MacDon®

M155 and M205
Self-Propelled Windrower

UNLOADING AND ASSEMBLY INSTRUCTIONS
for
NORTH AMERICAN SHIPMENTS

Published: July, 2013
Original Instructions

INTRODUCTION

This instructional manual describes the unloading, set-up and pre-delivery requirements for the MacDon M155 and M205 Self-Propelled Windrowers.

Use the Table of Contents to guide you to specific areas. Retain this instruction for future reference.

CAREFULLY READ ALL THE MATERIAL PROVIDED BEFORE ATTEMPTING TO UNLOAD, ASSEMBLE, OR USE THE MACHINE.

MACDON M155 AND M205 SELF-PROPELLED WINDROWERS

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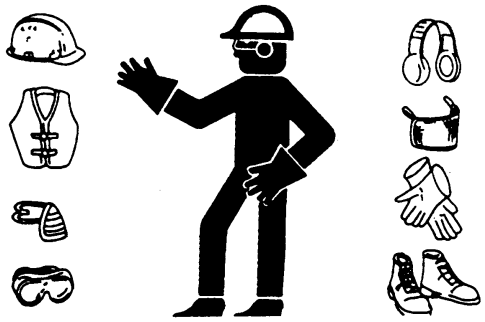
TABLE OF CONTENTS

GENERAL SAFETY

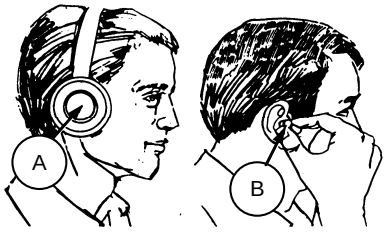
CAUTION

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

- **Protect yourself.**
- **When assembling, operating and servicing machinery, wear all the protective clothing and personal safety devices that COULD be necessary for the job at hand. Don't take chances.**
- **You may need:**

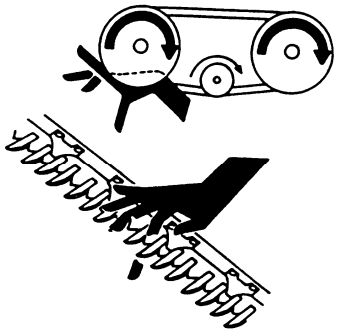


  - **a hard hat.**
  - **protective shoes with slip resistant soles.**
  - **protective glasses or goggles.**
  - **heavy gloves.**
  - **wet weather gear.**
  - **respirator or filter mask.**



  - **hearing protection. Be aware that prolonged exposure to loud noise can cause impairment or loss of hearing. Wearing a suitable hearing protective device such as ear muffs (A) or ear plugs (B) protects against objectionable or loud noises.**

- **Provide a first-aid kit for use in case of emergencies.**
- **Keep a fire extinguisher on the machine. Be sure the extinguisher is properly maintained and 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 to get finished. Take the time to consider the safest way. Never ignore warning signs of fatigue.**
- **Wear close-fitting clothing and cover long hair. Never wear dangling items such as scarves or bracelets.**
- **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.**



- **Keep all shields in place. Never alter or remove safety equipment. Make sure driveline guards can rotate independently of the shaft and can telescope freely.**
- **Use only service and repair parts made or approved by the equipment manufacturer. Substituted parts may not meet strength, design, or safety requirements.**
- **Do NOT modify the machine. Unauthorized modifications may impair the function and/or safety and affect machine life.**

(continued next page)

- **Stop engine, and remove key from ignition before leaving Operator's seat for any reason. A child or even a pet could engage an idling machine.**

- **Keep the area used for servicing machinery clean and dry. Wet 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.**
- **Use adequate light for the job at hand.**
- **Keep machinery clean. 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.**

RECOMMENDED TORQUES

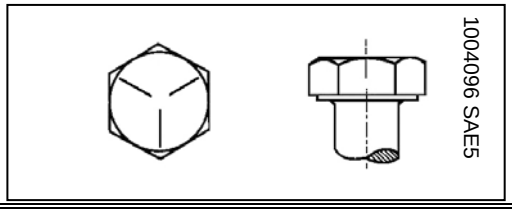
A. GENERAL

The tables shown below give correct torque values for various bolts and capscrews.

- Tighten all bolts to the torques specified in chart (unless otherwise noted throughout this manual).
- Check tightness of bolts periodically, using bolt torque chart as a guide.
- Replace hardware with the same strength bolt.
- Torque figures are valid for non-greased or non-oiled threads and heads unless otherwise specified. Do **NOT** grease or oil bolts or capscrews unless specified in this manual.
- Torque categories for bolts and capscrews are identified by their head markings.

B. SAE BOLTS

SAE Grade 5 Bolt and Grade 5 Free Spinning Nut

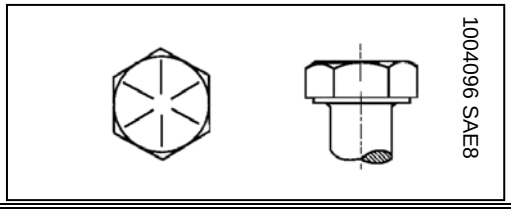


Nominal Size	Torque (ft·lbf) (*in·lbf)		Torque (N·m)	
	Min.	Max.	Min.	Max.
1/4-20	*106	*117	11.9	13.2
5/16-18	*218	*241	24.6	27.1
3/8-16	32	36	44	48
7/16-14	52	57	70	77
1/2-13	79	87	106	118
9/16-12	114	126	153	170
5/8-11	157	173	212	234
3/4-10	281	311	380	420
7/8-9	449	496	606	669
1-8	611	676	825	912

SAE Grade 5 Bolt and Grade 5 Distorted Thread Nut

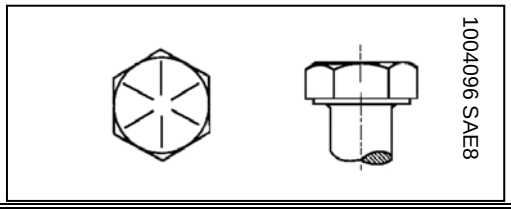
Nominal Size	Torque (ft·lbf) (*in·lbf)		Torque (N·m)	
	Min.	Max.	Min.	Max.
1/4-20	*72	*80	8.1	9.0
5/16-18	*149	*164	16.7	18.5
3/8-16	22	24	30	33
7/16-14	35	39	48	53
1/2-13	54	59	73	80
9/16-12	77	86	105	116
5/8-11	107	118	144	160
3/4-10	192	212	259	286
7/8-9	306	338	413	456
1-8	459	507	619	684

SAE Grade 8 Bolt and Grade 8 Free Spinning Nut



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

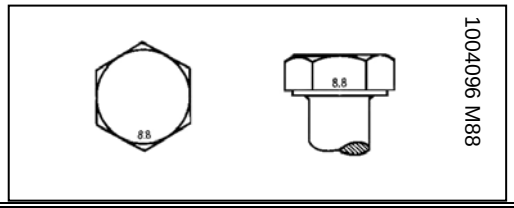
SAE Grade 8 Bolt and Grade 8 Distorted Thread Nut



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

C. METRIC BOLTS

Metric Class 8.8 Bolts and Class 9 Free Spinning Nut

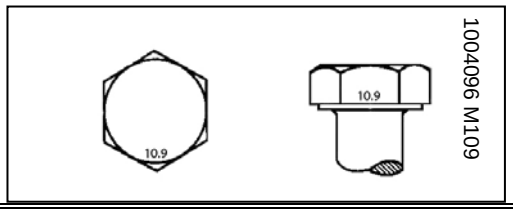


Nominal Size	Torque (ft·lbf) (*in·lbf)		Torque (N·m)	
	Min.	Max.	Min.	Max.
3-0.5	*13	*14	1.4	1.6
3.5-0.6	*20	*22	2.2	2.5
4-0.7	*29	*32	3.3	3.7
5-0.8	*59	*66	6.7	7.4
6-1.0	*101	*112	11.4	12.6
8-1.25	20	23	28	30
10-1.5	40	45	55	60
12-1.75	70	78	95	105
14-2.0	113	124	152	168
16-2.0	175	193	236	261
20-2.5	341	377	460	509
24-3.0	589	651	796	879

Metric Class 8.8 Bolts and Class 9 Distorted Thread Nut

Nominal Size	Torque (ft·lbf) (*in·lbf)		Torque (N·m)	
	Min.	Max.	Min.	Max.
3-0.5	*9	*10	1.0	1.1
3.5-0.6	*14	*15	1.5	1.7
4-0.7	*20	*22	2.3	2.5
5-0.8	*40	*45	4.5	5.0
6-1.0	*69	*76	7.7	8.6
8-1.25	*167	*185	18.8	20.8
10-1.5	28	30	37	41
12-1.75	48	53	65	72
14-2.0	77	85	104	115
16-2.0	119	132	161	178
20-2.5	233	257	314	347
24-3.0	402	444	543	600

Metric Class 10.9 Bolts and Class 10 Free Spinning Nut

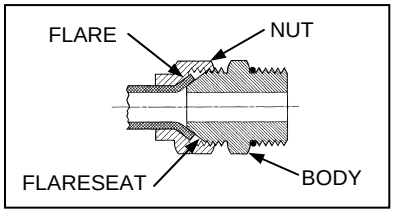


Nominal Size	Torque (ft·lbf) (*in·lbf)		Torque (N·m)	
	Min.	Max.	Min.	Max.
3-0.5	*18	*19	1.8	2.0
3.5-0.6	*27	*30	2.8	3.1
4-0.7	*41	*45	4.2	4.6
5-0.8	*82	*91	8.4	9.3
6-1.0	*140	*154	14.3	15.8
8-1.25	28	31	38	42
10-1.5	56	62	75	83
12-1.75	97	108	132	145
14-2.0	156	172	210	232
16-2.0	242	267	326	360
20-2.5	472	521	637	704
24-3.0	815	901	1101	1217

Metric Class 10.9 Bolts and Class 10 Distorted Thread Nut

Nominal Size	Torque (ft·lbf) (*in·lbf)		Torque (N·m)	
	Min.	Max.	Min.	Max.
3-0.5	*12	*13	1.3	1.5
3.5-0.6	*19	*21	2.1	2.3
4-0.7	*28	*31	3.1	3.4
5-0.8	*56	*62	6.3	7.0
6-1.0	*95	*105	10.7	11.8
8-1.25	19	21	26	29
10-1.5	38	42	51	57
12-1.75	66	73	90	99
14-2.0	106	117	143	158
16-2.0	165	182	222	246
20-2.5	322	356	434	480
24-3.0	556	614	750	829

D. FLARE TYPE HYDRAULIC FITTINGS



a. Check flare and flare seat for defects that might cause leakage.

b. Assemble fittings without lubrication until the flared surfaces contact each other (some fittings may require a wrench).

c. To prevent twisting the tube(s), use two wrenches. Place one wrench on the connector body, and with the second, tighten the swivel nut to the specified number of FFFT or to the torque shown.

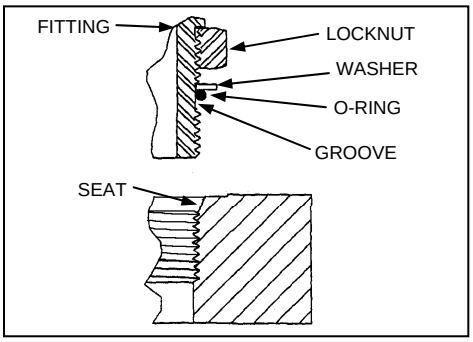
d. Check the final condition of the fitting.

SAE DASH SIZE	THD SIZE (in.)	TORQUE VALUE*		FLATS FROM FINGER TIGHT (FFFT)	
		ft·lbf (*in·lbf)	N·m	TUBE CONN.	SWIVEL NUT OR HOSE CONN.
-3	3/8-24	*60–72	7–8	--	--
-4	7/16-20	*156–168	18–19	2-1/2	2
-5	1/2-20	14–15	19–21	2	2
-6	9/16-18	22–24	30–-33	2	1-1/2
-8	3/4-16	42–46	57–63	2	1-1/2
-10	7/8-14	60–66	81–89	1-1/2	1-1/2
-12	1-1/16-12	83–91	113–124	1-1/2	1-1/4
-14	1-3/8-12	100–110	136–149	1-1/2	1-1/4
-16	1-5/16-12	118–130	160–176	1-1/2	1
-20	1-5/8-12	168–184	228–250	1	1
-24	1-7/8-12	195–215	264–291	1	1

* Torque values shown are based on lubricated connections as in re-assembly.

E. O-RING BOSS (ORB) HYDRAULIC FITTINGS

I. ADJUSTABLE

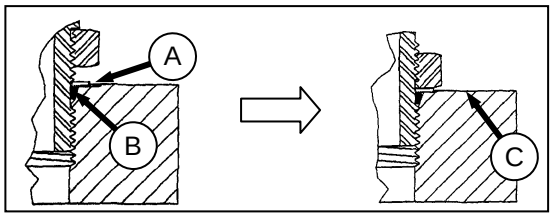


a. Inspect O-ring and seat for dirt or obvious defects.

b. Back off the lock nut as far as possible. Ensure that washer is not loose, and is pushed toward the lock nut as far as possible.

c. Check that O-ring is not on the threads, adjust if necessary.

d. Apply hydraulic system oil to the O-ring.



e. Install fitting into port until back up washer (A) and O-ring contacts on part face (C).

f. Position angle fittings by unscrewing no more than one turn.

(continued next page)

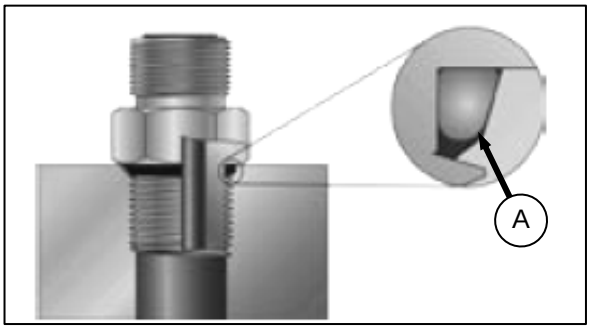
g. Turn lock-nut down to washer, and tighten to torque shown. Use two wrenches, one on the fitting and the other on the lock-nut.

h. Check the final condition of the fitting.

SAE DASH SIZE	THD SIZE (in.)	TORQUE VALUE*	
		ft·lbf (*in·lbf)	N·m
-3	3/8-24	*106–115	12–13
-4	7/16-20	14–15	19–21
-5	1/2-20	15–24	21–33
-6	9/16-18	19–21	26–29
-8	3/4-16	34–37	46–50
-10	7/8-14	55–60	75–82
-12	1-1/16-12	88–97	120–132
-14	1-3/8-12	113–124	153–168
-16	1-5/16-12	130–142	176–193
-20	1-5/8-12	163–179	221–243
-24	1-7/8-12	199–220	270–298

* Torque values shown are based on lubricated connections as in re-assembly.

II. NON-ADJUSTABLE



a. Inspect O-ring (A) and seat for dirt or obvious defects.

b. Check that O-ring is not on the threads, adjust if necessary.

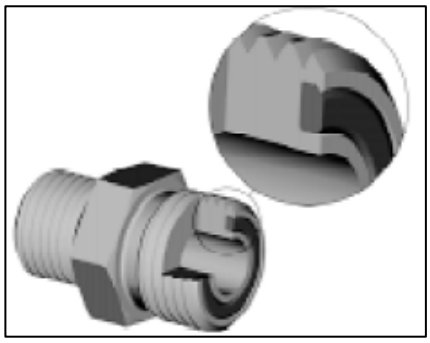
c. Apply hydraulic system oil to the O-ring.

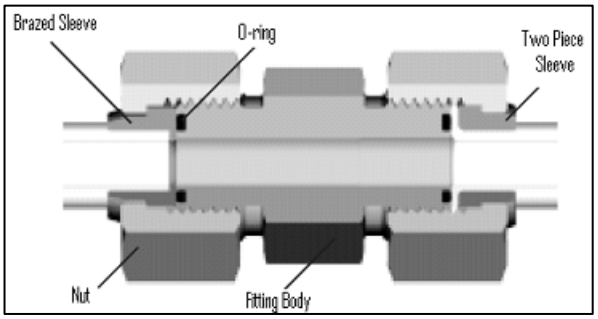
d. Install fitting into port until fitting is hand tightened.

e. Torque the fitting to the proper value as shown.

f. Check the final condition of the fitting.

F. O-RING FACE SEAL (ORFS) HYDRAULIC FITTINGS





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

b. Apply hydraulic system oil to the O-ring.

c. Align the tube or hose assembly. Ensure that flat face of the mating flange comes in full contact with O-ring.

d. Thread tube or hose nut until hand-tight. The nut should turn freely until it is bottomed out.

e. Torque fitting further to a given torque value in the table shown in the opposite column.

NOTE

If applicable, always hold the hex on the fitting body to prevent unwanted rotation of fitting body and hose when tightening the fitting nut.

f. When assembling unions or two hoses together, three wrenches will be required.

g. Check the final condition of the fitting.

SAE DASH SIZE	THD SIZE (in.)	TORQUE VALUE*	
		ft·lbf (*in·lbf)	N·m
-3	***	--	--
-4	9/16-18	18–21	25–28
-5	***	--	--
-6	11/16-16	29–32	40–44
-8	13/16-16	41–45	55–61
-10	1-14	59–65	80–88
-12	1-3/16-12	85–94	115–127
-14	***		--
-16	1-7/16-12	111–122	150–165
-20	1-11/16-12	151–167	205–226
-24	2-12	232–256	315–347
-32	2-1/2-12	376–414	510–561

* Torque values and angles shown are based on lubricated connection, as in re-assembly.

** Always default to the torque value for evaluation of adequate torque

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

CONVERSION CHART

QUANTITY	INCH-POUND UNITS		FACTOR	SI UNITS (METRIC)	
	UNIT NAME	ABBR.		UNIT NAME	ABBR.
Area	acres	acres	x 0.4047 =	hectares	ha
Flow	gallons per minute (US) gallons per minute (Imp)	gpm (US) gpm	x 3.7854 = x 4.5460 =	liters per minute	L/min
Force	pounds force	lbf	x 4.4482 =	Newtons	N
Length	inch	in.	x 25.4 =	millimeters	mm
	foot	ft	x 0.305 =	meters	m
Power	horsepower	hp	x 0.7457 =	kilowatts	kW
Pressure	pounds per square inch	psi	x 6.8948 =	kilopascals	kPa
			x .00689 =	megapascals	MPa
Torque	pound feet or foot pounds	lbf·ft or ft·lbf	x 1.3558 =	newton meters	N·m
	pound inches or inch pounds	lbf·in. or in·lbf	x 0.1129 =		
Temperature	degrees Fahrenheit	˚F	(˚F - 32) x 0.56 =	degrees Celsius	˚C
Velocity	feet per minute	ft/min	x 0.3048 =	meters per minute	m/min
	feet per second	ft/s	x 0.3048 =	meters per second	m/s
	miles per hour	mph	x 1.6063 =	kilometers per hour	km/h
Volume	ounces	oz.	x 29.5735 =	milliliters	ml
	cubic inches	$in.^3$	x 16.3871 =	cubic centimeters	cm^3 or cc
	quarts (US) quarts (Imperial)	US qt. qt.	x 0.96464 x 1.1365	liters	L
	gallons (US) gallons (Imperial)	US gal. gal.	x 3.7854 = x 4.5460 =		
Weight	pounds	lb	x 0.4536 =	kilograms	kg

DEFINITIONS

TERM	DEFINITION
API	American Petroleum Institute
ASTM	American Society of Testing And Materials
Cab-Forward	Windrower operation with the Operator and cab facing in the direction of travel.
CDM	Cab Display Module
DWA	Double Windrow Attachment
Engine-Forward	Windrower operation with the Operator and engine facing in the direction of travel.
ISC	Intermediate Speed Control
N-DETENT	The slot opposite the NEUTRAL position on Operator's console.
rpm	revolutions per minute
SAE	Society Of Automotive Engineers
WCM	Windrower Control Module
Windrower	Windrower with header attached.
Windrower Tractor	Power unit only (Windrower without the header attached).

STEP 1. UNLOAD WINDROWER

CAUTION

To avoid injury to bystanders from being struck by machinery, do NOT allow persons to stand in unloading area.

A. TWO FORKLIFT METHOD

CAUTION

Equipment used for unloading must meet or exceed the requirements specified below. Using inadequate equipment may result in chain breakage, vehicle tipping or machine damage.

LIFTING VEHICLE	
Minimum Capacity *	5500 lb (2500 kg)
Minimum Fork Length	78 in. (1981 mm)

* At 48 inches (1220 mm) from back end of forks.

IMPORTANT

Forklifts are normally rated for a load located 24 inches (610 mm) ahead of back end of the forks.

To obtain the forklift capacity at 48 inches (1220 mm), check with your forklift distributor.

a. Move trailer into position, and block trailer wheels.

b. Set forklift tines to the widest possible setting.

c. Position one forklift on either side of trailer, and position forks under windrower frame.

NOTE

Windrower center of gravity is approximately 55 inches (1397 mm) rearward of drive wheel center.

d. Lift with both forklifts simultaneously until windrower is clear of trailer bed.

WARNING

Be sure forks are secure before moving trailer away from load. Stand clear when lifting.

e. Drive the truck slowly forward until trailer bed is clear of windrower.

f. Lower unit slowly and simultaneously with both forklifts to the ground. If ground is soft, place wooden blocks under front shipping stands.

g. Back off forklifts.

h. Check windrower for shipping damage, and check shipment for missing parts.

B. SINGLE FORKLIFT METHODS

There are two methods that can be used.

I. METHOD 1

CAUTION

Equipment used for unloading must meet or exceed the requirements specified below. Using inadequate equipment may result in chain breakage, vehicle tipping or machine damage.

LIFTING VEHICLE	
Minimum Capacity *	5500 lb (2500 kg)

* At 48 inches (1220 mm) from back end of forks.

IMPORTANT

Forklifts are normally rated for a load located 24 inches (610 mm) ahead of back end of the forks.

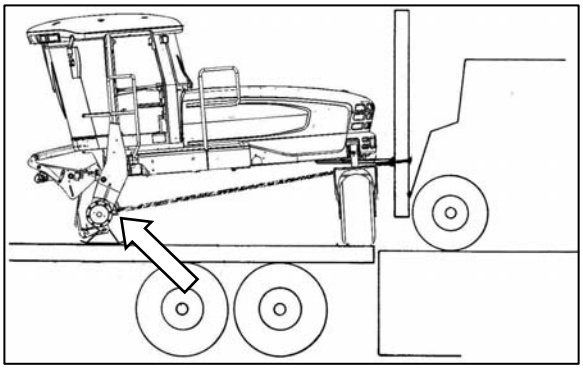
To obtain the forklift capacity at 48 inches (1220 mm), check with your forklift distributor.

CHAIN	
Type	Overhead Lifting Quality (1/2 inch)
Minimum Working Load	5000 lb (2270 kg)

a. Position rear of trailer against unloading dock that is the same height or slightly lower than the trailer bed.

b. Remove shipped parts from under windrower frame.

c. Set forklift tines to widest possible setting.



d. Position forklift up to rear of windrower, and place forks under the rear frame cross member.

e. Install chains from forklift mast to jacking brackets on both front legs of windrower.

f. Chains must be the same length.

CAUTION

The front legs rest on the trailer bed on skid shoes. Ensure there are no obstructions to prevent rearward sliding of the skid shoes and watch carefully that as unit is dragged, the skid shoes are not sliding sideways towards the edge of the trailer bed.

g. Drag windrower rearward off of carrier.

h. Remove chains, and back off the forklift.

i. Check windrower for shipping damage, and check shipment for missing parts.

II. METHOD 2

CAUTION

Equipment used for unloading must meet or exceed the requirements specified below. Using inadequate equipment may result in chain breakage, vehicle tipping or machine damage.

LIFTING VEHICLE	
Minimum Capacity *	11,000 lb (4994 kg)
Minimum Fork Length	78 in. (1981 mm)

* At 48 in. (1220 mm) from back end of forks.

IMPORTANT

Forklifts are normally rated for a load located 24 inches (610 mm) ahead of back end of the forks.

To obtain the forklift capacity at 48 inches (1220 mm), check with your forklift distributor.

WARNING

Be sure forks are secure before moving away from load. Stand clear when lifting.

a. Move trailer into position, and block trailer wheels.

b. Set forklift tines to the widest possible setting.

(continued next page)

c. Position forklift on left or right side of trailer, and position forks under windrower frame.

NOTE

Windrower center of gravity is approximately 55 inches (1397 mm) rearward of drive wheel center.

WARNING

Ensure forks project beyond far side of frame.

d. Lift until windrower is clear of trailer bed.

e. Slowly back forklift away from trailer until windrower is clear of trailer.

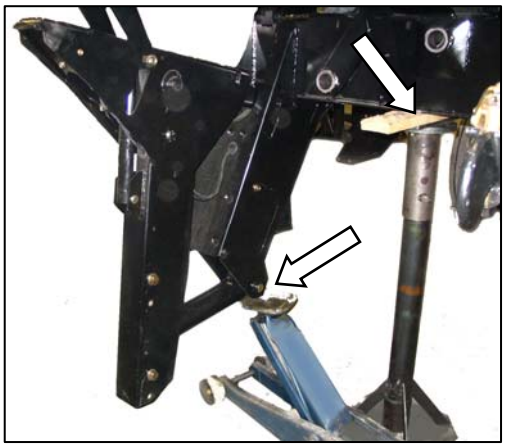
f. Lower unit slowly to the ground. If ground is soft, place wooden blocks under front shipping stands.

g. Back off forklift.

h. Check windrower for shipping damage, and check shipment for missing parts.

STEP 2. REPOSITION RH LEG

Only the right cab-forward leg requires repositioning from shipping to field configuration.

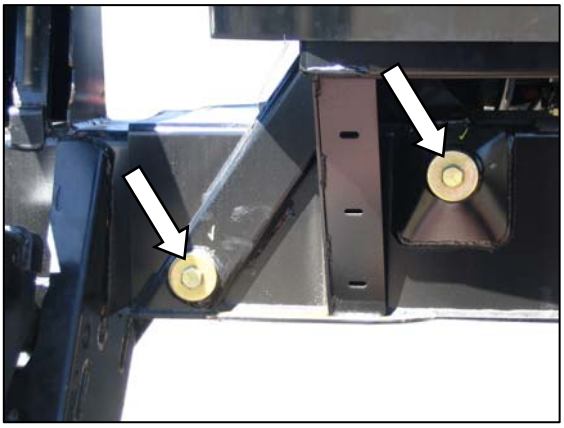


a. Support front of windrower with stand (or equivalent) so that the RH leg is off the ground.

b. Position jack under RH leg, and raise jack slightly to take some weight off leg.

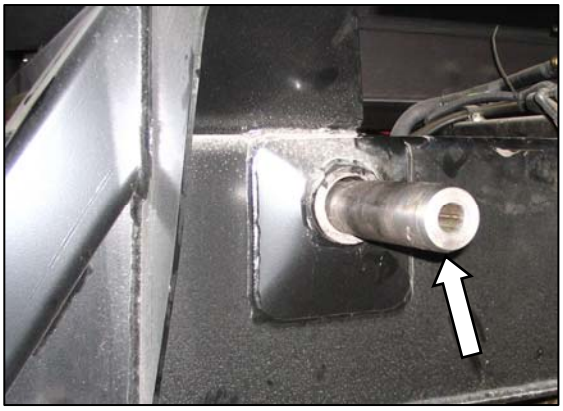
IMPORTANT

Removal of pins will be difficult if jack is **NOT** positioned to take weight off leg.



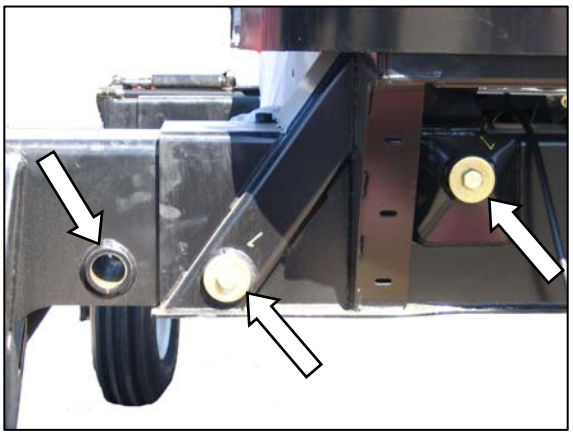
c. Remove two bolts, washers, and nuts from frame.

TOOL - B5442



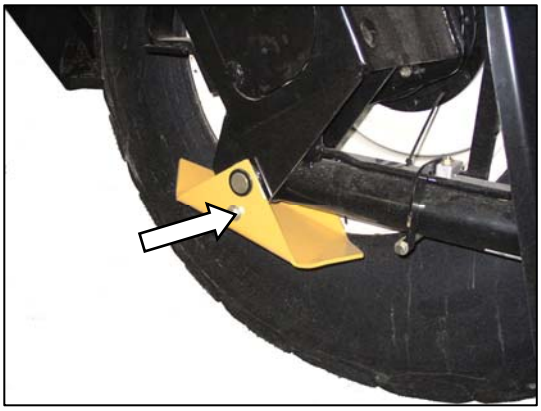
d. Adjust jack height while observing pin position in bore. When pin is loosest, tap out pin with hammer or use tool (shown at the bottom of the previous column) to extract pin.

e. Repeat above step for second pin.



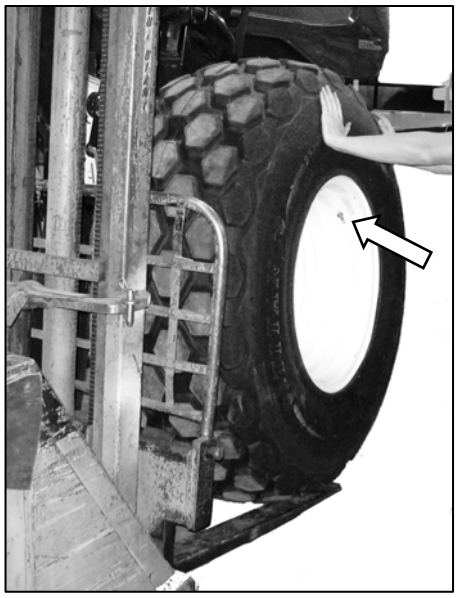
f. Move leg out to expose one hole.

g. Reinstall pins, and secure with bolts, washers, and nuts (not shown). Torque nuts to 100 ft·lbf (136 N·m).



h. Remove bolt and shipping skids from legs.

STEP 3. INSTALL FRONT WHEELS

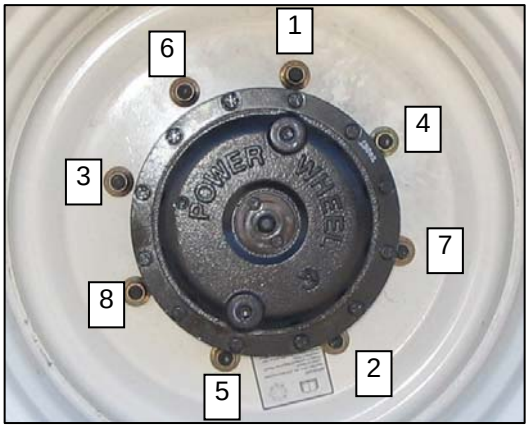


a. Position wheel against hub, so that that air valves are on the outside, and tire tread points forward.

   For Turf tires (diamond tread), be sure arrow on sidewall points in forward rotation.

b. Lift wheel on hub with a forklift (or equivalent). Lower forklift.

c. Rotate wheel to align holes with studs, and push wheel onto studs.



d. Install wheel nuts, and tighten to 220 ft·lbf (300 N·m) using the tightening sequence as shown above.

NOTE

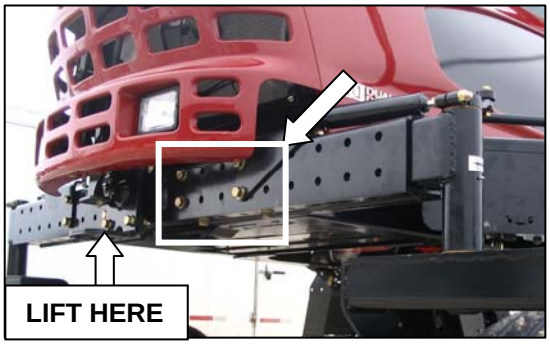
*To avoid damage to wheel disks, do **NOT** over-tighten wheel nuts.*

e. Repeat sequence three times.

IMPORTANT

After one hour of operation, re-torque wheel nuts as per steps d. and e. above. Repeat torquing procedure at one hour intervals of operation until two consecutive checks produce no movement of the nuts.

STEP 4. REPOSITION CASTER WHEELS

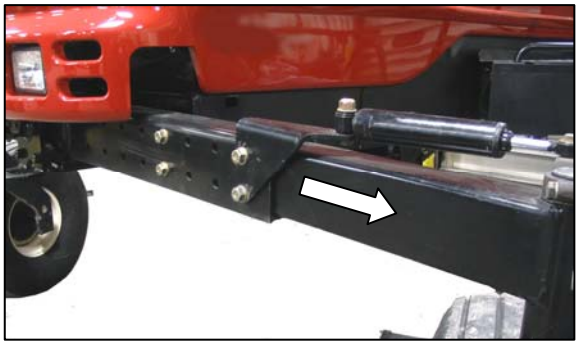


a. Raise rear of windrower slightly so that most of the weight is off the casters, using a jack or other lifting device under the frame where shown.

NOTE

Lifting device should have a lifting capacity of at least 5000 lb. (2270 kg).

b. Remove six bolts (four on backside, two on underside), and washers from left and right side of walking beam.



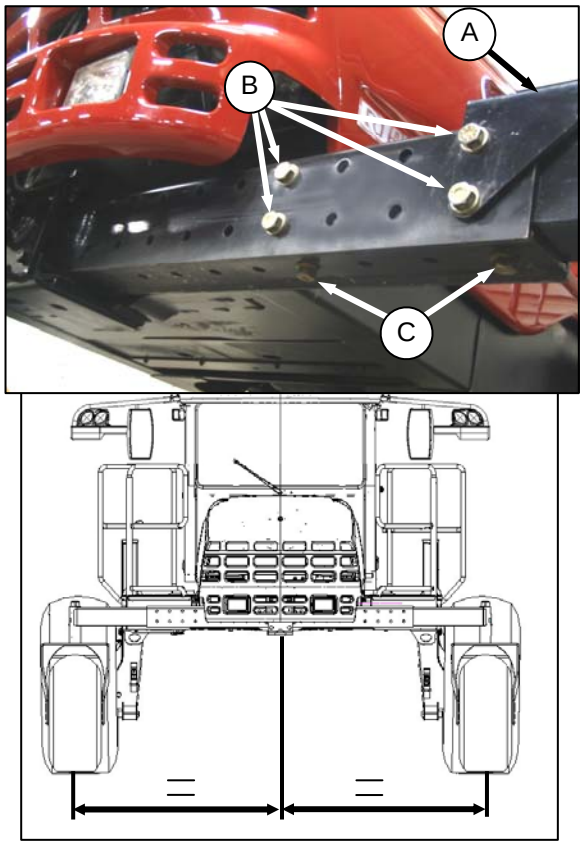
c. Slide extensions outboard equal amounts, and align holes at desired location.

NOTE

Use the caster wheels to assist in moving the axle by rotating the caster so that wheel is parallel to the axle.

IMPORTANT

Caster wheels must be equi-distant from center of windrower.



WIDEST TREAD WIDTH SHOWN

d. Position bracket (A), and install bolts (B). The two shorter bolts are installed at the back inboard locations.

e. Install bottom bolts (C).

f. Tighten bolts as follows:

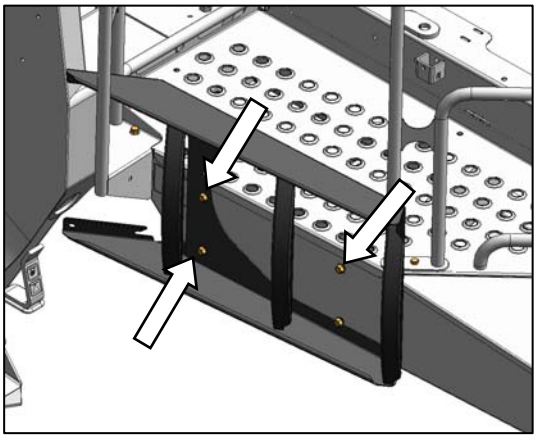
   1. Snug bottom bolts (C).
   2. Tighten and torque back bolts (B) to 330 ft·lbf (447 N·m).
   3. Tighten and torque bottom bolts (C) to 330 ft·lbf (447 N·m).

g. Lower windrower to ground.

IMPORTANT

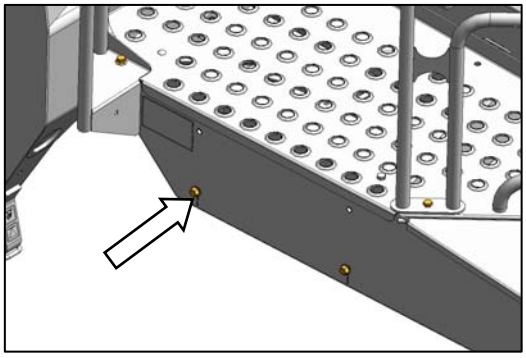
Re-torque bolts after first 5, and 10 hours of operation.

STEP 5. INSTALL STEPS



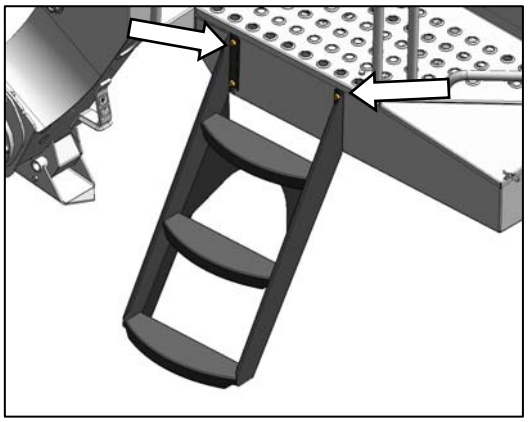
a. Remove two bolts securing steps to platform, and remove steps.

b. Remove the one existing upper bolt.



c. Reinstall one bolt in lower hole in platform. Do **NOT** thread in fully.

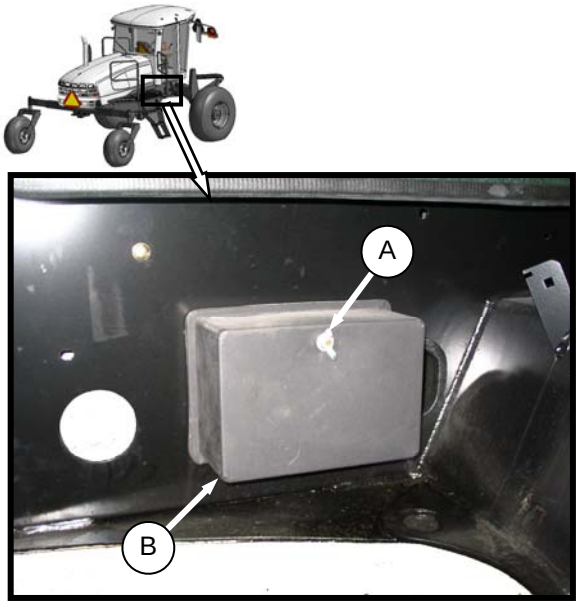
d. Hang step assembly on bolts. Back off bolts if required.



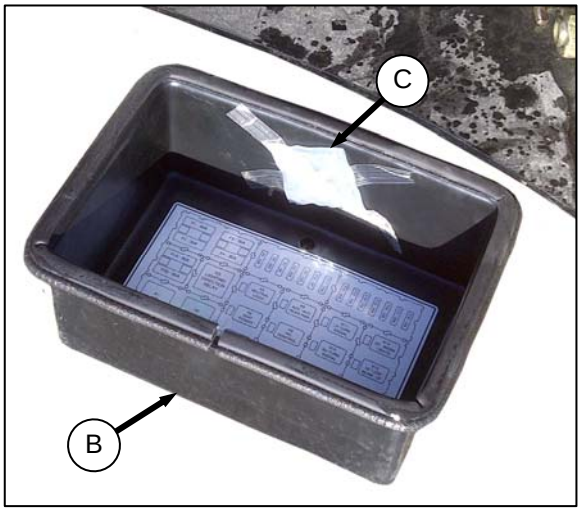
e. Install two remaining bolts in upper holes in step, and tighten.

f. Repeat for other step assembly.

STEP 6. UNPACK IGNITION KEYS



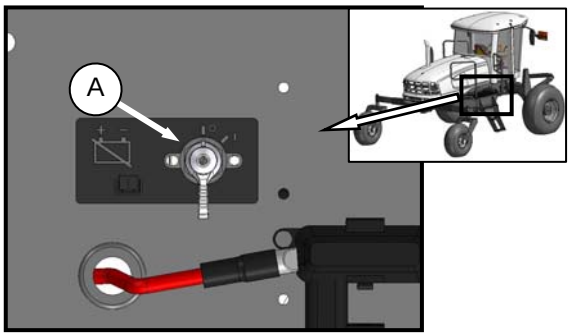
a. Remove wing nut (A) from fuse box cover (B), and remove cover.



b. Remove tape and keys (C) from inside cover (B). Discard tape.
c. Unlock cab doors, and place key on console.
d. Close cab doors.
e. Reinstall cover (B) with wing nut (A).

STEP 7. CONNECT BATTERIES

a. Open right hand (cab-forward) maintenance platform.

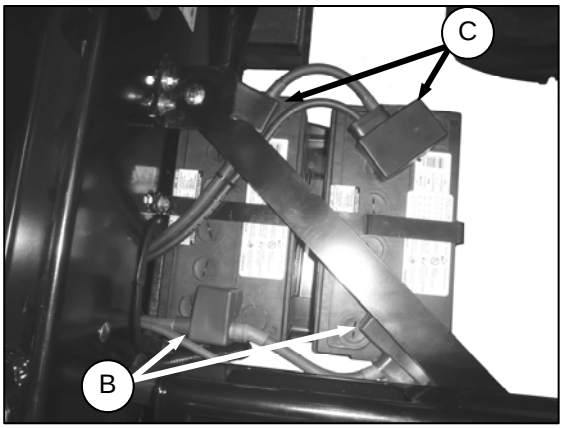


b. The battery main disconnect switch (A) is located on the RH frame rail beside the batteries. Ensure battery switch (A) is switched to POWER OFF position.

c. Remove cable ties securing battery cables to battery clamp.

IMPORTANT

BATTERY IS NEGATIVE GROUNDED. Always connect red starter cable to the positive (+) terminal of battery and black ground cable to negative (-) terminal of battery. Reversed polarity in battery or alternator may result in permanent damage to electrical system.



d. Remove plastic caps from battery posts.

NOTE

Ensure that batteries are positioned so that the positive posts (B) face aft.

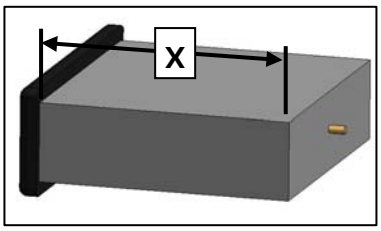
e. Attach positive (red) cable terminals to positive post (B) on batteries, and tighten. Reposition plastic covers onto clamps.

f. Attach negative (black) cable terminals to negative post (C) on batteries, and tighten clamps.

g. Turn battery switch (A) to POWER ON position.

h. Move platform back to closed position.

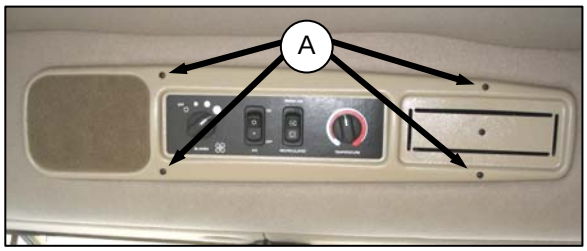
STEP 8. INSTALL AM/FM RADIO



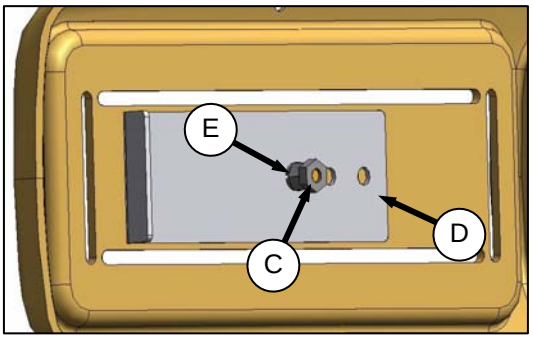
Provision has been made for installation of AM/FM radio. The mounting is designed to fit a DIN E style radio with a depth of **'X'** = 161 mm, and having a 5 mm threaded stud centered on the rear for support.

Adjustments can be made should the radio fall outside these parameters.

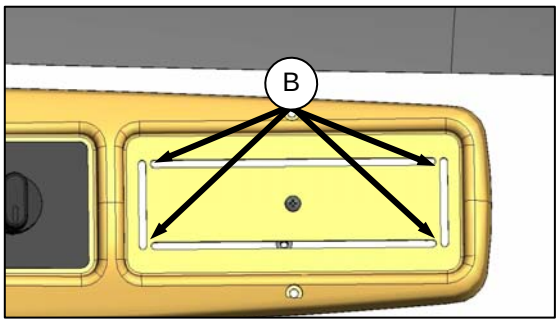
a. Ensure battery disconnect switch is turned to OFF position, and the ignition is turned to OFF position.



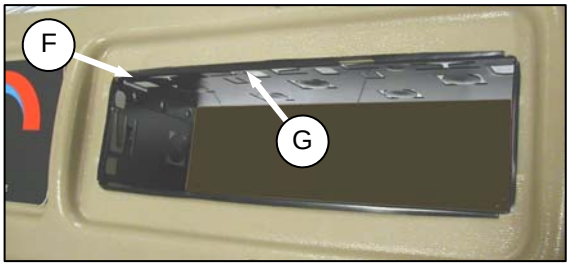
b. Remove radio panel by removing four screws (A).



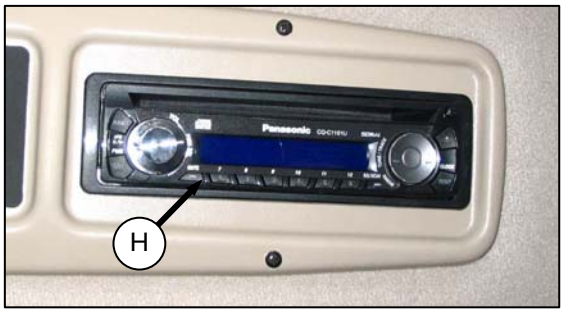
c. Remove screw and nut (C) to remove support (D) from panel. Retain metric nut (E) and lockwasher.



d. Remove the cut-out by cutting the tabs (B) in the panel. Remove sharp edges on panel.



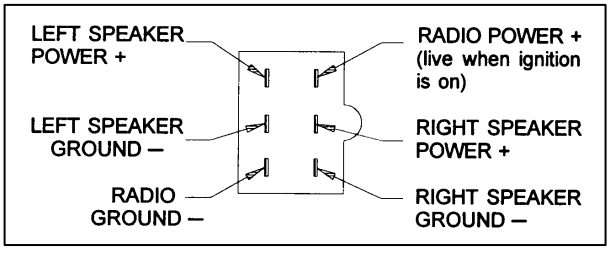
e. Locate receptacle (F) (supplied with radio) in opening, and secure by bending tabs (G) on receptacle against panel.



f. Insert radio into receptacle, and attach radio bezel. Ensure radio locks into position, and faceplate (H) is against the panel.

g. A six-pin connector for the radio is included in the wiring harness.

In order to mate properly with this connector, the radio must have a six-pin connector (Packard #2977042), and have a terminal arrangement as follows:



(continued next page)

h. Attach two additional wires in the wiring harness to the radio:
   1. **Circuit 503:** Red with 1/4 in. female blade terminal. This is a live wire provided for powering a radio clock/memory (if these exist on your radio).
   2. **Circuit 315:** Black ground wire attaches to radio body.

i. Plug cable from antenna into radio.

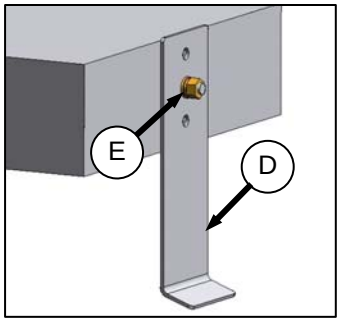
NOTE

An approved radio package is available from Radio Engineering Industries (REI) of Omaha, Nebraska.

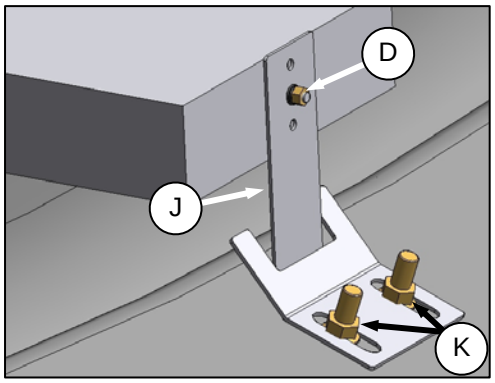
j. Attach stud (supplied with radio) to center rear of radio.

k. Attach support (D) to stud on back of radio chassis with lock washer and metric nut (E) that were supplied with the support.

   Support can be attached to chassis in multiple locations to allow for proper mounting of radio.

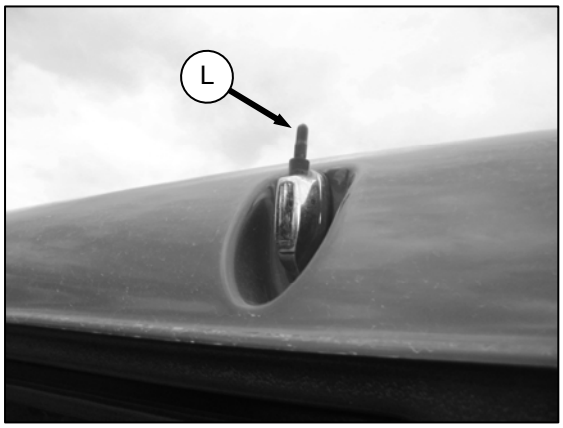


l. Reinstall radio panel with original screws.



m. Adjust bracket (J) if necessary by loosening nuts (K) to allow radio to slide into opening, and securely capture support (D). Retrieve antenna from inside cab and remove protective cover from base end.

n. Retrieve antenna from inside cab and remove protective cover from base end.



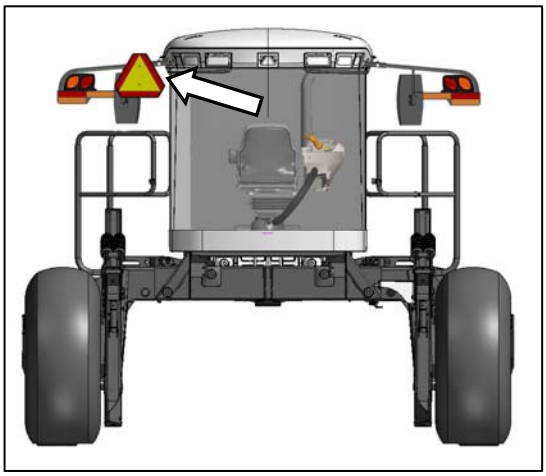
o. Remove protective cover (L) from antenna mount on cab roof and thread antenna onto base until hand-tight.

NOTE

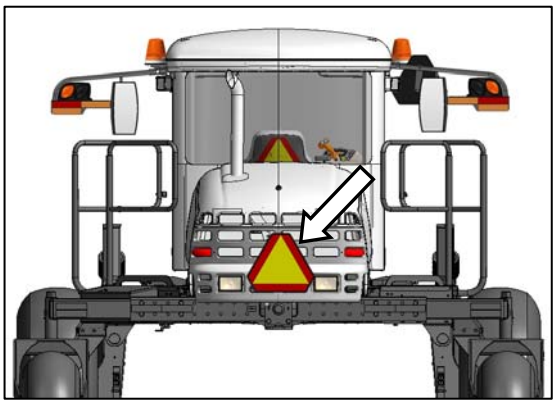
Store protective cover in cab to protect antenna mount if antenna needs to be removed.

p. Turn ignition key to ACC, switch radio ON, and check operation in accordance with instructions supplied with the radio.

STEP 9. INSTALL SLOW MOVING VEHICLE (SMV) SIGN



ENGINE - FORWARD



WITH LIGHT KIT:
CAB-FORWARD

a. Install SMV sign (shipped in cab) on windrower in accordance with instructions supplied with the sign.

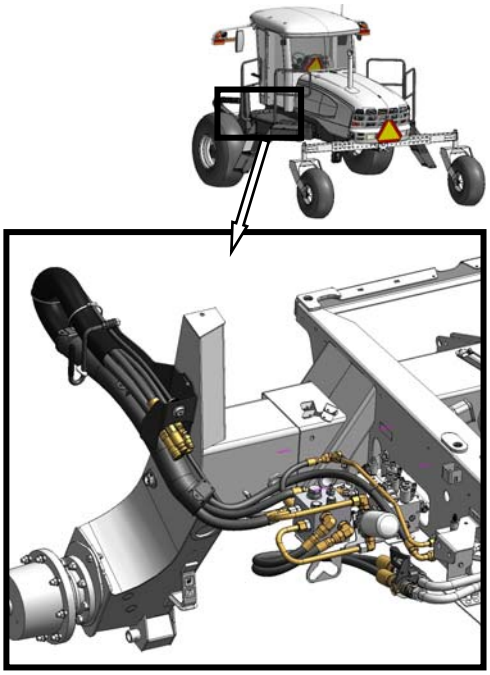
b. The SMV signs must be visible when travelling on the road.

STEP 10. ATTACH HEADER

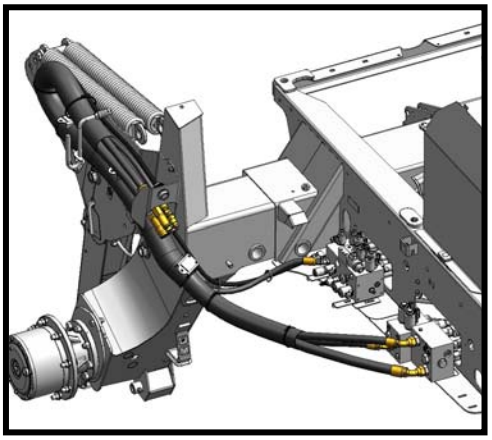
A. HEADER ATTACHMENT: D SERIES

I. CONFIGURE HYDRAULICS

M205 and M155 windrowers must be fitted with a draper drive basic kit and a completion kit to operate the D-Series draper headers.



DRAPER HEADER HYDRAULICS FOR M205



DRAPER HEADER HYDRAULICS FOR M155

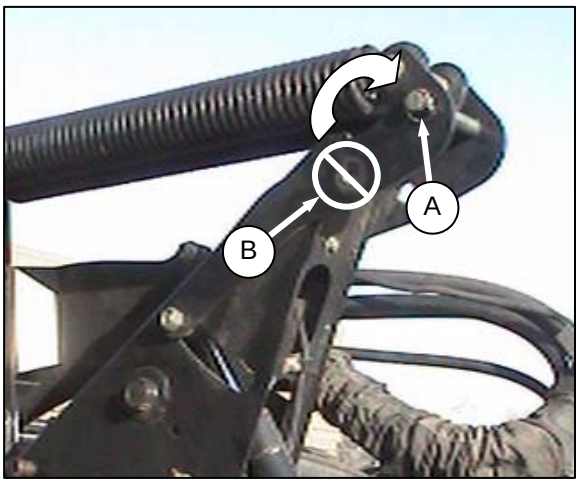
DRAPER HEADER REEL HYDRAULICS

Windrowers equipped with D-Series hydraulics have four header drive hoses on the LH side, and up to five reel drive hoses on the RH side.

If necessary, obtain the following kits from your MacDon Dealer, and install them in accordance with the instructions supplied with the kits.

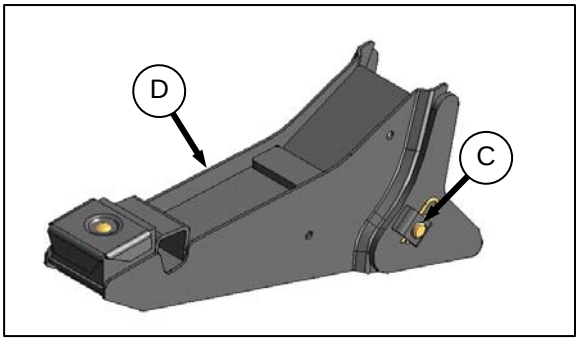
KIT DESCRIPTION	KIT NUMBER	
	M205	M155
Base Kit	MD #B5491	MD #B5577
Completion	MD #B5496	---

II. ATTACH HEADER BOOTS



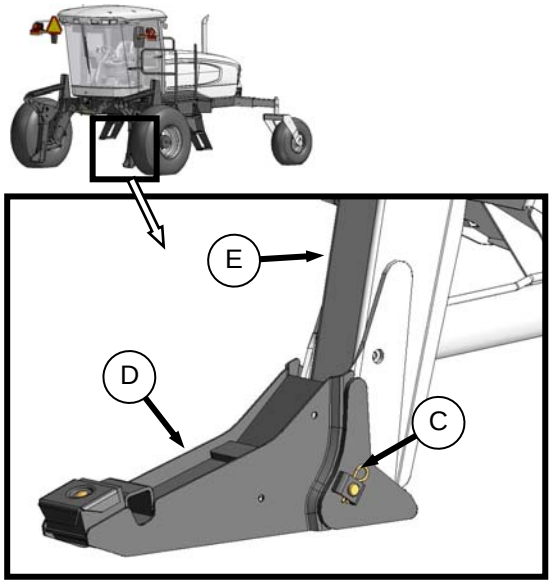
IMPORTANT

To prevent damage to the lift system when lowering header lift linkages without a header or weight box attached to windrower, ensure that float engagement pin is installed in storage location (A), and **NOT** installed at hole location (B).



If not installed, attach draper header boots (supplied with header) to windrower lift linkage as follows:

a. Remove pin (C) from boot (D).

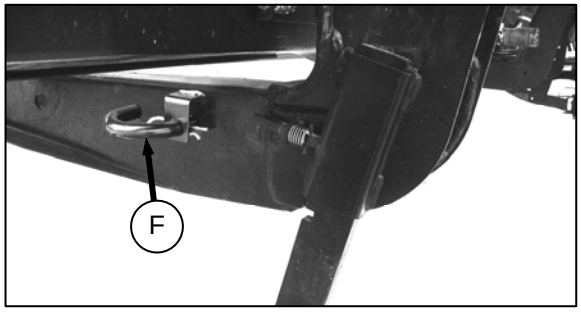


b. Locate boot (D) on lift linkage (E), and reinstall pin (C). Pin may be installed from either side of boot.

c. Secure pin (C) with hairpin.

d. Repeat for opposite side.

III. ATTACH HEADER



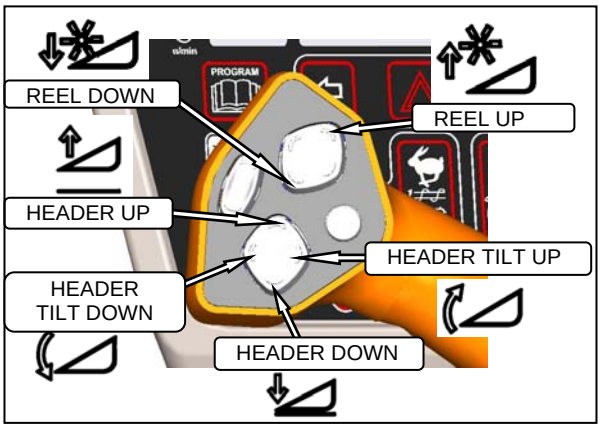
a. Remove hairpin on pins (F), and remove pins from header legs.

CAUTION

Check to be sure all bystanders have cleared the area.

IMPORTANT

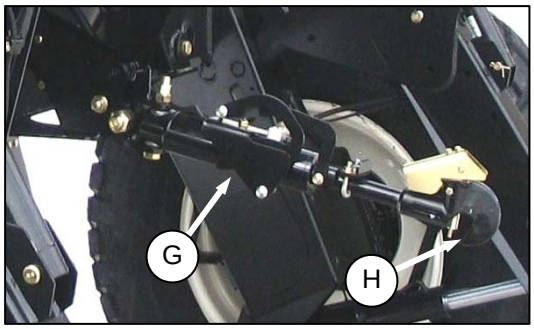
Remove protective cover from exhaust stack prior to starting engine.



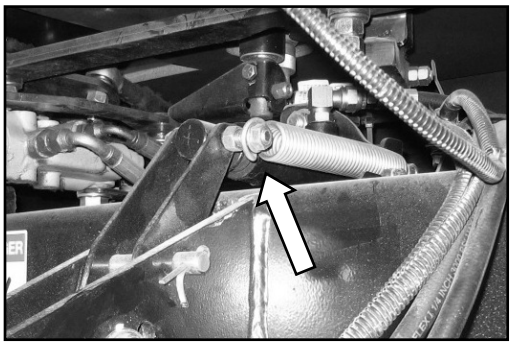
b. Start engine, and activate HEADER DOWN button on the GSL to fully retract header lift cylinders.

IMPORTANT

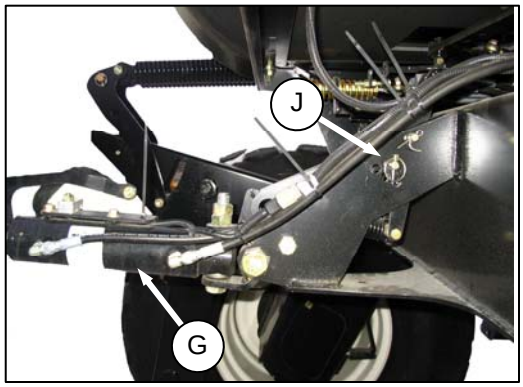
If the center-link is too low, it may contact the header as the windrower approaches the header for hook-up.



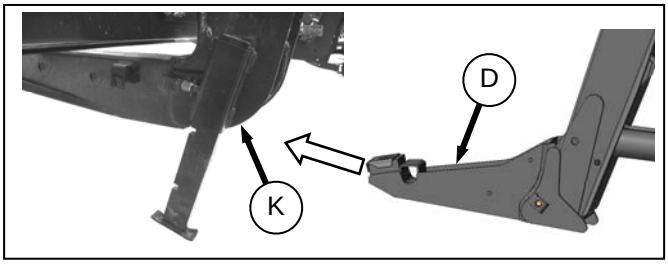
c. If necessary, adjust position of the hydraulic center-link (G) so that the hook (H) is above the attachment pin on the header by one of the following methods:



1. If the optional center-link self-alignment kit is installed, activate the REEL UP switch on the GSL to raise the center-link (G).



2. Without the self-alignment kit, re-locate the pin (J) at the frame linkage as required to raise the center-link (G).



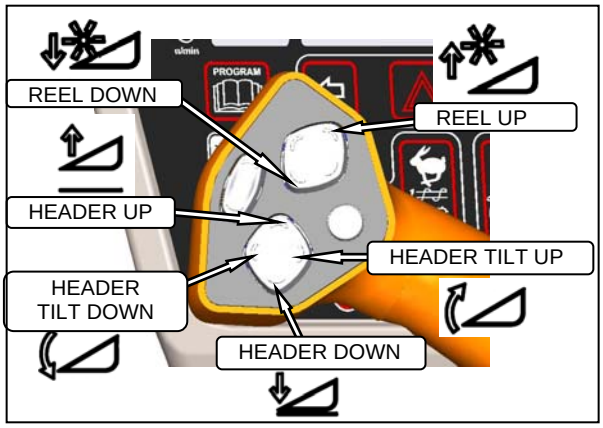
d. Slowly drive windrower forward so that boots (D) enter header legs (K). Continue to drive slowly forward until lift linkages contact support plates in the header legs, and header nudges forward.

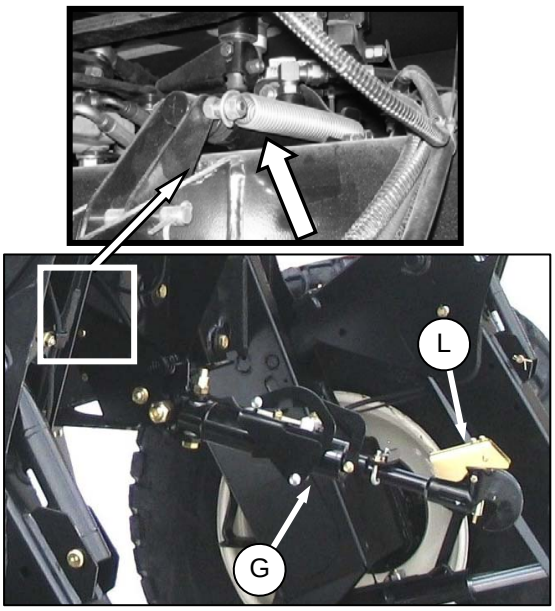
e. Ensure that lift linkages are properly engaged in header legs, contacting support plates.

(continued next page)

f. Connect center-link:

HYDRAULIC LINK WITH OPTIONAL SELF-ALIGNMENT KIT



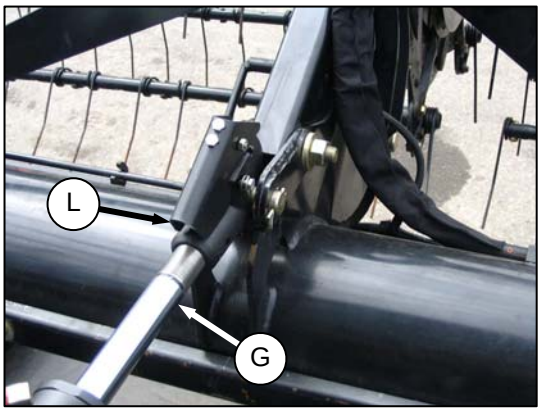


1. Adjust position of the center-link cylinder (G) with the REEL UP and REEL DOWN switches, and HEADER TILT switches on the GSL to position the hook above the header attachment pin.

   IMPORTANT

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

2. Lower center-link (G) onto the header with REEL DOWN switch until it locks into position (hook release (L) is down).



3. Check that center-link (G) is locked onto header by pressing the REEL UP switch on the GSL.
4. Proceed to step g. on next page.

HYDRAULIC LINK WITHOUT SELF-ALIGNMENT KIT (M205 STANDARD, M155 OPTIONAL)

1. Activate HEADER TILT cylinder switches on GSL to extend or retract center-link cylinder (G) so that the hook lines up with the header attachment pin.
2. Stop engine, and remove key from ignition.
3. Push down on rod end of link cylinder (G) until hook engages pin on header, and is locked.

   IMPORTANT

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

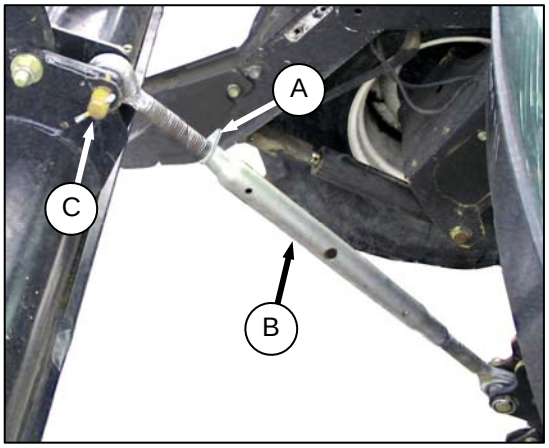
4. Check that center-link is locked onto header by pulling upward on rod end of cylinder.
5. Proceed to step g. on next page.

(continued next page)

MECHANICAL LINK (M155 OPTIONAL)

WARNING

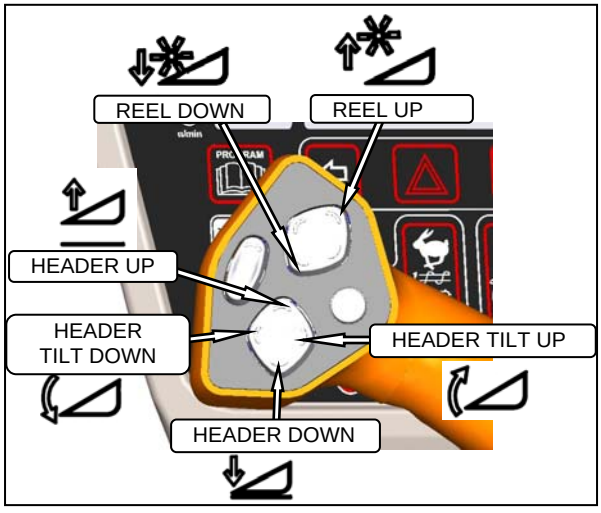
Stop windrower engine, and remove key before making adjustments to machine. A child or even a pet could engage the drive.



1. Stop engine, and remove key from ignition.
2. Loosen nut (A), and rotate barrel (B) to adjust length so that the link lines up with header bracket.
3. Install pin (C), and secure with cotter pin.
4. Adjust link to required length for proper header angle by rotating barrel (N). Tighten nut (M) against barrel. A slight tap with a hammer is sufficient.

CAUTION

Check to be sure all bystanders have cleared the area.



g. Start engine, and press HEADER UP switch to raise header to maximum height.

NOTE

*If one end of the header does **NOT** raise fully, the lift cylinders require re-phasing. If re-phasing is needed, proceed as follows:*

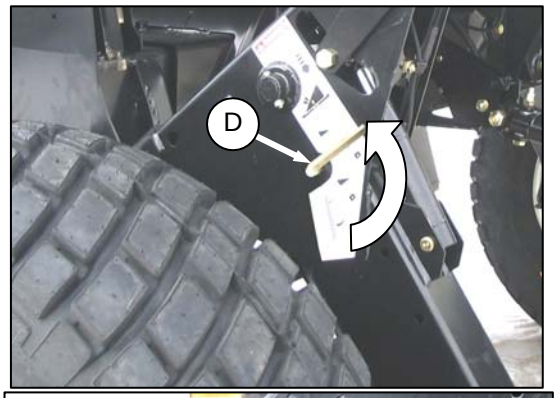
1. Press and hold the HEADER UP switch until both cylinders stop moving.
2. Continue to hold the switch for 3–4 seconds.
3. Cylinders are phased.

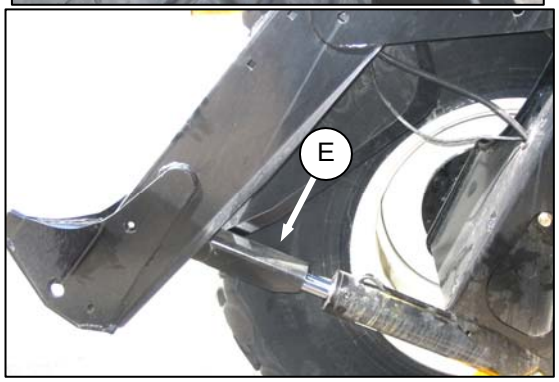
DANGER

To avoid bodily injury from fall of raised header, always engage header lift cylinder stops when working on or around raised header, and before going under header for any reason.

h. Cylinder stops are located on both header lift cylinders on the windrower. Engage lift cylinder stops on both lift cylinders as follows:

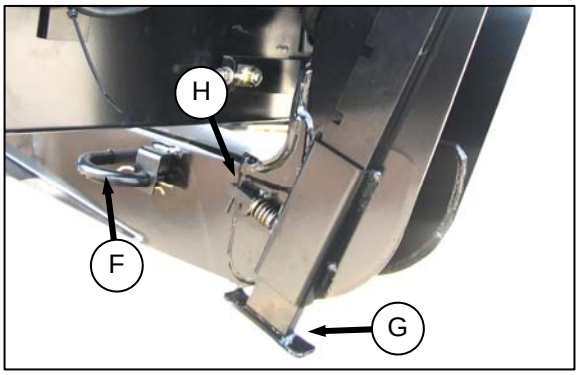
1. Stop engine, and remove key from ignition.





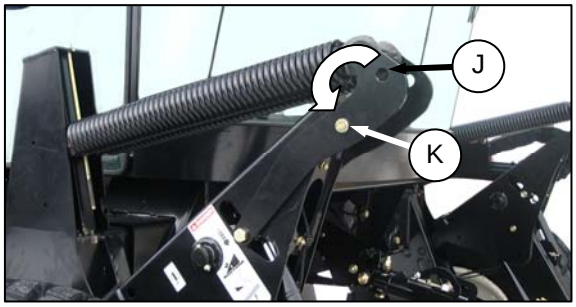
2. Pull lever (D), and rotate toward header to release and lower cylinder stop (E) onto cylinder.
3. Repeat for opposite lift cylinder.

(continued next page)

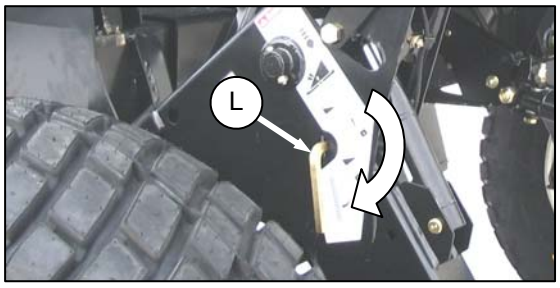


i. Install pin (F) through header leg, (engaging U-bracket in lift linkage) on both sides, and secure with hairpin.

j. Raise header stand (G) to storage position by pulling pin (H), and lifting stand into uppermost position. Release pin (H).



k. Remove pin from storage position (J) in linkage, and insert in hole (K) to engage float springs. Secure with hairpin.



l. Disengage lift cylinder stop by turning lever (L) downward to release and lower stop until lever locks into vertical position.

m. Repeat for opposite lift cylinder stop.

CAUTION

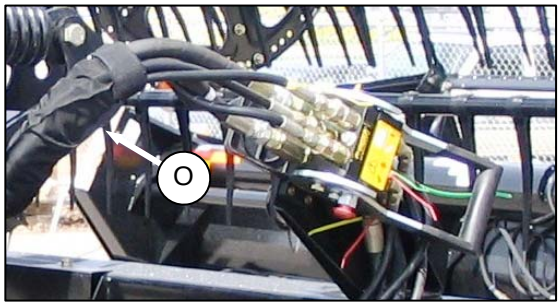
Check to be sure all bystanders have cleared the area.

n. Start engine, and activate HEADER DOWN switch on GSL to lower header fully. Stop engine, and remove key.

WARNING

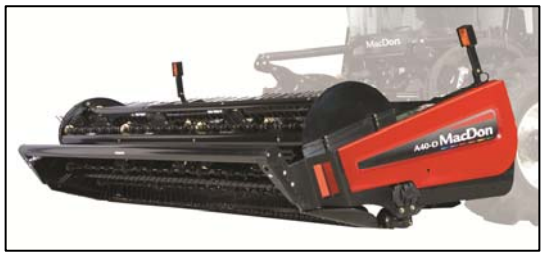
Stop windrower engine, and remove key before making adjustments to machine. A child or even a pet could engage the drive.

o. Connect header drive hoses (M) and electrical harness (N) to header. Refer to the Draper Header Operator's Manual.

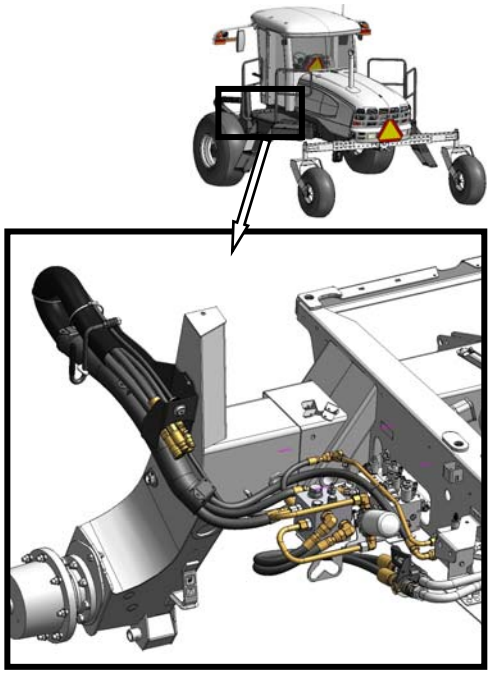


p. Connect reel hydraulics (O) at RH side of windrower. Refer to the Draper Header Operator's Manual.

B. HEADER ATTACHMENT: A SERIES



I. CONFIGURE HYDRAULICS



AUGER HEADER HYDRAULICS FOR M205

The M205 windrower must be fitted with an auger drive completion kit to operate the A-Series draper header.

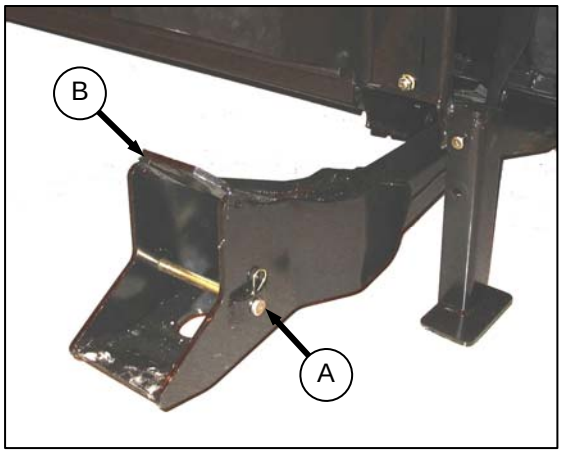
Windrowers equipped with A-Series hydraulics have four header drive hoses on the LH side.

If necessary, obtain the following kit from your MacDon Dealer, and install it in accordance with the instructions supplied in the kit.

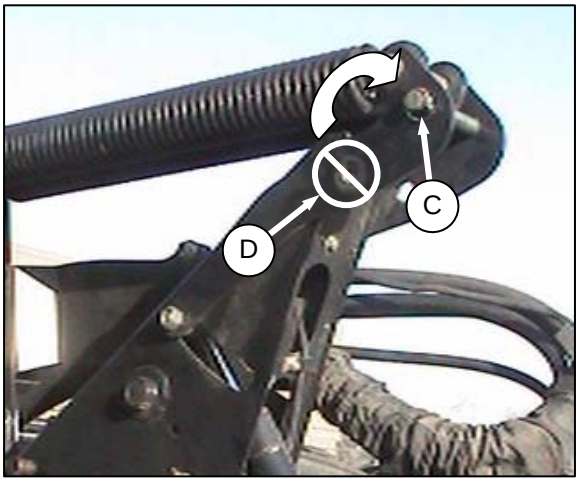
KIT DESCRIPTION	KIT NUMBER
Basic Drive	MD #B5491
Completion/Reverser	MD #B5492

The M155 is factory-equipped to run the A-Series auger headers.

II. ATTACH HEADER



a. Remove hairpin from pin (A), and remove pin from left and right header boots (B) on header.



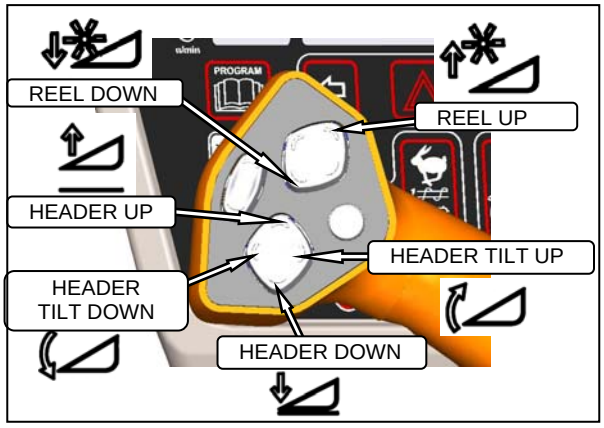
IMPORTANT

To prevent damage to the lift system when lowering header lift linkages without a header or weight box attached to windrower, ensure that float engagement pin is installed in storage location (C), and **NOT** installed at hole location (D).

(continued next page)

CAUTION

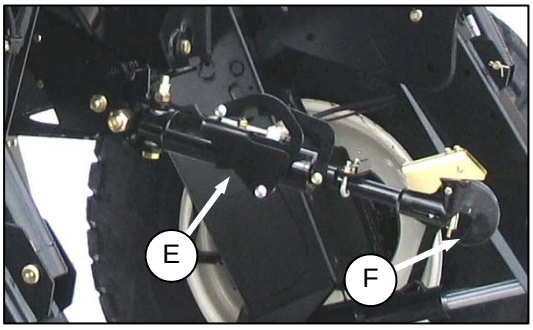
Check to be sure all bystanders have cleared the area.



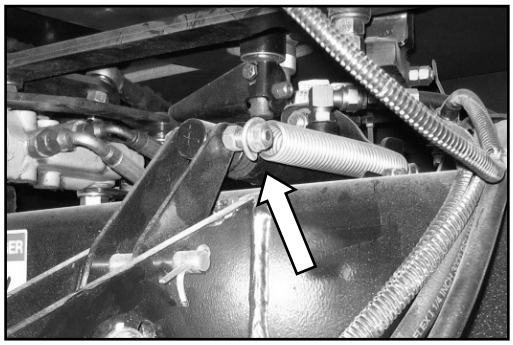
b. Start engine, and activate HEADER DOWN button on the GSL to fully retract header lift cylinders.

IMPORTANT

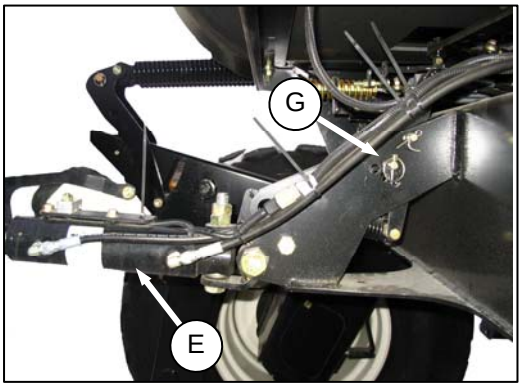
If the center-link is too low, it may contact the header as the windrower approaches the header for hook-up.



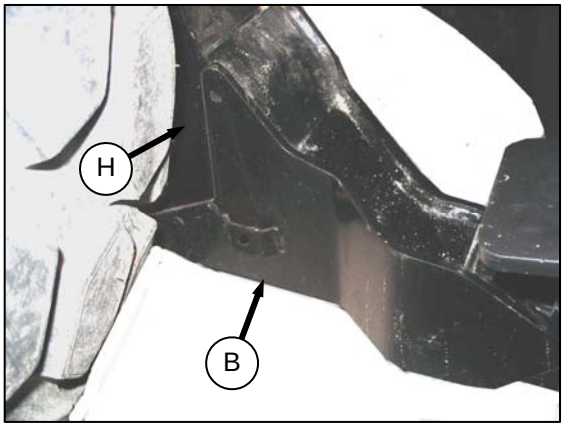
c. If necessary, adjust position of the hydraulic center-link (E) so that the hook (F) is above the attachment pin on the header by one of the following methods:



1. If the optional center-link self-alignment kit is installed, activate the REEL UP switch on the GSL to raise the center-link (E).



2. Without the self-alignment kit, re-locate the pin (G) at the frame linkage as required to raise the center-link (E).



d. Slowly drive windrower forward so that feet (H) on windrower enter boots (B) on the header. Continue to drive slowly forward until feet engage the boots, and header nudges forward.

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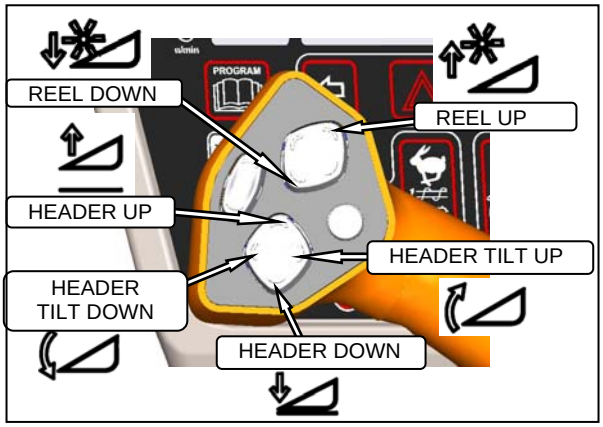
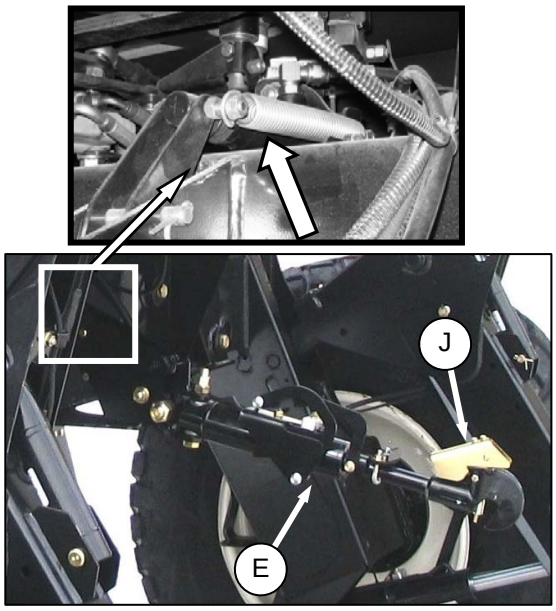
e. Connect center-link:

HYDRAULIC LINK WITH OPTIONAL SELF-ALIGNMENT KIT





1. Adjust position of the center-link cylinder (E) with the REEL UP and REEL DOWN switches, and HEADER TILT switches on the GSL to position the hook above the header attachment pin.

IMPORTANT

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

2. Lower the center-link onto the header with REEL DOWN switch until it locks into position (hook release (J) is down).
3. Check that center-link is locked onto header by pressing the REEL UP switch on the GSL.
4. Proceed to step g. on next page.

HYDRAULIC LINK WITHOUT SELF-ALIGNMENT KIT (M205 STANDARD, M155 OPTIONAL)

1. Activate HEADER TILT cylinder switches on GSL to extend or retract center-link cylinder (E) so that the hook lines up with the header attachment pin.
2. Stop engine, and remove key from ignition.
3. Push down on rod end of link cylinder (E) until hook engages pin on header, and is locked.

IMPORTANT

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

4. Check that the center-link is locked onto header by pulling upward on rod end of cylinder.
5. Proceed to step g. on next page.

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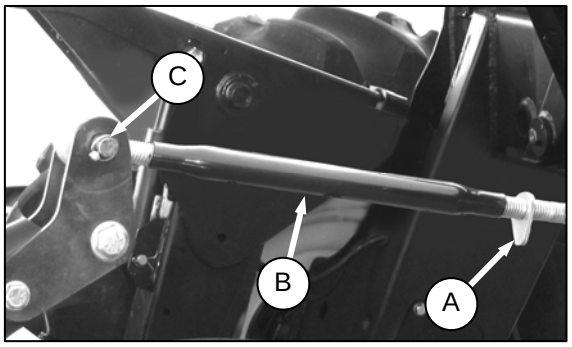
MECHANICAL LINK (M155 OPTIONAL)

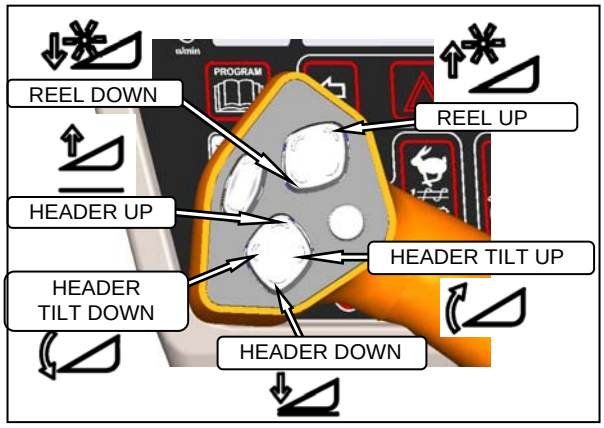
1. Stop engine, and remove key from ignition.



2. Loosen nut (A), and rotate barrel (B), to adjust length so that other end lines up with header bracket.
3. Install pin (C), and secure with cotter pins.
4. Adjust link to required length for proper header angle by rotating barrel (B). Tighten nut (A) against barrel. A slight tap with a hammer is sufficient.

CAUTION

Check to be sure all bystanders have cleared the area.



f. If engine is not running, start engine, and press HEADER UP switch to raise header to maximum height.

NOTE

If one end of the header does not raise fully, the lift cylinders require re-phasing. If re-phasing is needed, proceed as follows:

1. Press and hold HEADER UP switch until both cylinders stop moving.
2. Continue to hold the switch for 3–4 seconds.
3. Cylinders are phased.

WARNING

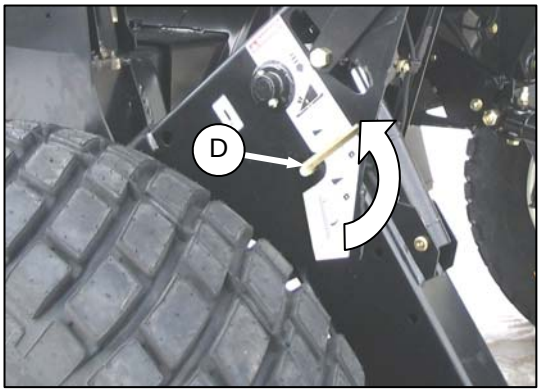
Stop windrower engine, and remove key before making adjustments to machine. A child or even a pet could engage the drive.

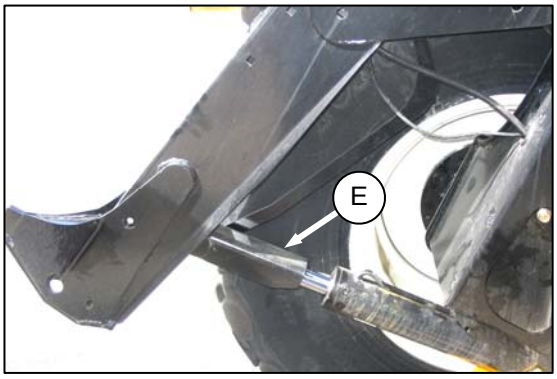
DANGER

To avoid bodily injury from fall of raised header, always engage header lift cylinder stops when working on or around raised header, and before going under header for any reason.

g. Cylinder stops are located on both header lift cylinders on the windrower. Engage lift cylinder stops on both lift cylinders as follows:

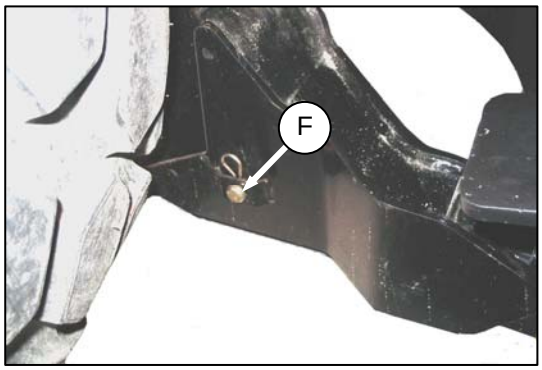
1. Stop engine, and remove key from ignition.





2. Pull lever (D), and rotate toward header to release and lower cylinder stop (E) onto cylinder.
3. Repeat for opposite lift cylinder.

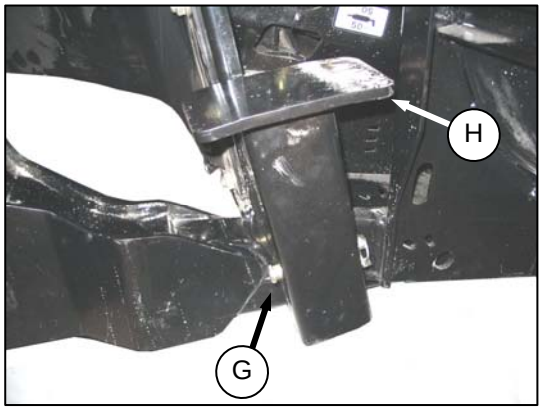
(continued next page)



h. Install pin (F) through each boot and foot, and secure with hairpin.

IMPORTANT

Ensure pin (F) is fully inserted, and hairpin is installed behind bracket.

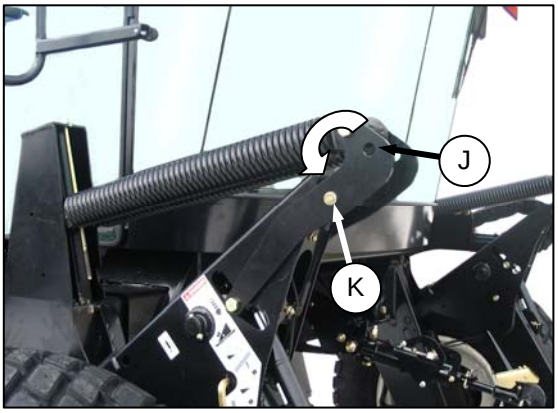


i. Remove lynch pin from pin (G) in stand (H).

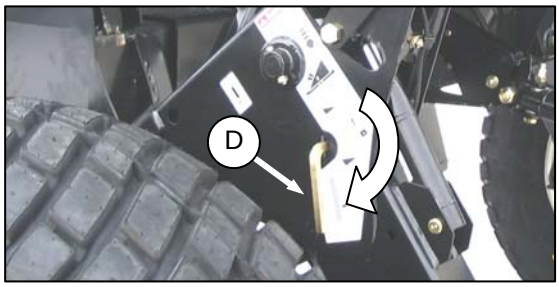
j. Hold stand (H), and remove pin (G).

k. Reposition stand to storage position by inverting stand, and re-locating on bracket as shown

l. Re-insert pin (G), and secure with lynch pin.



m. Remove pin (J) from storage position in linkage, and insert in hole (K) to engage float springs. Secure with lynch pin.

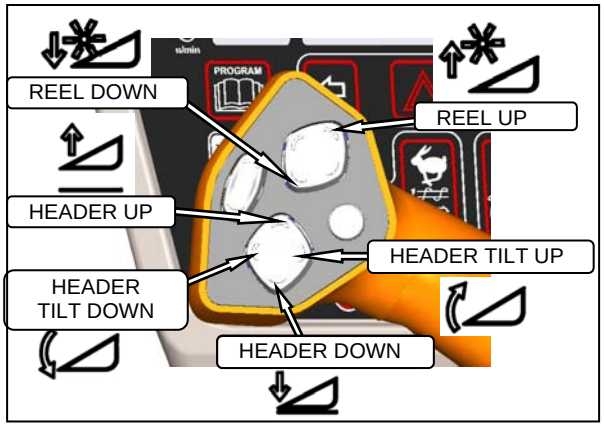


n. Disengage lift cylinder stop by turning lever (D) downward to raise stop until lever locks into vertical position.

o. Repeat for opposite cylinder stop.

CAUTION

Check to be sure all bystanders have cleared the area.



p. Start engine, and activate HEADER DOWN switch on GSL to lower header fully.

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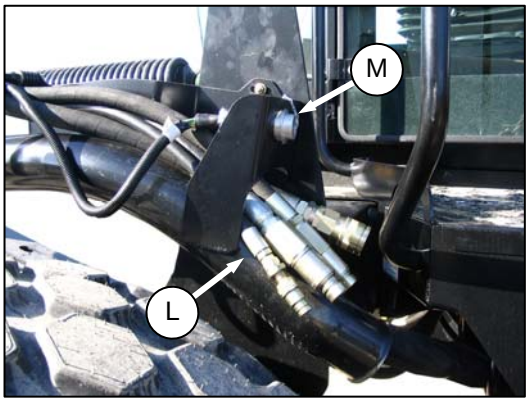
WARNING

Stop windrower engine, and remove key before making adjustments to machine. A child or even a pet could engage the drive.

q. Stop engine, and remove key.



r. Connect header drive hydraulics (L) and electrical harness (M) to header. Refer to Auger Header Operator's Manual.

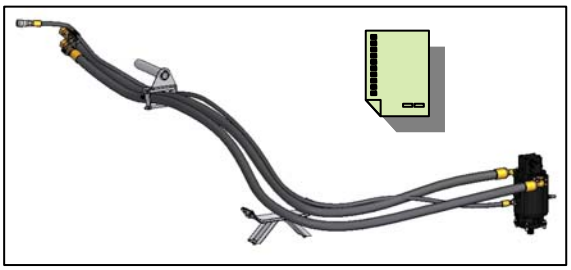
C. HEADER ATTACHMENT: R SERIES

I. CONFIGURE HYDRAULICS

M205

The M205 is factory-equipped with hydraulics and connections to run the R-Series Rotary Disc headers.

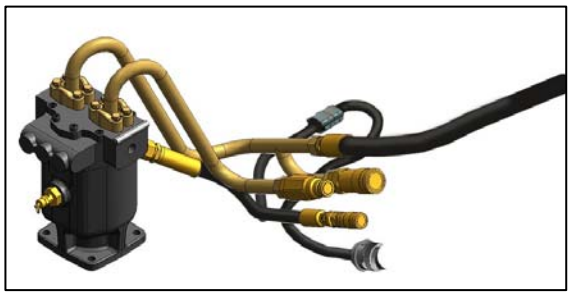
R85 16 and 19 FT headers are factory-equipped with hydraulic connections for attachment to the M205 windrower.



KIT MD #B5456

13 FT R80 and R85 headers need to be equipped with Kit MD #B5456 (motor and hoses).

M155

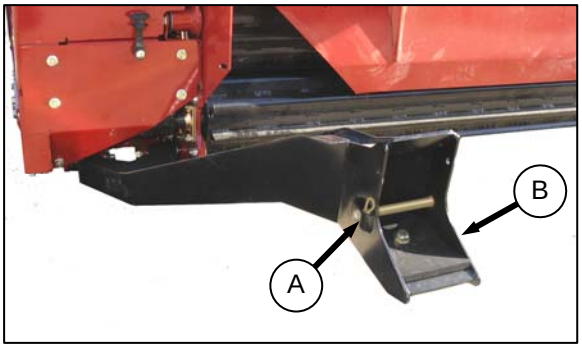


KIT MD #B5510

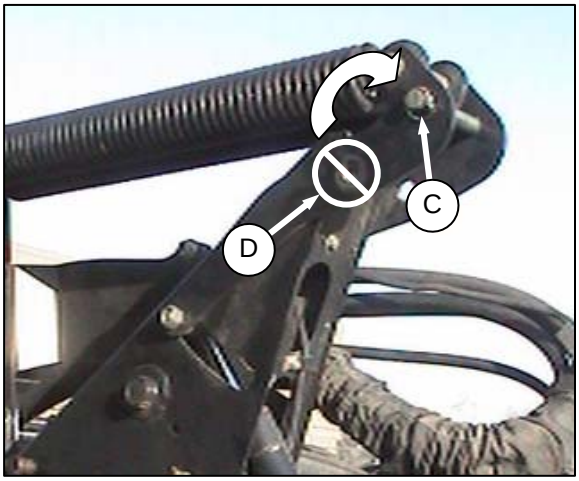
The M155 windrower operates **ONLY** the R85 and R80 13 FT headers, and these headers need to be equipped with Kit MD #B5510 (motor and hoses).

To operate these headers, the M155 windrower requires the installation of hydraulic valve Kit MD #B4657.

II. ATTACH HEADER



a. Remove hairpin from pin (A), and remove pin from on left and right header boots (B) on header.



IMPORTANT

To prevent damage to the lift system when lowering header lift linkages without a header or weight box attached to windrower, ensure that float engagement pin is installed in storage location (C), and **NOT** installed at hole location (D).

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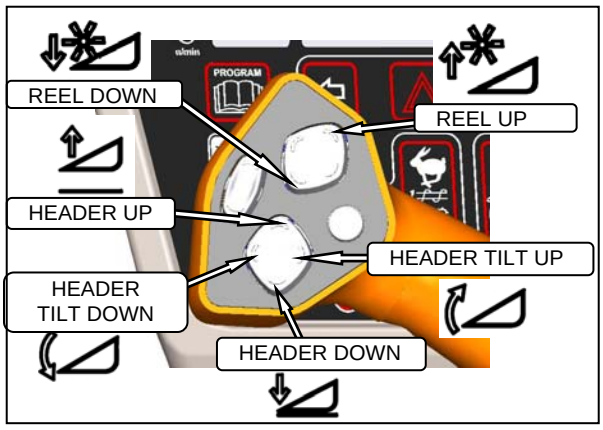
CAUTION

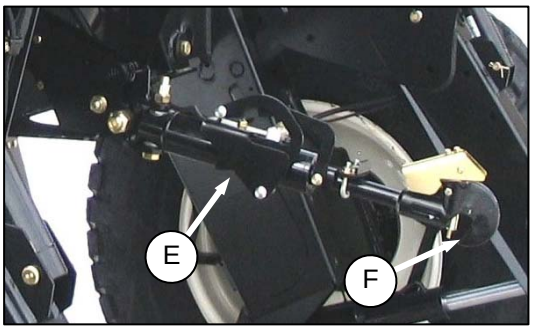
Check to be sure all bystanders have cleared the area.



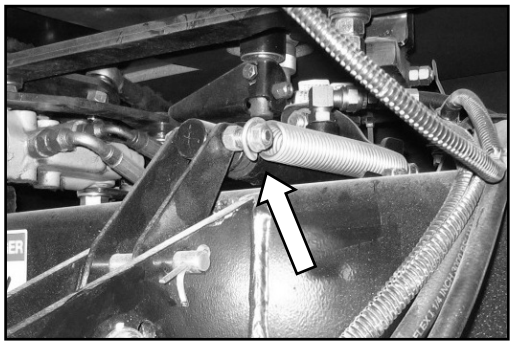
b. Start engine, and activate HEADER DOWN button on the GSL to fully retract header lift cylinders.

IMPORTANT

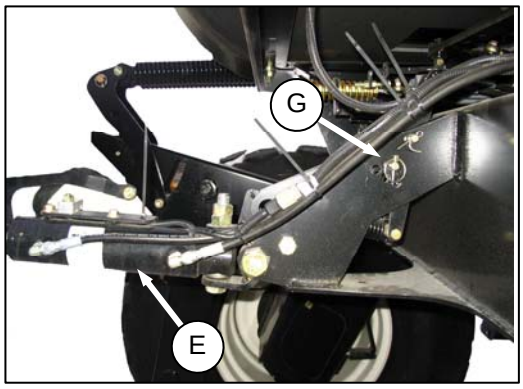
If the center-link is too low, it may contact the header as the windrower approaches the header for hook-up.

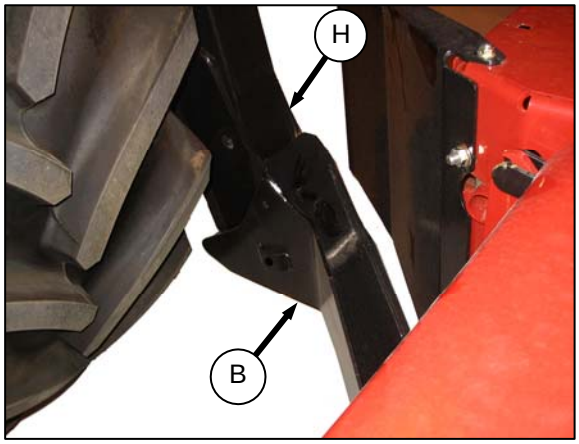


c. If necessary, adjust position of the hydraulic center-link (E) so that the hook (F) is above the attachment pin on the header by one of the following methods:



1. If the optional center-link self-alignment kit is installed, activate the REEL UP switch on the GSL to raise the center-link (E).





2. Without the self-alignment kit, re-locate the pin (G) at the frame linkage as required to raise the center-link (E).

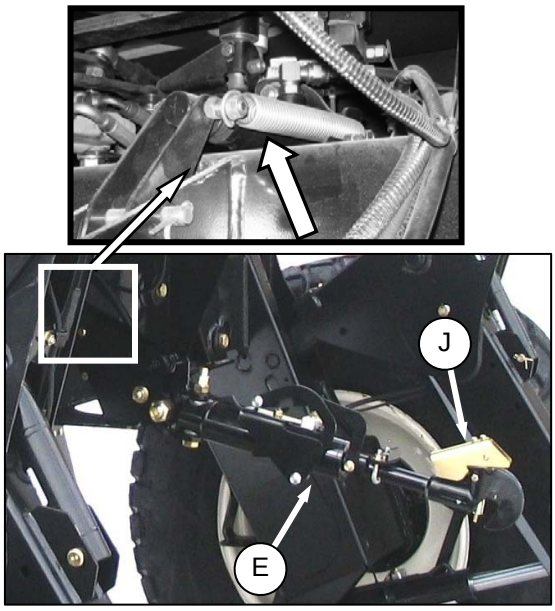
d. Slowly drive windrower forward so that feet (H) on windrower enter boots (B) on the header.

e. Continue to drive slowly forward until feet engage the boots, and header nudges forward.

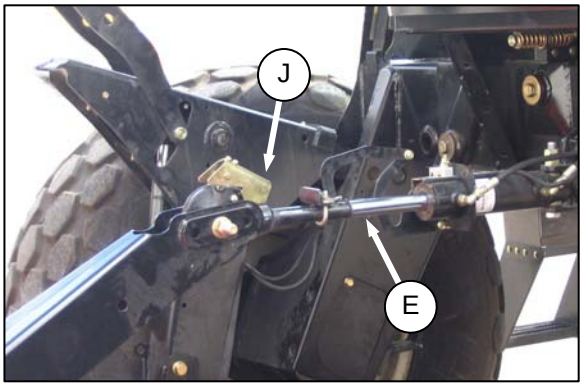
(continued next page)

f. Connect center-link:

HYDRAULIC LINK WITH OPTIONAL SELF-ALIGNMENT KIT



1. Adjust position of the center-link cylinder (E) with the REEL UP and REEL DOWN switches, and HEADER TILT switches on the GSL to position the hook above the header attachment pin.



IMPORTANT

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

2. Push the REEL DOWN switch on the GSL to lower the center-link onto the header until it locks into position (release (J) is down).
3. Check that center-link is locked onto header by pressing the REEL UP switch on the GSL.
4. Proceed to step g. on next page.

HYDRAULIC LINK WITHOUT SELF-ALIGNMENT KIT (M205 STANDARD, M155 OPTIONAL)

1. Activate HEADER TILT cylinder switches on GSL to extend or retract center-link cylinder (E) so that the hook lines up with the header attachment pin.
2. Stop engine, and remove key from ignition.
3. Push down on rod end of link cylinder (E) until hook engages pin on header, and is locked.

IMPORTANT

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

4. Check that center-link is locked onto header by pulling upward on rod end of cylinder.
5. Proceed to step g. on next page.

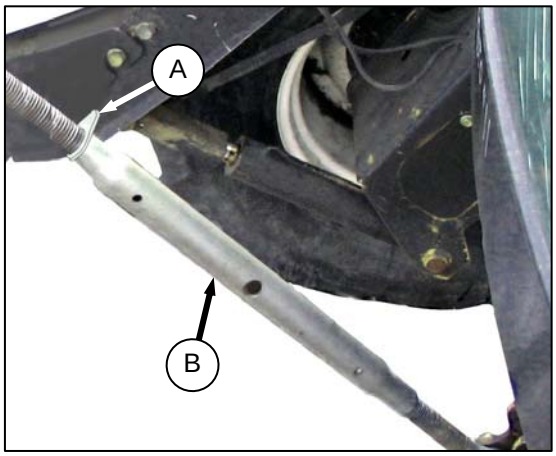
(continued next page)

MECHANICAL LINK (M155 OPTIONAL)

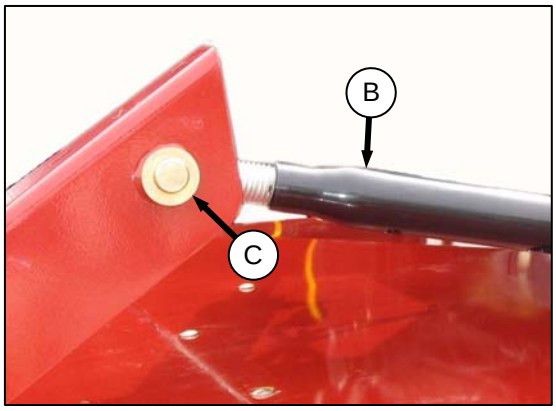
WARNING

Stop windrower engine, and remove key before making adjustments to machine. A child or even a pet could engage the drive.

1. Stop engine, and remove key from ignition.



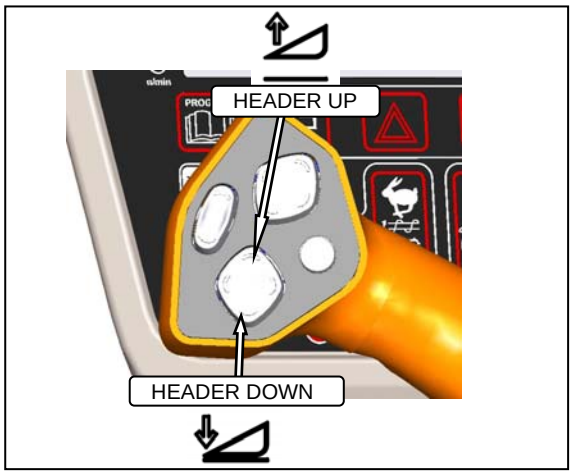
2. Loosen nut (A), and rotate barrel (B), to adjust length so that other end lines up with header bracket.



3. Install clevis pin (C), and secure with cotter pin.
4. Adjust link to required length for proper header angle by rotating barrel (B). Tighten nut (A) against barrel. A slight tap with a hammer is sufficient.

CAUTION

Check to be sure all bystanders have cleared the area.



g. Start engine (if not running), and press HEADER UP switch to raise header to maximum height.

NOTE

If one end of the header does not raise fully, the lift cylinders require re-phasing. If re-phasing is needed, proceed as follows:

1. Press and hold HEADER UP switch until both cylinders stop moving.
2. Continue to hold the switch for 3–4 seconds.
3. Cylinders are phased.

(continued next page)

DANGER

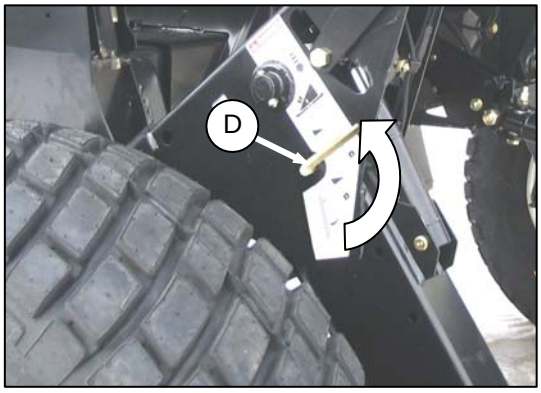
To avoid bodily injury from fall of raised header, always engage header lift cylinder stops when working on or around raised header, and before going under header for any reason.

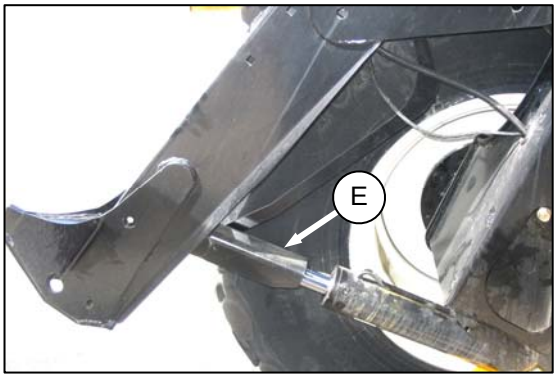
h. Cylinder stops are located on both header lift cylinders on the windrower. Engage lift cylinder stops on both lift cylinders as follows:

WARNING

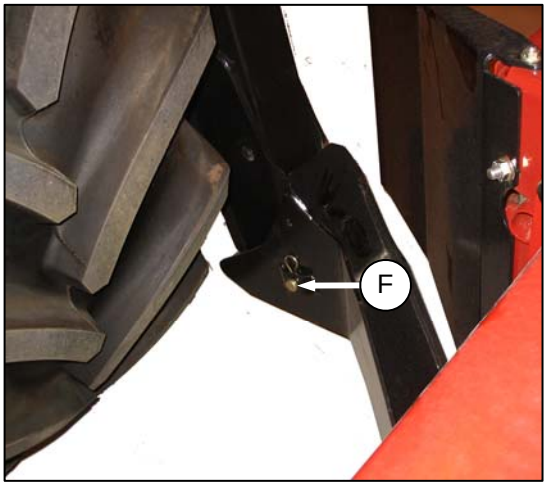
Stop windrower engine, and remove key before making adjustments to machine. A child or even a pet could engage the drive.

1. Stop engine, and remove key from ignition.





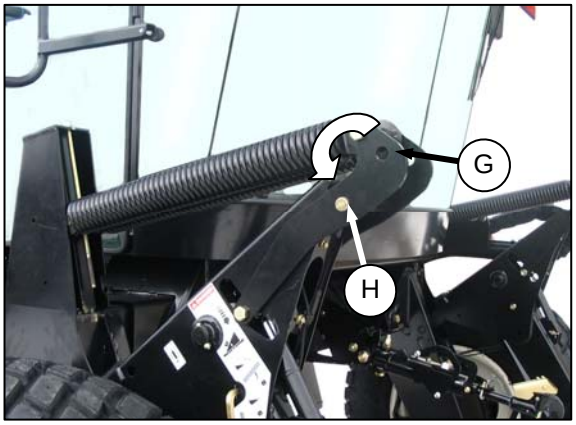
2. Pull lever (D), and rotate toward header to release and lower cylinder stop (E) onto cylinder.
3. Repeat for opposite lift cylinder.



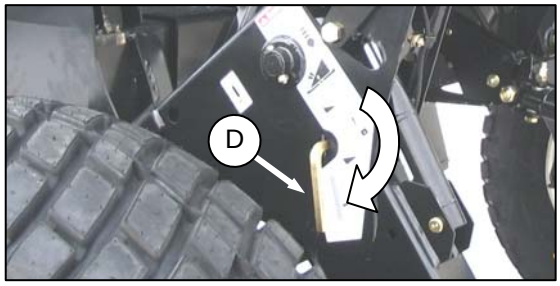
i. Install pin (F) through each boot and foot, and secure with hairpin.

IMPORTANT

Ensure pin (F) is fully inserted, and hairpin is installed behind bracket.



j. Remove pin (G) from storage position in linkage, and insert in hole (H) to engage float springs. Secure with hairpin.

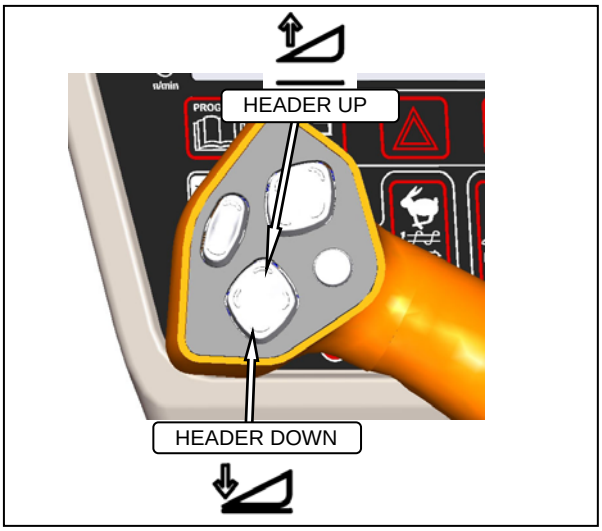


k. Disengage lift cylinder stops by turning lever (D) away downward to release and lower stop until lever locks into vertical position. Repeat for opposite lift cylinder stop.

(continued next page)

CAUTION

Check to be sure all bystanders have cleared the area.



l. Start engine, and activate HEADER DOWN switch on GSL to lower header fully. Stop engine, and remove key.

WARNING

Stop windrower engine, and remove key before making adjustments to machine. A child or even a pet could engage the drive.

m. Connect header drive hydraulics and electrical harness to header. Refer to your Rotary Disc Header Operator's Manual.

STEP 11. LUBRICATE MACHINE

Recommended Lubricant:

SPEC	DESCRIPTION	USE
SAE Multi-Purpose	High Temperature Extreme Pressure (EP2) Performance With 1% Max Molybdenum Disulphide (NLGI Grade 2) Lithium Base.	As Required Unless Otherwise Specified.

a. Wipe grease fitting with a clean cloth before greasing, to avoid injecting dirt and grit.

b. Inject grease through fitting with grease gun until grease overflows fitting, except where noted.

c. Leave excess grease on fitting to keep out dirt.

d. Replace any loose or broken fittings immediately.

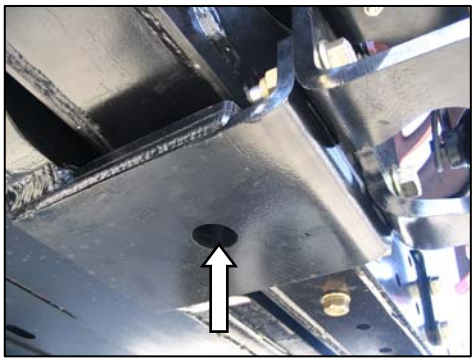
e. If fitting will not take grease, remove and clean thoroughly. Also clean lubricant passageway. Replace fitting if necessary.

f. Refer to the following illustrations to identify locations that require lubrication.

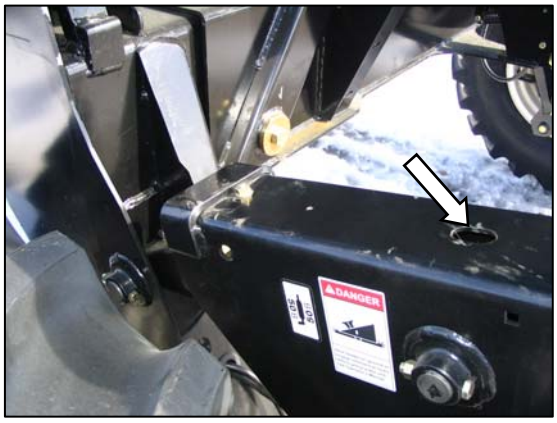
(continued next page)

Lubrication Points (cont'd)

High Temperature Extreme Pressure (EP2) Performance With 1% Max Molybdenum Disulphide (NLGI Grade 2). Lithium Base.

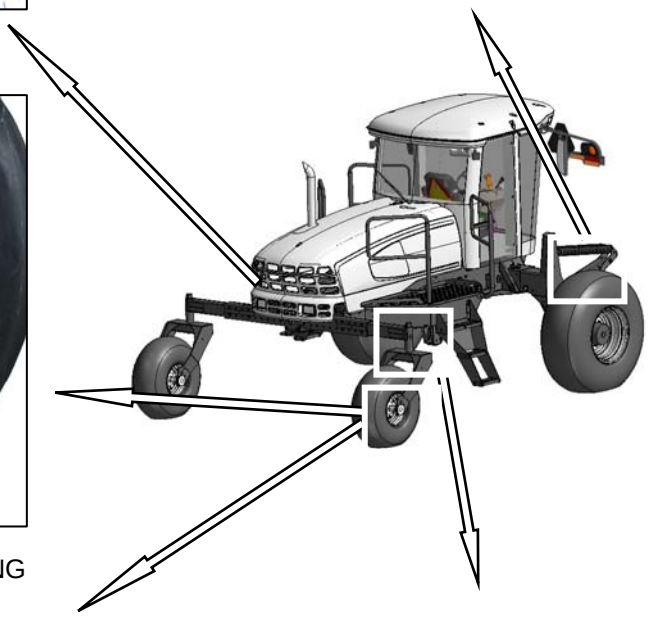


WALKING BEAM PIVOT)

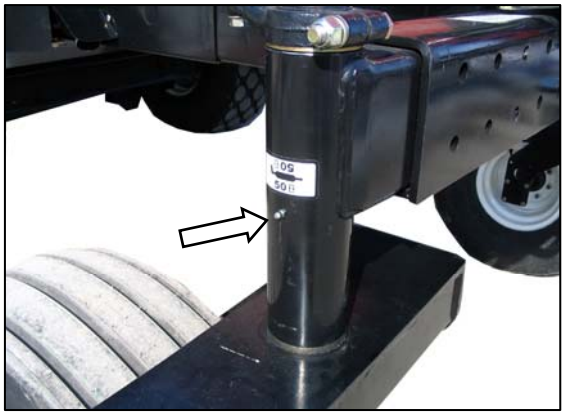


TOP LINK - TWO FITTINGS
(BOTH SIDES)

FORMED CASTER WHEEL BEARING
1 PLACE (BOTH WHEELS)



FORKED CASTER SPINDLE BEARINGS
TWO PLACES (BOTH WHEELS)



CASTER PIVOT
(BOTH SIDES)

STEP 12. PROGRAM CAB DISPLAY MODULE (CDM)

The monitoring system requires programming for each header, and the **header must be attached to the windrower** so that the CDM recognizes the type of header.

Programming the system may be accomplished with or without the engine running. If the engine is running, the transmission must be in NEUTRAL. If the engine is **NOT** running, the ignition must be ON.

Exit programming mode at any time by pressing the PROGRAM switch, or by turning ignition OFF.

The system only needs to be programmed once for each header. The Operator may make changes later on to a particular setting to suit windrowing conditions or modifications to the machine. Most functions have been pre-programmed at the factory, but can be changed by the Operator if required.

The following functions can be programmed by the Dealer provided he has the applicable information from the Operator, and the header is installed:

DWA INSTALLED (Double Windrow Attachment)
HEADER CUT WIDTH
HAY CONDITIONER INSTALLED
CALIBRATE SENSORS

Proceed as follows to program the CDM:

IMPORTANT

Header must be attached to the windrower so that the CDM can detect the type of header (Header ID), and adjust the programming mode accordingly.

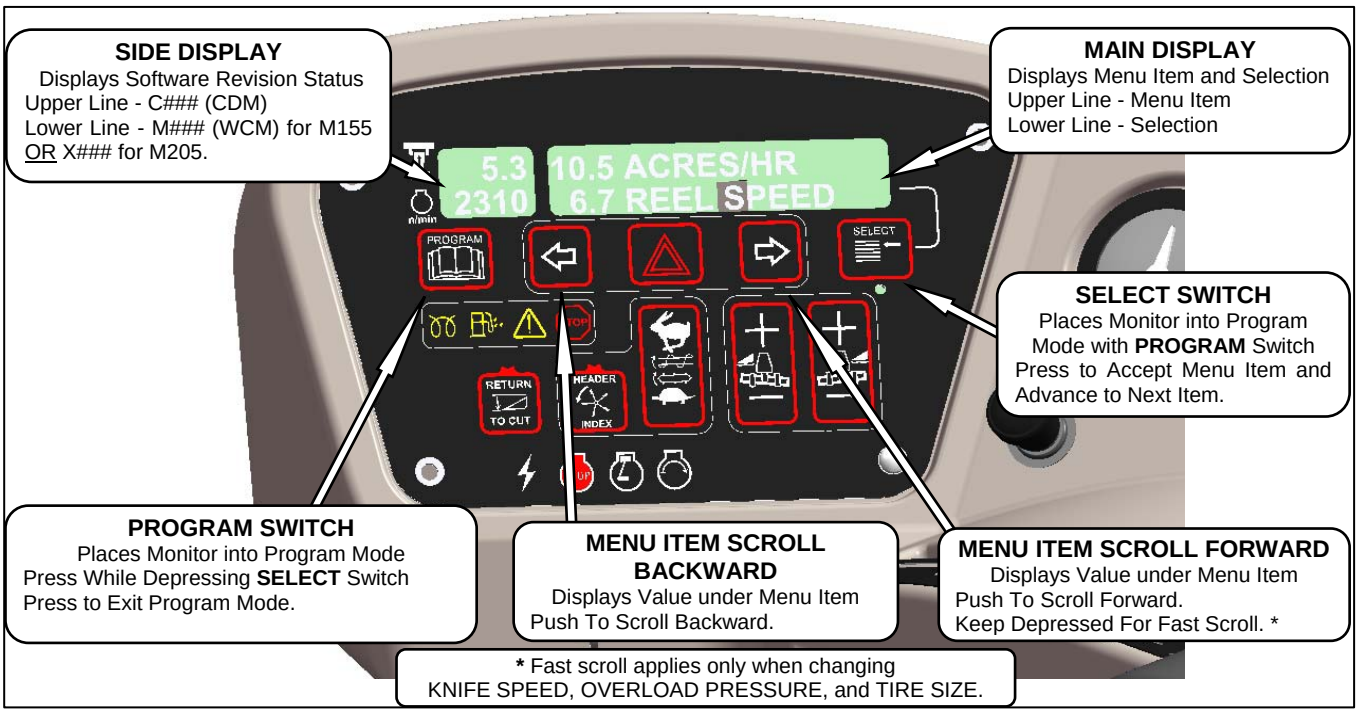
a. Turn ignition key to RUN, or start the engine.
b. Press PROGRAM and SELECT switches simultaneously on CDM to enter programming mode. Header ID code is displayed.
c. Press SELECT. TRACTOR SETUP? is displayed.
d. Press ⇨. SET KNIFE SPEED? is displayed.
e. Press SELECT until DWA INSTALLED? is displayed.
f. Press ⇦ or ⇨.
g. Press SELECT to advance to the next L1 item.
h. Press PROGRAM to exit programming mode.
i. Refer to Detailed Programming Instructions on following pages.

NOTE

The functions requiring programming are highlighted with [ ] in the Programming Instructions.

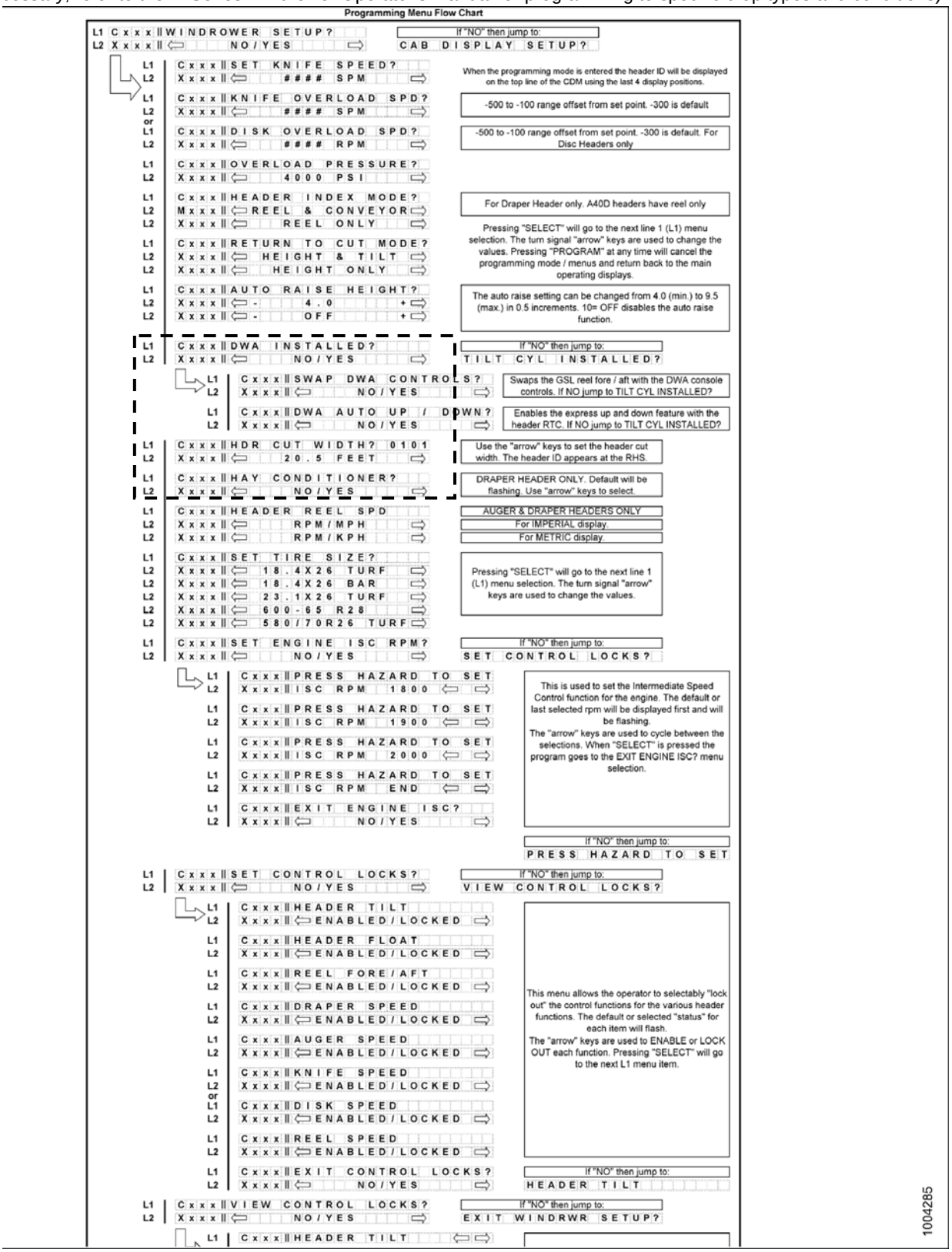
NOTE

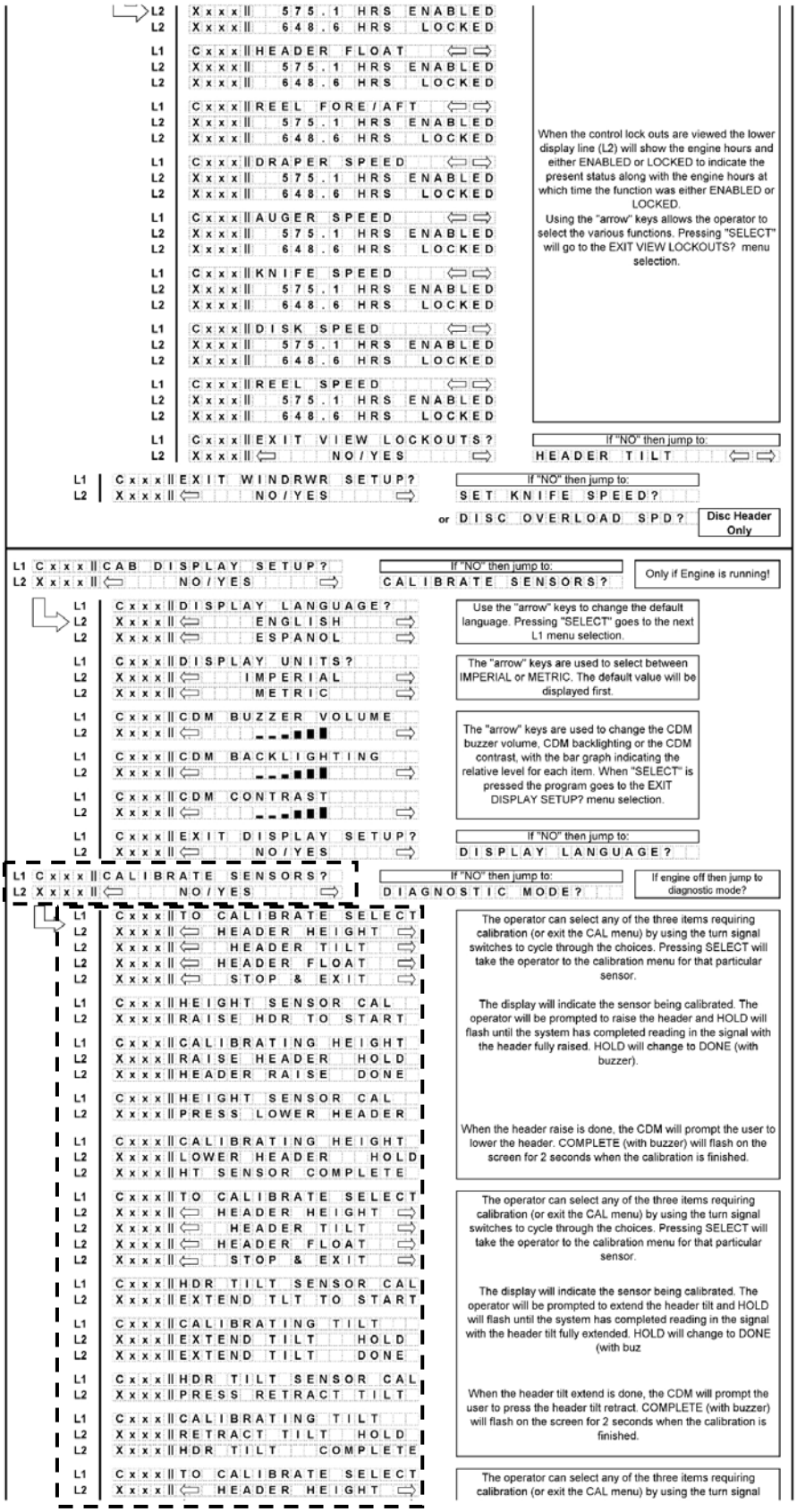
If necessary, refer to the Windrower Operator's Manual to program CDM for specific crop types and conditions.



A. M205 DETAILED PROGRAMMING INSTRUCTIONS

(Ignition ON / Engine Running or Not / Header Disengaged).
(Press **PROGRAM** and **SELECT** on CDM to enter programming mode).
(If necessary, refer to the M Series Windrower Operator's Manual for programming to specific crop types and conditions).





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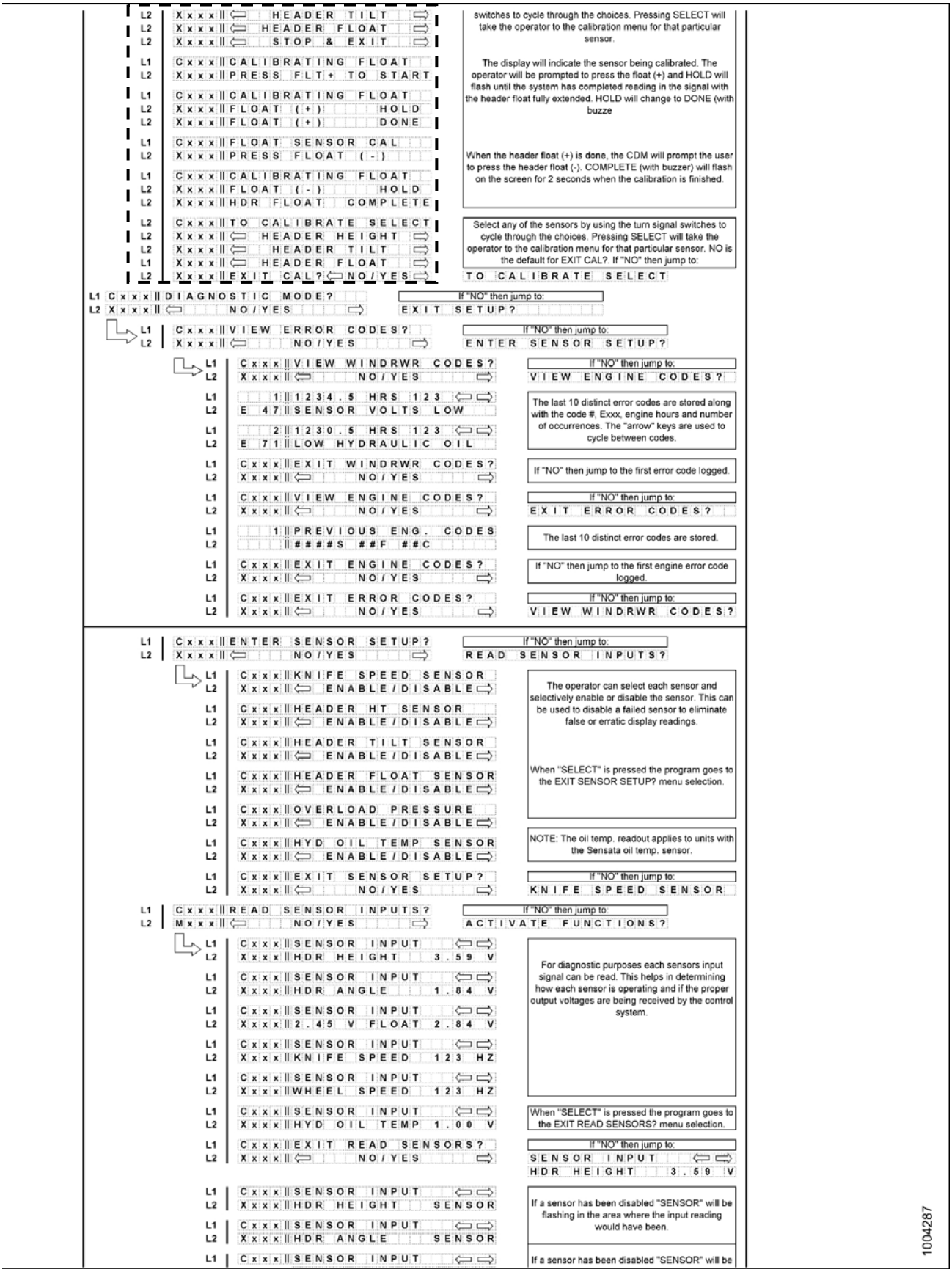

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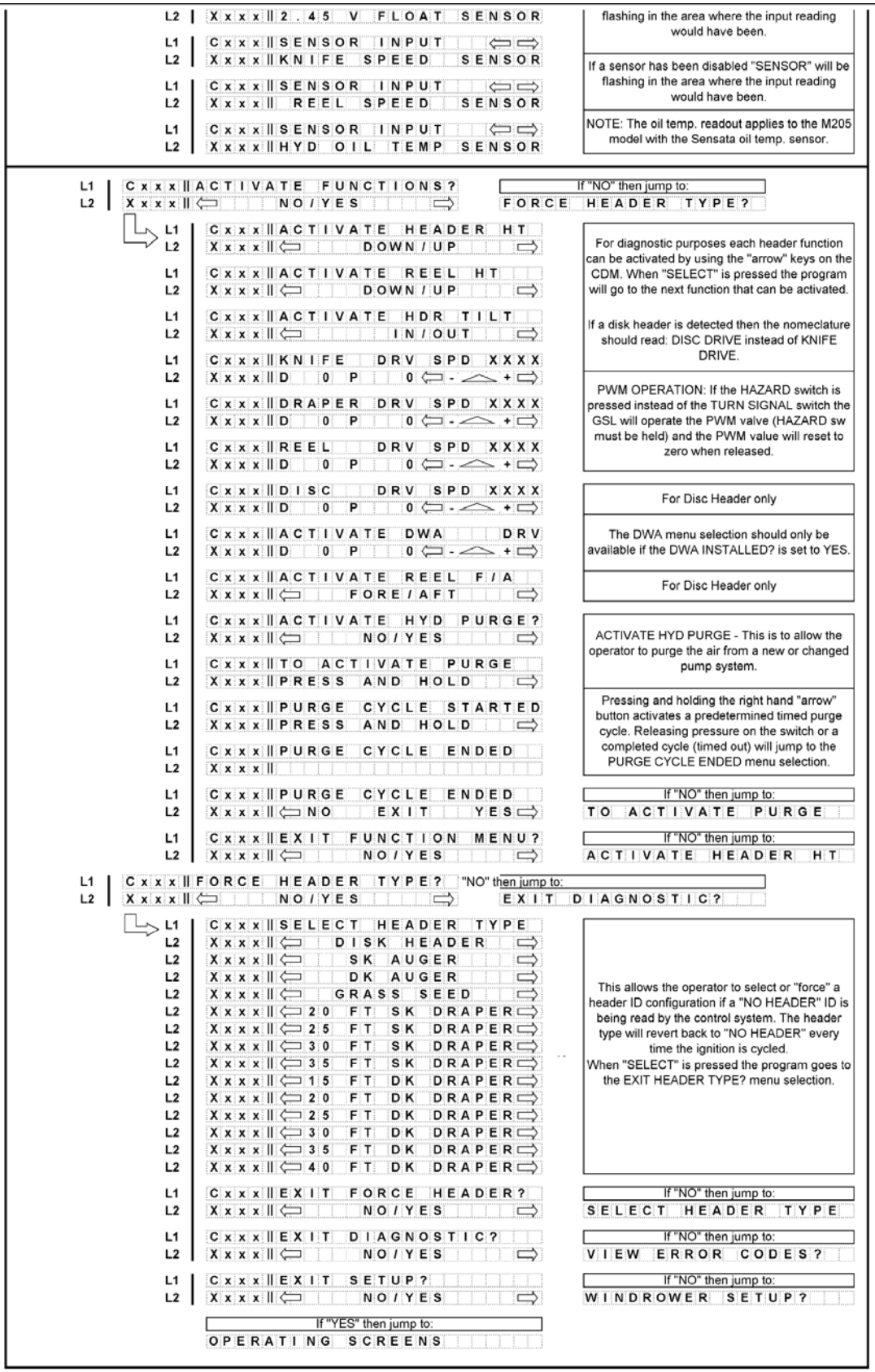
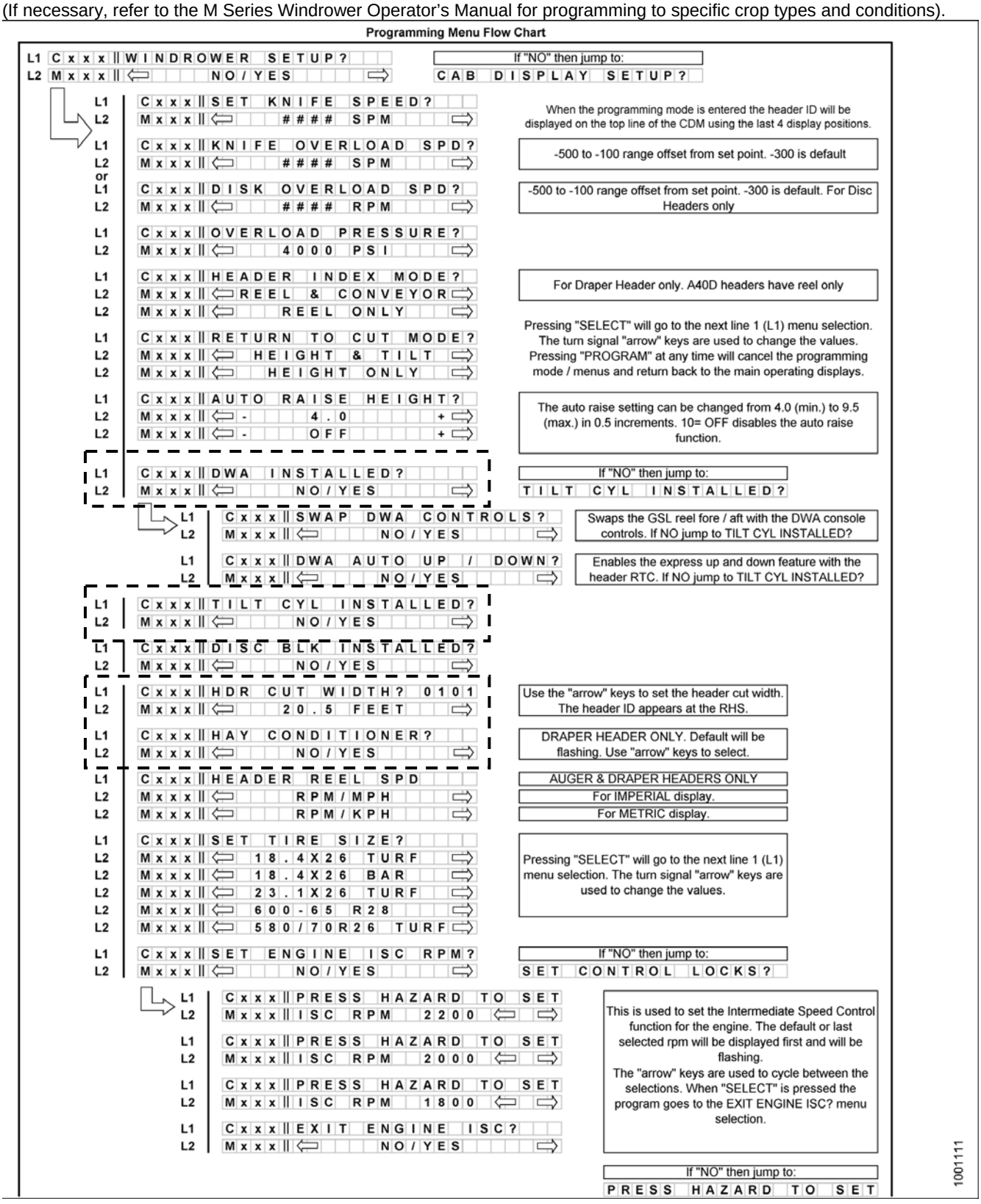
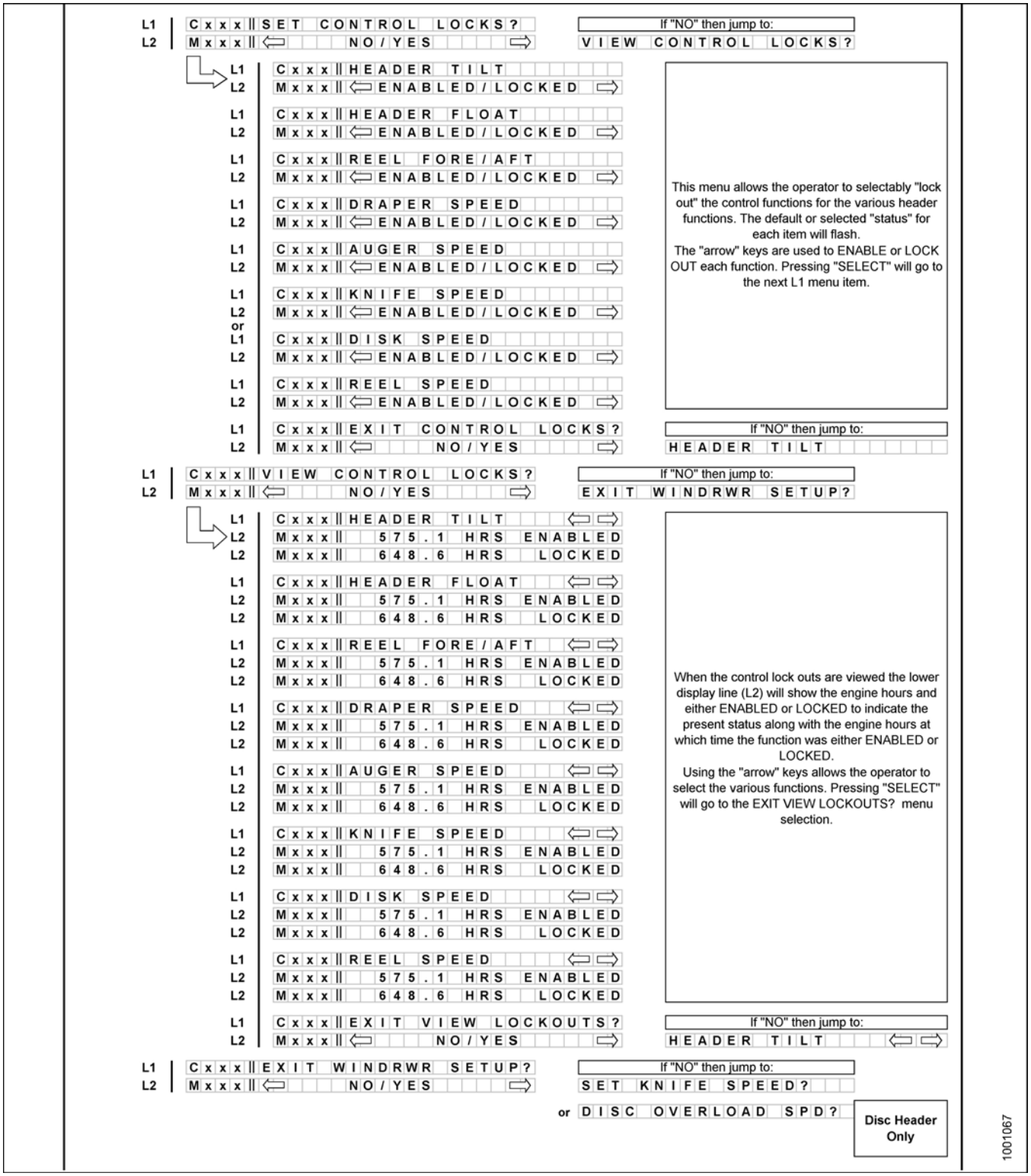

L2 Xxxx 2.45 V FLOAT SENSOR
flashing in the area where the input reading would have been.
L1 Cxxx SENSOR INPUT
L2 Xxxx KNIFE SPEED SENSOR
If a sensor has been disabled "SENSOR" will be flashing in the area where the input reading would have been.
L1 Cxxx SENSOR INPUT
L2 Xxxx REEL SPEED SENSOR
L1 Cxxx SENSOR INPUT
L2 Xxxx HYD OIL TEMP SENSOR
NOTE: The oil temp. readout applies to the M205 model with the Sensata oil temp. sensor.
L1 Cxxx ACTIVATE FUNCTIONS?
L2 Xxxx NO/YES
If "NO" then jump to:
FORCE HEADER TYPE?
L1 Cxxx ACTIVATE HEADER HT
L2 Xxxx DOWN/UP
For diagnostic purposes each header function can be activated by using the "arrow" keys on the CDM. When "SELECT" is pressed the program will go to the next function that can be activated.
If a disk header is detected then the nomeclature should read: DISC DRIVE instead of KNIFE DRIVE.
L1 Cxxx ACTIVATE REEL HT
L2 Xxxx DOWN/UP
L1 Cxxx ACTIVATE HDR TILT
L2 Xxxx IN/OUT
L1 Cxxx KNIFE DRV SPD XXXX
L2 Xxxx D 0 P 0
PWM OPERATION: If the HAZARD switch is pressed instead of the TURN SIGNAL switch the GSL will operate the PWM valve (HAZARD sw must be held) and the PWM value will reset to zero when released.
L1 Cxxx DRAPER DRV SPD XXXX
L2 Xxxx D 0 P 0
L1 Cxxx REEL DRV SPD XXXX
L2 Xxxx D 0 P 0
L1 Cxxx DISC DRV SPD XXXX
L2 Xxxx D 0 P 0
For Disc Header only
L1 Cxxx ACTIVATE DWA DRV
L2 Xxxx D 0 P 0
The DWA menu selection should only be available if the DWA INSTALLED? is set to YES.
L1 Cxxx ACTIVATE REEL F/A
L2 Xxxx FORE/AFT
For Disc Header only
L1 Cxxx ACTIVATE HYD PURGE?
L2 Xxxx NO/YES
ACTIVATE HYD PURGE - This is to allow the operator to purge the air from a new or changed pump system.
L1 Cxxx TO ACTIVATE PURGE
L2 Xxxx PRESS AND HOLD
L1 Cxxx PURGE CYCLE STARTED
L2 Xxxx PRESS AND HOLD
Pressing and holding the right hand "arrow" button activates a predetermined timed purge cycle. Releasing pressure on the switch or a completed cycle (timed out) will jump to the PURGE CYCLE ENDED menu selection.
L1 Cxxx PURGE CYCLE ENDED
L2 Xxxx
L1 Cxxx PURGE CYCLE ENDED
L2 Xxxx NO EXIT YES
If "NO" then jump to:
TO ACTIVATE PURGE
L1 Cxxx EXIT FUNCTION MENU?
L2 Xxxx NO/YES
If "NO" then jump to:
ACTIVATE HEADER HT
L1 Cxxx FORCE HEADER TYPE?
L2 Xxxx NO/YES
"NO" then jump to:
EXIT DIAGNOSTIC?
L1 Cxxx SELECT HEADER TYPE
L2 Xxxx DISK HEADER
L2 Xxxx SK AUGER
L2 Xxxx DK AUGER
L2 Xxxx GRASS SEED
L2 Xxxx 20 FT SK DRAPER
L2 Xxxx 25 FT SK DRAPER
L2 Xxxx 30 FT SK DRAPER
L2 Xxxx 35 FT SK DRAPER
L2 Xxxx 15 FT DK DRAPER
L2 Xxxx 20 FT DK DRAPER
L2 Xxxx 25 FT DK DRAPER
L2 Xxxx 30 FT DK DRAPER
L2 Xxxx 35 FT DK DRAPER
L2 Xxxx 40 FT DK DRAPER
This allows the operator to select or "force" a header ID configuration if a "NO HEADER" ID is being read by the control system. The header type will revert back to "NO HEADER" every time the ignition is cycled.
When "SELECT" is pressed the program goes to the EXIT HEADER TYPE? menu selection.
L1 Cxxx EXIT FORCE HEADER?
L2 Xxxx NO/YES
If "NO" then jump to:
SELECT HEADER TYPE
L1 Cxxx EXIT DIAGNOSTIC?
L2 Xxxx NO/YES
If "NO" then jump to:
VIEW ERROR CODES?
L1 Cxxx EXIT SETUP?
L2 Xxxx NO/YES
If "NO" then jump to:
WINDROWER SETUP?
If "YES" then jump to:
OPERATING SCREENS
1004288

END

B. M155 DETAILED PROGRAMMING INSTRUCTIONS

(Ignition ON / Engine Running or Not / Header Disengaged).
(Press PROGRAM and SELECT on CDM to enter programming mode).
(If necessary, refer to the M Series Windrower Operator's Manual for programming to specific crop types and conditions).





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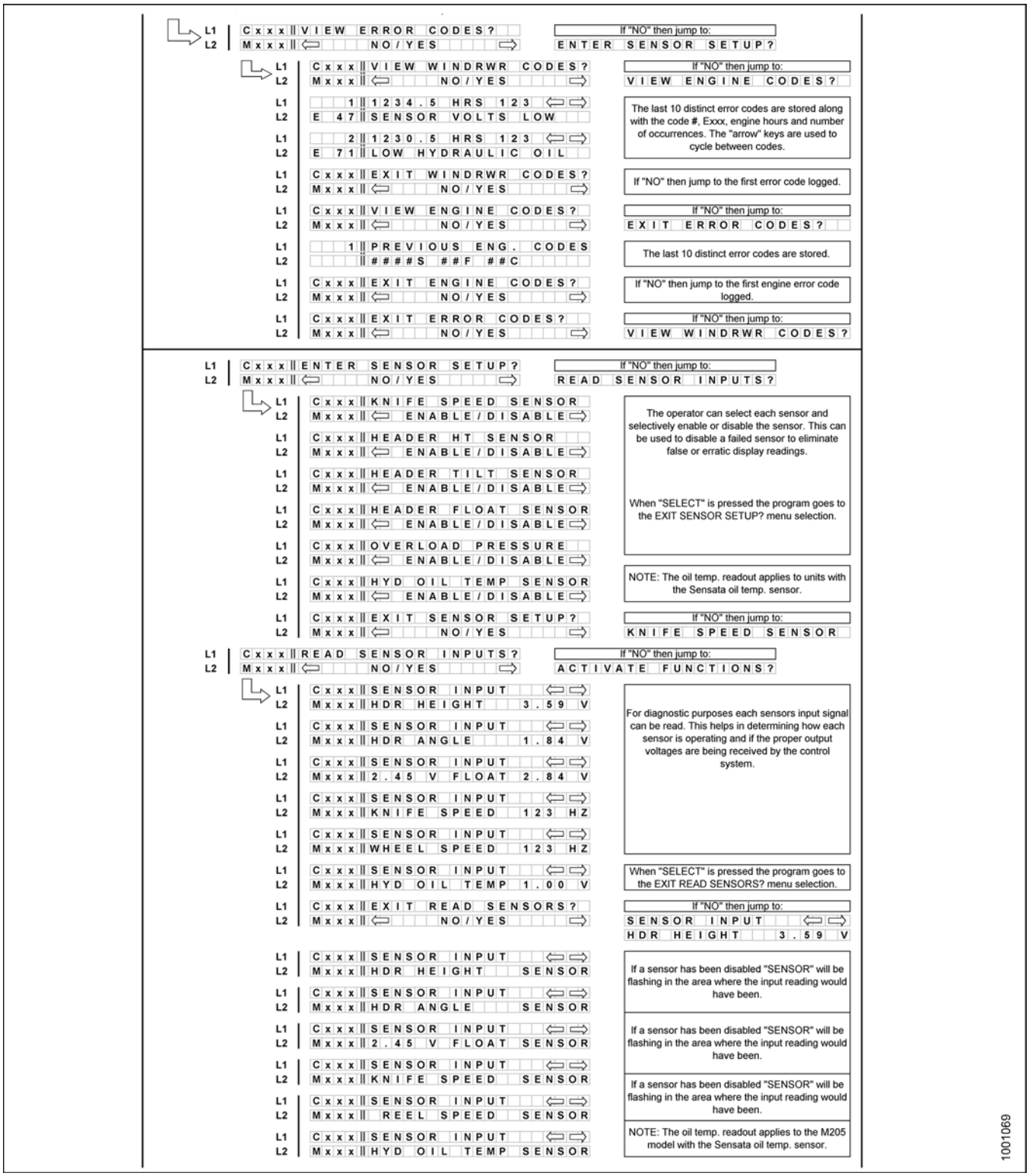

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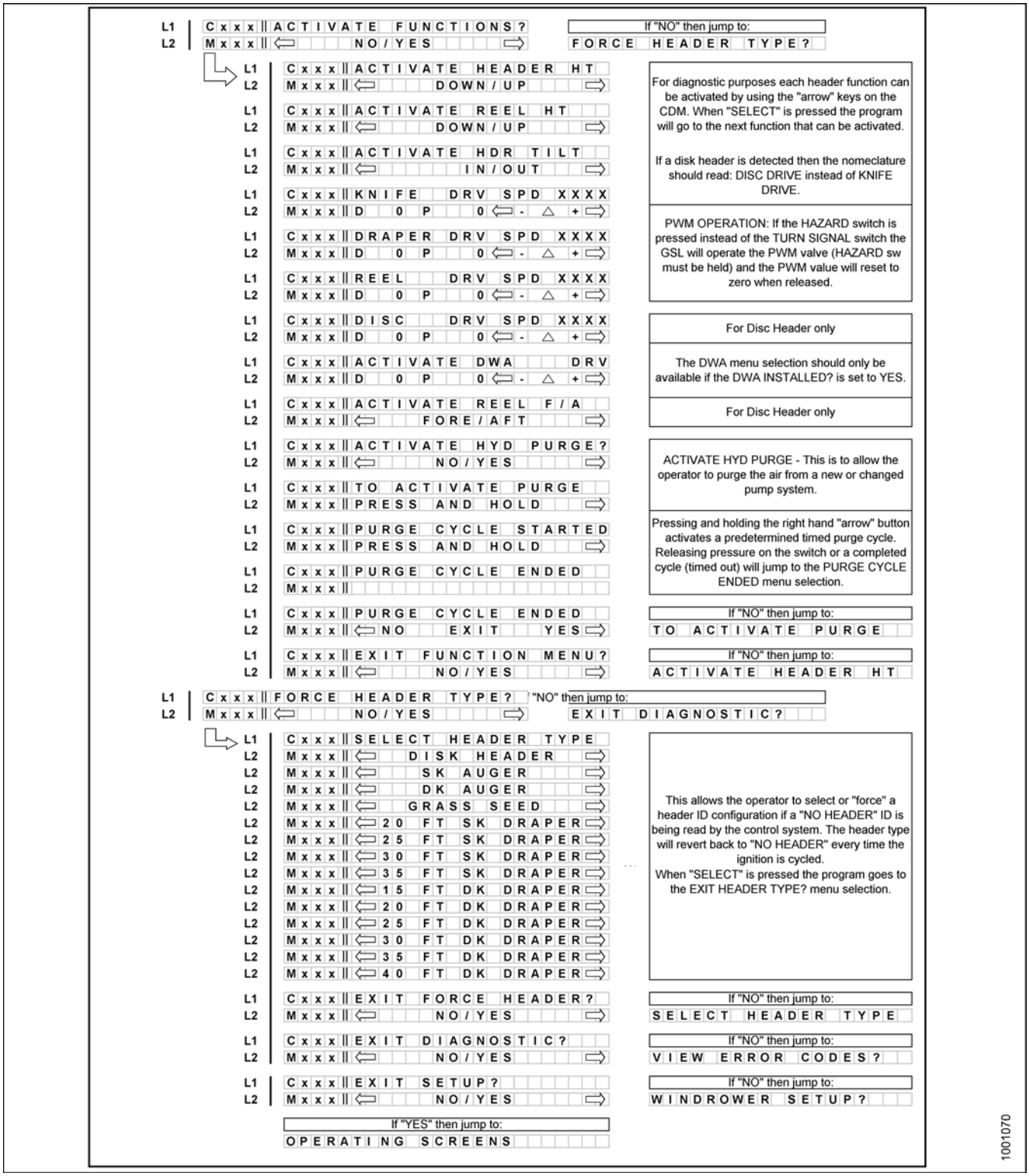

L1 Cxxx ACTIVATE FUNCTIONS?
L2 Mxxx NO/YES
If "NO" then jump to:
FORCE HEADER TYPE?
L1 Cxxx ACTIVATE HEADER HT
L2 Mxxx DOWN/UP
L1 Cxxx ACTIVATE REEL HT
L2 Mxxx DOWN/UP
L1 Cxxx ACTIVATE HDR TILT
L2 Mxxx IN/OUT
L1 Cxxx KNIFE DRV SPD XXXX
L2 Mxxx D 0 P 0 - +
L1 Cxxx DRAPER DRV SPD XXXX
L2 Mxxx D 0 P 0 - +
L1 Cxxx REEL DRV SPD XXXX
L2 Mxxx D 0 P 0 - +
L1 Cxxx DISC DRV SPD XXXX
L2 Mxxx D 0 P 0 - +
L1 Cxxx ACTIVATE DWA DRV
L2 Mxxx D 0 P 0 - +
L1 Cxxx ACTIVATE REEL F/A
L2 Mxxx FORE/AFT
L1 Cxxx ACTIVATE HYD PURGE?
L2 Mxxx NO/YES
L1 Cxxx TO ACTIVATE PURGE
L2 Mxxx PRESS AND HOLD
L1 Cxxx PURGE CYCLE STARTED
L2 Mxxx PRESS AND HOLD
L1 Cxxx PURGE CYCLE ENDED
L2 Mxxx
L1 Cxxx PURGE CYCLE ENDED
L2 Mxxx NO EXIT YES
If "NO" then jump to:
TO ACTIVATE PURGE
L1 Cxxx EXIT FUNCTION MENU?
L2 Mxxx NO/YES
If "NO" then jump to:
ACTIVATE HEADER HT
L1 Cxxx FORCE HEADER TYPE?
L2 Mxxx NO/YES
"NO" then jump to:
EXIT DIAGNOSTIC?
L1 Cxxx SELECT HEADER TYPE
L2 Mxxx DISK HEADER
L2 Mxxx SK AUGER
L2 Mxxx DK AUGER
L2 Mxxx GRASS SEED
L2 Mxxx 20 FT SK DRAPER
L2 Mxxx 25 FT SK DRAPER
L2 Mxxx 30 FT SK DRAPER
L2 Mxxx 35 FT SK DRAPER
L2 Mxxx 15 FT DK DRAPER
L2 Mxxx 20 FT DK DRAPER
L2 Mxxx 25 FT DK DRAPER
L2 Mxxx 30 FT DK DRAPER
L2 Mxxx 35 FT DK DRAPER
L2 Mxxx 40 FT DK DRAPER
L1 Cxxx EXIT FORCE HEADER?
L2 Mxxx NO/YES
If "NO" then jump to:
SELECT HEADER TYPE
L1 Cxxx EXIT DIAGNOSTIC?
L2 Mxxx NO/YES
If "NO" then jump to:
VIEW ERROR CODES?
L1 Cxxx EXIT SETUP?
L2 Mxxx NO/YES
If "NO" then jump to:
WINDROWER SETUP?
If "YES" then jump to:
OPERATING SCREENS
For diagnostic purposes each header function can be activated by using the "arrow" keys on the CDM. When "SELECT" is pressed the program will go to the next function that can be activated.
If a disk header is detected then the nomeclature should read: DISC DRIVE instead of KNIFE DRIVE.
PWM OPERATION: If the HAZARD switch is pressed instead of the TURN SIGNAL switch the GSL will operate the PWM valve (HAZARD sw must be held) and the PWM value will reset to zero when released.
For Disc Header only
The DWA menu selection should only be available if the DWA INSTALLED? is set to YES.
For Disc Header only
ACTIVATE HYD PURGE - This is to allow the operator to purge the air from a new or changed pump system.
Pressing and holding the right hand "arrow" button activates a predetermined timed purge cycle. Releasing pressure on the switch or a completed cycle (timed out) will jump to the PURGE CYCLE ENDED menu selection.
This allows the operator to select or "force" a header ID configuration if a "NO HEADER" ID is being read by the control system. The header type will revert back to "NO HEADER" every time the ignition is cycled.
When "SELECT" is pressed the program goes to the EXIT HEADER TYPE? menu selection.
1001070

END

STEP 13. PERFORM PRE-DELIVERY CHECKS

WARNING

Stop windrower engine, and remove key before making adjustments to machine. A child or even a pet could engage the drive.

a. Perform final checks and adjustments as listed on the Pre-Delivery Checklist (yellow sheet attached to back of this instruction) to ensure the machine is field-ready. Refer to referenced pages for detailed instructions as indicated on the Checklist.

b. The completed Checklist should be retained either by the Operator or the Dealer.

NOTE

The majority of checks and adjustments are performed during the set-up procedures. The following additional inspections should be performed after the set-up is complete.

A. SERIAL NUMBERS

a. Record windrower and engine serial numbers on the Checklist.

B. FINAL DRIVE LUBRICANT LEVEL

a. Rotate drive wheel so that one of the plugs is horizontally aligned with the center of the hub.

b. Remove the plug. Oil should be visible through the hole or slightly running out.

C. TIRE PRESSURE AND BALLAST

I. TIRE PRESSURES

Measure tire pressure with a gauge.

TIRE TYPE	SIZE	PRESSURE
Bar	18.4–26	32 psi (221 kPa)
	600/65R28	26 psi (179 kPa)
Turf	18.4–26	35 psi (241 kPa)
	23.1–26	20 psi (138 kPa)
	580/70R26	24 psi (165 kPa)
Rear	all	10 psi (60 kPa)

II. BALLAST REQUIREMENTS

- Fluid ballasting of rear caster tires is recommended to provide adequate machine stability when using large headers on the windrower.
- The stability of machine varies with different attachments, windrower options, terrain and Operator's driving technique.
- Ballast capability per tire is at a maximum fill of 75%, or when fluid is level with valve stem when the stem is positioned at the "12 o'clock" position.
- Fluid can be added to any level up to maximum fill, and always add an equal amount of fluid on both sides.

TIRE SIZE	FLUID PER TIRE AT 75% FILL	TOTAL WEIGHT * OF BOTH TIRES
7.5 X 16	10 US Gal (38 L)	200 lb (91 L)
10 X 16	18 US Gal (69L)	380 lb (170 L)
16.5 X 16.1	41 US Gal (158L)	830 lb (377 L)

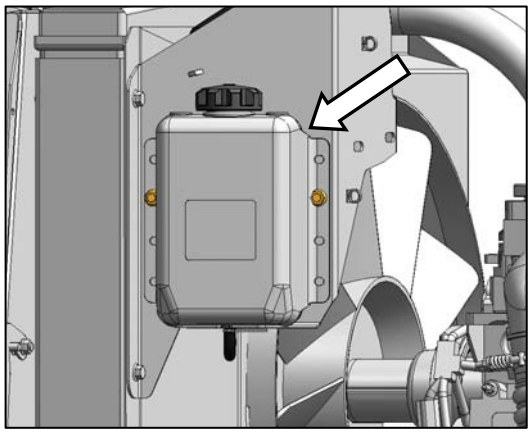
* Weights are given for typical calcium chloride and water mixtures. Weight is reduced by 20% if only water is used (for areas that do not require anti-freeze protection).

(continued next page)

HEADER DESCRIPTION		RECOMMENDED BALLAST				RECOMMENDED TIRE SIZE
		LEVEL GROUND		HILLS		
TYPE	SIZE	PER TIRE	BOTH TIRES	PER TIRE	BOTH TIRES	
		U.S. Gal. (Liters)	lb (kg) *	U.S. Gal. (Liters)	lb (kg) *	
A Series and R Series	All	0				7.5 X 16 or 10 X 16 or 16.5 X 16.1
D Series	25 FT and Down	0				
	30 FT Single or Split Reel without Conditioner. 35 FT Single Reel	0	0	10 (38)	200 (91)	
	30 FT Split Reel Steel Fingers and Conditioner. 35 FT Split Reel (5 or 6-Bat)	18 (69)	380 (170)	30 (115)	630 (288)	Level Ground: 7.5 X 16 or 10 X 16 Hills: 16.5 X 16.1
	40 FT	30 (115)	630 (288)	41 (158)	830 (377)	16.5 X 16.1

** If only water is used, increase volume of water by 20% (up to maximum allowable fill per tire) to compensate.*

D. ENGINE COOLANT

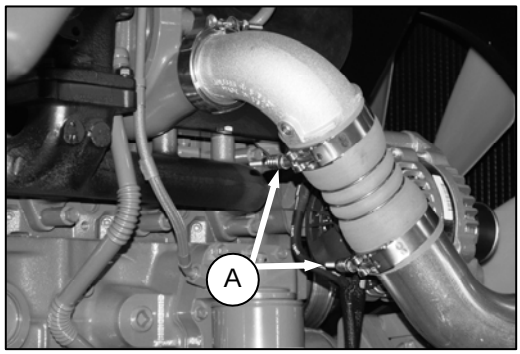


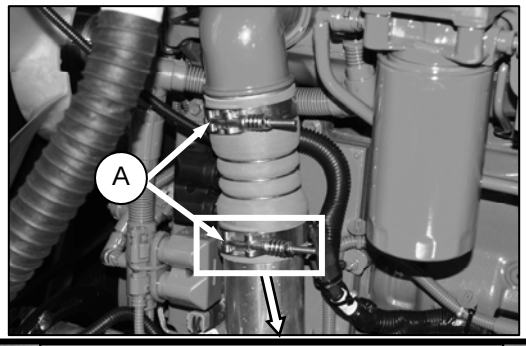
a. Check coolant level in the coolant recovery tank. Tank should be at least one-half full.

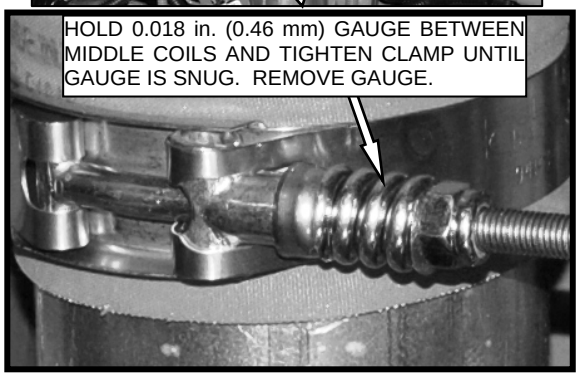
b. Check coolant concentration in the radiator. Coolant should be rated for temperatures of -30°F (-34°C).

E. AIR CLEANER

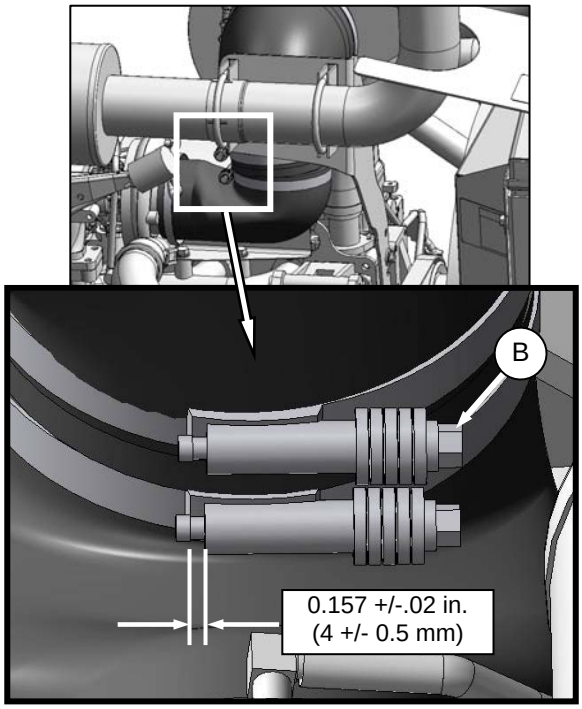
a. Check that air cleaner cap is firmly attached, and that all clamps are secure.





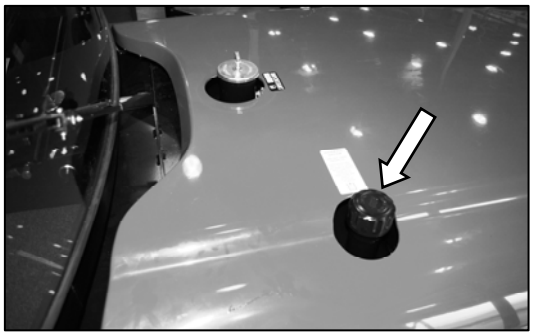


b. Check spring clamps (A) on charge air cooling duct connections (at turbocharger outlet, engine intake, and inside cooling box).

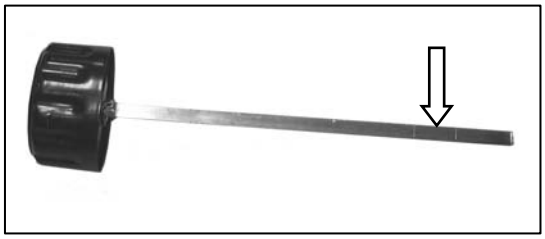


c. Check constant torque type clamps (B). Gap should be as shown above.

F. HYDRAULIC OIL LEVEL



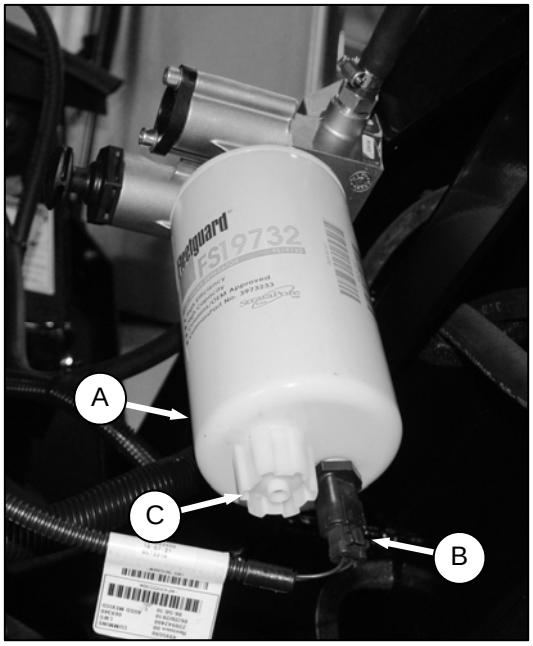
a. Turn filler cap counterclockwise to unlock cap, and remove dipstick.



b. Check that level is between LOW and FULL marks.

c. Reinstall dipstick, and turn clockwise to lock cap.

G. FUEL SEPARATOR

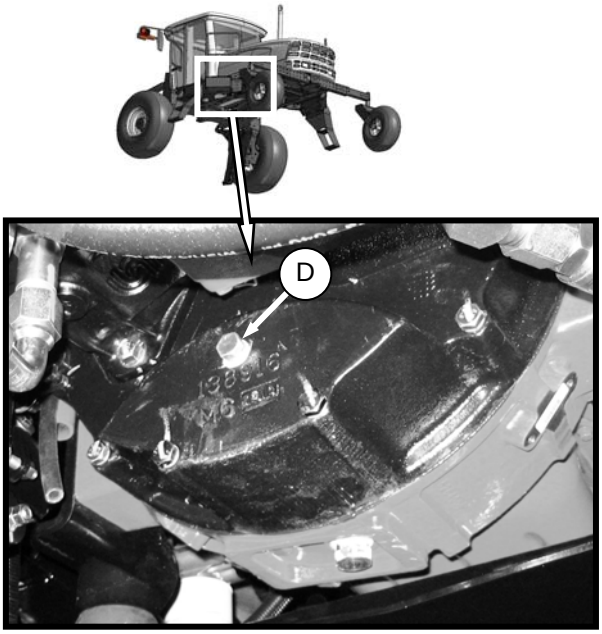


A fuel water separator is incorporated into the primary fuel filter (A). The separator is equipped with a sensor (B) (that detects water in the fuel, and alerts the Operator on the CDM), and a drain (C).

Drain the water and sediment as follows from the separator daily, or at any time the CDM Water in Fuel (WIF) light illuminates:

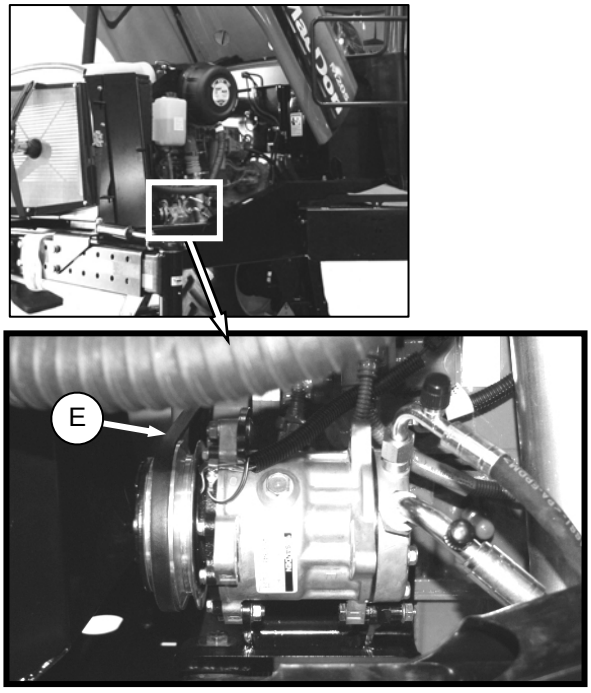
a. Place a container under filter drain (C).
b. Turn drain valve by hand 1-1/2 to 2 turns counterclockwise, until draining occurs.
c. Drain the filter sump of water and sediment until clear fuel is visible. Clean as necessary.
d. Turn valve clockwise to close the drain (C).
e. Safely dispose of fluid.

H. GEAR BOX LUBRICANT LEVEL



a. Remove plug (D). Lubricant should be visible through the hole, or slightly running out.
b. Replace plug, and tighten.

I. A/C COMPRESSOR BELT



a. Tension on A/C compressor belt (E) should be such that a force of 8 to 12 lbf (35–55 N) deflects the belt 3/16 inch (5 mm) at mid-span.

J. PERFORM SAFETY SYSTEM CHECKS

Ensure battery main disconnect switch is switched to POWER ON position. Refer to Section *K. OPERATIONAL CHECKS.*

CAUTION

Check to be sure all bystanders have cleared the area.

A properly functioning system should operate as follows:

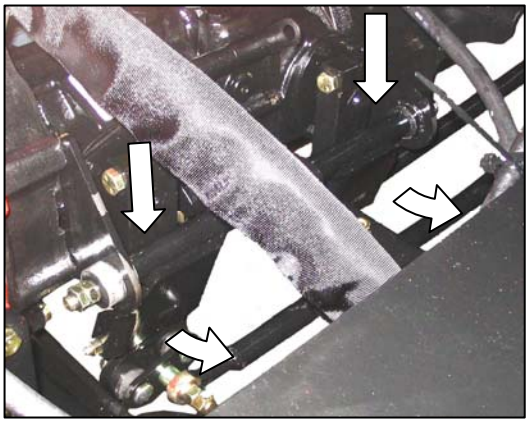
- The starter should engage **ONLY** when the GSL is in N-DETENT, the steering wheel is locked in the CENTER position, and the HEADER DRIVE switch is in the OFF position.
- Under the above conditions, the brake should engage, and the machine should **NOT** move after engine start-up.
- The steering wheel should **NOT** lock with the engine running, and the GSL is out of the N-DETENT.
- The machine should **NOT** move with the engine running, and with the steering wheel still centered, when the GSL is pulled straight out of N-DETENT (not in forward or reverse).

If the system does not function as described above, refer to the Technical Service Manual.

a. With the engine shut down, and the HEADER DRIVE switch engaged, try to start the engine. The CDM will display “HEADER ENGAGED” on the upper line, and “DISENGAGE HEADER’ on the lower line.

   If the engine turns over, the system requires adjustment. Refer to the Technical Service Manual.

b. With the engine shut down, do the following:
   1. Open engine compartment hood.



   2. Pry the steering interlock away from pintle arms by inserting a wedge or pry bar between one of the interlock channels and pintle arm.
   3. Insert a wood block approximately 3/4 inch (19 mm) thick between the other channel and the pintle arm, so that the interlock channel is clear of the pintle arm.
   4. Turn the steering wheel off-center, and move the GSL in N-DETENT.
   5. Try to start the engine. The CDM will flash “CENTER STEERING”, accompanied by a short beep with each flash, and the engine should **NOT** turn over.
   6. If the engine turns over, the system requires adjustment. Refer to the Technical Service Manual.
   7. Remove key.
   8. Remove wood block inserted at step 3 above, and close hood.

CAUTION

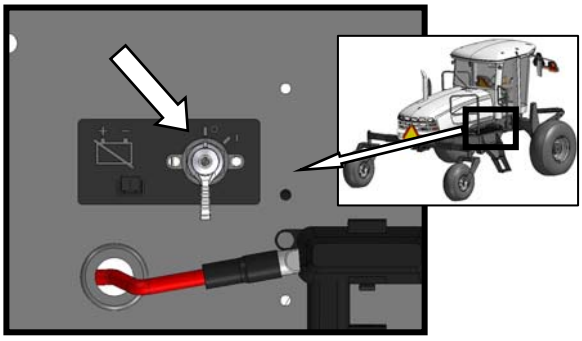
Check to be sure all bystanders have cleared the area.

c. With the engine shut down, the steering wheel centered, and the GSL in NEUTRAL, but not in N-DETENT:
   1. Try to start the engine. The CDM will flash “CENTER STEERING” on the upper line, and “PLACE GSL INTO N” on the lower line accompanied by a short beep with each flash, and the engine should **NOT** turn over.

      If the engine turns over, the system requires adjustment. Refer to the Technical Service Manual.

d. With the engine shut down, the steering wheel centered, the GSL in N-DETENT, and the Operator’s station **NOT** locked:
   1. Try to start the engine. Engine will crank, but will not start. The CDM will display “SEAT BASE NOT LOCKED”.
   2. If engine starts, the system requires adjustment. Refer to the Technical Service Manual.

K. OPERATIONAL CHECKS



A battery main disconnect switch is located on the RH (cab-forward) frame rail, behind the maintenance platform, and can be accessed by moving the platform. Ensure switch is switched to POWER ON position.

I. ENGINE WARNING LIGHTS

a. Turn ignition key to RUN position.

b. Single loud tone sounds, and engine warning lights illuminate briefly.

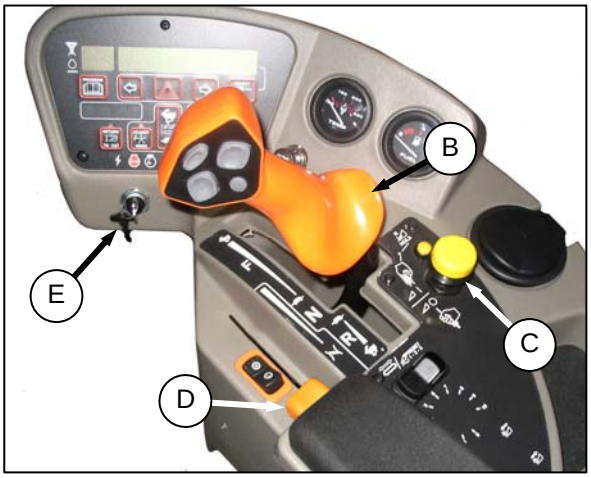
II. START ENGINE

a. Check fuel level, and if required, add sufficient fuel for a 15 minute run.

b. Operator's station lock (A) must be engaged at cab-forward or engine-forward position.

c. Move GSL (B) into N-DETENT.

d. Turn steering wheel until it locks.



e. Push HEADER DRIVE switch (C) to OFF.

f. **Normal Start:** engine temperature above 60°F (16°C):

1. Set throttle (D) to START position (fully back).
2. Sound horn three times.
3. Turn ignition key (E) to RUN position.
4. Single loud tone sounds, engine warning lights illuminate briefly as a self-test, and CDM displays "HEADER DISENGAGED" and "IN PARK".

CAUTION

Check to be sure all bystanders have cleared the area.

Turn ignition key to START position until engine starts, and then release key. CDM displays programmed header data for 5 seconds if attached, and then returns to previous display.

IMPORTANT

Do not operate starter for longer than 15 seconds at a time.

If engine does not start, wait at least two minutes before trying again.

After the third 15 second crank attempt, allow starter to cool for 10 minutes before further cranking attempts.

If engine still does not start, refer to the table on the following page:

(continued next page)

PROBLEM	SOLUTION
Controls not in NEUTRAL.	Move GSL to NEUTRAL. Move steering wheel to the locked position. Disengage header clutch.
Operator's station not locked.	Adjust Operator's station position. Ensure lock is engaged.
Neutral interlock misadjusted.	Contact MacDon Dealer.
No fuel to engine.	Fill empty fuel tank. Replace clogged filter.
Old fuel in tank.	Drain tank, refill with fresh fuel.
Water, dirt or air in fuel system.	Drain, flush, fill and prime system.
Improper type of fuel.	Use proper fuel for operating conditions.
Crankcase oil too heavy.	Use recommended oil.
Low battery output.	Have battery tested. Check battery electrolyte level.
Battery disconnect switch is OFF.	Turn battery switch ON.
Poor battery connection.	Clean and tighten loose connections.
Faulty starter.	Contact MacDon Dealer.
Wiring shorted, circuit breaker open.	Check continuity of wiring and breaker (manual reset).
Faulty injectors.	Contact MacDon Dealer.

g. **Cold Start:** engine temperature below 40°F (5°C):

CAUTION

Check to be sure all bystanders have cleared the area.

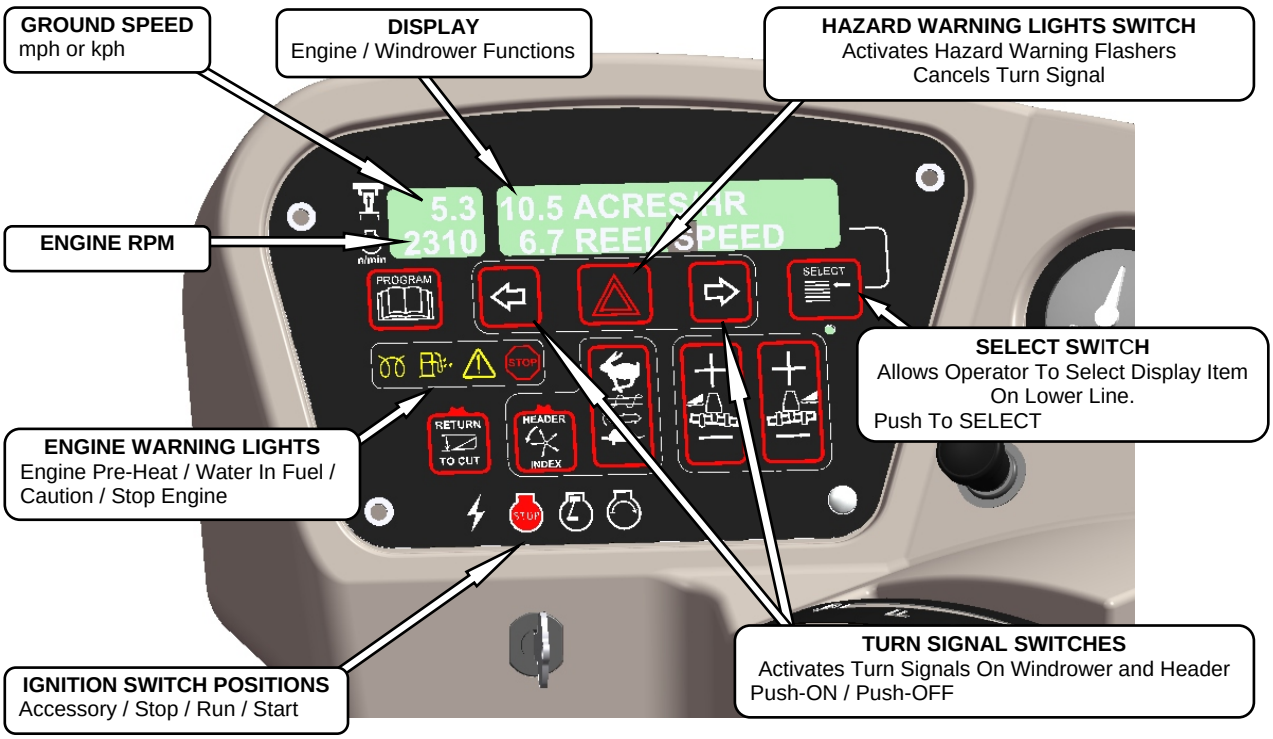
1. Follow procedure for **Normal Start** (on previous page).
2. Engine will cycle through a period where it appears to labor until engine warms up.

NOTE

Throttle is non-responsive during this time as engine is in "WARM UP" mode. This mode will last from 30 seconds to 3 minutes depending on temperature. After engine has stabilized and idling normally, throttle becomes active.

IMPORTANT

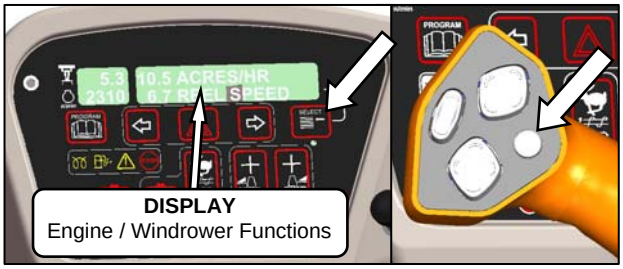
Do not operate engine above 1500 rpm until engine temperature gauge is above 100°F (37°C).



III. GAUGES AND CDM DISPLAY

a. Check that engine temperature gauge and fuel gauge are working.

b. Turn exterior lights ON, and check gauge lights are ON.



c. Check CDM display is working by pushing SELECT on CDM, or SELECT button on GSL.

IV. ELECTRICAL

a. Push the SELECT button on GSL, or SELECT switch on CDM to display VOLTS. The display indicates the condition of the battery and alternator. Refer to table below.

IGNITION	ENGINE	READING	INDICATED CONDITION
ON	Running	13.8–15.0	Normal.
		> 16.0 See Note.	Regulator Out of Adjustment.
		< 12.5 See Note.	Alternator Not Working, OR Regulator Out of Adjustment.
	Shut Down	12.0	Battery Normal.

NOTE

Display flashes voltage reading with single loud tone. Repeats every 30 minutes until condition is fixed.

V. ENGINE SPEED

WINDROWER	IDLE RPM	MAX RPM (No Load)
M155	1075–1150	2320–2350
M205		2250–2340

a. Check engine idle and maximum rpm on CDM.

VI. OPERATOR'S PRESENCE SYSTEM CHECKS

a. With the windrower engine running, place the GSL in NEUTRAL, and turn steering wheel until it locks.

CAUTION

Check to be sure all bystanders have cleared the area.

b. With everyone clear of the machine, engage HEADER DRIVE switch.

1. After header drives are running, stand up out of the seat. In approximately 5 seconds, the header should shut off.
2. If not, the Operator Presence System requires adjustment. See Technical Service Manual.

NOTE

To re-start the header, move the header engage switch to OFF position, and back to the ON position again.

c. With the engine running, position the GSL in NEUTRAL and in N-DETENT;

1. Swivel the Operator's station, but do **NOT** lock into position.
2. Move GSL out of N-DETENT. The engine should shut down, and the lower display will flash "LOCK SEAT BASE ---> CENTER STEERING WHEEL ---> NOT IN NEUTRAL".
3. Swivel and lock the Operator's station, and the display should return to normal.
4. If the engine does not shut down, the seat position switches require adjustment. Refer to Technical Service Manual.

d. With windrower moving **AT LESS** than 5 mph (8 km/h):

1. Stand up out of the seat.
2. The CDM will flash "NO OPERATOR" on the upper line, and "ENGINE SHUTDOWN 5…4…3…2…1…0" on the lower line accompanied by a steady tone. At "0", the engine shuts down.
3. If the engine does not shut down, the Operator Presence System requires adjustment. See Technical Service Manual.

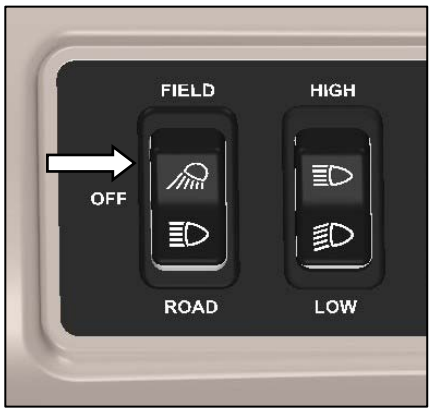
e. With windrower moving **AT MORE** than 5 mph (8 km/h):

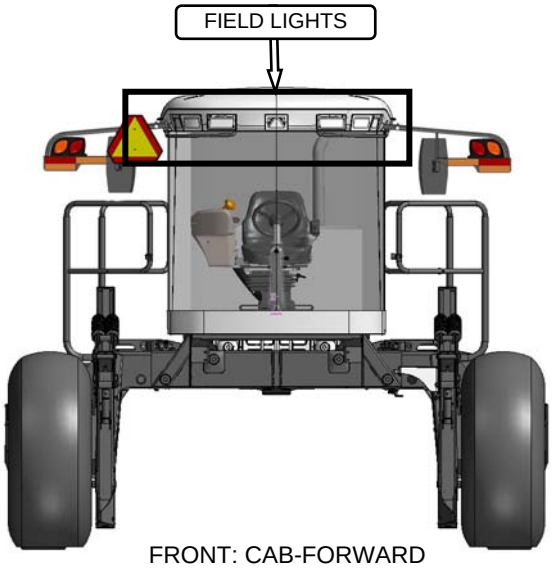
1. Stand up out of the seat.
2. The CDM beeps once, and displays "NO OPERATOR" on the lower line. If not, the Operator Presence System requires adjustment. See Technical Service Manual.

VII. EXTERIOR LIGHTS

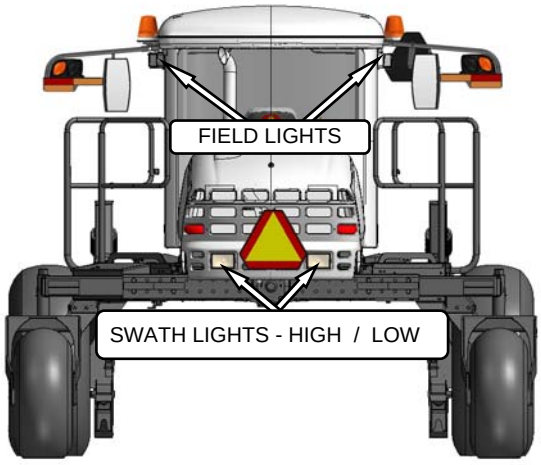
a. Ensure Operator's seat is locked in cab-forward mode.

b. Switch FIELD lights ON, and check that all lights are functioning as shown below.



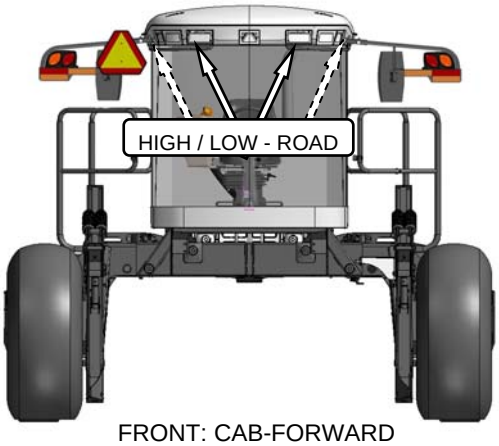


FRONT: CAB-FORWARD

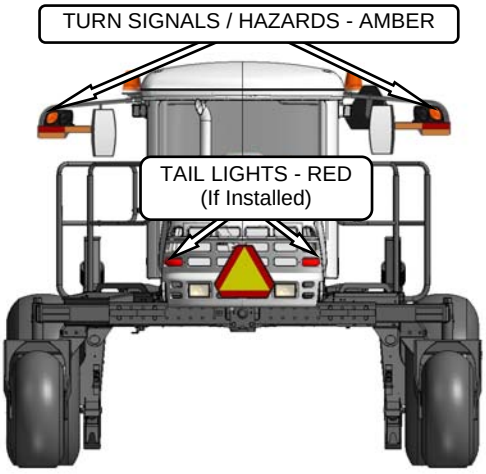


REAR: CAB-FORWARD

c. Switch ROAD lights ON, and check that all lights are functioning as shown below.



FRONT: CAB-FORWARD



REAR: CAB-FORWARD

d. Activate HIGH / LOW switch, and check lights.

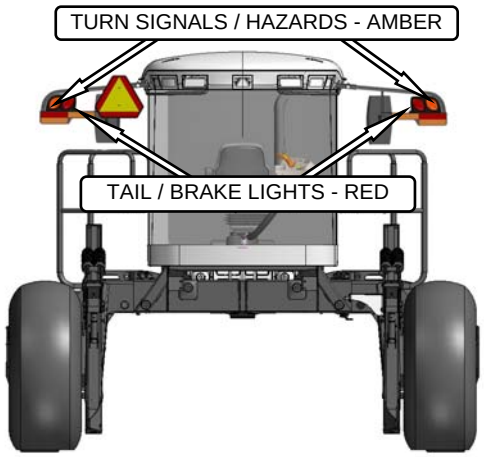
e. Activate turn signals and hazard warning lights with switches on CDM, and check lights.

f. Turn lights OFF.

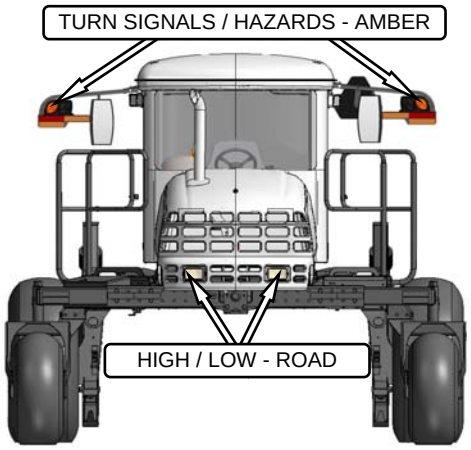
(continued next page)

g. Rotate Operator's seat to engine-forward mode.

h. Switch ROAD lights ON, and check that all lights are functioning as shown below.



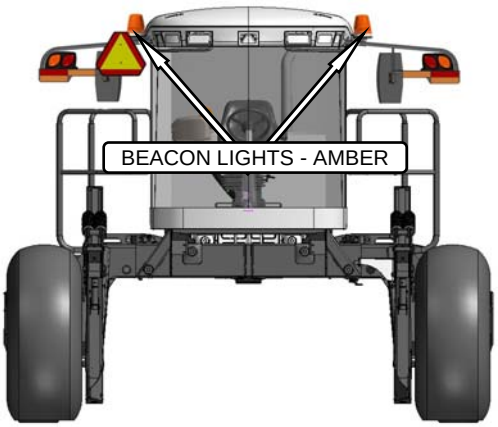
REAR: ENGINE-FORWARD



FRONT: ENGINE-FORWARD

i. Activate HIGH/LOW switch, and check lights.

j. Activate turn signals and hazard warning lights with switches on CDM, and check lights.



VIII. BEACON (If Installed)

a. Turn ignition ON, and activate beacon switch.

b. Check beacons are working.

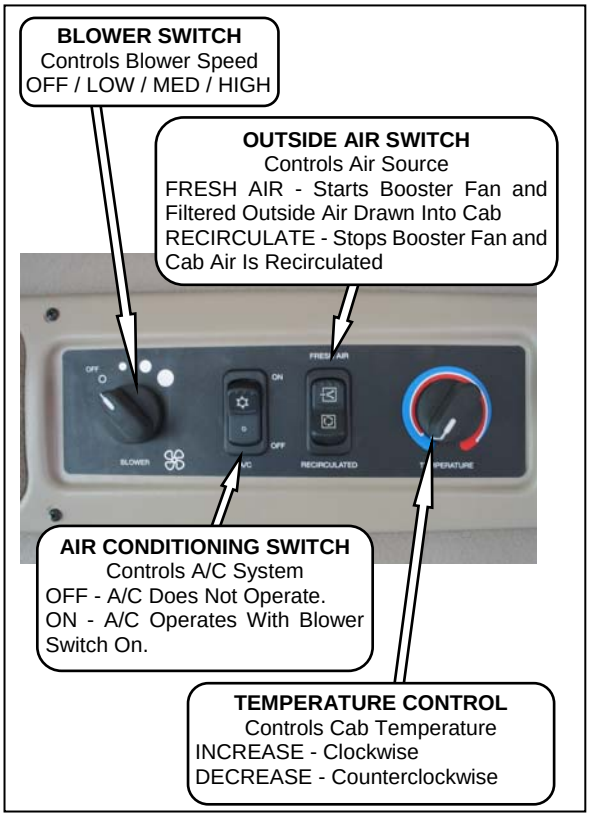
IX. HORN

a. Push HORN button, and listen for horn.

X. INTERIOR LIGHTS

a. Switch lights ON and OFF with switches on each light. Interior lights only work with ROAD or FIELD light switch ON.

XI. A/C AND HEATER



IMPORTANT

To distribute oil throughout the system, perform the following steps:

a. With the engine running, turn blower switch to the first position, turn temperature control switch to MAXIMUM heating, and A/C control to OFF.

b. Click A/C switch from OFF to ON for one second, then back to OFF for 5 to 10 seconds. Repeat this step ten times.

L. MANUALS

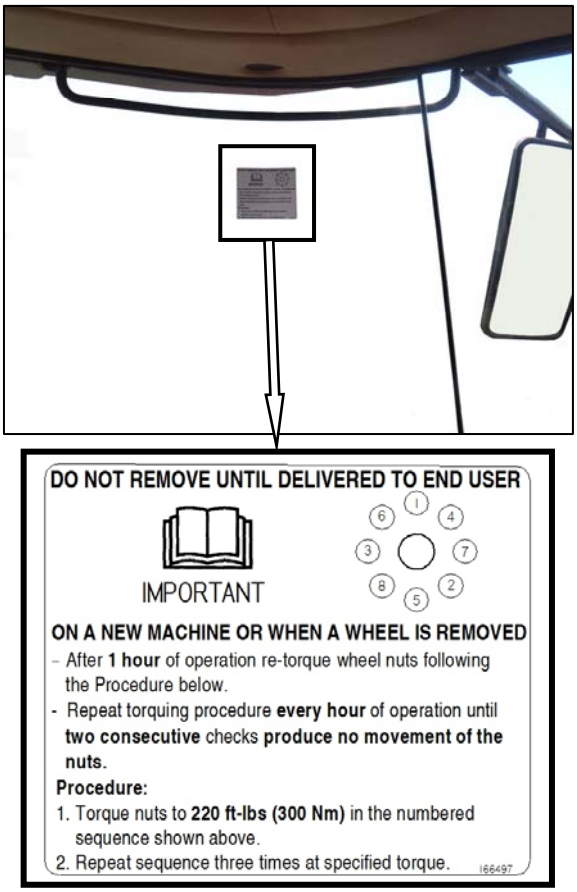
The following items should be stored in the manual storage case behind the Operator's seat:

- Parts Catalog: See below.
- Operator's Manual: See below.
- Windrower Quick Card:
  - M155 - MD #169565
  - M205 - MD #169475
- Warranty Documents.
- Engine Manual - MD #166240.

WINDROWER	OPERATOR'S MANUAL MD #		PARTS CATALOG MD #	
	M155	M205	M155	M205
MacDon	169563	169469	169564	169472
Premier	169566	169471	169567	169474
Westward	169568	169470	169569	169473

M. CAB INTERIOR

a. Remove plastic coverings from Cab Display Module and seats, after pre-delivery check is complete.



b. Remove decal (MD #166497) from windshield **ONLY** after machine is delivered to end user.

.

NOTES

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CUSTOMERS
www.macdon.com

DEALERS
www.macdondealers.com

Printed in Canada

M155 and M205 Self-Propelled Windrower Pre-Delivery Checklist

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

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

Windrower Serial Number: _____ **Engine Serial Number:** _____

✓	ITEM	PAGE
	Check for shipping damage or missing parts. Be sure all shipping dunnage is removed.	---
	Check for loose hardware. Tighten to required torque.	7
	Check tire air pressures, and adjust as required.	55
	Check final drive hub lubricant level.	55
	Check engine coolant level and strength at reserve tank.	56
	Check air cleaner and clamps.	57
	Check hydraulic oil level, and check for leaks along lines.	57
	Check fuel separator for water and foreign material. Drain and clean as necessary. Add fuel.	58
	Check gear box lubricant level.	58
	Check tension of A/C compressor belt.	58
	Check machine completely lubricated.	43-44
	Check Neutral interlock system.	59
	Check horn operation.	64
	Check engine oil pressure indicator light at Cab Display Module (CDM).	62
START ENGINE AND RUN TO OPERATING TEMPERATURE		60
	Check Cab Display Module (CDM) for operation.	62
	Check Operator's Presence System.	62
	Check alternator charge rate at instrument console.	62
	Check fuel gauge for operation.	62
	Check air conditioning functioning properly.	65
	Check heater functioning properly.	65
	Check instrument console gauge lights and interior lights for operation.	62 & 65
	Check maximum (no load) engine speed at Cab Display Module (CDM).	62
	Check exterior lights for operation.	63
	Check hazard and signal lights for operation.	63
	Check beacons for operation (if installed).	64
	Complete the Header Pre-Delivery Checklist.	---
	Check that manuals are with the Windrower.	65
	Check that plastic coverings from cab interior have been removed.	66

Date Checked: _____ **Checked by:** _____