# WDX1902, WDX2302
# REPAIR MANUAL
# COMPLETE CONTENTS


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**The following pages are the collation of the contents pages from each section and chapter of the WDX1902 and WDX2302 Repair manual. Complete Repair part # 87579338.**

**The sections used through out all Case IH product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.**

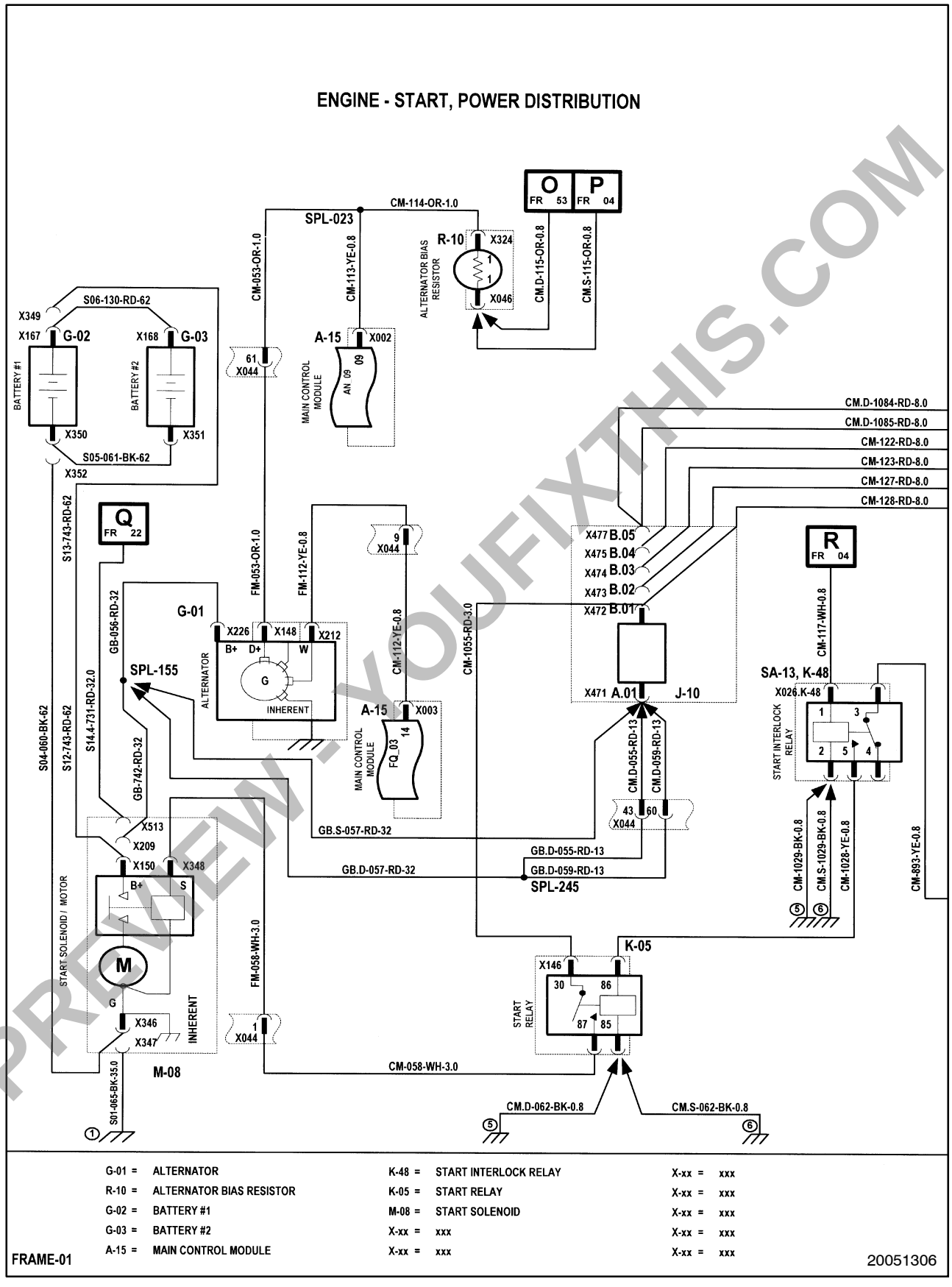
**The sections listed above are the sections utilized for the WDX1902 and WDX2302 Self-Propelled Windrowers.**

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**87579346** 7/06
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## WINDROWER ELECTRICAL SCHEMATIC

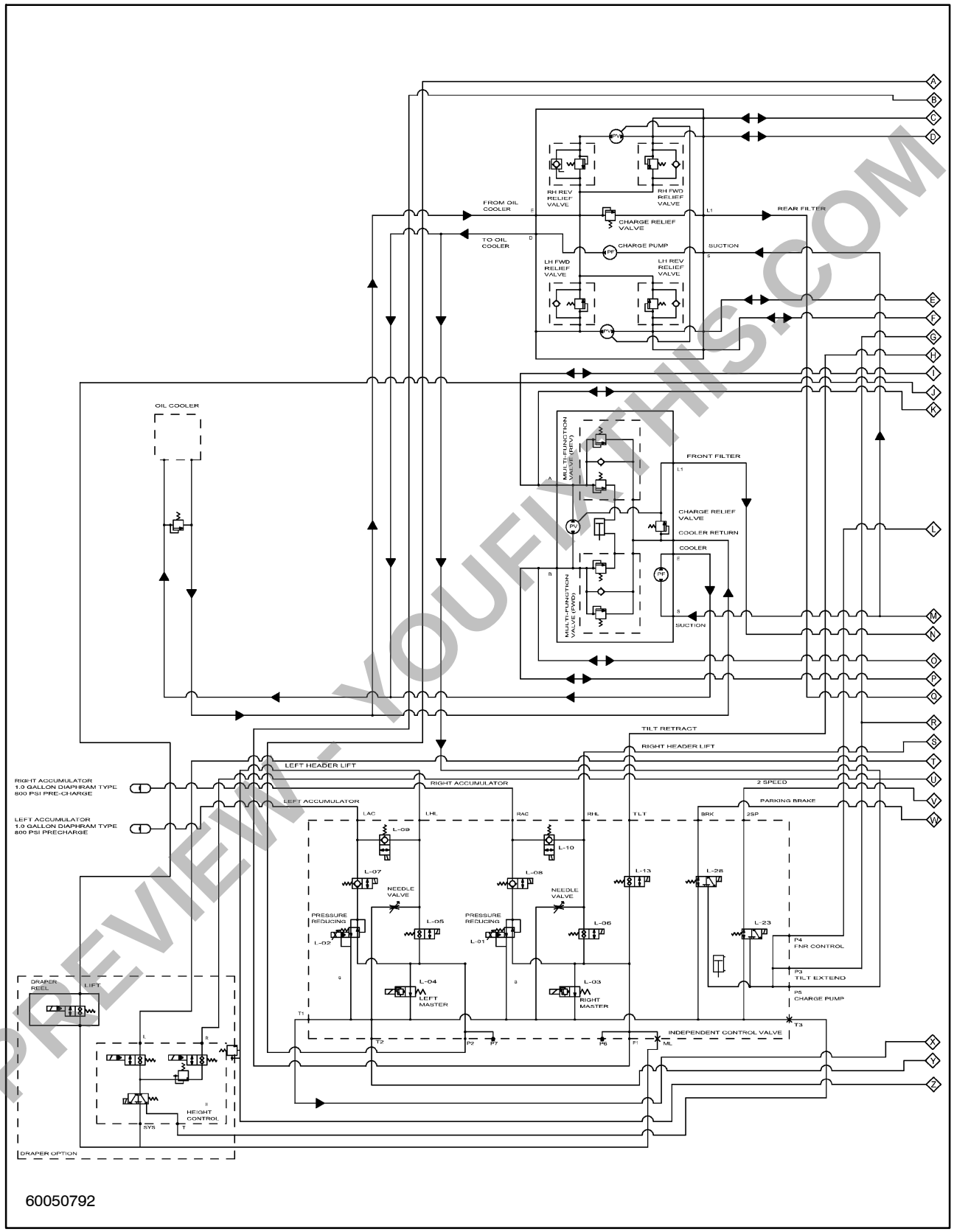



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## HYDRAULIC SCHEMATICS



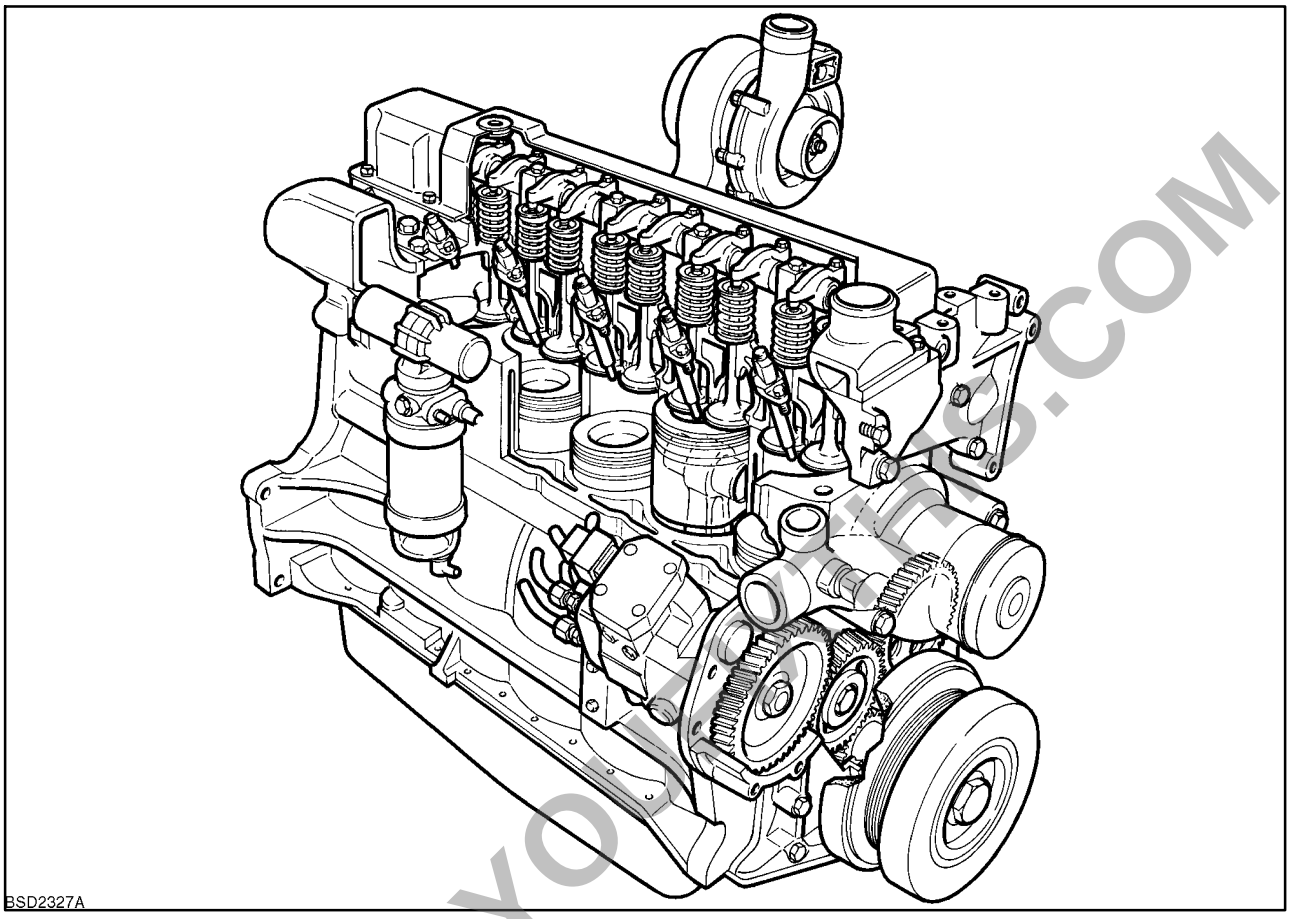

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## DESCRIPTION OF OPERATION




1

The CNH 7.5 Litre engine is a 6-cylinder turbocharged and aftercooled unit, having a bore of 4.4″ (111.8 mm) and a stroke of 5.0″ (127 mm) which generates a displacement of 456 $in^3$.

The engine uses a electronically controlled rotary injection pump and has been designed to meet current emission regulations and must only be serviced by an authorised service agent. For a detailed Description and Operation of the fuel system, refer to the Fuel System Chapter in this Section of the manual.

All engines feature cross flow cylinder heads, with the inlet and exhaust manifolds on opposite sides of the cylinder head. The fuel and air combustion process, takes place in the specially designed bowl in the crown of the pistons.

***NOTE:*** *The FRONT of the engine is the water pump end. The REAR of the engine is the flywheel end. In this section, right and left correspond to the above when standing at the rear of the engine looking at the flywheel end with the water pump end away from you.*

### CYLINDER BLOCK ASSEMBLY

The cylinder block is an alloy cast iron with deep cylinder skirts, and water jackets for cooling the cylinders. The cylinder bores are machined integral with the cylinder block, during the manufacturing process. The block incorporates hydraulic tappets which do not require adjustment unless engine is being re-assembled.

Cylinders are in line and vertical and numbered 1 to 6 from the front (fan end) to the rear of the engine. They can be bored oversize for the fitment of sleeves, which are available in service.

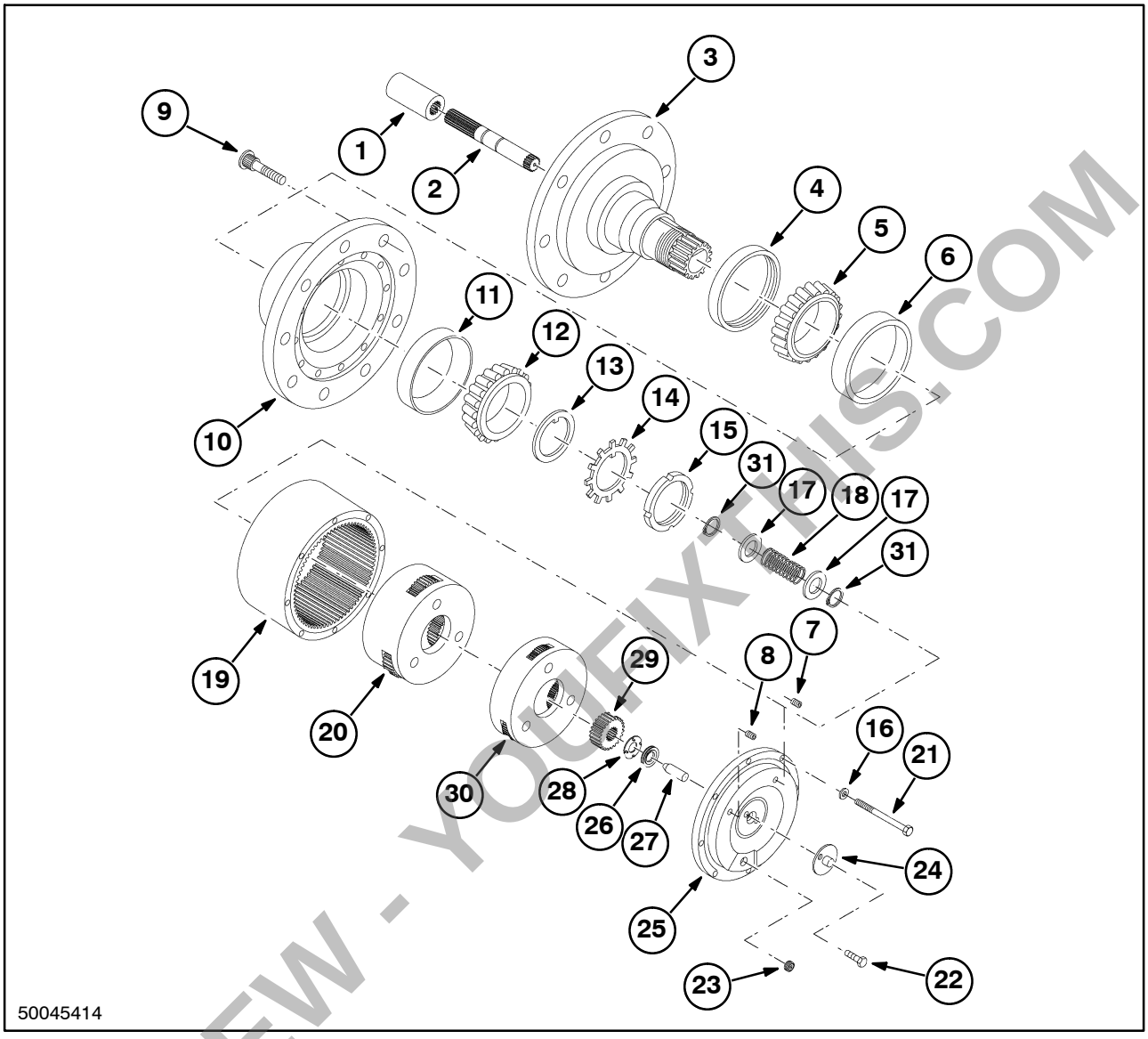
The oil pan is the reservoir for the engine oil lubrication system and a cast iron front cover on the front of the engine covers the timing gear assembly.

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## PLANETARY GEARBOX DRIVE




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| Ref. # | Description |
|---|---|
| 1 | Coupling |
| 2 | Shaft |
| 3 | Spindle |
| 4 | Oil seal |
| 5 | Cone w/ roller bearing |
| 6 | Cup bearing |
| 7 | Plug pipe |
| 8 | Hex socket head plug |
| 9 | Wheel stud |
| 10 | Hub |
| 11 | Cup bearing |
| 12 | Cone bearing |
| 13 | Thrust Washer |
| 14 | Special tab washer |
| 15 | Special lock nut |
| 16 | Washer |

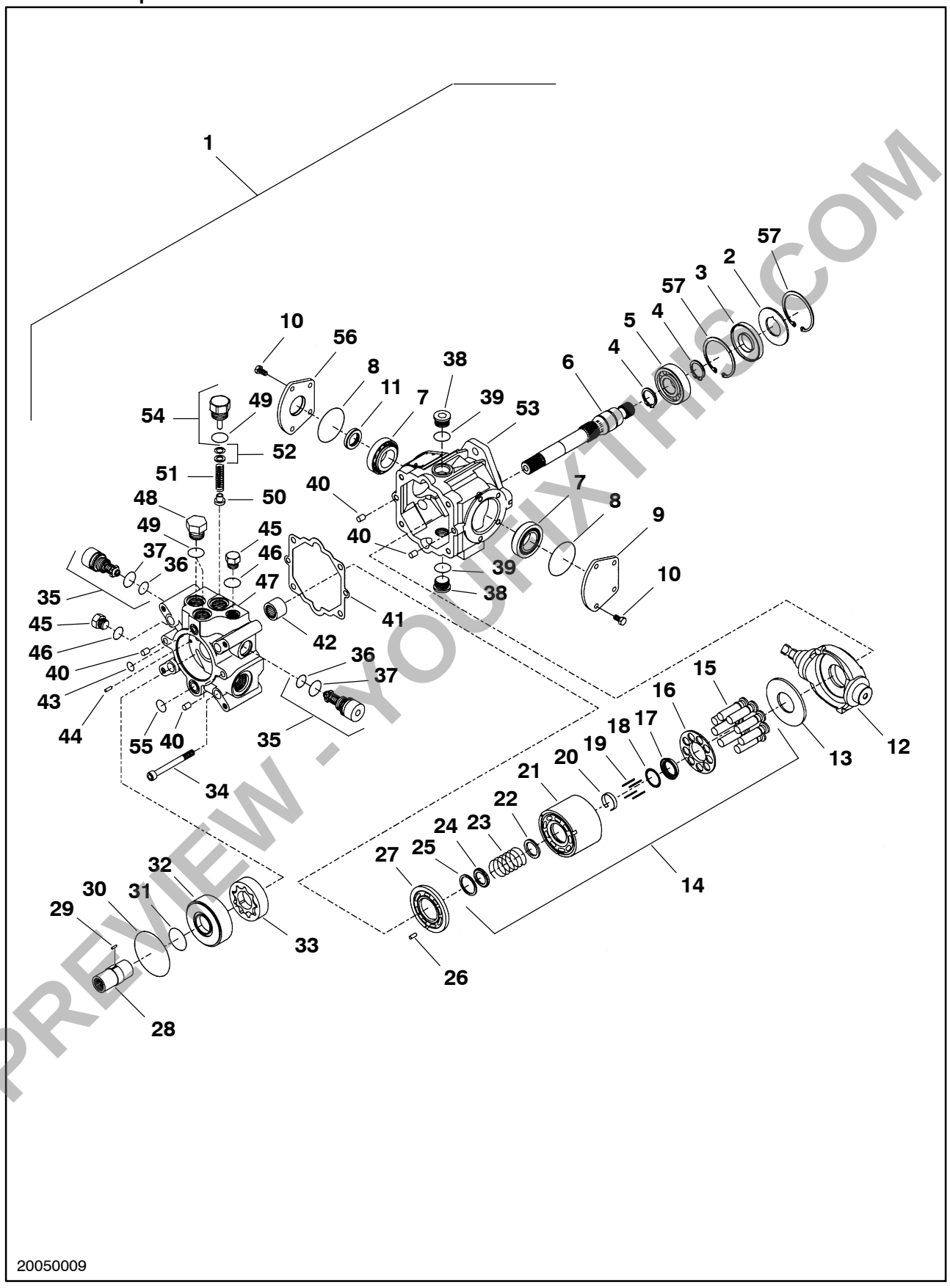
| Ref. # | Description |
|---|---|
| 17 | Thrust washer |
| 18 | Spring |
| 19 | Ring gear: 85 Teeth |
| 20 | Diff. carrier & gears: Secondary |
| 21 | Bolt |
| 22 | Bolt |
| 23 | Magnetic plug |
| 24 | Cover |
| 25 | Cover |
| 26 | O ring |
| 27 | Plunger |
| 28 | Thrust washer |
| 29 | Primary gear |
| 30 | Diff. carrier & gears: Primary |
| 31 | Snap ring |

***NOTE:*** *#9: Use bolt when two wheel spacers are required for header clearance w/ 18.4 x 26 tires*



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**Rear Half Pump Breakdown**



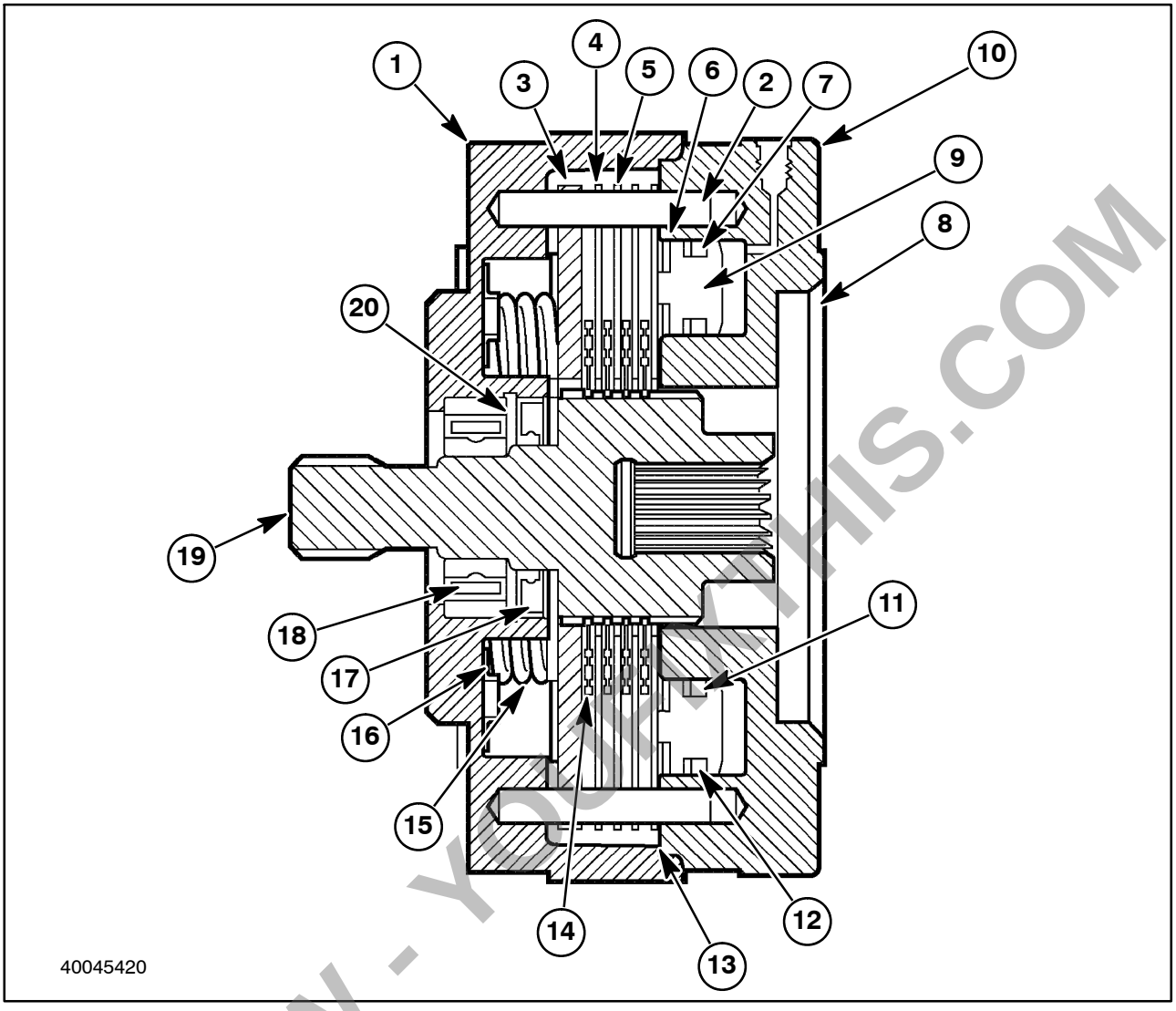

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25

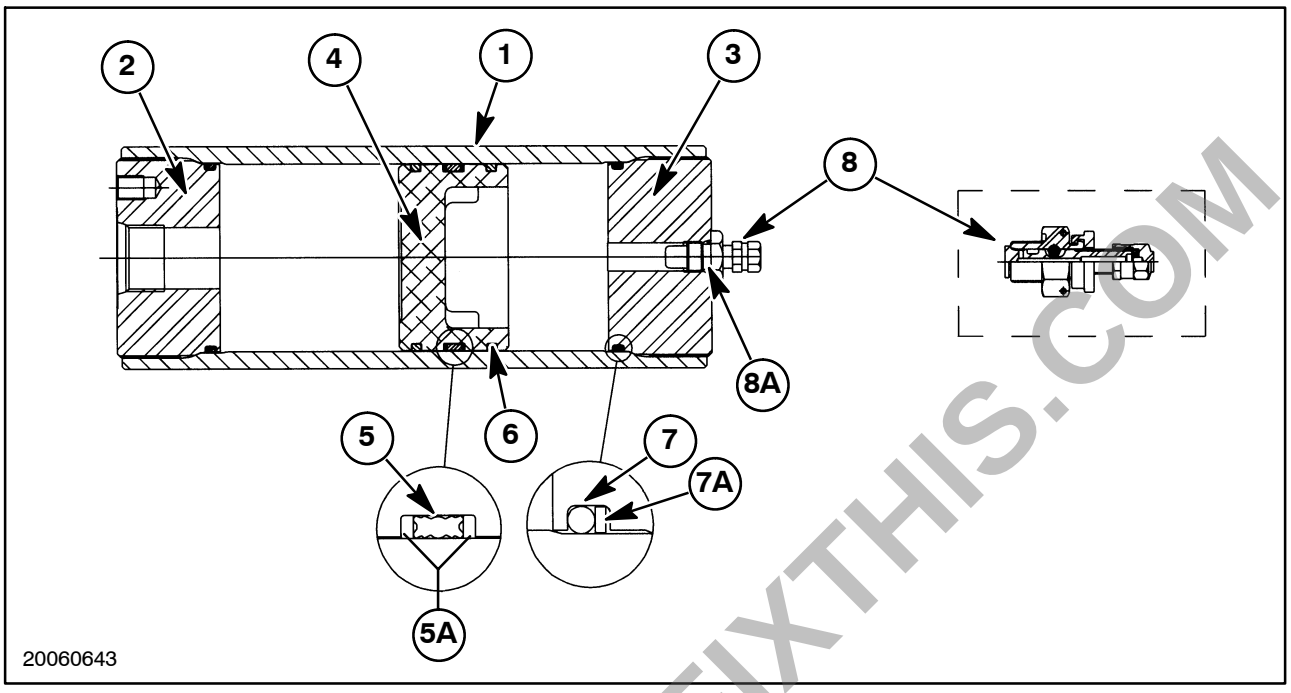
1. Housing
2. Torque pin
3. Primary disc
4. Stationary disc
5. Rotating disc with slots
6. Backup ring
7. O ring
8. Gasket
9. Piston
10. Power plate
11. O ring
12. Backup ring
13. Gasket
14. Rotating disc
15. Compression spring
16. Compression spring
17. Lip seal
18. Ball bearing
19. Shaft
20. Snap ring

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## HYDRAULIC ACCUMULATOR BREAKDOWN




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**1.** Body
**2.** Hydraulic Cap
**3.** Gas Cap
**4.** Piston
**5.** V-O ring
**5A.** V-O ring Back-Up Washers
**6.** PTFE Ring (Piston)
**7.** O ring
**7A.** O ring Back-Up Washer
**8.** Gas Valve
**8A.** Gas Valve O ring

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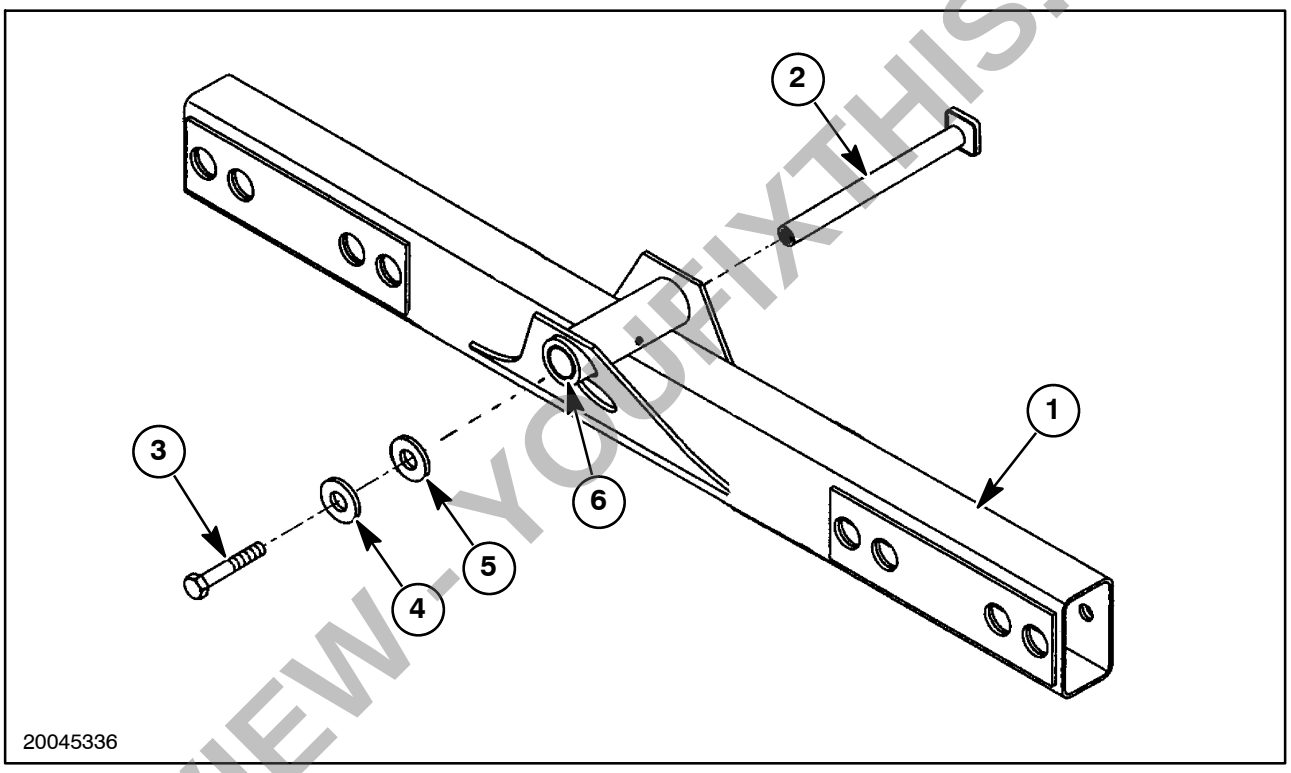
## DESCRIPTION OF OPERATION

### EXTENSIONS AND AXLE TUBE

The axle tube, 1, is held in the frame by a pivot pin, 2, which allows the axle tube to oscillate over uneven ground. The pivot pin is held in place with a bolt, 3, lock washer, 4, and flat washer, 5.

The axle has a greased bushing that allows the axle to pivot.

The wheel width is adjustable by removing the extension bolts and sliding the extension in or out.




2

1. Axle tube
2. Pivot pin
3. Pivot pin bolt
4. Pivot pin lock washer
5. Pivot pin flat washer
6. Bushing

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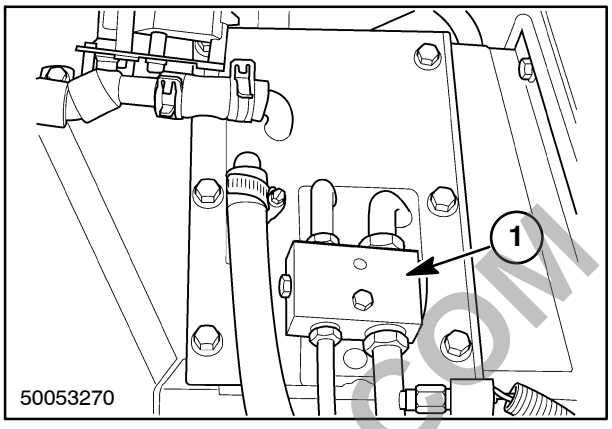
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## EXPANSION VALVE

### Description

The expansion valve, 1, is on the pressure line leading from the dehydrator and receiver into the evaporator and performs the following functions:

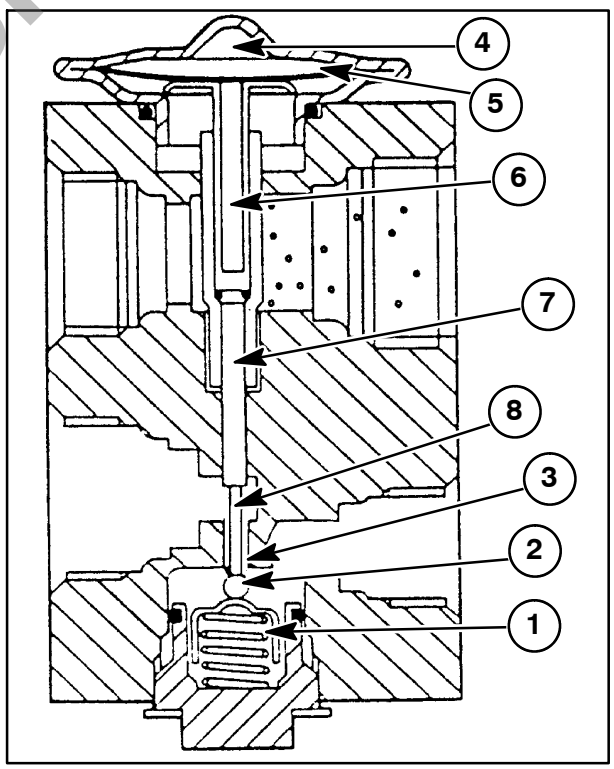
- METERING ACTION – A metered orifice changes the liquid refrigerant from high to low pressure.
- MODULATING ACTION – A thermostatically controlled valve within the expansion valve body controls the volume of liquid refrigerant passing through the orifice and makes sure the refrigerant is fully vaporized within the evaporator. Liquid refrigerant would damage the compressor reed valves or freeze the pistons.
- CONTROLLING ACTION – The valve responds to changes in the cooling requirements. When increased cooling is required, the valve opens to increase the refrigerant flow. When less cooling is required *(or high engine speed provides increased compressor volume)* the valve closes and decreases the refrigerant flow.




25

### Valve Components

1. spring
2. ball
3. metered orifice
4. sealed chamber
5. diaphragm
6. metal pin
7. valve stem
8. pushrod




26

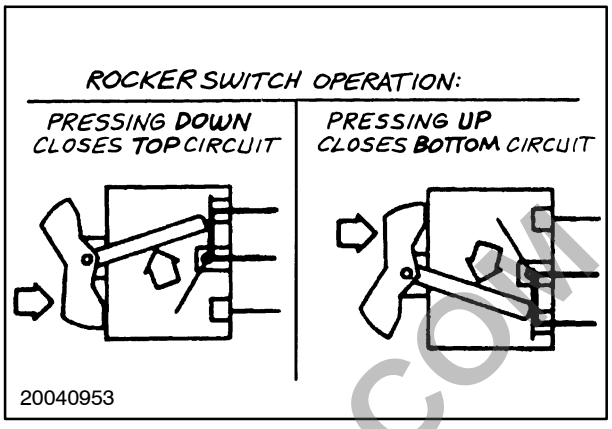
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## ROCKER SWITCHES

A typical “on/off” rocker switch is one that rocks back and forth in a “seesaw” motion, when pressed. One side of the switch raises when the opposite side is pressed. This type of switch is commonly used to simply turn a component or circuit “on” or “off”.

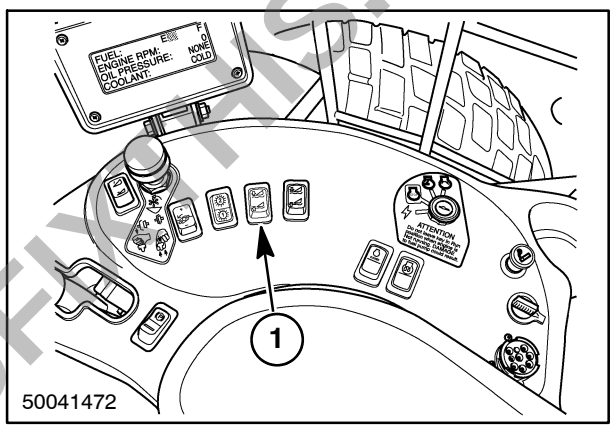



1

### Momentary Rocker Switches

Momentary rocker switches, 1, open or close circuits only for the period that they are pressed. The contacts of these switches return to their original position (neutral or “off”), when the rocker is released.

***NOTE:*** *Typically, common “on/off” toggle switches and “momentary” toggle switches function in the same manner and are used on some of the overhead accessory control panels.*

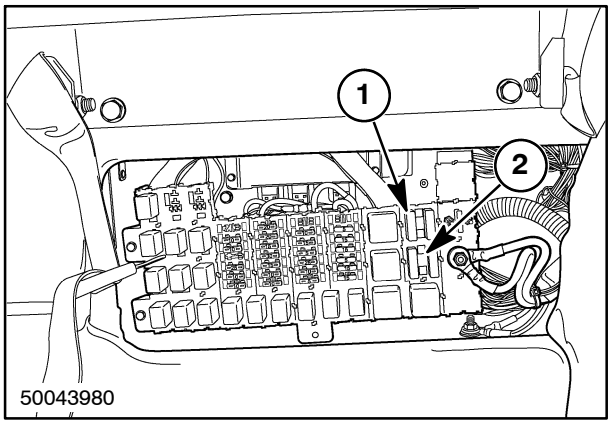



2

## CIRCUIT BREAKERS

Circuit breakers, like fuses, interrupt an electrical circuit to protect wiring and electrical parts from damage, when an overload or short circuit occurs. Circuit breakers differ from fuses in that they can be manually reset, or they automatically reset, after tripping. Fuses, on the other hand, are destroyed when they blow and must be replaced.

Circuit breakers, 1 and 2, of different sizes and/or ratings are used on WDX windrowers, depending on circuit application. All circuit breakers used on WDX windrowers are of the auto-reset type. When the short or overload is removed, the breaker will reset automatically (usually within seconds) and the circuit will be complete again.



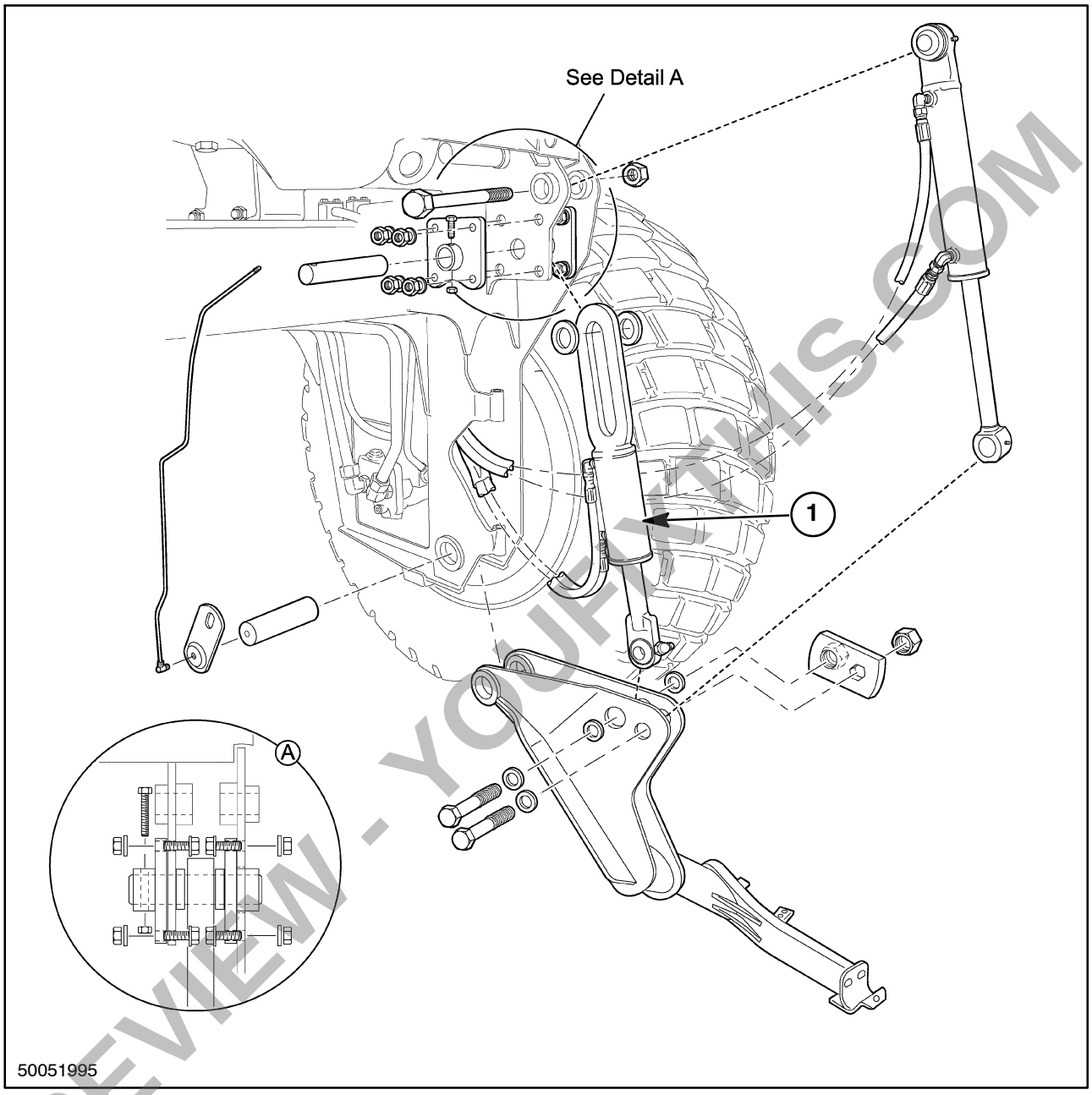

3

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## OVERVIEW




1

### WDX1902 AND WDX2302 DRAPER FLOATATION

**⚠ WARNING ⚠**

**Hydraulic pressure in the accumulators and system, must be relieved before repairs to hydraulic components. Some hydraulic oil under pressure will be trapped down stream of the flow divider. Use caution when cracking lines or removing components. Failure to comply can result in death of serious injury.**

**Operation**

Two cut height cylinders, 1, keep the draper at desired cut height as set by the operator.

While running Draper without cylinders the head would continually drop off on one side due to that side of the head is considerably heavier.

The hydraulics' consists of (2) valves, hoses, (2) cylinders to properly run the draper.

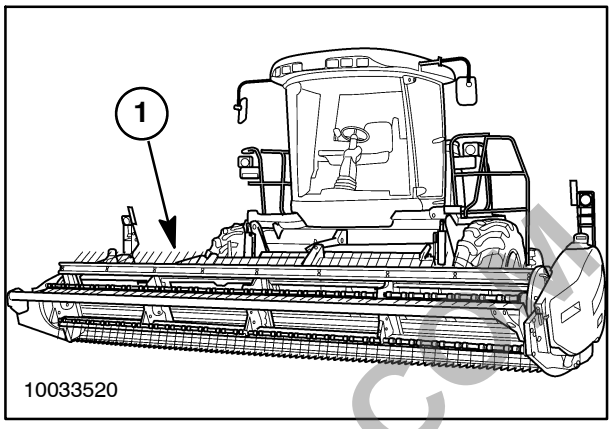
The Draper is electrically operated with rocker switches and (8) wiring harnesses.



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## HDX2 SICKLE HEADER DRIVE ADAPTER KIT

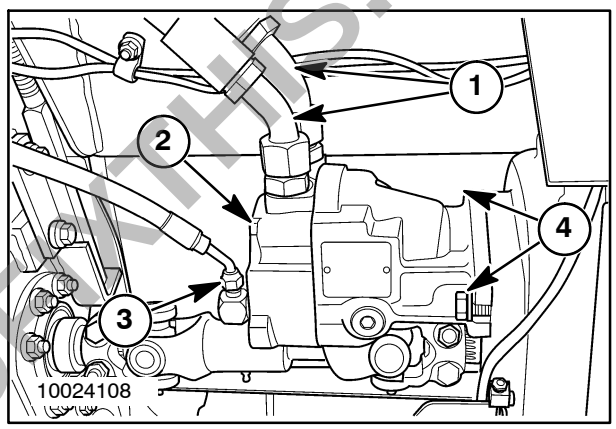
This kit allows a HDX2 Series sickle header to be mounted to the self-propelled Windrower. The kit includes the hydraulic drive motor and hoses to drive the header, 1, and a sickle speed sensor to provide header speed feedback to the operator.




39

### Removal

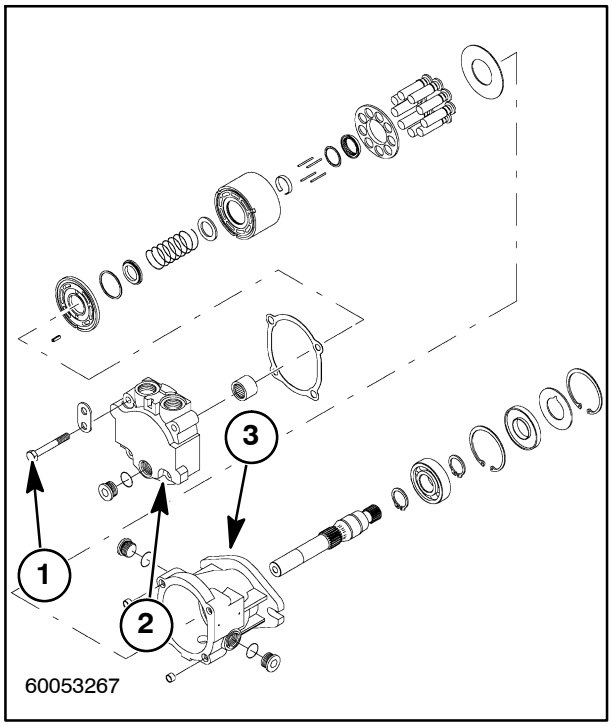
1. Drain and catch fluid in a suitable container.
2. Release pressure from hydraulic system and remove hydraulic lines, 1, from header drive motor, 2.
3. Remove case drain, 3.
4. Remove the header drive motor, 2, retaining bolts, 4, and remove from machine.




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### Disassembly

1. Remove bolts, 1, that secure the back plate, 2, to the housing, 3.




41

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## DESCRIPTION OF OPERATION – PLATFORM

### DELUXE OPERATOR'S SEAT

The deluxe seat is standard on models WDX1902 and WDX2302.

### CONTROLS

**Armrest Height**

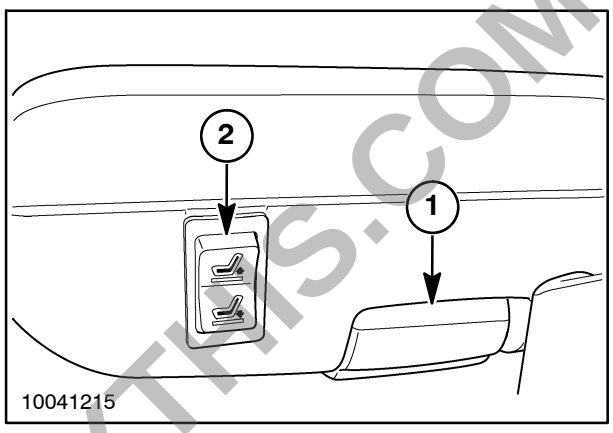
Rotate knob, 1, up to raise armrest. Rotate knob, 1, down to lower.

### HEIGHT/WEIGHT ADJUSTMENT

To adjust seat height, key switch (S-04) must be in the ON position.

Push the top of the height control switch (S-02), 2, to raise and release when desired height is reached.

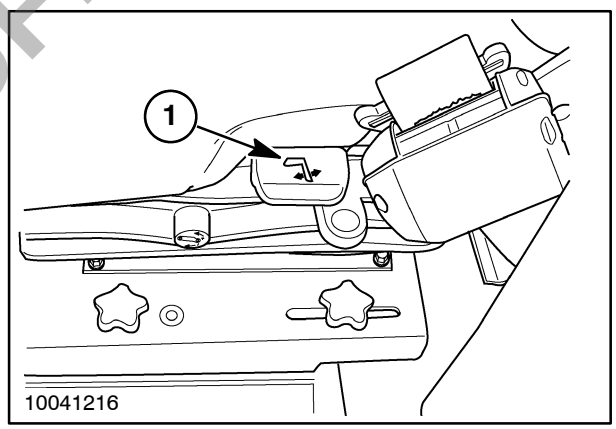
Push bottom of height control switch (S-02), 2, to lower and release when desired height is reached.




1

### BACKREST ANGLE

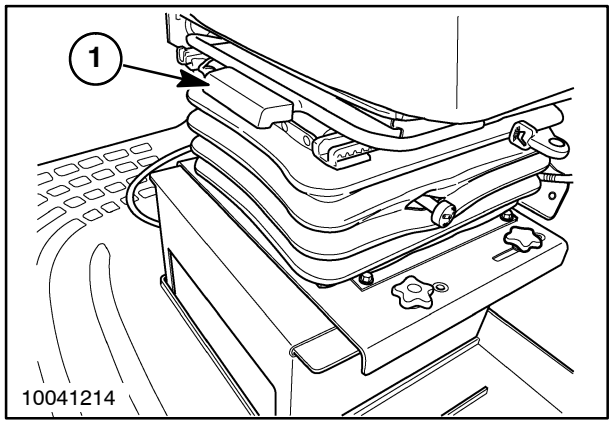
Lift lever, 1, and tilt backrest until desired position is reached. Release lever, 1, to lock backrest in position.




2

### FORE/AFT POSITION

Pull up on handle, 1, and move seat forward or backward to the desired position. Release the handle, 1, to lock the seat in position.




3

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# MINIMUM HARDWARE TIGHTENING TORQUES

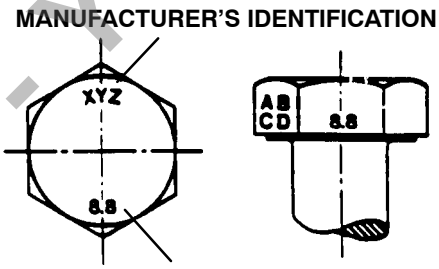
## IN NEWTON-METERS (FOOT POUNDS) FOR NORMAL ASSEMBLY APPLICATIONS

## METRIC NON-FLANGED HARDWARE AND LOCKNUTS

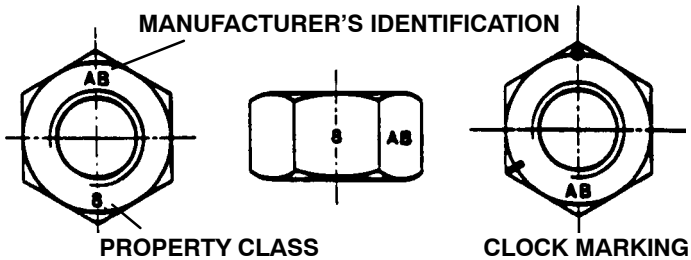
| NOMINAL SIZE | CLASS 5.8 | | CLASS 8.8 | | CLASS 10.9 | | LOCKNUT CL.8 W/CL8.8 BOLT |
|---|---|---|---|---|---|---|---|
| | UNPLATED | PLATED W/ZnCr | UNPLATED | PLATED W/ZnCr | UNPLATED | PLATED W/ZnCr | |
| M4 | 1.7 (15)* | 2.2 (19)* | 2.6 (23)* | 3.4 (30)* | 3.7 (33)* | 4.8 (42)* | 2.3 (20)* |
| M6 | 5.8 (51)* | 7.6 (67)* | 8.9 (79)* | 12 (102)* | 13 (115)* | 17 (150)* | 7.8 (69)* |
| M8 | 14 (124)* | 18 (159)* | 22 (195)* | 28 (248)* | 31 (274)* | 40 (354)* | 19 (169)* |
| M10 | 28 (21) | 36 (27) | 43 (32) | 56 (41) | 61 (45) | 79 (58) | 38 (28) |
| M12 | 49 (36) | 63 (46) | 75 (55) | 97 (72) | 107 (79) | 138 (102) | 66 (49) |
| M16 | 121 (89) | 158 (117) | 186 (137) | 240 (177) | 266 (196) | 344 (254) | 164 (121) |
| M20 | 237 (175) | 307 (226) | 375 (277) | 485 (358) | 519 (383) | 671 (495) | 330 (243) |
| M24 | 411 (303) | 531 (392) | 648 (478) | 839 (619) | 897 (662) | 1160 (855) | 572 (422) |

**NOTE: Torque values shown with * are inch pounds.**

### IDENTIFICATION
### HEX CAP SCREW AND CARRIAGE BOLTS
### CLASSES 5.6 AND UP




### HEX NUTS AND LOCKNUTS
### CLASSES 05 AND UP




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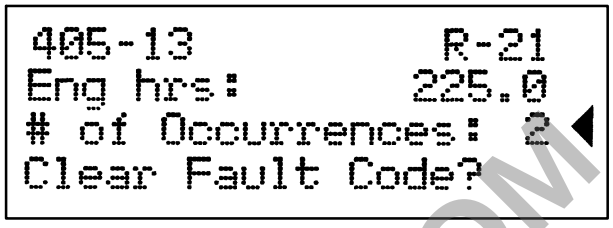
## FAULT CODE FORMAT (SPN/FMI CODES)

The fault codes appear on the text display as a two part code. The first part is a three digit Suspect Parameter Number (SPN) followed by a two digit Failure Mode Identifier (FMI) code.

The SPN identifies the system or component that has failed and the FMI identifies the type of failure.

*For example:*

SPN 405 indicates a failure in the pintel arm position sensor (R-21) and FMI 13 indicates out of calibration.




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1

## SPN/FMI CODE CHARTS

Following is a table of SPN and FMI codes and their description. The SPN codes are separated by systems: *Engine, Fuel, Hydraulics, Propulsion and PTO*.

Refer to the troubleshooting section of this chapter for diagnostic procedures.

**FMI Codes**

| FMI | DESCRIPTION |
|---|---|
| 00 | Data is valid but above the normal operational range |
| 01 | Data is valid but below the normal operational range |
| 02 | Data erratic, intermittent or incorrect |
| 03 | Voltage above normal, or shorted to high source |
| 04 | Voltage below normal, or shorted to low source |
| 05 | Current below normal or open circuit |
| 06 | Current above normal or grounded circuit |
| 07 | Mechanical system not responding or out of adjustment |
| 08 | Abnormal frequency or pulse width or period |
| 09 | Abnormal update rate |
| 10 | Abnormal rate of change |
| 11 | Failure code not identifiable |
| 12 | Bad intelligent device or component |
| 13 | Out of calibration |
| 14 | Special instructions |
| 15 | Data valid but above normal operation range least severe level |
| 16 | Data valid but above normal operation range moderate level |
| 17 | Data valid but below normal operation range least severe level |
| 18 | Data valid but below normal operation range moderate level |
| 19 | Received network data in error |

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## TROUBLESHOOTING

*When effecting a repair the cause of the problem must be investigated and corrected to avoid repeat failures.*

The following table lists problems and their possible causes with recommended remedial action.

| PROBLEM | POSSIBLE CAUSES | REMEDY |
|---|---|---|
| **Engine does not develop full power** | 1. Clogged air cleaner | 1. Clean or renew element |
| | 2. Fuel line obstructed | 2. Clean |
| | 3. Faulty injectors | 3. Clean and reset |
| | 4. Incorrect valve clearance adjustment | 4. Check and reset |
| | 5. Burnt, worn or sticking valves | 5. Replace valves with new or oversize, and/or machine the valve guide bores |
| | 6. Blown head gasket | 6. Check head flatness and fit new gasket |
| | 7. Incorrect fuel delivery | 7. Check injectors and pump |
| | 8. Low cylinder compression | 8. Renew piston rings or re-bore/ re-sleeve as necessary |
| | 9. Turbocharger malfunction | 9. Refer to turbocharger troubleshooting. |
| **Oil pressure warning light fails to operate** | 1. Bulb burnt out | 1. Renew bulb |
| | 2. Warning Light pressure switch faulty | 2. Renew pressure switch |
| | 3. Warning light circuit faulty | 3. Check and renew wiring |
| **Excessive exhaust smoke** | 1. Oil leak on compressor or turbine side of turbocharger, where fitted | 1. Overhaul turbocharger |
| | 2. Exhaust leak on exhaust manifold side of turbocharger, where fitted | 2. Fit new gasket |
| | 3. Air cleaner dirty or restricted | 3. Clean |
| | 4. Excessive fuel delivery | 4. Overhaul injection pump and injectors |

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# SPECIFICATIONS

| TRACTOR | WDX1902 | WDX2302 |
|---|---|---|
| Engine | CNH 6cyl diesel turbocharged w/ charge air cooler | CNH 6cyl diesel turbocharged w/ charge air cooler |
| Bore | 111.8mm (4.4in.) | 111.8mm (4.4in.) |
| Stroke | 127mm (5.0cu. in.) | 127mm (5.0cu. in.) |
| Displacement | 7.5L (456cu. In.) | 7.5L (456cu. In.) |
| Compression | 17.5:1 | 17.5:1 |
| Firing order | 1–5–3–6–2–4 | 1–5–3–6–2–4 |
| HP | 139kw (186 hp) | 168kw (226 hp) |
| Idle speed | 800 rpm | 800 rpm |
| Max. No load speed | 2250 rpm | 2250 rpm |
| Rated RPM | 2100 rpm | 2100 rpm |
| Tappet clearance (cold) | | |
| intake | 0.36 – 0.46mm (0.014 – 0.018″) | 0.36 – 0.46mm (0.014 – 0.018″) |
| Exhaust | 0.43 – 0.53mm (0.017 – 0.021″) | 0.43 – 0.53mm (0.017 – 0.021″) |
| Cooling system | | |
| fan drive | belt driven | belt driven |
| Induction system | | |
| exhaust aspiration | standard | standard |
| Turbocharging & | | |
| intercooling | turbo/air to air intercooling | turbo/air to air intercooling |
| Fuel system | | |
| tank(s) | 2x, 120 gal. total | 2x, 120 gal. total |
| Lift pump | electric, filter-body mounted | electric, filter-body mounted |
| Injector pump | Bosch rotary | Bosch rotary |
| Injection pressure | see engine service manual | see engine service manual |
| Pump control | electronic | electronic |

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**Oil Filter Support**

Relief Valve,
Operating Pressure . . . . . 379 - 414 kPa (55 - 60 PSI)

Flow Rate . . . . . 68 - 76 L/min (18 - 20 US gals/min)

**Engine Oil**

***IMPORTANT**: Engine is shipped with a "break-in" oil of 10W-30 viscosity. This oil should be changed at 50 hours of operation.*

| Temperature | Oil Viscosity and Type | API | Engine Oil & Filter Change Period (hours) | |
|---|---|---|---|---|
| Below –18°C (0°F) | SAE 5W-20 or SAE 5W-30 | CH-4 | 150 | 150 |
| 18°C - 32°C (0°F - 90°F) | SAE 10W-30 | CH-4 | 300 | 300 |
| Above –12°C (10°F) | SAE 15W-40 | CH-4 | 300 | 300 |

***NOTE** - It is recommended that an oil which meets API service category CH-4 be used. If API CH-4 oil is not available, CG-4 may be used.*

When using diesel fuel with a sulphur content between 0.5% and 1.3% use only oils listed above but reduce the oil and filter change period to every 50 hours.

**Engine Oil Capacities (Less Oil Filter)**

| Model | Litres | U.S Qts |
|---|---|---|
| 6 CYL | 18 | 19 |

**Engine Oil Capacities (With Oil Filter)**

| Model | Litres | U.S Qts |
|---|---|---|
| 6 CYL | 19 | 20 |

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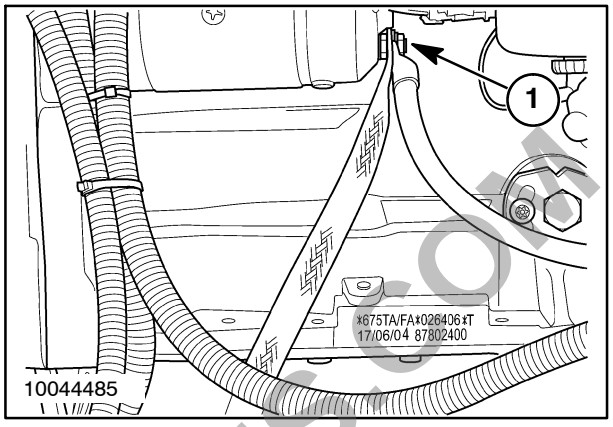
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## OVERHAUL

### ENGINE – COMPLETE

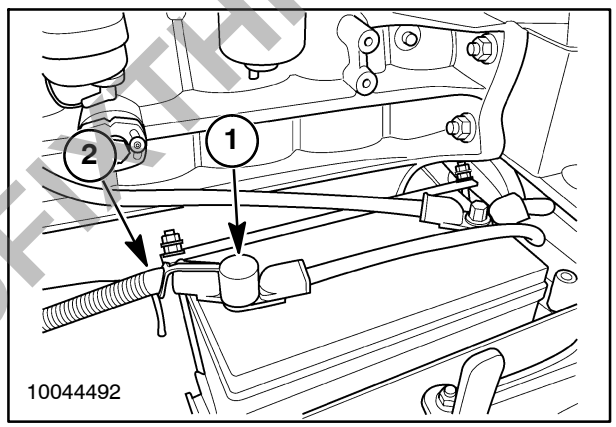
**Removal**

1. Remove nut, 1, on starter to disconnect ground cables.



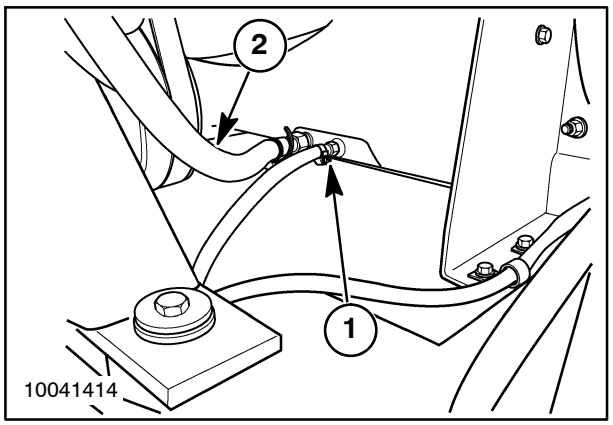

20

2. Remove cap, 1, remove battery post nut and disconnect positive battery cable, 2.




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3. Drain coolant from radiator and engine by loosening valve, 1. Catch fluid from drain hose and save for recycling. Remove the radiator cap to speed up the draining, using caution if the system is hot.
4. Disconnect heater hose, 2.




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# SAFETY

## ⚠ PRECAUTIONARY STATEMENTS ⚠

A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. To help prevent accidents, read the following precautions before operating this equipment. Equipment should be operated only by those who are responsible and instructed to do so.

Carefully review the procedures given in this manual with all operators. It is important that all operators be familiar with and follow safety precautions.

### SAFE OPERATION

1. **Always use the seat belt when operating the windrower.**
2. **Be sure everyone is clear of the windrower before starting the engine.**
3. **The parking brake must be engaged, steering wheel centered, and the multi-function handle lever in neutral before the engine will start.**
4. **Do not operate the windrower until you are familiar with the location and operation of all controls.**
5. **When moving forward, the windrower will turn in the direction that the top of the steering wheel is turned. When moving in reverse, the windrower will turn in the opposite direction that the top of the steering wheel is turned.**
6. **To stop, return the multi-function handle lever to neutral, engage the parking brake, center the steering wheel to the neutral position, and stop the engine before leaving the seat.**
7. **When descending down steep grades on the road or in the field, pull the multi-function handle lever back toward neutral to slow ground speed.**
8. **Be careful when driving the windrower without a header. The windrower responds much more quickly than with a header attached.**
9. **Never idle the engine in a closed area. Exhaust gases may build up. These gases are harmful and potentially lethal. Carbon monoxide is colorless and odorless, but can be present with other exhaust fumes.**
10. **Keep the machine, particularly the engine compartment, free of crop to prevent fires. Daily cleaning may be required.**
11. **Do not leave the windrower with the header in the raised position, depending on hydraulic pressure to hold it up. Either lower the header to the ground or engage the lift arm locks.**
12. **Replace any safety signs that are missing or cannot be read. Replacement safety signs are available.**
13. **Do not wear loose fitting clothing, jewelry, watches, or other items that can get caught in moving parts. Tie up long hair that can get caught in moving parts.**
14. **Securely fasten the seat belt when using the instructional seat. The instructional seat is to be used only by instructors to train new operators or service technicians to diagnose a problem. The instructional seat is only to be used for a short period.**
15. **When the instructional seat is used the machine must be driven at a slower speed and on level ground. Avoid quick starts, stops and sharp turns. Avoid driving on highways or public roads. Extra riders, especially children, are not permitted on the machine.**

### SAFE SERVICING

16. **Some illustrations in this manual show shields open or removed showing the parts to be serviced. Close or install all shields before operating the machine.**
17. **Batteries normally produce explosive gases that can cause personal injury. Therefore do not allow flames and sparks to come near the battery. Always shield your eyes when charging or working near a battery. Always provide ventilation.**
18. **Batteries contain sulfuric acid. In case of contact with skin, flush the affected area with water for five minutes. In case of contact with eyes, flush immediately with water for a minimum of fifteen minutes. Obtain medical assistance at once.**

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# SECTION 10 - ENGINE

**BOOK 1 - 87579339**

## Chapter 1 - Engine (Continued)

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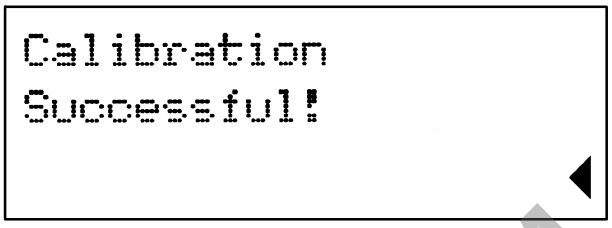

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When the calibration is complete with the MFH potentiometer, R-18 and MFH neutral switch, S-03 is within range, the "**Calibration Successful**" screen will appear for three seconds and then it will automatically exit to the next screen.




20046350

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Turn the key switch to the OFF position, (not shown).

Switch the park brake switch to the ON position, (Not Shown).




20046368

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**F-05 PTO and Seat**

Operator presence seat switch . . . . . (S-02)
Header PTO switch . . . . . (S-52)
Header PTO emergency stop switch . . . . . (S-17)
Header PTO emergency stop relay . . . . . (K-23)

*Reference: Frame: 8*

**F-36 Sensor Switches**

Engine control module ignition voltage . . . . (A-03)
Hydraulic charge pressure switch . . . . . (S-10)
Hydraulic oil temperature switch . . . . . (S-29)
Hydraulic reservoir level switch . . . . . (S-19)
Air filter restriction switch . . . . . (S-09)
Fuel water switch . . . . . (S-59)

*Reference: Frames 10, 21, 33*

## K-04 ACC CONTROL BUSBAR

The main electrical panel will distribute 12 volts dc to the following items with the key/start switch (S-04) in the ACC position.

**Q-07 Windshield Wiper**

Windshield wiper switch . . . . . (S-35)
Windshield wiper motor . . . . . (M-04)

*Reference: Frame 30*

**Troubleshooting**

Before attempting to troubleshoot a problem, review the information under the “General Troubleshooting” section along with the material in the “General Electrical” section.

Operate the machine and observe the problem. Follow the step-by-step instructions in the chart to locate and correct the problem. Follow all the instructions carefully.

**F-08 Accessory Control**

Right header trim switch . . . . . (S-14)
Left header trim switch . . . . . (S-18)
Throttle switch . . . . . (S-71)

*Reference: Frame 10, 24, 32*

**F-10 DIN slots B and D**

DIN slot B jack . . . . . (J-02)
DIN slot C jack . . . . . (J-04)

*Reference: Frame 29*

**F-11 DIN Slot A, Radio**

Radio 12-volt dc power . . . . . (A-11)

*Reference: Frame 27*

**F-16 Windshield Washer/Mirrors**

Mirror adjust switch . . . . . (S-37)
Left mirror . . . . . (SA-01)
Right mirror . . . . . (SA-02)
Windshield washer switch . . . . . (S-36)
Windshield washer motor . . . . . (M-05)

*Reference: Frame 20*

**F-15 Operator’s Seat Suspension**

Seat suspension motor . . . . . (M-03)
Left service light jack . . . . . (J-07)

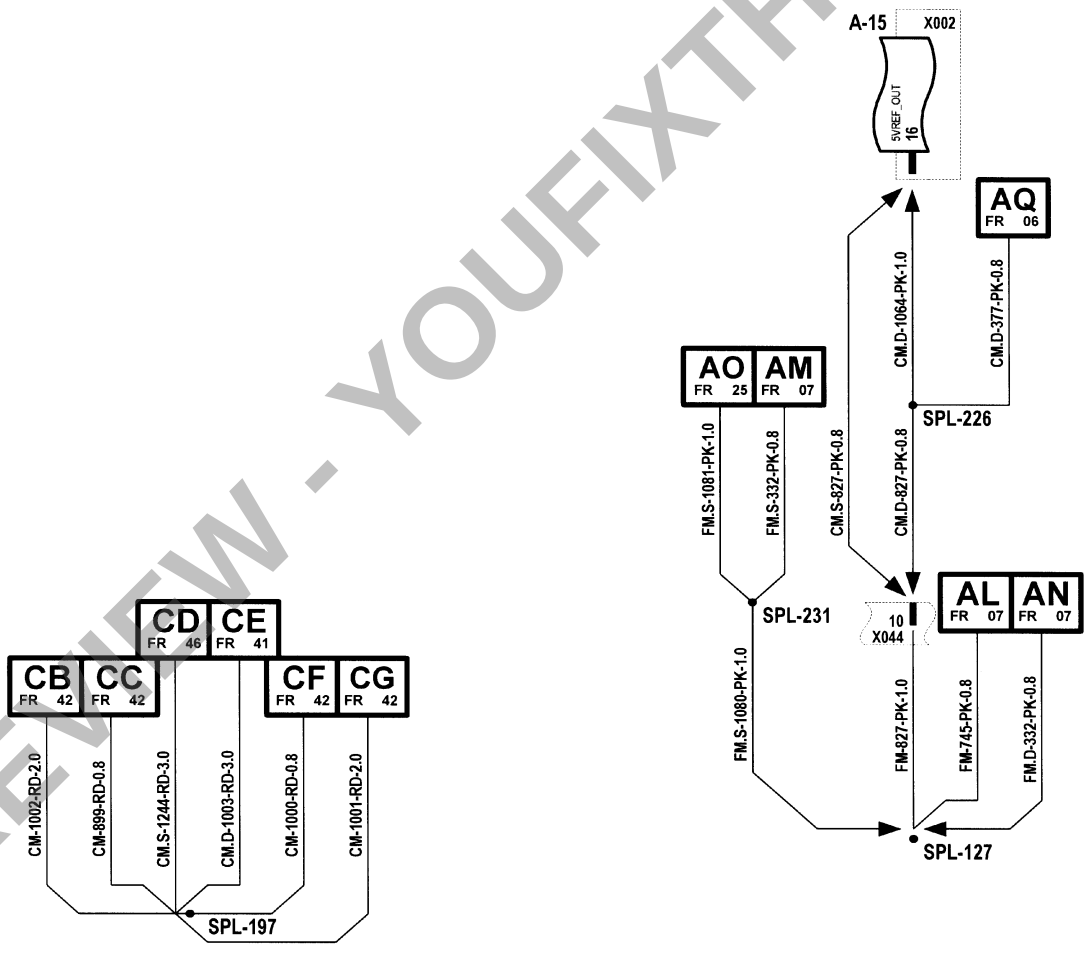
*Reference: Frame 26*

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## POWER DISTRIBUTION




| | | | |
|---|---|---|---|
| A-15 = MAIN CONTROL MODULE | X-xx = xxx | X-xx = xxx | |
| X-xx = xxx | X-xx = xxx | X-xx = xxx | |
| X-xx = xxx | X-xx = xxx | X-xx = xxx | |
| X-xx = xxx | X-xx = xxx | X-xx = xxx | |
| X-xx = xxx | X-xx = xxx | X-xx = xxx | |

FRAME-35

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