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# PRECAUTIONARY STATEMENTS

## PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("CAUTION", "WARNING", and "DANGER") 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.



**CAUTION: THE WORD "CAUTION" IS USED WHERE A SAFE BEHAVIORAL PRACTICE ACCORDING TO OPERATING AND MAINTENANCE INSTRUCTIONS AND COMMON SAFETY PRACTICES WILL PROTECT THE OPERATOR AND OTHERS FROM ACCIDENT INVOLVEMENT.**



**WARNING: THE WORD "WARNING" DENOTES A POTENTIAL OR HIDDEN HAZARD WHICH HAS A POTENTIAL FOR SERIOUS INJURY. IT IS USED TO WARN OPERATORS AND OTHERS TO EXERCISE EVERY APPROPRIATE MEANS TO AVOID A SURPRISE INVOLVEMENT WITH MACHINERY.**



**DANGER: THE WORD "DANGER" DENOTES A FORBIDDEN PRACTICE IN CONNECTION WITH A SERIOUS HAZARD.**

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

## MACHINE SAFETY

Additional precautionary statements ("ATTENTION" and "IMPORTANT") are followed by specific instructions. These statements are intended for machine safety.

***ATTENTION: The word "ATTENTION" is used to warn the operator of potential machine damage if a certain procedure is not followed.***

***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.***

**BOTH TAIL LIGHTS WILL NOT WORK**

| <b>STEP</b> | <b>PRETEST INSTRUCTIONS</b>                            | <b>TEST</b>                                                                                  | <b>RESULT</b>                              | <b>PROBABLE CAUSE AND CORRECTION</b>                                                    |
|-------------|--------------------------------------------------------|----------------------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------------------------------------------------|
| 1.          | Key off. Light switch pulled one notch to road lights. | Check for battery voltage at the PK/B wire connection at the light switch.                   | No or low voltage.<br><br>Battery voltage. | Defective switch. Replace.<br><br>Go to next step.                                      |
| 2.          | Same as #1.                                            | Check for battery voltage at the PK/B wire at the tail lights.                               | No or low voltage.<br><br>Battery voltage. | Open circuit or poor connection in the PK/B wire. Repair.<br><br>Go to next step.       |
| 3.          | Same as #1.                                            | Check for continuity between the ground wire attached to the light assembly and the combine. | No continuity.<br><br>Continuity.          | Open circuit or poor connection in ground wire. Repair.<br><br>Defective bulb. Replace. |

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# **SECTION 1E**

## **ELECTRICAL SYSTEM**

### **ENGINE ELECTRICAL SYSTEM**

#### **INTRODUCTION**

This section covers the electrical portion of the engine electrical system.

The individual circuits that comprise the engine electrical system are shown in schematic drawings. An explanation of the current flow is provided for each schematic. A schematic may indicate a serial number range for which it applies. If a schematic does not indicate a serial number range the schematic applies to all Models TR96 and TR97 combines.

#### **GENERAL TROUBLESHOOTING INFORMATION**

If a problem occurs perform the necessary tests to be sure the problem is not the result of a mechanical failure.

After determining that there is an electrical problem, review the "General Electrical" section of this manual. This section explains the operation of the electrical components found in many circuits. A test procedure is provided for the components.

Before attempting to troubleshoot a circuit, familiarize yourself with the electrical schematics, current flow, and the operation of the electrical components in the circuit.

After you are familiar with the operation of the electrical circuit, operate the combine and observe the symptom(s) of the problem. Match the symptom(s) you observe to the main headings listed in the "Troubleshooting" section in this section. When you find the heading that describes the symptom(s) you observed, follow the step-by-step instructions until the problem is corrected.

**ONLY THE REEL WILL NOT LOWER. UNLOADING AUGER WILL NOT SWING AND  
FEEDER REVERSER SYSTEM WILL NOT WORK.**

| STEP | PRETEST INSTRUCTIONS | TEST | RESULT | PROBABLE CAUSE AND CORRECTION |
|------|----------------------|------|--------|-------------------------------|
|------|----------------------|------|--------|-------------------------------|

**NOTE:** This check should be performed if there is no power at the coils of the control AND master solenoids when these functions are activated.

|    |                                                                        |                                                                                          |                                                           |                                                                                                                                                        |
|----|------------------------------------------------------------------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | Remove the protective shield in front of the relay bank. Start engine. | Check for battery voltage at the O/PU wire connection of the master solenoid relay base. | Battery voltage.                                          | Go to step #4.                                                                                                                                         |
|    |                                                                        |                                                                                          | No or low voltage.                                        | Go to next step.                                                                                                                                       |
| 2. | Engine running.                                                        | Check for battery voltage at the PU/LTGN wire connection of the relay base.              | Battery voltage.                                          | Reel raise, head raise or head tilt switch is closed or shorted. Check switches. Replace if defective.                                                 |
|    |                                                                        |                                                                                          | No or low voltage.                                        | Go to next step.                                                                                                                                       |
| 3. | Engine off. Remove master solenoid relay.                              | Check for continuity between spades #1 AND #5 of the relay.                              | No continuity or high resistance.                         | Defective relay. Replace.                                                                                                                              |
|    |                                                                        |                                                                                          | Continuity.                                               | Check alignment of relay spades into relay base. Repeat step #1.                                                                                       |
| 4. | Engine running with master solenoid relay installed.                   | Check for battery voltage at the O/PU wire connection of the reel switch.                | No or low voltage.                                        | Open circuit or poor connections in O/PU wire between master solenoid relay and reel switch. Repair.                                                   |
|    |                                                                        |                                                                                          | Battery voltage but no power to reel lower solenoid coil. | Reel lower system does not work because the problem is in the reel lower circuit. Refer to that section for diagnostic procedures.<br>Go to next step. |

## SECTION 1 - ELECTRICAL SYSTEM (Electrohydraulic Electrical System)

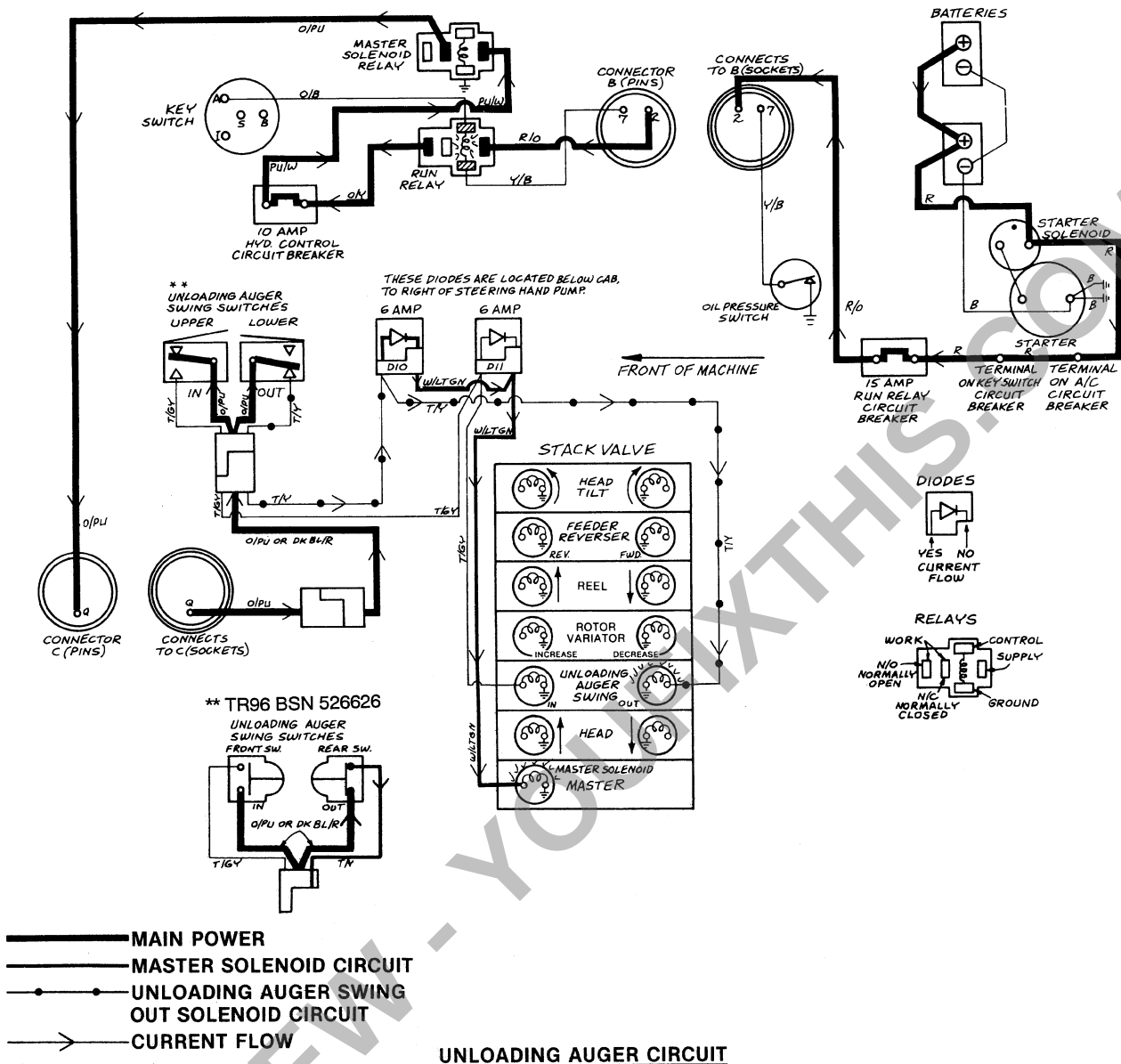


Figure 1G-42

Swing-Out Circuit

### Unloading Auger Swing Out Circuit

Figure 1G-42

Pushing the unloading auger swing out pedal closes the lower switch which powers the T/Y wire. Power flows through a three prong connector to the base of the D10 diode. Power follows the T/Y wire and energizes the swing out solenoid on the unloading auger swing stack valve. When energized, the solenoid opens to allow oil flow to the base end of the swing cylinder and allows oil to return from the top of the cylinder.

At the same time power flows through the D10 diode and through the W/LTGN wire to energize the master solenoid on the master stack valve. The energized solenoid closes. This directs the oil flow from the hydraulic pump to the unloading auger swing out solenoid that has opened to allow oil flow to the swing cylinder, moving the auger out.

## SECTION 1 - ELECTRICAL SYSTEM (Electrohydraulic Electrical System)

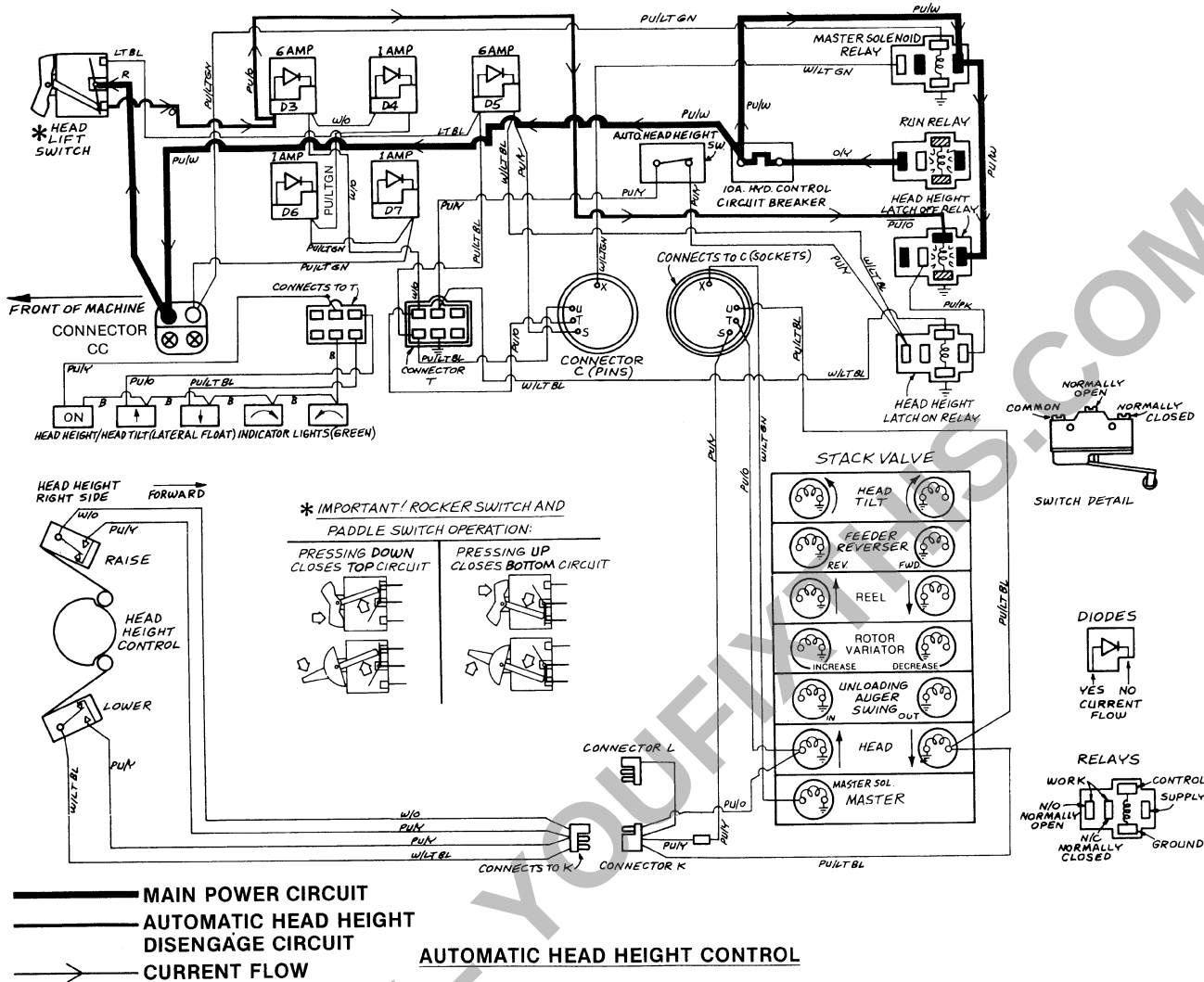


Figure 1G-70

### Disengaging the Automatic Head Height Circuit

Figure 1G-70

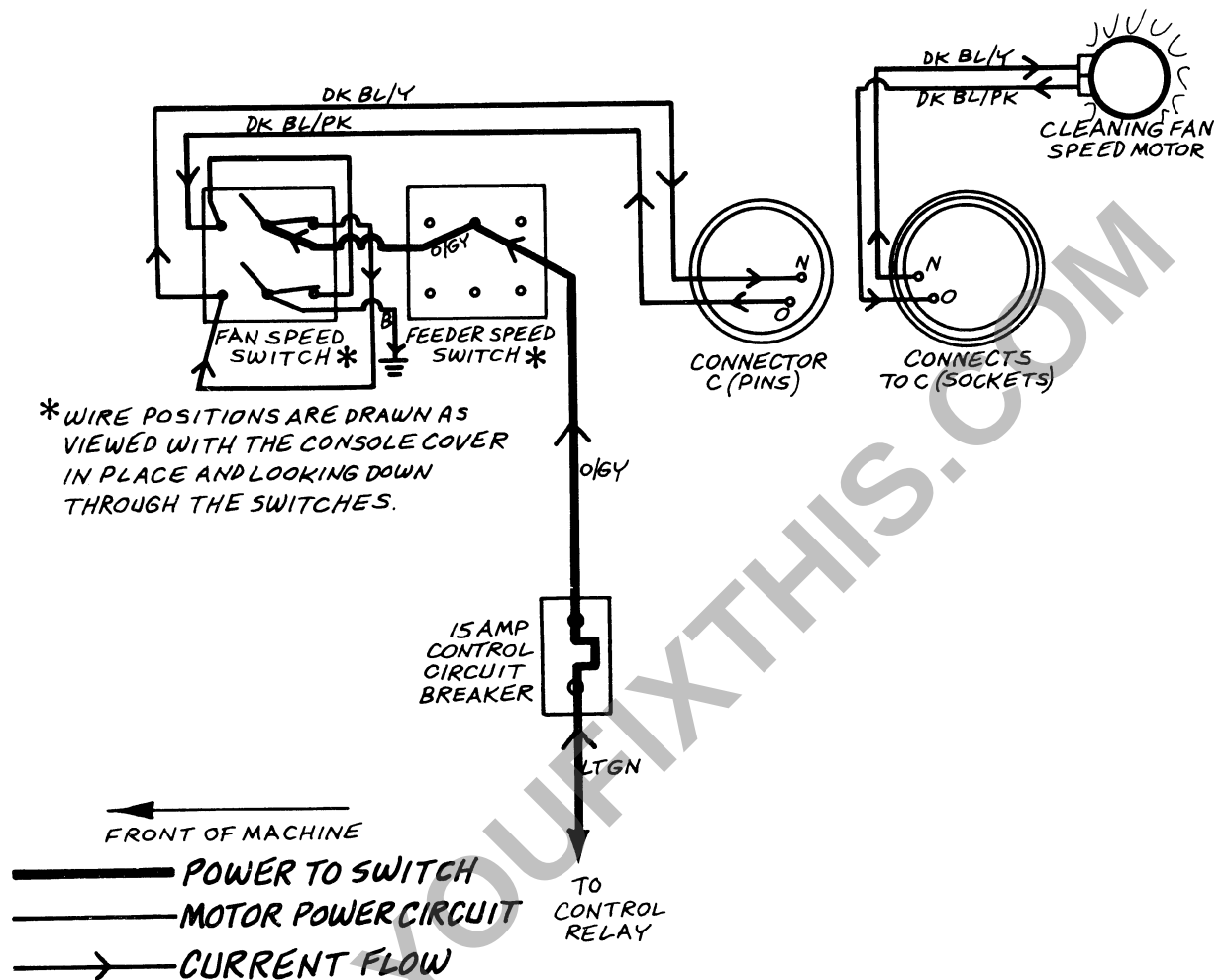
When the raise side of the head lift switch is depressed, power from the R wire is delivered to the O wire. The O wire connects with a PU/O wire at the base of the D3 diode. Power passes through the D3 diode to raise the head, using the head lift circuit. However at the same time, power travels through the PU/O wire to the control spade of the head height latch off relay. Power from the PU/O wire goes through the relay coil to ground. This activates the relay coil which pulls up on a metal strip in the relay. This breaks the circuit between the PU/W at the supply spade and the normally

closed work circuit to which the PU/PK wire is attached.

With the circuit broken, the power to energize the head height latch on relay is lost. The relay is no longer energized so the circuit between the PU/PK wire at the supply spade and the PU/Y and W/LTBL wires attached to the normally open work spade is broken.

Power is no longer available to the W/LTBL wire which powers the head height control microswitches.

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## CLEANING FAN VARIABLE SPEED CONTROL CIRCUIT

### CLEANING FAN SPEED INCREASE CIRCUIT

Figure 1D-4

#### Cleaning Fan Speed Increase Circuit

##### Figure 1D-4

The cleaning fan speed motor is activated by pushing the cleaning fan speed rocker switch. When the rocker switch is pushed to the increase side, power leaves the switch through the DKBL/Y wire and goes through connector C to the motor.

The ground for the circuit is through the DKBL/PK wire, connector C and to ground through the rocker switch.

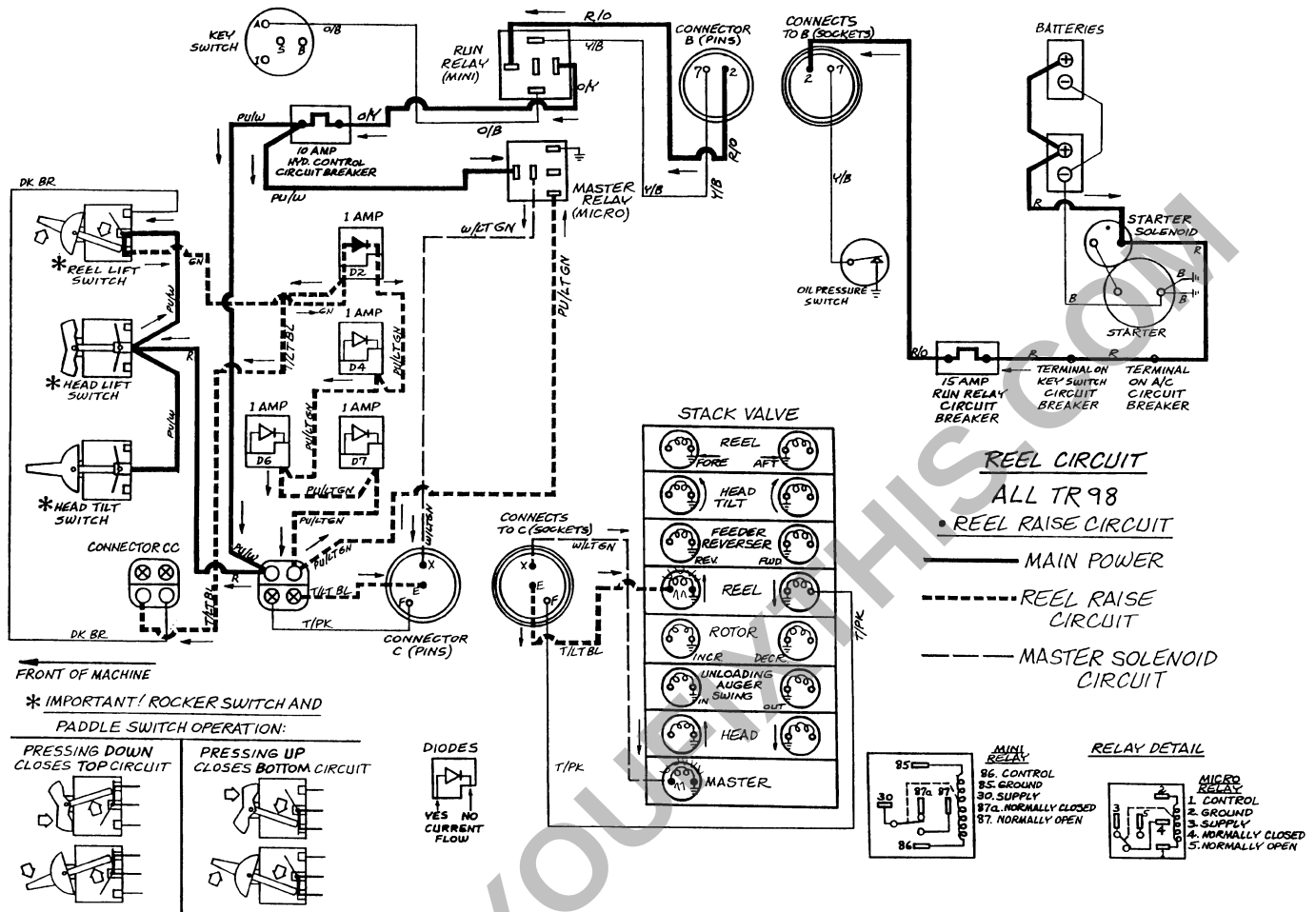


Figure 1G-13

## Reel Raise Circuit

Figure 1G-13

When the raise portion of the reel lift switch is activated, power flows through the GN wire to the D2 diode. Power splits at the base of the diode.

Power travels through the T/LTBL wire through connector CC, through connector C, to the reel raise solenoid. The solenoid is activated and opens to allow oil flow from the pump to raise the reel.

Power travels through the D2 diode and through the PU/LTGN wire to the control spade of the master solenoid relay. When the power at the control spade passes through the relay coil to the

ground wire, the relay is energized and the metal strip in the relay is pulled up completing the circuit between the PU/W wire and the W/LTGN wire at the outer (normally open) work spade.

Power follows the W/LTGN wire, through connector, C, to the master solenoid. The solenoid is energized and closes. This directs pump oil flow to the reel lift solenoid which has been activated and has opened. Oil flow goes to the reel lift cylinder raising the reel.

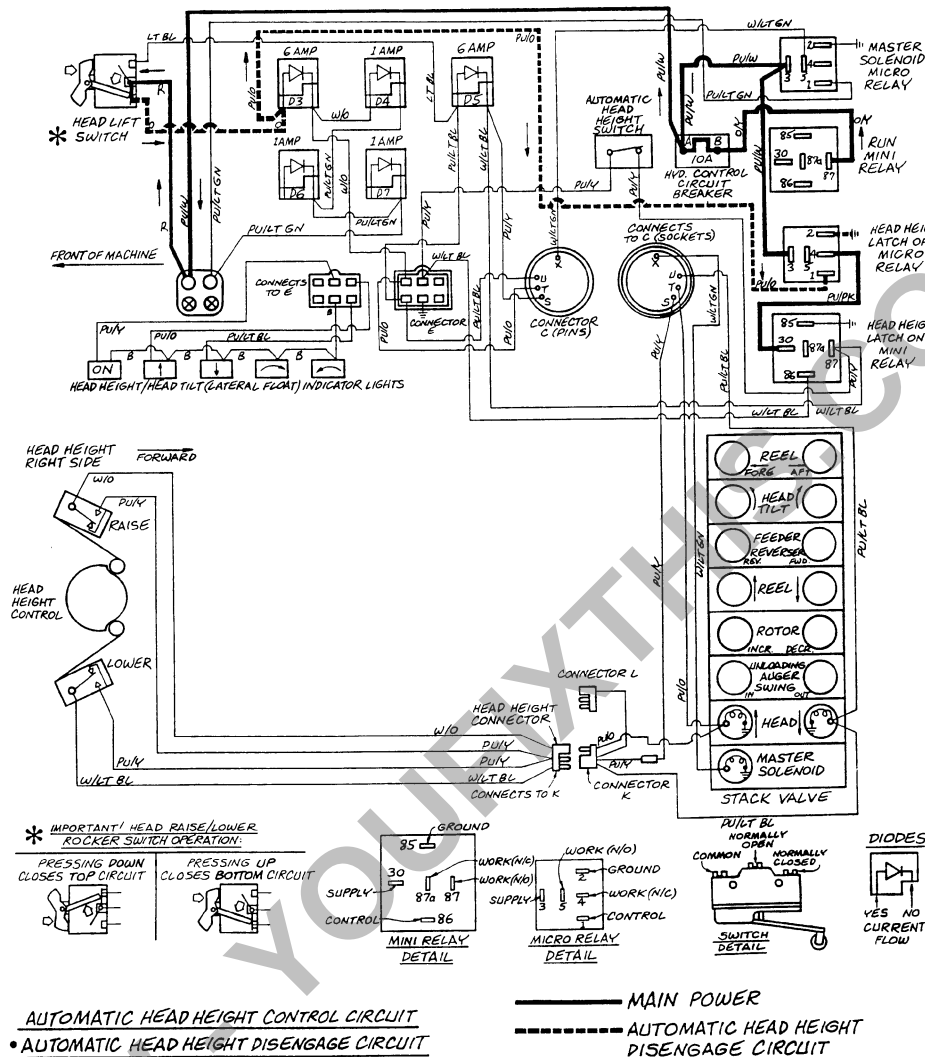


Figure 1G-45

## Disengaging the Automatic Head Height Circuit

Figure 1G-45

When the raise side of the head lift switch is depressed, power from the R wire is delivered to the O wire. The O wire connects with a PU/O wire at the base of the D3 diode. Power passes through the D3 diode to raise the head, using the head lift circuit. At the same time, power travels through the PU/O wire to the control spade of the head height latch off relay. Power from the PU/O wire goes through the relay coil to ground. This activates the relay coil which pulls up on a metal strip in the relay.

This breaks the circuit between the PU/W wire at the supply spade and the normally closed work circuit to which the PU/PK wire is attached.

With the circuit broken, the power to energize the head height latch on relay is lost. The relay is no longer energized so the circuit between the PU/PK wire at the supply spade and the PU/Y and W/LTBL wires attached to the normally open work spade is broken.

Power is no longer available to the W/LTBL wire which powers the head height control microswitches.

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**NOTE:** Under the adjusting bolt and plunger will be a spring, A, and poppet, B.

7. To remove the poppet seat, C, use collet and expander, A, Figure 2B-48, to go through passage, B, in the valve body and the ID of the seat. After passing through the ID of the seat, expand collet, A, until some resistance is felt. Attach a slide hammer to the collet and expander, and remove the seat.

**NOTE:** The only way to service seat, C, Figure 2B-47, is to use the collet, expander, and slide hammer as described. All other methods will result in seat or valve body damage.

8. O ring, D, Figure 2B-47, can be removed from inside the valve body at E.

**NOTE:** O ring, D, Figure 2B-47, and the O ring on the raise poppet seat, C, are included in the #9621269 head valve overhaul kit. The raise poppet, B; raise poppet seat, C; and spring, A, are included in the #856828 raise and lower poppet kit.

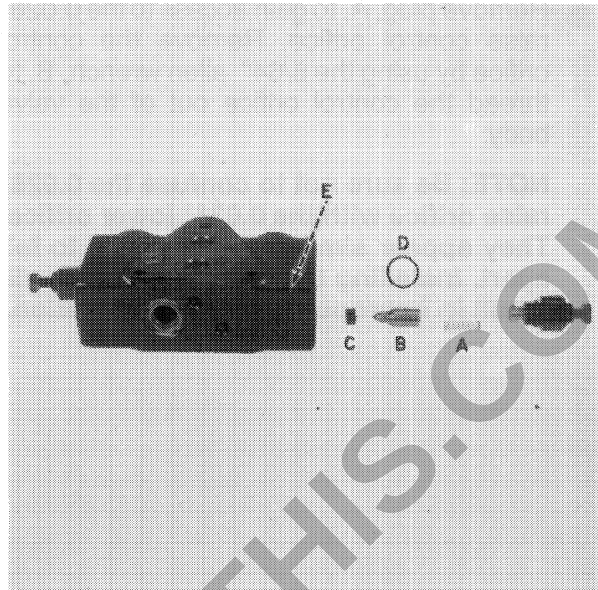


Figure 2B-47

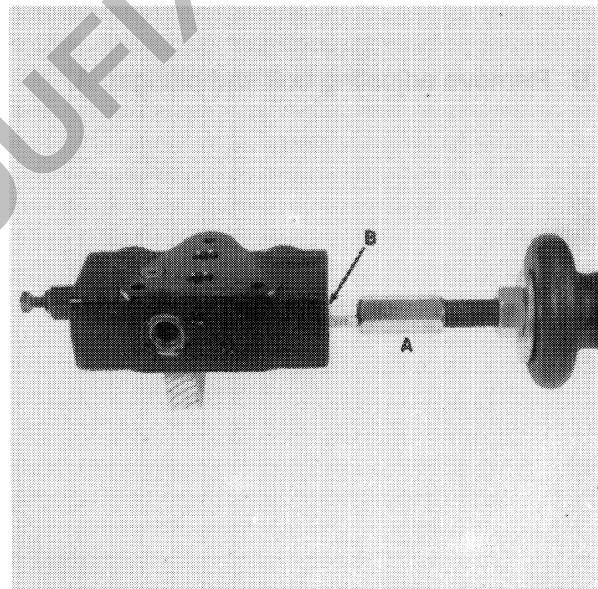


Figure 2B-48

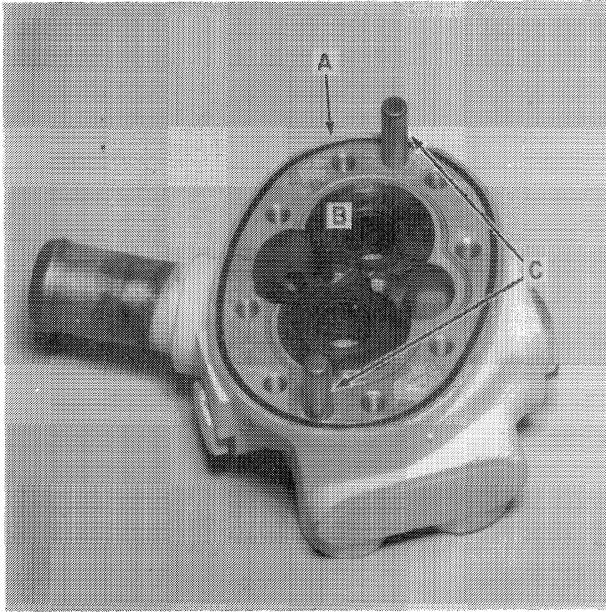


FIGURE 2C-19

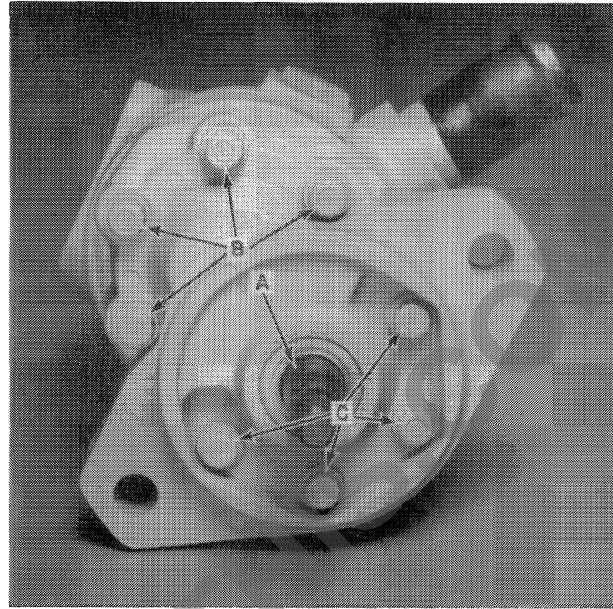


FIGURE 2C-20

12. Dip gear assemblies into oil and slip into front plate bearings.
13. Install dowel pins, C, Figure 2C-19, in body.
14. Apply a thin coat of heavy grease to both milled faces of body. Slip body over gears onto front plate. Half moon port cavities in body must face away from front plate. Note small drilled hole in one of the cavities. This hole must be on pressure side of pump.
15. Install new O ring, A, Figure 2C-19, in groove in back plate.
16. Slide back plate over gear shafts until dowel pins are engaged.
17. Install cap screws, B and C, Figure 2C-20, and draw up evenly to 45 ft. lbs. (61 N·m) torque.
18. Work shaft seal over drive shaft taking care not to cut rubber sealing lips. (Oil seal liberally before installing).
19. Place 1-5/16" (33 mm) OD sleeve over shaft and seat shaft seal by driving with plastic hammer.
20. Rotate pump shaft by hand or with pliers. Pump will have small amount of drag, but should turn freely after short period of use.

## INSTALLING THE HYDRAULIC PUMP

1. Attach the hydraulic pump, A, Figure 2C-21, to mounting bracket, B, with bolts, C.
2. Install sheave, D, Figure 2C-21, and secure with nuts, E.

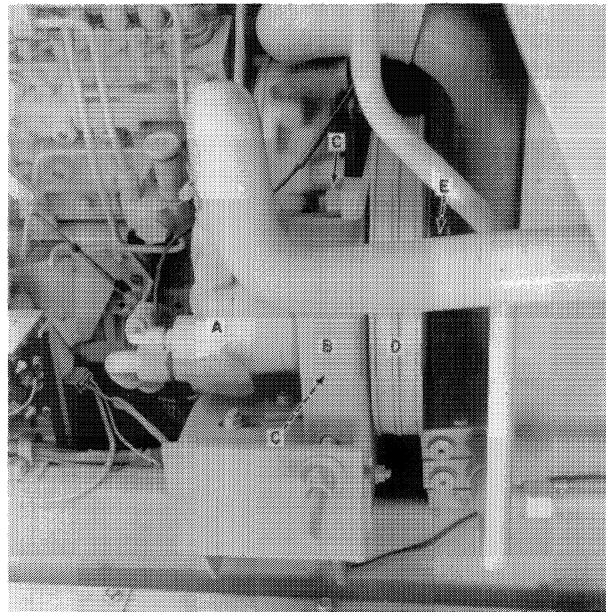


FIGURE 2C-21

When the engine is running, and the drive switch is in the disengage position, solenoid, B, is deenergized. Oil enters the control valve through the "P" port, passes through the valve and exits at the "B2" port. Oil travels to the ram end of the unloading auger drive cylinder, holding the drive in the disengaged position. Oil on the base of the cylinder can flow through the "A2" port to the "T" port and back to the reservoir.

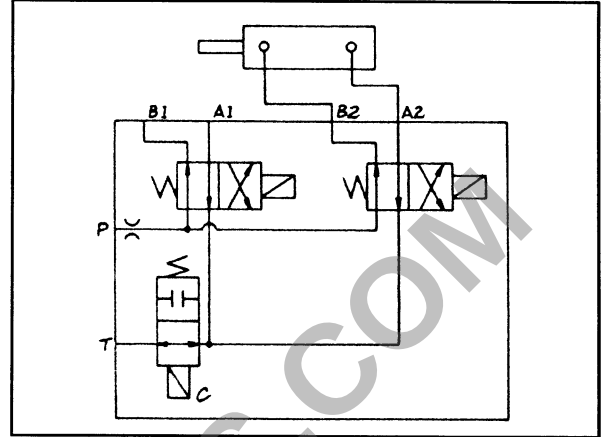


Figure 2H-6

### Unloading Auger Drive Engage Circuit

When the engine is running, and the drive switch is placed in the engage position, solenoid, B, is energized. The solenoid poppet shifts, directing oil flow out the "A2" port to the base end of the unloading auger drive cylinder causing it to extend. The return oil on the ram side of the cylinder can flow through the "B2" port to the "T" port and back to the reservoir.

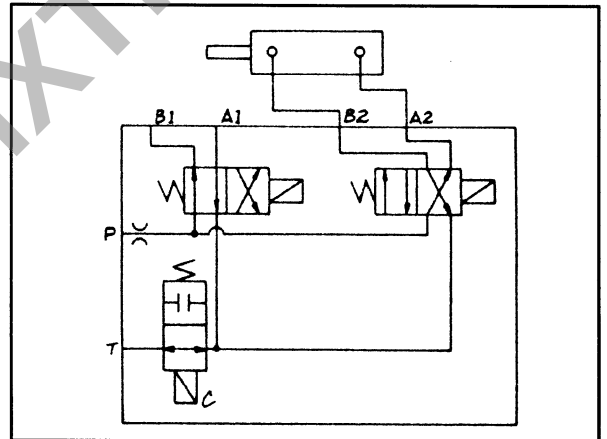


Figure 2H-7

3. Attach a belt tension gauge 1" (25 mm) down from the top of the separator clutch handle, A. The clutch should require 32 lbs. (14.5 kg) of force to engage.

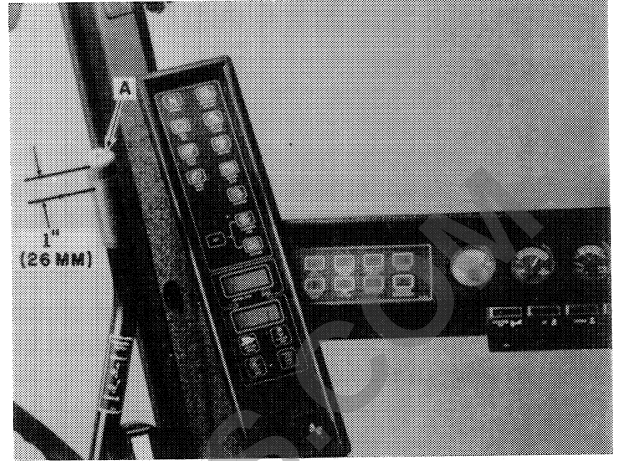


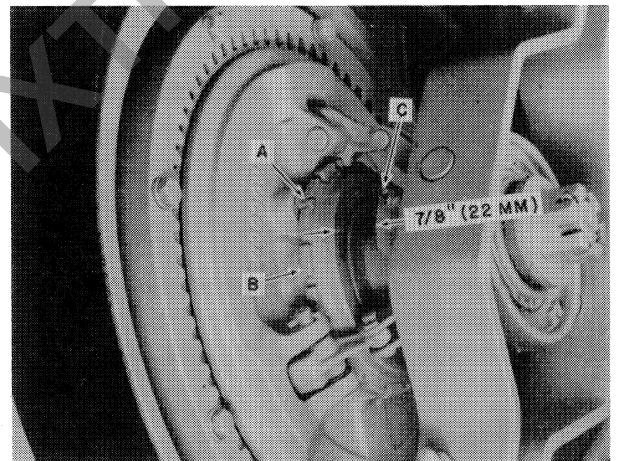
FIGURE 4-39

A2745-11



**CAUTION: THE ENGINE MUST BE STOPPED WHILE MAKING THIS ADJUSTMENT.**

4. If the proper engagement pressure is not obtained, depress pin, A, and rotate the spanner nut, B. Turning the ring one notch will change the engaging force by approximately 5 lbs. (2.3 kg). Turning the ring clockwise will increase pressure. Turning the ring counterclockwise will decrease pressure.
5. Disengage the clutch. Check for a minimum 7/8" (22 mm) between the ear on the throw-out bearing and the spanner nut as shown at C. To obtain this dimension, adjust lower rod, B, Figure 4-38.
6. If the separator clutch handle hits the stop bolt before the clutch engages, adjust upper rod, A, Figure 4-38.
7. If either rod was adjusted in the previous steps, recheck the clutch setting.



SHIELDS SHOWN REMOVED FOR CLARITY. FIGURE 4-40  
7046-3

**NOTE: When adjusting the clutch with new discs, engage the clutch four or five times with the engine at full throttle prior to making final adjustments.**

Tension the stone roll drive chain until it sags  $1/8''$ - $3/8''$  (3 mm-9 mm) in the center of the span, A. Adjust the tension by moving idler, B, up or down in the slot.

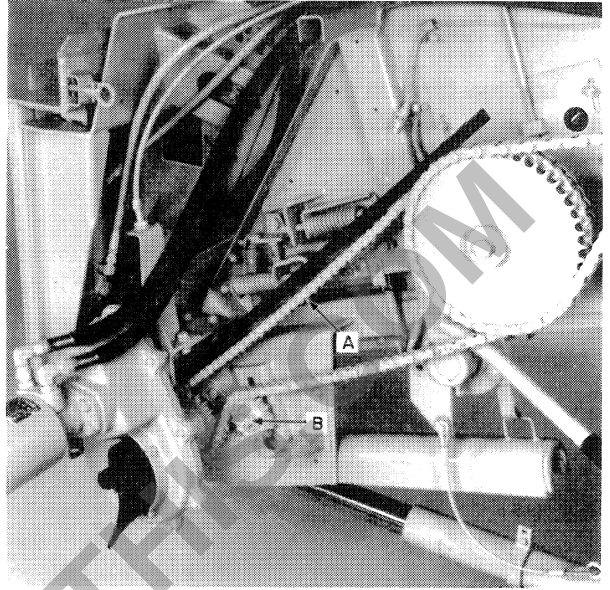


Figure 6-63

Tension the feeder chain drive chain until it sags  $3/8''$ - $5/8''$  (9 mm-16 mm) in the center of the span, A. Adjust the tension by moving idler, B, up or down in the slot.

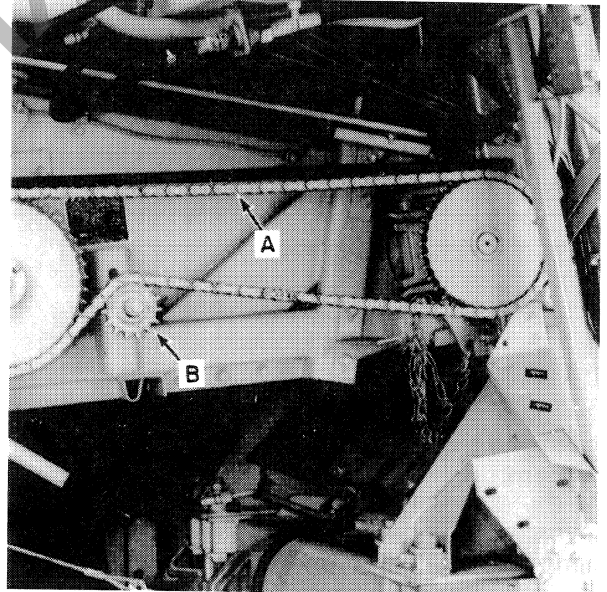


Figure 6-64

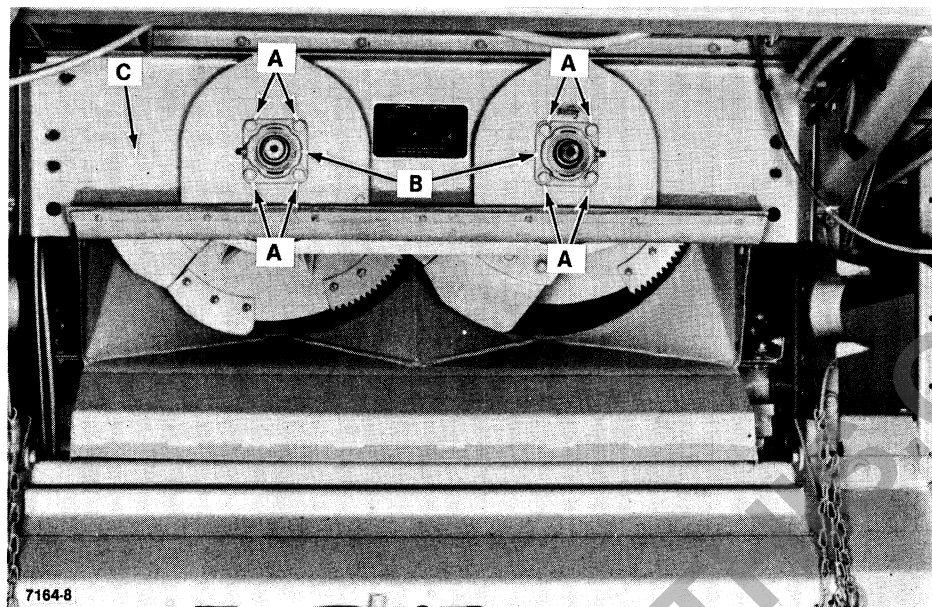


FIGURE 8A-2

5. Remove 1/2" hardware, A, Figure 8A-2, and remove bearing housings, B.

**NOTE:** Behind the bearing housings will be shims, A, Figure 8A-3. Be sure to keep track of the number of shims, as they will be used in reassembly.

6. Remove front faceplate, C, Figure 8A-2, by prying it forward.
7. Remove rotor cover access plate, A, Figure 8A-4, by removing hardware, B.

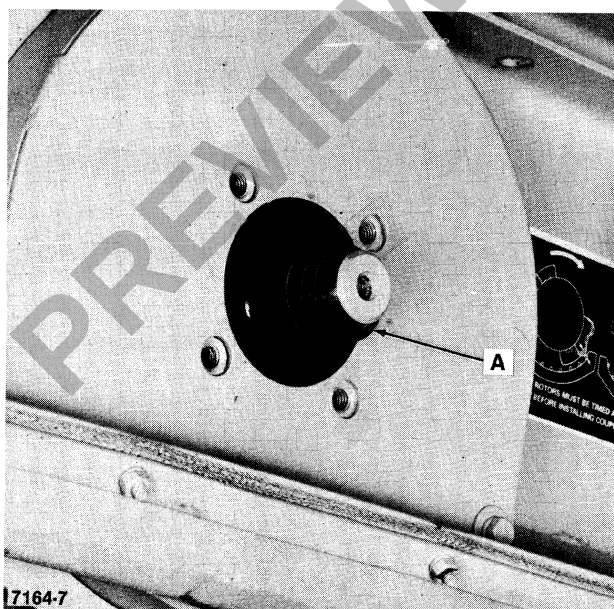


FIGURE 8A-3

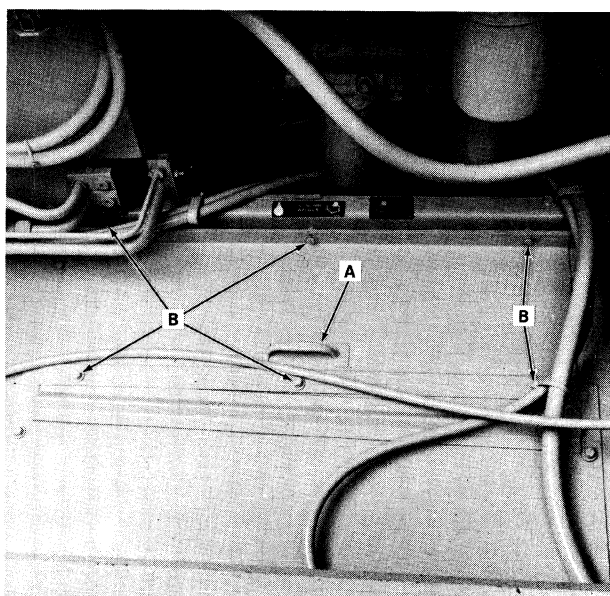


FIGURE 8A-4

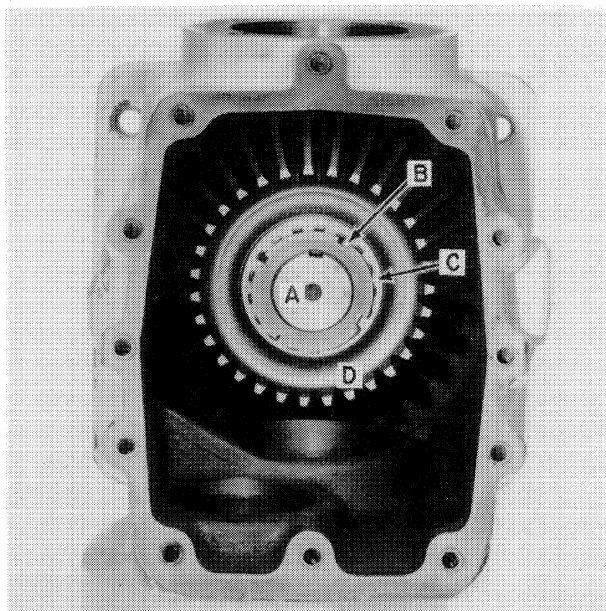


FIGURE 9B-37



FIGURE 9B-39

13. Remove output shaft, A, Figure 9B-37, by loosening the locking tab washer, B, and removing spanner nut, C. Remove gear, D. Drive shaft, A, from the housing with a soft drift. Remove the inboard bearing from the housing.
14. The outboard bearing cone, A, Figure 9B-38, and seal, B, will stay with output shaft, C. Remove these parts if replacement is required.
15. Remove bearing cups, A and B, Figure 9B-39, by driving them out with a soft drift.

**NOTE: Metal shims will be located under bearing cup, A. Be careful not to damage these shims on removal of the cup.**

16. The spherical bushing in the output shaft can be removed. Use a prybar to remove retaining washer, A, Figure 9B-40. The stepped side of washer, A, is always placed next to spherical bushing, B. Use a slide hammer to pull bushing, B, out of the shaft.



FIGURE 9B-38

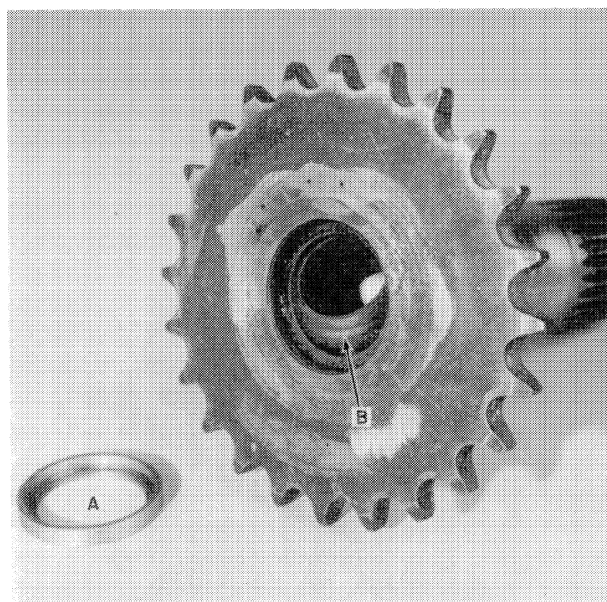


FIGURE 9B-40

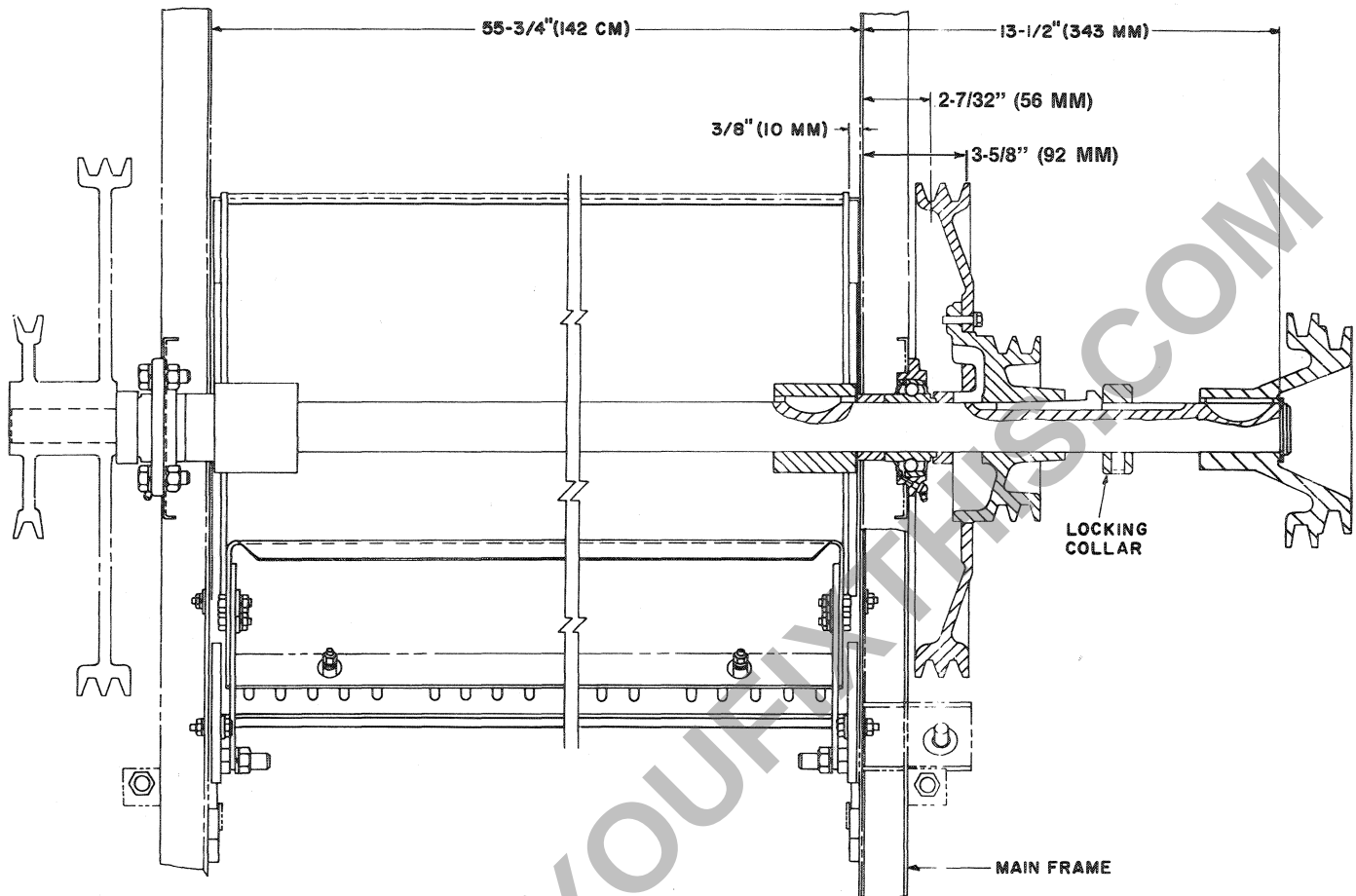
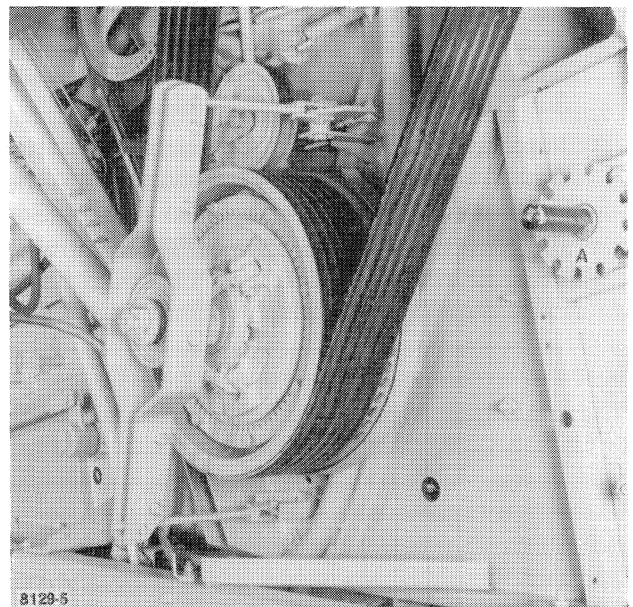


FIGURE 12A-16

**NOTE:** The dimensions to position the beater shaft, beater, and the driven sheave are shown in Figure 12A-16.

4. Center the beater in the straw hood, and tighten and lock both of the setscrews.
5. Install and align the monitor sensor disc over the sensor, A, Figure 12A-17. Adjust the sensor to disc clearance to 0.050" (1.3 mm).
6. Install the drive hub, A, Figure 12A-18, with the gib key, and mount the driven sheave to the hub with three 5/16" x 1" cap screws and lockwashers at B.

The center of the inner belt groove should be 2-7/32" (56 mm) from the side sheet of the combine as shown in Figure 12A-16. The gib key must be tight.



SHIELDS SHOWN REMOVED FOR CLARITY. FIGURE 12A-17

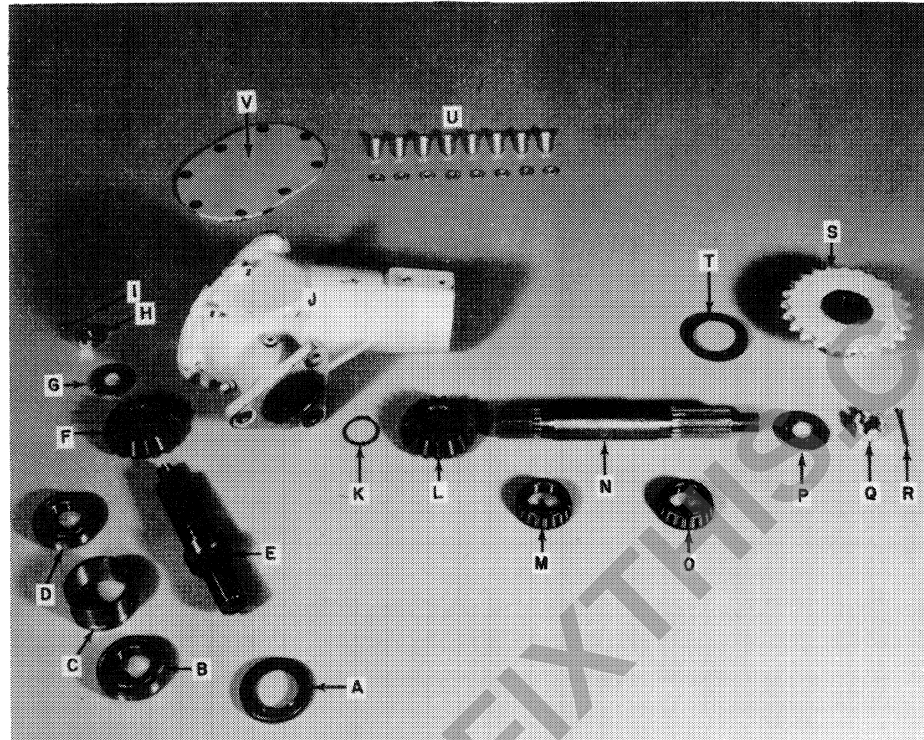


FIGURE 15D-11

Refer to Figure 15D-11.

**Ref. Description**

|   |                      |   |                 |
|---|----------------------|---|-----------------|
| A | Seal                 | L | Input gear      |
| B | Bearing cup and cone | M | Bearing cone    |
| C | Spacer               | N | Input shaft     |
| D | Bearing cup and cone | O | Bearing cone    |
| E | Output shaft         | P | Washer          |
| F | Output gear          | Q | Castellated nut |
| G | Washer               | R | Cotter pin      |
| H | Castellated nut      | S | Sprocket        |
| I | Cotter pin           | T | Seal            |
| J | Housing              | U | Cover bolts     |
| K | Snap ring            | V | Cover           |



When the control handle is released, the displacement control spool is returned to neutral by spring, J, Figure 19A-4. This allows oil from both servo cylinders to flow into the pump case through the small openings, I. Both servo cylinders are then exhausted and one of the servo springs mechanically forces the swash plate to neutral.

#### HYDROSTATIC PRESSURE OVERRIDE CONTROL

The hydrostatic displacement control valve, which is activated by moving the hydrostatic control lever in the cab, controls the combine speed until the propulsion pressure reaches 5500 PSI (380 bar). At 5500 PSI (380 bar), the pressure override control will override the displacement control valve, and destroke the hydrostatic pump toward neutral. This is done internally within the hydrostatic pump and does not affect the external control linkage. When the propulsion pressure drops below

5500 PSI (380 bar), the pressure override control automatically returns control of the pump back to the displacement control valve.

When operating in conditions where propulsion loads exceed 5500 PSI (380 bar), the pressure override control will destroke the pump, which causes the combine to slow.

#### INTERNAL PRESSURE OVERRIDE

The internal pressure override valve operates in series with the control valve and provides the control signal to the pumps servo system whenever the system pressure exceeds 6000 PSI.

This feature protects the unit from overheating and excessive power losses by reducing the control pressure (at pressure above the override setting) rather than continuous operation of the high pressure relief valves.

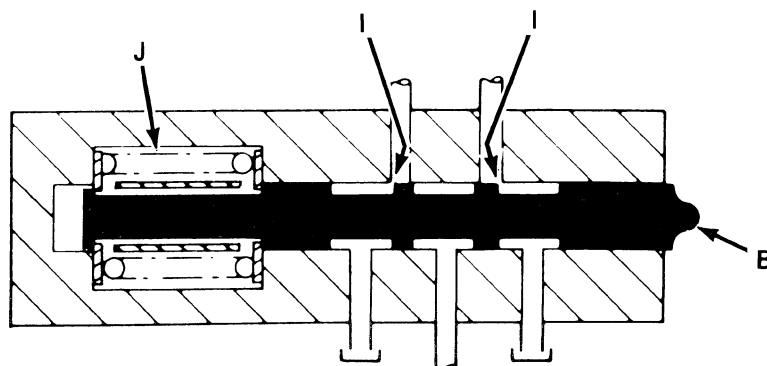


FIGURE 19A-4

## TROUBLESHOOTING

| SYMPTOM                                            | CAUSE                                                                                                                       | SOLUTION                                                                                                                                                                                          |
|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SYSTEM WILL NOT OPERATE IN EITHER DIRECTION</b> |                                                                                                                             |                                                                                                                                                                                                   |
|                                                    | System low on fluid.                                                                                                        | <p>Locate and fix leaks causing the loss of fluid.</p> <p>Replenish fluid in reservoir to proper level.</p> <p><b>Note: Use only recommended fluid. Refer to "Oil Requirements".</b></p>          |
|                                                    | Faulty control linkage.                                                                                                     | <p>Check the entire linkage, from control lever to pump arm, to make sure it is connected and free to operate as it should. Adjust linkage to pump arm. DO NOT move pump arm to meet linkage.</p> |
|                                                    | Drive belt slipping or coupling                                                                                             | <p>Check to see if the drive belt from the engine to the pump shaft is slipping or broken. Check if coupling between the hydrostatic motor and transmission is not slipping or broken.</p>        |
|                                                    | High vacuum and low charge pressure due to filter or suction line from reservoir to charge pump plugged or collapsed.       | <p>Replace or clean filter and/or suction line.</p>                                                                                                                                               |
|                                                    | Low or zero charge pressure due to charge pressure relief valve in charge pump or motor manifold damaged or stuck open.     | <p>Replace faulty assembly.</p> <p><b>NOTE: If problem is in charge pump, pressure will be low or zero when pump is in neutral. If in manifold, pressure will be low when in stroke.</b></p>      |
|                                                    | Zero charge pressure when pump is in neutral or when trying to go into stroke due to charge pump drive key or shaft broken. | <p>Replace charge pump assembly</p>                                                                                                                                                               |

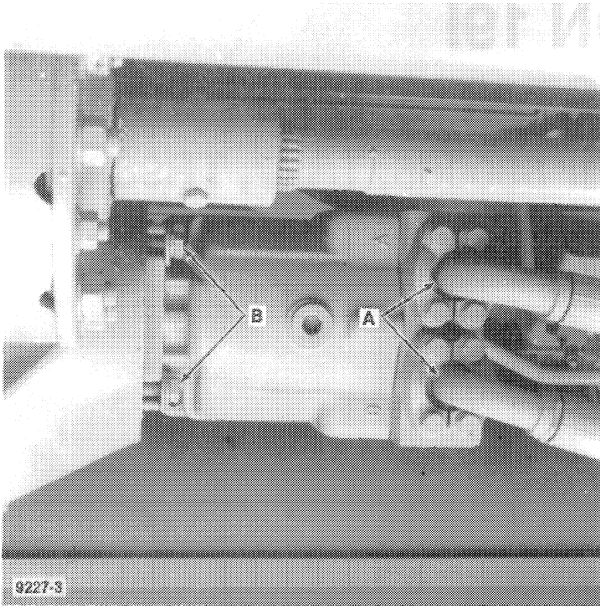


FIGURE 19I-3

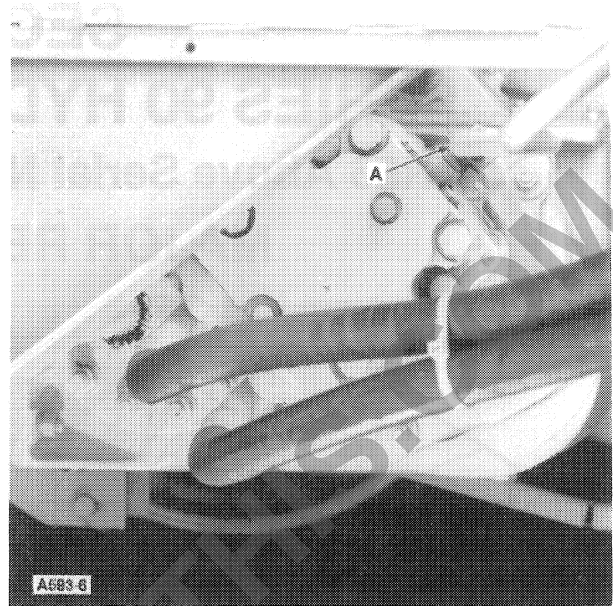


FIGURE 19I-4

Cleanliness is a primary means of assuring satisfactory hydraulic motor life, on either new or repaired units. Cleaning parts by using a clean solvent wash and air drying is usually adequate. As with any precision equipment, all parts must be kept free of foreign materials and chemicals. Protect all exposed sealing surfaces and open cavities from damage and foreign material.

During the assembly of the Series 90 variable motor, all surfaces which have relative motion between two parts should be coated with a film of clean hydraulic oil. This will assure that these surfaces will be lubricated during start-up.

It is recommended that all o-rings and gaskets be replaced. Lightly lubricate all o-rings with clean petroleum jelly prior to assembly. All gasket sealing surfaces must be cleaned prior to installing new gaskets.

### REMOVING THE MOTOR

1. Drain the oil from the reservoir.
2. Remove the two high pressure hoses, A, Figure 19I-3.
3. Remove the case drain line, A, Figure 19I-4. Cap all lines and ports to prevent dirt and water contamination.

4. Remove the four cap screws, B, Figure 19I-3, (two shown). The motor is ready for removal. There will be a splined coupler between the motor and transmission.

### DISASSEMBLING THE MOTOR

**NOTE:** Mark the housing for proper orientation.

1. Remove the charge relief valve, A, Figure 19I-5.

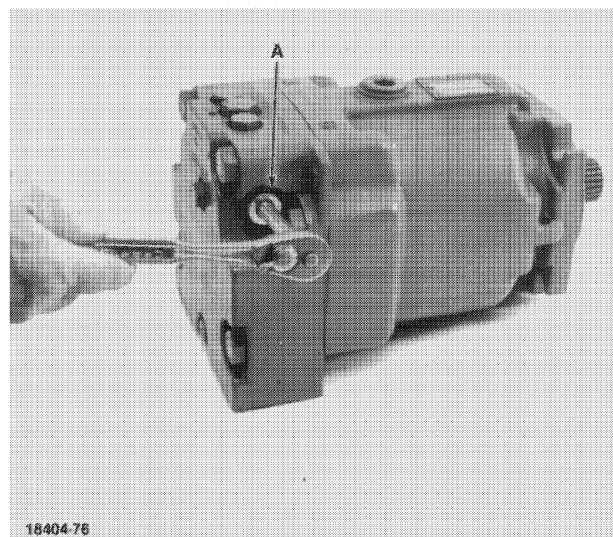
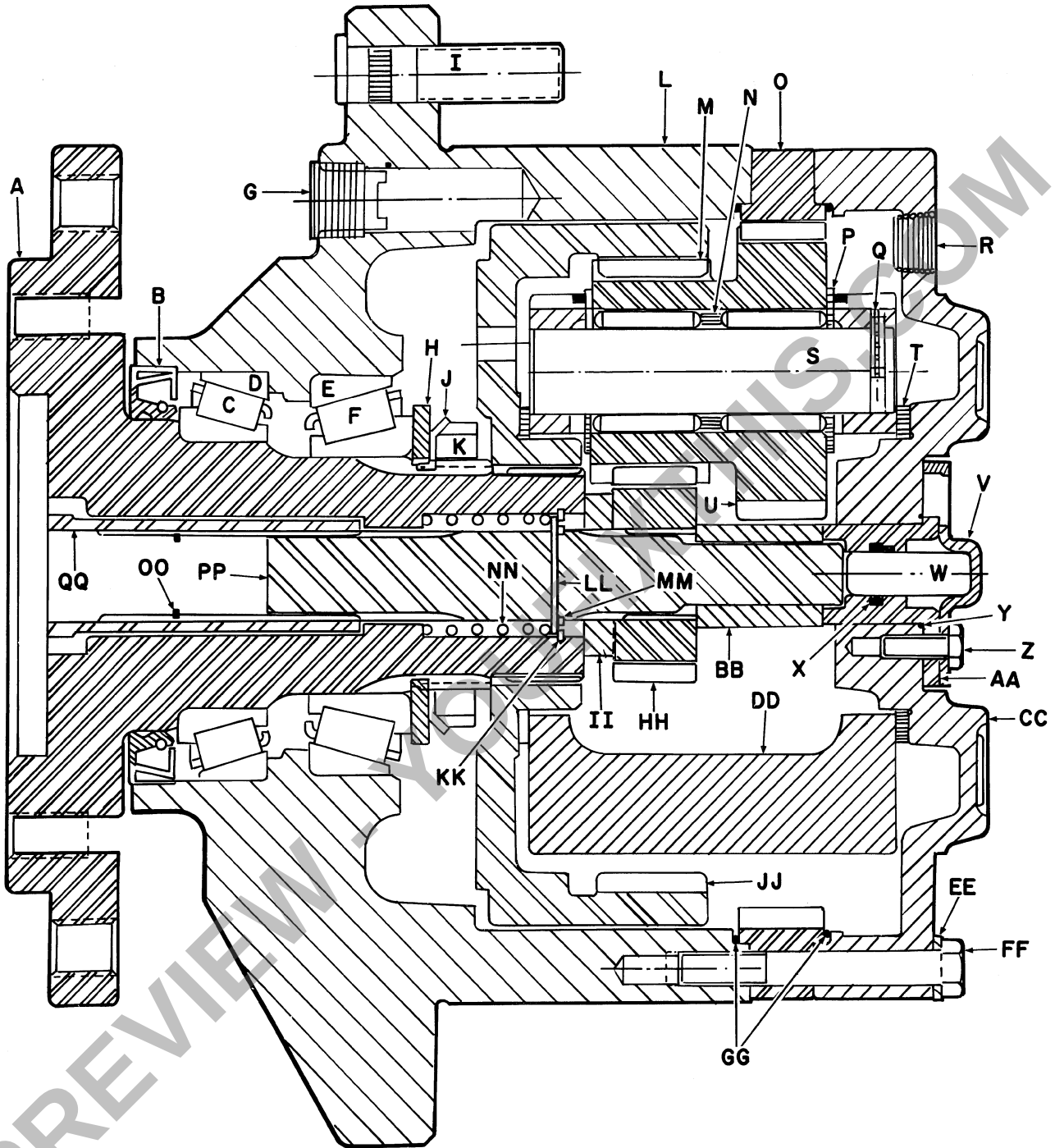


FIGURE 19I-5



|           |       |
|-----------|-------|
| ID        | RATIO |
| W2B2F0825 | 25:1  |

FIGURE 21B-3

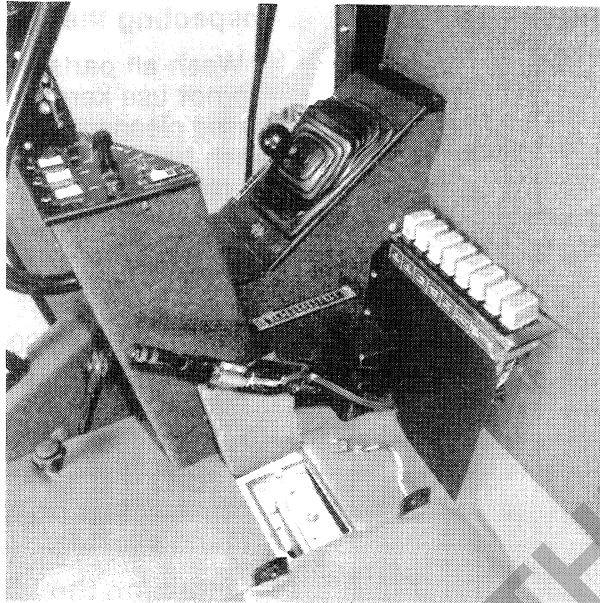


FIGURE 23-9

## BLEEDING THE HYDRAULIC BRAKE SYSTEM



**WARNING: BRAKES MUST BE PROPERLY BLED BEFORE TRANSPORTING COMBINE.**

1. Fill the master cylinder reservoir with DOT-3 or SAE 1703D Fluid.
  - a. Remove the cab floor cover plate on the right of the seat mount. See Figure 23-9.
  - b. Remove the reservoir cover by removing the cap screw.
  - c. Fill the reservoir to  $\frac{1}{4}$ " (6.4 mm) from the top of the reservoir with hydraulic brake fluid. Replace the cover.
2. Master Cylinder - Open the master cylinder bleed port, B, Figure 23-6, located at the left of the master cylinder. Depress both brake pedals. Close the bleed port and raise the pedals slowly.

Repeat this procedure until clear fluid, free from air bubbles, comes from the bleed port. Refill the master cylinder.

**IMPORTANT:** Do not release the brake pedal until the bleed ports are closed. Air could enter the system.

3. Wheel Cylinders - Each wheel cylinder must be bled separately.
  - a. Open the wheel cylinder bleed port, D, Figure 23-7.
  - b. Depress the appropriate pedal. Close the bleed port and raise the pedal slowly.
  - c. Repeat this procedure until clear fluid, free from air bubbles, comes from the bleed port.
  - d. Refill the master cylinder.
  - e. Repeat this procedure for the other wheel cylinder. Refill the master cylinder.

If the brakes are properly bled, the pedals should not feel spongy when depressed. Recheck the pedal height adjustment and plunger adjustments as shown in Figures 23-5 and 23-6.

**NOTE:** See the operator's manual for park brake adjustment.

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