

# **Double Windrow Attachment (DWA) for M1 Series Windrowers**

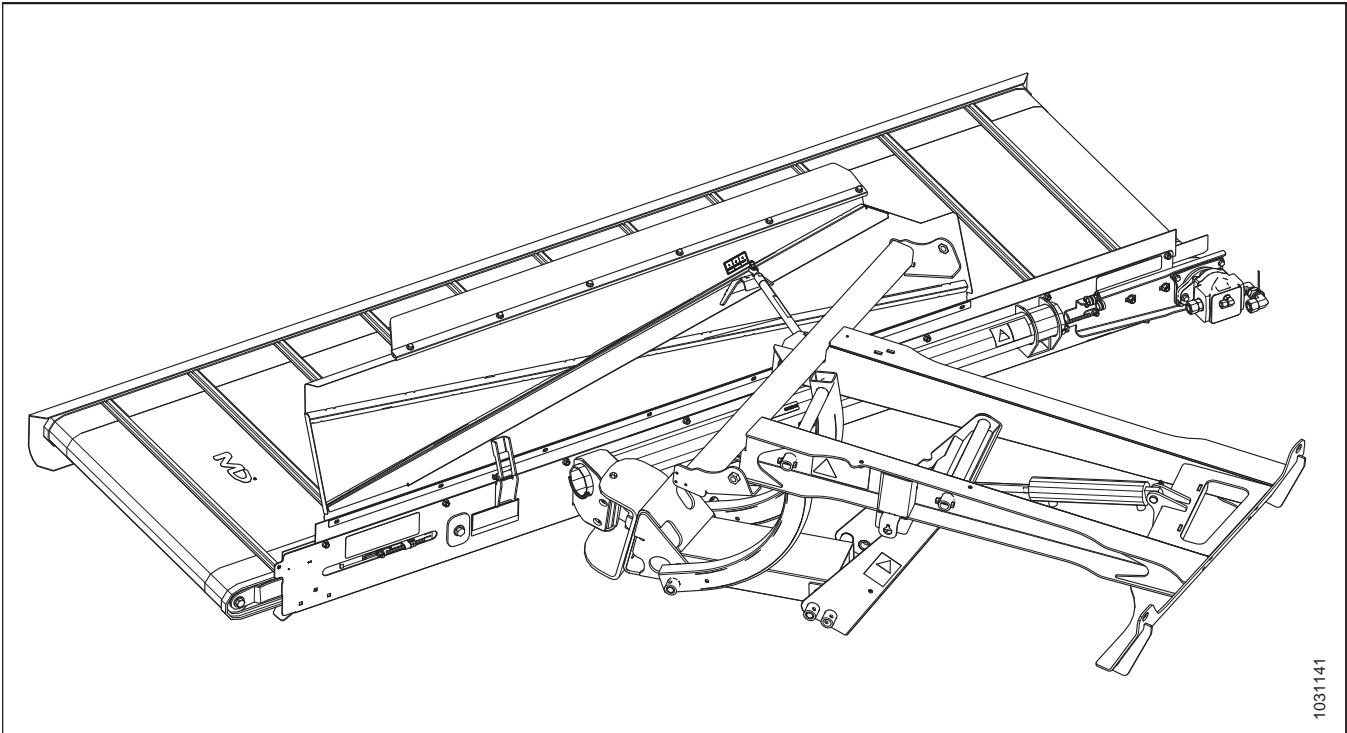
**DWA Serial Number 371190 and Later**

**Setup, Operation, and Parts Manual**

**215349 Revision A**

Original Instruction

This instruction contains the setup procedures, operation instructions, and parts lists for the MacDon Double Windrow Attachment (DWA) for M1 Series Windrowers.



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## Introduction

### IMPORTANT:

This manual (MD #215349) applies to Double Windrow Attachment (DWA) serial number 371190 and later, for DWA's mounted onto a M1 Series Windrower. If the DWA serial number is prior to 371190 and mounted onto a M1 Series Windrower, refer to manual MD #214763.

The Double Windrow Attachment (DWA) provides the ability to place two or three windrows of conditioned material close together. The DWA can be mounted on the following MacDon Windrowers:

- M1170
- M1240

The DWA is for use with the following headers:

- A Series Auger Headers (Non-Grass Seed Only)
- R85 Rotary Disc Headers
- R216 Rotary Disc Headers

### IMPORTANT:

The DWA is incompatible with R1 Series Rotary Disc Headers.

When the DWA system is engaged, conditioned crop is deposited onto the side draper and then delivered to the right side of the windrower. Raising the side delivery disengages the DWA, allowing the crop to be deposited between the windrower's wheels.

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

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 machine function and machine life and may result in a hazardous situation.

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

### NOTE:

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

The following conventions are used in this document:

- Right and left are determined from the operator's position, facing forward with the windrower in cab-forward position.
- Unless otherwise noted, use the standard torque values provided in Chapter *6.1 Torque Specifications, page 101* of this document.

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

This instruction is currently available in English only.

## Summary of Changes

At MacDon, we're continuously making improvements: occasionally these improvements impact product documentation. The following list provides an account of major changes from the previous version of this document.

Section	Summary of Change	Internal Use Only
<a href="#">2.3 Parts List – Hardware Bag, page 21</a>	Added bolt lengths to descriptions to clarify differences in bolts. Added note “Bolt length is measured from under the head of the bolt to the tip of the threads. Be sure you are using the correct bolt”.	Engineering
<a href="#">2.4 Installing the Linkage, page 22</a>	Added bolt lengths to descriptions to clarify differences in bolts. Added footnote to steps “Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads”.	Engineering
<a href="#">2.5 Installing the Deck, page 26</a>	Two lube fittings (MD #18671) replaced by two 90° elbow adapter fittings (MD #50187) and two 90° lube fittings (MD #21194). Updated illustrations 1031049, 1032239, 1031102, 1031071, and 1031105 to 1033180, 1033181, 1033182, 1033183, and 1033184 to show changes.	ECN 59421
	Step 19 corrected nut to bolt for removing shipping stands. Step 20 corrected nut to bolt when reinstalling hardware. Added note about applying threadlocker to bolt before reinstallation. Added illustration 1033188 to make steps more clear.	Engineering
	Added bolt lengths to descriptions to clarify differences in bolts. Added footnote to steps “Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads”.	Engineering
<a href="#">2.6 Connecting the Hydraulics to an M1170 Windrower, page 33</a>	Added bolt lengths to descriptions to clarify differences in bolts. Added footnote to steps “Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads”.	Engineering
	Draper hydraulic hose assembly (MD #176177) superseded by hydraulic hose MD #176575. Removed footnotes mentioning draper hydraulic hose assembly (MD #176177).	ECN 59421
<a href="#">2.7 Connecting the Hydraulics to an M1240 Windrower, page 39</a>	Added bolt lengths to descriptions to clarify differences in bolts. Added footnote to steps “Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads”.	Engineering
	Draper hydraulic hose assembly (MD #176177) superseded by hydraulic hose MD #176575. Removed footnotes mentioning draper hydraulic hose assembly (MD #176177).	ECN 59421



Section	Summary of Change	Internal Use Only
<i>3.2 Engaging and Disengaging the Deck Safety Pin, page 52</i>	Added an introductory safety statement to section.	Tech Pubs
<i>3.5.2 Adjusting Deck Angle Relative to the Ground, page 59</i>	Changed illustration to reflect the addition of two 90° elbow adapter fittings (MD #50187) and two 90° lube fittings (MD #21194) replacing two lube fittings (MD #18671). Updated illustration from 1032263 to 1033191 to show changes.	ECN 59421
<i>3.9.1 Operating with an A Series Auger Header (Non-Grass Seed Only);, page 65</i>	Added “Non Grass Seed” to title for clarity.	Tech Pubs
<i>4.2 Lubrication, page 78</i>	Changed illustration to reflect the addition of two 90° elbow adapter fittings (MD #50187) and two 90° lube fittings (MD #21194) replacing two lube fittings (MD #18671). Updated illustration from 1031128 to 1033192 to show changes.	ECN 59421
<i>5.3 Deck, Draper, and Rollers, page 86</i>	Two lube fittings (MD #18671) replaced by two 90° elbow adapter fittings (MD #50187) and two 90° lube fittings (MD #21194). Updated illustration from 1032203 to 1033186 to show changes.	ECN 59421
	Hydraulic motor MD #176590 superseded by MD #176890. Added serviceable parts of motor to list.	
<i>5.4 Linkage and Deck Support, page 92</i>	Arm – Decal Assy (MD #176621) superseded by MD #176891. Nut (MD #135337) and bolt (MD #136050) replaced by MD #135799 and MD #135319. Added one washer (MD 184711). The orientation of the pin (#25)(MD #20312) and cotter pin (#26)(MD #18648) were reversed so that they are on the opposite side of the cylinder as the decal. Added four washers (MD #112130). Updated illustration from 1032204 to 1033189 to show changes.	ECN 59431
<i>5.5 Hydraulic Hoses, page 96</i>	Draper hydraulic hose assembly (MD #176177) superseded by hydraulic hose MD #176575.	ECN 59421

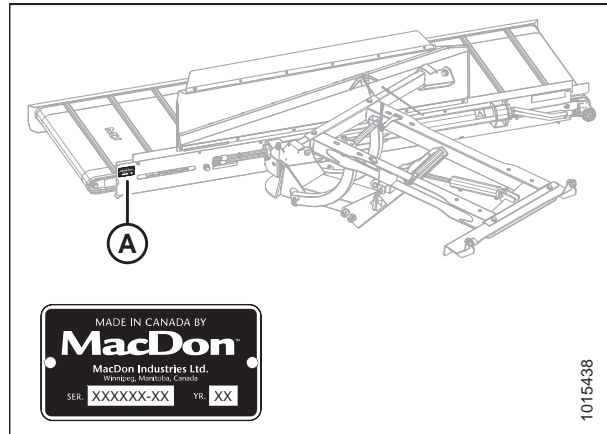
## Serial Number Location

The serial number helps identify your machine and ensures you get the best information quickly when working with MacDon for Product Support or Parts.

Record the serial number of the Double Windrow Attachment (DWA) in the space provided.

**DWA serial number:** \_\_\_\_\_

The serial number plate is located on the deck (A).



**Figure 1: Serial Number Location**

## TABLE OF CONTENTS

---

Introduction .....	i
Summary of Changes.....	ii
Serial Number Location .....	iv
<b>Chapter 1: Safety .....</b>	<b>1</b>
<b>1.1 Safety Alert Symbols .....</b>	<b>1</b>
<b>1.2 Signal Words .....</b>	<b>2</b>
<b>1.3 General Safety .....</b>	<b>3</b>
<b>1.4 Maintenance Safety .....</b>	<b>5</b>
<b>1.5 Hydraulic Safety .....</b>	<b>6</b>
<b>1.6 Tire Safety.....</b>	<b>7</b>
<b>1.7 Battery Safety .....</b>	<b>8</b>
<b>1.8 Welding Precaution .....</b>	<b>9</b>
<b>1.9 Engine Safety .....</b>	<b>13</b>
1.9.1 High-Pressure Rail .....	13
1.9.2 Engine Electronics .....	14
<b>1.10 Safety Signs .....</b>	<b>15</b>
1.10.1 Installing Safety Decals .....	15
<b>1.11 Safety Sign Decals .....</b>	<b>16</b>
<b>1.12 Safety Decal Locations .....</b>	<b>18</b>
<b>Chapter 2: Assembly/Setup Instructions .....</b>	<b>19</b>
<b>2.1 Raising the Right Stairs .....</b>	<b>19</b>
<b>2.2 Configuring the Double Windrow Attachment .....</b>	<b>20</b>
<b>2.3 Parts List – Hardware Bag .....</b>	<b>21</b>
<b>2.4 Installing the Linkage.....</b>	<b>22</b>
<b>2.5 Installing the Deck .....</b>	<b>26</b>
<b>2.6 Connecting the Hydraulics to an M1170 Windrower .....</b>	<b>33</b>
<b>2.7 Connecting the Hydraulics to an M1240 Windrower .....</b>	<b>39</b>
<b>2.8 Connecting the Proximity Sensor.....</b>	<b>44</b>
<b>2.9 Checking Clearance between Front Skid and Draper .....</b>	<b>46</b>
<b>2.10 Activating the Double Windrow Attachment.....</b>	<b>47</b>
2.10.1 Setting One-Touch-Return Buttons (A, B, C) .....	48
2.10.2 Setting Draper Pressure Alarm.....	49
<b>Chapter 3: Operation .....</b>	<b>51</b>
<b>3.1 Operational Safety.....</b>	<b>51</b>
<b>3.2 Engaging and Disengaging the Deck Safety Pin.....</b>	<b>52</b>
3.2.1 Engaging the Deck Safety Pin .....	52
3.2.2 Disengaging the Deck Safety Pin .....	52
<b>3.3 Raising and Lowering the Deck.....</b>	<b>54</b>

## TABLE OF CONTENTS

3.3.1 Adjusting the Deck Lift Speed .....	55
3.3.2 Adjusting the Proximity Sensor .....	56
<b>3.4 Setting Draper Speed .....</b>	<b>57</b>
<b>3.5 Adjusting Deck Angle .....</b>	<b>58</b>
3.5.1 Adjusting Deck Angle Relative to the Drive Tire .....	58
3.5.2 Adjusting Deck Angle Relative to the Ground .....	59
<b>3.6 Raising the Deck Height .....</b>	<b>60</b>
<b>3.7 Positioning the Conditioner Forming Shield .....</b>	<b>62</b>
<b>3.8 Positioning the Conditioner Rolls .....</b>	<b>64</b>
<b>3.9 Operating Recommendations .....</b>	<b>65</b>
3.9.1 Operating with an A Series Auger Header (Non-Grass Seed Only): .....	65
3.9.2 Operating with an R85 or R216 Rotary Disc Header .....	65
<b>Chapter 4: Maintenance and Servicing .....</b>	<b>67</b>
<b>4.1 Draper Maintenance .....</b>	<b>67</b>
4.1.1 Adjusting Draper Tension .....	67
4.1.2 Checking Draper Tracking .....	67
4.1.3 Adjusting Draper Tracking .....	68
4.1.4 Replacing Draper .....	70
4.1.5 Adjusting Front Skid .....	71
4.1.6 Adjusting Rear Deflector .....	72
4.1.7 Maintaining Draper Rollers .....	72
Removing and Reinstalling the Drive Roller .....	72
Removing and Reinstalling the Idler Roller .....	75
4.1.8 Replacing Draper Roller Bearing/Seal .....	76
<b>4.2 Lubrication .....</b>	<b>78</b>
<b>4.3 Hydraulic Schematic – Double Windrow Attachment (DWA) on M1170 .....</b>	<b>79</b>
<b>4.4 Hydraulic Schematic – Double Windrow Attachment (DWA) on M1240 .....</b>	<b>80</b>
<b>4.5 Double Windrow Attachment Proximity Switch .....</b>	<b>81</b>
<b>Chapter 5: Repair Parts .....</b>	<b>83</b>
<b>5.1 Abbreviations .....</b>	<b>84</b>
<b>5.2 Serial Number Breaks .....</b>	<b>85</b>
<b>5.3 Deck, Draper, and Rollers .....</b>	<b>86</b>
<b>5.4 Linkage and Deck Support .....</b>	<b>92</b>
<b>5.5 Hydraulic Hoses .....</b>	<b>96</b>
<b>5.6 Decals and Reflectors .....</b>	<b>98</b>
<b>Chapter 6: Reference .....</b>	<b>101</b>
<b>6.1 Torque Specifications .....</b>	<b>101</b>
6.1.1 SAE Bolt Torque Specifications .....	101
6.1.2 Metric Bolt Specifications .....	103
6.1.3 Metric Bolt Specifications Bolting into Cast Aluminum .....	105

TABLE OF CONTENTS

---

6.1.4 Flare-Type Hydraulic Fittings ..... 106

6.1.5 O-Ring Boss Hydraulic Fittings – Adjustable ..... 107

6.1.6 O-Ring Boss Hydraulic Fittings – Non-Adjustable ..... 109

6.1.7 O-Ring Face Seal Hydraulic Fittings ..... 110

6.1.8 Tapered Pipe Thread Fittings..... 111

**6.2 Conversion Chart..... 112**

**Index..... 113**

**Predelivery Checklist ..... 117**

**Recommended Lubricants ..... 119**



# Chapter 1: Safety

## 1.1 Safety Alert Symbols

This 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 not avoided, will result in death or serious injury.

### **WARNING**

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

### **CAUTION**

Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may be used to alert against unsafe practices.

### **IMPORTANT:**

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

### **NOTE:**

Provides additional information or advice.



## 1.3 General Safety

### CAUTION

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

Protect yourself when assembling, operating, and servicing 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 or loss. 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. Be familiar with its proper use.
- Keep young children away from machinery at all times.
- Be aware that accidents often happen when the Operator is tired or in a hurry. Take time to consider safest way. **NEVER** ignore warning signs of fatigue.

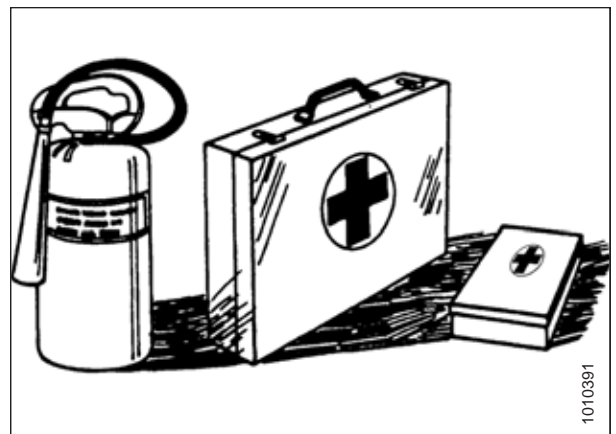


Figure 1.4: Safety Equipment

## SAFETY

- Wear close-fitting clothing and cover long hair. **NEVER** wear dangling items such as scarves or bracelets.
- Keep all shields in place. **NEVER** alter or remove safety equipment. Make sure driveline guards can rotate independently of shaft and can telescope freely.
- Use only service and repair parts made or approved by equipment manufacturer. Substituted parts may not meet 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 machine function and/or safety. It may also shorten the machine's life.
- To avoid injury or death from 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.

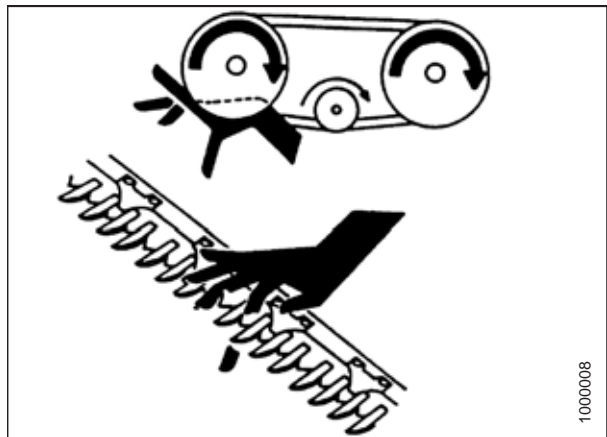


Figure 1.6: Safety around Equipment

- Keep service area clean and dry. Wet and/or oily floors are slippery. Wet spots can be dangerous when working with electrical equipment. Be sure all electrical outlets and tools are properly grounded.
- Keep 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 storage.
- **NEVER** use gasoline, naphtha, or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.
- When storing machinery, cover sharp or extending components to prevent injury from accidental contact.



Figure 1.7: Safety around Equipment

## 1.4 Maintenance Safety

To ensure your safety while maintaining machine:

- Review the operator's manual and all safety items before operation and/or maintenance of the machine.
- Place all controls in Neutral, stop the engine, set the park brake, remove the ignition key, and wait for all moving parts to stop before servicing, adjusting, and/or repairing.
- Follow good shop practices:
  - Keep service areas clean and dry
  - Be sure electrical outlets and tools are properly grounded
  - Keep work area well lit
- Relieve pressure from hydraulic circuits before servicing and/or disconnecting the machine.
- Make sure 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 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 other 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.
- Wear protective gear when working on the machine.
- Wear heavy gloves when working on knife components.



Figure 1.8: Safety around Equipment



Figure 1.9: Equipment NOT Safe for Children



Figure 1.10: Safety Equipment

## 1.5 Hydraulic Safety

- Always place all hydraulic controls in Neutral before leaving the operator's seat.
- Make sure that all 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 will fail suddenly and create hazardous and unsafe conditions.

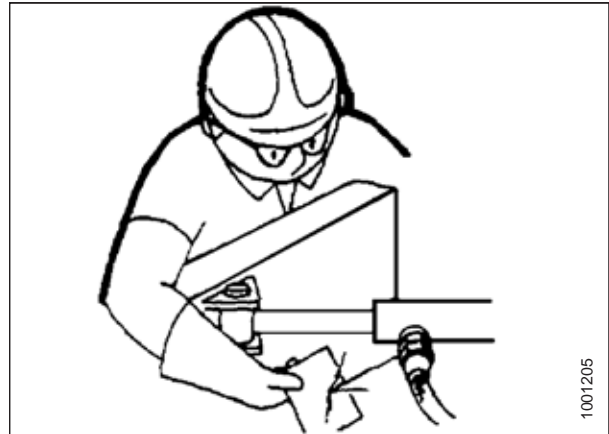


Figure 1.11: Testing for Hydraulic Leaks

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



Figure 1.12: Hydraulic Pressure Hazard

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

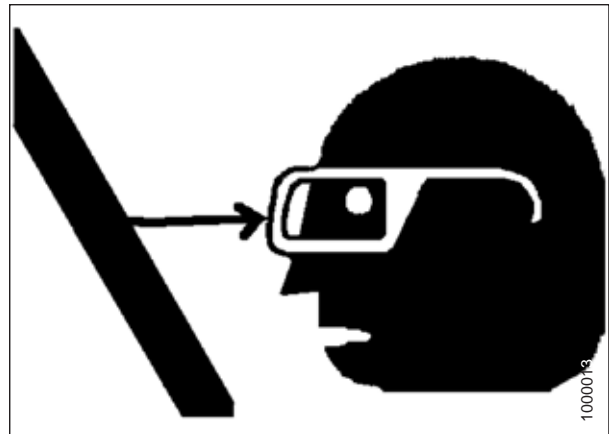


Figure 1.13: Safety around Equipment

## 1.6 Tire Safety

Service tires safely.

### WARNING

- A tire can explode during inflation, which could cause serious injury or death.
- Follow proper procedures when mounting a tire on a wheel or rim. Failure to do so can produce an explosion that may result in serious injury or death.



Figure 1.14: Overinflated Tire

### WARNING

- Do NOT remove, install, or repair a tire on a rim unless you have proper equipment and experience to perform job. Take the tire and rim to a qualified tire repair shop.
- Make sure the tire is correctly seated before inflating to operating pressure. 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 area.
- Do NOT stand over tire when inflating. Use a clip-on chuck and extension hose.
- Do NOT exceed maximum inflation pressure indicated on tire label.
- Never use force on an inflated or partially inflated tire.
- Make sure all air is removed from the tire before removing the tire from the rim.
- Never weld a wheel rim.
- Replace tires that have defects and replace wheel rims that are cracked, worn, or severely rusted.



Figure 1.15: Safely Inflating Tire

## 1.7 Battery Safety

### WARNING

- Keep all sparks and flames away from batteries; an explosive gas is given off by electrolyte.
- Ventilate when charging in enclosed space.



Figure 1.16: Safety around Batteries

### WARNING

- Wear safety glasses when working near batteries.
- To avoid an electrolyte loss, do NOT tip batteries more than 45°.
- Battery electrolyte causes severe burns. Avoid contact with skin, eyes, or clothing.
- Electrolyte splashed into eyes is extremely dangerous. Should this occur, force eye open, and flood with cool, clean water for 5 minutes. Call a doctor immediately.
- If electrolyte is spilled or splashed on clothing or body, neutralize it immediately with a solution of baking soda and water, then rinse with clear water.

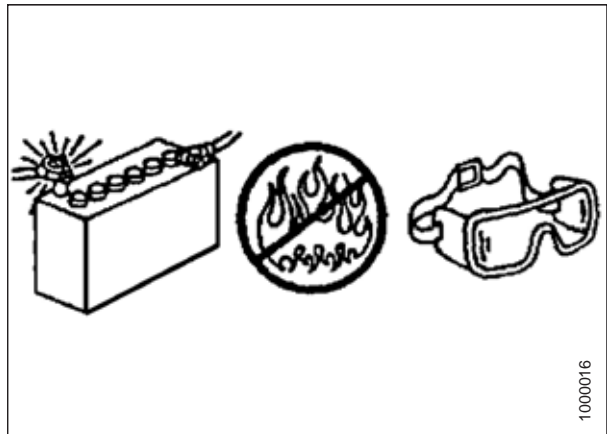


Figure 1.17: Safety around Batteries

### 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 battery cables disconnected and the engine running, a high voltage can be built up if terminals touch frame. Anyone touching the frame under these conditions would be severely shocked.
- When working around storage batteries, remember that all of the exposed metal parts are live. Never lay a metal object across the terminals because a spark or short circuit will result.
- Keep batteries out of reach of children.

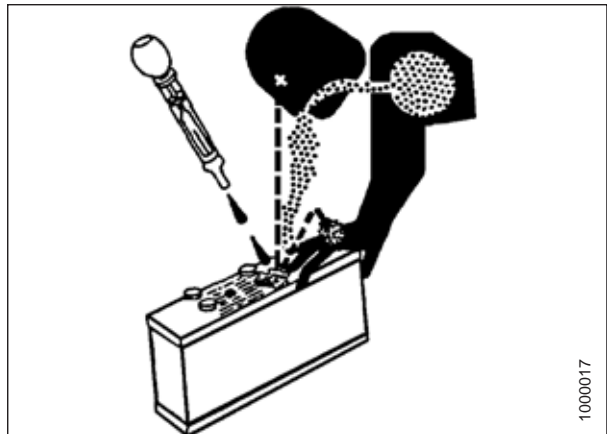


Figure 1.18: Safety around Batteries



## 1.8 Welding Precaution

### IMPORTANT:

It is very important that correct procedures be followed when welding anything connected to the windrower. If procedures are not followed, it could result in severe damage to sensitive, expensive electronics. Even if complete failure of a module doesn't happen immediately, it is impossible to know what effect high current could have with regard to future malfunctions or shorter lifespan.

Due to the number of connectors, components to be welded should be removed from the windrower whenever possible rather than welded in place. When work needs to be completed on a header, disconnect the header completely from the windrower before welding. These same guidelines apply to plasma cutting, or any other high-current electrical operation performed on the machine.

### *The following items need to be disconnected:*

- Negative battery terminals (A) (two connections)

### IMPORTANT:

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

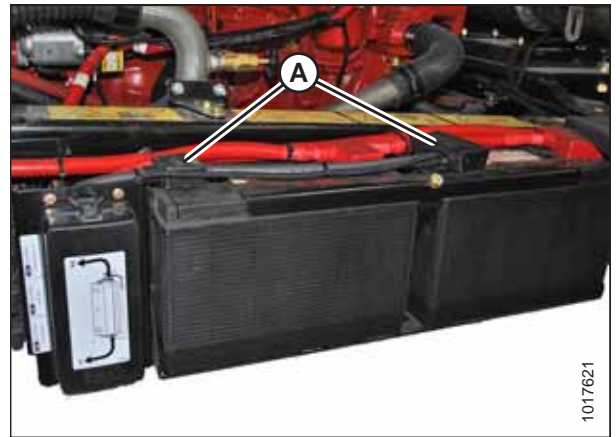


Figure 1.19: Negative Terminals

- Master controller (A)  
Four connectors: P231, P232, P233, and P234  
Location: Behind cab, near header lift/fan manifold

To disconnect the connectors, press the two outer tabs, and pull the connector away from master controller.

### IMPORTANT:

When reconnecting these connectors, double-check that the connectors are fully seated into the master controller, and that the two locking tabs on each end of all four connectors have popped outward. If the tabs are not popped outward, the connector is not fully seated.

### IMPORTANT:

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



Figure 1.20: Master Controller

## SAFETY

- Firewall extension module (A)  
Two connectors: P235 and P236

Location: Behind cab, near header lift/fan manifold

To disconnect the connectors, use a small 3–6 mm (1/8–1/4 in.) blade screwdriver to insert into the connector's locking tab. Gently pry upward (no more than 6 mm [1/4 in.]) to unlock the connector tab, and then pull the connector away from the module.



Figure 1.21: Firewall Extension Module

- Chassis extension module (A)  
Two connectors: P247 and P248

Location: Under cab, inside left frame rail

To disconnect the connectors, use a small 3–6 mm (1/8–1/4 in.) blade screwdriver to insert into the connector's locking tab. Gently pry upward (no more than 6 mm [1/4 in.]) to unlock the connector tab, and then pull the connector away from the module.

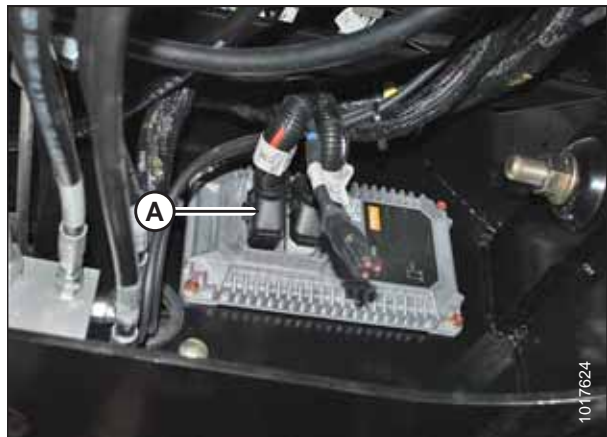


Figure 1.22: Chassis Extension Module

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

Location: On engine

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

### IMPORTANT:

Be sure to disconnect both connectors. Note connector locations.

### IMPORTANT:

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

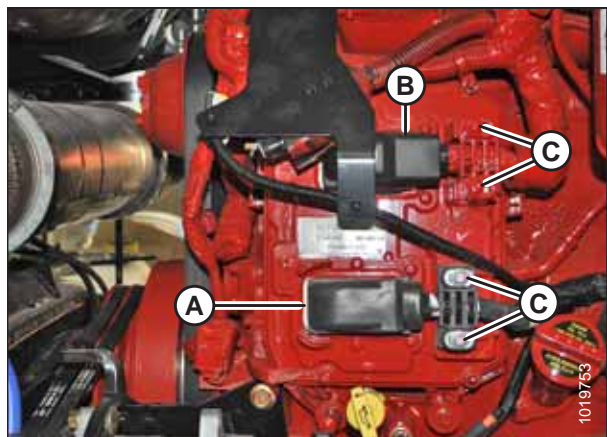


Figure 1.23: Engine Control Module



## SAFETY

### NOTE:

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

- Cab connectors (A)  
Two round connectors: C1 and C2  
Location: Under cab
- Roof connectors (A)  
Four connectors: C10, C12, C13, and C14  
Location: Under cab at base of left cab post
- Chassis relay module (A)  
Three connectors: P240, P241, and P242  
Location: Outside left frame rail near batteries

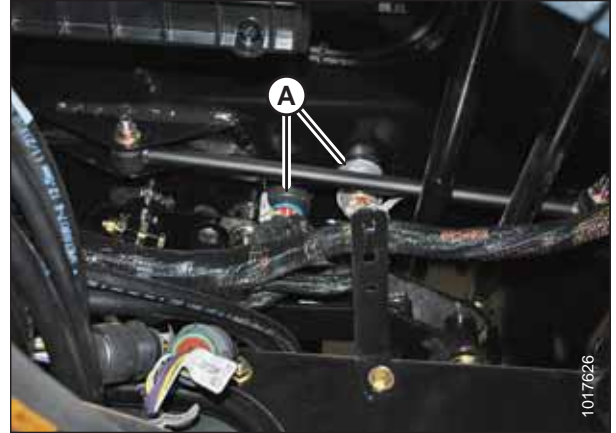


Figure 1.24: Cab Connectors

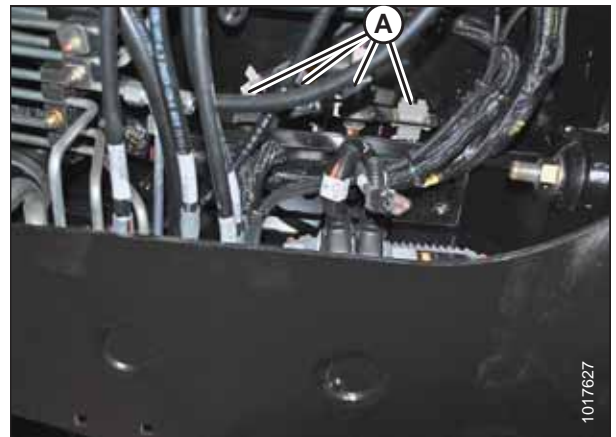


Figure 1.25: Roof Connectors

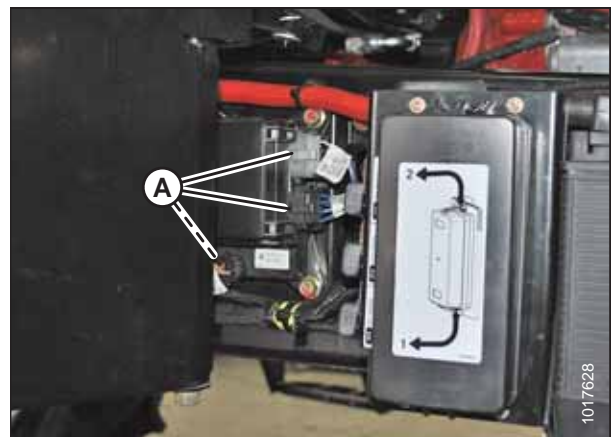


Figure 1.26: Chassis Relay Module

## SAFETY

- Engine harness (A)  
Two round connectors: C30 and C31  
Location: Inside left frame rail, at rear of windrower

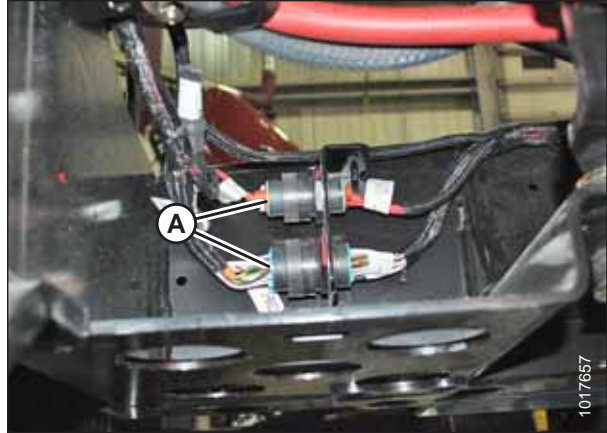


Figure 1.27: Engine Harness

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



Figure 1.28: A/C Box Connectors

- Wheel motor connectors (A)  
Two round connectors: C25 and C26  
Location: Under center of frame, just behind front cross member

### IMPORTANT:

To connect circular Deutsch connectors without bending the pins, align the plug with the receptacle before attempting to connect.

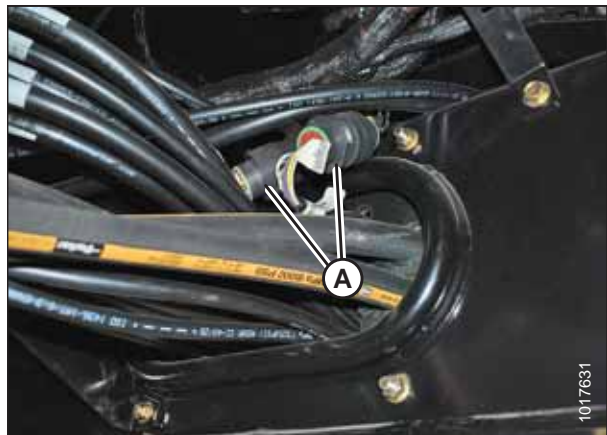


Figure 1.29: Wheel Motor Connectors

To align the 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 connectors so that channels are aligned.
3. Press connectors together while turning the outer connector clockwise until collar locks.

## 1.9 Engine Safety

### WARNING

Do NOT use aerosol starting aids such as ether. Such use could result in an explosion and personal injury.

### CAUTION

- On initial start-up of a new, serviced, or repaired engine, always be ready to stop the engine to prevent an overspeed. Do this by shutting off the air and/or fuel supply to the engine.
- Do NOT bypass or disable automatic shutoff circuits. The circuits help prevent personal injury, and prevent engine damage. Contact your Dealer for repairs and adjustments.
- Inspect the engine for potential hazards.
- Before starting the engine, ensure no one is on, underneath, or close to the engine. Ensure that people clear the area.
- All protective guards and covers must be installed if the engine must be started to perform service procedures.
- To help prevent an accident, work around rotating parts carefully.
- If a warning tag is attached to the engine start switch or controls, do NOT start engine or move 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) is working correctly, check the water temperature gauge and/or oil temperature gauge during heater operation.
- Engine exhaust contains products of combustion, 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 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 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

#### WARNING

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

## 1.9.2 Engine Electronics

### WARNING

Tampering with electronic system installation or original equipment manufacturer (OEM) wiring installation is dangerous and could result in personal injury or death and/or engine damage.

### WARNING

**Electrical Shock Hazard.** The electronic unit injectors use DC voltage. The engine control module (ECM) sends this voltage to the electronic unit injectors. **Do NOT** come in contact with the harness connector for the electronic unit injectors while engine is operating. Failure to follow this instruction could result in personal injury or death.

This engine has a comprehensive, programmable engine monitoring system. The ECM has the ability to monitor engine operating conditions. If conditions exceed the 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
- Diesel exhaust fluid (DEF) system performance
- Aftertreatment system performance

## 1.10 Safety Signs

- 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, be sure the repair part displays the current safety sign.
- Replacement safety signs are available from your MacDon Dealer Parts Department.

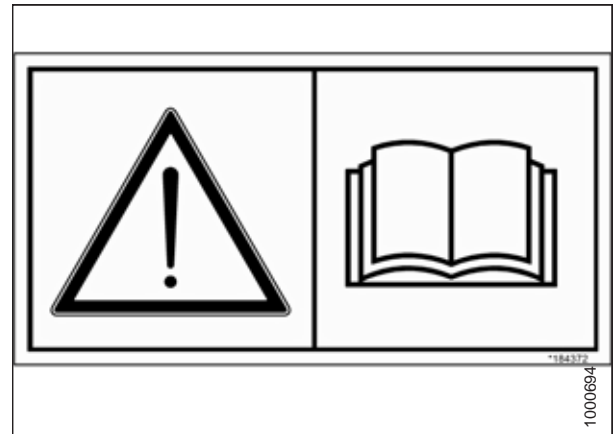


Figure 1.30: Operator's Manual Decal

### 1.10.1 Installing Safety Decals

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 out.

## 1.11 Safety Sign Decals

### MD #166466

High-pressure oil hazard

#### WARNING

To prevent serious injury, gangrene, or death:

- Do **NOT** go near leaks.
- Do **NOT** use finger or skin to check for leaks.
- Lower load or relieve hydraulic pressure before loosening fittings.
- High-pressure oil can easily puncture skin, and can cause serious injury, gangrene, or death.
- If injured, seek emergency medical help. Immediate surgery is required to remove oil.



Figure 1.31: MD #166466

### MD #174683

Pinch point hazard

#### CAUTION

To prevent injury:

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



Figure 1.32: MD #174683

## SAFETY

### MD #176295

Deck crushing hazard

#### DANGER

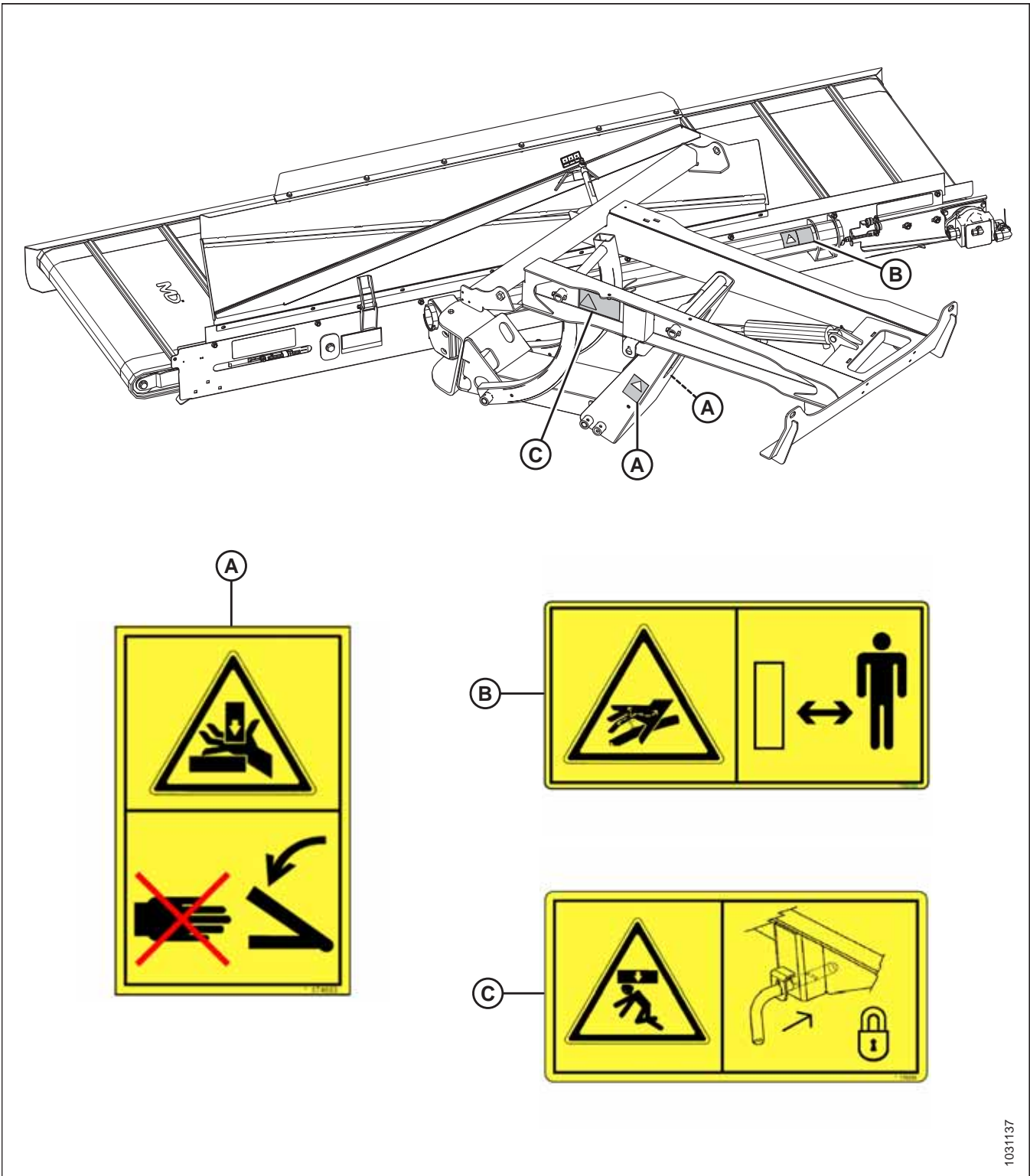
To avoid injury or death from fall of raised deck:

- Fully raise deck, stop engine, remove key, and engage mechanical safety lock (red pin) before going under deck.



Figure 1.33: MD #176295

## 1.12 Safety Decal Locations



1031137

Figure 1.34: DWA Safety Decal Locations

A - MD #174683 - Pinch Point (2 Places)

B - MD #166466 - High Pressure Hydraulics

C - MD #176295 - Deck Lift Lock



## Chapter 2: Assembly/Setup Instructions

### NOTE:

The Double Windrow Attachment (DWA) for M1 Series Windrowers will only fit M1170 and M1240 Windrowers.

### 2.1 Raising the Right Stairs

Raise the right stairs when installing and operating the Double Windrow Attachment (DWA).

1. Lift stairs (A) by hand until spring-loaded latch (B) locks steps in the upright position.

#### NOTE:

Rubber bumper (C) stops the stairs from going past the upright position. Stairs are held in the down position by gas shock (D).

#### IMPORTANT:

Do **NOT** use the DWA deck as a step or a platform.

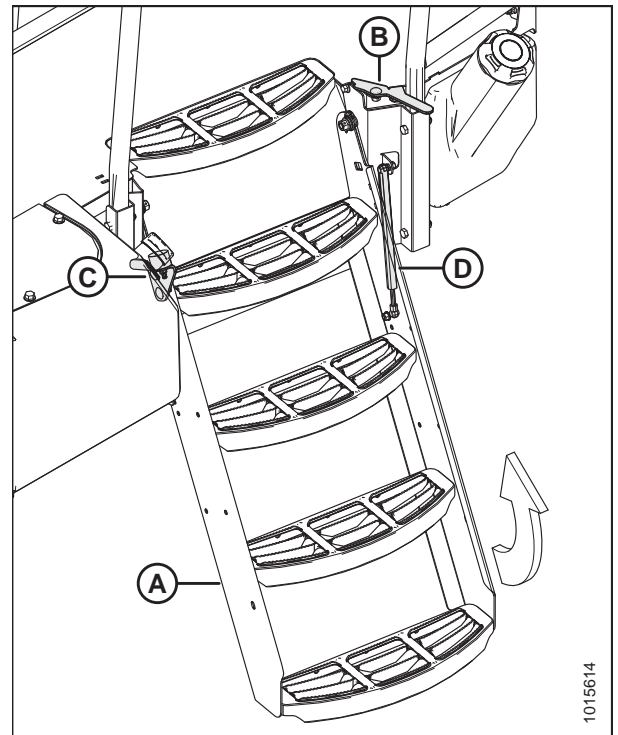


Figure 2.1: Right Stairs – Down Position

**To lower/release stairs, follow these steps:**

1. Release stairs by pulling spring-loaded latch handle (A) to the left. Lower by hand.
2. Push stairs down until gas shock extension holds stairs in the down position.

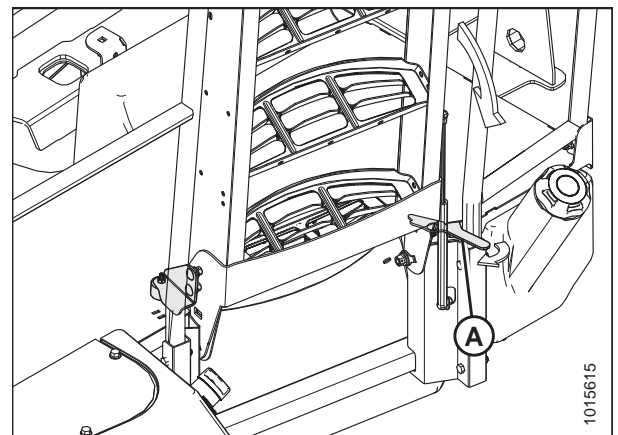


Figure 2.2: Right Stairs – Up Position

## 2.2 Configuring the Double Windrow Attachment

The Double Windrow Attachment (DWA) has two recommended configurations: Disc Mode (D1) optimizes the deck position for use with an R85 or R216 Rotary Disc header; Sickle Mode (D2) optimizes the deck position for use with an A Series Auger header. The Option configuration, which is: linkage pin front position (A2), tall bracket (B2), and option position for the backsheet ball joint link, are **NOT** recommended for normal operation. For instructions, refer to [3.6 Raising the Deck Height](#), page 60.

Table 2.1 DWA Setup Configurations

Callout	Adjustment	Disc Header (D1)	Auger Header (D2)
A	Linkage pivot pin	Rear (A1)	Rear (A1)
B	Upper ball joint bracket size	Short (B1)	Short (B1)
C	Upper ball joint bracket position	Upper	Lower
D	Backsheet ball joint link	Disc	Sickle
E	Deck turnbuckle	Disc	Sickle

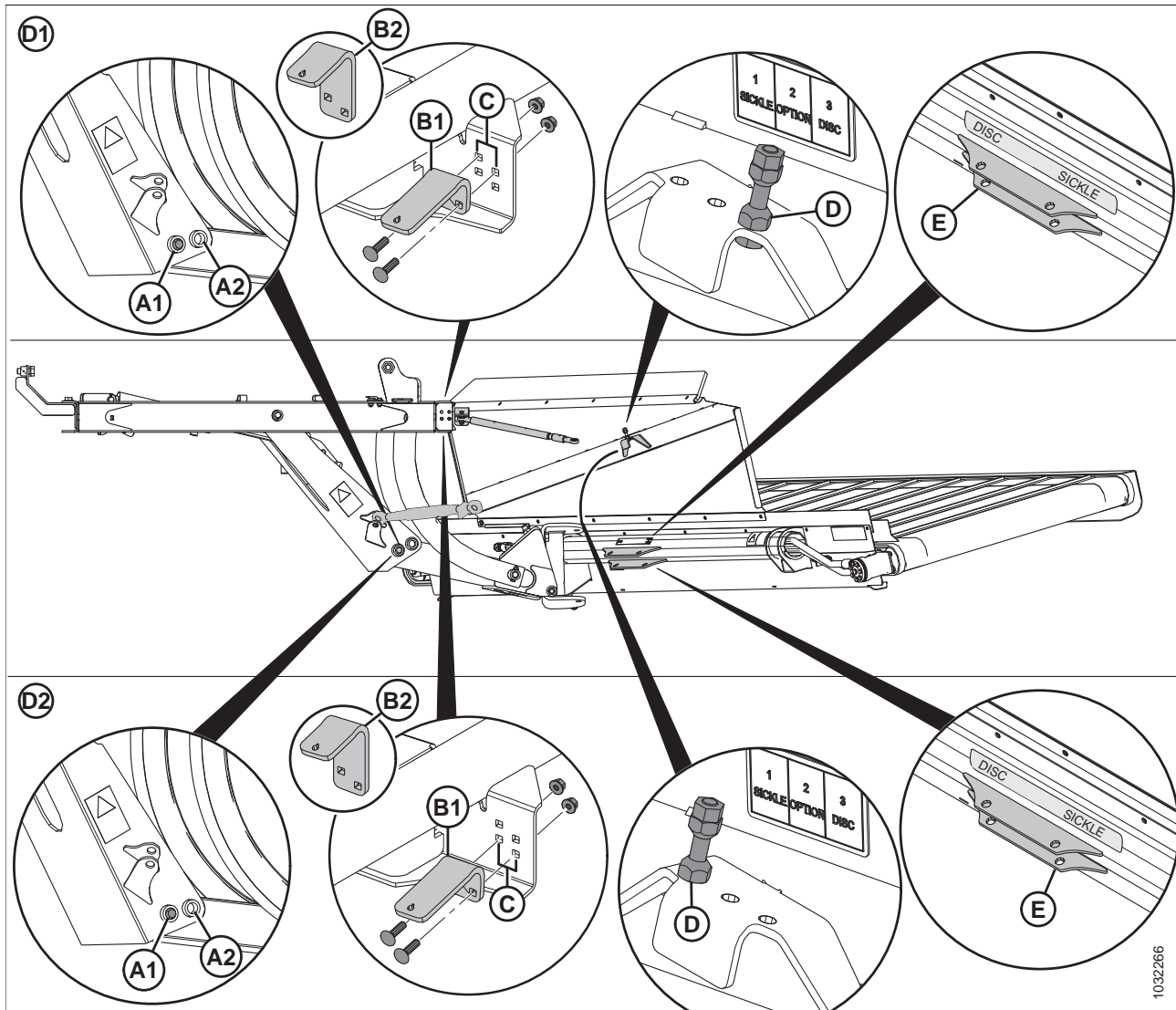
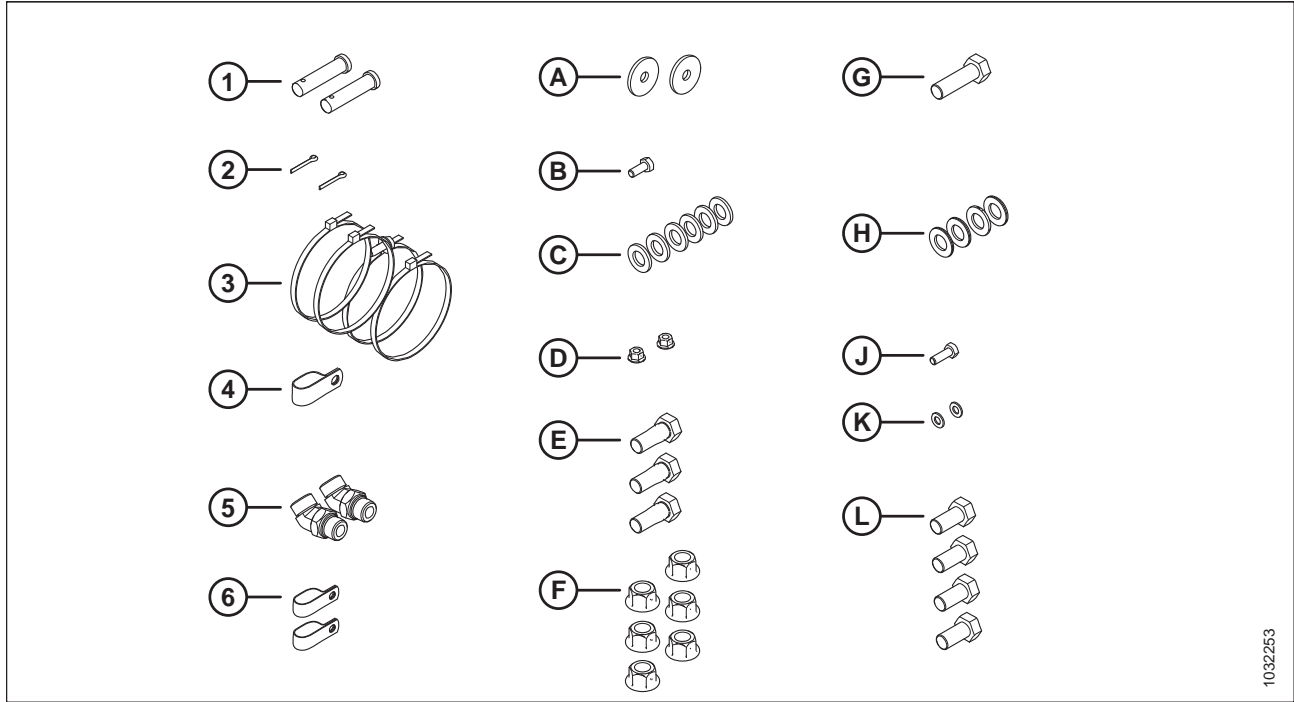


Figure 2.3: DWA Setup Configurations

ASSEMBLY/SETUP INSTRUCTIONS

## 2.3 Parts List – Hardware Bag

The following parts are packaged in the hardware bag included in this kit:



1032253

Bolt length is measured from under the head of the bolt to the tip of the threads. Be sure you are using the correct bolt.

Ref	Part Number	Description	Quantity
1	18627	PIN – CLEVIS	2
2	18648	PIN – COTTER 3/16 DIA X 1.25 ZP	2
3	30753	FASTENER – CABLE TIE BLACK	4
4	103738	CLAMP – PVC INSULATED 13/16 IN. TUBE SIZE	1
5	136418	FITTING – ELBOW 45° HYD	2
6	300577	CLAMP – DBL INSULATED 3/4 IN	2
A	11695	WASHER – FLAT	2
B	30627	BOLT – HEX HD TFL M10 X 1.5 X 25-8.8-A3L (25 MM LONG)	1
C	112130	WASHER – HARD ASTM F436 3/4 IN. NOM. ID AB0C	6
D	135799	NUT – HEX FLG CTR LOC M10 X 1.5-10	2
E	136082	BOLT – HEX HD TFL M20 X 2.5 X 50-8.8-AA3L (50 MM LONG)	3
F	136122	NUT – HEX FLG CTR LOC M20 X 2.5-10-AA1J	6
G	136157	BOLT – HEX HD M20 X 2.5 X 65-10.9-AA1J (65 MM LONG)	1
H	136701	WASHER – NORDLOCK M20	4
J	184661	BOLT – HEX HD TFL M10 X 1.5 X 30-8.8-AA1J (30 MM LONG)	1
K	184711	WASHER – FLAT REG M10-200HV-AA1J	2
L	252303	BOLT – HEX HD TFL M20 X 2.5 X 40-10.9-A3L (40 MM LONG)	4

## 2.4 Installing the Linkage

To install the linkage, follow these steps:

1. Lift the stairs on the right of the windrower to create access. For instructions, refer to [2.1 Raising the Right Stairs, page 19](#).
2. Remove clevis (A) by removing one bolt and two nuts at location (B). Set clevis and hardware aside.
3. Remove turnbuckle (C) (MD #144996) and set aside.

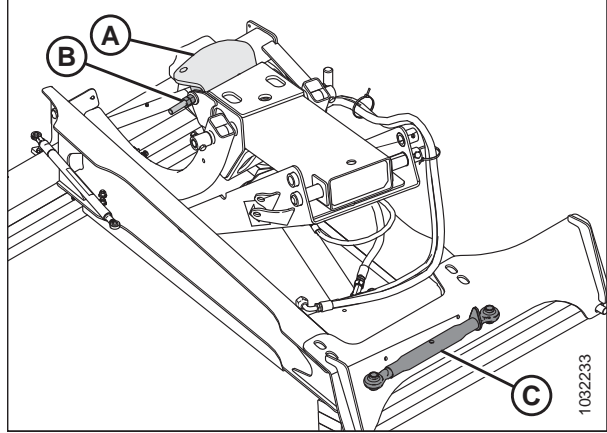


Figure 2.4: Clevis and Cylinder Shipping Location

4. Identify the four connection points on the windrower frame. For connection point locations, refer to the illustration below.

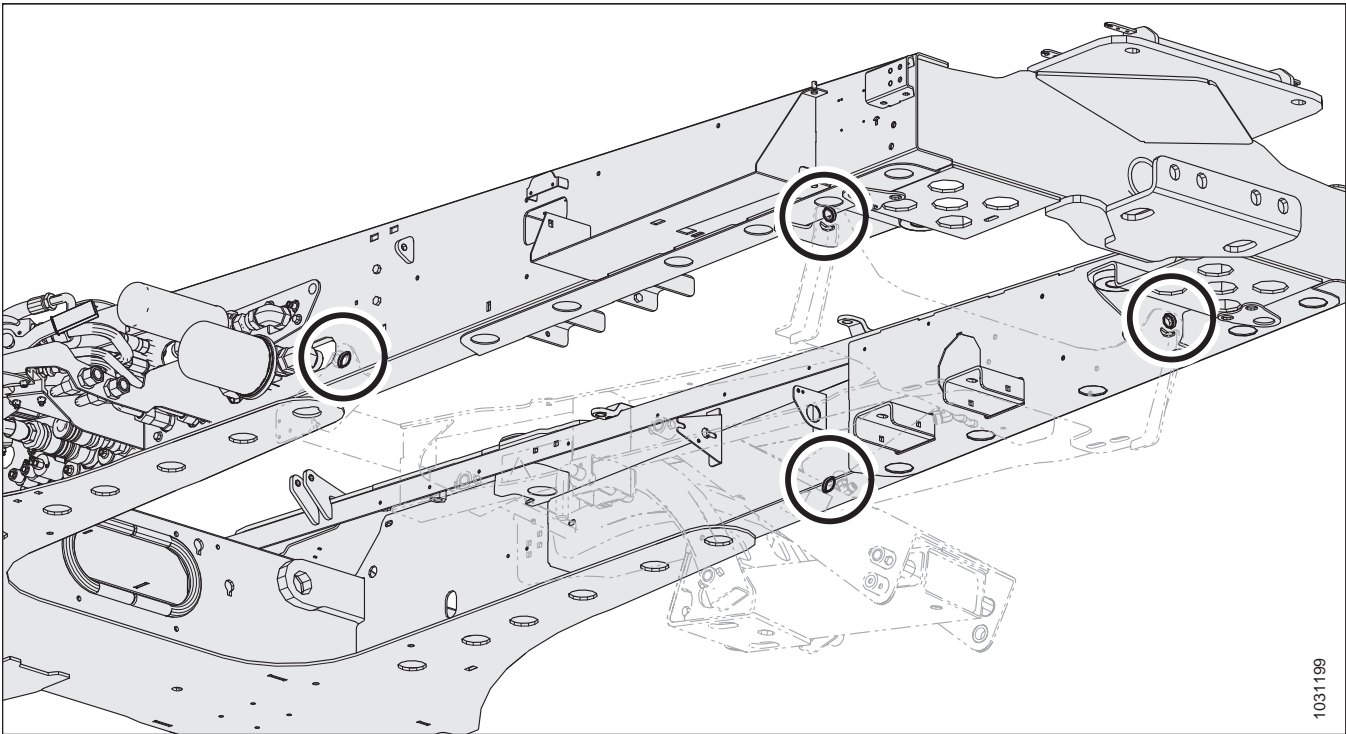


Figure 2.5: Connection Points – View from below Windrower

## ASSEMBLY/SETUP INSTRUCTIONS

- Support the linkage assembly with a forklift and lift into place under windrower.

**NOTE:**

Make sure the forks do **NOT** lift against the cylinder fitting.

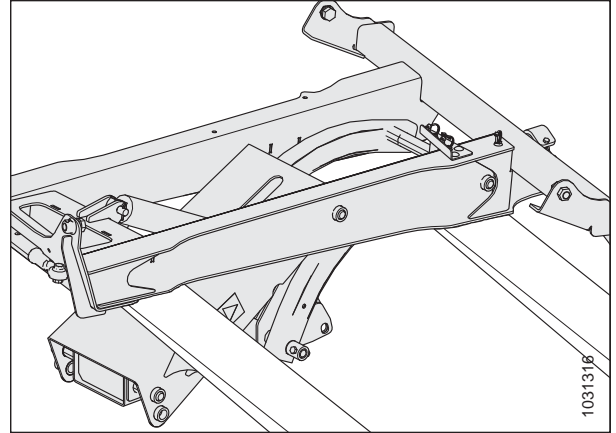


Figure 2.6: Linkage on Forks

- Align linkage (A) with the windrower connection points.
- Retrieve the following parts from the bag shipped with the DWA:
  - Six washers (MD #112130)
  - Two nuts (MD #136122)
  - Four bolts (MD #252303), 40 mm long.

**NOTE:**

Bolt length is measured from under the head of the bolt to the tip of the threads.

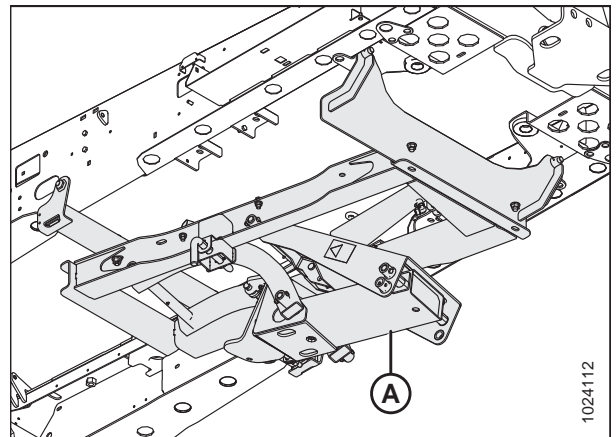


Figure 2.7: DWA Linkage under Windrower

- At locations (A) and (B), attach the front of the linkage frame to the windrower using two 40 mm long bolts (C) (MD #252303) and four washers (D) (MD #112130). Right side (A) requires three washers, and left side (B) requires one washer. Install the bolt from the inside of the frame into welded nut (E).

**IMPORTANT:**

Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads.

**IMPORTANT:**

Make sure to install the three washers on right side (A) as required, otherwise a lack of clearance may cause bolt (C) to damage the fuel tank.

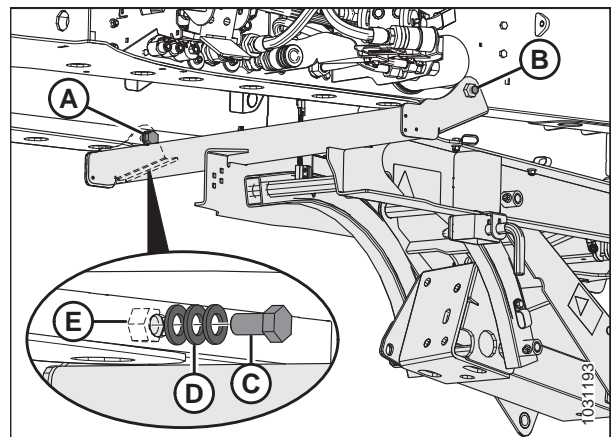


Figure 2.8: Linkage Frame under Windrower

## ASSEMBLY/SETUP INSTRUCTIONS

- Attach the rear of the linkage frame to the windrower using two 40 mm long bolts (B) (MD #252303), two washers (C) (MD #112130), and two nuts (D) (MD #136122) at locations (A).

### IMPORTANT:

Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads.

- Torque all hardware to 461 Nm (340 lbf-ft).

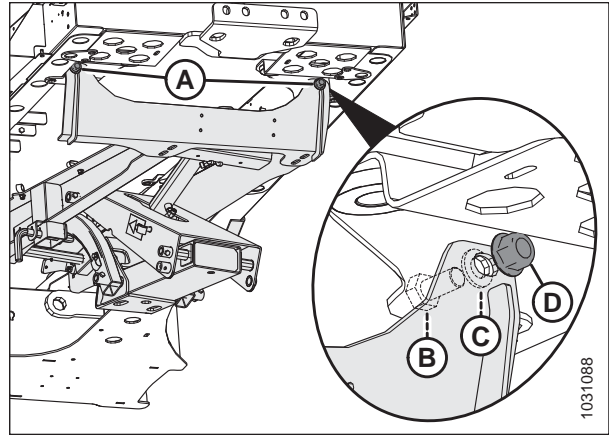


Figure 2.9: Linkage Frame under Windrower

- Remove shipping wire (B) from hoses (A).

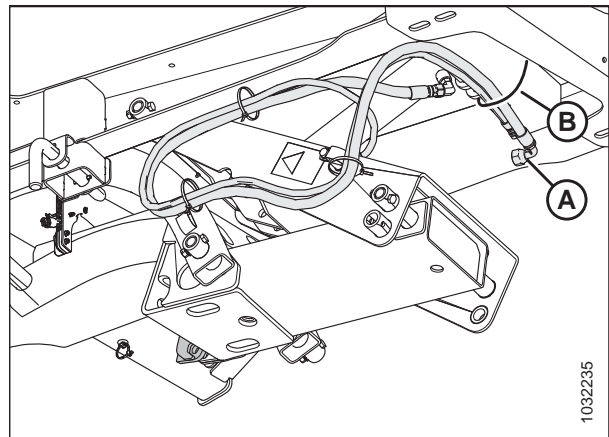


Figure 2.10: Hoses Strapped to Linkage

- On the left side of the linkage, rotate safety pin (A) to allow the roll pin to clear the slot in the linkage frame.
- Pull safety pin (A) outward to allow the linkage arm to lower.

### NOTE:

If the linkage arm will not lower, **TEMPORARILY** connect the lift cylinder hoses to the windrower, set the valve setting to 5, and cycle the cylinder to full extension/retraction until the air is removed. For instructions, refer to Step 1, page 33 to Step 5, page 34. After lowering the linkage arm, disconnect the lift cylinder hoses, return to this page, and proceed to Step 14, page 25.

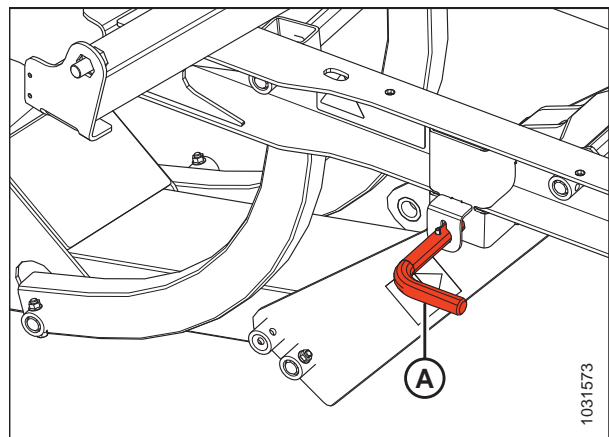


Figure 2.11: DWA Linkage

## ASSEMBLY/SETUP INSTRUCTIONS

14. Secure the lift cylinder pivot into the correct hole depending on header type:
- R85 and R216 Rotary Disc Headers: insert pin in upper hole (A)
  - A Series Auger Headers: insert pin in lower hole (B)

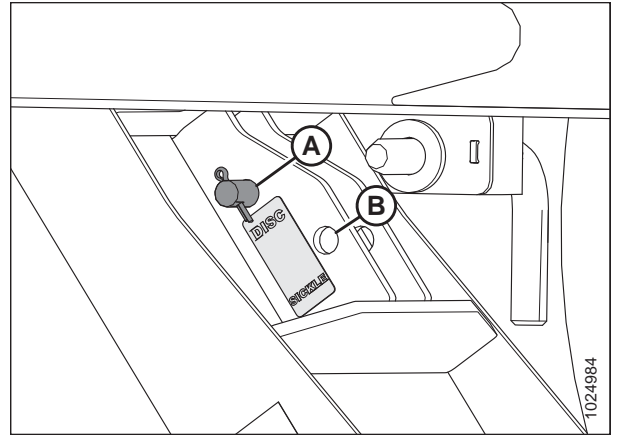


Figure 2.12: Lift Cylinder Pivot



## 2.5 Installing the Deck

To install the Double Windrow Attachment (DWA) deck, follow these steps:

1. Remove shipping boards (A) by removing transport banding (B). Remove shipping wire securing deck motor hoses to deck (not shown).

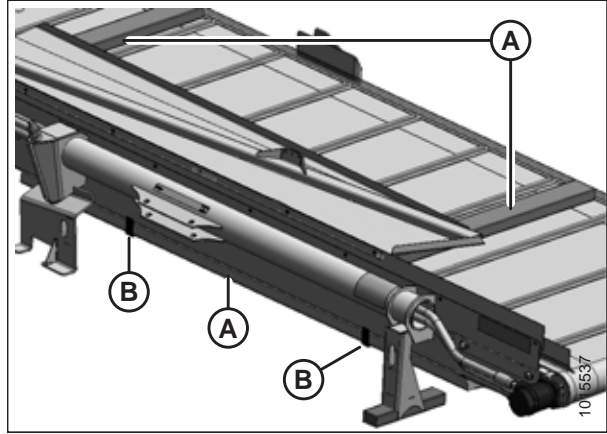


Figure 2.13: DWA Deck

2. Support the deck with a forklift. Forks (A) should be inboard of shipping stand (B).

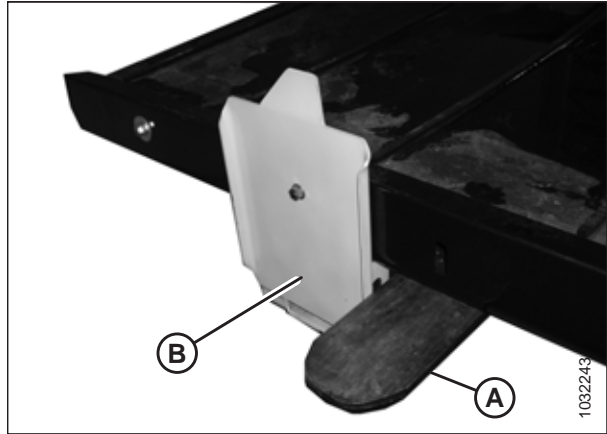


Figure 2.14: Deck Shipping Stand

3. Remove deck shipping stand (A) by removing transport wire (B). The DWA deck is now ready to be assembled to the linkage underneath the windrower.

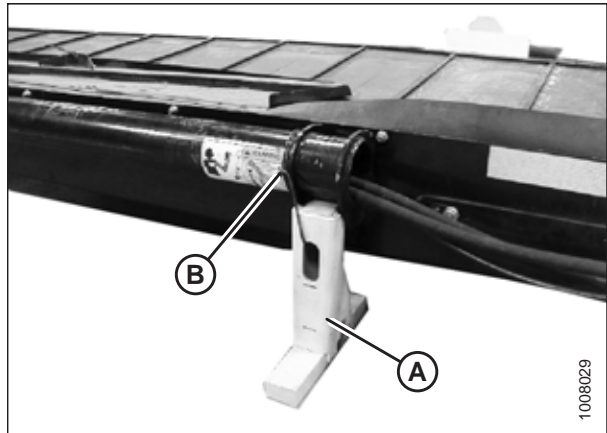


Figure 2.15: Deck Shipping Stand



## ASSEMBLY/SETUP INSTRUCTIONS

4. Remove shipping stand (A) from the rear of the deck by removing two nuts (B) and washers (C). Retain the two nuts for installing the clevis onto the deck pivot.

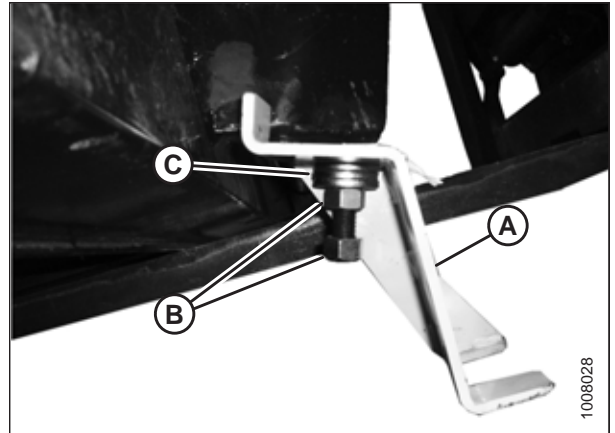


Figure 2.16: Deck Shipping Stand

5. Position clevis (B) onto deck pivot (A).
- NOTE:**  
Make sure there is a loose bushing inside deck pivot (A).
6. Install rod (C) with preinstalled hex nut (D) and lock nut (E) through the top of the deck pivot.
  7. Install retained hex nut (D) to the bottom of the deck pivot shaft. Do **NOT** torque the hardware at this time.

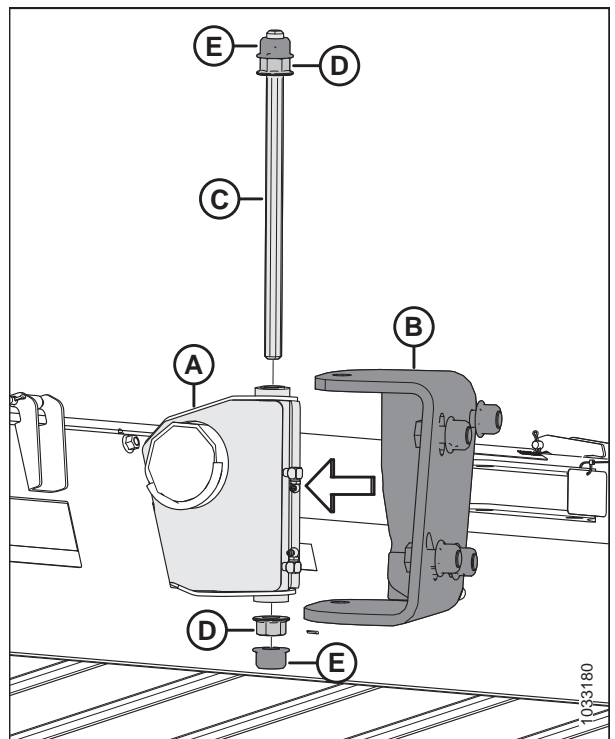


Figure 2.17: Deck Pivot and Linkage Clevis

## ASSEMBLY/SETUP INSTRUCTIONS

- Position the DWA deck on the right side of the windrower.
- Support the deck with floor jack (A) or forklift (B) at each end.

**NOTE:**

Floor jack (A) shown at right; forklift (B) shown below.



Figure 2.18: DWA Deck Supported with Floor Jack

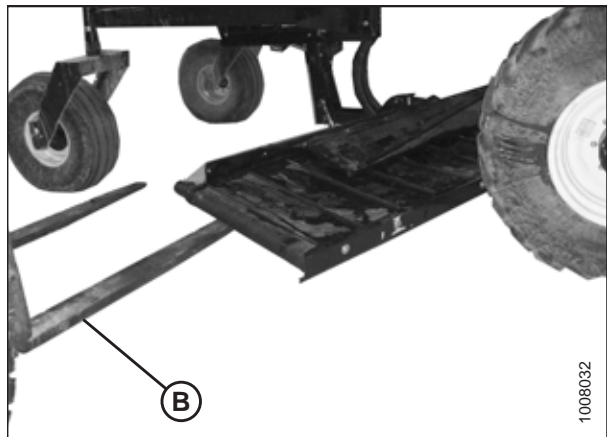


Figure 2.19: DWA Deck Supported with Forklift

- Align linkage arm (A) with holes in clevis (B) by raising or lowering the floor jack / forklift.
- Retrieve the following clevis hardware from the bag:
  - Three bolts (MD #136082), 50 mm long
  - One bolt (MD #136157), 65 mm long
  - Four washers (MD #136701)
  - Four nuts (MD #136122)

**NOTE:**

Bolt length is measured from under the head of the bolt to the tip of the threads.

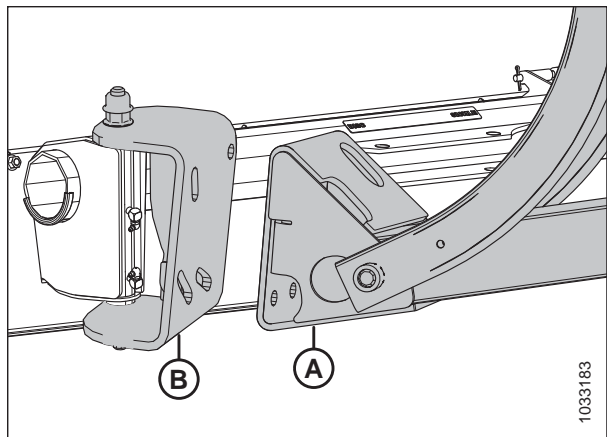


Figure 2.20: Aligning Linkage

## ASSEMBLY/SETUP INSTRUCTIONS

12. Install one 65 mm long bolt (A) (MD #136157) in the top right corner as shown. Install three 50 mm long bolts (B) (MD #136082) in remaining clevis slots. Secure bolts (A) and (B) with Nord-Lock washers (C), and nuts (D). Do **NOT** torque the hardware at this time.

**IMPORTANT:**

Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads.

**IMPORTANT:**

Nord-Lock washers (C) are supplied Theclevis ed together, but it is possible that the two halves separated during transport. Ensure finer serrations (E) are to the outside and mating surfaces (F) are locked in place.

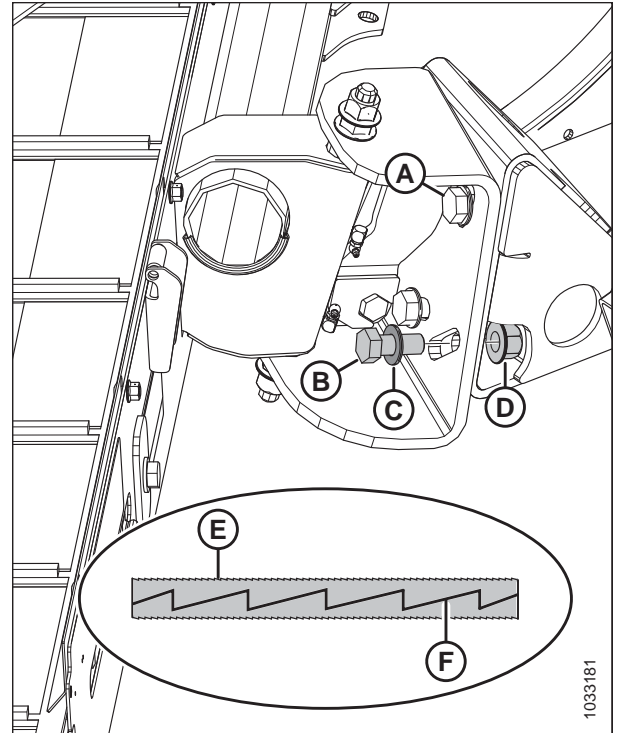


Figure 2.21: Linkage Mounting Hardware

13. Install adjustment bolt (A), flat washer (B), and two hex nuts (C) and (D).

**NOTE:**

The clevis has been made transparent to show hardware on both sides.

14. Adjust bolt (A) until the deck is parallel with the ground.
15. Tighten jam nut (D) against nut (C).

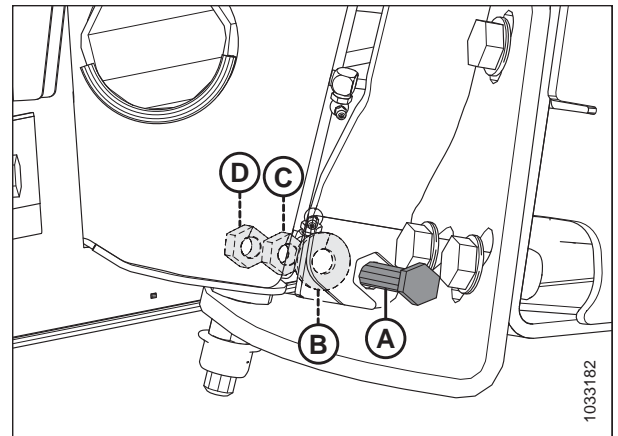


Figure 2.22: Installing Adjustment Bolt

## ASSEMBLY/SETUP INSTRUCTIONS

16. Torque four mounting bolts (A) to 332 Nm (245 lbf-ft).
17. Torque nuts (B) to 330 Nm (243 lbf-ft), then snug up nuts (C).
18. Add grease to grease zerks (D). Use high temperature extreme pressure (EP2) performance grease with 1.5–5% molybdenum disulphide (NLGI grade 2) lithium base.

### IMPORTANT:

Do **NOT** overgrease. Overgreasing creates excessive friction and heat.

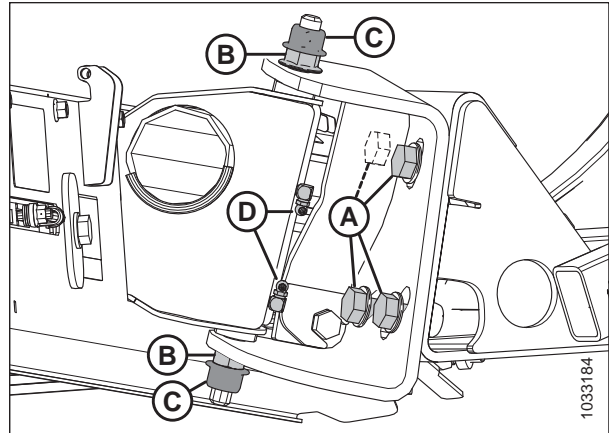


Figure 2.23: Clevis Hardware

19. Remove two shipping stands (A) from the front of the deck by removing bolt (B).

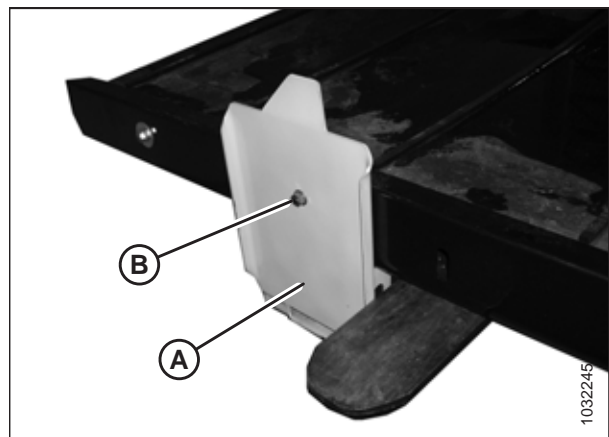


Figure 2.24: Deck Shipping Stand

20. Reinstall bolt (B) and add a washer (A) (MD #11695). Washers are included in the bag of assembly hardware.

### IMPORTANT:

Apply Medium-strength threadlocker (Loctite 242, 243 or equivalent) to bolt before reinstalling.

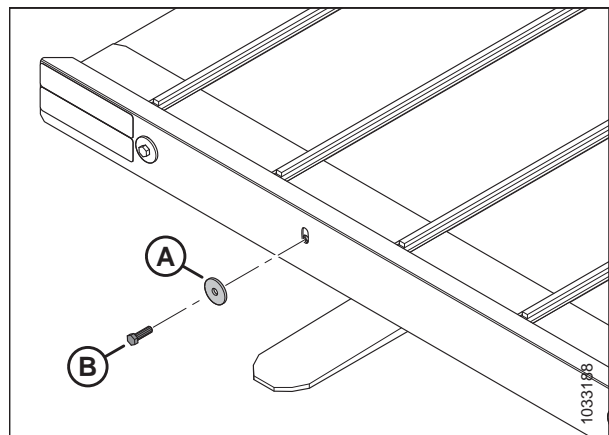


Figure 2.25: Deck Hardware

## ASSEMBLY/SETUP INSTRUCTIONS

21. To make Step 22, [page 31](#) (attaching the turnbuckle) easier, deck angle should be horizontal or at a slight incline relative to the ground. Distance (A) should be equal to or greater than distance (B). To adjust angle, refer to [3.5.2 Adjusting Deck Angle Relative to the Ground, page 59](#).

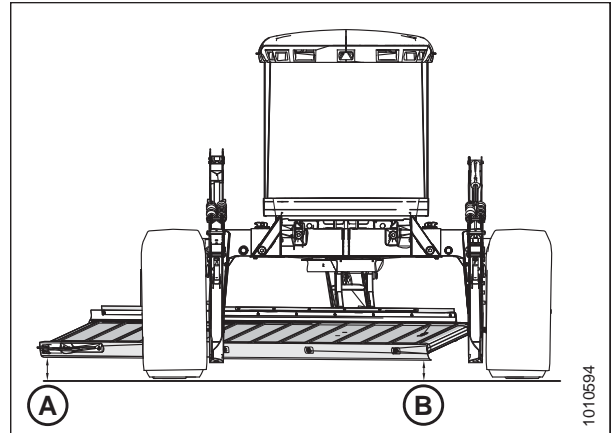


Figure 2.26: Deck Angle

22. Retrieve two clevis pins (MD #18627) and two cotter pins (MD #18648) from the hardware bag. Attach turnbuckle (A) (MD #144996) from linkage to deck using a clevis pin (MD #18627) on each end. Secure clevis pins with cotter pins (MD #18648).

- Use connection point (B) for R85 or R216 Rotary Disc Headers. The approximate turnbuckle length is 530 mm (21 in.).
- Use connection point (C) for A Series Auger Headers. The approximate turnbuckle length is 630 mm (25 in.).

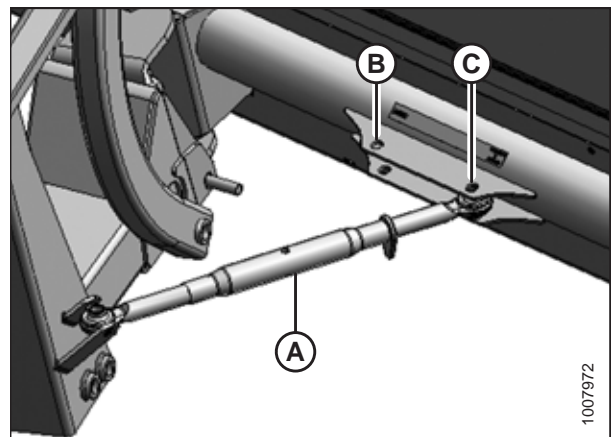


Figure 2.27: Adjustable Turnbuckle

23. Adjust the turnbuckle length so that space (A) between the deck and the right drive tire is approximately 100 mm (4 in.).

**NOTE:**

The single-acting lift cylinder is pressurized with the draper drive circuit; therefore, when evaluating deck setup, the windrower must be running for the deck to be in its most forward position. This adjustment can be fine-tuned when the hydraulics setup is complete.

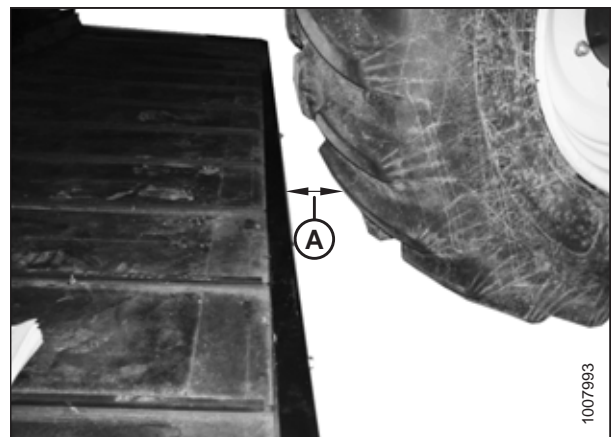


Figure 2.28: Deck and Right Drive Wheel

## ASSEMBLY/SETUP INSTRUCTIONS

24. Using the existing carriage bolts and nuts, install short ball joint link bracket (A) at the correct position for your header:

- Upper holes (B) for R85 or R216 Rotary Disc Headers
- Lower holes (C) for A Series Auger Headers

**NOTE:**

A tall ball joint link bracket (D) is also provided. Do **NOT** use the tall bracket in standard configuration. Refer to [3.6 Raising the Deck Height, page 60](#) for more information.

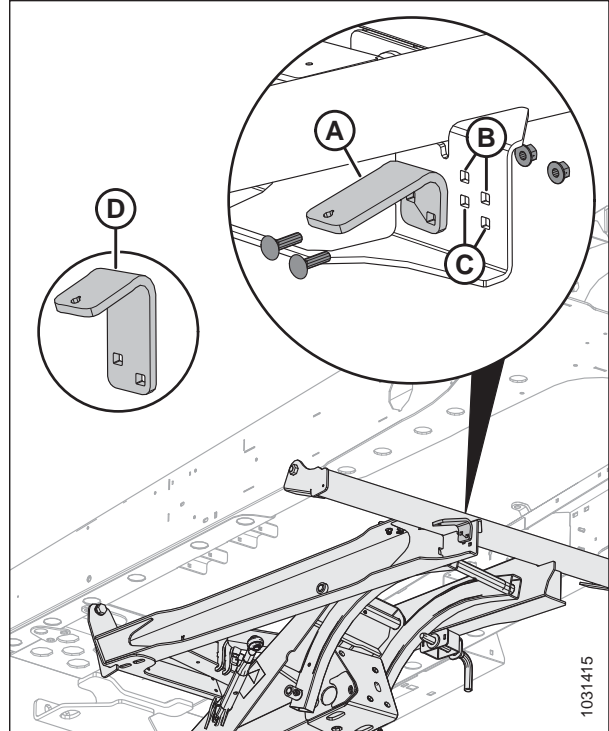


Figure 2.29: Ball Joint Link Bracket

25. Raise backsheet (A) off the deck and remove top nut (B) and tapered nut (C).

26. Install ball joint link (D) onto the bolt on the backsheet at the correct position for your header:

- Hole 3 for R85 or R216 Rotary Disc Headers
- Hole 1 for A Series Auger Headers
- Hole 2 (Option); refer to [3.6 Raising the Deck Height, page 60](#).

27. Install tapered nut (C) and torque the nut to 26 Nm (19 lbf ft). Install nut (B) and torque the nut to 26 Nm (19 lbf ft).

**IMPORTANT:**

Make sure the taper of nut (C) faces the ball joint as shown.

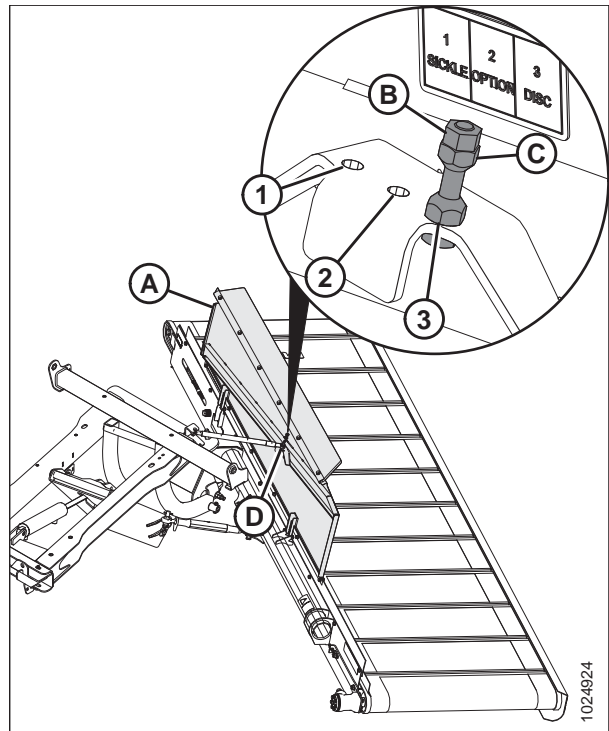


Figure 2.30: Ball Joint Link

## 2.6 Connecting the Hydraulics to an M1170 Windrower

To connect the Double Windrow Attachment (DWA) linkage and draper deck hydraulics to your M1170 Windrower, follow these steps:

### **WARNING**

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

### **WARNING**

Check to be sure all bystanders have cleared the area.

1. Start the windrower and press and hold AUXILIARY LOWER switch (A) for five seconds to relieve pressure behind the couplers.
2. Shut down the engine, and remove the key from the ignition.



Figure 2.31: Windrower Console Switches

3. Route lift cylinder hoses (A) underneath both filters as shown.
4. Connect linkage quick couplers (B) to quick couplers (C) on windrower frame.

**NOTE:**

DWA linkage and windrower have quick couplers preinstalled for easy connection.

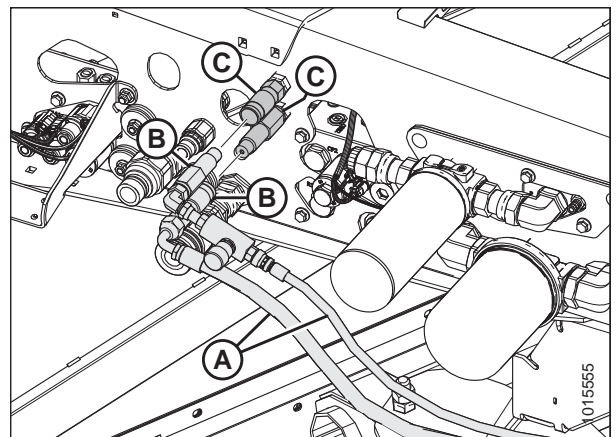


Figure 2.32: DWA Linkage Hydraulics



## ASSEMBLY/SETUP INSTRUCTIONS

5. Set the lift valve setting to **5** as follows:
  - a. Loosen set screw (A).
  - b. Turn valve (B) all the way clockwise, and take note of the zero position.
  - c. Rotate the valve counterclockwise so that 5 is in that same position.
  - d. Tighten the set screw.

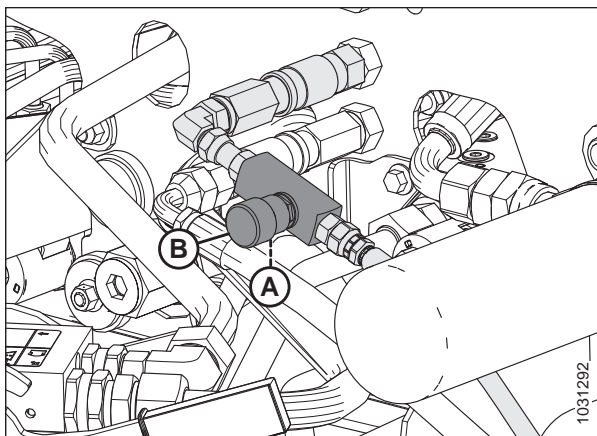


Figure 2.33: Deck Lift Valve

6. Retrieve the following parts from the bag:
  - Two clamps (MD #300577)
  - One clamp (MD #103738)
  - One bolt (MD #30627), 25 mm long
  - One bolt (MD #184661), 30 mm long
  - Two washers (MD #184711)
  - Two nuts (MD #135799)

**NOTE:**

Bolt length is measured from under the head of the bolt to the tip of the threads.



## ASSEMBLY/SETUP INSTRUCTIONS

- Secure two lift cylinder hoses (A) to the top of the DWA frame at locations shown using two clamps (B) (MD #300577) and (C) (MD #300577):

Attach clamp (B) (MD #300577) to the **TOP** of the frame, and clamp (F) (MD #103738) to the **BOTTOM** of the frame using the following hardware:

- One bolt (D) (MD #184661), 30 mm long
- One washer (E) (MD #184711)
- One nut (G) (MD #135799)

### IMPORTANT:

Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads.

### NOTE:

Do **NOT** tighten nut (G). Clamp (F) will be used for the deck motor pressure and return hoses.

Attach clamp (C) (MD #300577) to the top of the frame using the following hardware:

- One bolt (H) (MD #30627), 25 mm long
- One washer (J) (MD #184711)
- One nut (K) (MD #135799)

### IMPORTANT:

Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads.

- Retrieve three cable ties (MD #30753) from the bag. Secure the cylinder hoses together at three locations (A) using cable ties.

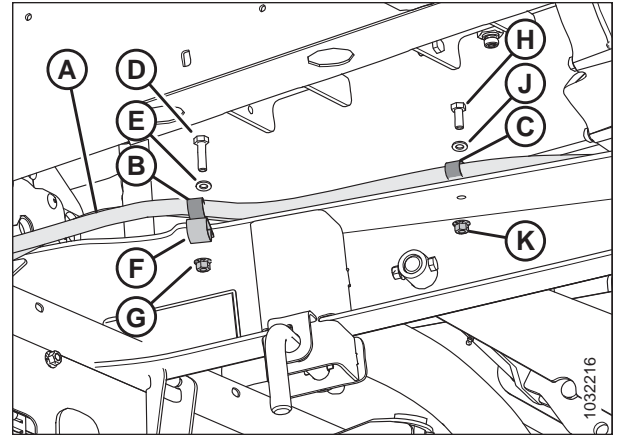


Figure 2.34: Linkage Cylinder Hoses

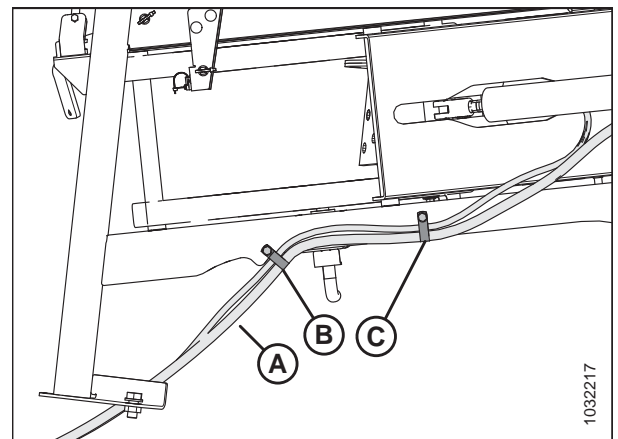


Figure 2.35: Linkage Lift Cylinder Hoses – Top View

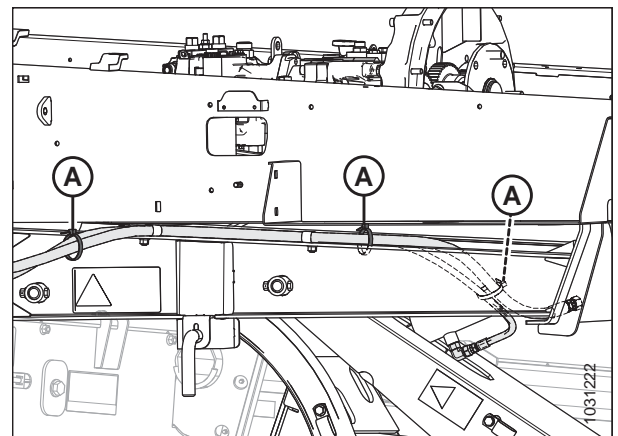


Figure 2.36: Linkage Lift Cylinder Hoses

## ASSEMBLY/SETUP INSTRUCTIONS

9. Remove caps (A) from the fittings on the back of multicoupler support (B).

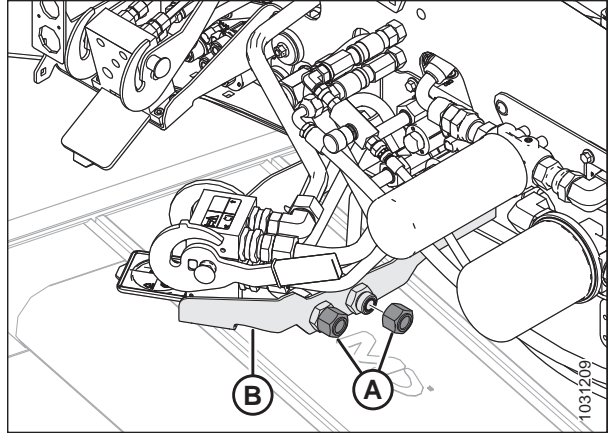


Figure 2.37: Multicouplers

10. Locate pump case drain hose (A) connected to elbow fitting (B) on lift/fan pump (C).
11. Disconnect hose (A) from elbow fitting (B).

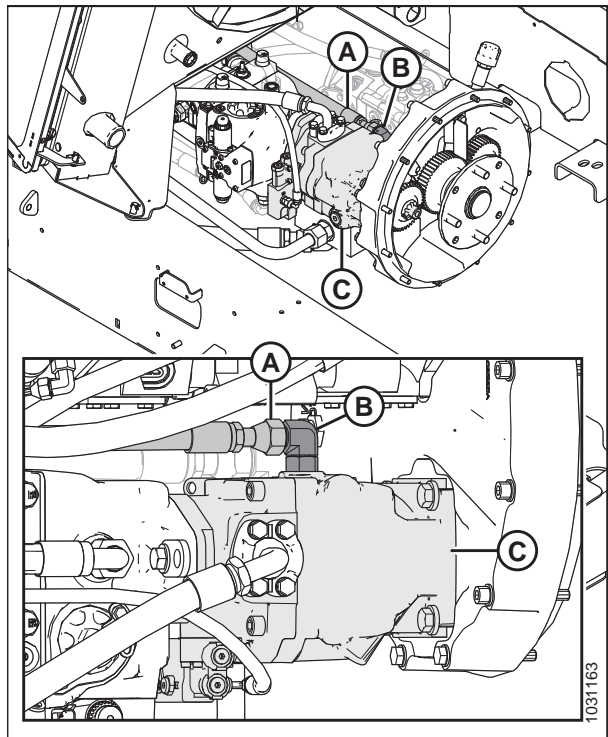


Figure 2.38: Lift/Fan Pump

## ASSEMBLY/SETUP INSTRUCTIONS

12. On the deck motor case drain hose (A), install reducer (B) (MD #252893) and tee fitting (C) (MD #135784).
13. Torque reducer (B) to 84 Nm (62 lbf·ft).
14. Torque case drain hose (A) to 42 Nm (31 lbf·ft).

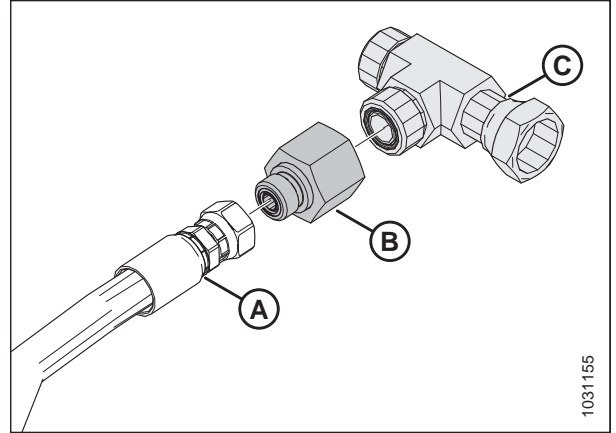
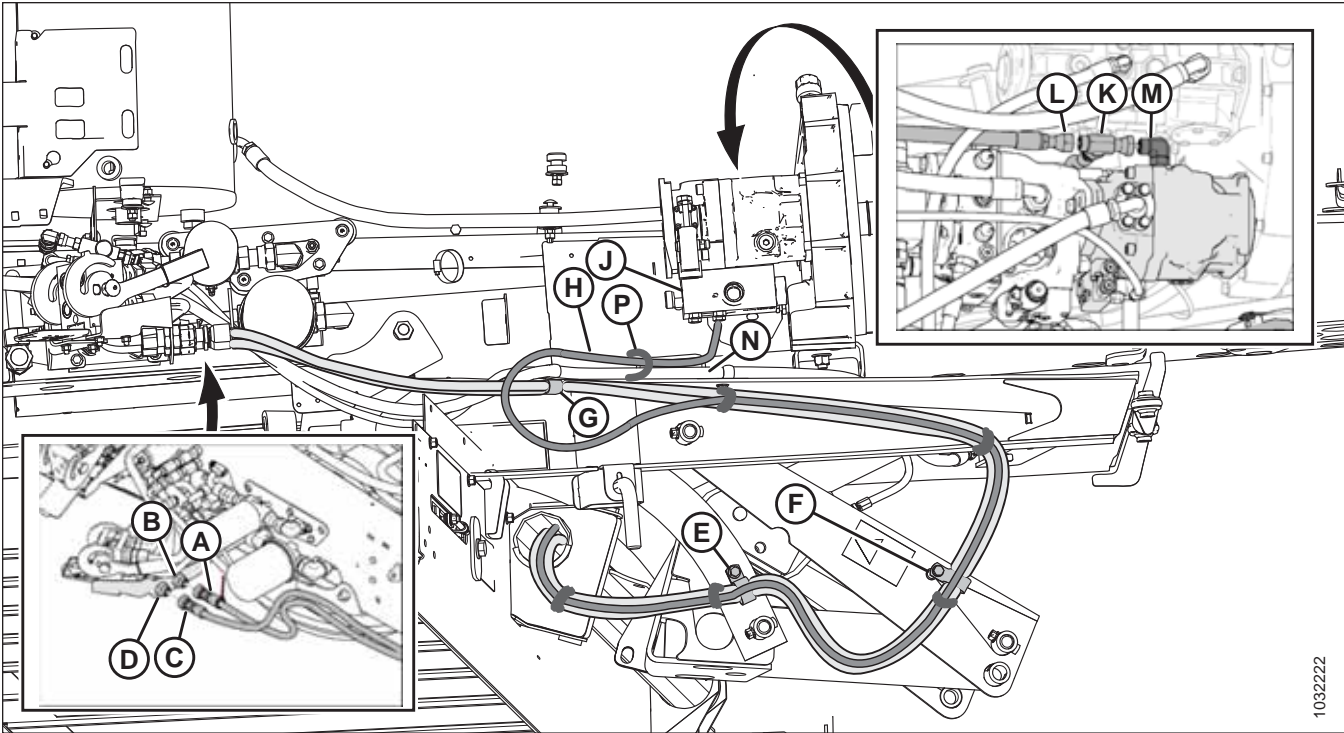


Figure 2.39: Case Drain Hose and Fittings

## ASSEMBLY/SETUP INSTRUCTIONS



**Figure 2.40: Deck Motor Hose Routing – M1170**

15. Install deck PRESSURE hose (A) (RED cable tie, MD #176575) onto fitting (B). Torque fittings to 120 Nm (88 lbf-ft).
16. Install deck RETURN hose (C) (MD #176575) onto fitting (D). Torque fittings to 120 Nm (88 lbf-ft).
17. Secure pressure hose and return hose using two clamps (E) and (F) mounted to the DWA, and one clamp (G) (previously left loose) mounted below the frame.
  - For rotary disc headers, ensure clamp (E) is located at the YELLOW tape on the hoses.
  - For auger headers, ensure clamp (E) is located at the RED tape on the hoses.
  - Ensure clamps (F) and (G) are located at the YELLOW tape on the hoses.
18. Route case drain hose (H) (MD #176680<sup>1</sup>) under the windrower frame and under inlet manifold (J).
19. Install tee-fitting end (K) of motor case drain hose between existing hose (L) and elbow fitting (M).
20. Torque hose (L) and tee fitting (K) to 84 Nm (62 lbf-ft).
21. Tie the case drain hose (H) to lift cylinder hose (N) using cable tie (P).
22. Tighten all clamps.

1. Case drain hose MD #176680 is serviced with MD #176883 in Parts Catalog. For the parts catalog, refer to section 5.5 [Hydraulic Hoses, page 96](#)

## 2.7 Connecting the Hydraulics to an M1240 Windrower

To connect the Double Windrow Attachment (DWA) linkage and draper deck hydraulics to your M1240 Windrower, follow these steps:

### WARNING

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

### WARNING

Check to be sure all bystanders have cleared the area.

1. Start the windrower and press and hold AUXILIARY LOWER switch (A) for five seconds to release pressure behind the couplers.
2. Shut down the engine, and remove the key from the ignition.



Figure 2.41: Windrower Console Switches

3. Route hoses (A) underneath both filters as shown.
4. Connect linkage quick couplers (B) to quick couplers (C) on windrower frame.

#### NOTE:

DWA linkage and windrower have quick couplers preinstalled for easy connection.

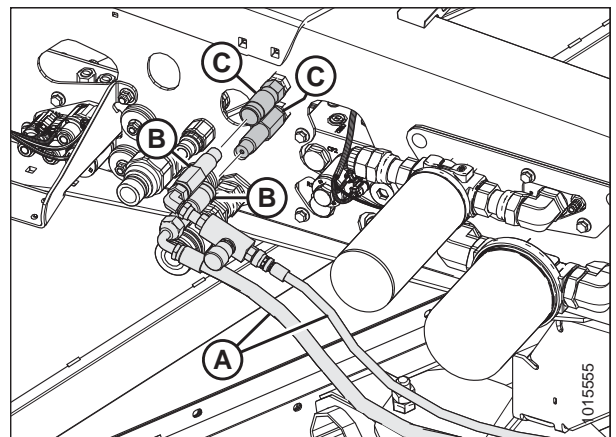


Figure 2.42: DWA Linkage Hydraulics

## ASSEMBLY/SETUP INSTRUCTIONS

5. Set the lift valve setting to **5** as follows:
  - a. Loosen set screw (A).
  - b. Turn valve (B) all the way clockwise, and take note of the zero position.
  - c. Rotate the valve counterclockwise so that 5 is in that same position.
  - d. Tighten the set screw.

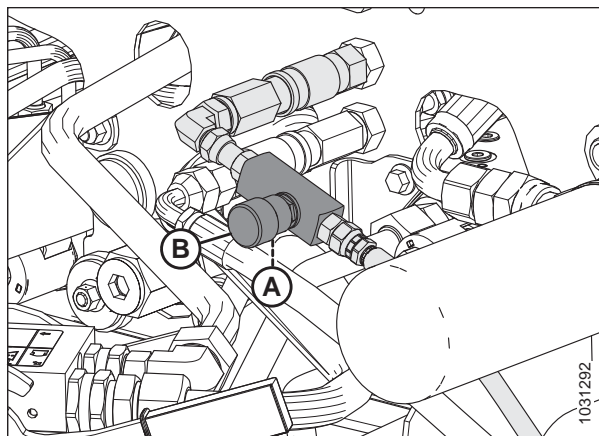


Figure 2.43: Deck Lift Valve

6. Retrieve the following parts from the bag:
  - Two clamps (MD #300577)
  - One clamp (MD #103738)
  - One bolt (MD #30627), 25 mm long
  - One bolt (MD #184661), 30 mm long
  - Two washers (MD #184711)
  - Two nuts (MD #135799)

**NOTE:**

Bolt length is measured from under the head of the bolt to the tip of the threads.

## ASSEMBLY/SETUP INSTRUCTIONS

- Secure two lift cylinder hoses (A) to the top of the DWA frame at locations shown using two clamps (B) (MD #300577) and (C) (MD #300577):

Attach clamp (B) (MD #300577) to the TOP of the frame, and clamp (F) (MD #103738) to the BOTTOM of the frame using the following hardware:

- One bolt (D) (MD #184661), 30 mm long
- One washer (E) (MD #184711)
- One nut (F) (MD #135799)

### IMPORTANT:

Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads.

### NOTE:

Do **NOT** tighten nut (G). Clamp (F) will be used for the deck motor pressure and return hoses.

Attach clamp (C) (MD #300577) to the top of the frame using the following hardware:

- One bolt (H) (MD #30627), 25 mm long
- One washer (J) (MD #184711)
- One nut (K) (MD #135799)

### IMPORTANT:

Make sure you are installing the correct bolts by measuring bolt length, there are bolts with the same width and varying lengths. Using the wrong bolts could result in machine failure. Length is measured from under the head of the bolt to the tip of the threads.

- Retrieve three cable ties (MD #30753) from the bag. Secure the cylinder hoses together at three locations (A) using cable ties.

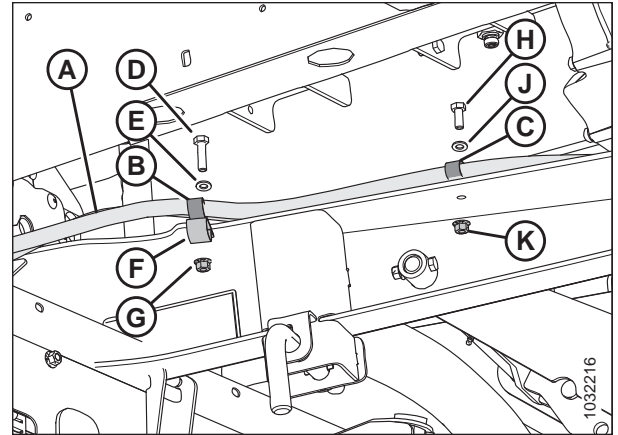


Figure 2.44: Linkage Cylinder Hoses

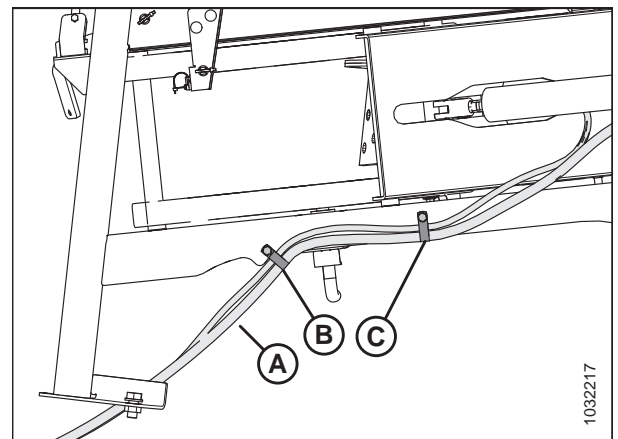


Figure 2.45: Linkage Lift Cylinder Hoses – Top View

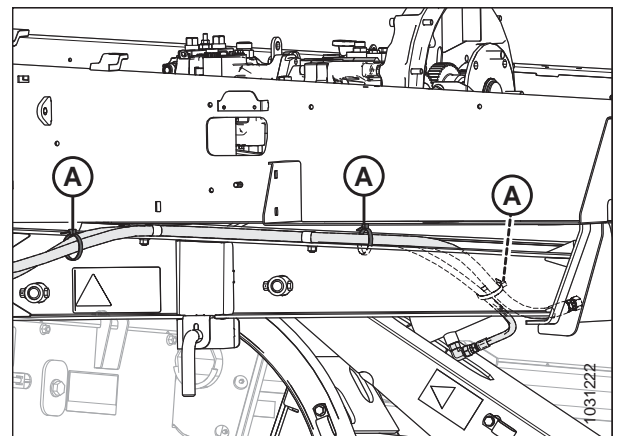


Figure 2.46: Linkage Lift Cylinder Hoses



## ASSEMBLY/SETUP INSTRUCTIONS

9. Locate case drain cooler hose (A) that routes along the back of disc/knife pump (C) and is clamped to the gearbox.
10. Disconnect hose (A) from hose (B).

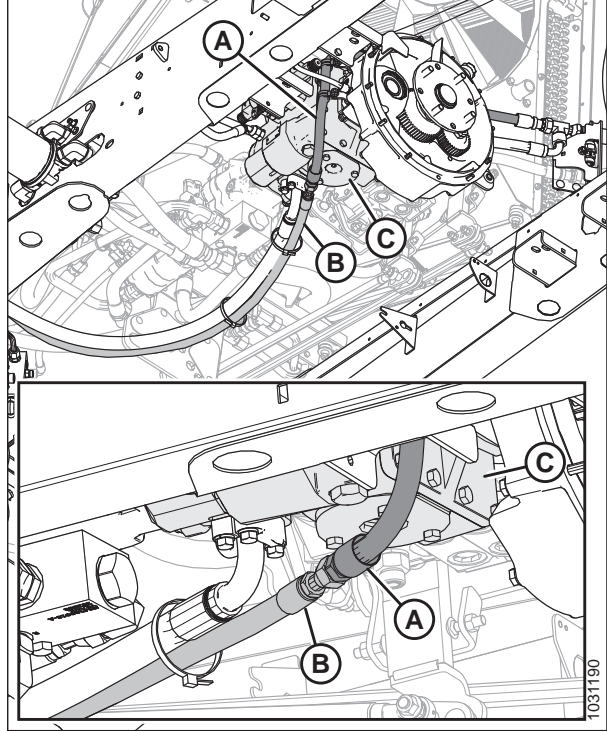


Figure 2.47: Disc/Knife Pump

11. On deck motor case drain hose (A), loosely install reducer (B) (MD #252893) and tee fitting (C) (MD #135784).
12. Torque reducer (B) to 84 Nm (62 lbf-ft).
13. Torque case drain hose (A) to 42 Nm (31 lbf-ft).

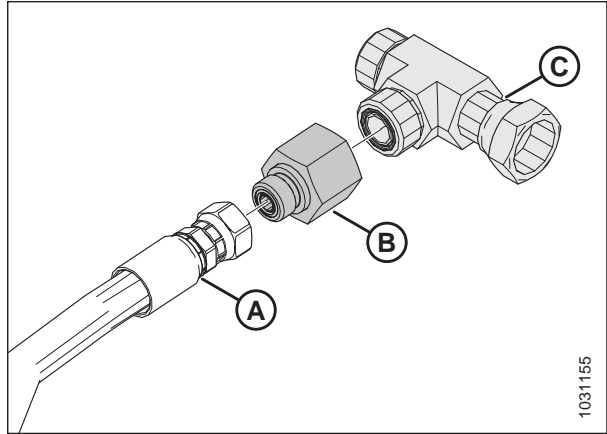
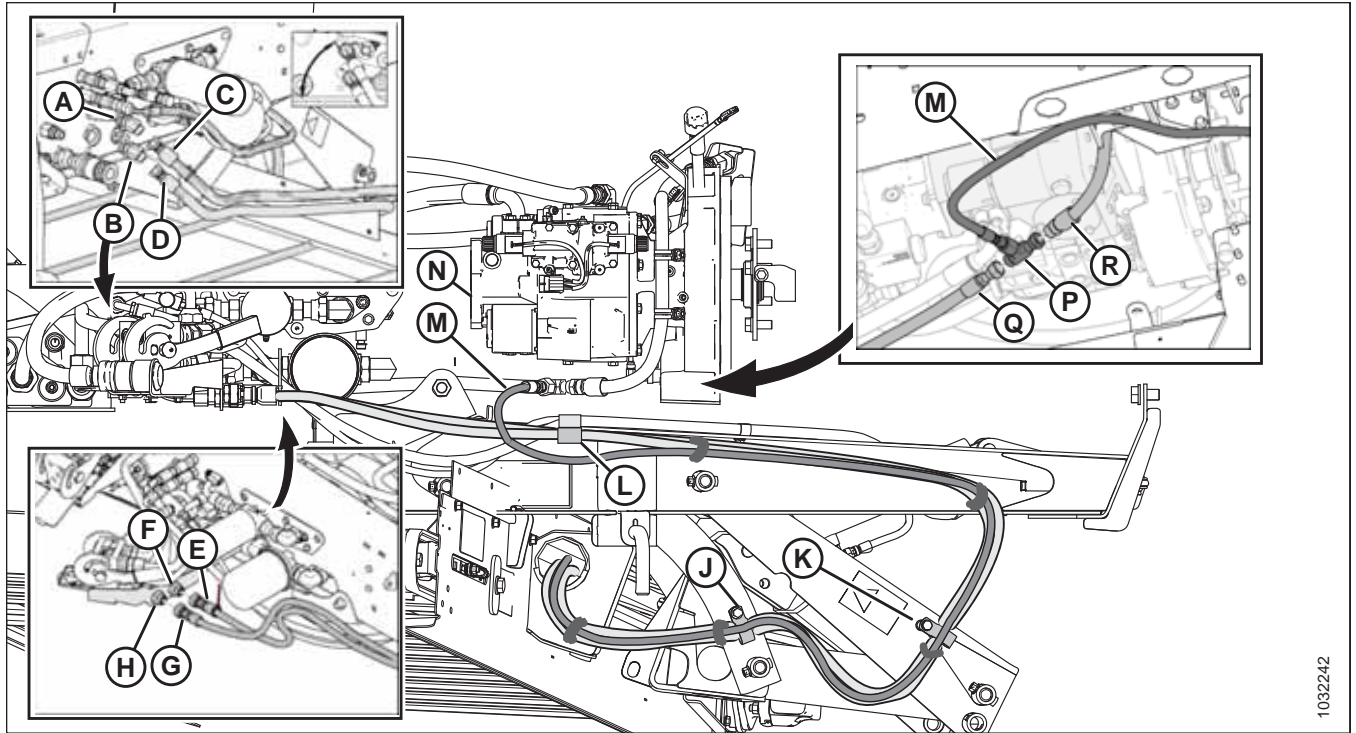


Figure 2.48: Case Drain Hose and Fittings



## ASSEMBLY/SETUP INSTRUCTIONS



**Figure 2.49: Deck Motor Hose Routing – M1240**

14. Install the deck pressure and return hoses as follows:

- **Disc-Only Configuration:** Install 45° fittings (A) and (B) into the hydraulic manifold and torque to 120 Nm (88 lbf-ft). Install deck PRESSURE hose (C) (RED cable tie, MD #176575) on TOP fitting (A). Install deck RETURN hose (D) (MD #176575) onto BOTTOM fitting (B). Torque to 120 Nm (88 lbf-ft).

**NOTE:**

Orient fittings to 60° from vertical as shown.

- **Disc/Draper Configuration:** Install deck PRESSURE hose (E) (RED cable tie, MD #176575) onto fitting (F). Install deck RETURN hose (G) (MD #176575) onto fitting (H). Torque hoses to 120 Nm (88 lbf-ft).

15. Secure pressure hose and return hose using two clamps (J) and (K) mounted to the DWA, and one clamp (L) (previously left loose) mounted below the frame.

- For rotary disc headers, ensure clamp (J) is located at the YELLOW tape on the hoses.
- For auger headers, ensure clamp (J) is located at the RED tape on the hoses.
- Ensure clamps (K) and (L) are located at the YELLOW tape on the hoses.

16. Route case drain hose (M) (MD #176680<sup>2</sup>) under the windrower frame and under disc/knife pump (N).

17. Install tee-fitting end (P) of motor case drain hose between existing hoses (Q) and (R).

18. Torque hose (Q) and tee fitting (P) to 84 Nm (62 lbf-ft).

19. Tighten all clamps.

---

2. Case drain hose MD #176680 is serviced with MD #176883 in Parts Catalog. For the parts catalog, refer to section [5.5 Hydraulic Hoses, page 96](#)

## 2.8 Connecting the Proximity Sensor

To connect the proximity sensor for the Double Windrow Attachment (DWA), follow these steps:

**NOTE:**

The proximity sensor comes preinstalled on the DWA linkage.

1. On the inner right side of the windrower frame, locate DWA extension connector C24A (A). The DWA extension is tied to the chassis harness.
2. Remove cable ties (B) binding the DWA extension to the chassis harness.

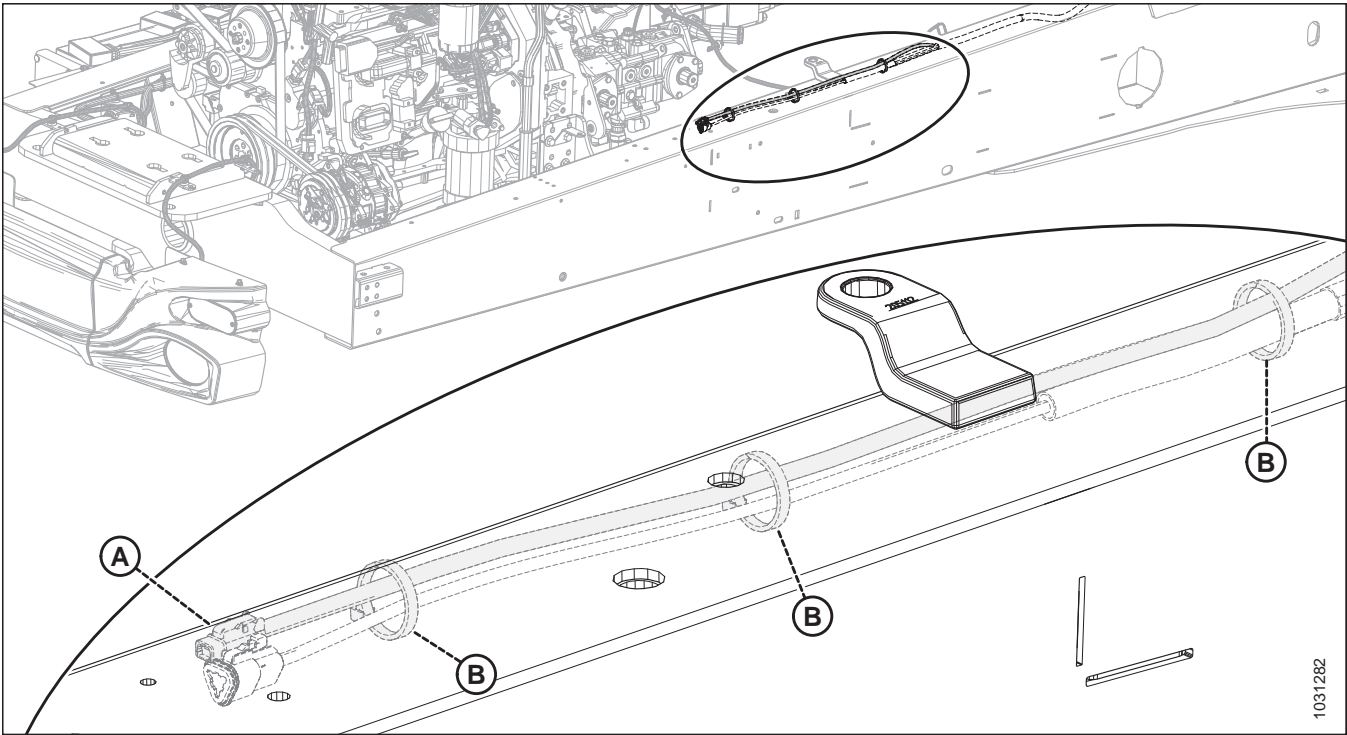


Figure 2.50: Chassis Harness – DWA Extension C24A

3. Locate proximity sensor connector (A) at the top right side of the DWA linkage.

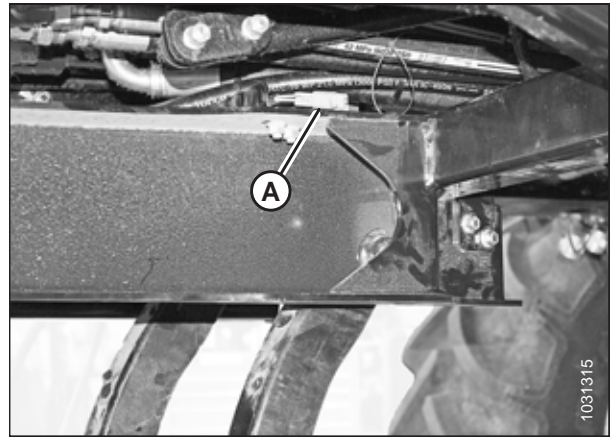


Figure 2.51: DWA Proximity Sensor

## ASSEMBLY/SETUP INSTRUCTIONS

4. Connect DWA extension C24A to DWA proximity sensor (A).
5. Secure extension harness (B) to the linkage frame using existing fir tree clips (C).

**IMPORTANT:**

Ensure extension harness (B) is secured under the linkage frame as shown to prevent interference with steering components.

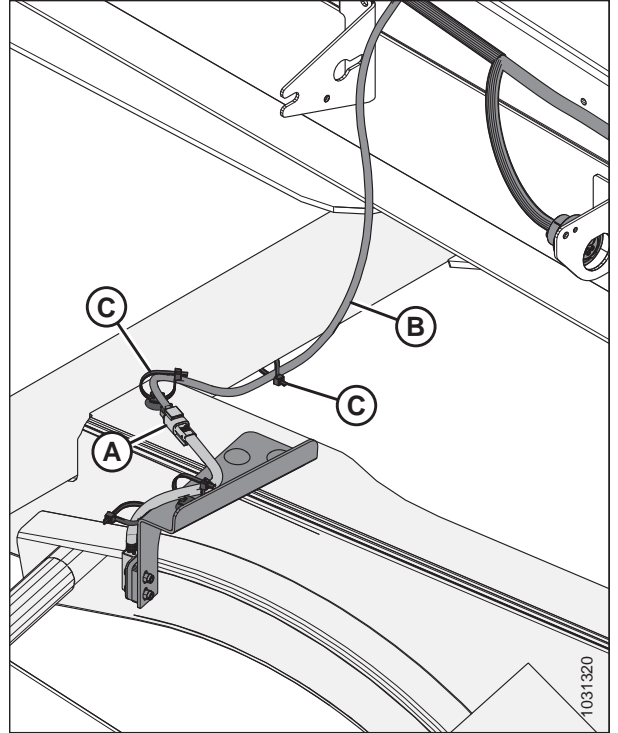


Figure 2.52: DWA Proximity Sensor

## 2.9 Checking Clearance between Front Skid and Draper

To check the clearance between front skid and draper, follow these steps:

1. Check if skid height (A) is 1.5–3 mm (1/16–1/8 in.) above the draper.

**IMPORTANT:**

Improper skid height can result in draper wear or excessive crop build up.

- Constant contact between the skid and draper will cause excessive heat and melt the draper.
  - If gap is too large, crop can enter the draper.
2. Adjust the skid height if required. For instructions, refer to [4.1.5 Adjusting Front Skid, page 71](#).

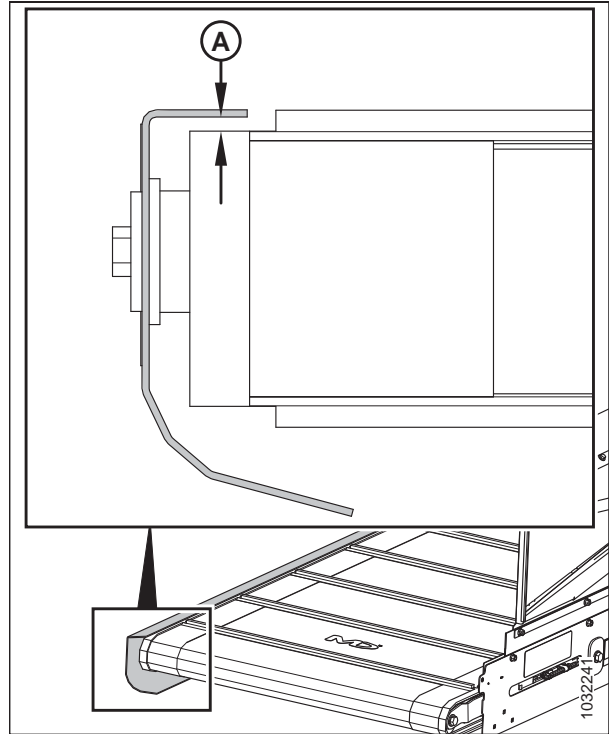


Figure 2.53: Draper Deck Front Skid

## 2.10 Activating the Double Windrow Attachment

**NOTE:**

The ground speed lever (GSL) controls for the Double Windrow Attachment (DWA) will only work when there is a recognized header ID (wired or forced) and the DWA has been activated for that header type. For more information on header setup and recognizing the header ID, refer to your header or windrower operator’s manual.

To activate the DWA, follow these steps:

1. During header setup, scroll down and select ATTACHMENTS (A).

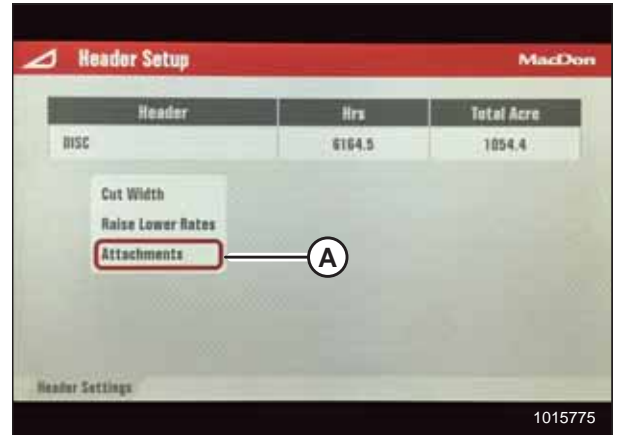


Figure 2.54: Header Setup – Attachments

2. Select DWA (A). The display will show an image of the buttons that control the DWA with each particular header. The DWA is activated.



Figure 2.55: Selecting DWA

### 2.10.1 Setting One-Touch-Return Buttons (A, B, C)

The One-Touch-Return buttons (A, B, and C) on the ground speed lever (GSL) handle allow you to save three presets.

1. Press soft key 5 (A) to open the main menu.
2. Using Harvest Performance Tracker (HPT) scroll knob (B) or ground speed lever (GSL) scroll wheel (not shown), place the red cursor over SETTINGS icon (C) and press SELECT with scroll knob (B) or the GSL SELECT button (not shown).



Figure 2.56: Opening the Main Menu

3. Scroll to ONE-TOUCH-RETURN icon (A) and press SELECT with the HPT scroll knob or the GSL SELECT button (not shown) to open Headland Management menu (B).

**NOTE:**

The F2 shortcut button on the operator's console also opens ONE-TOUCH-RETURN menu (B).

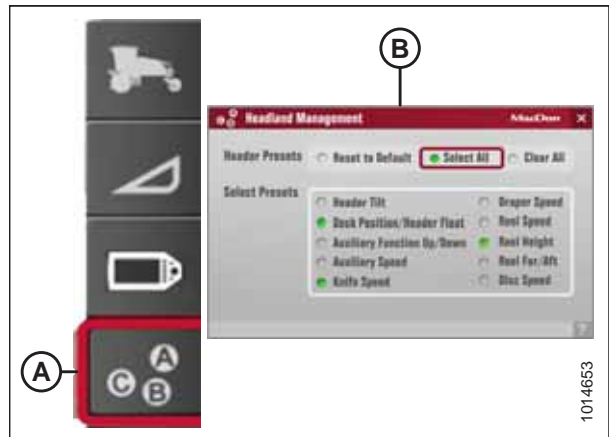


Figure 2.57: One-Touch-Return Icon and Menu List

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. The tone confirms that header settings are saved to that button.

The ONE-TOUCH-RETURN buttons will always save header height settings, but you can also save the following settings for the Double Windrow Attachment (DWA):

- DWA up/down
- DWA speed

Refer to your windrower operator's manual for more One-Touch-Return information.



Figure 2.58: One-Touch-Return Buttons on the GSL



## 2.10.2 Setting Draper Pressure Alarm

1. Open the QuickMenu system by pressing scroll knob (A) on the Harvest Performance Tracker (HPT) or SELECT button (B) on the ground speed lever (GSL) while the run screen is showing the Double Windrow Attachment (DWA) speed and pressure alarm

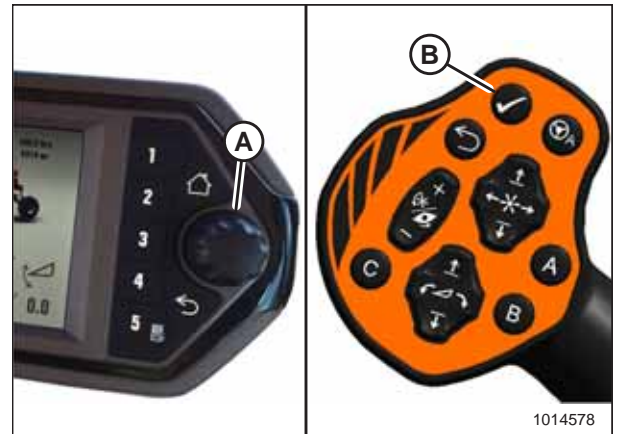


Figure 2.59: HPT Scroll Knob and GSL Select Button

2. Scroll to place the red cursor over DWA DRAPER PRESSURE icon (A).



Figure 2.60: QuickMenu/Draper Pressure Alarm

3. Adjust alarm setpoint (A) to desired value by scrolling until the pressure reaches the desired alarm point. The alarm can be turned off by scrolling to the right end of the pressure graph. The digital value is replaced with three dashed lines, indicating that it's possible to adjust the alarm setpoint value.

Refer to your windrower manual for more information about alarm settings.



Figure 2.61: QuickMenu/Draper Pressure Alarm





## Chapter 3: Operation

### 3.1 Operational Safety



#### CAUTION

To avoid bodily injury:

- Review the safety sections of your windrower and header operator's manuals.
- Keep all shields in place.
- Engage the deck safety pin when deck is raised fully for transport, service, and storage—or before going under deck for any reason.
- Keep away from moving draper and rollers.
- Keep clear of the deck while it is being raised or lowered.

## 3.2 Engaging and Disengaging the Deck Safety Pin

The Double Windrow Attachment (DWA) deck safety pin prevents the deck from lowering unexpectedly. You can only engage the pin when the deck is fully raised. Engage the pin before going under the deck for any reason. Make sure to disengage the pin before lowering the DWA.

- To engage the deck safety pin, refer to [3.2.1 Engaging the Deck Safety Pin, page 52](#).
- To disengage the deck safety pin, refer to [3.2.2 Disengaging the Deck Safety Pin, page 52](#).

### 3.2.1 Engaging the Deck Safety Pin

Engage the deck safety pin as follows:

1. Raise the Double Windrow Attachment (DWA) deck.
2. Push pin (A) inward until both roll pins (B) are inside the channel. Rotate pin (A) 90°.

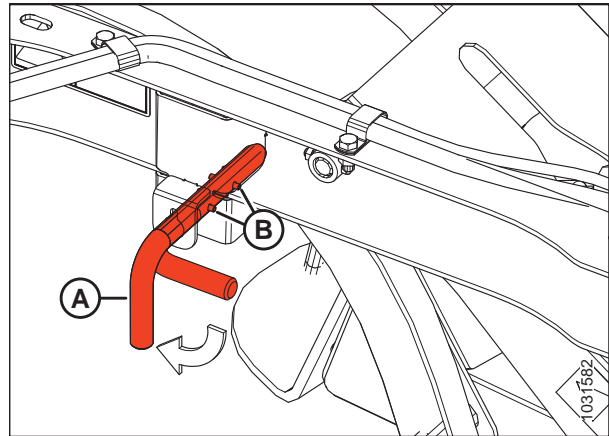


Figure 3.1: Deck Safety Pin – Engaged

### 3.2.2 Disengaging the Deck Safety Pin

Disengage the deck safety pin as follows:

1. Rotate pin (A) 90°.
2. Pull pin (A) outboard until roll pin (B) is outside the channel.

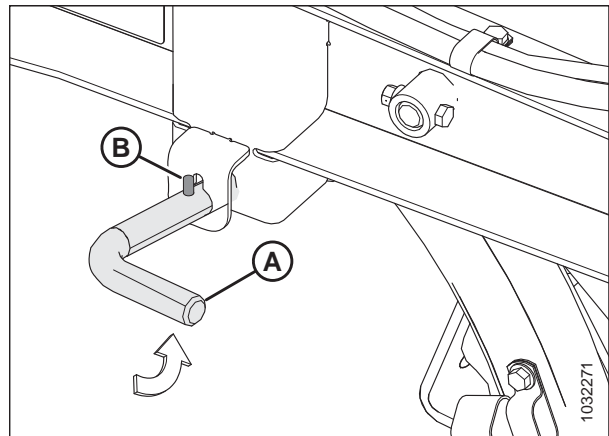


Figure 3.2: Deck Safety Pin – Disengaged

## OPERATION

3. Rotate pin (A) 90°.

**NOTE:**

This will allow roll pin (B) to prevent the safety pin from sliding inboard and damaging the linkage during operation.

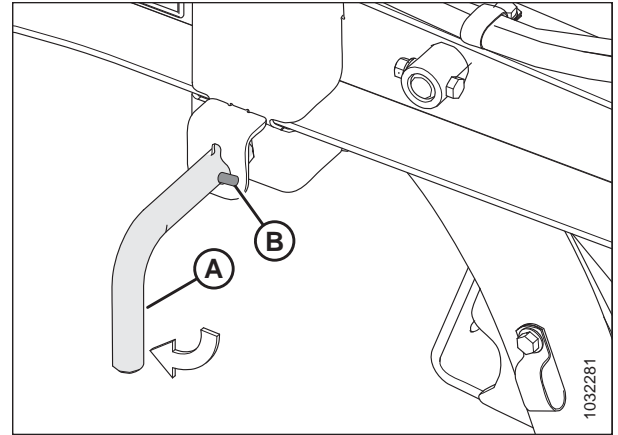


Figure 3.3: Deck Safety Pin – Disengaged

### 3.3 Raising and Lowering the Deck

**IMPORTANT:**

Use extra caution when raising the deck for the first time. The deck rotates as it raises and lowers, and the backsheet folds onto the deck. Make sure the deck and backsheet are not interfering with windrower parts or the forming shield. If interference does occur, adjust the proximity sensor. For instructions, refer to [3.3.2 Adjusting the Proximity Sensor, page 56](#).

**NOTE:**

The ground speed lever (GSL) controls for the Double Windrow Attachment (DWA) will only work when there is a recognized header ID (wired or forced) and the DWA has been activated for that header type.

- For more information on header setup and recognizing the header ID, refer to your header or windrower operator’s manual.
- For instructions on activating the DWA, refer to [2.10 Activating the Double Windrow Attachment, page 47](#).

DWA raise and lower can be controlled in three ways:

- Pressing reel raise/lower buttons on the ground speed lever (GSL)
- Pressing raise/lower buttons on the operator’s console
- Presetting deck position with headland management position buttons

1. Remove/disengage the deck safety pin. For instructions, refer to [3.2.2 Disengaging the Deck Safety Pin, page 52](#).
2. Raise and lower the DWA deck by using REEL RAISE button (A) and REEL LOWER button (B) on the ground speed lever (GSL). The operator can interrupt raising and lowering the deck by letting go of the buttons.

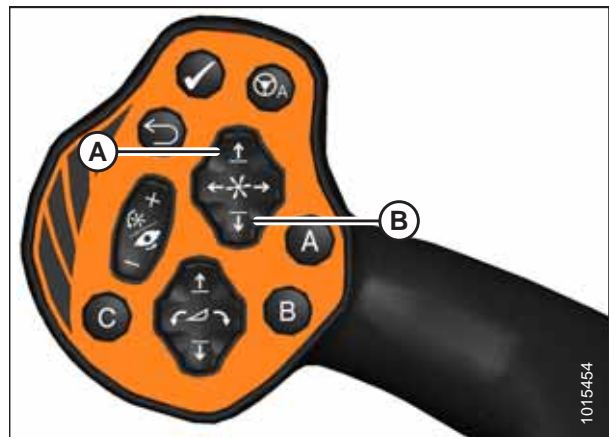


Figure 3.4: Ground Speed Lever (GSL)

3. Raise the DWA deck by pressing button (A) or lower the deck by pressing button (B) on the operator’s console. The operator can interrupt raising and lowering the deck by letting go of the button.

**NOTE:**

When setting deck position with the ONE-TOUCH-RETURN buttons A, B, and C on the GSL, the deck movement (raise/ lower) cannot be interrupted. For instructions, refer to [2.10.1 Setting One-Touch-Return Buttons \(A, B, C\), page 48](#).

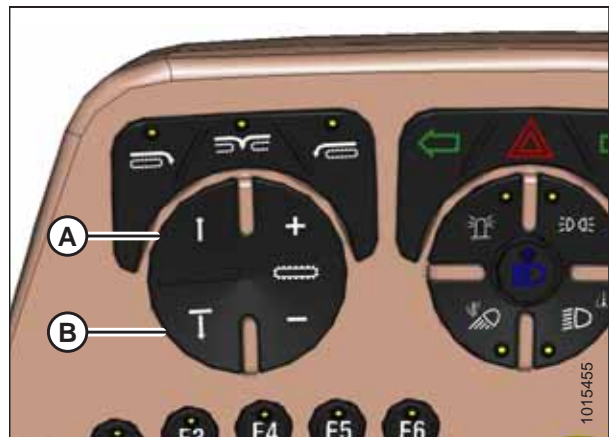


Figure 3.5: Operator’s Console

## OPERATION

DWA deck position (A) (up or down) is displayed on the HPT. If the raise/lower motion is interrupted, the HPT defines up or down as disengaged or engaged.



Figure 3.6: Harvest Performance Tracker (HPT)

### 3.3.1 Adjusting the Deck Lift Speed

Finding the proper Double Windrow Attachment (DWA) deck lift speed is essential to proper operation. The deck must lift fast enough to clear a windrow, and slow enough not to stop abruptly against the bottom of the windrower.

The deck lift valve uses hex socket screw (A) to lock the adjusting knob into position. Loosen locking screw enough to allow adjustment valve knob (B) to turn. Do **NOT** remove screw. Tighten screw after adjustments.

Refer to the following to adjust the deck lift speed:

- If the deck lift speed is too fast, turn adjuster valve knob (B) to the right.
- If the deck lift speed is too slow, turn adjuster valve knob (B) to the left.

#### NOTE:

The lift valve only restricts the lift speed of the DWA. The DWA deck drop speed remains constant.

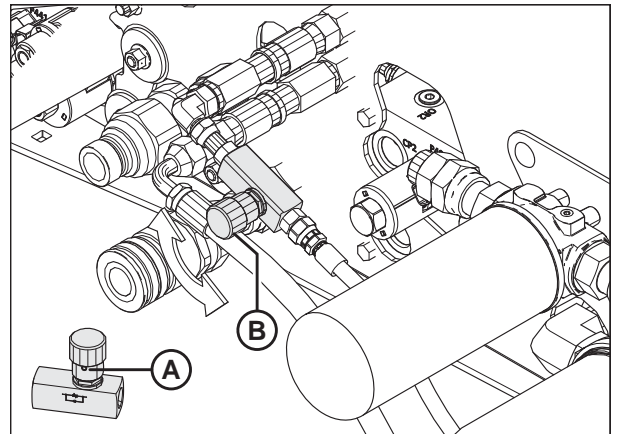


Figure 3.7: Deck Lift Speed Valve

### 3.3.2 Adjusting the Proximity Sensor

Carefully adjust the proximity sensor when running up the Double Windrow Attachment (DWA) for the first time.

**Adjusting sensor height:** The draper shuts off automatically when the deck is raised about 2/3 of the way. If the deck does not shut off soon enough (resulting in the backsheet touching the draper before it shuts off), lower the proximity sensor at the linkage as follows:

1. Loosen screws (A) to lower switch (B).
2. When adjustment is complete, tighten screws (A) and torque to 1.4 Nm (12 lbf·in).

**NOTE:**

Do **NOT** overtighten the screws or the sensor will not work.

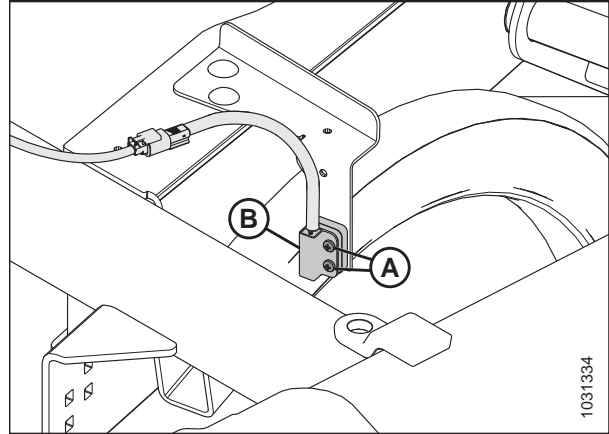


Figure 3.8: Proximity Sensor

**Positioning the sensor 90° to the frame:** If the sensor is not positioned at 90° to the DWA frame, the adjacent frame can activate the switch and prevent the draper from running. Follow these steps to position the sensor:

1. Loosen bolts (A) and adjust sensor bracket (B) fore or aft until it is 90° to the DWA linkage arm.
2. Ensure sensor (C) is positioned 4 mm (5/32 in.) from the linkage arm, and then tighten bolts (A).

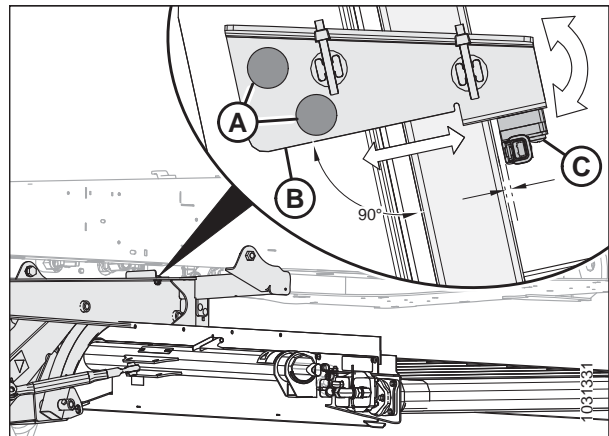


Figure 3.9: Proximity Sensor

### 3.4 Setting Draper Speed

**NOTE:**

The first time the Double Windrower Attachment (DWA) is run up on the windrower, it is likely that the default speed will be zero. This means the header may be engaged, but the DWA deck may not be turning. Increase the speed, and check that the deck has started to turn.

DWA draper speed can be controlled in the following two ways:

1. Adjust draper speed by using the REEL FORE/AFT buttons on the ground speed lever (GSL). Press REEL FORE button (A) to increase speed and REEL AFT button (B) to decrease speed.

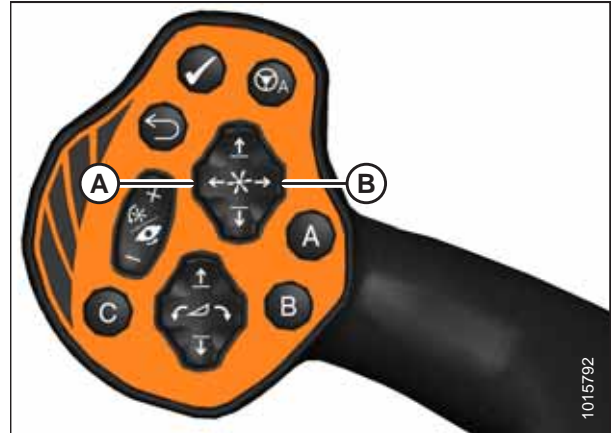


Figure 3.10: GSL

2. Adjust draper speed from the operator's console by pressing button (A) to increase the speed or pressing button (B) to decrease the speed.



Figure 3.11: Operator's Console

DWA draper speed (A) is displayed on the Harvest Performance Tracker (HPT).



Figure 3.12: HPT

## 3.5 Adjusting Deck Angle

The Double Windrow Attachment (DWA) deck angle can be adjusted to maximize performance and prevent contact with the windrower.

**NOTE:**

If set up with an R85 or R216 Rotary Disc Header, the DWA deck will only be in its most forward position when the windrower is running. The lift cylinder is single-acting and not pressurized when the windrower is shut off. When the windrower is running, a supply of low pressure oil moves the deck forward.

To adjust the deck angle relative to the right drive tire, refer to [3.5.1 Adjusting Deck Angle Relative to the Drive Tire](#), page 58.

To adjust the deck angle relative to the ground, refer to [3.5.2 Adjusting Deck Angle Relative to the Ground](#), page 59.

### 3.5.1 Adjusting Deck Angle Relative to the Drive Tire

To adjust the deck angle relative to the right drive tire, follow these steps:

1. Loosen locking tab (D) on the adjustable turnbuckle.
2. Rotate center tube (A) to the desired length.
  - Use connection point (B) for R85 or R216 Rotary Disc Headers. The approximate turnbuckle length is 530 mm (21 in.).
  - Use connection point (C) for A Series Auger Headers. The approximate turnbuckle length is 630 mm (25 in.).
3. Adjust the turnbuckle length so that space (A) between the deck and the right drive tire is approximately 100 mm (4 in.).

**NOTE:**

The single-acting lift cylinder is pressurized with the draper drive circuit. Therefore, when evaluating deck setup, the windrower must be running for the deck to be in its most forward position.

4. Retighten the locking tab against the center tube.

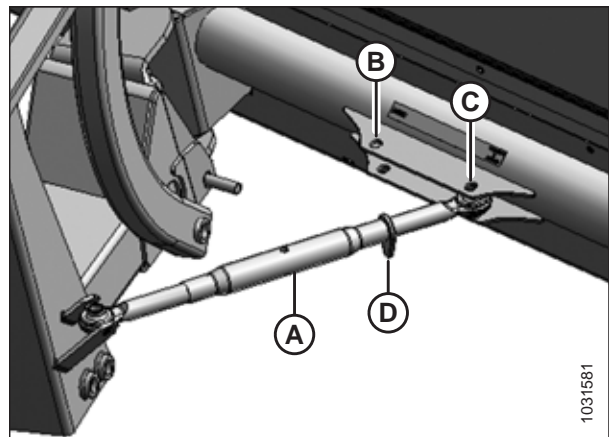


Figure 3.13: Adjustable Turnbuckle

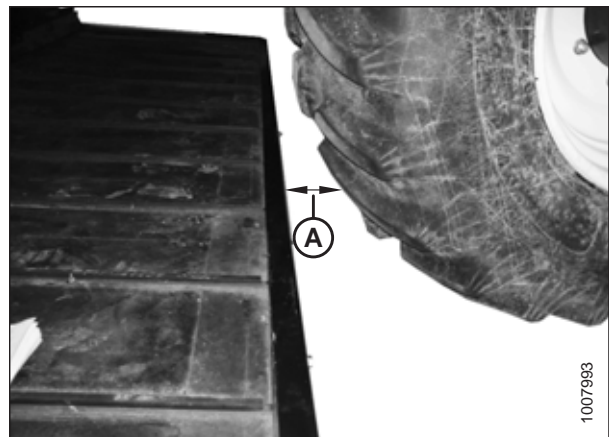


Figure 3.14: Distance from Deck to Tire



### 3.5.2 Adjusting Deck Angle Relative to the Ground

When the deck is in its normal running position, deck angle should be horizontal or at a SLIGHT incline relative to the ground. Distance (A) should be equal to or greater than distance (B).

- If used with an R85 or R216 Rotary Disc Header in lighter crop, distance (A) should be equal to distance (B).
- If the crop needs to be thrown farther, increase distance (A).

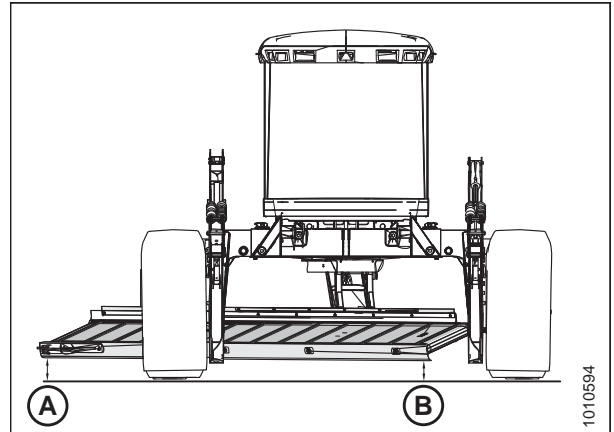


Figure 3.15: DWA Deck

**IMPORTANT:**

Ensure at least 25 mm (1 in.) clearance between backsheet and fuel tank with DWA in working position.

**To adjust deck angle:**

1. Loosen LONGER bolt (B) (MD #136157) and three SHORTER bolts (A) (MD #136082).

**NOTE:**

One of shorter bolts (A) is hidden behind bracket (C) and is not shown in Figure 3.16, page 59.

2. Loosen jam nut (D).
3. To INCREASE distance between the ground and the deck, tighten nut (E).
4. To DECREASE distance between the ground and the deck, loosen nut (E).
5. After adjustment, tighten jam nut (D).
6. Torque bolts (A) and (B) to 332 Nm (245 lbf-ft).

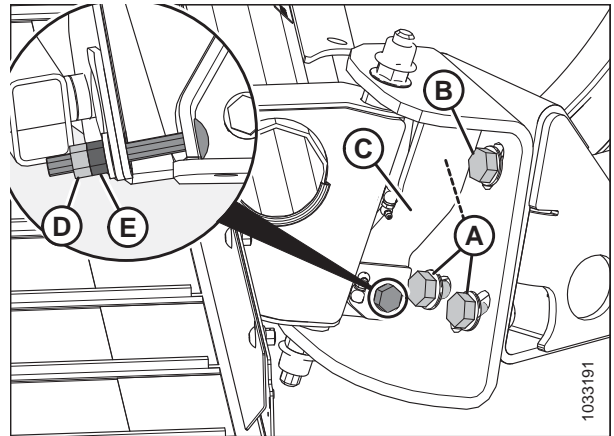


Figure 3.16: Deck Pivot

### 3.6 Raising the Deck Height

**IMPORTANT:**

Raising deck height is **NOT** recommended. Ensure at least 25 mm (1 in.) clearance between backsheet and fuel tank with Double Windrow Attachment (DWA) in working position.

To avoid excessive wear to draper deck components, do **NOT** allow the deck to touch the ground. If absolutely necessary, raise the deck as follows:

**IMPORTANT:**

The raised draper deck setup can result in premature draper wear due to contact with rear panel dust shield (A).

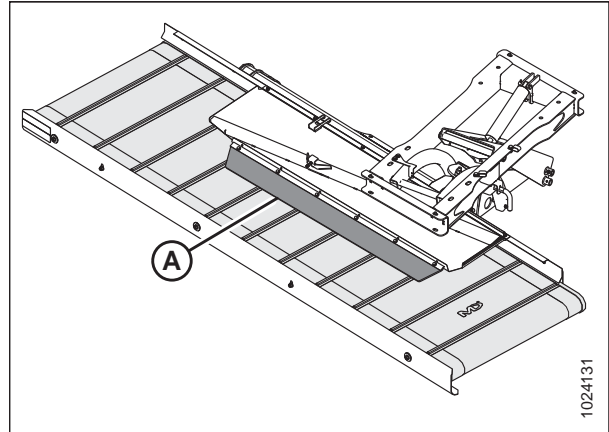


Figure 3.17: Draper Deck

1. Lower linkage by fully extending cylinder.
2. Support the deck on blocks.
3. Remove bolt and nut (A), and move pivot pin (B) to forward position (C). This will raise the front of the deck approximately 100 mm (4 in.).

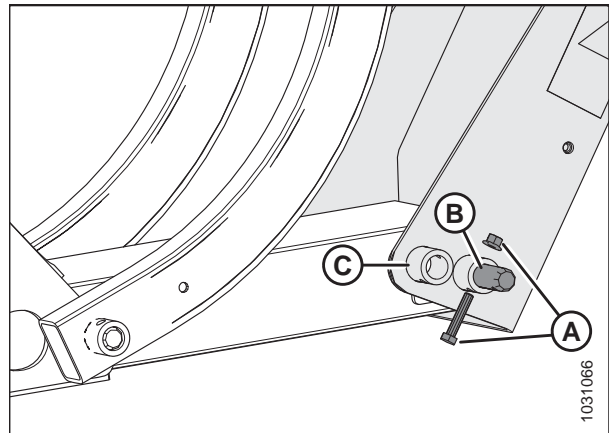


Figure 3.18: DWA Linkage

4. Reinstall bolt and nut (A) to secure pivot pin (B) to rear arm (C).

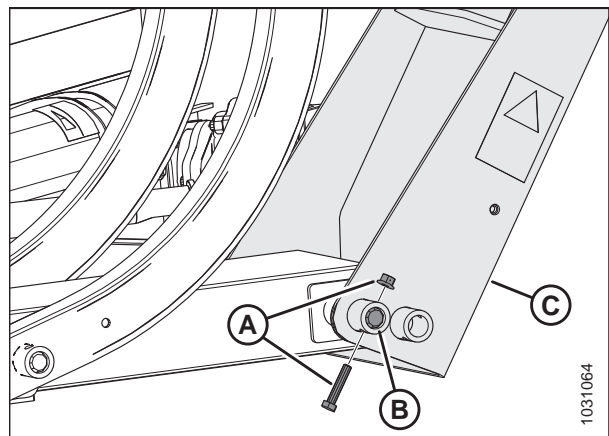


Figure 3.19: DWA Linkage

## OPERATION

- With the deck in the raised position, install the correct ball joint link bracket according to your header:
  - For R85 and R216 Rotary Disc Headers, install tall bracket (A) at upper holes (C)
  - For A Series Auger Headers, install short bracket (B) at upper holes (C)

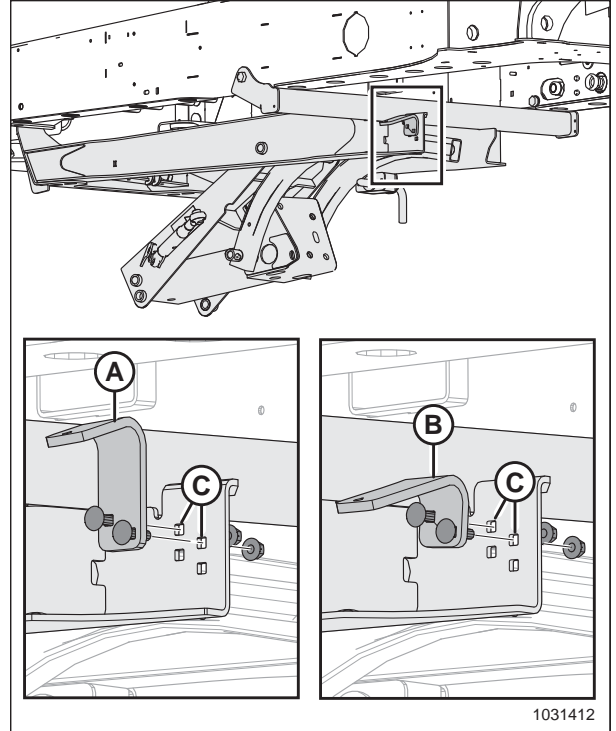


Figure 3.20: Ball Joint Link Bracket

### IMPORTANT:

Ensure at least 25 mm (1 in.) clearance between backsheet and fuel tank with DWA in working position.

- Install ball joint link (D) at middle hole (Option) on backsheet panel (A).
- Install tapered nut (C) and torque the nut to 26 Nm (19 lbf ft.). Install nut (B) and torque the nut to 26 Nm (19 lbf ft.).

### IMPORTANT:

Make sure the taper of nut (C) faces the ball joint as shown.

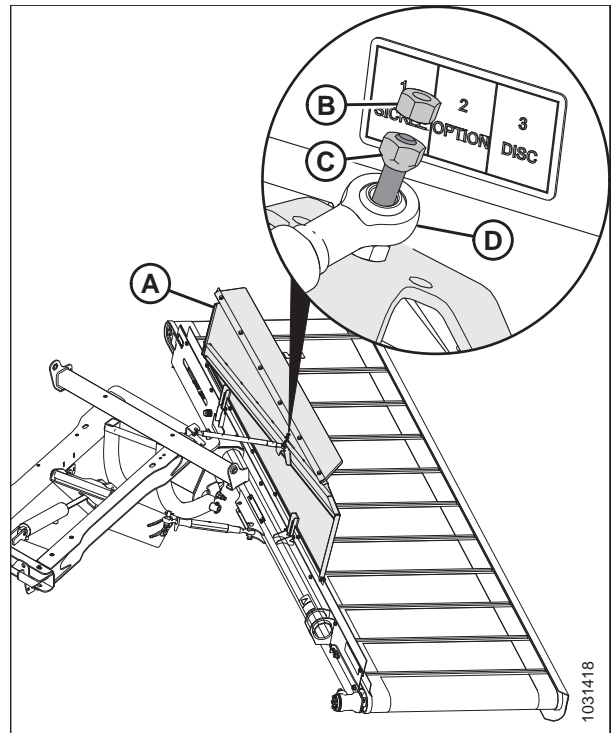


Figure 3.21: Ball Joint Link

### 3.7 Positioning the Conditioner Forming Shield

To adjust the position of the conditioner forming shields, follow these steps:

1. Make sure forming shield (B) is high enough to clear the deck when it is lowered.

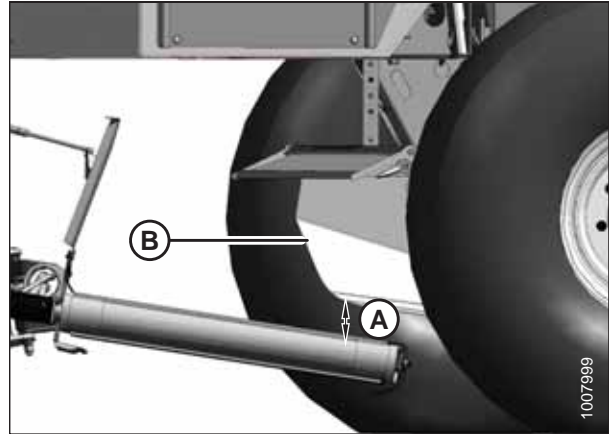


Figure 3.22: Deck Lowered

A - Clearance between Forming Shield (B) and the Deck

2. Remove hairpin (A).
3. Adjust strap (B) to achieve the ideal position.

**NOTE:**

The forming shield should be as low as possible without interfering with the deck.

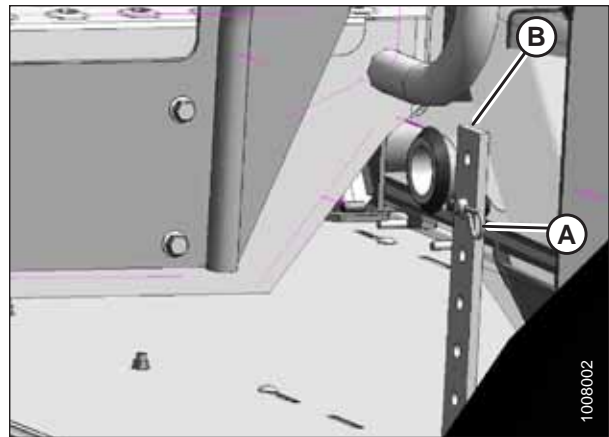


Figure 3.23: Forming Shield

4. Adjust left deflector (A) to direct crop towards the inboard side of Double Windrow Attachment (DWA) backsheet (B).
5. Adjust the right deflector to the widest position without affecting crop flow. This is where the deck is farthest from the conditioner rolls.

**NOTE:**

When using a header to produce single windrows (for baling), position the side forming shields for desired windrow width.

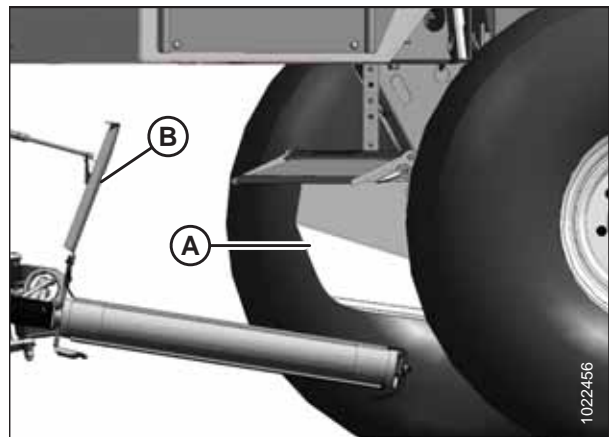


Figure 3.24: Deck Lowered

## OPERATION

6. Adjust rear deflector baffle (A) so crop flow (B) does not interfere with the deck when fully raised:

- Set the left end of the rear deflector lower to direct crop down toward the DWA draper.
- Set the right end of the rear deflector higher to allow space for crop to flow to the DWA deck.

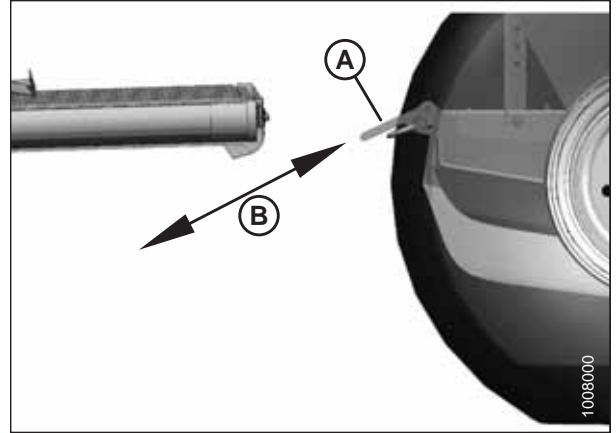


Figure 3.25: Deck Raised

7. After installing the forming shield, raise the header fully and ensure adequate clearance between the top of the forming shield and header drive hose support (A) attached to the windrower frame.

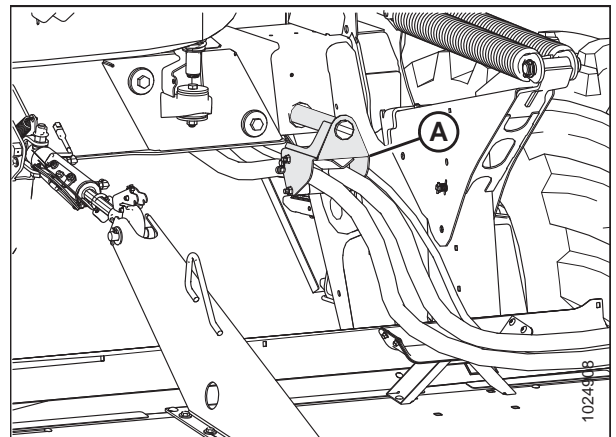


Figure 3.26: Header Hose Support

### NOTE:

When using DWA with disc headers, remove fins (B) under the forming shield.

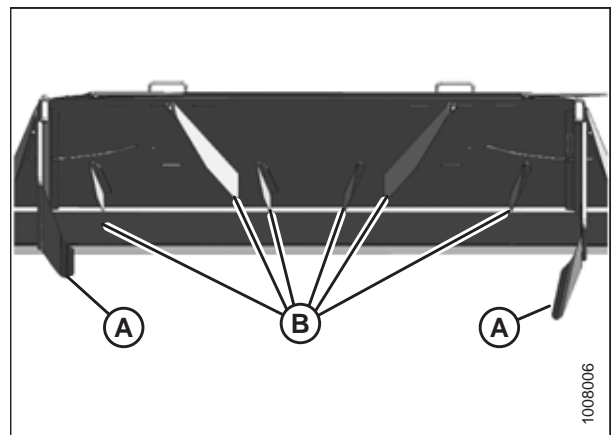


Figure 3.27: Fins under Forming Shield

A - Side Deflectors

B - Fins under Forming Shield

### 3.8 Positioning the Conditioner Rolls

The gap between the conditioner rolls must be small enough to throw the crop onto the Double Windrow Attachment.

The gap size depends on the crop type and yield:

- A gap that is too small for a heavy crop will use excessive engine power and be hard on affected components.
- A gap that is too large will not throw the crop with enough velocity to reach the side delivery deck.

Refer to the conditioner roll adjustment procedure in your header operator's manual.

## 3.9 Operating Recommendations

### 3.9.1 Operating with an A Series Auger Header (Non-Grass Seed Only):

Refer to the following operating recommendations when using the Double Windrow Attachment (DWA) with an A Series Auger Header (Non-Grass Seed Only) configured for use with a M1 Series Windrower:

- On the first pass, raise the DWA and deposit the crop between the wheels of the windrower.
- On the return pass, lower the DWA and deposit the crop beside the previously laid windrow.
- With a center-delivered crop, the position of the crop can be adjusted by using the side deflectors on the forming shields.
- With a side-delivered crop, the position of the crop can be adjusted by adjusting the draper speed (faster draper speeds will throw the crop farther).

### 3.9.2 Operating with an R85 or R216 Rotary Disc Header

Because the conditioner rolls on a rotary disc header are farther ahead than all other headers, delivering light crop from the conditioner rolls to the side delivery deck on the Double Windrow Attachment (DWA) may require special attention.

The following three areas can affect crop flow to the deck:

#### ***Crop flow from the cutterbar to the rolls***

- Keep the right side of the header as full as possible. Less than 75% of capacity may have adverse effects on feeding.
- Feed plates must be installed for appropriate crop. They are required for forage but not for alfalfa (for more information, refer to the header operator's manual).
- Higher ground speeds will usually result in better crop flow from the conditioner rolls to the deck. Ground speed should be a minimum of 10 km/h (6 mph) for light crops.
- Disc speed must be within the recommended range for the specific crop/yield (for more information, refer to the header operator's manual).

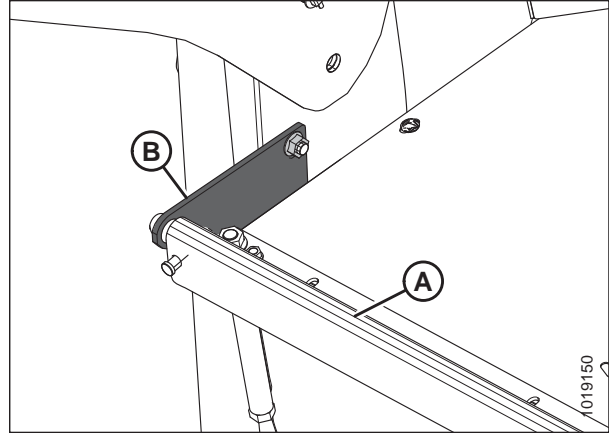
#### ***Crop flow from the conditioner rolls to the forming shield***

- The rear baffle on the rotary disc header should be in the uppermost position; however, it may need to be lowered for center windrowing.
- The crop trajectory arc is higher with a steeper header angle. Set header angle to throw crop at the maximum arc height without contacting the top forming shield excessively.
- Removing the fins on the rear baffle may improve crop trajectory to the rear baffle.
- It may be possible to throw crop above the forming shield with extreme header angle and rear baffle positions.
- In rocky conditions where a DWA is necessary, adjust gauge rollers to achieve correct stubble height while maintaining proper crop trajectory.
- Header height affects the header angle. Ideally the lift linkage should be fully down at all times.
- The conditioner roll gap should be small enough to properly grab the crop and throw it.
- The roll speed is mechanically tied to the disc speed and can affect how fast the crop is projected. Roll speed should be in the recommended range.

## OPERATION

### **Forming shield settings**

- Make sure forming shield (A) is installed correctly with bracket (B).
- Periodically remove buildup of sticky crop residue on deflector sliding surfaces.
- For instructions, refer to [3.7 Positioning the Conditioner Forming Shield](#), page 62.



**Figure 3.28: Forming Shield**



# Chapter 4: Maintenance and Servicing

## 4.1 Draper Maintenance

The following topics explain how to service the Double Windrow Attachment (DWA) draper properly.

### 4.1.1 Adjusting Draper Tension

Adjust the draper tension enough to prevent slipping and eliminate sagging.

Set the draper tension as follows:

1. Check that draper guide (A) (rubber track on underside of draper) is properly engaged in groove (B) of drive roller, and that idler roller is between the guides (A).

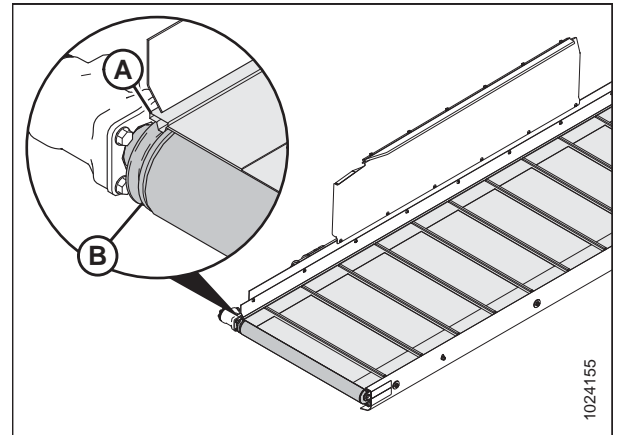


Figure 4.1: Draper Guide – Cutaway View

2. Turn bolt (A) clockwise to tighten.

**NOTE:**

White indicator bar (B) will move to the right, indicating the draper is tightening. Tighten until the white indicator sits halfway within the window.

**IMPORTANT:**

To avoid premature failure of the draper, draper rollers, and/or tightener components, do **NOT** operate when the white tension indicator bar is not visible.

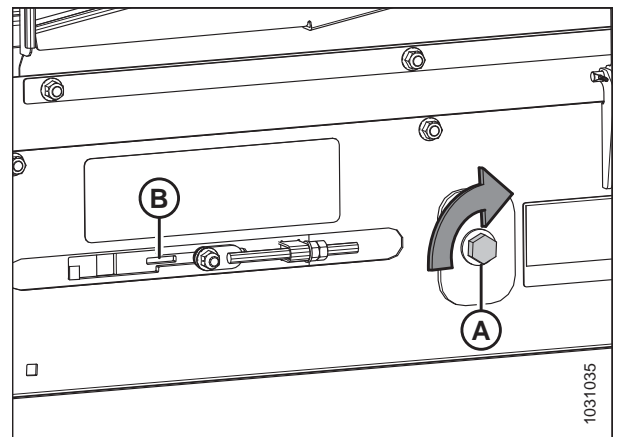


Figure 4.2: Draper Tension

### 4.1.2 Checking Draper Tracking

During the first run up, ensure the draper is tracking in the center of the deck and **NOT** running to one side unevenly; otherwise, damage to the draper can occur. To adjust the tracking, refer to [4.1.3 Adjusting Draper Tracking, page 68](#).

### 4.1.3 Adjusting Draper Tracking

The draper deck has one fixed drive roller and one spring-loaded idler roller. The spring-loaded idler roller is located at the same end of the deck as the draper tensioner. Both rollers can be aligned with adjuster rods to adjust draper tracking.

#### **⚠ DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, stop engine, remove key, and engage safety pin before going under machine for any reason.

1. Raise the Double Windrow Attachment (DWA) deck fully.
2. Shut down the engine, and remove the key from the ignition.
3. Engage the deck safety pin. For instructions, refer to [3.2.1 Engaging the Deck Safety Pin, page 52](#).

If the draper is tracking incorrectly, use the following table to adjust the rollers:

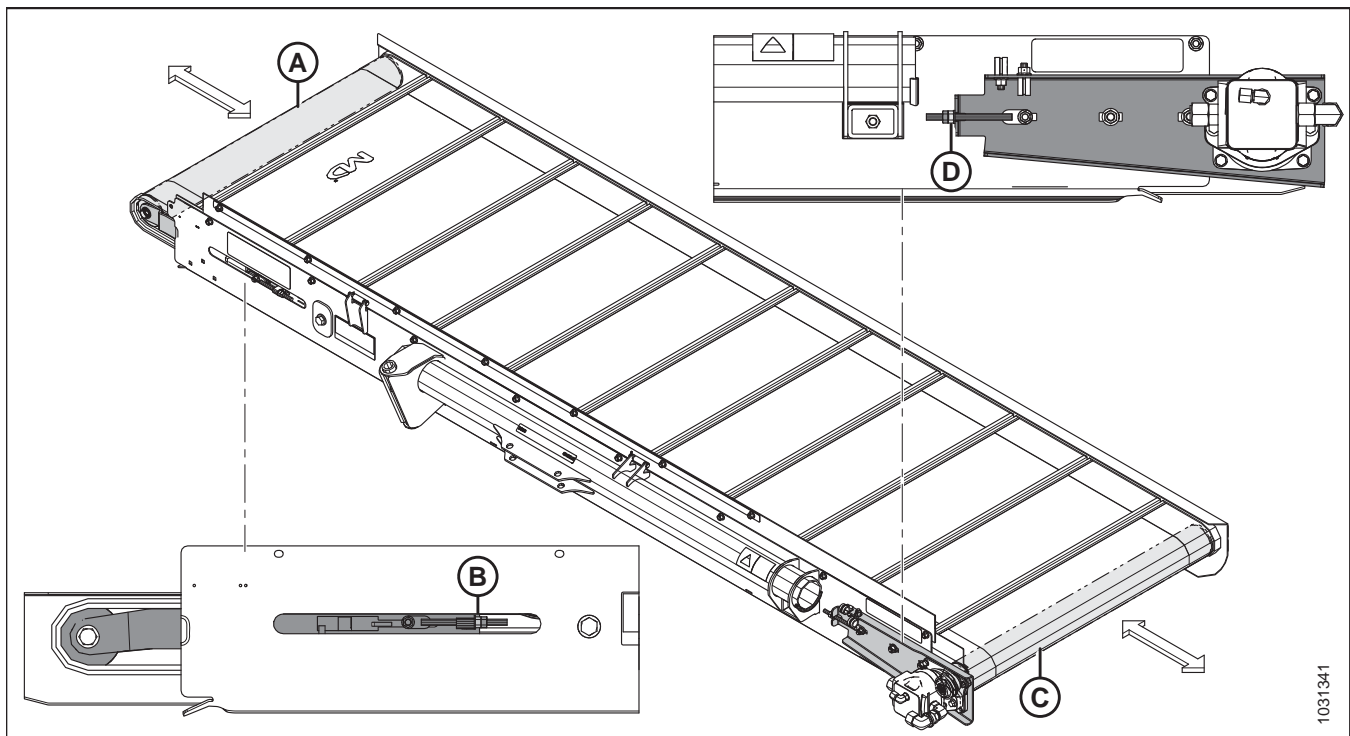


Figure 4.3: Draper Tracking Adjustments

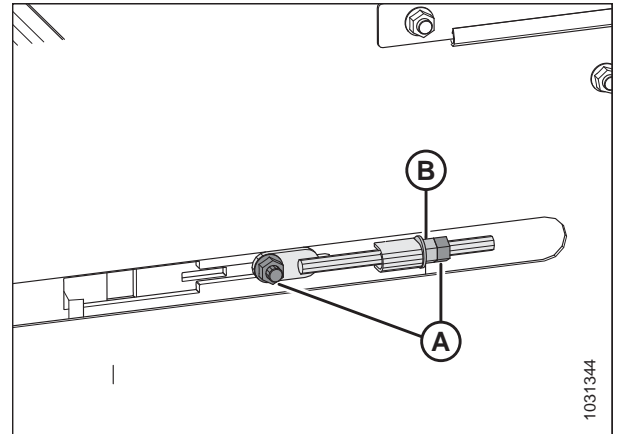
Table 4.1 Draper Tracking Adjustments

Tracking	At Location	Adjustment	Method
Rearward	Idler roller	Move roller (A) outward	Tighten nut (B)
Forward		Move roller (A) inward	Loosen nut (B)
Rearward	Drive roller	Move roller (C) outward	Tighten nut (D)
Forward		Move roller (C) inward	Loosen nut (D)

## MAINTENANCE AND SERVICING

### **To adjust tracking on the idler roller side:**

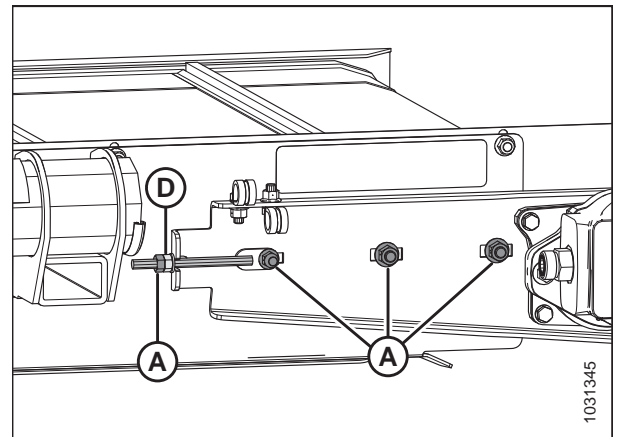
4. Loosen two nuts (A).
5. Adjust nut (B) according to Table 4.3, page 68.
6. Secure the idler roller by tightening two nuts (A).
7. After adjusting draper tracking, readjust the draper tension. For instructions, refer to 4.1.1 *Adjusting Draper Tension*, page 67.



**Figure 4.4: Idler Roller Tracking Adjuster**

### **To adjust tracking on the drive roller side:**

1. Loosen four locking nuts (A).
2. Adjust nut (D) according to Table 4.3, page 68.
3. Tighten four nuts (A) to secure the drive roller.
4. After adjusting draper tracking, adjust draper tension. For instructions, refer to 4.1.1 *Adjusting Draper Tension*, page 67.



**Figure 4.5: Drive Roller Tracking Adjuster**

#### 4.1.4 Replacing Draper

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, stop engine, remove key, and engage safety pin before going under machine for any reason.

1. Raise the deck high enough to increase the space between the deck and the right drive tire.
2. Shut down the engine, and remove the key from the ignition.
3. Engage the deck safety pin. For instructions, refer to [3.2.1 Engaging the Deck Safety Pin, page 52](#).
4. Remove front skid (A) by removing five bolts (B) and washers (C).
5. Loosen draper tension, and push the idler roller inward as far as possible.

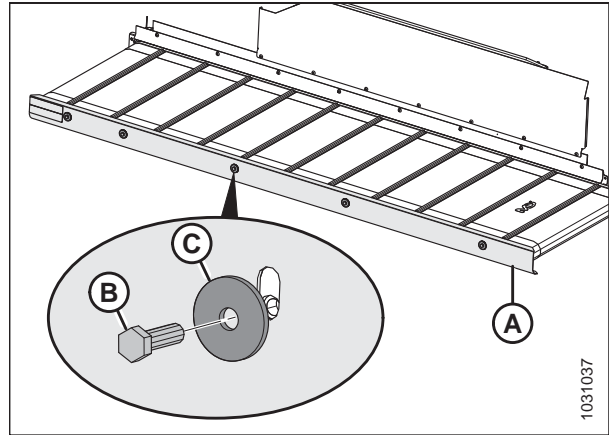


Figure 4.6: Front Skid

6. Disconnect turnbuckle (A) and allow deck to rotate rearward to increase the space between the deck and tire.
7. Remove old draper and install the new one. The draper is bidirectional so orientation does not matter.
8. Tension the draper. For instructions, refer to [4.1.1 Adjusting Draper Tension, page 67](#).
9. Reinstall turnbuckle (A) and the front skid.
10. Adjust the front skid to achieve a 1.5–3.0 mm (1/16–1/8 in.) gap to draper.
11. Run the new draper and check alignment. Adjust alignment if necessary, refer to [4.1.3 Adjusting Draper Tracking, page 68](#)
12. Recheck draper tension after a few hours of operation.

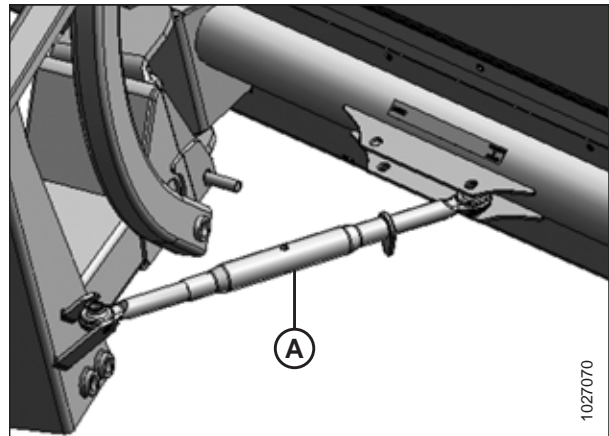


Figure 4.7: Deck Angle Turnbuckle

### 4.1.5 Adjusting Front Skid

To adjust the front skid, follow these steps:

1. Loosen five bolts (B) on the front of skid (A).

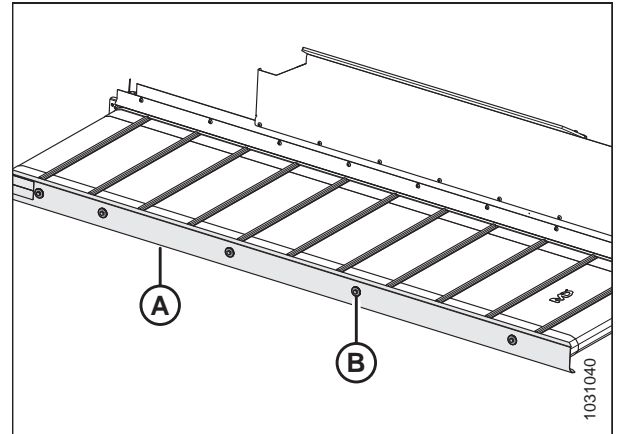


Figure 4.8: Draper Deck Front Skid

2. Adjust front skid (A) so skid height (C) is 1.5–3 mm (1/16–1/8 in.) above the draper.

**IMPORTANT:**

Improper skid height can result in draper wear or excessive crop build up.

- Constant contact between the skid and draper will cause excessive heat and melt the draper.
- If gap is too large, crop can enter the draper.

3. Tighten bolts (B) to 90 Nm (66 lbf·ft).

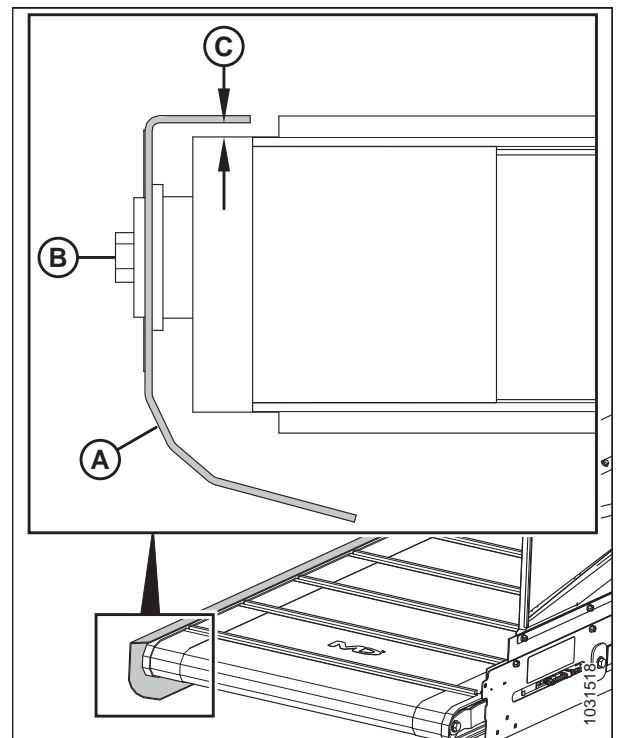


Figure 4.9: Draper Deck Front Skid

### 4.1.6 Adjusting Rear Deflector

Rear deflector (A) prevents crop from entering inside the draper. To adjust the rear deflector, follow these steps:

1. Loosen eight nuts (B) securing rear deflector (A) along the length of the deck.

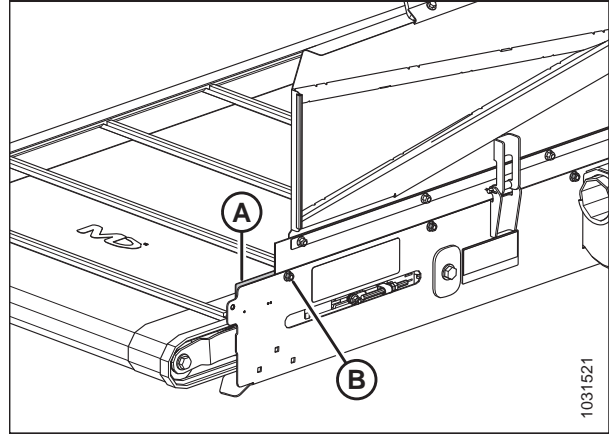


Figure 4.10: Draper Deck Rear Deflector

2. Set deflector (A) height (C) to be 1.5–8 mm (1/16–5/16 in.) above the draper.
3. Tighten nuts (B).

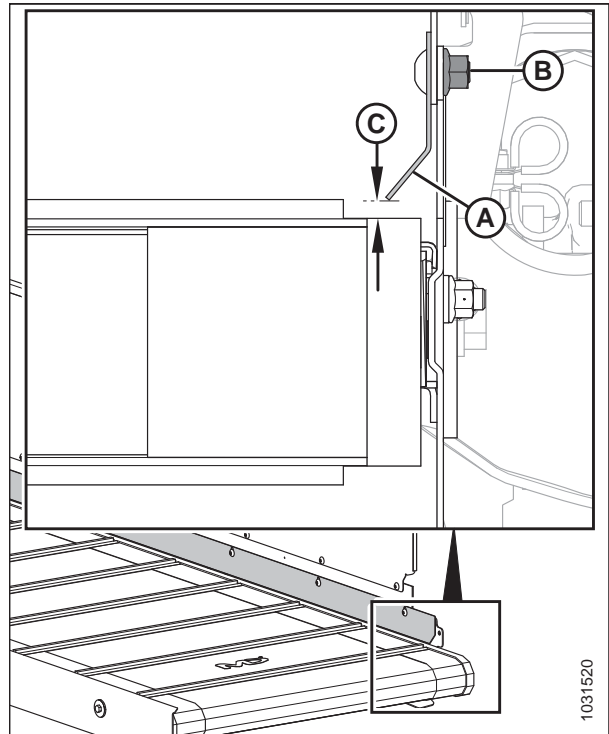


Figure 4.11: Draper Deck Rear Deflector

### 4.1.7 Maintaining Draper Rollers

The draper rollers have nongreaseable bearings. The external seal should be checked every 200 hours (more frequently in sandy conditions) to maximize bearing life. Remove front skid to inspect seals.

#### *Removing and Reinstalling the Drive Roller*

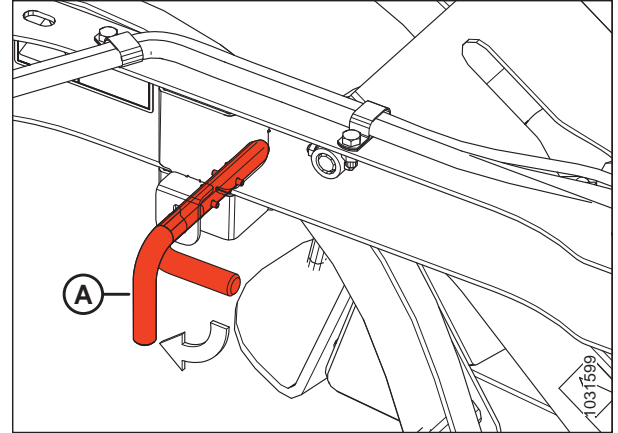


To avoid bodily injury or death from unexpected start-up or fall of raised machine, stop engine, remove key, and engage safety pin before going under machine for any reason.

## MAINTENANCE AND SERVICING

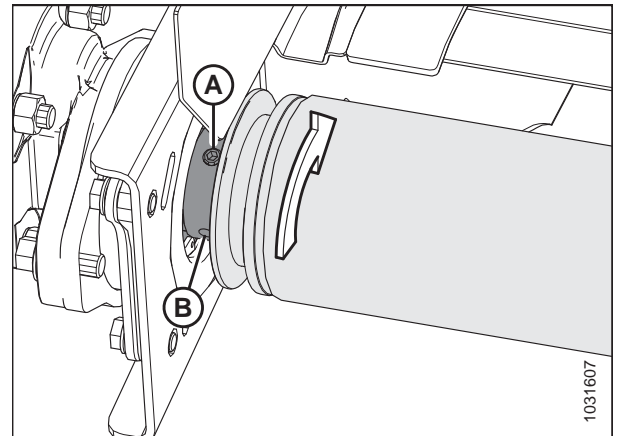
**To remove the drive roller from the deck, follow these steps:**

1. Raise the Double Windrow Attachment (DWA) deck fully.
2. Shut down the engine, and remove the key from the ignition.
3. Engage safety pin (A).
4. Remove the front skid, then loosen and remove the draper. For instructions, refer to [4.1.4 Replacing Draper, page 70](#).



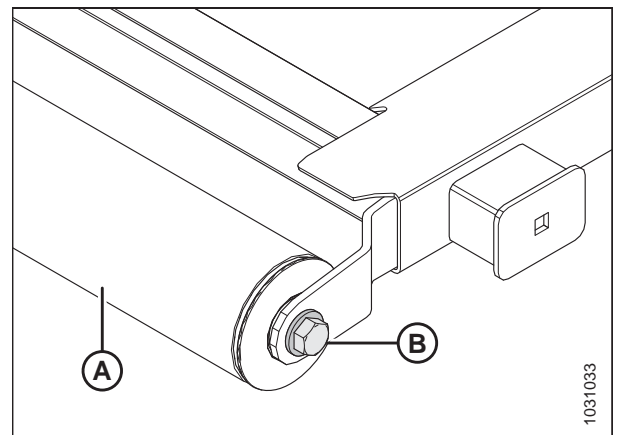
**Figure 4.12: Safety Pin**

5. Loosen set screw (A) on the drive roller bearing.
6. Using a hammer and drift or punch at hole (B), unlock the bearing collar by tapping the collar in the opposite direction of rotation.



**Figure 4.13: Draper Drive Roller**

7. Remove drive roller (A) by removing bolt and washer (B) at end of the roller.
8. Slide the drive roller off the motor shaft.
9. If you need to repair the bearing or seal, refer to [4.1.8 Replacing Draper Roller Bearing/Seal, page 76](#).

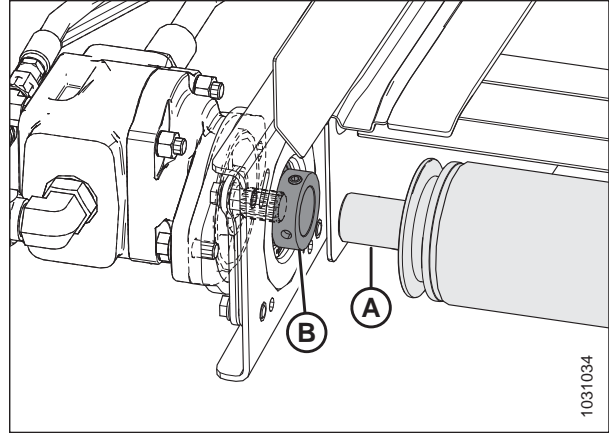


**Figure 4.14: Draper Drive Roller**

## MAINTENANCE AND SERVICING

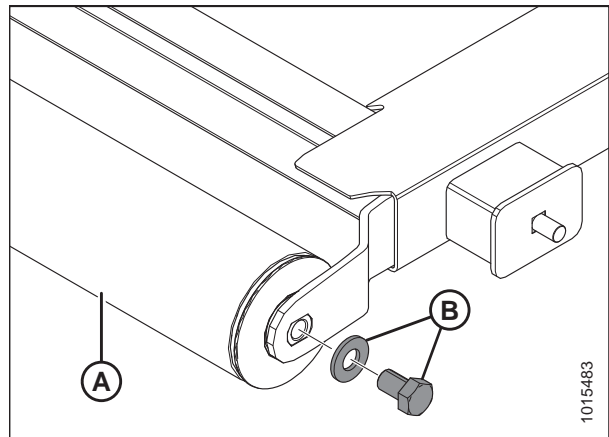
*To reinstall the drive roller on the deck, follow these steps:*

1. Slide drive roller (A) into bearing (B) and onto the motor shaft.
2. Push roller onto motor until contact is made with the motor shaft shoulder. Make sure the roller is fully engaged.



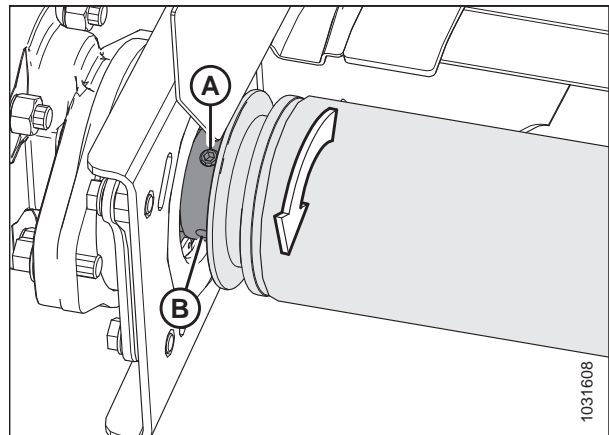
**Figure 4.15: Draper Drive Roller**

3. Install washer and bolt (B) into drive roller (A) and torque to 95 Nm (70 lbf-ft).



**Figure 4.16: Draper Drive Roller**

4. Using a hammer and drift or punch at hole (B), lock the collar by tapping it in the same direction as rotation.
5. When the lock collar is set, tighten set screw (A) to 27 Nm (20 lbf-ft).



**Figure 4.17: Draper Drive Roller**



*Removing and Reinstalling the Idler Roller*

**⚠ DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, stop engine, remove key, and engage safety pin before going under machine for any reason.

*To remove the idler roller, follow these steps:*

1. Raise the Double Windrow Attachment (DWA) deck fully.
2. Shut down the engine, and remove the key from the ignition.
3. Engage safety pin (A).

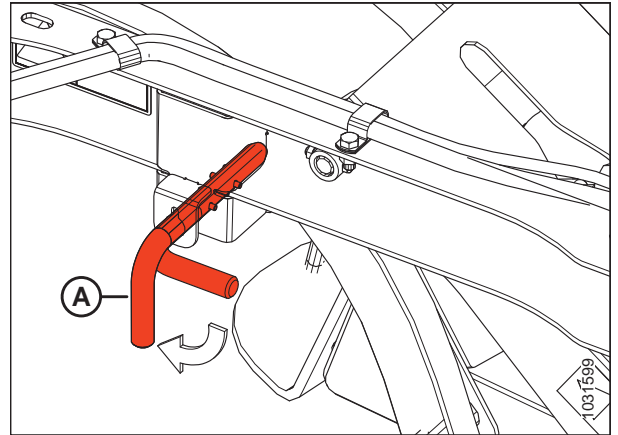


Figure 4.18: Safety Pin

4. Remove front skid (A) by removing five bolts (B) and washers (C).

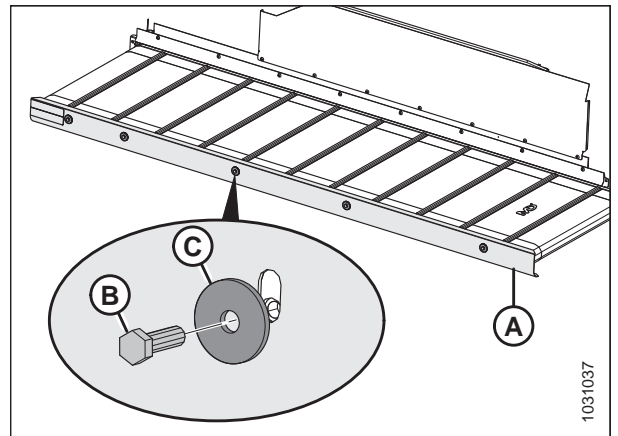


Figure 4.19: Front Skid

## MAINTENANCE AND SERVICING

- Loosen the draper.

### NOTE:

Draper does not need to be removed, but removal will ease roller disassembly.

- Remove idler roller (A) by removing bolt and washer (B) at each end of the roller.

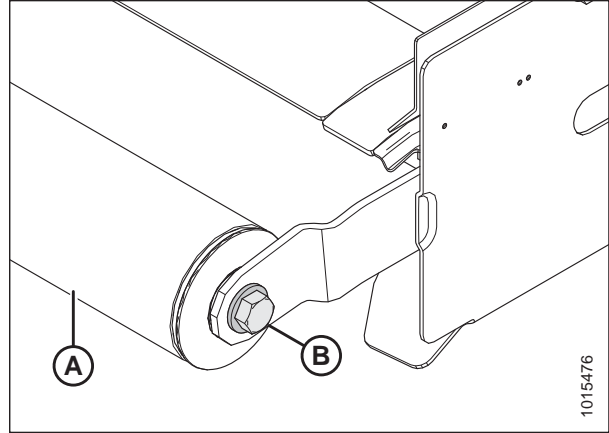


Figure 4.20: Idler Roller

### To reinstall the idler roller, follow these steps:

- Reattach bolt and washer (B) at each end of idler roller (A). Torque bolts to 95 Nm (70 lbf-ft).
- Tighten the draper. For instructions, refer to [4.1.1 Adjusting Draper Tension, page 67](#).
- Reattach the front skid. For instructions, refer to [4.1.5 Adjusting Front Skid, page 71](#).

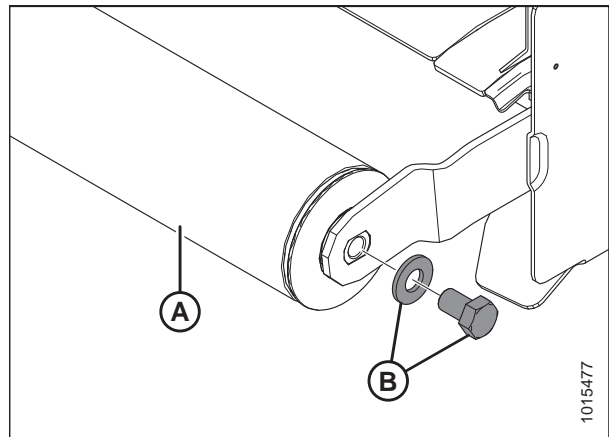


Figure 4.21: Idler Roller

## 4.1.8 Replacing Draper Roller Bearing/Seal

To replace the draper roller bearing and seal, follow these steps:

- Remove the roller assembly. For instructions, refer to [4.1.7 Maintaining Draper Rollers, page 72](#).
- Remove bearing assembly (B) and seal (A) from roller tube (C) as follows:
  - Attach slide hammer (D) to threaded shaft.
  - Tap out the bearing assembly.
- Clean the inside of roller tube (C) and check for wear or damage. Replace if necessary.

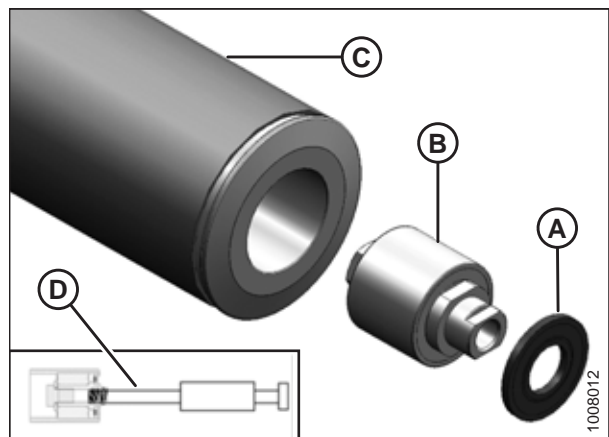


Figure 4.22: Roller Bearing

## MAINTENANCE AND SERVICING

4. Install bearing assembly (B) into roller by pushing on the outer race of bearing.

**NOTE:**

The bearing is fully positioned when the 14 mm (0.55 in.) dimension (D) is achieved.

5. Apply grease in front of the bearing.

**IMPORTANT:**

Use SAE multi-purpose high temperature extreme pressure (EP2) performance with 0–1% max molybdenum disulphide (NLGI grade 2) lithium base.

6. Install seal (A) into roller by pushing on the outer and inner race of the seal.

**NOTE:**

The seal is fully positioned when the 3 mm (0.12 in.) dimension (C) is achieved. A flat washer (1.0 in. ID x 2.0 in. OD) works well to push against the seal.

7. Ensure the bearing and seal turn freely.
8. Reinstall roller assembly into deck.

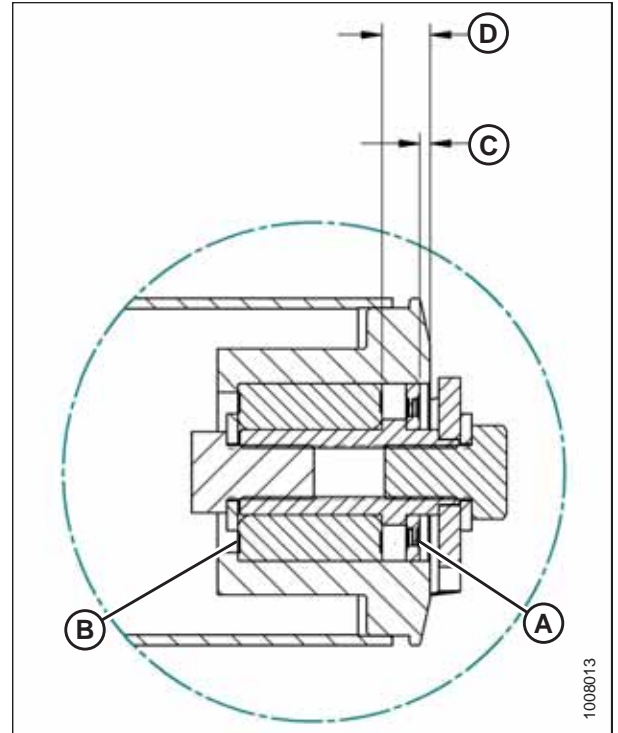


Figure 4.23: Roller Bearing Cross Section

## 4.2 Lubrication

Grease the following six pivot points (A) every 25 hours.

**NOTE:**

Use high temperature extreme pressure (EP2) performance grease with 1.5–5% molybdenum disulphide (NLGI grade 2) lithium base.

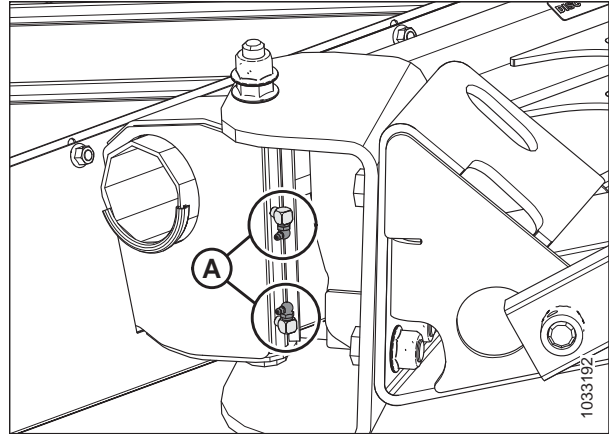


Figure 4.24: Deck Pivot

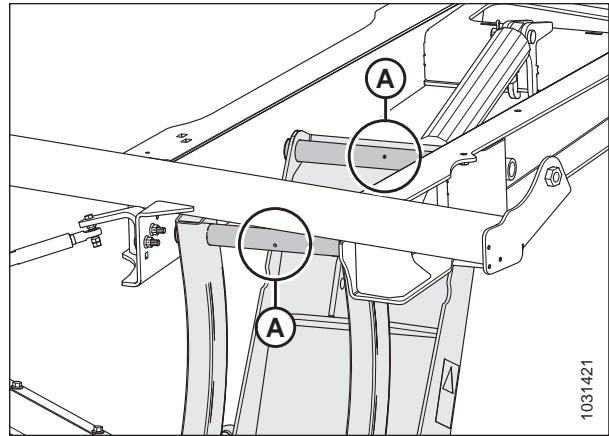


Figure 4.25: Linkage Pivot

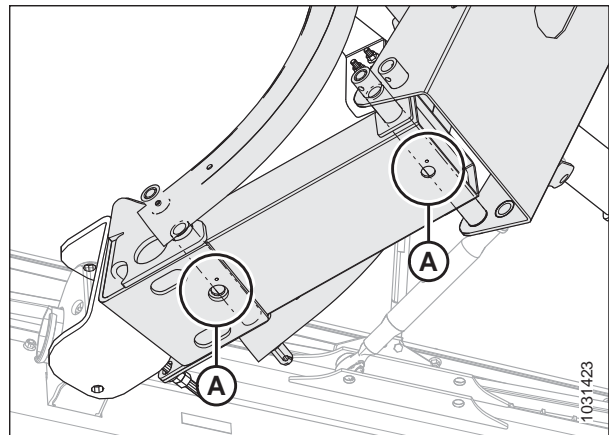
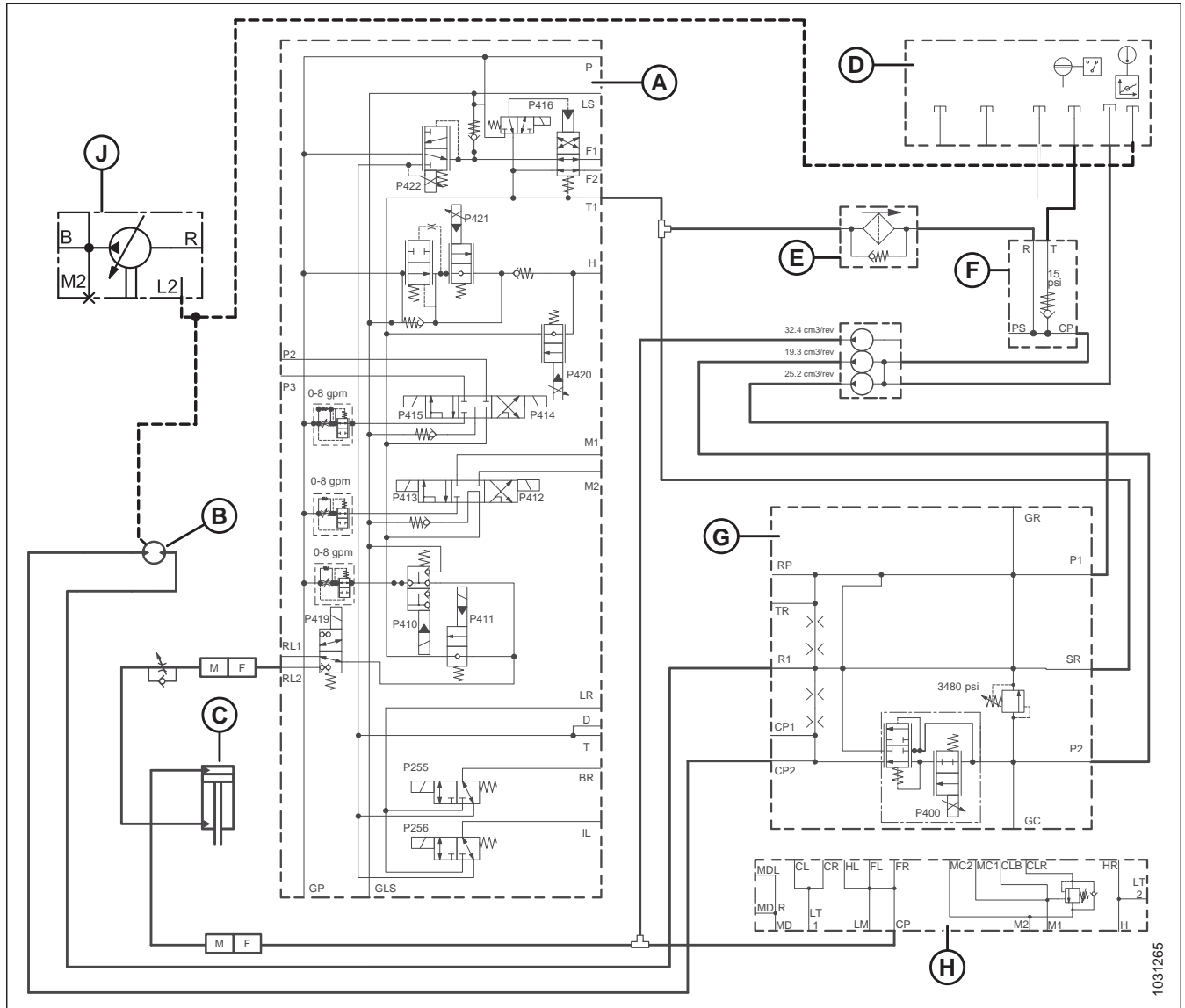


Figure 4.26: Linkage Pivot – Bottom View of DWA

### 4.3 Hydraulic Schematic – Double Windrow Attachment (DWA) on M1170

For detailed hydraulic schematics, contact your MacDon dealer.

Figure 4.27: DWA Hydraulic Schematic – M1170



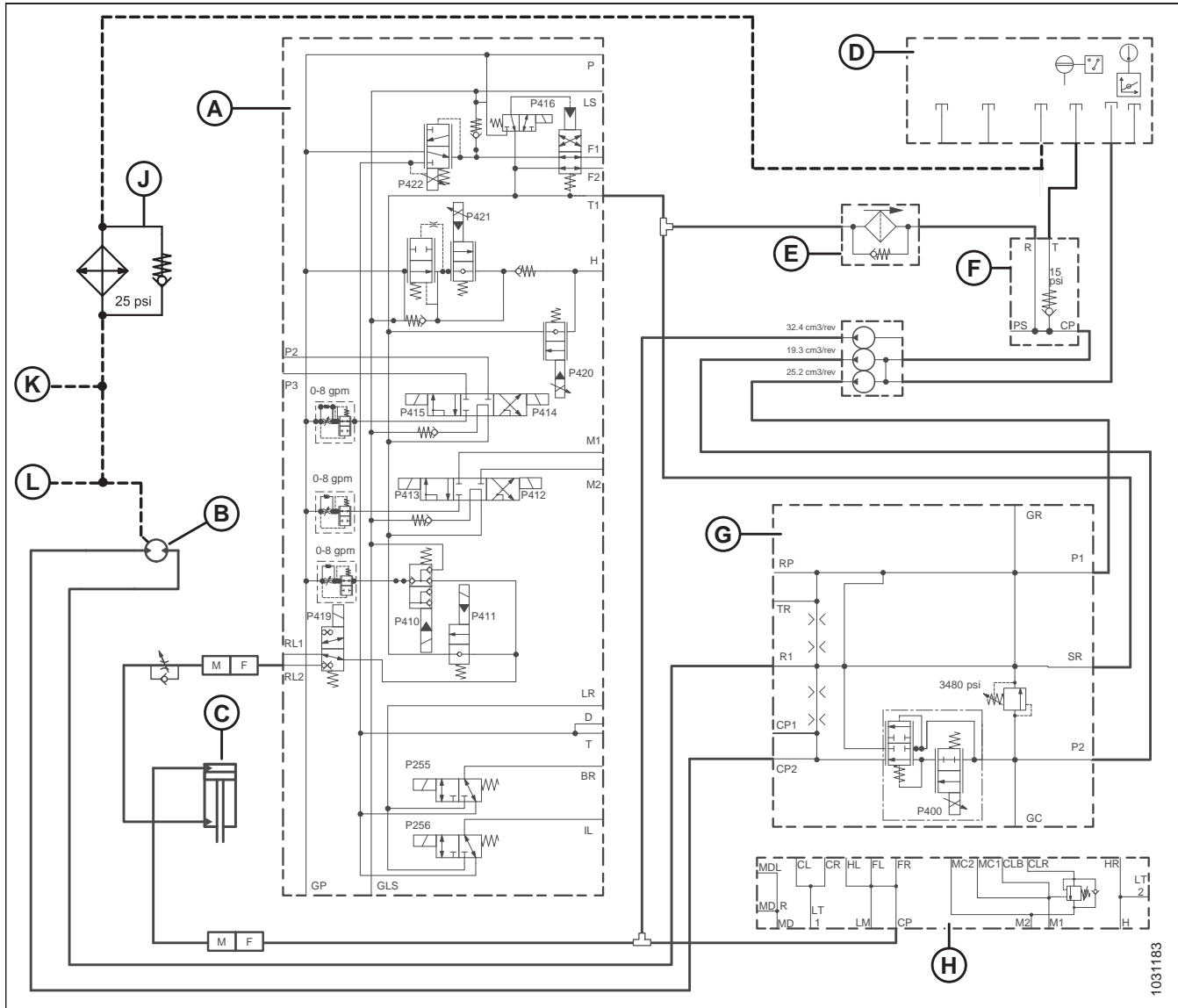
- A - Lift Manifold
- C - DWA Lift Cylinder
- E - Hydraulic Filter Element
- G - Drive Manifold
- J - Lift/Fan Pump

- B - DWA Drive Motor
- D - Hydraulic Tank
- F - Inlet Manifold
- H - Junction Manifold

## 4.4 Hydraulic Schematic – Double Windrow Attachment (DWA) on M1240

For detailed hydraulic schematics, contact your MacDon dealer.

Figure 4.28: DWA Hydraulic Schematic – M1240



- A - Lift Manifold
- B - DWA Drive Motor
- C - DWA Lift Cylinder
- D - Hydraulic Tank
- E - Hydraulic Filter Element
- F - Inlet Manifold
- G - Drive Manifold
- H - Junction Manifold
- J - Case Drain Cooler
- K - From Header Drive Pump
- L - From Disc Motor Case Drain

## 4.5 Double Windrow Attachment Proximity Switch

### *Double Windrow Attachment (DWA) proximity switch (A) information:*

Magnetic reed switch:

- Normally open
- Temperature range: -40°C to 105°C (-40°F to 221°F)
- Maximum voltage: 100 VAC/VDC
- Maximum current: 300 mA DC

Deutsch DTM04-2P Connector:

- Pin 1 power: connects to C24A (B) (12V+ Sensors EXT MOD - CH) — pin 26 on chassis extension module
- Pin 2 switched output signal: connects to C24A (B) pin 22 on chassis extension module (C)

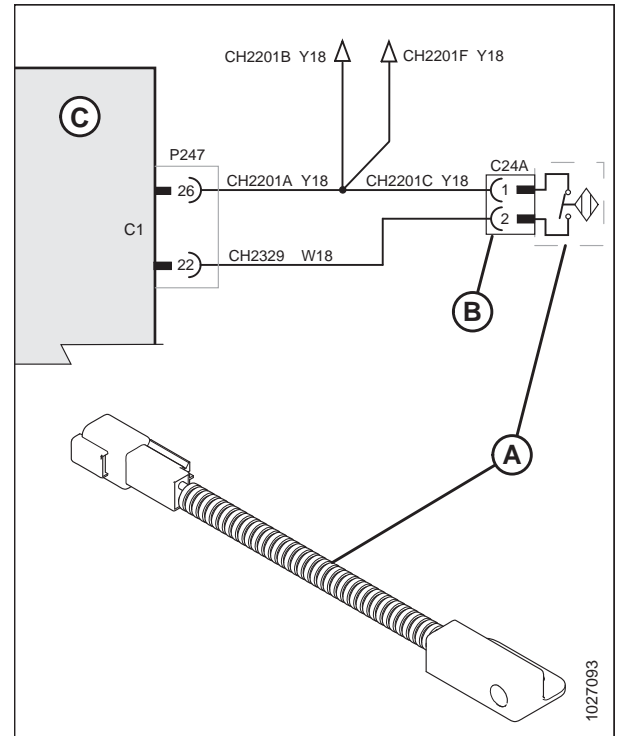


Figure 4.29: Proximity Switch – MD #200974





## Chapter 5: Repair Parts

This section lists all the replacement parts that can be ordered for a Double Windrow Attachment (DWA) for M1 Series Windrowers.

When ordering, be sure the correct part number is given.

**Bold text is used to indicate updates made at the current revision level.** With each new revision of the manual, previous revisions are returned to regular text.

## REPAIR PARTS

### 5.1 Abbreviations

A/R – as required (quantity varies)	ASSY – assembly	BHRN – button head rib neck
BV – ball valve	CCW – counterclockwise	CON – conical (spring washer)
CSK – countersink	C/W – complete with	CW – clockwise
DBLE – double	DK – double knife	DR – double reel
DT – distorted thread	FLG – flange	GA – gauge
GR – grade	GS – grass seed	HD – head
HDR – header	HFA – hydraulic fore-aft	HH – hex head
HNBR – hydrogenated nitrile butadiene rubber	HYD – hydraulic	I.D. – inside diameter
IP – internal plus (torx plus)	KP – knife pressure	KR – knife return
LG – long	LH – left hand (determined from Operator's position, facing forward)	LK – lock
MACH – machine	MD – MacDon	MFA – manual fore-aft
MY – model year	NC – national coarse thread	NF – national fine thread
NSS – not sold separately	O.D. – outside diameter	OPT – optional
PO – pilot operated	PT – pull-type (mower conditioner)	RC – roller chain
REF – reference, part number called up elsewhere in catalog	REG – regular	RH – right hand (determined from Operator's position, facing forward)
RHSN – round head, square neck or square neck carriage bolt	RHSSN – round head, short, square neck	RTD – rotating tine drum
SAE – Society of Automotive Engineers (part produced to comply with)	SD – side draper	SER – serrated
SK – single knife	SKT HD – socket head	SMTH – smooth
SMV – slow moving vehicle	SOCK – socket	SP – self-propelled (windrower) header
SPCL – special	SPH – spherical	SPI – serrations per inch (knife sections)
SR – single reel	STL – steel (stainless)	STR – standard
STVR – Stover	TFL – thread full length	THD – thread
UCA – upper cross auger	UDK – untimed double knife	UNC – unified coarse thread
UNEF – unified extra fine thread	UNF – unified fine thread	UNS – unified special thread series
VK – vertical knife	ZP – zinc plated	

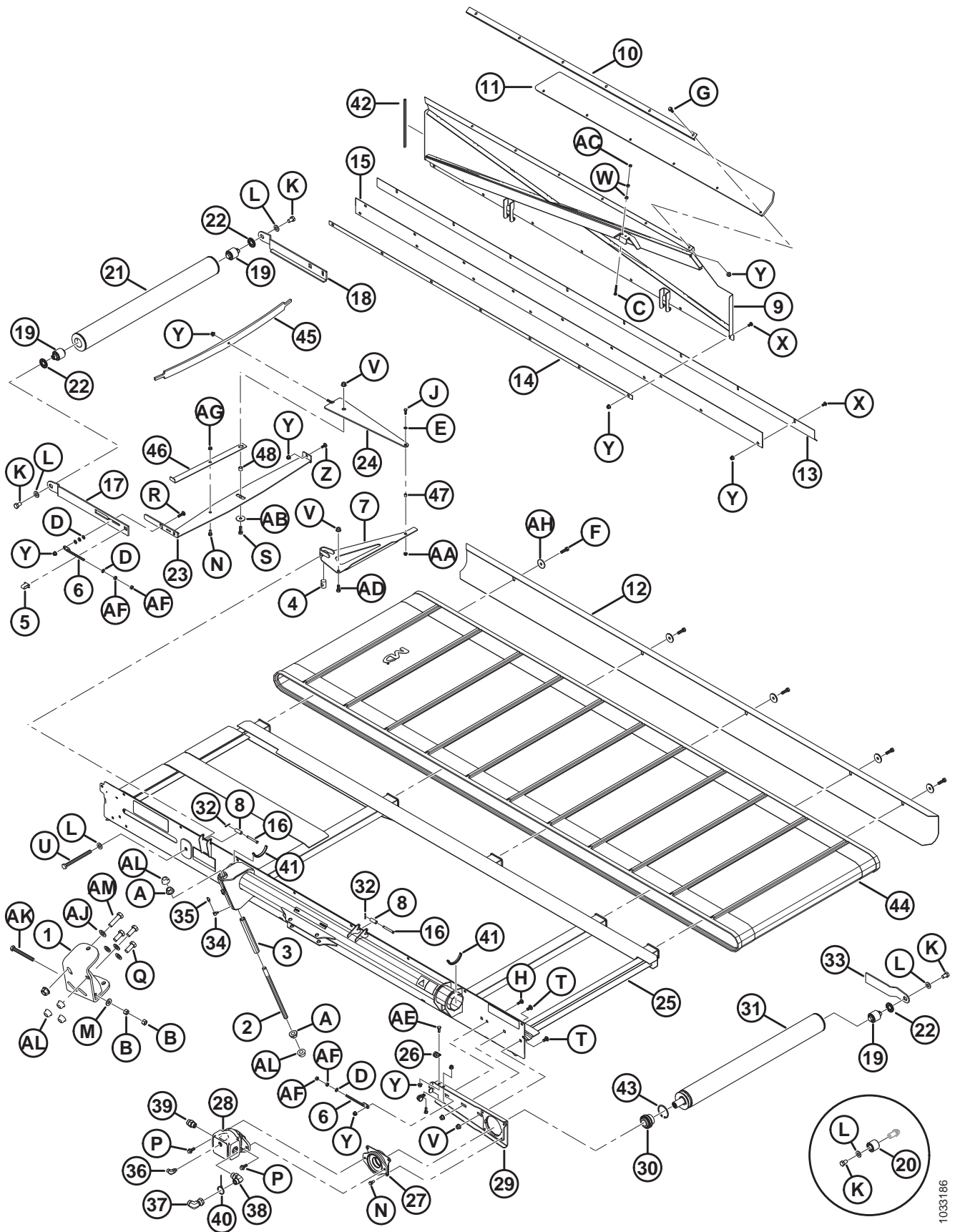
## 5.2 Serial Number Breaks

The side of the serial number on which the dash (-) appears determines whether the part is used "up to" or "after" the serial number given.

**Example:**

- -162249 Used on machines up to and including serial number 166249
- 166250- Used on machines including and after serial number 166250

### 5.3 Deck, Draper, and Rollers



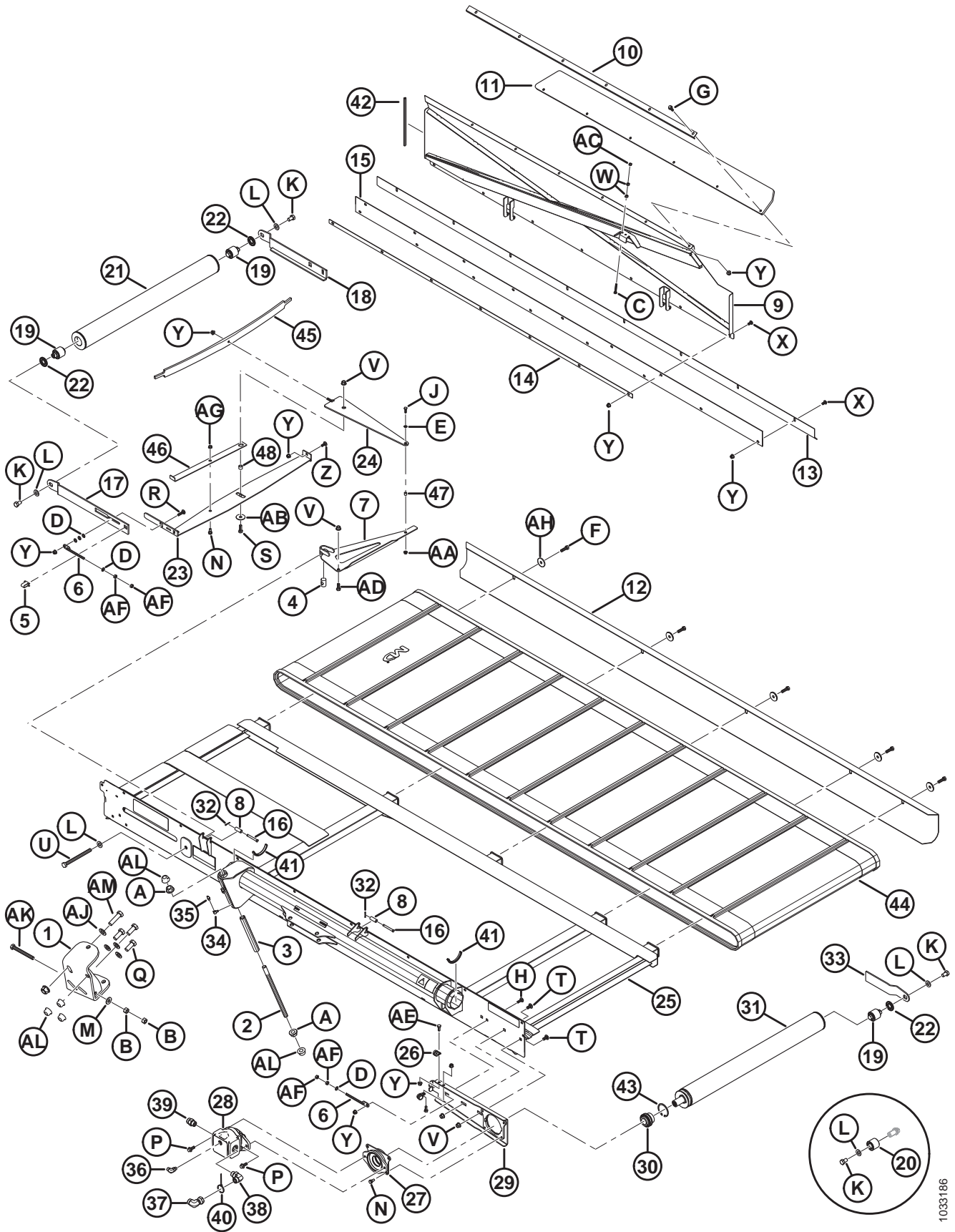
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**REPAIR PARTS**

<b>Ref</b>	<b>Part Number</b>	<b>Description</b>	<b>Qty</b>	<b>Serial Number</b>
1	176591	CLEVIS – WELDMENT	1	
2	176583	ROD – THREADED M20 X 2.5 X 385-8.8-A3L	1	
3	176582	BUSHING – MACHINED	1	
4	275758	NUT – SPECIAL	1	
5	275232	SUPPORT – ADJUSTER SCREW	1	
6	227914	BOLT – ADJUSTER WELDMENT	2	
7	220181	BELL CRANK WELDMENT	1	
8	176862	SPACER	2	
9	176852	PANEL – REAR, DECAL <sup>3</sup>	1	
10	176839	FLANGE	1	
11	176838	SHIELD – DUST	1	
12	176817	CHANNEL – DECAL ASSEMBLY, SKID <sup>4</sup>	1	
13	176663	DEFLECTOR – SEAL	1	
14	176589	BAR – STIFFENER	1	
15	176588	SEAL – BACKSHEET	1	
16	13249	PIN – CLEVIS	2	
17	176587	ARM – SUPPORT REAR	1	
18	176585	ARM – SUPPORT WELDMENT	1	
19	165735	PIN ASSEMBLY – DRAPER ROLLER <sup>5</sup>	3	
20	132607	BEARING – DOUBLE ROW BALL 52 OD X 25 BORE	3	
21	144833	ROLLER – IDLER WELDMENT	1	
22	120845	SEAL – NILOS LSTO STEEL DISK	3	
23	176578	MEMBER – LH STABILIZER WELDMENT	1	
24	176564	MEMBER – COMPRESSION WELDMENT	1	
25	176553	DECK – DECAL ASSEMBLY DWA <sup>6</sup>	1	
26	135709	CLAMP – INSULATED 3/4 IN.	2	
27	176784	HUB – WELDMENT MACHINED	1	
28	<b>176890</b>	<b>MOTOR – HYDRAULIC</b>	<b>1</b>	
	<b>176845</b>	<b>SEAL – DIRT EXCLUDER (OUTER) <sup>7</sup></b>		
	<b>176846</b>	<b>SEAL – LIP (INNER) <sup>8</sup></b>		
	<b>176847</b>	<b>RING – SNAP</b>		
29	176557	ARM – WELDMENT, MOTOR	1	
30	176544	BEARING – BALL CYL OD CW LC	1	

3. Includes back panel adjustment decal (MD #176832). Refer to [5.6 Decals and Reflectors, page 98](#).
4. Includes reflectors (MD #115145 and 115147). Refer to [5.6 Decals and Reflectors, page 98](#).
5. Includes pin (NSS), bearing (MD #132607), washer (MD #30441), and bolt (MD #145249).
6. Includes decals (MD #176875, 220084, 176767, 166466, 115146). Refer to [5.6 Decals and Reflectors, page 98](#).
7. To be installed with lip facing away from gear.
8. To be installed with lip facing gear.

REPAIR PARTS



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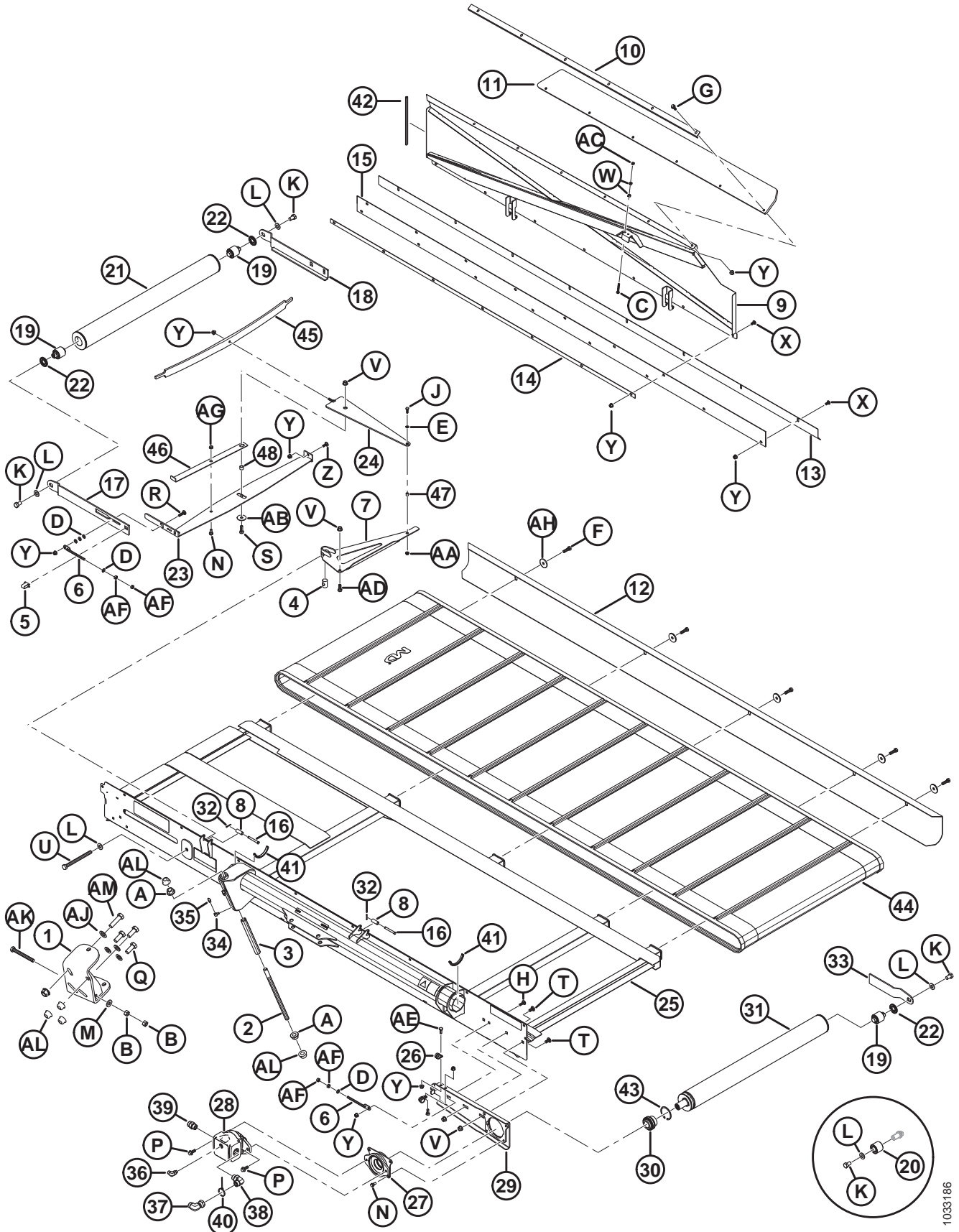
**REPAIR PARTS**

<b>Ref</b>	<b>Part Number</b>	<b>Description</b>	<b>Qty</b>	<b>Serial Number</b>
31	176355	ROLLER – DRIVE WELDMENT SPLINE	1	
32	18605	PIN – COTTER 1/8 DIA X 1 ZP	2	
33	144499	ARM – ROLLER SUPPORT	1	
34	<b>50187</b>	<b>FITTING – LUBRICATION 90° ELBOW ADAPTER</b>	<b>2</b>	
35	<b>21194</b>	<b>FITTING – LUBRICATION 90° 1/8 NPT</b>	<b>2</b>	
36	136095	FITTING – ELBOW 90° HYD	1	
37	135888	FITTING – ELBOW 90° HYD	1	
	135868	O-RING – Ø1.78 X Ø18.77		
38	135821	FITTING – ELBOW 90° HYD	1	
	30971	O-RING – Ø2.95 X Ø23.47 <sup>9</sup>		
	135868	O-RING – Ø1.78 X Ø18.77 <sup>10</sup>		
39	135788	FITTING – ADAPTER	1	
	30971	O-RING – Ø2.95 X Ø23.47 <sup>9</sup>		
	135868	O-RING – Ø1.78 X Ø18.77 <sup>10</sup>		
40	40702	FASTENER – CABLE TIE (RED)	1	
41	109791	MOULDING	2	
42	37687	MOULDING	1	
43	38854	RING – INT RETAINING	1	
44	165304	DRAPER – ENDLESS 30FT	1	
45	145548	SPRING – LEAF, TENSIONER	1	
46	145428	INDICATOR	1	
47	132532	SPACER	1	
48	132531	SPACER	1	
A	252476	NUT – HEX SMTH FLG M20 X 2.5-10-AA1J		
B	184699	NUT – HEX M16 X 2-8-AA1J		
C	252270	BOLT – HEX HD TFL M8 X 1.25 X 50-8.8-BO		
D	184711	WASHER – FLAT REG M10-200HV-AA1J		
E	184708	WASHER – FLAT M8-200HV-AA1J		
F	184669	BOLT – HEX HD M12 X 1.75 X 40-8.8-AA1J		
G	184665	BOLT – HEX FLG HD M10 X 1.5 X 30-10.9-AA1J		
H	184662	BOLT – RHSN TFL M10 X 1.5 X 30-8.8-AA1J		
J	184652	BOLT – HEX HD TFL M8 X 1.25 X 25-8.8-AA1J		
K	145249	BOLT – HEX HD TFL 5/8 - 18 X 1.0 GR5 -AA1J		
L	30441	WASHER – HARDENED ASTM F436 5/8		
M	22072	WASHER – FLAT		

9. MD #30971 is for the end of the fitting with a size of 1 3/16 - 12 (-12 ORFS).

10. MD #135686 is for the end of the fitting with a size of 1 1/16 - 12 (-12 ORB).

REPAIR PARTS



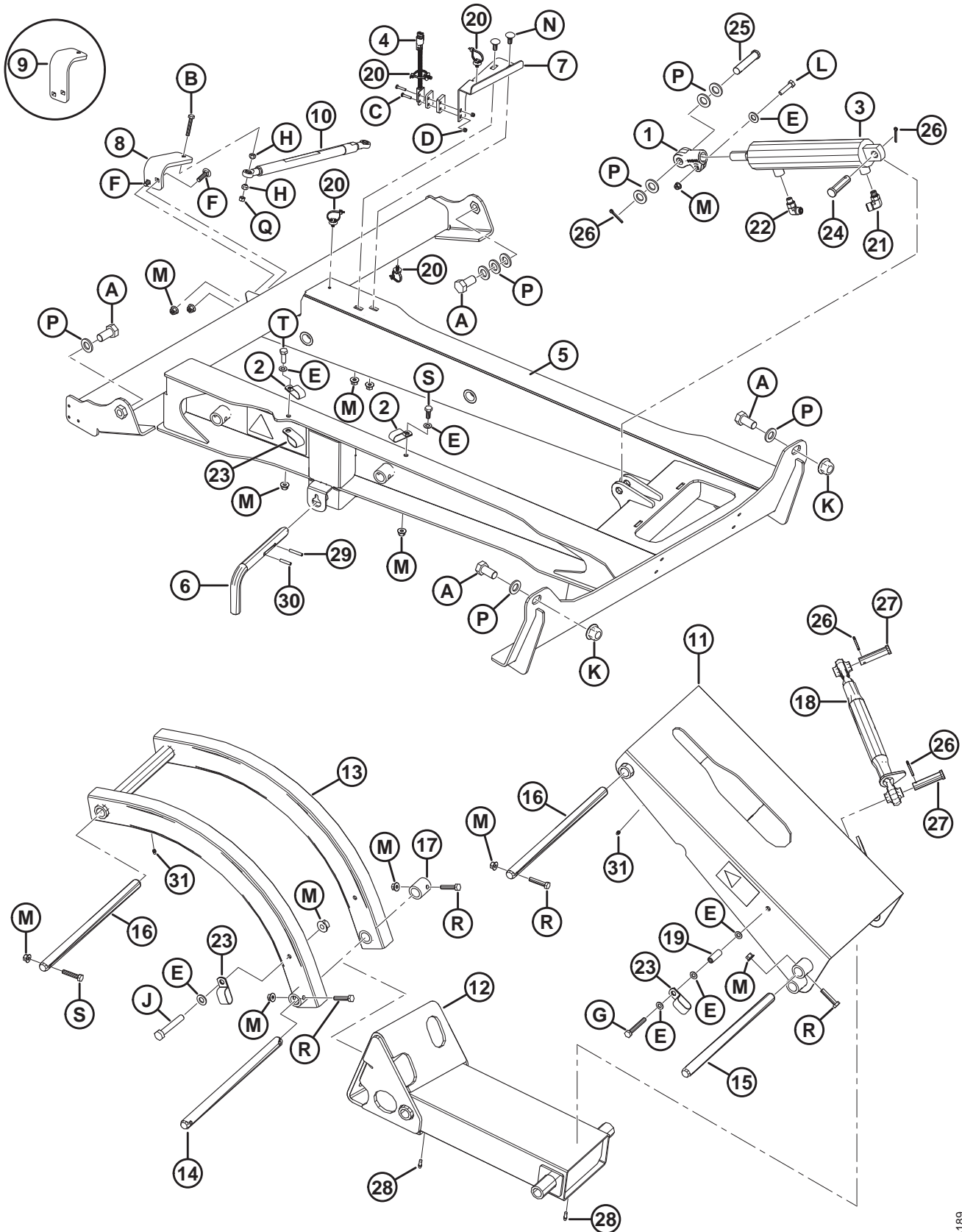
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**REPAIR PARTS**

<b>Ref</b>	<b>Part Number</b>	<b>Description</b>	<b>Qty</b>	<b>Serial Number</b>
N	172259	BOLT – SHOULDER .375-16 UNC - AA1J		
P	148798	BOLT – HEX FLG HD M12 X 1.75 X 30-10.9-AA1J		
Q	136082	BOLT – HEX HD TFL M20 X 2.5 X 50-8.8-AA3L		
R	152732	BOLT – RHSN M10 X 1.5 X 40-8.8-AA1J		
S	152730	BOLT – HEX HD TFL M12 X 1.75 X 35-10.9-AA1J		
T	152439	BOLT – RHSSN M12 X 1.75 X 25-8.8-AA1J		
U	136504	BOLT – HEX HD TFL M16 X 2 X 190-8.8-AA1J		
V	136431	NUT – HEX FLG CTR LOC M12 X 1.75-10		
W	136417	NUT – HEX SPCL M8 X 1.25		
X	136395	SCREW – TORX TRUSS HD M10 X 1.5 X 20 X SPCL-8.8-A3L		
Y	135799	NUT – HEX FLG CTR LOC M10 X 1.5-10		
Z	135785	BOLT – RHSN M10 X 1.5 X 25-8.8-AA1J		
AA	135337	NUT – HEX FLG CTR LK M8 X 1.25-8-AA1J		
AB	42592	WASHER – FLAT		
AC	30856	NUT – HEX M8 X 1.25-9-AA1J		
AD	30630	BOLT – HEX HD TFL M12 X 1.75 X 30-8.8-A3L		
AE	30627	BOLT – HEX HD TFL M10 X 1.5 X 25-8.8-A3L		
AF	30505	NUT – HEX M10 X 1.5-10-AA1J		
AG	30228	NUT – FLG DT SM FACE 3/8-16 UNC-GR5-AA1J		
AH	11695	WASHER – FLAT		
AJ	136701	WASHER – NORDLOCK M20		
AK	136172	BOLT – HEX HD TFL M16 X 2 X 140-8.8-AA1J		
AL	136122	NUT – HEX FLG CTR LOC M20 X 2.5-10-AA1J		
AM	136157	BOLT – HEX HD M20 X 2.5 X 65-10.9-AA1J		

## 5.4 Linkage and Deck Support



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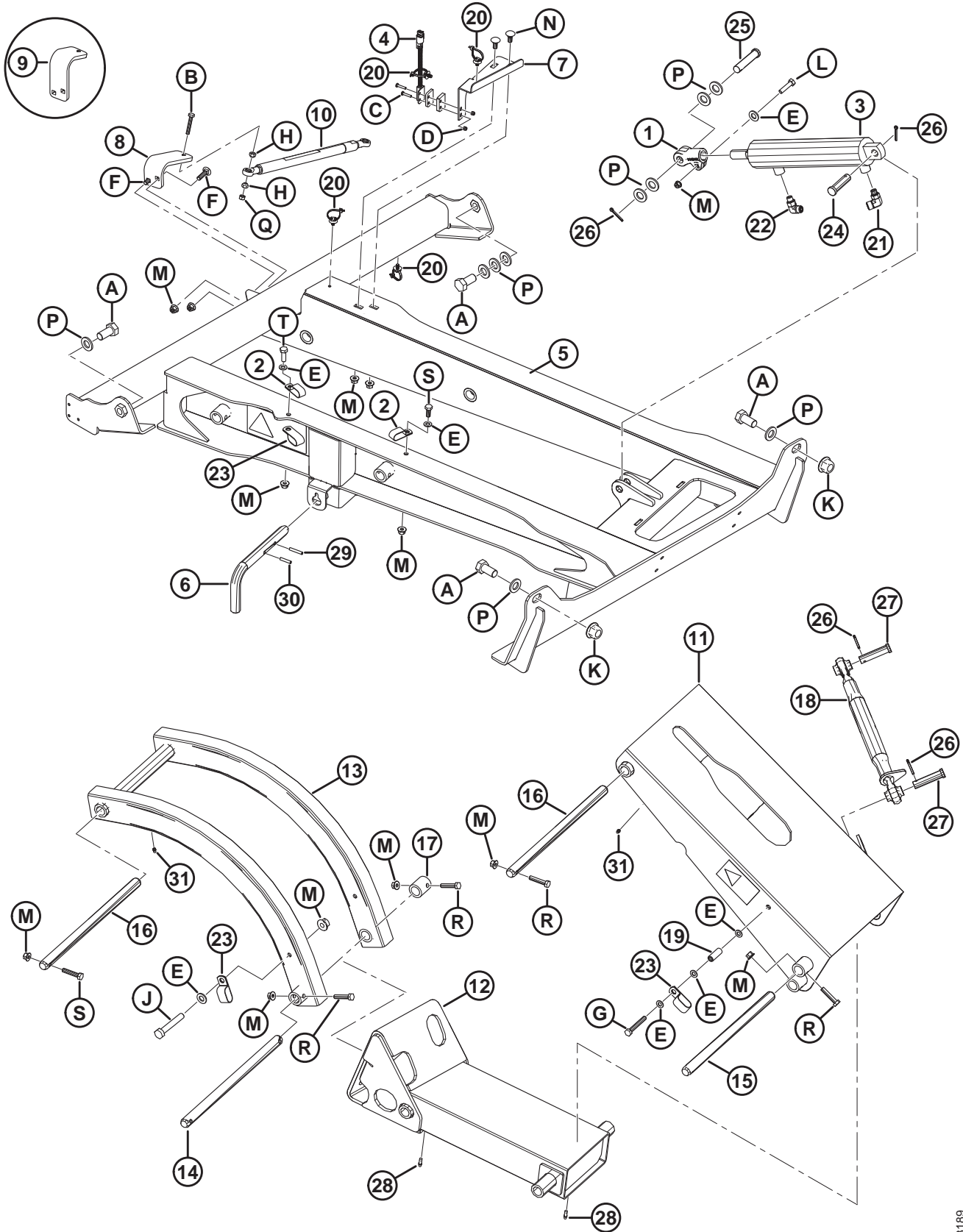
**REPAIR PARTS**

Ref	Part Number	Description	Qty	Serial Number
1	304314	CLEVIS	1	
2	300577	CLAMP – DBL INSULATED 3/4 IN.	2	
3	208966	CYLINDER – HYD	1	
4	200974	SWITCH – PROXIMITY, C/W SPACERS	1	
5	176864	DWA SUPPORT, DECAL ASSY <sup>11</sup>	1	
6	176860	PIN – L	1	
7	176829	SUPPORT – PROXIMITY SENSOR	1	
8	176861	BRACKET – LINKAGE, SHORT (STANDARD)	1	
9	176812	BRACKET – LINKAGE, TALL (OPTION)	1	
10	176733	LINK – BALL JOINT	1	
11	<b>176891</b>	<b>ARM – DECAL ASSY <sup>12</sup></b>	<b>1</b>	
12	176568	ARM – BOTTOM WELDMENT	1	
13	176145	ARM – FRONT WELDMENT	1	
14	176023	SHAFT	1	
15	176018	SHAFT	1	
16	172910	SHAFT	2	
17	172903	TUBE	1	
18	144996	JOINT ASSEMBLY	1	
19	142825	SPACER	1	
20	136655	FASTENER – FIR TREE MT W/ TIE	4	
21	136238	FITTING – ELBOW 90° HYD	1	
22	136095	FITTING – ELBOW 90° HYD	1	
23	103738	CLAMP – PVC INSULATED 13/16 IN. TUBE SIZE	3	
24	30463	PIN – CLEVIS	1	
25	20312	PIN – CLEVIS	1	
26	18648	PIN – COTTER 3/16 DIA X 1.25 ZP	4	
27	18627	PIN – CLEVIS	2	
28	7536	FITTING – LUBRICATION 1/4 28 TAPER THD	2	
29	2147	PIN – SPRING 1/4 DIA X 1.5 LG	1	
30	16266	PIN – SPRING 1/4 DIA X 1.25 LG	1	
31	18671	FITTING – LUBRICATION 1/4 28 UNF	2	
A	252303	BOLT – HEX HD TFL M20 X 2.5 X 40-10.9-A3L		
B	252270	BOLT – HEX HD TFL M8 X 1.25 X 50-8.8-BO		
C	252183	SCREW – PAN HD M5 X 0.8 X 25-4.8-AA1J		

11. Includes DWA lift lock decal (MD #176295). Refer to [5.6 Decals and Reflectors, page 98](#).

12. Includes header position decal (MD #176768) and two pinch point decals (MD #174683). Refer to [5.6 Decals and Reflectors, page 98](#).

REPAIR PARTS

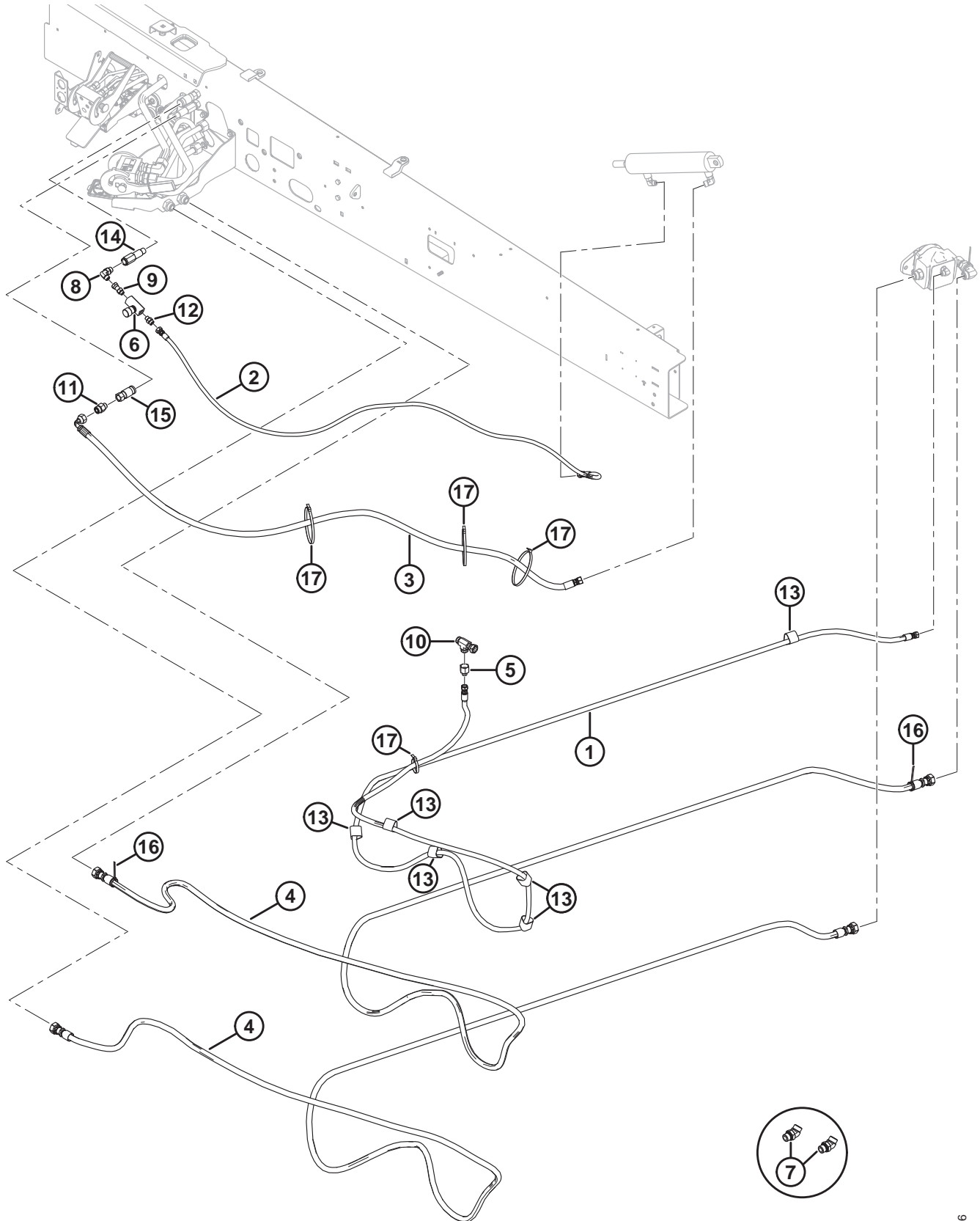


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**REPAIR PARTS**

<b>Ref</b>	<b>Part Number</b>	<b>Description</b>	<b>Qty</b>	<b>Serial Number</b>
D	197230	NUT – HEX NYLOC M5 X 0.8-8-AA1J		
E	184711	WASHER – FLAT REG M10-200HV-AA1J		
F	152732	BOLT – RHSN M10 X 1.5 X 40-8.8-AA1J		
G	184659	BOLT – HEX HD M10 X 1.5 X 75-8.8-AA1J		
H	136417	NUT – HEX SPCL M8 X 1.25		
J	108172	BOLT – HEX HD M10 X 1.5 X 65-8.8-AA1J		
K	136122	NUT – HEX FLG CTR LOC M20 X 2.5-10-AA1J		
L	<b>135319</b>	<b>BOLT – HEX HD M10 X 1.5 X 40-8.8-AA1J</b>		
M	135799	NUT – HEX FLG CTR LOC M10 X 1.5-10		
N	135785	BOLT – RHSN M10 X 1.5 X 25-8.8-AA1J		
P	112130	WASHER – HARD ASTM F436 3/4 IN. NOM. ID ABOC		
Q	30856	NUT – HEX M8 X 1.25-9-AA1J		
R	30629	BOLT – HEX HD M10 X 1.5 X 50-8.8-A3L		
S	30627	BOLT – HEX HD TFL M10 X 1.5 X 25-8.8-A3L		
T	184661	BOLT – HEX HD TFL M10 X 1.5 X 30-8.8-AA1J		

## 5.5 Hydraulic Hoses



**REPAIR PARTS**

<b>Ref</b>	<b>Part Number</b>	<b>Description</b>	<b>Qty</b>	<b>Serial Number</b>
1	176883	HOSE – CASE DRAIN	1	
2	176498	HOSE – HYDRAULIC	1	
3	176497	HOSE – HYDRAULIC	1	
4	<b>176575</b>	<b>HOSE – HYDRAULIC</b>	<b>2</b>	
5	252893	FITTING – REDUCER HYD	1	
6	183211	VALVE	1	
7	136418	FITTING – ELBOW 45° HYD <sup>13</sup>	2	
	30971	O-RING – Ø2.95 X Ø23.47 <sup>14</sup>		
	135868	O-RING – Ø1.78 X Ø18.77 <sup>15</sup>		
8	136149	FITTING – ELBOW 90° HYD	1	
9	136147	FITTING – CONNECTOR HYD	1	
10	135784	FITTING – TEE HYD	1	
	135867	O-RING Ø1.78 X Ø15.60		
11	135781	FITTING – ADAPTER	1	
12	135778	FITTING – ADAPTER	1	
13	135443	CINCH STRAP 4 IN. LG	6	
14	135386	COUPLER – MALE HYD. 3/8 IN. (FASTER) <sup>16</sup>	1	
	111978	SEAL KIT – FOR 3/8 MALE COUPLER (FASTER)		
15	135312	COUPLER – FEMALE HYD. 3/8 IN. FLAT FACE	1	
16	40702	FASTENER – CABLE TIE (RED)	2	
17	30753	FASTENER – CABLE TIE (BLACK)	4	

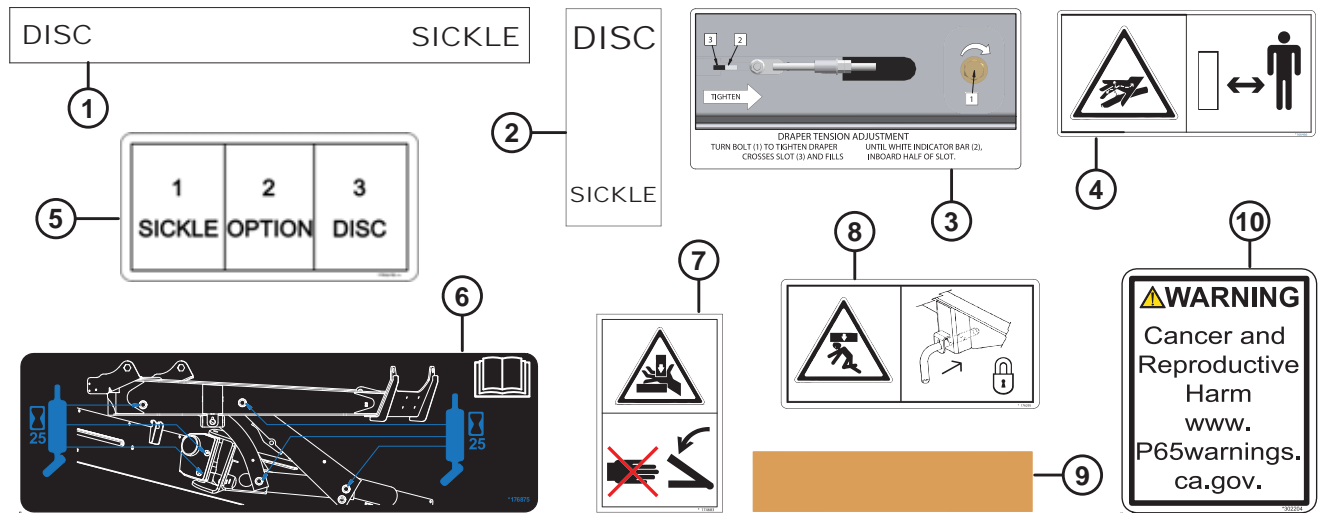
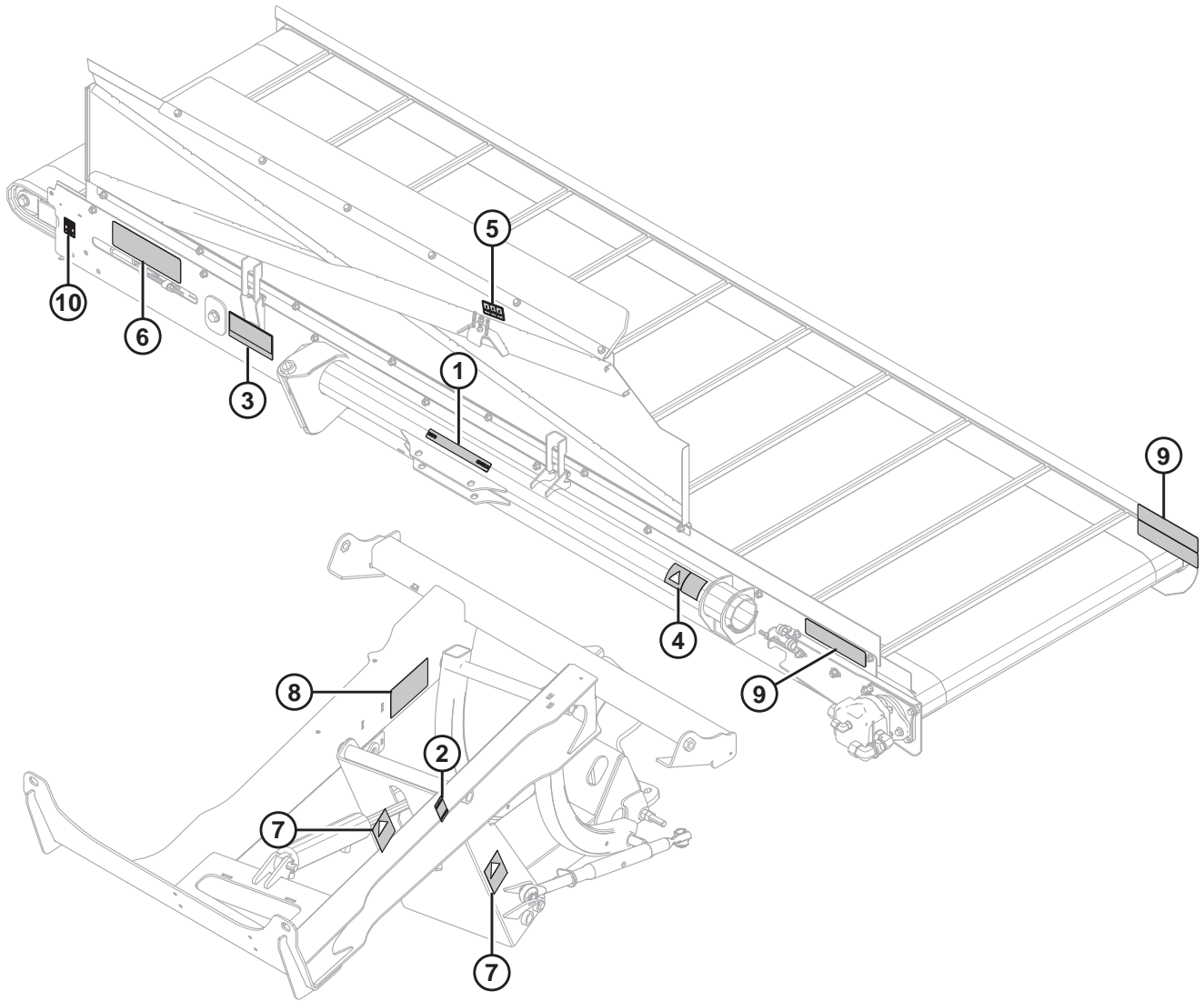
13. Used on M1240 Windrowers configured for disc only.

14. MD #30971 is for the end of the fitting with a size of 1 3/16 - 12 (-12 ORFS).

15. MD #135686 is for the end of the fitting with a size of 1 1/16 - 12 (-12 ORB).

16. Faster coupler (MD #135386) is interchangeable with Parker Hannifin coupler (NSS). Seal kit (MD #111978) is only intended for Faster coupler and cannot be used with Parker Hannifin coupler. Length can be used to differentiate the two couplers; Faster coupler = 101 mm and Parker Hannifin coupler = 84 mm.

## 5.6 Decals and Reflectors



1031131



**REPAIR PARTS**

<b>Ref</b>	<b>Part Number</b>	<b>Description</b>	<b>Qty</b>	<b>Serial Number</b>
1	176767	DECAL – HEADER POSITION, HORIZONTAL		
2	176768	DECAL – HEADER POSITION, VERTICAL		
3	220084	DECAL – DRAPER TENSION		
4	166466	DECAL – WARNING, HIGH PRESSURE HYDRAULICS		
5	176832	DECAL – BACK PANEL ADJUSTMENT		
6	176875	DECAL – MASTER GREASE		
7	174683	DECAL – WARNING DWA LINKAGE PINCH POINT		
8	176295	DECAL – DECK LIFT LOCK		
9	115145	REFLECTOR – FLUORESCENT RED-ORANGE		
	115146	REFLECTOR – AMBER		
	115147	REFLECTOR – RED		
10	302204	DECAL – CA PROPOSITION 65		



# Chapter 6: Reference

## 6.1 Torque Specifications

The following tables provide correct torque values for various bolts, cap screws, and hydraulic fittings.

- Tighten all bolts to torque values specified in charts (unless otherwise noted throughout this manual).
- Replace hardware with same strength and grade of bolt.
- Use torque value tables as a guide and periodically check tightness of bolts.
- Understand torque categories for bolts and cap screws by using their identifying head markings.

### Jam nuts

When applying torque to finished jam nuts, multiply the torque applied to regular nuts by  $f=0.65$ .

### Self-tapping screws

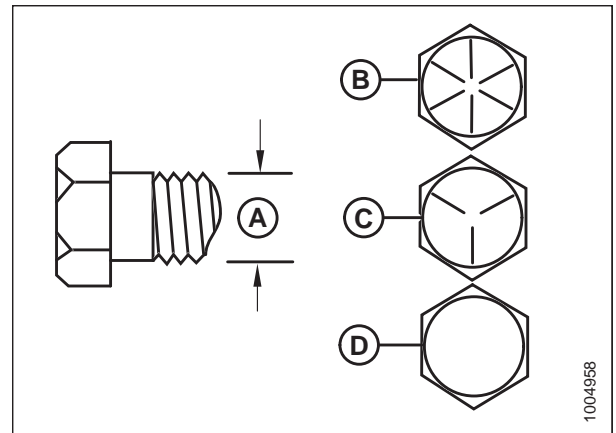
Standard torque is to be used (**NOT** to be used on critical or structurally important joints).

### 6.1.1 SAE Bolt Torque Specifications

Torque values shown in following tables are valid for non-greased, or non-oiled threads and heads; therefore, do **NOT** grease or oil bolts or cap screws unless otherwise specified in this manual.

**Table 6.1 SAE Grade 5 Bolt and Grade 5 Free Spinning Nut**

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
1/4-20	11.9	13.2	*106	*117
5/16-18	24.6	27.1	*218	*241
3/8-16	44	48	32	36
7/16-14	70	77	52	57
1/2-13	106	118	79	87
9/16-12	153	170	114	126
5/8-11	212	234	157	173
3/4-10	380	420	281	311
7/8-9	606	669	449	496
1-8	825	912	611	676



**Figure 6.1: Bolt Grades**

A - Nominal Size  
C - SAE-5

B - SAE-8  
D - SAE-2

REFERENCE

Table 6.2 SAE Grade 5 Bolt and Grade F Distorted Thread Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
1/4-20	8.1	9	*72	*80
5/16-18	16.7	18.5	*149	*164
3/8-16	30	33	22	24
7/16-14	48	53	35	39
1/2-13	73	80	54	59
9/16-12	105	116	77	86
5/8-11	144	160	107	118
3/4-10	259	286	192	212
7/8-9	413	456	306	338
1-8	619	684	459	507

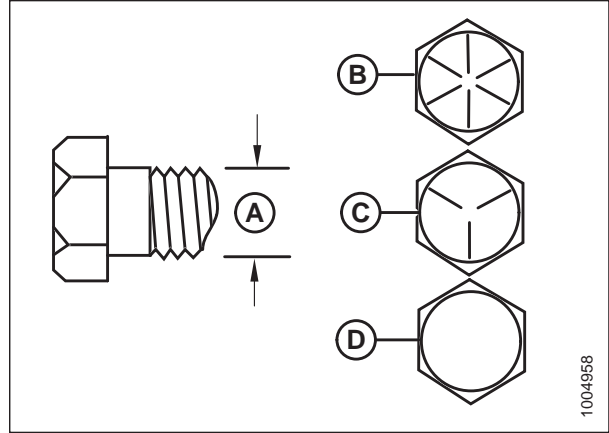


Figure 6.2: Bolt Grades

A - Nominal Size  
 B - SAE-8  
 C - SAE-5  
 D - SAE-2

Table 6.3 SAE Grade 8 Bolt and Grade G Distorted Thread Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
1/4-20	16.8	18.6	*150	*165
5/16-18	24	26	18	19
3/8-16	42	46	31	34
7/16-14	67	74	50	55
1/2-13	102	113	76	84
9/16-12	148	163	109	121
5/8-11	204	225	151	167
3/4-10	362	400	268	296
7/8-9	583	644	432	477
1-8	874	966	647	716

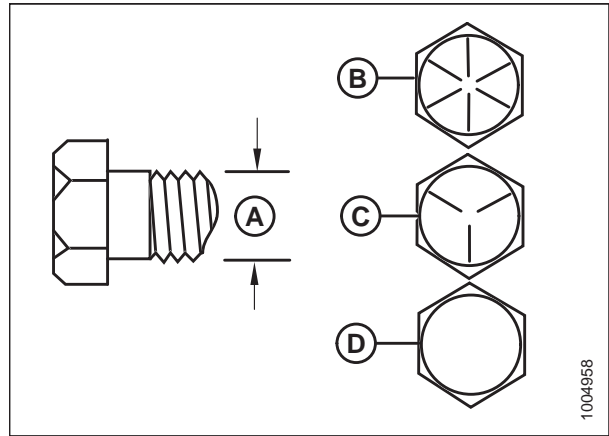


Figure 6.3: Bolt Grades

A - Nominal Size  
 B - SAE-8  
 C - SAE-5  
 D - SAE-2

REFERENCE

Table 6.4 SAE Grade 8 Bolt and Grade 8 Free Spinning Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
1/4-20	16.8	18.6	*150	*165
5/16-18	35	38	26	28
3/8-16	61	68	46	50
7/16-14	98	109	73	81
1/2-13	150	166	111	123
9/16-12	217	239	160	177
5/8-11	299	330	221	345
3/4-10	531	587	393	435
7/8-9	855	945	633	700
1-8	1165	1288	863	954

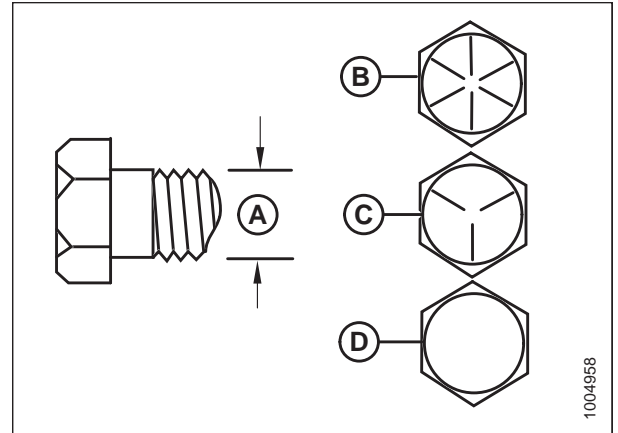


Figure 6.4: Bolt Grades

A - Nominal Size  
C - SAE-5

B - SAE-8  
D - SAE-2

6.1.2 Metric Bolt Specifications

Table 6.5 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

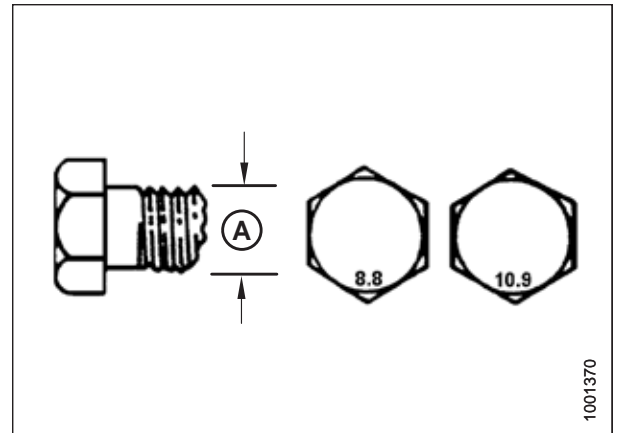


Figure 6.5: Bolt Grades

REFERENCE

Table 6.6 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

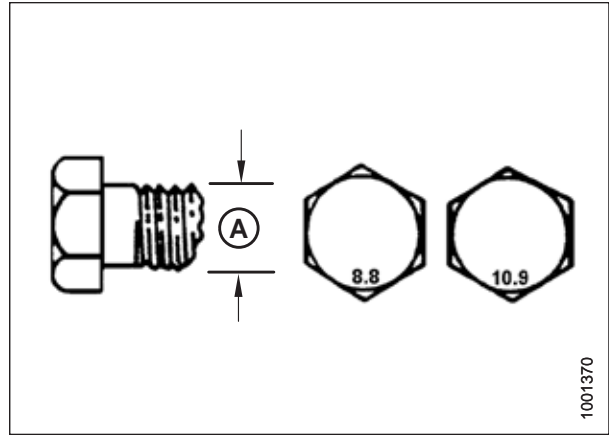


Figure 6.6: Bolt Grades

Table 6.7 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

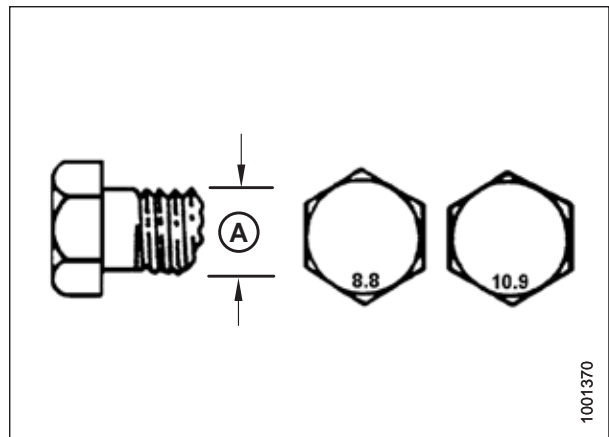


Figure 6.7: Bolt Grades

REFERENCE

Table 6.8 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

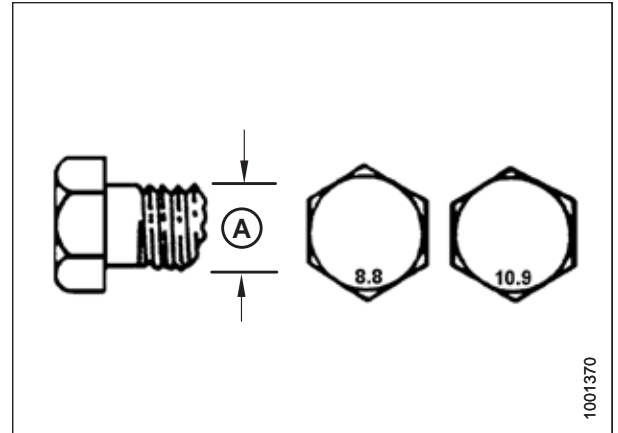


Figure 6.8: Bolt Grades

### 6.1.3 Metric Bolt Specifications Bolting into Cast Aluminum

Table 6.9 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	-	-	-	-

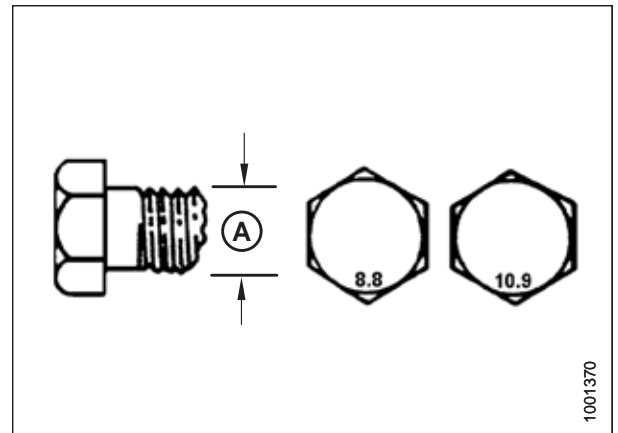


Figure 6.9: Bolt Grades

REFERENCE

### 6.1.4 Flare-Type Hydraulic Fittings

1. Check flare (A) and flare seat (B) for defects that might cause leakage.
2. Align tube (C) with fitting (D) and thread nut (E) onto fitting without lubrication until contact has been made between flared surfaces.
3. Torque fitting nut (E) to specified number of flats from finger tight (FFFT) or to a given torque value in Table 6.10, page 106.
4. Use two wrenches to prevent fitting (D) from rotating. Place one wrench on fitting body (D), and tighten nut (E) with other wrench to torque shown.
5. Assess final condition of connection.

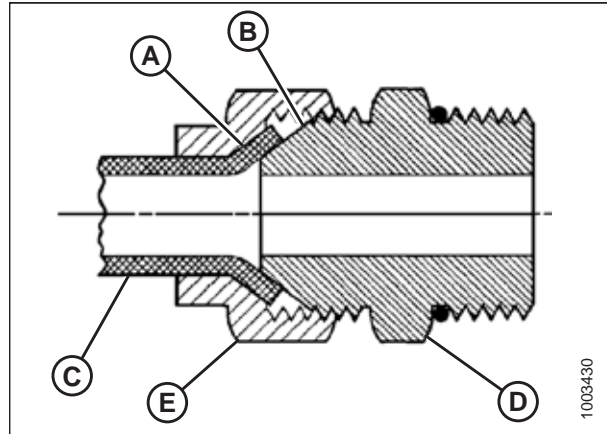


Figure 6.10: Hydraulic Fitting

Table 6.10 Flare-Type Hydraulic Tube Fittings

SAE Dash Size	Thread Size (in.)	Torque Value <sup>17</sup>		Flats from Finger Tight (FFFT)	
		Nm	lbf-ft	Tube	Swivel Nut or Hose
-2	5/16-24	4-5	3-4	—	—
-3	3/8-24	7-8	5-6	—	—
-4	7/16-20	18-19	13-14	2 1/2	2
-5	1/2-20	19-21	14-15	2	2
-6	9/16-18	30-33	22-24	2	1 1/2
-8	3/4-16	57-63	42-46	2	1 1/2
-10	7/8-14	81-89	60-66	1 1/2	1 1/2
-12	1 1/16-12	113-124	83-91	1 1/2	1 1/4
-14	1 3/16-12	136-149	100-110	1 1/2	1 1/4
-16	1 5/16-12	160-176	118-130	1 1/2	1
-20	1 5/8-12	228-250	168-184	1	1
-24	1 7/8-12	264-291	195-215	1	1
-32	2 1/2-12	359-395	265-291	1	1
-40	3-12	—	—	1	1

17. Torque values shown are based on lubricated connections as in reassembly.



### 6.1.5 O-Ring Boss Hydraulic Fittings – Adjustable

1. Inspect O-ring (A) and seat (B) for dirt or obvious 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. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
4. Apply hydraulic system oil to O-ring (A).

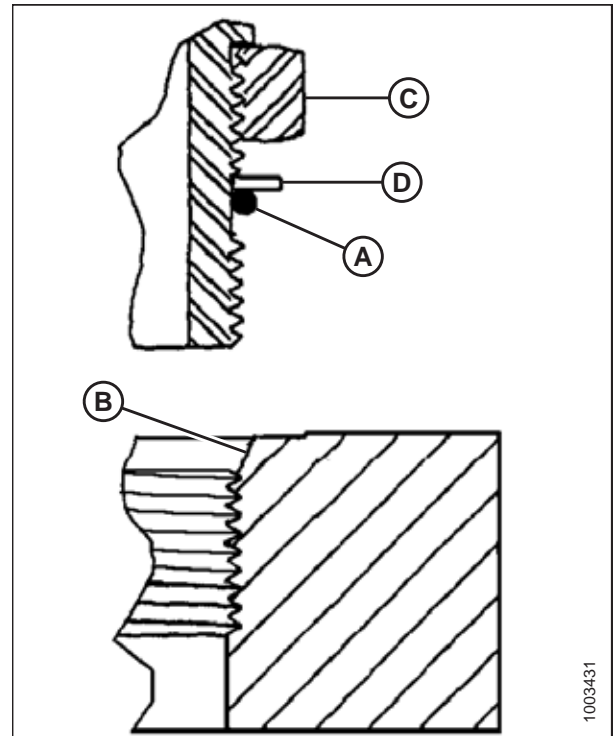


Figure 6.11: Hydraulic Fitting

5. Install fitting (B) into port until backup washer (D) and O-ring (A) contact part face (E).
6. Position angle fittings by unscrewing no more than one turn.
7. Turn lock nut (C) down to washer (D) and tighten to torque shown. Use two wrenches, one on fitting (B) and other on lock nut (C).
8. Check final condition of fitting.

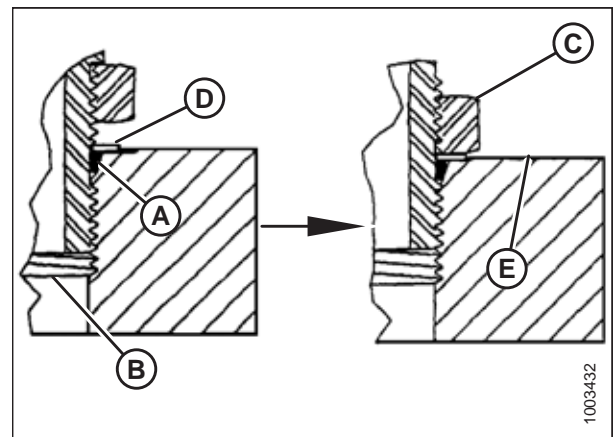


Figure 6.12: Hydraulic Fitting

REFERENCE

**Table 6.11 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable**

SAE Dash Size	Thread Size (in.)	Torque Value <sup>18</sup>	
		Nm	lbf·ft (*lbf·in)
-2	5/16-24	6-7	*53-62
-3	3/8-24	12-13	*106-115
-4	7/16-20	19-21	14-15
-5	1/2-20	21-33	15-24
-6	9/16-18	26-29	19-21
-8	3/4-16	46-50	34-37
-10	7/8-14	75-82	55-60
-12	1 1/16-12	120-132	88-97
-14	1 3/8-12	153-168	113-124
-16	1 5/16-12	176-193	130-142
-20	1 5/8-12	221-243	163-179
-24	1 7/8-12	270-298	199-220
-32	2 1/2-12	332-365	245-269

18. Torque values shown are based on lubricated connections as in reassembly.

REFERENCE

### 6.1.6 O-Ring Boss Hydraulic Fittings – Non-Adjustable

1. Inspect O-ring (A) and seat (B) for dirt or obvious defects.
2. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
3. Apply hydraulic system oil to O-ring.
4. Install fitting (C) into port until fitting is hand-tight.
5. Torque fitting (C) according to values in Table 6.12, page 109.
6. Check final condition of fitting.

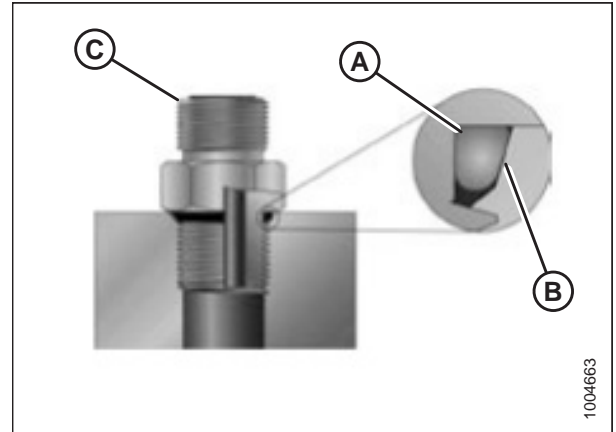


Figure 6.13: Hydraulic Fitting

Table 6.12 O-Ring Boss (ORB) Hydraulic Fittings – Non-Adjustable

SAE Dash Size	Thread Size (in.)	Torque Value <sup>19</sup>	
		Nm	lbf·ft (*lbf·in)
-2	5/16-24	6-7	*53-62
-3	3/8-24	12-13	*106-115
-4	7/16-20	19-21	14-15
-5	1/2-20	21-33	15-24
-6	9/16-18	26-29	19-21
-8	3/4-16	46-50	34-37
-10	7/8-14	75-82	55-60
-12	1 1/16-12	120-132	88-97
-14	1 3/8-12	153-168	113-124
-16	1 5/16-12	176-193	130-142
-20	1 5/8-12	221-243	163-179
-24	1 7/8-12	270-298	199-220
-32	2 1/2-12	332-365	245-269

19. Torque values shown are based on lubricated connections as in reassembly.

REFERENCE

**6.1.7 O-Ring Face Seal Hydraulic Fittings**

1. Check components to ensure that sealing surfaces and fitting threads are free of burrs, nicks, scratches, or any foreign material.



Figure 6.14: Hydraulic Fitting

2. Apply hydraulic system oil to O-ring (B).
3. Align tube or hose assembly so that flat face of sleeve (A) or (C) comes in full contact with O-ring (B).
4. Thread tube or hose nut (D) until hand-tight. The nut should turn freely until it is bottomed out.
5. Torque fittings according to values in Table 6.13, page 110.

**NOTE:**

If applicable, hold hex on fitting body (E) to prevent rotation of fitting body and hose when tightening fitting nut (D).

6. Use three wrenches when assembling unions or joining two hoses together.
7. Check final condition of fitting.

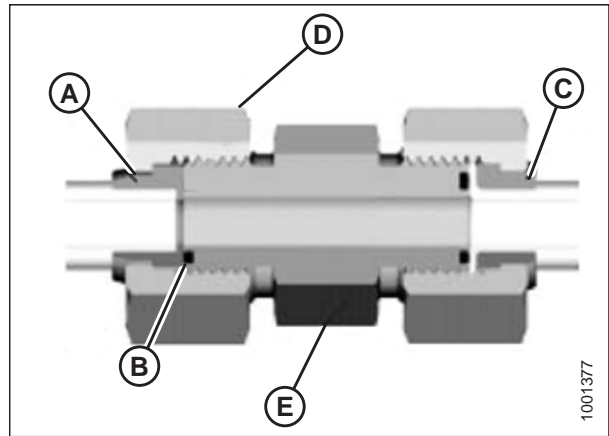


Figure 6.15: Hydraulic Fitting

**Table 6.13 O-Ring Face Seal (ORFS) Hydraulic Fittings**

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value <sup>20</sup>	
			Nm	lbf-ft
-3	Note <sup>21</sup>	3/16	-	-
-4	9/16	1/4	25-28	18-21
-5	Note <sup>21</sup>	5/16	-	-
-6	11/16	3/8	40-44	29-32
-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 <sup>21</sup>	7/8	-	-

20. Torque values and angles shown are based on lubricated connection as in reassembly.

21. O-ring face seal type end not defined for this tube size.

## REFERENCE

**Table 6.13 O-Ring Face Seal (ORFS) Hydraulic Fittings (continued)**

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value <sup>22</sup>	
			Nm	lbf-ft
-16	1 7/16	1	150–165	111–122
-20	1 11/16	1 1/4	205–226	151–167
-24	1–2	1 1/2	315–347	232–256
-32	2 1/2	2	510–561	376–414

### 6.1.8 Tapered Pipe Thread Fittings

Assemble pipe fittings as follows:

1. Check components to ensure that fitting and port threads are free of burrs, nicks, scratches, or any form of contamination.
2. Apply pipe thread sealant (paste type) to external pipe threads.
3. Thread fitting into port until hand-tight.
4. Torque connector to appropriate torque angle. The turns from finger tight (TFFT) and flats from finger tight (FFFT) values are shown in Table 6.14, page 111. Make sure that tube end of a shaped connector (typically 45° or 90°) is aligned to receive incoming tube or hose assembly. Always finish alignment of fitting in tightening direction. Never back off (loosen) pipe threaded connectors to achieve alignment.
5. Clean all residue and any excess thread conditioner with appropriate cleaner.
6. Assess final condition of fitting. Pay special attention to possibility of cracks to port opening.
7. Mark final position of fitting. If a fitting leaks, disassemble fitting and check for damage.

**NOTE:**

Overtorque failure of fittings may not be evident until fittings are disassembled.

**Table 6.14 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

22. Torque values and angles shown are based on lubricated connection as in reassembly.

REFERENCE

## 6.2 Conversion Chart

Table 6.15 Conversion Chart

Quantity	SI Units (Metric)		Factor	US Customary Units (Standard)	
	Unit Name	Abbreviation		Unit Name	Abbreviation
Area	hectare	ha	$\times 2.4710 =$	acre	acres
Flow	liters per minute	L/min	$\times 0.2642 =$	US gallons per minute	gpm
Force	Newton	N	$\times 0.2248 =$	pound force	lbf
Length	millimeter	mm	$\times 0.0394 =$	inch	in.
Length	meter	m	$\times 3.2808 =$	foot	ft.
Power	kilowatt	kW	$\times 1.341 =$	horsepower	hp
Pressure	kilopascal	kPa	$\times 0.145 =$	pounds per square inch	psi
Pressure	megapascal	MPa	$\times 145.038 =$	pounds per square inch	psi
Pressure	bar (Non-SI)	bar	$\times 14.5038 =$	pounds per square inch	psi
Torque	Newton meter	Nm	$\times 0.7376 =$	pound feet or foot pounds	lbf-ft
Torque	Newton meter	Nm	$\times 8.8507 =$	pound inches or inch pounds	lbf-in
Temperature	degrees Celsius	°C	$(^{\circ}\text{C} \times 1.8) + 32 =$	degrees Fahrenheit	°F
Velocity	meters per minute	m/min	$\times 3.2808 =$	feet per minute	ft/min
Velocity	meters per second	m/s	$\times 3.2808 =$	feet per second	ft/s
Velocity	kilometers per hour	km/h	$\times 0.6214 =$	miles per hour	mph
Volume	liter	L	$\times 0.2642 =$	US gallon	US gal
Volume	milliliter	mL	$\times 0.0338 =$	ounce	oz.
Volume	cubic centimeter	cm <sup>3</sup> or cc	$\times 0.061 =$	cubic inch	in. <sup>3</sup>
Weight	kilogram	kg	$\times 2.2046 =$	pound	lb.

# Index

2147 .....	93	135868 .....	89, 97
7536 .....	93	135888 .....	89
11695 .....	21, 91	136082 .....	21, 91
13249 .....	87	136095 .....	89, 93
16266 .....	93	136122 .....	21, 91, 95
18605 .....	89	136147 .....	97
18627 .....	21, 93	136149 .....	97
18648 .....	21, 93	136157 .....	21, 91
18671 .....	93	136172 .....	91
20312 .....	93	136238 .....	93
21194 .....	89	136395 .....	91
22072 .....	89	136417 .....	91, 95
30228 .....	91	136418 .....	21, 97
30441 .....	89	136431 .....	91
30463 .....	93	136504 .....	91
30505 .....	91	136655 .....	93
30627 .....	21, 91, 95	136701 .....	21, 91
30629 .....	95	142825 .....	93
30630 .....	91	144499 .....	89
30753 .....	21, 97	144833 .....	87
30856 .....	91, 95	144996 .....	93
30971 .....	89, 97	145249 .....	89
37687 .....	89	145428 .....	89
38854 .....	89	145548 .....	89
40702 .....	89, 97	148798 .....	91
42592 .....	91	152439 .....	91
50187 .....	89	152730 .....	91
103738 .....	21, 93	152732 .....	91, 95
108172 .....	95	165304 .....	89
109791 .....	89	165735 .....	87
111978 .....	97	166466 .....	99
112130 .....	21, 95	172259 .....	91
115145 .....	99	172903 .....	93
115146 .....	99	172910 .....	93
115147 .....	99	174683 .....	99
120845 .....	87	176018 .....	93
132531 .....	89	176023 .....	93
132532 .....	89	176145 .....	93
132607 .....	87	176295 .....	99
135312 .....	97	176355 .....	89
135319 .....	95	176497 .....	97
135337 .....	91	176498 .....	97
135386 .....	97	176544 .....	87
135443 .....	97	176553 .....	87
135709 .....	87	176557 .....	87
135778 .....	97	176564 .....	87
135781 .....	97	176568 .....	93
135784 .....	97	176575 .....	97
135785 .....	91, 95	176578 .....	87
135788 .....	89	176582 .....	87
135799 .....	21, 91, 95	176583 .....	87
135821 .....	89	176585 .....	87
135867 .....	97	176587 .....	87

## INDEX

176588	87
176589	87
176591	87
176663	87
176733	93
176767	99
176768	99
176784	87
176812	93
176817	87
176829	93
176832	99
176838	87
176839	87
176845	87
176846	87
176847	87
176852	87
176860	93
176861	93
176862	87
176864	93
176875	99
176883	97
176890	87
176891	93
183211	97
184652	89
184659	95
184661	21, 95
184662	89
184665	89
184669	89
184699	89
184708	89
184711	21, 89, 95
197230	95
200974	93
208966	93
220084	99
220181	87
227914	87
252183	93
252270	89, 93
252303	21, 93
252476	89
252893	97
275232	87
275758	87
300577	21, 93
302204	99
304314	93

## A

air conditioning box connectors	
welding precautions	9
assembly/setup	19, 44
installing deck	26
installing hydraulics	
DWA on M1170	33
DWA on M1240	39
installing linkage	22
raising and locking the right stairs	19

## B

batteries	
battery safety	8
welding precautions	9

## C

cab connectors	
welding precautions	9
chassis extension module	
welding precautions	9
chassis relay module	
welding precautions	9
checklists	117
conditioner	
positioning conditioner forming shield	62
positioning conditioner rolls	64
conversion chart	112

## D

Double Windrow Attachment (DWA)	
draper speed	57
drapers	
draper rollers	72
drive roller	72
idler roller	75
draper tension	
adjusting	67
draper tracking	
adjusting	68
checking	67
front skid	
adjusting	46, 71
removing	70
rear deflector	
adjusting	72
replacing draper	70
replacing draper roller bearing/seal	76
drive roller	
adjusting	68



## INDEX

installing.....	72	removing.....	75
removing.....	72		
DWA, <i>See</i> Double Windrow Attachment			
<b>E</b>		<b>L</b>	
electrical		lubrication.....	78
proximity switch.....	81		
engine control module		<b>M</b>	
welding precautions.....	9	maintenance and servicing.....	67
engine harness		draper.....	67
welding precautions.....	9	adjusting draper tension.....	67
engines		adjusting rear deflector.....	72
electronics.....	14	draper rollers.....	72
power.....	14	draper tracking	
safety.....	13	adjusting.....	68
speed.....	14	replacing draper.....	70
		draper rollers	
<b>F</b>		replacing drive roller.....	72
firewall extension module		replacing idler roller.....	75
welding precautions.....	9	front skid	
front skid		adjusting.....	46, 71
adjusting.....	46, 71	removing.....	70
removing.....	70	lubrication.....	78
		replacing draper roller bearing/seal.....	76
<b>H</b>		safety.....	5
Harvest Performance Tracker (HPT)		metric bolts	
activating Double Windrow Attachment (DWA).....	47	torque specifications.....	103
One-Touch-Return buttons (A, B, C).....	48		
setting pressure/speed alarms.....	49	<b>O</b>	
HPT, <i>See</i> Harvest Performance Tracker		operation	
hydraulics		adjusting deck angle.....	58
fittings		adjusting deck height.....	60
flare-type.....	106	checking draper tracking.....	67
O-ring boss (ORB) adjustable.....	107	double windrowing	
O-ring boss (ORB) non-adjustable.....	109	draper speed.....	57
O-ring face seal (ORFS).....	110	operating recommendations.....	65
tapered pipe thread fittings.....	111	operating with auger header.....	65
hydraulic safety.....	6	operating with rotary disc header.....	65
hydraulic schematics		positioning conditioner forming shield.....	62
DWA on M1170.....	79	positioning conditioner rolls.....	64
DWA on M1240.....	80	raising/lowering deck.....	54
installing hydraulics			
DWA on M1170.....	33	<b>P</b>	
DWA on M1240.....	39	parts.....	83
		decals and reflectors.....	98
<b>I</b>		deck, draper, and rollers.....	86
idler roller		hydraulic hoses.....	96
adjusting.....	68	linkage and deck support.....	92
installing.....	75	predelivery checklist.....	117
		proximity sensor.....	44

## INDEX

<b>R</b>	
references	
torque specifications .....	101
repair parts	
decals and reflectors.....	98
deck, draper, and rollers .....	86
hydraulic hoses.....	96
linkage and deck support.....	92
roof connectors	
welding precautions .....	9
<b>S</b>	
SAE	
bolt torques .....	101
safety .....	1
battery safety .....	8
engine safety.....	13
engine electronics.....	14
high-pressure rail.....	13
general safety.....	3
hydraulic safety .....	6
maintenance safety .....	5
safety alert symbols.....	1
safety pin.....	51
safety sign decals .....	15–16
installing decals .....	15
signal words.....	2
tire safety .....	7
welding precautions .....	9
specifications	
torque specifications .....	101
switches	
proximity switch .....	81
<b>T</b>	
torque specifications.....	101
flare-type hydraulic fittings .....	106
metric bolt specifications.....	103
bolting into cast aluminum .....	105
O-ring boss (ORB) hydraulic fittings – adjustable.....	107
O-ring boss (ORB) hydraulic fittings – non- adjustable .....	109
O-ring face seal (ORFS) fittings.....	110
SAE bolt torque specifications .....	101
tapered pipe thread fittings .....	111
<b>W</b>	
welding precautions.....	9
wheel motor connectors	
welding precautions .....	9
wheels and tires	
safety.....	7

# Predelivery Checklist

Perform these checks and adjustments prior to delivery to your Customer. The completed checklist should be retained by either the Operator or the Dealer.

 **CAUTION**

Carefully follow the instructions given. Be alert for safety related messages that bring your attention to hazards and unsafe practices.

**Table .16 DWA for M1 Series Windrower Predelivery Checklist**

✓	Item	Reference
	Check for shipping damage or missing parts. Be sure all shipping dunnage is removed.	—
	Check for loose hardware. Tighten to required torque.	<i>6.1 Torque Specifications, page 101</i>
	Check that all shipping stands have been removed.	<i>2.5 Installing the Deck, page 26</i>
	Check and adjust front skid to correct height above the draper. Tighten securing nuts.	<i>4.1.5 Adjusting Front Skid, page 71</i>
	Check and adjust rear deflector to correct height above the draper. Tighten securing nuts.	<i>4.1.6 Adjusting Rear Deflector, page 72</i>
	Check external draper roller seal condition. Seal should be secure and without gaps.	<i>4.1.7 Maintaining Draper Rollers, page 72</i>
	Check that draper pivot points are properly greased.	<i>4.2 Lubrication, page 78</i>

**DWA Serial Number:**

---

**Date Checked:**

**Checked by:**

---



## Recommended Lubricants

### WARNING

To avoid injury or death, do NOT allow ANY machine fluids to enter the body.

Table: System Capacities

Lubricant/Fluid	Location	Description	Capacity
Grease	Deck Pivots	SAE multi-purpose high temperature extreme pressure (EP2) performance with 1.5–5 % max molybdenum disulphide (NLGI Grade 2) lithium base	As required unless otherwise specified
Grease	Linkage Pivots	SAE multi-purpose high temperature extreme pressure (EP2) performance with 1.5–5 % max molybdenum disulphide (NLGI Grade 2) lithium base	As required unless otherwise specified
Grease	Draper Drive Roller Bearing	SAE multi-purpose high temperature extreme pressure (EP2) performance with 0–1 % max molybdenum disulphide (NLGI Grade 2) lithium base	As required unless otherwise specified
Grease	Draper Idler Roller Bearing	SAE multi-purpose high temperature extreme pressure (EP2) performance with 0–1 % max molybdenum disulphide (NLGI Grade 2) lithium base	As required unless otherwise specified

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