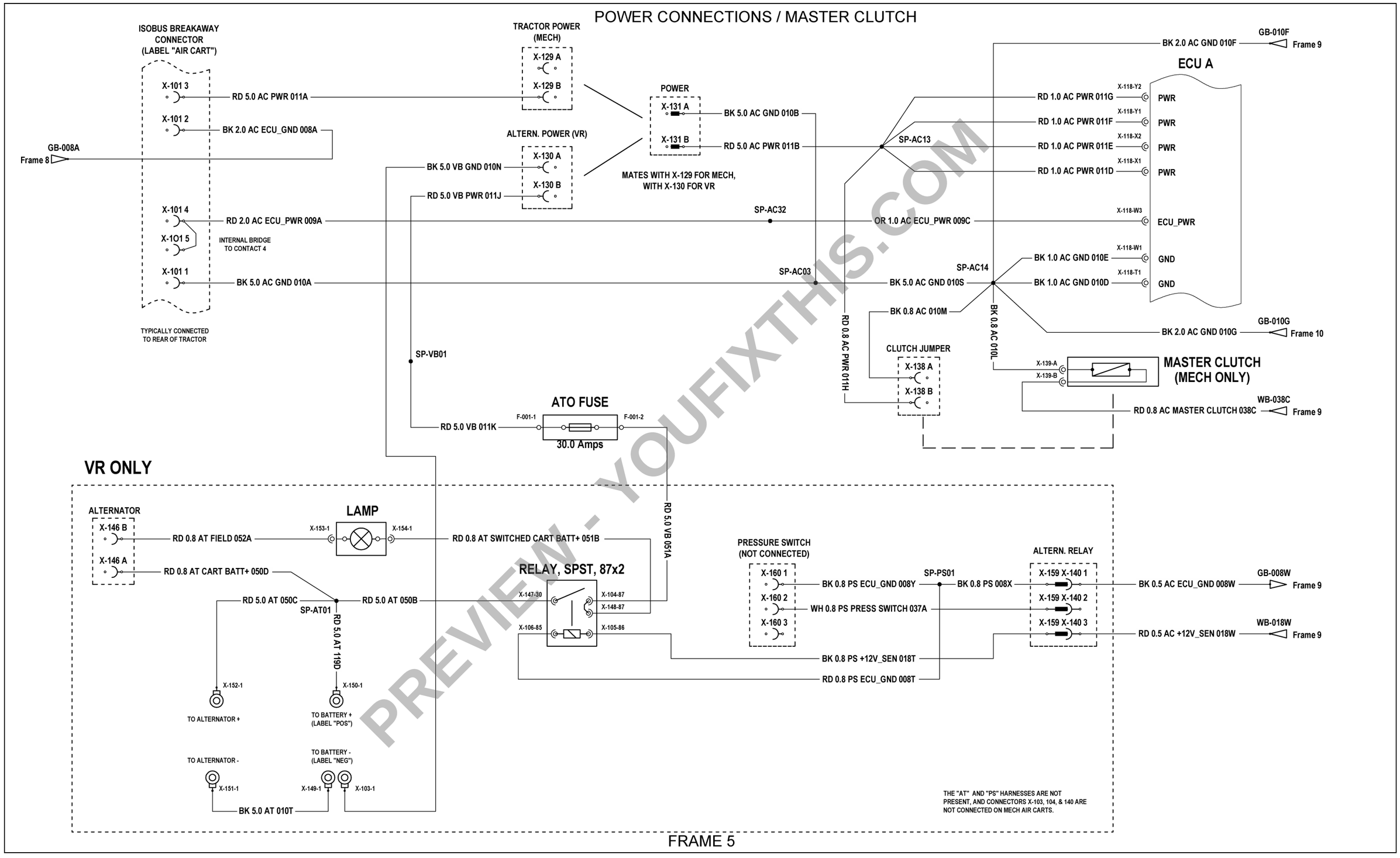
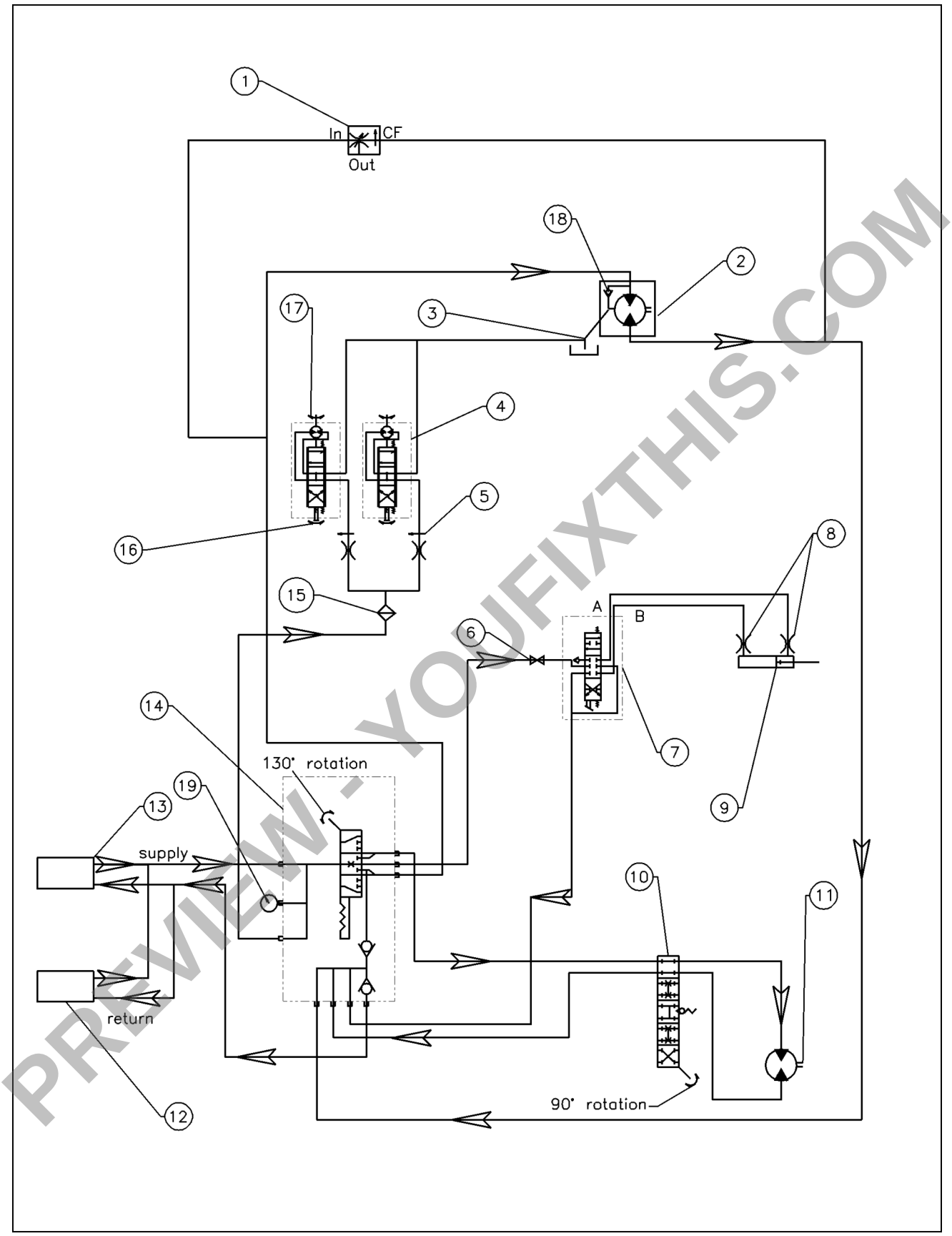


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Rear wheel - Tire pressure

Precision Air 2280	
Precision Air 2330	
Precision Air 3380	
Precision Air 3430	

⚠ WARNING

Explosion hazard!
When inflating tires, use a clip-on air chuck with a gauge, remote valve, and hose long enough to allow you to stand to one side and NOT in front of or over the wheel assembly. Keep others out of the DANGER AREA. Never inflate a tire beyond the maximum allowable pressure printed on the tire. Failure to comply could result in death or serious injury.

W0059A

MODEL	TIRE SIZE	RECOMMENDED TIRE PRESSURE
Precision Air 2280	18.4 x 38 (R1) Grip (Used as Duals)	**140 kPa** (**20 psi**)
Precision Air 2330	18.4 x 38 (R1) Grip (Used as Duals)	**160 kPa** (**23 psi**)
Precision Air 3380	18.4 x 38 (R1) Grip (Used as Duals)	**140 kPa** (**20 psi**)
Precision Air 3430	18.4 x 38 (R1) Grip (Used as Duals)	**160 kPa** (**23 psi**)
Precision Air 2280	30.5L x 32 (R1) Grip, (R3) AWT	**140 kPa** (**20 psi**)
Precision Air 2330	30.5L x 32 (R1) Grip, (R3) AWT	**160 kPa** (**23 psi**)
Precision Air 3380	30.5L x 32 (R1) Grip, (R3) AWT	**140 kPa** (**20 psi**)
Precision Air 3430	30.5L x 32 (R1) Grip, (R3) AWT	**160 kPa** (**23 psi**)

NOTICE: *Maintain pressures - do not exceed.*

Rear wheel - Torque

Precision Air 2280	
Precision Air 2330	
Precision Air 3380	
Precision Air 3430	

TIRE SIZE	PLY RATING	NUMBER OF BOLTS	WHEEL BOLT TORQUE
18.4 x 38 (R1) Grip (used as duals)	8 ply	10 bolt	**440 Nm** (**325 lb ft**)
30.5L x 32 (R1) Grip, (R3) AWT	12 ply	10 bolt	**440 Nm** (**325 lb ft**)

NOTICE: *Do not allow buildup of mud between tires and support structures. Dried mud can destroy tire tread/sidewalls very quickly.*

Rear wheel - General specification

Precision Air 2280	
Precision Air 2330	
Precision Air 3380	
Precision Air 3430	

NOTICE: *Wheel bearing are pre-packed at the factory. They should be re-packed every 100 hours.*

NOTE: *You should also regularly perform the following cleaning/inspection: inspect for wheel bolt looseness, inspect for wheel bearing looseness, and keep seal area clear of mud and wrapped weeds/wire/straw, etc.*

REAR WHEEL RIMS AND HUBS SPECIFICATIONS

RIMS	RIMS-REAR	RIMS-REAR
IDENTIFICATION	DW 20 x 26	DW14C - 16.1
SIZE	23 x 26	18.4 x 26
HOLES	10 Bolt	8 Bolt
PILOT CIRCLE	**8.8 in**	**6 in**
BOLT CIRCLE	**11.25 in**	**8 in**

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AIR CART INPUT REQUIREMENTS

NOTE: *Data may be typical for 11-51-00 fertilizer; most other products require less input. Oil pressures are differential pressures across the tractor hydraulics for a Tow Behind Air Cart. Data is approximate only and is similar for 7, 8, and 9 port headers; 11 and 12 port headers require more input. Air carts equipped with variable rate will add* ***5.7 L/min*** *(* ***1.25 US gpm****) per meter.*

NOTICE: *The observed oil pressure in the charts is for air carts with single fans only. If the air cart is equipped with a dual fan, the oil pressure will be different than listed.*

THREE, FOUR, FIVE & SIX RUN PRIMARY + 10 PORT HEADERS								
FLOW PER PRIMARY		**FAN SPEED**	**OIL FLOW**		**OIL PRESSURE**		**REQUIRED POWER**	
kg/ min	**lbs/min**	**RPM**	**L per minute**	**US gpm**	**kPa**	**psi**	**kW**	**Hp**
2.3	5	2859	52.3	11.5	7302	1059	5.2	7.0
4.5	10	3270	59.1	13.0	8784	1274	7.5	10.0
6.8	15	3614	65.9	14.5	10135	1470	9.3	12.5
9.1	20	3926	70.5	15.5	11445	1660	11.2	15.0
11.3	25	4250	77.3	17.0	12907	1872	14.2	19.0
13.6	30	4598	84.1	18.5	14576	2114	17.2	23.0
15.9	35	4935	90.9	20.0	16272	2360	20.5	27.5
EIGHT RUN PRIMARY + 10 PORT HEADERS								
2.3	5	3156	56.8	12.5	8922	1294	7.1	9.5
4.5	10	3587	65.9	14.5	10646	1544	9.7	13.0
6.8	15	3960	72.7	16.0	12273	1780	11.9	16.0
9.1	20	4305	79.6	17.5	13872	2012	15.3	20.5
11.3	25	4675	86.4	19.0	15706	2278	18.6	25.0
13.6	30	5082	93.2	20.5	17851	2589	23.1	31.0
15.9	35	5482	102.3	22.5	20057	2909	28.3	38.0
TEN RUN PRIMARY + 10 PORT HEADERS (DOUBLE SHOOT 5 RUN)								
2.3	5	2739	50.0	11.0	6591	956	4.5	6.0
4.5	10	3149	56.8	12.5	7984	1158	6.3	8.5
6.8	15	3485	63.6	14.0	9232	1339	8.2	11.0
9.1	20	3787	68.2	15.0	10432	1513	10.1	13.5
11.3	25	4091	75.0	16.5	11728	1701	12.3	16.5
13.6	30	4418	81.1	18.0	13217	1917	14.9	20.0
15.9	35	4732	86.4	19.0	14720	2135	17.9	24.0
TWELVE RUN PRIMARY + 10 PORT HEADERS (DOUBLE SHOOT 6 RUN)								
2.3	5	2853	52.3	11.5	7281	1056	5.2	7.0
4.5	10	3270	59.1	13.0	8784	1274	7.1	9.5
6.8	15	3614	65.9	14.5	10135	1470	9.3	12.5
9.1	20	3926	70.5	15.5	11445	1660	11.2	15.0
11.3	25	4250	77.3	17.0	12907	1872	13.8	18.5
13.6	30	4598	84.1	18.5	13479	1955	15.7	21.0
15.9	35	4939	90.0	20.0	16292	2363	20.5	27.5

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520193-03-ECU_PWR, Voltage above normal, or shorted to high source

Control Module : Air Cart Rate ECU

NOTE: *This fault code can be generated by any ECU. Check the display for which ECU is indicated.*

The implement is indicated by the icon next to the stop sign  *when the fault is displayed.*
Fault codes from implement Rate ECU are explained in the implement service manual.

Context:
The rate ECU detected an abnormally high voltage on its ECU_PWR (“quiet power”) supply.

Cause:
High battery voltage, short to high source, or defective component.

Possible failure modes:

1. High battery voltage, failed alternator.
2. ECU_PWR circuit is shorted to a voltage greater than **16 V**.
3. Faulty Rate ECU hardware or software.

Solution:

1. Determine if the fault code is still active:

   Cycle system power or reset the Air Cart Rate ECU.

   Select UTIL > FAULT and check both ACTIVE and INACTIVE faults. Refer to **Cab seeding controls - Check Faults (55.517)**.
   Review: Fault Count, First Time, Last Time

   Also view the ECU_PWR voltage as measured by the Air Cart Rate ECU.
   Select DIAGN > MONTR and choose ECU_PWR. Refer to **Cab seeding controls - Check Diagnostics - Monitor (55.517)**.

   A. Fault 520193-3 is active. Go to Step **2**.

   B. Fault is inactive. Continue operation and monitor for recurring fault.

2. Disconnect the IBBC (Implement Bus Breakaway Connector) at the rear of the tractor or seed tool if tow behind air cart. Measure the following voltages on the tractor/air cart connector:

Precision Air 2230 Tow Behind	**X-101**
Precision Air 2230 Tow Between	**X-101**
Precision Air Tow Behind	**X-101**
Precision Air Tow Between	**X-101**

Measure with Voltmeter		Measured Voltage	Interpretation and Action
Positive lead	**Negative lead**		
ECU_PWR (cavity 4)	ECU_GND (cavity 2)	**11 - 16 V**	Normal
		>16 V	Check for failed tractor alternator or high short on ECU_PWR to a voltage source greater than **16 V**.
		<11 V	Should not occur. Double-check measurement, double-check fault code

   A. Fault 520193-3 is active. Go to Step **3**.

   B. Fault is inactive. Continue operation.

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Hydraulic systems - Troubleshooting

Precision Air Series Air Carts	

Problem	Possible Cause	Correction
Hydraulic control lever in tractor not holding detent position.	Hydraulic line pressure exceeds the detent setting.	Adjust detent setting.
	Pressure spikes in the hydraulic system.	Operate selector and spool valves.
	Faulty detent mechanism.	Service as required.
Hydraulic oil is too hot	Insufficient oil cooling.	Review fan drive requirements.
	Cooling radiator is too small.	Increase cooling capacity.
	No cooling radiator.	Add cooling capacity.
	Oil reservoir is too small.	Increase reservoir size.
	Oil bypass rate is very high.	Reduce bypass rate. Increase fan speed.
	Low hydraulic fluid level in the tractor.	Maintain adequate oil levels.
Low Hydraulic Pressure	The tractor hydraulics are not engaged.	The monitor will not permit motors to run as long as there is no hydraulic pressure.
	Fan speed is too low.	Increase the fan speed to increase the hydraulic flow.
	The fan may be rotating in the wrong direction.	Check the fan for proper rotation.

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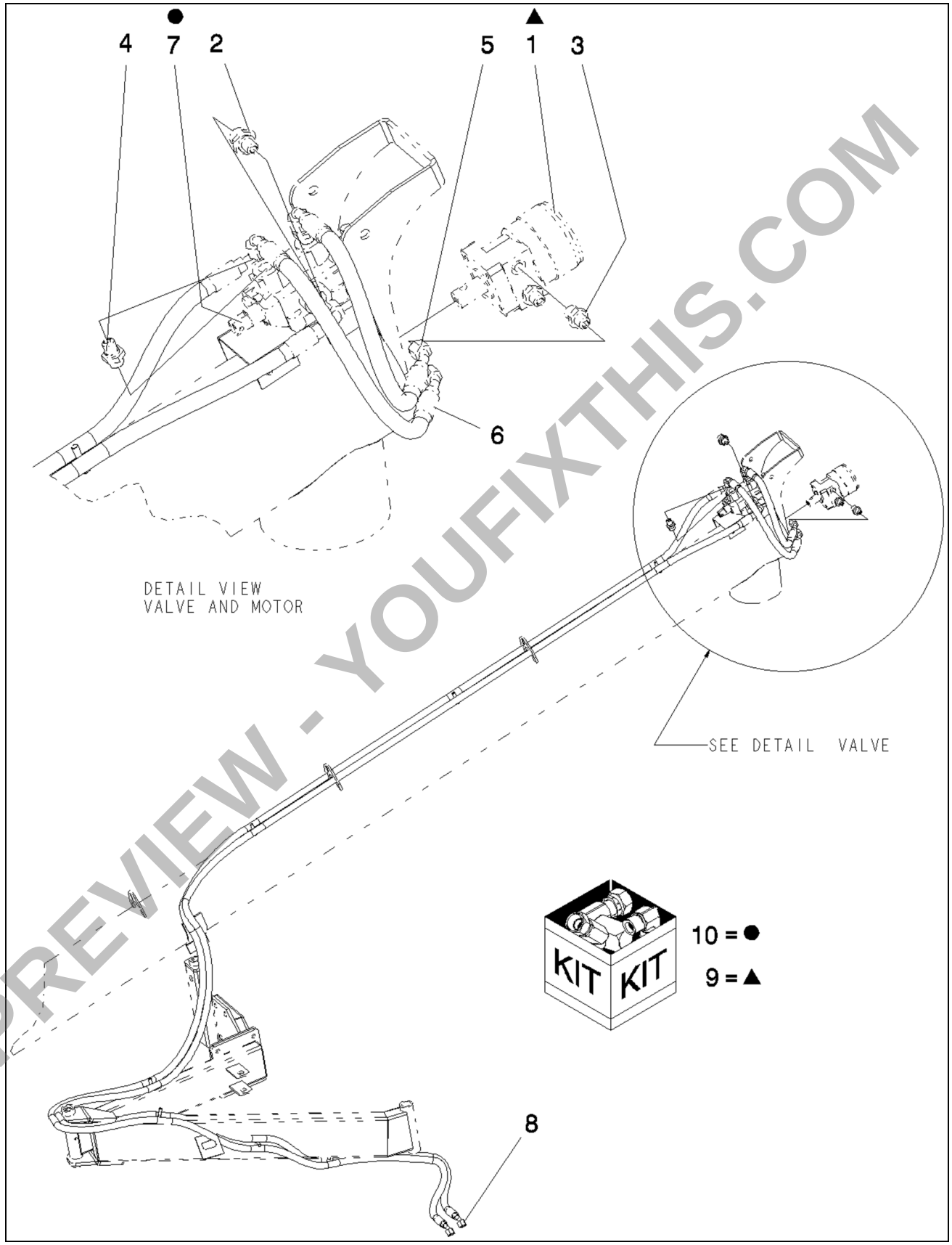
INTRODUCTION

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Auger drive system - Exploded view

Precision Air 2230	



199520C 1

Auger Motor and Hoses

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⚠ WARNING

Explosion hazard!
Explosive separation of the tire and/or wheel rim parts can cause death or personal injury. Always have a qualified tire mechanic service wheels and tires.
Failure to comply could result in death or serious injury.

W0366A

TIRE SIZE	PLY RATING	RECOMMENDED TIRE PRESSURE
23.1 x 26 (R1) Grip, (R2) Rice, (R3) AWT	10	**140 kPa** (**20 psi**)
23.1 x 26 (R1) Grip, (R3) AWT	12	**140 kPa** (**20 psi**)
28L x 26 (R1) Grip	10	**120 kPa** (**18 psi**)
28L x 26 (R2) Rice, (R3) AWT	12	**140 kPa** (**20 psi**)
30.5L x 32 (R1) Grip, (R3) AWT	12	**140 kPa** (**20 psi**)
18.4 x 38 (R1) Grip (Used as Duals)	8	**140 kPa** (**20 psi**)
14.9R 46 (R1) Grip (Used as Duals or Singles)	8	**210 kPa** (**30 psi**)

NOTICE: *Maintain pressures - do not exceed.*

Rear wheel - Torque

Precision Air Series Air Carts

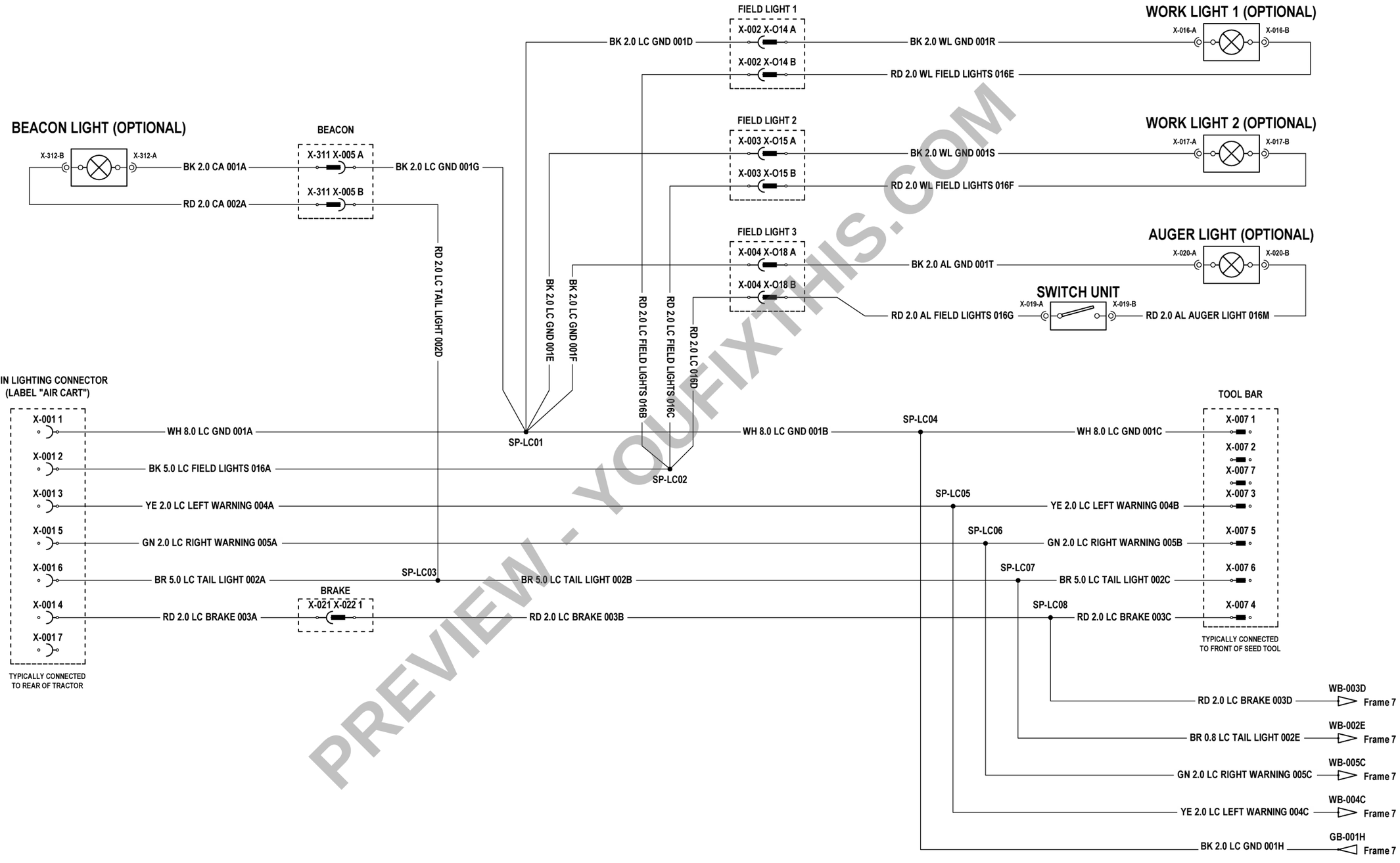
TIRE SIZE	PLY RATING	NUMBER OF BOLTS	WHEEL BOLT TORQUE
18.4 x 26 (R1) Grip, (R2) Rice, (R3) AWT 1	10	10 bolt	**420 Nm** (**325 lb ft**)
23.1 x 26 (R1) Grip, (R2) Rice, (R3) AWT	10	10 bolt	**420 Nm** (**325 lb ft**)
23.1 x 26 (R1) Grip, (R3) AWT	12	10 bolt	**420 Nm** (**325 lb ft**)
28L x 26 (R1) Grip	10	10 bolt	**420 Nm** (**325 lb ft**)
28L x 26 (R2) Rice, (R3) AWT	12	10 bolt	**420 Nm** (**325 lb ft**)
30.5L x 32 (R1) Grip, (R3) AWT	12	10 bolt	**420 Nm** (**325 lb ft**)
18.4 x 38 (R1) Grip (Used as Duals)	8	10 bolt	**420 Nm** (**325 lb ft**)
14.9R 46 (R1) Grip (Used as Duals or Singles)	8	10 bolt	**420 Nm** (**325 lb ft**)

NOTICE: *Do not allow buildup of mud between tires and support structures. Dried mud can destroy tire tread/sidewalls very quickly.*

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LIGHTING: BEACON, AUGER, FIELD



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FRAME 6

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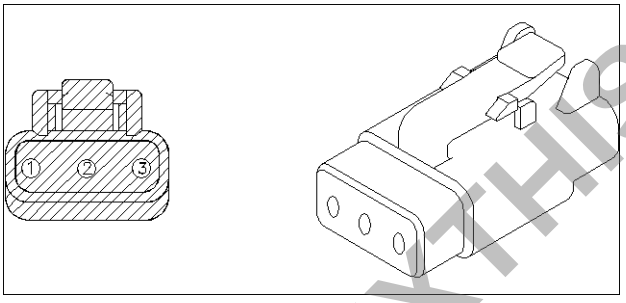
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Wire connectors - Component diagram 02

Precision Air 2230	Tow Behind

CONNECTOR X-123

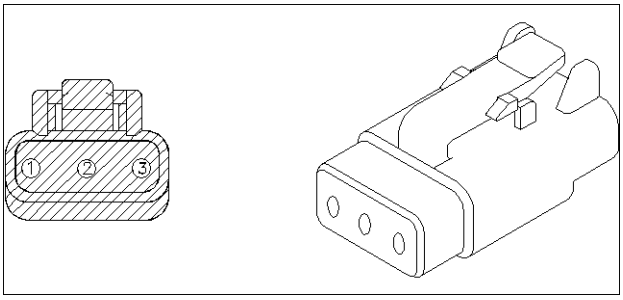
METER 2 AIR SPEED			
POSITION	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	8N BK-0.5	ECU_GND	**Wire harnesses - Electrical schematic frame 10 Tank 2 (55.100)**
2	32A WH-0.5	METER 2 AIR VEL	**Wire harnesses - Electrical schematic frame 10 Tank 2 (55.100)**
3	18N RD-0.5	+12V_SEN	**Wire harnesses - Electrical schematic frame 10 Tank 2 (55.100)**



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CONNECTOR X-124

WHEEL GROUND SPEED			
POSITION	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	8F BK-0.5	ECU_GND	**Wire harnesses - Electrical schematic frame 08 Speed and Fan Sensors / Work and Cal Switches (55.100)**
2	23A WH-0.5	SPEED SENS	**Wire harnesses - Electrical schematic frame 08 Speed and Fan Sensors / Work and Cal Switches (55.100)**
3	18F RD-0.5	+12V_SEN	**Wire harnesses - Electrical schematic frame 08 Speed and Fan Sensors / Work and Cal Switches (55.100)**



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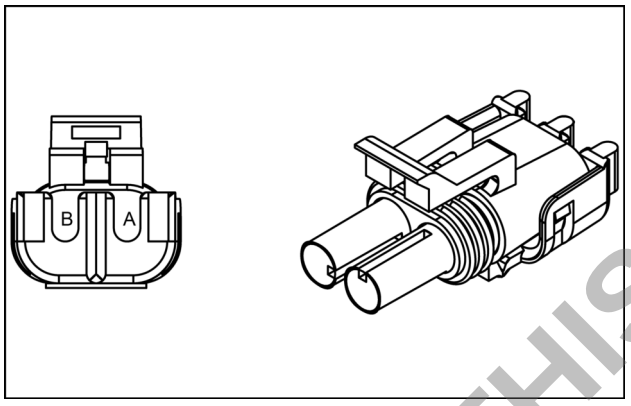
CONNECTOR X-128

TERMINATOR			
POSITION	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
A	PLUG	OPEN	
B	15C RD-0.5	TBC_PWR	**Wire harnesses - Electrical schematic frame 11 CAN bus (55.100)**

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CONNECTOR X-168 - CLUTCH 1R

CONNECTOR X-168 - CLUTCH 1R			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
A	3 (GY)	CLUTCH_1_LO	
B	14 (WH)	CLUTCH_1R_HI	

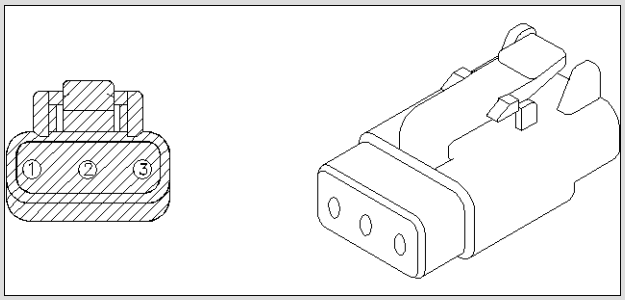


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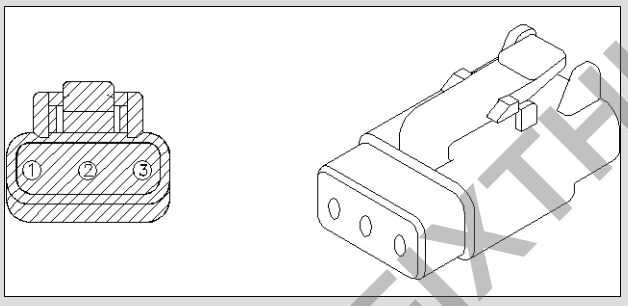
Meter 2 Air Speed



87696551 2

POSITION	Wire Color and size	CIRCUIT REFERENCE	Voltage
3	Red 0.5	+12V_SEN	**12 V**

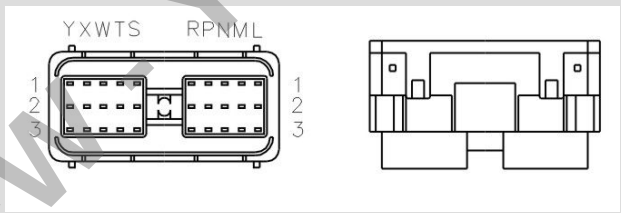
Meter 3 Air Speed



87696551 3

POSITION	Wire Color and size	CIRCUIT REFERENCE	Voltage
1	Black .05	ECU_GND	**~0 V**
2	White 0.5	METER3 AIR VEL	depends on state
3	Red 0.5	+12V_SEN	**12 V**

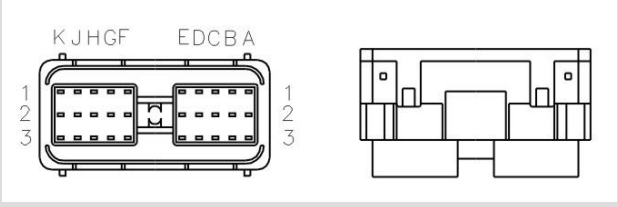
Air Cart ECU A



105136C 4

POSITION	WIRE color and size	CIRCUIT REFERENCE
L2	Red 1.0	+12V_SEN
L3	White 0.5	METER 2 AIR VEL
M2	White 0.5	METER 1 AIR VEL
T3	Black 1.0	ECU_GND

Air Cart ECU B (for 3 tank carts)



105135C 5

POSITION	WIRE color and size	CIRCUIT REFERENCE
D3	White 0.5	METER 2 AIR VEL

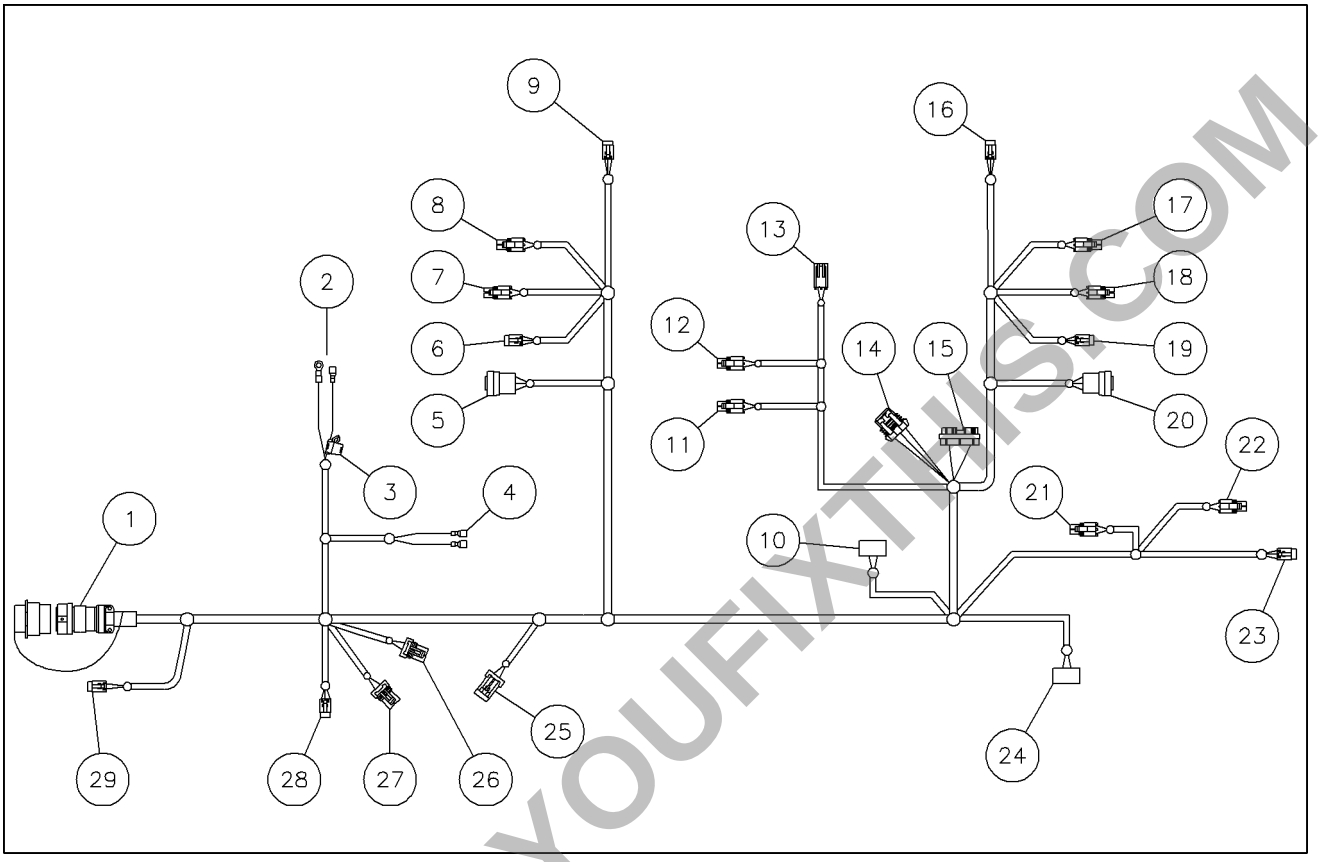
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Electronic control harness - Detailed view

Precision Air Series Air Carts	

Tow Behind



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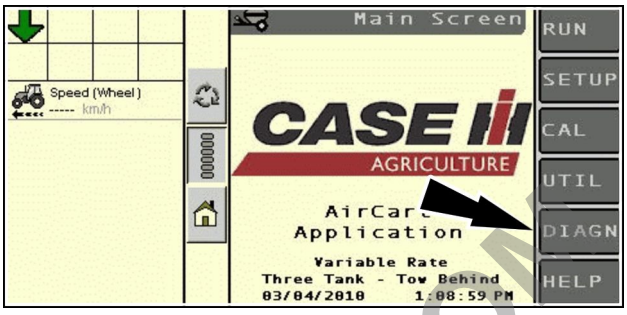
REF	Component	REF	Component
(1)	Air Cart	**(16)**	Tank 2 Air
(2)	Air Cart Battery (VR)	**(17)**	Tank 2 Clutch
(3)	Fuse (VR)	**(18)**	Tank 2 Motor
(4)	Alternator (VR)	**(19)**	Tank 2 Meter
(5)	Tank 1 Bin Sensor	**(20)**	Tank 2 Bin
(6)	Tank 1 Meter	**(21)**	Clutch Jumper
(7)	Tank 1 Motor	**(22)**	Master Clutch
(8)	Tank 1 Clutch	**(23)**	Speed
(9)	Tank 1 Air	**(24)**	3rd Tank B
(10)	3rd Tank A	**(25)**	Power
(11)	Meter Switch 2	**(26)**	Alternator Power (VR)
(12)	Meter Switch 1	**(27)**	Tractor Power (Mech)
(13)	Cal Switch	**(28)**	Fan Sensor
(14)	Terminator	**(29)**	Work Switch
(15)	Air Cart ECU A		

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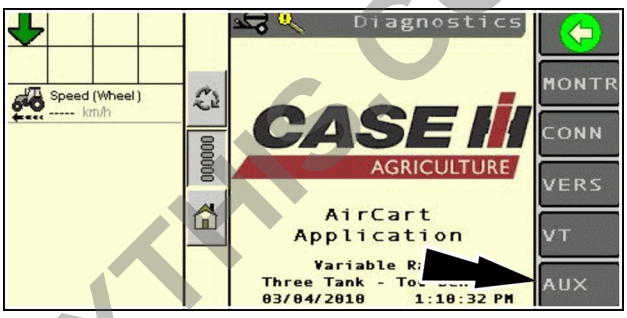
Cab seeding controls - Check Auxiliary

1. From the Main Screen select DIAGN.



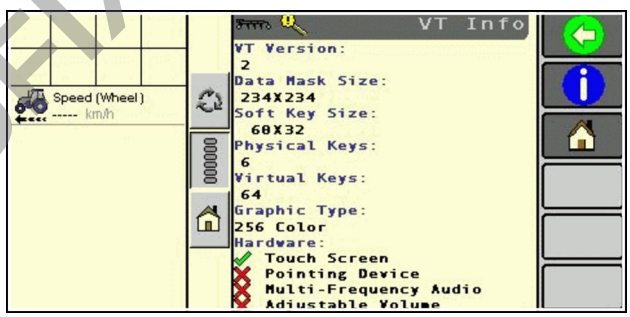
110167S 1

2. Select VT for ‘virtual terminal’.



110175S 2

3. This screen displays information about the Virtual Terminal. Service may request this information for diagnosis



209400S 3

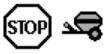
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520199-03-Internal 5V, Voltage above normal, or shorted to high source

Control Module : Air Cart Rate ECU

NOTE: *This fault code can be generated by any ECU. Check the display for which ECU is indicated.*

The implement is indicated by the icon next to the stop sign  *when the fault is displayed.*
Fault codes from the implement Rate ECU are explained in the implement service manual.

Context:
Internal 5V PWR is a power supply internal to the Air Cart Rate ECU. Internal 5V_PWR obtains power from the ISOBUS PWR circuit. Internal 5V PWR is not physically accessible and cannot be measured.

Cause:
Internal 5V PWR has voltage above normal or is shorted to a high source.

Possible failure modes:

1. Faulty Rate ECU hardware or software.

Solution:

1. Determine if the fault code is still active:

   Cycle system power or reset the Air Cart Rate ECU.

   Select UTIL > FAULT and check both ACTIVE and INACTIVE faults. Refer to **Cab seeding controls - Check Faults (55.517)**.
   Review: Fault Count, First Time, Last Time

   Also view the Internal 5V PWR voltage as measured by the Air Cart Rate ECU.
   Select DIAGN > MONTR and choose Internal 5V PWR. Refer to **Cab seeding controls - Check Diagnostics - Monitor (55.517)**.

   A. Fault 520199-3 is active. Go to Step **2**.

   B. Fault is inactive. Continue operation and monitor for recurring fault.
2. Perform the Rate ECU troubleshooting procedure described in **Electronic module - Problem solving (55.640)**.

   A. Fault 520199-3 is active. Reinstall original Rate ECU and contact your service organization.

   B. Fault is inactive. Return to operation.

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520215-02-Meter 1 Spd, Data erratic, intermittent, or incorrect

Control Module : Air Cart Rate ECU

Context:
The pulse frequency from the meter speed sensor is abnormally high.

Cause:
Excessive meter RPM, intermittent connection, incorrect sensor adjustment, or defective component.

Possible failure modes:

1. Incorrect sensor adjustment.
2. Bad connection at device connector.
3. Bad connection in signal wiring between device and Rate ECU.
4. Faulty device.
5. Intermittent low short or open circuit in wiring to device.
6. Faulty Rate ECU hardware or software.

Solution:

1. Check the sensor gap and adjust if necessary. Refer to **Seeding metering speed sensors - Clearance (55.516)**.

   A. Fault 520215-2 is active. Go to Step **2**.

   B. Fault is inactive. Continue operation and monitor for recurring fault.
2. Inspect wires and contacts at both mating ends of all connectors referenced by the diagnostic procedures.

   Repair all contacts that are bent, broken, or improperly seated in their connector housing.

   Clean dirty or corroded contacts.

   Ensure that connector mating ends are securely mated back together.

   Cycle power and check for active fault.

   A. Fault 520215–2 is active. Go to Step **3**.

   B. Fault is inactive. Continue operation.
3. Replace the sensor indicated by the fault with a known good sensor. Cycle power.

   A. Fault 520215–2 is active. Reinstall the original sensor and go to Step **4**.

   B. Fault is inactive. Continue operation.
4. Check for intermittent connections in the wiring harness between the sensor and Rate ECU by flexing the harness in various locations.

   A. Fault 520215–2 is active. Go to Step **5**.

   B. Fault is inactive. Continue operation.
5. Perform the Rate ECU troubleshooting procedure described in **Electronic module - Problem solving (55.640)**.

   A. Fault 520215-2 is active. Reinstall original Rate ECU and contact your service organization.

   B. Fault is inactive. Return to operation.

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Measure the following voltages on the implement harness connector:

Measure with Voltmeter		Measured Voltage	Interpretation and Action
Positive lead	**Negative lead**		
MASTER CLUTCH (MASTER CLUTCH, cavity 1)	GND (MASTER CLUTCH, cavity 2)	**75 %** of battery **+/- 2 V**	Normal
		<75 % of battery **- 2 V**	Check for open circuit on MASTER CLUTCH wire or open circuit or high short on GND.
		>75 % battery **+ 2 V**	Check for high short on MASTER CLUTCH wire.

A. Measurement normal or fault 520224–03 is active after repair made. Go to Step **3**.

B. Fault is inactive. Continue operation.

4. Replace the master clutch indicated by the fault with a known good master clutch. Cycle power.

   A. Fault 520224–3 is active. Reinstall original master clutch. Go to Step **3**.

   B. Fault is inactive. Continue operation.

5. Perform the Rate ECU troubleshooting procedure described in **Electronic module - Problem solving (55.640)**.

   A. Fault 520224–3 is active. Reinstall original Rate ECU and contact your service organization.

   B. Fault is inactive. Return to operation.

Precision Air 2230 Tow Behind
Wire harnesses - Electrical schematic frame 05 (55.100.DP-C.20.E.05)
Precision Air 2230 Tow Between
Wire harnesses - Electrical schematic frame 05 (55.100.DP-C.20.E.05)
Precision Air Tow Behind
Wire harnesses - Electrical schematic frame 05 (55.100.DP-C.20.E.05)
Precision Air Tow Between
Wire harnesses - Electrical schematic frame 05 (55.100.DP-C.20.E.05)

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520265-00-Calibration Switch, Data valid but above normal operation range - most severe level

Control Module : Air Cart Rate ECU

Context:
The Rate ECU detected an abnormally high voltage on its meter control valve output while the ECU output is turned off.

Cause:
Short to high source, or defective component.

Possible failure modes:

1. High short on signal wiring between device and Rate ECU.
2. Faulty Rate ECU hardware or software.

Solution:

1. Determine if the fault code is still active:

   Cycle system power or reset the Rate ECU.

   Select UTIL > FAULT and check both ACTIVE and INACTIVE faults. Refer to **Cab seeding controls - Check Faults (55.517)**.
   Review: Fault Count, First Time, Latest Time

   Also view the voltage/current/frequency bar graphs for the faulted signal as measured by the Rate ECU.
   Select DIAGN > MONTR and choose Meter Ctrl Valve. Refer to **Cab seeding controls - Check Diagnostics - Monitor (55.517)**.

   A. Fault 520265–0 is active. Go to Step **2**.

   B. Fault is inactive. Continue operation and monitor for recurring fault.
2. Ensure that the meter master is OFF on the disk drill RUN screen. Disconnect the calibration switch.

Precision Air 2230 Tow Behind	**X-116**
Precision Air 2230 Tow Between	**X-116**
Precision Air Tow Behind	**X-116**
Precision Air Tow Between	**X-116**

Measure the following voltages on the implement harness connector:

Measure with Voltmeter		**Measured Voltage**	**Interpretation and Action**
Positive lead	**Negative lead**		
CAL SW (CAL SWITCH, cavity B)	ECU_GND (MOTOR RPM, cavity A)	**7.1 - 8.1 V**	Normal
		< 7.1 V	Check for open circuit on CAL SW wire or open circuit on ECU_GND.
		> 8.1 V	Look for high short on CAL SW wire.
		Voltage differs from signal monitor screen?	Check the voltage between CAL SW and ECU_GND at the ECU connector. If this voltage still differs from the signal monitor screen, go to Step 4. If the voltage here matches the signal monitor screen, there is a problem in the wiring harness.

A. Measurement normal or fault 520265–0 is active after repair made. Go to Step **3**.

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520321-00-Meter1 Right, Data valid but above normal operation range - most severe level

Precision Air 2280	
Precision Air 2330	
Precision Air 3380	
Precision Air 3430	

Control Module : Section Control ECU

Context:
The Section Control ECU detected an abnormally high voltage on its meter speed sensor signal input.

Cause:
Short to high source, or defective component.

Possible failure modes:

1. High short on signal wiring between device and Section Control ECU.
2. Faulty Section Control ECU hardware or software.

Solution:

1. Determine if the fault code is still active:

   Cycle system power or reset the Section Control ECU.

   Select UTIL > FAULT and check both ACTIVE and INACTIVE faults. Refer to **Cab seeding controls - Check Faults (55.517)**.
   Review: Fault Count, First Time, Last Time

   Also view the Meter1 Right voltage as measured by the Section Control ECU.
   Select DIAGN > MONTR and choose Meter1 Right. Refer to **Cab seeding controls - Check Diagnostics - Monitor (55.517)**.

   A. Fault 520321-0 is active. Go to Step **2**.

   B. Fault is inactive. Continue operation and monitor for recurring fault.

2. Disconnect the connector **X-177**.
   Measure the following voltages on the implement harness connector:

Measure with Voltmeter		**Measured Voltage**	**Interpretation and Action**
Positive lead	**Negative lead**		
FEEDBACK_1R (SECTION 1R FEEDBACK, cavity 2)	ECU_GND (SECTION 1R FEEDBACK, cavity 1)	**7.1 - 8.1 V**	Normal
		< 7.1 V	Should not occur. Double-check measurement, double-check fault code.
		> 8.1 V	Look for high short on SECTION 1R FEEDBACK wire.
		Voltage differs from signal monitor screen?	Check the voltage between SECTION 1R FEEDBACK SIG and ECU_GND at the ECU connector. If this voltage still differs from the signal monitor screen, go to Step 3. If the voltage here matches the signal monitor screen, there is a problem in the wiring harness.

   A. Measurement normal or fault still present after repair made. Go to Step **3**.

   B. Fault not present, return unit to field operation.

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A. Measurement normal or fault 520328–4 is active after repair made. Go to Step **4**.

B. Fault is inactive. Continue operation.

4. Perform the ECU troubleshooting procedure described in **Electronic module - Problem solving (55.640)**.

A. Fault 520328–4 is active. Reinstall original Section Control ECU and contact your service organization.

B. Fault is inactive. Return to operation.

Split meter clutch harness - Electrical schematic frame 02 (55.954.AB-C.20.E.02)

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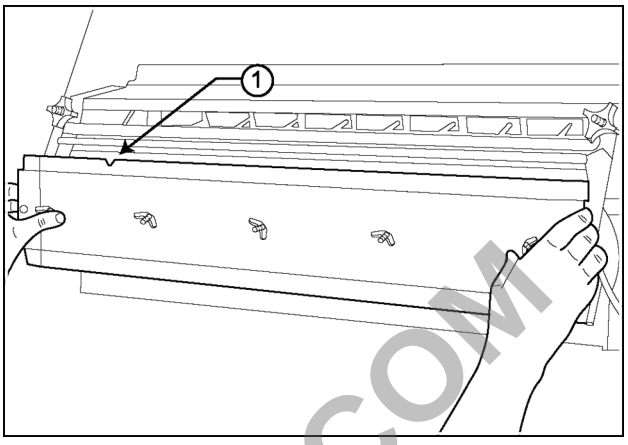
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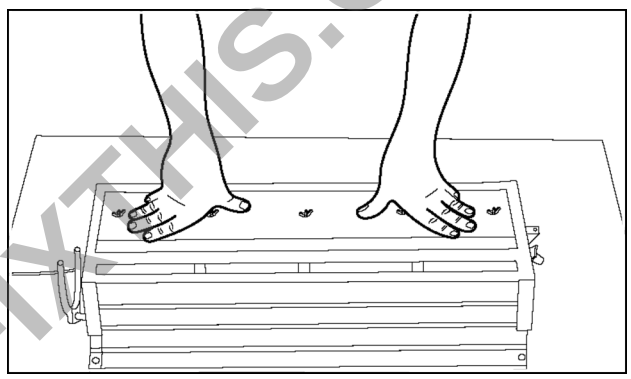
8. Place the seal on the meter box with the notch **(1)** aligned to the top left corner of the meter box as shown.

NOTE: *This glue does not allow you to remove the seal and replace if this procedure is not followed carefully.*



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9. Apply pressure to the tool as shown for one minute. Allow the glue to dry for 1/2 hour. Unbolt the mounting tool and break open the meter box jaw to remove the center plate. The seal will look distorted until the center plate is completely removed.



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10. Check to ensure that the seal has adhered well to the meter box. If there are any areas where the paint has been removed or dulled due to the seal removal procedures, mask the area and repaint.

Next operation:
Reinstall the meter boxes. Go to: **Meter box - Install (61.904)**

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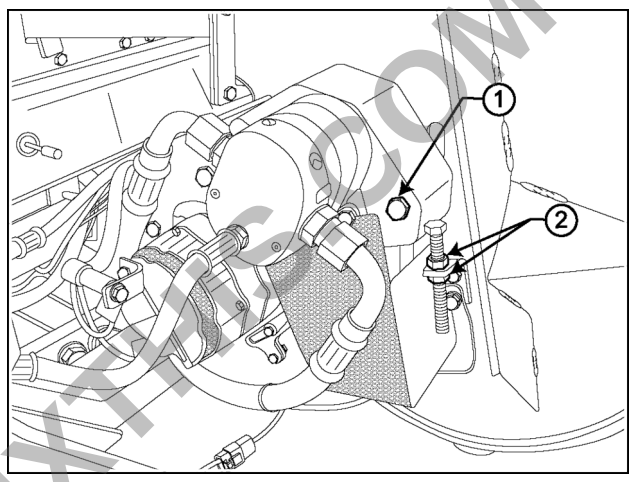
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Single fan - Disassemble

Precision Air Series Air Carts	

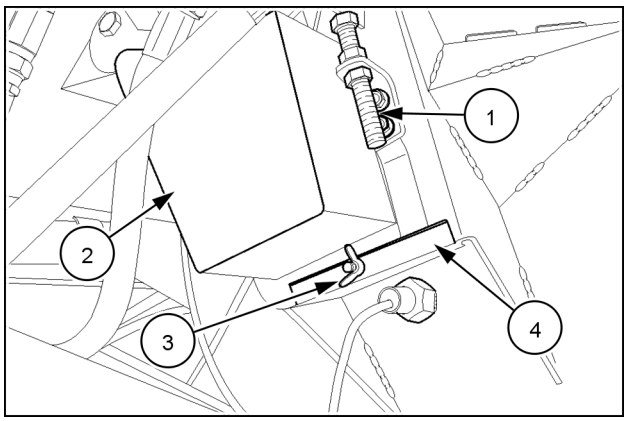
Prior operation:
For Variable Drive Systems: **Alternator drive system Belt - Replace (55.301)**

1. Loosen the **1/2 x 4 in** bolt **(1)** which holds the hydraulics motor mount housing in position.
2. Back the **1/2 in** jamnuts **(2)** off the belt adjustment bracket and loosen the tension from the fan and belt.



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3. Loosen the **3/8 in** nut **(1)** and lockwasher on the belt guard **(2)**.
4. Remove the **5/16 in** wingnut **(3)** and washer from the fan shaft shield. Remove the fan shaft shield **(4)**.
5. Remove the belt guard **(2)**.



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