

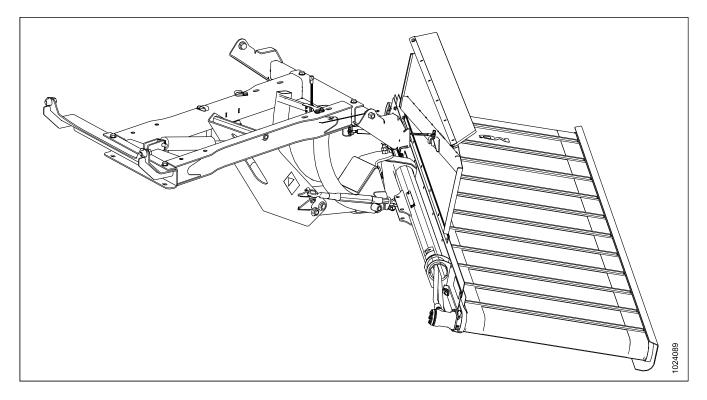
# Double Windrow Attachment (DWA) for M1 Series Windrowers

Setup, Operation, and Parts Manual

214763 Revision A Original Instruction

The harvesting specialists.

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



Published: September 2018

### Introduction

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

- M1170
- M1240

The DWA is for use with the following headers:

- A Series Auger Headers
- R85 Disc Headers

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

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

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

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

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

#### NOTE:

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

#### Conventions

- Right and left are determined from the operator's position, facing forward with the windrower in cab-forward position.
- Unless otherwise noted, use the standard torque values provided in Chapter 6.1 Torque Specifications, page 83 of this document.

This instruction is currently available in English only.

## **Serial Number Location**

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

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

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

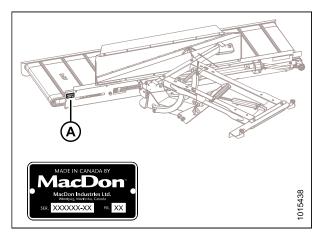


Figure 1: Serial Number Location

## List of Revisions

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

Summary of Change	Location
Changed the number of ways an operator can set draper speed from three to two. Setting speed with One-Touch- Return is not a practical function.	3.4 Setting Draper Speed, page 40
Added proximity sensor topic.	4.4 Double Windrow Attachment (DWA) Proximity Switch, page 65
Added service part numbers to the index.	Index

Introduction	i
Serial Number Location	ii
List of Revisions	iii
Chapter 1: Safety	1
1.1 Safety Alert Symbols	1
1.2 Signal Words	2
1.3 General Safety	3
1.4 Maintenance Safety	5
1.5 Hydraulic Safety	6
1.6 Tire Safety	7
1.7 Battery Safety	8
1.8 Welding Precaution	9
1.9 Engine Safety	
1.9.1 High-Pressure Rail	
1.9.2 Engine Electronics	
1.10 Safety Signs	
1.10.1 Installing Safety Decals	
1.11 Safety Sign Decals	
Chapter 2: Assembly/Setup Instructions	19
2.1 Raising the Right Side Stairs	
2.2 Installing the Linkage	
2.3 Installing the Deck	22
2.4 Connecting the Hydraulics to an M1170 Windrower	27
2.5 Connecting the Hydraulics to an M1240 Windrower	
2.5.1 M1240 Disc-Only Configuration	
2.5.2 M1240 Disc/Draper Configuration	
2.6 Connecting the Proximity Sensor	
2.7 Activating the Double Windrow Attachment (DWA)	
2.7.1 Setting One-Touch-Return Buttons (A, B, C)	
2.7.2 Setting Draper Pressure Alarm	
Chapter 3: Operation	
3.1 Operational Safety	
3.2 Engaging the Deck Safety Pin	
3.3 Raising and Lowering the Deck	
3.3.1 Adjusting the Deck Lift Speed	
3.3.2 Adjusting the Proximity Sensor	
3.4 Setting Draper Speed	
3.5 Adjusting Deck Angle	
3.5.1 Adjusting Deck Angle Relative to the Drive Tire	

3.5.2 Adjusting Deck Angle Relative to the Ground	43
<b>3.6</b> Raising the Deck Height	44
3.7 Positioning the Conditioner Forming Shield	46
3.8 Positioning the Conditioner Rolls	48
3.9 Operating Recommendations	49
3.9.1 Operating with 4.3, 4.9, 5.5 m (14, 16, 18 ft.) Headers	49
3.9.2 Operating with an R85 Disc Header	49
Chapter 4: Maintenance and Servicing	51
<b>4.1</b> Draper Maintenance	51
4.1.1 Adjusting Draper Tension	51
4.1.2 Checking Draper Tracking	51
4.1.3 Adjusting Draper Tracking	52
4.1.4 Replacing Draper	54
4.1.5 Adjusting Front Skid	55
4.1.6 Adjusting Rear Deflector	56
4.1.7 Maintaining Draper Rollers	
Removing and Reinstalling the Drive Roller Removing and Reinstalling the Idler Roller	
4.1.8 Replacing Draper Roller Bearing/Seal	
4.2 Lubrication	
<b>4.3</b> Hydraulic Schematic	
4.4 Double Windrow Attachment (DWA) Proximity Switch	65
Chapter 5: Repair Parts	
5.1 Deck, Draper, and Rollers	68
5.2 Linkage and Deck Support	74
5.3 Decals and Reflectors	80
Chapter 6: Reference	83
6.1 Torque Specifications	83
6.1.1 SAE Bolt Torque Specifications	83
6.1.2 Metric Bolt Specifications	85
6.1.3 Metric Bolt Specifications Bolting into Cast Aluminum	
6.1.4 Flare-Type Hydraulic Fittings	
6.1.5 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable	
6.1.6 O-Ring Boss (ORB) Hydraulic Fittings – Non-Adjustable	
6.1.7 O-Ring Face Seal (ORFS) Hydraulic Fittings	
6.1.8 Tapered Pipe Thread Fittings	
6.2 Conversion Chart	94
Index	95
Predelivery Checklist	99

## Chapter 1: Safety

## 1.1 Safety Alert Symbols

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

This symbol means:

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

Carefully read and follow the safety message accompanying this symbol.

#### Why is safety important to you?

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



Figure 1.1: Safety Symbol

## 1.2 Signal Words

Three signal words, **DANGER**, **WARNING**, and **CAUTION**, are used to alert you to hazardous situations. Two signal words, **IMPORTANT** and **NOTE** identify non-safety related information. Signal words are selected using the following guidelines:

## 

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

## 

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

## 

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

### **IMPORTANT:**

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

### NOTE:

Provides additional non-essential information or advice.

## **1.3 General Safety**

## 

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 protective clothing and personal safety devices that could be necessary for job at hand. Do **NOT** take chances. You may need the following:
  - Hard hat
  - Protective footwear with slip-resistant soles
  - Protective glasses or goggles
  - Heavy gloves
  - Wet weather gear
  - Respirator or filter mask
- Be aware that exposure to loud noises can cause hearing impairment or loss. Wear suitable hearing protection devices such as earmuffs or earplugs to help protect against loud noises.

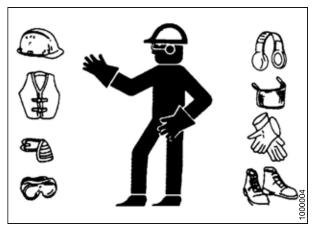


Figure 1.2: Safety Equipment

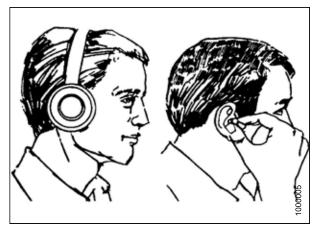


Figure 1.3: Safety Equipment

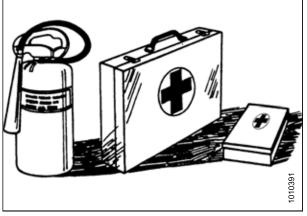


Figure 1.4: Safety Equipment

- Provide a first aid kit for use in case of emergencies.
- Keep a fire extinguisher on the machine. Be sure fire extinguisher is properly maintained. Be familiar with its proper use.
- Keep young children away from machinery at all times.
- Be aware that accidents often happen when Operator is tired or in a hurry. Take time to consider 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 all shields in place. **NEVER** alter or remove safety equipment. Make sure driveline guards can rotate independently of shaft and can telescope freely.
- Use only service and repair parts made or approved by equipment manufacturer. Substituted parts may not meet strength, design, or safety requirements.
- Keep hands, feet, clothing, and hair away from moving parts.
   NEVER attempt to clear obstructions or objects from a machine while engine is running.
- Do **NOT** modify machine. Unauthorized modifications may impair machine function and/or safety. It may also shorten machine's life.
- To avoid bodily injury or death from unexpected startup of machine, **ALWAYS** stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.



Figure 1.5: Safety around Equipment

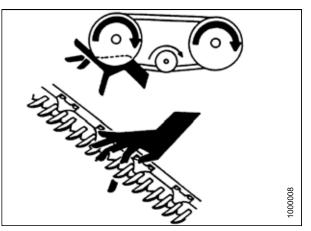


Figure 1.6: Safety around Equipment

- Keep service area 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.
- Keep work area well lit.
- Keep machinery clean. Straw and chaff on a hot engine is a fire hazard. Do **NOT** allow oil or grease to accumulate on service platforms, ladders, or controls. Clean machines before storage.
- **NEVER** use gasoline, naphtha, or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.
- When storing machinery, cover sharp or extending components to prevent injury from accidental contact.



Figure 1.7: Safety around Equipment

## 1.4 Maintenance Safety

To ensure your safety while maintaining machine:

- Review operator's manual and all safety items before operation and/or maintenance of machine.
- Place all controls in Neutral, stop the engine, set the park brake, remove the ignition key, and wait for all moving parts to stop before servicing, adjusting, and/or repairing.
- Follow good shop practices:
  - Keep service areas clean and dry
  - Be sure electrical outlets and tools are properly grounded
  - Keep work area well lit

The second second

Figure 1.8: Safety around Equipment

- Relieve pressure from hydraulic circuits before servicing and/or disconnecting machine.
- Make sure all components are tight and that steel lines, hoses, and couplings are in good condition before applying pressure to hydraulic systems.
- Keep hands, feet, clothing, and hair away from all moving and/or rotating parts.
- Clear area of bystanders, especially children, when carrying out any maintenance, repairs, or adjustments.
- Install transport lock or place safety stands under frame before working under machine.
- If more than one person is servicing machine at same time, be aware that rotating a driveline or other mechanicallydriven component by hand (for example, accessing a lubricant fitting) will cause drive components in other areas (belts, pulleys, and knives) to move. Stay clear of driven components at all times.
- Wear protective gear when working on machine.
- Wear heavy gloves when working on knife components.

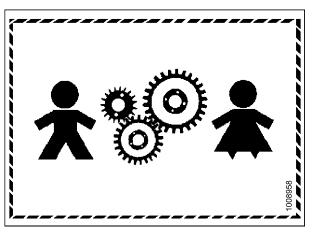


Figure 1.9: Equipment NOT Safe for Children

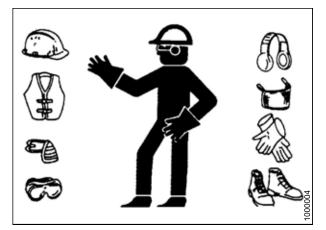


Figure 1.10: Safety Equipment

## 1.5 Hydraulic Safety

- Always place all hydraulic controls in Neutral before dismounting.
- Make sure that all components in hydraulic system are kept clean and in good condition.
- Replace any worn, cut, abraded, flattened, or crimped hoses and steel lines.
- Do **NOT** attempt any makeshift repairs to hydraulic lines, fittings, or hoses by using tapes, clamps, cements, or welding. The hydraulic system operates under extremely highpressure. Makeshift repairs will fail suddenly and create hazardous and unsafe conditions.
- Wear proper hand and eye protection when searching for high-pressure hydraulic leaks. Use a piece of cardboard as a backstop instead of hands to isolate and identify a leak.
- If injured by a concentrated high-pressure stream of hydraulic fluid, seek medical attention immediately. Serious infection or toxic reaction can develop from hydraulic fluid piercing the skin.

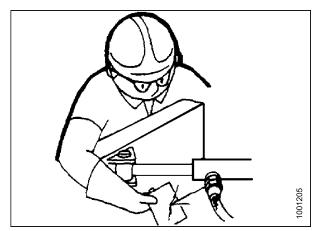


Figure 1.11: Testing for Hydraulic Leaks



Figure 1.12: Hydraulic Pressure Hazard

Figure 1.13: Safety around Equipment

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

## 1.6 Tire Safety



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

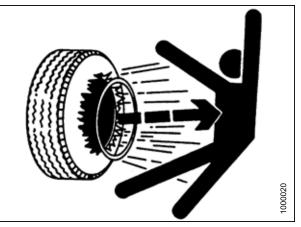


Figure 1.14: Overinflated Tire



- Do NOT stand over tire. Use a clip-on chuck and extension hose.
- Do NOT exceed maximum inflation pressure indicated on tire label.
- Replace tires that have defects.
- Replace wheel rims that are cracked, worn, or severely rusted.
- Never weld a wheel rim.
- Never use force on an inflated or partially inflated tire.
- Make sure tire is correctly seated before inflating to operating pressure.



Figure 1.15: Safely Inflating Tire

- If tire is not correctly positioned on rim or is overinflated, tire bead can loosen on one side causing air to escape at high speed and with great force. An air leak of this nature can thrust tire in any direction endangering anyone in area.
- Make sure all air is removed from tire before removing tire from rim.
- Do NOT remove, install, or repair a tire on a rim unless you have proper equipment and experience to perform job. Take tire and rim to a qualified tire repair shop.

## 1.7 Battery Safety

## 

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

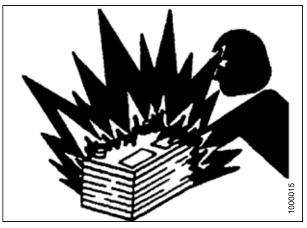


Figure 1.16: Safety around Batteries

## 

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

## 

- To avoid injury from spark or short circuit, disconnect battery ground cable before servicing any part of electrical system.
- Do NOT operate engine with alternator or battery disconnected. With battery cables disconnected and engine running, a high voltage can be built up if terminals touch frame. Anyone touching frame under these conditions would be severely shocked.
- When working around storage batteries, remember that all of the exposed metal parts are live. Never lay a metal object across terminals because a spark or short circuit will result.
- Keep batteries out of reach of children.

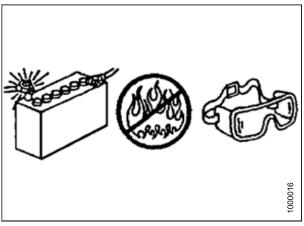


Figure 1.17: Safety around Batteries

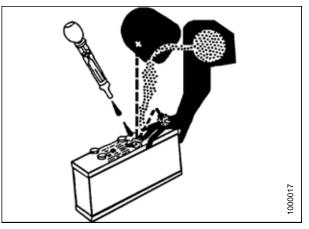


Figure 1.18: Safety around Batteries

## 1.8 Welding Precaution

## 

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

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

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

• Negative battery terminals (A) (two connections)

#### **IMPORTANT:**

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

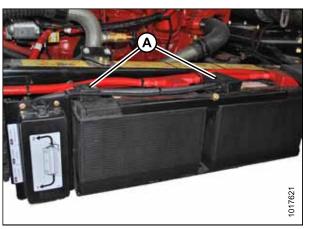


Figure 1.19: Negative Terminals

Master controller (A)
 Four connectors: P231, P232, P233, and P234

Location: Behind cab, near header lift/fan manifold

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

#### **IMPORTANT:**

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

#### **IMPORTANT:**

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



Figure 1.20: Master Controller

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

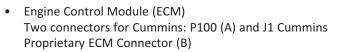
Location: Behind cab, near header lift/fan manifold.

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

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

Location: Under cab, inside left frame rail

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



Location: On engine

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

#### **IMPORTANT:**

Be sure to disconnect both connectors. Note connector locations.

#### **IMPORTANT:**

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



Figure 1.21: Firewall Extension Module

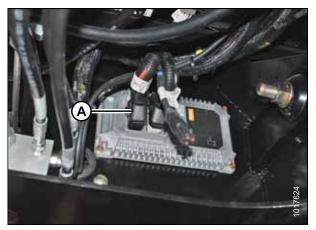


Figure 1.22: Chassis Extension Module

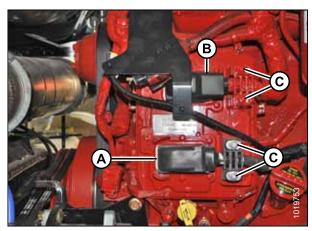


Figure 1.23: Engine Control Module

### NOTE:

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

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

Location: Under cab

 Roof connectors (A) Four connectors: C10, C12, C13, and C14 Location: Under cab at base of left cab post

• Chassis relay module (A) Three connectors: P240, P241, and P242

Location: Outside left frame rail near batteries



Figure 1.24: Cab Connectors

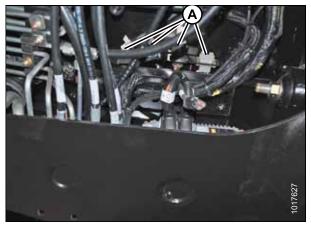


Figure 1.25: Roof Connectors

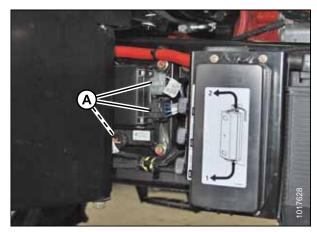


Figure 1.26: Chassis Relay Module

• Engine harness (A) Two round connectors: C30 and C31

Location: Inside left frame rail, at rear of windrower

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

Location: Rear of A/C box

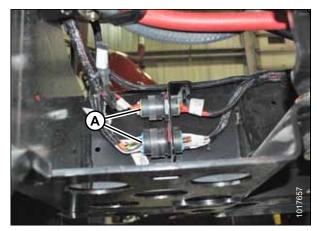


Figure 1.27: Engine Harness



Figure 1.28: A/C Box Connectors

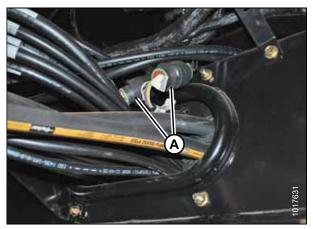


Figure 1.29: Wheel Motor Connectors

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

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

#### **IMPORTANT:**

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

To align the connectors:

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

## 1.9 Engine Safety

## 

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

## 

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

### NOTE:

The engine may not be equipped with a device for cold starting. If the engine will be operated in very cold conditions, then an additional cold-starting aid may be required.

### **1.9.1** High-Pressure Rail

## 

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

## **1.9.2** Engine Electronics



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

## 

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

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

The engine monitoring system can initiate the following actions:

- Warning
- Derate
- Shut down

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

- Engine coolant temperature
- Engine oil pressure
- Engine speed
- Intake manifold air temperature
- Diesel exhaust fluid (DEF) system performance
- Aftertreatment system performance

## 1.10 Safety Signs

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

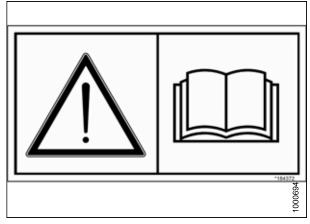


Figure 1.30: Operator's Manual Decal

## 1.10.1 Installing Safety Decals

- 1. Clean and dry installation area.
- 2. Decide on exact location before you remove decal backing paper.
- 3. Remove smaller portion of split backing paper.
- 4. Place decal in position and slowly peel back remaining paper, smoothing decal as it is applied.
- 5. Prick small air pockets with a pin and smooth out.

## 1.11 Safety Sign Decals

### MD #166466

HIGH PRESSURE HYDRAULICS

### DO NOT GO NEAR LEAKS

Located on deck

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

MD #174683

**PINCH POINT - MOVING PARTS** 

#### STAND CLEAR

Located on linkage arm (both sides)

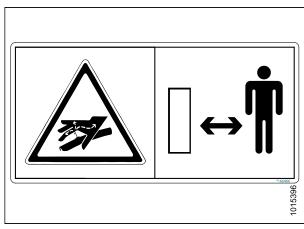


Figure 1.31: MD #166466



Figure 1.32: MD #174683

SAFETY

MD #176295

DECK LIFT LOCK

Located on deck linkage

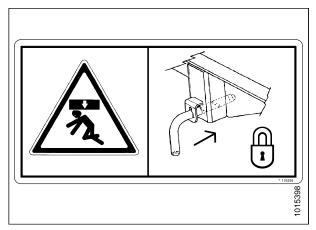


Figure 1.33: MD #176295

## Chapter 2: Assembly/Setup Instructions

### NOTE:

The Double Windrow Attachment (DWA) for M1 Series will only fit windrower models listed in the Introduction, page i.

## 2.1 Raising the Right Side Stairs

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

1. Lift stairs (A) by hand until spring-loaded latch (B) locks steps in the upright position. Rubber bumper (C) stops the stairs from going past the upright position. Stairs are held in the down position by the extension of the gas shock (D).

#### **IMPORTANT:**

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

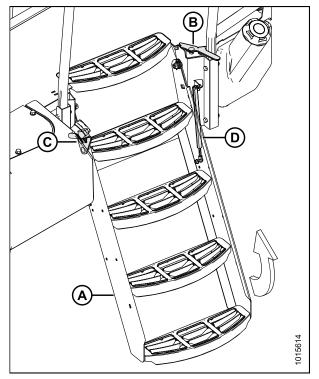


Figure 2.1: Right Side Stairs – Down Position

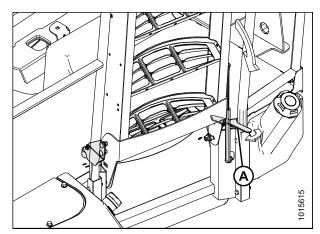


Figure 2.2: Right Side Stairs – Up Position

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

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

## 2.2 Installing the Linkage

To install the linkage, follow these steps:

 Remove four bolts (A), four washers (B) and two nuts (C) that are loosely installed on the DWA linkage. Keep hardware for mounting.

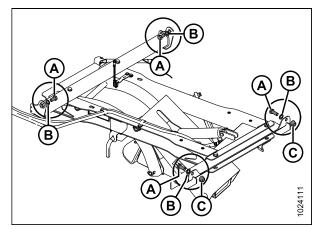


Figure 2.3: Linkage Support

2. Support linkage assembly (A) with a forklift and lift into place under windrower.

### NOTE:

Approach the cab-forward side of the windrower with a forklift. Lift the right side stairs to create access. Refer to 2.1 Raising the Right Side Stairs, page 19. Make sure the forks do **NOT** lift against the cylinder fitting.

Figure 2.4: DWA Linkage under Windrower

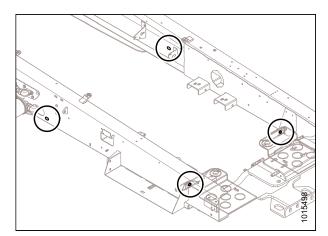


Figure 2.5: Windrower Connection Points

3. Align the DWA linkage with the windrower connection points.

#### **ASSEMBLY/SETUP INSTRUCTIONS**

- 4. Install hardware (A) (removed in Step *1, page 20*) and attach linkage assembly to windrower frame. Torque to 461 Nm (340 lbf·ft).
- 5. Torque four bolts (B) on DWA linkage to 144–160 Nm (107– 118 lbf·ft).

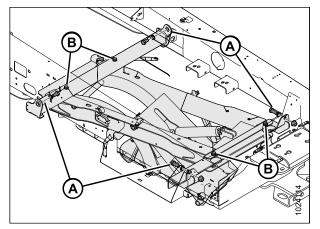


Figure 2.6: Linkage Support under Windrower

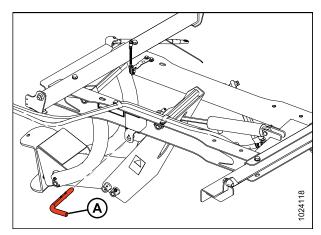


Figure 2.7: DWA Linkage

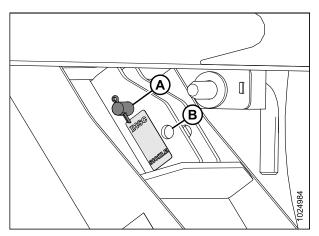


Figure 2.8: Lift Cylinder Pivot

- 6. Pull out safety pin (A) on the left side of linkage and allow frame to lower.
- 7. Replace safety pin (A).

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

## 2.3 Installing the Deck

To install the DWA deck, follow these steps:

1. Remove the shipping boards (A) by removing the transport banding (B).

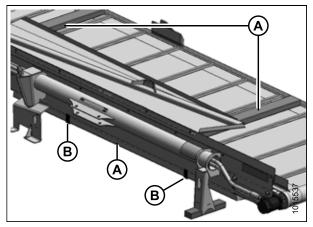


Figure 2.9: DWA Deck

- 2. Support the deck with a forklift. Forks (C) should be inboard of shipping stand (A).
- 3. Remove the two shipping stands (A) from the front of the deck by removing nut (B).
- 4. Reinstall nut (B) with a washer (MD #11695). Washers are included in the bag of assembly hardware.

Remove the shipping stand (A) from the rear of the deck by

removing the two nuts (B) and washers (C).

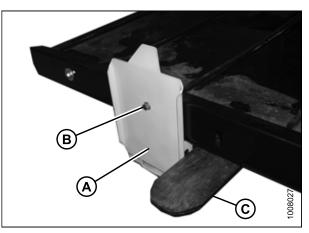


Figure 2.10: Deck Shipping Stand

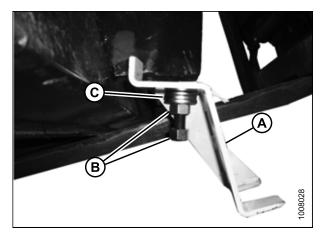


Figure 2.11: Deck Shipping Stand

5.

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

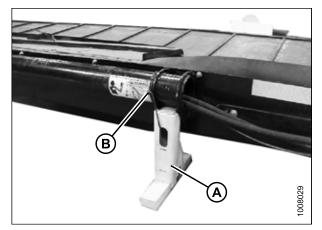


Figure 2.12: Deck Shipping Stand

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

#### NOTE:

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



Figure 2.13: DWA Deck Supported with Floor Jack

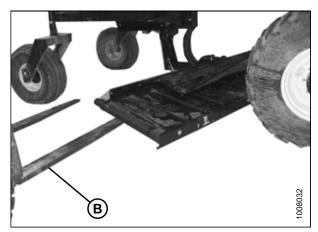


Figure 2.14: DWA Deck Supported with Forklift

9. Position the deck pivot (A) into the linkage clevis (B).

#### NOTE:

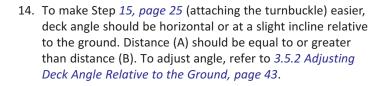
Make sure there is a loose bushing inside the deck pivot (A).

- Align the deck pivot (A) with the holes in the clevis (B) by raising or lowering the floor jack, and insert shaft (C) with preinstalled hex nut (D) and lock nut (E) through the top.
- 11. Install a regular hex nut (D) to the bottom of the deck pivot shaft and torque the nut to 339 Nm (250 lbf·ft).
- 12. Install a lock nut (E), and tighten against nut (D).

#### **IMPORTANT:**

Apply proper torque to nuts.

13. Add grease to grease zerk (F).



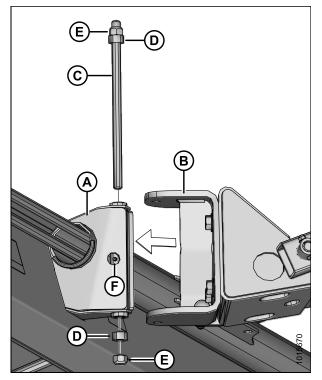


Figure 2.15: Deck Pivot and Linkage Clevis

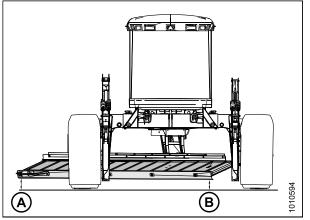


Figure 2.16: Deck Angle

- 15. Attach turnbuckle (A) from linkage to deck.
  - Use connection point (B) for R85 Disc Header. The approximate turnbuckle length is 530 mm (21 in.)
  - Use connection point (C) for A Series Auger Header. The approximate turnbuckle length is 630 mm (25 in.)

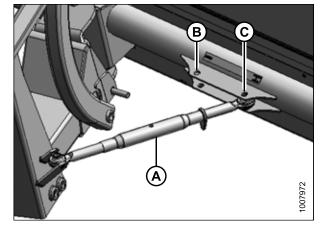


Figure 2.17: Adjustable Turnbuckle

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

#### NOTE:

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

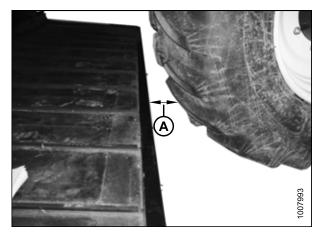


Figure 2.18: Deck and Right Drive Wheel

- 17. Using existing carriage bolts and nuts, install the short ball joint link bracket (A) at the correct position for your header:
  - Upper holes (B) for R85 Disc Header (factory default)
  - Lower holes (C) for A Series Auger Header

### NOTE:

A tall ball joint link bracket (D) is attached to the linkage assembly with a cable tie. Do **NOT** use the tall bracket in standard configuration. Refer to *3.6 Raising the Deck Height, page 44* for more information.

- 18. Raise backsheet (A) off the deck and remove the top nut (B) and tapered nut (C).
- 19. Install ball joint link (D) onto the bolt on the backsheet at the correct position for your header:
  - Hole 3 for R85 Disc Header (factory default)
  - Hole 1 for A Series Auger Header
  - Hole 2 (Option) **NOT** used in standard configuration. Refer to *3.6 Raising the Deck Height, page 44.*
- 20. Install tapered nut (C) and torque the nut to 24–27 Nm (218–241 lbf·in). Install nut (B) and torque the nut to 24–27 Nm (218–241 lbf·in).

#### **IMPORTANT:**

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

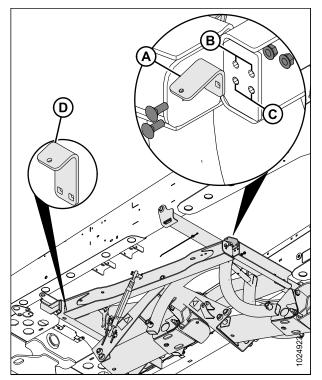


Figure 2.19: Ball Joint Link Bracket

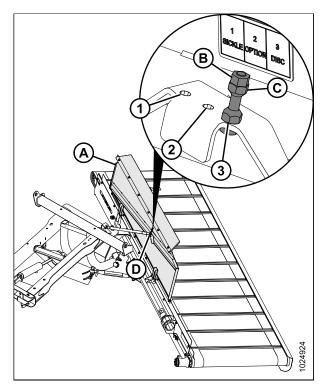


Figure 2.20: Ball Joint Link

## 2.4 Connecting the Hydraulics to an M1170 Windrower

To connect the DWA linkage and draper deck hydraulics to your M1170 windrower, follow these steps:

### Connect the DWA linkage hydraulics to the windrower.

## 

Check to be sure all bystanders have cleared the area.

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



Figure 2.21: Windrower Console Switches

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

#### NOTE:

Linkage and windrower have quick couplers preinstalled for easy connection.

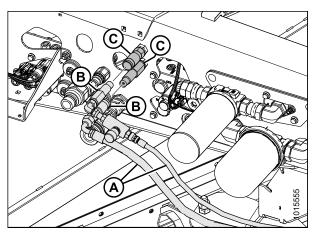


Figure 2.22: DWA Linkage Hydraulics

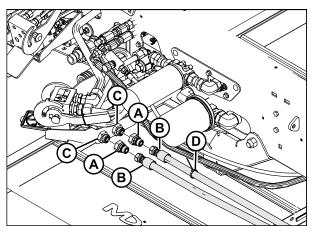


Figure 2.23: Connecting DWA Deck Hydraulics

27

### Connecting the DWA deck hydraulics to windrower.

- Install fittings (A) onto fittings (C) and torque to 120 Nm (88 lbf·ft).
- Install hoses (B) onto fittings (A) ensuring that hose with cable tie (D) is installed on the inboard fitting. Torque to 85 Nm (63 lbf·ft).

## 2.5 Connecting the Hydraulics to an M1240 Windrower

## 2.5.1 M1240 Disc-Only Configuration

To connect the DWA hydraulics to an M1240 windrower configured for disc header only, follow these steps:

## 

Check to be sure all bystanders have cleared the area.

- Start the windrower and press and hold the AUXILIARY LOWER switch (A) for five seconds to release pressure behind the couplers.
- 2. Shut off the engine and remove the key.



Figure 2.24: Windrower Console Switches



4. Connect linkage quick couplers (B) to quick couplers (C) on windrower frame.

### NOTE:

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

### Connecting DWA deck hydraulics to the windrower.

5. Install 45° fittings (A) into the hydraulic manifold and torque to 120 Nm (88 lbf·ft).

### NOTE:

Orient fittings to 60° from vertical as shown.

 Install hoses (B) onto 45° fittings (A), ensuring that hose with cable tie (C) is installed on the top fitting. Torque to 85 Nm (63 lbf·ft).

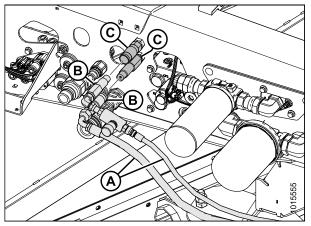


Figure 2.25: DWA Linkage Hydraulics

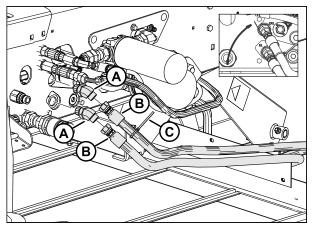


Figure 2.26: DWA Deck Hydraulics to M1240

### 2.5.2 M1240 Disc/Draper Configuration

In addition to disc header connections, M1240 windrowers have four point multicouplers for connecting draper headers. To connect DWA hydraulics to an M1240 windrower configured for disc/draper headers, follow these steps:

# 

Check to be sure all bystanders have cleared the area.

- Start the windrower and press and hold the AUXILIARY LOWER switch (A) for five seconds to release pressure behind the couplers.
- 2. Shut off the engine and remove the key.



Figure 2.27: Windrower Console Switches

3. Route hoses (A) underneath both filters as shown.

#### NOTE:

Multicoupler hidden for clarity.

4. Connect linkage quick couplers (B) to quick couplers (C) on windrower frame.

#### NOTE:

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

#### Connecting DWA deck hydraulics to the windrower.

5. Remove shipping plugs (A) from deck hydraulic hoses (B).

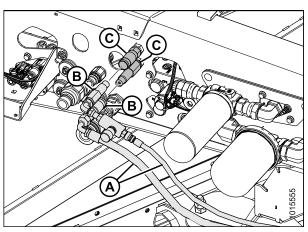


Figure 2.28: DWA Linkage Hydraulics

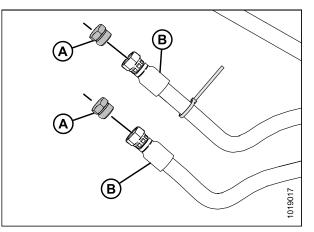


Figure 2.29: Deck Hydraulic Hoses and Protective Shipping Plugs

- 6. Connect hydraulic hose (A) with the blue cable tie (B) to reducer (C) on the multicoupler bulkhead fitting closest to the windrower.
- 7. Connect hydraulic hose (D) to the remaining reducer (E) on the multicoupler bulkhead fitting.

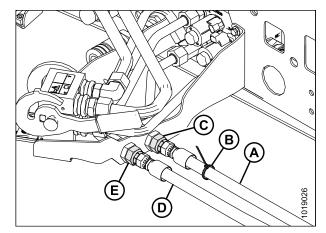


Figure 2.30: Deck Hydraulic Hoses and Multicoupler Connections

# 2.6 Connecting the Proximity Sensor

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

#### NOTE:

The proximity sensor comes preinstalled on the DWA linkage.

- 1. Remove the cable tie binding the DWA extension (A) to the chassis harness (B) from windrower.
- 2. Connect DWA extension C24A (A) to DWA proximity sensor (C) and secure to linkage with fir tree cable tie (D).

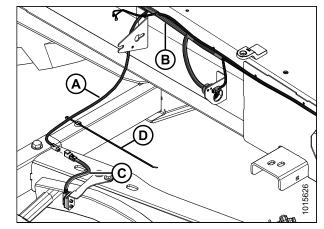


Figure 2.31: DWA Proximity Sensor

# 2.7 Activating the Double Windrow Attachment (DWA)

#### NOTE:

The DWA is associated with the header ID setup. For more information on header setup, refer to your header or windrower operator's manual.

To activate the DWA, follow these steps:

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

2. Select DWA (A). The display will show an image of the

The DWA is activated.

buttons that control the DWA with each particular header.

Header	Hrs	Total Acre
INSC	6164.5	1054.4
Attachments	—(A)	

Figure 2.32: Header Setup – Attachments

 Madder Setup
 MacDoor

 DSC D.5 Hrs - 0.0 Acres
 Image: Setup of Controls

 Image: Open of Controls
 Image: Setup of Controls

Figure 2.33: Selecting DWA

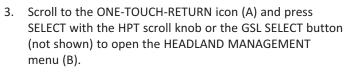
### 2.7.1 Setting One-Touch-Return Buttons (A, B, C)

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

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



Figure 2.34: Opening the Main Menu



#### NOTE:

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

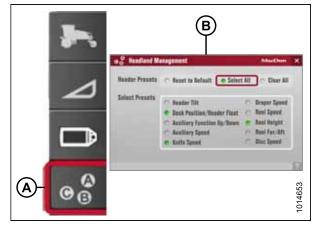


Figure 2.35: One-Touch-Return Icon and Menu List

Figure 2.36: One-Touch-Return Buttons on the GSL

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

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

- DWA up/down
- DWA speed

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

### 2.7.2 Setting Draper Pressure Alarm

 Press the scroll knob (A) on the Harvest Performance Tracker (HPT) or the SELECT button (B) on the ground speed lever (GSL) while in any run screen to open the QuickMenu system.

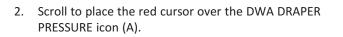




Figure 2.37: HPT Scroll Knob and GSL Select Button



Figure 2.38: QuickMenu/Draper Pressure Alarm



Figure 2.39: QuickMenu/Draper Pressure Alarm

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

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

# **Chapter 3: Operation**

## 3.1 Operational Safety

# 

To avoid bodily injury:

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

# 3.2 Engaging the Deck Safety Pin

Engage the deck safety pin as follows:

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

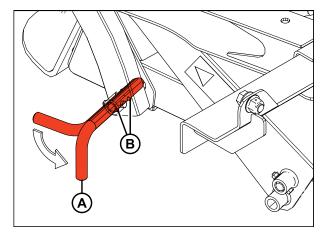


Figure 3.1: DWA Deck Safety Pin

# 3.3 Raising and Lowering the Deck

#### **IMPORTANT:**

Use extra caution when raising the deck for the first time. The deck rotates as it raises and lowers, and the backsheet folds onto the deck. Make sure the deck and backsheet are not interfering with windrower parts or the forming shield. If interference does occur, adjust the proximity sensor. Refer to Section *3.3.2 Adjusting the Proximity Sensor, page 38*.

DWA raise and lower can be controlled in three ways:

- Pressing reel raise/lower buttons on the ground speed lever (GSL)
- Pressing raise/lower buttons on the operator's console
- Presetting deck position with headland management position buttons
- 1. Remove/disengage the deck safety pin.
- 2. Raise and lower the DWA deck by using the REEL RAISE button (A) and the REEL LOWER button (B) respectively on the ground speed lever (GSL). The operator can interrupt the raising and lowering of the deck by letting go of the buttons.

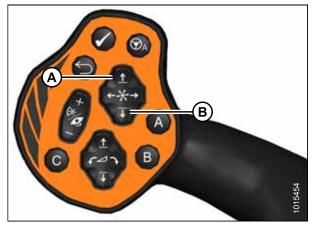


Figure 3.2: Ground Speed Lever (GSL)

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

#### NOTE:

When setting deck position with the ONE-TOUCH-RETURN buttons A, B, and C on the GSL, the deck movement (raise/ lower) cannot be interrupted. Refer to Section 2.7.1 Setting One-Touch-Return Buttons (A, B, C), page 33.

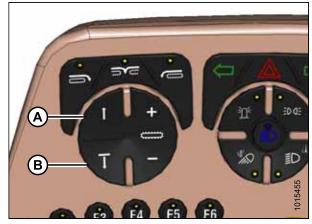


Figure 3.3: Operator's Console

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



Figure 3.4: Harvest Performance Tracker (HPT)

### 3.3.1 Adjusting the Deck Lift Speed

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

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

Refer to the following to adjust the deck lift speed:

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

#### NOTE:

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

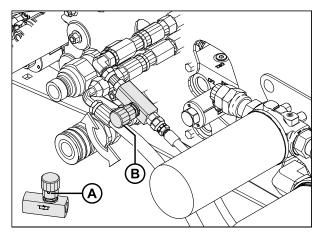


Figure 3.5: Deck Lift Speed Valve

### 3.3.2 Adjusting the Proximity Sensor

Carefully adjust the proximity sensor when running up the DWA for the first time.

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

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

#### NOTE:

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

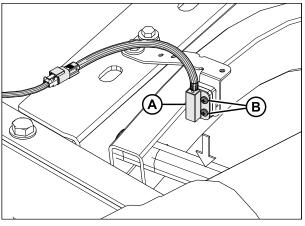


Figure 3.6: Proximity Sensor

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

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

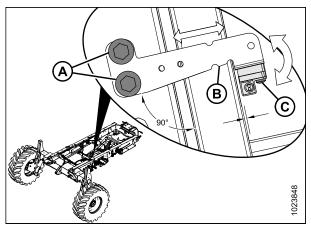


Figure 3.7: Proximity Sensor

# 3.4 Setting Draper Speed

#### NOTE:

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

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

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

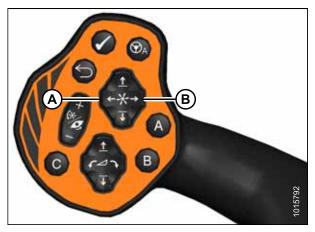


Figure 3.8: Ground Speed Lever (GSL)

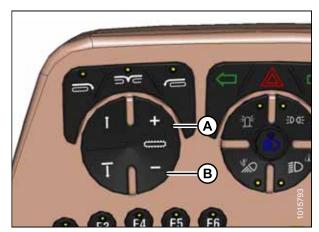


Figure 3.9: Operator's Console

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

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



Figure 3.10: Harvest Performance Tracker (HPT)

# 3.5 Adjusting Deck Angle

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

#### NOTE:

The lift cylinder is single-acting and not pressurized when the windrower is shut off. When the windrower is running, a supply of low pressure oil moves the deck forward.

To adjust the deck angle relative to the right drive tire, refer to 3.5.1 Adjusting Deck Angle Relative to the Drive Tire, page 42.

To adjust the deck angle relative to the ground, refer to 3.5.2 Adjusting Deck Angle Relative to the Ground, page 43.

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

The deck angle, relative to the right drive tire, is adjustable with turnbuckle (A).

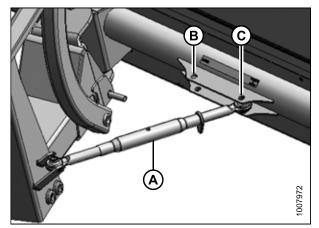


Figure 3.11: Deck Angle Turnbuckle A - Turnbuckle B - R85 Connection C - A Series Connection

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

- 1. Loosen the locking tab (B) on the adjustable turnbuckle.
- 2. Rotate the center tube (A) to the desired length.
  - Use connection point (D) for R85 Disc Header. The approximate turnbuckle length is 530 mm (21 in.)
  - Use connection point (C) for A Series Auger Header. The approximate turnbuckle length is 630 mm (25 in.)

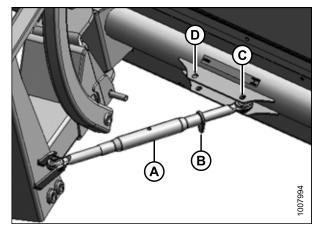


Figure 3.12: Adjustable Turnbuckle

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

#### NOTE:

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

4. Retighten the locking tab against the center tube.

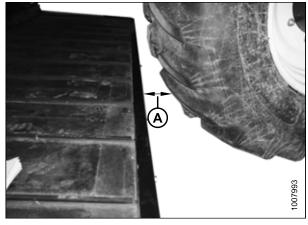


Figure 3.13: Distance from Deck to Tire

### 3.5.2 Adjusting Deck Angle Relative to the Ground

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

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

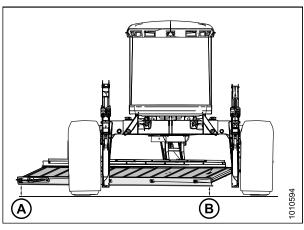


Figure 3.14: DWA Deck

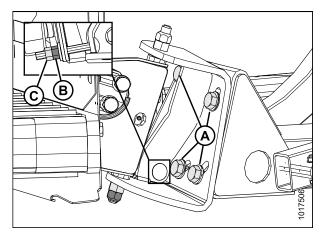


Figure 3.15: Deck Pivot

#### To adjust deck angle:

- 1. Loosen the four 3/4 in. bolts (A).
- 2. Loosen jam nut (C).
- 3. To increase distance between the ground and the deck, tighten nut (B).
- 4. To decrease distance between the ground and the deck, loosen nut (B).
- 5. After adjustment, tighten jam nut (C).
- 6. Torque the four 3/4 in. bolts (A) to 332 Nm (245 lbf·ft).

# 3.6 Raising the Deck Height

To avoid excessive wear to draper deck components, do **NOT** allow the deck to touch the ground. If the deck is too low, raise it as follows:

#### **IMPORTANT:**

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

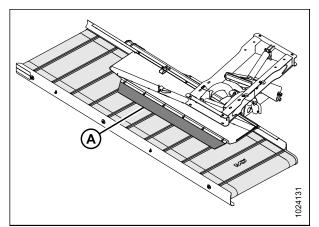


Figure 3.16: Draper Deck

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

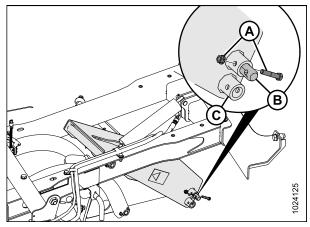


Figure 3.17: DWA Linkage

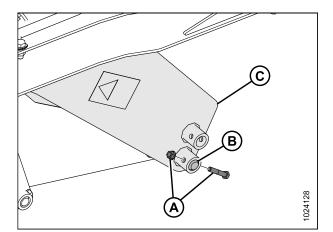


Figure 3.18: DWA Linkage

3. Reinstall bolt and nut (A) securing the pivot pin (B) to the rear arm (C).

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

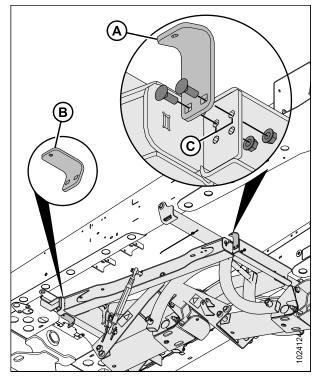


Figure 3.19: Ball Joint Link Bracket

- 5. Install ball joint link (D) at middle hole (Option) on backsheet panel (A).
- Install tapered nut (C) and torque the nut to 24–27 Nm (218–241 lbf·in). Install nut (B) and torque the nut to 24–27 Nm (218–241 lbf·in).

#### **IMPORTANT:**

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

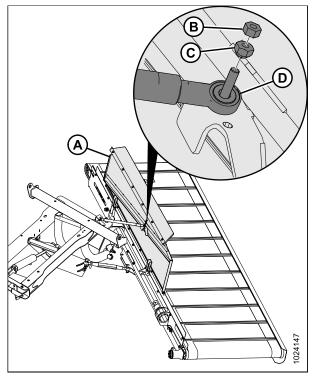


Figure 3.20: Ball Joint Link

# 3.7 Positioning the Conditioner Forming Shield

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

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

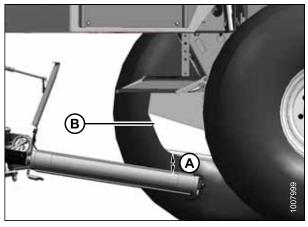


Figure 3.21: Deck Lowered A - Clearance between Forming Shield (B) and the Deck

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

#### NOTE:

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

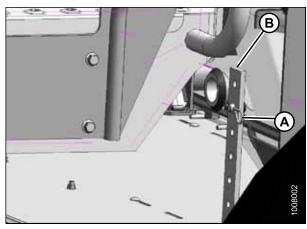


Figure 3.22: Forming Shield

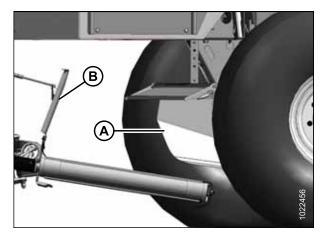


Figure 3.23: Deck Lowered

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

#### NOTE:

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

- 6. Adjust the rear deflector baffle (A) so crop flow (B) does not interfere with the deck when fully raised:
  - Set the left end of the rear deflector lower to direct crop down toward the DWA draper.
  - Set the right end of the rear deflector higher to allow space for crop to flow to the DWA deck.

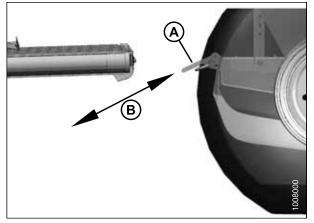


Figure 3.24: Deck Raised

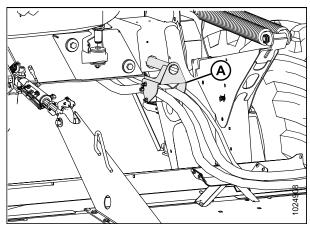


Figure 3.25: Header Hose Support

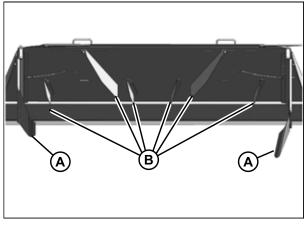


Figure 3.26: Fins under Forming Shield A - Side Deflectors B - Fins under Forming Shield

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

When using DWA with disc headers, remove fins (B) under

#### forming shield.

NOTE:

## 3.8 Positioning the Conditioner Rolls

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

The gap size depends on the crop type and yield.

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

Refer to the conditioner roll adjustment procedure in your A Series Auger or R85 Disc Header's operator manual.

## **3.9 Operating Recommendations**

### 3.9.1 Operating with 4.3, 4.9, 5.5 m (14, 16, 18 ft.) Headers

Refer to the following operating recommendations when using the Double Windrow Attachment (DWA) with 4.3, 4.9, 5.5 m (14, 16, 18 ft.) headers:

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

### 3.9.2 Operating with an R85 Disc Header

Because the conditioner rolls on an R85 disc header are farther ahead than all other headers, delivering light crop from the conditioner rolls to the side delivery deck on the Double Windrow Attachment (DWA) may require special attention.

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

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

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

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

- The rear baffle on the R85 disc header should be in the uppermost position; however, it may need to be lowered for center windrowing.
- The crop trajectory arc is higher with a steeper header angle. Set header angle to throw crop at the maximum arc height without contacting the top forming shield excessively.
- Removing the fins on the rear baffle may improve crop trajectory to the rear baffle.
- It may be possible to throw crop above the forming shield with extreme header angle and rear baffle positions.
- In rocky conditions where a DWA is necessary, adjust gauge rollers to achieve correct stubble height while maintaining proper crop trajectory.
- Header height affects the header angle. Ideally the lift linkage should be fully down at all times.
- The conditioner roll gap should be small enough to properly grab the crop and throw it.
- The roll speed is mechanically tied to the disc speed and can affect how fast the crop is projected. Roll speed should be in the recommended range.

#### Forming shield settings:

- Make sure forming shield (A) is installed correctly with bracket (B).
- Periodically remove buildup of sticky crop residue on deflector sliding surfaces.
- Refer to 3.7 Positioning the Conditioner Forming Shield, page 46.

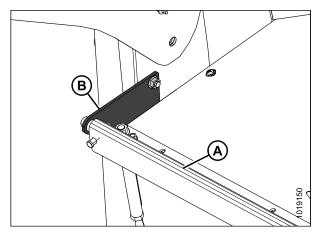


Figure 3.27: Forming Shield

# Chapter 4: Maintenance and Servicing

### 4.1 Draper Maintenance

### 4.1.1 Adjusting Draper Tension

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

Set draper tension as follows:

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

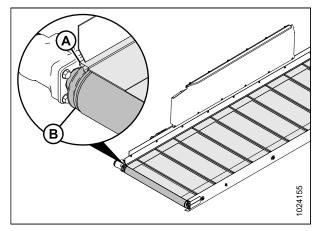


Figure 4.1: Draper Guide – Cutaway View

2. Turn bolt (A) clockwise to tighten.

#### NOTE:

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

#### **IMPORTANT:**

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

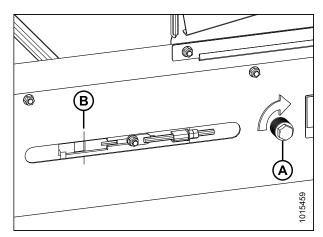


Figure 4.2: Draper Tension

### 4.1.2 Checking Draper Tracking

Draper tracking needs to be checked when the draper is first run up; otherwise, damage to the draper can occur. Refer to *4.1.3 Adjusting Draper Tracking, page 52* to adjust the tracking.

### 4.1.3 Adjusting Draper Tracking

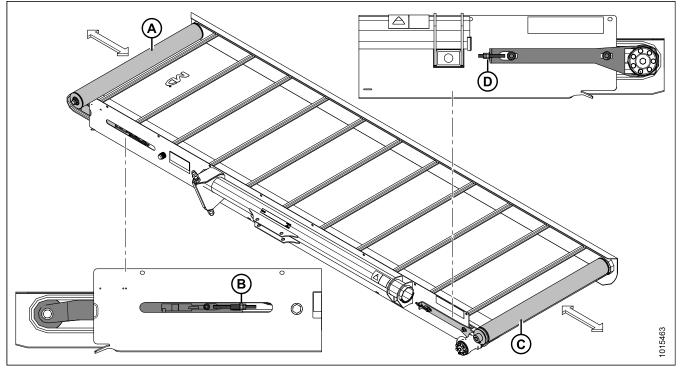
The draper deck has one fixed drive roller and one spring-loaded idler roller. The spring loaded idler roller is located at the same end of the deck as the draper tensioner. Both rollers can be aligned with adjuster rods to adjust draper tracking.

# DANGER

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

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

#### **Table 4.1 Draper Tracking Adjustments**



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

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

- 1. Loosen two nuts (A).
- 2. Adjust nut (B) according to Table 4.1, page 52.
- 3. Secure the idler roller by tightening two nuts (A).
- 4. After adjusting draper tracking, readjust the draper tension. Refer to *4.1.1 Adjusting Draper Tension, page 51*.

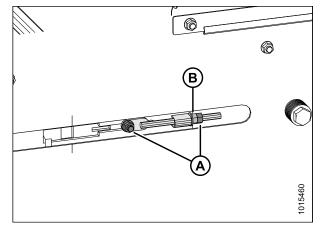


Figure 4.3: Idler Roller Tracking Adjuster

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

- 5. Loosen three locking nuts (A).
- 6. Adjust nut (D) according to Table 4.1, page 52.
- 7. Tighten three nuts (A) to secure the drive roller.
- 8. After adjusting draper tracking, adjust draper tension. Refer to *4.1.1 Adjusting Draper Tension, page 51*.

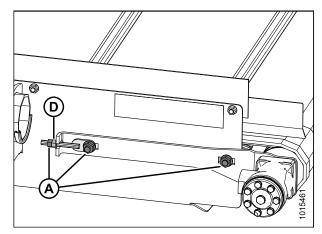


Figure 4.4: Drive Roller Tracking Adjuster

### 4.1.4 Replacing Draper

# 

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

- 1. Raise the deck high enough to increase the space between the deck and the right drive tire.
- 2. Remove front skid (A) by removing five nuts (B).
- 3. Loosen draper tension, and push the idler roller inward as far as possible.

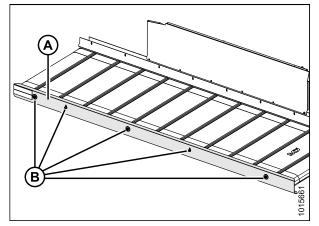


Figure 4.5: Front Skid

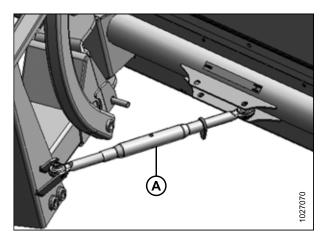


Figure 4.6: Deck Angle Turnbuckle

- 4. Disconnect turnbuckle (A) and allow deck to rotate rearward to increase the space between the deck and tire.
- 5. Remove old draper and install the new one. The draper is bidirectional so orientation does not matter.
- 6. Tension the draper. Refer to 4.1.1 Adjusting Draper Tension, page 51.
- 7. Reinstall turnbuckle (A) and the front skid.
- 8. Adjust the front skid to achieve a 1.5–3.0 mm (1/16–1/8 in.) gap to draper.
- 9. Run the new draper and check alignment. Adjust alignment if necessary.
- 10. Recheck draper tension after a few hours of operation.

### 4.1.5 Adjusting Front Skid

To adjust the front skid (A), follow these steps:

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

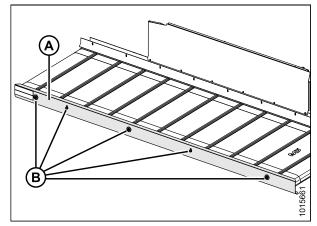


Figure 4.7: Draper Deck Front Skid

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

#### NOTE:

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

- Constant contact between the skid and draper will cause excessive heat and melt the draper.
- If gap is too large, crop can enter the draper.
- 3. Tighten nuts (B).

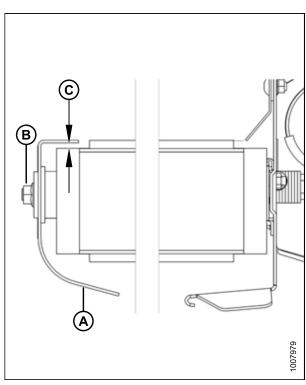


Figure 4.8: Draper Deck Cross Section

### 4.1.6 Adjusting Rear Deflector

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

- 1. Loosen all eight nuts (B) along the length of the deck.
- 2. Set the deflector height (C) to be 1.5–8 mm (1/16–5/16 in.) above the draper.
- 3. Tighten nuts (B).

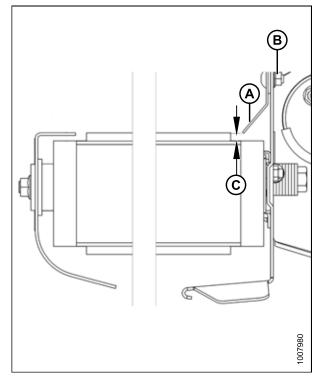


Figure 4.9: Draper Deck Cross Section

### 4.1.7 Maintaining Draper Rollers

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

Removing and Reinstalling the Drive Roller

# **DANGER**

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

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

- 1. Raise deck, and engage safety pin (A).
- 2. Remove front skid, loosen, and remove draper. Refer to *4.1.4 Replacing Draper, page 54.*

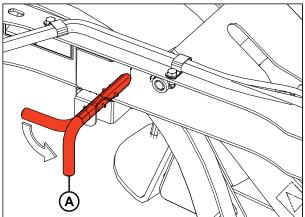


Figure 4.10: Safety Pin

3. Loosen the two jam nuts (A) and two set screws (B).

#### NOTE:

The second jam nut and set screw are on the opposite side and are not visible in this illustration.

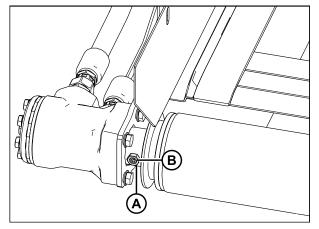


Figure 4.11: Draper Drive Roller

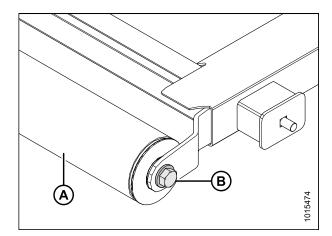


Figure 4.12: Draper Drive Roller

- 4. Remove the drive roller (A) by removing bolt and washer (B) at end of the roller.
- 5. Slide the drive roller off the motor shaft.
- 6. If you need to repair the bearing or seal, refer to *4.1.8 Replacing Draper Roller Bearing/Seal, page 62.*

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

1. Slide the drive roller onto the motor shaft. Make sure it is fully engaged.

#### NOTE:

The drive roller should be 33 mm (1-1/3 in.) (A) from the face of the motor.

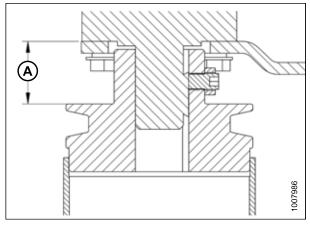


Figure 4.13: Drive Roller Cross Section

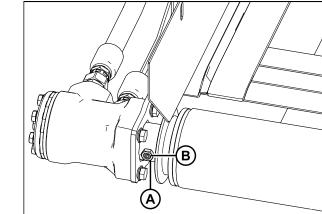


Figure 4.14: Draper Drive Roller

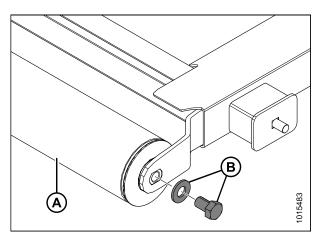


Figure 4.15: Draper Drive Roller

- Install the two set screws (B) and torque to 27 Nm (20 lbf·ft).
- 3. Install the two jam nuts (A).

#### NOTE:

The second jam nut and set screw are on the opposite side and are not visible in this illustration.

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

Removing and Reinstalling the Idler Roller

# **DANGER**

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

To remove the idler roller follow these steps:

1. Raise the deck and engage the safety pin (A).

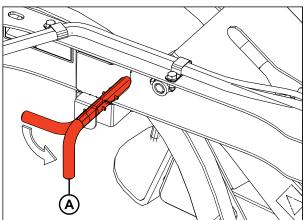


Figure 4.16: Safety Pin

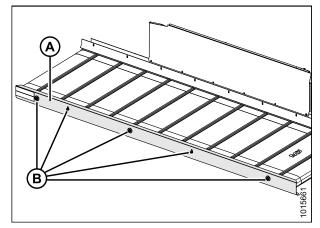


Figure 4.17: Draper Deck Front Skid

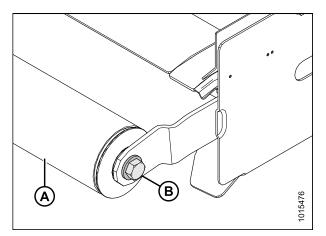


Figure 4.18: Idler Roller

2. Remove the front skid (A) by removing five nuts (B).

3. Loosen the draper.

#### NOTE:

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

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

#### To reinstall the idler roller (A), follow these steps:

- 1. Reattach bolt and washer (B) at each end of the idler roller (A). Torque bolts to 95 Nm (70 lbf·ft).
- 2. Tighten the draper. Refer to *4.1.1 Adjusting Draper Tension,* page 51.
- 3. Reattach the front skid. Refer to *4.1.5 Adjusting Front Skid,* page 55.

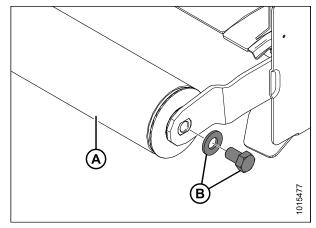


Figure 4.19: Idler Roller

### 4.1.8 Replacing Draper Roller Bearing/Seal

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

- 1. Remove the roller assembly. Refer to *4.1.7 Maintaining Draper Rollers, page 57.*
- 2. Remove bearing assembly (B) and seal (A) from roller tube (C) as follows:
- a. Attach a slide hammer (D) to threaded shaft.
- b. Tap out the bearing assembly.
- 3. Clean inside the roller tube (C) and check for wear or damage. Replace if necessary.

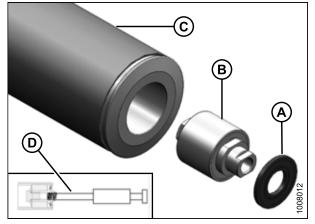


Figure 4.20: Roller Bearing

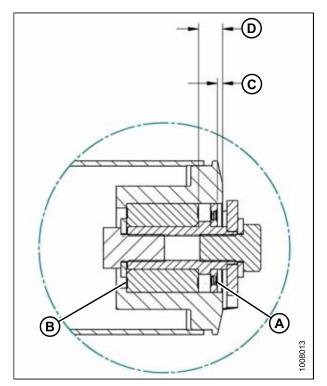


Figure 4.21: Roller Bearing Cross Section

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

#### NOTE:

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

- 5. Apply grease in front of the bearing.
- 6. Install seal (A) into roller by pushing on the outer and inner race of the seal.

#### NOTE:

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

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

## 4.2 Lubrication

Grease the following five pivot points (A) every 250 hours and/or at the end of each season.

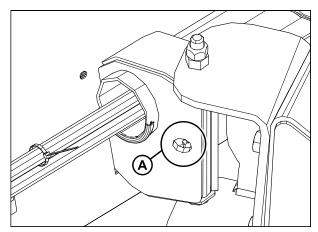


Figure 4.22: Deck Pivot

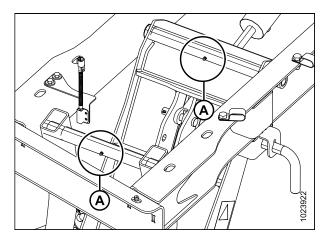


Figure 4.23: Linkage Pivot

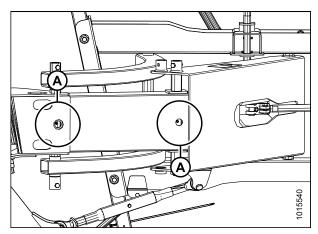
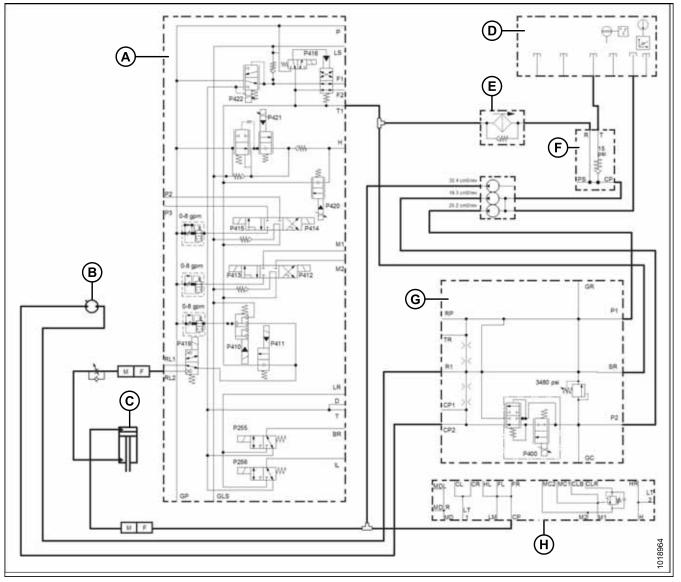


Figure 4.24: Linkage Pivot – Bottom View of DWA

# 4.3 Hydraulic Schematic

For detailed hydraulic schematics, contact your MacDon dealership.

#### Figure 4.25: DWA Hydraulic Schematic



A - Lift Manifold

C - DWA Lift Cylinder

E - Hydraulic Filter Element

G - Drive Manifold

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

### 4.4 Double Windrow Attachment (DWA) Proximity Switch

#### DWA proximity switch (A) information:

Magnetic reed switch:

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

Deutsch DTM04-2P Connector:

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

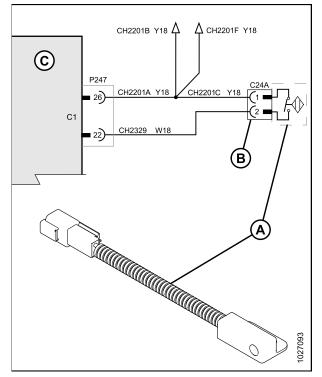


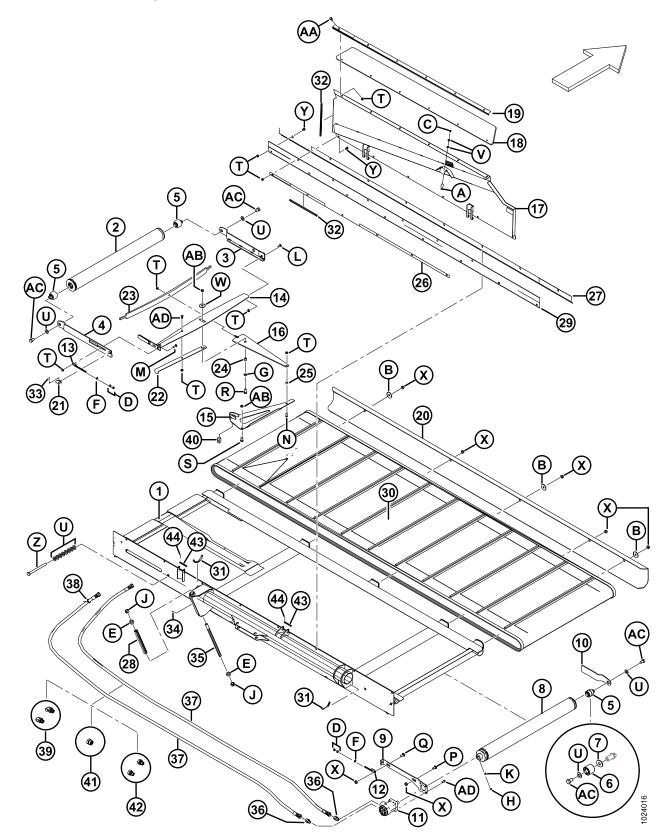
Figure 4.26: Proximity Switch – MD #200974

# Chapter 5: Repair Parts

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

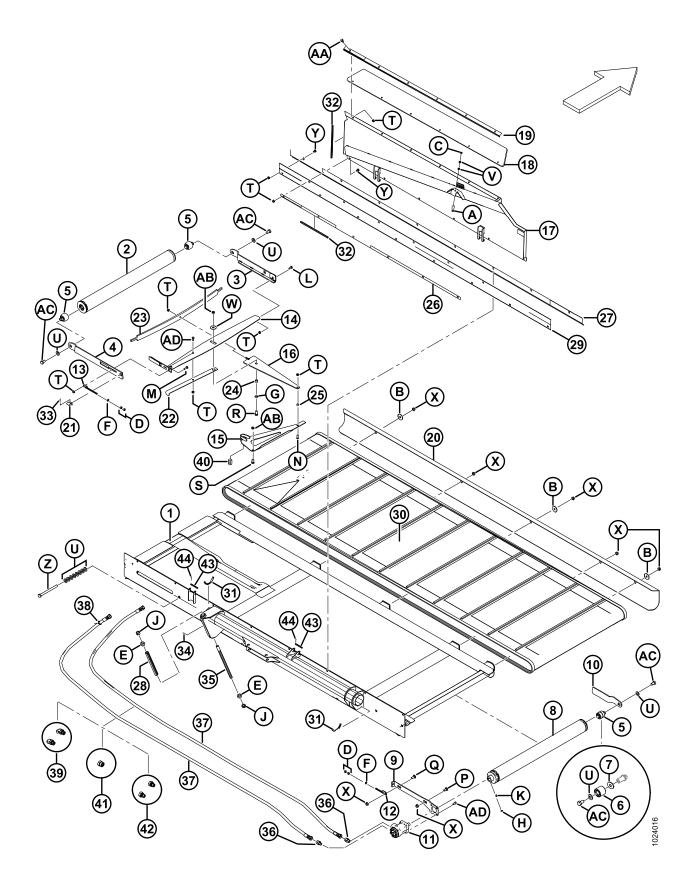
When ordering, be sure the correct part number is given.

### 5.1 Deck, Draper, and Rollers



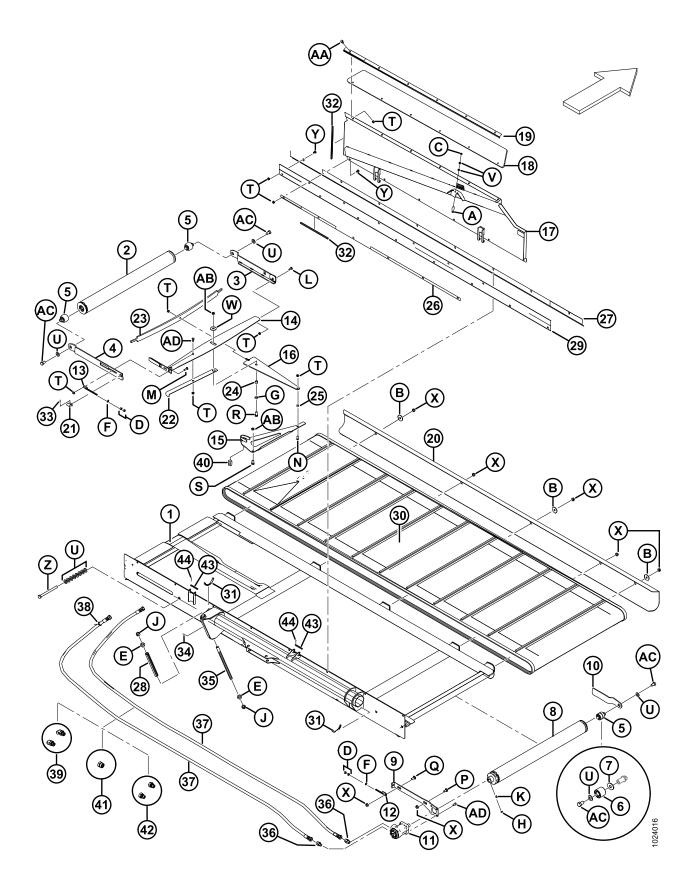
#### **REPAIR PARTS**

Ref	Part Number	Description	Qty	Serial Number
1	176745	DECK – C/W DECALS	1	
2	144833	ROLLER – IDLER WELDT	1	
3	176000	ARM SUPPORT WELDT FRONT	1	
4	144837	ARM SUPPORT REAR	1	
5	165735	PIN ASSY – DRAPER ROLLER	3	
6	132607	BEARING – DOUBLE ROW BALL 52 OD X 25 BORE	3	
7	120845	SEAL – NILOS LSTO STEEL DISK	3	
8	176678	ROLLER – DRIVE WELDT	1	
9	144501	ARM – SUPPORT, REAR	1	
10	144499	ARM – ROLLER SUPPORT, FRONT	1	
11	176508	MOTOR – HYD DANFOSS	1	
12	145593	ROD – ADJUSTER WELDT	1	
13	145345	ROD – ADJUSTER WELDT	1	
14	120449	MEMBER – LH STABILIZER WELDT	1	
15	220181	BELL CRANK WELDT – LH	1	
16	120462	MEMBER – COMPRESSION WELDT	1	
17	176831	PANEL – REAR WELDT	1	
18	176838	SHIELD – DUST	1	
19	176839	FLANGE	1	
20	172747	SKID – ASSY, C/W DECALS	1	
21	145357	BRACKET – IDLER ARM	1	
22	145428	INDICATOR	1	
23	145548	SPRING – LEAF (TENSIONER)	1	
24	132531	SPACER	1	
25	132532	SPACER	1	
26	176664	STRIP – STIFFENER	1	
27	176663	DEFLECTOR – SEAL	1	
28	144558	BUSHING – STEEL	1	
29	176665	SEAL – BACKSHEET	1	
30	165304	DRAPER – ENDLESS 30 FT	1	
31	109791	MOULDING	2	
32	37687	MOULDING	2	
33	18604	PIN – COTTER 3/32 DIA X 3/4 ZP	1	



214763

Ref	Part Number	Description	Qty	Serial Number
34	18671	FITTING – LUBE 1/4 - 28 UNF	1	
35	176063	SHAFT	1	
36	184461	FITTING – ADAPTER 10 MORFS X 10 MORB	2	
37	176534	HOSE – HYDRAULIC	2	
38	135266	FASTENER – CABLE TIE (LIGHT BLUE)	1	
39	136458	FITTING – ELBOW 45° HYD (M1240 ONLY)	2	
40	145361	NUT – SPECIAL	1	
41	136266	PLUG – HYD SAE, 10 ORFS (SHIPPING ONLY)	2	
42	252525	FITTING – ADAPTER HYD	2	
43	13249	PIN – CLEVIS	2	
44	184631	PIN – COTTER- 5/32"X1" ZP	2	
A	176067	BOLT – HH 5/16 NC X 1.75 TFL GR5 ZP		
В	11695	WASHER – FLAT		
C	18589	NUT – HEX 5/16 - 18 UNC GR5 ZP		
D	18590	NUT – HEX 3/8 - 16 UNC GR5 ZP		
E	18593	NUT – HEX 3/4 - 10 UNC GR5 ZP		
F	18598	WASHER – SAE FLAT 13/32 ID X 13/16 IN OD ZP		
G	18599	WASHER – SAE FLAT 17/32 ID X 1 1/16 IN OD ZP		
н	18664	NUT – HEX JAM 3/8 - 16 UNC GR5 ZP		
J	18689	NUT – HEX LOCK DT .750-10 UNC		
К	18709	SCREW – SET HEX SOC CUP PT 3/8 NC X 5/8 LG		
L	19965	BOLT – RHSN 3/8 NC X 1.0 GR5 ZP		
М	19966	BOLT – RHSN 3/8 NC X 1.25 LG GR5 ZP		
N	20077	BOLT – HEX HD 3/8 NC X 1.0 LG GR5 ZP		
Р	21066	BOLT – RHSN 1/2 NC X 1 GR5 ZP		
Q	21471	BOLT – RHSN 1/2 NC X 1.25 GR5 ZP		
R	21491	BOLT – HH 1/2 NC X 1.25 LG GR5 ZP		
S	21575	BOLT – HH 1/2 NC X 1.0 GR 5 ZP		
Т	30228	NUT – FLANGE DT SMOOTH FACE 0.375-16 UNC		
U	30441	WASHER – HARDENED		
V	35689	NUT – SPECIAL		
W	42592	WASHER – FLAT		

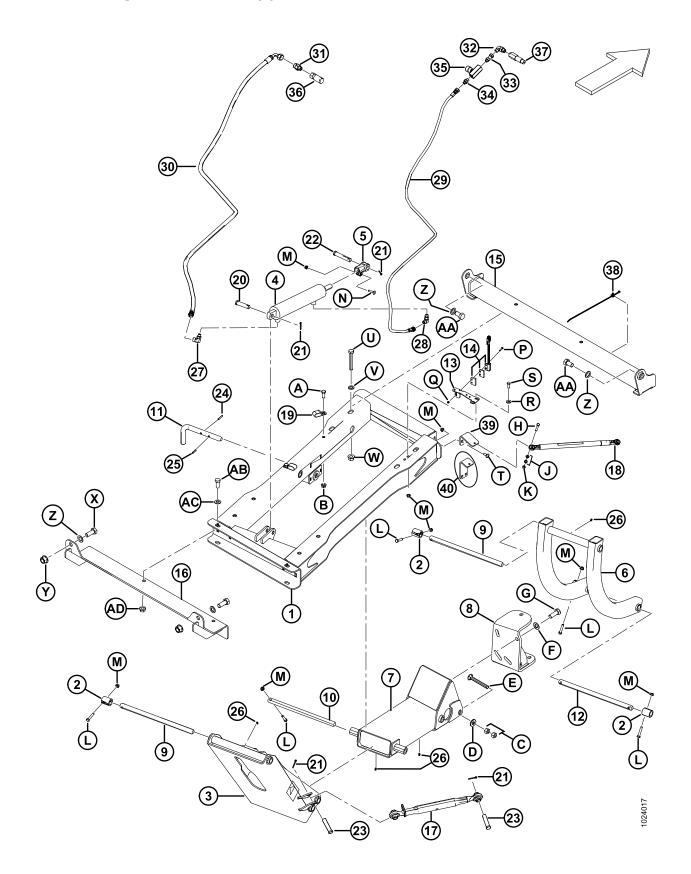


Revision A

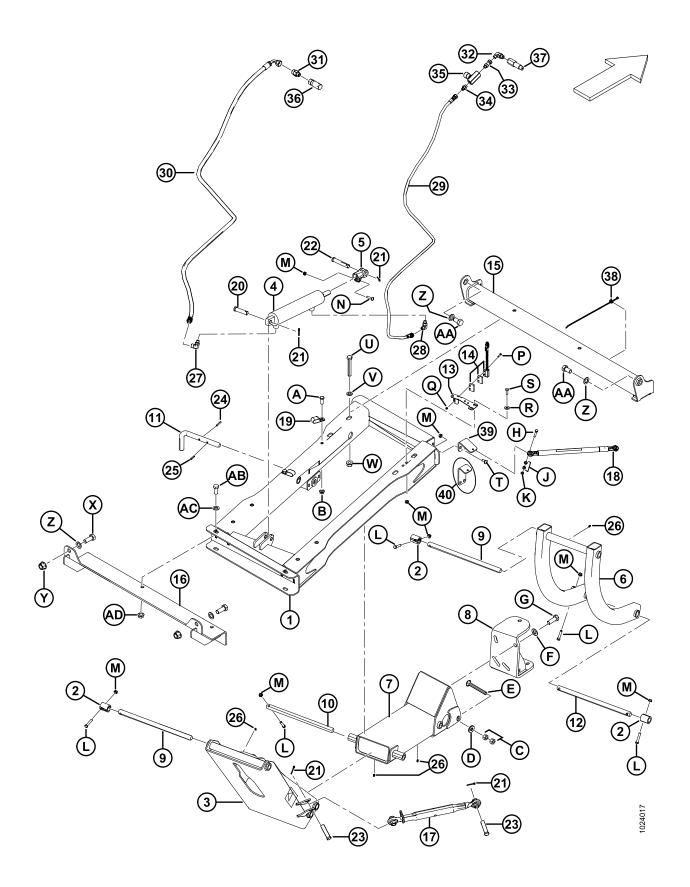
#### **REPAIR PARTS**

Ref	Part Number	Description		Serial Number
Х	50186	NUT – FLANGE LOCK SM FACE DT 0.500-13 UNC GR5		
Y	135157	SCREW – MACHINE		
Z	135906	BOLT – HH 5/8 NC X 7.5 LG TFL GR 5 ZP		
AA	135966	BOLT – HH FLG (SM FACE) 3/8 NC X 1.0 GR5 ZP		
AB	137727	NUT – HEX JAM - DIST THD. 1/2-13 UNC GR5 ZP		
AC	145249	BOLT – HH 5/8 NF X 1.0 LG GR5 ZP		
AD	172259	BOLT – SHOULDER .375-16 UNC		

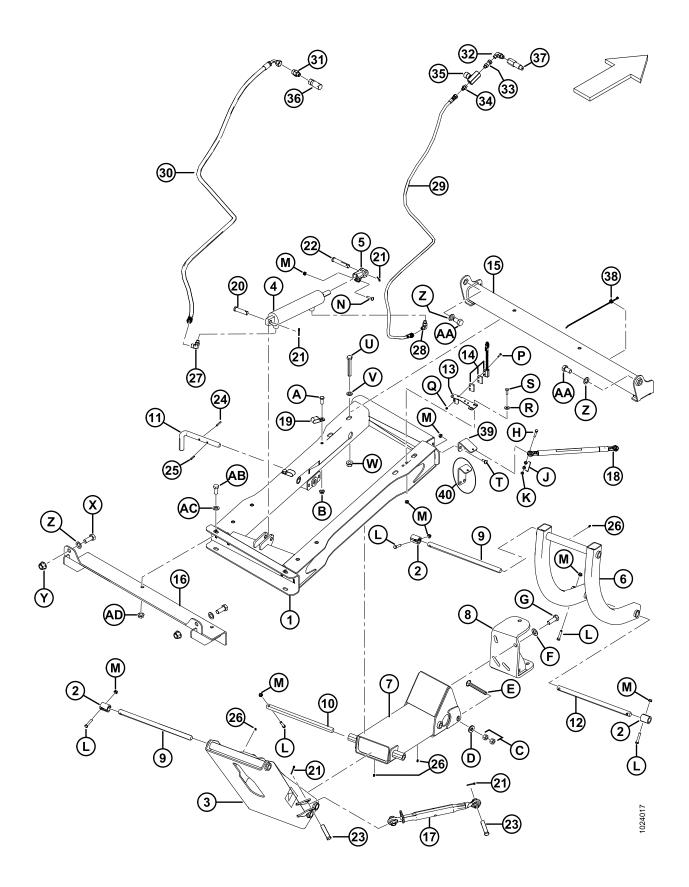
### 5.2 Linkage and Deck Support



Ref	Part Number	Description	Qty	Serial Number
1	176647	SUPPORT – LINKAGE	1	
2	172903	TUBE	3	
3	176637	ARM – ASSY, C/W DECALS	1	
4	208966	CYLINDER – HYD	1	
	176031	SEAL KIT		
5	172664	CLEVIS	1	
6	144592	ARM – FRONT WELDT	1	
7	144593	ARM – BOTTOM WELDT	1	
8	144594	CLEVIS – WELDT	1	
9	172910	SHAFT – 25 MM OD, 450 MM LG	2	
10	176018	SHAFT – 25 MM OD, 420 MM LG	1	
11	176016	PIN – L	1	
12	176023	SHAFT – 25 MM OD, 420 MM LG	1	
13	176655	SUPPORT – PROXIMITY SENSOR	1	
14	200974	SWITCH – PROXIMITY, C/W SPACERS	1	
15	176652	SUPPORT – LINKAGE	1	
16	176509	SUPPORT – REAR WELDT, DWA	1	
17	144996	JOINT ASSEMBLY	1	
18	176733	LINK – BALL JOINT	1	
19	103738	CLAMP – PVC INSULATED 13/16 IN. TUBE SIZE	2	
20	30463	PIN – CLEVIS, 18.89 MM-58 MM	1	
21	18648	PIN – COTTER 3/16 DIA X 1.25 ZP	4	
22	20312	PIN – CLEVIS, 18.89 MM-82 MM	1	
23	18627	PIN – CLEVIS, 18.89 MM-64 MM	2	
24	16266	PIN – SPRING 1/4 DIA X 1.25 LG	1	
25	2147	PIN – SPRING 1/4 DIA X 1.5 LG	1	
26	18671	FITTING – LUBE 1/4-28 UNF	4	
27	136238	FITTING – ELBOW 90° HYD	1	
28	136095	FITTING – ELBOW 90° HYD	1	
	50219	O-RING – #6 ORB		
	135865	O-RING – #12 ORB		
29	176498	HOSE – HYD, 1/4 IN ID, 2050 MM LG	1	
30	176497	HOSE – HYD, 1/2 IN ID, 2100 MM LG	1	



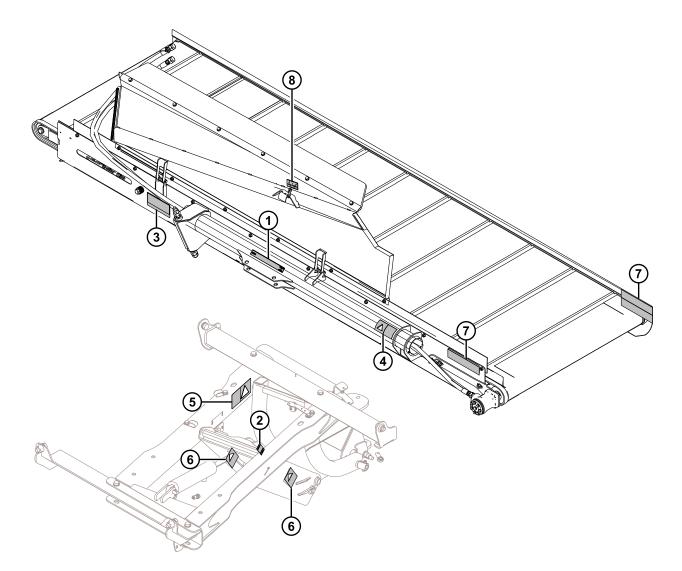
Ref	Part Number	Description	Qty	Serial Number
31	135781	FITTING – ADAPTER	1	
	44209	O-RING – #8 ORB		
	135867	O-RING – #10 ORFS		
32	136149	FITTING – ELBOW 90° HYD C/W O-RINGS	1	
	50219	O-RING – #6 ORB		
	135865	O-RING – #12 ORB		
33	136147	FITTING – CONNECTOR HYD	1	
	50219	O-RING – #6 ORB		
34	135778	FITTING – ADAPTER	1	
	50219	O-RING – #6 ORB		
	135865	O-RING – #12 ORB		
35	183211	VALVE – HYD FLOW CONTROL	1	
36	135312	COUPLER – FEMALE HYD. 3/8 IN. FLAT FACE	1	
37	135386	COUPLER – MALE HYD. 3/8 IN. FLAT FACE	1	
38	136655	FASTENER – FIR TREE MOUNT, W/ CABLE TIE	1	
39	176659	BRACKET – LINKAGE - STANDARD	1	
40	176670	BRACKET – LINKAGE-OPTION	1	
А	21491	BOLT – HH 1/2 NC X 1.25 LG GR5 ZP		
В	50186	NUT – FLANGE LOCK SM FACE DT 0.500-13 UNC GR5		
С	18592	NUT – HEX 5/8-11 UNC GR5 ZP		
D	22072	WASHER – FLAT		
E	30816	BOLT – RHSN TFL 5/8-11 X 5-GR5-ZP		
F	176009	WASHER – NORDLOCK 3/4 IN. SP		
G	30512	BOLT – HH 3/4 NC X 2.0 LG GR5 ZP		
Н	176067	BOLT – HH 5/16 NC X 1.75 TFL GR5 ZP		
J	35689	NUT – SPECIAL		
К	18589	NUT – HEX 5/16-18 UNC GR5 ZP		
L	21354	BOLT – HH 3/8 NC X 2.0 LG GR5 ZP		
М	30228	NUT – FLANGE DT SMOOTH FACE 0.375-16 UNC		
N	136050	BOLT – RHSN M8 X 1.25 X 35-8.8-AA1J		
Р	252183	SCREW – PAN HD ISO 7045 M5 X 0.8 X 25-4.8-A2L		
Q	197230	NUT – HEX NYLOC M5 X 0.8-8-A2L		
R	20535	WASHER – FLAT		
S	20077	BOLT – HEX HD 3/8 NC X 1.0 LG GR5 ZP		
Т	19965	BOLT – RHSN 3/8-16 X 1 GR5 ZP		

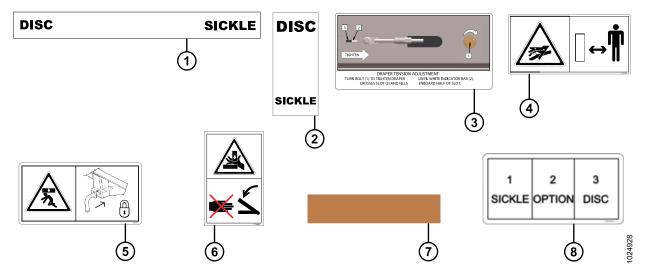


#### **REPAIR PARTS**

Ref	Part Number	Description	Qty	Serial Number
U	136159	BOLT – HEX HD M16 X 2 X 110-8.8-AA3L		
V	184717	WASHER – FLAT REG M16-200HV-AA1J		
W	136440	NUT – HEX FLG CTR LOC M 16 X 2-10-A3L		
Х	136082	BOLT – HEX FLG HD TFL M20 X 40-10.9-A3L ASTM568M		
Y	136122	NUT – HEX FLG CTR LOC M20 X 2.5-10-A3L		
Z	136477	WASHER – FLAT REG M20-200HV-A3L		
AA	252891	BOLT – HEX HD TFL M20 X 2.5 X 35-8.8-AA1J		
AB	21594	BOLT – HEX HD 0.625 -11 UNC X 1.50		
AC	18600	WASHER – SAE FLAT 21/32 ID X 1-5/16 IN OD ZP		
AD	50225	NUT – FLANGE DT SMOOTH FACE .625-11UNC		

### 5.3 Decals and Reflectors





Ref	Part Number	DESCRIPTION	Qty	
1	176767	DECAL – HEADER POSITION, HORIZONTAL		
2	176768	DECAL – HEADER POSITION, VERTICAL		
3	220084	DECAL – DRAPER TENSION		
4	166466	DECAL – WARNING, HIGH PRESSURE HYDRAULICS		
5	176295	DECAL – DECK LIFT LOCK		
6	174683	DECAL – WARNING DWA LINKAGE PINCH POINT		
7	115145	REFLECTOR – FLUORESCENT RED-ORANGE		
	115146	REFLECTOR – AMBER		
	115147	REFLECTOR – RED		
8	176832	DECAL – BACK PANEL ADJUSTMENT		

## **Chapter 6: Reference**

### 6.1 Torque Specifications

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

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

#### Jam nuts

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

#### Self-tapping screws

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

### 6.1.1 SAE Bolt Torque Specifications

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

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

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

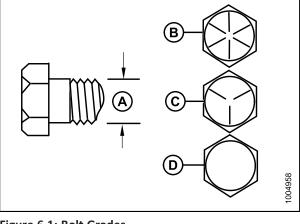


Figure	6.1:	Bolt	Grad	es
A - Nomir	nal Size	е		

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

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

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



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

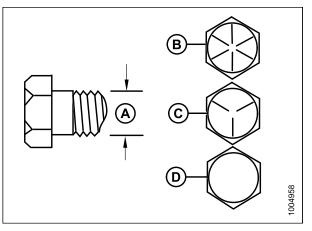


Figure 6.2: Bolt Grades
A - Nominal Size
C - SAE-5



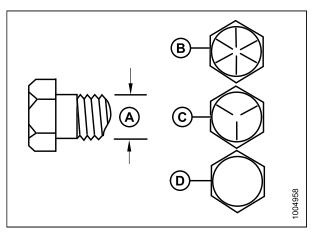
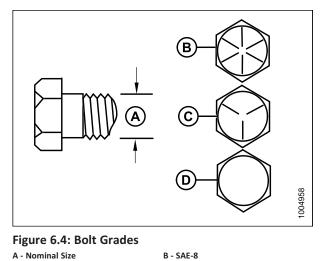


Figure 6.3: Bolt Grades	
A - Nominal Size	B - SAE-8
C - SAE-5	D - SAE-2

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



D - SAE-2

### 6.1.2 Metric Bolt Specifications

Table 6.5 Metric Class 8.8 Bolts and Class 9 Free Spinning Nut

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

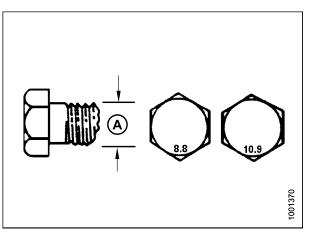


Figure 6.5: Bolt Grades

C - SAE-5

Nominal	Torque (Nm)		Torque (lbf	·ft) (*lbf·in)
Size (A)	Min.	Max.	Min.	Max.
3-0.5	1	1.1	*9	*10
3.5-0.6	1.5	1.7	*14	*15
4-0.7	2.3	2.5	*20	*22
5-0.8	4.5	5	*40	*45
6-1.0	7.7	8.6	*69	*76
8-1.25	18.8	20.8	*167	*185
10-1.5	37	41	28	30
12-1.75	65	72	48	53
14-2.0	104	115	77	85
16-2.0	161	178	119	132
20-2.5	314	347	233	257
24-3.0	543	600	402	444

Table 6.6 Metric Class 8.8 Bolts and Class 9 Distorted Thread Nut

Table 6.7 Metric Class 10.9 Bolts and Class 10	) Free
Spinning Nut	

Nominal	Torque (Nm)		Torque (lbf	·ft) (*lbf·in)
Size (A)	Min.	Max.	Min.	Max.
3-0.5	1.8	2	*18	*19
3.5-0.6	2.8	3.1	*27	*30
4-0.7	4.2	4.6	*41	*45
5-0.8	8.4	9.3	*82	*91
6-1.0	14.3	15.8	*140	*154
8-1.25	38	42	28	31
10-1.5	75	83	56	62
12-1.75	132	145	97	108
14-2.0	210	232	156	172
16-2.0	326	360	242	267
20-2.5	637	704	472	521
24-3.0	1101	1217	815	901

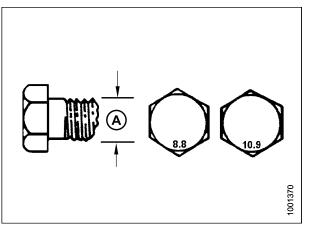


Figure 6.6: Bolt Grades

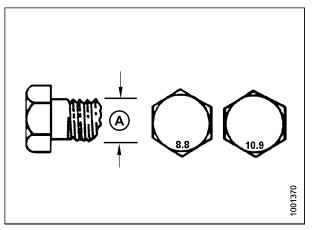


Figure 6.7: Bolt Grades

Inread Nut				
Nominal	Torqu	e (Nm)	) Torque (lbf·ft	
Size (A)	Min.	Max.	Min.	Max.
3-0.5	1.3	1.5	*12	*13
3.5-0.6	2.1	2.3	*19	*21
4-0.7	3.1	3.4	*28	*31
5-0.8	6.3	7	*56	*62
6-1.0	10.7	11.8	*95	*105
8-1.25	26	29	19	21
10-1.5	51	57	38	42
12-1.75	90	99	66	73
14-2.0	143	158	106	117
16-2.0	222	246	165	182
20-2.5	434	480	322	356
24-3.0	750	829	556	614

Table 6.8 Metric Class 10.9 Bolts and Class 10 Distorted Thread Nut

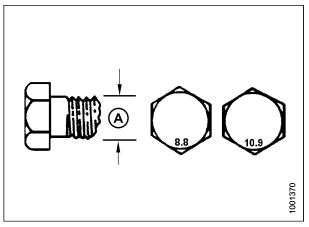


Figure 6.8: Bolt Grades

### 6.1.3 Metric Bolt Specifications Bolting into Cast Aluminum

Table 6.9 Metric Bolt Bolting into Cast Aluminum

	Bolt Torque			
Nominal Size (A)	8.8 (Cast Aluminum)		10 (Cast Alu	).9 ıminum)
	Nm	lbf∙ft	Nm	lbf∙ft
M3	_	_	_	1
M4	-	-	4	2.6
M5	-	-	8	5.5
M6	9	6	12	9
M8	20	14	28	20
M10	40	28	55	40
M12	70	52	100	73
M14	_	_	_	_
M16	-	-	-	-

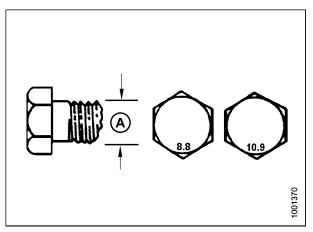


Figure 6.9: Bolt Grades

### 6.1.4 Flare-Type Hydraulic Fittings

- 1. Check flare (A) and flare seat (B) for defects that might cause leakage.
- 2. Align tube (C) with fitting (D) and thread nut (E) onto fitting without lubrication until contact has been made between flared surfaces.
- 3. Torque fitting nut (E) to specified number of flats from finger tight (FFFT) or to a given torque value in Table 6.10, page 88.
- 4. Use two wrenches to prevent fitting (D) from rotating. Place one wrench on fitting body (D), and tighten nut (E) with other wrench to torque shown.
- 5. Assess final condition of connection.

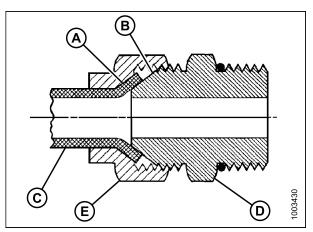


Figure 6.10: Hydraulic Fitting

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

#### Table 6.10 Flare-Type Hydraulic Tube Fittings

<sup>1.</sup> Torque values shown are based on lubricated connections as in reassembly.

### 6.1.5 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable

- 1. Inspect O-ring (A) and seat (B) for dirt or obvious defects.
- Back off lock nut (C) as far as possible. Ensure that washer (D) is loose and is pushed toward lock nut (C) as far as possible.
- 3. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
- 4. Apply hydraulic system oil to O-ring (A).

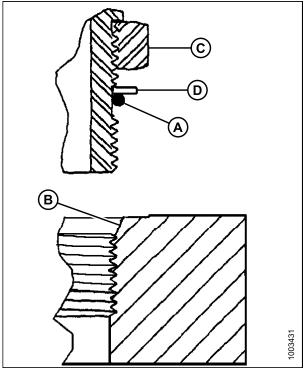


Figure 6.11: Hydraulic Fitting

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

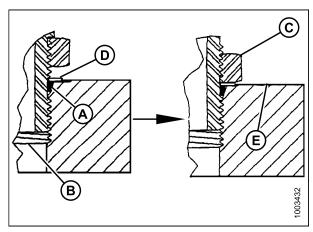


Figure 6.12: Hydraulic Fitting

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

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

<sup>2.</sup> Torque values shown are based on lubricated connections as in reassembly.

### 6.1.6 O-Ring Boss (ORB) Hydraulic Fittings – Non-Adjustable

- 1. Inspect O-ring (A) and seat (B) for dirt or obvious defects.
- 2. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
- 3. Apply hydraulic system oil to O-ring.
- 4. Install fitting (C) into port until fitting is hand-tight.
- 5. Torque fitting (C) according to values in Table *6.12, page 91*.
- 6. Check final condition of fitting.

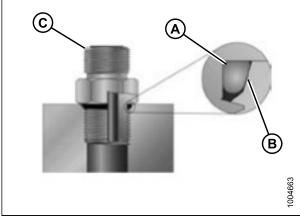


Figure 6.13: Hydraulic Fitting

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

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

<sup>3.</sup> Torque values shown are based on lubricated connections as in reassembly.

### 6.1.7 O-Ring Face Seal (ORFS) Hydraulic Fittings

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

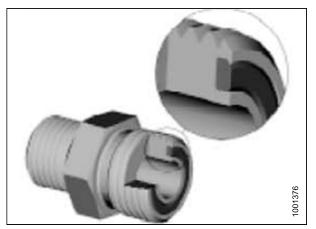


Figure 6.14: Hydraulic Fitting

- 2. Apply hydraulic system oil to O-ring (B).
- Align tube or hose assembly so that flat face of sleeve (A) or (C) comes in full contact with O-ring (B).
- 4. Thread tube or hose nut (D) until hand-tight. The nut should turn freely until it is bottomed out.
- 5. Torque fittings according to values in Table 6.13, page 92.

#### NOTE:

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

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

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

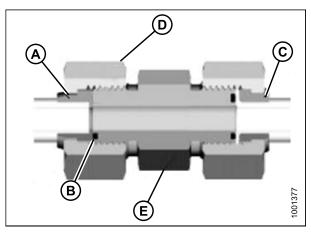


Figure 6.15: Hydraulic Fitting

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value <sup>4</sup>	
SAE Dash Size		Tube O.D. (In.)	Nm	lbf·ft
-3	Note <sup>5</sup>	3/16	-	-
-4	9/16	1/4	25–28	18–21
-5	Note <sup>5</sup>	5/16	-	-
-6	11/16	3/8	40–44	29–32
-8	13/16	1/2	55–61	41–45
-10	1	5/8	80–88	59–65
-12	1-3/16	3/4	115–127	85–94
-14	Note <sup>5</sup>	7/8	_	-

<sup>4.</sup> Torque values and angles shown are based on lubricated connection as in reassembly.

<sup>5.</sup> O-ring face seal type end not defined for this tube size.

#### REFERENCE

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value <sup>6</sup>		
SAE Dash Size	Thread Size (In.)		Nm	lbf·ft	
-16	1-7/16	1	150–165	111–122	
-20	1-11/16	1-1/4	205–226	151–167	
-24	1–2	1-1/2	315–347	232–256	
-32	2-1/2	2	510–561	376–414	

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

### 6.1.8 Tapered Pipe Thread Fittings

Assemble pipe fittings as follows:

- 1. Check components to ensure that fitting and port threads are free of burrs, nicks and scratches, or any form of contamination.
- 2. Apply pipe thread sealant (paste type) to external pipe threads.
- 3. Thread fitting into port until hand-tight.
- 4. Torque connector to appropriate torque angle. The Turns From Finger Tight (TFFT) values are shown in Table *6.14, page 93*. Make sure that tube end of a shaped connector (typically 45 degree or 90 degree) is aligned to receive incoming tube or hose assembly. Always finish alignment of fitting in tightening direction. Never back off (loosen) pipe threaded connectors to achieve alignment.
- 5. Clean all residue and any excess thread conditioner with appropriate cleaner.
- 6. Assess final condition of fitting. Pay special attention to possibility of cracks to port opening.
- 7. Mark final position of fitting. If a fitting leaks, disassemble fitting and check for damage.

#### NOTE:

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

#### Table 6.14 Hydraulic Fitting Pipe Thread

Tapered Pipe Thread Size	Recommended TFFT	Recommended FFFT
1/8–27	2–3	12–18
1/4–18	2–3	12–18
3/8–18	2–3	12–18
1/2–14	2–3	12–18
3/4–14	1.5–2.5	12–18
1–11 1/2	1.5–2.5	9–15
1 1/4–11 1/2	1.5–2.5	9–15
1 1/2–11 1/2	1.5–2.5	9–15
2–11 1/2	1.5–2.5	9–15

<sup>6.</sup> Torque values and angles shown are based on lubricated connection as in reassembly.

### 6.2 Conversion Chart

### Table 6.15 Conversion Chart

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

# Index

2147	135157
11695	135266
13249	135312
16266	135386
18589	135778
18590	13578177
18592	135865
18593	135867
18598	135906
18599	135966
18600	136050
18604	136082
18604	136095
18627	136095
	136147
18664	
18671	136149
18689	136159
18709	136238
19965	136266
19966	136440
20077	136458
2031275	136477
2053577	136655
2106671	137727
21354	144499
21471	144501
21491	144558
21575	144592
2159479	144593
22072	144594
30228	144833
30441	144837
30463	144996
30512	145249
30816	145345
35689	145357
37687	145361
42592 71	145428
42392	145548
50186	145593
,	
50219	165304
50225	165735
103738	166466
109791	172259
115145	172664
115146	172747
115147	172903
120449	172910
120462	174683
120845	176000
132531	17600977
132532 69	176016
132607	176018

1760237	5
1760317	′5
1760637	1
176067	7
176295	31
1764977	5
1764987	5
176508	9
1765097	5
1765347	1
176637	-
176647	
1766527	5
176655	5
1766597	7
176663 6	9
1766646	9
176665	
176670	
176678	
176733	5
176745 6	
176767 8	51
176768 8	51
1768316	
176832 8	
1768386	
176839 6	
1832117	
1844617	
1846317	
184717	
197230	
200974	
208966 7	
220084	
220181	
252183	
252525	'1
2528917	9

## Α

assembly/setup	19, 31
installing deck	22
installing hydraulics	27–28
installing linkage	20
raising and locking the right side stairs	19

## В

batteries	
battery safety8	

## С

checklists	99
conditioner	
positioning conditioner forming shield	46
positioning conditioner rolls	48
conversion chart	94

## D

double windrow attachment (DWA)	
draper speed	40
drapers	
draper rollers	57
drive roller	58
idler roller	60
draper tension	
adjusting	51
draper tracking	
adjusting	52
checking	51
front skid	
adjusting	55
removing	54
rear deflector	
adjusting	56
replacing draper	54
replacing draper roller bearing/seal	62
drive roller	
adjusting	52
remove and install	

## Ε

ele	ectrical	
	proximity switch	65
en	ngines	
	engine safety	14

### F

front skid		
adjusting		55
removing	Ţ	54

## Н

Harvest Performance Tracker (HPT)	
activating	32
double windrower attachment (DWA)	32
One-Touch-Return buttons (A, B, C)	33
setting pressure/speed alarms	34
hydraulics	
fittings	

flare-type	88
O-ring boss (ORB) adjustable	89
O-ring boss (ORB) non-adjustable	91
O-ring face seal (ORFS)	92
tapered pipe thread fittings	93
hydraulic safety	6
hydraulic schematic	64
installing hydraulics	27–28

## I

### L

## Μ

maintenance and servicing5	
draper5	
adjusting draper tension5	
adjusting rear deflector5	6
draper rollers	7
remove and install drive roller	8
remove and install idler roller6	0
draper tracking	
adjusting5	2
replacing draper54	
front skid	
adjusting5	5
removing54	
lubrication6	3
replacing draper roller bearing/seal6	2
safety	5
metric bolts	
torque specifications8	5

## 0

operation	
adjusting deck angle	42
adjusting deck height	44
checking draper tracking	51
double windrowing	
draper speed	40
operating recommendations	49
operating with 4.3, 4.9, 5.5 m (14, 16, 18 ft.)	
headers	49
operating with disc header	49
positioning conditioner forming shield	46

positioning conditioner rolls	48
raising/lowering deck	37

### Ρ

parts	67
decals and reflectors	80
deck, draper, and rollers	68
linkage and deck support	74
predelivery checklist	
proximity sensor	

## R

repair parts	
decals and reflectors8	0
deck, draper, and rollers6	8
linkage and deck support7	4
revisions listi	iii

### S

SAE	
bolt torques	33
safety	.1
battery safety	
engine safety	14
engine electronics	15
high-pressure rail	14
general safety	. 3
hydraulic safety	.6
maintenance safety	
safety alert symbols	.1
safety pin	35
safety sign decals	
installing decals	16
signal words	
tire safety	.7
specifications	
torque specifications	33
switch	
proximity switch6	55

### Т

torque specifications 83	3
flare-type hydraulic fittings88	3
metric bolt specifications85	5
bolting into cast aluminum	7
O-ring boss (ORB) hydraulic fittings – adjustable 89	Э
O-ring boss (ORB) hydraulic fittings – non-	
adjustable91	1
O-ring face seal (ORFS) fittings92	2

SAE bolt torque specifications	. 83
tapered pipe thread fittings	. 93

### W

wheels and tires	
safety	7

# **Predelivery Checklist**

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

#### 

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

✓	Item	Reference
	Check for shipping damage or missing parts. Be sure all shipping dunnage is removed.	—
	Check for loose hardware. Tighten to required torque.	6.1 Torque Specifications, page 83
	Check that all shipping stands have been removed.	2.3 Installing the Deck, page 22
	Check and adjust front skid to correct height above the draper. Tighten securing nuts.	4.1.5 Adjusting Front Skid, page 55
	Check and adjust rear deflector to correct height above the draper. Tighten securing nuts.	4.1.6 Adjusting Rear Deflector, page 56
	Check external draper roller seal condition. Seal should be secure and without gaps.	4.1.7 Maintaining Draper Rollers, page 57
	Check that draper pivot points are properly greased.	4.2 Lubrication, page 63

Table .16 DWA for M1 Series Windrower F	Predelivery Checklist
---	-----------------------

**DWA Serial Number:** 

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Checked by:

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