Safety rules

TC Harvest Suit™ Comfort Cab	WE

LEGAL OBLIGATIONS

This machine may be equipped with special guarding or other devices in compliance with local legislation. Some to these require active use by the operator. Therefor, check local legislations on the usage of this machine.

ACCIDENT PREVENTION

Most accidents or injuries that occur in workshops are the result of non compliance to simple and fundamental safety principles. For this reason, IN MOST CASES THESE ACCIDENTS CAN BE AVOIDED by applying the fundamental safety principles, acting with the necessary caution and care.

Accidents may occur with all types of machine, regardless of how well the machine in question was designed and built.

⚠ CAUTION

Unexpected machine movement!
1. Disengage all drives.
2. Engage parking brake.
3. Lower all attachments to the ground, or raise and engage all safety locks.
4. Shut off engine.
5. Remove key from key switch.
6. Switch off battery key, if installed.
7. Wait for all machine movement to stop.
Failure to comply could result in minor or moderate injury.

C0038A

SAFETY REQUIREMENTS FOR FLUID POWER SYSTEMS AND COMPONENTS - HYDRAULICS (EUROPEAN STANDARD EN982)

- Flexible hose assemblies must not be constructed from hoses which have been previously used as part of a hose assembly.
- Do not weld hydraulic pipes: when flexible hoses or piping are damaged, replace them immediately.
- It is forbidden to modify a hydraulic accumulator by machining, welding or any other way.
- Before removing hydraulic accumulators for servicing, the liquid pressure in the accumulators must be reduced to zero.
- Pressure check on hydraulic accumulators must be carried out by a method recommended by the accumulator manufacturer.
- Take care not to exceed the maximum allowed pressure of the accumulator. After any check or adjustment, check for leakages or gas in the hoses or tubes.

SAFETY RULES

General guidelines

- Carefully follow specified repair and maintenance procedures.
- When appropriate, use P.P.E (Personal Protective Equipment)
- Do not wear rings, wristwatches, jewellery, unbuttoned or loose articles of clothing such as: ties, torn clothing, scarves, open jackets or shirts with open zips that may remain entangled in moving parts. It is advised to wear approved safety clothing, e.g.: non-slip footwear, gloves, safety goggles, helmets, etc.
- Do not carry out repair operations with someone sitting in the driver's seat, unless the person is a trained technician who is assisting with the operation in question.
- Do not operate the machine or use any of the implements from different positions, other than the driver's seat.

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Mechanical transmission - Torque

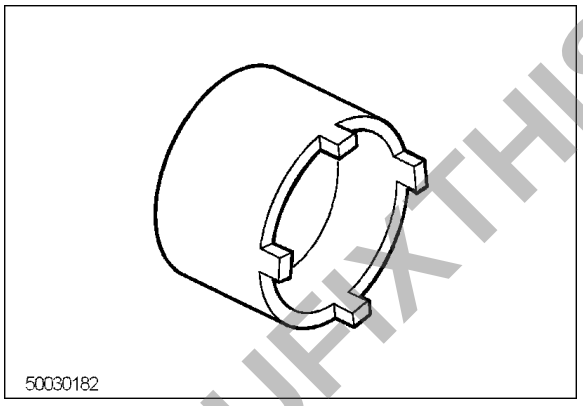
TC5.80	WE
TC5.90	WE

Nut on drive shaft	**150-170 Nm** (**111-125 lb ft**)
Nut on input shaft	**150-170 Nm** (**111-125 lb ft**)

Mechanical transmission - Special tools

TC5.80	WE
TC5.90	WE

Description	Tool No.
Ring nut wrench (Metric **45 mm**)	**380001074**



50030182 1

Mechanical transmission - General specification

TC5.80	WE
TC5.90	WE

Differential ratio	16/71
Differential lock	No
Gear ratio	
1st gear ratio	18/58
2nd gear ratio	35/62
3rd gear ratio	59/48
Maximum input speed (high idle)	2699
Maximum input speed (full load)	2208
Maximum input torque	**634 Nm** (**468 lb ft**)
Maximum output speed (high idle)	748
Maximum output torque	2 x **4533 Nm** (**3344 lb ft**)
Maximum power	**156 kW**
Brake disc diameter	**330 mm** (**13 in**)
Approximately total weight	**380 kg** (**838 lb**)

Mechanical transmission - General specification

TC5.80	WE
TC5.90	WE

Differential ratio	16/71
Gear ratio	
1st gear ratio	18/58
2nd gear ratio	35/62

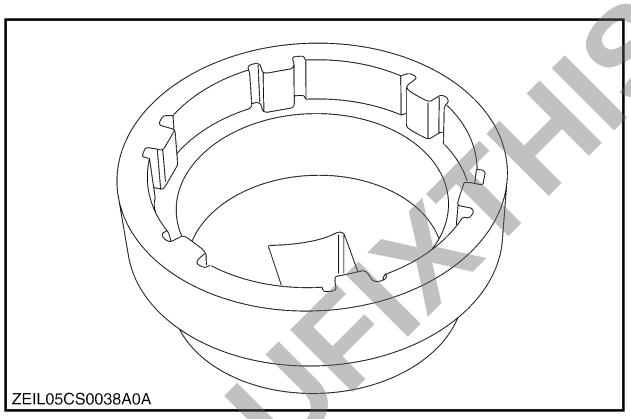
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Final drive - Torque

10/75 final drive

Bolt final drive cover	**28-45 Nm** (**21-33 lb ft**)
Bolt input shaft cover	**34 Nm** (**25 lb ft**)
Bolt in output shaft	**235 Nm** (**175 lb ft**)
Level plug	**70-90 Nm** (**50-65 lb ft**)
Magnetic plug	**90-110 Nm** (**65-80 lb ft**)
Filler / Breather plug	**90-110 Nm** (**65-80 lb ft**)
Bolt final drive to traction beam	**440 Nm** (**325 lb ft**)
Wheel nuts torque	**610-732 Nm** (**450 - 540 lb ft**)

Final drive - Special tools



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Description	Tool No.
10/75 Final drive axle ring nut wrench	380002115

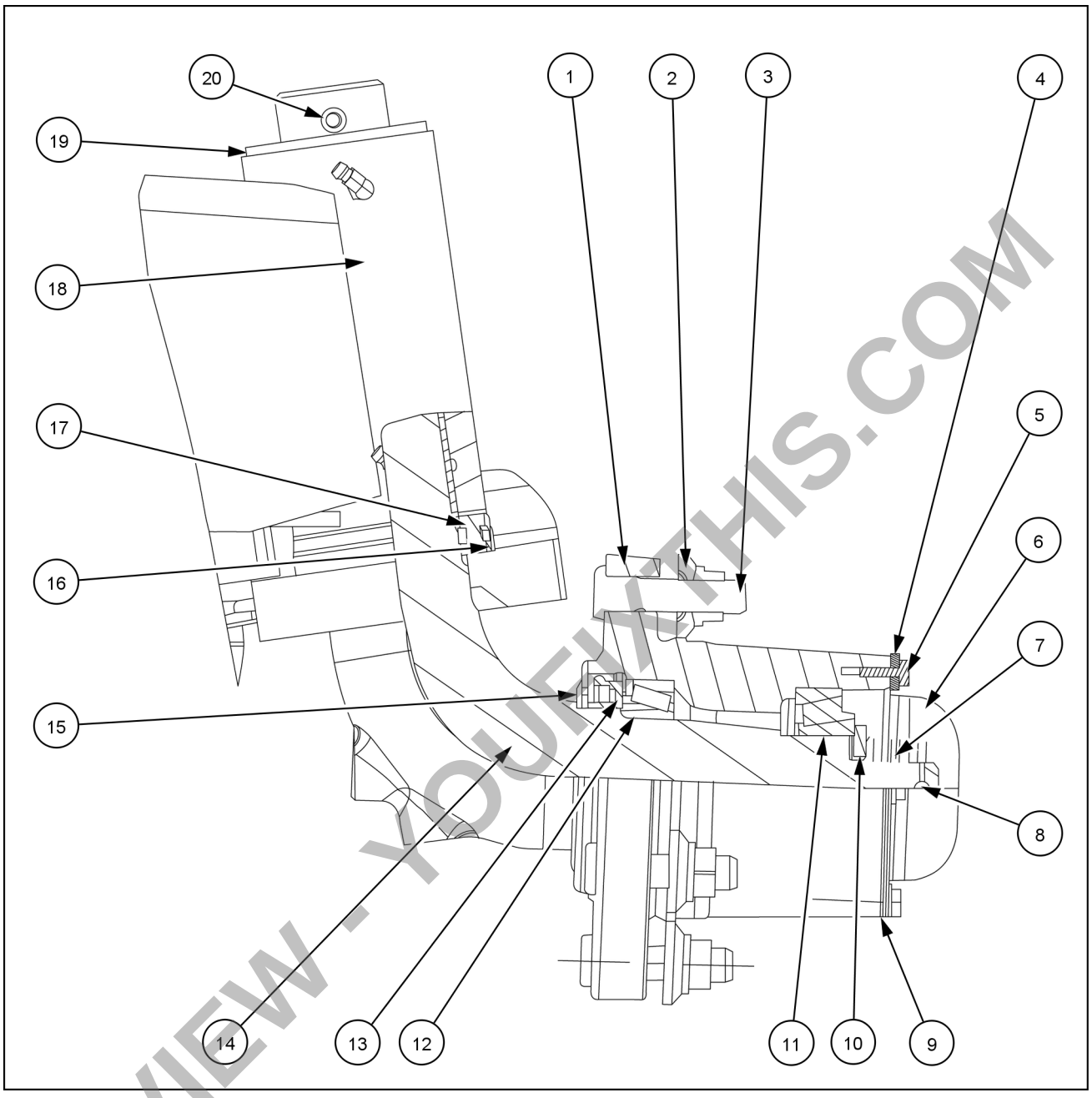
Final drive - General specification

10/75 final drive

Gear ratio	10/75
Max. input rpm (**30 km/h** - **18.6 miles/h**)	**1000 rpm**
Max. output rpm (**30 km/h** - **18.6 miles/h**)	**100 rpm**
Nom. input torque	**1645 Nm** (**1213 lb ft**)
Nom. output torque	**12400 Nm** (**9146 lb ft**)
Input shaft axial end play	**0.05 - 0.1 mm** (**0.00197 in** - **0.00394 in**)
Approx. total weight	**180 kg** (**397 lb**)
Oil capacity	**5.5 liters** (**1.45 US gal**)

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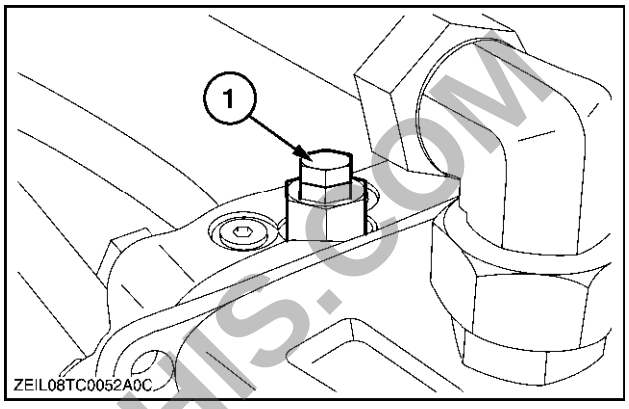
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Hydrostatic drive system valves Relief valve - Replace

TC Harvest Suit™ Comfort Cab	WE

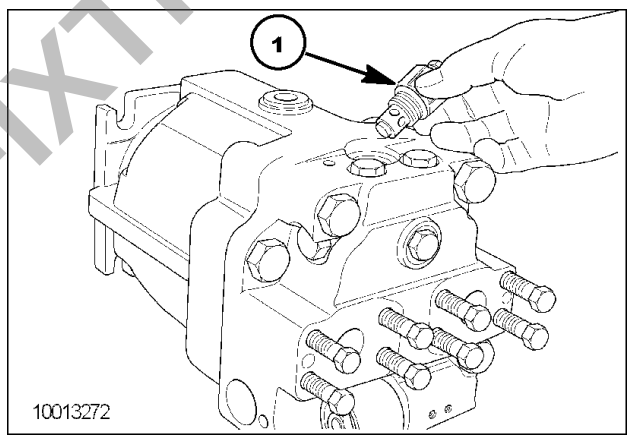
1. Secure the combine so that it can not move.
   Drain the oil from the hydrostatic oil reservoir through the drain hose.
2. Remove the motor charge pressure relief valve **(1)**.

NOTE: *Motor shown removed for clarity.*



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3. Turn in the new relief valve **(1)**. Tighten the valve to a torque of **52 Nm** (**38 lb ft**).



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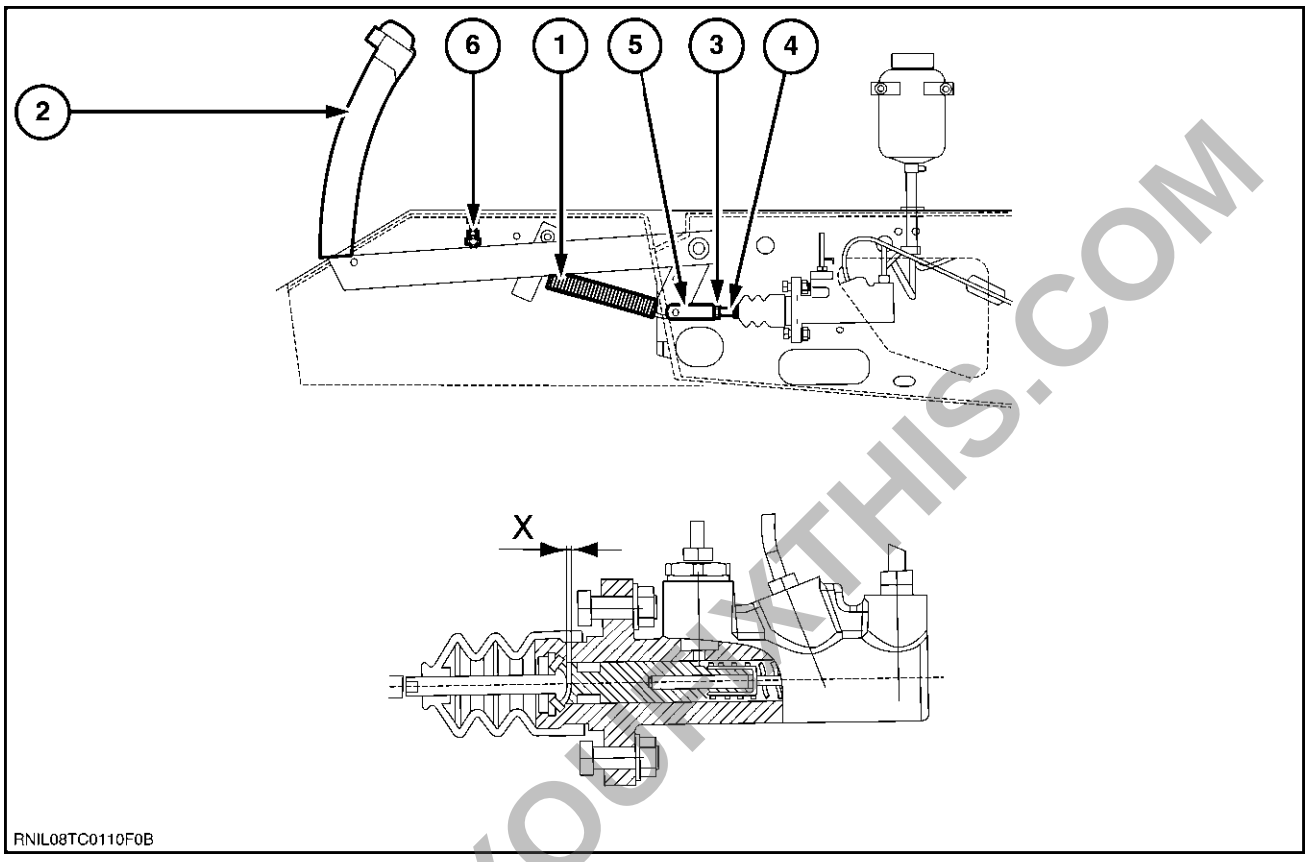
Next operation:
Hydrostatic transmission - Filling (29.202) and **Hydrostatic transmission - Start up (29.202)**.

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Brake pedals - Overview

TC5.80	WE
TC5.90	WE



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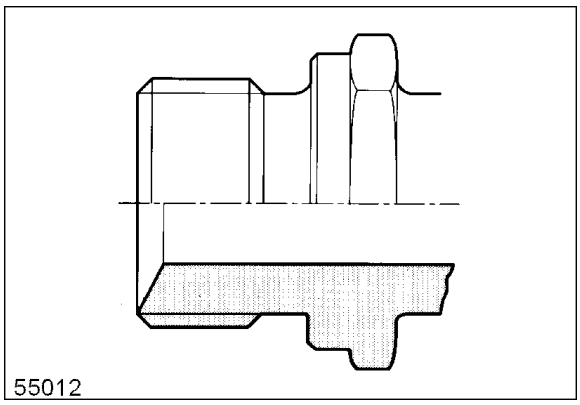
1 Spring
2 Brake pedal
3 Nut
4 Push rod
5 Fork
6 Nut

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Connections

Are screwed in ISO metric thread - tolerance class 6H - with a tightening torque as specified in the table below.

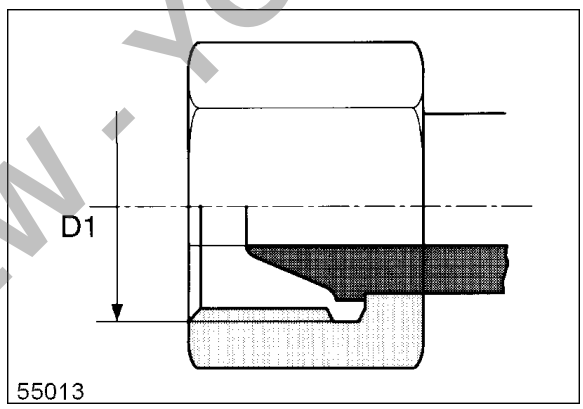


55012 3

Tube outer diameter mm (inch)	Torque Nm (lb.ft)	
	Minimum	Maximum
8 (0,32)	40 (29)	45 (33)
10 (0,40)	65 (48)	70 (51)
12 (0,47)	80 (59)	85 (63)
16 (0,63)	100 (74)	120 (88)
18 (0,71)	120 (88)	140 (103)
22 (0,87)	200 (147)	220 (164)
28 (1,10)	350 (257)	380 (280)

Swivel nut with ball-type nipple

Are suitable for use with female unions



55013 4

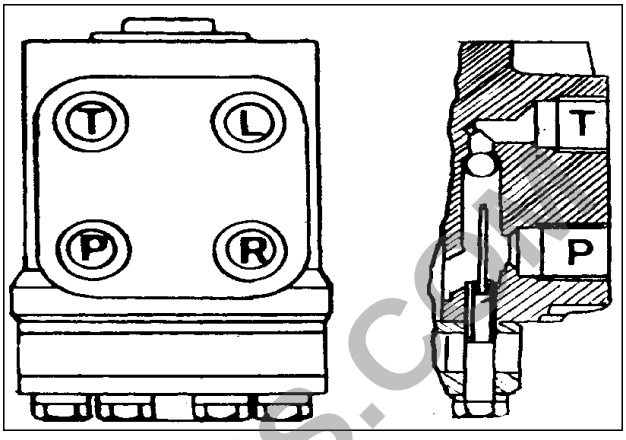
D1	Torque Nm (lb.ft)	
6H	Minimum	Maximum
M14 x 1.5	-	-
M16 x 1.5	15 (11)	20 (15)
M18 x 1.5	20 (15)	25 (18)
M24 x 1.5	30 (22)	35 (26)
M26 x 1.5	-	-
M30 x 2	-	-
M36 x 2	-	-

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Power steering control valve - Static description

TC Harvest Suit™ Comfort Cab	WE

The Danfoss steering valve OSPC 100 ON consists of a selector valve and an orbit pump.
The purpose of having an orbit pump built in the valve is to have a perfect ratio between the steering wheel and the steering cylinder, and to guarantee a manual operation in case of breakdown.
The steering wheel controls the selector valve and the orbit pump. The valve sleeve is held in neutral by leaf springs.
These leaf springs only allow a minor shifting between the valve sleeve and the spool when turning the steering wheel.

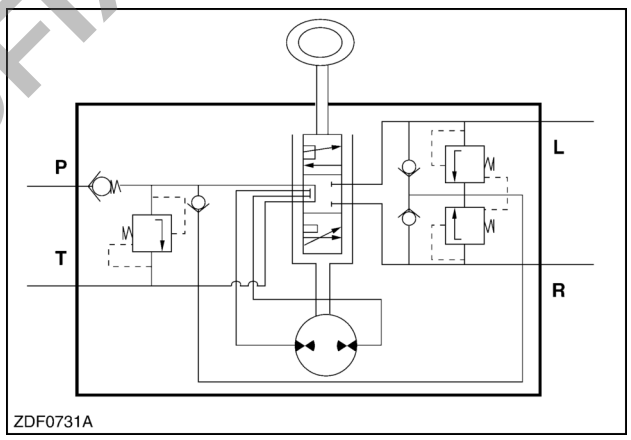


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Four ports discharge into the valve body.

P:	Pressure inlet
T:	Return to reservoir
L and R:	Left and Right cylinder connection to steering

A ball is fitted between the ports **(P)** and **(T)**. During normal operation the ball is pushed on its seat, closing the connection between **(P)** and **(T)**.
When no oil under pressure (e.g. failure of hydraulic pump) flows from the pump into port **(P)**, steering will still be possible as the return oil pushes the ball from its seat and flows into suction line **(P)**.
The pressure relief valve is situated between inlet **(P)** and return **(T)**.
The double-acting shock-valve is situated between ports **(L)** and **(R)**.



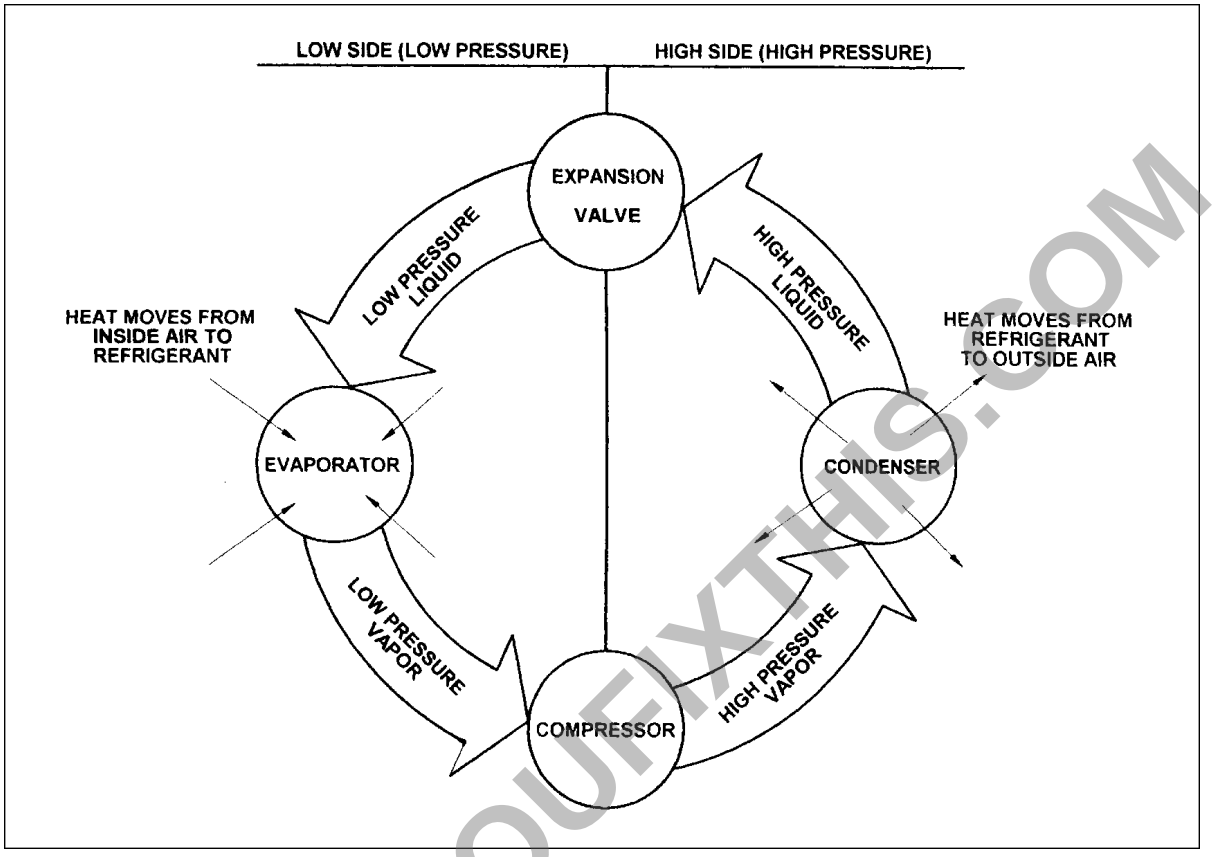
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Air conditioning - Functional diagram

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50_SEC50-1_09 1

A/C cycle

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Electrical system - General specification

TC Harvest Suit™ Comfort Cab	WE

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.

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.

The rating of the fuse relates to the current that the fuse can carry continuously.

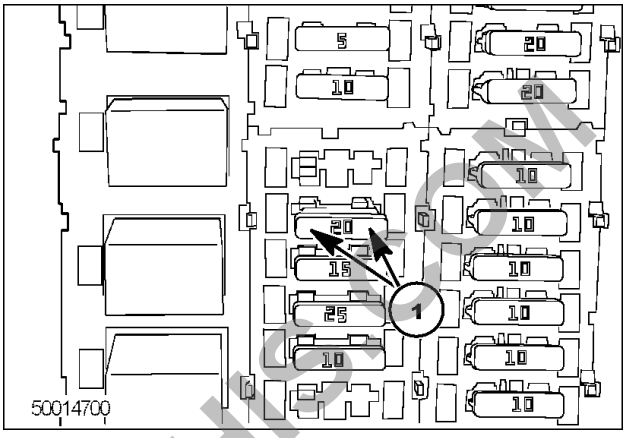
If a fuse blows, it must be replaced with a fuse of the correct rating, and if it blows again, then the cause must be investigated.

A fuse may be tested by checking continuity across the fuse on the two exposed terminals **(1)**.

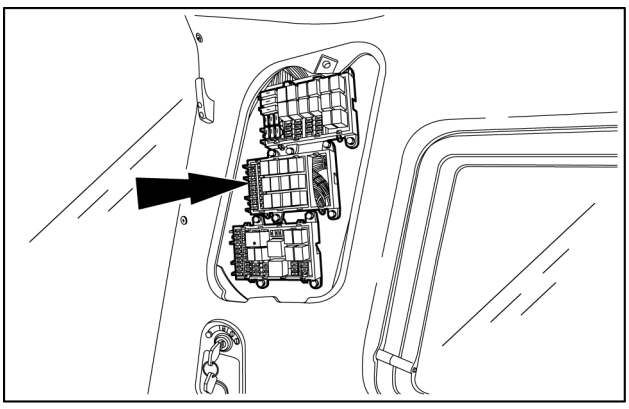
NOTICE: *Do not insert measuring probes in the fuse panel, they will deform the socket and cause bad contacts.*

Fuses and relays are located on different places of the combine:

1. Located at the backside at the right-hand side of the cab.



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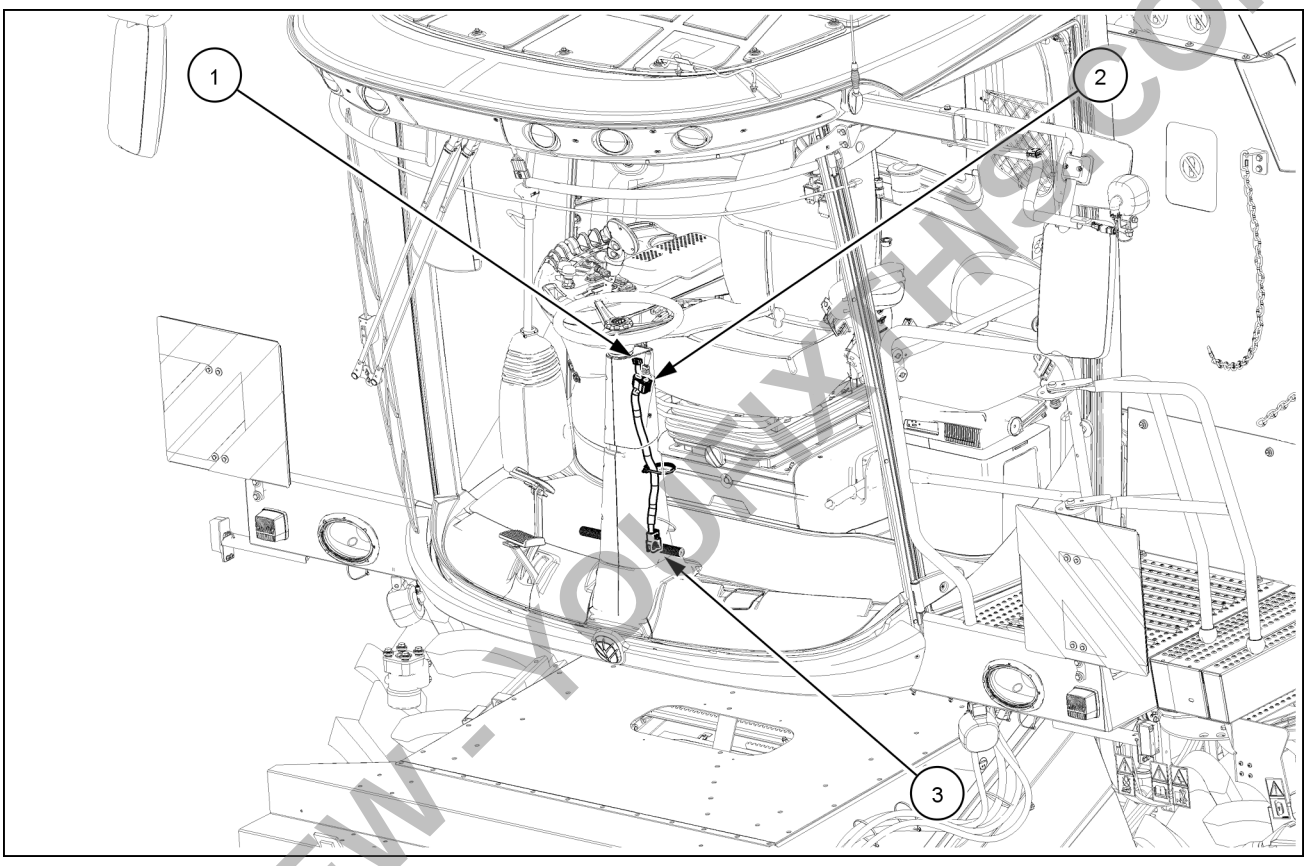
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Wiring harnesses - Overview

TC Harvest Suit™ Comfort Cab	WE

Steering Column (SC)

Item	Connector number	Description
1	**X143**	Indicator lights
2	**X140**	Flasher handler
3	**X067**	Steering column to cab main wire harness



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Diesel Exhaust Fluid (DEF)/AdBlue® supply module - Remove

⚠ CAUTION

Unexpected machine movement!
1. Disengage all drives.
2. Engage parking brake.
3. Lower all attachments to the ground, or raise and engage all safety locks.
4. Shut off engine.
5. Remove key from key switch.
6. Switch off battery key, if installed.
7. Wait for all machine movement to stop.
Failure to comply could result in minor or moderate injury.

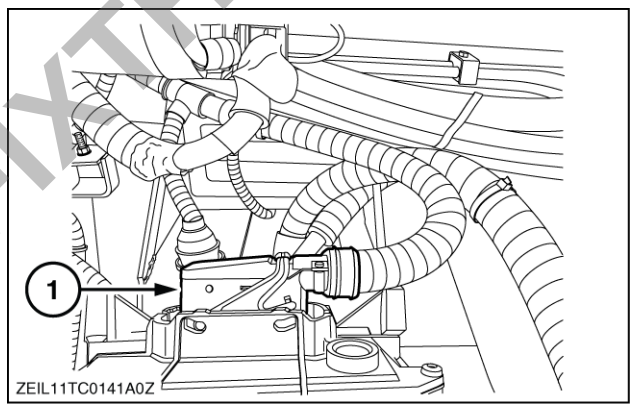
C0038A

⚠ WARNING

Hot surface possible!
Wait for all components to cool before performing any operation.
Failure to comply could result in death or serious injury.

W0251A

1. Disconnect the **DEF/ADBLUE®** supply module electrical connector **(1)** at the backside of the supply module.

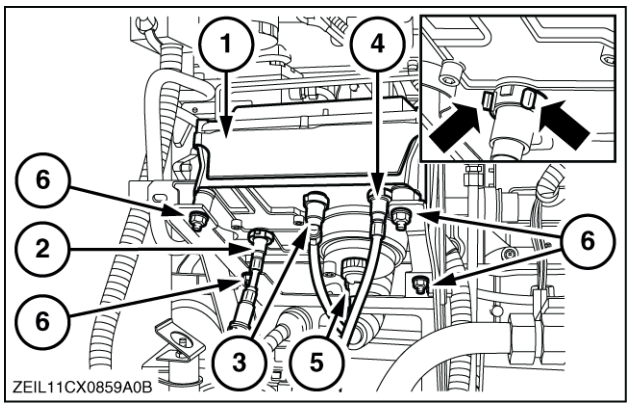


ZEIL11TC0141A0Z 1

NOTE: *Have a suitable container readily available to catch any residual* ***DEF/ADBLUE®*** *fluid when disconnecting the* ***DEF/ADBLUE®*** *lines. Clean up spilled* ***DEF/ADBLUE®*** *immediately.*

NOTE: *Make sure all openings are sealed. Use new blanking caps.*

2. Press the white clamp-ends together to unlock the **DEF/ADBLUE®** lines from the **DEF/ADBLUE®** supply module **(1)**, see detail.
   Remove the **DEF/ADBLUE®** lines **(2)**, **(3)**, **(4)** and **(5)** from the **DEF/ADBLUE®** supply module **(1)**.
3. Unscrew the nuts **(6)**.
4. Remove the **DEF/ADBLUE®** supply module **(1)**.



ZEIL11CX0859A0B 2

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E1538-02 (DTC 138)-Oil Pressure Sensor - Data Incorrect

TC Harvest Suit™ Comfort Cab	WE

Control Module : ECU

Context:
The Engine Control Unit (ECU) generated a fault associated with the Oil temp / press sensor. The Oil temp / press sensor is an integrated sensing device used to sense both temperature and pressure. This fault is related to the pressure sensing function of the device. This error could result from a signal out of range or a plausibility check (oil pressure too high). The plausibility check is only started if there are no sensor power supply (**5 volts** dc) or Analog to Digital Converter (ADC) signal errors detected.

Cause:
The Oil temp / press sensor signal to the ECU is either erratic or intermittent.

Possible failure modes:

1. Faulty Oil temp / press sensor.
2. Faulty electrical wiring or intermittent connection between Oil temp / press sensor and ECU.
3. Faulty ECU, supply voltages or grounds.

Solution:

1. Operation: Electrical Inspection.
   Vehicle Status: Key Off Engine Off.

   Remove Oil temp / press sensor connector **X-143** and inspect housing body/latch, pins and wiring harness for damage or corrosion. Also, inspect connector portion of the Oil temp / press sensor.

   A. If damage is determined after careful inspection, repair wiring and/or replace connector parts to ensure a good and sound electrical connection. Replace oil pressure sensor if damaged.

   B. If no damage is determined, proceed to Step **2**.

2. Operation: Check Open Circuit Voltages for Oil temp / press sensor.
   Vehicle Status: Key On Engine Off.

   Remove **X-143** connector from the Oil temp / press sensor and check for voltages (DC) between connector pins outlined in the table below. Use the test lead labeled "Air Press/Temp Sensor" from the Tier II (NEF) Diagnostic Repair Kit **380040185** to access the pins on the connector.

Test type	From	To	Expected results
1. Voltage	**X-143 pin 3**, wire 1016 (RD)	**X-143 pin 1**, wire 1018 (WH)	Approx. **5 volts**
2. Voltage	**X-143 pin 2**, wire 1019 (OR)	**X-143 pin 1**, wire 1018 (WH)	Approx. **5 volts**
3. Voltage	**X-143 pin 4**, wire 1017 (GN)	**X-143 pin 1**, wire 1018 (WH)	Approx. **5.4 volts**

   A. If the voltage test sequence is successful, proceed to Step **4**.

   B. If the voltage test sequence is not successful, proceed to Step **3**.

3. Operation: Check for Faulty Wiring.
   Vehicle status: Key Off Engine Off.

   Remove and perform continuity tests between connectors **X-143** and **X-033A** on engine wiring harness. Flex harness during test to check for any intermittent operation. Use the test lead labeled "Air Press/Temp Sensor" from the Tier II (NEF) Diagnostic Repair Kit **380040185** to be able to access the pins on the sensor connector **X-143**. Also, use the **0.4 mm** (**0.017 in**) diameter test probes from the repair kit when connecting the digital multi-meter

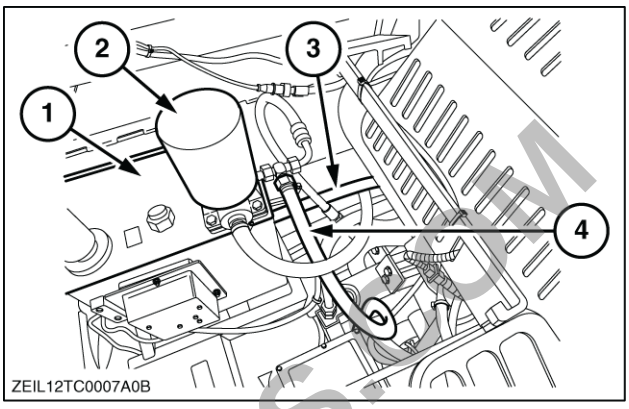
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Attachment/Header reel - Component localization

TC5.80	WE
TC5.90	WE

Engine platform

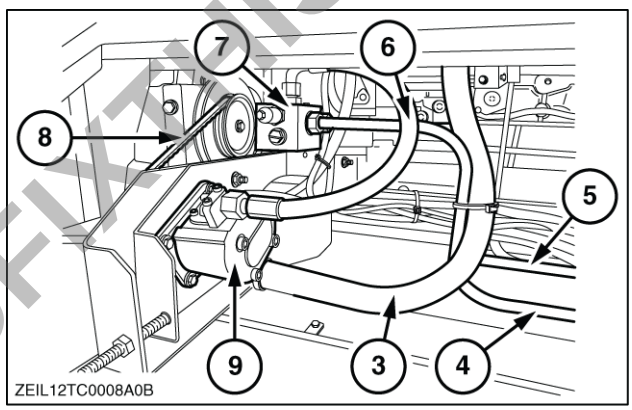
1. Hydraulic reservoir
2. Return filter
3. Pump suction line
4. Return line from reel motor/valve



ZEIL12TC0007A0B 1

Between engine and grain tank

4. Return line from valve
5. Pressure line towards reel motor
6. Pressure line towards valve
7. Valve block
8. Pump drive belt
9. Reel drive pump



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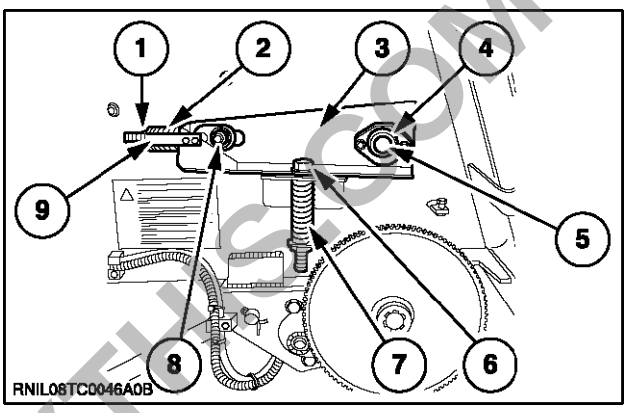
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Feed chain Feeder housing - Remove

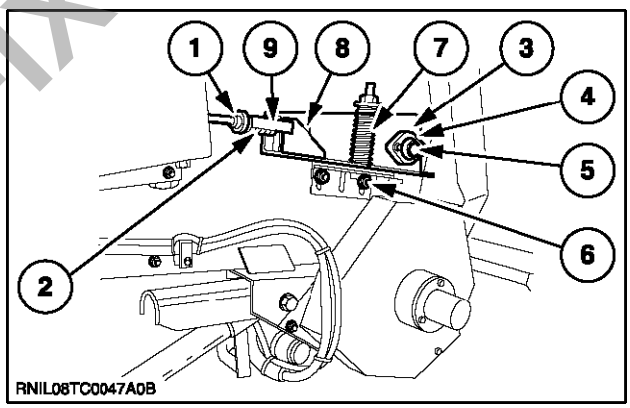
TC Harvest Suit™ Comfort Cab	WE

NOTE: *With fixed straw elevator see fig.* ***1****.*
With lateral flotation see fig. ***2****.*

1. Detach the straw elevator from the combine. Refer to the Operator's Manual, paragraph headed: "Straw elevator - Remove".
2. Release the chain tension by loosening the nut **(1)** on both sides.



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RNIL08TC0047A0B 2

3. Rotate the elevator chain until the chain coupler links are accessible on the top shaft side and open the joining links.
4. Then, to hold the chain during rotation, fasten a rope on the lower end of the chain, through the upper shaft.

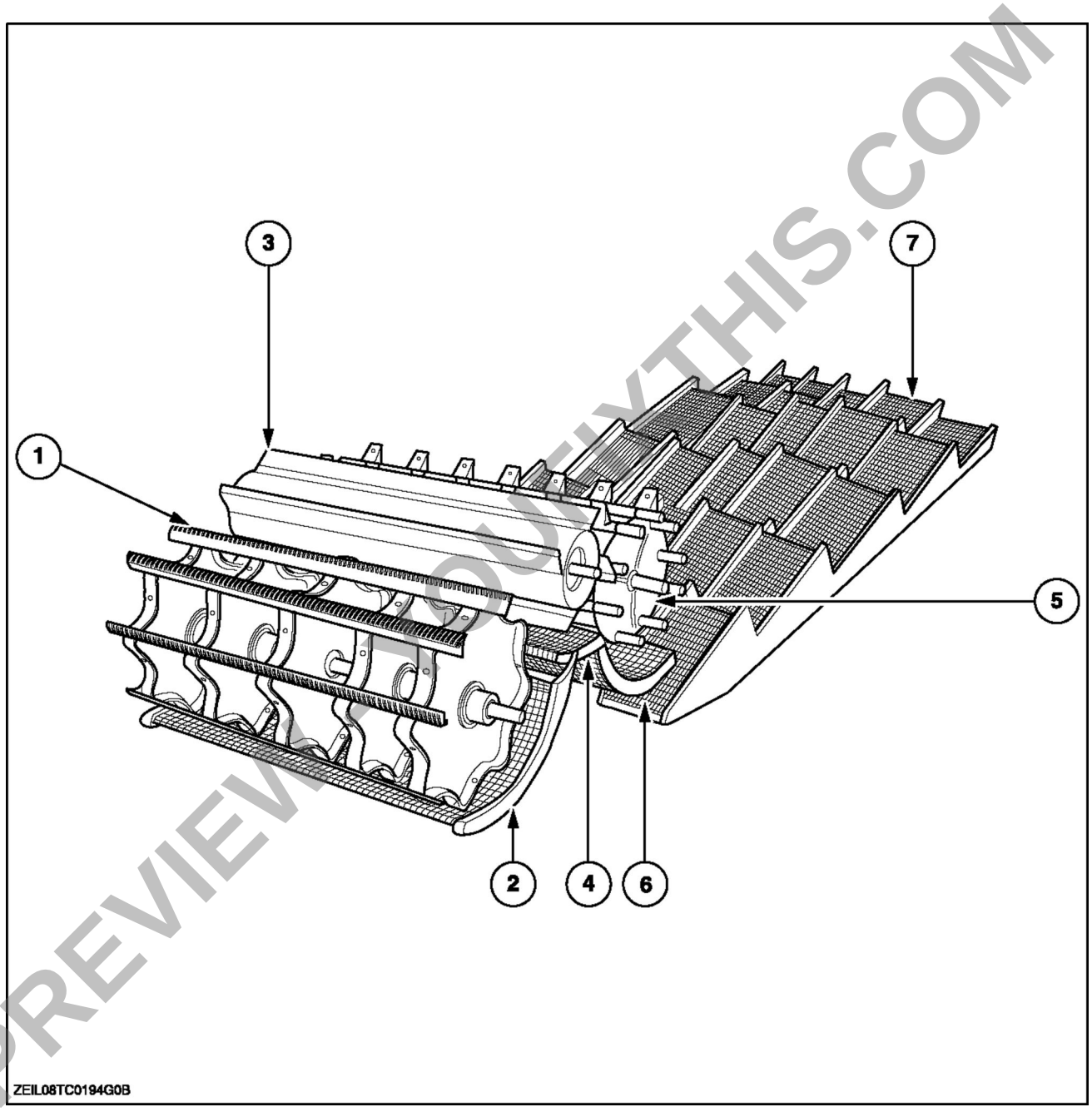
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Threshing - Overview

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1. Threshing drum
2. Drum concave
3. Beater
4. Beater concave or rake
5. Rotary separator (if installed)
6. Rotary separator concave (if installed)
7. Straw walkers (4 or 5)



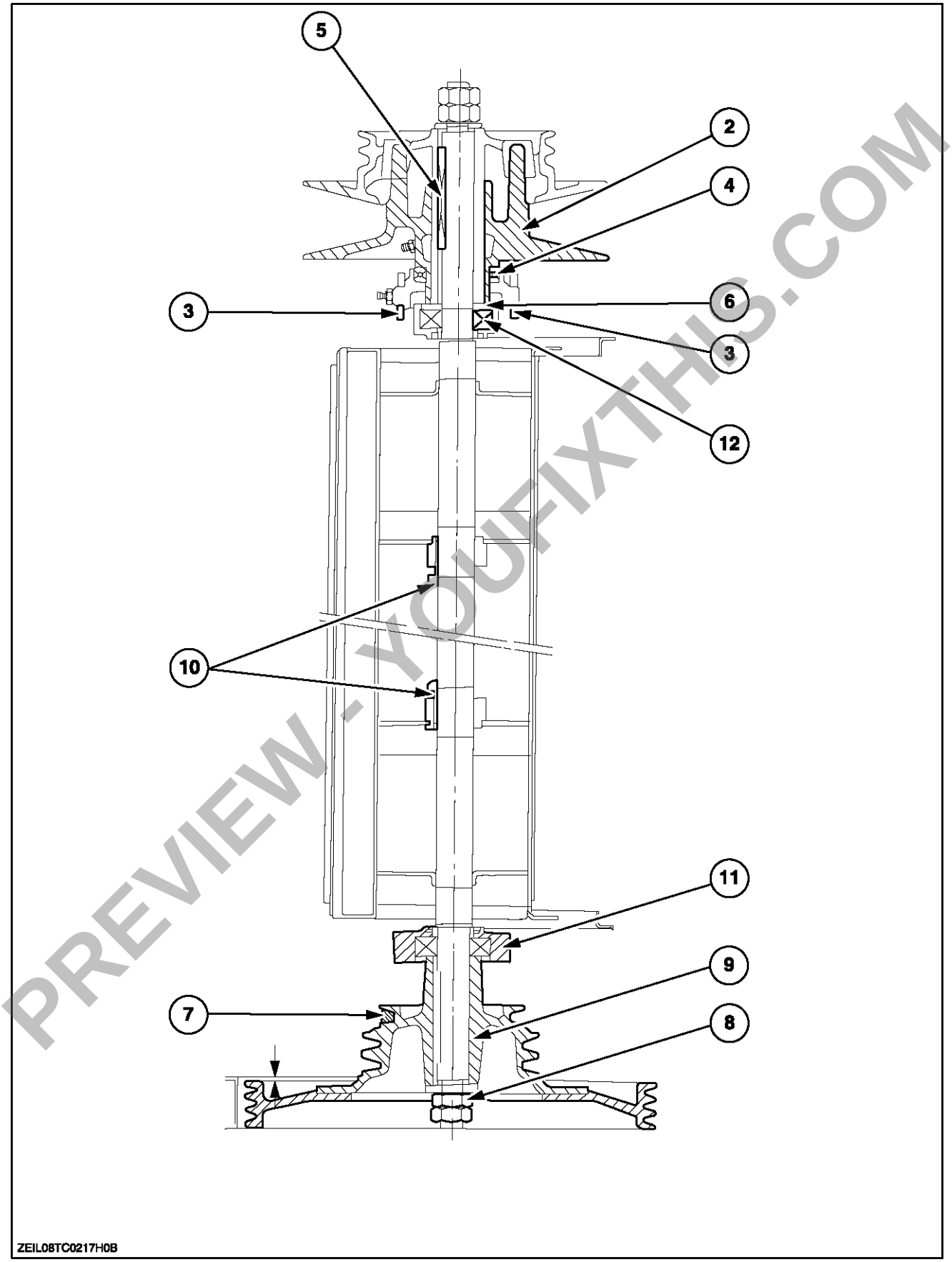
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Beater support and shaft Shaft - Sectional view

TC Harvest Suit™ Comfort Cab	WE



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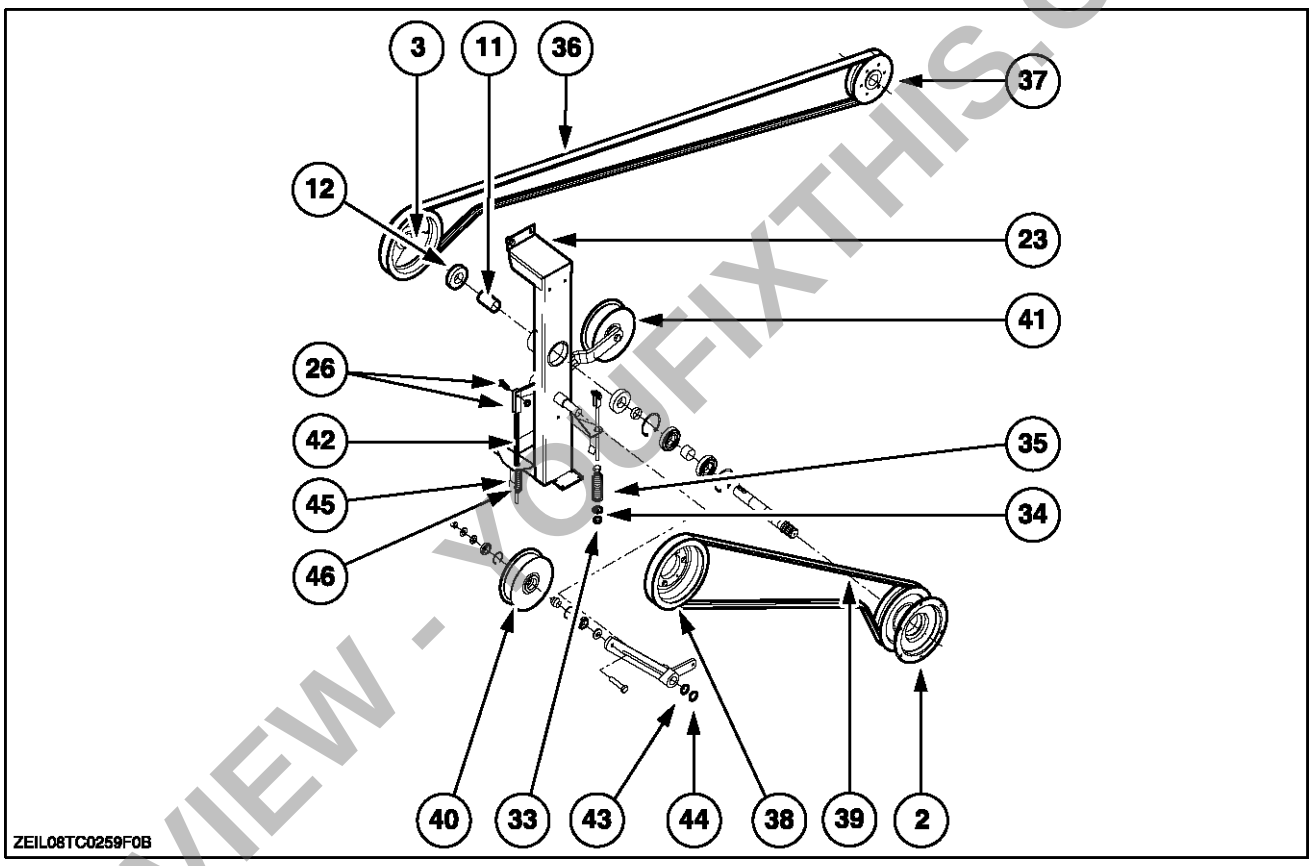
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Straw chopper drive system - Exploded view

TC Harvest Suit™ Comfort Cab	WE

2. Clutch housing
3. Driven pulley
11. Spacer
12. Bearing
23. Support
26. Bolt assembly
33. Nut
34. Washer
35. Spring
36. Straw chopper V-belt
37. Straw chopper pulley
38. Driven Pulley
39. Driven V-belt
40. Front idler pulley
41. Back idler pulley
42. Spring rod
43. Washer
44. Retaining ring
45. Spring
46. Nut



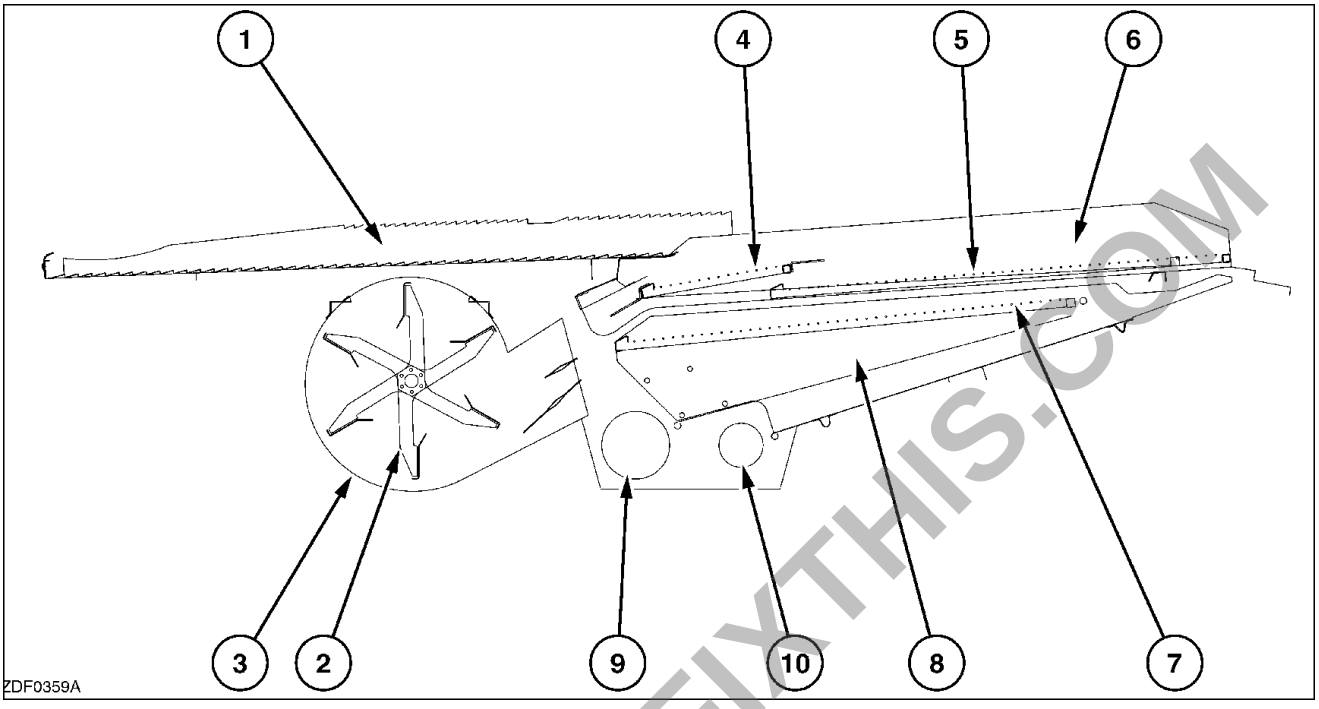
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Cleaning - Static description

TC Harvest Suit™ Comfort Cab	WE



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1	Grain pan	6	Upper shaker shoe
2	Cleaning fan	7	Lower sieve
3	Cleaning fan housing	8	Bottom shaker shoe
4	Pre-sieve	9	Clean grain cross auger
5	Upper sieve	10	Returns cross auger

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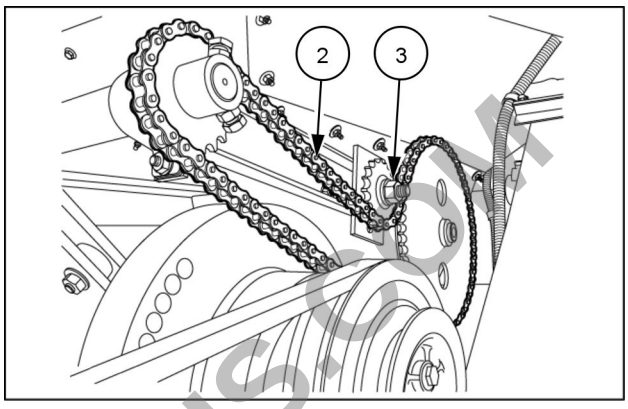
Grain discharge horizontal auger - Remove

Prior operation:
Remove the unload tube from the machine, refer to **Grain discharge horizontal tube - Remove (80.180)**.

Release the tension of the grain tank bottom auger drive chain **(2)**.

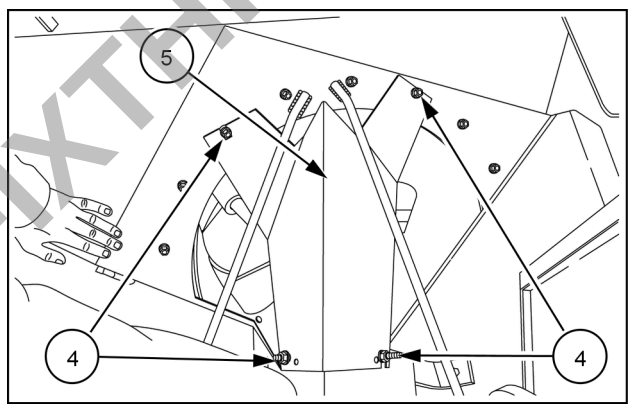
NOTE: *Refer to the operator's manual of the machine.*

1. Loosen the nut **(3)**.
2. Remove the grain tank bottom auger drive chain **(2)**.



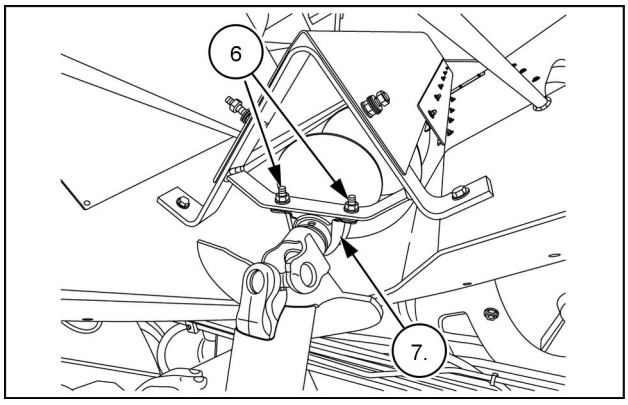
ZEIL10TC00001AB 1

3. Inside the grain tank, remove the hardware **(4)**.
4. Remove the cover **(5)**.



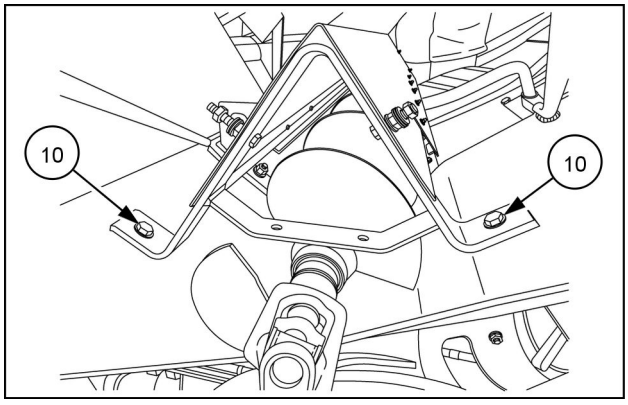
ZEIL15TC00002AA 2

5. Remove the hardware **(6)**.
6. Remove the bearing housing **(7)**.



ZEIL15TC00195AA 3

7. Remove the hardware **(10)**.



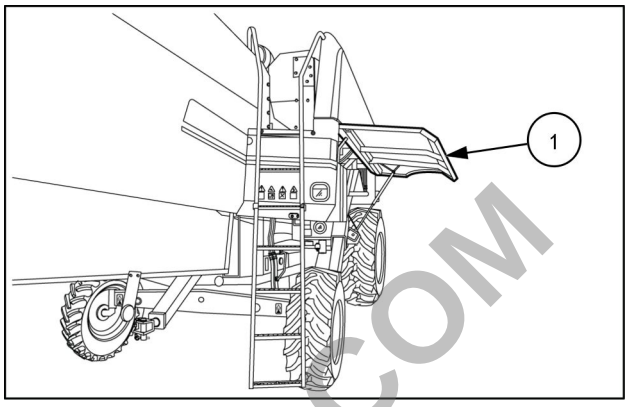
ZEIL15TC00200AA 4

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Side shields - Remove

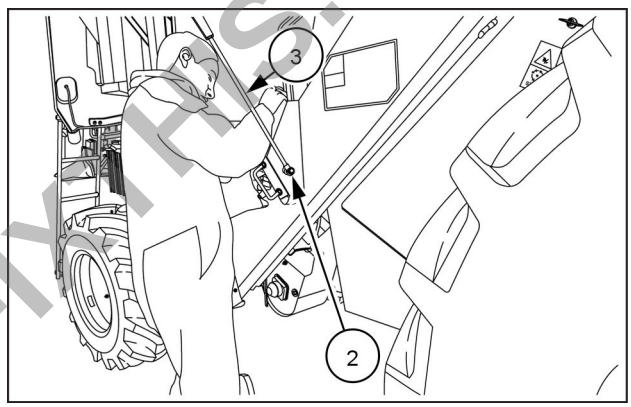
1. Open the right-hand shield **(1)**.

NOTE: *Refer to the operator's manual of the machine.*



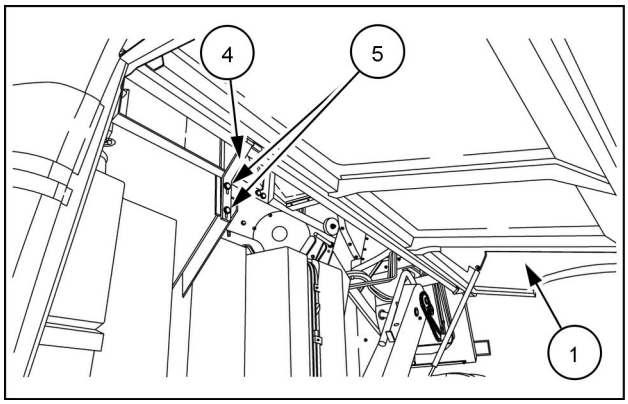
ZEIL13II00367AZ 1

2. Support the right-hand shield. Use a suitable device.
3. Remove the hardware **(2)** and the gas strut **(3)**.



ZEIL15TC00107AA 2

4. Mark the position of the rear support **(4)** of the right-hand shield **(1)**.
5. Remove the hardware **(5)**.



ZEIL15TC00108AA 3

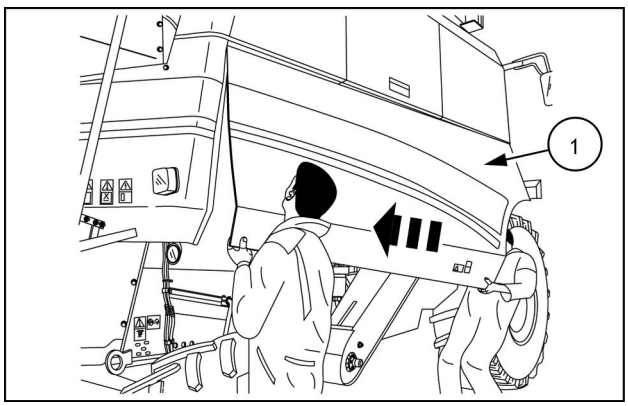
⚠ WARNING

Avoid injury!
The component is heavy. Removal/installation requires two persons or a lifting device.
Failure to comply could result in death or serious injury.

W1141A

6. Slide the right-hand shield **(1)** rearwards.

NOTE: *The right-hand shield **(1)** comes loose from the machine.*



ZEIL15TC00122AA 4

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Wiring harnesses - Electrical schematic sheet 45 - cab roof - Heating Ventilation and Air-Conditioning (HVAC)

TC Harvest Suit™ Comfort Cab	WE

45a **Cab roof - Heating Ventilation and Air-Conditioning (HVAC)**

Code	Description
A-013	Blower speed control module
A-014	Automatic Temperature Control (ATC) control module
A-015	HVAC automatic control panel
F-007	**30 A** fuse for blower
K-011	Blower
M-002	Blower motor
X-006	Connector - blower speed control module
X-006B1	Connector - blower motor
X-006B2	Connector - blower motor
X-007	Connector - ATC control module
X-008	Connector - HVAC automatic control panel
X-402	Connector - blower motor
X-680A	Connector - cab fuse/relay module
X-680D	Connector - cab fuse/relay module
X-902	Inter connector - Cab lower roof to upper roof

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E0069-03-Fuel tank level sensor - voltage above normal or shorted to high source

TC Harvest Suit™ Comfort Cab	WE

Control Module : UCM

NOTE: *When the cause of the fault code has been rectified, clear the fault code and test the system for normal operation.*

NOTE: *If more than one fault code is present, using the electrical schematics, check for any common components, powers or grounds which may share a common cause before replacing the Unit Control Module (UCM) if instructed.*

Cause:
The UCM has detected a voltage greater than **4.95 V** at connector **X-015A pin 22**, wire CAB-045 (YE) from the fuel tank level sensor connector **X-476A pin 1**, wire RHM-045 (YE).

Possible failure modes:

1. Faulty connector
2. Faulty wire harness
3. Faulty fuel tank level sensor
4. Faulty UCM software
5. Faulty UCM

Solution:

1. Verify the fault code is still present.
   Record all the fault codes present. Clear the fault codes and check for correct operation of the machine.

   A. If the fault code is still present, continue to Step **2**.

   B. If the fault code is not present, the fault may be intermittent. Operate the machine and check for an intermittent fault.
2. Inspect the wire harness and connectors.
   Turn the ignition switch OFF. Disconnect the UCM connectors **X-013A** and **X-015A**, the wire harness connector **X-925A** and the fuel tank level sensor connectors **X-476A** and **X-476B**. Inspect the connectors and wire harness for damage, corrosion, bent pins or wire breaks.

   A. If a fault is indicated, repair or replace the connectors, pins or wire harness as required.

   B. If a fault is not indicated with the connectors or wire harness, continue to Step **3**.
3. Check for a short circuit to positive voltage.
   Connect the connector **X-925A**. Turn the ignition switch ON. Use a multimeter to measure the voltage between the connectors:
   X-476A pin 1, wire RHM-045 (YE) and ground
   X-476B pin 1, wire RHM-209ACD (BL) and ground
   X-015A pin 22, wire CAB-045 (YE) and ground

   A. If a voltage is indicated, there is a short circuit. Repair or replace the wire harness as required.

   B. If a voltage is not indicated, continue to Step **4**.
4. Check the fuel tank level sensor for a short circuit to positive voltage.
   Use a multimeter to measure the voltage between the component side of the connectors:
   X-476A pin 1 and ground
   X-476B pin 1 and ground

   A. If a voltage is indicated, there is a short circuit. Repair or replace the fuel tank level sensor or wire harness as required.

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E1601-04 (DTC 13C)-Selective Catalyst Reduction (SCR) humidity sensor - Short circuit to ground

Control Module : ECU

Context:
The Engine Control Unit (ECU) generated an error from a fault associated with the Humidity/temperature sensor. This error could result from a signal out of range or a signal that is erratic or intermittent. When the ECU determines that the Humidity/temperature sensor value is not valid, it will substitute a value of **39.96 °C** (**103.93 °F**).

Cause:
The Humidity/temperature sensor signal to the ECU is shorted to ground.

Possible failure modes:

1. Faulty electrical wiring or connections
2. Faulty ECU

Solution:

1. Verify this error code is still present and in an active state.
   A. If the error is still present and active, continue with step **2**.
   B. If the error is no longer present or is in an inactive state, return machine to proper operation.
2. Verify proper operation of the Humidity/temperature sensor. Use electronic service tool (EST) to check the voltage range. The proper voltage range is **2.0 V** to **4.9 V**.
   A. If the voltage reading is low , less than **2.0 V**. Continue with step **3**.
   B. If the voltage reading is within the proper limits, fault may have been intermittent. Return machine to proper operation.
3. Disconnect the Humidity/temperature sensor connector **X-155** from the engine sensor harness. Use a multi-meter to check between Humidity/temperature sensor connector **X-155 pin 1**, wire T4-007 (PK) and ground. There should not be continuity to ground.
   A. If there is continuity. There is a short to ground in the sensor supply circuit. Continue with step **4**.
   B. If there is not continuity. Leave humidity/temperature sensor disconnected and continue with step **5**.
4. Disconnect connector **X-035** at the ECU. Use multi-meter to check the harness side of **X-035 pin 68**, wire EN-007 (PK) to ground. There should not be continuity to ground.
   A. If there is continuity. There is a short between connector **X-035 pin 68**, wire EN-007 (PK) and ground. Locate and repair the damaged wires or replace the harness.
   B. If there is no continuity. The ECU has failed internally. Replace the ECU.
5. Disconnect connector **X-035**. Use a multi-meter to check for continuity between connector **X-035 pin 26**, wire EN-008 (YE), to ground.
   A. If there is continuity, the short is in this wire.Locate and repair shorted wire.
   B. If there is no continuity, reconnect Humidity/temperature sensor connector and continue with step **6**.
6. Use a multi-meter to check for continuity between the harness side of connector **X-035 pin 26**, wire EN-008 (YE) to ground.
   A. If there is continuity, the sensor has failed. Replace the sensor.
   B. If there is no continuity, the ECU has failed internally. Replace the ECU.

Wiring harnesses - Electrical schematic sheet 11 - engine - electronic (55.100.DP-C.20.E.11)

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