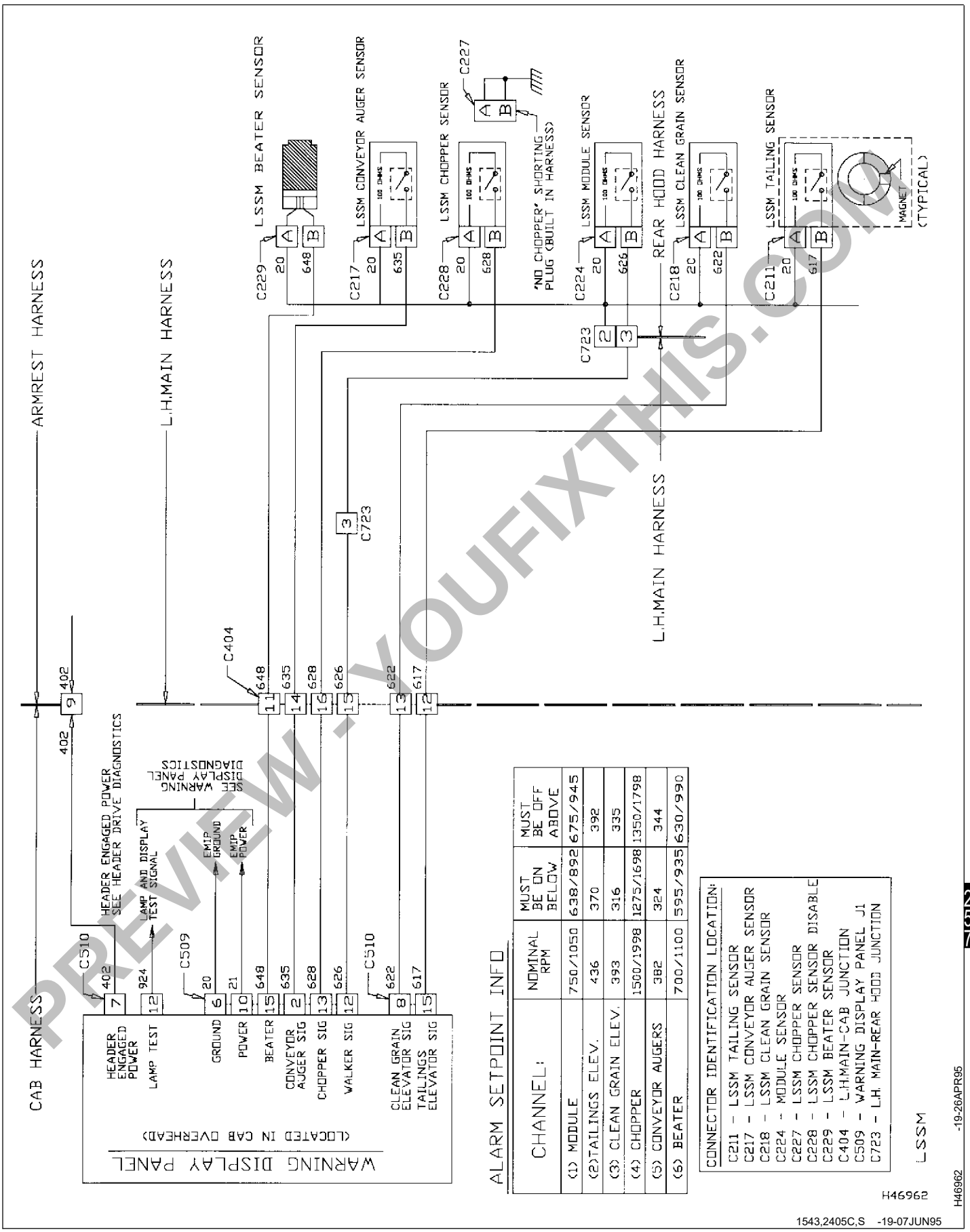


ALARM SETPOINT INFO

CHANNEL:	NOMINAL RPM	MUST BE ON BELOW	MUST BE OFF ABOVE
(1) MODULE	750/1050	638/892	675/945
(2)TAILINGS ELEV.	436	370	392
(3) CLEAN GRAIN ELEV.	393	316	335
(4) CHOPPER	1500/1998	1275/1698	1350/1798
(5) CONVEYOR AUGERS	382	324	344
(6) BEATER	700/1100	595/935	630/990

CONNECTOR IDENTIFICATION LOCATION:

C211 - LSSM TAILING SENSOR
C217 - LSSM CONVEYOR AUGER SENSOR
C218 - LSSM CLEAN GRAIN SENSOR
C224 - MODULE SENSOR
C227 - LSSM CHOPPER SENSOR
C228 - LSSM CHOPPER SENSOR DISABLE
C229 - LSSM BEATER SENSOR
C404 - L.H.MAIN-CAB JUNCTION
C509 - WARNING DISPLAY PANEL J1
C723 - L.H. MAIN-REAR HOOD JUNCTION

H46962 -19-26APR95

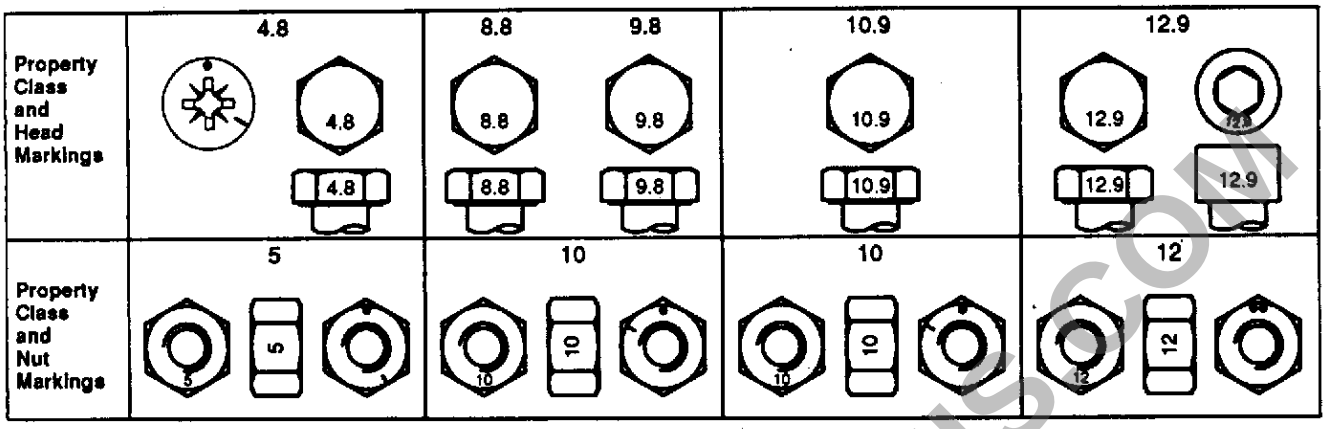
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METRIC BOLT AND CAP SCREW TORQUE VALUES



-19-04MAR91

TS1163

Size	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]	
	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft
M6	4.8	3.5	6	4.5	9	6.5	11	8.5	13	9.5	17	12	15	11.5	19	14.5
M8	12	8.5	15	11	22	16	28	20	32	24	40	30	37	28	47	35
M10	23	17	29	21	43	32	55	40	63	47	80	60	75	55	95	70
M12	40	29	50	37	75	55	95	70	110	80	140	105	130	95	165	120
M14	63	47	80	60	120	88	150	110	175	130	225	165	205	150	260	190
M16	100	73	125	92	190	140	240	175	275	200	350	255	320	240	400	300
M18	135	100	175	125	260	195	330	250	375	275	475	350	440	325	560	410
M20	190	140	240	180	375	275	475	350	530	400	675	500	625	460	800	580
M22	260	190	330	250	510	375	650	475	725	540	925	675	850	625	1075	800
M24	330	250	425	310	650	475	825	600	925	675	1150	850	1075	800	1350	1000
M27	490	360	625	450	950	700	1200	875	1350	1000	1700	1250	1600	1150	2000	1500
M30	675	490	850	625	1300	950	1650	1200	1850	1350	2300	1700	2150	1600	2700	2000
M33	900	675	1150	850	1750	1300	2200	1650	2500	1850	3150	2350	2900	2150	3700	2750
M36	1150	850	1450	1075	2250	1650	2850	2100	3200	2350	4050	3000	3750	2750	4750	3500

DO NOT use these values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only. Check tightness of fasteners periodically.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical property class.

Fasteners should be replaced with the same or higher property class. If higher property class fasteners are used, these should only be tightened to the strength of the original.

Make sure fasteners threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

Tighten plastic insert or crimped steel-type lock nuts to approximately 50 percent of the dry torque shown in the chart, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.

[a] "Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry" means plain or zinc plated without any lubrication.

DX,TORQ2 -19-20JUL94

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ECU ERROR CODES

The ECU SYSTEM has the following DIAGNOSTIC ERROR CODES (numbers) displayed on the tach when the ECU SYSTEM detects a failure (refer to Engine Technical Manual for detailed information on codes):

32 - Actuator Solenoid Circuit Fault
34 - Rack Position Error
35 - Rack Position Voltage Out-of-Range (High)
36 - Rack Position Voltage Out-of-Range (Low)
37 - Fuel Temperature Input Out-of-Range (High)
38 - Fuel Temperature Input Out-of-Range (Low)
39 - Primary Speed Input Error
41 - Start Signal Missing
42 - Engine Overspeed
44 - Auxiliary Speed Input Error
47 - Derated Torque Curve Selected
71 - Diagnostic Codes Output Stuck (High)
72 - Diagnostic Codes Output Stuck (Low)

9000,24005J,5 -19-07MAY92

ECU ERROR CODE RECALL PROCEDURE

The ECU has the ability to store failures it has experienced, even if they occur momentarily.

To recall stored error codes:

1. At the ECU, locate diagnostic connector C728 J4 (6-Pin Weather Pack Tower).

2. With key switch off, install a jumper wire between Pins B and F of Diagnostic Connector C728 J4 or use JT05829 Electronic Governor Tester.

3. Turn key switch to “IGN” position and observe digital tach display in the cab.

4. Any stored codes will be displayed continuously.

5. If no codes are stored, the tach will resume normal operation.

6. Once stored codes have been written down, the ECU may be cleared by using the clear codes routine that follows.

1402,2405J,A -19-19SEP94

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1—Panel
2—Ashtray
3—Nut
4—Knob, Unloading Auger Engage
5—Knob, Dial-A-Matic or Dial-A-Speed (2 used)
6—Nut, Lock
7—Switch, Dial-A-Matic
8—Switch, Dial-A-Speed
9—Switch, Unloading Auger Engage
10—Actuator, Manual Reel Speed
11—Switch, Manual Reel Speed
12—Relay
13—Switch, Toggle, Header Engage or Separator Engage (2 used)
14—Screw
15—Actuator, CONTOUR MASTER
16—Switch, CONTOUR MASTER
17—Actuator, Reel Fore-and-Aft
18—Switch, Reel Fore-and-Aft
19—Switch, Rocker, Unloading Auger Swing
20—Actuator, Engine Speed
21—Switch, Rocker, Engine Speed
22—Actuator, Four-Wheel Drive
23—Switch, Four-Wheel Drive
24—Actuator, Cylinder Speed or Cleaning Fan Speed (2 used)
25—Switch, Cylinder Speed or Cleaning Fan (2 used)
26—Board, Circuit
27—Actuator, Concave Spacing
28—Switch, Concave Spacing
29—Nut, 0.164 in.
30—Washer
31—Spacer
32—Housing
33—Cover
34—Lighter
35—Bracket
36—Clamp
37—Nut, Flange, M8
38—Screw, M8 x 16
39—Actuator, Unloading Auger Swing

Legend for Armrest Control Panel

1543TH,5020,D -19-07JUN95

HYDRO-HANDLE ROCKER SWITCH REPLACEMENT

IMPORTANT: Be certain diagnostics are correct before removing switch for replacement. The sheet metal tangs holding the switch in place will be broken when switch is removed.

1. Disconnect wiring harness (A) at connector C518. Before removing rocker switch (B) from hydro-handle, trace wiring harness to rear of cable back of arm rest.



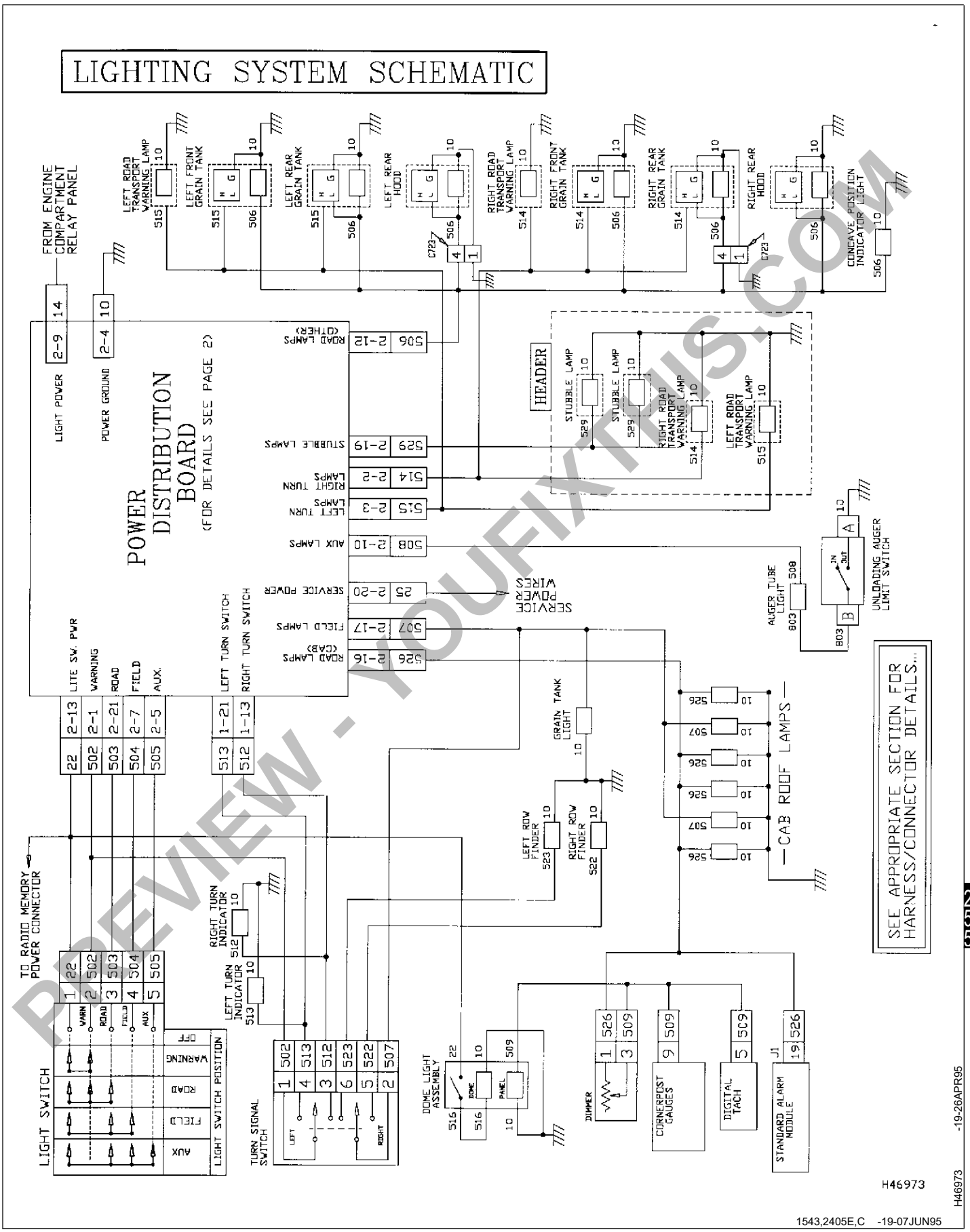
H40006 -UN-11JUL89



H46871 -UN-16FEB95

1402S,5020,F -19-26MAY95

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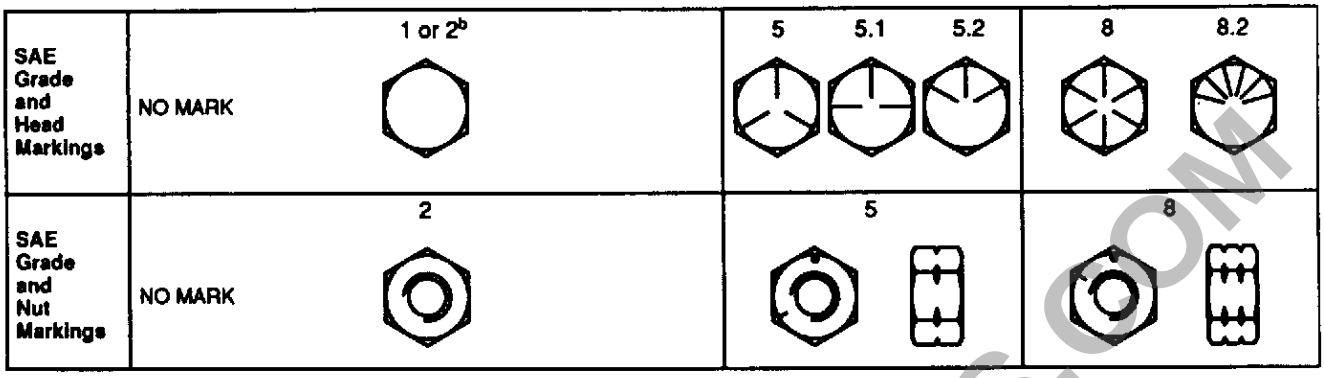


1543,2405E,C -19-07JUN95

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UNIFIED INCH BOLT AND CAP SCREW TORQUE VALUES



TS1162 -19-04MAR91

Size	Grade 1				Grade 2[b]				Grade 5, 5.1, or 5.2				Grade 8 or 8.2			
	Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]		Lubricated[a]		Dry[a]	
	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft	N·m	lb-ft
1/4	3.7	2.8	4.7	3.5	6	4.5	7.5	5.5	9.5	7	12	9	13.5	10	17	12.5
5/16	7.7	5.5	10	7	12	9	15	11	20	15	25	18	28	21	35	26
3/8	14	10	17	13	22	16	27	20	35	26	44	33	50	36	63	46
7/16	22	16	28	20	35	26	44	32	55	41	70	52	80	58	100	75
1/2	33	25	42	31	53	39	67	50	85	63	110	80	120	90	150	115
9/16	48	36	60	45	75	56	95	70	125	90	155	115	175	130	225	160
5/8	67	50	85	62	105	78	135	100	170	125	215	160	240	175	300	225
3/4	120	87	150	110	190	140	240	175	300	225	375	280	425	310	550	400
7/8	190	140	240	175	190	140	240	175	490	360	625	450	700	500	875	650
1	290	210	360	270	290	210	360	270	725	540	925	675	1050	750	1300	975
1-1/8	400	300	510	375	400	300	510	375	900	675	1150	850	1450	1075	1850	1350
1-1/4	570	425	725	530	570	425	725	530	1300	950	1650	1200	2050	1500	2600	1950
1-3/8	750	550	950	700	750	550	950	700	1700	1250	2150	1550	2700	2000	3400	2550
1-1/2	1000	725	1250	925	990	725	1250	930	2250	1650	2850	2100	3600	2650	4550	3350

DO NOT use these values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only. Check tightness of fasteners periodically.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Fasteners should be replaced with the same or higher grade. If higher grade fasteners are used, these should only be tightened to the strength of the original.

Make sure fasteners threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

Tighten plastic insert or crimped steel-type lock nuts to approximately 50 percent of the dry torque shown in the chart, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.

[a] "Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry" means plain or zinc plated without any lubrication.

[b] Grade 2 applies for hex cap screws (not hex bolts) up to 152 mm (6-in.) long. Grade 1 applies for hex cap screws over 152 mm (6-in.) long, and for all other types of bolts and screws of any length.

DX,TORQ1 -19-20JUL94

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CLEAR STORED ERROR CODES WITHOUT JT05829 ELECTRONIC GOVERNOR TESTER

To clear stored error codes:

1. At the ECU, locate diagnostic connector C728 J4 (6-Pin Weather-Pack Tower).

2. With key switch OFF, install a jumper wire between pins B, C and F of Diagnostic Connector C728 J4.

3. Turn key switch to IGN position for at least five seconds, then turn key switch OFF.

4. ECU codes that were stored will have been cleared.

TM1402,2405H,A -19-19SEP94

ELECTRONIC GOVERNOR TESTER JT05829 DIAGNOSTIC FEATURES

The ECU has capability to diagnose many fault conditions that exist either in the signals which interface with the controller or within the controller itself. If a problem occurs that can be diagnosed, the controller will switch to a safe mode of operation and output an indication of the problem.

The ECU has diagnostic code messages that will help isolate the problem and allow quicker repair.

If the ECU indicates a fault condition, it will also store the diagnostic code within its own memory.

Stored codes can be recalled later by using JT05829 service tool.

All electronic governor systems should have a connector (J4) C728 in place to allow connection of the Electronic Governor Tester (JT05829). This service tool is a diagnostic reader which provides a display of diagnostic codes, a display of throttle commands in terms of percent of full throttle and a display of fuel flow quantity in terms of percent of rated fuel quantity. It can also recall and display stored codes, and it can clear the stored codes.

Reference CTM-11 (3-89) Section 20, Group 35 Nippondenso Electronic Fuel Injection System Diagnostics Features for fuel injection system troubleshooting.

TM1402,2405H,B -19-01APR94

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HYDRAULIC SOLENOID CONTROL VALVE STACK REPAIR

SERVICE EQUIPMENT AND TOOLS

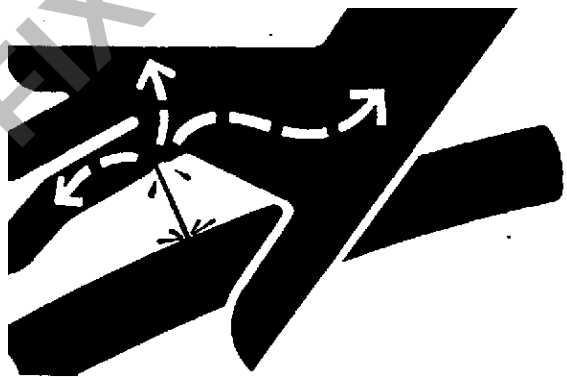
Order your tools from your SERVICE-GARD™ Catalog.
Some tools may be available from a local supplier.

Number	Name	Use
D15032NU	Vacuum Pump Kit	To pull vacuum on the reservoir when removing and installing system components.

1402S,7005,A -19-26MAY95

REMOVE AND INSTALL SOLENOID CONTROL VALVE STACK

CAUTION: "Cracking" hydraulic lines fitting to lower header will result in an instantaneous dropping of the header and expulsion of the sealing O-ring in the fitting.



X9811 -UN-23AUG88

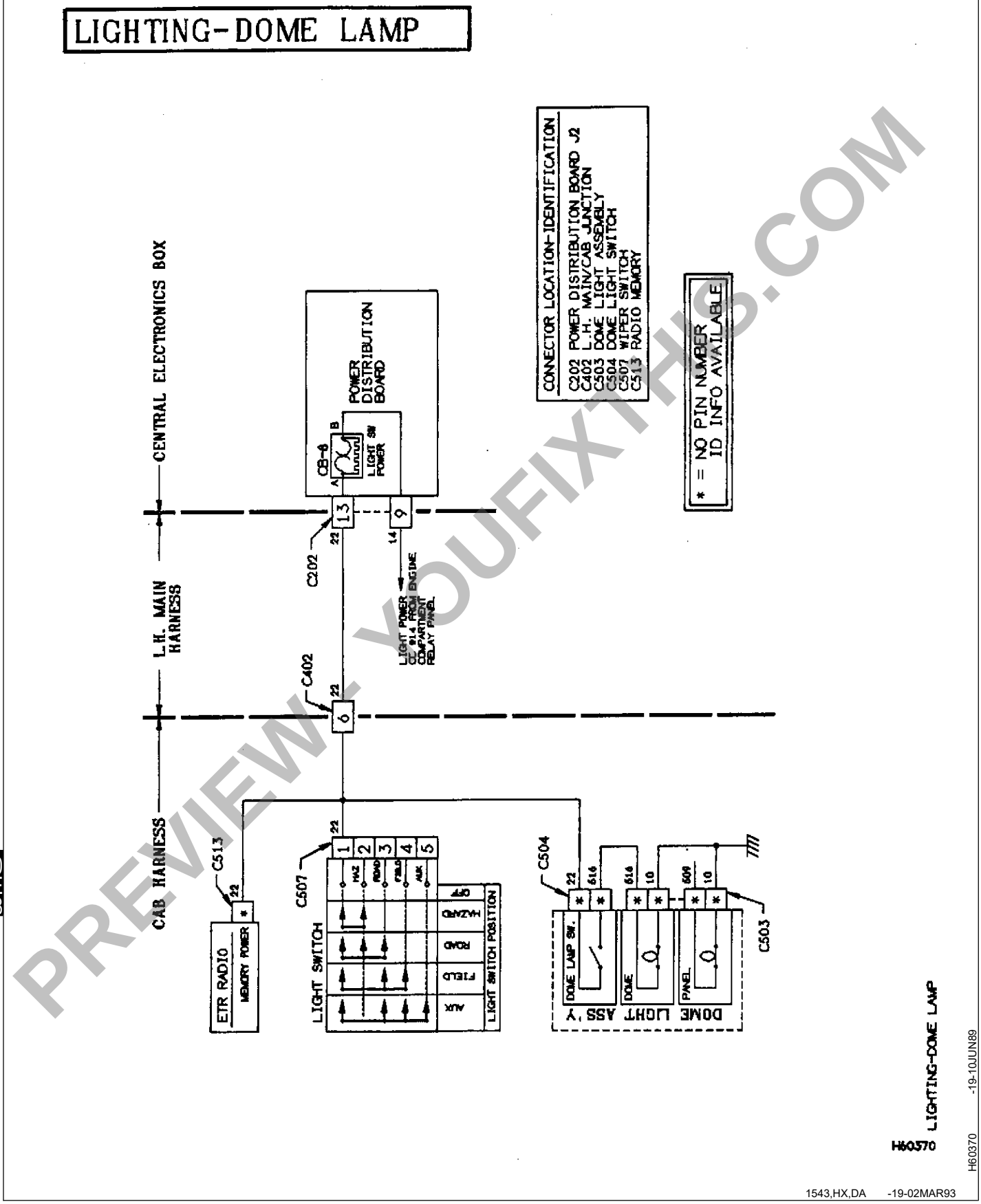
1. Lower header and reel to ground. Stop engine. Operate hydraulic controls to relieve pressure.

CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.

DIR1402,B -19-28JUN93

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1543,HX,DA -19-02MAR93

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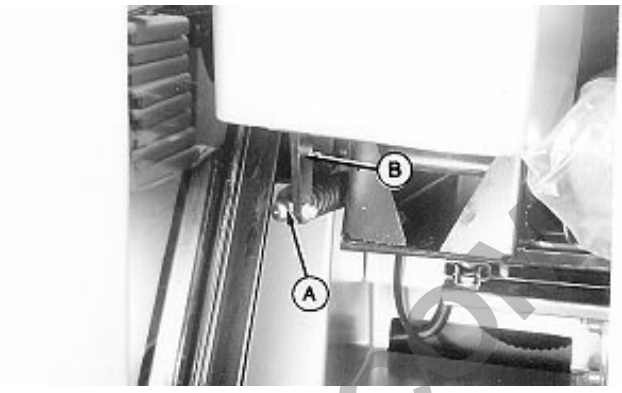
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DISASSEMBLE AND REPAIR SEAT AIR SUSPENSION

CAUTION: Approximate weight of air suspension seat assembly is 29 kg (65 lbs).

NOTE: The following instructions are for complete disassembly and assembly of seat suspension. Disassemble ONLY down to failed area.

1. Remove hydroshift cable (A) from control lever (B).

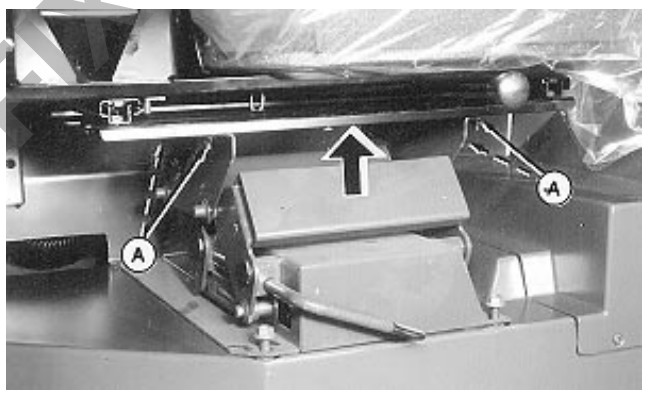


-UN-03NOV94
H46721

1402S,9020,ZS -19-26MAY95

2. Position seat in the highest “UP” position. Remove four 5/16 in. hex nuts (A) (two front and two rear).

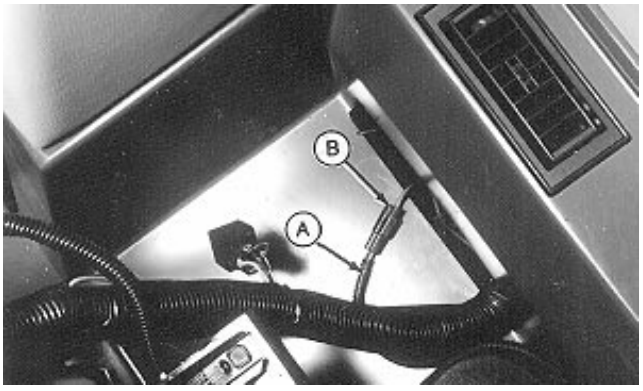
NOTE: This hardware mounts seat base to upper suspension housing.



-UN-03NOV94
H46722

1402S,9020,ZT -19-16FEB95

3. Disconnect two pin seat connector (A) from harness break-out (B).



-UN-03NOV94
H46725

1402S,9020,ZU -19-26MAY95

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Group 10—Identification Number Location
Group 15—Specifications

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SECTION 70—HYDRAULIC REPAIR
Group 05—Hydraulic Valve Stack

SECTION 90—OPERATOR STATION REPAIR
Group 20—Cab

SECTION 110—COUNTER MASTER™ FEEDERHOUSE REPAIR
Group 05—Platform Driveshafts
Group 10—Tilt Cylinder
Group 15—Tilt Frame
Group 25—CONTOUR MASTER Feederhouse

SECTION 120—SEPARATOR REPAIR
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All information, illustrations and specifications in this manual are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

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RECOGNIZE SAFETY INFORMATION

This is the safety-alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury.

Follow recommended precautions and safe operating practices.



T81389 -UN-07DEC88

DX,ALERT -19-03MAR93

UNDERSTAND SIGNAL WORDS

A signal word—DANGER, WARNING, or CAUTION—is used with the safety-alert symbol. DANGER identifies the most serious hazards.

DANGER or WARNING safety signs are located near specific hazards. General precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this manual.



TS187 -19-30SEP88

DX,SIGNAL -19-03MAR93

HANDLE FLUIDS SAFELY—AVOID FIRES

When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; they can ignite and burn spontaneously.



TS227 -UN-23AUG88

DX,FLAME -19-04JUN90

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This technical manual covers information unique to the CTS Combine:

- Hydraulic Stack Valve Repair
- Feederhouse Repair (Platform Drive, Tilt Cylinder)
- Operator Station Repair (Cab, Air Seat Suspension)
- Separator Repair (Beaters, Supply Augers, Cleaning Fan and Chaffer, Sieve Frame, Tine Separator, Engine Gearcase and Module Drive)
- Straw Chopper, Straw Spreader, Chaff Spreader Drives and Upper Clean Grain Elevator Repair
- Grain Tank and Unloading System (Upper Clean Grain Elevator)
- Electrical Diagnostics and Tests

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Power Train Repair . . . . . Section 50
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See TM1402; 9400, 9500 and 9600 Maximizer Combines - Operation and Test - for information on the following:

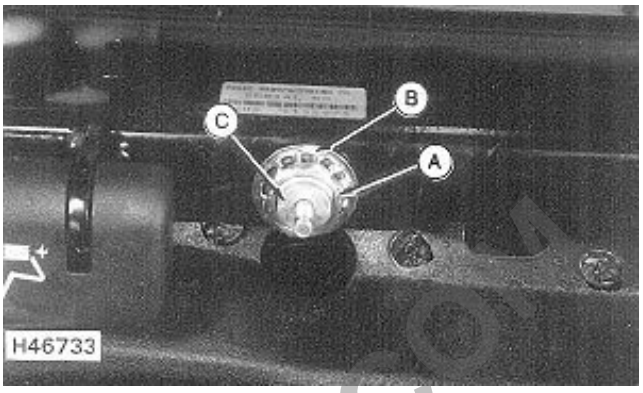
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Service Brakes System Operation and Test . . . . . Section 260
Hydraulic Operation and Test . . . . . Section 270
Main Engine Gearcase Systems Operation and Test . . . . . Section 275
Dial-A-Matic System Operation and Tests . . . . . Section 280
Heating/Air Conditioning Operation and Tests . . . . . Section 290

See TM1581 for header repair, operation and test information.

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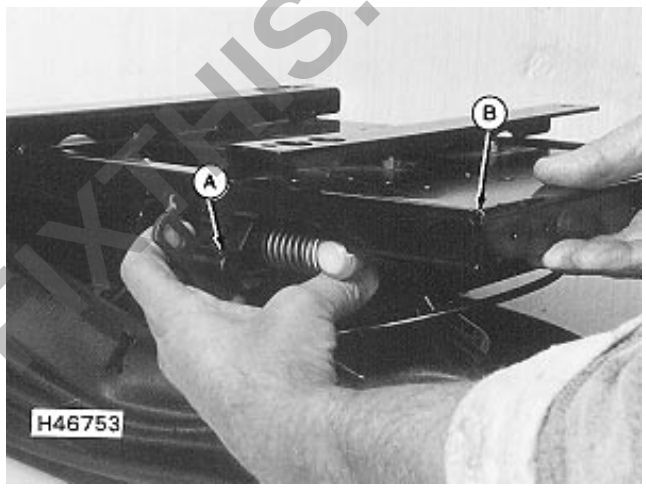
22. Remove 5/8 in. hex jam nut (A), lock washer (B) and valve (C).



-UN-13FEB95
H46733

1402S,9020,YM -19-26MAY95

23. Pull back isolator bracket (A) and raise upper housing (B) up and back to clear back rollers. Push housing (B) forward to release from front rollers. Remove upper housing.



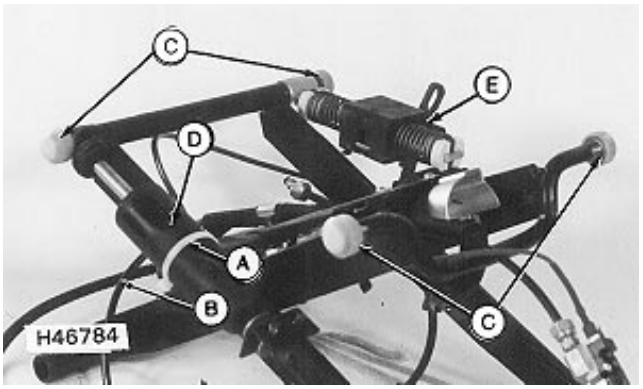
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1402S,9020,YN -19-26MAY95

24. Cut tie band (A) and remove ride firmness control cable (B). Remove four rollers (C), isolator shock with bushing (D), and isolator latch with bushing (E).

NOTE: Tie band placement is important, please note location for assembly.

A—Tie Band
B—Cable
C—Rollers
D—Shock
E—Latch



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SPECIFICATIONS

Item	Measurement	Specification
Rear Cover	Approximate Weight	29.6 kg (65 lbs)
Stripper Beater	Approximate Weight	20 kg (44 lb)
Serrated Beater	Approximate Weight	86 kg (190 lb)
Beater Wing Cap Screws	Torque	45 N·m (35 lb-ft)
Gap between driven variable sheaves when driver variable sheave are in open position.		6 mm (1/4 +/- 1/16 in.)
Stripper Beater T.I.R.		0.02 mm (0.008 in.)
Serrated Beater T.I.R.		0.05 mm (0.002 in.)
Gearcase Housing	Torque	50 N·m (37 lb-ft)
Serrated Beater End Shaft Bolt	Torque	100 N·m (74 lb-ft)
Beater Shaft Bearing Bolts	Torque	135 N·m (100 lb-ft)
Beater Shaft Bearing Countershaft Bolts	Torque	175 N·m (130 lb-ft)
Beater Shaft Clamp Nuts	Torque	87 N·m (64 lb-ft)
Distance from end of beater shaft to inner bearing race		55.2 mm (2-11/64 in.)

1543TMHX,11015H-19-07JUN95

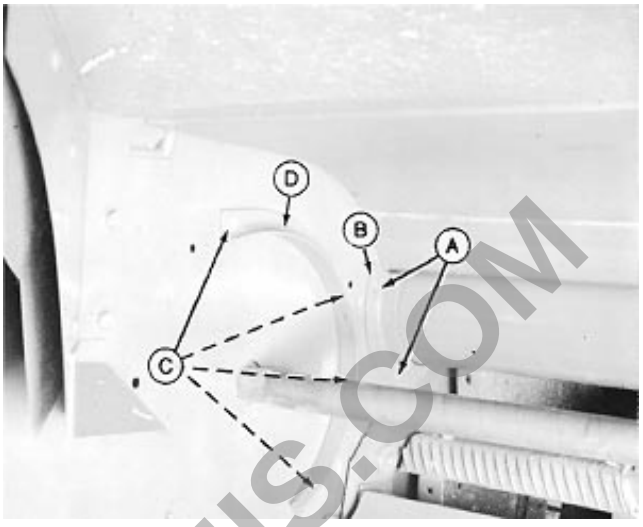
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9. Remove two round head bolts (A) and stripper seal (B).

10. Remove four round head bolts (C) and beater seal (D).

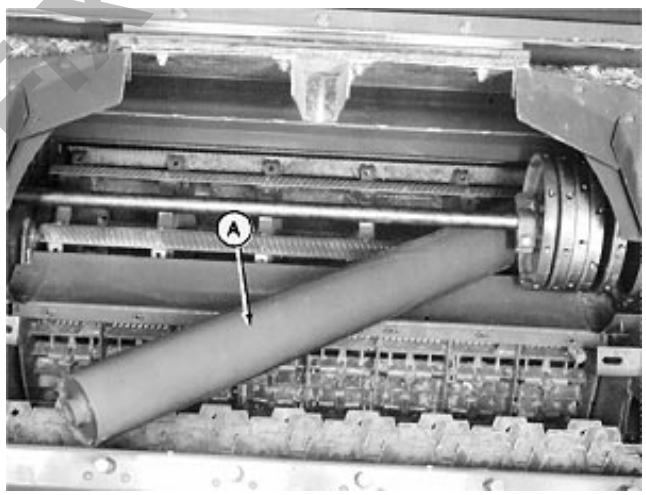
A—Bolts, Round Head
B—Seal, Stripper
C—Bolts, Round Head
D—Seal, Beater



1543HX,12005,AH-19-07JUN95

11. Remove stripper beater (A) as shown.

12. Repair or replace as necessary.



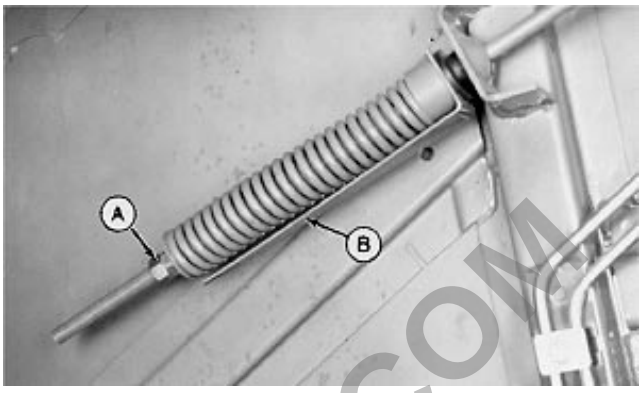
HX,1543,1205,AU-19-02MAR93

120
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19. Tighten belts with nuts (A) until tip of gauge (B) aligns with washer against the nuts.

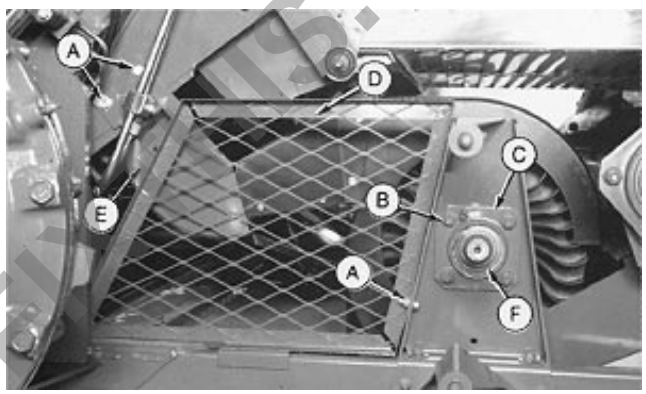


1401,12025,AP -19-12SEP91

20. Install flanged housing (C) and bearing (F) with nuts (B).

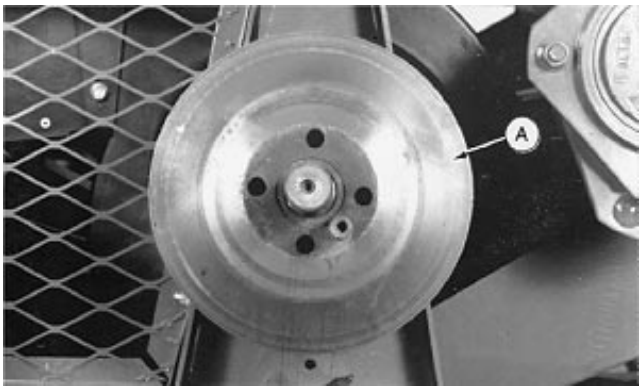
21. Install air duct (E) and screen (D) with cap screws (A).

A—Cap Screw (3 used)
B—Flange Nut (4 used)
C—Flanged Housing (2 used)
D—Screen
E—Air Duct
F—Ball Bearing



1401,12025,AQ -19-12SEP91

22. Add multipurpose grease to inside diameter of sheave and lubricate seals at each end. Install sheave (A).

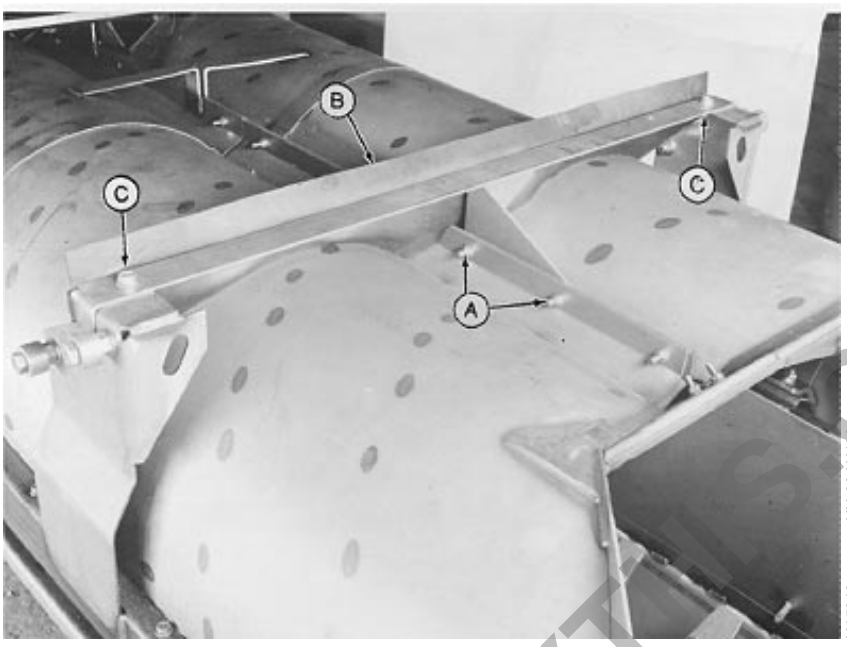


1401,12025,AR -19-12SEP91

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11. Install module cross brace (B).

12. Install bolts (A) and (C) to cross brace (B).

HX,1543,12010AS-19-05MAY93

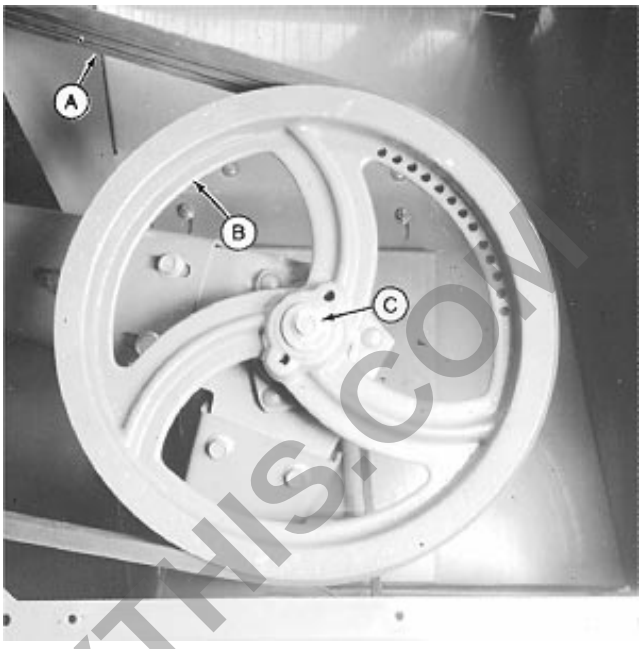
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6. Remove drive belt (A) from sheave (B).

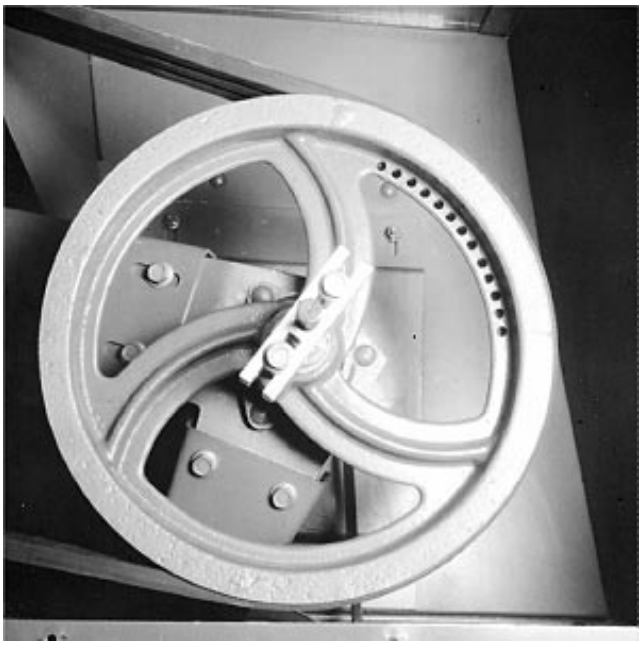
7. Remove sheave retaining bolt and washer (C).



H45531 -UN-21DEC92

TM1543,12015,E -19-05MAY93

8. Install flat puller and remove sheave from shaft.



H45468 -UN-12DEC92

TM1543,12015,F -19-02MAR93

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REMOVE AND INSTALL CHAFF SPREADER PUMP


X9811 -UN-23AUG88

CAUTION: Escaping fluid under pressure can penetrate the skin, causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.



H43563 -UN-11JUN91

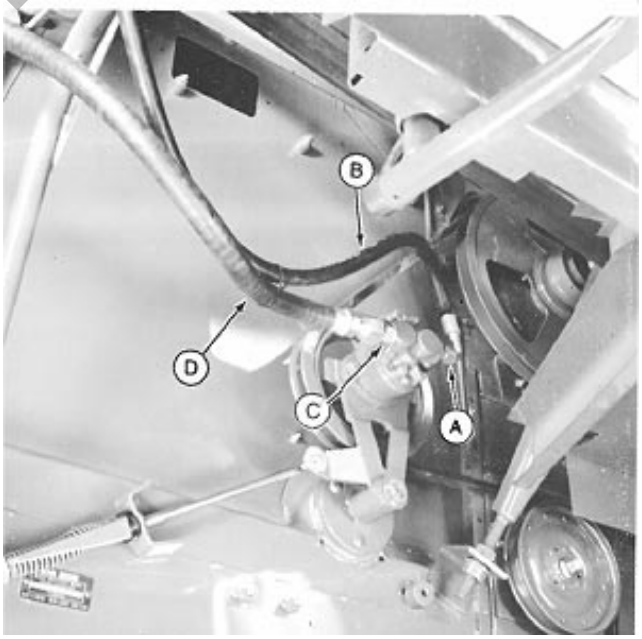
1. Install D15032NU Vacuum Pump on reservoir. This will allow removing the pump without draining reservoir. If vacuum pump is not available, drain reservoir. Approximate capacity is 34 L (36 qt).

2. Loosen chopper drive belt tension and lock nut and turn nut (A) to end of threaded rod.

120 35 8

3. Disconnect line (B) from pump at (A) and line (D) from pump at (C).

A—Nut
B—Line
C—Disconnect Point
D—Line



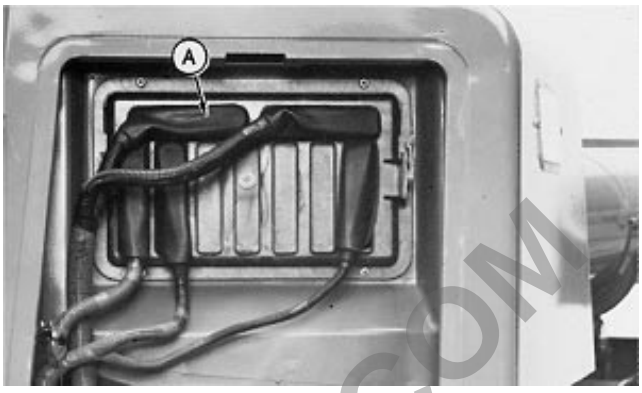
H45494 -UN-12DEC92

1543HX,12035,DH-19-07JUN95

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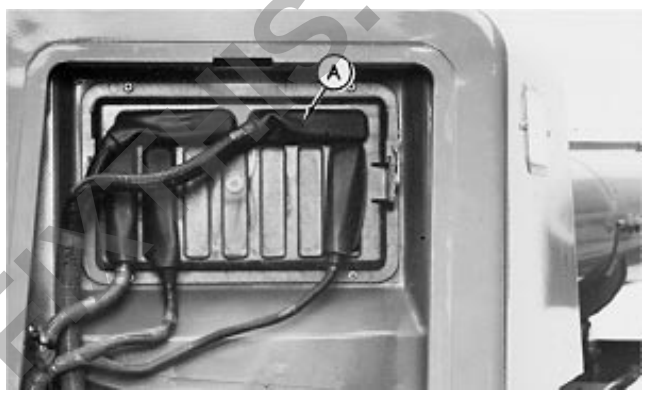
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C201—POWER DISTRIBUTION BOARD CONNECTOR (J1)



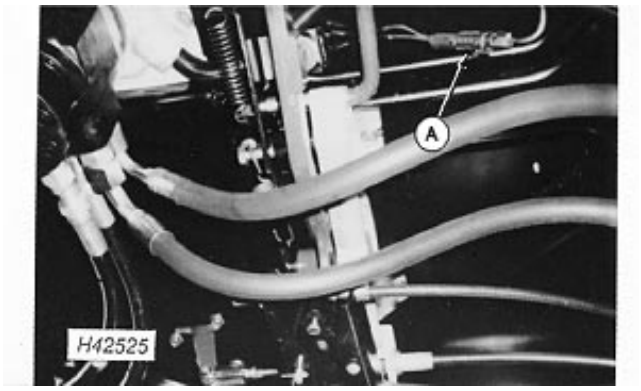
9000,240,C201 -19-07MAY92

C202—POWER DISTRIBUTION BOARD CONNECTOR (J2)



9000,240,C202 -19-07MAY92

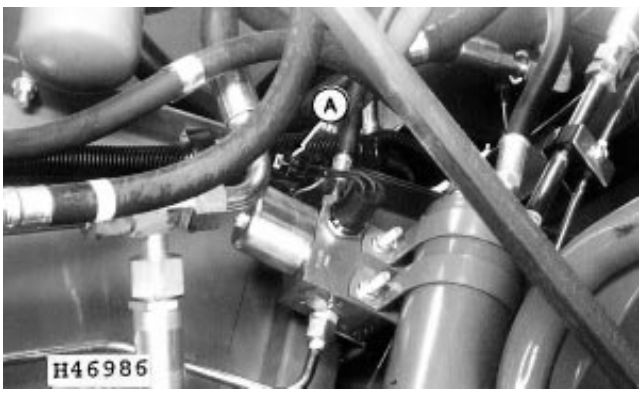
C215—PARKING BRAKE POSITION SENSOR CONNECTOR



1543TH,2405B,CA-19-07JUN95

240
5B
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C225—HYDRO CHARGE PRESSURE LOW SENSOR CONNECTOR (A)

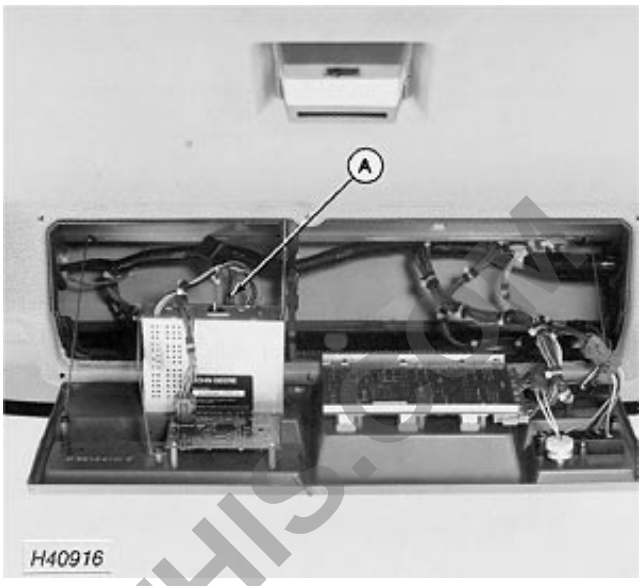


1543,2405B,Y -19-07JUN95

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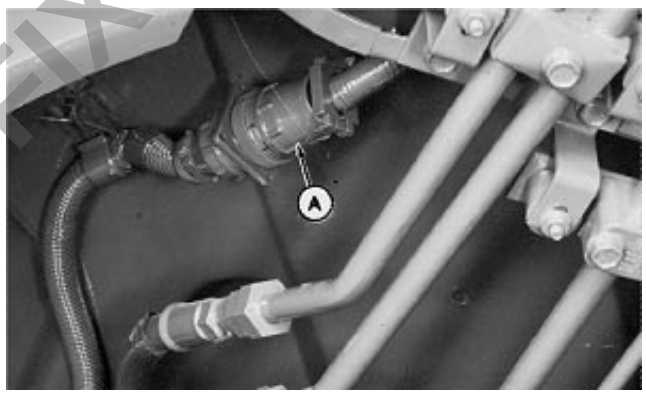
C513—RADIO MEMORY POWER CONNECTOR JDM (AUDIOVOX) RADIOS



-UN-02AUG89
H40916

1543,HX,CI -19-02MAR93

C601—STEERING COLUMN/L.H. MAIN HARNESS CONNECTOR



-UN-10OCT88
H40011

1543,HX,CJ -19-02MAR93

C603—DIGITAL TACHOMETER CONNECTOR



-UN-07AUG89
H40013

1543,HX,CK -19-02MAR93

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• To Change CAL Value

1. Select the **CAL** position (7) on the Combine Data Center.

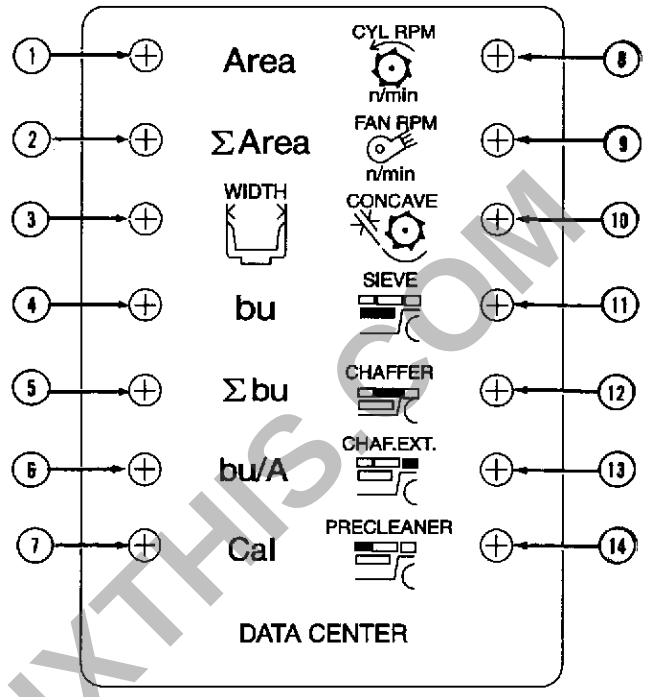
2. Press **MEMORY** (C).

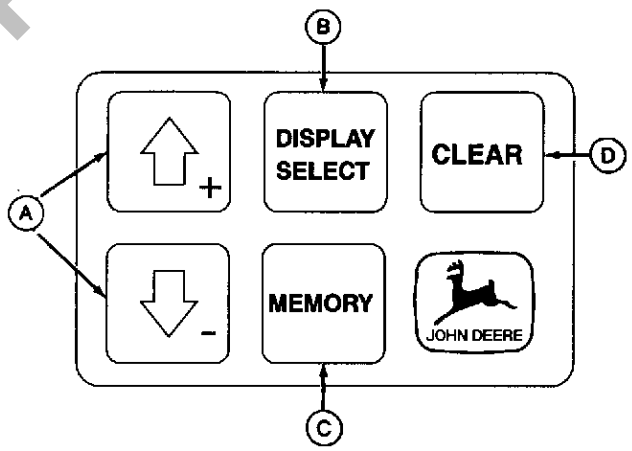
3. Press **ARROWS** (A) up or down to change the displayed value until it matches the known value from your scale ticket.

4. Press **MEMORY** (C) again to store new cal value.

NOTE: You may not increase the CAL value to the point that the actual unload rate exceeds 154 bu/min. or decrease the CAL value to the point that the actual unload rate is less than 24 bu/min. If you do, ERROR will flash and the value displayed will be the maximum (154) or the minimum (24) unload rate.

5. The display will show ERROR, if you try to leave the calibration mode with the unloading auger engaged.





1402S,240,AA -19-15AUG94

240
5F
12

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HEADER LATERAL TILT CONTROL DIAGNOSTICS

BRIEF DESCRIPTION

Automatic lateral tilt control is an optional control system which automatically maintains platform leveling with reference to ground conditions.

DETAILED DESCRIPTION

The following is a list of the primary components which make up the system. These components are connected together with wiring harnesses.

1) Ultrasonic distance sensors (2) at header (dependent on width)
2) Manual tilt switch control
3) Universal Controller Card
4) Automatic tilt switch control
5) Hydraulic valve stack

Each of the header sensors sends out a high frequency sound pulse. The time the signal requires to hit the ground and return to the sensor is measured. The microprocessor in the sensor uses this information to calculate the distance and sends this information to the controller as a series of pulses (0 or 12V). The controller then compares the command to the average distance that each sensor is sending. If there is a difference the controller sends a signal to the valve stack to tilt the header.

The system will become operational manual tilt when tilt right or tilt left switch on the hydro-handle is selected.

The system will be operational automatically when automatic switch is selected, header engaged and the header is lowered.

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