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Parking brake internal controls - Adjust

CR Series Tier IV	WE ---
CR8070 [1779 -]	
CR8080 [1779 -]	
CR9080	
CX7000 Elevation series	WE
CX8000 Elevation series	WE

1. To obtain a correct and constant braking force, a clearance check and possible adjustment of the parking brake has to be carried out every 500 operating hours or annually.
   refer to the Operator’s Manual of your machine.

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Positive Straw Discharge (PSD) motor - Remove

CR Series Tier IV	WE ---
CR8070 [1779 -]	
CR8080 [1779 -]	
CR9080 [1779 -]	

⚠ WARNING ⚠

To prevent eye injury, always wear goggles or full face protection before using compressed air or high pressure washers.

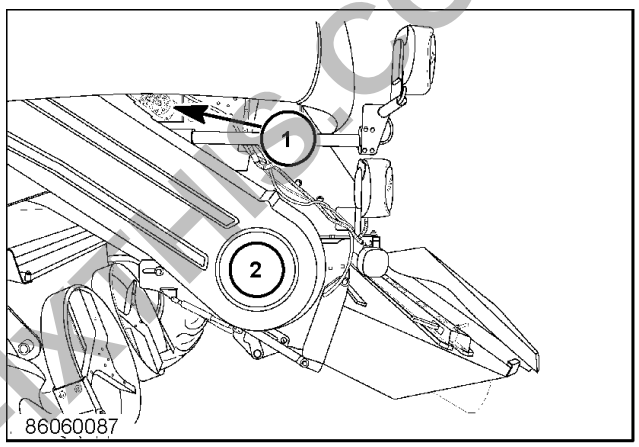
M786

1. Access the PSD motor **(1)** by removing the left hand rear access cover **(2)**.

NOTICE: *Cleanliness is extremely important when servicing these motors. Work in a clean area. Before disconnecting the hoses, have a selection of hydraulic caps and plugs immediately available, and first, clean the motor ports and surrounding areas.*

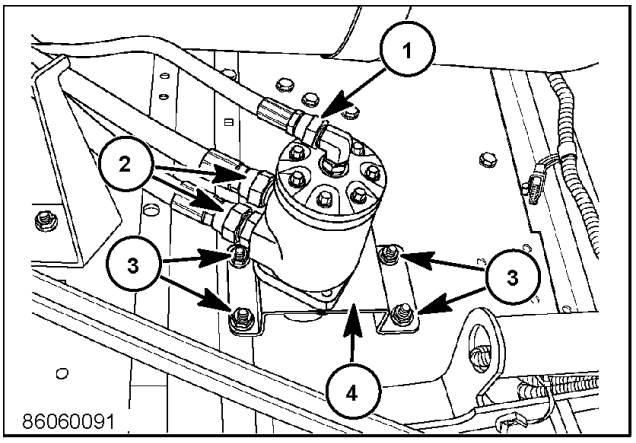
2. Clean the motor, hoses, and surrounding area using pressurized air or water.

NOTE: *If cleaned with pressurized water, allow the area to thoroughly dry before proceeding to the next step.*



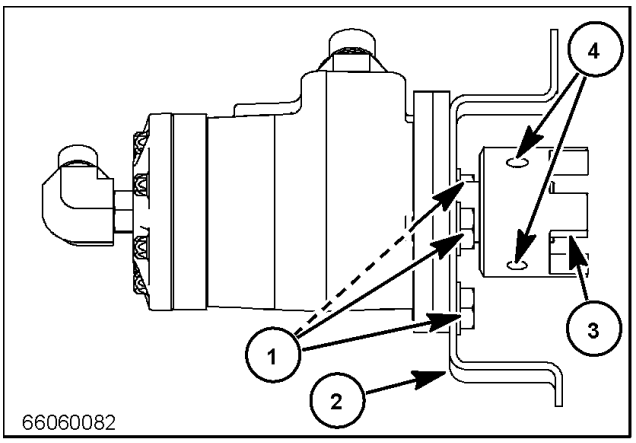
86060087_245 1

3. Using a paint pen or permanent marker, mark the work port hose end fittings **(2)** to the port fittings and the port fittings to the port housing to ensure correct assembly and connections after service.
   Disconnect the work port hoses **(2)**. Plug the hoses and cap the fittings.
   Disconnect the hydraulic drain hose **(1)**. Plug the hose and cap the fitting.
   Remove the motor mount assembly by removing the nuts **(3)**, the lock washers and the cap screws from the motor mount bracket **(4)**.



86060091_246 2

4. Loosen the set screws **(4)** on the outer coupler half **(3)** and slide the coupler from the motor shaft.
   Remove the three cap screws **(1)** with the lock washers and remove the mounting bracket **(2)**.



66060082 3

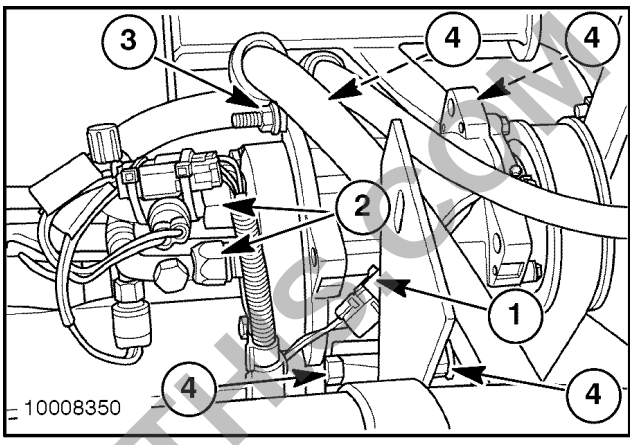
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Air-conditioning compressor - Install

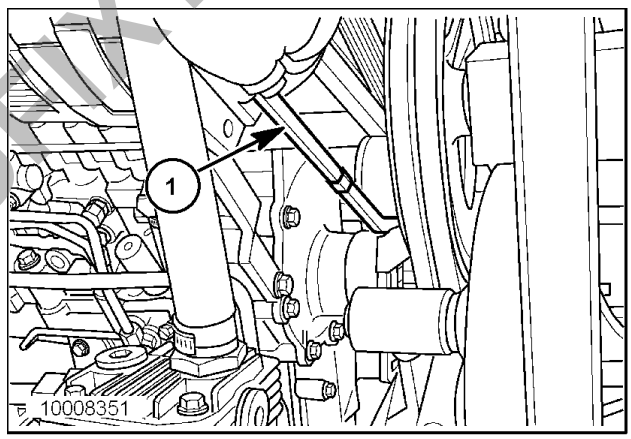
CR Series Tier IV	WE ---
CR8070 [1779 -]	
CR8080 [1779 -]	
CR9080	
CX7000 Elevation series	WE
CX8000 Elevation series	WE

1. Set the compressor on its mount and secure into place using four cap screws and nuts **(1)** Connect the refrigerant suction and discharge lines **(2)** Attach the clutch electrical connector **(3)** Install the hose clamp mounting bolt **(4)**.



10008350_1044 1

2. Use a crowbar **(1)** to rotate the idler pulley toward the rear of the combine. Route the serpentine belt around the compressor pulley and release pressure on the crowbar.
   Recharge the refrigerant system in accordance with the Recharge/Refilling procedure.

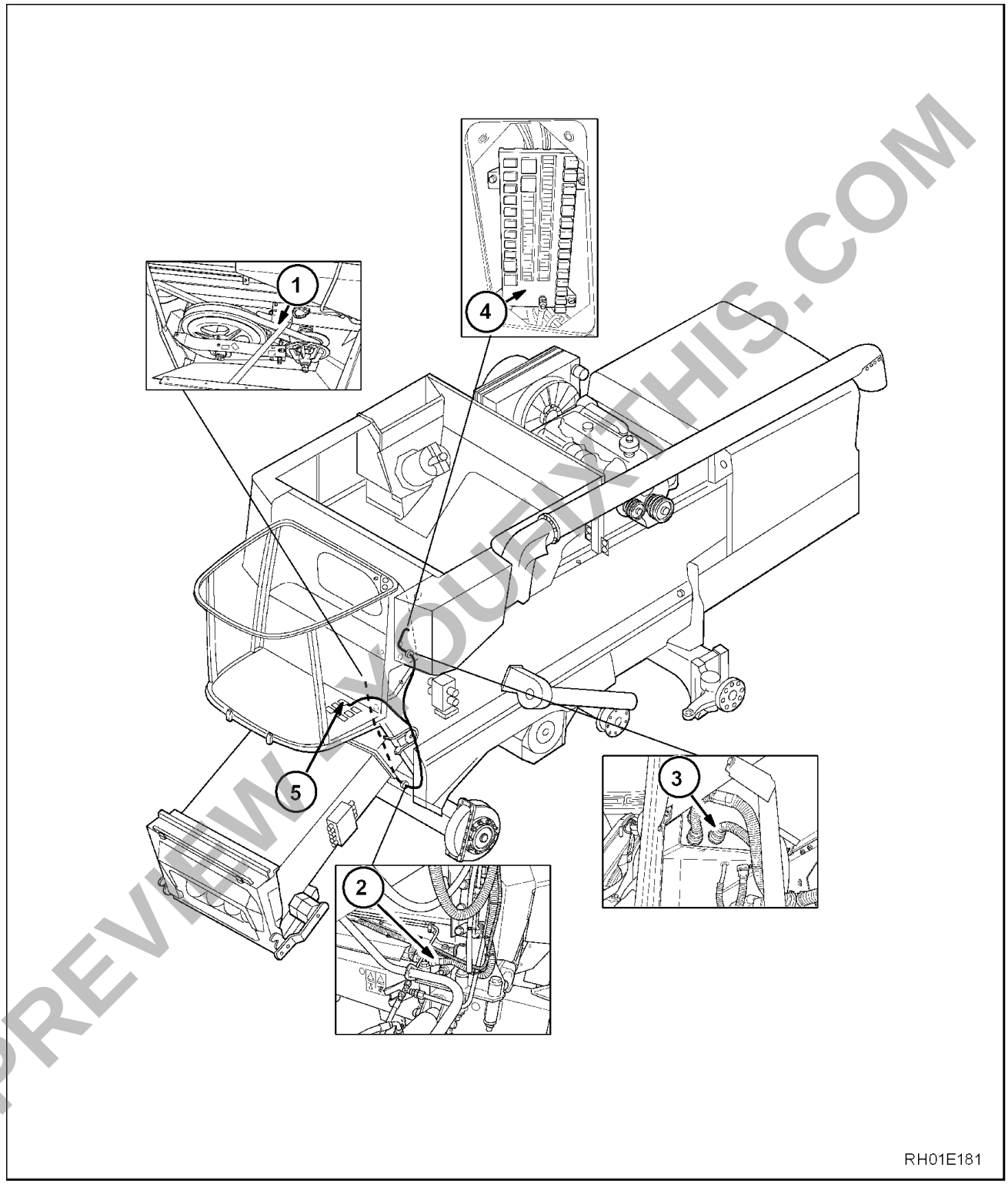


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1. Fan speed motor M-05
2. Connector X023
3. Connector X031
4. Fan/reverser relay K-17
5. Connector X020



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CR electrical schematic

YIELD & MOISTURE SENSORS		
26a		
Code	Connector	Description
B-12	**X-221**	Moisture sensor
F-12	**X-641**	Sample motor fuse (**15.0 A**)
F-47	**X-646**	Control Module 3 (**CM-3**) fuse (**10.0 A**)
K-19	**X-656**	Sample motor relay
R-05	**X-223**	Yield sensor

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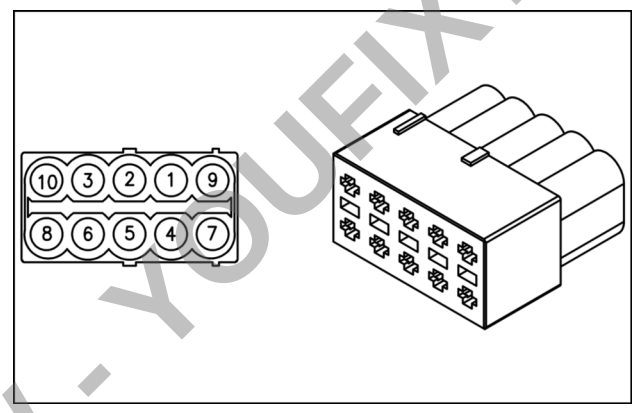
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CONNECTOR X-131 - REAR WORK LIGHT SWITCH S-44

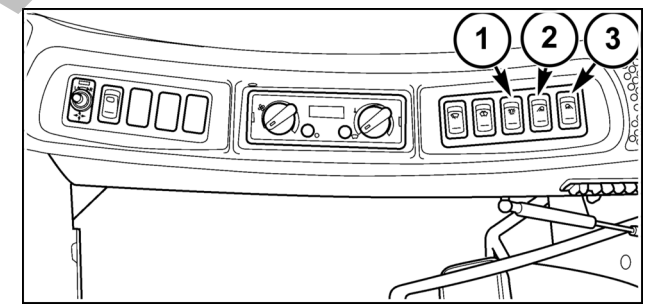
CONNECTOR X-131 REAR WORK LIGHT SWITCH S-44			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	-	-	-
2	CR 239 (OR)	**CM-3** power relay **K-26** switched power from cab fuse **F-49**	**Wire harnesses - Electrical schematic sheet 52 (55.100)**
3	CR 170 (YE)	Position signal from **CM-1**	
4	-	-	-
5	-	-	-
6	-	-	-
7	CR 233 (VT)	Control signal from **CM-2**	**Wire harnesses - Electrical schematic sheet 52 (55.100)**
8	-	-	-
9	CR 223 (BK)	Cab roof ground	**Wire harnesses - Electrical schematic sheet 52 (55.100)**
10	-	-	-

NOTE: *For the wiring color code refer to,* ***Electrical system - Electrical standard (55.000)****.*



SL57_84159859 3

NOTE: *For connector service tools refer to,* ***Electrical system - Special tools 2 (55.000)****.*



10031047B4 4

1. Beacon light switch **S-41** (Connector X-130)
2. Rear work lights switch **S-44** (Connector X-131)
3. Front work lights switch **S-43** (Connector X-132)

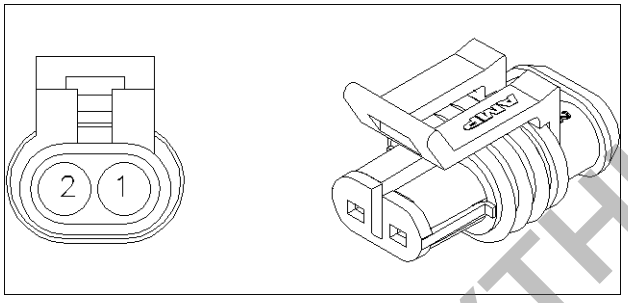
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CONNECTOR X-365 - LEFT-HAND VERTICAL KNIFE RELAY K-43

CONNECTOR X-365 LEFT-HAND VERTICAL KNIFE RELAY K-43			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	VK 771 (WH)	Reference voltage from **CM-3**	**Wire harnesses - Electrical schematic sheet 12 (55.100)**
2	VK 1418 (BK)	Frame ground	

NOTE: *For the wiring color code refer to,* ***Electrical system - Electrical standard (55.000)****.*

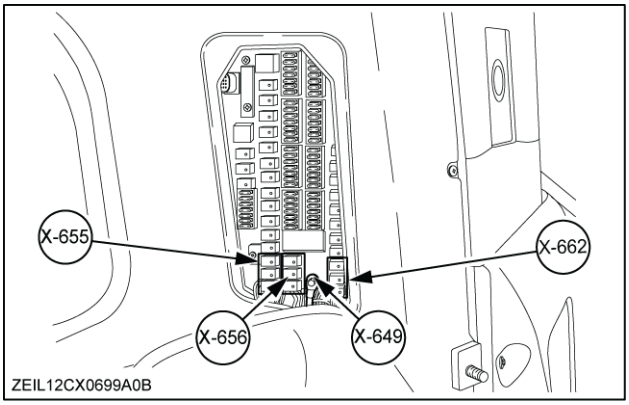


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NOTE: *For connector service tools refer to,* ***Electrical system - Special tools 2 (55.000)****.*

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N°	Test Point	Expected Result	Other Result (Possible Cause)
9	**Condition** Reconnect A/C High Pressure Switch and start engine with defrost ON. **Check** Measure for **12 volts** at A/C High Pressure Switch connector X216 (pin A).	**Result** **12 volts**. **Action** If good reading, the A/C high pressure is working properly.	**Action** Open in B+ supply circuit to high pressure switch. Go to next test point.
10	**Check** Measure for **12 volts** at in-line connector X010 (pin 25).	**Result** **12 volts**. **Action** If good reading, repair open circuit 917 (YE) between in-line connector X010 (pin 25) and A/C High Pressure Switch connector X216 (pin A).	**Action** Open in B+ supply circuit to connector X010. Go to next test point.
11	**Check** Measure for **12 volts** at in-line connector X005 (pin 29).	**Result** **12 volts**. **Action** If good reading, repair open circuit 917 (YE) between in-line connector X005 (pin 29) and in-line connector X010 (pin 25).	**Action** Open in B+ supply circuit to connector X005. Go to next test point.
12	**Check** Measure for **12 volts** at in-line connector X003 (pin 20).	**Result** **12 volts**. **Action** If good reading, repair open circuit 917 (YE) between in-line connector X005 (pin 29) and in-line connector X003 (pin 20).	**Action** Open in circuit 917 (YE) between in-line connector X003 (pin 20) and HVAC Control Module connector X128 (pin D4), or HVAC Control Module. Go to next test point.
13	**Check** Measure for **12 volts** at HVAC Control Module connector X128 (pin D4).	**Result** **12 volts**. **Action** If good reading repair open circuit 917 (YE) between in-line connector X003 (pin 20) and HVAC Control Module connector X128 (pin D4).	**Action** HVAC Control Module.

Air-conditioning system pressure switch Low pressure - Testing

CR Series Tier IV	WE ---
CR8070 [1779 -]	
CR8080 [1779 -]	
CR9080	
CX7000 Elevation series	WE
CX8000 Elevation series	WE

NOTE: *The batteries must be fully charged and all connections clean and tight. Use a multimeter (DVOM) for these tests. For battery testing and service, see the battery section in the service manual.*

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20072447 35

To select the Active Errors list, from the Main menu, choose Diagnostics (ICON) > Fault (tab / selection) > Fault Archive (box) > Select List (on pop-up) > Active errors (on pop-up).



20072453 36

All errors that are currently active on the combine will be displayed. If there are more active errors than can be displayed on the screen, a scroll bar will appear. When the error is corrected, it will automatically change color (Red to Green) and status (Failed to OK) and will disappear from the Active errors list at the next key cycle. In the example there is only one active error. The "Header lateral tilt sensor" "Failed" at "2:37 PM Apr 03, 2007".The unique error code (Fault Code) is "E0029". The "-05" is the FMI (Failure Mode Indicator) which indicates a "Line disconnected" type of failure.



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Additional information can be displayed for each error message. Select the desired error message by selecting the error code box **(1)**. A pop-up appears providing a "Fault info" or "Ignore" option or "X" to return.

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B. If no continuity is found the short to ground is in the lower frame harness between connector **X-023** and connector **X-293** wire 762 white. Locate the short and repair.

7. Erase the fault code and continue operation.

Wire harnesses - Electrical schematic sheet 07 (55.100.DP-C.20.E.07)

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E0178-03-Isense Thresher Clutch Shorted to High Source

CR Series Tier IV	WE ---
CR8070 [1779 -]	
CR8080 [1779 -]	
CR9080 [1779 -]	
CX7000 Elevation series	WE
CX8000 Elevation series	WE

Control Module : CM2

Cause:
The Thresher clutch solenoid (L-22) circuit has excessive current draw, or is shorted to a high voltage source.

Possible failure modes:

1. Bad solenoid.
2. Return side wiring shorted to **12 V**.
3. Controller internal failure (internal regulator failure).

Solution:

1. The Isense Thresher Clutch circuit is the ground path for the thresher clutch Pulse Width-Modulated (PWM) solenoid. By monitoring the current flow on the return path of the thresher clutch solenoid, the module can provide precise control of the solenoid engagement.
   When this error message is reported, this is an indication of excessive current draw on the circuit, or a result of a high voltage short on the return line.
2. Use the display monitor diagnostic capability to view "item" status, refer to **Instrument cluster - Detailed view (55.408)** if necessary. Increase the output to **100 %**, and press "Enter" to power the circuit. Check the current.
   The proper thresher clutch solenoid current should be approximately **1.0 - 1.5 A**. The fault code is triggered by current flow greater than **3.3 A**.

   A. If the reading is greater than **3.3 A**, continue with step **3**.

   B. If the reading is normal (**1.0 - 1.5 A**), continue the troubleshooting at step **8**.

   C. If there is no current reading, the module may have failed as a result of a **12 V** short on the Isense circuit. Continue with step **6**.

   NOTE: *If the current reading is high, immediately shut off the circuit by pressing the “Enter" key after verifying the reading to prevent module damage.*
3. The current reading on the display monitor is high. Turn the key switch to the OFF position and disconnect the thresher clutch solenoid connector **X-035**. Use a multimeter to check the resistance of the thresher clutch solenoid L22 between connector **X-035** pins 7 & 8. The proper resistance range for the thresher clutch solenoid is between **7.2 - 11.2 Ω**.

   A. If out of specification, replace the solenoid and continue with step **8**.

   B. If the coil is within specification, continue with step **4**.
4. Disconnect connector **X-011**. Use a multimeter to check the resistance of the unload cross auger solenoid circuit between connector **X-011** pins N & O. The resistance should be the same or slightly higher than the resistance of the solenoid as measured in step 2.

   A. If the resistance is lower than the previously measured resistance, there is a short in the harness between connector **X-035** and connector **X-011** wires 878 white and 877 black. Locate the short and repair. Continue with step **8**.

   B. If the resistance is the same as previously measured, continue with step **5**.
5. Disconnect connector **X-016** on the bottom of CM2 module. Use a multimeter to check the resistance of the thresher clutch solenoid circuit between connector **X-016** pins J2-30 & J2-40.

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E0899-03-5 volt internal supply fault for DEF/AdBlue® pressure sensors - Shorted to high source (DTC 18)

CR Series Tier IV	WE ---
CR8070 [1779 -]	
CR8080 [1779 -]	
CR9080 [1779 -]	
CX7000 Elevation series	WE
CX8000 Elevation series	WE

Control Module : DCU

Context:
The Dosing Control Unit (**DCU**) has detected a high supply voltage for the DEF/AdBlue® pressure sensors. These sensors are located inside the **DCU** (**A-29**).

Cause:
The internal sensors for the **DCU** are sensing implausible values.

Possible failure modes:

1. The wiring is fault.
2. The software is fault.
3. The **DCU** is fault.

Solution:

1. Verify the fault is still present and in an active state.

   A. If the fault is still present and active, then continue with step **2**.

   B. If the fault is not present, then the fault may be intermittent.
   Check for an intermittent fault. If no the faults are found, then clear the fault code and turn the machine back on.

2. Check the **DCU** at connector **X-601** for proper operation of power supply and ground circuits.

   Disconnect connector **X-601** to disconnect the harness from the **DCU**, measure at the harness side with a multi-meter.

   Measure the voltage between pin 3 and pin 14. The meter should read between **20–28 V**.

   Measure the voltage between pin 4 and pin 15. The meter should read between **20–28 V**.

   Measure the voltage between pin 24 and chassis ground. The meter should read between **20–28 V**.

   A. If all the expected voltage measurements are present, then repair/replace the circuit to **DCU**.

   B. If not all of the expected voltage measurements are present, then continue with step **3**.

   NOTE: *Verify if the correct **DCU** power relays are installed: **K-44**, **K-45** **K-46** and **K-47**. Make sure that NO **24 V** relay is installed in any of the **12 V** positions.*

3. Clear the fault code.

   A. If the fault code did not clear, then continue with step **4**.

   B. If the fault code has cleared, then put the machine back in service.

4. Verify the software level installed in the **DCU**.

   A. If the installed software level is NOT correct, then install the correct software level and test the system for proper operation.

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C. If the voltages and ground paths are correct and the ECU was reinitialized on a prior diagnostic of this type, replace the ECU.

D. If the voltages and ground paths are not correct, determine root cause of power or continuity problem(s).

Wire harnesses - Electrical schematic sheet 02 (55.100.DP-C.20.E.02)
Wire harnesses - Electrical schematic sheet 04 (55.100.DP-C.20.E.04)
Wire harnesses - Electrical schematic sheet 33 (55.100.DP-C.20.E.33)

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E1701-03-Engine regulated 5 Volt sensor supply # 2 - Shorted to high source (DTC 1E7)

CR7090 Cursor 9 Tier IVa	INT
CR8070 Combine Tier IV engine MY14 [1940 -]	WE
CR8070	INT
CR8080 MY14 CR with tracks [1940 -]	WE
CR8080 MY14 combine [1940 -]	WE
CR8080	INT
CR8090 Cursor 10 Tier IVa	INT --- INT
CR9070 MY14 Combine with tracks [1940 -]	WE
CR9070 MY14 combine [1940 -]	WE
CR9080 MY14 combine [1940 -]	WE
CR9080 MY14 combine with tracks [1940 -]	WE
CR9080	INT --- LA
CR9090 Cursor 13 Tier IVa	INT --- INT
CR9090 MY14 ZED built combine for NA [1940 -]	NA
CR9090 MY14 combine [1940 -]	WE
CR9090 MY14 combine with tracks [1940 -]	WE
CX7080 Elevation	WE
CX7090 Elevation	WE
CX8070 Elevation	WE
CX8080 Elevation	WE
CX8090 Elevation	WE

Control Module : ECU

Context:
The Engine Control Unit (ECU) **A-01** supplies three independent **5 V** references for engine sensors. The sensor that is supplied by supply voltage 2 is the air humidity and temperature sensor **B-87**.

Cause:
Sensor supply voltage 2 is too high.

Possible failure modes:

1. Incorrect battery voltage.
2. Faulty sensor circuit wiring, shorted to high source.
3. Faulty ECU.

Solution:

1. Use the display monitor check for battery voltage faults.
   A. If battery voltage faults exist, follow that troubleshooting procedure for existing battery voltage fault.
   B. If no battery voltage faults exist, continue with step **2**.
2. Use the display monitor to check for inlet air humidity temperature faults.
   A. If those faults exist, follow that troubleshooting procedure for the existing fault.
   B. If no inlet air humidity temperature faults exist, continue with step **3**.
3. Disconnect the wiring harness from the air humidity and temperature sensor at connector **X-607**. Place the key switch to the ON position. Use a multimeter to check for voltage on the wiring harness side of connector **X-607** from pin 1 to chassis ground. There should be **5 V**.
   A. If there is **5 V**, see **Electronic modules - Electrical test Engine Control Unit (ECU) verification (55.640)** to verify the ECU.
   B. If the voltage is incorrect, continue with step **4**.

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E0676-04-CSW Header Usage Incr. Shorted to Low Source

CR Series Tier IV	WE ---
CR8070 [1779 -]	
CR8080 [1779 -]	
CR9080 [1779 -]	
CX7000 Elevation series	WE
CX8000 Elevation series	WE

Control Module : RHM

Cause:
The Right Hand Module (RHM) has detected that the Console Switch (CSW) Header Usage Increase circuit voltage is < **0.5 V** .

Possible failure modes:

1. The CSW Header Usage Increase circuit is shorted to ground.
2. RHM internal failure.

Solution:

1. Verify the fault is present. Use the display monitor diagnostic capability to view “parameter” status, refer to **Instrument cluster - Detailed view (55.408)** if necessary, and observe the voltage.
   The normal operating range for the HHC Fine Adjust increase switch in the “Off” position is **0.5 - 3.5 V**.
   The normal operating range for the HHC Fine Adjust increase switch in the “On” position is **3.5 - 5.0 V**.

   A. If the voltage reading is < **0.5 V** , continue with step **2**.

   B. If the voltage reading is within the proper limits, the wire may not be shorted at this time. Continue troubleshooting at Step **5**.

   NOTE: *The switch actually supplies **12 V** (battery voltage) to the module when in the “On” position, however, the Diagnostic screen bar graph only displays to **5.0 V**.*
2. Turn the ignition switch off. Disconnect connector **X-062** from the HHC Fine Adjust switch S-06. Use a multimeter to check for continuity between the harness side of connector **X-062** pin 1 and chassis ground. There should not be continuity to ground

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

   B. If no continuity is found, the HHC Fine Adjust switch S-06 has failed. Replace the switch.
3. Disconnect connector **X-027** from the RHM. With the HHC Fine Adjust switch in the “Off” position, use a multimeter to check for continuity between the harness side of connector **X-027** pin 7 and chassis ground. There should not be continuity to ground.

   A. If continuity is found, there is a short to ground in the RH Console (RC) harness between RHM connector **X-027** pin 7 and connector **X-062** pin 1 wire 303 yellow. Locate and repair the short.

   B. If no continuity is found, continue with step **4**.
4. Disconnect connector **X-027** from the RHM. Use a multimeter to check for continuity between connector **X-027** pin 7 on the RHM and chassis ground. There should not be continuity to ground.

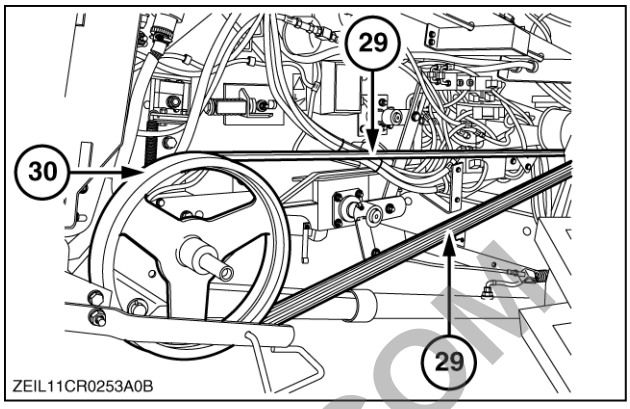
   A. If continuity is found, the RHM has failed. Replace the module.

   B. If no continuity is found, found, continue with step **5**.
5. The fault is either intermittent or is no longer valid. Visually inspect the harness and connectors for damage, bent or dislocated pins, broken or pinched wires and repair any damage found. Erase the error code and continue operation. If the fault reoccurs, reload the RHM software. If that does not correct the concern, replace the RHM.

Wire harnesses - Electrical schematic sheet 10 (55.100.DP-C.20.E.10)

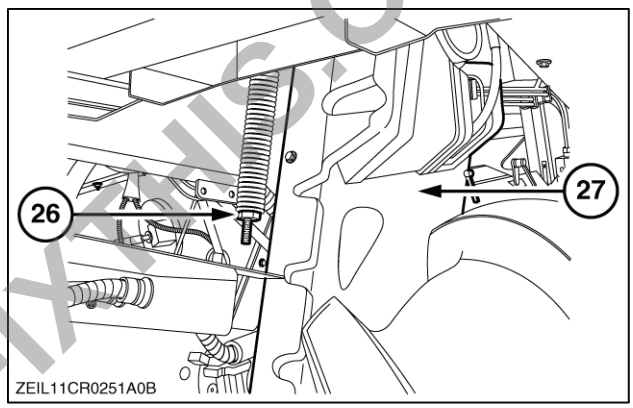
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30. Install the belt **(29)**.



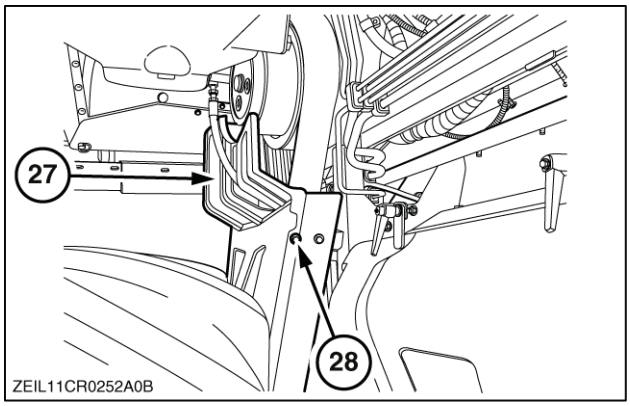
ZEIL11CR0253A0B 28

31. Tighten the nut **(26)** of the tensioner.



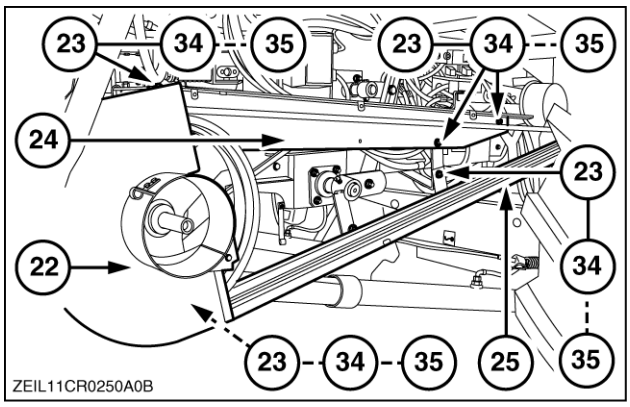
ZEIL11CR0251A0B 29

32. Install the plastic cover **(27)** with the bolts **(28)**.



ZEIL11CR0252A0B 30

33. Install the panels **(24)** and **(25)** with the bolts **(23)**, the washers **(34)** and the nuts **(35)**.



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Rotor gearbox housing Left-hand - Disassemble

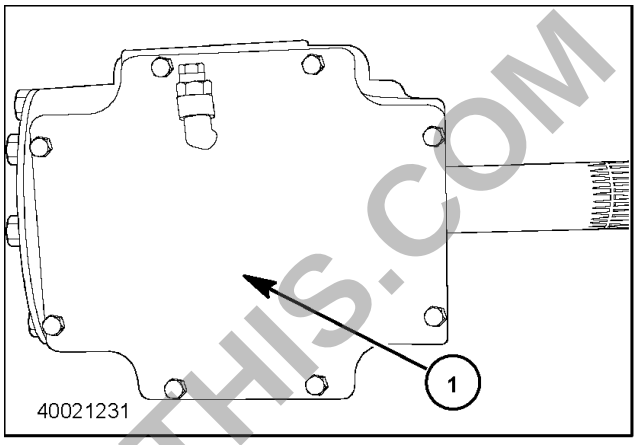
CR Series Tier IV	WE ---
CR9080	

Prior operation:
Rotor gearbox housing Left-hand - Remove (66.331)

1. Drain the gear oil from the gearbox into a suitable container. Remove the fill plug from the gearbox case.

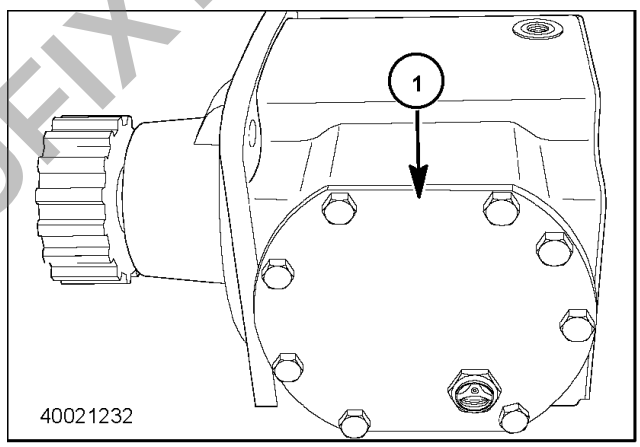
NOTE: *References to directions (left, right, top, bottom) are referenced as if the gearbox is installed in the machine, facing the normal direction of travel.*

2. Remove the retaining ring from the spline on the input shaft.
3. Remove the eight bolts securing the rear cover **(1)** to the gearbox. Use a suitable mallet to break the cover loose.



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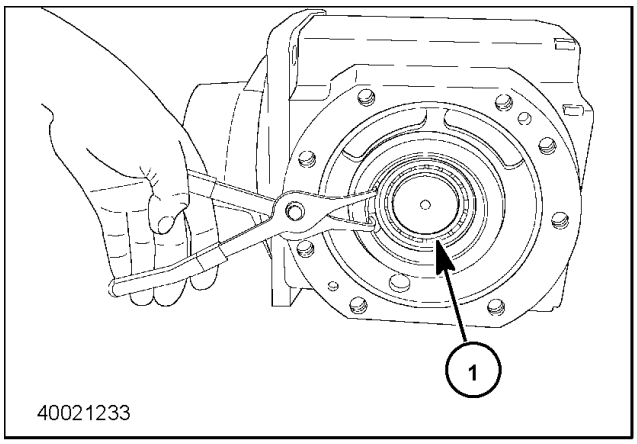
4. Remove the eight bolts securing the side cover **(1)** to the gearbox. Use a suitable mallet to break the cover loose.



40021232_195 2

5. Use retaining ring pliers to remove the retaining ring **(1)** in the left hand side of the case.

NOTICE: *Use care not to loose any shims. Note the amount of shims removed, and their location.*

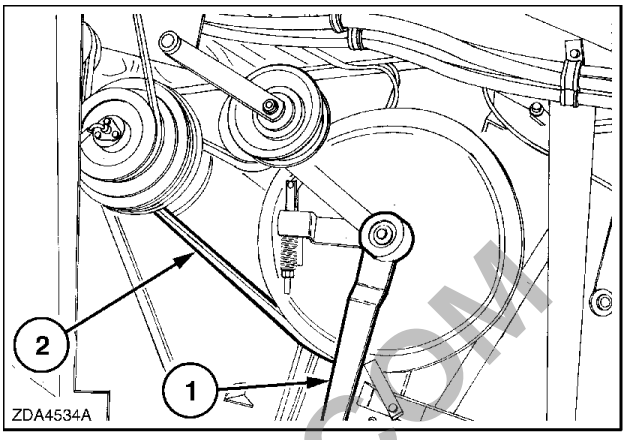


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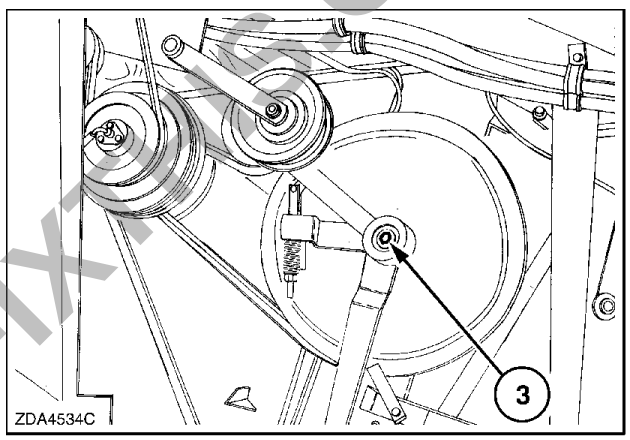
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4. Move lever **(1)** out of the hook to release rotary separator drive belt **(2)**.



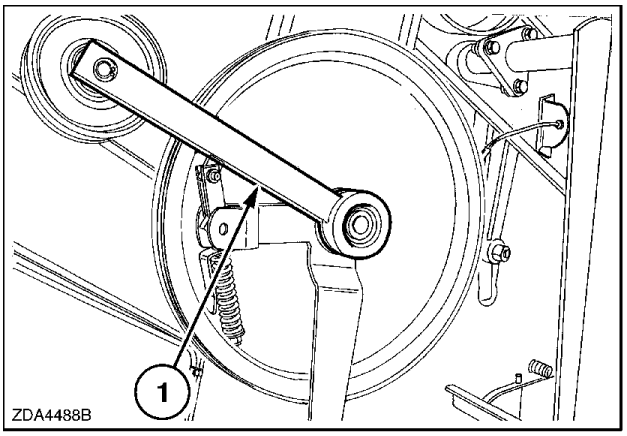
ZDA4534A 4

5. Remove central bolt **(3)** and the washers.



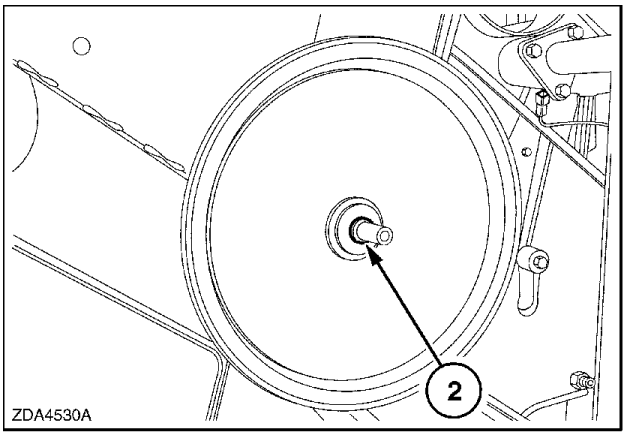
ZDA4534C 5

6. Remove idler **(1)** completely.



ZDA4488B 6

7. Remove ring **(2)**.

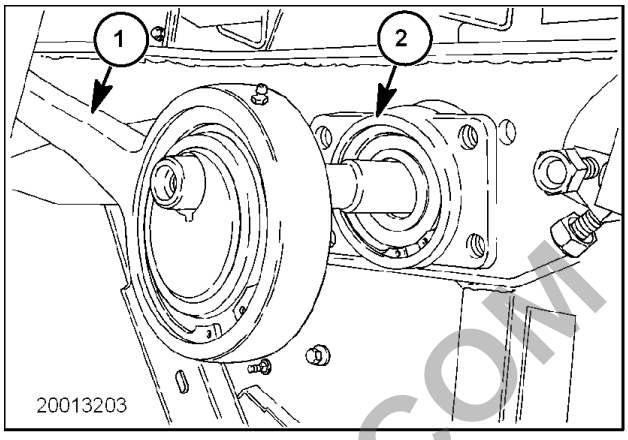


ZDA4530A 7

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8. Remove the RH connecting rod **(1)** and bearing housing **(2)**, from the eccentric shaft.
   Pull the eccentric shaft out of the combine from the LH side.



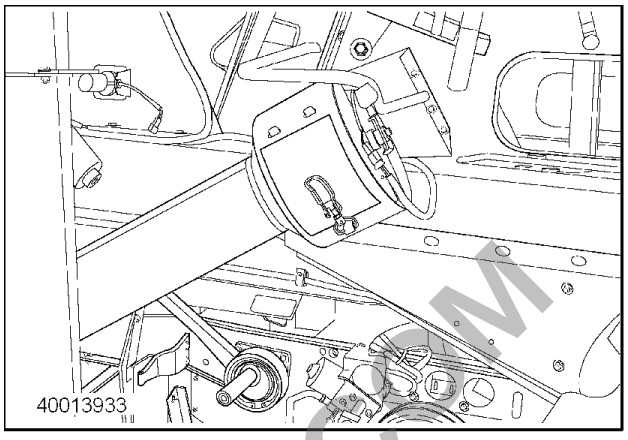
20013203 8

9. Inspection
   Clean all parts in a suitable solvent and allow to air dry.
10. Inspect the eccentric shaft for excessive wear or damage. Repair or replace as necessary.
11. Rotate all bearings by hand and check for roughness or binding. Replace bearings as necessary.

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12. Install the left or right returns auger in accordance with the appropriate section.



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