

ELECTRICAL SCHEMATIC
2300 NAO SERIES COMBINE
RAC. 6-14650

2366 NAO COMBINES P.I.N. JJC0255700 AND AFTER
2388 NAO COMBINES P.I.N. JJC0273000 AND AFTER

LEGEND

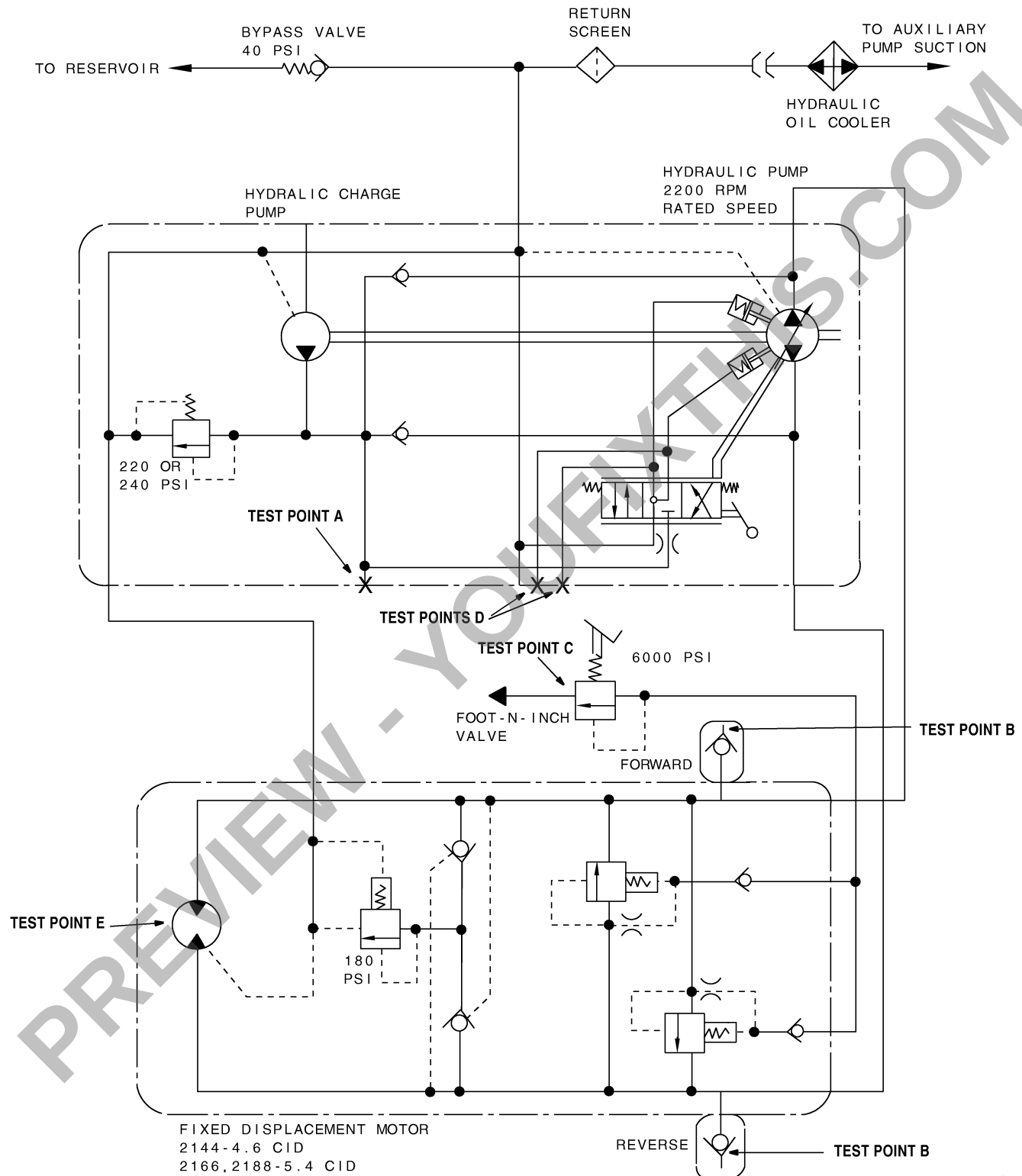
INDICATES CONSTANT POWER
INDICATES POWER WHEN
KEY SWITCH IS ON
INDICATES POWER WHEN
ENGINE OIL PRESSURE IS SENSED

R103A014



HYDROSTATIC DRIVE SCHEMATIC

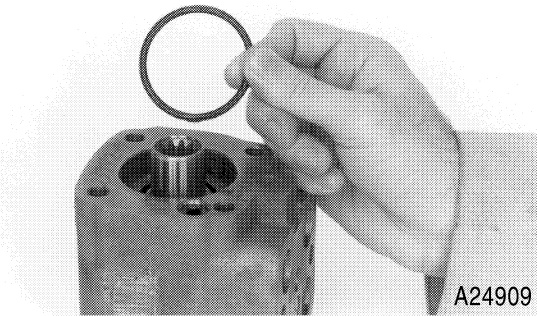
Corn and Grain Combines with Single Speed Motor



148L95

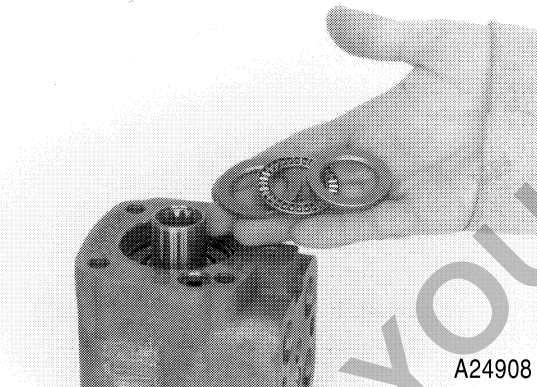
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STEP 13

A24909

Remove the O-ring from the housing.

STEP 14

A24908

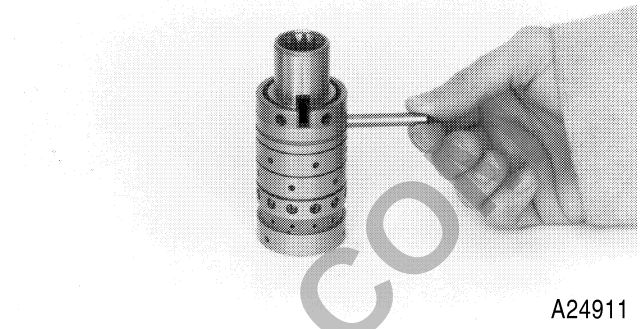
Remove the bearing race, needle thrust bearing and the second bearing race from the housing.

STEP 15

A24910

Rotate the housing 180 degrees and remove the spool and sleeve assembly from the 14-hole end of the housing.

NOTE: Rotate the spool and sleeve assembly in the housing while removing to prevent binding.

STEP 16

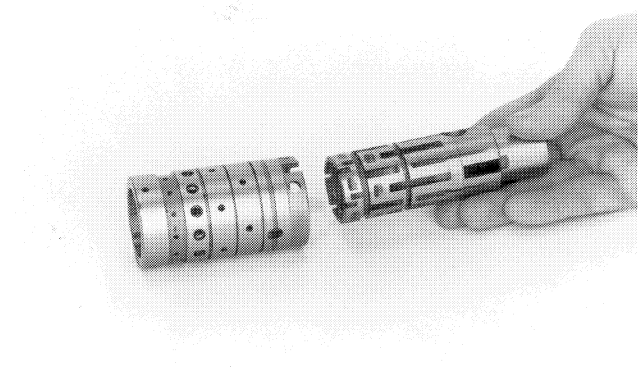
A24911

Push the pin and remove it from the spool and sleeve assembly.

STEP 17

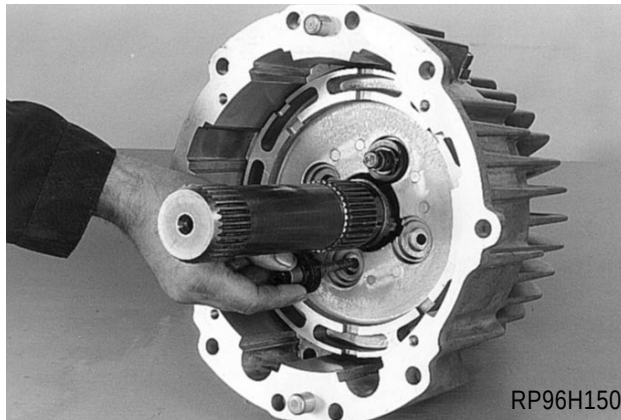
A24912

Push the control spool part way out of the control sleeve. Carefully remove the four centering springs by hand.

STEP 18

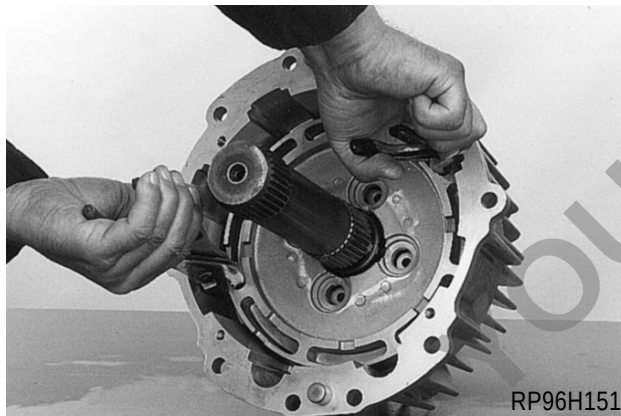
A24913

Remove the control spool from the control sleeve.

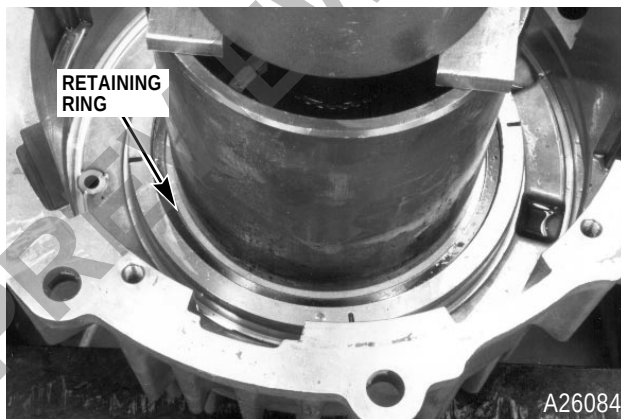
STEP 12

Remove the four spring return assemblies.

NOTE: Do not disassemble the spring return assemblies.

STEP 13

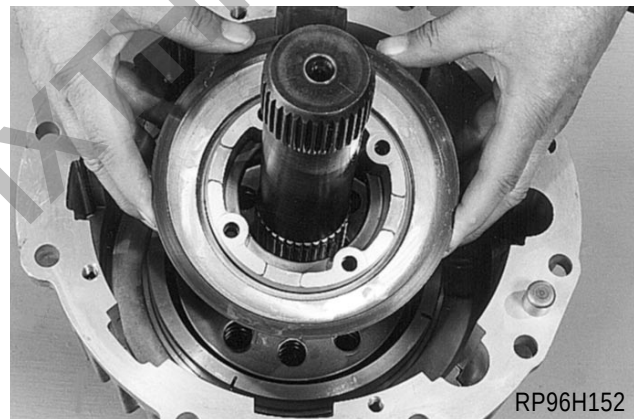
Use two pliers to remove the service piston.

STEP 14

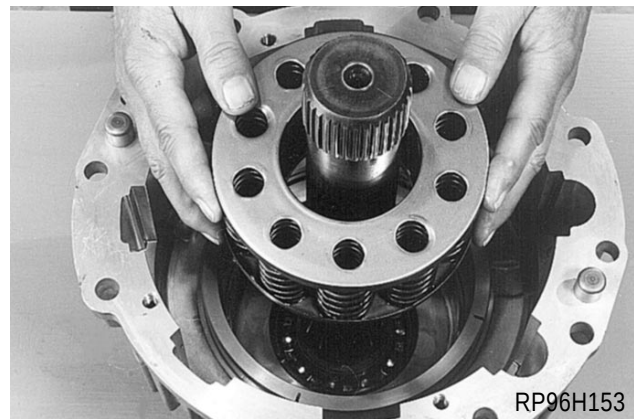
Place the brake housing in a press. Use an acceptable tool to apply force to the reaction piston. DO NOT apply force to the park brake piston. Refer to the cross-sectional drawing on Page 13 to locate the reaction piston. CAREFULLY and GRADUALLY depress the reaction piston until the pressure on the retaining ring is relieved. Then, remove the retaining ring from the groove.

STEP 15

Use the press to slowly, and carefully, release the spring pressure from the pistons.

STEP 16

Remove the reaction piston, park brake piston, and retaining ring from the housing.

STEP 17

Remove the park brake spring assembly from the housing.

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OPERATION

The refrigerant circuit of the air conditioning system contains five major components: compressor, condenser, receiver-drier, expansion valve and evaporator. These components are connected by tubes and hoses and operate as a closed system. The air conditioner system is charged with R-134a refrigerant.

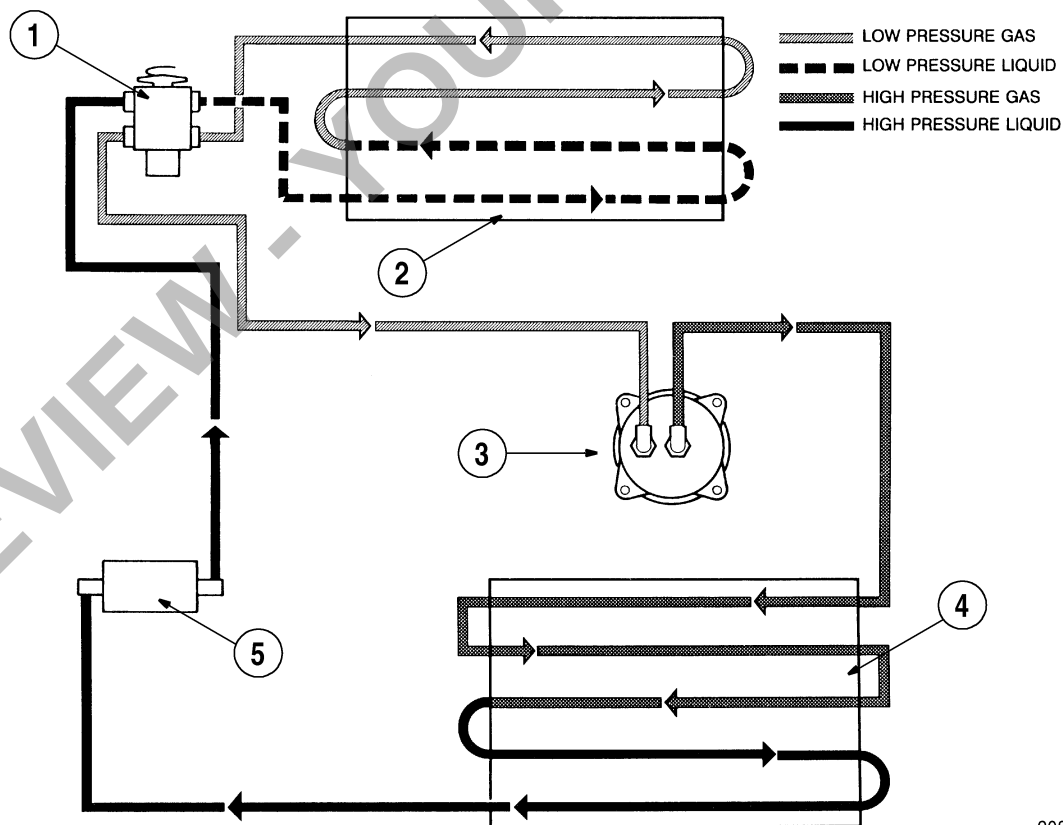
The compressor receives the refrigerant as a low pressure gas. The compressor then compresses the refrigerant and sends it in the form of a high pressure gas to the condenser. The air flow through the condenser then removes the heat from the refrigerant. As the heat is removed the refrigerant changes to a high pressure liquid.

The high pressure refrigerant liquid then flows from the condenser to the receiver-drier. The receiver-drier is a container filled with moisture removing material, which removes any moisture that may have entered the air conditioner system in order to prevent corrosion of the internal components of the air conditioner system.

The refrigerant still in a high pressure liquid form, then flows from the receiver-drier to the expansion valve. The expansion valve then causes a restriction in flow of refrigerant to the evaporator core.

As the refrigerant flows through the evaporator core the refrigerant is heated by the air around and flowing through the evaporator fins. The combination of increased heat and decreased pressure causes the air flow through the evaporator fins to become very cool and the liquid refrigerant to become a low pressure gas. The cooled air then passes from the evaporator to the cab for the operator's comfort.

The electrical circuit of the air conditioning system consists of a 30 amp fuse (fuse #14), 15 amp fuse (fuse #11), 15 amp fuse (fuse #18), Heater/Air Conditioning/ATC (H/AC/ATC) control switch, heater valve position sensor, blower speed control potentiometer, temperature control potentiometer, evaporator temperature sensor, cab temperature sensor, heater valve motor, pressurizer motor, blower motor, A.C. compressor clutch, A.C. low pressure switch, A.C. high pressure switch, HVAC control module and A.C. pressure warning light.



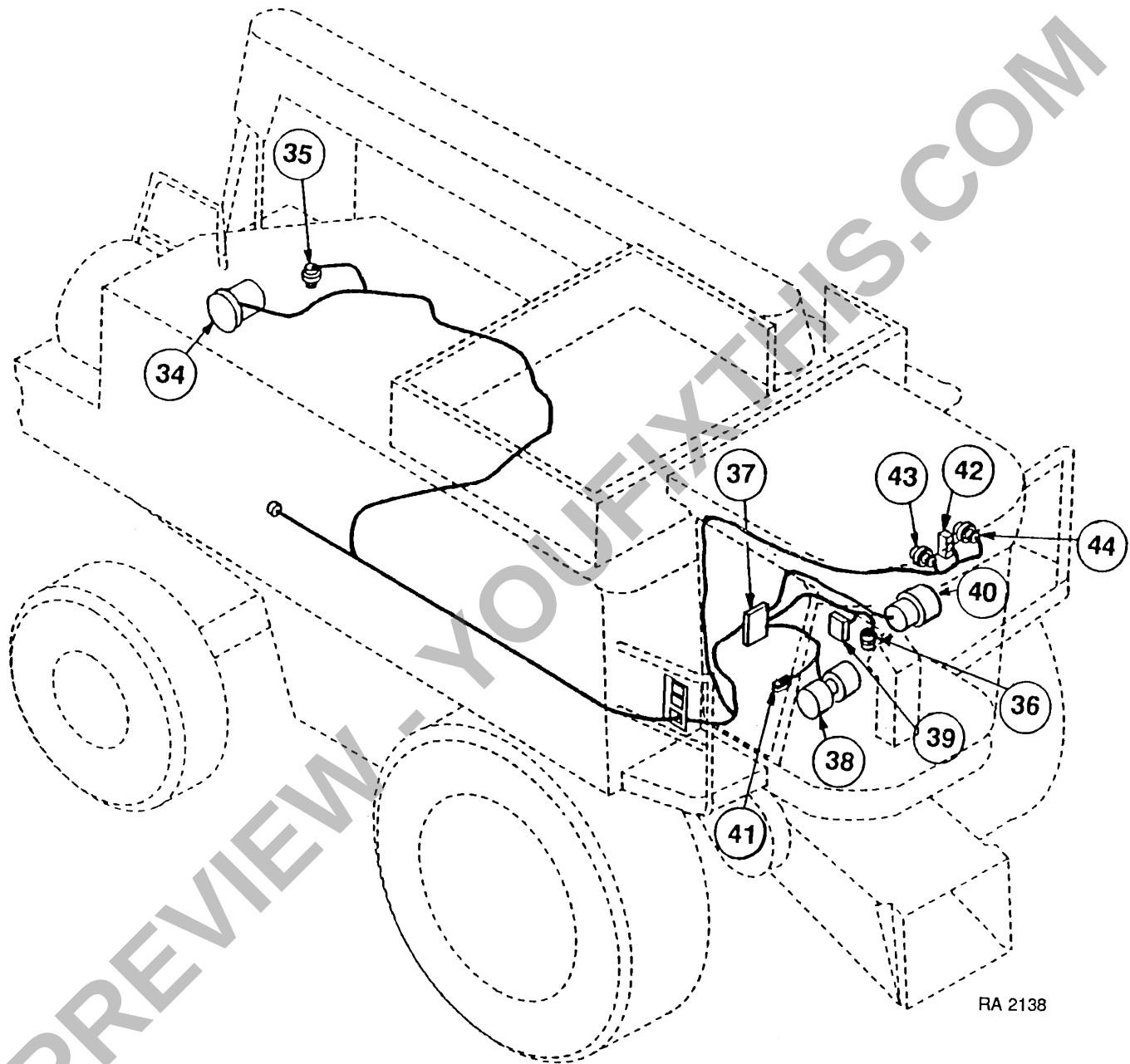
1. EXPANSION VALVE
2. EVAPORATOR

3. COMPRESSOR
4. CONDENSOR

5. RECEIVER-DRIER

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HEATING VENTILATION AIR CONDITIONING CONTROL (H.V.A.C.)



34.	A/C Compressor Clutch	35.	A/C High Pressure Switch	36.	A/C Low Press. Switch
37.	HVAC Controller	38.	Blower Motor	39.	Htr. Valve Sensor / Meter
40.	Pressurizer Motor	41.	Evaporator Temp. Sensor	42.	H/AC/ATC On-Off Switch
43.	Fan Speed Control Pot	44.	Temp. Control Pot.		

CLEANING FAN SPEED CIRCUIT

(Refer to Schematic RAC 6-10800, pages 16 & 17)

GENERAL

The fan speed switch controls the speed of the cleaning fan by adjusting the distance between two halves of a variable speed drive pulley with a reversible motor. The fan speed circuit consists of the following components: a 30 Amp fuse (# 16), fan speed switch, diode module, reversible fan speed motor, and all of the wires and connectors necessary to complete the circuit.

DESCRIPTION

Power originates from the **B+ (Cab Power Relay)** when the key is turned to the **RUN** position. Power flows to a 30 Amp fuse (# 16) which provides power to the rotor speed switch terminal 4, terminal 3 of the fan speed switch and to terminal 3 of the concave position switch.

SPEED INCREASE

Power

When the fan speed switch is held in the **INCREASE** position, current is directed terminal 1 of the fan speed switch. A jumper wire is connected from terminals 1 to 8. This will direct power to terminal A of the fan speed adjustment motor and terminal D of the diode module. The power supplied at terminal D of the diode module is directed out terminal C to the instrument panel connector 18 terminal 35 to activate the speed display. See note "A"

Ground

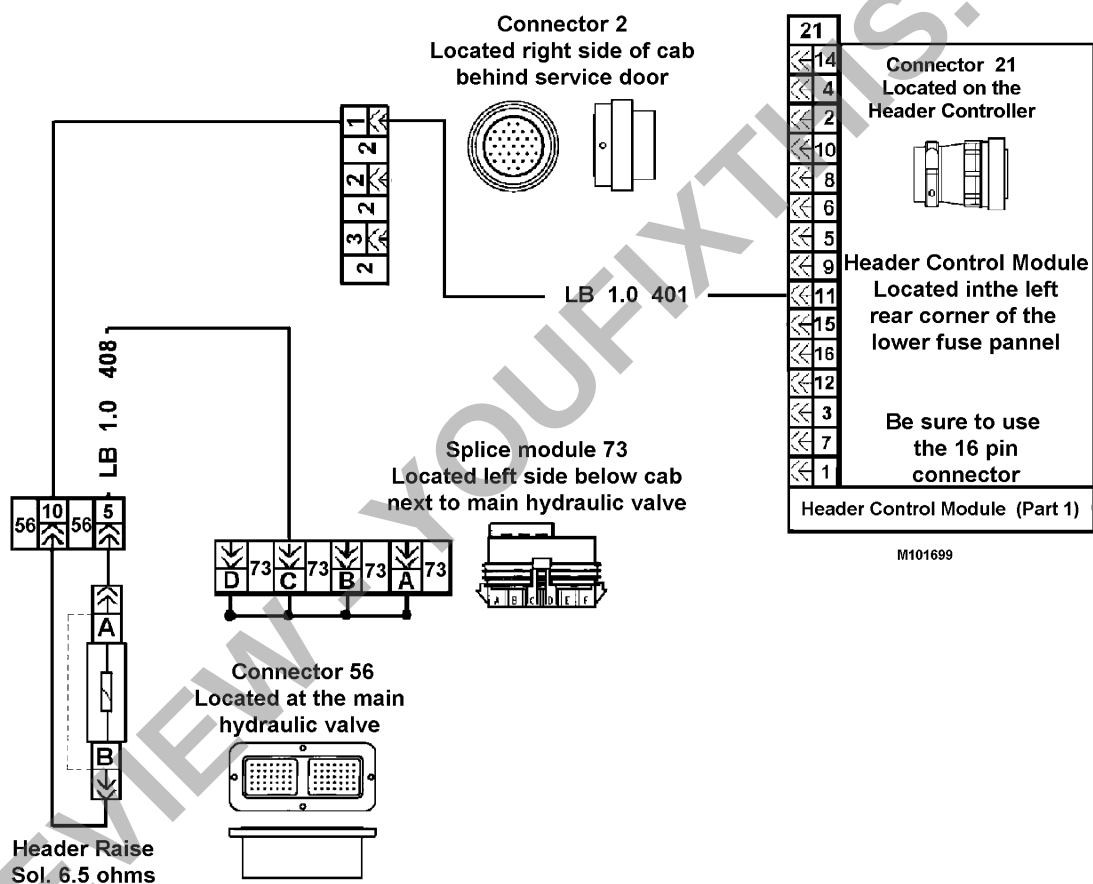
Terminals 2 and 4 are connected internally in the switch. A path to ground is found from the fan motor terminal B to the fan speed switch terminal 2 through terminal 4 to chassis ground. The fan speed motor closes the two halves of the variable speed drive pulley increasing the speed of the fan. Its speed increases until the operator lets go of the switch or the threaded block comes against the high speed stop (see note "B").

NOTE "A" Actuation of the fan speed switch in either the INCREASE or DECREASE mode will display the fan speed on the LCD instrumentation. Upon release of the fan speed switch, the display will continue to show the fan speed for four seconds, then return to the previously displayed information.

NOTE "B" The fan speed motor is protected by a slip clutch, in the event that the threaded block on the adjusting mechanism comes up against the high or low speed stops.

FAULT CODE "Hu*"

Error Code	CAUSE	FAIL MODE
Hu0	Open/short to ground - raise solenoid circuit failure. In Calibration Mode, open relay circuit gives the same error.	Halt
Hu1	Short to 12V - raise solenoid circuit failure.	Halt
Hu2	Short to 12V - raise solenoid driver. (controller) Prior to software version "r300 or higher".	Halt



CRANKING MOTOR (STARTER) AND POWER DISTRIBUTION

NOTE: The batteries must be at full charge and all connections must be clean and tight before testing. Use a multimeter for the tests. For battery testing and service see battery section in service manual.

NOTE: Place park brake switch in ON position and the propulsion control lever in the neutral position for all starting tests

Cranking Motor (Starter)

Test Points	Good Reading	Possible Cause of Bad Reading
Cranking motor solenoid terminal B to ground	12 volts	Bad circuit between terminal B and positive post of each battery. Dead Batteries

NOTE: Hold the key switch in START position, propulsion control lever in neutral and separator switch OFF.

Cranking motor solenoid terminal S to ground	12 volts	Bad cranking motor relay. Bad circuit between terminal 5 and cranking motor relay.
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NOTE: For cranking/starter motor repair see Section 4040 in service manual

Cranking Motor (Starter) Relay

NOTE: Propulsion control lever must be neutral and the separator switch OFF.

Test Points	Good Reading	Possible Cause of Bad Reading
Cranking motor relay wire 107 Red to ground	12 volts	Bad circuit between the test point and the positive battery posts.

NOTE: Hold the key switch in the START position, propulsion control lever in neutral and separator switch OFF.

Cranking motor relay wire 622B White to ground.	12 volts	Bad circuit between the test point and neutral start switch. Bad neutral start switch.
Housing of cranking motor relay to ground	Continuity	Bad connection between housing and ground.
Cranking motor relay wire 108 Orange to ground	12 volts	Bad cranking motor relay.

Alternator

Test Points	Good Reading	Possible Cause of Bad Reading
Terminal B for wire 120 Red to ground.	12 volts	Bad circuit between terminal B and the batteries.

NOTE: The key switch must be ON.

Terminal D+ for Brown/White, resistor wire to ground.	3 volts	Bad circuit between terminal D+ and the cab power relay. Bad cab power relay. Blown 20 amp fuse No. 12. Bad key switch.
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NOTE: For alternator repair see the alternator repair section in the service manual

SPLICE MODULES

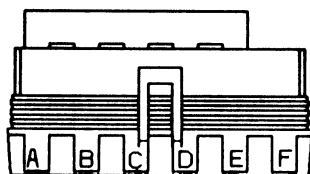
Connector Identification and Location

NOTE: The combine is equipped with (18) eighteen splice modules. The splice modules provide additional test points for electrical troubleshooting. All eighteen

splice modules are located and identified in the "Connector and Component Locations" section in this manual.

CONNECTOR NO. 58

SPLICE MODULE:
IN CENTER HARNESS NEAR
GRAIN TANK HARNESS
(TYPE MT6)

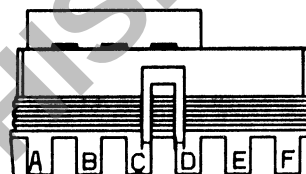


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CAVITY	CABLE	CAVITY	CABLE
A	V - 784	D	V - 784
B	V - 784	E	V - 784
C	V - 784	F	PLUG

CONNECTOR NO. 60

SPLICE MODULE:
IN CENTER HARNESS NEAR
ENGINE SERVICE LIGHT
(TYPE MT6)

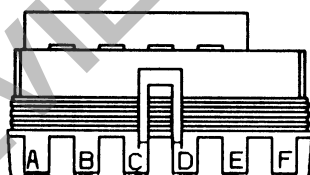


754L95

CAVITY	CABLE	CAVITY	CABLE
A	V - 797	D	V - 797
B	V - 797	E	PLUG
C	V - 797	F	PLUG

CONNECTOR NO. 59

SPLICE MODULE:
IN CENTER HARNESS NEAR
REAR HARNESS
(TYPE MT6)

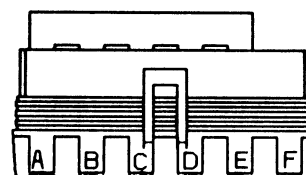


756L95

CAVITY	CABLE	CAVITY	CABLE
A	B/W - 200	D	B/W - 200
B	B/W - 200	E	B/W - 200
C	B/W - 200	F	PLUG

CONNECTOR NO. 61

SPLICE MODULE:
IN CENTER HARNESS NEAR
ENGINE SERVICE LIGHT
(TYPE MT6)



756L95

CAVITY	CABLE	CAVITY	CABLE
A	B/W - 115A	D	B/W - 115A
B	B/W - 115A	E	B/W - 115A
C	B/W - 115A	F	PLUG

REEL AND UNLOADER CONTROL

NOTE: Engine is running and all reel and unloader control functions are not operating, check the 15 amp fuse 21. Next check for 12 volts at fuse 21. If 12 volts is not measured at fuse 21 to the Engine Oil Pressure Relay, see Power Distribution.

Reel Aft, Reel Raise, Reel Lower, Reel Fore and Unloader Swing Enable Relays

Test Points	Good Reading	Possible Cause of Bad Reading
Unplug the relay, check for power at terminal 3 to ground.	12 volts	Bad circuit between test point and fuse 17.
Apply 12 volts to terminal 2 of relay and connect terminal 1 to ground. Check terminal 3 to 5 on the relay.	Continuity	Bad relay.

Reel Control Switch

Test Points	Good Reading	Possible Cause of Bad Reading
Terminal 2 of each relay base to ground, as each function is switched through reel control switch.	12 volts	Bad reel control switch. Bad circuit between test point and reel control switch.
Check for 12 volts on reel control switch wire 350 Red/Yellow to ground.		Bad circuit between reel control switch and fuse 17.

CONNECTOR NO. 122

LEFT HARNESS TO UNLOADER / SEPARATOR
(TYPE LP)



RE97H024

<u>CAVITY</u>	<u>CABLE</u>	<u>CAVITY</u>	<u>CABLE</u>
1	LB-468	3	LB-364
2	B-468	4	B-364

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2188 COMBINE

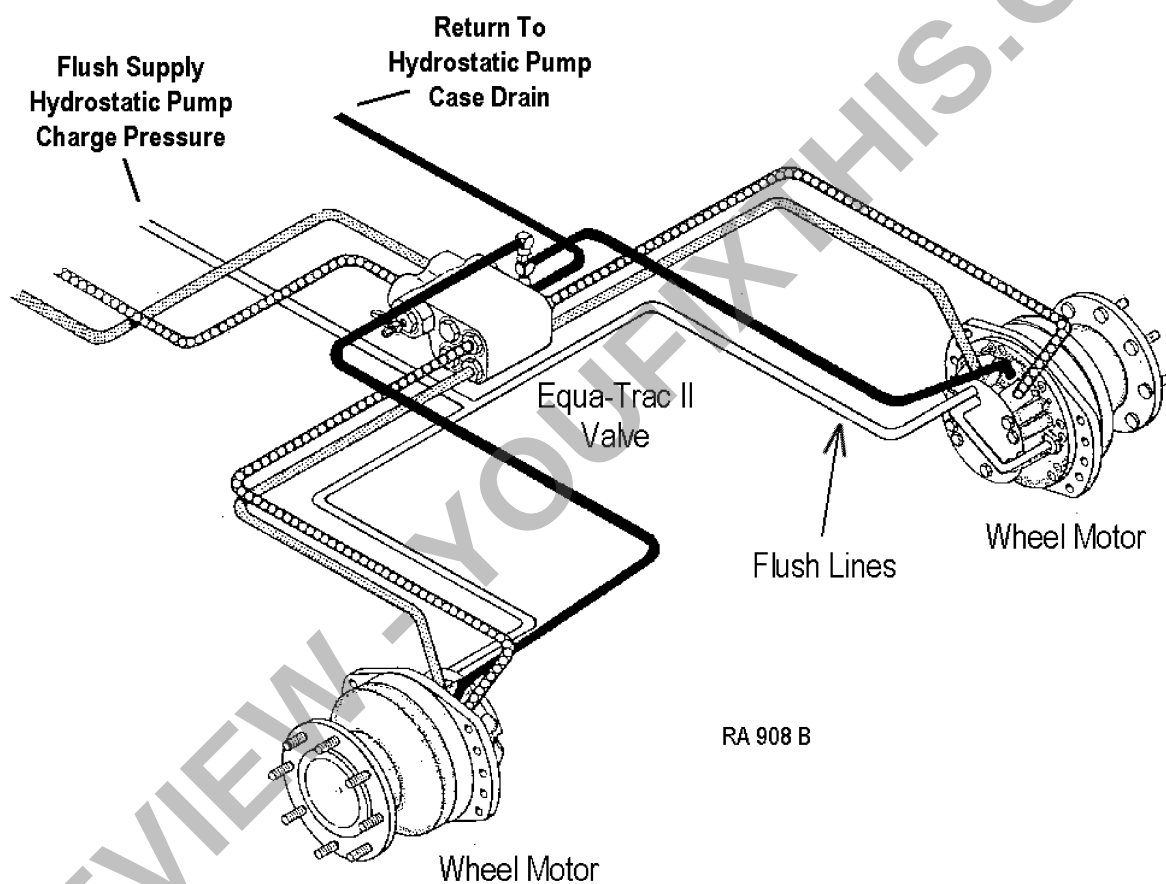
STEERING WHEEL TIRE SIZE		DRIVE WHEEL SIZE/AXLE CLEARANCE						
		18.4-38 LOW		18.4-38 HIGH		24.5-32 LOW	24.5-32 HIGH	35.5L-32 HIGH
		R1	R2	R1	R2	R1	R1	R2
14.9-24	R1	1	1	2	2	1	1	4
16.9-26	R1	3	3	4	4	3	4	-
16.9-26	R2	3	3	4	4	3	4	-
18.4-16.1	R1	1	2	3	3	1	2	-
18.4-16.1	R3	1	2	3	3	1	3	-
18.4-26	R1	2	2	4	4	2	4	-
18.4-26	R2	2	2	3	3	2	3	4

STEERING WHEEL TIRE SIZE		DRIVE WHEEL SIZE/AXLE CLEARANCE							
		30.5L-32 LOW			30.5L-32 HIGH			18.4-R42 LOW	20.8-R42 HIGH
		R1	R2	R3	R1	R2	R3	R1	R1
14.9-24	R1	1	1	-	2	2	1	1	1
16.9-26	R1	3	3	-	4	4	-	2	4
16.9-26	R2	3	3	-	4	4	-	2	3
18.4-16.1	R1	1	2	1	3	3	2	1	2
18.4-16.1	R3	1	2	1	3	3	2	1	2
18.4-26	R1	2	3	-	4	4	-	2	3
18.4-26	R2	2	3	-	3	4	-	2	3

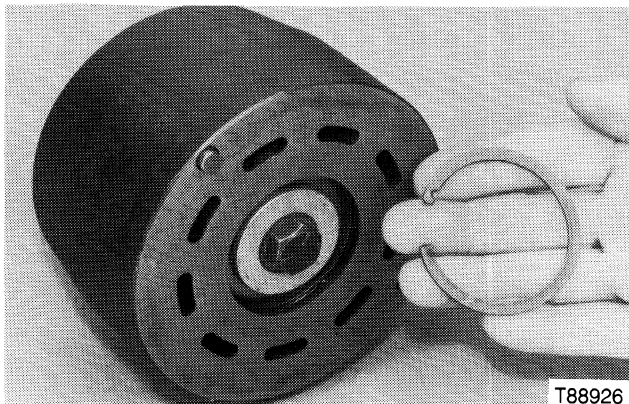
STEERING WHEEL TIRE SIZE		DRIVE WHEEL SIZE/AXLE CLEARANCE			
		20.8-38 LOW		20.8-38 HIGH	
		R1	R2	R1	R2
14.9-24	R1	1	1	2	2
16.9-26	R1	3	3	4	4
16.9-26	R2	3	3	4	4
18.4-16.1	R1	1	2	3	3
18.4-16.1	R3	1	2	3	3
18.4-26	R1	2	3	4	4
18.4-26	R2	2	3	3	4

NOTE: All rice combines are in high clearance. All corn and grain combines are in low clearance.

POWER GUIDE AXLE



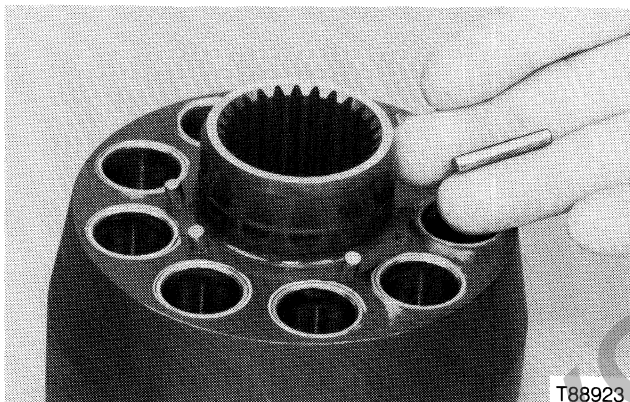
STEP 129



T88926

Install the retaining ring in the barrel ring groove.

STEP 130



T88923

Install the six dowel pins in the holes of the barrel.

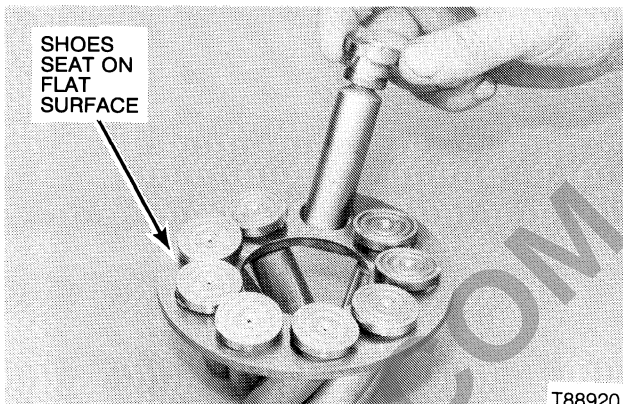
STEP 131



T88922

Install the retainer plate guide on the barrel and dowel pins.

STEP 132



T88920

Install the nine pistons in the retainer plate so the piston shoes seat on the flat surface of the retainer plate. The beveled surface faces the barrel.

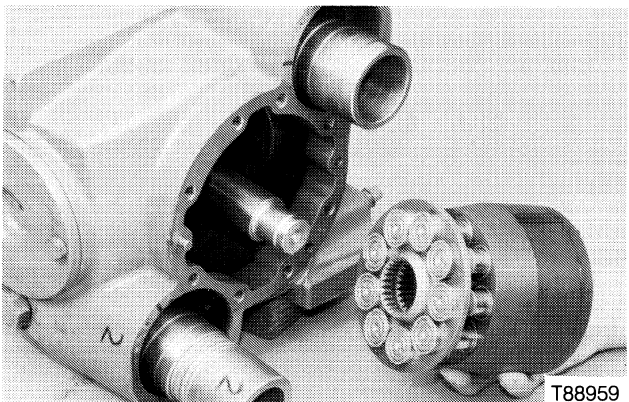
STEP 133



T88952

Install the pistons into the barrel holes.

STEP 134

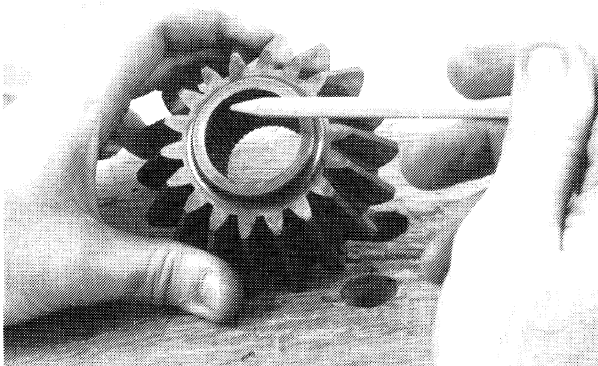


T88959

Install the barrel assembly into the motor housing and on the drive shaft.

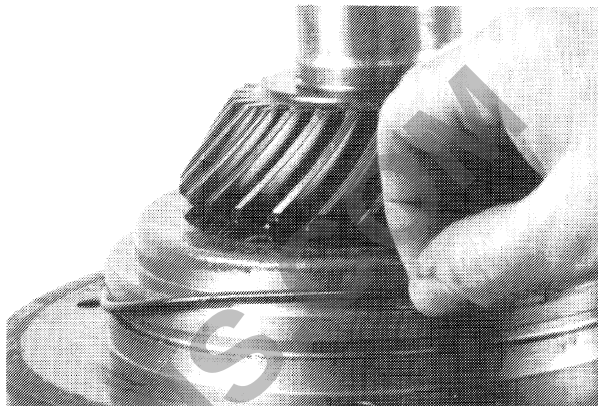
Inspection of PTO Housing

STEP 42



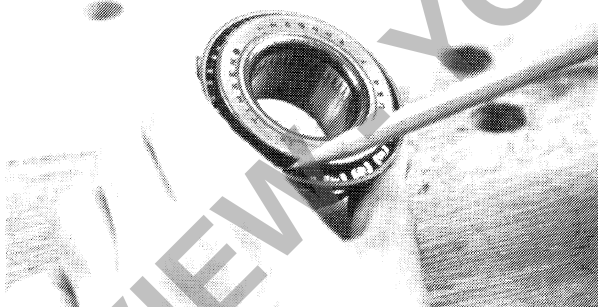
Check gears for pitting, flat spots and rounded edges. Replace as necessary with new set. Ensure that the identification numbers on both gears (drive and driven) are the same. If they are not, the gears are not matched and should not be used.

STEP 44



Replace all O-rings with new O-rings.

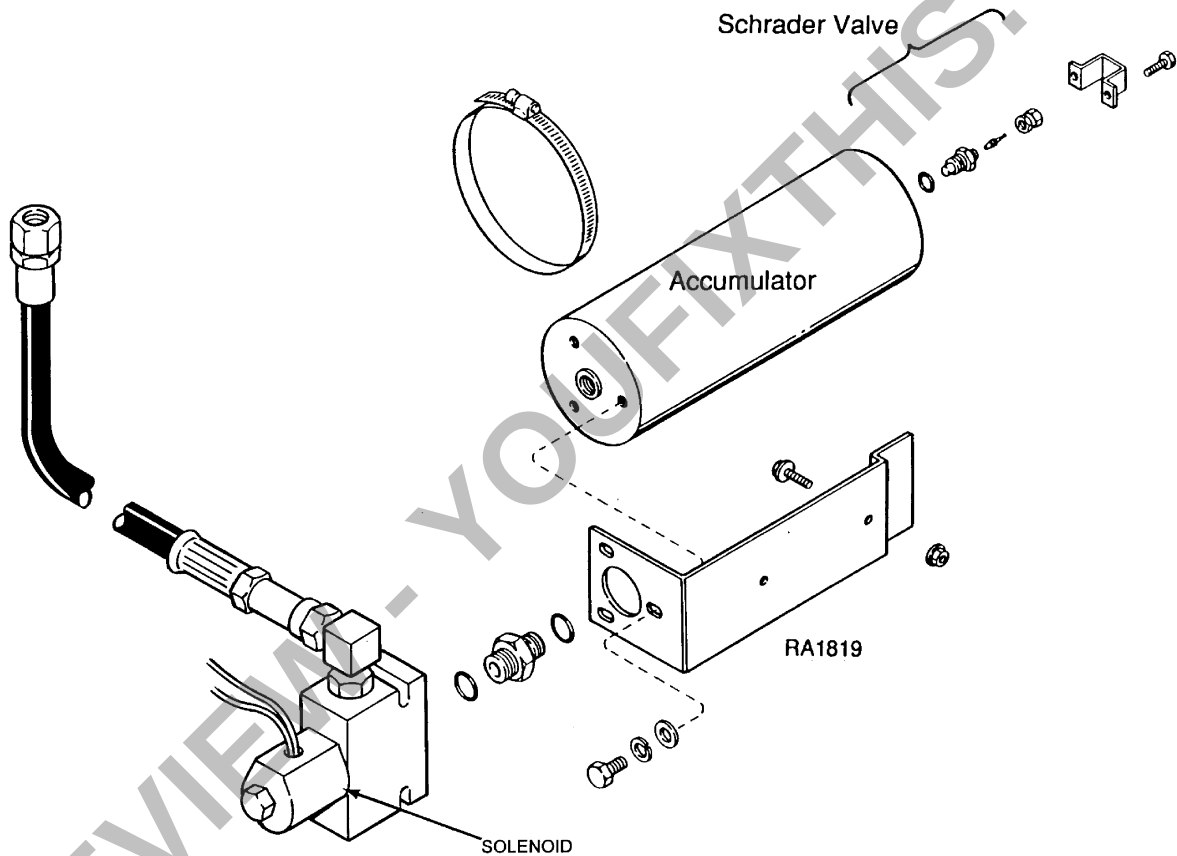
STEP 43



Check all bearings for pitting, flat spots, and noticeable play which would indicate excessive wear. Replace bearings as necessary. Lubricate bearings and store in oil proof paper until ready for assembly.

ACCUMULATOR

Model Year 1999 and Prior



HYDRAULIC SYSTEM TROUBLESHOOTING

When troubleshooting an electro-hydraulic system problem check for electrical power to the solenoid coils as they are activated. This will isolate hydraulic system problems from electrical problems. Use a multimeter for any electrical checks.

Before making any hydraulic system tests make sure that the hydraulic oil reservoir is full, hydraulic filters are clean and the hydraulic oil temperature is above 100°F (38°C). Check the pump drive system and make sure the belt condition is correct.

Problems

PROBLEM: All systems are weak or slow.

POSSIBLE CAUSE	PROCEDURE
A. Low hydraulic oil level in reservoir.	A. Fill reservoir to proper level.

PROBLEM: P.F.C. Piston pump remains on high pressure standby.

POSSIBLE CAUSE	PROCEDURE
A. Signal valve solenoid is not being de-energized.	A. Disconnect main valve stack connector No. 56.
B. Signal valve spool stuck in energized position	B. Remove signal valve (No. 5) and check spool
C. Signal valve leaking	C. Check signal valve seals.
D. The 0.020 inch bleed orifice in the steering priority valve check valve assembly is plugged.	D. Remove the check valve assembly from steering priority valve and clear the orifice.
E. The 0.031 inch orifice in the steering hand pump is plugged. The signal cannot bleed off to return.	E. Check for blocked orifice in steering hand pump. (Check signal line pressure it must be less than 50 psi - 3.5 bar).

PROBLEM: P.F.C. Piston pump has no flow, or low flow.

POSSIBLE CAUSE	PROCEDURE
A. Improperly adjusted or broken hydraulic pump drive belt.	A. Adjust or replace the belt as needed.
B. Piston pump inlet hose collapsed.	B. Check inlet hose condition.
C. Low pressure standby is set below specification.	C. Set low pressure to specification.
D. The pump compensator is not functioning	D. Inspect/Repair/Replace pump compensator.
E. Piston Pump has internal wear or damage.	E. Replace/Repair piston pump.
F. Pump control piston is stuck on the piston guide	F. Disassemble piston pump and repair as necessary.
G. Swash plate control piston spring is broken.	G. Disassemble piston pump and repair as necessary.
H. The swash plate is binding on pivot bearings.	H. Disassemble piston pump and repair as necessary.

PROBLEM: P.F.C. Piston pump will not develop high pressure standby condition, but will run at low pressure standby.

POSSIBLE CAUSE	PROCEDURE
A. High pressure standby is not set to specification.	A. Set high pressure standby to specification.
B. Pump compensator spools are stuck, or binding in bores.	B. Inspect/Repair/Replace pump compensator.
C. Internal piston pump problem.	C. Disassemble piston pump and repair as necessary.

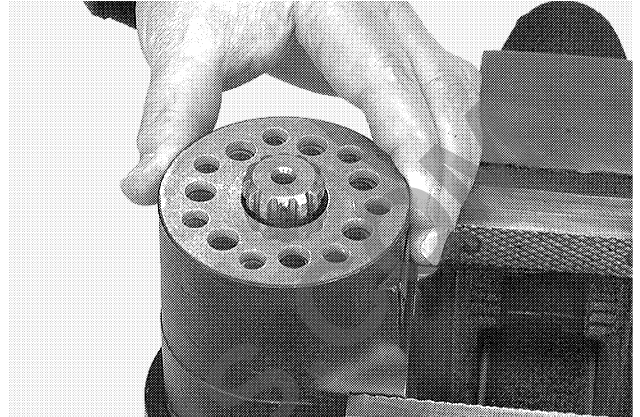
Timing Procedure

STEP 44



RB98B100

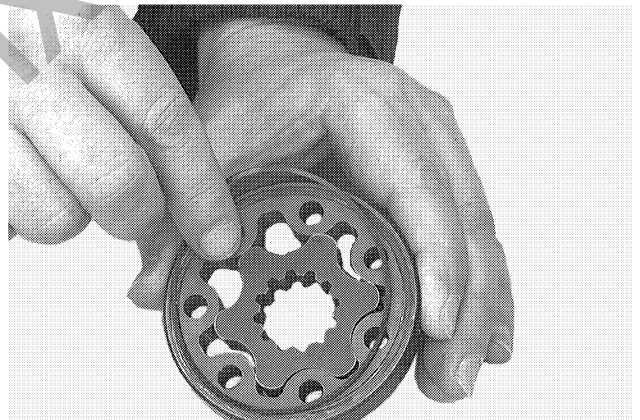
STEP 45



RB98B101

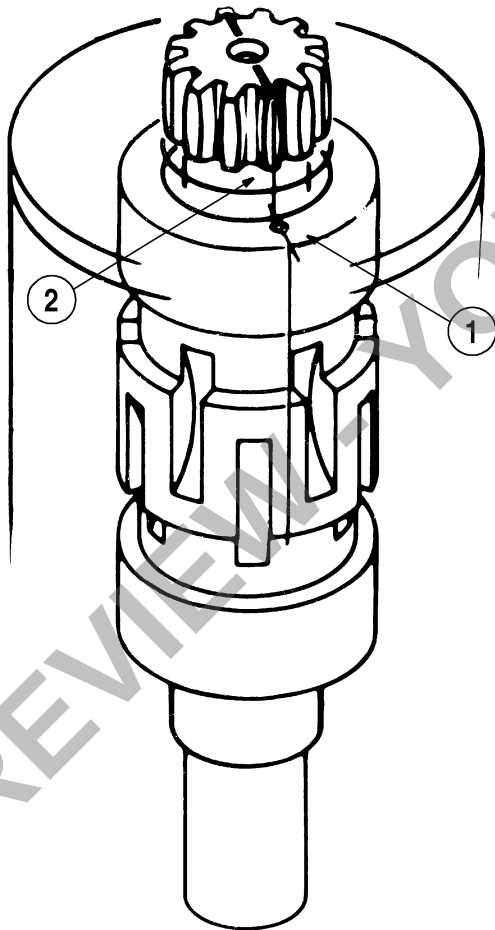
Install spacer plate. Align holes in spacer plate with holes in housing.

STEP 46



RB98B102

Install new seal in motor stator groove. Carefully place motor stator on spacer plate, seal side down.



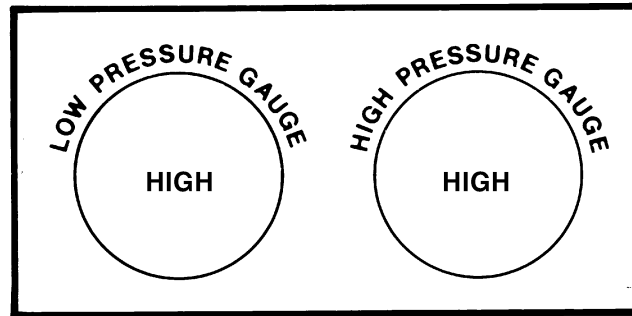
RB98C005

1. TIMING DOT

2. MARKED TOOTH

Install drive shaft. Use felt tip marker to mark one drive shaft tooth. Align this tooth with timing dot.

PROBLEM - NO COOLING



See pressure - temperature chart on Page 4.

476L7

Condenser Malfunctioning - Indications:

- A. Liquid line very hot.
- B. Discharge air from evaporator warm.

1. Check for loose or worn compressor or engine fan belt and proper engine fan operation.

2. Check to see that condenser and radiator are clean, unobstructed, grille screen cleanliness, and that rotary screen functions. Make sure that fan discharge baffle panels are installed.

3. Remove and check condenser for oil stopping or reduced heat transfer.

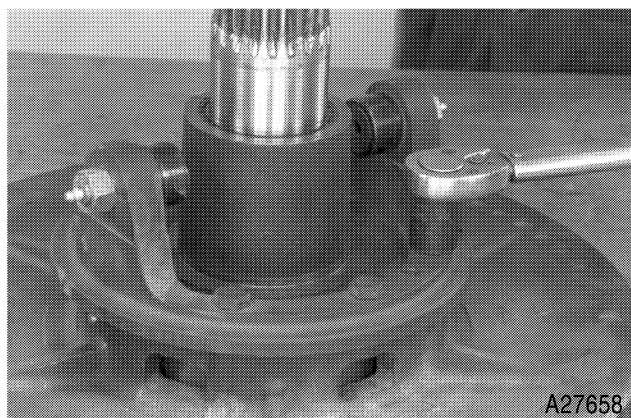
A. Remove refrigerant from the system. See Section 9030.

B. Check compressor for proper oil level.

C. Replace receiver-drier.

D. Remove moisture and charge the system. See section 9030.

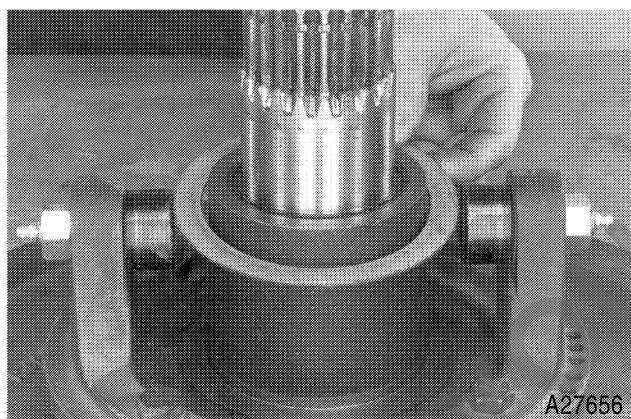
4. Continue the performance test for other possible problems.

STEP 44

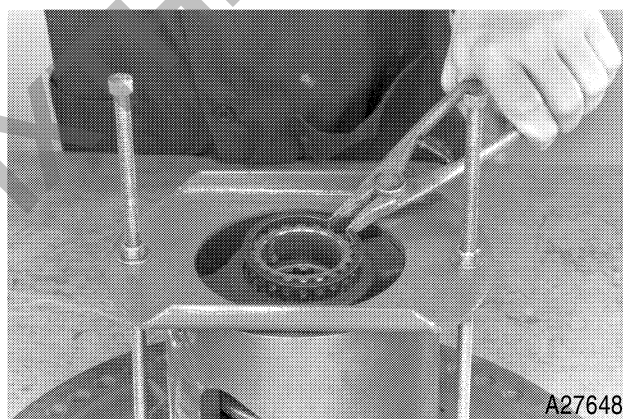
Install the cam follower hub on the adjustable pulley half.

STEP 47

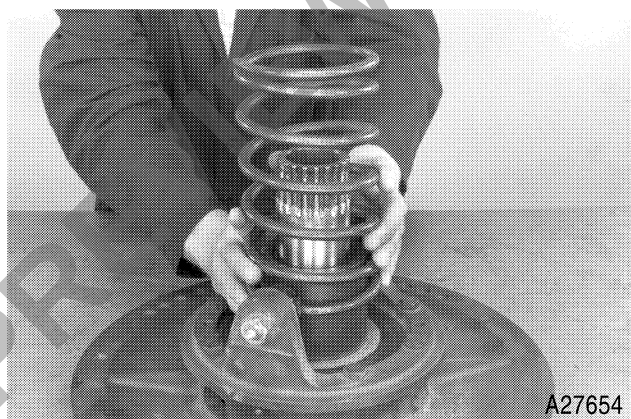
Install the cam assembly on the torque sensing spring.

STEP 45

Install the fiber thrust washer with the steel side up.

STEP 48

Install the compressor plate on the torque sensing unit. Tighten the nuts on the compressor plate bolts to tighten the plate to the pulley half. Keeping the shaft and hub spines aligned, tighten the compressor plate nuts evenly until the cam is just below the retaining ring groove on the hub shaft. Install the retaining ring and make sure it is seated in the groove.

STEP 46

Install the torque sensing spring. It is recommended to use a new torque sensing spring when servicing the unit.

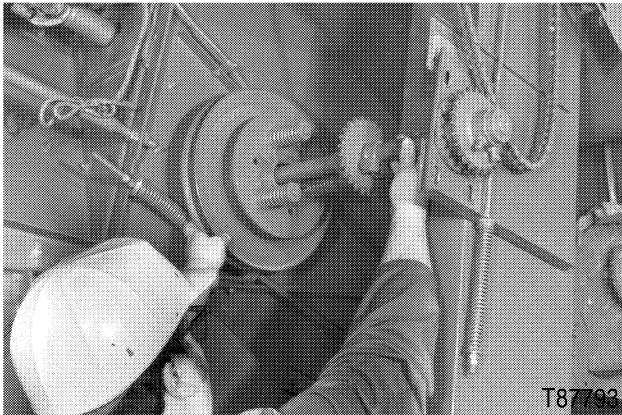
NOTE: Check the free length of the torque sensing spring. The torque sensing spring must have a free length of 11.5 inch (292 mm).

STEP 49

Remove the compressor plate.

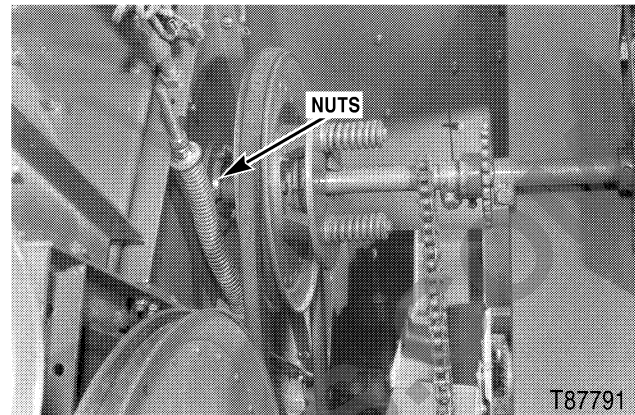
INSTALLATION OF ELEVATOR DRIVE JACKSHAFT

STEP 76



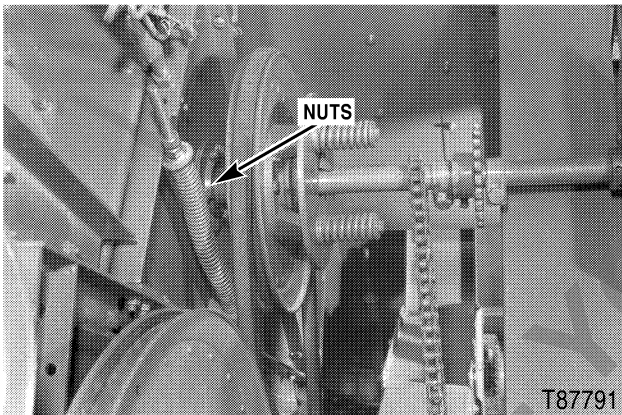
Install the shaft into position on the machine.

STEP 79



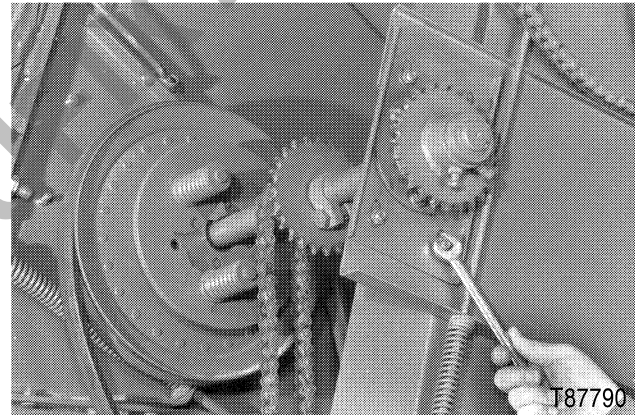
Tighten the nuts on the jackshaft bearing flange a small amount.

STEP 77



Align the holes in the bearing flange with the studs on the wall of the combine. Start the nuts onto the studs and turn the nut in far enough to hold the shaft but loose enough to let the shaft be moved. Install the grease fitting on the bearing flange toward the rear of the combine.

STEP 80 2144, 2166 Only



Install the four bolts that hold the bearing support bracket to the support panel on the grain elevator. Tighten the bolts a small amount. Install the bearing support bracket so that the grease fitting is turned toward the rear of the machine.

STEP 78



Swing the end of the shaft out and slide the jackshaft drive belt and the tailings elevator drive chain over the end of the shaft.

STEP 81 2188 Only

On 2188 machines, the bearing support bracket is fastened to the inside of the sheet metal support. Install the four bolts that hold the bearing support bracket to the support panel on the grain elevator. Tighten the bolts a small amount. Install the bearing support bracket so that the bearing grease fitting is turned toward the rear of the machine.

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