- All repair and maintenance operations must be carried out using extreme care and attention.
- Service steps and platforms used in the workshop or elsewhere should be built in accordance with applicable standards and legislation.
- Disconnect the Power Take-Off (PTO) and place a decal on the controls to indicate that the machine is being serviced. Any parts that are to be raises must be locked in position.
- Brakes are inoperative when manually released for repair or maintenance purposes. Use blocks or similar devices to keep the machine in these conditions.
- Only use specified towing points for towing the machine. Connect parts carefully. Make sure that all pins and/or locks are secured in position before applying traction. Never remain near the towing bars, cables or chains that are operating under load.
- When loading or unloading the machine from the trailer (or other means of transport), select a flat area capable of sustaining the trailer or truck wheels. Firmly secure the machine to the truck or trailer and lock the wheels in the position used by the carrier.
- Electric heaters, battery-chargers and similar equipment must only be powered by auxiliary power supplies with efficient ground insulation to avoid electrical shock hazards.
- Always use suitable hoisting or lifting devices when raising or moving heavy parts.
- Keep people in the surrounding area away.
- Never use gasoline, diesel oil or other inflammable liquids as cleaning agents. Use non-inflammable, non toxic commercially available solvents.
- Wear safety goggles with side guards when cleaning parts with compressed air.
- Do not start the engine in enclosed spaces without adequate ventilation or exhaust gas extraction.
- Never use open flames for lighting when working on the machine or checking for leaks.
- All movements must be carried out carefully when working under, on or near the machine. Use Individual Protection Equipment (IPE): special headgear, gloves, and shoes.
- When carrying out checks with the engine running, request the assistance of an operator in the driver's seat. The operator must maintain visual contact with the service technician at all times.
- If operating outside the workshop, position the machine on a flat surface and lock in position. If working on a slope, lock the machine in position. Move to a flat area as soon as is safely possible.
- Damaged or bent chains or cables are unreliable. Do not use them for lifting or towing. Always use suitable protective gloves when handling chains or cables.
- Chains should always be safely secured. Make sure that the hitch-up point is capable of sustaining the load in question. Keep the area near the hitch-up point, chains or cables free of all bystanders.
- Maintenance and repair operations must be carried out in a clean and dry area. Clean any spillage of water or oil immediately.
- Do not create piles of oil or grease-soaked rags as they represent a serious fire hazard. Always store rags in a closed metal container.
- Before engaging the machine, make sure that there are no persons within the machine or implement range of action.
- Empty your pockets of all objects that may fall accidentally unobserved into the machine inner compartments.
- When there are flying pieces of metal, wear protective goggles or goggles with side shields, hard hats, and special shoes and gloves.
- When welding, use protective safety devices: tinted safety goggles, helmets, special overalls, gloves and footwear. All people in the welding area must wear tinted goggles. Never look directly at the welding arc without suitable eye protection.
- Always disconnect the grounding terminal on the battery when welding.
- Metal cables tend to fray with repeated use. Always use suitable protective devices (gloves, goggles, etc.) when handling cables.

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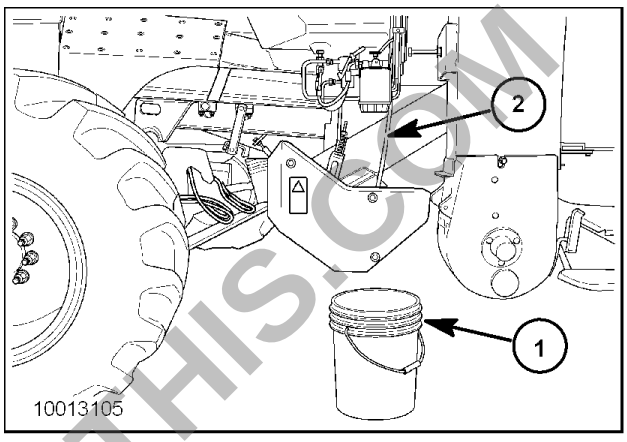
Engine - Remove

CR6080

NOTE: *The engine and cooling system used in the combine is designed to be removed as a modular unit. The following engine removal procedure demonstrates the removal of the engine only from the module. This procedure takes into consideration the possible unavailability of proper, or sufficient lifting equipment for complete module removal. When possible, remove the engine and cooling system module as designed.*

1. Remove the gearbox and hydraulic pumps from the engine. (Refer to **Main gearbox and drive - Remove (14.100)**)
   Place a suitable container **(1)** below the coolant drain hose **(2)**.

NOTE: *Depending on model, the cooling system has a coolant capacity between **50 - 60 l** (**13.2 - 15.9 US gal**). Be sure to use clean containers with adequate capacity when draining the cooling system.*

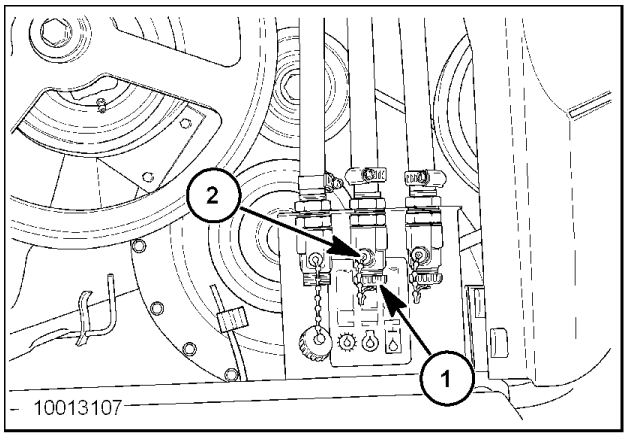


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2. Refer to **Expansion tank - Remove (10.400)** for the coolant fluid drain and removal of the engine coolant reservoir.

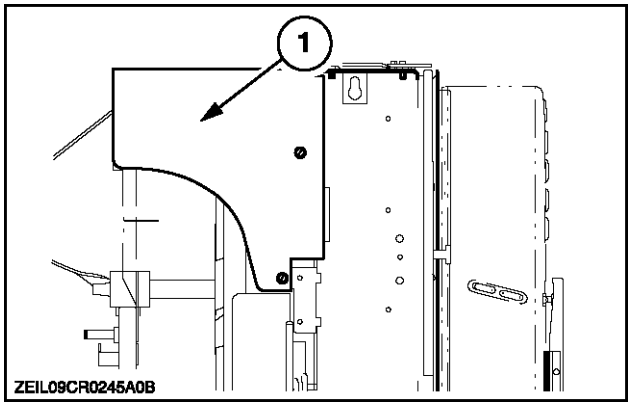
NOTE: *Depending on the model, the combine engine has an oil capacity between **29 - 35 l** (**7.7 - 9.2 US gal**). Be sure to use clean containers with adequate capacity when draining the engine oil.*

3. Remove the cap **(1)** and turn the engine oil drain valve **(2)**, to the open position. Drain all of the engine oil into suitable containers.



10013107 2

4. Loosen and remove the mounting hardware from the protection cover **(1)**.
   Remove the cover **(1)** from the engine compartment.



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Main gearbox and drive - Torque

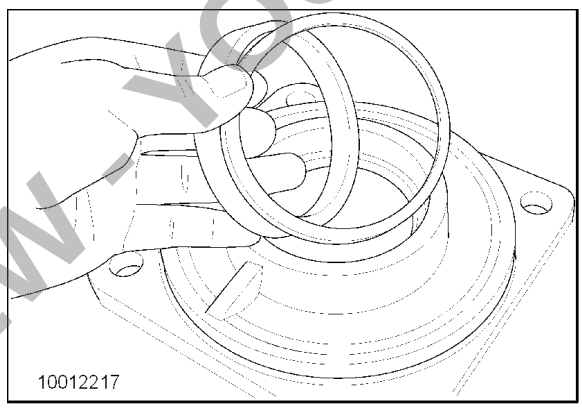
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Item	Torque
Thresher shaft rolling torque	**1250 - 1500 Nmm** (**11-13 in. lbs**.)
Thresher shaft spur gear cap screws	**110-120 N·m** (**81-88 ft. lbs**.)
Hydraulic pump drive housing	**190-210 N·m** (**140-155 ft. lbs**.)
Hydraulic pump drive rolling torque	**300 - 400 Nmm** (**2-3 in. lbs**.)
Engine flange cap screws	**80-90 N·m** (**59-66 ft. lbs**.)
Input shaft rolling torque	**1400 - 1500 Nmm** (**12-14 in. lbs**.)
Clutch housing cover cap screws	**45-50 N·m** (**33-37 ft. lbs**.)
Main clutch cylinder cap screws	**35 N·m** (**26 ft. lbs**.)
Unload clutch piston cap screws	**35 N·m** (**26 ft. lbs**.)
Clutch housing spur gear cap screws	**45-50 N·m** (**33-37 ft. lbs**.)

Main gearbox and drive - Shimming

CR6080

If a tapered roller bearing requires replacement, the outer race must also be replaced at the same time.
Some outer races are inserted on top of shim packs. These packs are installed to provide a preload to the bearings. The original shim pack should be used when replacing the bearing and race. Perform the measurement to determine if proper preload exists, and adjust the thickness of the shim pack appropriately.
All of the tapered roller bearings used in this gearbox are installed using an interference fit. Most bearings can be removed and installed using bearing pullers and presses. The thresher shaft bearings are heat shrunk onto the shaft. To install new bearings onto the shaft, heat them in a bearing oven, **80-85 °C** (**170-180 °F**) for **30-45 minutes**. Remove the bearing from the oven and carefully slide it onto the shaft in the proper orientation. Ensure that the bearing slides on evenly. When the bearing is in contact with the shaft, it will cool very quickly and start to shrink.



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Main gearbox and drive - Special tools

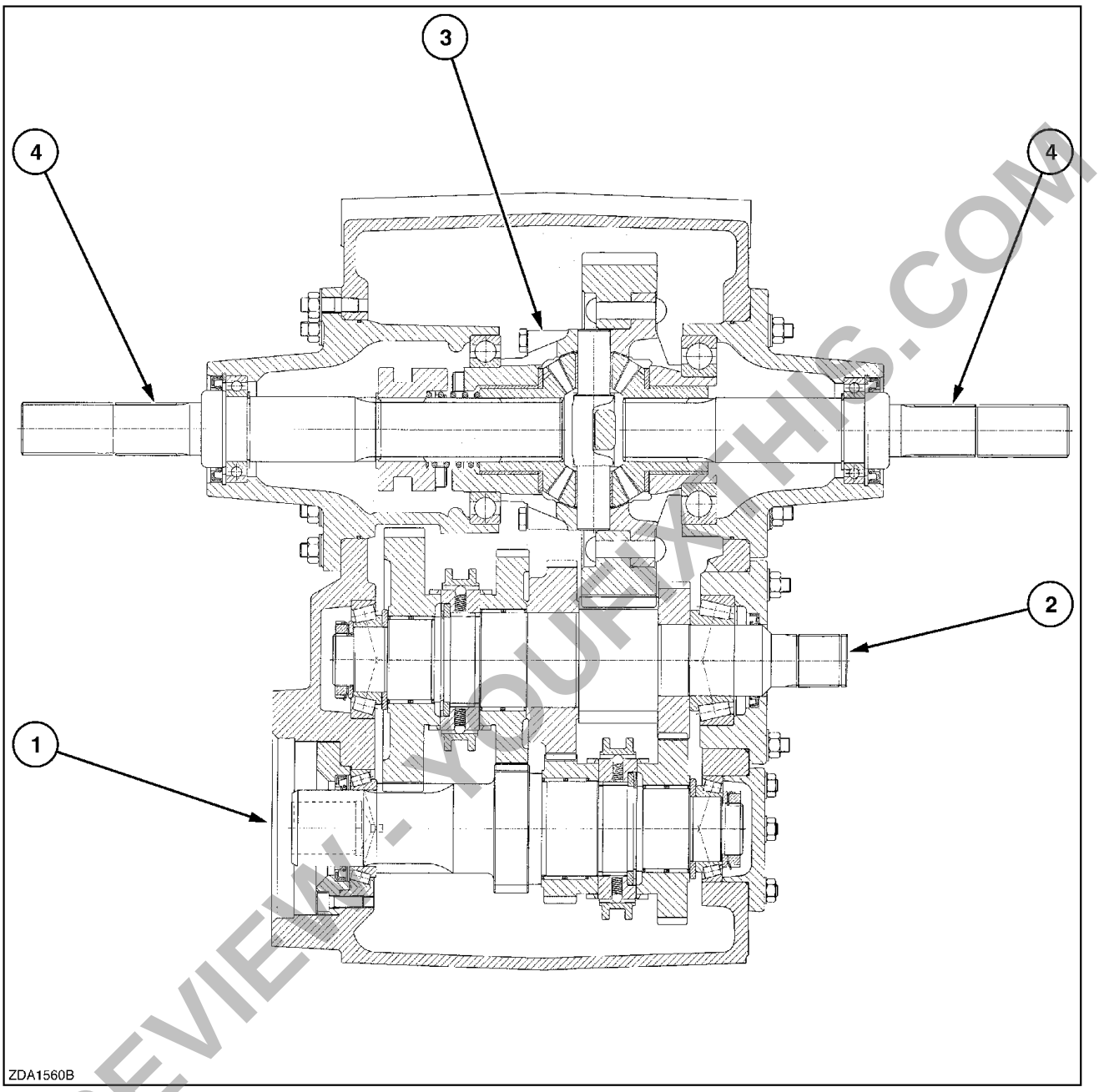
CR6080

Modified chisel - The modified chisel shown should be used to disengage the lock nuts installed on various components in the gearbox. An unmodified tool will not have the capability to pull the indentation from the shaft slot, and will make removal more difficult. If a tool similar to the one shown is not available, carefully cut the lock nut free of the shaft. Any damage to the shaft threads caused by this operation must be repaired prior to installation of the new lock nut.

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Mechanical transmission - Sectional view

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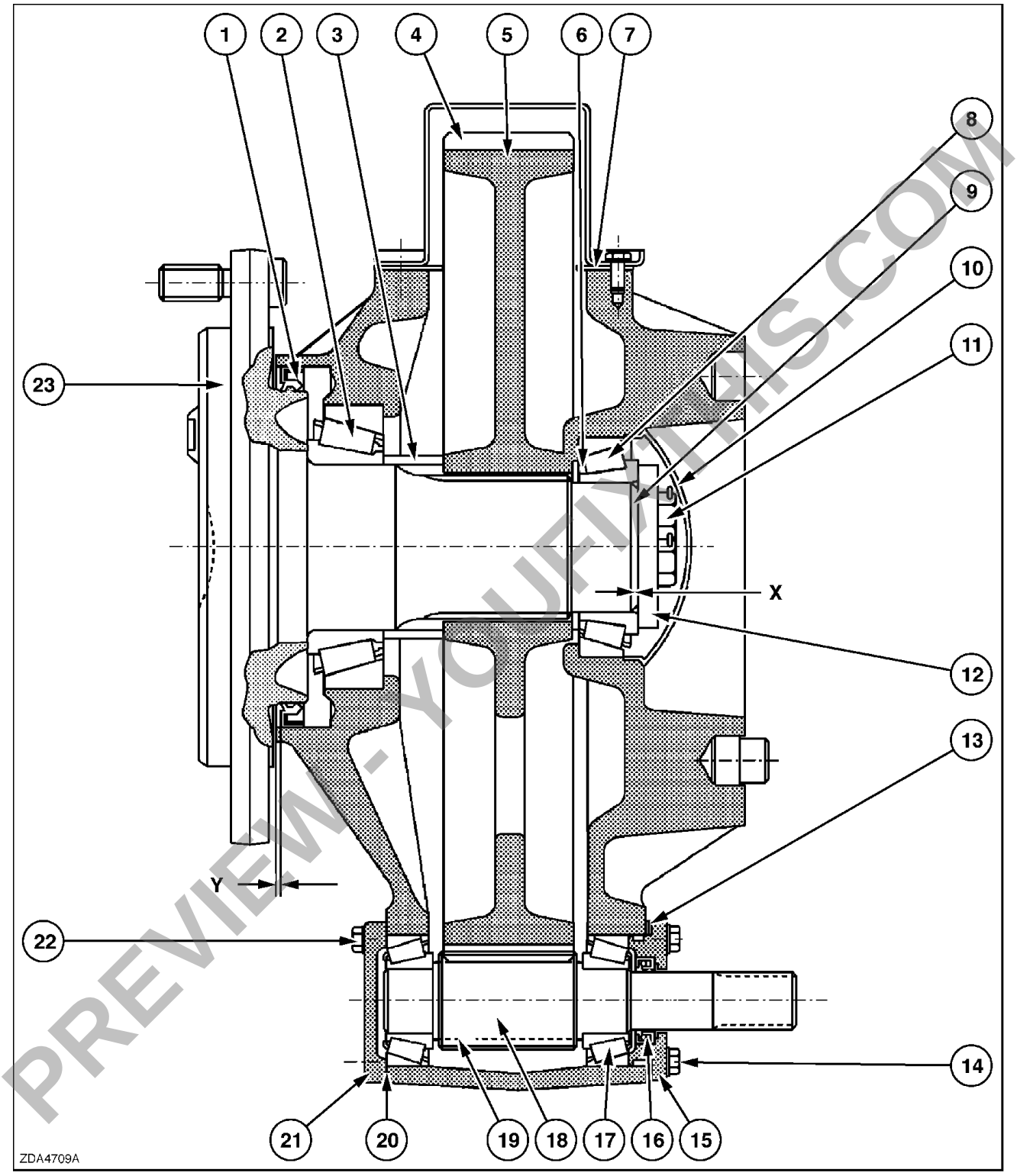
1 Input shaft
2 Drive shaft
3 Differential
4 Differential shafts

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Final drive - Sectional view

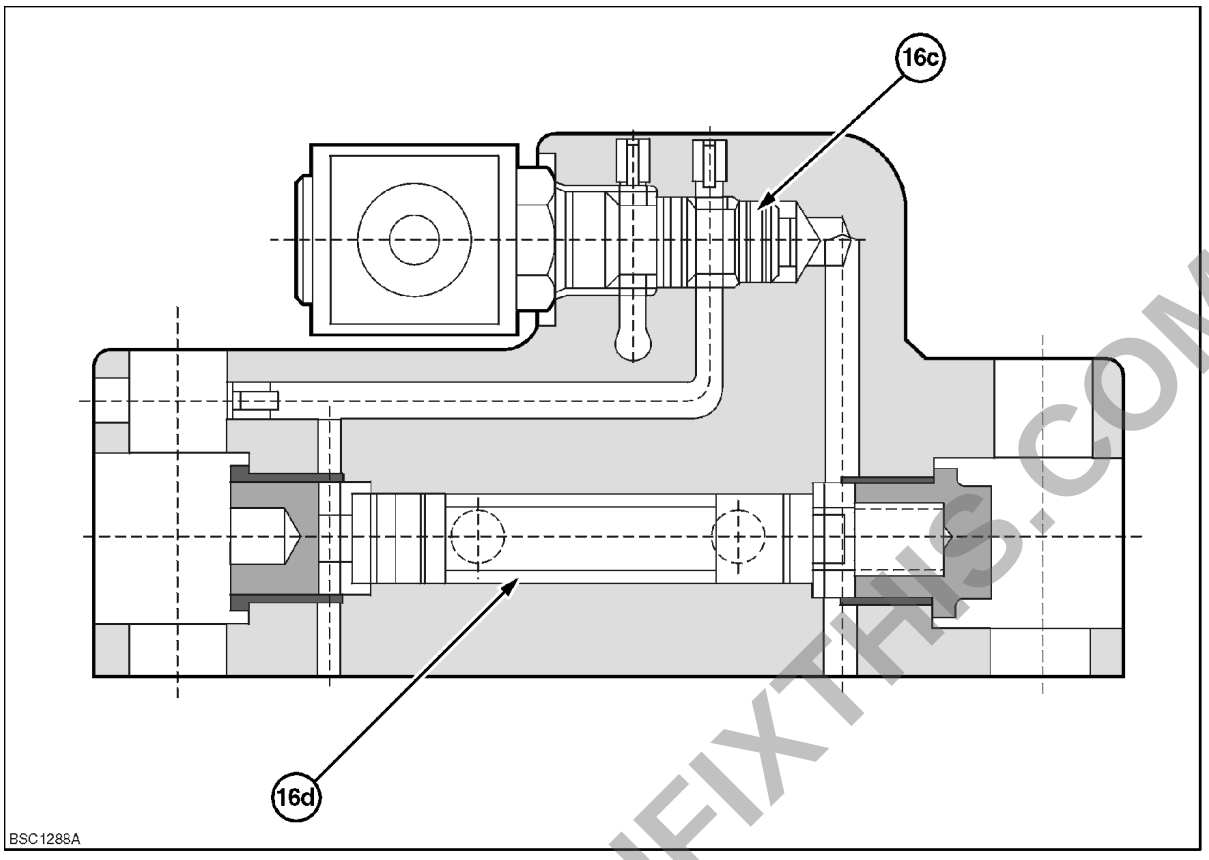
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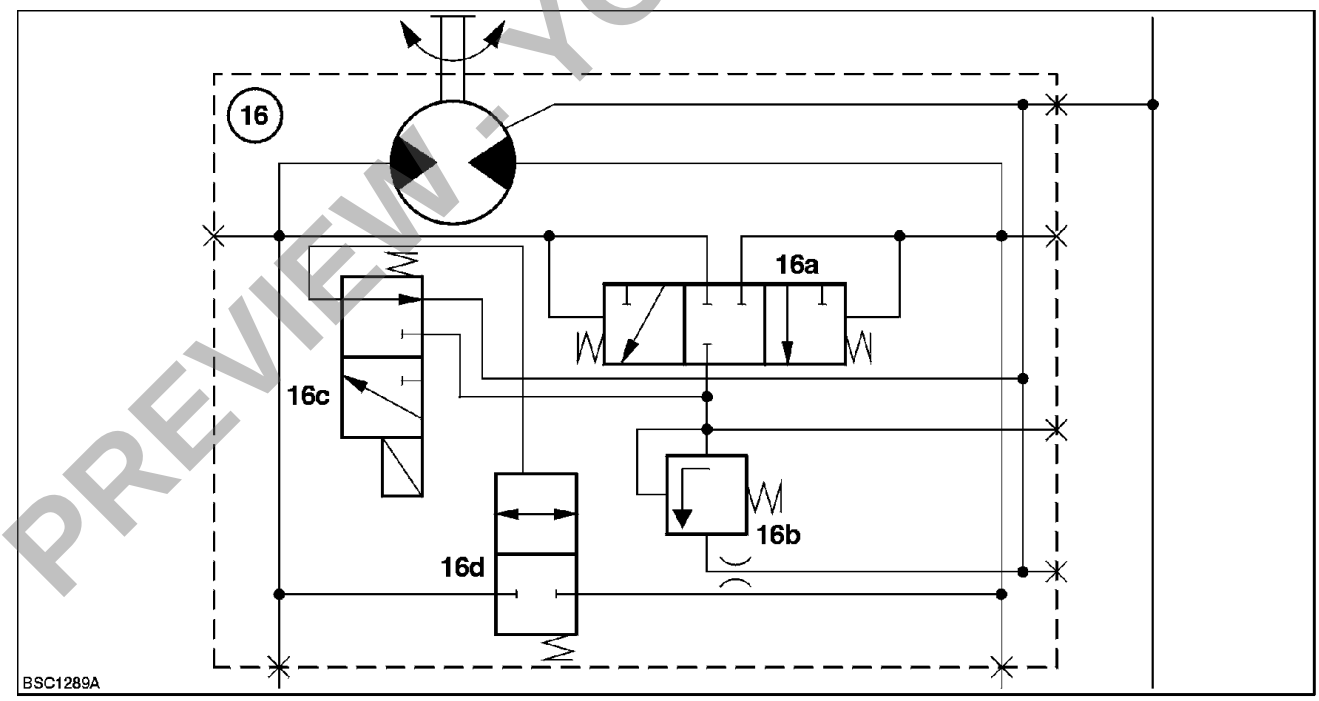
1 Seal	7 Seal	13 Seal	19 Input shaft
2 Bearing	8 Bearing	14 Bolts	20 Seal
3 Spacer	9 Shimpac	15 Cover	21 End cap
4 gear	10 Cover	16 Seal	22 Bolts
5 Cover	11 Bolts	17 O--ring	23 Output shaft
6 Spacer	12 Washer	18 Bearing	

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BSC1288A 2

Drive Motor Shuttle Spool and Flushing Valve



BSC1289A 3

Drive Motor Schematic

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Brake master cylinder - Dynamic description

CR6080

Without brake limiter

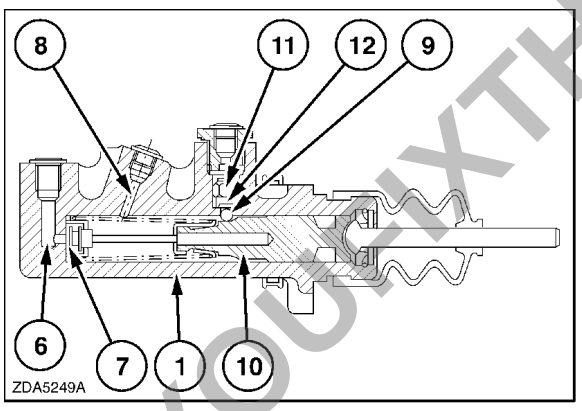
The two main cylinders **(1)** are mutually connected with connectors **(2)** and **(3)**, further with pipe **(4)** to the fluid reservoir and with pipes **(5)** to the brake cylinders.

Fluid from the fluid reservoir enters the brake main cylinder through port **(6)** (pedal not engaged).

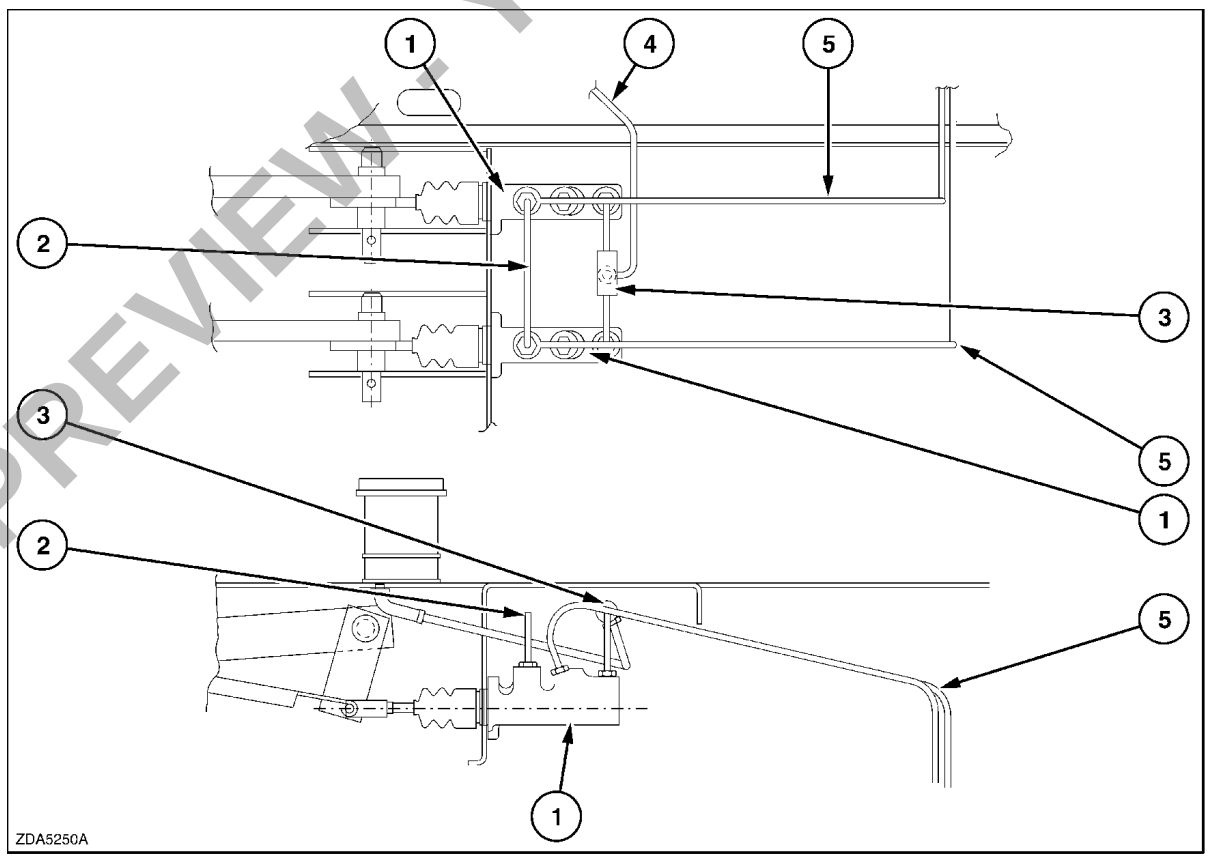
When both brake pedals are engaged, port **(6)** is shut off by seal **(7)**, and fluid is pressed through port **(8)** and pipes **(5)** to the brake cylinder. Ball **(9)** is lifted up in both main cylinders **(1)** by plunger **(10)**.

When only one brake pedal is engaged, port **(6)** is also shut off by seal **(7)** and fluid is pressed through port **(8)** and pipe **(5)** to the brake cylinder.

In the other main cylinder, ball **(9)** is pressed down by the fluid pressure coming from the first cylinder through connector **(2)** and seat **(11)**. The fluid flow is stopped by seal **(12)**.



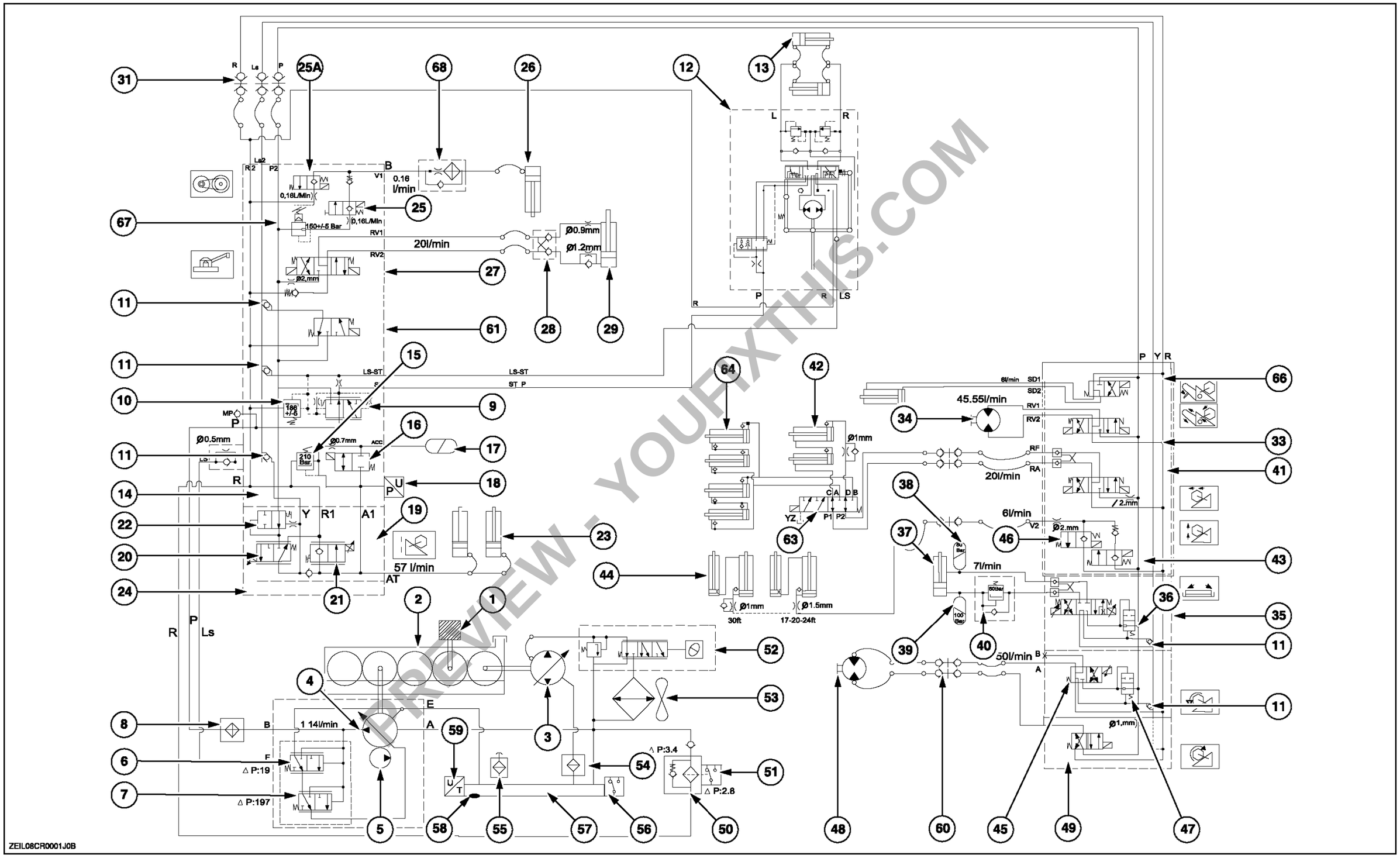
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ZDA5250A 2

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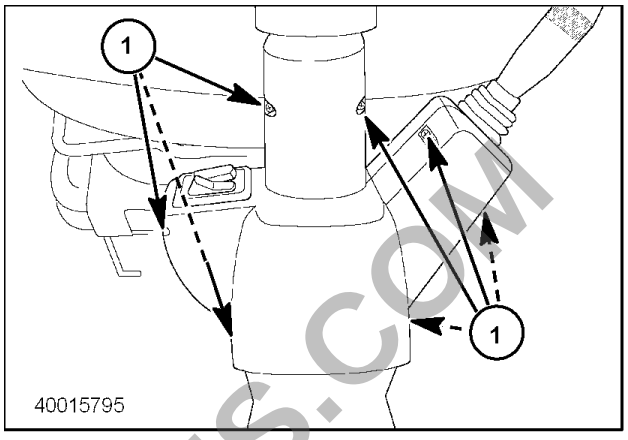
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Steering column - Disassemble

CR6080

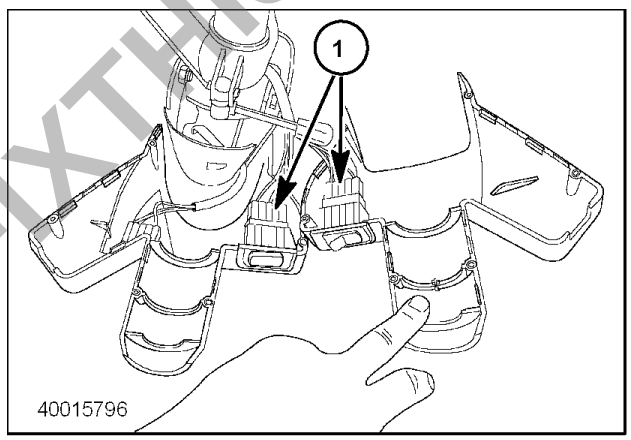
1. Cover Removal
   Turn out seven screws **(1)** and pull the two halves of the cover from the steering column.

NOTE: *Raise the steering wheel to gain access to the top screws.*



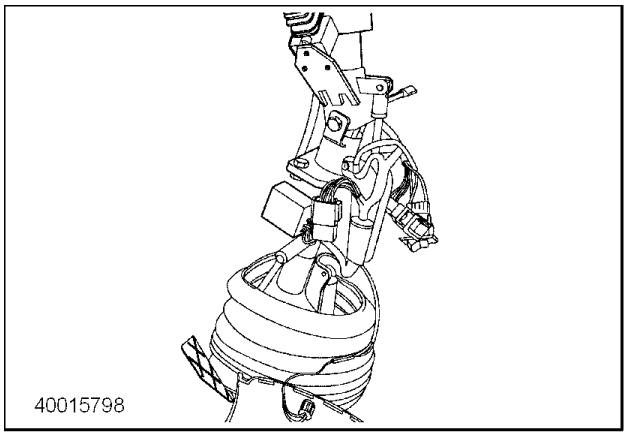
40015795 1

2. Pull the switches **(1)** from the cover halves.



40015796 2

3. Remove the screws fixing the lower cover halves and take the cover halves from the steering column.
4. With the covers removed, all internal steering column components can be accessed.



40015798 3

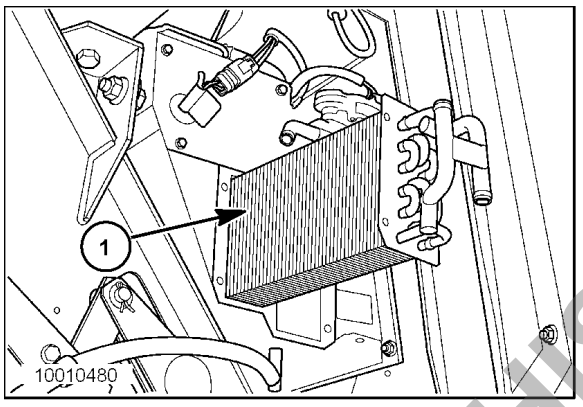
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Cab heater - Static description

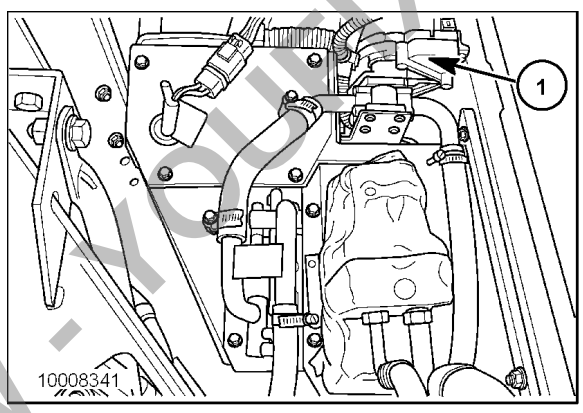
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The heater core **(1)** is located in the ventilation housing behind the combine cab. Similar to the evaporator, the heater core consists of numerous tubes mounted in a series of thin aluminum cooling fins. The fins and tubing are designed to transfer heat from the heated engine coolant to the cab air as it moves across the tubing.



10010480 1

A water valve, **(1)**, is located in the ventilation housing behind the combine cab. The valve is installed to control the flow of hot engine coolant through the core. Combines equipped with the Automatic Temperature Control system operate the water valve to satisfy the temperature as set by the operator. Manual Temperature Control systems position the water valve according to the setting of the temperature knob.



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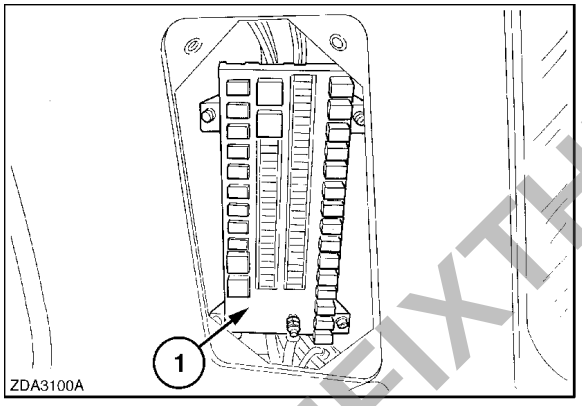
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Electrical system - General specification

CR6080

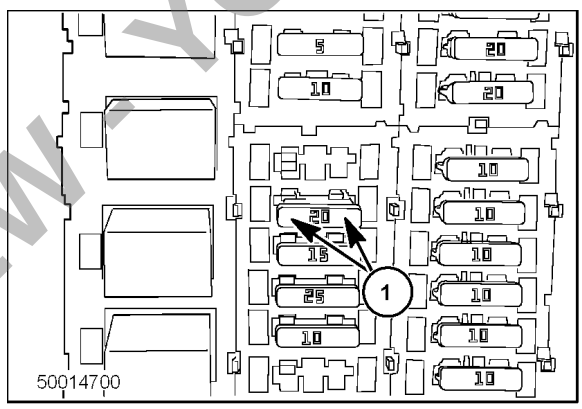
FUSES

Fuses protect circuits with thin pieces of metal and wire which heat up and melt to open up the circuit when too much current flows through them. The unit fuse panel **(1)** is located in the left rear corner of the cab, behind a removable panel.
Fuses are used to protect the circuit from overload. This can occur in the event of a short circuit or by connecting equipment which demands a current greater than the circuit is designed to carry.
There are several types of fuses, but they all consist of a metal conductor which is capable of carrying a limited current. If the specified current is exceeded then the metal conductor will overheat, causing it to melt and break. This will in turn cause an open circuit.



ZDA3100A 1

The rating of the fuse relates to the current that the fuse can carry continuously.
If a fuse blows, it must be replaced with a fuse of the correct rating, and if it blows again, then the cause must be investigated.
A fuse may be tested by checking continuity across the fuse on the two exposed terminals **(1)**.

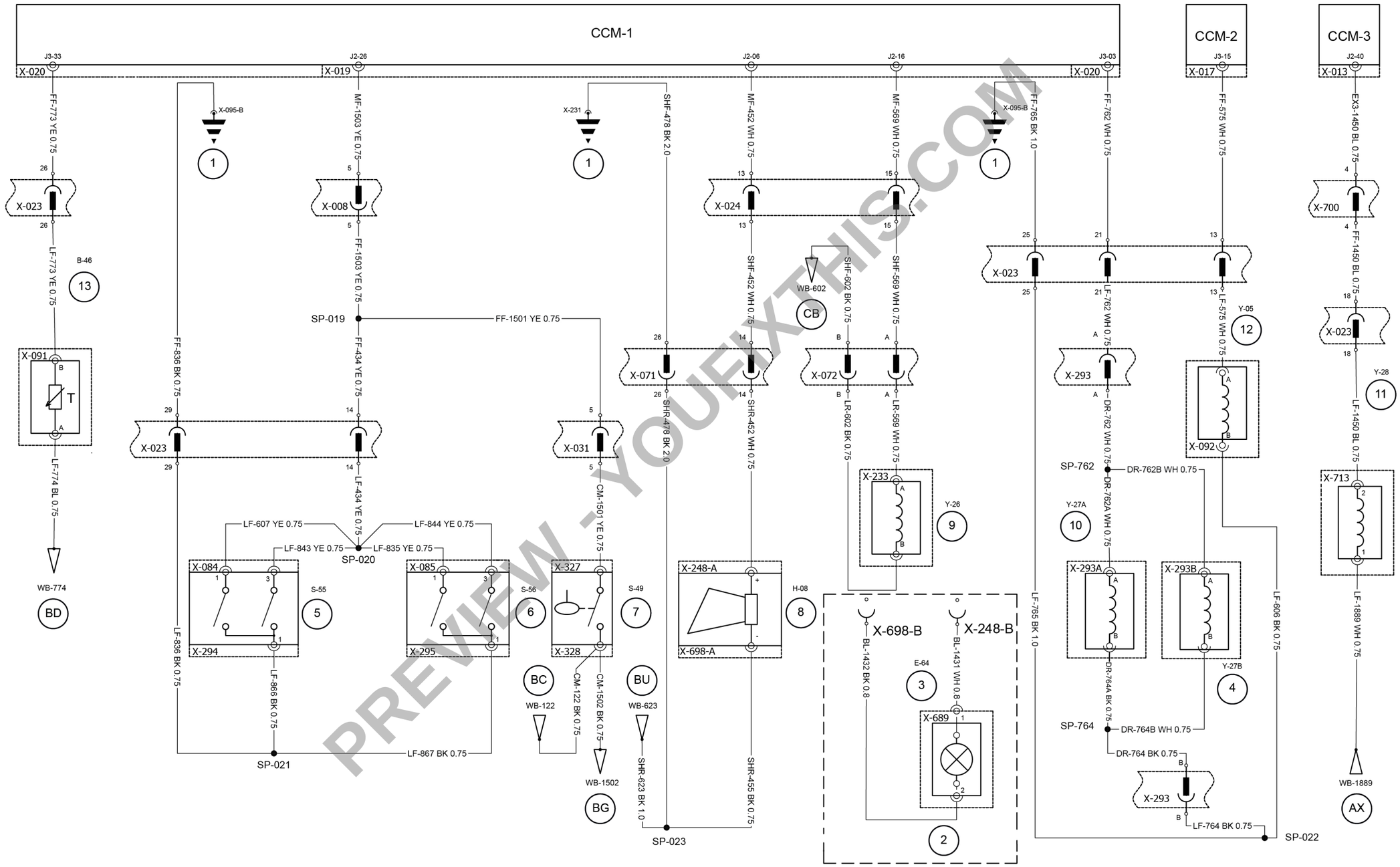


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SWITCHES

Switches are a vital part of an electric circuit, providing a method of controlling the circuit itself. One switch can control a number of different circuits at the same time. This is achieved by having several separate connections and/or multi-connector switches (several switch positions).
There are several types of switches, and they may incorporate a warning light.

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E1541-02- No terminal 15 signals detected (key Switched input) - Data incorrect

CR6080

Control Module : ECU

Context:
The Engine Control Unit (ECU) did not experience a normal switch on. The engine starting function is not controlled by the ECU. This error is generated as a result of an engine start without a signal from the combine key switch **S-02**. The error is reset by a restart and re-initialization of the ECU.

Cause:
The key switch **S-02** signal is not being sensed by the ECU.

Possible failure modes:

1. Faulty key switch **S-02**, open or shorted contacts.
2. Faulty circuit wiring, open and / or short to ground.

   NOTE: *A short to chassis ground condition, without the circuit also being open (grounded on ECU side only) should cause fuse **F-38** to fail, resulting in a no start condition and a number of other system failures.*
3. Faulty ECU, hardware or software.

Solution:

1. With the key switch **S-02** in the OFF position, disconnect the connector **X193** from the ECU and test for continuity from the Engine (EN) harness side of the connector **X193** pin 40 to chassis ground. There should not be continuity.

   A. If there is continuity, there is a short to ground in the key switch **S-02** circuit. Continue with step **2**.

   B. If there is no continuity, do not reconnect the connector **X193**, continue with step **5**.
2. With the key switch **S-02** in the OFF position, disconnect the Engine (EN) harness from the Main Frame (MF) harness at the connector **X010**. Check for continuity from the Main Frame (MF) side of the connector **X010** pin 23 to chassis ground. There should not be continuity.

   A. If there is continuity, continue with step **3**.

   B. If there is no continuity, there is a short to ground in the Engine (EN) harness between the connector **X193** pin 40 and the connector **X010** pin 23 wire 859 Orange. Locate and repair the faulted conductor.
3. With the key switch **S-02** in the OFF position, disconnect the Main Frame (MF) harness from the Cab Main (CM) harness at the connector **X005**. Check for continuity from the Cab Main (CM) harness side of the connector **X005** pin 25 to chassis ground. There should not be continuity.

   A. If there is continuity, continue with step **4**.

   B. If there is no continuity, there is a short to ground in the Main Frame (MF) harness between the connector **X005** pin 25 and the connector **X010** pin 23 wire 859 Orange. Locate and repair the faulted conductor.
4. With the key switch **S-02** in the OFF position, disconnect the Cab Main (CM) harness from the key switch **S-02** at the connector **X068**. Check for continuity on the key switch **S-02** between pin 5 and chassis ground. There should be no continuity.

   A. If there is continuity, the key switch **S-02** is faulted internally. Replace the key switch **S-02**.

   B. If there is no continuity, there is a short to ground in the Cab Main (CM) harness between the connector **X005** pin 25 and the connector **X068** pin 5 wire 859 Orange. Locate and repair the faulted conductors.
5. With the key switch **S-02** in the OFF position, disconnect the connector **X068** from the key switch **S-02** and install a jumper from the Cab Main (CM) harness side of the connector **X068** pin 5 to chassis ground. Check for continuity from the Engine (EN) harness side of the connector **X193** pin 40 to chassis ground. There should be continuity.

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B. If no continuity is found, continue with step **6**.

6. Disconnect connector **X281** from the HHC module. Use a multimeter to test for continuity between connector **X008** pin 20 and connector **X281** pin 4.

   A. If continuity is found, the HHC module is not supplying a ground path for the sensor. Reconnect connectors **X008** and **X281** and use the display monitor diagnostic capability to view “parameter” status, to verify that the HHC module is online. If the HHC module is online, and other hydraulic functions are operating, replace the HHC module.

   B. If no continuity is found, there is an open circuit in the main frame (MF) harness between connector **X008** pin 20 and connector **X281** pin 4 on wire 748 blue or 472 blue. Locate the open and repair.

7. Disconnect connector **X306**, and use a multimeter to test for voltage on connector **X306** pin 2 on the header (HH) harness side. There should not be any voltage present.

   A. If no voltage is found, continue with step **11**.

   B. If high (> **9.8 V**) voltage is found, continue with step **8**.

8. Disconnect connector **X032** and use a multimeter to test for voltage on the feeder (FE) harness end of connector **X032** pin 2. There should not be any voltage present.

   A. If no voltage is found, there is a short to high voltage in the header (HH) harness between connector **X306** pin 2 and connector **X032** pin 2 wire 739 yellow. Locate the short and repair.

   B. If high (> **9.8 V**) voltage is found, continue with step **9**.

9. Disconnect connector **X007** and use a multimeter to test for voltage on the front frame (FF) harness end of connector **X007** pin 16. There should not be any voltage present.

   A. If no voltage is found, there is a short to high voltage in the feeder (FE) harness between connector **X032** pin 2 and connector **X007** pin 16 wire 739 yellow. Locate the short and repair.

   B. If high (> **9.8 V**) voltage is found, continue with step **10**.

10. Disconnect connector **X008** and use a multimeter to test for voltage on the main frame (MF) harness end of connector **X008** pin 24. There should not be any voltage present.

    A. If no voltage is found, there is a short to high voltage in the front frame (FF) harness between connector **X007** pin 16 and connector **X008** pin 24 wire 739 yellow. Locate the short and repair.

    B. If high (> **9.8 V**) voltage is found, there is a short to high voltage in the main frame (MF) harness between connector **X008** pin 24 and connector **X281** pin 16 wire 739 yellow. Locate the short and repair.

11. Disconnect connector **X306**, and use a multimeter to test for voltage on connector **X306** pin 3. There should be **10 V** present.

    A. If **10 V** is found, continue with step **15**.

    B. If high (> **10 V**) voltage is found, continue with step **12**.

    NOTE: *This supply circuit is also used to supply power to the header lift pressure and feeder angle sensors, so a short to **12 V** anywhere on the supply circuit will activate this error code.*

12. Disconnect connector **X032** (header connector) and use a multimeter to test for voltage on the feeder (FE) harness end of connector **X032** pin 5 or 23.

    A. If **10 V** is found, there is a short to high voltage in the header (HH) harness to the sensor supply circuit. Refer to the appropriate header Operator's manual for wiring information. Locate the short and repair.

    B. If high voltage is found, continue with step **13**.

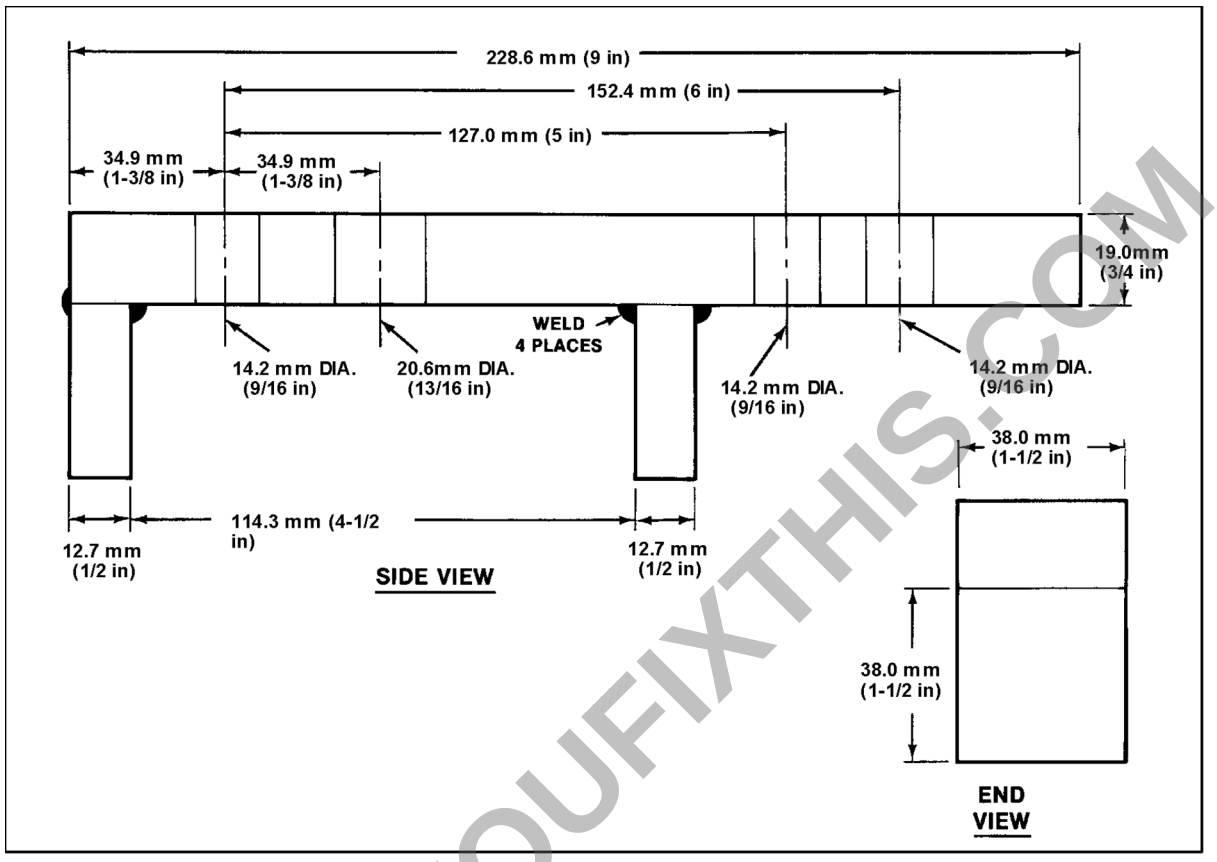
13. Disconnect connector **X007** and use a multimeter to test for voltage on the front frame (FF) harness end of connector **X007** pin 26.

    A. If **10 V** is found, there is a short to high voltage in the feeder (FE) harness between connector **X007** pin 26 and connector **X032** pin 5 or 23 on one of the following wires:
    Wire 758 pink, connector **X007**, pin 26 to FE harness splice

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Feeder housing - Special tools

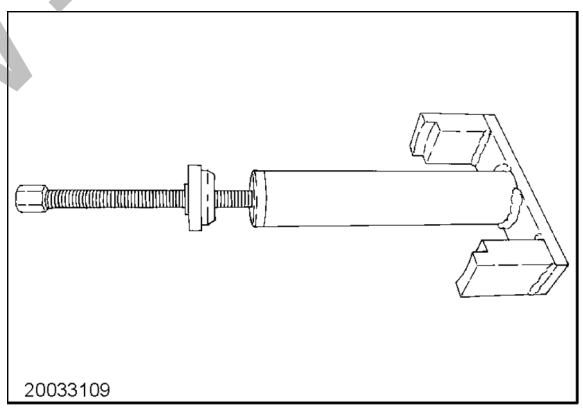
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Torque Sensing Drive Sheave Removal Tool (Manufacture as shown)**

Torque Sensing Hub Remover **380000735** (old reference: **FNH00088**)
For removal of the torque sensing drive sheave.



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Locknut Wrench **380002704***
For removal of the feeder/header drive clutch cross shaft locknut.
*This tool is a New Holland drive train special tool.

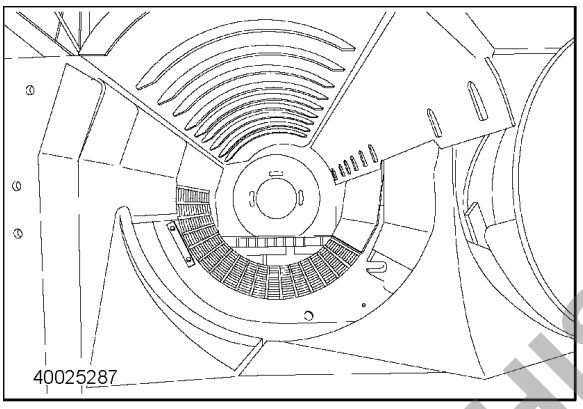
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Threshing - Static description

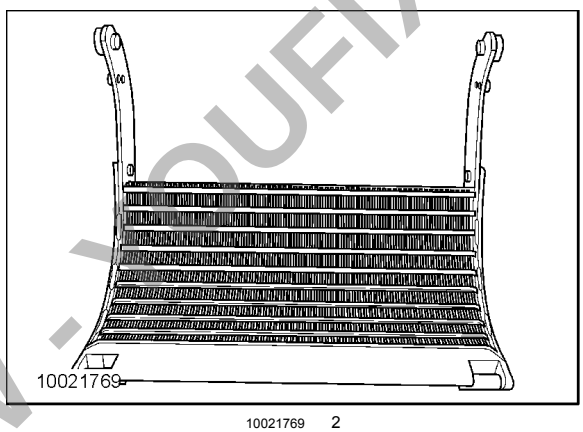
CR6080

The rotor infeed consists of the rotor covers, the infeed and wear plates and their supports. These pieces are designed to help the rotors process crop. The infeed and wear plates are removed and replaced when the pieces are worn from use and/or become damaged by foreign materials.



40025287 1

The concaves are located at the front of the rotor tubes and extend the full length of the rotor rasp bars. The clearance between the concaves and the rasp bars is remotely adjustable from the combine cab to suit the crop conditions. Extensions are secured with bolts to the concave frames and offer further adjustment to suit crop conditions. Several types of concaves are available to suit different types of crops. Refer to the Operator's Manual for more details.



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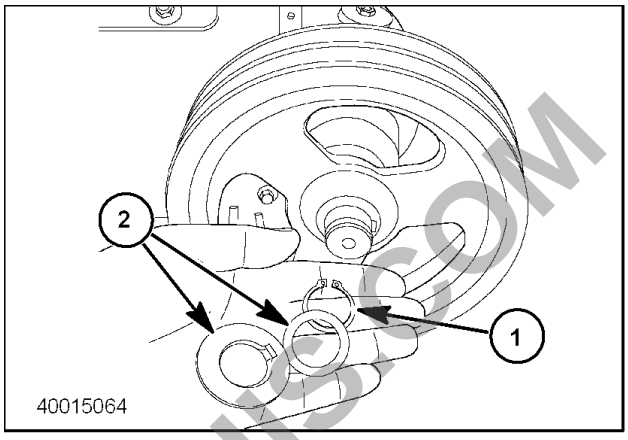
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Return auger drive Gearbox - Remove

CR6080

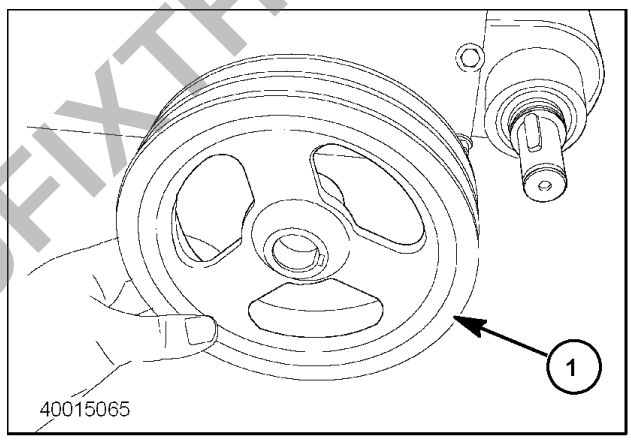
1. Removal
2. Remove the snap ring **(1)** and washers **(2)** from the input shaft.

NOTE: *LH side shown. Use same procedure for the RH gearbox removal.*



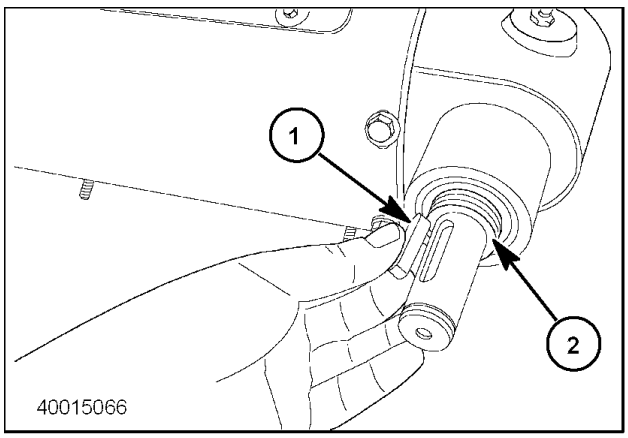
40015064 1

3. Use a suitable puller to remove the pulley **(1)**.



40015065 2

4. Remove the key **(1)** and washers **(2)** from the input shaft.



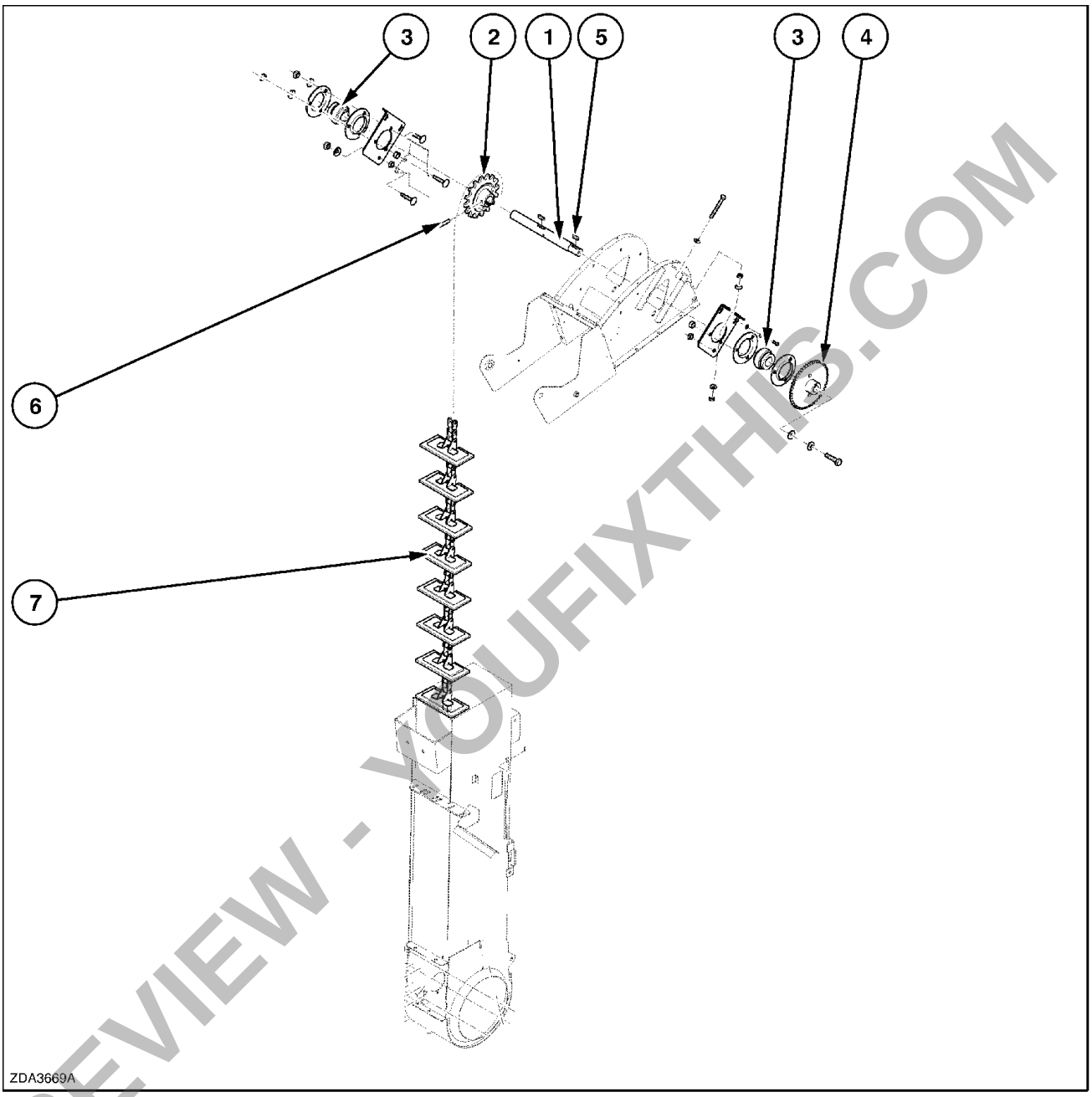
40015066 3

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Elevator upper shaft - Exploded view

CR6080



ZDA3669A 1

1 Upper shaft
2 Sprocket
3 Bearing
4 Sprocket
5 Key
6 Dowel pin
7 Elevator chain

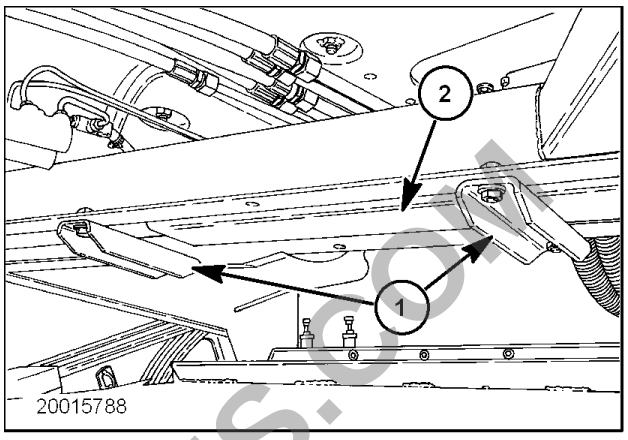
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Platform - Remove

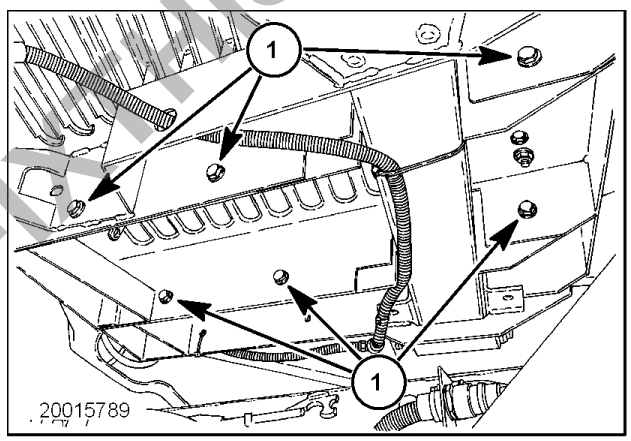
CR6080

1. Extension Removal
   Loosen the clamps **(1)** to allow the platform slide tube **(2)** to move freely.



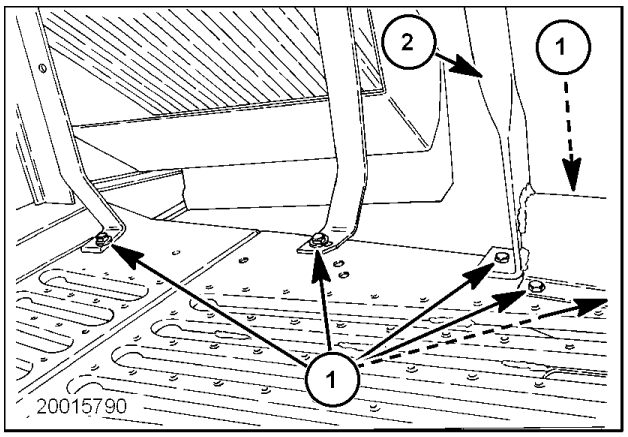
20015788 1

2. Remove the cap screws, washers and nuts **(1)** holding the extension in place.



20015789 2

3. Remove the cap screws, washers and nuts **(1)** holding the shield and safety rail **(2)** in place.
   Lift the safety rail from the combine and store in a suitable location.



20015790 3

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Threshing 66

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Problem	Possible Cause	Correction
Accumulator faults	An accumulator is installed into a circuit to absorb spikes created in the hydraulic system, ie, generated by forces acting on a raise/lower cylinder. If an accumulator fails, the system will become rigid and the component will have no damping.	

Hydraulic systems - Testing

CR6080

N°	Test Point	Expected Result	Other Result (Possible Cause)
1	**Condition** Is the reservoir oil at the correct level ?	**Result** YES **Action** Go to test **2**	**Action** NO Add oil to reservoir
2	**Condition** Is oil contaminated with dirt, water or anti-freeze?	**Result** YES **Action** Investigate cause of contamination. Drain and replace oil	**Action** NO Go to test **3**
3	**Condition** Have oil filters been replaced at correct service interval?	**Result** YES **Action** Go to test **4**	**Action** NO Replace all filters on pump
4	**Condition** Is the low pressure system warning light ON	**Result** YES **Action** Refer to Hydraulic pump - Alarm light ‘On’ fault finding chart	**Action** NO Identify functions not operating correctly and refer to appropriate fault finding Chart

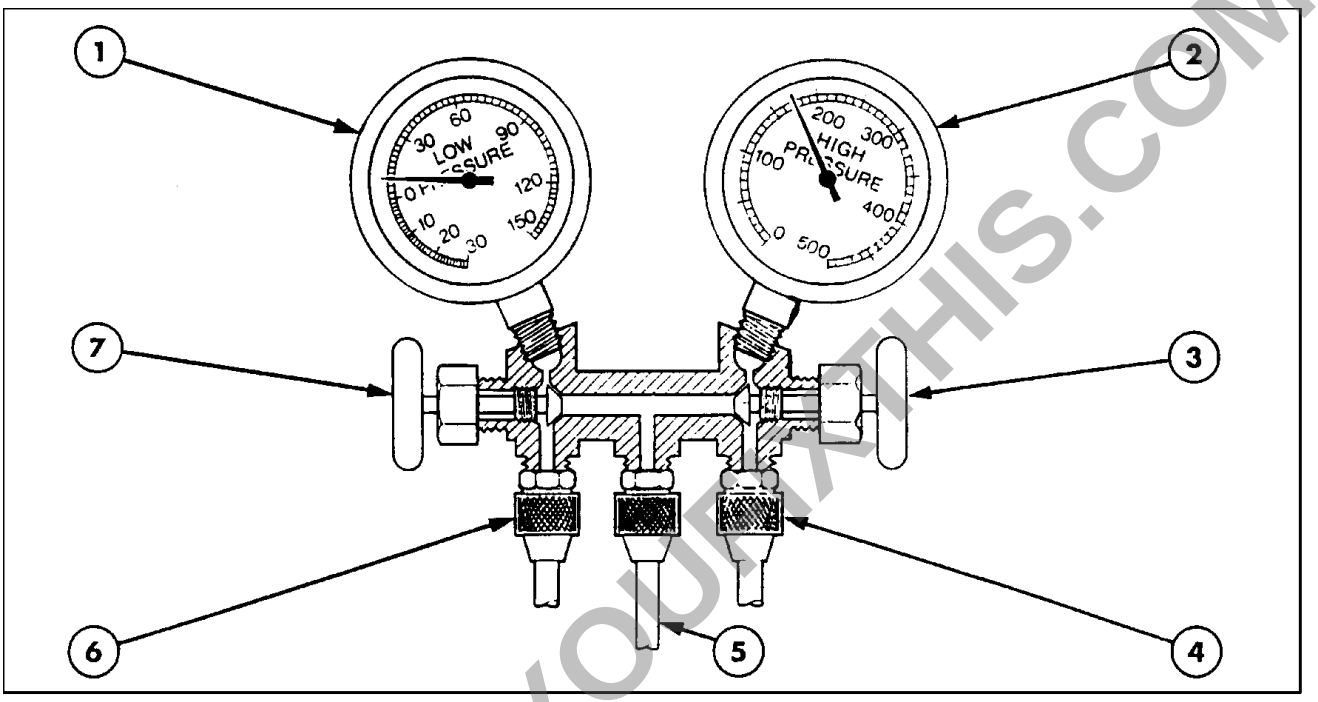
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Heating, Ventilation, and Air-Conditioning (HVAC) control system - Dynamic description

CR6080

Normal manifold gauge readings on the low side gauge are **1.0 bar** - **2.0 bar** (**15 PSI** - **30 PSI**). The high-pressure gauge readings used in the gauge reading examples that follow are for an ambient temperature of **35 ° C** (**95 ° F**). However, as outside air temperature increases or decreases, so will the pressure readings. Refer to the Pressure/ Temperature Relationships chart below for equivalent readings.



1z0o2004112098 1

1 Low side low
2 High side low
3 High side hand valve closed
4 High side hose connected to high side service connector
5 Not used
6 Low side hose connected to low side service connector
7 Low side hand valve closed

GAUGE READINGS AND INTERPRETATIONS

EXAMPLE 1

Problem:

Little or no cooling.

Cause:

Refrigerant slightly low.

CONDITIONS*

1. Low side pressure too low.
2. High side pressure too low.
3. Evaporator air not cold.

CORRECTIVE PROCEDURES

1. Leak test the system.
2. Repair leaks. (Discharge and recover the refrigerant from the system; replace lines or components).

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E0004-03-Fdr Reverser Disengaged Shorted To High Source

CR6080

Control Module : CM1

Cause:
The straw elevator reverser disengaged sensor (B09) circuit is shorted to a higher than normal voltage source.

Possible failure modes:

1. Sensor supply wiring shorted to **12 volts**.
2. Controller internal failure (internal regulator failure).

Solution:

1. Use the display monitor diagnostic capability to view “parameter” status, refer to **Instrument cluster - Detailed view (55.408)** if necessary, and check the voltage range.

   The proper voltage with straw elevator reverser disengaged - **5.6 - 7.3 V**
   The proper voltage with straw elevator reverser engaged - **0.5 - 5.6 V**

   A. If the voltage reading is high out of range, continue with step **2**.

   B. If the voltage reading is within the proper limits, the shorted wire may not be powered up at this time. Continue the troubleshooting at step **4**.
2. The voltage reading is high. Disconnect the straw elevator reverser disengaged proximity sensor connector **X079**.

   A. If the voltage drops to **7.3 - 9.0 V** the short is in the sensor, or sensor wiring. Replace the sensor.

   B. If the voltage remains high continue with step **3**.
3. The voltage reading is high. Disconnect the straw elevator (FE) harness from the front frame (FF) harness at connector **X007**.

   A. If the voltage drops to **7.3 - 9.0 V** the short is in the straw elevator harness between connector **X007** and connector **X079** wire 733 yellow. Locate the short and repair.

   B. If the voltage remains high, the short circuit is somewhere between connector **X007** and connector **X020** J3-27 on CM1 in the front frame harness wire 733 yellow. Locate the short and repair.
4. Operate the straw elevator reverser function and monitor the voltage readings.

   A. If high voltage reading is now viewed, go back to step **2**.

   B. If a high voltage reading cannot be generated, erase the fault code and continue operation.

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A. If no continuity is found, continue with step **48**.

B. If continuity is found, continue with step **50**.

NOTE: *The CM module connects both sides of the circuit to ground when in neutral to "lock" the motor in position, regardless of key switch position, as long as it receives power through fuse* ***F27****. This ground path may be used to test for an open circuit condition.*

48. Disconnect connector **X005**. Use a multimeter to check for continuity between connector **X005** pin 15 and chassis ground.

    A. If continuity is found, the open circuit is in the cab main (CM) harness between the Upper/lower sieve relay **K-18** terminal 3 on the fuse panel connector **X005** pin 15 wire 786 red. Locate the open and repair.

    B. If no continuity is found, continue with step **49**.

49. Disconnect connector **X219**. Use a multimeter to check for continuity between connector **X219** pin 1 and chassis ground.

    A. If continuity is found, the open circuit is in the main frame (MF) harness between connector **X219** pin 1 and connector **X005** pin 15 wire 786 red. Locate the open and repair.

    B. If no continuity is found, , the open circuit is in the expansion (EX) harness between connector **X219** pin 1 and connector **X013** pin J2-21 wire 786 red. Locate the open and repair.

50. Disconnect connector **X072**. Use a multimeter to check for continuity between connector **X072** pin J or P and chassis ground.

    A. If continuity is found, erase the fault code and continue operation.

    B. If no continuity is found, continue with step **51**.

51. Disconnect connector **X025**. Use a multimeter to check for continuity between connector **X025** pin 14 and chassis ground.

    A. If continuity is found, the open circuit is in the straw hood front (SW) harness between connector **X025** pin 14 and the harness splice on wire 785 gray. Locate the open and repair.

    B. If no continuity is found, the open circuit is in the expansion (EX) harness between connector **X025** pin 14 and connector **X013** pin J2-1 on wire 791 gray. Locate the open and repair.

52. If the upper sieve motor and lower sieve motor do not operate in either direction, and there are no error codes indicated, the supply power for the circuit may not be present. Remove fuse **F27** and inspect.

    A. Fuse has failed. Go to step **53**.

    B. Fuse is okay. Go to step **56**.

53. If fuse has failed, replace the fuse.

    A. If fuse immediately fails, a short to ground exists on the wires to the CM3 module connectors. Continue with step **54**.

    B. Fuse is okay. Go to step **56**.

54. Disconnect connector **X005**. Use a multimeter to check for continuity between the harness end of connector **X005** pin 4 and chassis ground.

    A. If no continuity is found, there is a short to ground in the cab main (CM) harness between fuse **F27** on the fuse panel and connector **X005** pin 4 wire 031 red. Locate the short and repair.

    B. If continuity is found, continue with step **55**.

55. Disconnect connector **X034**. Use a multimeter to check for continuity between the harness end of connector **X034** pin 2 and chassis ground.

    A. If no continuity is found, there is a short to ground in the main frame (MF) harness between connector **X034** pin 2 and connector **X005** pin 4 wire 031 red. Locate the short and repair.

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Feed chain Feeder housing - Static description

CR6080

The straw elevator chain transports the incoming crop from the header, through the straw elevator and to the rotors in the combine. The straw elevator chain is driven by the pivot shaft and loops around the front drum in the straw elevator. If damaged or worn, the serrated slats on the straw elevator chain can be replaced without removing the chain.

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