

FD1 Series and FM100 FlexDraper® Header and Float Module for Combines

**IMPORTANT: PAGE 31 HAS BEEN
UPDATED SINCE THIS MANUAL WAS
PUBLISHED.**

Operator's Manual

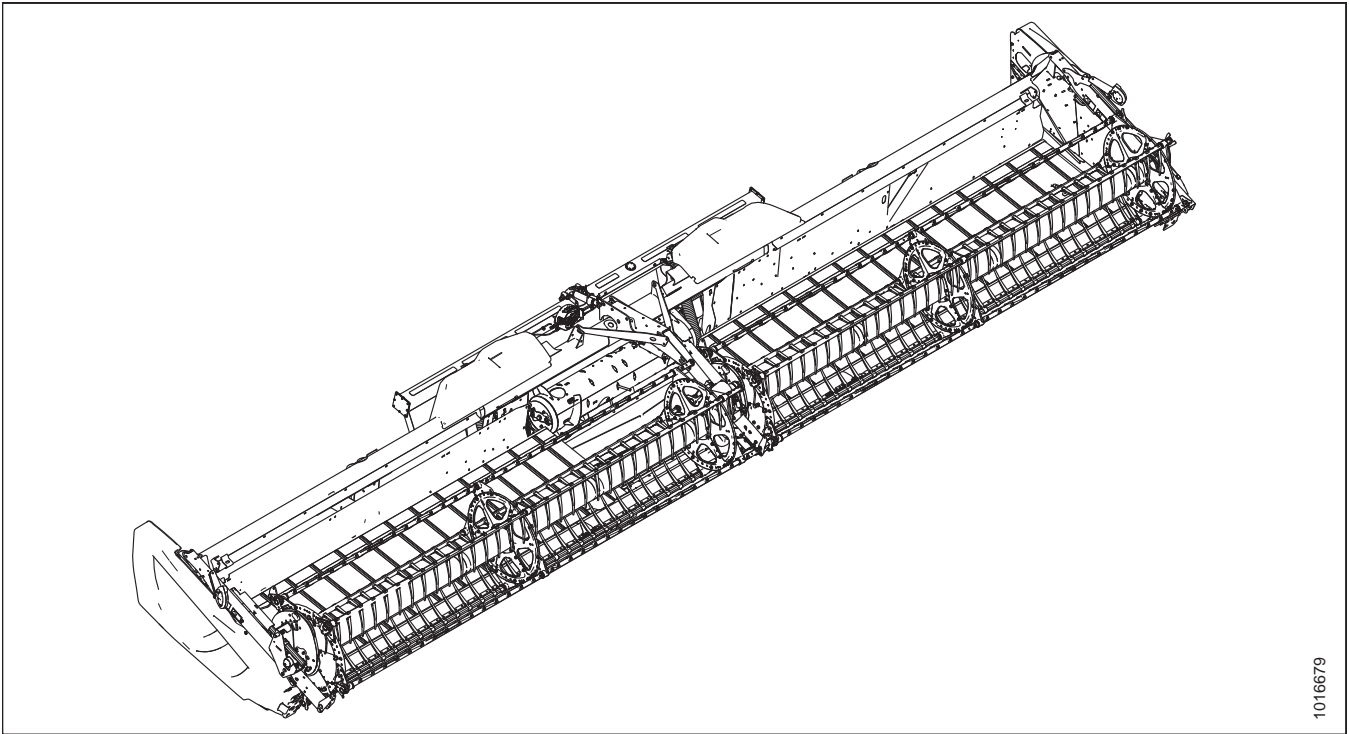
215003 Revision A

Original Instruction

Featuring MacDon FLEX-FLOAT Technology™

The harvesting specialists.

FD1 Series FlexDraper® Header for Combines and FM100 Float Module



Published: June 2019

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Declaration of Conformity



EC Declaration of Conformity

[1] **MacDon**

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

[4] As per Shipping Document

[5] May 9, 2019

[2] Combine Header

[3] MacDon FD1 Series

[6] _____
Christoph Martens
Product Integrity

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

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

The Harvesting Specialists

MacDon

1029504

EC Declaration of Conformity

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

1026044



EC Declaration of Conformity

[1] **MacDon**

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

[4] As per Shipping Document

[5] May 9, 2019

[2] Float Module

[3] MacDon FM100

[6] _____
Christoph Martens
Product Integrity

<p>EN</p> <p>We, [1]</p> <p>Declare, that the product:</p> <p>Machine Type: [2]</p> <p>Name & Model: [3]</p> <p>Serial Number(s): [4]</p> <p>fulfils all the relevant provisions of the Directive 2006/42/EC.</p> <p>Harmonized standards used, as referred to in Article 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Place and date of declaration: [5]</p> <p>Identity and signature of the person empowered to draw up the declaration: [6]</p> <p>Name and address of the person authorized to compile the technical file:</p> <p>Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Germany) bvonriedesel@macdon.com</p>	<p>BG</p> <p>Ние, [1]</p> <p>декларираме, че следният продукт:</p> <p>Тип машина: [2]</p> <p>Наименование и модел: [3]</p> <p>Сериен номер(а) [4]</p> <p>отговаря на всички приложими разпоредби на директива 2006/42/ЕО.</p> <p>Използвани са следните хармонизирани стандарти според чл. 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Място и дата на декларацията: [5]</p> <p>Име и подпис на лицето, упълномощено да изготви декларацията: [6]</p> <p>Име и адрес на лицето, упълномощено да състави техническия файл:</p> <p>Бенедикт фон Рийдесел Управител, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Германия) bvonriedesel@macdon.com</p>	<p>CZ</p> <p>My, [1]</p> <p>Prohlašujeme, že produkt:</p> <p>Typ zařízení: [2]</p> <p>Název a model: [3]</p> <p>Sériové(á) číslo(a): [4]</p> <p>splňuje všechna relevantní ustanovení směrnice 2006/42/EC.</p> <p>Byly použity harmonizované standardy, jak je uvedeno v článku 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Místo a datum prohlášení: [5]</p> <p>Identita a podpis osoby oprávněné k vydání prohlášení: [6]</p> <p>Jméno a adresa osoby oprávněné k vyplnění technického souboru:</p> <p>Benedikt von Riedesel generální ředitel, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Německo) bvonriedesel@macdon.com</p>	<p>DA</p> <p>Vi, [1]</p> <p>erklærer, at produktet:</p> <p>Maskintype [2]</p> <p>Navn og model: [3]</p> <p>Serienummer (-numre): [4]</p> <p>Opfylder alle bestemmelser i direktiv 2006/42/EF.</p> <p>Anvendte harmoniserede standarder, som henviser til i paragraf 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Sted og dato for erklæringen: [5]</p> <p>Identitet på og underskrift fra den person, som er bemyndiget til at udarbejde erklæringen: [6]</p> <p>Navn og adresse på den person, som er bemyndiget til at udarbejde den tekniske fil:</p> <p>Benedikt von Riedesel Direktør, MacDon Europe GmbH Hagenauer Straße 59 D-65203 Wiesbaden (Tyskland) bvonriedesel@macdon.com</p>
<p>DE</p> <p>Wir, [1]</p> <p>Erklären hiermit, dass das Produkt:</p> <p>Maschinentyp: [2]</p> <p>Name & Modell: [3]</p> <p>Seriennummer (n): [4]</p> <p>alle relevanten Vorschriften der Richtlinie 2006/42/EG erfüllt.</p> <p>Harmonisierte Standards wurden, wie in folgenden Artikeln angegeben, verwendet 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Ort und Datum der Erklärung: [5]</p> <p>Name und Unterschrift der Person, die dazu befugt ist, die Erklärung auszustellen: [6]</p> <p>Name und Anschrift der Person, die dazu berechtigt ist, die technischen Unterlagen zu erstellen:</p> <p>Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden bvonriedesel@macdon.com</p>	<p>ES</p> <p>Nosotros [1]</p> <p>declaramos que el producto:</p> <p>Tipo de máquina: [2]</p> <p>Nombre y modelo: [3]</p> <p>Números de serie: [4]</p> <p>cumple con todas las disposiciones pertinentes de la directriz 2006/42/EC.</p> <p>Se utilizaron normas armonizadas, según lo dispuesto en el artículo 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Lugar y fecha de la declaración: [5]</p> <p>Identidad y firma de la persona facultada para redactar la declaración: [6]</p> <p>Nombre y dirección de la persona autorizada para elaborar el expediente técnico:</p> <p>Benedikt von Riedesel Gerente general - MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Alemania) bvonriedesel@macdon.com</p>	<p>ET</p> <p>Meie, [1]</p> <p>deklareerime, et toode</p> <p>Seadme tüüp: [2]</p> <p>Nimi ja mudel: [3]</p> <p>Seerianumbrid: [4]</p> <p>vastab kõigile direktiivi 2006/42/EÜ asjakohastele sätetele.</p> <p>Kasutatud on järgnevald harmoniseeritud standardeid, millele on viidatud ka punktis 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklaratsiooni koht ja kuupäev: [5]</p> <p>Deklaratsiooni koostamiseks volitatud isiku nimi ja allkiri: [6]</p> <p>Tehnilise dokumendi koostamiseks volitatud isiku nimi ja aadress:</p> <p>Benedikt von Riedesel Peadirektor, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Saksamaa) bvonriedesel@macdon.com</p>	<p>FR</p> <p>Nous soussignés, [1]</p> <p>Déclarons que le produit :</p> <p>Type de machine : [2]</p> <p>Nom et modèle : [3]</p> <p>Numéro(s) de série : [4]</p> <p>Est conforme à toutes les dispositions pertinentes de la directive 2006/42/EC.</p> <p>Utilisation des normes harmonisées, comme indiqué dans l'Article 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Lieu et date de la déclaration : [5]</p> <p>Identité et signature de la personne ayant reçu le pouvoir de rédiger cette déclaration : [6]</p> <p>Nom et adresse de la personne autorisée à constituer le dossier technique :</p> <p>Benedikt von Riedesel Directeur général, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Allemagne) bvonriedesel@macdon.com</p>

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EC Declaration of Conformity

<p>IT</p> <p>Noi, [1] Dichiariamo che il prodotto: Tipo di macchina: [2] Nome e modello: [3] Numero(i) di serie: [4] soddisfa tutte le disposizioni rilevanti della direttiva 2006/42/CE.</p> <p>Utilizzo degli standard armonizzati, come indicato nell'Articolo 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Luogo e data della dichiarazione: [5] Nome e firma della persona autorizzata a redigere la dichiarazione: [6] Nome e persona autorizzata a compilare il file tecnico: Benedikt von Riedesel General Manager, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Germania) bvonriedesel@macdon.com</p>	<p>HU</p> <p>Mi, [1] Ezennel kijelentjük, hogy a következő termék: Gép típusa: [2] Név és modell: [3] Szériaszám(ok): [4] teljesíti a következő irányelv összes vonatkozó előírásait: 2006/42/EK.</p> <p>Az alábbi harmonizált szabványok kerültek alkalmazásra a 7(2) cikkely szerint:</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>A nyilatkozattétel ideje és helye: [5] Azon személy kiélete és aláírása, aki jogosult a nyilatkozat elkészítésére: [6] Azon személy neve és aláírása, aki felhatalmazott a műszaki dokumentáció összeállítására: Benedikt von Riedesel Vezérigazgató, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Németország) bvonriedesel@macdon.com</p>	<p>LT</p> <p>Mes, [1] Pareiškiamo, kad šis produktas: Mašinos tipas: [2] Pavadinimas ir modelis: [3] Serijos numeris (-iai): [4] atitinka taikomus reikalavimus pagal Direktyvą 2006/42/EB.</p> <p>Naudojami harmonizuoti standartai, kai nurodoma straipsnyje 7(2):</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklaracijos vieta ir data: [5] Asmens tapatybės duomenys ir parašas asmens, įgalioto sudaryti šią deklaraciją: [6] Vardas ir pavardė asmens, kuris įgaliotas sudaryti šį techninį failą: Benedikt von Riedesel Generalinis direktorius, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Vokietija) bvonriedesel@macdon.com</p>	<p>LV</p> <p>Mēs, [1] Deklarējam, ka produkts: Mašīnas tips: [2] Nosaukums un modelis: [3] Sērijas numurs(-i): [4] Atbilst visām būtiskajām Direktīvas 2006/42/EK prasībām.</p> <p>Piemēroti šādi saskaņotie standarti, kā minēts 7. panta 2. punktā:</p> <p>EN ISO 4254-1:2013 EN ISO 4254-7:2009</p> <p>Deklarācijas parakstīšanas vieta un datums: [5] Tās personas vārds, uzvārds un paraksts, kas ir pilnvarota sagatavot šo deklarāciju: [6] Tās personas vārds, uzvārds un adrese, kas ir pilnvarota sastādīt tehnisko dokumentāciju: Benedikts fon Rīdzelis Ģenerāldirektors, MacDon Europe GmbH Hagenauer Straße 59 65203 Wiesbaden (Vācija) bvonriedesel@macdon.com</p>
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Introduction

This instructional manual contains information on the FD1 Series FlexDraper® Header and the FM100 Float Module. It must be used in conjunction with your combine operator's manual.

The FD1 Series FlexDraper® Header is specially designed to work well in all straight cut conditions, whether cutting on or above the ground, using a three-piece flexible frame to closely follow ground contours. The FM100 Float Module is used to attach an FD1 Series FlexDraper® Header to most makes and models of combines.

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

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

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

The following conventions are used in this document:

- Right and left are determined from the operator's position. The front of the header faces the crop; the back of the header attaches to the float module and combine.
- Unless otherwise noted, use the standard torque values provided in Chapter [8.1 Torque Specifications, page 585](#).

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.

The Table of Contents and Index will guide you to specific areas of this manual. Study the Table of Contents to familiarize yourself with how the information is organized.

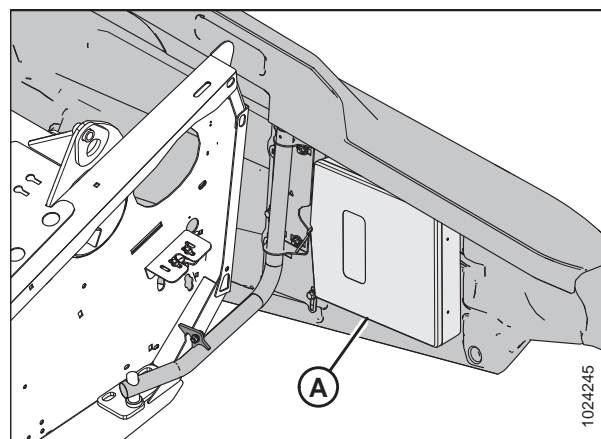
Keep this manual handy for frequent reference and to pass on to new Operators or Owners. A manual storage case (A) is located inside the header left endshield.

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

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).

This document is available in English, Czech, German, French, Portuguese, Russian, and Ukrainian.



Manual Storage Location

Summary of Changes

Section	Summary of Change	Internal Use Only
<i>Declaration of Conformity, page i</i>	Updated Declaration of Conformity for model year 2020.	Tech pubs
<i>Model and Serial Number, page viii</i>	Updated serial plate location image	Tech pubs
<i>2.2 Specifications, page 21</i>	Updated specifications	Support
<i>Checking and Adjusting Reel Height Sensor, page 94</i>	Updated reel height sensor voltage limits	Tech pubs
<i>3.8.2 Troubleshooting Auto Header Height / Float Indicator, page 124</i>	Added Auto header height control trouble shooting topic	Support
<i>3.8.4 AGCO IDEAL™ Series Combines, page 140</i>	Added AGCO IDEAL™ Series combine to the Auto Header Control	ECN 58283
<i>3.8.6 Case IH 130, and 140 Series Mid-Range Combines, page 155</i>	Updated title	Tech pubs
<i>3.8.7 Case IH 7010/8010, 120, 230, 240, and 250 Series Combines, page 163</i>	Updated Title, added Case 250	Support
<i>Storing the Tow-Bar, page 302</i>	Updated topic	Eng
<i>Moving Rear (Right) Wheels into Field Position, page 305</i>	Updated figure titles	Tech pubs
<i>4.1.7 Converting from Wide Configuration to Ultra Wide Configuration, page 330</i>	Updated title	Eng
<i>4.5 AGCO IDEAL™ Series Combines, page 355</i>	Added attaching and detaching info for AGCO IDEAL™ Series combine	ECN 57194
<i>4.9 Attaching and Detaching Header to and from FM100 Float Module, page 384</i>	Updated title and titles in section	Tech pubs
<i>5.4.2 Adding Oil to Hydraulic Reservoir, page 417</i>	Updated image	ECN 57856
<i>5.4.3 Changing Oil in Hydraulic Reservoir, page 418</i>	Updated image	ECN 57856
<ul style="list-style-type: none"> <i>Removing Feed Auger Fingers, page 439</i> <i>Installing Feed Auger Fingers, page 441</i> 	Updated access cover image	Tech pubs
<i>Installing Feed Auger Flighting Slot Plug, page 446</i>	Added feed auger flighting plug installation	Tech pubs
<i>Replacing Feed Auger Finger Guides, page 446</i>	Added topic	Tech pubs

Section	Summary of Change	Internal Use Only
<i>5.8.7 Knife Guards, page 452</i>	Updated guard bolt torque	Tech pubs
<i>5.10.7 Checking Link Holder Hooks, page 490</i>	Added Checking Link Holder Hooks to Maintenance and Servicing chapter	Support
<i>5.12.5 Adjusting Deck Height, page 501</i>	Updated topic	Support
<i>Replacing Header Draper Drive Roller Bearing, page 509</i>	Updated figure titles	Tech pubs
<i>5.12.7 Replacing EasyGuard Clips (Option), page 511</i>	Added topic	ECN 54224
<i>Removing Bushings from Reels, page 522</i>	Removed old content	Tech pubs
<i>Replacing Reel Endshields, page 534</i>	Reworded some steps for clarity	Support
<i>6.3.6 FD1 Series Vertical Knife Mount Kits, page 563</i>	Updated bundle numbers	Tech pubs
<i>6.5.3 In-Cab Draper Speed Control Kit, page 568</i>	Updated bundle numbers	Tech pubs
<i>6.3.6 FD1 Series Vertical Knife Mount Kits, page 563</i>	Updated bundle numbers	ECN 57334
<i>6.4.8 Steel Skid Shoes, page 566</i>	Added topic	ECN 57571
<i>Recommended Fluids and Lubricants, page 611</i>	Updated oil quantity	ECN 57866

Model and Serial Number

Record the model number, serial number, and model year of the header, combine float module, and transport / stabilizer wheel option (if installed) in the spaces provided.

NOTE:

Right and left designations are determined from the operator's position, facing forward.

FD1 Series FlexDraper® Header

Header Model: _____

Serial Number: _____

Year: _____

The serial number plate (A) is located on the upper corner on the left endsheet.

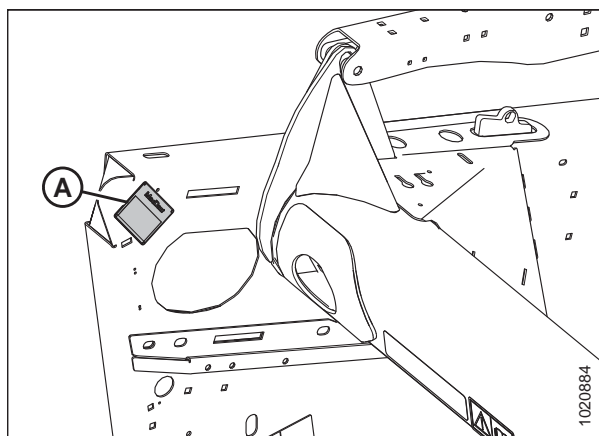


Figure 1: Header Serial Number Plate Location

FM100 Float Module for Combine

Serial Number: _____

Year: _____

The serial number plate (A) is located on the top left of the float module.

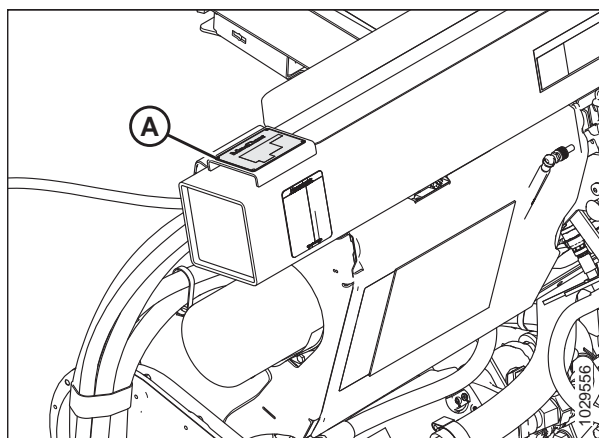


Figure 2: Float Module Serial Number Plate Location

Slow Speed Transport / Stabilizer Wheel Option

Serial Number: _____

Year: _____

The serial number plate (A) is located on the right axle assembly.

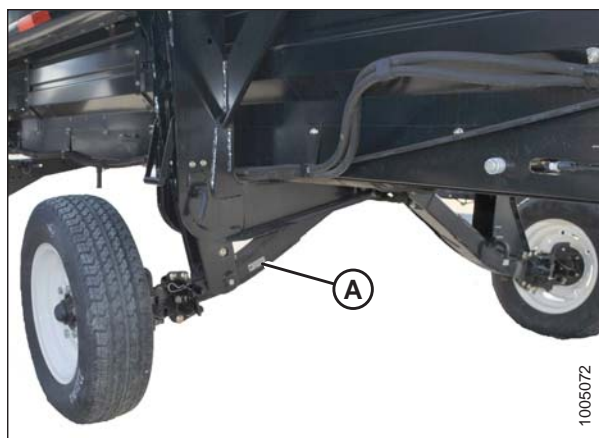


Figure 3: Slow Speed Transport / Stabilizer Wheel

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Chapter 1: Safety

1.1 Safety Alert Symbols

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

This symbol means:

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

Carefully read and follow the safety message accompanying this symbol.

Why is safety important to you?

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



Figure 1.1: Safety Symbol

1.2 Signal Words

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



DANGER

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



WARNING

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



CAUTION

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

IMPORTANT:

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

NOTE:

Provides additional information or advice.

1.3 General Safety

CAUTION

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

Protect yourself.

- When assembling, operating, and servicing machinery, wear all protective clothing and personal safety devices that could be necessary for 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.

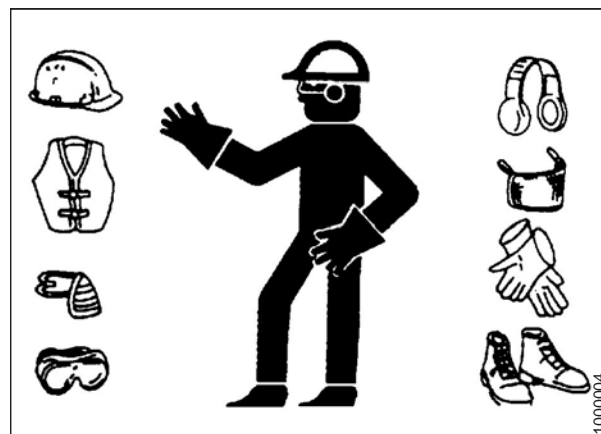


Figure 1.2: Safety Equipment



Figure 1.3: Safety Equipment

- Provide a first aid kit in case of emergencies.
- Keep a properly maintained fire extinguisher on the machine. Be familiar with its proper use.
- Keep young children away from machinery at all times.
- Be aware that accidents often happen when the operator is tired or in a hurry. Take time to consider safest way. **NEVER** ignore warning signs of fatigue.

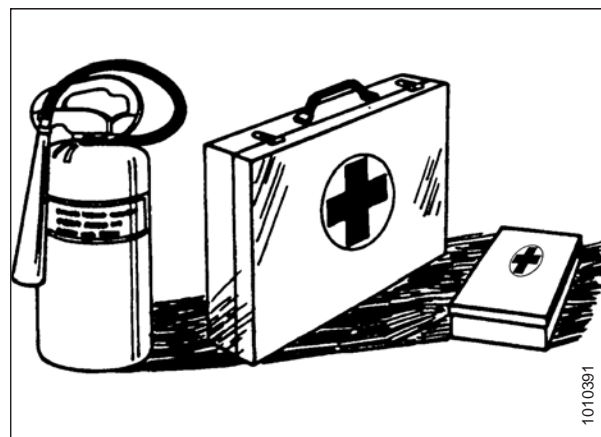


Figure 1.4: Safety Equipment

SAFETY

- Wear close-fitting clothing and cover long hair. **NEVER** wear dangling items such as scarves or bracelets.
- Keep all shields in place. **NEVER** alter or remove safety equipment. Make sure driveline guards can rotate independently of shaft and can telescope freely.
- Use only service and repair parts made or approved by equipment manufacturer. Substituted parts may not meet strength, design, or safety requirements.



Figure 1.5: Safety around Equipment

- Keep hands, feet, clothing, and hair away from moving parts. **NEVER** attempt to clear obstructions or objects from a machine while 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 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.

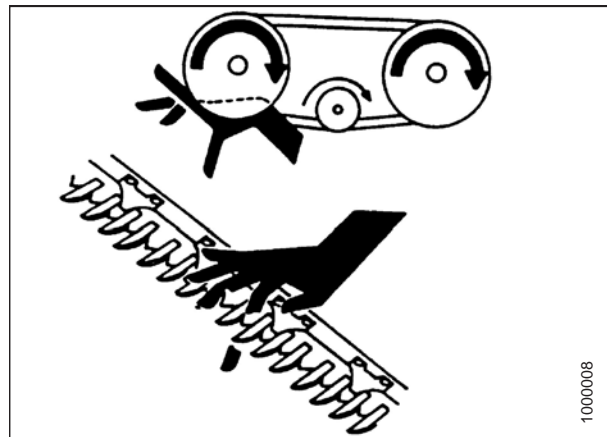


Figure 1.6: Safety around Equipment

- 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
- 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 mechanically-driven component by hand (for example, accessing a lubricant fitting) will cause drive components in other areas (belts, pulleys, and knives) to move. Stay clear of driven components at all times.
- Wear protective gear when working on machine.
- Wear heavy gloves when working on knife components.



Figure 1.8: Safety around Equipment

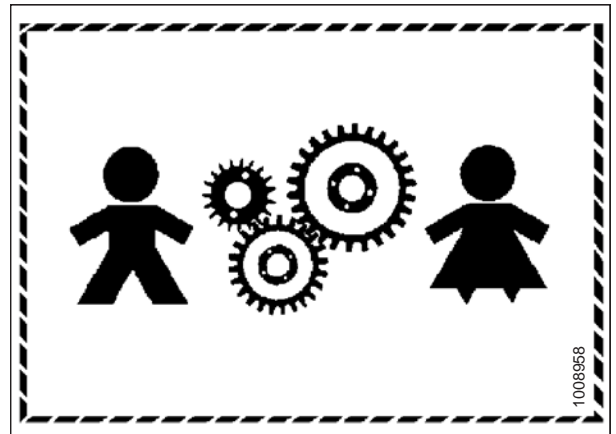


Figure 1.9: Equipment NOT Safe for Children



Figure 1.10: Safety Equipment

1.5 Hydraulic Safety

- Always place all hydraulic controls in Neutral before 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 high-pressure. Makeshift repairs will fail suddenly and create hazardous and unsafe conditions.

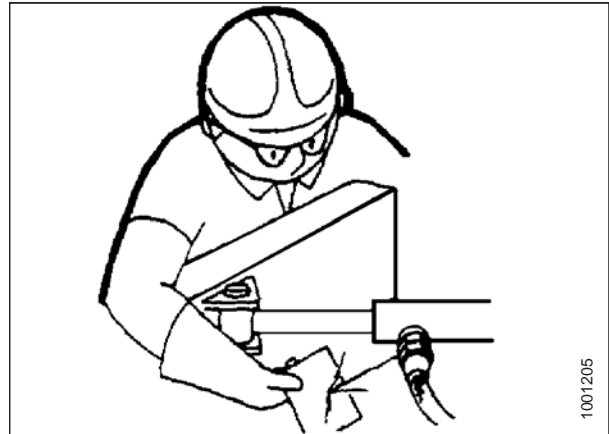


Figure 1.11: Testing for Hydraulic Leaks

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



Figure 1.12: Hydraulic Pressure Hazard

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

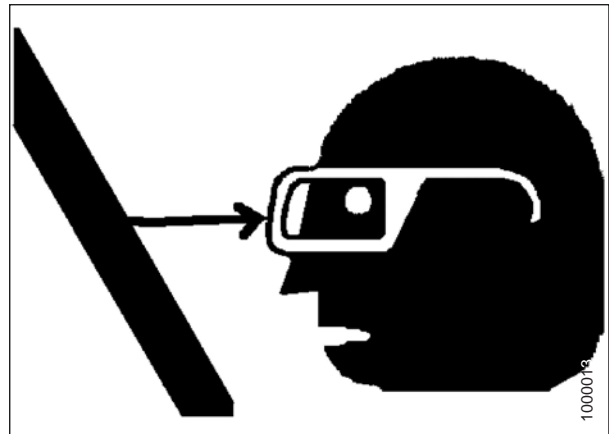


Figure 1.13: Safety around Equipment

1.6 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.

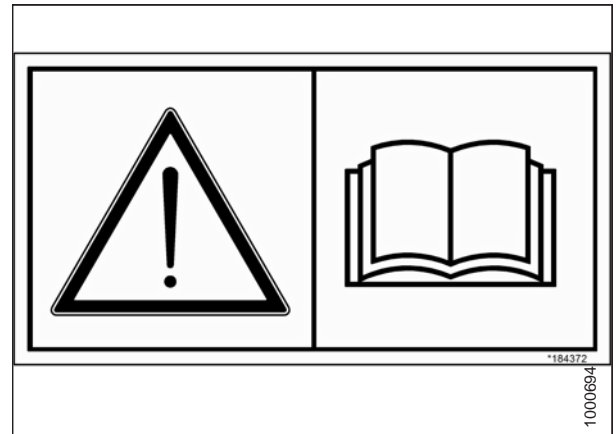


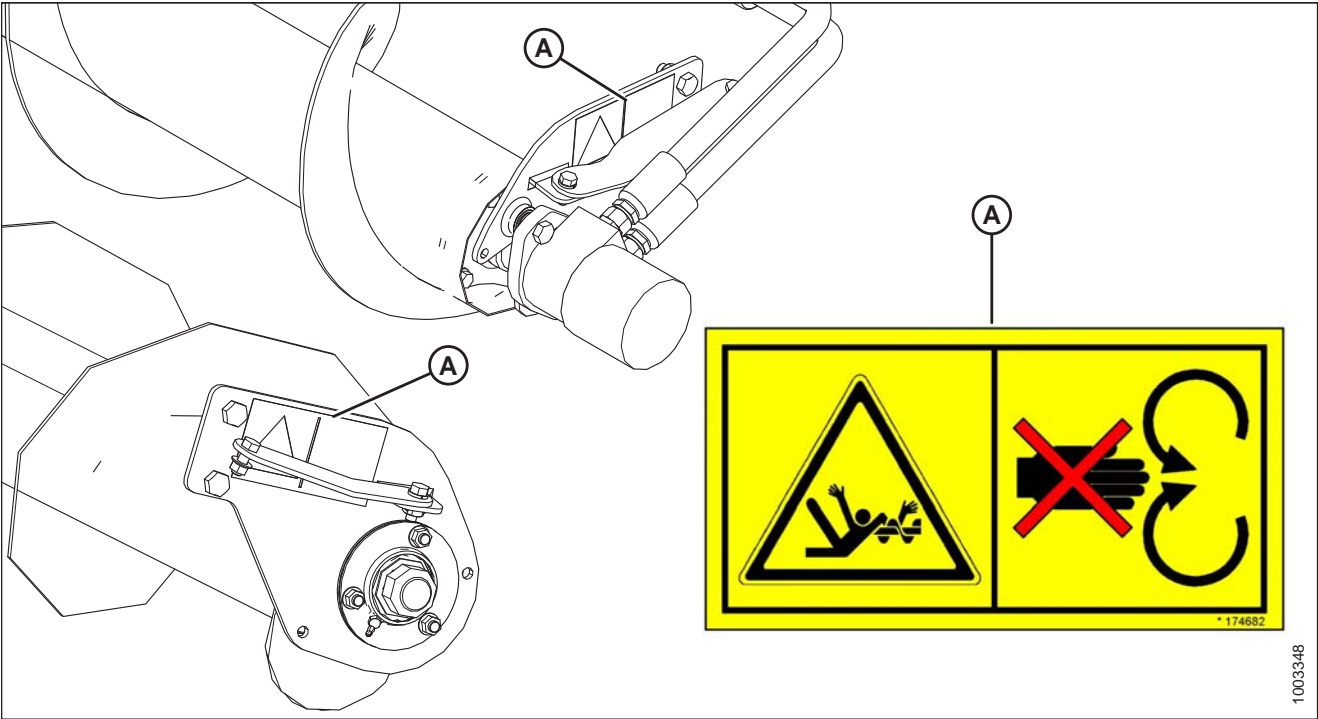
Figure 1.14: Operator's Manual Decal

1.6.1 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.

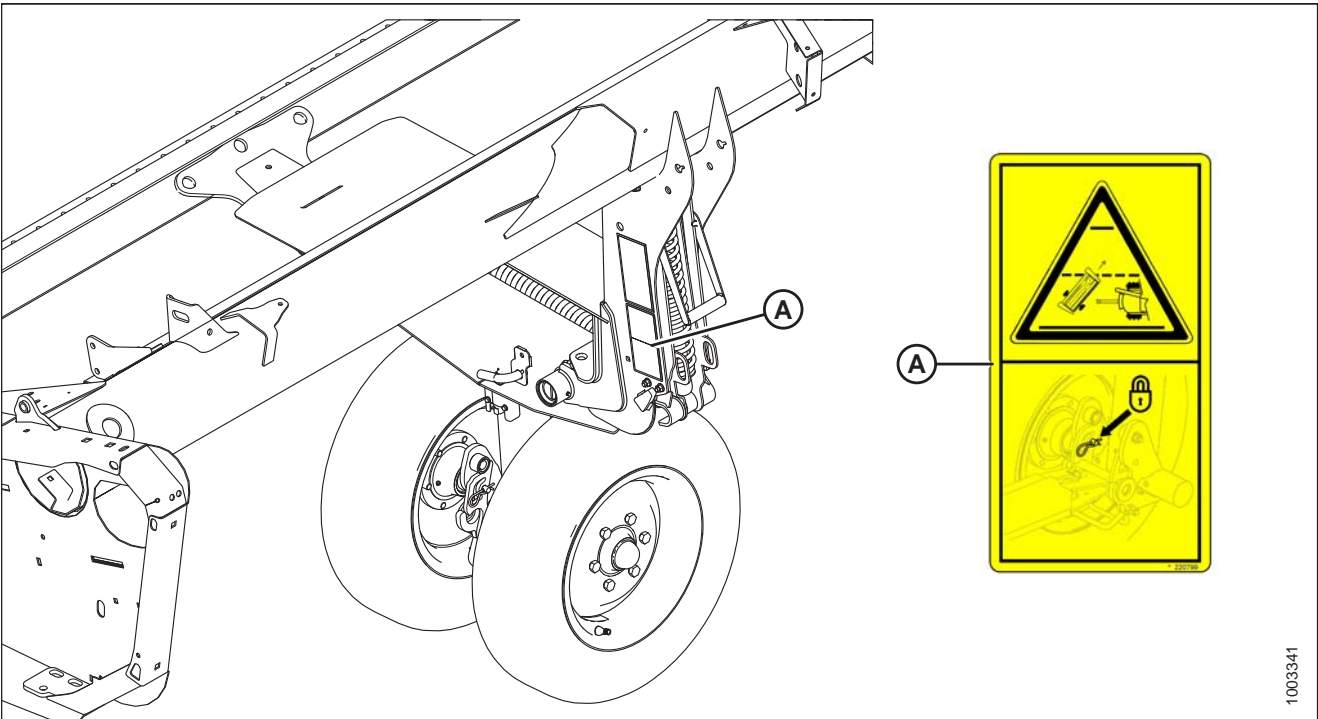
1.7 Safety Decal Locations

Figure 1.15: Upper Cross Auger



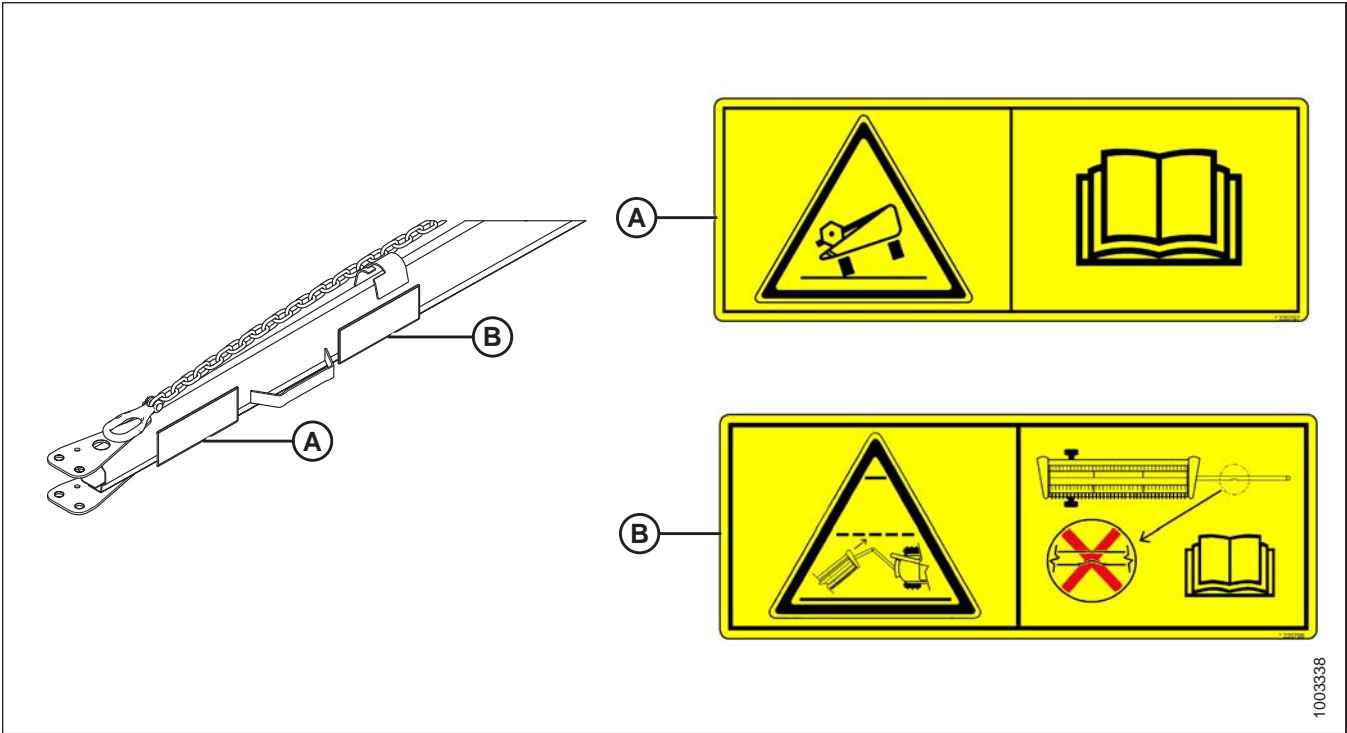
A - MD #174682

Figure 1.16: Slow Speed Transport



A - MD #220799

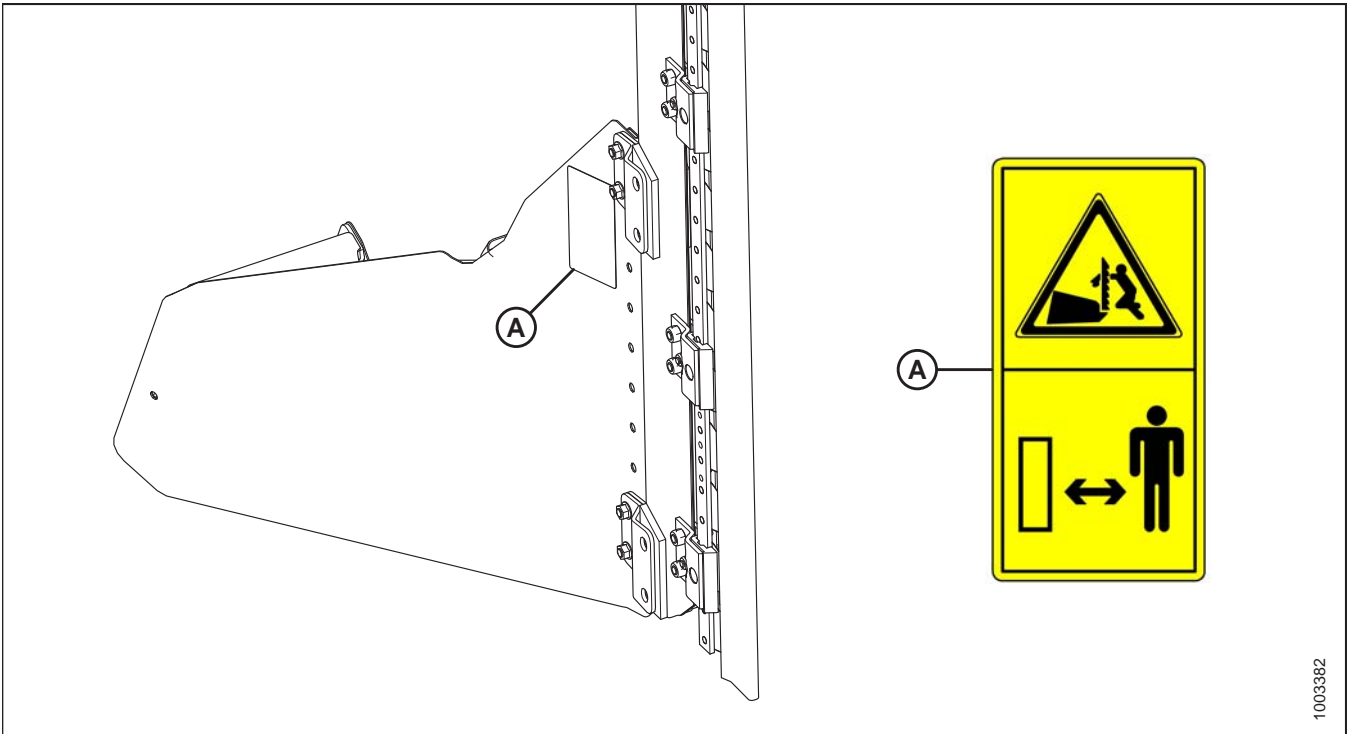
Figure 1.17: Slow Speed Transport Tow-Bar



A - MD #220797

B - MD #220798

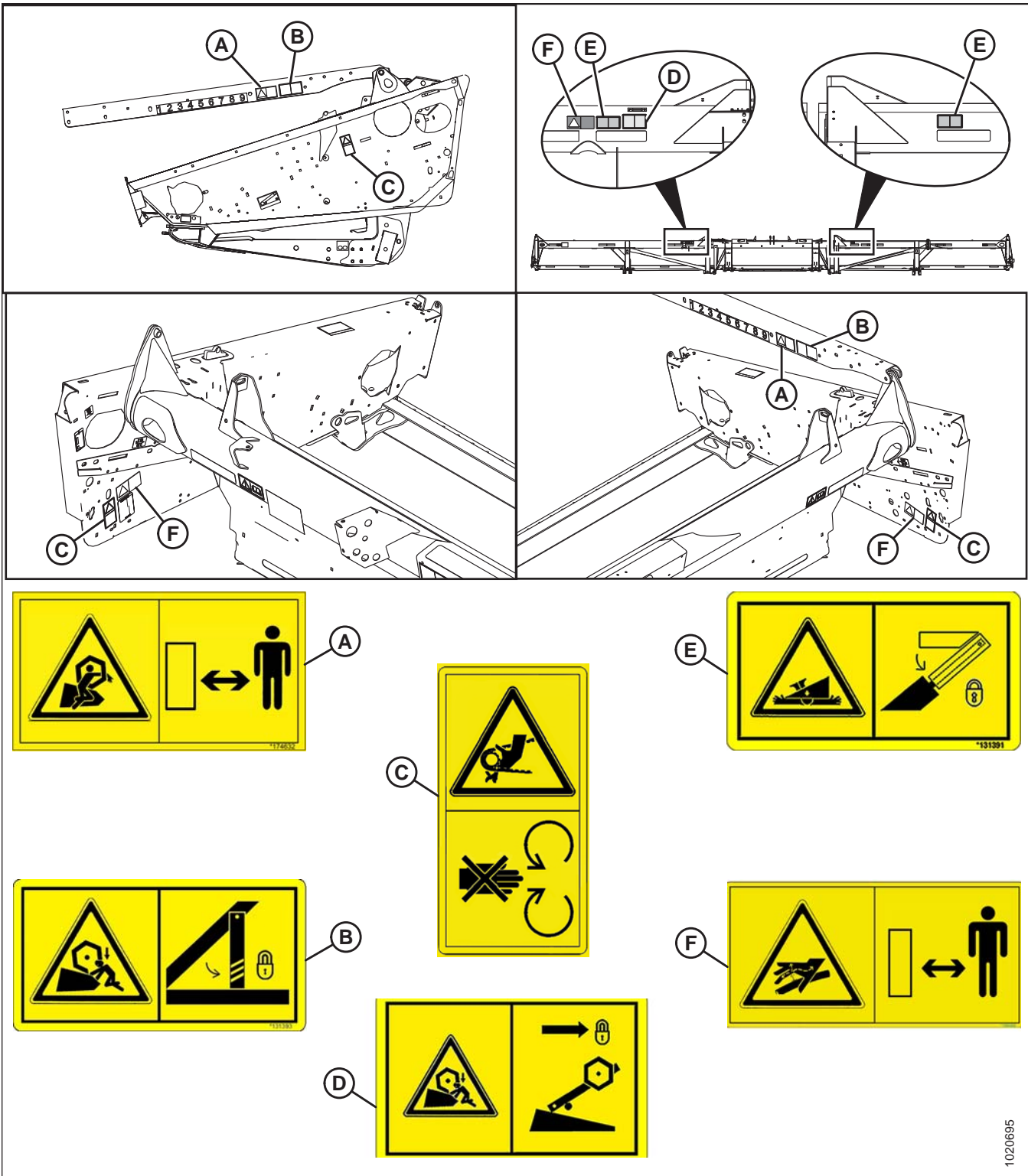
Figure 1.18: Vertical Knife



A - MD #174684

SAFETY

Figure 1.19: Endsheets, Reel Arms, and Backsheet



A - MD #174632

D - MD #131392 (Double Reel Only)

B - MD #131393

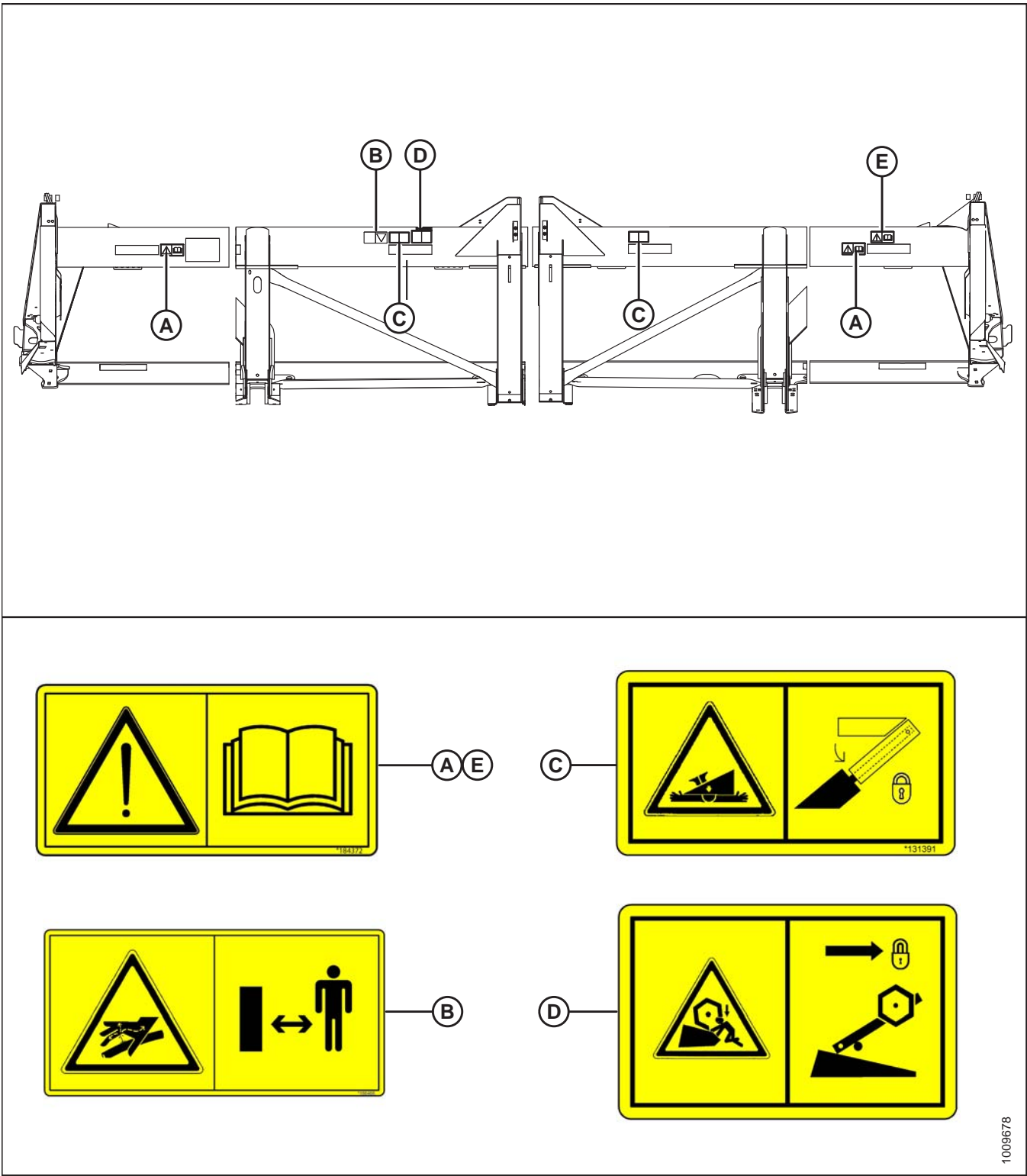
E - MD #131391 (Two Places)

C - MD #184422

F - MD #166466 (Three Places)

1020695

Figure 1.20: Backtube

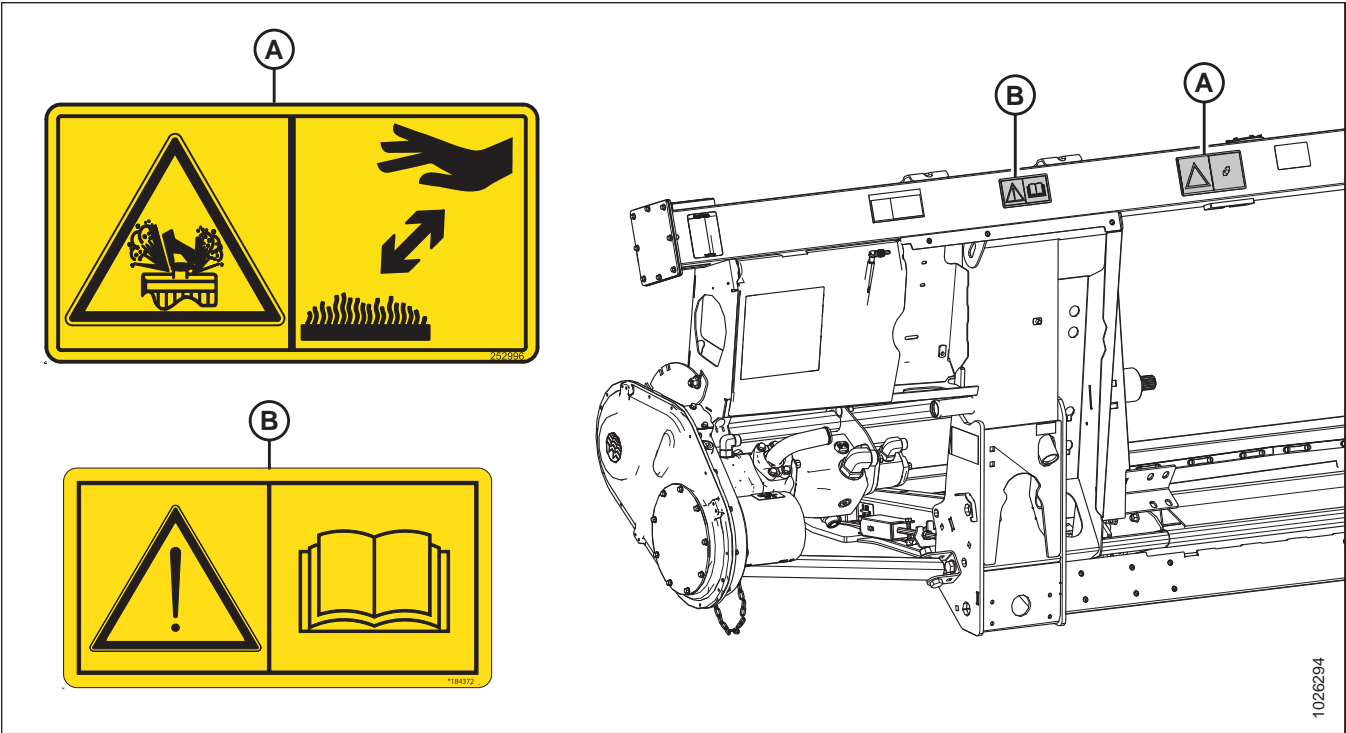


A - MD #184372
D - MD #131392

B - MD #166466
E - MD #184372 (Split Frame)

C - MD #131391

Figure 1.21: FM100 Float Module



A - MD #252996

B - MD #184372

1.8 Understanding Safety Signs

MD #113482

General hazard pertaining to machine operation and servicing

CAUTION

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

- Read the operator's manual and follow all safety instructions. If you do not have a manual, obtain one from your Dealer.
- Do **NOT** allow untrained persons to operate the machine.
- Review safety instructions with all Operators every year.
- Ensure that all safety signs are installed and legible.
- Make certain everyone is clear of machine before starting engine and during operation.
- Keep riders off the machine.
- Keep all shields in place and stay clear of moving parts.
- Disengage header drive, put transmission in Neutral, and wait for all movement to stop before leaving operator's position.
- Stop the engine and remove the key before servicing, adjusting, lubricating, cleaning, or unplugging machine.
- Engage safety props to prevent lowering of header or reel before servicing in the raised position.
- Use slow moving vehicle emblem and flashing warning lights when operating on roadways unless prohibited by law.

MD #131391

Crushing hazard

DANGER

- Rest header on ground or engage safety props before going under unit.



Figure 1.22: MD #113482

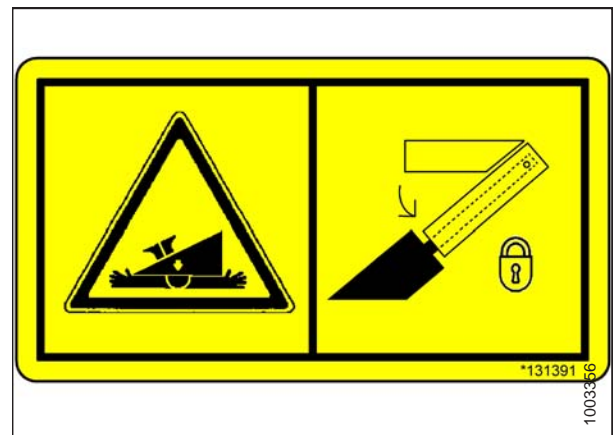


Figure 1.23: MD #131391

SAFETY

MD #131392

Reel hazard

WARNING

- To avoid injury from fall of raised reel; fully raise reel, stop the engine, remove the key, and engage safety prop on each reel support arm before working on or under reel.

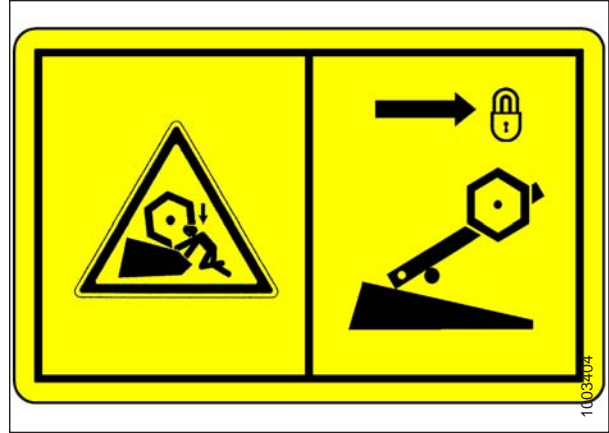


Figure 1.24: MD #131392

MD #131393

Reel hazard

WARNING

- To avoid injury from fall of raised reel; fully raise reel, stop the engine, remove the key, and engage safety prop on each reel support arm before working on or under reel.



Figure 1.25: MD #131393

MD #166466

High-pressure oil hazard

WARNING

- Do **NOT** go near leaks.
- 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.



Figure 1.26: MD #166466

SAFETY

MD #174436

High-pressure oil hazard

WARNING

- Do **NOT** go near leaks.
- 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.



Figure 1.27: MD #174436

MD #174632

Reel entanglement hazard

CAUTION

- To avoid injury from entanglement with rotating reel, stand clear of header while machine is running.

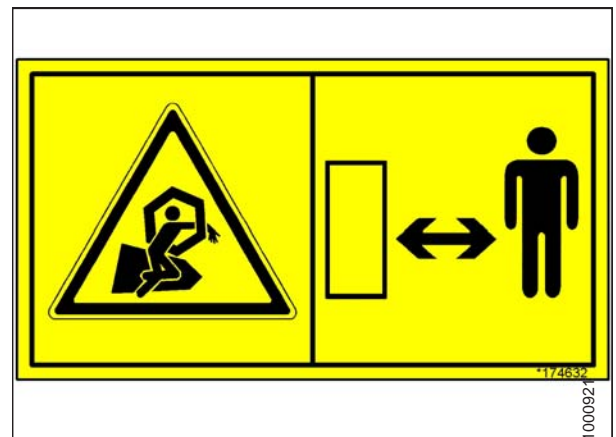


Figure 1.28: MD #174632

MD #184372

General hazard pertaining to machine operation and servicing

CAUTION

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

- Read the operator's manual and follow all safety instructions. If you do not have a manual, obtain one from your Dealer.
- Do **NOT** allow untrained persons to operate the machine.
- Review safety instructions with all Operators annually.
- Ensure that all safety signs are installed and legible.
- Make certain everyone is clear of machine before starting engine and during operation.
- Keep riders off the machine.
- Keep all shields in place and stay clear of moving parts.
- Disengage header drive, put transmission in Neutral, and wait for all movement to stop before leaving operator's position.

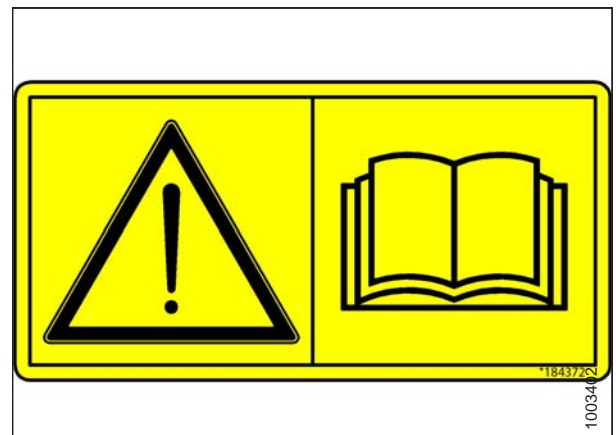


Figure 1.29: MD #184372

SAFETY

- Stop the engine and remove the key from the ignition before servicing, adjusting, lubricating, cleaning, or unplugging machine.
- Engage safety props to prevent lowering of raised unit before servicing in the raised position.
- Use slow moving vehicle emblem and flashing warning lights when operating on roadways unless prohibited by law.

MD #184422

Chain drive hand and arm entanglement hazard

WARNING

- Do **NOT** open or remove safety shields while engine is running.
- To avoid injury, stop the engine and remove the key before opening shield.



Figure 1.30: MD #184422

MD #220797

Tipping hazard in transport mode

WARNING

- Read the operator's manual for more information on potential tipping or rollover of header while transporting.

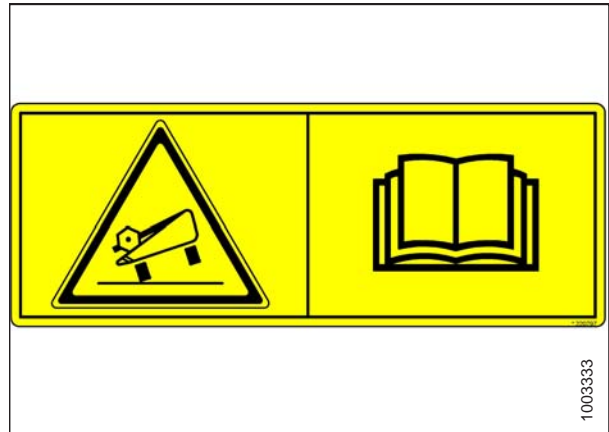


Figure 1.31: MD #220797

MD #220798

Loss of control hazard in transport

CAUTION

- Do **NOT** tow the header with a dented or otherwise damaged tow pole (the circle with the red X shows a dent in the pole).
- Consult the operator's manual for more information.

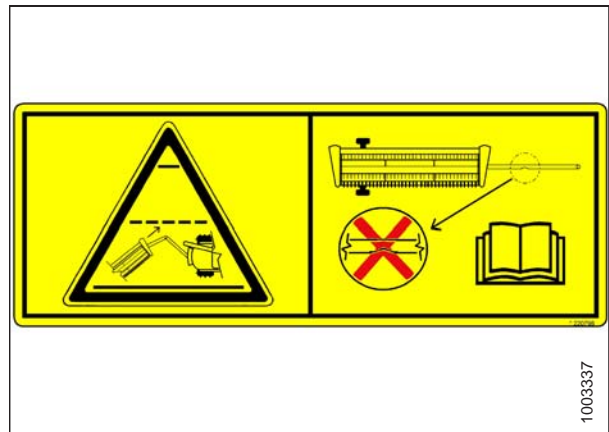


Figure 1.32: MD #220798

SAFETY

MD #220799

Transport/roading hazard

WARNING

- Ensure tow-bar lock mechanism is locked.



Figure 1.33: MD #220799

MD #252996

Hot oil spray hazard

WARNING

- Hydraulic oil is under pressure and may be hot.
- Never remove fill cap when machine is hot. Always allow machine to cool down before removing fill cap.



Figure 1.34: MD #252996

MD #279085

Auger entanglement hazard

WARNING

- To avoid injury from rotating auger, stand clear of auger while machine is running.



Figure 1.35: MD #279085

Chapter 2: Product Overview

2.1 Definitions

The following terms and acronyms may be used in this manual:

Term	Definition
AHHC	Automatic Header Height Control
API	American Petroleum Institute
ASTM	American Society of Testing and Materials
Bolt	A headed and externally threaded fastener that is designed to be paired with a nut
Center-link	A hydraulic cylinder link between header and machine used to change header angle
CGVW	Combined gross vehicle weight
D1 Series Header	MacDon D120, D125, D130, D135, D140, and D145 combine draper header from D1 model number series
DDD	Double-draper drive
DK	Double knife
DKD	Double-knife drive
DR	Double reel
Export header	Header configuration typical outside North America
FD1 Series header	MacDon FD130, FD135, FD140, or FD145 combine FlexDraper® header from the FD1 Series model number series
FFFT	Flats from finger tight
Finger tight	Finger tight is a reference position where sealing surfaces or components are making contact with each other, and fitting has been tightened to a point where fitting is no longer loose
FM100	Float module used with a D1 or FD1 Series header for combining
GVW	Gross vehicle weight
Hard joint	A joint made with use of a fastener where joining materials are highly incompressible
Header	A machine that cuts crop and feeds it into an attached combine
Hex key	A tool of hexagonal cross-section used to drive bolts and screws that have a hexagonal socket in head (internal-wrenching hexagon drive); also known as an Allen key and various other synonyms
HDS	Hydraulic deck shift
hp	Horsepower
JIC	Joint Industrial Council: A standards body that developed standard sizing and shape for original 37° flared fitting
Knife	A cutting device which uses a reciprocating cutter (also called a sickle)
MDS	Mechanical deck shift
n/a	Not applicable
North American header	Header configuration typical in North America

PRODUCT OVERVIEW

Term	Definition
NPT	National Pipe Thread: A style of fitting used for low-pressure port openings. Threads on NPT fittings are uniquely tapered for an interference fit
Nut	An internally threaded fastener that is designed to be paired with a bolt
ORB	O-ring boss: A style of fitting commonly used in port openings on manifolds, pumps, and motors
ORFS	O-ring face seal: A style of fitting commonly used for connecting hoses and tubes. This style of fitting is also commonly called ORS, which stands for O-ring seal
RoHS (Reduction of Hazardous Substances)	A directive by the European Union to restrict use of certain hazardous substances (such as hexavalent chromium used in some yellow zinc platings)
rpm	Revolutions per minute
SAE	Society of Automotive Engineers
Screw	A headed and externally threaded fastener that threads into preformed threads or forms its own thread into a mating part
SDD	Single-drawer drive
Soft joint	A joint made with use of a fastener where joining materials are compressible or experience relaxation over a period of time
spm	Strokes per minute
Tension	Axial load placed on a bolt or screw, usually measured in Newtons (N) or pounds (lb.)
TFFT	Turns from finger tight
Torque	The product of a force X lever arm length, usually measured in Newton-meters (Nm) or foot-pounds (lbf-ft)
Torque angle	A tightening procedure where fitting is assembled to a precondition (finger tight) and then nut is turned farther a number of degrees to achieve its final position
Torque-tension	The relationship between assembly torque applied to a piece of hardware and axial load it induces in bolt or screw
Truck	A four-wheel highway/road vehicle weighing no less than 3400 kg (7500 lb.)
UCA	Upper cross auger
Untimed knife drive	Unsynchronized motion applied at cutterbar to two separately driven knives from a single hydraulic motor or two hydraulic motors
Washer	A thin cylinder with a hole or slot located in the center that is to be used as a spacer, load distribution element, or locking mechanism

2.2 Specifications

The following symbol and letters are used in Table 2.1, page 21 and Table 2.2, page 22:

FD1 | FM100 | Attachments

S: standard / O_F: optional (factory installed) / O_D: optional (dealer installed) / –: not available

Table 2.1 Header Specifications

Cutterbar			
Effective cutting width (distance between crop divider points)			
9.1 m (30 ft.) header		914.4 cm (360 in.)	S
10.7 m (35 ft.) header		10.668 m (420 in.)	S
12.2 m (40 ft.) header		12.192 m (480 in.)	S
13.7 m (45 ft.) header		13.716 m (540 in.)	S
Cutterbar lift range		Varies with combine model	S
Knife			
Single-knife drive (all sizes): hydraulic motor to C-belt to enclosed heavy-duty (MD) knife drive box.			O _F
Double-knife drive (12.2 and 13.7 m [40 and 45 ft.]): two hydraulic motors to C-belts, untimed, to enclosed heavy-duty (MD) knife drive boxes.			O _F
Knife stroke		76 mm (3 in.)	S
Single-knife speed (strokes per minute) ¹	9.1 m (30 ft.)	1200–1400 spm	S
Single-knife speed (strokes per minute) ¹	10.7 m (35 ft.)	1100–1300 spm	S
Single-knife speed (strokes per minute) ¹	12.2 m (40 ft.)	1050–1200 spm	S
Double-knife speed (strokes per minute) ¹	12.2, 13.7 m (40, 45 ft.)	1100–1400 spm	S
Knife Sections			
Over-serrated, solid, bolted, 3.5 serrations per cm (9 serrations per inch)			S
Knife overlap at center (double-knife headers)		3 mm (1/8 in.)	S
Guards and Hold-Downs			
Guard: pointed, forged, double heat treated (DHT) Hold-down: sheet metal, adjustment bolt			S
Guard Angle (Cutterbar on Ground)			
Center-link retracted		2.0 degrees	S
Center-link extended		7.4 degrees	S
Draper (Conveyor) and Decks			
Draper width		1.057 m (41 19/32 in.)	S
Draper drive		Hydraulic	S
Draper speed: FM100 Float Module controlled		0–193 m/min. (635 fpm)	S

- Under normal cutting conditions, knife speed taken at the knife drive pulley should be set at 600 rpm (1200 spm). If set to low end of the speed range, you could experience knife stalling.

PRODUCT OVERVIEW

Table 2.1 Header Specifications (continued)

PR15 Pick-Up Reel			
Quantity of tine tubes		5-, 6-, or 9-tine tubes	
Center tube diameter		203 mm (8 in.)	S
Finger tip radius	Factory-set	800 mm (31 1/2 in.)	S
Finger tip radius	Adjustment range	766–800 mm (30 3/16–31 1/2 in.)	S
Effective reel diameter (via cam profile)		1.650 m (65 in.)	S
Finger length		290 mm (11 in.)	S
Finger spacing (staggered on alternate bats)		150 mm (6 in.)	S
Reel drive		Hydraulic	S
Reel speed (adjustable from cab, varies with combine model)		0–67 rpm	S

Table 2.2 Header Attachments

FM100 Float Module				
Feed draper	Width		2.000 m (78 11/16 in.)	S
Feed draper	Speed		107–122 m/min (350–400 fpm)	S
Feed auger	Width		1.660 m (65 5/16 in.)	S
Feed auger	Outside diameter		559 mm (22 in.)	S
Feed auger	Tube diameter		356 mm (14 in.)	S
Feed auger	Speed (varies with combine model)		190 rpm	S
Oil reservoir capacity			75 liters (20 US gallons)	S
Oil type			DURATRAN™	—
Driveline overall length ²	Case, New Holland	Maximum (extended)	1.230 m (48 7/16 in.)	O _F
Driveline overall length ²	Case, New Holland	Minimum (compressed)	603 mm (23 3/4 in.)	O _F
Driveline overall length ²	Challenger, Gleaner, John Deere, CLAAS, Massey Ferguson	Maximum (extended)	1.262 m (49 11/16 in.)	O _F
Driveline overall length ²	Challenger, Gleaner, John Deere, CLAAS, Massey Ferguson	Minimum (compressed)	916 mm (36 1/16 in.)	O _F
Driveline overall length ²	John Deere 9650/9660	Maximum (extended)	775 mm (30 1/2 in.)	O _F
Driveline overall length ²	John Deere 9650/9660	Minimum (compressed)	880 mm (34 5/8 in.)	O _F

2. Subtract 265 mm (10 7/16 in.) for length between yoke pins.

PRODUCT OVERVIEW

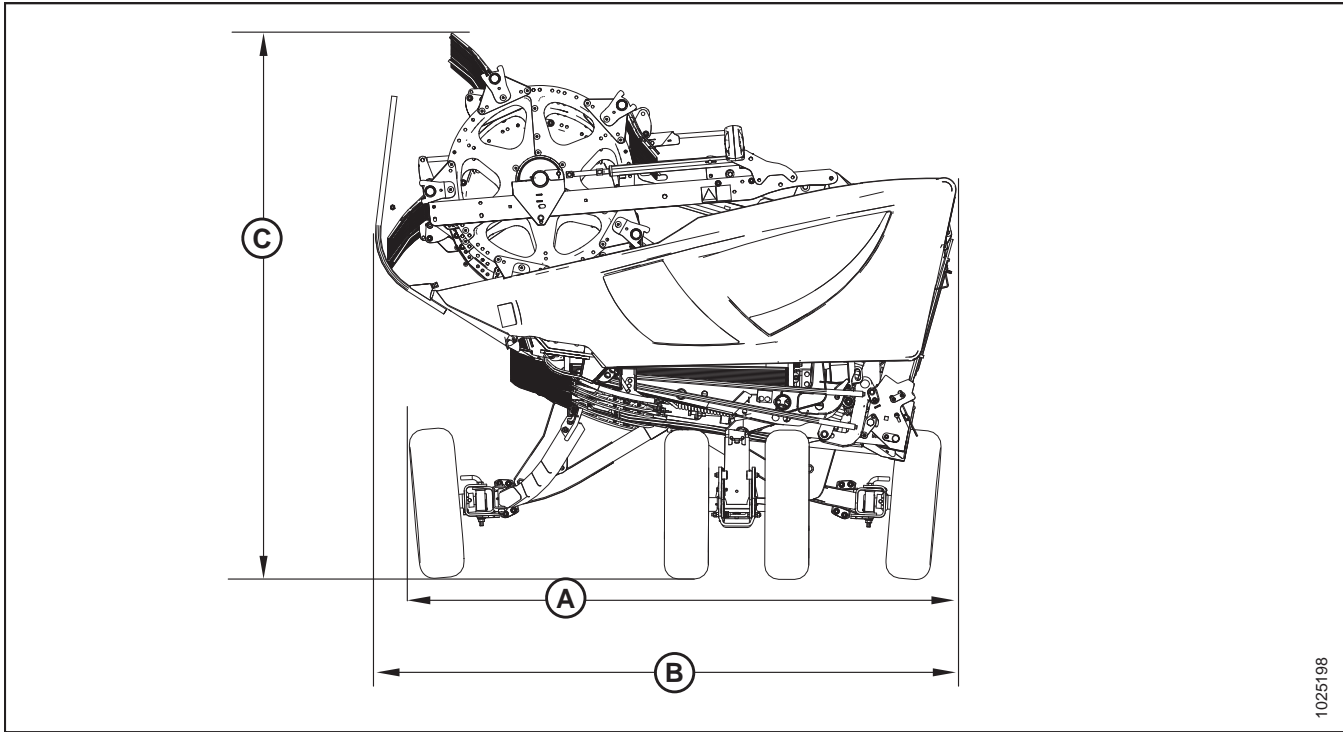
Table 2.2 Header Attachments (continued)

Upper Cross Auger		O _D
Outside diameter	305 mm (12 in.)	—
Tube diameter	152 mm (6 in.)	—
Stabilizer Wheel / Slow Speed Transport		O _D
Wheels	38 cm (15 in.)	—
Tires	P205/75 R-15	—

Weight		
Estimated weight range – base header, no float module – variances are due to different package configurations.		
9.1 m (30 ft.) header		2218–2317 kg (4890–5240 lb.)
10.7 m (35 ft.) header		2409–2558 kg (5310–5640 lb.)
12.2 m (40 ft.) header	North America frame	2644–2708 kg (5830–5970 lb.)
12.2 m (40 ft.) header	Export frame	2685–2706 kg (5920–5965 lb.)
13.7 m (45 ft.) header	North America frame	2903 kg (6400 lb.)
13.7 m (45 ft.) header	Export frame	2892–2912 kg (6375–6420 lb.)

2.3 Dimensions

Figure 2.1: Header Dimensions



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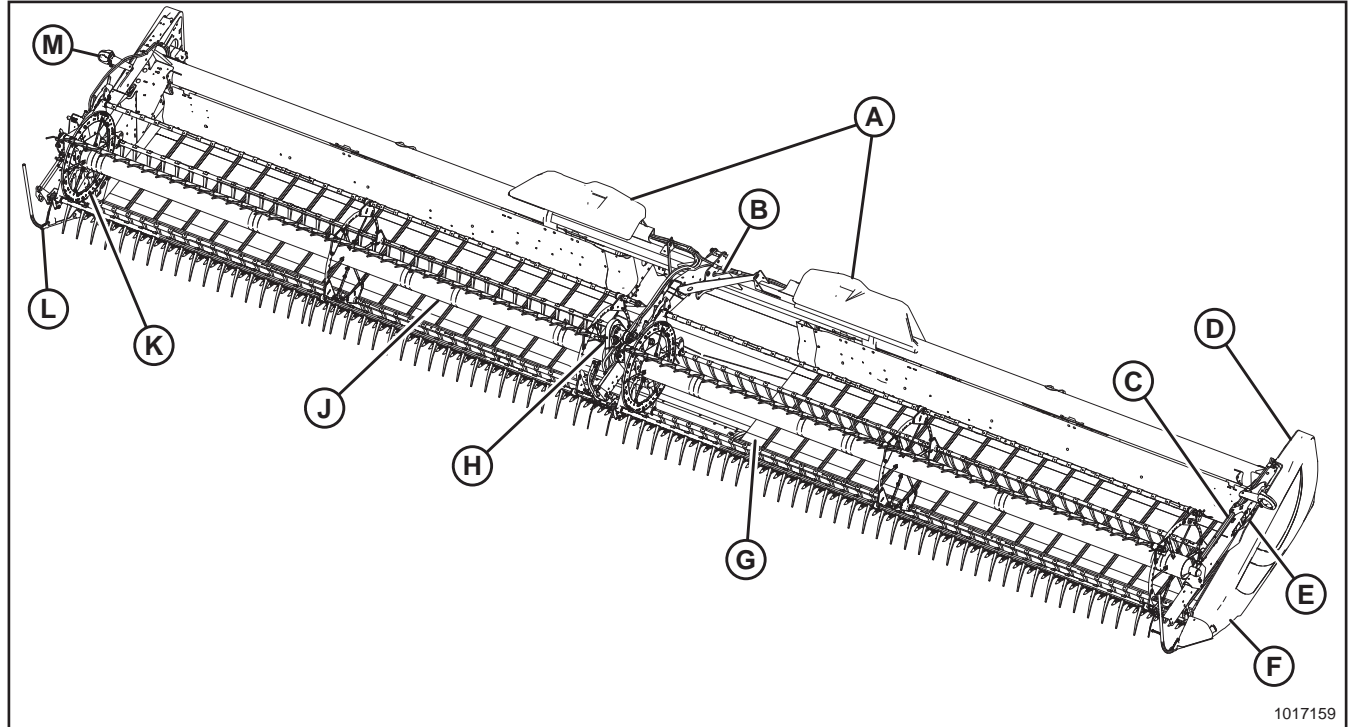
Frame and Structure			
Header width (field mode)		Cut width + 384 mm (15 1/8 in.)	S
Header width (transport position) - reel fore-aft fully retracted (shortest center-link)			
With FM100 Float Module installed (shortest center-link)	(A) long dividers removed (refer to Figure 2.1, page 24)	2500 mm (98 in.)	-
With FM100 Float Module installed (shortest center-link)	(B) long dividers installed (refer to Figure 2.1, page 24)	2684 mm (106 in.)	-
Header height (transport position) - reel fore-aft fully retracted (shortest center-link)			
With FM100 Float Module installed (shortest center-link)	(C) slow speed transport deployed (refer to Figure 2.1, page 24)	2794 mm (110 in.) ³	-

3. Maximum height for headers in transport position.

2.4 Component Identification

2.4.1 FD1 Series FlexDraper® Header

Figure 2.2: FD1 Series FlexDraper® Header Components



1017159

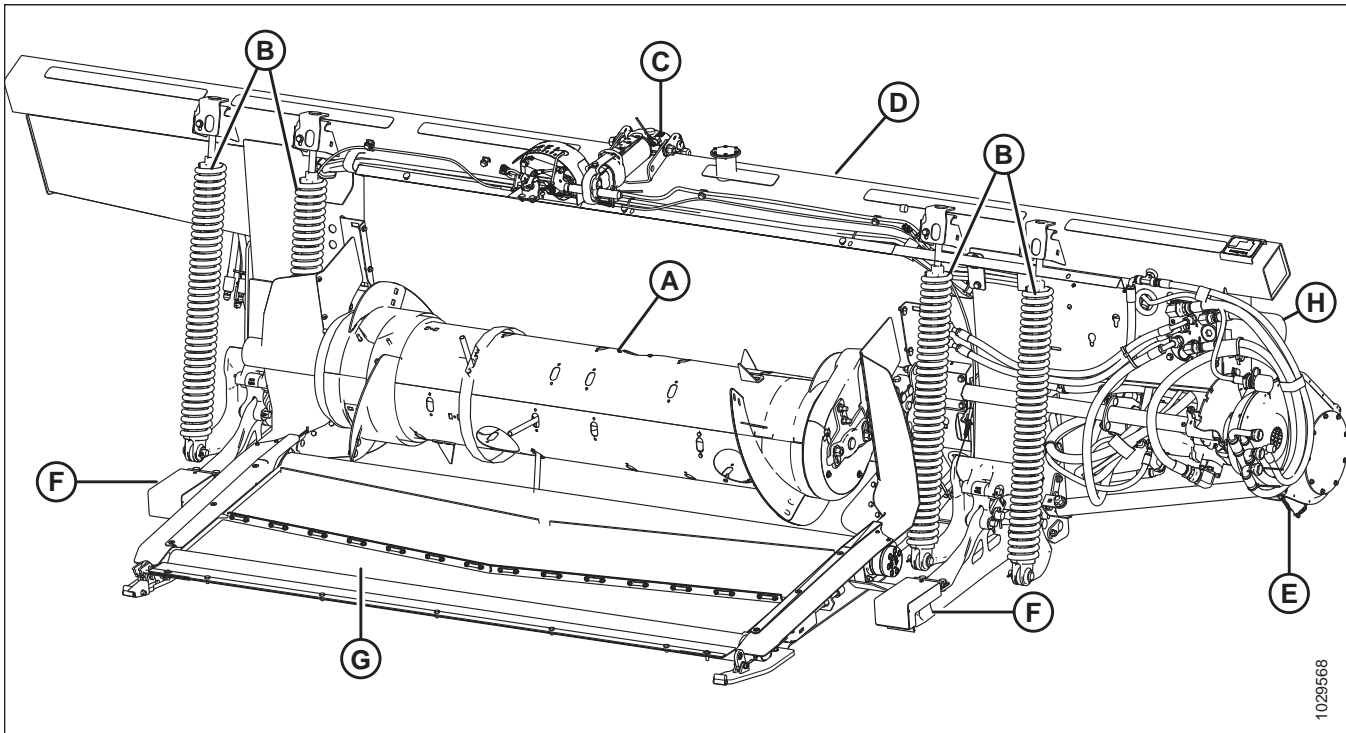
A - Wing Float Linkage
D - Endshield
G - Side Draper
K - Reel Endshield

B - Center Reel Arm
E - Reel Lift Cylinder
H - Center Reel Drive
L - Crop Divider

C - Reel Fore-Aft Cylinder
F - Knife Drive Box (inside endshield)
J - Pick-up Reel
M - Header Light (except Europe)

2.4.2 FM100 Float Module

Figure 2.3: Header Side of FM100 Float Module



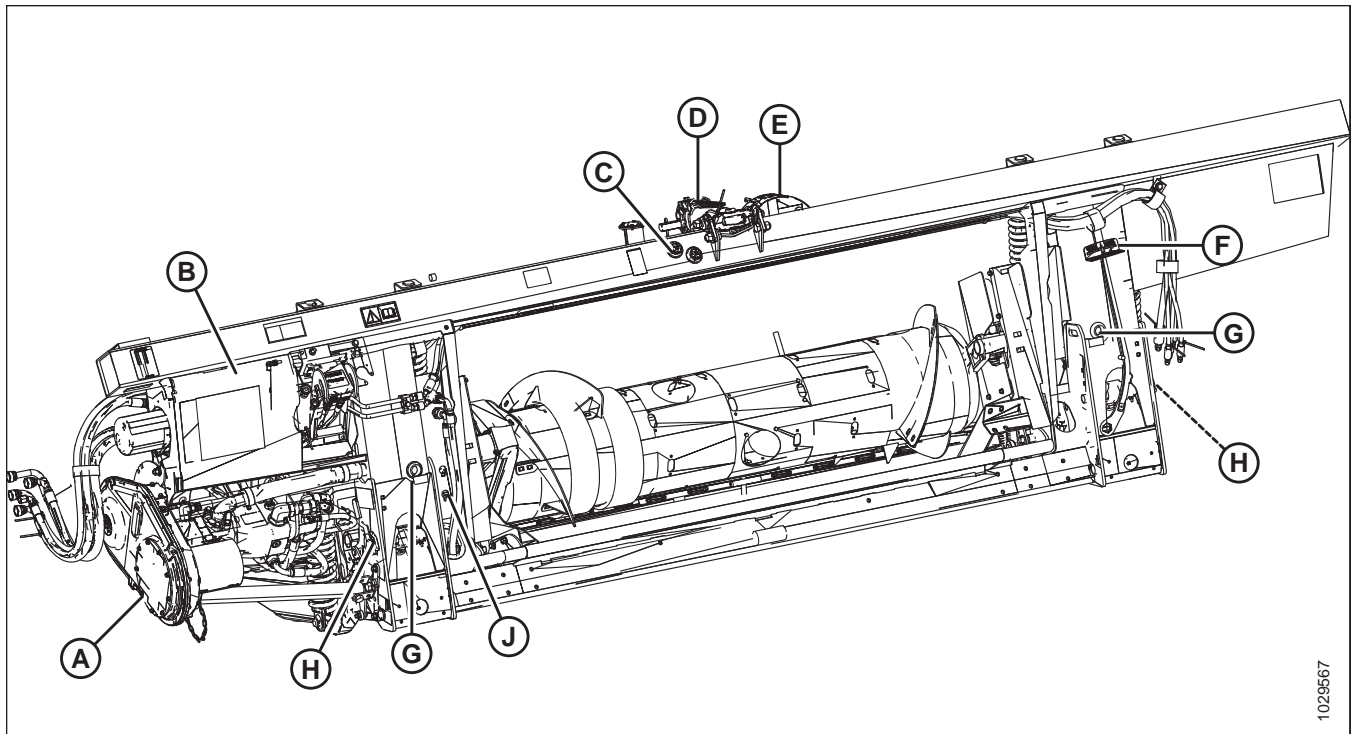
A - Feed Auger
D - Hydraulic Reservoir
G - Feed Draper

B - Header Float Springs
E - Gearbox
H - Hydraulic Filter

C - Center-Link
F - Header Support Arms

PRODUCT OVERVIEW

Figure 2.4: Combine Side of FM100 Float Module



A - Float Module Gearbox

D - Center-Link

G - Drain Hole (x2)

B - Hydraulic Compartment Cover

E - Header Height Control Indicator

H - Float Lock Handle (x2)

C - Reservoir Oil Level Sight Glass

F - Torque Wrench

J - Auto Header Height Control (AHHC) Sensor

1029567

Chapter 3: Operation

3.1 Owner/Operator Responsibilities



CAUTION

- It is your responsibility to read and understand this manual completely before operating the header. Contact your MacDon Dealer if an instruction is not clear to you.
- Follow all safety messages in the manual and on safety decals on the machine.
- Remember that YOU are the key to safety. Good safety practices protect you and the people around you.
- Before allowing anyone to operate the header, for however short a time or distance, make sure they have been instructed in its safe and proper use.
- Review the manual and all safety related items with all Operators annually.
- Be alert for other Operators not using recommended procedures or not following safety precautions. Correct these mistakes immediately, before an accident occurs.
- Do NOT modify the machine. Unauthorized modifications may impair the function and/or safety of the machine and may reduce the length of service you receive from your machine.
- The safety information given in this manual does not replace safety codes, insurance needs, or laws governing your area. Be sure your machine meets the standards set by these regulations.

3.2 Operational Safety

CAUTION

Adhere to the following safety precautions:

- Follow all safety and operational instructions provided in your operator's manuals. If you do not have a combine manual, get one from your Dealer and read it thoroughly.
- Never attempt to start the engine or operate the machine except from the operators seat.
- Check the operation of all controls in a safe, clear area before starting work.
- Do NOT allow riders on the combine.

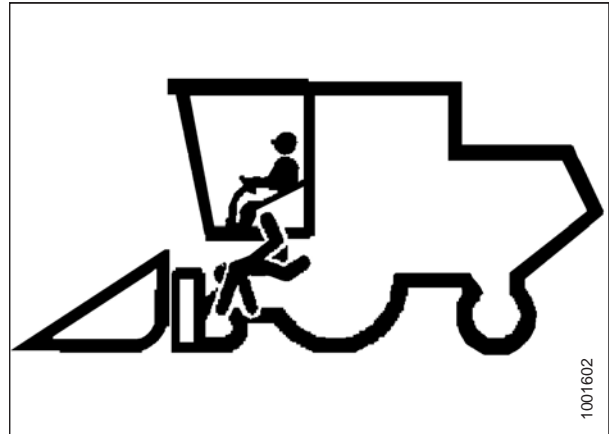


Figure 3.1: No Riders

CAUTION

- Never start or move the machine until you are sure all bystanders have cleared the area.
- Avoid travelling over loose fill, rocks, ditches, or holes.
- Drive slowly through gates and doorways.
- When working on inclines, travel uphill or downhill whenever possible. Be sure to keep transmission in gear when travelling downhill.
- Never attempt to get on or off a moving machine.
- Do NOT leave operator's station while the engine is running.
- To avoid bodily injury or death from unexpected startup of a machine, always stop the engine and remove the key before adjusting or removing plugged material from the machine.
- Check for excessive vibration and unusual noises. If there is any indication of trouble, shut down and inspect the machine. Follow proper shutdown procedure. For instructions, refer to [3.4 Shutting down the Combine, page 40](#).
- Operate only in daylight or good artificial light.

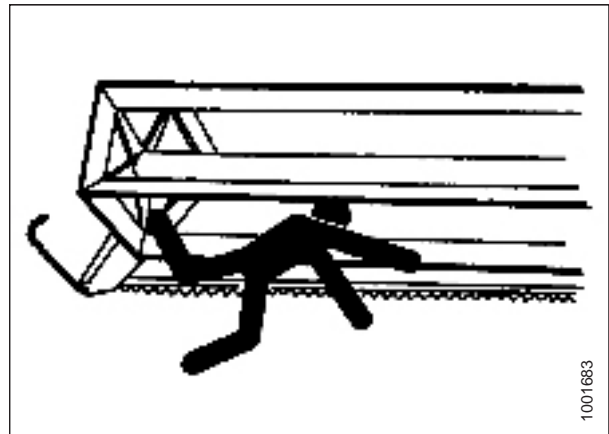


Figure 3.2: Bystander Safety

3.2.1 Header Safety Props

The header safety props located on the header lift cylinders prevent the lift cylinders from unexpectedly retracting and lowering the header. For instructions, refer to your combine operator's manual.

DANGER

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

3.2.2 Reel Safety Props

The reel safety props are located on the reel support arms and prevent the reel from unexpectedly lowering.

IMPORTANT:

To prevent damage to the reel support arms, do **NOT** transport the header when the reel safety props are engaged.

Engaging Reel Safety Props

Engage the reel safety props whenever you intend to work on or around a raised reel. When engaged, the reel safety props prevent the reel from falling unexpectedly.

! DANGER

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

! WARNING

To prevent bodily injury from the fall of a raised reel, always engage the reel safety props before going under the raised reel for any reason.

1. Raise the reel fully.
2. Shut down the engine, and remove the key from ignition.
3. Move reel safety props (A) to the engaged position (as shown). **The prop MUST be placed on the top surface of raised lug (B), making contact with the cylinder mount, to ensure positive engagement.**

NOTE:

Keep pivot bolt (C) sufficiently tight so that the prop remains in the stored position when not in use, but can still be engaged using hand force.

4. Repeat the previous step on the opposite side of the header.

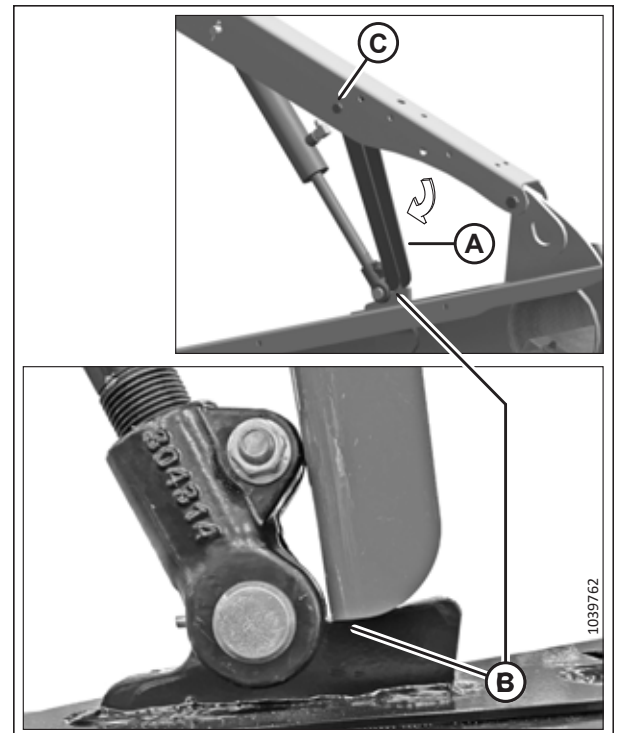
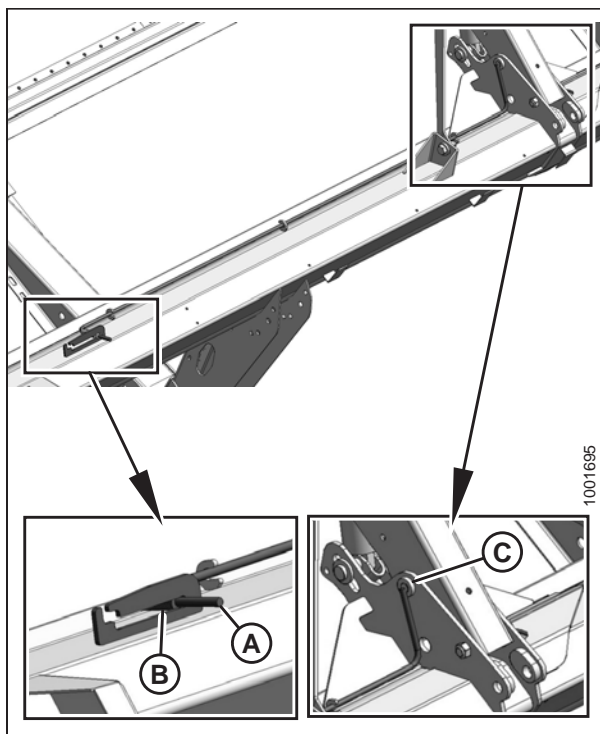


Figure 3.3: Engaged Reel Safety Prop – Left Shown

THE CONTENT ON THIS PAGE HAS CHANGED SINCE THIS MANUAL (215003 REVISION A) WAS PUBLISHED.

4. Use handle (A) to move lock rod to inboard position (B), which engages pin (C) under prop.
5. Lower reel until safety props contact the outer arm cylinder mounts and the center arm pins.

Figure 3.4: Reel Safety Prop – Center Arm

Disengaging Reel Safety Props

1. Raise the reel to its maximum height.
2. Move reel safety props (A) back inside the reel arms. Repeat at the opposite end of the reel.

NOTE:

The left safety prop is shown in the illustration at right. Right safety prop is opposite.

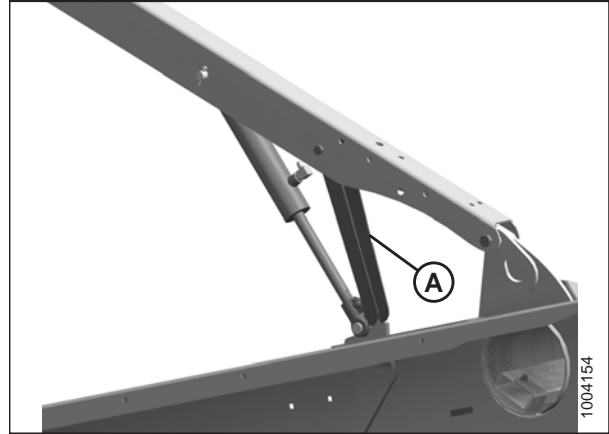


Figure 3.5: Reel Safety Prop

3. Use handle (B) to move lock rod (A) to the outboard position.

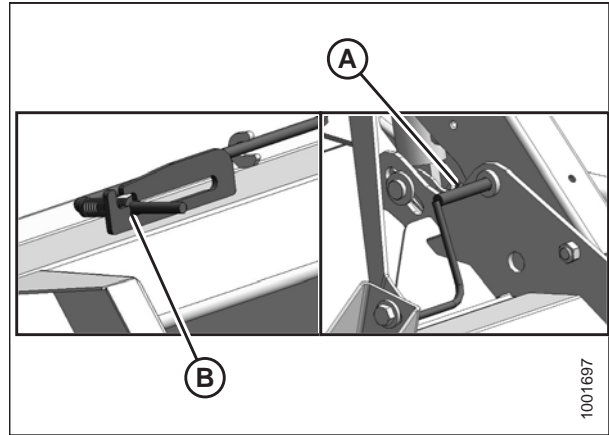


Figure 3.6: Reel Safety Prop – Center Arm

3.2.3 Endshields

A hinged, polyethylene endshield is fitted on each end of the header.

Opening Endshields

1. Push release lever (A) located on the backside of the endshield to unlock the shield.
2. Pull endshield open using handle depression (B).

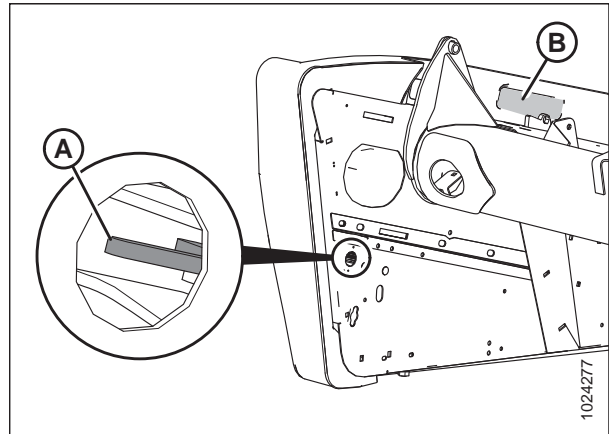


Figure 3.7: Left Endshield

OPERATION

3. Pull endshield at handle depression (A). Endshield is retained by hinge tab (B) and will open in direction (C).

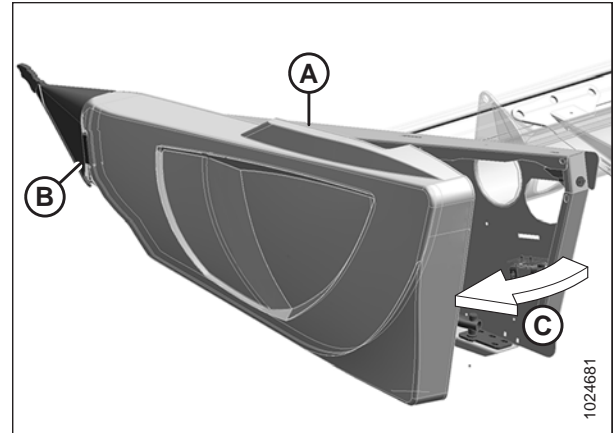


Figure 3.8: Left Endshield

4. If additional clearance is required, pull the endshield free of hinge tab (A) and swing shield toward the rear of the header.
5. Engage safety latch (B) on hinge arm to secure the shield in fully open position.

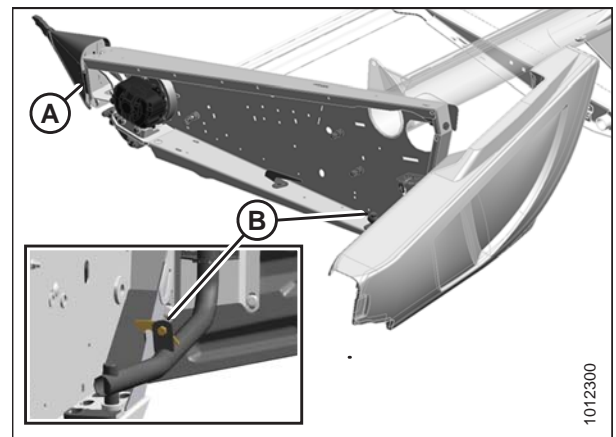


Figure 3.9: Left Endshield

Closing Endshields

1. Disengage lock (B) to allow endshield to move.
2. Insert front of endshield behind hinge tab (A) and into divider cone.

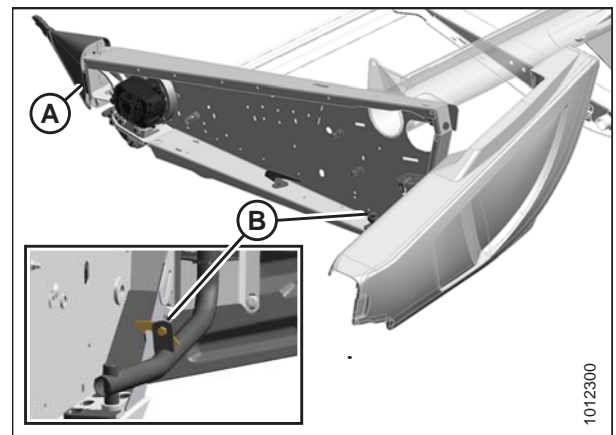


Figure 3.10: Left Endshield

OPERATION

3. Swing endshield in direction (A) into closed position.
Engage lock with a firm push.
4. Check that endshield is locked.

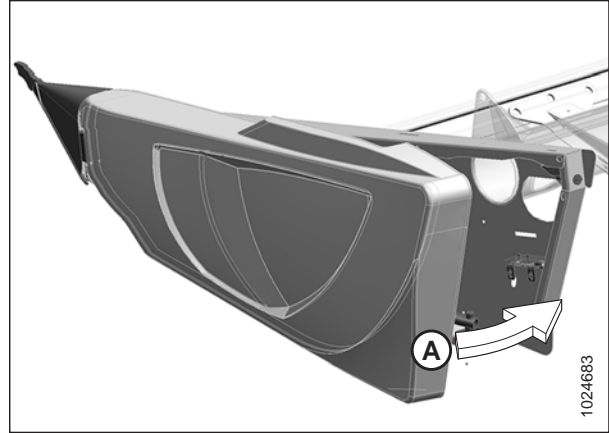


Figure 3.11: Left Endshield

Checking and Adjusting Endshields

Endshields are subject to expansion or contraction caused by large temperature variations. The position of the top pin and lower latch can be adjusted to compensate for dimensional changes.

Checking the endshield:

1. Check gap (X) between front end of the shields and the header frame and compare to the values in Table 3.1, page 34.

Table 3.1 Endshield Gap at Various Temperatures

Temperature in °C (°F)	Gap (X) mm (in.)
7 (45)	13–18 (1/2–23/32)
18 (65)	10–15 (3/8–19/32)
29 (85)	7–12 (9/32–15/32)
41 (105)	4–9 (5/32–11/32)

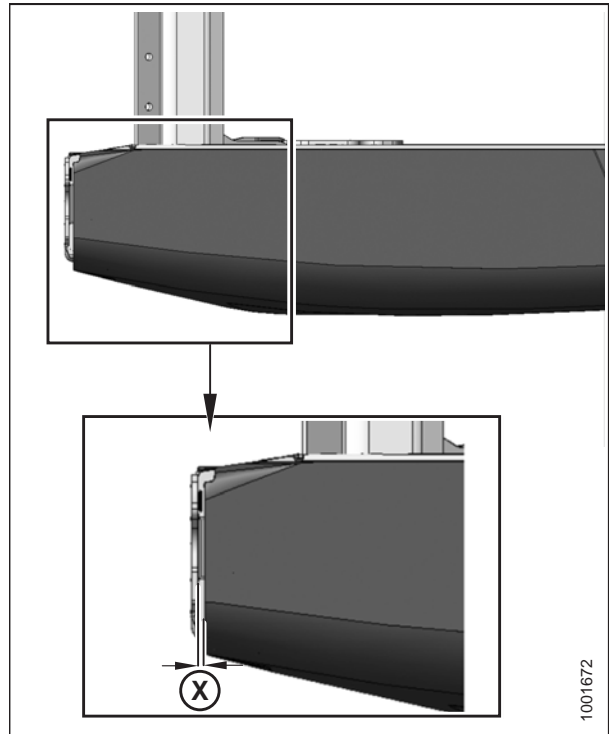


Figure 3.12: Gap between Endshield and Header Frame

Adjusting the endshield gap:

1. Loosen four bolts (A) on support tube bracket (B).

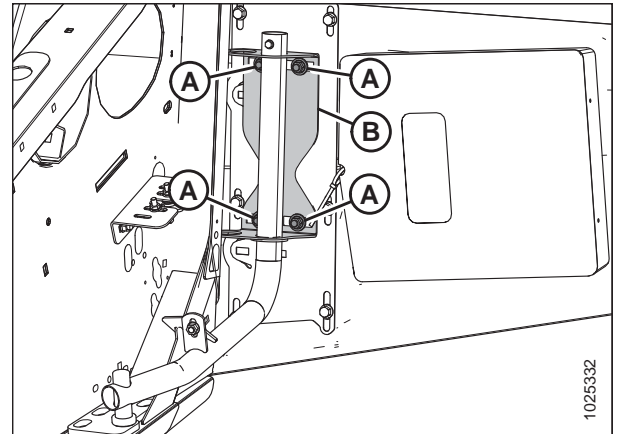


Figure 3.13: Left Endshield Support Tube

2. Loosen three bolts (A) on latch assembly (B).
3. Adjust latch assembly (B) to achieve the desired gap between the front end of the shield and the header frame. Refer to Table 3.1, page 34 for the recommended endshield gap at various temperatures.
4. Tighten three bolts (A) on the latch assembly to 27 Nm (20 lbf·ft).

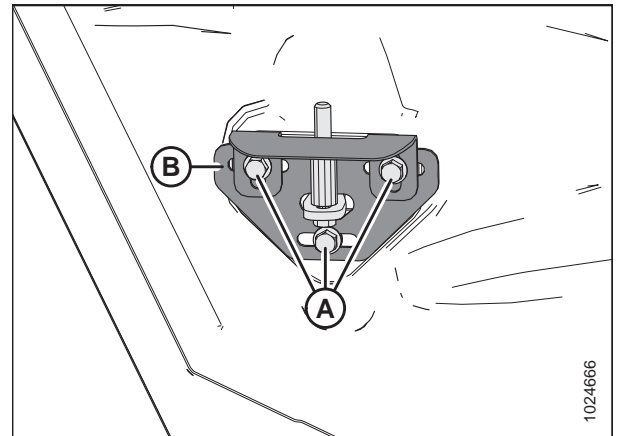


Figure 3.14: Left Endshield Latch Assembly

5. Tighten four bolts (A) on support tube bracket (B) to 31 Nm (23 lbf·ft).
6. Close endshield.

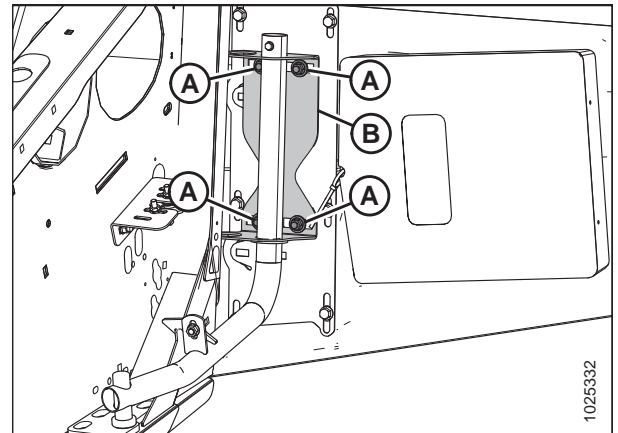


Figure 3.15: Left Endshield Support Tube

Removing Endshields

1. Fully open the endshield. For instructions, refer to [Opening Endshields, page 32](#).
2. Engage lock (A) to prevent endshield movement.
3. Remove self-tapping screw (B).
4. Slide endshield upwards and remove from hinge arm (C).
5. Place endshield away from work area.

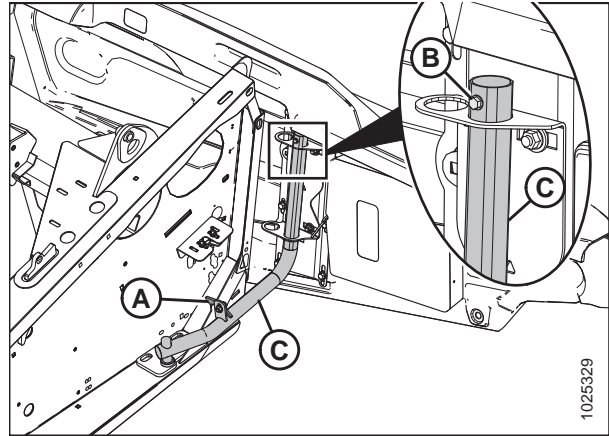


Figure 3.16: Left Endshield

Installing Endshields

1. Guide endshield onto hinge arm (C) and slowly slide it downwards.

NOTE:

Ensure hinge arm (C) is installed in the outboard hole on the hinge bracket, as shown in illustration at right.

2. Install self-tapping screw (B).
3. Disengage lock (A) to allow endshield movement.
4. Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

NOTE:

Endshields may expand or contract when subjected to large temperature changes. Top pin and lower latch bracket positions can be adjusted to compensate for dimensional changes. For instructions, refer to [Checking and Adjusting Endshields, page 34](#).

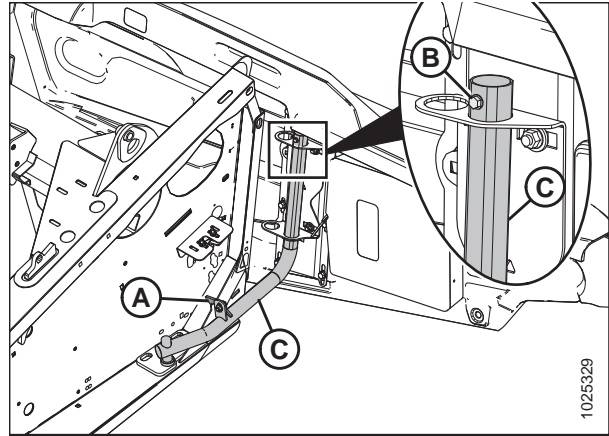


Figure 3.17: Left Endshield

3.2.4 Linkage Covers

Plastic covers are attached to the header frame to protect the header wing balance mechanism from debris and weather.

Removing Linkage Covers

1. Remove screw (A) and lift outboard end of cover (B).

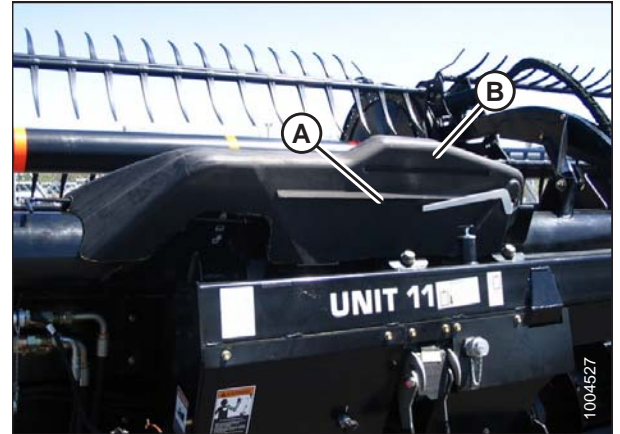


Figure 3.18: Linkage Cover

2. Rotate cover (A) upward until inboard end can be lifted off.

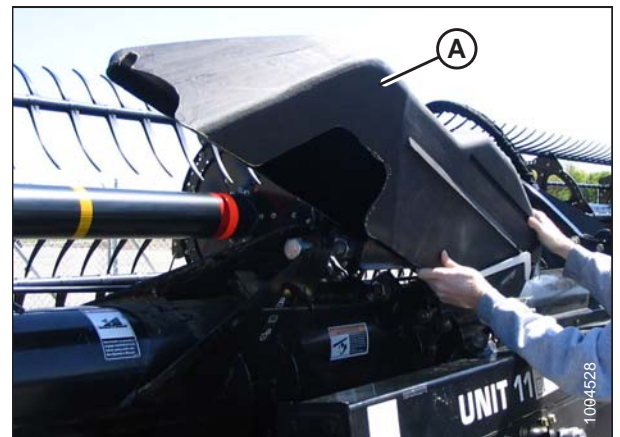


Figure 3.19: Linkage Cover

Installing Linkage Covers

1. Position inboard end of cover (A) over linkage and behind indicator bar (B).
2. Lower cover until secure and against header tube.

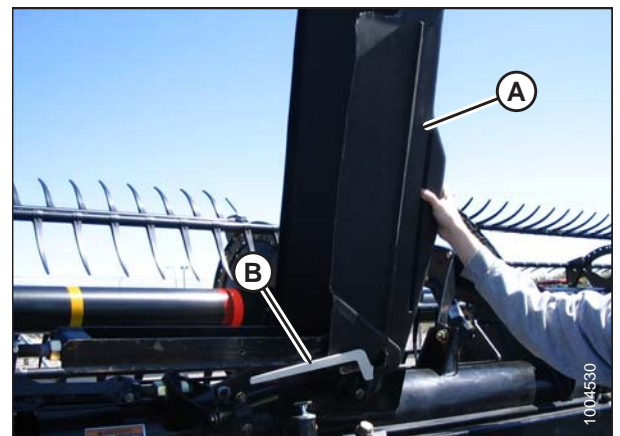


Figure 3.20: Linkage Cover

OPERATION

3. Install screw (A) to hold cover (B) in place.

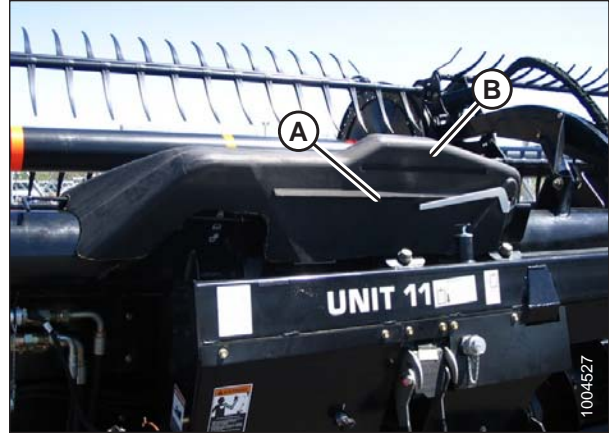


Figure 3.21: Linkage Cover

3.2.5 Daily Start-Up Check

CAUTION

- Clear the area of other persons, pets, etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.
- Wear close-fitting clothing and protective shoes with slip-resistant soles.
- Remove foreign objects from the machine and surrounding area.
- Carry with you any protective clothing and personal safety devices that could be necessary through the day. Do NOT take chances. You may need a hard hat, protective glasses or goggles, heavy gloves, a respirator or filter mask, or wet weather gear.
- Protect against noise. Wear a suitable hearing protective device such as ear muffs or ear plugs to protect against objectionable or uncomfortably loud noises.

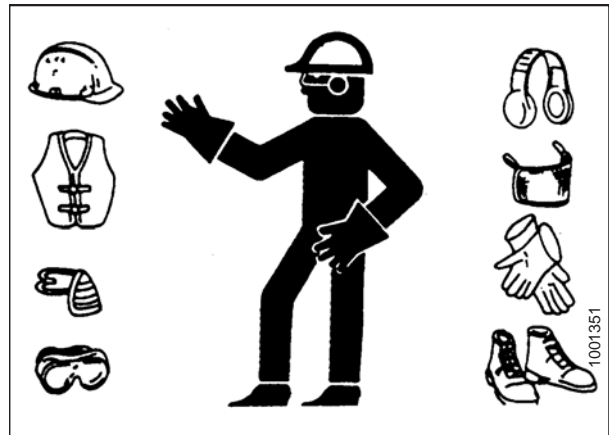


Figure 3.22: Safety Devices

Complete the following tasks each day before start-up:

1. Check the machine for leaks and any parts that are missing, broken, or not working correctly.

NOTE:

Use proper procedure when searching for pressurized fluid leaks. For instructions, refer to [5.3.5 Checking Hydraulic Hoses and Lines, page 402](#).

2. Clean all lights and reflective surfaces on the machine.
3. Perform all daily maintenance. For instructions, refer to [5.3.1 Maintenance Schedule/Record, page 397](#).

3.3 Break-in Period



CAUTION

Before investigating an unusual sound or attempting to correct a problem, shut off engine and remove key.

NOTE:

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

After attaching the header to the combine for the first time, follow these steps:

1. Operate the machine with the reels, drapers, and knives running slowly for five minutes. Watch and listen **FROM THE OPERATOR'S SEAT** for binding or interfering parts.

NOTE:

Reels and side drapers will not operate until oil flow fills the lines.

2. Refer to [5.3.2 Break-In Inspection, page 400](#) and perform all specified tasks.

3.4 Shutting down the Combine

Before leaving the operator's seat for any reason, shut down the combine by following these steps:



DANGER

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

1. Park on level ground whenever possible.
2. Lower the header fully.
3. Place all controls in NEUTRAL or PARK.
4. Disengage the header drive.
5. Lower and fully retract the reel.
6. Shut down the engine, and remove the key from the ignition.
7. Wait for all movement to stop.

3.5 Cab Controls



CAUTION

Be sure all bystanders are clear of machine before starting engine or engaging any header drives.

For instructions, refer to your combine operator's manual for identification of the following in-cab controls:

- Header engage/disengage control
- Header height
- Header angle
- Ground speed
- Reel speed
- Reel height
- Reel fore-aft position

3.6 Header Setup

3.6.1 Header Attachments

Several optional attachments that can improve your header's performance are available. Optional attachments can be ordered and installed by your MacDon Dealer. Refer to [6 Options and Attachments, page 557](#) for descriptions of available items.

3.6.2 Header Settings

The following tables provide a guideline for setting up ; however, the suggested settings can be changed to suit various crops and conditions not covered in the tables.

Refer also to [3.6.4 Reel Settings, page 55](#).

For FM100 auger configurations, refer to [4.1 FM100 Feed Auger Configurations, page 317](#).

Table 3.2 Recommended FD1 Series / FM100 Draper Header Settings for Cereals

Stubble Height	102 (<4)						
Stabilizer Wheels ⁴	Storage						
Skid Shoe Position	Up or middle						
Crop Condition	Divider Rods	Draper Speed Setting ⁵	Header Angle ^{6, 7}	Reel Cam	Reel Speed % ⁸	Reel Position	Upper Cross Auger
Light	Off	8	B – C	3	10–15	6 or 7	Not required
Normal	On	7	B – C	2	10	6 or 7	Not required
Heavy	On	7	B – C	2	10	6 or 7	Recommended
Lodged	Off	7	B – C	3 or 4	5–10	4 or 5	Not required
Stubble Height	102–203 (4–8)						
Stabilizer Wheels	As required						
Skid Shoe Position	Down for lodged crop conditions, middle or down for other crop conditions						
Crop Condition	Divider Rods	Draper Speed Setting ⁵	Header Angle ^{6, 7}	Reel Cam	Reel Speed % ⁸	Reel Position	Upper Cross Auger
Light	Off	8	B – C	4	10–15	6 or 7	Not required
Normal	On	7	A	2	10	6 or 7	Not required
Heavy	On	7	A	2	10	6 or 7	Recommended
Lodged	Off	7	D	3 or 4	5–10	4 or 5	Not required

4. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

5. Setting on FM100 draper control.

6. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

7. Cutting height is controlled with a combination of skid shoes and header angle.

8. Percentage above ground speed.

Table 3.2 Recommended FD1 Series / FM100 Draper Header Settings for Cereals (continued)

Stubble Height	203+ (8+)						
Stabilizer Wheels	As required						
Skid Shoe Position	Not applicable						
Crop Condition	Divider Rods	Draper Speed Setting ⁵	Header Angle ^{6, 7}	Reel Cam	Reel Speed % ⁸	Reel Position	Upper Cross Auger
Light	Off	8	A	4	10–15	6 or 7	Not required
Normal	On	7	A	2	10	6 or 7	Not required
Heavy	On	7	B – C	2	10	6 or 7	Not required
Lodged	Off	7	B – C	3 or 4	5–10	4 or 5	Not required

Table 3.3 Recommended FD1 Series / FM100 Draper Header Settings for Lentils

Stubble Height	On ground							
Stabilizer Wheels ⁹	Storage							
Skid Shoe Position	Up or middle							
Crop Condition	Divider Rods	Draper Speed Setting ¹⁰	Header Angle ^{11, 12}	Reel Cam	Reel Speed % ¹³	Reel Position	Upper Cross Auger	
Light	On	8	B – C	2	5–10	6 or 7	Not required	
Normal	On	7	B – C	2	10	6 or 7	Not required	
Heavy	On	7	B – C	2	10	6 or 7	Not required	
Lodged	On	7	D	2	5–10	6 or 7	Not required	

9. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

10. Setting on FM100 draper control.

11. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

12. Cutting height is controlled with a combination of skid shoes and header angle.

13. Percentage above ground speed.

Table 3.4 Recommended FD1 Series / FM100 Draper Header Settings for Peas

Stubble Height	On ground						
Stabilizer Wheels ¹⁴	Storage						
Skid Shoe Position	Up or middle						
Crop Condition	Divider Rods	Draper Speed Setting ¹⁵	Header Angle ^{16, 17}	Reel Cam	Reel Speed % ¹⁸	Reel Position	Upper Cross Auger
Light	On	7	B – C	2	5–10	6 or 7	Recommended
Normal	On	7	B – C	2	10	6 or 7	Recommended
Heavy	On	7	B – C	2	10	4 or 5	Recommended
Lodged	On	7	D	2	5–10	4 or 5	Recommended

14. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

15. Setting on FM100 draper control.

16. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

17. Cutting height is controlled with a combination of skid shoes and header angle.

18. Percentage above ground speed.

Table 3.5 Recommended FD1 Series / FM100 Draper Header Settings for Canola

Stubble Height	102–203 (4–8)						
Stabilizer Wheels¹⁹	As required						
Skid Shoe Position	Down for light or heavy crop conditions, middle or down for normal or lodged crop conditions						
Crop Condition	Divider Rods	Draper Speed Setting²⁰	Header Angle^{21, 22}	Reel Cam	Reel Speed %²³	Reel Position	Upper Cross Auger
Light	On	7	A	2	5–10	6 or 7	Recommended
Normal	On	7	B – C	1	10	6 or 7	Recommended
Heavy	On	8	B – C	1	10	3 or 4	Recommended
Lodged	On	7	D	2	5–10	3 or 4	Recommended
Stubble Height	203+ (8+)						
Stabilizer Wheels¹⁹	As required						
Skid Shoe Position	Not applicable						
Crop Condition	Divider Rods	Draper Speed Setting²⁰	Header Angle^{21, 22}	Reel Cam	Reel Speed %²³	Reel Position	Upper Cross Auger
Light	On	7	A	2	5–10	6 or 7	Recommended
Normal	On	7	B – C	2	10	6 or 7	Recommended
Heavy	On	8	B – C	1 or 2	10	3 or 4	Recommended
Lodged	On	7	D	2 or 3	5–10	3 or 4	Recommended

19. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

20. Setting on FM100 draper control.

21. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

22. Cutting height is controlled with a combination of skid shoes and header angle.

23. Percentage above ground speed.

Table 3.6 Recommended FD1 Series / FM100 Draper Header Settings for California Rice

Stubble Height	102 (<4)							
Stabilizer Wheels²⁴	Storage							
Skid Shoe Position	Up or middle							
Crop Condition	Divider Rods²⁵	Draper Speed Setting²⁶	Header Angle^{27, 28}	Reel Cam	Reel Speed %²⁹	Reel Position	Upper Cross Auger	
Light	Rice divider rod	4	D	2	10–15	6 or 7	Not required	
Normal	Rice divider rod	4	B – C	2	10	4 or 5	Not required	
Heavy	Rice divider rod	4	B – C	2	10	4 or 5	Not required	
Lodged	Rice divider rod	4	D	2	5–10	4 or 5	Not required	
Stubble Height	102–203 (4–8)							
Stabilizer Wheels²⁴	As required							
Skid Shoe Position	Middle or down							
Crop Condition	Divider Rods²⁵	Draper Speed Setting²⁶	Header Angle^{27, 28}	Reel Cam	Reel Speed %²⁹	Reel Position	Upper Cross Auger	
Light	Rice divider rod	4	D	3	10–15	6 or 7	Not required	
Normal	Rice divider rod	4	B – C	3	10	6 or 7	Not required	
Heavy	Rice divider rod	4	B – C	3	10	6 or 7	Not required	
Lodged	Rice divider rod	4	D	4	5–10	6 or 7	Not required	

24. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

25. The rice divider rod is available. Rice divider rod not required on both ends of header.

26. Setting on FM100 draper control.

27. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

28. Cutting height is controlled with a combination of skid shoes and header angle.

29. Percentage above ground speed.

Table 3.6 Recommended FD1 Series / FM100 Draper Header Settings for California Rice (continued)

Stubble Height	203+ (8+)							
Stabilizer Wheels²⁴	As required							
Skid Shoe Position	Not applicable							
Crop Condition	Divider Rods²⁵	Draper Speed Setting²⁶	Header Angle^{27, 28}	Reel Cam	Reel Speed %²⁹	Reel Position	Upper Cross Auger	
Light	Rice divider rod	4	A	3	10–15	6 or 7	Not required	
Normal	Rice divider rod	4	B – C	3	10	6 or 7	Not required	
Heavy	Rice divider rod	4	B – C	3	10	6 or 7	Not required	
Lodged	Rice divider rod	4	D	4	5–10	6 or 7	Not required	

Table 3.7 Recommended FD1 Series / FM100 Draper Header Settings for Delta Rice

Stubble Height	51–152 (2–6)						
Stabilizer Wheels³⁰	As required						
Skid Shoe Position	Middle or down						
Crop Condition	Divider Rods	Draper Speed Setting³¹	Header Angle^{32, 33}	Reel Cam	Reel Speed %³⁴	Reel Position	Upper Cross Auger
Light	Off	6	D	2 or 3	10–15	6 or 7	Not required
Normal	Off	6	B – C	2 or 3	10	6 or 7	Not required
Heavy	Off	6	B – C	2 or 3	10	6 or 7	Not required
Lodged	Off	6	D	3 or 4	5–10	4 or 5	Not required
Stubble Height	152+ (6+)						
Stabilizer Wheels³⁰	As required						
Skid Shoe Position	Not applicable						
Crop Condition	Divider Rods	Draper Speed Setting³¹	Header Angle^{32, 33}	Reel Cam	Reel Speed %³⁴	Reel Position	Upper Cross Auger
Light	Off	6	A	2 or 3	10–15	6 or 7	Not required
Normal	Off	6	B – C	2 or 3	10	6 or 7	Not required
Heavy	Off	6	B – C	2 or 3	10	6 or 7	Not required
Lodged	Off	6	D	3 or 4	5–10	4 or 5	Not required

30. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

31. Setting on FM100 draper control.

32. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

33. Cutting height is controlled with a combination of skid shoes and header angle.

34. Percentage above ground speed.

Table 3.8 Recommended FD1 Series / FM100 Draper Header Settings for Edible Beans

Stubble Height	On ground						
Stabilizer Wheels ³⁵	Storage						
Skid Shoe Position	Up or middle						
Crop Condition	Divider Rods	Draper Speed Setting ³⁶	Header Angle ^{37, 38}	Reel Cam	Reel Speed % ³⁹	Reel Position	Upper Cross Auger
Light	On	8	D	2	5–10	6 or 7	Not required
Normal	On	7	B – C	2	10	6 or 7	Not required
Heavy	On	7	B – C	2	10	6 or 7	Not required
Lodged	On	7	D	2	5–10	6 or 7	Not required

35. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

36. Setting on FM100 draper control.

37. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

38. Cutting height is controlled with a combination of skid shoes and header angle.

39. Percentage above ground speed.

Table 3.9 Recommended FD1 Series / FM100 Draper Header Settings for Flax

Stubble Height	51–153 (2–6)						
Stabilizer Wheels ⁴⁰	As required						
Skid Shoe Position	Down for lodged crop conditions, middle or down for other crop conditions						
Crop Condition	Divider Rods	Draper Speed Setting ⁴¹	Header Angle ^{42, 43}	Reel Cam	Reel Speed % ⁴⁴	Reel Position	Upper Cross Auger
Light	On	8	B – C	2	5–10	6 or 7	Not required
Normal	On	7	A	2	10	6 or 7	Not required
Heavy	On	7	B – C	2	10	6 or 7	Not required
Lodged	On	7	D	2	5–10	6 or 7	Not required

40. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

41. Setting on FM100 draper control.

42. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

43. Cutting height is controlled with a combination of skid shoes and header angle.

44. Percentage above ground speed.

3.6.3 Optimizing Header for Straight Combining Canola

Ripe canola can be straight combined, but most varieties are very susceptible to shelling and subsequent seed loss. This section provides recommended attachments, settings, and adjustments to optimize FD1 Series FlexDraper® Headers for straight combining canola.

Recommended attachments

The optimization includes the following modifications to the header:

- Installing a full-length upper cross auger
- Installing vertical knives
- Installing short center reel braces

NOTE:

Each kit includes installation instructions and the necessary hardware. Refer to [6 Options and Attachments, page 557](#).

Recommended settings

Optimizing the header requires adjustments to the following settings:

- Moving the reel fore-aft cylinders to the alternative aft location. For instructions, refer to [Repositioning Fore-Aft Cylinders on Non-European-Configured Headers, page 100](#).
- Adjusting reel fore-aft position. For instructions, refer to [Adjusting Reel Fore-Aft Position, page 99](#).
- Adjusting reel height so that fingers just engage the crop. For instructions, refer to [3.7.10 Reel Height, page 93](#).
- Setting reel cam to position 1. For instructions, refer to [Adjusting Reel Cam, page 113](#).
- Setting reel speed equal to ground speed and increase as required. For instructions, refer to [3.7.6 Reel Speed, page 87](#).
- Set the side draper speed to position nine on FM100 control valve. For instructions, refer to [3.7.8 Draper Speed, page 89](#).
- Set auger to floating position. For instructions, refer to [3.7.15 Setting Auger Position, page 121](#).
- Loosen auger spring tension. For instructions, refer to [Checking and Adjusting Feed Auger Springs, page 53](#).

Checking and Adjusting Feed Auger Springs

The feed auger has an adjustable spring tensioning system that allows the auger to float on top of the crop instead of crushing and damaging it. The factory-set tension is adequate for most crop conditions.



DANGER

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

1. Raise the header to its full height.
2. Shut down the engine, and remove the key from the ignition.
3. Engage the header lift cylinder safety props.

OPERATION

4. Check the thread length protruding past nut (A). Length should be 22–26 mm (7/8–1 in.).

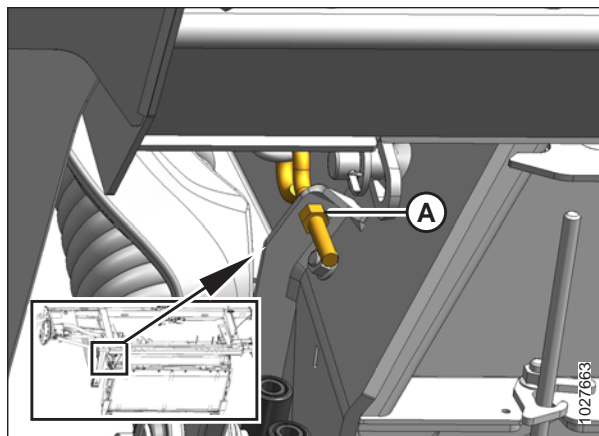


Figure 3.23: Spring Tensioner

If adjustment is required, follow these steps:

1. Loosen upper jam nut (A) on the spring tensioner.
2. Turn lower nut (B) until thread (C) protrudes 22–26 mm (7/8–1 in.).
3. Tighten jam nut (A).
4. Repeat Steps [1, page 54](#) to [3, page 54](#) on opposite side.

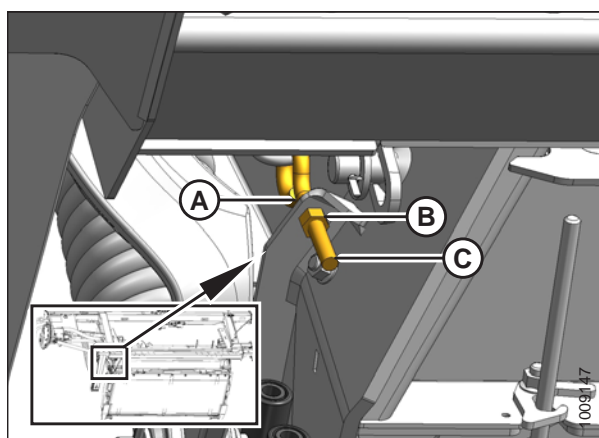
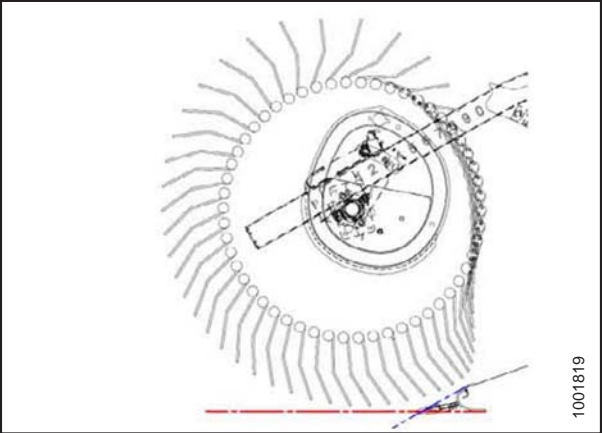
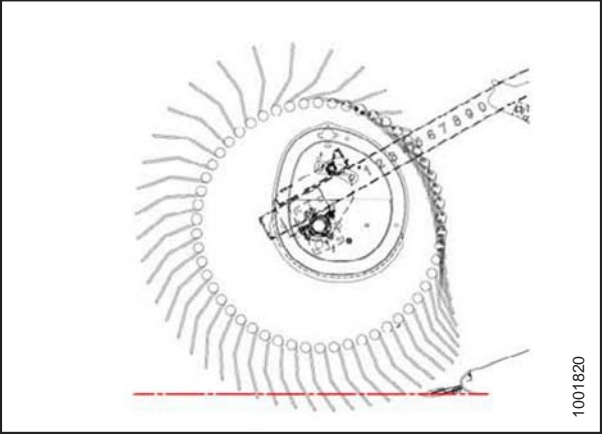


Figure 3.24: Spring Tensioner

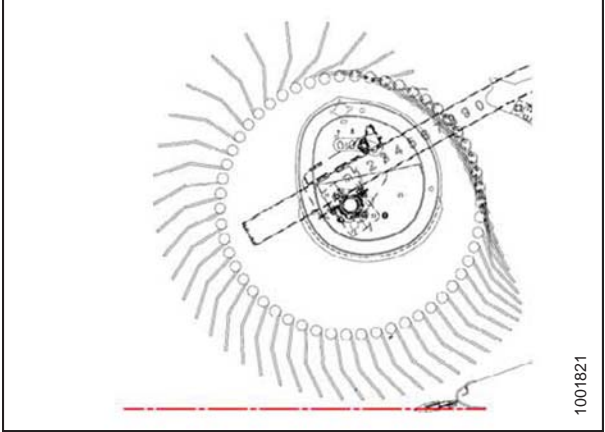
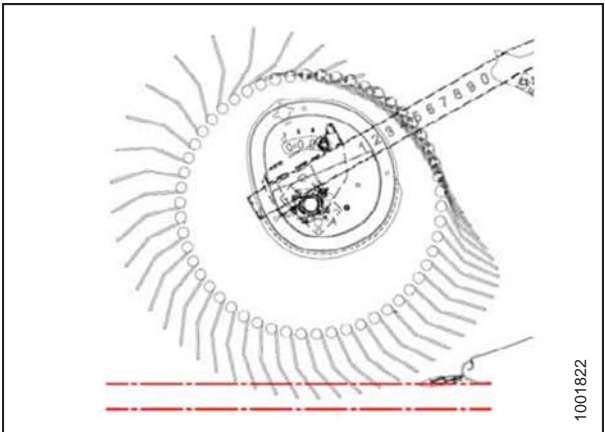
3.6.4 Reel Settings

Table 3.10 FD1 Series Recommended Reel Settings

Cam Setting Number (Finger Speed Gain)	Reel Position Number	Reel Finger Pattern
1 (0)	6 or 7	
2 (20%)	6 or 7	

OPERATION

Table 3.10 FD1 Series Recommended Reel Settings (continued)

Cam Setting Number (Finger Speed Gain)	Reel Position Number	Reel Finger Pattern
3 (30%)	3 or 4	 A technical diagram showing a circular reel with multiple fingers. A dashed line indicates the path of a finger. The diagram is labeled with the number 1001821 in the bottom right corner.
4 (35%)	2 or 3	 A technical diagram showing a circular reel with multiple fingers. A dashed line indicates the path of a finger. The diagram is labeled with the number 1001822 in the bottom right corner.

NOTE:

- Adjust the reel forward to get closer to the ground while tilting the header back. Fingers/tines will dig into the ground at extreme reel-forward positions, so adjust skid shoes or header angle to compensate. Adjust the reel rearward to position the reel farther away from the ground when tilting the header forward.
- Header tilt can be increased to position the reel closer to the ground, or decreased to position the reel farther from the ground, while keeping material flowing onto drapers.
- To leave the maximum amount of stubble in lodged crop, raise the header and increase the header tilt to keep the reel close to the ground. Position the reel fully forward.
- The reel may have to be moved back to prevent lumps or plugging on the cutterbar in thinner crops.
- Minimum crop carrying capacity (minimum area of exposed draper between the reel and the header backsheet) occurs with the reel in the farthest aft position.
- Maximum crop carrying capacity (maximum area of exposed draper between the reel and the header backsheet) occurs with the reel in the farthest forward position.
- Due to the nature of the cam action, the tip speed of the fingers/tines at the cutterbar becomes higher than that of the reel speed at higher cam settings. Refer to Table 3.10, page 55.

3.7 Header Operating Variables

Satisfactory function of the header in all situations requires making proper adjustments to suit various crops and conditions.

Correct operation reduces crop loss and increases productivity. As well, proper adjustments and timely maintenance will increase the length of service you receive from your machine.

The variables listed in Table 3.11, [page 57](#) and detailed on the following pages will affect the performance of your header.

You will quickly become adept at adjusting the machine to achieve the results you desire. Most of the adjustments have been preset at the factory, but the settings can be changed to suit crop conditions.

Table 3.11 Operating Variables

Variable	Refer to
Cutting height	3.7.1 Cutting off the Ground, page 57 ; 3.7.2 Cutting on the Ground, page 60
Header float	3.7.3 Header Float, page 62
Header angle	3.7.5 Header Angle, page 79
Reel speed	3.7.6 Reel Speed, page 87
Ground speed	3.7.7 Ground Speed, page 88
Reel height	3.7.10 Reel Height, page 93
Reel fore-aft position	3.7.11 Reel Fore-Aft Position, page 98
Reel tine pitch	3.7.12 Reel Tine Pitch, page 110
Crop divider rods	3.7.13 Crop Dividers, page 113
Feed auger configurations	4.1 FM100 Feed Auger Configurations, page 317

3.7.1 Cutting off the Ground

The header's design allows operators to cut crop above the ground in relation to desired stubble height. The cutting height will vary depending on factors including crop type, crop conditions, etc.

The stabilizer wheel system is designed to minimize bouncing at the header ends and may be used to float the header to achieve an even cutting height when cutting above ground level in cereal grains. The system produces even stubble height and greatly reduces operator fatigue.

Cutting height is controlled using a combination of the combine header height control and a stabilizer wheel system (or stabilizer / slow speed transport wheel system).

If stabilizer wheels are installed, refer to [Adjusting Stabilizer Wheels, page 59](#) to change the wheel position.

If stabilizer / slow speed transport wheels are installed, refer to [Adjusting Stabilizer / Slow Speed Transport Wheels, page 57](#) to change the wheel position.

Adjusting Stabilizer / Slow Speed Transport Wheels

A properly adjusted header will achieve a balance between the amount of header weight carried by the float and the amount carried by the stabilizer / slow speed transport wheels.



WARNING

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

OPERATION

1. Raise the header so the stabilizer wheels are off the ground.
2. Shut down the engine, and remove the key from the ignition.
3. Remove hairpin (A) from the latch on the right wheel assembly.
4. Disengage latch (B), lift the wheel out of the hook, and place on the ground as shown.

NOTE:

This reduces weight of assembly and makes adjusting the wheel position easier.

5. Lift the left wheel slightly to support the weight, then pull handle (C) upwards to release the lock.
6. Lift the left wheel to the desired height and engage the support channel into the slot (D) in the upper support.
7. Push down on handle (C) to lock.
8. Lift the right wheel back into the field position and ensure latch (B) is engaged.
9. Secure the latch with hairpin (A).
10. Support the wheel weight by lifting slightly with one hand, and pull up on handle (A) to release the lock.
11. Lift the wheels to the desired height, and engage the support channel into slot (B) in the upper support.
12. Push down on handle (A) to lock.

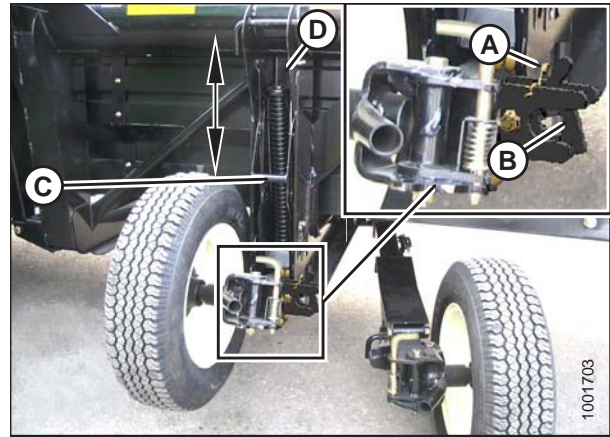


Figure 3.25: Right Wheel

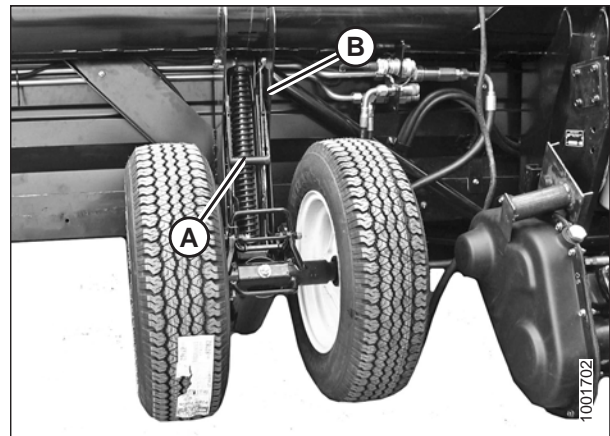


Figure 3.26: Left Wheel

13. Lower the header to the desired cutting height using the combine controls and check the load indicator (A).

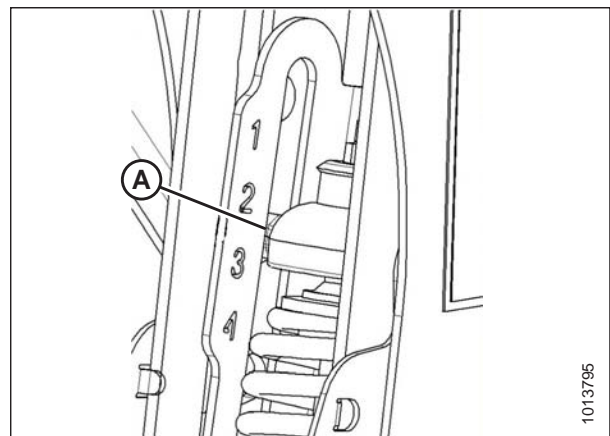


Figure 3.27: Load Indicator

OPERATION

14. Adjust the header angle to the desired working angle with the machine's header angle controls. If header angle is not critical, set it to mid-position.

IMPORTANT:

Continuous operation with excessive spring compression (i.e., load indicator reading greater than 4 or a compressed length [A] less than 295 mm [11 5/8 in.]) can result in damage to the suspension system.

15. Use the combine's auto header height control (AHHC) to automatically maintain cutting height. For instructions, refer to [3.8 Auto Header Height Control, page 123](#) and your combine operator's manual for details.

NOTE:

The height sensor on the FM100 Float Module must be connected to the combine header control module in the cab.

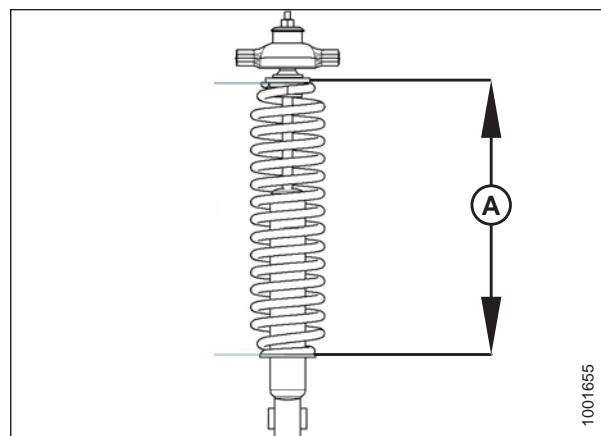


Figure 3.28: Spring Compression

Adjusting Stabilizer Wheels

A properly adjusted header will achieve a balance between the amount of header weight carried by the float and the amount carried by the stabilizer wheels.

For recommended use in specific crops and crop conditions refer to [3.6.2 Header Settings, page 42](#).



WARNING

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

1. Raise the header until the stabilizer wheels are off the ground. Shut down engine and remove the key.
2. Support the wheel weight by lifting slightly with one hand on support (B), and pull up on handle (A) to release the lock.
3. Lift the wheel using support (B), and engage the support channel into center slot (C) in the upper support.
4. Push down on handle (A) to lock.

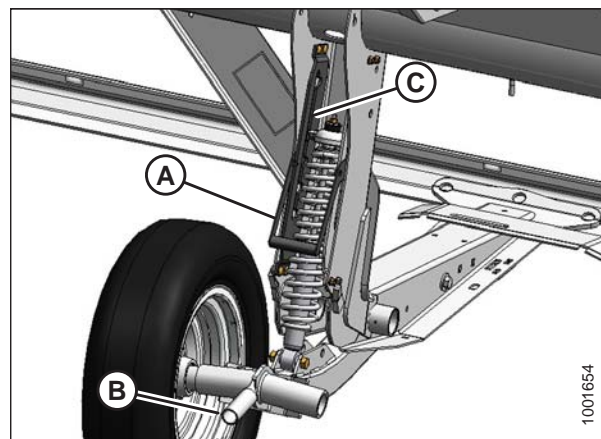


Figure 3.29: Stabilizer Wheel

OPERATION

- Lower the header to the desired cutting height using the combine controls and check load indicator (A).

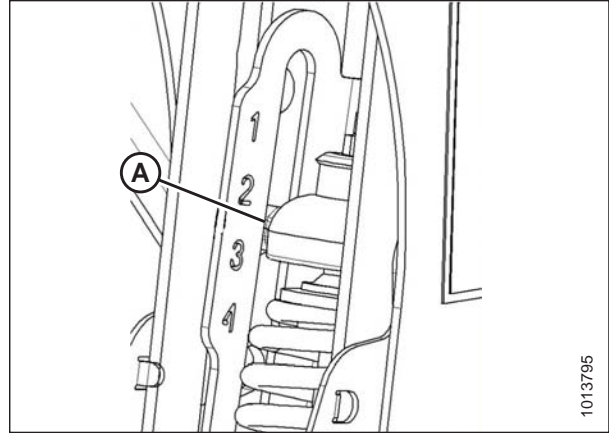


Figure 3.30: Load Indicator

- Adjust the header angle to the desired working angle with the machine's header angle controls. If header angle is not critical, set it to mid-position.

IMPORTANT:

Continuous operation with excessive spring compression (i.e., load indicator reading greater than 4 or a compressed length [A] less than 295 mm [11 5/8 in.]) can result in damage to the suspension system.

- Use the combine's Auto Header Height Control (AHHC) to automatically maintain cutting height. For instructions, refer to [3.8 Auto Header Height Control, page 123](#) and your combine operator's manual for details.

NOTE:

The height sensor on the FM100 Float Module must be connected to the combine height control system in the cab.

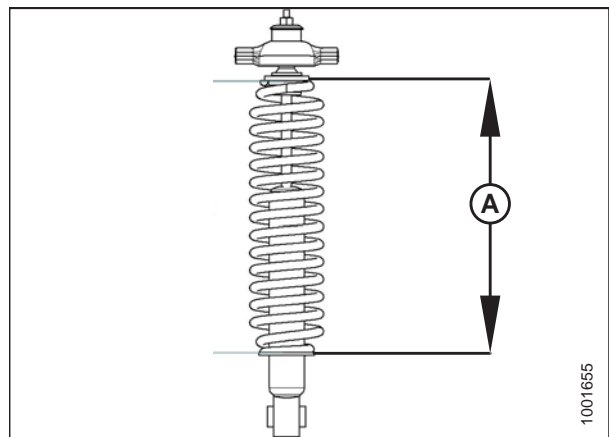


Figure 3.31: Spring Compression

3.7.2 Cutting on the Ground

Cutting height will vary depending on what kind of crop, crop conditions, etc.

Cutting on the ground is performed with the header fully lowered and the cutterbar on the ground. The orientation of the knife and knife guards relative to the ground (header angle) is controlled by the skid shoes and the center-link—it is **NOT** controlled by the header lift cylinders. The skid shoes and center-link allow you to adjust to field conditions and maximize the amount of material cut while reducing damage to the knife caused by stones and debris.

The header float system floats the header over the surface to compensate for ridges, trenches, and other variations in ground contour to prevent the cutterbar from pushing into the ground or leaving uncut crop.

Refer to the following for additional information:

- [Adjusting Inner Skid Shoes, page 61](#)
- [Adjusting Outer Skid Shoes, page 61](#)
- [3.7.5 Header Angle, page 79](#)
- [3.7.3 Header Float, page 62](#)

Also refer to [3.6.2 Header Settings, page 42](#).

Adjusting Inner Skid Shoes

DANGER

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

1. Raise header to full height, engage safety props.
2. Shut off the engine, and remove key.
3. Raise the stabilizer wheels or slow speed transport wheels fully (if installed). For instructions, refer to the following:
 - [Adjusting Stabilizer Wheels, page 59](#)
 - [Adjusting Stabilizer / Slow Speed Transport Wheels, page 57](#)
4. Remove lynch pin (A) from each skid shoe.
5. Hold shoe (B) and remove pin (C) by disengaging from the frame and pulling away from the shoe.
6. Raise or lower skid shoe (B) to achieve the desired position using the holes in support (D) as a guide.
7. Install pin (C), engage in frame, and secure with lynch pin (A).
8. Check that all skid shoes are adjusted to the same position.

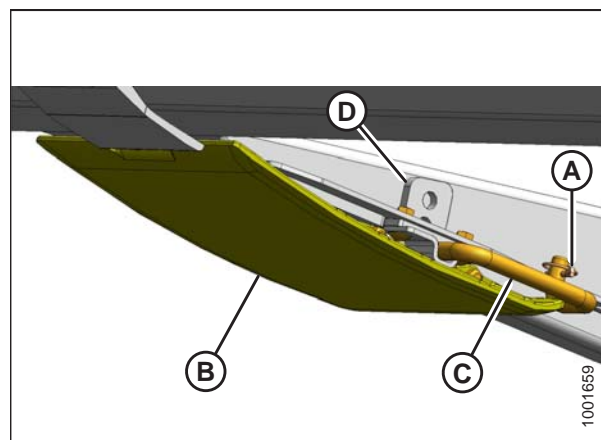


Figure 3.32: Inner Skid Shoe

9. Adjust the header angle to the desired working position using the machine's header angle controls. If the header angle is not critical, set it to the mid-position.
10. Check the header float. For instructions, refer to [3.7.3 Header Float, page 62](#).

Adjusting Outer Skid Shoes

DANGER

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

1. Raise the header to its full height, engage the safety props.
2. Shut off the engine, and remove the key from the ignition.
3. Raise the stabilizer wheels or slow speed transport wheels fully (if installed). For instructions, refer to the following:
 - [Adjusting Stabilizer Wheels, page 59](#)
 - [Adjusting Stabilizer / Slow Speed Transport Wheels, page 57](#)

OPERATION

4. Remove lynch pin (A) from each skid shoe (B).
5. Hold skid shoe (B) and remove pin (C) by disengaging from the frame and pulling away from the shoe.
6. Raise or lower skid shoe (B) to achieve the desired position using the holes in support (D) as a guide.
7. Reinstall pin (C), engage in the frame, and secure with lynch pin (A).
8. Check that all skid shoes are adjusted to the same position.
9. Check the header float. For instructions, refer to [3.7.3 Header Float, page 62](#).

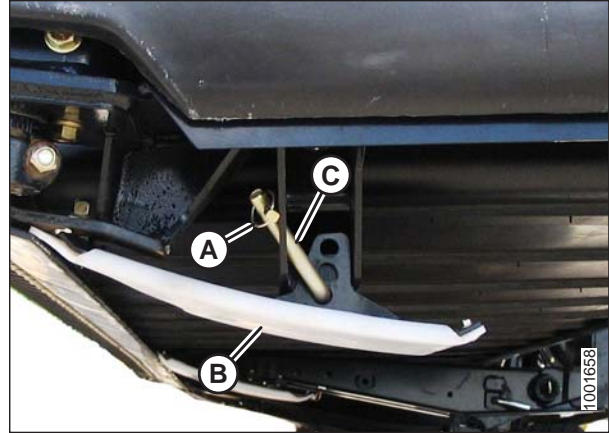


Figure 3.33: Outer Skid Shoe

3.7.3 Header Float

The header float system reduces the ground pressure at the cutterbar allowing the header to more easily follow the ground and quickly respond to sudden ground contour changes or obstacles.

Header float is indicated on the float indicator (A). Values 0 to 4 represent the force of the cutterbar on the ground with 0 being the minimum and 4 being the maximum.

The maximum force is determined by the tension on the float module's adjustable float springs. Float can be changed to suit field and crop conditions and is dependent on what options have been installed on the header. For instructions, refer to [Checking and Adjusting Header Float, page 63](#).

The FD1 Series draper header for combines performs best with minimum ground pressure under normal conditions. Readjust the float if adding optional attachments to the header that affect header weight.

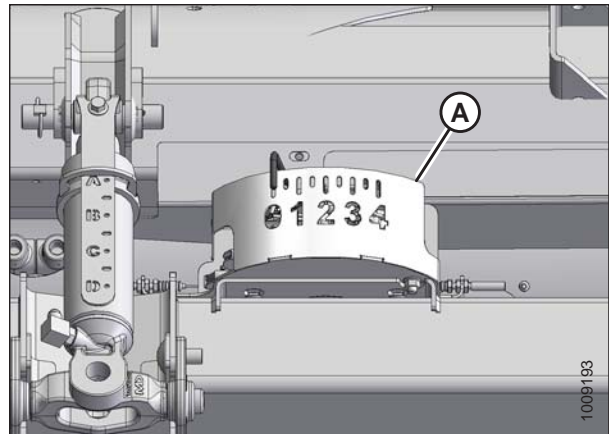


Figure 3.34: Float Indicator

1. Set the float for cutting on the ground as follows:
 - a. Ensure the header float locks are disengaged. For instructions, refer to [Locking/Unlocking Header Float, page 68](#).
 - b. Lower feeder house using the combine header controls until the float indicator (A) reaches the desired float value (cutterbar ground force). Set the float indicator initially to float value 2 and adjust as necessary.
2. Set the float for cutting off the ground as follows:
 - a. Set up the stabilizer wheels. For instructions, refer to [3.7.1 Cutting off the Ground, page 57](#).
 - b. Note the float value on the float indicator and maintain this value during operation (disregard minor fluctuations on the indicator).

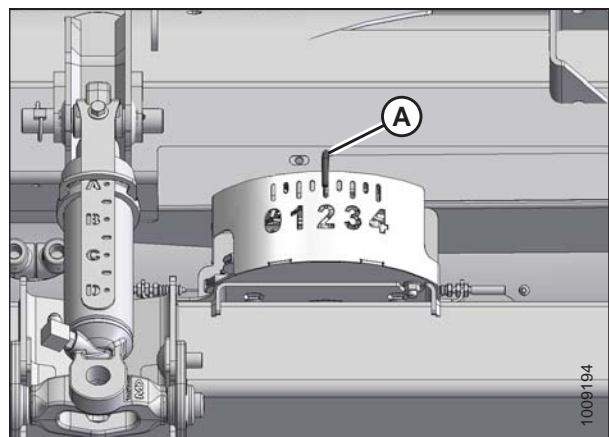


Figure 3.35: Cutting on the Ground

Checking and Adjusting Header Float

The header is equipped with a suspension system that floats the header over the ground to compensate for ridges, trenches, and other variations in ground contour. If the header float is not set properly, it may cause the cutterbar to push into the ground or leave uncut crop. This procedure describes how to check header float and adjust to the factory-recommended settings.



WARNING

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

Use the following guidelines when adjusting float:

- Turn each adjustment bolt pair equally. Repeat torque wrench reading procedure on both sides of header.
- Set the header float as light as possible without causing excessive bouncing to prevent knife component breakage, soil scooping, and soil build-up at the cutterbar in wet conditions.
- To avoid excessive bouncing and leaving a ragged cut, use a slower ground speed with a light float setting, if necessary.
- When cutting off the ground, use the stabilizer wheels in conjunction with header float to minimize bouncing at the header ends and to control cut height. For instructions, refer to [Adjusting Stabilizer Wheels, page 59](#).

NOTE:

If adequate header float cannot be achieved using all of the available adjustments, an optional heavy-duty spring is available. See your MacDon Dealer or refer to the parts catalog for ordering information.

To check and adjust header float, follow these steps:

1. Park the combine on a level surface.
2. Level the header and float module. If the header and float module are not level, perform the following checks before adjusting the float:

IMPORTANT:

Do **NOT** use the float module springs to level the header.

- Check that the combine feeder house is level. For instructions, refer to your combine operator's manual for instructions.
 - Check that the top of the float module is level with the combine axle.
 - Ensure the combine tires are inflated equally.
3. Adjust header so that the cutterbar is 150–254 mm (6–10 in.) off the ground.
 4. Extend the header angle hydraulic cylinder to between **B** and **C** on indicator (A).

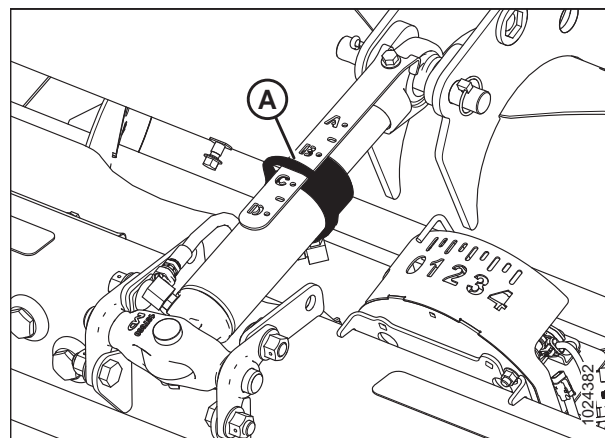


Figure 3.36: Center-Link

OPERATION

5. Adjust the reel fore-aft position to between 5 and 6 on the position indicator decal (A) located on the reel right arm.
6. Lower the reel fully.
7. Shut down the engine, and remove the key from the ignition.

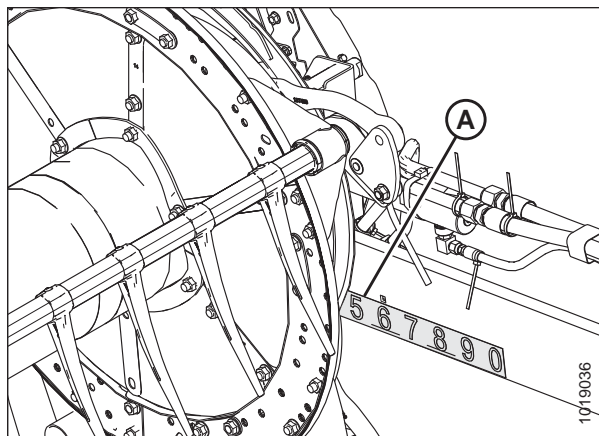


Figure 3.37: Fore-Aft Position

8. Place wing lock spring handles (A) in the **LOCKED** (upper) position.

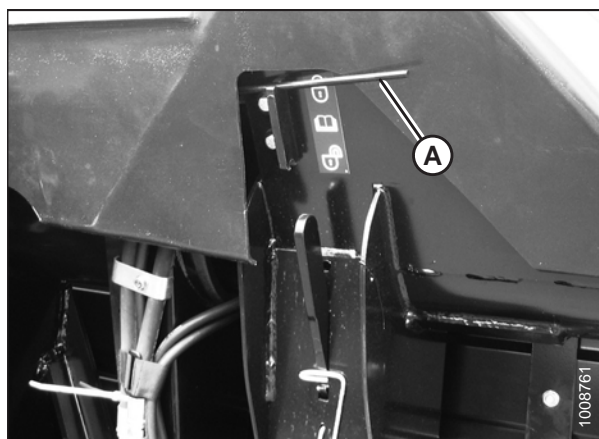


Figure 3.38: Wing Lock Spring Handle in Lock Position

OPERATION

9. Disengage both header float locks by pulling float lock handle (A) away from the float module and pushing the float lock handle down and into position (B) (**UNLOCK**).

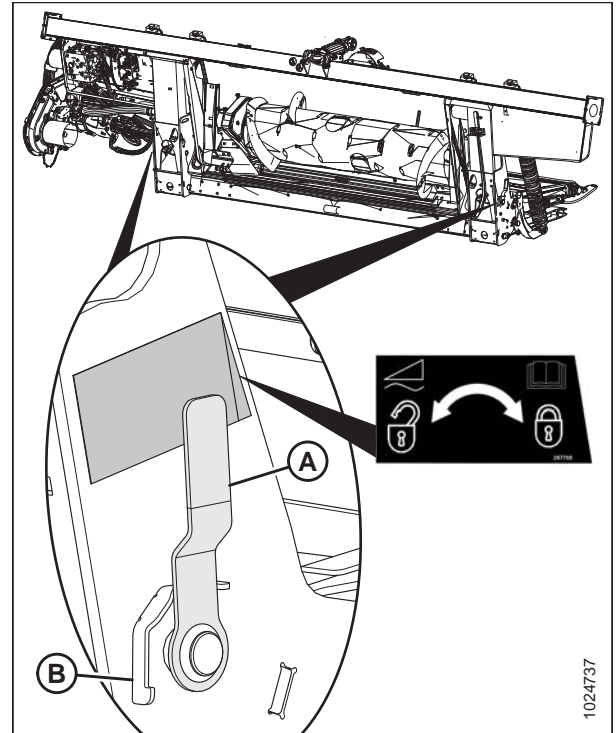


Figure 3.39: Header Float Lock in Locked Position

10. Place stabilizer wheels and slow speed transport wheels (if equipped) in storage position as follows:
 - a. Support the wheel weight by lifting slightly with one hand, and pull up on handle (A) to release the lock.
 - b. Lift the wheels to the desired height, and engage the support channel into the slot (B) in the upper support.
 - c. Push down on the handle (A) to lock.

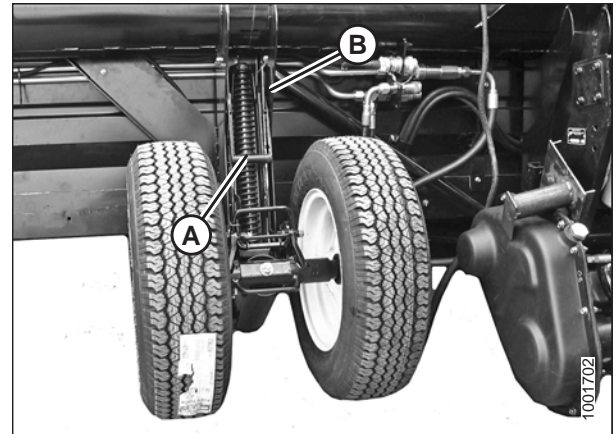


Figure 3.40: Left Wheel

OPERATION

11. Remove the supplied torque wrench (A) from its storage position at the right side of the float module frame. Pull in the direction shown to disengage the wrench from the hook.

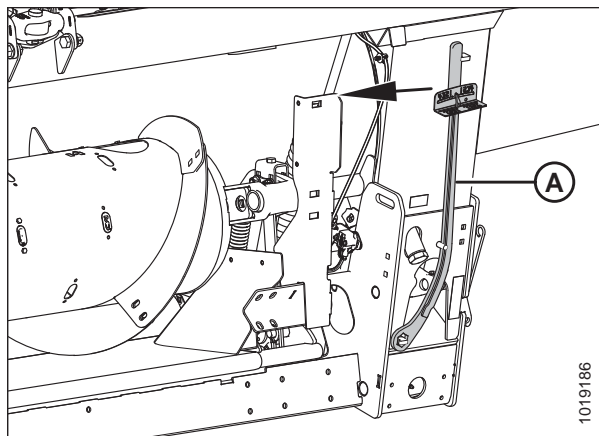


Figure 3.41: Torque Wrench Storage Location

12. Place torque wrench (A) onto float lock (B). Note the position of the wrench for checking left or right side.
13. Push down on wrench to rotate bell crank (C) forward.

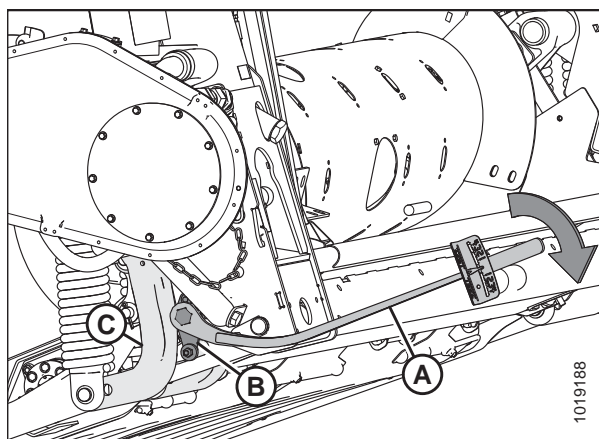


Figure 3.42: Float Module – Left Side

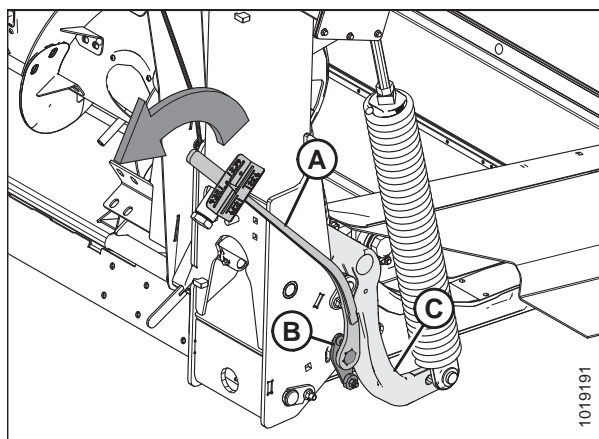


Figure 3.43: Float Module – Right Side

OPERATION

14. Push down on the wrench until indicator (A) reaches a maximum reading and then begins to decrease. Note the maximum reading. Repeat at opposite side.
15. Use the following table as a guide for float settings:
 - If reading on the wrench is high, the header is heavy
 - If reading on the wrench is low, the header is light

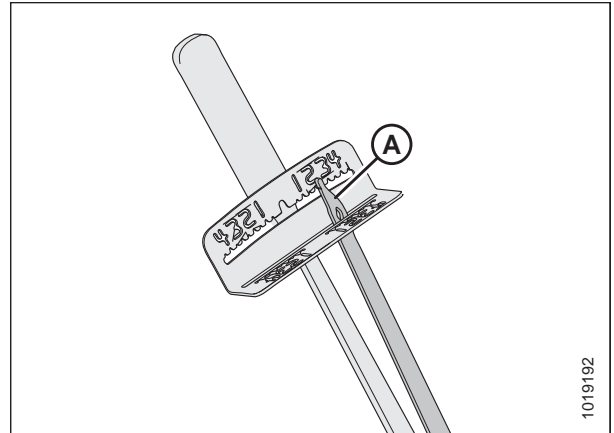


Figure 3.44: Torque Wrench

Table 3.12 Float Settings

Header Size	Indicator Reading	
	Cutting on the Ground	Cutting off the Ground
9.1 m and 10.7 m (30 ft. and 35 ft.)	1 1/2 to 2	2 to 2 1/2
12.2 m and 13.7 m (40 ft. and 45 ft.)	2 to 2 1/2	2 1/2 to 3

16. To access float spring adjustment bolts (A), loosen bolts (C) and rotate spring locks (B).
17. To increase float (decrease header weight), turn both adjustment bolts (A) on the left side clockwise. Repeat adjustment at opposite side.

To decrease float (increase header weight), turn left side adjustment bolts (A) counterclockwise. Repeat at opposite side.

NOTE:

Turn each bolt pair equally.

18. Adjust the float so the wrench readings are equal on both sides of the header.

NOTE:

For 12.2 and 13.7 m (40 and 45 ft.) double-knife headers: adjust the float so the wrench readings are equal at both sides, and then loosen both right side spring bolts two turns.

19. Lock adjustment bolts (A) with spring locks (B). Ensure bolt heads (A) are engaged in the spring lock cutouts. Tighten bolts (C) to secure spring locks in place.
20. Proceed to [Adjusting Wing Balance, page 77](#).

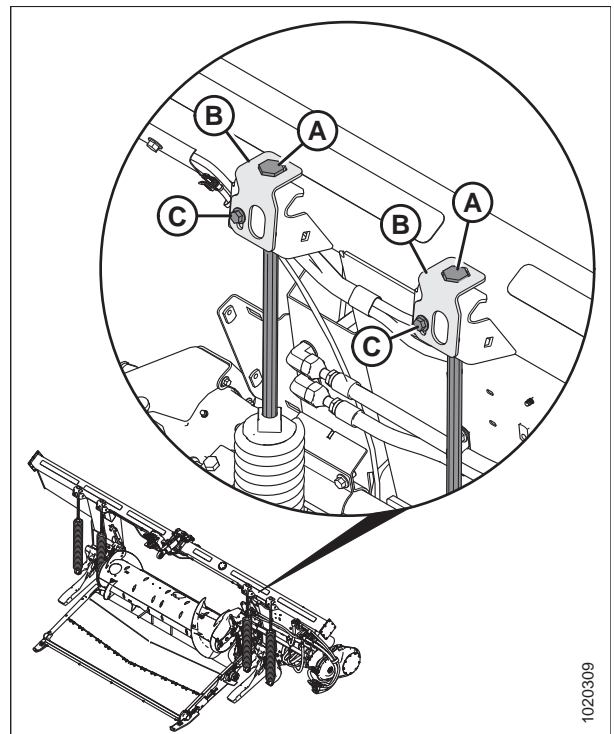


Figure 3.45: Float Adjustment – Left Side

OPERATION

Locking/Unlocking Header Float

Two header float locks—one on each side of the float module—lock and unlock the header float system.

IMPORTANT:

The float locks must be engaged when the header is being transported with the float module attached so there is no relative movement between the float module and the header. The float locks also must be locked when detaching from the combine to enable the feeder house to release the float module.

To **disengage (unlock) float locks**, pull the float lock handle (A) into position (B) (**UNLOCK**). In this position, the header is unlocked, and can float with respect to the float module.

To **engage (lock) float locks**, push the float lock handle (A) into position (C) (**LOCK**). In this position, the header cannot move with respect to the float module.

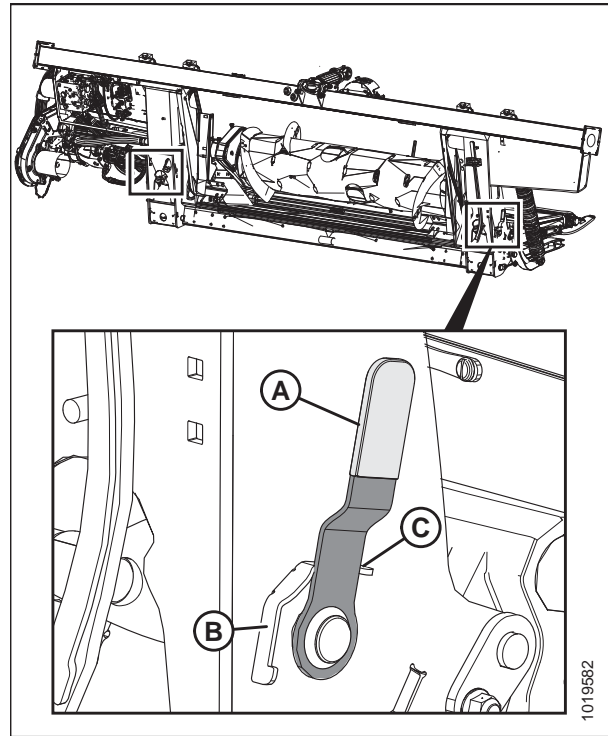


Figure 3.46: Float Lock (in Locked Position)

Locking/Unlocking Header Wings

The header is designed to operate with the cutterbar on the ground. The three sections move independently to follow the ground contours. In this mode, each wing is **unlocked** and is free to move up and down.

The header can also be operated as a rigid header with the cutterbar straight. A typical application is in cereals when cutting above the ground. In this mode, the wing is **locked**.

OPERATION

Operating in Flex Mode

In flex mode, the three sections will be **unlocked** and will move independently to follow the ground contours.

Unlock the wings as follows:

1. Move spring handle (A) in the lower slot to unlock the wing. The unlocking should be audible.
2. If the lock link does not disengage, move the wing by raising and lowering the header, changing the header angle, or driving the combine until it disengages.

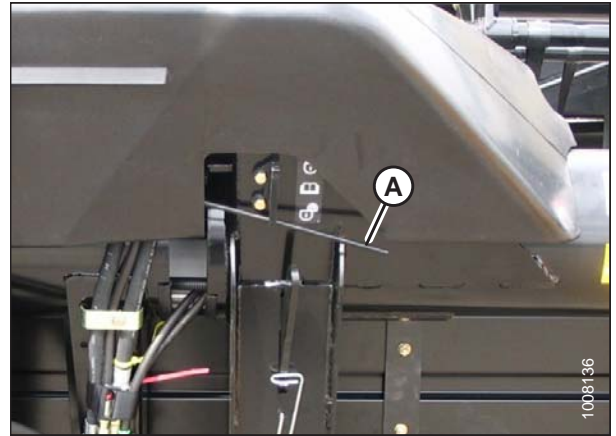


Figure 3.47: Wing Lock

NOTE:

The following steps are only required if the above has not worked.

3. Remove the linkage cover. For instructions, refer to [Removing Linkage Covers, page 37](#).
4. Retrieve the supplied torque wrench (A) that is stored on the float module frame on the right side.

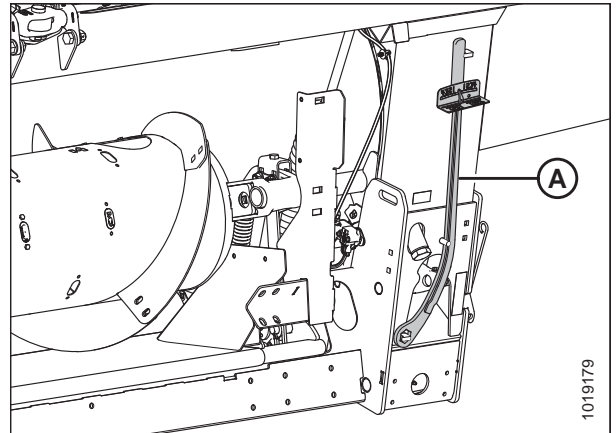


Figure 3.48: Torque Wrench

5. Place the torque wrench (A) on bolt (B) and use it to move the wing until the lock disengages.
6. Replace the torque wrench (A) and reinstall the linkage cover.
7. If necessary, balance the wing. For instructions, refer to [3.7.4 Checking and Adjusting Header Wing Balance, page 71](#).

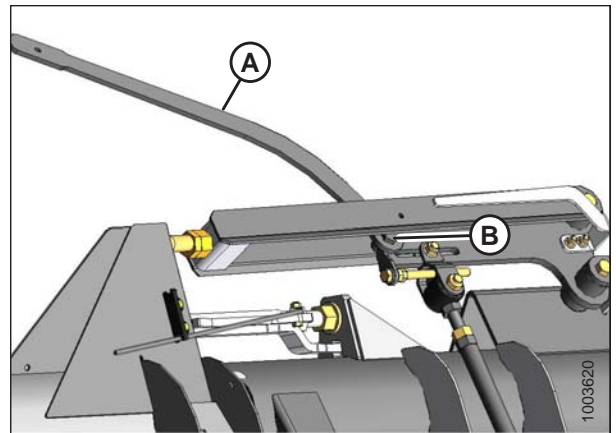


Figure 3.49: Torque Wrench on Wing Nut

OPERATION

Operating in Rigid Mode

The three sections will be **locked** and operate as a rigid cutterbar.

Lock the wings as follows:

1. If the lock link does not engage, move the wing by raising and lowering the header, changing the header angle, or driving the combine until it engages.
2. Move spring handle (A) in the upper slot to lock the wing. The locking should be audible.
3. If the lock link does not engage, move the wing by raising and lowering the header, changing the header angle, or driving the combine until it engages.



Figure 3.50: Wing Lock

NOTE:

The following steps are only required if the above has not worked.

4. Remove the linkage cover. For instructions, refer to [Removing Linkage Covers, page 37](#).
5. Retrieve supplied torque wrench (A) that is stored on the right side of the float module frame.

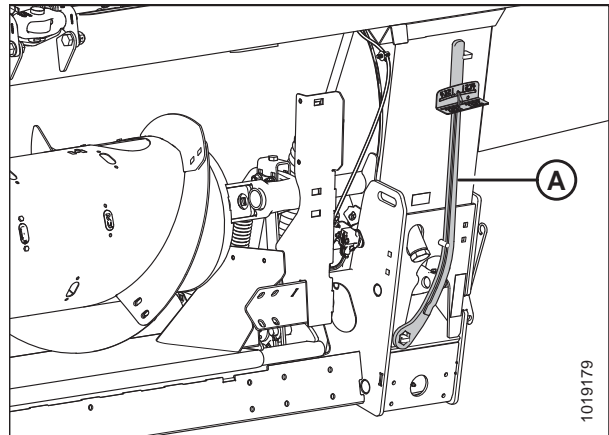


Figure 3.51: Torque Wrench

OPERATION

6. Place the torque wrench (A) on bolt (B) and use it to move the wing until the lock engages.
7. Replace the torque wrench (A) and reinstall the linkage cover. The wings will not move relative to the header.

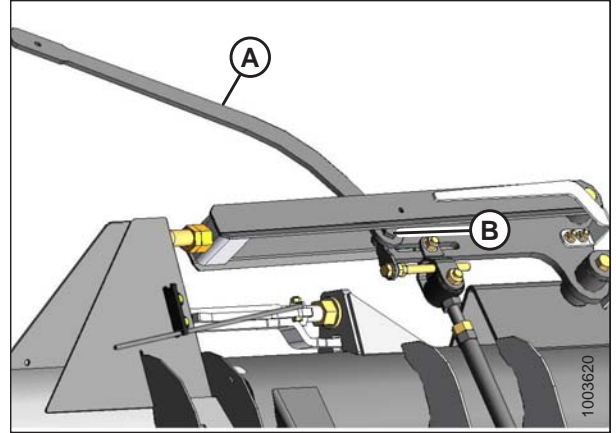


Figure 3.52: Header Wing

3.7.4 Checking and Adjusting Header Wing Balance

IMPORTANT:

Before proceeding, the header float must be set properly. For instructions, refer to [Checking and Adjusting Header Float, page 63](#).

The header wing balance allows the wings to react to changing ground conditions. If set too light, the wings will bounce or not follow ground contours, leaving uncut crop. If set too heavy, the end of the header will dig into the ground. After the header float has been set, the wings must be balanced for the header to follow the ground contours properly.

Checking Wing Balance

This procedure describes how to check the balance of each wing.

IMPORTANT:

To ensure correct wing balance readings, make sure the header float is set properly before proceeding. For instructions, refer to [Checking and Adjusting Header Float, page 63](#).



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

If a header wing has a tendency to be in a smile (A) or a frown (B) position, wing balance may require adjusting. Perform the following steps to check if the wings are not balanced, and how much adjustment is required.

The header wings are balanced when it takes an equal amount of force to move a wing up or down.

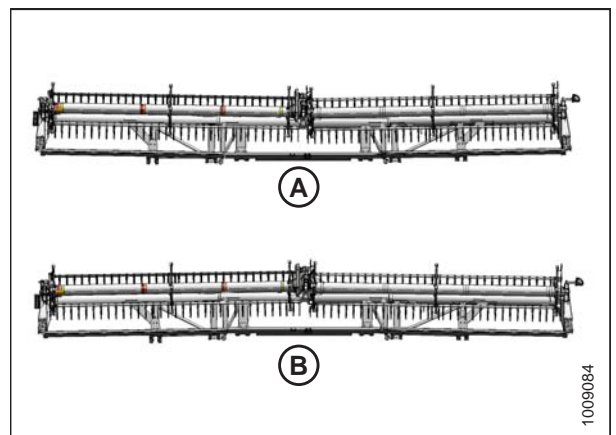


Figure 3.53: Wing Imbalance

OPERATION

1. Adjust the reel fore-aft position to between 5 and 6 on the position indicator decal (A) located on the reel right arm.
2. Lower the reel fully.

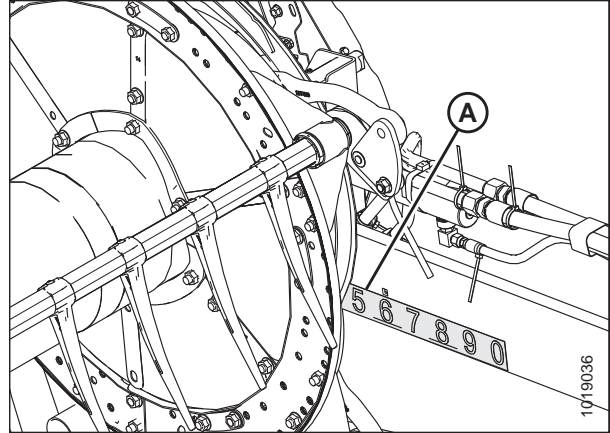


Figure 3.54: Fore-Aft Position

3. Adjust center-link (A) so that indicator (B) is between B and C on gauge (C).
4. Park combine on level ground and raise header until cutterbar is 152–254 mm (6–10 in.) off the ground.
5. Shut down the engine, and remove the key from the ignition.
6. If installed, move stabilizer/transport wheels so that they are supported by header. For instructions, refer to [Adjusting Stabilizer / Slow Speed Transport Wheels](#), page 57.

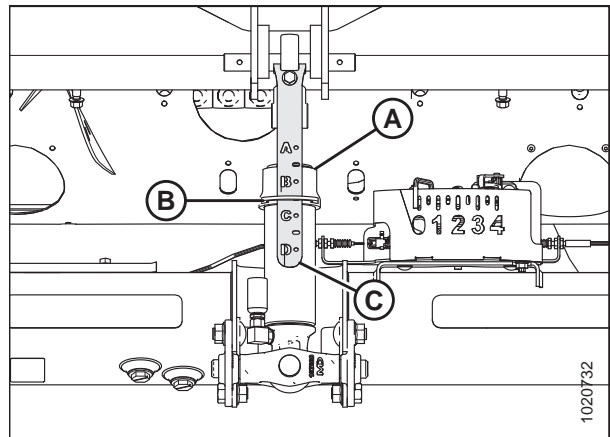


Figure 3.55: Center-Link

7. Remove linkage cover (A) by removing bolt (B) and rotating cover upward until inboard end can be lifted off.

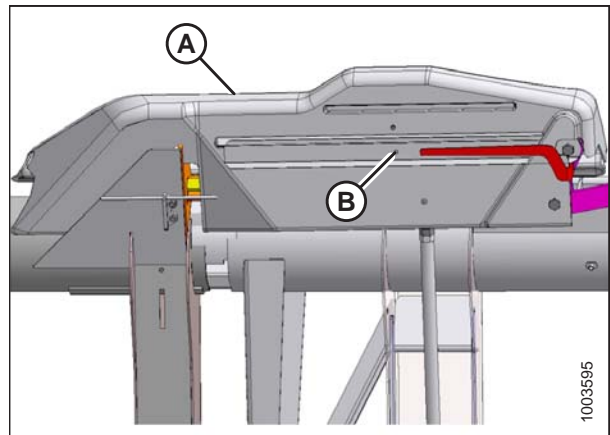


Figure 3.56: Linkage Cover

OPERATION

NOTE:

Refer to decal (A) inside each linkage cover.

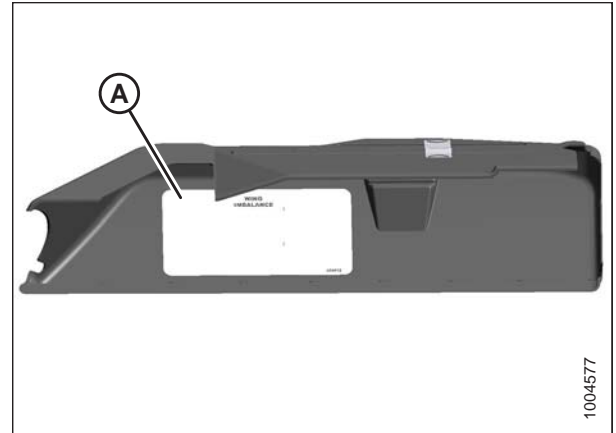


Figure 3.57: Linkage Cover

8. Unlock the wings by moving spring handles (A) to lower (UNLOCK) position.

NOTE:

If lock link does not engage lower slot, move wing with the torque wrench until lock link moves into slot.

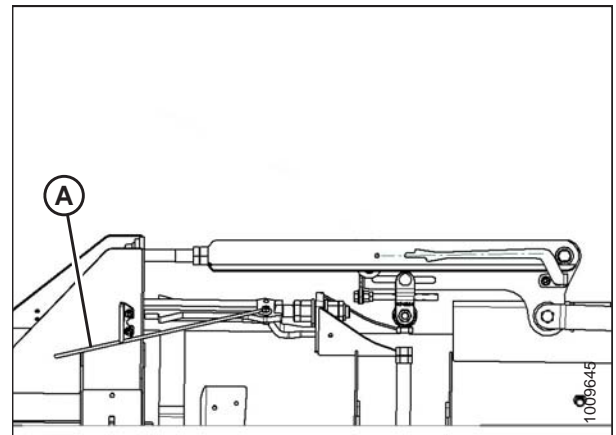


Figure 3.58: Wing Lock in UNLOCK Position

9. Retrieve wrench (A) from float module right leg.

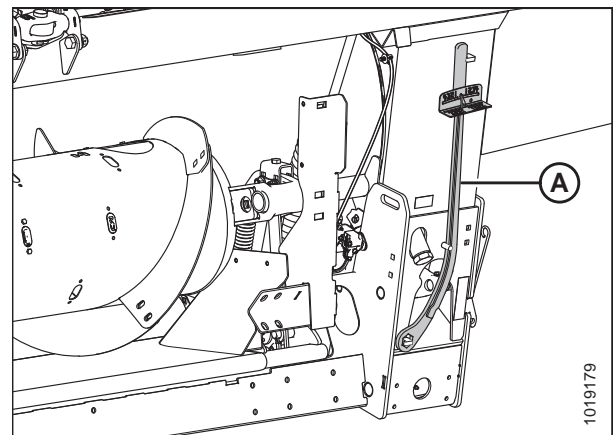


Figure 3.59: Torque Wrench

OPERATION

10. Place torque wrench (A) onto bolt (B).

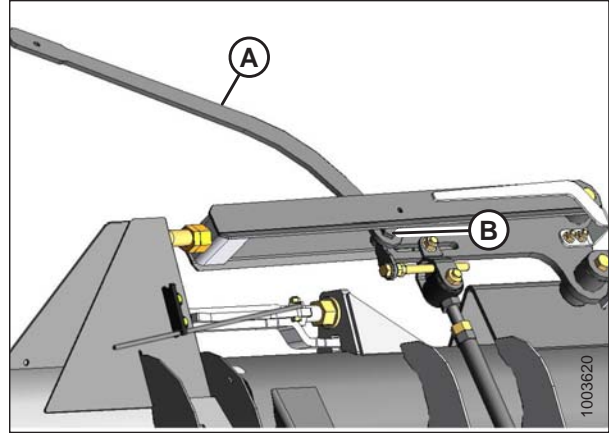


Figure 3.60: Balance Linkage

11. Check that pointer (D) is properly positioned as follows:
 - a. Use wrench (A) to move bell crank (B) so that lower edge of bell crank is parallel to top-link (C).
 - b. Check that pointer (D) is lined up with the top-link (C). Bend pointer if necessary.

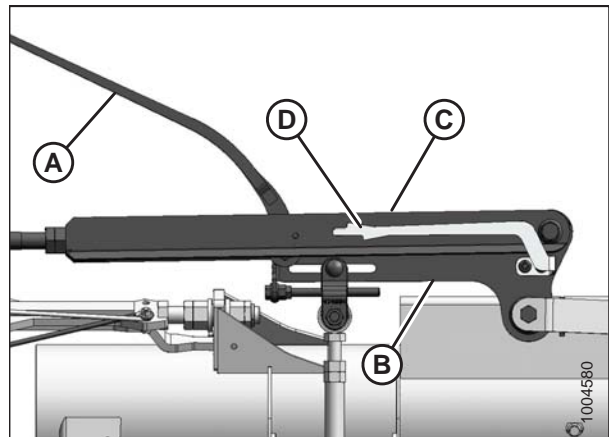


Figure 3.61: Balance Linkage

OPERATION

12. Move wing upward with torque wrench (A) until the pointer's lower alignment tab (C) lines up with the upper edge of top-link (B). Observe indicator reading (D) on the wrench and record it.

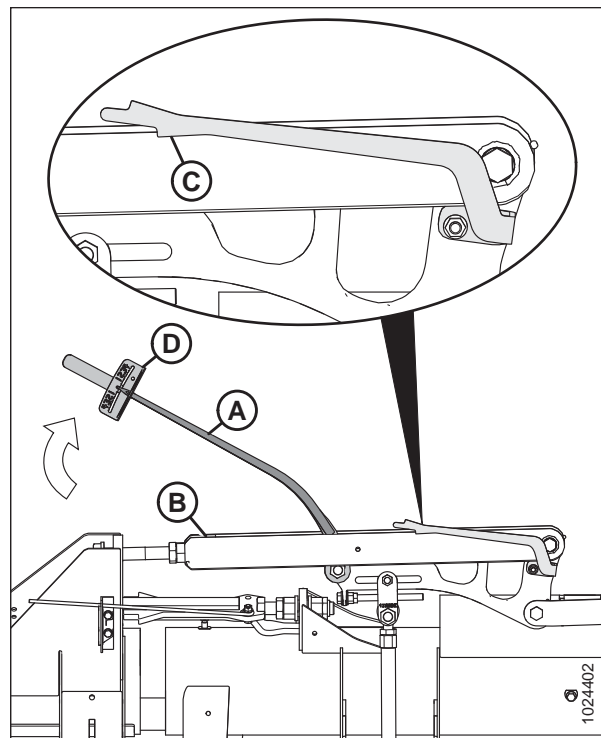


Figure 3.62: Balance Linkage

13. Move wing downward with torque wrench (A) until the pointer's upper alignment tab (C) lines up with the lower edge of top-link (B). Observe indicator reading (A) on the wrench and record it.
14. Compare the readings taken in Steps 12, page 75 and 13, page 75.
 - If the difference between the readings is 0.5 or less, the wing is balanced and no further adjustment is required. To reinstall the linkage cover, refer to Steps 15, page 76 and 16, page 77.
 - If the difference between the readings is more than 0.5, the wing is not balanced. For instructions, refer to *Adjusting Wing Balance, page 77*.

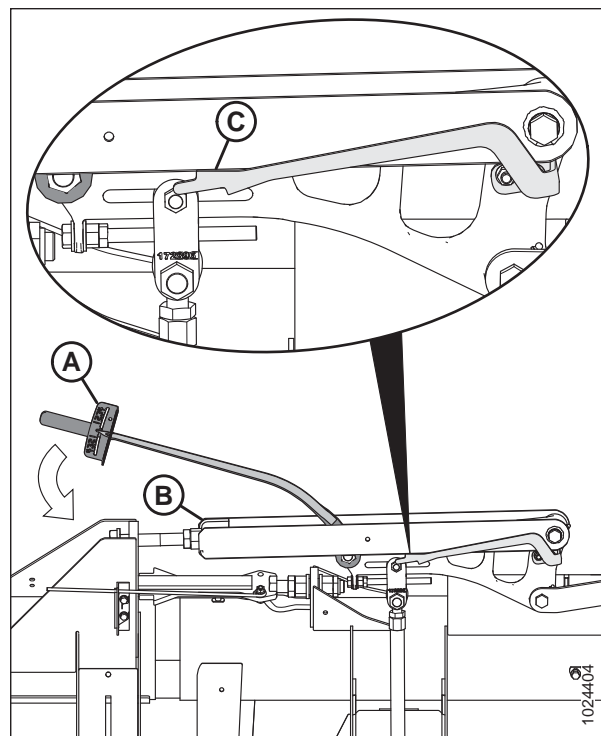


Figure 3.63: Balance Linkage

OPERATION

- If the indicator range is as shown, the wing is too light.

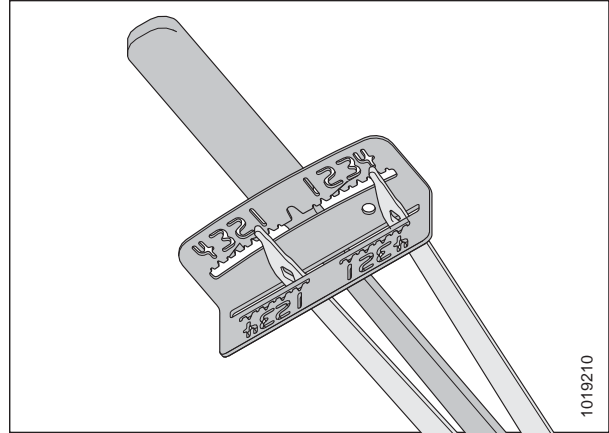


Figure 3.64: Wrench Indicator

- If the indicator range is as shown, the wing is too heavy.

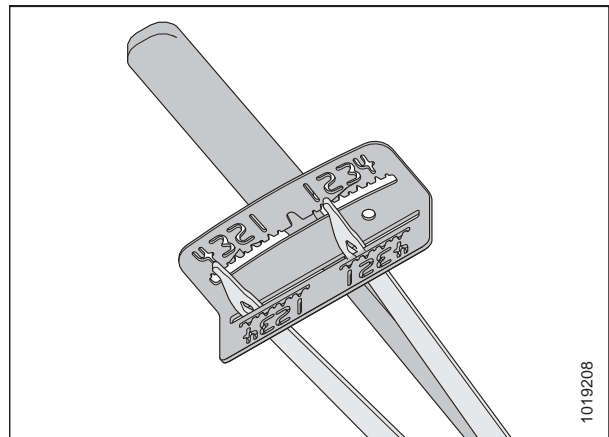


Figure 3.65: Wrench Indicator

15. If no adjustment is required, place wrench (A) back onto the float module right leg.

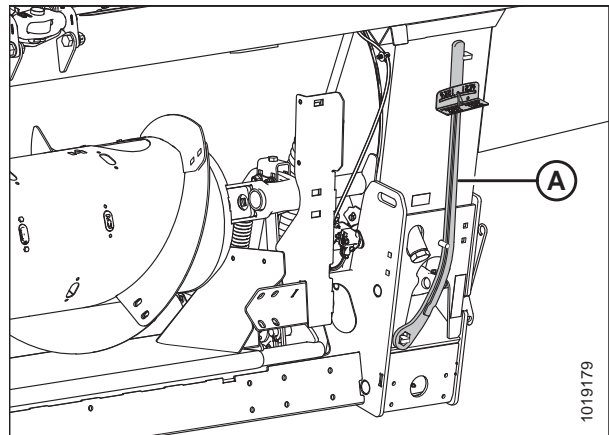


Figure 3.66: Torque Wrench

OPERATION

16. If no adjustment is required, reinstall linkage cover (A) and secure it with bolt (B). If adjustment is required, refer to [Adjusting Wing Balance, page 77](#).

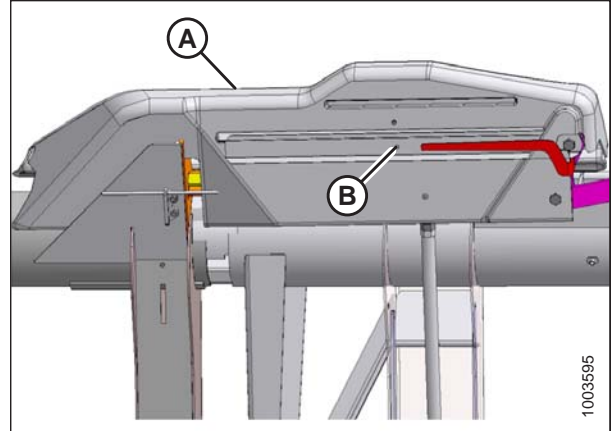


Figure 3.67: Linkage Cover

Adjusting Wing Balance

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

This procedure describes how to adjust the balance of each wing. Before proceeding, refer to [Checking Wing Balance, page 71](#) to determine if adjustments are necessary.

IMPORTANT:

To ensure correct wing balance readings, make sure the header float is set properly before proceeding. For instructions, refer to [Checking and Adjusting Header Float, page 63](#). The float module must be sitting level before performing any adjustments.

1. Place torque wrench (A) on bolt (B). Check that wing lock (C) is in lower position.

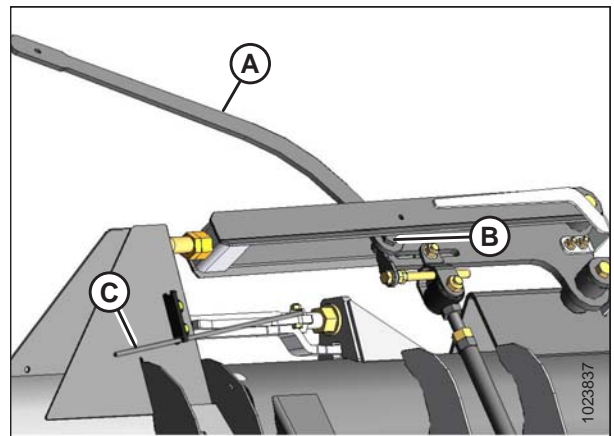


Figure 3.68: Balance Linkage – Left Side

OPERATION

2. Loosen nut (A) on clevis bolt for the wing requiring adjustment as determined by the wing balance check.
3. Loosen jam nut (B).

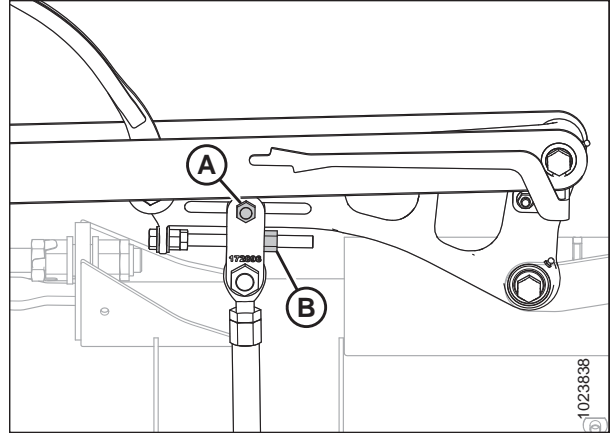


Figure 3.69: Balance Linkage – Left Side

4. If necessary, perform the following adjustments:
 - If the wing is too heavy, turn adjuster bolt (B) to move clevis (C) outboard (D).
 - If the wing is too light, turn adjuster bolt (B) to move clevis (C) inboard (E).
5. Adjust clevis (C) position if necessary until indicator readings on torque wrench are within 1/2 increment.
6. Tighten nut (A) on clevis bolt.
7. Torque jam nut (F) to 81 Nm (60 lbf-ft).

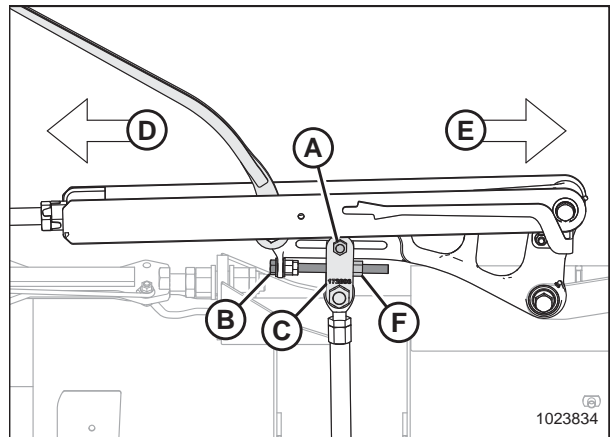


Figure 3.70: Balance Linkage – Left Side

8. Move handle (A) to the upper LOCK position.
9. If lock does not engage, move the wing up and down with torque wrench (B) until it locks. When locked, there will be some movement in the linkage.
10. If the cutterbar is not straight when wings are in lock mode, then further adjustments are required. Contact your MacDon Dealer.

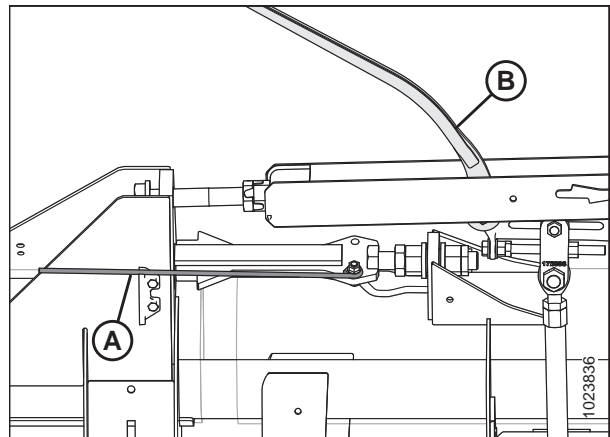


Figure 3.71: Wing Lock in Lock Position

OPERATION

11. Return torque wrench (A) to its storage location on the float module frame.

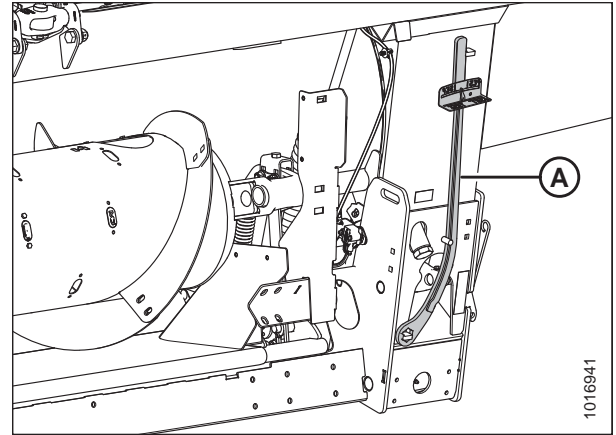


Figure 3.72: Torque Wrench in Storage Location

12. Reinstall linkage cover (A) and secure it with bolt (B).

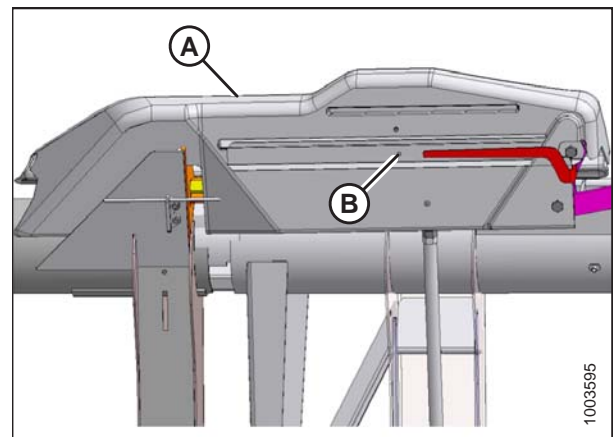


Figure 3.73: Linkage Cover

3.7.5 Header Angle

Header angle is adjustable to accommodate different crop conditions and/or soil types and can be adjusted using the center-link between the combine and the header. Some combines have an adjustable feeder house, which provides the operator an alternate method for controlling header angle.

For combine-specific adjustment details, refer to [Adjusting Header Angle from Combine, page 81](#)

Header angle (A) is the angle between the header and the ground.

The header angle controls the distance (B) between the cutterbar knife and the ground and is a critical component for effective cutting crop at ground level.

Adjusting the header angle pivots the header at the point of skid shoe/ground contact (C).

Guard angle (D) is the angle between the upper surface of the cutterbar guards and the ground.

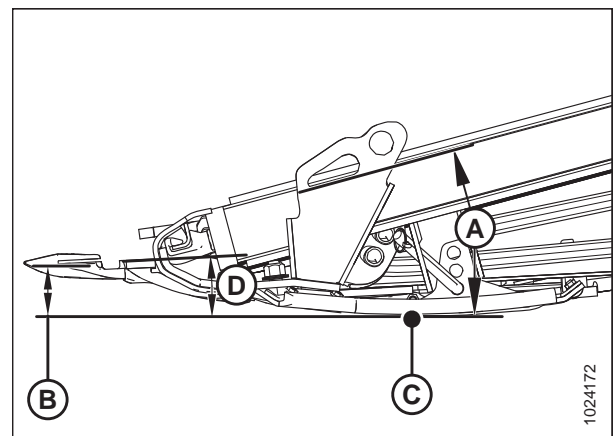


Figure 3.74: Header Angle

OPERATION

1. Set the header angle according to the type and condition of crop and soil as follows:
 - a. Use shallower settings (A) (position **A** on the indicator) for normal cutting conditions and wet soil to reduce soil buildup at the cutterbar. Shallow angle settings also minimize damage to the knife in stony fields.
 - b. Use steeper settings (D) (position **D** on the indicator) for lodged crops and crops that are close to the ground such as soybeans.

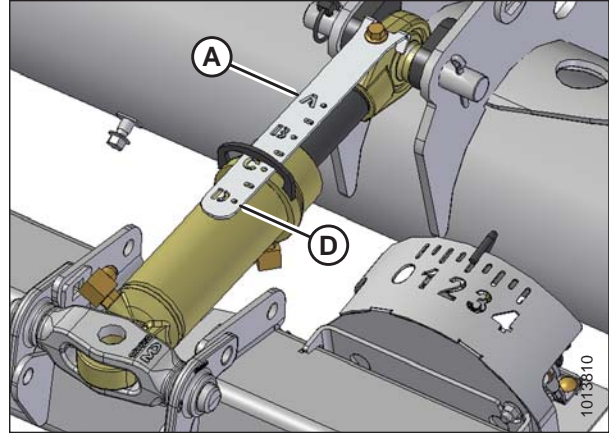


Figure 3.75: Center-Link

The shallowest angle (A) (center-link fully retracted) produces the highest stubble when cutting on the ground.

The steepest angle (D) (center-link fully extended) produces the lowest stubble when cutting on the ground.

Choose an angle that maximizes performance for your crop and field conditions. Refer to the table below for a summary of adjustment ranges.

Table 3.13 FD1 Header Angle

Header Size	Guard Angle
9.1–13.7 m (30–45 ft.)	2.0–7.4°

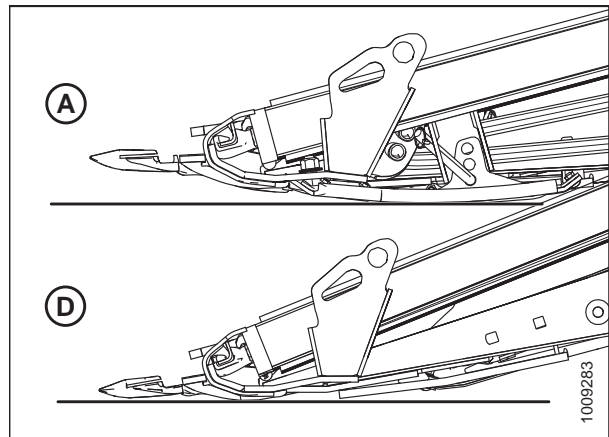


Figure 3.76: Guard Angles

For recommended header/guard angle settings for your particular crop conditions. Refer to [3.6.2 Header Settings, page 42](#).

OPERATION

Adjusting Header Angle from Combine

The header/guard angle is adjusted from the combine cab with a switch on the operator's control handle and an indicator on the center-link or on the monitor in the cab. The header/guard angle is determined by the length of the center-link between the combine float module and the header, or by tilting the feeder house on selected combines.

Case combines:

Case combines use control handle switches to adjust the center-link to change header angle.

1. Press and hold SHIFT button (A) on backside of control handle and press switch (B) to tilt header forward or press switch (C) to tilt the header back.



Figure 3.77: Case Controls

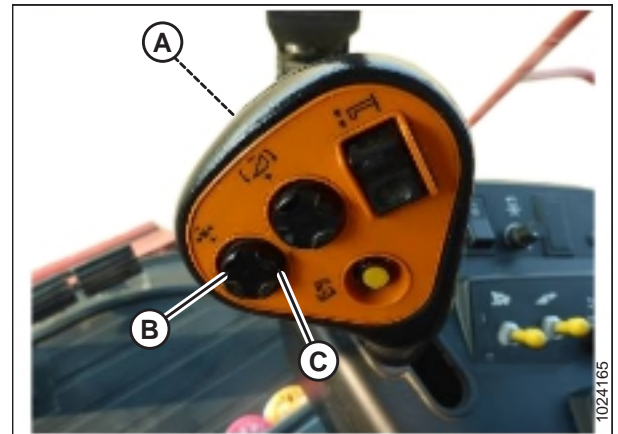


Figure 3.78: Case Controls

OPERATION

New Holland combines:

New Holland combines use control handle switches to adjust the center-link to change header angle.

1. Press and hold SHIFT button (A) on backside of control handle and press switch (B) to tilt header forward (steeper angle) or switch (C) to tilt header back (shallower angle).

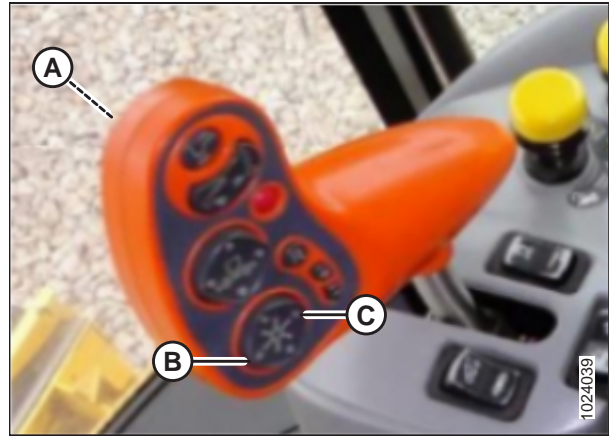


Figure 3.79: NH CR/CX Controls

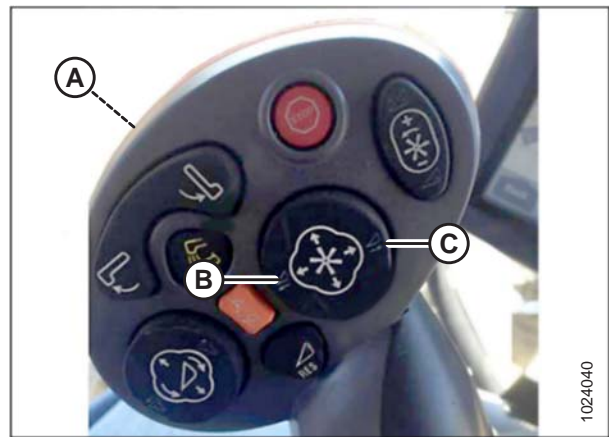


Figure 3.80: NH CR/CX Controls

OPERATION

AGCO combines:

AGCO combines use a combination of the reel fore-aft switches on the control handle and a dealer-installed auxiliary rocker switch, which toggles between reel fore-aft and header tilt functionality. The location of the rocker switch varies with combine model.

1. **Gleaner A only:** Open armrest cover (A) (Gleaner A only) to expose row of switches, and press dealer-installed rocker switch (B) to HEADER TILT position.

NOTE:

Gleaner A shown. Other Challenger and Massey Ferguson combine models have rocker switch on the console (not shown).

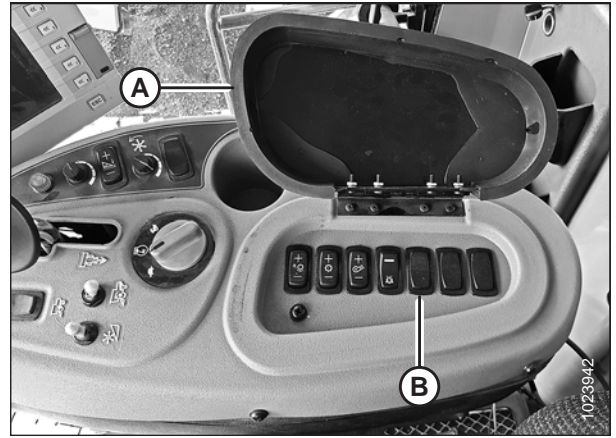


Figure 3.81: Gleaner A Console

2. Press button (A) on control handle to tilt header forward (steeper angle) or button (B) to tilt header back (shallower angle).



Figure 3.82: Gleaner Controls

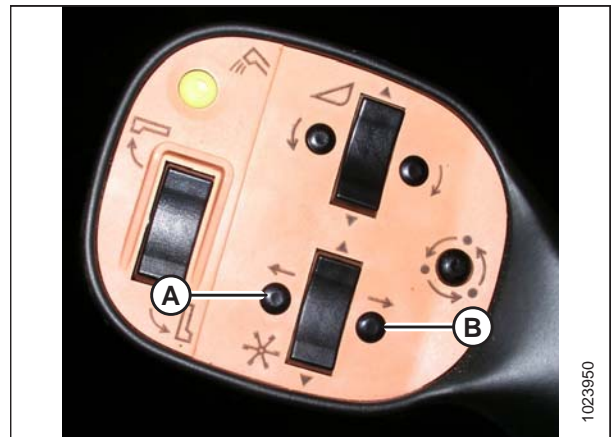


Figure 3.83: Gleaner Controls

OPERATION



Figure 3.84: Challenger/Massey Controls

CLAAS combines:

CLAAS (with factory-installed fore-aft / header tilt switch): Newer CLAAS combines use a combination of the reel fore-aft switches on the control handle and a factory-installed auxiliary rocker switch which toggles between reel fore-aft and header tilt functionality.

1. Press HOTKEY switch (A) on operator's console to deck plate position (the header icon [B] with the arrows pointing to each other).

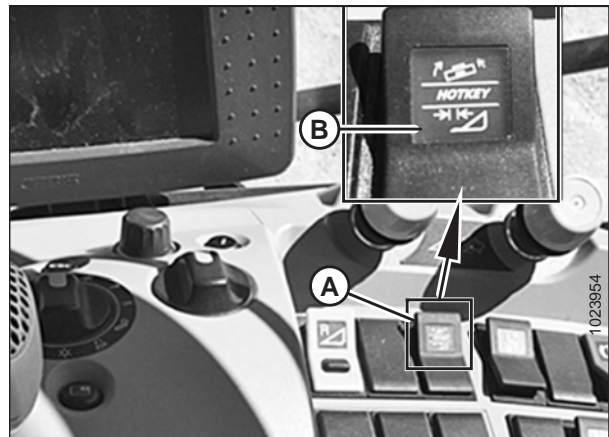


Figure 3.85: CLAAS 700 Console

OPERATION

2. Press and hold switch (A) on rear of control handle.
3. Press switch (C) to tilt header forward (steeper angle) or switch (B) to tilt header back (shallower angle).

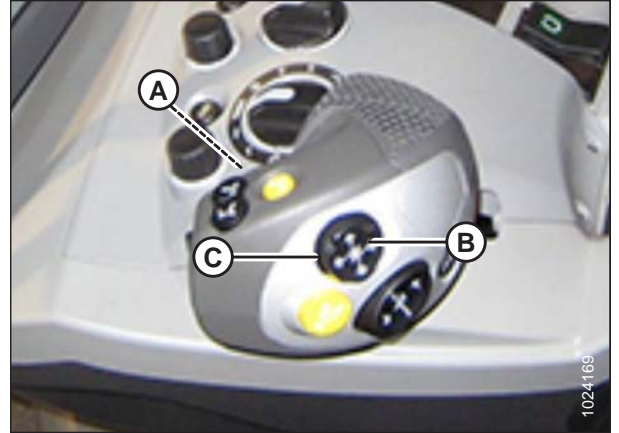


Figure 3.86: CLAAS 600/700 Control Handle



Figure 3.87: CLAAS 500 Control Handle

John Deere combines:

John Deere S700: S700 Series combines can use a feeder house deckplate tilting system for header fore-aft adjustment, instead of using the MacDon center-link for header tilt. It is recommended to set the deckplate at a mid-point position and use the MacDon fore-aft and header tilt system for tilt functionality.

IMPORTANT:

Damage to equipment may occur if both the deckplate and MacDon header tilt are adjusted to their maximum range.

1. Press switch (A) to tilt header forward (steeper angle) or switch (B) to tilt header back (shallower angle).



Figure 3.88: John Deere 700 Control

OPERATION

John Deere (except S700 Series): John Deere combines use a combination of the reel fore-aft switches on the control handle and a dealer-installed auxiliary rocker switch which toggles between reel fore-aft and header tilt functionality.

1. Press reel fore-aft / header tilt switch (A) on console into HEADER TILT position.

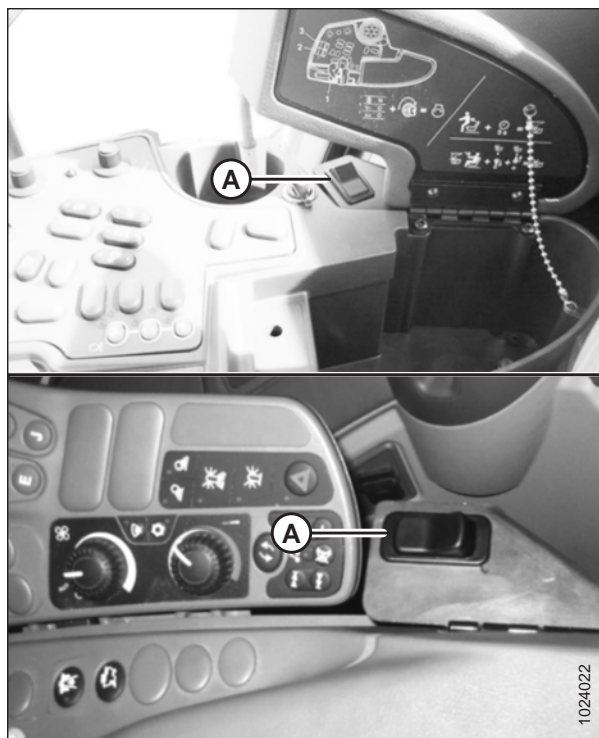


Figure 3.89: John Deere Consoles

2. Press switch (A) to tilt header forward (steeper angle) or switch (B) to tilt header back (shallower angle).



Figure 3.90: John Deere Control Handle

OPERATION

Versatile combines:

Versatile combines use a combination of the reel fore-aft switches on the control handle and a factory-installed auxiliary rocker switch on the combine control console which toggles between reel fore-aft and header tilt functionality.

1. Press ON switch (A) on console to place controls in HEADER TILT mode.
2. Press button (B) on control handle to tilt header forward (steeper angle) or button (C) to tilt header back (shallower angle).



Figure 3.91: Versatile Control Handle and Console

3.7.6 Reel Speed

Reel speed is one of the factors that determines how crop is moved from the cutterbar onto the drapers.

The reel performs best when it appears to be driven by the ground. It should move the cut crop evenly through the cutterbar and onto the drapers without bunching and with minimal disturbance.

In standing crop, reel speed should be slightly higher than, or equal to, ground speed.

In flattened crop or crop that is leaning away from the cutterbar, the reel speed needs to be higher than the ground speed. To achieve this, either increase the reel speed or decrease the ground speed.

Excessive shattering of grain heads or crop loss over the header backtube may indicate that the reel speed is too high. Excessive reel speed also increases reel component wear and overloads the reel drive.

Slower reel speeds can be used with nine-bat reels, which is advantageous in shatter-prone crops.

NOTE:

For more information about converting a six-bat reel to a nine-bat reel for 9.1 m and 10.7 m (30 ft. and 35 ft.) headers, refer to [6.2.5 PR15 Tine Tube Reel Conversion Kit, page 559](#).

For recommended reel speeds in specific crops and conditions, refer to [3.6.2 Header Settings, page 42](#).

The reel speed is adjustable using the controls in the combine cab. For instructions, refer to the combine operator's manual for adjustment details.

Optional Reel Drive Sprockets

Optional reel drive sprockets for use in special crop conditions are available as an alternative to the factory-installed sprocket.

The header is factory-equipped with a 19-tooth reel drive sprocket, which is suitable for most crops. Other sprockets are available that provide more torque to the reel in heavy cutting conditions or allow for higher reel speeds in light crops when operating at increased ground speeds. Refer to [Table 3.14, page 88](#), and contact your MacDon Dealer for ordering information.

OPERATION

Table 3.14 Optional Reel Drive Sprockets

Machine Hydraulics	Combine	Application	Optional Drive Sprocket
13.79–14.48 MPa (2000–2100 psi)	Gleaner Transverse Rotary	Combining down rice	10 tooth
17.24 MPa (2500 psi)	CLAAS 500, 700 Series, Challenger Axial Rotary	Combining down rice	12 tooth
20.68 MPa (3000 psi)	NH CR, CX, Case IH 7010, 8010, 7120, 8120, 88 Series	Combining down rice	14 tooth
Low flow (under 42 L/min [11 gpm])	—	Combining light crops above 16 km/h (10 mph)	21 tooth

For installation details, refer to [5.14.3 Reel Drive Sprocket, page 540](#).

3.7.7 Ground Speed

Operating at the proper ground speed will result in cleanly cut crop and evenly distributed crop material into the combine.

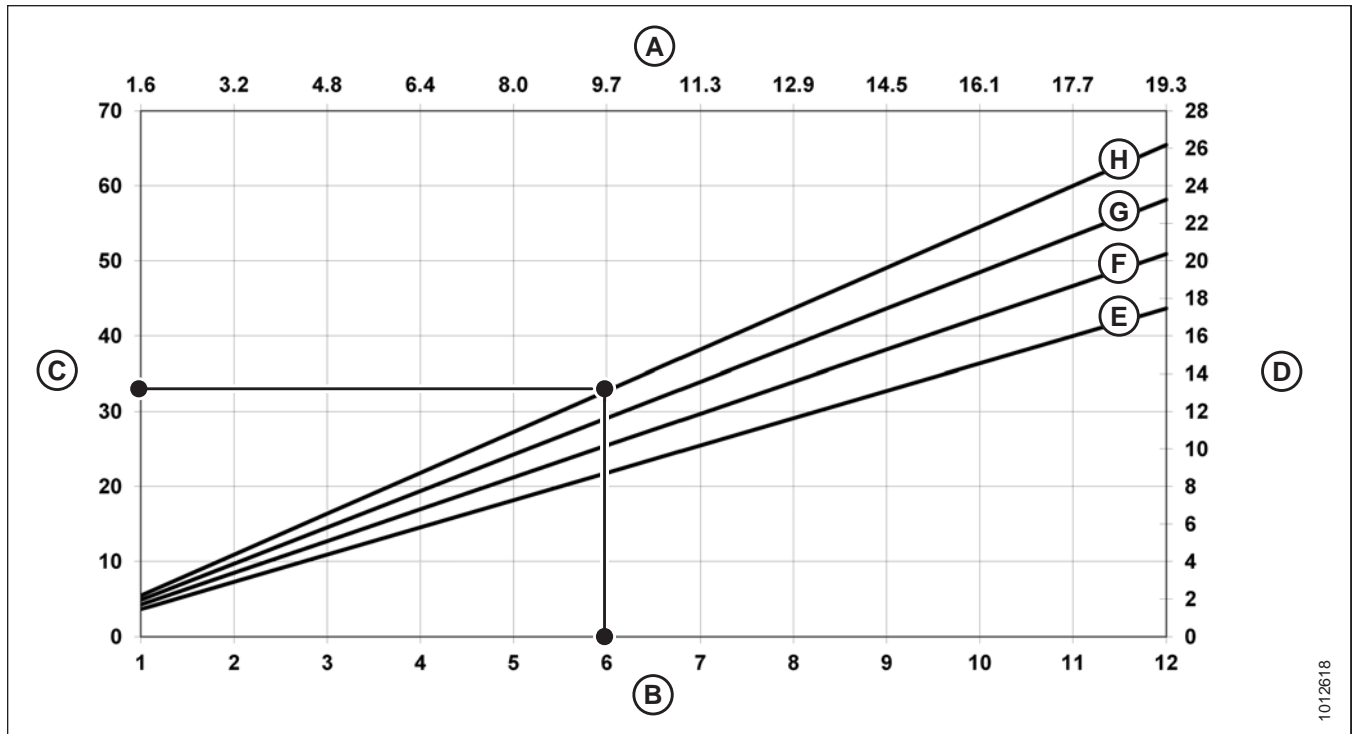
Reduce ground speed in difficult cutting conditions to reduce loads on cutting components and drives.

Use lower ground speeds in very light crops (e.g., short soybeans) to allow the reel to pull in short plants. Start at 4.8–5.8 km/h (3.0–3.5 mph) and adjust as required.

Higher ground speeds may require heavier float settings to prevent excessive bouncing that causes uneven cutting and possible damage to the cutting components. If ground speed is increased, draper and reel speeds should generally be increased to handle the extra material.

Figure [3.92, page 89](#) illustrates the relationship between ground speed and area cut for the various sized headers.

Figure 3.92: Ground Speed versus Acres



A - Kilometers/Hour
D - Hectares/Hour
G - 12.2 m (40 ft.)

B - Miles/Hour
E - 9.1 m (30 ft.)
H - 13.7 m (45 ft.)

C - Acres/Hour
F - 10.7 m (35 ft.)

Example: A 12.2 m (40 ft.) header operating at a ground speed of 9.7 km/h (6 mph) would produce a cut area of approximately 11.3 hectares (28 acres) in one hour.

3.7.8 Draper Speed

Operating with the correct draper speed is an important factor for achieving good flow of cut crop away from the cutterbar.

The side drapers and feed draper operate independently of each other; therefore, the speeds are controlled differently. The side draper speed is adjusted with a manually adjustable control valve that is mounted on the float module. The float module feed draper speed is fixed to the combine feeder house speed and cannot be independently adjusted.

Adjust the draper speed to achieve efficient crop feeding onto the float module feed draper. For instructions, refer to [Adjusting Header Draper Speed, page 89](#).

Adjusting Header Draper Speed

The side drapers carry the cut crop to the float module feed draper, which then feeds it into the combine. The speed is adjustable to suit a variety of crops and crop conditions.



DANGER

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

OPERATION

The side drapers (A) are driven by hydraulic motors and a pump that is powered by the combine feeder house drive through a gearbox on the float module. Side draper speed is adjustable with the flow control valve on the float module, which regulates the flow to the draper hydraulic motors. Draper speed is also adjustable with an optional control in the cab.

Refer to the following steps to adjust the draper speed:

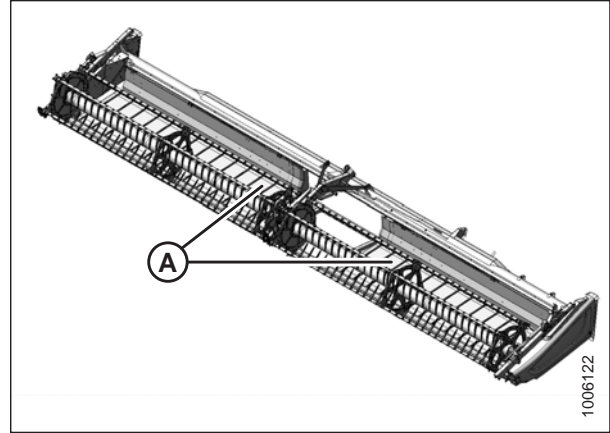


Figure 3.93: Side Drapers

1. Lower the header fully.
2. Shut down the engine, and remove the key from the ignition.
3. Pull the bottom of compartment cover (A) away from the float module to open.

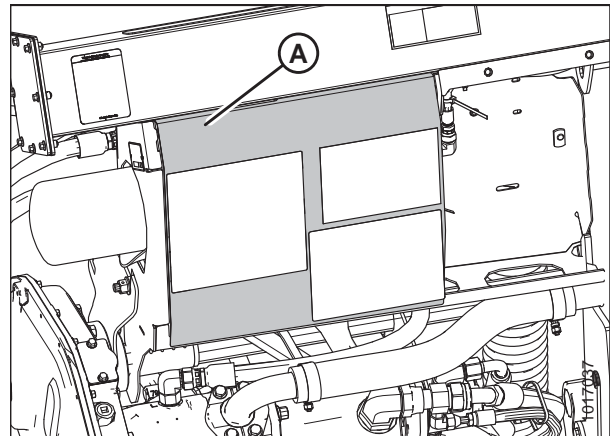


Figure 3.94: Hydraulic Compartment Cover

4. Locate side draper speed control (A). The speed control has settings from 0–9 on the barrel to indicate the draper speed. The flow control valve is factory-set to 6, which should be sufficient for normal crop feeding.
5. Shut down the engine, and remove the key from the ignition.
6. Rotate the flow control valve dial to adjust.
7. Refer to one of the following for recommended draper speed settings:
 - [3.6.2 Header Settings, page 42](#)
 - [3.6.3 Optimizing Header for Straight Combining Canola, page 53](#)

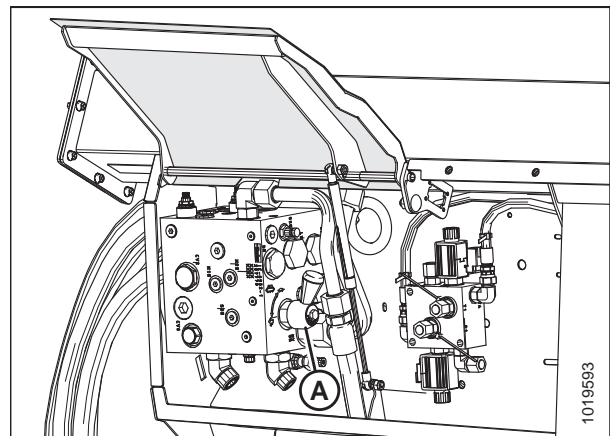


Figure 3.95: Flow Control Valve

NOTE:

Parts removed from the illustration at right to show the control valve clearly.

OPERATION

8. If the optional in-cab side draper speed control kit is installed, rotate knob (A) to the desired speed setting. Set the knob to 6 for normal crop delivery. Switch (B) activates the header tilt or reel fore-aft controls. For instructions, refer to [Adjusting Header Angle from Combine, page 81](#).

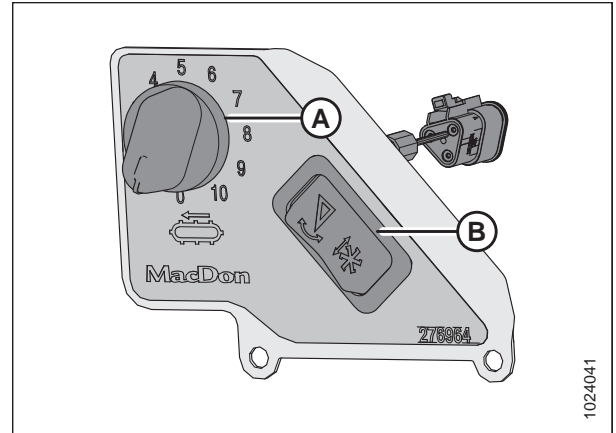


Figure 3.96: Optional In-Cab Side Draper Speed Control

Feed Draper Speed

The feed draper moves the cut crop from the side drapers into the float module feed auger.

The float module feed draper (A) is driven by a hydraulic motor and a pump that is powered by the combine feeder house drive through a gearbox on the float module.

The feed draper speed is determined by the combine feeder house speed and cannot be independently adjusted.

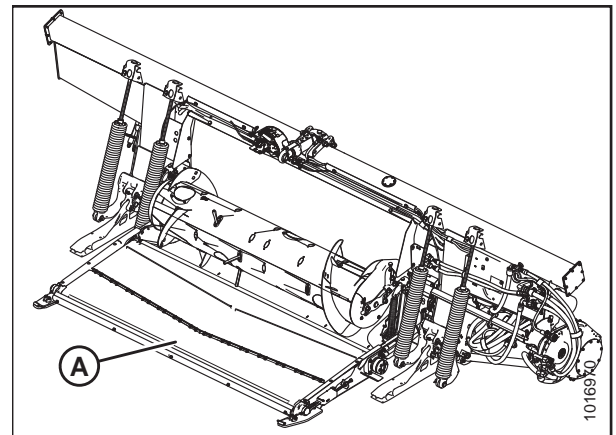


Figure 3.97: FM100 Float Module

3.7.9 Knife Speed Information

The header knife drive is powered by the FM100 hydraulic pump, which is driven by the combine feeder house. There is no separate adjustment to control the knife speed.

IMPORTANT:

For variable speed feeder houses, the rpm values shown at right represent the MINIMUM feeder house speeds.

Table 3.15 Feeder House Speed

Combine	Feeder House Speed (rpm)
Case IH	580
Challenger	625
CLAAS ⁴⁵	420
Gleaner	625
John Deere	490
Massey Ferguson	625
New Holland	580

IMPORTANT:

Ensure the knife speed is within the range of rpm values in Table 3.16, page 92. For instructions, refer to [Checking Knife Speed, page 92](#).

IMPORTANT:

Under normal cutting conditions, knife speed taken at the knife drive pulley should be set between 600–640 rpm (1200–1280 spm). If set to low side of range, you could experience knife stalling.

Table 3.16 FD1 Series Header Knife Speed

Header Size m (ft.)	Recommended Knife Drive Speed Range (rpm)	
	Single-Knife Drive	Double-Knife Drive
9.1 m (30 ft.)	600–700	—
10.7 m (35 ft.)	550–650	—
12.2 m (40 ft.)	525–600	550–700
13.7 m (45 ft.)	—	550–700

Checking Knife Speed



WARNING

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

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

45. The rear shaft speed on CLAAS combines is 420 rpm (speed shown on cab display monitor also will be 420). The output shaft speed is actually 750 rpm.

2. Open the left endshield. For instructions, refer to [Opening Endshields, page 32](#).

WARNING

Check to be sure all bystanders have cleared the area.

3. Start the engine.
4. Engage the header drive, and run the combine at operating rpm.
5. Run float module and header for 10 minutes to warm up oil to 38°C (100°F).

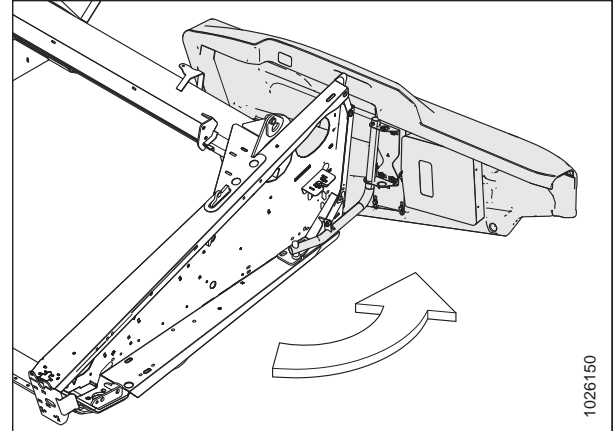


Figure 3.98: Left Endshield

6. Measure the rpm of the knife drive box pulley (A) with a hand-held tachometer.
7. Shut down the engine, and remove the key from the ignition.
8. Compare pulley rpm measurement with the rpm values in the knife speed chart. Refer to [3.7.9 Knife Speed Information, page 92](#).
9. Contact your MacDon Dealer if the pulley rpm measurement exceeds the specified rpm range for your header.

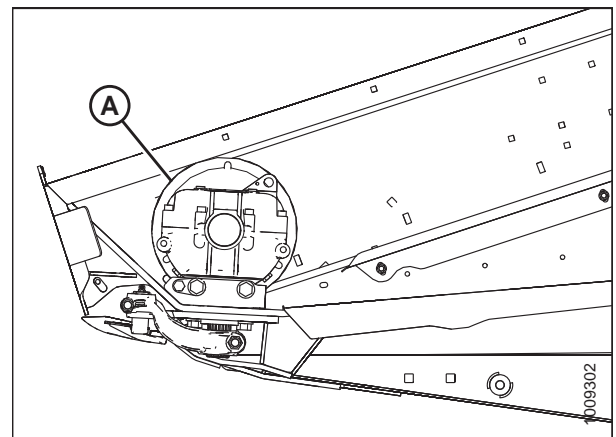


Figure 3.99: Knife Drive Pulley

3.7.10 Reel Height

The reel operating position depends on the type of crop and cutting conditions. Set the reel height and fore-aft position to carry material past the knife and onto the drapers with minimal damage to the crop. Refer to [3.7.11 Reel Fore-Aft Position, page 98](#).

The reel height is controlled manually or with button presets on the ground speed lever (GSL) in the combine cab. For instructions, refer to your combine operator's manual for instructions on controlling reel height or setting up auto reel height presets. Where applicable, this manual contains instructions for presetting reel height on selected combines. Refer to [3.8 Auto Header Height Control, page 123](#).

Table 3.17 Reel Height

Crop Condition	Reel Position
Lodged rice	Lowered (also change reel speed and/or cam setting)
Bushy or heavy standing (all)	Raised

The following conditions might result if the reel is set too low:

- Crop loss over the header backtube
- Crop disturbance on the drapers caused by the reel fingers
- Crop being pushed down by the tine tubes

OPERATION

The following conditions might result if the reel is set too high:

- Cutterbar plugging
- Crop lodging and being left uncut
- Grain stalks dropping ahead of cutterbar

For recommended reel heights for specific crops and crop conditions, refer to [3.6.2 Header Settings, page 42](#).

IMPORTANT:

Maintain adequate clearance to prevent fingers contacting the knife or the ground. For instructions, refer to [5.13.1 Reel Clearance to Cutterbar, page 513](#).

Checking and Adjusting Reel Height Sensor

The output voltage range of the auto reel height sensor can be checked from inside the combine or manually at the sensor. For in-cab instructions, refer to the combine operator's manual.



WARNING

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



CAUTION

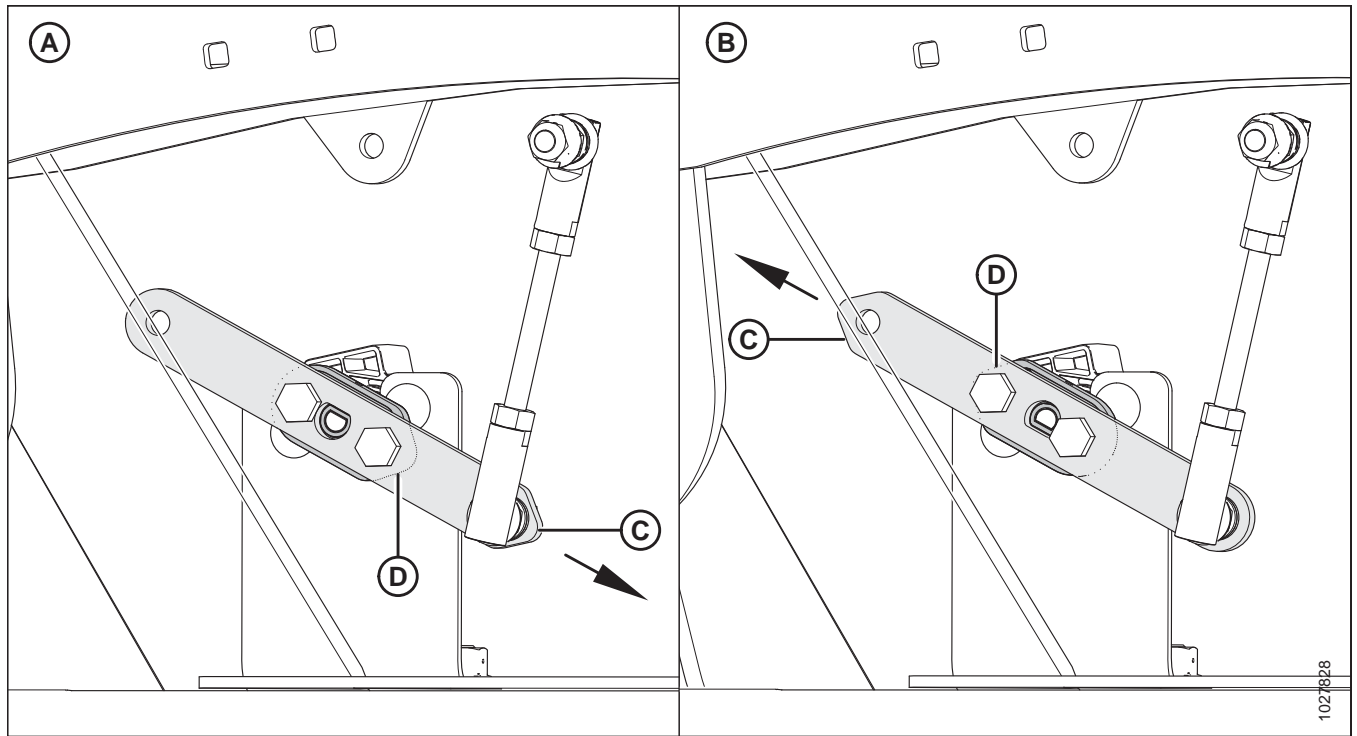
Check to be sure all bystanders have cleared the area.

IMPORTANT:

Ensure minimum reel height is properly set before adjusting reel height sensor. For instructions, refer to [Measuring Reel Clearance, page 513](#).

OPERATION

Figure 3.100: Sensor Arm/Pointer Configurations



A - Case/New Holland Configuration

B - John Deere/CLAAS/AGCO IDEAL™ Configuration

C - Sensor Arm (Shown Semitransparent)

D - Sensor Pointer (Shown Under Sensor Arm)

NOTE:

Sensor arm made semitransparent to show sensor pointer behind it.

NOTE:

The arrow indicates that the pointed end of the sensor arm in configuration **A** is pointed toward the back of the header. The arrow indicates that the pointed end of the sensor arm in configuration **B** is pointed toward the front of the header.

1. Shut down the engine, and remove the key from the ignition.
2. Check that sensor arm (C) and pointer (D) are configured properly for your machine. Refer to Figure 3.100, page 95.

IMPORTANT:

To measure the output voltage of the reel height sensor, the combine engine needs to be running and supplying power to the sensor. Always engage the combine parking brake and stay away from the reel.

Table 3.18 Reel Height Sensor Voltage Limits

Combine Type	Voltage Range	
	X Voltage	Y Voltage
AGCO IDEAL™ Series	4.1–4.5 V	0.5–0.9 V
Case/New Holland	0.5–0.9 V	4.1–4.5 V
CLAAS	4.1–4.5 V	0.5–0.9 V
John Deere	4.1–4.5 V	0.5–0.9 V

NOTE:

For CLAAS combines: To avoid a collision of the reel with the cab, the machine is equipped with an automatic reel height limitation. Some CLAAS combines have an automatic shutoff feature that engages when the automatic reel height limitation is reached. When raising the header by more than 80 percent, the reel is automatically lowered. The automatic lowering of the reel can be manually overridden, and a warning will appear on the CEBIS terminal.

To check the voltage range manually, follow these steps:

1. Engage the combine parking brake.
 2. Start the engine and fully lower the reel.
 3. Use the combine display or a voltmeter (if measuring the sensor manually) to measure voltage range **Y**. Refer to Table 3.18, page 95 for range requirements.
 4. If using a voltmeter, measure the voltage between the ground wire (pin 2) and the signal wire (pin 3) at the reel height sensor (B).
 5. Shut down the engine, and remove the key from the ignition.
 6. Adjust length of threaded rod (A) to modify voltage range **Y**.
 7. Repeat checking and adjusting until voltage range **Y** is within the range specified.
-
8. Start the engine.
 9. Raise the reel fully.
 10. Disengage the reel safety props. For instructions, refer to [Disengaging Reel Safety Props, page 32](#).
 11. Use the combine display or a voltmeter (if measuring the sensor manually) to measure voltage range **X**. Refer to Table 3.18, page 95 for range requirements.
 12. If using a voltmeter, measure the voltage between the ground (Pin 2 wire) and the signal (Pin 3 wire) at the reel height sensor (A).
 13. Shut down the engine, and remove the key from the ignition.
 14. Loosen two M5 hex nuts (B) and rotate sensor (A) to achieve voltage range **X**.
 15. Repeat checking and adjusting until voltage range **X** is within the range specified.
 16. Start the engine.
 17. Disengage the reel safety props. For instructions, refer to [Disengaging Reel Safety Props, page 32](#).
 18. Lower the reel fully.

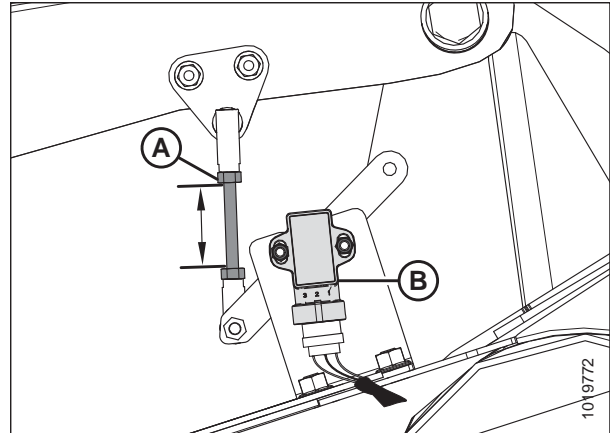


Figure 3.101: Reel Height Sensor – Right Reel Arm with Reel Down

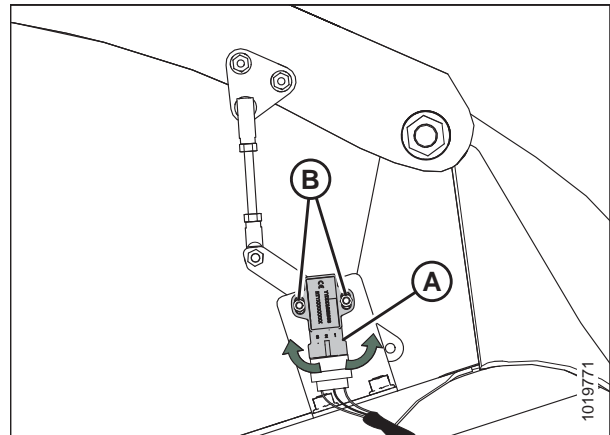


Figure 3.102: Reel Height Sensor – Right Reel Arm with Reel Up

OPERATION

19. Recheck voltage range **Y** and ensure it is still within the range specified. Adjust if required.

Replacing Reel Height Sensor

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Start the engine.
2. Lower the header fully.
3. Shut down the engine, and remove the key from the ignition.
4. Disconnect the sensor from the harness.
5. Remove two hex head bolts (A) from sensor arm (B). Retain hardware for reinstallation.

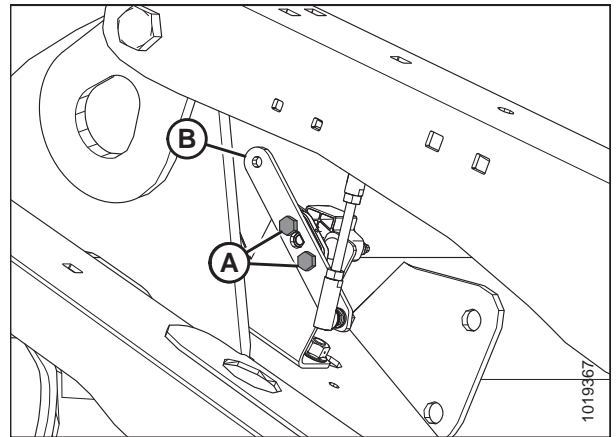


Figure 3.103: Reel Height Sensor – Right Reel Arm

6. Remove two nyloc nuts and bolts (A) from reel height sensor and remove sensor (B).
7. Install new sensor (B) in sensor bracket and attach using retained bolts (A) and nyloc nuts. Torque bolts (A) to 2–3 Nm (17–27 lbf·in.).

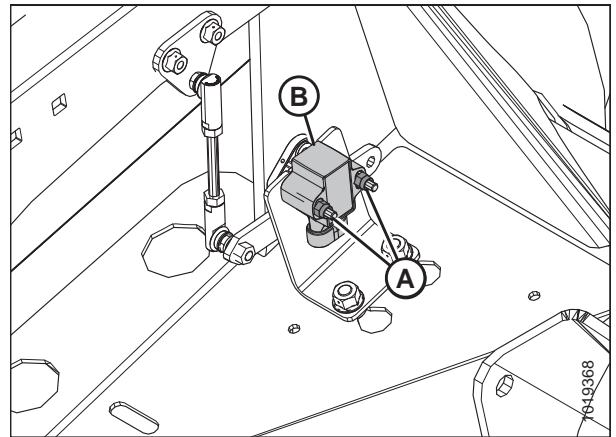


Figure 3.104: Reel Height Sensor – Right Reel Arm

OPERATION

8. Connect sensor arm (B) using retained hex head bolts (A). Torque hex head bolts (A) to 4 Nm (35 lbf-in.).
9. Connect the sensor to the harness.

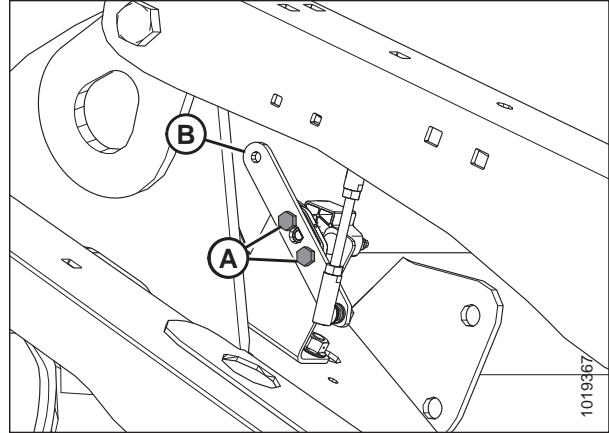


Figure 3.105: Reel Height Sensor – Right Reel Arm

10. Check that the sensor arm and the threaded rod are parallel. If not, loosen two center lock flange nuts (A), and adjust sensor mounting bracket (B) until the threaded rod (C) is parallel with the sensor arm (D). Tighten center lock flange nuts.
11. Check the sensor voltage range. For instructions, refer to [Checking and Adjusting Reel Height Sensor, page 94](#).

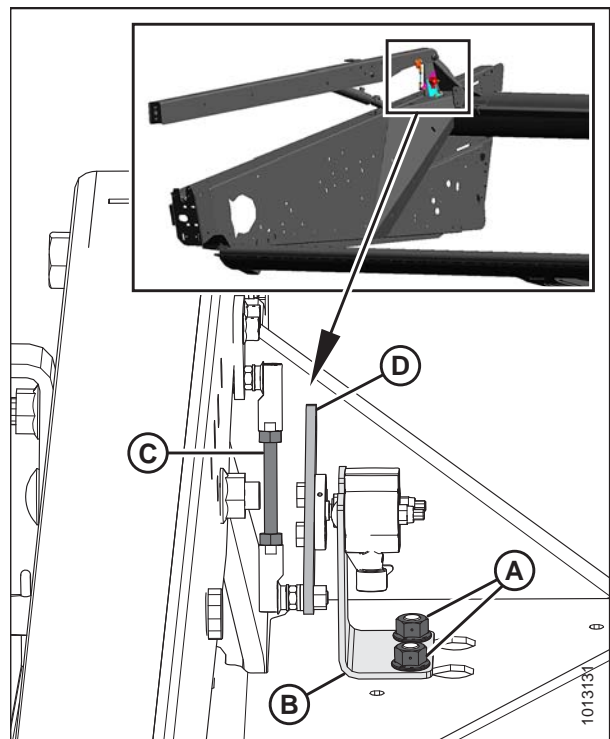


Figure 3.106: Reel Height Sensor – Front View of Right Reel Arm

3.7.11 Reel Fore-Aft Position

Reel fore-aft position is a critical factor for achieving the best results in adverse conditions. The factory-set reel position suits normal conditions, but the fore-aft position can be adjusted as required using the controls inside the cab.

The reel on **non-European-configured headers** can be moved approximately 227 mm (9 in.) farther aft by repositioning the fore-aft cylinders on the header's reel arms to accommodate certain crop conditions. For instructions, refer to [Repositioning Fore-Aft Cylinders on Non-European-Configured Headers, page 100](#).

The reel on **European-configured headers** can be moved approximately 67 mm (2.6 in.) farther aft by repositioning the fore-aft cylinders on the header's reel arms to accommodate certain crop conditions. For instructions, refer to [Repositioning Fore-Aft Cylinders on European-Configured Headers, page 103](#).

OPERATION

If the combine is equipped with the Multi-Crop Rapid Reel Conversion option, refer to [Repositioning Fore-Aft Cylinders on Non-European-Configured Headers with Multi-Crop Rapid Reel Conversion Option](#), page 107.

NOTE:

The Multi-Crop Rapid Reel Conversion option is not available for European-configured headers.

Decal (A) is attached to the right reel support arm for identifying reel position. The aft edge of the cam disc (B) is the reel fore-aft position marker.

For straight standing crop, center the reel over the cutterbar (4–5 on decal).

For crops that are down, tangled, or leaning, it may be necessary to move the reel ahead of the cutterbar (lower number on decal).

NOTE:

If experiencing difficulty picking up flattened crop, adjust to a steeper header angle. Refer to [3.7.5 Header Angle](#), page 79 for adjustment instructions. Adjust reel position only if header angle adjustments are not satisfactory.

For recommended reel positions in specific crops and crop conditions, refer to [3.6.2 Header Settings](#), page 42.

NOTE:

In crops that are difficult to pick up such as rice, or severely lodged crops that require full forward positioning of the reel, set the reel tine pitch to provide proper placement of the crop onto the drapers. Refer to [3.7.12 Reel Tine Pitch](#), page 110 for adjustment details.

Adjusting Reel Fore-Aft Position

1. Select FORE-AFT mode on the selector switch in the cab.
2. Operate the hydraulics to move the reel to the desired position while using the decal (A) as a reference.
3. Check the reel clearance to cutterbar after making changes to the cam setting. Refer to the following for measurement and adjustment procedures:

- [5.13.1 Reel Clearance to Cutterbar](#), page 513
- [5.13.2 Reel Frown](#), page 517

IMPORTANT:

Operating with the reel too far forward can result in the fingers contacting the ground. When operating with the reel in this position, lower the skid shoes or adjust the header tilt as required to prevent damaging the fingers.

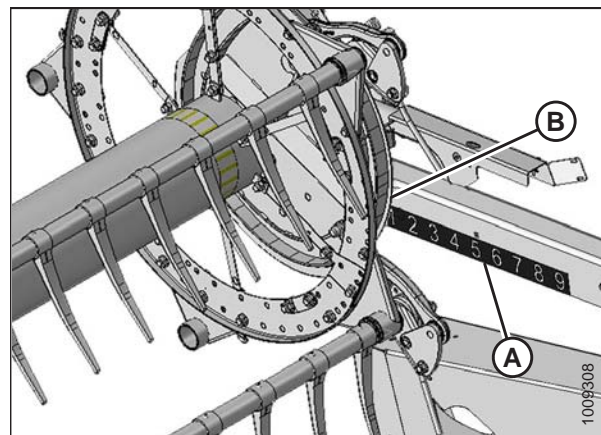


Figure 3.107: Fore-Aft Decal

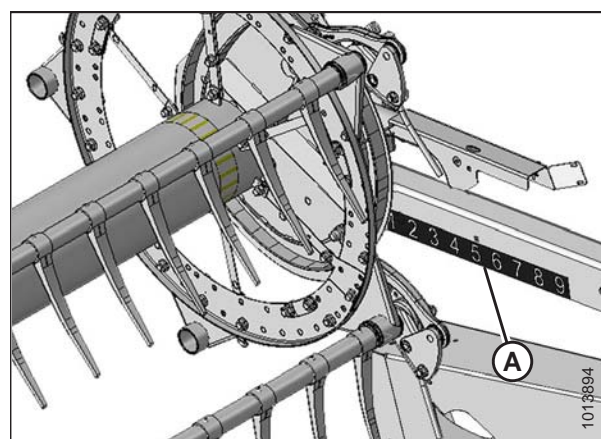


Figure 3.108: Fore-Aft Decal

OPERATION

Repositioning Fore-Aft Cylinders on Non-European-Configured Headers

The reel can be moved approximately 227 mm (9 in.) farther aft by repositioning the fore-aft cylinders on the reel arms. This may be desirable when straight-combining canola.

NOTE:

Short Brace Kit for Center Reel Arm (MD #B5605) must be installed before repositioning fore-aft cylinders.

If the Multi-Crop Rapid Reel Conversion option is installed, refer to [Repositioning Fore-Aft Cylinders on Non-European-Configured Headers with Multi-Crop Rapid Reel Conversion Option](#), page 107.

NOTE:

The Multi-Crop Rapid Reel Conversion option is **NOT** available for European-configured FD1 FlexDraper™ headers.

For instructions for repositioning the fore-aft cylinders on an European-configured header, refer to [Repositioning Fore-Aft Cylinders on European-Configured Headers](#), page 103.

DANGER

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

Reposition the center reel arm cylinder as follows:

NOTE:

Some reel components are not shown in illustration for improved clarity.

1. Position reel fully aft with support arms horizontal.
2. Stop engine and remove key.
3. Remove four bolts (A) securing cylinder bracket (B) to reel arm (C). Retain hardware.

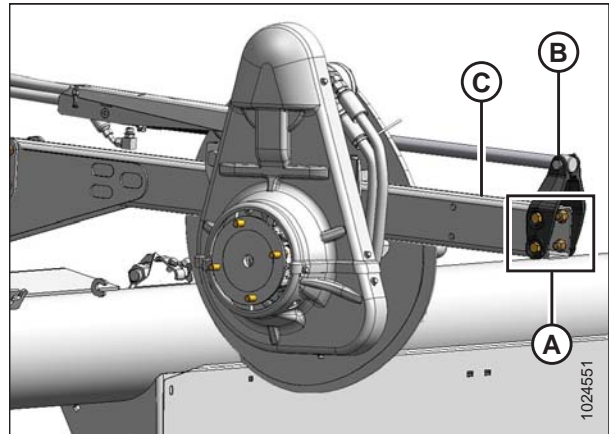


Figure 3.109: Center Arm – Forward Position

4. Push/pull reel until bracket (B) lines up with the aft set of holes in reel arm (C).
5. Reinstall four bolts (A) to secure bracket (B) to reel arm at new position.

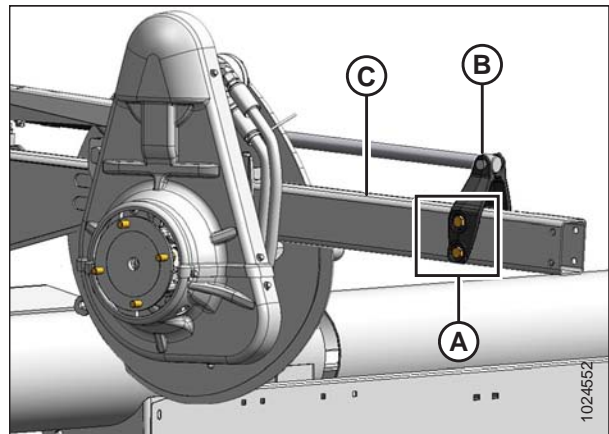


Figure 3.110: Center Arm – Aft Position

OPERATION

Reposition the right reel arm cylinder as follows:

NOTE:

Some reel components are not shown in illustrations for improved clarity.

1. Remove four bolts (A) securing cylinder bracket (B) to the reel arm (C).

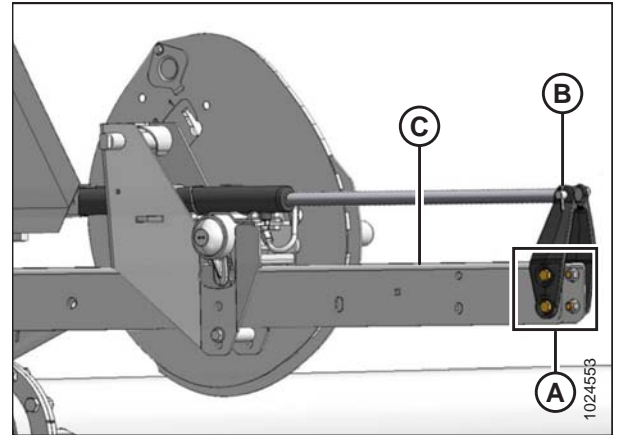


Figure 3.111: Right Reel Arm Cylinder in Forward Position

2. Push reel back until bracket (B) lines up with the aft set of holes in the reel arm (C).
3. Reinstall the four bolts (A) to secure bracket to reel arm at new position.

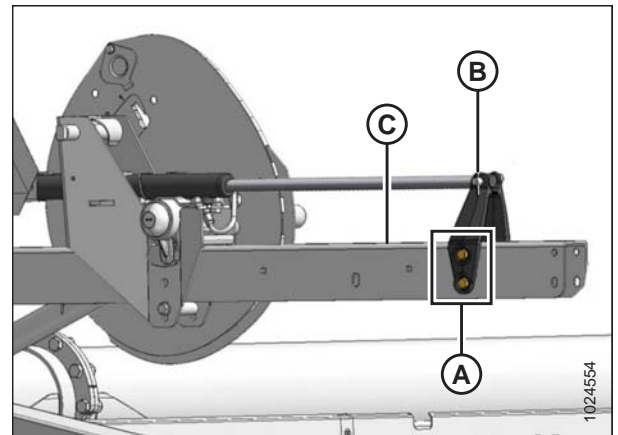


Figure 3.112: Right Reel Arm Cylinder in Aft Position

OPERATION

Reposition the left reel arm cylinder as follows:

NOTE:

Some reel components are not shown in illustrations for improved clarity.

1. Remove pin (A) securing cylinder (B) to bracket/light assembly (C).
2. Remove four bolts (D) securing bracket/light assembly (C) to reel arm and remove bracket/light assembly. Retain hardware.
3. Remove cable tie (not shown) securing harness to bracket/light assembly (C) or to reel arm (if necessary).
4. Swivel light to working position as shown.

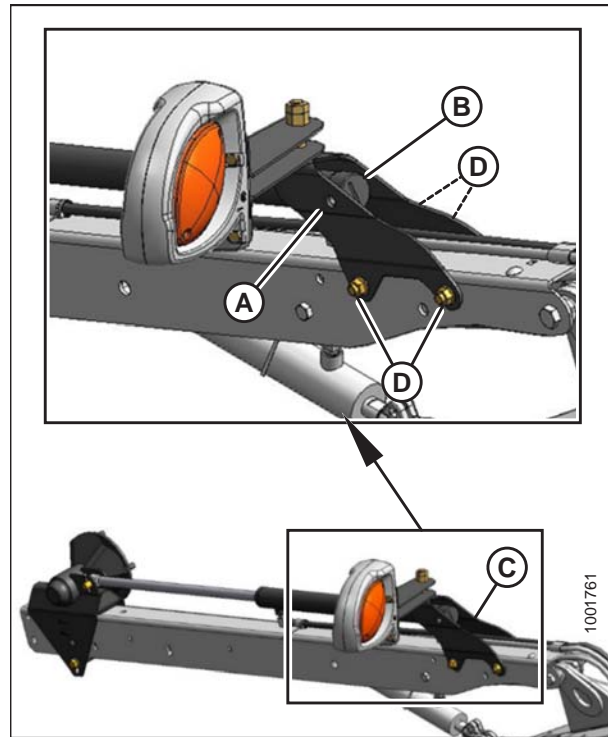


Figure 3.113: Left Arm – Forward Position

5. Reposition bracket/light assembly (C) onto reel arm as shown, and secure using four bolts (D). Tighten hardware.
6. Push reel back and reinstall cylinder (B) onto bracket/light assembly (C) using pin (A). Secure pin with cotter pin.
7. Secure light harness to bracket/light assembly (C) or to reel arm using plastic cable tie (not shown).
8. Check reel clearance to backsheet, upper cross auger (if installed), and reel braces.
9. Adjust reel tine pitch (if required). For adjustment procedures, refer to [3.7.12 Reel Tine Pitch, page 110](#).

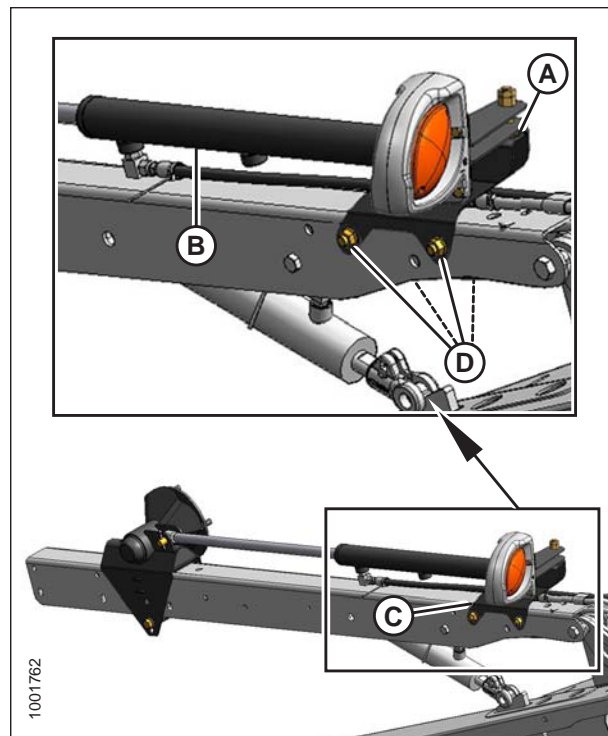


Figure 3.114: Left Arm – Aft Position

Repositioning Fore-Aft Cylinders on European-Configured Headers

The reel can be moved approximately 67 mm (2.6 in.) farther aft from factory setting by repositioning the fore-aft cylinders on the reel arms. This may be desirable when straight-combining canola.

For instructions for repositioning the fore-aft cylinders on a non-European-configured header, refer to [Repositioning Fore-Aft Cylinders on Non-European-Configured Headers](#), page 100.

Reposition center reel arm cylinder as follows:

NOTE:

Some reel components are not shown in illustrations for improved clarity.

NOTE:

Reels on European-configured headers are at their most forward setting when cylinders are set in position 2 on the fore-aft arm brackets. Reels on these headers are in their most aft position when cylinders are set in position 1 on the fore-aft arm brackets.

1. Remove the securing ring (A), pin (B), and washers inside the center arm fore-aft support bracket (C). Retain washers, pin, and ring.

NOTE:

Washers inside center arm support bracket not shown in illustration at right.

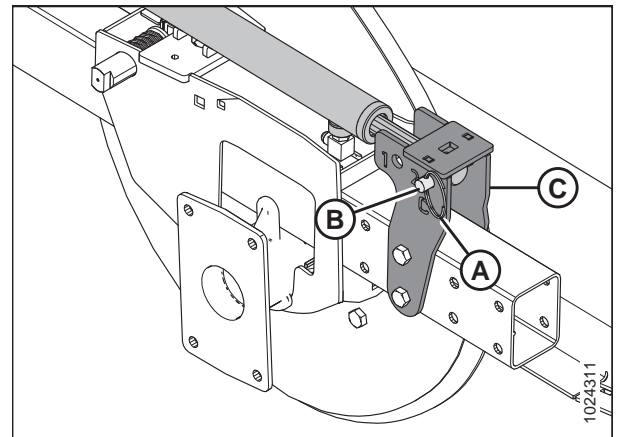


Figure 3.115: Center Reel Arm in Forward Position

2. Push the reel back until the end of the cylinder (A) lines up with the aft setting holes (B) (position 1) in the fore-aft support bracket (C). Position washers (D) on both sides of the cylinder end (A) inside the support bracket (C).

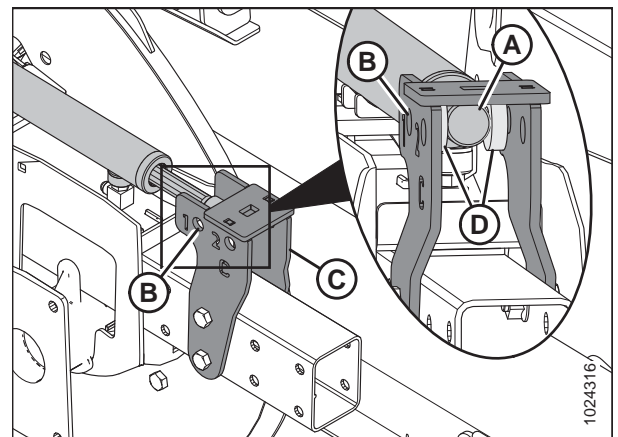


Figure 3.116: Center Reel Arm

OPERATION

3. Insert pin (A) and secure cylinder (B) and washers in the center arm support bracket (C). Secure pin (A) with ring (D).

NOTE:

Washers inside center arm support bracket not shown in illustration at right.

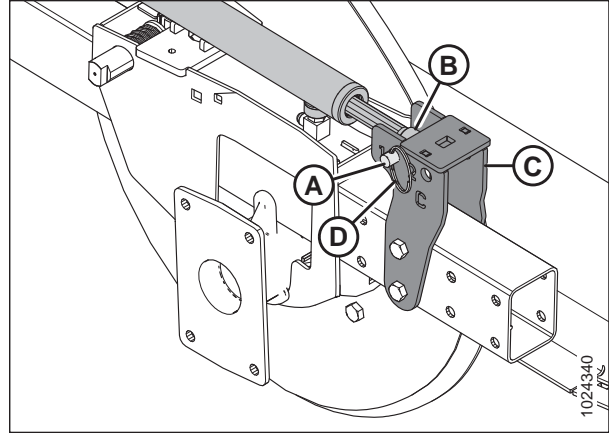


Figure 3.117: Center Reel Arm in Aft Position

Reposition right reel arm cylinder as follows:

NOTE:

Some reel components are not shown in illustrations for improved clarity.

NOTE:

Reels on European-configured headers are at their most forward setting when cylinders are set in position 2 on the fore/aft arm brackets. Reels on these headers are in their most aft position when cylinders are set in position 1 on the fore-aft arm brackets.

1. Remove ring (A), pin (B), and washers (D) securing the reel arm cylinder (C) to the interior of the right fore-aft arm bracket. Retain washers, ring, and pin.

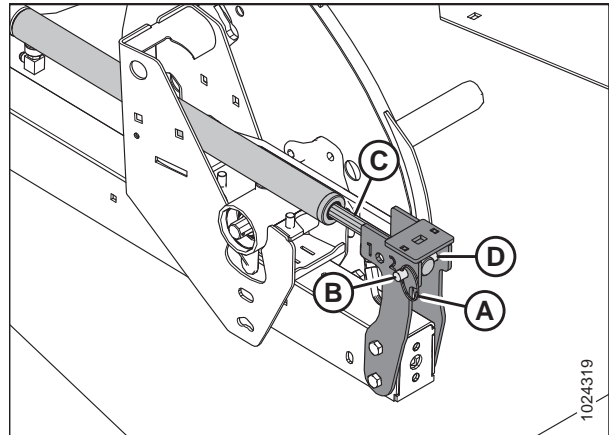


Figure 3.118: Right Reel Arm Cylinder in Forward Position

OPERATION

2. Push the reel back until the end of the cylinder (A) lines up with the aft setting holes (B) in the support bracket (C). Position washers (D) on both sides of the cylinder end (A) inside the support bracket (C).

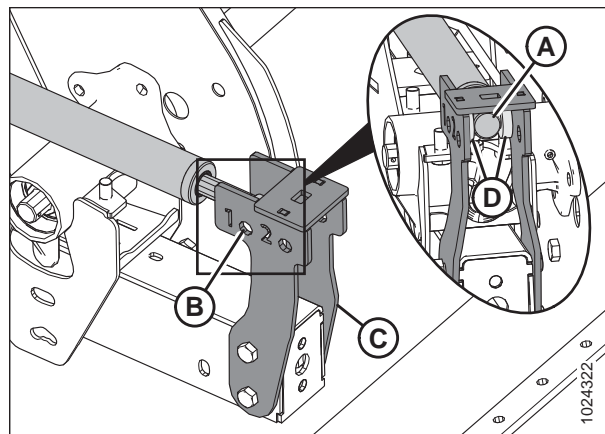


Figure 3.119: Right Reel Arm Cylinder

3. Insert pin (A) into the aft setting holes, and through the cylinder end (C) and washers (D). Secure the pin with ring (B).

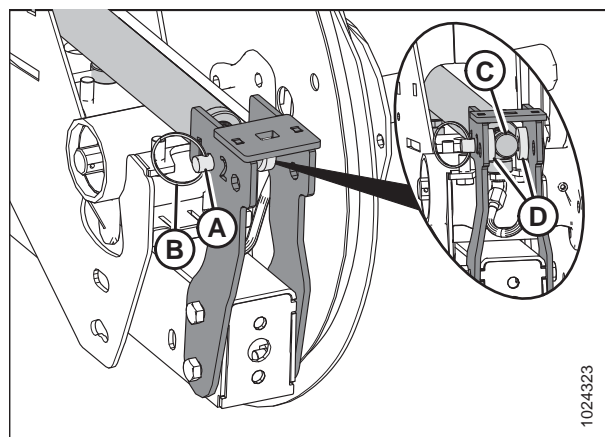


Figure 3.120: Right Reel Arm Cylinder in Aft Position

OPERATION

Reposition left reel arm cylinder as follows:

NOTE:

Some reel components are not shown in illustrations for improved clarity.

NOTE:

Reels on European-configured headers are at their most forward setting when cylinders are set in position 2 on the support brackets. Reels on these headers are in their most aft position when cylinders are set in position 1 on the support brackets.

1. Remove ring (A) and pin (B) inside the left fore-aft support bracket (D) securing the cylinder (C). Retain pin and ring.

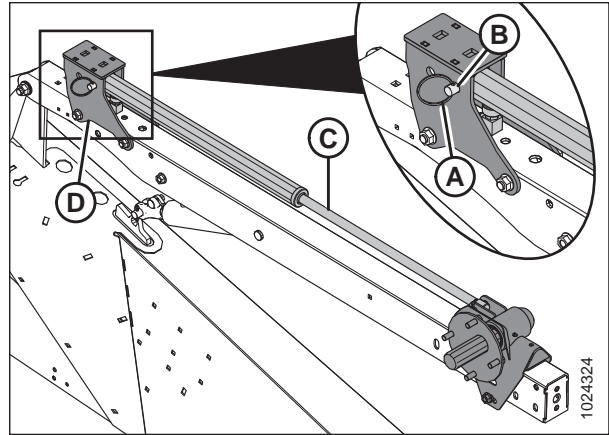


Figure 3.121: Left Reel Arm Cylinder in Forward Position

2. Push reel back toward the header until the end of the cylinder (A) lines up with the aft setting holes (B) (position 1) in the support bracket (C).

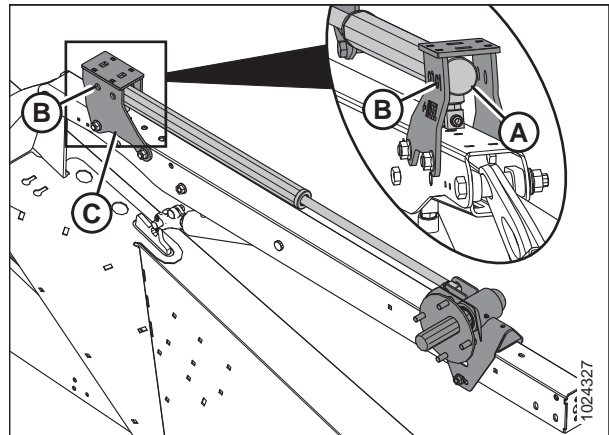


Figure 3.122: Left Reel Arm Cylinder

OPERATION

3. Insert clevis pin (A) into the aft setting holes in the support bracket (B) and through the end of the cylinder (C). Secure pin with ring (D).
4. Check the reel clearance to the backsheet, upper cross auger (if installed), and reel braces.
5. Adjust the reel tine pitch if necessary. For instructions, refer to [3.7.12 Reel Tine Pitch, page 110](#).

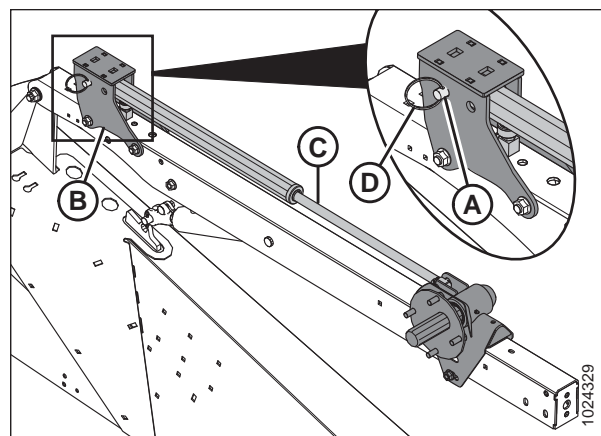


Figure 3.123: Left Reel Arm Cylinder in Aft Position

Repositioning Fore-Aft Cylinders on Non-European-Configured Headers with Multi-Crop Rapid Reel Conversion Option

The reel can be moved approximately 227 mm (9 in.) farther aft by repositioning the fore-aft cylinders on the reel arms. The Multi-Crop Rapid Reel Conversion option is applicable to double-reel headers only.

NOTE:

Short Brace Kit for Center Reel Arm MD (MD #B5605) must be installed before repositioning fore-aft cylinders.

NOTE:

Multi-Crop Rapid Reel Conversion option is **NOT** available for European-configured headers.



DANGER

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

Reposition the left reel arm cylinder as follows:

NOTE:

Some reel components not shown in illustrations for improved clarity.

1. Position reel fully aft with support arms horizontal.
2. Shut down the engine, and remove the key from the ignition.
3. Remove ring (A) and clevis pin (B) from inboard side of bracket (C). Retain ring and clevis pin.
4. Push the reel back until the cylinder barrel (D) lines up with reel position 2 hole on bracket.
5. Reinstall clevis pin (B) at the new position and secure with ring (A).

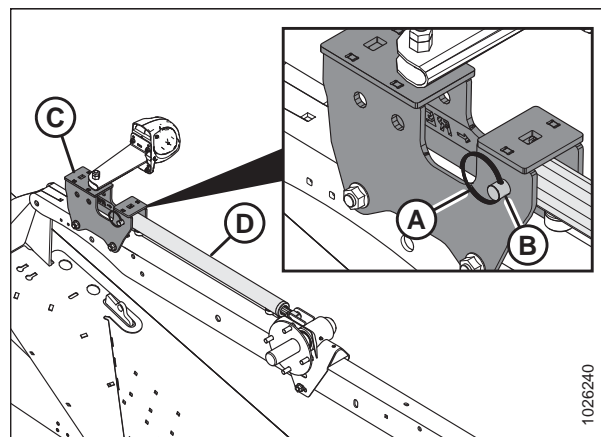


Figure 3.124: Left Reel Arm in Forward Position

OPERATION

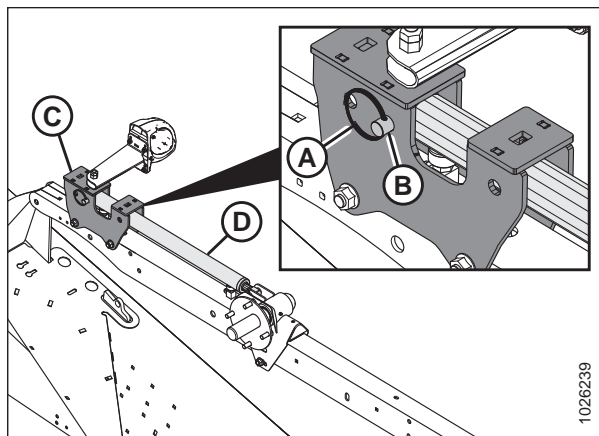


Figure 3.125: Left Reel Arm in Aft Position

OPERATION

Reposition the center reel arm cylinder as follows:

NOTE:

Some reel components not shown in illustrations for improved clarity.

1. Remove ring (A), clevis pin (B), and washers (C) from bracket (D). Retain ring, clevis pin, and washers.

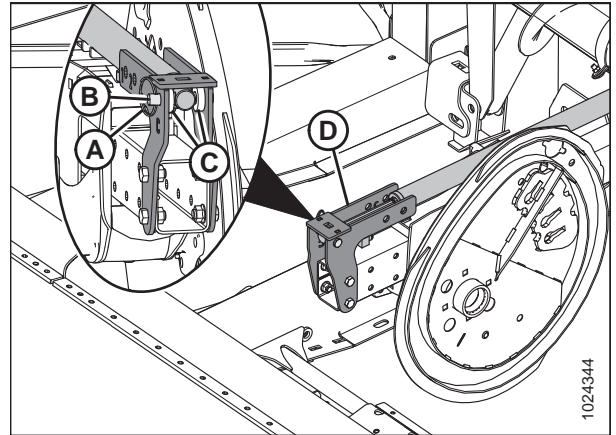


Figure 3.126: Center Reel Arm in Forward Position

2. Push the reel back until the end of the cylinder (E) lines up with reel position 2 hole on bracket (D). Position washers (C) on both sides of the cylinder end inside the bracket.
3. Reinstall clevis pin (B) at the new position and secure with ring (A).

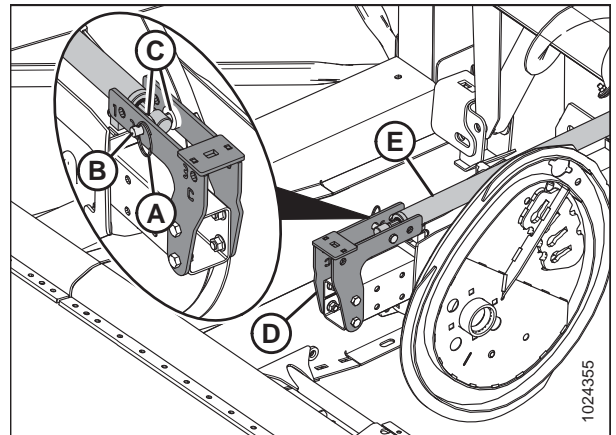


Figure 3.127: Center Reel Arm in Aft Position

OPERATION

Reposition the right reel arm cylinder as follows:

NOTE:

Some reel components not shown in illustrations for improved clarity.

1. Remove ring (A), clevis pin (B), and washers (C) from bracket (D). Retain ring, clevis pin, and washers.
2. Push the reel back until end of cylinder (E) lines up with reel position 2 hole on bracket (D).

NOTE:

Washers inside center arm support bracket not shown in illustration at right.

3. Reinstall clevis pin (B) at the new position and secure with ring (A).

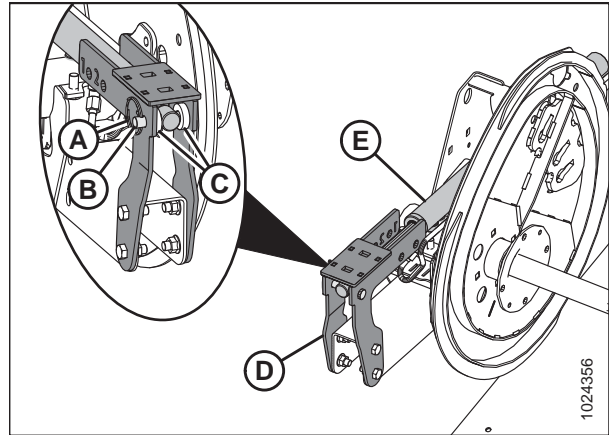


Figure 3.128: Right Reel Arm in Forward Position

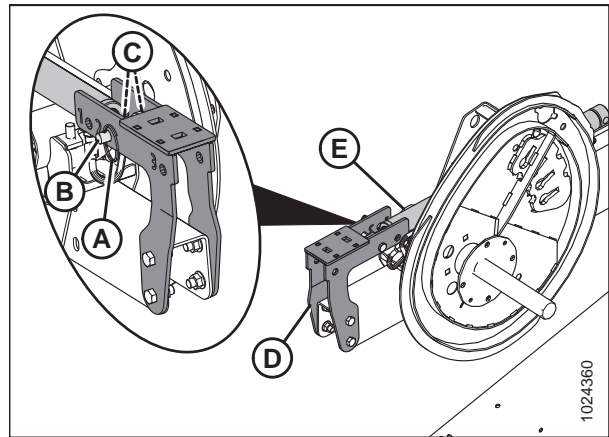


Figure 3.129: Right Reel Arm in Aft Position

3.7.12 Reel Tine Pitch

IMPORTANT:

The following describes the conceptual and operational guidelines of the pick-up reel. Please read carefully before operating the machine.

The pick-up reel is designed to pick up flattened and severely lodged crops. Because the cam setting is mainly used to determine how the crop gets delivered onto the drapers, it is not always necessary to increase the tine pitch (select a higher cam setting) to pick up lodged crops.

The positioning of the fingers relative to the ground (tine pitch) is not significantly affected by the cam setting. For example, with the cam position range at 33°, the corresponding finger pitch range is only 5° at the lowest point of the reel's rotation.

For the best results, use the minimum cam setting that delivers the crop past the rear edge of the cutterbar and onto the drapers.

Reel Cam Settings

The following outlines the function of each cam setting and provides set-up guidelines for various crop conditions.

The setting numbers are visible above the slots on the cam disc. Refer to [Adjusting Reel Cam, page 113](#).

Cam Position 1, Reel Position 6 or 7 delivers the most even crop flow onto the drapers without fluffing or disturbing the material.

- This setting will release crop close to the cutterbar and works best if the cutterbar is on the ground.
- Some crops will not be delivered past the cutterbar when the cutterbar is raised off the ground and the reel is pushed forward; therefore, set the initial reel speed approximately equal to the ground speed.

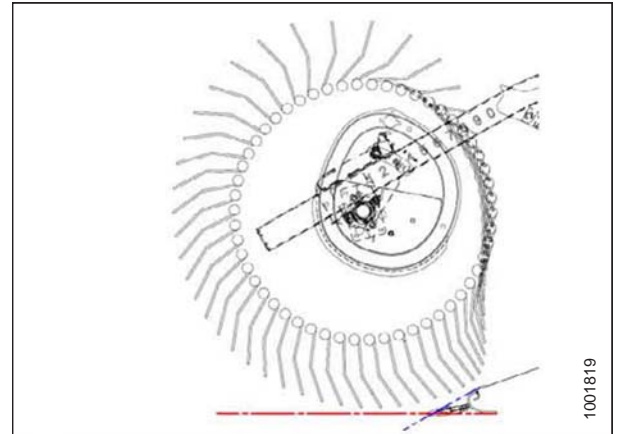


Figure 3.130: Finger Profile – Position 1

Cam Position 2, Reel Position 3 or 4 is the recommended starting position for most crops and conditions.

- If the crop is stalling on the cutterbar when the reel is in the forward position, increase the cam setting to push the crop past the rear edge of the cutterbar.
- If the crop is getting fluffed or if there is a disruption to the flow across the drapers, decrease the cam setting.
- This setting generates a fingertip speed that is approximately 20% faster than the reel speed.

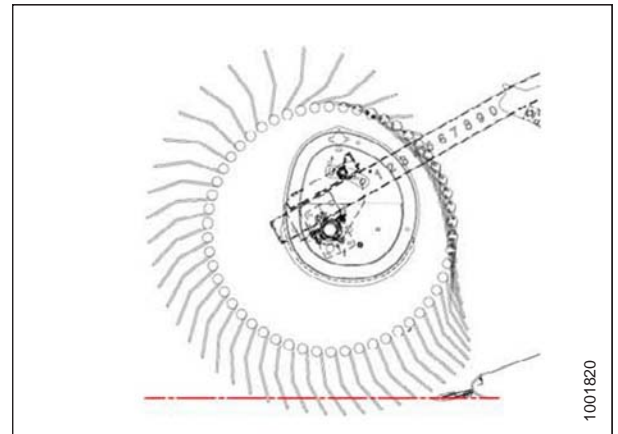


Figure 3.131: Finger Profile – Position 2

Cam Position 3, Reel Position 6 or 7 is mainly used to leave long stubble.

- This position allows the reel to reach forward and lift the crop across the knife and onto the drapers.
- This setting generates a fingertip speed that is approximately 30% faster than the reel speed.

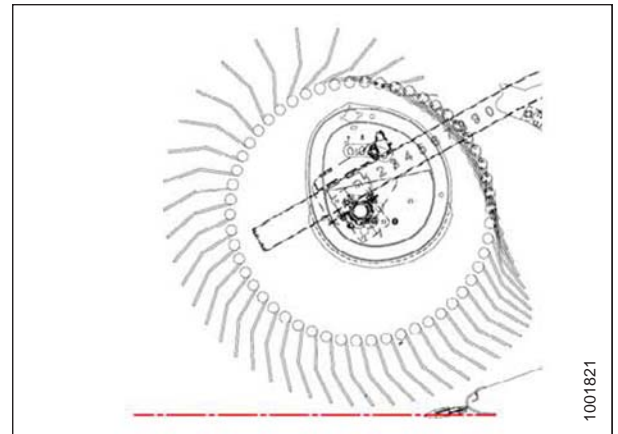


Figure 3.132: Finger Profile – Position 3

OPERATION

Cam Position 4, Reel Position 2 or 3 is used with the reel fully forward to leave the maximum amount of stubble in lodged crops.

- This position allows the reel to reach forward and lift the crop across the knife and onto the drapers.
- This setting generates a fingertip speed that is approximately 35% faster than the reel speed.

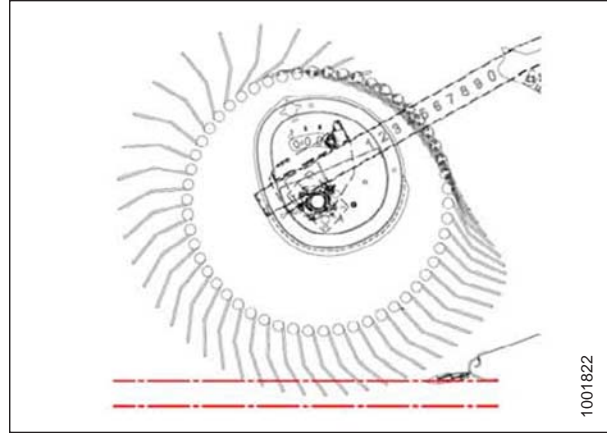


Figure 3.133: Finger Profile – Position 4

Cam Position 4, Header Angle at Maximum, and Reel Fully Forward provides the maximum amount of reel reach below the cutterbar to pick up lodged crops.

- Leaves a significant amount of stubble when cutting height is set to approximately 203 mm (8 in.). In damp materials such as rice, it is possible to double the ground speed because of the reduction of cut material.
- This setting generates a fingertip speed that is approximately 35% faster than the reel speed.

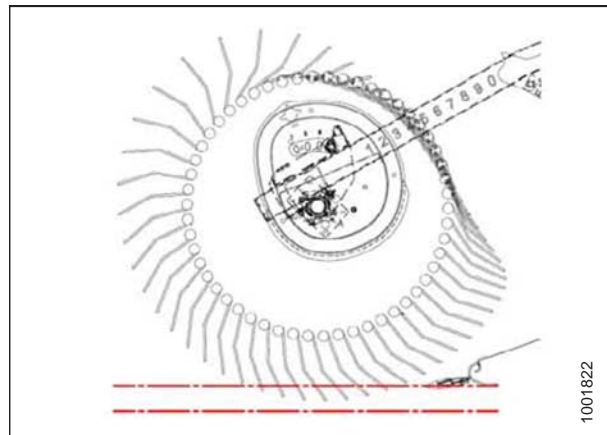


Figure 3.134: Finger Profile – Position 4

IMPORTANT:

The reel to cutterbar clearance should always be checked following adjustments to reel tine pitch and reel fore-aft positions (refer to [5.13.1 Reel Clearance to Cutterbar, page 513](#)). Refer to [3.6.2 Header Settings, page 42](#) for recommended reel tine pitch in specific crops and crop conditions.

NOTE:

Higher cam settings with the reel fore-aft position set between 4–5 sharply decrease the draper capacity because the reel disrupts the crop flow across the drapers and the fingers engage the crop that is moving on the drapers. High cam settings are recommended only with the reel at, or close to, full forward settings.

Adjusting Reel Cam

DANGER

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

1. Turn the latch pin (A) counterclockwise using a 3/4 in. wrench to release the cam disc.
2. Use the wrench on bolt (B) to rotate the cam disc and align the latch pin (A) with the desired cam disc hole position (C) (1 to 4).

NOTE:

Bolt (B) is positioned through the cam disc (transparent view shown in illustration for improved clarity).

3. Turn the latch pin (A) clockwise to engage and lock the cam disc.
4. Repeat the above procedure for the opposite reel.

IMPORTANT:

Ensure the cam is secured into position before operating the machine.

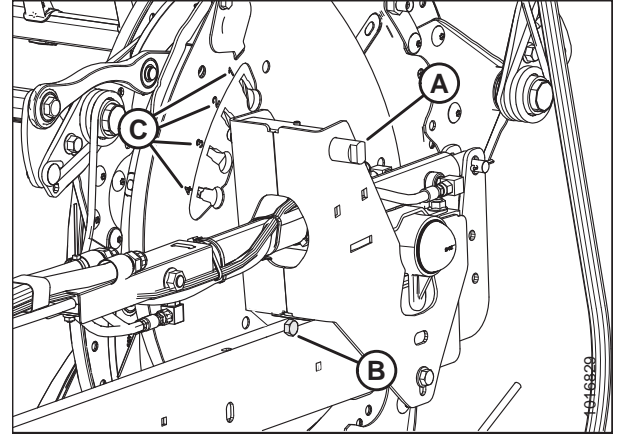


Figure 3.135: Cam Disc Positions

3.7.13 Crop Dividers

Crop dividers are used to help divide the crop when harvesting. They are removable to allow installation of vertical knives and to decrease transport width.

Removing Crop Dividers with Latch Option from Header

DANGER

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

1. Lower the reel fully. For instructions, refer to your combine operator's manual .
2. Raise the header. For instructions, refer to your combine operator's manual .
3. Shut down the engine, and remove the key from the ignition.
4. Engage the safety props. For instructions, refer to your combine operator's manual .
5. Open the endshield. For instructions, refer to [Closing Endshields, page 33](#).

OPERATION

6. Lift safety lever (A).
7. Hold onto crop divider (B), push lever (C) to open latch, and lower crop divider.

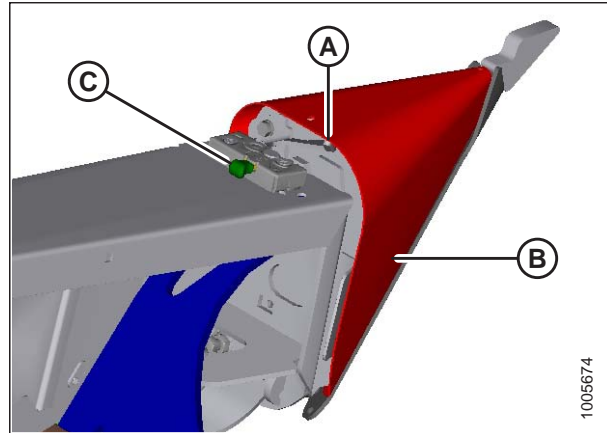


Figure 3.136: Crop Divider

8. Lift crop divider off endsheet and store as follows:
 - a. Insert pin (A) on crop divider into hole in endsheet at location shown.
 - b. Lift crop divider and position lugs (B) on crop divider into bracket on endsheet. Ensure lugs engage bracket.
9. Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

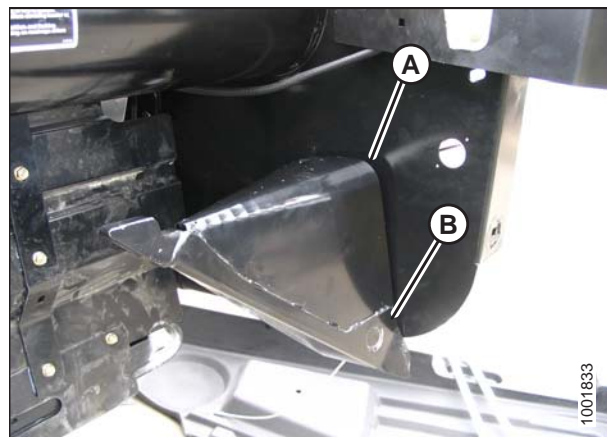


Figure 3.137: Stored Crop Divider

Removing Crop Dividers without Latch Option from Header

DANGER

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

1. Lower the reel fully. For instructions, refer to your combine operator's manual .
2. Raise the header. For instructions, refer to your combine operator's manual .
3. Shut down the engine, and remove the key from the ignition.
4. Engage the safety props. For instructions, refer to your combine operator's manual .
5. Open the endshield. For instructions, refer to [Closing Endshields, page 33](#).

OPERATION

6. Remove bolt (A), lock washer, and flat washer.
7. Lower crop divider (B) and then lift to remove from endsheet.
8. Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

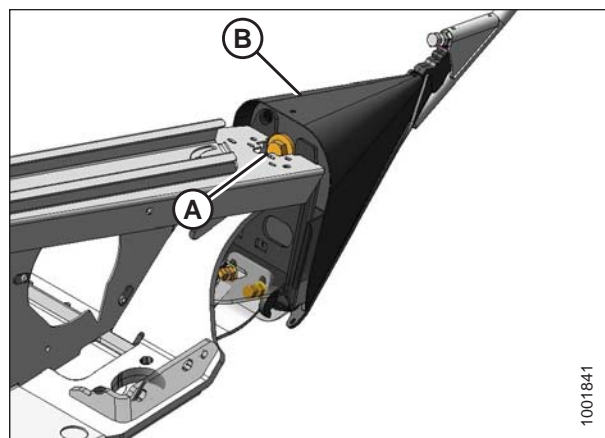


Figure 3.138: Crop Divider

Installing Crop Dividers with Latch Option onto Header

DANGER

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

1. Lower the reel fully. For instructions, refer to your combine operator's manual .
2. Raise the header. For instructions, refer to your combine operator's manual .
3. Shut down the engine, and remove the key from the ignition.
4. Engage the safety props. For instructions, refer to your combine operator's manual .
5. Open the endshield. For instructions, refer to [Closing Endshields, page 33](#).
6. Remove crop divider from storage location by lifting crop divider to disengage lugs (A) at lower end and then lowering it slightly to disengage pin (B) from endsheet.

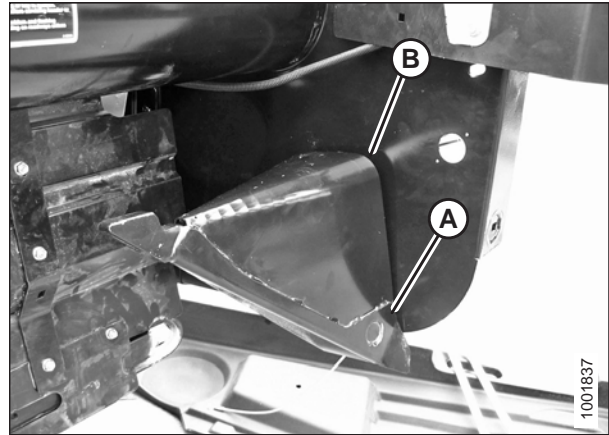


Figure 3.139: Stored Crop Divider

7. Position crop divider as shown by inserting lugs (A) into holes in endsheet.
8. Lift forward end of crop divider until pin (B) at top of crop divider engages and closes latch (C).
9. Push safety lever (D) downwards to lock pin into latch (C).

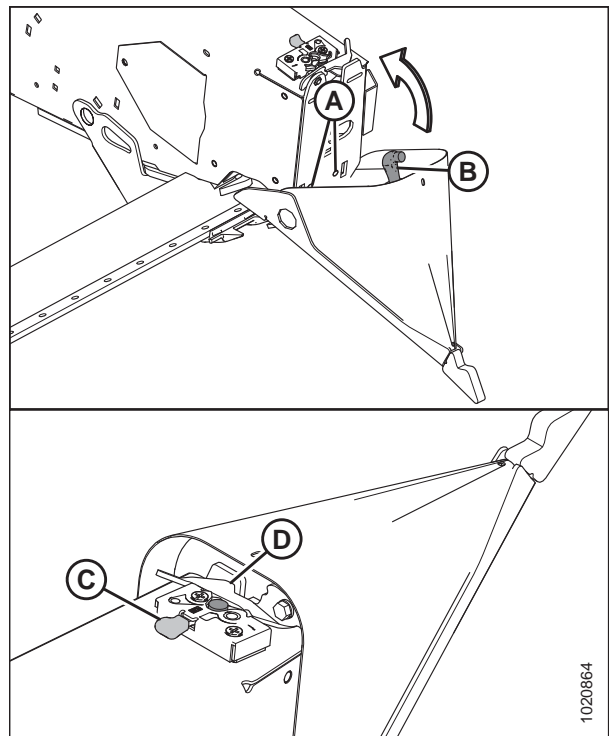


Figure 3.140: Crop Divider

OPERATION

10. Pull the tip of the crop divider to ensure there is no lateral movement. If necessary, adjust bolts (A) to tighten crop divider and eliminate lateral movement.
11. Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

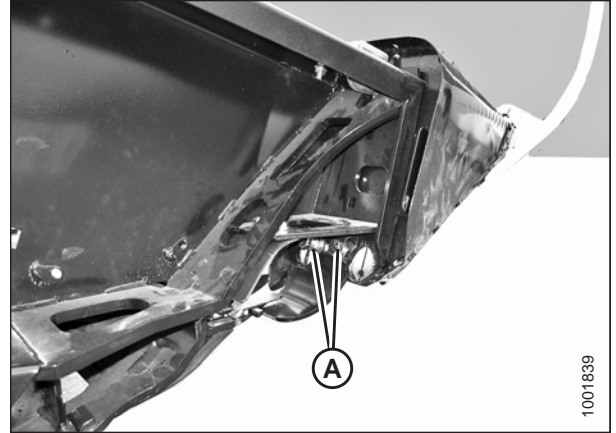


Figure 3.141: Crop Divider

Installing Crop Dividers without Latch Option onto Header

DANGER

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

1. Lower the reel fully. For instructions, refer to your combine operator's manual .
2. Raise the header. For instructions, refer to your combine operator's manual .
3. Shut down the engine, and remove the key from the ignition.
4. Engage the safety props. For instructions, refer to your combine operator's manual .
5. Open the endshield. For instructions, refer to [Closing Endshields, page 33](#).
6. Remove crop divider from storage location by lifting crop divider to disengage lugs (A) at lower end and then lowering it slightly to disengage pin (B) from endsheet.

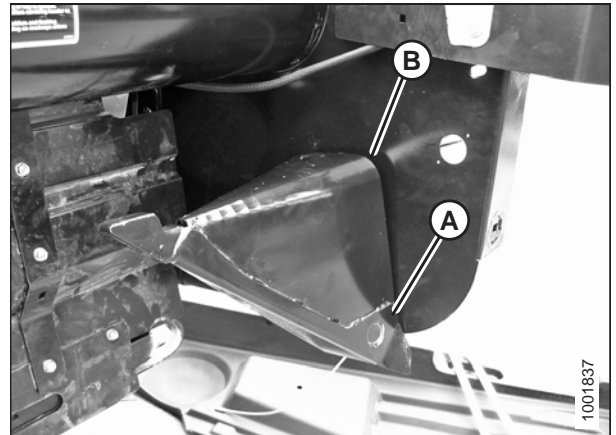


Figure 3.142: Stored Crop Divider

OPERATION

7. Position crop divider as shown by inserting lugs (A) into holes in endsheet.

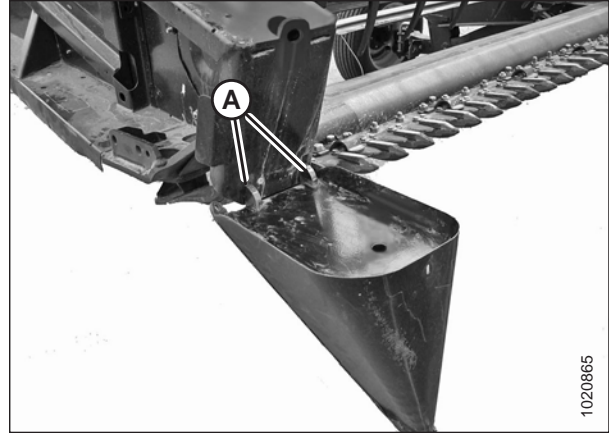


Figure 3.143: Crop Divider

8. Lift forward end of crop divider and install bolt (A) and special stepped washer (B) (step towards divider). Tighten bolt.
9. Pull the tip of the crop divider to ensure there is no lateral movement. If necessary, adjust bolts (C) to tighten crop divider and eliminate lateral movement.
10. Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

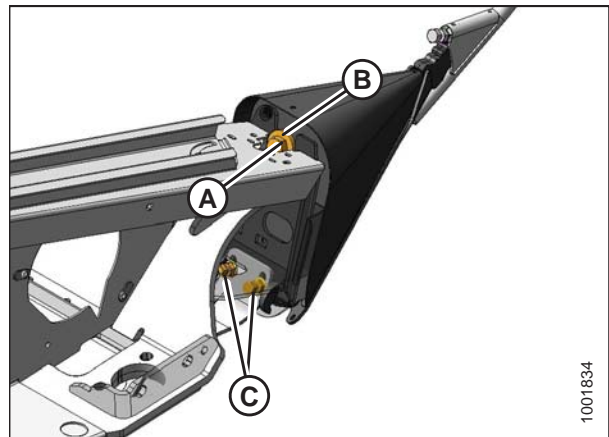


Figure 3.144: Crop Divider

3.7.14 Crop Divider Rods

Crop divider rods are used in conjunction with crop dividers. The removable crop divider rods are most useful when crop is bushy or down. In standing crops, using only crop dividers is recommended.

Table 3.19 Crop Divider Rods Recommended Use

With Divider Rods		Without Divider Rods
Alfalfa	Lodged cereal	Edible beans
Canola	Peas	Milo
Flax	Soybeans	Rice
Grass seed	Sudan grass	Soybeans
Lentils	Winter forage	Standing cereal

OPERATION

Removing Crop Divider Rods

1. Loosen bolt (A) and remove crop divider rod (B) from both sides of header.

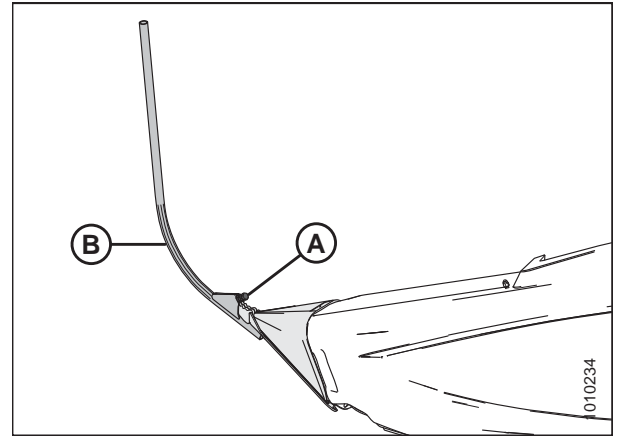


Figure 3.145: Crop Divider Rod

2. Store both crop divider rods (A) inboard on the right side endsheet.

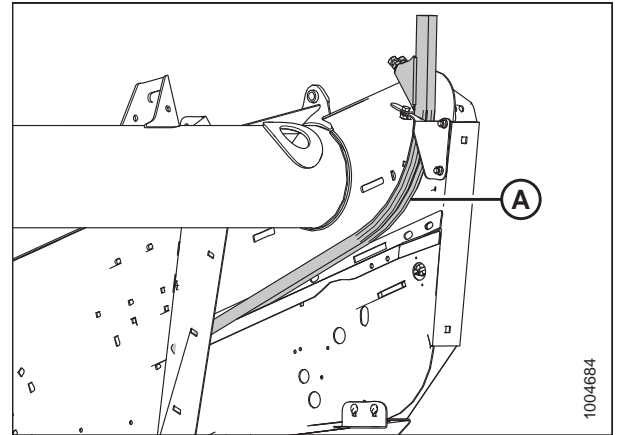


Figure 3.146: Right Side Endsheets

Installing Crop Divider Rods

1. Remove crop divider rods (A) from storage location on inboard of right side endsheet.

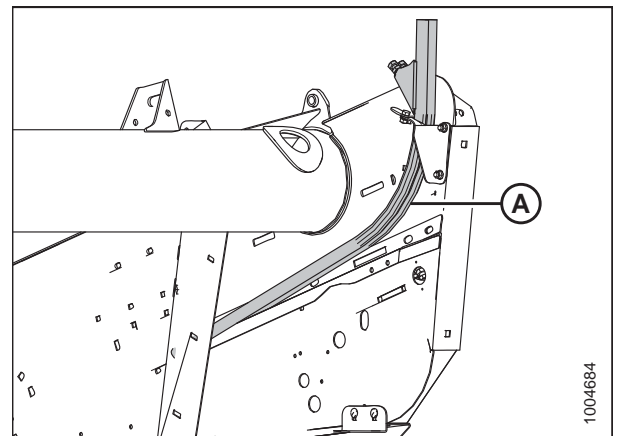


Figure 3.147: Right Side Endsheets

OPERATION

2. Position crop divider rod (B) on tip of crop divider as shown and tighten bolt (A).
3. Repeat procedure at opposite end of header.

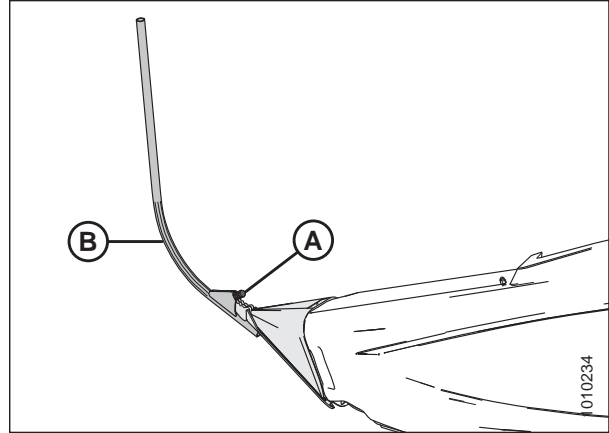


Figure 3.148: Divider Rod on Crop Divider

Rice Divider Rods

Optional rice divider rods provide improved performance in tall and tangled rice crops. The installation and removal procedures for these rods are the same as the installation and removal procedures for standard crop divider rods. Refer to [6.5.9 Rice Divider Rods, page 571](#).

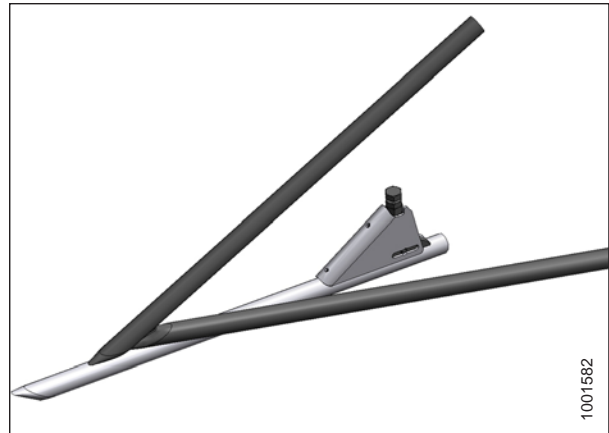


Figure 3.149: Divider Rod for Rice

3.7.15 Setting Auger Position

The auger position has two settings—floating and fixed. The factory setting is the floating position, and is recommended for most crop conditions.

DANGER

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

The auger float adjustment arms (A) are located at the bottom left and bottom right of the float module.

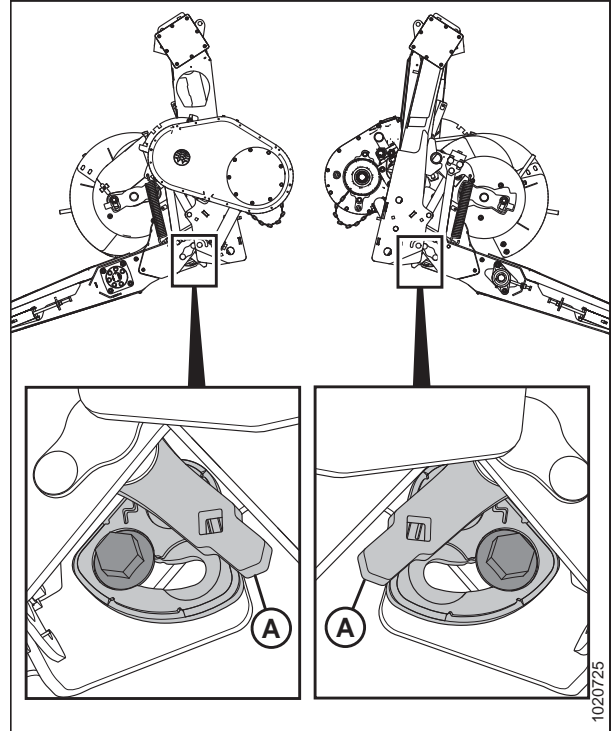


Figure 3.150: Auger Float Adjustment Arms

If bolt (A) is next to the floating symbol (B), the auger is in the floating position. If bolt (A) is next to the fixed symbol (C), the auger is in the fixed position.

CAUTION

Make sure left and right brackets are set to the same position; the two bolts (A) must be in the same location to prevent damage to the machine during operation.

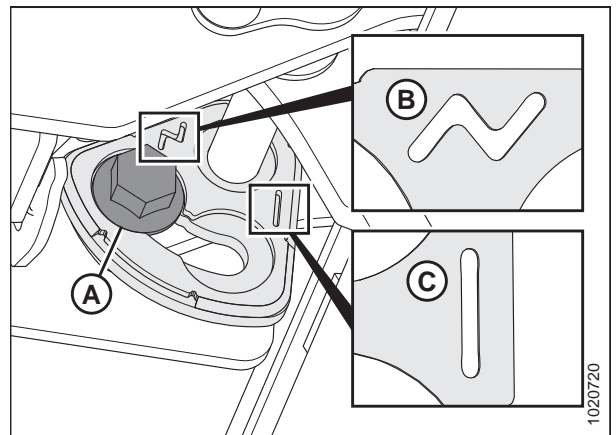


Figure 3.151: Auger Float Positions

OPERATION

To set the auger position, follow these steps:

1. Extend center-link to the steepest header angle.
2. Raise header to full height, and engage safety props.
3. Shut down the engine, and remove the key from the ignition.
4. Using a 21 mm wrench, loosen bolt (A) until the bolt head is clear of bracket (B).

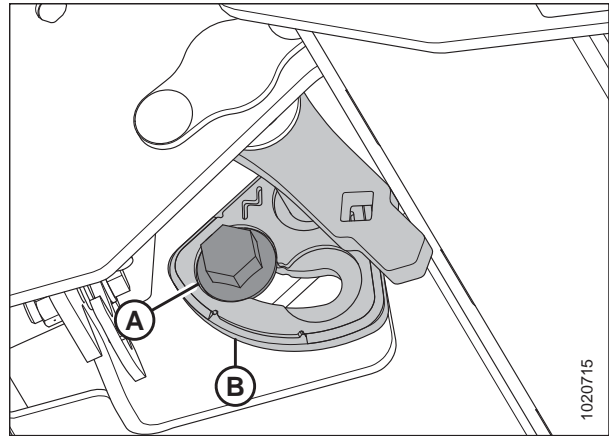


Figure 3.152: Left Auger Float Adjustment Arm

5. Using the same wrench, move arm (B) forward until bolt (A) is in the slot on bracket next to the fixed symbol (C). The arm can also be moved using a breaker bar in the square hole (D).

NOTE:

If changing the auger position from fixed to floating, move arm in opposite direction.

6. Tighten bolt (A) to 122 Nm (90 lbf·ft).

IMPORTANT:

Bolt (A) must be properly seated in recess on bracket before tightening bolt. If arm (B) can be moved after tightening bolt, then bolt (A) is not seated properly.

7. Repeat on opposite side.

IMPORTANT:

Bolt (A) on each side of the float module must be in the same position to prevent damage to the machine during operation.

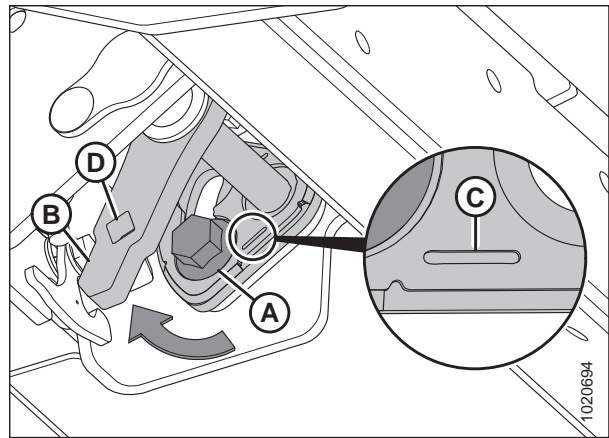


Figure 3.153: Left Auger Float Adjustment Arm

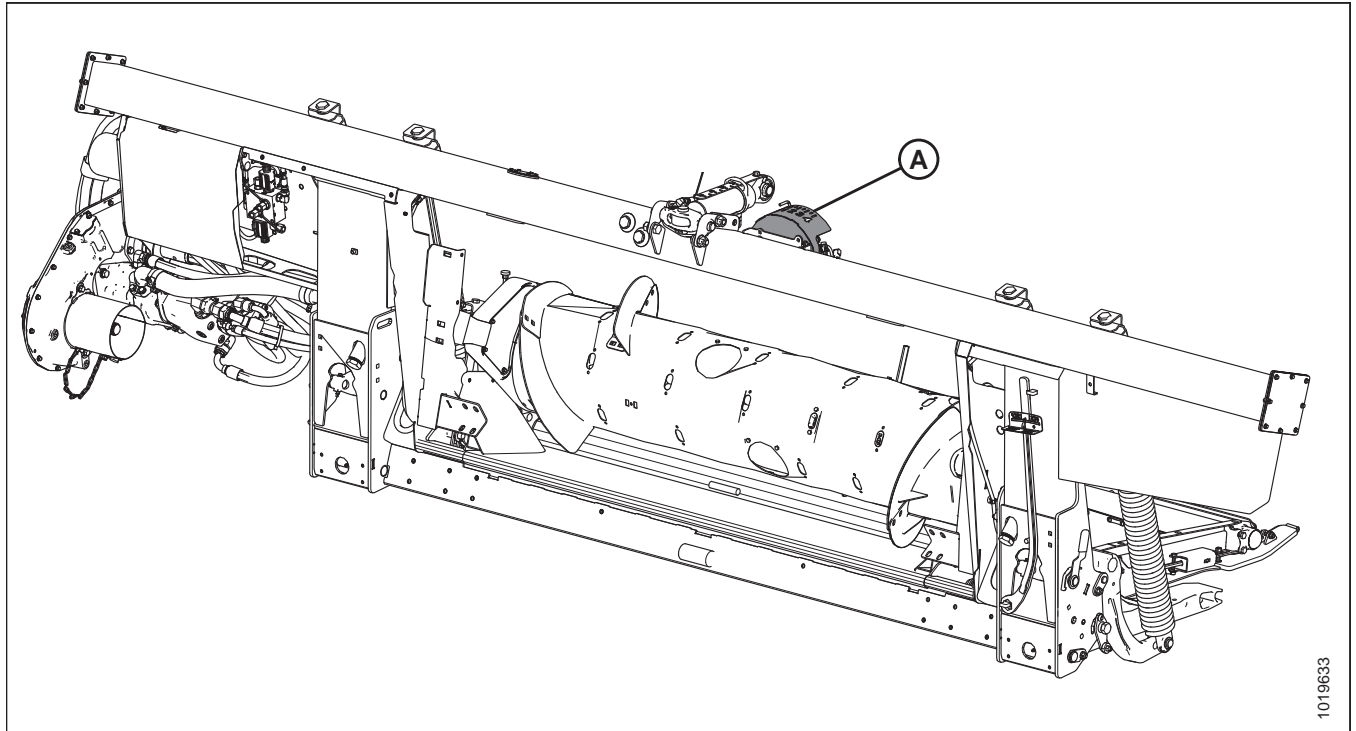
3.8 Auto Header Height Control

MacDon's auto header height control (AHHC) feature works in conjunction with the AHHC option available on certain combine models.

A sensor is installed in float indicator box (A) on the FM100 Float Module. This sensor sends a signal to the combine allowing it to maintain a consistent cutting height and an optimum float as the header follows ground contours. A two-sensor system is also available as an optional kit.

For more information, refer to [6 Options and Attachments, page 557](#).

Figure 3.154: FM100 Float Module



FM100 Float Modules are factory-equipped for AHHC; however, before using the AHHC feature, you must do the following:

1. Ensure that the AHHC sensor's output voltage range is appropriate for the combine. For more information, refer to [3.8.3 Sensor Output Voltage Range – Combine Requirements, page 125](#).
2. Prepare the combine to use the AHHC feature (applies only to some combine models—refer to the following instructions for your combine).
3. Calibrate the AHHC system so that the combine can correctly interpret data from the height sensor on the float module (refer to the following instructions for your combine).

NOTE:

Once calibration is complete, you are ready to use the AHHC feature in the field. Individual combine settings can improve AHHC performance (refer to your combine instruction manual).

OPERATION

Refer to the following instructions for your specific combine model:

- [3.8.4 AGCO IDEAL™ Series Combines, page 140](#)
- [3.8.5 Case IH 5088/6088/7088 Combines, page 153](#)
- [3.8.7 Case IH 7010/8010, 120, 230, 240, and 250 Series Combines, page 163](#)
- [3.8.8 Challenger and Massey Ferguson 6 and 7 Series Combines, page 179](#)
- [3.8.9 CLAAS 500 Series Combines, page 187](#)
- [3.8.10 CLAAS 600 and 700 Series Combines, page 196](#)
- [3.8.11 Gleaner R65/R66/R75/R76 and S Series Combines, page 206](#)
- [3.8.12 Gleaner S9 Series Combines, page 214](#)
- [3.8.13 John Deere 60 Series Combines, page 228](#)
- [3.8.14 John Deere 70 Series Combines, page 234](#)
- [3.8.15 John Deere S and T Series Combines, page 241](#)
- [3.8.17 New Holland Combines – CR/CX Series, Pre-2015 Model Year, page 271](#)
- [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#)

3.8.1 Sensor Operation

The position sensors supplied with the auto header height control (AHHC) system are hall-effect sensors. Normal operating signal voltages for the sensors fall between 10% (0.5 VDC) and 90% (4.5 VDC). An increase in sensor voltage correlates to a decrease in ground pressure, or if you are cutting off the ground on gauge wheels increase in the header cut height.

Sensor errors result in a 0 V signal, indicating a faulty sensor, incorrect supply voltage, or a damaged wiring harness.

3.8.2 Troubleshooting Auto Header Height / Float Indicator

Use the following tables to determine the recommended repair procedure.

Problem	Solution	Refer to
Symptom: Float indicator not moving		
Cable is frayed	Replace Cable	See your MacDon Dealer
Excessive material built up inside float indicator / auto header height frame	Clean out material	—
Cable fell off of pulley	Check pulley and replace it if necessary	—
Rubber sheath came off of cable and gets caught on the pulley	Install cable ties around the rubber sheath and cable to secure it	—
Spring seized from corrosion	Replace spring	—
Cotter pin breaks and pin spins	Replace cotter pin	—
Voltage range too low or high	Adjust voltage range	3.8.3 Sensor Output Voltage Range – Combine Requirements, page 125
Faulty sensor	Replace sensor	Replacing the Auto Header Height Control Sensor – One-Sensor System, page 135

3.8.3 Sensor Output Voltage Range – Combine Requirements

The auto header height control (AHHC) sensor output must be within a specific voltage range for each combine, or the AHHC feature will not work properly.

Table 3.20 Combine Voltage Limits

Combine	Low Voltage Limit	High Voltage Limit	Range (Difference between High and Low Limits)
AGCO IDEAL™ Series	0.5 V	4.5 V	2.5 V
Case IH 5088/6088/7088, 5130/6130/7130, 7010/8010, 7120/8120/9120, 7230/8230/9230, and 7240/8240/9240	0.5 V	4.5 V	2.5 V
Case IH 2588/2577	2.8 V	7.2 V	4.0 V
Challenger, Gleaner A, Massey Ferguson, and IDEAL Series	0.5 V	4.5 V	2.5 V
CLAAS 500/600/700 Series	0.5 V	4.5 V	2.5 V
Gleaner R and S Series	0.5 V	4.5 V	2.5 V
John Deere 60, 70, S, and T Series	0.5 V	4.5 V	2.5 V
New Holland CR/CX - 5 V system	0.7 V	4.3 V	2.5 V
New Holland CR/CX - 10 V system	2.8 V	7.2 V	4.1–4.4 V

NOTE:
Some combine models do not support checking sensor output voltage from the cab (early Case 23/2588 series, CLAAS 500/600/700 Series). For these models, check output voltage manually. Refer to [Manually Checking Voltage Range – One-Sensor System, page 126](#) or [Manually Checking Voltage Range – Two-Sensor System, page 128](#).

10 Volt Adapter (MD #B6421) – New Holland Combines Only

New Holland combines with a 10 V system require the 10 V adapter (A) (MD #B6421) for proper calibration of the auto header height control (AHHC) feature.

If a 10 V New Holland combine does not have the adapter installed, the AHHC output will always read 0 V, regardless of sensor position.

NOTE:

A 10 V adapter is not available for the optional two-sensor system.

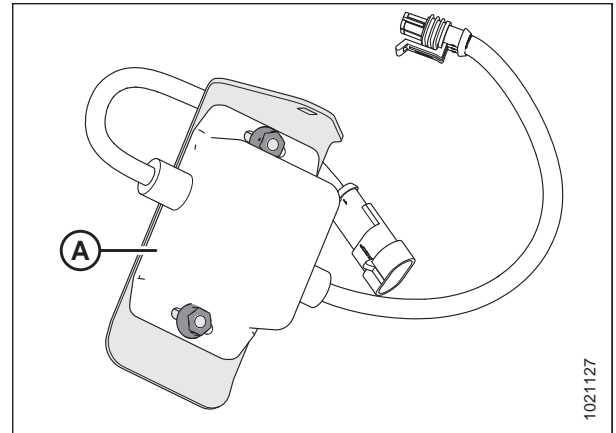


Figure 3.155: 10 V Adapter (MD #B6421)

OPERATION

Use a voltmeter to measure the voltage between Pin 1 (power) and Pin 2 (ground) wires at the AHHC sensor (A). This will determine whether the combine has a 5 V system or a 10 V system.

NOTE:

The combine key must be in the ON position, but the engine does not need to be running.

The three possible voltage readings are as follows:

- 0 V – combine key is in OFF position, or there is a faulty harness/bad connection
- 5 V – standard combine reading
- 10 V – 10 V combine reading; adapter (MD #B6421) is required

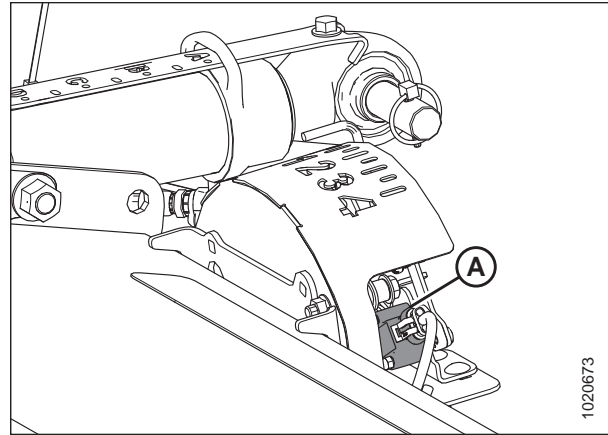


Figure 3.156: Float Indicator Box

Manually Checking Voltage Range – One-Sensor System

The one-sensor system is standard for the FM100 Float Module. If equipped with the optional two-sensor system, refer to [Manually Checking Voltage Range – Two-Sensor System, page 128](#).

The output voltage range of the auto header height control (AHHC) sensors in some combines can be checked from the cab. For instructions, refer to your combine operator's manual or the AHHC instructions later in this document.

To manually check the sensor's output voltage range, follow these steps:

1. Extend guard angle fully; the header angle indicator should be at **D**.
2. Position the header 150 mm (6 in.) above the ground, and unlock the float.
3. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is **NOT** on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the AHHC system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

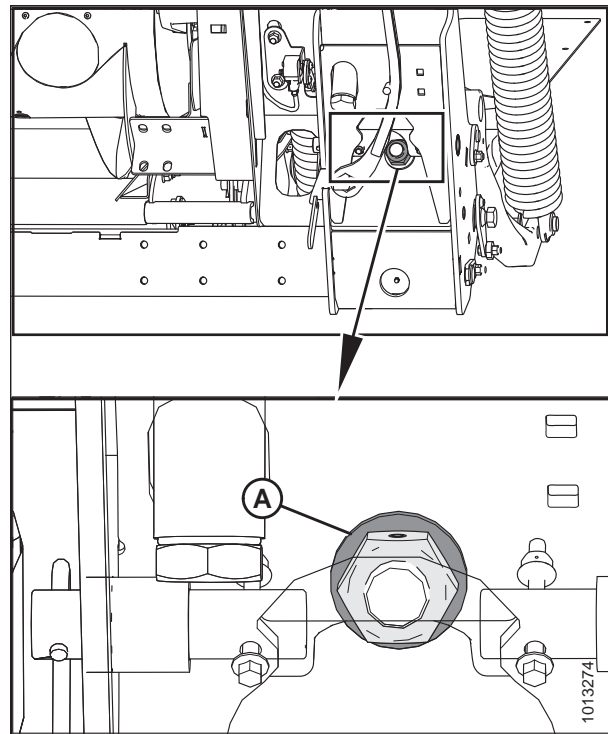


Figure 3.157: Down Stop Washer

OPERATION

4. Locate linkage assembly (A). Verify that dimension (B) is set to 55 mm (2 3/16 in.). If it is not, adjust linkage (A).

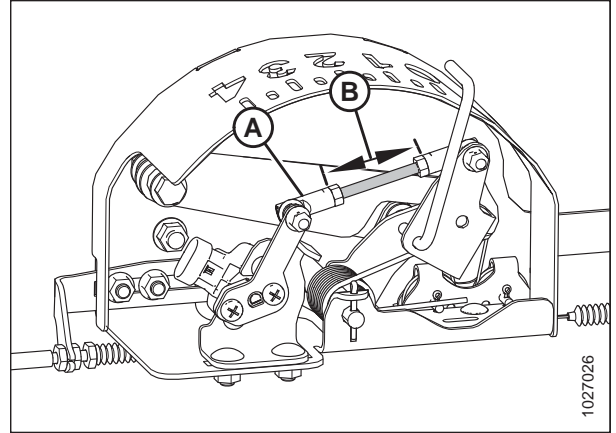


Figure 3.158: Float Indicator Box

5. Adjust cable take-up bracket (B) (if necessary) until the float indicator pointer (A) is on 0.

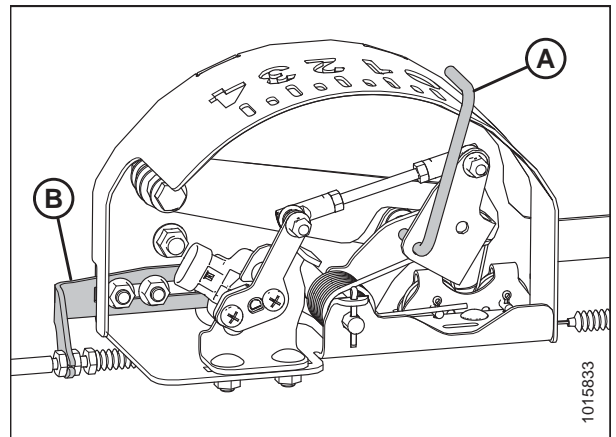


Figure 3.159: Float Indicator Box

6. Use a voltmeter (A) to measure the voltage between the ground (Pin 2) and signal (Pin 3) wires at the AHHC sensor in the float indicator box. Ensure it is at the high voltage limit for the combine. Refer to Table 3.20, page 125.

NOTE:

The wiring harness connector must be attached to the sensor. Do **NOT** disconnect it.

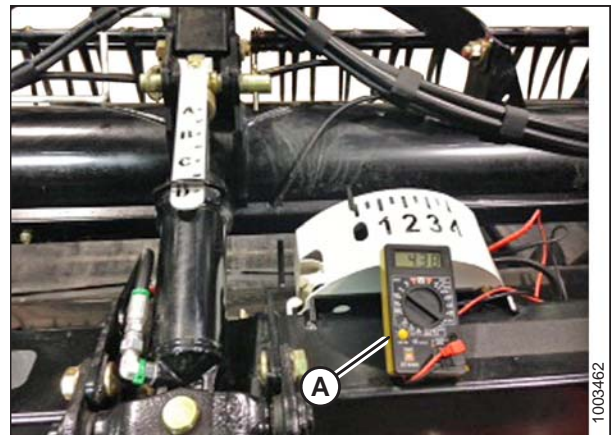


Figure 3.160: Measuring Voltage at Float Indicator Box

OPERATION

7. Fully lower the combine feeder house, and float the header up off the down stops (float indicator should be at **4**, and the float module should be fully separated from the header).

NOTE:

You may need to hold the HEADER DOWN switch for a few seconds to ensure the feeder house is fully lowered.

8. Use a voltmeter (A) to measure the voltage between the ground and signal wires at the AHHC sensor in the float indicator box. It should be at the low voltage limit for the combine. Refer to Table 3.20, page 125.

NOTE:

The wiring harness connector must be attached to the sensor. Do **NOT** disconnect it.

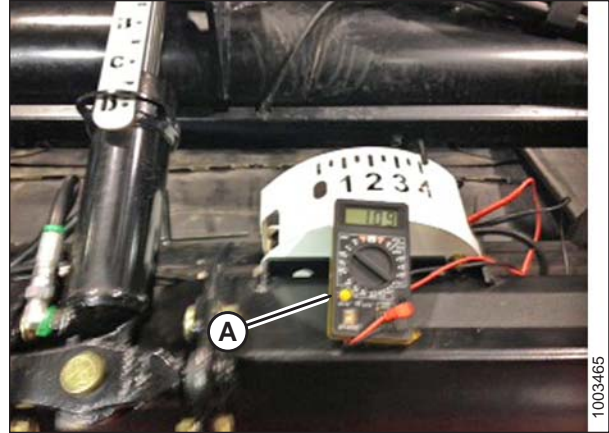


Figure 3.161: Measuring Voltage at Float Indicator Box

9. If the sensor voltage is not within the low and high limits, or if the range between the low and high limits is insufficient, adjust the voltage limits. Refer to *Adjusting Voltage Limits – One-Sensor System*, page 131.

Manually Checking Voltage Range – Two-Sensor System

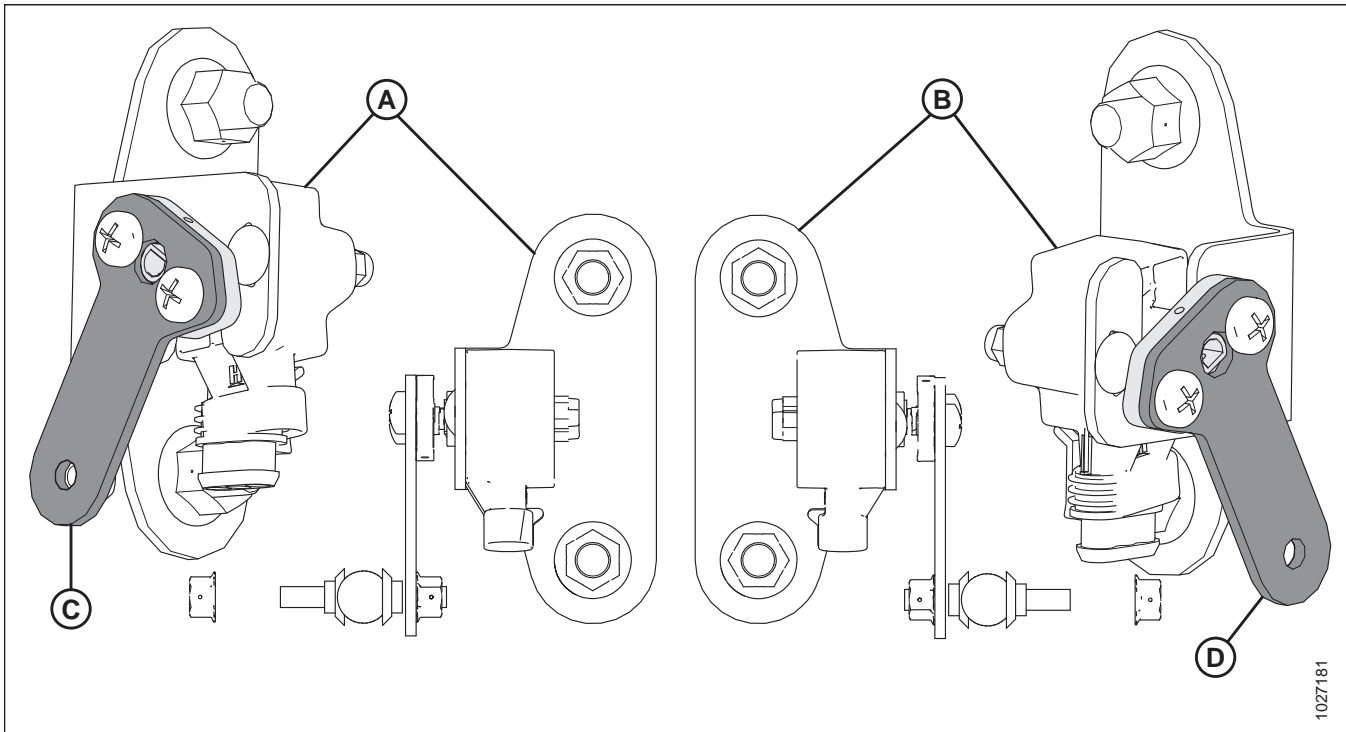
FM100 Float Modules equipped with the optional two-sensor system have a left and right sensor located on the back frame of the float module.



WARNING

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

Figure 3.162: Sensor Orientation



A - Left Sensor

B - Right Sensor

OPERATION

1. Before adjusting the sensors, verify the sensor arms are properly installed on the sensors.
 - Left Sensor (A): The **point** on the arm of the sensor should face **away** from the header. The point on the float sensor arm (C) should be installed in the same direction, facing away from the header.
 - Right Sensor (B): The **point** on the arm of the sensor should face **away** from the header. The point on the float sensor arm (D) should be installed in the same direction, facing away from the header.

To manually check the sensor's output voltage range, follow these steps:

2. Extend guard angle fully; the header angle indicator should be at **D**.
3. Position the header 150 mm (6 in.) above the ground, and unlock the float.
4. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the AHHC system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

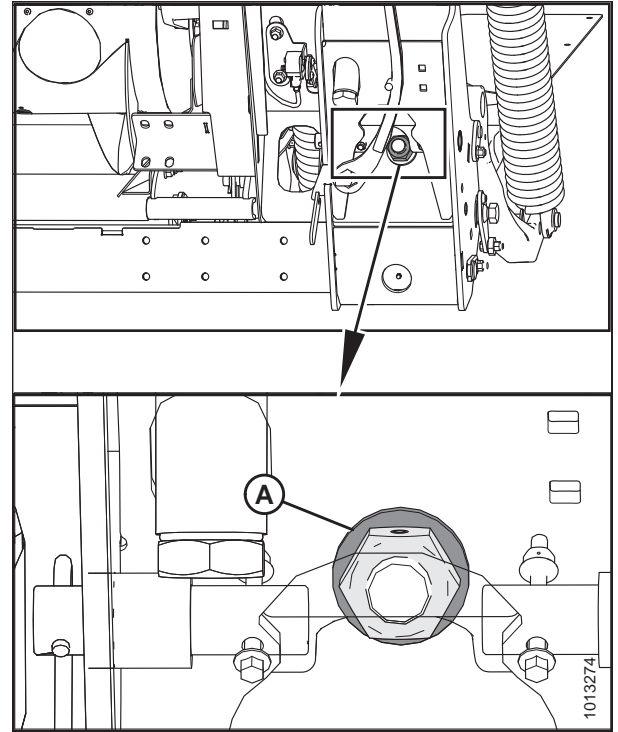


Figure 3.163: Down Stop Washer

5. Locate linkage assembly (A). Verify that dimension (B) is set to 55 mm (2 3/16 in.). If it is not, adjust linkage (A).

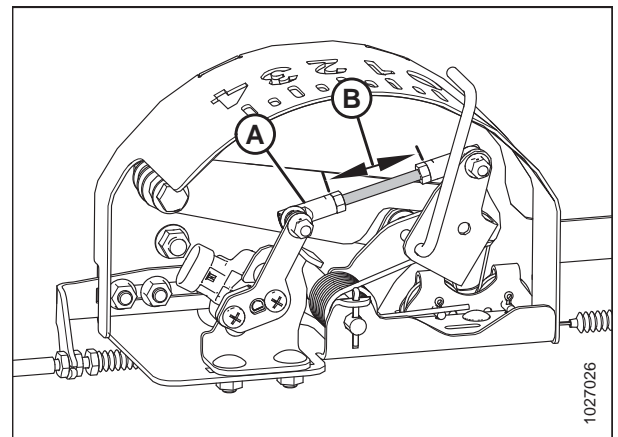


Figure 3.164: Float Indicator Box

OPERATION

- Adjust cable take-up bracket (B) (if necessary) until pointer (A) on the float indicator is on **0**.

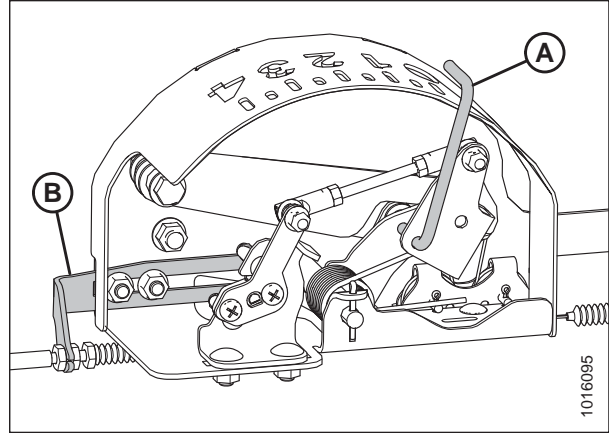


Figure 3.165: Float Indicator Box

- Use a voltmeter to measure the voltage between the ground (Pin 2) and signal (Pin 3) wires of AHHC sensor (A) at the back of the float module side frame. Ensure it is at the high voltage limit for the combine. Refer to Table 3.20, page 125.

NOTE:

The wiring harness connector must be attached to the sensor. Do **NOT** disconnect it.

- Repeat at the opposite side.

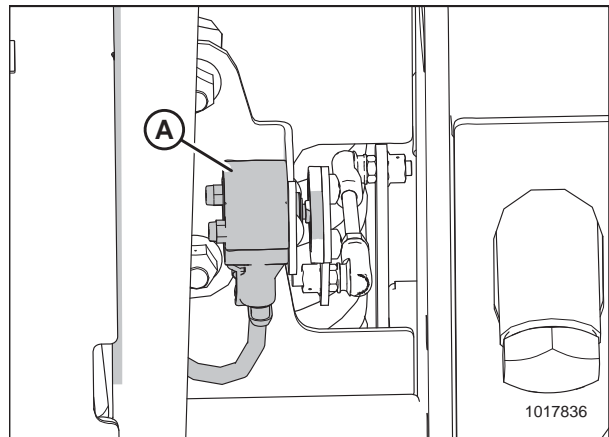


Figure 3.166: Optional Two-Sensor Kit – Right Sensor

- Fully lower the combine feeder house, and float the header up off the down stops (float indicator [A] should be at **4**, and the float module should be fully separated from the header).

NOTE:

You may need to hold the HEADER DOWN switch for a few seconds to ensure the feeder house is fully lowered.

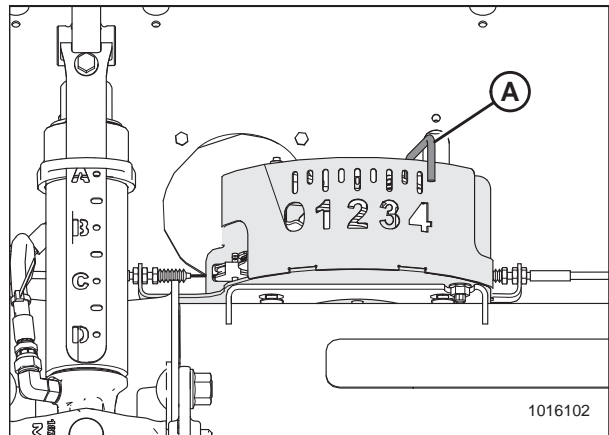


Figure 3.167: Float Indicator Box

10. Using a voltmeter, measure the voltage between the ground (Pin 2) and signal (Pin 3) wires of AHHC sensor (A) at the back of the side frame. Ensure it is at the low voltage limit for the combine. Refer to Table 3.20, page 125.

NOTE:

The wiring harness connector must be attached to the sensor. Do **NOT** disconnect it.

11. If the sensor voltage is not within the low and high limits, or if the range between the low and high limits is insufficient, adjust the voltage limits. For instructions, refer to *Adjusting Voltage Limits – Two-Sensor System*, page 132.
12. Repeat at the opposite side.

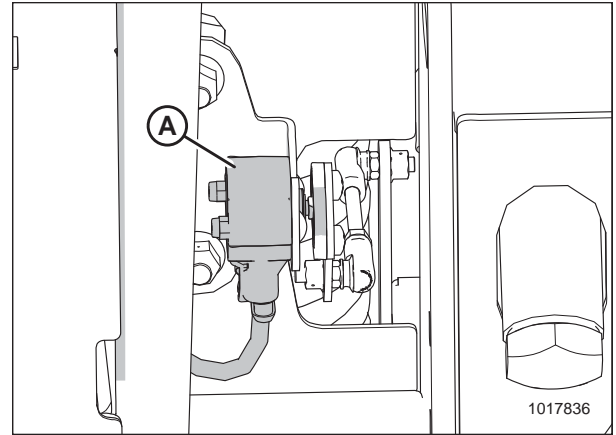


Figure 3.168: Optional Two-Sensor Kit – Right Sensor

Adjusting Voltage Limits – One-Sensor System

Follow this procedure if you have checked the voltage range (either manually or from the cab) and found that the sensor voltage is not within the low and high limits, or that the range between the low and high limits is insufficient.



WARNING

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

1. Follow these steps to adjust the high voltage limit:
 - a. Extend guard angle fully; the header angle indicator should be at **D**.
 - b. Position header 152–254 mm (6–10 in.) above the ground; the float indicator should be at **0**.
 - c. Check the high voltage limit using the combine display or a voltmeter. Refer to Table 3.20, page 125.
 - d. Loosen sensor-mounting nuts (A).
 - e. Slide sensor support (B) to the right to increase high voltage limit or to the left to decrease it.
 - f. Tighten sensor-mounting nuts (A).

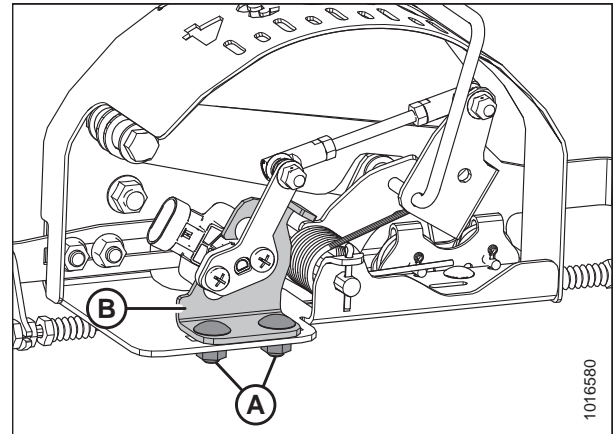


Figure 3.169: AHHC Sensor Assembly

OPERATION

2. Follow these steps to adjust the low voltage limit:
 - a. Extend guard angle fully; the header angle indicator should be at **D**.
 - b. Fully lower header on the ground; the float indicator should be at **4**.
 - c. Check the low voltage limit using the combine display or voltmeter. Refer to Table 3.20, page 125.
 - d. Loosen sensor-mounting nuts (A).
 - e. Rotate sensor (B) clockwise to increase low voltage limit or counterclockwise to decrease it.
 - f. Tighten sensor-mounting nuts (A).
3. After making adjustments, recheck both the upper and lower voltage limits to make sure they are within the required range according to Table 3.20, page 125.

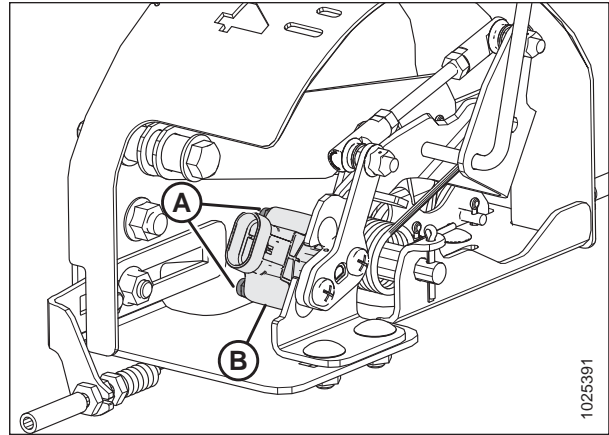


Figure 3.170: AHHC Sensor Assembly

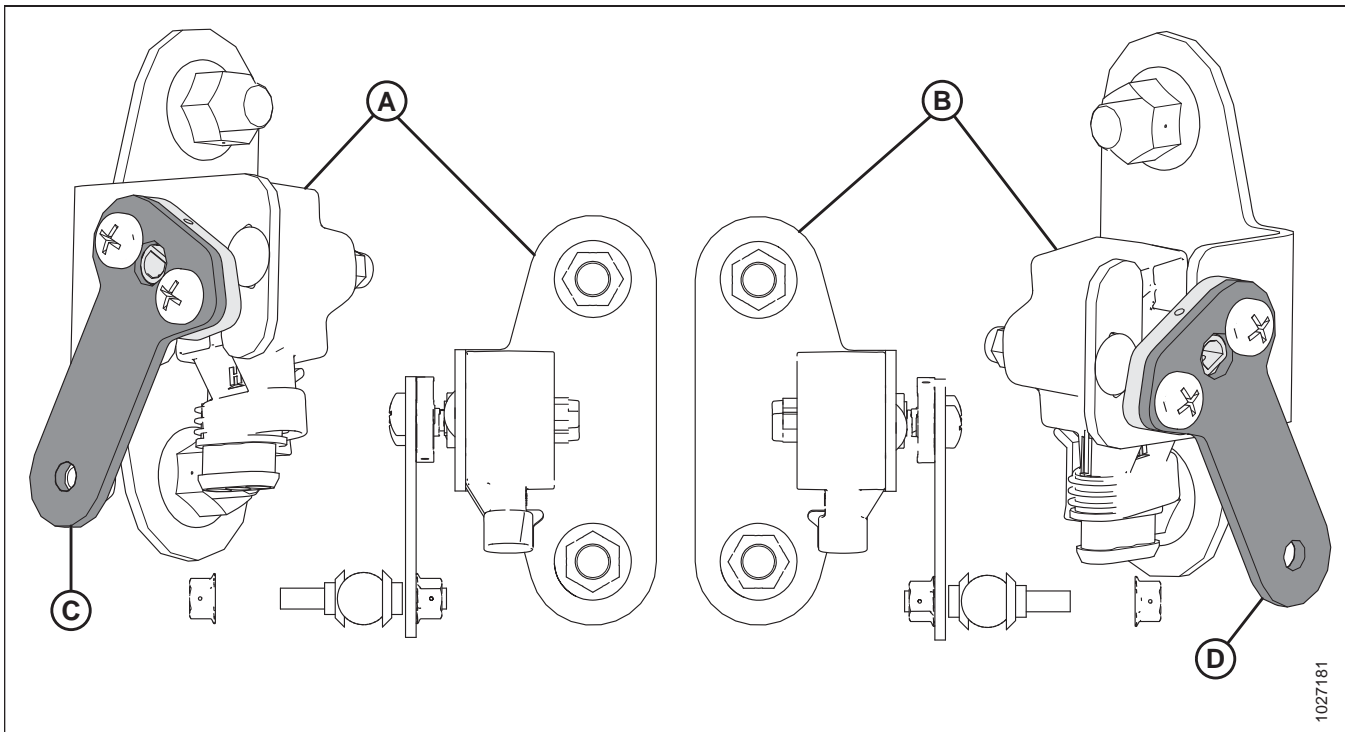
Adjusting Voltage Limits – Two-Sensor System



WARNING

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

Figure 3.171: Sensor Orientation



A - Left Sensor

B - Right Sensor

1. Before adjusting the sensors, verify the sensor arms are properly installed on the sensors.
 - Left Sensor (A): The **point** on the arm of the sensor should face **away** from the header. The point on the float sensor arm (C) should be installed in the same direction, facing away from the header.

OPERATION

- Right Sensor (B): The **point** on the arm of the sensor should face **away** from the header. The point on the float sensor arm (D) should be installed in the same direction, facing away from the header.

Follow these steps to adjust the left sensor voltage:

2. Extend guard angle fully; the header angle indicator should be at **D**.
3. Position header 150–254 mm (6–10 in.) above the ground; the float indicator should be at **0**.
4. Loosen sensor-mounting nuts (A).
5. Check that the left sensor is at the correct high voltage limit.
6. Rotate sensor (B) counterclockwise to lower the voltage. Rotate sensor clockwise to raise the voltage.
7. Tighten sensor-mounting nuts (A).

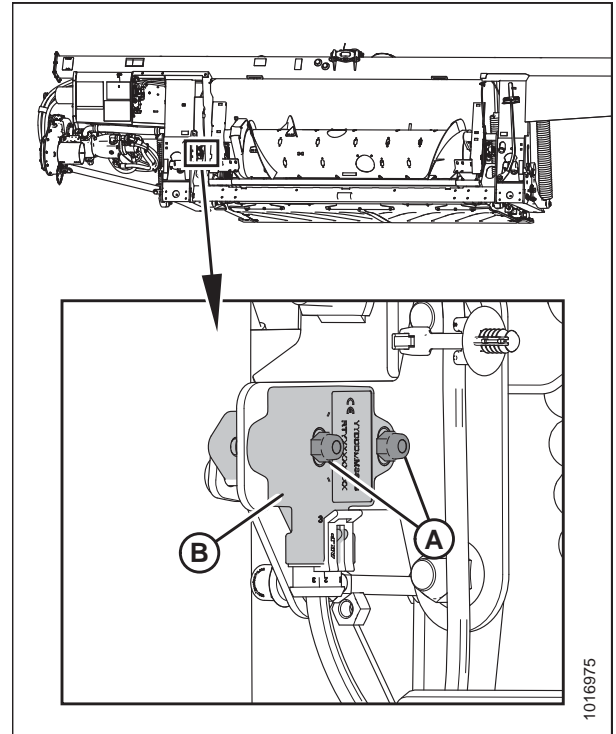


Figure 3.172: Optional Two-Sensor Kit – Left Sensor

Follow these steps to adjust the right sensor voltage:

8. Extend guard angle fully; the header angle indicator should be at **D**.
9. Position header 150–254 mm (6–10 in.) above the ground; the float indicator should be at **0**.

OPERATION

10. Loosen sensor mounting nuts (A).
11. Rotate sensor (B) clockwise to lower the voltage. Rotate sensor counterclockwise to raise the voltage.
12. Check that the right sensor is at the correct high voltage limit.
13. Tighten sensor mounting nuts (A).

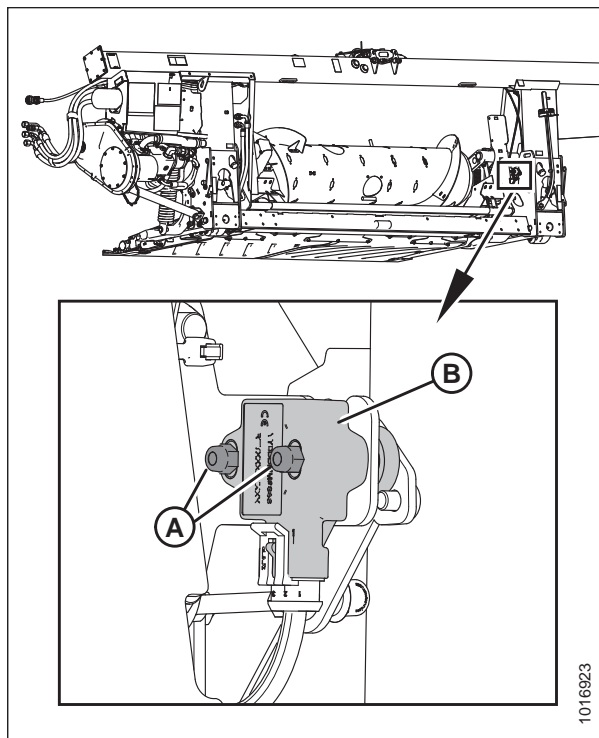


Figure 3.173: Optional Two-Sensor Kit – Right Sensor

14. Fully lower the header; float indicator (A) should be at 4.
15. Check that both sensors are at the correct low voltage limit.

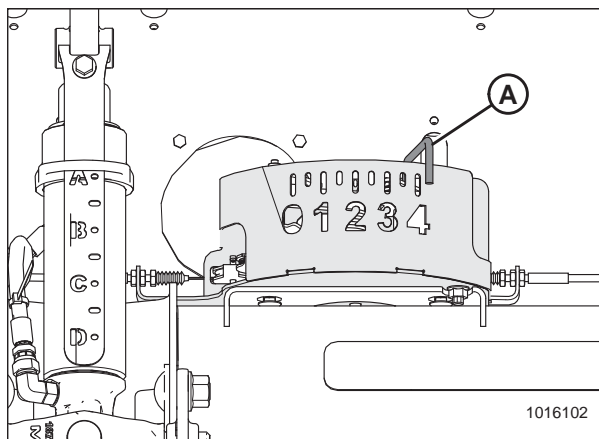


Figure 3.174: Float Indicator Box

Replacing the Auto Header Height Control Sensor – One-Sensor System

WARNING

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

1. Disconnect wiring harness (A) from existing sensor (B).
2. Remove the two screws (C) that secure sensor (B) to sensor arm (D).

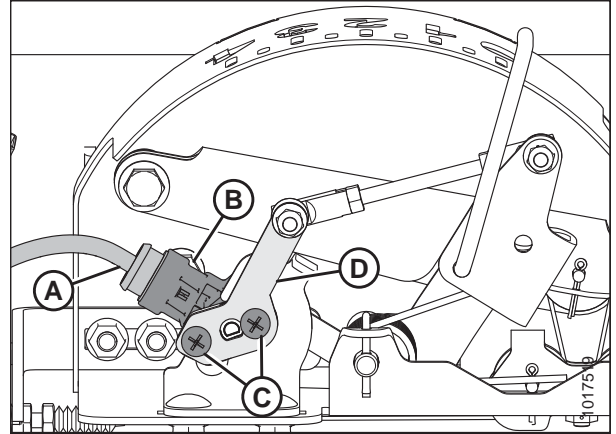


Figure 3.175: AHHC Sensor

3. Swing sensor arm (A) upwards to gain access to two bolts (B) securing sensor (C) to bracket (D).
4. Remove two bolts and nuts (B) that secure sensor (C) to bracket (D).
5. Pull sensor (C) away from bracket (D).

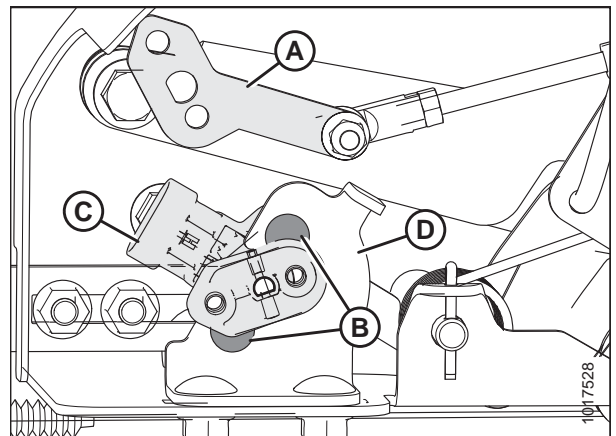


Figure 3.176: AHHC Sensor

IMPORTANT:

To avoid damaging the new sensor, install sensor as follows:

6. Position new sensor (A) on bracket (B).
7. Secure with two bolts (C) and nuts (D).

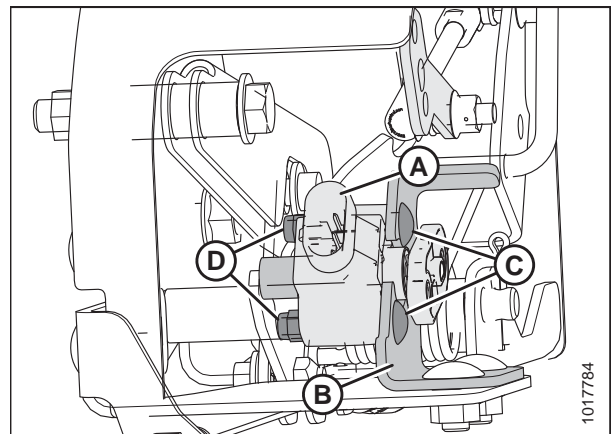


Figure 3.177: AHHC Sensor

OPERATION

8. Attach sensor arm (A) to sensor (B) and secure with two screws (C).
9. Reconnect the wiring harness to plug (B) on the sensor.
10. Check the voltage range of the new sensor, and adjust if necessary. Refer to:
 - [Manually Checking Voltage Range – One-Sensor System, page 126](#)
 - [Adjusting Voltage Limits – One-Sensor System, page 131](#)

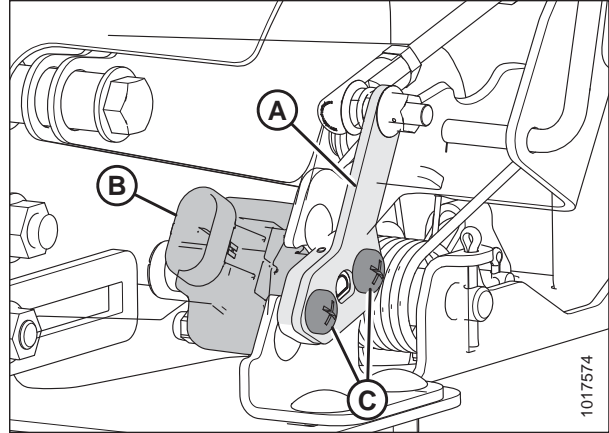


Figure 3.178: AHC Sensor

Replacing Float Indicator Cable

If the float indicator cable is damaged, replace it following these instructions. You will need to order one float indicator cable (MD #187658) from your MacDon Dealer.

NOTE:

Some parts have been removed for illustration purposes.

1. On the left front side of the float module, remove nut, washer, and bolt (A) securing the cable eye on the end of float indicator cable (B) to the float lever. Retain hardware for reinstallation.
2. Loosen jam nuts (C) on float indicator cable (B), and then disconnect the cable from cable stop support (D).
3. Repeat steps on right front side of the float module.

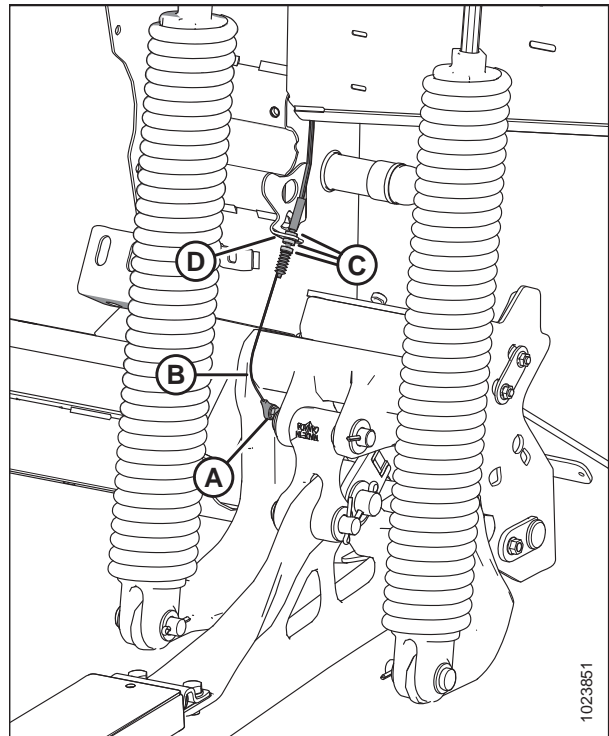


Figure 3.179: Left Front Side of Float Adapter – Right Front Side is Opposite

OPERATION

4. Loosen jam nuts (A) securing float indicator cable (B) to both sides of the float indicator bottom support, and then disconnect the cable from the support.
5. Float indicator cable (B) is routed around three pulleys (C) in the float indicator box. Remove the cable and discard.

NOTE:

Pulleys are hidden by other parts in the illustration. Their approximate location is identified.

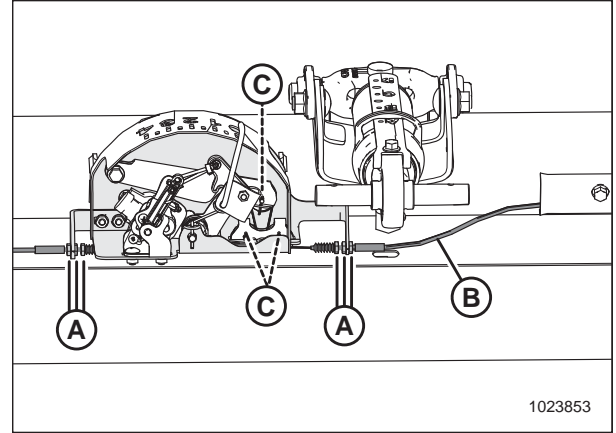
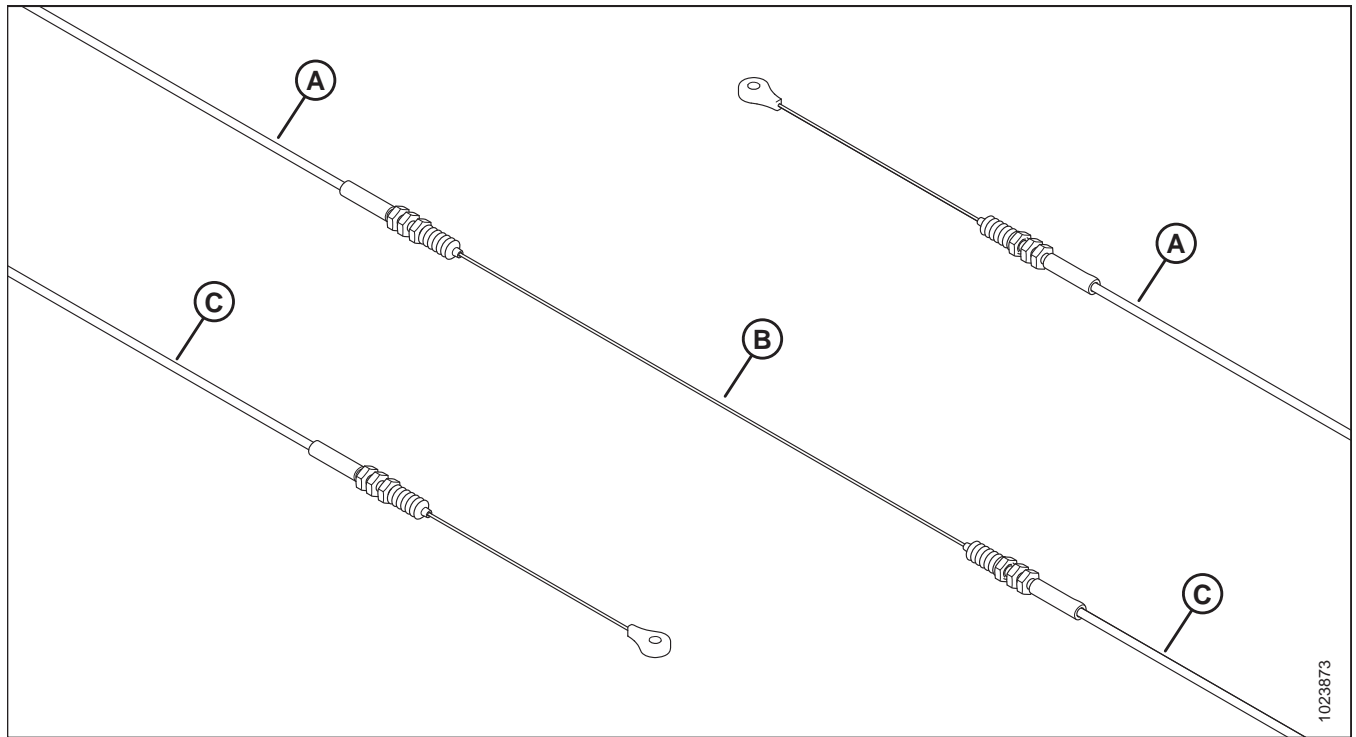


Figure 3.180: Float Indicator Box

6. Examine the new float indicator cable (MD #187658). You will see that it is divided into sections. The longer covered section (A) should be installed on the left side of the float module, the middle uncovered section (B) should be installed in the float indicator box, and the shorter covered section (C) should be installed on the right side of the float module. Installation instructions are provided in the following steps.

Figure 3.181: Float Indicator Cable



A - Longer Covered Cable Section
1788–1800 mm (70 3/8–70 7/8 in.)

B - Uncovered Middle Cable Section

C - Shorter Covered Cable Section
1352–1364 mm (53 1/4–53 11/16 in.)

OPERATION

7. With the longer end of the new float indicator cable on the left, loop the middle section of cable (A) (the section in between the innermost boot seals and jam nuts) around the three pulleys in the float indicator box as shown at right.

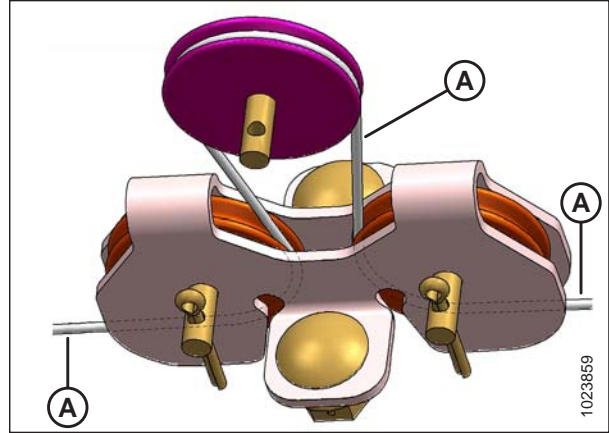


Figure 3.182: Cable Routing around Pulleys

8. Secure the left side of the new float indicator cable (A) to the left side of the float indicator bottom support as follows:
 - a. On float indicator cable (A), jam nuts and boot seals are positioned in four locations. Select the second location from the left.
 - b. Remove boot seal (B), and slide cable (A) through the slot on the left side of the float indicator bottom support (C).
 - c. Insert the threaded end of cable housing (D) into the hole in support (C), and then thread boot seal (B) onto the housing.
 - d. Tighten jam nuts (E).

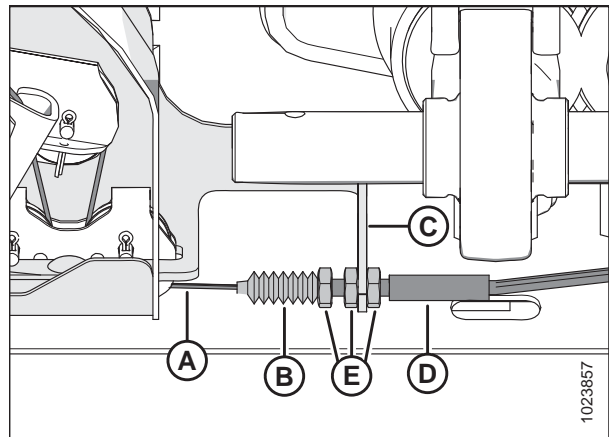


Figure 3.183: Float Indicator Cable Secured to Left Side of the Float Indicator Bottom Support – Right Side is Opposite

9. Route the left end of the new float indicator cable (A) through hose holder (B), behind gussets (C) at the top of the inboard float spring, through hole (D) into the float module hydraulic/electrical enclosure, and then back through hole (E) in the bottom of the float module hydraulic/electrical enclosure to the front side of the float module.

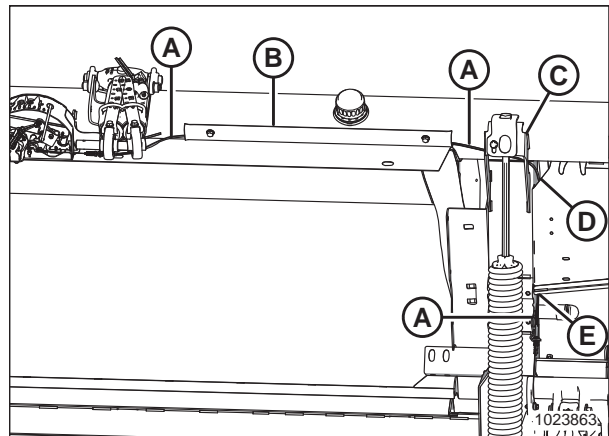


Figure 3.184: Cable Routing on Left Side of Float Module

OPERATION

10. Slide new float indicator cable (B) through the slot in the cable stop support (D), and secure in place with the cable boot seal and jam nuts (C).
11. Secure the cable eye on the end of float indicator cable (B) to the float lever with the nut, washer, and bolt (A) retained from Step 1, page 136. The washer goes between the cable eye and the bolt.
12. Torque nut to 8.6 Nm (76 lbf·in.).

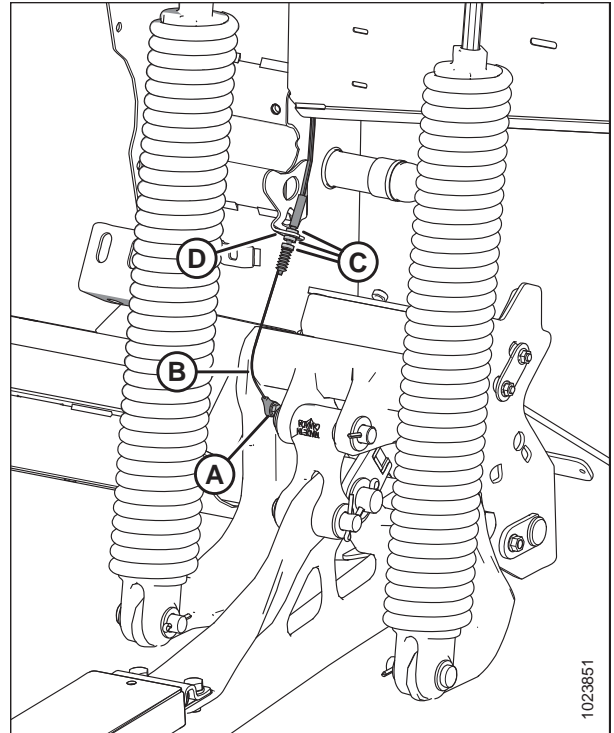


Figure 3.185: Left Front Side of Float Module – Right Front Side is Opposite

13. Route the right end of the new float indicator cable (A) along top angle (B), behind gussets (C) at the top of the inboard float spring, and then down the side of the float module frame.
14. Slide new float indicator cable (A) through the slot in the cable stop support (D), and secure in place with the cable boot and jam nuts (E).
15. Secure the cable eye on the end of float indicator cable (A) to the float lever with the nut, washer, and bolt retained from Step 1, page 136. The washer goes between the cable eye and the bolt head, refer to the previous illustration.
16. Torque nut to 8.6 Nm (76 lbf·in.).

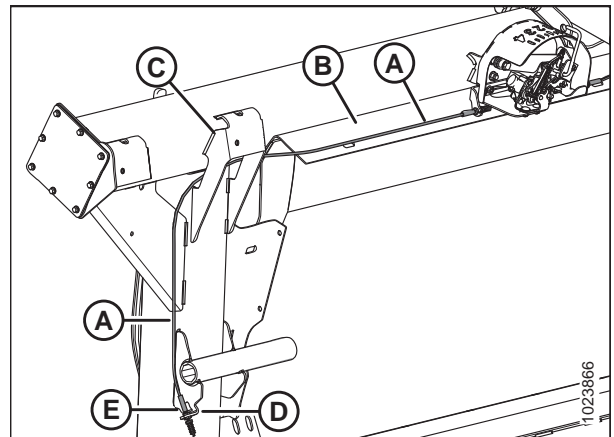


Figure 3.186: Cable Routing on Right Side of Float Module

NOTE:

The cable eye must remain free to turn on the bolt.

OPERATION

17. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on **0**.

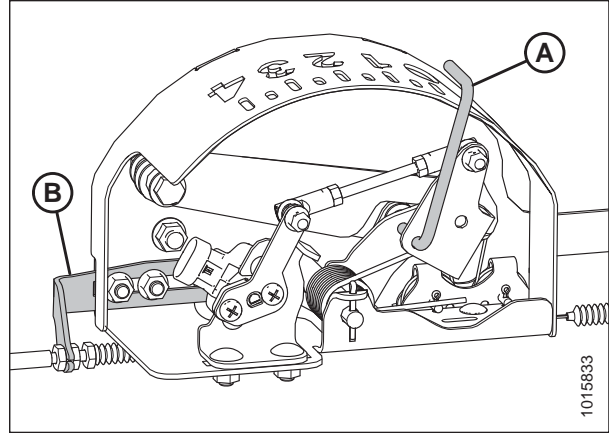


Figure 3.187: Float Indicator Box

3.8.4 AGCO IDEAL™ Series Combines

Setting up the Header – AGCO IDEAL™ Series

NOTE:

Up-to-date images of the AGCO IDEAL™ Series combine display were not available at time of publishing. For instructions, refer to the combine operator's manual for updates.

The AGCO Tyton terminal (A) is used to set up and manage a MacDon header on an IDEAL™ combine. Use the touch screen display to select the desired item on the screen.



Figure 3.188: AGCO IDEAL™ Operator Station

A - Tyton Terminal B - Control Handle
C - Throttle D - Header Control Cluster

OPERATION

1. On the top right of the home screen, touch COMBINE icon (A). The COMBINE MAIN MENU opens.

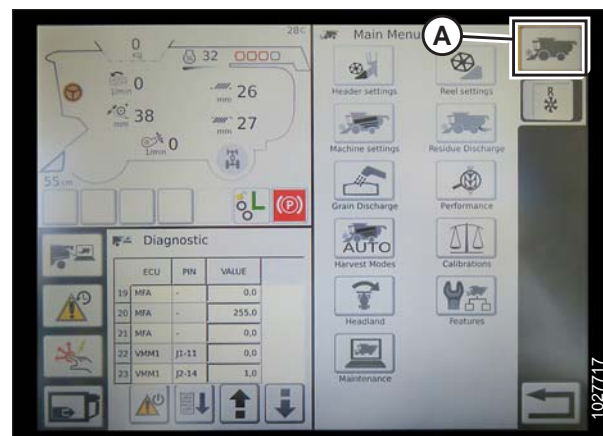


Figure 3.189: Combine Icon on Home Page

2. On the COMBINE MAIN MENU, touch HEADER SETTINGS (A). The HEADER SETTINGS page opens.

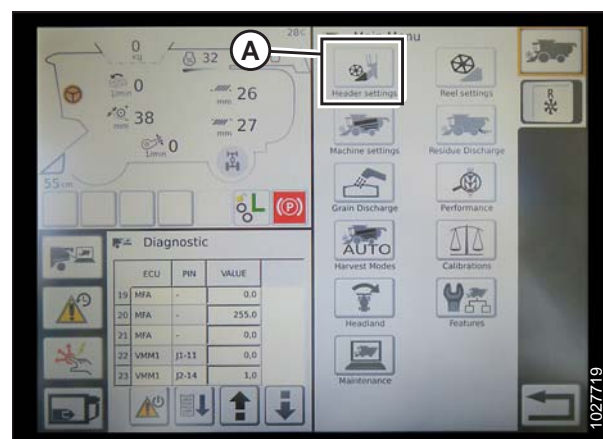


Figure 3.190: Header Settings in Combine Main Menu

OPERATION

3. Touch HEADER CONFIGURATION field (A). A dialog box showing predefined headers opens.

- If your MacDon header is already set up, it appears on the header list. Touch the MacDon header title (B) to highlight the selection in blue, and then touch the green check mark (E) to continue.
- If only the default header (D) is shown, touch the ABC button (C), and use the on-screen keyboard to enter the MacDon header information. When complete, select one of the following options to return to the HEADER SETTINGS page:
 - The green check mark (E) saves the settings
 - The garbage can icon (F) deletes the highlighted header from the list
 - The red X (G) cancels the change(s)

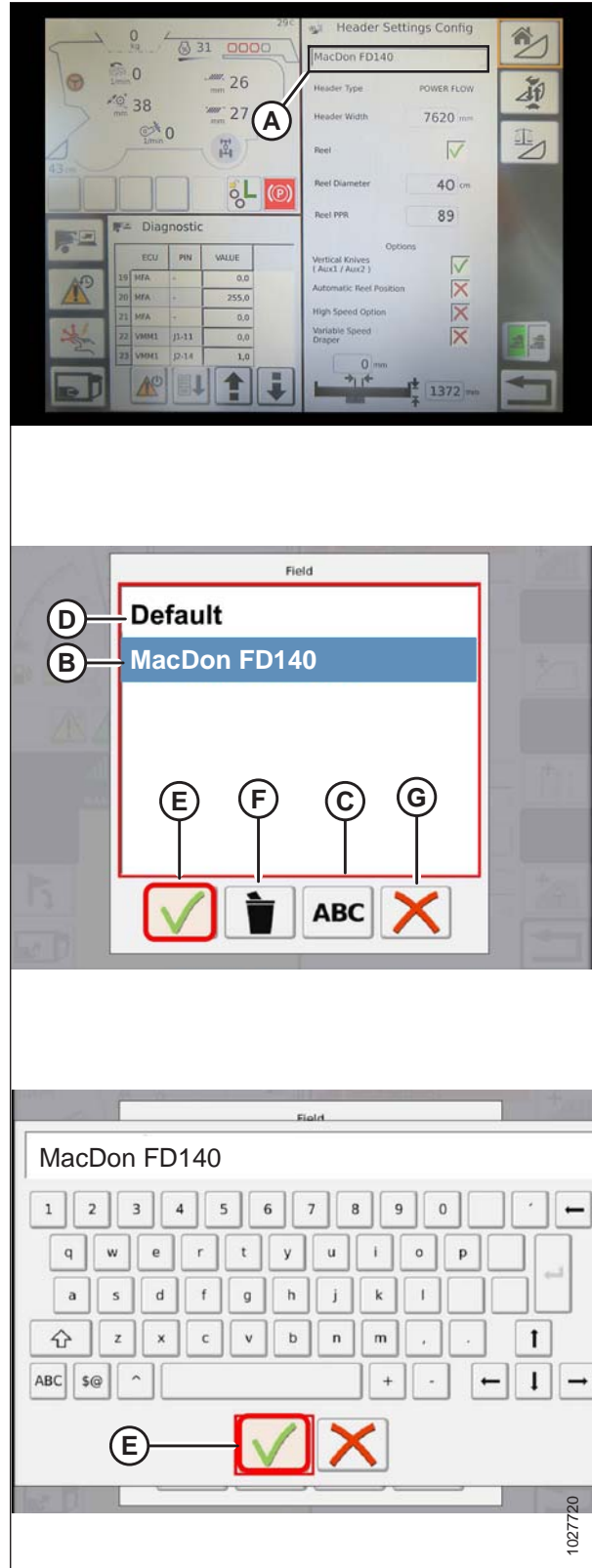


Figure 3.191: Header Configuration Menu on Header Settings Page

OPERATION

4. To specify the type of header installed on the machine, touch the HEADER TYPE field (A).

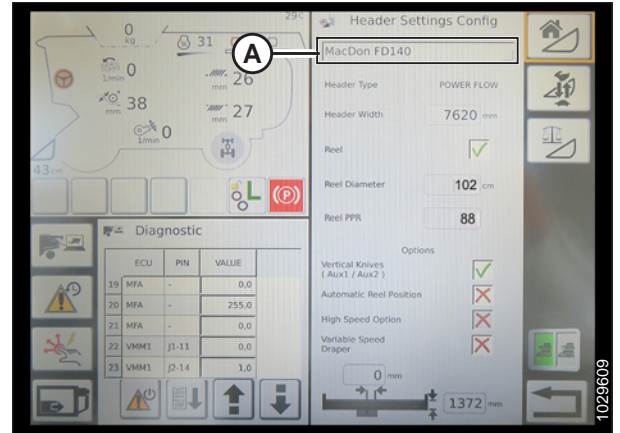


Figure 3.192: Header Settings

5. A list of predefined header types appears.
 - For MacDon D1 Series Draper and FD1 Series FlexDraper® headers, touch POWER FLOW (A)
 - Touch the green check mark (B) to save the selection and continue

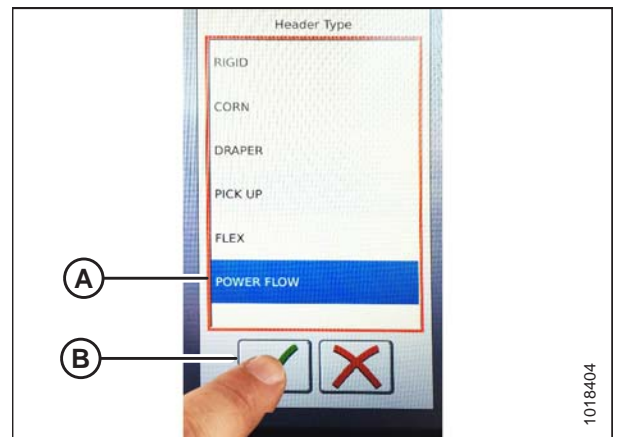


Figure 3.193: Header Type

6. Make sure that the REEL check box (A) is checked.

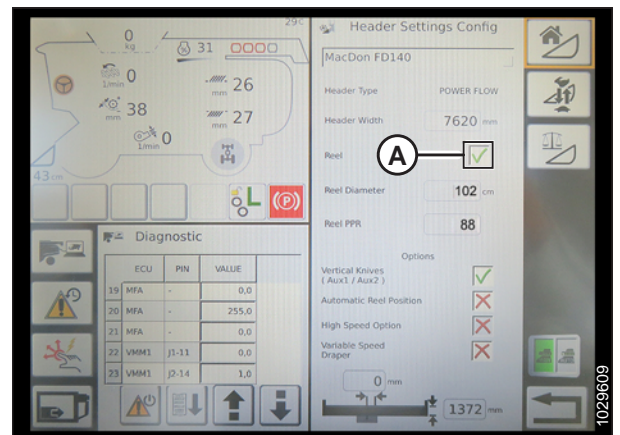


Figure 3.194: Header Settings

OPERATION

7. Touch the REEL DIAMETER field (A) and a numeric keypad displays. Enter **102** for a MacDon reel.
8. Touch the REEL PPR (Pulses Per Revolution) field (B) and enter **88** as the value for your MacDon header.

NOTE:

PPR is determined by the number of teeth on the reel speed sprocket.

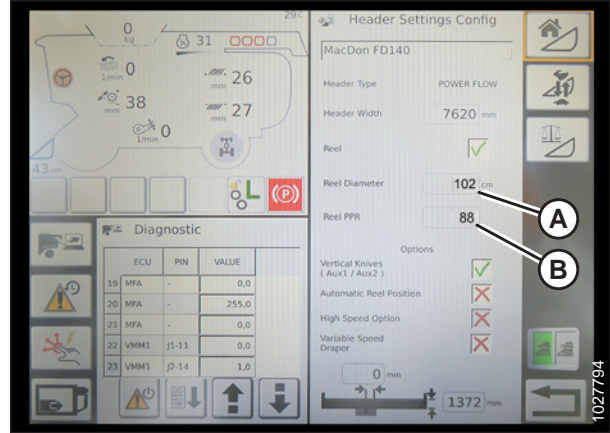


Figure 3.195: Header Settings

9. Touch the green check mark (B) at the bottom of the numeric keypad (A) when complete, or the red X to cancel.

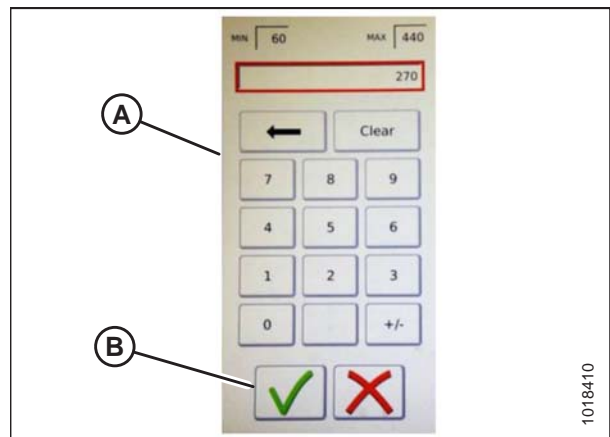


Figure 3.196: Numeric Keypad

10. When complete, touch the green check mark (A) at the bottom of the HEADER SETTINGS page.

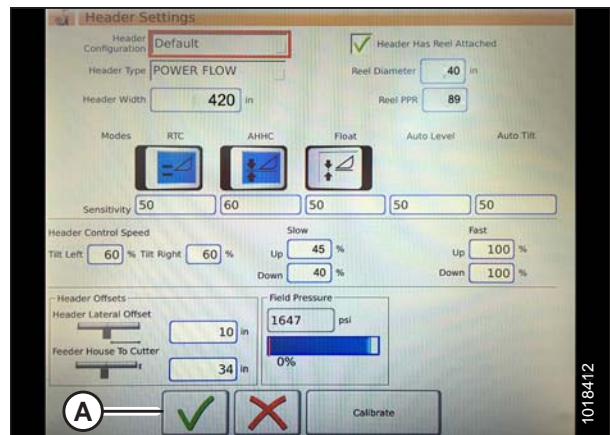


Figure 3.197: Header Settings Page

Setting Minimum Reel Speed and Calibrating Reel – AGCO IDEAL™ Series

CAUTION

Clear the area of other persons, pets etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.

NOTE:

Up-to-date images of the IDEAL™ combine display were not available at time of publishing. For instructions, refer to the combine operator's manual for updates.

1. From the COMBINE MAIN MENU, touch REEL SETTINGS (A) to open the REEL SETTINGS page.

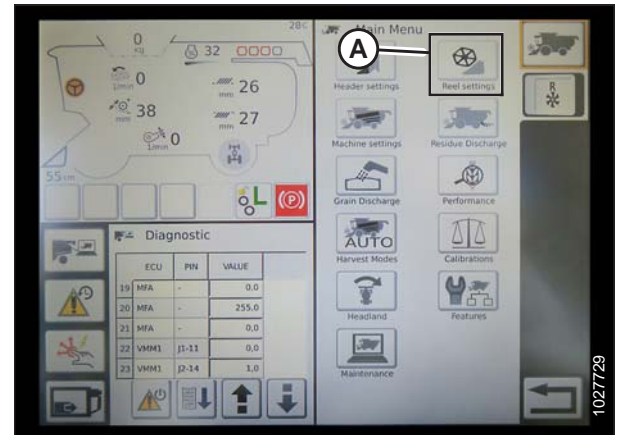


Figure 3.198: Reel Settings on Combine Main Menu

2. To set minimum reel speed, touch the SPEED MINIMUM FIELD (B). The on-screen keyboard displays. Enter the desired value. Touch the green check mark to accept the new value, or the red X to cancel. The reel speed is shown in miles per hour (mph) and rotations per minute (rpm).

NOTE:

At the bottom of the REEL SETTINGS page, the reel diameter and reel pulses per revolution (PPR) are displayed. These values have already been set in the HEADER SETTINGS page.

3. Reel speed is calibrated on the REEL SETTINGS page by touching the CALIBRATE button (A) in the top right of the page.

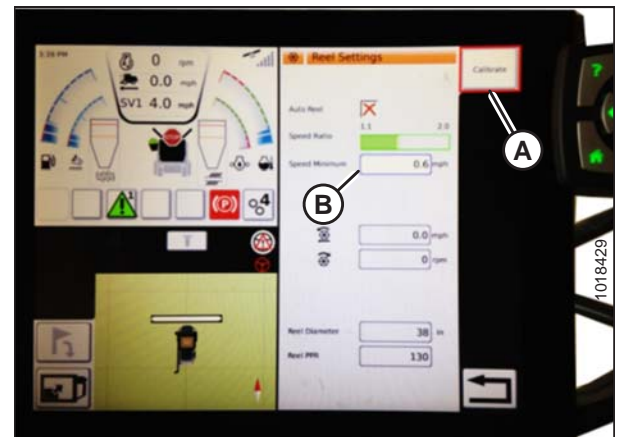


Figure 3.199: Reel Settings Calibration

NOTE:

The CALIBRATION WIZARD opens and displays a hazard warning.

OPERATION

4. Make sure to meet all the conditions listed in the CALIBRATION WIZARD warning. Press the green check mark to accept and start reel calibration. Pressing the red X will cancel the calibration procedure.

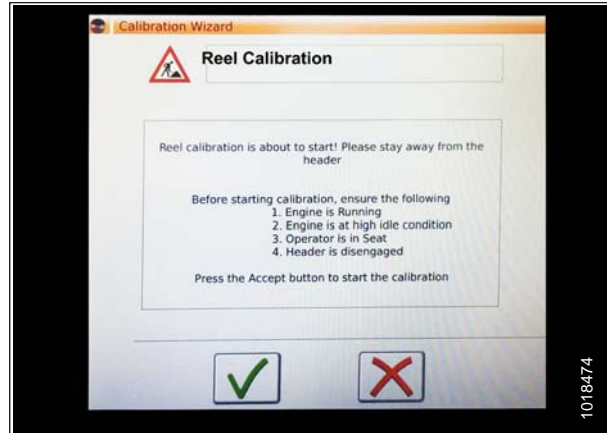


Figure 3.200: Calibration Wizard

5. A message appears in the CALIBRATION WIZARD stating that reel calibration has started. The reel will begin turning slowly and increase to high speed. A progress bar is provided. If necessary, touch the red X to cancel. Otherwise, wait for the message that reel calibration has completed successfully. Touch the green check mark to save the calibrated settings.

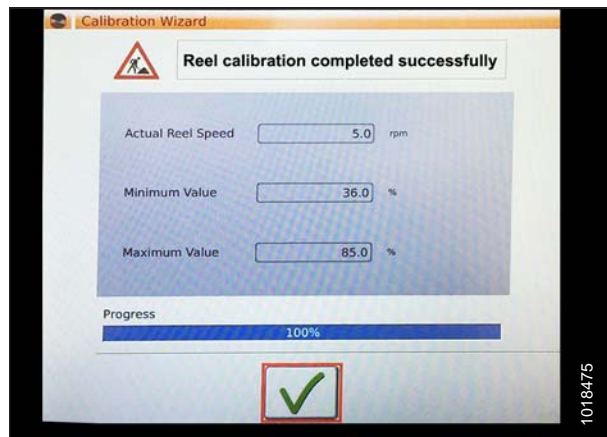


Figure 3.201: Calibration Progress

Setting up Automatic Header Controls – AGCO IDEAL™ Series

Automatic header functions are configured on the HEADER SETTINGS page.

NOTE:

Up-to-date images of the IDEAL™ Series combine display were not available at time of publishing. For instructions, refer to the combine operator's manual for updates.

OPERATION

1. **Automatic Control Functions:** There are toggle (OFF/ON) switches on the HEADER SETTINGS page for the automatic control functions. For MacDon headers, ensure the following two functions are enabled as shown:

- RTC (return to cut) (A)
- AHHC (automatic header height control) (B)

All other switches are disabled (not highlighted).

2. The **Sensitivity** setting (C) controls how responsive a control (RTC or AHHC) is to a given change in sensor feedback. The setting fields are located directly below the toggle switches. To enter a new sensitivity setting, touch the setting field below the specific toggle switch, and enter the new value in the on-screen keyboard.

- Increase sensitivity if the combine does not change the feeder position quickly enough when in Auto Mode.
- Decrease sensitivity if the combine hunts for a position in Auto Mode.

NOTE:

Recommended sensitivity starting points for MacDon headers are:

- **50** for RTC (A)
- **60** for AHHC (B)

3. **Header Speed:** The HEADER CONTROL SPEED area (A) on the HEADER SETTINGS page is used to adjust the following speeds:

- Tilt left and right is the lateral tilt of the combine faceplate
- Header up and down (slow and fast speeds) is a two-stage button with slow speed on the first detent and fast on the second

NOTE:

Recommended header control speed starting points

- Slow: Up 45/Down 40
- Fast: Up 100/Down 100

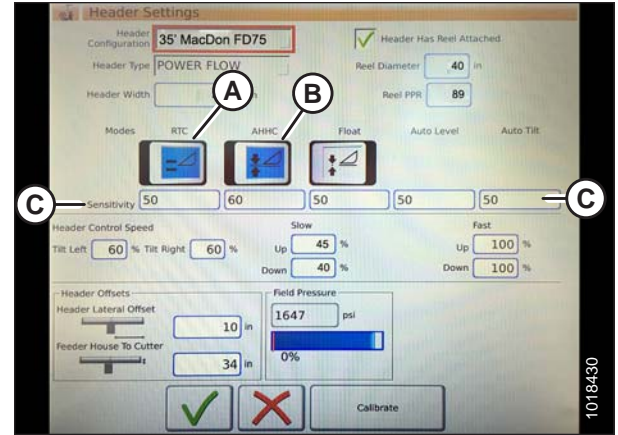


Figure 3.202: Automatic Controls and Sensitivity Settings

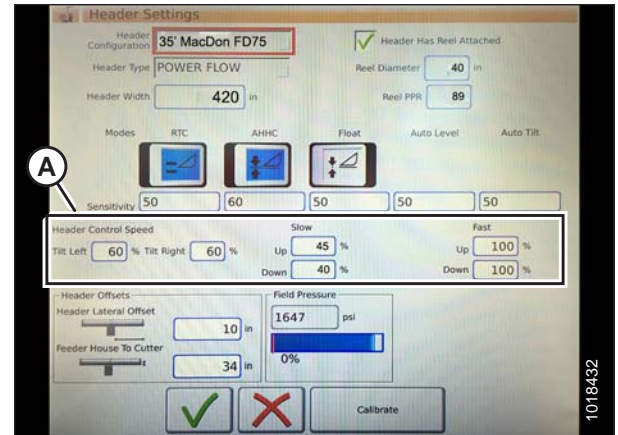


Figure 3.203: Header Speed Control Settings

OPERATION

4. **Header Offsets (A):** Offset distances are important for yield mapping. There are two adjustable dimensions on the HEADER SETTINGS page:

- Header Lateral Offset: the distance between the centerline of the header and the centerline of the machine. This should be set at **0** for a MacDon header.
- Feeder House to Cutter: the distance from the machine interface to the cutterbar. This should be set at **68** for a MacDon header.

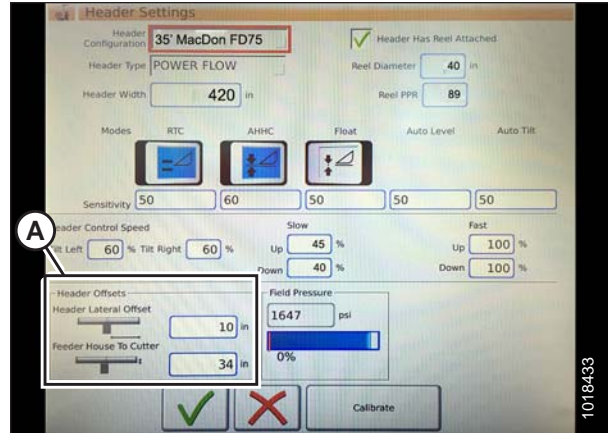


Figure 3.204: Header Offset Settings

Calibrating the Header – AGCO IDEAL™ Series

The auto header control functions are configured on the HEADER SETTINGS page.



CAUTION

Clear the area of other persons, pets etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.

NOTE:

Up-to-date images of the IDEAL™ combine display were not available at time of publishing. For instructions, refer to the combine operator's manual for updates.

1. On the COMBINE MAIN MENU, touch HEADER SETTINGS (A).

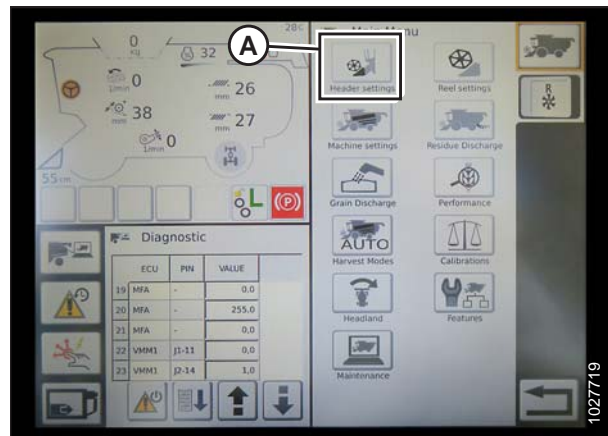


Figure 3.205: Combine Main Menu

OPERATION

2. Touch HEADER CALIBRATE (A) at the right side of the HEADER SETTINGS CONFIG page.

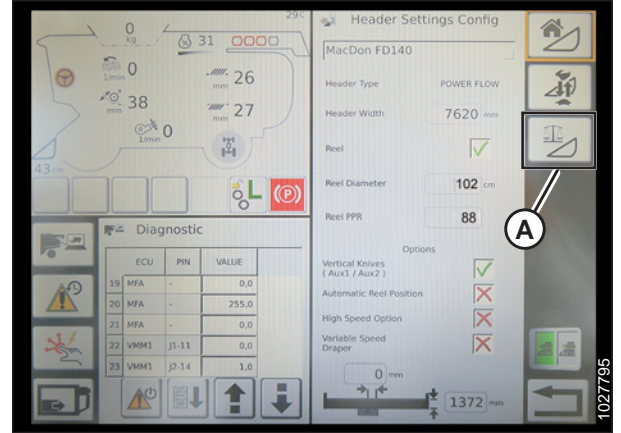


Figure 3.206: Header Settings Page

3. The hazard warning for HEADER CALIBRATION appears. Make sure that all conditions are met.
4. Touch the green check mark at the bottom of the page to start the calibration and follow the on-screen commands.

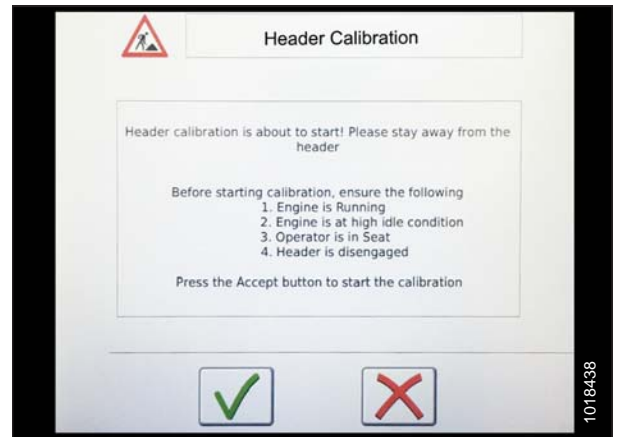


Figure 3.207: Header Calibration Warning

A progress bar is provided and the calibration can be stopped by touching the red X. The header moves automatically and erratically during this process.

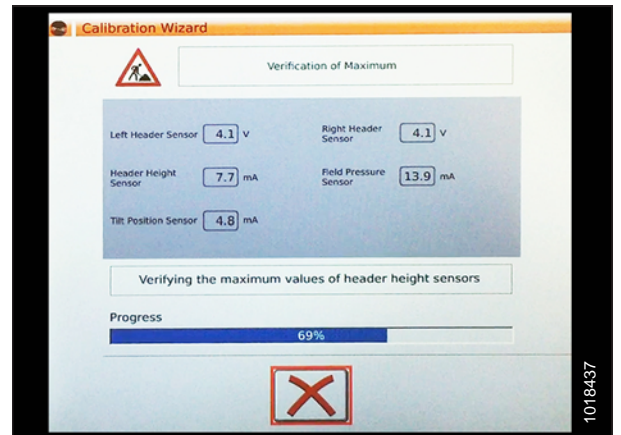


Figure 3.208: Calibration in Progress

OPERATION

5. When the calibration is complete:

- Review summary information (A)
- Review green check marks confirming the calibrated functions (B)
- Touch the check mark (C) to save

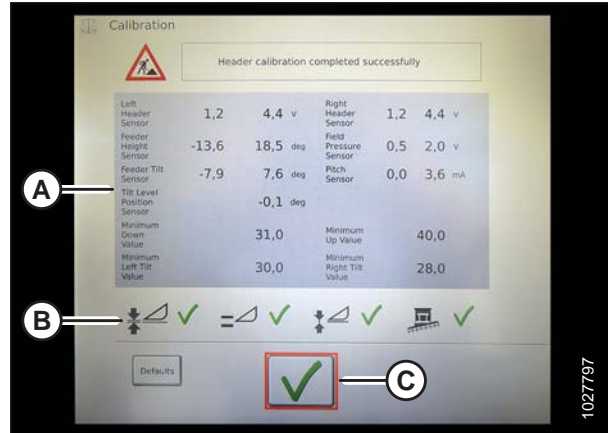


Figure 3.209: Completed Calibration Page

NOTE:

Touch the CALIBRATIONS icon (A) on the MAIN MENU page to display the CALIBRATION MENU where you can choose from a variety of calibrations including header and reel calibration.

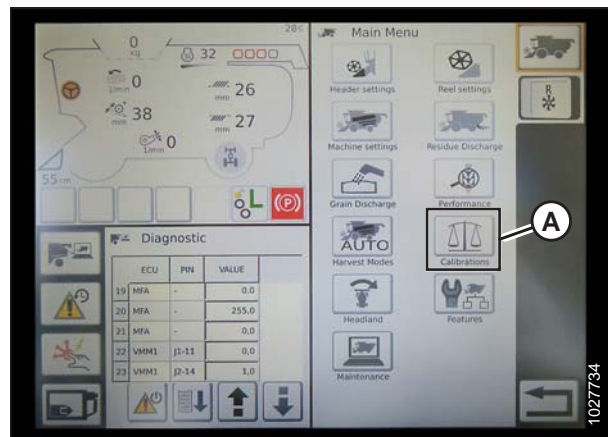


Figure 3.210: Direct Calibration Menu

Operating the Header – AGCO IDEAL™ Series

NOTE:

Up-to-date images of the IDEAL™ combine display were not available at time of publishing. For instructions, refer to the combine operator's manual for updates.

The following controls are used to operate the auto header height control (AHHC) functions:

- Tyton terminal (A)
- Control handle (B)
- Throttle (C)
- Header control cluster (D)

For instructions, refer to the combine operator's manual to familiarize yourself with the controls.



Figure 3.211: AGCO IDEAL™ Operator Station

OPERATION

1. With the header running, set lateral tilt to MANUAL by pressing switch (A) so the light above switch is off.
2. Engage the AHHC by pressing switch (B) so light above switch is on.

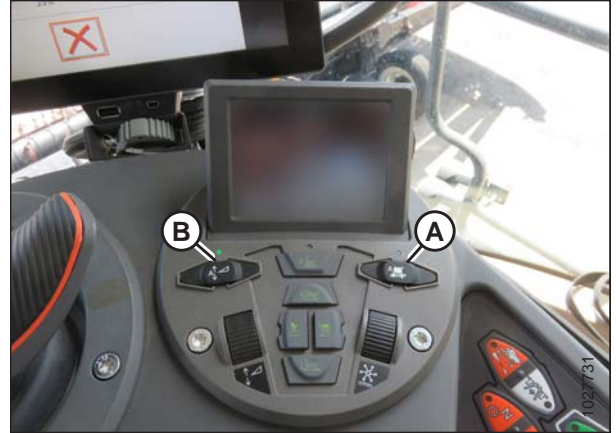


Figure 3.212: Header Control Cluster

3. Press the AHHC control switch (A) on the control handle to engage the AHHC. The header moves to the current setpoint position.



Figure 3.213: AHHC on Control Handle

4. Use the HEADER HEIGHT SETPOINT control dial (A) as necessary to fine-tune the position.



Figure 3.214: Header Control Cluster

Reviewing Header In-Field Settings – AGCO IDEAL™ Series

NOTE:

Up-to-date images of the IDEAL™ combine display were not available at time of publishing. For instructions, refer to the combine operator's manual for updates.

OPERATION

1. To view header group settings, touch HEADER icon (A) on the right side of the home page.
2. The following information is displayed:
 - CURRENT POSITION of the header (B).
 - SETPOINT cut-off position (C) (indicated by red line)
 - HEADER symbol (D) – touch to adjust the setpoint cut-off position using the adjustment wheel on the right side of the Tyton terminal.
 - CUT HEIGHT for the AHHC (E) – fine-tune with the header height setpoint control dial on the header control cluster.
 - HEADER WORKING WIDTH (F)
 - HEADER PITCH (G)
3. Touching a field opens the on-screen keyboard so that values can be adjusted. Enter the new value and touch the green check mark when complete.

NOTE:

The adjustment wheel (A) is located on the right side of the Tyton terminal.

NOTE:

HEADER HEIGHT SETPOINT control dial (A) is on the header control cluster.

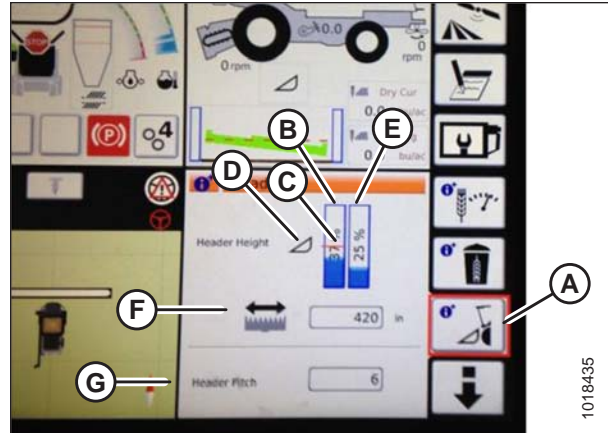


Figure 3.215: Header Groups



Figure 3.216: Adjustment Wheel on Right Side of Tyton Terminal



Figure 3.217: Header Control Cluster

3.8.5 Case IH 5088/6088/7088 Combines

Calibrating the Auto Header Height Control – Case IH 5088/6088/7088

For best performance of the auto header height control (AHHC) system, perform ground calibration with center-link set to **D**. When calibration is complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. For instructions, refer to the combine operator's manual for updates.



CAUTION

Check to be sure all bystanders have cleared the area.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

1. Ensure center-link is set to **D**.
2. Set the float. For instructions, refer to [3.7.3 Header Float, page 62](#). Position fore-aft in midspan.
3. Start the combine engine, but do **NOT** engage separator or feeder house.
4. Locate HEADER CONTROL switch (A) on the right console, and set to HT (this is AHHC mode).

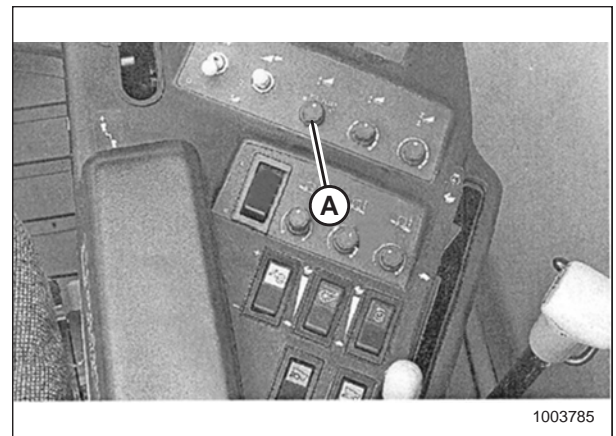


Figure 3.218: Right Console

5. Press HEADER LOWER switch (A) on the control handle until the float module and header are fully lowered. You may need to hold the switch for several seconds.
6. Press HEADER RAISE switch (A) on the control handle. The header should stop at about the halfway point. Continue holding the HEADER RAISE switch, and the header will rise until the feeder house reaches its upper limit. The AHHC system is now calibrated.

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

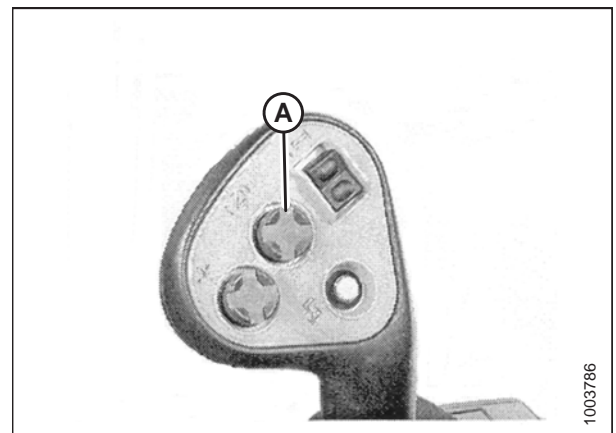


Figure 3.219: Control Handle – Case IH 2300/2500

OPERATION

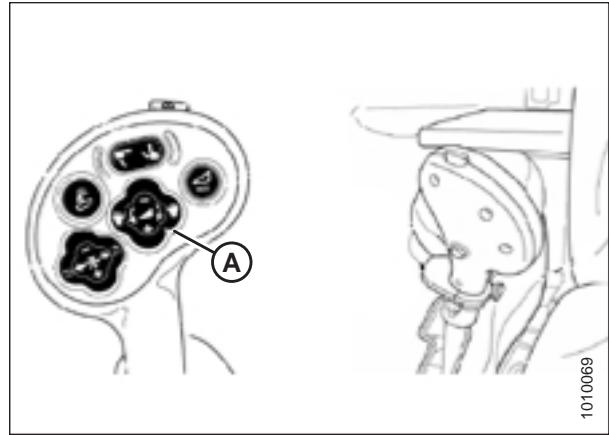


Figure 3.220: Control Handle – Case IH 5088/6088/7088

Setting the Sensitivity of the Auto Header Height – Case IH 5088/6088/7088

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

NOTE:

Changes may have been made to the combine controls or display since this document was published. For instructions, refer to the combine operator's manual for updates.

1. Use HEADER SETTINGS key (A) to display the HEADER SENSITIVITY CHANGE page as shown in Figure 3.221, page 155.
2. Use the UP key (B) or DOWN key (C) to adjust the highlighted item. The height sensitivity setting range is 0 (least sensitive) to 250 (most sensitive) in increments of 10.

NOTE:

Adjustments take effect immediately. Use the CANCEL key to return to the original settings.

3. Use HEADER SETTINGS key (A) to highlight the next changeable item.
4. Use ENTER key (D) to save changes and return to the monitor screen. If there are no changes, the screen will return to the monitor screen after 5 seconds.



Figure 3.221: Combine Controls

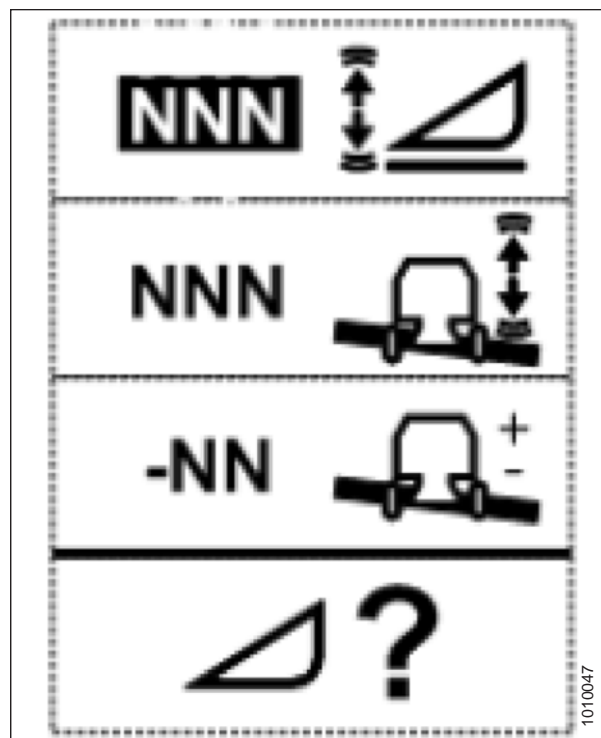


Figure 3.222: Height Sensitivity Change Page

3.8.6 Case IH 130, and 140 Series Mid-Range Combines

Setting up the Header on the Combine Display – Case IH 5130/6130/7130; 5140/6140/7140

1. On the main page of the combine display, select TOOLBOX (A).

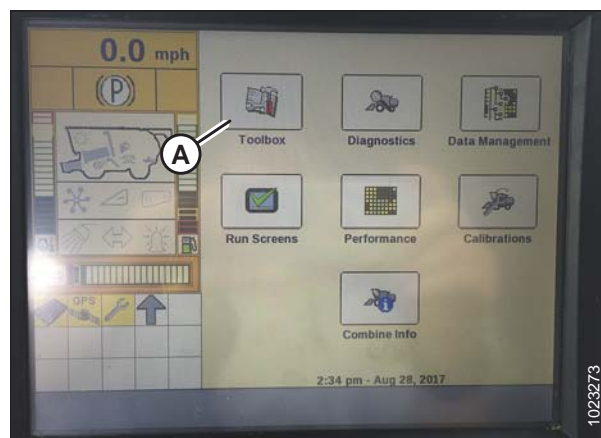


Figure 3.223: Case IH Combine Display

OPERATION

2. Select HEAD 1 tab (A). The HEADER SETUP page displays.

NOTE:

To locate the HEAD 1 tab, you may need to scroll to the right using side arrows (C).

3. From the CUTTING TYPE menu (B), select PLATFORM.



Figure 3.224: Case IH Combine Display

4. Select HEAD 2 tab (A). The HEADER SETUP 2 page displays.
5. From the HEADER PRESSURE FLOAT menu (B), select NOT INSTALLED.
6. If you are operating a D1 Series Draper Header, from the DRAPER GRAIN HEADER STYLE menu (C), select RIGID 2000 SERIES.

If you are operating an FD1 Series FlexDraper® Header, from the DRAPER GRAIN HEADER STYLE menu (C), select FLEX 2000 SERIES.

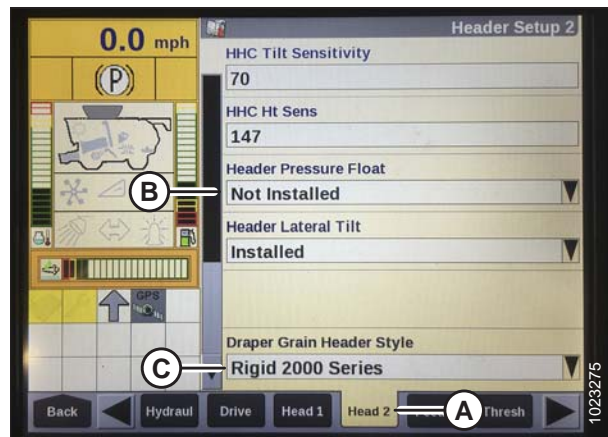


Figure 3.225: Case IH Combine Display

7. Locate the HHC HEIGHT SENSITIVITY field (A), and set as follows:
 - If using a two-sensor system: Set HHC HEIGHT SENSITIVITY to 250.
 - If using a single-sensor system: Set HHC HEIGHT SENSITIVITY to 180.

NOTE:

If hunting occurs during operation, decrease this setting by 20 points at a time until hunting no longer occurs.

8. Set HHC TILT SENSITIVITY (B) to 150. Increase or decrease as desired.

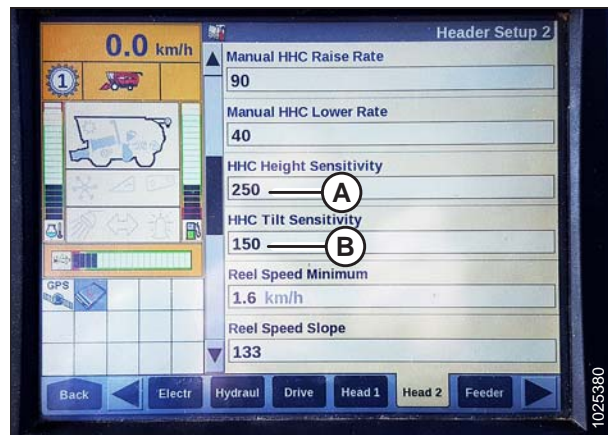


Figure 3.226: Case IH Combine Display

OPERATION

9. From the REEL DRIVE TYPE menu (A), select:
 - 4 if you are using a standard 19-tooth drive sprocket.
 - 5 if you are using an optional high-torque 14-tooth drive sprocket.
 - 6 if you are using an optional high-torque 10-tooth drive sprocket.

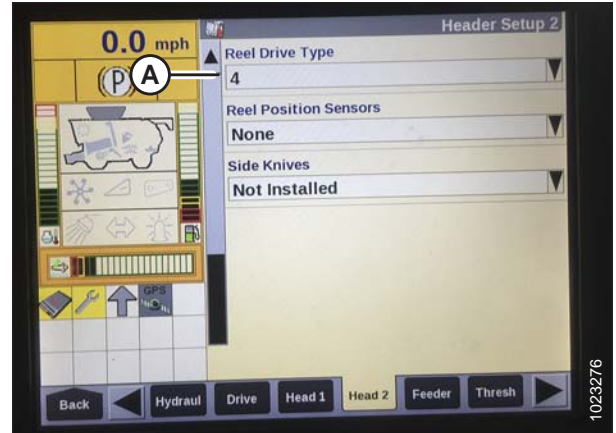


Figure 3.227: Case IH Combine Display

10. From the REEL HEIGHT SENSOR menu (A), select YES.

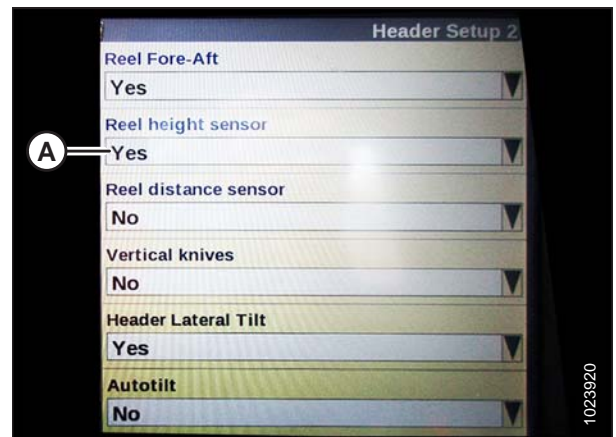


Figure 3.228: Case IH Combine Display

11. Locate AUTOTILT field (A).
 - **If using a two-sensor system:** Select YES in the AUTOTILT field.
 - **If using a single-sensor system:** Select NO in the AUTOTILT field.

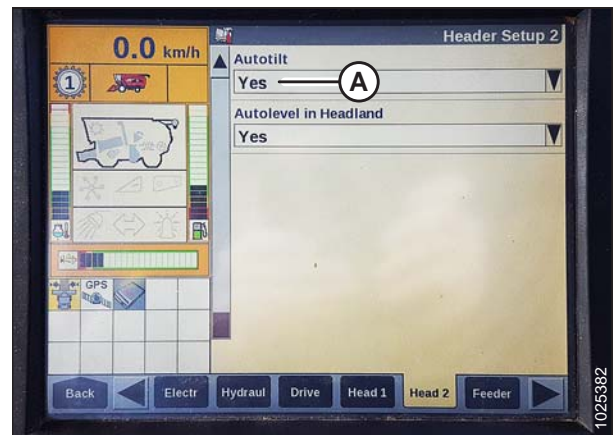


Figure 3.229: Case IH Combine Display

Checking Voltage Range from Combine Cab – Case IH 5130/6130/7130; 5140/6140/7140

NOTE:

Changes may have been made to combine controls or display since this document was published. For instructions, refer to the combine operator's manual for updates.

CAUTION

Check to be sure all bystanders have cleared the area.

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the auto header height control (AHHC) system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

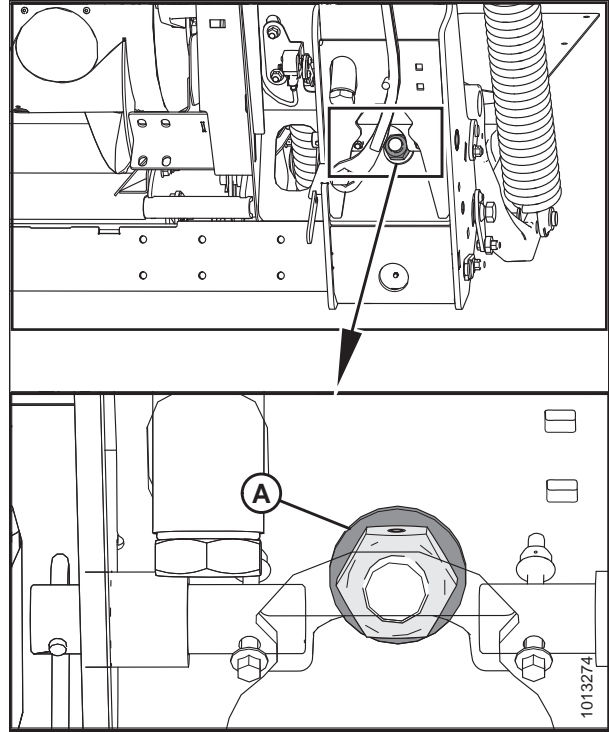


Figure 3.230: Float Lock

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.
4. Ensure header float is unlocked.

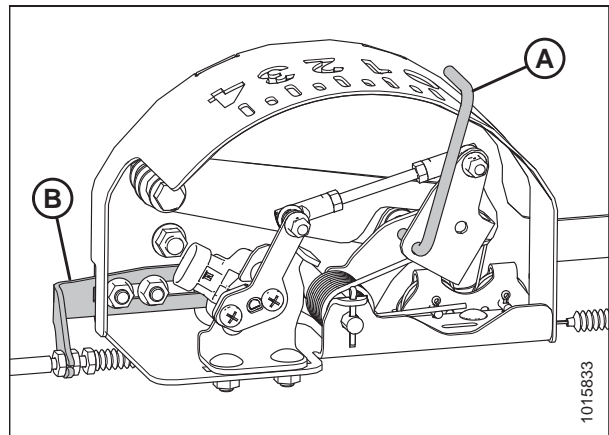


Figure 3.231: Float Indicator Box

OPERATION

- On the main page of the combine display, select **DIAGNOSTICS (A)**. The **DIAGNOSTICS** page opens.

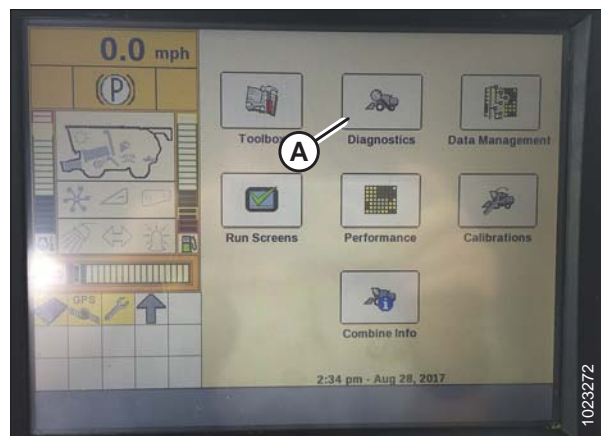


Figure 3.232: Case IH Combine Display

- Select **SETTINGS (A)**. The **SETTINGS** page opens.
- From the **GROUP** menu, select **HEADER (B)**.

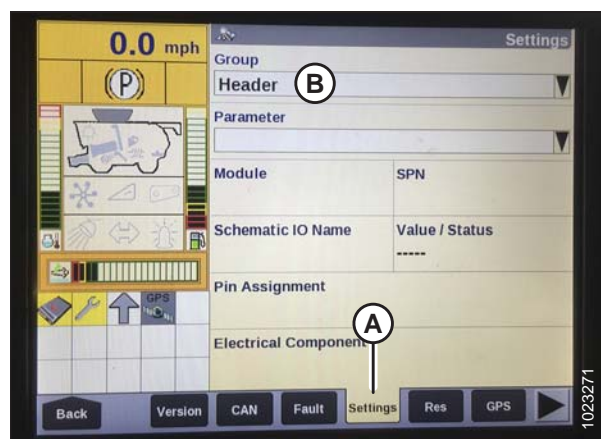


Figure 3.233: Case IH Combine Display

- From the **PARAMETER** menu, select **LEFT HEIGHT/TILT SENSOR (A)**.

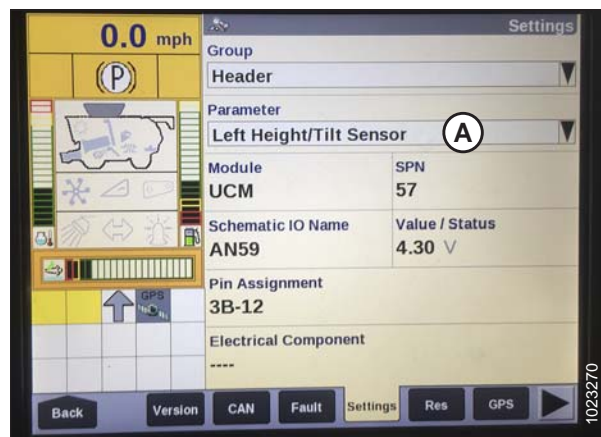


Figure 3.234: Case IH Combine Display

OPERATION

9. The SETTINGS page updates to display the voltage in the VALUE/STATUS field (A). Lower the feeder house fully, and then raise it 305 mm (12 in.) off the ground to view the full range of voltage readings.
10. If the sensor voltage is not within the low and high limits, or if the range between the low and high limits is insufficient, adjust the voltage limits. For instructions, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).



Figure 3.235: Case IH Combine Display

Calibrating Auto Header Height Control – Case IH 5130/6130/7130, 5140/6140/7140

For best performance of the auto header height control (AHHC), perform these procedures with center-link set to **D**. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.5 Header Angle, page 79](#).

NOTE:

This procedure applies to combines with a software version below 28.00. For instructions on calibrating the AHHC for combines with software version 28.00 or above, refer to [Calibrating the Auto Header Height Control – Case IH Combines with Version 28.00 or Higher Software, page 173](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. For instructions, refer to the combine operator's manual for updates.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

1. Ensure center-link is set to **D**.
2. Ensure all header and float module electrical and hydraulic connections are made.
3. Start the combine engine, but do **NOT** engage separator or feeder house.
4. Locate HEADER CONTROL switch (A) on the right console, and set to HT (this is AHHC mode).
5. Hold the DOWN button for 10 seconds, or until the combine feeder house has been lowered all the way down (the feeder house will stop moving).
6. Push the RAISE button and hold it until the feeder house travels all the way up. It will stop 61 cm (2 ft.) above ground for 5 seconds, then it will resume lift. This is an indication that calibration is successful.

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

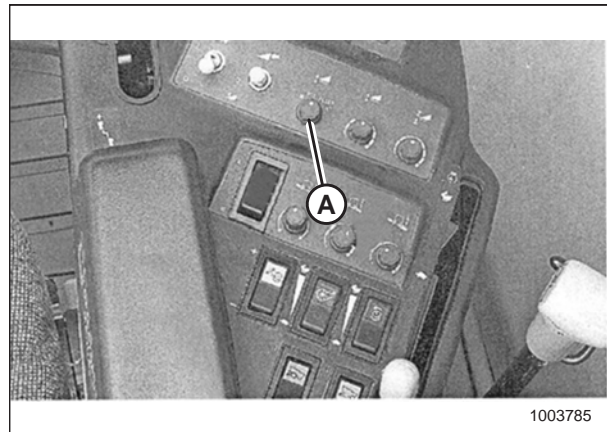


Figure 3.236: Right Console

Setting Preset Cutting Height – Case 5130/6130/7130, 5140/6140/7140

To set preset cutting height, follow these steps:

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

CAUTION

Check to be sure all bystanders have cleared the area.

NOTE:

Indicator (A) should be at position 0 (B) with the header 152 mm (6 in.) off the ground. If not, the float sensor output voltage should be checked. Refer to Step 5, page 127. When the header is on the ground, the indicator should be at position 1 (C) for low ground pressure, and at position 4 (D) for high ground pressure. Crop and soil conditions determine the amount of float to use. The ideal setting is as light as possible without header bouncing or missing crop. Operating with heavy settings prematurely wears the cutterbar wearplates.

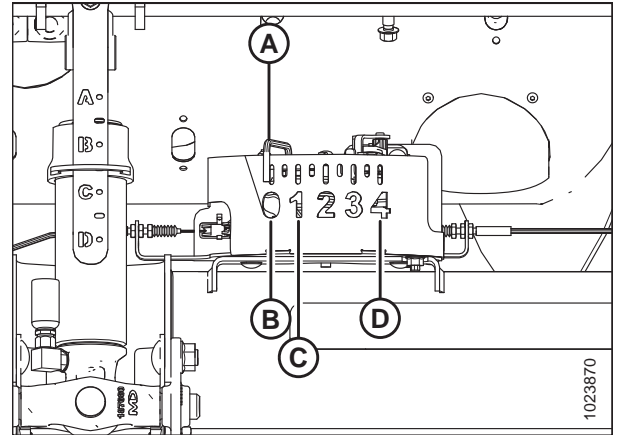


Figure 3.237: Float Indicator Box

1. Engage separator and header.
2. Manually raise or lower the header to the desired cutting height.
3. Press 1 on button (A). A yellow light next to the button will illuminate.

NOTE:

When setting presets, always set header position before setting reel position. If header and reel are set at the same time, the reel setting will not be saved.

4. Manually raise or lower the reel to the desired working position.
5. Press 1 on button (A). A yellow light next to the button will illuminate.



Figure 3.238: Case Combine Console

OPERATION

6. Manually raise or lower the header to a second desired cutting height.
7. Press 2 on button (A). A yellow light next to the button will illuminate.
8. Manually raise or lower the reel to the desired working position.
9. Press 2 on button (A). A yellow light next to the button will illuminate.



Figure 3.239: Case Combine Console

Up and down arrows should now appear in the MANUAL HEIGHT box (A) on the RUN 1 page on the combine display. This indicates that the auto header height control (AHHC) is functioning.

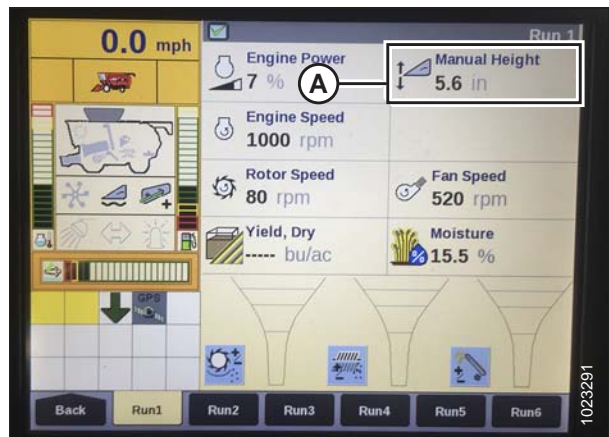


Figure 3.240: Case Combine Display – Run 1 Page

10. To enable the presets, activate AHHC button (A) to place the header on the ground. To enable the first preset, tap the button once. To enable the second preset, tap the button twice.

To lift the header to maximum working height, hold the SHIFT button on the back of the control handle while tapping AHHC button (A).



Figure 3.241: Case Combine Control Handle

OPERATION

11. The maximum working height can be adjusted on the HEADER SETUP page on the combine display. Enter the desired height in the MAXIMUM WORKING HEIGHT field (A).



Figure 3.242: Case Combine Display – Header Setup Page

12. If you need to change the position of one of the presets, you can fine-tune this setting with button (A) on the combine console.



Figure 3.243: Case Combine Console

3.8.7 Case IH 7010/8010, 120, 230, 240, and 250 Series Combines

Checking Voltage Range from the Combine Cab – Case IH 8010

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.



CAUTION

Check to be sure all bystanders have cleared the area.

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.

OPERATION

2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the AHHC system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

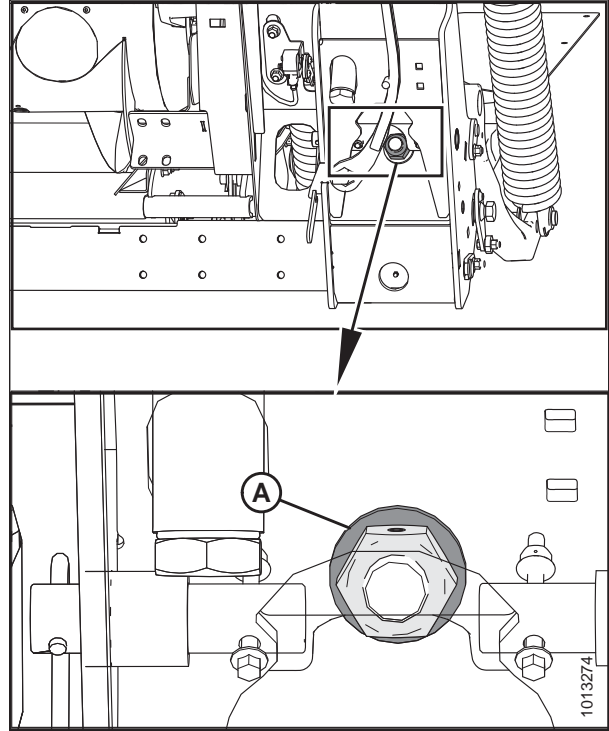


Figure 3.244: Float Lock

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.

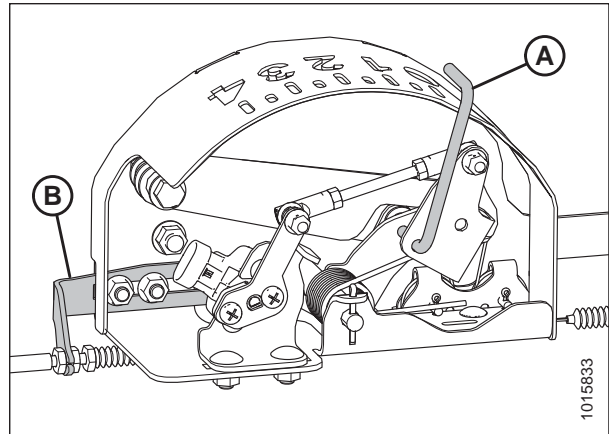


Figure 3.245: Float Indicator Box

OPERATION

4. Ensure header float is unlocked.
5. Select DIAG (A) on the Universal display MAIN screen. The DIAG screen displays.

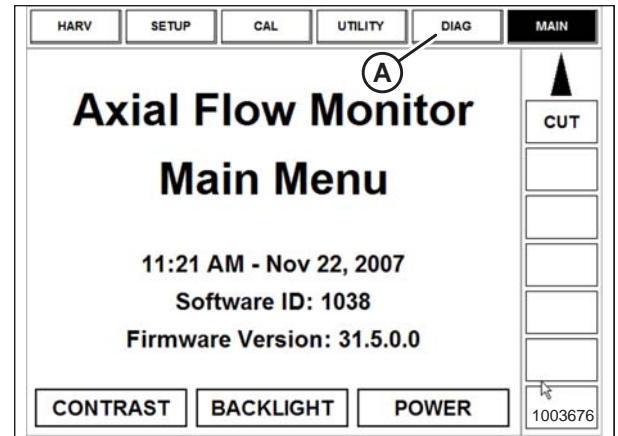


Figure 3.246: Case 8010 Combine Display

6. Select SUB SYSTEM (A). The SUB SYSTEM screen displays.

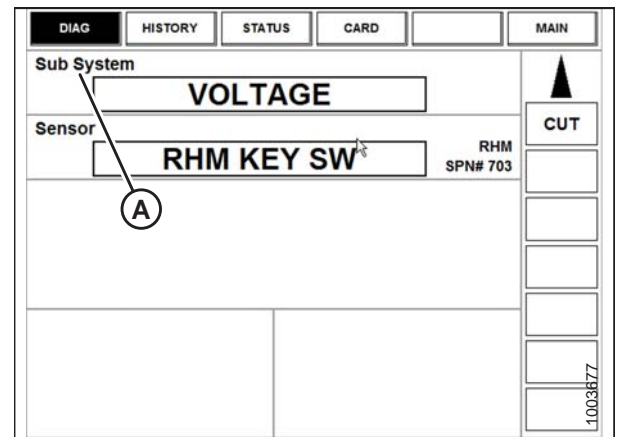


Figure 3.247: Case 8010 Combine Display

7. Select HDR HEIGHT/TILT (A). The SENSOR screen displays.

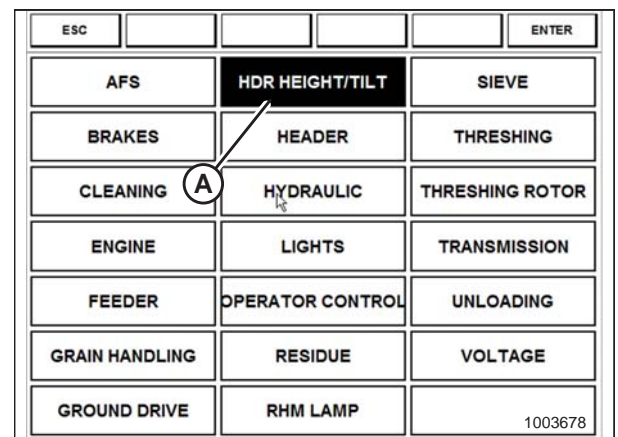


Figure 3.248: Case 8010 Combine Display

OPERATION

8. Select LEFT SEN (A). The exact voltage is displayed. Raise and lower the header to see the full range of voltage readings.

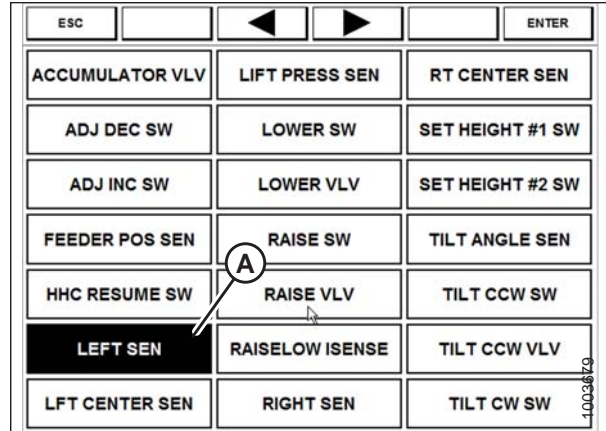


Figure 3.249: Case 8010 Combine Display

9. If the sensor voltage is not within the low and high limits, or if the range between the low and high limits is insufficient, adjust the voltage limits. For instructions, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).

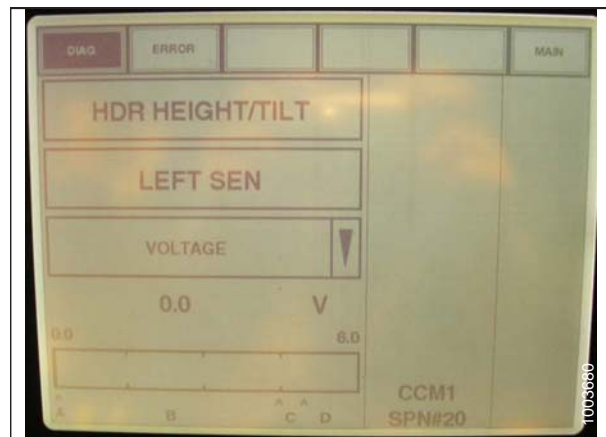


Figure 3.250: Case 8010 Combine Display

Setting Header Controls – Case IH 8010

The following procedure applies to Case IH 8010 combines without a shift button on the control handle.

The REEL FORE-AFT switches (A) also control header fore-aft tilt if header is equipped with the fore-aft tilt option. The switches can be configured to allow the Operator to swap between reel fore-aft and header fore-aft tilt.

To set the header controls, follow these steps:

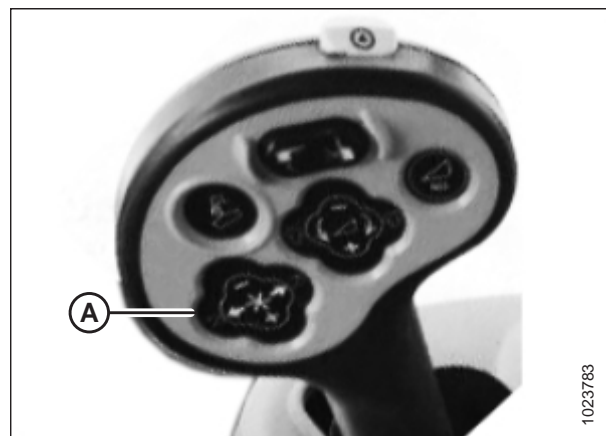


Figure 3.251: Case Combine Controls

OPERATION

1. To swap between reel fore-aft controls and header fore-aft tilt controls, go to the LAYOUT tab, select FORE/AFT CONTROL (A) from the legend, and place it on one of the operator-configurable screens (HARV1, HARV2, HARV3) or ADJUST under the RUN menu.

NOTE:

H F/A (B) is displayed on the status bar on the right of the screen when HEADER is selected with the FORE/AFT CONTROL.

2. If HEADER is selected with the FORE/AFT CONTROL, press the reel aft button on the control handle to tilt the header rearward, or press the reel fore button on the control handle to tilt the header forward.

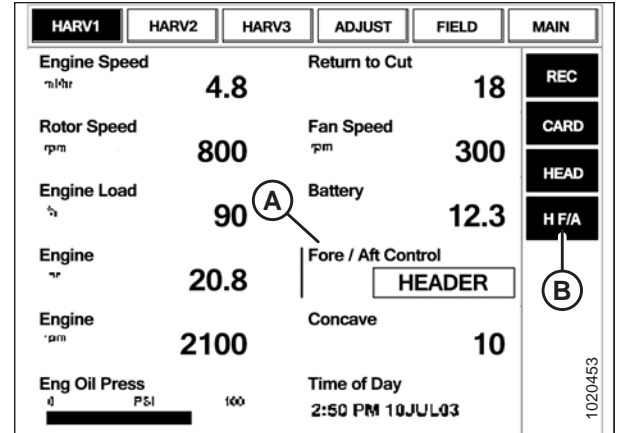


Figure 3.252: Case Combine Display

Checking Voltage Range from the Combine Cab – Case IH 7010/8010, 120, 230, 240, and 250 Series Combines

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.



CAUTION

Check to be sure all bystanders have cleared the area.

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the auto header height control (AHHC) system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

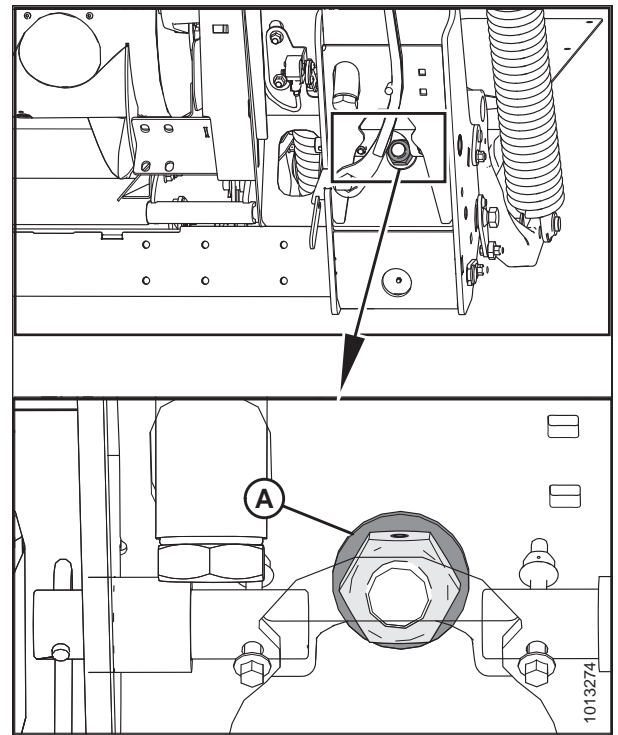


Figure 3.253: Float Lock

OPERATION

- Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on **0**.

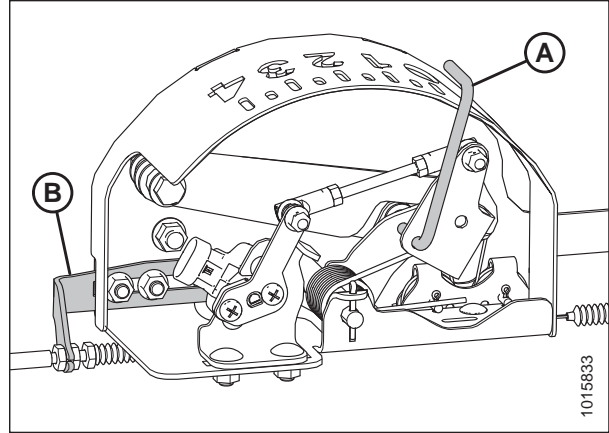


Figure 3.254: Float Indicator Box

- Ensure header float is unlocked.
- Select DIAGNOSTICS (A) on the MAIN page. The DIAGNOSTICS page opens.
- Select SETTINGS. The SETTINGS page opens.

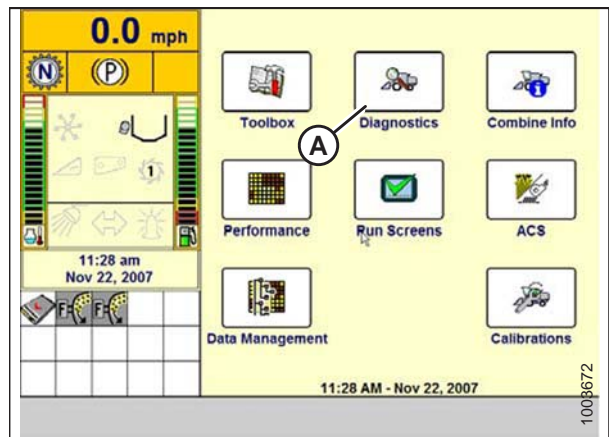


Figure 3.255: Case IH Combine Display

- Select the GROUP arrow (A). The GROUP dialog box opens.

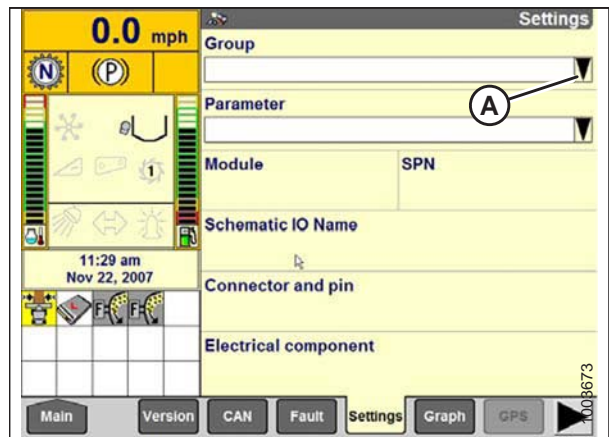


Figure 3.256: Case IH Combine Display

OPERATION

8. Select HEADER HEIGHT/TILT (A). The PARAMETER page opens.

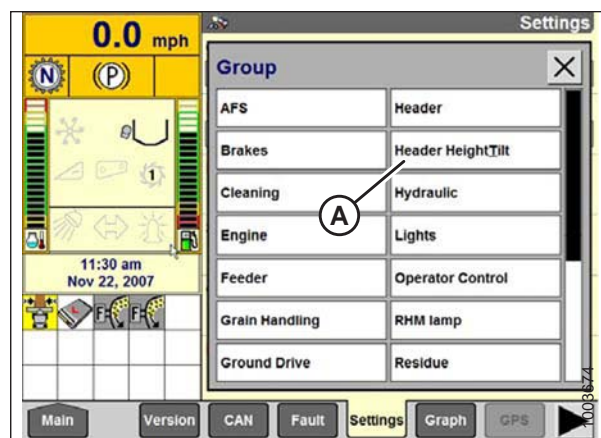


Figure 3.257: Case IH Combine Display

9. Select LEFT HEADER HEIGHT SEN (A), and then select the GRAPH button (B). The exact voltage is displayed at top of page. Raise and lower the header to see the full range of voltage readings.
10. If the sensor voltage is not within the low and high limits, or if the range between the low and high limits is insufficient, adjust the voltage limits. For instructions, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).

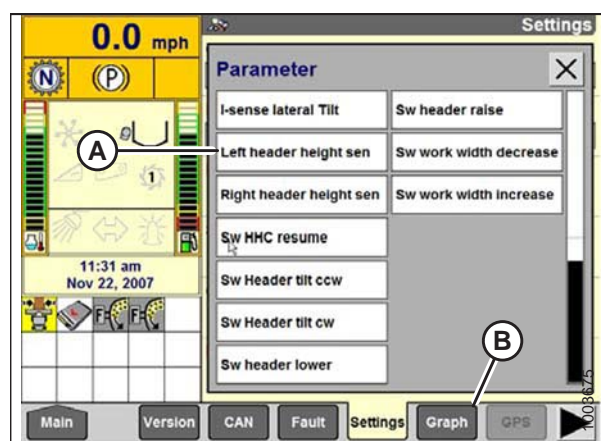


Figure 3.258: Case IH Combine Display

Calibrating the Auto Header Height Control – Case IH 7010/8010,120, 230, and 240 Series Combines

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

This procedure applies to combines with a software version below 28.00. For instructions on calibrating the AHHC for combines with software version 28.00 or above, refer to [Calibrating the Auto Header Height Control – Case IH Combines with Version 28.00 or Higher Software, page 173](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

1. Ensure center-link is set to **D**.
2. Ensure all header and float module electrical and hydraulic connections are made.

OPERATION

3. Select TOOLBOX (A) on the MAIN page.

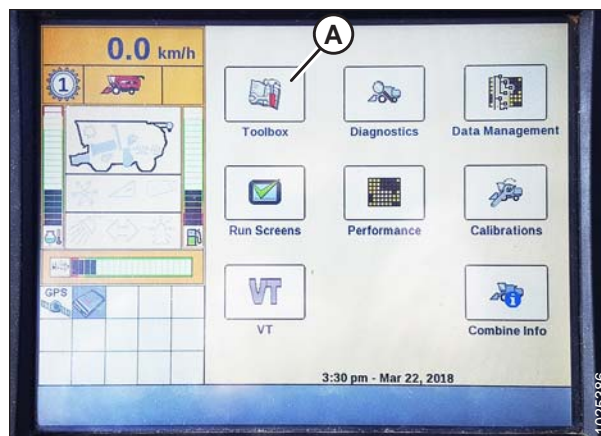


Figure 3.259: Case IH Combine Display

4. Select HEADER tab (A).

NOTE:

To locate the HEADER tab, you may need to scroll to the right using side arrows (C).

5. Set appropriate HEADER STYLE (B).

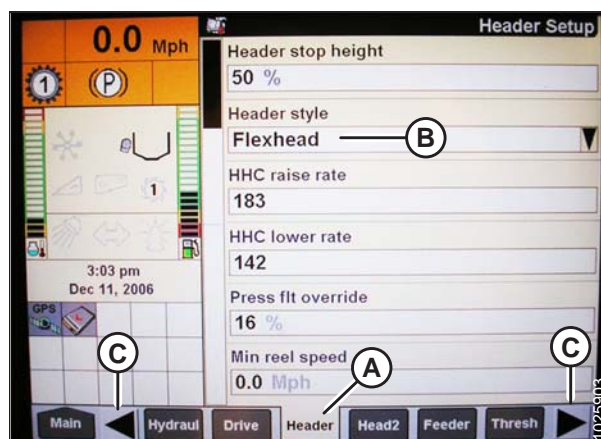


Figure 3.260: Case IH Combine Display

6. Set AUTO REEL SPEED SLOPE.
7. Set HEADER PRESSURE FLOAT to NO if equipped, and ensure REEL DRIVE is HYDRAULIC.



Figure 3.261: Case IH Combine Display

OPERATION

8. Install REEL FORE-BACK (if applicable).

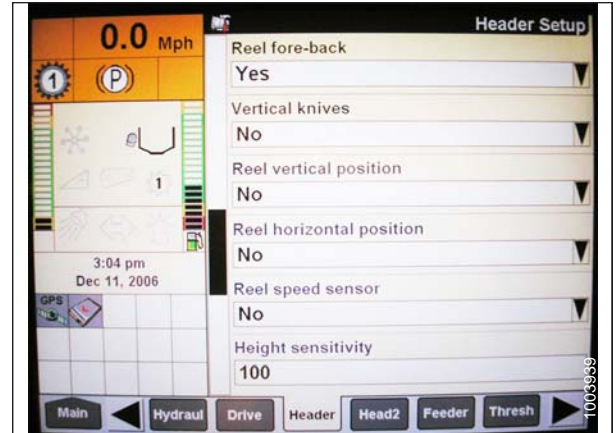


Figure 3.262: Case IH Combine Display

9. Locate the HHC HEIGHT SENSITIVITY field (A), and set as follows:

- **If using a two-sensor system:** Set HHC HEIGHT SENSITIVITY to 250.
- **If using a single-sensor system:** Set HHC HEIGHT SENSITIVITY to 180.

NOTE:

If hunting occurs during operation, decrease this setting by 20 points at a time until hunting no longer occurs.

10. Set the HHC TILT SENSITIVITY (B) to 150. Increase or decrease as desired.

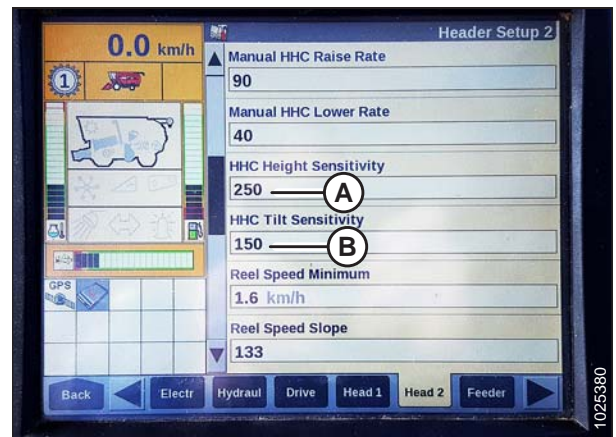


Figure 3.263: Case IH Combine Display

11. Install FORE/AFT CONTROL and HDR FORE/AFT TILT (if applicable).

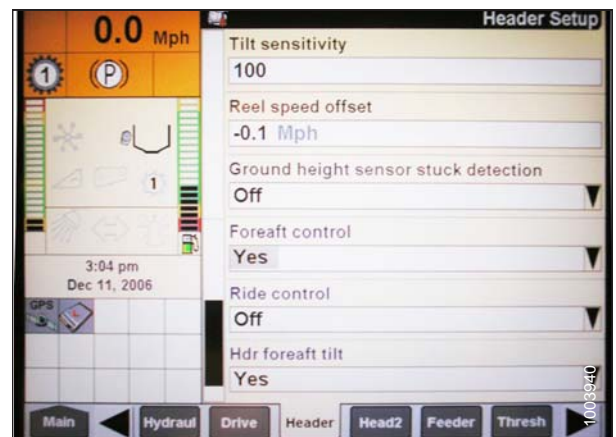


Figure 3.264: Case IH Combine Display

OPERATION

12. Press HEAD2 (A) at bottom of page.

13. Ensure HEADER TYPE (B) is DRAPER.

NOTE:

If recognition resistor is plugged in to header harness, you will not be able to change this.

14. Set CUTTING TYPE (C) to PLATFORM.

15. Set appropriate HEADER WIDTH (D) and HEADER USAGE (E).

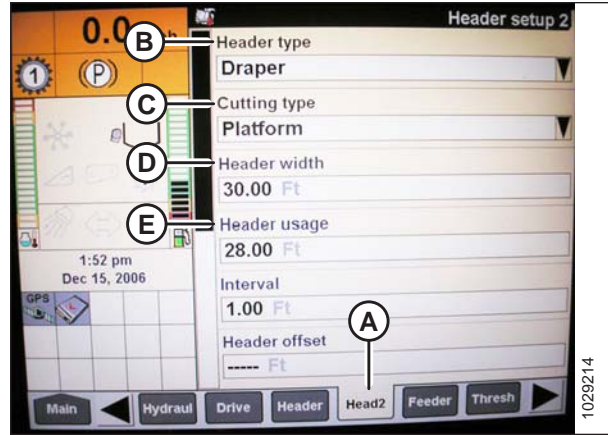


Figure 3.265: Case IH Combine Display

16. From the REEL HEIGHT SENSOR menu, select YES (A).

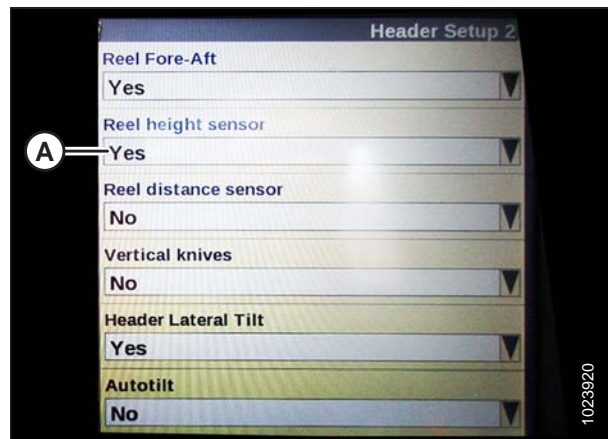


Figure 3.266: Case IH Combine Display

17. Locate the AUTOTILT field (A).

- **If using a two-sensor system:** Select YES in the AUTOTILT field.
- **If using a single-sensor system:** Select NO in the AUTOTILT field.

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

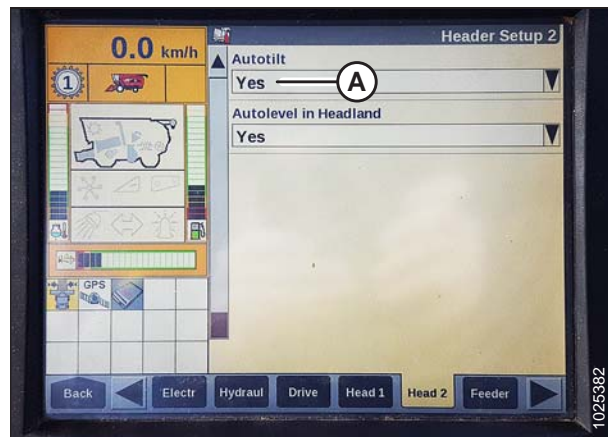


Figure 3.267: Case IH Combine Display

OPERATION

Calibrating the Auto Header Height Control – Case IH Combines with Version 28.00 or Higher Software

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

1. Ensure header center-link is set to **D**.
2. Raise header on down stops and unlock float.
3. Place wings in locked position.
4. Select TOOLBOX (A) on the MAIN page.

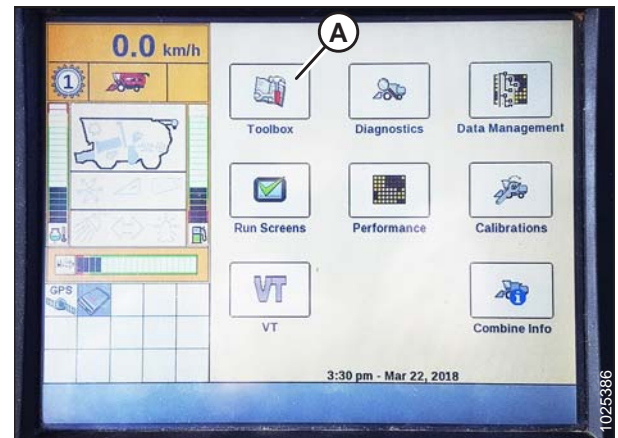


Figure 3.268: Case IH Combine Display

5. Select the HEAD 1 tab (A).

NOTE:

To locate the HEAD 1 tab, you may need to scroll to the right using side arrows (B).

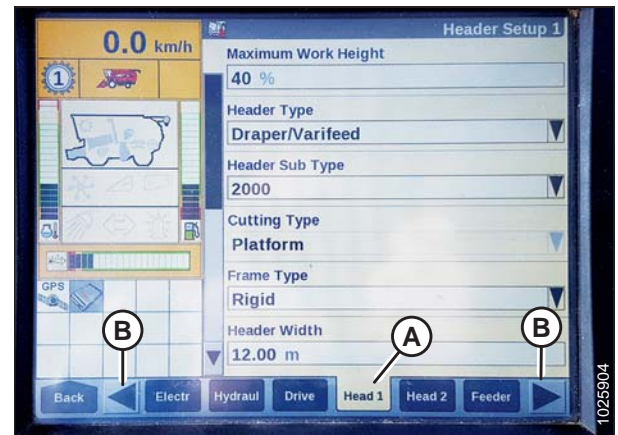


Figure 3.269: Case IH Combine Display

OPERATION

6. Locate the HEADER SUB TYPE field.
7. Select 2000 (A).

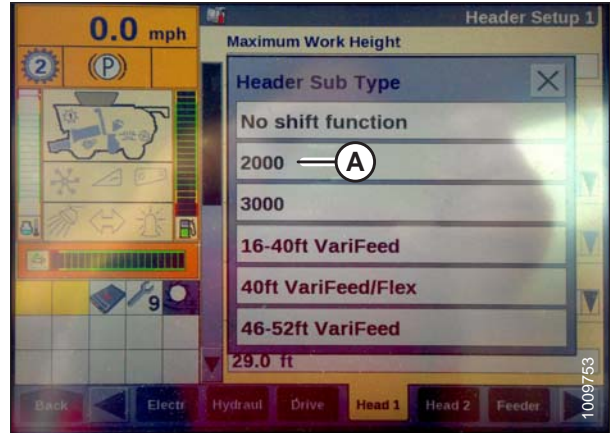


Figure 3.270: Case IH Combine Display

8. Select the HEAD 2 tab (A).
9. In the HEADER SENSORS field (B), select ENABLE.
10. In the HEADER PRESSURE FLOAT field (C), select NO.
11. In the HEIGHT/TILT RESPONSE field (D), select FAST.
12. In the AUTO HEIGHT OVERRIDE field (E), select YES.
13. Press the down arrow (F) to go to the next page.

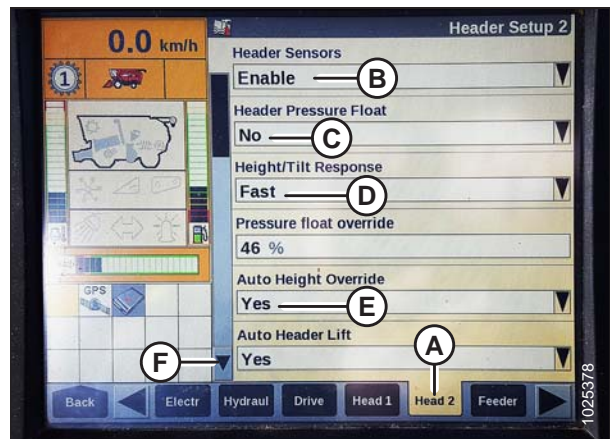


Figure 3.271: Case IH Combine Display

14. Locate the HHC HEIGHT SENSITIVITY field (A), and set as follows:
 - **If using a single-sensor system:** Set HHC HEIGHT SENSITIVITY to 180.
 - **If using a two-sensor system:** Set HHC HEIGHT SENSITIVITY to 250.

NOTE:

If hunting occurs during operation, decrease this setting by 20 points at a time until hunting no longer occurs.

15. Set HHC TILT SENSITIVITY (B) to 150. Increase or decrease as desired.

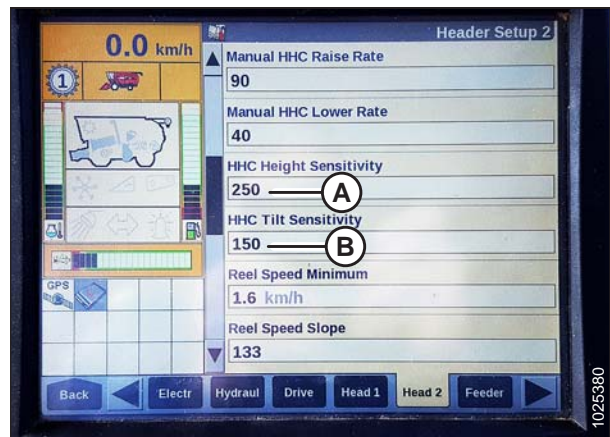


Figure 3.272: Case IH Combine Display

OPERATION

16. From the REEL HEIGHT SENSOR menu, select YES (A).

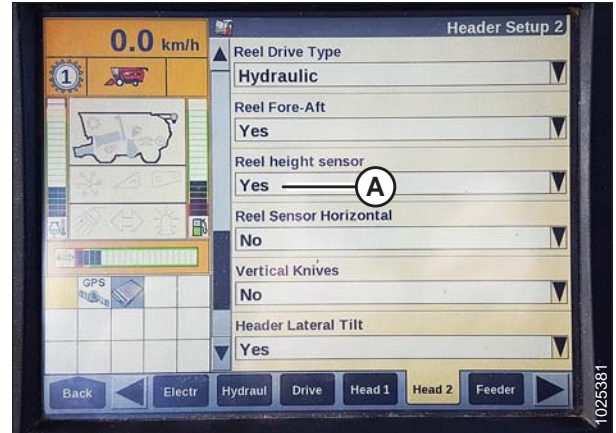


Figure 3.273: Case IH Combine Display

17. Locate AUTOTILT field (A).

- **If using a two-sensor system:** Select YES in the AUTOTILT field.
- **If using a single-sensor system:** Select NO in the AUTOTILT field.

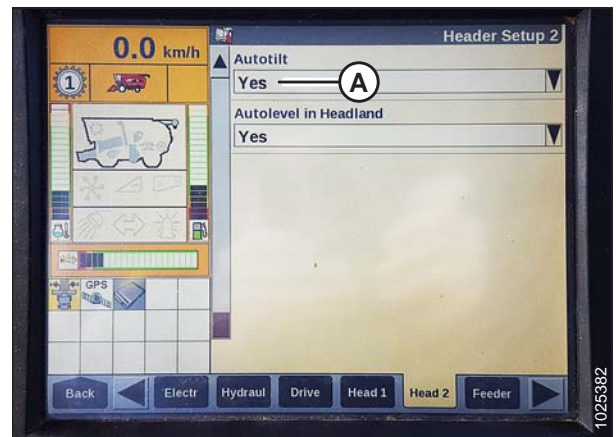


Figure 3.274: Case IH Combine Display

NOTE:

Icons (A) and (B) appear on the monitor only after engaging the separator and header, and then pressing HEADER RESUME button on the control panel.

18. Ensure AUTO HEIGHT icon (A) appears on the monitor and is displayed as shown at location (B). When the header is set for cutting on the ground, this verifies that the combine is correctly using the sensor on the header to sense ground pressure.

NOTE:

AUTO HEIGHT field (B) may appear on any of the RUN tabs and not necessarily on the RUN 1 tab.

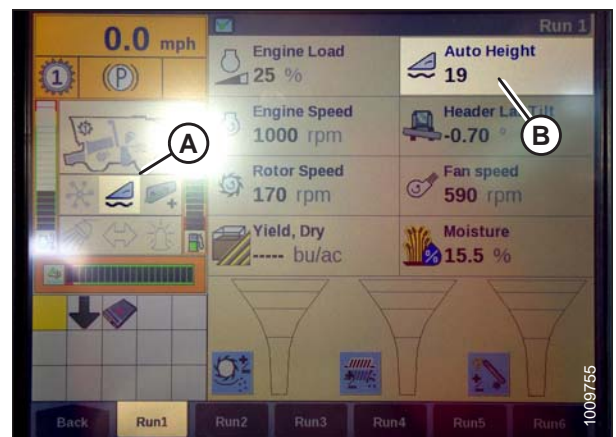


Figure 3.275: Case IH Combine Display

OPERATION

19. Select CALIBRATION on the combine display, and press the right arrow navigation key to enter the information box.
20. Select HEADER (A), and press ENTER. The CALIBRATION dialog box opens.

NOTE:

You can use the up and down navigation keys to move between options.

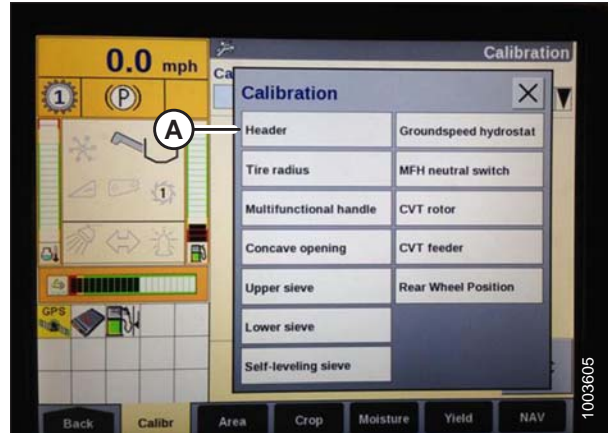


Figure 3.276: Case IH Combine Display

21. Follow the calibration steps in the order in which they appear in the dialog box. As you proceed through the calibration process, the display will automatically update to show the next step.

NOTE:

Pressing the ESC key during any of the steps or letting the system sit idle for more than 3 minutes will cause the calibration procedure to stop.

NOTE:

Refer to your combine operator's manual for an explanation of any error codes.

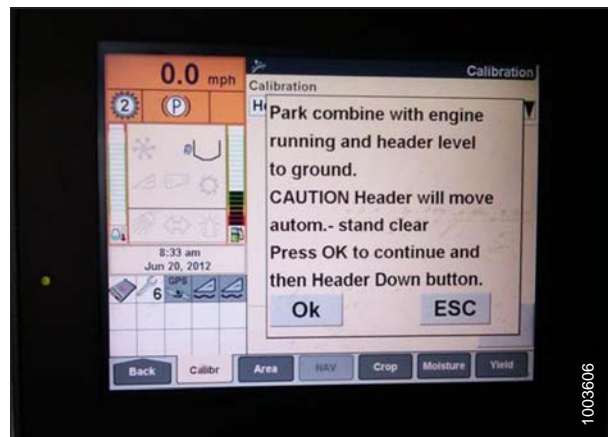


Figure 3.277: Case IH Combine Display

22. When all steps have been completed, CALIBRATION SUCCESSFUL message is displayed on the page. Exit the CALIBRATION menu by pressing the ENTER or ESC key.

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

Checking Reel Height Sensor Voltages – Case IH Combines

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. On the main page of the combine display, select **DIAGNOSTICS** (A). The **DIAGNOSTICS** page opens.

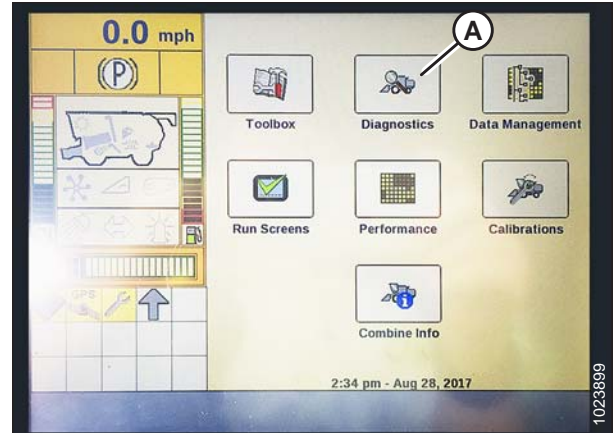


Figure 3.278: Case IH Combine Display

2. Select **SETTINGS** tab (A). The **SETTINGS** page opens.
3. From the **GROUP** menu, select **HEADER** (B).
4. From the **PARAMETER** menu, select **REEL VERTICAL POSITION** (C).



Figure 3.279: Case IH Combine Display

5. Select **GRAPH** tab (A). The **REEL VERTICAL POSITION** graph displays.
6. Lower the reel to view the high voltage (B). The voltage should be 4.1–4.5 V.
7. Raise the reel to view the low voltage (C). The voltage should be 0.5–0.9 V.
8. If either voltage is out of range, refer to [Checking and Adjusting Reel Height Sensor, page 94](#).

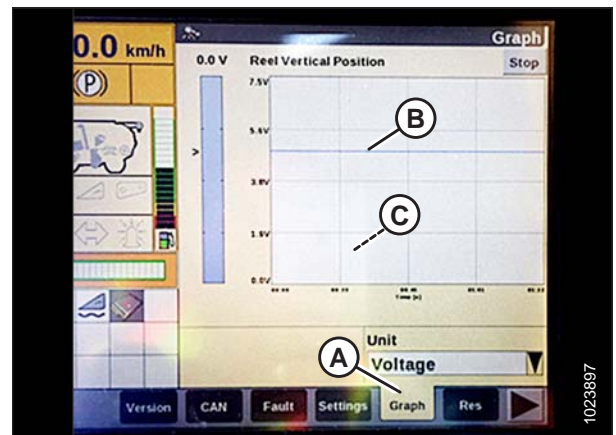


Figure 3.280: Case IH Combine Display

Setting Preset Cutting Height – Case IH 7010/8010, 120, 230, 240, and 250 Series Combines

To set the preset cutting height, follow these steps:

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

NOTE:

Indicator (A) should be at position 0 (B) with the header 152 mm (6 in.) off the ground. If not, the float sensor output voltage should be checked. Refer to Step 5, page 127. When the header is on the ground, the indicator should be at position 1 (C) for low ground pressure, and at position 4 (D) for high ground pressure. Crop and soil conditions determine the amount of float to use. The ideal setting is as light as possible without header bouncing or missing crop. Operating with heavy settings prematurely wears the cutterbar wearplates.

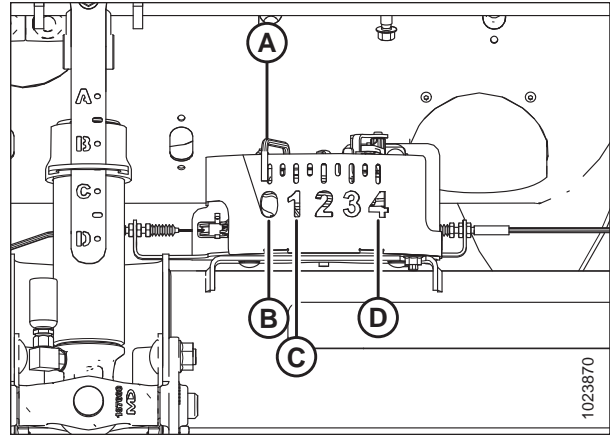


Figure 3.281: Float Indicator Box

1. Engage separator and header.
2. Manually raise or lower header to a desired cutting height.
3. Press SET #1 switch (A). The light (C) beside switch (A) will illuminate.

NOTE:

Use switch (E) for fine adjustments.

NOTE:

When setting presets, always set header position before setting reel position. If header and reel are set at the same time, the reel setting will not save.

4. Manually raise or lower the reel to the desired position.
5. Press SET #1 switch (A). The light (C) beside switch (A) will illuminate.
6. Manually raise or lower the header to a second desired cutting height.
7. Press SET #2 switch (B). The light (D) beside switch (B) will illuminate.
8. Manually raise or lower the reel to a second desired working position.
9. Press SET #2 switch (B). The light (D) beside switch (B) will illuminate.

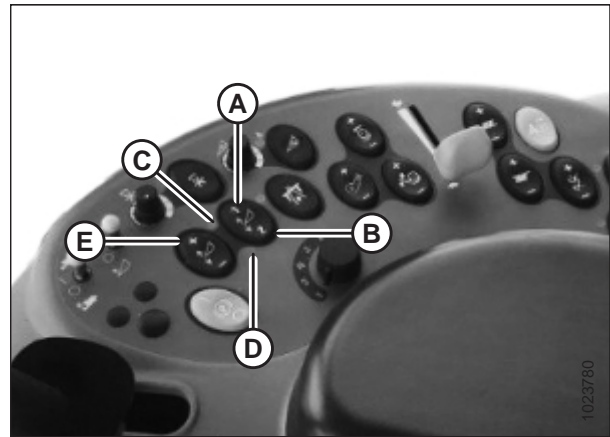


Figure 3.282: Case Combine Controls

OPERATION

10. To swap between set points, press HEADER RESUME (A).
11. To raise header at headlands, press and hold SHIFT button (B) at the back of the control handle and press HEADER RESUME switch (C). To lower header, press HEADER RESUME switch (C) once to return to header preset height.

NOTE:

Pressing HEADER RAISE/LOWER switches (C) and (D) disengages AUTO HEIGHT mode. Press HEADER RESUME (A) to re-engage.



Figure 3.283: Case Combine Controls

3.8.8 Challenger and Massey Ferguson 6 and 7 Series Combines

Checking Voltage Range from the Combine Cab – Challenger and Massey Ferguson

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation, causing a malfunction of the auto header height control (AHHC) system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

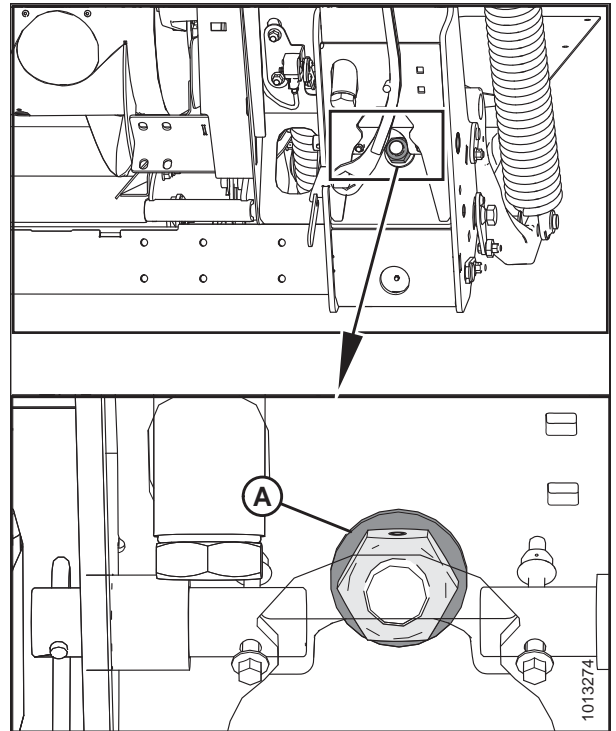


Figure 3.284: Float Lock

OPERATION

3. Adjust cable take-up bracket (B) (if necessary) until the float indicator pointer (A) is on 0.

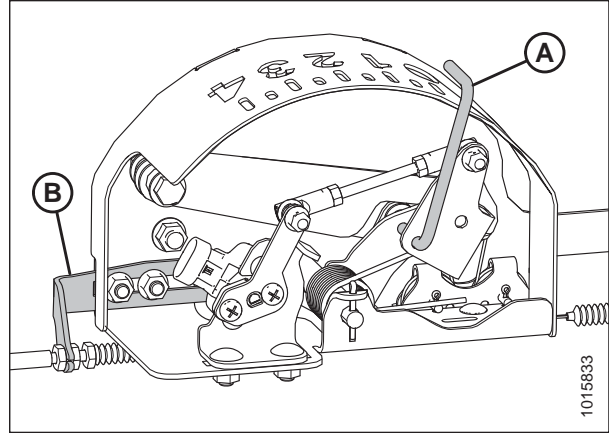


Figure 3.285: Float Indicator Box

4. Go to the FIELD page on the combine monitor, and then press the diagnostics icon. The MISCELLANEOUS page displays.
5. Press VMM DIAGNOSTIC button (A). The VMM DIAGNOSTIC page displays.

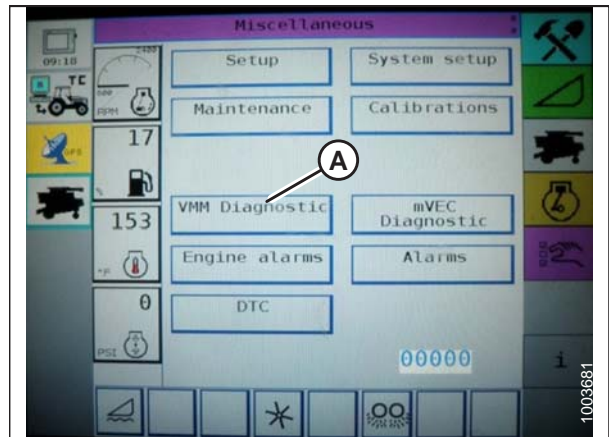


Figure 3.286: Challenger Combine Display

6. Go to the ANALOG IN tab (A), and then select VMM MODULE 3 by pressing the text box below the four tabs. The voltage from the AHC sensor is now displayed on page as HEADER HEIGHT RIGHT POT and HEADER HEIGHT LEFT POT. The readings may be slightly different.

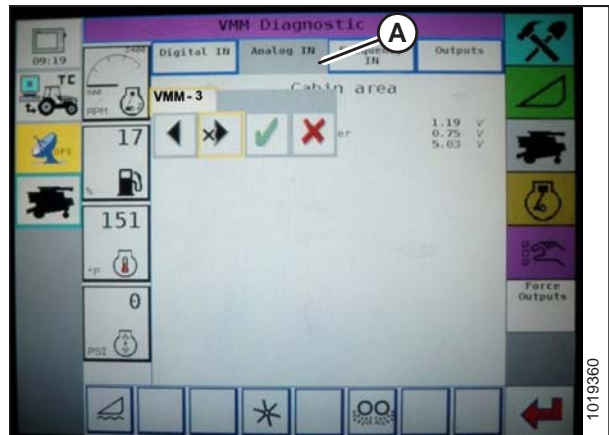


Figure 3.287: Challenger Combine Display

OPERATION

- Fully lower the combine feeder house (float module should be fully separated from the header).

NOTE:

You may need to hold the HEADER DOWN switch for a few seconds to ensure the feeder house is fully lowered.

- Read voltage.
- Raise header so cutterbar is 150 mm (6 in.) off the ground.
- Read voltage.
- If the sensor voltage is not within the low and high limits, or if the range between the low and high limits is insufficient, adjust the voltage limits. For instructions, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#) or [Adjusting Voltage Limits – Two-Sensor System, page 132](#).



Figure 3.288: Challenger Combine Display

Engaging the Auto Header Height Control – Challenger and Massey Ferguson

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

The following system components are required in order for the auto header height control (AHHC) to work:

- Main module (PCB board) and header driver module (PCB board) mounted in card box in fuse panel module (FP)
- Multi-function control handle operator inputs
- Operator inputs mounted in the control console module (CC) panel

NOTE:

In addition to the above components, the electrohydraulic header lift control valve is an integral part of the system.

Engage the AHHC as follows:

- Scroll through the header control options on the combine display using the header control switch until the AHHC icon (A) is displayed in the first message box. The AHHC will adjust the header height in relation to the ground according to the height setting and sensitivity setting.



Figure 3.289: Challenger Combine Display

OPERATION

Calibrating the Auto Header Height Control – Challenger and Massey Ferguson

NOTE:

For best performance of the auto header height control (AHHC) system, perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

If the header float is set too light, it can prevent AHHC calibration. You may need to set the float heavier for the calibration procedure so the header doesn't separate from the float module.

1. Ensure center-link is set to **D**.
2. On the FIELD screen, press DIAGNOSTICS icon (A). The MISCELLANEOUS screen appears.



Figure 3.290: Challenger Combine Display

3. Press CALIBRATIONS button (A). The CALIBRATIONS screen appears.

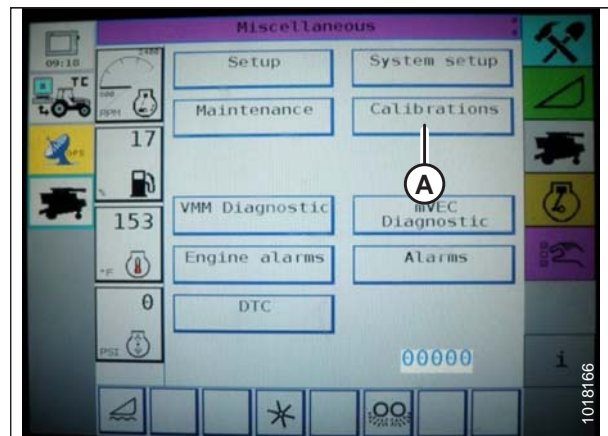


Figure 3.291: Challenger Combine Display

OPERATION

- Press HEADER button (A). The HEADER CALIBRATION screen displays a warning.

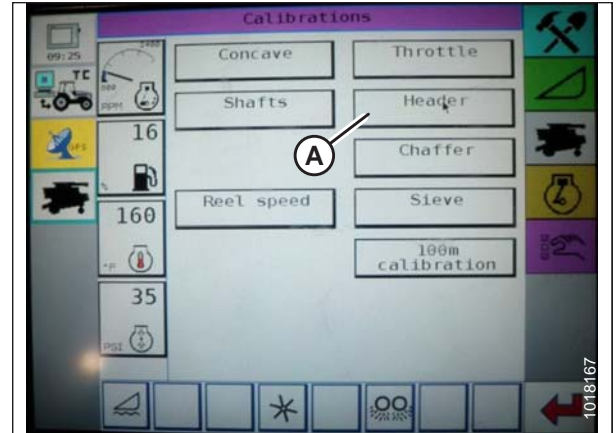


Figure 3.292: Challenger Combine Display

- Read the warning message, and then press the green check mark button.

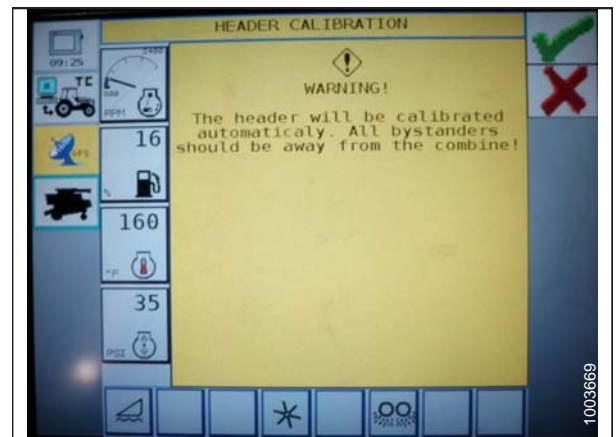


Figure 3.293: Challenger Combine Display

- Follow the on-screen prompts to complete calibration.

NOTE:

The calibration procedure can be canceled at any time by pressing the cancel button in the bottom right corner of the screen. While the header calibration is running, the calibration can also be canceled by using the UP, DOWN, TILT RIGHT, or TILT LEFT buttons on the control handle.

NOTE:

If the combine does not have HEADER TILT installed or if it is inoperable, you may receive warnings during calibration. Press the green check mark if these warnings appear. This will not affect the AHHC calibration.

NOTE:

If the float was set heavier to complete the AHHC calibration procedure, adjust to the recommended operating float after the calibration is complete.

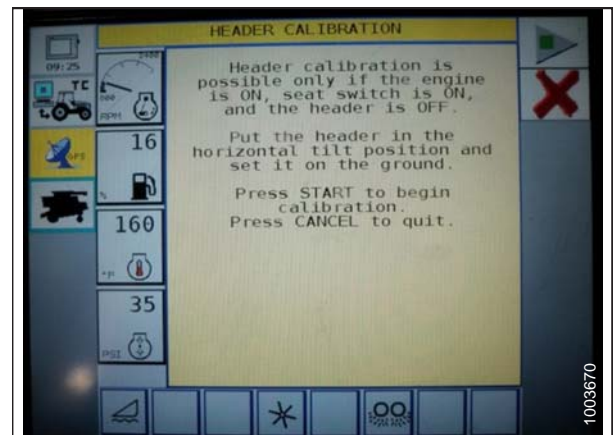


Figure 3.294: Challenger Combine Display

OPERATION

Adjusting the Header Height – Challenger and Massey Ferguson

Once the auto header height control (AHHC) is activated, press and release the HEADER LOWER button on the control handle. The AHHC will automatically lower the header to the selected height setting.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

You can adjust the selected AHHC height using HEIGHT ADJUSTMENT knob (A) on the control console. Turning the knob clockwise increases the selected height, and turning the knob counterclockwise decreases the selected height.



Figure 3.295: Height Adjustment Knob on the Combine Control Console

Adjusting the Header Raise/Lower Rate – Challenger and Massey Ferguson

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Press Header icon (A) on the FIELD screen. The HEADER screen displays.

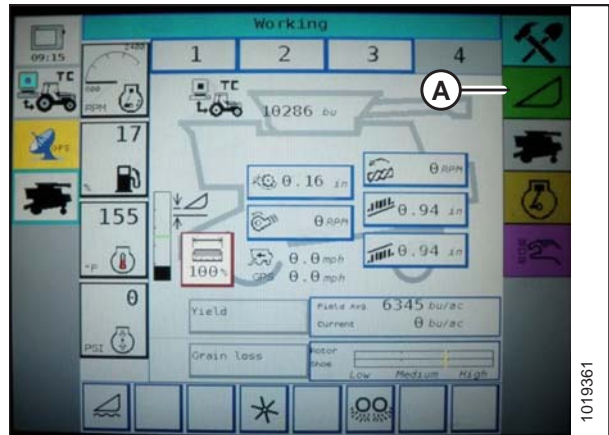


Figure 3.296: Challenger Combine Display

OPERATION

2. Press HEADER CONTROL (A). The HEADER CONTROL screen displays.

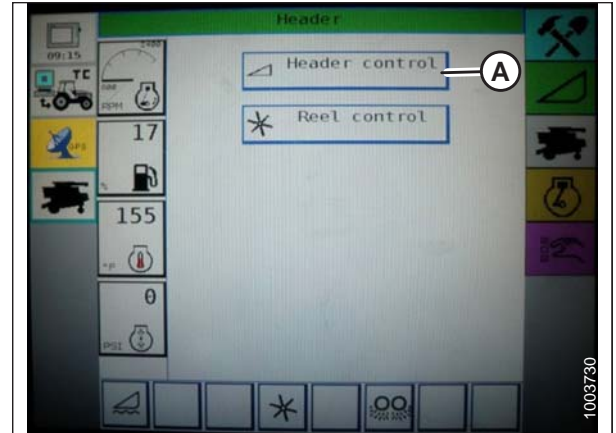


Figure 3.297: Challenger Combine Display

3. Go to the TABLE SETTINGS tab.
4. Press up arrow on MAX UP PWM to increase percentage number and increase raise speed. Press down arrow on MAX UP PWM to decrease percentage number and decrease raise speed.
5. Press up arrow on MAX DOWN PWM to increase percentage number and increase lower speed. Press down arrow on MAX DOWN PWM to decrease percentage number and decrease lower speed.

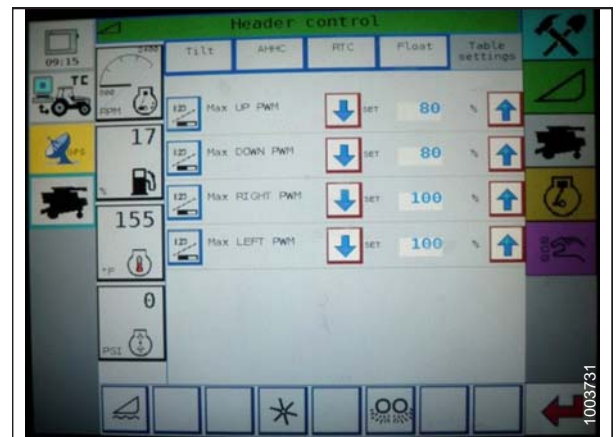


Figure 3.298: Challenger Combine Display

Setting the Sensitivity of the Auto Header Height Control – Challenger and Massey Ferguson

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Press the HEADER icon on the FIELD screen. The HEADER screen appears.

OPERATION

2. Press the HEADER CONTROL button (A). The HEADER CONTROL screen appears. You can adjust sensitivity on this screen using the up and down arrows.

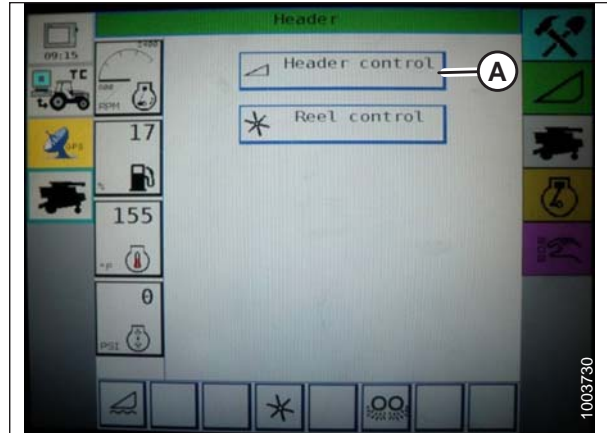


Figure 3.299: Challenger Combine Display

3. Adjust the sensitivity to the maximum setting.
4. Activate the AHHC, and press the HEADER LOWER button on the control handle.
5. Decrease the sensitivity until the feeder house remains steady and does not bounce up and down.

NOTE:

This is the maximum sensitivity and is only an initial setting. The final setting must be made in the field, as the system reaction will vary with changing surfaces and operating conditions.

NOTE:

If maximum sensitivity is not needed, a less sensitive setting will reduce the frequency of header height corrections and component wear. Partially opening the accumulator valve will cushion the action of the header lift cylinders and reduce header hunting.

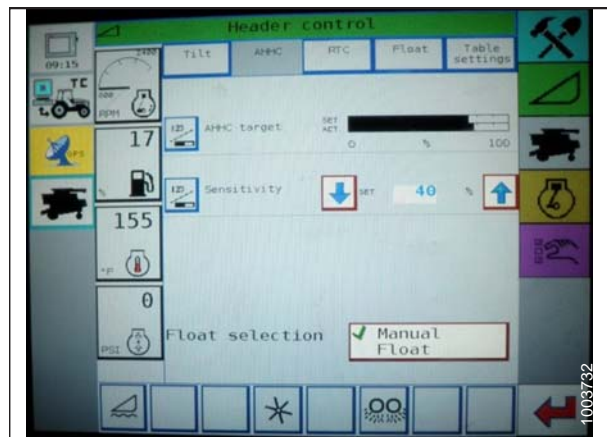


Figure 3.300: Challenger Combine Display

3.8.9 CLAAS 500 Series Combines

Calibrating the Auto Header Height Control – CLAAS 500 Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

1. Ensure center-link is set to **D**.
2. Use the < key (A) or > key (B) to select AUTO HEADER, and press the OK key (C). The E5 screen displays whether the automatic header height is on or off.

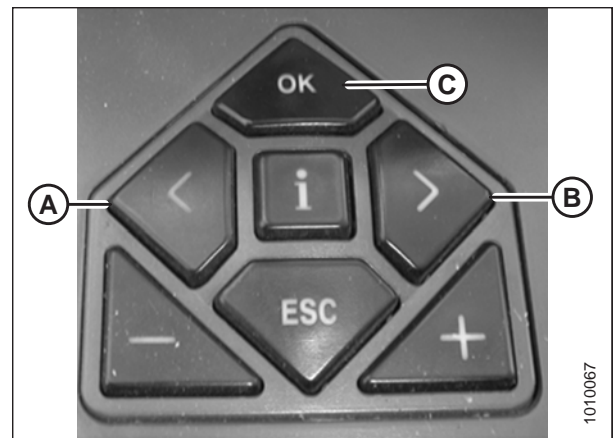


Figure 3.301: CLAAS Combine Controls

3. Use the – key (A) or the + key (B) to turn the AHHC on, and press the OK key (C).
4. Engage the threshing mechanism and the header.

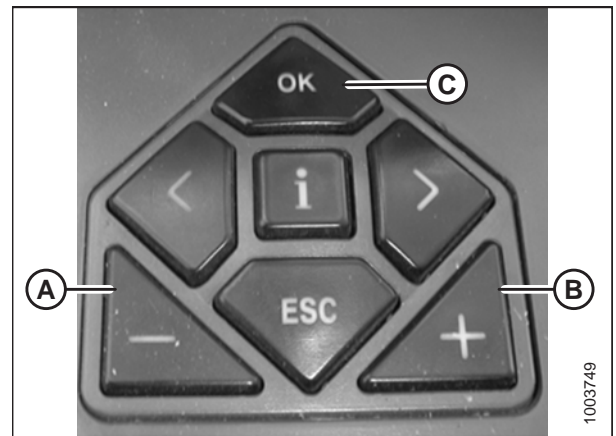


Figure 3.302: CLAAS Combine Controls

OPERATION

5. Use the < or > key to select CUTT. HEIGHT LIMITS, and press the combine controls OK key.
6. Follow the procedure displayed on the screen to program the upper and lower limits of the header into the CEBIS.

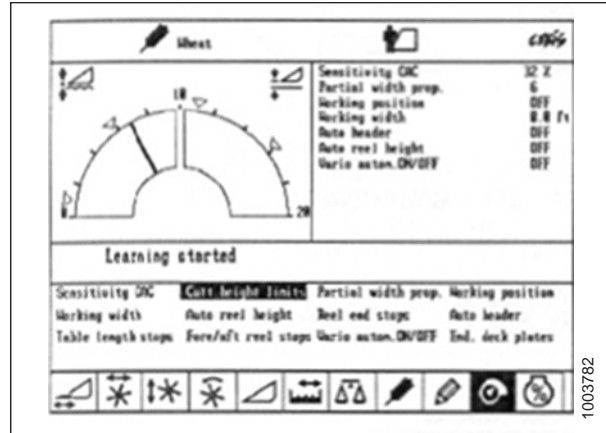


Figure 3.303: CLAAS Combine Display

7. Use the < or > key to select SENSITIVITY CAC, and press the combine controls OK key.

NOTE:

Setting the sensitivity of the AHHC system affects the reaction speed of the AHHC on the header.

8. Use the – key or the + key to change the setting of the reaction speed, and press the combine controls OK key.

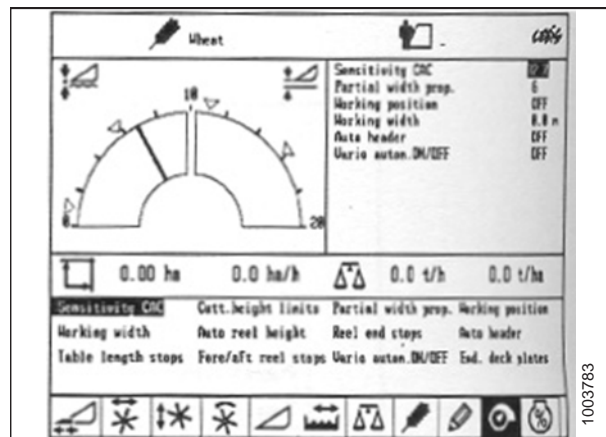


Figure 3.304: CLAAS Combine Display

9. Use line (A) or value (B) to determine the sensitivity setting.

NOTE:

The setting can be adjusted from 0–100%. When sensitivity is adjusted to 0%, the signals from the sensing bands have no effect on the automatic cutting height adjustment. When sensitivity is adjusted to 100%, the signals from the sensing bands have maximum effect on the automatic cutting height adjustment. The recommended starting point is 50%.

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

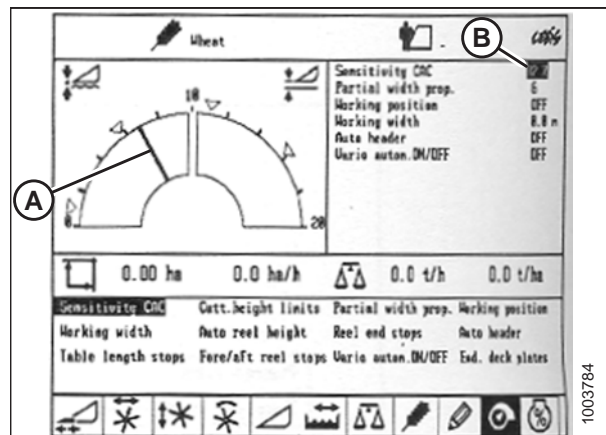


Figure 3.305: CLAAS Combine Display

Setting Cutting Height – CLAAS 500 Series

Cutting heights can be programmed into the preset cutting height and auto contour systems. Use the preset cutting height system for cutting heights above 150 mm (6 in.), and use the auto contour system for cutting heights below 150 mm (6 in.).

Setting Preset Cutting Height – CLAAS 500 Series



CAUTION

Check to be sure all bystanders have cleared the area.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Start the engine.
2. Activate the machine enable switch.
3. Engage the threshing mechanism.
4. Engage the header.
5. Briefly press button (A) in order to activate the auto contour system, or briefly press button (B) in order to activate the preset cutting height system.

NOTE:

Button (A) is used only with auto header height control (AHHC) function. Button (B) is used only with the return to cut function.



Figure 3.306: Control Handle Buttons

6. Use the < key (C) or > key (D) to select the CUTTING HEIGHT screen, and press the OK key (E).
7. Use the – key (A) or the + key (B) to set the desired cutting height. An arrow indicates the selected cutting height on the scale.

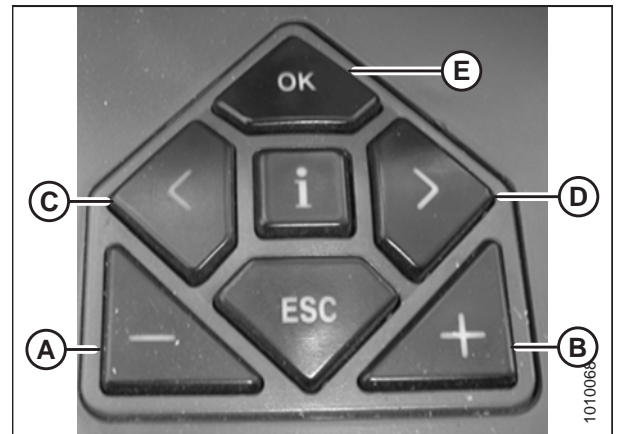


Figure 3.307: CLAAS Combine Controls

OPERATION

8. Briefly press button (A) or button (B) in order to select the set point.
9. Repeat Step 7, [page 189](#) for the set point.



Figure 3.308: Control Handle Buttons

Setting Cutting Height Manually – CLAAS 500 Series



CAUTION

Check to be sure all bystanders have cleared the area.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Use button (A) to raise the header or button (B) to lower the header to the desired cutting height.
2. Press and hold button (C) for 3 seconds to store the cutting height into the CEBIS (an alarm will sound when the new setting has been stored).
3. Program a second set point, if desired, by using button (A) to raise the header or button (B) to lower the header to the desired cutting height, and briefly press button (C) to store the second set point into the CEBIS (an alarm will sound when the new setting has been stored).

NOTE:

For above-the-ground cutting, repeat Step 1, page 191, and use button (D) instead of button (C) while repeating Step 2, page 191.



Figure 3.309: Control Handle Buttons

Setting the Sensitivity of the Auto Header Height Control – CLAAS 500 Series

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

NOTE:

The upper and lower limits of the header must be programmed into the CEBIS before adjusting the sensitivity of the AHHC system. The setting can be adjusted from 0–100%. When sensitivity is adjusted to 0%, the signals from the sensing bands have no effect on the automatic cutting height adjustment. When sensitivity is adjusted to 100%, the signals from the sensing bands have maximum effect on the automatic cutting height adjustment. The recommended starting point is 50%.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. Use the < key (C) or the > key (D) to select SENSITIVITY CAC, and press the OK key (E).
2. Use the – key (A) or the + key (B) to change the reaction speed setting, and press the OK key (E).

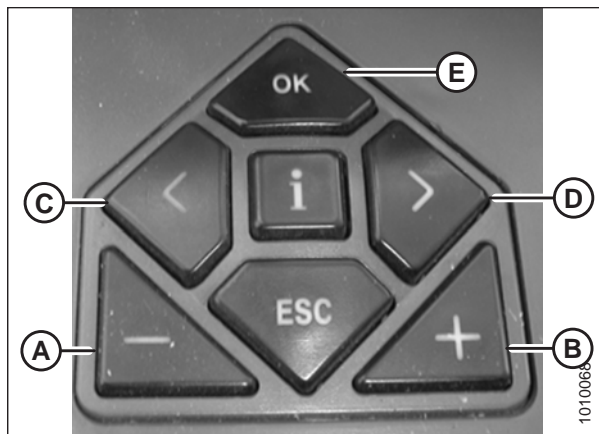


Figure 3.310: CLAAS Combine Controls

3. Use line (A) or value (B) to determine the sensitivity setting.

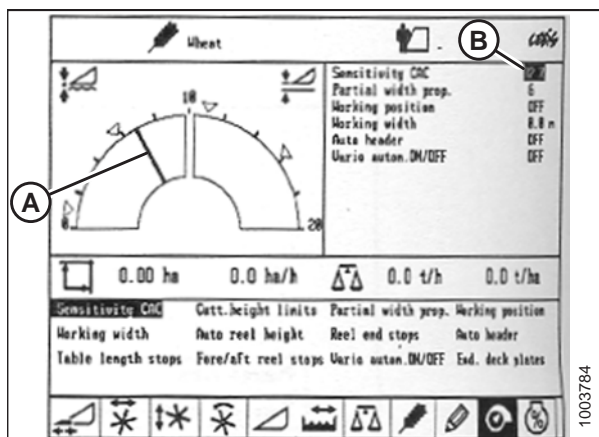
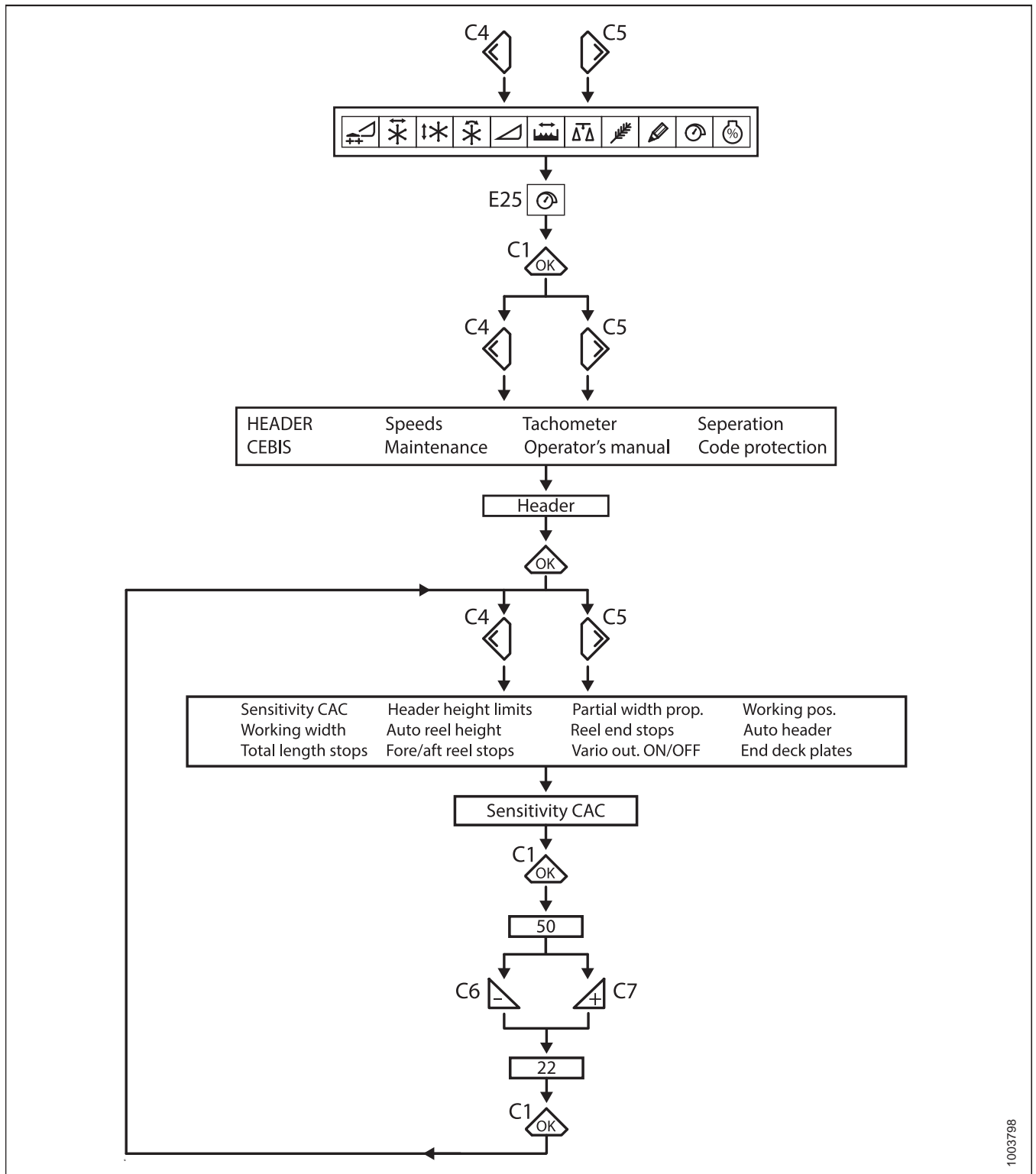


Figure 3.311: CLAAS Combine Display

OPERATION

Figure 3.312: Flow Chart for Setting the Sensitivity of the Float Optimizer



OPERATION

Adjusting Auto Reel Speed – CLAAS 500 Series

The preset reel speed can be set when the automatic header functions are activated.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Use the < or > key to select REEL WINDOW. Window E15 will display the current advance or retard speed of the reel in relation to the ground speed.

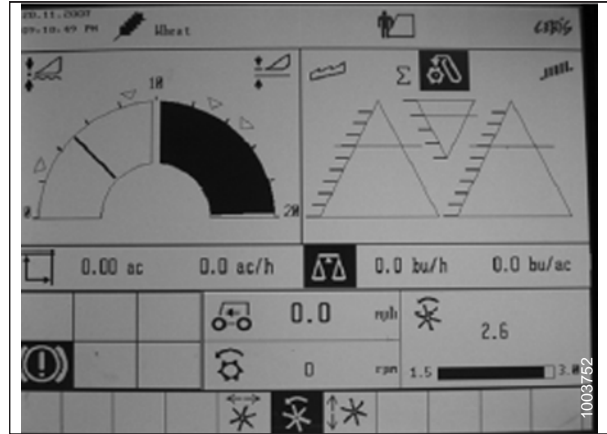


Figure 3.313: CLAAS Combine Display

2. Press the OK key (C) to open the REEL SPEED window.
3. Use the – key (A) or the + key (B) to set the reel speed in relation to the current ground speed. Window E15 will display the selected reel speed.

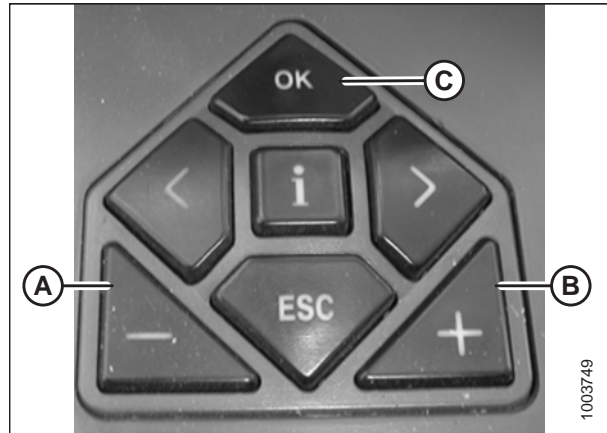


Figure 3.314: CLAAS Combine Controls

4. Manually adjust the reel speed by rotating the rotary switch to the reel position (A), and then use the – or + key to set the reel speed.



Figure 3.315: CLAAS Combine Rotary Switch

OPERATION

- Press and hold button (A) or button (B) for 3 seconds to store the setting into the CEBIS (an alarm will sound when the new setting has been stored).

NOTE:

Whenever button (A) or button (B) is pressed for 3 seconds, the current positions for reel speed and cutting height are stored.



Figure 3.316: CLAAS Control Handle Buttons

- Use the < or > key to select the REEL WINDOW. Window E15 will display the current advance or retard speed of the reel in relation to the ground speed.

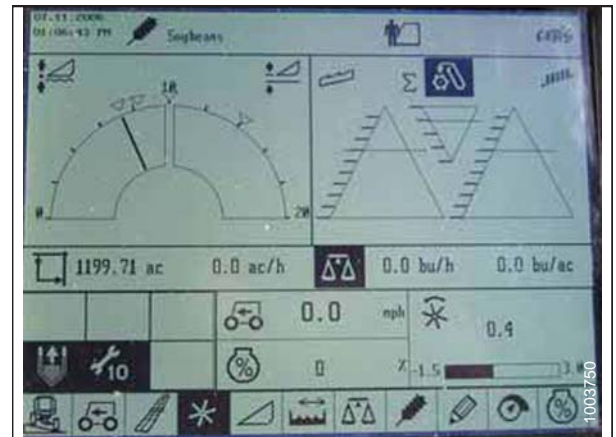


Figure 3.317: CLAAS Combine Display

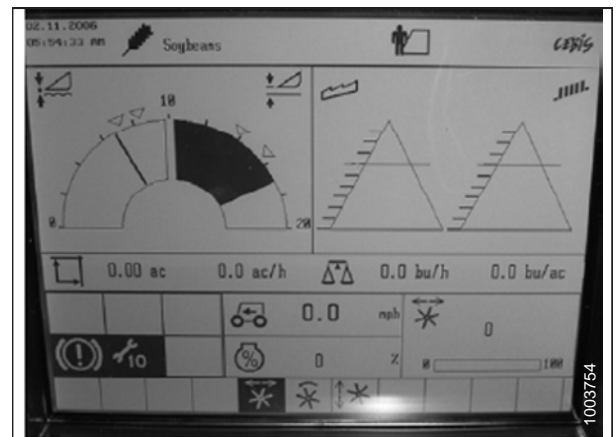


Figure 3.318: CLAAS Combine Display

OPERATION

- Press the OK key (E), and use the < key (C) or the > key (D) to select the REEL FORE AND AFT window.
- Use the – key (A) or the + key (B) to set the reel fore-aft position.

NOTE:

Control handle button (A) or button (B) (as shown in Figure 3.320, page 196) can also be used to set the reel fore-aft position.

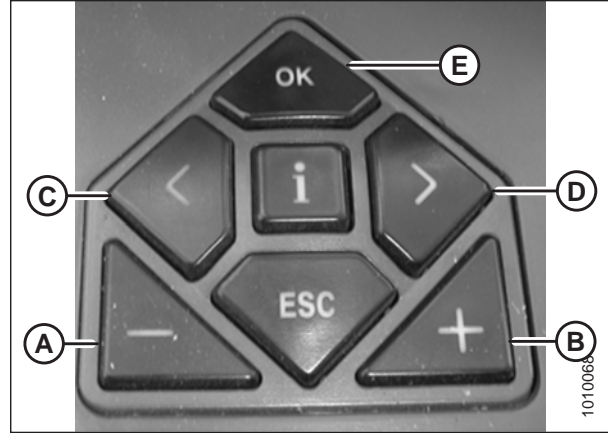


Figure 3.319: CLAAS Combine Controls

- Press and hold button (A) or button (B) for 3 seconds to store the setting into the CEBIS (an alarm will sound when the new setting has been stored).

NOTE:

Whenever button (A) or button (B) is pressed for 3 seconds, the current positions for reel speed and cutting height are stored.



Figure 3.320: CLAAS Control Handle Buttons

3.8.10 CLAAS 600 and 700 Series Combines

Calibrating the Auto Header Height Control – CLAAS 600 and 700 Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

If header float is set too light, it can prevent AHHC calibration. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

- Ensure center-link is set to **D**.
- Ensure that the header float is unlocked.
- Place wings in locked position.

OPERATION

4. Use control knob (A) to highlight the AUTO CONTOUR icon (B) and press control knob (A) to select it.



Figure 3.321: CLAAS Combine Display, Console, and Control Handle

5. Use control knob (A) to highlight the icon that resembles a header with up and down arrows (not shown), and press control knob (A) to select it. The highlighted header icon (B) will be displayed on the screen.



Figure 3.322: CLAAS Combine Display, Console, and Control Handle

6. Use control knob (A) to highlight the icon that resembles a header with up and down arrows (B), and press control knob (A) to select it.

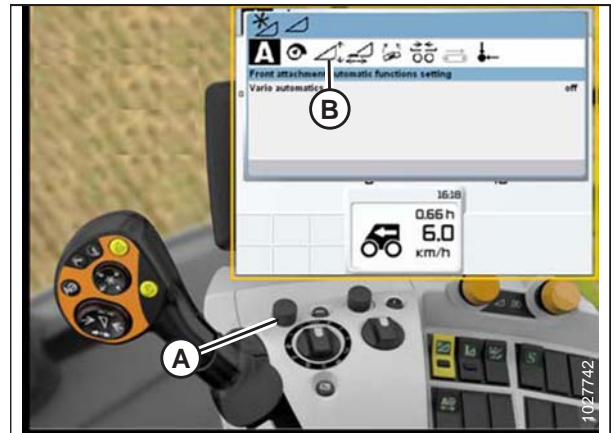


Figure 3.323: CLAAS Combine Display, Console, and Control Handle

OPERATION

7. Use control knob (A) to highlight the icon that resembles a screwdriver (B).
8. Engage the combine separator and feeder house.
9. Press control knob (A) and a progress bar will appear.



Figure 3.324: CLAAS Combine Display, Console, and Control Handle

10. Fully raise the feeder house. The progress bar (A) will advance to 25%.
11. Fully lower the feeder house. The progress bar (A) will advance to 50%.
12. Fully raise the feeder house. The progress bar (A) will advance to 75%.
13. Fully lower the feeder house. The progress bar (A) will advance to 100%.



Figure 3.325: CLAAS Combine Display, Console, and Control Handle

14. Ensure the progress bar (A) displays 100%. The calibration procedure is now complete.

NOTE:

If the voltage is not within the range of 0.5–4.5 V at any time throughout the calibration process, the monitor will indicate learning procedure not concluded.

NOTE:

If float was set heavier to complete ground calibration procedure, adjust to recommended operating float after the calibration is complete.



Figure 3.326: CLAAS Combine Display, Console, and Control Handle

Setting Cutting Height – CLAAS 600 and 700 Series



Check to be sure all bystanders have cleared the area.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Lower the header to desired cutting height or ground pressure setting. The float indicator box should be set to 1.5.
2. Hold the left side of the header raise and lower switch (A) until you hear a ping.

NOTE:

You can set two different cutting heights.



Figure 3.327: CLAAS Combine Display, Console, and Control Handle

Setting the Sensitivity of the Auto Header Height Control – CLAAS 600 and 700 Series

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Use control knob (A) to highlight the HEADER/REEL icon (B), and press control knob (A) to select it. The HEADER/REEL dialog box opens.
2. Select HEADER icon.

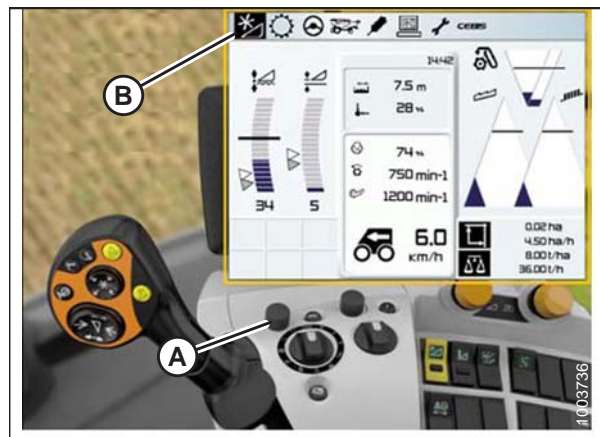


Figure 3.328: CLAAS Combine Display, Console, and Control Handle

OPERATION

3. Select the FRONT ATTACHMENT PARAMETER SETTINGS icon (A). A list of settings appears.
4. Select SENSITIVITY CAC (B) from the list.



Figure 3.329: CLAAS Combine Display, Console, and Control Handle

5. Select the SENSITIVITY CAC icon (A).

NOTE:

To set the sensitivity, you will have to change the CUTTING HEIGHT ADJUSTMENT (B) from the 0 default. The settings from 1–50 provide a faster response, whereas the settings from -1 to -50 provide a slower response. For best results, make adjustments in increments of five.

6. Increase the CUTTING HEIGHT ADJUSTMENT setting if the reaction time between the header and the float module is too slow while cutting on the ground, and decrease the CUTTING HEIGHT ADJUSTMENT setting if the reaction time between the header and the float module is too fast.
7. Increase the sensitivity if the header is lowered too slowly, and decrease the sensitivity if the header hits the ground too hard or is lowered too quickly.



Figure 3.330: CLAAS Combine Display

Adjusting Auto Reel Speed – CLAAS 600 and 700 Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. Use control knob (A) to highlight the HEADER/REEL icon (B), and press control knob (A) to select it. The HEADER/REEL dialog box opens.

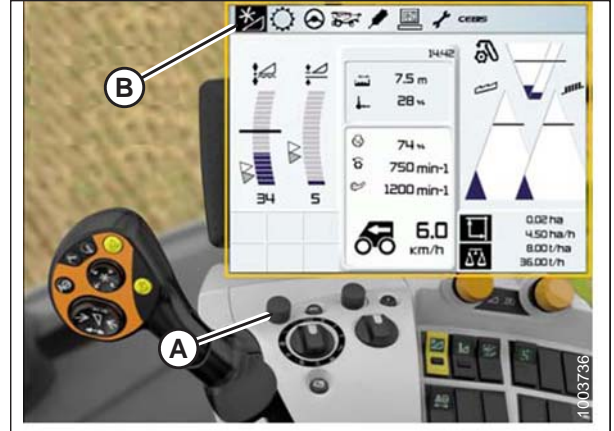


Figure 3.331: CLAAS Combine Display, Console, and Control Handle

2. Use control knob (A) to select REEL SPEED (B), and adjust the reel speed (if you are **NOT** using Auto Reel Speed). A graph displays in the dialog box.



Figure 3.332: CLAAS Combine Display, Console, and Control Handle

3. Select ACTUAL VALUE (A) from the AUTO REEL SPEED dialog box (if you are using Auto Reel Speed). The ACTUAL VALUE dialog box indicates the auto reel speed.



Figure 3.333: CLAAS Combine Display, Console, and Control Handle

OPERATION

4. Use control knob (A) to raise or lower the reel speed.

NOTE:

This option is only available at full throttle.



Figure 3.334: CLAAS Combine Display, Console, and Control Handle

Calibrating Reel Height Sensor – CLAAS 600 and 700 Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

To calibrate reel height, follow these steps:

1. Place header off the ground 15–25 cm (6–10 in.).
2. Use control knob (A) to highlight the FRONT ATTACHMENT icon (B) and press control knob (A) to select it.

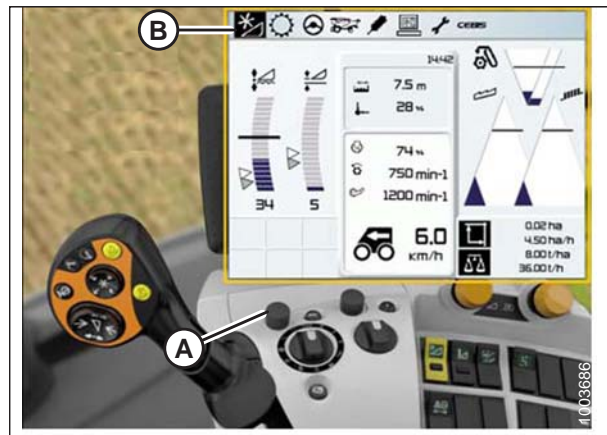


Figure 3.335: CLAAS Combine Display, Console, and Control Handle

OPERATION

3. Use control knob (A) to highlight the REEL icon (B), and press control knob (A) to select it.



Figure 3.336: CLAAS Combine Display and Console

4. Highlight the REEL HEIGHT icon (A), and press control knob to select it.
5. Select LEARNING END STOPS (B) from the list.



Figure 3.337: CLAAS Combine Display and Console

6. Use control knob (A) to highlight the screwdriver icon (B).



Figure 3.338: CLAAS Combine Display, Console, and Control Handle

OPERATION

7. Press control knob and a progress bar chart (A) will appear.
8. Follow the prompts on the screen to raise the reel.
9. Follow the prompts on the screen to lower the reel.



Figure 3.339: CLAAS Combine Display, Console, and Control Handle

10. Ensure the progress bar chart displays 100% (A). The calibration procedure is now complete.



Figure 3.340: CLAAS Combine Display, Console, and Control Handle

Adjusting Auto Reel Height – CLAAS 600 and 700 Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

To adjust the auto reel height, follow these steps:

OPERATION

1. Use HOTKEY rotary dial (A) to select REEL icon (B).

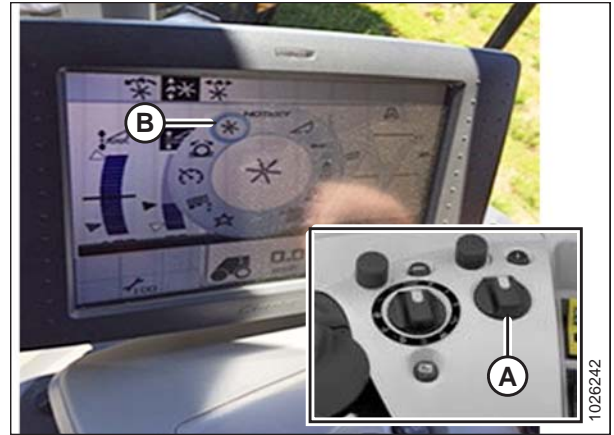


Figure 3.341: CLAAS Combine Display and Console

2. Use control knob (A) to select AUTO REEL HEIGHT icon (B) at the top of the page.

NOTE:

The AUTO REEL HEIGHT icon (C) at the center of the page should be highlighted black. If it is not black, either the end stops have not been set or the AHHC is not active. For instructions, refer to [Calibrating Reel Height Sensor – CLAAS 600 and 700 Series, page 202](#).

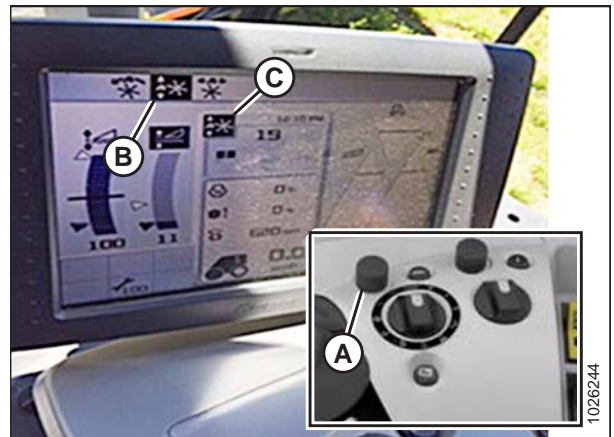


Figure 3.342: CLAAS Combine Display and Console

3. Adjust the auto reel height position for the current AHHC position using outer scroll knob (A). To lower the preset reel position, turn the scroll knob counterclockwise; to raise the preset reel position, turn the scroll knob clockwise. The display will update the current setting (B).

NOTE:

If the AUTO REEL HEIGHT icon in the center of the page is not black, an AHHC position is not currently active.



Figure 3.343: CLAAS Combine Display and Console

3.8.11 Gleaner R65/R66/R75/R76 and S Series Combines

Checking Voltage Range from the Combine Cab – Gleaner R65/R66/R75/R76 and Pre-2016 S Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the AHHC system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

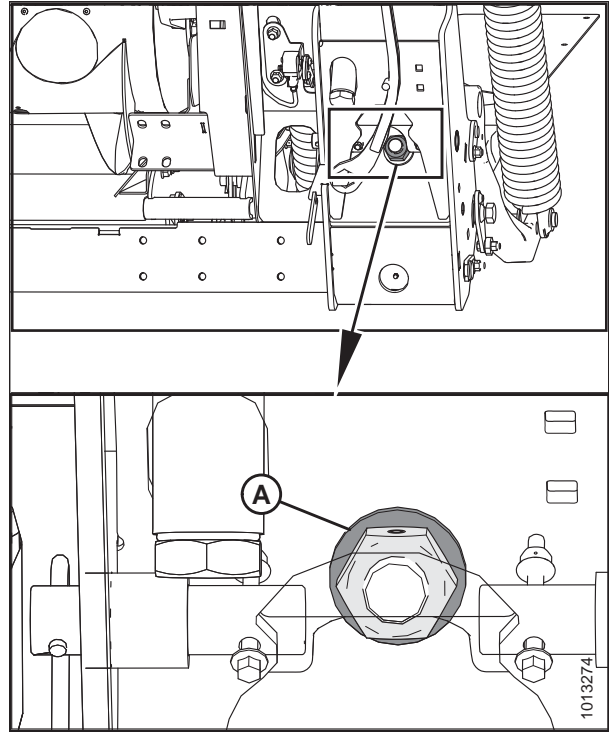


Figure 3.344: Float Lock

3. Ensure pointer (A) on the float indicator box is on 0. If necessary, adjust the cable take-up bracket (B) until pointer is on 0.

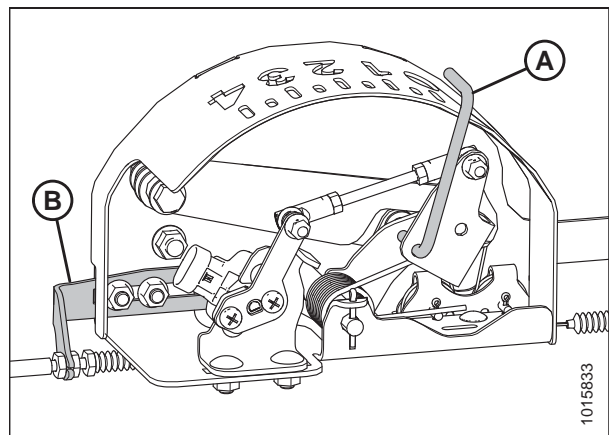
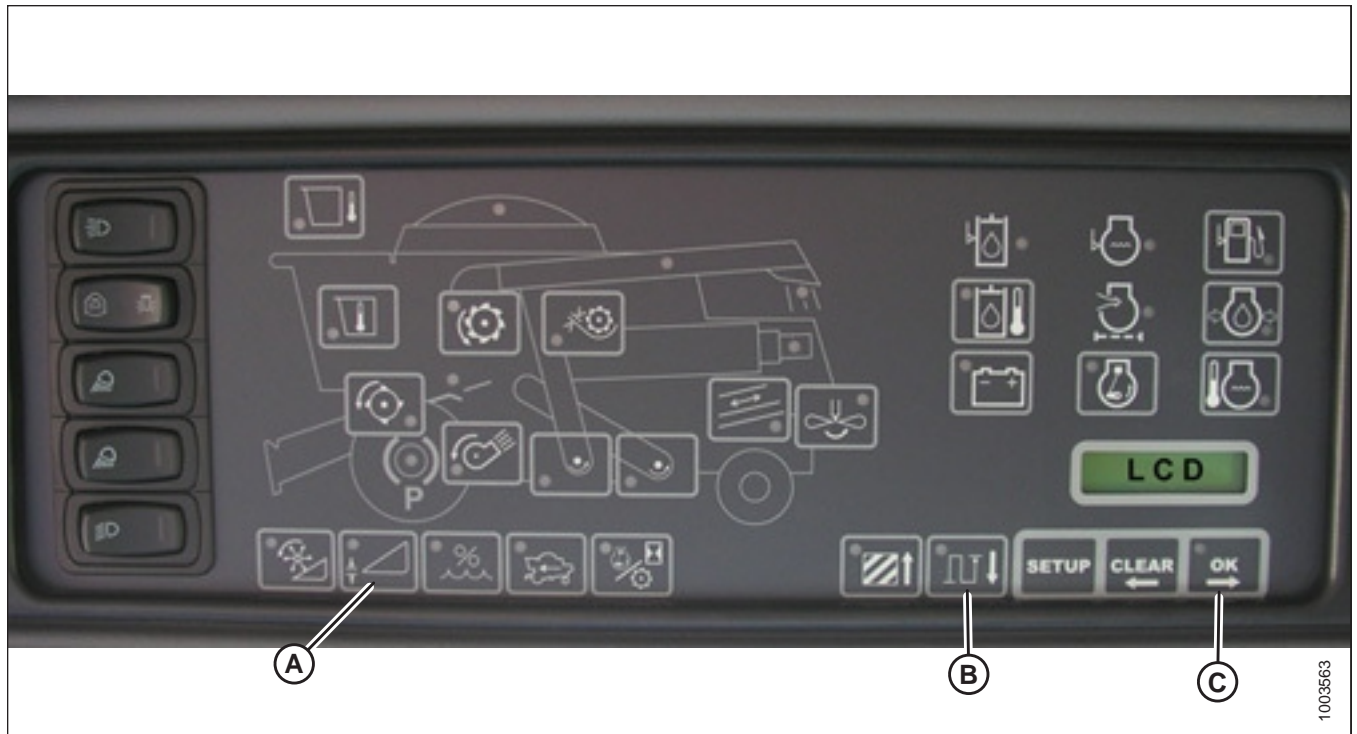


Figure 3.345: Float Indicator Box

Figure 3.346: Combine Heads-Up Display



4. Ensure header float is unlocked.
5. Press and hold button (A) on the heads-up display for 3 seconds to enter diagnostic mode.
6. Scroll down using button (B) until LEFT is displayed on the LCD screen.
7. Press the OK button (C). The number indicated on the LCD screen is the voltage reading from the sensor of the AHHC. Raise and lower the header to see the full range of voltage readings.

Engaging the Auto Header Height Control – Gleaner R65/R66/R75/R76 and Pre-2016 S Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

The following system components are required in order for the auto header height control (AHHC) to work:

- Main module and header driver module mounted in card box in fuse panel (FP) module.
- Multi-function control handle operator inputs.
- Operator inputs mounted in the control console (CC) module panel.

NOTE:

In addition to the above components, the electrohydraulic header lift control valve is an integral part of the system.

OPERATION

Figure 3.347: Combine Auto Header Height Controls



1. Press AUTO MODE button (A) until AHHC LED light (B) begins flashing. If the RTC light is flashing, press AUTO MODE button (A) again until it switches to AHHC.

CAUTION

Check to be sure all bystanders have cleared the area.

2. Briefly press button (A) on the control handle. The AHHC light should change from flashing to solid. The header also should drop toward the ground. The AHHC is now engaged and can be adjusted for height and sensitivity.
3. Use controls to adjust height and sensitivity to changing ground conditions such as shallow gullies and field drainage trenches.



Figure 3.348: Control Handle

OPERATION

Calibrating the Auto Header Height Control – Gleaner R65/R66/R75/R76 and Pre-2016 S Series

Calibration should be done on flat, level ground without the header clutches engaged. Header height and header tilt must not be in auto or standby modes. The engine rpm must be above 2000 rpm. The header tilt option on 2004 and earlier model combines does not work with MacDon headers. This system will have to be removed and disabled in order to calibrate the auto header height control (AHHC). For instructions, refer to the combine operator's manual.

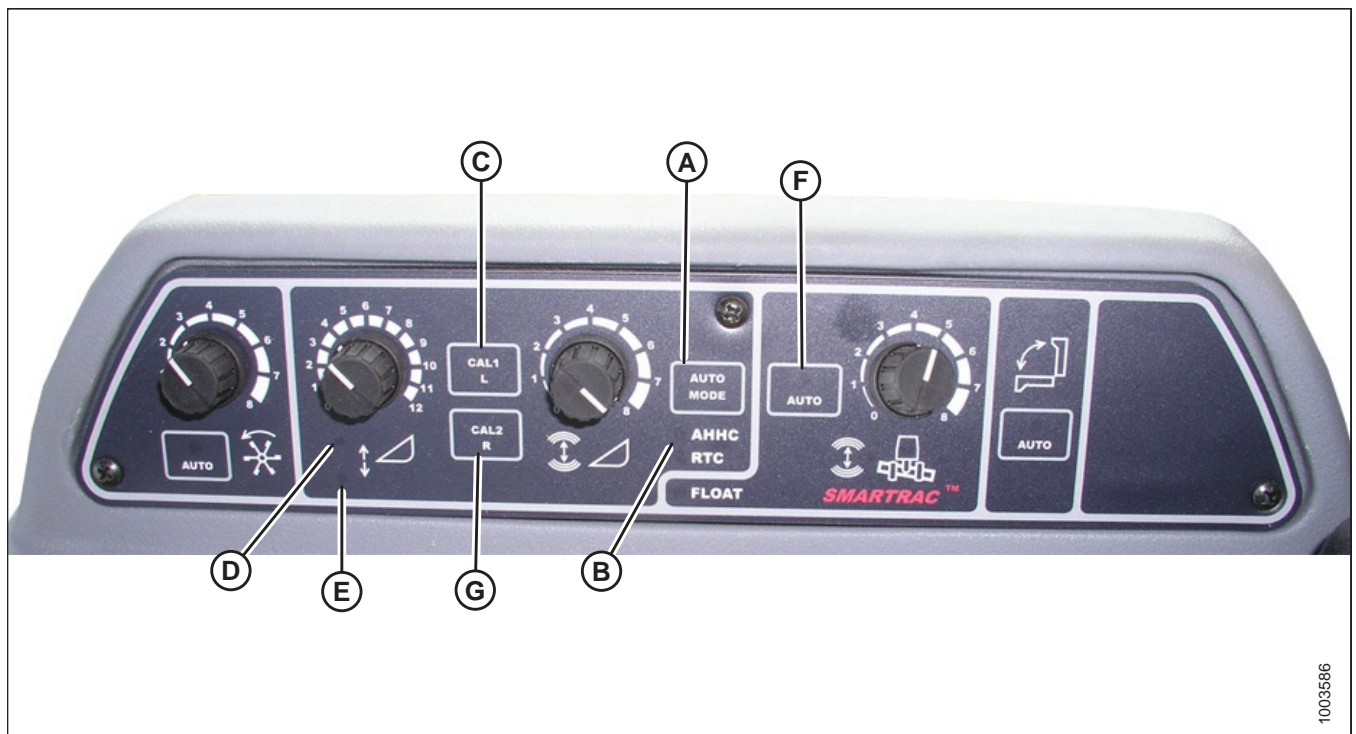
NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

Figure 3.349: Combine Auto Header Height Controls



A - AUTO MODE Button
D - Raise Header
G - CAL2 Button

B - AHHC Light
E - Lower Header

C - CAL1 Button
F - AUTO Mode

NOTE:

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

1. Ensure center-link is set to **D**.
2. Press AUTO MODE button (A) until the AHHC light (B) is illuminated.
3. Press and hold CAL1 button (C) until you see the following lights flash: raise header (D), lower header (E), tilt auto mode (F), and AHHC (B).
4. Fully lower the header, and continue to hold the HEADER LOWER button for 5–8 seconds to ensure float module has separated from header.

OPERATION

5. Press CAL2 button (G) until lower header light (E) stops flashing, and release it when the raise header light (D) begins flashing.
6. Raise header to its maximum height (ensure the header is resting on the down-stop pads).
7. Press CAL2 button (G) until the raise header light (D) turns off.

NOTE:

The following steps are applicable only to 2005 and newer combines with the Smartrac feeder house.

8. Wait for the HEADER TILT LEFT light (not shown) to start flashing, and then tilt header to the maximum left position.
9. Press CAL2 button (G) until the HEADER TILT LEFT light (not shown) stops flashing, and release button when the HEADER TILT RIGHT light (not shown) begins flashing.
10. Tilt the header to the maximum right position.
11. Press CAL2 button (G) until all of the following lights flash: raise header (D), lower header (E), height auto mode (A), right header and left header (not shown), and tilt auto mode (F).
12. Center the header.
13. Press CAL1 button (C) to exit calibration and save all values to the memory. All lights should stop flashing.

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

Turning off the Accumulator – Gleaner R65/R66/R75/R76 and Pre-2016 S Series

The accumulator will affect the combine's reaction time and greatly inhibit the auto header height control's performance.

Refer to the combine operator's manual for proper procedure when turning accumulator off and on. For best performance, turn the feeder house accumulator off.

NOTE:

The accumulator is located in front of the front left axle beam.



Figure 3.350: Combine Accumulator ON/OFF Switch

A - Accumulator Lever (Off Position)

Adjusting the Header Raise/Lower Rate – Gleaner R65/R66/R75/R76 and Pre-2016 S Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

The auto header height control (AHHC) system's stability is affected by hydraulic flow rates. Ensure that the header raise (A) and header lower (B) adjustable restrictors in the hydraulic manifold are adjusted so that it takes approximately 6 seconds to raise the header from ground level to maximum height (hydraulic cylinders fully extended), and approximately 6 seconds to lower the header from maximum height to ground level.

If there is too much header movement (for example, hunting) when the header is on the ground, adjust the lower rate to a slower rate of drop: 7 or 8 seconds.

NOTE:

Make this adjustment with the hydraulic system at normal operating temperature (54.4°C [130°F]) and the engine running at full throttle.

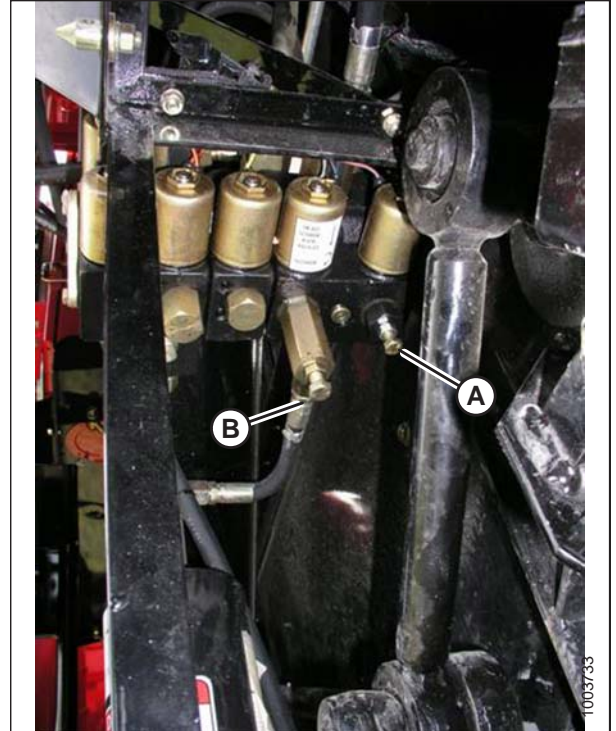


Figure 3.351: Header Raise and Lower Adjustable Restrictors

Adjusting Ground Pressure – Gleaner R65/R66/R75/R76 and Pre-2016 S Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

Indicator (A) should be at position 0 (B) with the header 152 mm (6 in.) off the ground. If not, the float sensor output voltage should be checked. Refer to Step 5, page 127. When the header is on the ground, the indicator should be at position 1 (C) for low ground pressure, and at position 4 (D) for high ground pressure. Crop and soil conditions determine the amount of float to use. The ideal setting is as light as possible without header bouncing or missing crop. Operating with heavy settings prematurely wears the cutterbar wearplates.

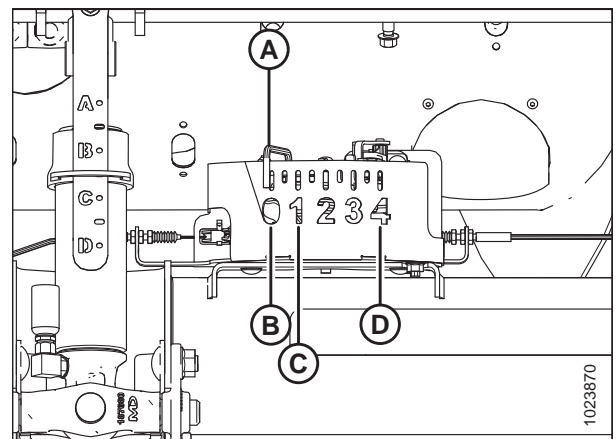


Figure 3.352: Float Indicator Box

OPERATION

1. Ensure the header is in auto header height control (AHHC) mode. This is indicated by the AUTO MODE LED light (A) displaying a continuous, solid light.
2. The header will lower to the height (ground pressure) corresponding to the position selected with the height control knob (B). Turn the knob counterclockwise for minimum ground pressure, and clockwise for maximum ground pressure.



Figure 3.353: AHHC Console

Adjusting the Sensitivity of the Auto Header Height Control – Gleaner R65/R66/R75/R76 and Pre-2016 S Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

Figure 3.354: Auto Header Height Control Console



The SENSITIVITY ADJUSTMENT dial (A) controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house.

When the SENSITIVITY ADJUSTMENT dial (A) is set to maximum (turned completely clockwise), only small changes in ground height are needed to cause the feeder house to raise or lower. In this position, the cutterbar moves up and down approximately 19 mm (3/4 in.) before the control module signals the hydraulic control valve to raise or lower the header frame.

OPERATION

When the SENSITIVITY ADJUSTMENT dial (A) is set to minimum (turned completely counterclockwise), large changes in ground height are needed to cause the feeder house to raise or lower. In this position, the cutterbar moves up and down approximately 51 mm (2 in.) before the control module signals the hydraulic control valve to raise or lower the header frame.

The HEADER SENSE LINE input also changes the range of the sensitivity. When connected to a draper, the counterclockwise position (least sensitive) allows for approximately 102 mm (4 in.) of vertical travel before correction is made.

Troubleshooting Alarms and Diagnostic Faults – Gleaner R65/R66/R75/R76 and Pre-2016 S Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

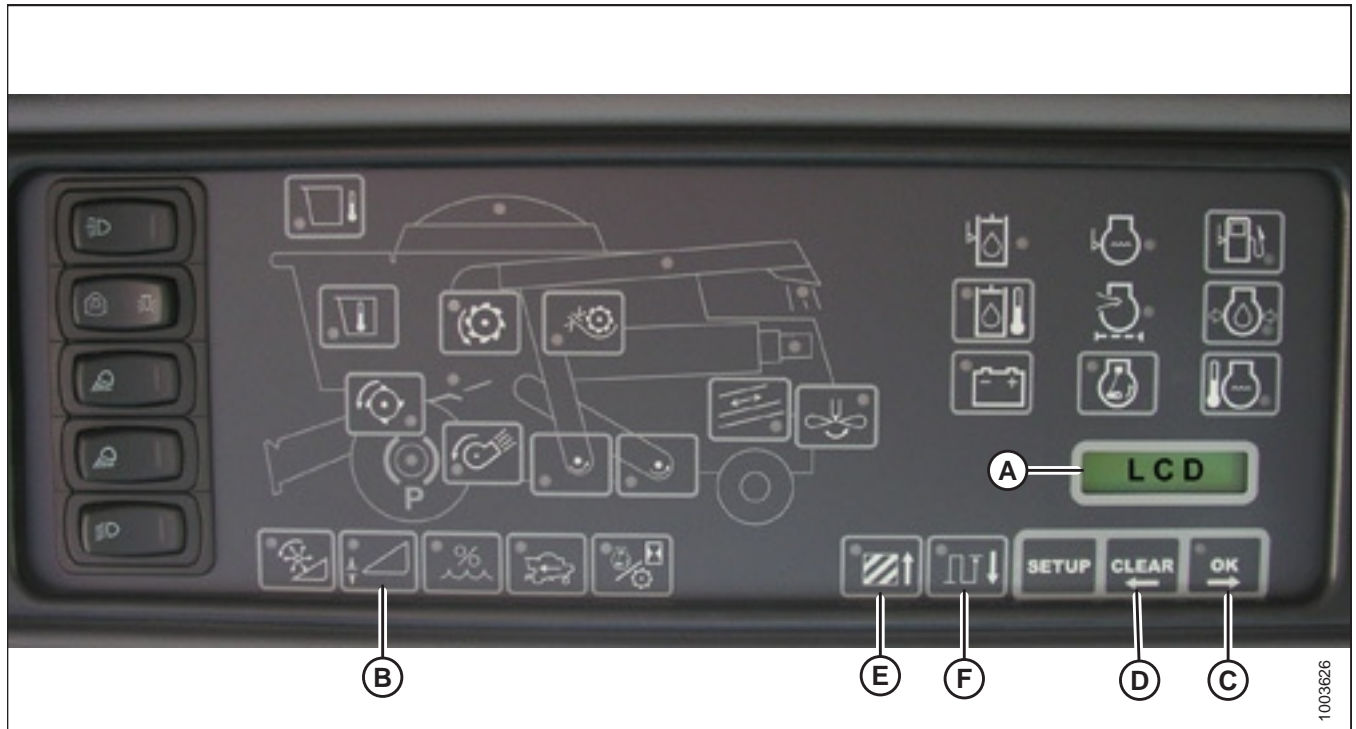
Display type:

Displayed on tachometer (A) as XX or XXX.



Figure 3.355: Tachometer

Figure 3.356: Combine Heads-Up Display



NOTE:

Displayed on LCD (A) as XX in. or XXX cm.

Alarm conditions:

If an error message is received from the fuse panel, an audible alarm sounds. The alarm buzzer sounds five times every 10 seconds. The LCD on the electronic instrument panel (EIP) indicates the header system in error as HDR CTRL followed by HGT ERR for height, and HDR CTRL followed by TILT ERR for tilt. The header height LED flashes yellow two times every second.

When an alarm condition occurs, a green LED flashes on and off (green, yellow, or red depending on the input). In addition, a message is displayed on the LCD to identify the nature of the alarm. For example, HYD TEMP, OPEN, SHRT will be flashed alternately.

Diagnostic fault failures:

Refer to Figure [3.356, page 213](#).

Pressing the header height switch (B) for a minimum of 5 seconds will put the EIP in header diagnostic mode. The LCD (shown on previous screen) will display the message HDR DIAG when the EIP has entered header diagnostic mode.

In this mode, after 3 seconds, header fault parameter labels are displayed on the EIP LCD. All the information displayed is read-only.

The OK (C) and CLEAR (D) buttons allow you to scroll through the list of parameters. If there are no active fault codes, the EIP LCD will display NO CODE.

When a parameter is displayed, its label is displayed for 3 seconds, after which its value is automatically displayed.

Pressing the OK button (C) while the value is displayed will advance to the next parameter and display its label.

When a parameter label is displayed and the OK button (C) is pressed before 3 seconds, the parameter's value will be displayed.

Pressing AREA (E) will cycle through the options. When LEFT is displayed on the LCD, press the OK button (C), and the auto header height control (AHHHC) voltage will be shown on the display.

Press the DIST button (F) to cycle back through the table.

Press the CLEAR button (D) to exit header diagnostics and return to normal mode.

Refer to [3.8.1 Sensor Operation, page 124](#).

3.8.12 Gleaner S9 Series Combines

Setting up the Header – Gleaner S9 Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

The AGCO Tyton terminal (A) is used to set up and manage a MacDon draper header on a Gleaner S9 Series combine. Use the touch screen display to select the desired item on the screen.



Figure 3.357: Gleaner S9

A - Tyton Terminal B - Control Handle
C - Throttle D - Header Control Cluster

1. On the top right quadrant of the home screen, touch COMBINE icon (A). The COMBINE MAIN MENU opens.



Figure 3.358: Combine Icon on Home Page

2. On the COMBINE MAIN MENU, touch HEADER SETTINGS (A). The HEADER SETTINGS page opens.

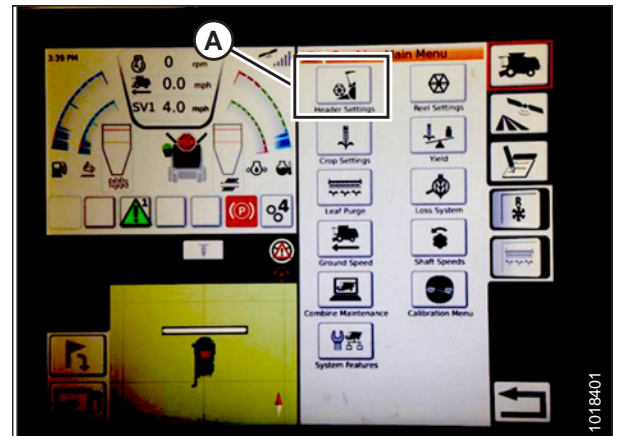


Figure 3.359: Header Settings in Combine Main Menu

OPERATION

3. Touch HEADER CONFIGURATION field (A). A dialog box showing predefined headers opens.

- If your MacDon header is already set up, it appears on the header list. Touch the MacDon header title (B) to highlight the selection in blue, and then touch the green check mark (E) to continue.
- If only the default header (D) is shown, touch the ABC button (C), and use the on-screen keyboard to enter the MacDon header information. When complete, select one of the following options to return to the HEADER SETTINGS page:
 - The green check mark (E) saves the settings
 - The garbage can icon (F) deletes the highlighted header from the list
 - The red X (G) cancels the change(s)

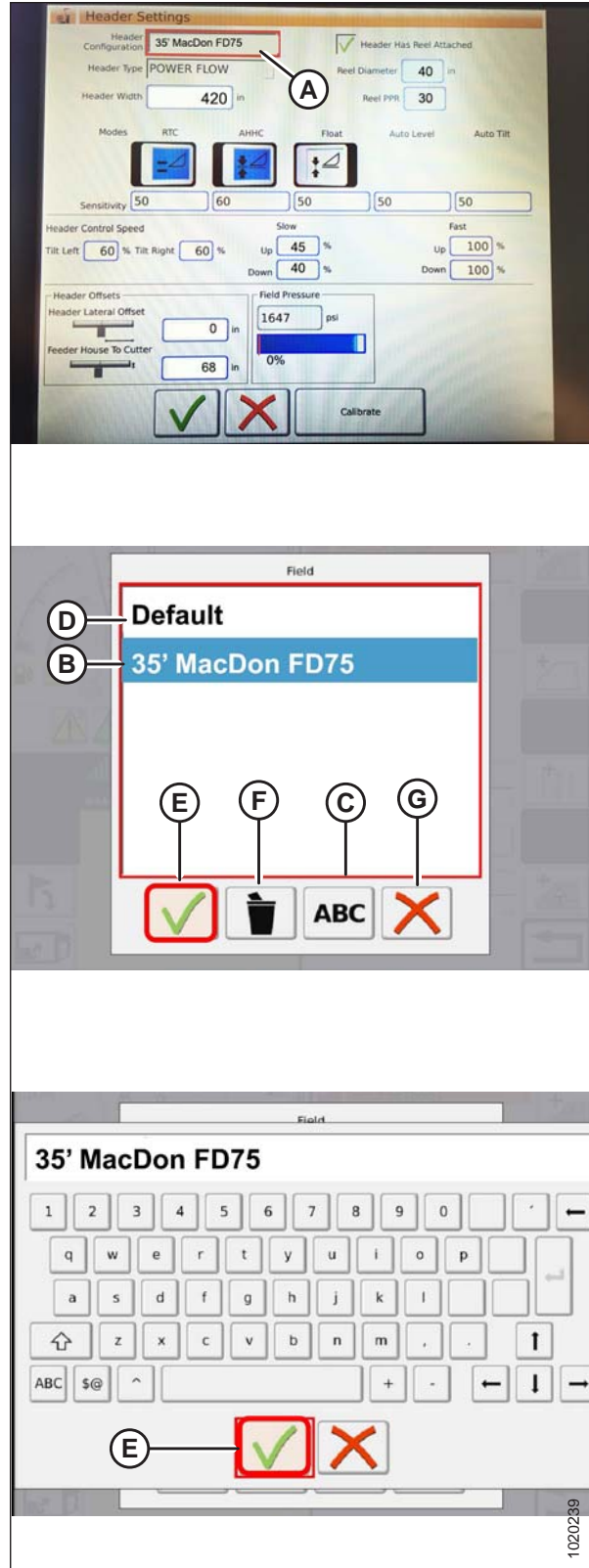


Figure 3.360: Header Configuration Menu on Header Settings Page

OPERATION

4. To specify the type of header installed on the machine, touch the HEADER TYPE field (A).

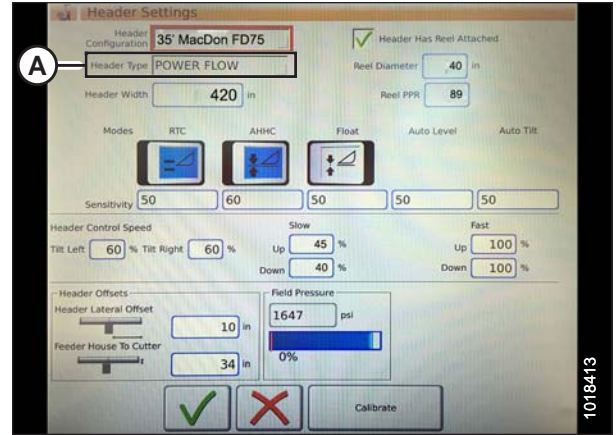


Figure 3.361: Header Settings

5. A list of predefined header types appears.
 - For MacDon D1 Series Draper and FD1 Series FlexDraper® headers, touch POWER FLOW (A)
 - Touch the green check mark (B) to save the selection and continue

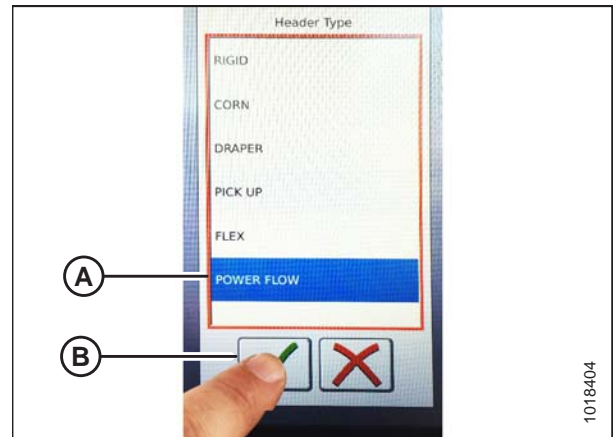


Figure 3.362: Header Type

6. Make sure that the HEADER HAS REEL ATTACHED check box (A) is checked.

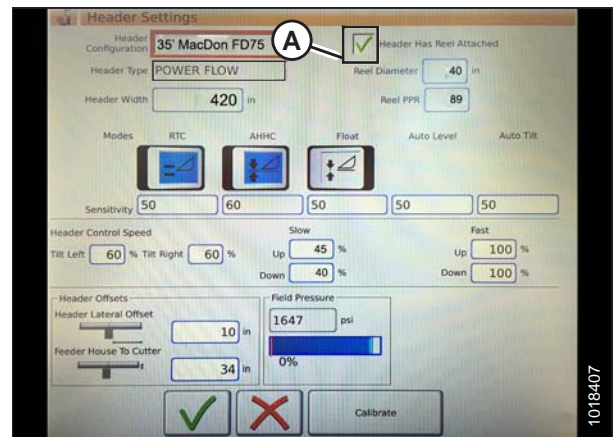


Figure 3.363: Header Settings

OPERATION

7. Touch the REEL DIAMETER field (A) and a numeric keypad displays. Enter **40** for a MacDon reel.
8. Touch the REEL PPR (Pulses Per Revolution) field (B) and enter **30** as the value for your MacDon header.

NOTE:

PPR is determined by the number of teeth on the reel speed sprocket.

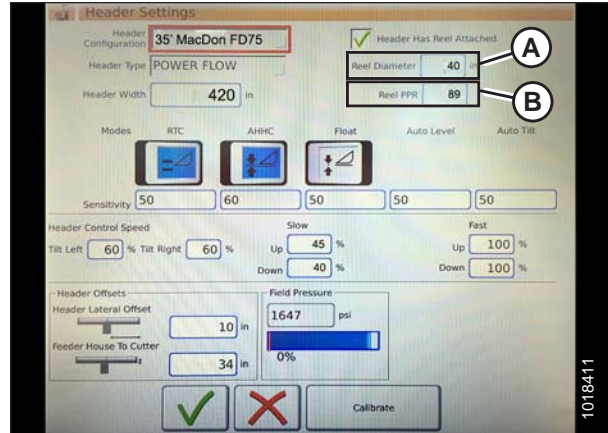


Figure 3.364: Header Settings

9. Touch the green check mark (B) at the bottom of the numeric keypad (A) when complete, or the red X to cancel.

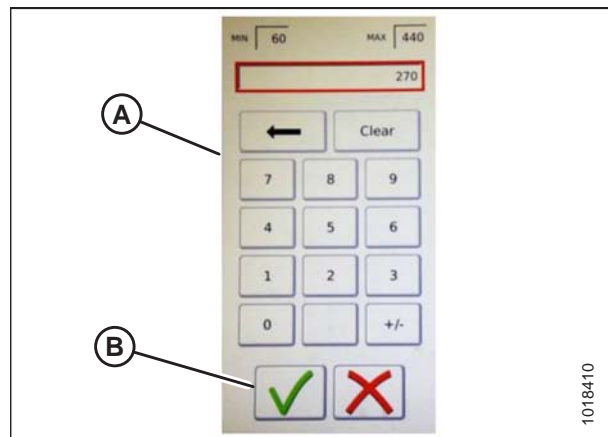


Figure 3.365: Numeric Keypad

10. When complete, touch the green check mark (A) at the bottom of the HEADER SETTINGS page.

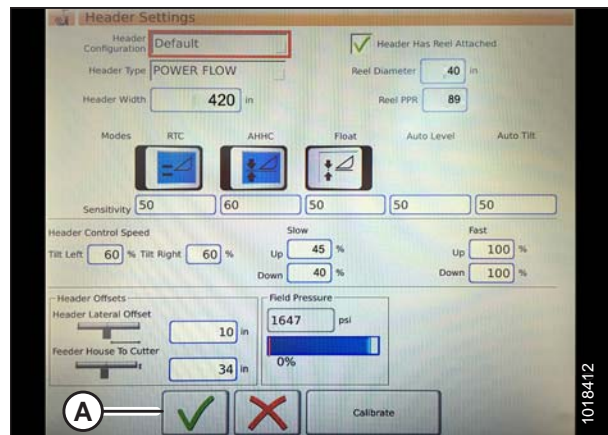


Figure 3.366: Header Settings Page

Setting Minimum Reel Speed and Calibrating Reel – Gleaner S9 Series

CAUTION

Clear the area of other persons, pets etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.

OPERATION

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. From the COMBINE MAIN MENU, touch REEL SETTINGS (A) to open the REEL SETTINGS page.



Figure 3.367: Reel Settings on Combine Main Menu

2. To set minimum reel speed, touch the SPEED MINIMUM FIELD (B). The on-screen keyboard displays. Enter the desired value. Touch the green check mark to accept the new value, or the red X to cancel. The reel speed is shown in mph and rpm.

NOTE:

At the bottom of the REEL SETTINGS page, the reel diameter and reel pulses per revolution (PPR) are displayed. These values have already been set in the HEADER SETTINGS page.

3. Reel speed is calibrated on the REEL SETTINGS page by touching the CALIBRATE button (A) in the top right of the page.

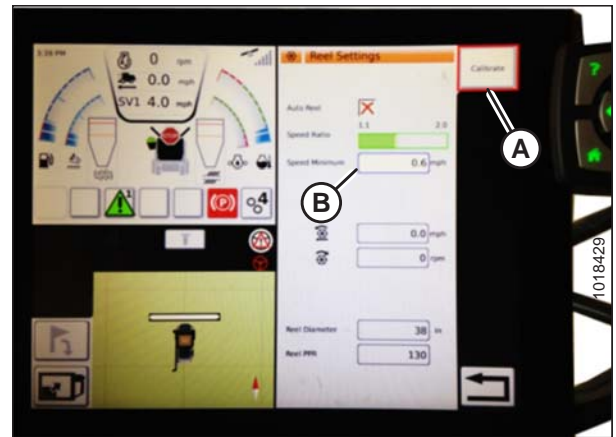


Figure 3.368: Reel Settings Calibration

The CALIBRATION WIZARD opens and displays a hazard warning.



Figure 3.369: Calibration Wizard

OPERATION

4. Make sure to meet all the conditions listed in the CALIBRATION WIZARD warning. Press the green check mark (A) to accept and start reel calibration. Pressing the red X (B) will cancel the calibration procedure.

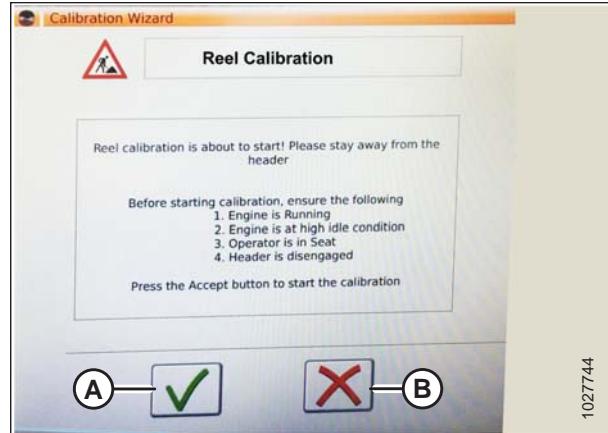


Figure 3.370: Calibration Wizard

5. A message appears in the CALIBRATION WIZARD stating that reel calibration has started. The reel will begin turning slowly and increase to high speed. A progress bar is provided. If necessary, touch the red X to cancel. Otherwise, wait for the message that reel calibration has completed successfully. Touch the green check mark to save the calibrated settings.

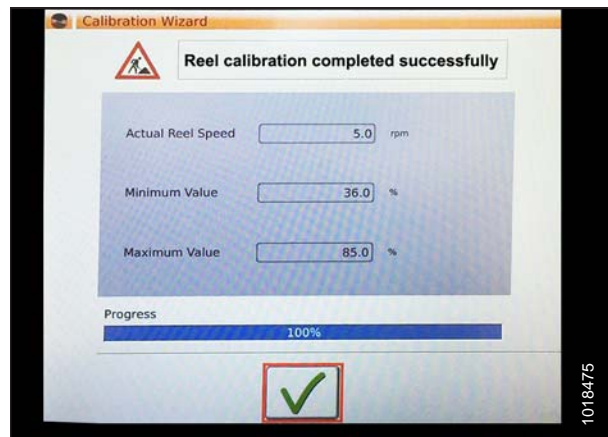


Figure 3.371: Calibration Progress

Setting up Automatic Header Controls – Gleaner S9 Series

Automatic header functions are configured on the HEADER SETTINGS page.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. **Automatic Control Functions:** There are toggle (OFF/ON) switches on the HEADER SETTINGS page for the automatic control functions. For MacDon headers, ensure the following two functions are enabled as shown:

- RTC (return to cut) (A)
- AHHC (automatic header height control) (B)

All other switches are disabled (not highlighted).

2. The **Sensitivity** setting (C) controls how responsive a control (RTC or AHHC) is to a given change in sensor feedback. The setting fields are located directly below the toggle switches. To enter a new sensitivity setting, touch the setting field below the specific toggle switch, and enter the new value in the on-screen keyboard.

- Increase sensitivity if the combine does not change the feeder position quickly enough when in Auto Mode.
- Decrease sensitivity if the combine hunts for a position in Auto Mode.

NOTE:

Recommended sensitivity starting points for MacDon headers are:

- 50 for RTC (A)
- 60 for AHHC (B)

3. **Header Speed:** The HEADER CONTROL SPEED area (A) on the HEADER SETTINGS page is used to adjust the following speeds:

- Tilt left and right is the lateral tilt of the combine faceplate
- Header up and down (slow and fast speeds) is a two-stage button with slow speed on the first detent and fast on the second

NOTE:

Recommended header control speed starting points

- Slow: 45 up / 40 down
- Fast: 100 up / 100 down

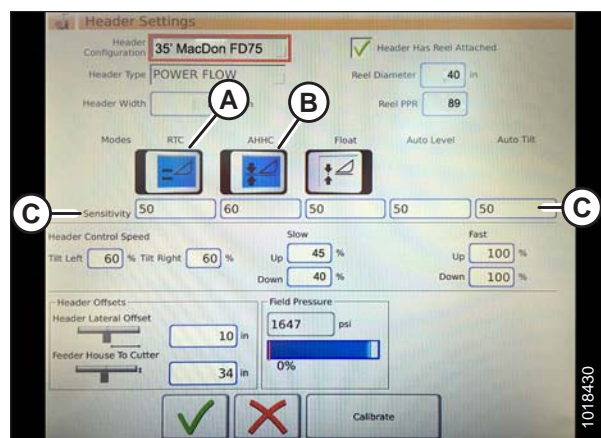


Figure 3.372: Automatic Controls and Sensitivity Settings

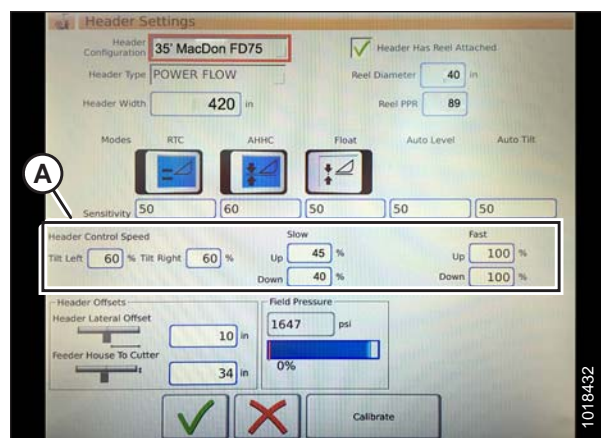


Figure 3.373: Header Speed Control Settings

OPERATION

4. **Header Offsets (A):** Offset distances are important for yield mapping. There are two adjustable dimensions on the HEADER SETTINGS page:

- Header Lateral Offset: the distance between the centerline of the header and the centerline of the machine. This should be set at **0** for a MacDon header.
- Feeder House to Cutter: the distance from the machine interface to the cutterbar. This should be set at **68** for a MacDon header.

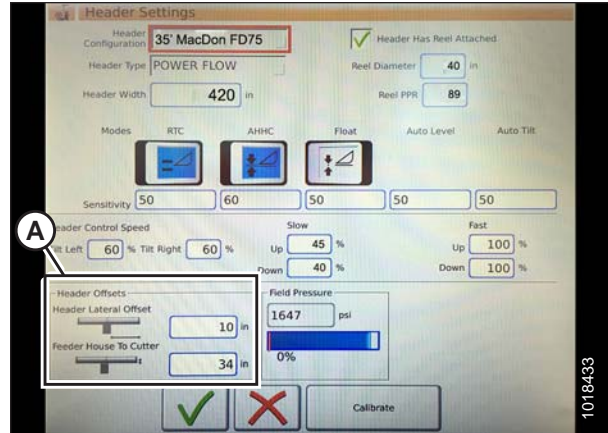
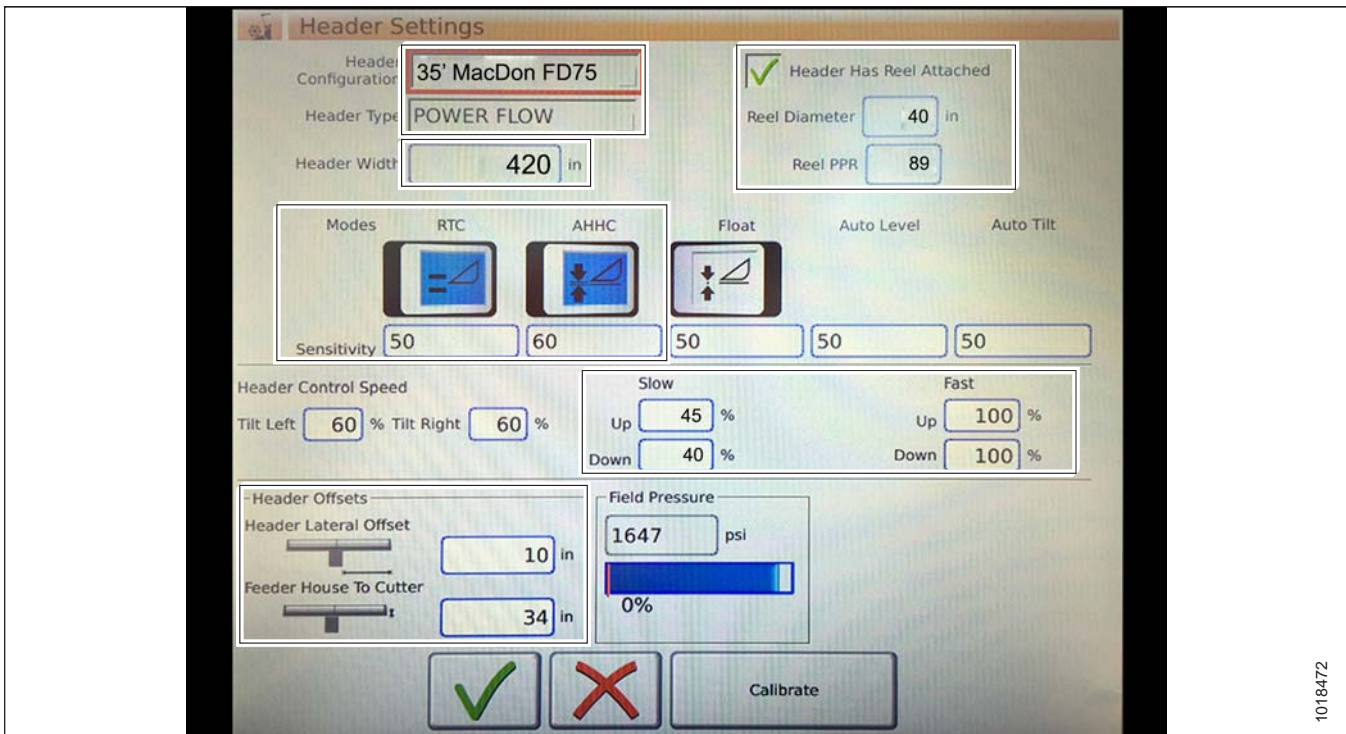


Figure 3.374: Header Offset Settings

Figure 3.375: MacDon Header Settings Inputs



Calibrating the Header – Gleaner S9 Series

The auto header control functions are configured on the HEADER SETTINGS page.

CAUTION

Clear the area of other persons, pets etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. On the COMBINE MAIN MENU, touch HEADER SETTINGS (A).



Figure 3.376: Combine Main Menu

2. Touch CALIBRATE (A) at the bottom right of the page. The HEADER CALIBRATION page displays.

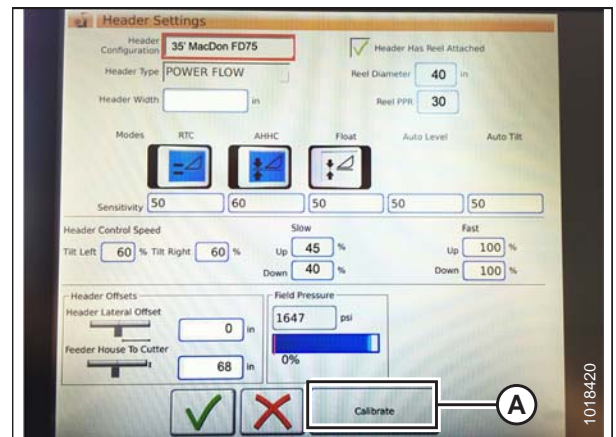


Figure 3.377: Header Settings Page

The right side of the page shows the Header Calibration information (A). Results are shown for a variety of sensors (B):

- Left and right header sensor (voltage) (values will be the same with MacDon headers)
- Header height sensor (mA)
- Tilt position sensor (mA)

The following valid modes are shown with check marks (C) below the sensor values (B):

- Return to cut
- Automatic header height control



Figure 3.378: Header Calibration Page

CAUTION

Clear the area of other persons, pets etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.

OPERATION

- On the control handle, touch the HEADER DOWN button (A). Sensor values start changing on the HEADER CALIBRATION page as the header lowers.

NOTE:

The header needs to be lowered all the way, and then raised off the ground. The range should be between **0.5 and 4.5 V**. If the value is not in that range, the sensor needs to be adjusted. For instructions, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#) or [Adjusting Voltage Limits – Two-Sensor System, page 132](#).



Figure 3.379: Header Down Switch

- When the sensor values are stable, touch the CALIBRATE icon (A).

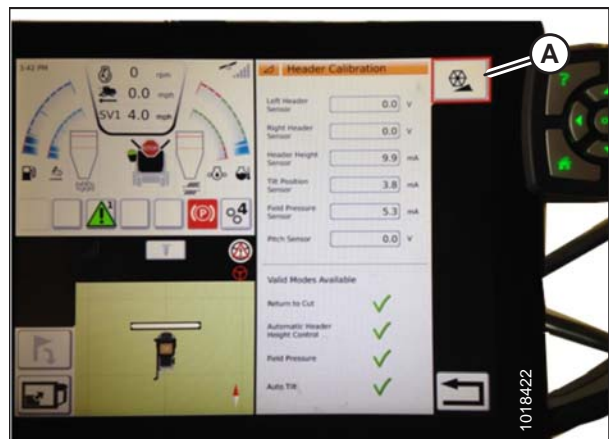


Figure 3.380: Header Calibration

- The hazard warning for HEADER CALIBRATION appears. Make sure that all conditions are met.
- Touch the green check mark at the bottom of the page to start the CALIBRATION WIZARD.

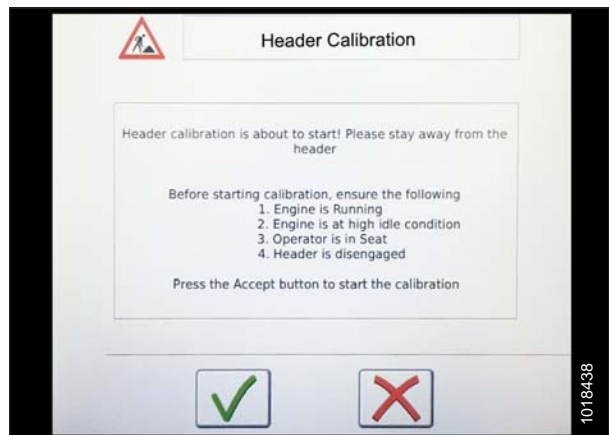


Figure 3.381: Header Calibration Warning

OPERATION

A progress bar is provided and the calibration can be stopped at any time by touching the red X. The header moves automatically and erratically during this process.

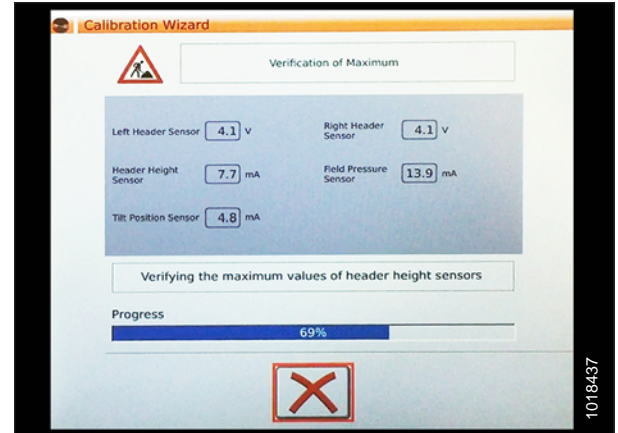


Figure 3.382: Calibration in Progress

- When the calibration is complete, a message displays, and summary information (A) is shown. Green check marks confirm the functions have been calibrated (B). Touch the bottom green check mark (C) to save.



Figure 3.383: Completed Calibration Page

NOTE:

Touch the CALIBRATION icon (A) on the COMBINE MAIN MENU page to display the CALIBRATION MENU where you can choose from a variety of calibrations including header and reel calibration.



Figure 3.384: Direct Calibration Menu

Operating the Header – Gleaner S9 Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

The following controls are used to operate the auto header height control (AHHC) functions:

- Tyton terminal (A)
- Control handle (B)
- Throttle (C)
- Header control cluster (D)

Use the combine operator's manual to familiarize yourself with the controls.



Figure 3.385: Gleaner S9 Operator Controls

1. With the header running, set lateral tilt switch (A) to MANUAL.
2. Engage the AHHC by pressing the switch (B) upward to the I position.

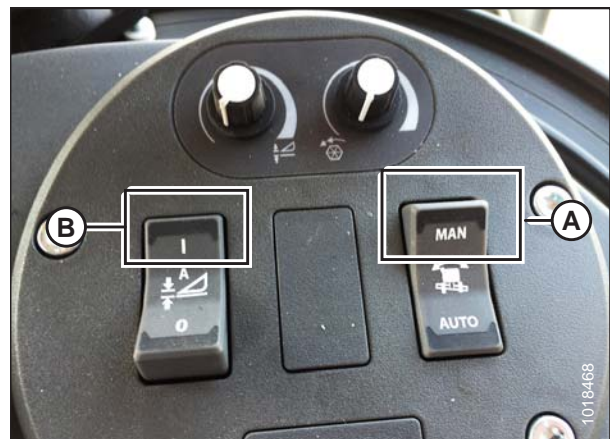


Figure 3.386: Header Control Cluster

3. Press the AHHC control switch (A) on the control handle to engage the AHHC. The header moves to the current setpoint position.



Figure 3.387: AHHC on Control Handle

OPERATION

4. Use the HEADER HEIGHT SETPOINT control dial (A) as necessary to fine-tune the position.



Figure 3.388: Header Control Cluster

Reviewing Header In-Field Settings

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. To view header group settings, touch HEADER icon (A) on the right side of the home page.
2. The following information is displayed:
 - CURRENT POSITION of the header (B).
 - SETPOINT cut-off position (C) (indicated by red line)
 - HEADER symbol (D) – touch to adjust the setpoint cut-off position using the scroll wheel on the right side of the Tyton terminal.
 - CUT HEIGHT for the AHHC (E) – fine-tune with the header height setpoint control dial on the header control cluster.
 - HEADER WORKING WIDTH (F)
 - HEADER PITCH (G)
3. Touching a field opens the on-screen keyboard so that values can be adjusted. Enter the new value and touch the green check mark when complete.

NOTE:

The scroll wheel (A) is located on the right side of the Tyton terminal.

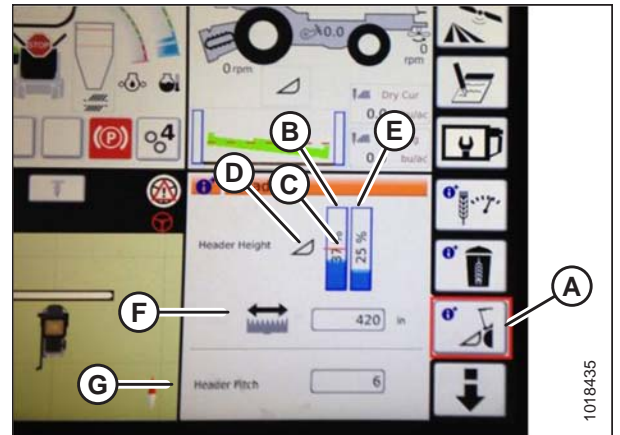


Figure 3.389: Header Groups



Figure 3.390: Adjustment Wheel on Right Side of Tyton Terminal

NOTE:

HEADER HEIGHT SETPOINT control dial (A) is on the header control cluster.



Figure 3.391: Header Control Cluster

3.8.13 John Deere 60 Series Combines

Checking Voltage Range from the Combine Cab – John Deere 60 Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.



CAUTION

Check to be sure all bystanders have cleared the area.

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the AHHC system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

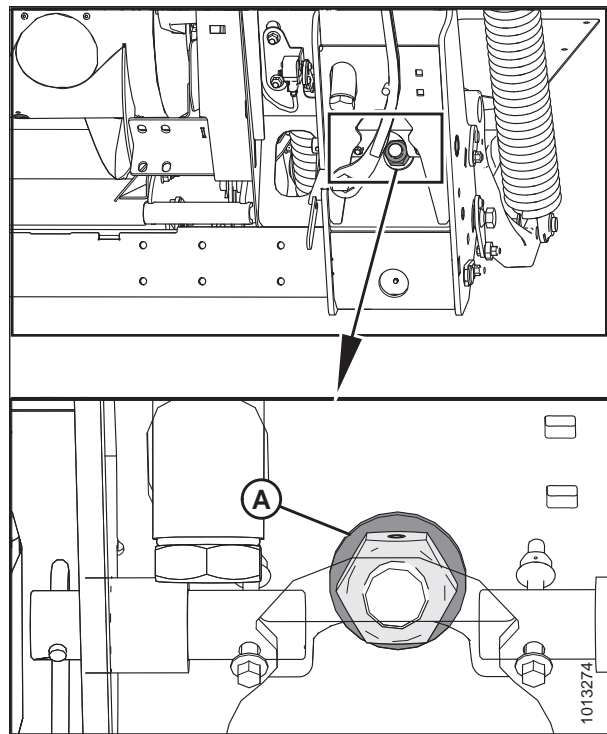


Figure 3.392: Float Lock

OPERATION

- Adjust cable take-up bracket (B) (if necessary) until the float indicator pointer (A) is on 0.

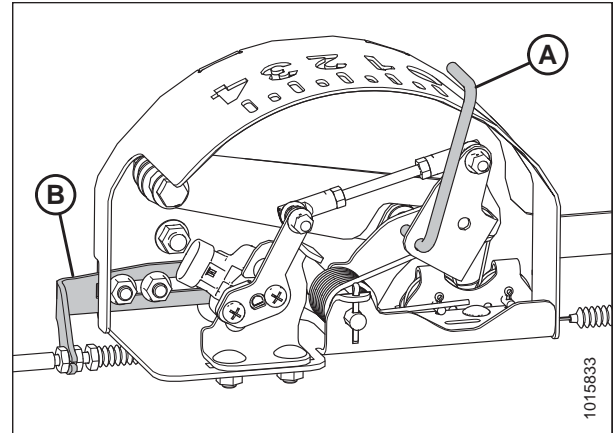
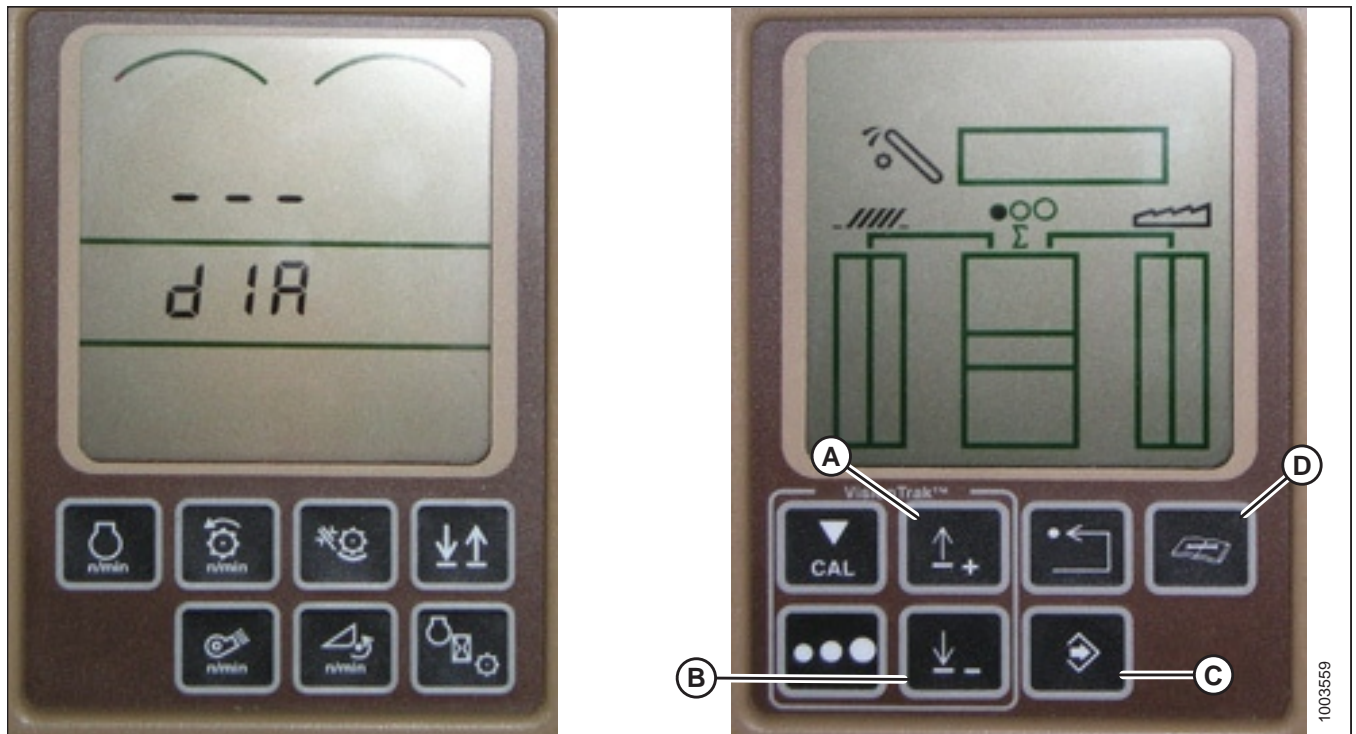


Figure 3.393: Float Indicator Box

Figure 3.394: John Deere Combine Display



- Press DIAGNOSTIC button (D) on the monitor—DIA appears on the monitor.
- Press UP button (A) until EO1 appears on the monitor—this is the header adjustments.
- Press ENTER button (C).
- Press the UP (A) or DOWN button (B) until 24 is displayed on the top portion of the monitor—this is the voltage reading for the sensor.
- Ensure header float is unlocked.
- Start the combine, and fully lower feeder house to the ground.

NOTE:

You may need to hold the HEADER DOWN switch for a few seconds to ensure the feeder house is fully lowered.

OPERATION

10. Check the sensor reading on the monitor. The reading should be above 0.5 V.
11. Raise the header so it is just off the ground. The reading on the monitor should read below 4.5 V.
12. If the sensor voltage is not within the low and high limits or if the range between the low and high limits is insufficient, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).

Calibrating the Auto Header Height Control – John Deere 60 Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.



CAUTION

Check to be sure all bystanders have cleared the area.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

1. Ensure center-link is set to **D**.
2. Rest header on down stops, and unlock float.
3. Put wings in locked position.
4. Start the combine.
5. Press the DIAGNOSTIC button (A) on the monitor. DIA appears on the monitor.
6. Press the CAL button (B). DIA-CAL appears on the monitor.

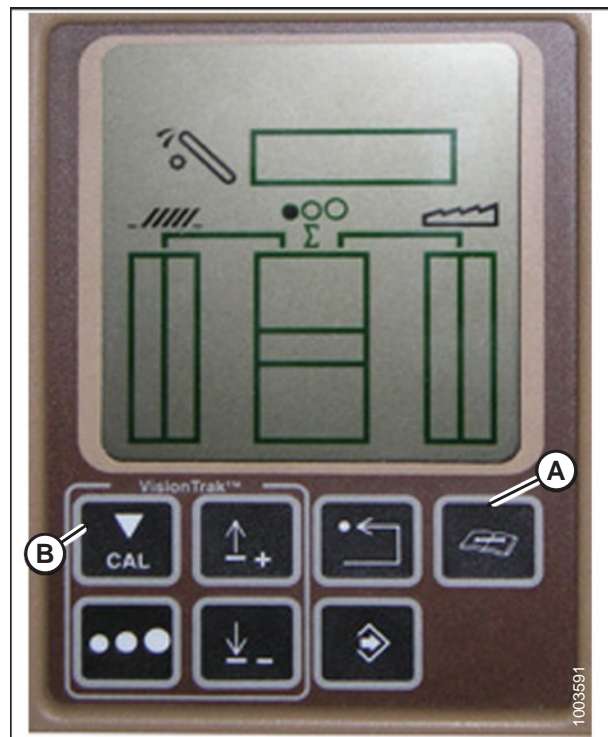


Figure 3.395: John Deere Combine Display

OPERATION

7. Press the UP or DOWN buttons until HDR appears on the monitor.
8. Press the ENTER button. HDR H-DN appears on the monitor.
9. Fully lower feeder house to the ground.

NOTE:

You may need to hold the HEADER DOWN switch for a few seconds to ensure the feeder house is fully lowered.

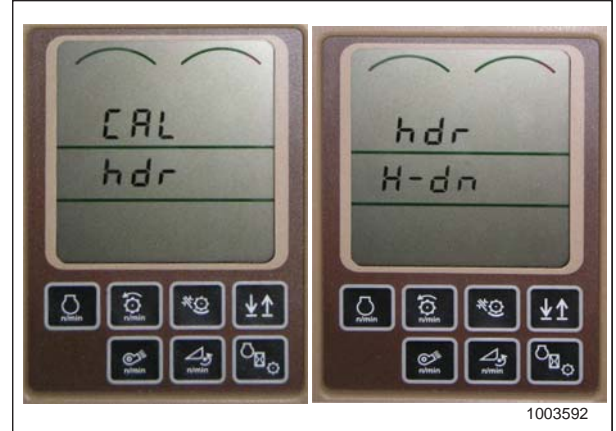


Figure 3.396: John Deere Combine Display

10. Press the CAL button (A) to save the calibration of the header. HDR H-UP appears on the monitor.
11. Raise the header 1 m (3 ft.) off the ground and press the CAL button (A). EOC appears on the monitor.
12. Press the ENTER button (B) to save the calibration of the header. Your AHHC is now calibrated.

NOTE:

If an error code appears during calibration, the sensor is out of voltage range and will require adjustment. For instructions, refer to [Checking Voltage Range from the Combine Cab – John Deere 60 Series, page 228](#).

NOTE:

After the calibration is complete, adjust combine operation settings to ensure proper field operation.

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

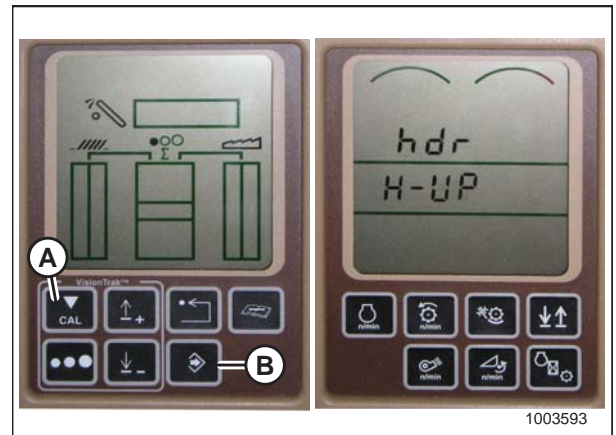


Figure 3.397: John Deere Combine Display

Turning the Accumulator Off – John Deere 60 Series

The accumulator is a hydraulic device that cushions the shock of hydraulic fluid when installing a heavy header onto the combine.

NOTE:

The accumulator should not be used when operating the combine with a FD1 Series FlexDraper® Header and FM100 Float Module attached.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. Press DIAGNOSTIC button (A) on the monitor. DIA appears on the monitor.
2. Press the UP button (B) until EO1 appears on the monitor, and press ENTER (D). This is the header adjustment.
3. Press the UP (B) or DOWN (C) button until 132 is displayed on the top portion of the monitor. This is the reading for the accumulator.
4. Press ENTER (D) to select 132 as the accumulator reading (this will allow you to change the display to a three-digit number so it has a 0 in it, for example, x0x).
5. Press the UP (B) or DOWN (C) button until the desired number is displayed, and press the CAL button (E).
6. Press ENTER (D) to save the changes. The accumulator is now deactivated.

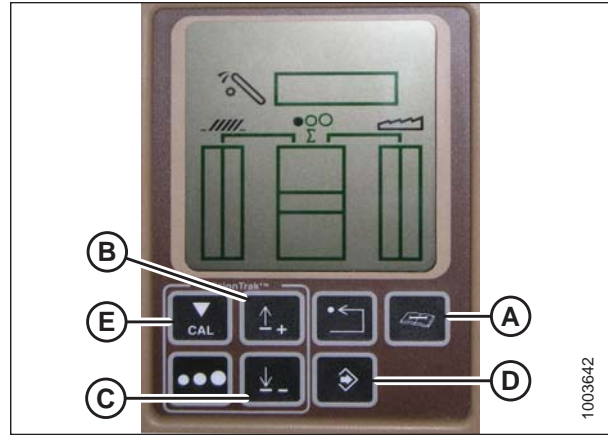


Figure 3.398: John Deere Combine Display

Setting the Sensing Grain Header Height to 50 – John Deere 60 Series

In order for a John Deere 60 Series combine to accurately read the height sensors on a MacDon FD1 header, the combine's sensitivity needs to be set to 50.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

To set the sensing grain header height, follow these steps:

1. Press DIAGNOSTIC button (A) on the monitor. DIA appears on the monitor.
2. Press the UP button (B) until EO1 appears on the monitor, and press ENTER (D). This is the header adjustment.
3. Press the UP (B) or DOWN (C) button until 128 is displayed on the top portion of the monitor. This is the reading for the sensor.
4. Press ENTER (D) to select 128 as the sensor reading (this will allow you to change the display to a three-digit number so it has a 50 in it).
5. Press the UP (B) or DOWN (C) button until the desired number is displayed, and press the CAL button (E).
6. Press ENTER (D) to save the changes. The height is now set.

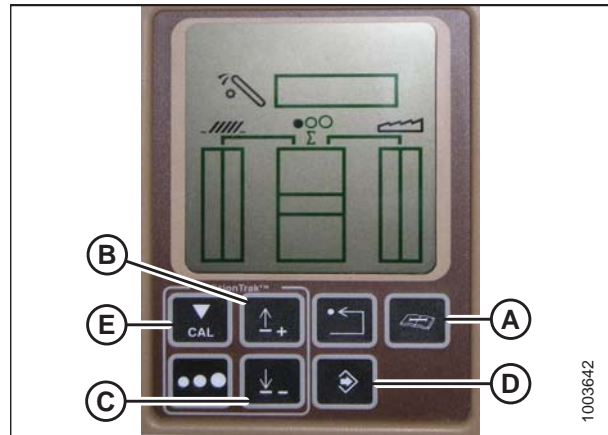


Figure 3.399: John Deere Combine Display

NOTE:

Do **NOT** use the active header float function (A) in combination with the MacDon auto header height control (AHHC)—the two systems will counteract one another. The header symbol (B) on the display should **NOT** have a wavy line under it and should appear exactly as shown on the Active Header Control Display in Figure 3.400, page 233.

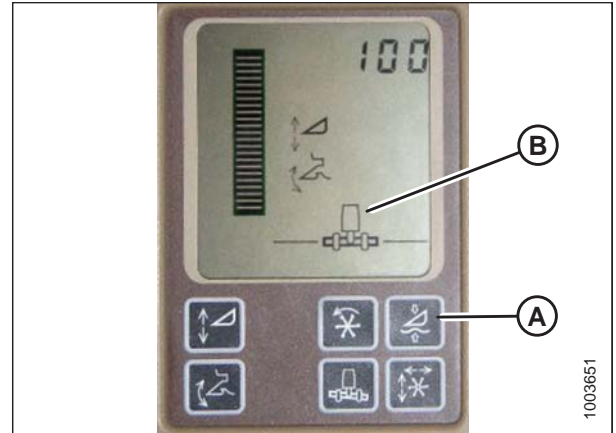


Figure 3.400: John Deere Combine Display

Setting the Sensitivity of the Auto Header Height Control – John Deere 60 Series

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Press the DIAGNOSTIC button (A) on the monitor. DIA appears on the monitor.
2. Press the UP button (B) until EO1 appears on the monitor, and press ENTER (D). This is the header adjustment.
3. Press the UP (B) or DOWN (C) button until 112 is displayed on the monitor. This is your sensitivity setting.

NOTE:

The lower the reading, the higher the sensitivity. Ideal operating range is typically between 50 and 80.

4. Press ENTER (D) to select 112 as the sensitivity setting (this will allow you to change the first digit of the number sequence).
5. Press UP (B) or DOWN (C) until the desired number is displayed, then press the CAL button (E). This will bring you to the second digit. Repeat this procedure until the desired setting is achieved.
6. Press ENTER (D) to save changes.

NOTE:

The numbers shown on the displays in these illustrations are for reference purposes only; they are not intended to represent the specific settings for your equipment.

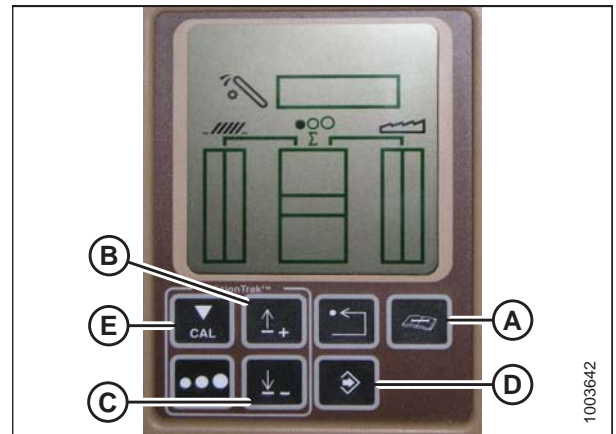


Figure 3.401: John Deere Combine Display

OPERATION

Adjusting the Threshold for the Drop Rate Valve – John Deere 60 Series

This procedure explains how to adjust the point at which the restrictor valve opens allowing full flow to the lift cylinders.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

The numbers shown on the displays in these illustrations are for reference purposes only; they are not intended to represent the specific settings for your equipment.

1. Press DIAGNOSTIC button (A) on the monitor. DIA appears on the monitor.
2. Press the UP button (B) until EO1 appears on the monitor and press ENTER (C). This is the header adjustment.
3. Press the UP (B) or DOWN button until 114 is displayed on the top portion of the monitor. This is the setting that adjusts when the fast drop rate starts with respect to the dead band.

NOTE:

The default setting is 100. Ideal operating range is typically between 60 and 85.

4. Press ENTER (C) to select 114 as the fast drop rate (this will allow you to change the first digit of the number sequence).
5. Press UP (A) or DOWN (B) until the desired number is displayed, then press the CAL button (C). This will bring you to the second digit. Repeat this procedure until the desired setting is achieved.
6. Press ENTER (D) to save changes.

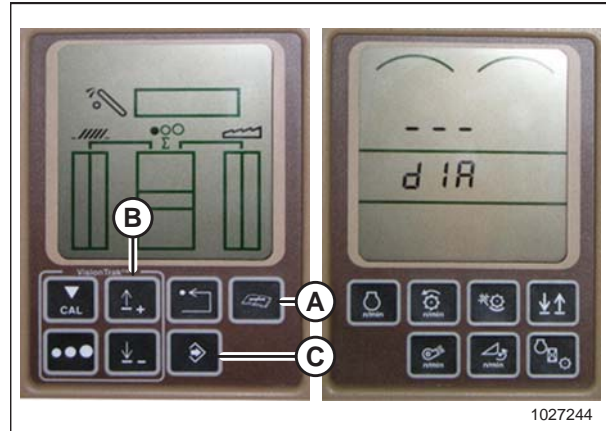


Figure 3.402: John Deere Combine Display

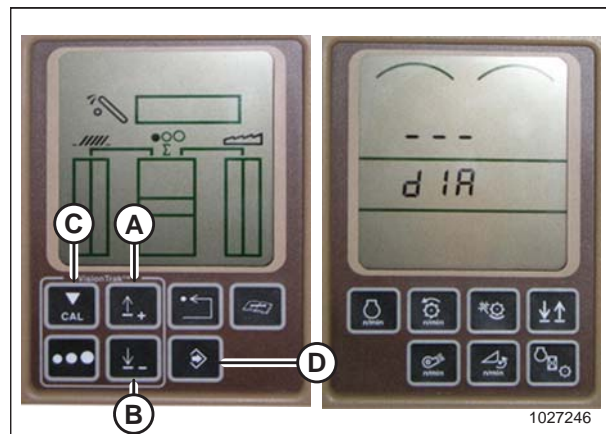


Figure 3.403: John Deere Combine Display

3.8.14 John Deere 70 Series Combines

Checking Voltage Range from the Combine Cab – John Deere 70 Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.



CAUTION

Check to be sure all bystanders have cleared the area.

OPERATION

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the AHHC system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

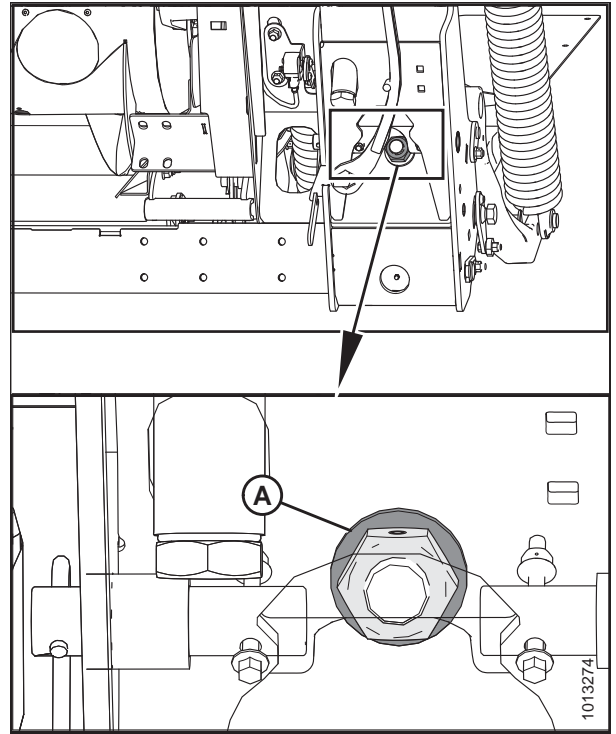


Figure 3.404: Float Lock

3. Adjust cable take-up bracket (B) (if necessary) until the pointer (A) on the float indicator is on 0.

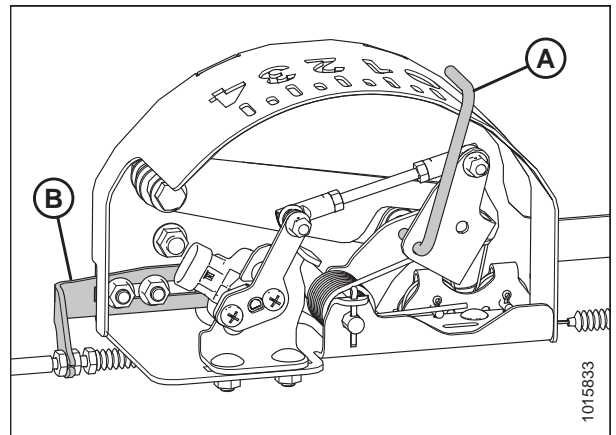


Figure 3.405: Float Indicator Box

OPERATION

- Press the HOME PAGE button (A) on the main screen of the monitor.



Figure 3.406: John Deere Combine Display

- Ensure the three icons (A) shown in the illustration at right appear on the monitor.



Figure 3.407: John Deere Combine Display

- Use scroll knob (A) to highlight the middle icon (the green i) and press the check mark button (B) to select it. This will bring up the Message Center.

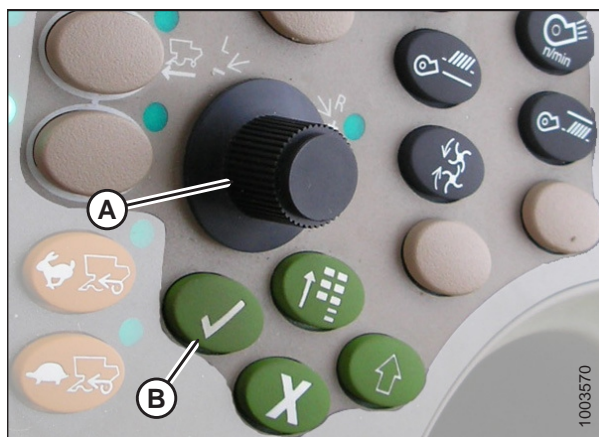


Figure 3.408: John Deere Combine Control Console

OPERATION

7. Use the scroll knob to highlight DIAGNOSTIC ADDRESSES (A) from the right column and select it by pressing the check mark button.
8. Use the scroll knob to highlight the drop-down box (B) and press the check mark button to select it.



Figure 3.409: John Deere Combine Display

9. Use the scroll knob to highlight LC 1.001 VEHICLE (A) and press the check mark button to select it.



Figure 3.410: John Deere Combine Display

10. Use the scroll knob to highlight the down arrow (A) and press the check mark button to scroll through the list until 029 DATA (B) is displayed and voltage reading (C) appears on the monitor.

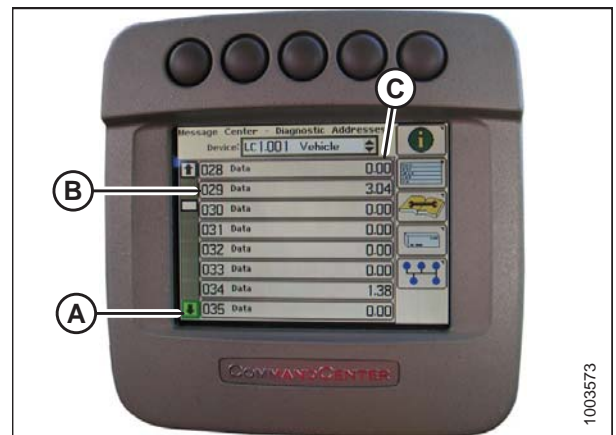


Figure 3.411: John Deere Combine Display

11. Ensure header float is unlocked.
12. Start the combine and fully lower feeder house to the ground.

NOTE:

You may need to hold the HEADER DOWN switch for a few seconds to ensure the feeder house is fully lowered.

13. Check the sensor reading on the monitor.

OPERATION

14. Raise the header so it is just off the ground and recheck the sensor reading.
15. If the sensor voltage is not within the low and high limits or if the range between the low and high limits is insufficient, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).

Calibrating Feeder House Speed – John Deere 70 Series

The feeder house speed must be calibrated before you calibrate the auto header height control (AHHC) system. For instructions, refer to the combine operator's manual.

Calibrating the Auto Header Height Control – John Deere 70 Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

CAUTION

Check to be sure all bystanders have cleared the area.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

1. Ensure center-link is set to **D**.
2. Rest header on down stops and unlock float.
3. Place wings in locked position.
4. Start the combine.
5. Press the button located fourth from the left along the top of the monitor (A) to select the icon that resembles an open book with a wrench on it (B).
6. Press the top button (A) a second time to enter diagnostics and calibration mode.



Figure 3.412: John Deere Combine Display

OPERATION

7. Select HEADER in box (A) by scrolling down to the box using the scroll knob, and then pressing the check mark button (knob and button are shown in Figure 3.414, page 239).
8. Scroll down to the lower right icon that resembles an arrow in a diamond (B) and press the check mark button to select it.

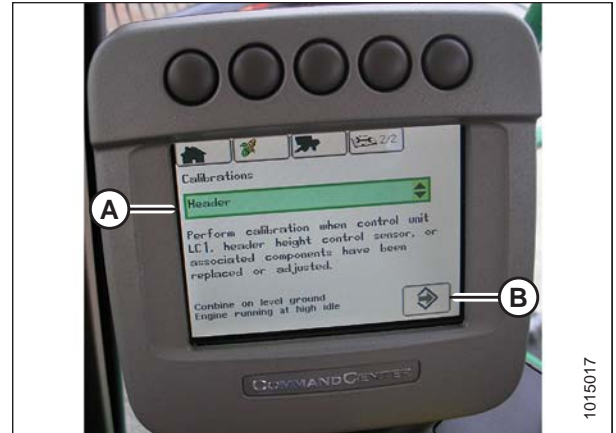


Figure 3.413: John Deere Combine Display



Figure 3.414: John Deere Combine Control Console

A - Scroll Knob

B - Check Mark Button

9. Follow the steps listed on the monitor to perform the calibration.

NOTE:

If an error code appears on screen, the sensor is not in the correct working range. For instructions, refer to [Checking Voltage Range from the Combine Cab – John Deere S and T Series, page 241](#) to check and adjust the range.

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

Setting the Sensitivity of the Auto Header Height Control – John Deere 70 Series

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. Press button (A) twice and the current sensitivity setting will appear on the monitor (the lower the reading, the lower the sensitivity).
2. Use scroll knob (B) to adjust the sensitivity setting. The adjustment will be saved automatically.

NOTE:

If the screen remains idle for a short period of time, it will automatically return to the previous screen. Pressing the check mark button (C) also will return the monitor to the previous screen.

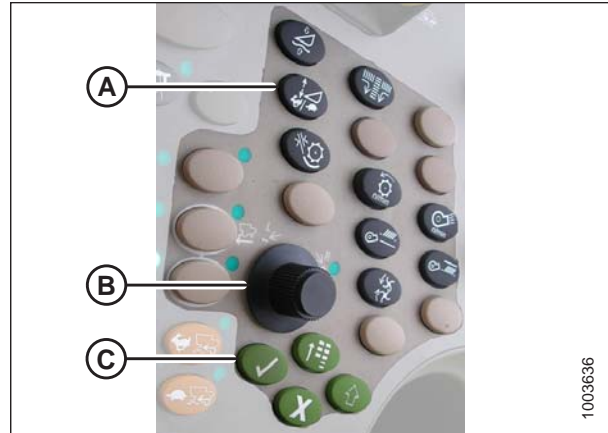


Figure 3.415: John Deere Combine Control Console

NOTE:

The numbers shown on the displays in these illustrations are for reference purposes only; they are not intended to represent the specific settings for your equipment.



Figure 3.416: John Deere Combine Display

Adjusting the Manual Header Raise/Lower Rate – John Deere 70 Series

The weight of the header will dictate the rate at which the header can be raised or lowered during operation.

To manually adjust the header raise/lower rate, do the following steps:

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. Press button (A) and the current raise/lower rate setting will appear on the monitor (the lower the reading, the slower the rate).
2. Use scroll knob (B) to adjust the rate. The adjustment will be saved automatically.

NOTE:

If the screen remains idle for a short period of time, it will automatically return to the previous screen. Pressing the check mark button (C) will also return the monitor to the previous screen.

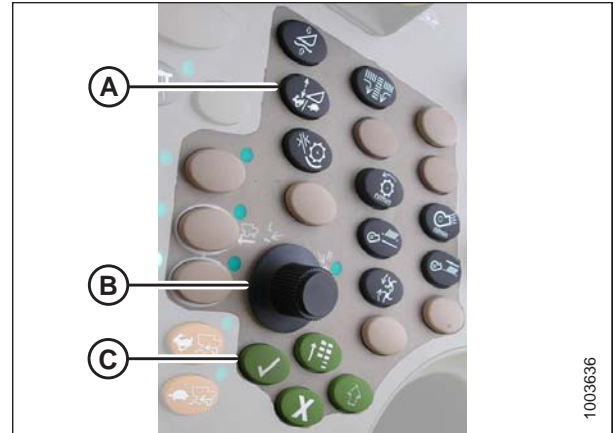


Figure 3.417: John Deere Combine Control Console

NOTE:

The numbers shown on the displays in these illustrations are for reference purposes only; they are not intended to represent the specific settings for your equipment.



Figure 3.418: John Deere Combine Display

3.8.15 John Deere S and T Series Combines

Checking Voltage Range from the Combine Cab – John Deere S and T Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.



CAUTION

Check to be sure all bystanders have cleared the area.

OPERATION

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the AHHC system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

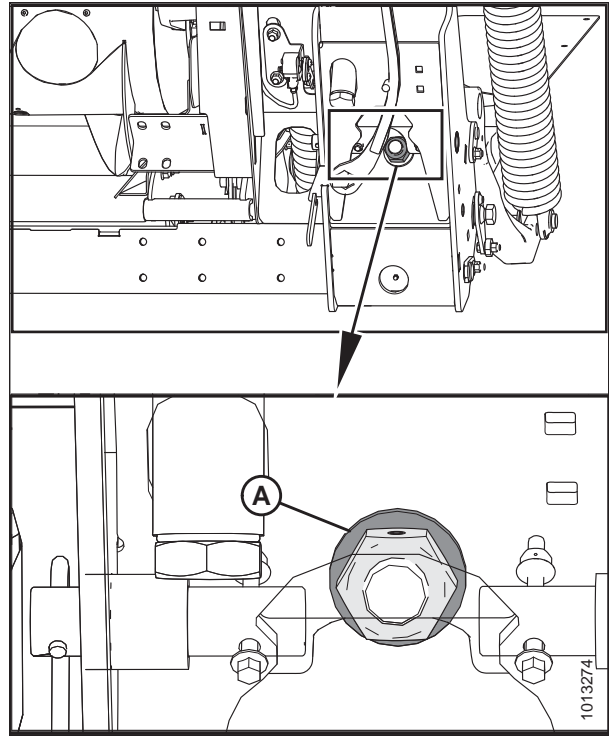


Figure 3.419: Float Lock

3. Adjust cable take-up bracket (B) (if necessary) until the pointer (A) on the float indicator is on 0.

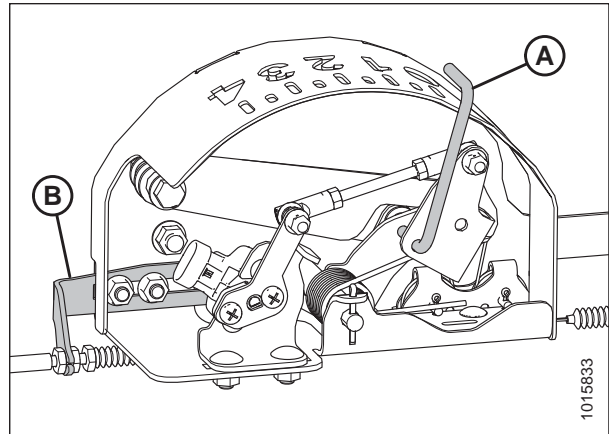


Figure 3.420: Float Indicator Box

OPERATION

4. Press CALIBRATION icon (A) on the main screen of the monitor. The CALIBRATION screen appears.

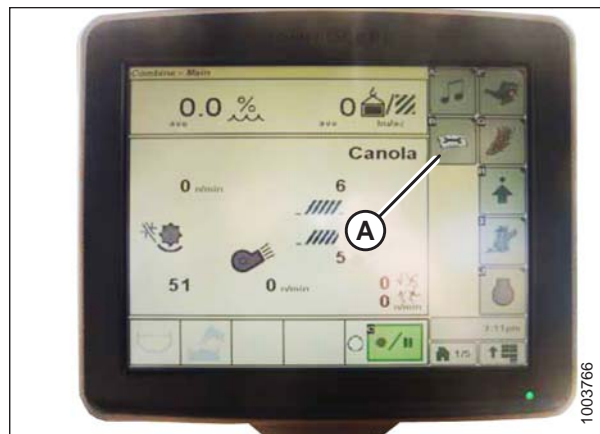


Figure 3.421: John Deere Combine Display

5. Press DIAGNOSTIC READINGS icon (A) on the CALIBRATION screen. The DIAGNOSTIC READINGS screen appears. This screen provides access to calibrations, header options, and diagnostic information.

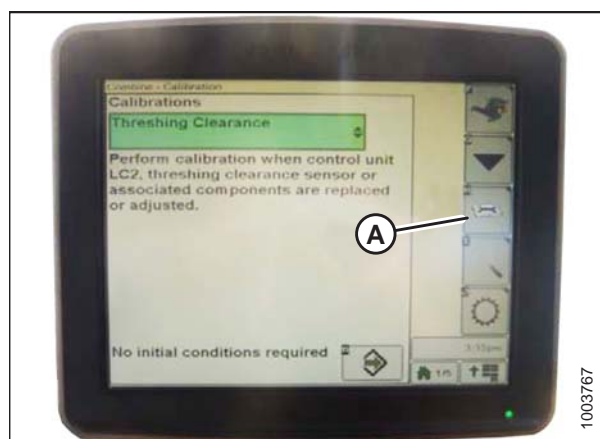


Figure 3.422: John Deere Combine Display

6. Select AHC RESUME (A) and a list of calibration options appears.

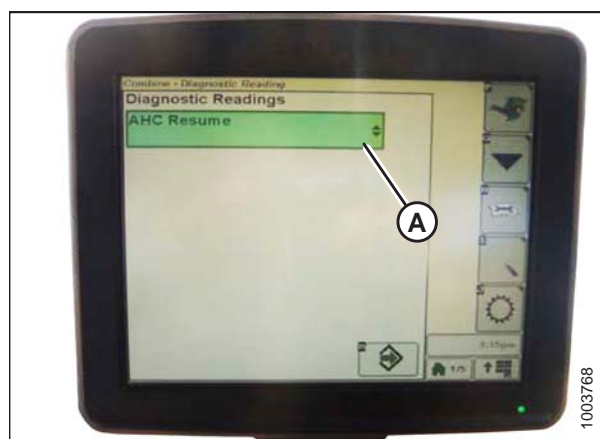


Figure 3.423: John Deere Combine Display

OPERATION

7. Select the AHHC SENSING option.
8. Press icon (A) displayed on screen. The AHHC SENSING menu appears and five screens of information are displayed.



Figure 3.424: John Deere Combine Display

9. Press icon (A) until it reads Page 5 near the top of the screen and the following sensor readings appear:

- LEFT HEADER HEIGHT
- CENTER HEADER HEIGHT
- RIGHT HEADER HEIGHT

A reading is displayed for both left and right sensors. On the MacDon header, there may be one sensor located in the float indicator box (standard) or two sensors located at the back of the float module side frame (optional).



Figure 3.425: John Deere Combine Display

10. Ensure header float is unlocked.
11. Start the combine and fully lower feeder house to the ground.

NOTE:

You may need to hold the HEADER DOWN switch for a few seconds to ensure the feeder house is fully lowered.

12. Check the sensor reading on the monitor.
13. If the sensor voltage is not within the low and high limits or if the range between the low and high limits is insufficient, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).

Calibrating the Auto Header Height Control – John Deere S and T Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

OPERATION

1. Ensure center-link is set to **D**.
2. Rest header on down stops and unlock float.
3. Place wings in locked position.
4. Press the DIAGNOSTIC icon (A) on the main screen of the monitor. The CALIBRATION screen appears.

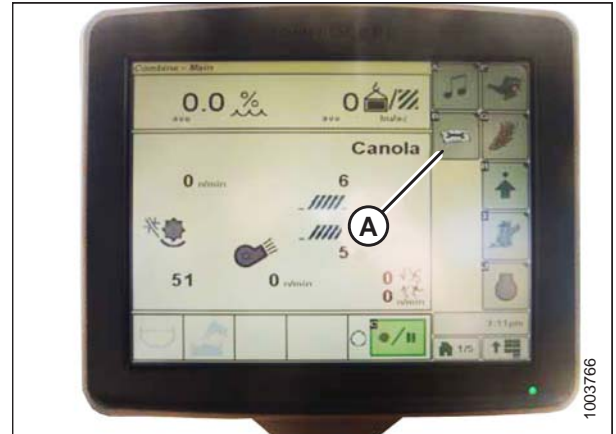


Figure 3.426: John Deere Combine Display

5. Select THRESHING CLEARANCE (A) and a list of calibration options appears.

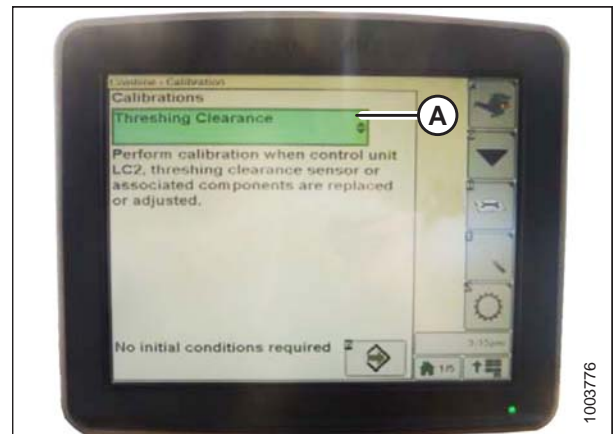


Figure 3.427: John Deere Combine Display

6. Select FEEDER HOUSE SPEED (A) from the list of calibration options.

NOTE:

Feeder house speed calibration must be done before header calibration.



Figure 3.428: John Deere Combine Display

OPERATION

7. With FEEDER HOUSE SPEED selected, press icon (A). The icon will turn green.

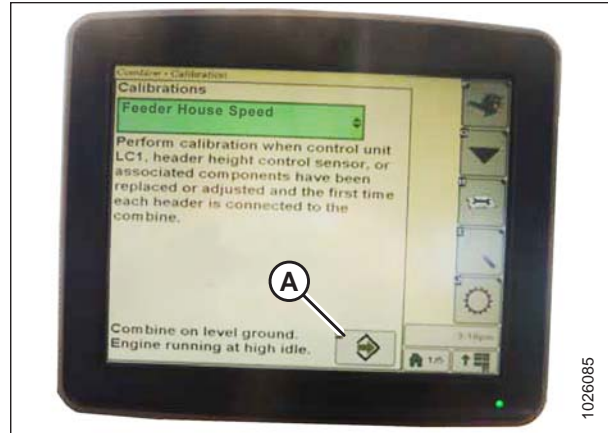


Figure 3.429: John Deere Combine Display

8. Press icon (A) and instructions will appear on screen to guide you through the remaining calibration steps.

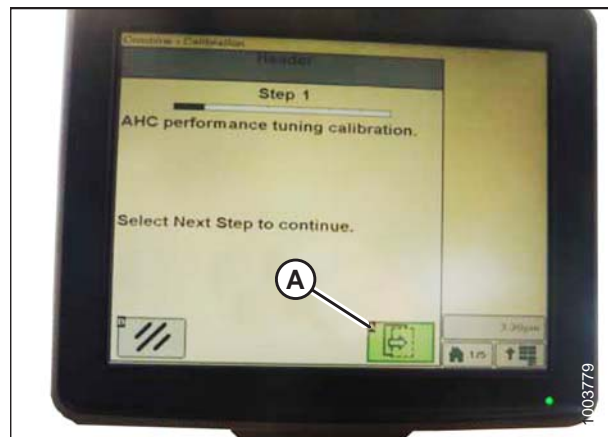


Figure 3.430: John Deere Combine Display

9. Select HEADER (A) from the list of calibration options.

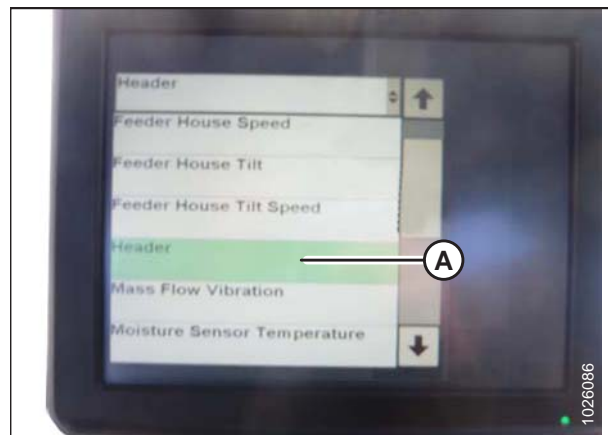


Figure 3.431: John Deere Combine Display

OPERATION

10. With HEADER selected, press icon (A). The icon will turn green.

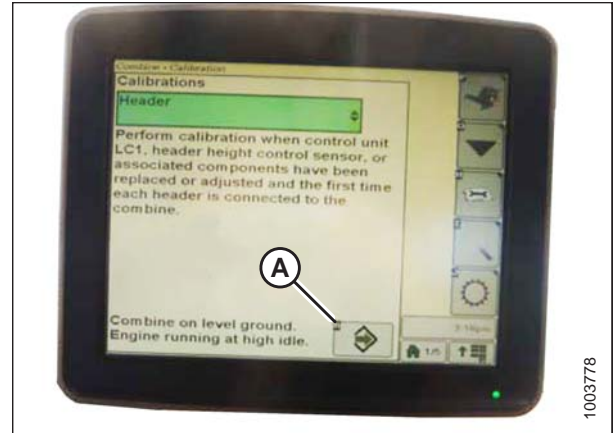


Figure 3.432: John Deere Combine Display

11. Press icon (A) and instructions will appear on screen to guide you through the remaining calibration steps.

NOTE:

If an error code appears during calibration, the sensor is out of voltage range and will require adjustment. For instructions, refer to [Checking Voltage Range from the Combine Cab – John Deere S and T Series, page 241](#).

NOTE:

If float was set heavier to complete the AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.



Figure 3.433: John Deere Combine Display

Setting the Sensitivity of the Auto Header Height Control – John Deere S and T Series

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. Press button (A) twice and the current sensitivity setting will appear on the monitor.



Figure 3.434: John Deere Combine Command Center

2. Press the – or + icons (A) to adjust rates.

NOTE:

The numbers shown on the combine display in this illustration are for reference purposes only; they are not intended to represent the specific settings for your equipment.

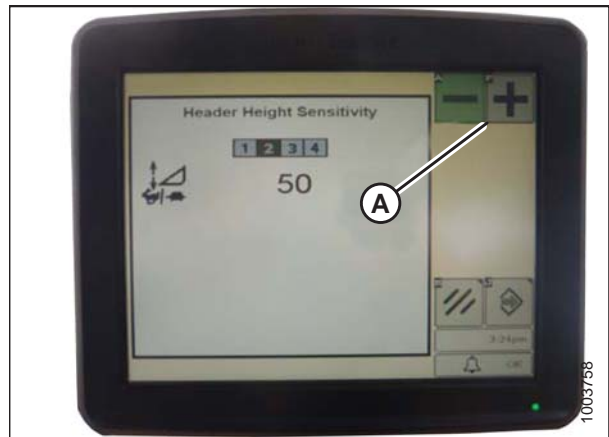


Figure 3.435: John Deere Combine Display

Adjusting the Manual Header Raise/Lower Rate – John Deere S and T Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

Indicator (A) should be at position 0 (B) with the header 152 mm (6 in.) off the ground. If not, the float sensor output voltage should be checked; refer to Step 5, [page 127](#). When the header is on the ground, the indicator should be at position 1 (C) for low ground pressure, and at position 4 (D) for high ground pressure. Crop and soil conditions determine the amount of float to use. The ideal setting is as light as possible without header bouncing or missing crop. Operating with heavy settings prematurely wears the cutterbar wearplates.

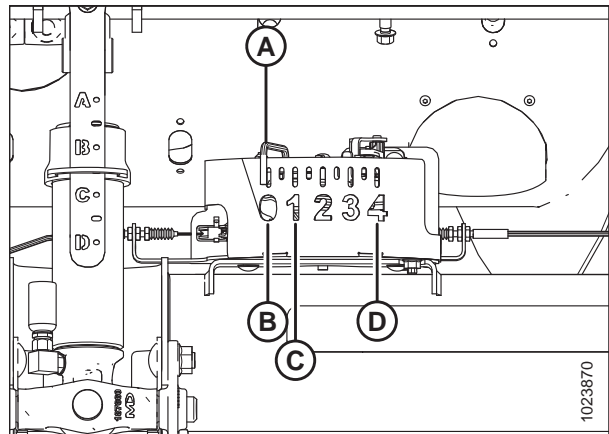


Figure 3.436: Float Indicator Box

OPERATION

1. Press button (A) and the current sensitivity setting will appear on the monitor.



Figure 3.437: John Deere Combine Command Center

2. Press the – or + icons (A) to adjust rates.

NOTE:

The numbers shown on the combine display in this illustration are for reference purposes only; they are not intended to represent the specific settings for your equipment.

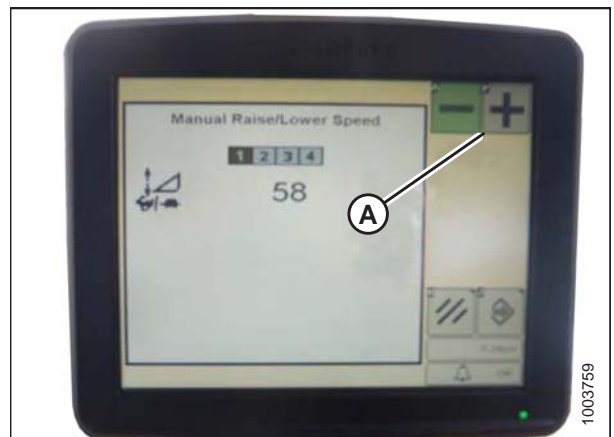


Figure 3.438: John Deere Combine Display

Setting Preset Cutting Height – John Deere S and T Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

Indicator (A) should be at position 0 (B) with the header (152 mm [6 in.]) off the ground. If not, the float sensor output voltage should be checked. Refer to Step 5, page 127. When the header is on the ground, the indicator should be at position 1 (C) for low ground pressure, and at position 4 (D) for high ground pressure. Crop and soil conditions determine the amount of float to use. The ideal setting is as light as possible without header bouncing or missing crop. Operating with heavy settings prematurely wears the cutterbar wearplates.

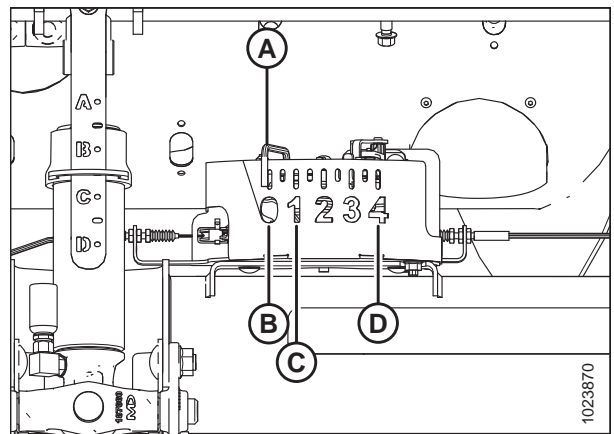


Figure 3.439: Float Indicator Box

OPERATION

1. Press the COMBINE – HEADER SETUP icon (A) on the main screen. The COMBINE – HEADER SETUP screen appears. This screen is used to set various header settings such as reel speed, header width, and height of feeder house for acre counter engagement.



Figure 3.440: Combine Display

2. Select the COMBINE – HEADER SETUP AHC icon (A). The COMBINE – HEADER SETUP AHC screen appears.



Figure 3.441: Combine Display

3. Select AUTO HEIGHT SENSING (A), RETURN TO CUT (B), and REEL POSITION (C) icons.

NOTE:

If REEL POSITION icon (C) cannot be selected (no check mark), the reel height sensor requires calibration. For instructions, refer to [Calibrating Reel Height Sensor – John Deere S and T Series, page 257](#).

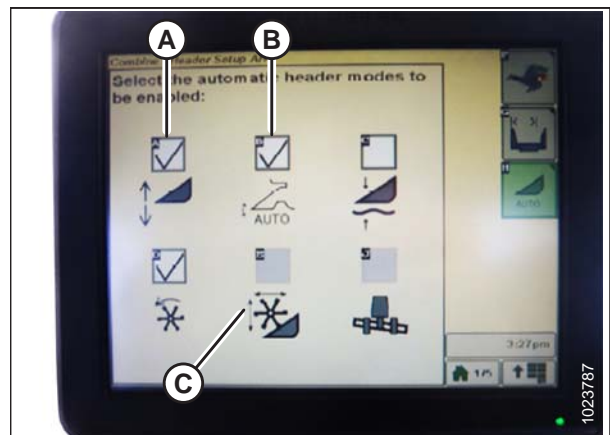


Figure 3.442: Combine Display

OPERATION

- Engage the header.
- Move the header to the desired position and use knob (A) to fine tune the position.
- Move the reel to the desired position.



Figure 3.443: Combine Control Console

- Press and hold preset switch 2 (B) until 1 reel height icon flashes on monitor.
- Repeat previous three steps for preset switch 3 (C).
- Select an appropriate ground pressure setting. Use preset button 2 (B) on the control handle for a low ground pressure setting in muddy or soft soil conditions, and preset 3 (C) for a high ground pressure setting in firm soil conditions and a higher ground speed.

NOTE:

Preset button 1 (A) is reserved for header lift on the headland and is not used for cutting on ground.



Figure 3.444: Control Handle Buttons

NOTE:

When the AHHC is engaged, the AHHC icon (A) appears on the monitor and the number indicating which button was pressed (B) is displayed on the screen.

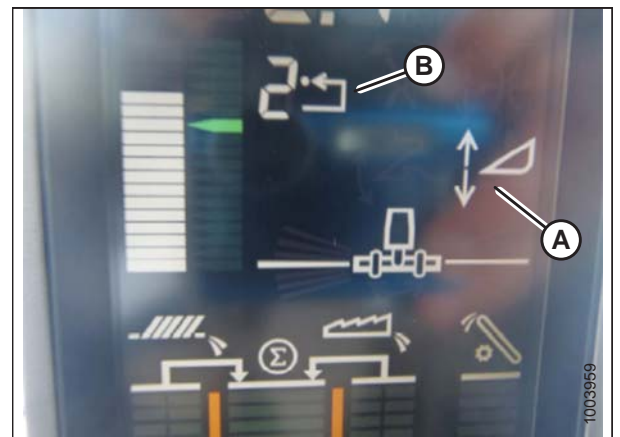


Figure 3.445: Combine Display

Calibrating Feeder House Fore-Aft Tilt Range – John Deere S and T Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to D. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

This procedure applies only to model year 2015 and later John Deere S and T Series combines.

OPERATION

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

The feeder house fore/aft tilt is controlled by buttons (C) and (D) at the back of the control handle.

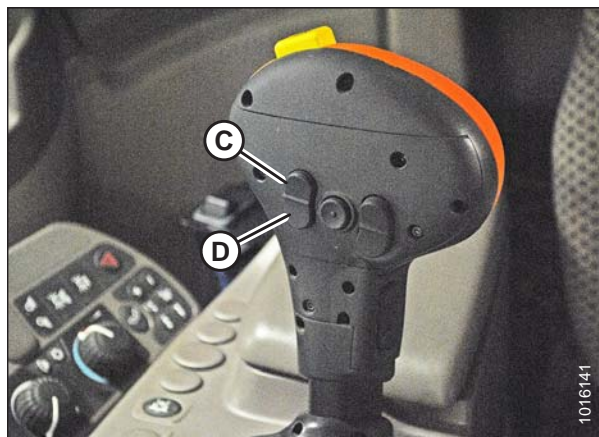


Figure 3.446: John Deere Control Handle

NOTE:

The feeder house fore/aft tilt controls can be changed to work with buttons E and F by pressing the control handle icon (A) and then selecting FEEDER HOUSE FORE/AFT TILT from the drop-down menu (B).

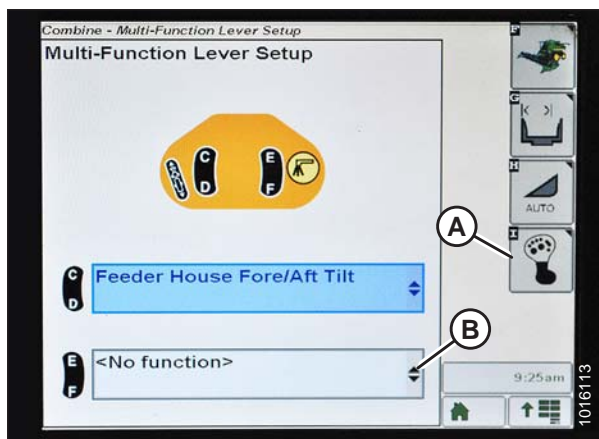


Figure 3.447: John Deere Combine Display

To calibrate the feeder house fore-aft tilt range, follow these steps:

1. Ensure center-link is set to **D**.
2. Rest header on down stops and unlock float.
3. Place wings in locked position.

OPERATION

- Press DIAGNOSTIC icon (A) on the main screen of the monitor. The CALIBRATION screen displays.

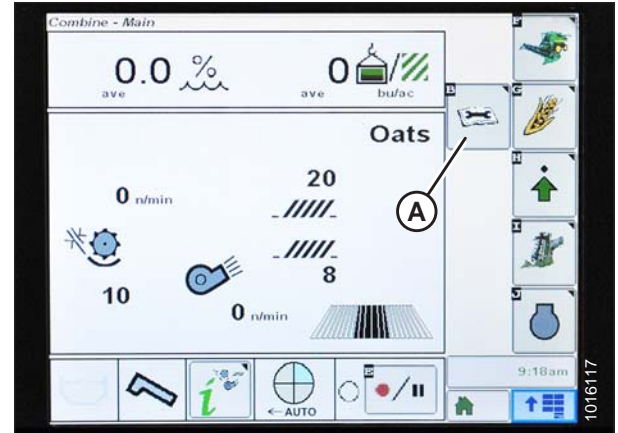


Figure 3.448: John Deere Combine Display

- Select the CALIBRATIONS drop-down menu (A) to view the list of calibration options.

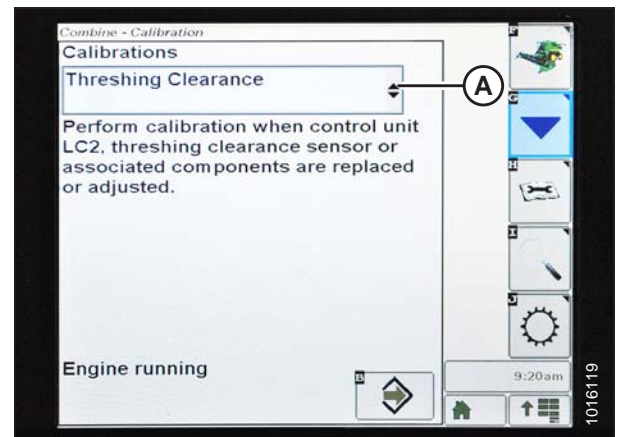


Figure 3.449: John Deere Combine Display

- Press arrow (A) to cycle up through the calibration options and select FEEDER HOUSE FORE/AFT TILT RANGE.

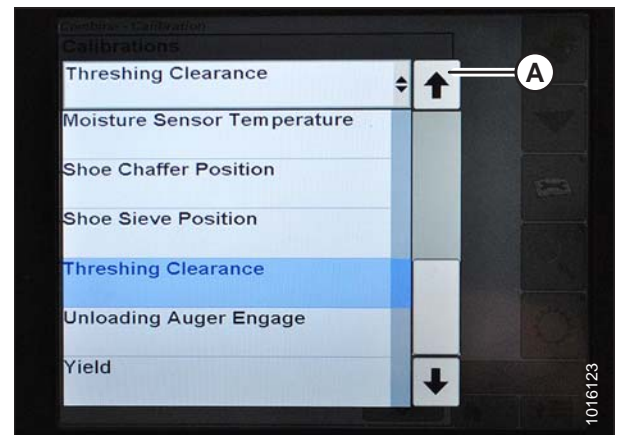


Figure 3.450: John Deere Combine Display

OPERATION

- Press ENTER icon (A).

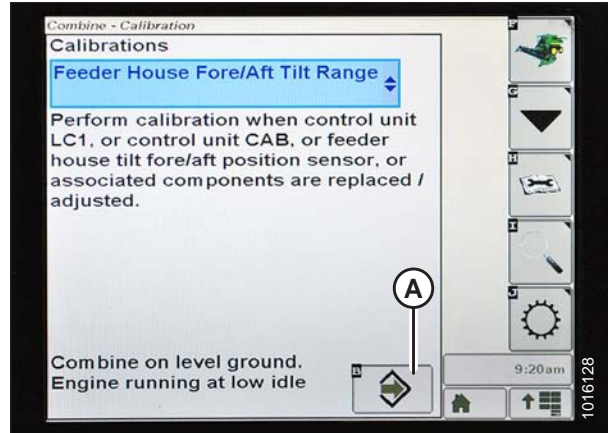


Figure 3.451: John Deere Combine Display

- Follow the instructions that appear on the screen. As you proceed through the calibration process, the display will automatically update to show the next step.

NOTE:

If an error code appears during calibration, the sensor is out of voltage range and will require adjustment. For instructions, refer to [Checking Voltage Range from the Combine Cab – John Deere S and T Series, page 241](#).

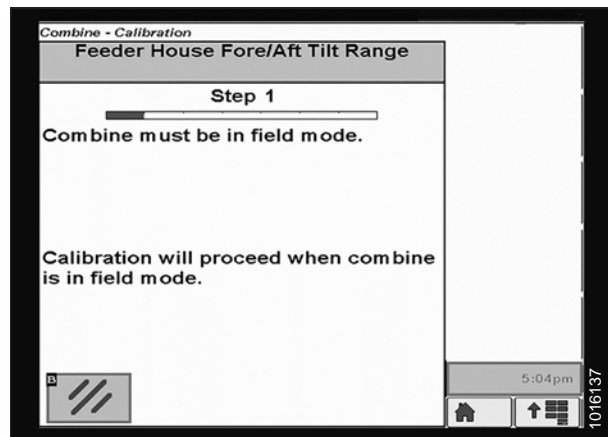


Figure 3.452: John Deere Combine Display

Checking Reel Height Sensor Voltages – John Deere S and T Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

- Press CALIBRATION icon (A) on the main screen of the monitor. The CALIBRATION screen appears.

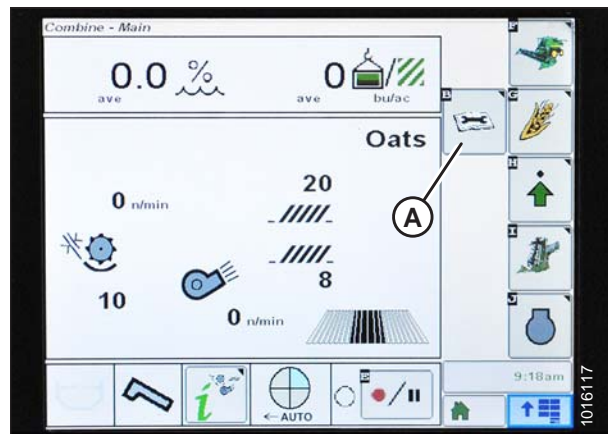


Figure 3.453: John Deere Combine Display

OPERATION

2. Press DIAGNOSTIC READINGS icon (A) on the CALIBRATION screen. The DIAGNOSTIC READINGS screen appears. This screen provides access to calibrations, header options, and diagnostic information.

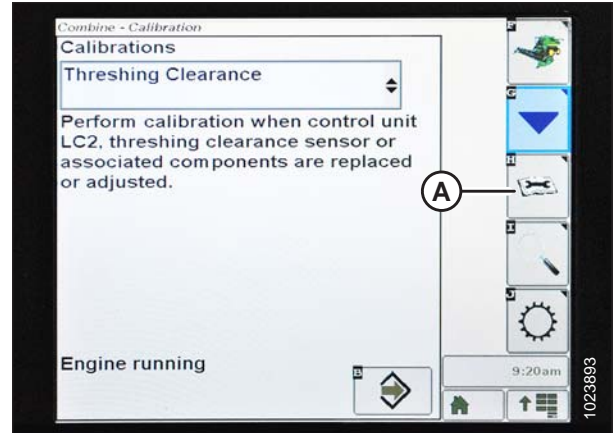


Figure 3.454: John Deere Combine Display

3. Select drop-down menu (A) to view the list of calibration options.

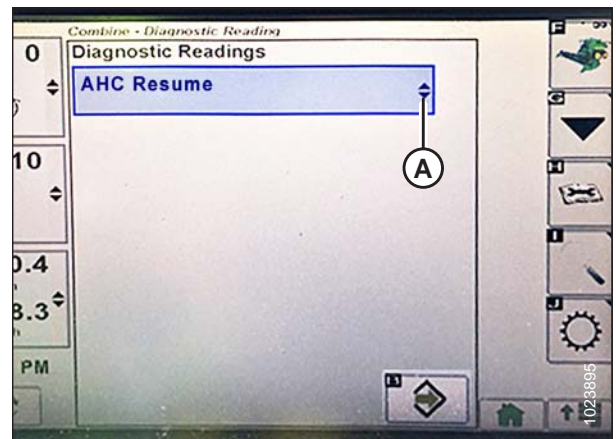


Figure 3.455: John Deere Combine Display

4. Scroll down and select REEL RESUME (A).

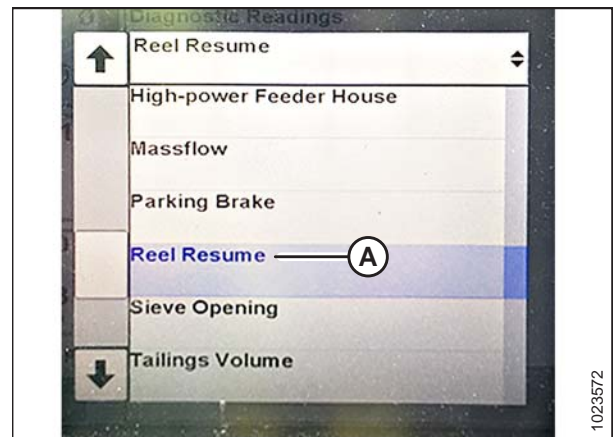


Figure 3.456: John Deere Combine Display

OPERATION

5. Press ENTER icon (A). The REEL RESUME page displays.

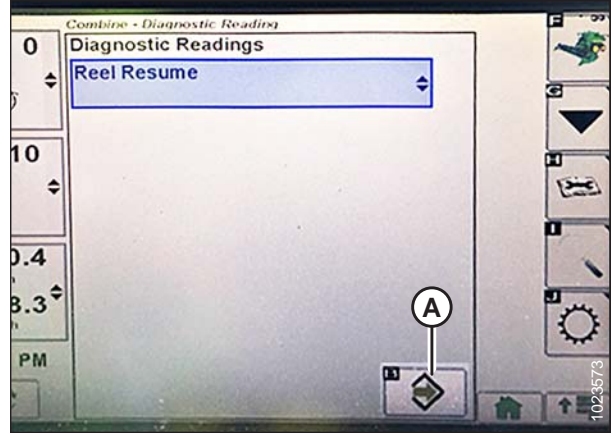


Figure 3.457: John Deere Combine Display

6. Press NEXT PAGE icon (A) to cycle to page 3.
7. Lower the reel to view the low voltage (B). The voltage should be 0.5–0.9 V.

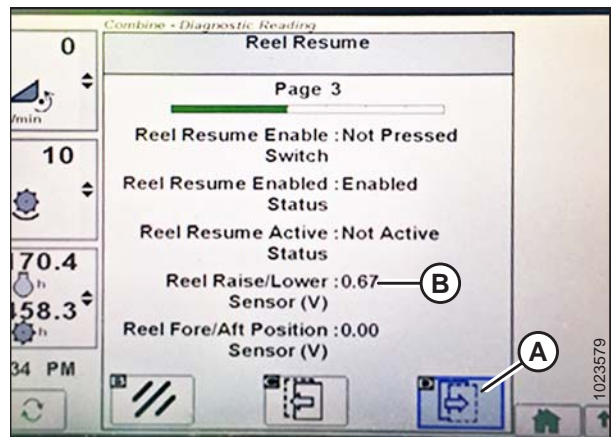


Figure 3.458: John Deere Combine Display

8. Raise the reel to view the high voltage (A). The voltage should be 4.1–4.5 V.
9. If either voltage is not within the correct range, refer to [Checking and Adjusting Reel Height Sensor, page 94](#).

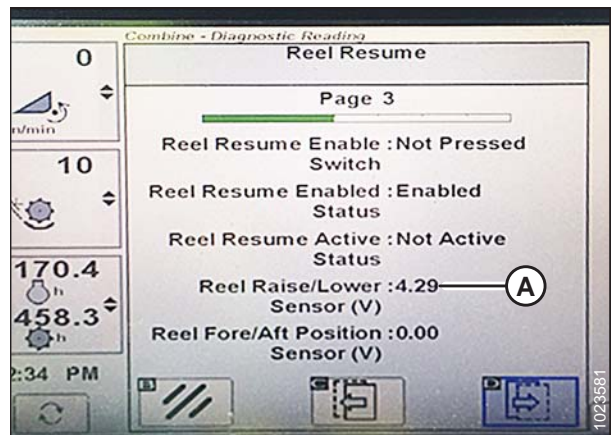


Figure 3.459: John Deere Combine Display

OPERATION

Calibrating Reel Height Sensor – John Deere S and T Series

This procedure applies only to model year 2015 and later John Deere S and T Series combines.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

To calibrate reel height, follow these steps:

1. Place header off the ground 15–25 cm (6–10 in.).
2. Press DIAGNOSTIC icon (A) on the main screen of the monitor. The CALIBRATION screen displays.

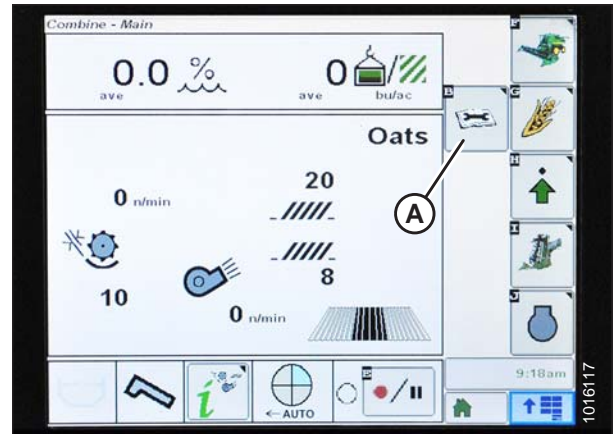


Figure 3.460: John Deere Combine Display

3. Select CALIBRATIONS drop-down menu (A) to view the list of calibration options.
4. Scroll through the list of options and select REEL POSITION.
5. Press ENTER icon (B).

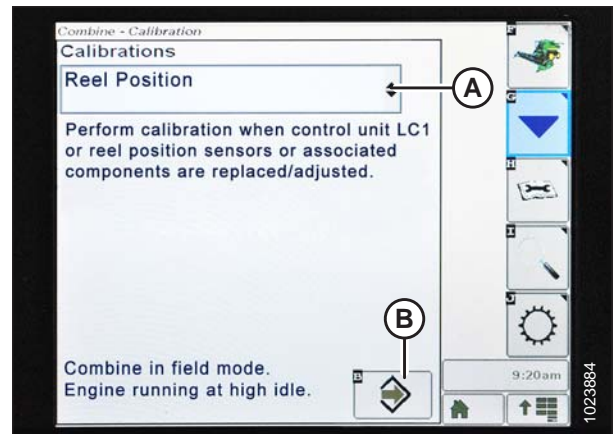


Figure 3.461: John Deere Combine Display

OPERATION

- Follow the instructions that appear on the screen. As you proceed through the calibration process, the display will automatically update to show the next step. This calibration requires you to use the reel raise (A) and reel lower (B) switches on the control handle.



Figure 3.462: John Deere Control Handle

- Press and hold REEL LOWER switch until reel is fully lowered. Continue holding REEL LOWER switch until prompted by the display.

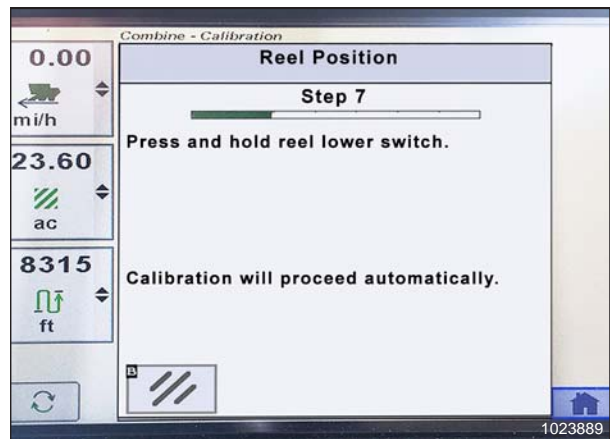


Figure 3.463: John Deere Combine Display

- Press and hold REEL RAISE switch until reel is fully raised. Continue holding REEL RAISE switch until prompted by the display.

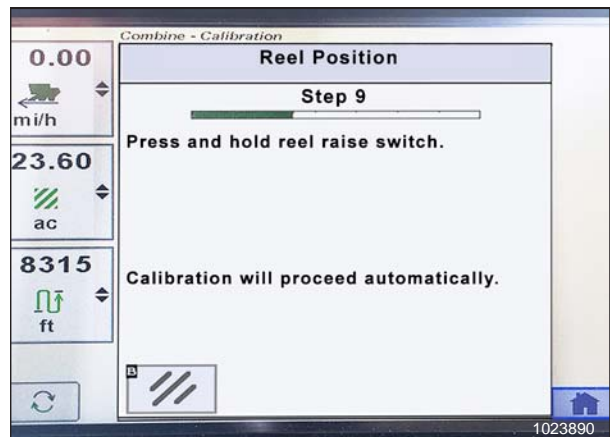


Figure 3.464: John Deere Combine Display

OPERATION

- When all steps have been completed, CALIBRATION COMPLETE message is displayed on the screen. Exit the CALIBRATION menu by pressing the ENTER icon (A).

NOTE:

If an error code appears during calibration, the sensor is out of voltage range and will require adjustment. For instructions, refer to *Checking Reel Height Sensor Voltages – John Deere S and T Series, page 254*.

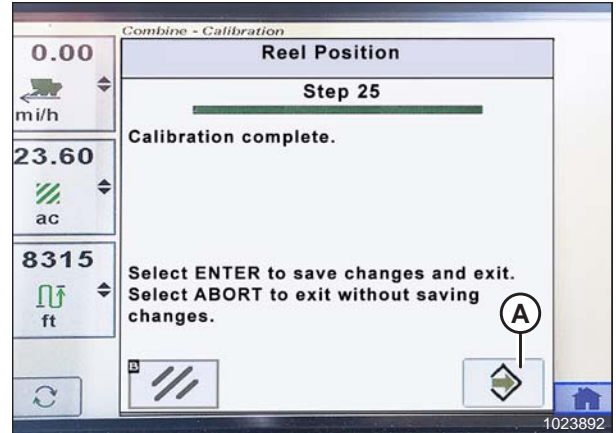


Figure 3.465: John Deere Combine Display

3.8.16 John Deere S7 Series Combines

Setting up Header – John Deere S7 Series

NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

- Press header button (A) on the panel below the display. The HEADER page opens.



Figure 3.466: John Deere S7 Display

OPERATION

2. Select HEADER TYPE field (A). The HEADER DETAILS window opens.



Figure 3.467: John Deere S7 Display – Header Page

3. Verify correct header width is displayed under WIDTH.
4. To change header width, select field (A). The WIDTH window opens.

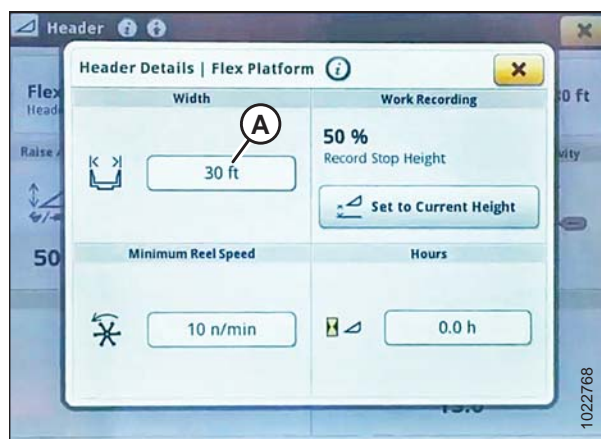


Figure 3.468: John Deere S7 Display – Header Details Window

5. Use the on-screen keypad to enter the correct header width, and then press OK.



Figure 3.469: John Deere S7 Display – Setting Header Width

OPERATION

6. Press window close button (A) in top right corner of the window to return to the HEADER page.



Figure 3.470: John Deere S7 Display – Header Details Window

7. The raise/lower speed (A), tilt speed (B), height sensitivity (C), and tilt sensitivity (D) can all be adjusted from this page. Select the option you would like to adjust. This example shows the raise/lower speed adjustment.

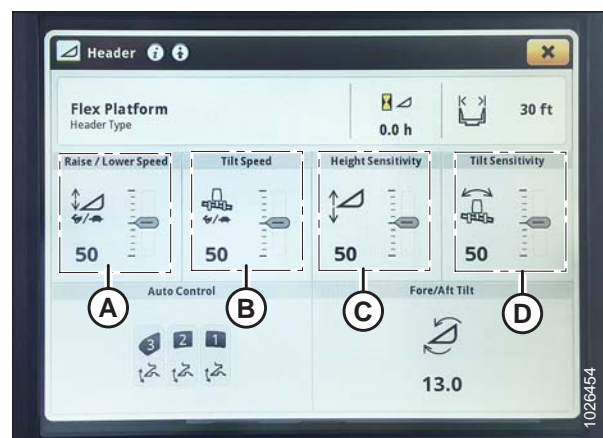


Figure 3.471: John Deere S7 Display – Header Page

8. Use the + and – buttons (A) to adjust the setting.
9. Press window close button in top right corner of the window to return to the HEADER page.

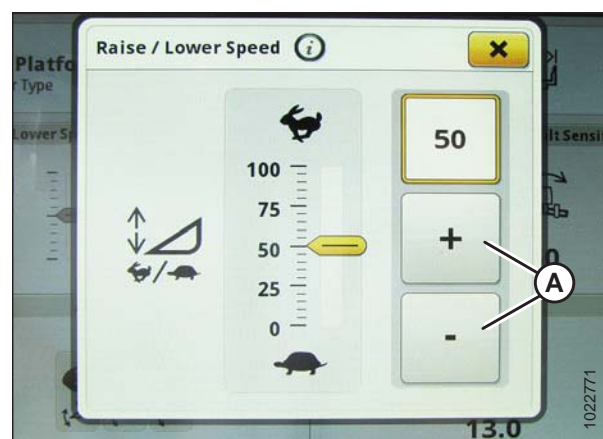


Figure 3.472: John Deere S7 Display – Raise/Lower Speed Adjustment

OPERATION

10. Select the AUTO CONTROL icons (A). The AUTO HEADER CONTROLS page opens.

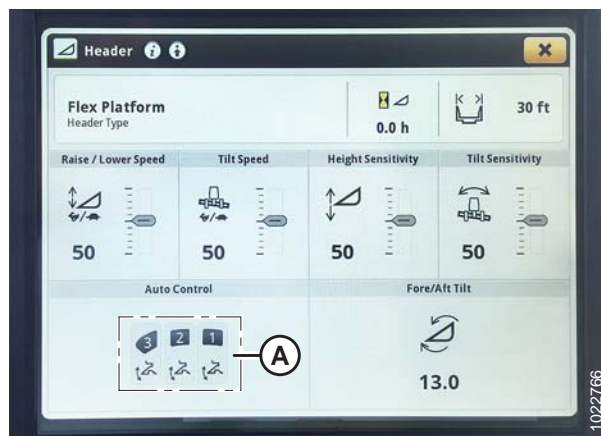


Figure 3.473: John Deere S7 Display – Header Page

11. If the header has not been calibrated yet, an error icon will appear on the HEIGHT SENSING button (A). Select button (A) to view error message.



Figure 3.474: John Deere S7 Display – Auto Header Controls

12. Read error message and then press OK.
13. Proceed to *Checking Voltage Range from the Combine Cab – John Deere S7 Series, page 263*.

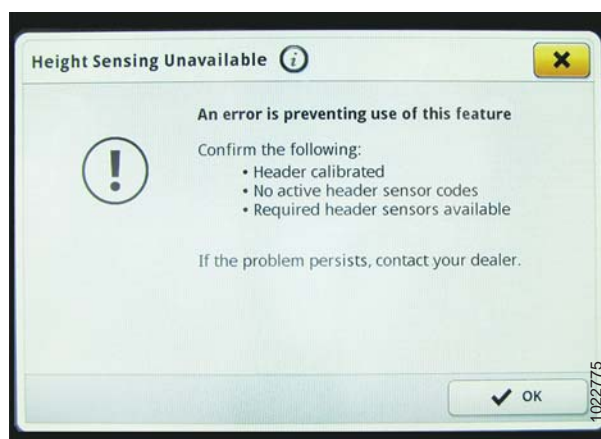


Figure 3.475: John Deere S7 Display – Height Sensing Error Message

OPERATION

Checking Voltage Range from the Combine Cab – John Deere S7 Series

The auto header height sensor output must be within a specific range, or the feature will not work properly.

Table 3.21 Voltage Range

Combine	Low Voltage Limit	High Voltage Limit	Minimum Range
John Deere S7 Series	0.5 V	4.5 V	3.0 V

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

CAUTION

Check to be sure all bystanders have cleared the area.

1. Position header 150 mm (6 in.) above ground, and unlock the float module float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

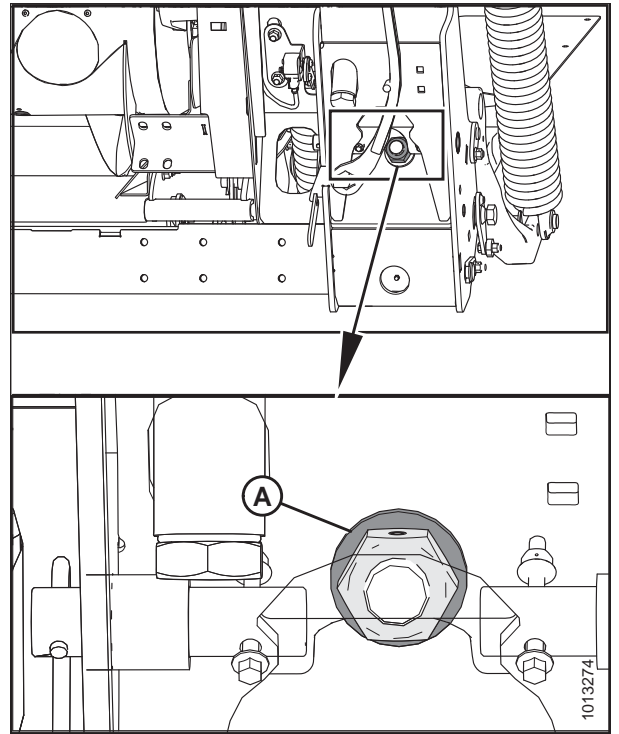


Figure 3.476: Float Lock

OPERATION

- Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on **0**.

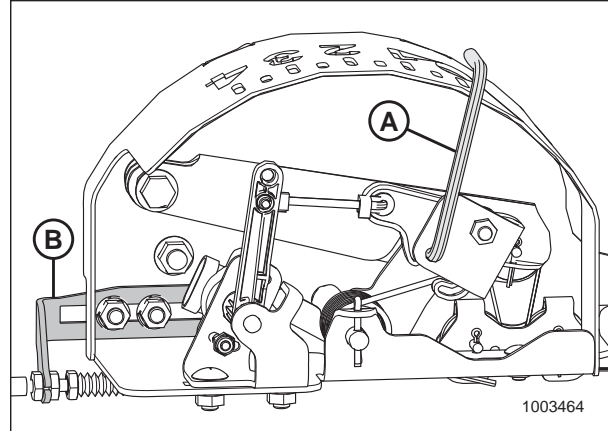


Figure 3.477: Float Indicator Box

- On the HARVESTING page, select MENU icon (A) in the bottom right corner of the screen.



Figure 3.478: John Deere S7 Display – Harvesting Page

- On the MENU page, select SYSTEM tab (A). The MENU opens.
- Select DIAGNOSTICS CENTER icon (B). The DIAGNOSTICS CENTER page opens.

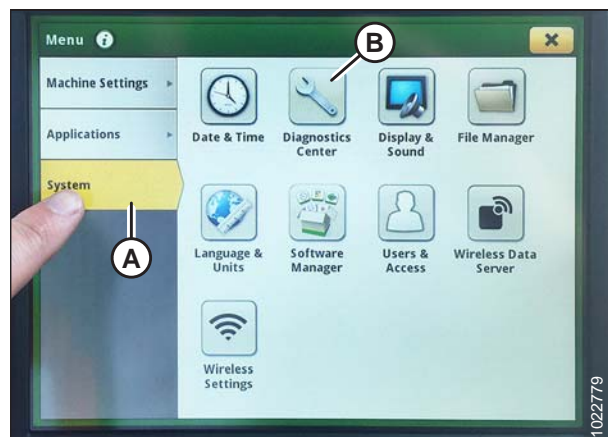


Figure 3.479: John Deere S7 Display – Menu

OPERATION

7. Select AHC - SENSING (A). The AHC - SENSING\DIAGNOSTICS page displays.

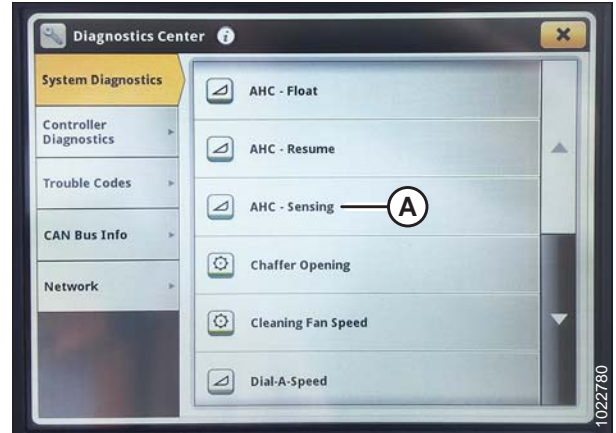


Figure 3.480: John Deere S7 Display – Diagnostics Center

8. Select SENSOR tab (A) to view sensor voltages. The center header height sensor voltage (B) must be between 0.5 and 4.5 V, with at least 3 V of variation between 0 and 4 on the float indicator box.

NOTE:

If the optional Auto Lateral Tilt AHHC kit is installed, the left and right header height sensors must also be in the same 0.5–4.5 V range.

9. If sensor voltage adjustment is required, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).

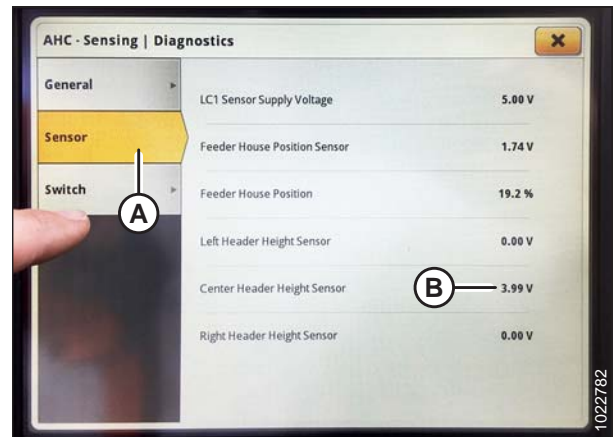


Figure 3.481: John Deere S7 Display – Checking Sensor Voltage

Calibrating Feeder House – John Deere S7 Series

Feeder house calibration must be done before header calibration.

For best performance of auto header height control (AHHC), perform these procedures with center-link set to **D**. When setup and calibration are complete, adjust center-link back to desired header angle. For instructions, refer to [Adjusting Header Angle from Combine, page 81](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Ensure center-link is set to **D**.
2. Rest header on down stops and unlock float.
3. Place wings in locked position.

OPERATION

4. On the HARVESTING page, select MENU icon (A) in the bottom right corner of screen. The MENU opens.



Figure 3.482: John Deere S7 Display – Harvesting Page

5. Select the MACHINE SETTINGS tab (A).
6. Select CALIBRATIONS & PROCEDURES icon (B). The CALIBRATIONS & PROCEDURES page displays.



Figure 3.483: John Deere S7 Display – Machine Settings

7. Select HEADER tab (A).
8. Select FEEDER HOUSE RAISE SPEED CALIBRATION (B). The FH RAISE SPEED CALIBRATION page displays.

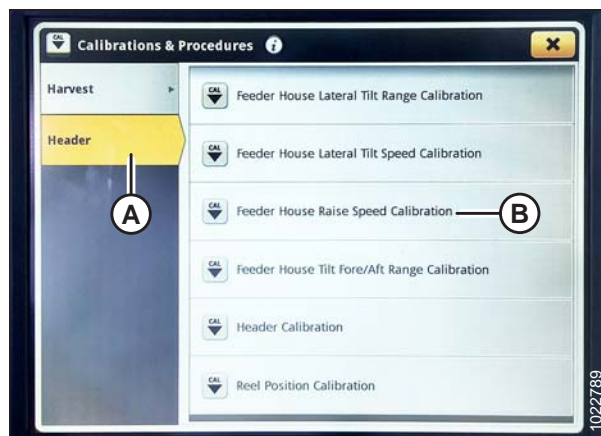


Figure 3.484: John Deere S7 Display – Calibrations and Procedures

OPERATION

9. Select CALIBRATE (A) at the bottom of the page. A calibration overview displays.

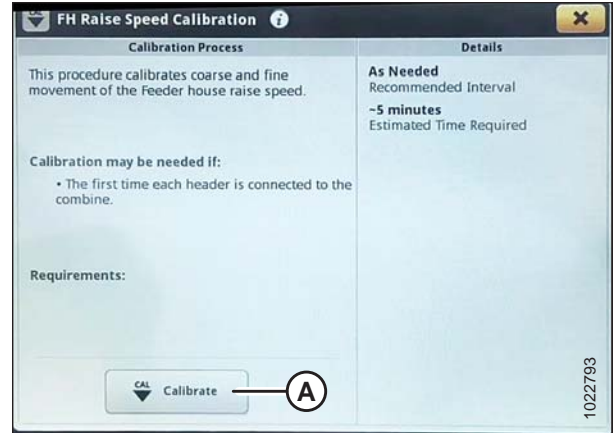


Figure 3.485: John Deere S7 Display – Feeder House Calibration

10. Read the calibration overview, and then press START.



Figure 3.486: John Deere S7 Display – Feeder House Calibration

11. Follow the instructions on the screen. As you proceed through the calibration process, the display will automatically update to show next step.



Figure 3.487: John Deere S7 Display – Feeder House Calibration

OPERATION

- When calibration is complete, select SAVE to confirm calibration.

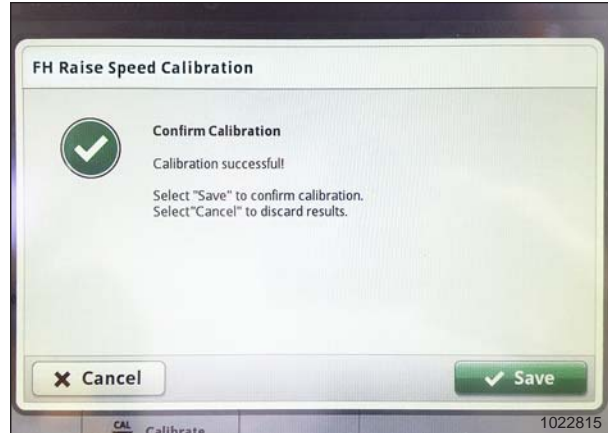


Figure 3.488: John Deere S7 Display – Feeder House Calibration

Calibrating Header – John Deere S7 Series

Feeder house calibration must be done before header calibration. If feeder house has not yet been calibrated, refer to [Calibrating Feeder House – John Deere S7 Series, page 265](#).

For best performance of auto header height control (AHHC), perform these procedures with header at steepest angle. When setup and calibration are complete, adjust center-link back to desired header angle.

NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to the combine operator's manual for updates.

- Ensure center-link is set to **D**.
- Rest header on down stops and unlock float.
- Place wings in locked position.
- On the HARVESTING page, select the MENU icon (A) in the bottom right corner of screen. The MENU opens.



Figure 3.489: John Deere S7 Display – Harvesting Page

OPERATION

5. Select MACHINE SETTINGS tab (A).
6. Select CALIBRATIONS & PROCEDURES icon (B). The CALIBRATIONS & PROCEDURES page displays.

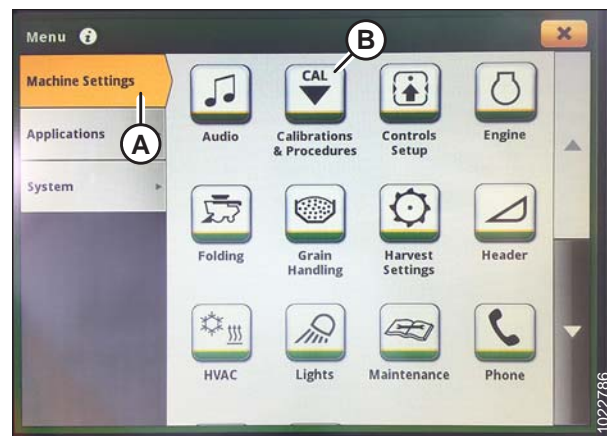


Figure 3.490: John Deere S7 Display – Machine Settings

7. Select HEADER tab (A).
8. Select HEADER CALIBRATION (B). The HEADER CALIBRATION page displays.



Figure 3.491: John Deere S7 Display – Calibrations and Procedures

9. Select CALIBRATE (A) at bottom of page. The calibration overview window opens.

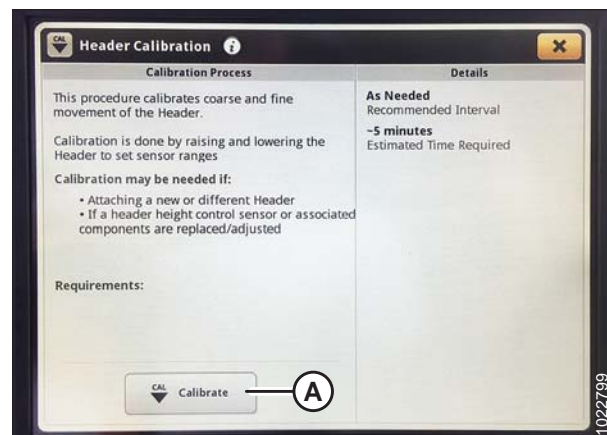


Figure 3.492: John Deere S7 Display – Header Calibration

OPERATION

10. Press button (A) on console to set engine to high idle.



Figure 3.493: John Deere S7 Console

11. Select START on calibration overview page.
12. Follow instructions that appear on combine display. As you proceed through calibration process, display will automatically update to show next step.

NOTE:

If an error code appears during calibration, sensor is out of voltage range and will require adjustment. For instructions, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).

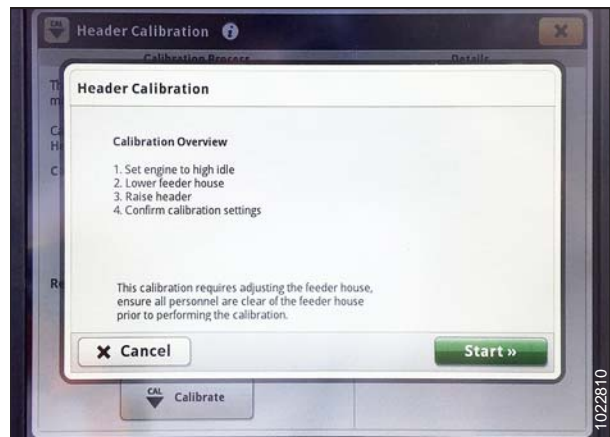


Figure 3.494: John Deere S7 Display – Header Calibration

13. When calibration is complete, select SAVE to confirm calibration.

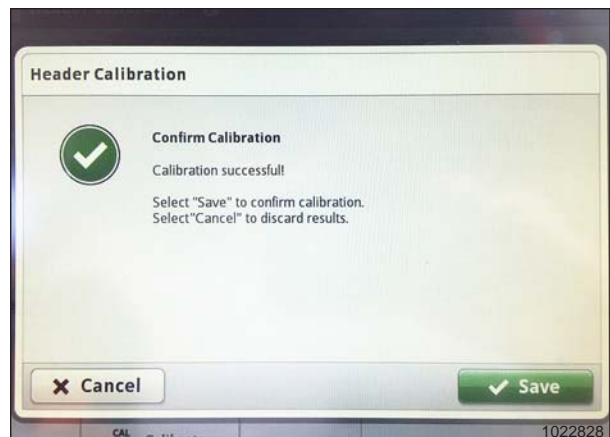


Figure 3.495: John Deere S7 Display – Header Calibration

3.8.17 New Holland Combines – CR/CX Series, Pre-2015 Model Year

This section applies only to pre-2015 CR/CX models. For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#).

Checking Voltage Range from the Combine Cab – New Holland CR/CX Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#).



CAUTION

Check to be sure all bystanders have cleared the area.

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.
2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the AHHC system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

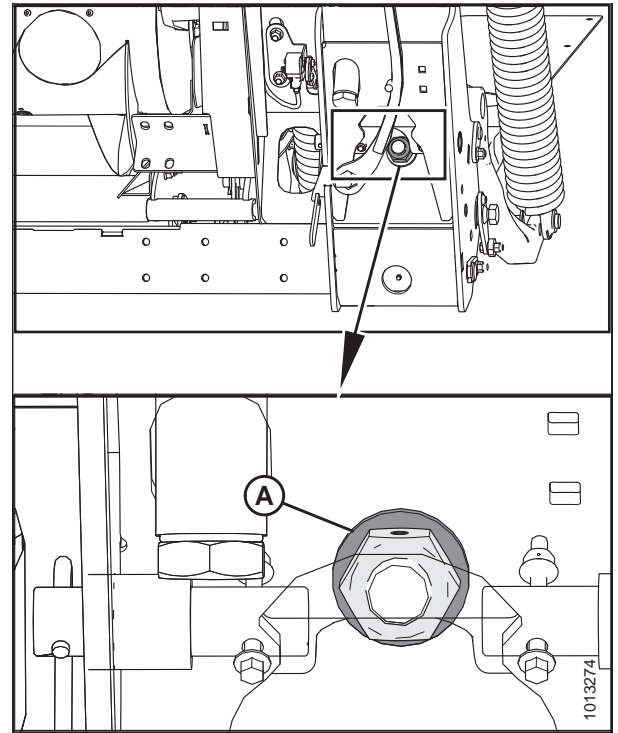


Figure 3.496: Float Lock

OPERATION

3. Adjust cable take-up bracket (B) (if necessary) until the float indicator pointer (A) is on 0.

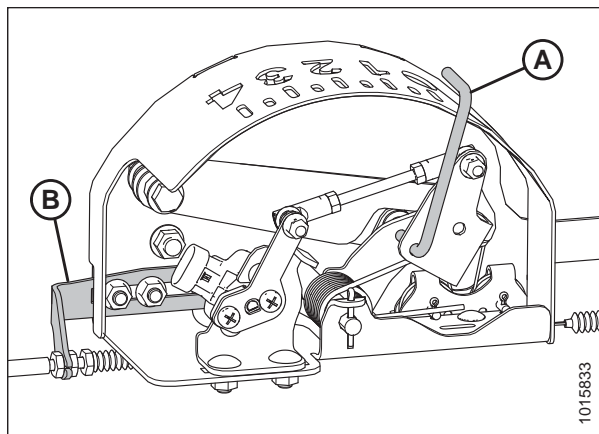


Figure 3.497: Float Indicator Box

4. Ensure header float is unlocked.
5. Select DIAGNOSTICS (A) on the main screen. The DIAGNOSTICS screen displays.
6. Select SETTINGS. The SETTINGS screen displays.

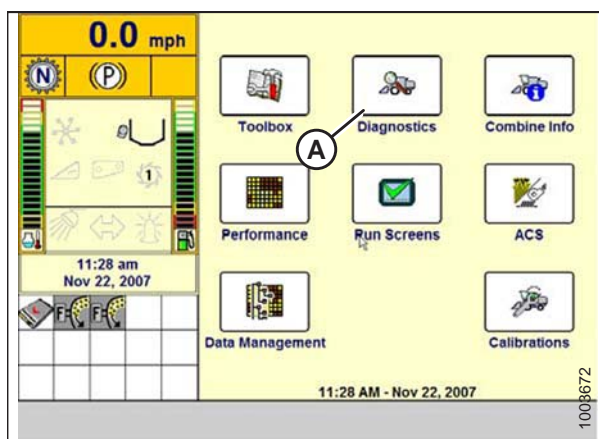


Figure 3.498: New Holland Combine Display

7. Select the GROUP drop-down arrow (A). The GROUP dialog box displays.

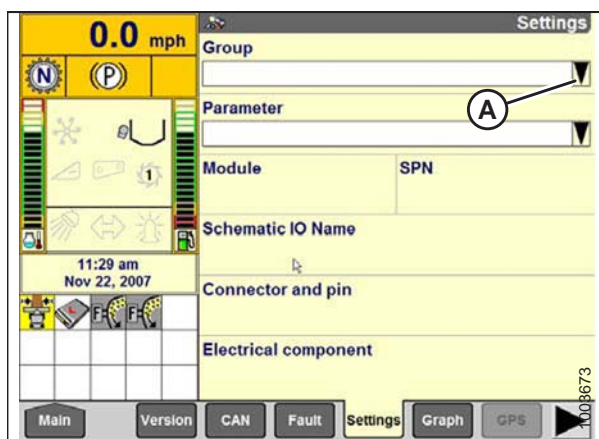


Figure 3.499: New Holland Combine Display

OPERATION

8. Select HEADER HEIGHT/TILT (A). The PARAMETER screen displays.

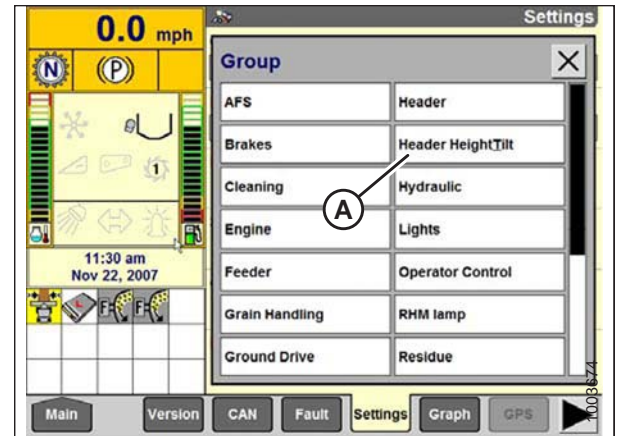


Figure 3.500: New Holland Combine Display

9. Select LEFT HEADER HEIGHT SEN (A), and then select GRAPH button (B). The exact voltage is displayed at the top of the screen.
10. Raise and lower the header to see the full range of voltage readings.
11. If the sensor voltage is not within the low and high limits, or if the range between the low and high limits is insufficient, adjust the voltage limits. For instructions, refer to [Adjusting Voltage Limits – One-Sensor System, page 131](#).

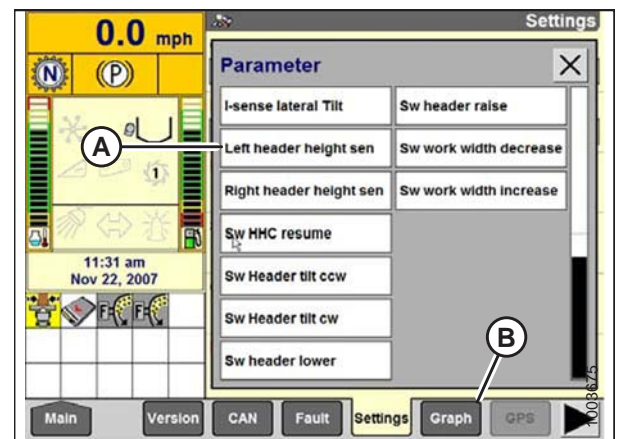


Figure 3.501: New Holland Combine Display

Setting up Auto Header Height Control – New Holland CR/CX Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#).

OPERATION

1. Select HEADER LATERAL FLOAT on the combine display, and press ENTER.
2. Use the up and down navigation keys to move between options, and select INSTALLED.



Figure 3.502: New Holland Combine Display

3. Select HEADER AUTOFLOAT, and press ENTER.
4. Use the up and down navigation keys to move between options, and select INSTALLED.

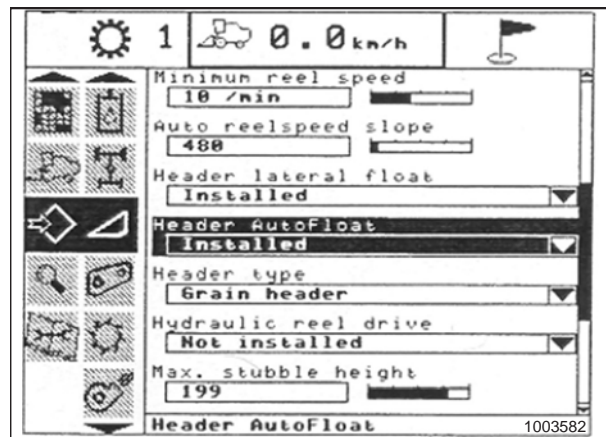


Figure 3.503: New Holland Combine Display

Calibrating the Auto Header Height Control – New Holland CR/CX Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#).



CAUTION

Check to be sure all bystanders have cleared the area.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

OPERATION

Check the following conditions before starting the header calibration procedure:

- The header is attached to the combine.
- The combine is on level ground, with the header level to the ground.
- The header is on down stops, and the center-link is set to **D**.
- The engine is running.
- The combine is not moving.
- No faults have been received from the Header Height Controller (HHC) module.
- Header/feeder is disengaged.
- Lateral float buttons are **NOT** pressed.
- ESC key is **NOT** pressed.

To calibrate the AHHC, follow these steps:

1. Select CALIBRATION on the combine display, and press the RIGHT ARROW navigation key to enter the information box.
2. Select HEADER (A), and press ENTER. The CALIBRATION dialog box opens.

NOTE:

You can use the up and down navigation keys to move between options.

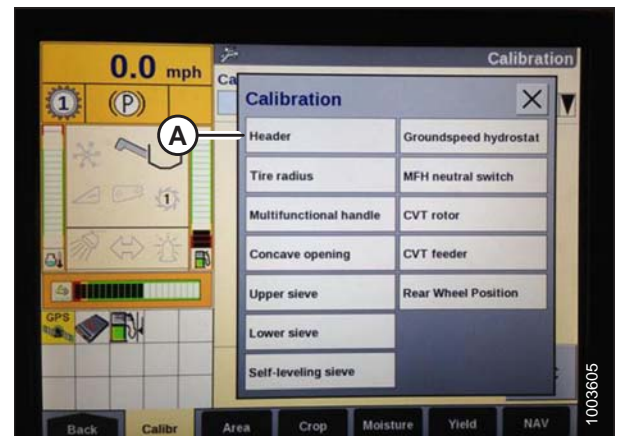


Figure 3.504: New Holland Combine Display

3. Follow the calibration steps in the order in which they appear in the dialog box. As you proceed through the calibration process, the display will automatically update to show the next step.

NOTE:

Pressing the ESC key during any of the steps or letting the system sit idle for more than 3 minutes will cause the calibration procedure to stop.

NOTE:

Refer to your combine operator's manual for an explanation of any error codes.

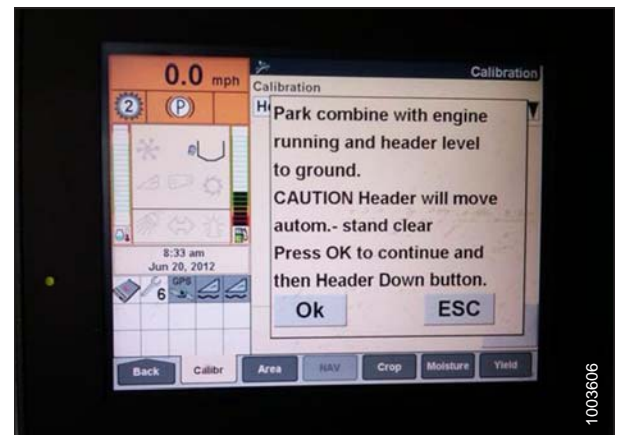


Figure 3.505: New Holland Combine Display

4. When all steps have been completed, CALIBRATION SUCCESSFUL message is displayed on the screen. Exit the CALIBRATION menu by pressing the ENTER or ESC key.

OPERATION

NOTE:

If float was set heavier to complete AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.

5. If the unit does not function properly, conduct the maximum stubble height calibration.

Calibrating Maximum Stubble Height

This procedure describes how to calibrate the area counter to stop or start counting at the correct height. Program the header to a height that will never be reached while cutting. The area counter will stop counting when the header is above the programmed height, and will begin counting when the header is below the programmed height.

Select the height of the header that corresponds to the description above.

IMPORTANT:

- If the value is set too low, area may **NOT** be counted since the header is sometimes raised above this threshold although the combine is still cutting.
- If the value is set too high, the area counter will keep counting even when the header is raised (but below this threshold) and the combine is no longer cutting crop.



CAUTION

Check to be sure all bystanders have cleared the area.

1. Select the MAXIMUM STUBBLE HEIGHT calibration dialog box. As you proceed through the calibration process, the display will automatically update to show the next step.
2. Move header to the correct position using the header up or down control switch on the multifunction handle.
3. Press ENTER to continue. As you proceed through the calibration process, the display will automatically update to show the next step.
4. Press ENTER or ESC to close the calibration screen. The calibration is now complete.

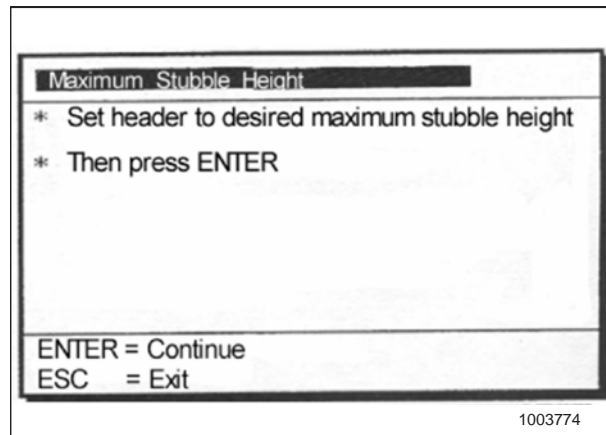


Figure 3.506: New Holland Calibration Dialog Box

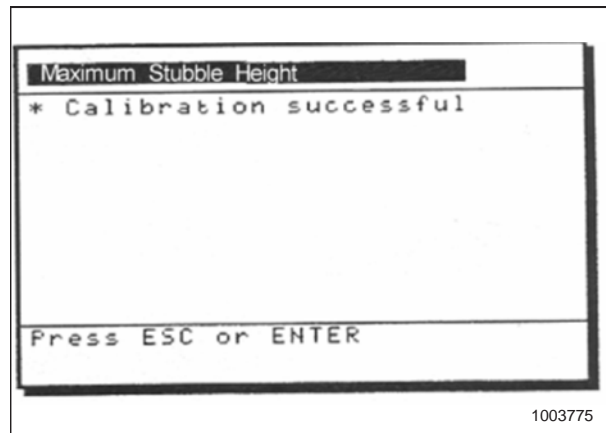


Figure 3.507: New Holland Calibration Dialog Box

OPERATION

Adjusting Header Raise Rate – New Holland CR/CX Series

If necessary, the header raise rate (the first speed on the HEADER HEIGHT rocker switch of the multifunctional handle) can be adjusted.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#).

1. Select HEADER RAISE RATE on the combine display.
2. Use the + or – buttons to change the setting.
3. Press ENTER to save the new setting.

NOTE:

The raise rate can be changed from 32–236 in steps of 34.
The factory setting is 100.

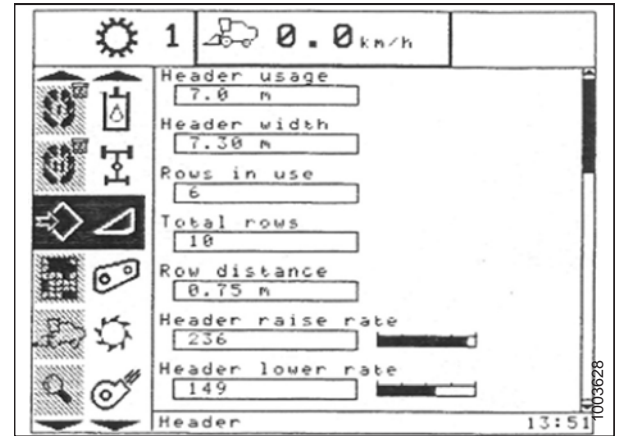


Figure 3.508: New Holland Combine Display

Setting the Header Lower Rate – New Holland CR/CX Series

If necessary, the header lower rate (the automatic header height control button or second speed on the header height rocker switch of the multi-function handle) can be adjusted.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#).

OPERATION

1. Select HEADER LOWER RATE on the combine display.
2. Use the + or – buttons to change the setting to 50.
3. Press ENTER to save the new setting.

NOTE:

The lower rate can be changed from 2–247 in steps of 7. It is factory-set to 100.

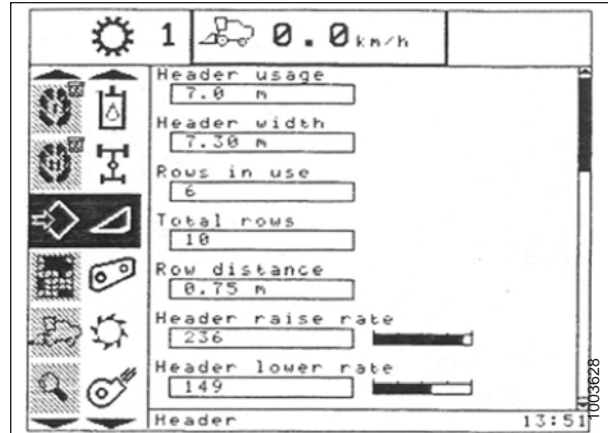


Figure 3.509: New Holland Combine Display

Setting the Sensitivity of the Auto Header Height Control – New Holland CR/CX Series

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#).

CAUTION

Check to be sure all bystanders have cleared the area.

1. Engage threshing and feeder house.
2. Select HEIGHT SENSITIVITY on the combine display screen.
3. Use the + or – buttons to change the setting to 200.
4. Press ENTER to save the new setting.

NOTE:

The sensitivity can be changed from 10–250 in steps of 10. It is factory-set to 100.



Figure 3.510: New Holland Combine Display

Setting Preset Cutting Height – New Holland CR/CX Series

To set the preset cutting height, follow these steps:

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later, page 280](#).

NOTE:

Indicator (A) should be at position 0 (B) with the header (152 mm [6 in.]) off the ground. If not, the float sensor output voltage should be checked. Refer to [Step 5, page 127](#). When the header is on the ground, the indicator should be at position 1 (C) for low ground pressure, and at position 4 (D) for high ground pressure. Crop and soil conditions determine the amount of float to use. The ideal setting is as light as possible without header bouncing or missing crop. Operating with heavy settings prematurely wears the cutterbar wearplates.

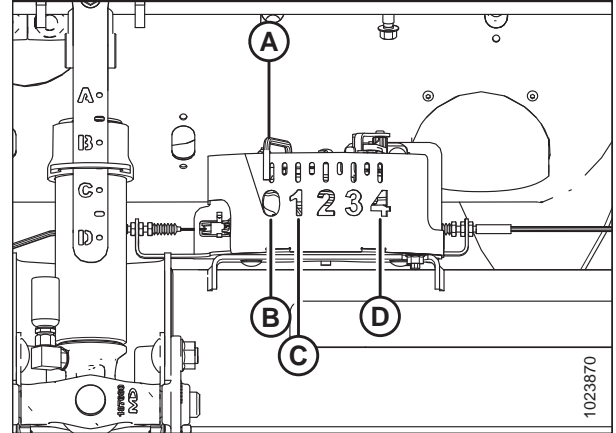


Figure 3.511: Float Indicator Box

1. Engage the threshing mechanism and the feeder with switches (A) and (B).
2. Set HEADER MEMORY rocker switch (D) in STUBBLE HEIGHT/AUTOFLOAT mode position (A) or (B).
3. Raise or lower the header to the desired cutting height using the HEADER HEIGHT and HEADER LATERAL FLOAT momentary switch (C).
4. Lightly press AUTOMATIC HEADER HEIGHT CONTROL button (E) for a minimum of 2 seconds to store the height position. A beep will confirm the setting.

NOTE:

It is possible to store two different header height values by using HEADER MEMORY rocker switch (D) in STUBBLE HEIGHT/AUTOFLOAT mode position (A) or (B).

5. Raise or lower the reel to the desired working height using the REEL HEIGHT momentary switch (E).
6. Lightly press AUTOMATIC HEADER HEIGHT CONTROL button (E) for a minimum of 2 seconds to store the height position. A beep will confirm the setting.

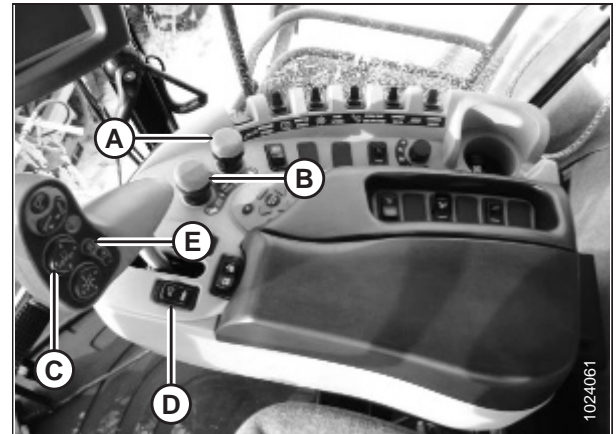


Figure 3.512: New Holland Combine Controls

OPERATION

7. To change one of the memorized header height set points while the combine is in use, use the HEADER HEIGHT AND HEADER LATERAL FLOAT rocker switch (A) (slow up/down) to raise or lower header to the desired value. Lightly press the AUTOMATIC HEADER HEIGHT CONTROL button (B) for a minimum of 2 seconds to store the new height position. A beep will confirm setting.

NOTE:

Fully pressing AUTOMATIC HEADER HEIGHT CONTROL button (B) will disengage float mode.

NOTE:

It is not necessary to press rocker switch (C) again after changing header height set point.

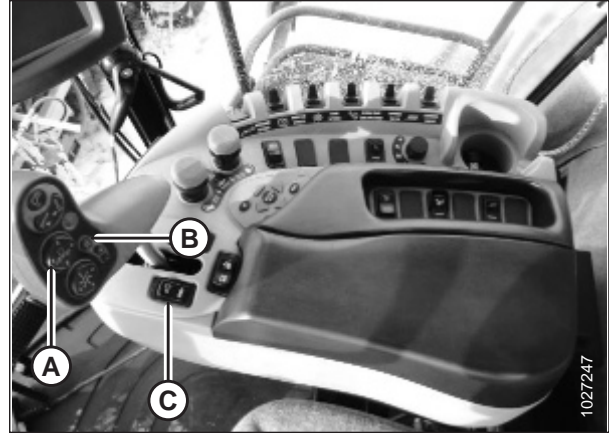


Figure 3.513: New Holland Combine Controls

3.8.18 New Holland Combines – CR Series, Model Year 2015 and Later

This section applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90). For other pre-2015 New Holland combine models, refer to [3.8.17 New Holland Combines – CR/CX Series, Pre-2015 Model Year, page 271](#).

Checking Voltage Range from the Combine Cab – New Holland CR Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

This section applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90). For other pre-2015 New Holland combine models, refer to [3.8.17 New Holland Combines – CR/CX Series, Pre-2015 Model Year, page 271](#).



CAUTION

Check to be sure all bystanders have cleared the area.

1. Position the header 150 mm (6 in.) above the ground, and unlock the float.

OPERATION

2. Check that float lock linkage is on down stops (washer [A] cannot be moved) at both locations.

NOTE:

If the header is not on down stops during the next two steps, the voltage may go out of range during operation causing a malfunction of the auto header height control (AHHC) system. If the header is not on down stops, refer to [3.9 Leveling the Header, page 295](#) for instructions.

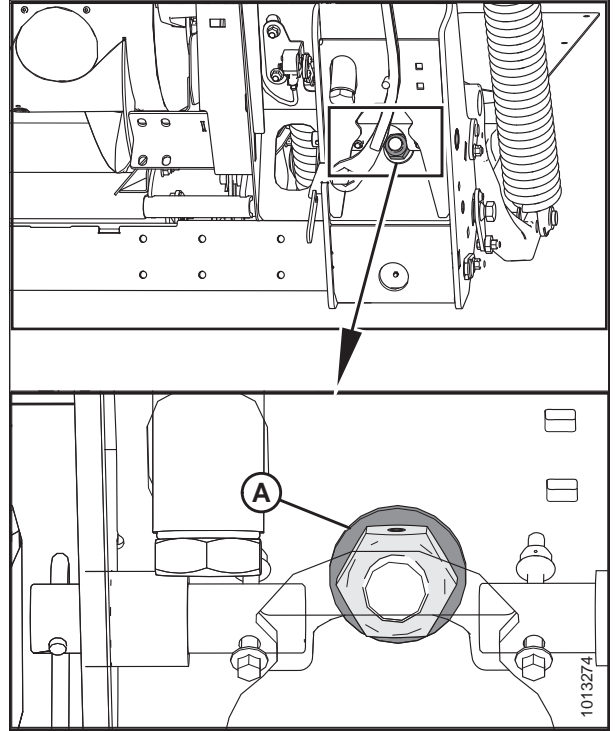


Figure 3.514: Float Lock

3. Adjust cable take-up bracket (B) (if necessary) until the float indicator pointer (A) is on 0.
4. Ensure header float is unlocked.

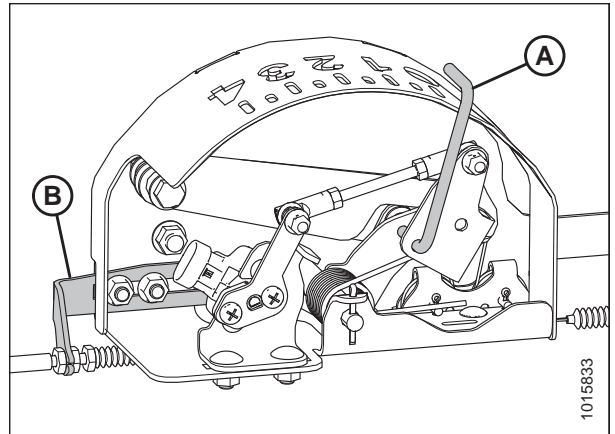


Figure 3.515: Float Indicator Box

OPERATION

5. Select DIAGNOSTICS (A) on the main screen. The DIAGNOSTICS screen displays.

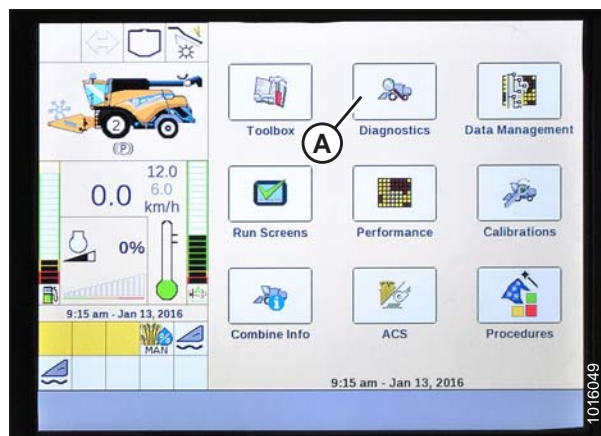


Figure 3.516: New Holland Combine Display

6. Select SETTINGS (A). The SETTINGS screen displays.

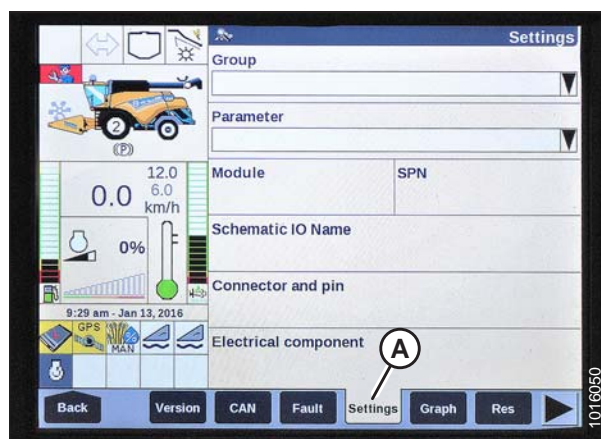


Figure 3.517: New Holland Combine Display

7. Select HEADER HEIGHT/TILT (A) from the GROUP drop-down menu.
8. Select HEADER HEIGHT SENS. L (B) from the PARAMETER drop-down menu.



Figure 3.518: New Holland Combine Display

OPERATION

9. Select GRAPH (A). The exact voltage (B) is displayed at the top of the screen.
10. Raise and lower the header to see the full range of voltage readings.
11. If the sensor voltage is not within the low and high limits, or if the range between the low and high limits is insufficient, adjust the voltage limits. For instructions, refer to *Adjusting Voltage Limits – One-Sensor System, page 131*.

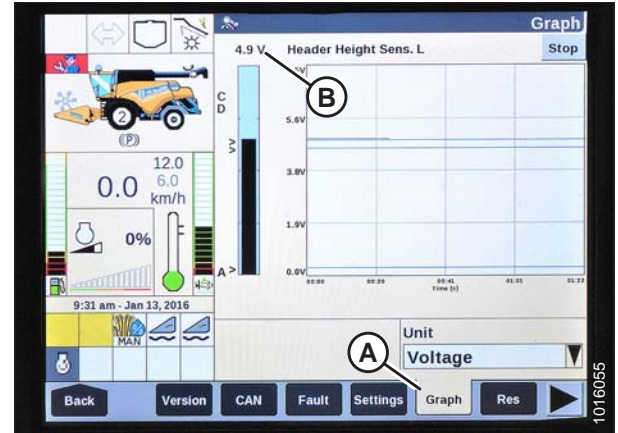


Figure 3.519: New Holland Combine Display

Setting up Auto Header Height Control – New Holland CR Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

This section applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90). For other pre-2015 New Holland combine models, refer to *3.8.17 New Holland Combines – CR/CX Series, Pre-2015 Model Year, page 271*.

1. Ensure center-link is set to **D**.
2. Select TOOLBOX (A) on the main screen. The TOOLBOX screen displays.

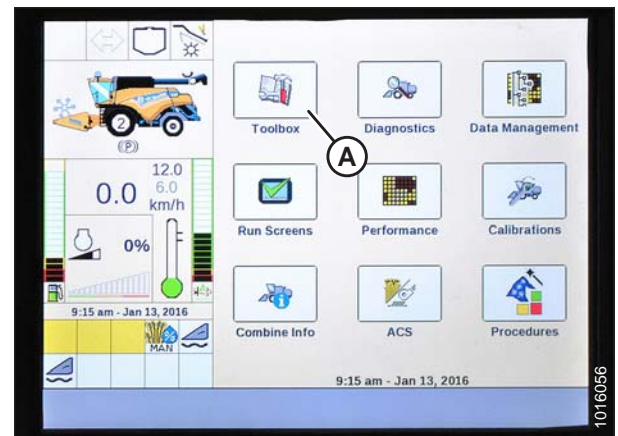


Figure 3.520: New Holland Combine Display

OPERATION

3. Simultaneously press the UNLOAD (A) and RESUME (B) buttons on the control handle.

NOTE:

Software in some New Holland combines may not allow you to change the header from FLEX to PLATFORM or the header type from DEFAULT to 80/90 at the main menu. This is now a dealer setting, and requires you to access the DEALER SETTING screen by pressing and holding both the UNLOAD and RESUME buttons on the control handle for approximately 10 seconds. The DEALER SETTING screen should appear and will allow you to change the header and header type settings.



Figure 3.521: New Holland Combine Controls

4. Select HEAD 1 (A). The HEADER SETUP 1 screen displays.
5. Select the CUTTING TYPE drop-down arrow (B) and change the CUTTING TYPE to PLATFORM (C).



Figure 3.522: New Holland Combine Display

6. Select the HEADER SUB TYPE drop-down arrow (A). The HEADER SUB TYPE dialog box displays.



Figure 3.523: New Holland Combine Display

OPERATION

7. Set HEADER SUB TYPE to 80/90 (A) for a New Holland combine.



Figure 3.524: New Holland Combine Display

8. Select HEAD 2 (A). The HEADER SETUP 2 screen displays.



Figure 3.525: New Holland Combine Display

9. Select the AUTOFLOAT drop-down arrow and set AUTOFLOAT to INSTALLED (A).
10. Select the AUTO HEADER LIFT drop-down arrow and set AUTO HEADER LIFT to INSTALLED (B).

NOTE:

With AUTO HEADER LIFT installed and AHHC engaged, the header will lift up automatically when you pull back on the control handle.

11. Set the values for MANUAL HHC RAISE RATE (C) and MANUAL HHC LOWER RATE (D) for best performance according to ground conditions.

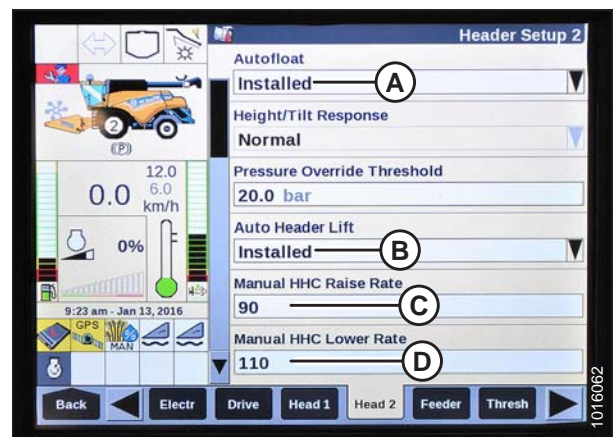


Figure 3.526: New Holland Combine Display

OPERATION

12. Set the values for HHC HEIGHT SENSITIVITY (A) and HHC TILT SENSITIVITY (B) for best performance according to ground conditions.

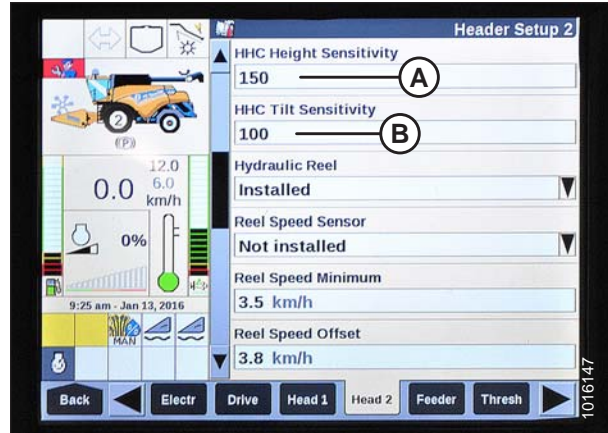


Figure 3.527: New Holland Combine Display

13. From the REEL HEIGHT SENSOR menu (A), select YES.

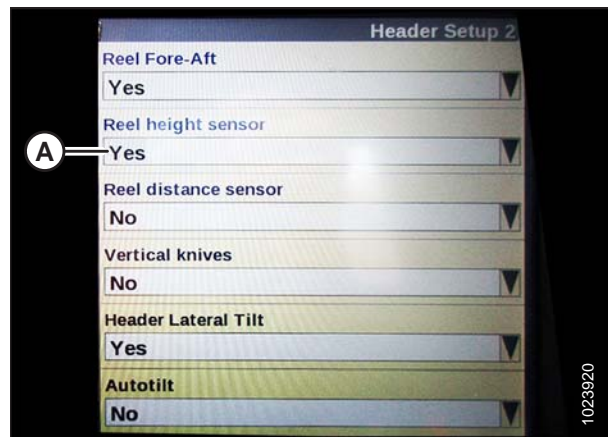


Figure 3.528: New Holland Combine Display

Calibrating the Auto Header Height Control – New Holland CR Series

For best performance of the auto header height control (AHHC), perform these procedures with the center-link set to **D**. When setup and calibration are complete, adjust the center-link back to desired header angle. For instructions, refer to [3.7.5 Header Angle, page 79](#).

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

NOTE:

This section applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90). For other pre-2015 New Holland combine models, refer to [3.8.17 New Holland Combines – CR/CX Series, Pre-2015 Model Year, page 271](#).



CAUTION

Check to be sure all bystanders have cleared the area.

NOTE:

If header float is set too light, it can prevent calibration of AHHC. You may need to set the float heavier for calibration procedure so header doesn't separate from the float module.

Check the following conditions before starting the header calibration procedure:

OPERATION

- The header is attached to the combine.
- The combine is on level ground, with the header level to the ground.
- The header is on down stops, and the center-link is set to **D**.
- The engine is running.
- The combine is not moving.
- No faults have been received from the header height controller (HHC) module.
- Header/feeder is disengaged.
- Lateral float buttons are **NOT** pressed.
- ESC key is **NOT** pressed.

To calibrate the AHHC, follow these steps:

1. Select CALIBRATIONS (A) on the main screen. The CALIBRATION screen displays.

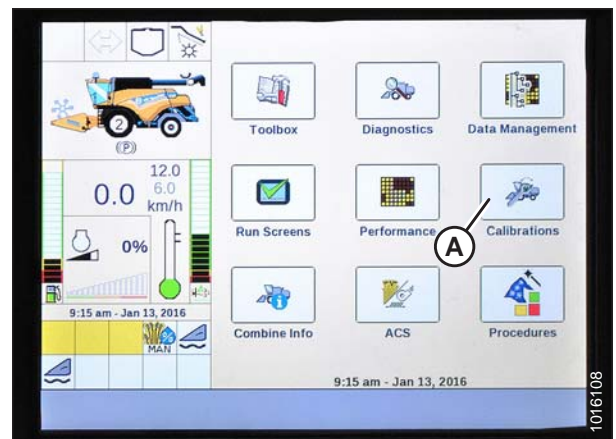


Figure 3.529: New Holland Combine Display

2. Select the CALIBRATION drop-down arrow (A).

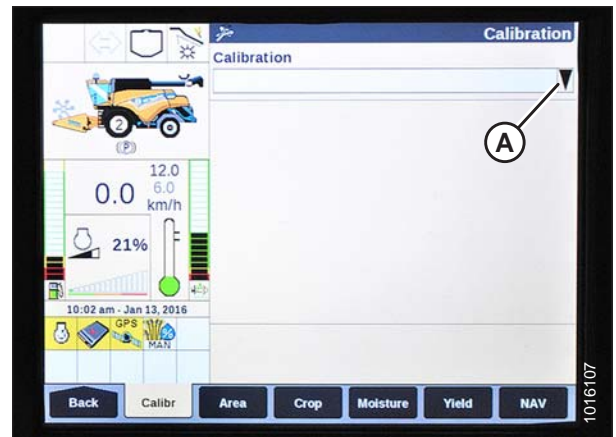


Figure 3.530: New Holland Combine Display

OPERATION

3. Select HEADER (A) from the list of calibration options.



Figure 3.531: New Holland Combine Display

4. Follow the calibration steps in the order in which they appear on the screen. As you proceed through the calibration process, the display will automatically update to show the next step.

NOTE:

Pressing the ESC key during any of the steps or letting the system sit idle for more than 3 minutes will cause the calibration procedure to stop.

NOTE:

Refer to your combine operator's manual for an explanation of any error codes.



Figure 3.532: New Holland Combine Display

5. When all steps have been completed, CALIBRATION COMPLETED message is displayed on the screen.

NOTE:

If float was set heavier to complete AHHC calibration procedure, adjust to recommended operating float after the calibration is complete.



Figure 3.533: New Holland Combine Display

Checking Reel Height Sensor Voltages – New Holland CR Series

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. On the main page of the combine display, select **DIAGNOSTICS** (A). The **DIAGNOSTICS** page opens.

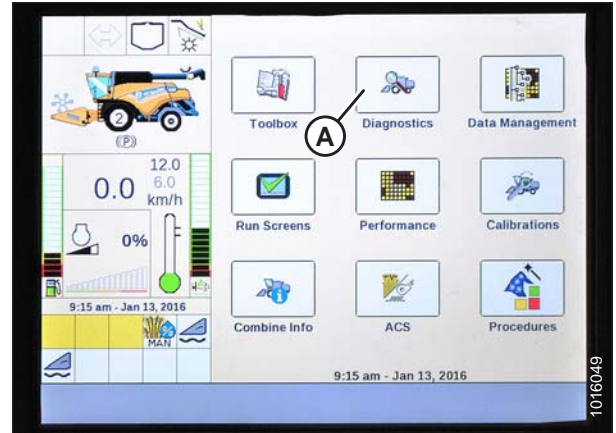


Figure 3.534: New Holland Combine Display

2. Select **SETTINGS** tab (A). The **SETTINGS** page opens.
3. From the **GROUP** menu (B), select **HEADER**.
4. From the **PARAMETER** menu (C), select **REEL VERTICAL POSITION**.

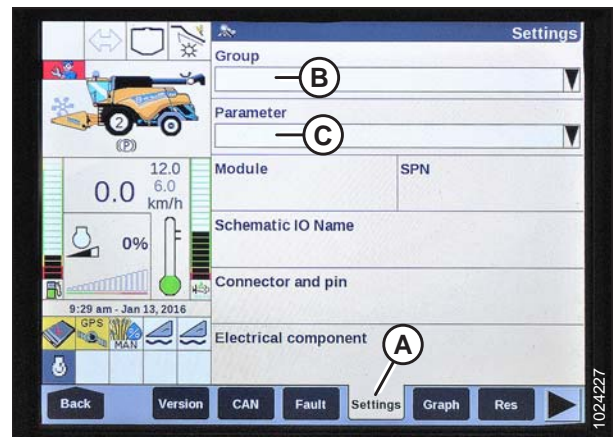


Figure 3.535: New Holland Combine Display

5. Select **GRAPH** tab (A). The **REEL VERTICAL POSITION** graph displays.
6. Lower the reel to view the high voltage (B). The voltage should be 4.1–4.5 V.
7. Raise the reel to view the low voltage (C). The voltage should be 0.5–0.9 V.
8. If either voltage is out of range, refer to [Checking and Adjusting Reel Height Sensor](#), page 94.



Figure 3.536: New Holland Combine Display

Setting Preset Cutting Height – New Holland CR Series

NOTE:

This section applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90). For other pre-2015 New Holland combine models, refer to [3.8.17 New Holland Combines – CR/CX Series, Pre-2015 Model Year](#), page 271.

OPERATION

The console has two buttons used for auto height presets. The toggle switch that was present on previous models is now configured as shown at right. MacDon headers only require the first two buttons (A) and (B). The third button (C) is not configured.

CAUTION

Check to be sure all bystanders have cleared the area.

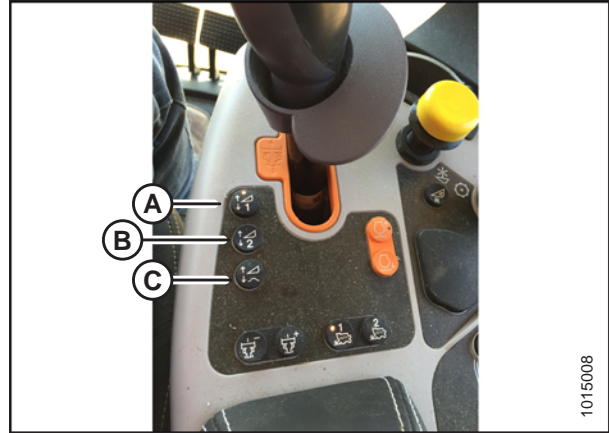


Figure 3.537: New Holland Combine Controls

To set preset cutting height, follow these steps:

1. Engage separator and header.
2. Select preset button 1 (A). A yellow light on the button will illuminate.
3. Raise or lower the header to the desired cutting height.



Figure 3.538: New Holland Combine Controls

4. Hold RESUME button (C) on the multifunction handle to set the preset.

NOTE:

When setting presets, always set header position before setting reel position. If header and reel are set at the same time, the reel setting will not save.

5. Raise or lower the reel to the desired working position.
6. Hold RESUME button (C) on multifunction handle to set the preset.
7. Repeat Step 2, page 290 to Step 6, page 290, using preset button 2.



Figure 3.539: New Holland Combine Multifunction Handle

OPERATION

8. Lower header to the ground.
9. Select RUN SCREENS (A) on the main screen.

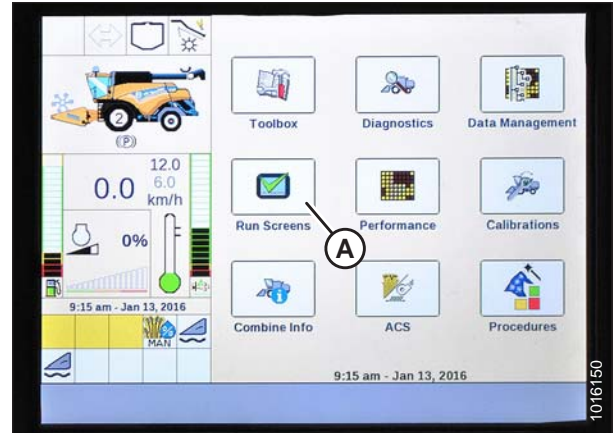


Figure 3.540: New Holland Combine Display

10. Select the RUN tab that shows MANUAL HEIGHT.

NOTE:

The MANUAL HEIGHT field may appear on any of the RUN tabs. When an auto height preset button is pressed, the display will change to AUTO HEIGHT (A).

11. Press one of the auto height preset buttons to select a preset cutting height.

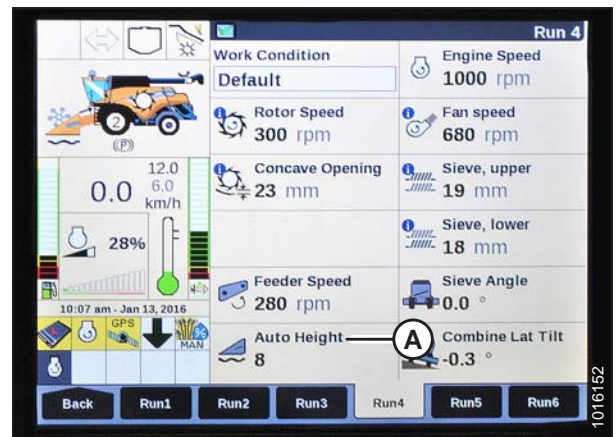


Figure 3.541: New Holland Combine Display

Setting Maximum Work Height – New Holland CR Series

NOTE:

This section applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90). For other pre-2015 New Holland combine models, refer to [3.8.17 New Holland Combines – CR/CX Series, Pre-2015 Model Year, page 271](#).

1. Select TOOLBOX (A) on the main screen. The TOOLBOX screen displays.

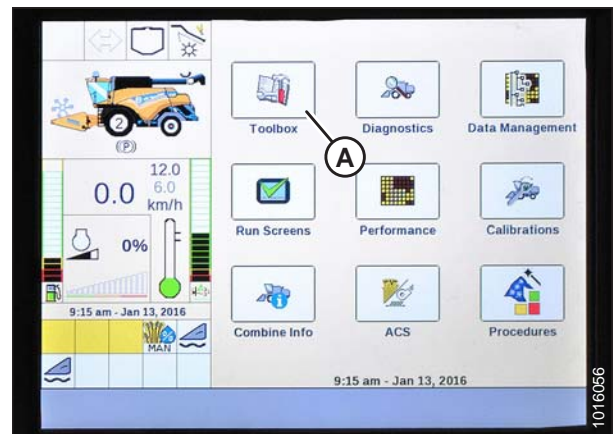


Figure 3.542: New Holland Combine Display

OPERATION

2. Select FEEDER (A). The FEEDER SETUP screen displays.
3. Select the MAXIMUM WORK HEIGHT field (B).

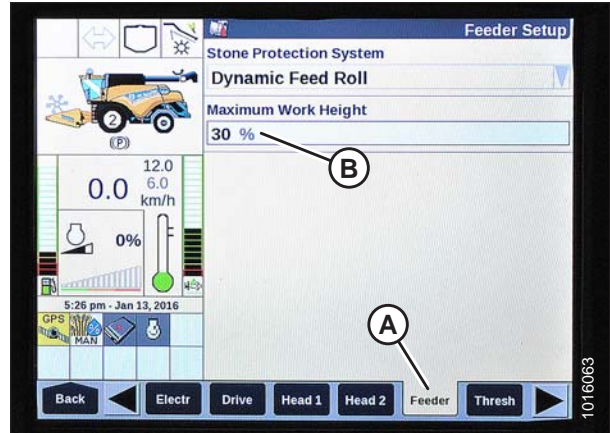


Figure 3.543: New Holland Combine Display

4. Set MAXIMUM WORK HEIGHT to desired value.
5. Press SET and then press ENTER.



Figure 3.544: New Holland Combine Display

Configuring Reel Fore-Aft, Header Tilt, and Header Type – New Holland CR Series

This procedure applies only to 2016 New Holland CR models 6.90, 7.90, 8.90, and 9.90.

NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

OPERATION

1. Simultaneously press the UNLOAD (A) and RESUME (B) buttons on the control handle.



Figure 3.545: New Holland Combine Controls

2. On the HEAD 1 screen, change the CUTTING TYPE from FLEX to PLATFORM as shown at location (A).



Figure 3.546: New Holland Combine Display

3. On the HEAD 2 screen, change HEADER SUB TYPE from DEFAULT to 80/90 as shown at location (A).



Figure 3.547: New Holland Combine Display

OPERATION

There are now two different buttons for ON GROUND presets. The toggle switch that was present on previous models is now configured as shown at right. MacDon headers only require the first two buttons (A) and (B). The third button down (C) is not configured.

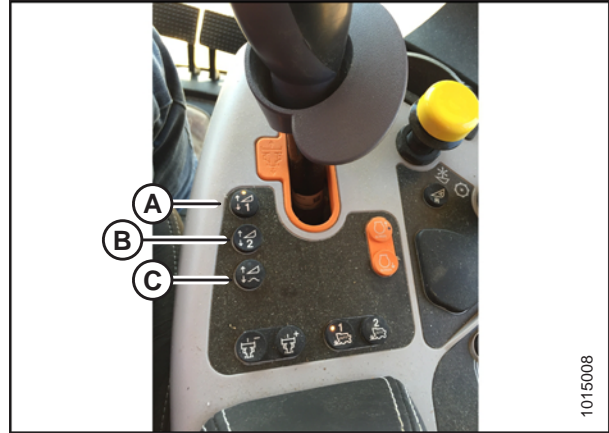


Figure 3.548: New Holland Combine Controls

3.9 Leveling the Header

The float module is factory-set to provide the proper level for the header and should not normally require adjustment.

If the header is **NOT** level, perform the following checks prior to adjusting the leveling linkages:

- Check the combine tire pressures.
- Check that the combine feeder house is level. For instructions, refer to your combine operator's manual.
- Check that the top of the float module is level and parallel with the feeder house.

NOTE:

The float springs are **NOT** used to level the header.



WARNING

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

1. Park the combine on level ground.
2. Set the header approximately 150 mm (6 in.) off the ground, and check that the float linkage is against the down stops. Note the high and low end of the header.
3. Shut down the engine and remove the key.
4. Set wing float lock (A) to engaged. For instructions, refer to [Operating in Rigid Mode, page 70](#).
5. Check, and if necessary adjust the float. For instructions, refer to [Checking and Adjusting Header Float, page 63](#).

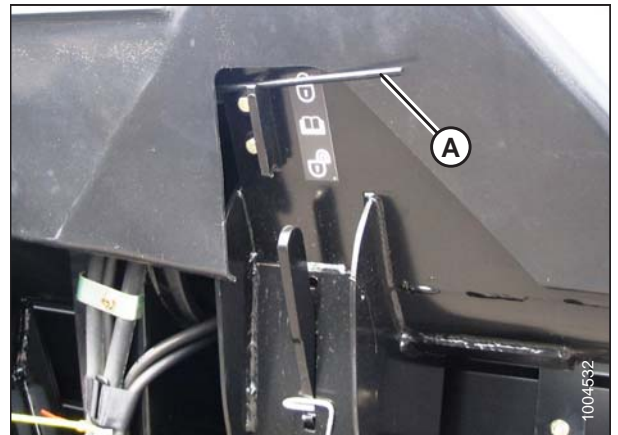


Figure 3.549: Wing Lock

OPERATION

6. Adjust the header level by making small adjustments (1/4–1/2 turn) to nut (A) on each float lock. Adjust each side equally but in opposite directions as follows:

NOTE:

Setscrew (B) does not require loosening for adjustments up to one-half turn of nut (A).

- a. On low side of header, turn nut (A) **clockwise** to raise header.
- b. On high side of header, turn nut (A) **counterclockwise** to lower header.

NOTE:

Adjustment of more than two turns in either direction may adversely affect header float.

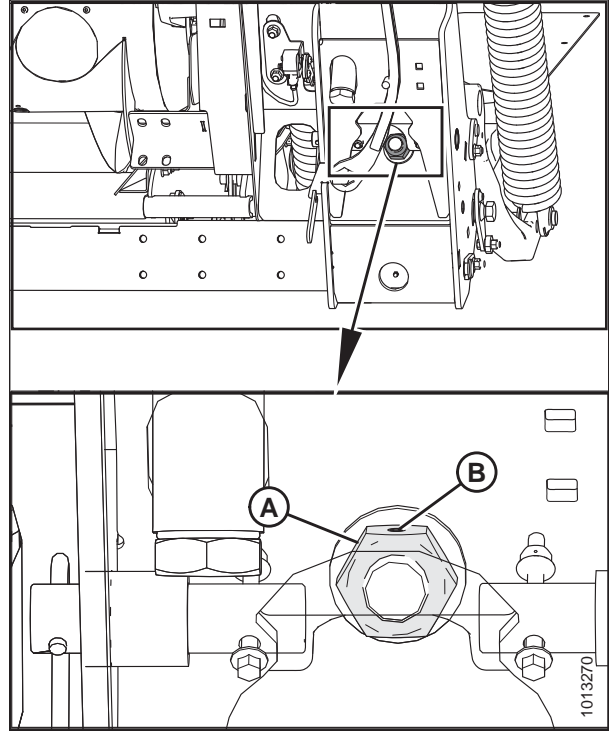


Figure 3.550: Float Lock

NOTE:

Ensure a minimum clearance of 2–3 mm (1/8 in.) (A) between the frame and the back of the bell crank lever.

NOTE:

Check the float after leveling header. For instructions, refer to [Checking and Adjusting Header Float, page 63](#).

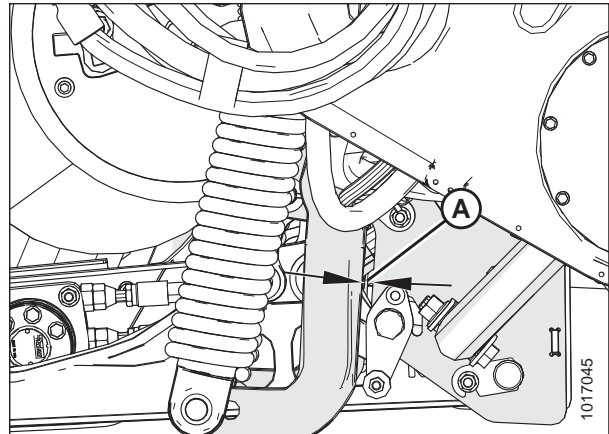


Figure 3.551: Bell Crank

3.10 Unplugging the Cutterbar



DANGER

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



CAUTION

Wear heavy gloves when working around or handling knives.



CAUTION

Lowering rotating reel on a plugged cutterbar will damage the reel components.

To unplug cutterbar, reverse the combine feeder house. If the cutterbar is still plugged, do the following:

1. Stop the forward movement of the machine and disengage the header drives.
2. Raise the header to prevent it from filling with dirt, and engage the header drive clutch.
3. Disengage the header drive clutch and fully raise the header if plug does **NOT** clear.
4. Shut down the engine, and remove the key from the ignition.
5. Engage the header safety props.
6. Clean off the cutterbar by hand.

NOTE:

If cutterbar plugging persists, refer to [7 Troubleshooting, page 573](#).

3.11 Unplugging the FM100

1. Stop the forward movement of the machine and disengage the header drives.
2. Raise the header slightly off the ground, and raise the reel.
3. Reverse the combine feed according to the manufacturer specifications (reverse feed varies among different combine models).
4. Engage the header drive.

3.12 Transporting the Header



WARNING

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

3.12.1 Transporting Header on Combine



CAUTION

- Check local laws for width regulations and lighting or marking requirements before transporting on roads.
- Follow all recommended procedures in your combine operator's manual for transporting, towing, etc.
- Disengage header drive clutch when travelling to and from the field.
- Before driving combine on a roadway, be sure flashing amber lamps, red tail lamps, and head lamps are clean and working properly. Pivot amber lamps for best visibility by approaching traffic. Always use lamps when travelling on roads to provide adequate warning to other vehicles.
- Do NOT use field lamps on roads—they may confuse other drivers.
- Before driving on a roadway, clean slow moving vehicle signs and reflectors, adjust rear view mirrors, and clean windows.
- Lower the reel fully and raise the header unless transporting in hills.
- Maintain adequate visibility and be alert for roadside obstructions, oncoming traffic, and bridges.
- When travelling downhill, reduce speed and keep header at a minimum height to provide maximum stability if forward momentum is stopped for any reason. Raise header completely at bottom of grade to avoid contacting the ground.
- Travel at safe speeds to ensure complete machine control and stability at all times.

3.12.2 Towing

Headers with the Slow Speed Transport/Stabilizer Wheel option can be towed behind a properly configured MacDon windrower or an agricultural tractor. For instructions, refer to the combine operator's manual.

Attaching Header to Towing Vehicle

CAUTION

Adhere to the following slow speed transport instructions to prevent loss of control leading to bodily injury and/or machine damage:

- Weight of towing vehicle must exceed header weight to ensure adequate control and braking performance.
- Do NOT tow with any highway-capable vehicle. Use only an agricultural tractor, agricultural combine, or a properly configured MacDon windrower.
- Ensure reel is fully lowered and back on support arms to increase header stability during transport. For headers with hydraulic reel fore-aft, never connect the fore-aft couplers to each other or the circuit will be complete and the reel could creep forward during transport.
- Check that all pins are properly secured in transport position at wheel supports, cutterbar support, and hitch.
- Check tire condition and pressure prior to transporting.
- Connect hitch to towing vehicle using a proper hitch pin with a spring locking pin or other suitable fastener.
- Attach hitch safety chain to towing vehicle. Adjust safety chain length to provide only enough slack to permit turning.
- Connect header seven-pole plug wiring harness to mating receptacle on towing vehicle. (The seven-pole receptacle is available from your MacDon Dealer parts department.)
- Ensure lights are functioning properly and clean the slow moving vehicle sign and other reflectors. Use flashing warning lights unless prohibited by law.

Towing the Header

CAUTION

Adhere to the following slow speed transport instructions to prevent loss of control leading to bodily injury and/or machine damage:

- Do NOT exceed 32 km/h (20 mph).
- Reduce transport speed to less than 8 km/h (5 mph) for slippery or rough conditions
- Turn corners at only very low speeds (8 km/h [5 mph] or less) as header stability is reduced while cornering. Do NOT accelerate when making or coming out of a turn.
- Obey all highway traffic regulations in your area when transporting on public roads. Use flashing amber lights unless prohibited by law.

3.12.3 Converting from Transport to Field Position

Removing Tow-Bar

1. Block the tires to prevent the header from rolling, and unhook the header from the towing vehicle.
2. Disconnect electrical connector (A) on the tow-bar.
3. Remove pin (B) from the tow-bar, and disassemble outer section (C) from inner section (D).

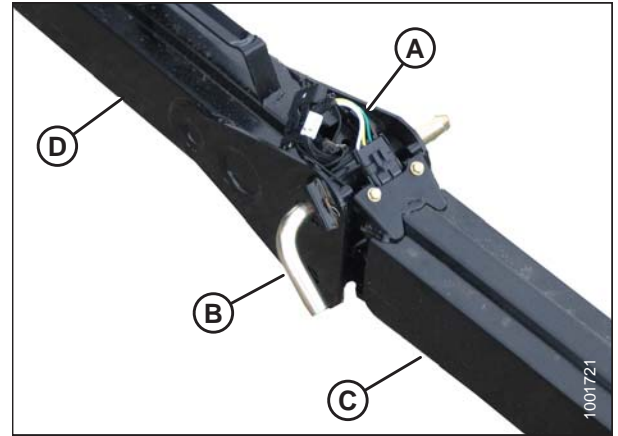


Figure 3.552: Tow-Bar Assembly

4. Disconnect electrical connector (A) at the front wheel.

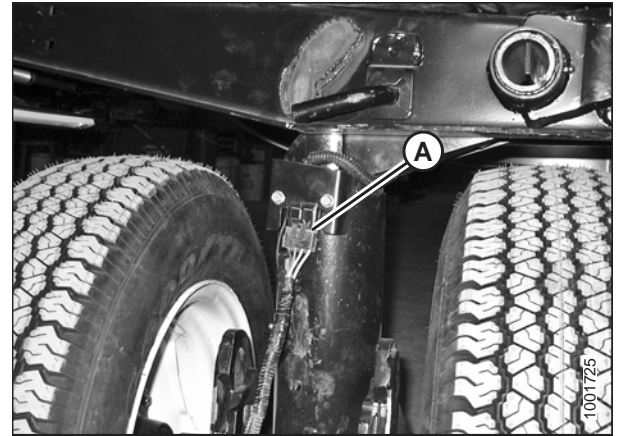


Figure 3.553: Wiring Connector

5. Remove clevis pin (A) and set aside for reinstallation.
6. Push latch (B) and lift tow-bar (C) from the hook. Release latch.
7. Install clevis pin (A).

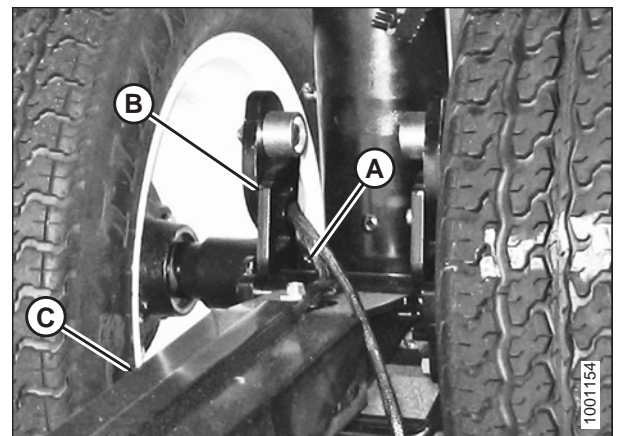


Figure 3.554: Tow-Bar Latch

OPERATION

Storing the Tow-Bar

The tow-bar consists of two sections, an inner half (A) and an outer half (B), to make storage and handling easier.

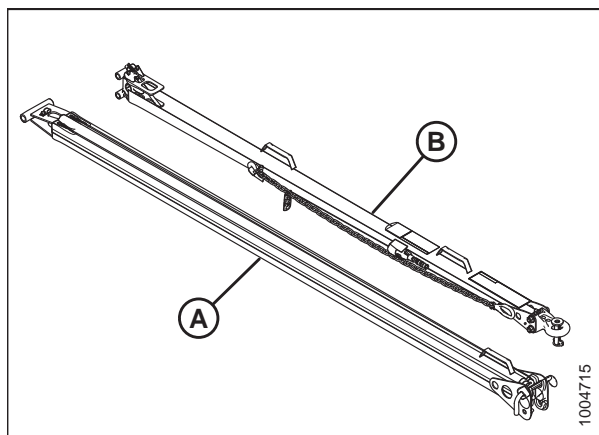


Figure 3.555: Tow-Bar Assembly

1. Place the inner end of the outer half of the tow-bar into the cradle (A) on the left side of the header backtube.
2. Secure clevis/pintle end of the tow-bar in support (B) on the endsheet using hitch pin (C). Secure with lynch pin.
3. Install rubber strap (D) on cradle (A).

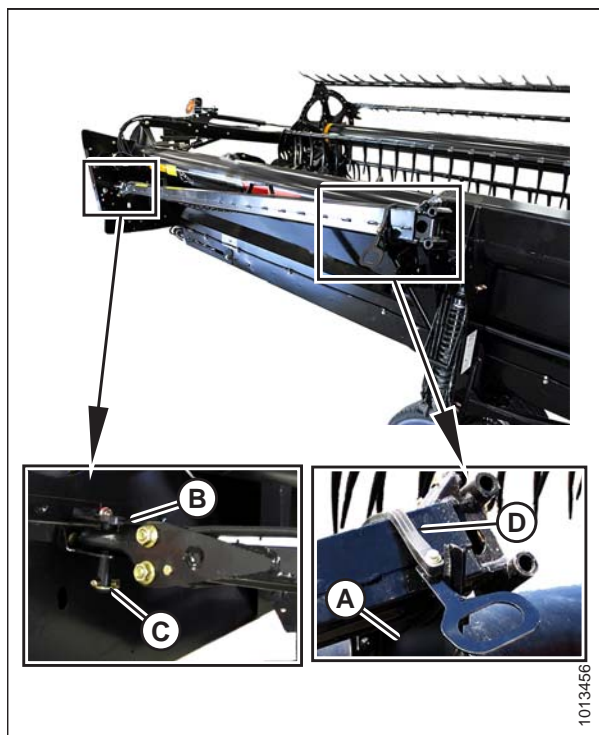


Figure 3.556: Tow-Bar Storage – Left Side

OPERATION

4. Place the inner end of the inner half of the tow-bar into the cradle (A) on the right side of the header backtube.
5. Secure the tube end of the tow-bar in support (B) on the endsheet using clevis pin (C). Secure with hairpin.
6. Install rubber strap (D) on cradle (A).

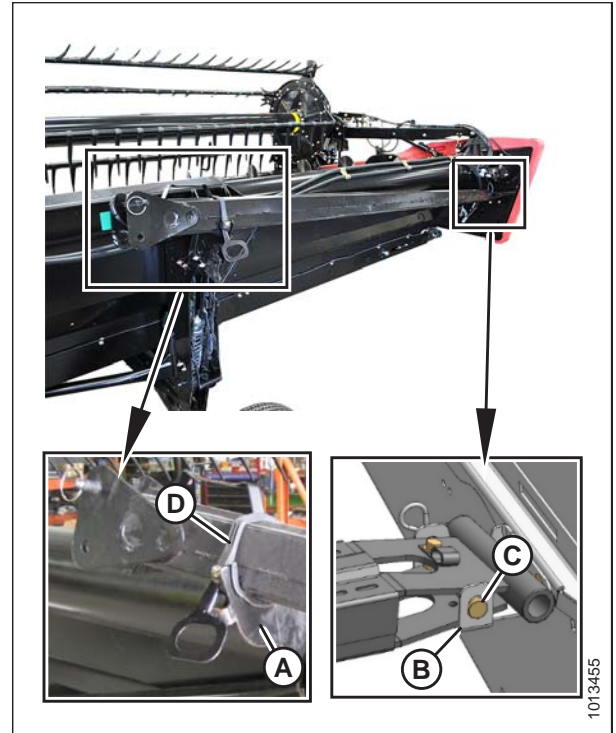


Figure 3.557: Tow-Bar Storage – Right Side

7. Attach the header to the combine. For instructions, refer to the combine operator's manual.

IMPORTANT:

Carrying the tow-bar on the header will affect the main header float. For instructions, refer to the combine operator's manual.

8. Place the transport wheels into field position. For instructions, refer to the following:
 - [*Moving Front \(Left\) Wheels into Field Position, page 303*](#)
 - [*Moving Rear \(Right\) Wheels into Field Position, page 305*](#)

Moving Front (Left) Wheels into Field Position

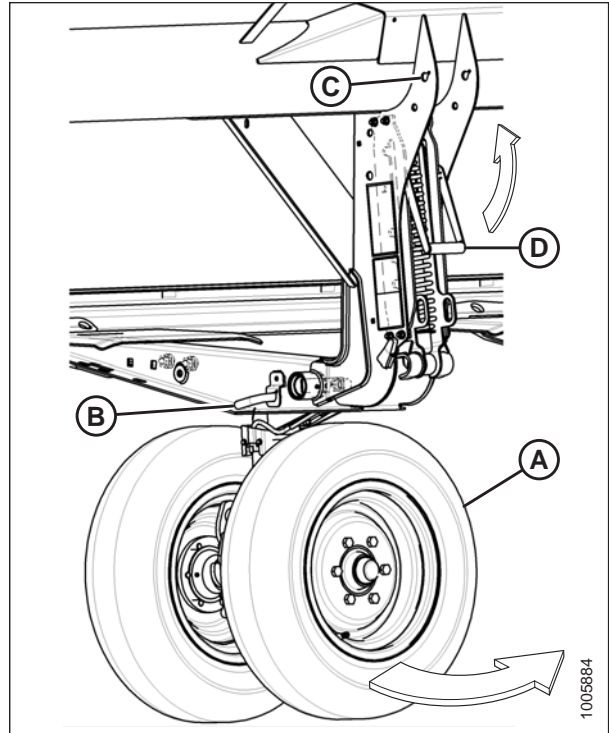


DANGER

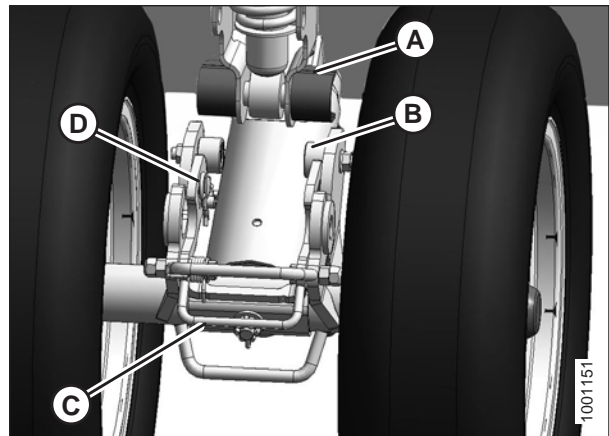
To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

OPERATION

1. Raise the header fully and engage the header safety props.
2. Swivel the front wheel assembly (A) so the wheels are aligned with the lower frame.
3. Remove pin (B) and pull the wheel assembly towards the rear of the header. Store the pin in hole (C) at the top of the leg.
4. Pull handle (D) upwards to release and lower the linkage into the vertical support.



5. Align lift hook (A) with lug B) and lift the wheel assembly to engage the pin in the lift hook. Ensure latch (C) is engaged.
6. Install clevis pin (D) and secure to the center of the axle with hairpin.



OPERATION

7. Lift the wheel assembly to the desired height and slide linkage (A) into the appropriate slot in the vertical support.
8. Push down on handle (B) to lock.

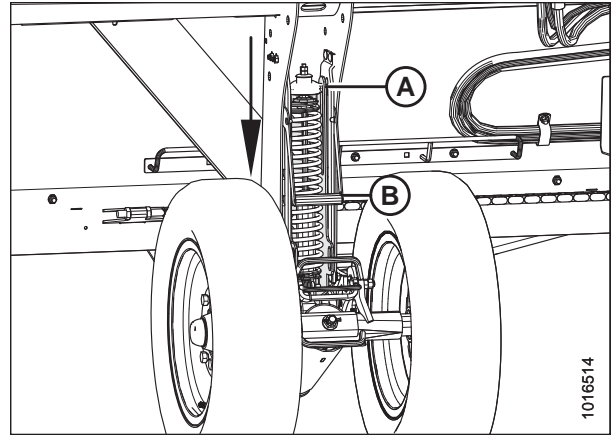


Figure 3.560: Front Wheels

Moving Rear (Right) Wheels into Field Position

1. Pull pin (A) on the left rear wheel. Swivel the wheel clockwise and lock with pin.

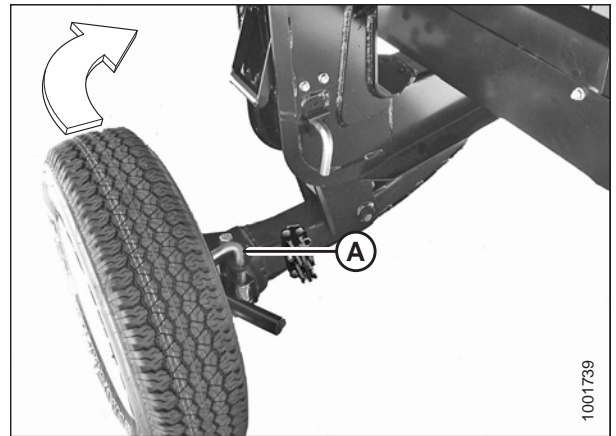


Figure 3.561: Rear Wheel – Right Side

2. Remove pin (A) and store at location (B).
3. Pull handle (C) upwards to release.
4. Lift the wheel to the desired height, and engage the support channel into slot (D) in the vertical support.
5. Push down on handle (C) to lock.

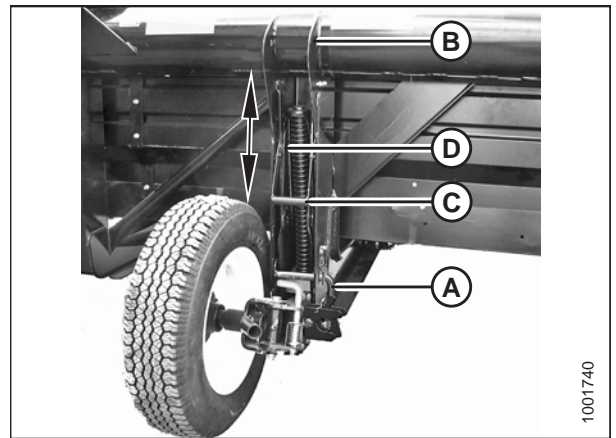


Figure 3.562: Rear Wheel – Right Side

OPERATION

6. Pull pin (A) on brace (B) on the right wheel in front of the cutterbar. Disengage the brace from the cutterbar, and lower the brace against axle (C).
7. Remove pin (D), lower support (E) onto axle, and reinsert pin into support.
8. Swing axle (C) clockwise towards the rear of the header.

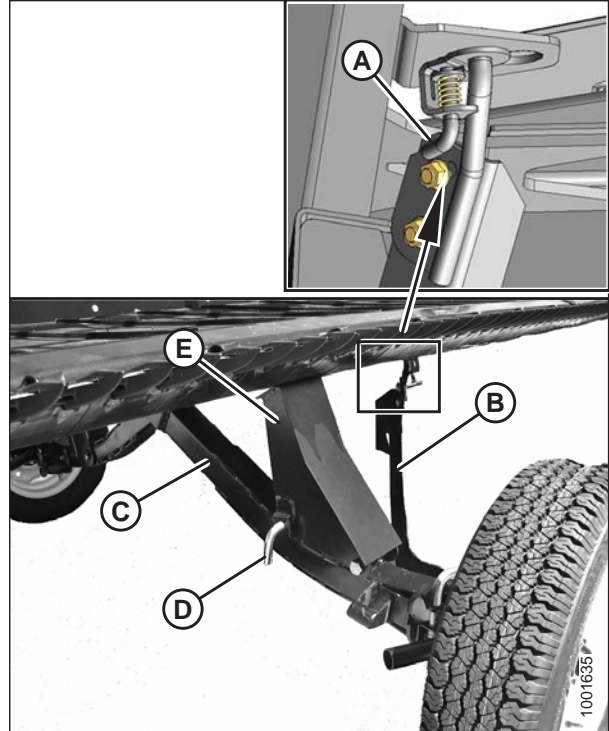


Figure 3.563: Rear Wheel – Right Side

9. Pull pin (A) on right axle, swivel the wheel counterclockwise to position shown, and lock with pin (A).
10. Remove hairpin (B) from latch (C).
11. Lift the wheel, lift latch (C), and engage lug (D) onto the left axle. Ensure the latch closes.
12. Secure the latch with hairpin (B), ensuring the open end of the pin faces the rear of the combine.

IMPORTANT:

Check that the wheels are locked and that the handle is in the locked position.

NOTE:

The hairpin can become dislodged by crop if installed with the open end facing the cutterbar.

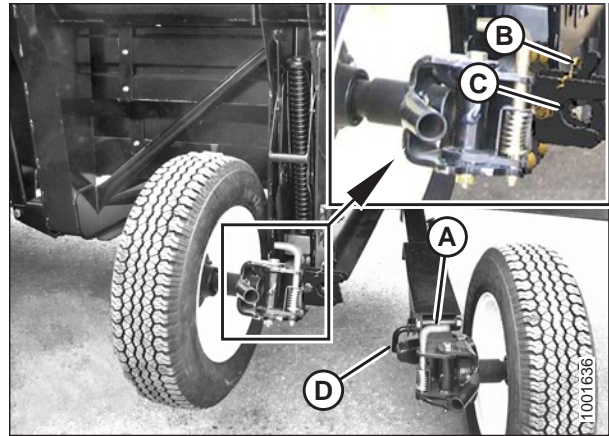


Figure 3.564: Rear Wheels

OPERATION

13. Complete the conversion by ensuring left side wheels (A) and right side wheels (B) are in the position shown.

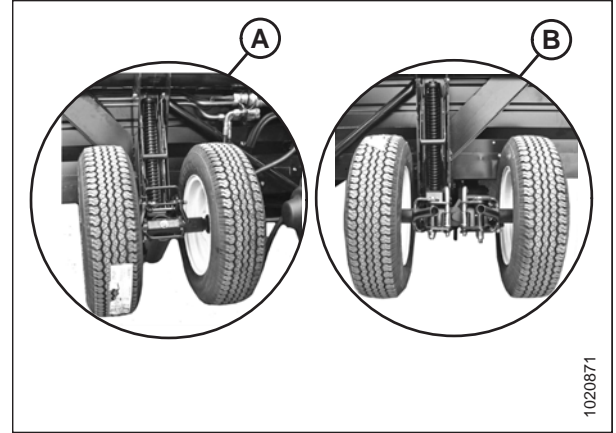


Figure 3.565: Field Position

3.12.4 Converting from Field to Transport Position

Moving Front (Left) Wheels into Transport Position



DANGER

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



CAUTION

Stand clear of wheels and release linkage carefully as wheels will drop once the mechanism is released.

1. Pull handle (B) upwards to release and raise linkage (A) fully upwards into the vertical support.
2. Raise the header fully.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the header safety props.

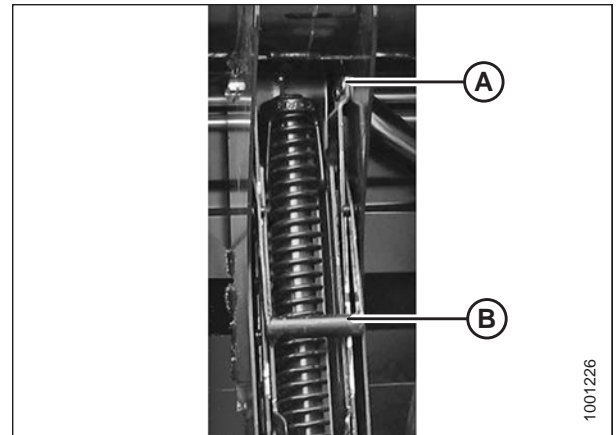


Figure 3.566: Suspension Linkage

OPERATION

5. Remove the hairpin and clevis pin (A).
6. Pull the latch handle (B) to release suspension linkage (C), and pull the suspension linkage away from spindle (D).
7. Lower the wheels slowly.

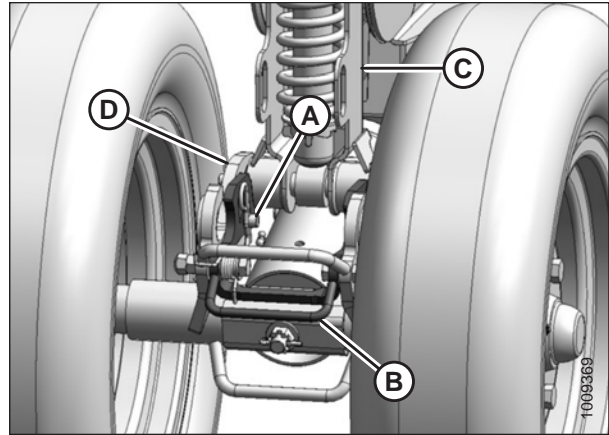


Figure 3.567: Left Front Wheels

8. Lower handle (A) to lock.

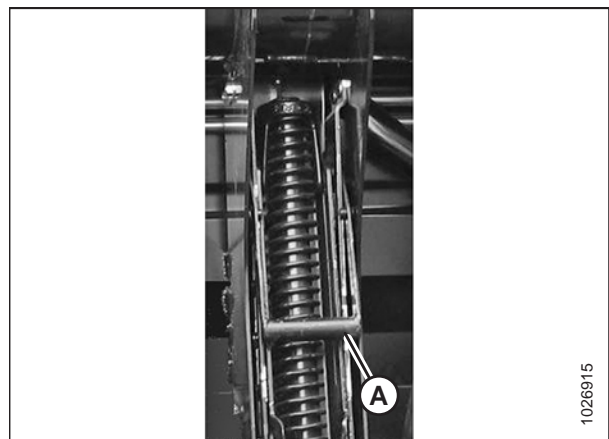


Figure 3.568: Suspension Linkage

OPERATION

9. Remove pin (A) from storage at the top of leg (B).
10. Move and swivel the wheels clockwise until connector (C) is turned towards the front end of the header.
11. Insert pin (A) and turn to lock.
12. Lower the header until the left wheels are just touching the ground.

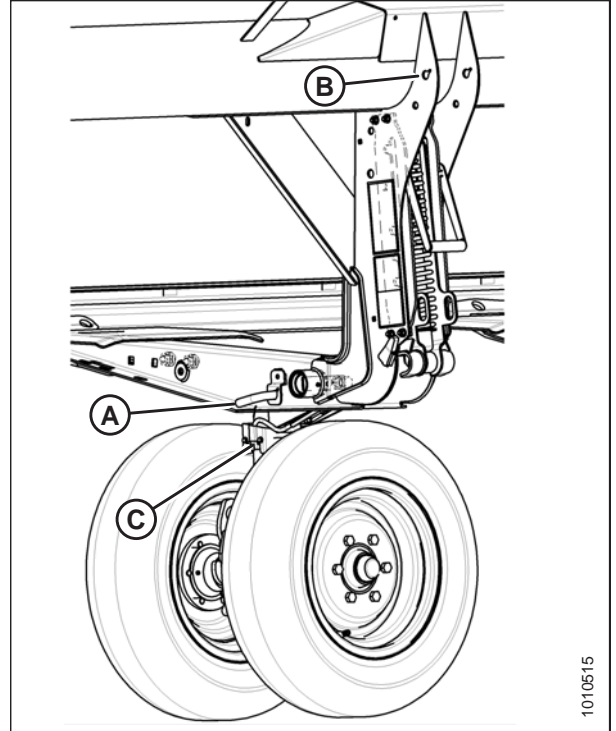


Figure 3.569: Left Front Wheels

Moving Rear (Right) Wheels into Transport Position

1. Remove hairpin (A) from latch (B).
2. Lift latch (B), disengage right axle (C), and lower to the ground.



CAUTION

Stand clear of wheels and release linkage carefully as wheels will drop once the mechanism is released.

3. Pull handle (D) carefully to release the spring and lower the wheel to the ground.
4. Lift the wheel and linkage with handle (E) and position the linkage in the bottom slot.
5. Lower handle (C) to lock.

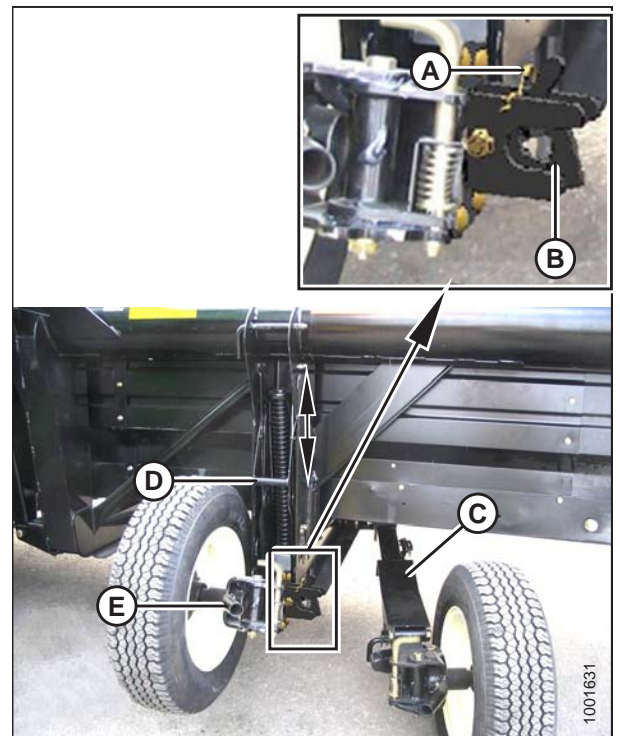


Figure 3.570: Rear Wheels

OPERATION

6. Remove pin (A) and install at location (B) to secure the linkage. Turn the pin to lock.
7. Pull pin (D), swivel wheel (C) counterclockwise 90°, and release the pin to lock.



Figure 3.571: Rear Wheels

8. Ensure the left wheel is in the transport position as shown.



Figure 3.572: Left Wheel in Transport Position

9. Pull pin (A) and swivel right rear wheel (B) clockwise 90°.

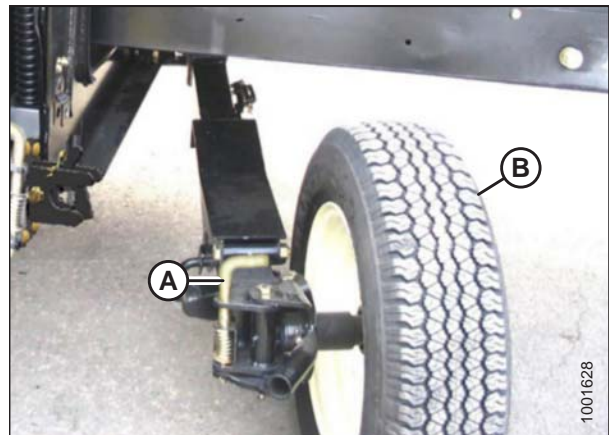


Figure 3.573: Right Rear Wheel

OPERATION

10. Lock wheel (A) with pin (B). Move right axle (C) to the front of the header.

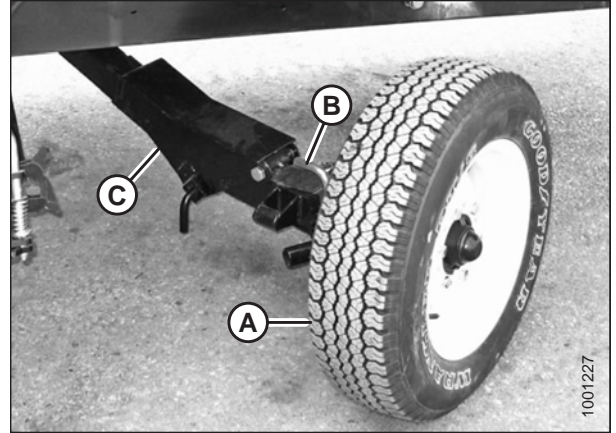


Figure 3.574: Right Rear Wheel

11. Remove pin (A), raise support (B) to the position shown, and reinsert pin.

IMPORTANT:

Ensure pin (A) engages the tube on the axle.

12. Swing brace (C) into the position shown and insert the brace into slot (D) behind the cutterbar. Position the brace so that pin (E) engages the hole in bracket (F). The right wheel is now in transport position.
13. Disengage the header cylinder lift stops.
14. Detach the header's hydraulic and electrical connections from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).
15. Start the combine and lower the header to the ground.

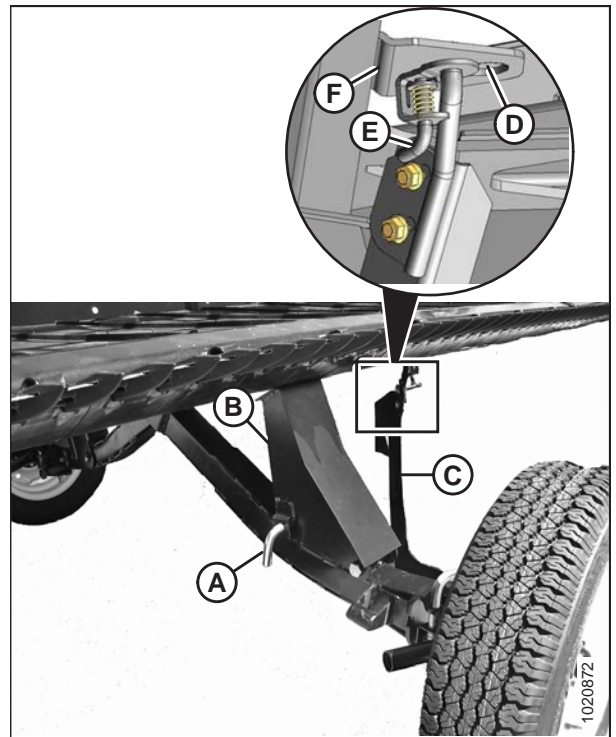


Figure 3.575: Right Rear Wheel Position

OPERATION

Attaching Tow-Bar

The tow-bar consists of two sections which make storage and handling easier.

1. Unhook rubber strap (D) from cradle (A) on the right side of the header.
2. Remove clevis pin (C) and detach the tube end from support (B).
3. Replace clevis pin (C).
4. Lift the inner half of the tow-bar off the header and place it near the left side of the header.

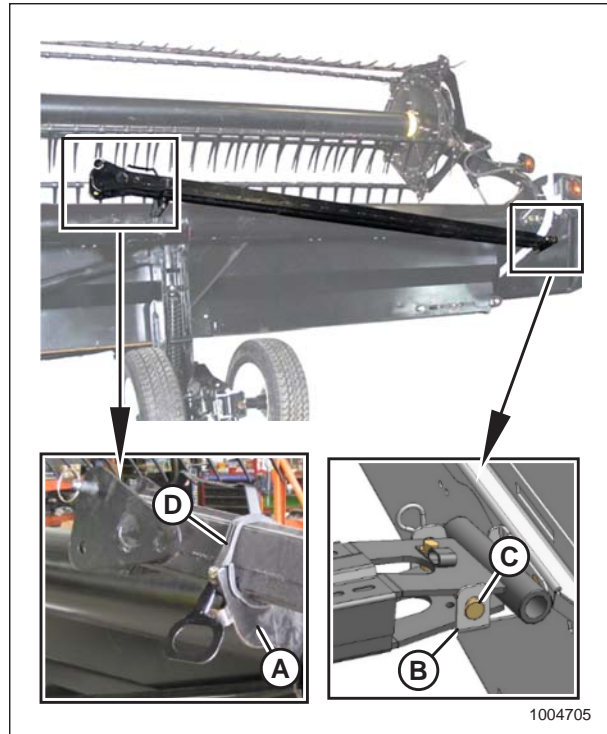


Figure 3.576: Tow-Bar Removal – Right Side

5. Unhook rubber strap (D) from cradle (A) on the left side of the header.
6. Remove hitch pin (C) from support (B), and remove the tow-bar.
7. Install rubber strap (D) on cradle (A).

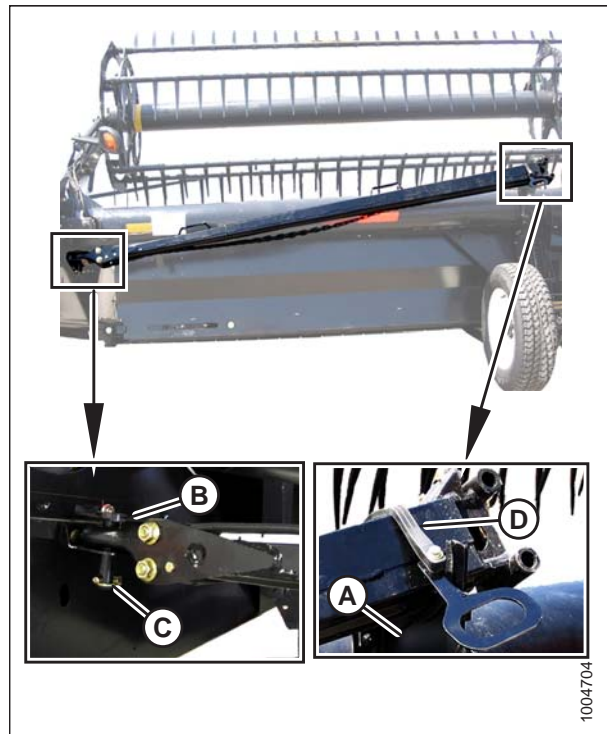


Figure 3.577: Tow-Bar Removal – Left Side

OPERATION

8. Connect outer half (B) of the tow-bar to inner half (A).

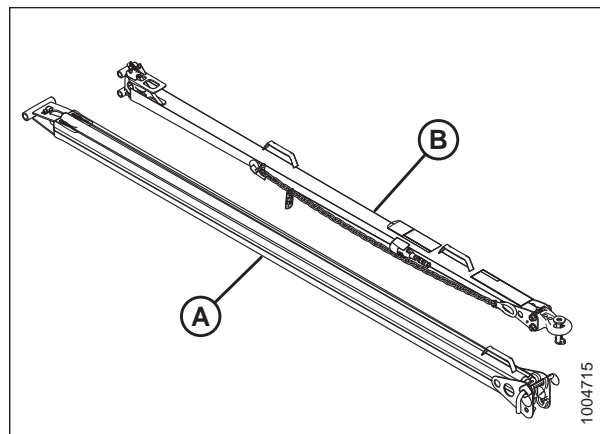


Figure 3.578: Tow-Bar Assembly

9. Lift outer half (B) and insert it into inner half (A).

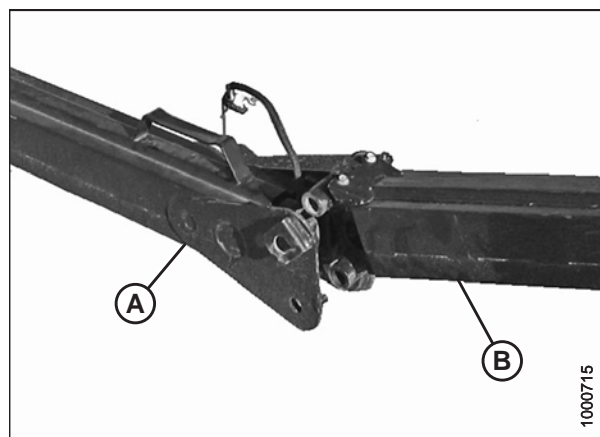


Figure 3.579: Tow-Bar Assembly

10. Secure the two halves together with L-pin (A) and then turn to lock. Secure L-pin with ring (B).
11. Connect the electrical harness to connector (C).

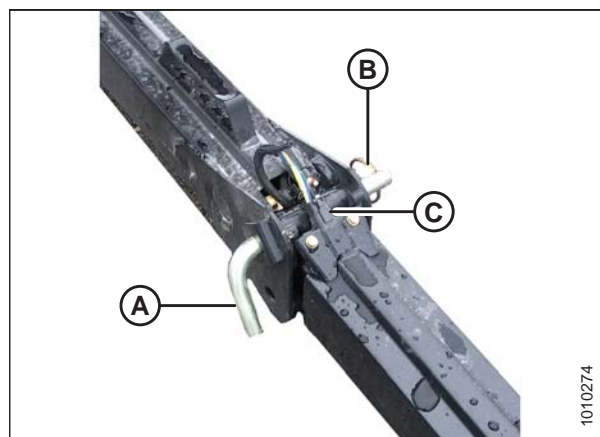


Figure 3.580: Tow-Bar Assembly

OPERATION

12. Position tow-bar (A) onto the axle, and push against latch (B) until the tow-bar pins drop into hooks (C).
13. Check that latch (B) has engaged the tow-bar.
14. Install clevis pin (D) and secure with hairpin.

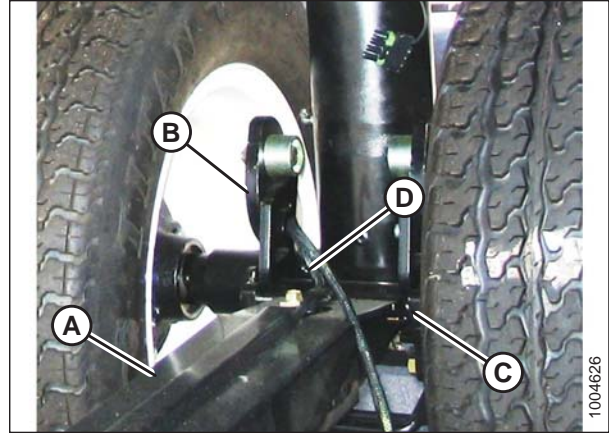


Figure 3.581: Attaching Tow-Bar

15. Connect electrical harness (A) at the front wheel.



Figure 3.582: Harness Connection

3.13 Storing the Header

Perform the following procedures at the end of each operating season:



CAUTION

Never use gasoline, naphtha, or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.



CAUTION

Cover cutterbar and knife guards to prevent injury from accidental contact.

1. Clean the header thoroughly.
2. Store the machine in a dry, protected place if possible. If storing outside, always cover with a waterproof canvas or other protective material.

NOTE:

If storing the machine outside, remove the drapers and store them in a dark, dry place. If not removing the drapers, store the header with the cutterbar lowered so water and snow will not accumulate on the drapers. The weight of water and snow accumulation puts excessive stress on the drapers and header.

3. Lower the header onto blocks to keep the cutterbar off the ground.
4. Lower the reel completely. If stored outside, tie the reel to the frame to prevent rotation caused by the wind.
5. Repaint all worn or chipped painted surfaces to prevent rust.
6. Loosen the drive belts.
7. Lubricate the header thoroughly leaving excess grease on the fittings to keep moisture out of the bearings.
8. Apply grease to exposed threads, cylinder rods, and sliding surfaces of components.
9. Check for worn components and repair as necessary.
10. Check for broken components and order replacements from your Dealer. Immediate repair of these items will save time and effort at the beginning of next season.
11. Replace or tighten any missing or loose hardware. Refer to [8.1 Torque Specifications, page 585](#).

Chapter 4: Header Attachment/Detachment

This chapter includes instructions for setting up, attaching, and detaching the header.

Combine	Refer to
Case IH 7010/8010, 120, 130, 230, 240, 250 Series	4.3 Case IH Combines, page 339
Gleaner R and S Series, Challenger 660, 670, 680B, 540C, 560C, Massey Ferguson 9690, 9790, 9895, 9520, 9540, 9560	4.4 AGCO (Challenger, Gleaner, and Massey Ferguson) Combines, page 347
AGCO IDEAL™ Series	3.8.4 AGCO IDEAL™ Series Combines, page 140
John Deere 60, 70, S, and T Series	4.6 John Deere Combines, page 361
CLAAS 500, 700 (R Series)	4.7 CLAAS Combines, page 368
New Holland CR, CX	4.8 New Holland Combines, page 375

NOTE:

Ensure the applicable functions (e.g., Automatic Header Height Control [AHHC], draper header option, hydraulic center-link option, hydraulic reel drive) are enabled on the combine and the combine computer. Failure to do so may result in improper header operation.

4.1 FM100 Feed Auger Configurations

The FM100 feed auger can be configured to suit various crop conditions; there are four configurations available.

NOTE:

Dimensions (A) and (B) are the same for both ends of the auger. They should be within 15 mm (9/16 in.) of the numbers given.

Narrow configuration is a standard configuration for the following combines:

- Gleaner R6/75, R6/76, S6/77, S6/7/88, S96/7/8
- New Holland CR 920/940/960, 9020/40/60/65, 6090/7090, 8060/8070/8080

Narrow configuration uses 4 long bolt-on flightings (2 on the left and 2 on the right) and 18 feed auger fingers are recommended.

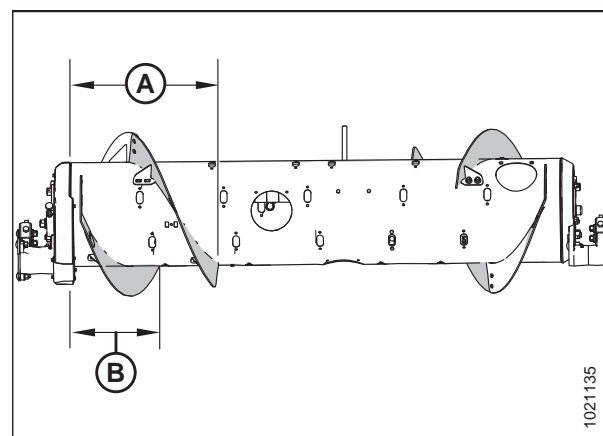


Figure 4.1: Narrow Configuration – Rear View

A - 514 mm (20 1/4 in.)

B - 356 mm (14 in.)

To convert to Narrow configuration from Medium or Wide configuration, refer to [4.1.3 Converting from Medium Configuration or Wide Configuration to Narrow Configuration, page 324](#).

To convert to Narrow configuration from Ultra Narrow configuration, refer to [4.1.4 Converting from Ultra Narrow Configuration to Narrow Configuration, page 326](#).

HEADER ATTACHMENT/DETACHMENT

NOTE:

Dimensions (A) and (B) are the same for both ends of the auger. They should be within 15 mm (9/16 in.) of the numbers given.

Medium configuration is a standard configuration for the following combines:

- AGCO IDEAL™ Series
- Case 5/6/7088, 7/8010, 7/8/9120, 5/6/7130, 7/8/9230, 5/6/7140, 7/8/9240
- Challenger 66/67/680B, 54/560C, 54/560E
- CLAAS 56/57/58/590R, 57/58/595R, 62/63/64/65/66/670, 73/74/75/76/77/780
- John Deere 95/96/97/9860, 95/96/97/9870, S65/66/67/68/690, T670
- Massey Ferguson 96/97/9895, 9520/40/60, 9545/65, 9380
- New Holland CR 970/980, 9070/9080, 8090/9090, X.90, X.80
- New Holland CX 8X0, 80X0, 8.X0, 8080/8090 Elevation
- Versatile RT490

Medium configuration uses 4 short bolt-on flightings (2 on the left and 2 on the right) and 22 feed auger fingers are recommended.

To convert to Medium configuration from Narrow or Ultra Narrow configuration, refer to [4.1.1 Converting from Ultra Narrow Configuration or Narrow Configuration to Medium Configuration](#), page 320.

To convert to Medium configuration from Wide configuration, refer to [4.1.2 Converting from Wide Configuration to Medium Configuration](#), page 322.

NOTE:

Dimensions (A) and (B) are the same for both ends of the auger. They should be within 15 mm (9/16 in.) of the numbers given.

Wide configuration is an optional configuration for the following combines:

- AGCO IDEAL™ Series
- Challenger 670B/680B, 540C/560C, 540E/560E
- CLAAS 590R/595R, 660/670, 760/770/780
- John Deere T670
- Massey Ferguson 9895, 9540, 9560, 9545, 9565, 9380
- New Holland CX 8X0, 80X0, 8.X0

Wide configuration uses 2 short bolt-on flightings (1 on the left and 1 on the right) and 30 feed auger fingers are recommended.

NOTE:

This configuration may increase combine capacity on wide feeder house combines in certain crop conditions.

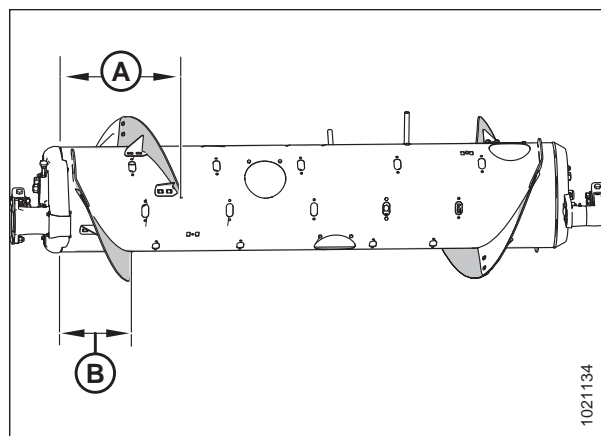


Figure 4.2: Medium Configuration – Rear View

A - 410 mm (16 1/8 in.)

B - 260 mm (10 1/4 in.)

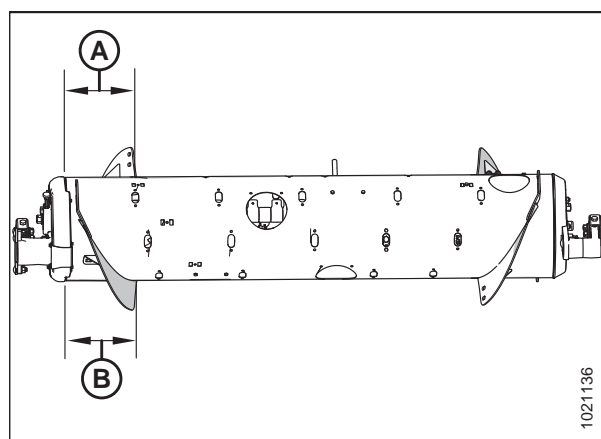


Figure 4.3: Wide Configuration – Rear View

A - 257 mm (10 1/8 in.)

B - 257 mm (10 1/8 in.)

HEADER ATTACHMENT/DETACHMENT

NOTE:

In some conditions, feeding may be further improved by removing all bolt-on flighting. For instructions, refer to [4.1.7 Converting from Wide Configuration to Ultra Wide Configuration, page 330](#).

To convert to **Wide configuration from Medium configuration**, refer to [4.1.5 Converting from Medium Configuration to Wide Configuration, page 327](#).

To convert to **Wide configuration from Narrow or Ultra Narrow configuration**, refer to [4.1.6 Converting from Ultra Narrow or Narrow Configuration to Wide Configuration, page 329](#).

NOTE:

Dimensions (A) and (B) are the same for both ends of the auger. They should be within 15 mm (9/16 in.) of the numbers given.

Ultra Narrow configuration is an optional configuration that may improve feeding performance on combines with narrow feeder houses. It may also be helpful when harvesting rice.

Ultra Narrow configuration uses 8 long bolt-on flightings (4 on the left and 4 on the right) and 18 auger fingers are suggested.

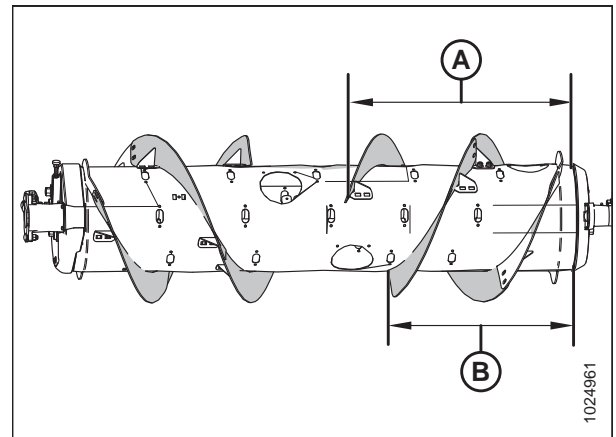


Figure 4.4: Ultra Narrow Configuration – Rear View

A - 760 mm (29 15/16 in.)

B - 602 mm (23 11/16 in.)

To convert to **Ultra Narrow configuration from Medium or Wide configuration**, refer to [4.1.8 Converting from Medium Configuration or Wide Configuration to Ultra Narrow Configuration, page 331](#).

To convert to **Ultra Narrow configuration from Narrow configuration**, refer to [4.1.9 Converting from Narrow Configuration to Ultra Narrow Configuration, page 335](#).

4.1.1 Converting from Ultra Narrow Configuration or Narrow Configuration to Medium Configuration

Two flighting kits (MD #287031) are required to convert to this configuration.

Ultra Narrow, Narrow, and Medium auger configurations are shown at right. When converting from Ultra Narrow configuration or Narrow configuration to Medium configuration, you will need to replace long flightings (A) with short flightings (B).

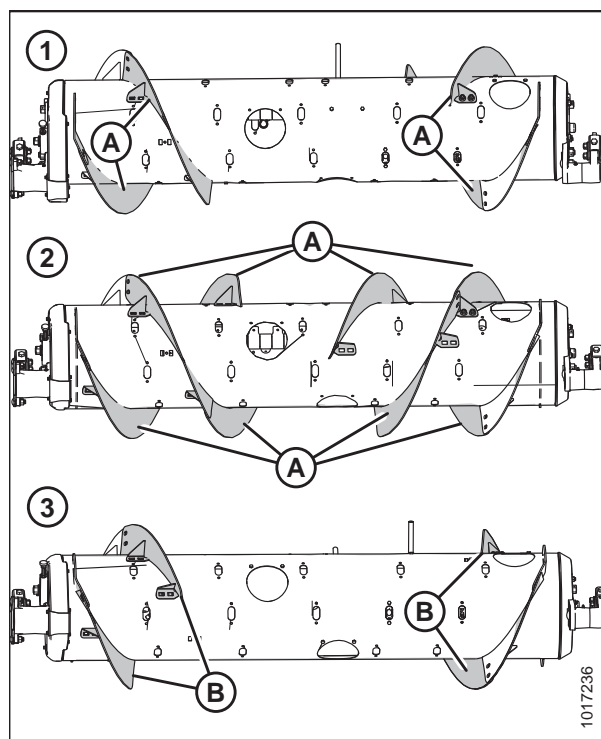


Figure 4.5: Auger Configurations – Rear View

1 - Narrow Configuration

2 - Ultra Narrow Configuration

3 - Medium Configuration

NOTE:

Some parts have been removed from the illustrations for clarity.

1. To improve access and ease installation, remove float module from combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).

2. Remove bolts (A) and access cover (B) from each side of the auger. Retain for reassembly.

NOTE:

If necessary, remove multiple access covers.

3. Remove hardware (C) and bolt-on flighting (D). Repeat for all the remaining hardware and bolt-on flightings on the auger. Retain hardware to attach new flightings.

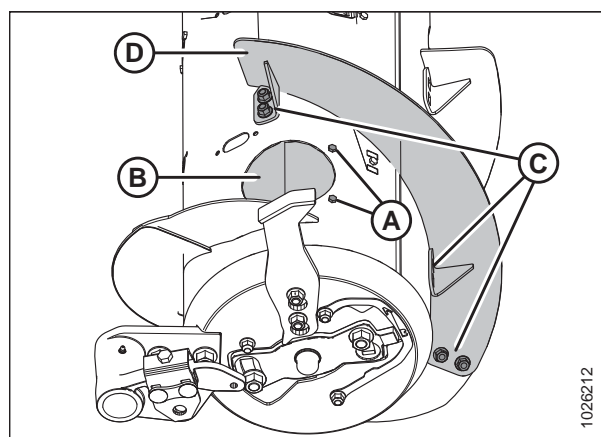


Figure 4.6: Narrow Configuration – Right Side

HEADER ATTACHMENT/DETACHMENT

- On both sides of the auger, remove flighting slot plug (B), M6 bolt (A), and the tee nut (not illustrated) from inside the feed auger. Retain parts for reinstallation.

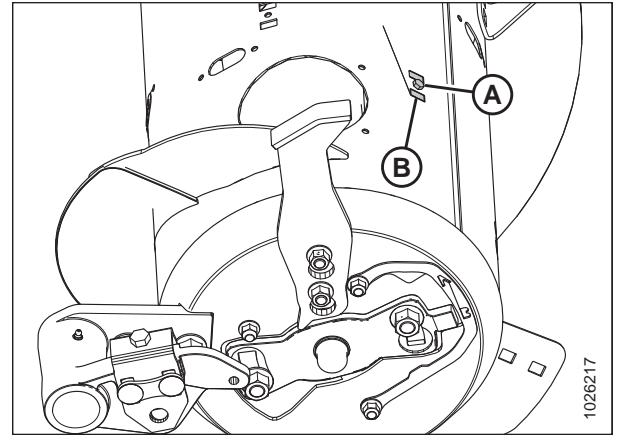


Figure 4.7: Narrow Configuration – Right Side

- Install two bolt-on flightings (A) on the right side of the auger as shown, and secure each flighting with six retained carriage head bolts and nuts at locations (B).

IMPORTANT:

Flighting bolt heads must be installed on inside of auger to prevent damage to internal components.

NOTE:

Ideally, the flighting should fit tightly against the auger tube; however, gaps are not uncommon. Crop material may collect in these gaps, but generally, this will not affect performance. If desired, you can use silicone sealant to fill these gaps.

- Torque all nuts and bolts to 47 Nm (35 lbf-ft) to eliminate deflection on flighting, then torque them to 58–64 Nm (43–47 lbf-ft).
- Install two bolt-on flightings (A) on the left side of the auger as shown, and secure each flighting with six retained carriage head bolts and nuts at locations (B).

IMPORTANT:

Flighting bolt heads must be installed on inside of auger to prevent damage to internal components.

NOTE:

Ideally, the flighting should fit tightly against the auger tube; however, gaps are not uncommon. Crop material may collect in these gaps, but generally, this will not affect performance. If desired, you can use silicone sealant to fill these gaps.

- Torque all nuts and bolts to 47 Nm (35 lbf-ft) to eliminate deflection on flighting, then torque them to 58–64 Nm (43–47 lbf-ft).

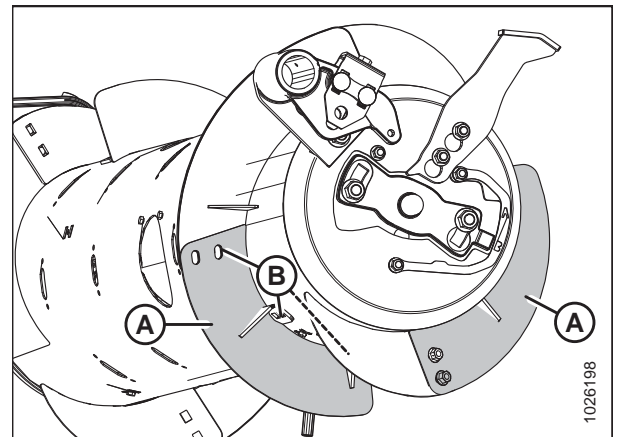


Figure 4.8: Medium Configuration – Right Side

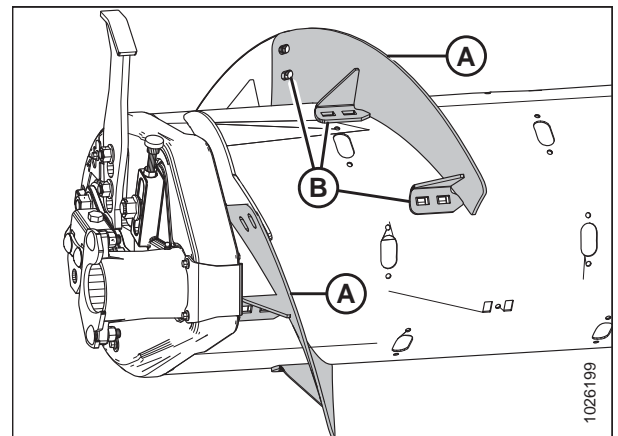


Figure 4.9: Medium Configuration – Left Side

HEADER ATTACHMENT/DETACHMENT

9. Removing the long flightings left empty flighting slots in the auger that were not needed to install the new shorter flightings. Use access hole (A) to position a flighting slot plug (B) from inside the feed auger in each slot and secure with a 20 mm long M6 hex head bolt (C) and tee nut. Use plugs and hardware retained from a previous step.
10. Install additional auger fingers. A total of 22 auger fingers is recommended for this configuration. For instructions, refer to [Installing Feed Auger Fingers, page 441](#).

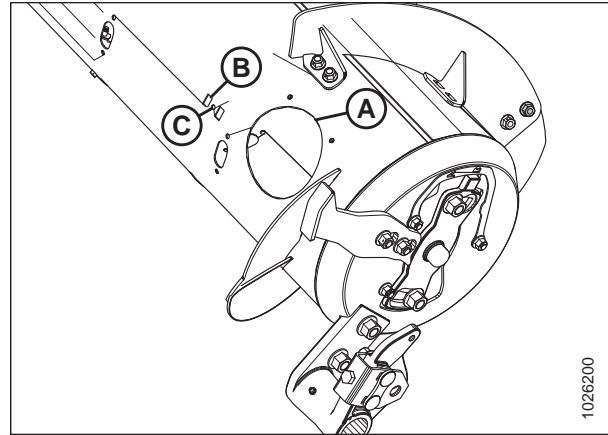


Figure 4.10: Medium Configuration Flighting Plug – Right Side

4.1.2 Converting from Wide Configuration to Medium Configuration

One flighting kit (MD #287031) is required to convert the feed auger from Wide configuration to Medium configuration.

Wide and Medium auger configurations are shown at right. When converting from Wide configuration to Medium configuration, you will need to install new flightings (A).

NOTE:

All illustrations show the feed auger separated from the float module for clarity. The procedure can be performed with the feed auger installed in the float module.

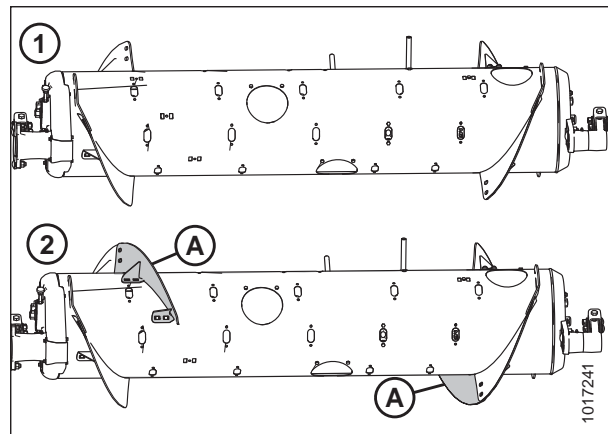


Figure 4.11: Auger Configurations – Rear View
1 - Wide Configuration 2 - Medium Configuration

1. Improve access and ease installation by removing float module from combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).

HEADER ATTACHMENT/DETACHMENT

2. Remove bolts (A) and remove access cover (B) from the right side of the auger. Retain for reassembly.

NOTE:

If necessary, remove multiple access covers.

3. Remove and discard two flighting slot plugs (C) from the right side of the auger.

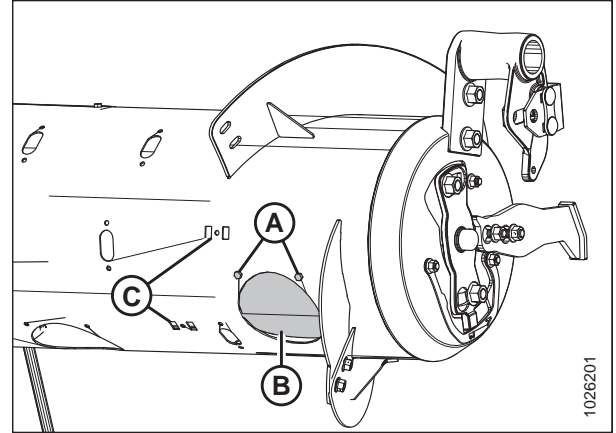


Figure 4.12: Wide Configuration – Right Side

4. Install bolt-on flighting (A) on the right side of the auger as shown, and secure with six carriage head bolts and six nuts at locations (B).

IMPORTANT:

Bolt heads must be installed on inside of auger to prevent damage to internal components.

NOTE:

Ideally, the flighting should fit tightly against the auger tube; however, gaps are not uncommon. Crop material may collect in these gaps, but generally, this will not affect performance. If desired, you can use silicone sealant to fill these gaps.

5. Torque all nuts and bolts to 47 Nm (35 lbf-ft) to eliminate deflection on flighting, then torque them to 58–64 Nm (43–47 lbf-ft).
6. Repeat Step 2, page 323 and Step 3, page 323 at the left side of auger.
7. Install bolt-on flighting (A) on the left side as shown, and secure with six carriage head bolts and six nuts at locations (B).

IMPORTANT:

Bolt heads must be installed on inside of auger to prevent damage to internal components.

NOTE:

Ideally, the flighting should fit tightly against the auger tube; however, gaps are not uncommon. Crop material may collect in these gaps, but generally, this will not affect performance. If desired, you can use silicone sealant to fill these gaps.

8. Torque all nuts and bolts (B) to 47 Nm (35 lbf-ft) to eliminate deflection on flighting, then torque them to 58–64 Nm (43–47 lbf-ft).

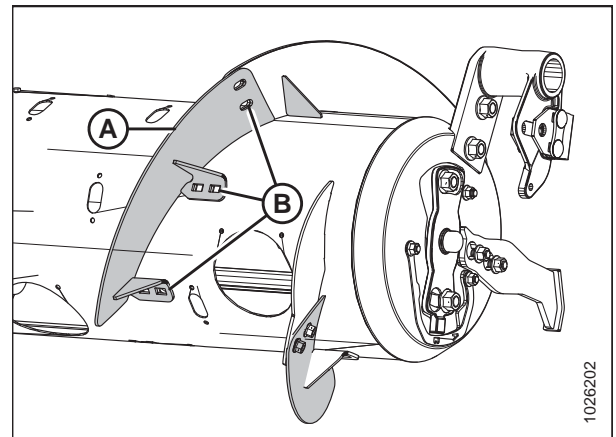


Figure 4.13: Medium Configuration – Right Side

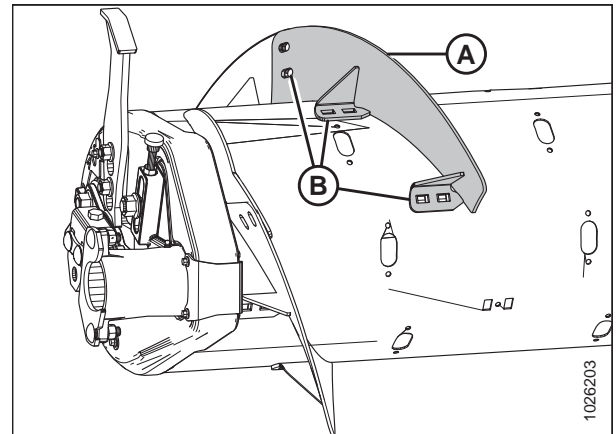


Figure 4.14: Medium Configuration – Left Side

9. Remove extra auger fingers. A total of 22 fingers are recommended for this configuration. For instructions, refer to [Removing Feed Auger Fingers, page 439](#).

4.1.3 Converting from Medium Configuration or Wide Configuration to Narrow Configuration

Two of either MD #287032 or B6400⁴⁶ are required to convert to this configuration. Extra hardware is included in these kits. Be sure to use the correct hardware in the correct location to prevent damage and to maximize performance.

Medium, Wide, and Narrow auger configurations are shown at right. When converting from Medium or Wide configuration to Narrow configuration, you will need to replace the existing flightings (A) with flightings (B).

NOTE:

The flighting should fit tight against the auger tube; however, gaps are not uncommon. Crop material may collect in this gap, but generally this will not affect performance. If desired, use silicone sealant to fill these gaps.

NOTE:

All illustrations show the feed auger separated from the float module for clarity. The procedure can be performed with the feed auger installed in the float module.

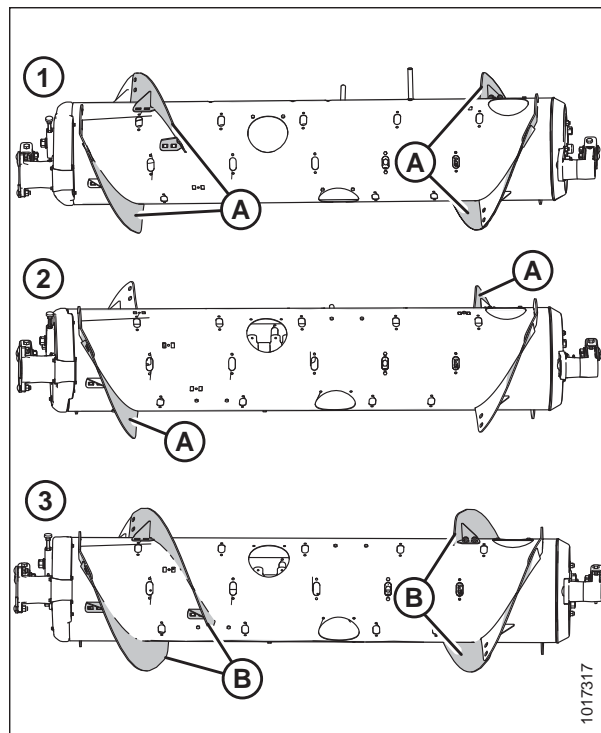


Figure 4.15: Auger Configurations – Rear View

1 - Medium Configuration
3 - Narrow Configuration

2 - Wide Configuration

1. To improve access and ease installation, remove float module from combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).

46. MD #287032 is available only through MacDon Parts. B6400 is available only through Whole Goods. Both kits contain wear-resistant flightings.

HEADER ATTACHMENT/DETACHMENT

2. Remove bolts (A) and access cover (B) from the right side of the auger. Retain for reassembly.
3. Remove hardware (C) and bolt-on flighting (D) from the auger.
4. Remove and discard the flighting slot plug (E) located close to the end of the flighting (D).
5. **Converting from Medium configuration:** Repeat above steps for the other flighting on the right side.

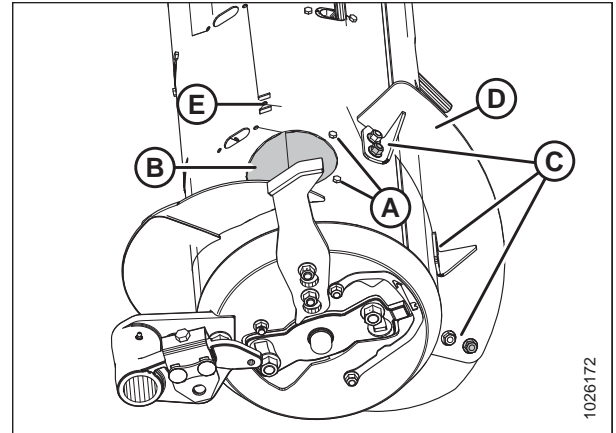


Figure 4.16: Wide Configuration – Right Side

6. **Converting from Wide configuration:** Remove bolts (A), access cover (B), and two flighting slot plugs (C) from the right side of the auger.
7. Repeat Steps 2, page 325 to 6, page 325 at the left side of the feed auger.

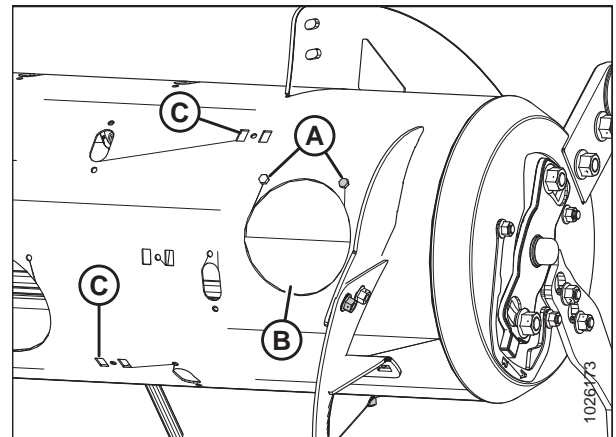


Figure 4.17: Wide Configuration – Right Side

8. Install two bolt-on flightings (A) on the right side as shown, and secure each flighting with six carriage head bolts (MD #136178) and nuts (MD #135799) at locations (B).

IMPORTANT:

Bolt heads must be installed on inside of auger to prevent damage to internal components.

9. Torque all nuts and bolts to 47 Nm (35 lbf-ft) to eliminate deflection on flighting, then torque them to 58–64 Nm (43–47 lbf-ft).
10. Install flighting slot plug (MD #213084) at location (C) from inside the auger and secure with an M6 hex head bolt (MD #252703) and tee nut (MD #197263). Repeat for the other flighting mounting locations.

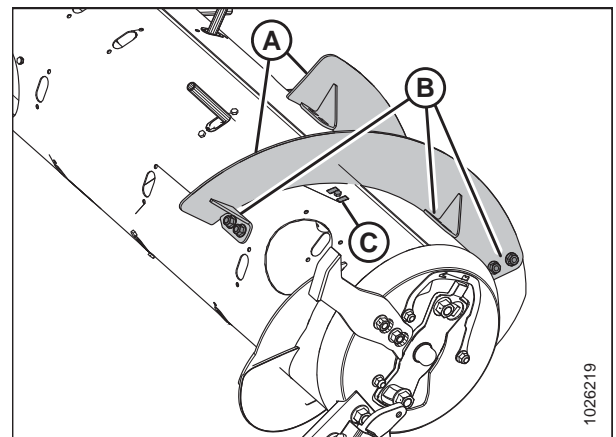


Figure 4.18: Narrow Configuration – Right Side

HEADER ATTACHMENT/DETACHMENT

11. Install two bolt-on flightings (A) on the left side as shown, and secure each flighting with six carriage head bolts (MD #136178) and nuts (MD #135799) at locations (B).

IMPORTANT:

Bolt heads must be installed on inside of auger to prevent damage to internal components.

12. Torque all nuts and bolts to 47 Nm (35 lbf-ft) to eliminate deflection on flighting, then torque them to 58–64 Nm (43–47 lbf-ft).
13. Install flighting slot plug (C) (MD #213084) from inside the auger and secure with an M6 hex head bolt (MD #252703) and tee nut (MD #197263). Repeat for the other flighting mounting location used to mount the previous flighting in Step 3, [page 325](#).

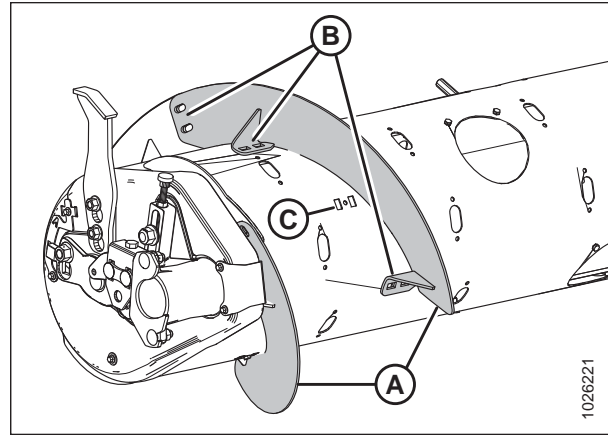


Figure 4.19: Narrow Configuration – Left Side

14. Remove extra auger fingers. A total of 18 fingers is recommended for this configuration. For instructions, refer to [Removing Feed Auger Fingers, page 439](#).

4.1.4 Converting from Ultra Narrow Configuration to Narrow Configuration

The Ultra Narrow and Narrow auger configurations are shown at right. Existing flightings (A) are removed from the auger when converting to the Narrow configuration.

NOTE:

All illustrations show the feed auger separated from the float module for clarity. The procedure can be performed with the feed auger installed in the float module.

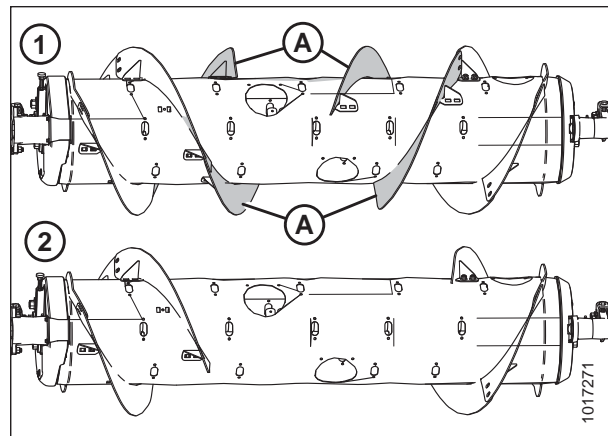


Figure 4.20: Auger Configurations – Rear View

1 - Ultra Narrow Configuration

2 - Narrow Configuration

1. Improve access and ease installation by removing the float module from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).

HEADER ATTACHMENT/DETACHMENT

2. Remove bolts (A) and access cover (B). Retain for reassembly.
3. Remove hardware from locations (C), and remove bolt-on flighting (D) from feed auger.
4. Repeat procedure for the remaining three inboard flightings.
5. Install additional auger fingers. A total of 18 fingers is recommended for this configuration. For instructions, refer to [Installing Feed Auger Fingers, page 441](#) for instructions.

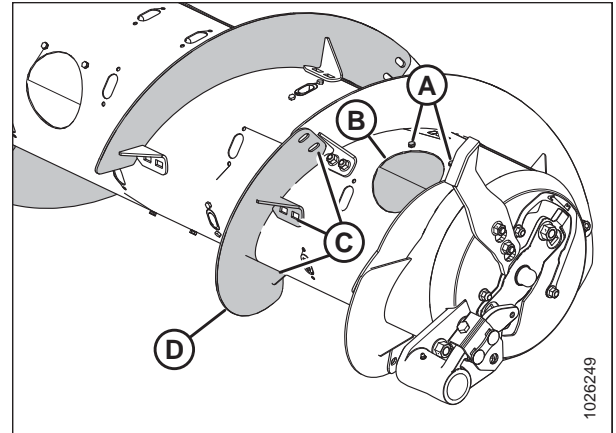


Figure 4.21: Ultra Narrow Configuration – Right Side

4.1.5 Converting from Medium Configuration to Wide Configuration

The Medium and Wide auger configurations are shown at right. When converting from Medium configuration to Wide configuration, you will need to remove existing flightings (A) from auger and add auger fingers.

Four flighting plugs (MD #213084), M6 hex head bolts (MD #252703), and M6 tee nuts (MD #197263) are needed to cover exposed flighting mounting holes after the flightings are removed. These parts can be ordered from a MacDon Dealer.

NOTE:

All illustrations show the feed auger separated from the float module for clarity. The procedure can be performed with the feed auger installed in the float module.

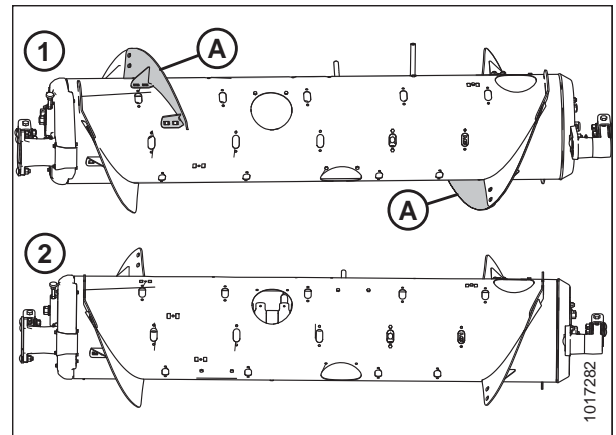


Figure 4.22: Auger Configurations – Rear View

1 - Medium Configuration

2 - Wide Configuration

1. Improve access and ease installation by removing the float module from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).

NOTE:

Some parts have been removed from the illustrations for clarity.

HEADER ATTACHMENT/DETACHMENT

2. Remove bolts (A) and access cover (B). Retain for reassembly.
3. Remove hardware from locations (C), and remove bolt-on flighting (D) from the feed auger.

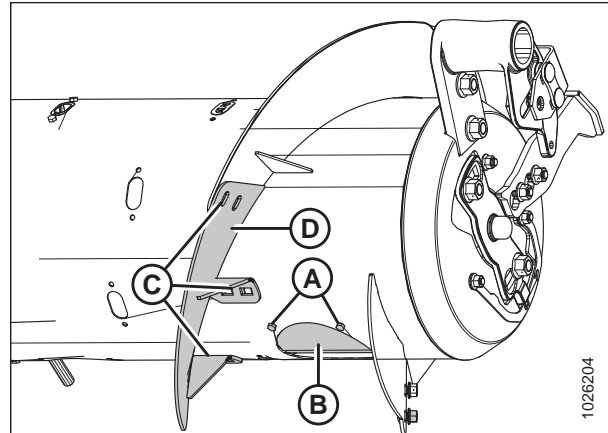


Figure 4.23: Right Side of Medium Configuration

4. Install flighting slot plug (A) (MD #213084) in the flighting slot from inside the auger. Secure with M6 hex head bolts (B) (MD #252703) and tee nuts (MD #197263).
5. Repeat above steps at the left side of the auger.
6. Install additional fingers. A total of 30 fingers are recommended for this configuration. For instructions, refer to [Installing Feed Auger Fingers](#), page 441.

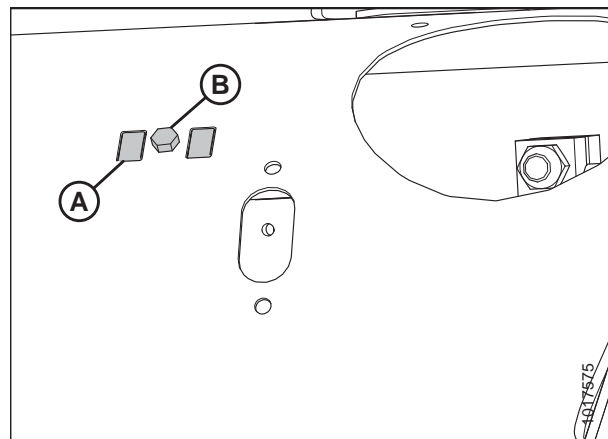


Figure 4.24: Right Side of Wide Configuration

4.1.6 Converting from Ultra Narrow or Narrow Configuration to Wide Configuration

One flighting kit (MD #287031) is required to convert to this configuration. Two flighting plugs (MD #213084), two M6 hex head bolts (MD #252703), and two M6 tee nuts (MD #197263) are recommended to close the flighting mounting locations. These parts can be ordered from a MacDon Dealer.

The Narrow, Ultra Narrow, and Wide auger configurations are shown at right. When converting from Narrow or Ultra Narrow configuration to Wide configuration, you will need to replace existing flightings (A).

NOTE:

All illustrations show the feed auger separated from the float module for clarity. The procedure can be performed with the feed auger installed in the float module.

NOTE:

Some parts have been removed from the illustrations for clarity.

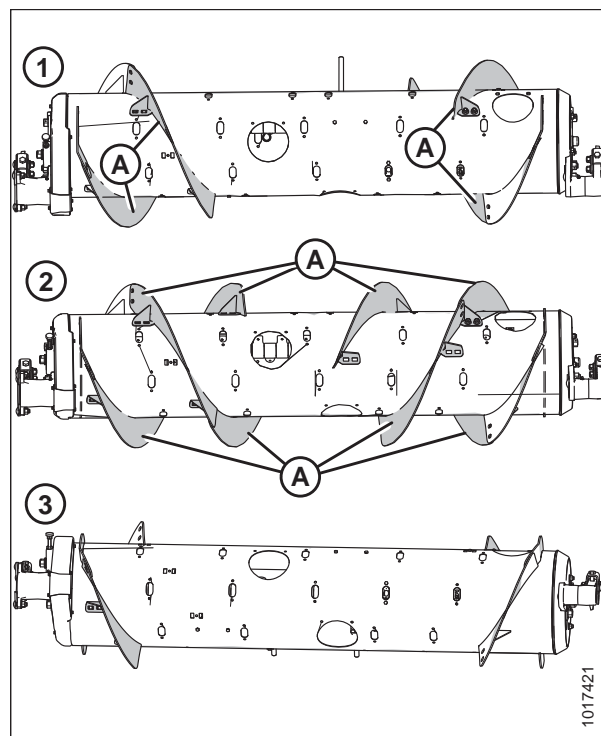


Figure 4.25: Auger Configurations – Rear View

1 - Narrow Configuration
2 - Ultra Narrow Configuration
3 - Wide Configuration

1. Improve access and ease installation by removing the float module from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).
2. Remove bolts (A) and access cover (B) from the right side of the auger. Retain for reassembly.
3. Remove hardware (C) and bolt-on flighting (D) from the right side of the auger. Discard flighting, but retain hardware to attach the new flighting.
4. Repeat Step [2, page 329](#) and Step [3, page 329](#) for the remaining bolt-on flighting(s).
5. Remove flighting slot plug, bolt, and tee nut (E). Retain for reinstallation.

NOTE:

Only two flighting slot plugs (E) should be removed—one from each outboard side of the auger.

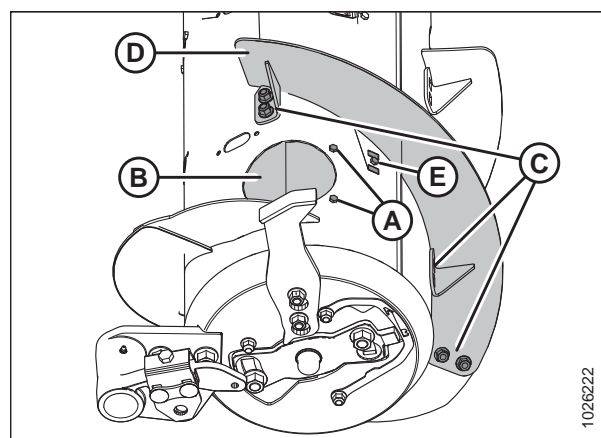


Figure 4.26: Narrow Configuration – Right Side

HEADER ATTACHMENT/DETACHMENT

6. Install new bolt-on flighting (A) using six carriage head bolts and nuts (B) on the right side of the auger.

IMPORTANT:

Bolt heads must be installed on inside of auger to prevent damage to internal components.

7. Reinstall flighting slot plug (C) previously removed in Step 5, [page 329](#).

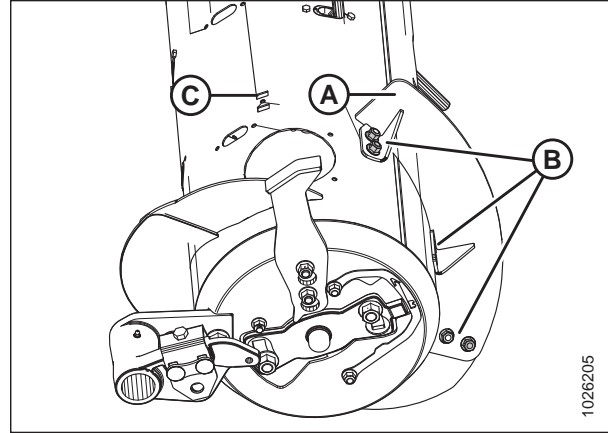


Figure 4.27: Wide Configuration – Right Side

8. Install the new bolt-on flighting (A) on the left side of the auger using six carriage head bolts and nuts (B).

IMPORTANT:

Bolt heads must be installed on inside of auger to prevent damage to internal components.

9. Reinstall flighting slot plug (C) previously removed in Step 5, [page 329](#).
10. Install the remaining flighting slot plugs (MD #213084) using the M6 hex head bolts (MD #252703) and tee nuts (MD #197263) in locations previously used to mount flighting in Step 3, [page 329](#) and Step 4, [page 329](#).
11. Install additional auger fingers. There should be a total of 30 fingers in this configuration. Auger fingers and all required parts are included in kit. For instructions, refer to [Installing Feed Auger Fingers, page 441](#).

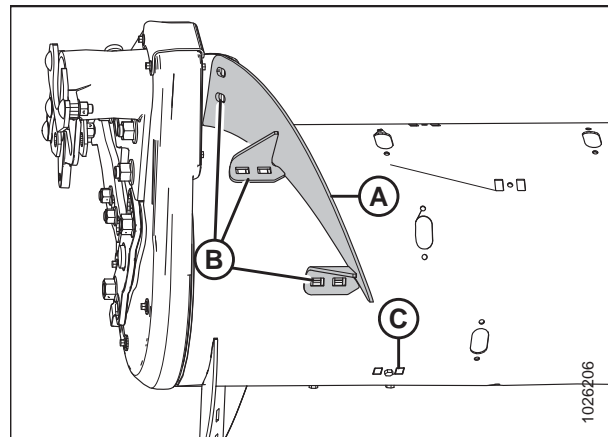


Figure 4.28: Wide Configuration – Left Side

4.1.7 Converting from Wide Configuration to Ultra Wide Configuration

In some conditions, feeding may be further improved by removing all bolt-on flightings (A). Four flighting plugs (MD #213084), M6 bolts (MD #252703), and M6 tee nuts (MD #197263) are recommended to cover the flighting mounting holes. These parts can be ordered from a MacDon Dealer.

NOTE:

All illustrations show the feed auger separated from the float module for clarity. The procedure can be performed with the feed auger installed in the float module.

NOTE:

Some parts have been removed from the illustrations for clarity.

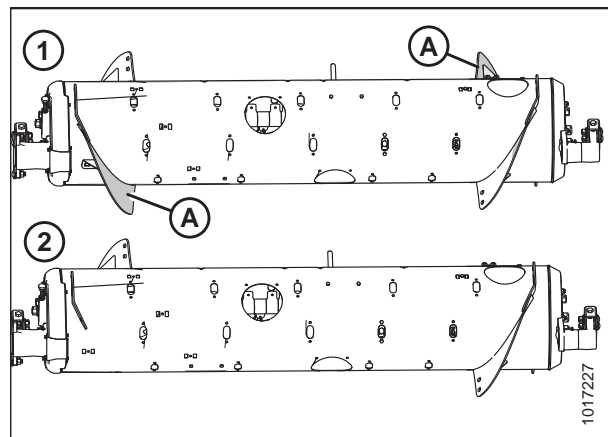


Figure 4.29: Auger Configurations – Rear View

1 - Wide Configuration

2 - Ultra Wide Configuration

1. Improve access and ease installation by removing the float module from the combine. For instructions, refer to [Header Attachment/Detachment, page 317](#).

HEADER ATTACHMENT/DETACHMENT

2. Remove two bolts and access cover (A).
3. Remove hardware (B) and bolt-on flighting (C).
4. Install flighting slot plugs (MD #213084) in the flighting mounting locations (D) and secure with M6 bolts (MD #252703) and tee nuts (MD #197263).
5. Repeat all steps at the left side of the auger.
6. Install additional auger fingers. A total of 30 fingers are recommended for this configuration. For instructions, refer to *Installing Feed Auger Fingers*, page 441.

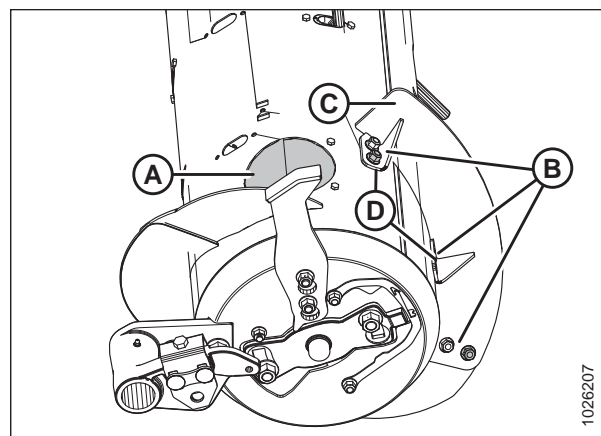


Figure 4.30: Wide Configuration – Right Side

4.1.8 Converting from Medium Configuration or Wide Configuration to Ultra Narrow Configuration

Four kits of either MD #287032 or B6400⁴⁷ and some hole-drilling are required to convert to Ultra Narrow configuration. Extra hardware is included in these kits. Be sure to use the correct hardware in the correct location to prevent damage and to maximize performance.

Medium, Wide, and Ultra Narrow auger configurations are shown at right. When converting to Ultra Narrow configuration, existing flightings (A) are removed and new flightings (B) are installed.

NOTE:

All illustrations show the feed auger separated from the float module for clarity. The procedure can be performed with the feed auger installed in the float module.

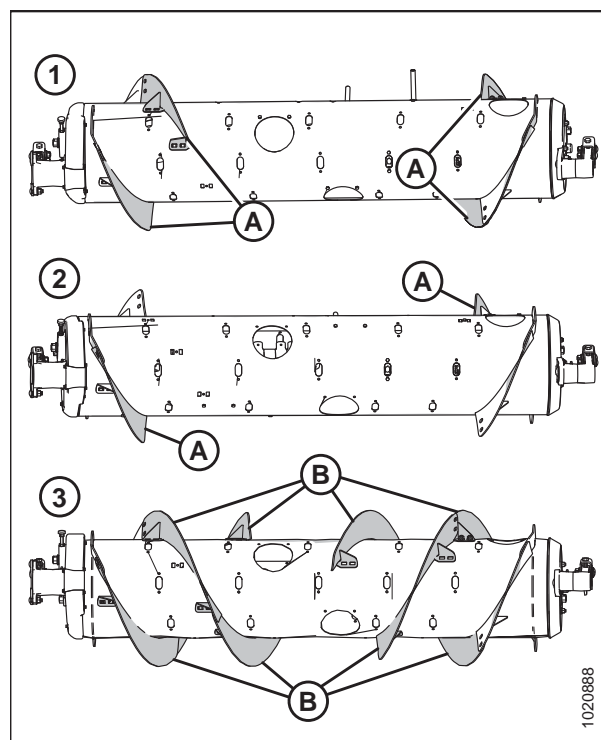


Figure 4.31: Auger Configurations – Rear View

1 - Medium Configuration 2 - Wide Configuration
3 - Ultra Narrow Configuration

1. Improve access and ease installation by removing the float module from the combine. For instructions, refer to *Header Attachment/Detachment*, page 317.

47. MD #287032 is available only through MacDon Parts. B6400 is available only through Whole Goods.

HEADER ATTACHMENT/DETACHMENT

2. Remove bolts (A) and access cover (B) from the right side of the auger. Retain for reassembly.
3. Remove hardware (C) and bolt-on flighting (D) from the auger.
4. Remove flighting slot plug (E) located close to the end of flighting (D).
5. **Converting from Medium configuration:** Repeat the previous steps for the other bolt-on flighting on the same side.

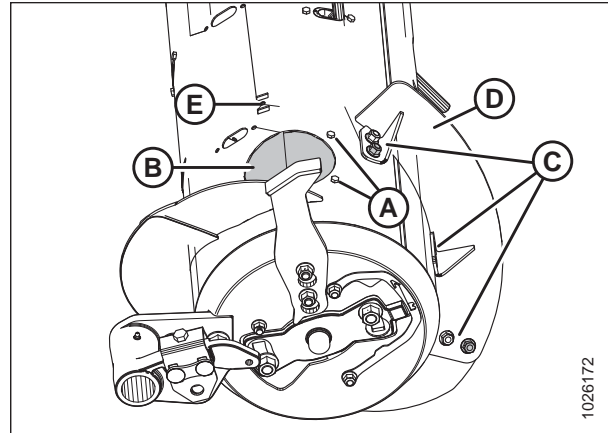


Figure 4.32: Wide Configuration – Right Side

6. **Converting from Wide configuration:** Remove bolts (A), access cover (B), and two flighting slot plugs (C) from the right side of the auger.
7. Repeat Steps 2, page 332 to 6, page 332 at the left side of the auger.

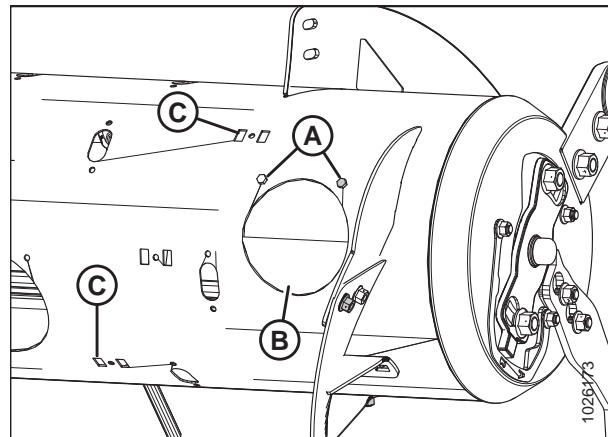


Figure 4.33: Wide Configuration – Right Side

8. Position two bolt-on flightings (A) on the right side, as shown. Temporarily secure flightings with two carriage head bolts and nuts at each location (B).

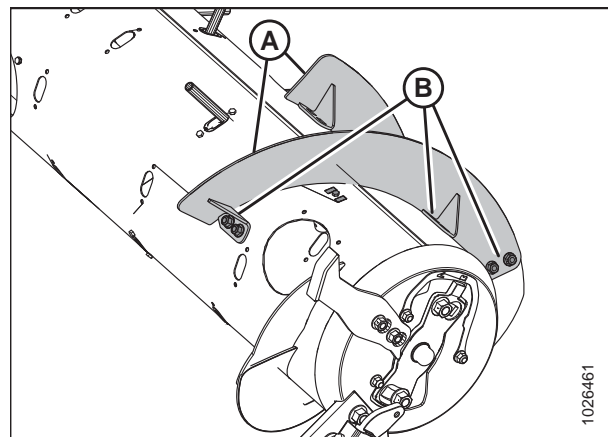


Figure 4.34: Right Side of Auger

HEADER ATTACHMENT/DETACHMENT

9. Position another bolt-on flighting (A) outboard of the temporarily installed bolt-on flighting (B). Mark hole locations (C) of the bolt-on flighting onto the temporarily installed bolt-on flighting (B).
10. Remove temporarily installed bolt-on flighting (B) from the auger and drill two 11 mm (7/16 in.) holes at the marked locations.
11. Install the bolt-on flighting (B) with newly drilled holes using six carriage head bolts and nuts.

IMPORTANT:

Carriage bolt heads must be installed on inside of auger to prevent damage to internal components.

12. Repeat Step 9, page 333 to Step 11, page 333 to the remaining bolt-on flighting on the right side of the auger.
13. Position two bolt-on flightings (A) on the left side, as shown. Temporarily secure flightings with two carriage head bolts and nuts at each location (B).

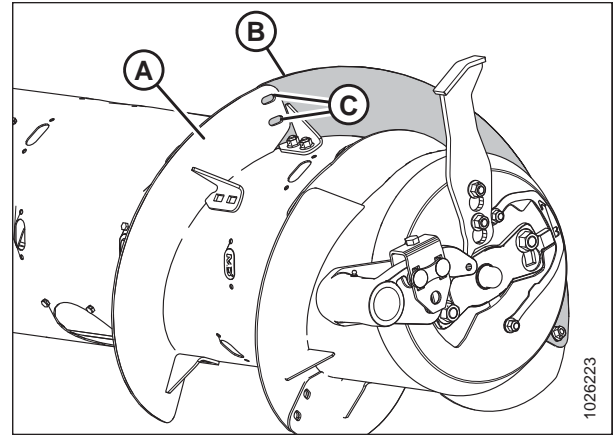


Figure 4.35: Right Side of Auger

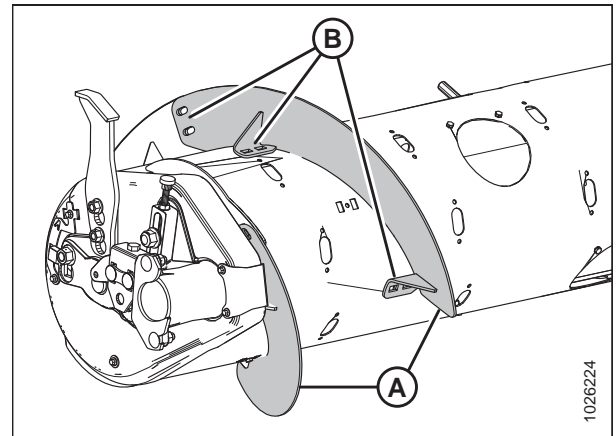


Figure 4.36: Left Side of Auger

14. Position another bolt-on flighting (A) outboard of the temporarily installed flighting (B). Mark hole locations (C) of the bolt-on flighting onto the temporarily installed bolt-on flighting.
15. Remove temporarily installed bolt-on flighting (B) from the auger and drill two 11 mm (7/16 in.) holes at the marked locations.
16. Install the bolt-on flighting (B) with newly drilled holes using six carriage head bolts and nuts.

IMPORTANT:

Carriage bolt heads must be installed on inside of auger to prevent damage to internal components.

17. Repeat Steps 14, page 333 to 16, page 333 to the remaining bolt-on flighting on the left side of the auger.

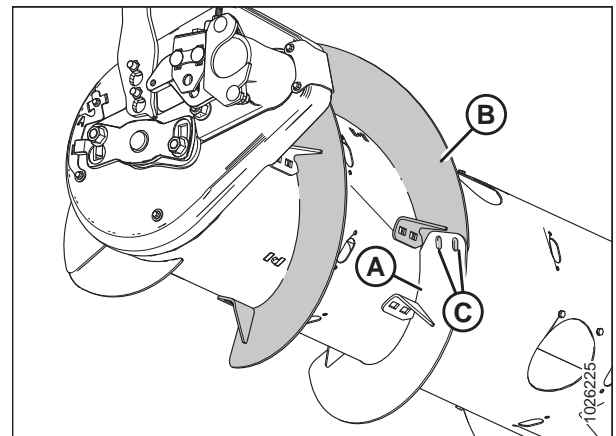


Figure 4.37: Left Side of Auger

HEADER ATTACHMENT/DETACHMENT

18. Place bolt-on flighting (A) outboard of the other flighting (B) on the left side of the auger, as shown.
19. Temporarily secure bolt-on flighting (A) with two button head bolts and nuts at location (C).

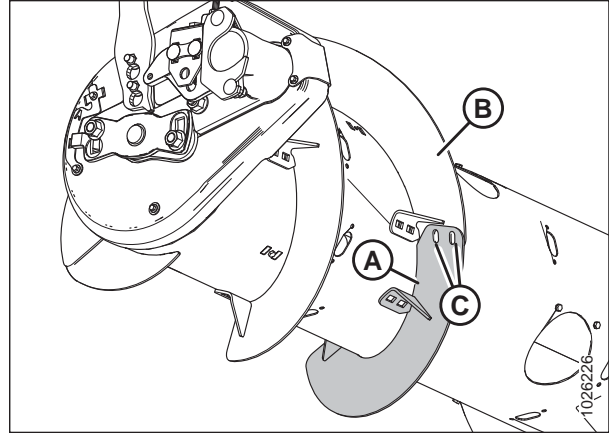


Figure 4.38: Left Side of Auger

20. Stretch flighting (A) to fit auger tube as shown. Use slotted holes on flighting to get the best fit around the auger tube.

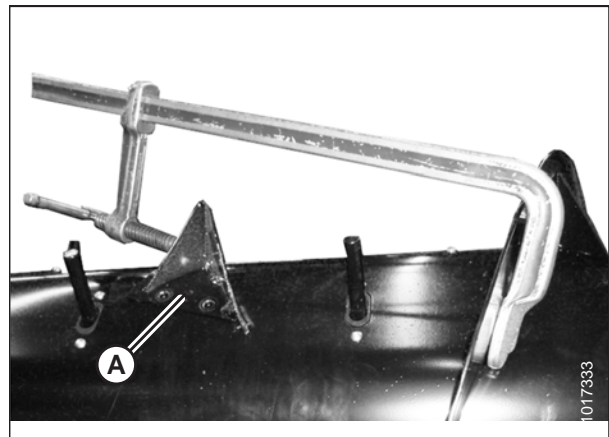


Figure 4.39: Flighting Stretched Axially

21. With flighting in the desired position, mark hole locations (A) on auger tube.
22. Remove the flighting (B) from auger, and drill 11 mm (7/16 in.) holes at the marked locations (A) on auger tube.
23. Remove nearest access cover(s). Retain for reinstallation.
24. Install the bolt-on flighting (B) using two button head bolts and nuts at location (C), and four flange head bolts and nuts at locations (A).

IMPORTANT:

Ensure bolt heads at location (C) are on the inboard (crop side) and nuts are on the outboard side of the flighting.

25. Repeat Steps 18, page 334 to 24, page 334 for the remaining flighting on the left side of the auger.

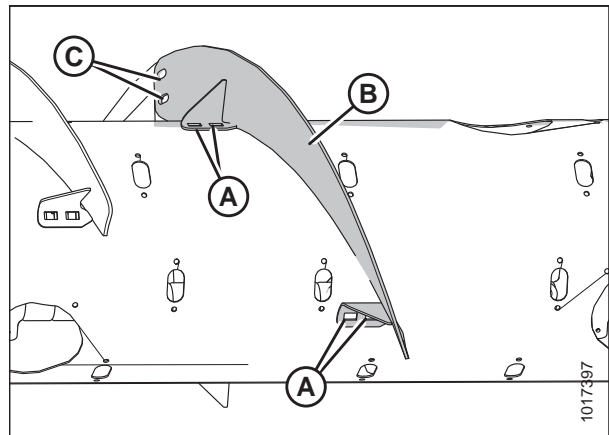


Figure 4.40: Left Side of Auger

HEADER ATTACHMENT/DETACHMENT

26. Place bolt-on flighting (A) outboard of the other flighting (B) on the right side of the auger as shown.
27. Temporarily secure bolt-on flighting (A) with two button head bolts and nuts at location (C).
28. Repeat Step 20, page 334 to Step 24, page 334 for both pieces of flighting on the right side of the auger.
29. Install flighting slot plugs (MD #213084) in the flighting mounting locations and secure with M6 bolts and tee nuts.
30. Torque all nuts and bolts to 47 Nm (35 lbf-ft) to eliminate deflection on flighting, then retorque them to 58–64 Nm (43–47 lbf-ft).

NOTE:

The flighting should fit tightly against the auger tube; however, gaps are not uncommon. Crop material may collect in these gaps, but this should not affect performance. If desired, use silicone sealant to fill these gaps.

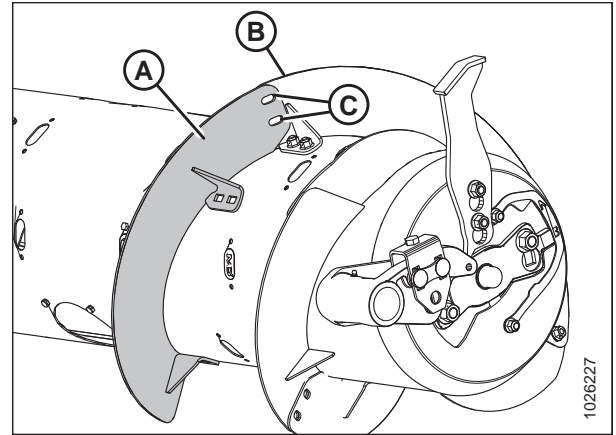


Figure 4.41: Right Side of Auger

31. Add or remove auger fingers to optimize feeding for your combine and crop conditions. For instructions, refer to [Installing Feed Auger Fingers, page 441](#) or [Removing Feed Auger Fingers, page 439](#).
32. If not adding or removing auger fingers, reinstall all access covers and secure with bolts. Coat bolts with medium-strength threadlocker (Loctite® 243 or equivalent) and torque to 8.5 Nm (75 lbf-in).

4.1.9 Converting from Narrow Configuration to Ultra Narrow Configuration

Two kits of either MD #287032 or B6400⁴⁸ and some hole-drilling are required to convert to this configuration. Extra hardware is included in these kits. Be sure to use the correct hardware at the correct location to prevent damage and to maximize performance.

NOTE:

Additional holes on the auger are needed before these flightings (A) can be installed.

NOTE:

All illustrations show the feed auger separated from the float module for clarity. The procedure can be performed with the feed auger installed in the float module.

NOTE:

Some parts have been removed from the illustrations for clarity.

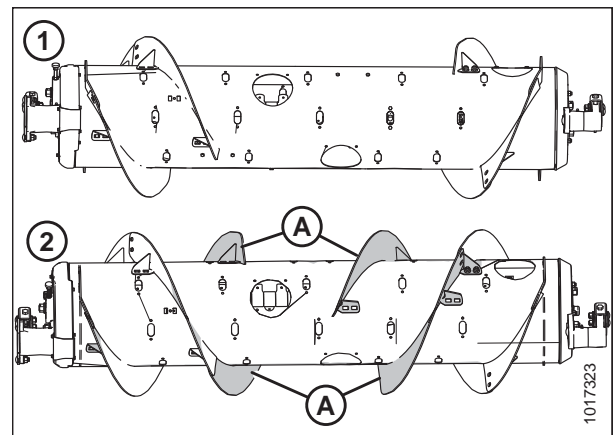


Figure 4.42: Auger Configurations – Rear View

1 - Narrow Configuration

2 - Ultra Narrow Configuration

1. Improve access and ease installation by removing the float module from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).

48. MD #287032 is available only through MacDon Parts. B6400 is available only through Whole Goods.

HEADER ATTACHMENT/DETACHMENT

2. Place new bolt-on flighting (A) outboard of the existing flighting (B) on the left side of the auger, as shown.
3. Mark hole locations (C) of the new bolt-on flighting (A) onto existing bolt-on flighting (B).
4. Remove nearest access cover to existing bolt-on flighting (B). Retain hardware for reassembly.
5. Remove existing bolt-on flighting (B) from the auger. Retain hardware for reassembly.
6. Drill two 11 mm (7/16 in.) holes at the marked locations of existing bolt-on flighting (B).
7. Reinstall existing bolt-on flighting (B) on the auger.

NOTE:

Ensure carriage bolt heads are on the inside of the auger to prevent damage to internal components.

8. Place new bolt-on flighting (A) outboard of existing flighting (B) on the left side of the auger, as shown.
9. Secure with two button head bolts (MD #135723) and nuts (MD #135799) at location (C).

IMPORTANT:

Ensure bolt heads are on the inboard (crop side) and nuts are on the outboard side of the flighting.

10. Stretch flighting (A) to fit auger tube as shown. Use slotted holes on flighting to get the best fit around the auger tube.

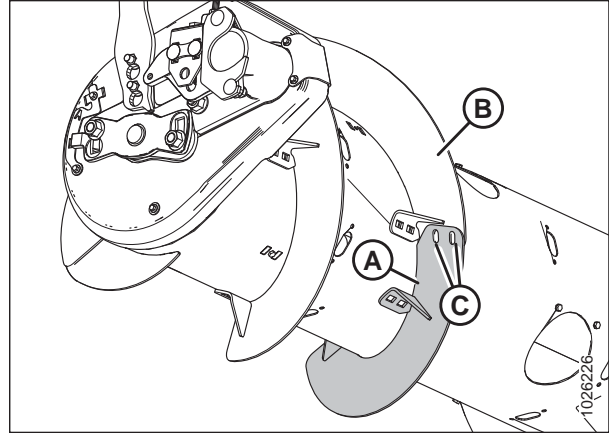


Figure 4.43: Left Side of Auger

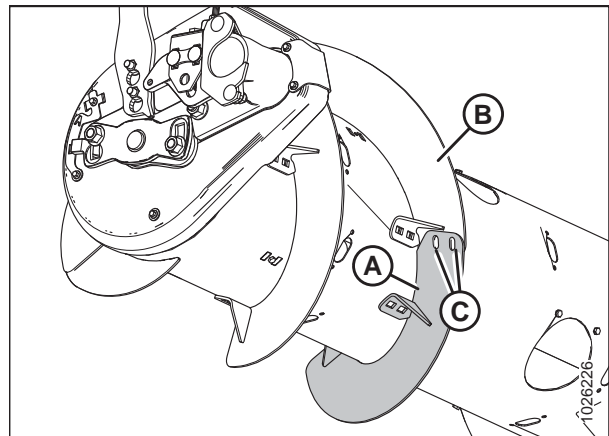


Figure 4.44: Left Side of Auger

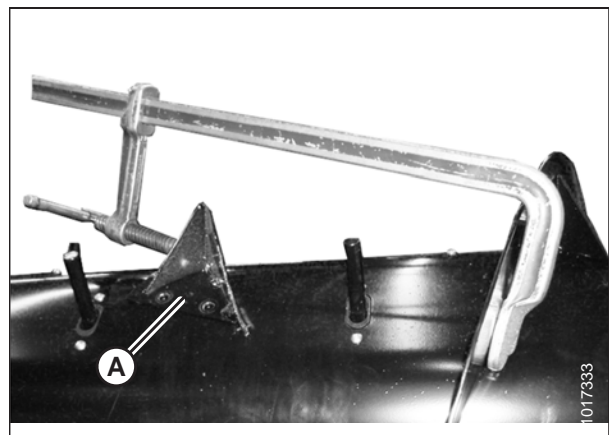


Figure 4.45: Flighting Stretched Axially

HEADER ATTACHMENT/DETACHMENT

11. With flighting in desired position, mark hole locations (A) and drill 11 mm (7/16 in.) holes in auger tube.
12. Remove nearest access cover(s). Retain for reinstallation.
13. Secure bolt-on flighting on the newly drilled holes (A) using four flange head bolts and nuts.
14. Repeat Step 2, [page 336](#) to Step 13, [page 337](#) for the other flighting on the left side of the auger.

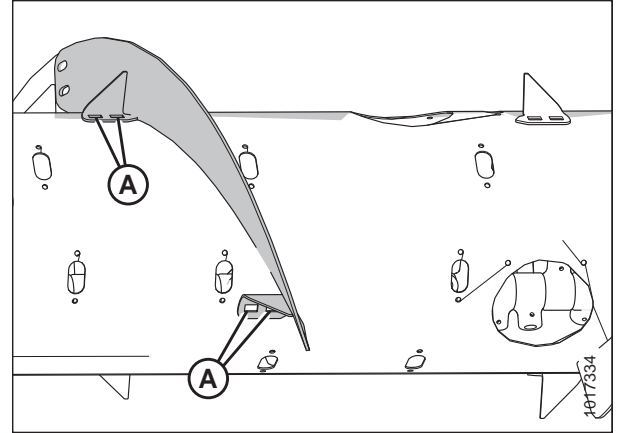


Figure 4.46: Flighting on Left Side of Auger

15. Place flighting (A) outboard of existing flighting (B) on the right side of the auger, as shown.
16. Repeat Step 3, [page 336](#) to Step 13, [page 337](#) for both flightings on the right side of the auger.
17. Install flighting slot plugs (MD #213084) in the flighting mounting locations and secure with M6 bolts (MD #252703) and tee nuts (MD #197263).
18. Torque all nuts and bolts to 47 Nm (35 lbf-ft) to eliminate deflection on flighting, then torque nuts and bolts again to 58–64 Nm (43–47 lbf-ft).

NOTE:

The flighting should fit tightly against the auger tube; however, gaps are not uncommon. Crop material may collect in these gaps, but this should not affect performance. If desired, use silicone sealant to fill these gaps.

19. Add or remove auger fingers as necessary to optimize feeding for your combine and crop conditions. For instructions, refer to [Installing Feed Auger Fingers, page 441](#) or [Removing Feed Auger Fingers, page 439](#).
20. If not adding or removing auger fingers, reinstall all access covers and secure with bolts. Coat bolts with medium-strength threadlocker (Loctite® 243 or equivalent) and torque to 8.5 Nm (75 lbf-in).

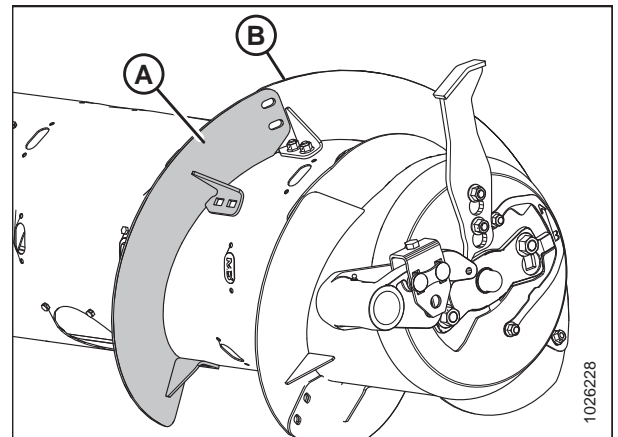


Figure 4.47: Flighting on Right Side of Auger

4.2 FM100 Setup

The following sections outline the recommended float module setup guidelines for your specific combine model and crop type; however, the recommendations cannot cover all conditions.

If feeding problems develop with the float module, refer to [7 Troubleshooting, page 573](#).

4.2.1 Using Auger Flighting

The auger flighting on the FM100 can be configured for specific combines and crop conditions. For instructions, refer to [4.1 FM100 Feed Auger Configurations, page 317](#) for combine/crop specific configurations.

4.2.2 Using Stripper Bars

Stripper bar kits may have been supplied with your header to improve feeding in certain crops such as rice. They are **NOT** recommended in cereal crops.

For servicing information, refer to [5.11 FM100 Stripper Bars and Feed Deflectors, page 492](#).

4.3 Case IH Combines

4.3.1 Attaching Header to Case IH Combine

WARNING

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

1. On the combine, ensure lock handle (A) is positioned so the hooks (B) can engage the float module.

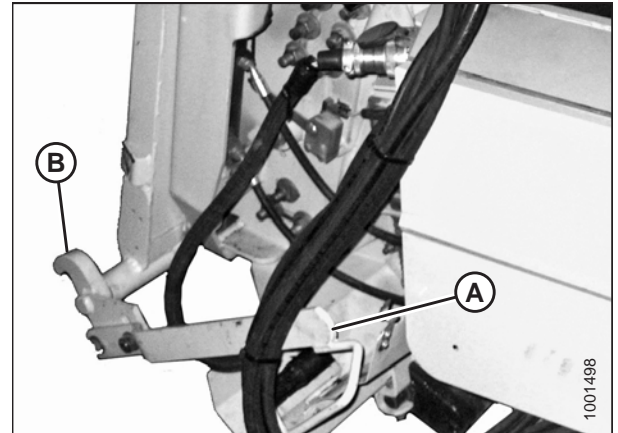


Figure 4.48: Feeder House Locks

CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start the engine and slowly drive the combine up to the header until feeder house saddle (A) is directly under float module top cross member (B).
3. Raise the feeder house slightly to lift the header, ensuring the feeder saddle is properly engaged in the float module frame.
4. Stop the engine and remove the key from the ignition.
5. On the left side of the feeder house, lift lever (A) on the float module and push handle (B) on the combine to engage locks (C) on both sides of the feeder house.
6. Push down on the lever (A) so the slot in the lever engages the handle and locks the handle in place.
7. If lock (C) does not fully engage the pin on the float module, loosen bolts (D) and adjust lock. Retighten bolts.

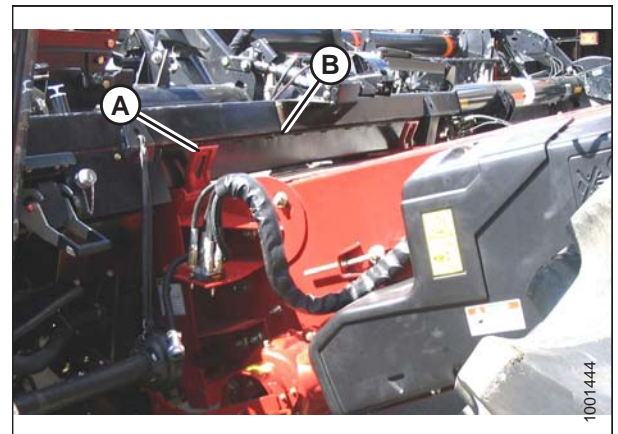


Figure 4.49: Combine and Float Module

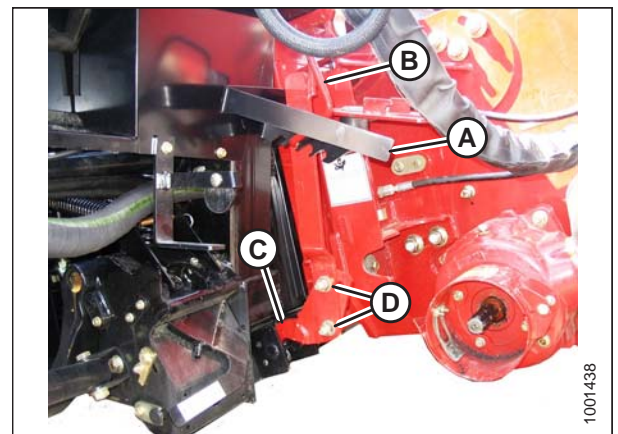


Figure 4.50: Combine and Float Module

HEADER ATTACHMENT/DETACHMENT

8. Open the cover on receptacle (A) located on the left side of the float module.
9. Press lock button (B) and pull handle (C) to the fully-open position.
10. Clean the receptacle mating surfaces.

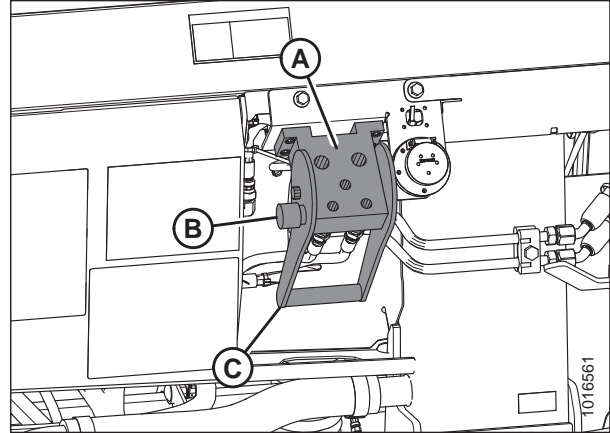


Figure 4.51: Float Module Receptacle

11. Remove hydraulic quick coupler (A) from the combine, and clean the mating surfaces.



Figure 4.52: Combine Connectors

12. Position the coupler onto coupler receptacle (A) and push handle (B) (not shown) to engage the multicoupler pins into the receptacle.
13. Push handle (B) to the closed position until lock button (C) snaps out.

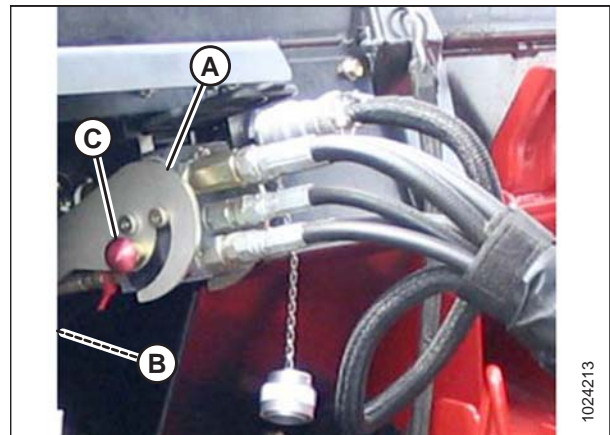


Figure 4.53: Hydraulic Connection

HEADER ATTACHMENT/DETACHMENT

14. Remove the cover from electrical receptacle (A). Ensure the receptacle is clean and has no signs of damage.

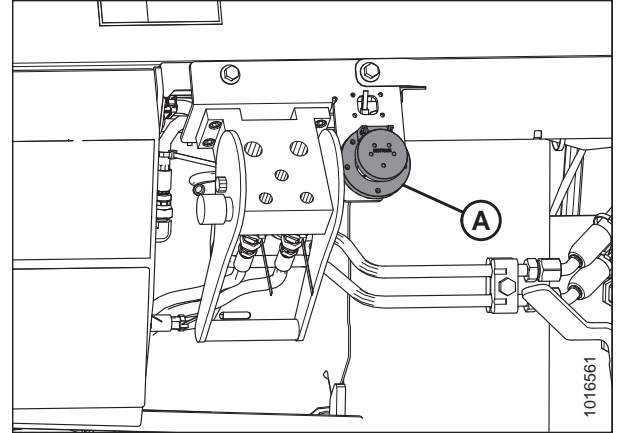


Figure 4.54: Electrical Receptacle

15. Remove electrical connector (A) from the storage cup on the combine and route it to the float module receptacle.



Figure 4.55: Combine Connectors

16. Align the lugs on connector (A) with the slots in receptacle (B), push the connector onto the receptacle, and turn the collar on the connector to lock it in place.

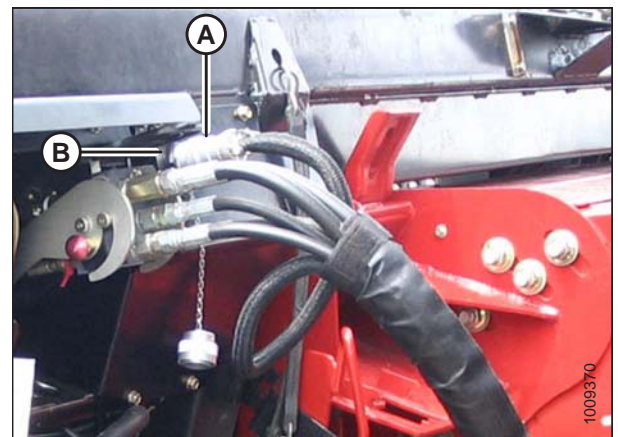


Figure 4.56: Electrical Connection

HEADER ATTACHMENT/DETACHMENT

17. Detach safety chain (C) from support bracket (B).
18. Pull collar (D) back to release driveline (A) from support bracket. Remove the driveline from support bracket.

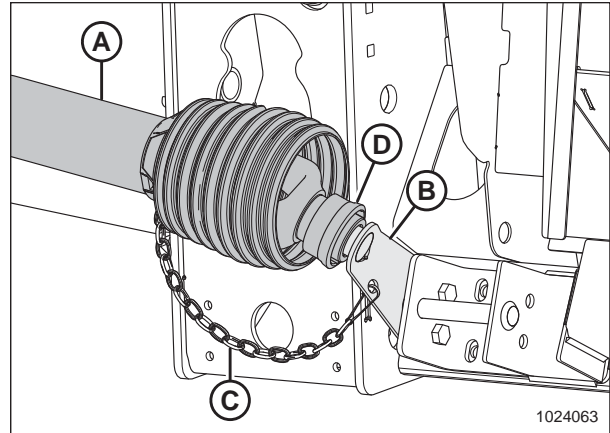


Figure 4.57: Driveline in Storage Position

19. Pull back collar (A) on the end of the driveline, and push the driveline onto combine output shaft (B) until the collar locks.

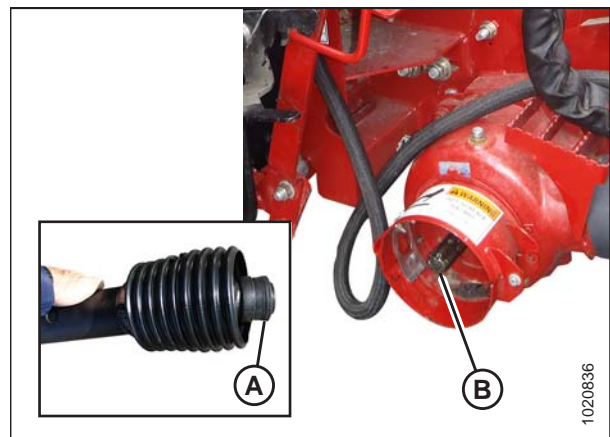


Figure 4.58: Combine Output Shaft

HEADER ATTACHMENT/DETACHMENT

20. Disengage the float locks by pulling each float lock handle (A) away from the float module and setting it in unlocked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

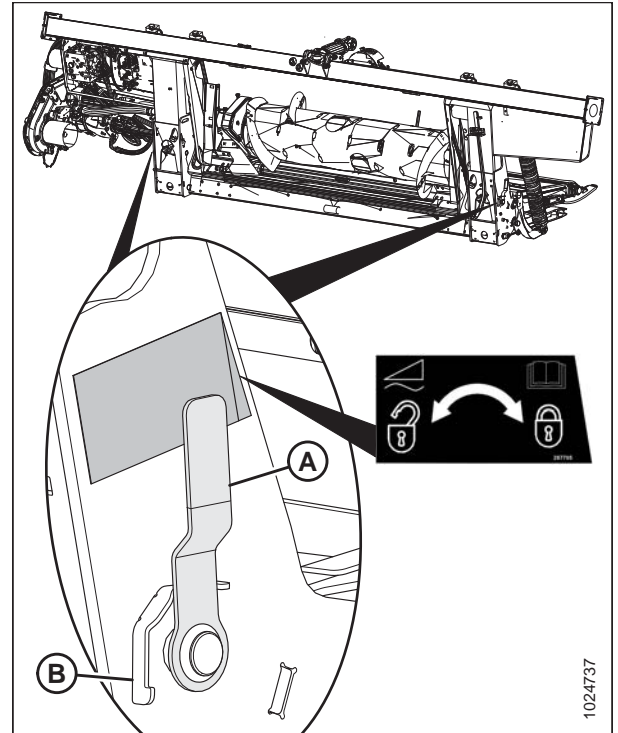


Figure 4.59: Float Lock Handle

4.3.2 Detaching Header from Case IH Combine

DANGER

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

1. Park the combine on a level surface.
2. Position the header slightly above the ground.
3. Shut down the engine, and remove the key from the ignition.

IMPORTANT:

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer / Slow Speed Transport Wheels](#), page 57.

IMPORTANT:

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer Wheels](#), page 59.

4. Engage the float locks by pulling each float lock handle (A) away from the float module and setting it in the locked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

5. Push back the collar (A) on the end of the driveline and pull the driveline out of the combine output shaft (B) until the collar disengages.

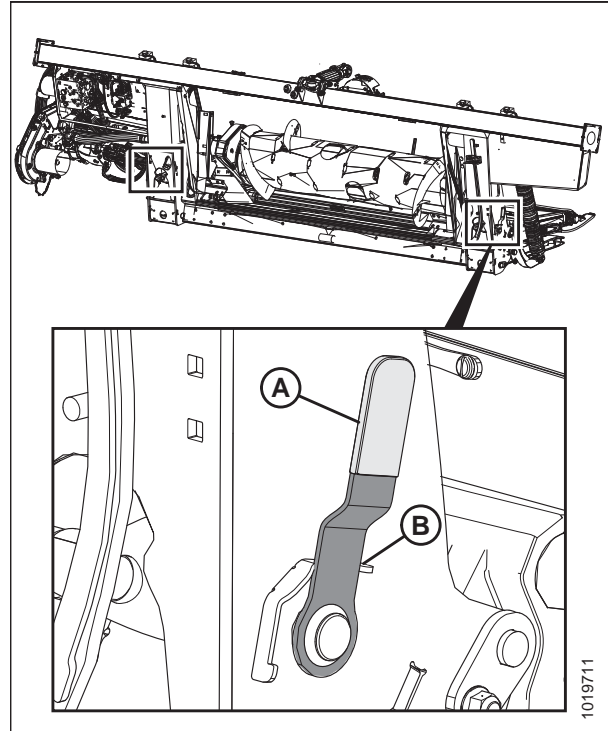


Figure 4.60: Float Lock Handle

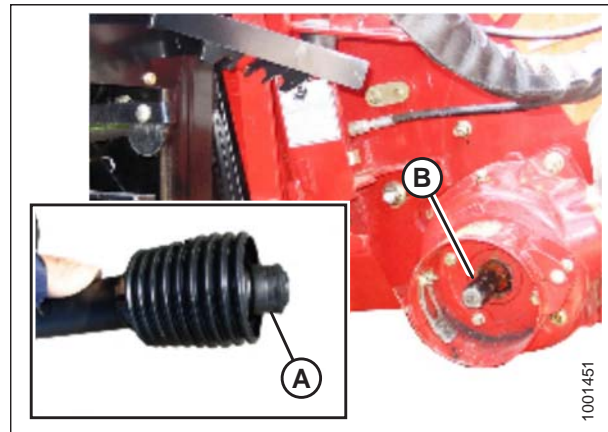


Figure 4.61: Driveline

HEADER ATTACHMENT/DETACHMENT

6. Store the driveline (A) on the driveline support bracket (B) by pulling back the collar (C) on the driveline and fitting it over the support bracket weldment (D). Release the collar so it locks into place over the weldment.
7. Attach safety chain (E) to support bracket (B).

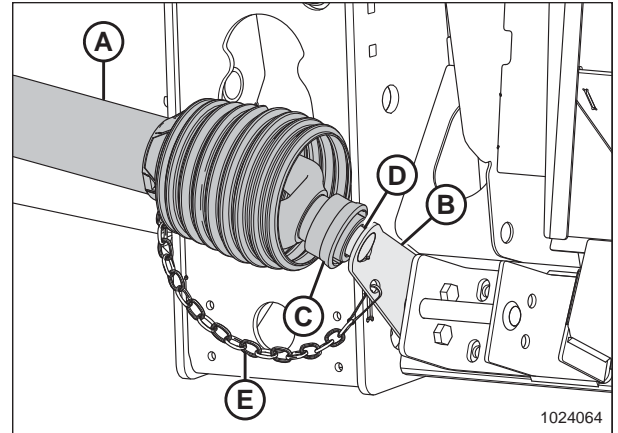


Figure 4.62: Driveline

8. Remove the electrical connector (A) and replace the cover (B).
9. Push in the lock button (C) and pull the handle (D) to release the multicoupler (E).

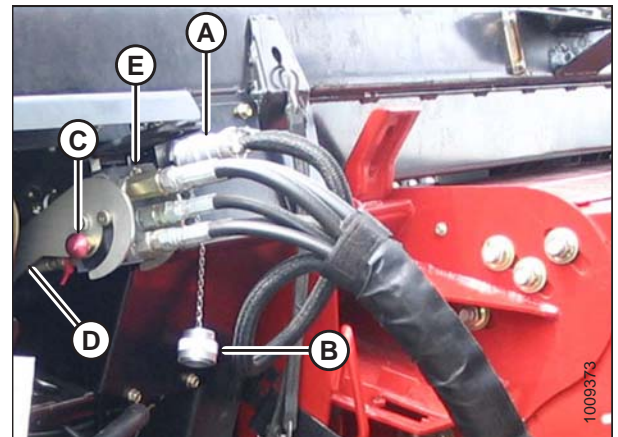


Figure 4.63: Multicoupler

10. Position the multicoupler (A) onto the storage plate (B) on the combine.
11. Place the electrical connector (C) in the storage cup (D).

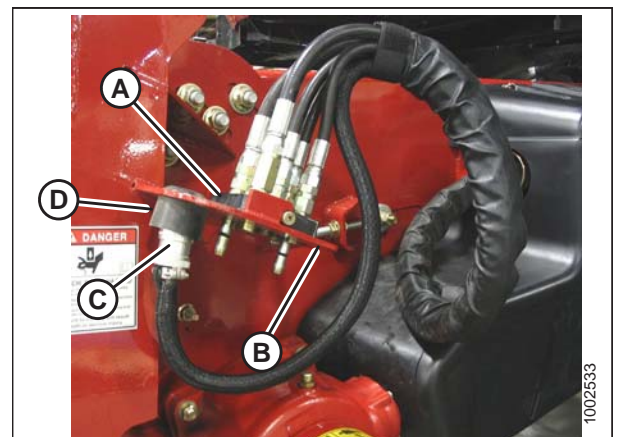


Figure 4.64: Multicoupler Storage

HEADER ATTACHMENT/DETACHMENT

12. Push the handle (A) on the float module receptacle to the closed position until the lock button (B) snaps out. Close the cover.

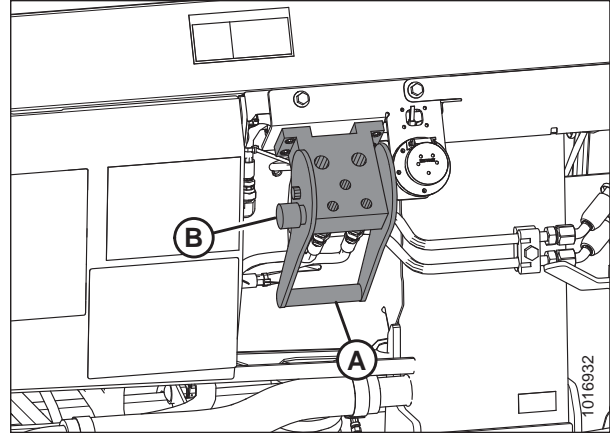


Figure 4.65: Float Module Receptacle

13. Lift the lever (A) and pull and lower the handle (B) to disengage the feeder house/float module lock (C).
14. Lower the feeder house until it disengages the float module support.
15. Back the combine away slowly from the float module.

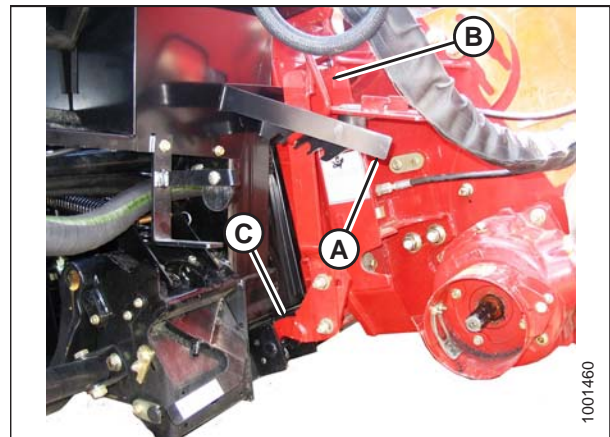


Figure 4.66: Feeder House Locks

4.4 AGCO (Challenger, Gleaner, and Massey Ferguson) Combines

4.4.1 Attaching Header to a Challenger, Gleaner, or Massey Ferguson Combine

WARNING

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

1. Use lock handle (B) to retract lugs (A) at the base of the feeder house.

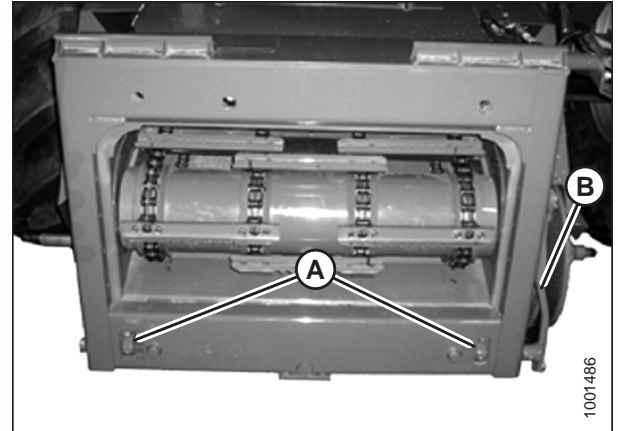


Figure 4.67: AGCO Group Feeder House

CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start the engine and slowly approach the header until the feeder house is directly under float module top cross member (A) and alignment pins (C) (refer to Figure 4.69, page 347) on the feeder house are aligned with holes (B) in the float module frame.

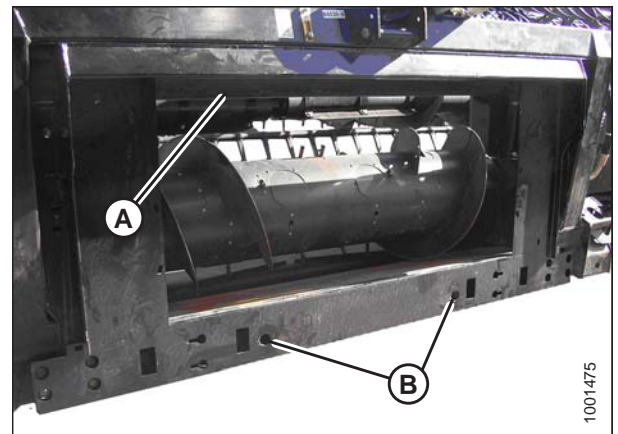


Figure 4.68: Float Module

NOTE:

Your combine feeder house may not be exactly as shown.

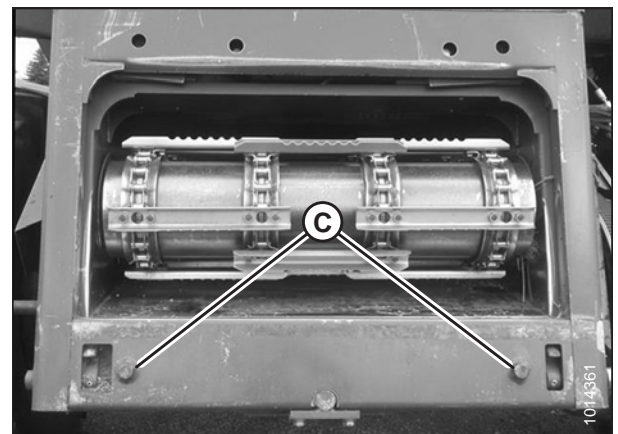


Figure 4.69: AGCO Group Alignment Pins

HEADER ATTACHMENT/DETACHMENT

3. Raise the feeder house slightly to lift the header, ensuring feeder house saddle (A) is properly engaged in the float module frame.
4. Shut down the engine, and remove the key from the ignition.



Figure 4.70: Feeder House and Float Module

5. Use lock handle (B) to engage lugs (A) with the float module.

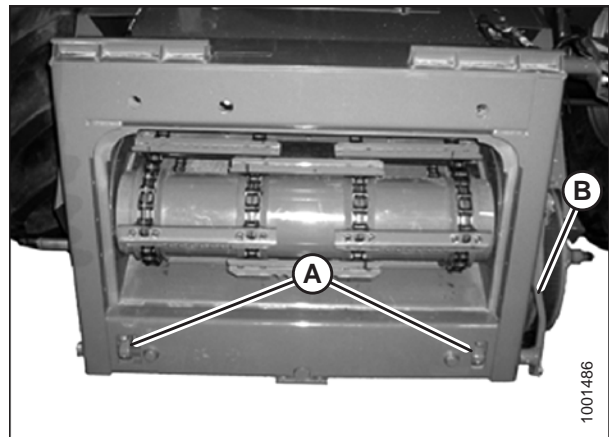


Figure 4.71: AGCO Group Feeder House

CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

6. Start the engine.
7. Lower the header fully.

NOTE:

The float module is equipped with a multicoupler that connects to the combine. If your combine is equipped with individual connectors, a multicoupler kit (single-point connector) must be installed. Refer to Table 4.1, page 348 for a list of kits and installation instructions that are available through your combine Dealer.

Table 4.1 Multicoupler Kits

Combine	AGCO Kit Number
Challenger	71530662
Gleaner R/S Series	71414706
Massey Ferguson	71411594

HEADER ATTACHMENT/DETACHMENT

- Disengage the float locks by pulling each float lock handle (A) away from the float module and setting it in the unlocked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

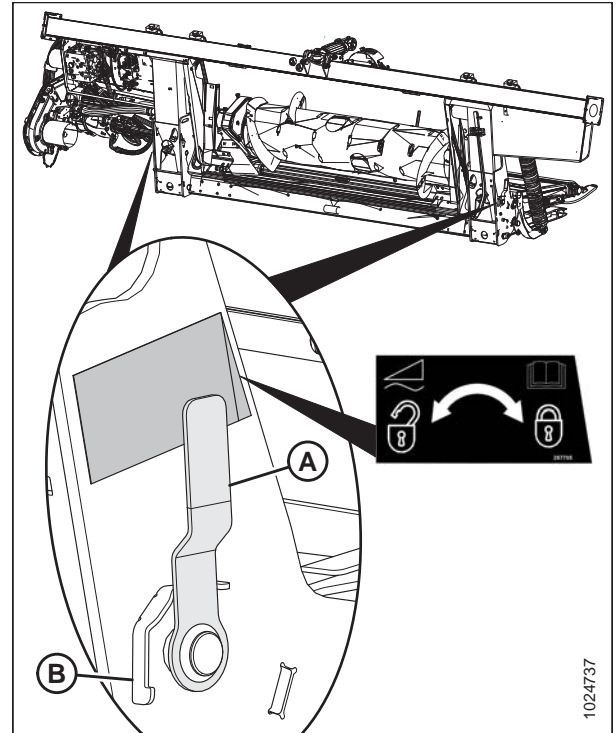


Figure 4.72: Float Lock Handle

- Raise handle (A) to release the multicoupler (B) from float module.

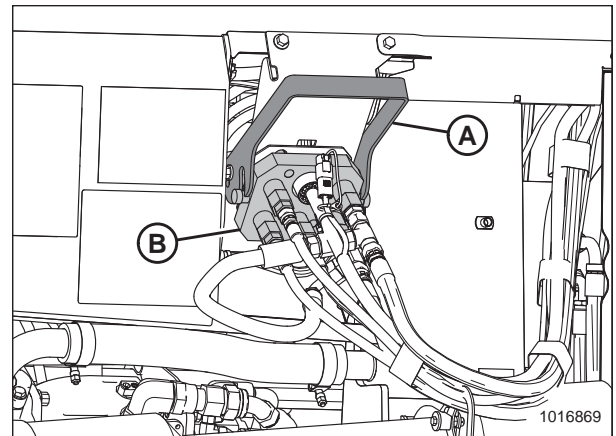


Figure 4.73: Float Module Multicoupler

HEADER ATTACHMENT/DETACHMENT

10. Push handle (A) on the combine to the fully-open position.
11. Clean the mating surfaces of multicoupler (B) and receptacle if necessary.

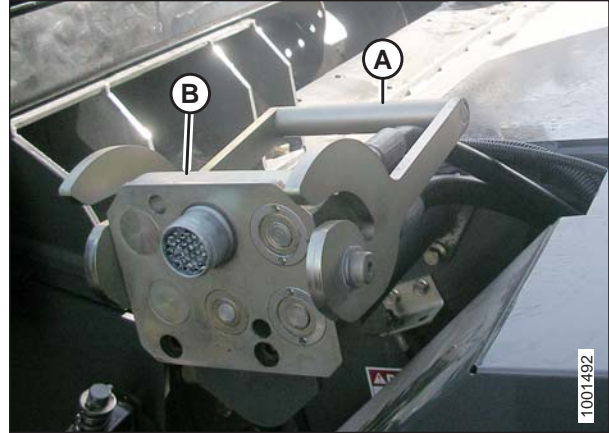


Figure 4.74: Combine Receptacle

12. Position multicoupler (A) onto the combine receptacle, and pull handle (B) to fully engage the multicoupler into the receptacle.
13. Connect reel fore-aft/header tilt selector harness (C) to combine harness (D).

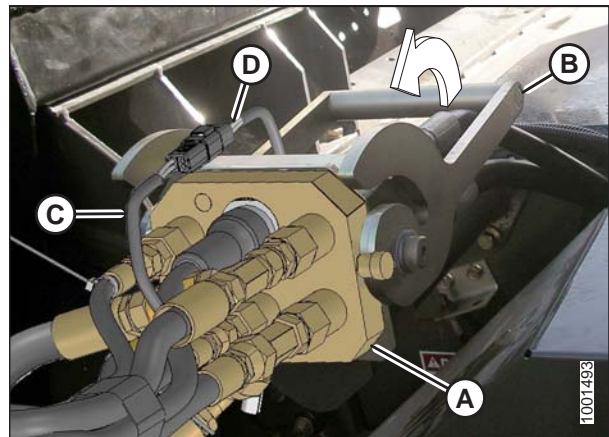


Figure 4.75: Multicoupler

14. Detach safety chain (C) from support bracket (B).
15. Pull collar (D) back to release driveline (A) from support bracket. Remove the driveline from support bracket.

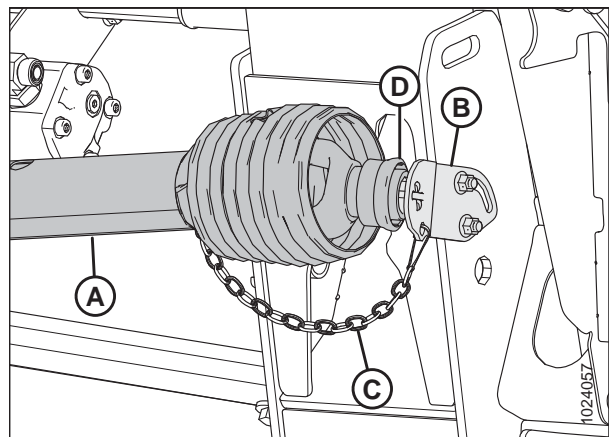


Figure 4.76: Driveline

HEADER ATTACHMENT/DETACHMENT

16. Pull back collar (A) on the end of the driveline, and push the driveline onto combine output shaft (B) until the collar locks.

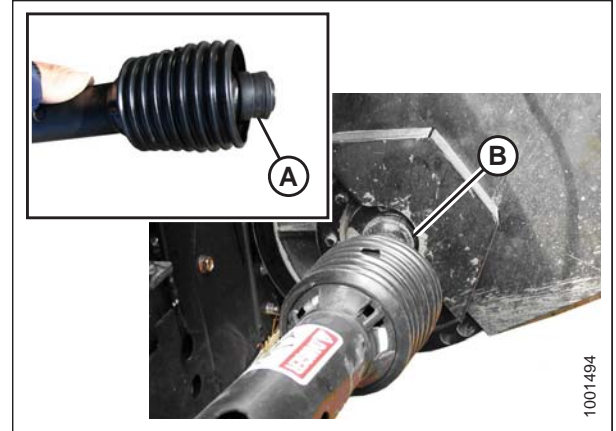


Figure 4.77: Driveline

4.4.2 Detaching Header from a Challenger, Gleaner, or Massey Ferguson Combine

DANGER

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

1. Choose a level area and position the header slightly above the ground.
2. Shut down the engine, and remove the key from the ignition.

IMPORTANT:

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer / Slow Speed Transport Wheels, page 57](#).

IMPORTANT:

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer Wheels, page 59](#).

3. Engage the float locks by pulling each float lock handle (A) away from the float module and setting it in the locked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

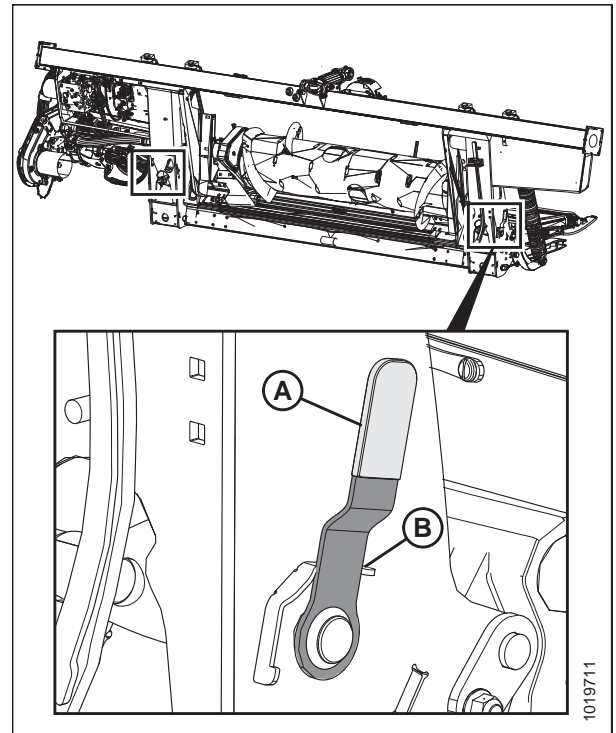


Figure 4.78: Float Lock Handle (Right Side Shown in Detail, Left Side Opposite)

HEADER ATTACHMENT/DETACHMENT

4. Disconnect the driveline (A) from the combine output shaft (B).

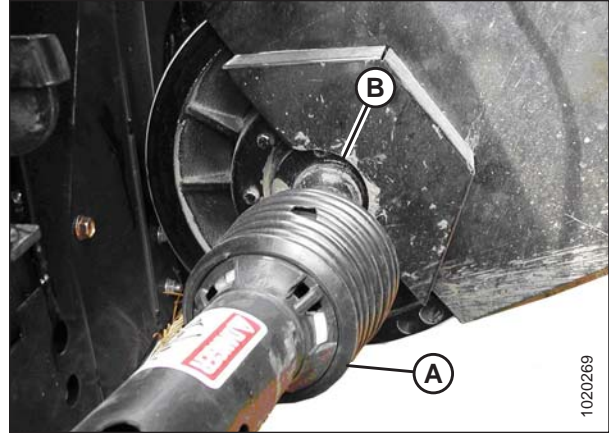


Figure 4.79: Driveline

5. Store the driveline (A) on the driveline support bracket (B) by pulling back the collar (C) on the driveline and fitting it over the support bracket weldment (D). Release the collar so it locks into place over the weldment.

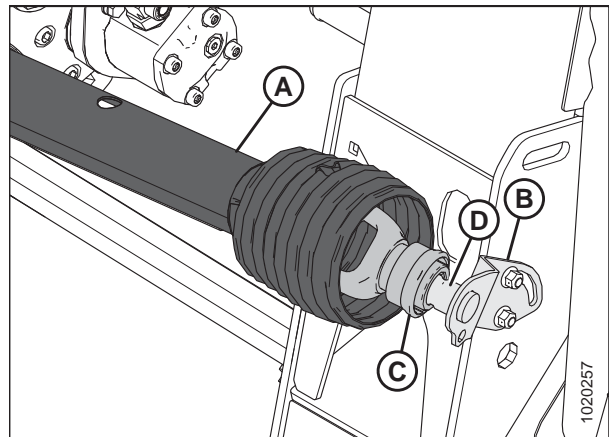


Figure 4.80: Driveline

6. Disconnect the harness at the connector (A).
7. Move the handle (B) on the combine multicoupler to the full open position to release the multicoupler (C) from the combine.

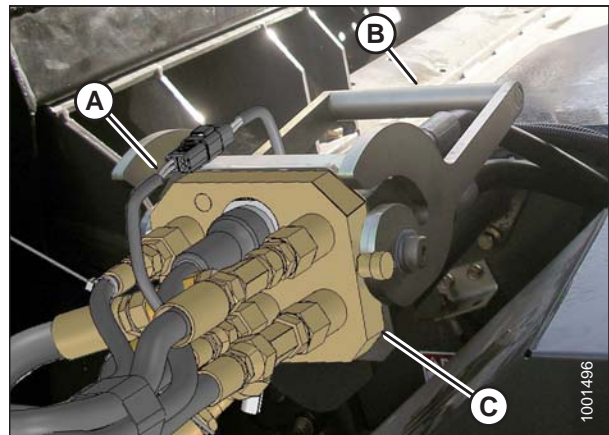


Figure 4.81: Multicoupler

HEADER ATTACHMENT/DETACHMENT

8. Raise the handle (A) on the float module, and place the multicoupler (B) on the float module receptacle.
9. Lower the handle (A) to lock the multicoupler (B).

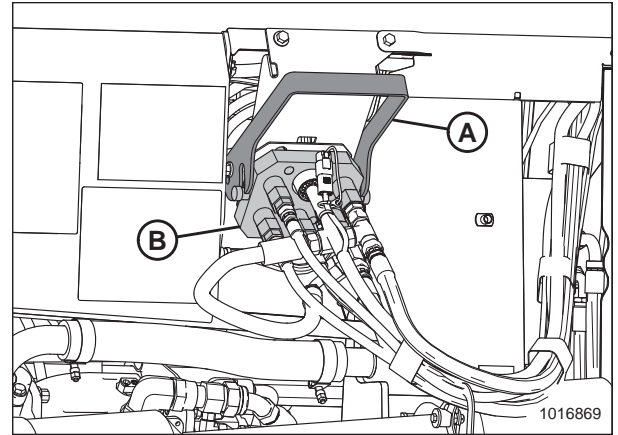


Figure 4.82: Float Module Multicoupler

10. Use the lock handle (B) to retract the lugs (A) at the base of the feeder house.

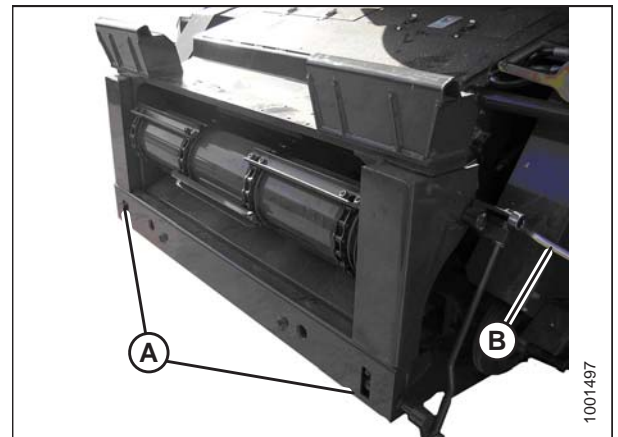


Figure 4.83: Challenger and Massey Ferguson

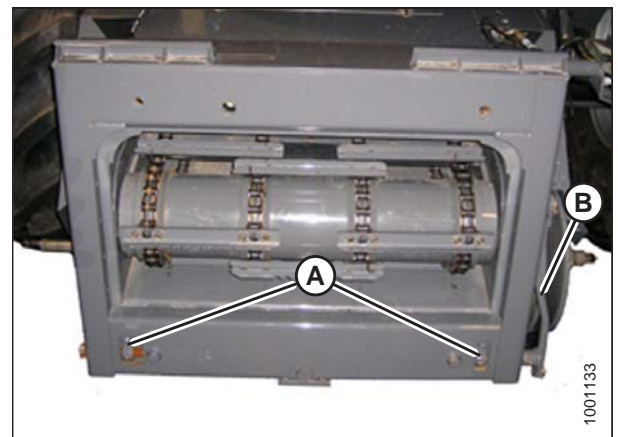


Figure 4.84: Gleaner R and S Series

HEADER ATTACHMENT/DETACHMENT

11. Lower the feeder house until the saddle (A) disengages and clears the float module support (B).
12. Back the combine away slowly from the float module.

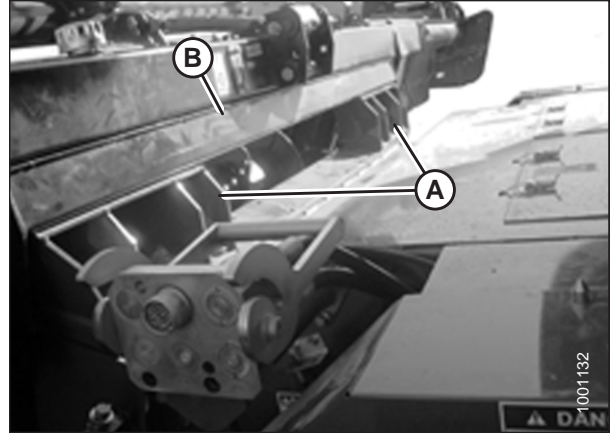


Figure 4.85: Float Module on Combine

4.5 AGCO IDEAL™ Series Combines

4.5.1 Attaching Header to an AGCO IDEAL™ Series Combine

WARNING

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.

1. Pull lever (A) up to retract pins (B) at the bottom left and right sides of the feeder house.

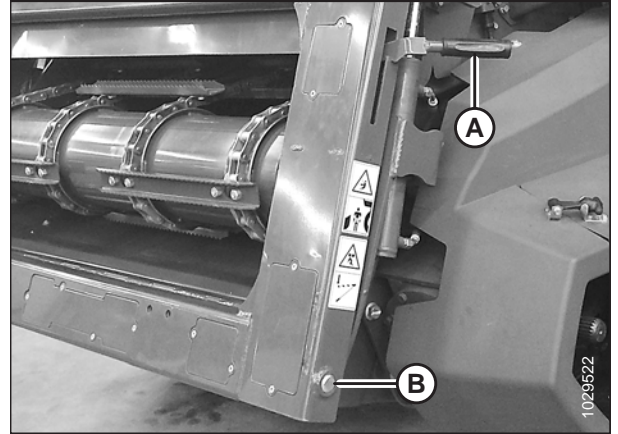


Figure 4.86: Feeder House

2. Drive the combine slowly up to the header until the feeder house is directly under top beam (A), and pins (B) are under hooks (C) on the transition frame.

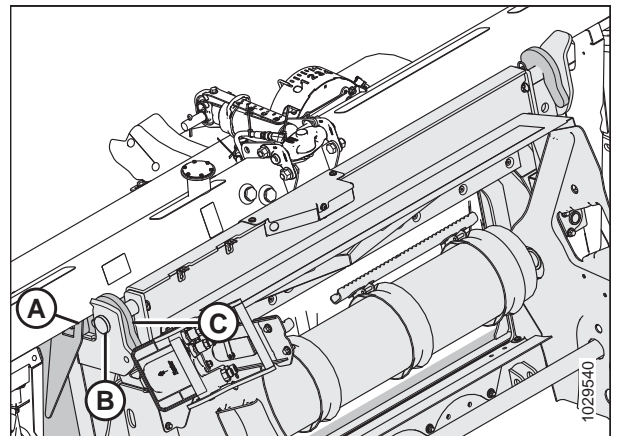


Figure 4.87: Feeder House

HEADER ATTACHMENT/DETACHMENT

3. Raise feeder house until transition frame top beam (A) is fully resting on the feeder house. Raise the header slightly off the ground.

IMPORTANT:

The full weight of the header must be on the feeder house, **NOT** on pins (B).

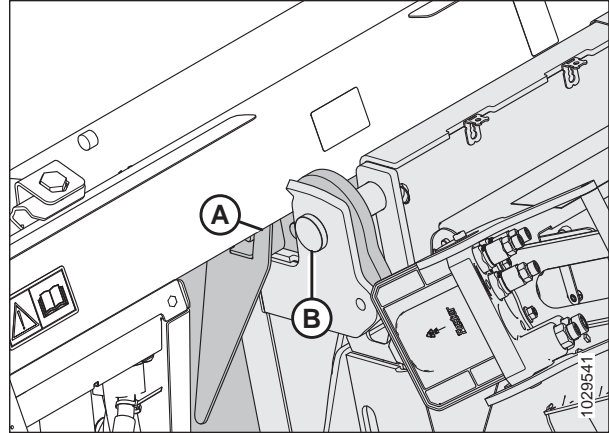


Figure 4.88: Top Beam Resting on Feeder House

4. Position bottom of feeder house so that locking pins (A) align with the holes in mount (C).
5. Push lever (B) down to extend locking pins (A) so they engage in mount (C).

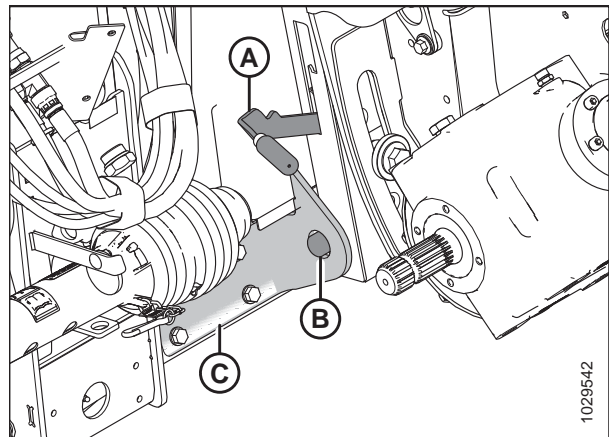


Figure 4.89: Feeder House Locking Pins

6. Rotate lock disc (A) upward and remove driveline (B) from the support.

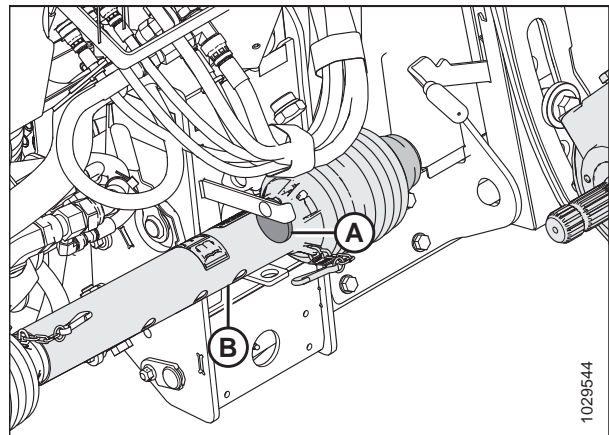


Figure 4.90: Driveline in Storage Position

HEADER ATTACHMENT/DETACHMENT

7. Pull back collar (A) on end of driveline and push onto combine output shaft (B) until collar locks.

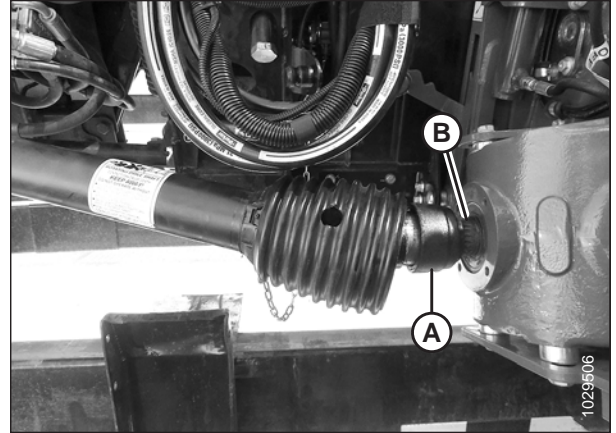


Figure 4.91: Connecting Driveline to Combine

8. Lower handle (A) to release multicoupler (B) from header.
9. Open cover (C) on the combine receptacle.
10. Push handle (D) to fully open position.
11. Clean mating surfaces of coupler and receptacle if necessary.

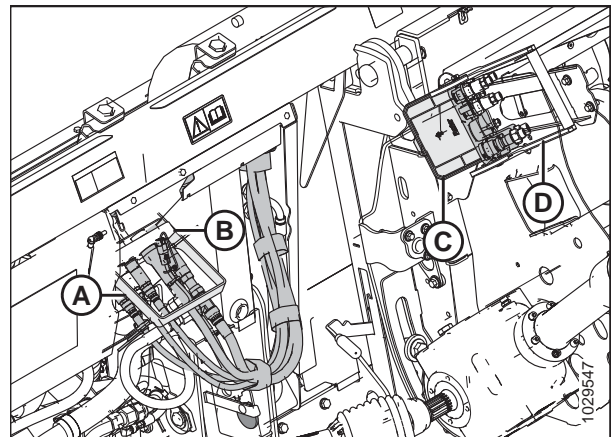


Figure 4.92: Multicoupler Receptacles

12. Position coupler (A) onto combine receptacle, and pull handle (B) to fully engage multicoupler into receptacle.

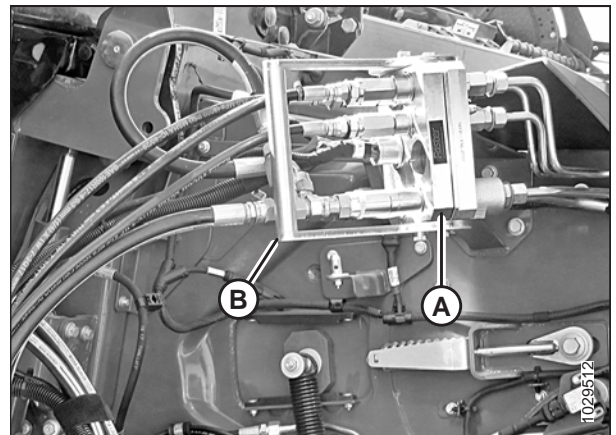


Figure 4.93: Multicoupler

4.5.2 Detaching Header from a AGCO Ideal™ Series Combine

WARNING

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.

1. Park the combine on a level surface.
2. Lower the header fully.
3. Shut down the engine, and remove the key from the ignition.
5. Push combine receptacle handle (B) to fully-open position to release multicoupler (A).

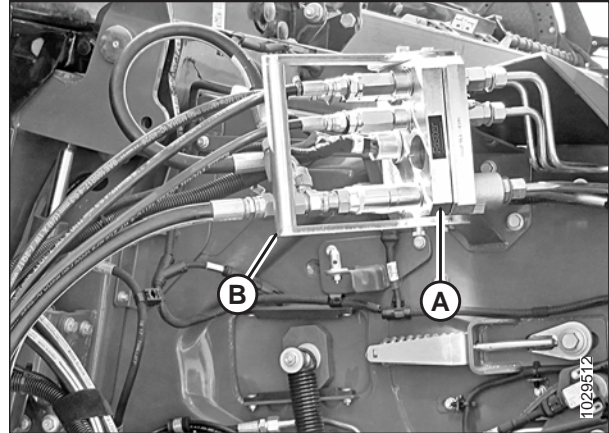


Figure 4.94: Combine Receptacle

6. Position multicoupler (B) onto header receptacle, and move handle (A) to a vertical position to lock the multicoupler.

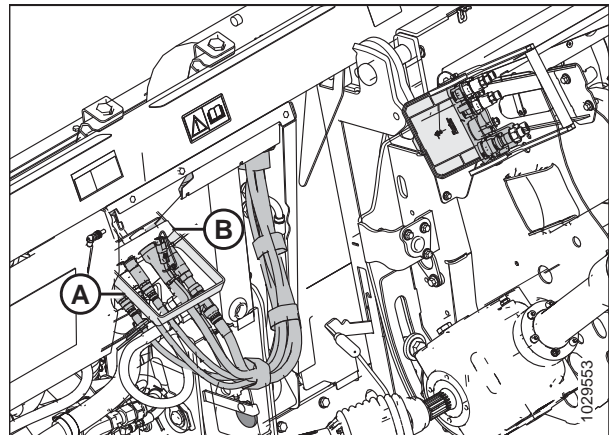


Figure 4.95: Locking Multicoupler

HEADER ATTACHMENT/DETACHMENT

7. Pull back driveline collar (A) and remove the driveline from combine output shaft (B).

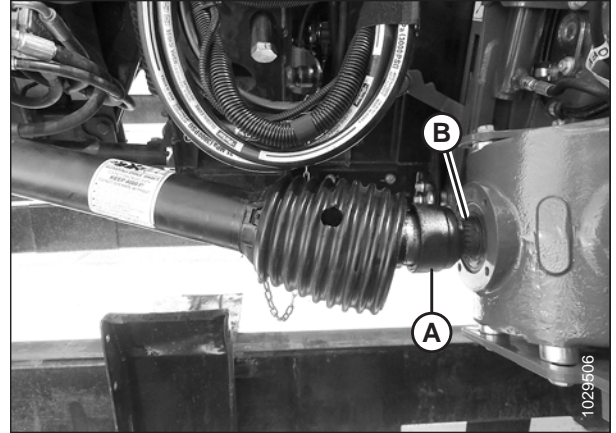


Figure 4.96: Detaching Driveline

8. Rotate lock disc (A) and slide driveline (B) onto the support.
9. Lower lock disc (A) to secure the driveline (B) onto the support.

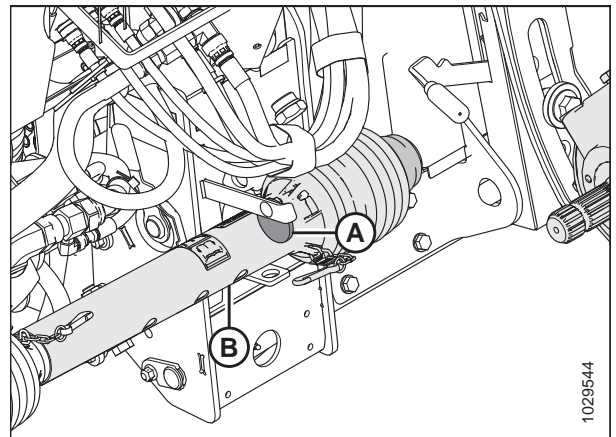


Figure 4.97: Driveline in Storage Position

10. Pull lever (A) up to retract pins (B) at the base of the feeder house.

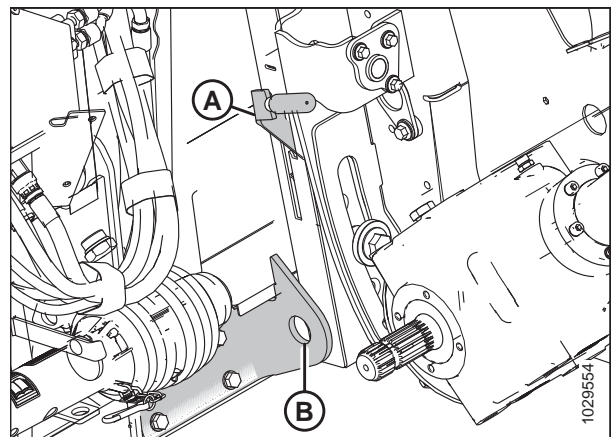


Figure 4.98: Feeder House Locking Pins

HEADER ATTACHMENT/DETACHMENT

11. Start the combine and lower the header to the ground until the feeder house pins (A) are clear of hooks (B).
12. Slowly back combine away from header.

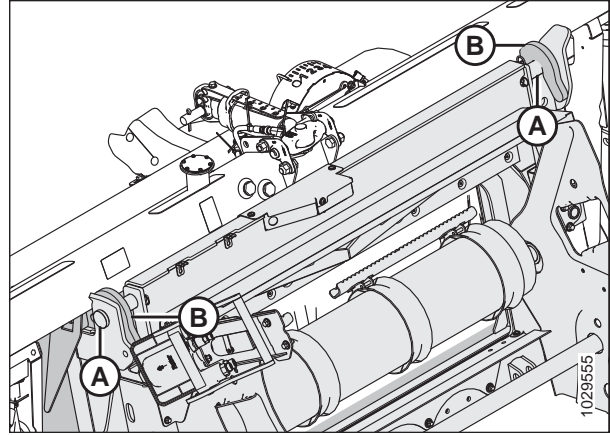


Figure 4.99: Lowering Feeder House

4.6 John Deere Combines

The FD1 Series FlexDraper® Header is compatible with John Deere 60, 70, S, and T Series combines.

4.6.1 Attaching Header to John Deere Combine

WARNING

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

1. Push handle (A) on the combine multicoupler receptacle towards the feeder house to retract pins (B) at the bottom corners of the feeder house. Clean the receptacle.

CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start the engine and slowly drive the combine up to the header until feeder house saddle (C) is directly under float module top cross member (D).
3. Raise the feeder house slightly to lift the header ensuring the feeder house saddle is properly engaged in the float module frame.
4. Shut down the engine, and remove the key from the ignition.
5. Pull handle (A) on the float module to release multicoupler (B) from the storage position. Remove the multicoupler, and push the handle back into the float module to store.

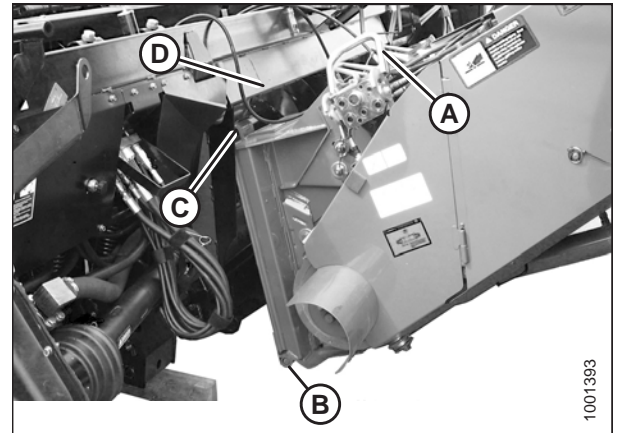


Figure 4.100: Combine and Float Module

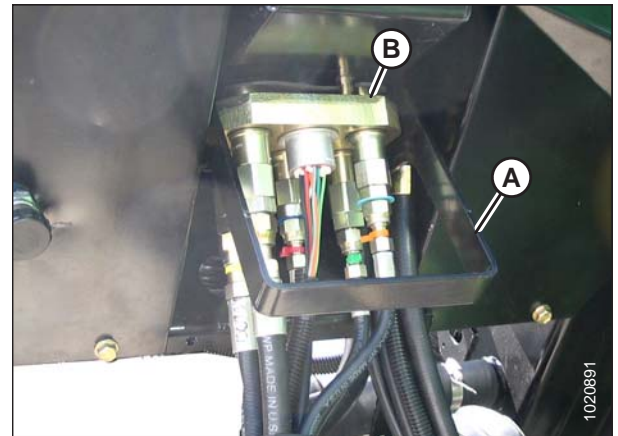


Figure 4.101: Multicoupler Storage

HEADER ATTACHMENT/DETACHMENT

6. Position multicoupler (A) onto the receptacle, and pull handle (B) to engage the lugs on the multicoupler into the handle.
7. Pull handle (B) to a horizontal position and ensure multicoupler (A) is fully engaged into the receptacle.

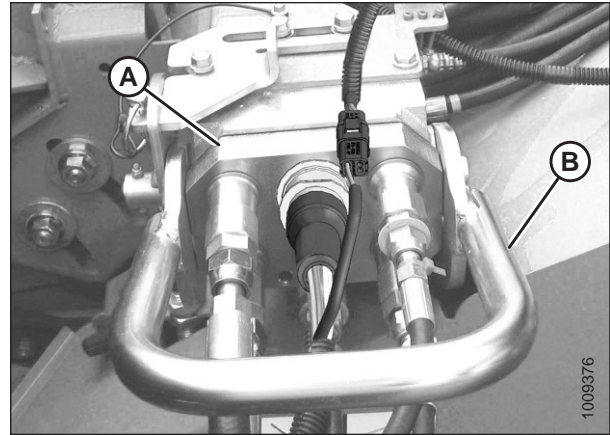


Figure 4.102: Multicoupler

8. Ensure that both feeder house pins (A) are fully engaged into the float module brackets.

NOTE:

If pins (A) do not fully engage the float module brackets, loosen bolts (B) and adjust the bracket as required.

9. Tighten bolts (B).

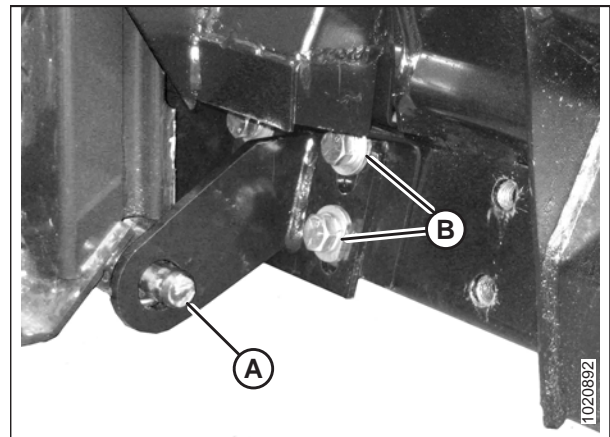


Figure 4.103: Feeder House Pin

10. Slide latch (A) to lock handle (B) in position and secure with lynch pin (C).
11. If the float module is equipped with the reel fore-aft/header tilt selector, connect harness (D) to combine connector (E).

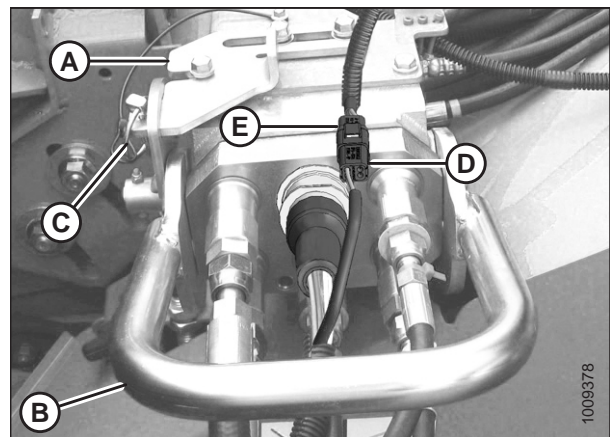


Figure 4.104: Multicoupler

HEADER ATTACHMENT/DETACHMENT

12. Detach safety chain (C) from support bracket (B).
13. Pull collar (D) back to release driveline (A) from support bracket.

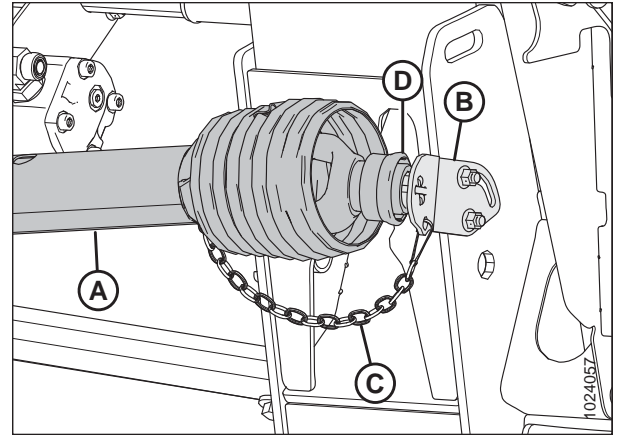


Figure 4.105: Driveline

14. Pull back collar (A) on the end of the driveline, and push the driveline onto combine output shaft (B) until the collar locks.

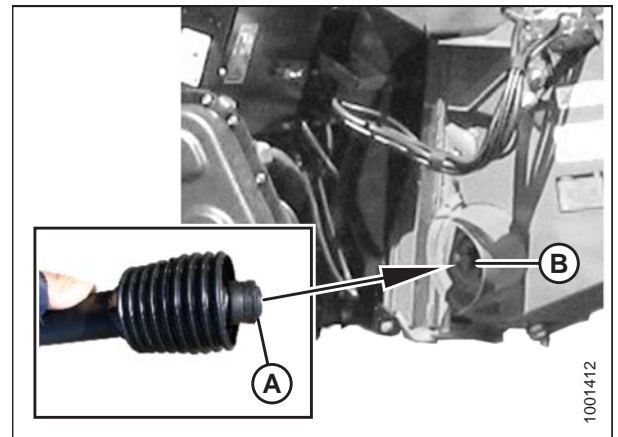


Figure 4.106: Driveline

HEADER ATTACHMENT/DETACHMENT

15. Disengage the float locks by pulling each float lock handle (A) away from the float module, and setting it in unlocked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

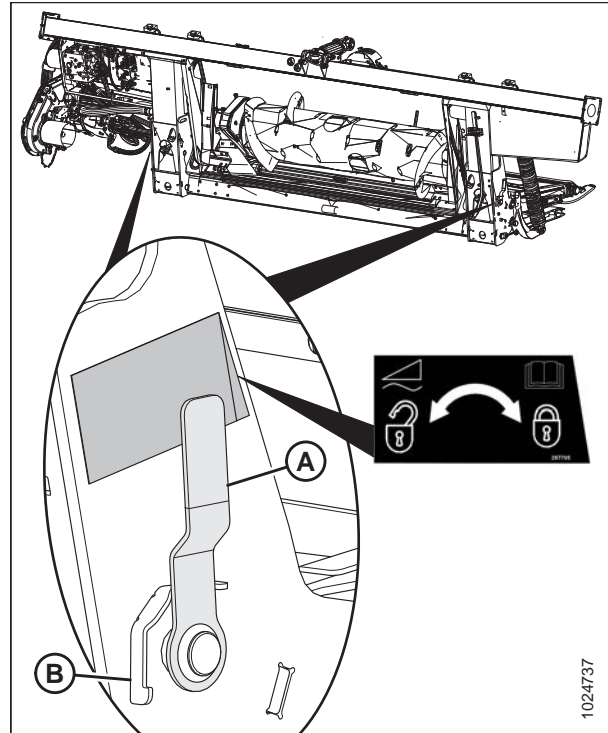


Figure 4.107: Float Lock Handle

4.6.2 Detaching Header from John Deere Combine

! DANGER

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

HEADER ATTACHMENT/DETACHMENT

1. Choose a level area and position the header slightly above the ground.
2. Shut down the engine, and remove the key from the ignition.

IMPORTANT:

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer / Slow Speed Transport Wheels, page 57](#).

IMPORTANT:

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer Wheels, page 59](#).

3. Engage the float locks by pulling each float lock handle (A) away from the float module and setting it in the locked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

4. Open the shield (A) on the combine, pull back the collar on the driveline (B), and pull the driveline off the combine output shaft.

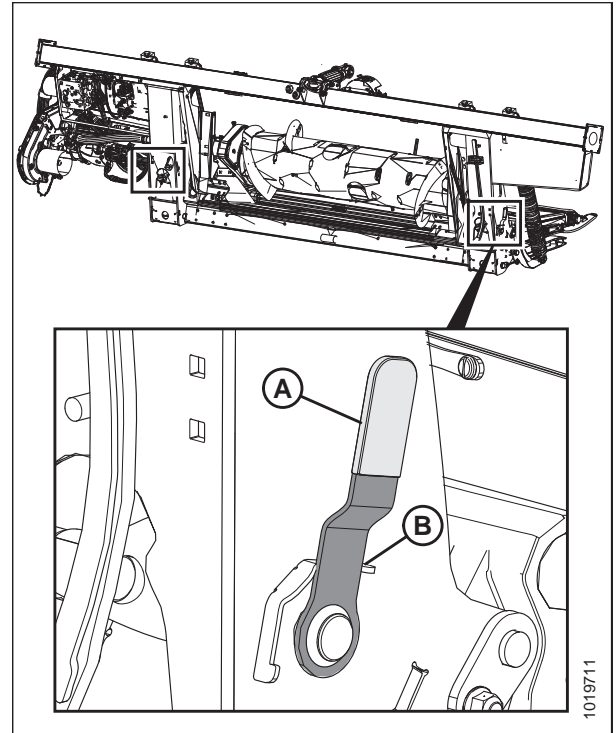


Figure 4.108: Float Lock Handle

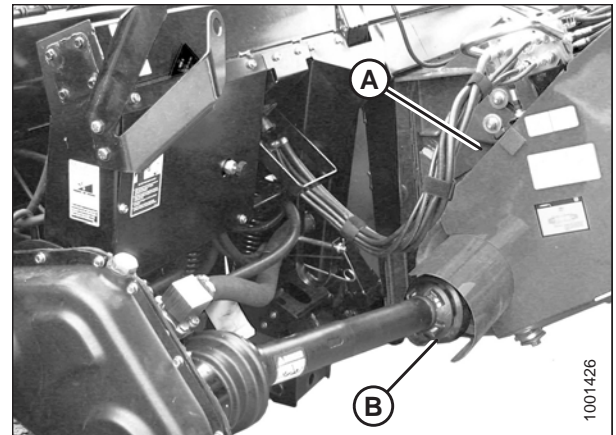


Figure 4.109: Driveline

HEADER ATTACHMENT/DETACHMENT

5. Store the driveline (A) on the driveline support bracket (B) by pulling back the collar (C) on the driveline and fitting it over the support bracket weldment (D). Release the collar so it locks into place over the weldment.

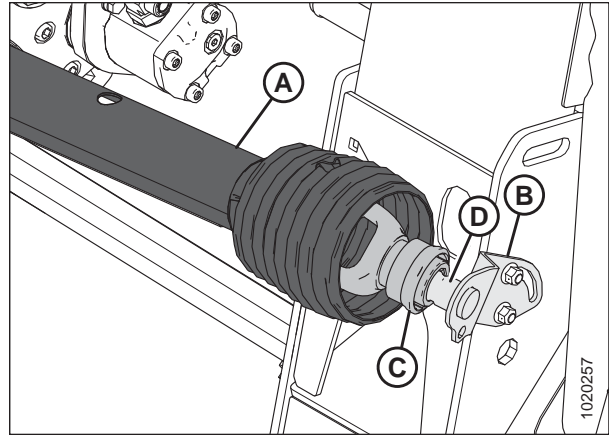


Figure 4.110: Driveline

6. Lift the handle (A) on the float module.

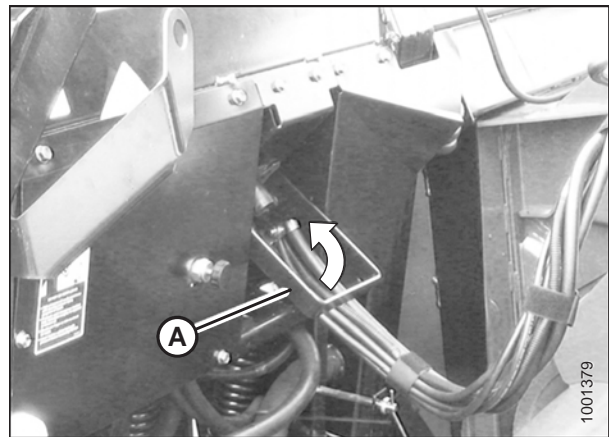


Figure 4.111: Multicoupler Storage

7. Disconnect the harness (A) from the combine connector.
8. Remove the lynch pin (B) and slide the lock (C) to release the handle (D).
9. Lift the handle (D) to full vertical position to release the multicoupler (E) from the combine.

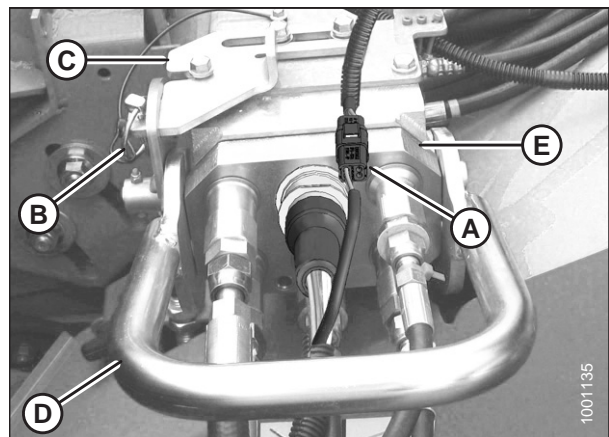


Figure 4.112: Multicoupler

HEADER ATTACHMENT/DETACHMENT

10. Position the multicoupler (A) on the float module receptacle and lower the handle (B) to lock the multicoupler.

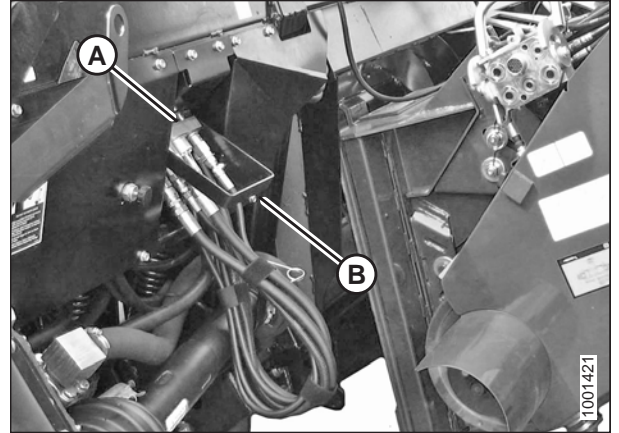


Figure 4.113: Multicoupler Storage

11. Push the handle (A) on the combine towards the feeder house to disengage the feeder house pin (B) from the float module.

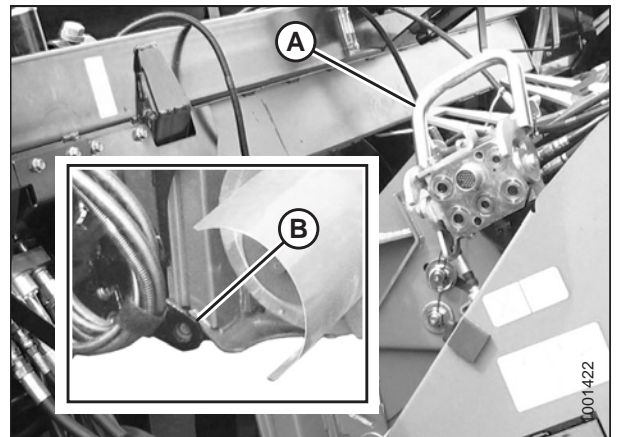


Figure 4.114: Feeder House Locks

12. Lower the feeder house until the saddle (A) disengages and clears the float module support (B).
13. Back the combine away slowly from the float module.

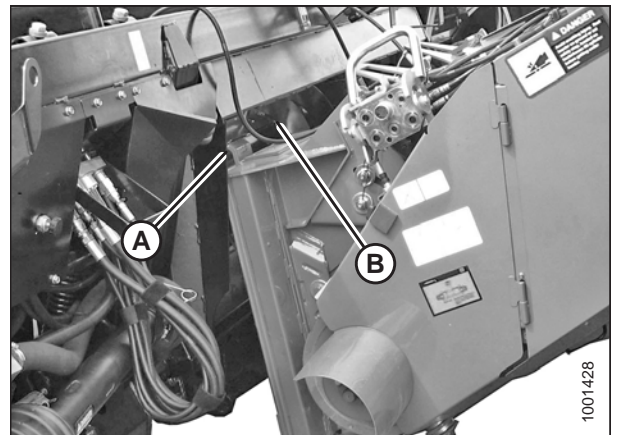


Figure 4.115: Float Module and Feeder House

4.7 CLAAS Combines

The FD1 Series FlexDraper® Header is compatible with CLAAS 500, 600, and 700 Series combines.

4.7.1 Attaching Header to CLAAS Combine



WARNING

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

1. Move handle (A) on the float module into the raised position, and ensure pins (B) at the bottom corners of the float module are retracted.

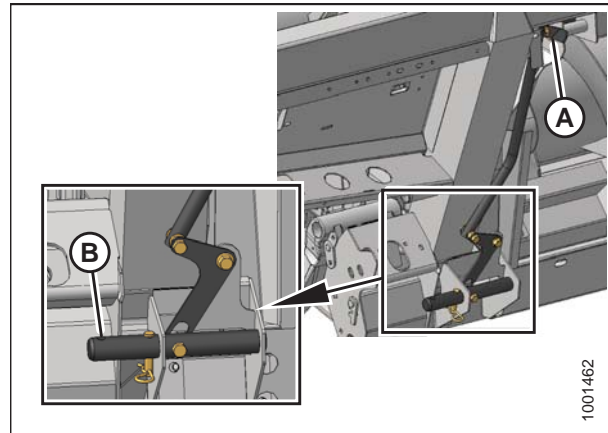


Figure 4.116: Pins Retracted



CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start the engine and slowly drive the combine up to the header until feeder house saddle (A) is directly under float module top cross member (B).
3. Raise the feeder house slightly to lift the header, ensuring the feeder saddle is properly engaged in the float module frame.
4. Shut down the engine, and remove the key from the ignition.

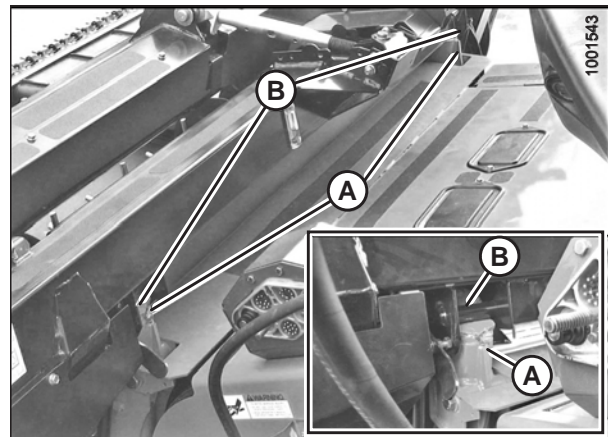


Figure 4.117: Header on Combine

HEADER ATTACHMENT/DETACHMENT

5. Remove locking pin (B) from float module pin (A).

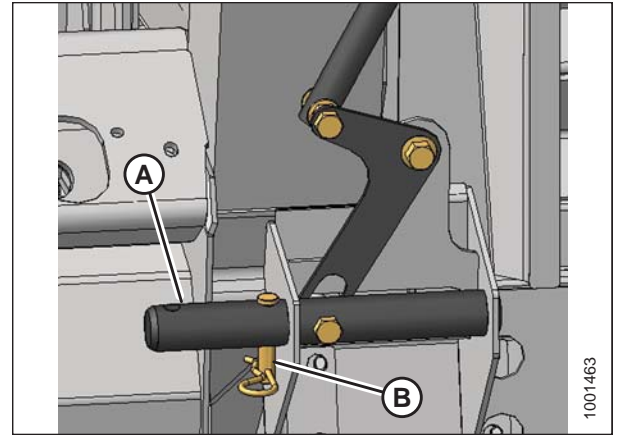


Figure 4.118: Locking Pins

6. Lower handle (A) to engage float module pins (B) into the feeder house. Reinsert locking pin (C) and secure with the hairpin.
7. Shut down the engine, and remove the key from the ignition.

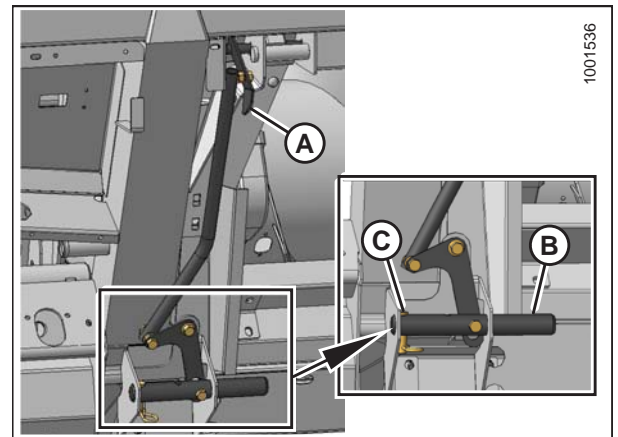


Figure 4.119: Engaging Pins

8. Unscrew knob (A) on combine coupler (B) to release the coupler from the receptacle.
9. Clean coupler (B) and receptacle.

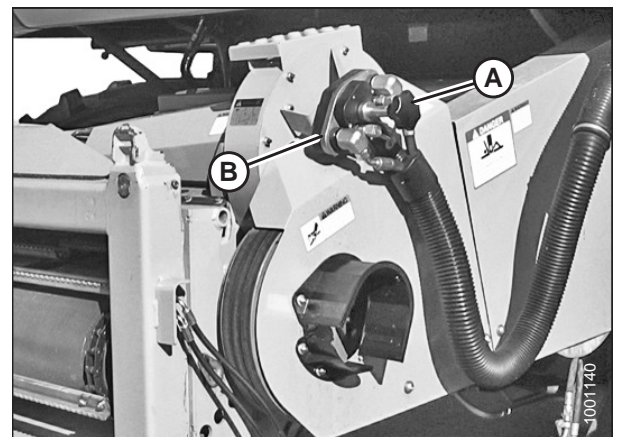


Figure 4.120: Combine Coupler

HEADER ATTACHMENT/DETACHMENT

10. Place float module receptacle cover (A) onto the combine receptacle.

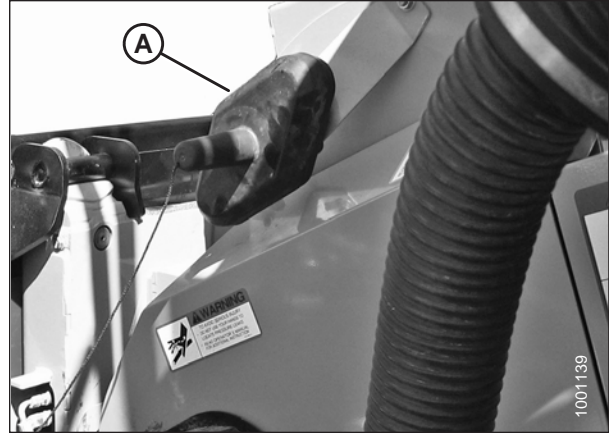


Figure 4.121: Receptacle Cover

11. Clean the mating surface of coupler (A) and position onto float module receptacle (C).
12. Turn knob (B) to secure the coupler to the receptacle.

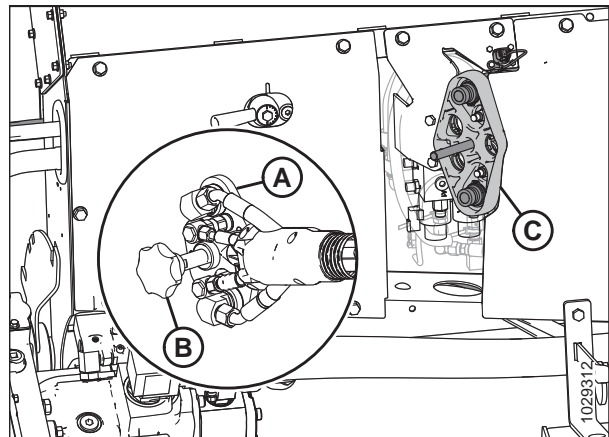


Figure 4.122: Coupler

13. Detach safety chain (C) from support bracket (B).
14. Pull collar (D) back to release driveline (A) from support bracket. Remove the driveline from the support bracket.

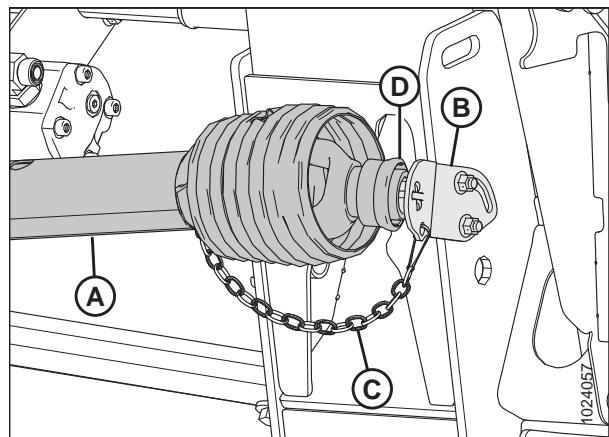


Figure 4.123: Driveline

HEADER ATTACHMENT/DETACHMENT

15. Attach driveline (A) to the combine output shaft.

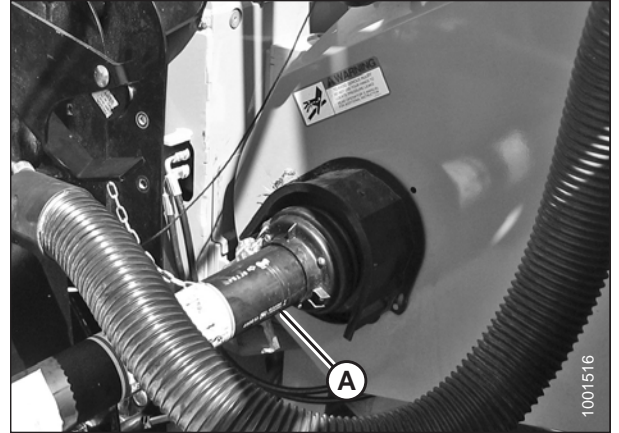


Figure 4.124: Driveline and Output Shaft

16. Disengage both header float locks by pulling each float lock handle (A) away from the float module and setting it in unlocked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

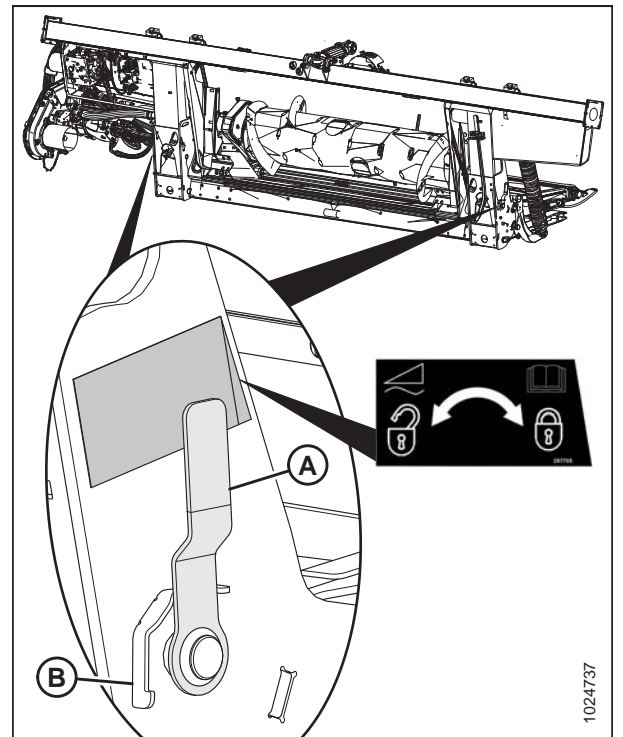


Figure 4.125: Float Lock Handle

4.7.2 Detaching Header from CLAAS Combine

⚠ DANGER

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

HEADER ATTACHMENT/DETACHMENT

1. Choose a level area and position the header slightly above the ground.
2. Shut down the engine, and remove the key from the ignition.

IMPORTANT:

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer / Slow Speed Transport Wheels, page 57](#).

IMPORTANT:

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer Wheels, page 59](#).

3. Engage the float locks by pulling each float lock handle (A) away from the float module and setting it in the locked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

4. Disconnect the driveline (A) from the combine.

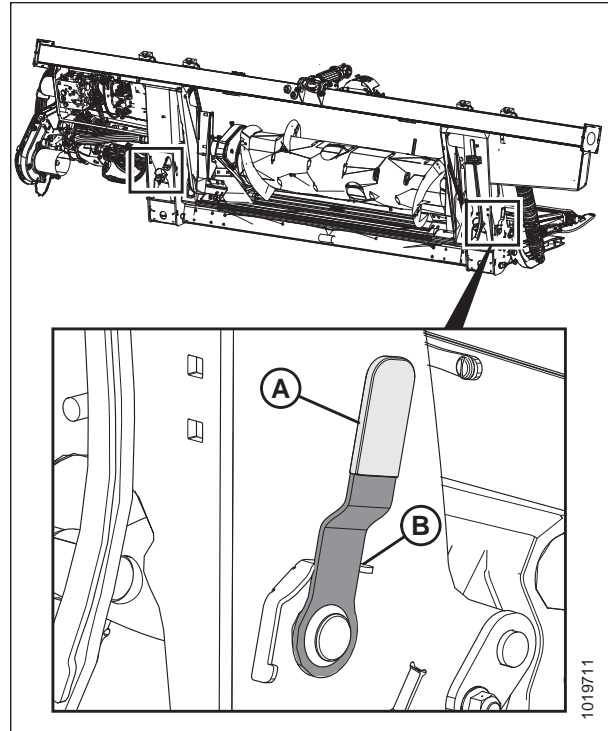


Figure 4.126: Float Lock Handle

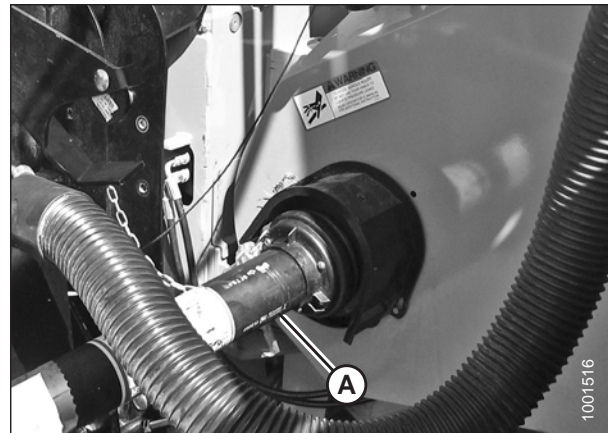


Figure 4.127: Driveline

HEADER ATTACHMENT/DETACHMENT

5. Store the driveline (A) on the driveline support bracket (B) by pulling back the collar (C) on the driveline and fitting it over the support bracket weldment (D). Release the collar so it locks into place over the weldment.

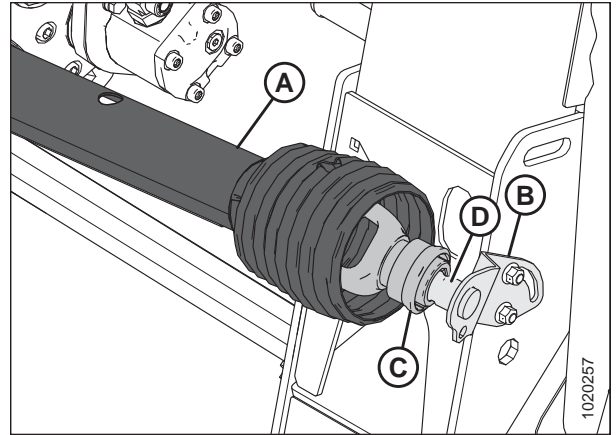


Figure 4.128: Driveline

6. Remove the cover (A) from the combine receptacle.

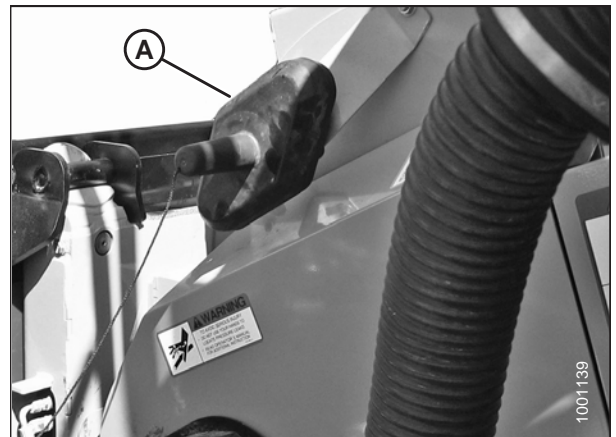


Figure 4.129: Cover

7. Position the coupler (A) onto the combine receptacle, and turn the knob (B) to secure the coupler to the receptacle.

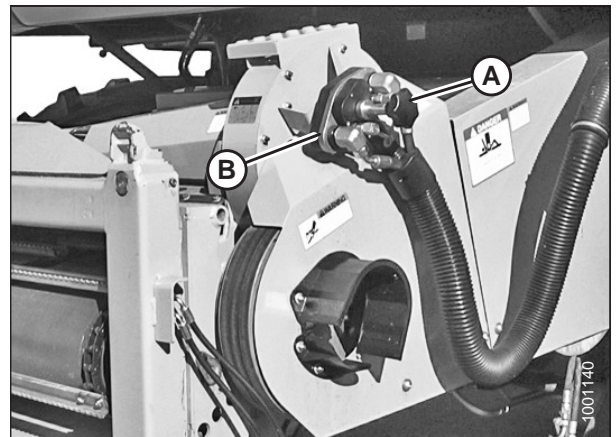


Figure 4.130: Combine Coupler

HEADER ATTACHMENT/DETACHMENT

8. Place the cover (A) on the float module receptacle.

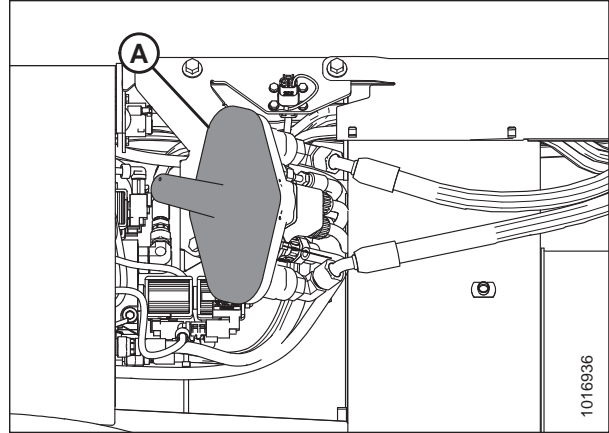


Figure 4.131: Float Module

9. Remove the locking pin (A) from the float module pin (B).
10. Raise the handle (C) to disengage the float module pins (B) from the feeder house.
11. Replace the locking pin (A) in the float module pin, and secure with the hairpin.

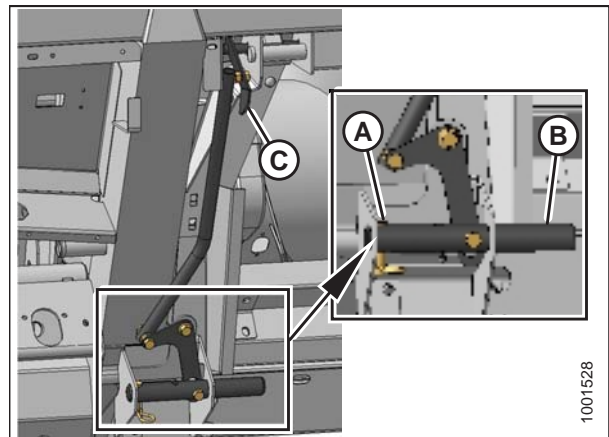


Figure 4.132: Feeder House Locks

12. Lower the feeder house until the feeder house posts (A) disengage the float module (B).
13. Back the combine away slowly from the float module.

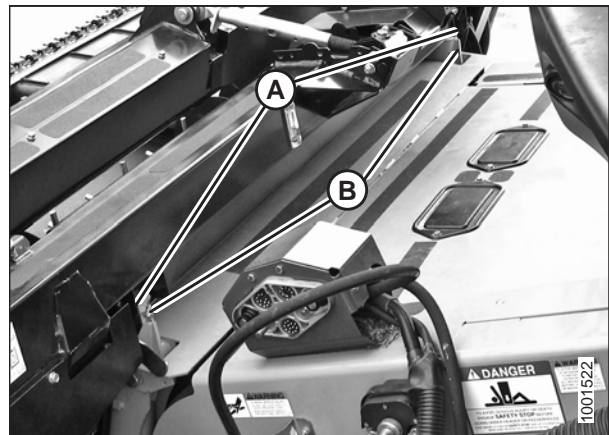


Figure 4.133: Header on Combine

4.8 New Holland Combines

The FD1 Series FlexDraper® Header is compatible with the following New Holland combines:

Series	Combine Model
CR	920, 940, 960, 970, 980
	9020, 9040, 9060, 9065, 9070, 9080
	6090, 7090, 8080, 8090, 9090
	6.80, 6.90, 7.90, 8.90, 9.90, 10.90
CX	840, 860, 870, 880
	8070, 8080, 8090
	8080 Elevation, 8090 Elevation

4.8.1 Attaching Header to New Holland CR/CX Combine



WARNING

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

1. Ensure handle (A) is positioned so locks (B) can engage the float module.

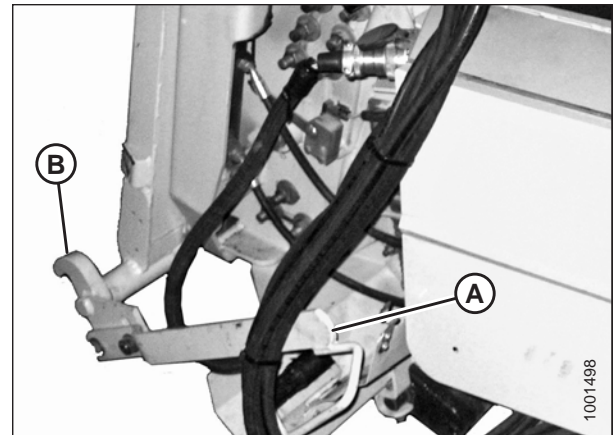


Figure 4.134: Feeder House Locks



CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start the engine and slowly drive the combine up to the float module until feeder house saddle (A) is directly under float module top cross member (B).
3. Raise the feeder house slightly to lift the header, ensuring the feeder saddle is properly engaged in the float module frame.
4. Stop the engine and remove the key from the ignition.

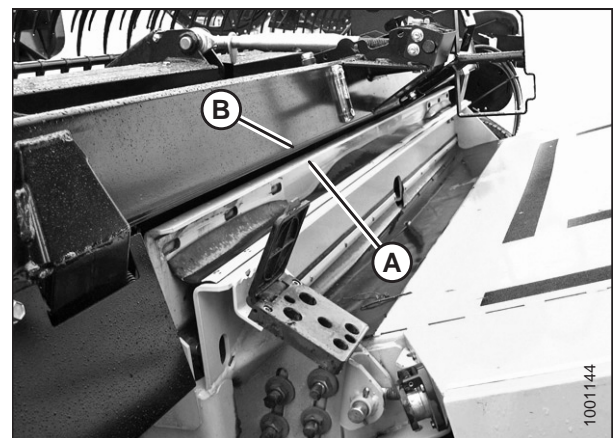


Figure 4.135: Header on Combine

HEADER ATTACHMENT/DETACHMENT

5. Lift lever (A) on the float module on the left side of the feeder house, and push handle (B) on the combine to engage locks (C) on both sides of the feeder house.
6. Push down on lever (A) so the slot in the lever engages the handle and locks the handle in place.
7. If the lock does not fully engage pin (D) on the float module when lever (A) and handle (B) are engaged, loosen bolts (E) and adjust lock (C). Retighten bolts.

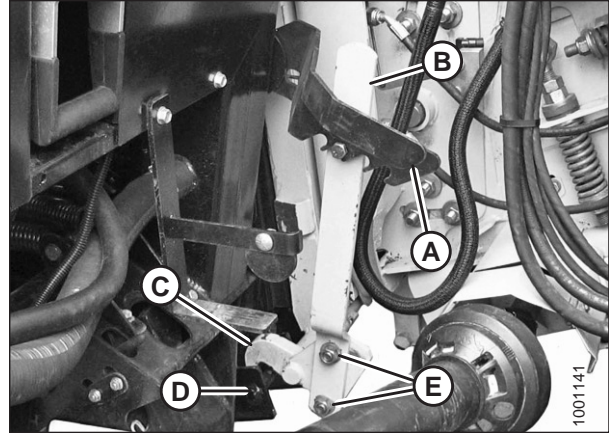


Figure 4.136: Feeder House Locks

8. Open the cover on receptacle (A) located on the left side of the float module.
9. Push in lock button (B) and pull handle (C) to the fully open position.
10. Clean the receptacle mating surfaces.

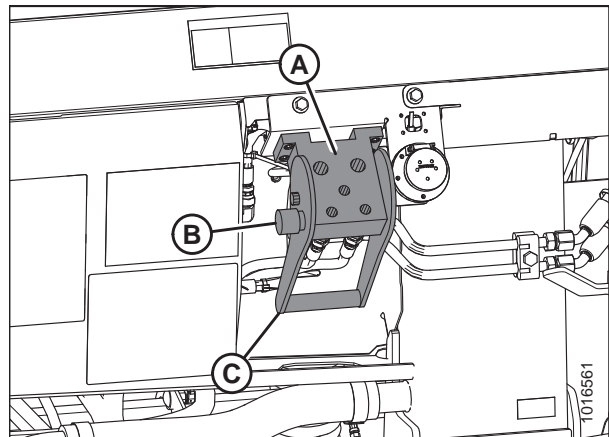


Figure 4.137: Float Module Receptacle

11. Remove hydraulic quick coupler (A) from the storage plate on the combine, and clean the mating surface of the coupler.

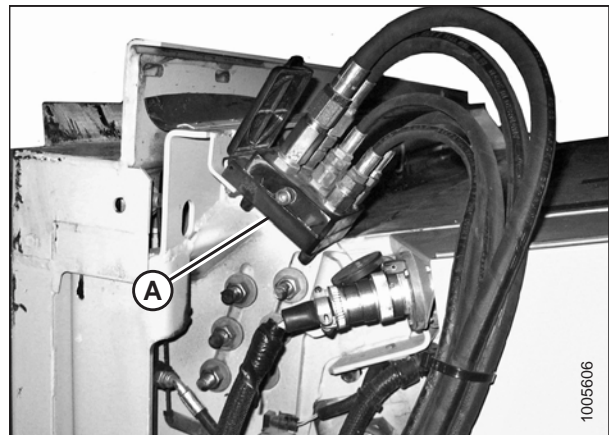


Figure 4.138: Combine Coupler

HEADER ATTACHMENT/DETACHMENT

12. Position coupler (A) onto the float module receptacle, and push handle (B) to engage the pins into the receptacle.
13. Push handle (B) to closed position until lock button (C) snaps out.
14. Remove the cover on the float module electrical receptacle.
15. Remove connector (D) from the combine.
16. Align the lugs on connector (D) with the slots in the float module receptacle, and push the connector onto the receptacle. Turn the collar on the connector to lock it in place.

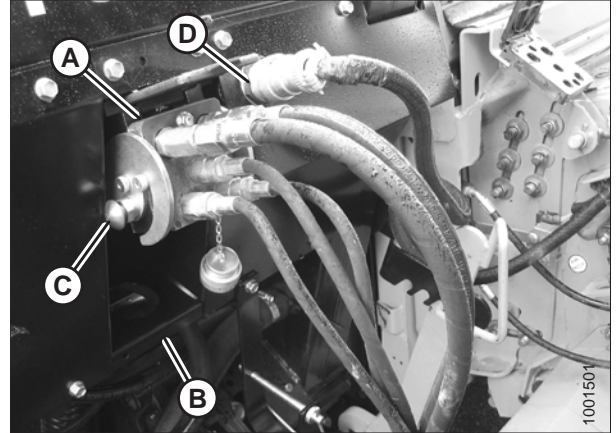


Figure 4.139: Connections

17. Detach safety chain (C) from support bracket (B).
18. Pull collar (D) back to release driveline (A) from support bracket. Remove the driveline from support bracket.

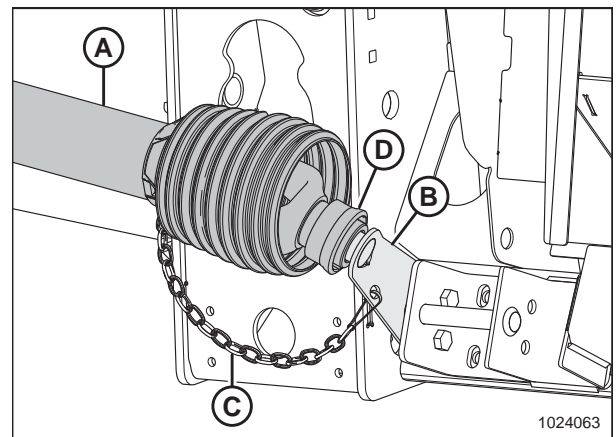


Figure 4.140: Driveline in Storage Position

19. Pull back the collar on the end of the driveline, and push the driveline onto combine output shaft (A) until the collar locks.

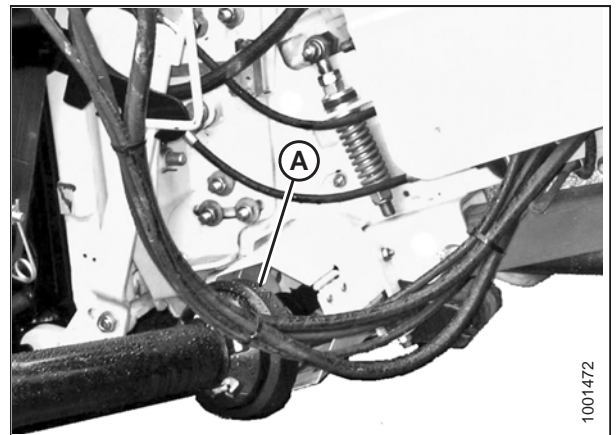


Figure 4.141: Driveline and Output Shaft

HEADER ATTACHMENT/DETACHMENT

20. Disengage the float locks by pulling each float lock handle (A) away from the float module and setting it in unlocked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

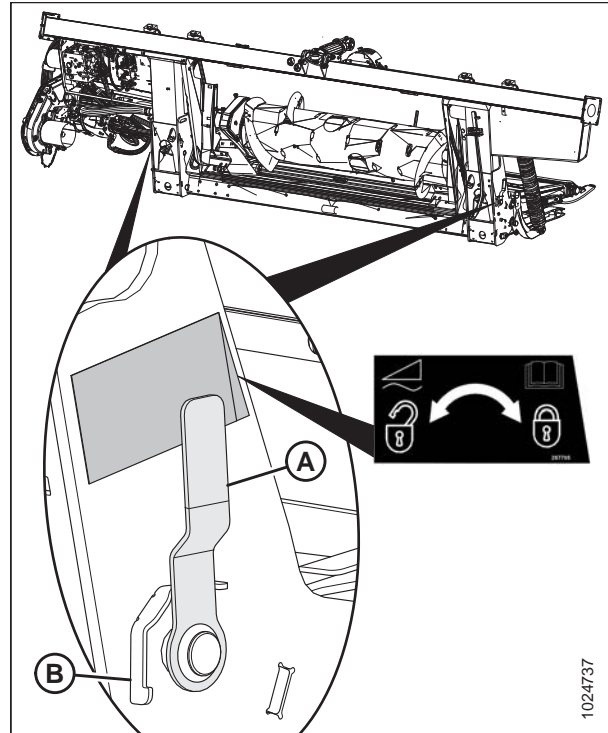


Figure 4.142: Float Lock Handle

4.8.2 Detaching Header from New Holland CR/CX Combine

DANGER

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

1. Choose a level area and position the header slightly above the ground.
2. Stop the engine and remove the key from the ignition.

IMPORTANT:

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer / Slow Speed Transport Wheels, page 57](#).

IMPORTANT:

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise the header may tilt forward, making reattachment difficult. For instructions, refer to [Adjusting Stabilizer Wheels, page 59](#).

3. Engage the float locks by pulling each float lock handle (A) away from the float module and setting it in the locked position (B).

NOTE:

Illustration at right shows the right side of the header. Float lock on left side of header opposite.

4. Disconnect driveline (A) from the combine.

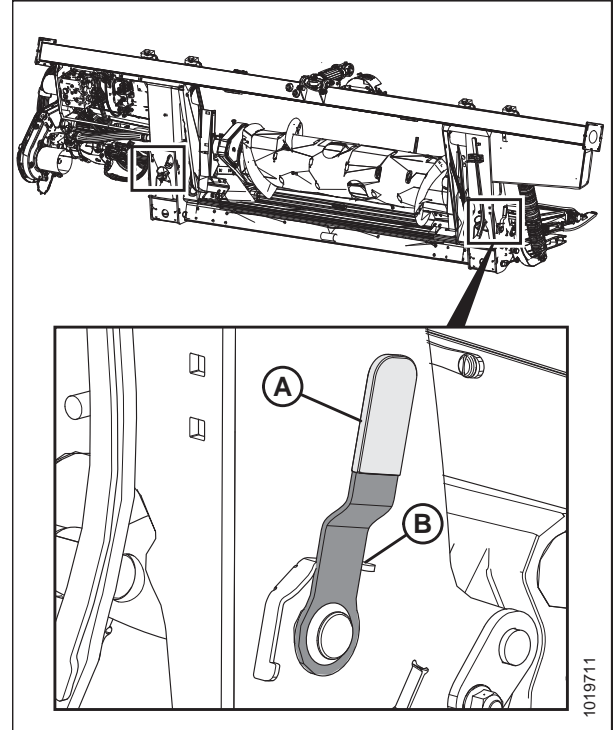


Figure 4.143: Float Lock Handle

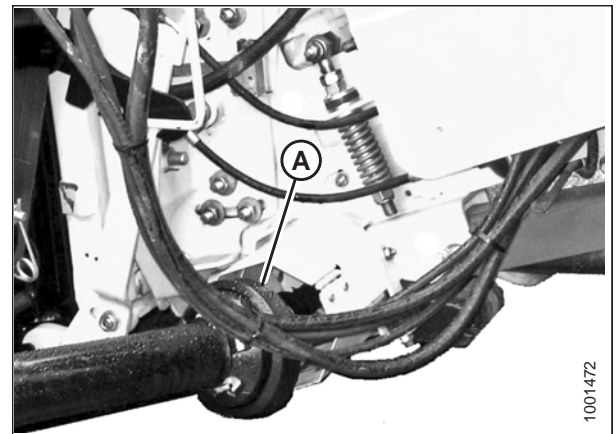


Figure 4.144: Driveline

HEADER ATTACHMENT/DETACHMENT

5. Store driveline (A) on driveline support bracket (B) by pulling back collar (C) on the driveline and fitting it over support bracket weldment (D). Release the collar so it locks into place over the weldment.
6. Attach safety chain (E) to support bracket (B).

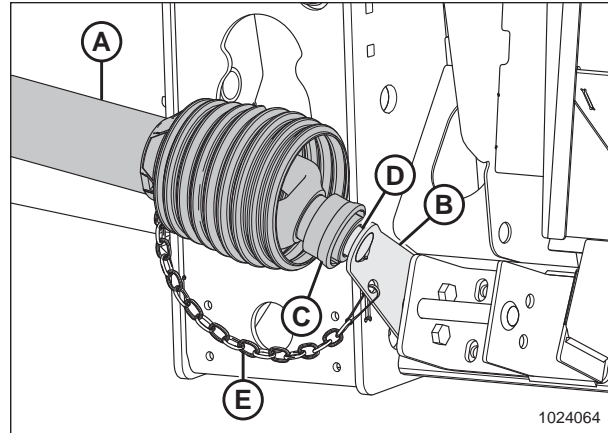


Figure 4.145: Driveline

7. Push in lock button (B), and pull handle (C) to release multicoupler (A).

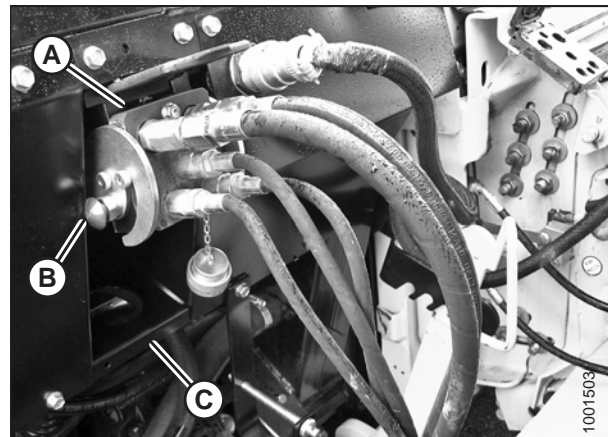


Figure 4.146: Float Module Connections

8. Push handle (A) to the closed position until lock button (B) snaps out. Close the cover.

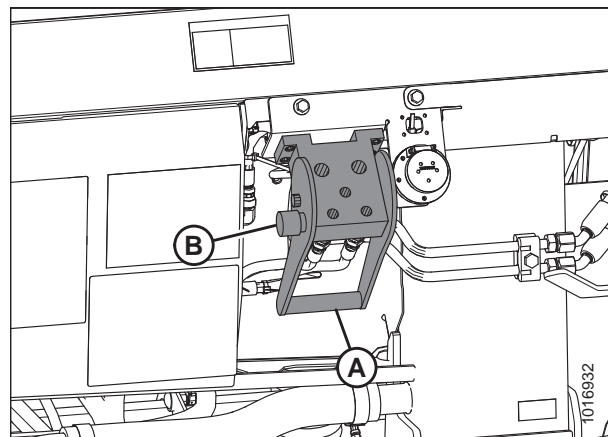


Figure 4.147: Float Module Receptacles

HEADER ATTACHMENT/DETACHMENT

9. Position hydraulic quick coupler (A) onto storage plate (B) on the combine.

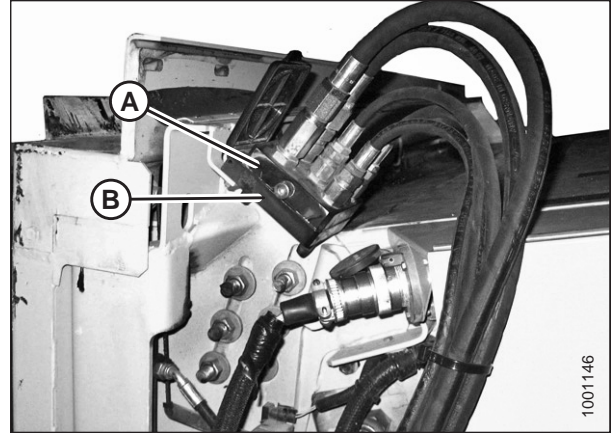


Figure 4.148: Combine Coupler

10. Remove electrical connector (A) from the float module.

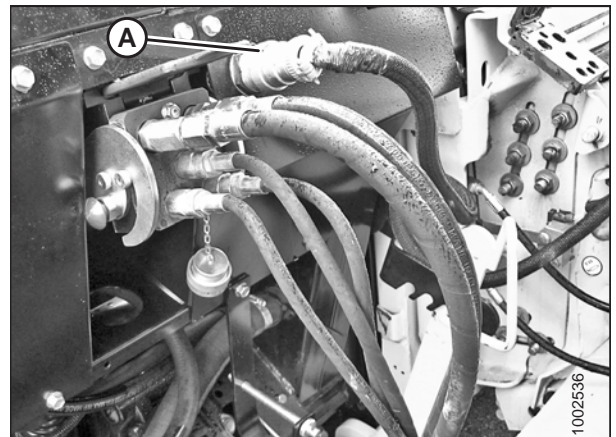


Figure 4.149: Float Module Connections

11. Connect the electrical connector to the combine at location (A).

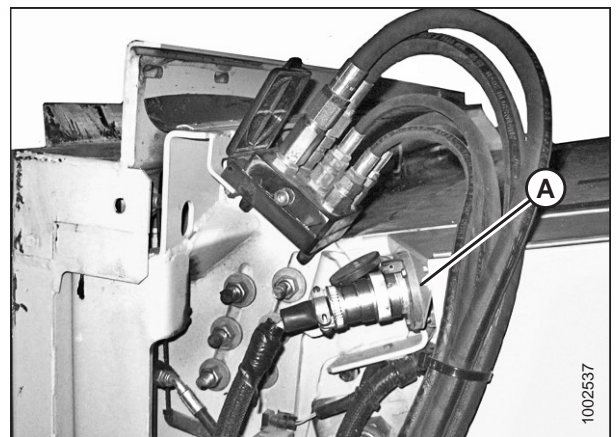


Figure 4.150: Combine Couplers

HEADER ATTACHMENT/DETACHMENT

12. Replace cover (A) on the float module receptacle.

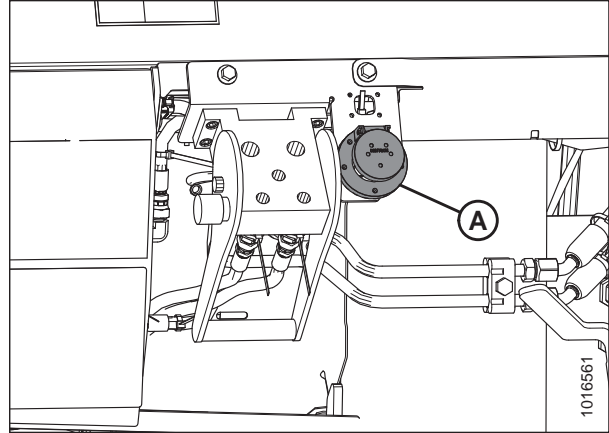


Figure 4.151: Float Module Receptacles

13. Lift lever (A) and pull and lower handle (B) to disengage feeder house/float module lock (C).

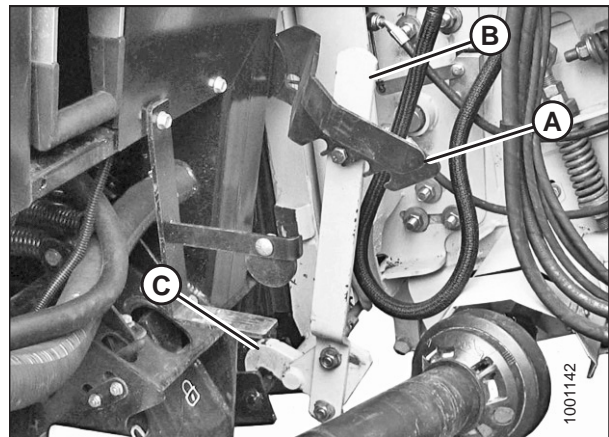


Figure 4.152: Feeder House Locks

14. Lower feeder house (A) until the feeder house disengages float module support (B).
15. Back the combine slowly away from the header.

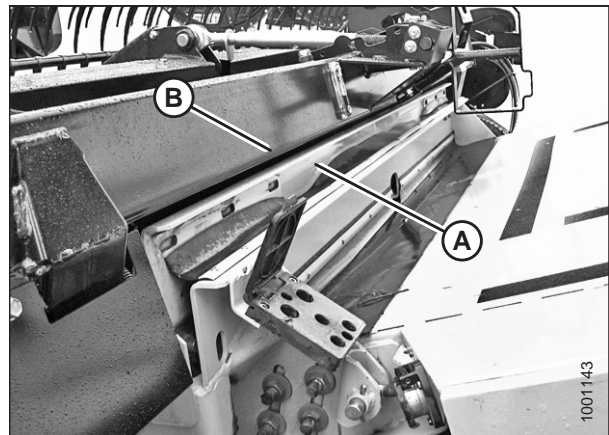


Figure 4.153: Header on Combine

4.8.3 CR Feeder Deflectors

This section is for New Holland CR combines only. If operating a New Holland CX combine, remove feed deflectors.

For New Holland CR combines only: Short feeder deflectors have been factory-installed on the float module to improve feeding into the feeder house. Remove the feeder deflectors if necessary. For instructions, refer to [5.11.3 Replacing Feed Deflectors on New Holland CR Combines, page 493](#).

Long feeder kits are provided for narrow feeder house combines and can be installed to replace the short feeder deflectors.

Feeder House Size	Feeder Kit Size	MacDon Part Number
1250–1350 mm (49–65 in.)	Short: 200 mm (7 7/8 in.)	MD #213613, 213614
1100 mm (43-1/2 in.) and below	Long: 325 mm (12 13/16 in.)	MD #213592, 213593

4.9 Attaching and Detaching Header to and from FM100 Float Module

Attaching/detaching procedures are the same for all makes and models of combines. Headers can be attached to the float module from either field or transport configurations.

The procedures in this manual require that the float module remains attached to the combine. Attach/detach the float module only if performing the following tasks:

- Detaching the header for use on a windrower
- Changing headers
- Performing certain maintenance tasks

4.9.1 Detaching Header from FM100 Float Module

DANGER

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

WARNING

Keep hands clear of the area between guards and knife at all times.

CAUTION

Wear heavy gloves when working around or handling knives.

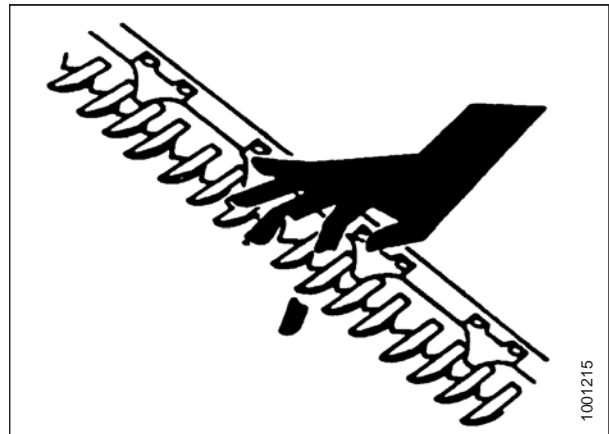


Figure 4.154: Cutterbar Hazard

1. Start the engine and the lower header.
2. Increase clearance under the float module feed draper by tilting the header and fully extending cylinder (B) until indicator (A) is at position D.
3. Raise the reel to its full height.
4. Stop the engine and the remove key from the ignition.
5. Engage the reel safety props.

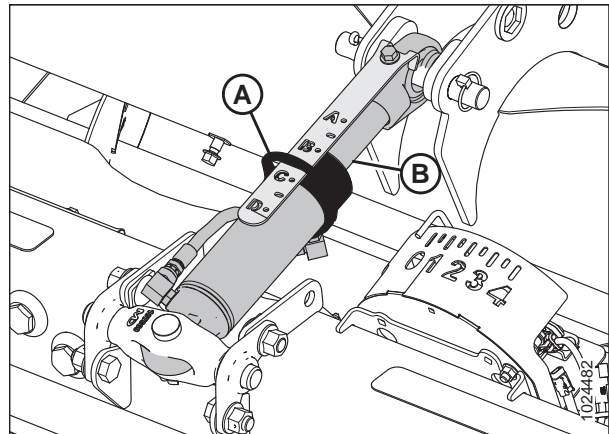


Figure 4.155: Center-Link

HEADER ATTACHMENT/DETACHMENT

6. Move lever (A) to lock position to engage wing locks.



Figure 4.156: Wing Lock

7. Engage the float locks by pulling each float lock handle (A) away from the float module and setting it in locked position (B).

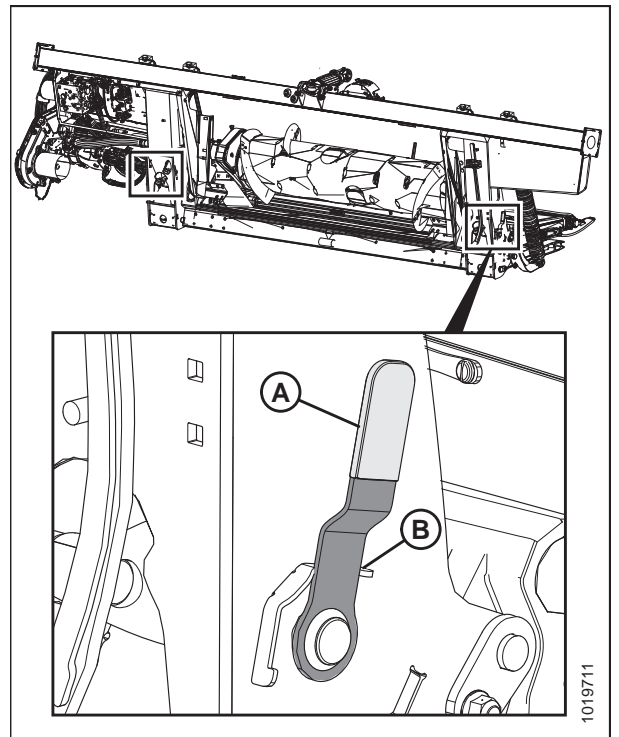


Figure 4.157: Float Lock

HEADER ATTACHMENT/DETACHMENT

8. Remove two bolts (A) and fillers (B) from transition pan support angle (C). Repeat on opposite side.

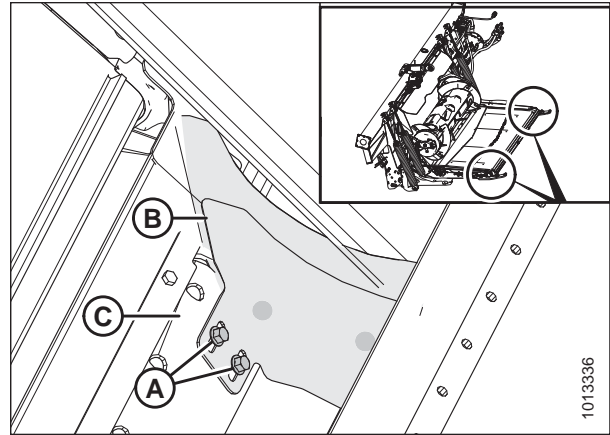


Figure 4.158: Fillers

9. Remove and retain screw (A).
10. Remove the 9/16 in. nut from bolt (B).
11. Use a 24 mm (15/16 in.) wrench on hex bolt (C) to rotate latch downwards and slightly raise the feed deck to remove bolt (B).
12. Rotate latch (C) up and back to lower the float module deck and disengage the transition pan tube.
13. Install screw (A).
14. Repeat for the opposite side of the feed draper deck.

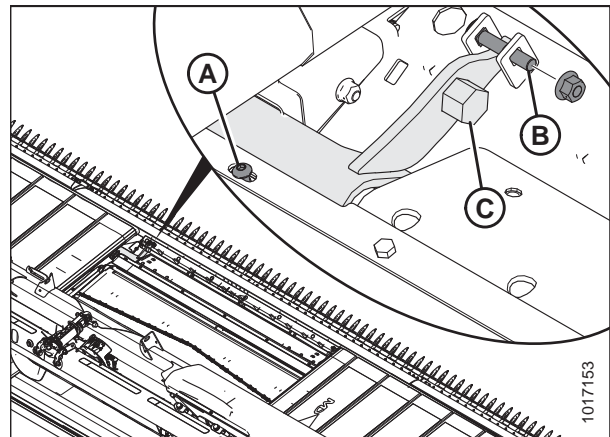


Figure 4.159: Float Module Latch

CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

15. Disengage the reel safety props, start the engine, lower the reel, and fully raise the header.
16. Stop the engine, remove the key from the ignition, and engage the combine safety props.
17. Loosen nut and bolt (A), and disengage hook (B) from leg on both sides of float module.

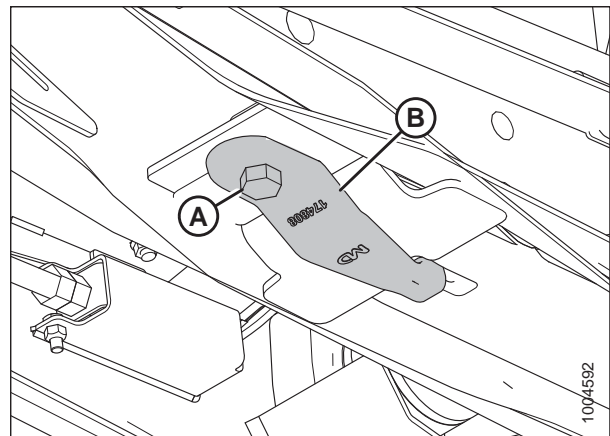


Figure 4.160: Float Module Underside

HEADER ATTACHMENT/DETACHMENT

18. Rotate hook (B) 90° for storage, and retighten bolt (A) and nut.

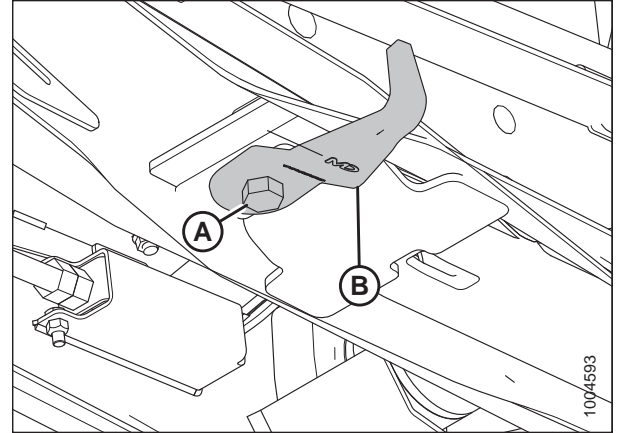


Figure 4.161: Float Module Underside

19. Place a 150 mm (6 in.) block (A) under the header leg. This will assist with disconnecting the center-link.
20. Disengage the combine lift cylinder locks, start the engine, and lower the header until the header leg rests on the block or stabilizer wheels are on the ground.

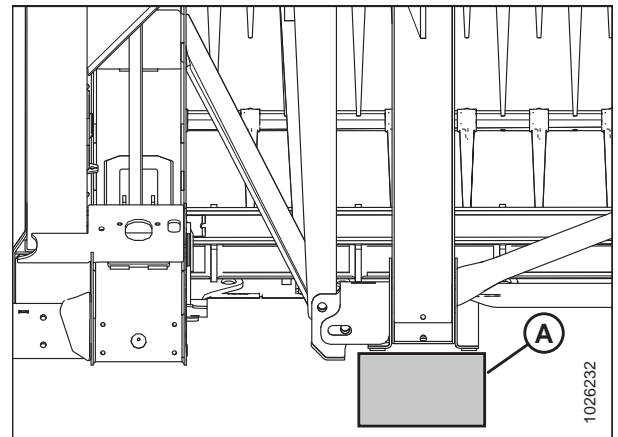


Figure 4.162: Header Leg on Block

21. Disconnect the hydraulic center-link as follows:
 - a. Remove lynch pin and clevis pin (A), and lift center-link (B) clear of the bracket.
 - b. Replace clevis pin (A) and secure with lynch pin.

NOTE:

It may be necessary to raise or lower the feeder house to adjust the length of the center-link and relieve excess load on the center-link.

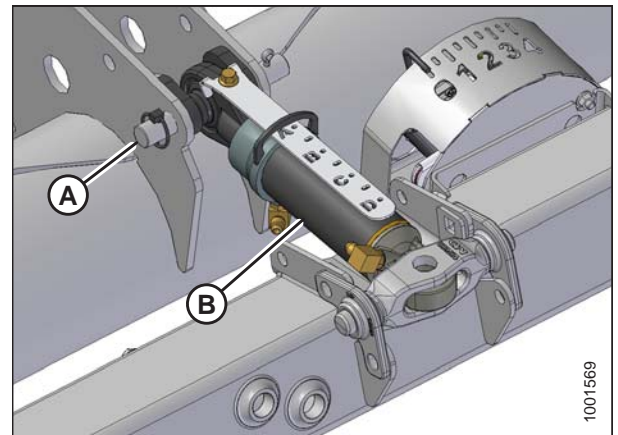


Figure 4.163: Hydraulic Center-Link

HEADER ATTACHMENT/DETACHMENT

NOTE:

- If on the ground: Push reel fully forward to reduce oil loss.
- If on transport: Pull reel fully back.

22. Disconnect electrical connector (A).

NOTE:

If colored plastic ties are missing from any of the hoses, replace them before disconnecting the hoses.

23. Disconnect the case drain, knife, and draper drive hydraulic hoses at the coupler bracket (B). Immediately cap the hose ends to prevent oil loss.

24. Store and secure hoses on float module frame.

25. Disconnect the quick disconnects (if installed) as follows:

- a. Line up slot (A) in the collar with pin (B) on the connector.
- b. Push the collar towards the pin, and pull the connector to disengage.
- c. Install plugs or caps on the hose ends (if equipped).

NOTE:

If colored plastic ties are missing, replace them before disconnecting hoses.

26. Disconnect reel hydraulics (A). Immediately cap hoses to prevent oil loss.

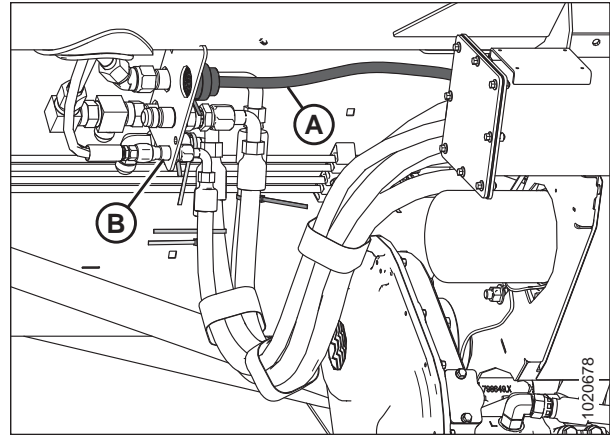


Figure 4.164: Header Connections

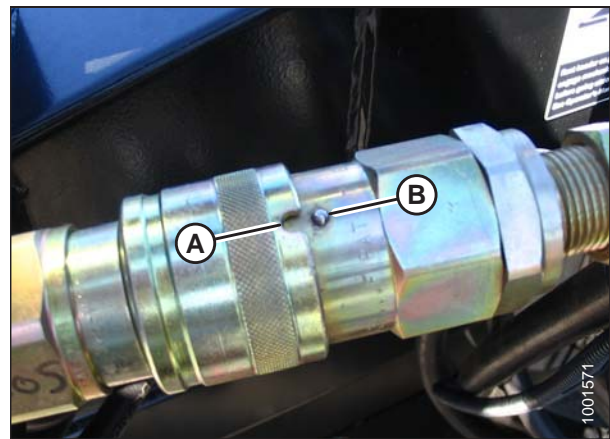


Figure 4.165: Quick Disconnect Coupling

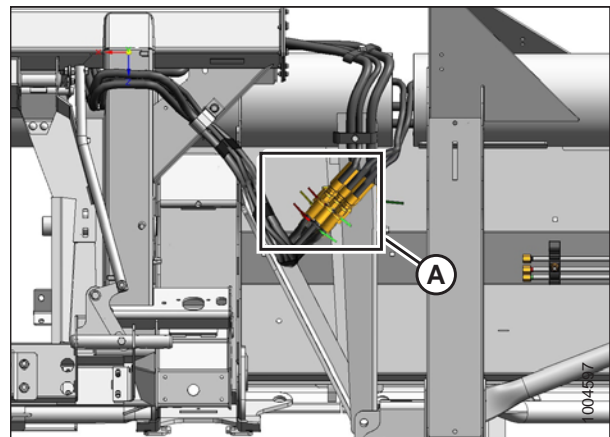


Figure 4.166: Reel Hydraulics

HEADER ATTACHMENT/DETACHMENT

27. Store and secure the hoses and electrical connector on the float module at position (A) as shown.
28. Ensure the header is on the ground or is supported by the wheels in transport mode.

CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

29. Start the engine and slowly back away in a straight line from header.
30. Stop the engine and remove the key from the ignition.

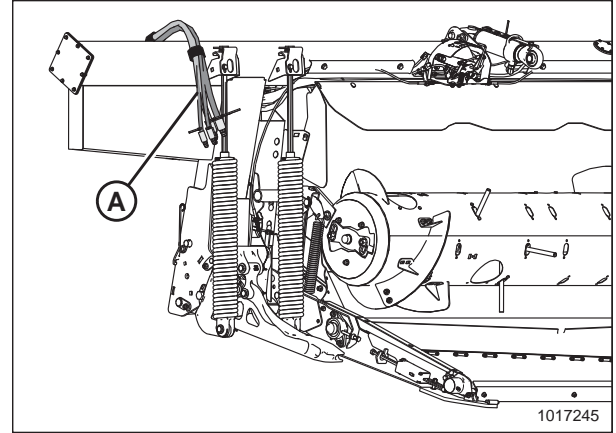


Figure 4.167: Hose Storage

4.9.2 Attaching Header to FM100 Float Module

FD1 Series headers can be attached to the float module from either field or transport configuration.

WARNING

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

NOTE:

Stabilizer/slow speed transport wheels can be used to support the header. For instructions, refer to [Adjusting Stabilizer / Slow Speed Transport Wheels](#), page 57.

1. Prop up hydraulic center-link (A) with a pin (or equivalent tool) at location (B) as shown.

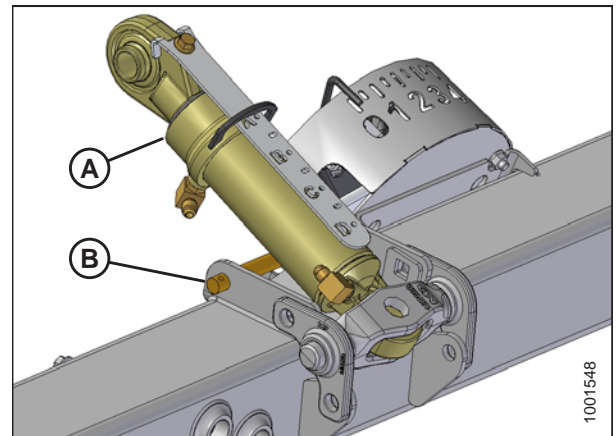


Figure 4.168: Center-Link

HEADER ATTACHMENT/DETACHMENT

2. Ensure latches (A) at the front corners of the float module are rotated towards the rear of the float module.

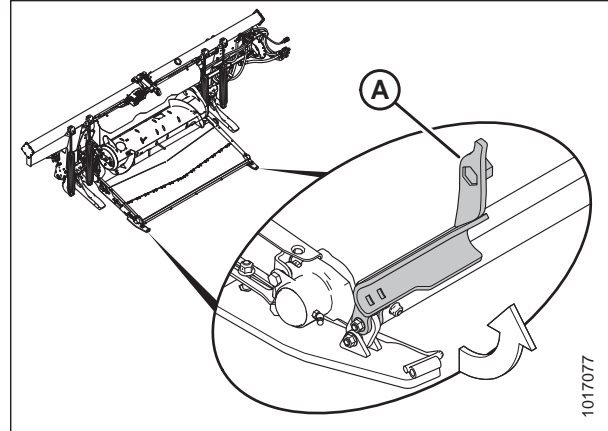


Figure 4.169: Latch

CAUTION

Be sure all bystanders are clear of machine before starting engine or engaging any header drives.

3. Start engine, and lower the combine feeder house so that float module arms (A) are aligned with header balance channels (B).
4. Drive slowly forward, maintaining alignment between float module arms (A) and header balance channels (B).
5. Keep float module arms (A) just under balance channels (B) to ensure float module legs seat properly in the header linkage supports at location (C).

IMPORTANT:

Keep hydraulic hoses clear to prevent damage when driving into header.

6. Continue forward until float module arms (A) contact stops in balance channels (B).
7. Adjust the length of center-link (A) using the header angle hydraulics to approximately align center-link eye (B) with the hole in the header bracket.
8. Shut down the engine, and remove the key from the ignition.

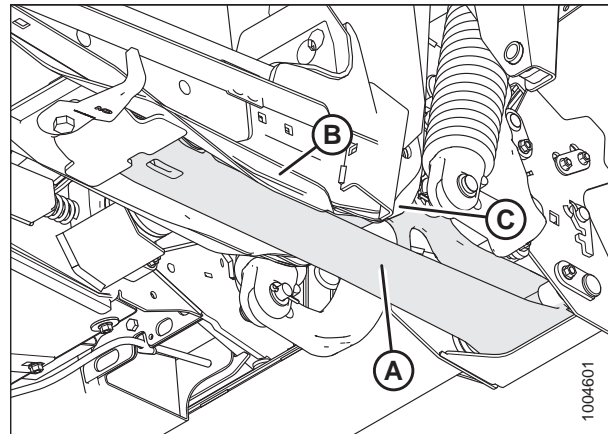


Figure 4.170: Float Module Underside

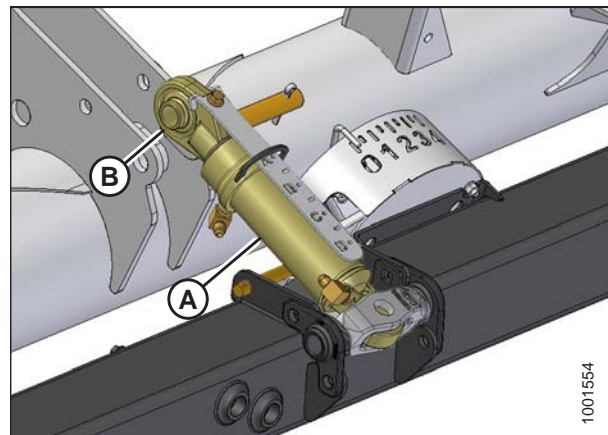


Figure 4.171: Center-Link

HEADER ATTACHMENT/DETACHMENT

9. Connect the center-link as follows:
 - a. Pull pin (B) partially out of bracket (C), and remove the prop from under center-link (A).
 - b. Install pin (B) through center-link bracket (C), and secure with lynch pin.



CAUTION

Always connect center-link before fully raising header.

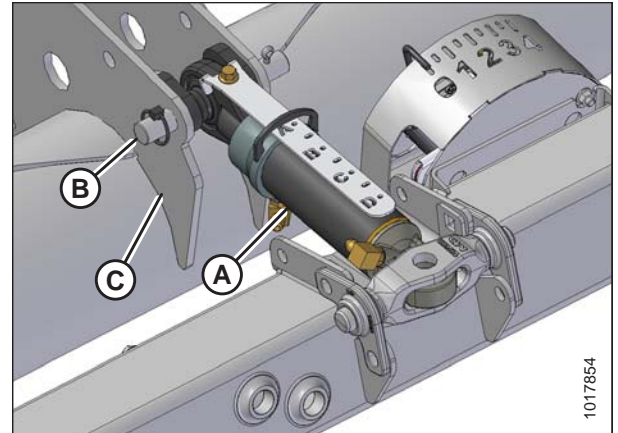


Figure 4.172: Center-Link



CAUTION

Be sure all bystanders are clear of machine before starting engine or engaging any header drives.

10. Start the engine and slowly raise the float module while making sure the float module legs engage the header legs.
11. Raise the header to its full height, stop the engine, and remove the key from the ignition.
12. Engage the safety props on the combine.
13. Replace pin (B) in the header legs and secure with ring (A).
14. **For FD1 Series Combine Header:** Loosen nut and bolt (A), and reposition hook (B) as shown to engage float module arm. Tighten bolt and nut (A).

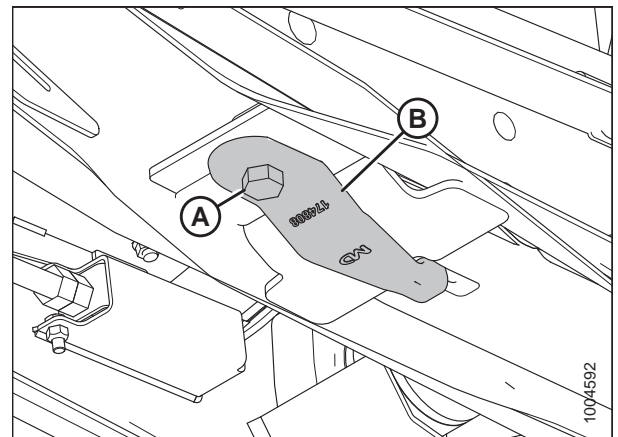


Figure 4.173: FD1 Series Combine Header – Float Module Underside

HEADER ATTACHMENT/DETACHMENT

15. Match the colored cable ties and connect reel hydraulics (A) at the right end of the float module.

CAUTION

Be sure all bystanders are clear of machine before starting engine or engaging any header drives.

16. Remove the lift cylinder locks, start the engine, and lower the header to the ground. Adjust the header angle to the steepest setting (longest center-link).
17. Raise the reel to its full height.
18. Shut down the engine and remove the key from the ignition.
19. Engage the reel safety props.

WARNING

Keep hands clear of the area between guards and knife at all times.

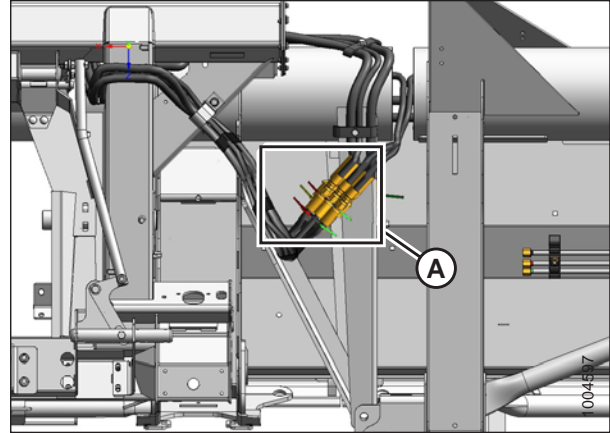


Figure 4.174: Reel Hydraulics

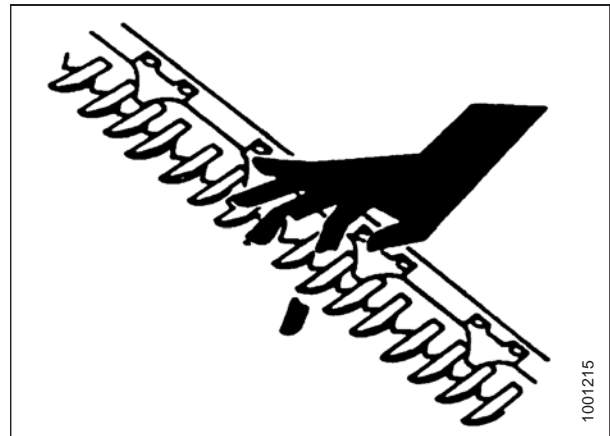


Figure 4.175: Cutterbar Hazard

20. Remove screw (A) and remove nut and bolt (B) from both sides of the opening to allow the attachment of the float module deck.
21. Rotate latch (C) forward and down to engage the transition pan tube.

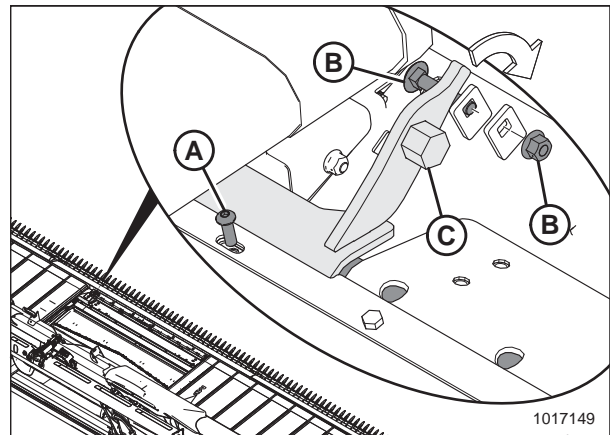


Figure 4.176: Float Module Latch

HEADER ATTACHMENT/DETACHMENT

22. Use a 24 mm (15/16 in.) wrench on hex bolt (C) to rotate latch downwards and slightly raise the feed deck. Install nut and bolt (B) to lock the latch position.
23. Install screw (A).
24. Repeat for the opposite side of the feed draper deck.

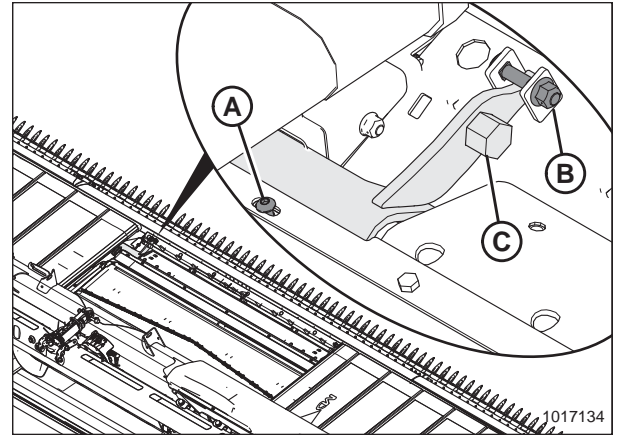


Figure 4.177: Float Module Latch

25. Install fillers (B) on transition pan support angle (C) using two bolts (A).

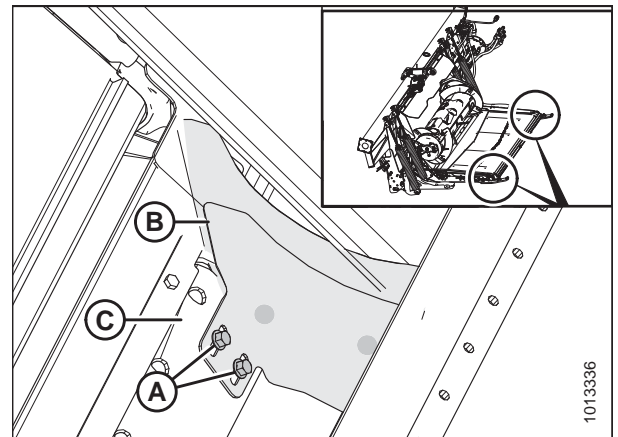


Figure 4.178: Fillers

26. Use a clean cloth to remove debris from couplers and receptacles.
27. Connect the following hydraulic hoses at coupler bracket (A):
 - Knife pressure (orange cable tie)
 - Knife return (blue cable tie)
 - Draper pressure (no cable tie)
 - Draper return (red cable tie)
 - Case drain (no cable tie)

NOTE:

Match the hydraulic hose cable ties to the cable ties on the coupler bracket fittings.

28. Attach electrical connector (B).

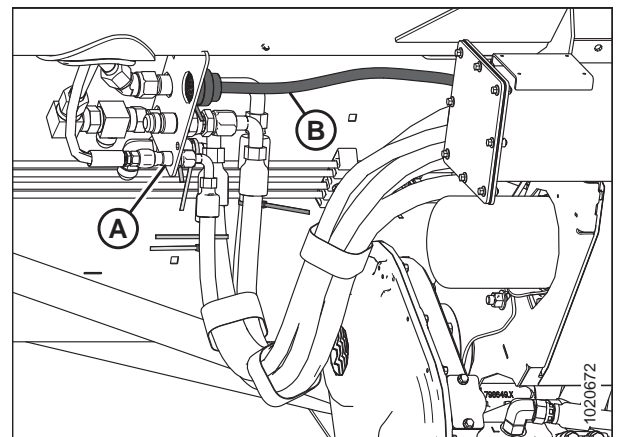


Figure 4.179: Header Connections

HEADER ATTACHMENT/DETACHMENT

29. Connect the quick disconnects (if installed) as follows:
- Remove the covers (if installed) from the receptacles and hose ends.
 - Check the connectors and clean if necessary.
 - Push hose connector (A) onto mating receptacle (B) until the collar on the mating receptacle snaps into the lock position.

NOTE:

Ensure the hoses are clear of the driveline and adjacent structure.

NOTE:

It is not necessary to bleed the system by loosening fittings.

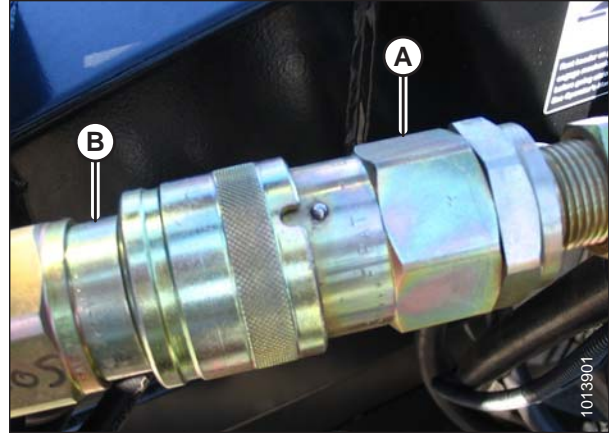


Figure 4.180: Quick Disconnect Coupling

30. Check the float and confirm the header is level. Refer to the following:
- [Checking and Adjusting Header Float, page 63](#)
 - [3.9 Leveling the Header, page 295](#)



CAUTION

Be sure all bystanders are clear of machine before starting engine or engaging any header drives.

31. Start the combine and perform the following inspections:
- Raise and lower the reel to ensure the hoses are properly connected.
 - Run the header to ensure the hoses are properly connected.
32. Check for leaks.

Chapter 5: Maintenance and Servicing

The following instructions provide information about routine header service. Detailed maintenance and service information is available in the technical service manual that is available from your Dealer. A parts catalog is provided in the plastic manual case inside the left endshield of the header.

Log hours of operation and use the maintenance record provided (refer to [5.3.1 Maintenance Schedule/Record, page 397](#)) to keep track of your scheduled maintenance.

5.1 Preparing Machine for Servicing



DANGER

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



CAUTION

To avoid personal injury, follow all the safety precautions listed before servicing header or opening drive covers.

1. Lower the header fully. If it is necessary to service the header in the raised position, always engage the safety props.
2. Stop the engine and remove the key from the ignition.
3. Engage the park brake.
4. Wait for all moving parts to stop.

5.2 Maintenance Specifications

5.2.1 Installing a Sealed Bearing

1. Clean the shaft and apply a rust-preventive coating.
2. Install flange (A), bearing (B), second flange (C), and then lock the collar (D).

NOTE:

The locking cam is only on one side of the bearing.

3. Install flange bolts (E). Do **NOT** tighten.
4. Position the shaft correctly, and lock the lock collar with a punch. Lock the collar in the same direction the shaft rotates, and tighten the set screw in the collar.
5. Tighten flange bolts (E).
6. Loosen the flange bolts on the mating bearing (one turn) and then retighten. This will allow the bearing to properly line up.

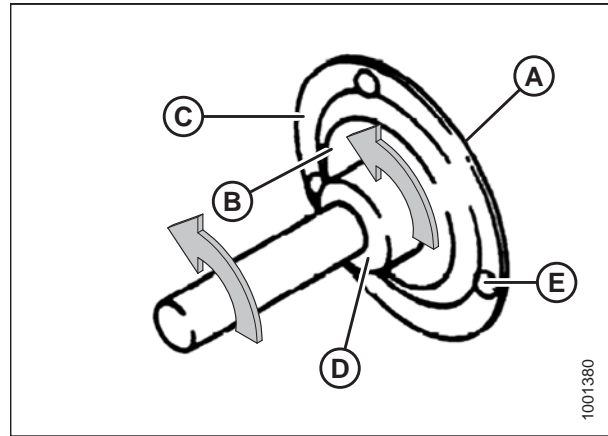


Figure 5.1: Sealed Bearing

5.3 Maintenance Requirements

Regular maintenance is the best insurance against early wear and untimely breakdowns. Following the maintenance schedule will increase your machine's life. Log hours of operation, use the maintenance record, and keep copies of your maintenance records (refer to [5.3.1 Maintenance Schedule/Record, page 397](#)).

Periodic maintenance requirements are organized according to service intervals. If a service interval specifies more than one timeframe, e.g., 100 hours or annually, service the machine at whichever interval is reached first.

IMPORTANT:

Recommended intervals are for average conditions. Service the machine more often if operating under adverse conditions (severe dust, extra heavy loads, etc.).




When servicing the machine, refer to the appropriate section in this Maintenance and Servicing chapter and use only specified fluids and lubricants. Refer to inside back cover for recommended fluids and lubricants.



CAUTION

Carefully follow safety messages. For instructions, refer to [5.1 Preparing Machine for Servicing, page 395](#) and [1 Safety, page 1](#).

5.3.1 Maintenance Schedule/Record

Action:		✓ – Check					⬇ – Lubricate					▲ – Change				
	Hour meter reading															
	Service date															
	Serviced by															
First Use		Refer to 5.3.2 Break-In Inspection, page 400 .														
End of Season		Refer to 5.3.4 End-of-Season Service, page 401 .														
10 Hours or Daily (Whichever Occurs First)																
✓	Hydraulic hoses and lines; refer to 5.3.5 Checking Hydraulic Hoses and Lines, page 402	NOTE: MacDon recommends keeping a record of daily maintenance as evidence of a properly maintained machine; however, daily maintenance records are not required to meet normal warranty conditions.														
✓	Knife sections, guards, and hold-downs; refer to 5.8 Knife, page 448	NOTE: MacDon recommends keeping a record of daily maintenance as evidence of a properly maintained machine; however, daily maintenance records are not required to meet normal warranty conditions.														
✓	Tire pressure; refer to 5.15.3 Checking Tire Pressure, page 555	NOTE: MacDon recommends keeping a record of daily maintenance as evidence of a properly maintained machine; however, daily maintenance records are not required to meet normal warranty conditions.														
✓	Link holder hooks; refer to 5.10.7 Checking Link Holder Hooks, page 490	NOTE: MacDon recommends keeping a record of daily maintenance as evidence of a properly maintained machine; however, daily maintenance records are not required to meet normal warranty conditions.														
25 Hours																
✓	Hydraulic oil level at reservoir; refer to 5.4.1 Checking Oil Level in Hydraulic Reservoir, page 417	NOTE: MacDon recommends keeping a record of daily maintenance as evidence of a properly maintained machine;														

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		however, daily maintenance records are not required to meet normal warranty conditions.															
◆	Knifeheads; refer to <i>Every 25 Hours, page 402</i>	NOTE: MacDon recommends keeping a record of daily maintenance as evidence of a properly maintained machine; however, daily maintenance records are not required to meet normal warranty conditions.															
50 Hours or Annually																	
◆	Driveline and driveline universals; refer to <i>Every 50 Hours, page 403</i>																
◆	Upper cross auger center support and U-joint; refer to <i>Every 50 Hours, page 403</i>																
◆	Center draper roller bearings, 3 locations; refer to <i>Every 50 Hours, page 403</i>																
▲	Knife drive box lubricant (first 50 hours only); refer to <i>Changing Oil in Knife Drive Box, page 468</i>																
▲	Header drive gearbox lubricant (first 50 hours only); refer to <i>Changing Oil in Header Drive Gearbox, page 416</i>																
100 Hours or Annually (Whichever Occurs First)																	
✓	Auger to pan and feed draper clearance; refer to <i>5.7.1 Adjusting Auger to Pan Clearance, page 429</i>																
✓	Draper seal; refer to <i>5.12.5 Adjusting Deck Height, page 501</i>																
✓	Gearbox lubricant level; refer to <i>Checking Oil Level in Header Drive Gearbox, page 415</i>																
✓	Reel drive chain tension; refer to <i>5.14.2 Reel Drive Chain Tension, page 538</i>																
✓	Reel finger/cutterbar clearance; refer to <i>Adjusting Reel Clearance, page 516</i>																
✓	Knife drive belt tension; refer to <i>5.9.2 Knife Drive Belts, page 469</i>																
✓	Wheel bolt torque; refer to <i>5.15.1 Checking Wheel Bolt Torque, page 553</i>																
✓	Knife drive box lubricant level; refer to <i>Checking Knife Drive Box, page 461</i>																
✓	Knife drive box mounting bolts; refer to <i>Checking Mounting Bolts, page 462</i>																
◆	Auger drive chain; refer to <i>Every 100 Hours, page 404</i>																
◆	Float pivots; refer to <i>Every 100 Hours, page 404</i>																
◆	Float module auger pivots; refer to <i>Every 100 Hours, page 404</i>																

MAINTENANCE AND SERVICING

●	Float spring tensioners; refer to <i>Every 100 Hours, page 404</i>																	
●	Reel drive chain; refer to <i>Every 100 Hours, page 404</i>																	
●	Upper cross auger right bearing; refer to <i>Every 100 Hours, page 404</i>																	
200 Hours or Annually (Whichever Occurs First)																		
✓	Draper roller bearings; refer to <i>5.12.6 Draper Roller Maintenance, page 504</i>																	
250 Hours or Annually (Whichever Occurs First)																		
✓	Draper seal; refer to <i>5.12.5 Adjusting Deck Height, page 501</i>																	
●	Reel drive U-joint; refer to <i>Every 250 Hours, page 408</i>																	
●	Bell crank linkage; refer to <i>3.9 Leveling the Header, page 295</i>																	
●	Transport axle pivot bushings; refer to <i>Every 250 Hours, page 408</i>																	
▲	Hydraulic oil filter; refer to <i>5.4.4 Changing Oil Filter, page 419</i>																	
500 Hours or Annually (Whichever Occurs First)																		
✓	Draper seal; refer to <i>5.12.5 Adjusting Deck Height, page 501</i>																	
●	Reel shaft bearings; refer to <i>Every 500 Hours, page 409</i>																	
●	Stabilizer/slow speed transport wheel bearings; refer to <i>Every 500 Hours, page 409</i>																	
✓	Header drive gearbox chain tension; refer to <i>5.7.3 Adjusting Auger Drive Chain Tension, page 432</i>																	
1000 Hours or 3 Years (Whichever Occurs First)																		
▲	Knife drive box lubricant; refer to <i>Changing Oil in Knife Drive Box, page 468</i>																	
▲	Header drive gearbox lubricant; refer to <i>Changing Oil in Header Drive Gearbox, page 416</i>																	
▲	Hydraulic oil; refer to <i>5.4.3 Changing Oil in Hydraulic Reservoir, page 418</i>																	

5.3.2 Break-In Inspection

Break-in inspection involves checking belts, fluids, and performing general machine inspections for loose hardware or other areas of concern. Break-in inspections ensure that all components can operate for an extended period without requiring service or replacement. The break-in period is the first 50 hours of operation after the machine's initial start up.

Inspection Instance	Item	Refer to
5 Minutes	Check hydraulic oil level in reservoir (check after first run-up and after the hydraulic hoses have filled with oil).	5.4.1 Checking Oil Level in Hydraulic Reservoir, page 417
5 Hours	Check for loose hardware and tighten to required torque.	8.1 Torque Specifications, page 585
5 Hours	Check knife drive belts tension (check periodically for first 50 hours).	Checking and Tensioning Knife Drive Belts, page 471
10 Hours	Check auger drive chain tension.	5.7.2 Checking Auger Drive Chain Tension, page 431
10 Hours	Check knife drive box mounting bolts.	Checking Mounting Bolts, page 462
50 Hours	Change float module gearbox oil.	Changing Oil in Header Drive Gearbox, page 416
50 Hours	Change float module hydraulic oil filter.	5.4.4 Changing Oil Filter, page 419
50 Hours	Change knife drive box lubricant.	Changing Oil in Knife Drive Box, page 468
50 Hours	Check gearbox chain tension.	5.6.5 Adjusting Gearbox Drive Chain Tension, page 428
50 Hours	Check deck height adjustment.	5.12.5 Adjusting Deck Height, page 501

5.3.3 Preseason Servicing

Perform the following procedures at the beginning of each operating season:

CAUTION

- Review this manual to refresh your memory on the safety and operating recommendations.
 - Review all the safety decals and other decals on the header and note the hazard areas.
 - Be sure all the shields and guards are properly installed and secured. Never alter or remove safety equipment.
 - Be sure you understand and have practiced safe use of all controls. Know the capacity and operating characteristics of the machine.
 - Ensure you have a first aid kit and fire extinguisher. Know where they are and how to use them.
1. Lubricate the machine completely. For instructions, refer to [5.3.6 Lubrication and Servicing, page 402](#).
 2. Adjust the tension on the drive belts. For instructions, refer to [Checking and Tensioning Knife Drive Belts, page 471](#).
 3. Perform all annual maintenance tasks. For instructions, refer to [5.3.1 Maintenance Schedule/Record, page 397](#).

5.3.4 End-of-Season Service

Perform the following procedures at the end of each operating season:



CAUTION

Never use gasoline, naphtha, or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.



CAUTION

Cover cutterbar and knife guards to prevent injury from accidental contact.

1. Clean the header thoroughly.
2. Bring the machine for storage in a dry and protected place if possible. If storing outside, always cover the machine with a waterproof canvas or other protective material.

NOTE:

If storing the machine outside, remove the drapers and store them in a dark, dry place. If not removing the drapers, store the header with the cutterbar lowered so water and snow will not accumulate on the drapers. The weight of water and snow accumulation puts excessive stress on the drapers and header.

3. Lower the header onto blocks to keep the cutterbar off the ground.
4. Lower the reel completely. If stored outside, tie the reel to the frame to prevent rotation caused by the wind.
5. Repaint all worn or chipped painted surfaces to prevent rust.
6. Loosen the drive belts.
7. Lubricate the header thoroughly leaving excess grease on the fittings to keep moisture out of the bearings.
8. Apply grease to exposed threads, cylinder rods, and sliding surfaces of components.
9. Lubricate the knife. Refer to the inside back cover for recommended lubricants.
10. Check for worn components and repair as necessary.
11. Check for broken components and order replacements from your Dealer. Immediate repair of these items will save time and effort at the beginning of next season.
12. Replace or tighten any missing or loose hardware. For instructions, refer to [8.1 Torque Specifications, page 585](#).

5.3.5 Checking Hydraulic Hoses and Lines

Check hydraulic hoses and lines daily for signs of leaks.

WARNING

- Avoid high-pressure fluids. Escaping fluid can penetrate the skin causing serious injury. Relieve pressure before disconnecting hydraulic lines. Tighten all connections before applying pressure. Keep hands and body away from pin holes and nozzles which eject fluids under high pressure.
- If any fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type of injury or gangrene may result.



Figure 5.2: Hydraulic Pressure Hazard

- Use a piece of cardboard or paper to search for leaks.

IMPORTANT:

Keep hydraulic coupler tips and connectors clean. Allowing dust, dirt, water, or foreign material to enter the system is the major cause of hydraulic system damage. Do **NOT** attempt to service hydraulic systems in the field. Precision fits require a perfectly clean connection during overhaul.

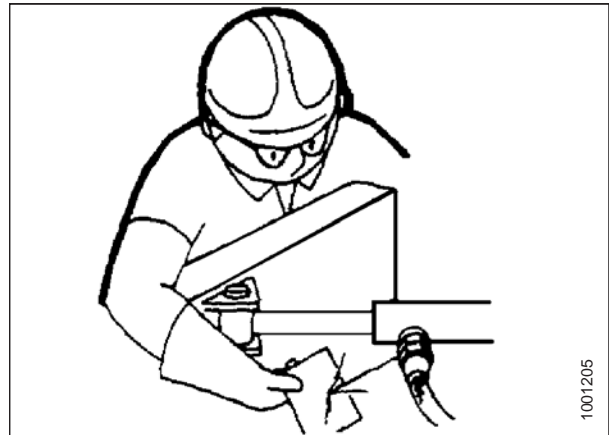


Figure 5.3: Testing for Hydraulic Leaks

5.3.6 Lubrication and Servicing

CAUTION

To avoid personal injury, before servicing header or opening drive covers, follow procedures in [5.1 Preparing Machine for Servicing, page 395](#).

Refer to inside back cover for recommended lubricants.

Log hours of operation and use the Maintenance Record provided to keep a record of scheduled maintenance. Refer to [5.3.1 Maintenance Schedule/Record, page 397](#).

Service Intervals

Every 25 Hours

Use high temperature extreme pressure (EP2) performance grease with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

Knifehead: Lubricate the knifehead (A) every 25 hours. Check for signs of excessive heating on the first few guards after greasing. If required, relieve the pressure by pressing the check-ball in the grease fitting.

IMPORTANT:

Overgreasing the knifehead puts pressure on the knife, causing it to rub against the guards, resulting in excessive wear from binding. Do **NOT** overgrease the knifehead. Apply only one to two pumps using a mechanical grease gun (do **NOT** use an electric grease gun). If more than six to eight pumps of the grease gun are required to fill the cavity, replace the seal in the knifehead. For instructions, refer to [5.8.3 Removing Knifehead Bearing](#), page 450.

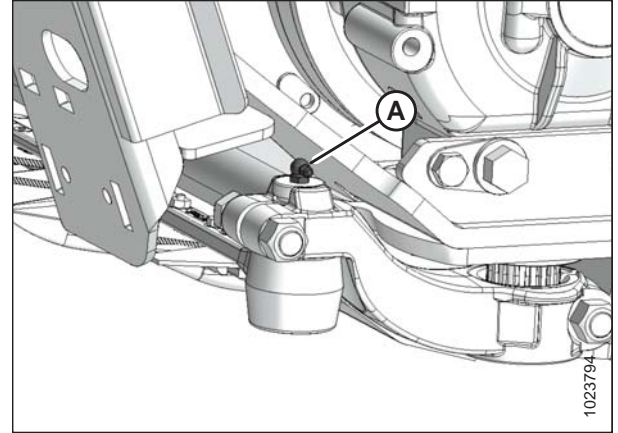


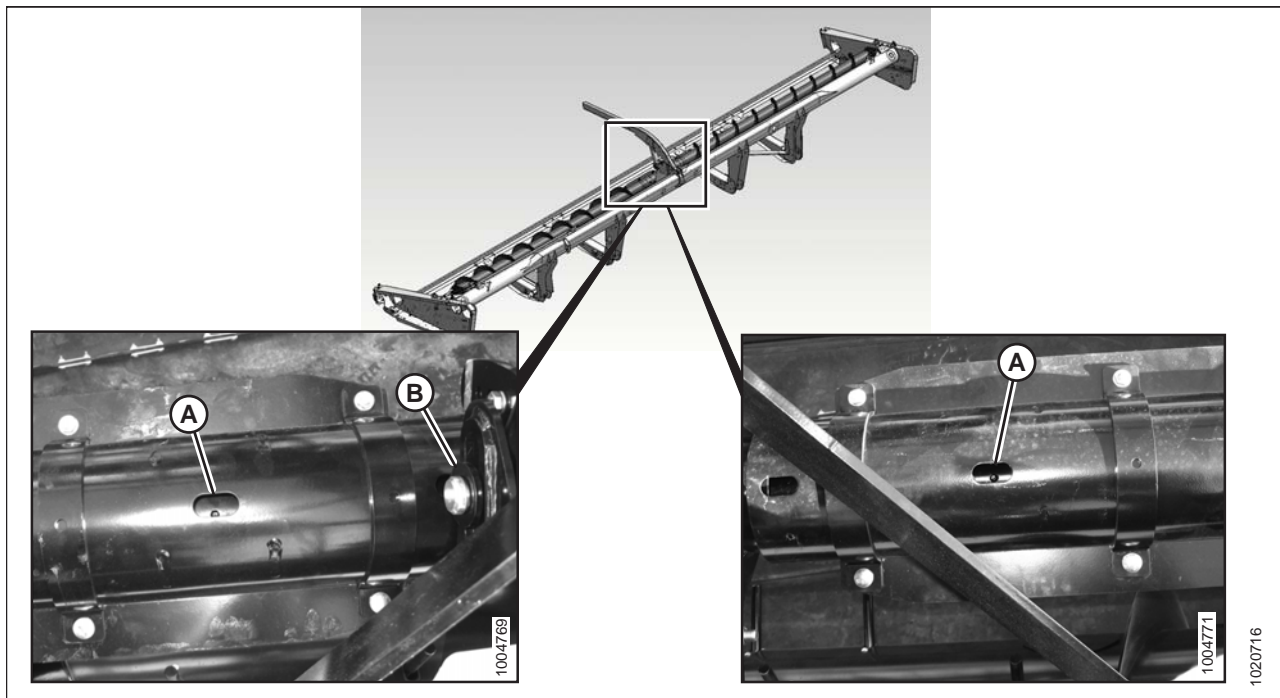
Figure 5.4: Knifehead

Every 50 Hours

NOTE:

Use high temperature extreme pressure (EP2) performance grease with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

Figure 5.5: Every 50 Hours

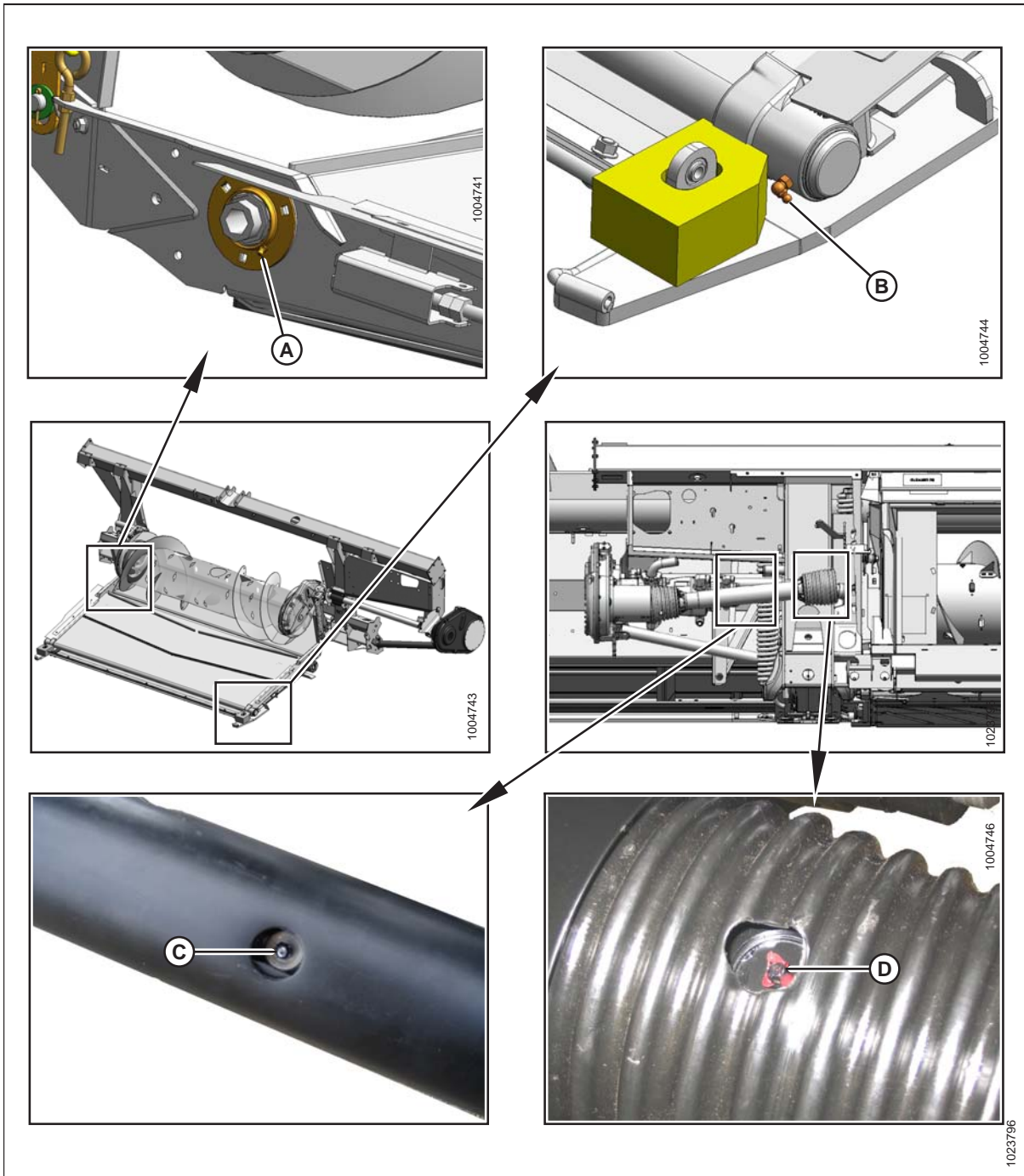


A - Upper Cross Auger U-joint and Bearing⁴⁹

B - Upper Cross Auger Bearing (Two Places)

49. U-joint has an extended lubrication cross and bearing kit. Stop greasing when greasing becomes difficult or if U-joint stops taking grease. Overgreasing will damage U-joint. Six to eight pumps are sufficient at first grease (factory). Decrease grease interval as U-joint wears and requires more than six pumps.

Figure 5.6: Every 50 Hours



A - Drive Roller Bearing
C - Driveline Slip Joint⁵⁰

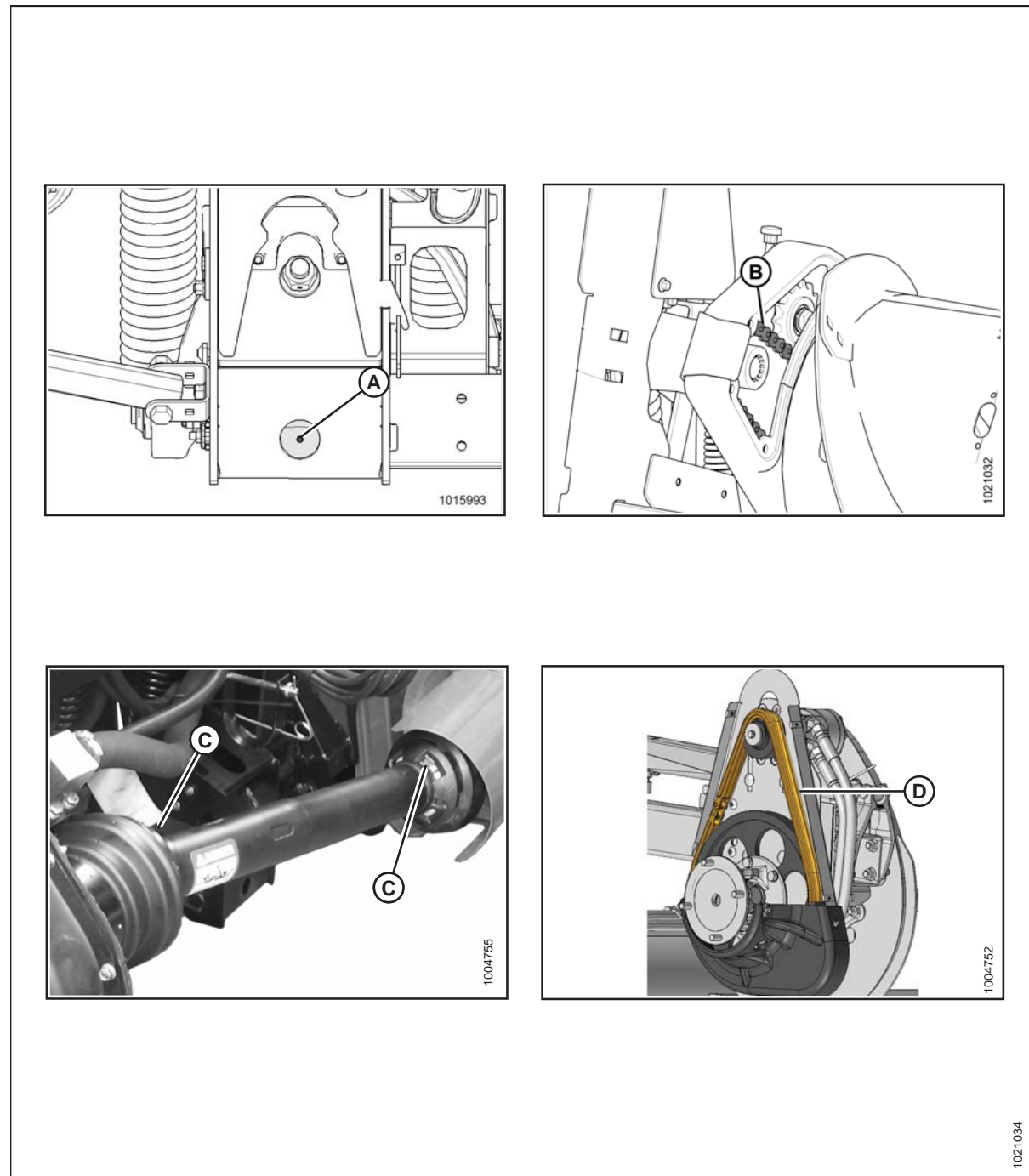
B - Idler Roller Bearing (Both Sides)
D - Driveline Universal (Two Places)

Every 100 Hours

Use high temperature extreme pressure (EP2) performance grease with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

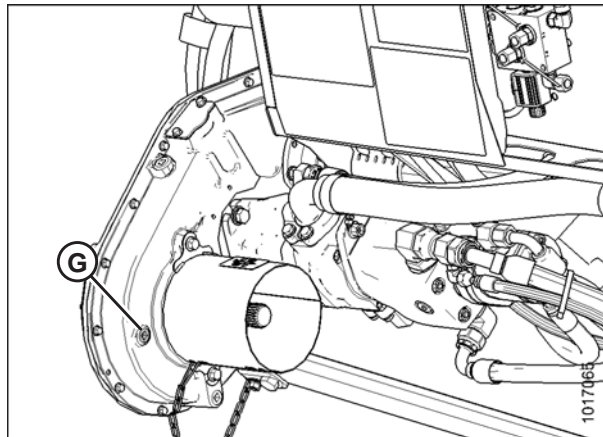
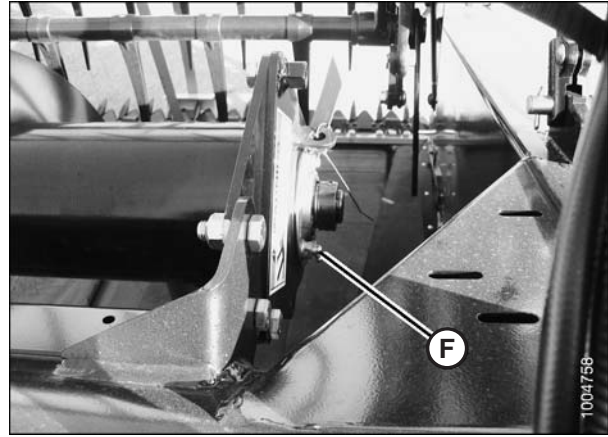
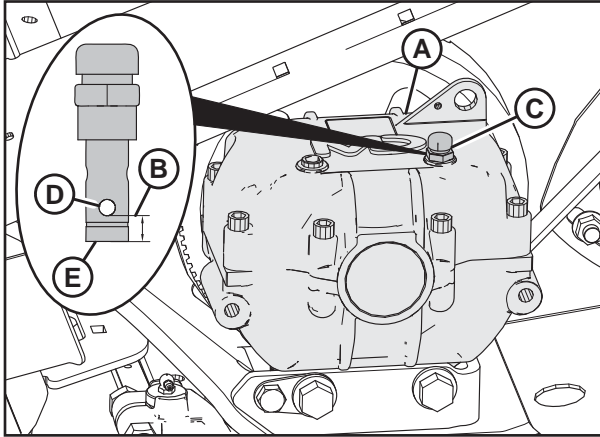
50. Use high temperature extreme pressure (EP2) performance grease with 10% max molybdenum disulphide (NLGI Grade 2) lithium base.

Figure 5.7: Every 100 Hours



- A - Float Pivot – Right and Left
- B - Auger Drive Chain. Refer to [Lubricating Auger Drive Chain, page 414](#)
- C - Driveline Guard – Two Places
- D - Reel Drive Chain – One Place. Refer to [Lubricating Reel Drive Chain, page 412](#)

Figure 5.8: Every 100 Hours



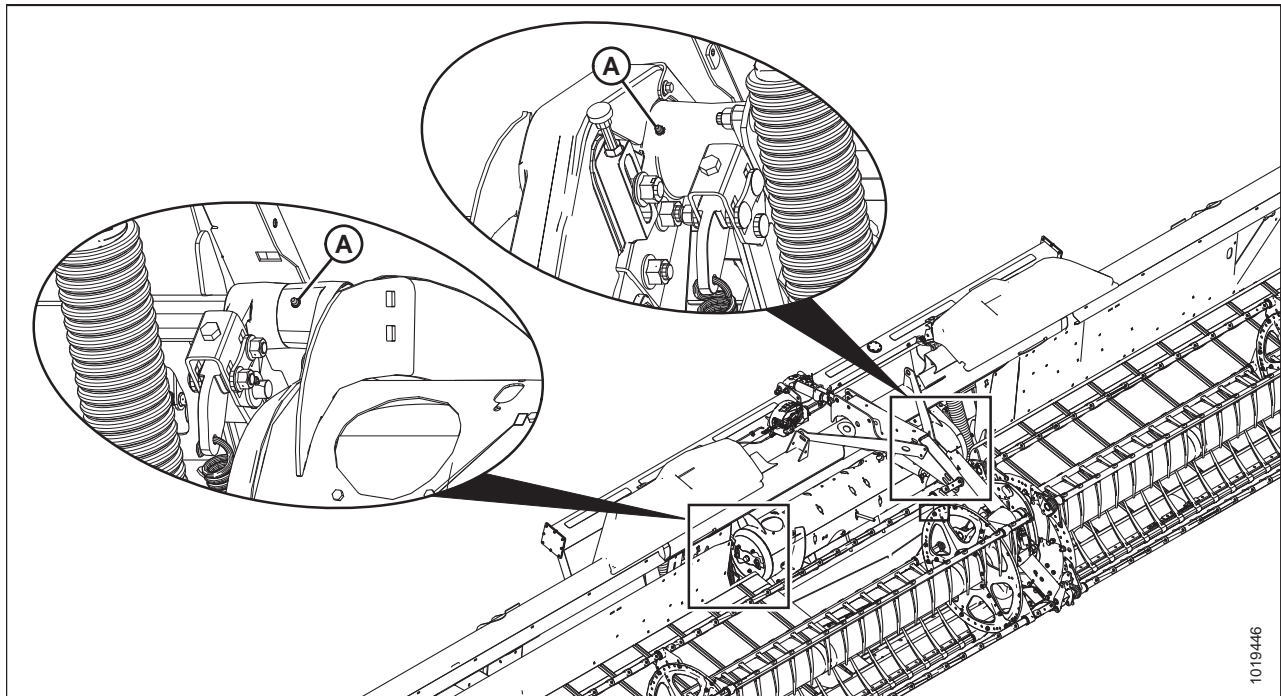
A - Knife Drive Box (Check Oil Level [B] on Dipstick [C]: Between Lowest Edge of Hole [D] and Bottom [E] of Dipstick)

F - Upper Cross Auger Bearing (One Place)

G - Main Drive Gearbox Oil Level. Refer to [Lubricating Header Drive Gearbox, page 415](#)

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Figure 5.9: Every 100 Hours



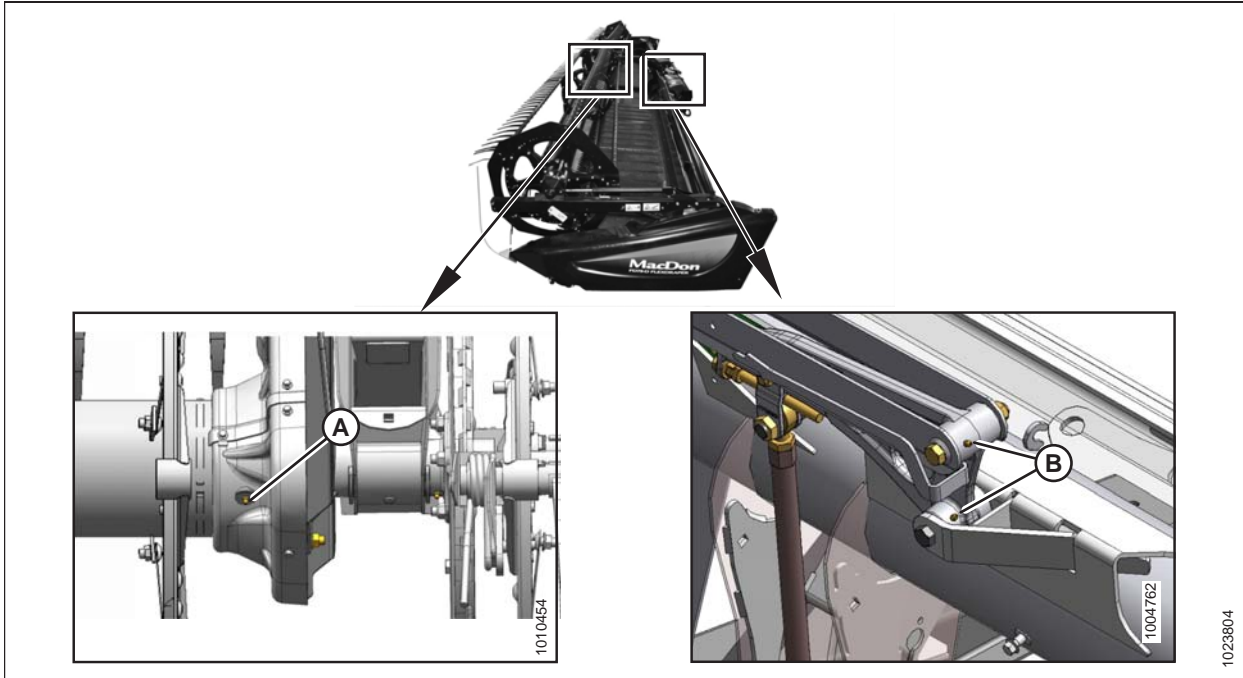
A - Auger Pivots

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Every 250 Hours

Use high temperature extreme pressure (EP2) performance grease with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

Figure 5.10: Every 250 Hours

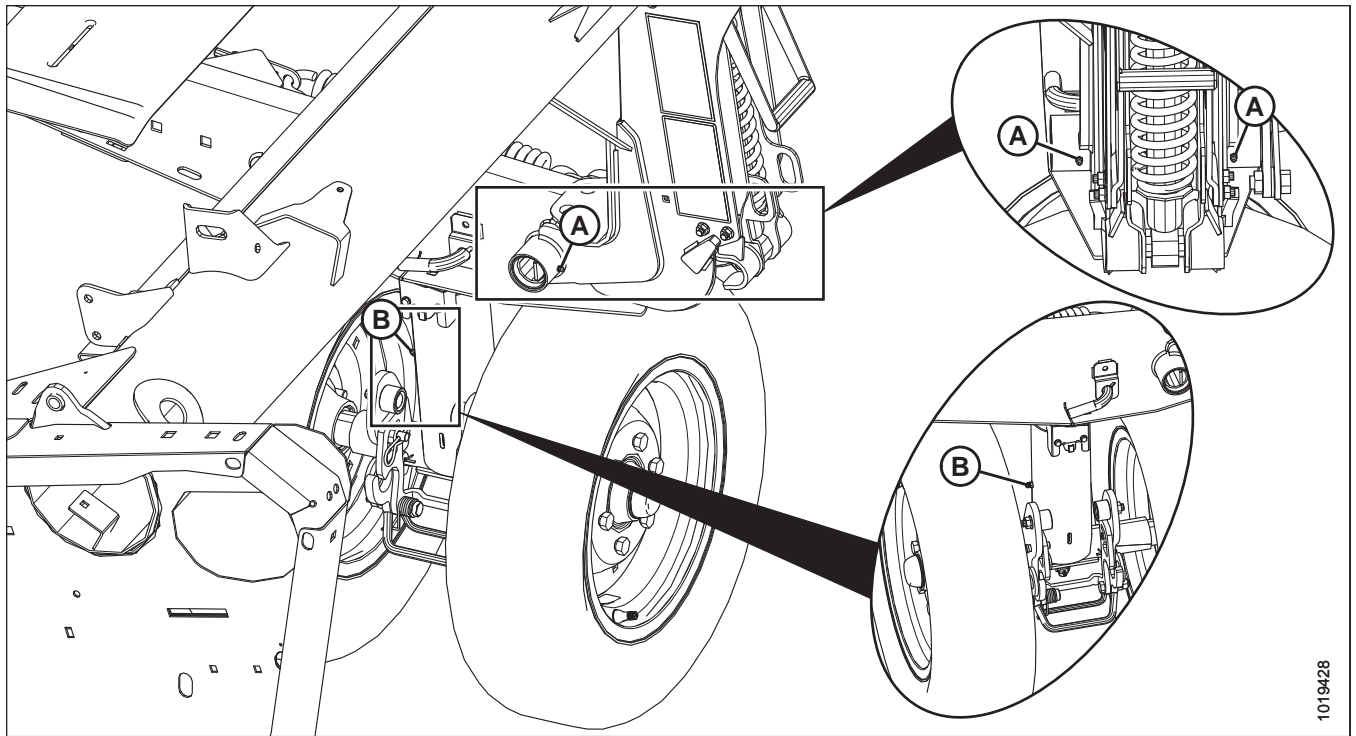


A - Reel U-joint (One Place)⁵¹

B - Flex Linkage (Two Places) – Both Sides

51. U-joint has an extended lubrication cross and bearing kit. Stop greasing when greasing becomes difficult or if U-joint stops taking grease. Overgreasing will damage U-joint. Six to eight pumps are sufficient at first grease (factory). Increase grease interval as U-joint wears and requires more than six pumps.

Figure 5.11: Every 250 Hours



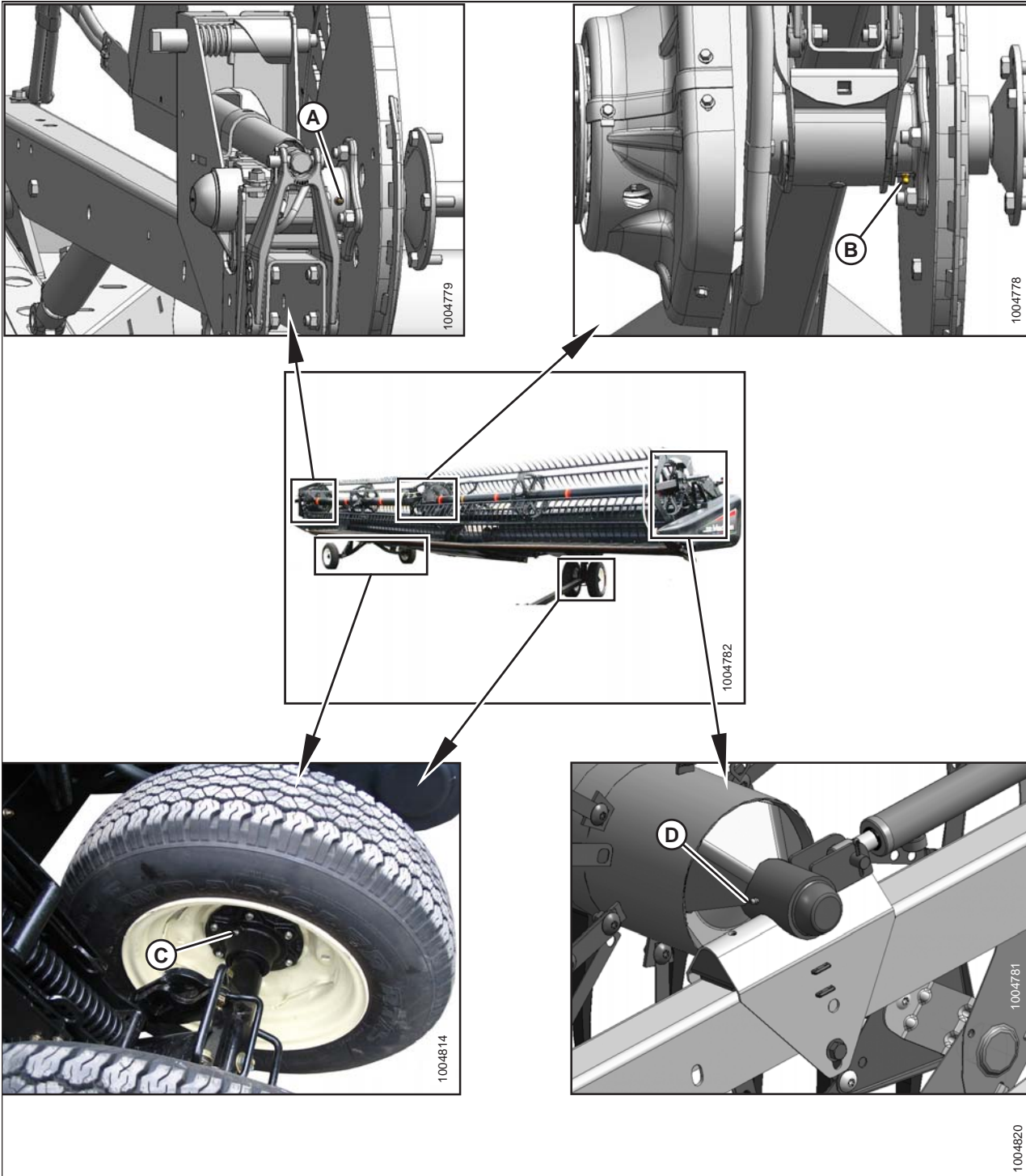
A - Frame/Wheel Pivot (Front and Rear) – Both Sides

B - Front Wheel Pivot (One Place)

Every 500 Hours

Use high temperature extreme pressure (EP2) performance grease with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

Figure 5.12: Every 500 Hours



A - Reel Right Bearing (One Place)
C - Wheel Bearings (Four Places)

B - Reel Center Bearing (One Place)
D - Reel Left Bearing (One Place)

Greasing Procedure

Greasing points are identified on the machine by decals showing a grease gun and grease interval in hours of operation. Grease point layout decals are located on the header and on the right side of the float module.



WARNING

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

Refer to inside back cover for recommended lubricants.

Log hours of operation and use the Maintenance Record provided to keep a record of scheduled maintenance. Refer to [5.3.1 Maintenance Schedule/Record, page 397](#).

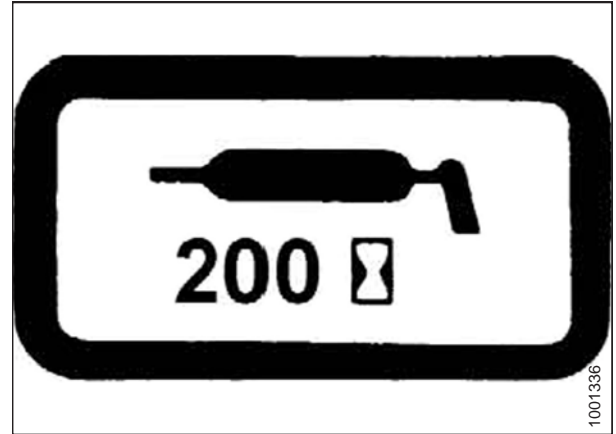


Figure 5.13: Greasing Interval Decal

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

IMPORTANT:

Use clean, high-temperature, extreme-pressure grease only.

2. Inject grease through fitting with grease gun until grease overflows fitting (except where noted).
3. Leave excess grease on fitting to keep out dirt.
4. Replace any loose or broken fittings immediately.
5. Remove and thoroughly clean any fitting that will not take grease. Also clean lubricant passageway. Replace fitting if necessary.

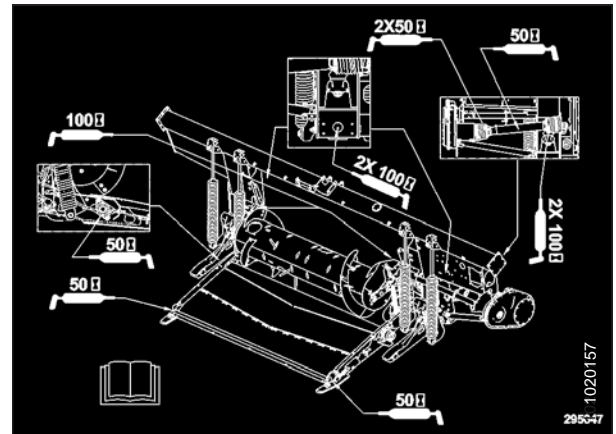


Figure 5.14: FM100 Grease Point Layout Decal

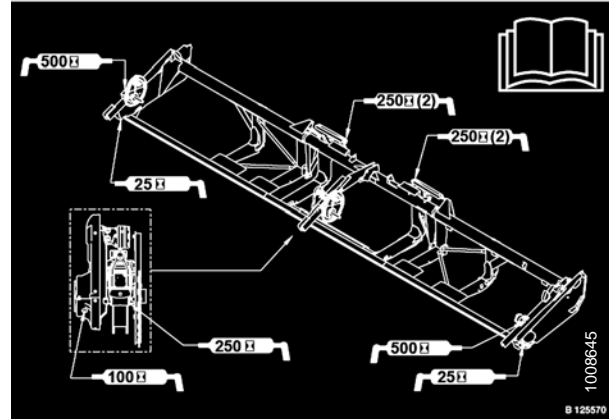


Figure 5.15: FD1 Series Grease Point Layout Decal

Lubricating Reel Drive Chain

DANGER

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

1. Remove six bolts (A) securing upper cover (B) to the reel drive and lower cover (C).
2. Remove upper cover (B).

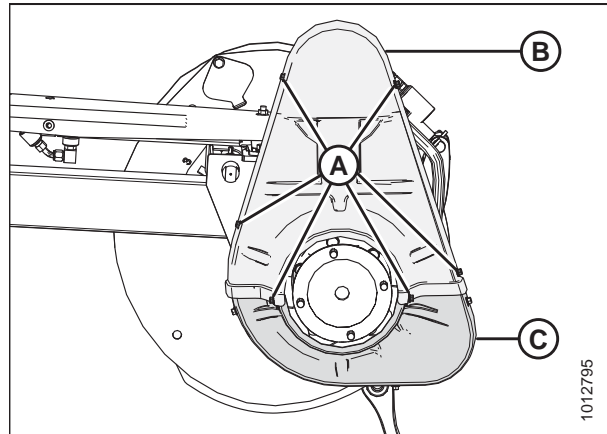


Figure 5.16: Drive Cover

3. Remove three bolts (A) and remove lower cover (B) if necessary.

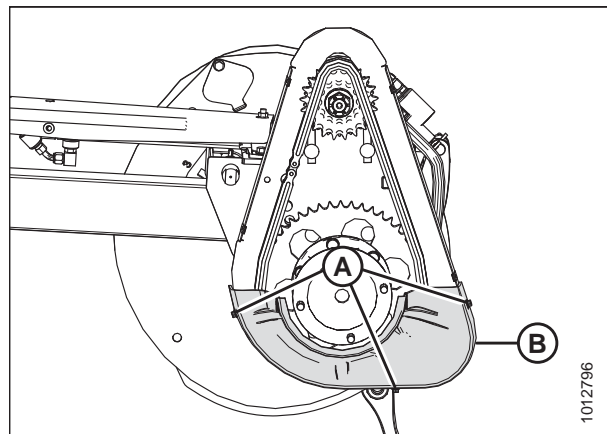


Figure 5.17: Lower Drive Cover

MAINTENANCE AND SERVICING

4. Apply a liberal amount of grease to the chain (A).

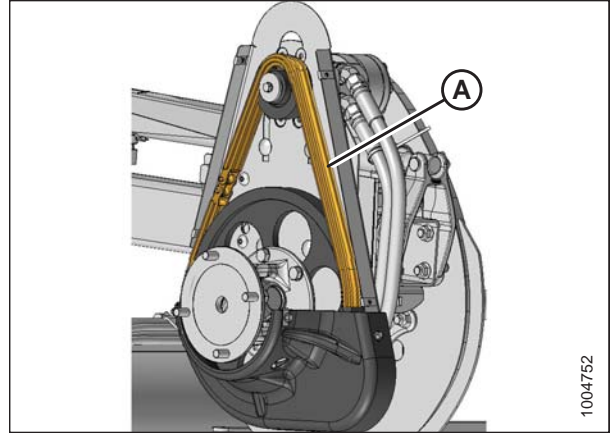


Figure 5.18: Drive Chain

5. Position lower drive cover (B) onto the reel drive (if previously removed), and secure with three bolts (A). Torque bolts to 12–13.2 Nm (9–10 lbf·ft).

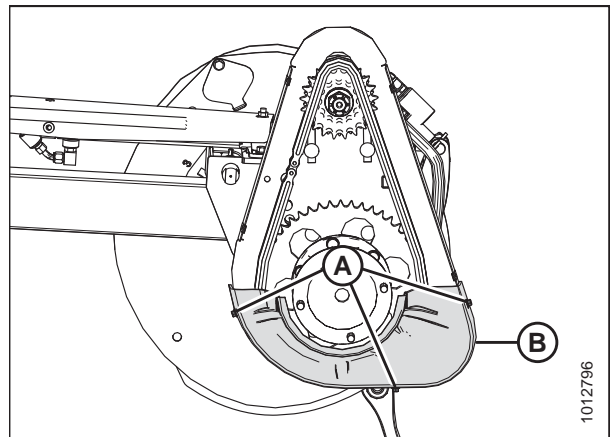


Figure 5.19: Lower Drive Cover

6. Position upper drive cover (B) onto the reel drive and lower cover (C), and secure with six bolts (A). Torque bolts to 12–13.2 Nm (9–10 lbf·ft).

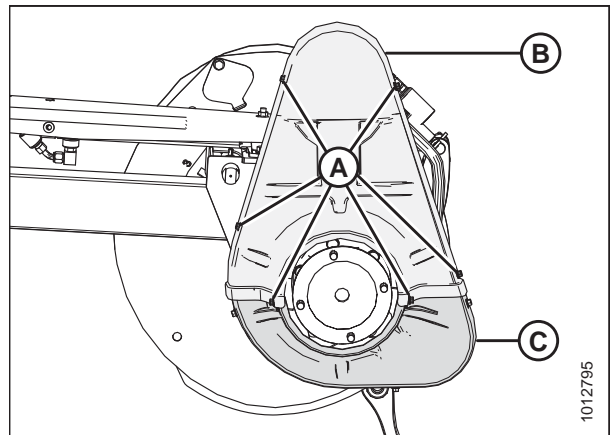


Figure 5.20: Drive Cover

Lubricating Auger Drive Chain

DANGER

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

Lubricate the auger drive chain every 100 hours. The auger drive chain can be lubricated with the float module attached to the combine, but it is easier with the float module detached.

The auger drive cover consists of an upper and lower cover, and a metal inspection panel. Only the metal inspection panel needs to be removed to grease the chain.

1. Remove four bolts (A) and the metal inspection panel (B).

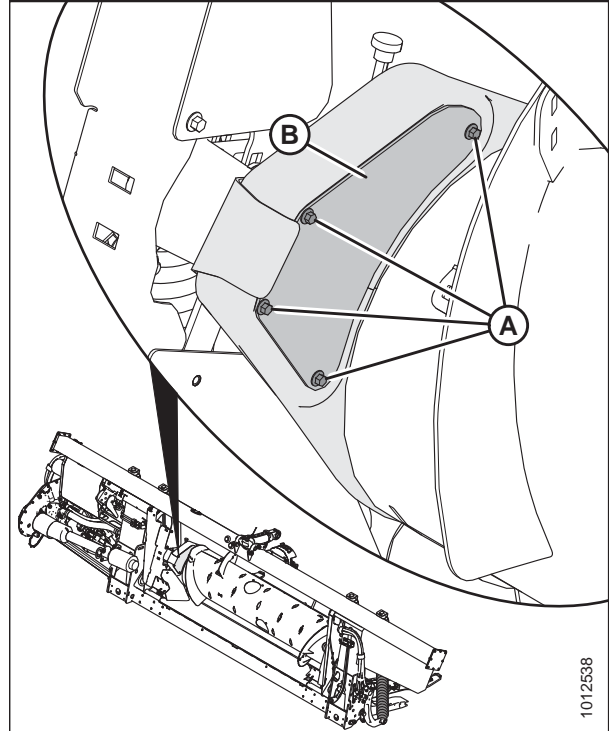


Figure 5.21: Auger Drive Inspection Panel

2. Apply a liberal amount of grease to the chain (A), drive sprocket (B), and idler sprocket (C).
3. Rotate the auger and apply grease to more areas of the chain, if necessary.

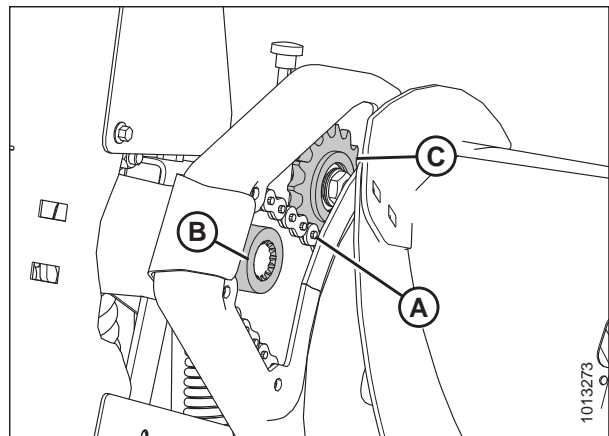


Figure 5.22: Auger Drive Chain

4. Reinstall metal inspection panel (B) and secure with four bolts (A).

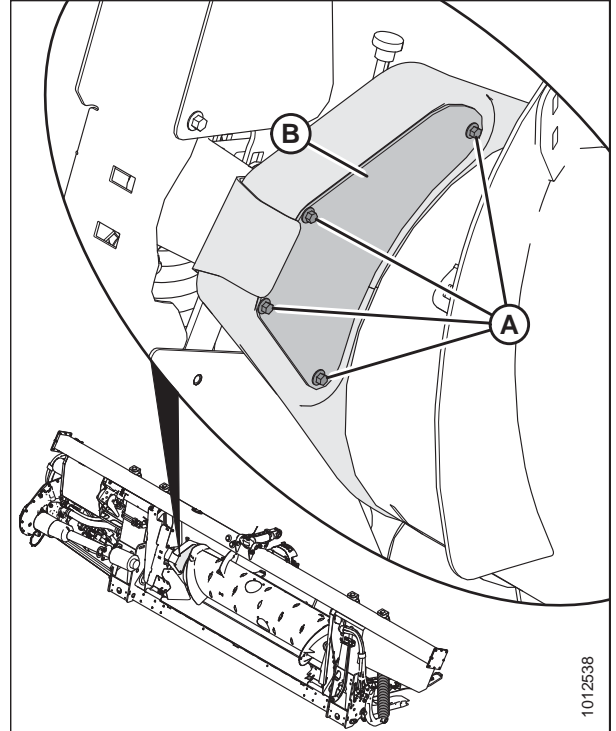


Figure 5.23: Auger Drive Inspection Panel

Lubricating Header Drive Gearbox

Checking Oil Level in Header Drive Gearbox

Check the header drive gearbox oil level every 100 hours.

⚠ WARNING

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

1. Lower the header to the ground and ensure the gearbox is in working position.
2. Shut down the engine, and remove the key from the ignition.
3. Remove oil level plug (A) and check that the oil level is up to the bottom of the hole.
4. Reinstall oil level plug (A).
5. Add oil if required. For instructions, refer to [Adding Oil to Header Drive Gearbox, page 416](#).

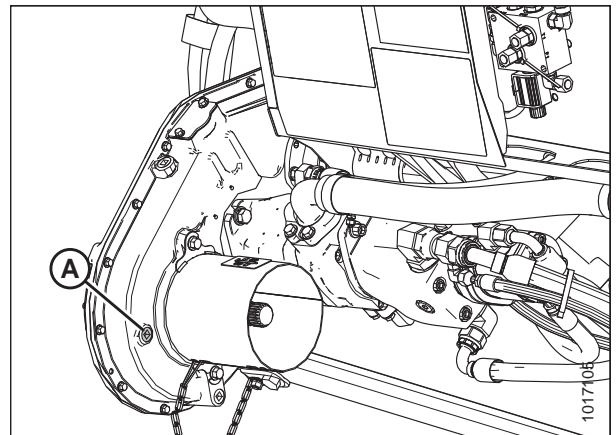


Figure 5.24: Header Drive Gearbox

Adding Oil to Header Drive Gearbox

WARNING

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

1. Lower the cutterbar to the ground, and ensure the gearbox is in working position.
2. Shut down the engine, and remove the key from the ignition.
3. Remove filler plug (B) and oil level plug (A).
4. Add oil into filler plug (B) until it runs out of oil level plug hole (A). Refer to the inside back cover for recommended fluids and lubricants.
5. Replace oil level plug (A) and filler plug (B).

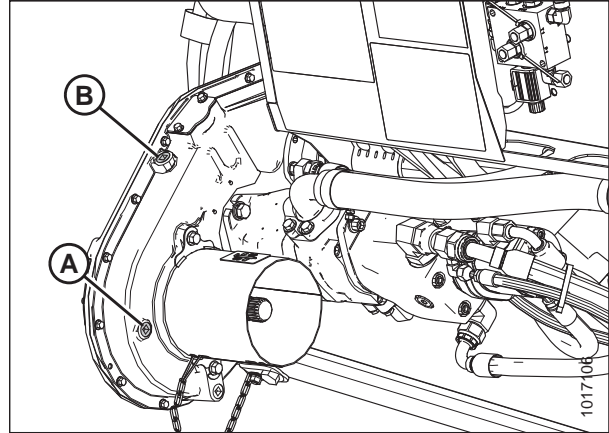


Figure 5.25: Header Drive Gearbox

Changing Oil in Header Drive Gearbox

Change the header drive gearbox oil after the first 50 hours of operation and every 1000 hours (or 3 years) thereafter.

WARNING

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

1. Start engine.
2. Engage the header to warm up the oil.
3. Raise or lower the header to position oil drain plug (A) at its lowest point.
4. Shut down the engine, and remove the key from the ignition.
5. Place a suitably sized container (approximately 4 liters [1 US gal]) underneath the gearbox drain to collect the oil.
6. Remove oil drain plug (A) and filler plug (C), and allow the oil to drain.
7. Replace oil drain plug (A) and remove oil level plug (B).
8. Add oil through filler plug (C) until it runs out of oil level hole (B). Refer to this manual's inside back cover for recommended lubricants.

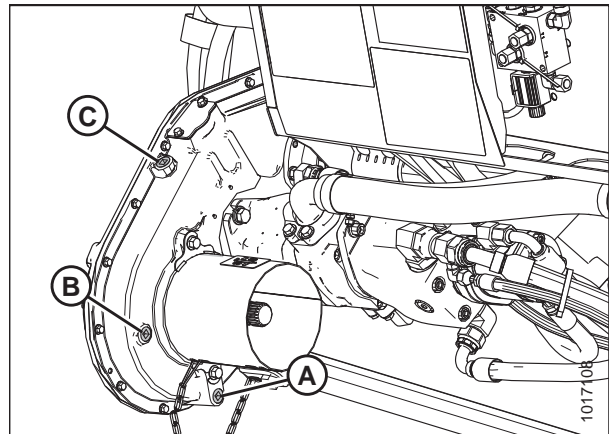


Figure 5.26: Header Drive Gearbox

NOTE:

The header drive gearbox holds approximately 2.5 liters (2.6 quarts) of oil.

9. Replace oil level plug (B) and filler plug (C).

5.4 Hydraulics

The FM100 Float Module's hydraulic system drives the float module feed draper, header drapers, and knife drives. The combine's hydraulic system drives the reel hydraulics.

The float module frame acts as an oil reservoir. Refer to inside back cover for oil requirements.

5.4.1 Checking Oil Level in Hydraulic Reservoir

Check the hydraulic oil level in the reservoir every 25 hours.

1. Check the oil level using lower sight (A) and upper sight (B) with the cutterbar just touching the ground and with the center-link retracted.

NOTE:

Check the level when the oil is cold.

NOTE:

For extremely hilly terrain, a hillside extension kit can be installed. Refer to [6.1.1 Hillside Extension Kit, page 557](#).

2. Ensure the oil is at the appropriate level for the terrain as follows:
 - **Hilly terrain:** Maintain level so lower sight (A) is full, and upper sight (B) is up to one-half filled.
 - **Normal terrain:** Maintain level so lower sight (A) is one-half full, and upper sight (B) is empty.

NOTE:

It may be necessary to slightly reduce the oil level when ambient temperatures are above 35°C (95°F) to prevent overflow at the breather when normal operating temperatures are reached.

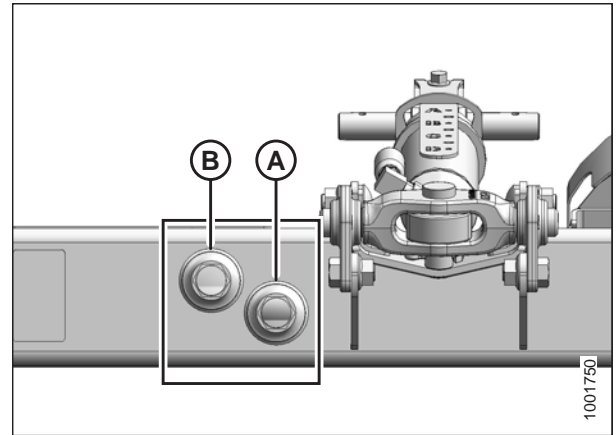


Figure 5.27: Oil Level Sight Glass

5.4.2 Adding Oil to Hydraulic Reservoir

Follow this procedure to top up the oil in the hydraulic reservoir. To change the hydraulic oil, refer to [5.4.3 Changing Oil in Hydraulic Reservoir, page 418](#).



WARNING

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

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

2. Clean any dirt or debris from the filler cap (A).

CAUTION

Oil reservoir can have up to 10 psi of pressure, remove the cap slowly.

3. Loosen and remove the filler cap (A) by turning it counterclockwise.
4. Add warm oil (approximately 21°C [70°F]) and fill to the required level. Refer to this manual's inside back cover for oil type and specification.

IMPORTANT:

Warm oil will flow through the screen better than cold oil. Do **NOT** remove the screen.

5. Reinstall the filler cap (A).
6. Recheck oil level. For instructions, refer to [5.4.1 Checking Oil Level in Hydraulic Reservoir, page 417](#).

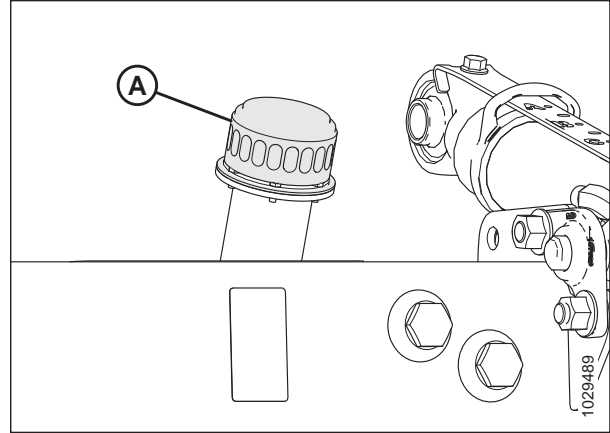


Figure 5.28: Oil Reservoir Filler Cap

5.4.3 Changing Oil in Hydraulic Reservoir

Change the hydraulic oil in the reservoir every 1000 hours or 3 years (whichever comes first).

WARNING

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

1. Start the engine.
2. Engage the header to warm up the oil.
3. Shut down the engine, and remove the key from the ignition.

4. Place a suitably sized container (at least 40 liters [10 gallons]) under each of the two oil drain plugs (A) located at the back on each side of the frame.

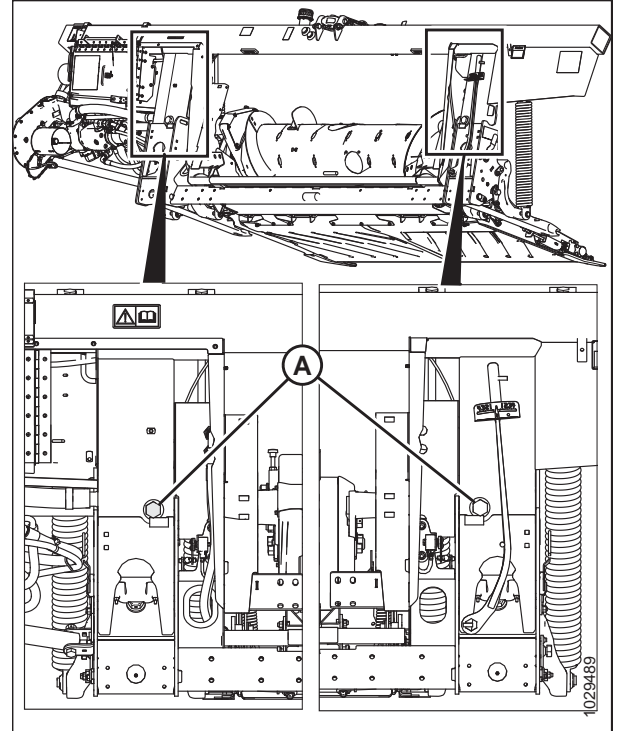


Figure 5.29: Reservoir Drain

5. Clean any dirt or debris from the filler cap (A).

CAUTION

Oil reservoir can have up to 10 psi of pressure, remove the cap slowly.

6. Loosen and remove the filler cap (A) by turning it counterclockwise.
7. Remove the oil drain plugs (A) with a 1 1/2 in. hex socket and allow the oil to drain.
8. Replace the oil drain plugs (A) when reservoir is empty.
9. Change the oil filter if required. For instructions, refer to [5.4.4 Changing Oil Filter, page 419](#).
10. Add approximately 75 liters (20 gallons) of oil to the reservoir. For instructions, refer to [5.4.2 Adding Oil to Hydraulic Reservoir, page 417](#).

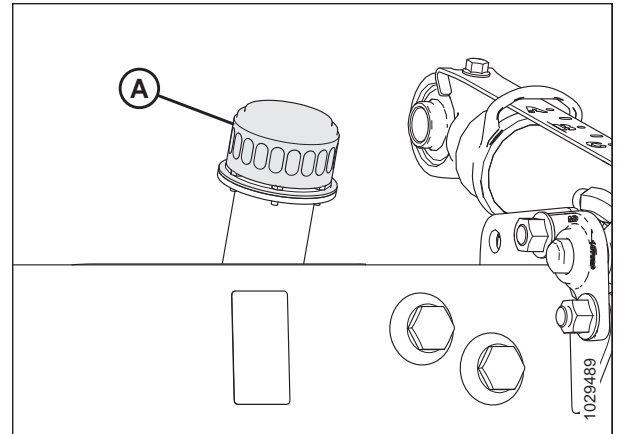


Figure 5.30: Oil Reservoir Filler Cap

5.4.4 Changing Oil Filter

Change the oil filter after the first 50 hours of operation and every 250 hours thereafter.

Obtain filter (MD #202986) from your MacDon Dealer.

WARNING

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

MAINTENANCE AND SERVICING

1. Clean around the mating surfaces of the filter (B) and manifold (A).

NOTE:

Cover opened in illustration at right to show manifold (A).

2. Place a suitably sized container (approximately 1 liter [0.26 gallons]) under the oil drain spout (C) to collect oil runoff.
3. Remove the spin-off filter (B) and clean the exposed filter port in the manifold (A).
4. Apply a thin film of clean oil to the O-ring provided with the new filter.
5. Turn the new filter into the manifold (A) until the O-ring contacts the mating surface. Tighten the filter an additional $\frac{1}{2}$ to $\frac{3}{4}$ turn by hand.

IMPORTANT:

Do **NOT** use a filter wrench to install the new filter. Overtightening can damage the O-ring and filter.

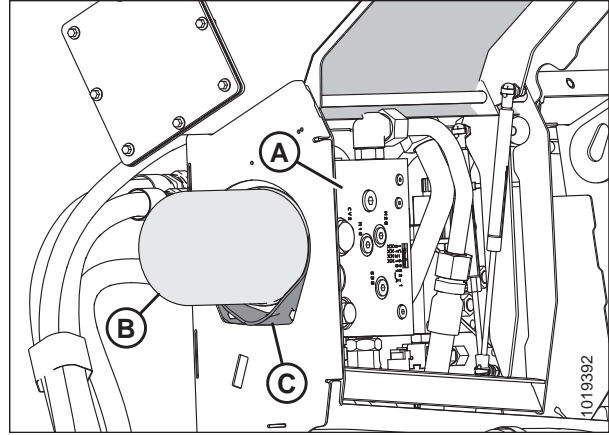


Figure 5.31: FM100 Hydraulics

5.5 Electrical System

5.5.1 Replacing Light Bulbs

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Shut down the engine, and remove the key from the ignition.
2. Use a Phillips screwdriver to remove screws (A) from the fixture, and remove the plastic lens. Retain screws (A).
3. Replace the bulb, and reinstall the plastic lens and screws.

NOTE:

Use trade #1156 bulb for amber transport lights and #1157 for the red tail light (Slow Speed Transport option).

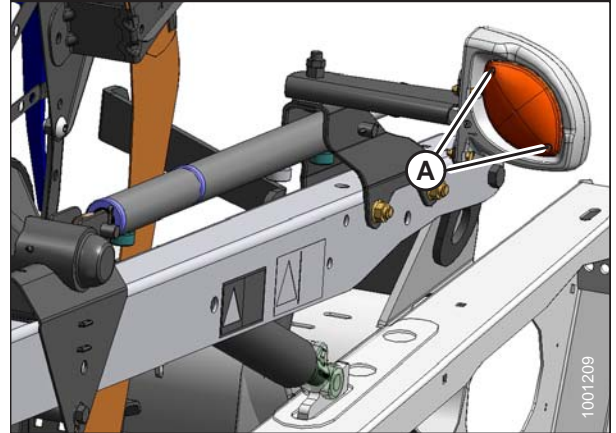


Figure 5.32: Left Transport Light

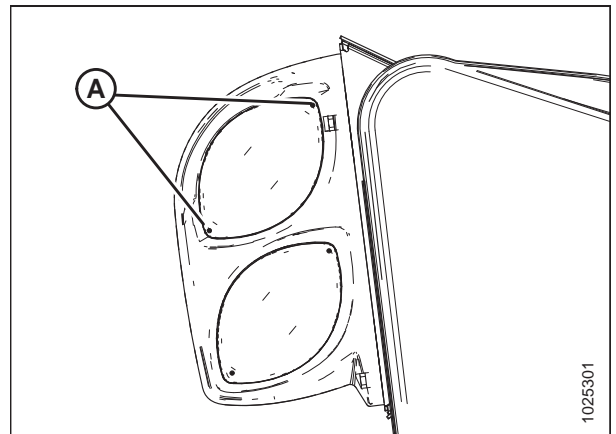


Figure 5.33: Optional Slow Speed Transport – Red and Amber Lights

5.6 Header Drive

The header drive consists of a driveline from the combine to the FM100 Float Module gearbox that drives the feed auger and hydraulic pumps. The pumps provide hydraulic power to the drapers, knives, and optional equipment.

5.6.1 Removing Driveline

WARNING

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

NOTE:

The driveline normally remains attached to the float module and is stored on the support bracket provided when not in use.

1. Shut down the combine, and remove the key from the ignition.
 2. If the float module is attached to the combine, remove the driveline from the combine by pulling the quick disconnect collar to release the driveline yoke at the combine shaft.
 3. Remove two nuts (A) securing shield (B) to the gearbox.
 4. Slide shield (B) over the driveline shield to expose the quick disconnect on the gearbox. Do **NOT** disconnect tether (C).
 5. Pull the quick disconnect collar to release the driveline yoke, and pull the driveline off the gearbox shaft.
 6. Slide shield (B) off the driveline.
-
7. Pull driveline collar (A) away from power take-off (PTO) support (B). Slide yoke (C) off support bracket (B), and release collar (A).

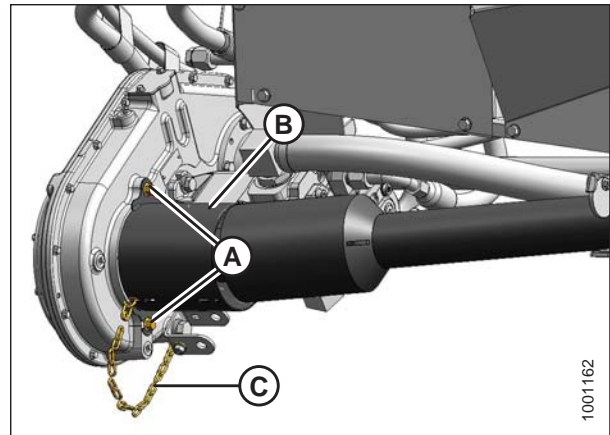


Figure 5.34: Float Module End of Driveline

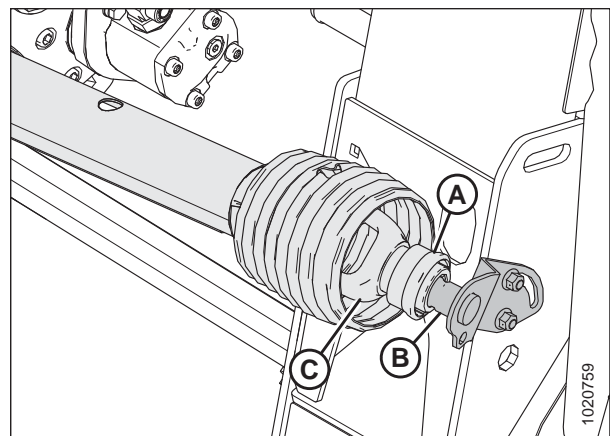


Figure 5.35: Combine End of Driveline

5.6.2 Installing Driveline

DANGER

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

IMPORTANT:

If the combine output shaft splines match the float module input shaft splines, ensure the driveline is installed with the longer guard at the float module gearbox end.

IMPORTANT:

Ensure the driveline length corresponds with the length specifications for your specific equipment. Refer to [2.2 Specifications, page 21](#).

1. Position the combine end of driveline (A) onto storage support (B). Pull back collar (C) on the driveline and slide the driveline onto the support until it locks in place. Release collar (C).
2. For drivelines equipped with safety chains, attach chain (D) at the combine end to driveline storage support (B).

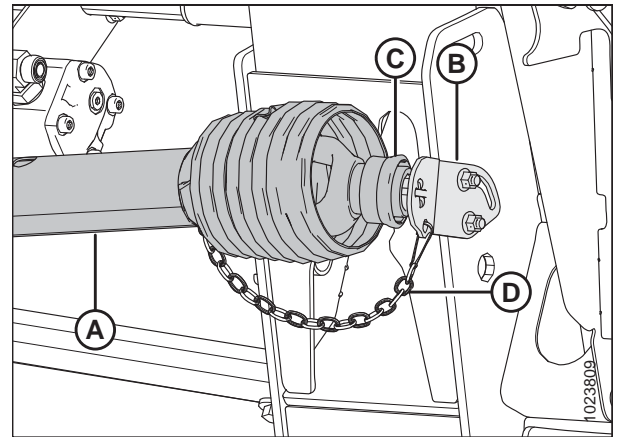


Figure 5.36: Combine End of Driveline

3. Slide shield (A) over driveline (B).
4. Position the driveline quick disconnect onto the float module gearbox shaft, pull back the collar, and slide it onto the shaft until it locks in place. Release the collar.
5. Position shield (A) on the gearbox and secure with bolts (C).
6. For drivelines equipped with safety chains, attach chain (D) at the module end to chain (E) on the shield.

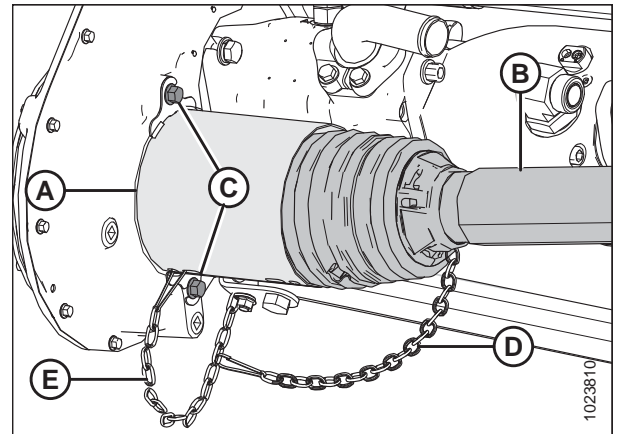


Figure 5.37: Float Module End of Driveline

5.6.3 Removing Driveline Guard

The main driveline guard must remain attached to the driveline during operation, but it can be removed for maintenance purposes.

WARNING

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

NOTE:

The driveline does **NOT** need to be removed from the float module in order to remove the driveline guard.

1. Shut down the combine, and remove the key from the ignition.
2. Pull the driveline collar (A) away from the power take-off (PTO) support (B). Slide the yoke (C) off the support bracket (B), and release collar (A).

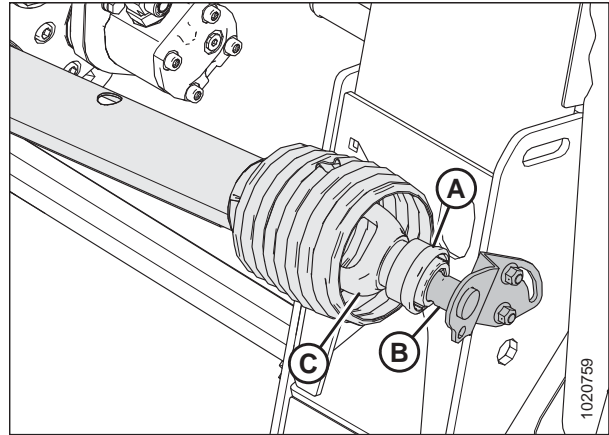


Figure 5.38: Combine End of Driveline

3. Lift the combine end of the driveline (A) from the hook, and extend the driveline until it separates. Hold the float module end of the driveline (B) to prevent it from dropping and hitting the ground.



Figure 5.39: Separated Driveline

MAINTENANCE AND SERVICING

4. Use a slotted screwdriver to release grease fitting/lock (A).



Figure 5.40: Driveline Guard

5. Rotate the driveline guard locking ring (A) counterclockwise using a screwdriver until the lugs (B) line up with the slots in the guard.
6. Pull the guard off the driveline.

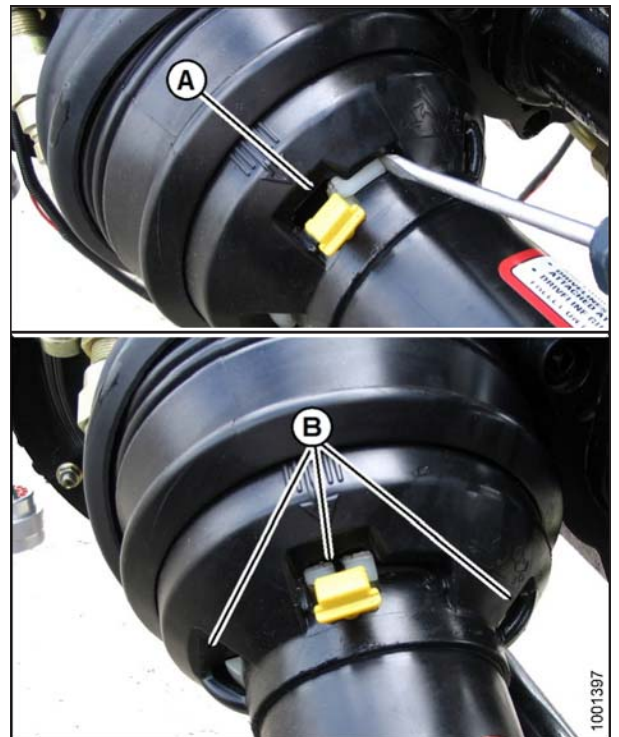


Figure 5.41: Driveline Guard

5.6.4 Installing Driveline Guard

1. Slide the guard onto the driveline, and line up the slotted lug on the locking ring (A) with the arrow (B) on the guard.



Figure 5.42: Driveline Guard

2. Push the guard onto the ring until the locking ring is visible in the slots (A).



Figure 5.43: Driveline Guard

3. Use a slotted screwdriver to rotate ring (A) clockwise and lock ring in guard.



Figure 5.44: Driveline Guard

4. Push the grease fitting (A) back into the guard.



Figure 5.45: Driveline Guard

5. Assemble the driveline.

IMPORTANT:

The splines are keyed to align the universals. Align weld (A) with the missing spline (B) when assembling. Failure to align the halves of the shaft can cause excessive vibration and feed auger/gearbox failures.

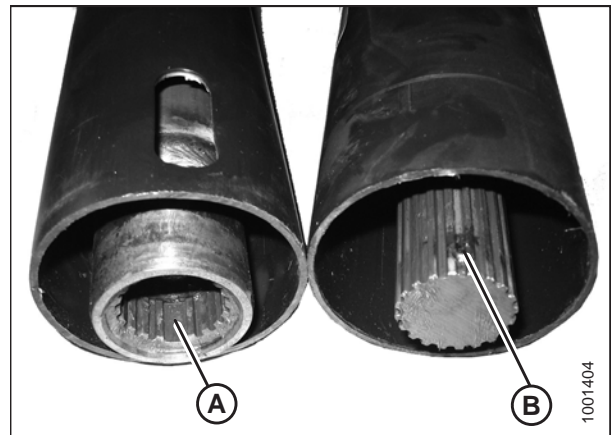


Figure 5.46: Driveline

6. Position the combine end of the driveline (A) on the power take-off (PTO) storage support (B). Pull back the collar (C) on the driveline and slide driveline onto the support until the driveline yoke (D) locks onto support. Release collar (C).

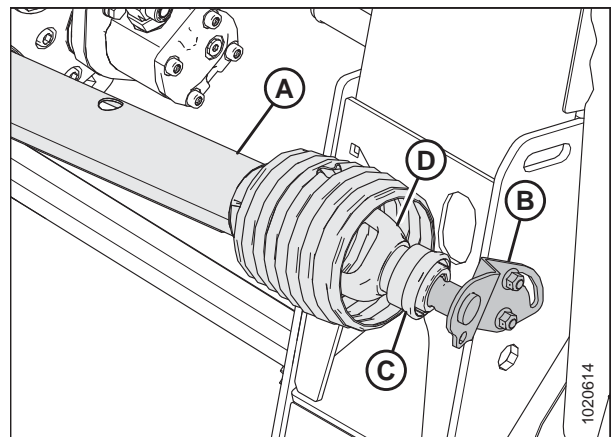


Figure 5.47: Combine End of Driveline

5.6.5 Adjusting Gearbox Drive Chain Tension

The gearbox drive chain tension is factory-set, but tension adjustments are required after the first 50 hours, then every 500 hours or annually (whichever comes first). The gearbox drive chain, located inside the gearbox, requires no other regular maintenance.

WARNING

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

1. Lower the header.
2. Shut down the engine, and remove the key from the ignition.
3. Remove two bolts and the chain adjusting cover (A). Ensure there is no gasket (B) damage.
4. Remove the retainer plate (C).
5. Tighten bolt (D) to 6.8 Nm (60 lbf·in).
6. Refer to Table 5.1, page 428 and back off (loosen) bolt (D) based on your gearbox configuration.

NOTE:

A properly tensioned chain has 10–14 mm (3/8–9/16 in.) of deflection at its midpoint.

7. Reinstall the retainer plate (C).
8. Reinstall the chain adjusting cover (A) and gasket (B). Torque hardware to 9.5 Nm (84 lbf·in).

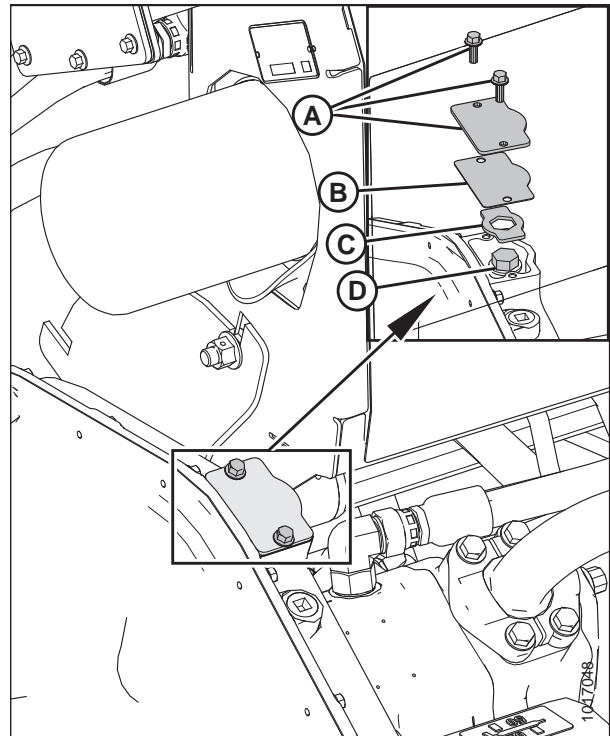


Figure 5.48: Chain Tensioner

Table 5.1 Adjusting Bolt Tightness on Configured Gearboxes

Gearbox Configuration	Gear Ratios	Back Off Amounts
CLAAS	22/38 sprocket ratio, 74 pitch chain	1 turn
Case, New Holland, and AGCO (Challenger, Gleaner, Massey Ferguson)	29/38 sprocket ratio, 78 pitch chain	1 turn
AGCO IDEAL™ Series	29/38 sprocket ratio, 78 pitch chain	1 turn
John Deere	37/38 sprocket ratio, 80 pitch chain	2-1/2 turn

5.7 Auger

The FM100 Float Module auger feeds the cut crop from the draper decks into the combine feeder house.

5.7.1 Adjusting Auger to Pan Clearance



WARNING

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

IMPORTANT:

Maintain an appropriate distance between the auger and the auger pan. Too little clearance may result in the fingers or flighting contacting and damaging the feed draper or pan when operating the header at certain angles. Look for evidence of contact when greasing the float module.

1. Extend the center-link to the steepest header angle, and position the header 150–254 mm (6–10 in.) off the ground.
2. Lock the header wings. For instructions, refer to [Locking/Unlocking Header Wings, page 68](#).
3. Shut down the engine, and remove the key from the ignition.
4. Ensure the float lock linkage is on the down stops (washer [A] cannot be moved) at both locations.

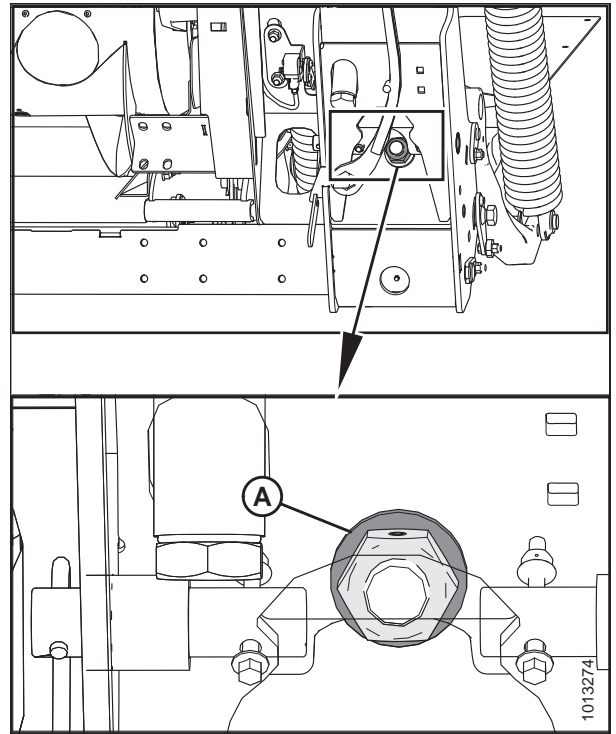


Figure 5.49: Float Lock

MAINTENANCE AND SERVICING

5. Before adjusting the auger to pan clearance, check the auger float position to determine how much clearance is required:
 - If bolt head (A) is closest to floating symbol (B), the auger is in the floating position.

IMPORTANT:

Make sure bolts (A) are set at the same location on both ends of the header to prevent damaging the machine during operation.

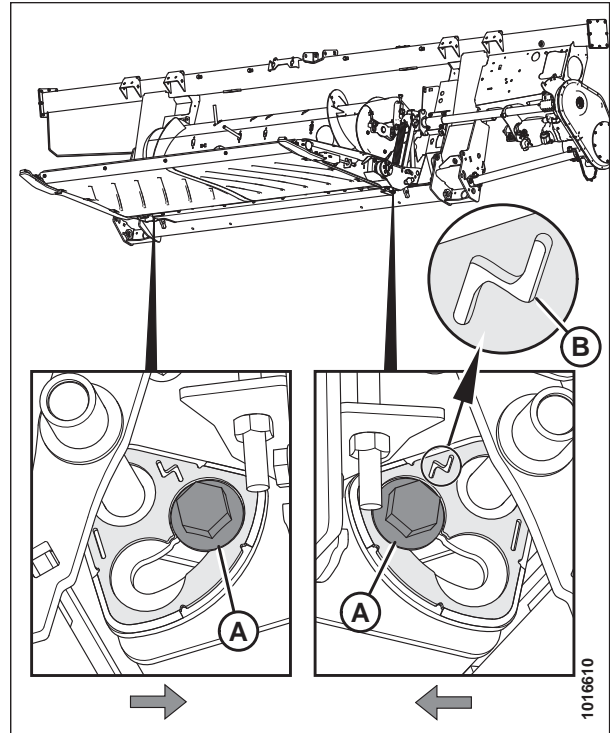


Figure 5.50: Floating Position

- If bolt head (A) is closest to fixed symbol (B), the auger is in the fixed position.

IMPORTANT:

Make sure bolts (A) are set at the same location on both ends of the header to prevent damaging the machine during operation.

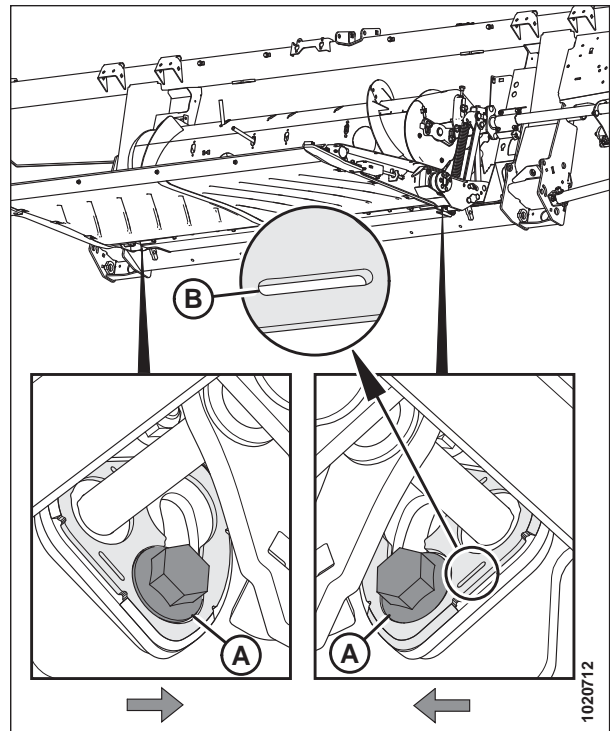


Figure 5.51: Fixed Position

6. Loosen two nuts (B) and rotate the auger to position the flighting over the feed pan.
7. Turn bolt (A) clockwise to increase clearance (C); turn bolt (A) counterclockwise to decrease clearance (C).
 - If the feed auger is in the fixed position, set clearance to 22–26 mm (7/8–1.0 in.).
 - If the feed auger is in the floating position, set clearance to 11–15 mm (7/16–5/8 in.).

NOTE:

The clearance increases between 25–40 mm (1–1 1/2 in.) when the center-link is fully retracted.

8. Repeat Steps 6, [page 431](#) and 7, [page 431](#) for the opposite end of the auger.

IMPORTANT:

Adjusting one side of the auger can affect the other side. Always double-check both sides of the auger after making final adjustments.

9. Tighten nuts (B) on both ends of the feed auger. Torque the nuts to 93–99 Nm (68–73 lbf·ft).
10. Rotate the drum and double-check clearances.

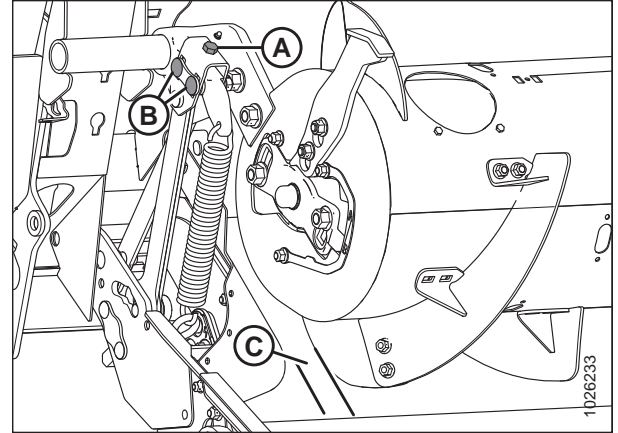


Figure 5.52: Auger Clearance

5.7.2 Checking Auger Drive Chain Tension

The auger is chain-driven by the float module drive system sprocket attached to the side of the auger.



WARNING

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

1. Lower the header fully.
2. Raise the reel fully.
3. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).
4. Shut down the engine, and remove the key from the ignition.

NOTE:

Gearbox chain tension should be adjusted prior to checking and adjusting the auger drive chain tension. For instructions, refer to [5.6.5 Adjusting Gearbox Drive Chain Tension, page 428](#).

5. Rotate the auger (A) by hand in reverse direction, until it cannot turn anymore.
6. Mark a line (B) across the drum and cover.

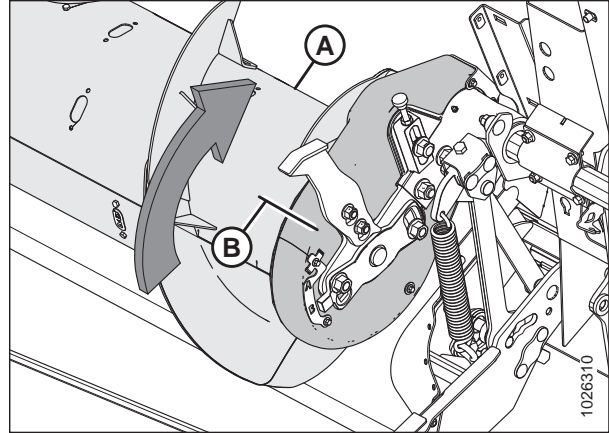


Figure 5.53: Auger Drive

7. Rotate the auger (A) by hand, in forward direction, until it cannot turn anymore and mark a line (C) across the drum and cover.
8. Measure the distance between the two lines (B) and (C).

For a new chain:

- If the difference between (B) and (C) is 1–4 mm (0.04–0.16 in.), no adjustment is required.
- If the difference between (B) and (C) is greater than 4 mm (0.16 in.), the auger drive chain tension needs adjusting. For instructions, refer to [5.7.3 Adjusting Auger Drive Chain Tension, page 432](#).

For a used chain:

- If the difference between (B) and (C) is 3–8 mm (0.12–0.31 in.), no adjustment is required.
- If the difference between (B) and (C) is greater than 8 mm (0.31 in.), the auger drive chain tension needs adjusting. For instructions, refer to [5.7.3 Adjusting Auger Drive Chain Tension, page 432](#).
- If the difference between (B) and (C) is less than 3 mm (0.12 in.), the auger drive chain needs adjusting. For instructions, refer to [5.7.3 Adjusting Auger Drive Chain Tension, page 432](#).

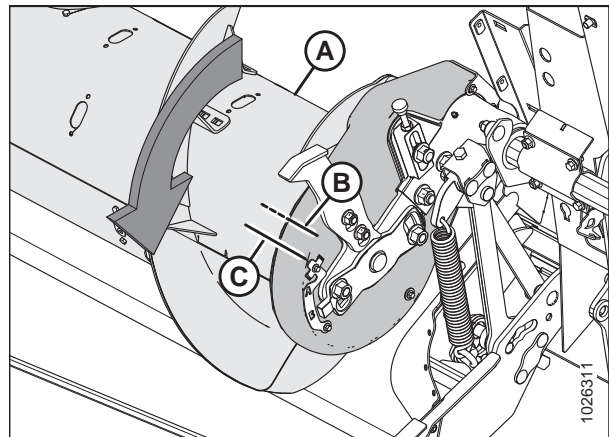


Figure 5.54: Auger Drive

5.7.3 Adjusting Auger Drive Chain Tension

The auger is chain-driven by the float module drive system sprocket attached to the side of the auger.



WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Detach the header from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).

3. Loosen jam nut (B).
4. Loosen idler nut (A) slightly to allow idler to move by hand.
5. Rotate auger in reverse to take up slack in upper strand of chain.
6. Turn adjuster thumbscrew (C) clockwise to move the idler sprocket until it is finger tight only. Then back off 1 1/2 turns.

NOTE:

Do **NOT** overtighten.

7. Tighten the idler nut (A) and torque to 258–271 Nm (190–200 lbf·ft).
8. Check chain tension. For instructions, refer to [5.7.2 Checking Auger Drive Chain Tension, page 431](#).

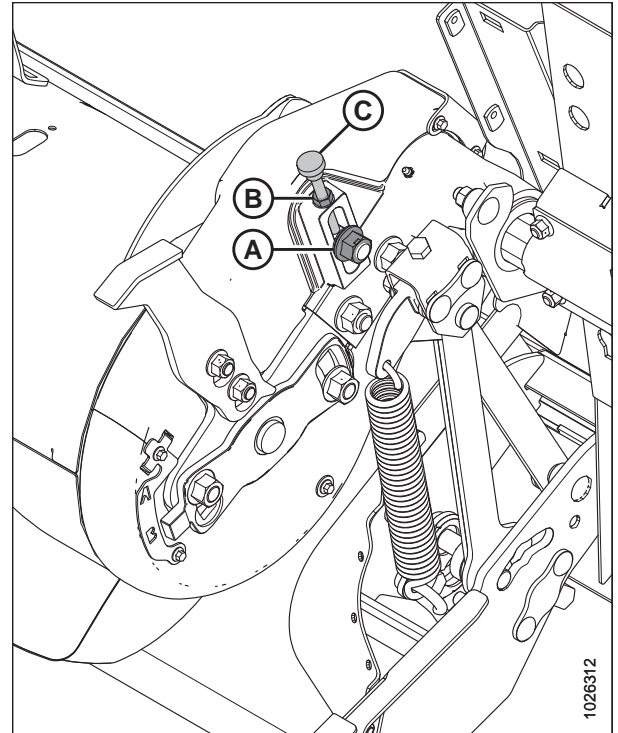


Figure 5.55: Left Side of Auger Drive

5.7.4 Removing Auger Drive Chain

The chain tensioner can take up slack for only a single pitch. Replace the chain when the chain has worn or stretched beyond the limits of the tensioner.



WARNING

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

NOTE:

Replace chain with endless chain (MD #220317).

NOTE:

Illustrations show the left side of the auger.

1. Tilt the header fully back to maximize space between auger and feed pan.
2. Detach the header from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).

MAINTENANCE AND SERVICING

3. If installed, loosen two bolts (A) and remove bumper (B) on the left side of the auger.

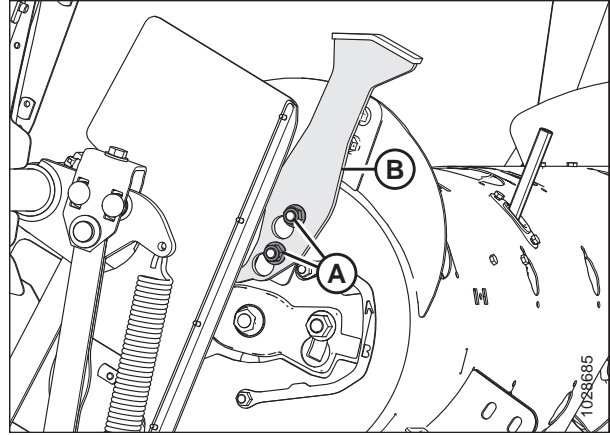


Figure 5.56: Auger Drive – Right

4. On the left side of the auger, remove four bolts (A) and inspection panel (B).
5. Remove bolts (C) and remove indicator/clamp (D) that holds top cover (G) and bottom cover (H) together.
6. Remove bolt and washer (J) that secure bottom cover (H).
7. Remove bolts (E) and remove cover retainer (F).
8. Rotate top cover (G) and bottom cover (H) forward to remove from auger.

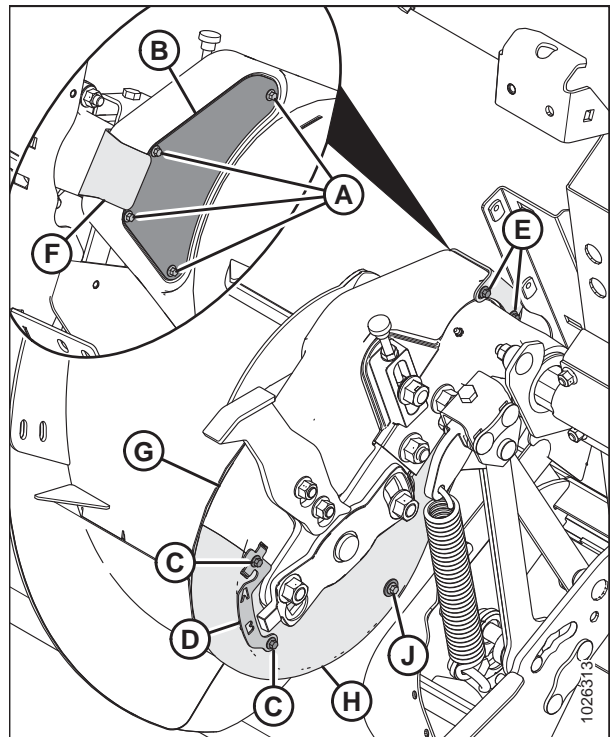


Figure 5.57: Auger Drive

MAINTENANCE AND SERVICING

9. Loosen jam nut (C) and turn thumbscrew (D) counterclockwise to release the bolt holding sprocket (B) and preventing it from being raised up to release chain tension.

IMPORTANT:

Do **NOT** loosen thin nut (E) on the inboard side of the idler sprocket spindle.

10. Loosen idler sprocket nut (A), and raise sprocket (B) to the uppermost position to release the tension on the chain. Tighten nut (A) to hold sprocket in place.
11. Remove screw (F) and washer (G).

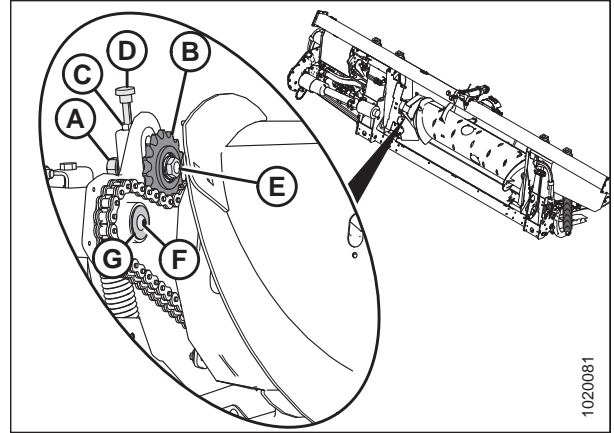


Figure 5.58: Auger Drive

12. Remove two bolts and nuts (A).

NOTE:

A second person may be needed to lift or support the auger to completely remove the bolts.

NOTE:

The bolts on the left of the auger are longer than the bolts on the right end of the auger.

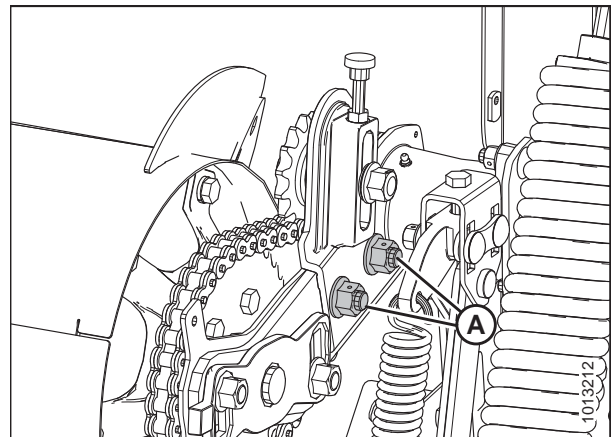


Figure 5.59: Auger Support Arm

13. Place a wooden block under the drive end of auger (B) to prevent the auger from dropping and damaging the feed draper.
14. Use a pry bar (A) to slide the auger to the right.

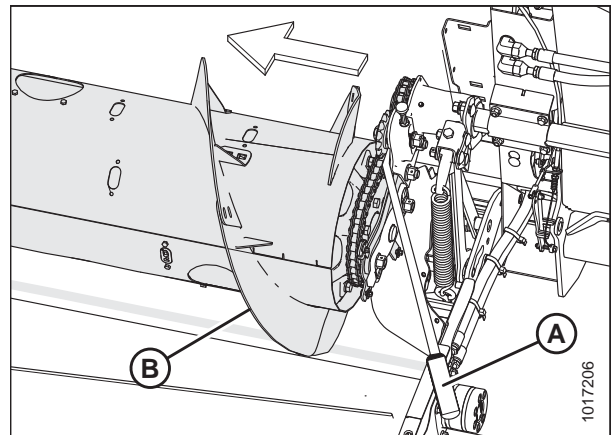


Figure 5.60: Auger

15. Remove drive sprocket (A) and chain (B) from spline shaft.

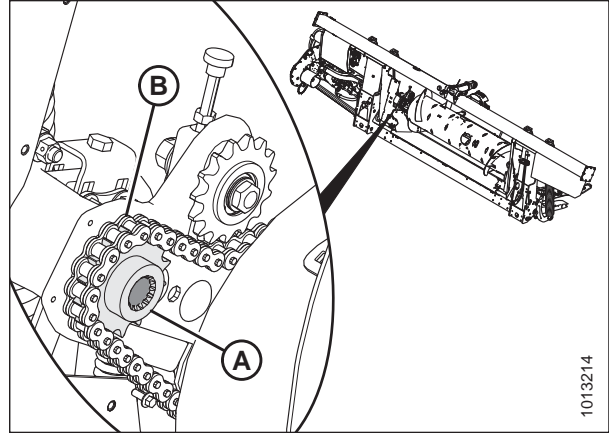


Figure 5.61: Auger Drive

16. Maneuver auger (A) sideways and forward so that endless chain (B) can be removed from the auger.

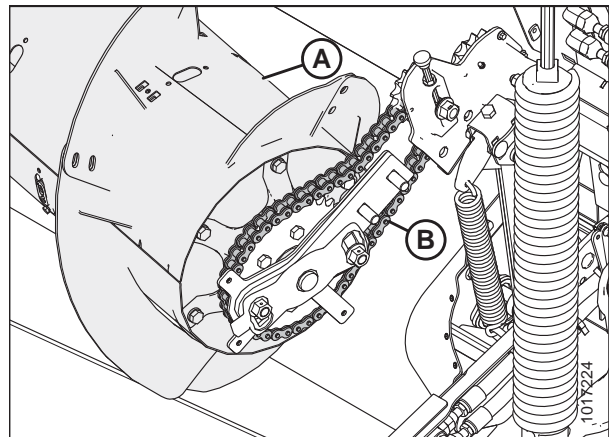


Figure 5.62: Auger Drive

5.7.5 Installing Auger Drive Chain

NOTE:

Illustrations show the left side of the auger.

1. Place drive chain (B) over the sprocket on the drive side of auger (A).

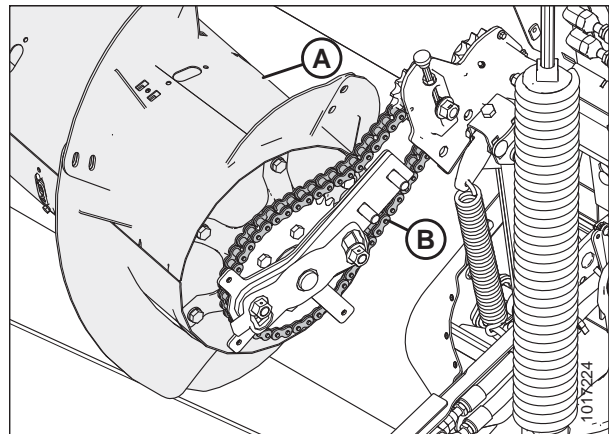


Figure 5.63: Auger Drive

MAINTENANCE AND SERVICING

2. Place drive sprocket (A) into chain (B) and align the sprocket onto the shaft.

NOTE:

The shoulder of drive sprocket (A) should face the auger.

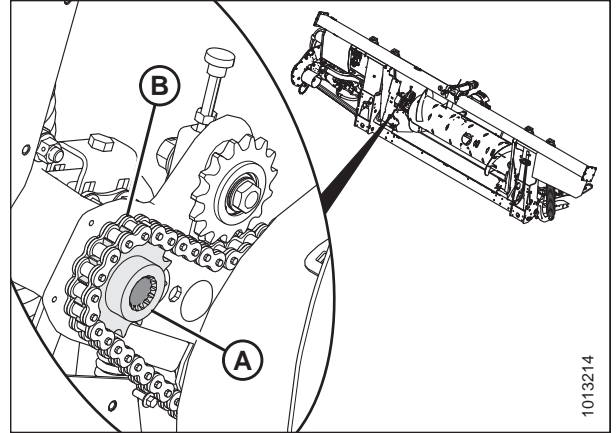


Figure 5.64: Auger Drive

3. Slide the auger drum assembly toward the casting, and then reinstall two bolts and nuts (A).
4. Remove the blocks from under the auger.

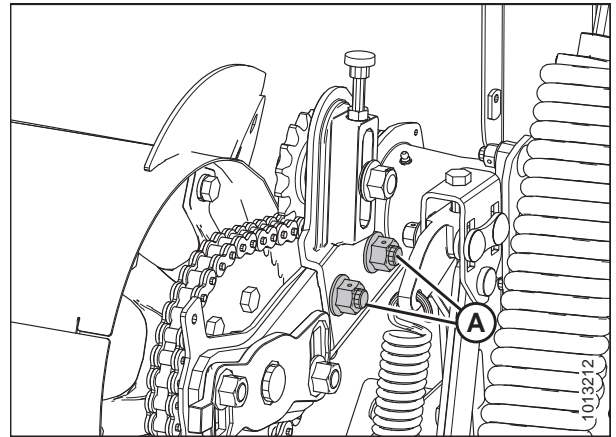


Figure 5.65: Auger Drive

5. Rotate the auger in reverse to take up the slack in the lower strand of the chain.

IMPORTANT:

Do **NOT** loosen thin nut (C) on the inboard side of the idler sprocket spindle.

6. Turn adjuster thumbscrew (D) clockwise to move idler sprocket (B) until it is **FINGER TIGHT ONLY**.

NOTE:

Do **NOT** overtighten.

7. Tighten idler nut (A) and torque to 258–271 Nm (190–200 lbf·ft).

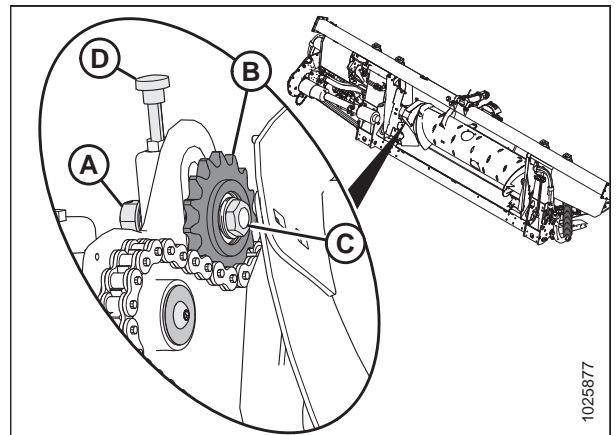


Figure 5.66: Auger Drive

8. Tighten jam nut (A).
9. Apply medium-strength threadlocker (Loctite® 243 or equivalent) to threads of screw (B).
10. Install washer (C) and secure it with screw (B).

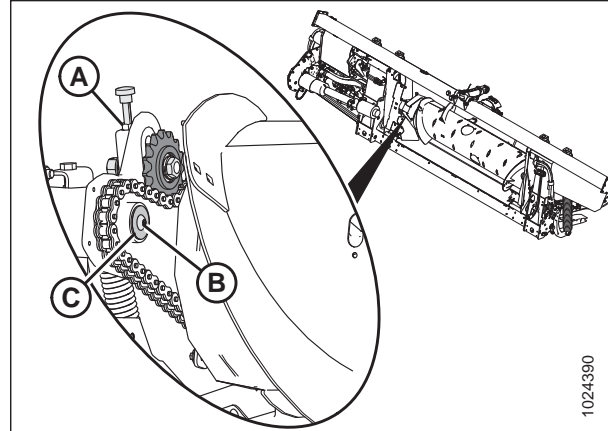


Figure 5.67: Auger Drive

11. Position bottom cover (H) and secure with bolt and washer (J).
12. Position top cover (G). Secure top and bottom covers with clamp/indicator (D) and bolts (C).
13. Install inspection panel (B) and secure with four bolts (A). Tighten bolts (A) and torque to 2.7–4.1 Nm (24–36 lbf-in).
14. Install cover retainer (F) and secure with two bolts (E).

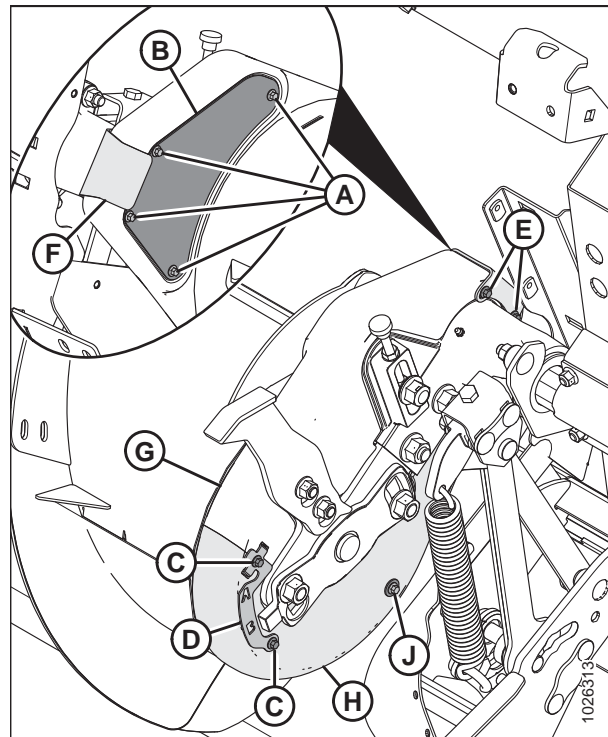


Figure 5.68: Auger

5.7.6 Using Auger Flighting

The auger flighting on the FM100 can be configured for specific combines and crop conditions. For instructions, refer to [4.1 FM100 Feed Auger Configurations, page 317](#) for combine/crop specific configurations.

5.7.7 Auger Fingers

The FM100 auger uses retracting tines to feed the crop into the combine feeder house. Some conditions may require the removal or installation of fingers for optimal crop feeding. Replace any worn or damaged fingers.

IMPORTANT:

Only install hollow fingers in a FM100. The use of solid fingers will cause severe damage to the machine.

Removing Feed Auger Fingers



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

1. Start the engine.
2. Raise the reel fully.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).
5. Remove bolts (A) and remove the access cover (B) closest to the finger you are removing. Retain parts for reinstallation.

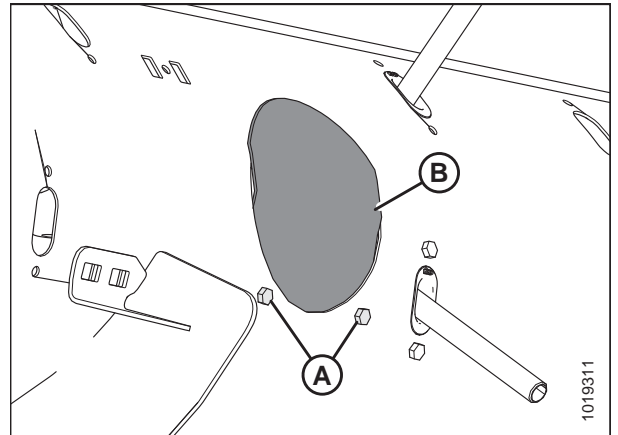


Figure 5.69: Auger Access Hole Cover

6. Remove hairpin (A) and pull finger (B) out of finger holder (C) from inside the auger. Remove the finger from the auger by pulling it out through plastic guide (D).

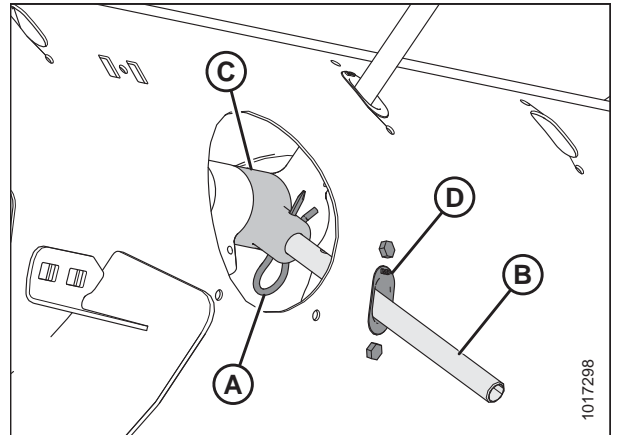


Figure 5.70: Auger Finger

MAINTENANCE AND SERVICING

- Remove bolts (A) and tee nuts securing plastic guide (B) to the auger, and remove the guide from inside the auger.

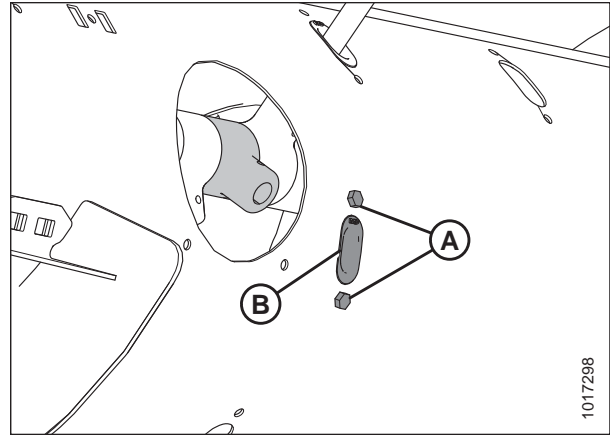


Figure 5.71: Auger Finger Hole

- Coat bolts (B) with medium-strength threadlocker (Loctite® 243 or equivalent), and then position plug (A) into the hole from inside the auger, and secure with two M6 hex head bolts (B) and tee nuts. Torque to 9 Nm (80 lbf-in).

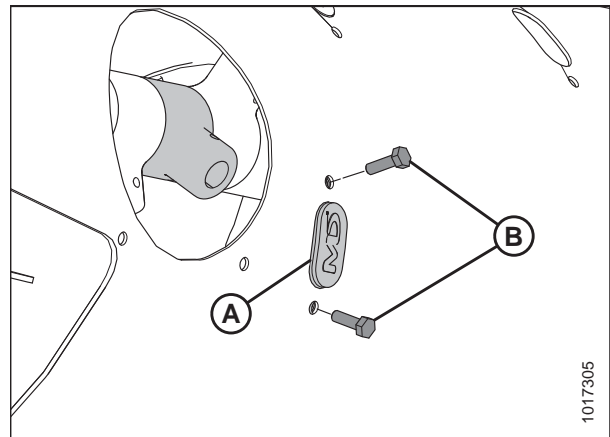


Figure 5.72: Plug

- Coat bolts (A) with medium-strength threadlocker (Loctite® 243 or equivalent) and reinstall access cover (B). Secure the access cover in place with bolts (A). Torque bolts to 9 Nm (80 lbf-in).

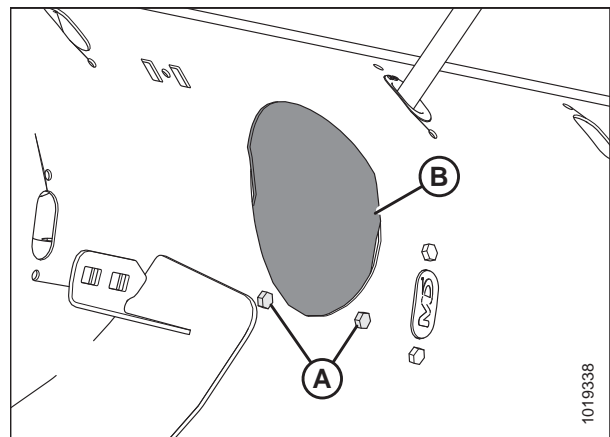


Figure 5.73: Auger Access Hole Cover

Installing Feed Auger Fingers

DANGER

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

NOTE:

Not all parts needed for this procedure are included in this kit and, depending on the original configuration of the feed auger, additional parts may need to be ordered. Refer to [4.1 FM100 Feed Auger Configurations, page 317](#) to see which parts are available.

1. Raise the reel fully.
2. Shut down the engine, and remove the key from the ignition.
3. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).
4. Remove bolts (A) and access cover (B) closest to the finger that needs to be installed or replaced.

If you are replacing an existing auger finger, refer to Step 5, [page 441](#), otherwise proceed to Step 7, [page 442](#) for installation instructions for new auger fingers.

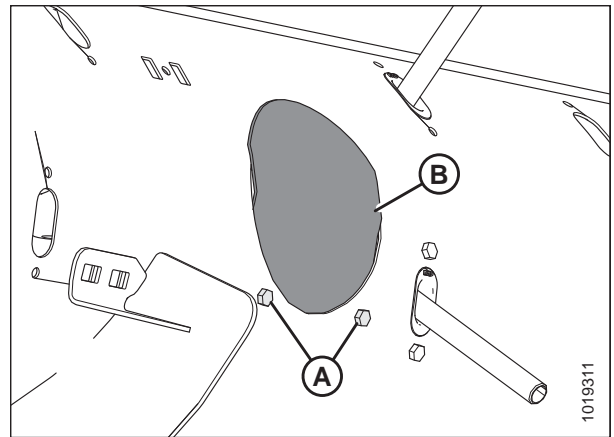


Figure 5.74: Access Hole Cover

Removing an existing auger finger:

5. Remove hairpin (A), pull finger (B) out of bushing (C) from inside the auger, and remove the finger from the auger by pulling it through plastic guide (D).

If you are replacing the plastic finger guide before installing the auger finger, refer to Step 6, [page 442](#), otherwise refer to Step 9, [page 443](#).

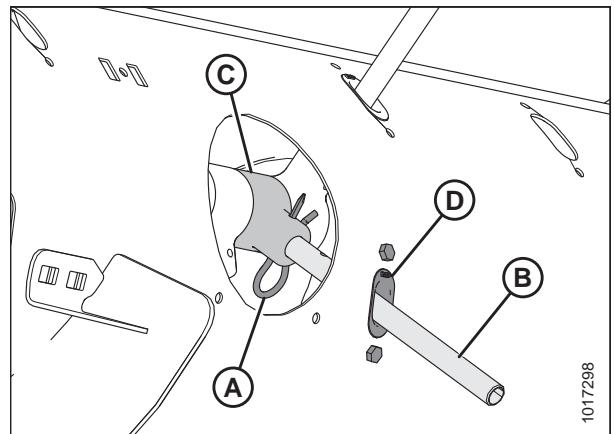


Figure 5.75: Auger Finger

6. Remove bolts (A) securing plastic finger guide (B) to the auger. Remove guide (B) from inside the auger, and proceed to Step 8, page 442.

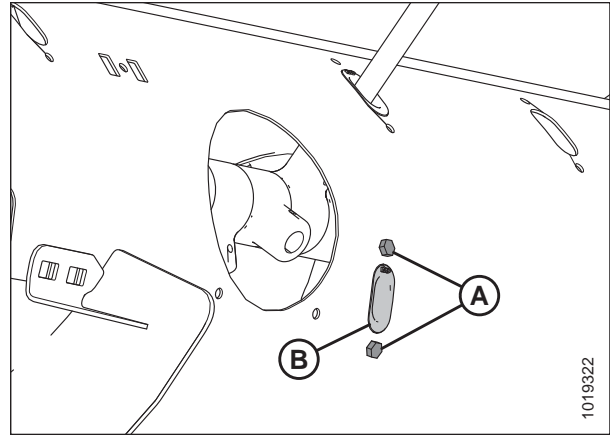


Figure 5.76: Auger Finger Hole

Installing a new auger finger:

7. Remove two bolts (B), tee nuts, and plug (A).

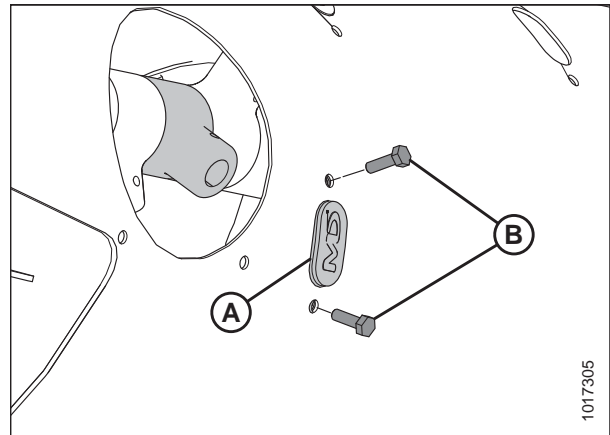


Figure 5.77: Auger Finger Hole

8. Coat bolts (A) with medium-strength threadlocker (Loctite® 243 or equivalent), and then insert plastic finger guide (B) from inside the auger and secure it with bolts and tee nuts. Torque bolts to 9 Nm (80 lbf-in).

NOTE:

When installing additional fingers, ensure you install an equal number on each side of the auger.

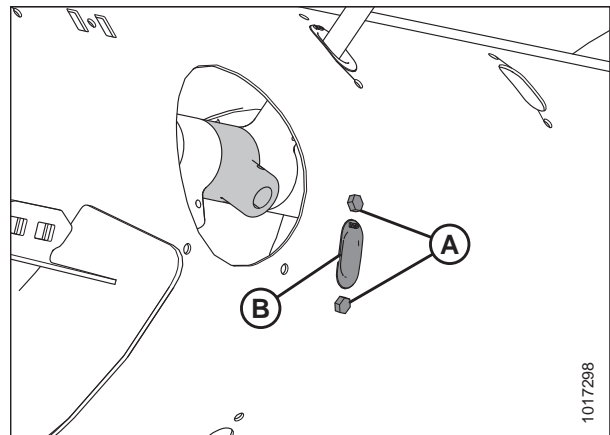


Figure 5.78: Auger Finger Hole

MAINTENANCE AND SERVICING

9. From inside the auger, insert new auger finger (B) through plastic guide (D).
10. Insert finger (B) into finger holder (C) and secure with hairpin (A).

NOTE:

Note the orientation of hairpin (A). The round part should face the direction of auger rotation; the formed side (that is, the S-shaped side) must face the chain drive side of the auger.

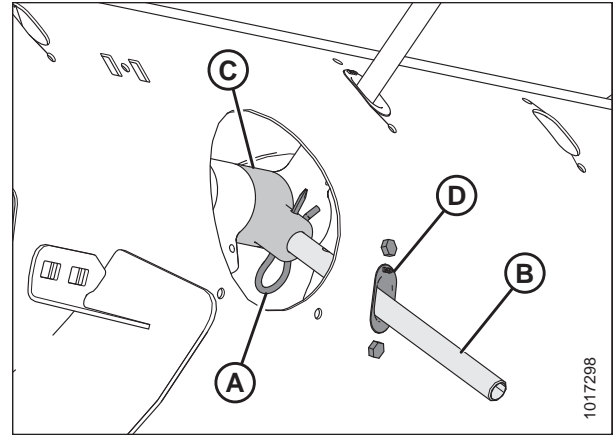


Figure 5.79: Auger Finger

11. Coat bolts (A) with medium-strength threadlocker (Loctite® 243 or equivalent), then reinstall access cover (B) and secure with bolts. Torque to 9 Nm (80 lbf-in).

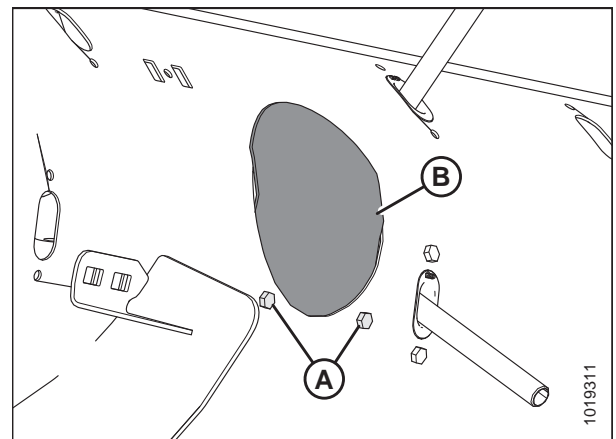


Figure 5.80: Access Hole Cover

Checking Auger Finger Timing

This procedure is for checking the setting that determines where the fingers are fully extended from the auger.

NOTE:

Left side of auger shown.

1. Raise the reel fully.
2. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).
3. Shut down the engine, and remove the key from the ignition.

4. Check that indicator (C) is set to the same position at each end of the auger.

NOTE:

There are two different auger tine extension positions: **A** and **B**. Position **A** (A) is used for canola and position **B** (B) is used for grains. The factory setting for the indicator is position **B** (B).

CAUTION

To avoid damaging the auger beyond repair, it is extremely important that both sides are at the same setting.

5. To adjust the indicator position, refer to [Adjusting Auger Finger Timing, page 444](#).
6. Disengage the reel safety props. For instructions, refer to [Disengaging Reel Safety Props, page 32](#).

Adjusting Auger Finger Timing

To adjust auger finger timing, follow these steps:

NOTE:

Left side of auger shown.

1. Raise the reel fully.
2. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).
3. Shut down the engine, and remove the key from the ignition.
4. Locate finger timing indicator (C) at the end of the auger. There are two auger tine extension positions: Position **A** (A) and position **B** (B).
5. Loosen nuts (D) and adjust finger timing indicator (C) to the desired position.

IMPORTANT:

The timing indicator on both ends of the auger must be set at the same position; if not, the auger will be damaged beyond repair.

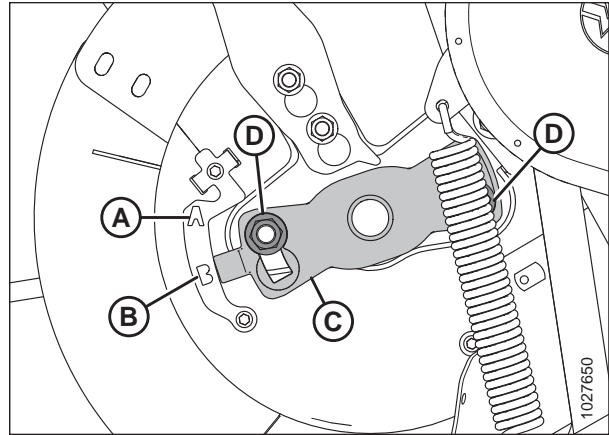


Figure 5.81: Auger Tine Timing – Left Side of Auger Shown

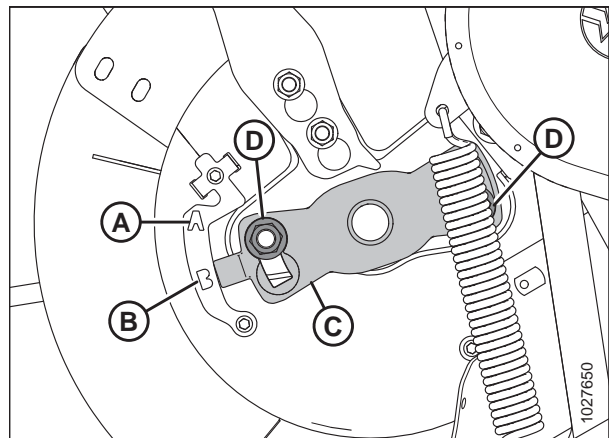


Figure 5.82: Auger Tine Timing Indicator

NOTE:

If the finger timing indicator is pointing at position **A**, it indicates that at that point the auger fingers will be fully extended. This allows the crop to be engaged and released earlier before entering the feeder house. This setting is best used for canola or bushy crops.

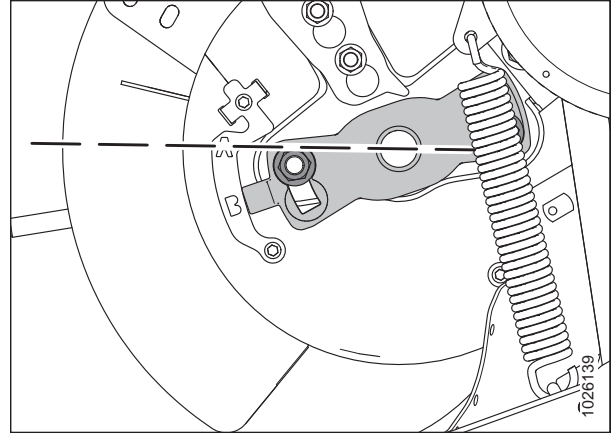


Figure 5.83: Auger Position A

NOTE:

If the indicator is pointing at position **B**, it indicates that at that point the auger fingers will be fully extended. This allows the crop to be engaged and released later before entering the feeder house. This setting is best used for grains or beans.

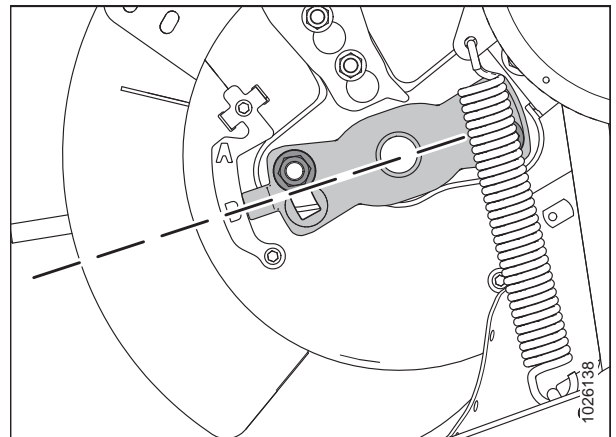


Figure 5.84: Auger Position B

8. Tighten nuts (A) once adjustment is complete. Torque nuts to 92–138 Nm (68–102 lbf·ft).
9. Disengage the reel safety props. For instructions, refer to [Disengaging Reel Safety Props, page 32](#).

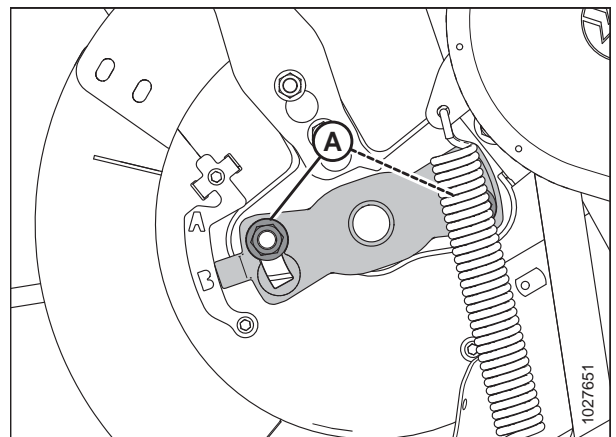


Figure 5.85: Auger Time Timing Indicator

Replacing Feed Auger Finger Guides

1. Remove finger (A). For instructions, refer to [Removing Feed Auger Fingers, page 439](#).
2. Remove the two bolts securing guide (B) to the feed auger.

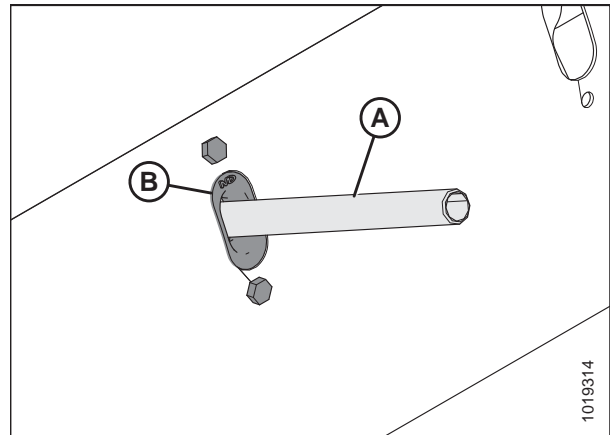


Figure 5.86: Auger Finger

3. From inside the auger, position the plastic guide (B) and secure with bolts (A).
4. Replace the finger. For instructions, refer to [Installing Feed Auger Fingers, page 441](#).

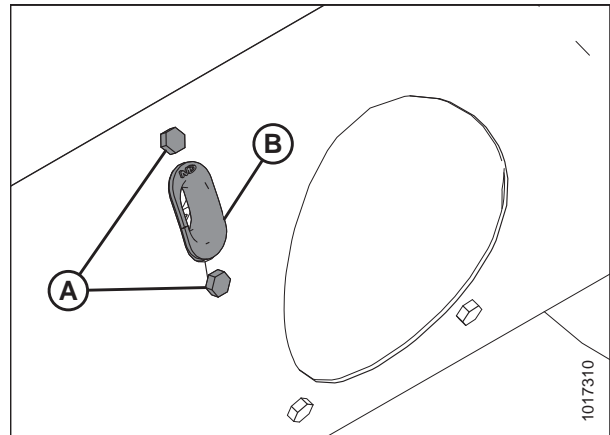


Figure 5.87: Auger Finger Guide

Installing Feed Auger Flighting Slot Plug

When removing bolt on flighting from the feed auger, the holes should be plugged to avoid material from entering the auger.



DANGER

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

1. Start the engine.
2. Raise the reel fully.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).

MAINTENANCE AND SERVICING

5. Remove bolts (A) and remove the access cover (B) closest to the finger you are removing. Retain parts for reinstallation.

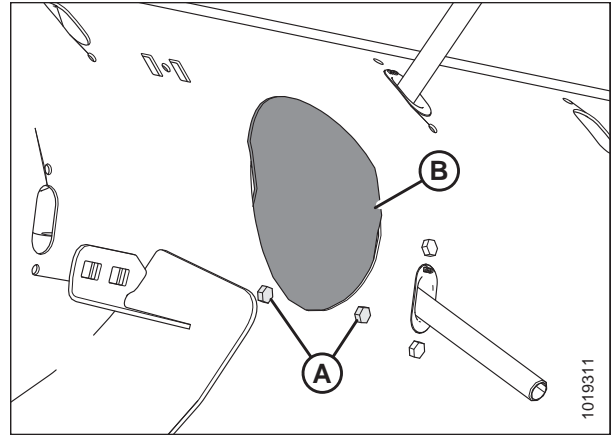


Figure 5.88: Auger Access Hole Cover

6. Reach into the auger through access hole (A) and install fighting slot plug (B) (MD #213084) in the fighting mounting locations (C) and secure with an M6 bolt (D) (MD #252703) and tee nuts (MD #197263).

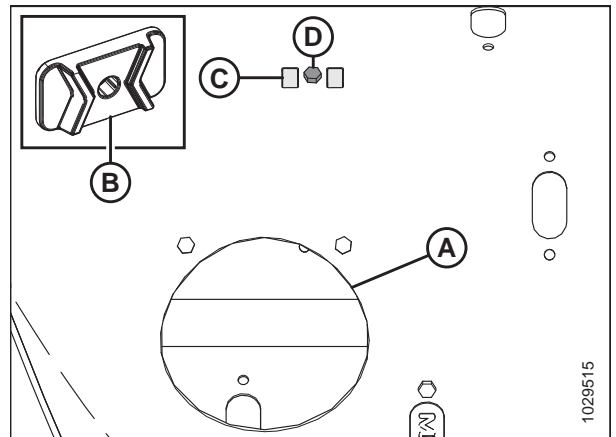


Figure 5.89: Fighting Slot Plug

5.8 Knife

WARNING

Keep hands clear of the area between guards and knife at all times.

CAUTION

Wear heavy gloves when working around or handling knives.

CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing, page 395](#).

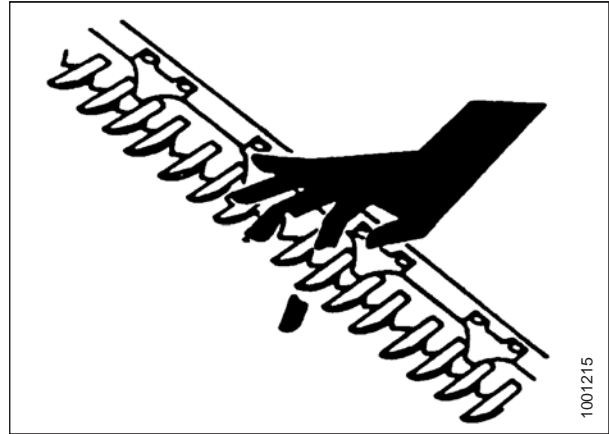


Figure 5.90: Cutterbar Hazard

5.8.1 Replacing Knife Section

Inspect the knife sections daily and ensure they are firmly bolted to the knife back and are not worn or damaged (worn and damaged sections leave behind uncut plants). Worn or damaged sections can be replaced without removing the knife from the cutterbar.

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

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

IMPORTANT:

Do **NOT** mix finely and coarsely serrated knife sections on the same knife.

2. Stroke the knife as required to center knife section (A) between guards (E).
3. Remove and retain nuts (B).
4. Remove bars (C) and lift knife section (A) off the knife bar.
5. Remove splice bar (D) if knife section is under the bar.
6. Clean dirt off the knife back, and position the new knife section onto the knife back.
7. Reposition bars (C) and/or splice bars (D), and install nuts (B).

NOTE:

If replacing screws, ensure they are fully inserted. Do **NOT** use nuts to draw screws into the knife bar.

8. Torque nuts to 9.5 Nm (7 lbf·ft).

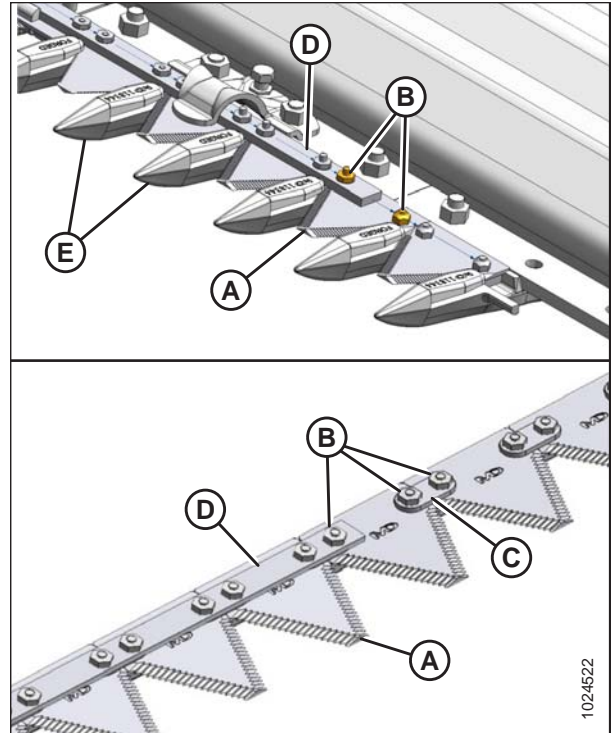


Figure 5.91: Cutterbar

5.8.2 Removing Knife

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

WARNING

Stand to the rear of the knife during removal to reduce the risk of injury from cutting edges. Wear heavy gloves when handling the knife.

1. Shut down the engine, and remove the key from the ignition.
2. Manually stroke the knife to its outer limit.
3. Clean the area around the knifehead.
4. Remove grease fitting (B) from the pin.

NOTE:

Removing the grease fitting will make it easier to reinstall the knifehead pin later.

5. Remove bolt and nut (A).
6. Use a screwdriver or chisel in slot (C) to release the load on the knifehead pin.

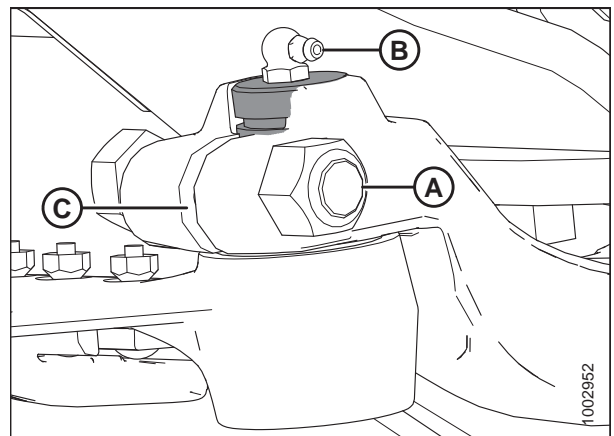


Figure 5.92: Knifehead

7. Use a screwdriver or chisel to pry the pin upwards in the pin groove until the pin is clear of the knifehead.
8. Push the knife assembly inboard until it is clear of the output arm.
9. Seal the knifehead bearing with plastic or tape to keep out dirt and debris unless it is being replaced.
10. Wrap a chain around the knifehead and pull out the knife.

5.8.3 Removing Knifehead Bearing

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

WARNING

Stand to the rear of the knife during removal to reduce the risk of injury from cutting edges. Wear heavy gloves when handling the knife.

1. Shut down the engine, and remove the key from the ignition.
2. Remove the knife. For instructions, refer to [5.8.2 Removing Knife, page 449](#).

NOTE:

Because the bearing is being replaced, it is not necessary to wrap the knifehead to protect the bearing.

3. Use a flat-ended tool with the same approximate diameter as pin (A). Tap seal (B), bearing (C), plug (D), and O-ring (E) from the underside of the knifehead.

NOTE:

Seal (B) can be replaced without removing the bearing. When changing the seal, check the pin and needle bearing for wear and replace if necessary.

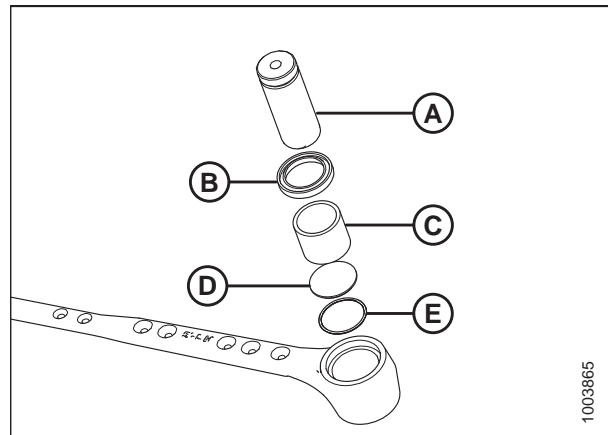


Figure 5.93: Knifehead Bearing Assembly

5.8.4 Installing Knifehead Bearing

1. Place O-ring (E) and plug (D) into the knifehead.

IMPORTANT:

Install the bearing with the stamped end (the end with the identification markings) facing up.

2. Use a flat-ended tool (A) with the same approximate diameter as bearing (C), and push the bearing into the knifehead until the top of the bearing is flush with the step in the knifehead.
3. Install seal (B) into the knifehead with the lip facing outwards.

IMPORTANT:

To prevent premature knifehead or knife drive box failure, ensure there is a tight fit between the knifehead pin and the needle bearing, and between the knifehead pin and the output arm.

4. Install the knife. For instructions, refer to [5.8.5 Installing Knife, page 451](#).

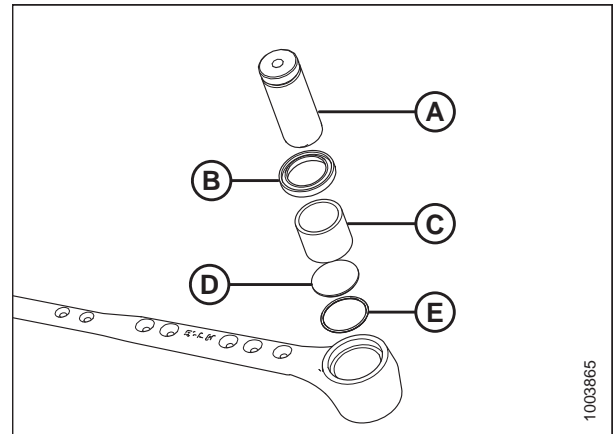


Figure 5.94: Knifehead Bearing Assembly

5.8.5 Installing Knife



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.



WARNING

Stand to the rear of the knife during removal to reduce the risk of injury from cutting edges. Wear heavy gloves when handling the knife.

1. Shut down the engine, and remove the key from the ignition.
2. Slide the knife into place and align the knifehead with the output arm.
3. Install knifehead pin (A) through output arm (C) and into the knifehead.

NOTE:

Remove the grease fitting from the knifehead pin for easier installation of knifehead pin.

4. Position the pin so that groove (B) is 1.5 mm (1/16 in.) above the output arm (C).
5. Secure pin with 5/8 x 3 in. hex head bolt and nut (D), and torque to 217 Nm (160 lbf-ft).

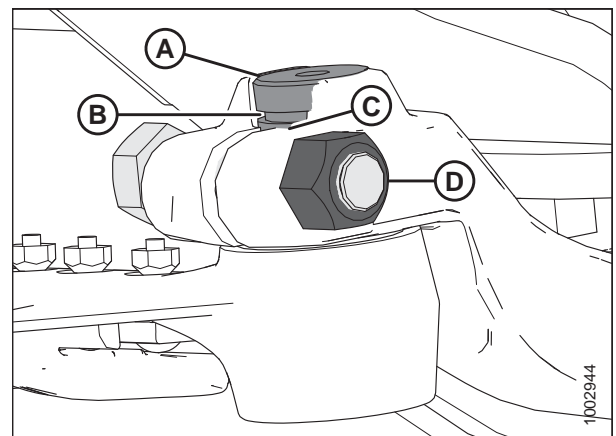


Figure 5.95: Knifehead

MAINTENANCE AND SERVICING

6. Install grease fitting (A) into the knifehead pin, and turn the grease fitting for easy access.
7. Slowly apply grease to the knifehead until slight downward movement of the knifehead is observed.

IMPORTANT:

Do **NOT** overgrease the knifehead. Overgreasing leads to knife misalignment causing excessive heating of guards and overloading of drive systems. If overgreasing occurs, remove the grease fitting to release pressure.

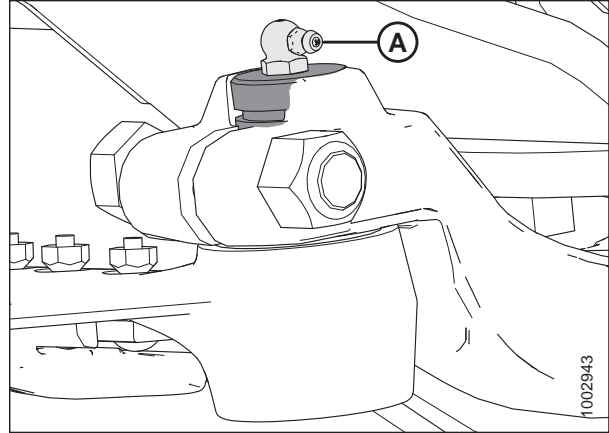


Figure 5.96: Knifehead

5.8.6 Spare Knife

A spare knife can be stored in the header frame tube (A) at the left end. Ensure the spare knife is secured in place.

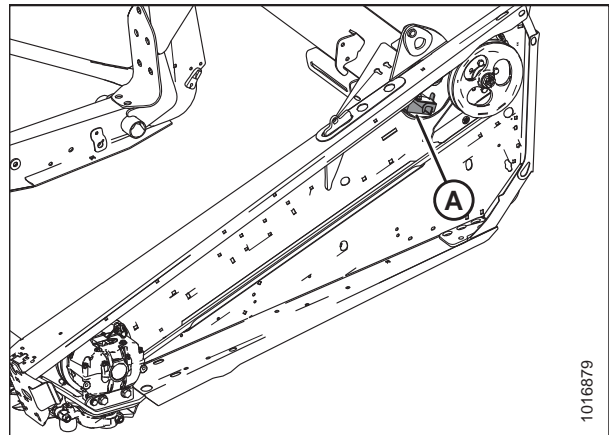


Figure 5.97: Spare Knife

5.8.7 Knife Guards

Perform **DAILY** inspections to ensure the knife guards are aligned and the knife sections are contacting the shear surfaces of the knife guards. Depending on your cutting needs, you may be using either pointed guards or stub guards.

Adjusting Pointed Knife Guards



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

NOTE:

Use guard straightening tool (MD #140135) available from your MacDon Dealer.

MAINTENANCE AND SERVICING

1. Position tool (A) as shown, and pull up to adjust the guard tips upwards.



Figure 5.98: Upward Adjustment

2. Position tool (A) as shown, and push down to adjust the guard tips downwards.

NOTE:

If material is tough to cut, install stub guards with top guard and adjuster plate. A kit is available from your MacDon Dealer. Refer to [6.3.5 Stub Guard Conversion Kit, page 562](#).

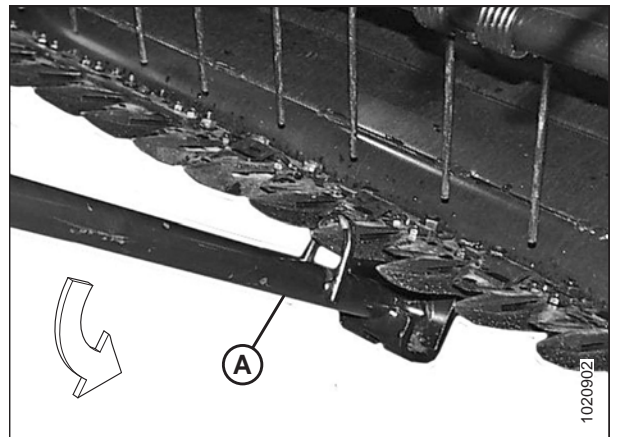


Figure 5.99: Downward Adjustment

Replacing Pointed Guards

This procedure replacing standard and drive side guards.



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

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

MAINTENANCE AND SERVICING

2. Stroke the knife manually until the knife sections are spaced midway between the guards.
3. Remove two nuts (B) and bolts attaching guard (A) and hold-down clip (C) (if applicable) to the cutterbar.
4. Remove guard (A), hold-down clip (C), and the plastic wearplate (if installed).

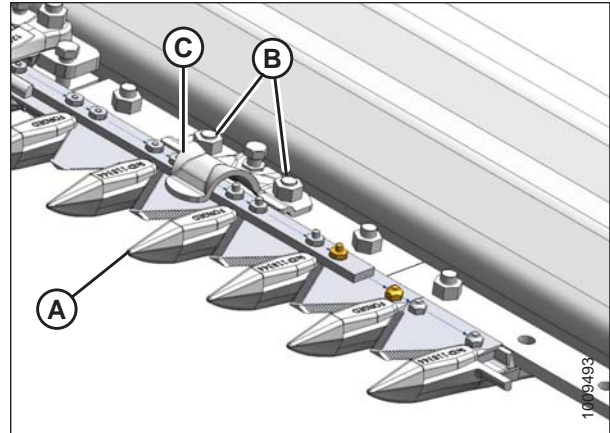


Figure 5.100: Pointed Guards

IMPORTANT:

The first four outboard guards (B) on the drive sides of the header do **NOT** have ledger plates. Ensure proper replacement guards are installed at these locations.

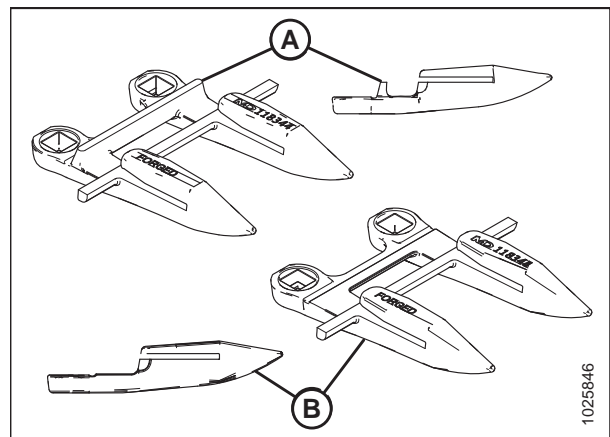


Figure 5.101: Pointed Guards

A - Standard

B - Drive Side

5. Position new guard (A), hold-down clip (C), and the plastic wearplate (if applicable) onto the cutterbar. Secure with two nuts (B) and bolts, but do **NOT** tighten.
6. Check and adjust the clearance between the hold-down clips and the knife. For instructions, refer to [Adjusting Hold-Down Clips with Pointed Guards, page 455](#) and [Checking Pointed Guard Hold-Down Clips, page 455](#).

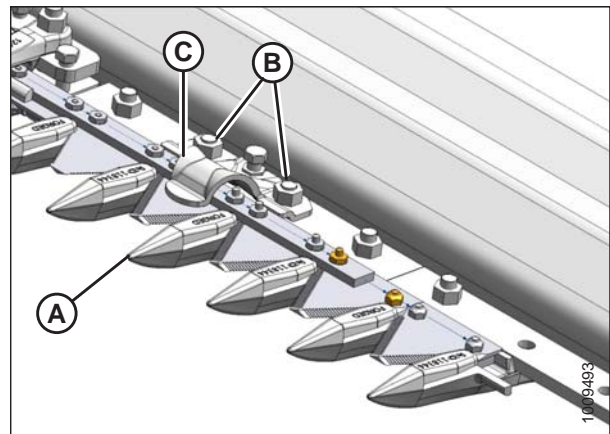


Figure 5.102: Pointed Guards

Checking Pointed Guard Hold-Down Clips

This procedure is to measure the clearance between hold-down clips and knife sections on headers with pointed guards.

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

1. Shut down the engine, and remove the key from the ignition.
2. Manually stroke knife to locate section (A) under hold-down clip (B).
3. At standard guard locations, push knife section (A) down against guard (C) and measure clearance between hold-down clip (B) and knife section (A) with a feeler gauge. The clearance should be 0.1–0.6 mm (0.004–0.024 in.).
4. If necessary, refer to [Adjusting Hold-Down Clips with Pointed Guards](#), page 455.

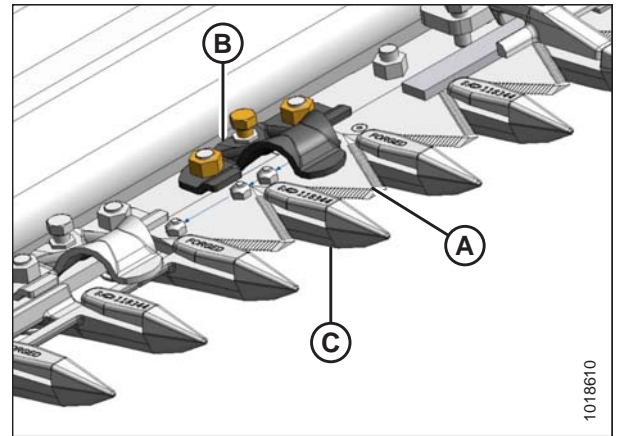


Figure 5.103: Normal Guard Hold-Down Clip

Double knife:

5. Manually stroke knife to locate sections (A) and (C) under center hold-down clip (B).
6. Measure clearance between knife sections (A) and (B) with a feeler gauge. The clearances should be:
 - **At tip (E) of hold-down clip:** 0.1–0.4 mm (0.004–0.016 in.)
 - **At rear (F) of hold-down clip:** 0.1–1.0 mm (0.004–0.040 in.)
7. If necessary, refer to [Adjusting Hold-Down Clip at Double-Knife Center Pointed Guard](#), page 457.

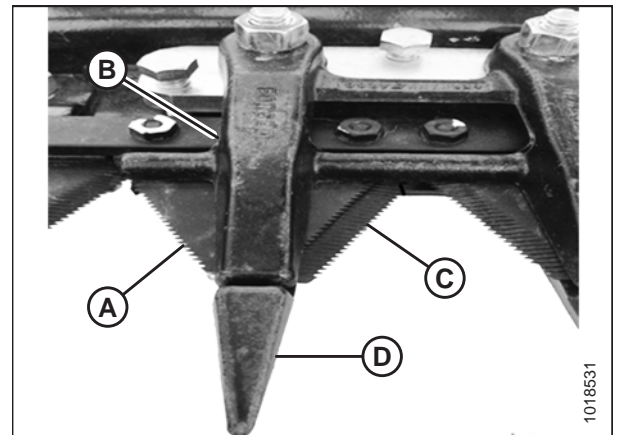


Figure 5.104: Double-Knife Center Guard Hold-Down Clip

Adjusting Hold-Down Clips with Pointed Guards

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

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

2. Use a feeler gauge to measure the clearance between the standard guard hold-down clip (A) and the knife section. Ensure the clearance is 0.1–0.6 mm (0.004–0.024 in.).
3. To lower the front of the hold-down clip and decrease clearance, turn bolt (B) clockwise; to raise the front of the hold-down clip and increase clearance, turn bolt (B) counterclockwise.

NOTE:

For larger adjustments, it may be necessary to loosen nuts (C), turn adjuster bolt (B), and then retighten nuts.

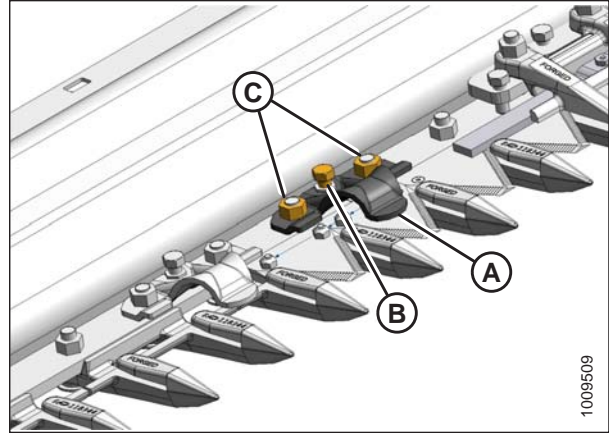


Figure 5.105: Standard Guard Hold-Down Clip

4. Use a feeler gauge to measure the clearance between the center guard hold-down clip (A) and the knife section. Ensure the clearance is between the following measurements:
 - **At guide tip (B):** 0.1–0.4 mm (0.004–0.016 in.)
 - **At rear of guide (C):** 0.1–1.0 mm (0.004–0.040 in.)
5. Adjust the clearance as follows:
 - a. Tighten nuts (D) until finger tight.
 - b. Turn the three adjuster bolts (E) clockwise to raise the front of the hold-down clip and increase clearance, or counterclockwise to lower the front of the hold-down clip and decrease clearance.
 - c. When all the adjustments are complete and the specified clearances are achieved, torque nuts (D) to 88 Nm (65 lbf-ft).

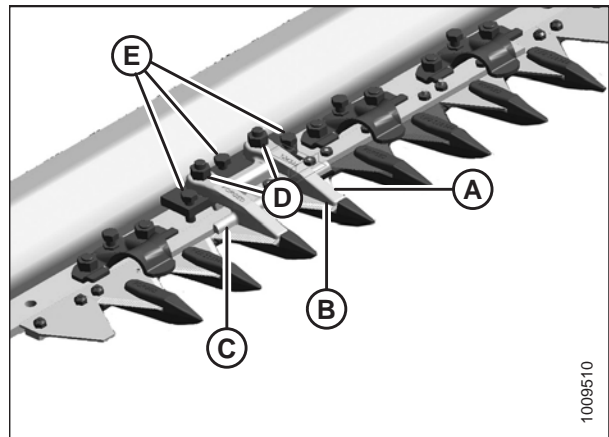


Figure 5.106: Center Guard Hold-Down Clip



WARNING

Check to be sure all bystanders have cleared the area.

6. Complete the hold-down clip adjustments, run the header at low engine speed, and listen for noise caused by insufficient clearance.

IMPORTANT:

Insufficient hold-down clip clearance will result in overheating of the knife and guards—readjust as necessary.

Adjusting Hold-Down Clip at Double-Knife Center Pointed Guard

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

1. Shut down the engine, and remove the key from the ignition.
3. Manually stroke knives so that sections (A) are under hold-down clip (B) as shown.
4. Loosen nuts (C) and back off bolts (D) until they don't contact cutterbar.
5. Lightly clamp hold-down clip (B) to guard (E) with a C-clamp or equivalent. Position clamp on trash bar at location (F) as shown.
6. Turn bolts (D) until they contact cutterbar, then tighten **ONE** turn.
7. Remove clamp.
8. Tighten nuts (C) and torque to 88 Nm (65 lbf-ft).
9. Check clearances. For instructions, refer to [Checking Pointed Guard Hold-Down Clips](#), page 455.

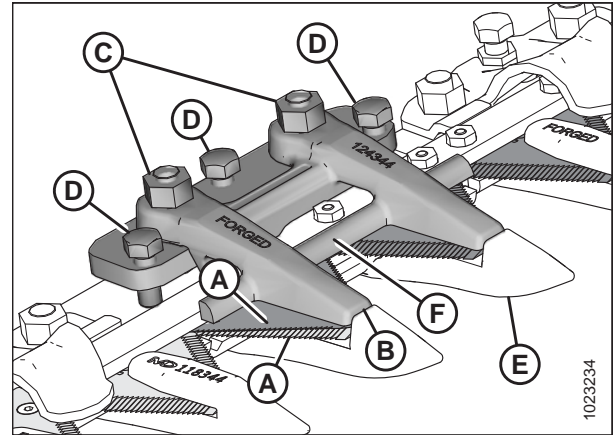


Figure 5.107: Center Guard

Checking and Adjusting Stub Guard Hold-Down Clips

This procedure is to measure clearance between hold-down clips and knife sections on single- and double-knife headers with stub guards.

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

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

2. Manually stroke knife to locate section under hold-down clip (A).
3. **Standard guard:** At standard guard locations, push knife section (B) down against guard (C) and measure clearance between hold-down clip (A) and knife section (B) with a feeler gauge. The clearance should be as follows:
 - **At hold-down clip tip (D):** 0.1–0.4 mm (0.004–0.016 in.)
 - **At rear of hold-down clip (E):** 0.1–1.0 mm (0.004–0.040 in.)
 - **At sheet metal hold-down clip (F):** 0.1–0.6 mm (0.004–0.024 in.)
4. If necessary, refer to [Adjusting Hold-Down Clips with Stub Guards](#), page 459.

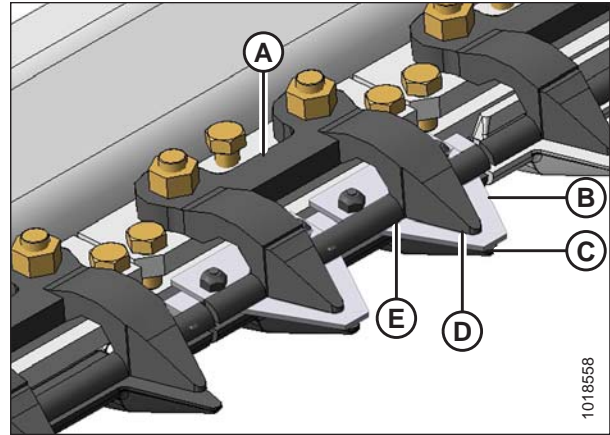


Figure 5.108: Standard Stub Forged Hold-Down Clip

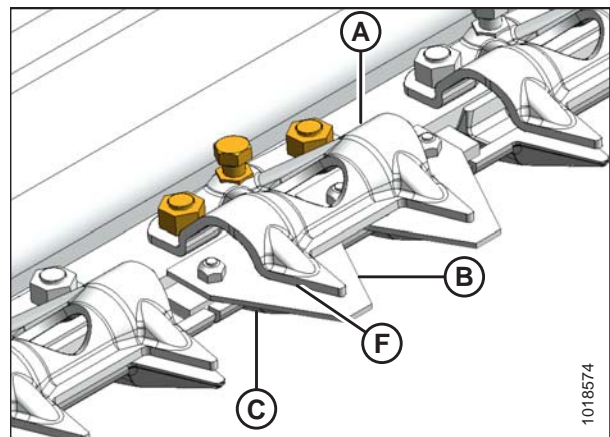


Figure 5.109: Standard Stub Sheet Metal Hold-Down Clip

5. **Double-knife center stub guard:** Manually stroke knife to locate sections under hold-down clip (B).
6. Measure clearance between knife sections (A) and (C) with a feeler gauge. The clearance should be as follows:
 - **At hold-down clip tip (D):** 0.1–0.4 mm (0.004–0.016 in.)
 - **At rear of hold-down clip (E):** 0.1–1.0 mm (0.004–0.040 in.)
7. If necessary, refer to [Adjusting Hold-Down Clips with Stub Guards](#), page 459.

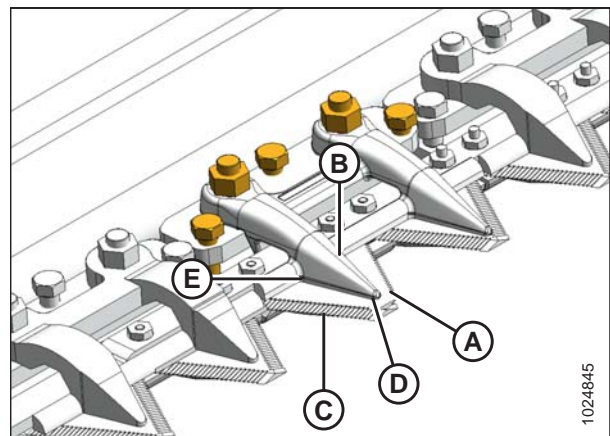


Figure 5.110: Double-Knife Center Stub Guard Hold-Down Clip

Adjusting Hold-Down Clips with Stub Guards

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

1. Shut down the engine, and remove the key from the ignition.
2. Use a feeler gauge to measure the clearance between the stub guard hold-down clip (A) and the knife section. Ensure the clearance is between the following measurements:
 - **At guide tip (B):** 0.1–0.4 mm (0.004–0.016 in.)
 - **At rear of guide (C):** 0.1–1.0 mm (0.004–0.040 in.)
3. Adjust the clearance as follows:
 - a. Tighten nuts (D) until they are finger tight.
 - b. To lower the front of the hold-down clip and decrease clearance, turn the three adjuster bolts (E) clockwise; to raise the front of the hold-down clip and increase clearance, turn the adjuster bolts (E) counterclockwise.
 - c. Torque the nuts (D) to 88 Nm (65 lbf-ft). after all the adjustments are complete and the specified clearances are achieved.

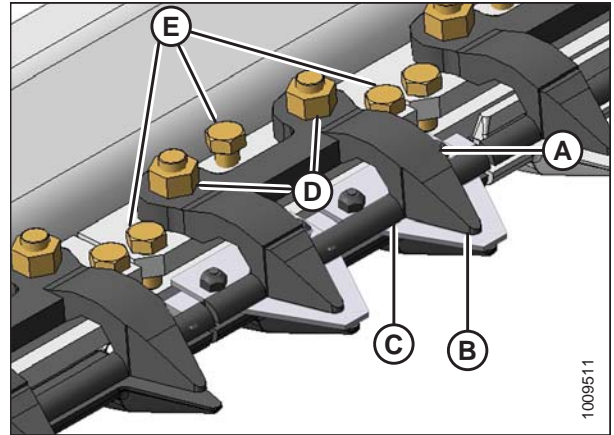


Figure 5.111: Stub Guards

WARNING

Check to be sure all bystanders have cleared the area.

4. Complete the hold-down clip adjustments, run the header at low engine speed, and listen for noise caused by insufficient clearance.

IMPORTANT:

Insufficient hold-down clip clearance will result in overheating of the knife and guards—readjust as necessary.

5.8.8 Knifehead Shield

The knifehead shield attaches to the endsheet and reduces the knifehead opening to prevent cut crop from accumulating in the knifehead cut-out.

The shields and mounting hardware are available from your MacDon Dealer.

IMPORTANT:

Remove the shields when using the cutterbar on the ground in muddy conditions. Mud may pack into the cavity behind the shield which could result in knife drive box failure.

Installing Knifehead Shield

The knifehead shield is supplied in flattened form, but it can be bent to suit installation on pointed or stub guard cutterbars. Knifehead shields differ slightly depending on header size and guard configuration, so ensure you are using the proper knifehead shield for your header. Refer to your parts catalog for proper replacement parts.

DANGER

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

CAUTION

Wear heavy gloves when working around or handling knives.

1. Raise the reel to its full height, lower the header to the ground.
2. Shut down the engine, and remove the key from the ignition.
3. Engage the reel arm locks.
4. Place the knifehead shield (A) against the endsheet as shown. Align the shield so the cutout matches the profile of the knifehead and/or hold-downs.
5. Bend the knifehead shield (A) along the slit to conform to the endsheet.
6. Align the mounting holes and secure with two 3/8 x 1/2 in. Torx® head bolts (B).
7. Tighten the bolts (B) just enough to hold the knifehead shield (A) in place while allowing it to be adjusted as close to the knifehead as possible.
8. Manually rotate the knife drive box pulley to move the knife and check for areas of contact between the knifehead and knifehead shield (A). Adjust the shield to eliminate interference with the knife if necessary.
9. Tighten the bolts (B).

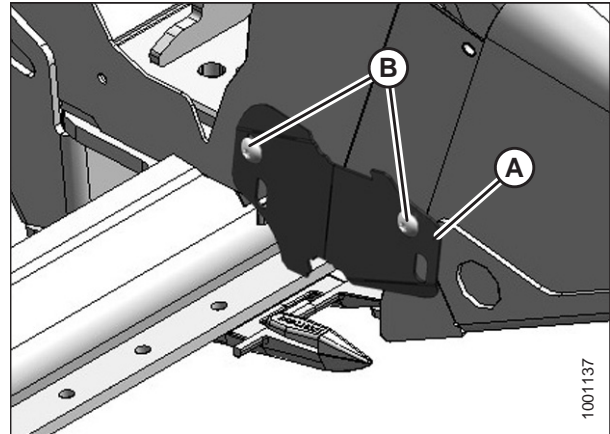


Figure 5.112: Knifehead Shield

5.9 Knife Drive System

5.9.1 Knife Drive Box

CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing, page 395](#).

Double-knife headers have a knife drive box (A) at each end. Knife drive boxes are belt-driven by a hydraulic motor, and convert rotational motion into the reciprocating motion of the knife.

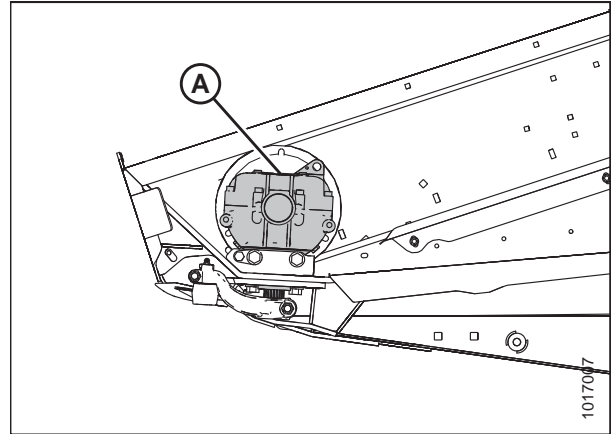


Figure 5.113: Left Side Knife Drive Box Shown – Right Side Similar

Checking Knife Drive Box

Single-knife headers have one knife drive box and double-knife headers have two knife drive boxes. To access the knife drive box(es), the endshield(s) must be fully opened.

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Press down on the latch (A) in the opening on the inboard side of the endsheet.
2. Pull endshield open using handle depression (B).

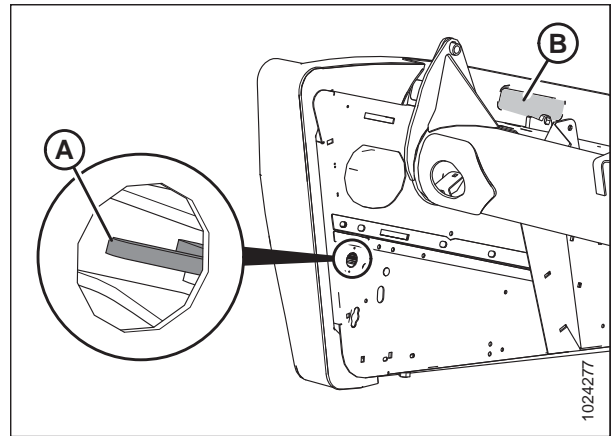


Figure 5.114: Endshield Latch Access

3. Swivel the endshield toward the back of the header and use safety latch (B) to secure endshield support tube (A) to the endsheet.

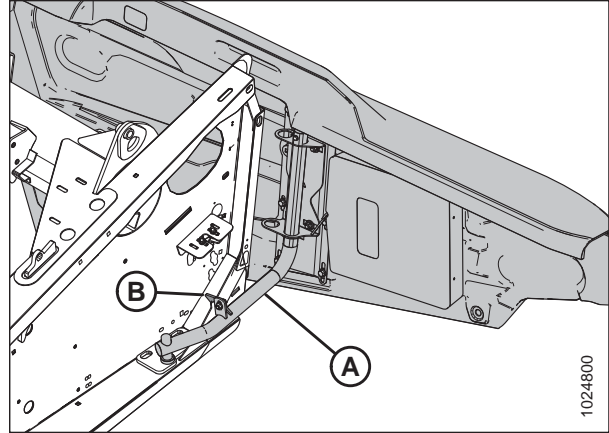


Figure 5.115: Left Endshield Support Tube

IMPORTANT:

The knife drive box breather is shipped in position (A) (forward) to prevent oil loss during transport. The breather **MUST** be repositioned to location (B) to prevent oil loss during normal operation. Failure to do so can result in damage to the knife drive box.

4. Check position of plug (A) and breather (B) at knife drive box. Position **MUST** be as shown.
5. Remove breather (B) and check oil level. The oil level should be between the bottom edge (C) of lower hole (D) and bottom (E) of the breather.

NOTE:

Check oil level with top of knife drive box horizontal and with breather (B) screwed in.

6. Reinstall breather and tighten.

Checking Mounting Bolts

Check the torque on the four knife drive box mounting bolts (A) and (B) after the first 10 hours of operation and every 100 hours thereafter.

1. Torque the side bolts (A) first, then torque the bottom bolts (B). Torque all bolts to 271 Nm (200 lbf-ft).

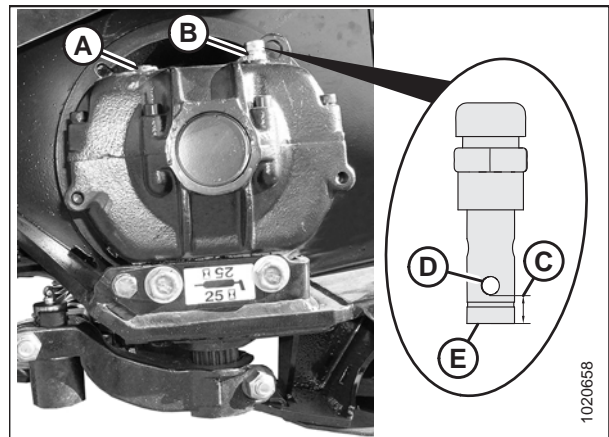


Figure 5.116: Knife Drive Box

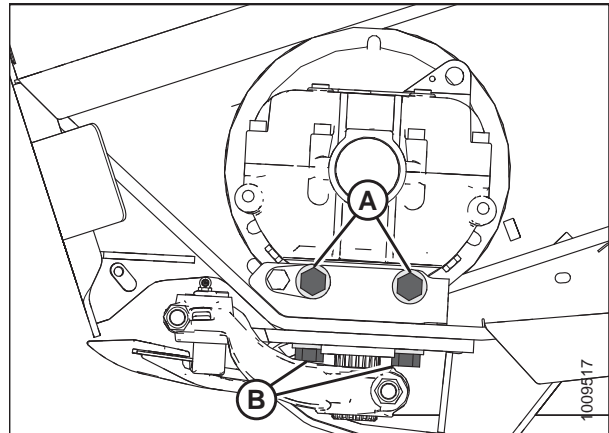


Figure 5.117: Knife Drive Box

Removing Knife Drive Box

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Shut down the engine, and remove the key from the ignition.
2. Open the endshield. For instructions, refer to [Closing Endshields, page 33](#).
3. Loosen the two bolts (A) securing the motor assembly to the header endsheet.
4. Loosen the belt tension by turning tensioning bolt (B) counterclockwise.

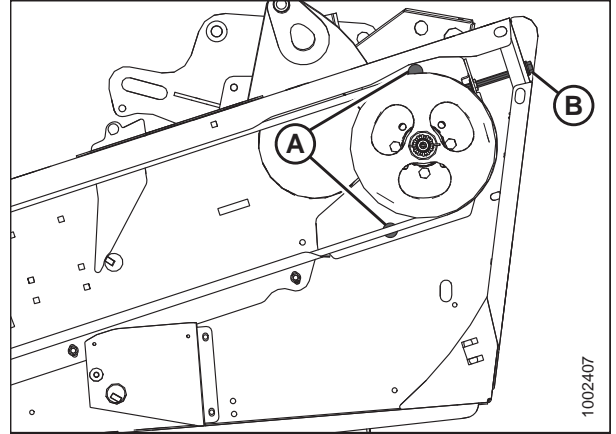


Figure 5.118: Knife Drive

For both timed and untimed headers:

5. To provide clearance between the knife drive box pulley and the endsheet, open access cover (A) on the endsheet behind the cutterbar.

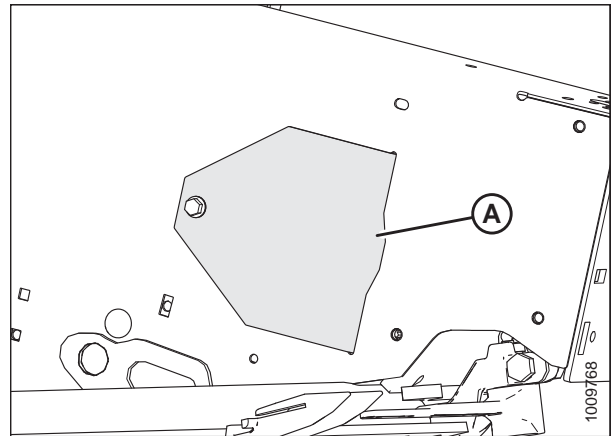


Figure 5.119: Access Cover

6. Remove belt (A) from drive pulley (B).
7. Slip belt (A) over and behind knife drive box pulley (C). Use the notch in the pulley to assist with belt removal.

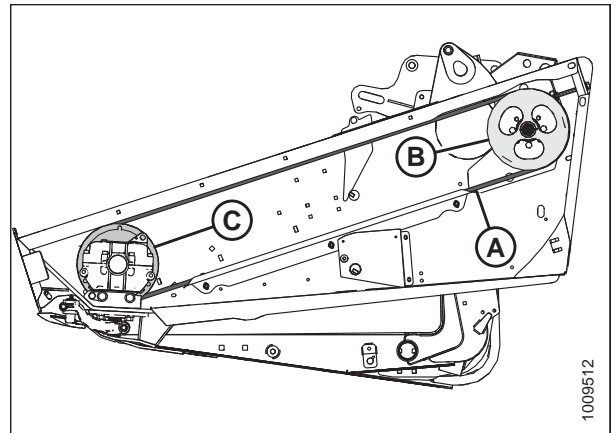


Figure 5.120: Knife Drive

MAINTENANCE AND SERVICING

8. Manually stroke the knife to its outer limit.
9. Clean the area around the knifehead.
10. Remove grease fitting (B) from the pin.

NOTE:

Removing the grease fitting will make it easier to reinstall the knifehead pin later.

11. Remove bolt and nut (A).
12. Use a screwdriver or chisel in slot (C) to release the load on the knifehead pin.
13. Use a screwdriver or chisel to pry the pin upwards in the pin groove until the pin is clear of the knifehead.
14. Push the knife assembly inboard until it is clear of the output arm.
15. Seal the knifehead bearing with plastic or tape to keep out dirt and debris unless it is being replaced.
16. Remove bolt (A) that clamps knife drive arm (B) to the knife drive box output shaft.
17. Remove knife drive arm (B) from the knife drive box output shaft.
18. Remove the four knife drive box mounting bolts (C) and (D).

NOTE:

If shims are set on bolts (C) between the knife drive box and housing, mark the location of the shims for later reinstallation.

NOTE:

Do **NOT** remove bolt (E); it is factory-set to properly position the knife drive box in the correct fore-aft position.

CAUTION

The knife drive box and pulley weigh over 35 kg (65 lb.) Use care when removing or installing. Lug (L) can be used for lifting.

19. Remove the knife drive box from the header and set aside.

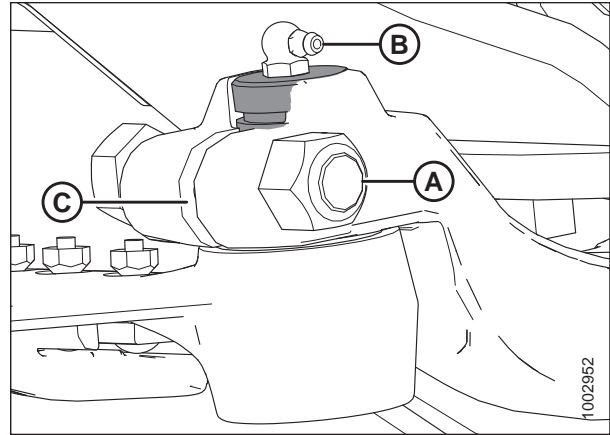


Figure 5.121: Knifehead

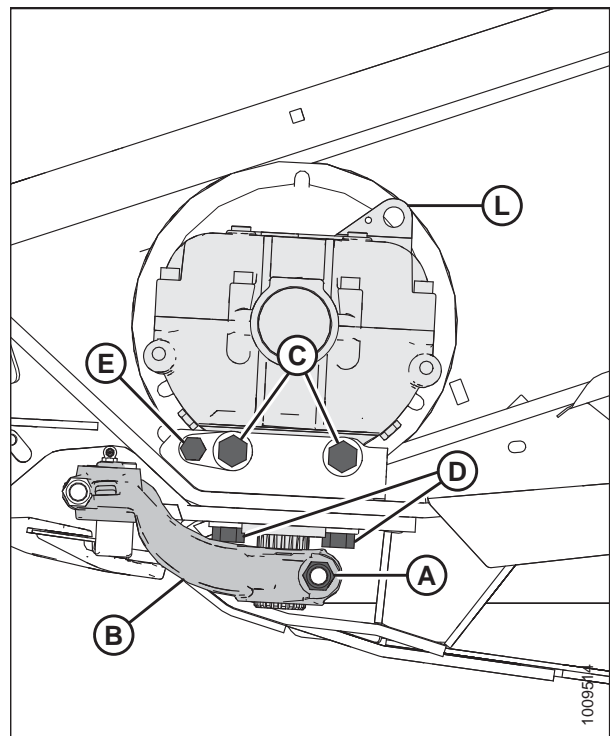


Figure 5.122: Knife Drive Box

Removing Knife Drive Box Pulley

Before removing the knife drive box pulley, remove the knife drive box from the header. For instructions, refer to [Removing Knife Drive Box, page 463](#).

MAINTENANCE AND SERVICING

1. Loosen and remove knife drive box pulley clamping bolt (A) and nut (B).
2. Using a three-jaw puller, remove knife drive box pulley (C).

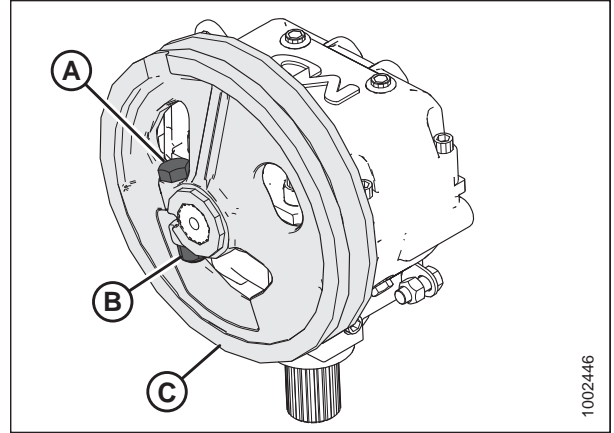


Figure 5.123: Knife Drive Box and Pulley

Installing Knife Drive Box Pulley

1. Ensure the splines and bores in the pulley and drive arm are free of paint, oil, and solvents.
2. Apply two bands (A) of medium-strength threadlocker (Loctite® 243 or equivalent) around the shaft as shown at right. Apply one band at the end of the spline and the second band in the middle.
3. Press pulley (B) onto the shaft until flush with the end of the shaft.
4. Secure pulley (C) with a 5/8 x 3 in. hex head bolt (A) and a distorted thread NC lock nut (B). Torque bolt to 217 Nm (160 lbf-ft).

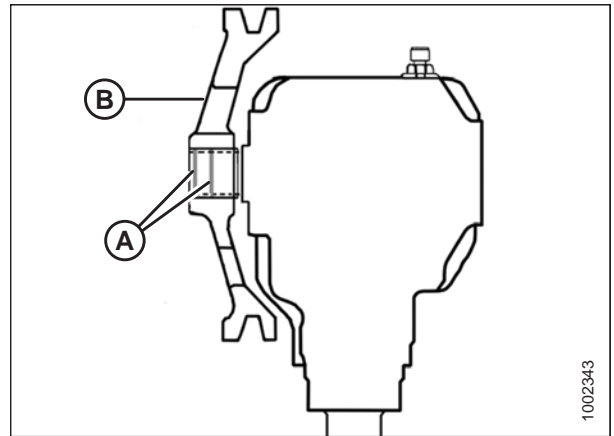


Figure 5.124: Knife Drive Box

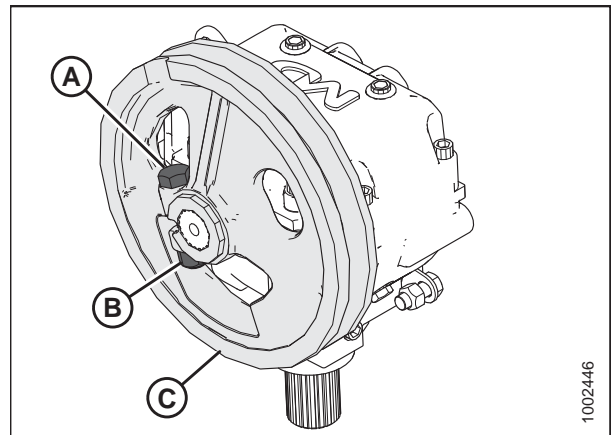


Figure 5.125: Knife Drive Box and Pulley

Installing Knife Drive Box

NOTE:

If the pulley was removed from the knife drive box, refer to *Installing Knife Drive Box Pulley, page 465*. If the pulley was **NOT** removed, proceed to Step 1, *page 466*.



CAUTION

The knife drive box and pulley weigh over 35 kg (65 lb.) Use care when removing or installing. Lug (L) can be used for lifting.

1. Position the knife drive box onto the header mount and install the belt onto the pulley.
2. Secure the knife drive box to the frame using two 5/8 x 1-3/4 in. grade 8 hex head bolts (A) on the side and two 5/8 x 2-1/4 in. grade 8 hex head bolts (B) on the bottom.

NOTE:

If shims were removed from bolts (A) in Step 18, *page 464*, install them again in the same place between the knife drive box and housing.

3. Tighten knife drive box side bolts (A) slightly, then tighten bottom bolts (B) to ensure proper contact with the vertical and horizontal mounting surfaces. Do **NOT** torque the bolts at this time.

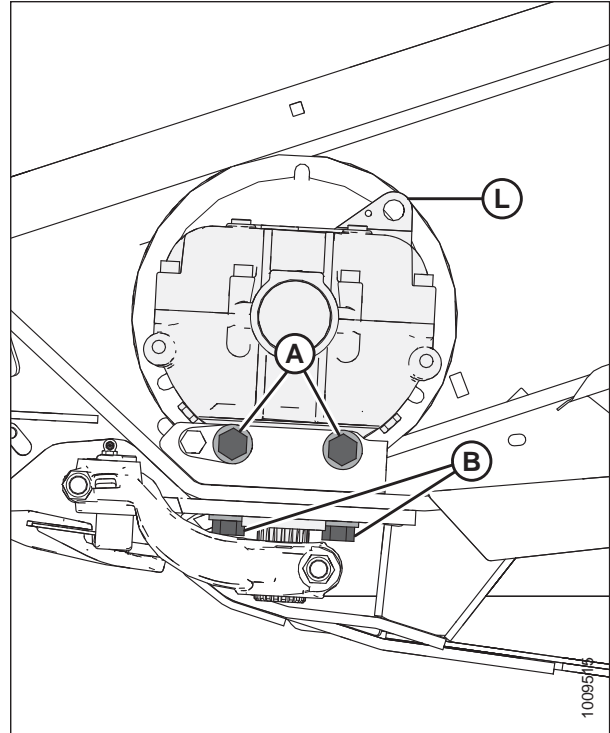


Figure 5.126: Knife Drive Box

4. Apply two bands (A) of medium-strength threadlocker (Loctite® 243 or equivalent) to the output shaft as shown. Apply one band at the end of the output shaft and the second band in the middle.
5. Slide output arm (B) onto the output shaft. Rotate the pulley to ensure the splines are properly aligned and the drive arm clears the frame on the inboard stroke.

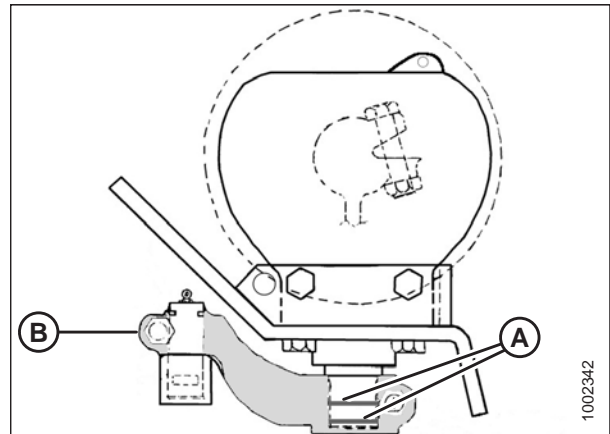


Figure 5.127: Knife Drive Box

MAINTENANCE AND SERVICING

6. Position output arm (A) to the farthest outboard position.
7. Move output arm (A) up or down on the splined shaft until it is almost contacting the knifehead (B) (exact clearance [C] is set during the knifehead pin installation).

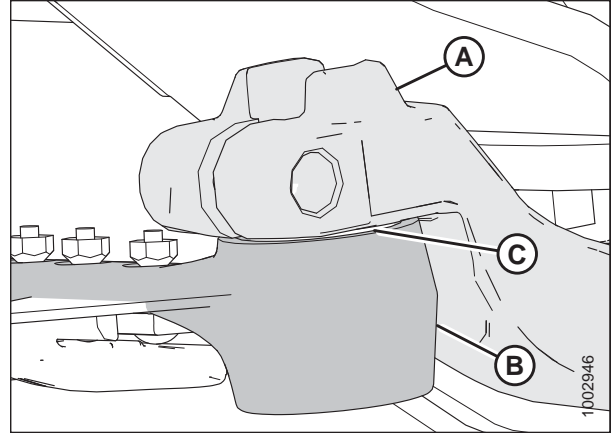


Figure 5.128: Knifehead

8. Torque output arm bolt (A) to 217 Nm (160 lbf-ft).

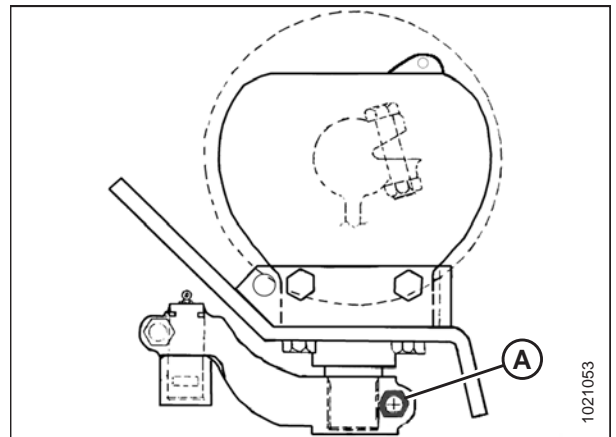


Figure 5.129: Knife Drive Box

9. Slide the knife into place and align the knifehead with the output arm.
10. Install knifehead pin (A) through output arm (C) and into the knifehead.

NOTE:

Remove the grease fitting from the knifehead pin for easier installation of knifehead pin.

11. Position the pin so that groove (B) is 1.5 mm (1/16 in.) above the output arm (C).
12. Secure pin with 5/8 x 3 in. hex head bolt and nut (D), and torque to 217 Nm (160 lbf-ft).

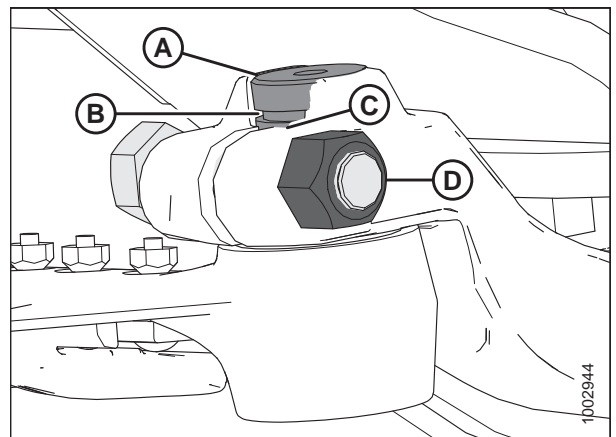


Figure 5.130: Knifehead

MAINTENANCE AND SERVICING

13. Install grease fitting (A) into the knifehead pin, and turn the grease fitting for easy access.
14. Slowly apply grease to the knifehead until slight downward movement of the knifehead is observed.

IMPORTANT:

Do **NOT** overgrease the knifehead. Overgreasing leads to knife misalignment causing excessive heating of guards and overloading of drive systems. If overgreasing occurs, remove the grease fitting to release pressure.

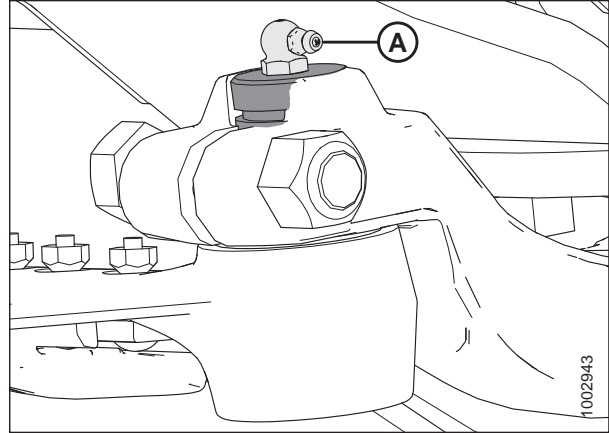


Figure 5.131: Knifehead

15. Tighten the knife drive box side bolts (A) first, then tighten the bottom bolts (B). Torque to 271 Nm (200 lbf-ft).
16. Move the output arm to the mid-stroke position, and ensure the knife bar doesn't contact the front of the first guard. If the knife drive box requires adjustment, contact your MacDon Dealer.
17. Install and tension the knife drive belts.
 - For untimed headers, refer to [Checking and Tensioning Knife Drive Belts, page 471](#).
18. Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

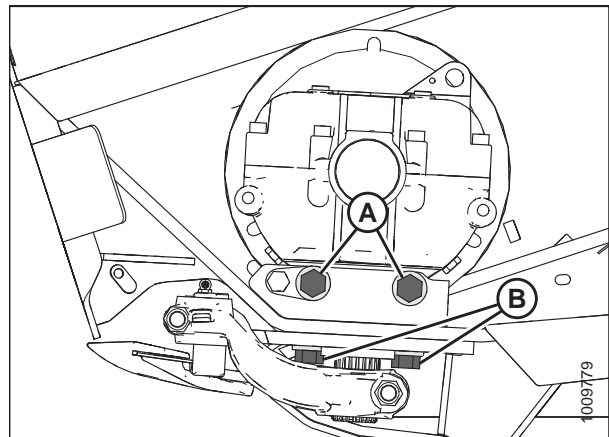


Figure 5.132: Knife Drive Box

Changing Oil in Knife Drive Box



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

Change the knife drive box lubricant after the first 50 hours of operation and every 1000 hours (or 3 years) thereafter.

1. Shut down the engine, and remove the key from the ignition.
2. Raise the header and place a container large enough to hold approximately 2.2 liters (2.3 quarts) under the knife drive box to collect the oil.
3. Open the endshield. For instructions, refer to [Closing Endshields, page 33](#).

4. Remove the breather/dipstick (A) and the drain plug (B).
5. Allow the oil to drain from the knife drive box and into the container placed below it.
6. Reinstall the drain plug (B).
7. Add oil to the knife drive box. Refer to inside back cover for recommended fluids and lubricants.
8. Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

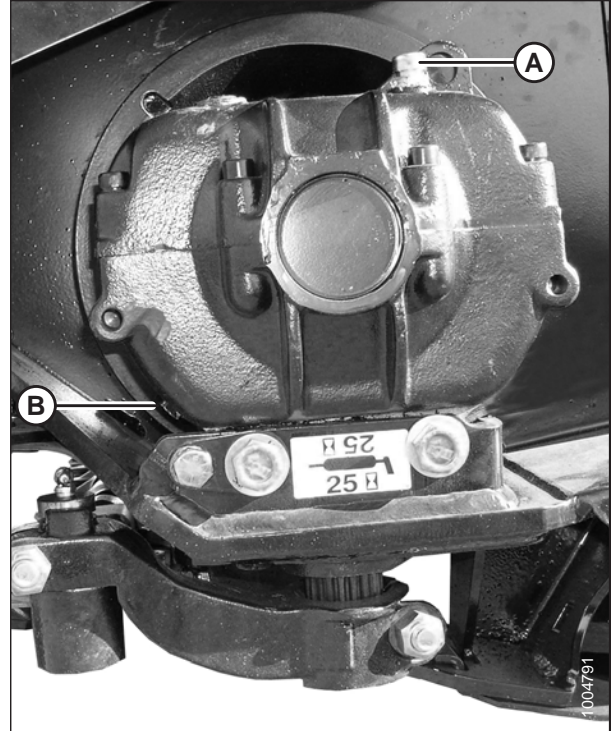


Figure 5.133: Knife Drive Box

5.9.2 Knife Drive Belts

Knife Drive Belts

The knife drive box is driven by a V-belt that is powered by a hydraulic motor on the header left endsheet. There is an identical drive system at the opposite end of 12.2 m and 13.7 m (40 ft. and 45 ft.) double-knife headers.

Removing Single- and Untimed Double-Knife Drive Belts

The knife drive belt removal procedure is the same for both sides of a double-knife header.



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Shut down the engine, and remove the key from the ignition.
2. Open the endshield. For instructions, refer to [Opening Endshields, page 32](#).
3. Loosen the two bolts (A) securing the motor assembly to the header endsheet.
4. Loosen the belt tension by turning tensioning bolt (B) counterclockwise.

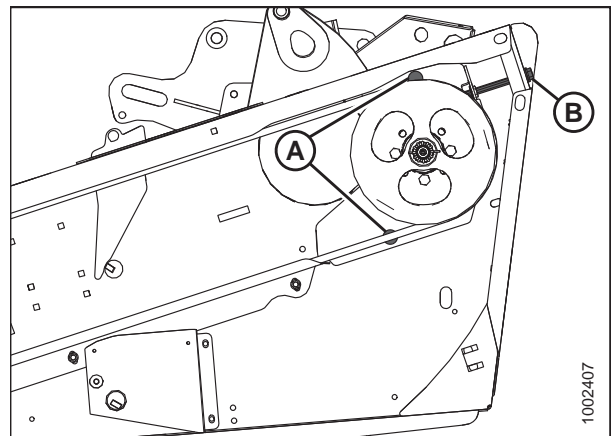


Figure 5.134: Knife Drive

MAINTENANCE AND SERVICING

5. To provide clearance between the knife drive box pulley and the endsheet, open access cover (A) on the endsheet behind the cutterbar.

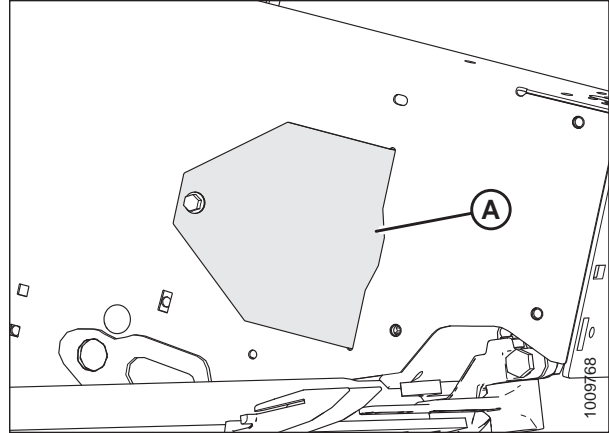


Figure 5.135: Access Cover

6. Remove belt (A) from drive pulley (B).
7. Slip belt (A) over and behind knife drive box pulley (C). Use the notch in the pulley to assist with belt removal.

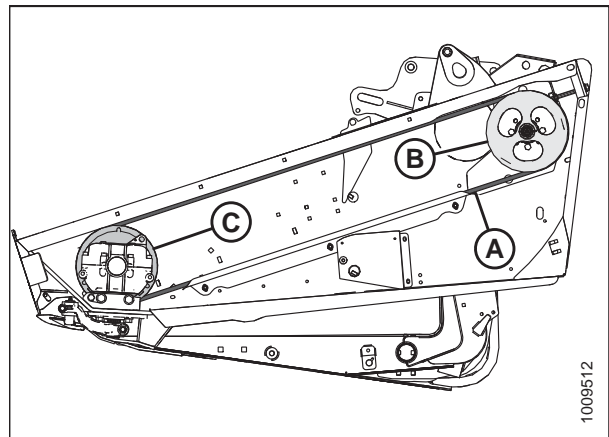


Figure 5.136: Knife Drive

Installing Single- and Untimed Double-Knife Drive Belts

The procedure for installing untimed double-knife drive belts is the same for both sides of the header.

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

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

MAINTENANCE AND SERVICING

2. Route knife drive belt (A) around knife drive box pulley (C) and knife drive pulley (B). Use the notch in the pulley to assist with the belt installation.

NOTE:

Ensure the drive motor is fully forward. Do **NOT** pry the belt over the pulley.

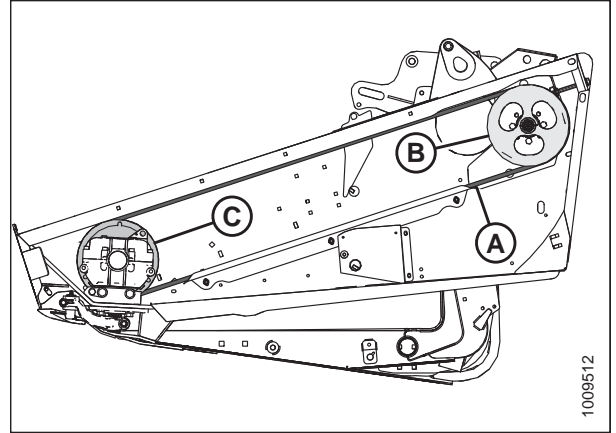


Figure 5.137: Knife Drive

3. Tension the knife drive belt. For instructions, refer to [Checking and Tensioning Knife Drive Belts, page 471](#).
4. Install access cover (A) and secure with bolt.
5. Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

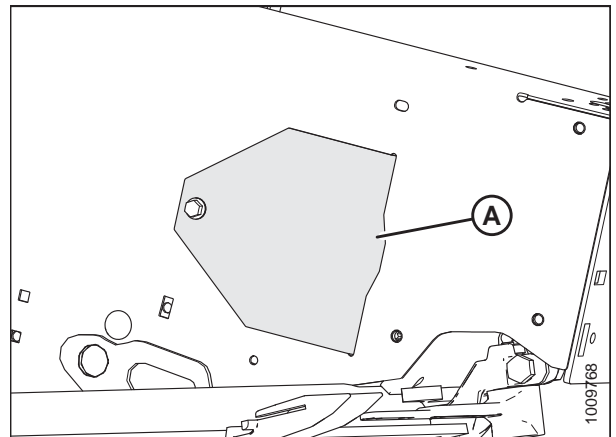


Figure 5.138: Access Cover

Checking and Tensioning Knife Drive Belts

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

IMPORTANT:

To prolong the belt and drive life, do **NOT** overtighten the belt.

1. Shut down the engine, and remove the key from the ignition.
2. Open the left endshield. For instructions, refer to [Opening Endshields, page 32](#).

MAINTENANCE AND SERVICING

- Loosen the two bolts (A) securing the motor assembly to the header endsheet.

NOTE:

The belt guide has been removed from the illustrations for clarity.

- Check drive belt tension. A properly tensioned drive belt (C) should deflect 24–28 mm (15/16–1 1/8 in.) when 133 N (30 lbf) of force is applied at the midspan. If the belt needs to be tensioned, turn the adjuster bolt (B) clockwise to move the drive motor until proper tension is set.

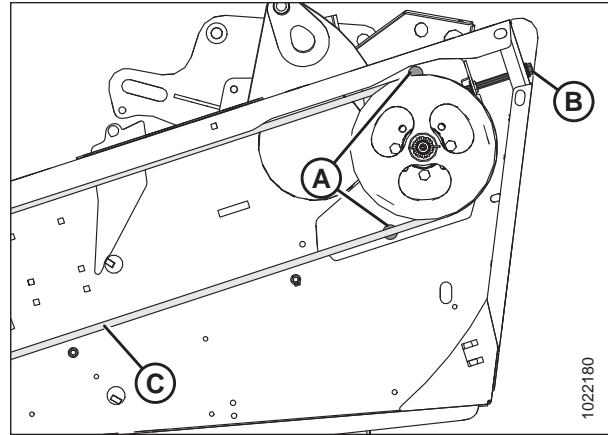


Figure 5.139: Knife Drive

- Ensure the clearance between belt (A) and belt guide (B) is 1 mm (1/16 in.).
- Loosen the three bolts (C), and adjust the position of guide (B) as required.
- Tighten the three bolts (C).
- Close the endshield. For instructions, refer to [Closing Endshields, page 33](#).

NOTE:

Readjust the tension of a new belt after a short run-in period (about 5 hours).

- Repeat procedure on the other side of the header.

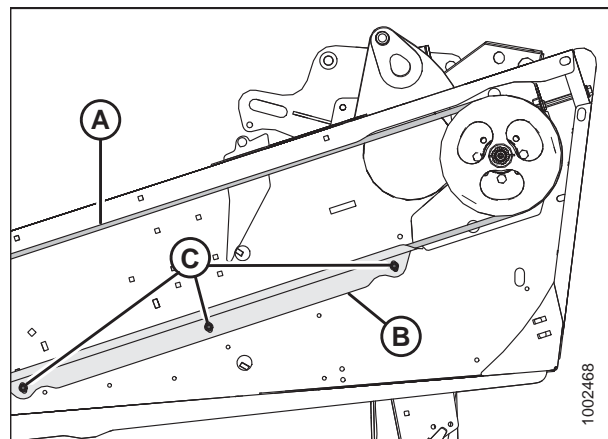


Figure 5.140: Knife Drive

5.10 Feed Draper

The feed draper is located on the FM100 Float Module and conveys cut crop to the auger.

CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing, page 395](#).

5.10.1 Replacing Feed Draper

Replace draper if torn, cracked, or missing slats.

DANGER

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

1. Raise header and reel to full height, stop the engine, and remove key from the ignition.
2. Engage reel safety props and header safety props.
3. Loosen jam nut (A) and turn bolt (B) counterclockwise to release the draper tension. Repeat at the opposite side of the header.

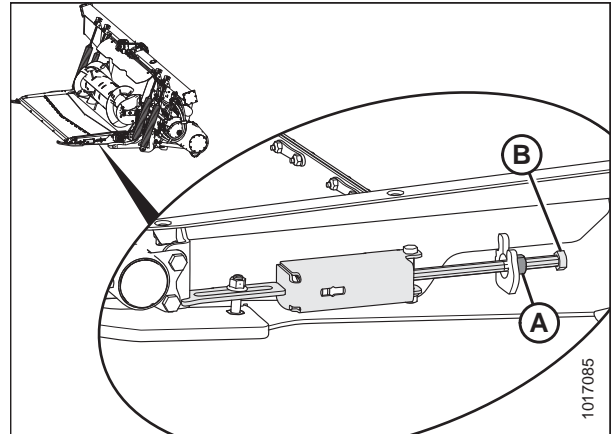


Figure 5.141: Feed Draper Tensioner

4. Unlatch the feed deck pan handle (A) from the pan handle latch supports (B) on either side of the feed deck. This will drop the door down and allow access to feed deck draper and rollers.

NOTE:

Some parts removed from illustration for clarity.

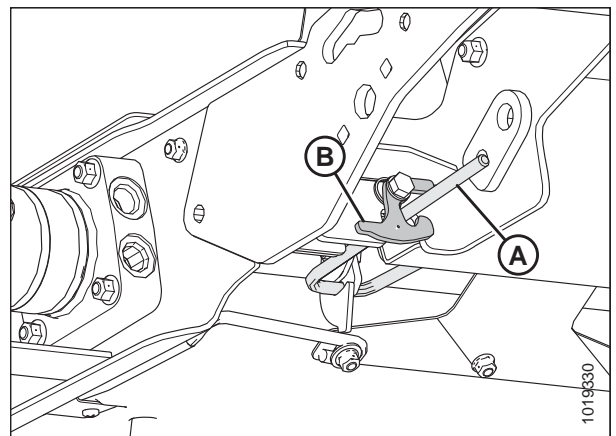


Figure 5.142: Feed Deck Pan Handle and Left Side Pan Handle Latch

MAINTENANCE AND SERVICING

5. Remove nuts and screws (A), and remove draper connector straps (B).
6. Pull the draper from the deck.

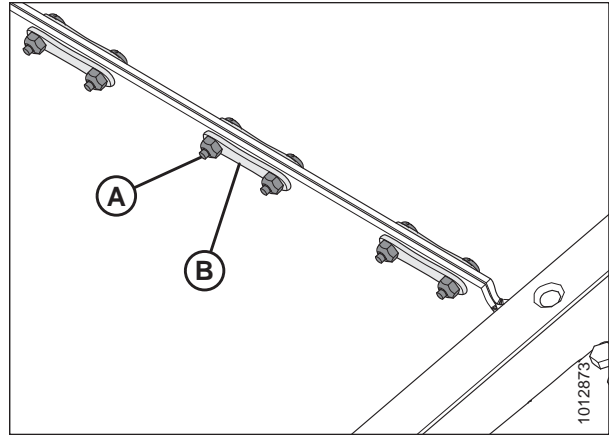


Figure 5.143: Draper Connector

7. Install new draper (A) over the drive roller (B). Make sure the draper guides fit into the drive roller grooves (C).
8. Pull draper along bottom of feed deck and over idler roller (D).

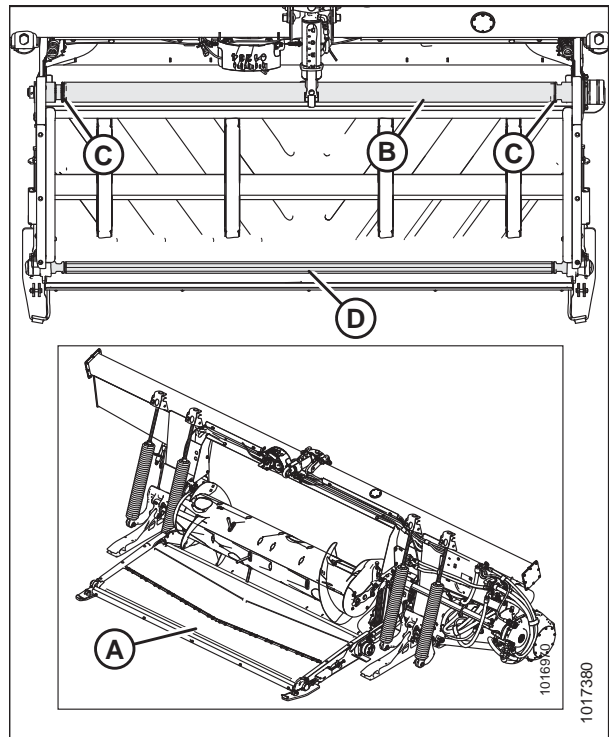


Figure 5.144: Float Module Feed Draper

9. Connect the draper joint with the connector straps (B) and secure with nuts and screws (A). Ensure the screw heads face towards the rear of the deck, and tighten only until the end of the screws are flush with the nuts.
10. Adjust the draper tension. For instructions, refer to [5.10.2 Checking and Adjusting Feed Draper Tension](#), page 475.

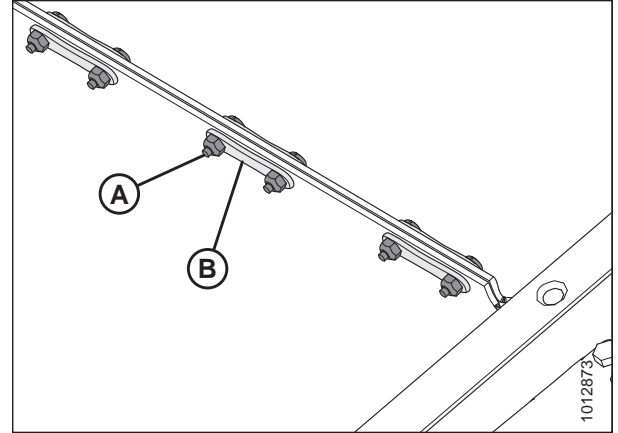


Figure 5.145: Draper Connector Straps

11. Close the feed deck by latching the pan handle latch supports (B) on either side of the feed deck to the feed deck pan handle (A).

NOTE:

Some parts removed from illustration for clarity.

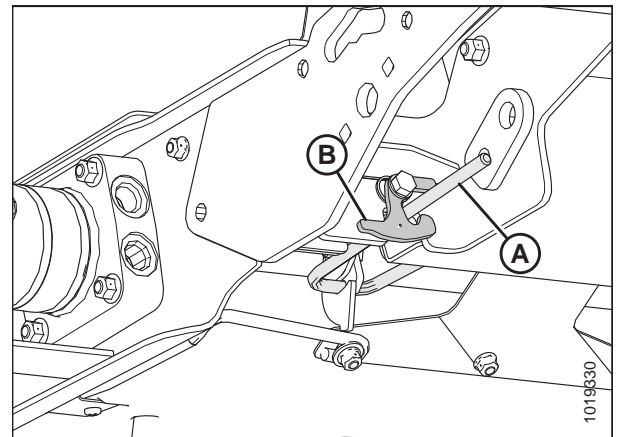


Figure 5.146: Feed Deck Pan Handle and Left Side Pan Handle Latch

5.10.2 Checking and Adjusting Feed Draper Tension



DANGER

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

1. Raise the header to its full height, stop the engine, and remove the key from the ignition.
2. Engage the header safety props.

Checking draper tension:

3. Ensure the draper guide (the rubber track on the underside of the draper) is properly engaged in the groove on the drive roller, and the idler roller is between the guides.

NOTE:

Illustrations show the left side of the float module. The right side is opposite.

NOTE:

The default position of the spring retainer (A) (white indicator) is centered (B) in the spring box window; however, the position of the spring retainer varies with draper tracking adjustment at the factory.

4. Check the position of white indicator (A). If the feed draper tracks properly and the spring retainers on both sides of the draper are correctly positioned, then no adjustment is necessary.
5. If adjustment is necessary, proceed to Step 6, page 476.

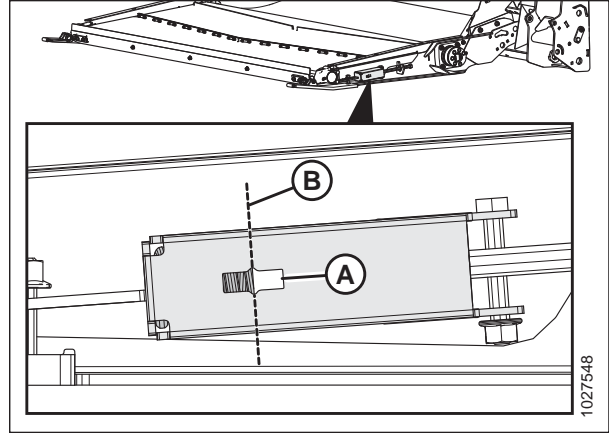


Figure 5.147: Feed Draper Tensioner

Adjusting draper tension:

6. Adjust the draper tension by loosening jam nut (A) and turning bolt (B) clockwise to increase draper tension or turning bolt (B) counterclockwise to decrease draper tension. Draper tension can be adjusted as follows:
 - Loosened to 3 mm (1/8 in.) (D) (aft of center in indicator window [E])
 - Tightened to 6 mm (1/4 in.) (C) (forward of center in indicator window [E])

IMPORTANT:

For small tension adjustments, you may need to only adjust one side of the draper. For larger tension adjustments and to avoid uneven draper tracking, you may need to adjust both sides of the draper an equal amount.

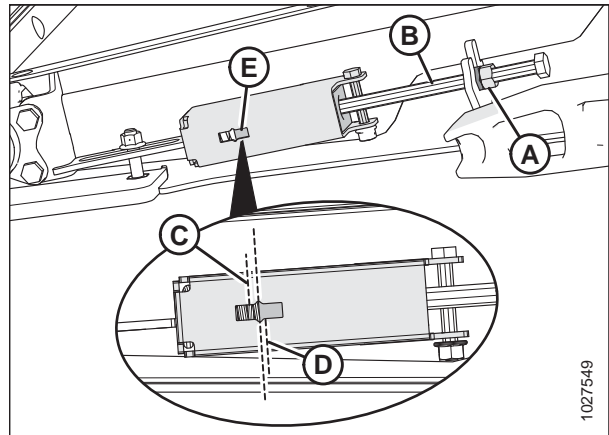


Figure 5.148: Feed Draper Tensioner

7. Tighten jam nut (A).

5.10.3 Feed Draper Drive Roller

This roller is powered and moves the draper on the float module, conveying crop to the auger.

Removing Feed Draper Drive Roller



DANGER

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

1. Raise the header and reel to full height, stop the engine, and remove the key from the ignition.
2. Engage reel safety props and header safety props.

MAINTENANCE AND SERVICING

3. Loosen jam nut (A) and turn bolt (B) counterclockwise to release the draper tension. Repeat at the opposite side of the header.

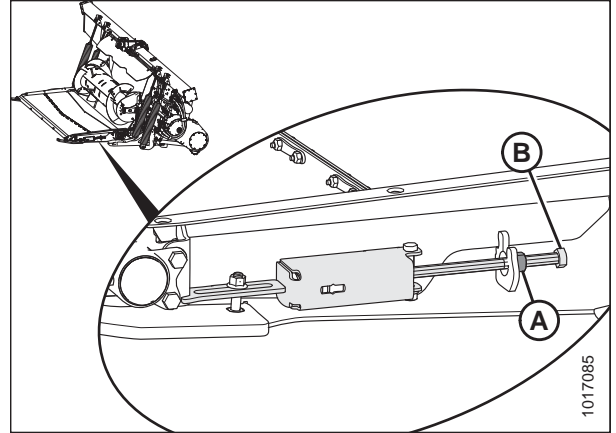


Figure 5.149: Feed Draper Tensioner

4. Remove nuts and screws (A), and remove draper connector straps (B).
5. Pull the draper from the deck.

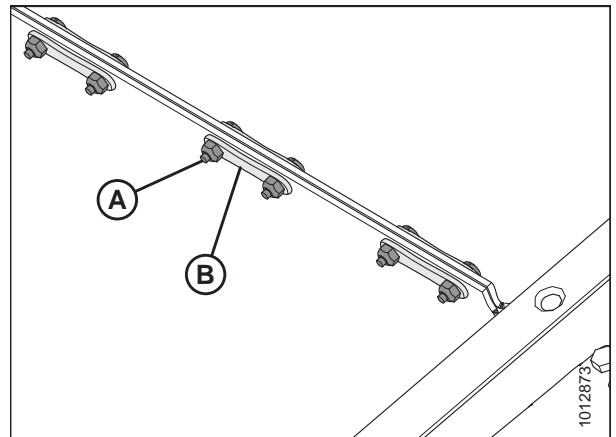


Figure 5.150: Draper Connector

6. Remove two bolts (B) from the drive roller cover (A).

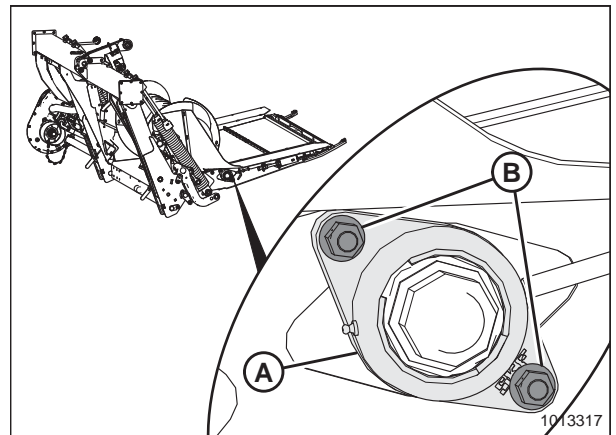


Figure 5.151: Drive Roller Bearing

MAINTENANCE AND SERVICING

7. Move the drive roller cover plate (A) to the left.

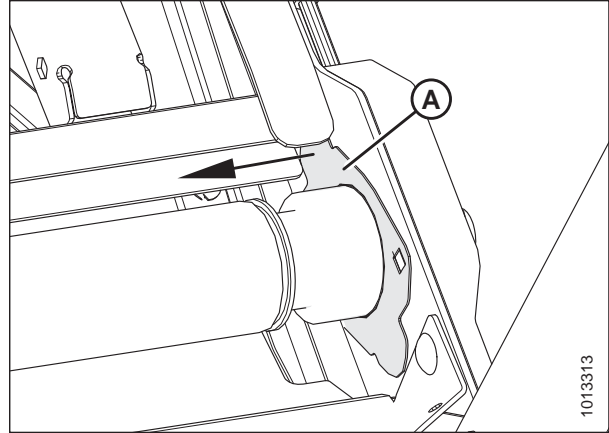


Figure 5.152: Drive Roller

8. Slide drive roller (A) with bearing assembly (B) to the right until left end comes off of spline.

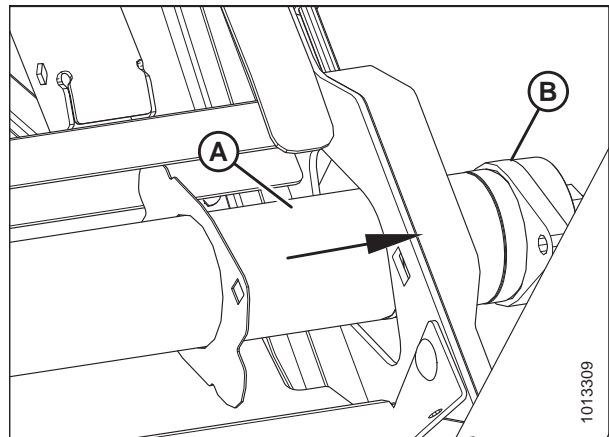


Figure 5.153: Drive Roller

9. Lift left end out of the frame.
10. Slide assembly (A) to the left, guiding bearing housing (B) through frame opening (C).
11. Remove roller (A).

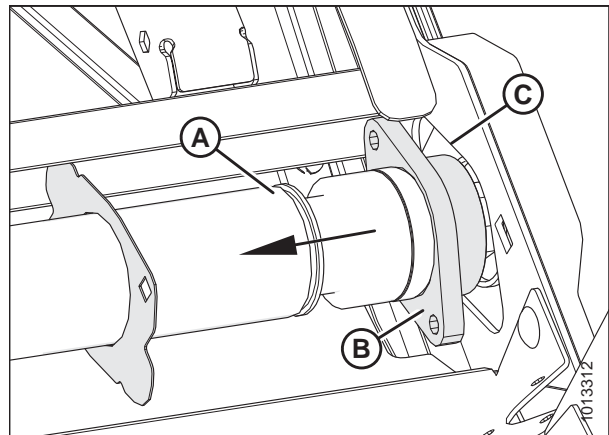


Figure 5.154: Drive Roller

Installing Feed Draper Drive Roller

1. Apply grease to the spline.
2. Slide drive roller cover plate (A) onto right end of roller (B).
3. Guide bearing end (C) of drive roller through frame opening (D).

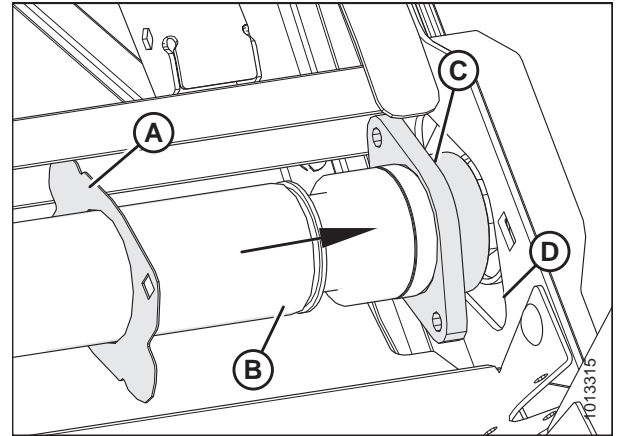


Figure 5.155: Drive Roller – Bearing End

4. Slide left end of drive roller (A) onto spline of motor (B).

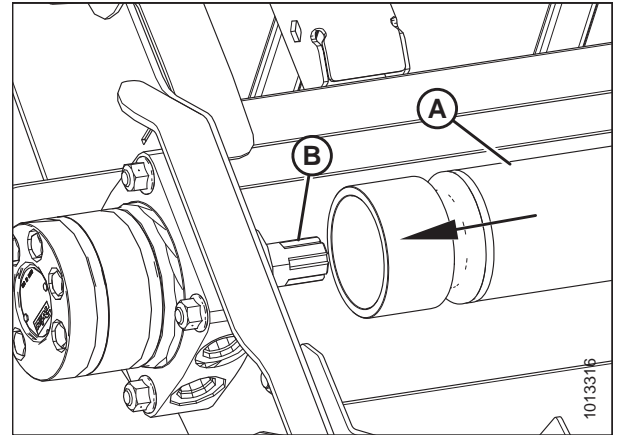


Figure 5.156: Motor

5. Secure the bearing and housing (A) with the drive roller cover plate on the frame using two bolts (B).
6. Install the feed deck draper. For instructions, refer to [5.10.1 Replacing Feed Draper, page 473](#).
7. Tension the feed draper. For instructions, refer to [5.10.2 Checking and Adjusting Feed Draper Tension, page 475](#).

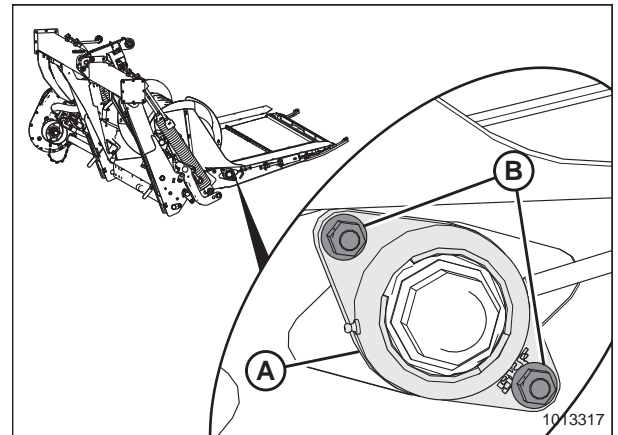


Figure 5.157: Drive Roller Bearing

Replacing Feed Draper Drive Roller Bearing

Removing Feed Draper Drive Roller Bearing



DANGER

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

1. Raise the reel fully.
2. Raise the header fully.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the header safety props.
5. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).
6. Loosen jam nut (A) and turn bolt (B) counterclockwise to release the draper tension. Repeat at the opposite side of the header.

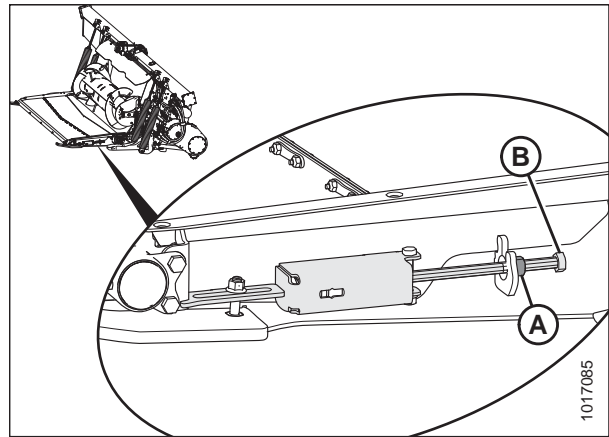


Figure 5.158: Feed Draper Tensioner

7. Loosen set screw (B) on bearing lock (A).
8. Using a hammer and punch, tap bearing lock (A) in the direction opposite to the auger rotation to release the lock.

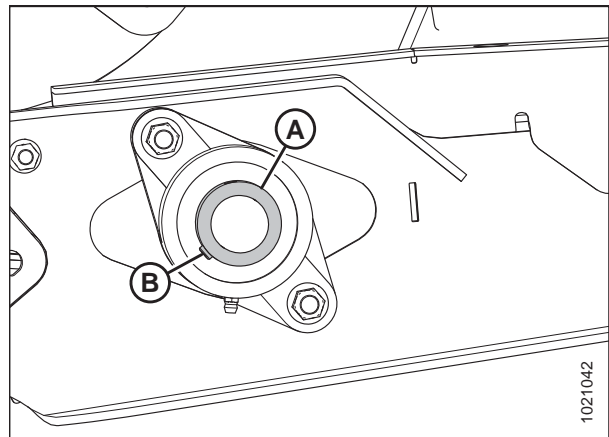


Figure 5.159: Feed Draper Drive Roller Bearing

9. Remove two nuts (A).

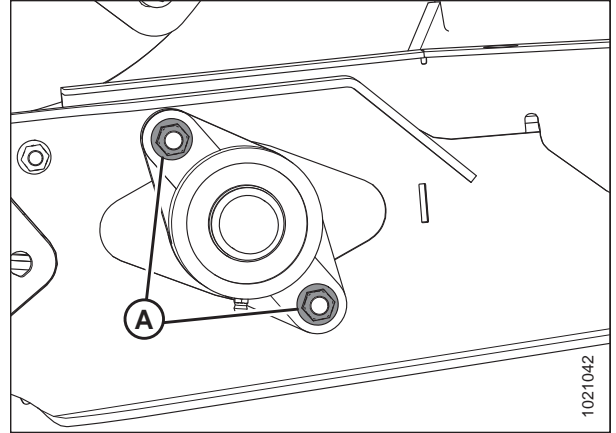


Figure 5.160: Feed Draper Drive Roller Bearing

10. Remove bearing housing (A).

NOTE:

If the bearing is seized on the shaft, it may be easier to remove the drive roller assembly. For instructions, refer to [Removing Feed Draper Drive Roller](#), page 476.

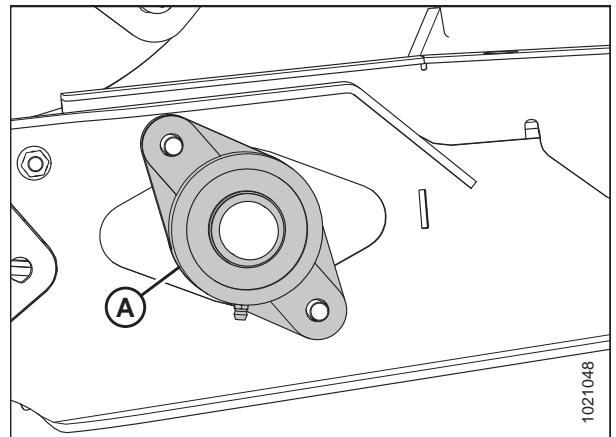


Figure 5.161: Feed Draper Drive Roller Bearing

Installing Feed Draper Drive Roller Bearing

1. Install drive roller bearing housing (A) onto shaft (B), and secure with two bolts and nuts (C).

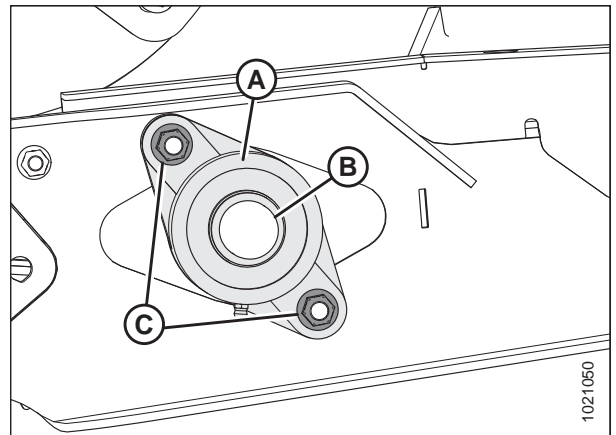


Figure 5.162: Feed Draper Drive Roller Bearing

MAINTENANCE AND SERVICING

2. Install bearing lock collar (A) onto the shaft.
3. Using a hammer and punch, tap the bearing lock in the direction of auger rotation to lock.
4. Tighten bearing lock set screw (B).
5. Tension the feed draper. For instructions, refer to [5.10.2 Checking and Adjusting Feed Draper Tension](#), page 475.

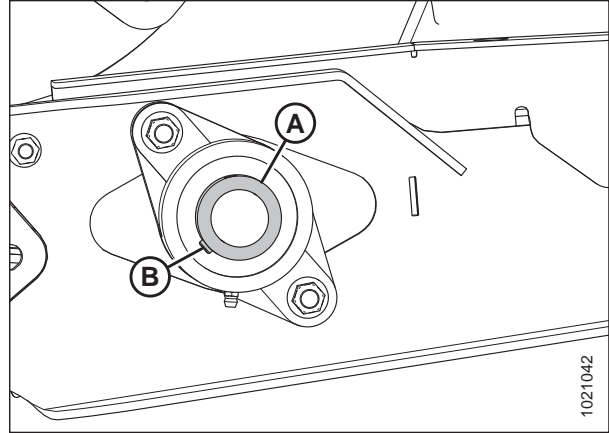


Figure 5.163: Feed Draper Drive Roller Bearing

5.10.4 Feed Draper Idler Roller

This roller is non-powered and driven by the feed draper drive roller. Like the drive roller, it conveys crop across the feed draper to the auger.

Removing Feed Draper Idler Roller

1. Engage the feeder house safety props. For instructions, refer to the combine operator's manual.
2. Loosen jam nut (A) and turn bolt (B) counterclockwise to release the draper tension. Repeat at the opposite side of the header.

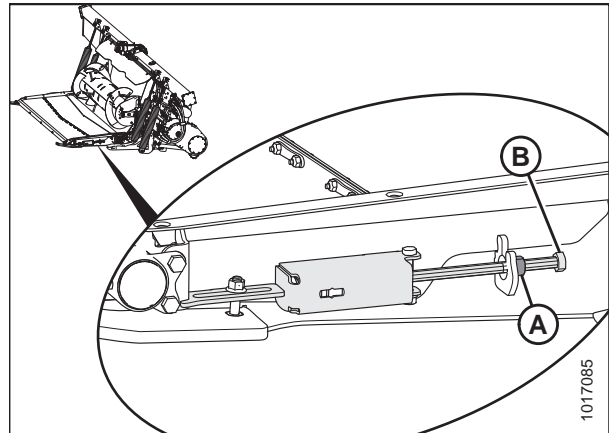


Figure 5.164: Feed Draper Tensioner

MAINTENANCE AND SERVICING

3. Remove nuts and screws (A), and remove draper connector straps (B).
4. Open the draper.

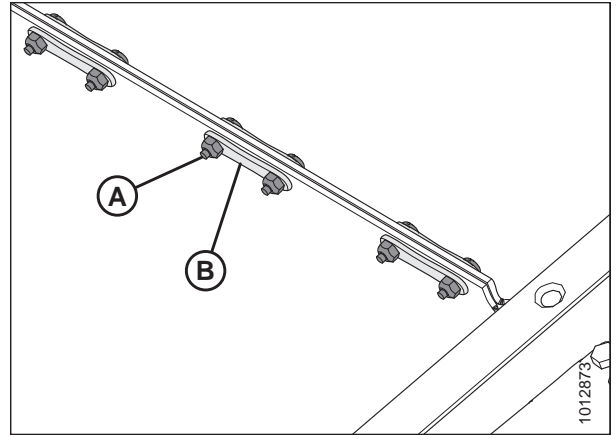


Figure 5.165: Draper Connector

5. Remove nut (D) to have better access to the other two nuts (C).
6. Remove two bolts (A) and nuts (C) from both ends of the idler roller.
7. Remove idler roller assembly (B).

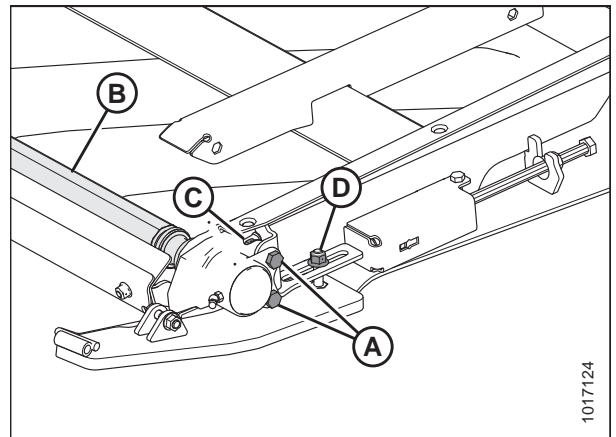


Figure 5.166: Idler Roller

Installing Feed Draper Idler Roller

1. Position idler roller assembly (B) in the float module deck.
2. Install two bolts (A) and nuts (C) at both ends of the idler roller.

NOTE:

Do **NOT** overtighten bolts (A).

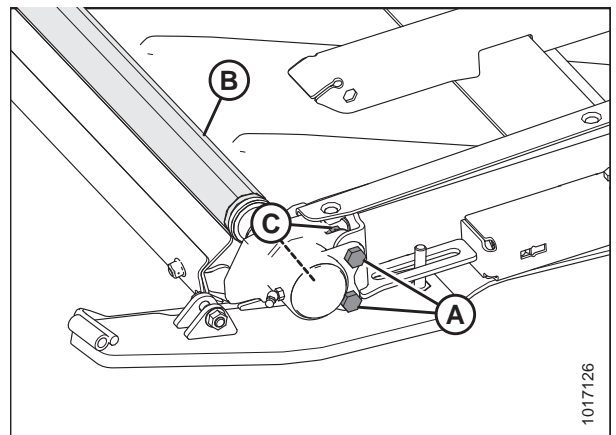


Figure 5.167: Idler Roller

3. Install nut (A).

IMPORTANT:

Maintain a 2–4 mm (1/16–3/16 in.) gap (C) between the plate (B) and nut (A) to allow the idler roller to float and to move when belt is tensioned or adjusted.

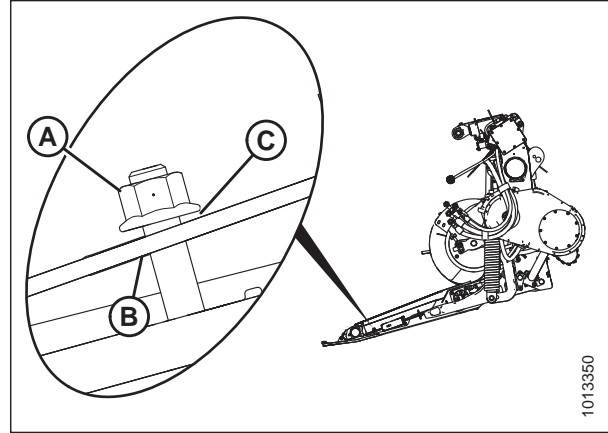


Figure 5.168: Idler Roller

4. Close the feed draper and secure with connector straps (B), screws (A), and nuts.
5. Tension the feed draper. For instructions, refer to [5.10.2 Checking and Adjusting Feed Draper Tension, page 475](#).

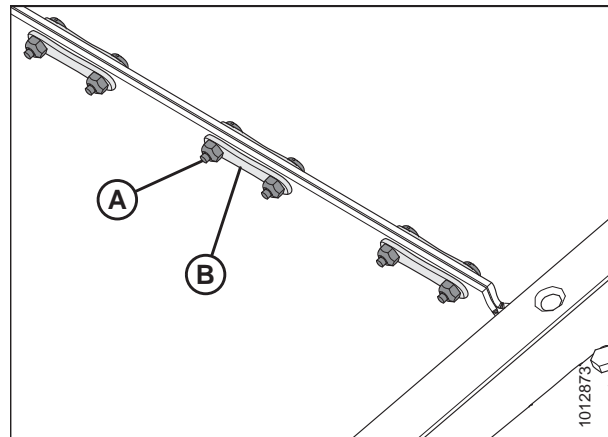


Figure 5.169: Draper Connector

Replacing Feed Draper Idler Roller Bearing

1. Remove dust cap (A).

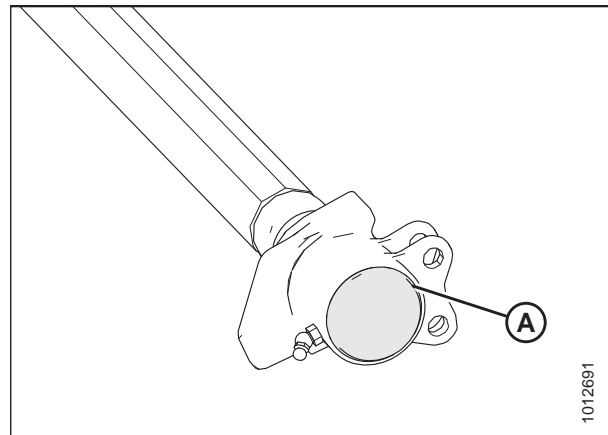


Figure 5.170: Idler Roller

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2. Remove nut (A).
3. Use a hammer to tap bearing assembly (B) until it slides off the shaft.

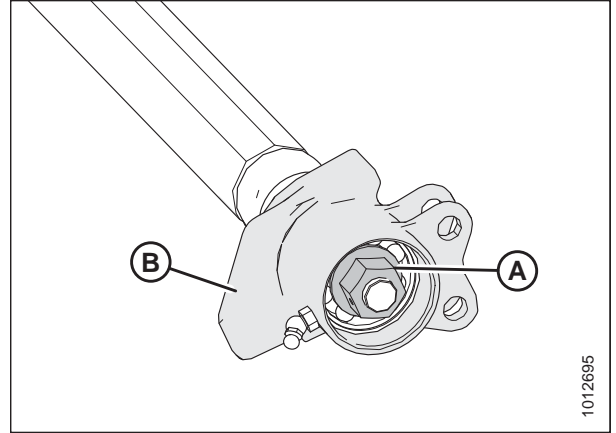


Figure 5.171: Idler Roller

NOTE:

When installing a new bearing, do **NOT** place the opposite end of the roller directly on the ground. The bearing assembly (A) protrudes past the roller tube (B), and placing the end on the ground will push the bearing farther into the tube.

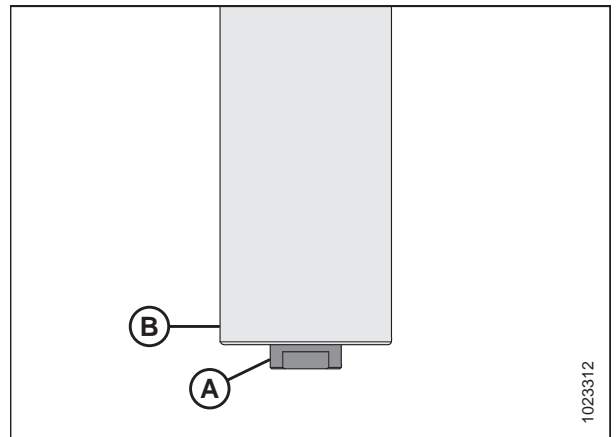


Figure 5.172: Idler Roller

4. Cut a relief (A) into a block of wood.
5. Set the end of idler roller (B) onto the block, with the protruding bearing assembly inside relief (A).

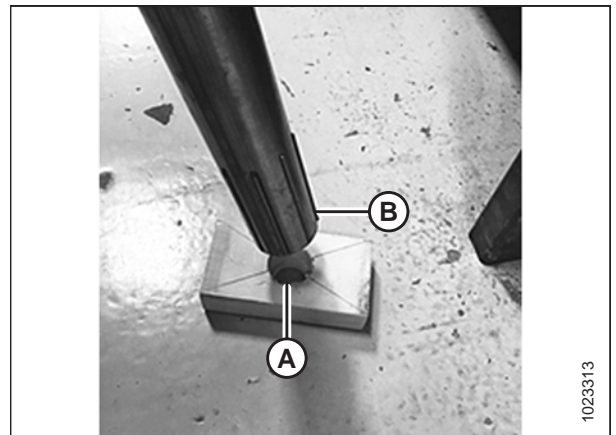


Figure 5.173: Idler Roller

MAINTENANCE AND SERVICING

6. Secure housing (D) and remove internal retaining ring (A), bearing (B), and two seals (C).
7. Apply oil to bore before assembly.
8. Install seals (C) into housing (D).

NOTE:

Ensure the flat side of the seal is facing inward.

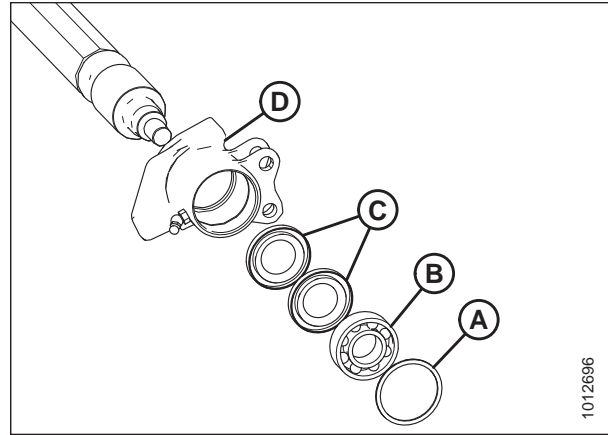


Figure 5.174: Bearing Assembly

9. Install new bearing (C) by pressing on its outer race. Position bearing 14–15 mm (9/16–19/32 in.) (B) from the outside edge of the tube.
10. Fill bore (A) with 8 cc of grease.

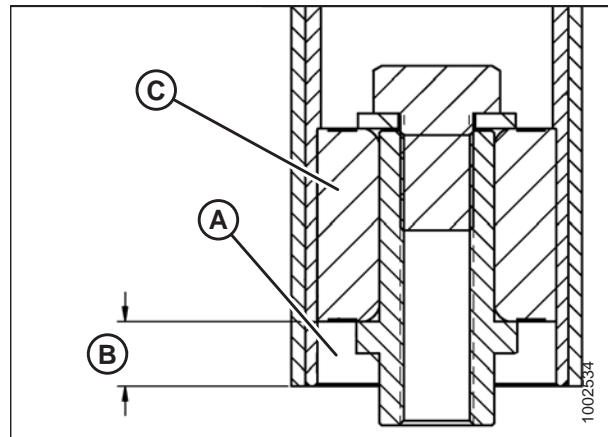


Figure 5.175: Idler Roller Bearing Assembly

11. Using a seal press and hammer, install new retaining ring (A) by pressing on the inner and outer races. Position the ring 3–4 mm (1/8–3/16 in.) (B) from the end of the tube.

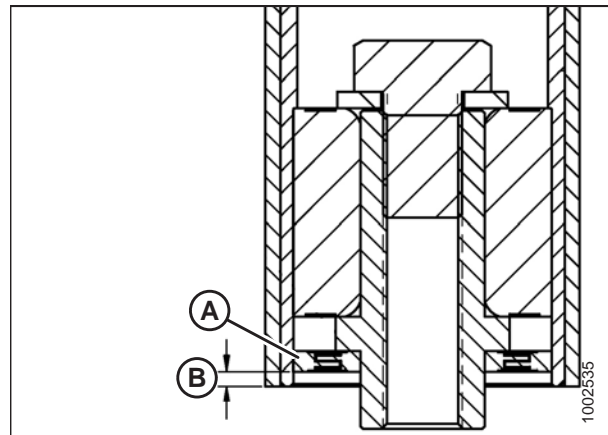


Figure 5.176: Idler Roller Bearing Assembly

12. Brush the shaft with oil. Carefully rotate housing (D) with seals (C), bearing (B), and retaining ring (A) onto the shaft by hand to prevent seal damage.

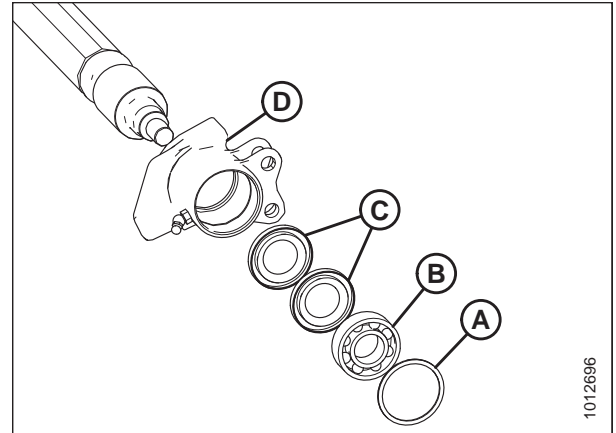


Figure 5.177: Bearing Assembly

13. Secure the bearing assembly to the shaft with nut (A).
14. Fill the bearing cavity with grease, and install dust cap (B).
15. Check that the grease fitting is working.
16. Install the feed draper idler roller on header. For instructions, refer to [Installing Feed Draper Idler Roller, page 483](#).

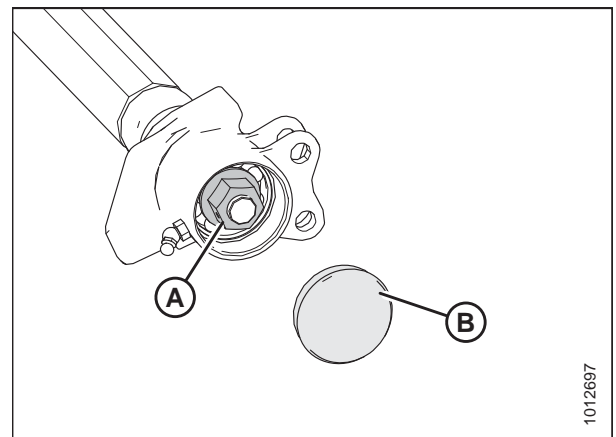


Figure 5.178: Idler Roller

5.10.5 Lowering FM100 Feed Deck Pan



DANGER

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

1. Start combine, raise header fully, and engage header lift cylinder locks.
2. Stop engine and remove key.

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3. Rotate latches (A) to unlock handle (B).

NOTE:

Parts have been removed from illustration at right for clarity.

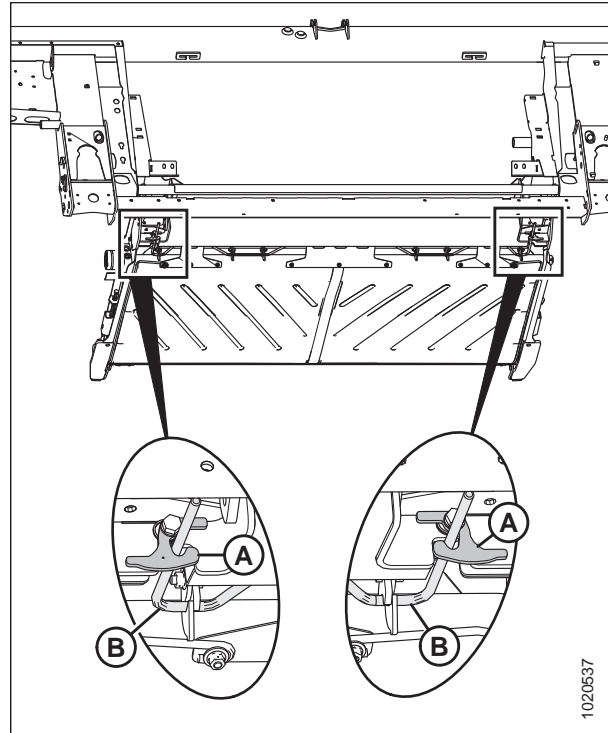


Figure 5.179: Feed Deck Pan – Rear View

4. Hold pan (A) and rotate handles (B) downward to release pan.

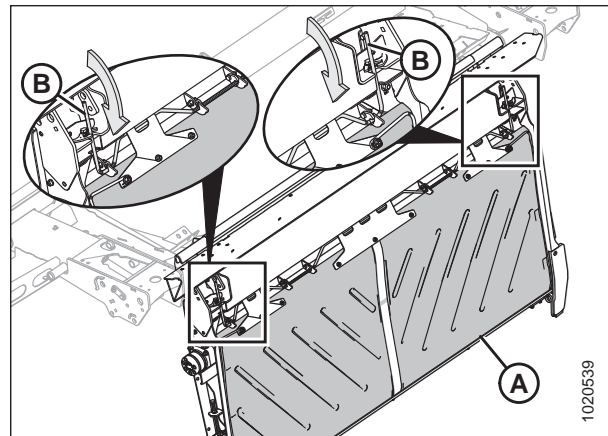


Figure 5.180: Underside of Feed Deck Pan

5. Lower pan (A) and check for shipping materials/debris that may have fallen under float module draper.

NOTE:

Illustration at right shows rear view of feed deck.

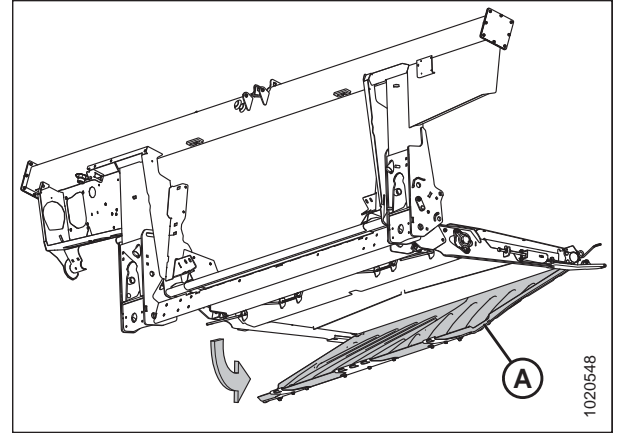


Figure 5.181: Feed Deck Pan

5.10.6 Raising FM100 Feed Deck Pan

1. Raise feed deck pan (A).
2. Engage lock handle (B) in feed deck pan hooks (C).
3. Rotate handles (B) upwards, bringing feed deck pan (A) into locking position.

NOTE:

Ensure that all three deck pan hooks (C) are secured on lock handle (B).

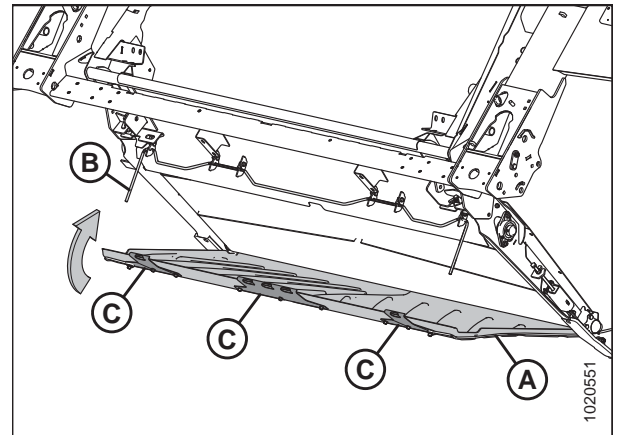


Figure 5.182: Underside of Feed Deck Pan – Rear View

4. Hold feed deck pan (A) in place, and rotate latches (B) to lock handle (C).

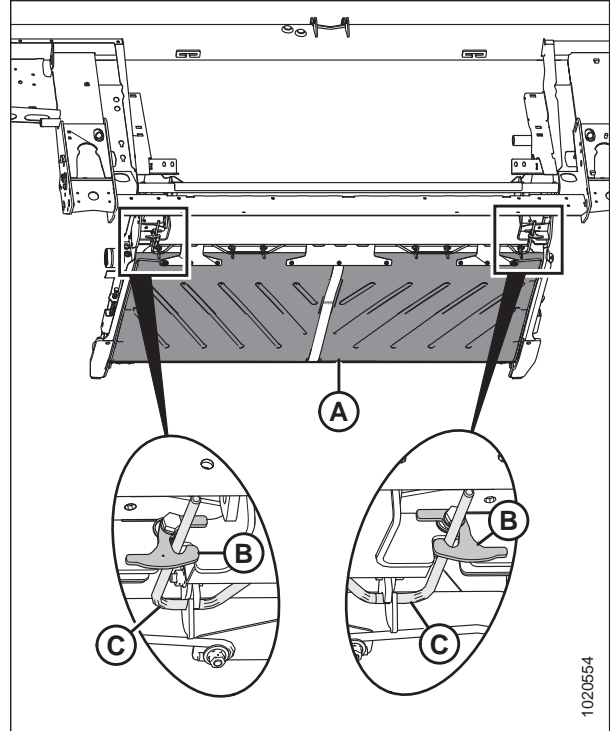


Figure 5.183: Feed Deck Pan – Rear View

5.10.7 Checking Link Holder Hooks

Check the left and right link holder hooks **DAILY** to ensure they are not cracked or broken.

DANGER

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

The link holder hooks (A) are located under the feed deck. Before operation, ensure both hooks are engaged on the float module as shown.

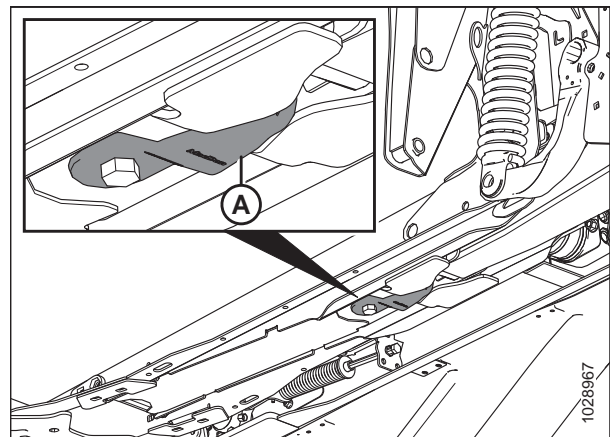


Figure 5.184: Feed Deck – View from Below

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- Undamaged link holder hook (A)
- Damaged/broken link holder hook (B)

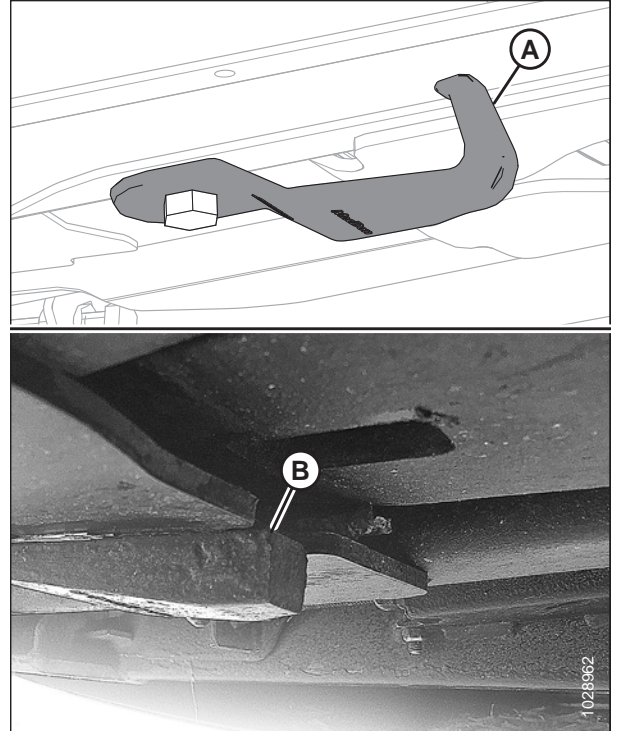


Figure 5.185: Link Holder Hooks

NOTE:

To move hook (A) to storage position, loosen bolt (B) and rotate the hook 90°.

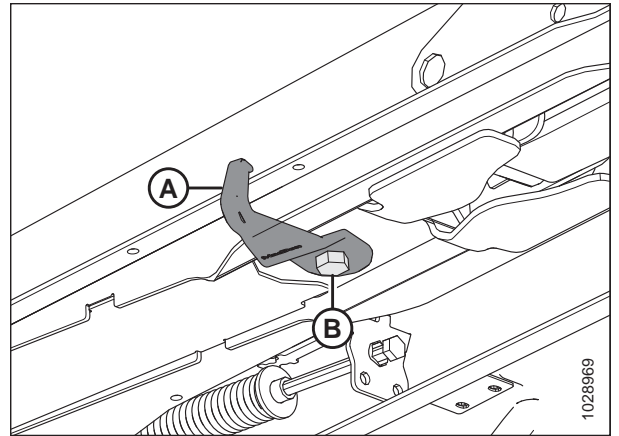


Figure 5.186: Link Holder Hook in Storage Position

5.11 FM100 Stripper Bars and Feed Deflectors

5.11.1 Removing Stripper Bars

1. Detach the header from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).
2. Remove the four bolts and nuts (A) securing stripper bar (B) to the float module frame, and remove the stripper bar.
3. Repeat at the opposite side of the header.

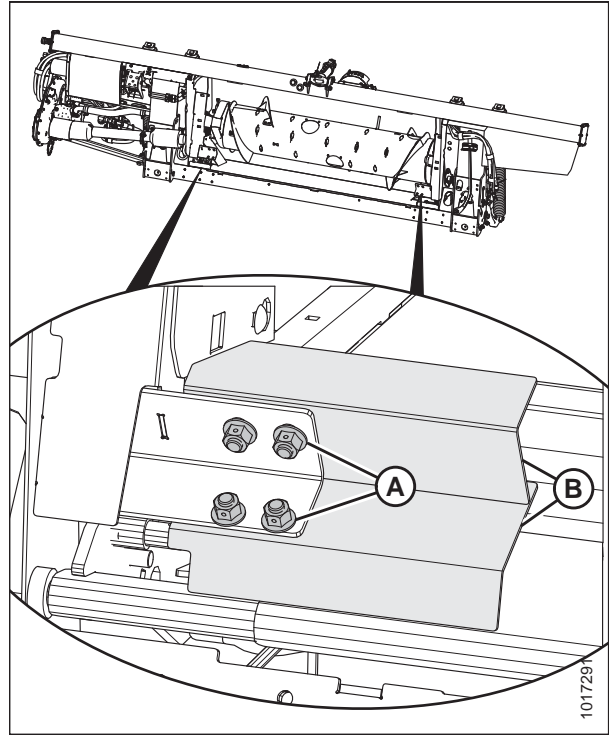


Figure 5.187: Stripper Bar

5.11.2 Installing Stripper Bars

1. Detach the header from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).
2. Position stripper bar (B) so the notch is at the corner of the frame.
3. Secure stripper bar (B) to the float module with four bolts and nuts (A). Ensure the nuts are facing the combine.
4. Repeat at the opposite side of the header.

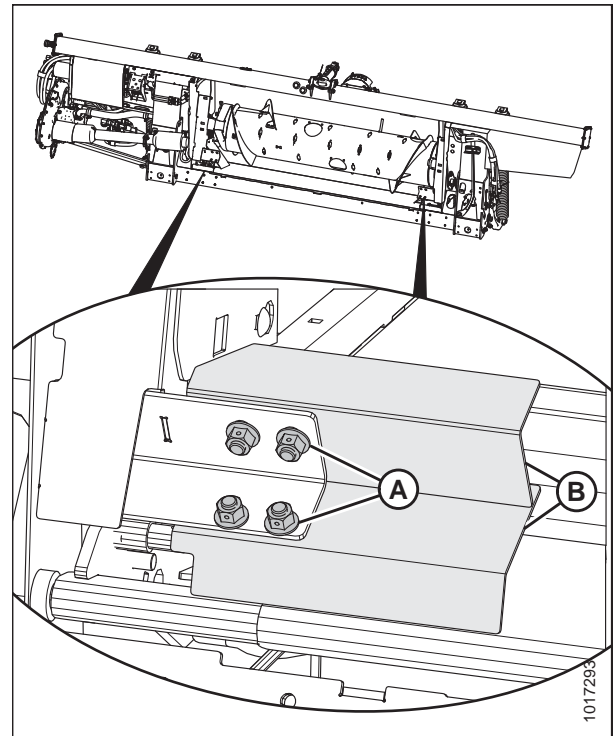


Figure 5.188: Stripper Bar

5.11.3 Replacing Feed Deflectors on New Holland CR Combines

This section is for New Holland CR combines only. If operating a New Holland CX combine, remove feed deflectors.

1. Detach the header from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).
2. Remove two bolts and nuts (B) securing feed deflector (A) to the float module frame, and remove the feed deflector.
3. Position replacement feed deflector (A), and secure with bolts and nuts (B) (ensure the nuts are facing the combine). Do **NOT** tighten nuts.

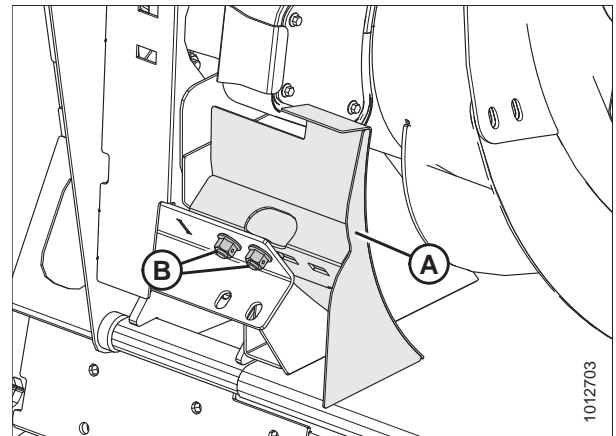


Figure 5.189: Feed Deflector

MAINTENANCE AND SERVICING

4. Adjust deflector (A) so that distance (C) between pan and deflector is 4–6 mm (5/32–1/4 in.).
5. Tighten nuts (B).
6. Repeat for opposite deflector.
7. Attach header onto the combine. For instructions, refer to [4 Header Attachment/Detachment, page 317](#).
8. After attaching the header to the combine, fully extend the center-link and check the gap between the deflector and pan. Maintain the 4–6 mm (5/32–1/4 in.) gap.

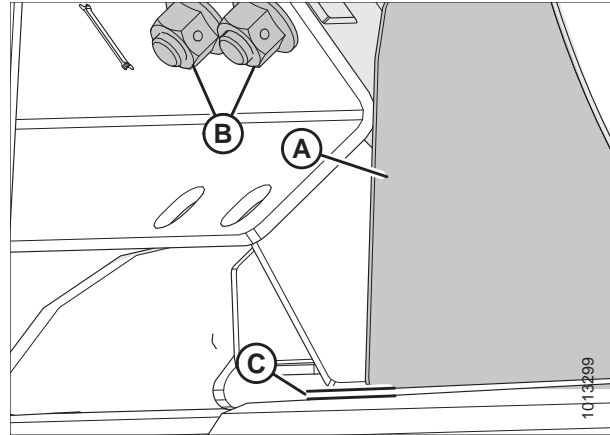


Figure 5.190: Pan and Deflector Distance

5.12 Header Side Drapers

There are two header side drapers. They convey cut crop to the float module feed draper and auger. Replace the drapers if torn, cracked, or missing slats.

5.12.1 Removing Side Drapers

DANGER

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

1. Start the engine.
2. Raise the reel fully.
3. Raise the header fully.
4. Shut down the engine, and remove the key from the ignition.
5. Engage the header safety props.
6. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).
7. Move the draper until the draper joint is in the work area.
8. Shut down the engine, and remove the key from the ignition.
9. Release the tension on the draper. For instructions, refer to [5.12.3 Adjusting Draper Tension, page 498](#).
10. Remove screws (A) and tube connectors (B) at the draper joint.
11. Pull the draper from the deck.

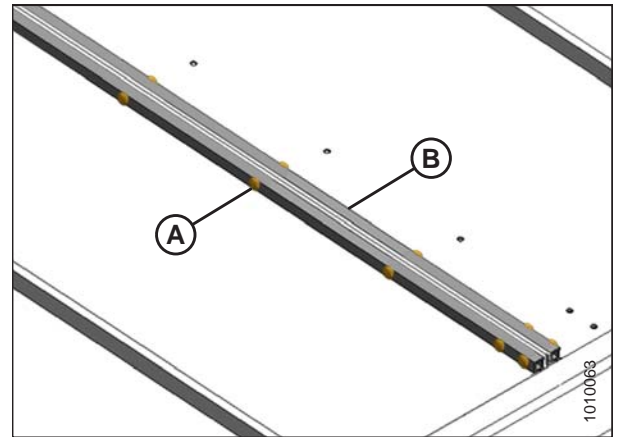


Figure 5.191: Draper Connector

5.12.2 Installing Side Drapers

DANGER

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

WARNING

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

1. Start the engine.
2. Raise the reel fully.

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3. Raise the header fully.
4. Shut down the engine, and remove the key from the ignition.
5. Engage the header safety props.
6. Engage the reel safety props. For instructions, refer to *Engaging Reel Safety Props, page 31*.

NOTE:

Check the deck height before installing the drapers. For instructions, refer to *5.12.5 Adjusting Deck Height, page 501*.

7. Apply talc, baby powder, or talc/graphite lubricant mix to the underside of the draper guides and to the draper surface that forms the seal with the cutterbar.
8. Insert the draper into the deck at the outboard end under the rollers. Pull the draper into the deck while feeding it at the end.
9. Feed in the draper until it can be wrapped around the drive roller.
10. Insert the opposite end of the draper into the deck over the rollers. Pull the draper fully into the deck.



Figure 5.192: Installing Draper

11. Loosen mounting bolts (B) on rear deck deflector (A) (this may help with draper installation).

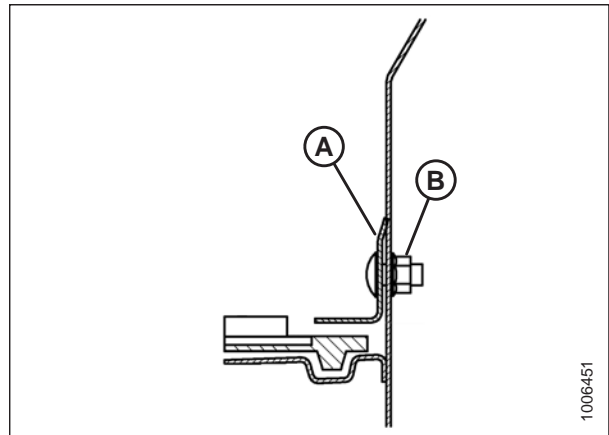


Figure 5.193: Draper Seal

MAINTENANCE AND SERVICING

12. Attach the ends of the draper with tube connectors (B), screws (A) (with the heads facing the center opening), and nuts.
13. Adjust the draper tension. For instructions, refer to [5.12.3 Adjusting Draper Tension, page 498](#).

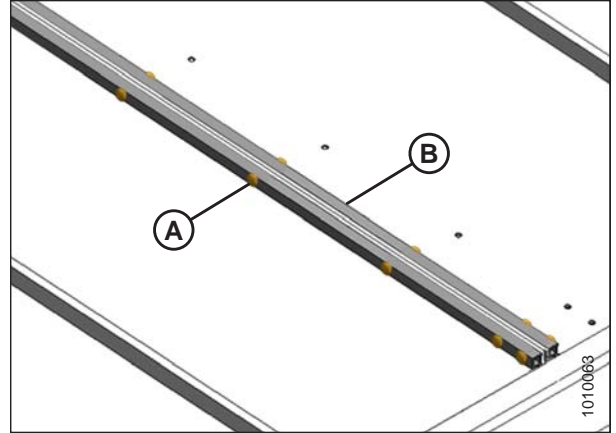


Figure 5.194: Draper Connector

14. Check clearance (A) between drapers (B) and cutterbar (C). Clearance should be 1–3 mm (1/16–1/8 in.). For instructions, refer to [5.12.5 Adjusting Deck Height, page 501](#) to adjust if necessary.

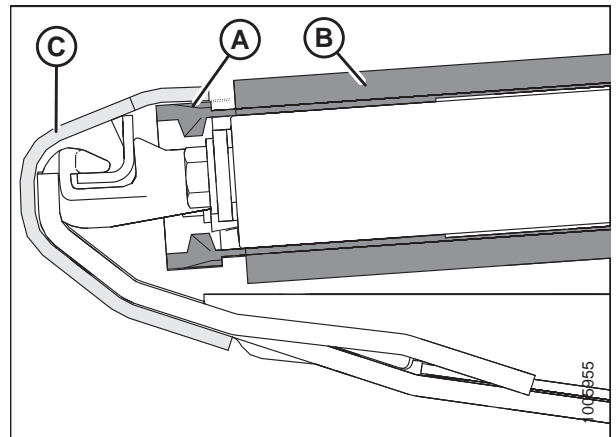


Figure 5.195: Draper Seal

15. If backsheet deflector (A) requires adjustment, loosen nut (D) and move the deflector until there is a 1–7 mm (1/32–5/16 in.) gap (C) between draper (B) and the deflector.
16. Operate the drapers with the engine at idle so the talc or talc/graphite lubricant makes contact and adheres to the draper seal surfaces.

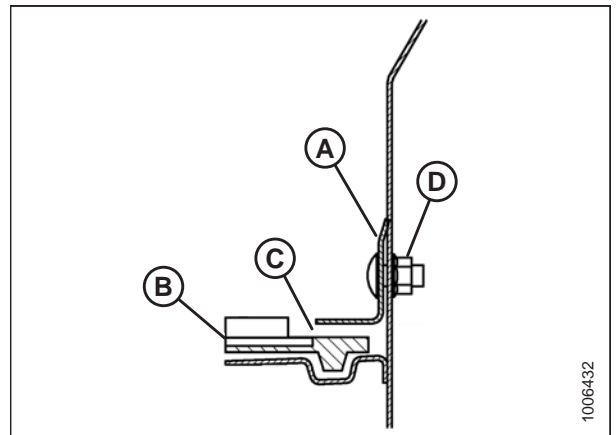


Figure 5.196: Draper Seal

5.12.3 Adjusting Draper Tension

The drapers are tensioned at the factory and rarely need adjustment. If adjustment is required, tension the drapers just enough to prevent slipping and to keep the draper from sagging below the cutterbar.

WARNING

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

1. Ensure white indicator bar (A) is at the halfway point in the window.

WARNING

Check to be sure all bystanders have cleared the area.

2. Start the engine and fully raise the header.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the header safety props.

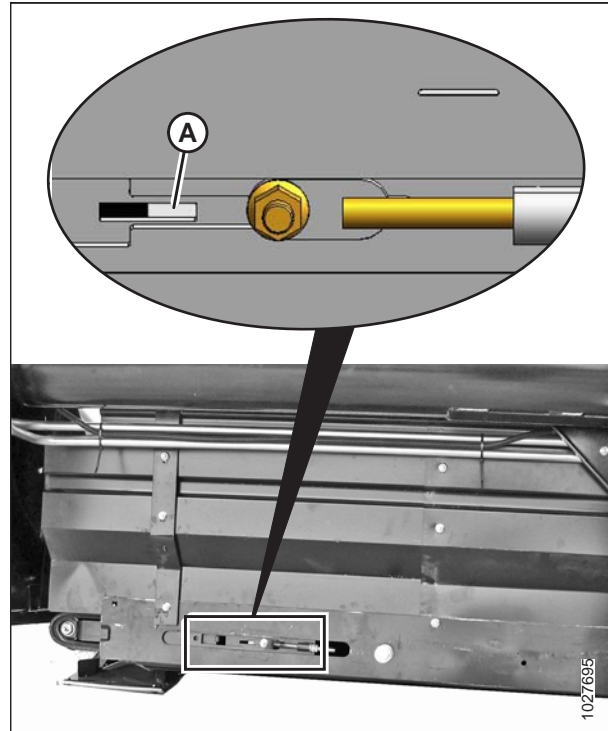


Figure 5.197: Left Side Tension Adjuster Shown – Right Side Opposite

5. Ensure the draper guide (the rubber track on the underside of the draper) is properly engaged in groove (A) on the drive roller.

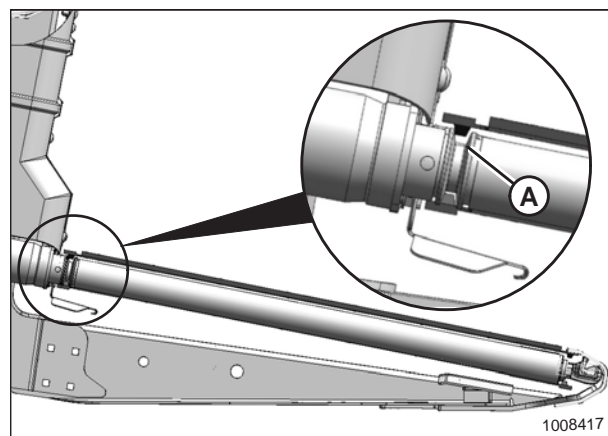


Figure 5.198: Drive Roller

6. Ensure idler roller (A) is between draper guides (B).

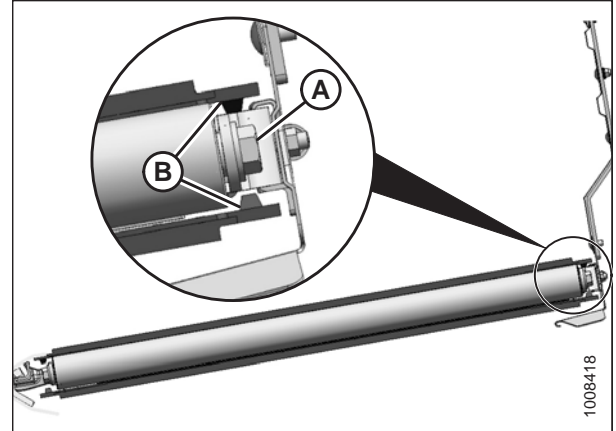


Figure 5.199: Idler Roller

IMPORTANT:

Do **NOT** adjust nut (C). This nut is used for draper alignment only.

7. To loosen draper tension:
 - Turn adjuster bolt (A) counterclockwise. The white indicator bar (B) will move outboard in the direction of arrow (D) to indicate that the draper is loosening. Loosen until the white indicator bar is at the halfway point in the window.
8. To tighten draper tension:
 - Turn adjuster bolt (A) clockwise. White indicator bar (B) will move inboard in direction of arrow (E) to indicate that the draper is tightening. Tighten until the white indicator bar is at the halfway point in the window.

IMPORTANT:

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

IMPORTANT:

To prevent scooping dirt, ensure the draper is tight enough that it does not sag below the point where the cutterbar contacts the ground.

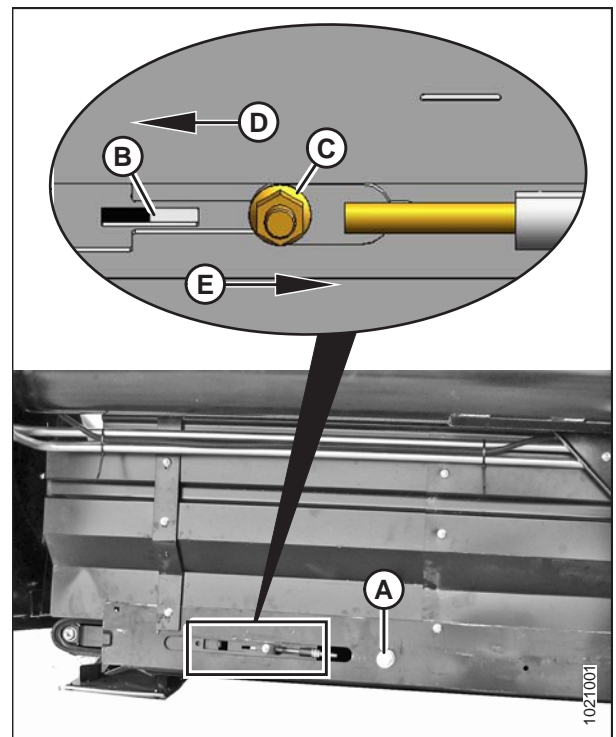


Figure 5.200: Left Side Tension Adjuster Shown – Right Side Opposite

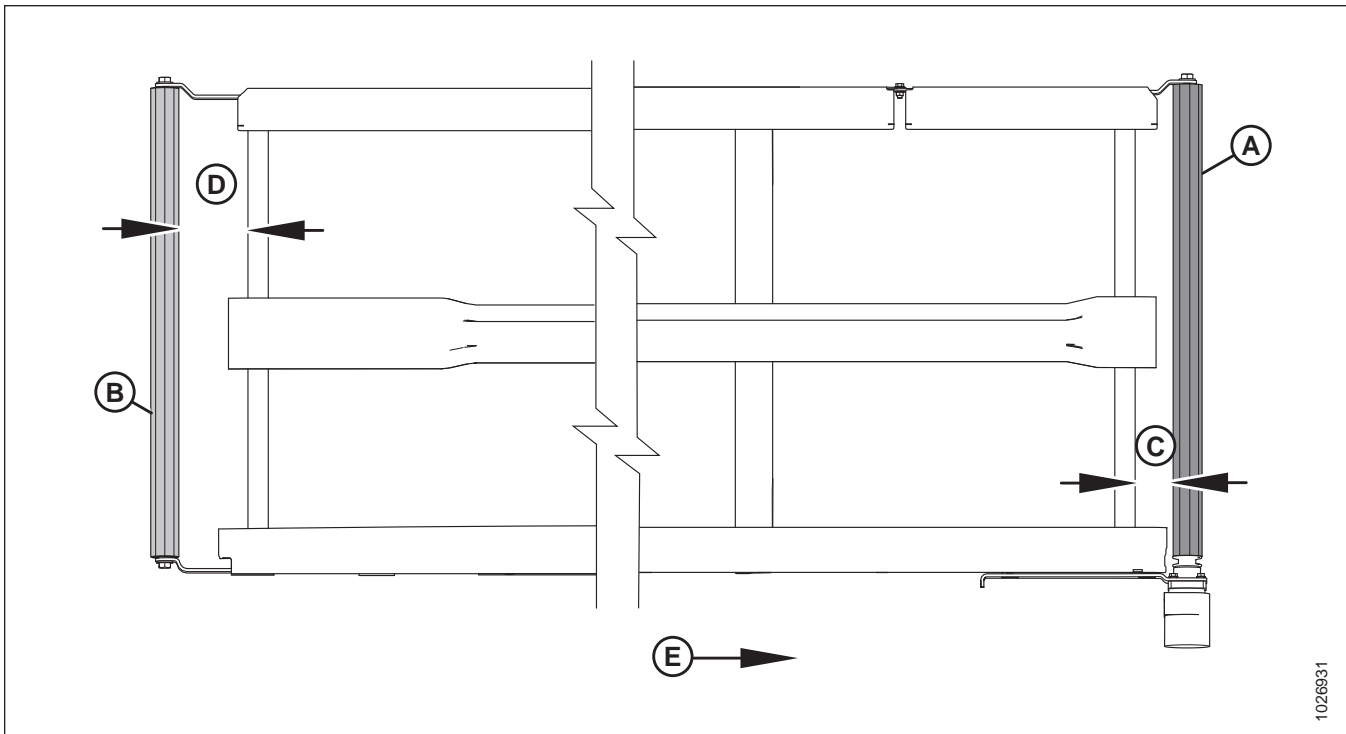
5.12.4 Adjusting Side Draper Tracking

The side draper tracking is adjusted by aligning the drive and idler draper rollers.

NOTE:

The left draper deck is shown in the illustrations in this procedure. The right deck is opposite.

Figure 5.201: Draper Tracking Adjustments



A - Drive Roller
D - Idler Roller Adjust

B - Idler Roller
E - Draper Direction

C - Drive Roller Adjust

1. To determine which roller requires adjustment and which adjustments are necessary, refer to the following table:

Table 5.2 Draper Tracking

Tracking	At Location	Adjustment	Method
Backward	Drive roller	Increase C	Tighten adjuster nut (C). Refer to Fig. 5.202, page 501
Forward	Drive roller	Decrease C	Loosen adjuster nut (C). Refer to Fig. 5.202, page 501
Backward	Idler roller	Increase D	Tighten adjuster nut (C) in Fig. 5.203, page 501
Forward	Idler roller	Decrease D	Loosen adjuster nut (C) in Fig. 5.203, page 501

2. Adjust drive roller (A) to change **C** (refer to Table 5.2, page 500) as follows:
 - a. Loosen nuts (A) and jam nut (B).
 - b. Turn adjuster nut (C).

NOTE:

Some parts were removed from the illustration for clarity.

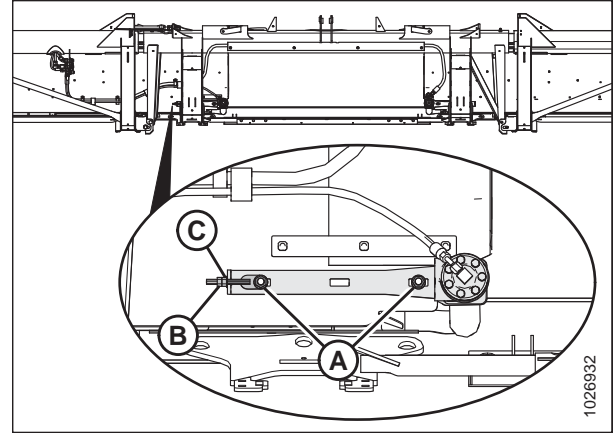


Figure 5.202: Left Deck Drive Roller – Right Side Opposite

3. Adjust idler roller (B) to change **D** (refer to Table 5.2, page 500) as follows:
 - a. Loosen nut (A) and jam nut (B).
 - b. Turn the adjuster nut (C).

NOTE:

If the draper does not track at the idler roller end after the idler roller adjustment, the drive roller is likely not square to the deck. Adjust the drive roller, and then readjust the idler roller.

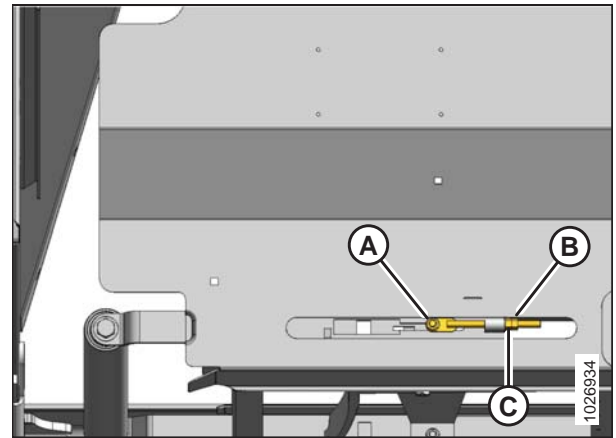


Figure 5.203: Left Deck Idler Roller – Right Side Opposite

5.12.5 Adjusting Deck Height



DANGER

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

IMPORTANT:

New factory-installed drapers are pressure and heat checked at the factory. The gap between draper and cutterbar is set to 1–3 mm (1/16–1/8 in.). This is to prevent material from entering into the side drapers and stalling them. You may need to decrease the deck clearance to 1 mm (1/16 in.).

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

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2. Check that clearance (A) between draper (B) and cutterbar (C) is 1–3 mm (1/16–1/8 in.).

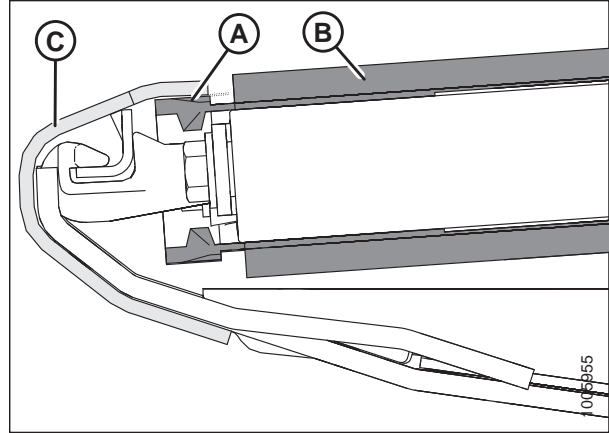


Figure 5.204: Draper Seal

3. Take measurement at deck supports (A) with the header in working position. Depending on the header size, there are between two and eight supports per deck.
4. Loosen the draper tension. For instructions, refer to [5.12.3 Adjusting Draper Tension](#), page 498.

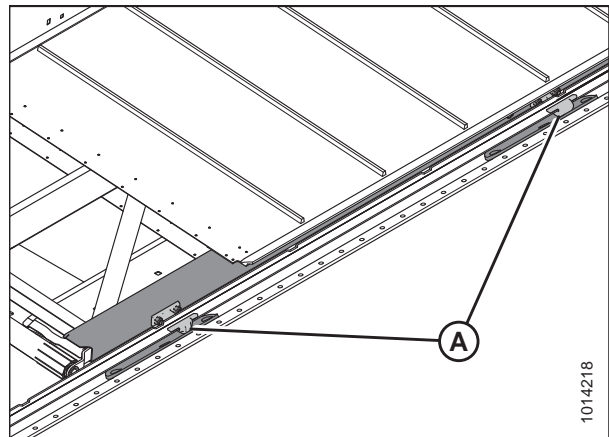


Figure 5.205: Draper Deck Supports

5. Lift the front edge of draper (A) past cutterbar (B) to expose the deck support.
6. Measure and note the thickness of the draper belt.

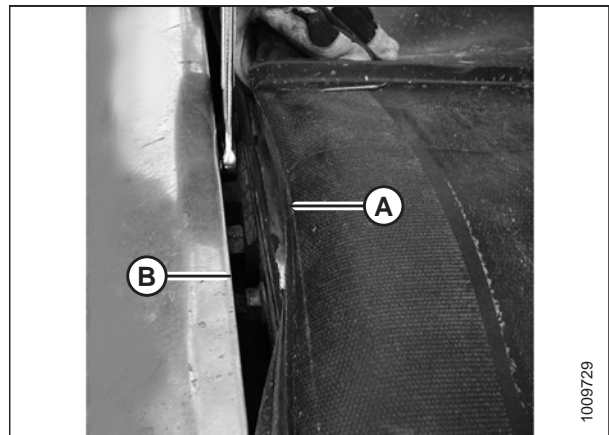


Figure 5.206: Deck Adjustment

7. Loosen two lock nuts (A) on deck support (B) **ONE HALF-TURN ONLY**.

NOTE:

The number of deck supports (B) is determined by the header reels: four on single-reel headers, and eight on double-reel headers.

8. Tap deck (C) with a hammer to lower the deck relative to the deck supports. Tap deck support (B) using a punch to raise the deck relative to the deck supports.

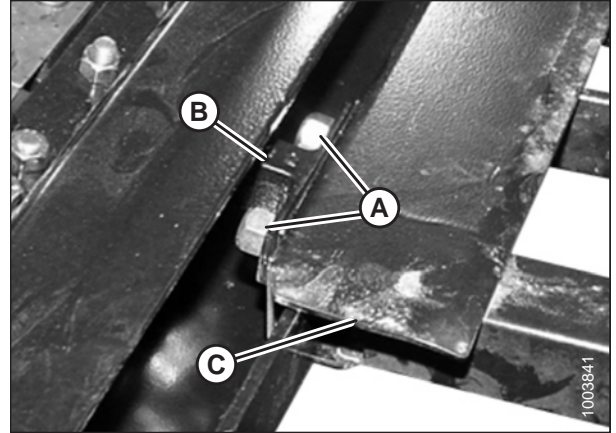


Figure 5.207: Deck Support

9. Locate a gauge that is the same thickness as the draper belt, plus 1 mm. Slide the thickness gauge along deck (A) under the cutterbar in order to properly set the gap.
10. To create a seal, adjust deck (A) so that clearance (B) between cutterbar (C) and deck is the same thickness as the draper belt plus 1 mm (1/16 in.).

NOTE:

When checking clearance at either roller, measure from the roller tube not the deck.

11. Tighten deck support hardware (D).
12. Recheck gap (B) with thickness gauge. Refer to Step 9, page 503.
13. Tension the draper. For instructions, refer to 5.12.3 *Adjusting Draper Tension*, page 498.
14. If required, adjust backsheet deflector (A) by loosening nut (D) and moving the deflector until there is a 1–7 mm (1/32–5/16 in.) gap (C) between draper (B) and the deflector.

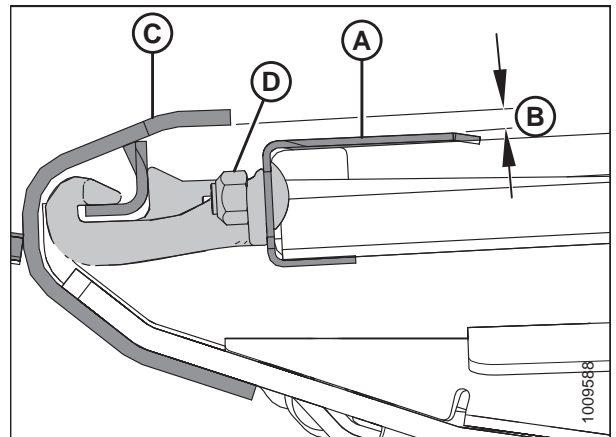


Figure 5.208: Deck Support

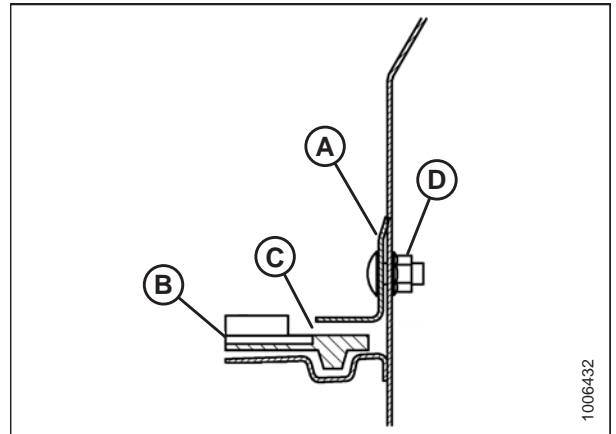


Figure 5.209: Backsheet Deflector

5.12.6 Draper Roller Maintenance

The draper rollers have non-greaseable bearings; however, the external seal should be checked every 200 hours (more frequently in sandy conditions) to achieve maximum bearing life.

Inspecting Draper Roller Bearing

Using an infrared thermometer, check for bad draper roller bearings as follows:

1. Engage the header and run the drapers for approximately three minutes.
2. Check the temperature of the draper roller bearings at each of the roller arms (A), (B), and (C) on each deck. Ensure the temperature does not exceed 44°C (80°F) above the ambient temperature.

Replace roller bearings that exceed maximum recommended temperature. For instructions, refer to

- [Replacing Header Draper Idler Roller Bearing, page 505](#)
- [Replacing Header Draper Drive Roller Bearing, page 509](#)

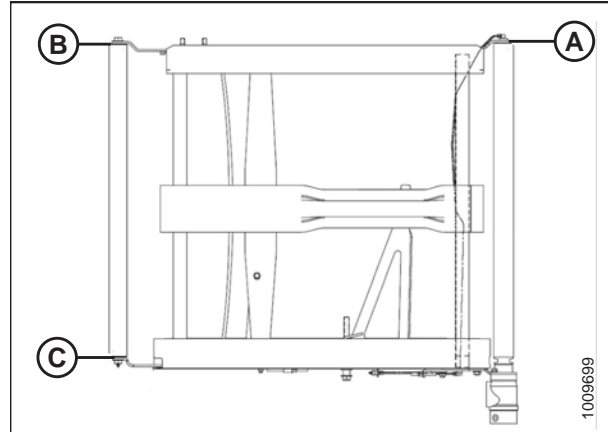


Figure 5.210: Roller Arms

Draper Deck Idler Roller

Removing Side Draper Deck Idler Roller



DANGER

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



CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

1. If the draper connector is not visible, engage the header until the connector is accessible (preferably close to the outboard end of the deck).
2. Start the engine, raise the header, and raise the reel.
3. Shut down the engine and remove the key from the ignition.
4. Engage the reel safety props and the header safety props.
5. Loosen the draper by turning adjuster bolt (A) counterclockwise.

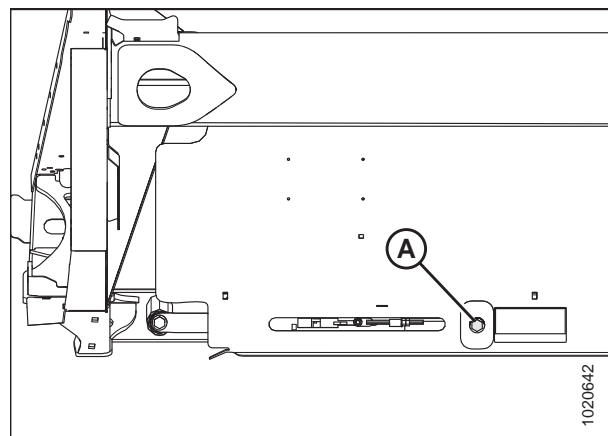


Figure 5.211: Tensioner

MAINTENANCE AND SERVICING

6. Remove screws (A), tube connectors (B), and nuts from the draper joint to uncouple the draper.
7. Pull the draper off the idler roller.

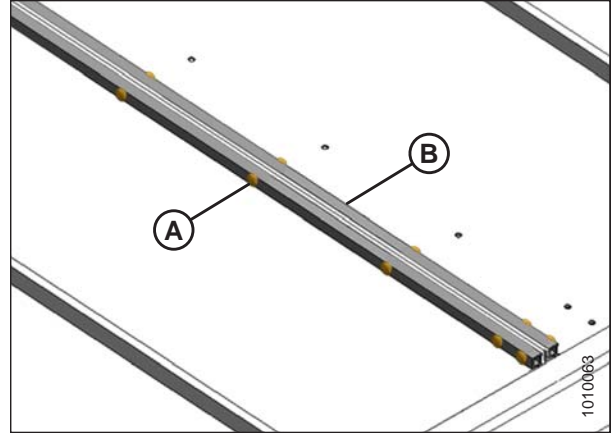


Figure 5.212: Draper Connector

8. Remove bolt (A) and washer from the idler roller at the back of the header deck.
9. Remove bolt (B) and washer from the idler roller at the front of the header deck.
10. Spread roller arms (C) and (D), and remove the idler roller.

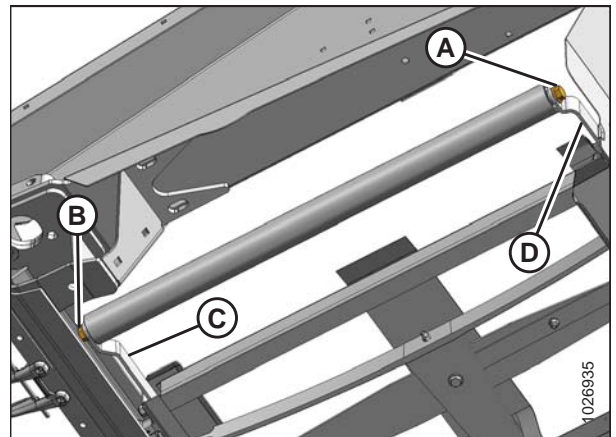


Figure 5.213: Idler Roller

Replacing Header Draper Idler Roller Bearing

1. Remove the draper idler roller assembly. For instructions, refer to [Removing Side Draper Deck Idler Roller, page 504](#).

MAINTENANCE AND SERVICING

2. Remove bearing assembly (A) and seal (B) from roller tube (C) as follows:
 - a. Attach a slide hammer (D) to threaded shaft (E) in the bearing assembly.
 - b. Tap out bearing assembly (A) and seal (B).
3. Clean the inside of roller tube (C), check the tube for signs of wear or damage, and replace if necessary.

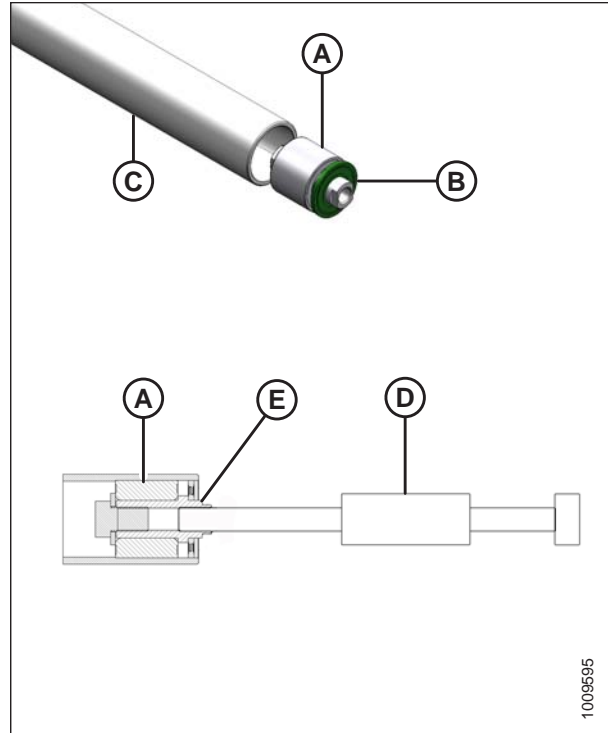


Figure 5.214: Roller Bearing

4. Install the new bearing assembly (A) by pressing the outer race of the bearing into the tube until it is 14–15 mm (9/16–19/32 in.) (B) from the outside edge of the tube.
5. Apply grease in front of bearing assembly (A). Refer to the inside back cover of this book for grease specifications.
6. Install a new seal (C) at the roller opening, and install a flat washer (1.0 in. I.D. x 2.0 in. O.D.) on the seal.
7. Tap seal (C) into the roller opening with a suitably sized socket. Tap the washer and the bearing assembly (A) until the seal is 3–4 mm (1/8–3/16 in.) (D) from the outside edge of the tube.

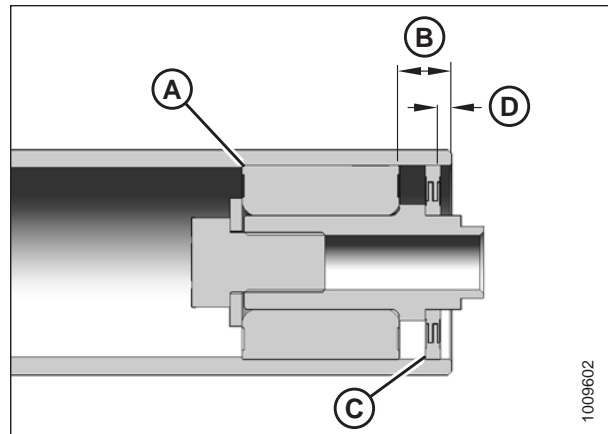


Figure 5.215: Roller Bearing

Installing Header Draper Idler Roller

1. Position the stub shaft into the idler roller in the forward arm (B) on the deck.
2. Push on the roller to slightly deflect the forward arm so the stub shaft at the rear of the roller can be slipped into the rear arm (C).
3. Install bolts (A) with washers, and torque to 93 Nm (70 lbf-ft).
4. Wrap the draper over the idler roller, close the draper, and set the tension. For instructions, refer to [5.12.2 Installing Side Drapers, page 495](#).
5. Run the machine and verify the draper tracks correctly. Adjust the draper tracking if required. For instructions, refer to [5.12.4 Adjusting Side Draper Tracking, page 499](#).

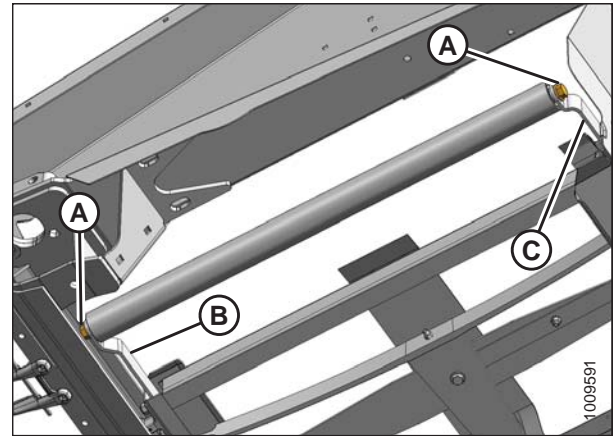


Figure 5.216: Idler Roller

Draper Deck Drive Roller

Removing Side Draper Drive Roller



DANGER

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



CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

1. If the draper connector is not visible, engage the header until the connector is accessible (preferably close to the outboard end of the deck).
2. Start the engine, raise the header, and raise the reel.
3. Shut down the engine, and remove the key from the ignition.
4. Engage the reel safety props and the header safety props.
5. Loosen the draper by turning adjuster bolt (A) counterclockwise.

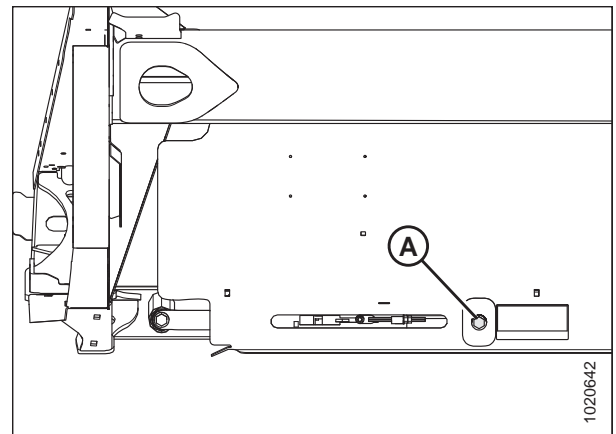


Figure 5.217: Draper Tensioner

MAINTENANCE AND SERVICING

6. Remove tube connectors (B), screws (A), and nuts from the draper joint.
7. Pull the draper off the drive roller.

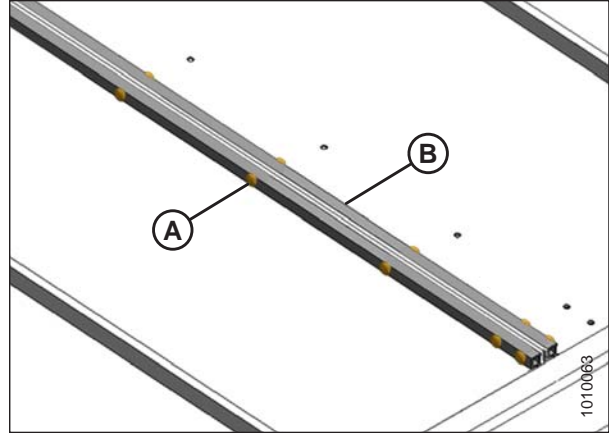


Figure 5.218: Draper Connector

8. Align the set screws with the hole (A) in the guard. Remove the two set screws holding the motor onto the drive roller.

NOTE:

The set screws are 1/4 turn apart.

9. Remove four bolts (B) securing the motor to the drive roller arm.

NOTE:

It may be necessary to remove plastic shield (C) to gain access to the top bolt.

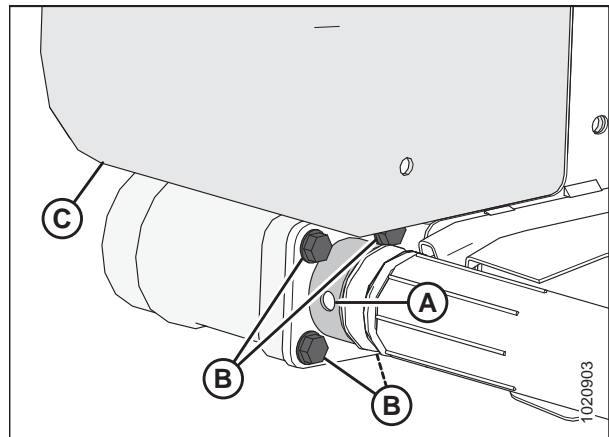


Figure 5.219: Drive Roller

10. Remove bolt (A) securing the opposite end of drive roller (B) to the support arm.
11. Remove drive roller (B).

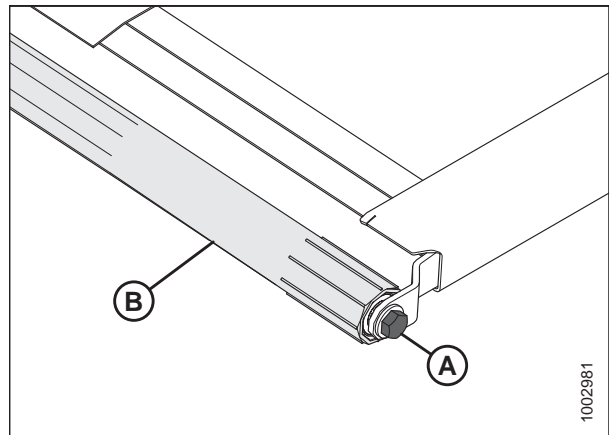


Figure 5.220: Drive Roller

Replacing Header Draper Drive Roller Bearing

1. Remove the draper idler roller assembly. For instructions, refer to [Removing Side Draper Drive Roller, page 507](#).
2. Remove bearing assembly (A) and seal (B) from roller tube (C) as follows:
 - a. Attach a slide hammer (D) to threaded shaft (E) in the bearing assembly.
 - b. Tap out bearing assembly (A) and seal (B).
3. Clean the inside of roller tube (C), check the tube for signs of wear or damage, and replace if necessary.

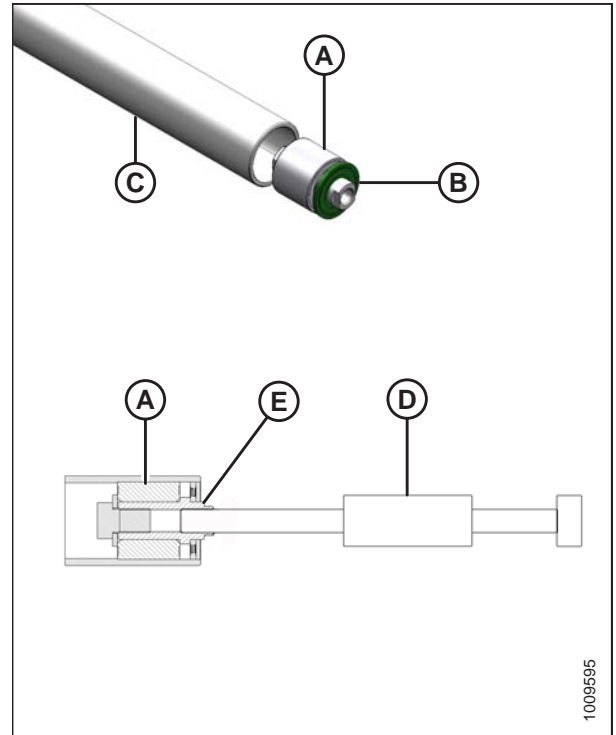


Figure 5.221: Roller Bearing

4. Install the new bearing assembly (A) by pressing the outer race of the bearing into the tube until it is 14–15 mm (9/16–19/32 in.) (B) from the outside edge of the tube.
5. Apply grease in front of bearing assembly (A). Refer to the inside back cover of this book for grease specifications.
6. Install a new seal (C) at the roller opening, and install a flat washer (1.0 in. I.D. x 2.0 in. O.D.) on the seal.
7. Tap seal (C) into the roller opening with a suitably sized socket. Tap the washer and the bearing assembly (A) until the seal is 3–4 mm (1/8–3/16 in.) (D) from the outside edge of the tube.

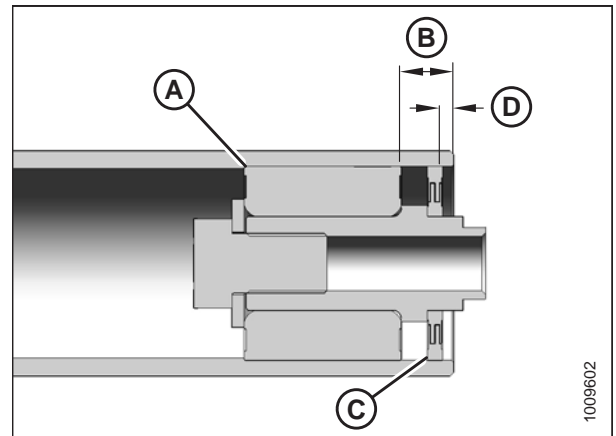


Figure 5.222: Roller Bearing

Installing Side Draper Drive Roller

1. Position drive roller (B) between the roller support arms.
2. Install bolt (A) to secure the drive roller to the arm closest to the cutterbar. Torque bolt to 95 Nm (70 lbf·ft).
3. Grease the motor shaft and insert into the end of drive roller (B).

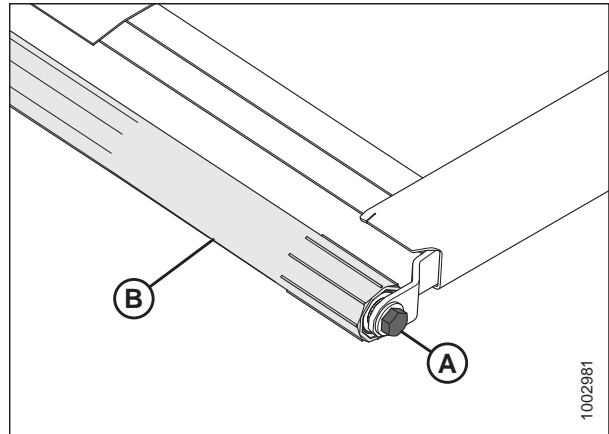


Figure 5.223: Drive Roller

4. Secure the motor to the roller support with four bolts (B). Torque to 27 Nm (20 lbf·ft).

NOTE:

Tighten any loosened bolts and reinstall plastic shield (C) if previously removed.

5. Ensure the motor is all the way into the roller, and tighten the two set screws (not shown) through access hole (A).

NOTE:

The set screws are 1/4 turn apart.

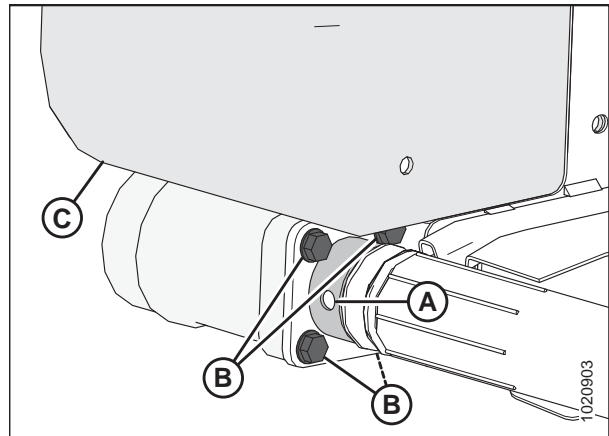


Figure 5.224: Drive Roller

6. Wrap the draper over the drive roller and attach the ends of the draper using tube connectors (B), screws (A), and nuts.

NOTE:

The heads of the screws must face the center opening.

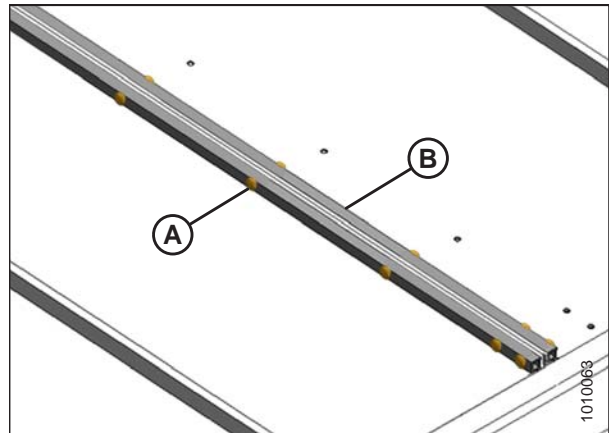


Figure 5.225: Draper Connector

7. Tension the draper. Locate adjuster bolt (A) and follow the directions on decal (B), or refer to [5.12.3 Adjusting Draper Tension, page 498](#) for proper draper tensioning.

NOTE:

Figure at right shows tensioner located at the left side of the header. Tensioner on the right side is located opposite.

8. Disengage the reel and header safety props.



CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

9. Start the engine and lower the header and reel.
10. Run the machine to verify the draper tracks correctly. If additional adjustment is necessary, refer to [5.12.4 Adjusting Side Draper Tracking, page 499](#).

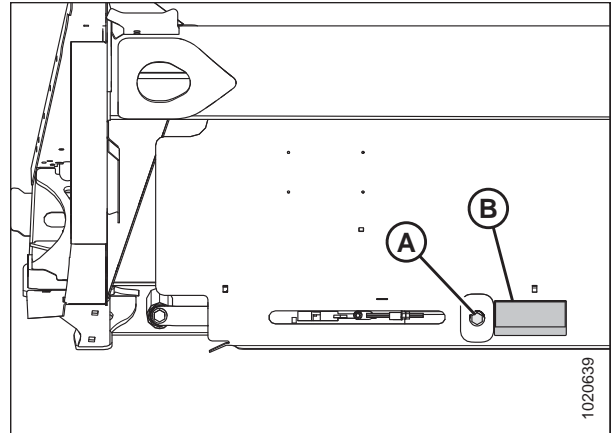


Figure 5.226: Draper Tensioner

5.12.7 Replacing EasyGuard Clips (Option)



WARNING

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

1. Start the engine.
2. Lower the header fully.
3. Raise the reel fully.
4. Engage the reel safety props. For instructions, refer to [Engaging Reel Safety Props, page 31](#).
5. Shut down the engine, and remove the key from the ignition.

NOTE:

Views are from the left end of the header.

6. Remove the existing cleat saver clips (A) from the draper.
7. Clean the area with water and a rag. Coat the installation surface of the clip with a small amount of dish soap to allow the clip to slide on easier.

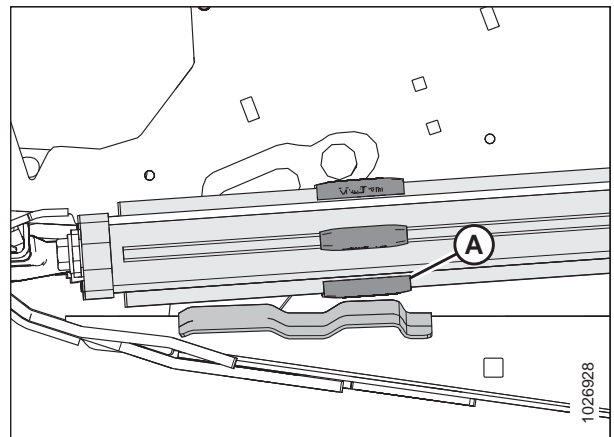


Figure 5.227: EasyGuard Clip

MAINTENANCE AND SERVICING

8. Rotate the draper until the slat is aligned with a roller. Using a rubber mallet, hit clip (A) directly down onto the cleat, being careful not to hit too hard as the clip may break. It may take a couple hits to fit properly.
9. Repeat clip installation for each slat on both drapers.

NOTE:

The clips may have a small gap (approximately 1 mm [0.04 in.]) between the draper slat and the clip.

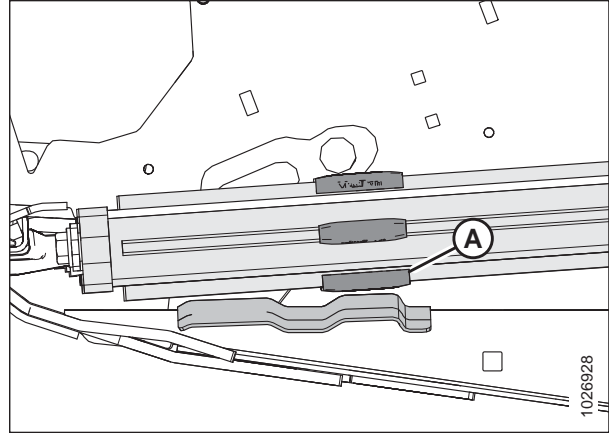


Figure 5.228: Clip Installation

5.13 Reel

CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing](#), [page 395](#).

5.13.1 Reel Clearance to Cutterbar

The minimum clearance between the reel fingers and the cutterbar ensures that the reel fingers do not contact the cutterbar during operation. The clearance is set at the factory, but some adjustment may be necessary before operation.

The finger to guard/cutterbar clearances with reels fully lowered are shown in the table below.

Table 5.3 Finger to Guard/Cutterbar Clearance

Header Width	(X) 3 mm (+/- 1/8 in.) at Reel Ends and Flex Locations
9.1 m (30 ft.)	20 mm (3/4 in.)
10.7 m (35 ft.)	20 mm (3/4 in.)
12.2 m (40 ft.)	20 mm (3/4 in.)
13.7 m (45 ft.)	20 mm (3/4 in.)

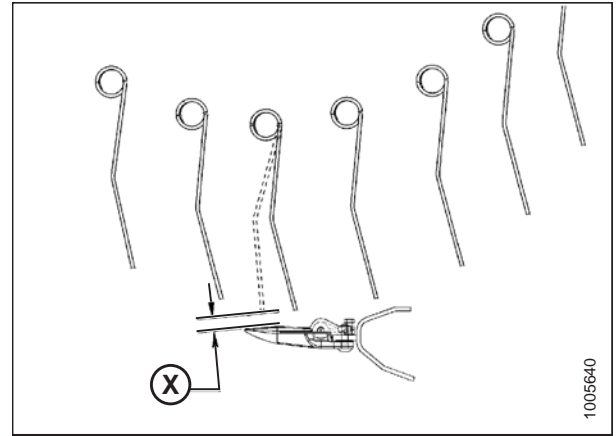


Figure 5.229: Finger Clearance

Measuring Reel Clearance

DANGER

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

CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

1. Start the engine.
2. Lower the header fully on level ground.

MAINTENANCE AND SERVICING

3. Move spring handles (A) down to UNLOCK position.

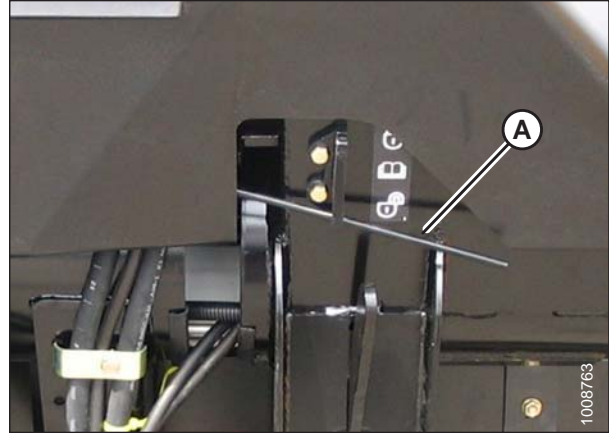


Figure 5.230: Wing Lock in UNLOCK Position

4. Raise header and place two 150 mm (6 in.) blocks (A) under the cutterbar, just inboard of the wing flex points.
5. Lower header fully, allowing it to flex into full frown mode.

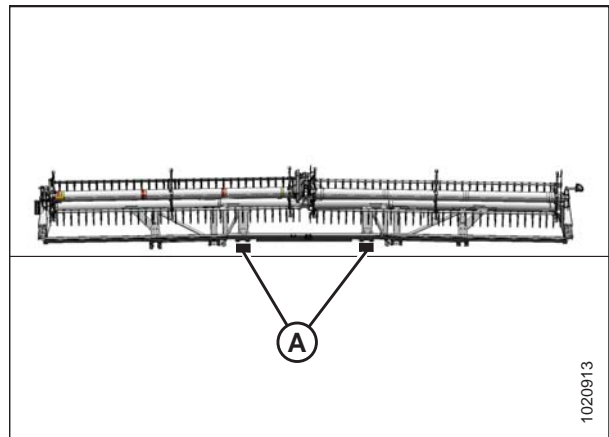


Figure 5.231: FlexDraper® Header Block Locations

6. Set the fore-aft position to the middle position (5) on fore-aft position decal (A).
7. Lower the reel fully.
8. Shut down the engine, and remove the key from the ignition.

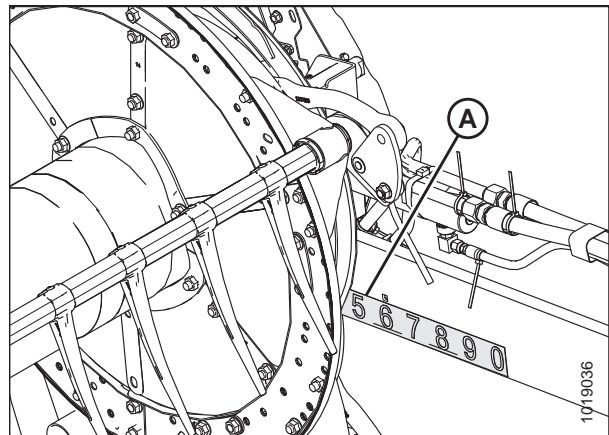


Figure 5.232: Fore-Aft Position

9. Measure clearance (X) between points (A) and (B) at certain measurement locations. For clearance specifications, refer to [5.13.1 Reel Clearance to Cutterbar, page 513](#).

For the measurement locations, refer to:

- Figure [5.234, page 515](#) – FlexDraper® Header

NOTE:

The reel is factory-set to provide more clearance at the center of the reel than at the ends (frown) to compensate for reel flexing.

NOTE:

When measuring reel clearance at the center of a double-reel header, measure the lowest reel.

Measurement location (A): Outer ends of the reels and at both hinge points (four places).

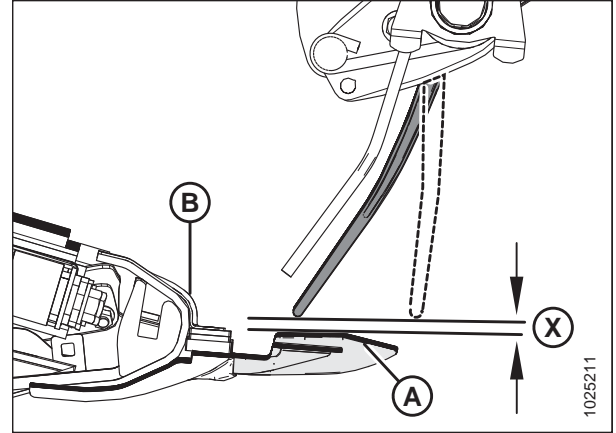


Figure 5.233: Clearance

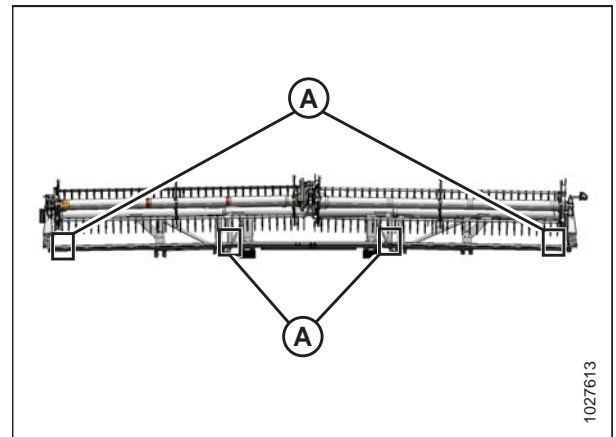


Figure 5.234: Measurement Locations

10. Adjust the reel clearance, if required. For instructions, refer to [Adjusting Reel Clearance, page 516](#).

Adjusting Reel Clearance

DANGER

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

1. Shut down the engine, and remove the key from the ignition.
2. Adjust the outboard reel arm lift cylinders to set the clearance at the outboard ends of the reel as follows:
 - a. Loosen bolt (A).
 - b. Turn cylinder rod (B) out of clevis to raise reel and increase clearance to cutterbar, or turn cylinder rod into clevis to lower reel and decrease clearance.
 - c. Tighten bolt (A).
 - d. Repeat at opposite side.

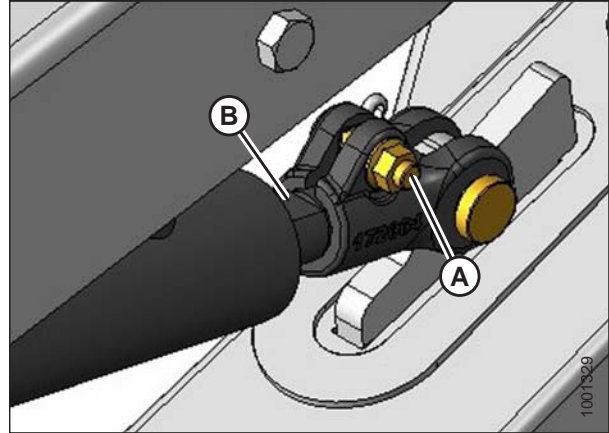


Figure 5.235: Outside Reel Arm

3. Adjust center arm lift cylinder stop (A) to change clearance at inboard ends of reels and clearance at flex points as follows:
 - a. Loosen nut (B).
 - b. Turn nut (C) counterclockwise to raise reel and increase clearance to cutterbar, or clockwise to lower reel and decrease clearance.
 - c. Tighten nut (B).

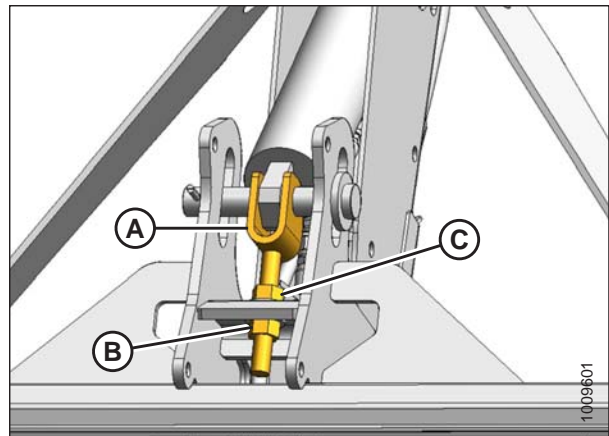


Figure 5.236: Underside of Center Arm

4. Check measurements and, if necessary, repeat adjustment procedures.
5. Move the reel back to ensure the steel end fingers do **NOT** contact the deflector shields.
6. If contact occurs, adjust the reel upward to maintain the clearance at all reel fore-aft positions. If contact cannot be avoided after adjusting the reel, trim the steel end fingers to obtain proper clearance.
7. Periodically check for evidence of contact during operation, and adjust clearance as required.

5.13.2 Reel Frown

The reel is factory-set to frown (providing more clearance at the center of the reel than at the ends) to compensate for reel flexing.

Adjusting Reel Frown

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Position the reel over the cutterbar (between 4 and 5 on the fore-aft position decal [A]) to provide adequate clearance at all reel fore-aft positions.
2. Record the measurement at each reel disc location for each reel tube.

NOTE:

Measure the frown profile before disassembling the reel for servicing so the profile can be maintained during reassembly.

3. Shut down the engine, and remove the key from the ignition.
4. Start with the reel disc closest to the center of the header and proceed outward towards the ends, adjusting the header profile as follows:
 - a. Remove bolts (A).
 - b. Loosen bolt (B) and adjust arm (C) until the desired measurement is obtained between the reel tube and cutterbar.

NOTE:

Allow the reel tubes to curve naturally and position the hardware accordingly.

- c. Reinstall the bolts (A) in the aligned holes and tighten.

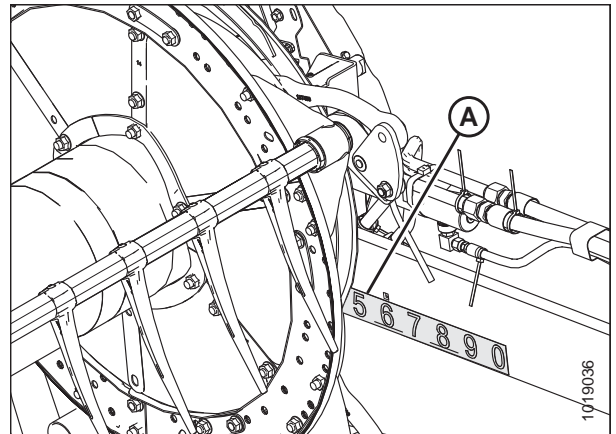


Figure 5.237: Fore-Aft Position Decal

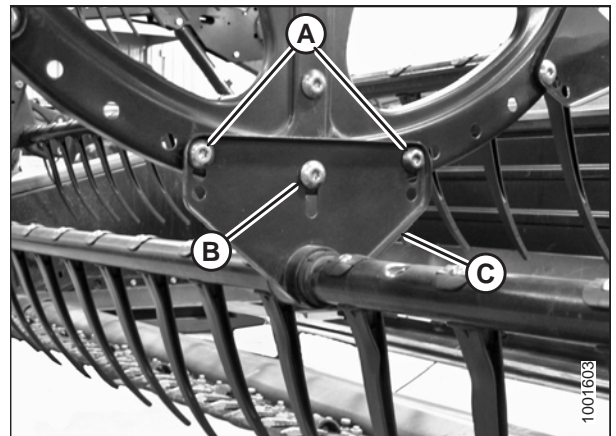


Figure 5.238: Reel Disc

5.13.3 Centering Reel on Double-Reel Header

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

MAINTENANCE AND SERVICING

1. Start the engine.
2. Raise the header enough to put 150 mm (6 in.) blocks under the outboard skid shoes. Lower the header onto the blocks, the ends of the header will be higher than the center section, causing the header to smile.
3. Shut down the engine, and remove the key from the ignition.
4. Loosen bolt (A) on each brace (B).
5. Move the forward end of reel center support arm (C) laterally as required to center both reels.
6. Tighten bolts (A) and torque to 382 Nm (282 lbf-ft).

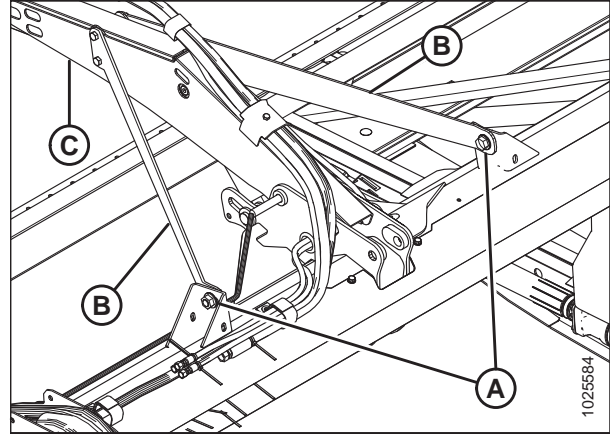


Figure 5.239: Reel Center Support Arm – North America

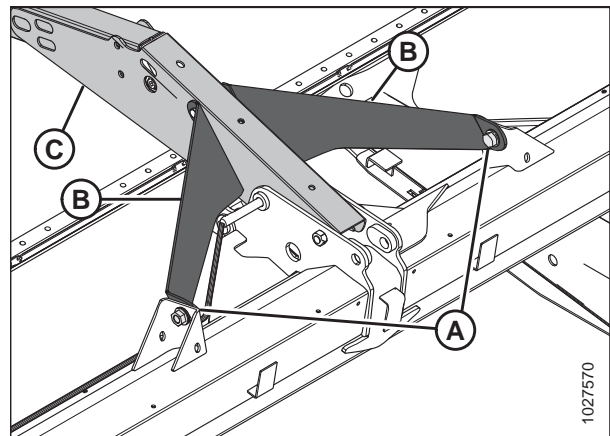


Figure 5.240: Center Support Arm and Braces – Export

8. Measure clearance at locations (A) between reel and both endsheets. The clearances should be the same if the reel is centered.

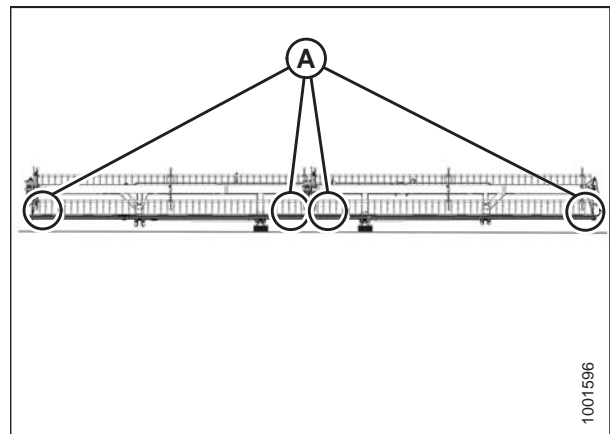


Figure 5.241: Measurement Locations

5.13.4 Reel Fingers

IMPORTANT:

Keep the reel fingers in good condition and straighten or replace them as necessary.

Removing Steel Fingers



WARNING

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



WARNING

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

IMPORTANT:

Ensure the tine tube is supported at all times to prevent damaging it and other components.

1. Lower the header, raise the reel, and engage the reel safety props.
2. Shut down the engine, and remove the key from the ignition.
3. Remove the tine tube bushings from the applicable tine tube at the center and left reel discs. For instructions, refer to [Removing Bushings from Reels, page 522](#).
4. Attach tine tube arms (B) to the reel disc at the original attachment locations (A).
5. Cut the damaged finger so it can be removed from the tine tube.
6. Remove bolts from the existing fingers and slide the fingers over to replace the finger that was cut off in Step 5, [page 519](#) (remove the tine tube arms [B] from the tine tubes as necessary).

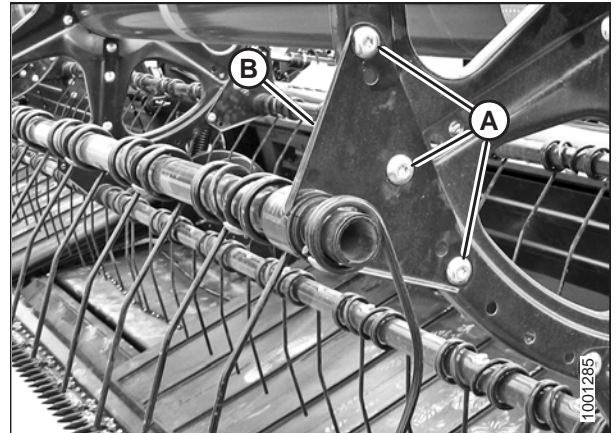


Figure 5.242: Tine Tube Arm

Installing Steel Fingers



WARNING

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



WARNING

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

IMPORTANT:

Ensure the tine tube is supported at all times to prevent damage to the tube and other components.

NOTE:

This procedure assumes a finger has already been removed from the machine. For instructions, refer to [Removing Steel Fingers, page 519](#) for instructions on removing fingers.

1. Slide the new finger and tine tube arm (A) onto the end of the tube.
2. Install the tine tube bushings. For instructions, refer to [Installing Bushings onto Reels, page 527](#).
3. Attach the fingers to the tine tube with bolts and nuts (B).

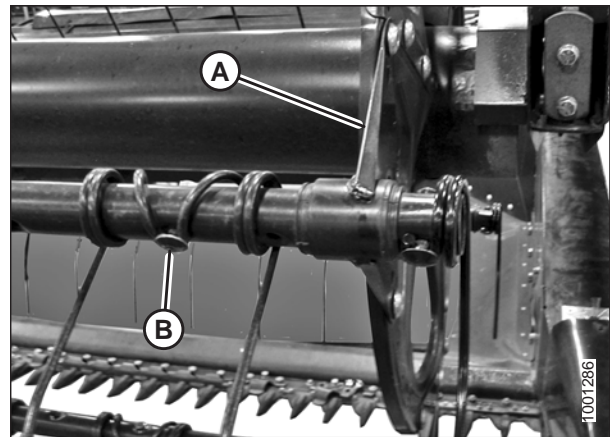


Figure 5.243: Tine Tube

Removing Plastic Fingers



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.



WARNING

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

1. Lower the header, raise the reel, and engage the reel safety props.
2. Shut down the engine and remove the key from the ignition.
3. Remove screw (A) using a Torx® Plus 27 IP socket wrench.

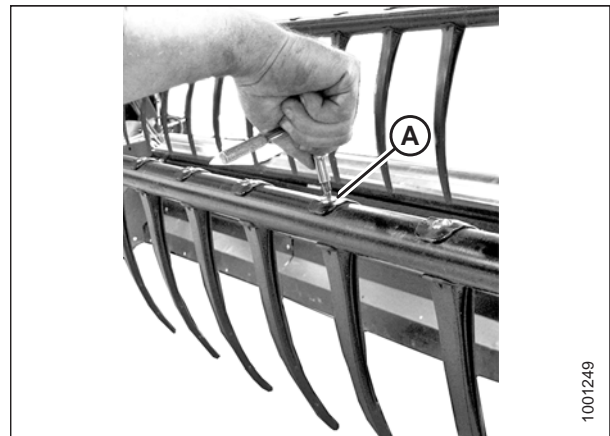


Figure 5.244: Removing Plastic Finger

4. Push the clip at the top of the finger back towards the reel tube as shown and remove the finger from the tube.



Figure 5.245: Removing Plastic Finger

Installing Plastic Fingers

WARNING

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

WARNING

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

NOTE:

This procedure assumes a finger has already been removed from the machine. For instructions, refer to [Removing Plastic Fingers, page 520](#) for instructions on removing fingers.

1. Position the new finger on the rear of the tine tube. Engage the lug at the bottom of the finger in the lower hole in the tine tube.
2. Lift the top flange gently and rotate the finger as shown until the lug in the top of the finger engages the upper hole in the tine tube.



Figure 5.246: Installing Plastic Finger

IMPORTANT:

Do **NOT** apply force to the finger prior to tightening the mounting screw. Applying force without tightening the mounting screw will break the finger or shear the locating pins.

3. Install screw (A) using a Torx® Plus 27 IP socket wrench and torque to 8.5–9.0 Nm (75–80 lbf·in).

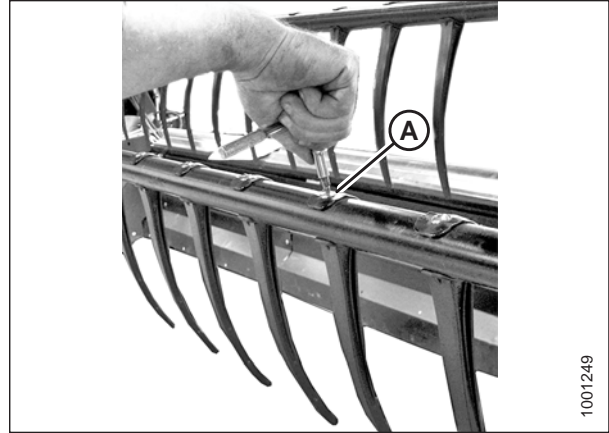


Figure 5.247: Installing Plastic Finger

5.13.5 Tine Tube Bushings

Removing Bushings from Reels

Bushing are located at the point where the reel tine connects to the reel disc.



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.



WARNING

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

IMPORTANT:

Ensure the tine tube is supported at all times to prevent damage to the tube and other components.

1. Lower the header, raise the reel, and engage the reel safety props.
2. Shut down the engine, and remove the key from the ignition.

NOTE:

If replacing only the cam end bushing, proceed to Step [8, page 524](#).

Center disc and tail end bushings

3. Remove the reel endshields and endshield support (C) from the tail end of the reel at the applicable tine tube location.

NOTE:

There are no endshields on the center disc.

4. Remove bolts (A) securing tine tube arm (B) to the disc.

IMPORTANT:

Note the hole locations in the arm and disc and ensure bolts (A) are reinstalled at the original locations.

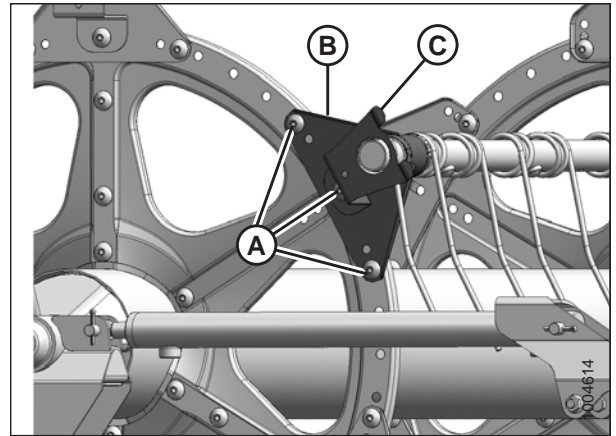


Figure 5.248: Tail End

5. Release bushing clamps (A) using a small screwdriver to separate the serrations. Pull the clamp off the tine tube.

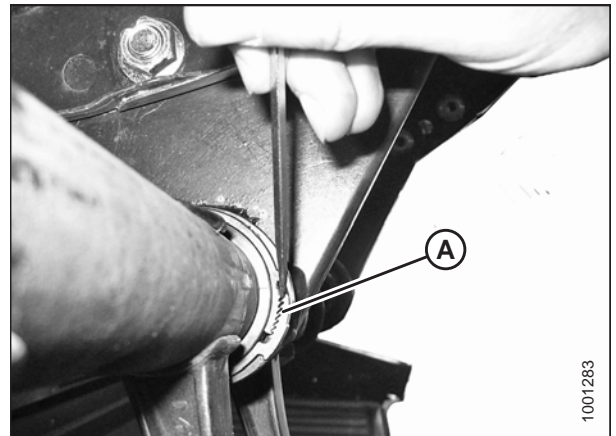


Figure 5.249: Bushing Clamp

6. Rotate tine tube arm (A) until clear of the disc and slide the arm inboard off of bushing (B).
7. Remove bushing halves (B). If required, remove the next steel or plastic finger, so the arm can slide off the bushing. Refer to the following procedures as necessary:
 - [Removing Plastic Fingers, page 520](#)
 - [Removing Steel Fingers, page 519](#)

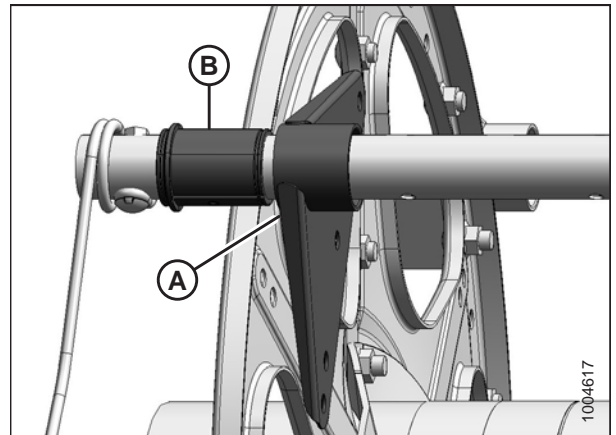


Figure 5.250: Bushing

Cam end bushings

8. Remove the endshields and endshield support (A) at the applicable tine tube location on the cam end.

NOTE:

Removing cam end bushings requires the tine tube be moved through the disc arms to expose the bushing.

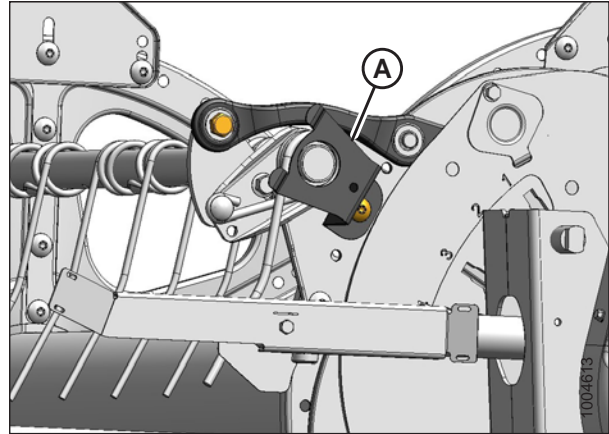


Figure 5.251: Cam End

9. Remove the reel endshields and endshield support (C) from the tail end of the reel at the applicable tine tube location.

NOTE:

There are no endshields on the center disc.

10. Remove bolts (A) securing tine tube arms (B) to the tail and center discs.

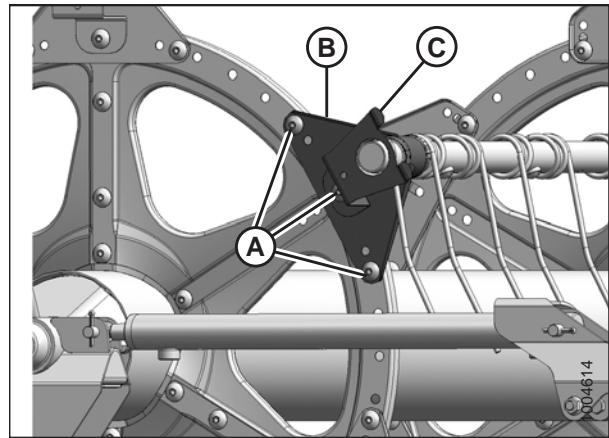


Figure 5.252: Tail End

Tine Tube Reinforcing Kit (Option)⁵²

11. Release the bushing clamps or disconnect the support channels from the tine tube support (if installed) depending on which tine tube is being moved. Three tine tubes (A) require channel disconnection and two tine tubes (B) require only bushing clamp removal.

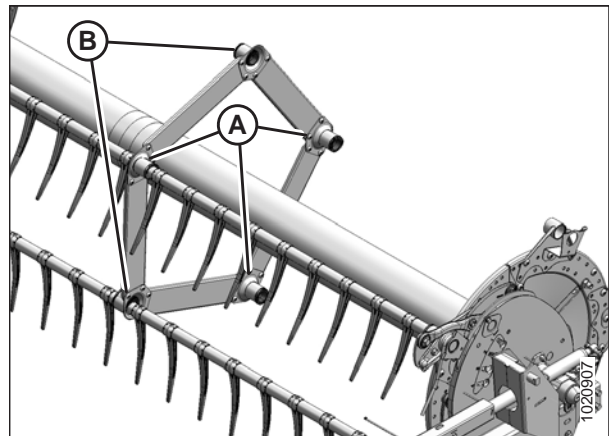


Figure 5.253: Tine Tube Supports

52. 5 Bat Reel MD #B5825, 6 Bat Reel MD #B5826

12. Remove bolt (A) from the cam linkage so tine tube (B) is free to rotate.

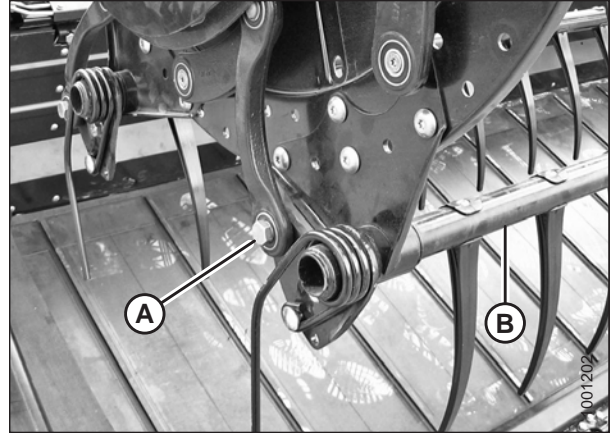


Figure 5.254: Cam End

13. Release bushing clamps (A) at the cam disc using a small screwdriver to separate the serrations. Move the clamps off the bushings.

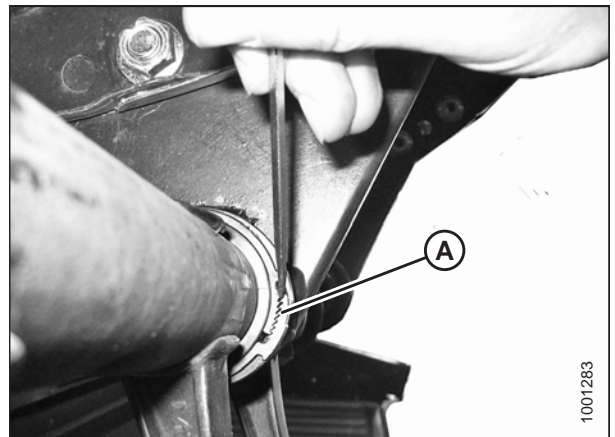


Figure 5.255: Bushing Clamp

14. Slide tine tube (A) outboard to expose bushing (B).
15. Remove bushing halves (B). If required, remove the next steel or plastic finger so the arm can slide off the bushing. Refer to the following procedures if necessary:
 - [Removing Plastic Fingers, page 520](#)
 - [Removing Steel Fingers, page 519](#)

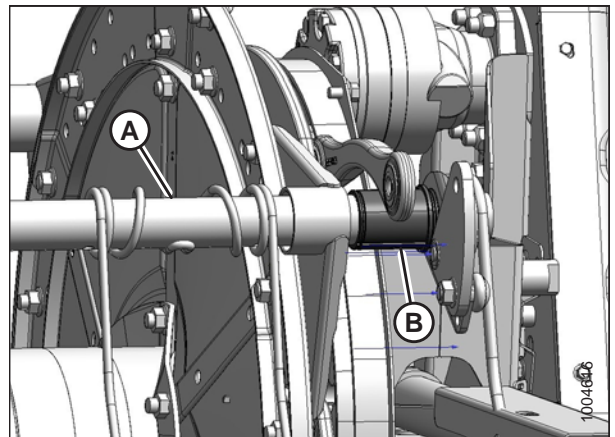


Figure 5.256: Cam End

Tine Tube Reinforcing Kit bushings (Option)

16. Locate support (A) that requires a new bushing.
17. Remove four bolts (B) securing channel (C) to support (A).
18. Remove screw (E) and remove finger (D) if it is too close to the support to allow access to the bushing. For instructions, refer to [Removing Plastic Fingers, page 520](#) or [Removing Steel Fingers, page 519](#).

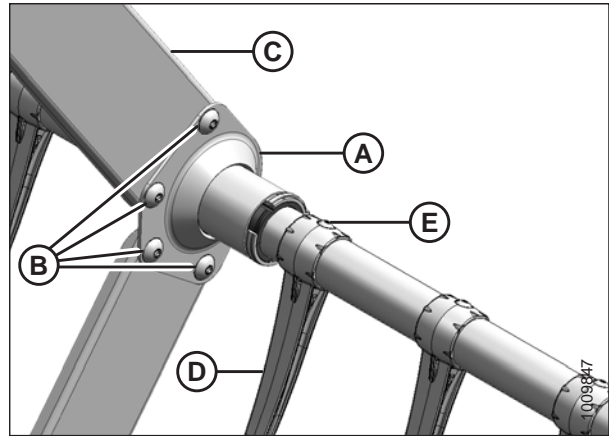


Figure 5.257: Tine Tube Support

19. Release bushing clamps (A) using a small screwdriver to separate the serrations.

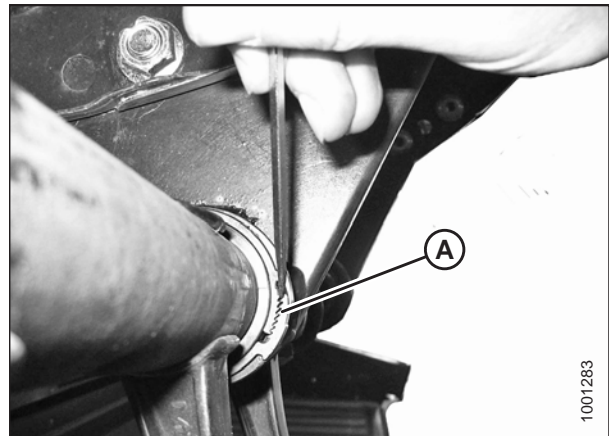


Figure 5.258: Bushing Clamp

20. Move clamps (A) off the bushings.

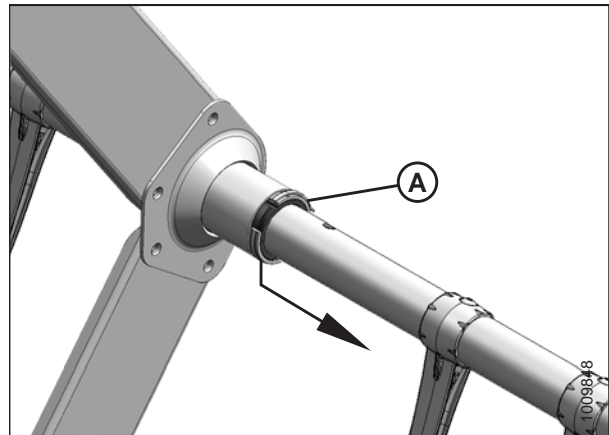


Figure 5.259: Tine Tube Reinforcing Kit Bushing Clamp (Option)

21. On each reel, there are three right-facing supports (A). Slide the support off bushing halves (B).

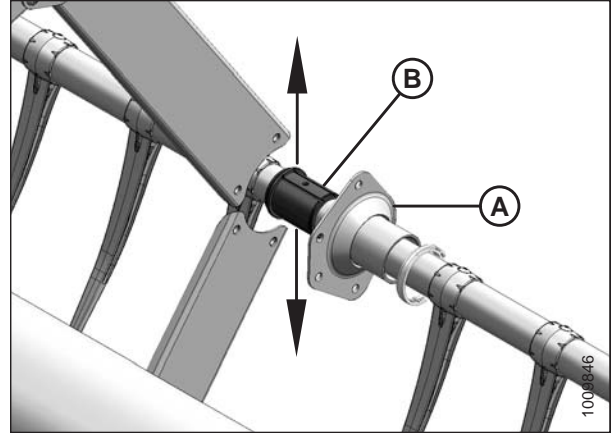


Figure 5.260: Tine Tube Reinforcing Kit Support (Option)

22. On each reel, there are two left-facing supports (A). Rotate the supports until the flanges clear the channels before moving them off bushing (B). Move the tube slightly away from the reel if necessary.
23. Remove bushing halves (B) from the tine tubes.

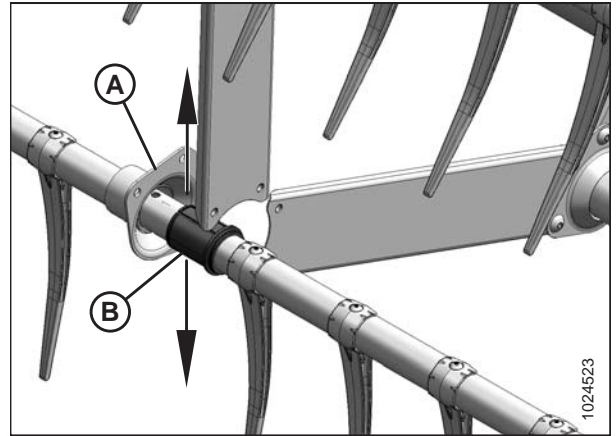


Figure 5.261: Tine Tube Reinforcing Kit Opposite Support (Option)

Installing Bushings onto Reels

NOTE:

This procedure assumes the steps for [Removing Bushings from Reels, page 522](#) have been completed.



WARNING

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

IMPORTANT:

Ensure the tine tube is supported at all times to prevent damage to the tube or other components.

Use a pair of modified channel lock pliers (A) to install bushing clamps (C). Secure pliers in a vise and grind a notch (B) into the end of each arm to fit the clamp as shown.

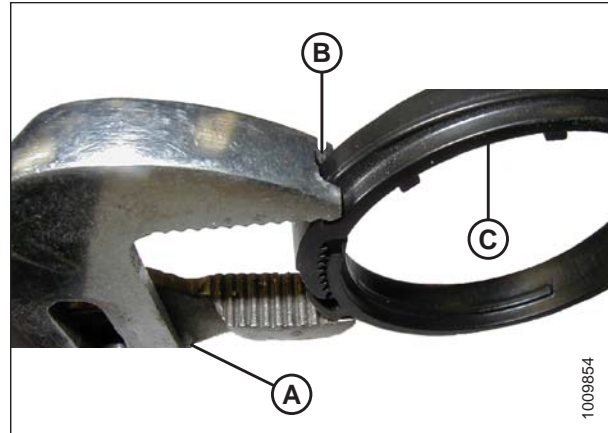


Figure 5.262: Modified Pliers

Cam end bushings

1. Position bushing halves (B) on tine tube (A) with the flangeless end adjacent to the tine tube arm, and position the lug in each bushing half into the hole in the tine tube.
2. Slide tine tube (A) towards the tail end of the reel to insert bushing (B) into the tine tube arm. If the tine tube supports are installed, ensure the bushings at those locations slide into the support.
3. Reinstall the previously removed fingers. Refer to the following procedures as necessary:
 - [Removing Plastic Fingers, page 520](#)
 - [Removing Steel Fingers, page 519](#)

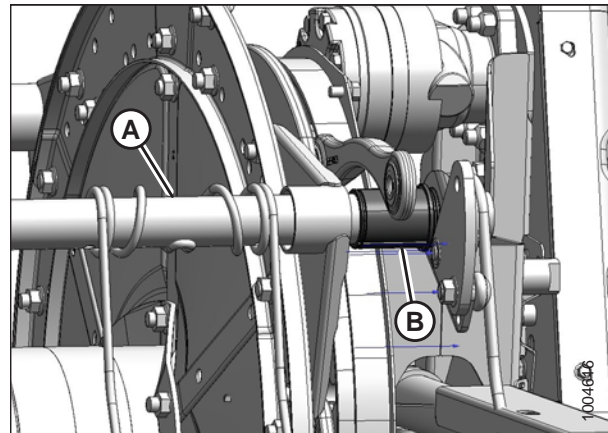


Figure 5.263: Cam End

4. Install bushing clamp (A) onto the tine tube adjacent to the flangeless end of bushing (B).
5. Position clamp (A) on bushing (B) so the edges of the clamp and bushing are flush when the clamp is fit into the groove on the bushing and the lock tabs are engaged.

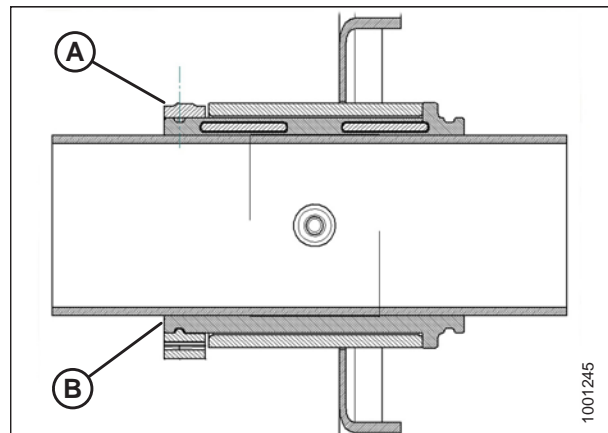


Figure 5.264: Bushing

6. Tighten clamp (A) using modified channel lock pliers (B) until finger pressure will **NOT** move the clamp.

IMPORTANT:

Overtightening clamp may result in breakage.

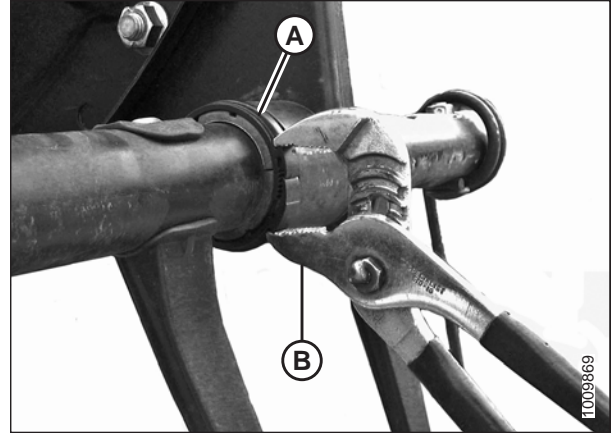


Figure 5.265: Installing Clamp

7. Line up tine tube (B) with the cam arm and install bolt (A). Torque bolt to 165 Nm (120 lbf·ft).

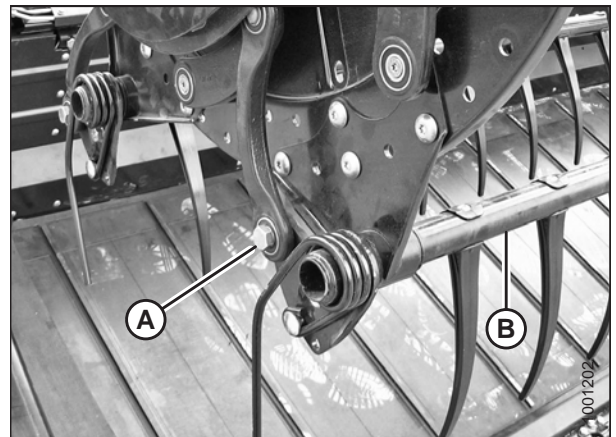


Figure 5.266: Cam End

8. Install bolts (A) securing tine tube arm (B) to the center disc.
9. Install tine tube arm (B) and endshield support (C) to the tail end of the reel at the applicable tine tube location and secure with bolts (A).

NOTE:

There are no endshields on the center discs.

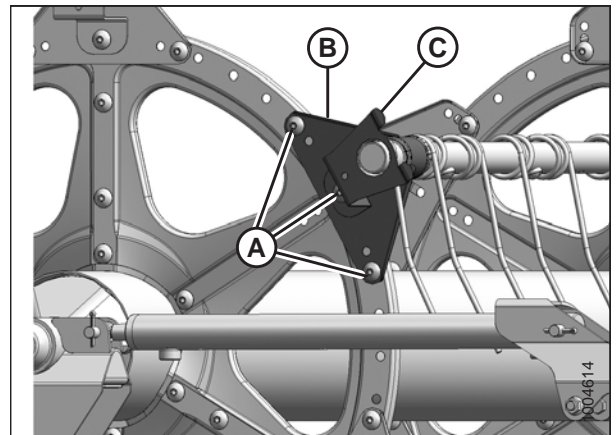


Figure 5.267: Tail End

10. Install endshield support (A) at the applicable tine tube location at the cam end.
11. Reinstall the reel endshields. For instructions, refer to [Replacing Reel Endshields, page 534](#).

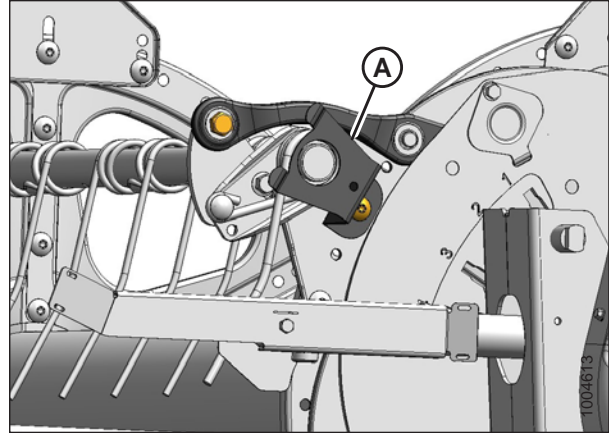


Figure 5.268: Cam End

Center disc and tail end bushings

12. Position bushing halves (B) on tine tube (A) with the flangeless end adjacent to the tine tube arm, and position the lug in each bushing half into the hole in the tine tube.
13. Slide tine tube (A) onto bushing (B) and position against the disc at the original location.
14. Reinstall the previously removed fingers. For instructions, refer to
 - [Removing Plastic Fingers, page 520](#)
 - [Removing Steel Fingers, page 519](#)

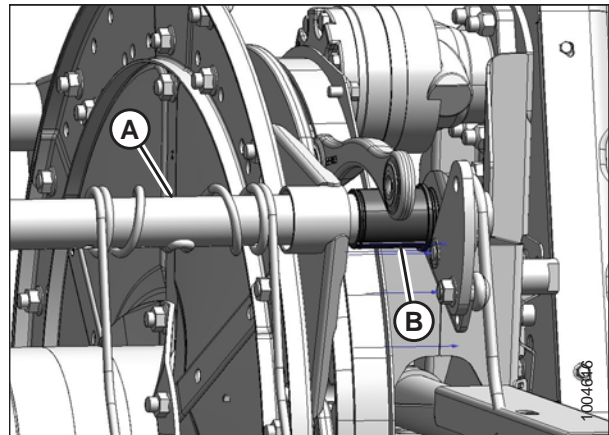


Figure 5.269: Cam End

15. Install bushing clamp (A) onto the tine tube adjacent to the flangeless end of bushing (B).
16. Position clamp (A) on bushing (B) so the edges of the clamp and bushing are flush when the clamp is fit into the groove on the bushing and the lock tabs are engaged.

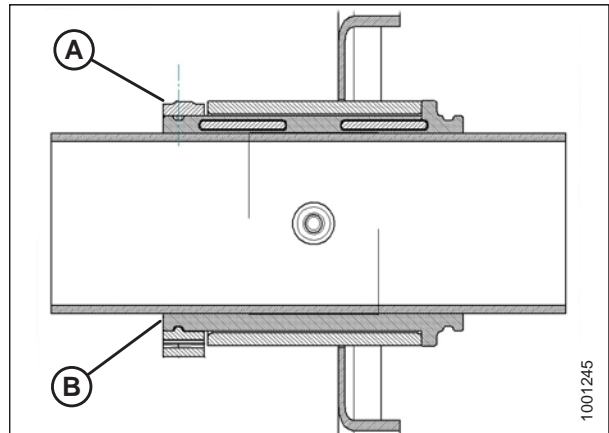


Figure 5.270: Bushing

17. Tighten clamp (A) using modified channel lock pliers (B) until finger pressure will **NOT** move the clamp.

IMPORTANT:

Overtightening clamp may result in breakage.

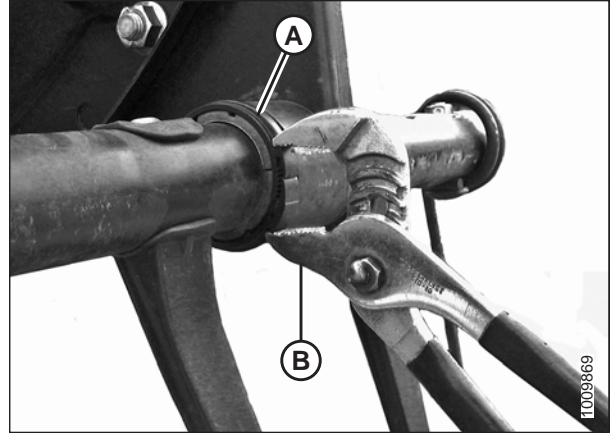


Figure 5.271: Installing Clamp

18. Install bolts (A) securing tine tube arm (B) to the center disc.
19. Install tine tube arm (B) and endshield support (C) to the tail end of the reel at the applicable tine tube location and secure with bolts (A).

NOTE:

There are no endshields on the center discs.

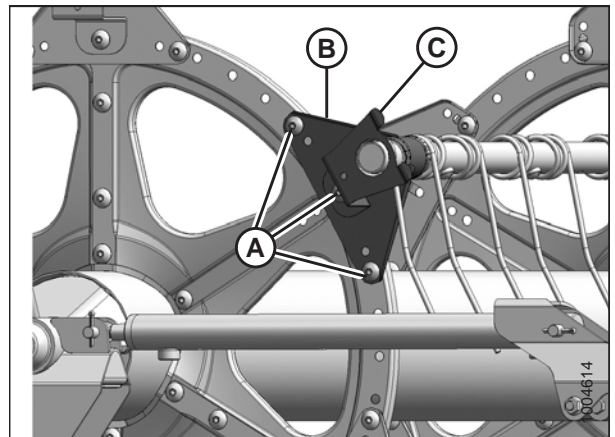


Figure 5.272: Tail End

Tine tube reinforcing kit (option)⁵³

20. Position bushing halves (B) on tine tube (A) with the flangeless end adjacent to the tine tube arm, and position the lug in each bushing half into the hole in the tine tube.

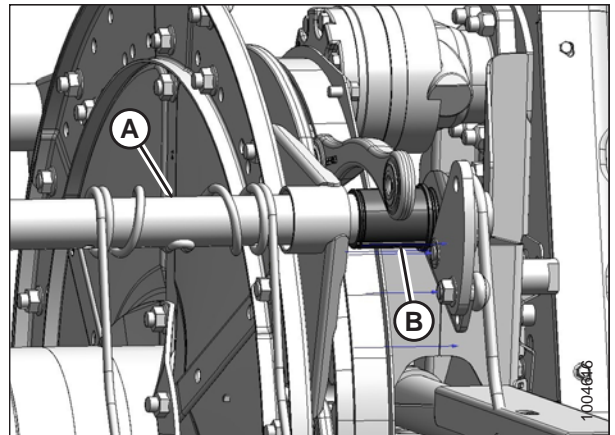


Figure 5.273: Cam End

53. 5 Bat Reel MD #B5825, 6 Bat Reel MD #B5826

21. On each reel, there are three right-facing supports (A). Slide the support onto bushing (B).

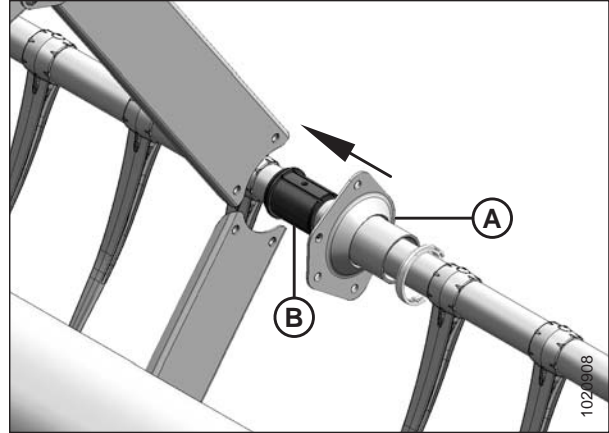


Figure 5.274: Tine Tube Reinforcing Kit Support (Option)

22. On each reel, there are two left-facing supports (A). Rotate support (A) until its flanges clear channels (C) before moving the support onto bushing (B).

NOTE:

If necessary, move tine tube (D) slightly away from the reel to allow the support flange enough room to clear the channel.

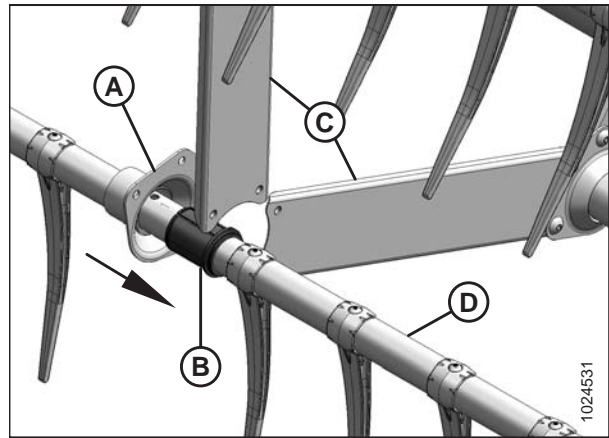


Figure 5.275: Tine Tube Reinforcing Kit Opposite Support (Option)

23. Install bushing clamp (A) onto the tine tube adjacent to the flangeless end of bushing (B).
24. Position clamp (A) on bushing (B) so the edges of the clamp and bushing are flush when the clamp is fit into the groove on the bushing and the lock tabs are engaged.

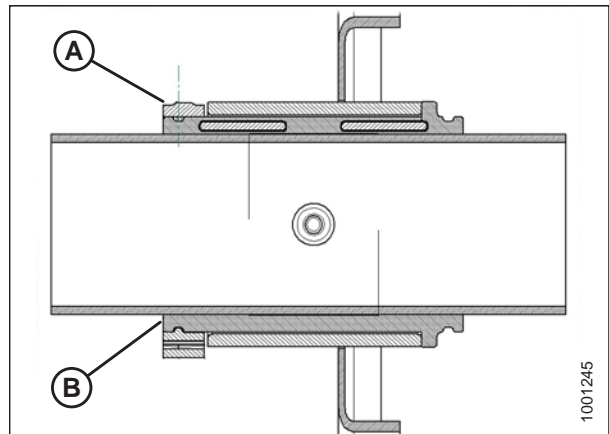


Figure 5.276: Bushing

25. Tighten clamp (A) using modified channel lock pliers (B) until finger pressure will **NOT** move the clamp.

IMPORTANT:

Overtightening clamp may result in breakage.

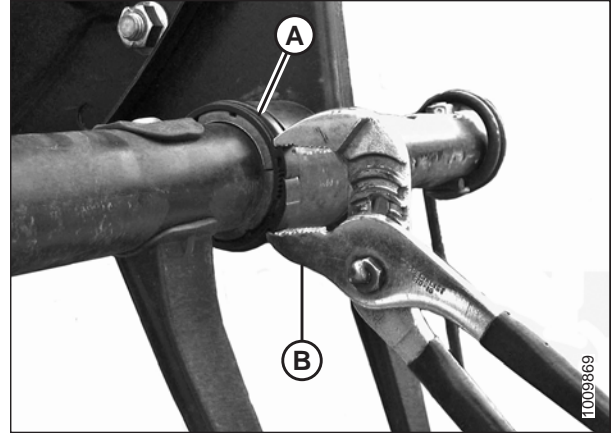


Figure 5.277: Installing Clamp

26. Reattach channels (C) to the three right-facing supports (A) on each reel with screws (B) and nuts. Torque screws to 43 Nm (32 lbf-ft).
27. Using screws (E), reinstall any fingers (D) that were previously removed. Refer to
 - [Installing Plastic Fingers, page 521](#)
 - [Installing Steel Fingers, page 519](#)

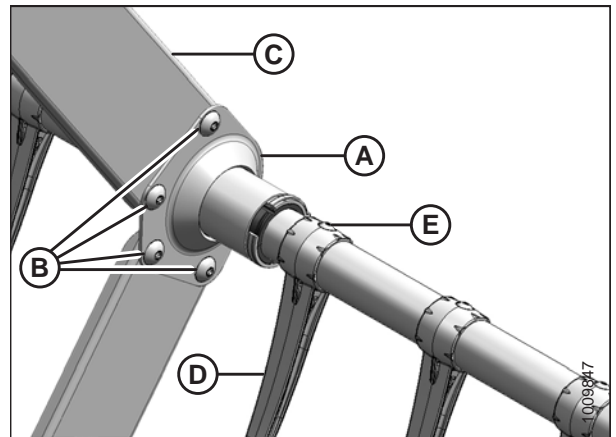


Figure 5.278: Tine Tube Reinforcing Kit Support (Option)

28. Reattach channels (C) to the two left-facing supports (A) on each reel with screws (B) and nuts. Torque screws to 43 Nm (32 lbf-ft).
29. Using screws (E), reinstall any fingers (D) that were previously removed. For instructions, refer to
 - [Installing Plastic Fingers, page 521](#)
 - [Installing Steel Fingers, page 519](#)

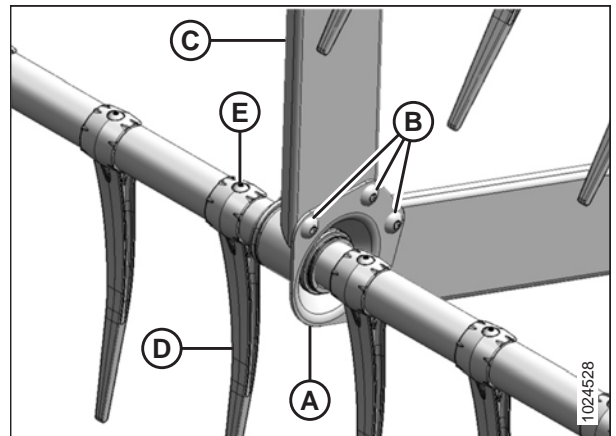


Figure 5.279: Tine Tube Reinforcing Kit Opposite Support (Option)

5.13.6 Reel Endshields

Reel endshields and supports do not require regular maintenance, but they should be checked periodically for damage and loose or missing fasteners. Slightly dented or deformed endshields and supports are repairable, but it's necessary to replace severely damaged components.

You can attach reel endshields to either end of the reel.

Replacing Reel Endshields

⚠ WARNING

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

1. Lower the header and reel.
2. Shut down the engine, and remove the key from the ignition.
3. Rotate the reel manually until the reel endshield (A) requiring replacement is accessible.
4. Remove three bolts (B).

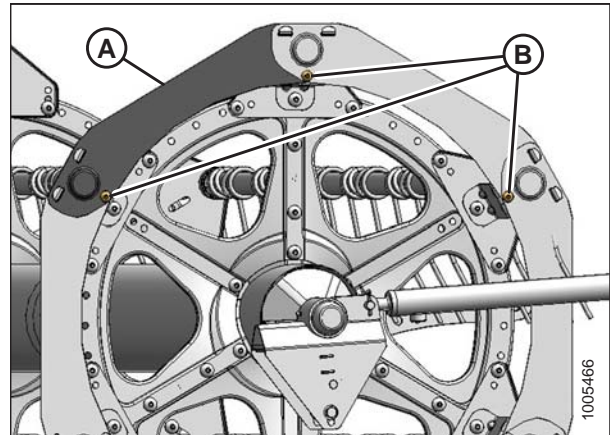


Figure 5.280: Reel Endshields

5. Lift the end of reel endshield (A) off support (B).

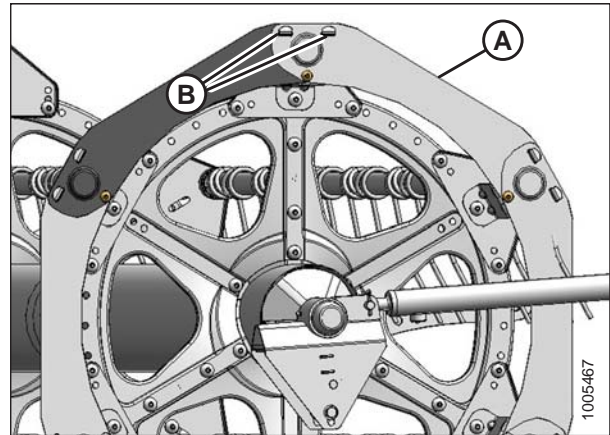


Figure 5.281: Reel Endshields

6. Remove the reel endshield from the supports.

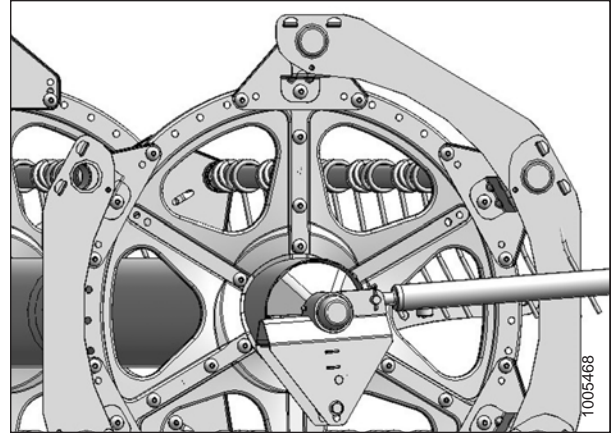


Figure 5.282: Reel Endshield Remove

7. Slightly lift the end of reel endshield (A) off of support (B).
8. Install new reel endshield (C), behind reel endshield (A).
9. Reattach reel endshield (C), then (A) onto support (B).
10. Reinstall three bolts (D).
11. Tighten all hardware.

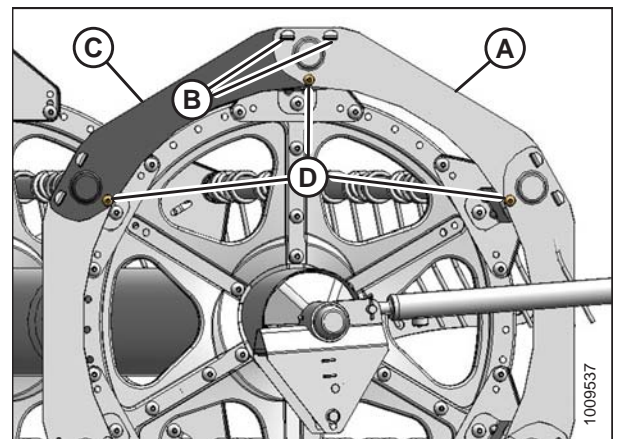


Figure 5.283: Reel Endshields

Replacing Reel Endshield Supports

WARNING

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

1. Lower the header and reel.
2. Shut down the engine, and remove the key from the ignition.
3. Rotate the reel manually until the reel endshield support requiring replacement is accessible.
4. Remove bolt (B) from support (A).
5. Remove bolts (C) from support (A) and two adjacent supports.

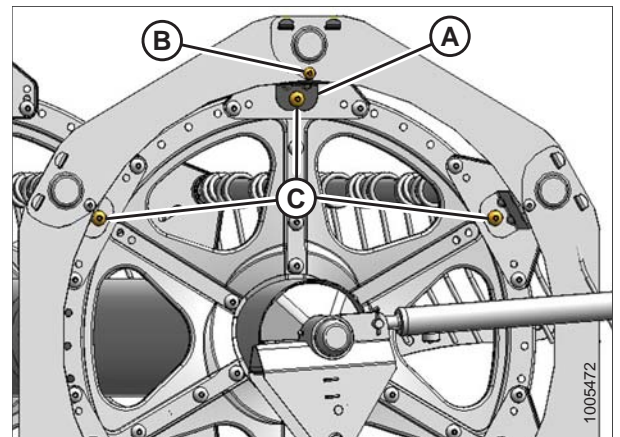


Figure 5.284: Reel Endshield Supports

MAINTENANCE AND SERVICING

6. Move reel endshields (A) away from the tine tube and rotate support (B) towards the reel to remove it.
7. Insert tabs of new support (B) into the slots in reel endshields (A). Ensure the tabs engage both reel endshields.
8. Secure support (B) to the disc sector with bolt (C) and nut. Do **NOT** tighten.
9. Secure reel endshields (A) to support (B) with bolt (D) and nut. Do **NOT** tighten.
10. Reattach the supports with bolts (E) and nuts.
11. Check the clearance between the tine tube and reel endshield support and adjust if necessary.
12. Torque nuts to 27 Nm (20 lbf-ft).

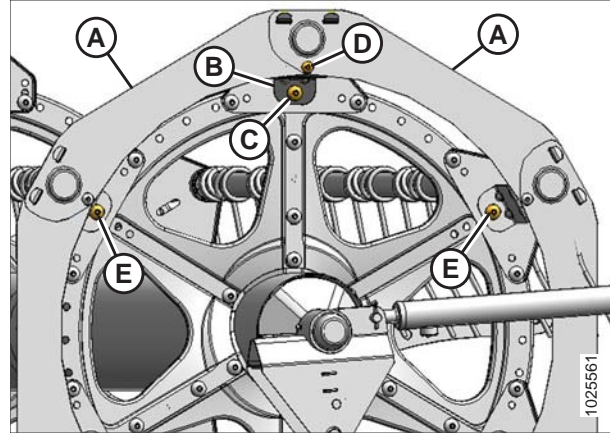


Figure 5.285: Reel Endshield Supports

5.14 Reel Drive

The hydraulically driven reel motor drives the chain that is attached between the reels on a double-reel header.

5.14.1 Reel Drive Cover

The reel drive cover protects the reel drive components from dirt and debris.

Removing Reel Drive Cover



WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Remove six bolts (A) securing upper cover (B) to the reel drive and lower cover (C).
3. Remove upper cover (B).

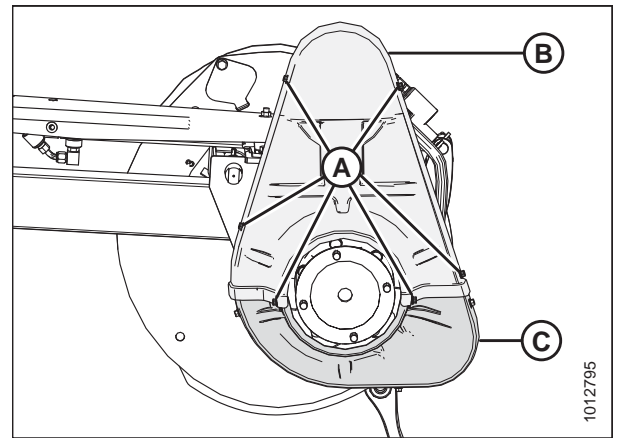


Figure 5.286: Drive Cover

4. Remove three bolts (A) and remove lower cover (B) if necessary.

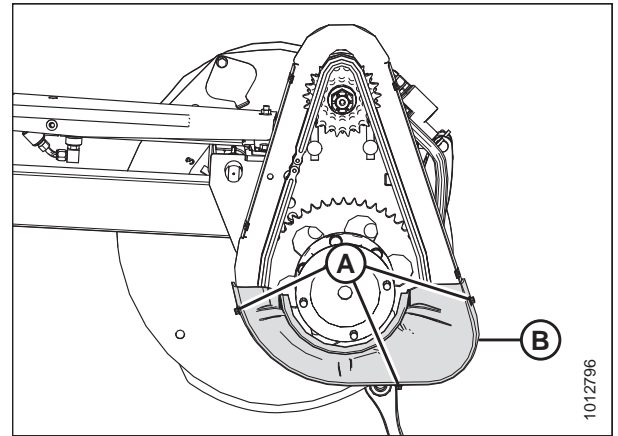


Figure 5.287: Lower Drive Cover

Installing Reel Drive Cover



WARNING

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

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

2. Position lower drive cover (B) onto the reel drive (if previously removed), and secure with three bolts (A). Torque bolts to 12–13.2 Nm (9–10 lbf·ft).

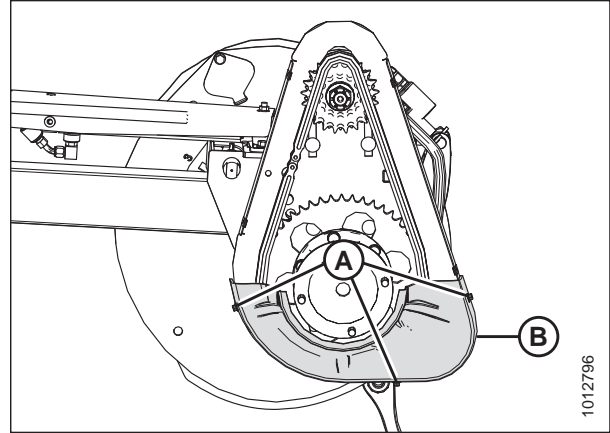


Figure 5.288: Lower Drive Cover

3. Position upper drive cover (B) onto the reel drive and lower cover (C), and secure with six bolts (A). Torque bolts to 12–13.2 Nm (9–10 lbf·ft).

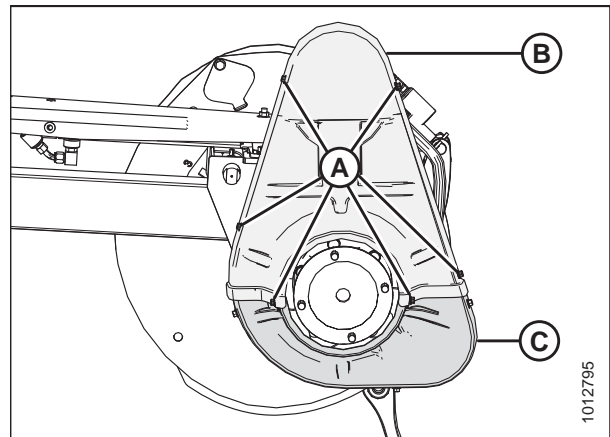


Figure 5.289: Drive Cover

5.14.2 Reel Drive Chain Tension

Loosening Reel Drive Chain



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Lower the header fully.
2. Adjust the reel to full forward position for easier access to the work area.
3. Stop the engine, and remove the key from the ignition.
4. Remove the drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).

5. Loosen six nuts (A).

NOTE:

Parts removed from illustration for clarity.

6. Slide motor (B) and motor mount (C) down towards the reel shaft.

IMPORTANT:

Do **NOT** operate the reel with the reel cover removed.

7. To retighten the drive chain, refer to [Tightening Reel Drive Chain, page 539](#).

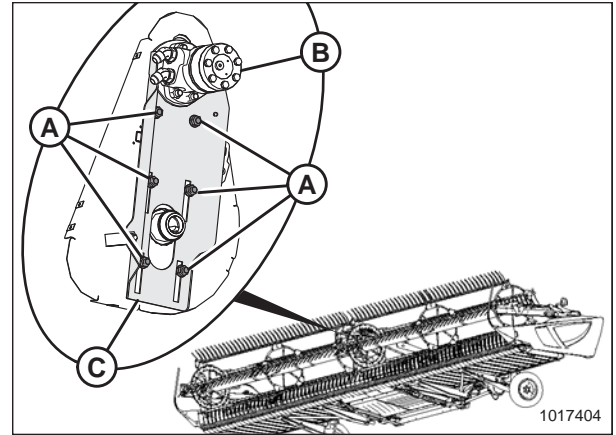


Figure 5.290: Reel Drive

Tightening Reel Drive Chain



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Lower the header fully.
2. Adjust the reel to full forward position for easier access to the work area.
3. Stop the engine, and remove the key from the ignition.
4. Remove the drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).
5. Slide motor (A) and motor mount (B) upward until chain (C) is tight.
6. Ensure there is 3 mm (1/8 in.) of slack at the chain midspan. Adjust if necessary.

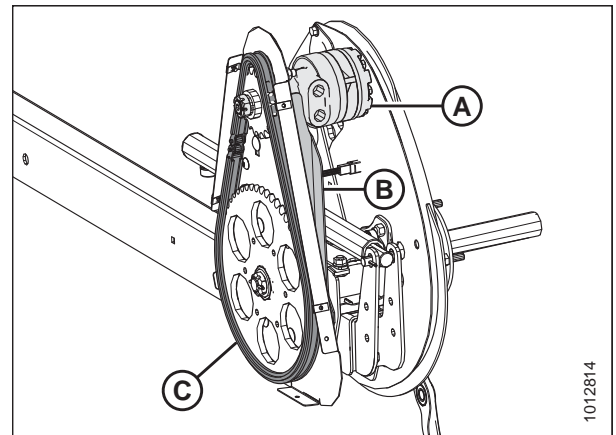


Figure 5.291: Single-Reel Drive – Double Reel Similar

7. Tighten six nuts (A). Torque to 73 Nm (54 lbf·ft).
8. Install the drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).

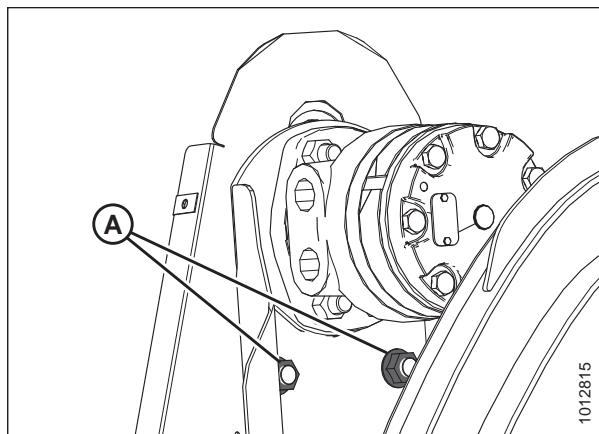


Figure 5.292: Single-Reel Drive – Double Reel Similar

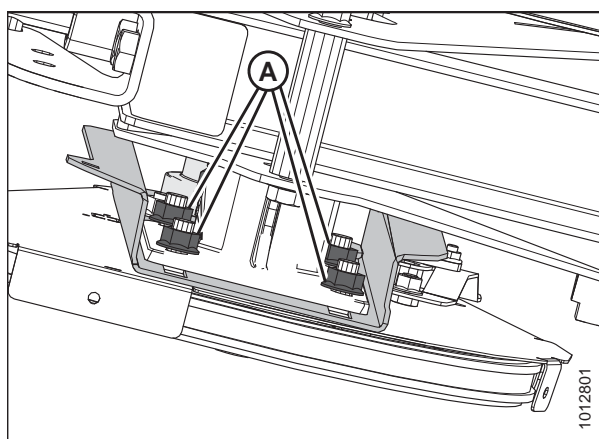


Figure 5.293: Single-Reel Drive – Viewed from Underside of Reel

5.14.3 Reel Drive Sprocket

The reel drive sprocket is attached to the motor.

For Case IH and New Holland combine models, configure the combine according to the reel sprocket size in order to optimize the auto reel to ground speed control. Refer to the combine service manual for more information.

Removing Reel Drive Sprocket

⚠ WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Remove the drive reel drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).

3. Loosen reel drive chain (A). For instructions, refer to [Loosening Reel Drive Chain, page 538](#).
4. Remove reel drive chain (A) from reel drive sprocket (B).

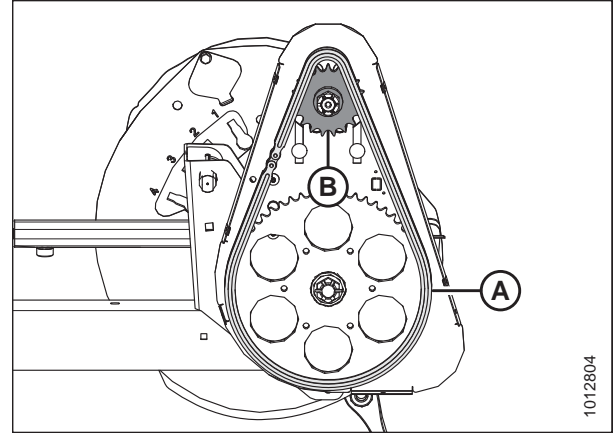


Figure 5.294: Reel Drive Sprocket

5. Remove cotter pin (A), slotted nut (B), and flat washer (C) from the motor shaft.
6. Remove reel drive sprocket (D). Ensure the key remains in the shaft.

IMPORTANT:

To avoid damaging the motor, use a puller if the drive sprocket (D) does not come off by hand. Do **NOT** use a pry bar and/or hammer to remove the drive sprocket.

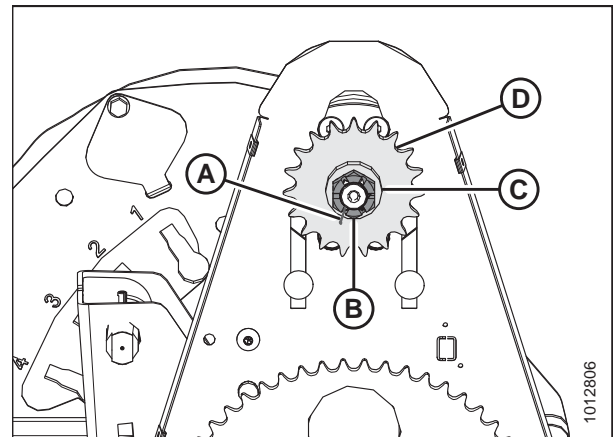


Figure 5.295: Reel Drive Sprocket

Installing Reel Drive Sprocket



WARNING

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

1. Align the keyway in sprocket (D) with the key on the motor shaft, and slide the sprocket onto the shaft. Secure with flat washer (C) and slotted nut (B).
2. Torque slotted nut (B) to 54 Nm (40 lbf·ft).
3. Install cotter pin (A). If necessary, tighten the slotted nut (B) to the next slot to install the cotter pin.

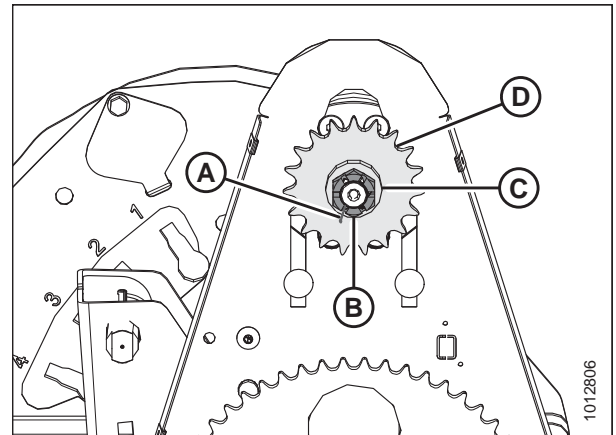


Figure 5.296: Reel Drive

4. Install drive chain (A) onto drive sprocket (B).
5. Tighten the drive chain. For instructions, refer to [Tightening Reel Drive Chain, page 539](#).
6. Reinstall the reel drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).

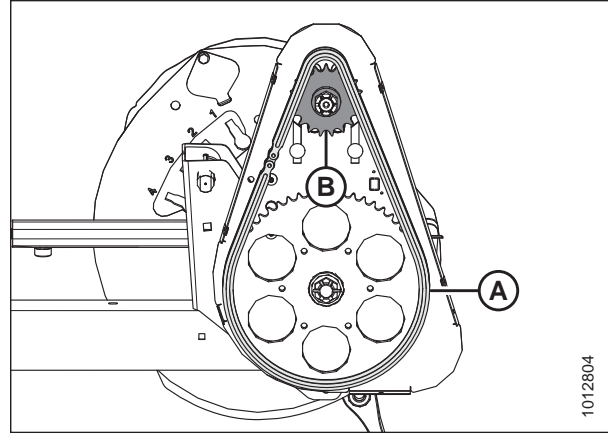


Figure 5.297: Reel Drive

5.14.4 Double-Reel Drive U-Joint

The double-reel drive U-joint allows each reel to move independently of the other.

Lubricate the U-joint according to the specifications. For instructions, refer to [5.3.6 Lubrication and Servicing, page 402](#).

Replace the U-joint if severely worn or damaged. For instructions, refer to [Removing Double-Reel Drive U-Joint, page 542](#).

Removing Double-Reel Drive U-Joint



WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Remove the drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).
3. Support the inboard end of the right reel with a front end loader and nylon slings (A) or equivalent lifting devices.

IMPORTANT:

To avoid damaging or denting the center tube, support the reel as close to the end disc as possible.

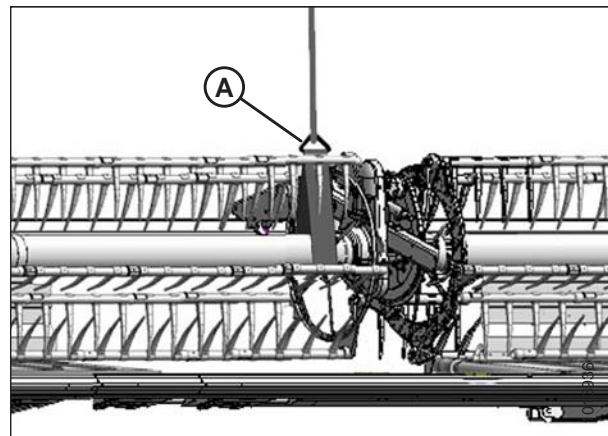


Figure 5.298: Supporting Reel

4. Remove six bolts (A) attaching U-joint flange (B) to driven sprocket (C).
5. Remove the U-joint.

NOTE:

It may be necessary to move the right reel sideways so that the U-joint can clear the tube.

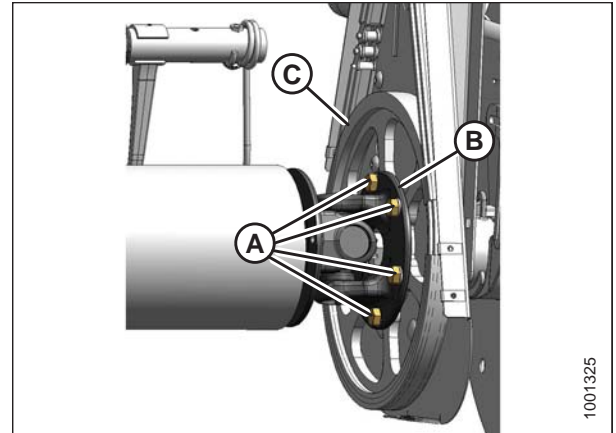


Figure 5.299: U-Joint

Installing Double-Reel U-Joint

1. Position U-joint flange (B) onto driven sprocket (C) as shown. Install six bolts (A) and hand-tighten. Do **NOT** torque the bolts.

NOTE:

It may be necessary to move the right reel sideways so that the U-joint can clear the reel tube.

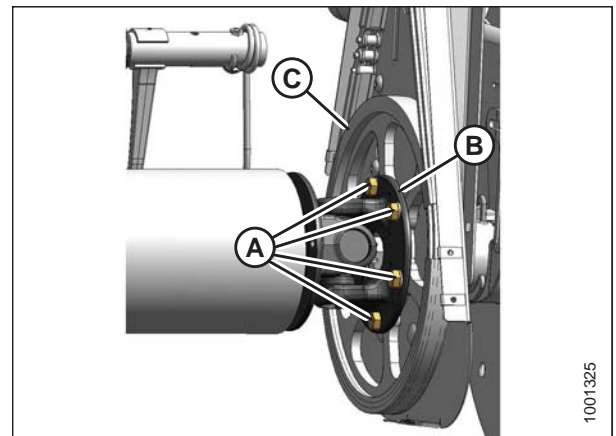


Figure 5.300: U-Joint

2. Position the right reel tube against the reel drive and engage the stub shaft into the U-joint pilot hole.
3. Rotate the reel until the holes in the end of the reel tube and U-joint flange (B) line up.
4. Apply medium-strength threadlocker (Loctite® 243 or equivalent) to four 1/2 in. bolts (A) and secure with lock washers.
5. Torque to 102–115 Nm (75–85 lbf·ft).

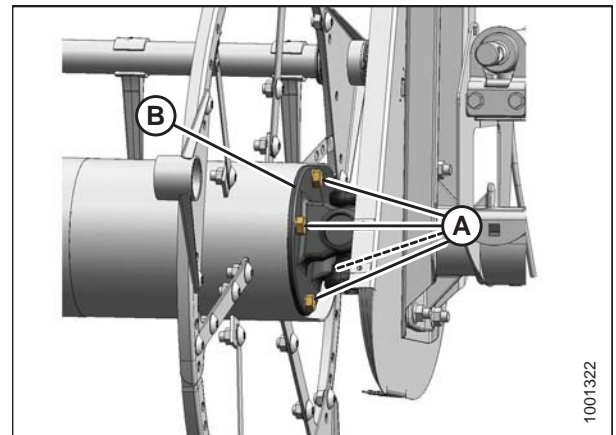


Figure 5.301: U-Joint

6. Remove temporary reel support (A).
7. Install the drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).

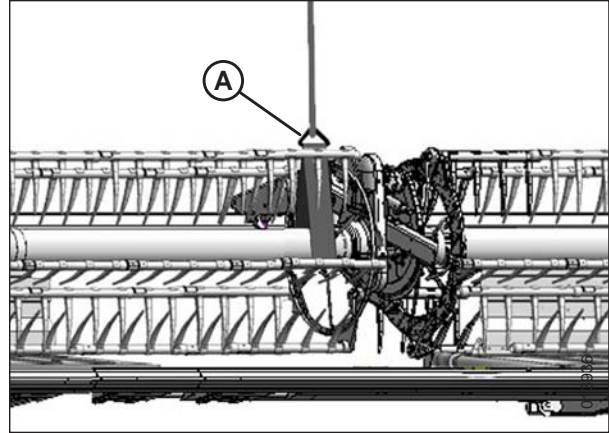


Figure 5.302: Supporting Reel

5.14.5 Reel Drive Motor

The reel drive motor is used on the reel drive system on single-reel and double-reel draper headers. This motor does not require regular maintenance or servicing. If problems occur with the motor, remove it and have it serviced by your MacDon Dealer.

Removing Reel Drive Motor



WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Loosen the drive chain. For instructions, refer to [Loosening Reel Drive Chain, page 538](#).
3. Remove the drive sprocket. For instructions, refer to [Removing Reel Drive Sprocket, page 540](#).
4. Mark hydraulic lines (A) and their connections on motor (B) to ensure correct reinstallation.

NOTE:

Before disconnecting the hydraulic lines, clean the motor's ports and exterior surfaces.

5. Disconnect hydraulic lines (A) at motor (B). Cap or plug open ports and lines.
6. Remove four nuts and bolts (C), and remove motor (B). Retrieve the spacer (if installed) from between motor (B) and the motor mount.
7. If the motor is being replaced, remove the hydraulic fittings from the old motor and install them in the new motor using the same orientations.

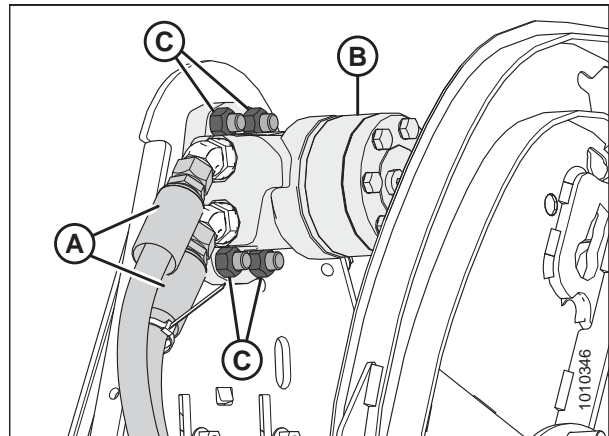


Figure 5.303: Reel Motor and Hoses

Installing Reel Drive Motor

1. Slide motor mount (A) up or down so the motor mounting holes (B) are accessible through the openings in the chain case.

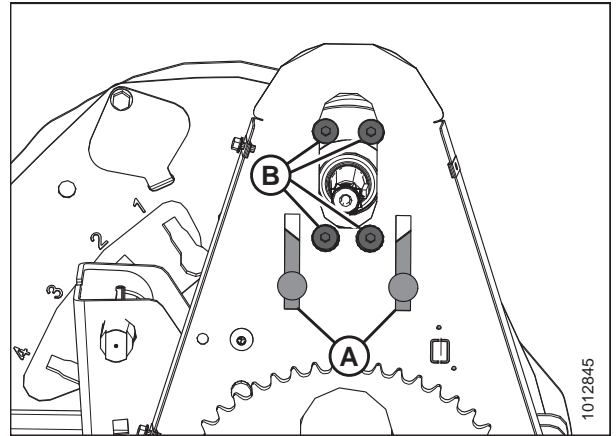


Figure 5.304: Reel Drive Motor Mounting Holes

2. Attach motor (A) (and spacer if previously removed) to motor mount (B) with four 1/2 x 1 3/4 in. countersunk bolts and nuts (C).
3. If installing a new motor, install the hydraulic fittings (not shown) from the original motor.

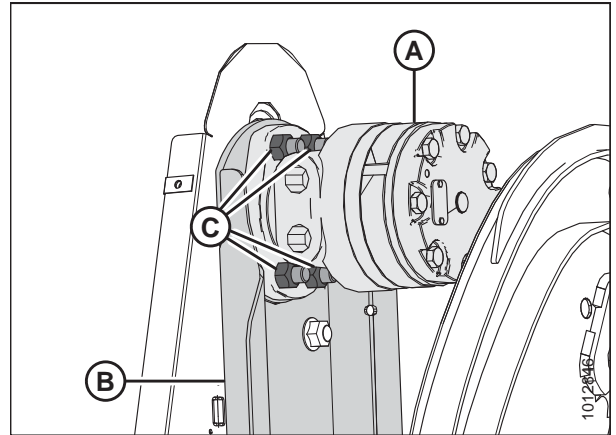


Figure 5.305: Reel Drive Motor

4. Remove the caps or plugs from the ports and lines and connect hydraulic lines (A) to hydraulic fittings (B) on motor (C).

NOTE:

Ensure hydraulic lines (A) are installed in their original locations.

5. Install the drive sprocket. For instructions, refer to [Installing Reel Drive Sprocket, page 541](#).
6. Tighten the drive chain. For instructions, refer to [Tightening Reel Drive Chain, page 539](#).

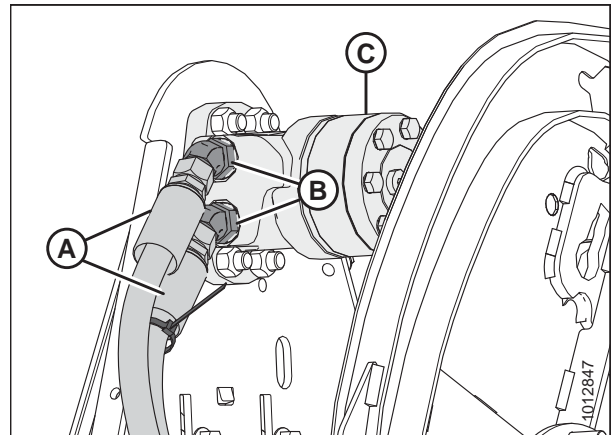


Figure 5.306: Reel Motor and Hoses

5.14.6 Replacing Drive Chain on Double Reel

WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Shut down the engine, and remove the key from the ignition.
2. Remove the reel drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).
3. Loosen the drive chain. For instructions, refer to [Loosening Reel Drive Chain, page 538](#).
4. Support the inboard end of the right reel with a front end loader and nylon slings (A) or equivalent lifting devices.

IMPORTANT:

Avoid damaging or denting the center tube by supporting the reel as close to the end of the reel as possible.

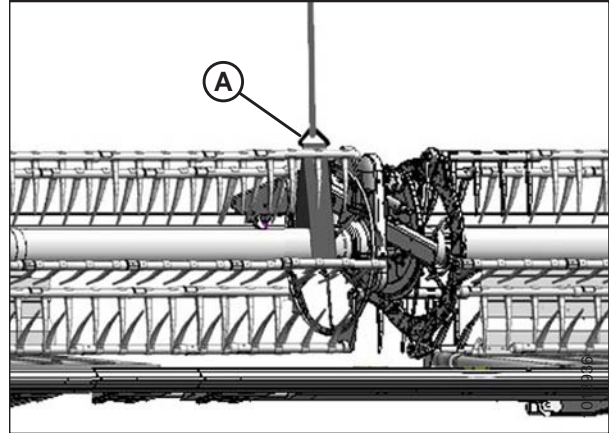


Figure 5.307: Supporting Reel

5. Remove the four bolts (A) securing the reel tube to the U-joint flange (B).

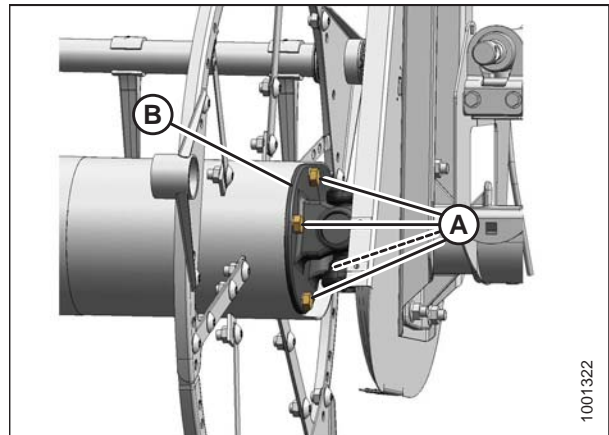


Figure 5.308: U-Joint

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6. Move the right reel sideways to separate the reel tube (A) from the U-joint (B).
7. Remove the drive chain (C).
8. Route chain (C) over U-joint (B) and position onto the sprockets.

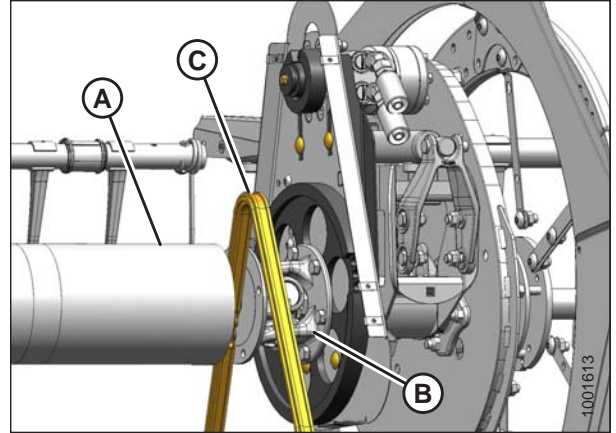


Figure 5.309: Replacing Chain

9. Position the right reel tube against the reel drive and engage the stub shaft into the U-joint pilot hole.
10. Rotate the reel until the holes in end of the reel tube and U-joint flange line up.
11. Apply medium-strength threadlocker (Loctite® 243 or equivalent) to four 1/2 in. bolts (A) and secure with lock washers.
12. Torque to 102–115 Nm (75–85 lbf·ft.).

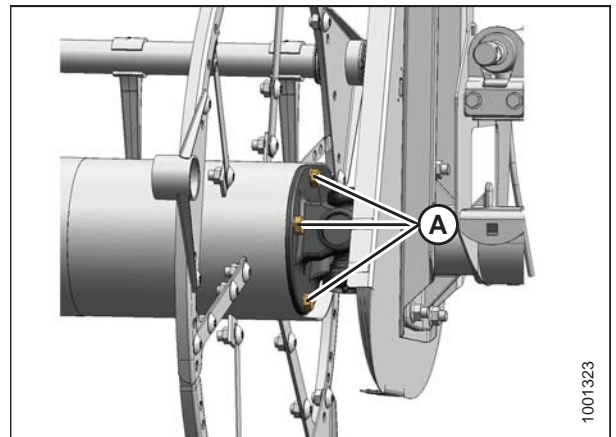


Figure 5.310: U-Joint

13. Remove the temporary reel support (A).
14. Tighten the drive chain. For instructions, refer to [Tightening Reel Drive Chain, page 539](#).
15. Reinstall the reel drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).

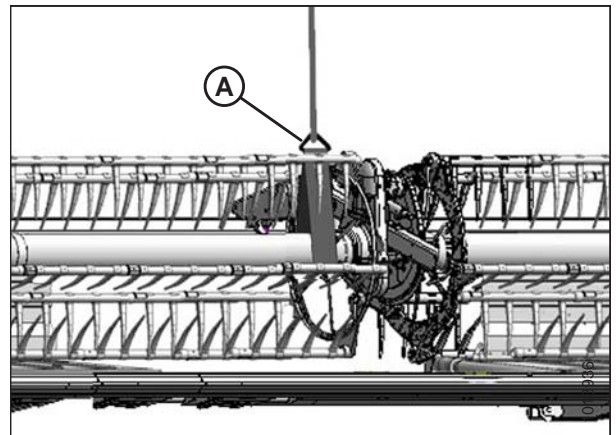


Figure 5.311: Supporting Reel

5.14.7 Replacing Single-Reel Header Drive Chain

WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Remove the drive reel drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).
3. Loosen the drive chain. For instructions, refer to [Loosening Reel Drive Chain, page 538](#).
4. Lift chain (A) off drive sprocket (B).
5. Lower the chain until it is free of lower sprocket (C), and then remove the chain from the drive.
6. Position new chain (A) around the bottom teeth on lower sprocket (C).
7. Lift the chain onto drive sprocket (B), ensuring all the links are properly engaged in the teeth.
8. Tighten the drive chain. For instructions, refer to [Tightening Reel Drive Chain, page 539](#).
9. Reinstall the reel drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).

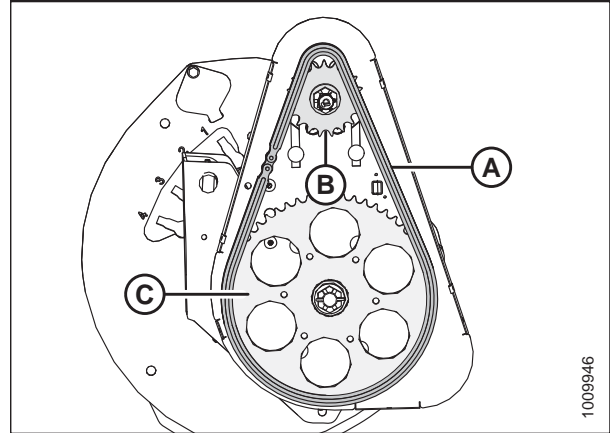


Figure 5.312: Reel Drive

5.14.8 Replacing Reel Speed Sensor

The reel speed sensors (and the procedures for replacing them) vary with the combine model.

Refer to the following topics depending on your combine model:

- [Replacing Challenger, Gleaner, and Massey Ferguson Reel Speed Sensor, page 549](#)
- [Replacing John Deere Reel Speed Sensor, page 551](#)
- [Replacing CLAAS 400 Series Reel Speed Sensor, page 551](#)
- [Replacing CLAAS 500/700 Series Reel Speed Sensor, page 552](#)

Replacing Challenger, Gleaner, and Massey Ferguson Reel Speed Sensor

WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Remove the drive cover. For instructions, refer to *Removing Reel Drive Cover*, page 537.
3. Disconnect the electrical connector (A).

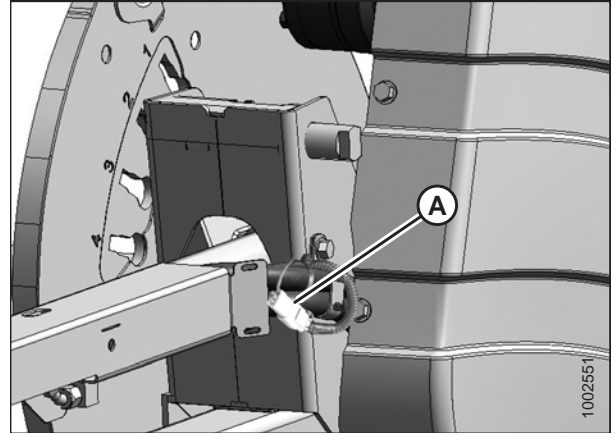


Figure 5.313: Electrical Harness

4. Cut cable tie (A) securing the harness to the cover.
5. Remove two screws (B), sensor (C), and the harness. If necessary, bend cover (D) to remove the harness.
6. Feed the wire of the new sensor behind cover (D) and through the chain case.
7. Locate the new sensor in support (E) and attach with two screws (B).
8. Adjust the gap between sensor disc (F) and sensor (C) to 0.5–1.5 mm (0.02–0.06 in.).

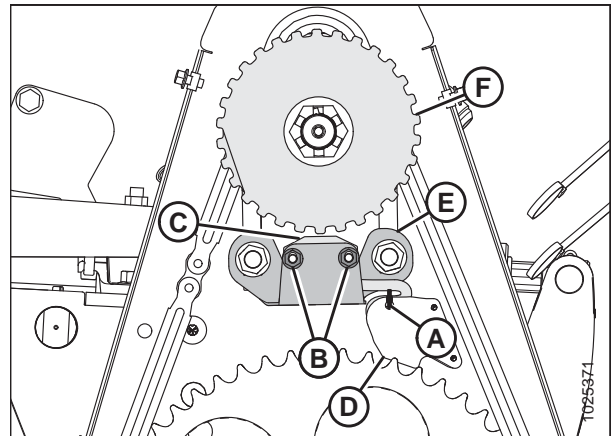


Figure 5.314: Speed Sensor

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9. Connect sensor harness with the header harness (A).

IMPORTANT:

Ensure the sensor electrical harness does **NOT** contact the chain or sprocket.

10. Reinstall the drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).
11. Verify proper operation of the sensor.

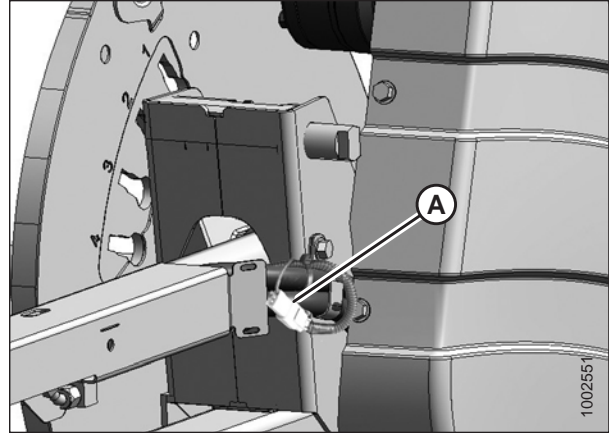


Figure 5.315: Electrical Harness

Replacing John Deere Reel Speed Sensor

WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Remove the drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).
3. Disconnect electrical connector (D).
4. Remove top nut (C) and remove sensor (B).
5. Remove the top nut from the new sensor and position the sensor into the support. Secure with top nut (C).
6. Adjust the gap between sensor disc (A) and sensor (B) to 3 mm (1/8 in.) using nut (C).
7. Connect to sensor connector at (D) and to sensor harness (E).

IMPORTANT:

Ensure the sensor electrical harness does **NOT** contact the chain or sprocket.

8. Reinstall the drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).

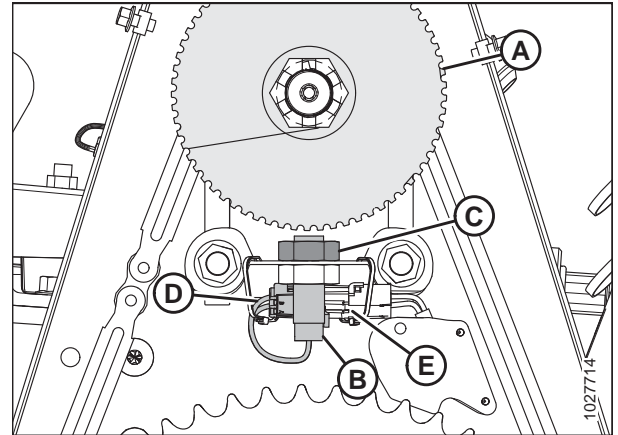


Figure 5.316: Speed Sensor

Replacing CLAAS 400 Series Reel Speed Sensor

WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Remove the drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).
3. Disconnect electrical connector (C).
4. Remove top nuts (D) and remove sensor (B).
5. Remove the top nut from the new sensor and position the sensor into the support. Secure with top nut (D).
6. Adjust the gap between sensor disc (A) and sensor (B) to 3 mm (1/8 in.) using nuts (D).
7. Route harness through knockout hole (E) and connect to harness at (C).

IMPORTANT:

Ensure the sensor electrical harness does **NOT** contact the chain or sprocket.

8. Reinstall the drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).

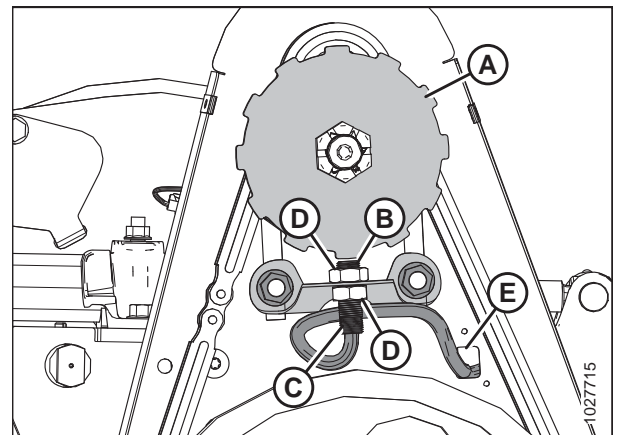


Figure 5.317: Speed Sensor

Replacing CLAAS 500/700 Series Reel Speed Sensor

WARNING

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

1. Shut down the engine, and remove the key from the ignition.
2. Remove the drive cover. For instructions, refer to [Removing Reel Drive Cover, page 537](#).
3. Disconnect the electrical connector located behind the chain case from sensor (A).
4. Remove cable ties (B).
5. Remove shield (C) and rivets (D).
6. Remove nut (E) and remove sensor (A).
7. Position new sensor (A) into support (F). Secure with nut (E).
8. Adjust speed sensor to achieve a gap of 1–3 mm (1/16–1/8 in.) from the sensor disc (G).
9. Route harness through knockout hole in panel and connect to sensor (A). Secure harness in place with shield (C) and rivets (D).
10. Secure harness to sensor support with cable ties (B) as shown.

IMPORTANT:

Ensure the sensor electrical harness does **NOT** contact the chain or sprocket.

11. Reinstall the drive cover. For instructions, refer to [Installing Reel Drive Cover, page 537](#).

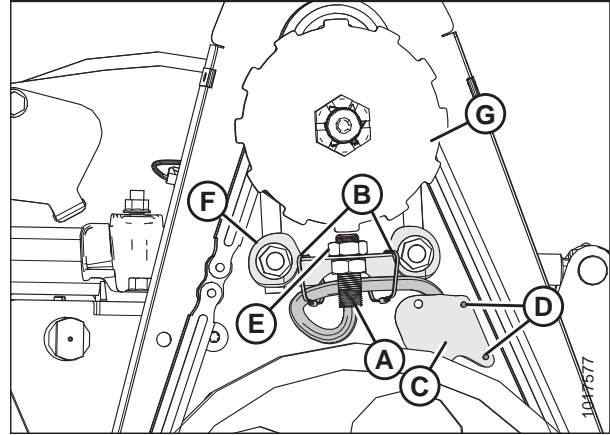


Figure 5.318: Speed Sensor

5.15 Transport System (Optional)

Refer to [6.4.4 Stabilizer Wheels and Slow Speed Transport Package, page 565](#) for more information.

5.15.1 Checking Wheel Bolt Torque

If a transport system is installed, follow these steps to torque the wheel bolts:



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

1. Turn off the engine and remove the key.
2. Follow the bolt tightening sequence shown, and torque the wheel bolts to 110–120 Nm (80–90 lbf·ft).

IMPORTANT:

Whenever a wheel is removed and reinstalled, check the wheel bolt torque after one hour of operation and every 100 hours thereafter.

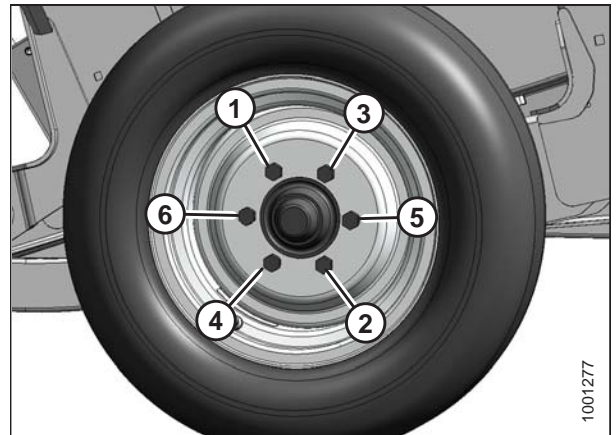


Figure 5.319: Bolt Tightening Sequence

5.15.2 Checking Axle Bolt Torque

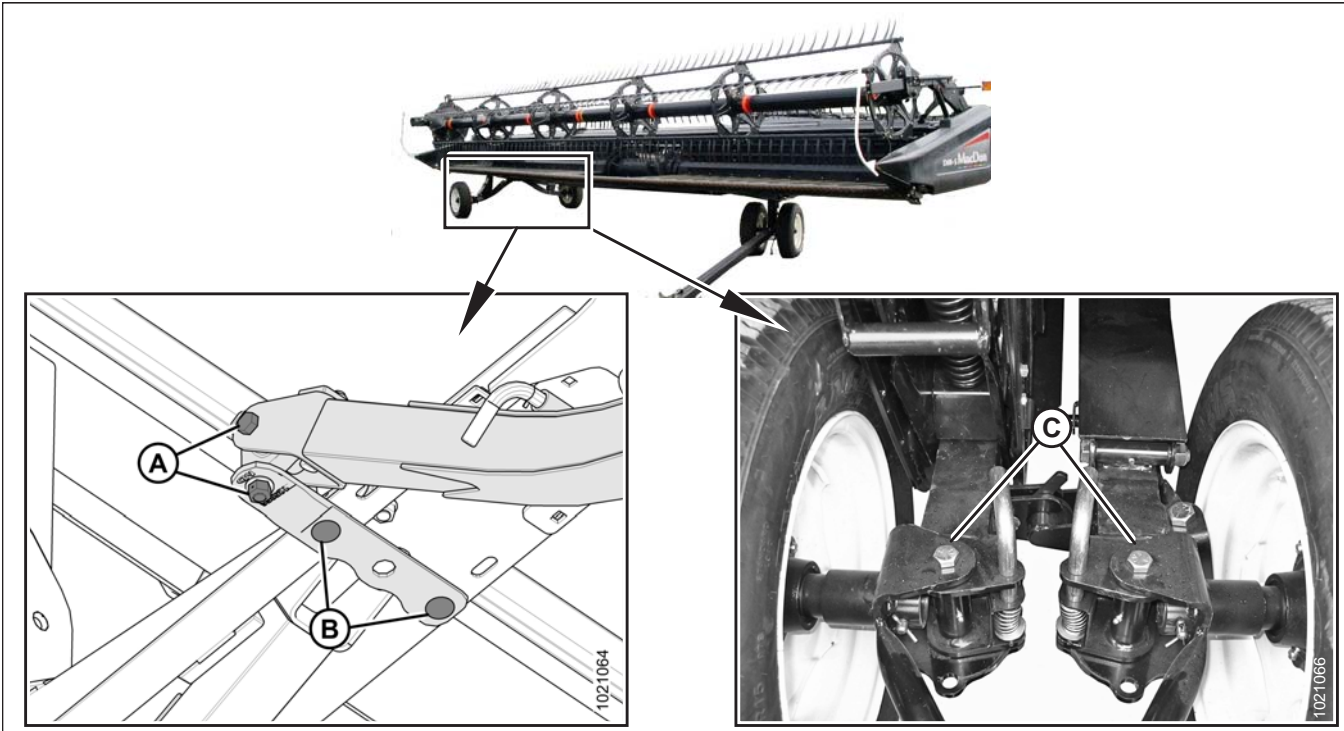
If a transport system is installed, do the following steps to torque the axle bolts:



WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before making adjustments to machine.

Figure 5.320: Axle Bolts



1. Check and tighten axle bolts **DAILY** until torque is maintained as follows:

- (A): 244 Nm (180 lbf-ft)
- (B): 203 Nm (150 lbf-ft)
- (C): 244 Nm (180 lbf-ft)

5.15.3 Checking Tire Pressure

Check the tire inflation pressure and inflate according to the information provided in Table 5.4, page 555.

WARNING

- Service tires safely.
- A tire can explode during inflation, which could cause serious injury or death.
- Do NOT stand over tire. Use a clip-on chuck and extension hose.
- Do NOT exceed maximum inflation pressure indicated on tire label or sidewall.
- 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 the tire is correctly seated before inflating to operating pressure.
- If the tire is not correctly positioned on the rim or is overinflated, the tire bead can loosen on one side causing air to escape at high speed and with great force. An air leak of this nature can thrust the tire in any direction endangering anyone in the area.
- Make sure all the air is removed from the tire before removing the tire from the rim.
- Do NOT remove, install, or repair a tire on a rim unless you have the proper equipment and experience to perform the job.
- Take the tire and rim to a qualified tire repair shop.

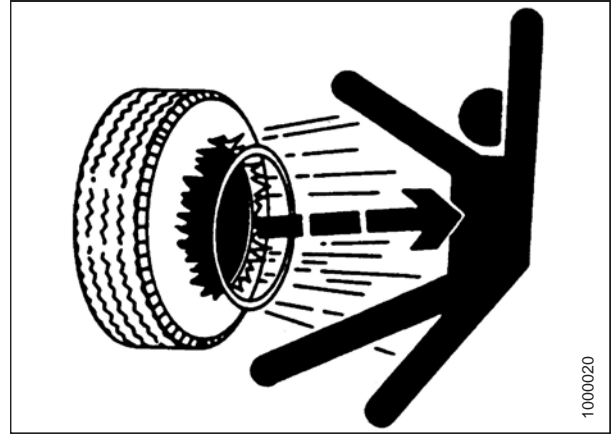


Figure 5.321: Inflation Warning

Table 5.4 Tire Pressure

Size	Load Range	Pressure
ST205/75 R15	D	517 kPa (75 psi)
ST205/75 R15	E	552 kPa (80 psi)

Chapter 6: Options and Attachments

The following options and attachments are available for use with your header. See your MacDon Dealer for availability and ordering information.

6.1 FM100 Float Module

6.1.1 Hillside Extension Kit

The Hillside Extension kit allows overfilling the hydraulic reservoir on FM100 Float Modules. This allows operation on steep hillsides while maintaining oil supply to the suction side of pump.

Installation instructions are included in the kit.

MD #B6057

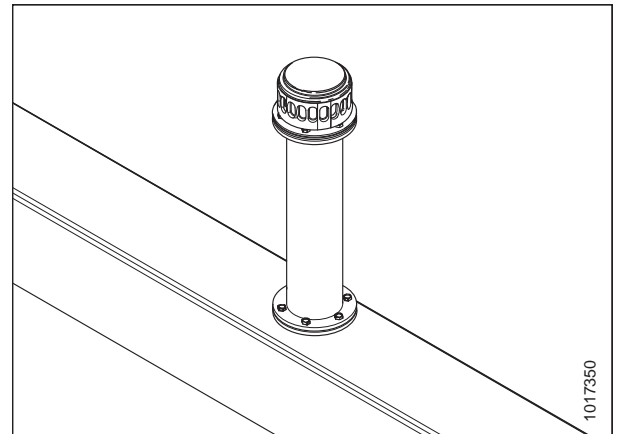


Figure 6.1: Hillside Extension Kit

6.2 Reel

6.2.1 Multi-Crop Rapid Reel Conversion Kit

For use on double-reel headers only, the Multi-Crop Rapid Reel Conversion kit decreases the time required to change the fore-aft cylinder position on the reel support arm from the normal operating location to a farther aft location that minimizes crop disturbance. The kit also allows the reel fore-aft cylinders to be quickly moved to the normal operating location.

MD #B6590

NOTE:

The Multi-Crop Rapid Reel Conversion kit is not available for European-configured FD1 Series headers.

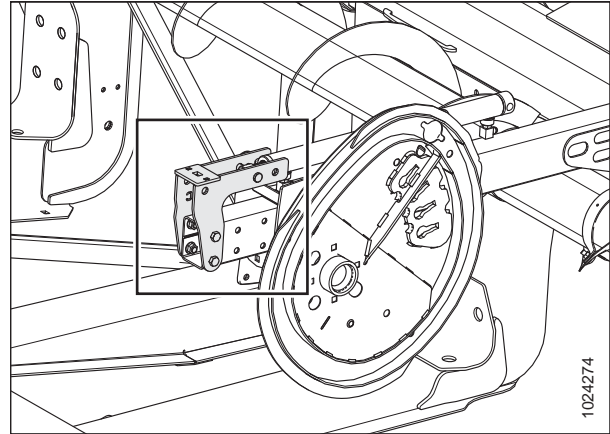


Figure 6.2: Center Arm – Left and Right Similar

6.2.2 Reel Arm Extension Kit – European-Configured Headers Only

This kit provides extensions for the outer reel support arms on an European-configured FD1 Series header. These extensions provide the additional reel arm length required to properly install a vertical knife mount kit (MD #B6137, MD #B6138) onto the header. The Reel Arm Extension kit also includes reel fore-aft brackets allowing quick reel repositioning from the reel's most forward position to its most rearward position.

NOTE:

Parts removed from illustration.

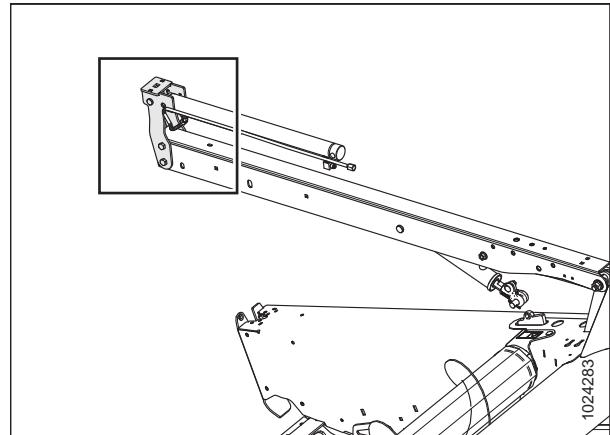


Figure 6.3: Right Arm – Center and Left Arms Similar

6.2.3 Reel Arm Extension Kit – North American-Configured Headers Only

This kit provides extensions for the outer reel support arms on a North American-configured FD1 Series header. These extensions provide the additional reel arm length required to properly install a Vertical Knife Mount kit (MD #B6608, MD #B6609) onto the header. The Reel Arm Extension kit also includes reel fore-aft brackets allowing quick reel repositioning from the reel's most forward position to its most rearward position.

NOTE:

Parts removed from illustration.

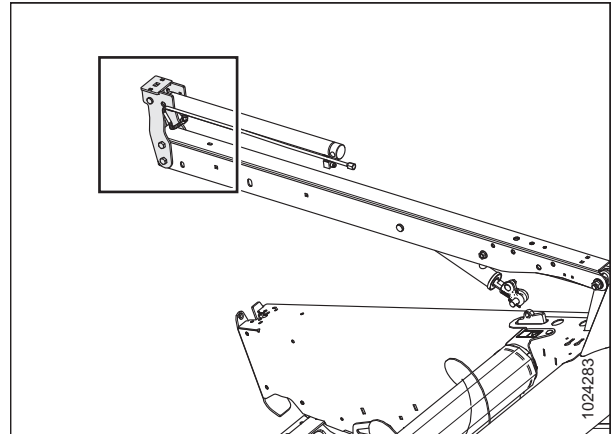


Figure 6.4: Right Arm – Center and Left Arms Similar

6.2.4 Lodged Crop Reel Finger Kit

The steel fingers (A) provided in the Lodged Crop Reel Finger kit attach to the ends of every other tine bar and help to clear material in heavy, hard-to-cut crops such as lodged rice.

Each kit contains three fingers for the cam end of the reel and three fingers for the tail end. Hardware and installation instructions are included in the kit.

MD #B4831

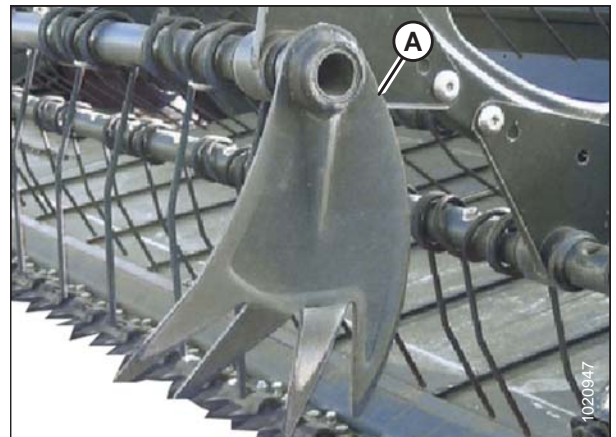


Figure 6.5: Lodged Crop Fingers

6.2.5 PR15 Tine Tube Reel Conversion Kit

These kits allow conversion from a six-bat reel to a nine-bat reel and conversion from a five-bat reel to a six-bat reel.

Order the following bundles according to your header size and type:

Plastic fingers:

Five-bat to six-bat reels:

- 9.1 m (30 ft.) – Plastic Fingers MD #B6344
- 10.7 m (35 ft.) – Plastic Fingers MD #B6345

Six-bat to nine-bat reels:

- 9.1 m (30 ft.) – Plastic Fingers MD #B6347

NOTE:

You must also order additional endshields when converting the reel.

6.2.6 Reel Endshield Kit

The steel shields provided in the reel endshield kit attach to the ends of the reels and help to clear material in heavy, hard-to-cut crops. They are standard equipment on all headers (except those with nine-bat reels). Hardware and installation instructions are included in the kit.

See your MacDon Dealer for more information.

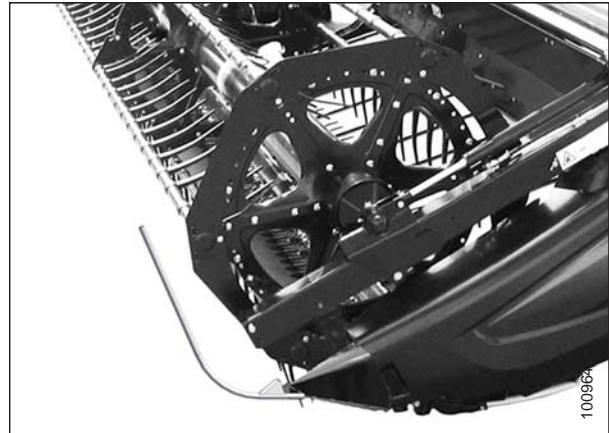


Figure 6.6: Reel Endshields

6.2.7 Tine Tube Reinforcing Kit

Tine tube reinforcing kits are available for five- and six-bat reels. They are designed to support high reel loads when cutting extremely heavy crops. Installation instructions are provided in the kit.

- Five-Bat Reels – MD #B5825
- Six-Bat Reels – MD #B5826

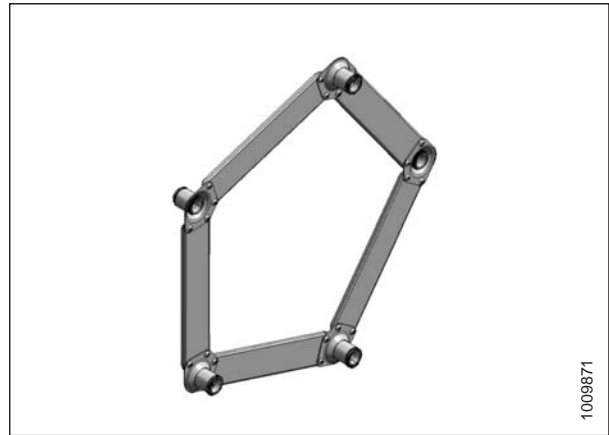


Figure 6.7: Five-Bat Reinforcing Kit Shown – Six-Bat Reinforcing Kit Similar

6.3 Cutterbar

6.3.1 Cutterbar Wearplate

Cutterbar wearplates are recommended for cutting on the ground when the soil is adhering to the steel.

Order one of the following bundles based on header size:

- D145 – MD #B5114



Figure 6.8: Cutterbar Wearplates

6.3.2 Knife Cutout Cover

Knife cutout covers attach to the endsheets and prevent cut crop, particularly severely lodged crop, from passing through the knifehead opening and accumulating in the knife drive box and endsheet.

Order the following kits according to

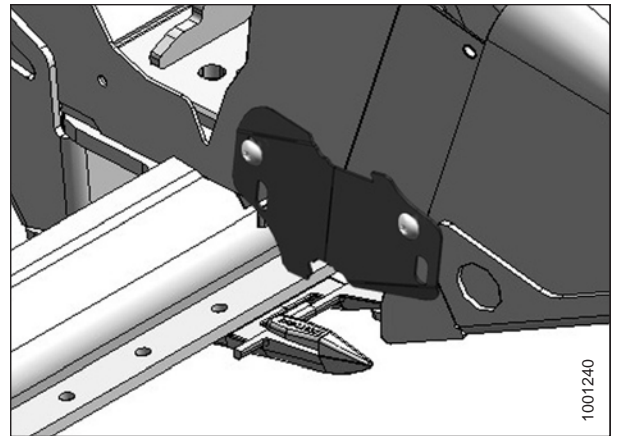


Figure 6.9: Knifehead Shield

6.3.3 Extended Center Filler

The Extended Center Filler kit (MD #B6450) includes a reinforced flap 3 mm (1/8 in.) thick that extends onto the feed draper of a MacDon FM100 Float Module to help reduce loss when cutting crops such as beans and peas. Installation instructions are included with the kit.

MD #B6450

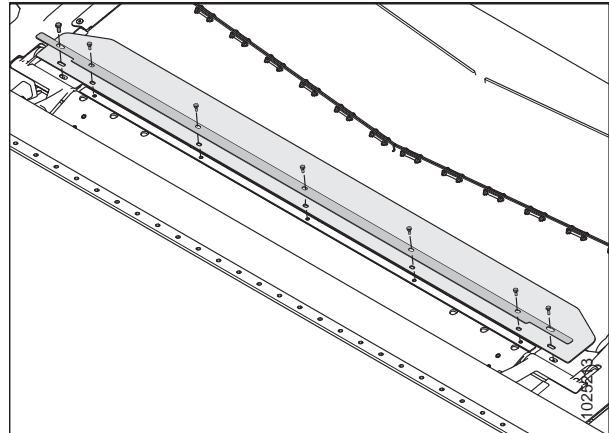


Figure 6.10: Extended Filler

6.3.4 Rock Retarder

The rock retarder (A) consists of a steel angle that is bolted to the cutterbar immediately aft of the knife, and helps prevent rocks and large debris from being swept onto the drapers with the crop. Installation instructions are included with the kit.

Order bundles by header size:

- 9.1–10.7 m (30–35 ft.) – MD #B5084
- 12.2–13.7 m (40–45 ft.) – MD #B5085

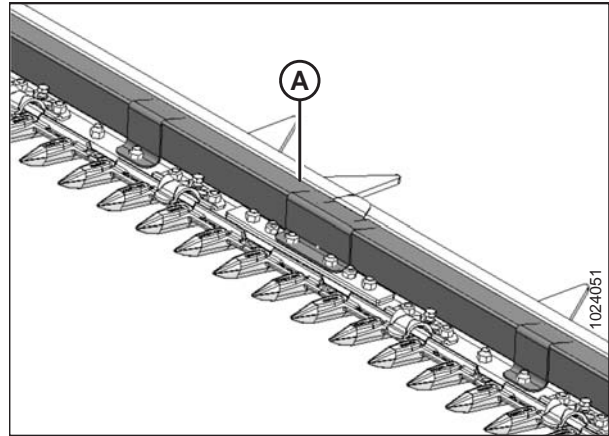


Figure 6.11: Rock Retarder

6.3.5 Stub Guard Conversion Kit

Stub guards, complete with top guides and adjuster shoes, are designed to cut tough crops.

Installation and adjustment instructions are included in the kits.

Order one of the following bundles according to your header size:

- 4.6 m (15 ft.) – MD #B5009
- 6.1 m (20 ft.) – MD #B5010
- 7.6 m (25 ft.) – MD #B5011
- 9.1 m (30 ft.) – MD #B5012
- 10.7 m (35 ft.) – MD #B5013

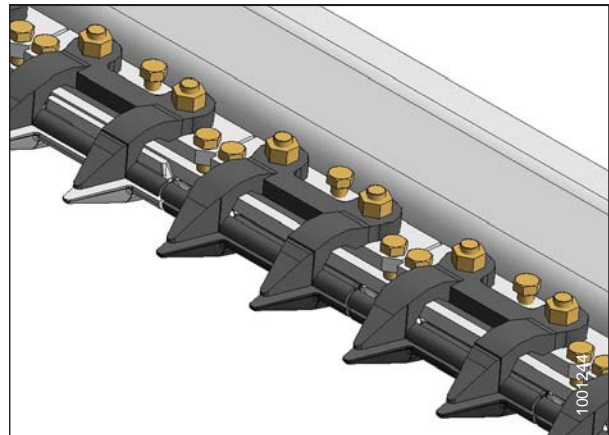


Figure 6.12: Stub Guards

6.3.6 FD1 Series Vertical Knife Mount Kits

Vertical Knife Mount kits allow a Ziegler vertical knife to be mounted FD1 Draper headers.

Installation and adjustment instructions are included in the bundles.

Order the following Vertical Knife Mount kits depending on header configuration:

For non-European-configured D1 Series headers:

- Left Vertical Knife – MD #B6608
- Right Vertical Knife – MD #B6609

For European-configured D1 Series headers:

- Left Vertical Knife – MD #B6137⁵⁴
- Right Vertical Knife – MD #B6138⁵⁵

NOTE:

Vertical knife kit bundles are size-specific and are required to complete vertical knife installations on both European-configured and non-European-configured headers.

Order the following vertical knife hose kit bundles:

- Double Vertical Knife Hose, Flex 9.1 m (30 ft.) – MD #B6247
- Double Vertical Knife Hose, Flex 10.7 m (35 ft.) – MD #B6248
- Double Vertical Knife Hose, Flex 12.2 m (40 ft.) – MD #B6249
- Double Vertical Knife Hose, Flex 13.7 m (45 ft.) – MD #B6250

6.3.7 Vertical Knife Plumbing Kits

Order one of the following bundles according to your header type:

- FD130 – MD #B6247
- FD135 – MD #B6248
- FD140 – MD #B6249
- FD145 – MD #B6250

54. The Left Vertical Knife Mount kit (MD #B6137) cannot be installed onto the header by itself and must be installed with the Right Vertical Knife Mount kit (MD #B6138).

55. The Right Vertical Knife Mount kit (MD #B6138) can be installed onto the header either by itself or with the Left Vertical Knife Mount kit (MD #B6137).

6.4 Header

6.4.1 Divider Quick Latch Kit

Divider Quick Latch kits attach to the endsheets. They allow for quick removal and storage of endsheet divider cones and, if required, reduce the transport width of the header. Installation instructions are included in the kit.

MD #B6158

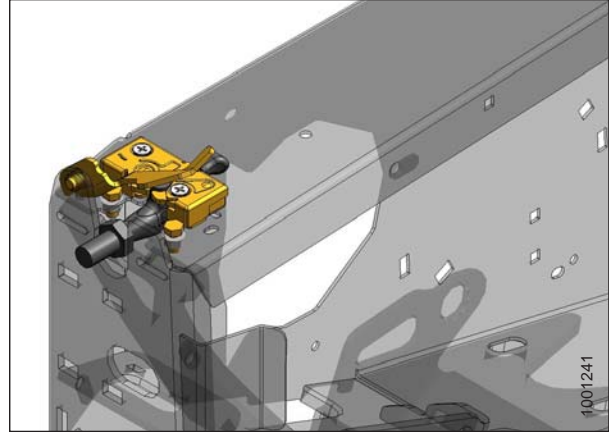


Figure 6.13: Divider Latch

6.4.2 Stabilizer Wheels

Stabilizer wheels help stabilize the header in field conditions that would otherwise cause the header to bounce, resulting in uneven cutting heights. Installation and adjustment instructions are included in the kit.

Available as an attachment for use with FD130, FD135, FD140, and FD145 headers.

MD #C1986

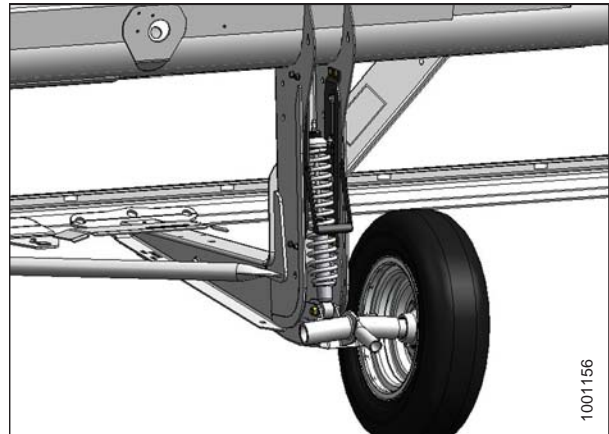


Figure 6.14: Stabilizer Wheel

6.4.3 Secondary Stabilizer Wheel

The secondary stabilizer wheel is added to existing stabilizer wheels to help stabilize the header in field conditions that would otherwise cause the header to bounce and result in uneven cutting height. Installation and adjustment instructions are included with the kit.

Available as an attachment for use with 9.1 m, 10.7 m, 12.2 m, and 13.7 m (30 ft., 35 ft., 40 ft., and 45 ft.) headers.

MD #B6179⁵⁶

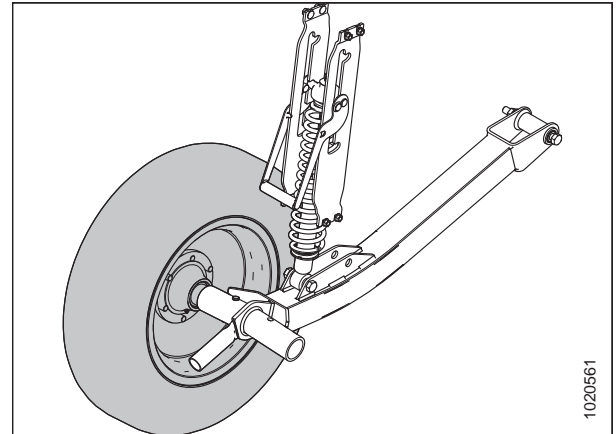


Figure 6.15: Secondary Stabilizer Wheel

6.4.4 Stabilizer Wheels and Slow Speed Transport Package

Stabilizer / slow speed transport wheels help to stabilize the header in field conditions that would otherwise cause the header to bounce, resulting in uneven cutting heights. This system is similar to the Stabilizer Wheel option. Refer to [6.4.2 Stabilizer Wheels, page 564](#).

Stabilizer / slow speed transport wheels are used to convert the header into transport mode for slow-speed towing behind a properly-configured combine (or agricultural tractor). A tow pole and installation instructions are included in the kit.

MD #C2007

6.4.5 Stubble Light Kit

Stubble lights are used in low light conditions and allow the operator to see the stubble cut behind the header. The Stubble Light Mounting kit is available for MacDon FD130, FD135, FD140, and FD145 headers. This kit is currently compatible with John Deere combines only.

MD #B6634

6.4.6 Backsheet Extension Kit

The Backsheet Extension kit (A) helps retain small seeds in shatter prone crops such as canola. They are usually used with headers equipped with upper cross augers (UCA).

A base kit is required for 9.1 m (30 ft.) FD1 headers and larger. Headers larger than 9.1 m (30 ft.) will need additional extension kits. Order the following bundles according to your header size:

56. Kit consists of one wheel assembly; two kits are required to upgrade both sides of the header.

OPTIONS AND ATTACHMENTS

Order the following bundles according to your FD1 Series Header size:

- 9.1 m (30 ft.) – MD #B6355 FD1 Backsheet Extension
- 10.7 m (35 ft.) – MD #C2045 FD1 Backsheet Panel Extensions
- 12.2 m (40 ft.) – MD #C2046 FD1 Backsheet Panel Extensions
- 13.7 m (45 ft.) – MD #C2047 FD1 Backsheet Panel Extensions

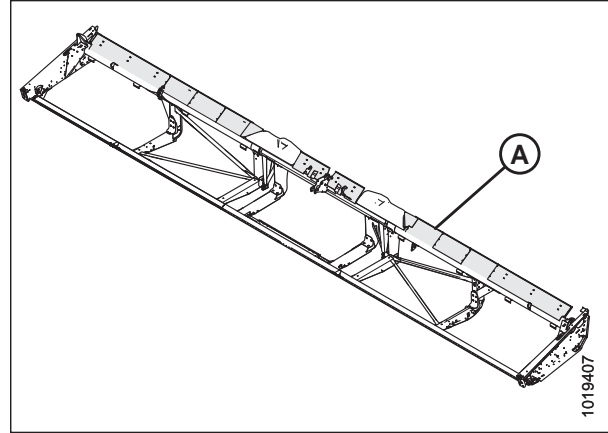


Figure 6.16: FD1 Backsheet Extensions

6.4.7 Center Skid Shoes Kit

The Center Skid Shoes kit provides improved performance when cutting low to the ground.

Installation instructions are included in the kit.

MD #B5615

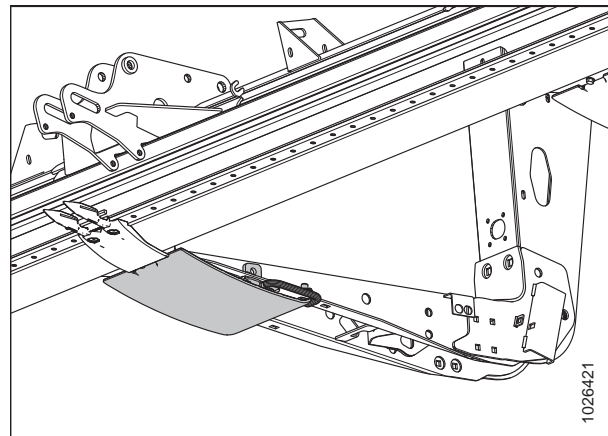


Figure 6.17: Center Skid Shoe

6.4.8 Steel Skid Shoes

Steel skid shoes offer extra abrasion resistance.

IMPORTANT:

Not recommended for wet mud or conditions prone to sparking.

Installation instructions are included with the kit.

MD #B6583

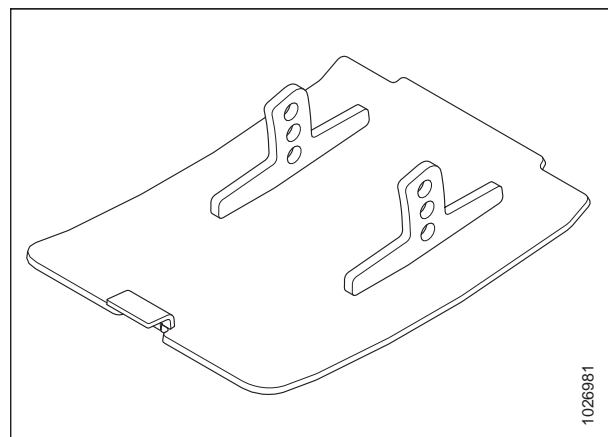


Figure 6.18: Steel Skid Shoe

6.5 Crop Delivery

6.5.1 FM100 Dual Auto Header Height Control Sensor Kit

This kit adds two sensors to the float linkage, adding automatic lateral tilt compensation for the header. When installed, the combine will automatically tilt the feeder house from side to side to follow uneven terrain during operation.

Installation instructions are included in the kit.

NOTE:

Not recommended for extremely hilly conditions.

MD #B6211

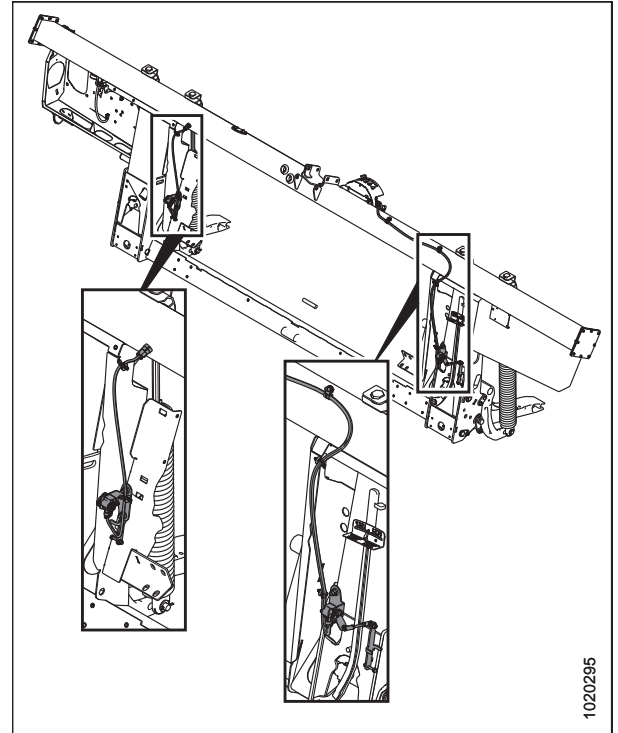


Figure 6.19: Dual AHHC Sensors

6.5.2 FM100 Feed Auger Flighting

Auger flighting (A) on the FM100 can be configured to specific combines and crop conditions. Refer to [4.1 FM100 Feed Auger Configurations, page 317](#) for combine/crop specific configurations.

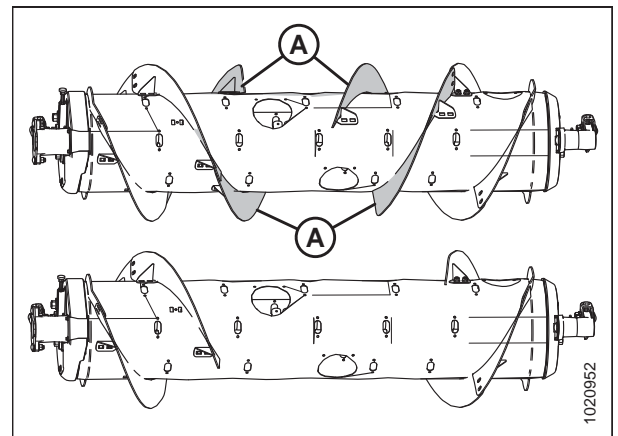


Figure 6.20: FM100 Feed Auger Flighting

6.5.3 In-Cab Draper Speed Control Kit

Installing this kit allows Operators to adjust the side draper's speed from the combine's cab.

- MD #B6701 – Cab Draper Control, John Deere
- MD #B6702 – Cab Draper Control, Case New Holland
- MD #B6703 – Cab Draper Control, Generic

NOTE:

The John Deere cab draper control is shown in the illustration on the right. The Case New Holland and generic cab draper control look and operate similarly to it.

Installation instructions are included in the kit.

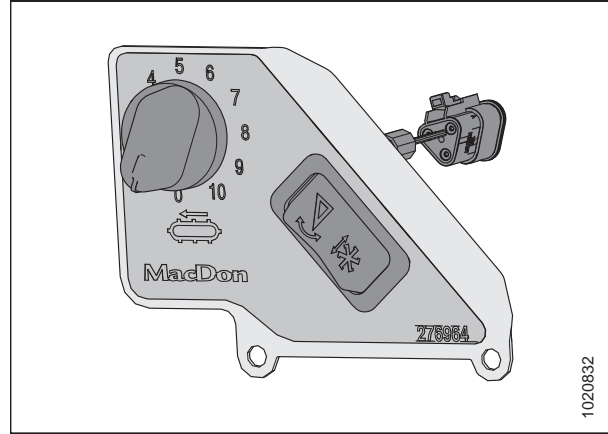


Figure 6.21: In-Cab Draper Speed Control Panel

6.5.4 Wide Draper Deflector

Wide metal draper deflectors attach to the inboard side of the endsheets to prevent material from falling through the gap between the endsheet and the draper.

Installation instructions are included with the kit.

IMPORTANT:

The wide draper deflector is **NOT** compatible with the Lodged Crop Reel Finger (MD #B4831) option.

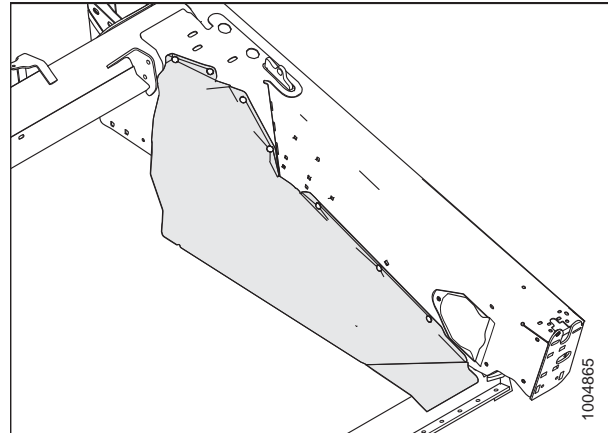


Figure 6.22: Wide Draper Deflector

6.5.5 Stripper Bars

Stripper bars improve feeding in certain crops such as rice. They are **NOT** recommended in cereal crops.

Instructions are included with the kit.

Select the stripper bar kit based on combine feeder house width. Refer to Table 6.1, page 569

NOTE:

MD #B6043 is for John Deere S6X0 Series only.

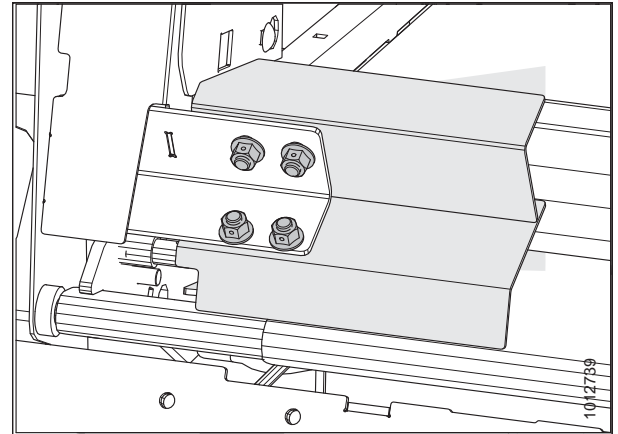


Figure 6.23: Stripper Bar

Table 6.1 Stripper Bar Configurations and Recommendations

Bundle (MD #)	Stripper Bar Length	Opening Width (Installed on FM100)	Recommended Feeder House Width
B6042	265 mm (10-1/2 in.)	1317 mm (52 in.)	1250–1350 mm (49–65 in.)
B6043	265 mm (10-1/2 in.) (with cutout)	1317 mm (52 in.)	For John Deere S6X0 Series only
B6044	325 mm (13 in.)	1197 mm (47 in.)	For specialty crops only
B6045	365 mm (14-1/2 in.)	1117 mm (44 in.)	1100 mm (43-1/2 in.) and below
B6046	403 mm (16 in.)	1041 mm (41 in.)	For specialty crops only
B6213	515 mm (20 in.)	817 mm (32 in.)	For specialty crops only

6.5.6 Auger Dent Repair Kit

This kit allows Operators to repair dents close to the finger/guide area that the feed auger may have sustained during regular use.

Attachment hardware and installation instructions are included in the kit.

MD #237563

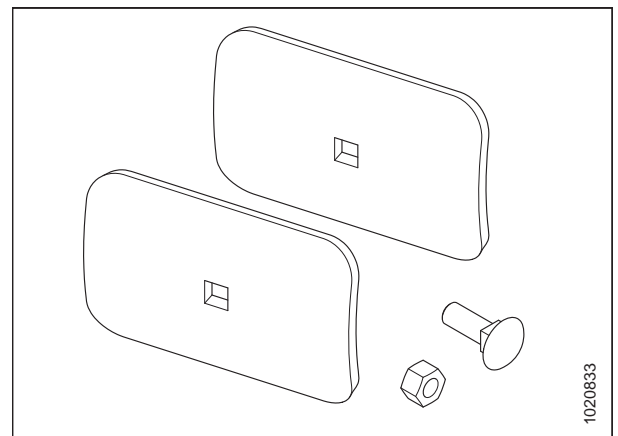


Figure 6.24: Auger Dent Repair Kit

6.5.7 Upper Cross Auger

The upper cross auger (A) attaches in front of the backtube and improves crop feeding into the center of the header in heavy crop conditions. It is ideal for high-volume harvesting of forages, oats, canola, mustard, and other tall, bushy, hard-to-feed crops.

Order from the following list of kits according to your header model:

For FD1 North American headers:

- FD130 – MD #B6462
- FD135 – MD #B6463
- FD140 – MD #B6464
- FD145⁵⁷ – MD #B6398

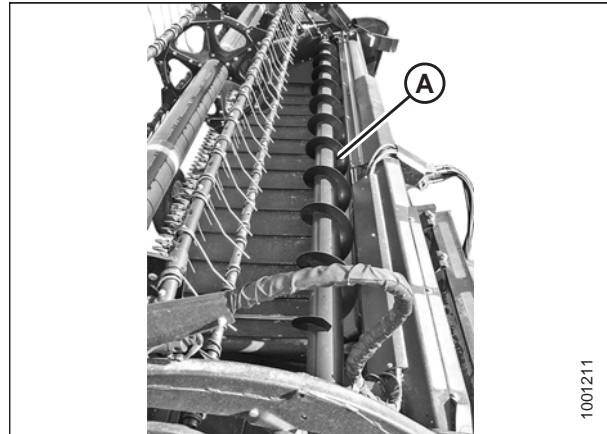


Figure 6.25: Upper Cross Auger

6.5.8 European Combine Upper Cross Auger

The European Combine Upper Cross Auger (UCA) (A) attaches in front of the backtube and improves crop feeding at the center of the header in heavy crop conditions.

This kit is ideal for high-volume harvesting of forages, oats, canola, rapeseed, mustard, and other tall, bushy, and hard-to-feed crops.

IMPORTANT:

This optional kit is **ONLY** available for European markets, and should **ONLY** be used on combines. Do **NOT** use the European Combine UCA on self-propelled windrowers, as damage will occur at higher operating speeds.

Installation instructions are included with the kit.

Order from the following bundles according to header model:

- D130 – MD #B6585
- D135 – MD #B6586
- D140 – MD #B6587
- D145⁵⁸ – MD #B6588

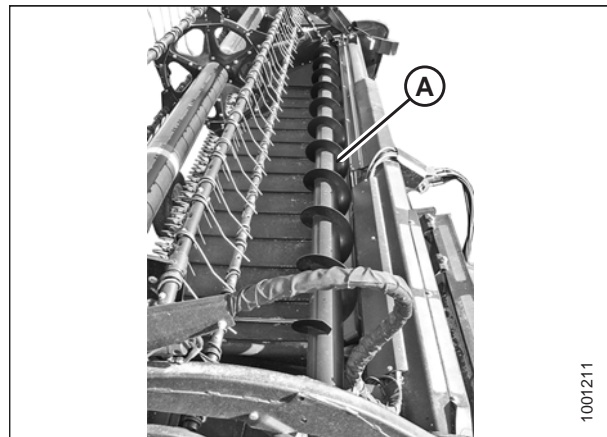


Figure 6.26: Upper Cross Auger

57. This is a 12.2 m (40 ft.) auger, and is backtube mounted. It does **NOT** span the full length of the header.

58. This is a 12.2 m (40 ft.) auger, and is backtube mounted. It does **NOT** span the full length of the header.

6.5.9 Rice Divider Rods

Rice divider rods attach to the left and right crop dividers and divide tall and tangled rice crops in a similar manner to standard crop divider rods performing in standing crops.

Installation instructions are included in the kit.

MD #B5609



Figure 6.27: Rice Divider Rod

6.5.10 Full Interface Filler Kit

The Full Interface Filler Kit eliminates the gap between the feed deck and header frame, increases seed collection.

NOTE:

This kit is only available for European-configured headers.

Installation instructions are included in the kit.

MD #B6446

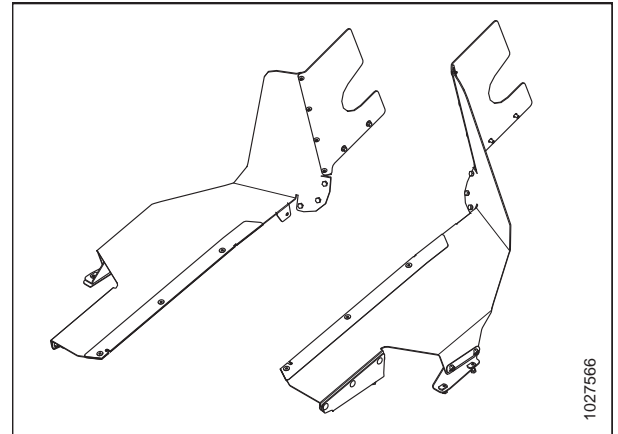


Figure 6.28: Full Interface Filler Kit

Chapter 7: Troubleshooting

7.1 Crop Loss

Table 7.1 Troubleshooting Crop Loss at Cutterbar

Problem	Solution	Refer to
Symptom: Does not pick up downed crop		
Cutterbar too high	Lower cutterbar	<ul style="list-style-type: none"> 3.7.1 Cutting off the Ground, page 57 3.7.2 Cutting on the Ground, page 60
Header angle too low	Increase header angle	3.7.5 Header Angle, page 79
Reel too high	Lower reel	3.7.10 Reel Height, page 93
Reel too far back	Move reel forward	3.7.11 Reel Fore-Aft Position, page 98
Ground speed too fast for reel speed	Increase reel speed or reduce ground speed	<ul style="list-style-type: none"> 3.7.6 Reel Speed, page 87 3.7.7 Ground Speed, page 88
Reel fingers not lifting crop sufficiently	Increase finger pitch aggressiveness	3.7.12 Reel Tine Pitch, page 110
Reel fingers not lifting crop sufficiently	Install lifter guards	See your MacDon Dealer
Symptom: Heads shattering or breaking off		
Reel speed too fast	Reduce reel speed	3.7.6 Reel Speed, page 87
Reel too low	Raise reel	3.7.10 Reel Height, page 93
Ground speed too fast	Reduce ground speed	3.7.7 Ground Speed, page 88
Crop too ripe	Operate at night when humidity is higher	—
Symptom: Material accumulating in gap between cut-out in endsheet and knifehead		
Crop heads leaning away from knifehead hole in endsheet	Add knifehead shields (except in damp or sticky soils)	5.8.8 Knifehead Shield, page 459
Symptom: Strips of uncut material		
Crowding uncut crop	Allow enough room for crop to be fed to cutterbar	—
Broken knife sections	Replace broken sections	5.8.1 Replacing Knife Section, page 448
Symptom: Excessive bouncing at normal field speed		
Float set too light	Adjust header float	3.7.3 Header Float, page 62
Symptom: Divider rod running down standing crop		
Divider rods too long	Remove divider rod	3.7.13 Crop Dividers, page 113

TROUBLESHOOTING

Table 7.1 Troubleshooting Crop Loss at Cutterbar (continued)

Problem	Solution	Refer to
Symptom: Crop not being cut at ends		
Reel not frowning or not centered in header	Adjust reel horizontal position or reel frown	<ul style="list-style-type: none"> • 3.7.11 Reel Fore-Aft Position, page 98 • 5.13.2 Reel Frown, page 517
Knife hold-down clips not adjusted properly	Adjust hold-down clips so knife works freely but still keep sections from lifting off guards	<ul style="list-style-type: none"> • Adjusting Hold-Down Clips with Pointed Guards, page 455
Knife sections or guards are worn or broken	Replace all worn and broken cutting parts	5.8 Knife, page 448
Header is not level	Level header	3.9 Leveling the Header, page 295
Reel fingers not lifting crop properly ahead of knife	Adjust reel position and/or finger pitch	<ul style="list-style-type: none"> • 3.7.11 Reel Fore-Aft Position, page 98 • 3.7.12 Reel Tine Pitch, page 110
Divider runs down thick crop at ends preventing proper feeding due to material bridging the cutter guards	Replace 3–4 end guards with stub guards	<ul style="list-style-type: none"> • 5.8.7 Knife Guards, page 452 • 6.3.5 Stub Guard Conversion Kit, page 562 • See your MacDon Dealer
Symptom: Bushy or tangled crop flows over divider rod, builds up on endsheets		
Divider rods providing insufficient separation	Install long divider rods	3.7.13 Crop Dividers, page 113
Symptom: Cut grain falling ahead of cutterbar		
Ground speed too slow	Increase ground speed	3.7.7 Ground Speed, page 88
Reel speed too slow	Increase reel speed	3.7.6 Reel Speed, page 87
Reel too high	Lower reel	3.7.10 Reel Height, page 93
Cutterbar too high	Lower cutterbar	<ul style="list-style-type: none"> • 3.7.1 Cutting off the Ground, page 57 • 3.7.2 Cutting on the Ground, page 60
Reel too far forward	Move reel back on arms	3.7.11 Reel Fore-Aft Position, page 98
Cutting at speeds over 10 km/h (6 mph) with 10-tooth reel drive sprocket	Replace with 19-tooth reel drive sprocket	5.14.3 Reel Drive Sprocket, page 540
Worn or broken knife components	Replace components	5.8 Knife, page 448

7.2 Cutting Action and Knife Components

Table 7.2 Troubleshooting Cutting Action and Knife Components

Problem	Solution	Refer to
Symptom: Ragged or uneven cutting of crop		
Knife hold-down clips not adjusted properly	Adjust hold-down clips	<ul style="list-style-type: none"> <i>Adjusting Hold-Down Clips with Pointed Guards, page 455</i>
Knife sections or guards are worn or broken	Replace all worn and broken cutting parts	<i>5.8 Knife, page 448</i>
Knife is not operating at recommended speed	Check engine speed of combine	Combine operator's manual
Ground speed too fast for reel speed	Reduce ground speed or increase reel speed	<ul style="list-style-type: none"> <i>3.7.6 Reel Speed, page 87</i> <i>3.7.7 Ground Speed, page 88</i>
Reel fingers not lifting crop properly ahead of knife	Adjust reel position/finger pitch	<ul style="list-style-type: none"> <i>3.7.11 Reel Fore-Aft Position, page 98</i> <i>3.7.12 Reel Tine Pitch, page 110</i>
Cutterbar too high	Lower cutting height	<i>3.7.1 Cutting off the Ground, page 57</i> or <i>3.7.2 Cutting on the Ground, page 60</i>
Header angle too flat	Steepen header angle	<i>3.7.5 Header Angle, page 79</i>
Bent knife causing binding of cutting parts	Straighten bent knife and align guards	<i>5.8.7 Knife Guards, page 452</i>
Cutting edge of guards not close enough or parallel to knife sections	Align guards	<i>5.8.7 Knife Guards, page 452</i>
Tangled/tough-to-cut crop	Install stub guards	<ul style="list-style-type: none"> MacDon Dealer <i>Adjusting Hold-Down Clips with Pointed Guards, page 455</i> or <i>Adjusting Hold-Down Clips with Stub Guards, page 459</i> <i>6.3.5 Stub Guard Conversion Kit, page 562</i>
Reel too far back	Move reel forward	<i>3.7.11 Reel Fore-Aft Position, page 98</i>
Loose knife drive belt	Adjust drive belt tension	<i>Checking and Tensioning Knife Drive Belts, page 471</i>
Symptom: Knife plugging		
Reel too high or too far forward	Lower reel or move reel rearward	<ul style="list-style-type: none"> <i>3.7.10 Reel Height, page 93</i> <i>3.7.11 Reel Fore-Aft Position, page 98</i>
Ground speed too slow	Increase ground speed	<i>3.7.7 Ground Speed, page 88</i>
Loose knife drive belt	Adjust drive belt tension	<i>Checking and Tensioning Knife Drive Belts, page 471</i>

TROUBLESHOOTING

Table 7.2 Troubleshooting Cutting Action and Knife Components (continued)

Problem	Solution	Refer to
Improper knife hold-down clip adjustment	Adjust hold-down clip	<ul style="list-style-type: none"> Adjusting Hold-Down Clips with Pointed Guards, page 455
Dull or broken knife section	Replace knife section	5.8.1 Replacing Knife Section, page 448
Bent or broken guards	Align or replace guards	5.8.7 Knife Guards, page 452
Reel fingers not lifting crop properly ahead of knife	Adjust reel position/ finger pitch	<ul style="list-style-type: none"> 3.7.11 Reel Fore-Aft Position, page 98 3.7.12 Reel Tine Pitch, page 110
Steel pick-up fingers contacting knife	Increase reel clearance to cutterbar or adjust "frown"	<ul style="list-style-type: none"> 5.13.1 Reel Clearance to Cutterbar, page 513 5.13.2 Reel Frown, page 517
Float too heavy	Adjust springs for lighter float	3.7.3 Header Float, page 62
Mud or dirt build-up on cutterbar	Raise cutterbar by lowering skid shoes	3.7.2 Cutting on the Ground, page 60
Mud or dirt build-up on cutterbar	Install cut-out sections	Installing Knifehead Shield, page 459
Mud or dirt build-up on cutterbar	Flatten header angle	3.7.5 Header Angle, page 79
Knife is not operating at recommended speed	Check engine speed of combine or header knife speed	<ul style="list-style-type: none"> Combine operator's manual Checking Knife Speed, page 92
Symptom: Excessive header vibration		
Knife hold-down clips not adjusted properly	Adjust hold-down clips	<ul style="list-style-type: none"> Adjusting Hold-Down Clips with Pointed Guards, page 455 or or
Knife hold-down clips not adjusted properly	Adjust hold-down clips	<ul style="list-style-type: none"> Adjusting Hold-Down Clips with Pointed Guards, page 455 or Adjusting Hold-Down Clips with Stub Guards, page 459
Knife not operating at recommended speed	Check engine speed of combine	Combine operator's manual
Excessive knife wear	Replace knife	<ul style="list-style-type: none"> 5.8.2 Removing Knife, page 449 5.8.5 Installing Knife, page 451
Loose or worn knifehead pin or drive arm	Tighten or replace parts	5.8.1 Replacing Knife Section, page 448
Symptom: Excessive vibration of float module and header		
Incorrect knife speed	Adjust knife speed	Checking Knife Speed, page 92
Driveline U-joints worn	Replace U-joints	MacDon Dealer
Bent cutterbar	Straighten cutterbar	MacDon Dealer

TROUBLESHOOTING

Table 7.2 Troubleshooting Cutting Action and Knife Components (continued)

Problem	Solution	Refer to
Symptom: Excessive breakage of knife sections or guards		
Knife hold-down clips not adjusted properly	Adjust hold-down clips	<ul style="list-style-type: none"> • <i>Adjusting Hold-Down Clips with Pointed Guards, page 455</i> or
Cutterbar operating too low in stony conditions	Raise cutterbar using skid shoes	<i>3.7.2 Cutting on the Ground, page 60</i>
Float is set too heavy	Adjust float springs for lighter float	<i>3.7.3 Header Float, page 62</i>
Bent or broken guard	Straighten or replace guard	<i>5.8.7 Knife Guards, page 452</i>
Header angle too steep	Flatten header angle	<i>3.7.5 Header Angle, page 79</i>
Symptom: Knife back breakage		
Bent or broken guard	Straighten or replace guard	<i>5.8.7 Knife Guards, page 452</i>
Worn knifehead pin	Replace knifehead pin	<ul style="list-style-type: none"> • <i>5.8.3 Removing Knifehead Bearing, page 450</i> • <i>5.8.4 Installing Knifehead Bearing, page 451</i>
Dull knife	Replace knife	<ul style="list-style-type: none"> • <i>5.8.2 Removing Knife, page 449</i> • <i>5.8.5 Installing Knife, page 451</i>

7.3 Reel Delivery

Use the following tables to determine the cause of reel delivery problems and the recommended repair procedure.

Table 7.3 Troubleshooting Reel Delivery

Problem	Solution	Refer to
Symptom – Reel not releasing material in normal standing crop		
Reel speed too fast	Reduce reel speed	3.7.6 Reel Speed, page 87
Reel too low	Raise reel	3.7.10 Reel Height, page 93
Reel tines too aggressive	Reduce cam setting	3.7.12 Reel Tine Pitch, page 110
Reel too far back	Move reel forward	3.7.11 Reel Fore-Aft Position, page 98
Symptom – Reel not releasing material in lodged and standing crop (reel fully lowered)		
Reel tines too aggressive for standing crop	Reduce cam setting (one or two)	3.7.12 Reel Tine Pitch, page 110
Symptom – Wrapping on reel end		
Reel tines too aggressive	Reduce cam setting	3.7.12 Reel Tine Pitch, page 110
Reel too low	Raise reel	3.7.10 Reel Height, page 93
Reel speed too fast	Reduce reel speed	3.7.6 Reel Speed, page 87
Crop conditions	Install optional endshields	MacDon dealer
Reel not centered in header	Center reel in header	5.13.3 Centering Reel on Double-Reel Header, page 517
Symptom – Reel releases crop too quickly		
Reel tines not aggressive enough	Increase cam setting	3.7.12 Reel Tine Pitch, page 110
Reel too far forward	Move reel back	3.7.11 Reel Fore-Aft Position, page 98
Symptom – Reel will not lift		
Reel lift couplers are incompatible or defective	Change quick coupler	MacDon dealer
Symptom – Reel will not turn		
Quick couplers not properly connected	Connect couplers	4 Header Attachment/Detachment, page 317
Reel drive chain disconnected or broken	Connect/replace chain	<ul style="list-style-type: none"> 5.14.6 Replacing Drive Chain on Double Reel, page 546
Symptom – Reel motion uneven under no load		
Excessive slack in reel drive chain	Tighten chain	Tightening Reel Drive Chain, page 539
Symptom – Reel motion is uneven or stalls in heavy crops		
Reel speed too fast	Reduce reel speed	3.7.6 Reel Speed, page 87
Reel fingers not aggressive enough	Move to a more aggressive finger pitch notch	3.7.12 Reel Tine Pitch, page 110
Reel too low	Raise reel	3.7.10 Reel Height, page 93

TROUBLESHOOTING

Table 7.3 Troubleshooting Reel Delivery (continued)

Problem	Solution	Refer to
Relief valve on combine (not on combine float module) has low relief pressure setting	Increase relief pressure to manufacturer's recommendations	Combine operator's manual
Low oil reservoir level on combine NOTE: Sometimes there is more than one reservoir	Fill to proper level	Combine operator's manual
Relief valve malfunction	Replace relief valve	Combine operator's manual
Cutting tough crops with standard torque (19-tooth) reel drive sprocket	Replace with high torque (10-tooth or 14-tooth) reel drive sprocket	5.14.3 Reel Drive Sprocket, page 540
Symptom – Plastic fingers cut at tip		
Insufficient reel to cutterbar clearance	Increase clearance	5.13.1 Reel Clearance to Cutterbar, page 513
Symptom – Plastic fingers bent rearward at tip		
Reel digging into ground with reel speed slower than ground speed	Raise header	<ul style="list-style-type: none"> 3.7.1 Cutting off the Ground, page 57 3.7.2 Cutting on the Ground, page 60
Reel digging into ground with reel speed slower than ground speed	Decrease header tilt	3.7.5 Header Angle, page 79
Reel digging into ground with reel speed slower than ground speed	Move reel aft	3.7.11 Reel Fore-Aft Position, page 98
Symptom – Plastic fingers bent forward at tip		
Reel digging into ground with reel speed faster than ground speed	Raise header	<ul style="list-style-type: none"> 3.7.1 Cutting off the Ground, page 57 3.7.2 Cutting on the Ground, page 60
Reel digging into ground with reel speed faster than ground speed	Decrease header tilt	3.7.5 Header Angle, page 79
Reel digging into ground with reel speed faster than ground speed	Move reel aft	3.7.11 Reel Fore-Aft Position, page 98
Symptom – Plastic fingers bent close to tine tube		
Excessive plugging at cutterbar with wads of crop accumulating at cutterbar while maintaining reel operation	Correct plugging/cutting issues	3.10 Unplugging the Cutterbar, page 297
Excessive plugging at cutterbar with wads of crop accumulating at cutterbar while maintaining reel operation	Stop reel before plugging becomes excessive	3.10 Unplugging the Cutterbar, page 297

7.4 Header and Drapers

Table 7.4 Header and Drapers Troubleshooting

Problem	Solution	Refer to
Symptom: Insufficient header lift		
Low relief pressure	Increase relief pressure	MacDon Dealer
Symptom: Insufficient side draper speed		
Speed control set too low	Increase speed control setting	3.7.8 Draper Speed, page 89
Combine header drive too slow	Adjust to correct speed for combine model	Combine operator's manual
Symptom: Insufficient feed draper speed		
Relief pressure too low	Test side draper hydraulic system	MacDon Dealer
Worn out gear pump	Replace gear pump	MacDon Dealer
Combine header drive too slow	Adjust to correct speed for combine model	Combine operator's manual
Symptom: Feed draper will not move		
Drapers are loose	Tighten drapers	5.10.2 Checking and Adjusting Feed Draper Tension, page 475
Drive or idler roller wrapped with material	Loosen draper and clean rollers	5.10.2 Checking and Adjusting Feed Draper Tension, page 475
Slat or connector bar jammed by frame or material	Loosen draper and clear obstruction	5.10.2 Checking and Adjusting Feed Draper Tension, page 475
Roller bearing seized	Replace roller bearing	5.12.6 Draper Roller Maintenance, page 504
Low hydraulic oil	Fill combine hydraulic oil reservoir to full level	Combine operator's manual
Drapers are loose	Tighten drapers	5.12.3 Adjusting Draper Tension, page 498
Drive or idler roller wrapped with material	Loosen draper and clean rollers	5.12.3 Adjusting Draper Tension, page 498
Slat or connector bar jammed by frame or material	Loosen draper and clear obstruction	5.12.3 Adjusting Draper Tension, page 498
Roller bearing seized	Replace roller bearing	5.12.6 Draper Roller Maintenance, page 504
Low hydraulic oil	Fill combine hydraulic oil reservoir to full level	Combine operator's manual
Incorrect compensator setting at pump	Adjust compensator setting	MacDon Dealer
Symptom: Draper stalling		
Material not feeding evenly off knife	Lower reel	3.7.10 Reel Height, page 93
Material not feeding evenly off knife	Install stub guards	<ul style="list-style-type: none"> 5.8.7 Knife Guards, page 452 6.3.5 Stub Guard Conversion Kit, page 562

TROUBLESHOOTING

Table 7.4 Header and Drapers Troubleshooting (continued)

Problem	Solution	Refer to
		<ul style="list-style-type: none"> MacDon Dealer
Symptom: Hesitation in flow of bulky crop		
Header angle too low	Increase header angle	3.7.5 Header Angle, page 79
Material overload on drapers	Increase side draper speed	3.7.8 Draper Speed, page 89
Material overload on drapers	Install upper cross auger	Refer to 6.5.7 Upper Cross Auger, page 570
Material overload on drapers	Add flighting extensions	MacDon Dealer
Symptom: Drapers back-feed		
Drapers running too slow in heavy crop	Increase draper speed	3.7.8 Draper Speed, page 89
Symptom: Crop is thrown across opening and under opposite side draper		
Drapers running too fast in light crop	Reduce draper speed	3.7.8 Draper Speed, page 89
Symptom: Material accumulates inside or under front edge of draper		
Deck height improperly adjusted	Adjust deck height	5.12.5 Adjusting Deck Height, page 501
Symptom: Material accumulating on end deflectors and releasing in bunches		
End deflectors too wide	For headers with manual deck shift only, trim deflector or replace with narrow deflector (MD #172381)	3.10 Unplugging the Cutterbar, page 297

7.5 Cutting Edible Beans

Problem	Solution	Refer to
Symptom: Plants being stripped and complete or partial plants left behind		
Header off ground	Lower header to ground and run on skid shoes and/or cutterbar	3.7.2 Cutting on the Ground, page 60
Float set too light—rides on high spots and does not lower soon enough	Set float to 335-338 N (75–85 lbf). Increase or decrease as necessary to prevent header from bouncing excessively or plowing into soft ground	3.7.3 Header Float, page 62
Reel too high	Fully retract reel cylinders	3.7.10 Reel Height, page 93
Reel too high with cylinders fully retracted	Adjust reel height	3.7.10 Reel Height, page 93
Finger pitch not aggressive enough	Adjust finger pitch	3.7.12 Reel Tine Pitch, page 110
Reel too far aft	Move reel forward until the fingertips skim the soil surface with header on the ground and the center-link properly adjusted	3.7.11 Reel Fore-Aft Position, page 98
Header angle too shallow	Lengthen center-link	Adjusting Header Angle from Combine, page 81
Header angle too shallow	Increase header angle by fully retracting lift cylinders (if cutting on ground)	Adjusting Header Angle from Combine, page 81
Reel too slow	Adjust reel speed to be marginally faster than ground speed	3.7.6 Reel Speed, page 87
Ground speed too fast	Lower ground speed	3.7.7 Ground Speed, page 88
Skid shoes too low	Raise skid shoes to highest setting	3.7.2 Cutting on the Ground, page 60
Dirt packs on bottom of cutterbar and raises cutterbar off the ground	Install plastic wear strips on bottom of cutterbar and skid shoes	MacDon Dealer
Dirt packing on bottom of cutterbar with plastic wear strips on cutterbar and raises cutterbar off the ground	Ground too wet – allow soil to dry	—
Dirt packing on bottom of cutterbar with plastic wear strips on cutterbar and raises cutterbar off the ground	Manually clean the bottom of cutterbar when excessive accumulation occurs	—
Plastic wear strip for cutterbar has been installed over top of steel wearplates	Remove steel cutterbar wearplates when installing the plastic wear strips for cutterbar	—
Header not level	Level header	3.9 Leveling the Header, page 295
Worn or damaged knife sections	Replace sections or replace knife	5.8 Knife, page 448
Parts of vines get caught in pointed guard tip. (Occurs more in row-cropped beans that are hilled from cultivating.)	Install stub guard conversion kit	6.3.5 Stub Guard Conversion Kit, page 562

TROUBLESHOOTING

Problem	Solution	Refer to
Symptom: Excessive losses at dividers		
Divider rod running down crop and shattering pods	Remove divider rod	3.7.13 Crop Dividers, page 113
Vines and plants build up on endsheet	Install divider rod	3.7.13 Crop Dividers, page 113
Symptom: Plant vines pinched between top of draper and cutterbar		
Cutterbar fills with debris when draper to cutterbar gap is properly adjusted	Raise header fully at each end of field (or as required) and shift decks back and forth to help clean out cutterbar	—
Shifting the decks with header raised does not clean out cutterbar debris.	Manually remove debris from cutterbar cavity to prevent damaging the drapers	—
Symptom: Crop accumulating at guards and not moving rearward onto drapers		
Reel finger pitch not aggressive enough	Increase finger aggressiveness (cam position)	3.7.12 Reel Tine Pitch, page 110
Reel too high	Lower reel	3.7.10 Reel Height, page 93
Minimum reel clearance to cutterbar setting too high	Adjust minimum reel height with cylinders fully retracted	5.13.1 Reel Clearance to Cutterbar, page 513
Reel too far forward	Reposition reel	3.7.11 Reel Fore-Aft Position, page 98
Symptom: Crop wrapping around reel		
Reel too low	Raise reel	3.7.10 Reel Height, page 93
Symptom: Reel shattering pods		
Reel too far forward	Reposition reel	3.7.11 Reel Fore-Aft Position, page 98
Reel speed too high	Reduce reel speed	3.7.6 Reel Speed, page 87
Bean pods too dry	Cut at night when heavy dew is present and pods have softened	—
Reel finger pitch not aggressive enough	Increase finger aggressiveness (cam position)	3.7.12 Reel Tine Pitch, page 110
Symptom: Cutterbar guards breaking		
Float insufficient (float setting too heavy)	Increase float (adjust to lighter float setting)	3.7.3 Header Float, page 62
Excessive number of rocks in field	Consider installing optional stub guards Tip: Install a few guards on one section of the cutterbar and compare the performance of the two different guard styles	<ul style="list-style-type: none"> • 5.8.7 Knife Guards, page 452 • 6.3.5 Stub Guard Conversion Kit, page 562

TROUBLESHOOTING

Problem	Solution	Refer to
Symptom: Cutterbar pushing too much debris and dirt		
Header too heavy	Readjust float to make header lighter	<ul style="list-style-type: none"> 3.7.3 Header Float, page 62 Checking and Adjusting Header Float, page 63
Header angle too steep	Decrease header angle with center-link	3.7.5 Header Angle, page 79
Header angle too steep	Shorten the center-link	3.7.5 Header Angle, page 79
Guards plug with debris or and soil	Install stub guard kit	6.3.5 Stub Guard Conversion Kit, page 562
Insufficient support for header	Install center skid shoes on header	3.7.2 Cutting on the Ground, page 60
Symptom: Crop wrapping around reel ends		
Uncut crop interfering on reel ends	Add reel endshields	Header parts catalog
Symptom: Cutterbar fills up with dirt		
Excessive gap between draper and cutterbar	Adjust front deck supports to achieve proper clearance between cutterbar and draper	5.12.5 Adjusting Deck Height, page 501
Excessive gap between draper and cutterbar	Raise header fully at each end of field (or as required) and shift decks back and forth to help clean out cutterbar	—
Symptom: Reel occasionally carries over plants in same location		
Steel fingers bent and hooking plants from drapers	Straighten fingers (steel)	—
Dirt accumulation on end of fingers preventing plants from falling off fingers onto drapers	Raise reel	3.7.10 Reel Height, page 93
Dirt accumulation on end of fingers preventing plants from falling off fingers onto drapers	Adjust reel fore-aft position to move fingers out of the ground	3.7.11 Reel Fore-Aft Position, page 98
Symptom: Cutterbar pushing soil		
Tire tracks or row crop ridges	Cut at angle to crop rows or ridges	—
Rolling terrain along length of field	Cut at 90° to undulations (provided knife floats across without digging in)	—
Symptom: Reel carries over an excessive amount of plants or wads		
Excessive accumulation of crop on drapers (up to reel center tube)	Increase draper speed	3.7.8 Draper Speed, page 89
Finger pitch too slow	Increase finger pitch	3.7.12 Reel Tine Pitch, page 110

Chapter 8: Reference

8.1 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).

8.1.1 Metric Bolt Specifications

Table 8.1 Metric Class 8.8 Bolts and Class 9 Free Spinning Nut

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

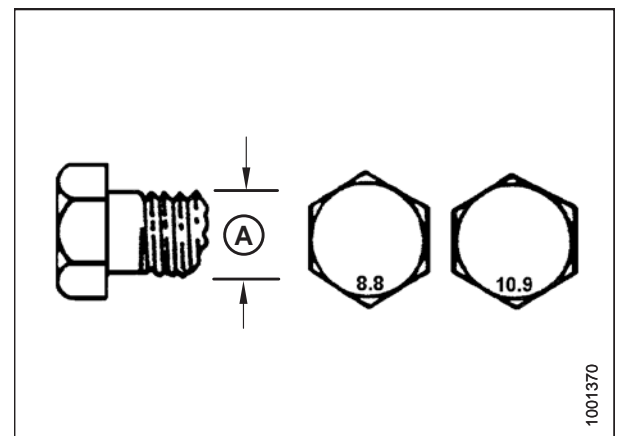


Figure 8.1: Bolt Grades

REFERENCE

Table 8.2 Metric Class 8.8 Bolts and Class 9 Distorted Thread Nut

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

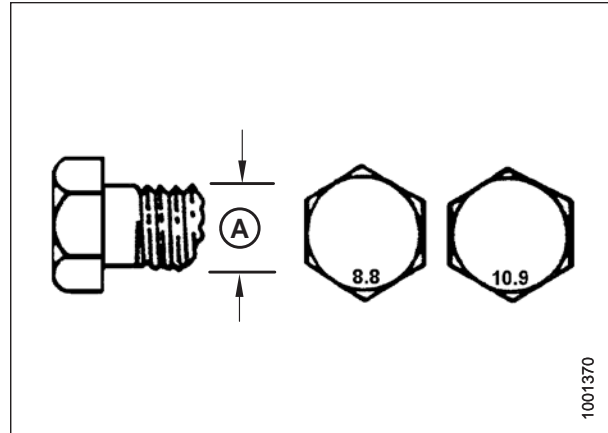


Figure 8.2: Bolt Grades

Table 8.3 Metric Class 10.9 Bolts and Class 10 Free Spinning Nut

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

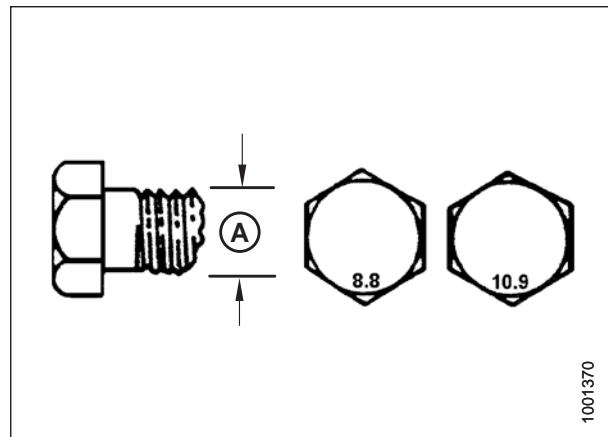


Figure 8.3: Bolt Grades

Table 8.4 Metric Class 10.9 Bolts and Class 10 Distorted Thread Nut

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

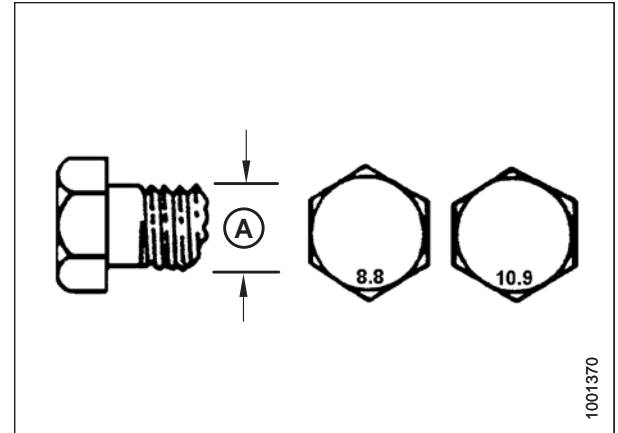


Figure 8.4: Bolt Grades

8.1.2 Metric Bolt Specifications Bolting into Cast Aluminum

Table 8.5 Metric Bolt Bolting into Cast Aluminum

Nominal Size (A)	Bolt Torque			
	8.8 (Cast Aluminum)		10.9 (Cast Aluminum)	
	Nm	lbf·ft	Nm	lbf·ft
M3	—	—	—	1
M4	—	—	4	2.6
M5	—	—	8	5.5
M6	9	6	12	9
M8	20	14	28	20
M10	40	28	55	40
M12	70	52	100	73
M14	—	—	—	—
M16	—	—	—	—

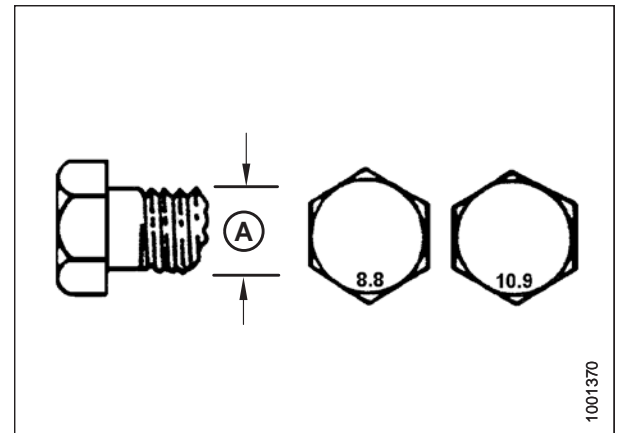


Figure 8.5: Bolt Grades

8.1.3 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 8.6, page 588.
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.

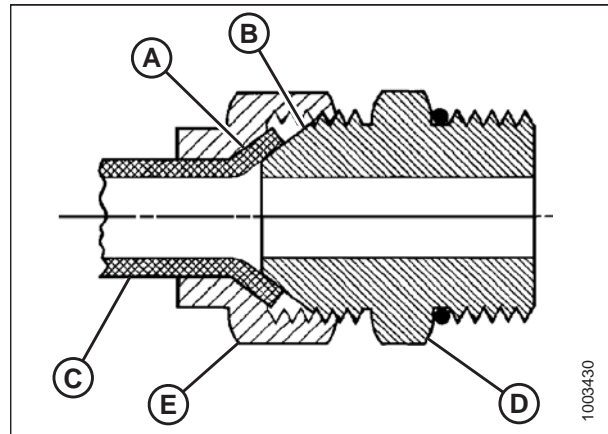


Figure 8.6: Hydraulic Fitting

Table 8.6 Flare-Type Hydraulic Tube Fittings

SAE Dash Size	Thread Size (in.)	Torque Value ⁵⁹		Flats from Finger Tight (FFFT)	
		Nm	lbf·ft	Tube	Swivel Nut or Hose
-2	5/16–24	4–5	3–4	—	—
-3	3/8–24	7–8	5–6	—	—
-4	7/16–20	18–19	13–14	2 1/2	2
-5	1/2–20	19–21	14–15	2	2
-6	9/16–18	30–33	22–24	2	1 1/2
-8	3/4–16	57–63	42–46	2	1 1/2
-10	7/8–14	81–89	60–66	1 1/2	1 1/2
-12	1 1/16–12	113–124	83–91	1 1/2	1 1/4
-14	1 3/16–12	136–149	100–110	1 1/2	1 1/4
-16	1 5/16–12	160–176	118–130	1 1/2	1
-20	1 5/8–12	228–250	168–184	1	1
-24	1 7/8–12	264–291	195–215	1	1
-32	2 1/2–12	359–395	265–291	1	1
-40	3–12	—	—	1	1

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

8.1.4 O-Ring Boss Hydraulic Fittings – Adjustable

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

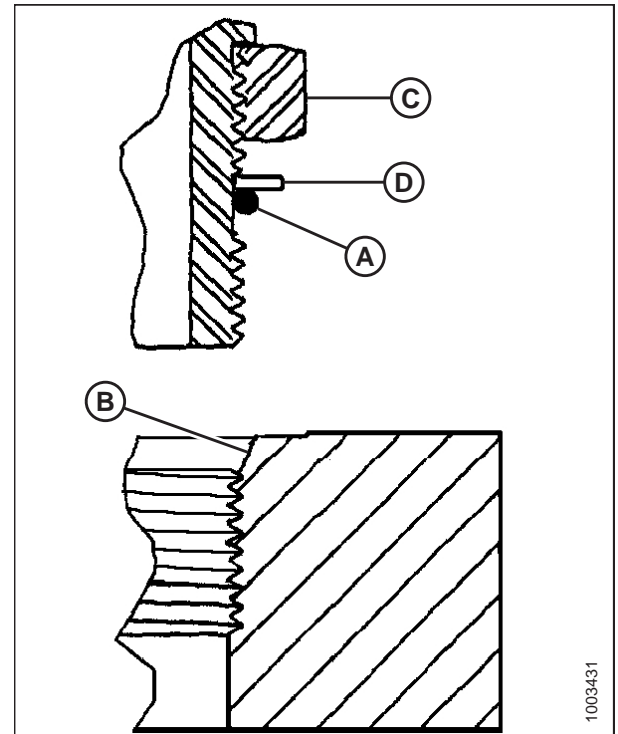


Figure 8.7: Hydraulic Fitting

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.

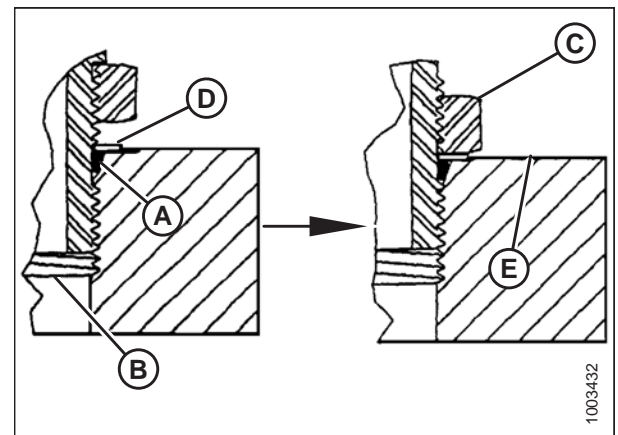


Figure 8.8: Hydraulic Fitting

REFERENCE

Table 8.7 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable

SAE Dash Size	Thread Size (in.)	Torque Value ⁶⁰	
		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

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

8.1.5 O-Ring Boss Hydraulic Fittings – Non-Adjustable

1. Inspect O-ring (A) and seat (B) for dirt or obvious defects.
2. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
3. Apply hydraulic system oil to O-ring.
4. Install fitting (C) into port until fitting is hand-tight.
5. Torque fitting (C) according to values in Table 8.8, [page 591](#).
6. Check final condition of fitting.

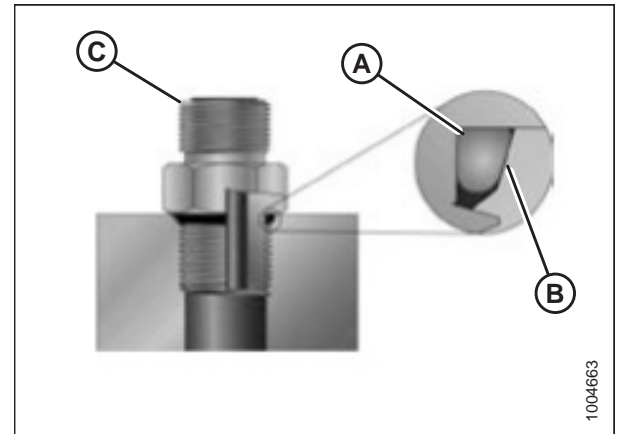


Figure 8.9: Hydraulic Fitting

Table 8.8 O-Ring Boss (ORB) Hydraulic Fittings – Non-Adjustable

SAE Dash Size	Thread Size (in.)	Torque Value ⁶¹	
		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

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

8.1.6 O-Ring Face Seal Hydraulic Fittings

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



Figure 8.10: Hydraulic Fitting

2. Apply hydraulic system oil to O-ring (B).
3. Align tube or hose assembly so that flat face of sleeve (A) or (C) comes in full contact with O-ring (B).
4. Thread tube or hose nut (D) until hand-tight. The nut should turn freely until it is bottomed out.
5. Torque fittings according to values in Table 8.9, page 592.

NOTE:

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

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

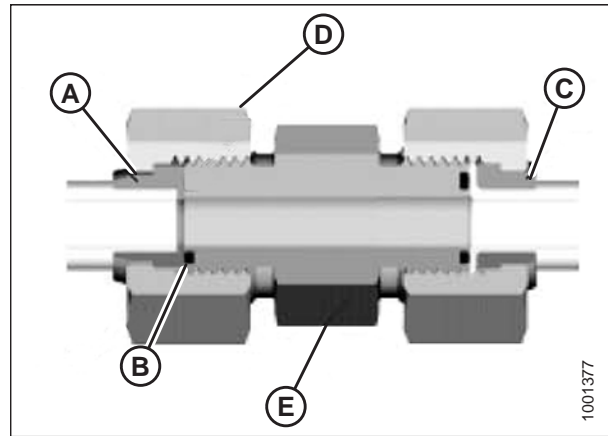


Figure 8.11: Hydraulic Fitting

Table 8.9 O-Ring Face Seal (ORFS) Hydraulic Fittings

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value ⁶²	
			Nm	lbf-ft
-3	Note ⁶³	3/16	–	–
-4	9/16	1/4	25–28	18–21
-5	Note ⁶³	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 ⁶³	7/8	–	–

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

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

REFERENCE

Table 8.9 O-Ring Face Seal (ORFS) Hydraulic Fittings (continued)

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value ⁶⁴	
			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

8.1.7 Tapered Pipe Thread Fittings

Assemble pipe fittings as follows:

1. Check components to ensure that fitting and port threads are free of burrs, nicks, scratches, or any form of contamination.
2. Apply pipe thread sealant (paste type) to external pipe threads.
3. Thread fitting into port until hand-tight.
4. Torque connector to appropriate torque angle. The turns from finger tight (TFFT) and flats from finger tight (FFFT) values are shown in Table 8.10, page 593. 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 8.10 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

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

8.2 Conversion Chart

Table 8.11 Conversion Chart

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

8.3 Unloading and Assembly

Refer to the instructions for your specific header for unloading, assembly, and setup procedures that are included with your shipment. The instruction part numbers are shown in the following table:

Shipping Destination	Header Description	MacDon Instruction Part Number
North America	FD1 Series FlexDraper® Header and FM100 Float Module	MD #214685
Export (anywhere other than North America)	FD1 Series FlexDraper® Header and FM100 Float Module	MD #214686

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Recommended Fluids and Lubricants

Ensure your machine operates at top efficiency by using clean fluids and lubricants only.

- Use clean containers to handle all fluids and lubricants.
- Store fluids and lubricants in an area protected from dust, moisture, and other contaminants.

Lubricant	Specification	Description	Use	Capacities
Grease	SAE multi-purpose	High temperature extreme pressure (EP) performance grease with 1% max. Molybdenum Disulphide (NLGI Grade 2) lithium base	As required unless otherwise specified	—
Grease	SAE multi-purpose	High temperature extreme pressure (EP) performance grease with 10% max. Molybdenum Disulphide (NLGI Grade 2) lithium base	Driveline slip-joints	—
Gear Lubricant	SAE 85W-140	API service class GL-5	Knife drive box	2.2 liters (2.3 quarts)
Gear Lubricant	SAE 85W-140	API service class GL-5	Main drive gearbox	2.5 liters (2.6 quarts)
Hydraulic Oil	Single grade trans-hydraulic oil. Recommended brands: <ul style="list-style-type: none"> • Petro-Canada Duratran • John Deere Hy-Gard J20C • Case Hy-Tran Ultraction • AGCO Power Fluid 821 XL 	Lubricant trans / hydraulic oil	Header drive systems reservoir	85 liters (22.5 US gallons)

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