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# SHAFT SPEED MONITOR

**(Refer to Schematic RAC 6-10800, pages 8-10)**

Right Post Instrumentation Center

- Grain Scan Monitor
  **Shaft Speed Monitor / Digital Tachometer, Optional Header Height Indicator**
- Instrument Panel / Warning Lights

## SHAFT SPEED MONITOR

The shaft speed monitor control panel is conveniently located in the middle of the instrumentation post. The shaft speed monitor is used to monitor the following critical operations of the harvesting system:

| MONITORED OPERATIONS | | |
|---|---|---|
| Feeder | Rotor | Cleaning Fan |
| Shoe Sieve | Clean Grain Elevator | Tailing Elevator |
| Beater / Straw Chopper | Straw Spreader | Rotary Air Screen (2344/66 only) |

The shaft speed monitor illuminates an outlined view of the combine when ever the key switch is in the **RUN** position.

## MONITOR OPERATION

When the key switch is turned to the **RUN** position, the instrument cluster will go through a self-test mode for four (4) seconds. All nine shaft LCD symbols will illuminate and an outlined view of the combine. After four seconds, the LCD symbols will be dark. However, the outlined view of the combine will still be displayed.

The shaft speed monitor becomes active when the separator and feeder switches are in the **ON** position for at least four (4) seconds, and the engine speed is 1800 rpm or greater. The shaft speed monitor is de-activated when the separator or feeder switch is disengaged or the engine RPM is below 1800.

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## NOTES

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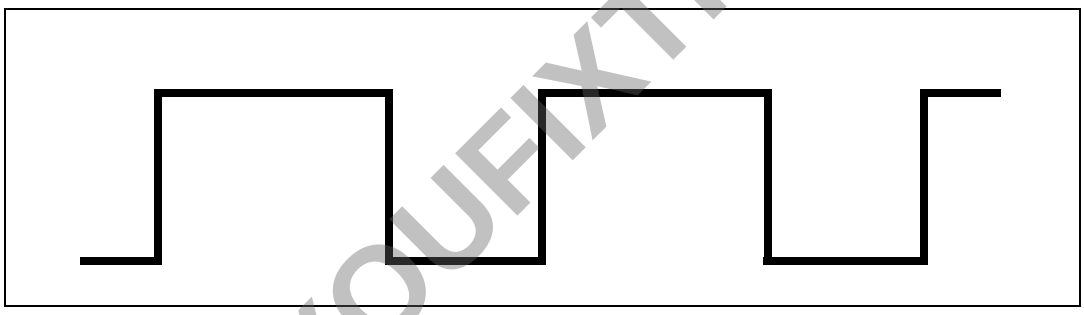
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## HEADER CONTROLLER

The header controller uses the inputs from these potentiometers as a control point for determining the raise and lower rates or reel speeds. The header control module then provides a varying Pulse Width Modulation (PWM) to control the average voltage and current to the raise or lower solenoids or reel drive solenoid.

### PULSE WIDTH MODULATION (PWM)

Pulse Width is the length of time (usually in milliseconds) a pulse-type signal stays in its active state (1000 milliseconds are equal to 1 second). The active state is the voltage level that causes the device to be on. The chart below depicts a pulse width of 3 milliseconds of **OFF** (de-active) and 2 milliseconds of **ON** (active).



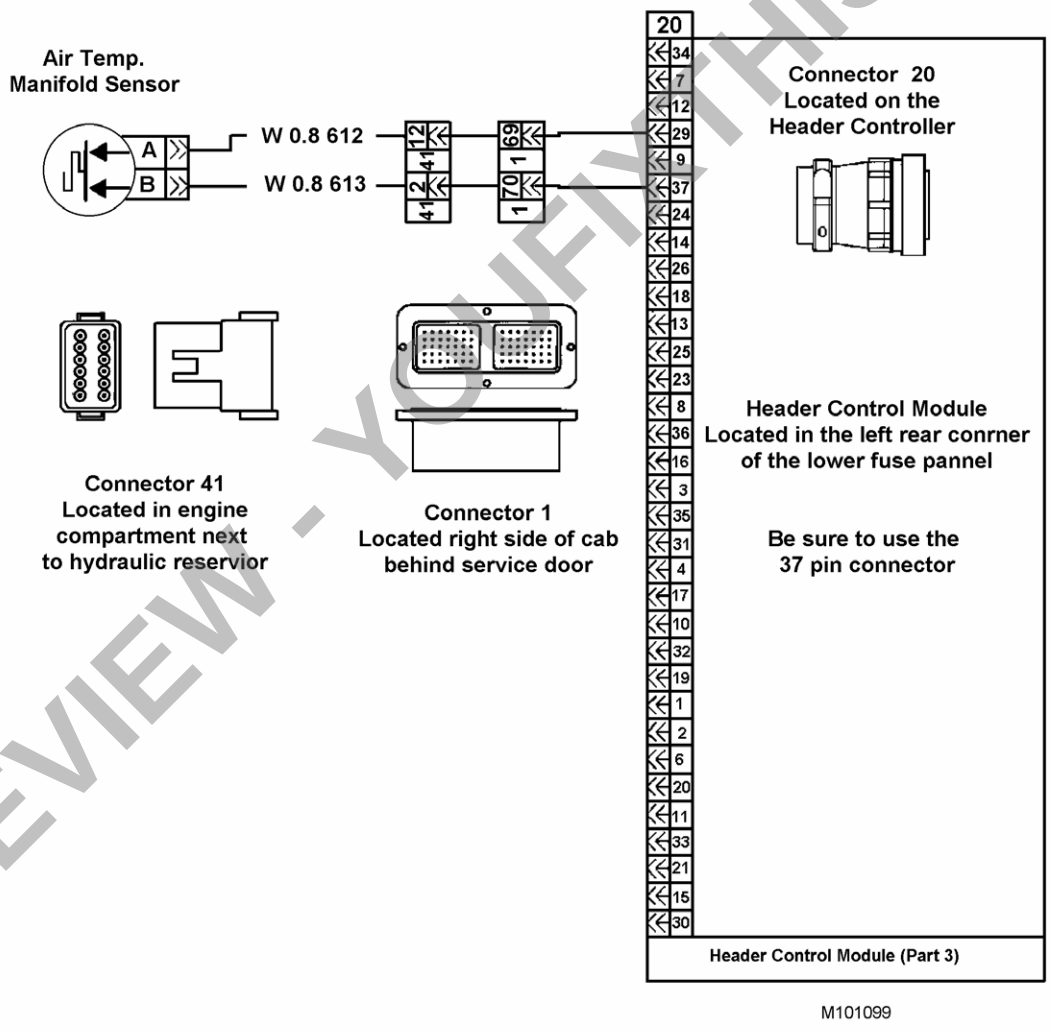

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# FAULT CODE "S4"

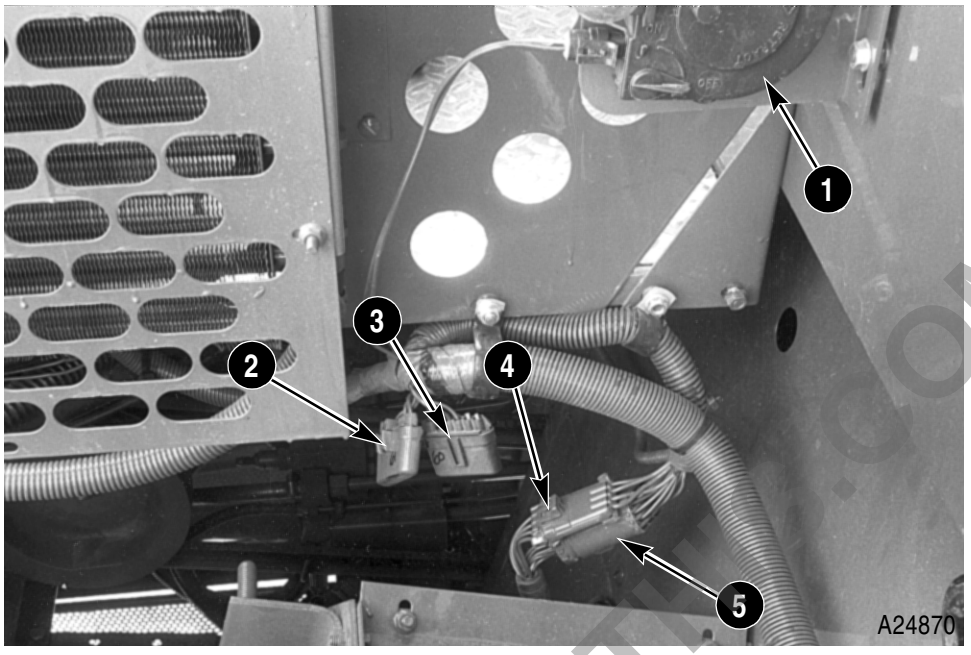
| Error Code | CAUSE | FAIL MODE |
|---|---|---|
| 54 | Open/short - Air/Air temperature circuit failure. Feeder disabled and buzzer on.<br>1. Code only for Air to Air equipped machines ( air screen alarm programmed “OFF”)<br>2. This error will only be recognized if it exists 30 seconds after start-up.<br>Only used on software version r300 or higher | Limp2 |




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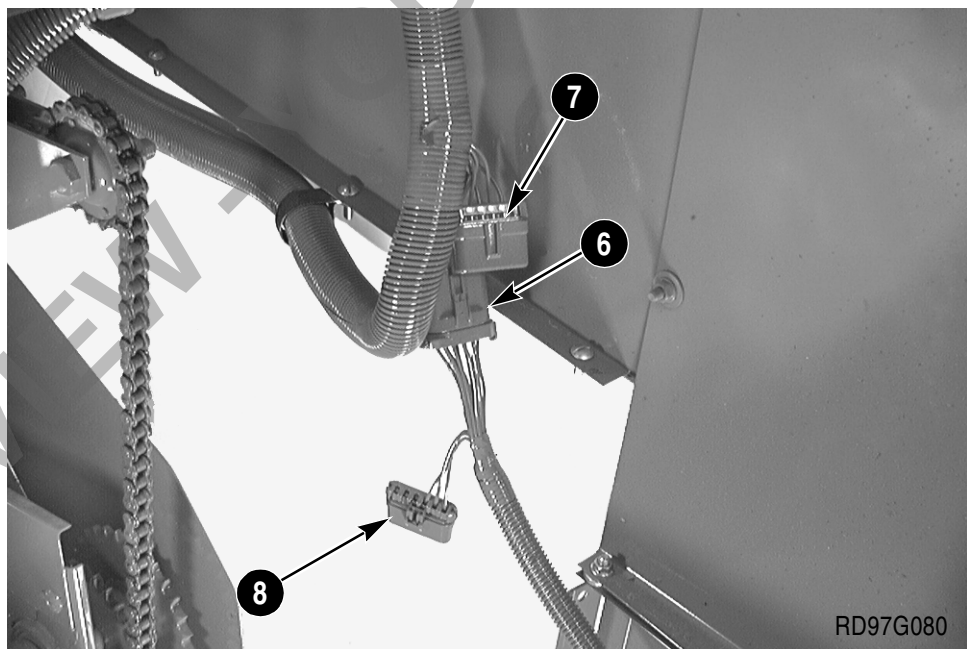


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**INSIDE LEFT HAND FRONT ENGINE COMPARTMENT**

1. SERVICE LIGHT
2. SPLICE MODULE NO. 61 - CLEAN GROUND, OIL TEMP, FUEL LEVEL
3. SPLICE MODULE NO. 60 - SERVICE LIGHTS
4. CONNECTOR NO. 40 - CLEAN GROUND
5. CONNECTOR NO. 39 - TO LEFT SIDE HARNESS




**RH SIDE REAR OF GRAIN TANK**

6. CONNECTOR NO. 36 - ROTARY SCREEN, REAR FLOOD, REAR LIGHTS, ETHER SOLENOID
7. SPLICE MODULE NO. 59 - SENSOR RETURN FROM SHAFT SENSORS
8. SPLICE MODULE NO. 66 - SENSOR RETURN FROM ROTARY SCREEN AND STRAW SPREADERS

**NOTE:** *Positively identify individual connectors by wire number and color.*

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# COMBINE DIAGNOSTICS
# Instrumentation Diagnostics

## Stuck on Touchswitch

In normal operating mode, if one of the upper three (3) pushbuttons is seen continuously on for 8 seconds, the displayed icon relating to that touchswitch will flash.

If an ARROW touchswitch is detected stuck on at start-up, “Arro~and “uP” or “dn” will be flashed on the tachometer display for 8 seconds. This error will be ignored otherwise.

If the ALARM OFF pushbutton is detected stuck on, “ALAr” and “OFF” will be flashed on the tachometer display for 8 seconds. This error will only be displayed at start-up or when a tach/shaft speed monitored function determines that the buzzer needs to be turned on.

If a stuck on touchswitch error condition exists, the DOWN (right) ARROW touchswitch will function as the stuck on pushbutton.

## Low Voltage

If low voltage (<9.8 volts) is detected, “LO” and “SYS” will be flashed on the tachometer display. The feeder and separator outputs and the shaft speed monitor will be disabled.

## Memory Error

If a memory error is detected, “rEg” and “Err”, “CodE” and “Err”, or “E2” and “Err” will be flashed on the tachometer display. The feeder and separator outputs and the shaft speed monitor will be disabled.

## Feeder Coil Circuit

If an over current or open circuit condition exists, “Fdr” and “Err” will be flashed on the tachometer display. The feeder output will be turned off. The error will be cleared and not shown when the FEEDER ENABLE switch is OFF or turned OFF.

## Separator Coil Circuit

If an over current or open circuit condition exists, “SEP” and “Err” will be flashed on the tachometer display. The separator and feeder output will be turned off. The error will be cleared and not shown when the SEPARATOR ENABLE switch is OFF or turn OFF.

## Serial Communications Link

If the instrumentation does not receive data from the header controller, “SCL” and “Err” will flash.

**NOTE:** *If a system fault is displayed, contact your dealer for assistance.*

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# HEADER TILT

**NOTE:** *Engine running and field tracker switch in manual position. Disconnect connector 79 from header tilt module (field tracker) in cab fuse panel compartment. Make the following tests on the harness end connector 79.*

**NOTE:** *Use the Cas-2110 Electrical Systems Diagnostic Tester along with adapter harness Cas-2112 if available.*

## Power and Clean Ground

| Test Points | Good Reading | Possible Cause of Bad Reading |
|---|---|---|
| Pin 1 to ground. | 12 volts | Bad 10 amp fuse 23.<br>Bad circuit between test point and fuse 23. |
| Pin 16 to ground. | Continuity | Bad circuit between test point and clean ground. |

## Tilt Left Solenoid

| Test Points | Good Reading | Possible Cause of Bad Reading |
|---|---|---|
| Activate tilt left on header control switch. Pin 15 to ground. | 12 volts | Bad 10 amp fuse 23.<br>Bad tilt left relay.<br>Bad circuit between test point and fuse 23. |
| Release header control switch. Pin 15 to ground. | 4 to 5 ohms | Bad tilt left solenoid |

## Tilt Right Solenoid

| Test Points | Good Reading | Possible Cause of Bad Reading |
|---|---|---|
| Activate tilt left on header control switch. Pin 14 to ground. | 12 volts | Bad 10 amp fuse 23.<br>Bad tilt right relay.<br>Bad circuit between test point and fuse 23. |
| Release header control switch. Pin 14 to ground. | 4 to 5 ohms | Bad tilt right solenoid. |

## Response Potentiometer

**NOTE:** *Engine shutdown for following tests. Test on harness end connector 79.*

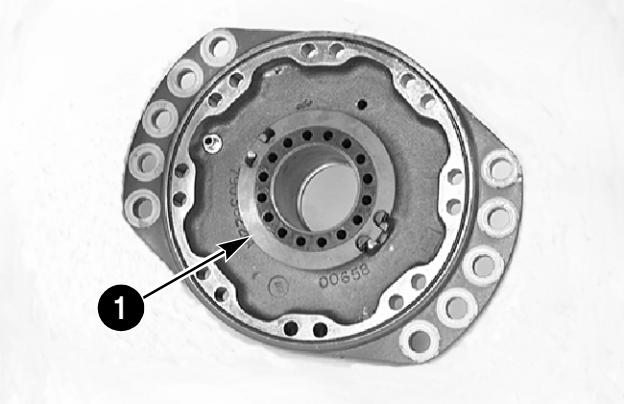
| Test Points | Good Reading | Possible Cause of Bad Reading |
|---|---|---|
| Pin 2 to 3 while adjusting response potentiometer from minimum to maximum setting. | 0 to 50K ohm | Bad response potentiometer.<br>Bad circuit between test points and potentiometer. |

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## Valve Block Disassembly

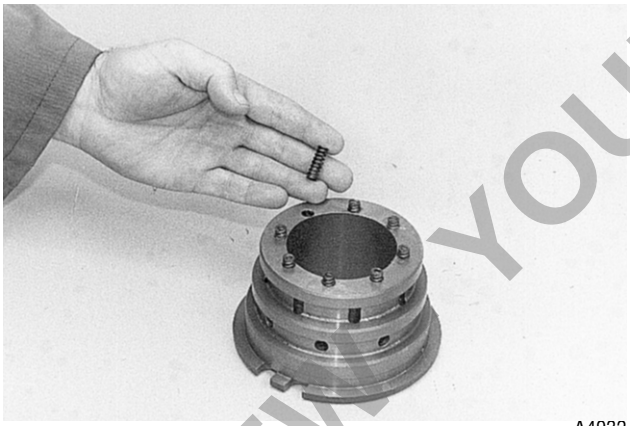
### STEP 24




RD97C028A

Remove the valve block (1) from the housing. If necessary, use a wood dowel to separate the valve block (1) from the housing.

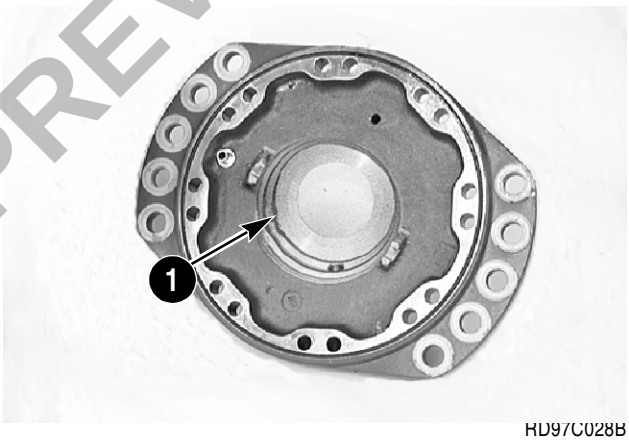
### STEP 25



A4932

Remove the eight springs from the valve block.

### STEP 26




RD97C028B

Remove and discard the three valve block seals (1) and the three O-rings (1) from the housing.

## Cylinder Block Disassembly

### STEP 27



RD97C032

Remove the cylinder block from the bearing support housing.

### STEP 28



RD97C033

Remove the ten clips holding the piston assemblies in the cylinder block.

### STEP 29



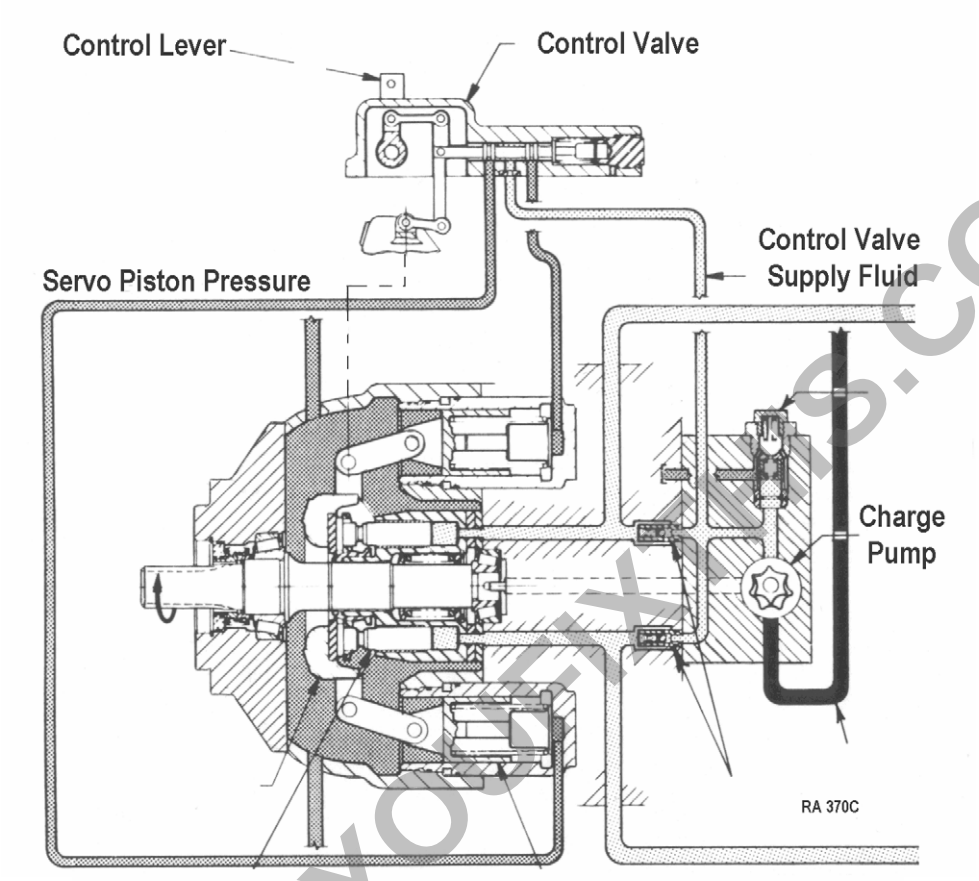
RD97C038

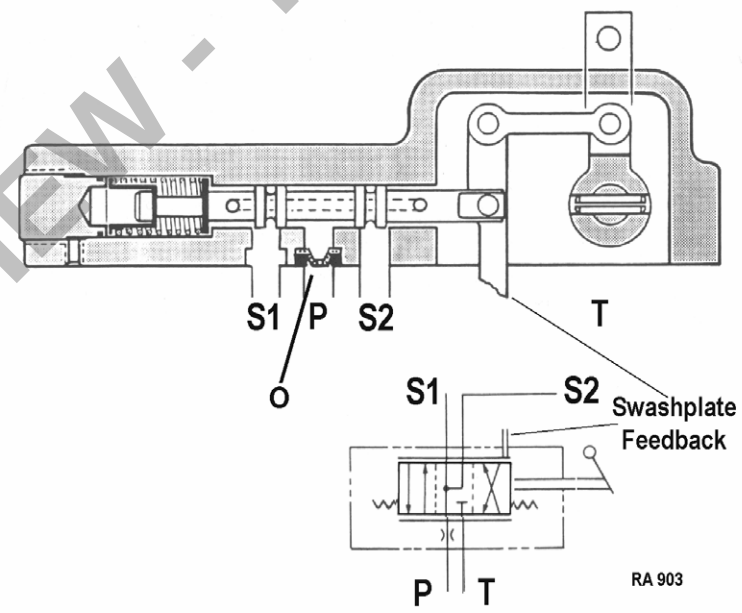
Hold your hand over the piston assembly and blow the piston out using low pressure compressed air. Do this slowly and carefully. The pistons can be expelled with considerable force if too much air is used.

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# SYSTEM OPERATIONS



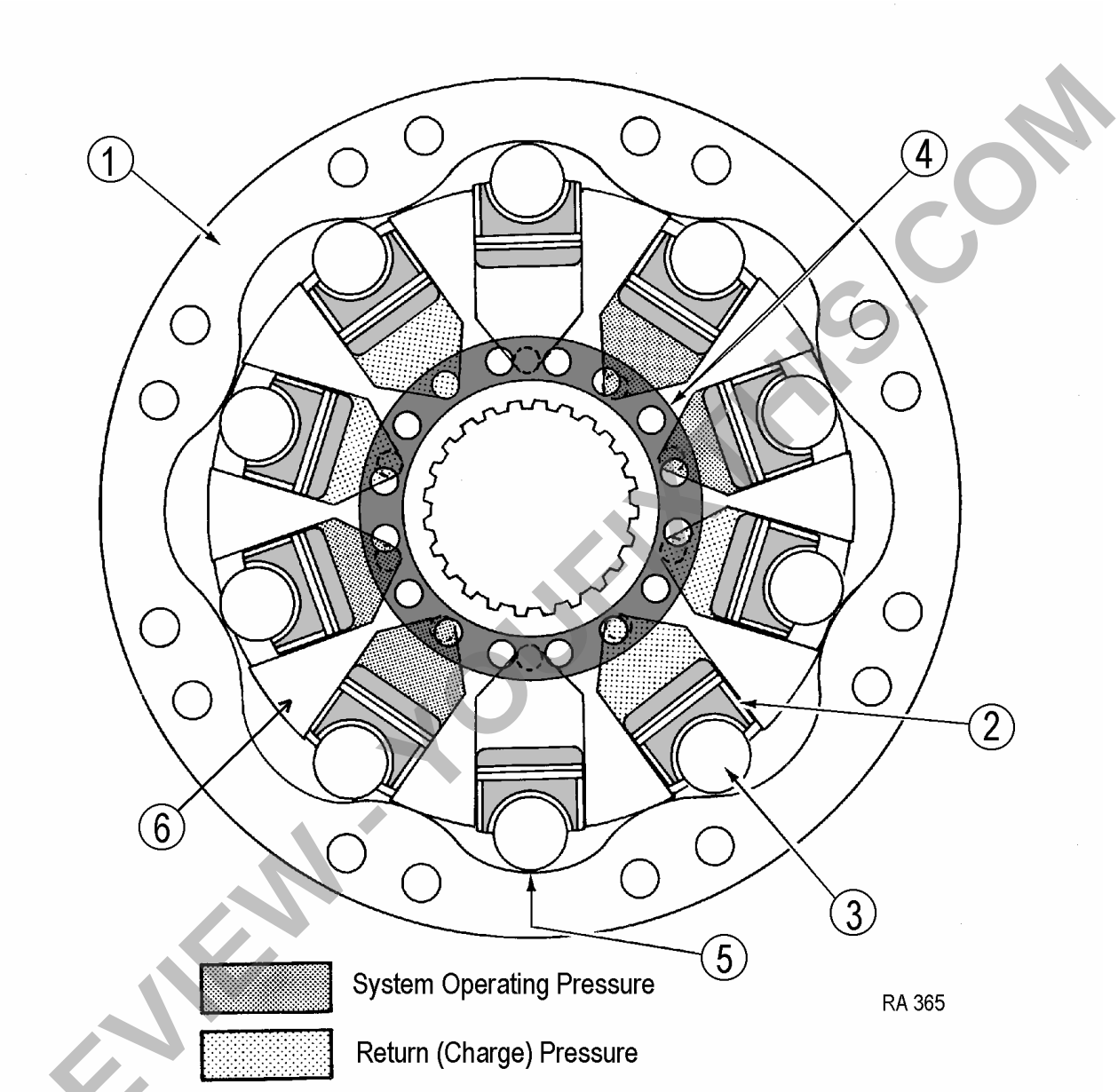

| | |
|---|---|
| T - Tank | P - Charge Pressure |
| S1 - Servo Piston "Reverse" | S2 - Servo Piston "Forward" |
| O - Orifice Plate | |

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# CAM LOBE MOTOR




| | | | |
|---|---|---|---|
| 1. | Cam Ring | 2. | Piston Assembly |
| 3. | Piston Follower | 4. | Oil Distribution Block |
| 5. | Neutral Position | 6. | Cylinder Block Assembly |

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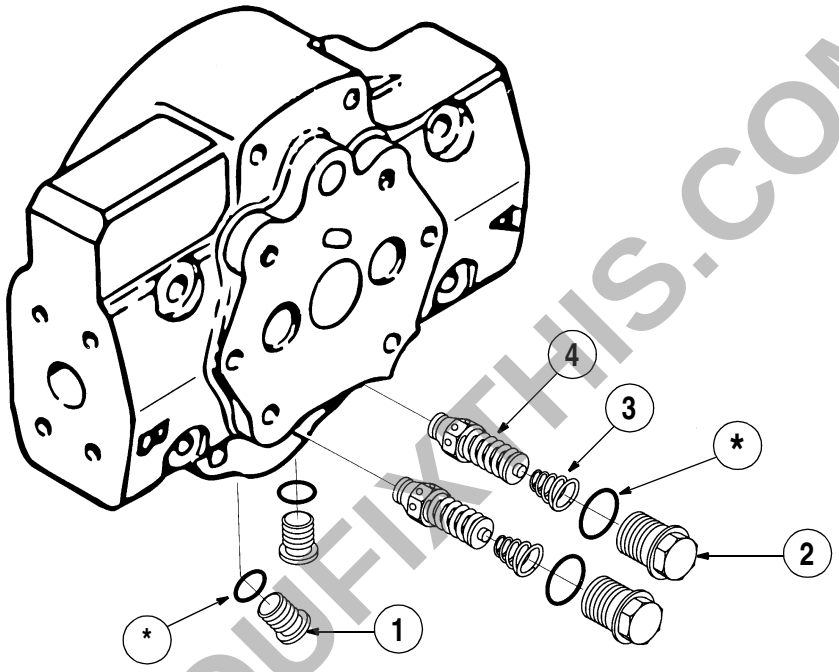


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# POWER LIMITER VALVE END COVER

## Disassembly and Assembly

### STEP 17




SM0401

**NOTE:** *Items are numbered in order of disassembly.*

**NOTE:** *Items marked with a star must be replaced.*

**NOTE:** *For assembly, lubricate new O-rings and moving parts with clean hydraulic oil.*

1. PLUG 15 Nm (111 lb. ft.)
2. PLUG 30 Nm (221 lb. ft.)
3. SPRING
4. POWER LIMITER VALVE

## Pressure Settings

If the power limiter valve (4) has a three-digit number stamped on it, multiply the number by 10 to obtain the pressure setting, e.g. 550 = 5,500 psi (379.2 bar).

If the power limiter valve (4) has a two-digit number stamped on it, refer to the adjacent table to obtain the pressure setting.

| 2-Digit Code | Pressure |
|---|---|
| 54 | 4000 psi (275.8 bar) |
| 59 | 4500 psi (310.3 bar) |
| 56 | 5000 psi (344.7 bar) |
| 63 | 5500 psi (379.2 bar) |
| 21 | 5800 psi (400.0 bar) |
| 57 | 6000 psi (413.7 bar) |

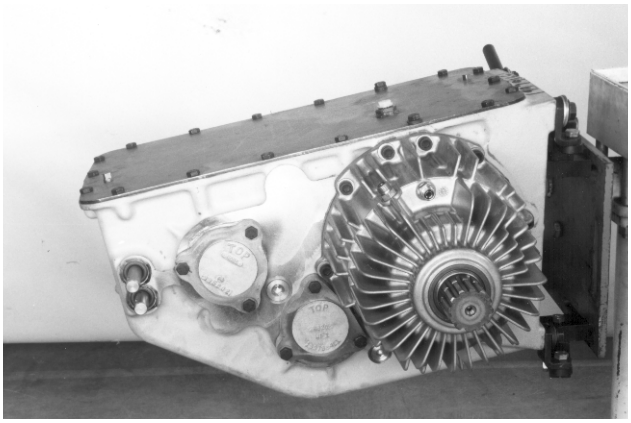
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# BRAKE ASSEMBLY AND TRANSMISSION COVER REMOVAL

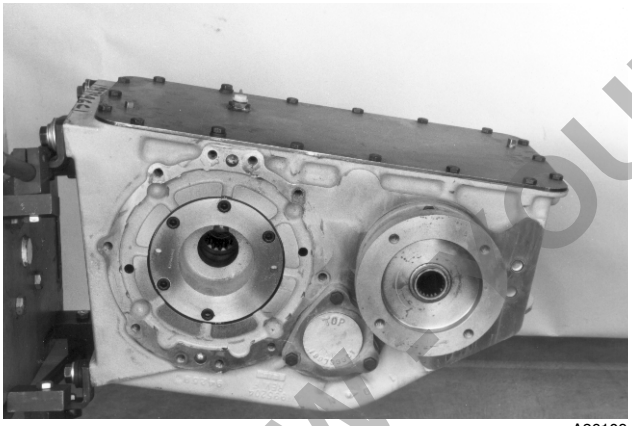
## STEP 1



A26108

See Section 6035 in this manual for transmission removal. Clean the transmission thoroughly and mount the transmission on a stand.

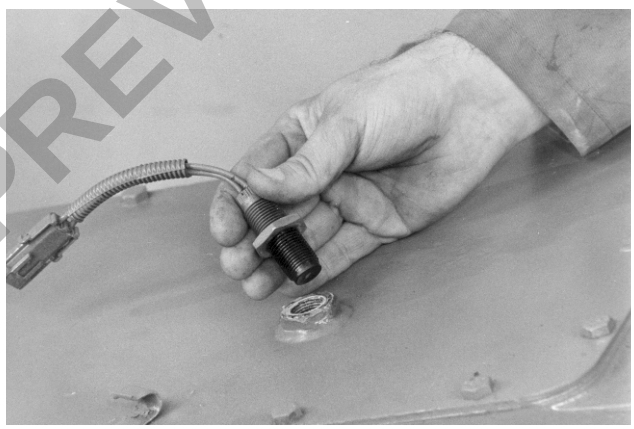
## STEP 2



A26109

Remove the brake assemblies from the transmission. Clean both mating surfaces of gasket material.

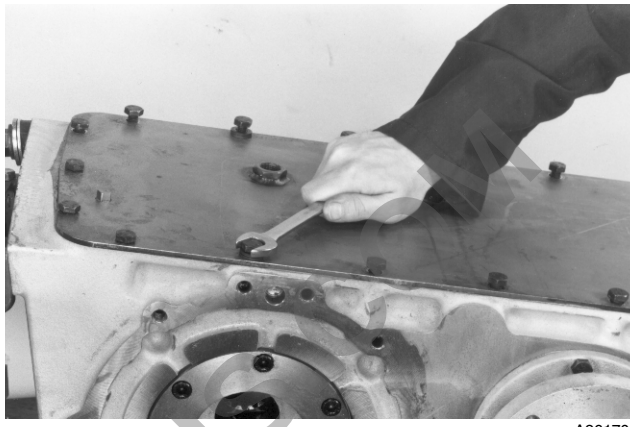
## STEP 3



T88060

Remove the speed sensor from the transmission cover.

## STEP 4



A26170

Remove the transmission cover bolts.

## STEP 5



A26171

Remove the transmission cover.

## STEP 6



A26172

Use a scraper to remove the gasket material from the housing.

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Starting in 1999 a cleaning groove was added to the torque-sensing pulley to help wipe the dust and dirt from the edge of the rotor drive belt. By keeping the rotor drive belt clean the belts gripping friction is maintained, prolonging the life of the belt. When assembling the pulley halves, the groves need to be timed 180 degrees from each other.




An air deflector was also added. It is mounted below the injection pump on the engine. It will direct the air blast from the engine fan towards the rotor drive belts to provide a cooling and cleaning affect.

## THREE SPEED ROTOR DRIVE GEARBOX

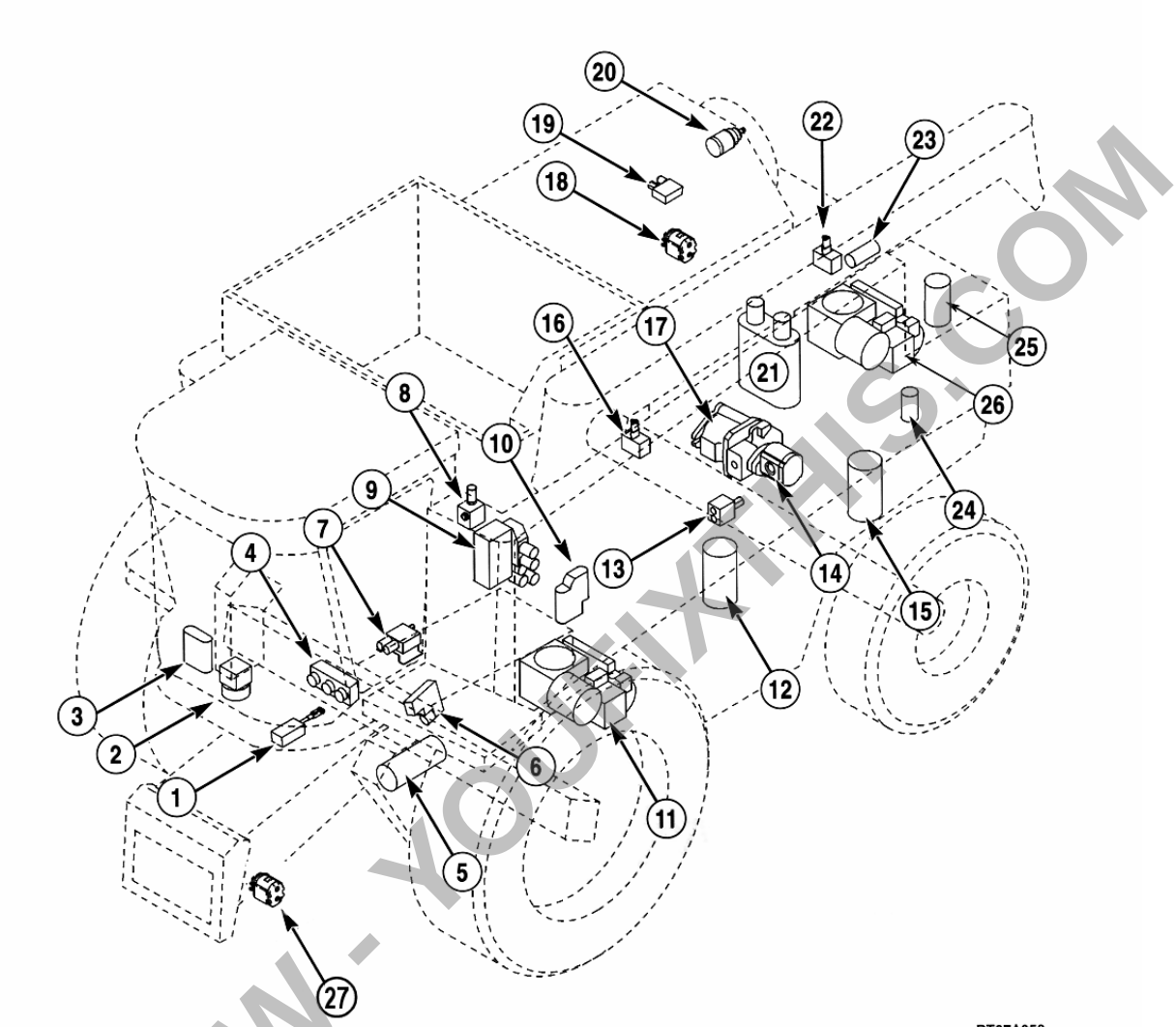
**REMEMBER: COMBINE P.I.N. HAJ0295001 AND AFTER, THE HEAVY DUTY ROTOR DRIVE GEARBOX IS REPOSITIONED SLIGHTLY AND REQUIRES A ONE INCH SHORTER BELT. THE GEARBOX ON OLDER MACHINES MAY BE RETROFITTED. LIMIT SWITCH ADJUSTMENTS REMAIN THE SAME.**

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# HYDRAULIC COMPONENT LOCATIONS




| | | | | | |
|---|---|---|---|---|---|
| 1 | Foot-N-Inch | 10 | Steering Priority Valve | 19 | Air Screen by-pass Valve - 2388 Only |
| 2 | Steering Hand Pump | 11 | Hydrostatic Motor | 20 | Air Screen Hydraulic Motor - 2388 Only |
| 3 | Brake Valve - Service | 12 | Return Filter - Hydraulic. | 21 | Reservoir |
| 4 | Feeder Manifold With thermal Relief | 13 | Pressure Regulator Valve | 22 | Separator Clutch Valve (part of #13 for 2001) |
| 5 | Ride Control Accumulator 1998 / 1999 shown, (2000 and after attached to the Main Valve assembly) | 14 | Auxiliary Gear Pump | 23 | Separator Clutch Accumulator - 2388 Only |
| 6 | Reel Drive Valve | 15 | Suction filter - Hydro | 24 | Air Screen / PTO Circuit -Filter 2388 Only |
| 7 | Park Brake / Feeder Valve | 16 | Unloader Clutch Valve (part of #13 for 2001) | 25 | Return Filter - Hydro |
| 8 | Ride control Accumulator Valve | 17 | PFC Pump | 26 | Hydrostatic Pump |
| 9 | Main Valve Assembly | 18 | Air Screen / PTO Gear - Pump 2388 Only | 27 | Hyd. Feeder Reverser |

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## UNLOADING AUGER CLUTCH VALVE

The unloading auger clutch engagement control valve is a two position four way solenoid-operated control valve. The unloading auger clutch control valve is located above the unloading auger engagement pulley on the left side of the machine.

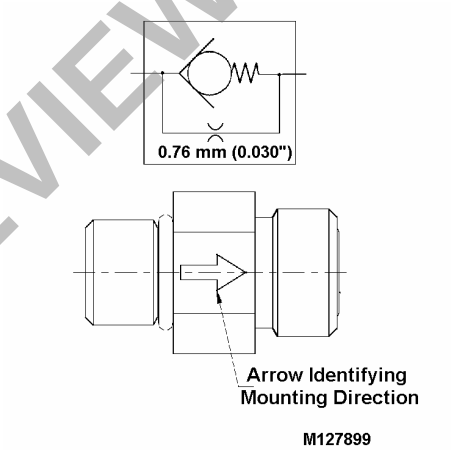
### Valve Disengaged

Regulated pressure is directed to the rod-end of the cylinder by the solenoid. A spring located on top of the spool pushes the spool downward. Oil from Port “B” enters the holes in the center of the valve and is directed past spool lands out Port “D” to the rod-end of the cylinder. Return oil from the base-end enters Port “A” after flowing through a 0.76 mm (0.030 in) orifice located in the cylinder. This oil is directed through the inside of the spool and out Port “C” to the reservoir.

### Valve Engaged

The solenoid is energized and the spool is attracted to the magnetic field. With the spool moved up, oil from Port “B” enters the holes in the center of the valve and is directed past spool lands out Port “A” through a 0.76 mm (0.030 in) orifice located in the cylinder to the base-end of the cylinder. Return oil from the rod-end of the cylinder enters Port “D”. This oil is directed through the inside of the spool and out Port “C” to the reservoir. The engagement speed of the unloading auger drive cylinder is controlled by the 0.76 mm (0.030 in) orifice located in the cylinder. Once the cylinder reaches the end of its stroke, the flow through this circuit stops. The circuit will have regulated pressure in it.

**REMEMBER**: An orifice fitting is available for the base end of the cylinder to slow down engagement for 2100's and early 2300's. Refer to service bulletin NHE SB 002 99.




Install fitting in the base of the cylinder with the arrow pointing towards the hose.

**REMEMBER**: an unloading auger that does not stop turning may be the first indication that regulated pressure is on the low side of the specifications.



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  - Header will lift and lower, but no other main valve assembly functions will work. ..... 7
  - Reel will not raise, all other main valve assembly functions are operating normally. ..... 7
  - Reel will not lower, but all other main valve assembly functions are operating normally. ..... 7
  - Unloader auger will not swing, but all other main valve assembly functions are operating normally. ..... 8
  - Reel fore/aft not functioning, but all other main valve assembly functions are operating normally. ..... 8
  - Field Tracker not functioning, but all other main valve assembly functions are operating normally. ..... 9
  - Header will not raise, but all other main valve assembly functions are operable. ..... 9
  - Header will not lower. ..... 9
  - The header leaks down at a rate exceeding 3/4 inch per hour at cylinders. ..... 10
  - The feeder reverser will not operate, but all main valve assembly functions are operating normally. ..... 10
  - Reel will not turn (couplers are fully engaged). ..... 11
  - No regulated circuit functions work, unloader clutch, separator clutch 2344 and 2366, feeder clutch, brakes and park brake. 11
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# Section

# 8040

## PARK BRAKE AND FEEDER CLUTCH VALVE

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# HEADER LIFT CYLINDER REPAIR

## Disassembly

**(See Figure 6)**

### STEP 1

Remove the elbow fitting from the cylinder port.

### STEP 2

Extend the rod until the retaining ring is visible through the cylinder port. Move the retaining ring out of the rear retaining ring groove and into the forward assembly groove using a pick while rotating the rod.

### STEP 3

Remove the rod from the cylinder.

### STEP 4

Remove and discard the step seal, U-cup and the rod wiper from the cylinder grooves.

## Assembly

### STEP 1

Lubricate a new step seal and U-cup with system hydraulic fluid. Install the step seal in the cylinder with the seal lip facing the inside and base of the cylinder. Install the U-cup in the cylinder with the cup facing the base of the cylinder.

### STEP 2

Lubricate a new wiper seal with system hydraulic fluid. Install the wiper seal over the rod with the seal lip facing the outside of the cylinder. Install the retaining ring in the assembly groove on the rod. Align the retaining ring gap so it is 90 degrees away from the cylinder port. This position aligns the retaining ring gap with the pin hole at the rod end.

### STEP 3

Install the rod in the cylinder using care not to damage any of the seals.

**NOTE:** *Do not install the wiper seal in the cylinder end at this time.*

### STEP 4

Retract the rod into the cylinder until the retaining ring is visible through the cylinder port. Move the retaining ring out of the forward assembly groove and into the rear retaining ring groove using a pick while rotating the rod.

**IMPORTANT:** *The retaining ring gap must not be visible in the cylinder port after installation.*

### STEP 5

Seat the retaining ring by manually extending the cylinder rod until the retaining ring contacts the cylinder stop.

**WARNING:** *Fully extend the cylinder rod to seat the retaining ring. Failure to seat the retaining ring may result in cylinder failure and possible injury.* M487

### STEP 6

Install the wiper seal in the cylinder end.

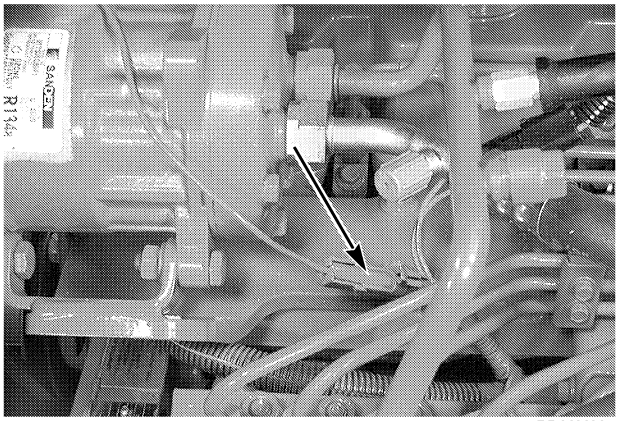
### STEP 7

Install the elbow fitting in the cylinder port.

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RD99M035

**Compressor Clutch**

1. The compressor clutch must disengage when the wire lead to the clutch is disconnected.
2. Measure system voltage. Minimum system voltage is 12V.
3. Measure coil resistance between connector and bracket ground. 2.8K to 3.3K ohms is range of coil resistance. Infinite resistance indicates open circuit.
4. 12V should be present at harness connector with key in RUN position, recirculation blower running, system pressures not triggering high or low pressure shutdowns, ATC switch set to DEFOG/DEFROST and evaporator core temperature above -2°F (19°C).
5. See **9 - Clutch Relay Power Supply and Ground Test**, page 27.

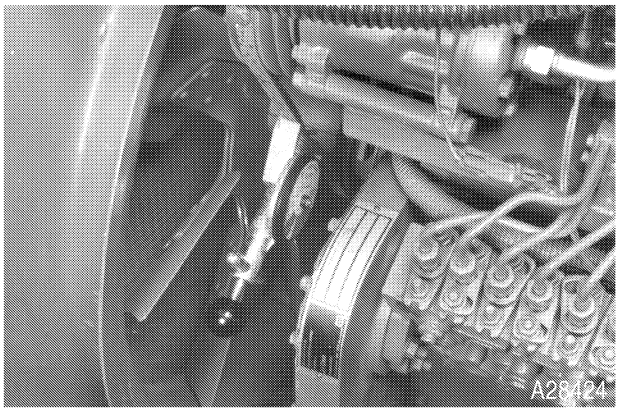
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# COMPRESSOR BELT CHECK AND ADJUSTMENT

Check Interval ..... Every 250 hours of operation

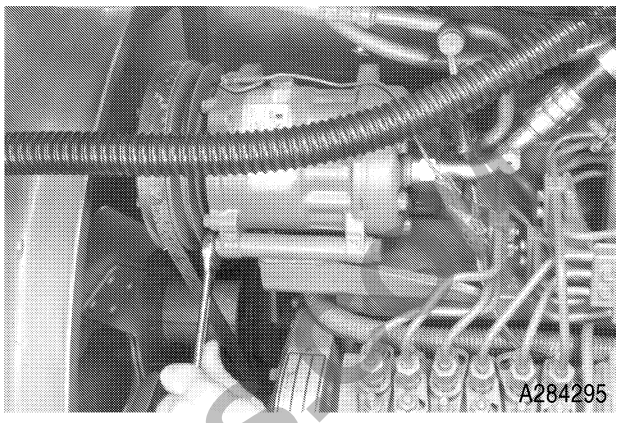
**NOTE:** *Check the belt tension after the first 50 hours of operation and then use the regular check interval.*




Measure the compressor belt for correct tension using a belt tension gauge. Check the belt to the following specifications.
New Belt.....95 to 115 lbs (422 to 516 N)
Used Belt .....90 to 110 lbs (400 to 489 N)

**NOTE:** *Adjust new belts to the used belt specifications after a 10 minute run-in.*

**WARNING:** *Rotating fans and belts. Contact can injure. Keep clear.* M150A




To adjust the belt tension, loosen the compressor adjusting bolts and pivot bolt. Push the compressor up until the correct tension for the belt is reached. Tighten the compressor adjusting bolts and pivot bolt.

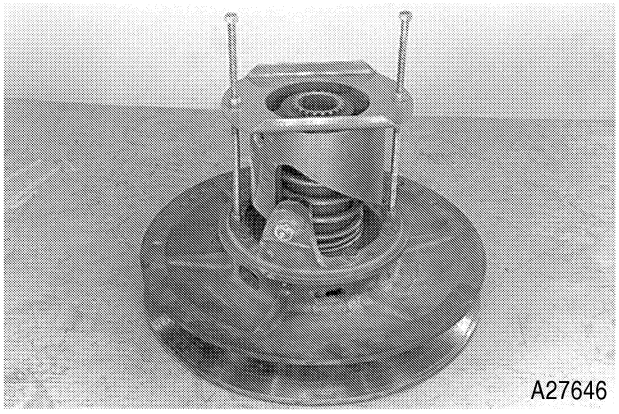
**IMPORTANT:** *Do not pry on the compressor clutch or body. Apply pressure only on the mounting ears.*

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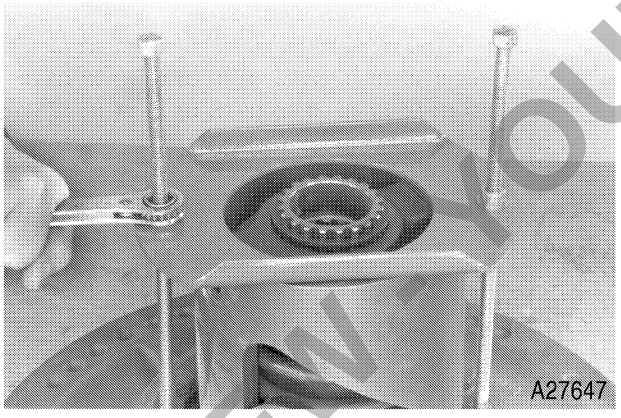
# SERVICING THE TORQUE SENSING UNIT

## STEP 9



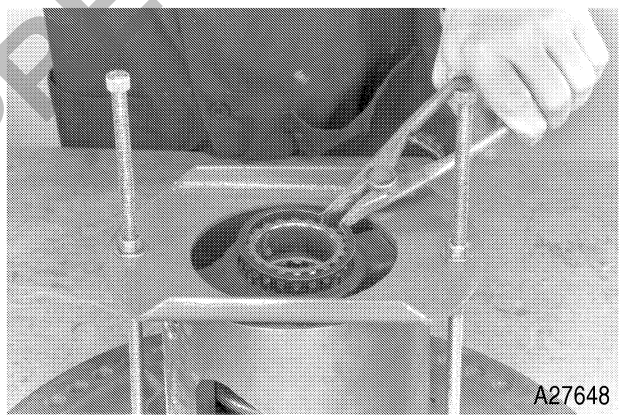

Put the torque sensing unit on a clean work bench. Assemble the compressor plate on the torque sensing unit. Be sure to tighten the long bolts into the pulley half and to tighten the flange lock nuts against the pulley half.

## STEP 10



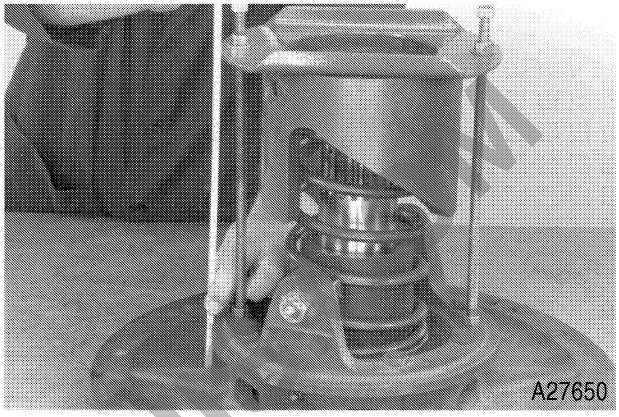

Tighten the compressor plate nuts evenly to compress the torque sensing spring enough to remove the retaining ring for the cam follower hub.

## STEP 11



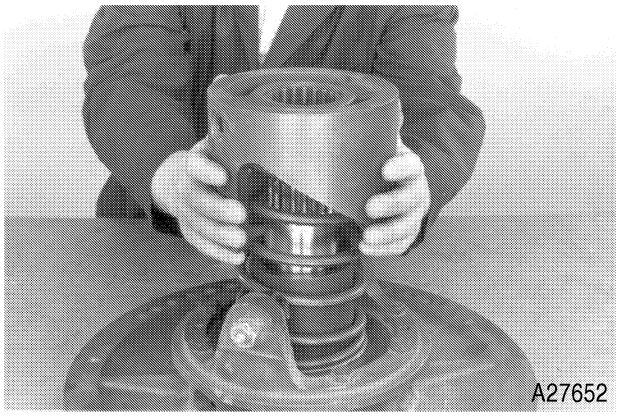

Remove the retaining ring.

## STEP 12



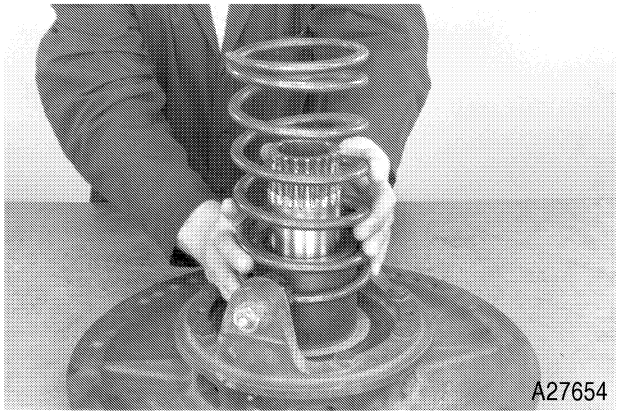

Carefully loosen the compressor plate nuts evenly to release the tension on the torque sensing spring. Check the height of the compressor plate. The compressor plate must be approximately 11.5 inches (292 mm) above the pulley half for all tension to be released. Remove the compressor plate from the torque sensing unit.

## STEP 13




Lift the cam follower assembly off the hub.

## STEP 14

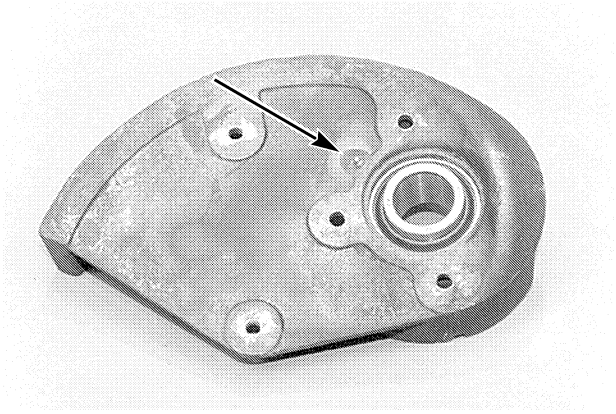



Remove the torque sensing spring.

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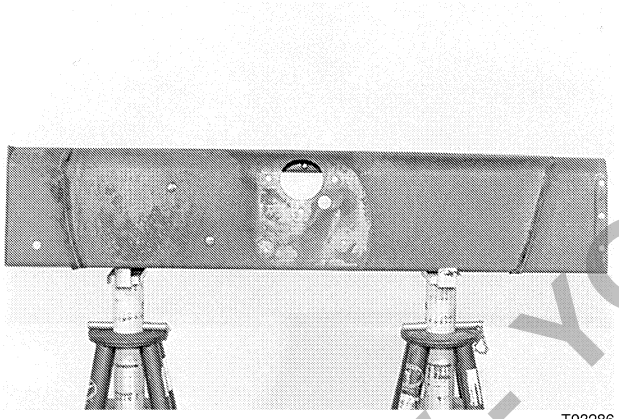
## STEP 110



T93285

Make sure that the grease fitting in the housing for the rotor front bearing is not damaged and is in good operating condition.

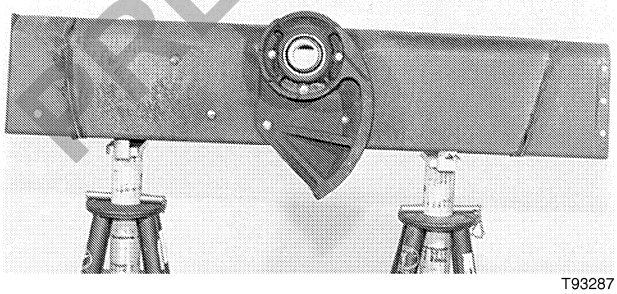
## STEP 111



T93286

Put the bearing plate on the support stands. The hole in the support plate for the rotor must be up.

## STEP 112



T93287

Install the bearing housing on the side of the support plate that goes toward the rotor.

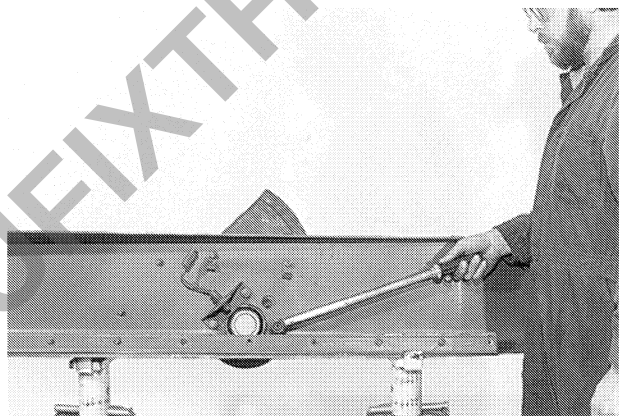
## STEP 113



T93288

Install the rotor speed sensor on the support plate.

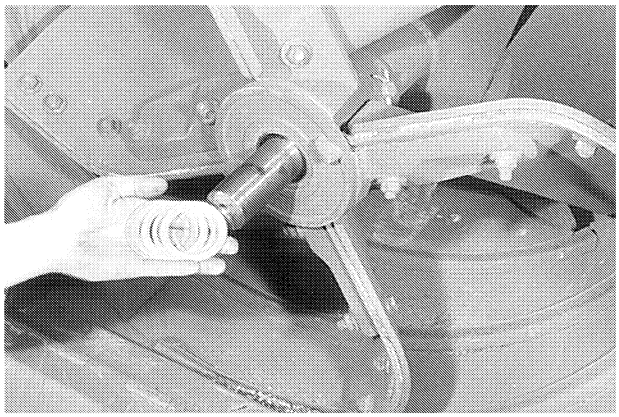
## STEP 114



T93291

Tighten the mounting bolts for the rotor speed sensor and the bearing housing to the following torques:
5/16 inch diameter..... 17 to 21 lb ft (23 to 29 Nm)
3/8 inch diameter..... 35 to 42 lb ft (48 to 57 Nm)
1/2 inch diameter..... 80 to 96 lb ft (109 to 130 Nm)

## STEP 115



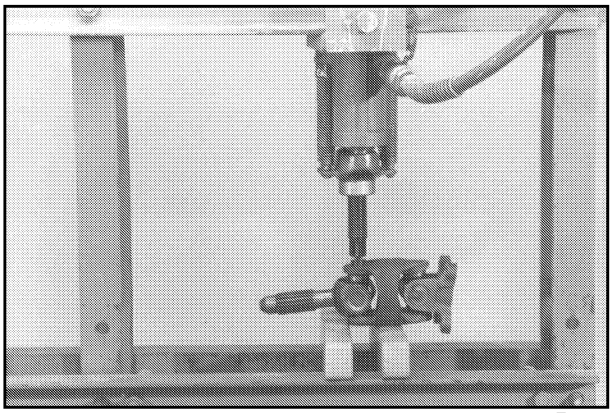
T93280

Install the same package of shim washers on the rotor front shaft that were removed during disassembly.

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## STEP 32



T92771

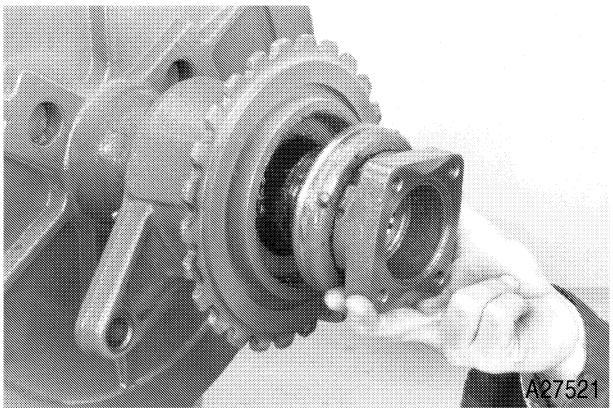
Use a hydraulic press to install new universal joints in the driveshaft. Install new retaining rings to hold the universal joints in place.

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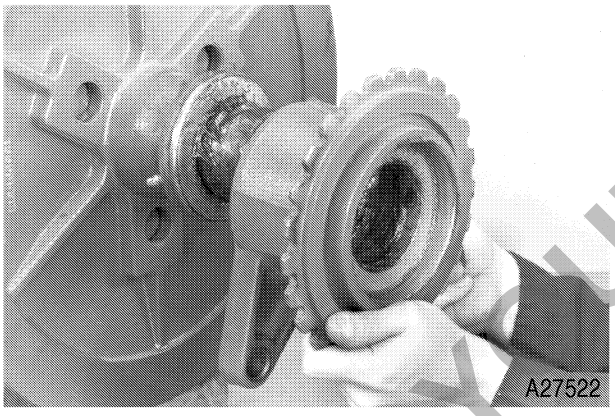
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**STEP 11**



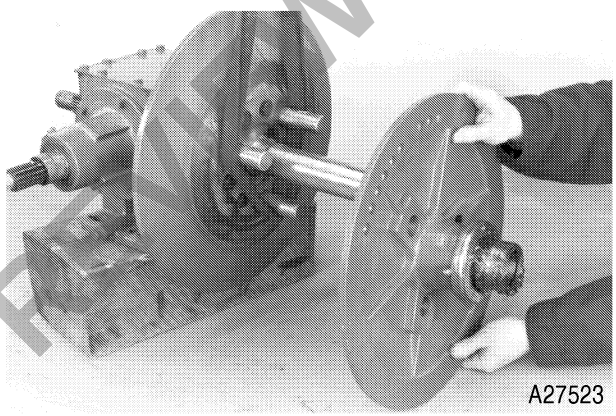

Remove the universal joint coupling.

**STEP 12**



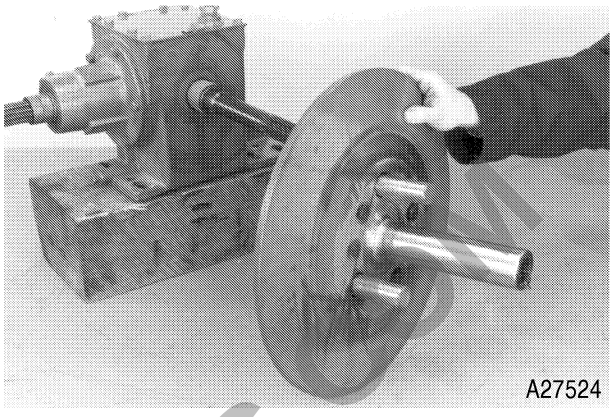

Remove the rotor speed adjuster.

**STEP 13**



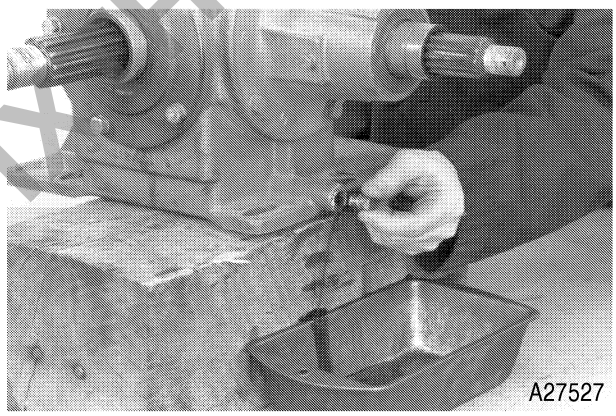

Remove the adjustable half of the rotor pulley.

**STEP 14**



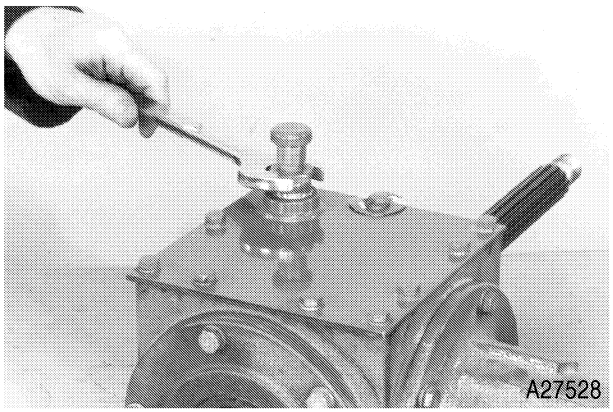

Remove the stationary half of the rotor pulley.

**STEP 15**




Remove the drain plug and drain the fluid from the straw chopper gearbox.

**STEP 16**




Remove the breather from the cover.

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