PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("**DANGER**", "**WARNING**", and "**CAUTION**") followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.

⚠ DANGER ⚠

This word "DANGER" indicates an immediate hazardous situation that, if not avoided, will result in death or serious injury. The color associated with Danger is RED.

⚠ WARNING ⚠

This word "WARNING" indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.

⚠ CAUTION ⚠

This word "CAUTION" indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

FAILURE TO FOLLOW THE "DANGER", "WARNING", AND "CAUTION" INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.

MACHINE SAFETY

The precautionary statement ("**IMPORTANT**") is followed by specific instructions. This statement is intended for machine safety.

IMPORTANT: *The word "IMPORTANT" is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.*

INFORMATION

NOTE: *Instructions used to identify and present supplementary information.*

ASAE S441.3 FEB04
ISO 11684

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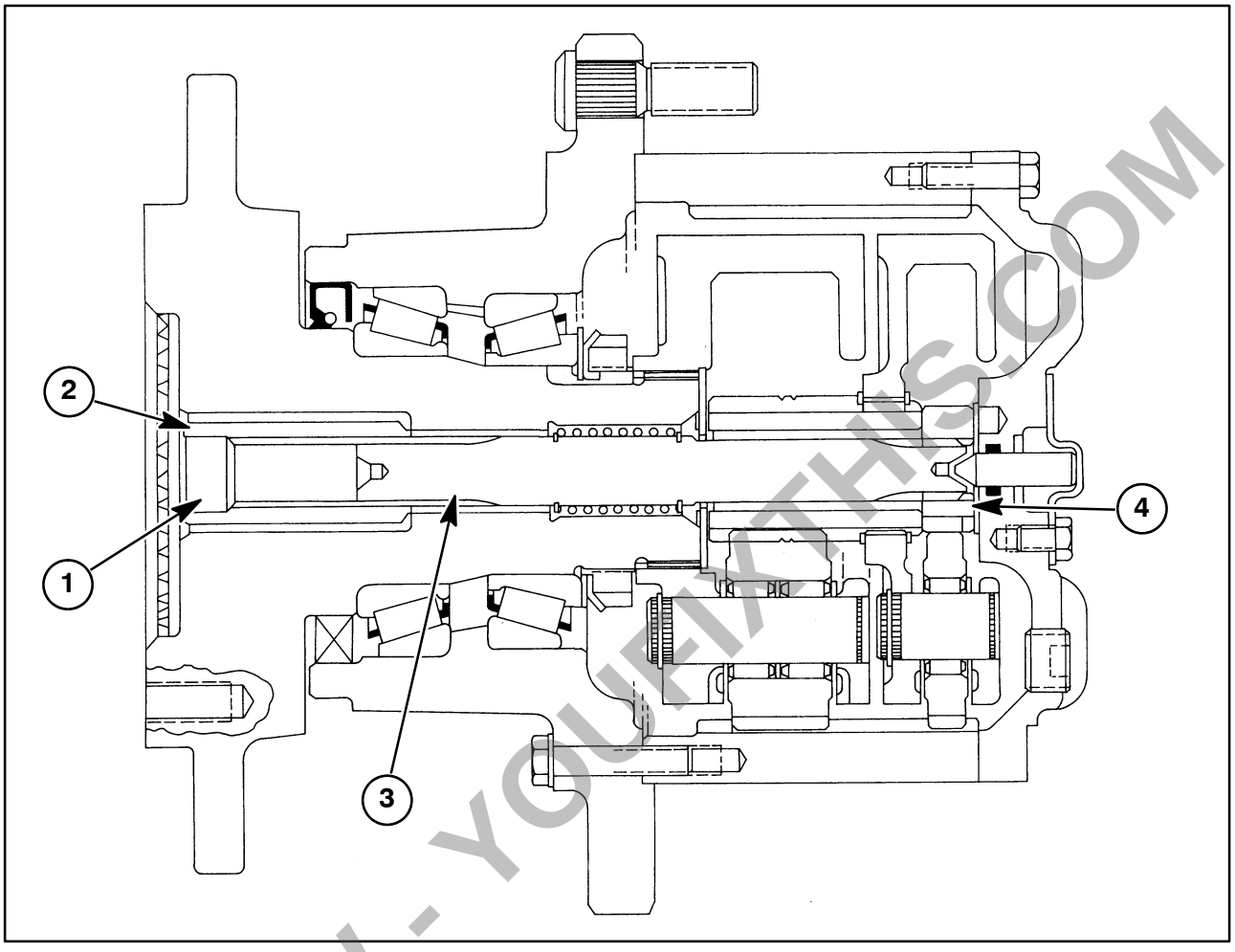
SPECIFICATIONS

Model	HW345	HW365
Cylinders	6	6
Aspiration	turbocharged w/ charge air cooler	turbocharged w/ charge air cooler
Bore	111.8 mm (4.4 in.)	111.8 mm (4.4 in.)
Stroke	127 mm (5.0 in.)	127 mm (5.0 in.)
Displacement	7.5 L. (456 cu. in.)	7.5 L. (456 cu. in.)
Compression	17.5:1	17.5:1
Firing order	1 5 3 6 2 4	1 5 3 6 2 4
Power	139 kW (186 HP)	168 kW (226 HP)
Rated RPM	2100 RPM	2100 RPM
Torque at Rated RPM	636 N·m (469 ft.-lb.)	768 N·m (566 ft.-lb.)
Torque Rise %	23%	25%
Peak Torque	781 N·m (576 ft.-lb.) @ 1400 rpm	961 N·m (709 ft.-lb.) @ 1600 rpm
Idle Speed	800 RPM	800 RPM
Max. No Load Speed	2250 RPM	2250 RPM

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DESCRIPTION OF OPERATION



1

Self-Propelled Windrowers come equipped with an Auburn Model 8, double reduction final drive hubs.

The hydraulic motor shaft, 1, rotates as flow is applied from the pumps. A coupling, 2, has internal splines and makes the connection from the motor shaft to the hub shaft, 3. The primary sun gear, 4, is splined onto the end of the hub shaft.

The model 8 drive hub will have eight lug nuts.

SPECIAL TOOLS

There are three special tools required for repair in this section.

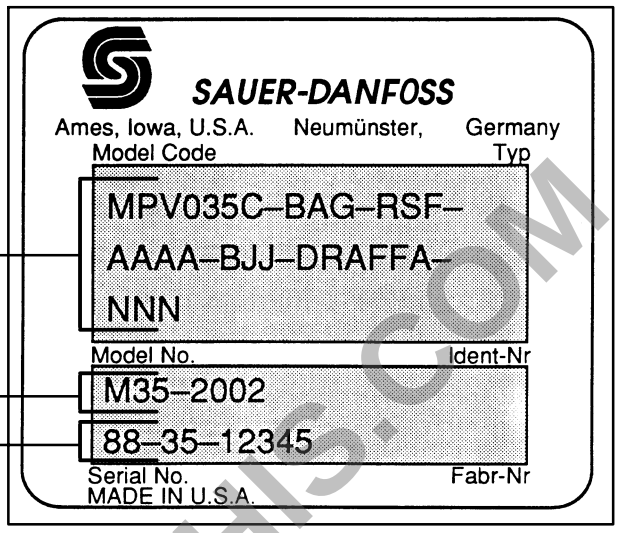
- Bearing locknut tool
- Bearing cone driver
- Spindle/Shaft drive tool

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HYDROSTATIC TRANSMISSION IDENTIFICATION

Each pump and motor will have a nameplate attached to the housing. The nameplate will include the model number, model code, and serial number.



1

Model Code
The Sauer-Danfoss model code completely defines the specific unit and must be used when ordering the complete unit for the first time or for ordering parts to service the product.

Model Number
The Sauer-Danfoss model number is used by the factory in manufacturing. On repeat orders, a complete unit can also be ordered by the model number.

Serial Number
The serial number is used to identify the build date and warranty time period and must be referenced when ordering parts.

The first two digits are the year of manufacture; the third and fourth digits denote the calendar week of manufacture. The remaining digits are sequential numbers used to further identify a component.

Pump ID:
Model number 6 CYL – 4445173

Motor ID
(Fixed Displacement):
Model code: MMF 046C AE JBB NNN

Model number: M46 - 3032

Variable Speed Motor:
Model code: MMV

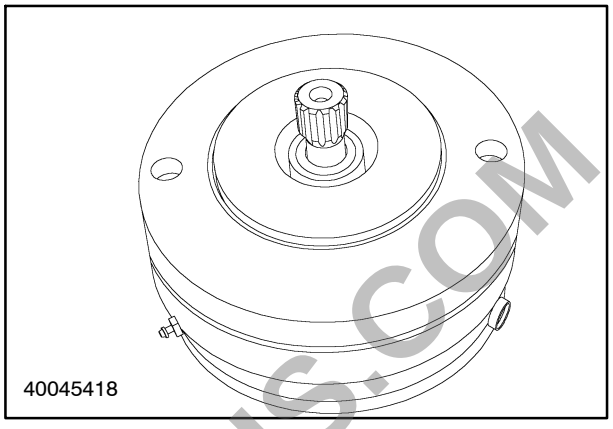
Model number: M46 - 4040

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DESCRIPTION OF OPERATION

The multi disc brake is a spring applied brake. Hydraulic pressure is required to release or "hold off" the brakes of the windrower. It is not used to stop the unit, but to hold in place.

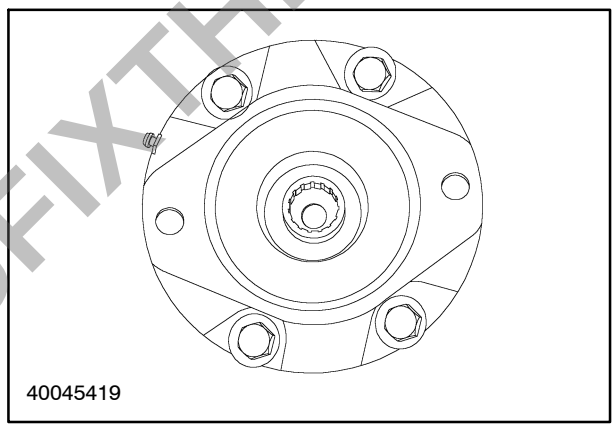


1

With the windrowers hydraulic system running the brake is pressurized in the released position during normal operation.

⚠ CAUTION ⚠

To have the correct operation of brake unit, hydraulic pressure to the brake must fall to zero psi. Any residual back pressure applied to the brake will degrade function and may result in a dangerous and hazardous condition.



2

SPECIAL TOOLS

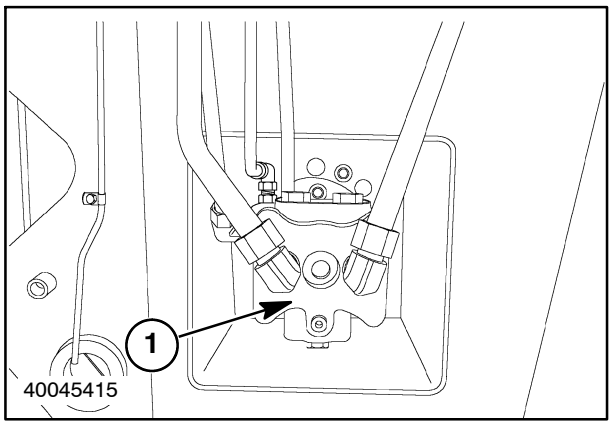
There are no special tools required to remove and replace or service the brake unit.

OVERHAUL

BRAKE ASSEMBLY

Removal

1. The brake unit is driven by the hydraulic motor assembly, 1.
2. To gain access to the brake, removal of the motor is required.
3. It will be necessary to release the pressure from the hydraulic system.



3

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INTRODUCTION

The overall hydraulic distribution system on the self-propelled (SP) windrower comprises three major subsystems. The hydraulic system supplies hydraulic power to the header drive motors, header lift cylinders, and optional header tilt and flotation trim functions, while the hydrostatic system supplies power to the ground drive motors on the front wheels and controls the relative speed and direction of the drive motors.

NOTE: *For more detailed information on the hydrostatic drive system, refer to Section 29 of this manual.*

All 6-cylinder HW5 series windrowers use the tractor engine to supply power for both onboard and accessory hydraulic systems. Power for the hydraulic ground drive is provided by a tandem piston pump, mounted on the LH side of the front of the engine flywheel housing. The hydraulic header lift function is powered by a tandem gear pump, mounted on the front end of the ground drive piston pump.

Power for the hydraulic header drive is provided by a variable-displacement piston pump, mounted on the RH side of the front of the engine flywheel housing. Both piston pumps are mechanically driven by a planetary gear train, connected to the engine flywheel and contained in the transfer case (the front section of the engine flywheel housing).

Both the ground drive and header drive pumps send their oil supply through an oil cooler circuit before directing power to their associated functions. The oil cooler is located between the engine coolant radiator and the rotating screen assembly, at the rear of the engine compartment.

⚠ DANGER ⚠

Before performing any maintenance on the hydraulic system, the needle valves (AD) MUST be opened to relieve pressure in the system. Extreme caution must be used when disconnecting, servicing and removing any of the components of the hydraulic system. Failure to comply will result in death or serious injury.

All of the hydraulic pumps draw their supply from the main hydraulic reservoir, mounted on the RH side of the chassis frame between the cab and the engine compartment. The reservoir is equipped with two 20-micron return-line filters, mounted on the upper outboard side of the reservoir. The front filter handles the return lines from the ground drive motors, header drive motors, and the case drain/charge pump relief (L1) line from the header drive pump. The rear filter protects the line(s) returning from the main control manifold(s) and the charge pump relief/case drain (L1) line from the ground drive pump.

Units equipped with an engine-mounted (gear) auxiliary hydraulic pump have a third filter, identical to the two standard filters, mounted on the inboard side of the reservoir to clean the auxiliary circuit return line(s). These units also add a dedicated auxiliary suction line from the reservoir to the additional pump.

All of the hydraulic header lift and drive functions are controlled through the Independent Control Valve (ICV) manifold, mounted on the main hydraulic component bracket, located on the forward RH side of the engine compartment outboard of the hydraulic pumps. Power supplied by each auxiliary pump is controlled through a dedicated auxiliary control valve (manifold), mounted above the main valve manifold on the main hydraulic component bracket.

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INTRODUCTION

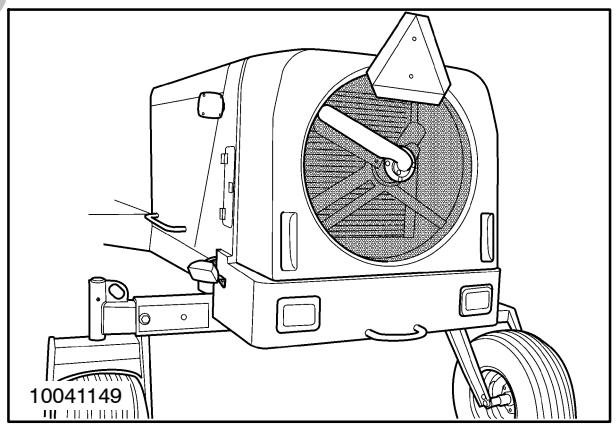
This section is organized as follows, including a table of contents.

- Introduction, contains a brief description of the information contained in this section and a brief overview of the rear axle operation.
- Specifications, contains all the specifications necessary to repair and restore the rear axle to service.
- Special Tools, there are no special tools required for this section.
- Description of Operation, contains a description of how the rear axle and each of its components operate.
- Adjustments, contains the procedure to adjust the rear wheel width.
- Disassembly and Repair, contains the procedures to remove, repair, and replace each rear axle component.

OVERVIEW

The rear axle is actually two small axles supported by forks, extensions, and axle tube. A pivot pin allows the axle tube to oscillate over uneven ground.

The wheel width is adjustable by removing the extension bolts and sliding the extensions out or in. The wheel hubs, the support fork and pivot pin have grease fittings for adequate lubrications.



1

SPECIAL TOOLS

There are no special tools required to repair the rear axle.

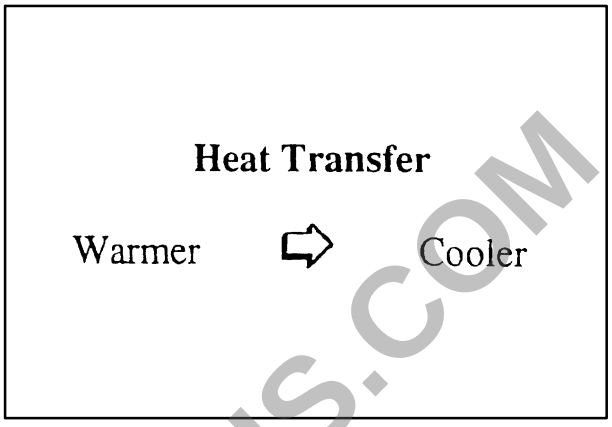
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DESCRIPTION OF OPERATION

THE BASICS OF REFRIGERATION

Air conditioning is based upon the process of heat transfer. When a warmer object is placed next to a colder object, the warmer object will lose heat and become cooler and the colder object will absorb the heat and become warmer. The air conditioning system removes heat from the windrower cab and releases it to the outside air.



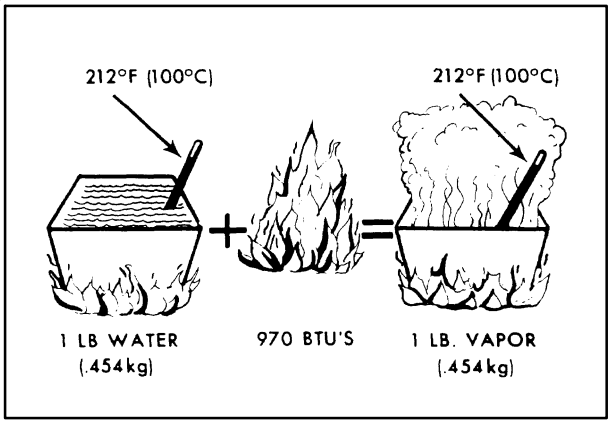
1

Heat always flows from a warmer object to a cooler object.

The intensity of heat is measured with a thermometer in degrees Celsius or degrees Fahrenheit. The quantity of heat is measured in calories or British Thermal Units (BTU's). A BTU is the amount of heat needed to raise one pound of water one degree Fahrenheit. A calorie is similar to a BTU except it is measured in metric units.

When enough BTU's are added to or subtracted from a liquid, it will turn into a vapor or a solid. This is called a "change of state".

For example, a pound of water at 212° F must have 970 BTU's added to change it to a vapor at the same temperature. As a substance changes state, it absorbs or releases large amounts of heat without changing temperature.



2

Liquids absorb the greatest amount of heat when they boil. Therefore, the boiling point of a liquid refrigerant needs to be lower than the temperature of the area it is supposed to cool. Refrigerant R134a is used in most air conditioning systems because it has a very low boiling point (–22° F).

As the R134a boils, it absorbs heat from the windrower cab until the cab is cooled. That is the essence of the air conditioning system.

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INTRODUCTION

Section 55 covers the electrical systems of the HW345 and HW365 6-cylinder windrowers. The section is divided into 15 chapters, including a Table of Contents and labor time guide. Chapters in this section include:

Chapter 1 – General Information
Chapter 2 – Power Distribution
Chapter 3 – Air Conditioning Systems
Chapter 4 – Lighting Systems
Chapter 5 – Engine Electrical Systems
Chapter 6 – Charging Electrical System
Chapter 7 – Electro-hydraulic Systems
Chapter 8 – Tests and Diagnostics
Chapter 9 – Audible Alarm
Chapter 10 – Controller Area Network (CAN)
Chapter 11 – Fault Codes
Chapter 12 – Wiring Harnesses and Circuit Diagrams
Chapter 13 - Connector Information
Chapter 14 - Optional Equipment Troubleshooting
Chapter 15 - Schematics

NOTE: *References made to "left" or "right" in this section correspond to the left or right side of the machine, as viewed when sitting in the operator's seat.*

TROUBLESHOOTING

Review the "General Electrical" topic in this section, which explains the operation of the electrical components found in many circuits. Test procedures are also provided for basic components.

IMPORTANT: *It is not possible to cover all possible causes/corrections for every circuit/component failure. Therefore, the "most probable cause" approach has been used in developing the troubleshooting charts. Machine configuration, circuit and component failure histories, and skill level of the service technician are all key factors in timely and successful troubleshooting.*

Before attempting to troubleshoot a circuit, become familiar with the electrical schematics, power sources, and operation of the electrical components in the circuit.

IMPORTANT: *Only when safe to do so, with regard to personal safety and avoiding further damage to equipment, operate the windrower and observe the symptom(s) of the problem.*

Find the heading that describes the symptom(s) observed, then follow the step-by-step instructions until the problem is corrected.

IMPORTANT: *Troubleshooting is based on the assumption that the symptoms observed are caused by a single item malfunction.*

This section has a description of each electrical circuit, a circuit diagram, and diagnostic test procedures based on the symptom(s) demonstrated by the fault.

All test procedures are based on the assumption that all mechanical items, such as filters, oil pressures, hydraulic cylinders, etc., have been checked and verified and that the problem is electrical, not mechanical.

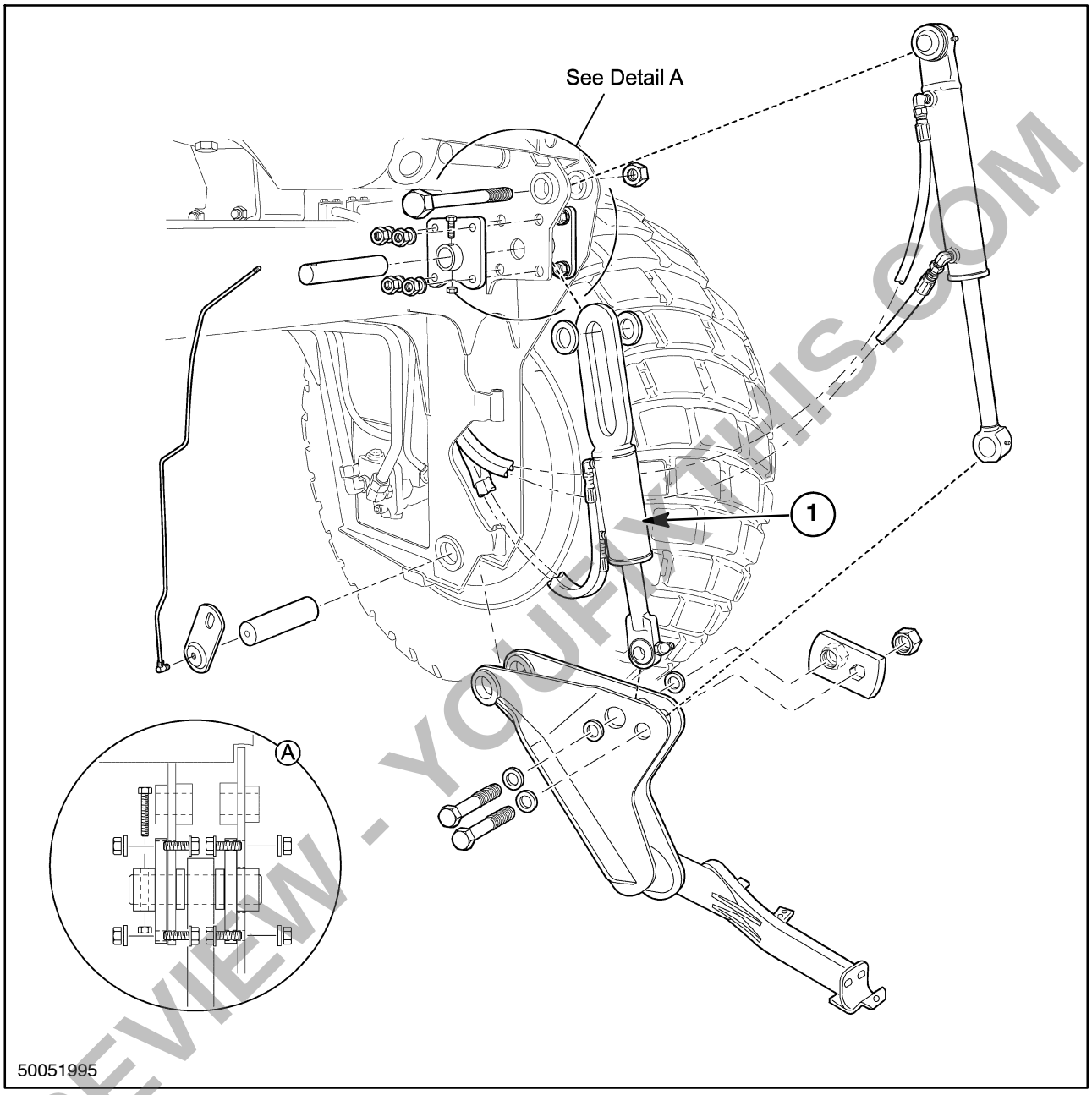
Prepare the machine for the test by following the pretest instructions in the troubleshooting chart. Perform the tests and observe the results. Perform the indicated corrective actions. Continue with the test procedure until the problem is corrected, then return the system to operational condition (replace shields, covers, etc.)

IMPORTANT: *Circuit diagrams (schematics) in this manual include wiring for both 6-cylinder ("D" coded) and 4-cylinder ("E" coded) windrowers. Only "D" coded wiring and wires without a specific code apply to HW345 and HW365 models.*

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OVERVIEW



1

HW345 AND HW365 DRAPER FLOATATION

⚠ WARNING ⚠

Hydraulic pressure in the accumulators and system, must be relieved before repairs to hydraulic components. Some hydraulic oil under pressure will be trapped down stream of the flow divider. Use caution when cracking lines or removing components. Failure to comply can result in death of serious injury.

Operation

Two cut height cylinders, 1, keep the draper at desired cut height as set by the operator.

While running Draper without cylinders the head would continually drop off on one side due to that side of the head is considerably heavier.

The hydraulics' consists of (2) valves, hoses, (2) cylinders to properly run the draper.

The Draper is electrically operated with rocker switches and (8) wiring harnesses.

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DELUXE CAB UPGRADE PACKAGE

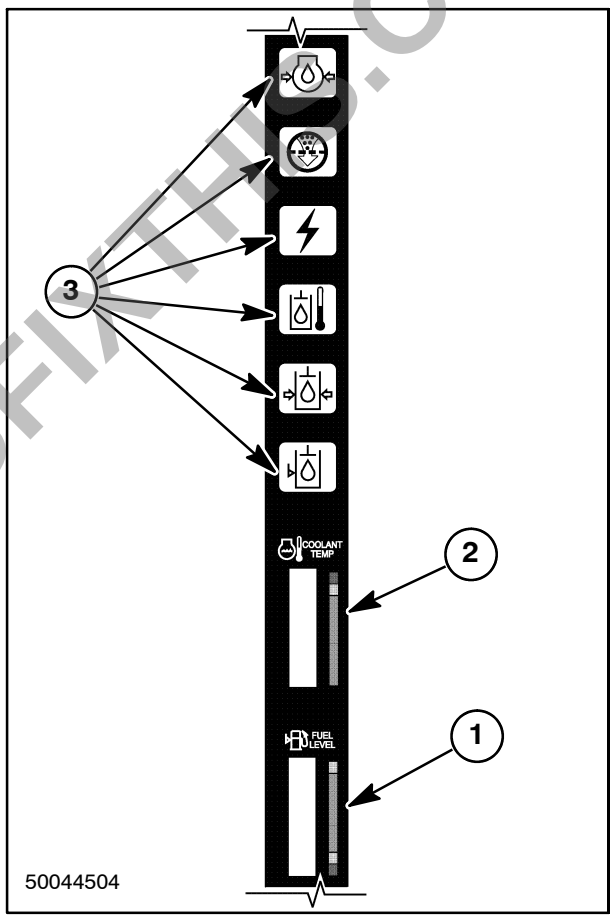
These options can be purchased from your authorized dealer. Installation instructions are provided in each kit or contained in this manual.

This option is available only with the deluxe cab. This kit increases the options inside the cab from the factory.

The deluxe cab upgrade package includes:

A-PILLAR DISPLAY

An A-pillar display with fuel level, 1, coolant temperature bar graphs, 2, and six warning lights, 3 are shown as part of the package.



1

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DESCRIPTION OF OPERATION – PLATFORM

DELUXE OPERATOR'S SEAT

The deluxe seat is standard on models HW345 and HW365.

CONTROLS

Armrest Height

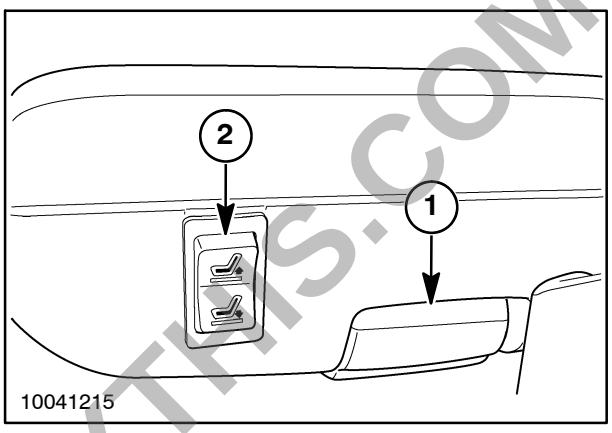
Rotate knob, 1, up to raise armrest. Rotate knob, 1, down to lower.

HEIGHT/WEIGHT ADJUSTMENT

To adjust seat height, key switch (S-04) must be in the ON position.

Push the top of the height control switch (S-02), 2, to raise and release when desired height is reached.

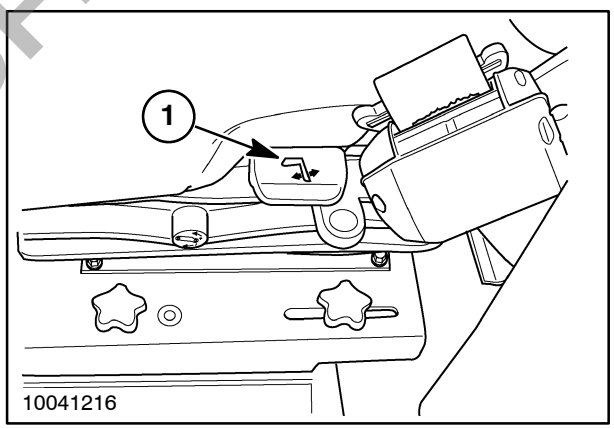
Push bottom of height control switch (S-02), 2, to lower and release when desired height is reached.



1

BACKREST ANGLE

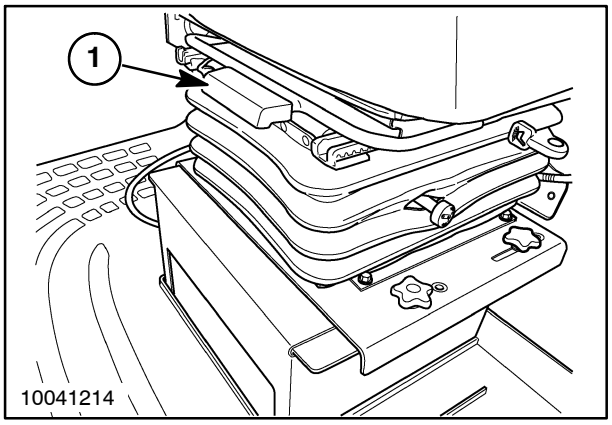
Lift lever, 1, and tilt backrest until desired position is reached. Release lever, 1, to lock backrest in position.



2

FORE/AFT POSITION

Pull up on handle, 1, and move seat forward or backward to the desired position. Release the handle, 1, to lock the seat in position.



3

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SECTION 10 - ENGINE

BOOK 1 - 87576217

Chapter 1 - Engine (Continue)

CONTENTS

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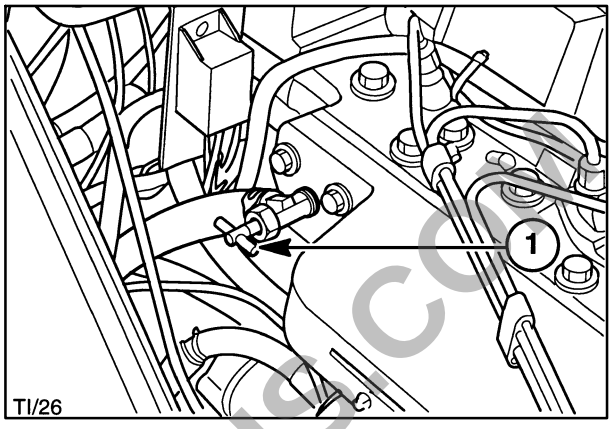
COMPONENT OVERHAUL

CYLINDER HEAD, VALVES, AND RELATED PARTS

Cylinder Head Removal

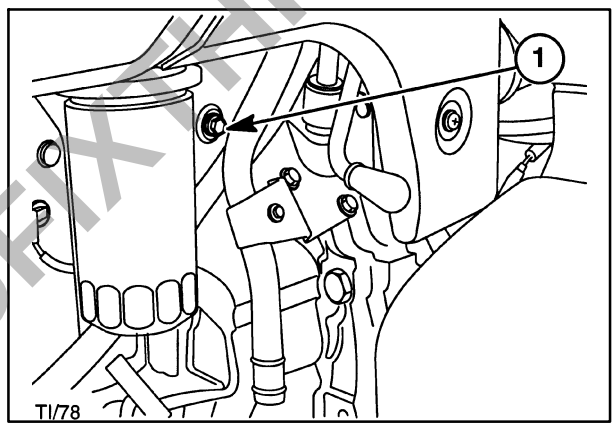
NOTE: *The cylinder head can be removed with the engine installed in the tractor.*

1. Check that the heater shutoff valve, 1, is open. This valve is on the rear, right-hand side of the engine cylinder head. Drain the engine coolant by placing a suitable container below the coolant drain hose .



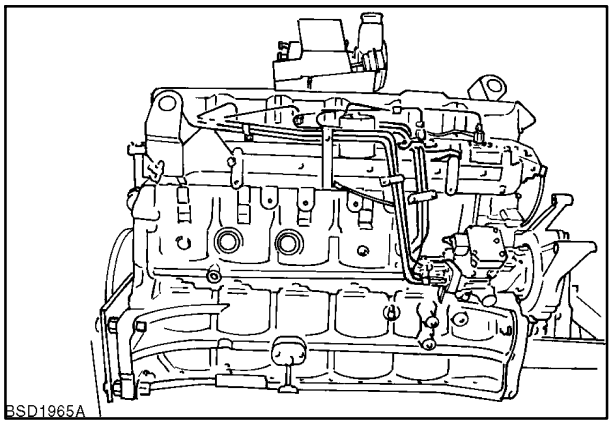
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2. Drain the coolant using drain tap, 1, on left hand rear of the engine block.



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3. Remove all necessary hardware and components in order to gain access to the cylinder head. Refer to “Engine Removal”.



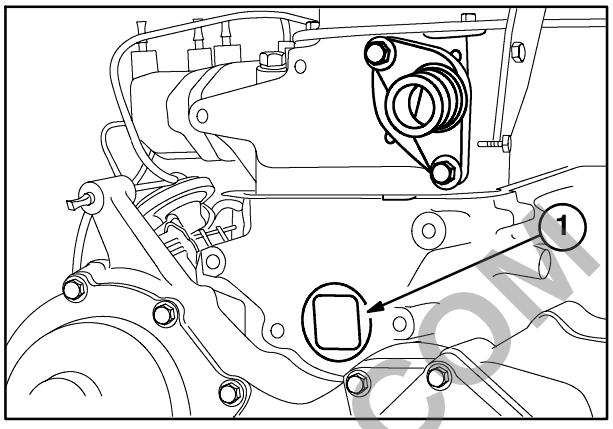
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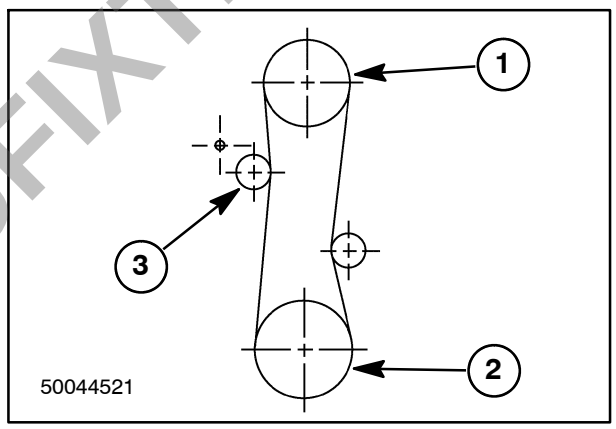
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Installation: 6-cylinder
Installation of the water pump is the reverse of removal, with the following requirements:

1. Clean the block face and install a new O ring between the pump and block face, 1.
2. Place the water pump onto the block and install the four pump bolts. Tighten to 61 - 68 N·m (45 - 50 ft.-lbs.).
3. Inspect the water pump belt tensioner assembly. The tensioner pulley should rotate freely and the swinging arm should return freely to rest.
4. Gently lever the arm down to install the belt. Seat the grooves in the belt so that they are centered and occupy all of the grooves on the pulleys.
5. Install the fan bearing support to the top of the thermostat housing with four 5/16 x 3/4 flange bolts with lock washers.
6. Install the fan belt over fan sheave, 1, and crankshaft sheave, 2.
7. Install fan belt tensioner, 3, and support bracket.
8. Install the fan and adapter to sheave, 1, with six 3/8 x 1-3/4 flange bolts and lock washers.
9. Install 1-1/2 plug button into fan adapter.



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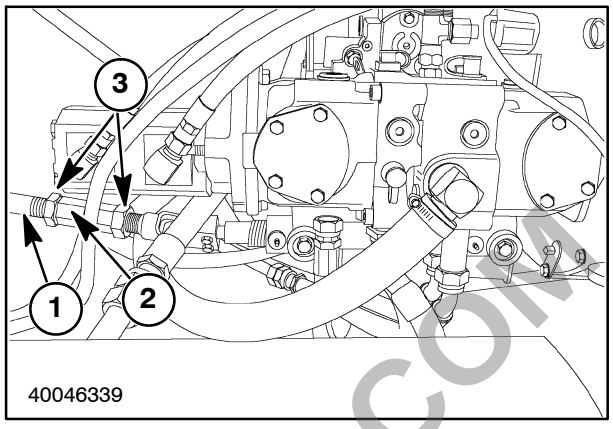
Lengthen the propulsion/steering shaft, 1, until it will not lengthen any more by rotating the turnbuckle, 2.

Mark one of the flats on the turn buckle.

Shorten the propulsion/steering shaft by rotating the turnbuckle **three** flats.

Tighten the two jam nuts, 3.

NOTE: *Three turnbuckle flats of rotation will give ± 90° of steering at full speed forward. This is the recommended range of steering at full speed forward. Maximum achievable ground speed will decrease as range of steering at full speed forward is increased.*

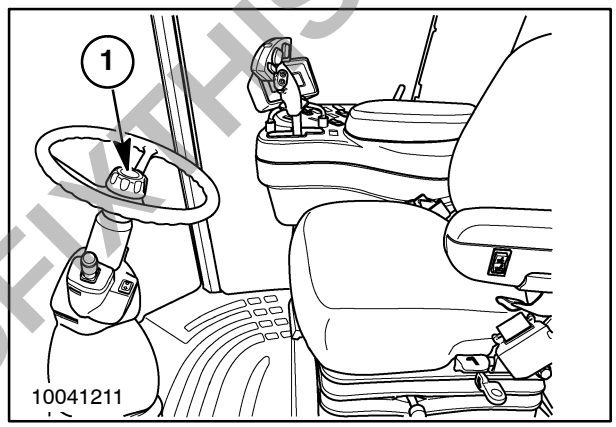


29

Turn the steering wheel, 1, left and right to check for 90° of movement in both directions.

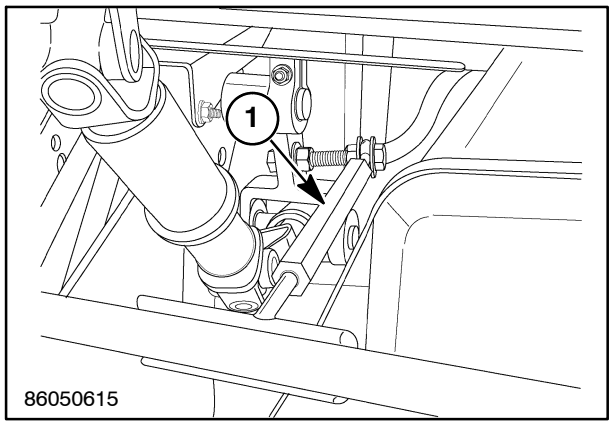
Make the proper adjustments to achieve 90° of steering.

NOTE: *Shortening the propulsion/steering shaft more than 3 flats will increase steering.*



30

Remove the special tool **380002573**, 1.



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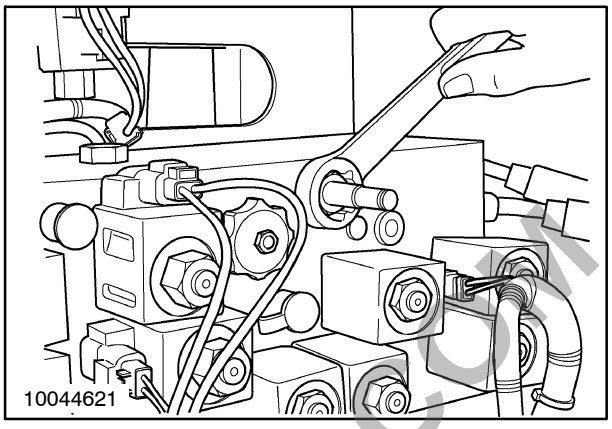
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Installation

1. Install the new cartridge in the manifold and torque to the specification shown on the “Component Information” chart.

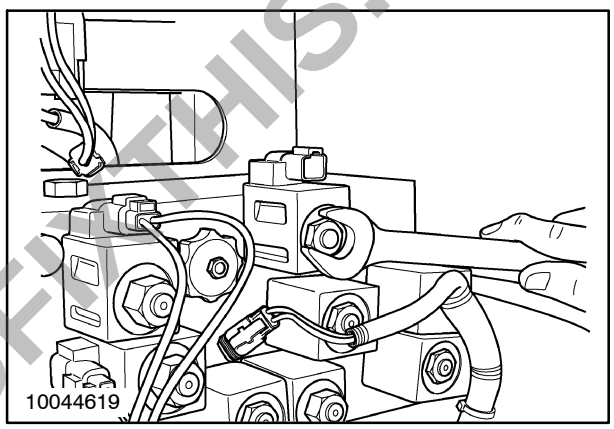
NOTE: *Do NOT re-use the external seals. ALWAYS lubricate and install new external seals with a new valve cartridge.*



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2. Slide the coil, 1, onto the valve and re-install the retaining nut, 2. Tighten the nut to 7–8 N·m (5–6 ft-lbs).

IMPORTANT: *Do not over-tighten the retaining nut, or the valve will be damaged.*

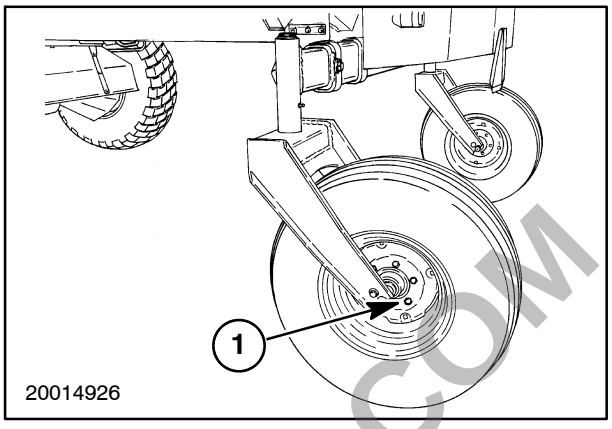


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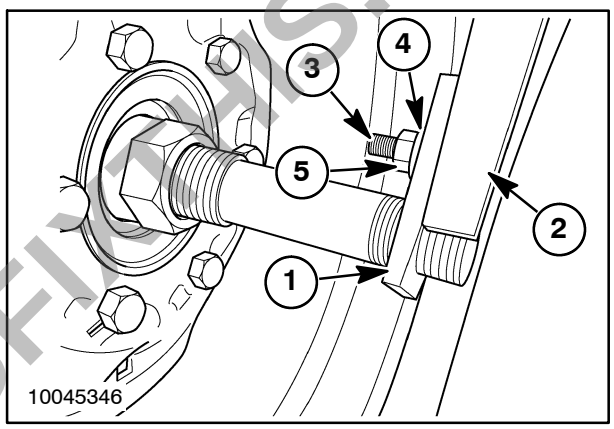
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5. Always install the shaft so that the capscrew heads, 1, will face out when the wheel is in its “trailing” position, as if the windrower were moving forward.



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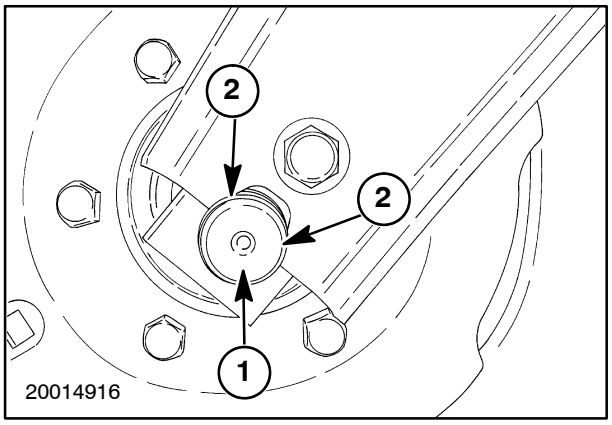
6. Thread on the end bracket, 1, only far enough so the axle assembly fits snugly on the insides of the fork, 2. Install the bolt, 3, flat washer, 4, and flange nut, 5.



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7. Lift up on other end of the axle to make sure shaft, 1, is resting squarely on the fork, 2, at two places. Tighten the axle shaft bracket securing bolt to 115 N·m (85 ft. lbs.).

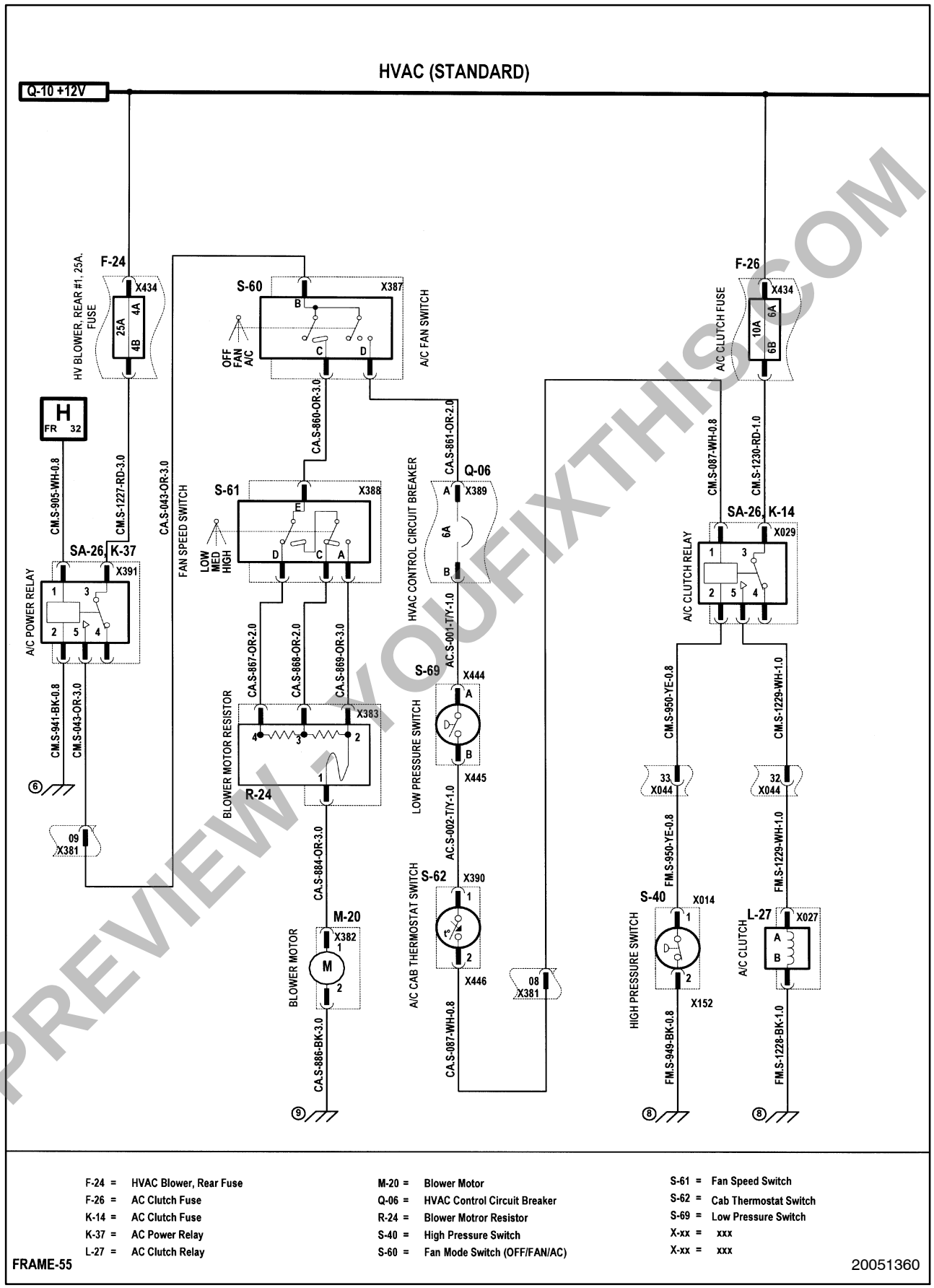
IMPORTANT: *The axle must be properly seated in the notch of the tail fork or tail fork failure will result.*



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F-24 = HVAC Blower, Rear Fuse
F-26 = AC Clutch Fuse
K-14 = AC Clutch Fuse
K-37 = AC Power Relay
L-27 = AC Clutch Relay
M-20 = Blower Motor
Q-06 = HVAC Control Circuit Breaker
R-24 = Blower Motror Resistor
S-40 = High Pressure Switch
S-60 = Fan Mode Switch (OFF/FAN/AC)
S-61 = Fan Speed Switch
S-62 = Cab Thermostat Switch
S-69 = Low Pressure Switch
X-xx = xxx
X-xx = xxx

FRAME-55

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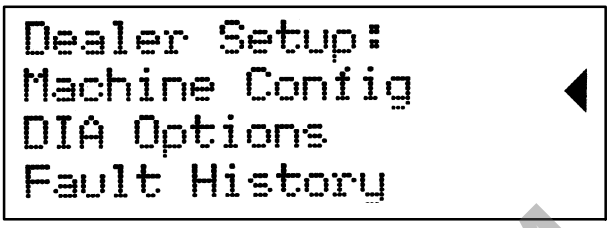
Road Lights Switch Does Not Illuminate (Switched Mode)

STEP	PRETEST INSTRUCTIONS	TEST	RESULT	PROBABLE CAUSE/CORRECTION
1.	Key/Start switch **STOP** (off); road lights switch (S-01) “off”.	Check 20A XCM/IGN/FNR/CRUISE fuse (F-04) on Main Electrical Panel.	Fuse blown. Fuse good.	Determine cause; replace fuse. Continue with Step 2.
2.	Key/Start switch “ign/run” (on); road lights switch “off”.	Check for 12 volts dc at wire RM -727-RD, pin 10 of Cab Main-to-Roof Main harness connector (X246).	12 volts. Zero or low voltage.	Continue with Step 3. Broken wire/bent pin/ loose connector (X246); repair wiring/tighten connector as necessary.
3.	Key/Start switch “ign/run” (on); road lights switch “off”.	Check for 12 volts dc at terminal 7 of road lights switch (S-01), wire RM -692-PU.	12 volts. Zero or low voltage.	Continue with Step 4. Broken wire/poor connection between switch and splice (SPL-145); repair/replace as necessary.
4.	Key/Start switch “ign/run” (on); road lights switch “off”.	Check for 12 volts dc at terminal 9 of road lights switch, wire RM-612-BK.	12 volts; switch illuminates. Zero or low voltage.	Broken, loose, or corroded ground connection, wire RM-612-BK (Ground Point 4); repair as necessary. Defective switch; replace switch.

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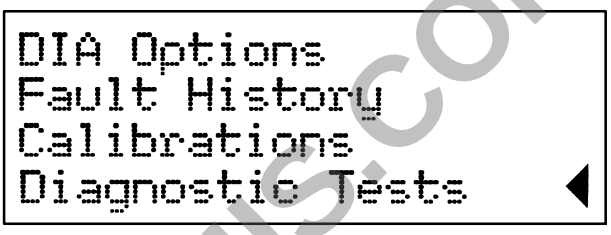
Diagnostics tests of components are accessed from the Dealer Setup Menu.



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4

Use the SCROLL keys to page down or up through the menu and find Diagnostic Tests. Press the ENTER key.

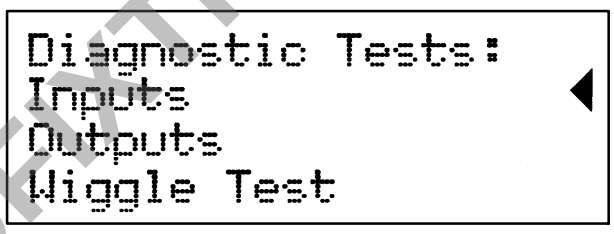


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Use the SCROLL keys to page down or up through the Diagnostic Tests menu.

Press the ENTER key to select an option within the Diagnostic Tests menu.



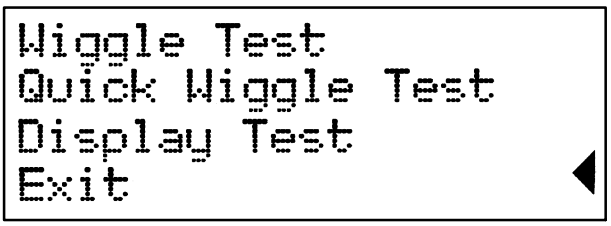
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The following can be tested in Tests & Diagnostics menu:

- Inputs
- Outputs
- Wiggle test
- Quick Wiggle Test
- Display Test

To exit move the pointer to “Exit” and press the ENTER key.



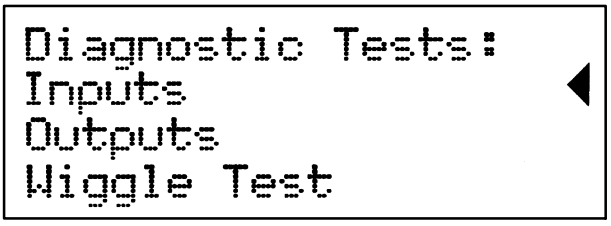
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INPUTS

Inputs are the signals being supplied to the XCM from an electrical component. If a sensor does not appear to be sending a signal to the XCM, check the inputs diagnostic tests. All inputs are grouped by machine function.

Use the SCROLL keys to page down or up through the Diagnostics Tests menu, move the pointer to “Inputs” and press the ENTER key.

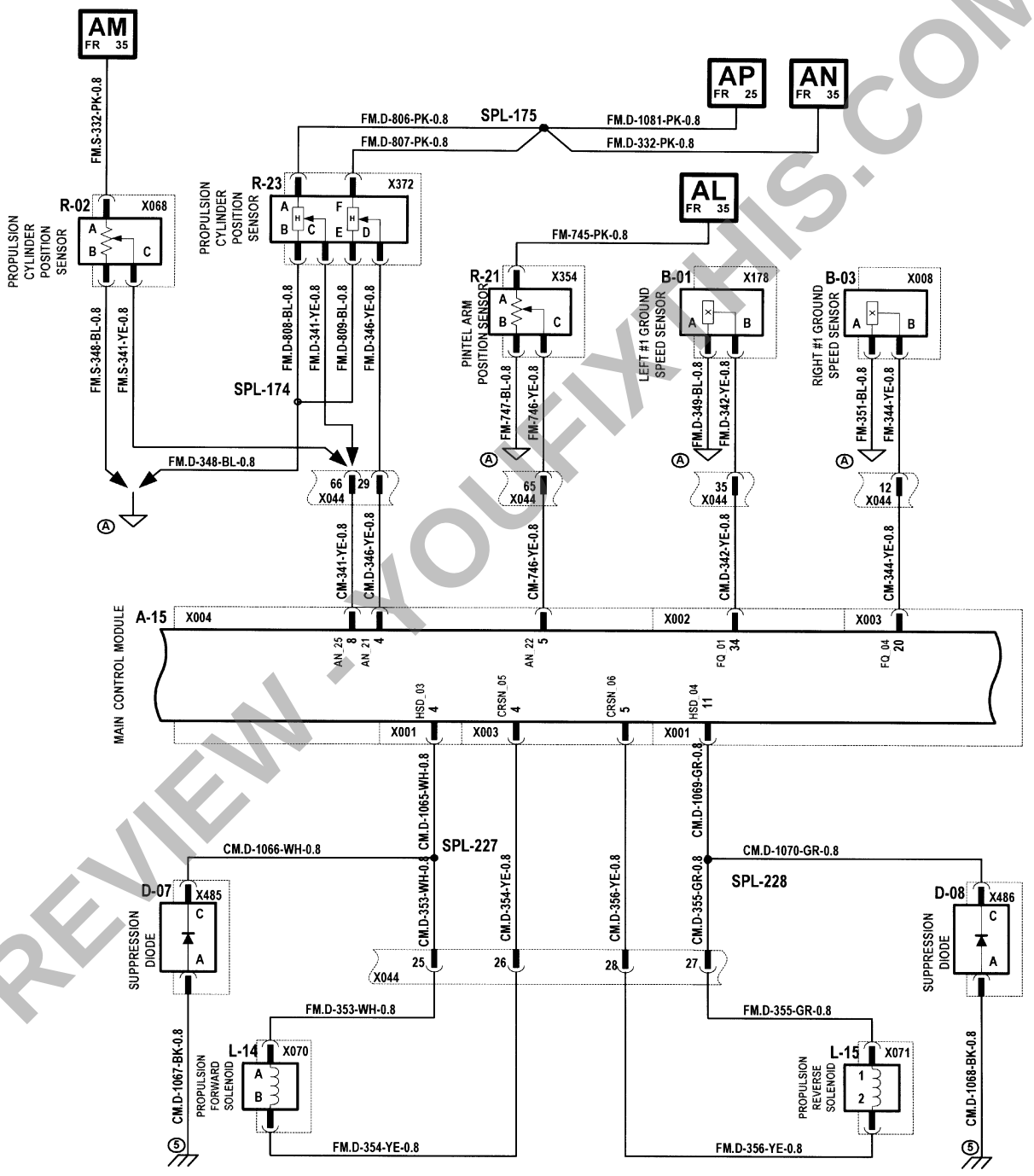


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DRIVELINE - PROPULSION

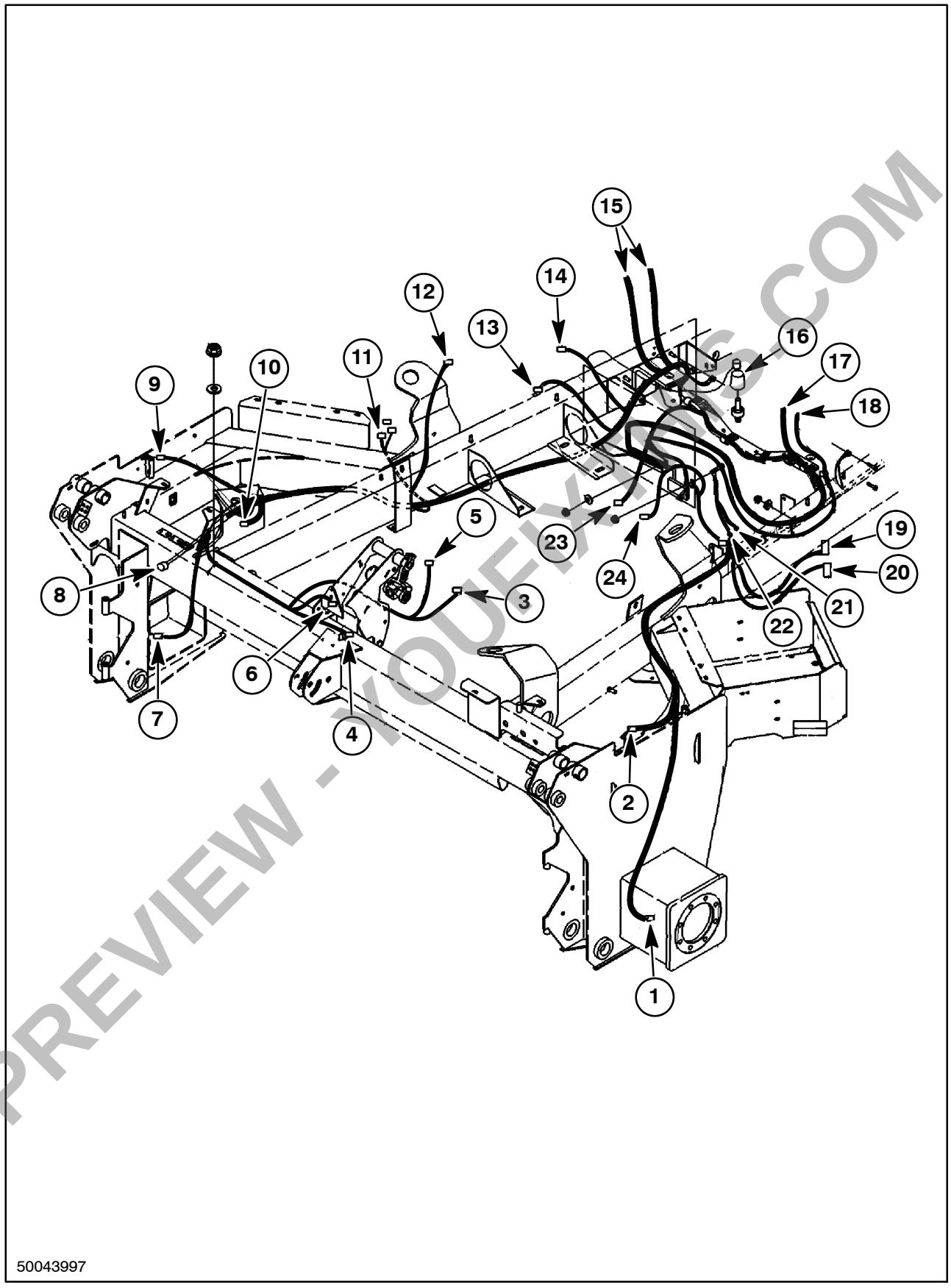


B-01 =	LEFT #1 GROUND SPEED SENSOR	L-14 =	PROPULSION FORWARD SOLENOID	X-xx =	xxx
A-15 =	MAIN CONTROL MODULE	L-15 =	PROPULSION REVERSE SOLENOID	X-xx =	xxx
R-21 =	PINTEL ARM SENSOR	B-03 =	RIGHT #1 GROUND SPEED SENSOR	X-xx =	xxx
S-02 =	PROPULSION CYL. POSITION SENSOR	D-07 =	SUPPRESSION DIODE	X-xx =	xxx
S-23 =	PROPULSION CYL. POSITION SENSOR	D-08 =	SUPPRESSION DIODE	X-xx =	xxx

FRAME-07

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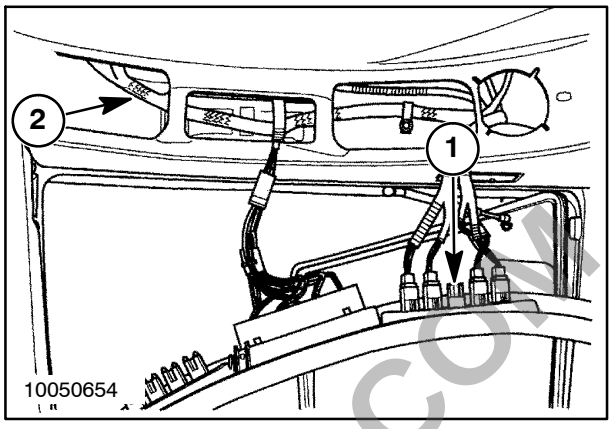


1

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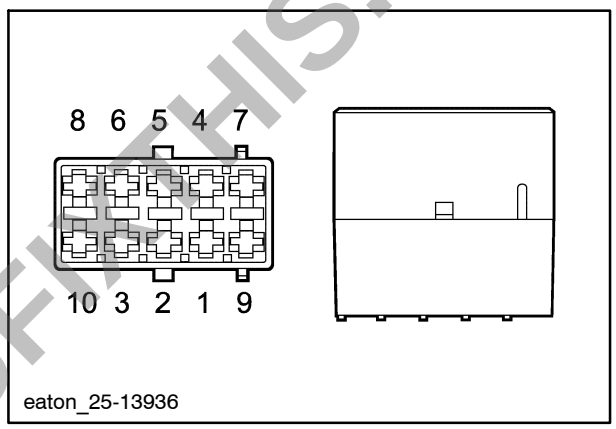
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2. Carefully lower the upper left control panel and remove connector (X232), 1, from the switch. The beacon light switch is connected the main roof (RM) harness, 2.



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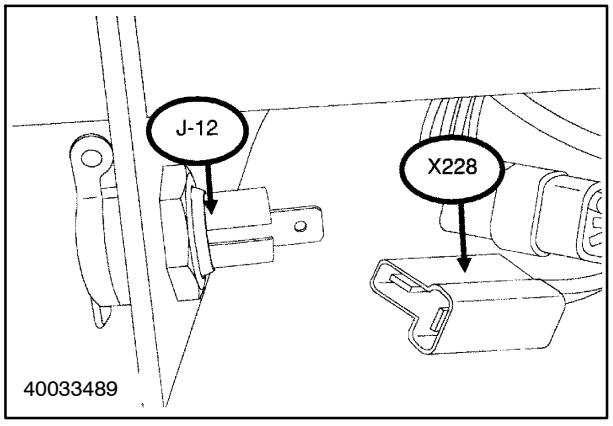
(X232)Beacon Light Switch (S-41)		
Cav	**Wire**	**Circuit Reference**
01	-	-
02	RM288-RD	Battery power, fuse F-09
03	RM568-PU	Power, Switch ON
04	-	-
05	-	-
06	-	-
07	RM799-PU	Switch backlight
08	-	-
09	RM800-BK	Ground point 4
10	-	-



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Connectors and Circuitry

(X228) Beacon Power Jack (J-12)		
Cav	**Wire**	**Circuit Reference**
01	BE682-BK	Ground point 4
02	BE568-PU	Power, fuse F-09



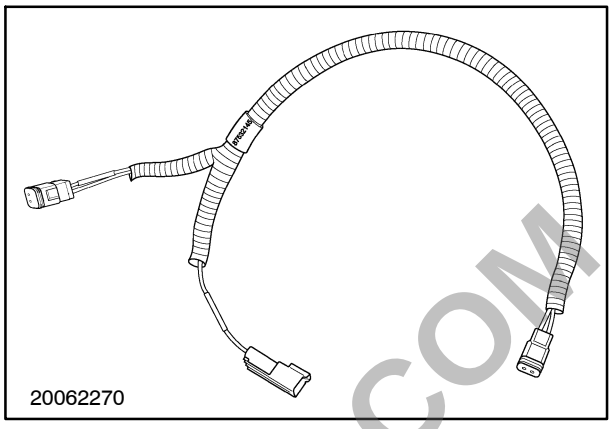
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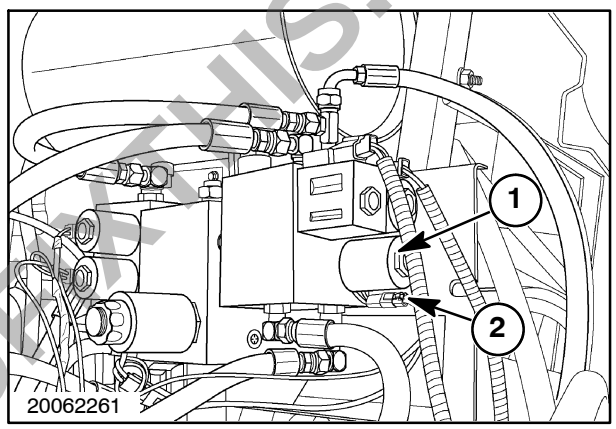
WIRE HARNESS DRD6

This harness consists of two (2) male connectors and one (1) female connector. This acts as a jumper from the Cut Height Control Manifold to the Flow Divider Manifold.



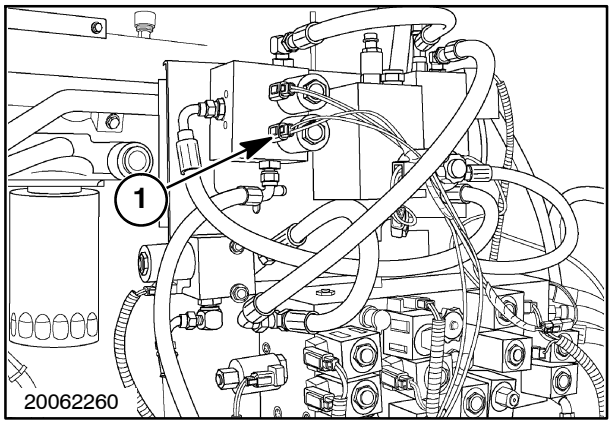
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1. Locate the Left Position Solenoid, 1, and disconnect the plug, 2, in the DR-F harness
2. Insert the connector from the Left Position Solenoid into the female connector (X525B) of the DRD6 harness.
3. Connect (X525C) with wires 1292 and 1293 into the Left Position Solenoid.



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4. Insert the remaining connector(X088) into the Flow Divider Blocking Valve Solenoid, 1.



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