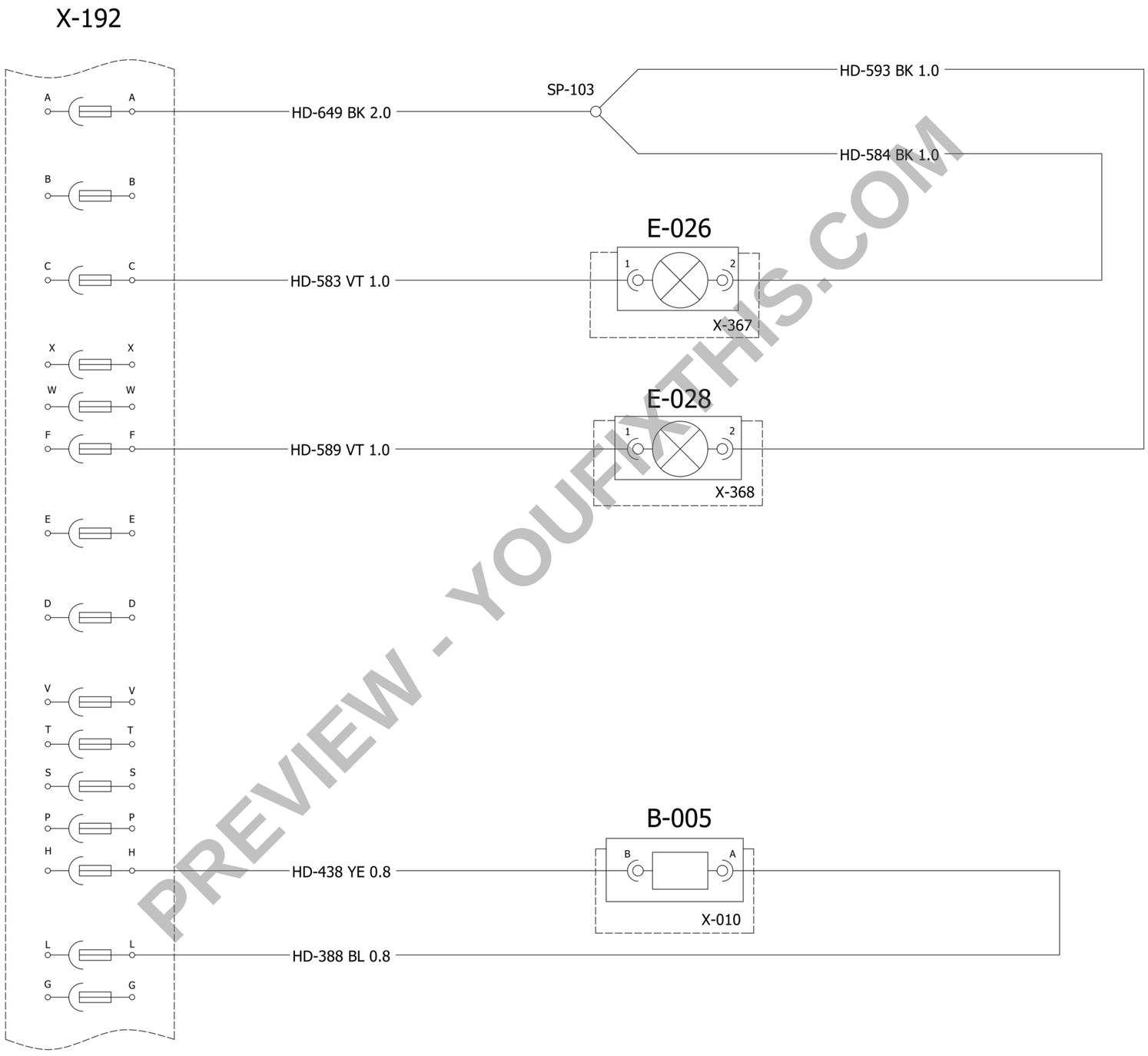
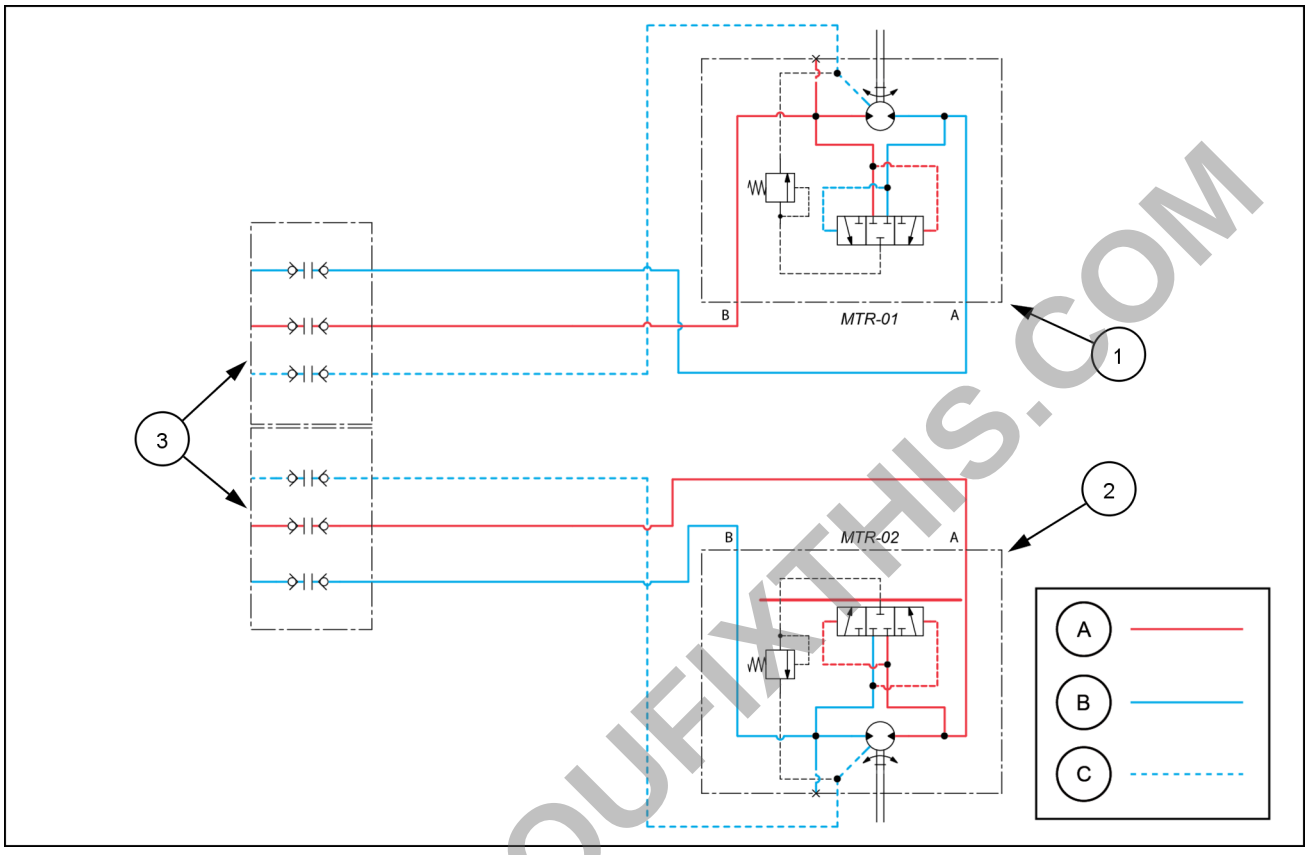


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Head and header hydraulic drive - Hydraulic schema - PIN YGG627000 and before



NOTE: *This schematic depicts normal forward operation of the cutterbar.*

Hydraulic oil – Color identification

Item	Description
(A)	Red – System pressure line from windrower pump
(B)	Blue – System return line to windrower reservoir
(C)	Blue dashed – Motor case drain return line

Hydraulic component identification

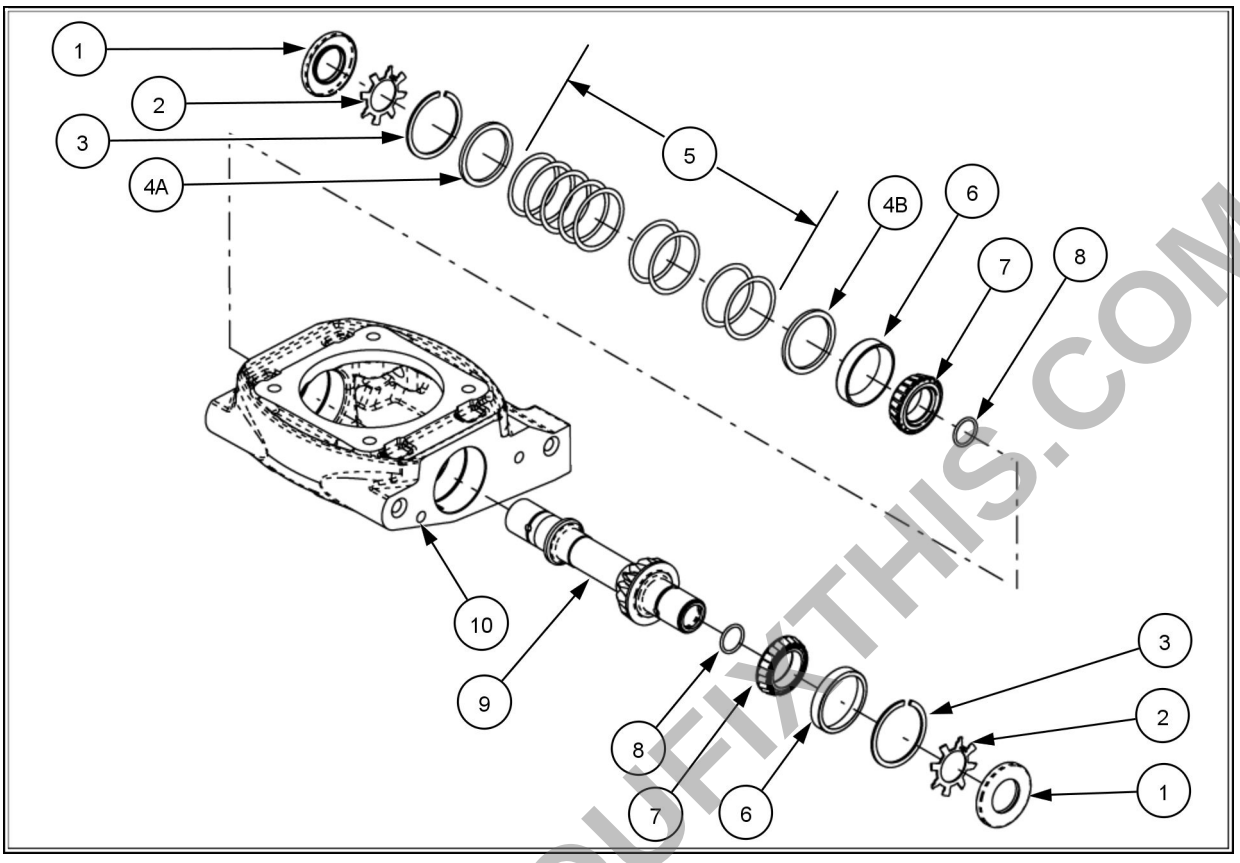
Item	Description
(1)	**MTR-01** – Left-hand drive motor
(2)	**MTR-02** – Right-hand drive motor
(3)	Connection to windrower

For hydraulic motor port and hydraulic hose identification, see **Header drive motor hydraulic lines - Identification (35.910)**.

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Disc cutterbar - Exploded view - Disc module pinion shaft assembly



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Disc module pinion shaft assembly

Description	Description
(1) – Seal	**(6)** – Bearing cup
(2) – Oil slinger	**(7)** – Bearing cone
(3) – Retaining ring	**(8)** – O-ring
(4A) – Hardened washer (original)	**(9)** – Pinion shaft
(4B)* – Hardened washer (pinion shaft kit supplemental)*	**(10)** – Lower disc module housing
(5)* – Assorted thickness shims set (pinion shaft kit supplemental)*	

NOTE: ** – Parts **(4B)** and **(5)** are part of a service parts pinion shaft kit included for assembly when the complete set of internal disc module components must be replaced.*

During disassembly the factory installed adjustable compression washer is used in place of these parts. The compression washer is reusable, but should be discarded when installing a new pinion shaft kit.

*The new set of shims are used to create a shim stack approximately equivalent to the removed compression washer, and the shims are sandwiched between the hardened washers **(4A)** and **(4B)** to protect them against wear.*

Individual components are also available from the service parts dealer.

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Torque - Nominal tightening torques for normal assembly

NOTE: *In the metric tables, nominal sizes M4 through M8 hardware torque specifications are shown as a Newton meters (pound-inches) numerical value.*
Nominal sizes M10 through M24 hardware torque specifications are shown as a Newton meters (pound-feet) numerical value.

Metric hex head (non-flange) hardware

Plain (PLN) – an unplated hardware finish with residual manufacturing oils
Zinc-dichromate (ZND) – a yellow colored chemical plating formula yellow applied to the hardware

Nominal size	Class (CL) 8.8 bolt and Class (CL) 8 nut	Class (CL) 10.9 bolt and Class (CL) 10 nut	Locknut CL 8 w/CL 8.8 bolt	Locknut CL 10 w/CL 10.9 bolt
	PLN and ZND	PLN and ZND	ZND	ZND
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
M4	3.5 (31)	5.0 (44)	1.4 (13)	2.8 (25)
M5	7.0 (62)	10 (88)	2.9 (26)	5.5 (49)
M6	11.8 (104)	17 (150)	4.9 (43)	9.4 (83)
M8	28.8 (255)	41.3 (366)	11.9 (105)	23 (204)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
M10	57 (42)	82 (60)	24 (17)	45 (33)
M12	100 (74)	143 (105)	41 (30)	79 (38)
M14	159 (117)	227 (168)	66 (48)	125 (92)
M16	248 (183)	354 (261)	102 (75)	195 (144)
M18	352 (260)	487 (359)	145 (107)	268 (198)
M20	500 (369)	690 (509)	206 (152)	380 (280)
M24	865 (638)	1195 (882)	357 (263)	657 (485)

Metric flange head hardware

Plain (PLN) – an unplated hardware finish with residual manufacturing oils
Zinc-dichromate (ZND) – a yellow colored chemical plating formula yellow applied to the hardware

Nominal size	Class (CL) 8.8 bolt and Class (CL) 8 nut	Class (CL) 10.9 bolt and Class (CL) 10 nut	Flange locknut CL 8 w/CL 8.8 bolt	Flange locknut CL 10 w/CL 10.9 bolt
	PLN and ZND	PLN and ZND	ZND	ZND
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
M4	3.8 (34)	5.5 (49)	4.2 (37)	6.1 (54)
M5	7.7 (68)	11 (97)	8.5 (75)	12 (106)
M6	13 (115)	18.7 (166)	14.3 (127)	20.6 (182)
M8	31.7 (281)	45.5 (403)	35 (310)	50 (443)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
M10	63 (47)	90 (66)	69 (51)	99 (73)
M12	110 (81)	157 (116)	121 (89)	173 (128)
M14	175 (129)	250 (184)	193 (142)	275 (202)
M16	272 (201)	389 (287)	299 (221)	428 (316)
M18	387 (286)	535 (395)	426 (315)	589 (435)
M20	550 (406)	759 (560)	605 (447)	835 (616)
M24	951 (702)	1315 (970)	1046 (772)	1447 (1067)

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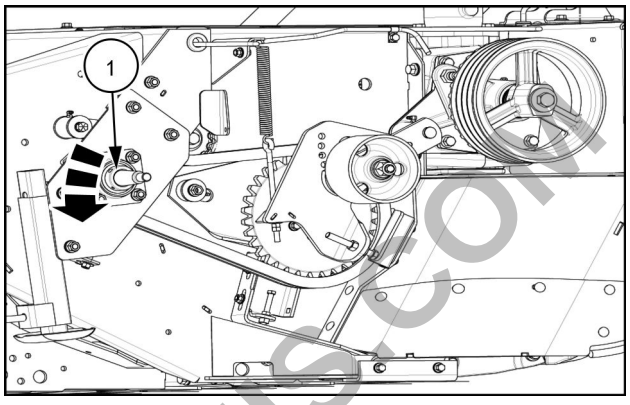
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Drive gear - Remove - Outer auger jackshaft bearing

Prior operation:
Remove the header drive belt and driven pulley. See (**Header drive belt - Remove (60.120)**).

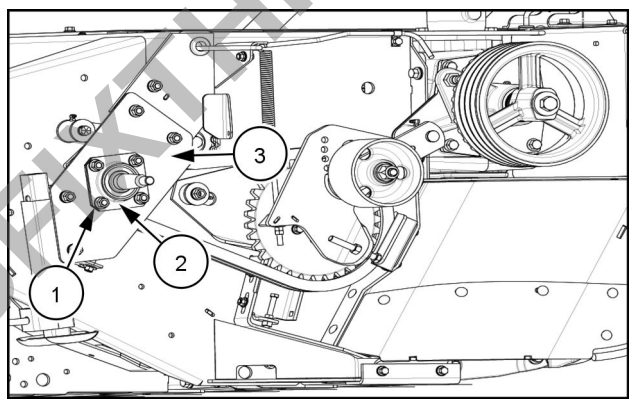
1. Remove the locking collar **(1)** from the jackshaft.
   A. Loosen the locking collar set screw.
   B. Using a punch or drift and a hammer, tap the locking collar in a counterclockwise direction as indicated to loosen and remove the locking collar.

      NOTE: *The loosening of the locking collar is in the opposite direction of the normal operational direction of rotation.*



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2. Remove the four carriage bolts, four Belleville lock washers, and four flange nuts **(1)** that secure the inner bearing flangettes and bearing **(2)** on the bearing support bracket **(3)**.



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3. Slide the bearing and flangette assembly off of the jackshaft, and then inspect and replace the bearing if necessary.

Next operation:
If removing the auger jackshaft sprocket, see (**Drive gear - Remove - Auger jackshaft sprocket (58.100)**).
Next operation:
See (**Drive gear - Install - Outer auger jackshaft bearing (58.100)**).

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Hydraulic systems - Troubleshooting

Problem	Possible Cause	Correction
Motor turns while unloaded, but slows or stops when load is applied.	Scored valve plate	• Remove the motor back plate and inspect the bronze surface of valve plate for scoring. • Replace a scored valve plate.
	Scored or worn piston shoes	• Disassemble the motor and examine the condition of the shoes on the pistons. • Replace the rotating kit assembly as a complete set. Do not resurface (polish) the pistons.
	Low pressure	• Check the relief valve for proper pressure setting. • Adjust the relief valve pressure setting. • Replace the relief valve.
Motor will not turn.	Severely scored internal parts.	• Completely disassemble the motor. • Clean and inspect all of the parts. Replace all of the worn parts and flush the hydraulic system.
Motor will not hold load when system is in neutral position.	No make up fluid from charge pump.	Check charge pressure.
	Scored valve plate or piston shoes.	Disassemble the motor and examine the valve plate and the piston shoes. Replace if necessary.
Excessive case drain flow.	Excessive internal wear in motor.	Disassemble the motor, inspect all of the parts, and replace if necessary. The case drain flow should not exceed **7.6 l/min** (**2 US gpm**) at full pressure.

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Specifications – General - Durabine™ 416 and Durabine™ 416 Specialty

Header to Speedrower® windrower compatibility	
Models	**Speedrower®** 200
	Speedrower® 220
	Speedrower® 240
	Speedrower® 260
Tire sizes	18.4 x 26
	16.9 x 28
	21L x 28
	480/80R26
	580/70R26
	600/65R28

Header dimensions	
Ground clearance to skid shoe *	**686 mm** (**27 in**) minimum tilt
Overall width **	**5 m** (**16.3 ft**)

* With 18.4 x 26 tires
** Overall width at ground level – Right-hand belt shield extends past the end of the cutterbar

Header weights	
Shipping – Header with conditioner*	**2314 kg** (**5100 lb**) [with chevron rubber rolls or flail conditioner]*
Shipping – Header without conditioner	**1923 kg** (**4240 lb**)
Operating – Header with conditioner*	**2132 kg** (**4700 lb**) [with chevron rubber rolls or flail conditioner]*
Operating – Header without conditioner	**1686 kg** (**3717 lb**)

* For weights with steel rolls, add **32 kg** (**70 lb**)

MowMax™ II cutterbar	
Cutting width	**4.9 m** (**16.1 ft**)
Cutting height *	**18 - 89 mm** (**0.7 - 3.5 in**)
Cutting height with optional hi-stubble shoes	**76 - 159 mm** (**3.0 - 6.25 in**)
Cutterbar angle range*	**0 - 10 °**
Cutterbar type	Modular with individual oil sumps
Cutterbar disc rotation configuration	Five pairs of counter-rotating discs- no co-rotating discs
Number of discs	10
Number of reversible, swing-away knives per disc	2
Disc cutting diameter	**618 mm** (**24.3 in**)
Disc drive – Type	Bevel gear sets in individually-sealed modules
Disc rotational speed – Maximum	**2500 RPM**
Knife tip speed	**291 km/h** (**181 mph**)
ShockPRO™ Shock protection	Frangible splines in the disc drive hub are standard on all non-drive discs

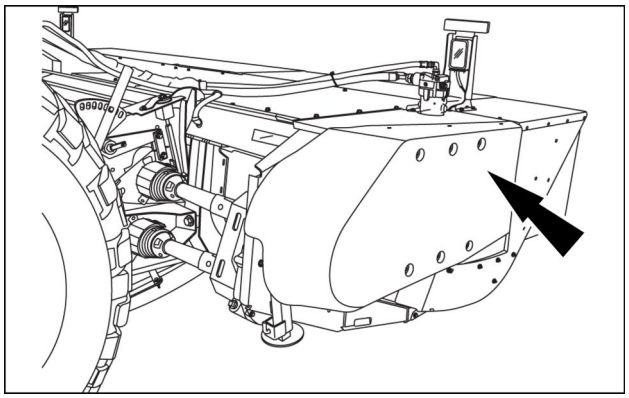
* With 18.4 x 26 tires

Header drive	
Cutterbar input drive	Hydraulic driven with two hydraulic motors Left-hand: **49 cm³/rev** (**3 in³/rev**) Right-hand: **65 cm³/rev** (**3.92 in³/rev**)
Drive pressure – Forward	**345 bar** (**5000 psi**)
Drive pressure – Reverse	**400 bar** (**5800 psi**)

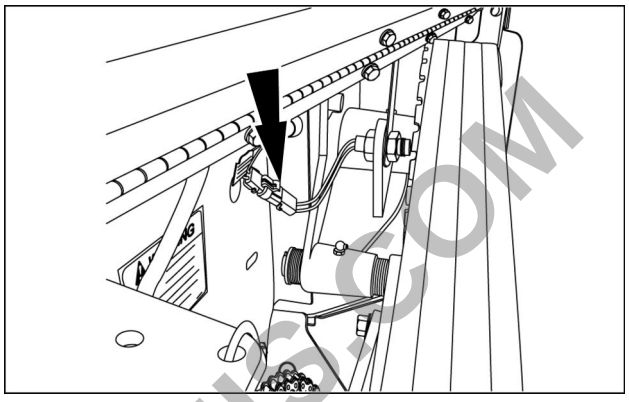
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Wire connectors - Component diagram 01 - Connectors X-010 to X-019

X-010 - Header knife speed sensor (87692855)

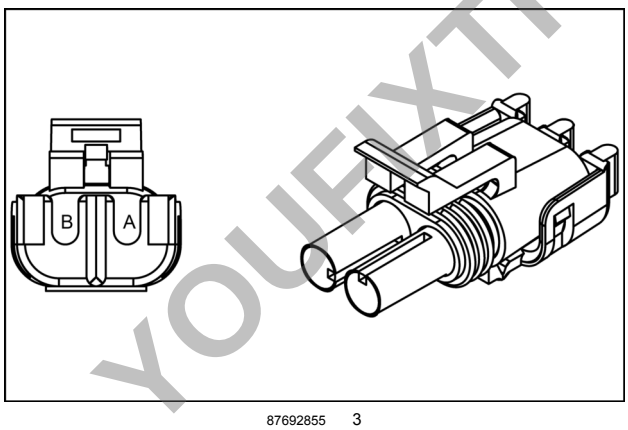


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Connector X-010 is located under the right end cover, behind the belt drive assembly.



87692855 3

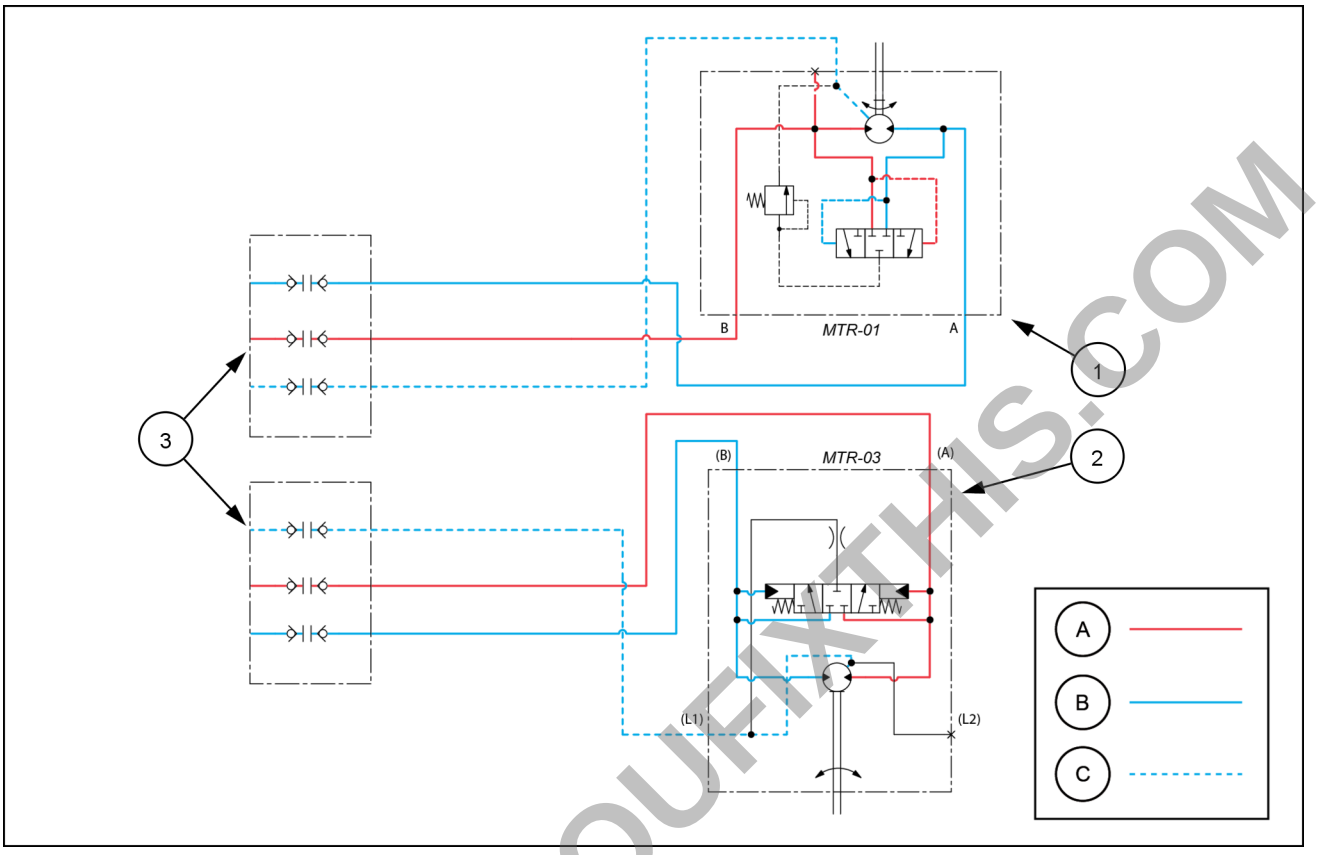
87692855

Pin	From	Wire	Description	Color-Size	Frame
A	**X-192 (Male) pin L** HEADER CONNECTOR	HD-388	Sensor reference ground	BL - 0.8	**SHEET 01**
B	**X-192 (Male) pin H** HEADER CONNECTOR	HD-438	Header knife speed sensor frequency output signal	YE - 0.8	

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Head and header hydraulic drive - Hydraulic schema - PIN YGG627001 and after



NHIL16HT00478FB 1

NOTE: *This schematic depicts normal forward operation of the cutterbar.*

Hydraulic oil – Color identification

Item	Description
(A)	Red – System pressure line from windrower pump
(B)	Blue – System return line to windrower reservoir
(C)	Blue dashed – Motor case drain return line

Hydraulic component identification

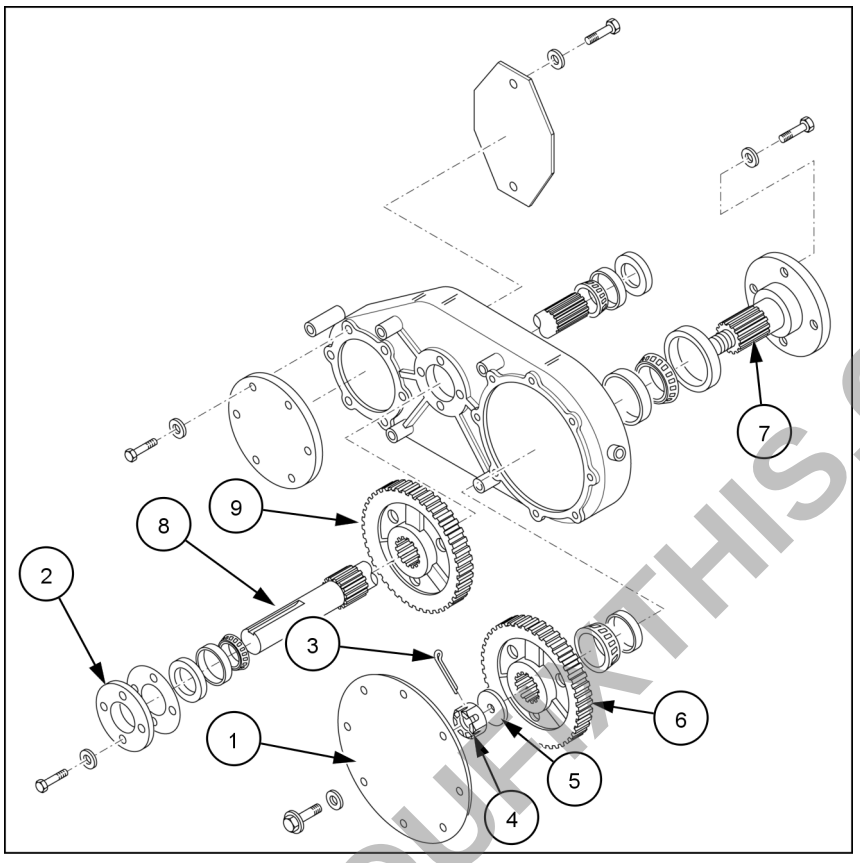
Item	Description
(1)	**MTR-01** – Left-hand drive motor
(2)	**MTR-03** – Right-hand drive motor
(3)	Connection to windrower

For hydraulic motor port and hydraulic hose identification, see **Header drive motor hydraulic lines - Identification (35.910)**.

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Conditioner roll gearbox - Disassemble



761002964A 1

1. Remove the hardware securing the cover **(1)** and the bearing end cap **(2)**.
2. Remove the cotter pin **(3)** nut **(4)** and washer **(5)** from the lower output shaft.
3. Remove the gear **(6)** from the shaft.
4. Press the shaft **(7)** out of the bearing assembly.
5. Press the central input/output shaft **(8)** out of the bearing in the direction toward the side where the bearing cap was removed.
6. Remove the drive gear **(9)** through the lower gearbox access opening.

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NOTE: *In the Imperial units tables, the nominal sizes,* ***1/4 (0.25) in*** *(inch) and* ***5/16 (0.3125) in*** *(inch) hardware torque specifications are shown as a Newton meters (pound-inches) numerical value.*
Nominal sizes ***3/8 (0.375) in*** *(inch) through* ***1 (1.0) in*** *(inch) hardware torque specifications are shown as a Newton meters (pound-feet) numerical value.*

Inch hex head (non-flange) hardware

Plain (PLN) – an unplated hardware finish with residual manufacturing oils
Zinc-dichromate (ZND) – a yellow colored chemical plating formula yellow applied to the hardware

Nominal size	SAE Grade (GR) 5 bolt and nut	SAE Grade (GR) 8 bolt and nut	Locknut GR B w/ GR 5 bolt	Locknut GR C w/ GR 8 bolt
	PLN and ZND	PLN and ZND	ZND	ZND
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
1/4 (0.25) in	13 (115)	18 (159)	7.2 (64)	10 (89)
5/16 (0.3125) in	27 (239)	38 (336)	14.9 (132)	21 (186)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
3/8 (0.375) in	47 (35)	67 (49)	26 (19)	37 (27)
7/16 (0.4375) in	76 (56)	107 (79)	42 (31)	59 (44)
1/2 (0.50) in	116 (85)	164 (121)	64 (47)	90 (67)
9/16 (0.5625) in	167 (123)	236 (174)	92 (68)	130 (96)
5/8 (0.625) in	231 (170)	326 (240)	127 (94)	179 (132)
3/4 (0.75) in	410 (302)	578 (426)	226 (166)	318 (234)
7/8 (0.875) in	660 (486)	931 (687)	363 (267)	512 (378)
1 (1.0) in	989 (729)	1396 (1030)	544 (401)	768 (567)

Inch flange head hardware

Plain (PLN) – an unplated hardware finish with residual manufacturing oils
Zinc-dichromate (ZND) – a yellow colored chemical plating formula yellow applied to the hardware

Nominal size	SAE Grade (GR) 5 bolt and nut	SAE Grade (GR) 8 bolt and nut	Flange locknut GR F w/ GR 5 bolt	Flange locknut GR G w/ GR 8 bolt
	PLN and ZND	PLN and ZND	ZND	ZND
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
1/4 (0.25) in	14 (124)	20 (177)	15.4 (136)	22 (195)
5/16 (0.3125) in	29 (257)	42 (372)	32 (283)	46 (407)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
3/8 (0.375) in	52 (38)	74 (54)	57 (42)	81 (9)
7/16 (0.4375) in	84 (62)	118 (87)	92 (68)	130 (96)
1/2 (0.50) in	127 (94)	180 (133)	140 (103)	198 (146)
9/16 (0.5625) in	184 (136)	259 (191)	202 (150)	285 (210)
5/8 (0.625) in	254 (187)	358 (264)	279 (206)	394 (290)
3/4 (0.75) in	450 (332)	636 (469)	495 (365)	700 (516)
7/8 (0.875) in	725 (535)	1024 (755)	798 (589)	1126 (831)
1 (1.0) in	1088 (802)	1536 (1133)	1197 (882)	1690 (1246)

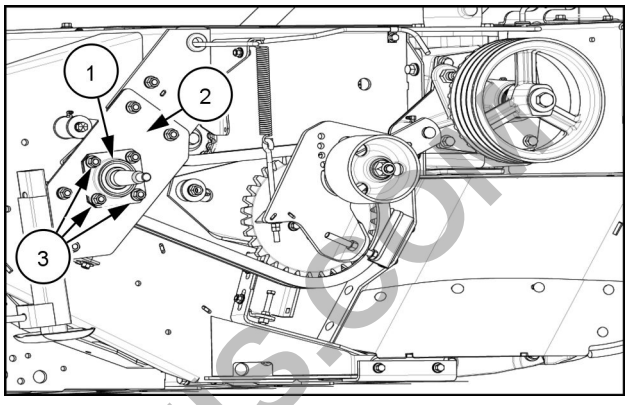
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Drive gear - Install - Outer auger jackshaft bearing

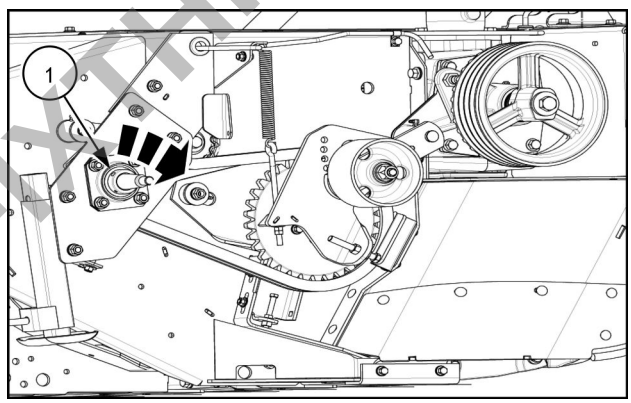
Prior operation:
See (**Drive gear - Remove (58.100)**).

1. Position the bearing between the flangettes and with the ring for the locking collar facing outward.
2. Slide the bearing and flangettes **(1)** onto the jackshaft, and then align the flangettes to the bolt holes in header frame bracket **(2)**.
3. Secure the flangettes with four carriage bolts, four Belleville lock washers, and four flange nuts **(3)**, and then tighten the flange nuts to standard torque specifications.



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4. Install the locking collar **(1)**.
   A. Rotate the locking collar onto the bearing in normal direction operational rotation, which is clockwise, as indicated.
   B. Using a punch or drift and a hammer, tap the locking collar in the direction indicated to tighten the locking collar.
   C. Tighten the locking collar set screw.



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Next operation:
Install the header driven pulley and drive belt. See (**Header drive belt - Install (60.120)**).

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Product feeding - Troubleshooting

Problem	Possible Cause	Correction
Pulling material out of the ground when cutting back swath or tall material is leaning into the machine. Excessive power requirements.	Excessive roll pressure.	Reduce roll pressure or increase roll clearance.
	Ground speed too slow.	Use faster ground speed.
Crop stems not scuffed.	Under conditioning.	Lower the rotor hood or install the dimpled hood liner.

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Specifications – General - Durabine™ 419

Header to Speedrower® windrower compatibility	
Models	**Speedrower®** 240
	Speedrower® 260
Tire sizes	18.4 x 26
	16.9 x 28
	21L x 28
	480/80R26
	580/70R26
	600/65R28

Header dimensions	
Ground clearance to skid shoe *	**754 mm** (**29.6 in**) min tilt
Overall width **	**5.9 m** (**19.4 ft**)

* With 23.1 x 26 tires
** Overall width at ground level – Right-hand header drive belt shield extends past the end of the cutterbar

Header weights	
Shipping – Header with conditioner*	**2604 kg** (**5740 lb**) [with chevron rubber rolls]*
Shipping – Header without conditioner	**2211 kg** (**4874 lb**)
Operating – Header with conditioner*	**2422 kg** (**5340 lb**) [with chevron rubber rolls]*
Operating – Header without conditioner	**1974 kg** (**4351 lb**)

* For header weights with steel rolls, add **32 kg** (**70 lb**)

MowMax™ II cutterbar	
Cutting width	**5.9 m** (**19.3 ft**)
Cutting height *	**18 - 89 mm** (**0.7 - 3.5 in**)
Cutting height with optional hi-stubble shoes	**76 - 159 mm** (**3.0 - 6.25 in**)
Cutter bar tilt angle *	**0 °** to **-10 °**
Cutterbar type	Modular with individual oil sumps
Cutterbar disc rotation configuration	Six pairs of counter-rotating discs – no co-rotating discs
Number of discs	12
Number of reversible, swing-away knives per disc	2
Disc cutting diameter	**618 mm** (**24.3 in**)
Disc drive – Type	Bevel gearsets in individually-sealed modules
Disc rotational speed – Maximum	**2500 RPM**
Knife tip speed	**291 km/h** (**181 mph**)
Shock protection	**ShockPRO™** frangible splines in disc drive hub standard on all non-drive discs

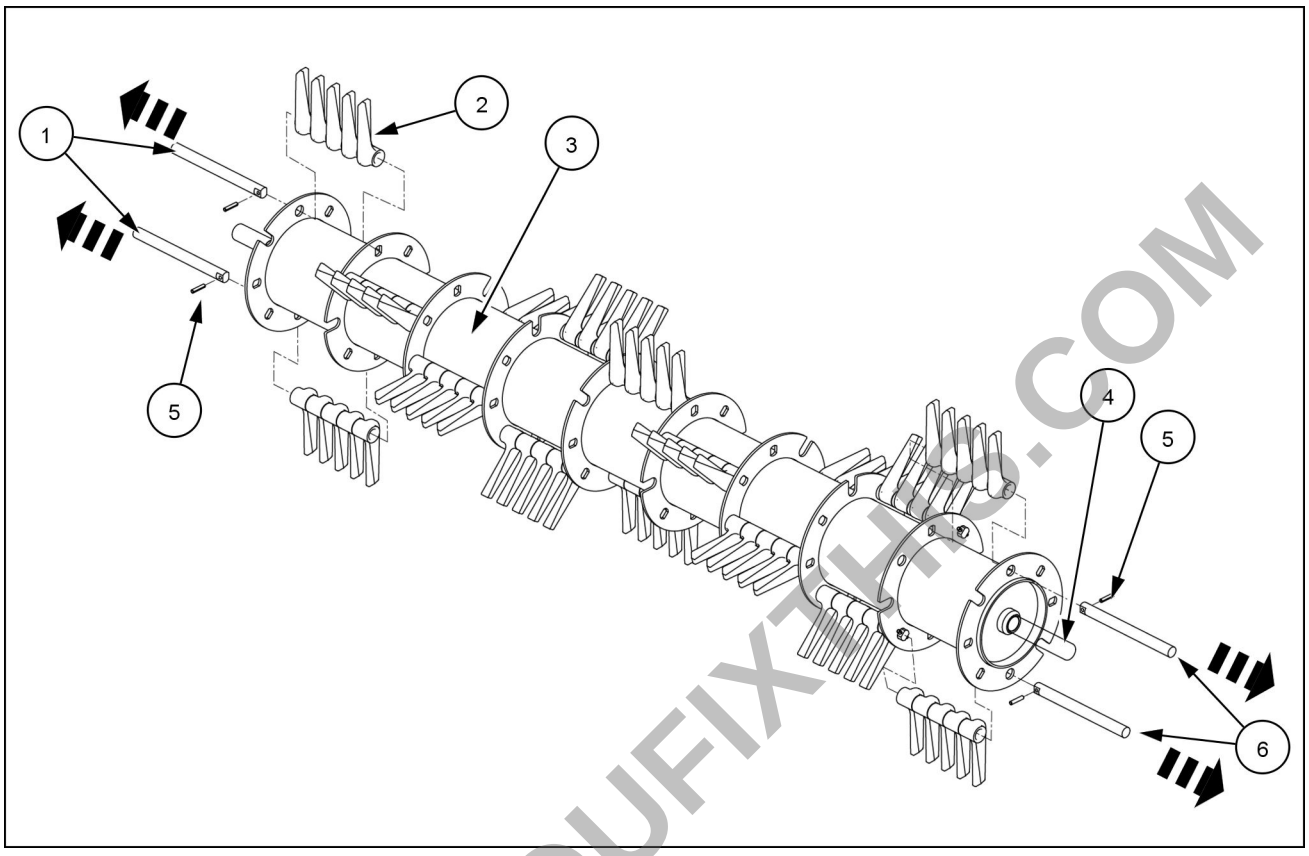
* With 23.1 x 26 tires

Header drive	
Cutterbar input drive	Hydraulic driven with two hydraulic motors Left-hand: **49 cm³/rev** (**3 in³/rev**) Right-hand: **65 cm³/rev** (**3.92 in³/rev**)
Drive pressure – Forward	**345 bar** (**5000 psi**)
Drive pressure – Reverse	**400 bar** (**5800 psi**)

Header auger	
Type	Floating, with reinforced flighting
Diameter	**508 mm** (**20 in**)
Auger pitch	**508 mm** (**20 in**)

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Flail system - Remove - Flails and flail shaft



NHIL15HT00004FA 1

Flail rotor conditioner

(1) – Flail shaft (quantity of 16) – Remove right-hand to leftt-hand	**(4)** – Splined drive end
(2) – Flails (five individual flails to a set)	**(5)** – Slotted pin
(3) – Flail rotor	**(6)** – Flail shaft (quantity of 2) – Remove left-hand to right-hand

1. Use a punch to drive out the slotted pin **(5)** from the flail shaft **(1)** or **(6)**, as determined.
2. Slide the specific flail shaft **(1)** or **(6)** in the direction indicated in the Illustration **1**, dependent on location, to remove the flails **(2)** from the flail rotor **(3)**.
3. When replacing the flails, inspect the flail shaft for excessive wear or damage. Replace the flail shaft as necessary.

NOTE: *The flail shaft may be removed completely by sliding the shaft through the notch in the adjacent ring.*

Next operation:
Flail system - Install - Flails and flail shaft (60.630)

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Torque values for metric O-Ring Boss (ORB) port connections

	S-Series *		L-Series **	
Metric thread	**Ferrous N·m (lb ft) ± 10 %**	**Non-Ferrous N·m (lb ft) ± 10 %**	**Ferrous N·m (lb ft) ± 10 %**	**Non-Ferrous N·m (lb ft) ± 10 %**
M8 x 1	10.5 (7.7)	6.3 (4.6)	8.5 (6.3)	5 (3.7)
M10 x 1	21 (15.5)	12.5 (9.2)	15.5 (11.4)	9.3 (6.9)
M12 x 1.5	37 (27.3)	22 (16.2)	27 (19.9)	16 (11.8)
M14 x 1.5	47 (34.7)	28 (20.7)	37 (27.3)	22 (16.2)
M16 x 1.5	58 (42.8)	35 (25.8)	42 (31)	25 (18.4)
M18 x 1.5	74 (54.6)	44 (32.5)	47 (34.7)	28 (20.7)
M22 x 1.5	105 (77.4)	63 (46.5)	63 (46.5)	38 (28)
M27 x 2	178 (131.3)	107 (78.9)	105 (77.4)	63 (46.5)
M30 x 2	225 (166)	135 (99.6)	136 (100.3)	82 (60.5)
M33 x 2	325 (239.7)	195 (143.8)	168 (123.9)	101 (74.5)
M42 x 2	345 (254.5)	207 (152.7)	220 (162.3)	132 (97.4)
M48 x 2	440 (324.5)	264 (194.7)	273 (201.4)	164 (121)
M60 x 2	525 (387.2)	315 (232.3)	330 (243.4)	198 (146)

* S-Series connectors are used with O-Ring Face Seals (ORFS).

** L-Series connectors are used with **37 °** flare.

Torque values for metric O-Ring Boss (ORB) port plugs

	Ferrous		Non-ferrous
Metric thread	**Internal hex N·m (lb ft) ± 10 %**	**External hex N·m (lb ft) ± 10 %**	**N·m (lb ft) ± 10 %**
M8 x 1	8.5 (6.3)	10.5 (7.7)	6.3 (4.6)
M10 x 1	16 (11.8)	21 (15.5)	12.5 (9.2)
M12 x 1.5	23 (17)	37 (27.3)	22 (16.2)
M14 x 1.5	47 (34.7)	47 (34.7)	28 (20.7)
M16 x 1.5	58 (42.8)	58 (42.8)	35 (25.8)
M18 x 1.5	74 (54.6)	74 (54.6)	44 (32.5)
M22 x 1.5	105 (77.4)	105 (77.4)	63 (46.5)
M27 x 2	178 (131.3)	178 (131.3)	107 (78.9)
M30 x 2	225 (166)	225 (166)	135 (99.6)
M33 x 2	325 (239.7)	325 (239.7)	195 (143.8)
M42 x 2	345 (254.5)	345 (254.5)	207 (152.7)
M48 x 2	440 (324.5)	440 (324.5)	264 (194.7)
M60 x 2	525 (387.2)	525 (387.2)	315 (232.3)

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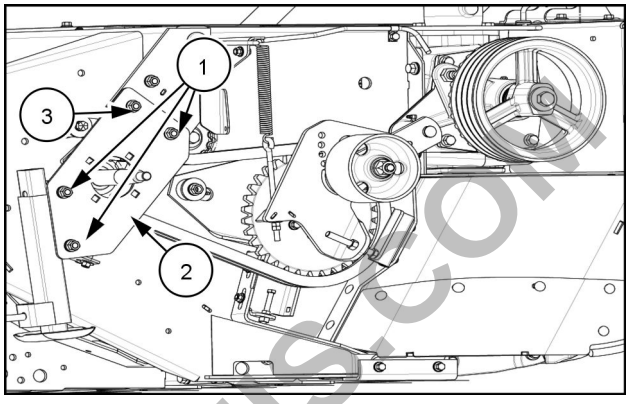
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Drive gear - Remove - Auger jackshaft sprocket

Prior operation:
See (**Drive gear - Remove - Outer auger jackshaft bearing (58.100)**).

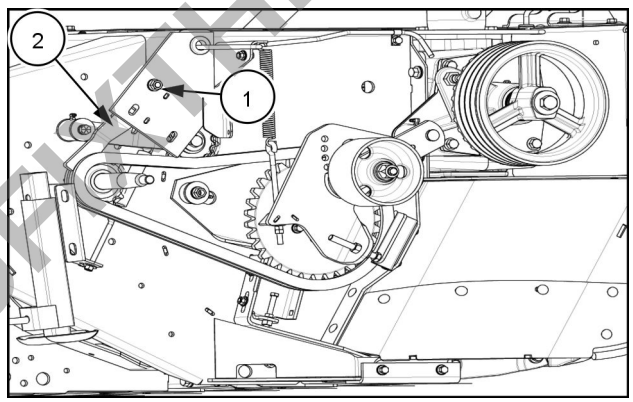
1. Remove the three **1 in** (inch) carriage bolts and one **1-1/2 in** (inch) carriage bolt **(3)**, along with the Belleville lock washers, and flange nuts **(1)** that secure the bearing support bracket **(2)** to the header frame.

NOTE: *The carriage bolt **(3)** is longer. This carriage bolt must be used in this location because the longer carriage bolt is used to additionally secure the auger chain guide to the header frame.*



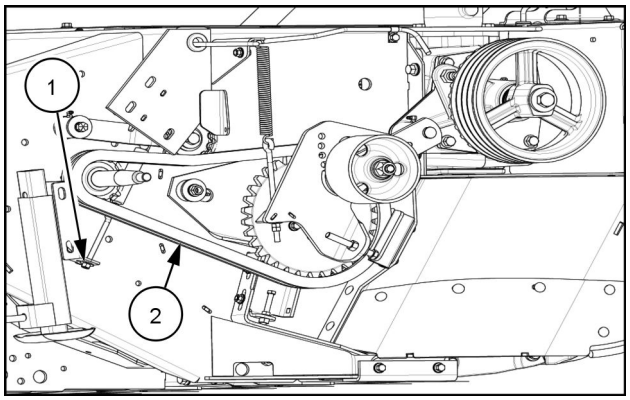
20110169 1

2. Remove a second **1-1/2 in** (inch) carriage bolt **(1)**, along with the Belleville lock washer, and flange nut that secures the chain guide **(2)**, and then remove the chain guide.



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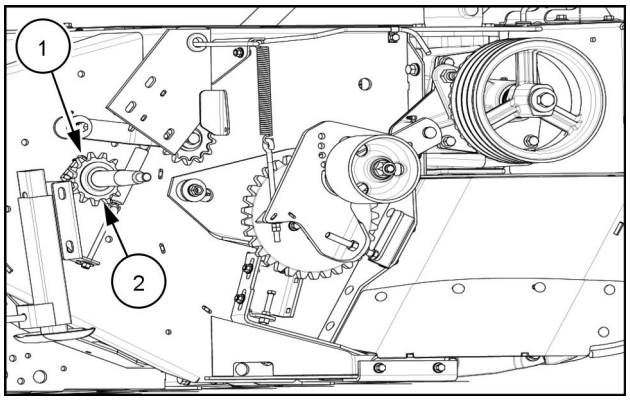
3. Loosen the adjusting nut **(1)** until tension is relieved from the chain.
4. Remove the auger drive chain **(2)** from the sprockets.



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5. Loosen the hardware **(1)** that clamps the sprocket **(2)** to the jackshaft, and then remove the sprocket from the jackshaft.

NOTE: *Make sure to retain the square key from the jackshaft keyway.*



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Turn signal and/or hazard lights - Testing - Left-hand header hazard light circuit continuity check

Test N°1	
Test Point	**Check** Remove the bulb from the left-hand header hazard light. Use a multi-meter to check continuity between the contacts on the bulb.
Expected Result	**Result** There should be continuity present. Leave the bulb removed from the connector (**X-367**). **Action** Go to test **2**
Other Result (Possible Cause)	**Result** If there is no continuity present, the bulb has failed. **Action** Replace the bulb.

Test N°2	
Test Point	**Check** Disconnect connector **X-192**, if connected to a windrower. Use a multi-meter to check for continuity between pins **X-192 (Male) pin C** and **X-367 pin 1**.
Expected Result	**Result** There should be continuity present. Leave the connectors disconnected. **Action** Go to test **3**
Other Result (Possible Cause)	**Result** If there is no continuity present, there is an open wire between pins **X-192 (Male) pin C** and **X-367 pin 1**. **Action** Locate and repair open circuit.

Test N°3	
Test Point	**Check** Use a multi-meter to check for continuity between pins **X-192 (Male) pin A** and **X-367 pin 2**.
Expected Result	**Result** There should be continuity present. **Action** If there is continuity present, verify wiring on the windrower. Use the appropriate product service manual schematics and diagnose wiring from connector **X-192 (Male) pin A**.
Other Result (Possible Cause)	**Result** If there is no continuity present, there is an open wire between pin splice SP-103 and **X-367 pin 2**. **Action** Locate and repair open circuit.

Turn signal and/or hazard lights - Testing - Right-hand header hazard light circuit continuity check

Test N°1	
Test Point	**Check** Remove the bulb from the right-hand header hazard light. Use a multi-meter to check continuity between the contacts on the bulb.
Expected Result	**Result** There should be continuity present. Leave the bulb removed from the connector (**X-368**). **Action** Go to test **2**
Other Result (Possible Cause)	**Result** If there is no continuity present, the bulb has failed. **Action** Replace the bulb.

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