

4400 COMBINE



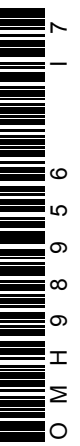
OPERATORS MANUAL

4400
COMBINE

OMH98956 I7 English

JOHN DEERE HARVESTER WORKS
OMH98956 I7

LITHO IN THE U.S.A.
ENGLISH





To the Purchaser

This new combine was carefully designed and manufactured to give years of dependable service. To keep it running efficiently, read this operator's manual, which is divided into sections, for easy location of information. The Table of Contents explains where each section is located and the alphabetical index gives detailed listings.

 This safety alert symbol identifies important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and carefully read the message that follows.

Your operator's manual contains SI Metric equivalents which follow immediately after the U.S. customary units of measure.

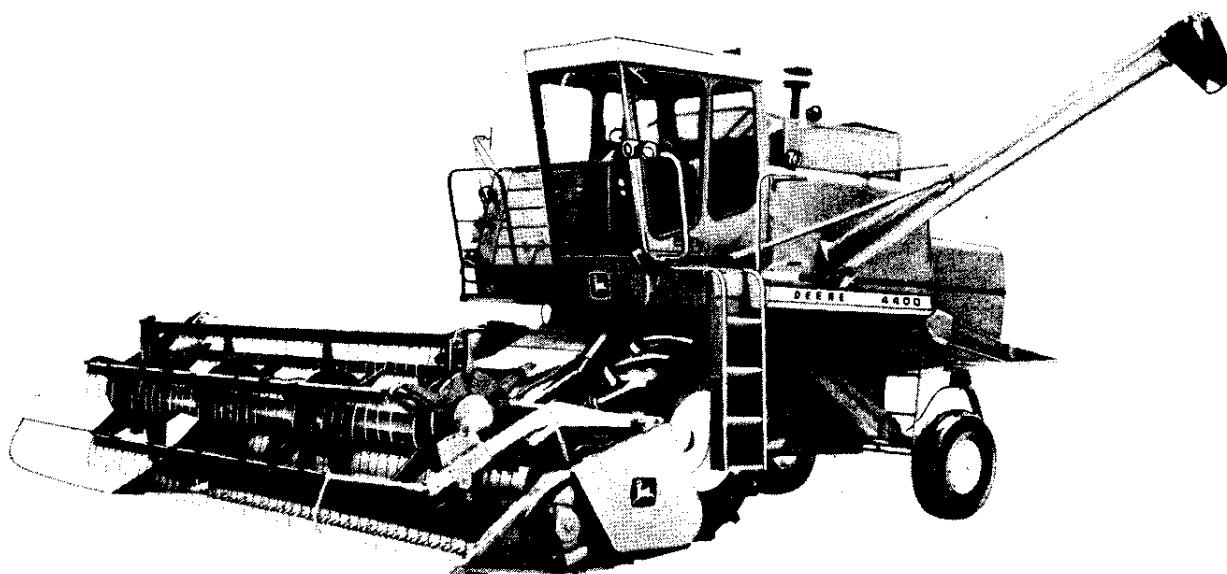
This operator's manual covers the feeder house and separator areas of the combine. For header information, see the separate operator's manuals furnished with that equipment.

"Right-hand" and "left-hand" sides are determined by facing in the direction the combine will travel when in use. The radiator end of the engine is referred to as the "front," the flywheel end as the "rear."

Record your combine serial numbers in the space provided on page 167. Your dealer needs this information to give you prompt, efficient service when you order parts or attachments. If your combine requires replacement parts, go to your John Deere dealer where you can obtain Genuine John Deere parts—accept no substitutes.

The warranty on this combine appears on your copy of the purchase order which you should have received from your dealer when you purchased the combine.

Modifications to the combine may impair the function and/or safety, affect warranty, and affect machine life.



H00028

John Deere 4400 Combine with 215 Cutting Platform



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Safety Suggestions

! Safety of the operator was one of the prime considerations in the minds of John Deere engineers when this combine was designed. Shielding, simple adjustments, and other safety features were built into the combine wherever possible.

All machinery must be operated only by responsible persons who have been properly instructed and delegated to do so.

Riders must not be allowed on the operator's platform when combine is in operation.

Shields and guards must be in place and in good condition before starting in the field.

! **CAUTION:** Failure to follow proper procedures when mounting a tire on a wheel or rim can produce an explosion which may result in serious injury or death. Do not attempt to mount a tire unless you have the proper equipment and experience to perform the job. Have it done by your John Deere dealer or a qualified tire repair service.

When seating tire beads on rims, never exceed 35 psi or maximum inflation pressures specified by tire manufacturers for mounting tires. Inflation beyond this maximum pressure may break the bead, or even the rim, with dangerous explosive force. If both beads are not seated when the maximum recommended pressure is reached, deflate, reposition tire, relubricate bead, and reinflate.

Detailed agricultural tire mounting instructions, including necessary safety precautions, are contained in John Deere Fundamentals of Service (FOS) Manual 55, Tires and Tracks, available through your John Deere dealer. Such information is also available from the Rubber Manufacturers Association and from tire manufacturers.

Escaping fluid under pressure can have sufficient force to penetrate the skin, causing serious personal injury. Before disconnecting lines relieve all pressure. Before applying pressure to system, all connections must be tight and lines, pipes and hoses must not be damaged. Fluid escaping from a very small hole can be almost invisible. Use a piece of cardboard or wood, rather than hands, to search for suspected leaks.

Clothing worn by combine operator must be fairly tight and belted. Loose jackets, shirts, or sleeves should never be worn because of the danger of getting into moving parts.

Everyone must be clear of the combine before starting so they cannot be struck by moving parts or caught in a drive belt or chain.

Never clean, lubricate, or adjust the combine when it is running.

Be careful when operating on hillsides because combine may tip sideways if it strikes a hole, ditch, or other irregularity.

Never attempt to clear obstructions off the header unless the combine is stopped and the engine shut off.

Keep the operator's platform clean. Do not use it as a place to carry loose tools, lunch boxes, etc.

Maintain a fire extinguisher in an easily accessible location and be familiar with its' correct use.

Before leaving combine unattended, lower the header to the ground or support it with either the hydraulic cylinder safety stop or with blocks.

<https://www.ebooklibonline.com>

Hello dear friend!

Thank you very much for reading.

Enter the link into your browser.

The full manual is available for immediate download.

<https://www.ebooklibonline.com>



Controls and Instruments

Before attempting to operate your new combine, become familiar with the location and purpose of all controls and instruments. Study these pages carefully, regardless of your previous combine experience.

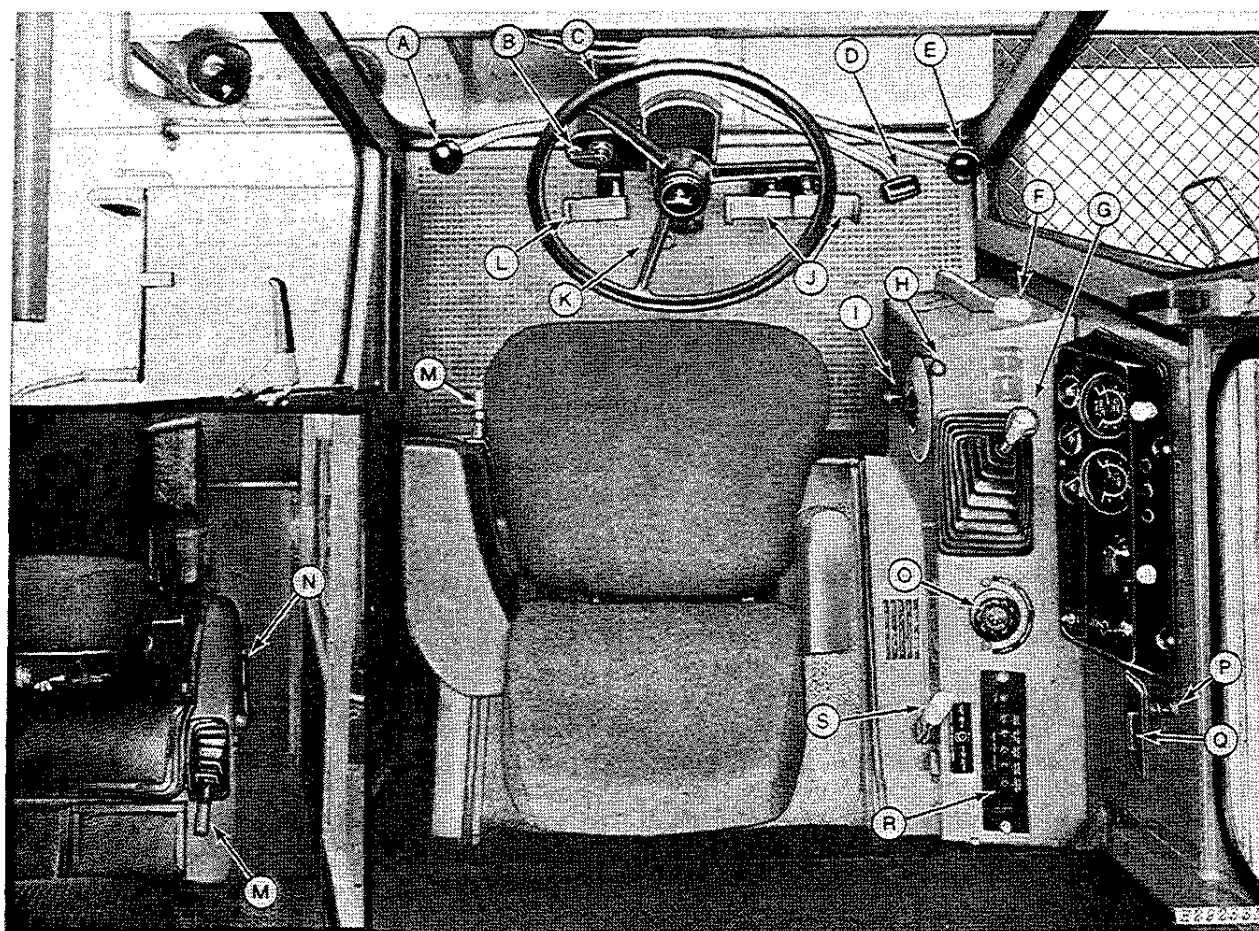
Control levers and knobs have different colors and shapes to help you quickly locate them while operating the combine. Colors on controls indicate:

RED—Combine movement controls (Throttle, Gearshift Lever, Selective Ground Speed Control)

YELLOW—Auxiliary Power Controls (Separator Control Lever, Cylinder Speed Control Ratchet, Header Electromagnetic Clutch Switch)

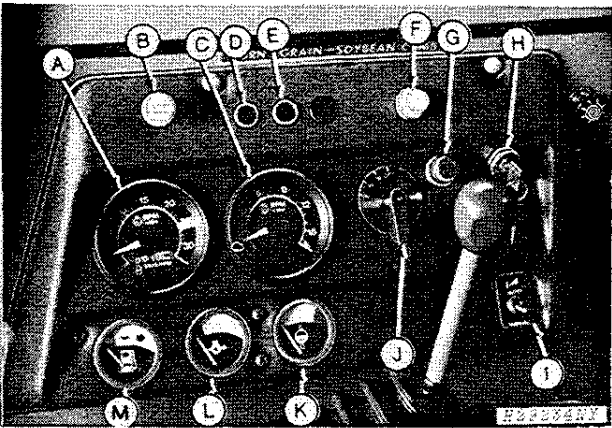
BLACK—Combine Function Controls, Header Height Control, Hydraulic Lift Reel Control, etc.)

OPERATOR'S PLATFORM



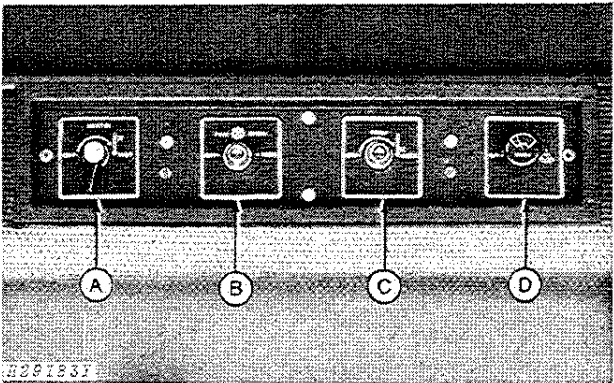
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Operator's Cab Controls



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The operator's cab controls are located in the cab headliner. The radio is located in the rear right-hand corner of the cab.

NOTE: For controls not located on the operator's platform (fan speed control, chaffer and sieve opening controls) see page 18.

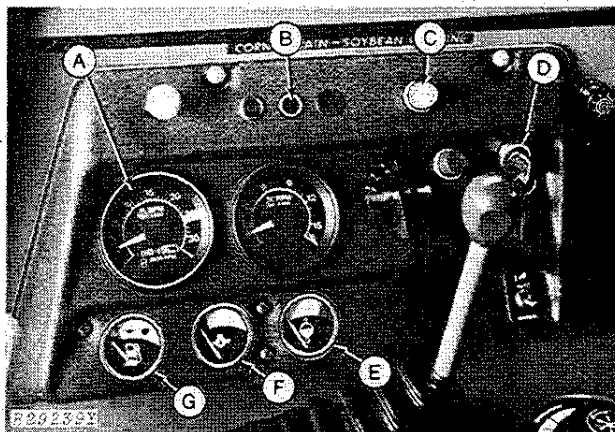


Operation

OPERATING THE ENGINE

ENGINE INSTRUMENTS AND CONTROLS

Instrument Panel Controls and Instruments



- A—Engine Tach-Hour Meter
- B—Alternator Indicator Light
- C—Cold Weather Starting Aid Button
- D—Ignition Switch
- E—Coolant Temperature Gauge
- F—Engine Oil Pressure Gauge
- G—Fuel Gauge

Ignition Switch

Turn the key "D" clockwise to the first stop. Check that alternator indicator light glows red. If it does not, turn key off and see TROUBLE SHOOTING, page 139.

Turn the key further clockwise and hold until engine starts. Release the key immediately when the engine starts. The alternator indicator light must go out. If it does not go out after 10 seconds, shut off engine at once and determine cause.

IMPORTANT: When starting the engine, never hold the key in start position for more than 30 seconds. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Pause a few seconds after a false start to see that the starter has stopped completely.

If the engine fails to start, refer to the trouble shooting charts on page 139.

Throttle

Move throttle all the way forward for normal operation; move throttle all the way rearward for slow idle.

Alternator Indicator Light

This light glows red when the alternator is not charging. If the light goes on while the engine is running, stop engine and determine cause.

Check the operation of this light by turning the key to the on position.

Coolant Temperature Gauge

This gauge indicates the coolant temperature in the cooling system—not the quantity. The white zone on the dial indicates normal operating temperature; the red-orange zone indicates above normal operating temperature.

If the needle on the gauge goes into the red-orange zone, stop the engine immediately and determine the cause.

Coolant Temperature Warning Horn

A low note horn sounds when the coolant temperature gauge registers hot. This horn will also sound when the straw walker sensing unit (attachment) is activated.

If the horn sounds, stop engine and check the engine for overheating or straw walkers for plugging.

If the straw walkers are not plugged, determine the cause of engine overheating.

Engine Oil Pressure Gauge

This gauge "F" indicates pressure of the engine lubricating oil. Oil pressure will vary slightly with wear, but with recommended oil, it should read normal at full governed speed (indicated by white zone on the dial). If oil pressure drops (indicated by red zone on the dial), stop engine immediately and determine cause.

Fuel Gauge

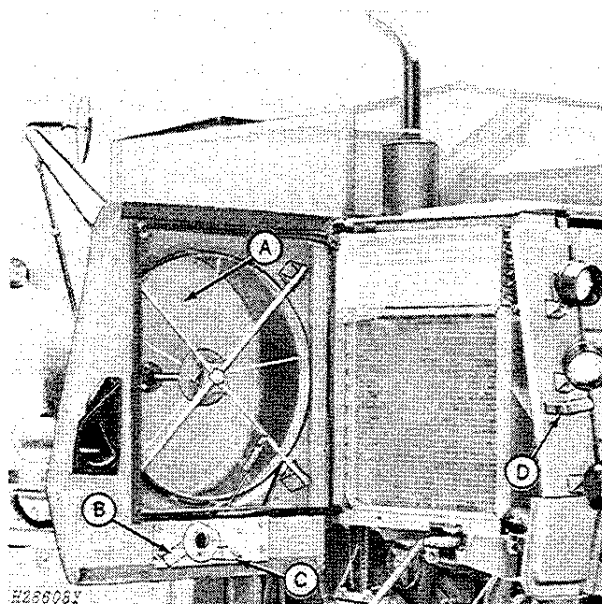
A full mark, a half-full mark, and an empty mark indicates fuel level. The red-orange zone indicates that the fuel tank is empty.

Engine Tach-Hour Meter

The tach-hour meter shows the engine speed in hundreds of rpm and accumulated engine service in hours and tenths of hours (based on an average engine operating speed of 2500 rpm). The green zone on the tachometer indicates correct engine operating range. Use this hour meter to determine when lubrication and periodic services are needed.

PRESTARTING CHECKS

1. Check engine crankcase oil level (Page 49).
2. Check radiator coolant level (Pages 131, 132).
3. Check fuel tank level.
4. Drain sediment from fuel filter (Pages 127, 128).
5. Clean air cleaner dust cup and precleaner (Pages 134, 135).
6. Check and lubricate combine (Pages 45-56).



A—Rotary Cooling Screen C—Drive Disengaged
B—Drive Engaged D—Over-Center Latch

IMPORTANT: When preparing to operate the combine in below-freezing temperatures and before starting engine, see that the rotary screen is free of snow or frozen moisture and will turn easily. Belt failure can occur if rotary screen will not turn.

7. The rotary screen drive must be engaged whenever the engine is running.

Disengage screen drive by moving lever rearward and up as shown at "C". Move lever down and forward to engage as shown at "B".

Pull out on screen door over-center latch "D" and swing door open.

Close screen door, fasten over-center latch "D" and engage screen drive "B".

IMPORTANT: Rotary screen drive must be fully disengaged before opening or closing screen door.

8. When starting the engine after the combine has been idle for an extended period, disconnect the fuel shut-off wire on injection pump, and crank the engine with the starter until the engine oil pressure gauge registers pressure. Do not operate the starter more than 30 seconds at a time. After pressure is indicated, connect wire, and start the engine.

STARTING ENGINE



CAUTION: Before starting the combine engine, see that there is plenty of ventilation. Never operate the combine in a closed building.

1. Disengage header electromagnetic clutch switch, separator control lever, and grain tank unloading auger lever.

2. Place gearshift lever in neutral.

3. Depress clutch pedal fully.

4. Move throttle lever to slow idle position.

5. Turn key clockwise to the first stop. Check that alternator indicator light glows red.

6. Turn key further clockwise and hold until engine starts. Release key immediately when engine starts.

IMPORTANT: When starting engine, never hold key in start position for more than 30 seconds. If engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of starter. Pause a few seconds after a false start to see that the starter has stopped completely.

NOTE: If the prevailing temperature is 40°F (4°C) or lower, it may be necessary to use the cold weather starting aid to start the engine.

To inject starting fluid, press starting aid button located on instrument panel (button marked with decal).

Stop injecting fluid after the engine starts. If the engine begins to die during the first few minutes of operation, inject another "shot" of fluid.

IMPORTANT: Fluid can must be left in tray, even if empty, to prevent dirt from being drawn into the engine. To avoid damage, turn engine with starter one or two revolutions before injecting starting fluid. Inject starting fluid only while the engine is turning.

7. The oil pressure gauge must register pressure and the alternator indicator light goes off. If not, stop engine and determine the cause.

8. Idle the engine for several minutes to warm up engine before accelerating, applying a load, or transporting.

9. Engage the separator and operate at 1500-1800 engine rpm for 5 to 10 minutes. Monitor oil pressure and water temperature and check for oil leaks.

10. If engine has not been operated for a long period of time, bleed entire fuel system to remove air bubbles.

STOPPING ENGINE

1. Place the gearshift lever in neutral.

2. Move the throttle lever to the rear. Allow the engine to idle a few minutes to cool the engine and turbocharger. (Lubrication and cooling of some engine parts is provided by the engine lubricating oil. Therefore, sudden stopping of a hot engine may allow some parts to overheat and cause possible damage.) Allow the temperature gauge needle to drop well into the white range on the dial.

3. Turn the key off.

IMPORTANT: Do not attempt to stop engine by turning off fuel supply at tank.

COLD WEATHER OPERATION

FUEL SYSTEM

Use winter-grade fuel. Fill the fuel tank at the end of the day's run to prevent condensation.

COOLING SYSTEM

Drain, flush, and fill cooling system with a recognized brand of radiator sealer and antifreeze solution. Use a permanent-type (ethylene glycol) antifreeze solution containing rust inhibitors. This type of antifreeze is resistant to evaporation when heated. Do not use antifreeze which contains stopleak additives.

Quarts (litre) of Ethylene Glycol
Required at Lowest Expected Temperature

+20°F (−7°C)	5-1/4 (4.97 l)
+10°F (−12°C)	8 (7.57 l)
0°F (−18°C)	10-1/2 (9.94 l)
−10°F (−23°C)	12-1/2 (11.84 l)
−20°F (−29°C)	14 (13.25 l)
−34°F (−37°C)	16 (15.14 l)

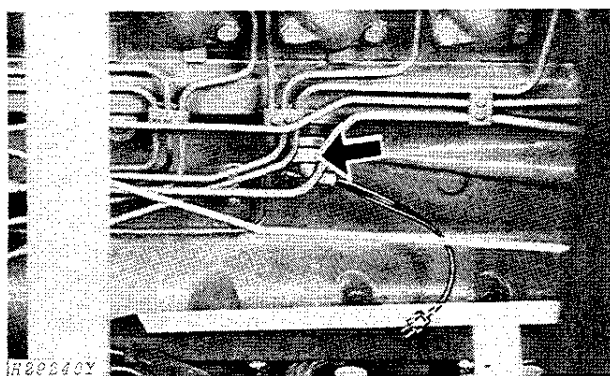
BATTERIES

When the temperature drops below freezing, batteries must be fully charged. A badly discharged battery freezes more quickly than one that is well charged.

In freezing weather, do not add water to the batteries unless engine is going to be run. Water will freeze as it will not mix with the electrolyte until the alternator passes a charging current through the batteries.

IMPORTANT: If booster batteries are required, see instructions on page 116.

In-Block Coolant Heater



Coolant Heater

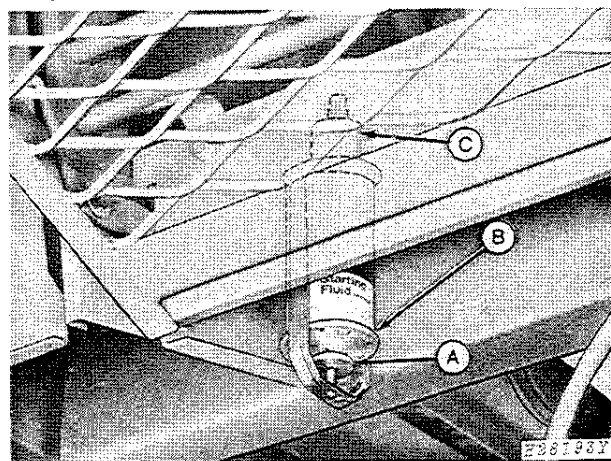
The optional coolant heater has a 1000-watt, 115-volt heating element. It mounts in the frost plug opening in the left-hand side of the engine block. By warming the engine, the heater reduces oil drag, eases starting, and shortens warm-up time.

Time required to heat the coolant depends on how cold it is. 5 hours may be required at temperatures above 0°F (−18°C). Lower temperatures may require up to 8 hours.

CAUTION: To avoid shock or hazardous operation, always use a three wire heavy-duty electrical cord equipped with 3-wire connectors. If a 2-to 3-contact adapter is used at the wall receptacle, always connect the green wire to a good ground.

COLD WEATHER STARTING AID

Engines are equipped with an ether starting fluid aid which injects atomized ether fluid into the engine air intake system. Normally, ether is used for starting at temperatures below 40°F (4°C).



A—Screw

B—Tray

C—Solenoid

To use the starting fluid aid, remove the safety cap and plastic spray button from can. Loosen screw "A" and place can in starting fluid aid tray "B." Position can directly under electric solenoid "C." Tighten screw by hand until nozzle of can is securely seated in the solenoid.

IMPORTANT: To avoid damage, turn engine with starter one or two revolutions before injecting starting fluid. Inject starting fluid only while the engine is turning.

To inject starting fluid, press starting aid button (yellow) located on instrument panel.

Stop injecting fluid after the engine starts. If the engine begins to die during the first few minutes of operation, inject another "shot" of fluid.

IMPORTANT: Fluid can must be left in tray, even if empty, to prevent dirt from being drawn into the engine.

CAUTION: Ether starting fluid is highly flammable. Store starting fluid cans where they will not be subject to extreme cold or warm temperatures. For best results, store fluid at room temperature.

HOT WEATHER OPERATION

The combine has a 7 psi (0.50 bar) pressure radiator cap. This pressurizes the cooling system so all components must be tight and in good condition for proper operation. Loss of pressure will result in overheating and loss of coolant.

The combine is shipped from the factory with permanent-type antifreeze in the cooling system.

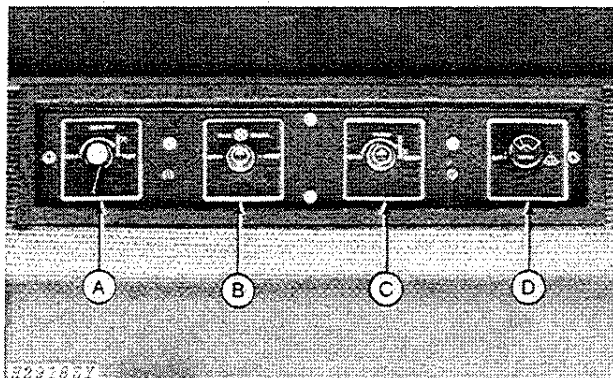
This antifreeze should be left in the cooling system during hot weather operation. If coolant is lost or drained out and freezing temperatures are not anticipated, the cooling system can be protected against corrosive action by using Summer Engine Coolant Conditioner.

To install the Summer Engine Coolant Conditioner, drain and flush cooling system and add two 32-oz. (0.9463 l) cans of Summer Engine Coolant Conditioner (John Deere Part No. T19566) to the cooling system following directions on the container.

IMPORTANT: Summer Engine Coolant Conditioner is **NOT AN ANTIFREEZE** or a cooling system sealer. Drain system and fill with recommended antifreeze solution as required for winter protection. When antifreeze solution is in system, it is not necessary to use the Conditioner; however, if severely corrosive water conditions are present, the Conditioner is compatible with antifreeze solutions.

OPERATOR'S PLATFORM COMPONENTS

OPERATOR'S CAB CONTROLS



- A—Heater Temperature Control Switch
 B—Pressurizer Fans Switch
 C—Air Conditioner Temperature Control Switch
 D—Windshield Wiper Switch

The operator's cab controls are located in the cab headliner. The radio is located in the rear right-hand corner of the cab.

The air outlets are adjustable by rotating to control air flow into the cab. An air deflector on one outlet will further control air flow.

PRESSURIZER SYSTEM

The switch "B" controls the fans which pressurize the cab. This is a three-speed switch with the highest speed obtained by turning the switch clockwise as far as it will go.

IMPORTANT: Pressurizer fans must be operating whenever the heater or air conditioner is in use.

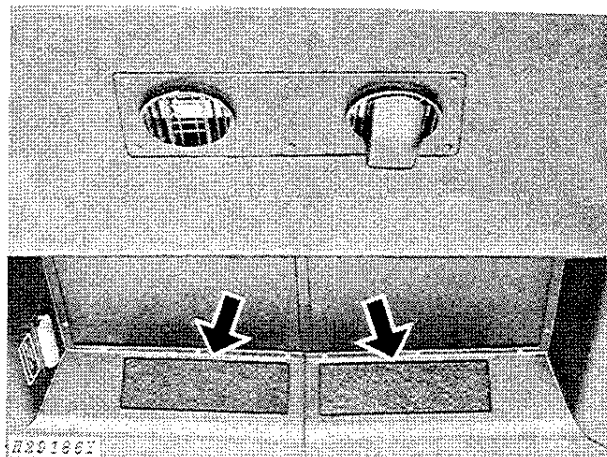
AIR CONDITIONER SYSTEM

CAUTION: The air conditioner system must be serviced by a qualified serviceman.

This switch "C" is a thermostatic-type switch which maintains the desired temperature.

Cool air is controlled by turning the switch "C" clockwise toward "COLD." Turning the switch all the way to the "COLD" position will provide maximum cooling.

Air Recirculator



The air recirculator is located at the rear of the cab roof.

Air Intake

The air intake, which is mounted on the rear of the cab roof, provides additional air intake to the cab.

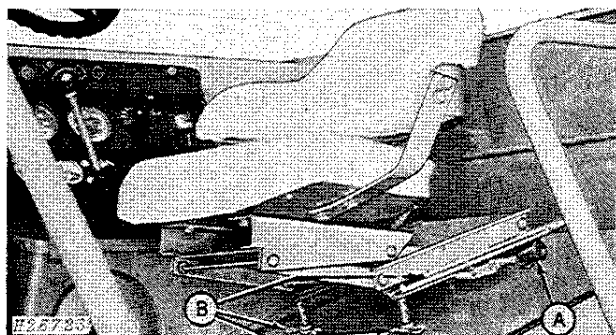
HEATER SYSTEM

Heat is controlled by turning the heater control switch "A" clockwise. Turning the switch all the way to the "HOT" position will provide maximum heating.

IMPORTANT: The pressurizer system must be in operation when the heater is in use.

OPERATOR' SEAT

Operator's Seat (Without Cab)



A—Lever

B—Spring Pins

The operator's seat moves forward and rearward or up and down to accommodate individual height and to allow greater accessibility to all controls.

Use only warm water and mild soap to clean the seat cushions. NEVER USE SOLVENTS.

Adjusting Seat Forward or Rearward

While sitting in the seat, push lever "A" forward as far as possible and by using your weight, adjust seat to desired position and then release lever "A".

Adjusting Seat Up or Down

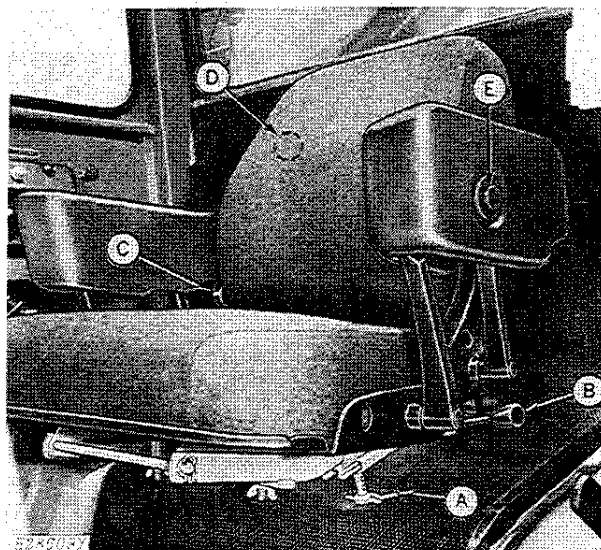
Remove four spring locking pins "B", raise or lower the seat to the desired height then reinsert spring locking pins "B".

Personal-Posture Seat (With Cab)

The Personal-Posture seat is adjustable in five different respects and is upholstered in durable cloth fabric for operator comfort.

Seat fabric should be frequently vacuum cleaned or brushed with a soft bristle brush to remove loose dirt and dust. Fabric cleaners may be used to clean normal soilage on fabric. Grease and oil stains on fabric may be cleaned with commercially available solvent-type spot removers. Follow solvent label directions carefully.

Use only warm water and mild soap to clean the arm rests. Never use solvents.



A—Spring Locking Pins

B—Lever

C—Backrest Angle Control Knob

D—Lumbar Support Knob

E—Armrest Release Button

Adjusting Seat Up or Down

Remove the four spring locking pins "A". Raise or lower the seat to the desired height. Replace spring locking pins "A".

Adjusting Seat Forward or Rearward

Sit in the seat, push lever "B" forward as far as possible and by using your weight, adjust seat to the desired position, and release lever "B".

Adjusting Backrest Angle

The backrest is adjustable through a 10° angle. To change the angle to the desired position, raise or lower the backrest angle control knob "C."

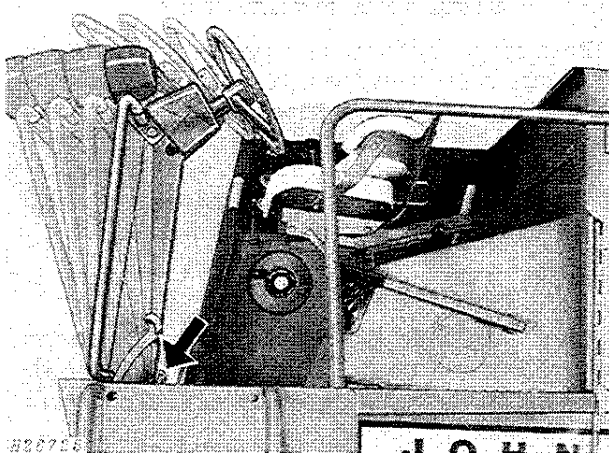
Adjusting Lumbar Support

A lumbar support mechanism is built into the backrest. This support is adjustable to five different pressures against the lower portion of the back. Move knob "D" up or down to adjust lumbar support to the desired position.

Adjusting Armrest Height

Armrest height is adjustable to five different positions. To adjust the height, press the armrest release button "E", move armrest up or down to the desired position, and release button.

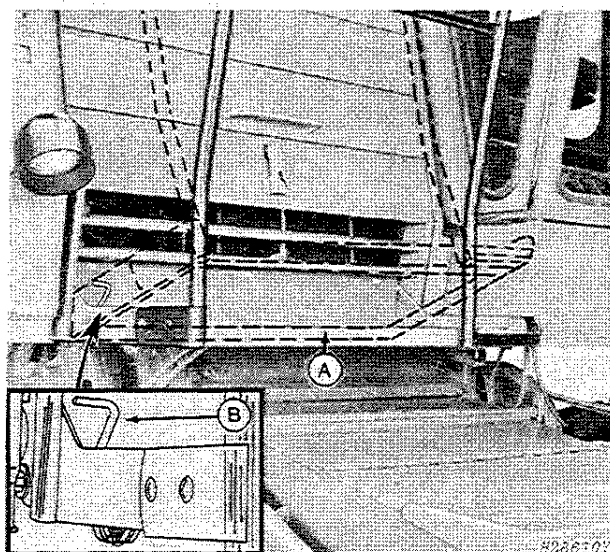
STEERING COLUMN



The steering column is adjustable to one of four positions for individual arm lengths.

To adjust steering column, push pedal down, position column to desired setting, and release pedal.

ENGINE SERVICE WALKWAY



A—Walkway

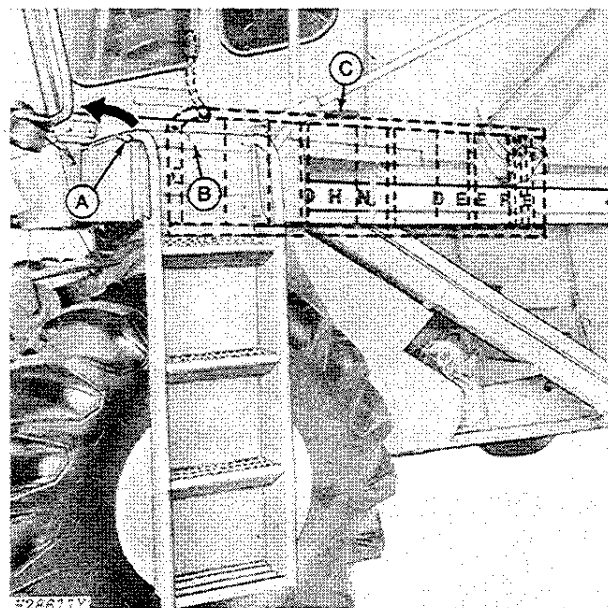
B—Lever

The engine service walkway can be tipped up for access to the feeder house rear door and the cylinder upper door.

To raise walkway "A", push walkway up as far as possible, until it locks automatically into place with lever "B".

To lower engine service walkway, push walkway up slightly, release lever "B" and lower walkway.

PIVOTING LADDER



A—Lever

B—Lock

C—Lever

Move the pivoting ladder up out of the way of uncut grain.

Pull lever "A" up to release lock "B," then pull lever "C" forward until ladder is parallel to the ground. Push lever "A" down to lock ladder in place.

PROPULSION CONTROLS

GEARSHIFT LEVER

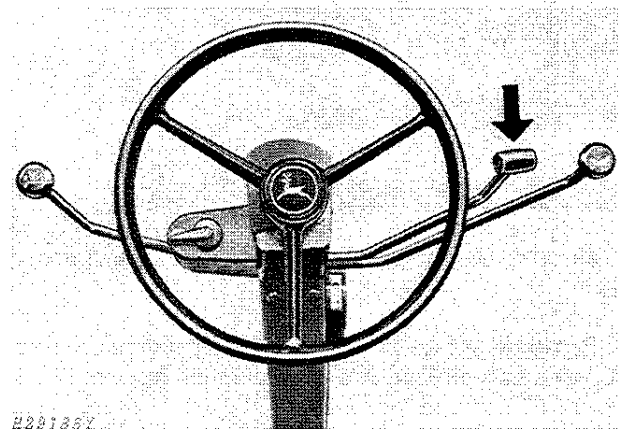
Depress the clutch pedal fully; then shift lever to desired position.

CAUTION: The gearshift lever must be in the neutral position and the clutch pedal is fully depressed before starting the engine.

When towing combine, place gearshift lever in tow position (page 14).

GROUND SPEED CONTROL

Selective Ground Speed Control



To increase ground travel speed within a selected transmission gear, move lever forward. To decrease ground travel speed, move lever rearward.

Release the lever and it will return to its neutral position while the travel speed remains as selected.

Ground Speed Indicator

This indicator, attached to the steering column, permits returning to the same ground travel speed after stopping or changing speed.

IMPORTANT: The indicator is not a speedometer. The numerals do not indicate the ground travel speed in miles per hour.

NEUTRAL STARTING SWITCH

This switch prevents the combine from being started when the transmission is in gear. Check the wires to the switch on the transmission periodically (page 109). If the switch fails, see your John Deere dealer.

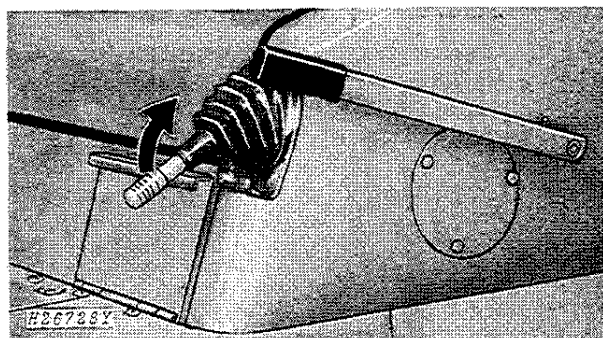
STEERING MECHANISM

The steering mechanism is operated by full-time power steering, sometimes referred to as hydrostatic steering. The steering control wheel activates the valve, located under the operator's platform, which in turn allows oil to flow through steel lines to the hydraulic steering cylinder, thus turning rear steering wheels to desired position.

PARKING BRAKE

The parking brake locks the wheel brakes so the combine cannot move if left unattended. Never attempt to move the combine with the parking brake lever engaged.

Parking Brake Lever



To engage, pull lever upward.

To disengage, push lever downward.

Parking Brake Indicator Light

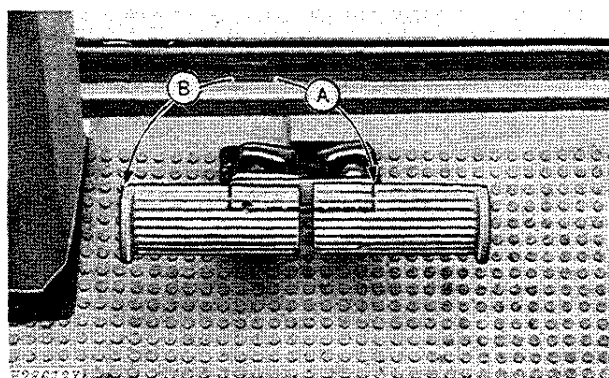
This light flashes red when the ignition is on and the lever is engaged. If the light is flashing, release the lever before moving the combine.

BRAKES

Individual brake pedals are provided to assist in turning to left and right. When pedals are used together, a quick stop is assured.

CAUTION: Reduce travel speed by moving ground speed lever before applying brakes.

When stopping the combine, press on both brake pedals. Uneven application of brakes will draw combine to one side. Apply brakes evenly at transport speeds.



A—Brake Locked Position for Both Brakes Together
B—Brake Unlocked Position for Single Brake Individually

When transporting the combine or traveling at high speeds, couple the pedals together with the brake lock.

Quick stops can result in combine nosing forward. Drive with the care necessary to allow controlled application of brakes at all times.

CLUTCH

When shifting gears, depress the clutch pedal fully. Never attempt to depress the clutch and shift into gear while the combine is moving. Damage will result in the shifting mechanism.

CAUTION: Do not depress the clutch pedal when driving downhill.

TIRES

Proper inflation is essential to the long life of a tire. Lack of air pressure allows the tire to slip on the rim and buckle the side walls. Overinflation causes uneven tread on tire structure and may result in ruptures due to impact with stones, roots, or ruts. It also causes excessive tread wear and allows tire to cut in more on wet ground.

IMPORTANT: Never operate combine with tires at shipping pressure.

Check air pressure in all tires every 50 hours. Inflate or deflate tires to obtain proper air pressure as given in tire inflation chart (page 105).

IMPORTANT: Your combine may be equipped with tubeless tires. It is important that the specified tire pressure be maintained. Underinflation can cause a tubeless tire to lose its mounting bead.

Keep valve caps screwed finger-tight onto valve stems. This will prevent dust, fine gravel, mud and other foreign material from accumulating in the valve core and permitting the compressed air to escape.

Correct toe-in (page 103) of the rear wheels must be maintained; otherwise the combine will be difficult to steer and the tires will be subject to excessive wear.

TRANSPORTING

The combine can be transported by driving it under its own power, hauling it on a truck, or by towing.

If the combine is to be towed, place the gearshift lever in neutral and remove the drive shafts between final drives and differential. The combine can be safely towed at a maximum speed of 20 mph. The grain tank must be empty when transporting.

CAUTION: Do not tow faster than 20 mph. Towing at speeds higher than 20 mph could cause damage to tires, transmission, final drives, or cause oil to blow out breather plugs in final drives.

When applying brakes during transporting, be certain equal pressure is applied to both pedals.

Reduce the width of the combine by folding the unloading auger back along the separator and removing the header. Over-all dimensions are given on page 168.

The rotary screen, fender and vacuum duct may be removed for narrower transport width. An optional bracket is available for attaching the rotary screen to the separator body during transport or storage.

If the header and feeder house are removed, the hydraulic cylinders must be wired or supported by chains no closer to separator support channel than 14 inches (35.6 mm). Damage to hoses may result if carried too close.

If the header is left on, raise platform or corn head to a position allowing good visibility.

Reduce the spread of noxious weed seeds by thoroughly cleaning the combine before leaving one field and going to the next.

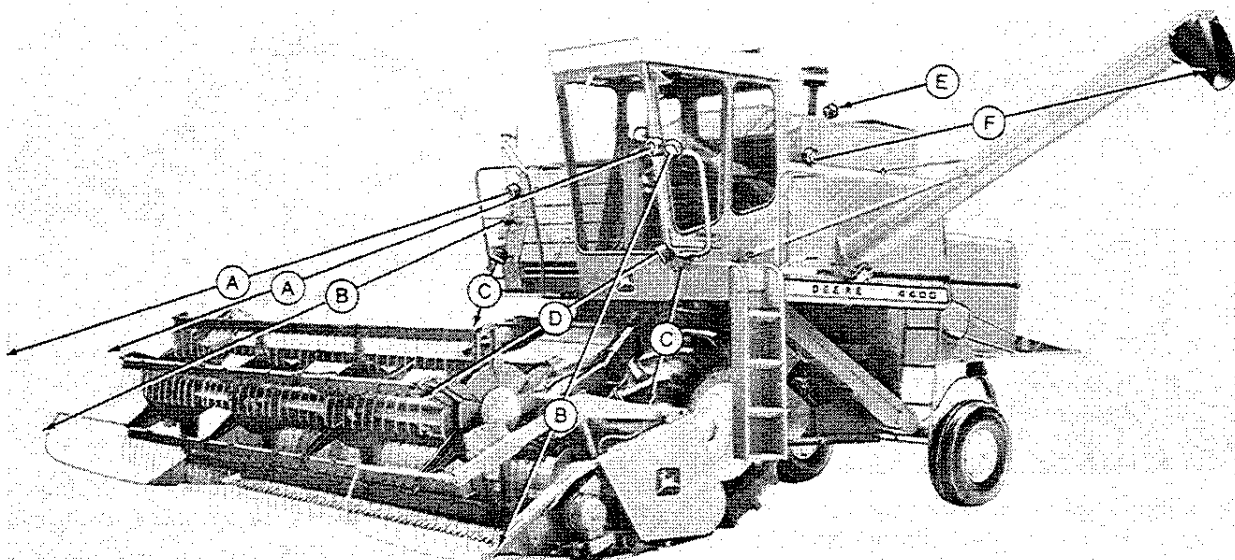
Sweep trash and straw from the outside of combine. Open doors at bottom of elevators, remove—grain tank drain hole cover, and run combine until all straw, trash, and grain are removed from inside. Shut off combine engine. Clean out shoe grain supply augers (page 86).

The combine is equipped with a slow moving vehicle emblem on the rear hood, lights, grain tank reflectors, and red reflective tape on the backside of the header for transporting protection. Keep the emblem, reflectors, and lights clean.

CAUTION: Operate the flashing warning lights whenever the propelling vehicle is on a highway except when such use is prohibited by law.



FIELD AND HIGHWAY LIGHTING



The combine is equipped with the following nine lights:

Two 80 watt, dual beam lamps for field and road operation "A."

Two 60 watt lamps for illuminating both ends of the header "B."

Two 18 watt lamps for illuminating the stubble areas in front of the combine drive tires "C."

One 18 watt lamp for illuminating the center of the header auger "D."

One 18 watt lamp for illuminating the grain tank "E."

One 35 watt lamp for illuminating the unloading auger "F."

For maximum illumination from all nine lights, the lights must be positioned correctly as illustrated.

Loosen bolt in light mounting clamp and position light in the desired position.

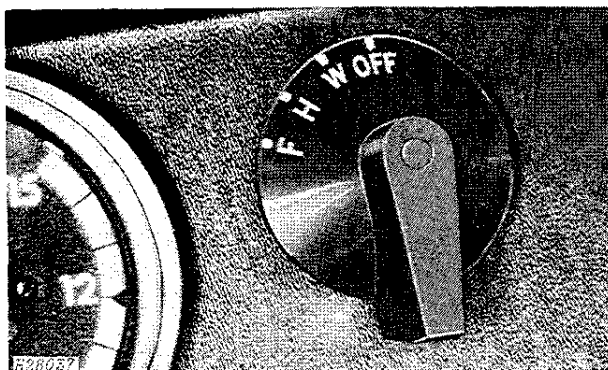
FIRST DETENT (OFF): All lights are off.

SECOND DETENT (W): Rear warning lights (amber lens) are lit.

THIRD DETENT (R): Low beam in both 80 watt lamps, both 60 watt lamps, the flashing warning lights and the taillight are lit.

FOURTH DETENT (F): Both high and low beams in the 80 watt lamps and all the other lamps are lit.

TURN SIGNALS: When operating combine with light switch on W or R detent, the flashers will operate at 60 flashes per minute. When turn signal is set for right-hand turn, the right-hand light will flash 90 flashes per minute while the left-hand light will burn continuously. The opposite will happen for left-hand turn.



CAUTION: When transporting on a road or highway, a flashing warning light on each side of the combine and one taillight on left-hand side provide a warning to operators of vehicles approaching from the rear. Lights must be turned on when transporting except where flashing warning lights are prohibited by law.

A spotlight is available for mounting on the cab. See attachment section.



Suggest:

If the above button click is invalid.

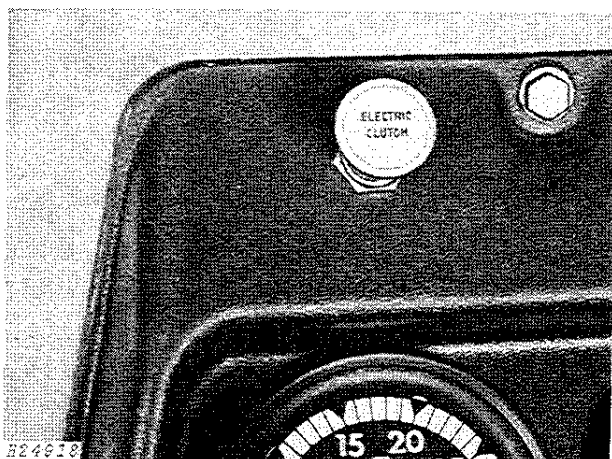
Please download this document first, and then click the above link to download the complete manual.

Thank you so much for reading

COMBINE FUNCTION CONTROLS

HEADER CONTROLS

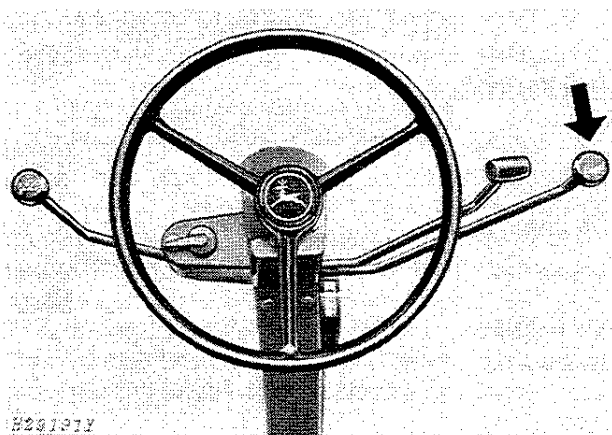
Header Electromagnetic Clutch Switch (Optional)



This switch engages or disengages an electromagnetic clutch for the header. Disengaging the clutch permits stopping the header and feeder house while the separator continues to run.

Push switch in to disengage clutch. Pull switch out to engage clutch.

Header Height Control Lever



Height of the header can be changed by moving the height control lever located on the steering column. As a safety measure, the height cannot be changed unless the engine is running.

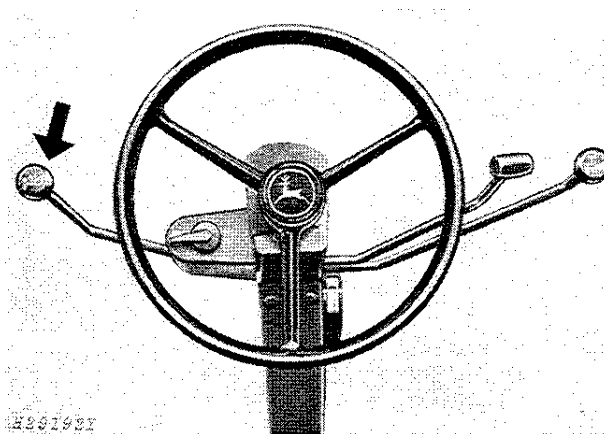
To lower the header, push the lever forward.

To raise the header, pull the lever rearward.

Speed of lowering can be regulated on the hydraulic control valve (page 110).

When combine is equipped with a header the engine must be run at fast idle to raise or lower the header correctly.

Reel Lift and Optional Variable Speed Feeder House Control Lever



The raising and lowering of the reel and varying the speed of the feeder house, is controlled by a lever located on the steering column.

To lower the reel, push the lever forward.

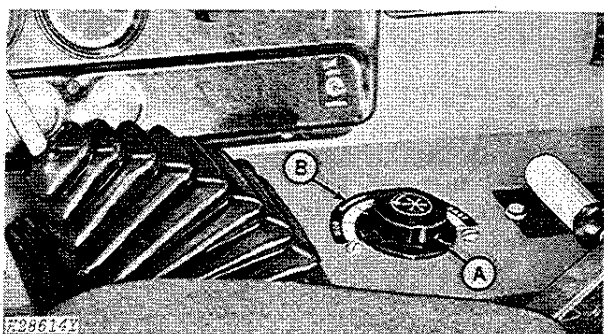
To raise the reel, pull the lever rearward.

When combining with the corn head or row-crop head, the speed of the feeder house and header can be changed by moving the control lever.

To increase speed, push the lever forward.

To decrease speed, pull the lever rearward.

Reel Drive Control Knob



A—Speed Control Knob

B—Speed Reference Indicator

Reel speed may be varied from 5 to 40 rpm with a pickup reel and from 8 to 64 rpm with a bat reel, by turning the control "A" on the console.

To increase reel speed, turn knob toward "FAST" and to decrease reel speed, turn knob toward "SLOW."

Use the reference indicator "B" as a guide to return to the speed previously found best suited for a particular crop or field condition.

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