B).

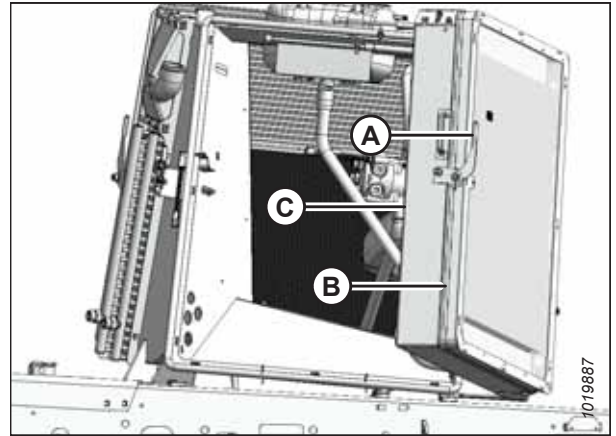


Figure 5.84: Left Cooler Module

- Pull lever (A) up to partially open condenser (B) away from screen (C).

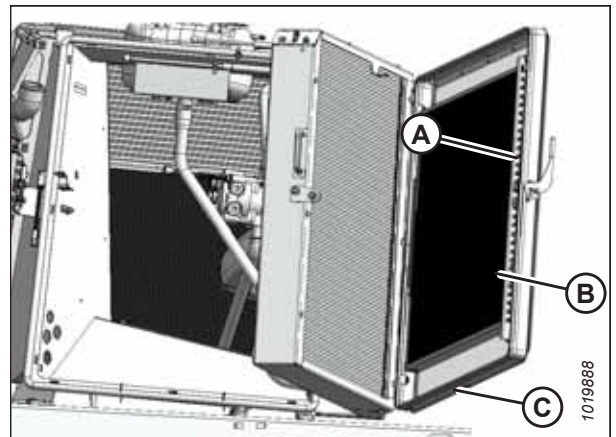


Figure 5.85: Left Cooler Module

- Secure condenser (A) with bracket (B).
- Clean debris from radiator (D), condenser (A), and screen (C) with compressed air.

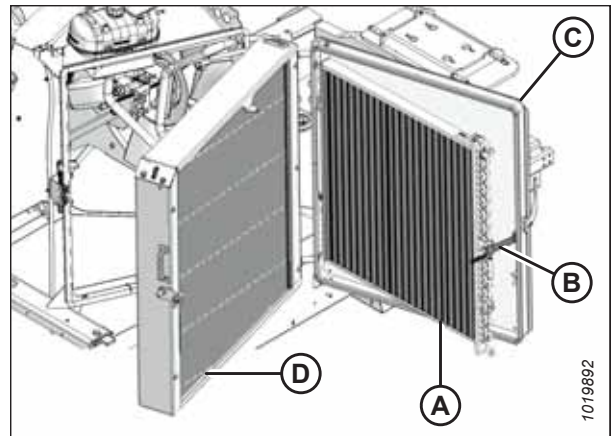


Figure 5.86: Left Cooler Module

MAINTENANCE AND SERVICING

6. Close condenser (B) into screen (C) and secure it with bracket (A).

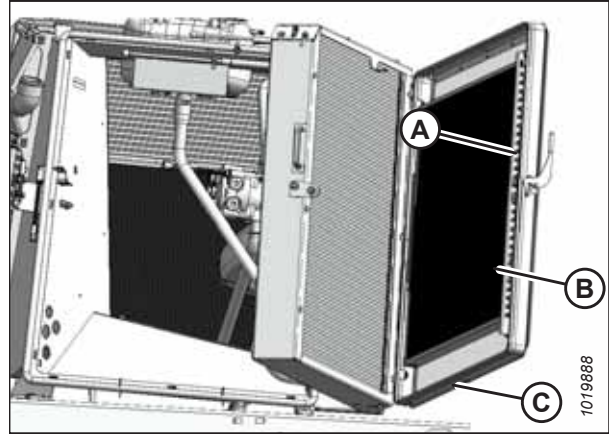


Figure 5.87: Left Cooler Module

7. Close screen/condenser door (B) onto radiator door (C) and secure it with lever (A).

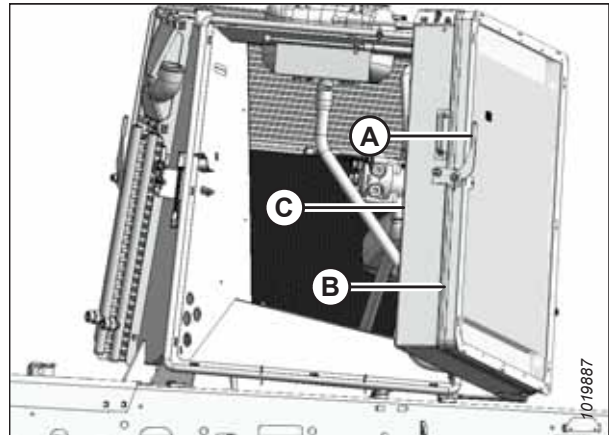


Figure 5.88: Left Cooler Module

8. Close radiator door (B) and push until latch (A) secures door (B).

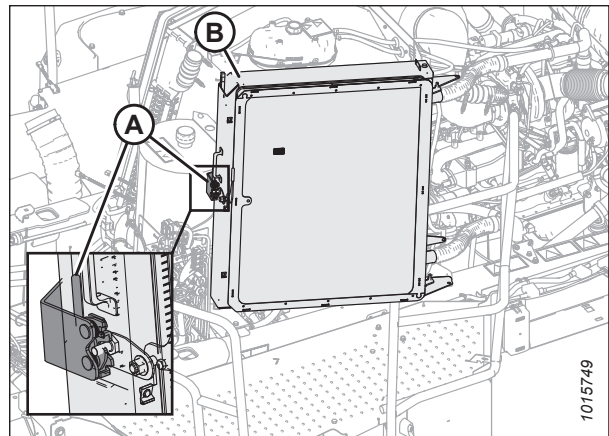


Figure 5.89: Left Cooler Module

Cleaning Right Cooling Module

The coolers at the right cab-forward side of the windrower must be cleaned to ensure the best performance.

NOTE:

For M2260 Windrowers, a case drain cooler is secured to right screen door.

MAINTENANCE AND SERVICING

1. At the right (cab-forward) cooler module, pull latch handle (A) and open screen door (B).

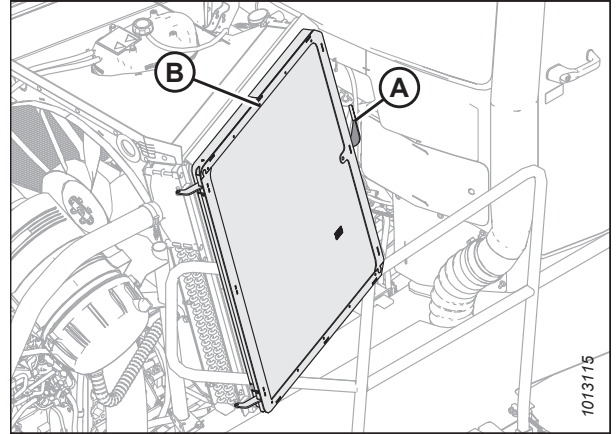


Figure 5.90: Right Cooler Module

2. At the left (cab-forward) cooler module, push latch (A) and open engine radiator door (B) to allow access inside the cooler module.

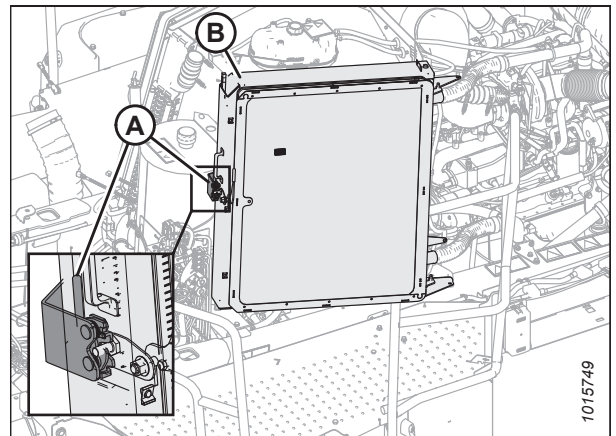


Figure 5.91: Engine Radiator Door

3. Use compressed air to clean debris from inside cooler box (A), charge air cooler (B), and hydraulic oil cooler (C).

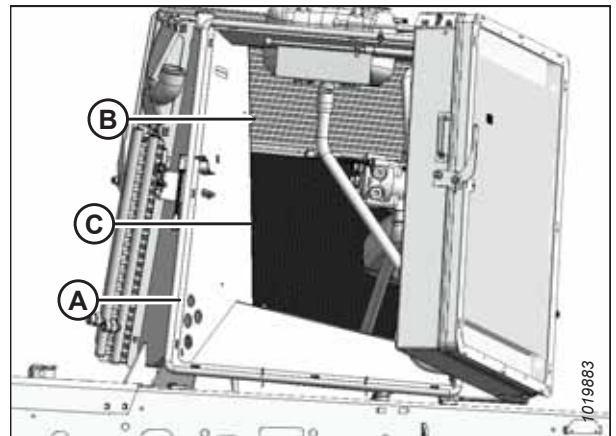


Figure 5.92: View from Inside Module – Left Side

MAINTENANCE AND SERVICING

4. **M2170 Windrowers:** At the right (cab-forward) cooler module, with the screen door open, clean the debris from screen (A) with compressed air.

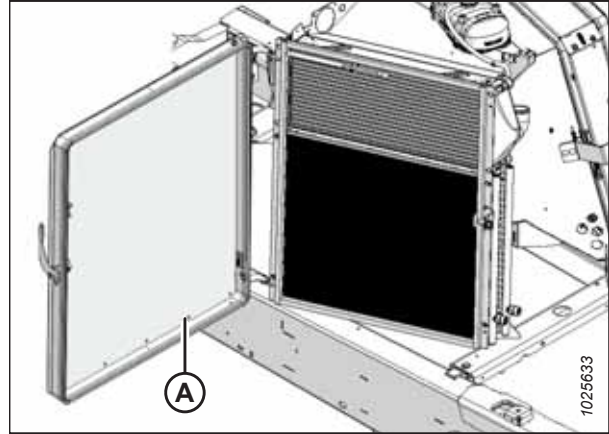


Figure 5.93: Right Cooler Module - M2170 Windrowers

5. **M2260 Windrowers:** At right cooler module, with screen/case drain cooler (A) open, pull lever (B) to partially open cooler (C) away from screen.

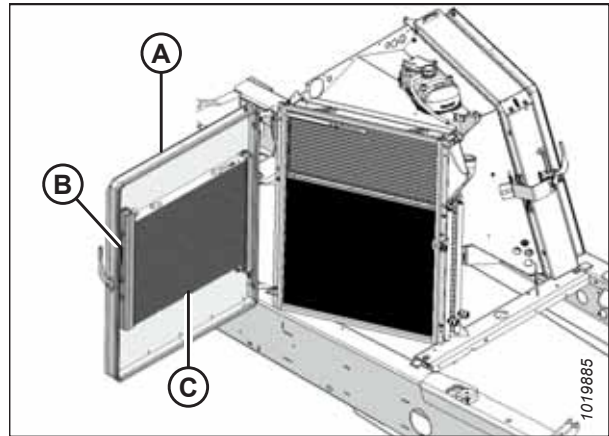


Figure 5.94: Right Cooler Module - M2260 Windrowers

6. **M2260 Windrowers:** Secure case drain cooler (A) with bracket (B).
7. **M2260 Windrowers:** Clean the debris from case drain cooler (A) and screen (C) with compressed air.

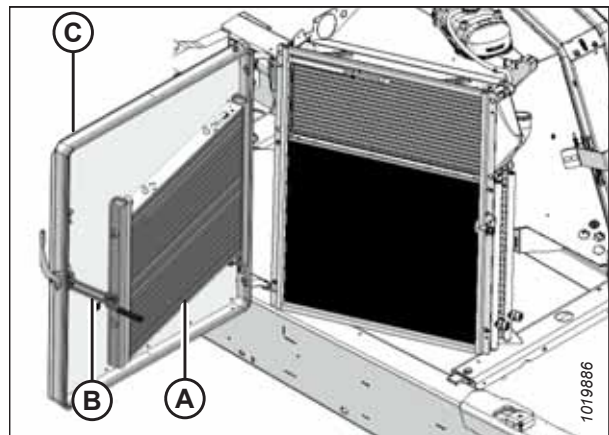


Figure 5.95: Right Cooler Module - M2260 Windrowers

MAINTENANCE AND SERVICING

8. **M2260 Windrowers:** Close case drain cooler (C) into screen (A) and secure it with bracket (B).

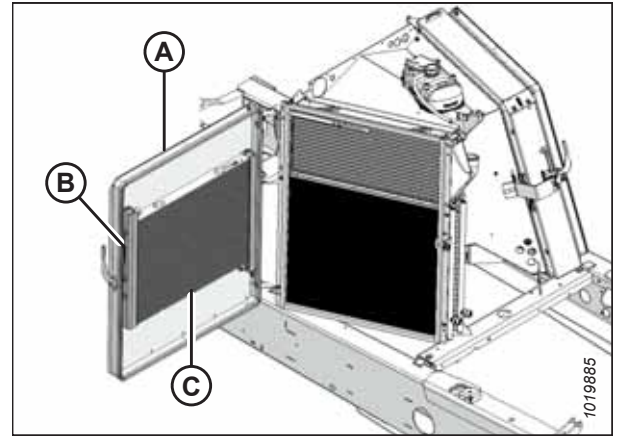


Figure 5.96: Right Cooler Module - M2260 Windrowers

9. Close screen door (B) and secure it with latch (A).

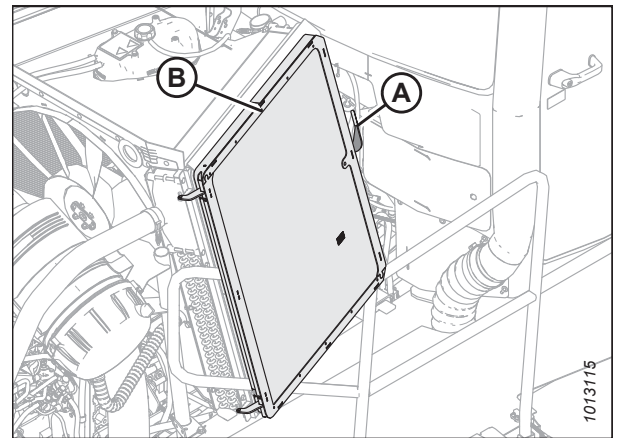


Figure 5.97: Right Cooler Module

5.10 Every 250 Hours or Annually

Complete the following maintenance tasks every 250 hours of operation or annually, whichever occurs first.

- Change the engine oil and filter. For instructions, refer to *5.10.1 Changing Engine Oil, page 416*.
- Change the primary engine air filter. For instructions, refer to *5.10.2 Maintaining Engine Air Filters, page 418*.
- Grease caster wheel hub bearings. For additional information, refer to *Grease Points, page 408*
- Check the wheel drive lubricant level. For instructions, refer to *5.10.3 Checking Wheel Drive Lubricant Level – 10 Bolt, page 423*.
- Inspect the exhaust system. For instructions, refer to *5.10.7 Inspecting Exhaust System, page 426*.
- Change the engine gearbox oil. For instructions, refer to *5.10.8 Changing Engine Gearbox Lubricant, page 427*.

5.10.1 Changing Engine Oil

The engine oil should be changed according to the interval specified in the windrower's Maintenance Schedule. The oil filter should be changed whenever the engine oil is changed.

Draining Engine Oil

As with most lubricating fluids, engine oil eventually needs to be changed. The oil should be drained with the engine warm, so that it flows more freely, taking with it any harmful deposits.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

NOTE:

The engine should be warm prior to changing the oil.

1. Shut down the engine, and remove the key from the ignition.
2. Place a drain pan with a capacity of about 24 liters (6 U.S. gallons) under the engine oil drain.
3. Remove oil drain plug (A) and allow the oil to finish draining.
4. Replace drain plug (A).
5. Check the condition of the used oil. If either of the following is evident, have your Dealer correct the problem before starting the engine:
 - Thin black oil indicates fuel dilution
 - Milky discoloration indicates coolant dilution
6. Dispose of the used oil in a manner that complies with local rules and regulations.

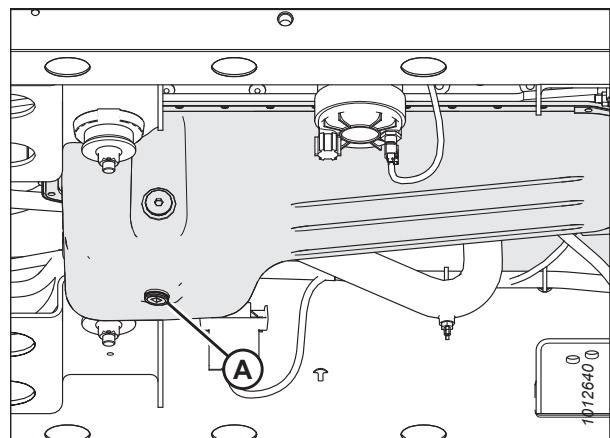


Figure 5.98: Engine Oil Drain Plug

Replacing Engine Oil Filter

The engine requires clean oil to operate properly. If the oil filter is not changed periodically, the filter can become severely clogged, reducing the volume of oil passing through the filter and into your engine.

NOTE:

Replace the oil filter each time the engine oil is changed.

1. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
2. Place an oil pan below the filter.
3. Clean around filter head (A) and remove the filter.

NOTE:

Check that the gasket is removed from the filter head.

4. Clean the gasket mating surface.
5. Apply a thin film of clean oil to the gasket on the new filter.

NOTE:

For filter specifications, refer to [5.1.5 Filter Part Numbers, page 356](#).

6. Screw the new filter onto the filter mount until the gasket contacts the filter head.
7. Tighten the filter an additional 1/2 to 3/4 turn by hand.

IMPORTANT:

Do **NOT** use a filter wrench to install the oil filter. Overtightening can damage the gasket and filter.

8. Properly dispose of the used oil filter.

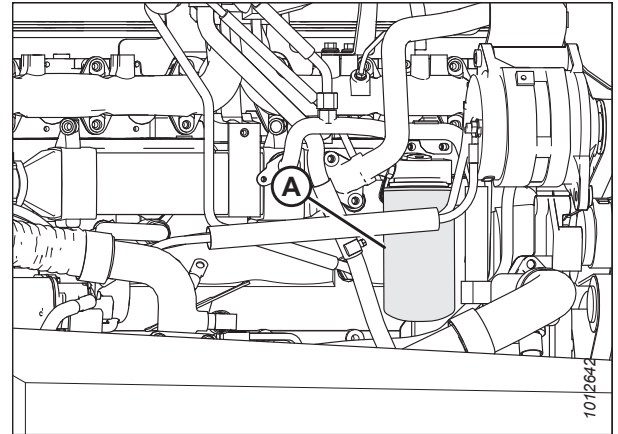


Figure 5.99: Engine Oil Filter

Adding Engine Oil

If the engine oil's dipstick shows that the engine oil level is low, or if the oil has been drained, more oil will need to be added.



DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

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3. Clean the area around filler cap (A). Turn the cap counterclockwise to unlock it. Remove the cap.
4. Carefully pour in the new oil. A funnel is recommended to avoid spillage. For oil specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

IMPORTANT:

Do **NOT** fill above the HIGH mark.

5. Replace oil filler cap (A) and turn it clockwise until it is snug.

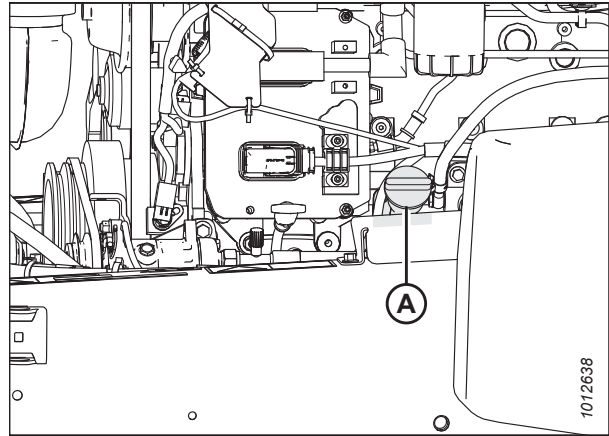


Figure 5.100: Oil Filler Cap

6. Check the oil level. For instructions, refer to [5.7.1 Checking Engine Oil Level, page 395](#).
7. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

5.10.2 Maintaining Engine Air Filters

Engine air filters keep out dust and pollutants while allowing oxygen to reach the engine. Proper maintenance of engine air filters results in smoother machine operation.

Removing Primary Engine Air Filter

The windrower's cab display module (CDM) will alert the Operator when the engine air filter requires service. The air filter must first be removed before it can be replaced.

1. Shut off the engine, and remove the key from the ignition.
2. Stand on the right service platform.
3. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
4. Slightly lift catch (A) at the side of end cap (B). Rotate the end cap counterclockwise until it stops.

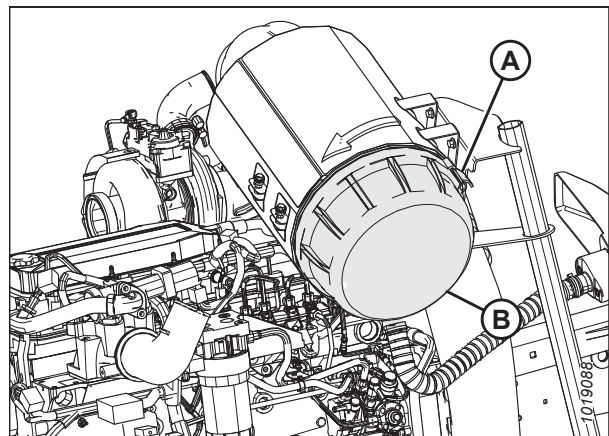


Figure 5.101: Air Filter Housing

MAINTENANCE AND SERVICING

5. Make sure arrow (A) lines up with the UNLOCK symbol on the end cap.
6. Pull off the end cap.



Figure 5.102: Air Filter

7. Check aspirator duct opening (A) for obstructions or damage. Clean it if necessary.
8. Place the cover on the platform.

NOTE:

Hoses can be left connected to the cover.

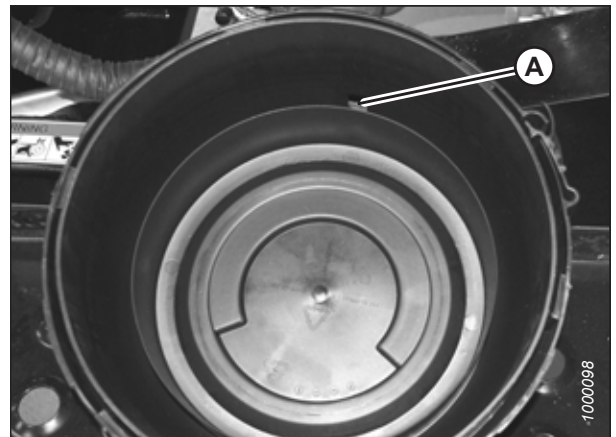


Figure 5.103: Air Filter

9. Pull out primary filter element (A).

IMPORTANT:

Be extremely careful with the dirty element until it is completely out of the housing. Accidentally bumping it while still inside may cause dirt and dust to contaminate the clean side of the filter housing.

10. If necessary, also change secondary filter (B). For instructions, refer to [Replacing Secondary Air Filter, page 422](#).

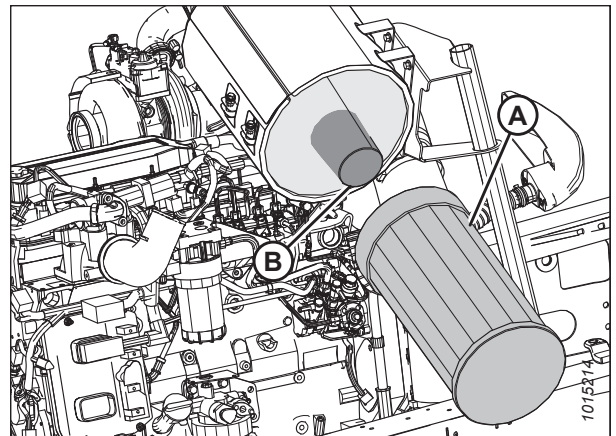


Figure 5.104: Air Filter

MAINTENANCE AND SERVICING

IMPORTANT:

- Do **NOT** remove the secondary filter unless it needs replacing. It must never be cleaned.
- Replace the secondary filter annually or after every third primary filter change, even if it looks clean.
- If the secondary filter looks dirty, a further inspection is required.
- Examine the filter canister for cracks and replace it if necessary.
- Ensure the canister retaining latches are secure.

IMPORTANT:

Clean the inside of the housing and cover carefully. Dirt left in the air cleaner housing may be harmful to your engine.

- Use a clean, water-dampened cloth to wipe every surface clean.
- Check it visually to make sure it is clean before putting in a new element.
- Always clean the gasket sealing surfaces of the housing. An improper gasket seal is one of the most common causes of engine contamination.
- Make sure that all hardened dirt ridges are completely removed wherever the filter gaskets contact the cleaner housing.

Check for uneven dirt patterns on your old element. Your old element is a valuable clue to potential dust leakage or gasket sealing problems.

- A pattern on the element clean side is a sign that the old element was not firmly sealed or that a dust leak exists.
- Make certain the cause of that leak is identified and rectified before replacing the element.
- Recheck to see if the sealing surface in the housing is clean.

Installing Primary Engine Air Filter

Follow the instructions in this section to properly install the primary engine air filter.

NOTE:

For filter specifications, refer to [5.1.5 Filter Part Numbers, page 356](#).

1. Insert new primary filter (A) into the canister and push it into place, ensuring that the element is firmly seated in the canister.

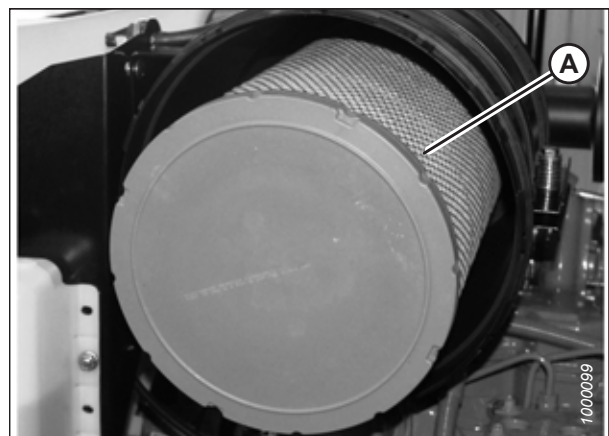


Figure 5.105: Air Filter

MAINTENANCE AND SERVICING

2. Align arrow (A) to the UNLOCK position on the end cap, and push the end cap fully onto the housing.
3. Rotate the end cap clockwise until catch (A) engages the housing to prevent the end cap from turning.



Figure 5.106: Air Filter

4. Position end cap (B) onto the filter housing with the aspirator pointing approximately down.
5. Secure the end cap onto the filter housing by closing latch (A).
6. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).
7. Close the platform. For instructions, refer to [5.4.2 Closing Platform, page 364](#).

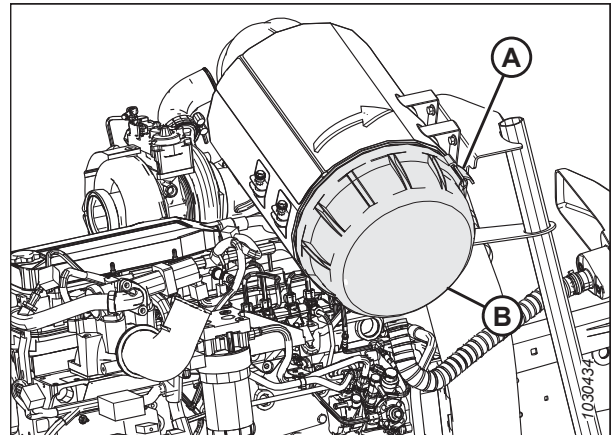


Figure 5.107: Air Filter

Cleaning Primary Air Filter

The engine air cleaner's primary filter should be replaced after three cleanings or at the specified interval. The secondary element should be replaced every third time the primary element is changed. Refer to [5.2 Windrower Break-In Inspections and Maintenance Schedule, page 357](#) for the required interval.

1. Hold a bright light inside the element and check carefully for holes. Vibration will quickly wear a hole in the filter.
2. Check the filter gasket for cracks, tears, or other signs of damage.
3. Check the element for oil or soot contamination.
4. Check the secondary element for cleanliness. If there is visible dirt on the secondary element, replace both the primary and secondary elements. Do **NOT** clean the secondary element.

IMPORTANT:

- The secondary filter element should **NEVER** be cleaned, only replaced.
- **Primary air filter element cleaning is NOT recommended due to the possible degradation of the element material.** If cleaning is performed, there are several risks involved and the following steps should be followed. If any of the conditions described in these steps are found, the filter element **MUST** be replaced.

MAINTENANCE AND SERVICING

5. If the secondary element passes inspection, use compressed air not exceeding 270 kPa (40 psi) and a dry element cleaner gun to clean the primary element. Hold the nozzle next to the inner surface only and move it up and down on the pleats.

NOTE:

After three cleanings (or at the specified interval), replace the primary element.

6. Repeat the inspection before installation. For installation instructions, refer to [Installing Primary Engine Air Filter, page 420](#).

Replacing Secondary Air Filter

The secondary element should be replaced every third time the primary element is changed.

IMPORTANT:

- The secondary filter element should **NEVER** be cleaned, only replaced. Do **NOT** remove the secondary filter element unless it needs replacing.
 - Replace the secondary element annually or after every third primary filter change, even if it appears clean.
 - If replacing the secondary element, a further inspection may be necessary.
 - Examine the filter canister for cracks and replace it as necessary.
 - Ensure the canister retaining latches are secure. Ensure the filter sealing surfaces are soft, flexible, and sealing, not hard and allowing debris through to the secondary filter.
1. Remove the primary filter. For instructions, refer to [Removing Primary Engine Air Filter, page 418](#).

IMPORTANT:

When replacing secondary filter (A), reinsert the new filter as soon as possible to prevent dirt from entering the engine intake.

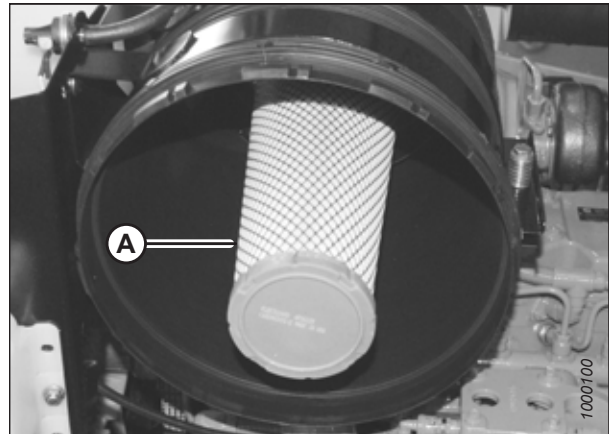


Figure 5.108: Secondary Air Filter

- Remove secondary filter element (A) from the canister.

NOTE:

For filter specifications, refer to [5.1.5 Filter Part Numbers](#), page 356.

- Insert new secondary filter element (A) into the canister, seal first, and push it until the seal is seated inside the canister.
- Install the primary filter. For instructions, refer to [Installing Primary Engine Air Filter](#), page 420.

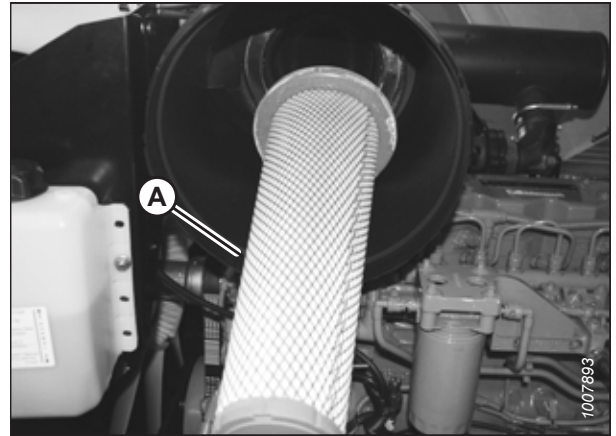


Figure 5.109: Secondary Air Filter

5.10.3 Checking Wheel Drive Lubricant Level – 10 Bolt

Check the wheel drive lubricant level every 250 hours or annually.

! DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

- Park the windrower on level ground.
- Position the windrower so that plugs (A) and (B) are horizontally aligned with center (C) of the hub.

! WARNING

Use caution when removing plug as there may be pressure in the drive.

- Remove plug (A) or (B). The lubricant should be visible through the port or running out slightly. If lubricant needs to be added, refer to [5.10.5 Adding Wheel Drive Lubricant – 10 Bolt](#), page 424.

NOTE:

The type of lubricant used after the first lubricant change is different from the factory supplied lubricant.

- Reinstall the plugs and torque them to 24 Nm (216 lbf-in).

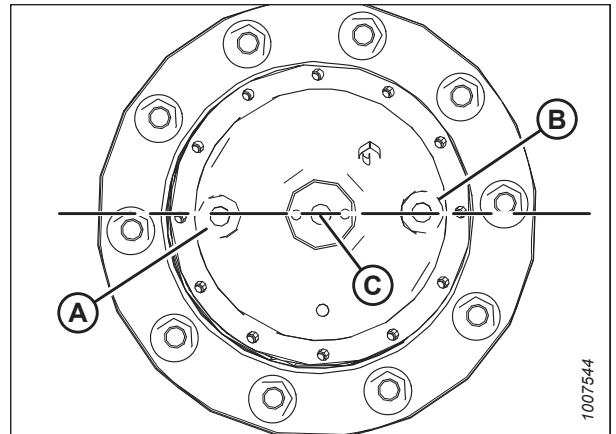


Figure 5.110: Drive Wheel – 10 Bolt

5.10.4 Checking Wheel Drive Lubricant – 12 Bolt (Optional)

Check the wheel drive lubricant level every 250 hours or annually.

! DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

MAINTENANCE AND SERVICING

1. Park the windrower on level ground.
2. Rotate the wheel drive until fill/drain plug (A) is at the 12 o'clock position and check plug (B) is at the 3 o'clock position as shown.
3. Shut down the engine, and remove the key from the ignition.

WARNING

Use caution when removing the plug, as the fluid may still be under pressure.

4. Remove check plug (B). The lubricant should be visible through the port. Some lubricant may leak from the port. If lubricant needs to be added, refer to [5.10.6 Adding Wheel Drive Lubricant – 12 Bolt \(Optional\)](#), page 425.

NOTE:

The type of lubricant used after the first lubricant change is different from the factory-supplied lubricant.

5. Reinstall check plug (B). Torque the plug to 7.5 Nm (72 lbf-in).
6. If removed, reinstall fill/drain plug (A). Torque the plug to 24 Nm (216 lbf in).

5.10.5 Adding Wheel Drive Lubricant – 10 Bolt

Wheel drive lubricant helps separate moving parts relative to one another to prevent wear and tear and friction.

NOTE:

Do **NOT** mix lubricants of different brands or characteristics.

NOTE:

For lubricant specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities](#), page 353.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

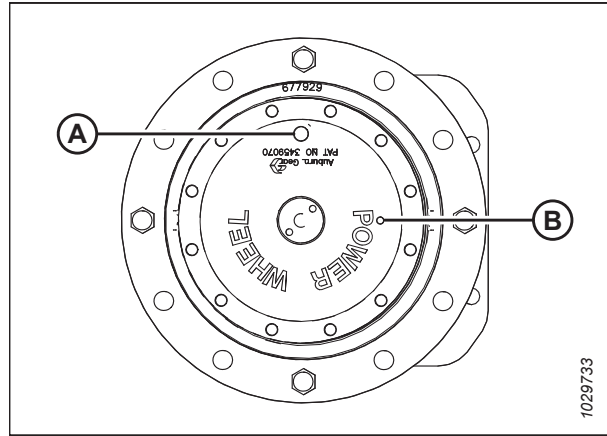


Figure 5.111: Wheel Drive – 12 Bolt

MAINTENANCE AND SERVICING

1. Rotate the wheel drive so that plug (A) and plug (B) are horizontally aligned with center (C) of the hub.
2. Shut down the engine, and remove the key from the ignition.
3. Remove either plug (A) or plug (B).

NOTE:

PRIOR TO FIRST CHANGE: Use SAE 85W-140, API service, class GL-5, extreme pressure gear lubricant (non-synthetic).

NOTE:

AFTER FIRST CHANGE: Use SAE 75W-140 or 80W-140, API service, class GL-5, fully synthetic transmission lubricant (SAE J2360 preferred).

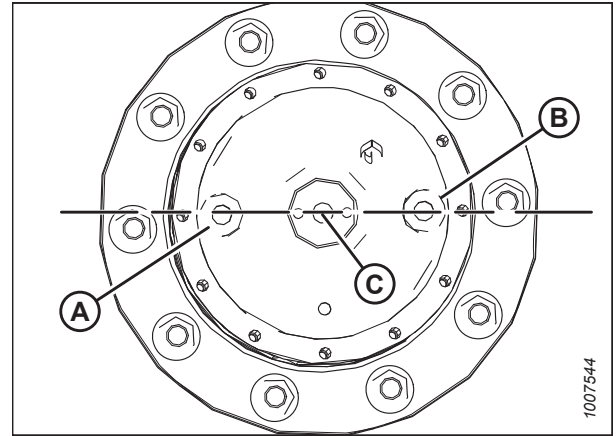


Figure 5.112: Wheel Drive – 10 Bolt

4. Add lubricant through one of the ports until the lubricant reaches the bottom of the ports and begins to run out.
5. Reinstall and tighten plug (A) or plug (B). Torque the plug to 24 Nm (216 lbf-in).
6. Start up and operate the windrower for a few minutes, then stop and check the oil level. For specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#). If necessary, add more oil.

5.10.6 Adding Wheel Drive Lubricant – 12 Bolt (Optional)

Wheel drive lubricant helps separate moving parts relative to one another to prevent wear and tear and friction.

NOTE:

Do **NOT** mix lubricants of different brands or characteristics.

NOTE:

For lubricant specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Rotate the wheel drive until fill/drain plug (A) is vertically centered with the hub, and check plug (B) is horizontally aligned with the center of the hub.
2. Shut down the engine, and remove the key from the ignition.
3. Remove plugs (A) and (B).

NOTE:

PRIOR TO FIRST CHANGE: Use SAE 85W-140, API service, class GL-5, extreme pressure gear lubricant (non-synthetic).

NOTE:

AFTER FIRST CHANGE: Use SAE 75W-140 or 80W-140, API service, class GL-5, fully synthetic transmission lubricant (SAE J2360 preferred).

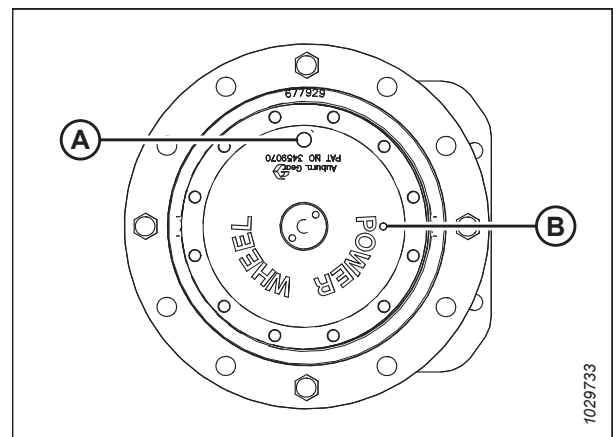


Figure 5.113: Wheel Drive – 12 Bolt

4. Add lubricant through port (A) until the lubricant runs out of check port (B).
5. Reinstall check plug (B) and torque it to 7.5 Nm (72 lbf-in).
6. Reinstall fill/drain plug (A) and torque it to 24 Nm (216 lbf-in).
7. Start up and operate the windrower for a few minutes, then stop and check the oil level. [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#). If necessary, add more oil.

5.10.7 Inspecting Exhaust System

The single canister exhaust treatment system requires no regular maintenance, but it should be inspected periodically.

CAUTION

The engine exhaust stack may be hot. To avoid burns, do NOT touch the exhaust canister while the engine is running. Allow the exhaust stack to cool before attempting to service it.

1. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

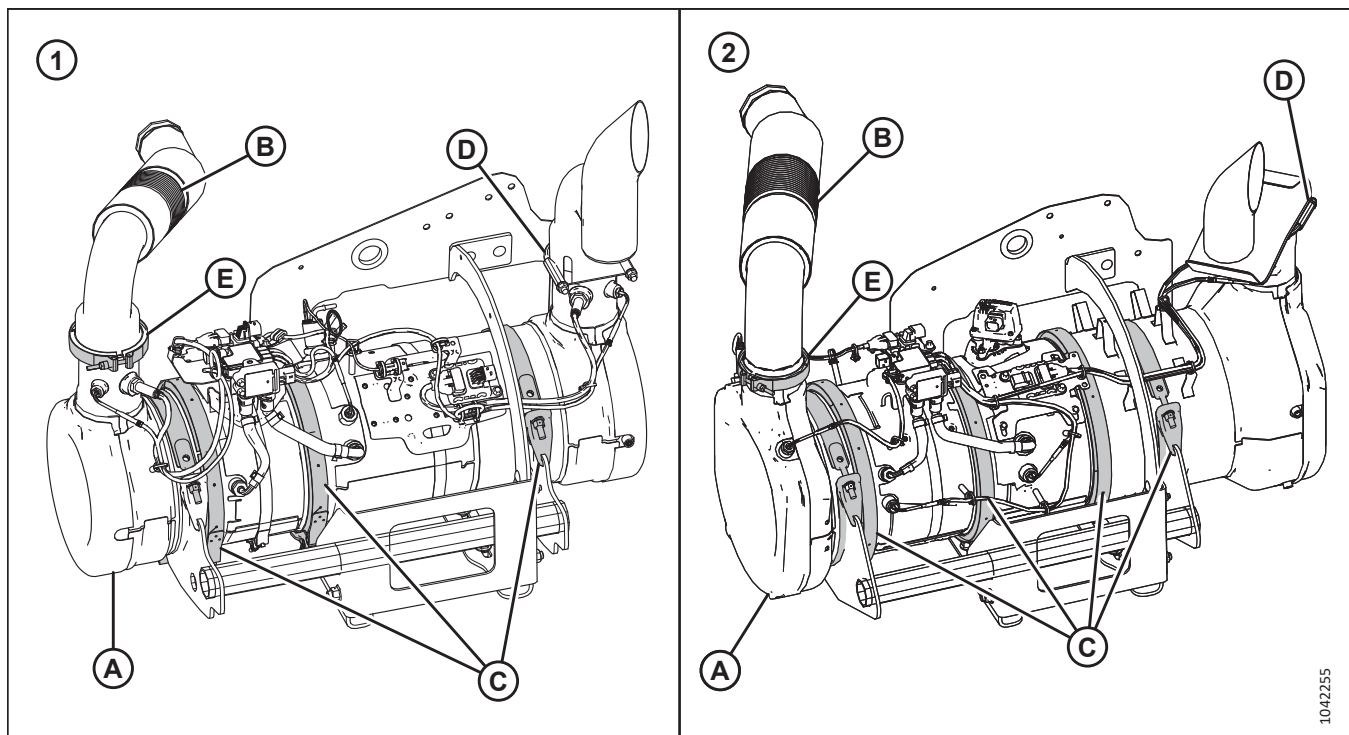


Figure 5.114: Exhaust Aftertreatment Systems

1 - Single Canister Aftertreatment System - M2260

2 - Single Canister Aftertreatment System - M2170

2. Check exhaust canister (A) and bellow tube (B) for dents, cracks, and wear.

IMPORTANT:

Dents or crushed portions of any tubing create exhaust flow restriction and increase back pressure significantly. Even relatively small dents will cause decreased fuel economy and increased turbo wear. If the dents are relatively large, increased bearing and cylinder wear will occur due to increased exhaust temperature.

3. Check straps (C) for tightness.

MAINTENANCE AND SERVICING

4. Check U-bolt (D) and band clamps (E) for breakage, cracks, or rust.

IMPORTANT:

Damaged exhaust piping, clamps, or components can lead to exhaust leaks and engine derate. Contact your Dealer for proper replacement parts.

5. Inspect the area around clamps (A) for breakage, cracks, and rust-through.

IMPORTANT:

If the exhaust is leaking, tighten the clamps to 12–15 Nm (9–11 lbf·ft). If it is leaking at the band connection, replace the seals. Contact your Dealer if the exhaust leak persists.

IMPORTANT:

Ensure the exhaust system is secure to eliminate vibration.

5.10.8 Changing Engine Gearbox Lubricant

Change the engine gearbox lubricant after the first 50 hours, and then every 250 hours or annually.



DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.



CAUTION

Park on a flat, level surface with the header on the ground, the ground speed lever (GSL) in the PARK position, and the steering wheel in the locked position (centered). To confirm that the parking brake is engaged, wait for the HarvestTouch™ Display to beep and display a red P symbol

NOTE:

It is best to change lubricant in the morning before it warms up. If the engine is hot, wait 10 minutes before checking the lubricant level to allow the lubricant to cool and settle in the sump.

1. Park the windrower on a level surface.
2. Shut down the engine, and remove the key from the ignition.
3. Place a 4 liter (1 U.S. gallon) drain pan under the gearbox.

MAINTENANCE AND SERVICING

4. Remove drain plug (A) and allow the lubricant to finish draining.
5. Inspect the drain plug. Small metal shavings are normal. If there are any larger metal pieces, Contact your MacDon Dealer.
6. Reinstall drain plug (A), and remove check plug (B).
7. Add lubricant until the oil level reaches check plug (B). For lubricant specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).
8. Reinstall check plug (B).
9. Operate the engine at low idle, and check for leaks at the check plug and drain plug.

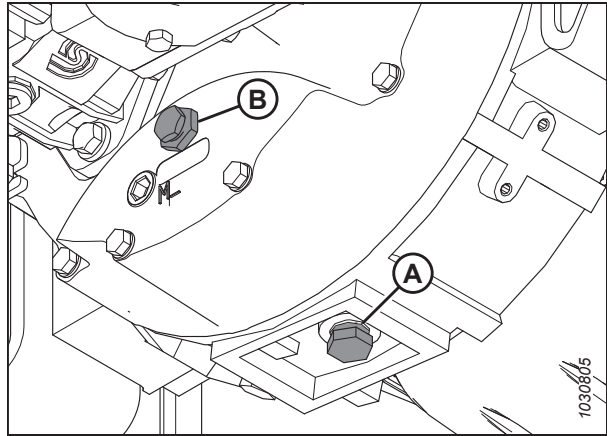


Figure 5.115: M2170 - Engine Gearbox

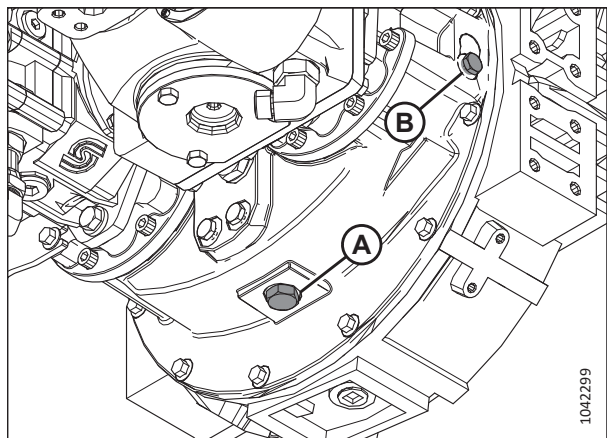


Figure 5.116: M2260 - Engine Gearbox

5.11 Every 500 Hours or Annually

Complete the following maintenance tasks every 500 hours of operation or annually, whichever occurs first:

- Change the primary and secondary fuel filters. For instructions, refer to [5.11.1 Maintaining Fuel Filters, page 429](#).
- Change the hydraulic return filter and charge filter. For instructions, refer to [5.6.9 Return Oil Filter, page 389](#) and [5.6.10 Charge Filter, page 392](#).
- Check the safety systems. For instructions, refer to [5.11.2 Safety Systems, page 432](#).

5.11.1 Maintaining Fuel Filters

Fuel filters prevent contaminants in fuel from entering the engine. Proper maintenance of fuel filters results in smoother machine operation.

The windrower's fuel system is equipped with primary (A) and secondary (B) screw-on cartridge type filters. Primary filter (A) is equipped with a separator that separates sediment and water from the fuel.

NOTE:

The bottom part of the image was made transparent to show primary filter (A).

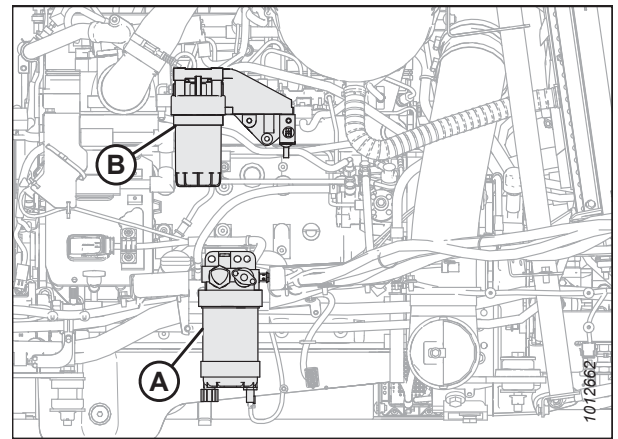


Figure 5.117: Fuel System

Removing Primary Fuel Filter

The fuel passes through the primary fuel filter before reaching the engine. Follow the instructions in this section to properly remove the primary fuel filter.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

MAINTENANCE AND SERVICING

3. Locate primary fuel filter (A) on the right cab-forward side of the windrower.

NOTE:

The bottom part of the image has been made transparent to show the location of the primary filter.

4. Clean around primary filter head (A).
5. Disconnect water in fuel (WIF) sensor (B) from the bottom of the filter.
6. Turn drain valve (C) by hand counterclockwise until draining occurs, and drain the filter into a container.
7. Remove filter (A) with a filter wrench.
8. Clean the gasket mating surface.

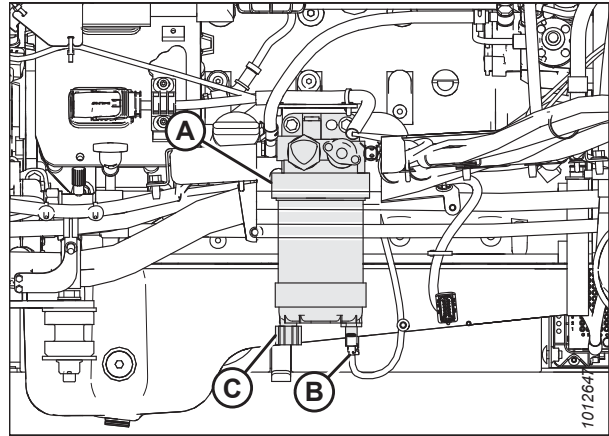


Figure 5.118: Fuel System

Installing Primary Fuel Filter

The fuel passes through the primary fuel filter before reaching the engine. Follow the instructions in this section to properly install the primary fuel filter.

IMPORTANT:

Do **NOT** pre-fill the filter with fuel. Pre-filling can contaminate the fuel system.

NOTE:

If replacing the filter, refer to [5.1.5 Filter Part Numbers, page 356](#).

1. Apply some diesel fuel to the filter gasket, and screw new filter (A) onto the filter mount until the gasket contacts the filter head.
2. Reconnect water in fuel (WIF) sensor (B).
3. Tighten the filter an additional 1/2 to 3/4 turn by hand.

IMPORTANT:

Do **NOT** use a filter wrench to install the filter. Overtightening can damage the gasket and filter.

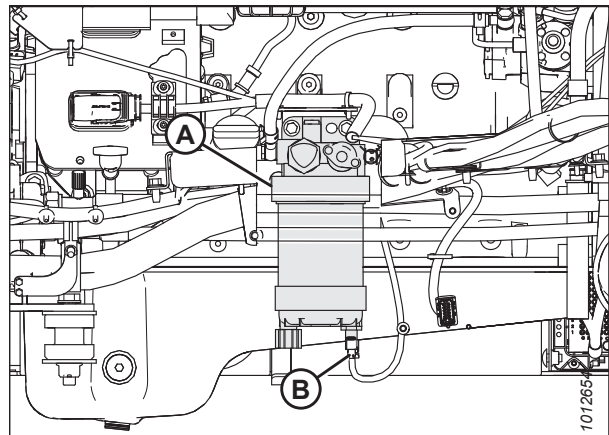


Figure 5.119: Fuel System

Removing Secondary Fuel Filter

The fuel passes through the secondary fuel filter before reaching the engine. Follow the instructions in this section to properly remove the secondary fuel filter.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

MAINTENANCE AND SERVICING

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
3. Clean around secondary filter head (A).
4. Place a container under the filter to catch spilled fluid.
5. Remove filter (B) with a filter wrench.
6. Clean the gasket mating surface.

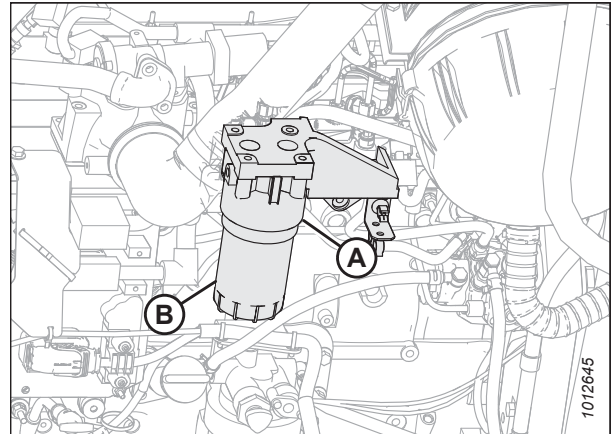


Figure 5.120: Fuel System

Installing Secondary Fuel Filter

The fuel passes through the secondary fuel filter before reaching the engine. Follow the instructions in this section to properly install the secondary fuel filter.

IMPORTANT:

Do **NOT** pre-fill the filter with fuel. Pre-filling can contaminate the fuel system.

NOTE:

If replacing the filter, refer to [5.1.5 Filter Part Numbers, page 356](#).

1. Screw new secondary filter (A) onto the filter mount until the gasket contacts the filter head.
2. Tighten the filter an additional 1/2 to 3/4 turn by hand.

IMPORTANT:

Do **NOT** use a filter wrench to install the filter. Overtightening can damage the gasket and filter.

3. Prime the fuel system. For instructions, refer to [Priming Fuel System, page 432](#).

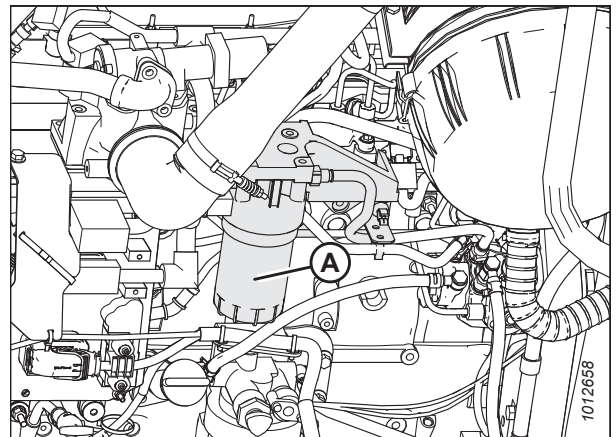


Figure 5.121: Fuel System

Priming Fuel System

Controlled venting of air is provided at the injection pump through the fuel drain manifold. Small amounts of air introduced by changing filters or injection pump supply line will be vented automatically if the fuel filters are changed in accordance with instructions.

IMPORTANT:

Do **NOT** bleed the fuel system. Manual priming will be required if:

- Fuel filter is replaced
- Injection pump is replaced
- High-pressure fuel lines are replaced
- Engine is run until fuel tank is empty

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator’s seat for any reason.

⚠ WARNING

The fuel pump high-pressure fuel lines and fuel rail contain extremely high-pressure fuel. Never loosen any fittings. Personal injury and property damage can result.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
3. Locate primary fuel filter assembly (A).
4. Turn priming knob (B) counterclockwise to unlock the plunger on the primary filter head.
5. Pump until the hand pump becomes firm.
6. Push the plunger in and lock it by turning knob (B) clockwise until snug.
7. Try starting the engine. If the engine does **NOT** start, or starts then shuts down, repeat the priming procedure.
8. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

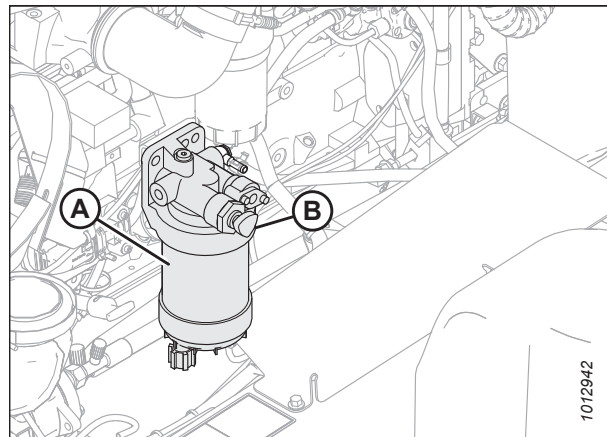


Figure 5.122: Primary Fuel Filter

5.11.2 Safety Systems

Perform the checks outlined in this section on the Operator Presence System and the engine lock-out system annually, or every 500 hours—whichever comes first.

Checking Operator Presence System

The Operator Presence System is a safety feature designed to deactivate selected systems or sound an alarm when an Operator is not seated at the operator’s station.

The Operator Presence System is designed to function as described in [3.2 Operator Presence System, page 47](#).

MAINTENANCE AND SERVICING

Perform the following checks on the Operator Presence System every year or every 500 hours—whichever occurs first:

Checking the Operator Presence System switch status on the HarvestTouch™ Display:

1. Turn the key in the windrower ignition to the ON position.
2. From the HarvestTouch™ Display's home page, press MENU icon (A).
3. Press DIAGNOSTIC (B).

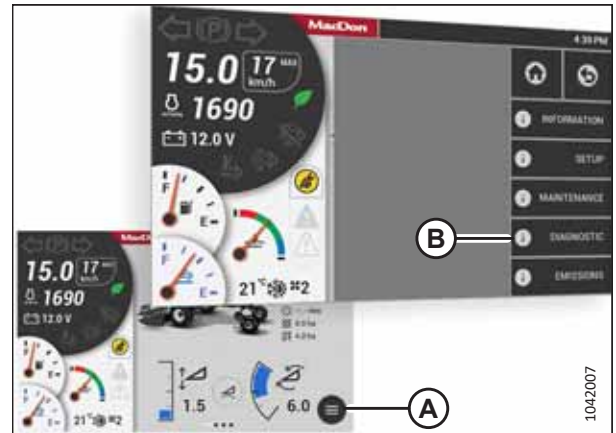


Figure 5.123: HarvestTouch™ Display

4. Press INPUT/OUTPUT (C) from the Diagnostic list.

NOTE:

The screen will display two options: ABNORMAL STATUS and SYSTEM.

5. Select the SYSTEM option.

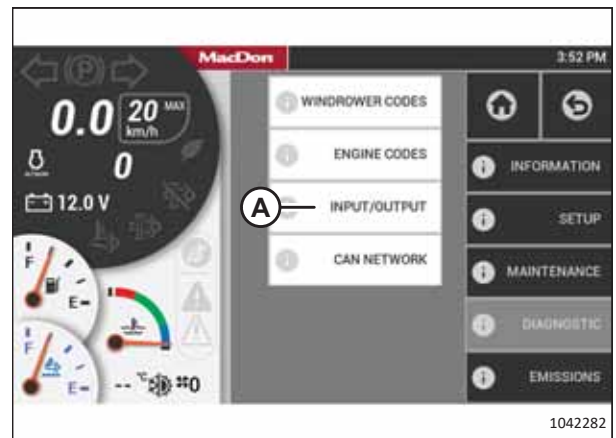


Figure 5.124: HarvestTouch™ Display

6. Select INTERLOCK-NEUTRAL (A) from the SYSTEM list.

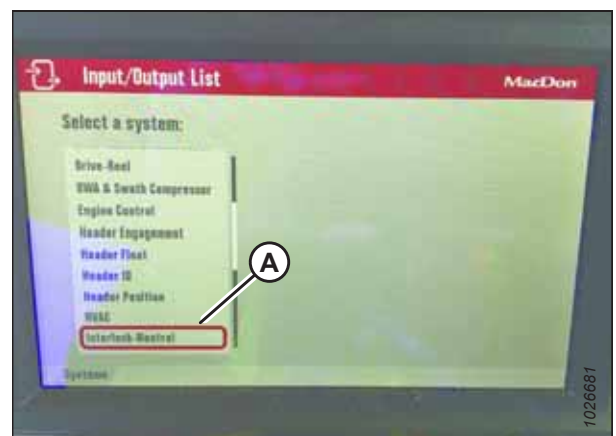


Figure 5.125: Input/Output List

MAINTENANCE AND SERVICING

7. Swipe down to OPERATOR PRESENT (A) and confirm the following conditions:
 - The status must be ON when the Operator is sitting on the seat.
 - The status must be OFF when the Operator is not sitting on the seat.

NOTE:

If the two conditions listed above are **NOT** true, the Operator Presence System requires adjustment. Contact your MacDon Dealer.

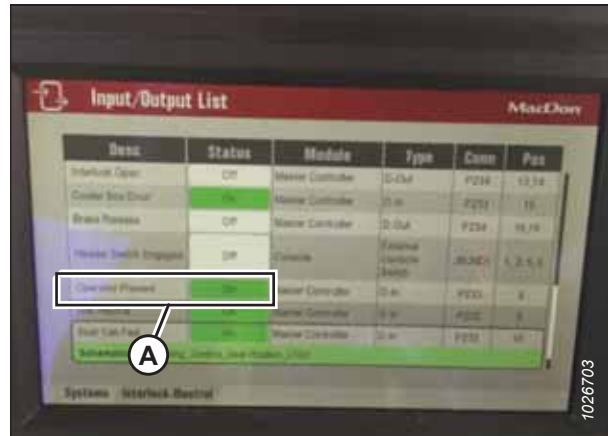


Figure 5.126: Operator Present Status (Set to ON)

Perform the following checks on the Operator Presence System every 5 years.

Checking the Operator Presence System and engine lock-out systems:

CAUTION

Park on a level surface with the ground speed lever (GSL) in the PARK position and the steering wheel in the locked (centered) position. Wait for the HarvestTouch™ Display to beep and display a red P symbol to confirm that the parking brake is engaged.

DANGER

Ensure that all bystanders have cleared the area.

1. With the windrower engine running, place the ground speed lever (GSL) in PARK and center the steering wheel until it locks.
2. With everyone clear of the machine, engage the HEADER ENGAGE switch:
 - a. After the header drives are running, stand up out of the seat. In approximately 5 seconds, the header should shut off.
 - b. If **NOT**, the Operator Presence System requires adjustment. Contact your MacDon Dealer.

NOTE:

To restart the header, move the HEADER ENGAGE switch to the OFF position and then back to the ON position.

3. With the windrower moving at less than 8 km/h (5 mph):
 - a. Stand up out of the seat.
 - b. The HarvestTouch™ Display will flash NO OPERATOR DETECTED, ENGINE SHUT DOWN IN 5...4...3...2...1... accompanied by a steady tone. At 0, the engine shuts down.
 - c. If the engine does **NOT** shut down, the Operator Presence System requires adjustment. Contact your MacDon Dealer.
4. With the windrower moving at more than 8 km/h (5 mph):
 - a. Stand up out of the seat.
 - b. After a 2 second delay, the HarvestTouch™ Display will show NO OPERATOR DETECTED along with a tone.
 - c. If **NOT**, the Operator Presence System requires adjustment. Contact your MacDon Dealer.

Checking Engine Interlock

Perform the following checks on the engine lock-out system every year or every 500 hours—whichever occurs first.

DANGER

Ensure that all bystanders have cleared the area.

1. With the engine shut down and HEADER ENGAGE switch (A) engaged, try to start the engine. If the engine turns over, the system requires adjustment. Contact your MacDon Dealer.
2. With the engine shut down, the steering wheel **NOT** centered, and ground speed lever (GSL) (B) in NEUTRAL (but **NOT** in PARK), try to start the engine. The HarvestTouch™ Display will flash NOT IN NEUTRAL and CENTER STEERING WHEEL, accompanied by a short beep with each flash and the engine should **NOT** turn over. If the engine turns over, the system requires adjustment. Contact your MacDon Dealer.

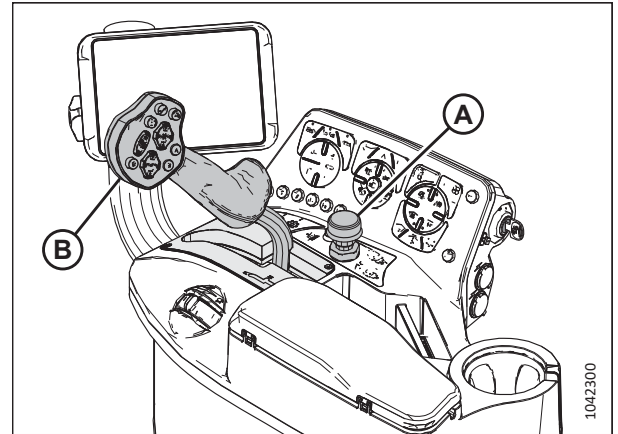


Figure 5.127: Console

A properly functioning system should operate as follows (if not, contact your MacDon Dealer):

- The starter should engage **ONLY** when the GSL is in PARK, the steering wheel is locked in the CENTER position, and the HEADER ENGAGE switch is in the OFF position.
- Under the above conditions, the brake should engage and the machine should **NOT** move after engine start-up.
- The steering wheel should **NOT** lock with the engine running and the GSL out of PARK.
- When the GSL is pulled straight out of PARK (**NOT** in forward or in reverse), the machine should **NOT** move with the engine running and with the steering wheel still centered.

5.12 Every 1000 Hours

Complete the following maintenance tasks every 1000 hours of operation:

- Change the fuel tank vent filter. For instructions, refer to [5.12.1 Removing and Installing Fuel Tank Vent Filter, page 436](#).
- Clean the DEF supply module filter. For instructions, refer to [5.12.2 Diesel Exhaust Fluid Supply Module Filter, page 438](#).
- Change the wheel drive lubricant. For instructions, refer to [5.6.7 Changing Wheel Drive Lubricant – 10 Bolt, page 387](#).

5.12.1 Removing and Installing Fuel Tank Vent Filter

The fuel tank is vented by a hose and filter in the platform rail. Change the filter every 1000 hours or annually, whichever occurs first.

Change the filter as follows:

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

WARNING

To avoid personal injury or death from explosion or fire, do NOT smoke or allow flame or sparks near the windrower when servicing it.

1. Shut down the engine, and remove the key from the ignition.
2. Remove five bolts (A) and DEF tank cover (B) on the right service platform.

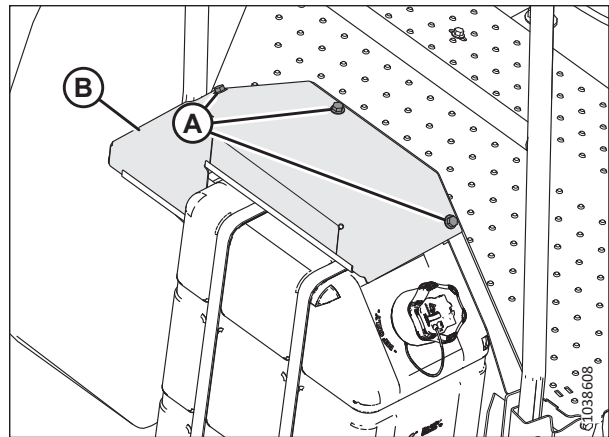


Figure 5.128: Right Service Platform

MAINTENANCE AND SERVICING

3. Release hose tension clamps (A) and slide them away from filter (B).
4. Pull the hoses off filter (B) and remove the filter.

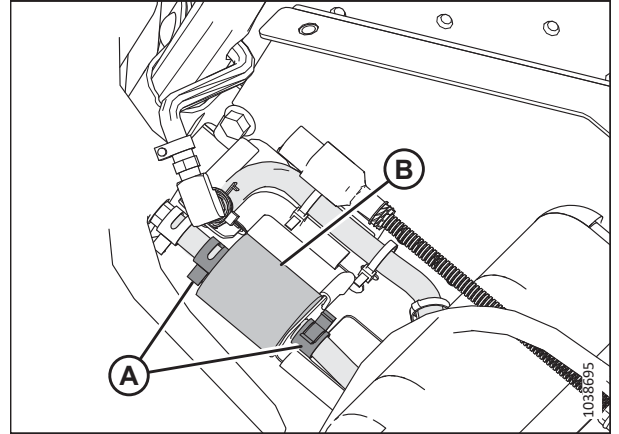


Figure 5.129: Fuel Tank Vent and Filter

5. Position new filter (B) and attach it to fuel tank hose (A).

NOTE:

When positioning the new filter, ensure that the arrow on the filter points **toward** the fuel tank.

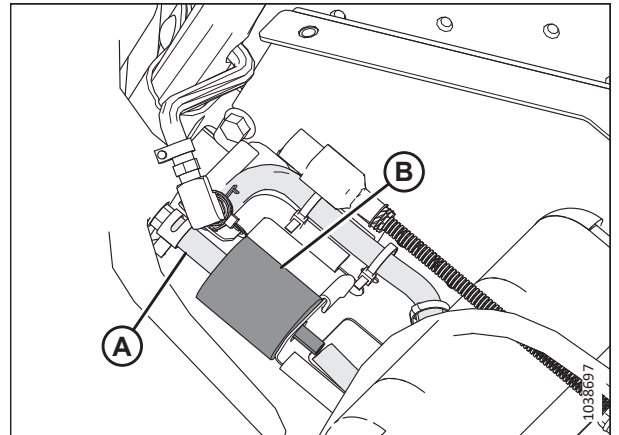


Figure 5.130: Fuel Tank Vent and Filter

6. Attach fuel vent hose (A) to filter (B) and secure both hoses with tension clamps (C).
7. Close the hood. For instructions, refer to [5.3.2 Closing Hood](#), page 363.

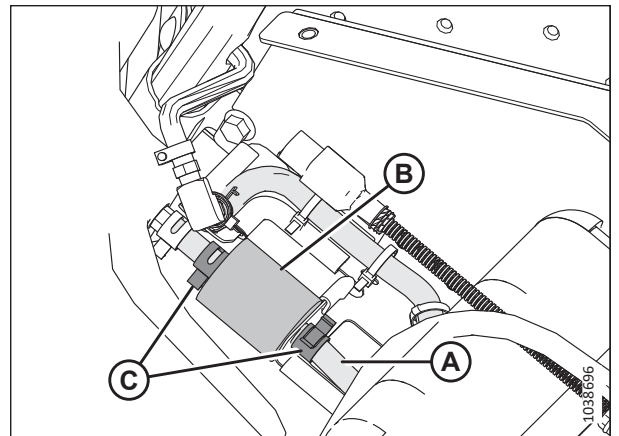


Figure 5.131: Fuel Tank Vent and Filter

5.12.2 Diesel Exhaust Fluid Supply Module Filter

The supply module filter is designed to prevent debris that may be suspended in the diesel exhaust fluid (DEF) from entering the system. Permanent damage to—and premature failure of—the DEF supply module can result from fluid debris.

Checking Diesel Exhaust Fluid Supply Module Filter

Regular inspection of the diesel exhaust fluid (DEF) supply module filter ensures long-lasting windrower performance.

1. Locate aftertreatment DEF supply module (A) on the inside of the right platform by the engine oil dipstick.

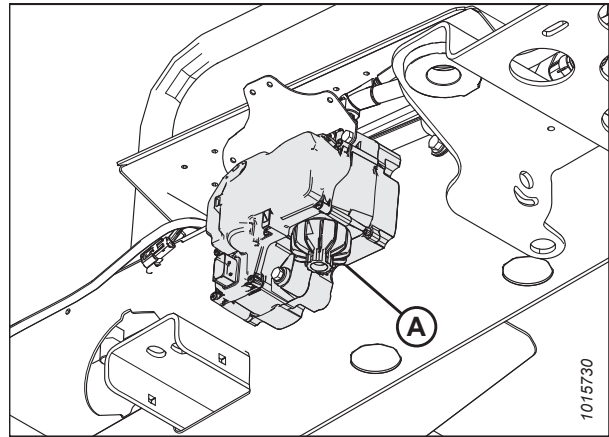


Figure 5.132: DEF Supply Module – M2170

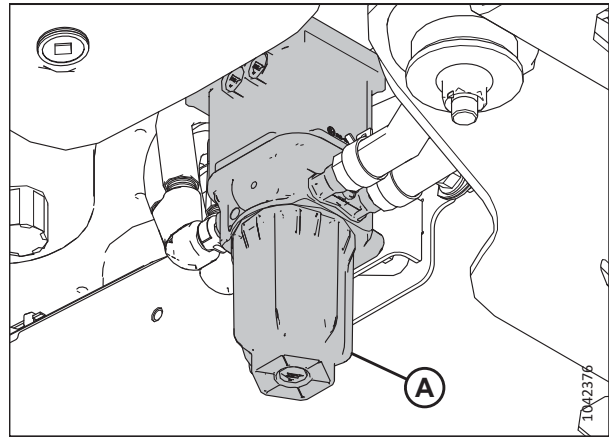


Figure 5.133: DEF Supply Module – M2260

MAINTENANCE AND SERVICING

2. Inspect the area around the seal and vent of aftertreatment DEF supply module filter cap (A) for signs of leakage.
3. DEF fluid leaves a white deposit when dry. If there is evidence of leaking, remove the supply module filter, and clean and inspect it before replacing it. For instructions, refer to [Cleaning and Inspecting Supply Module Filter, page 440](#).

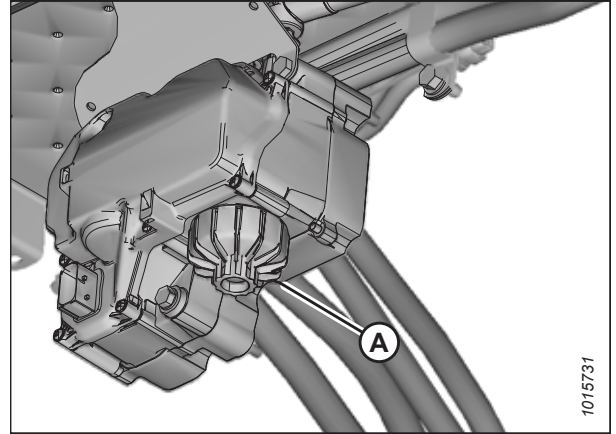


Figure 5.134: DEF Supply Module Filter Cap – M2170

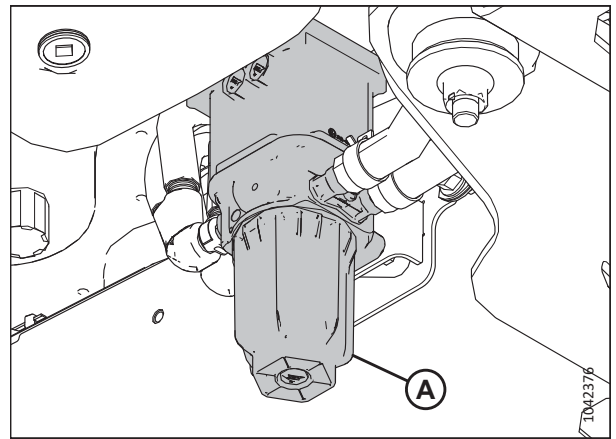


Figure 5.135: DEF Supply Module – M2260

Removing Supply Module Filter

The windrower's diesel exhaust fluid (DEF) supply module filter may need to be removed for replacement or inspection.

WARNING

Batteries emit explosive gases. To reduce the possibility of personal injury, always ventilate the compartment before servicing the batteries. To reduce the possibility of electrical arcing, remove the negative (–) battery cable first and attach the negative (–) battery cable last.

WARNING

Diesel exhaust fluid (DEF) contains urea, which can irritate the skin, eyes, digestive, and respiratory systems. Do NOT get the substance in your eyes. In case of contact, immediately flush your eyes with water for a minimum of 15 minutes. Do NOT ingest DEF. If DEF is ingested, contact a doctor immediately.

WARNING

The DEF line connecting the aftertreatment DEF dosing unit to the aftertreatment DEF dosing valve is under low pressure and should NOT be disconnected while the engine is running or before the system has completed the purge process after engine shutdown. Disconnecting the DEF line while under low pressure could cause DEF to spray.

WARNING

Wear appropriate eye and face protection when using compressed air. Flying debris and dirt can cause personal injury.

DANGER

To prevent injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

IMPORTANT:

Any spilled diesel exhaust fluid (DEF) must be contained and absorbed by a non-combustible absorbent material such as sand. The contaminated absorbent should then be placed into a leak-proof container and disposed of. DEF is corrosive. If DEF is spilled on the DEF tank or on any other surface of the vehicle, rinse the contaminated surface thoroughly with water.

IMPORTANT:

Do **NOT** disconnect the windrower batteries until the diesel exhaust fluid (DEF) dosing system has completed its purge cycle. Before removing or disconnecting any components of the DEF system, wait at least five minutes after the windrower's ignition switch is turned to the OFF position for the aftertreatment DEF dosing system to purge the DEF from the system. The purge cycle is an automatic process and does not require the Operator's intervention. The aftertreatment DEF supply module emits an audible pumping noise during the purging process.

NOTE:

DO **NOT** power wash or steam clean the filter. Use compressed air to remove any loose debris.

1. Shut down the engine, and remove the key from the ignition.
2. Wait 3 minutes for the DEF system to complete the purge cycle.
3. Place a catch basin under the DEF filter cap to collect the remaining DEF in the filter housing.
4. Unscrew filter cap (A).
5. Remove aftertreatment DEF filter equalizing element (B).
6. Remove old aftertreatment DEF supply module filter element (D).

NOTE:

Disposable service tool (C) is included with the filter to aid in filter removal. Use the appropriate end of the tool to remove the filter. When inserting the tool, a click sound can be heard which indicates proper engagement with the filter.

7. Discard and replace the filter and equalizing element if they're removed from the aftertreatment supply module.

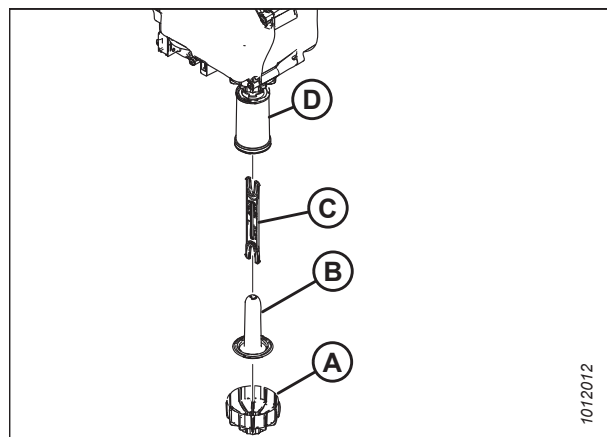


Figure 5.136: DEF Supply Module Filter

Cleaning and Inspecting Supply Module Filter

Once the diesel exhaust fluid (DEF) supply module filter has been removed, it should be cleaned and examined. The module filter may need to be replaced.

NOTE:

If there is the possibility that contaminated DEF has gone through the DEF supply system, check the DEF filter prior to discarding the filter.

MAINTENANCE AND SERVICING

1. Check the diesel exhaust filter for evidence of contaminated DEF. Use visual and aroma characteristics of the filter to determine if contaminated fluid has passed through the dosing system.
2. Inspect the diesel exhaust filter for debris.
3. Discard the filter element and the equalizing element.
4. Inspect the aftertreatment DEF supply module filter cap for cracks or holes.
5. Check the condition of the threads on the aftertreatment DEF supply module cap.
6. If the threads are damaged, replace the aftertreatment DEF supply module cap.
7. If the cap threads are damaged, inspect the aftertreatment DEF supply module threads.
8. If the threads of the aftertreatment DEF supply module are damaged, replace the entire aftertreatment DEF supply module.
9. Clean the aftertreatment DEF supply module cap and threads on the supply module with warm water and a clean cloth.

Installing Supply Module Filter

Once the diesel exhaust fluid (DEF) supply module filter has been removed, cleaned, and inspected, the cleaned module (or a new replacement) can be installed.

1. Slide DEF filter equalizing element (A) into DEF filter cartridge (B).
2. Insert the assembly into aftertreatment DEF supply module (C).
3. Install cap (D) and torque it to 20 Nm (177 lbf·in).

NOTE:

The aftertreatment DEF dosing system will not prime until the correct selective catalytic reduction (SCR) catalyst temperatures are reached. To verify that there are no DEF leaks, test drive the windrower for a minimum of 15 minutes to get the SCR system up to temperature.

4. Operate the engine and check for leaks.

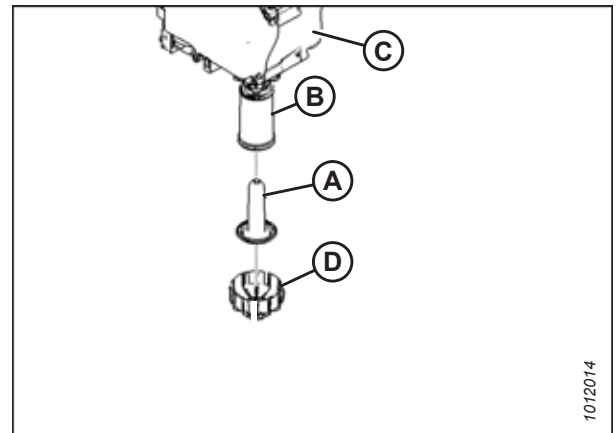


Figure 5.137: DEF Supply Module Filter

Replacing Diesel Exhaust Fluid Tank Filter

The diesel exhaust fluid (DEF) tank fluid filter housing is located inside the DEF tank attached to the DEF head suction line. There is no scheduled replacement of the tank fluid filter as long as the tank remains clean. If contaminants enter the tank, you may need to replace the fluid filter housing (MD #291162) which includes a 40 micron filter. If there is no obvious contamination, change it every 2 years.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.

MAINTENANCE AND SERVICING

2. Remove three bolts (B) and DEF tank cover (A) on the right platform.

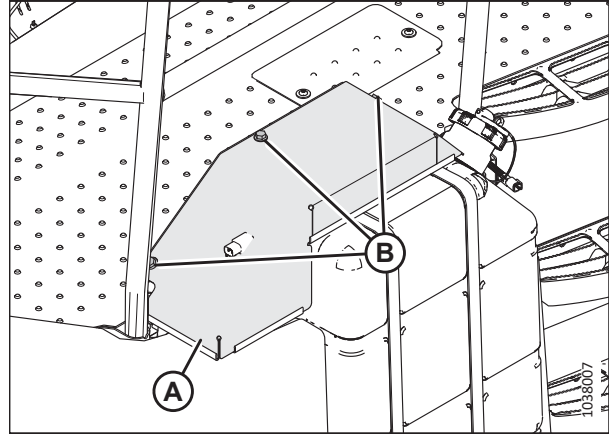


Figure 5.138: Right Platform

3. Disconnect electrical harness (A) from the DEF head.
4. Prepare to plug the hoses to prevent coolant loss, and then disconnect coolant pressure (C) and coolant return (B) hoses from the DEF head.
5. Label DEF suction hose (E) and DEF backflow hose (D), and then disconnect hoses (E) and (D) from the DEF head.
6. Disconnect vent hose (F) from the DEF head.

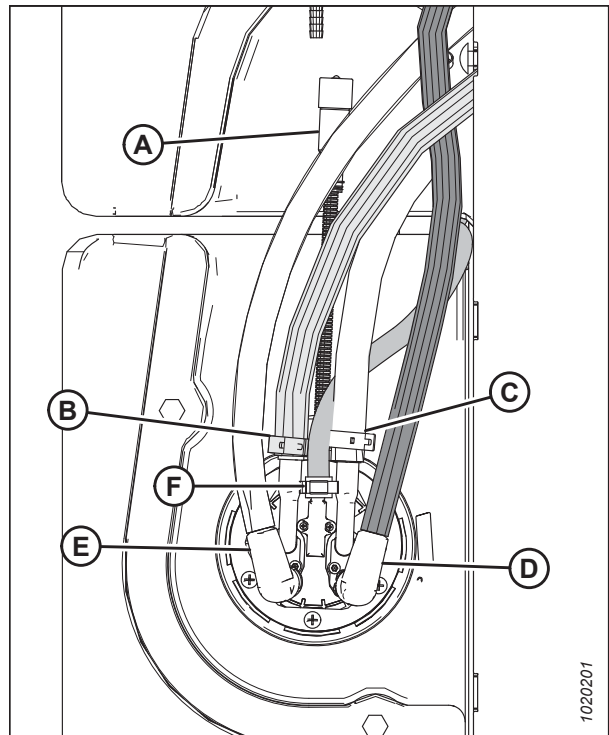


Figure 5.139: DEF Head

MAINTENANCE AND SERVICING

7. DEF hoses are held on with plastic retaining clips (A). Push the middle of retaining clip (A) to release it, and pull the hoses away from the connector to remove them.

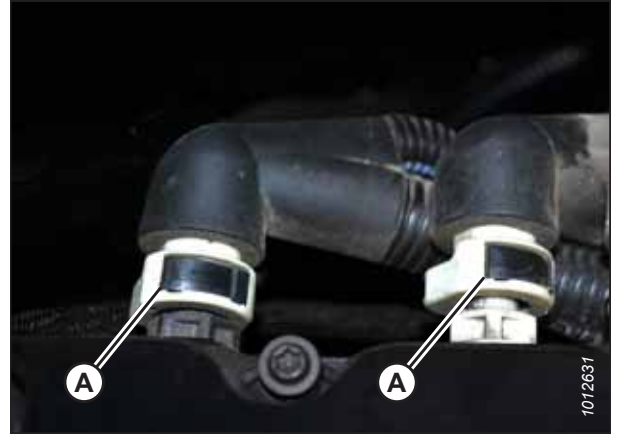


Figure 5.140: DEF Hose Connector

8. Remove six screws (B) that secure DEF head (A) to the DEF tank, and remove the DEF head.

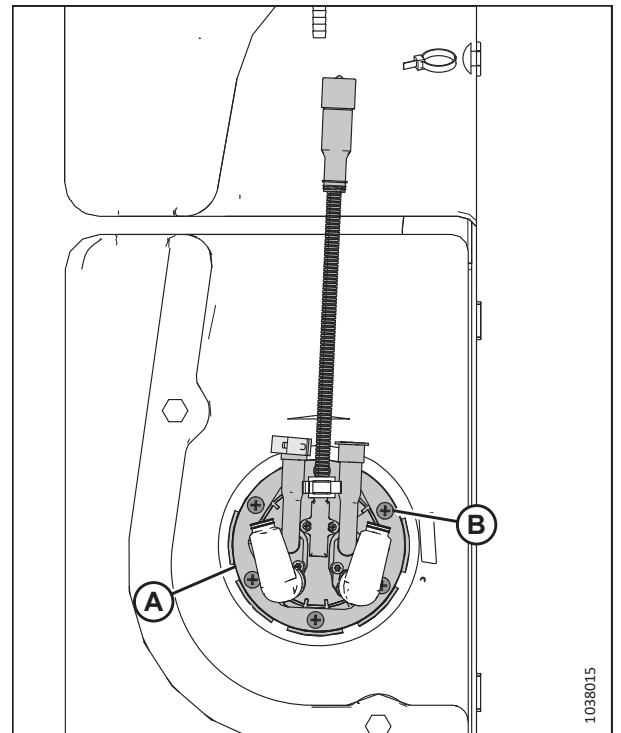


Figure 5.141: DEF Tank Head – Top View

MAINTENANCE AND SERVICING

9. Remove and discard clip (A) that secures fluid filter housing (B).
10. Pull old fluid filter housing (B) off of the suction line.
11. Remove and discard existing O-ring (C).

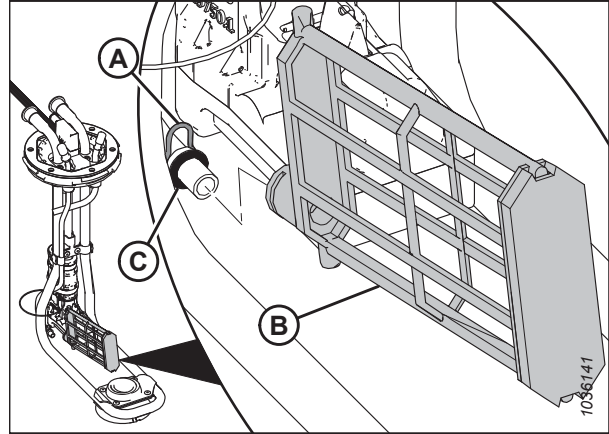


Figure 5.142: DEF Fluid Filter Housing

12. Install new O-ring (C) (supplied with filter housing) onto the supply line.

NOTE:

The DEF tank fluid filter housing (MD #291162) includes O-ring (C), clip (A), and a 40 micron filter (not shown).

13. Push new DEF tank liquid filter housing (B) onto the line and secure it with new clip (A).

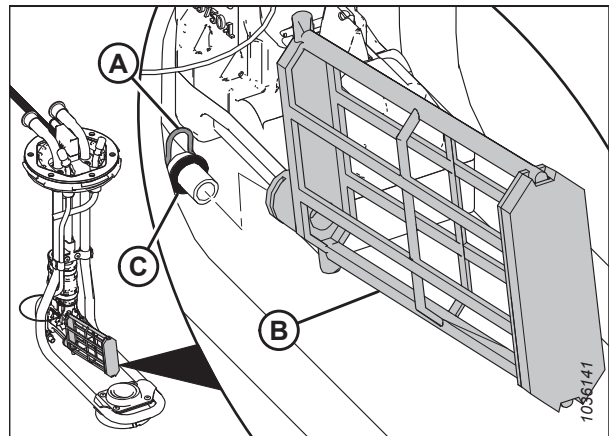


Figure 5.143: DEF Fluid Filter Housing

MAINTENANCE AND SERVICING

14. Insert DEF head (A) into the DEF tank and align the screw holes with the hose connectors facing the windrower.
15. Secure the DEF head to the tank with six screws (B).

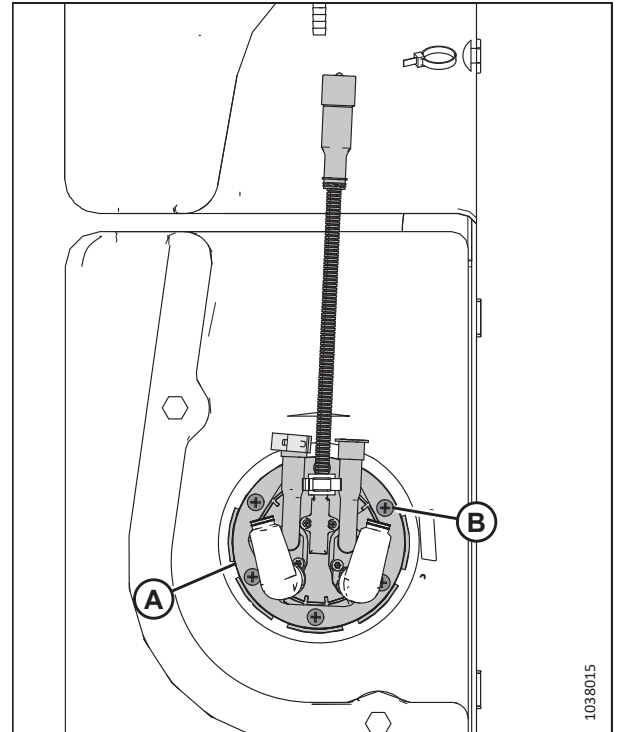


Figure 5.144: DEF Tank Head – Top View

16. Connect electrical harness (A).

IMPORTANT:

Correct hose connections to the DEF tank head, DEF supply module, and aftertreatment system are important. Improper connections will result in a loss of suction, causing the engine to derate (lose power).

17. Connect coolant pressure line (C) and coolant return line (B) to the DEF head.
18. Connect DEF suction line (E) and DEF backflow line (D) to the DEF head.
19. Connect vent hose (F) to the DEF head.

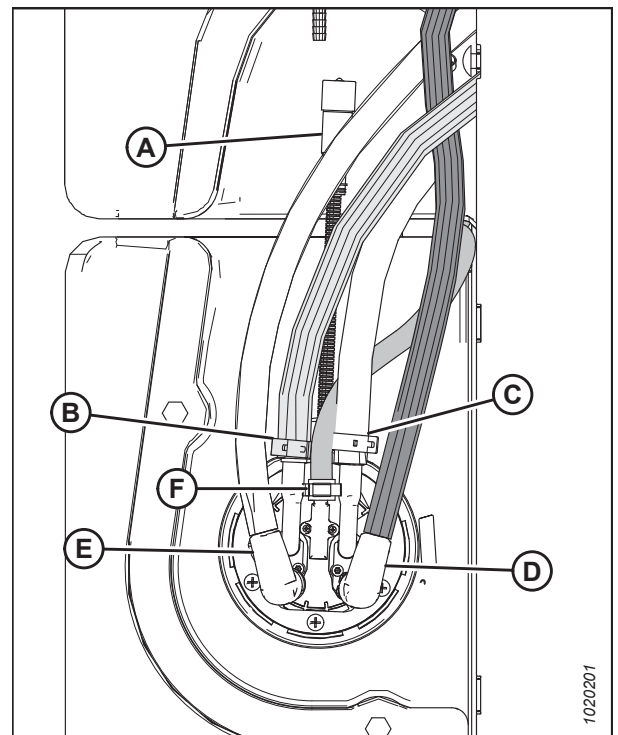


Figure 5.145: DEF Tank Head

MAINTENANCE AND SERVICING

20. Reinstall the DEF hoses and ensure they are secured with retaining clips (A).

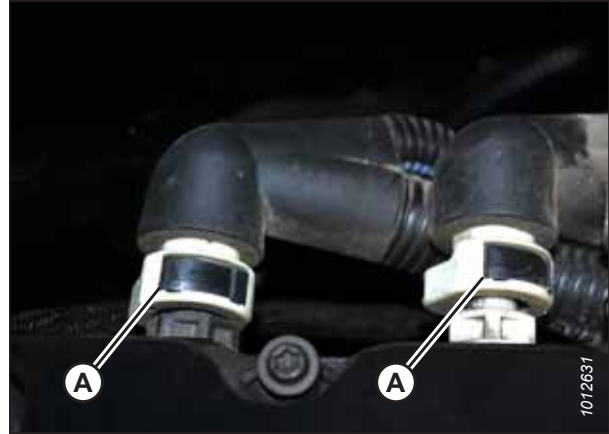


Figure 5.146: DEF Hose Connection

21. Install DEF tank cover (A).
22. Install three bolts (B).

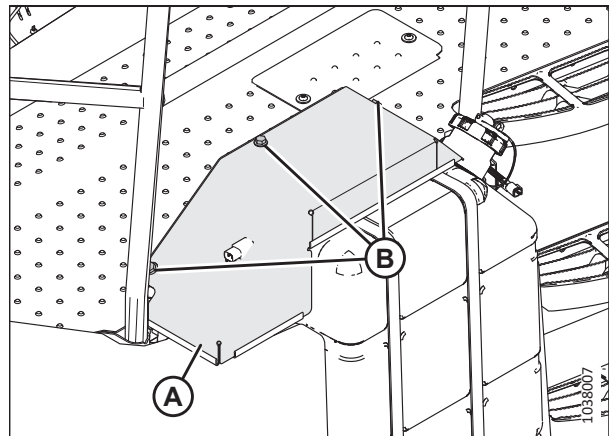


Figure 5.147: Right Platform

5.13 Every 2000 Hours

Complete the following maintenance tasks every 2000 hours of operation.

- Change the engine coolant. For instructions, refer to [5.13.1 Changing Engine Coolant, page 447](#).
- Change the hydraulic oil. For instructions, refer to [5.13.2 Draining Hydraulic Oil, page 449](#).
- Change the DEF tank vent hose filter. For instructions, refer to [5.13.4 Replacing Diesel Exhaust Fluid Vent Hose Filter, page 452](#).
- General engine inspection. For instructions, refer to [5.13.5 General Engine Inspection, page 453](#).

5.13.1 Changing Engine Coolant

Change the engine coolant after every 2000 hours of operation or two years, whichever occurs first.

Draining Coolant System

Coolant is cycled through the engine to help reduce internal heat.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

CAUTION

To avoid personal injury from hot coolant, do NOT turn the pressurized coolant tank cap until the engine cools.

NOTE:

Properly dispose of the water/coolant mixtures that are drained from the cooling system.

1. Shut down the engine, and remove the key from the ignition.
2. Let the engine cool.
3. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
4. Turn pressurized coolant tank cap (A) to the first notch to relieve pressure before removing the cap completely.
5. Remove the pressurized coolant tank cap.

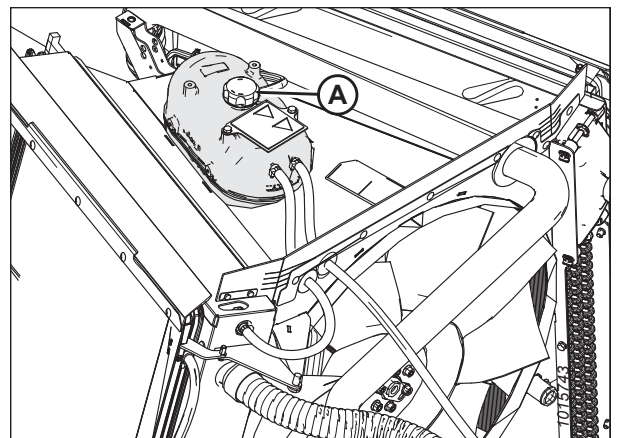


Figure 5.148: Coolant Recovery Tank

MAINTENANCE AND SERVICING

6. Locate radiator drain valve (B) on radiator inlet tube (A). It is located inside the frame beside the engine.
7. Place a drain pan (about 30 liters [8 U.S. gallons] capacity) under the drain valve, and then open radiator drain valve (B).
8. When the system has been completely drained, close radiator drain valve (B).
9. Add coolant after a system drain. For instructions, refer to [Adding Coolant after System Drain, page 448](#).

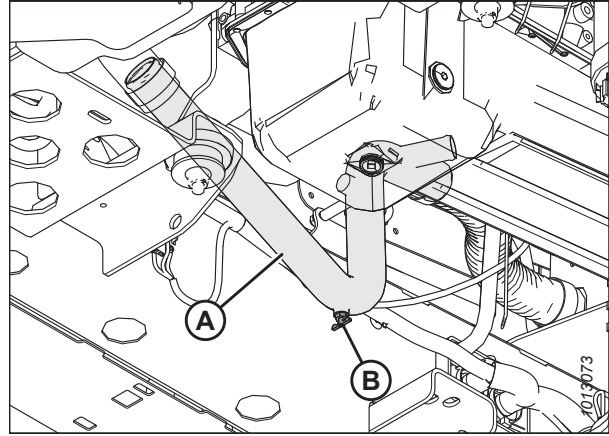


Figure 5.149: Radiator Drain Valve

10. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

Adding Coolant after System Drain

Coolant is cycled through the engine to help reduce internal heat. The coolant tank should be at least one-half full; if it is less, add coolant.

CAUTION

To avoid personal injury from hot coolant, do NOT attempt to open the until the engine cools.

1. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

2. Remove pressurized cap (A) from the coolant recovery tank.

IMPORTANT:

Use nitrite free coolant only. For coolant specifications, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

3. Add coolant at a rate not exceeding 11 L/min (3 gpm) until the recovery tank is one-half full.

NOTE:

When adding coolant, use MAX COLD line (B) on the side of tank that faces the cab for an accurate measurement.

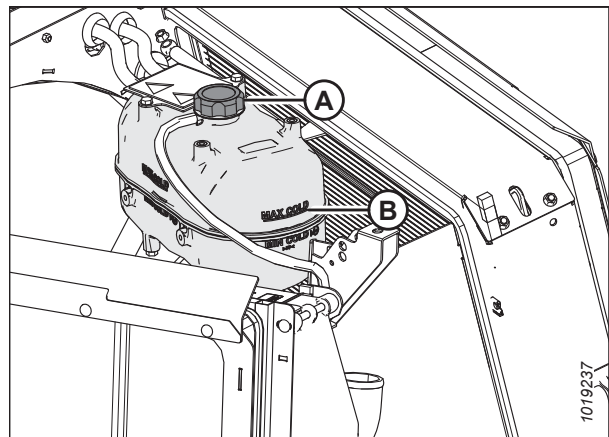


Figure 5.150: Coolant Recovery Tank

DANGER

Ensure that all bystanders have cleared the area.

4. With the pressurized cap off, start the engine and run it at high idle for approximately 20 minutes or until the engine temperature reaches 85°C (185°F).
5. Add coolant until the recovery tank is one-half full. Check the coolant level again. For instructions, refer to [5.7.5 Checking Engine Coolant, page 399](#).
6. Reinstall pressurized cap (A).
7. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

5.13.2 Draining Hydraulic Oil

Hydraulic oil should be changed every 2000 hours of operation or 3 years, whichever comes first.

DANGER

To prevent injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

CAUTION

If the machine is running, the oil may be hot. Burns can result from contact with hot oil. This procedure can be performed when the oil is cold, but first run the machine to stir the oil up before draining.

1. Park the windrower on a level surface.
2. Shut down the engine, and remove the key from the ignition.
3. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
4. Place a container (at least 65 liters [17 U.S. gallons] capacity) under the drain at the bottom of the hydraulic reservoir to collect the oil.
5. On the hydraulic oil tank, turn plug handle (A) counterclockwise until loose, and then remove the plug (this will allow air to enter tank).

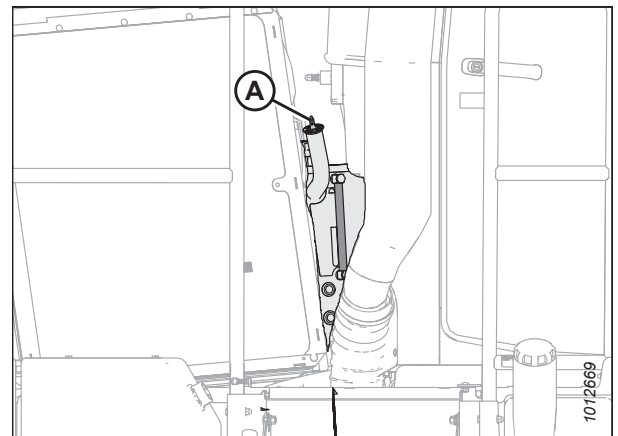


Figure 5.151: Reservoir Plug

MAINTENANCE AND SERVICING

6. From beneath the windrower, locate hose (A) that connects to inlet manifold (B).
7. Remove hose (A) from the elbow fitting, and allow the hose to drain into a clean container.
8. Once the tank is empty, reattach the hose to the elbow fitting.

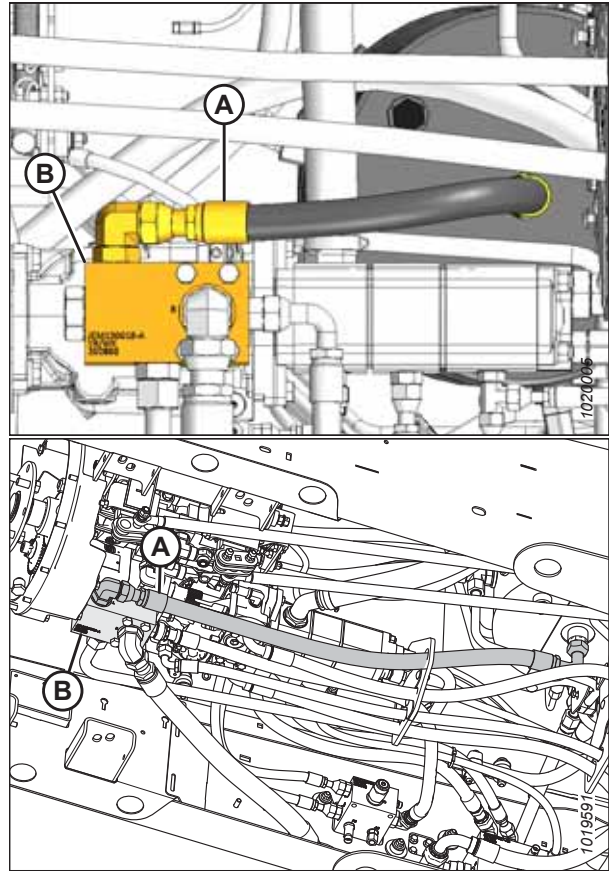


Figure 5.152: Inlet Manifold

9. Locate and remove magnetic drain plug (A) that is underneath the hydraulic oil tank.
- NOTE:**
Pull the traction drive hoses out of the way to allow oil to drop straight down into the catch pan.
10. Inspect and clean the magnetic drain plug for any debris.
 11. Reinstall the drain plug. Torque the plug to 75–82 Nm (55–60 lbf·ft).

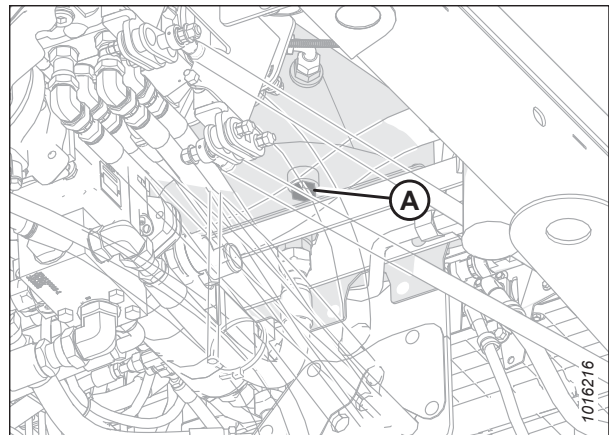


Figure 5.153: Hydraulic Oil Drain

12. Reinstall plug (A) on the hydraulic oil tank.
13. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).
14. Dispose of used oil in a manner that complies with local rules and regulations.

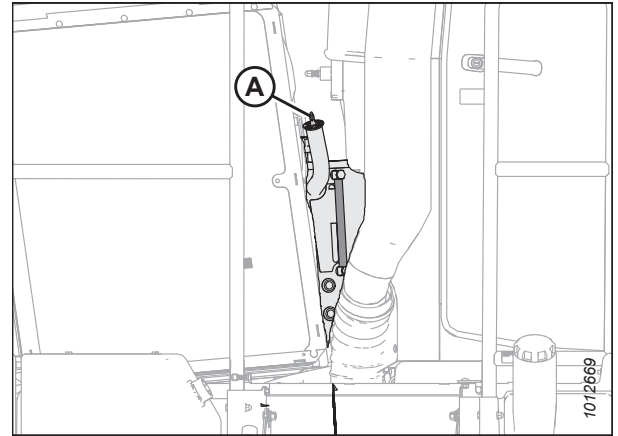


Figure 5.154: Reservoir Plug

5.13.3 Filling Hydraulic Oil Tank

A properly filled hydraulic oil tank reduces the risk of corrosion and clogged filters.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Park the windrower on a level surface.
2. Shut down the engine, and remove the key from the ignition.
3. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
4. Turn plug handle (A) counterclockwise until loose and then remove the plug by pulling it straight out.

NOTE:

When filling oil at a fast rate, the screen element in the fill tube restricts the oil and makes it difficult for air to escape.

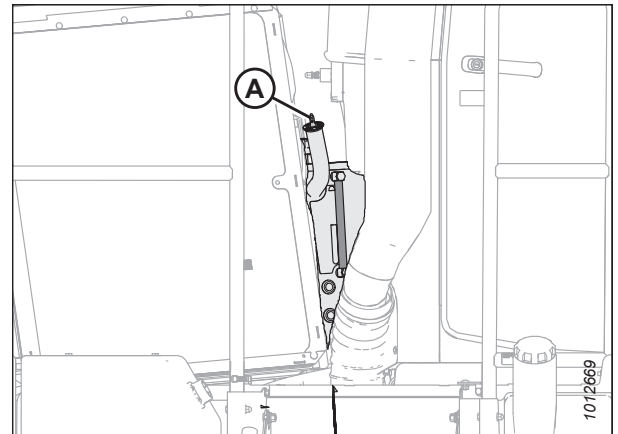


Figure 5.155: Plug Handle

MAINTENANCE AND SERVICING

- To improve oil fill rate through the screen, open breather cap (A) at the top of the tank to allow air to escape.

IMPORTANT:

Whenever the breather cap is opened, clean the area and take care to prevent debris from entering the tank through the opening.

- Add oil to maintain the level between the low and full indicator marks. For oil specifications and quantity, refer to [5.1.2 Lubricants, Fluids, and System Capacities, page 353](#).

NOTE:

When the sight glass is showing LOW, approximately 4 liters (1 U.S. gallon) is required to reach FULL.

- Reinstall the plug, and turn plug handle (B) clockwise until the plug is secure.
- Close breather cap (A).
- Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

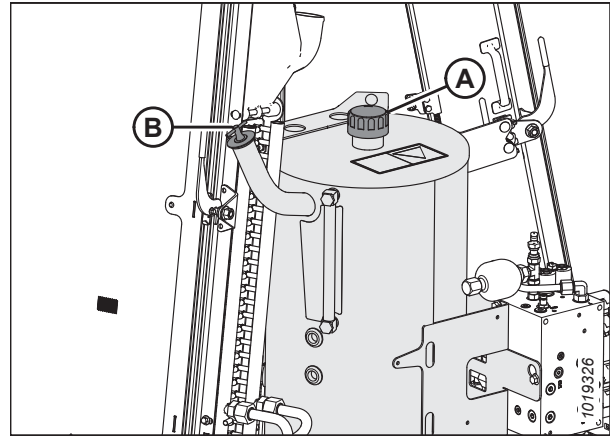


Figure 5.156: Hydraulic Oil Tank

5.13.4 Replacing Diesel Exhaust Fluid Vent Hose Filter

The diesel exhaust fluid (DEF) vent hose filter should be replaced every 2000 hours.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

- Shut down the engine, and remove the key from the ignition.
- Locate vent hose filter (B) below DEF tank (A).

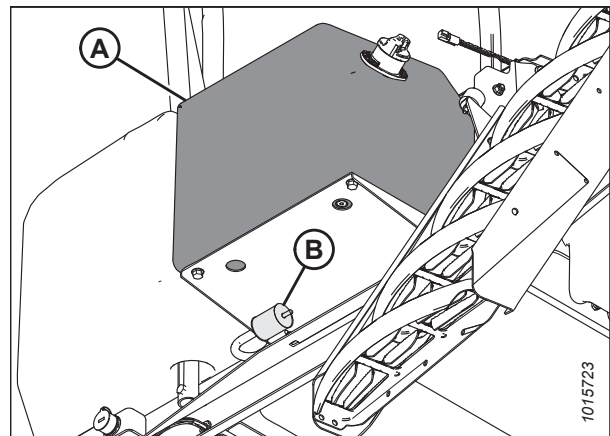


Figure 5.157: Vent Filter below DEF Tank

MAINTENANCE AND SERVICING

3. Pull vent hose filter (A) from the DEF tank vent hose.
4. Install new vent hose filter (A).

NOTE:

Ensure the arrow on vent hose filter (A) points toward the DEF tank.

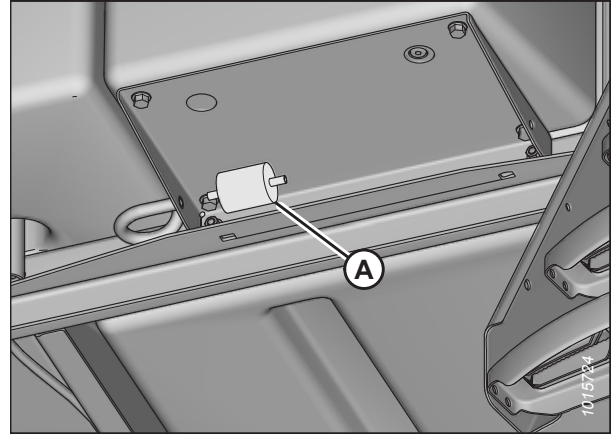


Figure 5.158: Vent Hose Filter below DEF Tank

5.13.5 General Engine Inspection

Engine inspection should be performed by your MacDon Dealer.

Refer to your engine manual for further information.

NOTE:

Owner's Manual QSB 4.5 and QSB 6.7 Engine Cummins #4021531 are supplied with your machine.

5.14 Annual Service

Complete the following maintenance tasks annually. It is recommended that annual maintenance be done prior to the start of the operating season.

- Check the battery charge and fluid level. For instructions, refer to [5.14.1 Batteries, page 454](#).
- Check the steering linkages. For instructions, refer to [5.14.2 Checking Steering Link Pivots, page 463](#).
- Check the A/C blower. For instructions, refer to [5.14.3 Air Conditioning Evaporator, page 465](#).
- Check the antifreeze concentration. For instructions, refer to [5.14.4 Checking Engine Coolant Strength, page 468](#).

5.14.1 Batteries

A pair of vehicle batteries powers the windrower’s electrical system. Ensure that replacement batteries are of the correct type.

Install only the type of batteries specified in the table below onto the windrower:

Table 5.3 Battery Specifications

Rating	Group	CCA (min)	Voltage (V)	Maximum Dimension
Heavy duty, off-road, vibration resistant	29H or 31A	760	12	334 x 188 x 232 mm (13 x 7.4 x 9.13 in.)

Maintaining Battery

The battery interacts with more parts in your machine than you may think or know exist. Keeping on top of routine maintenance of the battery helps to lengthen its life and keep you ahead of any real problems that could arise.

CAUTION

Do NOT attempt to service a battery unless you have the proper equipment and experience to perform the job.

- Check the battery charge **once a year**, and more often if operating in cold weather. Hydrometer readings should be 1.260 to 1.300. Readings below 1.250 indicate charging is required. For instructions, refer to [Charging Battery, page 456](#).
- Keep the batteries clean by wiping them with a damp cloth.
- Keep all connections clean and tight. Remove any corrosion and wash the terminals with a solution of baking soda and water. A light coating of grease on the terminals (after the cables are attached) will reduce corrosion.
- To prolong battery life, store the batteries fully charged and at -7° to +26°C (+20° to +80°F). Check the voltage after storage and recharge the batteries as needed according to the battery and charger manufacturer recommendations.
- Do **NOT** stack storage batteries on top of each other.
- Test the batteries every 4–6 months and recharge them if necessary.
- Disconnect the battery ground if storing the windrower for more than 3 months.

Opening Battery Cover

The windrower’s battery cover may need to be opened for service, storage, or replacement. The battery cover protects the battery from moisture, dust, and corrosion.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator’s seat for any reason.

MAINTENANCE AND SERVICING

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
3. Lift up on the cab-end of cover (A) to disengage it from retaining tab (B), and swing the cover away from the frame.

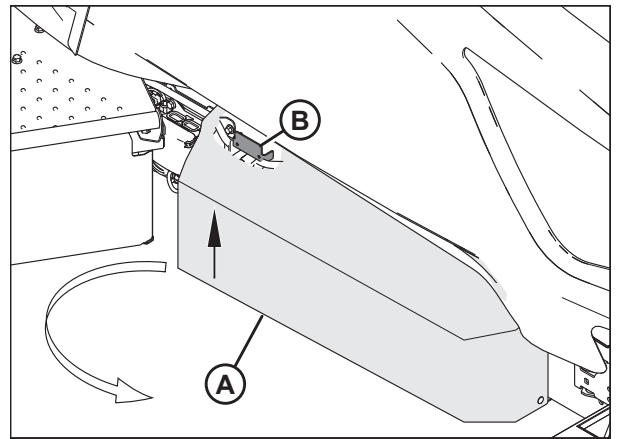


Figure 5.159: Battery Cover

Closing Battery Cover

Properly closing the battery cover will protect the battery from moisture, dust, and corrosion.

1. Swing cover (A) towards the windrower frame. Lift up on the cab-end of the cover until it is secured by retaining tab (B) on the frame.

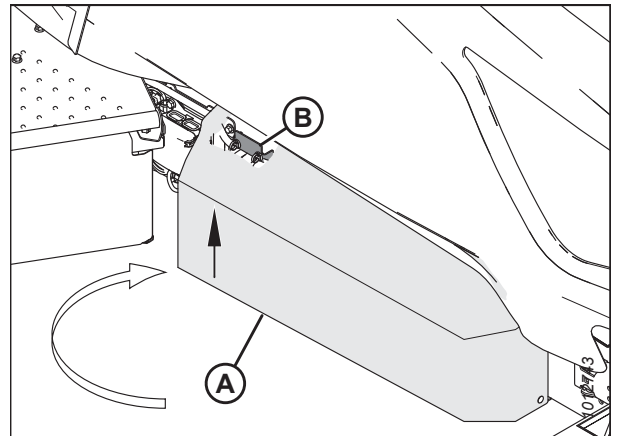


Figure 5.160: Battery Cover

Charging Battery

Charging a battery can be dangerous, if the proper procedures are not followed. Familiarize yourself with this information before attempting to charge a battery.

CAUTION

- Ventilate the area where the batteries are being charged.
- Do NOT charge a frozen battery. Warm it to 16°C (60°F) before charging.
- Do NOT connect or disconnect live circuits. To prevent sparks, turn off the charger and connect the positive cable first. PROTECT YOUR EYES.
- If charging the battery in the windrower, disconnect the POSITIVE battery cable before connecting the charger cable, then connect the ground cable last, away from the battery.
- Stop or cut back the charging rate if the battery feels hot, or is venting electrolyte. The battery temperature must NOT exceed 52°C (125°F).
- The maximum charge rate in amperes should be NO MORE than 1/3 of the battery’s reserve capacity minute rating. If the terminal voltage exceeds 16.0 volts while charging, reduce the charge rate.
- Continue charging and reduce the rate as needed until a two-hour period results in no increase in voltage or decrease in current.

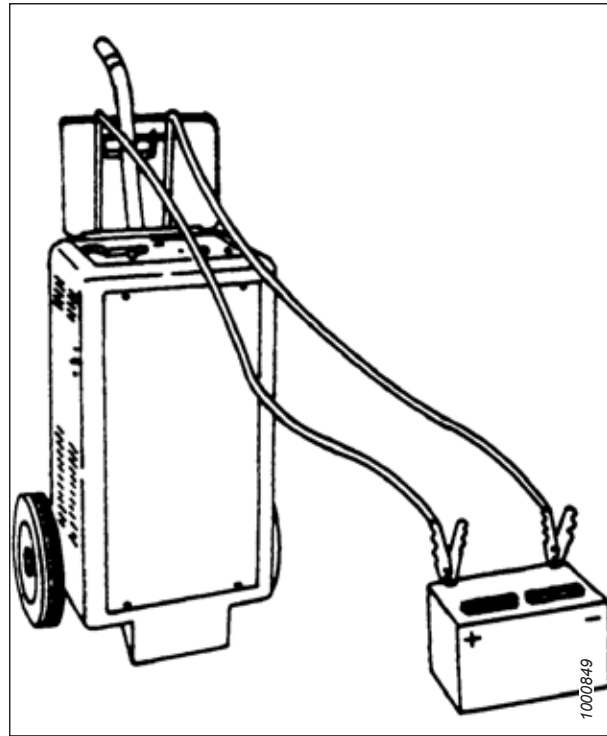


Figure 5.161: Battery Charging

Table 5.4 Voltage Chart

OCV ²⁹	State of Charge (%)	50 Amps	30 Amps	20 Amps	10 Amps
		Approximate battery charging time (minutes) to full charge at 27°C/80°F. ³⁰			
12.6	100	— Fully charged —			
12.4	75	20	35	48	90
12.2	50	45	75	95	180
12.0	25	65	115	145	280
11.8	0	85	150	195	370

29. Open circuit voltage with no charging/discharging for 8 hours or more.

30. Charging time depends on the battery capacity, condition, age, temperature, and the efficiency of the charger.

⚠ WARNING

- Follow all battery manufacturers' instructions and precautions.
- Gel and AGM (Absorbed Glass Mat) batteries require a voltage-limited charger. Charging a gel or AGM battery on a typical shop charger—even one time—may greatly shorten its life.
- If the electrolyte is accessible, verify that plates are covered before beginning to charge. At the end of the charge, add distilled water as needed to bring the levels to the proper height. If water is added, charge for an additional 30 minutes to mix. If the electrolyte levels are low, but the electrolyte is not accessible, remove the battery from service.

⚠ CAUTION

Follow all instructions and precautions supplied by the battery charger manufacturer, including the following:

- Charge at the recommended rates and times.
- Turn off the charger prior to hook up to avoid dangerous sparks. Wear proper eye protection.
- Reduce the charge rate if the terminal voltage is higher than 16.0 volts while charging. The maximum charge rate in amperes should NOT exceed 1/3 of the battery's reserve capacity minute rating.
- Continue charging if there is no change in voltage or current for a two-hour period, and reduce the rate as needed.
- If the battery case gets hot during charging or spews large amounts of gas, temporarily stop charging.

IMPORTANT:

NEVER overcharge the batteries. Excessive charging will shorten the battery life.

To charge the windrower's batteries while they are connected to the windrower's electrical system, follow these steps:

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the battery cover. For instructions, refer to *Opening Battery Cover, page 454*.
3. Remove the red plastic covers from positive terminals (B).

NOTE:

If you charge the batteries while they are disconnected from the windrower's electrical system, you would also need to remove the black plastic covers from negative terminals (A).

4. Charge each battery separately.
 - a. Disconnect **positive** battery cable (C).
 - b. Connect the charger cable to the positive post of one of the batteries.
 - c. Connect the charger ground cable to the engine block, away from the battery.
5. Charge the batteries in accordance with the charger manufacturer's instructions.

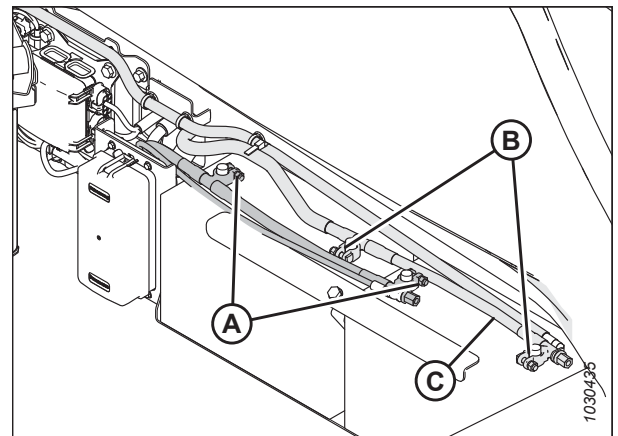


Figure 5.162: Batteries

MAINTENANCE AND SERVICING

- Once charging is completed, remove the charger ground cable from the engine block first, then remove the charger cable from the positive battery post.
- Repeat Steps 4, [page 457](#) to 6, [page 458](#) on the second battery.
- Replace the plastic covers.
- Close the battery cover. For instructions, refer to [Closing Battery Cover, page 455](#).

Boosting Battery

When a battery boost is required, connecting the boost cables correctly reduces the risk of injury and machine damage.

WARNING

- Gas given off by the batteries is explosive. Keep sparks and flames away from the batteries.
- Make the last connection and the first disconnection at the point farthest away from the batteries.
- Wear protective eyewear when using a booster battery.
- Be sure everyone is clear of the machine when starting the engine. Start the engine from operator's station only.

CAUTION

Spark hazard. When connecting or disconnecting booster cables, do NOT allow the cable clamps to touch each other.

Connecting booster cables

- To access the windrower batteries, open the battery cover. For instructions, refer to [Opening Battery Cover, page 454](#).
- Pull back the red rubber battery terminal cover and connect one end of the positive (+) booster cable to positive (+) post (A) on the dead battery.
- Connect the other end of the positive (+) booster cable to positive (+) post (B) on the booster battery.
- Connect one end of the negative (-) booster cable to negative (-) post (C) on the booster battery.
- Connect the other end of negative (-) booster cable (D) to a clean, unpainted, solid metal part on the engine of the dead unit.

WARNING

To minimize the chance of an explosion, avoid connecting the negative boosting cable to the negative post on the dead battery.

- Turn the ignition switch in the cab as with normal start-up.

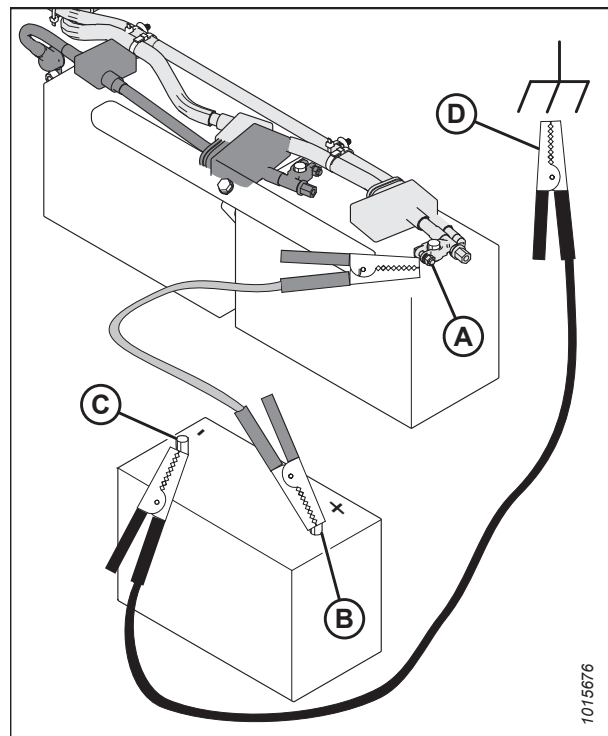


Figure 5.163: Attaching Booster Cables

Removing booster cables

1. Disconnect negative (-) booster cable (A) from the engine of the unit that was boosted.
2. Disconnect the other end of the negative (-) booster cable from negative (-) battery post (B) of the booster battery.
3. Disconnect the positive (+) booster cable from positive (+) battery post (C) of the booster battery.
4. Disconnect the other end of the positive (+) booster cable from positive (+) battery post (D) of the boosted battery.
5. Replace the black and red rubber battery terminal covers.
6. Close the battery cover. For instructions, refer to [Closing Battery Cover, page 455](#).

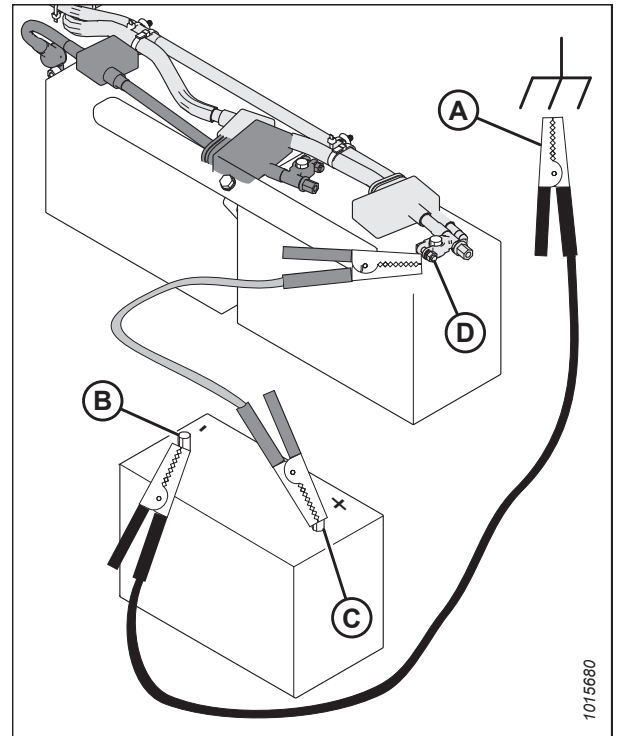


Figure 5.164: Removing Booster Cables

Removing Battery

The windrower's batteries may need to be removed for service, storage, or replacement.

CAUTION

Do NOT attempt to service a battery unless you have the proper equipment and training for the task. Have the windrower's batteries serviced by a MacDon Dealer.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the battery cover. For instructions, refer to [Opening Battery Cover, page 454](#).
3. Disconnect the battery harness. For instructions, refer to [Disconnecting Battery, page 460](#).

MAINTENANCE AND SERVICING

- Loosen bolt (A) until securing strap (B) can be removed.
- Lift the batteries off the support.

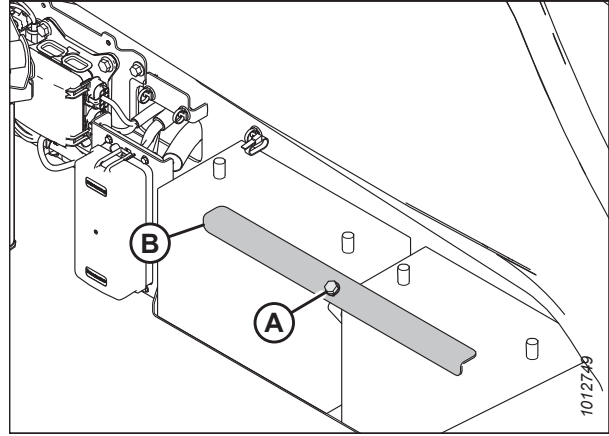


Figure 5.165: Battery Location

Installing Battery

Follow the instructions in this section to properly install the batteries.

Table 5.5 Battery Specifications

Rating	Group	CCA (min)	Voltage (V)	Maximum Dimension
Heavy duty, off-road, vibration resistant	31A	760	12	334 x 188 x 232 mm (13 x 7.4 x 9.13 in.)

- Position the new batteries on the battery support.

NOTE:

Ensure that positive terminal is positioned on the right side of the battery when facing them.

- Install strap (B) and secure it with bolt (A).
- Connect the battery cables. For instructions, refer to [Connecting Batteries, page 461](#).
- Close the battery cover. For instructions, refer to [Closing Battery Cover, page 455](#).

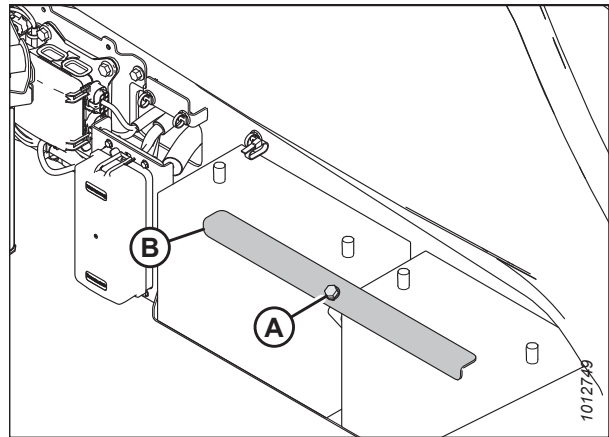


Figure 5.166: Battery Location

Disconnecting Battery

There may come a time where you need to disconnect the windrower's batteries, whether to prevent damage, perform maintenance, or replace them altogether.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

- Shut down the engine, and remove the key from the ignition.
- Open the battery cover. For instructions, refer to [Opening Battery Cover, page 454](#).

MAINTENANCE AND SERVICING

3. Remove the black plastic covers from negative cable clamps (A). Loosen the clamps and remove the cable from the batteries.
4. Remove the red plastic covers from positive cable clamps (B). Loosen the clamps and remove the cable from the batteries.

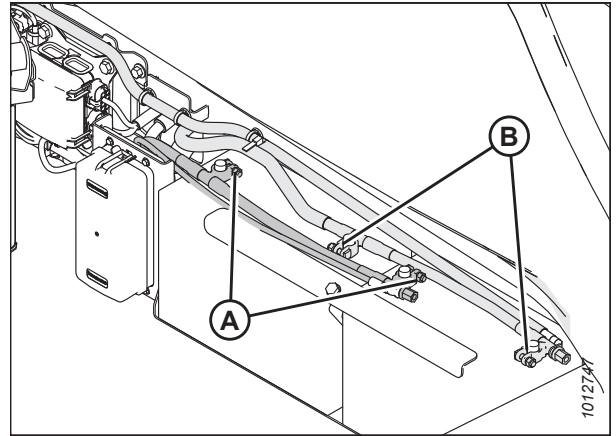


Figure 5.167: Battery Location

Connecting Batteries

1. Move latch (A) towards the right cab-forward side of the windrower.
2. Grasp louver (B) and lift the hood to open it.

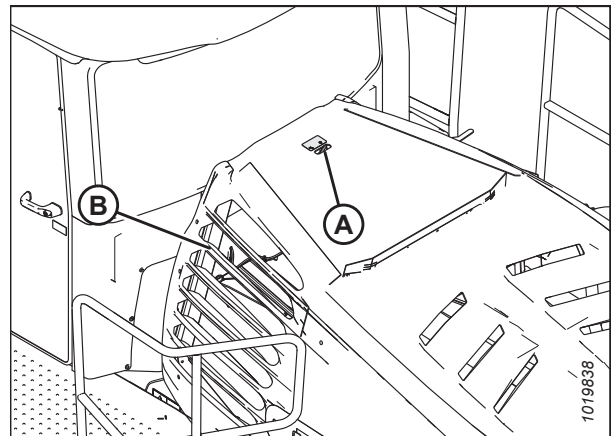


Figure 5.168: Engine Compartment Hood

3. Lift up on the cab-end of cover (A) to disengage it from retaining tab (B), and swing the cover away from the frame.
4. Remove the plastic caps from the battery posts, if these are present.

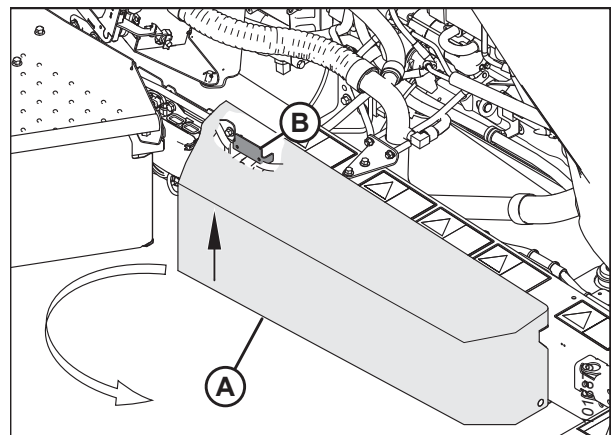


Figure 5.169: Battery Location

MAINTENANCE AND SERVICING

- Attach the red positive (+) cable terminals to positive posts (B) on the batteries. Tighten the terminal clamps. Place the plastic covers over the clamps.

IMPORTANT:

The batteries are negative-grounded. Ensure that the starter cable is connected to the positive (+) terminal of the battery and the battery ground cable is connected to the negative (-) terminal of the battery. Connecting a cable to the wrong post can result in permanent damage to the electrical system.

NOTE:

Ensure that the batteries are oriented in the battery tray so that the positive (+) posts are on the right when facing them.

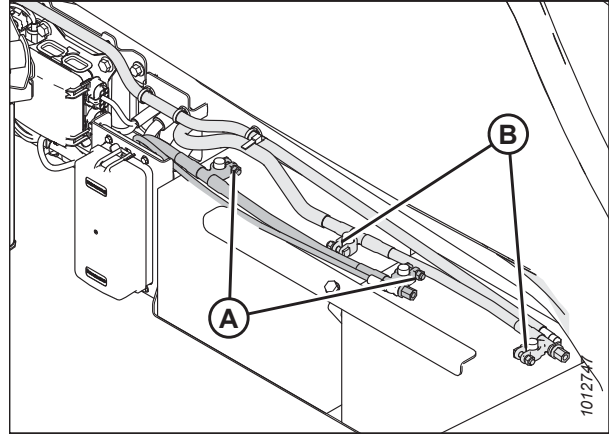


Figure 5.170: Battery Cables Installed

- Attach the black negative (-) cable terminals to negative posts (A) on the batteries. Tighten the terminal clamps. Place the plastic covers over the clamps.
- Swing cover (A) towards the windrower frame. Lift up on the cab-end of the cover until it is secured by retaining tab (B) on the frame.
- Grasp the hood by louver (C) and lower it until the hood engages the latch.

IMPORTANT:

To ensure that the hood is latched, ensure that the latch lever is not tilted.

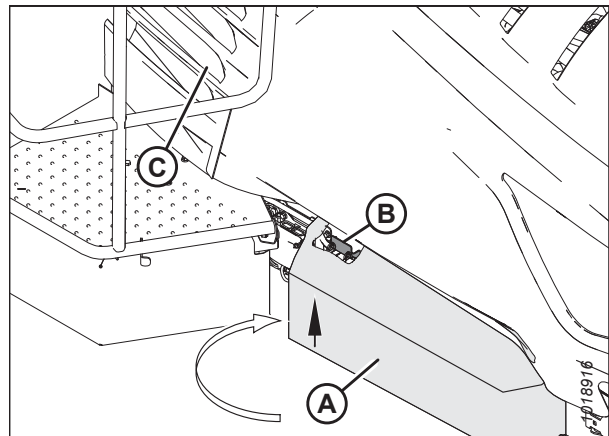


Figure 5.171: Battery Cover Secured

Auxiliary Power Posts

The auxiliary power posts are a convenient way to connect remote auxiliary fuel pumps for in-field filling of the windrower fuel tank or maintaining a battery charge.

IMPORTANT:

The auxiliary power posts are **NOT** meant for continuous duty. Remote fill pump motors have a high gallons per minute (GPM) rate, and most models can fill the windrower fuel tank within 10–15 minutes.

IMPORTANT:

The auxiliary power posts are **NOT** to be used as battery boost posts. Boosting a battery from these posts can result in blowing the auxiliary power post's positive terminal fuse.

IMPORTANT:

Ensure the device being connected to the power posts has an amperage rating less than that of the maximum fuse rating listed on auxiliary power posts' decal (A). 30 Amp loads and smaller are recommended as anything larger may blow the fuse if the device has a high in-rush current characteristic.

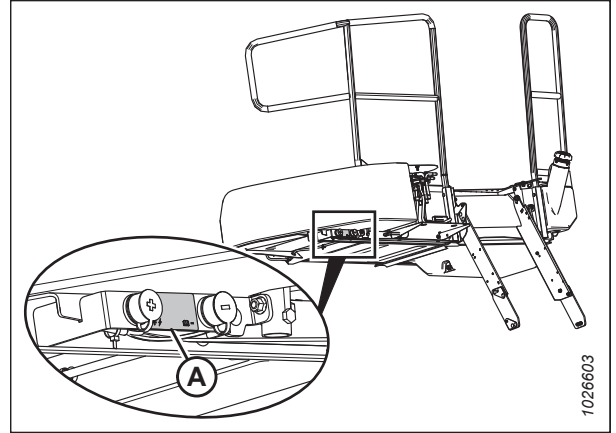


Figure 5.172: Auxiliary Power Posts Decal

5.14.2 Checking Steering Link Pivots

The checks outlined in this section should be performed every year.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Place ground speed lever (GSL) (A) in PARK, shut down the engine, and remove the key from the ignition.

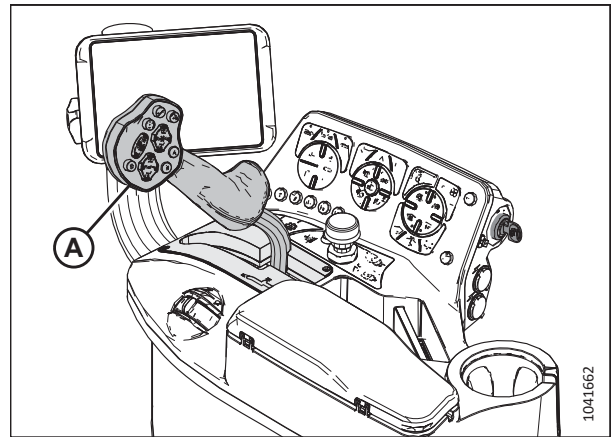


Figure 5.173: Console

MAINTENANCE AND SERVICING

2. Check steering rod bolts (A) for looseness.
3. Ensure ball joints (B) feel firm, but can be moved by hand.

NOTE:

Ball joints that are excessively loose or too stiff to pivot by hand should be replaced.

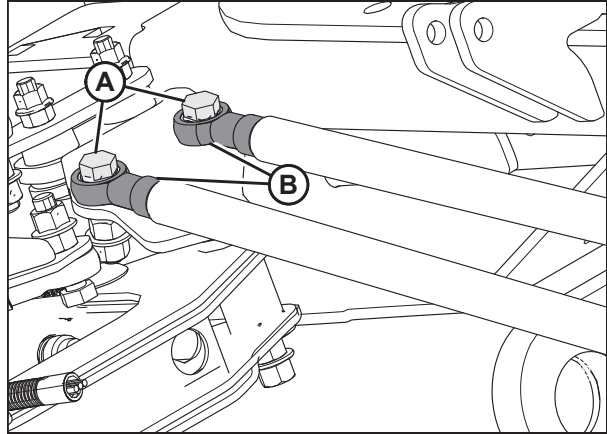


Figure 5.174: Steering Rods beneath the Cab

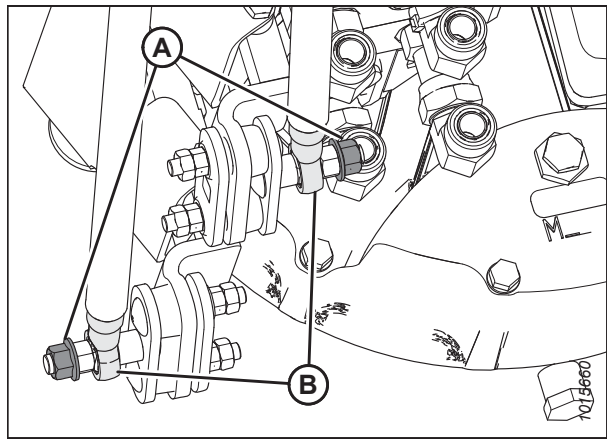


Figure 5.175: Steering Rods – Pump End

4. Check steering link bolts (A) for looseness.
5. Ensure ball joints (B) feel firm, but can be moved by hand.

NOTE:

Ball joints that are excessively loose or too stiff to pivot by hand should be replaced.

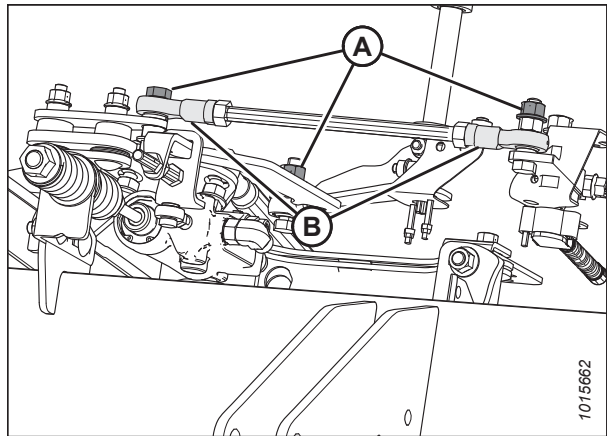


Figure 5.176: Steering Link

6. If any bolts are loose:
 - a. Back off jam nut (A).
 - b. Tighten inside nut (B) to 65–72 Nm (48–53 lbf-ft).
 - c. Hold inside nut (B) and tighten jam nut (A) to 65–72 Nm (48–53 lbf-ft).
7. See your MacDon Dealer to replace any loose steering link ball joints or steering rod ball joints.
8. After replacing parts or making adjustments, perform checks for the neutral interlock and the steering lock. For instructions, refer to *5.11.2 Safety Systems, page 432*.

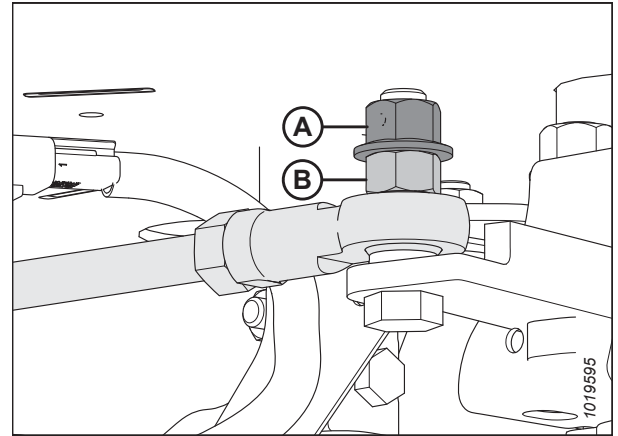


Figure 5.177: Steering Link

5.14.3 Air Conditioning Evaporator

Check the air conditioning evaporator for cleanliness every year. If the air conditioning system produces insufficient cooling, the evaporator fins may be clogged. Fins will clog up from the side opposite the blowers. The evaporator is located inside the heating air conditioning unit under the cab. To access the evaporator, remove the cover from the air conditioning unit.

Removing Air Conditioning Cover

The air conditioning cover may need to be removed for service, storage, or replacement.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Loosen clamps (A) on the two drain hoses and pull the hoses off the air conditioning (A/C) drain tubes.

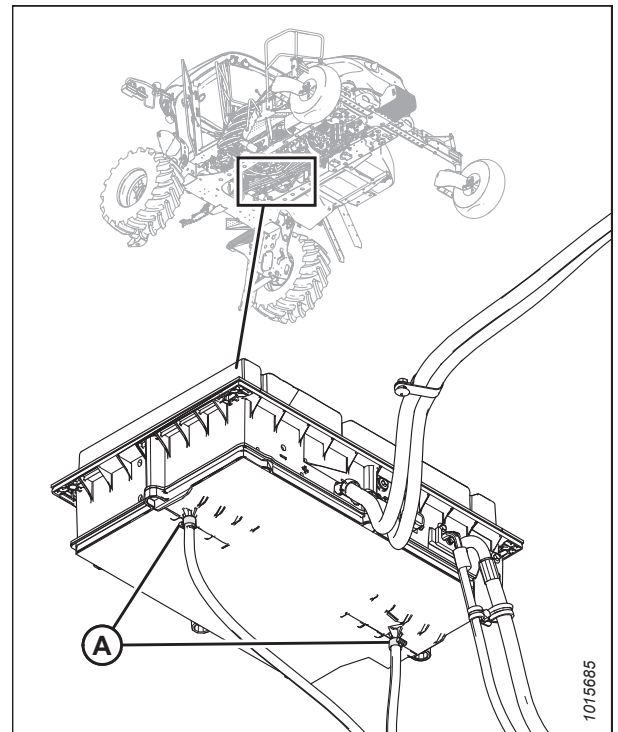


Figure 5.178: A/C Evaporator Box

MAINTENANCE AND SERVICING

2. Remove eight fasteners (A) that attach the cover to the housing. Remove cover (B).

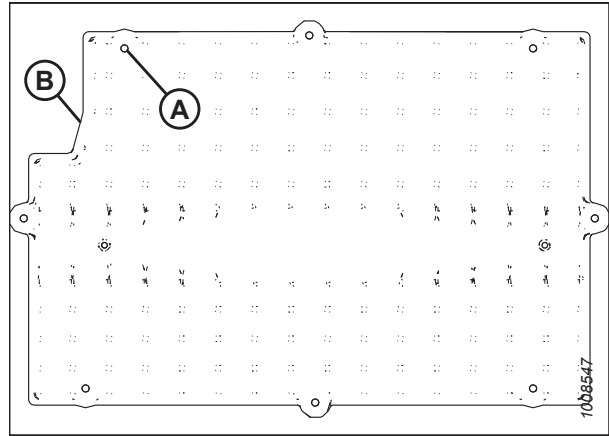


Figure 5.179: A/C Cover

Cleaning Air Conditioning Evaporator Core

Once the air conditioning cover has been removed, the evaporator core can be accessed. The core must be cleaned sufficiently so that blown air is able to penetrate through the core.

WARNING

To avoid cuts from evaporator fins, do NOT use bare hands to brush away clogs.

1. Remove the A/C cover. For instructions, refer to [Removing Air Conditioning Cover, page 465](#).
2. Use a vacuum cleaner or compressed air to remove dirt from inside the housing.
3. Blow compressed air through the evaporator fins from blower side (A) first as shown. Direct the air straight into the evaporator to prevent fin damage. A nozzle extension makes this procedure easier.
4. Repeat the previous step from side (B) opposite the blowers.

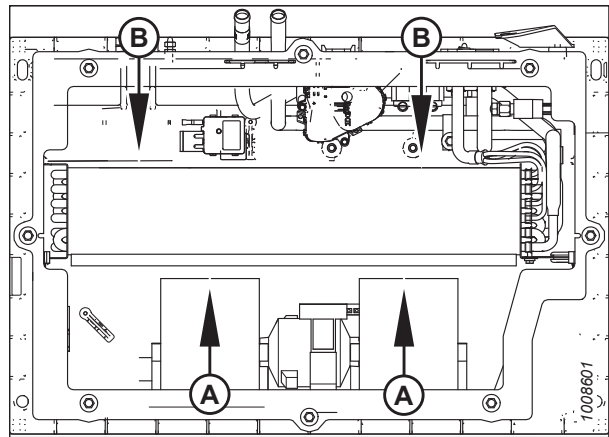


Figure 5.180: A/C Evaporator Core

MAINTENANCE AND SERVICING

5. If you can't feel the compressed air blowing through the evaporator core, proceed as follows:
 - a. Protect blower motor (A) from water.
 - b. Soak evaporator core (B) with warm water using a low pressure hose. Let soak for several minutes.
 - c. Blow compressed air through the core from blower side (C).
 - d. Repeat the soaking procedure until air blows through the evaporator freely.

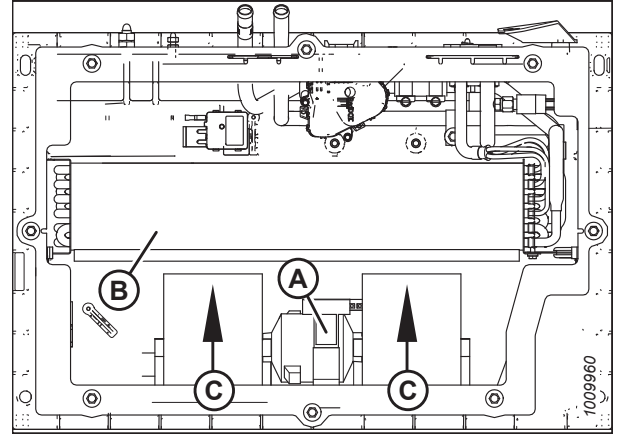


Figure 5.181: A/C Evaporator Core

Installing Air Conditioning Cover

Once the air conditioning evaporator core has been serviced, the cover can be replaced.

1. Straighten any bent fins.
2. Position cover (B) and secure it with eight screws (A).

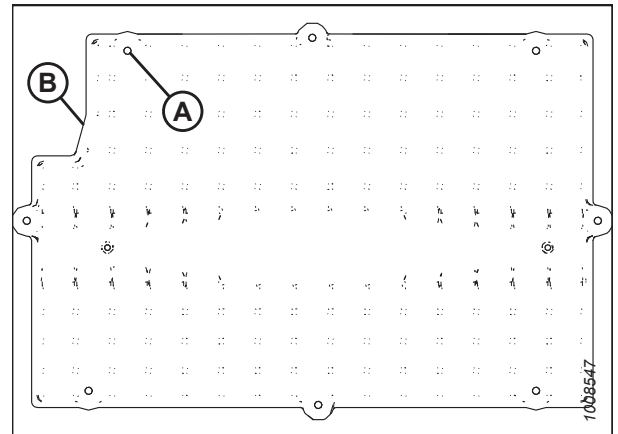


Figure 5.182: Air Conditioning Cover

3. Reattach drain hoses to drain tubes and secure them with hose clamps (A). Tighten the bolts to 7–7.8 Nm (40–45 lbf·in).

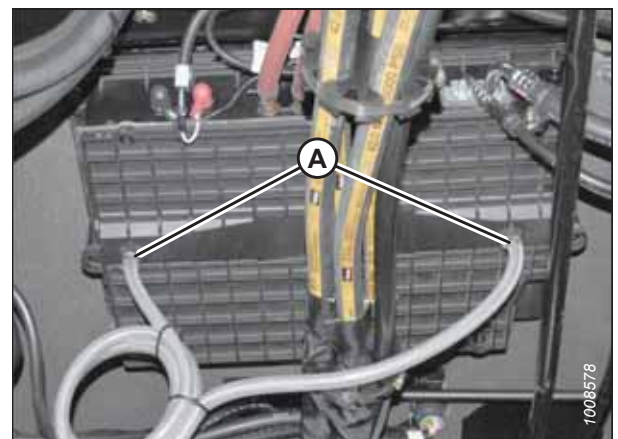


Figure 5.183: Air Conditioning Cover

5.14.4 Checking Engine Coolant Strength

Check the antifreeze in the pressurized coolant tank with a tester every year, preferably before off-season storage. Antifreeze is essential in any climate. It broadens the operating temperature range by lowering the coolant freezing point and by raising its boiling point. Antifreeze also contains rust inhibitors and other additives to prolong engine life.

CAUTION

To avoid personal injury from hot coolant, do **NOT** attempt to open the until the engine cools.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).

IMPORTANT:

If antifreeze strength is not adequate, do **NOT** drain cooling system to protect against freezing. The system may not drain completely, and damage from freezing could still result.

3. Remove pressurized coolant tank cap (A).

IMPORTANT:

Turn cap (A) counterclockwise to the first notch to relieve pressure before removing the cap completely.

4. Check the coolant in the pressurized coolant tank using an antifreeze tester. The tester should indicate protection to temperatures of -34°C (-30°F).
5. Inspect the pressurized coolant tank cap as follows before reinstalling it:
 - a. Check the gasket for cracks or deterioration, and replace the cap if necessary.
 - b. Check that the spring in the cap moves freely. Replace the cap if the spring is stuck.

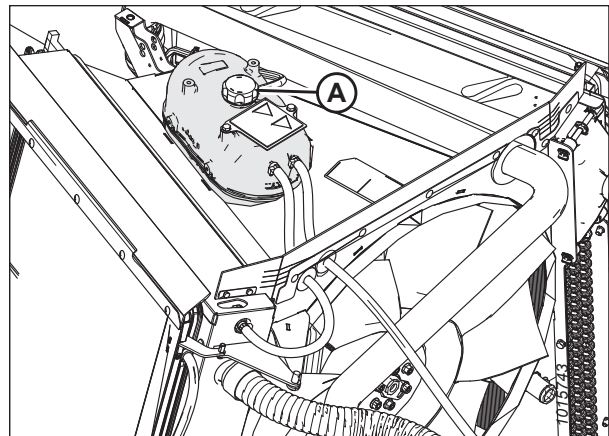


Figure 5.184: Coolant Tank

6. Install pressurized coolant tank cap (A).
7. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

5.14.5 Testing the Parking Brake

A properly functioning parking brake system is important for ensuring the safe operation of the windrower.

DANGER

To prevent injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Park the windrower on a level surface.
2. Configure the windrower for cab forward operation. For instructions, refer to [Driving Forward in Cab-Forward Mode, page 132](#).

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3. Set the ground speed limit to the lowest setting for cab forward operation. For instructions refer to *Adjusting Ground Speed Limit, page 131*.
4. Raise the drive tires off the ground. For instructions, refer to one of the following methods depending on the equipment available:
 - *Raising Drive Wheel – Jack Method, page 502*
 - *Raising Drive Wheels – Forklift Method, page 504*

DANGER

Ensure that all bystanders have cleared the area.

5. Start the engine. For instruction refer to *Starting Engine, page 122*.
6. Set throttle (A) to low idle, and move the ground speed lever (GSL) out of PARK notch (B) and into the neutral position.
7. Watch the drive wheels: if the neutral setting is correct, the wheels will not move. If the wheels move, contact your MacDon Dealer.
8. When the neutral setting check is complete, turn the machine off.
9. Open the hood. For instructions, refer to *5.3.1 Opening Hood, page 362*.

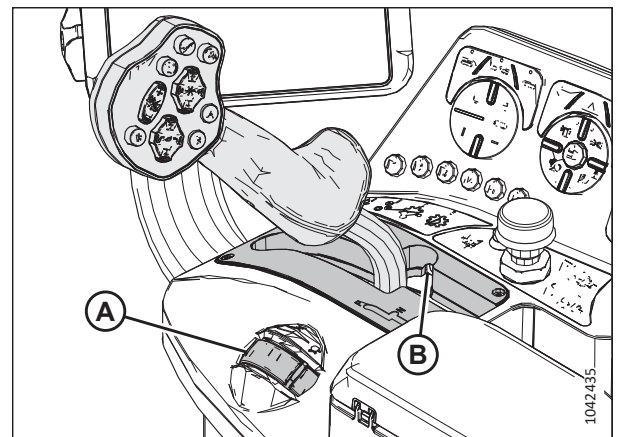


Figure 5.185: Operator's Console

MAINTENANCE AND SERVICING

10. Behind the cab and on the left side of windrower, locate park brake coil P255 (A) on top of the hydraulic manifold and disconnect the electrical connector from P255.

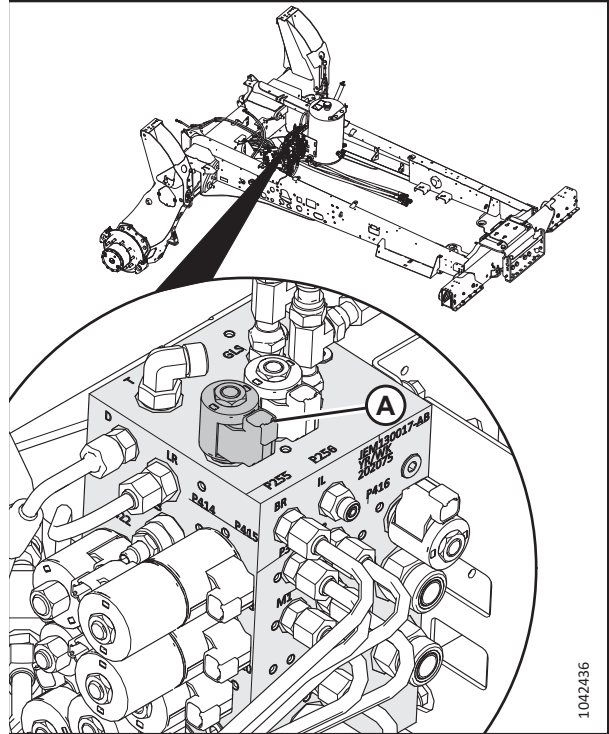


Figure 5.186: Hydraulic Manifold

11. Remove bolt (A) securing covers (B) from the left and right wheel legs.
12. Disconnect wheel motor power connector from coil (C) on the left and right wheel motors:
 - Connector P274 is on the left wheel motor
 - Connector P264 is on the right wheel motor

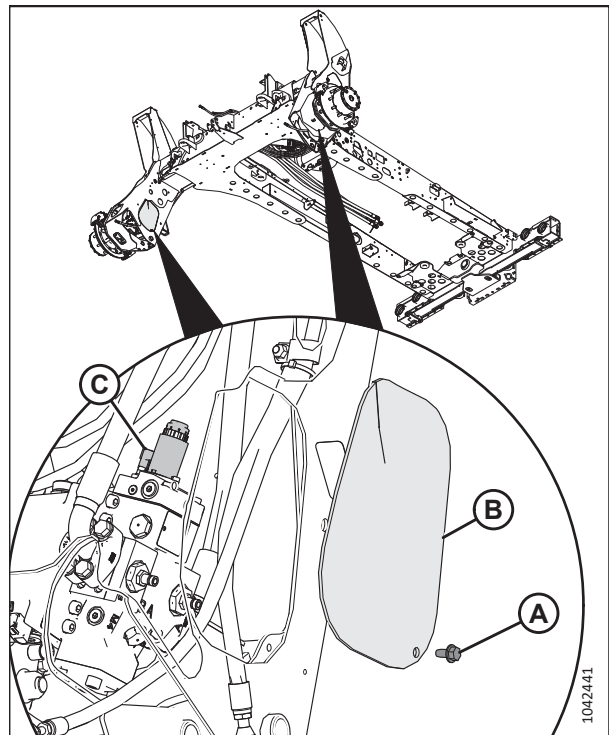


Figure 5.187: Wheel Legs

MAINTENANCE AND SERVICING

13. Start the engine and set throttle (A) to achieve an engine speed of 1500 rpm.
14. Move the GSL out of PARK notch (B) and into the neutral position.
15. Move the GSL forward in the slot until it is approximately 25 mm (1 in.) from neutral and then observe the drive wheels for movement:
 - If the drive tires do not move, the parking brakes are working properly.
 - If the drive tires move, the parking brakes require replacement. Contact your MacDon Dealer.
16. Move the GSL back to park, and shut down machine.
17. Reconnect wheel motor power connectors (C) on the left and right wheel motors:
 - Connector P274 is on the left wheel motor
 - Connector P264 is on the right wheel motor
18. Reinstall access panels (B) onto left and right drive wheel legs and secure with bolt (A).

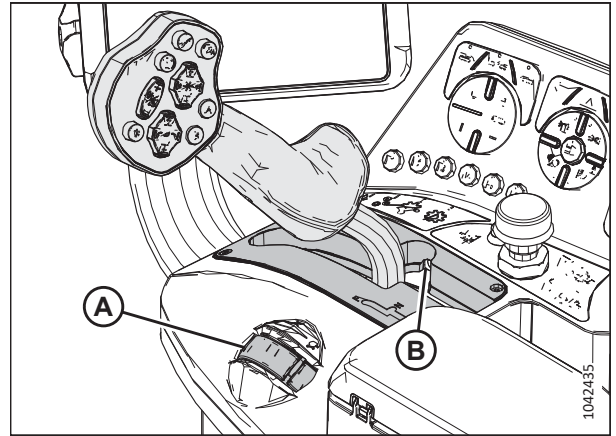


Figure 5.188: Operator's Console

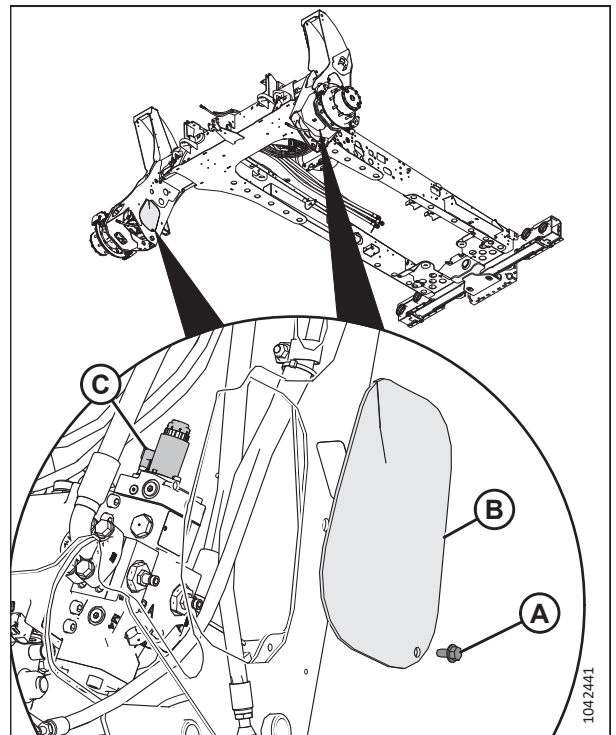


Figure 5.189: Wheel Legs

MAINTENANCE AND SERVICING

19. Reconnect the electrical connector to coil P255 (A) located on top of the hydraulic manifold.
20. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).
21. Lower the drive tires to the ground. For instructions, refer to one of the following methods depending on the equipment available:
 - [Lowering Drive Wheels – Jack Method, page 507](#)
 - [Lowering Drive Wheels – Forklift Method, page 508](#)

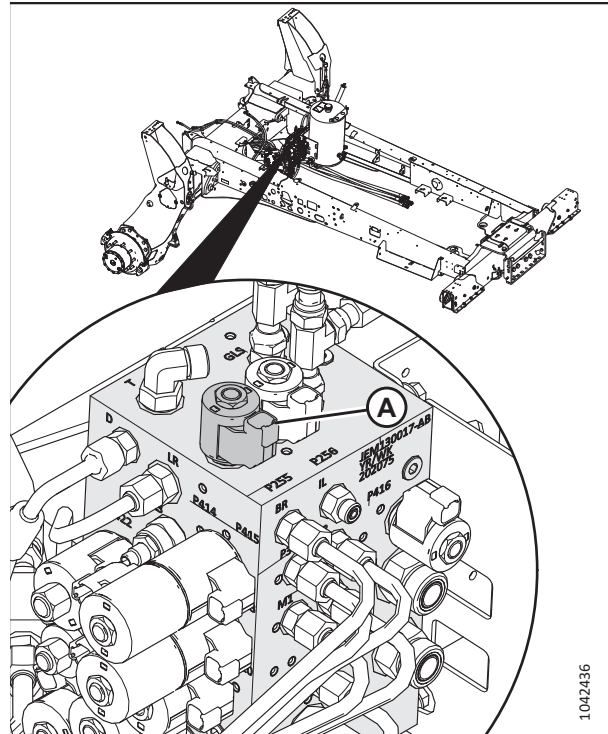


Figure 5.190: Hydraulic Manifold

5.15 Maintenance as Required

This section details service procedures that should be done as they are required.

5.15.1 Seat Belts

The windrower is equipped with seat safety belts that should be regularly inspected to ensure it can function properly in the event of an accident.

- Keep sharp edges and items that can cause damage away from the belts.
- Check the belts, buckles, retractors, tethers, slack take-up system, and mounting bolts for damage.
- Check that bolts are tight on the seat bracket or the mounting.
- Replace all parts that have damage or wear.
- Replace belts that have cuts that can weaken the belt.
- Keep the seat belts clean and dry. Clean them only with a soap solution and warm water. Do **NOT** use bleach or dye on the belts, as this may weaken the material.

5.15.2 Draining Fuel Tank

Draining the fuel tank is necessary to remove old or contaminated fuel.



DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.



WARNING

- To prevent personal injury or death from an explosion or fire, do **NOT** allow open flames or sparks near the windrower when it is being refueled.
 - Do **NOT** refuel the windrower when the engine is hot or running.
 - Ensure that the fuel delivery system is properly bonded and grounded. A bonded fuel delivery system has an electrically conductive and unbroken connection between all components of the fuel delivery system. A wire connection from the fuel delivery system to the machine chassis will equalize the static potential between the two machines, further reducing the chance of a static electric discharge. A properly grounded fuel delivery system has an electrically conductive connection from the fuel delivery system tank to the ground.
1. Shut down the engine, and remove the key from the ignition.
 2. Locate the fuel tank on the right side of the windrower frame.

3. Place a container under plug (A). The fuel tank holds 518 liters (137 gallons) total.
4. Loosen plug (A), and drain the tank.
5. Add some clean fuel to tank to flush out any remaining contaminants.

NOTE:

Do **NOT** refill the fuel tank if you need to work on the system. Refill the tank when work is completed. For instructions, refer to *Filling Fuel Tank, page 118*.

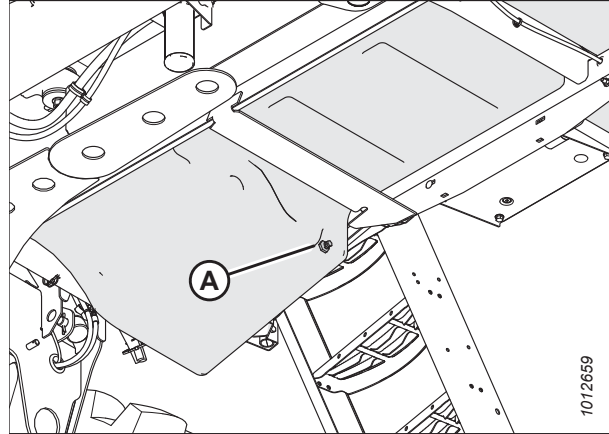


Figure 5.191: Drain Plug

5.15.3 Draining Diesel Exhaust Fluid Tank

The diesel exhaust fluid (DEF) tank must be drained when the DEF is contaminated or if storing the windrower for a period greater than 6 months.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Place a drain pan under DEF tank (B). The drain pan should be large enough to hold 49 liters (13 U.S. gallons).

IMPORTANT:

Spilled DEF must be contained and absorbed by non-combustible absorbent material like sand and then shovelled into a suitable container for disposal. If the DEF is spilled on the tank or any surface of the vehicle, rinse thoroughly with water as DEF is corrosive.

⚠ CAUTION

Avoid contact with eyes. In case of contact, rinse immediately with water for 15 minutes.

3. Remove drain plug (A) from under tank (B) and drain the DEF tank.
4. Add some distilled water to tank (B) to flush out any remaining contaminants.
5. Drain the distilled water that was used to clean the tank.
6. Reinstall drain plug (A) into tank (B).
7. Refill the DEF tank. For instructions, refer to *Filling Diesel Exhaust Fluid Tank, page 368*.

NOTE:

Do **NOT** refill the tank if storing it for **6 months** or longer.

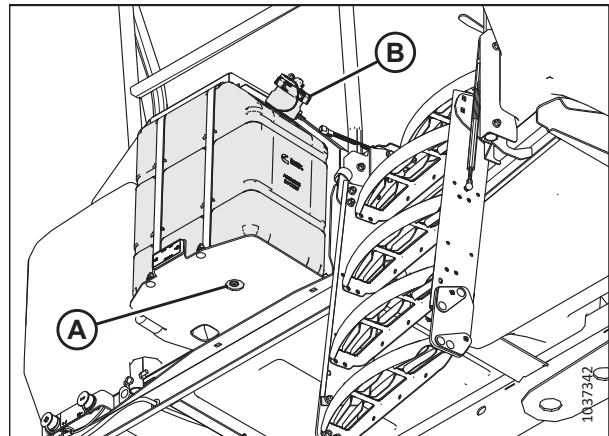


Figure 5.192: DEF Tank – View from beneath Tank

5.15.4 Belts

The fan belt and the air conditioner compressor belt will need to be inspected and replaced from time to time.

Tensioning Engine Fan Drive Belt

The engine fan drive belt is automatically tightened. Manual adjustment is **NOT** required.

Replacing Engine Fan Drive Belt

If the engine fan drive belt shows evidence of wear or damage, it will need to be replaced.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
3. Loosen compressor mounting hardware (A) and rotate compressor (B) towards the engine to release tension on the belts.
4. Remove belts (C) from compressor (B).

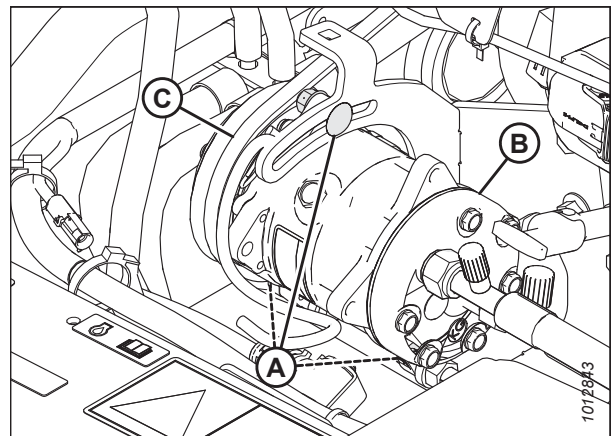


Figure 5.193: Air Conditioning (A/C) Compressor

5. Insert the drive end of a 1/2 in. drive ratchet wrench into belt tensioner (A).
6. Rotate tensioner counterclockwise until fan belt (B) can be slipped off pulley (C). Release the tensioner and remove the wrench.
7. Remove the belt in order 1, 2, 3, as shown in [Figure 5.194, page 475](#).
8. Insert the drive end of a 1/2 in. drive ratchet wrench into belt tensioner (A).
9. Rotate the tensioner counterclockwise until belt (B) can be slipped onto pulley (C). Release the tensioner and remove the wrench.
10. Check that the belt is properly seated in all pulley grooves.

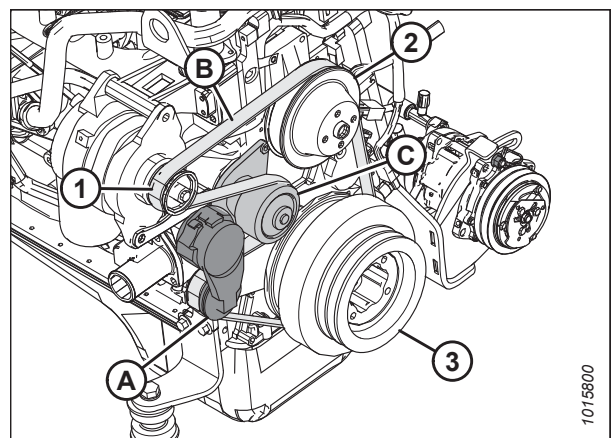


Figure 5.194: Engine Belt

MAINTENANCE AND SERVICING

11. Install compressor belts (C).
12. Pry compressor (B) away from the engine so that a force of 45 N (10 lbf) deflects belts (C) 5 mm (3/16 in.) at mid-span.

NOTE:

Tab (D) on the bracket can be used as support for prying.

13. Tighten compressor mounting hardware (A).
14. Recheck the tension and readjust it as required.
15. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

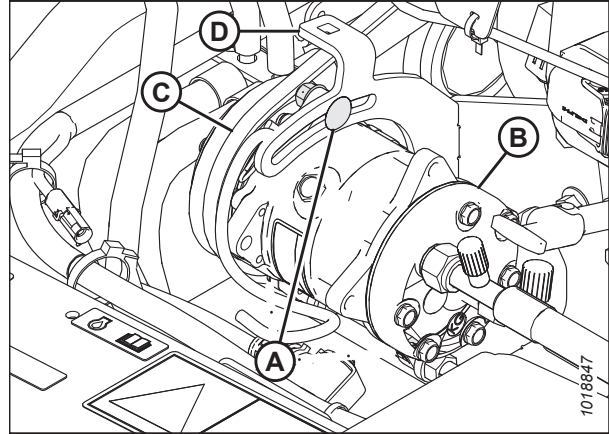


Figure 5.195: Air Conditioning (A/C) Compressor

Tensioning Air Conditioner Compressor Belts

During the first few hours of windrower operation, and after being replaced, the air conditioner compressor belt will need to be tensioned.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
3. Loosen compressor mounting hardware (A).
4. Pry compressor (B) away from the engine so that a force of 45 N (10 lbf) deflects belts (C) 5 mm (3/16 in.) at mid-span.

NOTE:

Tab (D) on the bracket can be used as support for prying.

5. Tighten compressor mounting hardware (A).
6. Recheck the tension and readjust it as required.
7. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

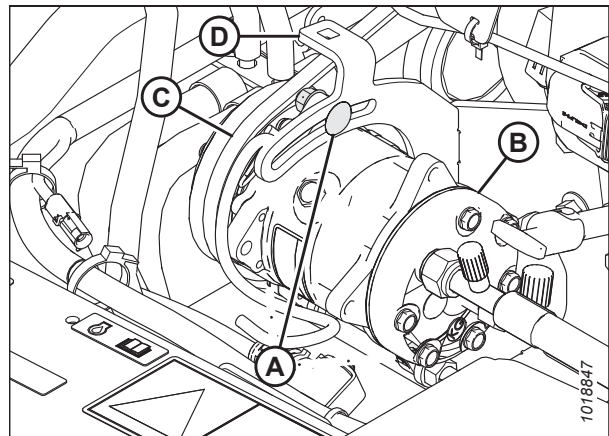


Figure 5.196: Air Conditioning (A/C) Compressor

Replacing Air Conditioner Compressor Belts

If the air conditioner compressor belt shows evidence of wear or damage, it will need to be replaced.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

MAINTENANCE AND SERVICING

1. Shut down the engine, and remove the key from the ignition.
2. Open the platform. For instructions, refer to [5.4.1 Opening Platform, page 364](#).
3. Open the hood. For instructions, refer to [5.3.1 Opening Hood, page 362](#).
4. Loosen compressor mounting hardware (A) and rotate compressor (B) towards the engine to release tension on the belts.

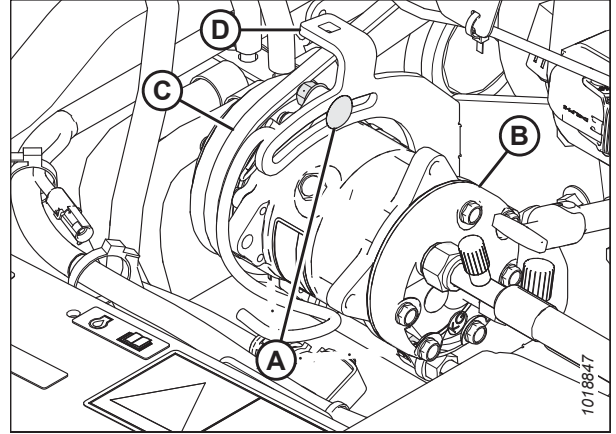


Figure 5.197: Air Conditioning (A/C) Compressor

5. Remove belts (C) from compressor (B).
6. Install compressor belts (C).
7. Pry compressor (B) away from the engine so that a force of 45 N (10 lbf) deflects belts (C) 5 mm (3/16 in.) at mid-span.
NOTE:
Tab (D) on the bracket can be used as support for prying.

8. Tighten compressor mounting hardware (A).
9. Recheck the tension and readjust it as required.
10. Close the hood. For instructions, refer to [5.3.2 Closing Hood, page 363](#).

5.15.5 Engine Speed

The maximum and idle engine speeds are factory set.

For information about your M2170 engine specifications, refer to [2.2 Specifications – M2170, page 33](#).

For information about your M2260 engine specifications, refer to [2.3 Specifications – M2260, page 37](#).

If the specified speeds cannot be maintained, contact your MacDon Dealer.

IMPORTANT:

To avoid voiding the engine warranty, contact Cummins before removing components or starting repairs.

5.15.6 Lighting

Lights are an important safety feature of the windrower. They illuminate the working area around the windrower and help to alert other drivers.

Aligning Headlights – Engine-Forward

The windrower is designed to be driven on the road with the engine facing forward to provide better visibility for the Operator and improved stability for the machine. Adjust the headlights so that when travelling in engine-forward mode, the road and other traffic are clearly visible.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

NOTE:

The header should be attached and raised to maintain the proper windrower stance.

MAINTENANCE AND SERVICING

1. Position the windrower on level ground 7.5 m (25 ft.) (A) in front of a vertical surface as shown.

NOTE:

Check that the casters are positioned underneath the windrower to properly align the headlights.

2. Shut down the engine, and remove the key from the ignition.

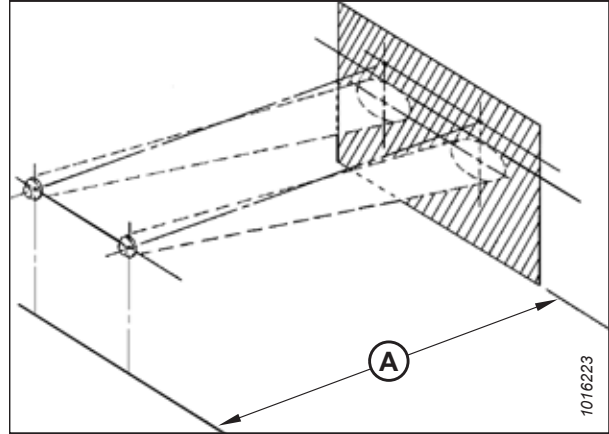


Figure 5.198: Windrower Headlight Positioning

3. Turn on ROAD lights (A) and switch them to LOW BEAM.

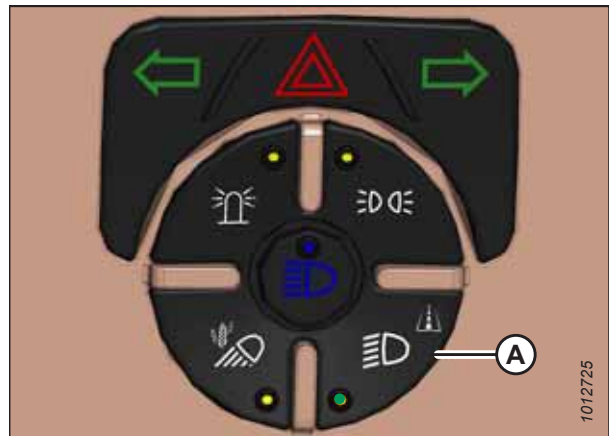


Figure 5.199: Road Light Switch

MAINTENANCE AND SERVICING

- Adjust headlight (A) with adjusting bolts (B) so that the beam's maximum height above the ground does not exceed 1263 mm (49 3/4 in.) (C). Access the bolts by reaching under headlight bezel (D).

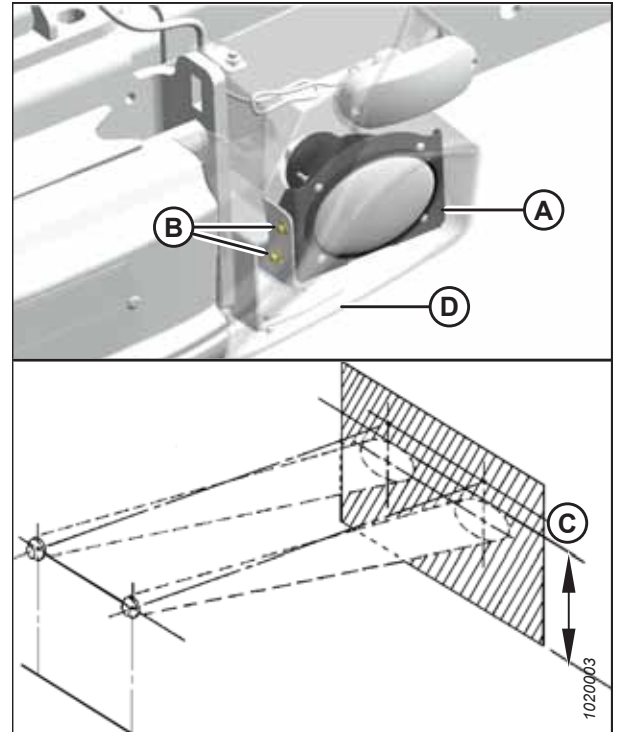


Figure 5.200: Left Engine-Forward Headlight – Right Opposite

Aligning Headlights – Cab-Forward

Adjust field lights when in the field (or equivalent) to suit Operator preference.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

- Shut down the engine, and remove the key from the ignition.
- Hold onto handholds (A) on the cab front corners, and stand on the header anti-slip strips.

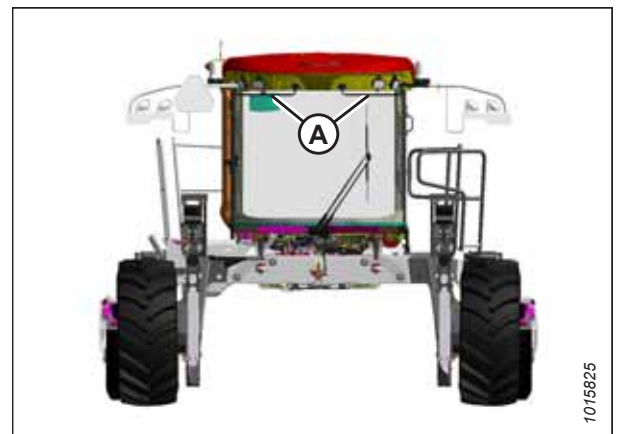


Figure 5.201: Windrower in Cab-Forward

MAINTENANCE AND SERVICING

3. Adjust the lights by hand as required. Loosen/tighten the nuts if necessary:

- Tighten hinge nut (A) to 7.5 Nm (66 lbf-in).
- Tighten mounting nuts (B) to 27 Nm (239 lbf-in).

NOTE:

Tightening mounting nuts (B) requires **two people**. To access mounting nuts (B), remove the cab-forward sun shade, and then open the access panel in the headliner.

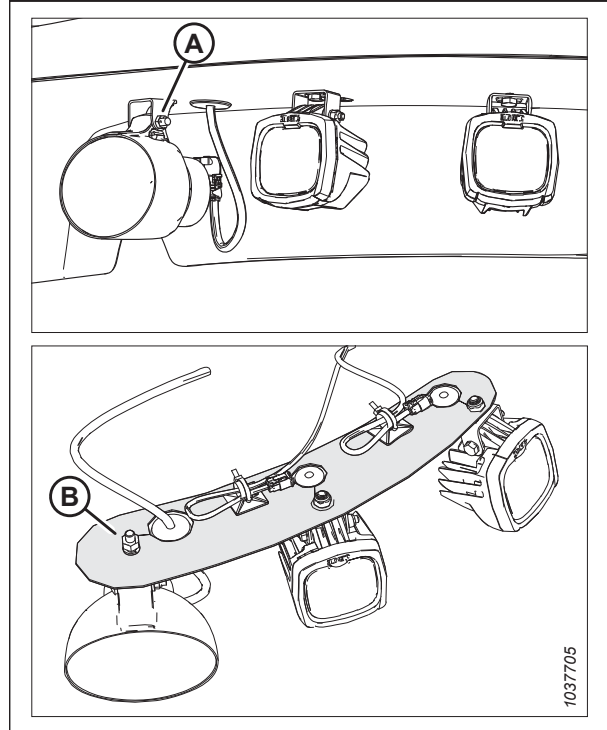


Figure 5.202: Left Cab-Forward Headlight – Right Opposite

Adjusting Front Field Lights

Adjust field lights when in the field (or equivalent) to best suit Operator preference.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Hold onto handholds (A) on the cab front corners, and stand on the header anti-slip strips.

NOTE:

The header is not shown in the illustration.

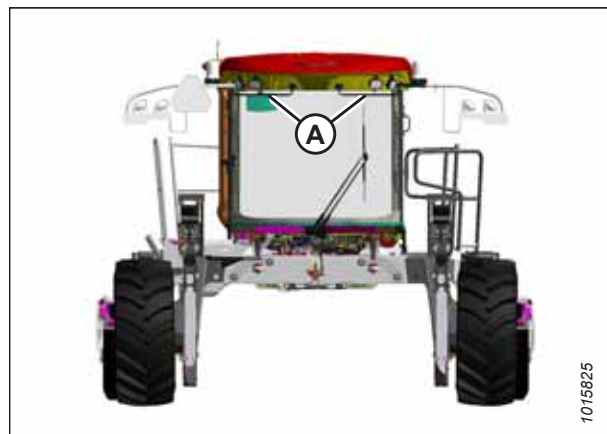


Figure 5.203: Windrower in Cab-Forward

MAINTENANCE AND SERVICING

3. Adjust the lights by hand as required. Loosen nuts (A) if necessary and retighten them after adjustment.

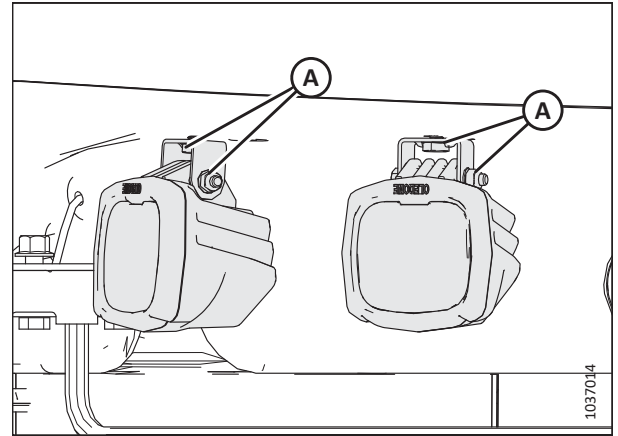


Figure 5.204: Right Cab-Forward Lights – Left Opposite

Adjusting Rear Roof Work Lights

Adjust the rear roof work lights to best suit Operator preference.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Stand on left or right platform (B) to access rear roof work lights (A).

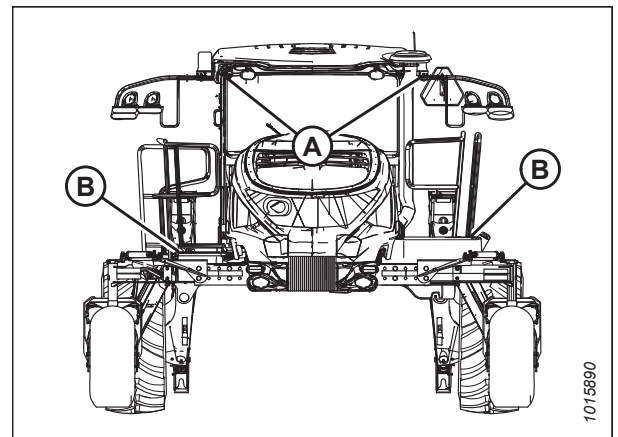


Figure 5.205: Rear Roof Work Lights

MAINTENANCE AND SERVICING

2. Adjust the light by hand. Loosen or tighten bolts (A) if necessary.

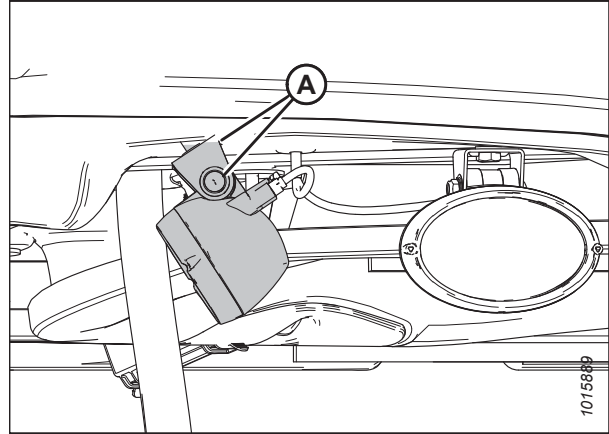


Figure 5.206: Left Rear Roof Work Light – Right Opposite

Adjusting Rear Swath Lights

Adjust the rear swath lights to best suit Operator preference.

1. Stand on left or right platform (B) to access rear swath lights (A).

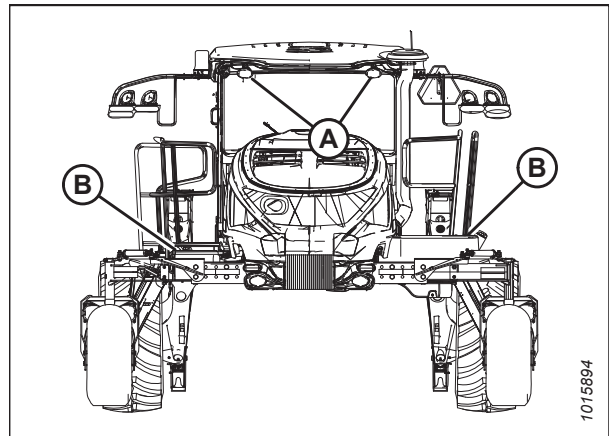


Figure 5.207: Rear Swath Lights

2. Adjust the light position using bolts (A).

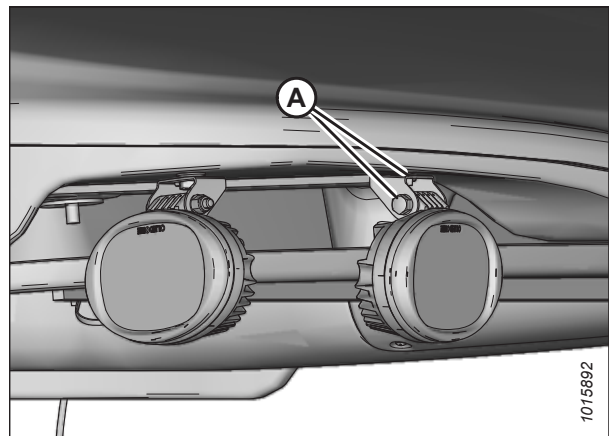


Figure 5.208: Left Rear Swath Light – Right Opposite

Replacing Bulbs in Standard Work Lights or Cab-Forward Headlights

Lights are an important safety feature of the windrower. Replace damaged or malfunctioning bulbs or lamps immediately.

The following procedure applies to all halogen bulbs shown in Figure 5.209, page 483. If replacing the engine-forward headlight bulbs, refer to *Replacing Headlight Bulb – Engine-Forward*, page 484.

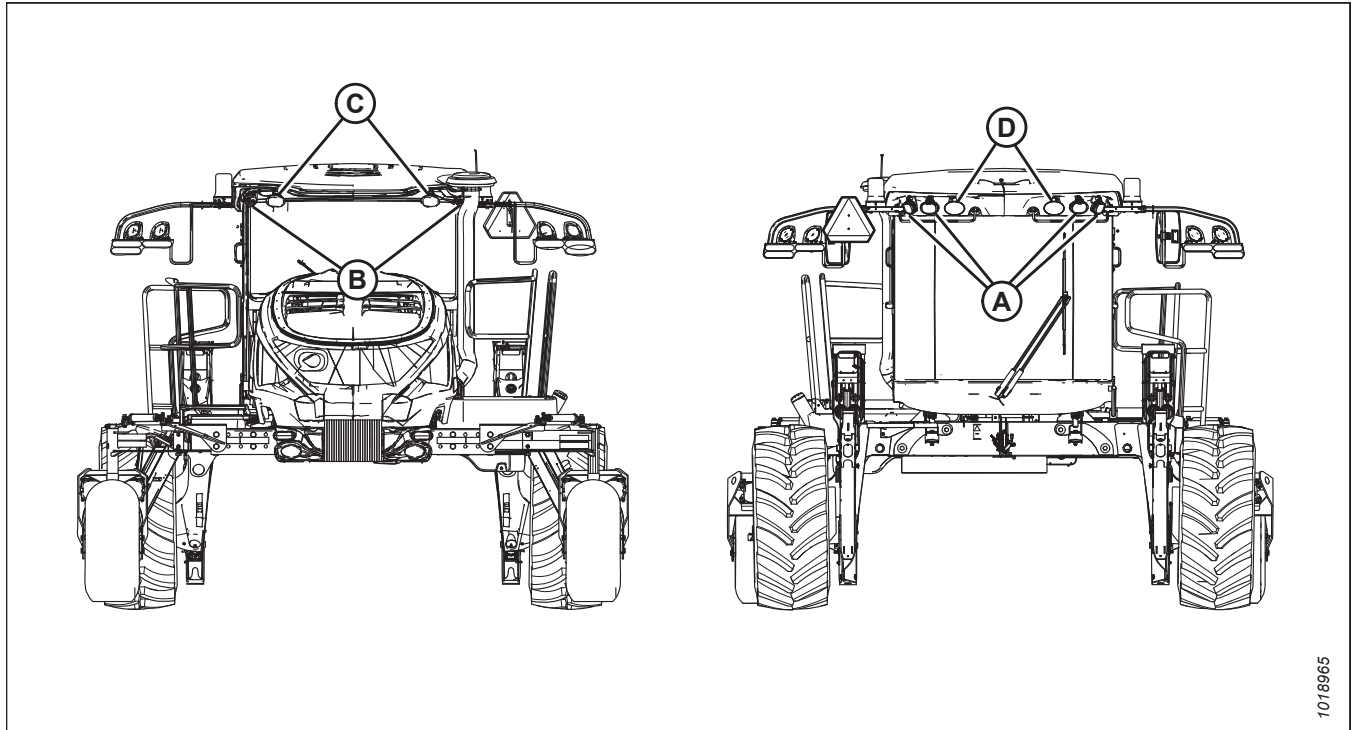


Figure 5.209: Halogen Bulb Locations

A - Front Work Lights (Field)

B - Stubble Lights (Rear)

C - Rear Work Lights

D - Headlights (Cab-Forward)

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

NOTE:

Front work light is shown.

1. Shut down the engine, and remove the key from the ignition.

2. Disconnect wiring harness (A).
3. Remove rubber insulator boot (B).
4. Remove the bulb from the body.

IMPORTANT:

Do **NOT** touch the glass of the halogen bulb as the oils or other chemicals from your skin will cause the bulb to fail prematurely.

5. Align the lugs on the new bulb with the slots in the housing and push the bulb into place.
6. Install insulator boot (B) and wiring harness (A).

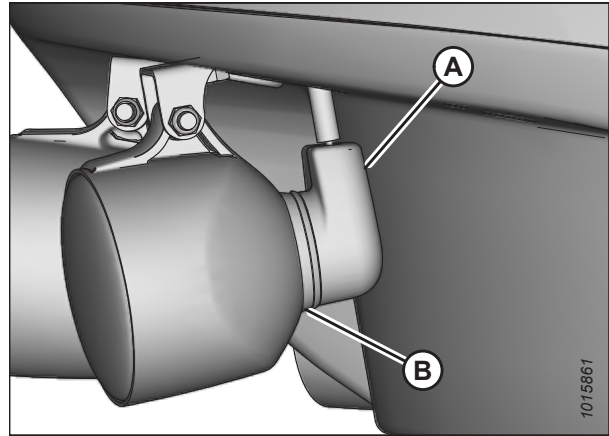


Figure 5.210: Front Work Light

Replacing Headlight Bulb – Engine-Forward

If a headlight bulb is burnt out or damaged, it will need to be replaced.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Remove eight hex flange bolts (A), then remove headlight bezel assembly (B). Retain the hardware.
3. Remove the electrical connectors from red tail lights (C) to fully remove bezel (B).

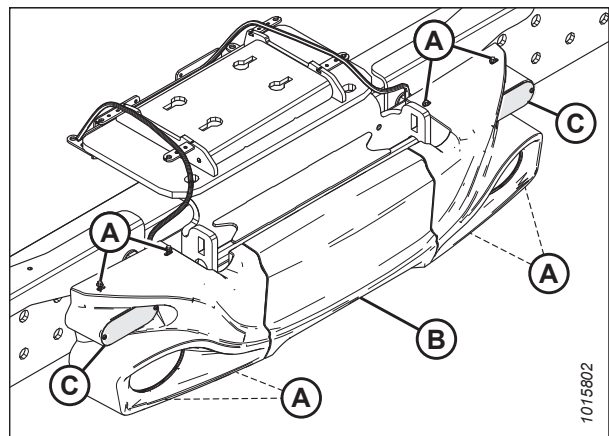


Figure 5.211: Headlight Bezel Assembly

MAINTENANCE AND SERVICING

4. Remove two bolts (A) holding headlight bracket assembly (B) in place and slide the bracket forward.
5. Pull the wiring harness connector off the headlight and remove assembly (B).

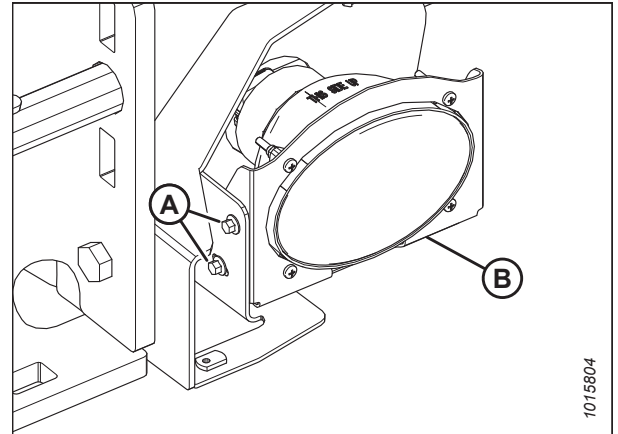


Figure 5.212: Right Headlight Shown – Left Similar

6. Remove four machine screws (A) and nylon nuts (B), and retain the hardware.
7. Remove the old headlight from the bracket, and replace it with a new headlight.

IMPORTANT:

Do **NOT** touch the glass of the halogen bulb as oils or other chemicals from your skin will cause the bulb to fail prematurely.

8. Attach the headlight to the bracket using four retained machine screws (A) and nylon nuts (B). Torque the screws to 2.0–2.7 Nm (18–24 lbf·in).

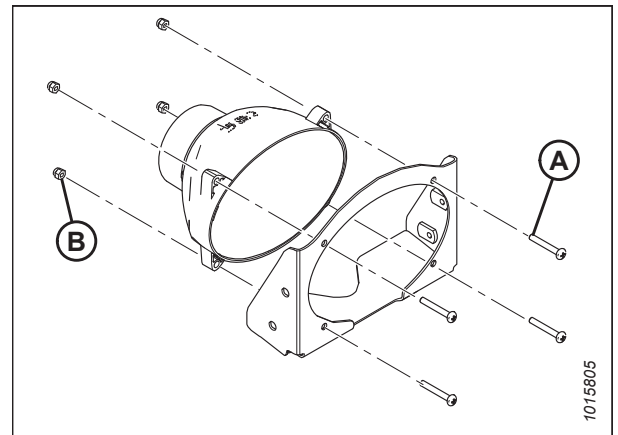


Figure 5.213: Right Headlight Shown – Left Similar

9. Connect the wiring harness connector to the headlight.
10. Attach headlight bracket assembly (B) using retained bolts (A).
11. Repeat Step 4, page 485 to Step 10, page 485 for the opposite headlight, if needed.
12. Align the new headlight. For instructions, refer to *Aligning Headlights – Engine-Forward*, page 477.

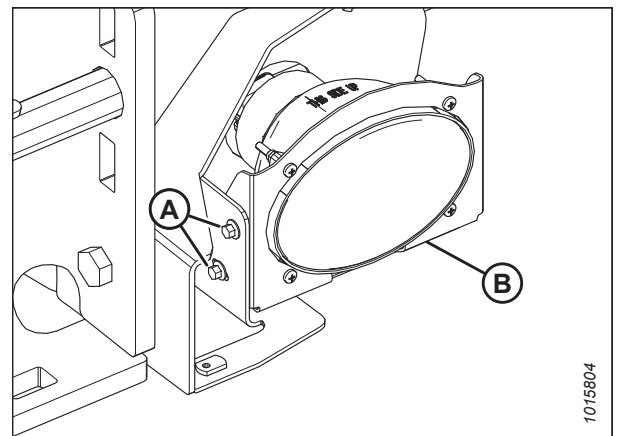


Figure 5.214: Right Headlight Shown – Left Similar

MAINTENANCE AND SERVICING

- Attach the electrical connectors to red tail lights (C).
- Attach headlight bezel assembly (B) to the frame using the eight retained hex flange bolts (A). Torque the bolts to 2.0–2.7 Nm (18–24 lbf-in).

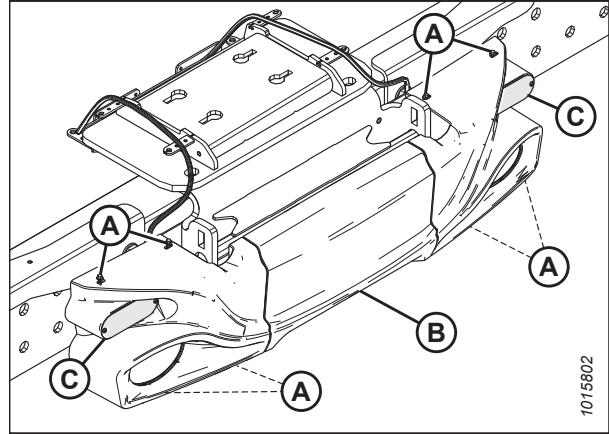


Figure 5.215: Headlight Bezel Assembly

Replacing LED Lights – Deluxe Cab Only

The deluxe cab is equipped with several LED lights. If they burn out or are damaged, the entire lamp assembly will need to be replaced as the bulbs cannot be replaced on their own.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

The deluxe cab is equipped with the following LED lights:

- Four LED field lights (A)
- Two LED stubble lights (B)
- Two LED rear work lights (C)

NOTE:

For replacement parts, refer to the windrower parts catalog or contact your MacDon Dealer. To replace the LED lamp assembly, proceed to Step 1, page 486.

Figure 5.216: LED Light Locations – Deluxe Cab Only

- Shut down the engine, and remove the key from the ignition.

- Disconnect wiring harness (A).

NOTE:

If you do **NOT** have to also replace hinge bracket (C), then follow Step 3, *page 487* to Step 7, *page 487*. If you have to also replace hinge bracket (C), then remove mounting nut (E) inside the cab roof. **This task requires two people:**

- All cab-forward work lights: Remove the cab-forward sun shade. Open the access panel in the headliner to access the work light mounting nuts. Tighten the mounting nuts to 27 Nm (239 lbf-in).
- Two rear right work lights: One work light is mounted externally and is readily accessible. To remove the mounting hardware for the other work light, remove the radio panel from the cab. Tighten the mounting nuts to 15 Nm (133 lbf-in).
- Two rear left work lights: Contact your MacDon dealer to have the headliner removed.

- Remove bolt and nut (B) from hinge bracket (C).
- Remove LED lamp assembly (D).
- Mount new LED assembly (with its hinge bracket removed) to existing hinge bracket (C) using bolt and nut (B).
- Tighten the hinge nut to 7.5 Nm (66 lbf-in).
- Reconnect the wiring harness.

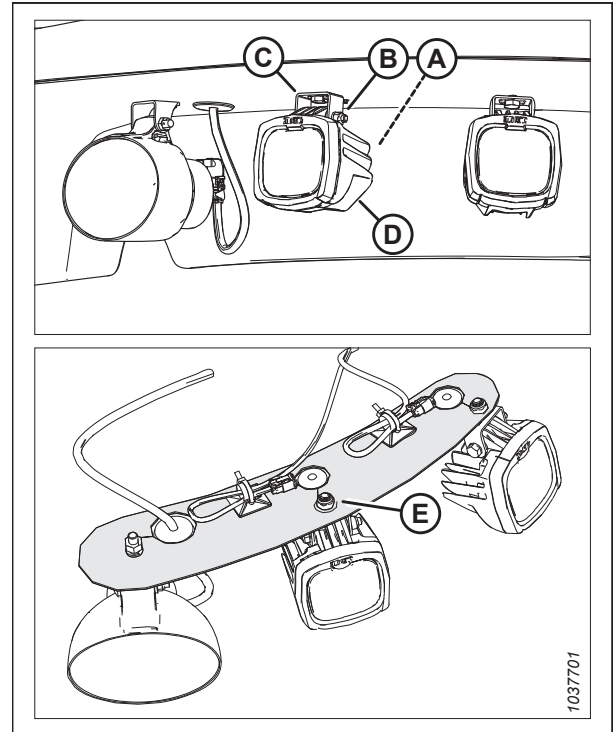


Figure 5.217: Front LED Work Light

Replacing Bulbs in Red and Amber Lights

If the red and amber lights burn out, they will need to be replaced.

To replace the bulbs in red and amber lights, follow these steps:

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

- Turn the lights OFF.
- Shut down the engine, and remove the key from the ignition.

MAINTENANCE AND SERVICING

- Use the left or right platform to access marker lights (A) and (B) attached to the mirror arms.

NOTE:

Hold onto the handholds on the cab front corners and stand on the header anti-slip strips, or stand on the maintenance platform when accessing the red and amber lights.

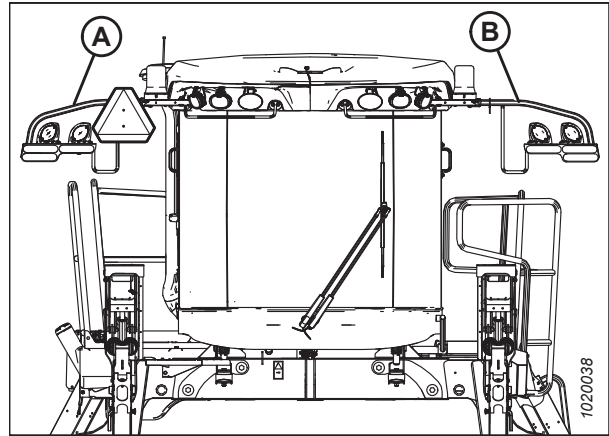


Figure 5.218: Cab-Forward Red and Amber Light Locations

- Remove two screws (A) from the lens and remove the lens.
- Push and twist the light bulb to remove it from the socket.
- Install a new bulb in the socket, ensuring that the bulb base is properly engaged in the socket.
 - Use Bulb Trade #1157 for red taillights
 - Use Bulb Trade #1156 for amber lights
- Reinstall the lens with screws (A).

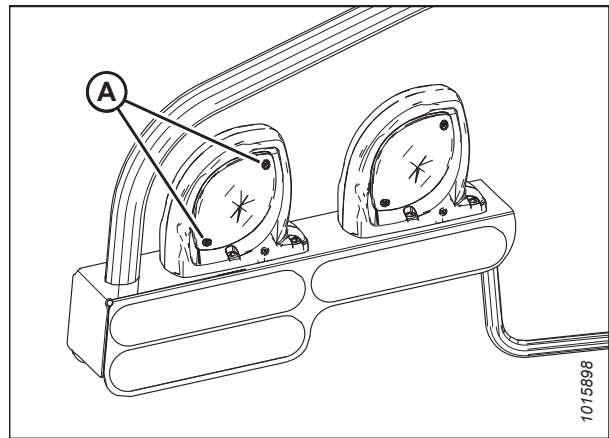


Figure 5.219: Red and Amber Lights

Replacing Red Taillights

If the red taillights burn out or are damaged, they need to be replaced.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

- Shut down the engine, and remove the key from the ignition.

MAINTENANCE AND SERVICING

2. Turn the lights OFF.
3. Remove two hex flange bolts (A) from light (B), and remove the light from the bezel.
4. Remove the electrical connector from light (B).
5. Connect the wiring harness to new light (B), and secure the light to the bezel using two hex flange bolts (A).

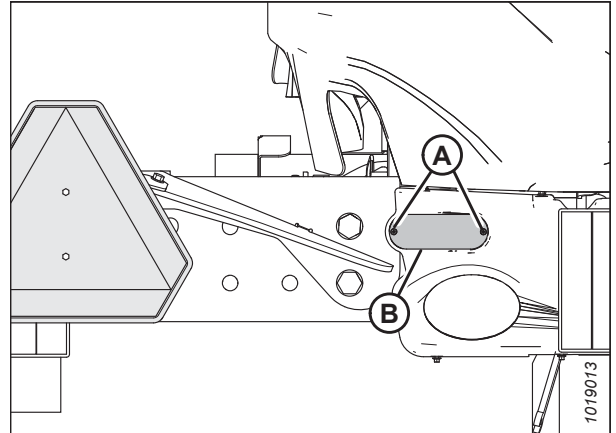


Figure 5.220: Red Taillights

Replacing Beacon Lights

If the beacon lights are damaged or burn out, they will need to be replaced.

1. Disconnect wiring (A) from the harness.
2. Remove nuts (B) and remove beacon (C). Discard the defective beacon and hardware.
3. Clean any residue from support (D) mounting surface.
4. Install new beacon (C) with gasket (E) onto the support. Secure it with bolts (F), washers (G), and nuts (B).
5. Torque the nuts to 0.65 Nm (5.75 lbf-in).

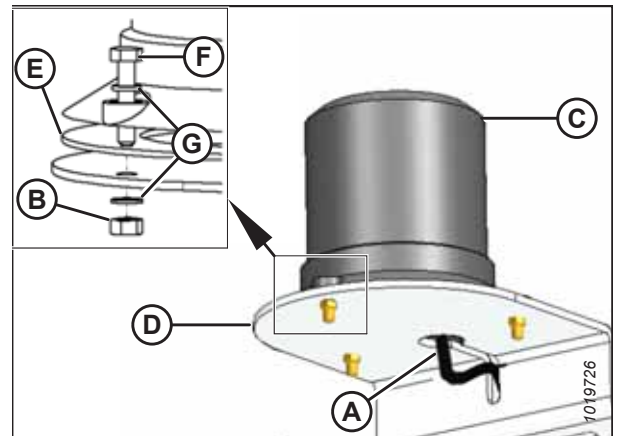


Figure 5.221: Beacon Light Assembly

Replacing Cab Dome Bulb

If the dome light in the cab ceiling burns out, it will need to be replaced.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.

MAINTENANCE AND SERVICING

2. Insert a slotted screwdriver (or similar prying tool) into slot (A). Gently pry the lens cover until retaining tabs (B) are free of the dome light bezel.
3. Remove the lens cover.

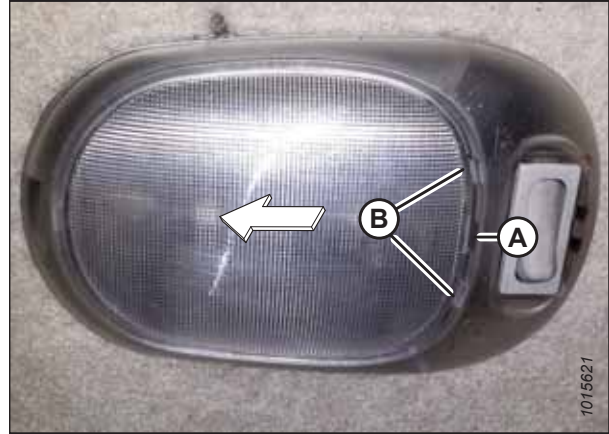


Figure 5.222: Cabin Dome Light

4. Replace bulb (A) (MD #208191).

IMPORTANT:

Do **NOT** touch the glass with your fingers.



Figure 5.223: Cabin Dome Light with Cover Removed

5. Insert single retaining tab (A) into the dome light bezel.
6. Insert a slotted screwdriver (or similar prying tool) into slot (B), and gently pry the lens cover until retaining tabs (C) engage into the dome light bezel.

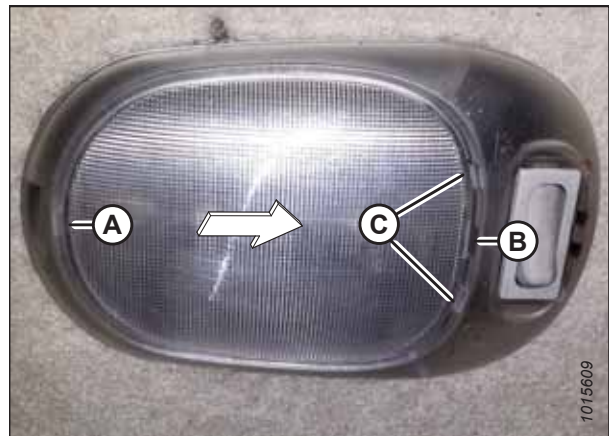


Figure 5.224: Cabin Dome Light

Replacing Cabin Dome Light Assembly

The cabin dome light improves visibility inside the cab. If the dome light is burnt out or damaged, it will need to be replaced.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Insert a slotted screwdriver (or similar prying tool) into slot (A). Gently pry the lens cover until retaining tabs (B) are free of the dome light bezel.
3. Remove the lens cover.

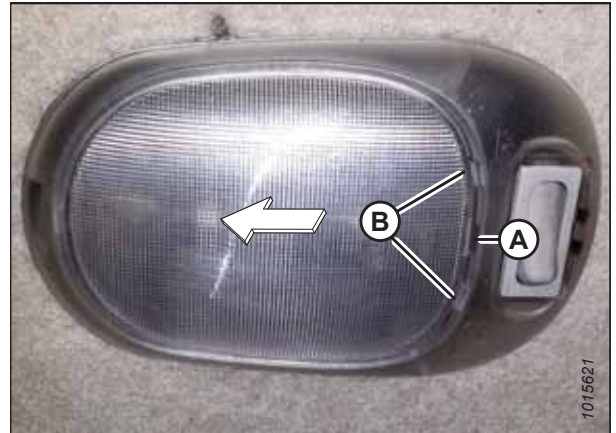


Figure 5.225: Cabin Dome Light

4. Remove two screws (A) from the dome light bezel.



Figure 5.226: Cabin Dome Light with Cover Removed

MAINTENANCE AND SERVICING

- Carefully insert a slotted screwdriver (or similar prying tool) between the roof liner and the dome light assembly on the side of the light with the ON/OFF switch.
- Gently depress retaining clip (A), and swing the dome light assembly downwards to disengage retaining tab (B).
- Disconnect the old dome light assembly from the wiring harness.
- Connect the new dome light (MD #201707) to the wiring harness.
- Engage retaining tab (B), and swing the dome light assembly upward until retaining clip (A) snaps into place and secures the assembly.
- Secure the dome light assembly with two screws (A).

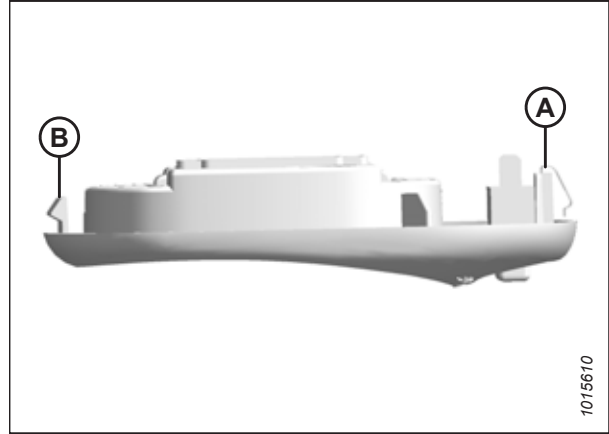


Figure 5.227: Cabin Dome Light Assembly

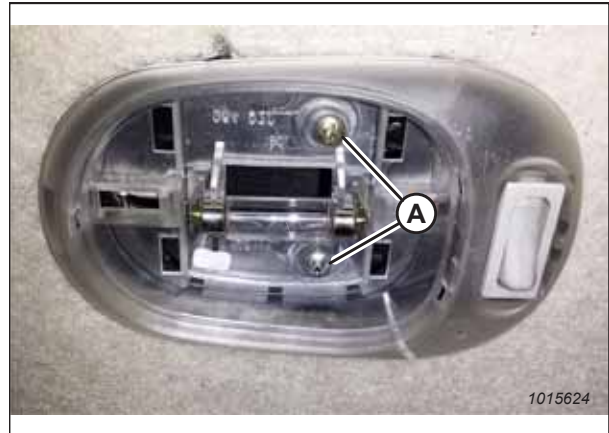


Figure 5.228: Cabin Dome Light with Cover Removed

- Insert single retaining tab (A) into the dome light bezel.
- Insert a slotted screwdriver (or similar prying tool) into slot (B), and gently pry the lens cover until retaining tabs (C) engage into the dome light bezel.

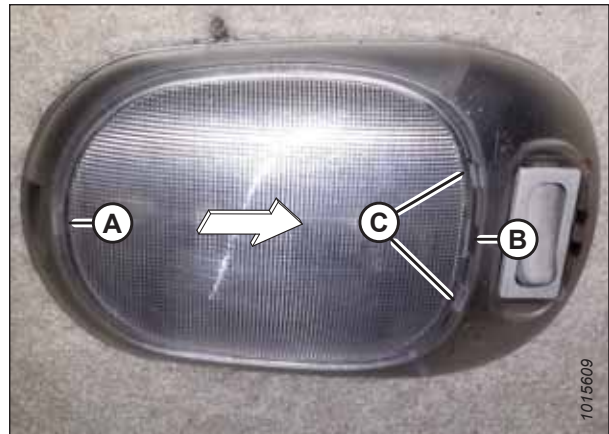


Figure 5.229: Cabin Dome Light

Turn Signal Indicators

The turn signal indicator lights can be found on the operator's console. If the turn signal indicators are not working correctly, contact your MacDon Dealer for more information.

5.15.7 Accessing Circuit Breakers and Fuses

Most circuit breakers and fuses are located inside a fuse box mounted on the left (cab-forward) side of the frame, behind the platform and inside the battery cover.

NOTE:

The circuit breakers automatically reset. Fuses are the plastic blade type.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open battery cover (A) to access the fuse box. For instructions, refer to [Opening Battery Cover, page 454](#).

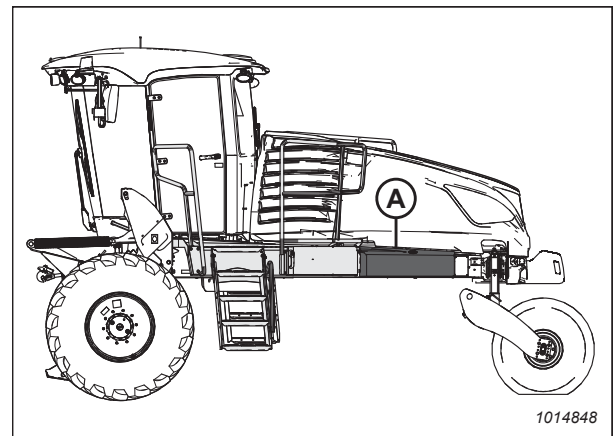


Figure 5.230: Fuse Box Location

3. Lift latch (A) at the top of fuse box cover (B) to disengage the tab, and then lower the cover.
4. Check and replace the fuses as required. For instructions, refer to [Checking and Replacing Fuses, page 494](#).
5. Position cover (B) onto the fuse panel, ensuring that the hooks at the bottom of the cover have engaged the fuse panel.
6. Push latch (A) to engage the tab at top of the fuse box.
7. Close the battery cover and move the platform to working position. For instructions, refer to [5.4.2 Closing Platform, page 364](#).

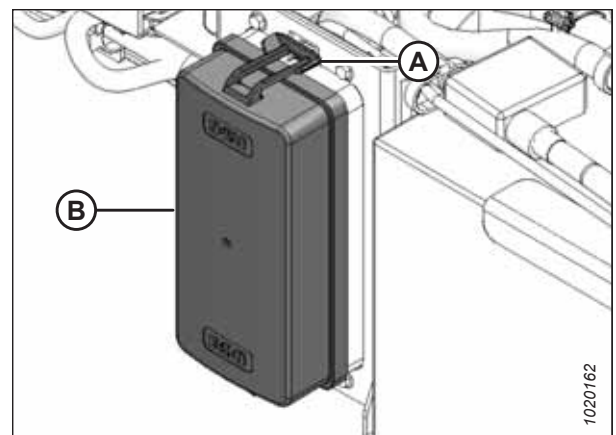


Figure 5.231: Fuse Box Cover

Checking and Replacing Fuses

If you suspect that a fuse needs replacement, you will need to open the fuse box and examine the fuse in question. The decal inside the fuse box aids the Operator in identifying the function of a given fuse.

1. To check a fuse, pull fuse (A) out of the receptacle and visually examine it.
2. To replace a fuse, insert a new fuse into the receptacle.

IMPORTANT:

Replacement fuses should match the rating on the decal inside the fuse panel cover. For information, refer to *Fuse Panel and Relay Module Decals*, page 496.

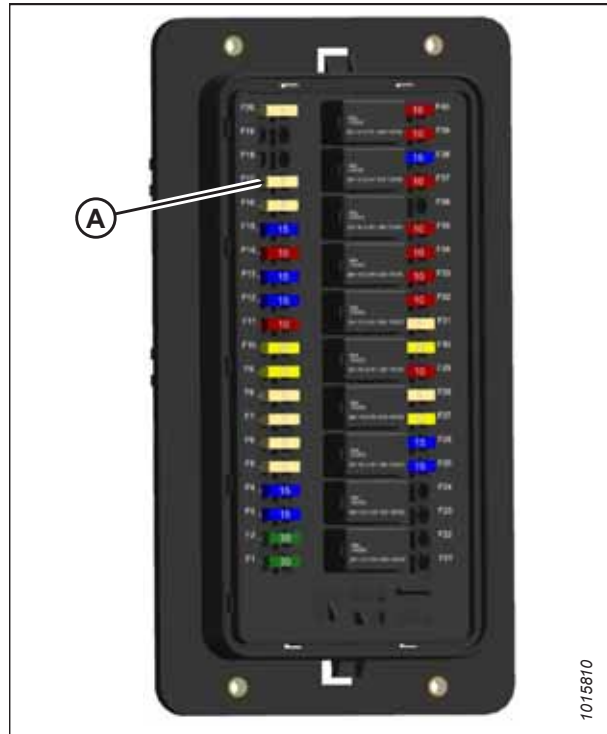


Figure 5.232: Fuses

Replacing Circuit Breakers and Relays

If a circuit breaker or relay in the windrower's main fuse box is nonfunctional, it must be replaced.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.
2. Open the fuse box cover. For instructions, refer to *5.15.7 Accessing Circuit Breakers and Fuses*, page 493.

MAINTENANCE AND SERVICING

3. To replace relay (A), pull the relay out of the receptacle and install a new relay.
4. Reinstall the cover.

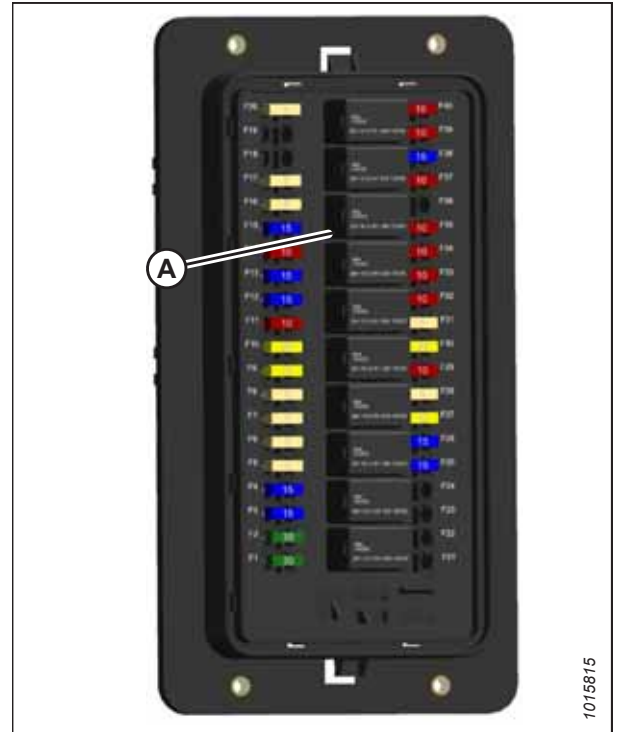


Figure 5.233: Fuse Box – Cover Removed

Fuse Panel and Relay Module Decals

The decals inside the fuse box aid the Operator in identifying the function of a given fuse or relay.

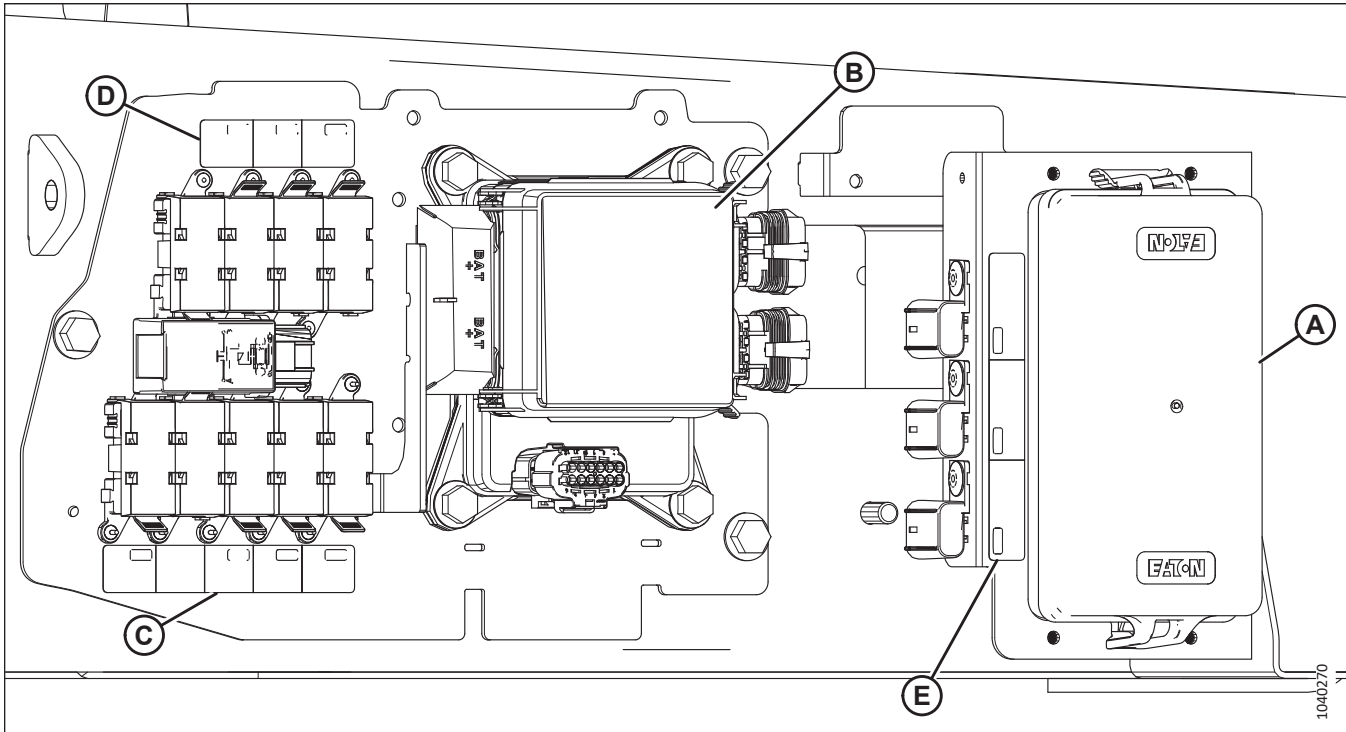
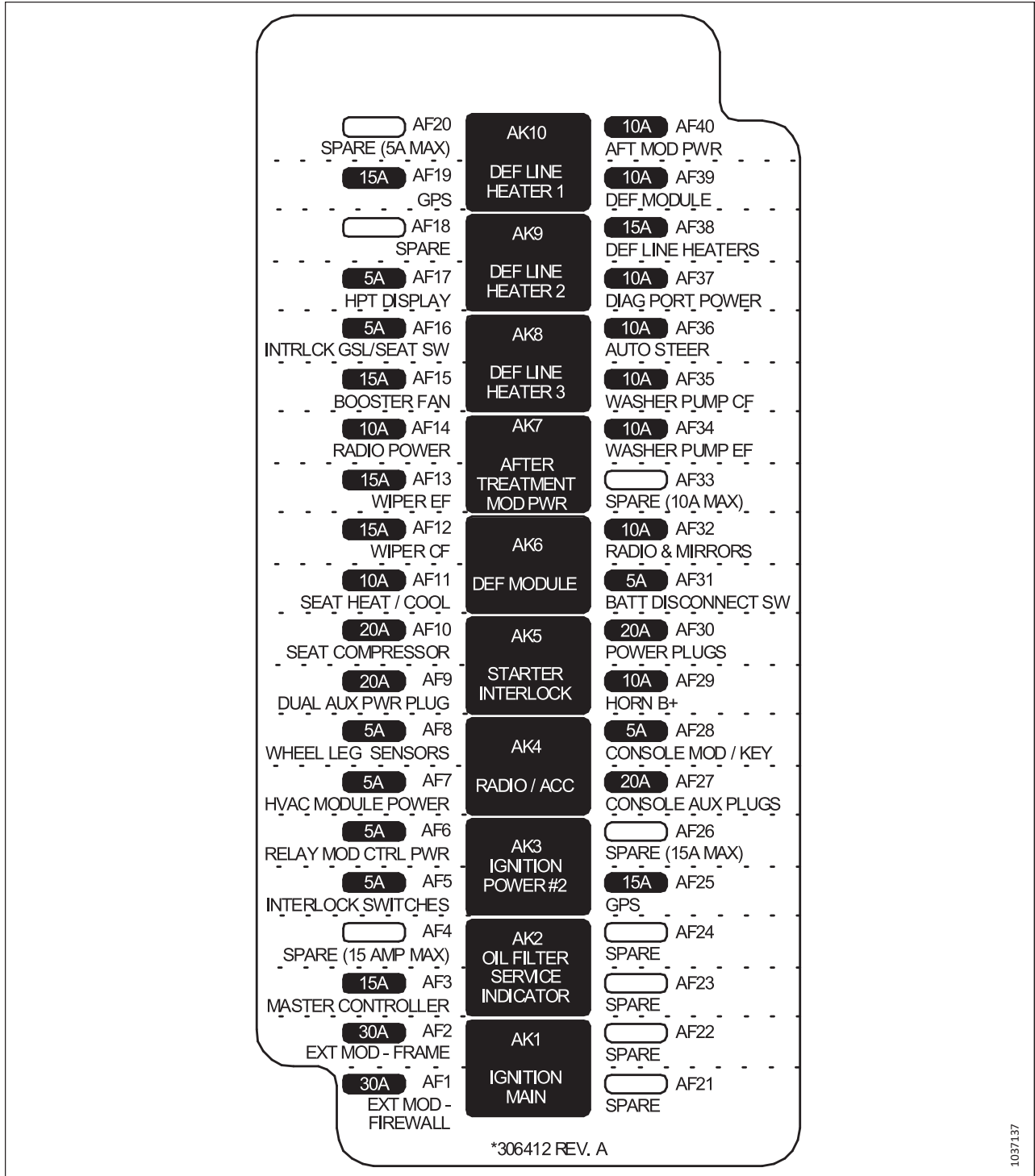


Figure 5.234: Left Rail Fuse Decal Locations

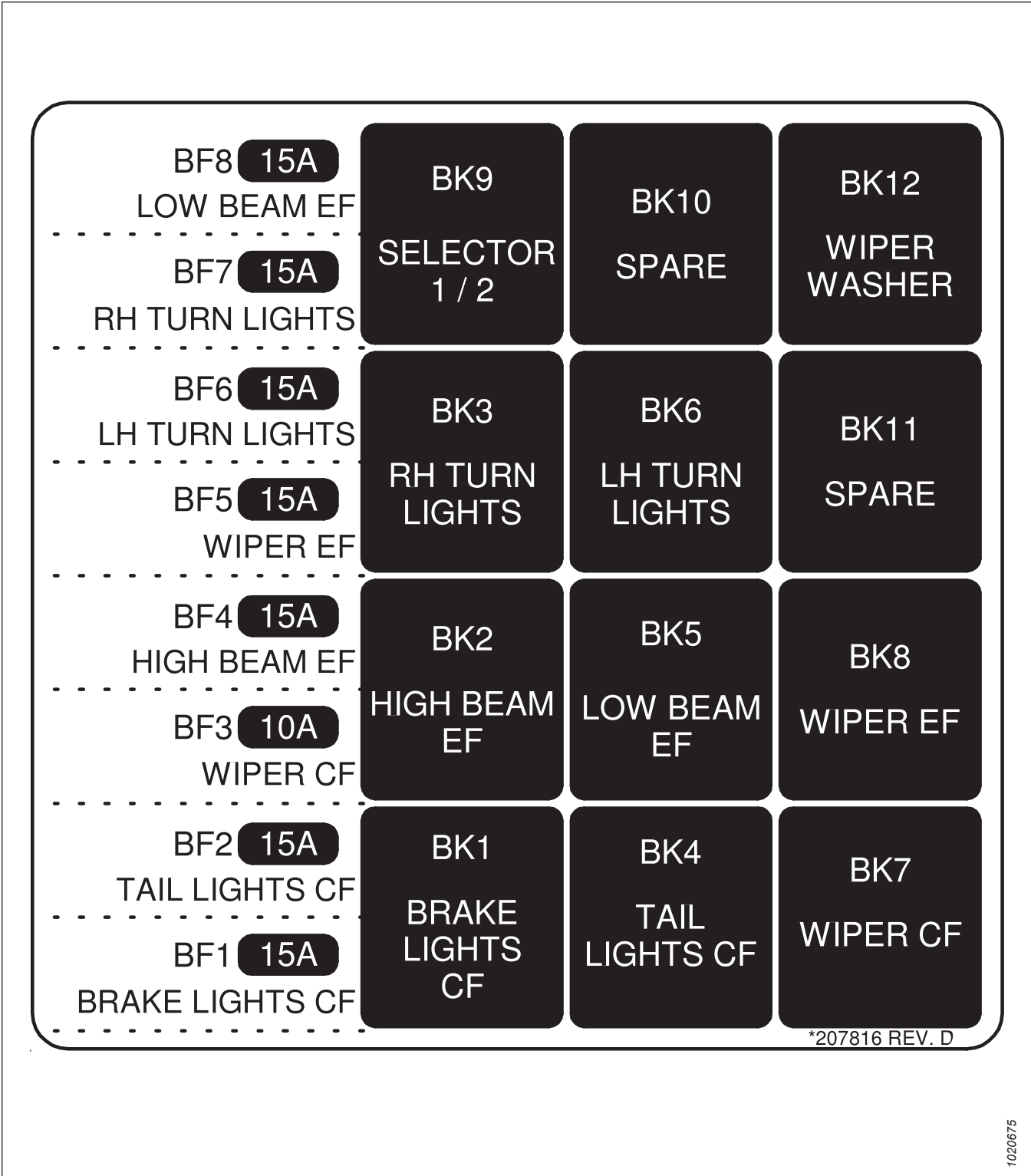
- A - Main Fuse Panel Decal (MD #306417) (Located inside Fuse Cover) (Group A)
- B - Chassis Relay Module Fuse Decal (MD #207816) (Located inside Fuse Cover) (Group B)
- C - Lower AMI Group Fuse Decal (MD #291378) (Group D)
- D - Upper AMI Group Fuse Decal (MD #207818) (Group D)
- E - ATO Group Fuse Decal (MD #291465) (Group C)

MAINTENANCE AND SERVICING



1037137

Figure 5.235: Main Fuse Panel Decal (MD #306417) – Group A



1020675

Figure 5.236: Chassis Relay Module Fuse Panel Decal (MD #207816) – Group B

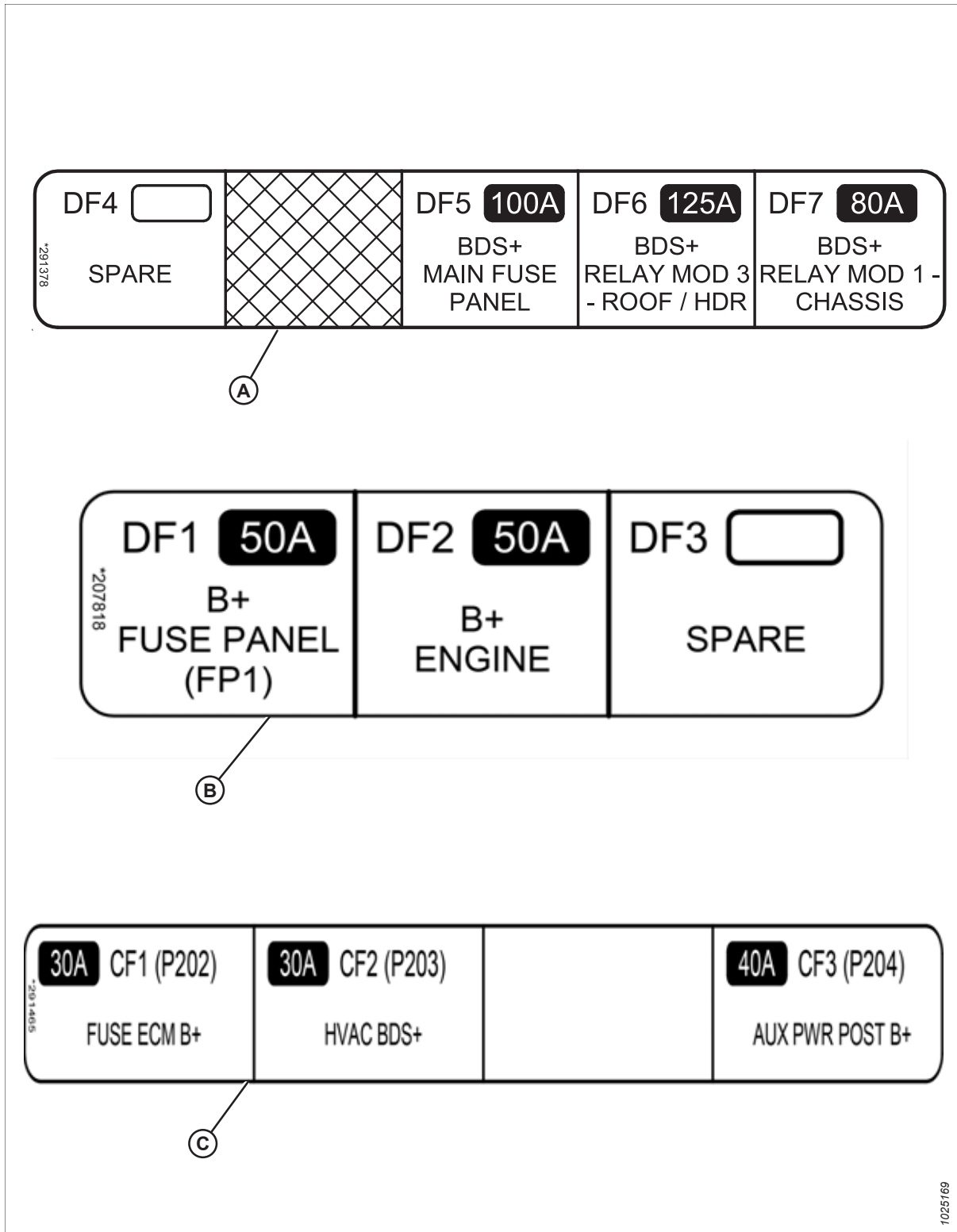
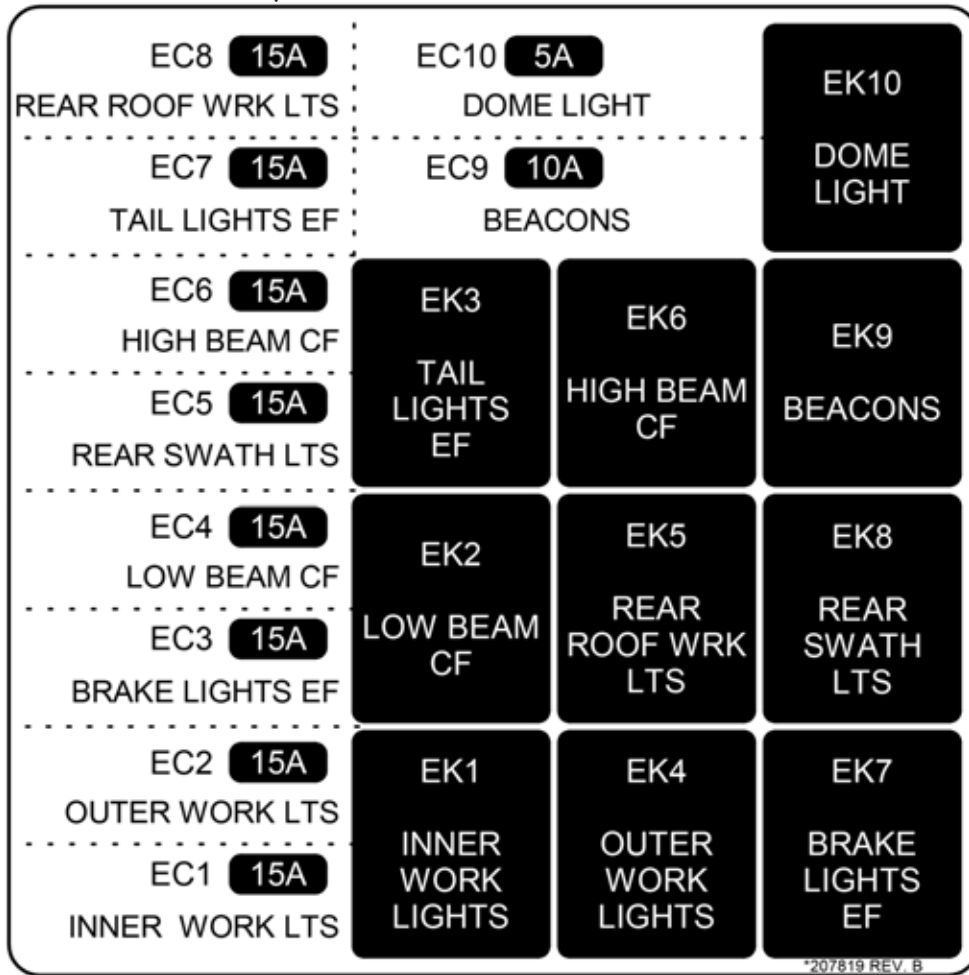
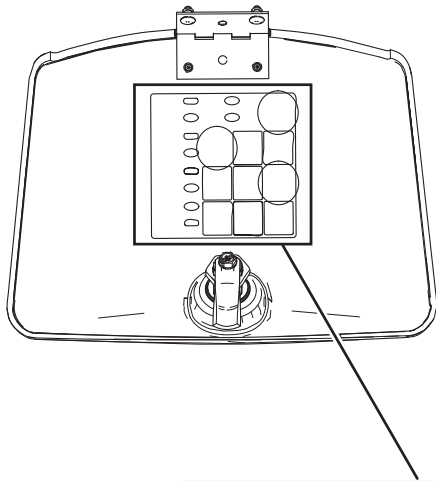


Figure 5.237: ATO (Group C) and AMI (Group D) Fuse Decals

A - Lower AMI Group Fuse Decal (MD #291378)

B - Upper AMI Group Fuse Decal (MD #207818)

C - ATO Group Fuse Decal (MD #291465)



1018767

Figure 5.238: Roof Headliner Fuse Decal (MD #207819) – Group E

Inspecting and Replacing 125A Main Fuses

The 125A main fuse holders are located on the frame on the left cab-forward side platform beside the battery.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

Access the 125A main fuses as follows:

1. Shut down the engine, and remove the key from the ignition.
2. Open the platform. For instructions, refer to [5.4.1 Opening Platform, page 364](#).
3. Remove the negative battery terminal. For instructions, refer to [Disconnecting Battery, page 460](#).
4. Locate five main fuses (A) secured to the left cab-forward front frame.

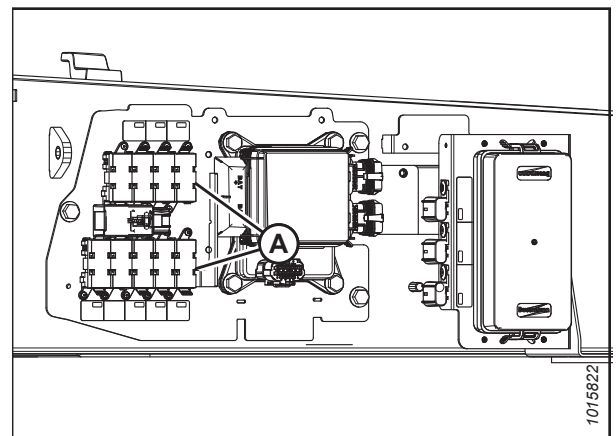


Figure 5.239: Main Fuses

5. To check the condition of the fuse, pull tab (A) and open cover (B).

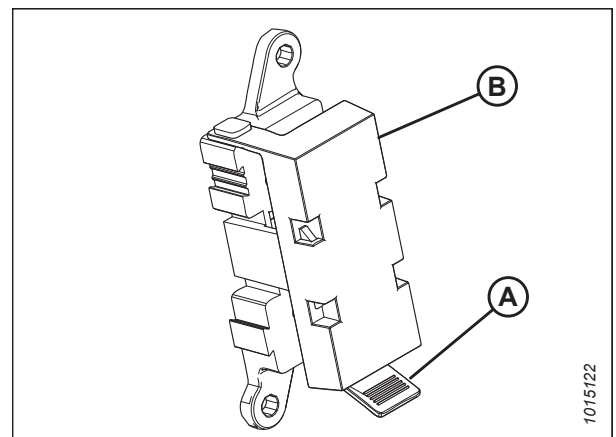


Figure 5.240: 125A Main Fuse

MAINTENANCE AND SERVICING

6. Examine fuse (A) for indications of melting.
7. To remove fuse (A), remove two nuts (B) and pull the fuse free from the holder (existing wiring may need to be pulled off the stud first).
8. Install the new fuse on the studs and install any existing wiring that was removed.
9. Secure the fuse with nuts (B).

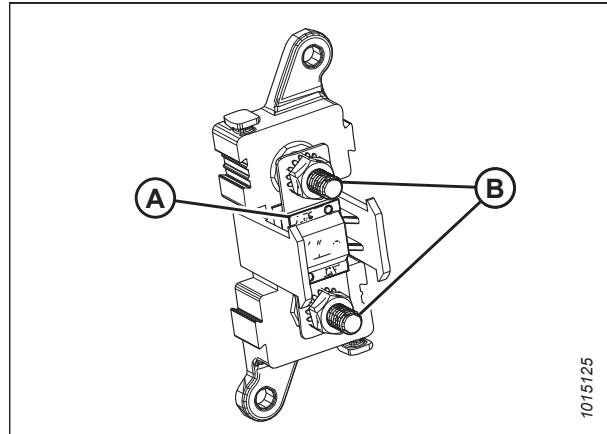


Figure 5.241: 125A Main Fuse

10. Close cover (B) and secure it with tab (A).
11. Close the platform. For instructions, refer to [5.4.2 Closing Platform, page 364](#).

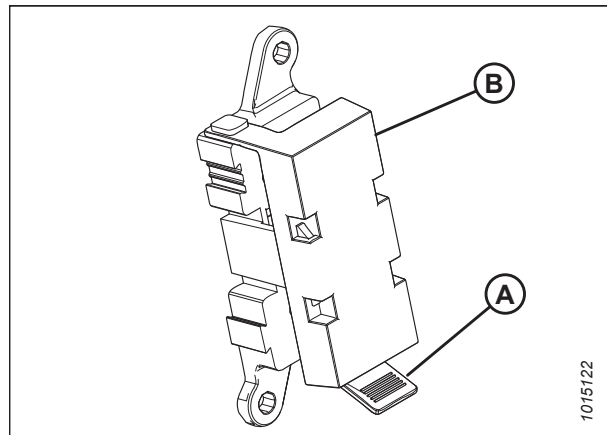


Figure 5.242: 125A Main Fuse

5.15.8 Drive Wheels

The drive wheels are hydraulically driven by the wheel drive motors. The tire pressure, wheel nut torque, and wheel drive lubrication level should be inspected regularly.

Raising Drive Wheel – Jack Method

This procedure will help you to raise the drive wheel off the ground using a jack.

! DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

! CAUTION

Detach the header or weight box, if these are attached to the windrower. Use a jack with a minimum lifting capacity of 2268 kg (5000 lb.) to provide adequate support for the windrower.

1. Detach the header from the windrower. For instructions, refer to [4.4 Attaching Headers to and Detaching Headers from Windrower, page 154](#).
2. Park the windrower on a level surface with the caster wheels pointed **ONLY** forward or backward.

MAINTENANCE AND SERVICING

3. Place ground speed lever (GSL) (A) in PARK.
4. Shut down the engine, and remove the key from the ignition.

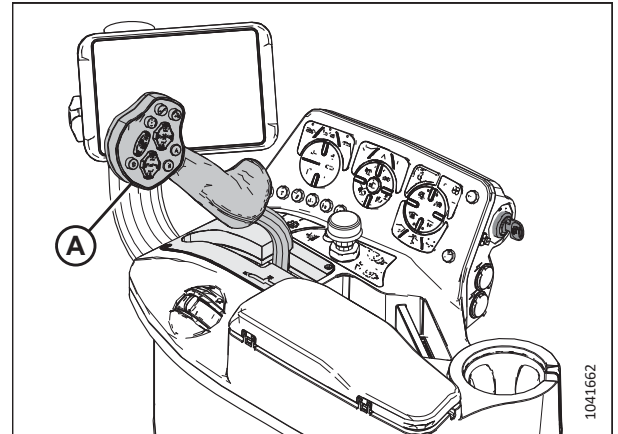


Figure 5.243: Ground Speed Lever

5. Place wheel chocks (B) under the front and back of each caster wheel (A).

NOTE:

Ensure that the caster wheels are pointed forward or backward, before placing the wheel chocks, as shown in the illustration at right.

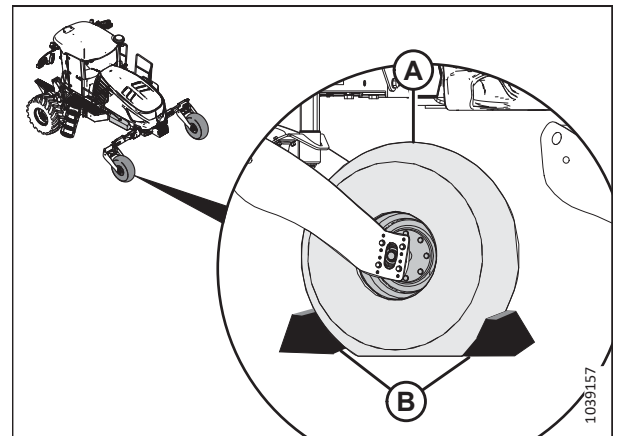


Figure 5.244: Chocking Caster Wheels

6. Place a jack with a lifting capacity of at least 2268 kg (5000 lb.) under wheel leg jack point (A).

NOTE:

The jack saddle must fit within the 50 mm (2 in.) retaining ring (C) at the jack point.

7. Raise the jack until the drive wheel is slightly off the ground.
8. Place a jack stand beneath lift cylinder mount (B).

IMPORTANT:

Do **NOT** place the jack stand under the cylinder. Use a small metal plate on top of the jack stand.

9. Lower the windrower onto the jack stand.

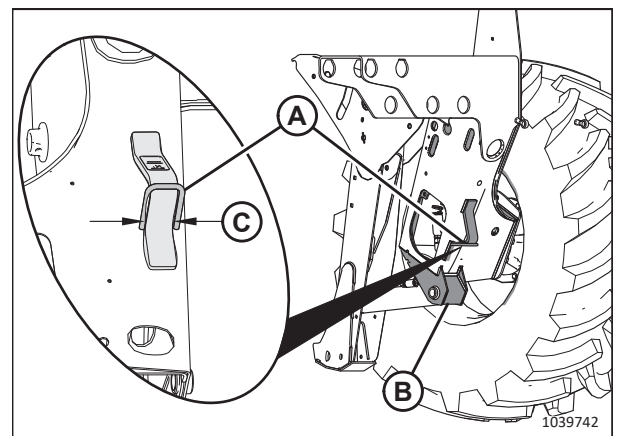


Figure 5.245: Drive Wheel Jack Point

Raising Drive Wheels – Forklift Method

This procedure will help you to raise the drive wheels off the ground using a forklift.

⚠ DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator’s seat for any reason.

⚠ CAUTION

Use a lifting device capable of supporting a minimum of 907 kg (2000 lb.) to lift the wheel assembly.

1. Detach the header from the windrower. For instructions, refer to [4.4 Attaching Headers to and Detaching Headers from Windrower, page 154](#).
2. Park the windrower on a level surface with caster wheels pointed **ONLY** forward or backward.
3. Place ground speed lever (GSL) (A) in PARK.
4. Shut down the engine, and remove the key from the ignition.

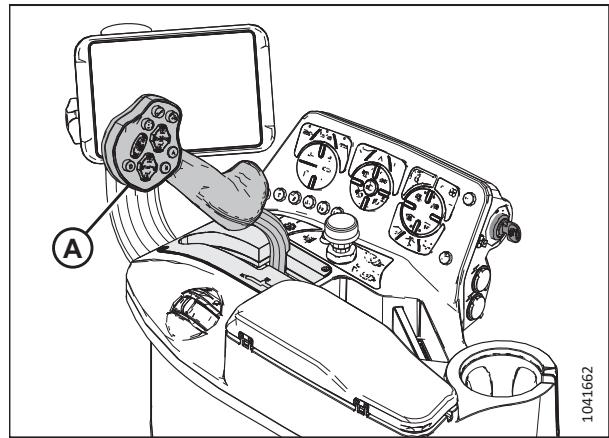


Figure 5.246: Ground Speed Lever

5. Place wheel chocks (B) under the front and back of each caster wheel (A).

NOTE:

Ensure that the caster wheels are pointed forward or backward, before placing the wheel chocks, as shown in the illustration at right.

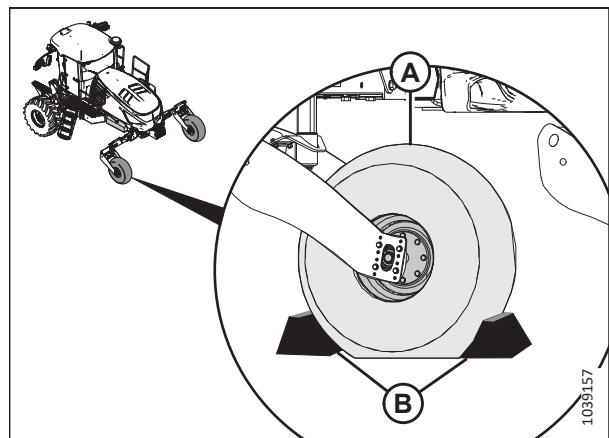


Figure 5.247: Chocking Caster Wheels

MAINTENANCE AND SERVICING

- Using a forklift, lift the cab end of the windrower approximately 130 cm (51 in.) (B) off of the ground, so that wheel assemblies (A) can be removed from or installed onto the wheel drive hubs.
- Place stands or cribbing (C) under the windrower frame.

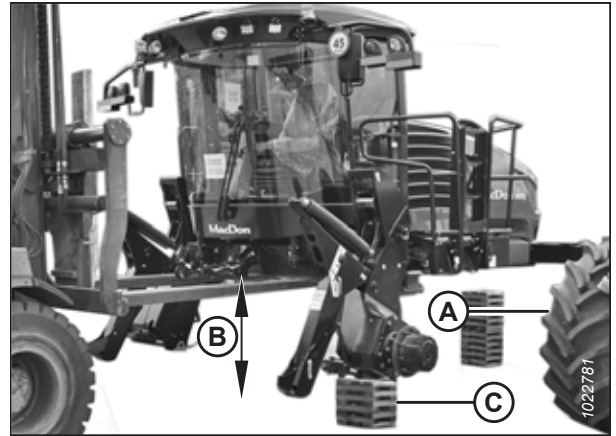


Figure 5.248: Forklift Raising Windrower

Removing Drive Wheels

The drive wheels may need to be removed for service, storage, or replacement.

CAUTION

Use a suitable lifting device capable of supporting a minimum of 907 kg (2000 lb.) to lift the wheel assembly away from the windrower.

- Raise windrower drive wheel (A) off the ground. For instructions, refer to [Raising Drive Wheel – Jack Method, page 502](#) or [Raising Drive Wheels – Forklift Method, page 504](#).
- Remove wheel nuts (B).

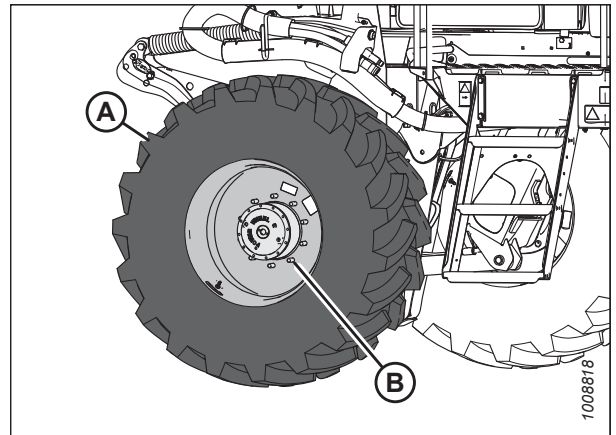


Figure 5.249: Drive Wheel Assembly

MAINTENANCE AND SERVICING

3. Position lifting device (A) under wheel (B) as shown. Raise the wheel slightly.
4. Remove the drive wheel.

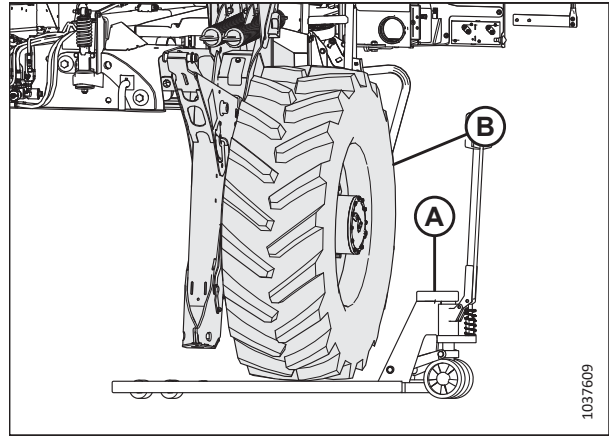


Figure 5.250: Lifting Device under Drive Wheel

Installing Drive Wheels

A drive wheel includes a rim and a bar or turf tire, depending on the application. A lifting device capable of supporting a minimum of 907 kg (2000 lb.) is required to lift the wheel assembly.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

CAUTION

Use a lifting device capable of supporting a minimum of 907 kg (2000 lb.) to lift the wheel assembly.

IMPORTANT:

The windrower must be supported with stands while the drive wheels are being installed. For instructions, refer to [Raising Drive Wheel – Jack Method, page 502](#) or [Raising Drive Wheels – Forklift Method, page 504](#).

1. Shut down the engine, and remove the key from the ignition.
2. Clean the mounting surface on the wheel drive and the rim.
3. Position lifting device (A) under the wheel as shown. Raise the wheel slightly.
4. Position the wheel against the wheel drive hub so that air valve (B) is on the outside and tread (C) points cab-forward.

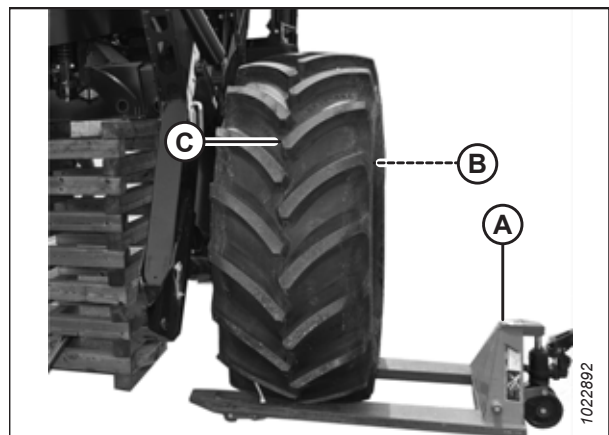


Figure 5.251: Drive Wheel Ready for Installation

MAINTENANCE AND SERVICING

- Align the wheel rim with the studs on the hub. Push the wheel onto the hub.
- Install and hand-tighten wheel nuts (A).

IMPORTANT:

To prevent damage to the wheel rims and the studs, do **NOT** use an impact wrench to tighten the nuts. The stud threads must be clean and dry. Do **NOT** apply lubricant or anti-seize compound to the stud threads. Do **NOT** overtighten the wheel nuts.

- Torque the drive wheel nuts. For instructions, refer to [5.6.1 Tightening Drive Wheel Nuts, page 383](#).

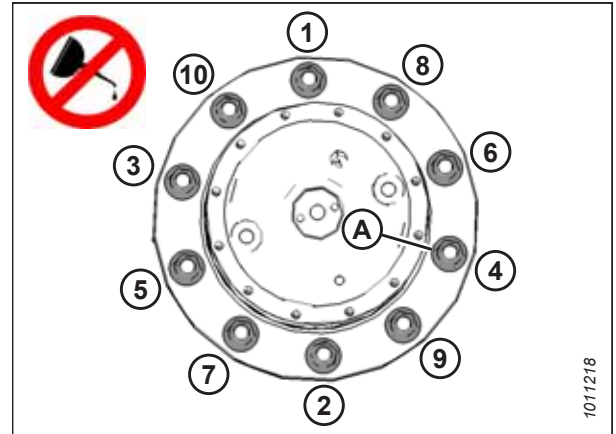


Figure 5.252: Tightening Sequence – 10-Bolt Wheel

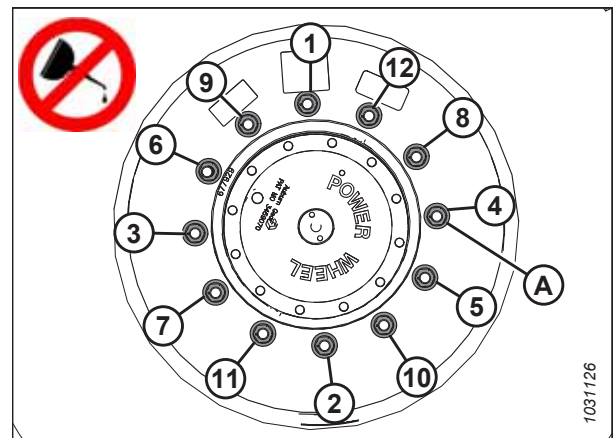


Figure 5.253: Tightening Sequence – 12 Bolt (Optional)

- Repeat the tightening sequence two additional times. Ensure that the specified torque is achieved each time.
- Lower the windrower. For instructions, refer to [Lowering Drive Wheels – Jack Method, page 507](#) or [Lowering Drive Wheels – Forklift Method, page 508](#).
- Repeat the wheel nut torquing procedure every hour of operation until two consecutive checks confirm that there is no movement of the nuts.

Lowering Drive Wheels – Jack Method

This procedure is for using a jack to lower a drive wheel when it is raised on a jack stand.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

CAUTION

Jack stand must be capable of supporting a minimum of 2268 kg (5000 lb.).

- Shut down the engine, and remove the key from the ignition.

MAINTENANCE AND SERVICING

2. If not already in place, install wheel chocks (B) under the front and back of each caster wheel (A).

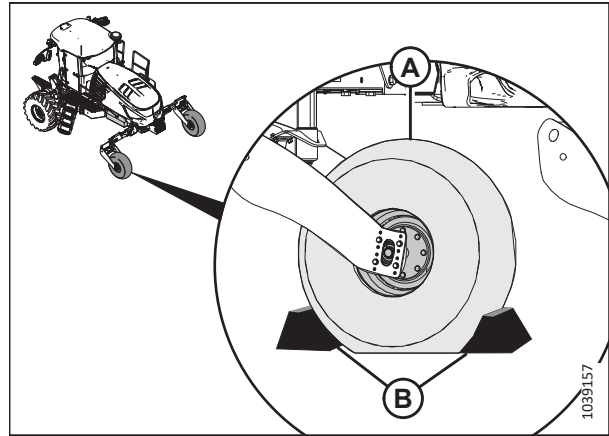


Figure 5.254: Chocking Caster Wheels

3. Place a jack with a lifting capacity of at least 2268 kg (5000 lb.) under wheel leg jack point (A) and raise the drive wheel slightly off the jack stand.

NOTE:

The jack saddle must fit within the 50 mm (2 in.) retaining ring at the jack point.

4. Remove the jack stand from under cylinder lift mount (B), and lower the drive wheel to the ground.
5. Remove the jack.
6. Remove the wheel chocks from both caster wheels.

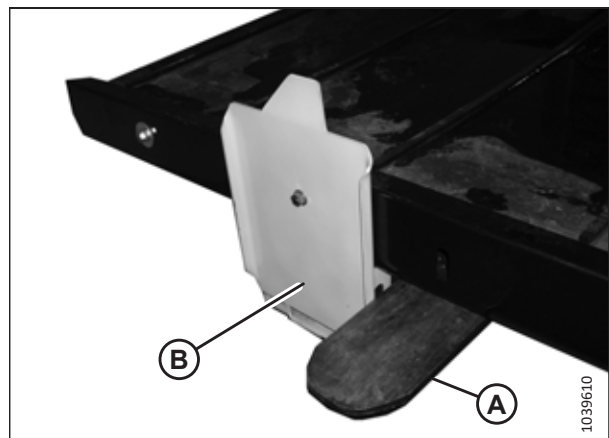


Figure 5.255: Drive Wheel Jack Point

Lowering Drive Wheels – Forklift Method

This procedure will help you to lower the drive wheels to the ground using a forklift.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Shut down the engine, and remove the key from the ignition.

MAINTENANCE AND SERVICING

2. If not already in place, install wheel chocks (B) under the front and back of each caster wheel (A).

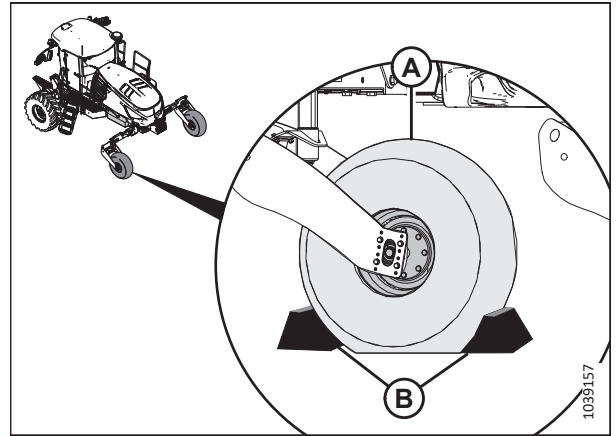


Figure 5.256: Chocking Caster Wheels

3. Using a forklift, lift the cab end of the windrower approximately 130 cm (51 in.) off of the ground to remove cribbing (A) or the stands that support the windrower.
4. Lower the windrower to the ground.
5. Remove the wheel chocks from both caster wheels.



Figure 5.257: Windrower on Stands

5.15.9 Caster Wheels

The casters wheels' tire pressure, wheel nut torque, and the anti-shimmy dampeners should be inspected regularly.

Adjusting Caster Tread Width

The rear casters can be adjusted to a narrow tread width, which allows loading and shipping without having to remove them.

A narrow tread width is better suited for smaller headers because it allows more space to the uncut crop, and provides more maneuverability around poles, irrigation inlets, and other obstacles.

A wider tread width reduces runover in heavy crops that produce large windrows.

DANGER

To prevent bodily injury or death from the unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

CAUTION

Park on a flat, level surface with the header on the ground, the ground speed lever (GSL) in the PARK position, and the steering wheel in the locked position (centered). To confirm that the parking brake is engaged, wait for the HarvestTouch™ Display to beep and display a red P symbol

MAINTENANCE AND SERVICING

1. Park the windrower on a level surface.
2. Place the ground speed lever (GSL) in PARK.
3. Shut down the engine, and remove the key from the ignition.
4. Using a jack (or another lifting device) under the frame at location (A), slightly raise the rear of the windrower until most of the weight is off the casters.

IMPORTANT:

Do **NOT** damage the engine oil pan when raising the windrower.

NOTE:

Lifting device must have a lifting capacity of at least 4536 kg (10,000 lb.).

5. Remove six bolts (B) and washers from the left and right sides of the walking beam.

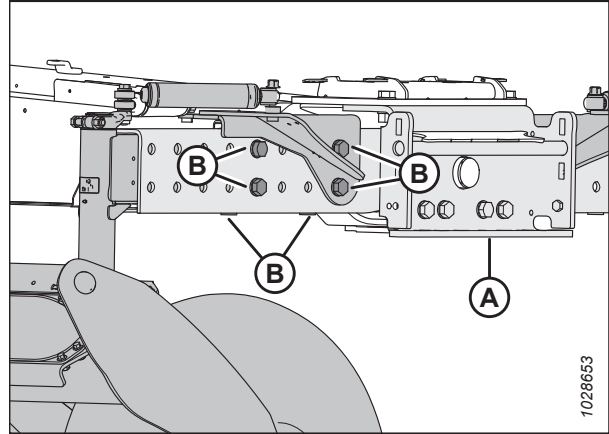


Figure 5.258: Left Caster Wheel Extension

6. Slide the left and right extensions equal distances in either the inboard or outboard directions, and align its holes at the desired locations.

NOTE:

To assist moving the extensions, rotate the caster so the wheel is parallel to the walking beam.

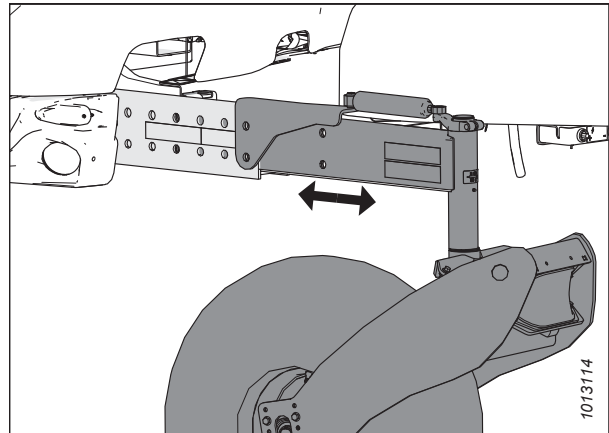


Figure 5.259: Right Caster Wheel Extension

IMPORTANT:

Ensure the caster wheels are positioned at equal distances from the center of the windrower.

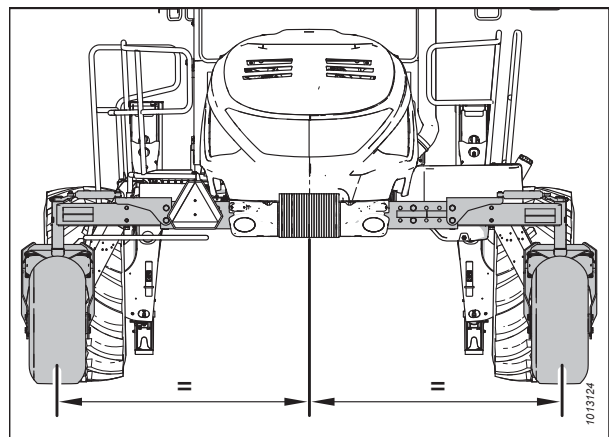


Figure 5.260: Adjustable Caster Wheels

MAINTENANCE AND SERVICING

7. Position bracket (A) and install back bolts (C).
8. Install bottom bolts (B).
9. Tighten the bolts as follows:
 - a. Snug bottom bolts (B), then snug back bolts (C).
 - b. Tighten and torque back bolts (C) to 746–770 Nm (550–570 lbf-ft).
 - c. Tighten and torque bottom bolts (B) to 746–770 Nm (550–570 lbf-ft).
10. Repeat Step 7, page 511 to Step 9, page 511 on the opposite side.
11. Lower the windrower to the ground.

IMPORTANT:

Torque the bolts after first 5 and 10 hours of operation.

Installing Forked Caster Wheel

The caster wheel will need to be attached to the axle assembly before it can be installed on the windrower.

1. Position axle assembly (B) into wheel (C) and secure it with wheel nuts (A).

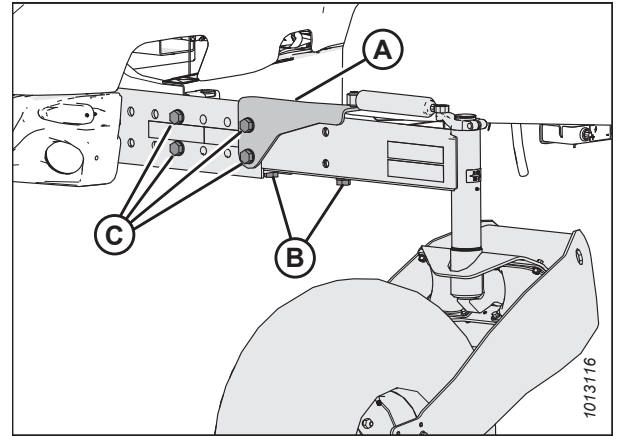


Figure 5.261: Caster Wheel Extensions

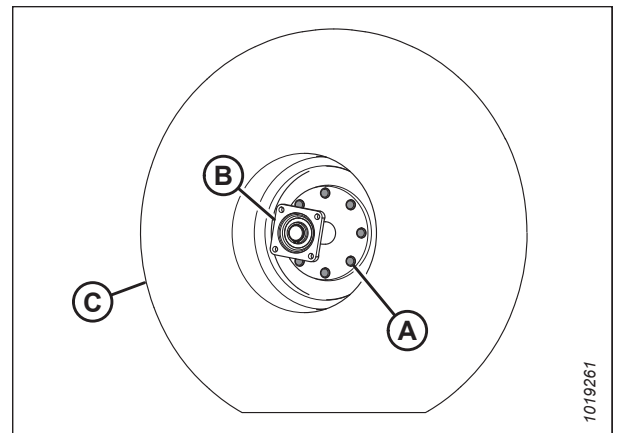


Figure 5.262: Caster Wheel Assembly

MAINTENANCE AND SERVICING

2. Tighten wheel nuts (A) to 163 Nm (120 lbf·ft) using the tightening sequence shown at right. Repeat the tightening sequence three times.

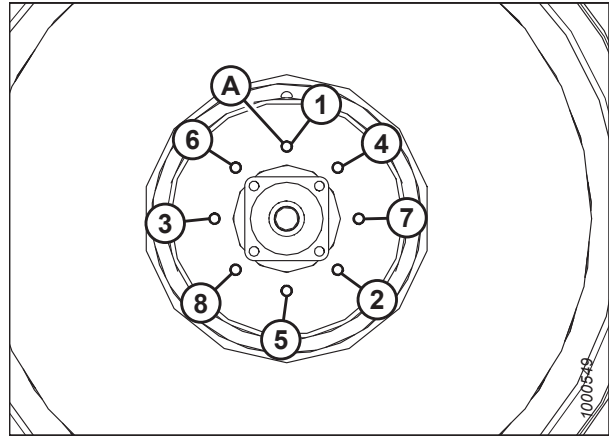


Figure 5.263: Caster Wheel Tightening Sequence

3. Position wheel assembly (D) in forked caster (C).
4. Install eight bolts (A) and nuts (four on each side of the caster) to secure axle (B) to caster (C). Torque the nuts to 102 Nm (77 lbf·ft).
5. Lower the caster wheel. For instructions, refer to [Lowering Caster Wheel](#), page 514.

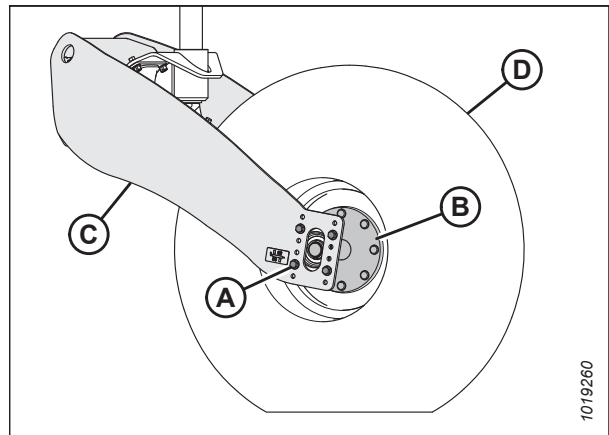


Figure 5.264: Caster Wheel Assembly

Removing Forked Caster Wheel

Once the caster wheel has been raised, the forked caster axle assembly can be removed from the windrower, and the wheel can be removed from the axle assembly.

CAUTION

The wheel assembly is heavy. Support the wheel assembly before removing the axle bolts.

MAINTENANCE AND SERVICING

1. Raise the caster wheel. For instructions, refer to [Raising Caster Wheel, page 513](#).
2. Remove eight bolts (A) and nuts (four of each on each side of caster) attaching axle (B) to forked caster (C), and remove wheel assembly (D) from caster (C).

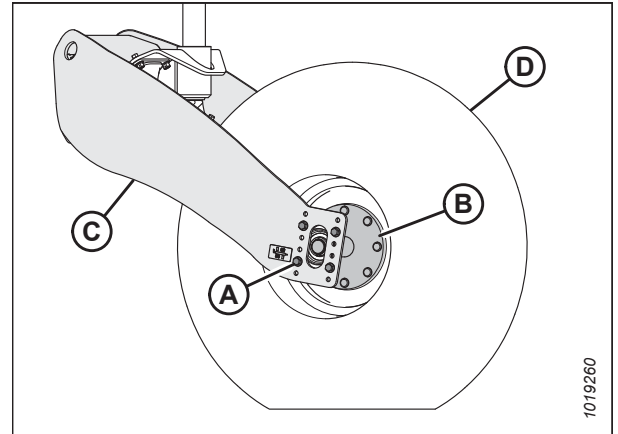


Figure 5.265: Caster Wheel Assembly

3. Remove eight wheel nuts (A) that secure axle (B) to wheel (C).
4. Separate axle (B) and wheel (C).

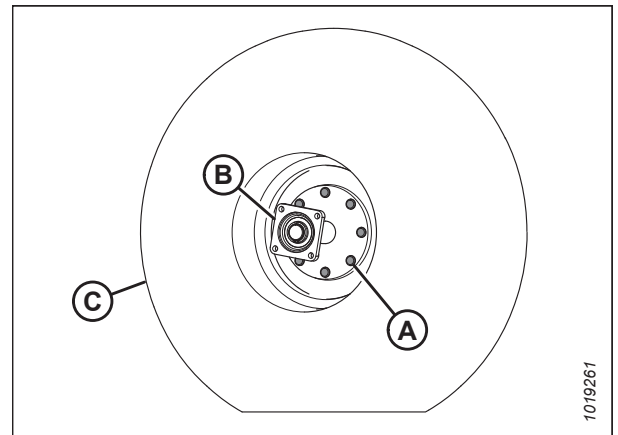


Figure 5.266: Caster Wheel Assembly

Raising Caster Wheel

This procedure describes how to raise a caster wheel.

1. Park the windrower on a level surface.
2. Block the drive wheels.
3. Place ground speed lever (GSL) (A) in PARK.
4. Shut down the engine, and remove the key from the ignition.

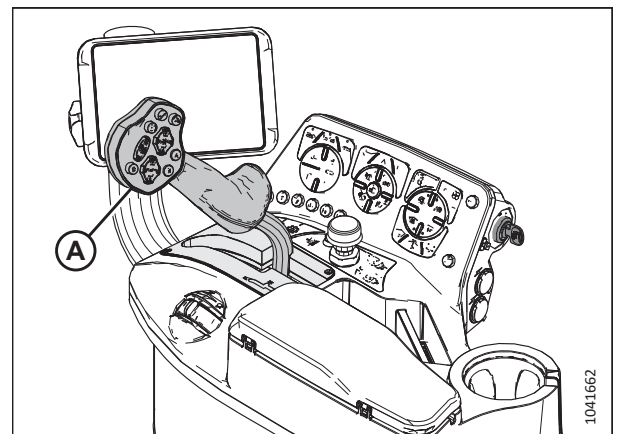


Figure 5.267: GSL Position

MAINTENANCE AND SERVICING

- Using a suitable lifting device capable of lifting 2268 kg (5000 lb.) minimum, raise the end of walking beam (A) until caster wheel assembly (B) is slightly off the ground.

CAUTION

Jack stand must be capable of supporting a minimum of 2268 kg (5000 lb.).

- Place a jack stand beneath the walking beam and lower the beam until it is supported on the stand.

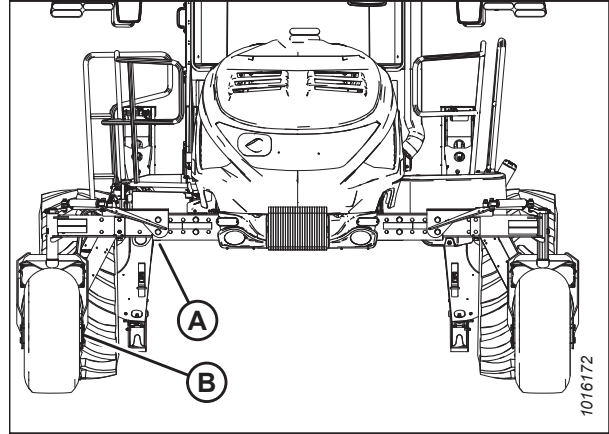


Figure 5.268: Caster Wheel Assembly

Lowering Caster Wheel

This procedure describes how to lower the caster wheel.

- Using a suitable lifting device capable of lifting minimum 2268 kg (5000 lb.), raise the end of walking beam (A) slightly.
- Remove the jack stand, and lower the end of the walking beam until caster wheel (B) is on the ground.
- Remove the blocks from the drive wheels.

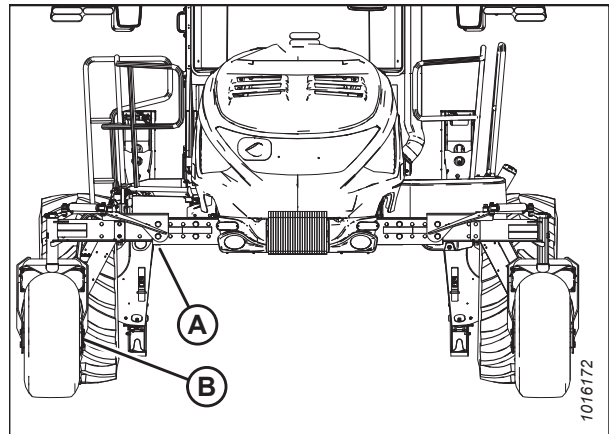


Figure 5.269: Caster Wheel Assembly

Chapter 6: Options and Attachments

Several optional kits and attachments are available for your windrower, depending on your specific performance needs.

6.1 Hood

Hood scoops are one of the many options MacDon provides for your windrower.

6.1.1 High Debris Cooler Intake – Hood Scoops

The High Debris Cooler Intake kit contains air intake ducts designed to pull cooling system air from a less debris-prone area.

MD #B6055

Instruction MD #147859 is included with the bundle.

6.2 Cab

Several cab amenities are available which can make using the windrower more convenient for the Operator.

6.2.1 Automated Steering Systems

A MacDon-approved automated steering system is available from any MacDon Dealer which provides Trimble® global positioning system (GPS) installation and support services.

MacDon windrowers are partially pre-wired for either the Trimble® AutoPilot™ hydraulically integrated steering system or the Trimble® Electric on wheel system (EZ-Pilot®, EZ-Pilot® Pro, or Autopilot™ Motor Drive [APMD]). The windrower’s ground speed lever (GSL) has an automated steering (autosteer) engage switch.

Table 6.1 Autosteer System Bundles - M2 Series Windrowers

Trimble® Autosteer System	Part Number
Electric on wheel (EZ-Pilot®, EZ-Pilot® Pro, or Autopilot™ Motor Drive [APMD])	IMD-900 Adapter Harness MD #309057 ³¹
Integrated AutoPilot™ GFX	MD #B9032

Other GPS providers may supply vehicle-specific installation packages or make installation kits available through MacDon Dealers.

NOTE:

Additional completion kits may be required dependent upon the type of display being installed.

6.2.2 Windrower Lighting Upgrade

The standard windrower cab has four halogen field lights on the front, as well as two halogen stubble lights and two halogen work lights on the back. The Windrower Lighting Upgrade kit (MD #B6889) contains eight LED work lights to replace all of these lights. Machines with the deluxe cab package already have 360° Night Vision LED Lighting installed.

MD #B6889

Installation instructions are included in the bundle.

NOTE:

This lighting upgrade is included in the deluxe cab package.

31. Windrowers are equipped with adapters and mounting equipment to install EZ-Pilot Pro or APMD. (Source parts from Trimble.)

6.3 Header Operation

Several kits are available which can augment the capabilities of the header attached to the windrower, or which allow the windrower to be used with different types of headers.

6.3.1 Conversion Kit for Disc Ready to Disc, Auger, and Draper Ready

Used to convert an M2260 from Disc Ready to Disc, Draper, and Auger ready.

MD #B5999

Instruction MD #147822 is included in the bundle.

6.3.2 Booster Spring Kit – External

This kit increases the float capacity of the windrower. Install this kit on windrowers paired with headers that weigh more than 2812 kg (6200 lb.).

MD #B6047 – Booster Spring kit (external) includes two springs (one for each side) and mounting brackets. Instructions are included in the bundle.

There is also a Double Booster Spring kit (MD #B6106) that is used together with the Booster Spring kit (external) to add on a second booster spring. For more information, refer to [6.3.3 Double Booster Spring Kit – External, page 517](#).

For information about booster spring requirements, refer to [8.1 Ballast Kit, Booster Spring Kit, and Tire Pressure Requirements, page 535](#).

6.3.3 Double Booster Spring Kit – External

Available for headers over 2812 kg (6200 lb.) to increase the float capacity.

The Double Booster Spring kit (MD #B6106) is used together with the Booster Spring kit (MD # B6047) to add a second booster spring. For more information, refer to [8.1 Ballast Kit, Booster Spring Kit, and Tire Pressure Requirements, page 535](#). Instructions are included with the bundle.

6.3.4 Double Windrow Attachment

This kit allows auger and rotary headers to lay a double windrow when installed on a windrower. The kit includes a draper deck, linkage assembly, hydraulics, and installation instructions.

NOTE:

When paired with a R216 Rotary Disc Header, the double windrow attachment (DWA) is compatible with standard headers, but incompatible with grass seed headers. If using the DWA in heavy conditions, it is recommended that the R216 Rotary Disc Header cutterbar be configured to produce three crop streams. If using the DWA in light conditions, it is recommended that the R216 Rotary Disc Header cutterbar be configured to produce two crop streams. For more information about crop streams, refer to the R216 Rotary Disc Header Operator's Manual.

MD #C2070 consists of:

- MD #B6693 – Deck
- MD #B6694 – Mounting frame and hydraulic/electrical connections
- Double Windrow Attachment (DWA) manual

6.3.5 Double Windrow Attachment Shut-Off Kit

The double windrow attachment (DWA) Shut-Off kit is for windrowers configured for both rotary disc and draper headers. This kit will enable the Operator to shut off the DWA draper in order to operate the windrower with a draper header.

MD #299704

OPTIONS AND ATTACHMENTS

Instructions are included in the kit.

6.3.6 Center-Link Lifter

This kit allows the Operator to remotely position the center-link cylinder without leaving the operator's station.

MD #B6617

Instruction MD #214701 included in the bundle.

6.3.7 Swath Compressor

The MacDon Swath Compressor is a large, formed polyethylene sheet which is designed to mount to the underside of your windrower. The MacDon Swath Compressor is designed for use with draper headers when cutting canola.

When lowered, the swath compressor helps prevent wind damage by shaping the windrow and anchoring it into the stubble behind the header. This reduces the occurrence of shelling in the windrow.

The swath compressor height can be adjusted and monitored with the HarvestTouch™ Display. Height can be adjusted for crop ripeness, yield, and the amount of compression required. The swath compressor will automatically lift up if the Operator stops or reverses the windrower.

Preferred height can be saved under a One-Touch-Return preset.

MD #B6995

Instructions are included with the kit.

6.4 Transport

Several kits are available which facilitate moving the header from field to field.

6.4.1 Ballast

Ballast kits are for windrowers attached to draper headers only. For operation on steep hills, additional ballast sets (beyond the recommendation in the table) may be installed.

Initial rear ballast package (MD #B6053): 1 unit (163 kg [360 lb.])

Additional rear ballast package (MD #B6054): 2 units (163 kg [360 lb.] each)

Installation instructions are included.

For information about ballast requirements, refer to [8.1 Ballast Kit, Booster Spring Kit, and Tire Pressure Requirements, page 535](#).

6.4.2 Towing Harness

The towing harness is used together with the weight box.

MD #B6048 – Weight box harness only. Includes hitch pin and wiring for use with slow speed header transport option.

Instruction MD #147868 is included in the bundle.

6.4.3 Weight Box

A weight box installed onto the windrower header lift system is required to transport a header behind the windrower.

MD #B5238 – Weight box without harness

A towing harness is required to use the weight box. For more information, refer to [6.4.2 Towing Harness, page 519](#).

Chapter 7: Troubleshooting

Refer to these topics if you encounter problems while operating the windrower.

7.1 Engine Troubleshooting

Refer to the table provided below if you encounter engine problems while operating the windrower.

Problem	Solution	Section
Symptom: Engine won't crank.		
Controls not in NEUTRAL	Move ground speed lever (GSL) to NEUTRAL.	<i>Starting Engine, page 122</i>
Controls not in NEUTRAL	Move steering wheel to locked (centered) position.	<i>Starting Engine, page 122</i>
Controls not in NEUTRAL	Disengage HEADER ENGAGE switch.	<i>3.2.1 Header Drive, page 47</i>
Symptom: Engine hard to start or will not start.		
NEUTRAL interlock misadjusted	Contact Dealer.	Contact Dealer
No fuel to engine	Fill empty fuel tank. Replace clogged filter.	<i>Filling Fuel Tank, page 118 and 5.11.1 Maintaining Fuel Filters, page 429</i>
Old fuel in tank	Drain tank. Refill with fresh fuel.	<i>5.15.2 Draining Fuel Tank, page 473</i>
Water, dirt, or air in fuel system	Drain, flush, fill, and prime system.	<i>Priming Fuel System, page 432</i>
Improper type of fuel	Use proper fuel for operating conditions.	<i>5.1.3 Fuel Specifications, page 354</i>
Crankcase oil too heavy	Use recommended oil.	<i>5.1.2 Lubricants, Fluids, and System Capacities, page 353</i>
Low battery output	Have battery tested. Check battery electrolyte level.	<i>5.14.1 Batteries, page 454</i>
Poor battery connection	Clean and tighten loose connections.	<i>5.14.1 Batteries, page 454</i>
Faulty starter	Contact Dealer.	–
Loose electrical connection at fuel pump	Ensure connector at pump is fully pushed in.	–
Wiring shorted, circuit breaker open	Check continuity of wiring and breaker (manual reset).	<i>Checking and Replacing Fuses, page 494</i>
ECM fuse (1 of 2) blown	Replace.	<i>Checking and Replacing Fuses, page 494</i>
ECM Ignition relay faulty	Replace.	<i>Checking and Replacing Fuses, page 494</i>
Faulty injectors	Contact Dealer.	–
Symptom: Engine knocks.		
Engine out of time	Contact Dealer.	–
Insufficient oil	Add oil.	<i>Adding Engine Oil, page 417</i>
Low or high coolant temperature	Contact Dealer.	–
Improper fuel	Use proper fuel.	<i>5.1.3 Fuel Specifications, page 354</i>

TROUBLESHOOTING

Problem	Solution	Section
Symptom: Low oil pressure.		
Low oil level	Add oil.	<i>Adding Engine Oil, page 417</i>
Improper type of oil	Drain and fill crankcase with proper oil.	<i>5.1.2 Lubricants, Fluids, and System Capacities, page 353</i>
Worn components	Contact Dealer.	–
Symptom: High oil consumption.		
Internal parts worn	Contact Dealer.	–
Crankcase oil too light	Use recommended oil.	<i>5.1.2 Lubricants, Fluids, and System Capacities, page 353</i>
Oil leaks	Check for leaks around gaskets, seals, and drain plugs.	<i>5.7.1 Checking Engine Oil Level, page 395</i>
Symptom: Engine runs irregularly or frequently stalls.		
Unsteady fuel supply	Change filter on fuel tank vent line. Replace clogged fuel filter.	<i>5.12.1 Removing and Installing Fuel Tank Vent Filter, page 436 and 5.11.1 Maintaining Fuel Filters, page 429</i>
Water or dirt in fuel system	Drain, flush, and fill fuel system.	<i>5.1.2 Lubricants, Fluids, and System Capacities, page 353</i>
Low coolant temperature	Remove and check thermostat.	Contact Dealer
Air in fuel system	Contact Dealer.	–
Dirty or faulty injectors	Contact Dealer.	–
Symptom: Lack of power.		
Incorrect timing	Contact Dealer.	–
Engine oil viscosity too high	Use recommended oil.	<i>5.1.2 Lubricants, Fluids, and System Capacities, page 353</i>
Intake air restriction	Service air cleaner.	<i>Cleaning Primary Air Filter, page 421</i>
Clogged fuel filter	Replace primary fuel filter, and if necessary, replace secondary fuel filter.	<i>5.11.1 Maintaining Fuel Filters, page 429</i>
High back pressure	Clean out or replace exhaust canisters.	<i>5.10.7 Inspecting Exhaust System, page 426</i>
Improper type of fuel	Use proper fuel.	<i>5.1.3 Fuel Specifications, page 354</i>
High or low engine temperature	Remove and check thermostat.	Contact Dealer
Improper valve clearance	Contact Dealer.	–
Faulty injectors	Contact Dealer.	–
Symptom: Engine temperature is below normal.		
Defective thermostat	Remove and check thermostat.	–
Symptom: Warning alarm sounds.		
Engine overheated	Check thermostat.	Contact Dealer
Engine overheated	Check coolant level.	<i>5.7.5 Checking Engine Coolant, page 399</i>
Low engine oil pressure	Check oil level.	<i>5.7.1 Checking Engine Oil Level, page 395</i>
Low charge oil pressure	Check oil level.	<i>5.7.3 Checking Hydraulic Oil, page 398</i>

TROUBLESHOOTING

Problem	Solution	Section
Symptom: Engine overheats.		
Low coolant level	Fill reserve tank to proper level. Check system for leaks.	<i>Adding Coolant after System Drain, page 448</i>
Water only for coolant	Replace with antifreeze.	<i>Adding Coolant after System Drain, page 448</i>
Engine overloaded	Reduce ground speed.	<i>Driving Forward in Cab-Forward Mode, page 132</i>
Defective radiator cap	Replace cap.	<i>Inspecting Pressurized Coolant Tank Cap, page 372</i>
Dirty radiator screen	Clean screen.	<i>5.9.2 Cleaning Cooler Module, page 410</i>
Dirty radiator core	Clean radiator.	<i>5.9.2 Cleaning Cooler Module, page 410</i>
Cooling system dirty	Flush cooling system.	<i>5.13.1 Changing Engine Coolant, page 447</i>
Defective thermostat	Remove and check thermostat.	Contact Dealer
Defective temperature gauge or sender	Check coolant temperature with thermometer. Replace gauge if necessary.	Contact Dealer
Defective water pump	Contact Dealer.	–
Symptom: High fuel consumption.		
Clogged or dirty air cleaner	Service air cleaner.	<i>Cleaning Primary Air Filter, page 421</i>
Engine overloaded	Reduce ground speed.	<i>Driving Forward in Cab-Forward Mode, page 132</i>
Improper valve clearance	Contact Dealer.	–
Engine out of time	Contact Dealer.	–
Dirty injector nozzles	Contact Dealer.	–
Low engine temperature	Check thermostat.	Contact Dealer
Improper type of fuel	Use proper fuel.	<i>5.1.3 Fuel Specifications, page 354</i>
Symptom: Starter cranks slowly or will not operate.		
Low battery output	Check battery charge.	<i>Maintaining Battery, page 454</i>
Loose or corroded battery connections	Clean and tighten loose connections.	<i>Maintaining Battery, page 454</i>
Controls not in NEUTRAL	Move GSL to NEUTRAL.	<i>Starting Engine, page 122</i>
Controls not in NEUTRAL	Move steering wheel to locked (centered) position.	<i>Driving in Reverse in Cab-Forward Mode, page 134</i>
Controls not in NEUTRAL	Disengage header.	<i>Engaging and Disengaging the Header, page 301</i>
Relay not functioning	Check relay and wire connections.	<i>Checking and Replacing Fuses, page 494</i>
Main fuse defective/blown	Replace main fuse.	<i>Checking and Replacing Fuses, page 494</i>
Key power fuse blown	Replace.	<i>Checking and Replacing Fuses, page 494</i>
Key switch worn or terminals loose	Contact Dealer.	–

TROUBLESHOOTING

Problem	Solution	Section
Switch at Interlock not closed or defective	Adjust switch or replace Contact your Dealer.	Contact Dealer
Crankcase oil too high viscosity	Use recommended oil.	<i>5.1.2 Lubricants, Fluids, and System Capacities, page 353</i>

TROUBLESHOOTING

7.2 Electrical Troubleshooting

Refer to the table provided below if you encounter problems with the electrical system while operating the windrower.

Problem	Solution	Section
Symptom: Low voltage and/or the battery will not charge.		
Defective battery	Have battery tested.	<i>5.14.1 Batteries, page 454</i>
Loose or corroded connections	Clean and tighten battery connections.	<i>Maintaining Battery, page 454</i>
Defective alternator belt	Replace worn belt.	<i>Replacing Engine Fan Drive Belt, page 475</i>
Alternator or voltage regulator not connected properly	Connect properly.	<i>5.14.1 Batteries, page 454</i>
Dirty or defective alternator, defective voltage regulator, or high resistance in circuit	Contact Dealer.	—
Symptom: Lights dim.		
High resistance in circuit or poor ground on lights	Check the wiring circuit for a break in a wire or a poor ground.	—
Symptom: Lights do not light.		
Burned out or defective light bulb	Replace light bulb.	<i>Replacing Headlight Bulb – Engine-Forward, page 484</i>
Burned out or defective light bulb	Replace light bulb.	<i>Replacing Bulbs in Standard Work Lights or Cab-Forward Headlights, page 483</i>
Burned out or defective light bulb	Replace light bulb.	<i>Replacing LED Lights – Deluxe Cab Only, page 486</i>
Burned out or defective light bulb	Replace light bulb.	<i>Replacing Bulbs in Red and Amber Lights, page 487</i>
Burned out or defective light bulb	Replace light bulb.	<i>Replacing Beacon Lights, page 489</i>
Burned out or defective light bulb	Replace light bulb.	<i>Replacing Cab Dome Bulb, page 489</i>
Broken wiring	Check wiring for broken wire or shorts.	—
Poor ground on lights	Clean and tighten ground wires.	—
Open or defective circuit breaker	Check circuit breaker.	<i>5.15.7 Accessing Circuit Breakers and Fuses, page 493</i>
Defective relay	Replace relay.	<i>Replacing Circuit Breakers and Relays, page 494</i>
Symptom: Wrong turn signal/indicator lights activated.		
Reversed wiring	Contact Dealer.	—
Symptom: No current to tab.		
Broken or disconnected wire	Contact Dealer.	—
Circuit breaker tripped	Breaker automatically resets.	—

7.3 Hydraulics Troubleshooting

Refer to the table provided below if you encounter problems with the hydraulic system while operating the windrower.

Problem	Solution	Section
Symptom: Header or reel is not lifting.		
Appropriate solenoids not being energized by activating switch	Contact Dealer.	—
Symptom: Reel and/or conveyor is not turning.		
Flow controls adjusted too low	Toggle speed controls on HarvestTouch™ Display to increase flow.	<i>Conveyor Speed Adjustment Buttons, page 86 and Reel and Disc Speed Switch, page 82</i>
Appropriate solenoid on flow control block not being energized	Contact Dealer.	—
Relief pressure too low	Check/adjust/clean relief valve.	—
Symptom: Hydraulic oil high-temperature alarm activates.		
Hydraulic oil cooling system not working properly	Check/clean cooling box.	<i>5.9.2 Cleaning Cooler Module, page 410</i>

7.4 Header Drive Troubleshooting

Refer to the table provided below if you encounter problems with the header drive while operating the windrower.

Problem	Solution	Section
Symptom: Header drive is not engaging.		
OPERATOR PRESENCE switch not closed or faulty	Occupy operator's seat or replace switch. Contact your Dealer.	Contact Dealer
OPERATOR PRESENCE switch not closed or faulty	Occupy operator's seat or replace switch. Contact your Dealer.	Contact Dealer
Appropriate solenoid not being energized by activating switch	Contact Dealer.	—
Couplers not connected	Contact Dealer.	—
Faulty pump or flow controls	Contact Dealer.	—
Control solenoids disconnected	Contact Dealer.	—
Header ID not detected	Attach header or check wiring. Contact your Dealer.	Contact Dealer
Symptom: Header drive lacks power.		
Relief valve setting too low	Contact Dealer.	—
Header drive overload	Reduce ground speed.	—
Symptom: Warning alarm sounds.		
Header drive overload	Reduce ground speed.	—
Relief valve setting too low	Contact Dealer.	—

7.5 Traction Drive Troubleshooting

Refer to the table provided below if you encounter traction drive problems while operating the windrower.

Problem	Solution	Section
Symptom: The warning alarm sounds and the low charge pressure warning appears on the HarvestTouch™ Display.		
Low hydraulic oil level	Shut down engine, and add oil to hydraulic system.	5.7.3 Checking Hydraulic Oil, page 398
Low hydraulic pressure	Contact Dealer.	—
Faulty sender	Contact Dealer.	—
Symptom: Wheels lack necessary ability to pull on a grade or when pulling out of a ditch.		
Internal pump or motor damage	Contact Dealer.	—
Insufficient torque at drive wheels	Maintain engine rpm, decrease GSL setting.	—
Loose or worn controls	Check controls.	Contact Dealer
Brakes binding or not releasing fully	Check charge pressure.	Contact Dealer
Relief valve in tandem pump dirty or damaged	Replace relief valve.	Contact Dealer
Symptom: With the steering wheel centered, one wheel pulls more than the other wheel.		
Leakage at pump or motor	Contact Dealer.	—
Binding or interference with controls under cab	Contact Dealer.	—
Faulty relief valve	Repair or replace valve Contact Dealer.	Contact Dealer
Symptom: Both wheels will not pull in forward or in reverse.		
Loose hardware on pump controls	Repair or tighten.	Contact Dealer
Brakes binding or not releasing fully	Check charge pressure.	Contact Dealer
Low oil level and low charge pressure	Check oil reservoir level.	5.7.3 Checking Hydraulic Oil, page 398
Wheel drives disengaged	Engage wheel drives.	Contact Dealer
Servo input loose	Check servo.	Contact Dealer
Failed pump	Contact Dealer.	—
Symptom: One wheel will not pull in forward or in reverse.		
Broken pump arm or shaft	Contact Dealer.	—
Steering controls worn or defective	Check GSL and steering for loose, worn or damaged ball joints and connecting rods.	Contact Dealer
High pressure relief valve stuck open, damaged seat	Contact Dealer.	—
Brakes binding or not releasing fully	Check charge pressure.	Contact Dealer
Failed pump, motor or final drive	Contact Dealer.	—
Symptom: Excessive noise from the drive system.		
Mechanical interference in steering or ground speed linkage	Remove interference.	Contact Dealer
Brakes binding or not releasing fully	Check charge pressure.	Contact Dealer
Faulty pump or motor	Contact Dealer.	—
Air in system	Check lines for leakage.	—
Hydraulic line clamps loose	Tighten clamps.	—

TROUBLESHOOTING

Problem	Solution	Section
Ball joints are worn	Replace worn parts.	—
Symptom: The hydraulic oil filter leaks at a seal.		
Not properly tightened	Tighten filter element.	<i>Installing Return Oil Filter, page 391</i> or <i>Installing Charge Filter, page 394</i>
Damaged seal or threads	Replace filter or filter head.	<i>Removing Return Oil Filter, page 389</i> or <i>Removing Charge Filter, page 393</i>

7.6 Steering and Ground Speed Control Troubleshooting

Refer to the table provided below if you encounter problems with the steering system or with the ground speed lever (GSL) while operating the windrower.

Problem	Solution	Section
Symptom: The machine will not steer straight.		
Linkage worn or loose	Adjust steering chain tension. Replace worn parts. Adjust linkage.	—
Symptom: The machine moves on flat ground with controls set to neutral.		
Neutral interlock misadjusted	Contact Dealer.	—
Parking brake not functioning	Contact Dealer.	—
Ground speed lever (GSL) servo misadjusted	Contact Dealer.	—
GSL cable misadjusted	Contact Dealer.	—
Symptom: Steering wheel will not lock with the GSL set to PARK.		
Transmission interlock misadjusted	Contact Dealer.	—
Faulty GSL neutral switch	Contact Dealer.	—
Interlock springs not pulling interlock closed	Replace or reattach springs.	—
Faulty switch on PARK	Replace switch or adjust.	—
Symptom: Insufficient road speed.		
Ground speed limit is too low	Increase limit.	<i>Adjusting Ground Speed Limit, page 131</i>
Symptom: Maximum ground speed is too slow.		
Servo not adjusted properly	Contact Dealer.	—
Fault with wheel motor control	Contact Dealer.	—
GSL position sensor not calibrated or damaged	Contact Dealer.	—
Maximum speed limit is set at 16 km/hr (10 mph)	Increase speed limit.	<i>Adjusting Ground Speed Limit, page 131</i>
Symptom: Steering is too stiff or too loose.		
Steering chain tension is out of adjustment	Adjust steering chain tension.	—
Ball joints or steering linkage pivot stiff	Replace or repair.	—

7.7 Cab Air Troubleshooting

Refer to the table provided below if you encounter problems with the cab air system while operating the windrower.

Problem	Solution	Section
Symptom: The blower fan will not run.		
Burned out motor	Contact Dealer.	—
Burned out switch	Contact Dealer.	—
Motor shaft tight or bearings worn	Contact Dealer.	—
Faulty wiring—loose or broken	Contact Dealer.	—
Blower rotors in contact with housing	Contact Dealer.	—
Burned out motor	—	—
Symptom: The blower fan is operating, but air doesn't blow into the cab.		
Dirty fresh air filter	Clean fresh air filter.	<i>Inspecting and Cleaning Fresh Air Intake Filter Element, page 405</i>
Dirty recirculating air filter	Clean return air filter.	<i>5.9.1 Servicing Return Air Filter, page 409</i>
Evaporator clogged	Clean evaporator.	<i>Cleaning Air Conditioning Evaporator Core, page 466</i>
Air flow passage blocked	Remove blockage.	—
Symptom: Heater is not heating.		
Heater shut-off valve at engine closed	Open valve.	<i>3.10.1 Heater Shut-Off Valve, page 66</i>
Defective thermostat in engine water outlet manifold	Replace thermostat.	Contact Dealer.
Heater temperature control defective	Replace control.	Contact Dealer.
No thermostat in engine water outlet manifold	Install thermostat.	Contact Dealer.
Symptom: Air louvers emitting odor.		
Plugged drainage hose	Blow out hose with compressed air.	—
Dirty filters	Clean filters.	Contact Dealer.
Symptom: Air conditioning is not cooling.		
Low refrigerant level	Add refrigerant.	Contact Dealer.
Clutch coil burned out or disconnected	Contact Dealer.	—
Blower motor disconnected or burned out	Contact Dealer.	—
Switch contacts in thermostat burned excessively, or sensing element defective	Replace thermostat.	Contact Dealer.
Compressor partially or completely seized	Remove compressor for service or replacement.	Contact Dealer.
Condenser fins plugged	Clean condenser.	<i>Cleaning Left Cooling Module, page 410</i>

TROUBLESHOOTING

Problem	Solution	Section
Loose or broken compressor drive belt	Replace drive belt and/or tighten to specifications.	<i>Tensioning Air Conditioner Compressor Belts, page 476 and Replacing Air Conditioner Compressor Belts, page 476</i>
Dirty filters	Clean fresh air and recirculation filters.	<i>5.9.1 Servicing Return Air Filter, page 409</i>
Broken or disconnected electrical wire	Check all terminals for loose connections; check wiring for hidden breaks.	—
Broken or disconnected ground wire	Check ground wire to see if loose, broken, or disconnected.	—
Expansion valve stuck in open or closed position	Contact Dealer.	—
Broken refrigerant line	Contact Dealer.	—
Leak in system	Contact Dealer.	—
Compressor shaft seal leaking	Contact Dealer.	—
Clogged screen in receiver-drier; plugged hose or coil	Contact Dealer.	—
Symptom: Air conditioning is not producing sufficient cooling (meaning that air temperature in the windrower cab, measured at the louvered vent, can be maintained at 14°C [57°F] below ambient air temperature)		
Compressor clutch slipping	Remove clutch assembly for service or replacement.	Contact Dealer.
Thermostat defective or improperly adjusted	Replace thermostat.	Contact Dealer.
Clogged air filters	Remove air filters, and clean or replace as necessary.	<i>5.9.1 Servicing Return Air Filter, page 409</i>
Heater circuit is open	Lower temperature control in cab, and close valve on engine.	<i>3.10.3 Climate Controls, page 66 and 3.10.1 Heater Shut-Off Valve, page 66</i>
Insufficient air circulation over condenser coil; fins clogged with dirt or insects	Clean condenser.	<i>Cleaning Left Cooling Module, page 410</i>
Evaporator fins clogged	Clean evaporator fins (under cab floor).	<i>Cleaning Air Conditioning Evaporator Core, page 466</i>
Refrigerant low	Contact Dealer.	—
Clogged expansion valve	Contact Dealer.	—
Clogged receiver-drier	Contact Dealer.	—
Excessive moisture in system	Contact Dealer.	—
Air in system	Contact Dealer.	—
Blower motor sluggish in operation	Contact Dealer.	—
Symptom: Air conditioning cools intermittently.		
Unit icing up due to thermostat adjusted too low	Adjust thermostat.	Contact Dealer.
Unit icing up due to excessive moisture in system	Contact Dealer.	—
Unit icing up due to incorrect super-heat adjustment in the expansion valve	Contact Dealer.	—

TROUBLESHOOTING

Problem	Solution	Section
Thermostat defective	Contact Dealer.	—
Defective blower switch or blower motor	Contact Dealer.	—
Partially open, improper ground or loose connection in compressor clutch coil	Contact Dealer.	—
Compressor clutch slipping	Contact Dealer.	—
Symptom: Air conditioning system too noisy.		
Defective winding or improper connection in compressor clutch coil or relay	Contact Dealer.	—
Excessive charge in system	Contact Dealer.	—
Low charge in system	Contact Dealer.	—
Excessive moisture in system	Contact Dealer.	—
Loose or excessively worn drive belt	Tighten or replace as required.	<i>Tensioning Air Conditioner Compressor Belts, page 476 and Replacing Air Conditioner Compressor Belts, page 476</i>
Noisy clutch	Remove clutch for service or replacement as required.	Contact Dealer.
Noisy compressor	Check mountings and repair. Remove compressor for service or replacement.	Contact Dealer.
Compressor oil level low	Add SP-15 PAG refrigerant oil.	Contact Dealer.
Blower fan noisy due to excessive wear	Remove blower motor for service or replacement as necessary.	Contact Dealer.
Symptom: Cab windows fog up.		
High humidity	Run A/C to dehumidify air and heater to control temperature.	<i>3.10.3 Climate Controls, page 66</i>

7.8 Operator's Station Troubleshooting

Refer to this table if you encounter problems when using the operator's station.

Problem	Solution	Section
Symptom: Rough ride		
Seat suspension not adjusted for operator's weight	Adjust seat suspension.	<i>3.3.3 Suspension and Height, page 49</i>
High air pressure in tires	Deflate to proper pressure.	<i>5.7.4 Checking Tire Pressure, page 399</i>
Cab suspension too stiff	Adjust suspension.	Contact Dealer

Chapter 8: Reference

The topics provided in this chapter can be consulted as needed.

8.1 Ballast Kit, Booster Spring Kit, and Tire Pressure Requirements

The performance and stability of the windrower is affected by the weight of the attached header and its optional components. The following tables describe the ballast weight, booster spring kit, and tire pressure requirements for optimizing windrower performance.

8.2 Torque Specifications

The following tables provide torque values for various bolts, cap screws, and hydraulic fittings. Refer to these values only when no other torque value has been specified in a given procedure.

- Tighten all bolts to the torque values specified in the charts below, unless you are directed otherwise in this manual.
- Replace removed hardware with hardware of the same strength and grade.
- Refer to the torque value tables as a guide when periodically checking the tightness of bolts.
- Understand the torque categories for bolts and cap screws by reading the markings on their heads.

Jam nuts

Jam nuts require less torque than nuts used for other purposes. When applying torque to finished jam nuts, multiply the torque applied to regular nuts by 0.65 to obtain the modified torque value.

Self-tapping screws

Refer to the standard torque values when installing the self-tapping screws. Do **NOT** install the self-tapping screws on structural or otherwise critical joints.

8.2.1 Metric Bolt Specifications

Specifications are provided for the appropriate final torque values to secure various sizes of metric bolts.

NOTE:

The torque values provided in the following metric bolt torque tables apply to hardware installed dry; that is, hardware with no grease, oil, or threadlocker on the threads or heads. Do **NOT** add grease, oil, or threadlocker to bolts or cap screws unless you are directed to do so in this manual.

Table 8.1 Metric Class 8.8 Bolts and Class 9 Free Spinning Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
3-0.5	1.4	1.6	*13	*14
3.5-0.6	2.2	2.5	*20	*22
4-0.7	3.3	3.7	*29	*32
5-0.8	6.7	7.4	*59	*66
6-1.0	11.4	12.6	*101	*112
8-1.25	28	30	20	23
10-1.5	55	60	40	45
12-1.75	95	105	70	78
14-2.0	152	168	113	124
16-2.0	236	261	175	193
20-2.5	460	509	341	377
24-3.0	796	879	589	651

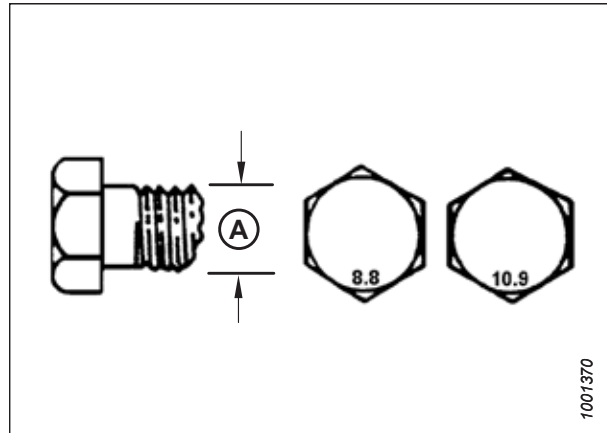


Figure 8.1: Bolt Grades

REFERENCE

Table 8.2 Metric Class 8.8 Bolts and Class 9 Distorted Thread Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
3-0.5	1	1.1	*9	*10
3.5-0.6	1.5	1.7	*14	*15
4-0.7	2.3	2.5	*20	*22
5-0.8	4.5	5	*40	*45
6-1.0	7.7	8.6	*69	*76
8-1.25	18.8	20.8	*167	*185
10-1.5	37	41	28	30
12-1.75	65	72	48	53
14-2.0	104	115	77	85
16-2.0	161	178	119	132
20-2.5	314	347	233	257
24-3.0	543	600	402	444

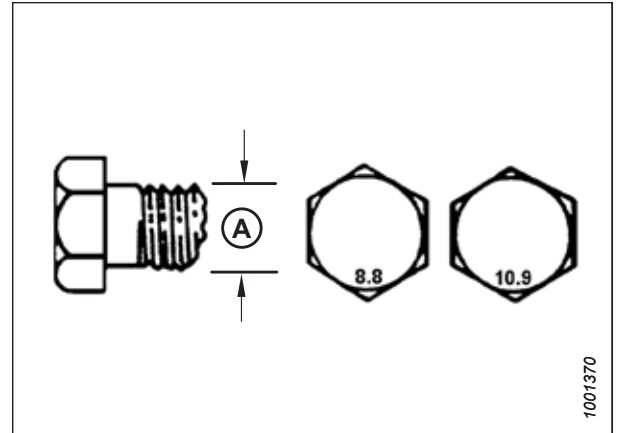


Figure 8.2: Bolt Grades

Table 8.3 Metric Class 10.9 Bolts and Class 10 Free Spinning Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
3-0.5	1.8	2	*18	*19
3.5-0.6	2.8	3.1	*27	*30
4-0.7	4.2	4.6	*41	*45
5-0.8	8.4	9.3	*82	*91
6-1.0	14.3	15.8	*140	*154
8-1.25	38	42	28	31
10-1.5	75	83	56	62
12-1.75	132	145	97	108
14-2.0	210	232	156	172
16-2.0	326	360	242	267
20-2.5	637	704	472	521
24-3.0	1101	1217	815	901

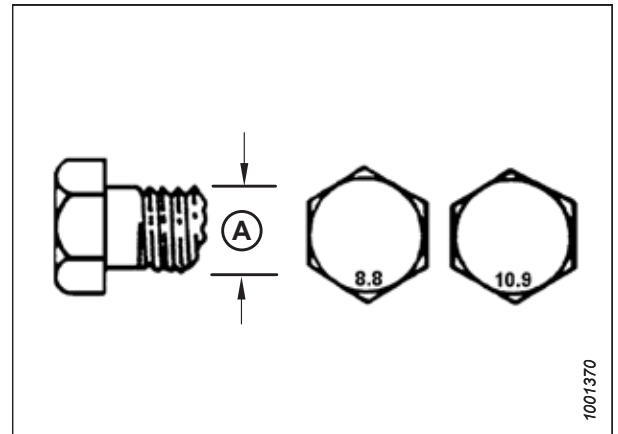


Figure 8.3: Bolt Grades

REFERENCE

Table 8.4 Metric Class 10.9 Bolts and Class 10 Distorted Thread Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
3-0.5	1.3	1.5	*12	*13
3.5-0.6	2.1	2.3	*19	*21
4-0.7	3.1	3.4	*28	*31
5-0.8	6.3	7	*56	*62
6-1.0	10.7	11.8	*95	*105
8-1.25	26	29	19	21
10-1.5	51	57	38	42
12-1.75	90	99	66	73
14-2.0	143	158	106	117
16-2.0	222	246	165	182
20-2.5	434	480	322	356
24-3.0	750	829	556	614

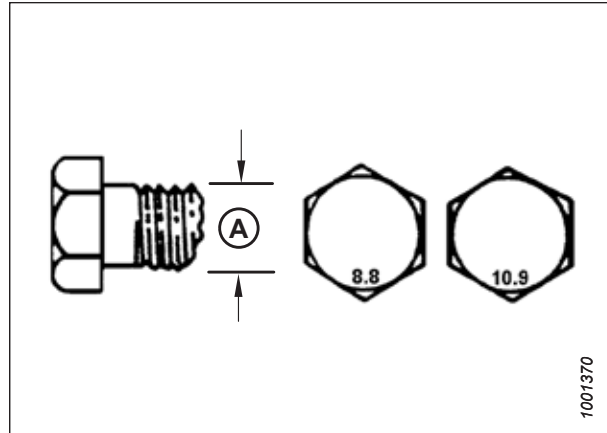


Figure 8.4: Bolt Grades

8.2.2 Metric Bolt Specifications – Cast Aluminum

Specifications are provided for the appropriate final torque values for various sizes of metric bolts in cast aluminum.

NOTE:

The torque values provided in the following metric bolt torque tables apply to hardware installed dry; that is, hardware with no grease, oil, or threadlocker on the threads or heads. Do **NOT** add grease, oil, or threadlocker to bolts or cap screws unless you are directed to do so in this manual.

Table 8.5 Metric Bolt Bolting into Cast Aluminum

Nominal Size (A)	Bolt Torque			
	8.8 (Cast Aluminum)		10.9 (Cast Aluminum)	
	Nm	lbf-ft	Nm	lbf-ft
M3	–	–	–	1
M4	–	–	4	2.6
M5	–	–	8	5.5
M6	9	6	12	9
M8	20	14	28	20
M10	40	28	55	40
M12	70	52	100	73
M14	–	–	–	–
M16	–	–	–	–

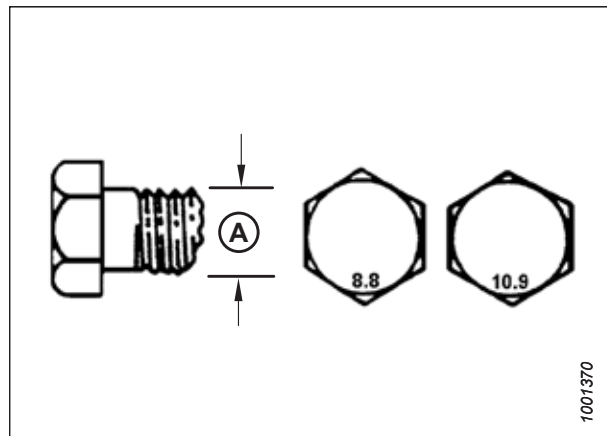


Figure 8.5: Bolt Grades

8.2.3 O-Ring Boss Hydraulic Fittings – Adjustable

The standard torque values are provided for adjustable hydraulic fittings. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, refer to the value specified in the procedure instead.

1. Inspect O-ring (A) and seat (B) for dirt or defects.
2. Back off lock nut (C) as far as possible. Ensure that washer (D) is loose and is pushed toward lock nut (C) as far as possible.
3. Ensure that O-ring (A) is **NOT** on the threads. Adjust O-ring (A) if necessary.
4. Apply hydraulic system oil to O-ring (A).

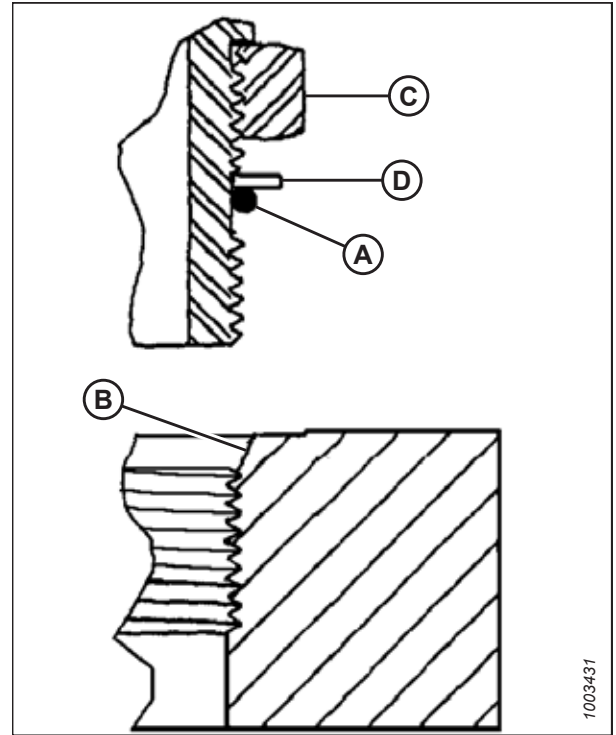


Figure 8.6: Hydraulic Fitting

5. Install fitting (B) into the port until backup washer (D) and O-ring (A) contact part face (E).
6. Position the angle fittings by unscrewing no more than one turn.
7. Turn lock nut (C) down to washer (D) and tighten it to the torque value indicated in the table. Use two wrenches, one on fitting (B) and the other on lock nut (C).
8. Verify the final condition of the fitting.

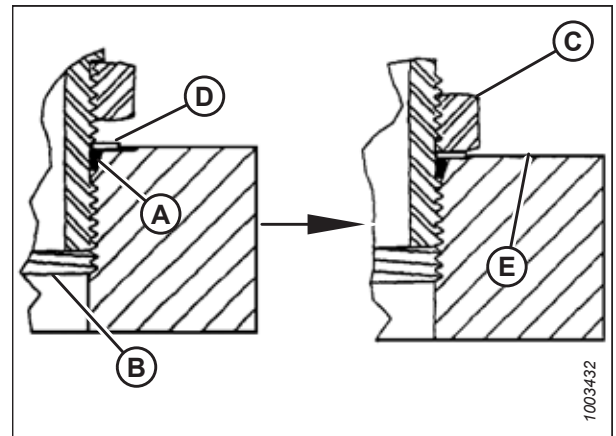


Figure 8.7: Hydraulic Fitting

REFERENCE

Table 8.6 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable and Non-Adjustable

SAE Dash Size	Thread Size (in.)	Torque Value ³²	
		Nm	lbf·ft (*lbf·in)
-2	5/16–24	10–11	*89–97
-3	3/8–24	18–20	*159–177
-4	7/16–20	29–32	21–24
-5	1/2–20	32–35	24–26
-6	9/16–18	40–44	30–32
-8	3/4–16	70–77	52–57
-10	7/8–14	115–127	85–94
-12	1 1/16–12	183–201	135–148
-14	1 3/16–12	237–261	175–193
-16	1 5/16–12	271–298	200–220
-20	1 5/8–12	339–373	250–275
-24	1 7/8–12	414–455	305–336
-32	2 1/2–12	509–560	375–413

8.2.4 O-Ring Boss Hydraulic Fittings – Non-Adjustable

The standard torque values for non-adjustable hydraulic fittings are provided. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, use the value specified in the procedure instead.

1. Inspect O-ring (A) and seat (B) for dirt or defects.
2. Ensure that O-ring (A) is **NOT** on the threads. Adjust O-ring (A) if necessary.
3. Apply hydraulic system oil to the O-ring.
4. Install fitting (C) into the port until the fitting is hand-tight.
5. Torque fitting (C) according to values in Table 8.7, page 540.
6. Verify the final condition of the fitting.

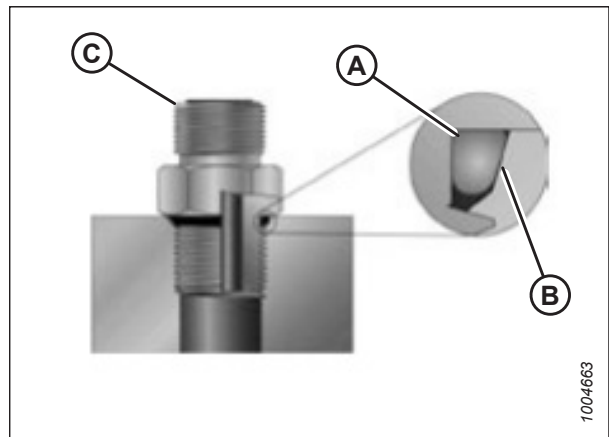


Figure 8.8: Hydraulic Fitting

Table 8.7 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable and Non-Adjustable

SAE Dash Size	Thread Size (in.)	Torque Value ³²	
		Nm	lbf·ft (*lbf·in)
-2	5/16–24	10–11	*89–97
-3	3/8–24	18–20	*159–177
-4	7/16–20	29–32	21–24
-5	1/2–20	32–35	24–26

32. Torque values shown are based on lubricated connections as in reassembly.

REFERENCE

Table 8.7 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable and Non-Adjustable (continued)

SAE Dash Size	Thread Size (in.)	Torque Value ³³	
		Nm	lbf·ft (*lbf·in)
-6	9/16-18	40-44	30-32
-8	3/4-16	70-77	52-57
-10	7/8-14	115-127	85-94
-12	1 1/16-12	183-201	135-148
-14	1 3/16-12	237-261	175-193
-16	1 5/16-12	271-298	200-220
-20	1 5/8-12	339-373	250-275
-24	1 7/8-12	414-455	305-336
-32	2 1/2-12	509-560	375-413

8.2.5 O-Ring Face Seal Hydraulic Fittings

The standard torque values are provided for O-ring face seal hydraulic fittings. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, refer to the value specified in the procedure instead.

Torque values are shown in the Table 8.8, page 542.

1. Ensure that the sealing surfaces and the fitting threads are free of burrs, nicks, scratches, and any foreign material.



Figure 8.9: Hydraulic Fitting

33. Torque values shown are based on lubricated connections as in reassembly.

REFERENCE

2. Apply hydraulic system oil to O-ring (B).
3. Align the tube or hose assembly so that the flat face of sleeve (A) or (C) comes into full contact with O-ring (B).
4. Thread tube or hose nut (D) until it is hand-tight. The nut should turn freely until it bottoms out.
5. Torque the fittings according to values in Table 8.8, page 542.

NOTE:

If applicable, hold the hex flange on fitting body (E) to prevent the rotation of the fitting body and the hose when tightening fitting nut (D).

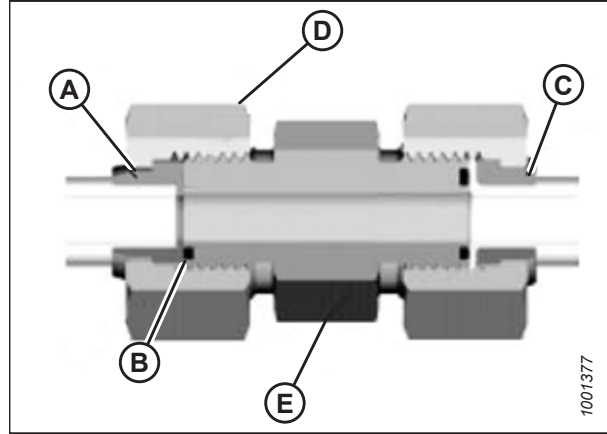


Figure 8.10: Hydraulic Fitting

6. Use three wrenches when assembling unions or joining two hoses together.
7. Verify the final condition of the fitting.

Table 8.8 O-Ring Face Seal (ORFS) Hydraulic Fittings

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value ³⁴	
			Nm	lbf-ft
-3	Note ³⁵	3/16	–	–
-4	9/16	1/4	25–28	18–21
-5	Note ³⁵	5/16	–	–
-6	11/16	3/8	40–44	30–32
-8	13/16	1/2	55–61	41–45
-10	1	5/8	80–88	59–65
-12	1 3/16	3/4	115–127	85–94
-14	Note ³⁵	7/8	–	–
-16	1 7/16	1	150–165	111–122
-20	1 11/16	1 1/4	205–226	151–167
-24	2	1 1/2	315–347	232–256
-32	2 1/2	2	510–561	376–414

8.2.6 Tapered Pipe Thread Fittings

The standard torque values are provided for tapered pipe thread fittings. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, refer to the value specified in the procedure instead.

Assemble pipe fittings as follows:

1. Ensure that the fitting and the port threads are free of burrs, nicks, scratches, and any other form of contamination.
2. Apply paste-type pipe thread sealant to the external pipe threads.
3. Thread the fitting into the port until it is hand-tight.

34. Torque values and angles shown are based on lubricated connection as in reassembly.

35. O-ring face seal type end not defined for this tube size.

REFERENCE

4. Torque the connector to the appropriate torque angle. The turns from finger tight (TFFT) and flats from finger tight (FFFT) values are shown in Table 8.9, page 543. Ensure that the tube end of a shaped connector (typically a 45° or 90° elbow) is aligned to receive the incoming tube or hose assembly. Always finish the alignment of the fitting in the direction of tightening. Never loosen the threaded connectors to achieve alignment.
5. Clean all residue and any excess thread conditioner with an appropriate cleaner.
6. Inspect the final condition of the fitting. Pay special attention to the possibility of cracks in the port opening.
7. Mark the final position of the fitting. If a fitting leaks, disassemble the fitting and check it for damage.

NOTE:

The failure of fittings due to over-torquing may not be evident until the fittings are disassembled and inspected.

Table 8.9 Hydraulic Fitting Pipe Thread

Tapered Pipe Thread Size	Recommended TFFT	Recommended FFFT
1/8-27	2-3	12-18
1/4-18	2-3	12-18
3/8-18	2-3	12-18
1/2-14	2-3	12-18
3/4-14	1.5-2.5	12-18
1-11 1/2	1.5-2.5	9-15
1 1/4-11 1/2	1.5-2.5	9-15
1 1/2-11 1/2	1.5-2.5	9-15
2-11 1/2	1.5-2.5	9-15

8.3 Conversion Chart

This manual uses both SI units (including metric) and US customary units (sometimes referred to as standard units) of measurement. A list of those units along with their abbreviations and conversion factors is provided here for your reference.

Table 8.10 Conversion Chart

Quantity	SI Units (Metric)		Factor	US Customary Units (Standard)	
	Unit Name	Abbreviation		Unit Name	Abbreviation
Area	hectare	ha	x 2.4710 =	acre	acres
Flow	liters per minute	L/min	x 0.2642 =	US gallons per minute	gpm
Force	Newton	N	x 0.2248 =	pound force	lbf
Length	millimeter	mm	x 0.0394 =	inch	in.
Length	meter	m	x 3.2808 =	foot	ft.
Power	kilowatt	kW	x 1.341 =	horsepower	hp
Pressure	kilopascal	kPa	x 0.145 =	pounds per square inch	psi
Pressure	megapascal	MPa	x 145.038 =	pounds per square inch	psi
Pressure	bar (Non-SI)	bar	x 14.5038 =	pounds per square inch	psi
Torque	Newton meter	Nm	x 0.7376 =	pound feet or foot pounds	lbf-ft
Torque	Newton meter	Nm	x 8.8507 =	pound inches or inch pounds	lbf-in
Temperature	degrees Celsius	°C	(°C x 1.8) + 32 =	degrees Fahrenheit	°F
Velocity	meters per minute	m/min	x 3.2808 =	feet per minute	ft/min
Velocity	meters per second	m/s	x 3.2808 =	feet per second	ft/s
Velocity	kilometers per hour	km/h	x 0.6214 =	miles per hour	mph
Volume	liter	L	x 0.2642 =	US gallon	US gal
Volume	milliliter	mL	x 0.0338 =	ounce	oz.
Volume	cubic centimeter	cm ³ or cc	x 0.061 =	cubic inch	in. ³
Weight	kilogram	kg	x 2.2046 =	pound	lb.

8.4 Windrower Fault Codes

The HarvestTouch™ Display shows the windrower fault codes as a sequence of three numbers (AAA.BBBBBB.CC). The sequence is defined as follows:

- AAA = The Source Address (SA) defines which module generated the fault.
- BBBBBB = The SPN is the description of the unique fault value.
- CC = The FMI indicated the fault's level of severity.

Source address (SA) numbers refer to the following locations:

- 23: HarvestTouch™ Display
- 25: HVAC box
- 104: Master controller and connected extension modules
- 176: Roof relay module
- 178: Chassis relay module
- 190: Console and ground speed lever (GSL)

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
23	521489	Electrical System	Master Module Offline	CAN 1 Offline	Check Module connectors; if ok, Contact Dealer
23	521489	Electrical System	Master Module Offline	CAN 2 Offline	Check Module connectors; if ok, Contact Dealer
23	521489	Electrical System	Master Module Offline	CAN 1 & 2 Offline	Check Module connectors; if ok, Contact Dealer
23	521489	Electrical System	Master Module Offline	CAN 3 Offline	Check Module connectors; if ok, Contact Dealer
23	521489	Electrical System	Master Module Offline	CAN 1 & 3 Offline	Check Module connectors; if ok, Contact Dealer
23	521489	Electrical System	Master Module Offline	CAN 2 & 3 Offline	Check Module connectors; if ok, Contact Dealer
23	521489	Electrical System	Master Module Offline	CAN 1 & 2 & 3 Offline	Check Module connectors & Module fuse; if ok, Contact Dealer
23	521490	Electrical System	Ext. Module Offline	Firewall Extension Module Offline	Check Module connectors & Module fuse; if ok, Contact Dealer
23	521491	Electrical System	Ext. Module Offline	Chassis Extension Module Offline	Check Module connectors & Module fuse; if ok, Contact Dealer
23	521492	Electrical System	Display Offline	CAN 1 Offline	Check Module connectors; if ok, Contact Dealer
23	521492	Electrical System	Display Offline	CAN 2 Offline	Check Module connectors; if ok, Contact Dealer
23	521492	Electrical System	Display Offline	CAN 1 & 2 Offline	Contact Dealer
23	521493	Electrical System	Relay Module Offline	Roof Relay Module Offline	Check Module connectors & Module fuse; if ok, Contact Dealer
23	521494	Electrical System	Relay Module Offline	Chassis Relay Module Offline	Check Module connectors & Module fuse; if ok, Contact Dealer
23	521495	Electrical System	Console Offline	Console Offline	Check Module connectors & Module fuse; if ok, Contact Dealer
23	521496	Electrical System	HVAC ECU Offline	HVAC ECU Offline	Check Module connectors & Module fuse; if ok, Contact Dealer

REFERENCE

SA		Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
23	25	SPN	FMI				
23	23	521497	1	Electrical System	Engine ECM Offline	Engine Control Module Offline	First check if cooling module door is open or cooling module door sensor is defective. If not then check engine control module connectors & module fuse; if ok, Contact Dealer.
23	23	521498	1	Electrical System	CAN 1 Offline	CAN 1 Offline	Check CAN Harnessing; if ok, Contact Dealer
23	23	521499	1	Electrical System	CAN 2 Offline	CAN 2 Offline	Windrower lighting and HVAC will not be operational. Check CAN Harnessing; if ok, Contact Dealer.
23	23	521500	1	Electrical System	CAN 3 Offline	CAN 3 Offline	Check CAN Harnessing; if ok, Contact Dealer
23	23	521515	1	Windrower	Water In Fuel	Water In Fuel Detected	Water in the fuel can do extensive damage to the fuel system, due to the tight tolerances of the fuel system components. The fuel filter must be drained immediately.
25	25	168	1	Electrical System	HVAC	Low voltage - Below normal, most severe	Check HVAC power supply. Contact dealer.
25	25	170	3	Electrical System	HVAC	Cab temp open circuit - Voltage above normal	Inspect cab temperature and wiring. Contact Dealer
25	25	170	4	Electrical System	HVAC	Cab temp shorted - Voltage below normal	Inspect cab temperature and wiring. Contact Dealer
25	25	442	3	Electrical System	HVAC	Duct temp open circuit - Voltage above normal	Check HVAC duct temperature sensor wiring. Contact Dealer.
25	25	442	4	Electrical System	HVAC	Duct temp shorted - Voltage below normal	Check HVAC duct temperature sensor wiring. Contact Dealer.
25	25	520193	5	Electrical System	HVAC	Clutch low amps - Current below normal	Inspect A/C clutch wiring for damage. Contact Dealer.
25	25	520193	6	Electrical System	HVAC	Clutch high amps - Current above normal	Inspect A/C clutch wiring for damage. Contact Dealer.
25	25	520194	3	Electrical System	HVAC	Evaporator temp open circuit - Voltage above normal	Check temperature sensor and wiring at the evaporator. Contact dealer.
25	25	520194	4	Electrical System	HVAC	Evaporator temp shorted - Voltage below normal	Check temperature sensor and wiring at the evaporator. Contact dealer.
34	34	521517	1	Header System	LH Knife Sensor	ETDK Sensor Fault	LH knife speed sensor fault. Sensor output not responding as expected relative to knife pressure

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
34	521518	Header System	LH Knife Speed	ETDK Knife Over Speed	LH knife speed has exceeded 200SPM
34	521519	Header System	LH Knife Valve	ETDK Bypass Valve	LH bypass valve at 100%. Verify valve is functional
34	521521	Header System	RH Knife Sensor	ETDK Sensor Fault	RH knife speed sensor fault. Sensor output not responding as expected relative to knife pressure
34	521522	Header System	RH Knife Speed	ETDK Over Speed	RH knife speed has exceeded 200SPM
34	521523	Header System	RH Knife Valve	ETDK Bypass Valve	RH bypass valve at 100%. Verify valve is functional
34	521525	Header System	Knife Control	ETDK Open Loop	ETDK Knife speed control is in open loop control
34	521528	Header System	STW Controller Offline	STW Controller Offline	The controller is offline. Check CAN harness.
34	521536	Header System	Knife Control	ETDK Max Knife pressure	Knife pressure at maximum (3000 PSI)
34	521537	Header System	Knife Control	ETDK Min Knife pressure	Knife pressure below minimum (200 PSI), with knife speed sensor reporting a speed.
104	521000	Electrical System	Fuel Level Sender	Low Alarm	Sensor voltage below 0.4V. Check sensor power supply. Replace sensor if necessary.
104	521000	Electrical System	Fuel Level Sender	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Replace sensor if necessary.
104	521000	Electrical System	Fuel Level Sender	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Check for wiring damage. Replace sensor if necessary.
104	521000	Electrical System	Fuel Level Sender	High Error	Sensor voltage above 4.95 V. Check for wiring damage. Replace sensor if necessary.
104	521000	Electrical System	Fuel Level Sender	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521003	Electrical System	GSL Position	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Replace sensor if necessary.
104	521003	Electrical System	GSL Position	High Alarm	Sensor voltage above 4.65 V. Check for wiring damage. Replace sensor if necessary.

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
104	521003	Electrical System	GSL Position	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Check for wiring damage. Replace sensor if necessary.
104	521003	Electrical System	GSL Position	High Error	Sensor voltage above 4.95 V. Check for wiring damage. Replace sensor if necessary.
104	521003	Electrical System	GSL Position	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521006	Electrical System	Hyd Oil Temp Sensor	Low Error	Sensor voltage 0.0V. Check sensor power supply. Replace sensor if necessary.
104	521006	Electrical System	Hyd Oil Temp Sensor	High Error	Sensor voltage above 3.1V. Check for wiring damage. Replace sensor if necessary.
104	521006	Electrical System	Hyd Oil Temp Sensor	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521021	Electrical System	Reel Height	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521021	Electrical System	Reel Height	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521021	Electrical System	Reel Height	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521021	Electrical System	Reel Height	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521021	Electrical System	Reel Height	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521024	Electrical System	Reel Fore-Aft	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521024	Electrical System	Reel Fore-Aft	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521024	Electrical System	Reel Fore-Aft	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521024	Electrical System	Reel Fore-Aft	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
104	521024	Electrical System	Reel Fore-Aft	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521027	Electrical System	Lateral Tilt	Low Alarm	Sensor voltage below 0.5V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521027	Electrical System	Lateral Tilt	High Alarm	Sensor voltage above 4.5 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521027	Electrical System	Lateral Tilt	Low Error	Sensor voltage below 0.5V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521027	Electrical System	Lateral Tilt	High Error	Sensor voltage above 4.5 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521027	Electrical System	Lateral Tilt	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521030	Electrical System	LH Float Cyl.	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521030	Electrical System	LH Float Cyl.	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521030	Electrical System	LH Float Cyl.	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521030	Electrical System	LH Float Cyl.	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521030	Electrical System	LH Float Cyl.	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521033	Electrical System	Conveyor Pressure	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply and replace sensor as necessary. Ensure that DWA option (in Attachments menu) is checked off only if it is in fact installed.
104	521033	Electrical System	Conveyor Pressure	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage and replace sensor as necessary. Ensure that DWA option (in Attachments menu) is checked off only if it is in fact installed.

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
104	521033	5	Electrical System	Conveyor Pressure	Low Error	Sensor voltage below 0.025V. Check sensor power supply and replace sensor as necessary. Ensure that DWA option (in Attachments menu) is checked off only if it is in fact installed.
104	521033	6	Electrical System	Conveyor Pressure	High Error	Sensor voltage above 4.9 V. Check for wiring damage and replace sensor as necessary. Ensure that DWA option (in Attachments menu) is checked off only if it is in fact installed.
104	521033	8	Electrical System	Conveyor Pressure	Vref Error	Reference voltage error. Check sensor wiring for damage. Ensure that DWA option (in Attachments menu) is checked off only if it is in fact installed.
104	521036	3	Electrical System	RH Float Cyl.	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521036	4	Electrical System	RH Float Cyl.	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521036	5	Electrical System	RH Float Cyl.	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521036	6	Electrical System	RH Float Cyl.	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521036	8	Electrical System	RH Float Cyl.	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521039	3	Electrical System	Knife Pressure	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Replace sensor if necessary.
104	521039	4	Electrical System	Knife Pressure	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Replace sensor if necessary.
104	521039	5	Electrical System	Knife Pressure	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Replace sensor if necessary.
104	521039	6	Electrical System	Knife Pressure	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Replace sensor if necessary.
104	521039	8	Electrical System	Knife Pressure	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521042	3	Electrical System	Reel Pressure	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Replace sensor if necessary.

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
104	521042	Electrical System	Reel Pressure	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Replace sensor if necessary.
104	521042	Electrical System	Reel Pressure	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Replace sensor if necessary.
104	521042	Electrical System	Reel Pressure	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Replace sensor if necessary.
104	521042	Electrical System	Reel Pressure	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521045	Electrical System	Header Tilt	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521045	Electrical System	Header Tilt	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521045	Electrical System	Header Tilt	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521045	Electrical System	Header Tilt	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521045	Electrical System	Header Tilt	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521048	Electrical System	Header Height	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521048	Electrical System	Header Height	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521048	Electrical System	Header Height	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521048	Electrical System	Header Height	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521048	Electrical System	Header Height	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521051	Electrical System	Charge Pressure	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Replace sensor if necessary.

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
104	521051	4	Electrical System	Charge Pressure	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Replace sensor if necessary.
104	521051	5	Electrical System	Charge Pressure	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Replace sensor if necessary.
104	521051	6	Electrical System	Charge Pressure	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Replace sensor if necessary.
104	521051	8	Electrical System	Charge Pressure	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521063	1	Windrower	Hyd Oil Level Low	Low Hydraulic Oil Level	Low Hydraulic Oil Level, or oil level switch failed or open wiring circuit. Shut off engine and check oil level. Check sensor wiring and replace sensor if necessary.
104	521071	2	Electrical System	LH Wheel Motor	Low Alarm	Input frequency lower than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521071	3	Electrical System	LH Wheel Motor	High Alarm	Input frequency higher than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521072	2	Electrical System	RH Wheel Motor	Low Alarm	Input frequency lower than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521072	3	Electrical System	RH Wheel Motor	High Alarm	Input frequency higher than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521073	2	Electrical System	Knife/Disc Speed	Low Alarm	Input frequency lower than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521073	3	Electrical System	Knife/Disc Speed	High Alarm	Input frequency higher than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521073	31	Electrical System	Knife/Disc Speed	Condition Exists	No knife/disc speed feedback. Estimated speed will be used, This will exclude knife/disc speed changes when selecting buttons A, B and C on ground speed lever.
104	521074	2	Electrical System	Reel Speed	Low Alarm	Input frequency lower than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
104	521074	3	Electrical System	Reel Speed	High Alarm	Input frequency higher than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521074	31	Electrical System	Reel Speed	Condition Exists	No reel speed feedback. This will exclude reel speed changes when selecting buttons A, B and C on ground speed lever. It will also disable the auto-reel speed feature.
104	521075	2	Electrical System	Cooling Fan Spd	Low Alarm	Input frequency lower than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521075	3	Electrical System	Cooling Fan Spd	High Alarm	Input frequency higher than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521076	2	Electrical System	LH Draper Idler Spd	Low Alarm	Input frequency lower than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary. If a double draper drive kit is installed, select it from the Settings > Header > Attachments menu.
104	521076	3	Electrical System	LH Draper Idler Spd	High Alarm	Input frequency higher than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521076	31	Electrical System	LH Draper Idler Spd	Condition Exists	No draper slip feedback. Draper slip detection is no longer active. If a double draper drive kit is installed, select it from the Settings > Header > Attachments menu.
104	521077	2	Electrical System	RH Draper Idler Spd	Low Alarm	Input frequency lower than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary. If a double draper drive kit is installed, select it from the Settings > Header > Attachments menu.
104	521077	3	Electrical System	RH Draper Idler Spd	High Alarm	Input frequency higher than expected. Check sensor alignment, power supply, ground, and signal path. Replace sensor if necessary.
104	521077	31	Electrical System	RH Draper Idler Spd	Condition Exists	No draper slip feedback. Draper slip detection is no longer active. If a double draper drive kit is installed, select it from the Settings > Header > Attachments menu.

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
104	521078	4	Electrical System	Knife Drive	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521078	3	Electrical System	Knife Drive	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521079	4	Electrical System	LH Wheel Motor	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521079	3	Electrical System	LH Wheel Motor	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521080	4	Electrical System	RH Wheel Motor	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521080	3	Electrical System	RH Wheel Motor	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521081	4	Electrical System	Cooling Fan Speed	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521081	3	Electrical System	Cooling Fan Speed	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521082	4	Electrical System	Header Raise/Lower	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521082	5	Electrical System	Header Raise/Lower	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521083	4	Electrical System	Header Tilt	Open Load	Check circuit for damage. Contact dealer.
104	521083	5	Electrical System	Header Tilt	Over Load	Check circuit for damage. Contact dealer.
104	521085	4	Electrical System	Reel Drive PWM	Open Load	Check circuit for damage. Contact dealer.
104	521085	5	Electrical System	Reel Drive PWM	Over Load	Check circuit for damage. Contact dealer.
104	521086	4	Electrical System	Conveyor Drive PWM	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521086	5	Electrical System	Conveyor Drive PWM	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521087	3	Electrical System	Master Controller	High Temperature	Module has exceeded max operating temperature. Allow module to cool down before continuing operation.

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
104	521087	Electrical System	Master Controller	Low Batt Voltage	Battery voltage is low. Contact dealer to check charging system.
104	521087	Electrical System	Master Controller	High Batt Voltage	Battery voltage is high. Contact dealer.
104	521087	Electrical System	Master Controller	Vref Error	Reference voltage error. Check wiring for damage. The following sensors may be affected: Left Hand Wheel Speed, Right Hand Wheel Speed, Fuel Level, Ground Speed Lever Position
104	521087	Electrical System	Master Controller	Address Error	CAN Address Error. Contact Dealer. The Master Controller uses 1 kOhm resistor housed in connector assembly D281 that connects to connector P281 and results in Master Controller address #2 in the control software.
104	521092	Electrical System	Ext. Module, Firewall	High Temperature	Module has exceeded max operating temperature. Allow module to cool down before continuing operation.
104	521092	Electrical System	Ext. Module, Firewall	Low Batt Voltage	Battery voltage is low. Contact dealer to check charging system.
104	521092	Electrical System	Ext. Module, Firewall	High Batt Voltage	Battery voltage is high. Contact dealer.
104	521092	Electrical System	Ext. Module, Firewall	Address Error	CAN Address Error. Contact Dealer. Extension Module, Firewall uses VBatt Switched Power to put 12V on an address pin at P248-34; results in address #1 in the control software.
104	521092	Electrical System	Ext. Module, Firewall	Vref error	Reference voltage error. Check wiring for damage.
104	521097	Electrical System	Ext. Module, Chassis	High Temperature	Module has exceeded max operating temperature. Allow module to cool down before continuing operation.
104	521097	Electrical System	Ext. Module, Chassis	Low Batt Voltage	Battery voltage is low. Contact dealer to check charging system.
104	521097	Electrical System	Ext. Module, Chassis	High Batt Voltage	Battery voltage is high. Contact dealer.

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
104	521097	6	Electrical System	Ext. Module, Chassis	Address Error	CAN Address Error. Contact Dealer. Extension Module, Chassis uses VBatt Switched Power to put 12V on an address pin at P248-29; results in address #0 in the control software.
104	521097	7	Electrical System	Ext. Module, Chassis	Vref error	Reference voltage error. Check wiring for damage.
104	521357	3	Electrical System	Interlock Open	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521357	4	Electrical System	Interlock Open	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521359	3	Electrical System	Brake Release	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521359	4	Electrical System	Brake Release	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521361	3	Electrical System	Batt. Disc. Open	Open Load	Check wiring for damage or breaks. Contact dealer. This circuit is an output from the Master Controller and is connected to the Battery Disconnect Relay "OFF" coil. This alarm will come on if the wiring, connectors or Battery Disconnect Relay coil is damaged.
104	521361	4	Electrical System	Batt. Disc. Open	Over Load	High current on circuit. Check wiring for damage. Contact dealer. This circuit is an output from the Master Controller and is connected to the Battery Disconnect Relay "OFF" coil. This alarm will come on if the wiring, connectors or Battery Disconnect Relay coil is damaged.
104	521364	3	Electrical System	Ignition	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521364	4	Electrical System	Ignition	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521366	3	Electrical System	Starter Relay	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521366	4	Electrical System	Starter Relay	Over Load	High current on circuit. Check wiring for damage. Contact dealer.

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
104	521368	3	Electrical System	12V Sensor Pwr	Firewall 12V Sensor Power - Open Load	Check wiring for damage or breaks. Contact dealer. The following sensors may be affected:Hydraulic Oil TemperatureHydraulic Oil LevelCooling Fan SpeedHydraulic Oil Filter
104	521368	4	Electrical System	12V Sensor Pwr	Firewall 12V Sensor Power - Over Load	High current on circuit. Check wiring for damage. Contact dealer. The following sensors may be affected: Hydraulic Oil TemperatureHydraulic Oil LevelCooling Fan SpeedHydraulic Oil Filter
104	521369	3	Electrical System	Cooling Fan Reverse	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521369	4	Electrical System	Cooling Fan Reverse	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521370	3	Electrical System	Reel/Aux Lift Selector	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521370	4	Electrical System	Reel/Aux Lift Selector	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521371	3	Electrical System	Reel Retract O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521371	4	Electrical System	Reel Retract O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521372	3	Electrical System	Reel Extend O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521372	4	Electrical System	Reel Extend O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521373	3	Electrical System	Reel Raise O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521373	4	Electrical System	Reel Raise O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521374	3	Electrical System	Reel Lower O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521374	4	Electrical System	Reel Lower O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
104	521375	3	Electrical System	12V Sensor Pwr	Chassis 12V Sensor Power - Open Load	Check wiring for damage or breaks. Contact dealer. The following sensors may be affected: DWA PositionHeader Tilt PositionSwath Compressor Position
104	521375	4	Electrical System	12V Sensor Pwr	Chassis 12V Sensor Power - Over Load	High current on circuit. Check wiring for damage. Contact dealer. The following sensors may be affected: DWA PositionHeader Tilt PositionSwath Compressor Position
104	521376	3	Electrical System	Deck Shift Left O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521376	4	Electrical System	Deck Shift Left O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521377	3	Electrical System	Deck Shift Right O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521377	4	Electrical System	Deck Shift Right O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521378	3	Electrical System	LH Lateral Tilt O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521378	4	Electrical System	LH Lateral Tilt O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521379	3	Electrical System	RH Lateral Tilt O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521379	4	Electrical System	RH Lateral Tilt O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521380	3	Electrical System	RH Float Adjust O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521380	4	Electrical System	RH Float Adjust O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521381	3	Electrical System	LH Float Adjust O/P	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521381	4	Electrical System	LH Float Adjust O/P	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521383	15	Windrower	Hydraulic Oil Hot	Above Normal Least Severe	Clean cooler cores with compressed air. If condition persists with clean cores, contact dealer.

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
104	521383	Windrower	Hyd Oil Very Hot	Above Normal Most Severe	Clean cooler cores with compressed air. If condition persists with clean cores, contact dealer. Continued operation may lead to machine damage.
104	521387	Windrower	Oil Charge Press High	Above Normal Most Severe	Check charge pressure relief valve. Contact Dealer.
104	521387	Windrower	Oil Charge Press Low	Below Normal Least Severe	Check charge pressure relief valve. Contact Dealer.
104	521387	Windrower	Oil Charge Press Low	Below Normal Most Severe	Shut down engine. Check charge pressure relief valve. Contact Dealer.
104	521390	Windrower	Knife Speed	Above Norm Most Severe	Knife speed above max allowable for header type. Contact dealer.
104	521391	Windrower	Cooling Fan Spd High	Above Norm Most Severe	Fan speed readout high. Safe mode activated. Fan will default to full rpm at high idle. Contact dealer.
104	521391	Windrower	Cooling Fan Speed	Condition Exists	No cooling fan speed feedback.
104	521391	Windrower	Cooling Fan Spd Low	Below Normal Most Severe	Control system is unable to adjust fan speed. Beware that there is the potential for engine overheat if fan speed is too low. Safe mode activated. Fan will default to full rpm at high idle. Contact dealer.
104	521460	Windrower	Wheel Speed	LH Wheel Speed Sensor	Check LH wheel speed sensor and wiring. Reading speed off RH wheel only. Auto-reel and auto-drapeer speed performance will be impacted while turning.
104	521460	Windrower	Wheel Speed	RH Wheel Speed Sensor	Check RH wheel speed sensor and wiring. Reading speed off LH wheel only. Auto-reel and auto-drapeer speed performance will be impacted while turning.
104	521460	Windrower	Wheel Speed	LH & RH Wheel Speed Sensor	Check RH and LH wheel speed sensors and wiring. Acre tracking, auto-reel and auto-drapeer speed features will be disabled.
104	521501	Electrical System	Swath Compressor	Low Alarm	Sensor voltage below 0.45V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521501	Electrical System	Swath Compressor	High Alarm	Sensor voltage above 4.7 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521501	Electrical System	Swath Compressor	Low Error	Sensor voltage below 0.025V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521501	Electrical System	Swath Compressor	High Error	Sensor voltage above 4.9 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
104	521501	Electrical System	Swath Compressor	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521502	Electrical System	AHHC Left-out Sensor	Low Alarm	Sensor voltage below 0.35V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521502	Electrical System	AHHC Left-out Sensor	High Alarm	Sensor voltage above 4.5 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521502	Electrical System	AHHC Left-out Sensor	Low Error	Sensor voltage below 0.175V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521502	Electrical System	AHHC Left-out Sensor	High Error	Sensor voltage above 4.75 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521502	Electrical System	AHHC Left-out Sensor	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521503	Electrical System	AHHC Left-in Sensor	Low Alarm	Sensor voltage below 0.35V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521503	Electrical System	AHHC Left-in Sensor	High Alarm	Sensor voltage above 4.5 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521503	Electrical System	AHHC Left-in Sensor	Low Error	Sensor voltage below 0.175V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521503	Electrical System	AHHC Left-in Sensor	High Error	Sensor voltage above 4.75 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521503	Electrical System	AHHC Left-in Sensor	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521504	Electrical System	AHHC Right-in Sensor	Low Alarm	Sensor voltage below 0.35V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521504	Electrical System	AHHC Right-in Sensor	High Alarm	Sensor voltage above 4.5 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521504	Electrical System	AHHC Right-in Sensor	Low Error	Sensor voltage below 0.175V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
104	521504	Electrical System	AHHC Right-in Sensor	High Error	Sensor voltage above 4.75 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521504	Electrical System	AHHC Right-in Sensor	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521505	Electrical System	AHHC Right-out Sensor	Low Alarm	Sensor voltage below 0.35V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521505	Electrical System	AHHC Right-out Sensor	High Alarm	Sensor voltage above 4.5 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521505	Electrical System	AHHC Right-out Sensor	Low Error	Sensor voltage below 0.175V. Check sensor power supply. Adjust and re-calibrate or replace sensor if necessary.
104	521505	Electrical System	AHHC Right-out Sensor	High Error	Sensor voltage above 4.75 V. Check for wiring damage. Adjust and re-calibrate or replace sensor if necessary.
104	521505	Electrical System	AHHC Right-out Sensor	Vref Error	Reference voltage error. Check sensor wiring for damage.
104	521506	Electrical System	VREF Ext. Mod, Firewall	Open Load	Check wiring for damage or breaks. Contact dealer. The following sensors may be affected:Knife SpeedReel SpeedLeft Hand Draper SpeedRight Hand Draper SpeedHeader IdentificationReel Height PositionReel Fore-Aft Position
104	521506	Electrical System	VREF Ext. Mod, Firewall	Over Load	High current on circuit. Check wiring for damage. Contact dealer. The following sensors may be affected: Knife SpeedReel SpeedLeft Hand Draper SpeedRight Hand Draper SpeedHeader IdentificationReel Height PositionReel Fore-Aft Position
104	521507	Electrical System	VREF Ext. Mod, Chassis	Open Load	Check wiring for damage or breaks. Contact dealer. The following sensors may be affected:Knife PressureReel PressureDraper PressureSupercharge PressureLeft Hand Float PositionRight Hand Float Position
104	521507	Electrical System	VREF Ext. Mod, Chassis	Over Load	High current on circuit. Check wiring for damage. Contact dealer. The following sensors may be affected: Knife PressureReel PressureDraper PressureSupercharge PressureLeft Hand Float PositionRight Hand Float Position

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
104	521508	Windrower	Lift/Fan Hyd Unstable	Instability Detected	If condition persists, contact dealer. Continued operation may lead to machine damage.
104	521509	Windrower	Gearbox Oil Level Low	Low Gearbox Oil Level	Low Gearbox Oil Level, or oil level switch failed or open wiring circuit. Shut off engine and check oil level. Check sensor wiring and replace sensor if necessary.
104	521510	Windrower	Gearbox Oil Level High	High Gearbox Oil Level	High Gearbox Oil Level, or oil level switch failed. Shut off engine and check oil level. Check sensor wiring and replace sensor if necessary.
104	521513	Electrical System	Steering Sensor	Faulty Sensor Values	At least one of the steering sensors is faulty and related features have been disabled. Check the sensors and wiring.
104	521514	Electrical System	Arm Deployment PWM AHHC	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521514	Electrical System	Arm Deployment PWM AHHC	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521516	Electrical System	Reel Bi-pass PWM	Open Load	Check wiring for damage or breaks. Contact dealer.
104	521516	Electrical System	Reel Bi-pass PWM	Over Load	High current on circuit. Check wiring for damage. Contact dealer.
104	521529	Windrower	Gearbox Temperature	Above Normal Least Severe	Gearbox temperature is too high.
104	521530	Windrower	Reel Pressure High	Above Normal Least Severe	Reel circuit is operating at high pressure. This condition stems from blocked orifices in port OR2 of the Reel Drive Manifold. Continued operation with header uncoupled may lead to pump damage. Contact dealer for assistance.
104	521531	Windrower	Conveyor Pressure High	Above Normal Least Severe	Conveyor circuit is operating at high pressure. This condition stems from blocked orifices in port OR2 of the Draper Drive Manifold. Continued operation with header uncoupled may lead to pump damage. Contact dealer for assistance.
104	521555	Electrical System	GSL Sensor1	Out of Range	Sensor not in expected range relative to other GSL position sensors. Check GSL Position sensor mounting, connection and harness. Contact Dealer for assistance.
104	521555	Electrical System	GSL Sensor2	Out of Range	Sensor not in expected range relative to other GSL position sensors. Check GSL Position sensor mounting, connection and harness. Contact Dealer for assistance.

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SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
104	521555	4	Electrical System	GSL Bowden Sensor	Out of Range	Sensor not in expected range relative to other GSL position sensors. Check GSL Position sensor mounting, connection and harness. Verify Bowden cable is functioning as expected. Contact Dealer for assistance.
104	521556	1	brk_press	Possible Brake Drag	Above Normal Least Severe	Secondary brake pressure is higher than expected with braking not applied. Brake wear is possible. Contact Dealer for assistance.
104	521556	2	brk_press	Brake Pressure High	Above Normal Most Severe	Secondary brake pressure has exceeded maximum. Damage may occur. Contact Dealer for assistance.
104	521558	1	brk_press	Brake Pressure Low	Below Normal Most Severe	Secondary brake pressure below nominal during brake test. Secondary braking power may be reduced. Contact Dealer for assistance.
176	521104	1	Electrical System	Inner Work Lights	EK1 Relay coil open or not present	Check roof relay module
176	521104	2	Electrical System	Inner Work Lights	EK1 Relay Coil shorted or failed relay driver	Check roof relay module
176	521104	3	Electrical System	Inner Work Lights	EK1 Relay Normally Open contact is open	Check roof relay module
176	521104	4	Electrical System	Inner Work Lights	EK1 Relay Normally Closed contact is open	Check roof relay module
176	521104	5	Electrical System	Inner Work Lights	EK1 Relay coil is not receiving power	Check wiring to roof relay module EK1. Contact dealer.
176	521104	6	Electrical System	Inner Work Lights	EK1 Relay Normally open contact is shorted	Check roof relay module
176	521104	7	Electrical System	Inner Work Lights	EK1 Relay Normally closed contact is shorted	Check roof relay module
176	521111	1	Electrical System	Low Beam Light Cab Fwd	EK2 Relay coil open or not present	Check roof relay module
176	521111	2	Electrical System	Low Beam Light Cab Fwd	EK2 Relay Coil shorted or failed relay driver	Check roof relay module
176	521111	3	Electrical System	Low Beam Light Cab Fwd	EK2 Relay Normally Open contact is open	Check roof relay module
176	521111	4	Electrical System	Low Beam Light Cab Fwd	EK2 Relay Normally Closed contact is open	Check roof relay module

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
176	521111	Electrical System	Low Beam Light Cab Fwd	EK2 Relay coil is not receiving power	Check wiring to roof relay module EK2. Contact dealer.
176	521111	Electrical System	Low Beam Light Cab Fwd	EK2 Relay Normally open contact is shorted	Check roof relay module
176	521111	Electrical System	Low Beam Light Cab Fwd	EK2 Relay Normally closed contact is shorted	Check roof relay module
176	521119	Electrical System	Tail Lights Engine Fwd	EK3 Relay coil open or not present	Check roof relay module
176	521119	Electrical System	Tail Lights Engine Fwd	EK3 Relay Coil shorted or failed relay driver	Check roof relay module
176	521119	Electrical System	Tail Lights Engine Fwd	EK3 Relay Normally Open contact is open	Check roof relay module
176	521119	Electrical System	Tail Lights Engine Fwd	EK3 Relay Normally Closed contact is open	Check roof relay module
176	521119	Electrical System	Tail Lights Engine Fwd	EK3 Relay coil is not receiving power	Check wiring to roof relay module EK3. Contact dealer.
176	521119	Electrical System	Tail Lights Engine Fwd	EK3 Relay Normally open contact is shorted	Check roof relay module
176	521119	Electrical System	Tail Lights Engine Fwd	EK3 Relay Normally closed contact is shorted	Check roof relay module
176	521127	Electrical System	Outer Work Lights	EK4 Relay coil open or not present	Check roof relay module
176	521127	Electrical System	Outer Work Lights	EK4 Relay Coil shorted or failed relay driver	Check roof relay module
176	521127	Electrical System	Outer Work Lights	EK4 Relay Normally Open contact is open	Check roof relay module
176	521127	Electrical System	Outer Work Lights	EK4 Relay Normally Closed contact is open	Check roof relay module
176	521127	Electrical System	Outer Work Lights	EK4 Relay coil is not receiving power	Check wiring to roof relay module EK4. Contact dealer.
176	521127	Electrical System	Outer Work Lights	EK4 Relay Normally open contact is shorted	Check roof relay module
176	521127	Electrical System	Outer Work Lights	EK4 Relay Normally closed contact is shorted	Check roof relay module

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Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
176	521135	Electrical System	Rear Roof Work Lights	EK5 Relay coil open or not present	Check roof relay module
176	521135	Electrical System	Rear Roof Work Lights	EK5 Relay Coil shorted or failed relay driver	Check roof relay module
176	521135	Electrical System	Rear Roof Work Lights	EK5 Relay Normally Open contact is open	Check roof relay module
176	521135	Electrical System	Rear Roof Work Lights	EK5 Relay Normally Closed contact is open	Check roof relay module
176	521135	Electrical System	Rear Roof Work Lights	EK5 Relay coil is not receiving power	Check wiring to roof relay module EK5. Contact dealer.
176	521135	Electrical System	Rear Roof Work Lights	EK5 Relay Normally open contact is shorted	Check roof relay module
176	521135	Electrical System	Rear Roof Work Lights	EK5 Relay Normally closed contact is shorted	Check roof relay module
176	521143	Electrical System	High Beam Lights CF	EK6 Relay coil open or not present	Check roof relay module
176	521143	Electrical System	High Beam Lights CF	EK6 Relay Coil shorted or failed relay driver	Check roof relay module
176	521143	Electrical System	High Beam Lights CF	EK6 Relay Normally Open contact is open	Check roof relay module
176	521143	Electrical System	High Beam Lights CF	EK6 Relay Normally Closed contact is open	Check roof relay module
176	521143	Electrical System	High Beam Lights CF	EK6 Relay coil is not receiving power	Check wiring to roof relay module EK6. Contact dealer.
176	521143	Electrical System	High Beam Lights CF	EK6 Relay Normally open contact is shorted	Check roof relay module
176	521143	Electrical System	High Beam Lights CF	EK6 Relay Normally closed contact is shorted	Check roof relay module
176	521151	Electrical System	Brake Lights, Eng Fwd	EK7 Relay coil open or not present	Check roof relay module
176	521151	Electrical System	Brake Lights, Eng Fwd	EK7 Relay Coil shorted or failed relay driver	Check roof relay module
176	521151	Electrical System	Brake Lights, Eng Fwd	EK7 Relay Normally Open contact is open	Check roof relay module

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
176	521151	Electrical System	Brake Lights, Eng Fwd	EK7 Relay Normally Closed contact is open	Check roof relay module
176	521151	Electrical System	Brake Lights, Eng Fwd	EK7 Relay coil is not receiving power	Check wiring to roof relay module EK7. Contact dealer.
176	521151	Electrical System	Brake Lights, Eng Fwd	EK7 Relay Normally open contact is shorted	Check roof relay module
176	521151	Electrical System	Brake Lights, Eng Fwd	EK7 Relay Normally closed contact is shorted	Check roof relay module
176	521159	Electrical System	Rear Swath Lights	EK8 Relay coil open or not present	Check roof relay module
176	521159	Electrical System	Rear Swath Lights	EK8 Relay Coil shorted or failed relay driver	Check roof relay module
176	521159	Electrical System	Rear Swath Lights	EK8 Relay Normally Open contact is open	Check roof relay module
176	521159	Electrical System	Rear Swath Lights	EK8 Relay Normally Closed contact is open	Check roof relay module
176	521159	Electrical System	Rear Swath Lights	EK8 Relay coil is not receiving power	Check wiring to roof relay module EK8. Contact dealer.
176	521159	Electrical System	Rear Swath Lights	EK8 Relay Normally open contact is shorted	Check roof relay module
176	521159	Electrical System	Rear Swath Lights	EK8 Relay Normally closed contact is shorted	Check roof relay module
176	521167	Electrical System	Beacon Lights	EK9 Relay coil open or not present	Check roof relay module
176	521167	Electrical System	Beacon Lights	EK9 Relay Coil shorted or failed relay driver	Check roof relay module
176	521167	Electrical System	Beacon Lights	EK9 Relay Normally Open contact is open	Check roof relay module
176	521167	Electrical System	Beacon Lights	EK9 Relay Normally Closed contact is open	Check roof relay module
176	521167	Electrical System	Beacon Lights	EK9 Relay coil is not receiving power	Check wiring to roof relay module EK9. Contact dealer.
176	521167	Electrical System	Beacon Lights	EK9 Relay Normally open contact is shorted	Check roof relay module

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SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
176	521167	7	Electrical System	Beacon Lights	EK9 Relay Normally closed contact is shorted	Check roof relay module
176	521175	1	Electrical System	Dome Light, Cab	EK10 Relay coil open or not present	Check roof relay module
176	521175	2	Electrical System	Dome Light, Cab	EK10 Relay Coil shorted or failed relay driver	Check roof relay module
176	521175	3	Electrical System	Dome Light, Cab	EK10 Relay Normally Open contact is open	Check roof relay module
176	521175	4	Electrical System	Dome Light, Cab	EK10 Relay Normally Closed contact is open	Check roof relay module
176	521175	5	Electrical System	Dome Light, Cab	EK10 Relay coil is not receiving power	Check wiring to roof relay module EK10. Contact dealer.
176	521175	6	Electrical System	Dome Light, Cab	EK10 Relay Normally open contact is shorted	Check roof relay module
176	521175	7	Electrical System	Dome Light, Cab	EK10 Relay Normally closed contact is shorted	Check roof relay module
176	521185	1	Electrical System	Inner Work Lights	EC1 Circuit Breaker Blown	Check roof relay module
176	521185	2	Electrical System	Inner Work Lights	EC1 Circuit Breaker Not Powered	Check wiring to roof relay module EC1 circuit breaker. Contact dealer.
176	521288	1	Electrical System	Outer Work Lights	EC2 Circuit Breaker Blown	Check roof relay module
176	521288	2	Electrical System	Outer Work Lights	EC2 Circuit Breaker Not Powered	Check wiring to roof relay module EC2 circuit breaker. Contact dealer.
176	521291	1	Electrical System	Brake Lights, Eng Fwd	EC3 Circuit Breaker Blown	Check roof relay module
176	521291	2	Electrical System	Brake Lights, Eng Fwd	EC3 Circuit Breaker Not Powered	Check wiring to roof relay module EC3 circuit breaker. Contact dealer.
176	521294	1	Electrical System	Low Beam Light Cab Fwd	EC4 Circuit Breaker Blown	Check roof relay module
176	521294	2	Electrical System	Low Beam Light Cab Fwd	EC4 Circuit Breaker Not Powered	Check wiring to roof relay module EC4 circuit breaker. Contact dealer.
176	521297	1	Electrical System	Rear Swath Lights	EC5 Circuit Breaker Blown	Check roof relay module

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Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
176	521297	Electrical System	Rear Swath Lights	EC5 Circuit Breaker Not Powered	Check wiring to roof relay module EC5 circuit breaker. Contact dealer.
176	521300	Electrical System	High Beam Lights CF	EC6 Circuit Breaker Blown	Check roof relay module
176	521300	Electrical System	High Beam Lights CF	EC6 Circuit Breaker Not Powered	Check wiring to roof relay module EC6 circuit breaker. Contact dealer.
176	521303	Electrical System	Tail Lights Engine Fwd	EC7 Circuit Breaker Blown	Check roof relay module
176	521303	Electrical System	Tail Lights Engine Fwd	EC7 Circuit Breaker Not Powered	Check wiring to roof relay module EC7 circuit breaker. Contact dealer.
176	521306	Electrical System	Rear Roof Work Lights	EC8 Circuit Breaker Blown	Check roof relay module
176	521306	Electrical System	Rear Roof Work Lights	EC8 Circuit Breaker Not Powered	Check wiring to roof relay module EC8 circuit breaker. Contact dealer.
176	521309	Electrical System	Beacon Lights	EC9 Circuit Breaker Blown	Check roof relay module
176	521309	Electrical System	Beacon Lights	EC9 Circuit Breaker Not Powered	Check wiring to roof relay module EC9 circuit breaker. Contact dealer.
176	521312	Electrical System	Dome Light, Cab	EC10 Circuit Breaker Blown	Check roof relay module
176	521312	Electrical System	Dome Light, Cab	EC10 Circuit Breaker Not Powered	Check wiring to roof relay module EC10 circuit breaker. Contact dealer.
178	521186	Electrical System	Brake Lights, Cab Fwd	BK1 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521186	Electrical System	Brake Lights, Cab Fwd	BK1 Relay Coil shorted or failed relay driver	Replace relay
178	521186	Electrical System	Brake Lights, Cab Fwd	BK1 Relay Normally Open contact is open	Replace relay
178	521186	Electrical System	Brake Lights, Cab Fwd	BK1 Relay Normally Closed contact is open	Replace relay
178	521186	Electrical System	Brake Lights, Cab Fwd	BK1 Relay coil is not receiving power	Contact Dealer
178	521186	Electrical System	Brake Lights, Cab Fwd	BK1 Relay Normally open contact is shorted	Replace relay

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Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
178	521186	Electrical System	Brake Lights, Cab Fwd	BK1 Relay Normally closed contact is shorted	Replace relay
178	521194	Electrical System	High Beam, Engine Fwd	BK2 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521194	Electrical System	High Beam, Engine Fwd	BK2 Relay Coil shorted or failed relay driver	Replace relay
178	521194	Electrical System	High Beam, Engine Fwd	BK2 Relay Normally Open contact is open	Replace relay
178	521194	Electrical System	High Beam, Engine Fwd	BK2 Relay Normally Closed contact is open	Replace relay
178	521194	Electrical System	High Beam, Engine Fwd	BK2 Relay coil is not receiving power	Contact Dealer
178	521194	Electrical System	High Beam, Engine Fwd	BK2 Relay Normally open contact is shorted	Replace relay
178	521194	Electrical System	High Beam, Engine Fwd	BK2 Relay Normally closed contact is shorted	Replace relay
178	521202	Electrical System	Wiper, Cab Fwd	BK7 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521202	Electrical System	Wiper, Cab Fwd	BK7 Relay Coil shorted or failed relay driver	Replace relay
178	521202	Electrical System	Wiper, Cab Fwd	BK7 Relay Normally Open contact is open	Replace relay
178	521202	Electrical System	Wiper, Cab Fwd	BK7 Relay Normally Closed contact is open	Replace relay
178	521202	Electrical System	Wiper, Cab Fwd	BK7 Relay coil is not receiving power	Contact Dealer
178	521202	Electrical System	Wiper, Cab Fwd	BK7 Relay Normally open contact is shorted	Replace relay
178	521202	Electrical System	Wiper, Cab Fwd	BK7 Relay Normally closed contact is shorted	Replace relay
178	521210	Electrical System	Low Beam Lights, EF	BK5 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521210	Electrical System	Low Beam Lights, EF	BK5 Relay Coil shorted or failed relay driver	Replace relay

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
178	521210	Electrical System	Low Beam Lights, EF	BK5 Relay Normally Open contact is open	Replace relay
178	521210	Electrical System	Low Beam Lights, EF	BK5 Relay Normally Closed contact is open	Replace relay
178	521210	Electrical System	Low Beam Lights, EF	BK5 Relay coil is not receiving power	Contact Dealer
178	521210	Electrical System	Low Beam Lights, EF	BK5 Relay Normally open contact is shorted	Replace relay
178	521210	Electrical System	Low Beam Lights, EF	BK5 Relay Normally closed contact is shorted	Replace relay
178	521218	Electrical System	LH Turn Signal Lights	BK6 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521218	Electrical System	LH Turn Signal Lights	BK6 Relay Coil shorted or failed relay driver	Replace relay
178	521218	Electrical System	LH Turn Signal Lights	BK6 Relay Normally Open contact is open	Replace relay
178	521218	Electrical System	LH Turn Signal Lights	BK6 Relay Normally Closed contact is open	Replace relay
178	521218	Electrical System	LH Turn Signal Lights	BK6 Relay coil is not receiving power	Contact Dealer
178	521218	Electrical System	LH Turn Signal Lights	BK6 Relay Normally open contact is shorted	Replace relay
178	521218	Electrical System	LH Turn Signal Lights	BK6 Relay Normally closed contact is shorted	Replace relay
178	521226	Electrical System	RH Turn Signal Lights	BK3 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521226	Electrical System	RH Turn Signal Lights	BK3 Relay Coil shorted or failed relay driver	Replace relay
178	521226	Electrical System	RH Turn Signal Lights	BK3 Relay Normally Open contact is open	Replace relay
178	521226	Electrical System	RH Turn Signal Lights	BK3 Relay Normally Closed contact is open	Replace relay
178	521226	Electrical System	RH Turn Signal Lights	BK3 Relay coil is not receiving power	Contact Dealer

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
178	521226	6	Electrical System	RH Turn Signal Lights	BK3 Relay Normally open contact is shorted	Replace relay
178	521226	7	Electrical System	RH Turn Signal Lights	BK3 Relay Normally closed contact is shorted	Replace relay
178	521234	1	Electrical System	Hydraulic Selector 1/2	BK9 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521234	2	Electrical System	Hydraulic Selector 1/2	BK9 Relay Coil shorted or failed relay driver	Replace relay
178	521234	3	Electrical System	Hydraulic Selector 1/2	BK9 Relay Normally Open contact is open	Replace relay
178	521234	4	Electrical System	Hydraulic Selector 1/2	BK9 Relay Normally Closed contact is open	Replace relay
178	521234	5	Electrical System	Hydraulic Selector 1/2	BK9 Relay coil is not receiving power	Contact Dealer
178	521234	6	Electrical System	Hydraulic Selector 1/2	BK9 Relay Normally open contact is shorted	Replace relay
178	521234	7	Electrical System	Hydraulic Selector 1/2	BK9 Relay Normally closed contact is shorted	Replace relay
178	521242	1	Electrical System	Wiper, Engine Fwd	BK8 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521242	2	Electrical System	Wiper, Engine Fwd	BK8 Relay Coil shorted or failed relay driver	Replace relay
178	521242	3	Electrical System	Wiper, Engine Fwd	BK8 Relay Normally Open contact is open	Replace relay
178	521242	4	Electrical System	Wiper, Engine Fwd	BK8 Relay Normally Closed contact is open	Replace relay
178	521242	5	Electrical System	Wiper, Engine Fwd	BK8 Relay coil is not receiving power	Contact Dealer
178	521242	6	Electrical System	Wiper, Engine Fwd	BK8 Relay Normally open contact is shorted	Replace relay
178	521242	7	Electrical System	Wiper, Engine Fwd	BK8 Relay Normally closed contact is shorted	Replace relay
178	521250	1	Electrical System	Tail Lights, Cab Fwd	BK4 Relay coil open or not present	Check chassis module for missing relay. Replace relay.

REFERENCE

Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
178	521250	Electrical System	Tail Lights, Cab Fwd	BK4 Relay Coil shorted or failed relay driver	Replace relay
178	521250	Electrical System	Tail Lights, Cab Fwd	BK4 Relay Normally Open contact is open	Replace relay
178	521250	Electrical System	Tail Lights, Cab Fwd	BK4 Relay Normally Closed contact is open	Replace relay
178	521250	Electrical System	Tail Lights, Cab Fwd	BK4 Relay coil is not receiving power	Contact Dealer
178	521250	Electrical System	Tail Lights, Cab Fwd	BK4 Relay Normally open contact is shorted	Replace relay
178	521250	Electrical System	Tail Lights, Cab Fwd	BK4 Relay Normally closed contact is shorted	Replace relay
178	521266	Electrical System	SPARE	BK11 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521266	Electrical System	SPARE	BK11 Relay Coil shorted or failed relay driver	Replace relay
178	521266	Electrical System	SPARE	BK11 Relay Normally Open contact is open	Replace relay
178	521266	Electrical System	SPARE	BK11 Relay Normally Closed contact is open	Replace relay
178	521266	Electrical System	SPARE	BK11 Relay coil is not receiving power	Contact Dealer
178	521266	Electrical System	SPARE	BK11 Relay Normally open contact is shorted	Replace relay
178	521266	Electrical System	SPARE	BK11 Relay Normally closed contact is shorted	Replace relay
178	521274	Electrical System	Wiper washer	BK12 Relay coil open or not present	Check chassis module for missing relay. Replace relay.
178	521274	Electrical System	Wiper washer	BK12 Relay Coil shorted or failed relay driver	Replace relay
178	521274	Electrical System	Wiper washer	BK12 Relay Normally Open contact is open	Replace relay
178	521274	Electrical System	Wiper washer	BK12 Relay Normally Closed contact is open	Replace relay

REFERENCE

SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
178	521274	5	Electrical System	Wiper washer	BK12 Relay coil is not receiving power	Contact Dealer
178	521274	6	Electrical System	Wiper washer	BK12 Relay Normally open contact is shorted	Replace relay
178	521274	7	Electrical System	Wiper washer	BK12 Relay Normally closed contact is shorted	Replace relay
178	521315	1	Electrical System	Brake Lights, Cab Fwd	BF1 Fuse Blown	Replace blown fuse in chassis relay module.
178	521315	2	Electrical System	Brake Lights, Cab Fwd	BF1 Fuse Not Powered	Contact Dealer
178	521318	1	Electrical System	Tail Lights, Cab Fwd	BF2 Fuse Blown	Replace blown fuse in chassis relay module.
178	521318	2	Electrical System	Tail Lights, Cab Fwd	BF2 Fuse Not Powered	Contact Dealer
178	521321	1	Electrical System	Wiper, Cab Fwd	BF3 Fuse Blown	Replace blown fuse in chassis relay module.
178	521321	2	Electrical System	Wiper, Cab Fwd	BF3 Fuse Not Powered	Contact Dealer
178	521324	1	Electrical System	High Beam Lights, EF	BF4 Fuse Blown	Replace blown fuse in chassis relay module.
178	521324	2	Electrical System	High Beam Lights, EF	BF4 Fuse Not Powered	Contact Dealer
178	521327	1	Electrical System	Wiper, EF	BF5 Fuse Blown	Replace blown fuse in chassis relay module.
178	521327	2	Electrical System	Wiper, EF	BF5 Fuse Not Powered	Contact Dealer
178	521330	1	Electrical System	LH Turn Signal Lights	BF6 Fuse Blown	Replace blown fuse in chassis relay module.
178	521330	2	Electrical System	LH Turn Signal Lights	BF6 Fuse Not Powered	Contact Dealer
178	521333	1	Electrical System	RH Turn Signal Lights	BF7 Fuse Blown	Replace blown fuse in chassis relay module.
178	521333	2	Electrical System	RH Turn Signal Lights	BF7 Fuse Not Powered	Contact Dealer

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SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
178	521336	1	Electrical System	Low Beam Lights, EF	BF8 Fuse Blown	Replace blown fuse in chassis relay module.
178	521336	2	Electrical System	Low Beam Lights, EF	BF8 Fuse Not Powered	Contact Dealer
190	444	1	Electrical System	Console 12V Low	The +12V input is below the minimum operation voltage	Contact Dealer
190	1043	2	Electrical System	Console 2.5V Low	Failure of the 2.5V A/D converter reference voltage.	Check console wiring for damage. Contact dealer.
190	2662	3	Electrical System	Throttle Voltage High	Throttle input has a voltage too high.	Check console wiring for damage. Contact dealer.
190	2662	4	Electrical System	Throttle Voltage Low	Throttle input has a voltage too low	Check console wiring for damage. Contact dealer.
190	3509	2	Electrical System	Console 5V Low	The 5V internal voltage has fallen below 4.5V.	Check console wiring for damage. Contact dealer.
190	521392	3	Electrical System	LH Turn Signal	Switch Error	Check switch for damage or binding. Contact dealer.
190	521393	3	Electrical System	RH Turn Signal	Switch Error	Check switch for damage or binding. Contact dealer.
190	521394	3	Electrical System	Hazard	Switch Error	Check switch for damage or binding. Contact dealer.
190	521395	3	Electrical System	DWA/Swath Roller Up	Switch Error	Check switch for damage or binding. Contact dealer.
190	521396	3	Electrical System	DWA/Swath Roller Dn	Switch Error	Check switch for damage or binding. Contact dealer.
190	521397	3	Electrical System	Deck Shift Right	Switch Error	Check switch for damage or binding. Contact dealer.
190	521398	3	Electrical System	Deck Shift Center	Switch Error	Check switch for damage or binding. Contact dealer.
190	521399	3	Electrical System	Deck Shift Left	Switch Error	Check switch for damage or binding. Contact dealer.
190	521400	3	Electrical System	Draper Speed Decrease	Switch Error	Check switch for damage or binding. Contact dealer.
190	521401	3	Electrical System	Draper Speed Increase	Switch Error	Check switch for damage or binding. Contact dealer.

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Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
SA	SPN				
190	521402	Electrical System	Road Lights	Switch Error	Check switch for damage or binding. Contact dealer.
190	521403	Electrical System	High Beam	Switch Error	Check switch for damage or binding. Contact dealer.
190	521404	Electrical System	F1 Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521405	Electrical System	Beacons	Switch Error	Check switch for damage or binding. Contact dealer.
190	521406	Electrical System	Clearance Lights	Switch Error	Check switch for damage or binding. Contact dealer.
190	521407	Electrical System	Wiper EF	Switch Error	Check switch for damage or binding. Contact dealer.
190	521408	Electrical System	Washer	Switch Error	Check switch for damage or binding. Contact dealer.
190	521409	Electrical System	Wiper CF	Switch Error	Check switch for damage or binding. Contact dealer.
190	521410	Electrical System	Field Lights	Switch Error	Check switch for damage or binding. Contact dealer.
190	521411	Electrical System	F2 Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521412	Electrical System	AC Fan Spd Decrease	Switch Error	Check switch for damage or binding. Contact dealer.
190	521413	Electrical System	AC Fan Spd Increase	Switch Error	Check switch for damage or binding. Contact dealer.
190	521414	Electrical System	AC Recirc	Switch Error	Check switch for damage or binding. Contact dealer.
190	521415	Electrical System	F3 Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521416	Electrical System	F4 Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521417	Electrical System	AC On/Off	Switch Error	Check switch for damage or binding. Contact dealer.
190	521418	Electrical System	AC Defrost	Switch Error	Check switch for damage or binding. Contact dealer.

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SA		Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
190	521419	SPN	FMI				
190	521419		3	Electrical System	AC Auto Fan Spd	Switch Error	Check switch for damage or binding. Contact dealer.
190	521420		3	Electrical System	AC Cold	Switch Error	Check switch for damage or binding. Contact dealer.
190	521421		3	Electrical System	AC Hot	Switch Error	Check switch for damage or binding. Contact dealer.
190	521422		3	Electrical System	Horn	Switch Error	Check switch for damage or binding. Contact dealer.
190	521423		3	Electrical System	EEC Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521424		3	Electrical System	F5 Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521425		3	Electrical System	F6 Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521426		3	Electrical System	Header Stop NC	Switch Error	Check switch for damage or binding. Contact dealer.
190	521427		3	Electrical System	Header Reverse	Switch Error	Check switch for damage or binding. Contact dealer.
190	521429		3	Electrical System	Operator Present	Switch Error	Check switch for damage or binding. Contact dealer.
190	521430		3	Electrical System	Keyswitch - Ignition	Switch Error	Check switch for damage or binding. Contact dealer.
190	521431		3	Electrical System	Keyswitch - Accessory	Switch Error	Check switch for damage or binding. Contact dealer.
190	521432		3	Electrical System	Keyswitch - Crank	Switch Error	Check switch for damage or binding. Contact dealer.
190	521433		3	Electrical System	Door Switches	Switch Error	Check switch for damage or binding. Contact dealer.
190	521434		3	Electrical System	Throttle	Switch Error	Check switch for damage or binding. Contact dealer.
190	521435		3	Electrical System	Batt Disc. Close	Switch Error	Check switch for damage or binding. Contact dealer.
190	521436		3	Electrical System	Horn	Switch Error	Check switch for damage or binding. Contact dealer.

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SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
190	521438	3	Electrical System	AutoSteer Engage	Switch Error	Check switch for damage or binding. Contact dealer.
190	521439	3	Electrical System	A Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521440	3	Electrical System	B Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521441	3	Electrical System	C Button	Switch Error	Check switch for damage or binding. Contact dealer.
190	521442	3	Electrical System	Select	Switch Error	Check switch for damage or binding. Contact dealer.
190	521443	3	Electrical System	Escape	Switch Error	Check switch for damage or binding. Contact dealer.
190	521444	3	Electrical System	Autosteer	Switch Error	Check switch for damage or binding. Contact dealer.
190	521445	3	Electrical System	Tilt Extend	Switch Error	Check switch for damage or binding. Contact dealer.
190	521446	3	Electrical System	Tilt Retract	Switch Error	Check switch for damage or binding. Contact dealer.
190	521447	3	Electrical System	Header Raise 1	Switch Error	Check switch for damage or binding. Contact dealer.
190	521448	3	Electrical System	Header Raise 2	Switch Error	Check switch for damage or binding. Contact dealer.
190	521449	3	Electrical System	Header Lower 1	Switch Error	Check switch for damage or binding. Contact dealer.
190	521450	3	Electrical System	Header Lower 2	Switch Error	Check switch for damage or binding. Contact dealer.
190	521451	3	Electrical System	Reel/Knf Spd -	Switch Error	Check switch for damage or binding. Contact dealer.
190	521452	3	Electrical System	Reel/Knf Spd +	Switch Error	Check switch for damage or binding. Contact dealer.
190	521453	3	Electrical System	Reel Fore	Switch Error	Check switch for damage or binding. Contact dealer.
190	521454	3	Electrical System	Reel Aft	Switch Error	Check switch for damage or binding. Contact dealer.

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SA	Fault Codes		Telltale	Short Description	Full Fault Description	Recommended Fix/Check Message
	SPN	FMI				
190	521455	3	Electrical System	Reel Raise	Switch Error	Check switch for damage or binding. Contact dealer.
190	521456	3	Electrical System	Reel Lower	Switch Error	Check switch for damage or binding. Contact dealer.
190	521457	3	Electrical System	GSL Shift Switch	Switch Error	Check switch for damage or binding. Contact dealer.
190	521459	3	Electrical System	Wheel Position	Switch Error	Check switch for damage or binding. Contact dealer.
190	524129	31	Electrical System	GSL Handle Offline	Communications lost with the GSL Handle.	Contact Dealer
190	524130	31	Electrical System	GSL Button Stuck	There is a stuck button on the handle at power up.	Check GSL switches for failure or binding. Contact dealer.
190	524131	31	Electrical System	Console Button Stuck	There is a stuck button on the console at power up.	Check console switches for failure or binding. Contact dealer.
190	524265	6	Electrical System	Horn Current High	The horn output is drawing more than 6A.	Contact Dealer

REFERENCE

8.5 Engine Fault Codes

Example: HarvestTouch™ Display shows the Fault Code 629S 16F 28C

- 629S - S represents the J1939 SPN column. Locate code 629 in that column.
- 12F - F represents the FMI column. Locate code 12 in that column.
- 28C - C is occurrences, 28 is the quantity.
- J1939 SPN description - Controller 1. The Cummins description of this is engine control module critical internal failure - Bad intelligent device or component
- The Cummins Dealer will request the fault code that corresponds with the number that you have located in the J1939 SPN column.

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
27	4	Check Engine	Amber	2272	Engine Exhaust Gas	EGR Valve Position Circuit - Voltage below normal, or shorted to low source
51	3	Check Engine	None	6497	Engine Intake Throttle Actuator Position Sensor Circuit	Engine Intake Throttle Actuator Position Sensor Circuit - Voltage above normal, or shorted to high source
51	4	Check Engine	None	6498	Engine Intake Throttle Actuator Position Sensor Circuit	Engine Intake Throttle Actuator Position Sensor Circuit - Voltage above normal, or shorted to low source
81	16	Check Engine	Amber	2754	Engine Diesel Particulate Filter Intake Pressure	Engine Diesel Particulate Filter Intake Pressure - Data Valid But Above Normal Operating range - Moderately Severe Level
84	2	Check Engine	Amber	241	Wheel-Based Vehicle Speed	Wheel-Based Vehicle Speed - Data is erratic, intermittent, or incorrect
84	10	Check Engine	Amber	242	Wheel-Based Vehicle Speed	Wheel-Based Vehicle Speed Sensor Circuit tampering has been detected - Abnormal rate of change
84	19	Check Engine	Amber	3525	Wheel-Based Vehicle Speed	Wheel-Based Vehicle Speed - Received network data in error
91	0	Stop Engine	Red	148	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position Sensor 1 - Data valid but above normal operational range - Most Severe Level
91	1	Stop Engine	Red	147	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position 1 Sensor Circuit Frequency - Data valid but below normal operating range
91	2	Stop Engine	Red	1242	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position Sensor 1 - Data is erratic, intermittent, or incorrect

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
91	3	Check Engine	Amber	1358	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position Sensor 1 Circuit - Voltage above normal, or shorted to high source
91	4	Check Engine	Amber	1359	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position Sensor 1 Circuit - Voltage below normal, or shorted to low source
91	9	Stop Engine	Red	3326	Accelerator Pedal Position 1	SAE J1939 Multiplexed Accelerator Pedal or Lever Sensor System - Abnormal update rate
91	19	Stop Engine	Red	1515	Accelerator Pedal Position 1	SAE J1939 Multiplexed Accelerator Pedal or Lever Sensor System - Received network data in error
94	3	Check Engine	Amber	546	Engine Fuel Delivery Pressure	Fuel Delivery Pressure Sensor Circuit - Voltage above normal, or shorted to high source
94	4	Check Engine	Amber	547	Engine Fuel Delivery Pressure	Fuel Delivery Pressure Sensor Circuit - Voltage below normal, or shorted to low source
95	16	Check Engine	Amber	2372	Engine Fuel Filter Differential Pressure	Fuel Filter Differential Pressure - Data valid but above normal operating range - Moderately Severe Level
97	3	Check Engine	Amber	428	Water In Fuel Indicator	Water in Fuel Indicator Sensor Circuit - Voltage above normal, or shorted to high source
97	4	Check Engine	Amber	429	Water In Fuel Indicator	Water in Fuel Indicator Sensor Circuit - Voltage below normal, or shorted to low source
97	15	Water in Fuel	Amber (Blinking)	418	Water In Fuel Indicator	Water in Fuel Indicator - Data valid but above normal operating range - Least Severe Level
97	16	Water in Fuel	Amber	1852	Water In Fuel Indicator	Water in Fuel Indicator - Data valid but above normal operating range - Moderately Severe Level
100	1	Eng Oil Press	Red	415	Engine Oil Pressure	Engine Oil Rifle Pressure - Data valid but below normal operational range - Most Severe Level
100	2	Check Engine	Amber	435	Engine Oil Pressure	Engine Oil Rifle Pressure - Data is erratic, intermittent, or incorrect
100	3	Check Engine	Amber	135	Engine Oil Pressure	Engine Oil Rifle Pressure 1 Sensor Circuit - Voltage above normal, or shorted to high source
100	4	Check Engine	Amber	141	Engine Oil Pressure	Engine Oil Rifle Pressure 1 Sensor Circuit - Voltage below normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
100	18	Check Engine	Amber	143	Engine Oil Pressure	Engine Oil Rifle Pressure - Data valid but above normal operating range - Moderately Severe Level
101	0	Stop Engine	Red	556	Engine Crankcase Pressure	Crankcase Pressure - Data valid but above normal operational range - Most Severe Level
101	2	Check Engine	Amber	1942	Engine Crankcase Pressure	Crankcase Pressure - Data is erratic, intermittent, or incorrect
101	3	Check Engine	Amber	1843	Engine Crankcase Pressure	Crankcase Pressure Circuit - Voltage above normal, or shorted to high source
101	4	Check Engine	Amber	1844	Engine Crankcase Pressure	Crankcase Pressure Circuit - Voltage below normal, or shorted to low source
101	15	Check Engine	Amber (Blinking)	1974	Engine Crankcase Pressure	Crankcase Pressure - Data valid but above normal operating range - Least Severe Level
101	16	Check Engine	Amber	555	Engine Crankcase Pressure	Crankcase Pressure - Data valid but above normal operating range - Moderately Severe Level
102	3	Check Engine	Amber	122	Engine Intake Manifold #1 Pressure	Intake Manifold 1 Pressure Sensor Circuit - Voltage above normal, or shorted to high source
102	4	Check Engine	Amber	123	Engine Intake Manifold #1 Pressure	Intake Manifold 1 Pressure Sensor Circuit - Voltage below normal, or shorted to low source
102	16	Check Engine	Amber	124	Engine Intake Manifold #1	Intake Manifold 1 Pressure - Data valid but above normal operating range - Moderately Severe Level
103	15	Check Engine	None	2288	Engine Turbocharger 1 Speed	Turbocharger 1 Speed - Data valid but above normal operating range - Least Severe Level
103	16	Check Engine	Amber	595	Engine Turbocharger 1 Speed	Turbocharger 1 Speed - Data valid but above normal operating range - Moderately Severe Level
103	18	Check Engine	Amber	687	Engine Turbocharger 1 Speed	Turbocharger 1 Speed - Data valid but below normal operating range - Moderately Severe Level
105	0	Check Engine	Red	155	Engine Intake Manifold 1	Intake Manifold 1 Temperature - Data valid but above normal operational range - Most Severe Level
105	3	Check Engine	Amber	153	Engine Intake Manifold 1	Intake Manifold 1 Temperature Sensor Circuit - Voltage above normal, or shorted to high source
105	4	Check Engine	Amber	154	Engine Intake Manifold 1	Intake Manifold 1 Temperature Sensor Circuit - Voltage below normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
105	15	Check Engine	None	2964	Engine Intake Manifold #1	Intake Manifold 1 Temperature - Data valid but above normal operating range - Least Severe Level
105	16	Check Engine	Amber	488	Engine Intake Manifold	Intake Manifold 1 Temperature - Data valid but above normal operating range - Moderately Severe Level
107	15	Eng Air Filter	Amber	5576	Engine Air Filter 1 Differential Pressure	Engine Air Filter Differential Pressure - Data valid but above normal operating range - Least Severe Level
107	16	Eng Air Filter	Amber	3341	Engine Air Filter 1 Differential Pressure	Engine Air Filter Differential Pressure - Data valid but above normal operating range - Moderately Severe Level
108	3	Check Engine	Amber	221	Barometric Pressure	Barometric Pressure Sensor Circuit - Voltage above normal, or shorted to high source
108	4	Check Engine	Amber	222	Barometric Pressure	Barometric Pressure Sensor Circuit - Voltage above normal, or shorted to low source
110	0	Eng coolant temp	Red	151	Engine Coolant Temperature	Engine Coolant Temperature - Data valid but above normal operational range - Most Severe Level
110	3	Check Engine	Amber	144	Engine Coolant Temperature	Engine Coolant Temperature 1 Sensor Circuit - Voltage above normal, or shorted to high source
110	4	Check Engine	Amber	145	Engine Coolant Temperature	Engine Coolant Temperature 1 Sensor Circuit - Voltage below normal, or shorted to low source
110	16	Eng coolant temp	Amber	146	Engine Coolant Temperature	Engine Coolant Temperature - Data valid but above normal operating range - Moderately Severe Level
110	31	Check Engine	None	2659	Engine Coolant Temperature	Engine Coolant Temperature - Condition Exists
111	1	Coolant Level	Red	235	Engine Coolant Level	Coolant Level - Data valid but below normal operational range - Most Severe Level
111	3	Check Engine	None	6522	Engine Coolant Level	Coolant Level Sensor 1 Circuit - Voltage above normal, or shorted to high source
111	4	Check Engine	None	6523	Engine Coolant Level	Coolant Level Sensor 1 Circuit - Voltage below normal, or shorted to low source
111	9	Check Engine	Amber	3613	SAE J1939 Multiplexing PGN Timeout	SAE J1939 Multiplexing PGN Timeout Error - Abnormal update rate

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
111	17	Coolant Level	Amber (Blinking)	2448	Engine Coolant Level	Coolant Level - Data valid but below normal operating range - Least Severe Level
111	18	Coolant Level	Amber	197	Engine Coolant Level	Coolant Level - Data valid but below normal operating range - Moderately Severe Level
111	19	Check Engine	Amber	3614	SAE J1939 Multiplexing PGN Timeout	Coolant Level Sensor - Received Network Data in Error
157	0	Stop Engine	Red	449	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure - Data valid but above normal operational range - Most Severe Level
157	3	Check Engine	Amber	451	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure Sensor Circuit - Voltage above normal, or shorted to high source
157	4	Check Engine	Amber	452	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure Sensor Circuit - Voltage below normal, or shorted to low source
157	16	Check Engine	Amber	553	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure - Data valid but above normal operating range - Moderately Severe Level
157	18	Check Engine	Amber	559	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure - Data valid but below normal operating range - Moderately Severe Level
168	15	Battery	None	6256	Battery Potential / Power Input 1	Battery 1 Voltage - Data valid but above normal operating range - Moderately Severe Level
168	16	Battery	Amber	442	Battery Potential / Power Input 1	Battery 1 Voltage - Data valid but above normal operating range - Moderately Severe Level
168	17	Battery	None	6257	Battery Potential / Power Input 1	Battery 1 Voltage - Data valid but below normal operating range - Moderately Severe Level
168	18	Check Engine	Amber	249	Battery Potential / Power Input 1	Battery 1 Voltage - Data valid but below normal operating range - Moderately Severe Level
171	3	Check Engine	Amber	256	Ambient Air Temperature	Ambient Air Temperature Sensor 1 Circuit - Voltage above normal, or shorted to high source
171	4	Check Engine	Amber	3531	Ambient Air Temperature	Ambient Air Temperature Sensor 1 Circuit - Voltage below normal, or shorted to low source
171	9	Check Engine	Amber	234	Ambient Air Temperature	Ambient Air Temperature - Abnormal update rate
175	3	Check Engine	None	689	Engine Oil Temperature 1	Engine Oil Temperature Sensor 1 Circuit - Voltage above normal, or shorted to high source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
175	4	Check Engine	None	6525	Engine Oil Temperature 1	Engine Oil Temperature Sensor 1 Circuit - Voltage below normal, or shorted to low source
190	0	Stop Engine	Red	234	Engine Speed	Engine Crankshaft Speed/Position - Data valid but above normal operational range - Most Severe Level
190	2	Check Engine	None	2321	Engine Speed	Engine Crankshaft Speed/Position - Data is erratic, intermittent, or incorrect
190	16	Check Engine	Amber	2468	Engine Speed	Engine Crankshaft Speed/Position - Data valid but above normal operational range - Moderately Severe Level
191	9	Check Engine	Amber	3328	Transmission Output Shaft	Transmission Output Shaft Speed - Abnormal update rate
191	16	Check Engine	Amber	349	Transmission Output Shaft	Transmission Output Shaft Speed - Data valid but above normal operational range - Moderately Severe Level
191	18	Check Engine	Amber	489	Transmission Output Shaft	Transmission Output Shaft Speed - Data valid but below normal operational range - Moderately Severe Level
191	19	Check Engine	Amber	3418	Transmission Output Shaft	Transmission Output Shaft Speed - Received Network Data In Error
237	13	Check Engine	Amber	4517	Vehicle Identification Number	Vehicle Identification Number - Out of Calibration
411	2	Check Engine	Amber	1866	Engine Exhaust Gas	Exhaust Gas Recirculation Differential Pressure - Data is erratic, intermittent, or incorrect
411	3	Check Engine	Amber	2273	Engine Exhaust Gas Recirculation 1 Differential Pressure	Exhaust Gas Recirculation Differential Pressure Sensor Circuit - Voltage above normal, or shorted to high source
411	4	Check Engine	Amber	2274	Engine Exhaust Gas Recirculation 1 Differential Pressure	Exhaust Gas Recirculation Differential Pressure Sensor Circuit - Voltage below normal, or shorted to low source
412	3	Check Engine	Amber	2375	Engine Exhaust Gas	Exhaust Gas Recirculation Temperature Sensor Circuit - Voltage above normal, or shorted to high source
412	4	Check Engine	Amber	2376	Engine Exhaust Gas	Exhaust Gas Recirculation Temperature Sensor Circuit - Voltage below normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
412	15	Check Engine	None	2961	Engine Exhaust Gas	Exhaust Gas Recirculation Temperature - Data valid but above normal operational range - Least Severe Level
412	16	Check Engine	Amber	2962	Engine Exhaust Gas	Exhaust Gas Recirculation Temperature - Data valid but above normal operational range - Moderately Severe Level
441	3	Check Engine	Amber	293	Auxiliary Temperature 1	Auxiliary Temperature Sensor Input 1 Circuit - Voltage above normal, or shorted to high source
441	4	Check Engine	Amber	294	Auxiliary Temperature 1	Auxiliary Temperature Sensor Input 1 Circuit - Voltage below normal, or shorted to low source
441	14	Check Engine	Amber	6583	Auxiliary Temperature 1	Auxiliary Temperature Sensor Input 1 - Special Instructions
442	3	Check Engine	Amber	3765	Auxiliary Temperature 2	Auxiliary Temperature Sensor Input 2 Circuit - Voltage above normal, or shorted to high source
442	4	Check Engine	Amber	3766	Auxiliary Temperature 2	Auxiliary Temperature Sensor Input 2 Circuit - Voltage below normal, or shorted to low source
558	2	Check Engine	Amber	431	Accelerator Pedal 1 Low Idle Switch	Accelerator Pedal or Lever Idle Validation Switch - Data is erratic, intermittent, or incorrect
558	13	Stop Engine	Red	432	Accelerator Pedal 1 Low Idle Switch	Accelerator Pedal or Lever Idle Validation Switch Circuit - Out of Calibration
558	19	Stop Engine	Red	3527	Accelerator Pedal 1 Low Idle Switch	Accelerator Pedal or Lever Idle Validation Switch - Received Network Data In Error
563	9	Check Engine	Amber	3488	Anti-Lock Braking (ABS) Active	Anti-Lock Braking (ABS) Controller - Abnormal update rate
563	31	Check Engine	None	4215	Anti-Lock Braking (ABS) Active	Anti-Lock Braking (ABS) Active - Condition Exists
611	2	Check Engine	Amber	523	System Diagnostic Code #1	Auxiliary Intermediate (PTO) Speed Switch Validation - Data is erratic, intermittent, or incorrect
612	2	Stop Engine	Red	115	System Diagnostic Code #2	Engine Magnetic Speed/Position Lost Both of Two Signals - Data is erratic, intermittent, or incorrect
625	9	Stop Engine	Red	291	Proprietary Datalink	Proprietary Datalink Error (OEM/ Vehicle Datalink) - Abnormal update rate
629	12	Check Engine	Amber	343	Controller #1	Engine Control Module Warning Internal Hardware Failure - Bad intelligent device or component

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
630	12	Stop Engine	Red	3697	Engine Control Module Calibration Memory	Engine Control Module Calibration Memory - Bad intelligent device or component
633	31	Check Engine	Amber	2311	Engine Fuel Actuator 1 Control Command	Electronic Fuel Injection Control Valve Circuit - Condition Exists
639	9	Check Engine	Amber	285	J1939 Network #1, Primary Vehicle Network (previously SAE J1939 Data Link)	SAE J1939 Multiplexing PGN Timeout Error - Abnormal update rate
639	13	Check Engine	Amber	286	J1939 Network #1, Primary Vehicle Network (previously SAE J1939 Data Link)	SAE J1939 Multiplexing Configuration Error - Out of Calibration
640	14	Stop Engine	Red	599	Engine External Protection Input	Auxiliary Commanded Dual Output Shutdown - Special Instructions
641	7	Check Engine	Amber	2387	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Circuit (Motor) - Mechanical system not responding or out of adjustment
641	9	Check Engine	Amber	1894	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Circuit - Abnormal update rate
641	11	Check Engine	Amber	2198	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Circuit - Root Cause Not Known
641	12	Stop Engine	Red	2634	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Controller - Bad intelligent device or component
641	13	Stop Engine	Red	2449	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Controller - Out of Calibration
641	15	Check Engine	None	1976	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Over Temperature (Calculated) - Data valid but above normal operational range - Least Severe Level
641	31	Stop Engine	Red	2635	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Circuit - Condition exists
647	3	Check Engine	None	6263	Engine Fan Clutch 1 Output Device Driver	Fan Control Circuit - Voltage above normal, or shorted to high source
647	4	Check Engine	None	6264	Engine Fan Clutch 1 Output Device Driver	Fan Control Circuit - Voltage below normal, or shorted to low source
651	5	Check Engine	Amber	322	Engine Injector Cylinder #01	Injector Solenoid Driver Cylinder 1 Circuit - Current below normal or open circuit
652	5	Check Engine	Amber	331	Engine Injector Cylinder #02	Injector Solenoid Driver Cylinder 2 Circuit - Current below normal or open circuit

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
652	7	Check Engine	Amber	1141	Engine Injector Cylinder #02	Injector Solenoid Driver Cylinder 2 - Mechanical system not responding or out of adjustment
653	5	Check Engine	Amber	324	Engine Injector Cylinder #03	Injector Solenoid Driver Cylinder 3 Circuit - Current below normal or open circuit
653	7	Check Engine	Amber	1142	Engine Injector Cylinder #03	Injector Solenoid Driver Cylinder 3 - Mechanical system not responding or out of adjustment
654	5	Check Engine	Amber	332	Engine Injector Cylinder #04	Injector Solenoid Driver Cylinder 4 Circuit - Current below normal or open circuit
654	7	Check Engine	Amber	1143	Engine Injector Cylinder #04	Injector Solenoid Driver Cylinder 4 - Mechanical system not responding or out of adjustment
655	5	Check Engine	Amber	323	Engine Injector Cylinder #05	Injector Solenoid Driver Cylinder 5 Circuit - Current below normal or open circuit
655	7	Check Engine	Amber	1144	Engine Injector Cylinder #05	Injector Solenoid Driver Cylinder 5 - Mechanical system not responding or out of adjustment
656	5	Check Engine	Amber	325	Engine Injector Cylinder #06	Injector Solenoid Driver Cylinder 6 Circuit - Current below normal or open circuit
656	7	Check Engine	Amber	1145	Engine Injector Cylinder #06	Injector Solenoid Driver Cylinder 6 - Mechanical system not responding or out of adjustment
677	3	Check Engine	Amber	584	Engine Starter Motor Relay	Starter Relay Driver Circuit - Voltage above normal, or shorted to high source
677	4	Check Engine	Amber	585	Engine Starter Motor Relay	Starter Relay Driver Circuit - Voltage below normal, or shorted to low source
697	3	Check Engine	Amber	2557	Auxiliary PWM Driver #1	Auxiliary PWM Driver 1 Circuit - Voltage above normal, or shorted to high source
697	4	Check Engine	Amber	2558	Auxiliary PWM Driver #1	Auxiliary PWM Driver 1 Circuit - Voltage below normal, or shorted to low source
701	14	Stop Engine	Red	4734	Auxiliary I/O #01	Auxiliary Input/Output 1 - Special Instructions
702	3	Check Engine	Amber	527	Auxiliary I/O #02	Auxiliary Input/Output 2 Circuit - Voltage above normal, or shorted to high source
703	3	Check Engine	Amber	529	Auxiliary I/O #03	Auxiliary Input/Output 3 Circuit - Voltage above normal, or shorted to high source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
723	2	Check Engine	None	2322	Engine Speed 2	Engine Camshaft Speed/Position Sensor - Data is erratic, intermittent, or incorrect
723	7	Check Engine	Amber	731	Engine Speed 2	Engine Speed/Position Camshaft and Crankshaft Misalignment - Mechanical system not responding or out of adjustment
729	3	Check Engine	None	6556	Engine Intake Air Heater Driver #1	Engine Intake Air Heater 1 Circuit - Voltage above normal, or shorted to high source
729	4	Check Engine	None	6557	Engine Intake Air Heater Driver #1	Engine Intake Air Heater 1 Circuit - Voltage below normal, or shorted to low source
748	9	Check Engine	Amber	3641	Transmission Output Retarder	Transmission Output Retarder - Abnormal update rate
862	3	Check Engine	None	6336	Crankcase Breather Heater Circuit	Crankcase Breather Filter Heater Circuit - Voltage above normal, or shorted to high source
862	4	Check Engine	None	6337	Crankcase Breather Heater Circuit	Crankcase Breather Filter Heater Circuit - Voltage below normal, or shorted to low source
974	3	Stop Engine	Red	133	Remote Accelerator Pedal Position	Remote Accelerator Pedal or Lever Position Sensor 1 Circuit - Voltage above normal, or shorted to high source
974	4	Stop Engine	Red	134	Remote Accelerator Pedal Position	Remote Accelerator Pedal or Lever Position Sensor 1 Circuit - Voltage below normal, or shorted to low source
974	19	Stop Engine	Red	288	Remote Accelerator Pedal Position	SAE J1939 Multiplexing Remote Accelerator Pedal or Lever Position Sensor System - Received network data in error
976	2	Check Engine	None	6563	PTO Governor State	Auxiliary Intermediate (PTO) Speed Switch Validation - Data is erratic, intermittent, or incorrect
1072	3	Check Engine	None	6418	Engine (Compression) Brake Output #1	Engine Brake Actuator Driver 1 Circuit - Voltage above normal, or shorted to high source
1072	4	Check Engine	None	6419	Engine (Compression) Brake Output #1	Engine Brake Actuator Driver 1 Circuit - Voltage below normal, or shorted to low source
1073	3	Check Engine	None	6421	Engine (Compression) Brake Output #2	Engine Brake Actuator Driver Output 2 Circuit - Voltage above normal, or shorted to high source
1073	4	Check Engine	None	6422	Engine (Compression) Brake Output #2	Engine Brake Actuator Driver Output 2 Circuit - Voltage below normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
1075	3	Check Engine	None	6258	Engine Electric Lift Pump for Engine Fuel Supply	Electric Lift Pump for Engine Fuel Supply Circuit - Voltage above normal, or shorted to high source
1075	4	Check Engine	None	6259	Engine Electric Lift Pump for Engine Fuel Supply	Electric Lift Pump for Engine Fuel Supply Circuit - Voltage below normal, or shorted to low source
1081	9	Check Engine	Amber	3555	Engine Wait to Start Lamp	Engine Wait to Start Lamp - Abnormal update rate
1172	3	Check Engine	Amber	691	Engine Turbocharger 1 Compressor Intake Temperature	Turbocharger 1 Compressor Intake Temperature Circuit - Voltage above normal, or shorted to high source
1172	4	Check Engine	Amber	692	Engine Turbocharger 1 Compressor Intake Temperature	Turbocharger 1 Compressor Intake Temperature Circuit - Voltage below normal, or shorted to low source
1176	2	Check Engine	Amber	743	Engine Turbocharger 1 Compressor Intake Pressure	Turbocharger 1 Compressor Intake Pressure - Data is erratic, intermittent, or incorrect
1176	3	Check Engine	Amber	741	Engine Turbocharger 1 Compressor Intake Pressure	Turbocharger 1 Compressor Intake Pressure Circuit - Voltage above normal, or shorted to high source
1176	4	Check Engine	Amber	742	Engine Turbocharger 1 Compressor Intake Pressure	Turbocharger 1 Compressor Intake Pressure Circuit - Voltage below normal, or shorted to low source
1194	13	Stop Engine	Red	3298	Anti-theft Encryption Seed Present Indicator	Anti-theft Encryption Seed - Out of Calibration
1209	2	Check Engine	Amber	2554	Engine Exhaust Gas Pressure 1	Exhaust Gas Pressure 1 - Data is erratic, intermittent, or incorrect
1209	3	Check Engine	Amber	2373	Engine Exhaust Gas Pressure 1	Exhaust Gas Pressure Sensor 1 Circuit - Voltage above normal, or shorted to high source
1209	4	Check Engine	Amber	2374	Engine Exhaust Gas Pressure 1	Exhaust Gas Pressure Sensor 1 Circuit - Voltage below normal, or shorted to low source
1231	2	Check Engine	None	3329	J1939 Network #2	J1939 Network #2 - Data is erratic, intermittent, or incorrect
1235	2	Check Engine	None	3331	J1939 Network #3	J1939 Network #3 - Data is erratic, intermittent, or incorrect
1267	3	Check Engine	Amber	338	Idle Shutdown Vehicle Accessories Relay Driver Circuit	Idle Shutdown Vehicle Accessories Relay Driver Circuit - Voltage above normal, or shorted to high source
1267	4	Check Engine	Amber	339	Idle Shutdown Vehicle Accessories Relay Driver Circuit	Idle Shutdown Vehicle Accessories Relay Driver Circuit - Voltage below normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
1323	31	Check Engine	Amber	1654	Engine Misfire Cylinder #1	Engine Misfire Cylinder 1 - Condition Exists
1324	31	Check Engine	Amber	1655	Engine Misfire Cylinder #2	Engine Misfire Cylinder 2 - Condition exists
1325	31	Check Engine	Amber	1656	Engine Misfire Cylinder #3	Engine Misfire Cylinder 3 - Condition Exists
1326	31	Check Engine	Amber	1657	Engine Misfire Cylinder #4	Engine Misfire Cylinder 4 - Condition Exists
1327	31	Check Engine	Amber	1658	Engine Misfire Cylinder #5	Engine Misfire Cylinder 5 - Condition Exists
1328	31	Check Engine	Amber	1659	Engine Misfire Cylinder #6	Engine Misfire Cylinder 6 - Condition Exists
1347	3	Check Engine	Amber	272	Engine Fuel Pump Pressurizing Assembly #2	Engine Fuel Pump Pressurizing Assembly 1 Circuit - Voltage above normal, or shorted to high source
1347	4	Check Engine	Amber	271	Engine Fuel Pump Pressurizing Assembly #1	Engine Fuel Pump Pressurizing Assembly 1 Circuit - Voltage below normal, or shorted to low source
1347	7	Check Engine	Amber	281	Engine Fuel Pump Pressurizing Assembly #3	Engine Fuel Pump Pressurizing Assembly 1 - Mechanical system not responding or out of adjustment
1349	3	Check Engine	Amber	483	Engine Injector Metering Rail 2 Pressure	Injector Metering Rail 2 Pressure Sensor Circuit - Voltage above normal, or shorted to high source
1377	2	Check Engine	Amber	497	Engine Synchronization Switch	Multiple Unit Synchronization Switch - Data is erratic, intermittent, or incorrect
1378	31	Check Engine	Amber (Blinking)	649	Engine Oil Change Interval	Engine Oil Change Interval - Condition exists
1387	3	Check Engine	Amber	1539	Auxiliary Pressure #1	Auxiliary Pressure Sensor Input 1 Circuit - Voltage above normal, or shorted to high source
1387	4	Check Engine	Amber	1621	Auxiliary Pressure #1	Auxiliary Pressure Sensor Input 1 Circuit - Voltage below normal, or shorted to low source
1388	3	Check Engine	Amber	297	Auxiliary Pressure #2	Auxiliary Pressure Sensor Input 2 Circuit - Voltage above normal, or shorted to high source
1388	4	Check Engine	Amber	298	Auxiliary Pressure #2	Auxiliary Pressure Sensor Input 2 Circuit - Voltage below normal, or shorted to low source
1388	14	Check Engine	Amber	6584	Auxiliary Pressure #2	Auxiliary Pressure Sensor Input 2 - Special Instructions
1569	31	Check Engine	Amber	3714	Engine Protection Torque Derate	Engine Protection Torque Derate - Condition Exists

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
1623	9	Check Engine	Amber	3186	Tachograph output shaft speed	Tachograph Output Shaft Speed - Abnormal update rate
1623	13	Check Engine	Amber	5248	Tachograph output shaft speed	Tachograph Output Shaft Speed - Out of Calibration
1623	19	Check Engine	Amber	3213	Tachograph output shaft speed	Tachograph Output Shaft Speed - Received Network Data In Error
1632	14	Check Engine	Amber	2998	Engine Torque Limit Feature	Engine Torque Limit Feature - Special Instructions
1639	0	Check Engine	Amber	4789	Fan Speed	Fan Speed - Data valid but above normal operational range - Most Severe Level
1639	1	Check Engine	Amber	4791	Fan Speed	Fan Speed - Data valid but below normal operational range - Most Severe Level
1639	2	Check Engine	None	6469	Fan Speed	Fan Speed – Data is erratic, intermittent, or incorrect
1639	15	Check Engine	None	6467	Fan Speed	Fan Speed - Data valid but above normal operational range - Most Severe Level
1639	17	Check Engine	None	6468	Fan Speed	Fan Speed - Data valid but below normal operational range - Most Severe Level
1668	2	Check Engine	None	4437	J1939 Network #4 - Data erratic	J1939 Network #4 - Data is erratic, intermittent, or incorrect
1675	31	Check Engine	None	3737	Engine Starter Mode	Engine Starter Mode Overcrank Protection - Condition Exists
1761	1	DEF	Amber	1673	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data valid but below normal operational range - Most Severe Level
1761	3	Check Engine	Amber	1669	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor Circuit - Voltage above normal, or shorted to high source
1761	4	Check Engine	Amber	1668	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor Circuit - Voltage below normal, or shorted to low source
1761	9	Check Engine	Amber	4677	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	SAE J1939 Multiplexing PGN Timeout Error - Abnormal update rate
1761	10	Check Engine	Amber	4769	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Abnormal Rate of Change
1761	11	Check Engine	None	6562	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Root Cause Not Known

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
1761	13	Check Engine	None	6526	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Out of Calibration
1761	17	DEF	Amber (Blinking)	3497	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data Valid But Below Normal Operating Range - Least Severe Level
1761	18	DEF	Amber (Blinking)	3498	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data valid but below normal operational range - Moderately Severe Level
2623	3	Check Engine	Amber	1239	Accelerator Pedal #1 Channel 2	Accelerator Pedal or Lever Position Sensor 2 Circuit - Voltage above normal, or shorted to high source
2623	4	Check Engine	Amber	1241	Accelerator Pedal #1 Channel 2	Accelerator Pedal or Lever Position Sensor 2 Circuit - Voltage below normal, or shorted to low source
2630	3	Check Engine	Amber	2571	Engine Charge Air Cooler 1 Outlet Temperature	Engine Charge Air Cooler Outlet Temperature - Voltage above normal, or shorted to high source
2630	4	Check Engine	Amber	2572	Engine Charge Air Cooler 1 Outlet Temperature	Engine Charge Air Cooler Outlet Temperature - Voltage below normal, or shorted to low source
2789	15	Check Engine	None	2346	Engine Turbocharger 1 Calculated Turbine Intake Temperature	Turbocharger Turbine Intake Temperature - Data valid but above normal operational range - Least Severe
2791	5	Check Engine	Amber	2349	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Control Circuit - Current below normal or open circuit
2791	6	Check Engine	Amber	2353	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Control Circuit - Current above normal or grounded circuit
2791	7	Check Engine	None	6555	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Control Circuit - Mechanical system not responding or out of adjustment
2791	13	Check Engine	Amber	1896	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Controller - Out of Calibration
2791	15	Check Engine	Amber	1961	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Control Circuit Over Temperature - Data valid but above normal operational range - Least Severe Level
3031	2	Check Engine	Amber	1679	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature - Data is erratic, intermittent, or incorrect

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3031	3	Check Engine	Amber	1678	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature Sensor - Voltage above normal, or shorted to high source
3031	4	Check Engine	None	6559	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature Sensor - Voltage below normal, or shorted to low source
3031	9	Check Engine	Amber	4572	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature - Abnormal Update Rate
3031	11	Check Engine	Amber	4737	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature - Root Cause Not Known
3031	13	Check Engine	Amber	4731	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature Sensor - Out of Calibration
3216	2	Check Engine	Amber	3228	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Data is erratic, intermittent, or incorrect
3216	4	Check Engine	Amber	1885	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor Circuit - Voltage below normal, or shorted to low source
3216	9	Check Engine	Amber	3232	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Abnormal update rate
3216	10	Check Engine	None	6621	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Abnormal rate of change
3216	13	Check Engine	Amber	3718	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx - Out of Calibration
3216	16	Check Engine	Amber	3726	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx - Data valid but above normal operating range - Moderately Severe Level
3216	20	Check Engine	None	6458	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Data not Rational - Drifted High
3216	21	Check Engine	None	6459	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Data not Rational - Drifted High
3218	2	Check Engine	Amber	3682	Aftertreatment 1 Intake Gas Sensor Power Status	Aftertreatment 1 Intake NOx Sensor Power Supply - Data is erratic, intermittent, or incorrect
3226	2	Check Engine	None	6464	Aftertreatment 1 Outlet NOx	Aftertreatment 1 Outlet NOx Sensor - Data not Rational - Drifted High
3226	4	Check Engine	None	6521	Aftertreatment Outlet NOx Sensor Circuits	Aftertreatment Outlet NOx Sensor Circuit- Voltage below normal or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3226	9	Check Engine	Amber	2771	Aftertreatment 1 Outlet NOx	Aftertreatment 1 Outlet NOx Sensor - Abnormal update rate
3226	10	Check Engine	None	6565	Aftertreatment 1 Outlet NOx	Aftertreatment 1 Outlet NOx Sensor - Abnormal rate of change
3226	13	Check Engine	Amber	3717	Aftertreatment 1 Outlet NOx	Aftertreatment 1 Outlet NOx Sensor - Out of Calibration
3226	20	Check Engine	None	6462	Aftertreatment 1 Outlet NOx	Aftertreatment 1 Outlet NOx Sensor - Data not Rational - Drifted High
3226	21	Check Engine	None	6463	Aftertreatment 1 Outlet NOx	Aftertreatment 1 Outlet NOx Sensor - Data not Rational - Drifted High
3228	2	Check Engine	None	6582	Aftertreatment 1 Outlet Gas Sensor Power Status	Aftertreatment 1 Outlet NOx Sensor Power Supply - Data is erratic, intermittent, or incorrect
3242	0	Stop Engine	Red	3311	Aftertreatment 1 Diesel Particulate Filter Intake Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Intake Temperature - Data valid but above normal operation
3242	2	Check Engine	Amber	3318	Aftertreatment 1 Diesel Particulate Filter Intake Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Intake Temperature - Data is erratic, intermittent, or incorrect
3242	3	Check Engine	Amber	3317	Aftertreatment 1 Diesel Particulate Filter Intake Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Intake Temperature Sensor Circuit - Voltage above normal, or shorted to high source
3242	4	Check Engine	Amber	3316	Aftertreatment 1 Diesel Particulate Filter Intake Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Intake Temperature Sensor Circuit - Voltage below normal, or shorted to low source
3242	15	Check Engine	Amber	3254	Aftertreatment 1 Diesel Particulate Filter Intake Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Intake Temperature - Data valid but above normal operating range
3242	16	Stop Engine	Red	3253	Aftertreatment 1 Diesel Particulate Filter Intake Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Intake Temperature - Data valid but above normal operating range
3246	0	Stop Engine	Red	3312	Aftertreatment 1 Diesel Particulate Filter Outlet Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Outlet Temperature - Data valid but above normal operation
3246	2	Check Engine	Amber	3322	Aftertreatment 1 Diesel Particulate Filter Outlet Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Outlet Temperature - Data is erratic, intermittent, or incorrect

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3246	3	Check Engine	Amber	3319	Aftertreatment 1 Diesel Particulate Filter Outlet Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Outlet Temperature Sensor Circuit - Voltage above normal, or shorted to high source
3246	4	Check Engine	Amber	3321	Aftertreatment 1 Diesel Particulate Filter Outlet Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Outlet Temperature Sensor Circuit - Voltage below normal, or shorted to low source
3246	15	Check Engine	Amber	3256	Aftertreatment 1 Diesel Particulate Filter Outlet Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Outlet Temperature - Data valid but above normal operating range
3246	16	Stop Engine	Red	3255	Aftertreatment 1 Diesel Particulate Filter Outlet Gas Temperature	Aftertreatment 1 Diesel Particulate Filter Outlet Temperature - Data valid but above normal operating range
3251	0	Stop Engine	Red	1922	Aftertreatment 1 Diesel Particulate Filter Differential Pressure	Aftertreatment Diesel Particulate Filter Differential Pressure - Data valid but above normal operating range
3251	2	Check Engine	Amber	1883	Aftertreatment 1 Diesel Particulate Filter Differential Pressure	Aftertreatment Diesel Particulate Filter Differential Pressure Sensor - Data is erratic, intermittent, or incorrect
3251	3	Check Engine	Amber	1879	Aftertreatment 1 Diesel Particulate Filter Differential Pressure	Aftertreatment Diesel Particulate Filter Differential Pressure Sensor Circuit - Voltage above normal
3251	4	Check Engine	Amber	1881	Aftertreatment 1 Diesel Particulate Filter Differential Pressure	Aftertreatment Diesel Particulate Filter Differential Pressure Sensor Circuit - Voltage below normal
3251	15	Check Engine	None	2639	Aftertreatment 1 Diesel Particulate Filter Differential Pressure	Aftertreatment Diesel Particulate Filter Differential Pressure - Data valid but above normal operating range
3251	16	Check Engine	Amber	1921	Aftertreatment 1 Diesel Particulate Filter Differential Pressure	Aftertreatment Diesel Particulate Filter Differential Pressure - Data valid but above normal operating range
3361	2	Check Engine	Amber	2976	Aftertreatment 1 Diesel Exhaust Fluid DEF Supply Module	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Temperature - Data is erratic, intermittent, or incorrect
3361	3	Check Engine	Amber	3558	Aftertreatment 1 Diesel Exhaust Fluid DEF Supply Module	Aftertreatment 1 Diesel Exhaust Fluid Supply Module - Voltage above normal, or shorted to high source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3361	4	Check Engine	Amber	3559	Aftertreatment 1 Diesel Exhaust Fluid DEF Supply Module	Aftertreatment 1 Diesel Exhaust Fluid Supply Module - Voltage below normal, or shorted to low source
3362	31	Check Engine	Amber	1682	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Input Lines	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Input Lines - Condition Exists
3363	3	Check Engine	None	6479	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Voltage above normal, or shorted to high source
3363	4	Check Engine	None	6481	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Voltage below normal, or shorted to low source
3363	7	Check Engine	None	6475	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Mechanical system not responding or out of adjustment
3363	16	Check Engine	Amber	1713	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Data valid but above normal operating range - Moderately Severe Level
3363	18	Check Engine	None	6476	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Data valid but below normal operating range - Moderately Severe Level
3364	1	Check Engine	Amber	3866	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Data valid but below normal operational range - Most Severe Level
3364	2	Check Engine	Amber	3878	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Data is erratic, intermittent, or incorrect
3364	3	Check Engine	Amber	1686	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Voltage above normal, or shorted to high source
3364	4	Check Engine	Amber	1685	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Voltage below normal, or shorted to low source
3364	5	Check Engine	Amber	4741	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Current below normal or open circuit
3364	6	Check Engine	Amber	4742	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Current above normal or grounded circuit

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3364	7	Check Engine	Amber	3876	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor - Mechanical system not responding or out of adjustment
3364	9	Check Engine	Amber	3868	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Abnormal update rate
3364	10	Check Engine	Amber	4277	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Abnormal rate of change
3364	11	Check Engine	Amber	1715	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Root cause not known
3364	12	Check Engine	Amber	3877	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor - Bad intelligent device or component
3364	13	Check Engine	Amber	1714	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Out of Calibration
3364	15	Check Engine	None	4842	Aftertreatment Diesel Exhaust Fluid Quality	Aftertreatment Diesel Exhaust Fluid Quality - Data valid but above normal operating range - Least Severe Level
3364	18	Check Engine	None	6752	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Data valid but below normal operating range - Moderate Severe Level
3364	19	Check Engine	Amber	4241	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Received Network Data In Error
3464	3	Check Engine	None	6493	Electronic Throttle Control Actuator Driver Circuit	Electronic Throttle Control Actuator Driver Circuit - Voltage above normal, or shorted to high source
3464	4	Check Engine	None	6494	Electronic Throttle Control Actuator Driver Circuit	Electronic Throttle Control Actuator Driver Circuit - Voltage above normal, or shorted to low source
3464	5	Check Engine	None	6496	Electronic Throttle Control Actuator Driver Circuit	Electronic Throttle Control Actuator Driver Circuit - Voltage above normal, or shorted to high source
3509	3	Check Engine	Amber	386	Sensor supply voltage 1	Sensor Supply 1 Circuit - Voltage above normal, or shorted to high source
3509	4	Check Engine	Amber	352	Sensor supply voltage 1	Sensor Supply 1 Circuit - Voltage below normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3510	3	Check Engine	Amber	227	Sensor supply voltage 2	Sensor Supply 2 Circuit - Voltage above normal, or shorted to high source
3510	4	Check Engine	Amber	187	Sensor supply voltage 2	Sensor Supply 2 Circuit - Voltage below normal, or shorted to low source
3511	3	Check Engine	Amber	239	Sensor supply voltage 3	Sensor Supply 3 Circuit - Voltage above normal, or shorted to high source
3511	4	Check Engine	Amber	238	Sensor supply voltage 3	Sensor Supply 3 Circuit - Voltage below normal, or shorted to low source
3512	3	Check Engine	Amber	2185	Sensor supply voltage 4	Sensor Supply 4 Circuit - Voltage above normal, or shorted to high source
3512	4	Check Engine	Amber	2186	Sensor supply voltage 4	Sensor Supply 4 Circuit - Voltage below normal, or shorted to low source
3513	3	Check Engine	Amber	1695	Sensor supply voltage 5	Sensor Supply 5 Circuit- Voltage above normal, or shorted to high source
3513	4	Check Engine	Amber	1696	Sensor supply voltage 5	Sensor Supply 5 Circuit - Voltage below normal, or shorted to low source
3514	3	Check Engine	Amber	515	Sensor supply voltage 6	Sensor Supply 6 Circuit - Voltage above normal, or shorted to high source
3514	4	Check Engine	Amber	516	Sensor supply voltage 6	Sensor Supply 6 Circuit - Voltage below normal, or shorted to low source
3515	5	Check Engine	Amber	4743	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 Sensor Circuit - Current below normal or open circuit
3515	6	Check Engine	Amber	4744	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 Sensor Circuit - Current above normal or grounded
3515	10	Check Engine	None	6619	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 - Abnormal Rate of Change
3515	11	Check Engine	Amber	4745	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 - Root Cause Not Known
3521	11	Check Engine	Amber	4768	Aftertreatment 1 Diesel Exhaust Fluid Property	Aftertreatment 1 Diesel Exhaust Fluid Property - Root Cause Not Known
3597	2	Check Engine	None	1117	ECU Power Output Supply Voltage #1	Power Supply Lost With Ignition On - Data is erratic, intermittent, or incorrect

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3597	12	Check Engine	Amber	351	ECU Power Output Supply Voltage #1	Injector Power Supply - Bad intelligent device or component
3597	17	Check Engine	None	6499	ECU Power Output Supply Voltage #1	ECU Power Output Supply Voltage 1 - Data valid but below normal operating range - Moderately Severe Level
3597	18	Check Engine	Amber	1938	ECU Power Output Supply Voltage #1	ECU Power Output Supply Voltage 1 - Data valid but below normal operating range - Moderately Severe Level
3610	2	Check Engine	None	6553	Aftertreatment Diesel Particulate Filter Outlet Pressure	Aftertreatment 1 Diesel Particulate Filter Outlet Pressure - Data is erratic, intermittent, or incorrect
3610	3	Check Engine	None	6551	Aftertreatment Diesel Particulate Filter Outlet Pressure	Aftertreatment 1 Diesel Particulate Filter Outlet Pressure Sensor Circuit - Voltage above normal, or shorted to high source
3610	4	Check Engine	None	6552	Aftertreatment Diesel Particulate Filter Outlet Pressure	Aftertreatment 1 Diesel Particulate Filter Outlet Pressure Sensor Circuit - Voltage below normal, or shorted to low source
3667	2	Stop Engine	Red	5221	Engine Air Shutoff Status	Engine Air Shutoff Status - Data is erratic, intermittent, or incorrect
3667	3	Check Engine	Amber	3139	Engine Air Shutoff Status	Engine Air Shutoff Circuit - Voltage above normal, or shorted to high source
3667	4	Check Engine	Amber	3141	Engine Air Shutoff Status	Engine Air Shutoff Circuit - Voltage below normal, or shorted to low source
3667	7	Stop Engine	Red	4484	Engine Air Shutoff	Engine Air Shutoff - Mechanical System Not Responding or Out of Adjustment
3695	2	Check Engine	None	6568	Aftertreatment Regeneration Inhibit Switch	Aftertreatment Regeneration Inhibit Switch - Data is erratic, intermittent, or incorrect
3703	31	Check Engine	Amber (Blinking)	2777	Diesel Particulate Filter Active Regeneration Inhibited Due to Inhibit Switch	Particulate Trap Active Regeneration Inhibited Due to Inhibit Switch - Condition Exists
3713	31	Check Engine	Amber	6596	Diesel Particulate Filter Active Regeneration Inhibited Due to	Diesel Particulate Filter Active Regeneration Inhibited Due to System Timeout - Condition exists
3750	14	Check Engine	Amber	5938	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration – Condition exists

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3936	7	Check Engine	None	6265	Aftertreatment 1 Diesel Particulate Filter System	Aftertreatment 1 Diesel Particulate Filter System - Mechanical system not responding or out of adjustment
3936	14	Stop Engine	Red	4584	Aftertreatment Diesel Particulate Filter System	Aftertreatment Diesel Particulate Filter System - Special Instructions
3936	15	Check Engine	Amber	1981	Aftertreatment Diesel Particulate Filter System	Aftertreatment 1 Diesel Particulate Filter System - Data valid but above normal operating range - Level
4094	31	Check Engine	Amber	3543	NOx limits exceeded due to Insufficient Diesel Exhaust Fluid Quality	NOx limits exceeded due to Insufficient Reagent Quality - Condition Exists
4096	31	Check Engine	Amber	3547	NOx limits exceeded due to Empty Diesel Exhaust Fluid Tank	Aftertreatment Diesel Exhaust Fluid Tank Empty - Condition Exists
4185	31	Check Engine	Amber	1427	Overspeed Shutdown Relay Driver	Overspeed Shutdown Relay Driver Diagnostic has detected an error - Condition Exists
4186	31	Check Engine	Amber	1428	Low Oil Pressure Shutdown Relay Driver	Low Oil Pressure (LOP) Shutdown Relay Driver Diagnostic has detected an error - Condition Exists
4187	31	Check Engine	Amber	1429	High Engine Temperature Shutdown Relay Driver	High Engine Temperature (HET) Shutdown Relay Driver Diagnostic has detected an error - Condition Exists
4188	31	Check Engine	Amber	1431	Pre-Low Oil Pressure Indicator Relay Driver	Pre-Low Oil Pressure Warning Relay Driver Diagnostic has detected an error - Condition exists
4223	31	Check Engine	Amber	1432	Pre-High Engine Temperature Warning Relay Driver	Pre-High Engine Temperature Warning Relay Driver Diagnostic has detected an error - Condition exists
4334	2	Check Engine	Amber	3596	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data is erratic, intermittent, or incorrect
4334	3	Check Engine	Amber	3571	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Voltage above normal, or shorted to high source
4334	4	Check Engine	Amber	3572	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Voltage below normal, or shorted to low source
4334	16	Check Engine	Amber	3575	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data valid but above normal operating range

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
4334	18	Check Engine	Amber	3574	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data Valid But Below Normal Operating Range
4337	10	Check Engine	Amber	4249	Aftertreatment 1 Diesel Exhaust Fluid Dosing Temperature	Aftertreatment 1 Diesel Exhaust Fluid Dosing Temperature - Abnormal Rate of Change
4340	3	Check Engine	None	6531	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Voltage above normal, or shorted to high source
4340	4	Check Engine	None	6532	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Voltage below normal, or shorted to low source
4340	5	Check Engine	None	6482	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Current below normal or open circuit
4342	3	Check Engine	None	6533	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Voltage above normal, or shorted to high source
4342	4	Check Engine	None	6534	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Voltage below normal, or shorted to low source
4342	5	Check Engine	None	6483	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Current below normal or open circuit
4344	3	Check Engine	None	6535	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 3 State	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Voltage above normal, or shorted to high source
4344	4	Check Engine	None	6536	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 3 State	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Voltage below normal, or shorted to low source
4344	5	Check Engine	None	6484	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 3 State	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Current below normal or open circuit
4360	0	Stop Engine	Red	3229	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature - Data valid but above normal operational range - Most Severe Level
4360	2	Check Engine	Amber	3144	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature Sensor - Data is erratic, intermittent, or incorrect

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
4360	3	Check Engine	Amber	3142	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature Sensor Circuit - Voltage above normal, or shorted to high source
4360	4	Check Engine	Amber	3143	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature Sensor Circuit - Voltage below normal, or shorted to low source
4360	15	Check Engine	None	3164	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature - Data valid but above normal operating range - Least Severe
4360	16	Stop Engine	Red	3231	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature - Data valid but above normal operating range - Moderately Severe Level
4363	0	Stop Engine	Red	3165	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature - Data valid but above normal operational range - Most Severe
4363	2	Check Engine	Amber	3148	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature Sensor - Data is erratic, intermittent, or incorrect
4363	3	Check Engine	None	6569	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature Sensor Circuit - Voltage above normal, or shorted to high source
4363	4	Check Engine	None	6571	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature Sensor Circuit - Voltage below normal, or shorted to low source
4363	16	Stop Engine	Red	3235	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature - Data valid but above normal operating range - Moderately Severe Level
4364	17	Check Engine	None	6517	Aftertreatment 1 SCR Conversion Efficiency	Aftertreatment SCR Catalyst Conversion Efficiency - Data valid but below normal operating range - Moderately Severe Level
4364	18	Check Engine	Amber	3582	Aftertreatment 1 SCR Conversion Efficiency	Aftertreatment SCR Catalyst Conversion Efficiency - Data valid but below normal operating range - Moderately Severe Level
4376	3	Check Engine	Amber	3577	Aftertreatment 1 Diesel Exhaust Fluid Return Valve	Aftertreatment Diesel Exhaust Fluid Return Valve - Voltage above normal, or shorted to high source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
4376	4	Check Engine	Amber	3578	Aftertreatment 1 Diesel Exhaust Fluid Return Valve	Aftertreatment Diesel Exhaust Fluid Return Valve - Voltage below normal, or shorted to low source
4376	7	Check Engine	None	6527	Aftertreatment 1 Diesel Exhaust Fluid Return Valve	Aftertreatment Diesel Exhaust Fluid Return Valve - Mechanical system not responding or out of adjust
4765	2	Check Engine	None	6539	Aftertreatment Diesel Oxidation Catalyst Intake Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data is erratic, intermittent, or incorrect
4765	3	Check Engine	Amber	3314	Aftertreatment Diesel Oxidation Catalyst Intake Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature Sensor Circuit - Voltage above normal, or shorted to high source
4765	4	Check Engine	Amber	3313	Aftertreatment Diesel Oxidation Catalyst Intake Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature Sensor Circuit - Voltage below normal, or shorted to low source
4765	16	Stop Engine	Red	3251	Aftertreatment Diesel Oxidation Catalyst Intake Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data valid but above normal operating range
4766	0	Stop Engine	Red	5387	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data valid but above normal operating range - Most Severe Level
4766	2	Check Engine	Amber	5386	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data is erratic, intermittent, or Incorrect
4766	3	Check Engine	Amber	4533	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature Sensor Circuit	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature Sensor Circuit - Voltage above normal, or shorted to high source
4766	4	Check Engine	Amber	4534	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature Sensor Circuit	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature Sensor Circuit - Voltage below normal, or shorted to low source
4766	15	Check Engine	Amber	5389	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data valid but above normal operating range - Least Severe Level

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
4766	16	Stop Engine	Red	5388	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data valid but above normal operating range - Moderately Severe Level
4792	7	Check Engine	None	3751	Aftertreatment SCR Catalyst System	Aftertreatment SCR Catalyst System - Mechanical system not responding or out of adjustment
4792	14	Stop Engine	Red	4585	Aftertreatment 1 SCR Catalyst System	Aftertreatment 1 SCR Catalyst System - Special Instructions
4794	31	Check Engine	Amber	3151	Aftertreatment 1 SCR Catalyst System	Aftertreatment 1 SCR Catalyst System Missing - Condition exists
4795	31	Check Engine	Amber	1993	Aftertreatment 1 Diesel Particulate Filter Missing	Aftertreatment 1 Diesel Particulate Filter Missing - Condition exists
4796	31	Check Engine	None	6621	Aftertreatment 1 Diesel Oxidation Catalyst Missing	Aftertreatment 1 Diesel Oxidation Catalyst Missing - Condition exists
5018	11	Check Engine	None	2637	Aftertreatment Diesel Oxidation Catalyst	Aftertreatment 1 Diesel Oxidation Catalyst Face Plugged - Root cause not known
5024	10	Check Engine	Amber	3649	Aftertreatment 1 Intake Gas NOx Sensor Heater Ratio	Aftertreatment 1 Intake NOx Sensor Heater - Abnormal rate of change
5031	10	Check Engine	None	6581	Aftertreatment 1 Outlet Gas NOx Sensor Heater Ratio	Aftertreatment 1 Outlet NOx Sensor Heater - Abnormal rate of change
5125	3	Check Engine	Amber	3419	Sensor supply voltage 7	Sensor Supply 7 Circuit - Voltage above normal, or shorted to high source
5125	4	Check Engine	Amber	3421	Sensor supply voltage 7	Sensor Supply 7 Circuit - Voltage below normal, or shorted to low source
5245	31	Check Engine	Amber	4863	Aftertreatment Selective Catalytic Reduction Operator Inducement Active	Aftertreatment Diesel Exhaust Fluid Tank Low Level Indicator
5246	0	Stop Engine	Red	3712	Aftertreatment SCR Operator Inducement Severity	Aftertreatment SCR Operator Inducement - Data valid but above normal operational range - Most Severe Level
5298	17	Check Engine	None	2638	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency - Data valid but below normal operating range - Moderately Severe Level
5298	18	Check Engine	Amber	1691	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency - Data valid but below normal operating range - Moderately Severe Level

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
5319	31	Check Engine	Amber	3376	Aftertreatment 1 Diesel Particulate Filter Incomplete Regeneration	Aftertreatment Diesel Particulate Filter Incomplete Regeneration - Condition Exists
5394	2	Check Engine	None	3755	Aftertreatment Diesel Exhaust Fluid Dosing Valve	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Data is erratic, intermittent, or incorrect
5394	5	Check Engine	Amber	3567	Aftertreatment Diesel Exhaust Fluid Dosing Valve	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Current below normal or open circuit
5394	7	Check Engine	Amber	3568	Aftertreatment Diesel Exhaust Fluid Dosing Valve	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Mechanical system not responding or out of adjustment
5397	31	Check Engine	Amber	3375	Aftertreatment 1 Diesel Particulate Filter Regeneration too Frequent	Aftertreatment Diesel Particulate Filter Regeneration too Frequent - Condition Exists
5484	3	Check Engine	None	6456	Engine Fan Clutch 2 Output Device Driver	Engine Fan Clutch 2 Control Circuit - Voltage above normal, or shorted to high source
5484	4	Check Engine	None	6457	Engine Fan Clutch 2 Output Device Driver	Engine Fan Clutch 2 Control Circuit - Voltage below normal, or shorted to low source
5491	3	Check Engine	None	6477	Aftertreatment 1 Diesel Exhaust Fluid Line Heater Relay	Aftertreatment Diesel Exhaust Fluid Line Heater Relay - Voltage above normal, or shorted to high source
5491	4	Check Engine	None	6478	Aftertreatment 1 Diesel Exhaust Fluid Line Heater Relay	Aftertreatment Diesel Exhaust Fluid Line Heater Relay - Voltage below normal, or shorted to low source
5491	7	Check Engine	None	6537	Aftertreatment 1 Diesel Exhaust Fluid Line Heater Relay	Aftertreatment 1 Diesel Exhaust Fluid Line Heater Relay - Mechanical system not responding or out of adjustment
5571	0	Check Engine	Amber	3741	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Data valid but above normal operational range
5571	3	Check Engine	Amber	4262	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Voltage Above Normal, or Shorted to High Source
5571	4	Check Engine	Amber	4263	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Voltage below normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
5571	7	Check Engine	None	3727	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Mechanical system not responding or out of adjustment
5571	15	Check Engine	Amber	5585	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Data valid but above normal operating range - Least Severe Level
5571	31	Check Engine	Amber	4867	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Condition Exists
5603	9	Check Engine	None	3843	Cruise Control Disable Command	Cruise Control Disable Command - Abnormal update rate
5603	31	Check Engine	None	3845	Cruise Control Disable Command	Cruise Control Disable Command - Condition Exists
5605	31	Check Engine	None	3844	Cruise Control Pause Command	Cruise Control Pause Command - Condition Exists
5742	3	Check Engine	Amber	4161	Aftertreatment Diesel Particulate Filter Temperature Sensor Module	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Voltage Above Normal, or Shorted to high source
5742	4	Check Engine	Amber	4162	Aftertreatment Diesel Particulate Filter Temperature Sensor Module	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Voltage below normal, or shorted to low source
5742	9	Check Engine	Amber	4151	Aftertreatment Diesel Particulate Filter Temperature Sensor Module	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Abnormal update rate
5742	11	Check Engine	Amber	4259	Aftertreatment Diesel Particulate Filter Temperature Sensor Module	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Root Cause Not Known
5742	12	Check Engine	Amber	4158	Aftertreatment Diesel Particulate Filter Temperature Sensor Module	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Bad intelligent device or component
5742	16	Check Engine	Amber	4163	Aftertreatment Diesel Particulate Filter Temperature Sensor Module	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Data valid but above normal operating range
5743	3	Check Engine	Amber	4164	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Voltage Above Normal, or Shorted to high source
5743	4	Check Engine	Amber	4165	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Voltage below normal, or Shorted to low source

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
5743	9	Check Engine	Amber	4152	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Abnormal update rate
5743	11	Check Engine	Amber	4261	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Root Cause Not Known
5743	12	Check Engine	Amber	4159	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Bad intelligent device or component
5743	16	Check Engine	Amber	4166	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Data valid, but above normal
5745	3	Check Engine	Amber	4168	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater - Voltage above normal, or shorted to high
5745	4	Check Engine	Amber	4169	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater - Voltage below normal, or shorted to low source
5745	17	Check Engine	None	6513	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater - Data valid, but below normal operating range
5745	18	Check Engine	Amber	4171	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater - Data valid, but below normal operating range
5746	3	Check Engine	None	6529	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Relay	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Relay - Voltage above normal, or shorted to high source
5746	4	Check Engine	Amber	4156	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Relay	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Relay - Voltage below normal, or shorted to low source
5798	10	Check Engine	Amber	4251	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Temperature	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Temperature - Abnormal Rate of Change
6655	3	Check Engine	None	6511	ECU Power Lamp	Maintain ECU Power Lamp - Voltage above normal, or shorted to high source
6655	4	Check Engine	None	6512	ECU Power Lamp	Maintain ECU Power Lamp - Voltage below normal, or shorted to low source

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
6713	9	Check Engine	Amber	5177	VGT Actuator Driver Circuit	VGT Actuator Driver Circuit - Abnormal update rate
6713	13	Stop Engine	Red	4956	Variable Geometry Turbocharger Actuator	Variable Geometry Turbocharger Actuator Software - Out of Calibration
6713	31	Stop Engine	Red	4957	Variable Geometry Turbocharger Actuator	Variable Geometry Turbocharger Actuator Software - Condition exists
6799	2	Check Engine	None	6473	Engine Fan Blade Pitch	Fan Blade Pitch - Mechanical system not responding or out of adjustment
6799	3	Check Engine	None	6471	Engine Fan Blade Pitch	Fan Blade Pitch Position Sensor Circuit - Voltage above normal, or shorted to high source
6799	4	Check Engine	None	6472	Engine Fan Blade Pitch	Fan Blade Pitch Position Sensor Circuit - Voltage below normal, or shorted to low source
6799	7	Check Engine	Amber	5185	Engine Fan Blade Pitch	Fan Blade Pitch - Mechanical system not responding or out of adjustment
6802	31	Check Engine	Amber	5278	—	Aftertreatment 1 Diesel Exhaust Fluid Dosing System Frozen - Condition Exists
6881	9	Check Engine	Amber	5653	SCR Operator Inducement Override Switch	SCR Operator Inducement Override Switch - Abnormal Update Rate
6881	13	Check Engine	Amber	5654	SCR Operator Inducement Override Switch	SCR Operator Inducement Override Switch - Out of Calibration
6882	3	Check Engine	Amber	5393	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Voltage above normal or shorted to high source
6882	4	Check Engine	Amber	5394	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Voltage below normal or shorted to low source
6882	9	Check Engine	Amber	5391	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Abnormal update rate
6882	11	Check Engine	Amber	5395	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Root cause not known
6882	12	Check Engine	Amber	5392	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Bad Intelligent Device or Component

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
6882	16	Check Engine	Amber	5396	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Data valid but above normal operating range - Moderately Severe Level
6918	31	Check Engine	Maintenance	5632	SCR System Cleaning Inhibited Due to Inhibit Switch	SCR System Cleaning Inhibited Due to Inhibit Switch - Condition exists
6928	31	Check Engine	Amber	6597	SCR System Cleaning Inhibited Due to System Timeout	SCR System Cleaning Inhibited Due to System Timeout - Condition exists
7848	31	Check Engine	Amber	6634	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration - Condition exists
520808	31	Check Engine	Amber	5291	Engine Emergency Shutdown Switch Activated	Engine Emergency Shutdown Switch Activated - Condition exists
520809	31	Check Engine	Amber	5292	Excessive Time Since Last Engine Air Shutoff Maintenance Test	Excessive Time Since Last Engine Air Shutoff Maintenance Test - Condition exists
520968	9	Check Engine	Amber	5939	—	Machine Constrained Operation - Abnormal Update Rate. No Communication or an invalid data transfer rate has been detected on the J1939 data link between the ECM and the machine electronic unit.
520968	19	Check Engine	None	5941	—	Machine Constrained Operation - Received Network Data in Error. The received J1939 datalink message was not valid.
524286	31	Check Engine	Amber	5617	Aftertreatment 1 Diesel Oxidation Catalyst System	Aftertreatment 1 Diesel Oxidation Catalyst System - Special Instruction

REFERENCE

8.6 Engine Fault Codes

Example: HarvestTouch™ Display shows the Fault Code 629S 16F 28C

- 629S - S represents the J1939 SPN column. Locate code 629 in that column.
- 12F - F represents the FMI column. Locate code 12 in that column.
- 28C - C is occurrences, 28 is the quantity.
- J1939 SPN description - Controller 1. The Cummins description of this is engine control module critical internal failure - Bad intelligent device or component
- The Cummins Dealer will request the fault code that corresponds with the number that you have located in the J1939 SPN column.

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
27	4	Check Engine	Amber	2272	Engine Exhaust Gas	EGR Valve Position Circuit - Voltage below normal, or shorted to low source
51	3	Check Engine	None	6497	Engine Intake Throttle Actuator Position Sensor Circuit	Engine Intake Throttle Actuator Position Sensor Circuit - Voltage above normal, or shorted to high source
51	4	Check Engine	None	6498	Engine Intake Throttle Actuator Position Sensor Circuit	Engine Intake Throttle Actuator Position Sensor Circuit - Voltage above normal, or shorted to low source
84	2	Check Engine	Amber	241	Wheel-Based Vehicle Speed	Wheel-Based Vehicle Speed - Data is erratic, intermittent, or incorrect
91	0	Stop Engine	Red	148	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position Sensor 1 - Data valid but above normal operational range - Most Severe Level
91	1	Stop Engine	Red	147	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position 1 Sensor Circuit Frequency - Data valid but below normal operating range
91	2	Stop Engine	Red	1242	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position Sensor 1 - Data is erratic, intermittent, or incorrect
91	3	Check Engine	Amber	1358	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position Sensor 1 Circuit - Voltage above normal, or shorted to high source
91	4	Check Engine	Amber	1359	Accelerator Pedal Position 1	Accelerator Pedal or Lever Position Sensor 1 Circuit - Voltage below normal, or shorted to low source
91	9	Stop Engine	Red	3326	Accelerator Pedal Position 1	SAE J1939 Multiplexed Accelerator Pedal or Lever Sensor System - Abnormal update rate

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
91	19	Stop Engine	Red	1515	Accelerator Pedal Position 1	SAE J1939 Multiplexed Accelerator Pedal or Lever Sensor System - Received network data in error
94	3	Check Engine	Amber	546	Engine Fuel Delivery Pressure	Fuel Delivery Pressure Sensor Circuit - Voltage above normal, or shorted to high source
94	4	Check Engine	Amber	547	Engine Fuel Delivery Pressure	Fuel Delivery Pressure Sensor Circuit - Voltage below normal, or shorted to low source
95	16	Check Engine	Amber	2372	Engine Fuel Filter Differential Pressure	Fuel Filter Differential Pressure - Data valid but above normal operating range - Moderately Severe Level
97	3	Check Engine	Amber	428	Water In Fuel Indicator	Water in Fuel Indicator Sensor Circuit - Voltage above normal, or shorted to high source
97	4	Check Engine	Amber	429	Water In Fuel Indicator	Water in Fuel Indicator Sensor Circuit - Voltage below normal, or shorted to low source
97	15	Water in Fuel	Amber (Blinking)	418	Water In Fuel Indicator	Water in Fuel Indicator - Data valid but above normal operating range - Least Severe Level
97	16	Water in Fuel	Amber	1852	Water In Fuel Indicator	Water in Fuel Indicator - Data valid but above normal operating range - Moderately Severe Level
100	1	Eng Oil Press	Red	415	Engine Oil Pressure	Engine Oil Rifle Pressure - Data valid but below normal operational range - Most Severe Level
100	2	Check Engine	Amber	435	Engine Oil Pressure	Engine Oil Rifle Pressure - Data is erratic, intermittent, or incorrect
100	3	Check Engine	Amber	135	Engine Oil Pressure	Engine Oil Rifle Pressure 1 Sensor Circuit - Voltage above normal, or shorted to high source
100	4	Check Engine	Amber	141	Engine Oil Pressure	Engine Oil Rifle Pressure 1 Sensor Circuit - Voltage below normal, or shorted to low source
100	18	Check Engine	Amber	143	Engine Oil Pressure	Engine Oil Rifle Pressure - Data valid but below normal operating range - Moderately Severe Level
101	0	Stop Engine	Red	556	Engine Crankcase Pressure	Crankcase Pressure - Data valid but above normal operational range - Most Severe Level
101	2	Check Engine	Amber	1942	Engine Crankcase Pressure	Crankcase Pressure - Data is erratic, intermittent, or incorrect
101	3	Check Engine	Amber	1843	Engine Crankcase Pressure	Crankcase Pressure Circuit - Voltage above normal, or shorted to high source

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
101	4	Check Engine	Amber	1844	Engine Crankcase Pressure	Crankcase Pressure Circuit - Voltage below normal, or shorted to low source
101	15	Check Engine	Amber (Blinking)	1974	Engine Crankcase Pressure	Crankcase Pressure - Data valid but above normal operating range - Least Severe Level
101	16	Check Engine	Amber	555	Engine Crankcase Pressure	Crankcase Pressure - Data valid but above normal operating range - Moderately Severe Level
102	3	Check Engine	Amber	122	Engine Intake Manifold #1 Pressure	Intake Manifold 1 Pressure Sensor Circuit - Voltage above normal, or shorted to high source
102	4	Check Engine	Amber	123	Engine Intake Manifold #1 Pressure	Intake Manifold 1 Pressure Sensor Circuit - Voltage below normal, or shorted to low source
103	15	Check Engine	None	2288	Engine Turbocharger 1 Speed	Turbocharger 1 Speed - Data valid but above normal operating range - Least Severe Level
103	16	Check Engine	Amber	595	Engine Turbocharger 1 Speed	Turbocharger 1 Speed - Data valid but above normal operating range - Moderately Severe Level
103	18	Check Engine	Amber	687	Engine Turbocharger 1 Speed	Turbocharger 1 Speed - Data valid but below normal operating range - Moderately Severe Level
105	0	Check Engine	Red	155	Engine Intake Manifold 1	Intake Manifold 1 Temperature - Data valid but above normal operational range - Most Severe Level
105	3	Check Engine	Amber	153	Engine Intake Manifold 1	Intake Manifold 1 Temperature Sensor Circuit - Voltage above normal, or shorted to high source
105	4	Check Engine	Amber	154	Engine Intake Manifold 1	Intake Manifold 1 Temperature Sensor Circuit - Voltage below normal, or shorted to low source
105	15	Check Engine	None	2964	Engine Intake Manifold #1	Intake Manifold 1 Temperature - Data valid but above normal operating range - Least Severe Level
105	16	Check Engine	Amber	488	Engine Intake Manifold	Intake Manifold 1 Temperature - Data valid but above normal operating range - Moderately Severe Level
107	15	Eng Air Filter	Amber	5576	Engine Air Filter 1 Differential Pressure	Engine Air Filter Differential Pressure - Data valid but above normal operating range - Least Severe Level

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
107	16	Eng Air Filter	Amber	3341	Engine Air Filter 1 Differential Pressure	Engine Air Filter Differential Pressure - Data valid but above normal operating range - Moderately Severe Level
110	0	Eng coolant temp	Red	151	Engine Coolant Temperature	Engine Coolant Temperature - Data valid but above normal operational range - Most Severe Level
110	3	Check Engine	Amber	144	Engine Coolant Temperature	Engine Coolant Temperature 1 Sensor Circuit - Voltage above normal, or shorted to high source
110	4	Check Engine	Amber	145	Engine Coolant Temperature	Engine Coolant Temperature 1 Sensor Circuit - Voltage below normal, or shorted to low source
110	16	Eng coolant temp	Amber	146	Engine Coolant Temperature	Engine Coolant Temperature - Data valid but above normal operating range - Moderately Severe Level
110	31	Check Engine	None	2659	Engine Coolant Temperature	Engine Coolant Temperature - Condition exists
111	1	Coolant Level	Red	235	Engine Coolant Level	Coolant Level - Data valid but below normal operational range - Most Severe Level
111	3	Check Engine	None	6522	Engine Coolant Level	Coolant Level Sensor 1 Circuit - Voltage above normal, or shorted to high source
111	4	Check Engine	None	6523	Engine Coolant Level	Coolant Level Sensor 1 Circuit - Voltage below normal, or shorted to low source
111	17	Coolant Level	Amber (Blinking)	2448	Engine Coolant Level	Coolant Level - Data valid but below normal operating range - Least Severe Level
111	18	Coolant Level	Amber	197	Engine Coolant Level	Coolant Level - Data valid but below normal operating range - Moderately Severe Level
157	0	Stop Engine	Red	449	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure - Data valid but above normal operational range - Most Severe Level
157	3	Check Engine	Amber	451	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure Sensor Circuit - Voltage above normal, or shorted to high source
157	4	Check Engine	Amber	452	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure Sensor Circuit - Voltage below normal, or shorted to low source
157	16	Check Engine	Amber	553	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure - Data valid but above normal operating range - Moderately Severe Level

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
157	18	Check Engine	Amber	559	Engine Injector Metering Rail 1	Injector Metering Rail 1 Pressure - Data valid but below normal operating range - Moderately Severe Level
168	15	Battery	None	6256	Battery Potential / Power Input 1	Battery 1 Voltage - Data valid but above normal operating range - Moderately Severe Level
168	16	Battery	Amber	442	Battery Potential / Power Input 1	Battery 1 Voltage - Data valid but above normal operating range - Moderately Severe Level
168	17	Battery	None	6257	Battery Potential / Power Input 1	Battery 1 Voltage - Data valid but below normal operating range - Moderately Severe Level
168	18	Check Engine	Amber	249	Battery Potential / Power Input 1	Battery 1 Voltage - Data valid but below normal operating range - Moderately Severe Level
175	3	Check Engine	None	689	Engine Oil Temperature 1	Engine Oil Temperature Sensor 1 Circuit - Voltage above normal, or shorted to high source
175	4	Check Engine	None	6525	Engine Oil Temperature 1	Engine Oil Temperature Sensor 1 Circuit - Voltage below normal, or shorted to low source
190	0	Stop Engine	Red	234	Engine Speed	Engine Crankshaft Speed/Position - Data valid but above normal operational range - Most Severe Level
190	2	Check Engine	None	2321	Engine Speed	Engine Crankshaft Speed/Position - Data is erratic, intermittent, or incorrect
190	16	Check Engine	Amber	2468	Engine Speed	Engine Crankshaft Speed/Position - Data valid but above normal operating range - Moderately Severe Level
237	13	Check Engine	Amber	4517	Vehicle Identification Number	Vehicle Identification Number - Out of Calibration
411	2	Check Engine	Amber	1866	Engine Exhaust Gas	Exhaust Gas Recirculation Differential Pressure - Data is erratic, intermittent, or incorrect
411	3	Check Engine	Amber	2273	Engine Exhaust Gas Recirculation 1 Differential Pressure	Exhaust Gas Recirculation Differential Pressure Sensor Circuit - Voltage above normal, or shorted to high source
411	4	Check Engine	Amber	2274	Engine Exhaust Gas Recirculation 1 Differential Pressure	Exhaust Gas Recirculation Differential Pressure Sensor Circuit - Voltage below normal, or shorted to low source

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
412	3	Check Engine	Amber	2375	Engine Exhaust Gas	Exhaust Gas Recirculation Temperature Sensor Circuit - Voltage above normal, or shorted to high source
412	4	Check Engine	Amber	2376	Engine Exhaust Gas	Exhaust Gas Recirculation Temperature Sensor Circuit - Voltage below normal, or shorted to low source
412	15	Check Engine	None	2961	Engine Exhaust Gas	Exhaust Gas Recirculation Temperature - Data valid but above normal operating range - Least Severe Level
412	16	Check Engine	Amber	2962	Engine Exhaust Gas	Exhaust Gas Recirculation Temperature - Data valid but above normal operating range - Moderately Severe Level
441	3	Check Engine	Amber	293	Auxiliary Temperature 1	Auxiliary Temperature Sensor Input 1 Circuit - Voltage above normal, or shorted to high source
441	4	Check Engine	Amber	294	Auxiliary Temperature 1	Auxiliary Temperature Sensor Input 1 Circuit - Voltage below normal, or shorted to low source
441	14	Check Engine	Amber	6583	Auxiliary Temperature 1	Auxiliary Temperature Sensor Input 1 - Special Instructions
558	2	Check Engine	Amber	431	Accelerator Pedal 1 Low Idle Switch	Accelerator Pedal or Lever Idle Validation Switch - Data is erratic, intermittent, or incorrect
558	13	Stop Engine	Red	432	Accelerator Pedal 1 Low Idle Switch	Accelerator Pedal or Lever Idle Validation Switch Circuit - Out of Calibration
558	19	Stop Engine	Red	3527	Accelerator Pedal 1 Low Idle Switch	Accelerator Pedal or Lever Idle Validation Switch - Received Network Data In Error
563	9	Check Engine	Amber	3488	Anti-Lock Braking (ABS) Active	Anti-Lock Braking (ABS) Controller - Abnormal update rate
563	31	Check Engine	None	4215	Anti-Lock Braking (ABS) Active	Anti-Lock Braking (ABS) Active - Condition Exists
612	2	Stop Engine	Red	115	System Diagnostic Code #2	Engine Magnetic Speed/Position Lost Both of Two Signals - Data is erratic, intermittent, or incorrect
625	9	Stop Engine	Red	291	Proprietary Datalink	Proprietary Datalink Error (OEM/ Vehicle Datalink) - Abnormal update rate
629	12	Check Engine	Amber	343	Controller #1	Engine Control Module Warning Internal Hardware Failure - Bad intelligent device or component
630	12	Stop Engine	Red	3697	Engine Control Module Calibration Memory	Engine Control Module Calibration Memory - Bad intelligent device or component

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
633	31	Check Engine	Amber	2311	Engine Fuel Actuator 1 Control Command	Electronic Fuel Injection Control Valve Circuit - Condition exists
639	9	Check Engine	Amber	285	J1939 Network #1, Primary Vehicle Network (previously SAE J1939 Data Link)	SAE J1939 Multiplexing PGN Timeout Error - Abnormal update rate
639	13	Check Engine	Amber	286	J1939 Network #1, Primary Vehicle Network (previously SAE J1939 Data Link)	SAE J1939 Multiplexing Configuration Error - Out of Calibration
641	7	Check Engine	Amber	2387	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Circuit (Motor) - Mechanical system not responding or out of adjustment
641	9	Check Engine	Amber	1894	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Circuit - Abnormal update rate
641	11	Check Engine	Amber	2198	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Circuit - Root cause not known
641	12	Stop Engine	Red	2634	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Controller - Bad intelligent device or component
641	13	Stop Engine	Red	2449	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Controller - Out of Calibration
641	15	Check Engine	None	1976	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Over Temperature (Calculated) - Data valid but above normal operating range - Least Severe Level
641	31	Stop Engine	Red	2635	Engine Variable Geometry Turbocharger Actuator #1	VGT Actuator Driver Circuit - Condition exists
644	2	Check Engine	Amber	237	Engine External Speed Command Input	External Speed Command Input (Multiple Unit Synchronization) - Data is erratic, intermittent, or incorrect
647	3	Check Engine	None	6263	Engine Fan Clutch 1 Output Device Driver	Fan Control Circuit - Voltage above normal, or shorted to high source
647	4	Check Engine	None	6264	Engine Fan Clutch 1 Output Device Driver	Fan Control Circuit - Voltage below normal, or shorted to low source
651	5	Check Engine	Amber	322	Engine Injector Cylinder #01	Injector Solenoid Driver Cylinder 1 Circuit - Current below normal or open circuit
652	5	Check Engine	Amber	331	Engine Injector Cylinder #02	Injector Solenoid Driver Cylinder 2 Circuit - Current below normal or open circuit
652	7	Check Engine	Amber	1141	Engine Injector Cylinder #02	Injector Solenoid Driver Cylinder 2 - Mechanical system not responding or out of adjustment

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
653	5	Check Engine	Amber	324	Engine Injector Cylinder #03	Injector Solenoid Driver Cylinder 3 Circuit - Current below normal or open circuit
653	7	Check Engine	Amber	1142	Engine Injector Cylinder #03	Injector Solenoid Driver Cylinder 3 - Mechanical system not responding or out of adjustment
654	5	Check Engine	Amber	332	Engine Injector Cylinder #04	Injector Solenoid Driver Cylinder 4 Circuit - Current below normal or open circuit
654	7	Check Engine	Amber	1143	Engine Injector Cylinder #04	Injector Solenoid Driver Cylinder 4 - Mechanical system not responding or out of adjustment
677	3	Check Engine	Amber	584	Engine Starter Motor Relay	Starter Relay Driver Circuit - Voltage above normal, or shorted to high source
677	4	Check Engine	Amber	585	Engine Starter Motor Relay	Starter Relay Driver Circuit - Voltage below normal, or shorted to low source
697	3	Check Engine	Amber	2557	Auxiliary PWM Driver #1	Auxiliary PWM Driver 1 Circuit - Voltage above normal, or shorted to high source
697	4	Check Engine	Amber	2558	Auxiliary PWM Driver #1	Auxiliary PWM Driver 1 Circuit - Voltage below normal, or shorted to low source
701	14	Stop Engine	Red	4734	Auxiliary I/O #01	Auxiliary Input/Output 1 - Special Instructions
723	2	Check Engine	None	2322	Engine Speed 2	Engine Camshaft Speed / Position Sensor - Data is erratic, intermittent, or incorrect
723	7	Check Engine	Amber	731	Engine Speed 2	Engine Speed / Position Camshaft and Crankshaft Misalignment - Mechanical system not responding or out of adjustment
729	3	Check Engine	None	6556	Engine Intake Air Heater Driver #1	Engine Intake Air Heater 1 Circuit - Voltage above normal, or shorted to high source
729	4	Check Engine	None	6557	Engine Intake Air Heater Driver #1	Engine Intake Air Heater 1 Circuit - Voltage below normal, or shorted to low source
748	9	Check Engine	Amber	3641	Transmission Output Retarder	Transmission Output Retarder - Abnormal update rate
862	3	Check Engine	None	6336	Crankcase breather Heater Circuit	Crankcase Breather Filter Heater Circuit - Voltage above normal, or shorted to high source
862	4	Check Engine	None	6337	Crankcase breather Heater Circuit	Crankcase Breather Filter Heater Circuit - Voltage below normal, or shorted to low source

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
974	3	Stop Engine	Red	133	Remote Accelerator Pedal Position	Remote Accelerator Pedal or Lever Position Sensor 1 Circuit - Voltage above normal, or shorted to high source
974	4	Stop Engine	Red	134	Remote Accelerator Pedal Position	Remote Accelerator Pedal or Lever Position Sensor 1 Circuit - Voltage below normal, or shorted to low source
974	19	Stop Engine	Red	288	Remote Accelerator Pedal Position	SAE J1939 Multiplexing Remote Accelerator Pedal or Lever Position Sensor System - Received network data in error
976	2	Check Engine	None	6563	PTO Governor State	Auxiliary Intermediate (PTO) Speed Switch Validation - Data is erratic, intermittent, or incorrect
1072	3	Check Engine	None	6418	Engine (Compression) Brake Output #1	Engine Brake Actuator Driver 1 Circuit - Voltage above normal, or shorted to high source
1072	4	Check Engine	None	6419	Engine (Compression) Brake Output #1	Engine Brake Actuator Driver 1 Circuit - Voltage below normal, or shorted to low source
1073	3	Check Engine	None	6421	Engine (Compression) Brake Output #2	Engine Brake Actuator Driver Output 2 Circuit - Voltage above normal, or shorted to high source
1073	4	Check Engine	None	6422	Engine (Compression) Brake Output #2	Engine Brake Actuator Driver Output 2 Circuit - Voltage below normal, or shorted to low source
1075	3	Check Engine	None	6258	Engine Electric Lift Pump for Engine Fuel Supply	Electric Lift Pump for Engine Fuel Supply Circuit - Voltage above normal, or shorted to high source
1075	4	Check Engine	None	6259	Engine Electric Lift Pump for Engine Fuel Supply	Electric Lift Pump for Engine Fuel Supply Circuit - Voltage below normal, or shorted to low source
1081	9	Check Engine	Amber	3555	Engine Wait to Start Lamp	Engine Wait to Start Lamp - Abnormal update rate
1172	3	Check Engine	Amber	691	Engine Turbocharger 1 Compressor Intake Temperature	Turbocharger 1 Compressor Intake Temperature Circuit - Voltage above normal, or shorted to high source
1172	4	Check Engine	Amber	692	Engine Turbocharger 1 Compressor Intake Temperature	Turbocharger 1 Compressor Intake Temperature Circuit - Voltage below normal, or shorted to low source
1176	2	Check Engine	Amber	743	Engine Turbocharger 1 Compressor Intake Pressure	Turbocharger 1 Compressor Intake Pressure - Data is erratic, intermittent, or incorrect

REFERENCE

J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
1176	3	Check Engine	Amber	741	Engine Turbocharger 1 Compressor Intake Pressure	Turbocharger 1 Compressor Intake Pressure Circuit - Voltage above normal, or shorted to high source
1176	4	Check Engine	Amber	742	Engine Turbocharger 1 Compressor Intake Pressure	Turbocharger 1 Compressor Intake Pressure Circuit - Voltage below normal, or shorted to low source
1194	13	Stop Engine	Red	3298	Anti-theft Encryption Seed Present Indicator	Anti-theft Encryption Seed - Out of Calibration
1209	2	Check Engine	Amber	2554	Engine Exhaust Gas Pressure 1	Exhaust Gas Pressure 1 - Data is erratic, intermittent, or incorrect
1209	3	Check Engine	Amber	2373	Engine Exhaust Gas Pressure 1	Exhaust Gas Pressure Sensor 1 Circuit - Voltage above normal, or shorted to high source
1209	4	Check Engine	Amber	2374	Engine Exhaust Gas Pressure 1	Exhaust Gas Pressure Sensor 1 Circuit - Voltage below normal, or shorted to low source
1231	2	Check Engine	None	3329	J1939 Network #2	J1939 Network #2 - Data is erratic, intermittent, or incorrect
1235	2	Check Engine	None	3331	J1939 Network #3	J1939 Network #3 - Data is erratic, intermittent, or incorrect
1323	31	Check Engine	Amber	1654	Engine Misfire Cylinder #1	Engine Misfire Cylinder 1 - Condition exists
1324	31	Check Engine	Amber	1655	Engine Misfire Cylinder #2	Engine Misfire Cylinder 2 - Condition exists
1325	31	Check Engine	Amber	1656	Engine Misfire Cylinder #3	Engine Misfire Cylinder 3 - Condition exists
1326	31	Check Engine	Amber	1657	Engine Misfire Cylinder #4	Engine Misfire Cylinder 4 - Condition exists
1347	3	Check Engine	Amber	272	Engine Fuel Pump Pressurizing Assembly #2	Engine Fuel Pump Pressurizing Assembly 1 Circuit - Voltage above normal, or shorted to high source
1347	4	Check Engine	Amber	271	Engine Fuel Pump Pressurizing Assembly #1	Engine Fuel Pump Pressurizing Assembly 1 Circuit - Voltage below normal, or shorted to low source
1347	7	Check Engine	Amber	281	Engine Fuel Pump Pressurizing Assembly #3	Engine Fuel Pump Pressurizing Assembly 1 - Mechanical system not responding or out of adjustment
1349	3	Check Engine	Amber	483	Engine Injector Metering Rail 2 Pressure	Injector Metering Rail 2 Pressure Sensor Circuit - Voltage above normal, or shorted to high source
1378	31	Check Engine	Amber (Blinking)	649	Engine Oil Change Interval	Engine Oil Change Interval - Condition exists

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
1388	3	Check Engine	Amber	297	Auxiliary Pressure #2	Auxiliary Pressure Sensor Input 2 Circuit - Voltage above normal, or shorted to high source
1388	4	Check Engine	Amber	298	Auxiliary Pressure #2	Auxiliary Pressure Sensor Input 2 Circuit - Voltage below normal, or shorted to low source
1388	14	Check Engine	Amber	6584	Auxiliary Pressure #2	Auxiliary Pressure Sensor Input 2 - Special Instructions
1569	31	Check Engine	Amber	3714	Engine Protection Torque Derate	Engine Protection Torque Derate - Condition exists
1639	0	Check Engine	Amber	4789	Fan Speed	Fan Speed - Data Valid but Above Normal Operational Range - Most Severe Level
1639	1	Check Engine	Amber	4791	Fan Speed	Fan Speed - Data Valid but Below Normal Operational Range - Most Severe Level
1639	2	Check Engine	None	6469	Fan Speed	Fan Speed – Data is erratic, intermittent, or incorrect
1639	15	Check Engine	None	6467	Fan Speed	Fan Speed - Data Valid but Above Normal Operational Range - Most Severe Level
1639	17	Check Engine	None	6468	Fan Speed	Fan Speed - Data Valid but Below Normal Operational Range - Most Severe Level
1668	2	Check Engine	None	4437	J1939 Network #4 - Data erratic	J1939 Network #4 - Data is erratic, intermittent, or incorrect
1675	31	Check Engine	None	3737	Engine Starter Mode	Engine Starter Mode Overcrank Protection - Condition exists
1761	1	DEF	Amber	1673	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data valid but below normal operational range - Most Severe Level
1761	3	Check Engine	Amber	1669	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor Circuit - Voltage above normal, or shorted to high source
1761	4	Check Engine	Amber	1668	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor Circuit - Voltage below normal, or shorted to low source
1761	9	Check Engine	Amber	4677	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	SAE J1939 Multiplexing PGN Timeout Error - Abnormal update rate
1761	10	Check Engine	Amber	4769	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Abnormal rate of change
1761	11	Check Engine	None	6562	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Root cause not known

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
1761	13	Check Engine	None	6526	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Level Sensor - Out of Calibration
1761	17	DEF	Amber (Blinking)	3497	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data valid but below normal operating range - Least Severe Level
1761	18	DEF	Amber (Blinking)	3498	Aftertreatment 1 Diesel Exhaust Fluid Tank Level	Aftertreatment 1 Diesel Exhaust Fluid Tank Level - Data valid but below normal operating range - Moderately Severe Level
2623	3	Check Engine	Amber	1239	Accelerator Pedal #1 Channel 2	Accelerator Pedal or Lever Position Sensor 2 Circuit - Voltage above normal, or shorted to high source
2623	4	Check Engine	Amber	1241	Accelerator Pedal #1 Channel 2	Accelerator Pedal or Lever Position Sensor 2 Circuit - Voltage below normal, or shorted to low source
2789	15	Check Engine	None	2346	Engine Turbocharger 1 Calculated Turbine Intake Temperature	Turbocharger Turbine Intake Temperature - Data valid but above normal operating range - Least Severe
2791	5	Check Engine	Amber	2349	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Control Circuit - Current below normal or open circuit
2791	6	Check Engine	Amber	2353	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Control Circuit - Current above normal or grounded circuit
2791	7	Check Engine	None	6555	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Control Circuit - Mechanical system not responding or out of adjustment
2791	13	Check Engine	Amber	1896	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Controller - Out of Calibration
2791	15	Check Engine	Amber	1961	Engine Exhaust Gas Recirculation 1 (EGR1) Valve Control	EGR Valve Control Circuit Over Temperature - Data valid but above normal operating range - Least Severe Level
3031	2	Check Engine	Amber	1679	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature - Data is erratic, intermittent, or incorrect
3031	3	Check Engine	Amber	1678	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature Sensor - Voltage above normal, or shorted to high source
3031	4	Check Engine	None	6559	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature Sensor - Voltage below normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3031	9	Check Engine	Amber	4572	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature	Aftertreatment 1 Diesel Exhaust Fluid Tank Temperature - Abnormal Update Rate
3216	2	Check Engine	Amber	3228	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Data is erratic, intermittent, or incorrect
3216	4	Check Engine	Amber	1885	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor Circuit - Voltage below normal, or shorted to low source
3216	9	Check Engine	Amber	3232	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Abnormal update rate
3216	10	Check Engine	None	6621	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Abnormal rate of change
3216	13	Check Engine	Amber	3718	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx - Out of Calibration
3216	16	Check Engine	Amber	3726	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx - Data valid but above normal operating range - Moderately Severe Level
3216	20	Check Engine	None	6458	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Data not Rational - Drifted High
3216	21	Check Engine	None	6459	Aftertreatment 1 Intake NOx	Aftertreatment 1 Intake NOx Sensor - Data not Rational - Drifted High
3218	2	Check Engine	Amber	3682	Aftertreatment 1 Intake Gas Sensor Power Status	Aftertreatment 1 Intake NOx Sensor Power Supply - Data is erratic, intermittent, or incorrect
3226	2	Check Engine	None	6464	Aftertreatment 1 Intake NOx	Aftertreatment 1 Outlet NOx Sensor - Data not Rational - Drifted High
3226	4	Check Engine	None	6521	Aftertreatment Outlet NOx Sensor Circuits	Aftertreatment Outlet NOx Sensor Circuit- Voltage below normal or shorted to low source
3226	9	Check Engine	Amber	2771	Aftertreatment 1 Intake NOx	Aftertreatment 1 Outlet NOx Sensor - Abnormal update rate
3226	10	Check Engine	None	6565	Aftertreatment 1 Intake NOx	Aftertreatment 1 Outlet NOx Sensor - Abnormal rate of change
3226	13	Check Engine	Amber	3717	Aftertreatment 1 Intake NOx	Aftertreatment 1 Outlet NOx Sensor - Out of Calibration
3226	20	Check Engine	None	6462	Aftertreatment 1 Intake NOx	Aftertreatment 1 Outlet NOx Sensor - Data not Rational - Drifted High
3226	21	Check Engine	None	6463	Aftertreatment 1 Intake NOx	Aftertreatment 1 Outlet NOx Sensor - Data not Rational - Drifted High

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3228	2	Check Engine	None	6582	Aftertreatment 1 Outlet Gas Sensor Power Status	Aftertreatment 1 Outlet NOx Sensor Power Supply - Data is erratic, intermittent, or incorrect
3361	2	Check Engine	Amber	2976	Aftertreatment 1 Diesel Exhaust Fluid Supply Module	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Temperature - Data is erratic, intermittent, or incorrect
3361	3	Check Engine	Amber	3558	Aftertreatment 1 Diesel Exhaust Fluid Supply Module	Aftertreatment 1 Diesel Exhaust Fluid Supply Module - Voltage above normal, or shorted to high source
3361	4	Check Engine	Amber	3559	Aftertreatment 1 Diesel Exhaust Fluid Supply Module	Aftertreatment 1 Diesel Exhaust Fluid Supply Module - Voltage below normal, or shorted to low source
3362	31	Check Engine	Amber	1682	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Input Lines	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Input Lines - Condition exists
3363	3	Check Engine	None	6479	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Voltage above normal, or shorted to high source
3363	4	Check Engine	None	6481	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Voltage below normal, or shorted to low source
3363	7	Check Engine	None	6475	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Mechanical system not responding or out of adjustment
3363	16	Check Engine	Amber	1713	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Data valid but above normal operating range - Moderately Severe Level
3363	18	Check Engine	None	6476	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Heater	Aftertreatment 1 Diesel Exhaust Fluid Tank Heater - Data valid but below normal operating range - Moderately Severe Level
3364	1	Check Engine	Amber	3866	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Data valid but below normal operational range - Most Severe Level
3364	2	Check Engine	Amber	3878	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Data is erratic, intermittent, or incorrect
3364	3	Check Engine	Amber	1686	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Voltage above normal, or shorted to high source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3364	4	Check Engine	Amber	1685	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Voltage below normal, or shorted to low source
3364	5	Check Engine	Amber	4741	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Current below normal or open circuit
3364	6	Check Engine	Amber	4742	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor Circuit - Current above normal or grounded circuit
3364	7	Check Engine	Amber	3876	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality Sensor - Mechanical system not responding or out of adjustment
3364	9	Check Engine	Amber	3868	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Abnormal update rate
3364	10	Check Engine	Amber	4277	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Abnormal rate of change
3364	11	Check Engine	Amber	1715	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Root cause not known
3364	13	Check Engine	Amber	1714	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Out of Calibration
3364	15	Check Engine	None	4842	Aftertreatment Diesel Exhaust Fluid Quality	Aftertreatment Diesel Exhaust Fluid Quality - Data valid but above normal operating range - Least Severe Level
3364	18	Check Engine	None	6752	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Data valid but below normal operating range - Moderate Severe Level
3364	19	Check Engine	Amber	4241	Aftertreatment 1 Diesel Exhaust Fluid Tank 1 Quality	Aftertreatment Diesel Exhaust Fluid Quality - Received network data in error
3464	3	Check Engine	None	6493	Electronic Throttle Control Actuator Driver Circuit	Electronic Throttle Control Actuator Driver Circuit - Voltage above normal, or shorted to high source
3464	4	Check Engine	None	6494	Electronic Throttle Control Actuator Driver Circuit	Electronic Throttle Control Actuator Driver Circuit - Voltage above normal, or shorted to low source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3464	5	Check Engine	None	6496	Electronic Throttle Control Actuator Driver Circuit	Electronic Throttle Control Actuator Driver Circuit - Voltage above normal, or shorted to high source
3509	3	Check Engine	Amber	386	Sensor supply voltage 1	Sensor Supply 1 Circuit - Voltage above normal, or shorted to high source
3509	4	Check Engine	Amber	352	Sensor supply voltage 1	Sensor Supply 1 Circuit - Voltage below normal, or shorted to low source
3510	3	Check Engine	Amber	227	Sensor supply voltage 2	Sensor Supply 2 Circuit - Voltage above normal, or shorted to high source
3510	4	Check Engine	Amber	187	Sensor supply voltage 2	Sensor Supply 2 Circuit - Voltage below normal, or shorted to low source
3511	3	Check Engine	Amber	239	Sensor supply voltage 3	Sensor Supply 3 Circuit - Voltage above normal, or shorted to high source
3511	4	Check Engine	Amber	238	Sensor supply voltage 3	Sensor Supply 3 Circuit - Voltage below normal, or shorted to low source
3512	3	Check Engine	Amber	2185	Sensor supply voltage 4	Sensor Supply 4 Circuit - Voltage above normal, or shorted to high source
3512	4	Check Engine	Amber	2186	Sensor supply voltage 4	Sensor Supply 4 Circuit - Voltage below normal, or shorted to low source
3513	3	Check Engine	Amber	1695	Sensor supply voltage 5	Sensor Supply 5 - Voltage above normal, or shorted to high source
3513	4	Check Engine	Amber	1696	Sensor supply voltage 5	Sensor Supply 5 - Voltage below normal, or shorted to low source
3514	3	Check Engine	Amber	515	Sensor supply voltage 6	Sensor Supply 6 Circuit - Voltage above normal, or shorted to high source
3514	4	Check Engine	Amber	516	Sensor supply voltage 6	Sensor Supply 6 Circuit - Voltage below normal, or shorted to low source
3515	5	Check Engine	Amber	4743	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 Sensor Circuit - Current below normal or open circuit
3515	6	Check Engine	Amber	4744	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 Sensor Circuit - Current above normal or grounded
3515	10	Check Engine	None	6619	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 - Abnormal Rate of Change

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
3515	11	Check Engine	Amber	4745	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2	Aftertreatment 1 Diesel Exhaust Fluid Temperature 2 - Root Cause Not Known
3521	11	Check Engine	Amber	4768	Aftertreatment 1 Diesel Exhaust Fluid Property	Aftertreatment 1 Diesel Exhaust Fluid Property - Root Cause Not Known
3597	2	Check Engine	None	1117	ECU Power Output Supply Voltage #1	Power Supply Lost With Ignition On - Data is erratic, intermittent, or incorrect
3597	12	Check Engine	Amber	351	ECU Power Output Supply Voltage #1	Injector Power Supply - Bad intelligent device or component
3597	17	Check Engine	None	6499	ECU Power Output Supply Voltage #1	ECU Power Output Supply Voltage 1 - Data valid but below normal operating range - Moderately Severe Level
3597	18	Check Engine	Amber	1938	ECU Power Output Supply Voltage #1	ECU Power Output Supply Voltage 1 - Data valid but below normal operating range - Moderately Severe Level
3695	2	Check Engine	None	6568	Aftertreatment Regeneration Inhibit Switch	Aftertreatment Regeneration Inhibit Switch - Data is erratic, intermittent, or incorrect
3750	14	Check Engine	Amber	5938	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration – Condition exists
4096	31	Check Engine	Amber	3547	NOx limits exceeded due to Empty Diesel Exhaust Fluid Tank	Aftertreatment Diesel Exhaust Fluid Tank Empty - Condition exists
4185	31	Check Engine	Amber	1427	Overspeed Shutdown Relay Driver	Overspeed Shutdown Relay Driver Diagnostic has detected an error - Condition exists
4186	31	Check Engine	Amber	1428	Low Oil Pressure Shutdown Relay Driver	Low Oil Pressure (LOP) Shutdown Relay Driver Diagnostic has detected an error - Condition exists
4187	31	Check Engine	Amber	1429	High Engine Temperature Shutdown Relay Driver	High Engine Temperature (HET) Shutdown Relay Driver Diagnostic has detected an error - Condition exists
4188	31	Check Engine	Amber	1431	Pre-Low Oil Pressure Indicator Relay Driver	Pre-Low Oil Pressure Warning Relay Driver Diagnostic has detected an error - Condition exists
4223	31	Check Engine	Amber	1432	Pre-High Engine Temperature Warning Relay Driver	Pre-High Engine Temperature Warning Relay Driver Diagnostic has detected an error - Condition exists
4334	2	Check Engine	Amber	3596	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data is erratic, intermittent, or incorrect

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
4334	3	Check Engine	Amber	3571	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Voltage above normal, or shorted to high source
4334	4	Check Engine	Amber	3572	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Voltage below normal, or shorted to low source
4334	16	Check Engine	Amber	3575	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data valid but above normal operating range
4334	18	Check Engine	Amber	3574	Aftertreatment 1 Diesel Exhaust Fluid Doser Absolute Pressure	Aftertreatment 1 Diesel Exhaust Fluid Pressure Sensor - Data valid but below normal operating range
4337	10	Check Engine	Amber	4249	Aftertreatment 1 Diesel Exhaust Fluid Dosing Temperature	Aftertreatment 1 Diesel Exhaust Fluid Dosing Temperature - Abnormal Rate of Change
4340	3	Check Engine	None	6531	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Voltage above normal, or shorted to high source
4340	4	Check Engine	None	6532	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Voltage below normal, or shorted to low source
4340	5	Check Engine	None	6482	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 1 Circuit - Current below normal or open circuit
4342	3	Check Engine	None	6533	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Voltage above normal, or shorted to high source
4342	4	Check Engine	None	6534	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Voltage below normal, or shorted to low source
4342	5	Check Engine	None	6483	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 State	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 2 Circuit - Current below normal or open circuit
4344	3	Check Engine	None	6535	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 3 State	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Voltage above normal, or shorted to high source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
4344	4	Check Engine	None	6536	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 3 State	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Voltage below normal, or shorted to low source
4344	5	Check Engine	None	6484	Aftertreatment 1 Diesel Exhaust Fluid Line Heater 3 State	Aftertreatment Diesel Exhaust Fluid Line Heater 3 Circuit - Current below normal or open circuit
4360	0	Stop Engine	Red	3229	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature - Data valid but above normal operational range - Most Severe Level
4360	2	Check Engine	Amber	3144	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature Sensor - Data is erratic, intermittent, or incorrect
4360	3	Check Engine	Amber	3142	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature Sensor Circuit - Voltage above normal, or shorted to high source
4360	4	Check Engine	Amber	3143	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature Sensor Circuit - Voltage below normal, or shorted to low source
4360	15	Check Engine	None	3164	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature - Data valid but above normal operating range - Least Severe
4360	16	Stop Engine	Red	3231	Aftertreatment 1 SCR Catalyst Intake Gas Temperature	Aftertreatment 1 SCR Intake Temperature - Data valid but above normal operating range - Moderately Severe Level
4363	0	Stop Engine	Red	3165	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature - Data valid but above normal operational range - Most Severe
4363	2	Check Engine	Amber	3148	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature Sensor - Data is erratic, intermittent, or incorrect
4363	3	Check Engine	None	6569	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature Sensor Circuit - Voltage above normal, or shorted to high source
4363	4	Check Engine	None	6571	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature Sensor Circuit - Voltage below normal, or shorted to low source
4363	16	Stop Engine	Red	3235	Aftertreatment 1 SCR Catalyst Outlet Gas Temperature	Aftertreatment 1 SCR Outlet Temperature - Data valid but above normal operating range - Moderately Severe Level

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
4364	17	Check Engine	None	6517	Aftertreatment 1 SCR Conversion Efficiency	Aftertreatment SCR Catalyst Conversion Efficiency - Data valid but below normal operating range - Moderately Severe Level
4364	18	Check Engine	Amber	3582	Aftertreatment 1 SCR Conversion Efficiency	Aftertreatment SCR Catalyst Conversion Efficiency - Data valid but below normal operating range - Moderately Severe Level
4376	3	Check Engine	Amber	3577	Aftertreatment 1 Diesel Exhaust Fluid Return Valve	Aftertreatment Diesel Exhaust Fluid Return Valve - Voltage above normal, or shorted to high source
4376	4	Check Engine	Amber	3578	Aftertreatment 1 Diesel Exhaust Fluid Return Valve	Aftertreatment Diesel Exhaust Fluid Return Valve - Voltage below normal, or shorted to low source
4376	7	Check Engine	None	6527	Aftertreatment 1 Diesel Exhaust Fluid Return Valve	Aftertreatment Diesel Exhaust Fluid Return Valve - Mechanical system not responding or out of adjust
4765	2	Check Engine	None	6539	Aftertreatment Diesel Oxidation Catalyst Intake Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data is erratic, intermittent, or incorrect
4765	3	Check Engine	Amber	3314	Aftertreatment Diesel Oxidation Catalyst Intake Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature Sensor Circuit - Voltage above normal, or shorted to high source
4765	4	Check Engine	Amber	3313	Aftertreatment Diesel Oxidation Catalyst Intake Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature Sensor Circuit - Voltage below normal, or shorted to low source
4765	16	Stop Engine	Red	3251	Aftertreatment Diesel Oxidation Catalyst Intake Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Intake Temperature - Data Valid But Above Normal Operating range
4766	0	Stop Engine	Red	5387	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data valid but above normal operating range - Most Severe Level
4766	2	Check Engine	Amber	5386	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data is erratic, intermittent, or incorrect
4766	3	Check Engine	Amber	4533	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature Sensor Circuit	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature Sensor Circuit - Voltage above normal, or shorted to high source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
4766	4	Check Engine	Amber	4534	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature Sensor Circuit	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature Sensor Circuit - Voltage below normal, or shorted to low source
4766	15	Check Engine	Amber	5389	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data valid but above normal operating range - Least Severe Level
4766	16	Stop Engine	Red	5388	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature	Aftertreatment 1 Diesel Oxidation Catalyst Outlet Gas Temperature - Data valid but above normal operating range - Moderately Severe Level
4792	7	Check Engine	None	3751	Aftertreatment SCR Catalyst System	Aftertreatment SCR Catalyst System - Mechanical system not responding or out of adjustment
4792	14	Stop Engine	Red	4585	Aftertreatment 1 SCR Catalyst System	Aftertreatment 1 SCR Catalyst System - Special Instructions
4794	31	Check Engine	Amber	3151	Aftertreatment 1 SCR Catalyst System	Aftertreatment 1 SCR Catalyst System Missing - Condition exists
4796	31	Check Engine	None	6621	Aftertreatment 1 Diesel Oxidation Catalyst Missing	Aftertreatment 1 Diesel Oxidation Catalyst Missing - Condition exists
5018	11	Check Engine	None	2637	Aftertreatment Diesel Oxidation Catalyst	Aftertreatment 1 Diesel Oxidation Catalyst Face Plugged - Root cause not known
5024	10	Check Engine	Amber	3649	Aftertreatment 1 Intake Gas NOx Sensor Heater Ratio	Aftertreatment 1 Intake NOx Sensor Heater - Abnormal rate of change
5031	10	Check Engine	None	6581	Aftertreatment 1 Outlet Gas NOx Sensor Heater Ratio	Aftertreatment 1 Outlet NOx Sensor Heater - Abnormal rate of change
5125	3	Check Engine	Amber	3419	Sensor supply voltage 7	Sensor Supply 7 Circuit - Voltage above normal, or shorted to high source
5125	4	Check Engine	Amber	3421	Sensor supply voltage 7	Sensor Supply 7 Circuit - Voltage below normal, or shorted to low source
5245	31	Check Engine	Amber	4863	Aftertreatment Selective Catalytic Reduction Operator Inducement Active	Aftertreatment Diesel Exhaust Fluid Tank Low Level Indicator
5246	0	Stop Engine	Red	3712	Aftertreatment SCR Operator Inducement Severity	Aftertreatment SCR Operator Inducement - Data valid but above normal operational range - Most Severe Level

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
5298	17	Check Engine	None	2638	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency - Data valid but below normal operating range - Moderately Severe Level
5298	18	Check Engine	Amber	1691	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency	Aftertreatment 1 Diesel Oxidation Catalyst Conversion Efficiency - Data valid but below normal operating range - Moderately Severe Level
5394	2	Check Engine	None	3755	Aftertreatment Diesel Exhaust Fluid Dosing Valve	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Data is erratic, intermittent, or incorrect
5394	5	Check Engine	Amber	3567	Aftertreatment Diesel Exhaust Fluid Dosing Valve	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Current below normal or open circuit
5394	7	Check Engine	Amber	3568	Aftertreatment Diesel Exhaust Fluid Dosing Valve	Aftertreatment Diesel Exhaust Fluid Dosing Valve - Mechanical system not responding or out of adjustment
5484	3	Check Engine	None	6456	Engine Fan Clutch 2 Output Device Driver	Engine Fan Clutch 2 Control Circuit - Voltage above normal, or shorted to high source
5484	4	Check Engine	None	6457	Engine Fan Clutch 2 Output Device Driver	Engine Fan Clutch 2 Control Circuit - Voltage below normal, or shorted to low source
5491	3	Check Engine	None	6477	Aftertreatment 1 Diesel Exhaust Fluid Line Heater Relay	Aftertreatment Diesel Exhaust Fluid Line Heater Relay - Voltage above normal, or shorted to high source
5491	4	Check Engine	None	6478	Aftertreatment 1 Diesel Exhaust Fluid Line Heater Relay	Aftertreatment Diesel Exhaust Fluid Line Heater Relay - Voltage below normal, or shorted to low source
5491	7	Check Engine	None	6537	Aftertreatment 1 Diesel Exhaust Fluid Line Heater Relay	Aftertreatment 1 Diesel Exhaust Fluid Line Heater Relay - Mechanical system not responding or out of adjustment
5571	0	Check Engine	Amber	3741	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Data valid but above normal operational range
5571	7	Check Engine	None	3727	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Mechanical system not responding or out of adjustment
5571	15	Check Engine	Amber	5585	High-Pressure Common Rail Fuel Pressure Relief Valve	High-Pressure Common Rail Fuel Pressure Relief Valve - Data valid but above normal operating range - Least Severe Level

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
5742	12	Check Engine	Amber	4158	Aftertreatment Diesel Particulate Filter Temperature Sensor Module	Aftertreatment Diesel Particulate Filter Temperature Sensor Module - Bad intelligent device or component
5743	3	Check Engine	Amber	4164	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Voltage above Normal, or shorted to high source
5743	4	Check Engine	Amber	4165	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Voltage below normal, or Shorted to low source
5743	9	Check Engine	Amber	4152	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Abnormal update rate
5743	11	Check Engine	Amber	4261	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Root cause not known
5743	12	Check Engine	Amber	4159	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Bad intelligent device or component
5743	16	Check Engine	Amber	4166	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module	Aftertreatment Selective Catalytic Reduction Temperature Sensor Module - Data valid, but above normal
5745	3	Check Engine	Amber	4168	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater - Voltage above normal, or shorted to high
5745	4	Check Engine	Amber	4169	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater - Voltage below normal, or shorted to low source
5745	17	Check Engine	None	6513	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater - Data valid, but below normal operating range
5745	18	Check Engine	Amber	4171	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater - Data valid, but below normal operating range
5746	3	Check Engine	None	6529	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Relay	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Relay - Voltage above normal, or shorted to high source

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
5746	4	Check Engine	Amber	4156	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Relay	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Relay - Voltage below normal, or shorted to low source
5798	10	Check Engine	Amber	4251	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Temperature	Aftertreatment 1 Diesel Exhaust Fluid Supply Module Heater Temperature - Abnormal rate of change
6655	3	Check Engine	None	6511	ECU Power Lamp	Maintain ECU Power Lamp - Voltage above normal, or shorted to high source
6655	4	Check Engine	None	6512	ECU Power Lamp	Maintain ECU Power Lamp - Voltage below normal, or shorted to low source
6799	2	Check Engine	None	6473	Engine Fan Blade Pitch	Fan Blade Pitch - Mechanical system not responding or out of adjustment
6799	3	Check Engine	None	6471	Engine Fan Blade Pitch	Fan Blade Pitch Position Sensor Circuit - Voltage above normal, or shorted to high source
6799	4	Check Engine	None	6472	Engine Fan Blade Pitch	Fan Blade Pitch Position Sensor Circuit - Voltage below normal, or shorted to low source
6799	7	Check Engine	Amber	5185	Engine Fan Blade Pitch	Fan Blade Pitch - Mechanical system not responding or out of adjustment
6802	31	Check Engine	Amber	5278	—	Aftertreatment 1 Diesel Exhaust Fluid Dosing System Frozen - Condition exists
6881	9	Check Engine	Amber	5653	SCR Operator Inducement Override Switch	SCR Operator Inducement Override Switch - Abnormal Update Rate
6881	13	Check Engine	Amber	5654	SCR Operator Inducement Override Switch	SCR Operator Inducement Override Switch - Out of Calibration
6882	3	Check Engine	Amber	5393	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Voltage above normal or shorted to high source
6882	4	Check Engine	Amber	5394	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Voltage below normal or shorted to low source
6882	9	Check Engine	Amber	5391	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Abnormal Update Rate

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J1939 SPN	J1939 FMI	Telltale	Lamp	Cummins Fault Code	J1939_SPN Description	Detail
6882	11	Check Engine	Amber	5395	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Root cause not known
6882	12	Check Engine	Amber	5392	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Bad intelligent device or component
6882	16	Check Engine	Amber	5396	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module	Aftertreatment Diesel Oxidation Catalyst Temperature Sensor Module - Data valid but above normal operating range - Moderately Severe Level
6918	31	Check Engine	Maintenance	5632	SCR System Cleaning Inhibited Due to Inhibit Switch	SCR System Cleaning Inhibited Due to Inhibit Switch - Condition exists
6928	31	Check Engine	Amber	6597	SCR System Cleaning Inhibited Due to System Timeout	SCR System Cleaning Inhibited Due to System Timeout - Condition exists
7848	31	Check Engine	Amber	6634	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration	Diesel Particulate Filter 1 Conditions Not Met for Active Regeneration - Condition exists
520968	9	Check Engine	Amber	5939	—	Machine Constrained Operation - Abnormal Update Rate. No Communication or an invalid data transfer rate has been detected on the J1939 data link between the ECM and the machine electronic control unit.
520968	19	Check Engine	None	5941	—	Machine Constrained Operation - Received network data in error. The received J1939 datalink message was not valid.
524286	31	Check Engine	Amber	5617	Aftertreatment 1 Diesel Oxidation Catalyst System	Aftertreatment 1 Diesel Oxidation Catalyst System - Special Instruction

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Lubricants, Fluids, and System Capacities

Use only the fluids and lubricants recommended by MacDon in your windrower.

Lubricant/Fluid	Location	Description	M2170 Capacity	M2260 Capacity
Diesel exhaust fluid (DEF)	Diesel exhaust fluid tank	Must meet ISO 22241 requirements.	49 liters (13 U.S. gallons)	55 liters (14.5 U.S. gallons)
Grease	As needed unless otherwise specified	SAE multi-purpose high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base	As needed	
Diesel fuel	Fuel tank	Ultra low sulphur diesel (ULSD) Grade No. 2, or ULSD Grade No. 1 and 2 mix ³⁶ ; refer to 5.1.3 Fuel Specifications, page 354 for more information	518 liters (137 U.S. gallons)	
Hydraulic oil	Hydraulic reservoir	Single grade transmission/hydraulic fluid (THF) Viscosity at 60.1 cSt @ 40°C Viscosity at 9.5 cSt @ 100°C	60 liters (15.8 U.S. gallons) ³⁷	
Gearbox lubricant	Gearbox	SAE 75W-140 or 80W-140, API service class GL-5 fully synthetic gear lubricant (SAE J2360 preferred)	2.1 liters (2.2 U.S. quarts)	
Gearbox lubricant	Standard wheel drive	SAE 75W-140 or 80W-140, API service class GL-5 fully synthetic gear lubricant (SAE J2360 preferred)	1.4 liters (1.5 U.S. quarts)	
Gearbox lubricant	High-torque wheel drive	SAE 85W-140, API service class GL-5 fully synthetic gear lubricant	—	4.5 liters (4.8 U.S. quarts)
Engine coolant	Engine cooling system	ASTM D-6210 and CES-14603, Peak Final Charge Global™ or Fleetguard ES Compleat™ OAT. Refer to 5.1.4 Coolant Specifications, page 355 for more information	30 liters (7.92 U.S. gallons)	33 liters (8.7 U.S. gallons)
Engine oil	Engine oil pan	SAE 15W-40 compliant with SAE specs for API Class SJ and CJ-4 engine oil	11 liters (11.6 U.S. quarts)	14 liters (14.8 U.S. quarts)
Air conditioning refrigerant	Air conditioning system	R134A	2.38 kg (5.25 lb.)	
Air conditioning refrigerant oil	Air conditioning system total capacity	PAG SP-15	240 cc (8.1 fl. oz.)	
Windshield washer fluid	Windshield washer fluid tank	SAE J942 compliant	4 liters (1 U.S. gallon)	

36. Optional when operating temperature is below 0°C (32°F).

37. Denotes capacity of a dry system. Refill capacity is 58 liters (15 U.S. gallons).

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