SAFETY SIGNS

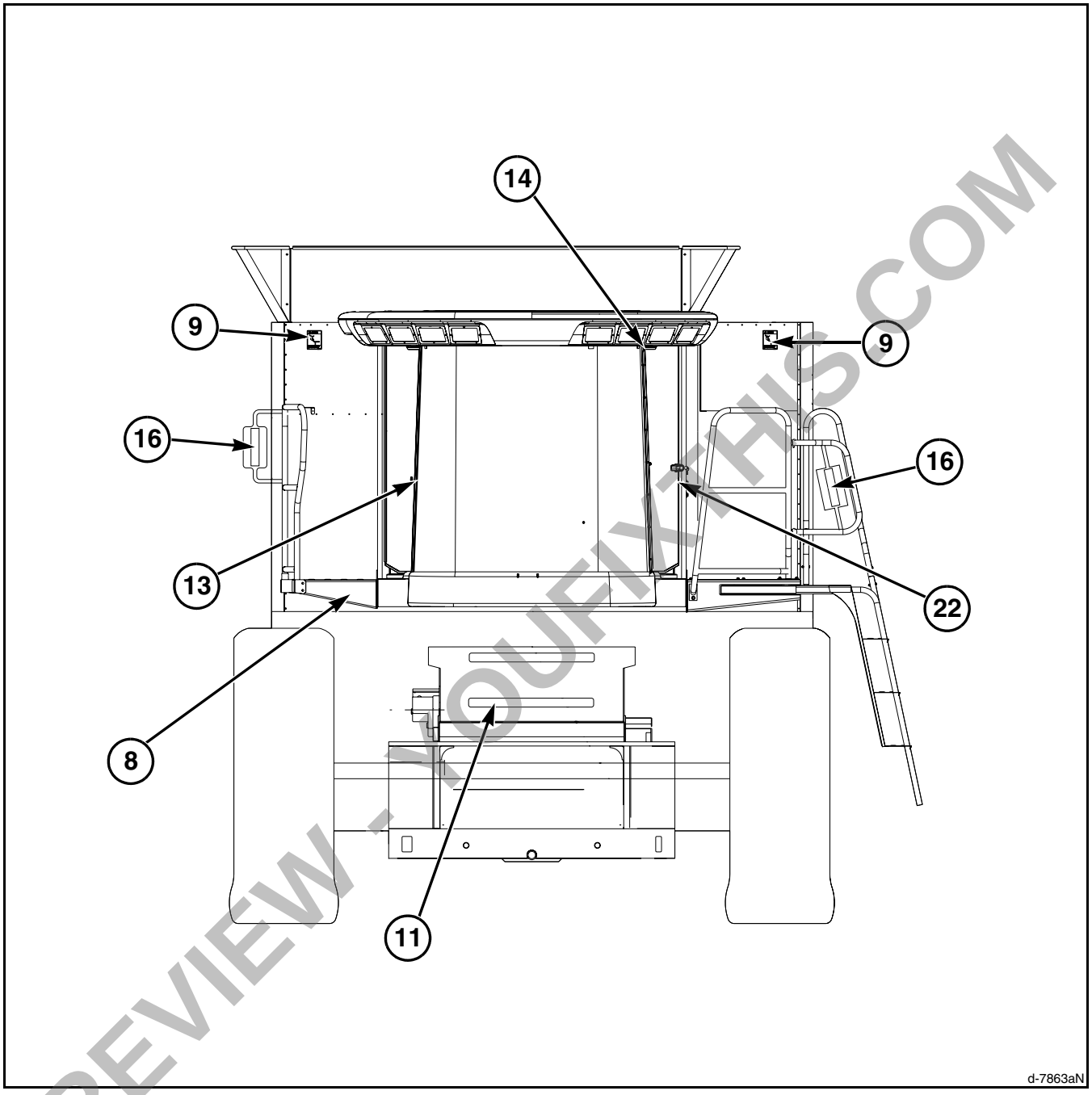


FIG. 24

FIG. 24: Safety sign locations, Front View.

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Brakes - 9690

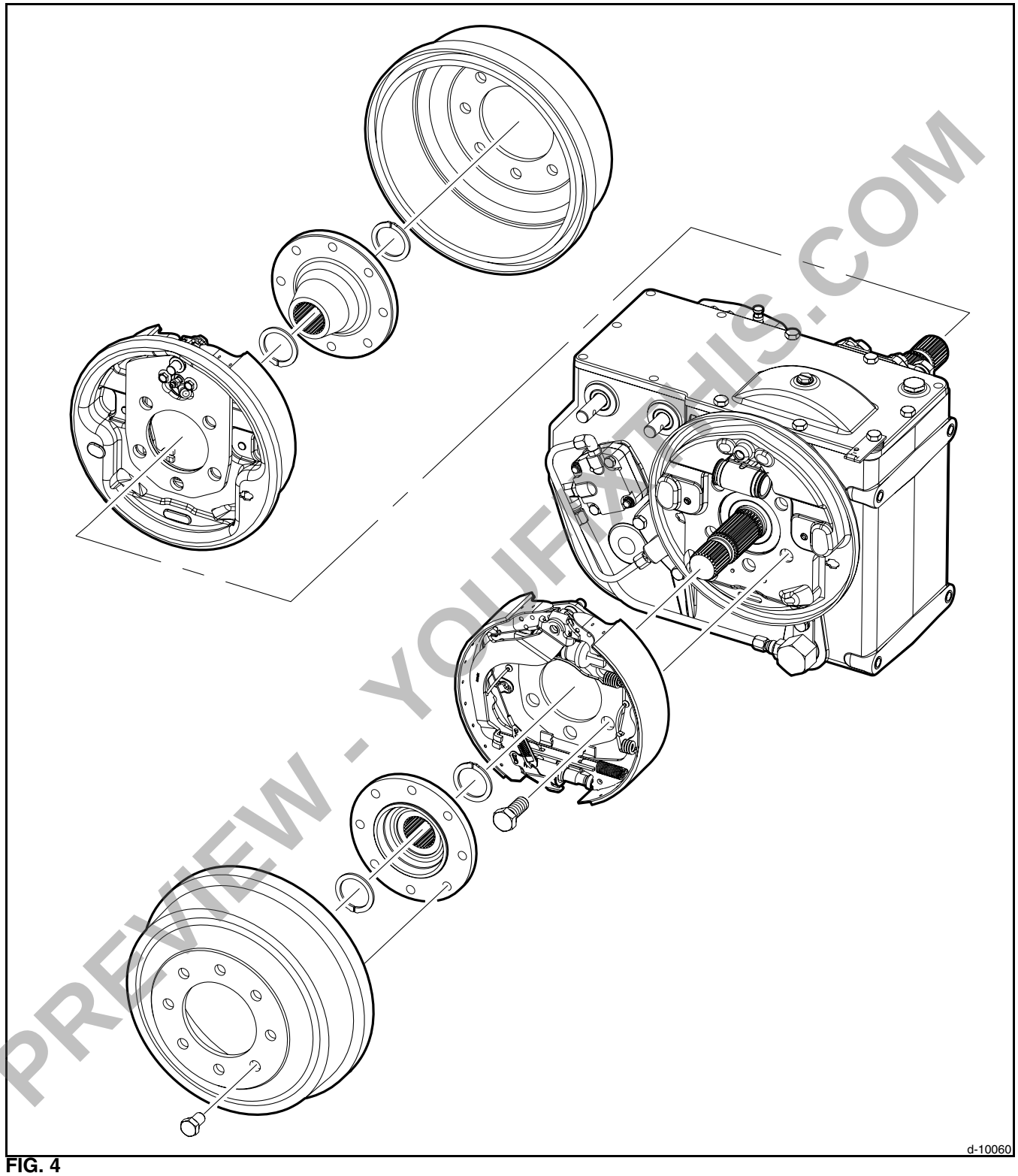


FIG. 4
FIG. 4: Drum Brakes

Service	Drum, hydraulic
Placement	Inboard on transmission output shaft
Parking	Mechanical drum and shoe on transmission
Drum Diameter	304.67 to 304.93 mm (11.99 to 12.01 in)

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FIG. 3: Loosen the tension on the main countershaft drive belt (1) by loosening the adjusting bolt (2) on the spring loaded tensioner and the adjusting nuts on the rubber snubber (3).

Remove the main countershaft drive belt from the drive sheave (4).

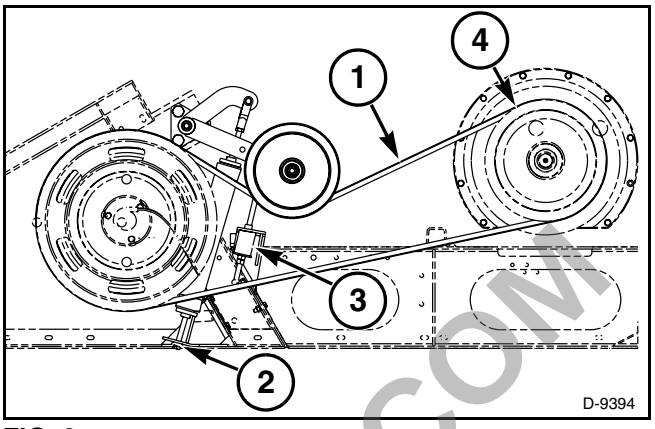


FIG. 3

FIG. 4: Loosen the tension on the hydrostatic pump drive belt by loosening the rubber snubber (1) adjusting nuts and the drawbolt (2) on the spring loaded tensioner.

Remove the hydrostatic pump drive belt (3).

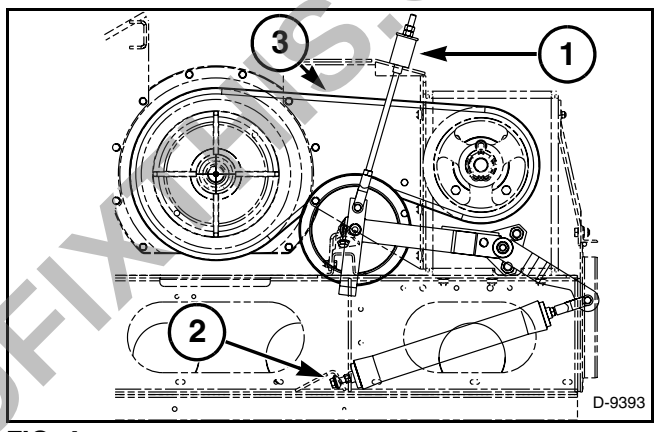


FIG. 4

FIG. 5: 9790 Combine: Loosen the tension on the propel pump drive belt by loosening the drawbolt (1) on the spring loaded tensioner.

Loosen the jam nuts on the rubber snubber (2).

Remove the propel pump drive belt (3).

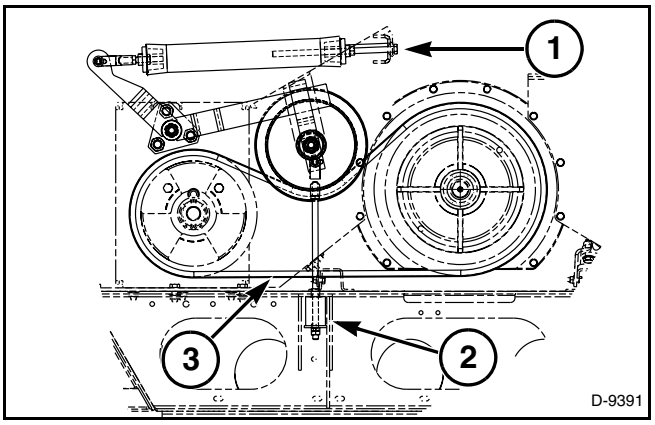


FIG. 5

FIG. 6: Remove the rear engine support brace (1) from the output shaft housing to the hydrostatic tandem pump mounting plate.

Remove the front support brace (2), if equipped.

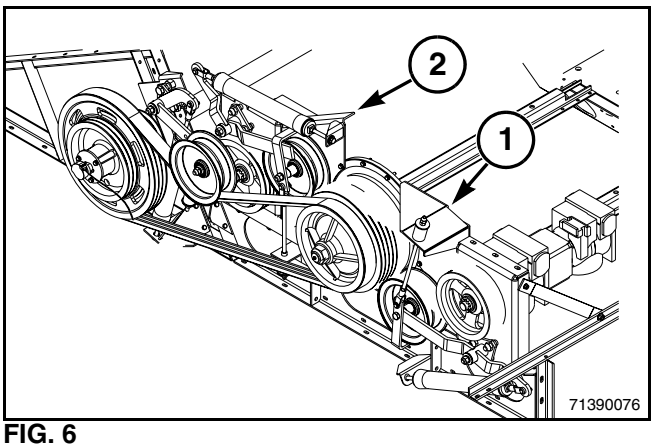


FIG. 6

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FEEDER HOUSING HM87101-HN87999 AND HM36101-HN36999

GENERAL INFORMATION

FIG. 1: The under-shot chain and slat type feeder housing uses a three chain, full width, conveyor assembly. The conveyor moves the crop material from the header auger to the front beater. The beater feeds the crop material to the rotor. The feeder housing is designed to increase the conveyor chain pressure on the crop material as the volume increases.

IMPORTANT: Do not operate the combine with bent slats. Doing so will cause excessive wear and damage to components.

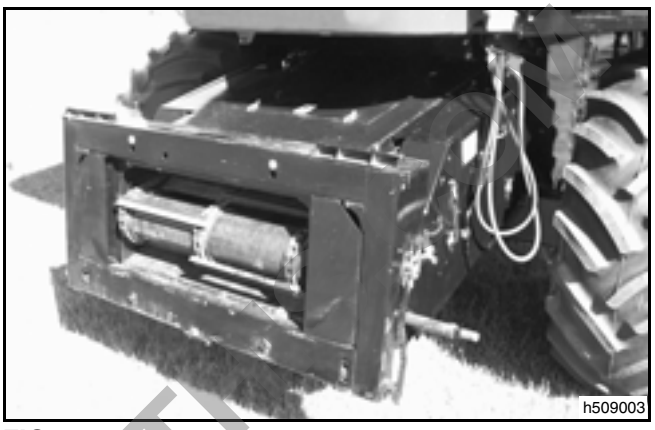


FIG. 1

FIG. 2: The feed conveyor springs (1) are designed to increase the chain pressure on the crop material as the volume increases.

The conveyor must not be over tightened as this will extend the chain and wear the sprockets. If the conveyor is too loose, one strand can jump a tooth on the drive sprocket. The conveyor chain slats must be parallel, not at an angle, to the pivot shaft to reduce wear on the chains and sprockets.

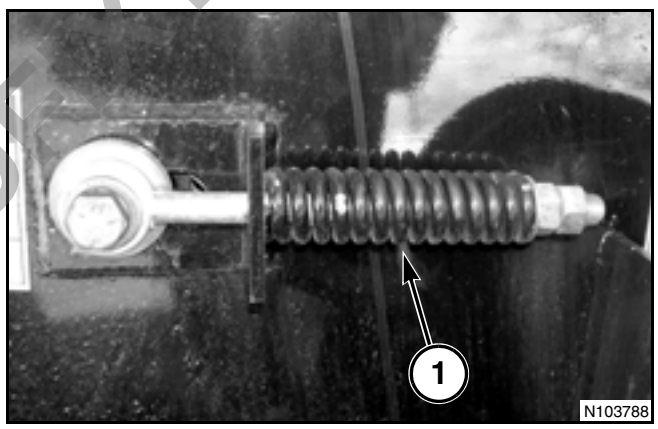


FIG. 2

FIG. 3: Power for the header and the feeder drive flows from the right-hand end of the front beater shaft through a magnetic clutch (1).

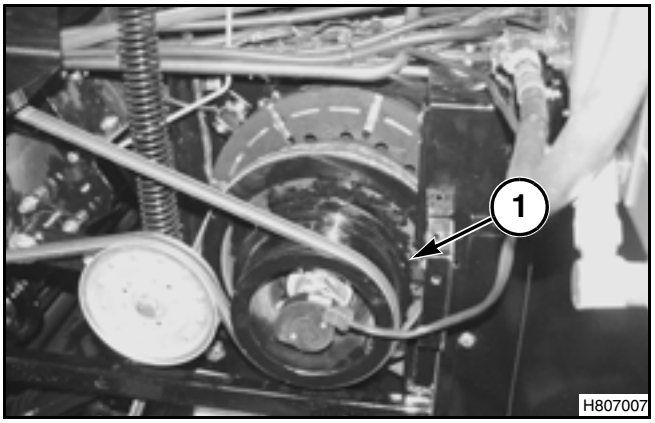


FIG. 3

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ADJUSTMENTS

Spread Width

FIG. 5: The width of spread can be adjusted by tilting the spreader board (1) and by adjusting the deflectors (2).

The spreader board can be adjusted up or down by shortening or lengthening the spreader board straps (3).

The tips of the deflectors can be adjusted in or out from center by loosening the rear fastener attaching the deflector at the slot in the spreader board.

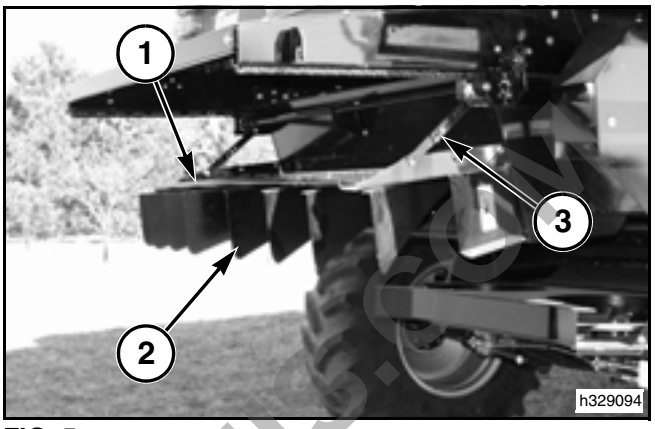


FIG. 5

Chopper Support Rails

FIGS. 6–7: The straw chopper can be moved rearward on support rails to provide access to the rear of the threshing rotor or when discharging straw or fodder directly on the ground for baling.

To move the straw chopper back, remove the belt from the drive and the driven sheave (1) using the procedure found in the Straw Chopper Secondary Drive Belt section.

Loosen each retaining knob (2) at the front stop bracket on the left-hand and the right-hand side of the straw chopper.

Install a ratchet (3) with a 22 mm (7/8 in) socket or the header latch wrench over the hex stub on either the right or the left sprocket. Rotate the ratchet (sprocket) until the chopper is back against the two rear stop brackets. Secure the straw chopper in the rear position using the two retaining knobs engaged in the rear stop brackets. Tighten the retaining knobs securely.

NOTE: To prevent the constant activation of the straw chopper alarm in the monitor, select the straw chopper icon key on the monitor and then press the OK icon key with the sensor connected.

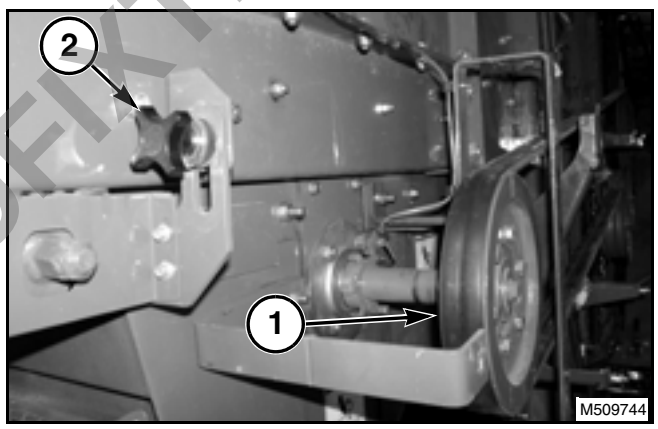


FIG. 6

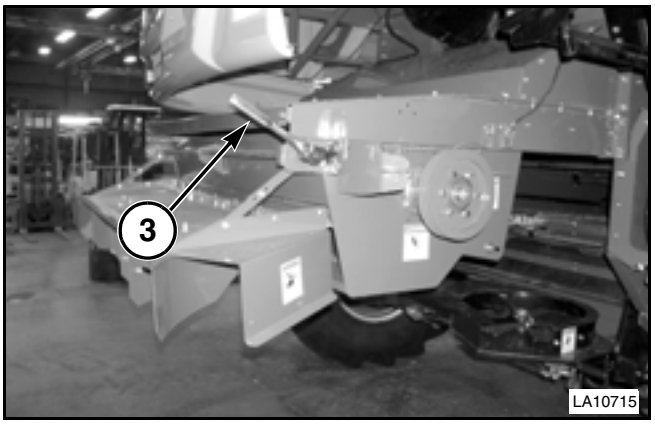


FIG. 7

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Steering Cylinder Removal

FIG. 4: Properly position the combine before beginning.

Position the steering wheels in the straight forward position.

WARNING: Before working around or under the combine:

Locate the combine on a flat, hard, level surface.

Put the transmission in neutral.

Set the parking brake.

Lower the header completely to the ground or the floor.

Turn off the engine and remove the start key.

Put a block in front of and a block behind the front drive tires.



FIG. 4

FIG. 5: Crack the hydraulic hose fittings (1) to relieve any hydraulic pressure in the hydraulic lines and cylinders, then disconnect the hoses from the hose ports on the cylinder and cap the hose ends and the cylinder ports.

NOTE: Label the hoses before disconnecting to aid in assembly.

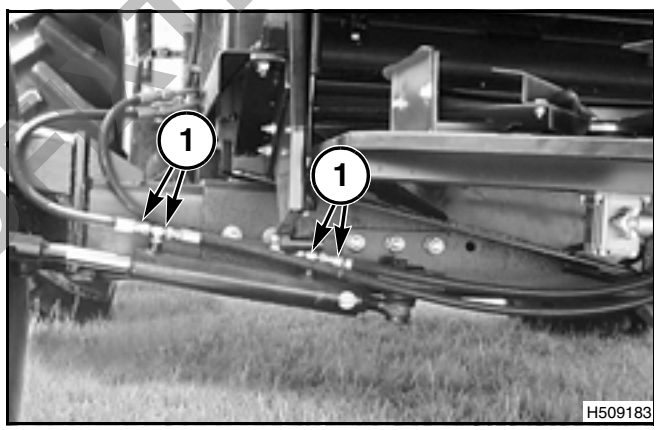


FIG. 5

FIG. 6: Remove the cotter pins and slotted nuts (1) from the socket assemblies (2).

Using a tie rod puller or ball joint separator, break the ball socket tapered studs loose from the steering arm and the cylinder anchor bracket on the rear axle.

Remove the steering cylinder from the rear axle of the machine.

Loosen the jam nuts (3) on the socket assemblies (2). Remove the socket assemblies from the cylinder assembly.

NOTE: Service of the cylinder can be found in the HYDRAULICS division of this manual.

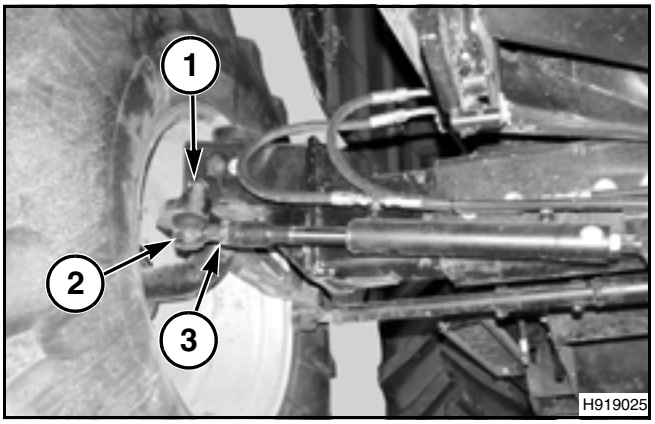


FIG. 6

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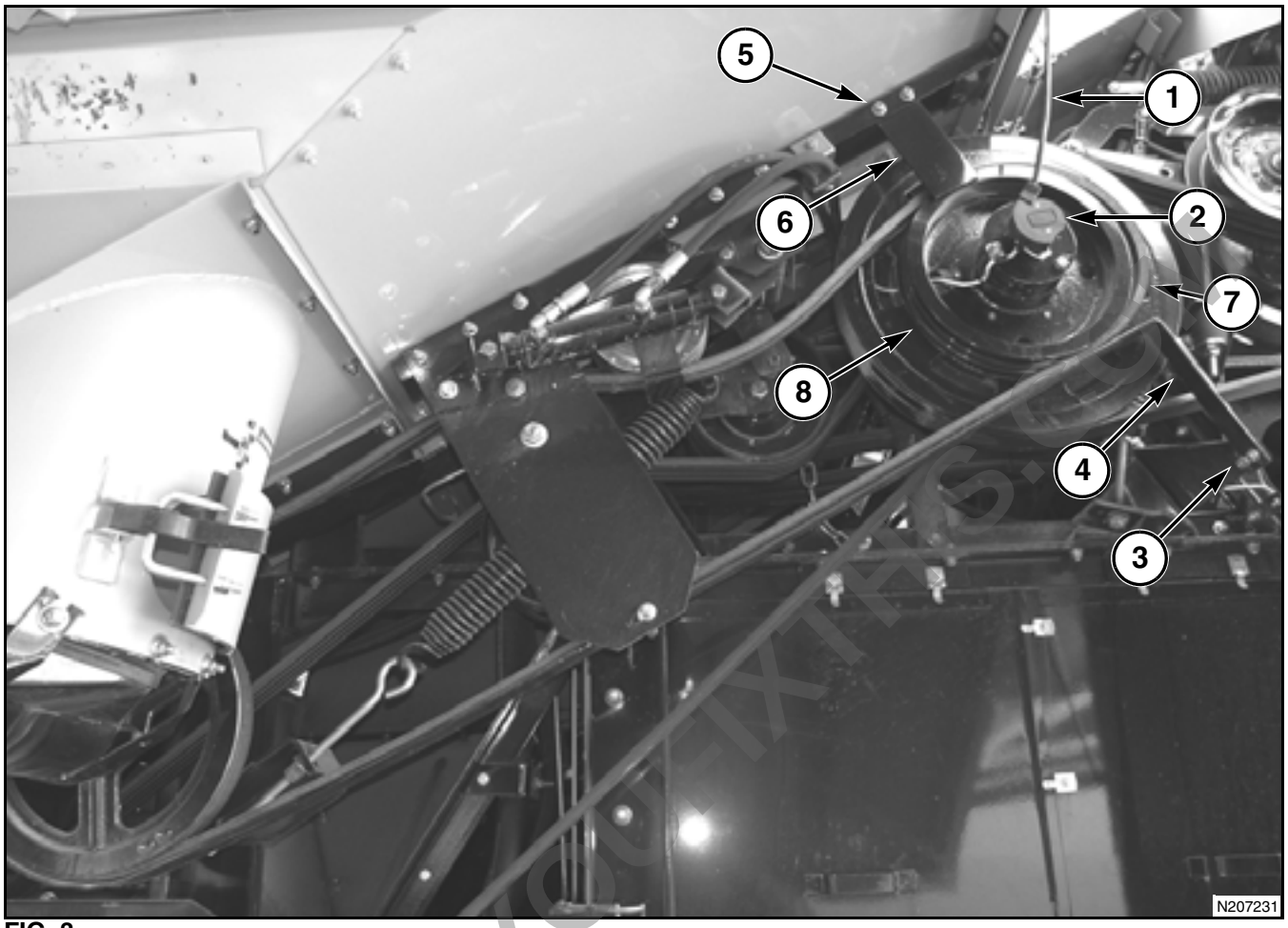


FIG. 3

FIG. 3: The wiring harness (1) must be disconnected to remove the unloader drive belt (7). The wiring harness (1) from the brush holder assembly (2) connects to a machine ground and to a connector in the combine wiring harness. Disconnect the ground wire and the lead wire from the connector. Remove the wiring harness from the clips.

NOTE: When removing the hardware note any washers, shims, and spacers and the locations of the washers, shims, and spacers for use during assembly. These washers, shims, and spacers are used for alignment and must be located in the correct location during assembly.

Remove the hardware (3) fastening the belt guide (4) to the combine. Remove the belt guide (4) from the machine.

Remove the hardware (5) fastening the belt guide strap (6) to the combine. Remove the belt guide strap (6) from the machine.

Remove the unloader drive belt (7) from the main countershaft drive sheave (8).

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Drum Brakes

FIG. 5: Drum brakes use two brake shoes mounted on a stationary backing plate. These shoes are located inside a circular drum, which rotates with the output axle shaft. The shoes are held in location by springs. When the brakes are applied, this permits the shoes to slide toward the drums while keeping the linings and drums in alignment. The shoes are actuated by a wheel cylinder, which is mounted at the top of the backing plate. When the brakes are applied, hydraulic pressure forces the actuating links of the wheel cylinders outward. Since these links push directly against the top of the brake shoes, the tops of the shoes are forced against the inner side of the drum. As the top of the brake shoes are forced against the drum, the complete assembly rotates slightly. This action, known as servo action, forces the bottom of the two shoes to contact the drum. When the pressure within the wheel cylinder is released, return springs pull the shoes back away from the drum.

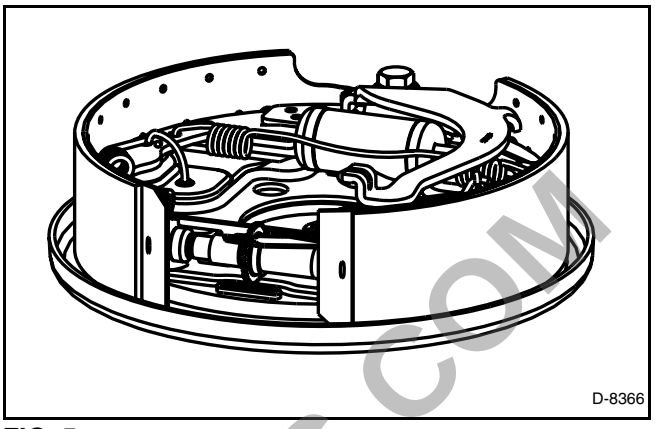


FIG. 5

FIG. 6: The drum brakes are designed to adjust during application when the combine is moving forward. This motion causes both shoes to rotate very slightly with the drum. The slight rotation of the shoes causes the adjusting lever (1) to rock. The movement of the adjusting lever (1) rotates the adjusting screw (2).

This adjustment system reduces the need for a maintenance adjustment. The adjustment keeps both the brake function and pedal feel correct.

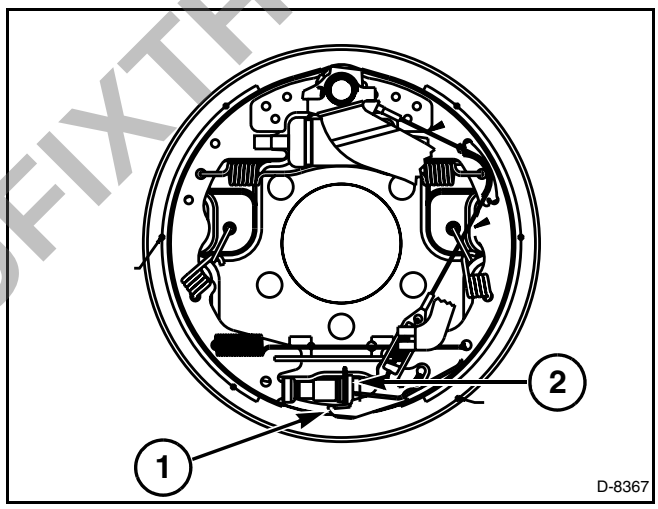


FIG. 6

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HYDRAULIC RESERVOIR

GENERAL

FIGS. 1–4: The hydraulic reservoir is located outside the right-hand rear corner of the engine compartment and is easily accessible from the engine service platform. All of the combine hydraulic systems share this common reservoir (the main hydraulic pump mounted to the engine, the charge system for the hydrostatic propulsion system, and the charge system for the hydrostatic rotor drive system).

Hydraulic Fluid Level Prior to Serial Number HS87101 and HS36101 - On the side of the reservoir there is a sight tube (1), fluid level indicator decal (2), and an oil level switch (3). The fluid level switch activates a red LED on the electronic instrument panel in the cab with an audible Class 2 alarm. The fluid level should be checked when the fluid is cold (at ambient temperature) and with the header lift and the reel lift hydraulic cylinders retracted (header and reel completely lowered). At normal operating temperatures, the fluid level will be approximately 19 mm (3/4 in) higher than the fluid level is at ambient temperatures.

Hydraulic Fluid Level Effective with Serial Number HS87101 and HS36101 - On the side of the reservoir there is a sight tube (5), fluid level indicator decal (6), and an oil level switch (7). The fluid level switch activates a red LED on the electronic instrument panel in the cab with an audible Class 2 alarm. The fluid level should be checked when the fluid is cold (at ambient temperature) and with the header lift and the reel lift hydraulic cylinders retracted (header and reel completely lowered). At normal operating temperatures, the fluid level will be approximately 19 mm (3/4 in) higher than the fluid level is at ambient temperatures.

Hydraulic Fluid Temperature The temperature sensor (4) for the hydraulic-transmission fluid is located on top of the propel motor in the hydraulic fitting that works in conjunction with the electronic instrument panel in the cab. The current hydraulic-transmission fluid temperature is displayed. If the temperature is less than 21 degrees C (70 degrees F), the LCD displays the message LOW. If the fluid temperature is 121 degrees C (250 degrees F) or higher, an audible Class 1 alarm will sound five times ever ten seconds, a red LED will flash continuously, and the LCD shows the message HYD TEMP.HOT as long as the condition exists.

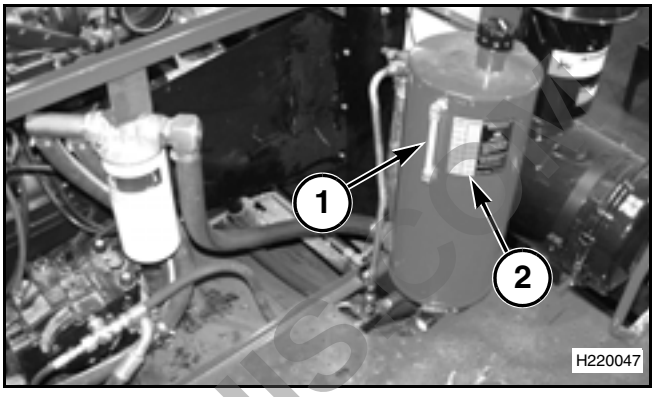


FIG. 1

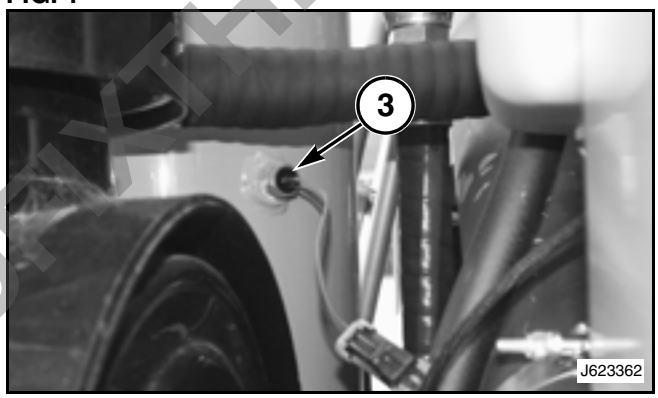


FIG. 2

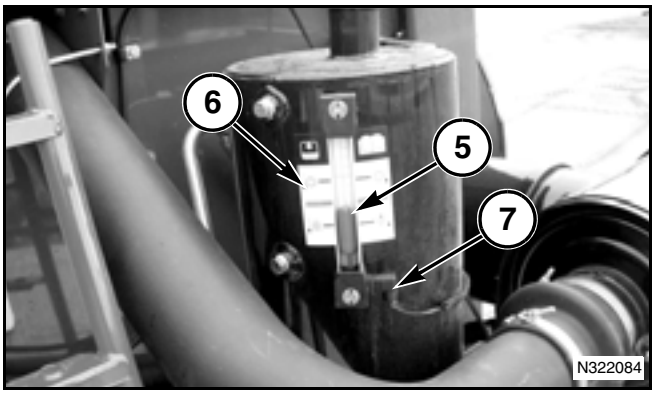


FIG. 3

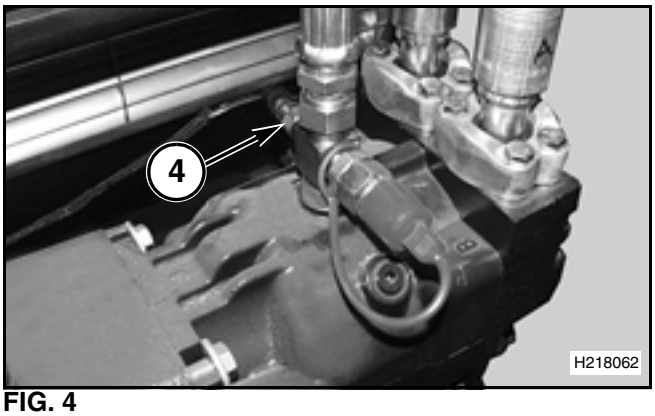


FIG. 4

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FUSES AND RELAYS

FUSE AND RELAY IDENTIFICATION

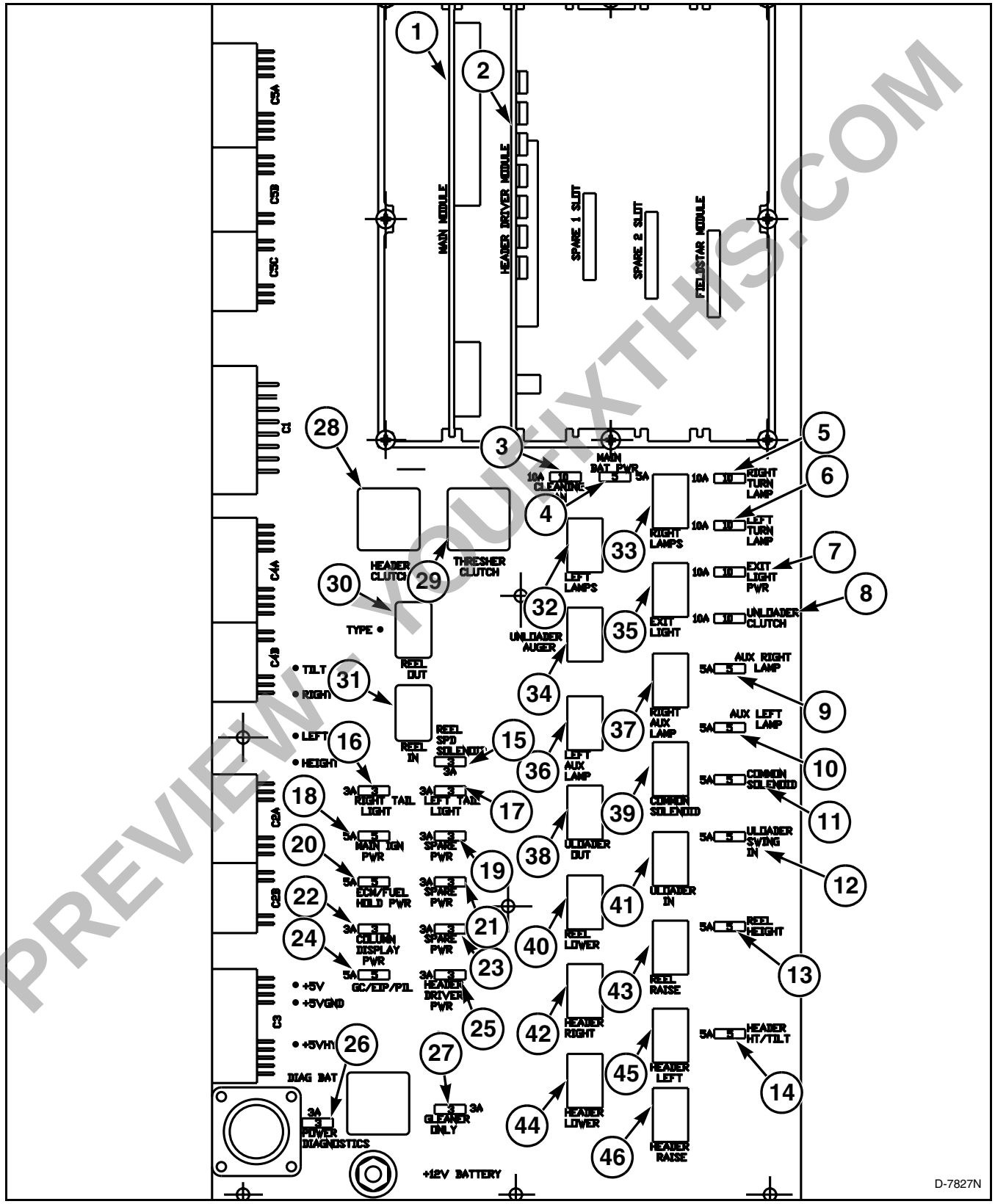


FIG. 2

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Electronic Instrument Panel (EIP) Module

FIG. 7: The EIP (1) is located in front and directly above the operator in the headliner of the cab.

The EIP monitors various sensors, has membrane switches for operator interface, and one, eight character LCD used to display selected parameters or diagnostic faults.

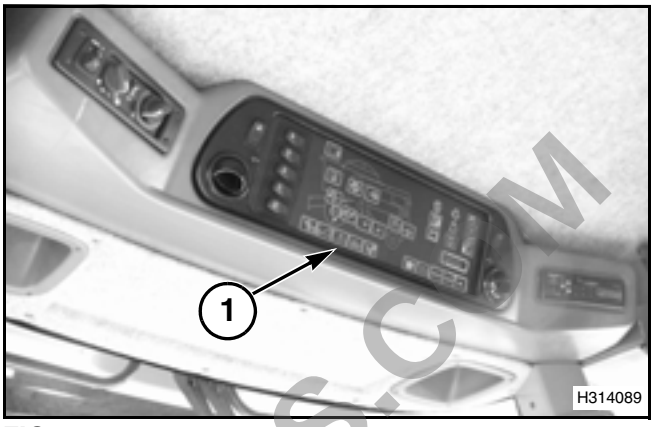


FIG. 7

Console Controller Module (CC)

FIG. 8: The console controller (1) is integrated into the right-hand operator's console.

It serves as the operator's control interface through CAN with the fuse panel assembly module. Timed auger swing, reel speed, header height and tilt control are the functions controlled.

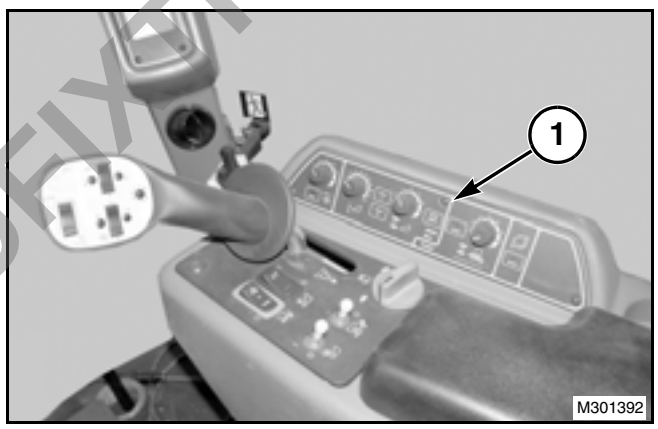


FIG. 8

Fuse Panel Assembly Module (FP)

FIG. 9: The fuse panel (1) is part of the larger system called the unified cab. It is mounted in the fuse panel housing (2) to the rear right of the operator on the back interior wall of the cab.

It contains a main board with a microprocessor (header height and tilt control, timed auger swing, reel speed control, CAN, etc.), a driver board, fuses, circuit breakers, and etc.

The fuse panel area also provides a home for the rotor speed control module, if equipped, and optional Fieldstar Combine Interface Card (CIC).

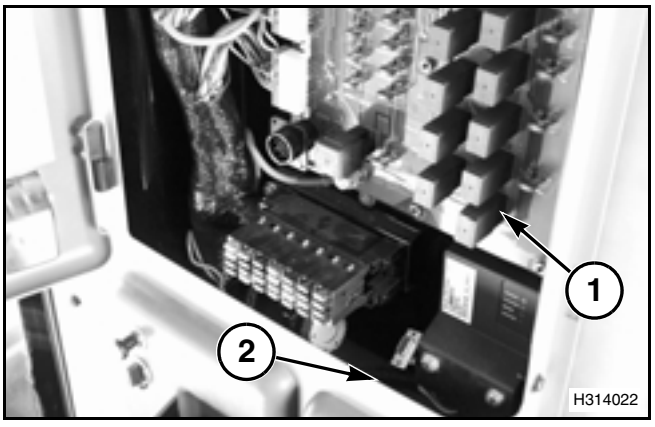


FIG. 9

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INSTRUMENTS AND CONTROLS

GENERAL

FIG. 1: There are several gauges located in the cab. The electronic instrument panel (EIP) (1) is located in the center of the overhead dash. The heating ventilation and air conditioning (HVAC) control panel (2) is located to the left-hand side of the overhead dash. The radio (if equipped) is located to the right-hand side of the overhead dash. The cluster gauges (3) are located in the top of the right-hand B pillar. The engine tachometer (4) is located in the center of the right-hand B pillar.

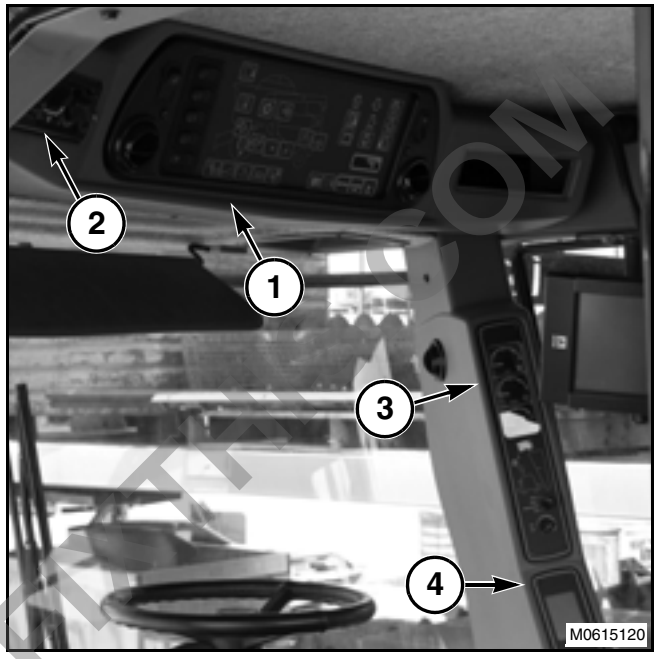


FIG. 1

FIG. 2: Before servicing the instruments and controls. Lower the header until the header is fully supported by the ground.

Remove the starter key.

Engage the parking brake.

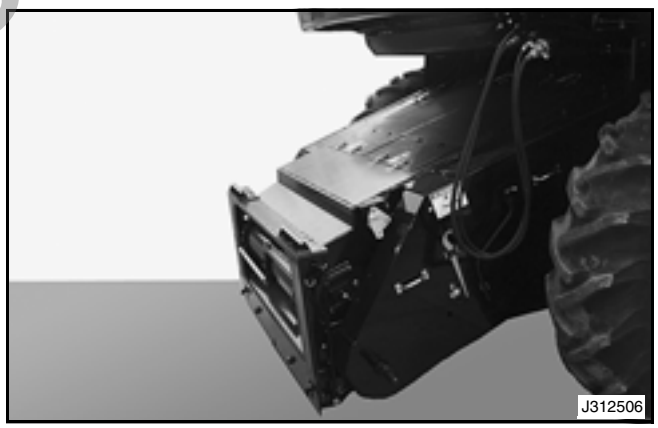


FIG. 2

FIG. 3: Disconnect the batteries from the electrical system by turning the battery disconnect switch (1) located on the left side of the combine to the off position.

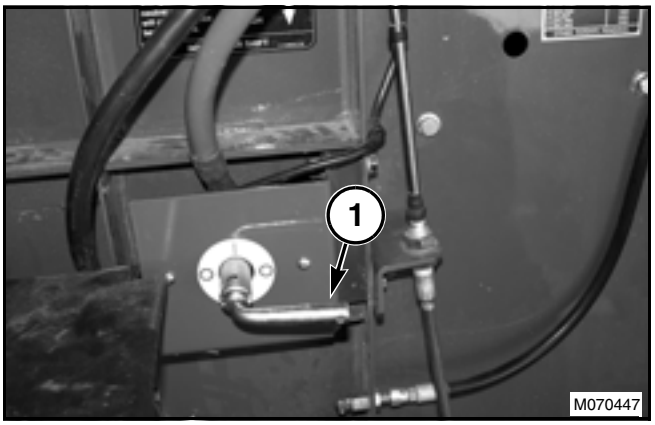


FIG. 3

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SAFETY

SAFETY ALERT SYMBOL

FIG. 1: This is the safety alert symbol. This symbol stands for ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED! Look for this symbol, both in this manual and on safety decals on the combine. This symbol will direct you to information that includes your personal safety and the personal safety of others.



FIG. 1

SIGNAL WORDS

FIG. 2: The words **DANGER, WARNING, or CAUTION** are used with the safety alert symbol. Learn to know these safety alert symbols, and follow the given recommendations, precautions, and safe procedures.



FIG. 2

DANGER: Indicates an immediate hazardous situation that, if not avoided, will result in DEATH OR VERY SERIOUS INJURY.

WARNING: Indicates a potentially hazardous situation that, if not avoided, can result in DEATH OR SERIOUS INJURY.

CAUTION: Indicates a potentially hazardous situation that, if not avoided, can result in a MINOR INJURY.

Replace any **DANGER, WARNING, CAUTION,** or instruction decal that can not be read or is missing. The location and part number of these decals is shown later in this section of the manual.

IMPORTANT: The word IMPORTANT is used to show special instructions or procedures which, if not followed can result in damage to, or destruction of the machine, process, or the surroundings.

NOTE: The word NOTE is used to indicate points of special interest for more efficient and easier repair or operation.

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Header Lift Cylinders - 9790

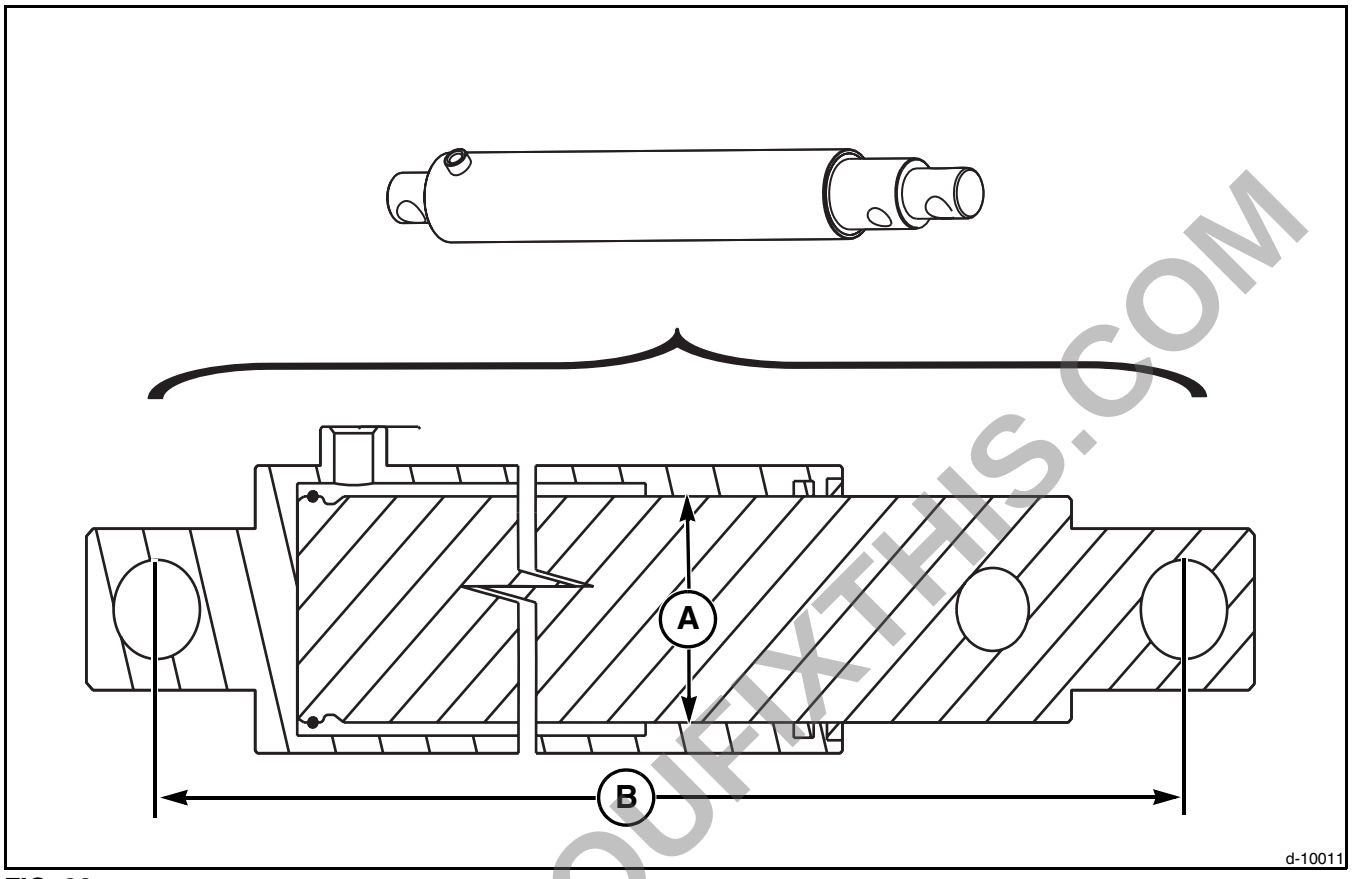


FIG. 98

FIG. 98: Header Lift Cylinder

Make.....Eaton
Type..... Hydraulic, Single Acting
Number .....2 cylinders
Maximum Operating Pressure ..... 206.84 bar (3000 psi)
Cylinder Rod Diameter (A)
- Serial Number HP36101 and later..... 76.2 mm (3.0 in)
- Optional HM36101 - HN36999..... 76.2 mm (3.0 in)
- Optional HM36101 - HN36999..... 69.85 mm (2.75 in)

Closed Length (B).....829.6 to 835.6 mm (32.66 to 32.9 in)
Stroke..... 487.1 to 493.1 mm (19.18 to 19.41 in)

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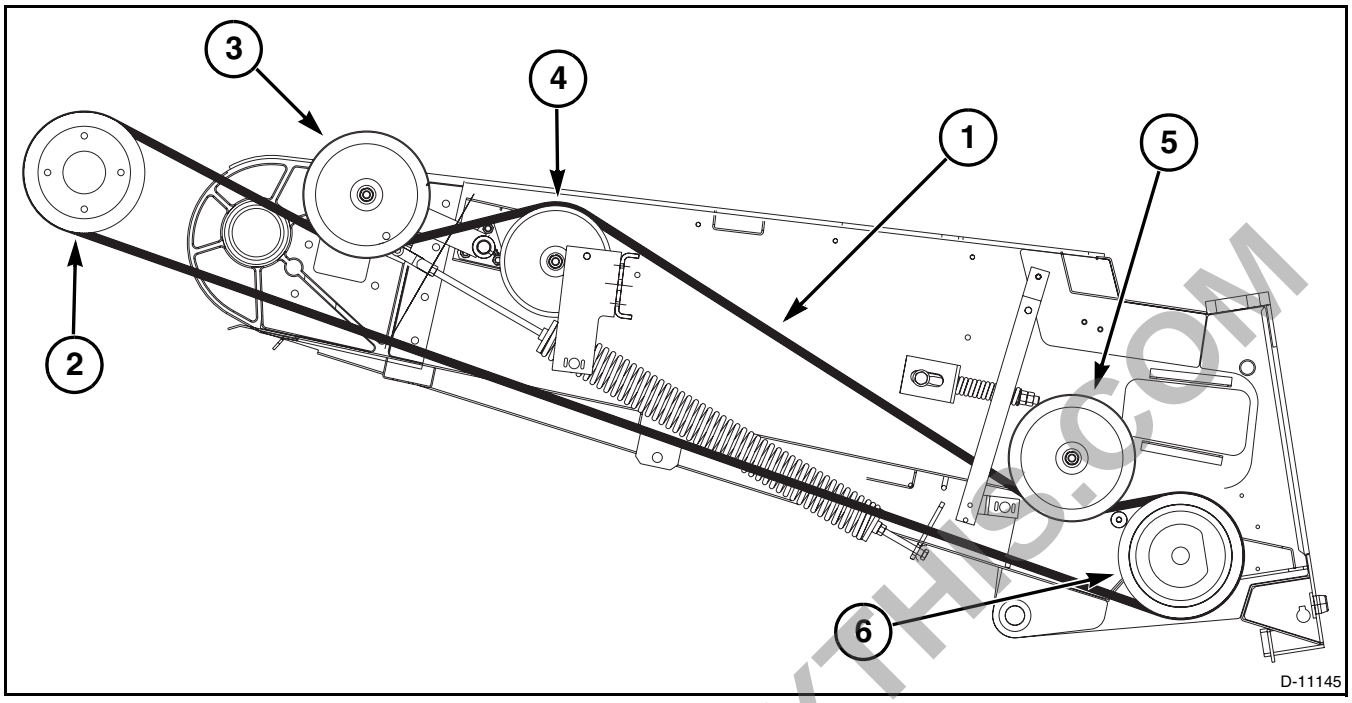


FIG. 246

FIG. 246: Install the belt (1) around the magnetic clutch sheave (2), under the tensioning idler sheave (3), over the fixed idler sheave (4), under the fixed idler sheave (5), and around the countershaft sheave (6).

FIG. 247: Turn the idler draw bolt (1) to tension the belt. Turn the draw bolt (1) until a distance (A) of 98 mm (3.86 in) between the adjusting bolt bracket and the spring plug is reached. Tighten the jam nut (2) against the spring plug to lock the draw bolt.

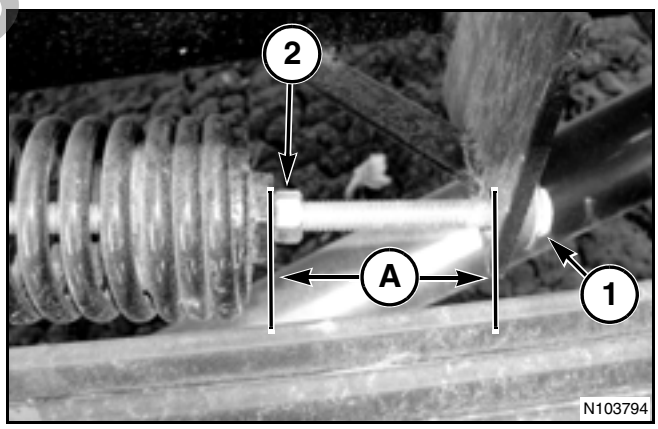


FIG. 247

FIG. 248: Install the right front mud shield (1)

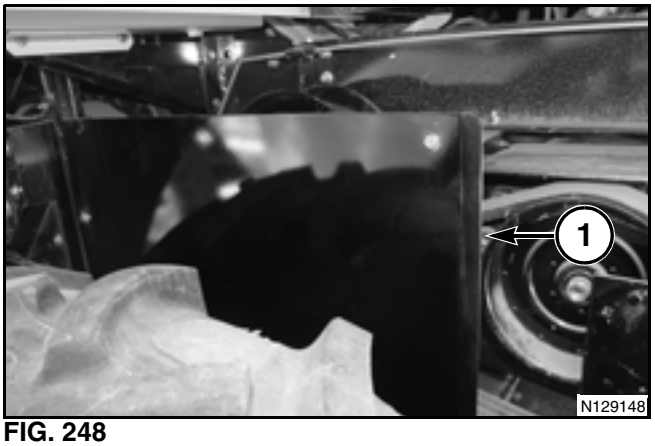


FIG. 248

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FIG. 923: Install the driven sheave (1) on the cross auger shaft to a dimension (A) of 104.4 mm (4.11 in) from the side of the fan and auger housing to the centerline of the driven sheave.

NOTE: Removing paint and corrosion from the shaft will make removal easier.

Tighten the set screws (2) securely.

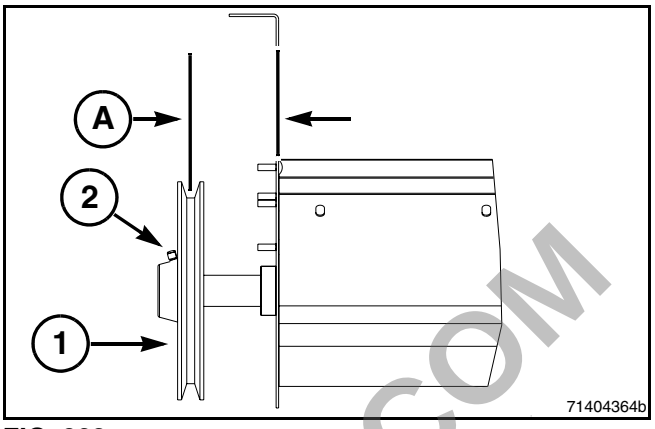


FIG. 923

FIG. 924: Install the drive belt (3) around the driven sheave (8) on the lower auger shaft, around the driving sheave (4), over the fixed idler (5), and over the tensioning idler (7).

Tension the belt by installing the tension spring (2) onto the spring anchor pin in the idler arm assembly (6) and then onto the spring anchor pin in the spring anchor (1). Be sure that the hooks at the ends of the tension spring are seated in the grooves of the spring anchor pins.

The spring tension is not adjustable. The drive is designed to provide the proper belt tension through out the service life of the drive belt.

WARNING: Install all of the shields and guards before operating the combine.

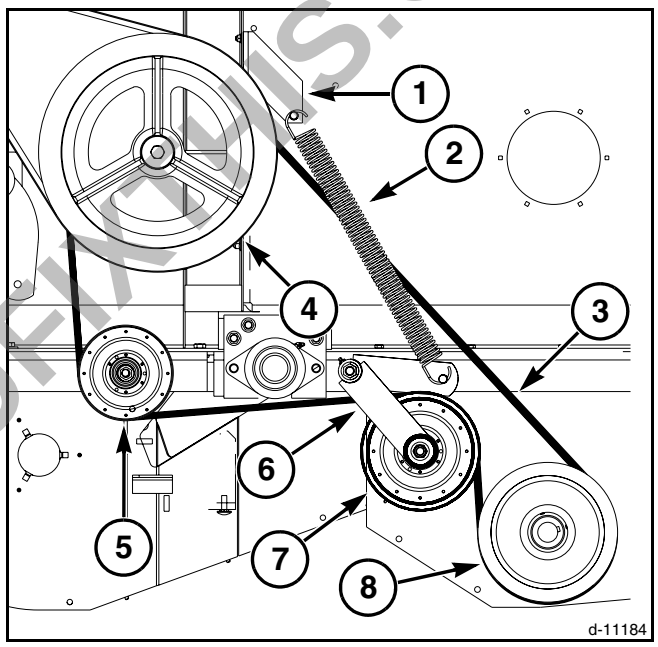


FIG. 924

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Installation - Secondary Drive Belt

FIGS. 43–44: Install the drive belt (1) over the rear idler (2) and then under the front idler (3).

Install the drive belt around the driven sheave (4) on the straw chopper rotor shaft and then around the drive sheave (5) on the jackshaft.

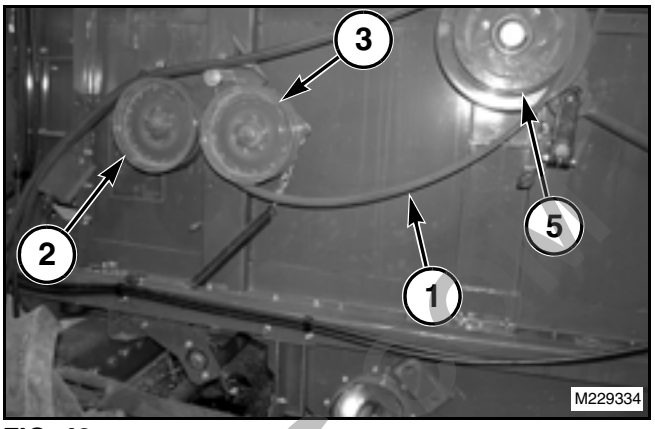


FIG. 43

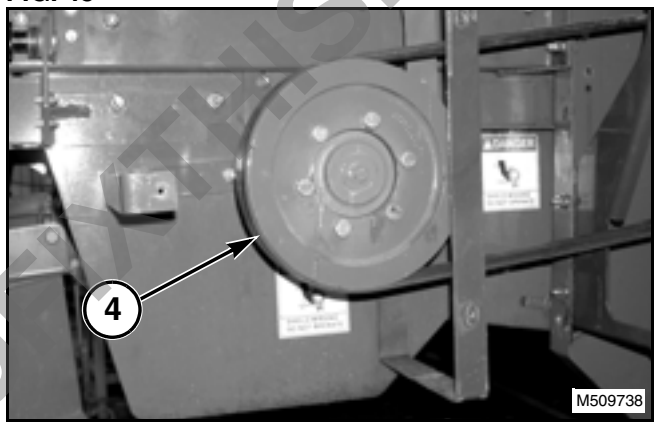


FIG. 44

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Installation

FIG. 43: Clean and lubricate the beater shaft and hubs. This will permit the shaft to slide more easily into the beater. Install the keys for the beater hubs in the beater shaft making sure the keys are properly seated.

Install the beater (1) through the front of the combine and properly support the beater until the beater shaft is installed. Make sure the hub with the larger inside dimension is installed on the left-hand side of the combine.

Install the beater shaft through the left-hand side of the combine. The inside dimension of the hub in the left-hand side of the beater is larger than the outer diameter of the beater shaft and will permit enough clearance for the shaft and keyway in the right-hand end of the beater shaft to be installed.

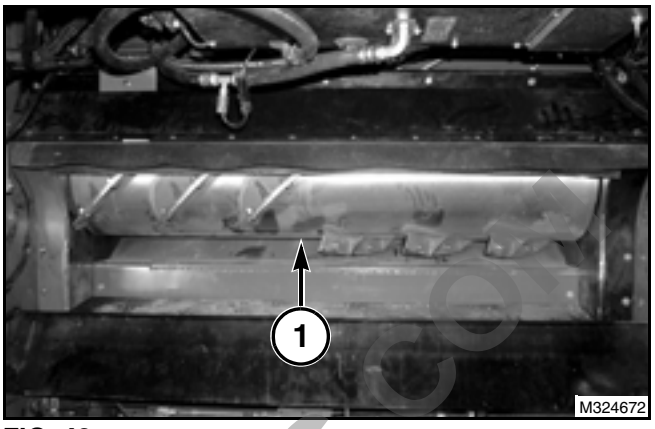


FIG. 43

FIG. 44: Install the left-hand drive tire to the combine with suitable lifting equipment.

Torque the wheel lug bolts to the proper specification.

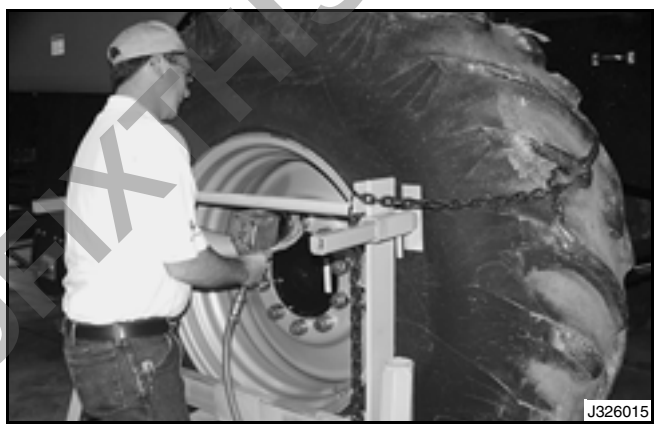


FIG. 44

FIG. 45: Install the spacer sleeve (1) on the right-hand end of the beater shaft.

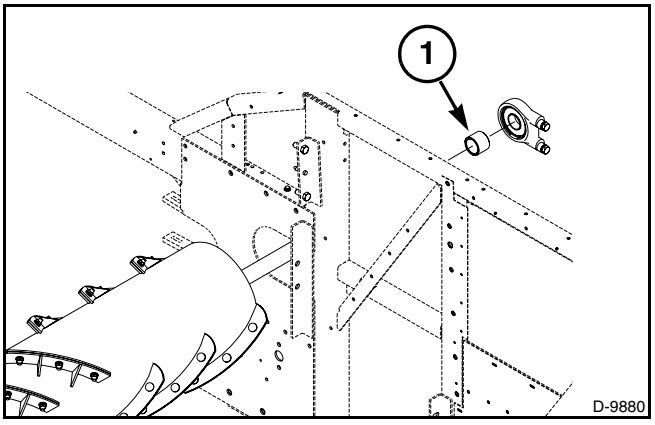


FIG. 45

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Raise Mode

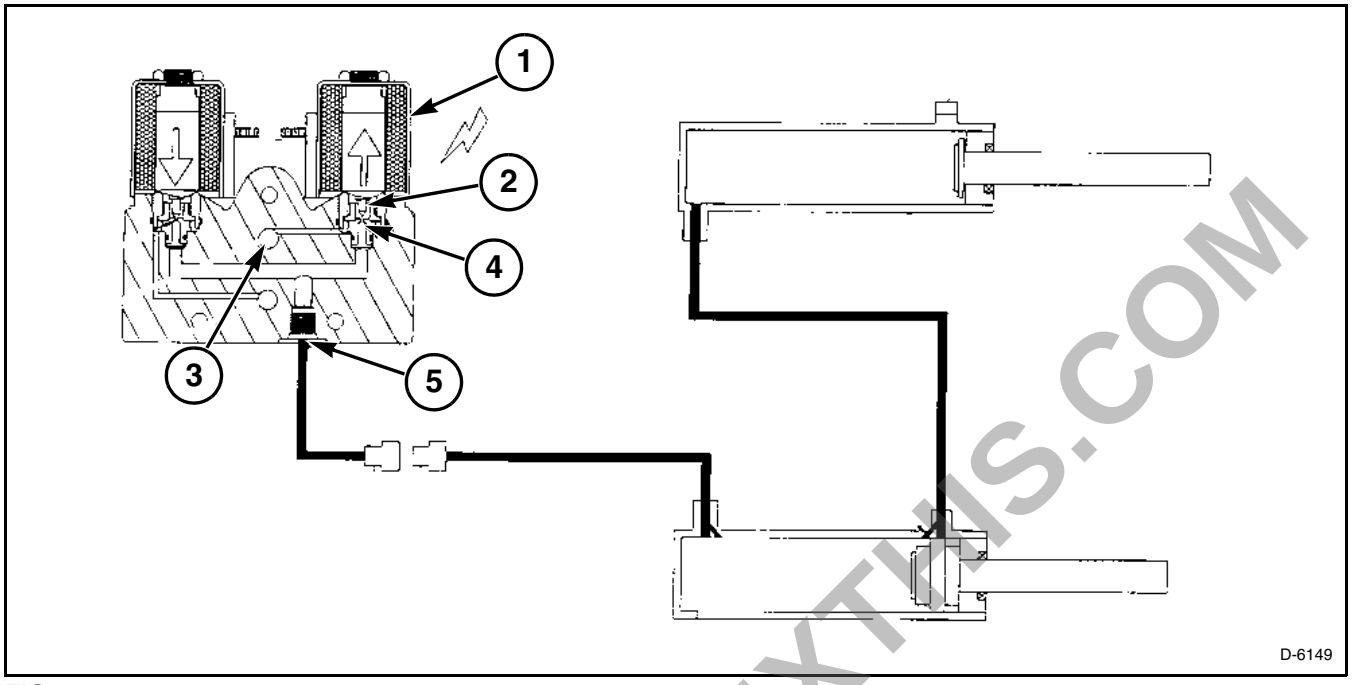


FIG. 101

FIG. 101: When the reel raise switch in the cab is actuated to raise the reel, the load sense (common) solenoid on the header lift/load sense valve and the reel raise solenoid on the reel lift valve are simultaneously energized.

When the load sense (common) solenoid on the header lift/load sense valve is energized, the load sense poppet is unseated and the pressure in the load sense line increases. This causes the compensator valve/hydraulic pump to bring the pressure in the pressure oil gallery of the reel lift valve up to 179 to 186 bar (2600 to 2700 psi) (pump goes into high pressure standby mode).

Simultaneously, the reel raise solenoid (1) on the reel lift valve, unseats the reel raise primary poppet (2) allowing oil to flow from the pressure oil gallery (3) (at 179 to 186 bar (2600 to 2700 psi) through the 1.0 mm (.040 in) orifice (4) into the reel lift work port. Since the reel lower primary poppet is seated, the only exit for the oil is out the reel lift valve work port (5) causing the reel lift hydraulic cylinders to extend and raise the reel.

When the reel rocker switch in the cab is returned to the neutral/off position, both the load sense solenoid and the reel raise solenoid are de-energized, allowing the respective primary poppets to again be reseated by the respective return springs.

With the load sense poppet seated, the pressure in the load sense line to the hydraulic pump compensator valve bleeds off through the .508 mm (0.020 in) bleed off orifice fitting in the load sense line and back to the hydraulic reservoir (tank). The compensator valve regulates the hydraulic pump, reducing the pressure in the pressure oil gallery of the reel lift valve to approximately 24.1 bar (350 psi) (hydraulic pump returns to low pressure standby mode).

NOTE: The pressure oil gallery will beat 24.1 bar (350 psi) plus the rotary screen work port pressure if equipped.

Simultaneously, the reel raise primary poppet is also seated by the poppet return spring and the flow of oil from the pressure oil gallery into the reel lift work port is blocked. With both the reel lower primary poppets seated, oil cannot enter or escape from the reel lift work port/hydraulic lines/cylinders and the reel is again held in a given static position.

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FIG. 494: Nitrogen Charging Kit with Filler Hose and Valve without Gauge: To charge the accumulator, a nitrogen charge container and a separate filler hose with a valve, may be used.

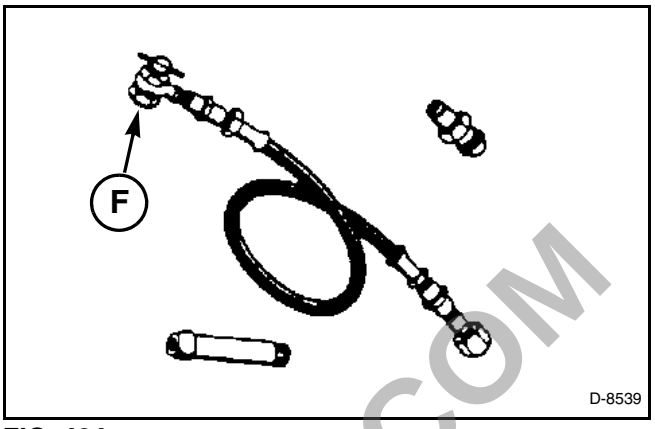


FIG. 494

Turn the T- handle on the filler hose valve (F), completely out (counterclockwise). The valve must not unseat the accumulator valve when installed on the outer end of the accumulator filler valve core.

Install the open end of the filler hose valve on the outer end of the accumulator filler valve core and tighten securely.

Connect the other end of the filler hose to the nitrogen charge container valve.

Open the nitrogen container valve.

Turn the T-handle into the valve until the stem stops moving. This will remove the accumulator filler valve from the seat on the accumulator.

Start the engine and press the header lower control switch. Hold the switch down for five seconds after the ground supports the header. This will permit the nitrogen to fully fill the accumulator and move the piston fully to the oil outlet end.

Stop the engine and remove the ignition key.

Close the accumulator shut off valve.

Close the filler hose valve (F), (counterclockwise).

Close the nitrogen container valve and remove the container from the filler hose. Let the filler hose valve remain in position on the accumulator.

Start the engine and raise the header to 508 mm (20 in) above the ground with the hydraulic system. Again, stop the engine and remove the key.

Open the accumulator shut off valve slowly.

NOTE: The header may or may not drop, according to the pressure that was in the nitrogen container.

Turn the T handle on the filler hose valve in (clockwise) very slowly and let nitrogen gas leak from the accumulator through the filler hose until the header lowers to 76 mm (3 in) above the ground.

WARNING: The nitrogen charge container and the accumulator contain nitrogen under very high pressure. Keep all released gas away from human tissue to prevent freezing or other injury. When draining gas from the accumulator, always position the filler hose valve on the accumulator filler valve and use the T handle to control the outlet as done in the step above.

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Problem	Possible Cause	Correction
4. Temporary hard steering or hang-up - A momentary increase in steering wheel torque during steering reversal or initial input.	*Thermal Shock.	Check for cause of thermal shock.
5. Erratic steering.	Air in system due to low level of oil, cavitating pump, leaky fitting, pinched hose, etc.	Correct condition and add fluid.
	Loose cylinder piston.	Replace cylinder.
	*Thermal shock damage.	Replace steering unit.
	Sticking flow control spool.	Replace priority valve flow control spool.
6. Spongy or soft steering.	Air in hydraulic system. Most likely air trapped in cylinders or lines.	Bleed air out of system.
	Low fluid level.	Add fluid and check for leaks.
7. Free Wheeling - Steering turns freely with no feeling of pressure and no action on steered wheels.	Steering column upper shaft is loose or damaged.	Tighten steering wheel steering coupling nut.
	Lower splines of column may be disengaged or broken.	Repair or replace column.
	Steering control unit meter has a lack of oil. This can happen on start-up, after repair, or long periods of non use.	Usually starting engine will cure problem.
	No flow to steering unit can be caused by: 1. Low fluid level. 2. Ruptured hose. 3. Internal steering control unit damage due to thermal shock*.	 Add fluid and check for leaks. Replace hose. Replace the unit.
8. Free wheeling - Steering wheel turns with slight resistance but results in little or no steered wheel.	Piston seal blown out.	Correct and Replace

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Reel Position, Unloader Auger Swing, Reel Speed Control

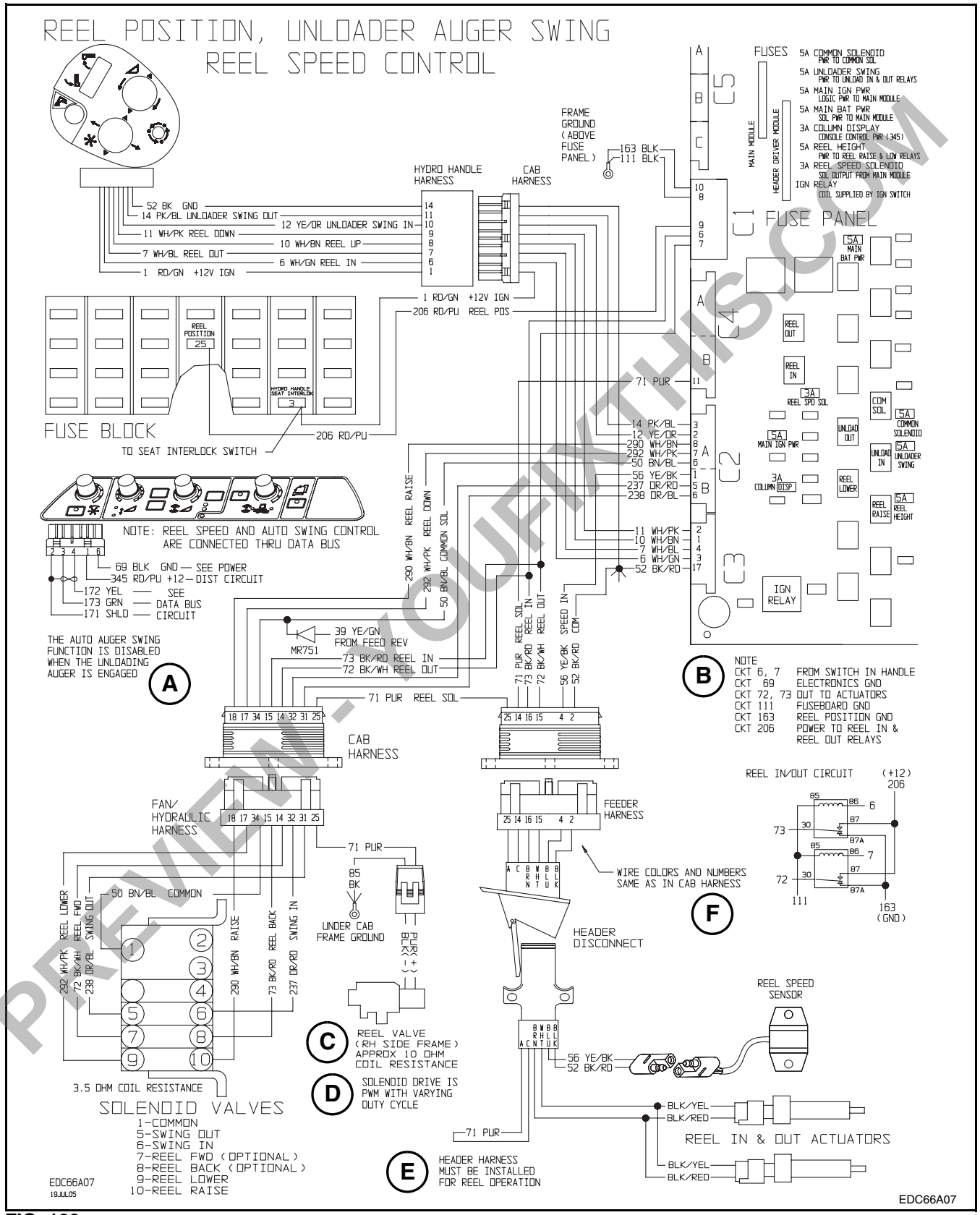


FIG. 132

FIG. 132: Reel Position, Unloader Auger Swing, Reel Speed Circuit

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3. Check battery for state-of-charge. If low, recharge according to manufacturer's specifications and load test to establish serviceability. Further diagnostic tests require a known good, fully charged battery for accurate results.

Systems with Voltmeter

Test equipment needed:

- Voltmeter

1. If battery is undercharged, or system voltmeter shows operating voltage is below acceptable range:

   With engine stopped and all electrical loads turned off, use voltmeter to check voltage across battery terminals. Record voltage.

   Start engine and run at moderate speed. Check voltage across battery terminals with engine running. If voltage reading at battery terminals is different from reading showing at system voltmeter (if equipped), locate and correct cause of incorrect reading.

   If voltage is lower than reading previously recorded with engine stopped, there is no alternator output. Proceed to section on No Output.

   If voltage is higher than previous reading with engine stopped, alternator output is present. Proceed to section on Rated Output Check.

2. If battery is overcharged (as evidenced by excessive water use or electrolyte spewing from battery vents), light bulbs or other electrical equipment have shortened life due to suspected high system voltage, or system voltmeter reads above normal range:

   With fully charged battery, engine running at moderate speed and all electrical loads off, use voltmeter to check voltage at battery terminals.

   For a 12 volt system, reading should be stable, approximately 13.5 to 14.5 volts and not above 15 volts.

No Output

Test equipment needed:

- Voltmeter

NOTE: A 21-SI alternator must be connected to a battery for the voltage sensing circuit to allow initial turn on. When properly connected and system checks indicate a no output condition, use a voltmeter to verify battery voltage is present at BAT terminal. If not, locate and correct cause of voltage loss.

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Manual Mode

FIG. 372: When unloader swing mode switch for automatic or manual control of unloader swing is toggled to manual mode, the unloader tube is controlled by the swing out/in rocker switch (1) in the multi control handle.

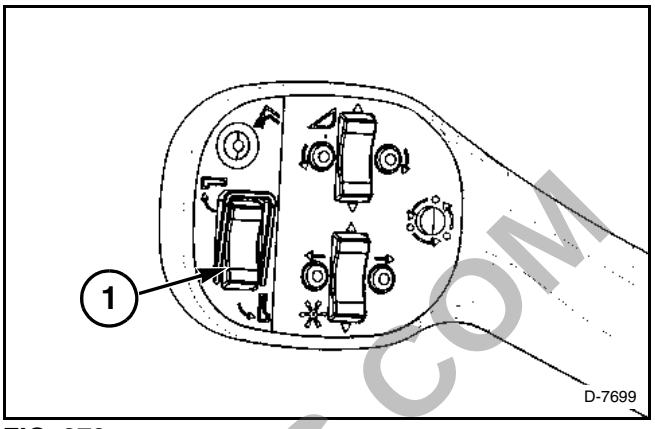


FIG. 372

Automatic Mode

FIG. 373: When the auto swing mode switch (1) is pressed to toggle to automatic mode, you only need to press down and release the proper side of the swing out/in rocker switch on the multi function control handle to swing the unloader tube. The unloader tube will complete its swing and stop automatically.

If an obstruction is encountered when automatically swinging the unloader tube in or out, the direction of swing may be reversed by pressing the opposite end of unloader tube swing out/in rocker switch on the control handle.

If it is desired to stop the tube in mid position, the auto swing mode switch (1) must be pressed to toggle to manual mode and the tube swing controlled with the manual swing out/in switch on the control handle.

CAUTION: Avoid striking an obstruction or damaging the combine. The automatic unloader swing switch must be switched to the manual mode when roading the combine.

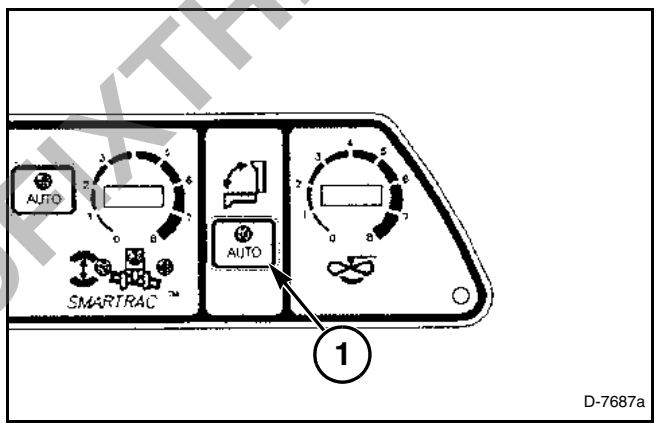


FIG. 373

Unloader Tube

FIG. 374: There is an unloader tube out switch (1) located at the base of the unloader tube that allows the unloading drive to engage only when the tube is in the full out position.

The electronics are designed to automatically disengage the unloading drive when the tube begins to swing to the in position.

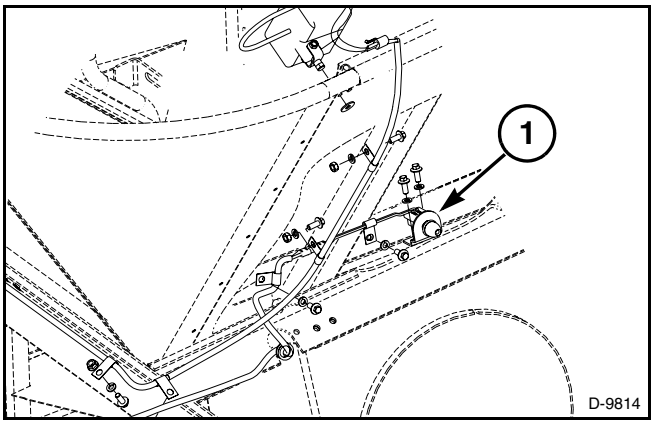


FIG. 374

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