

4010 DIESEL AND GASOLINE WHEEL TRACTORS



JOHN DEERE

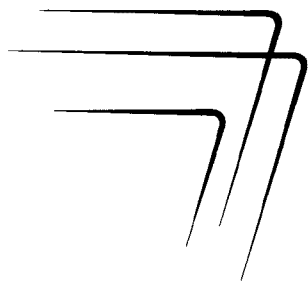
OPERATORS MANUAL 4010 DIESEL AND GASOLINE WHEEL TRACTORS

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ENGLISH





a
**NEW
GENERATION
of power**

Your new John Deere Tractor is an entirely new concept of power. Developed through years of design and test, built to the traditionally high standards of John Deere, this versatile tractor meets today's exacting requirements.

New operating ease and comfort, hydraulic power when and where you need it, the ability to match engine power and transmission speed to any job, outstanding economy and dependability, modern styling, and simplicity of lubrication and service are all in this great new tractor.

We are confident this modern tractor, combined with equally advanced John Deere equipment, will help you to do better work, easier and more profitably.

At the time the tractor was delivered, the John Deere dealer discussed with you its safe operation and proper care. However, before putting the tractor to work, read this manual. It contains complete instructions for operating the tractor, caring for it, and taking full advantage of its many time- and labor-saving features. After reading the manual, keep it in a convenient place for quick and easy reference if questions arise concerning operation, lubrication, or service.

The service policy which you received with your new tractor certifies that the tractor was properly inspected and prepared for delivery by your John Deere dealer. Keep this policy in a safe place and present it to the dealer whenever services which it authorizes are required.

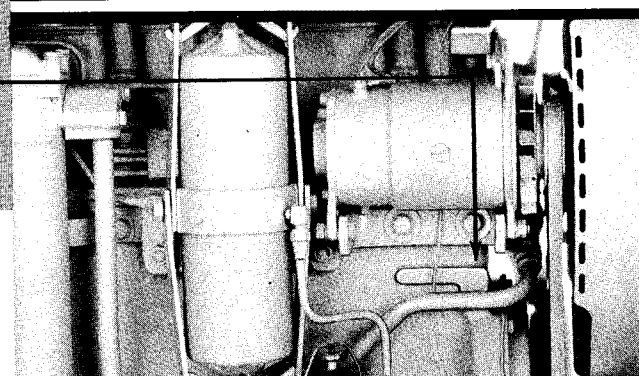
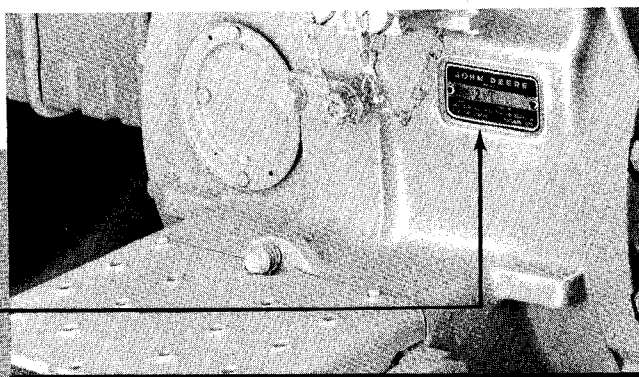
Your John Deere dealer wants to help you get the most value from your new tractor. His skilled servicemen can handle every job efficiently. These men are trained in modern service methods; they have all necessary tools and equipment. If new parts are needed, only genuine John Deere parts will be installed. These parts are exact duplicates of the originals, made from the same patterns and of the same high-quality materials.

When in need of new parts, be prepared to furnish your dealer with the engine serial number, the tractor chassis serial number, and the tractor model number. The location of the serial numbers is illustrated below. For ready reference, record the numbers in the spaces provided.

FILL IN THESE SPACES

CHASSIS SERIAL NUMBER

ENGINE SERIAL NUMBER





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specifications

HORSEPOWER (At 2200 engine rpm):	Diesel	Gasoline
Flywheel (corrected)*	94.10 h.p.	92.08 h.p.
PTO (observed)	84.00 h.p.	80.96 h.p.
Drawbar (observed)	73.65 h.p.	72.77 h.p.

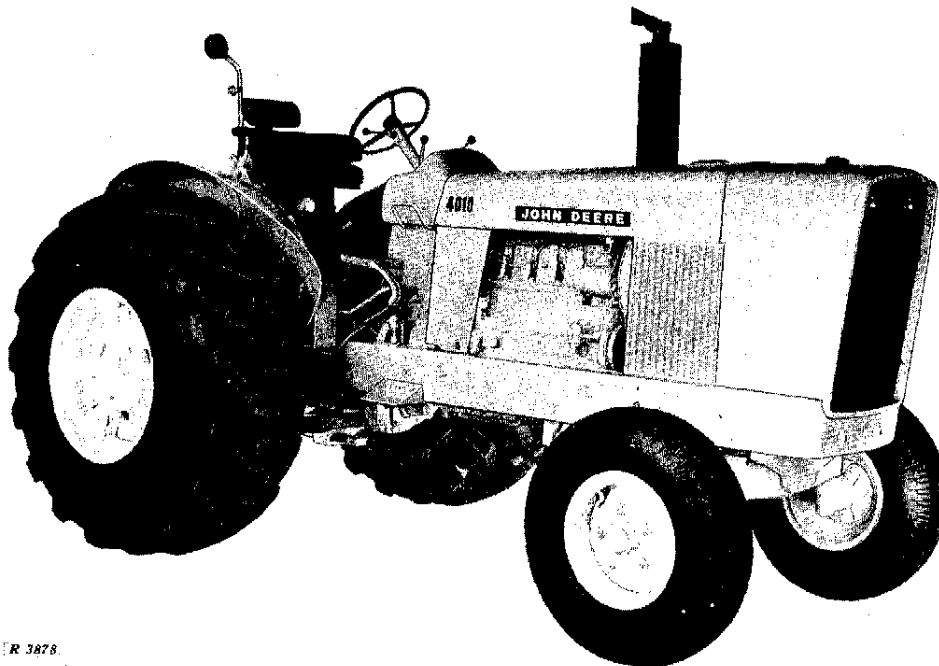
ENGINE:

Type	—————→ 6-cylinder, in-line, valve-in-head ←————	
Engine speeds:		
Idle for engine shutoff .....	.....	450 rpm
Normal slow idle	600 rpm	650 rpm
Working speeds	1500 to 2200 rpm	1500 to 2200 rpm
Maximum transport speed	2500 rpm	2500 rpm
Bore and stroke	4-1/8 in. x 4-3/4 in.	4 in. x 4 in.
Displacement	380 cu. in.	302 cu. in.
Compression ratio	16.5 to 1	7.5 to 1
Firing order	1-5-3-6-2-4	1-5-3-6-2-4
Intake valve clearance	0.018 in.	0.015 in.
Exhaust valve clearance	0.018 in.	0.028 in.
Injection pump timing	14° BTDC	.....
Distributor timing .....	.....	20° BTDC at 1900 rpm
Distributor point gap .....	.....	0.022 in.
Spark plug gap .....	.....	0.025 in.

ELECTRICAL SYSTEM:

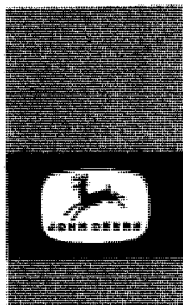
Starter, generator voltage	24 volts	12 volts
Lights, accessory voltage	12 volts	12 volts
12-volt battery, 78-plate, 70 ampere-hour, SAE 3 EM type	Two (connected in series)	One

**Factory corrected to standard sea level conditions (29.92 in. Hg. and 60° F.)*



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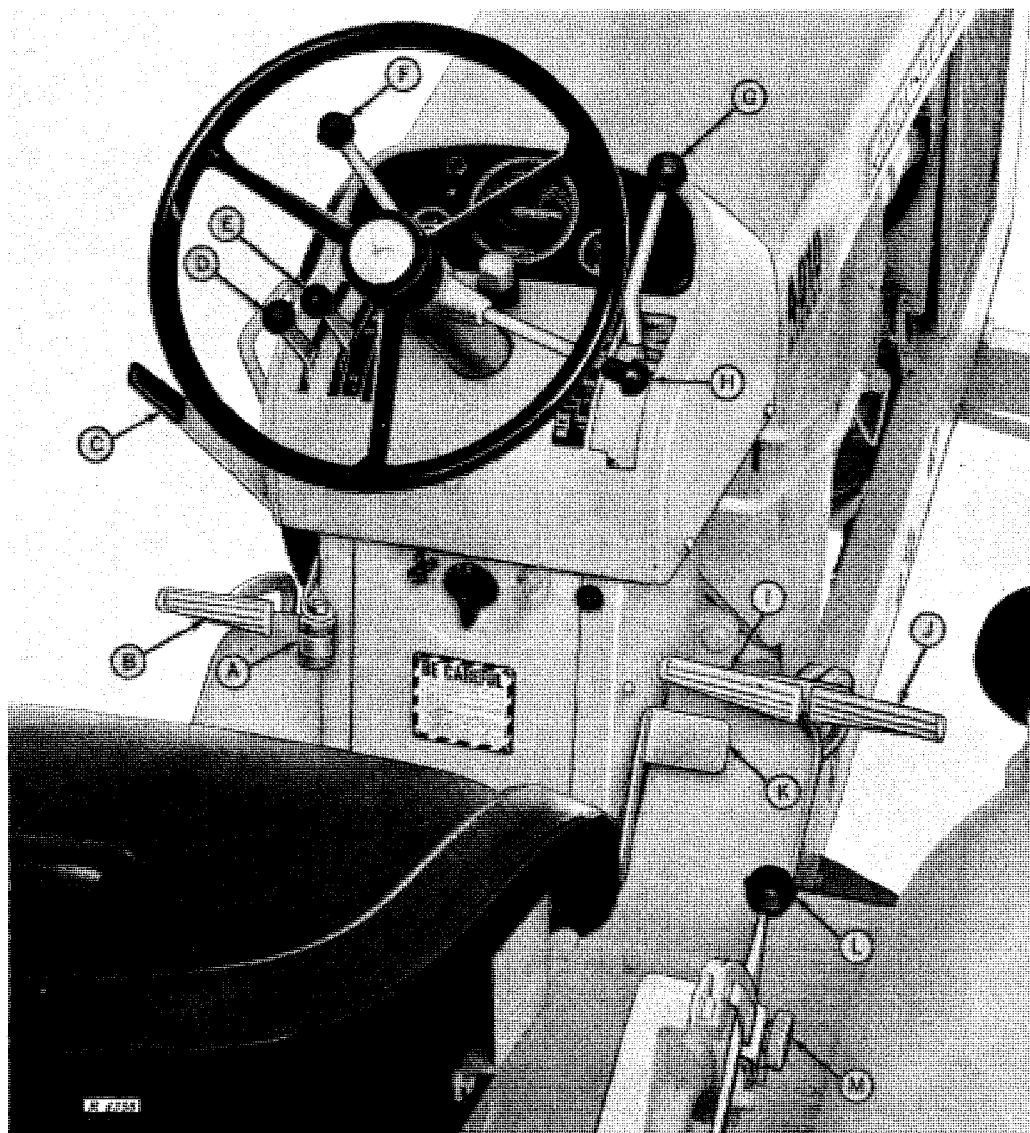
John Deere 4010 Gasoline Wheel Tractor



controls and instruments

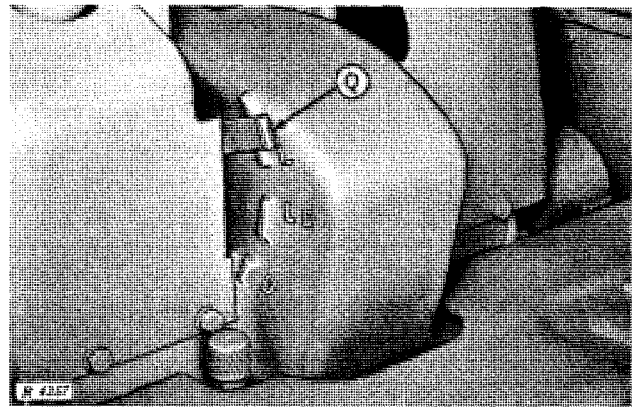
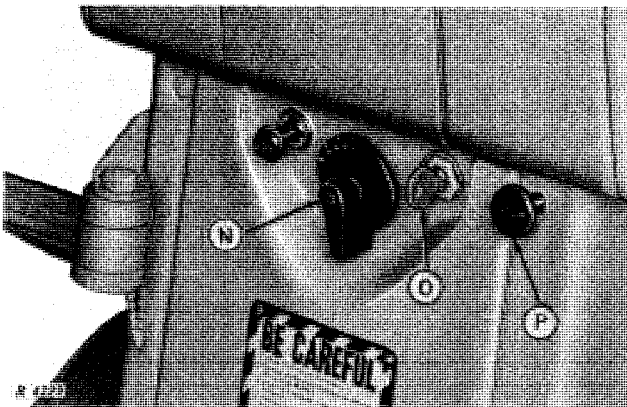
Before attempting to operate your new tractor, become familiar with the location and purpose of its controls and instruments. Study the next few pages carefully, regardless of your previous tractor experience.

Controls



- A - Cold weather ether starting fluid adapter (page 9)
- B - Clutch pedal (page 13)
- C - Power take-off clutch lever (page 30)
- D - Left-hand remote hydraulic cylinder operating lever (page 19)
- E - Right-hand remote hydraulic cylinder operating lever (page 19)
- F - Left-hand shift lever (page 13)
- G - Right-hand shift lever (page 13)

- H - Hand throttle (page 10)
- I - Left-hand brake pedal (page 14)
- J - Right-hand brake pedal (page 14)
- K - Foot throttle (page 11)
- L - Rockshaft control lever (page 22)
- M - Rockshaft control lever depth stop (page 22)

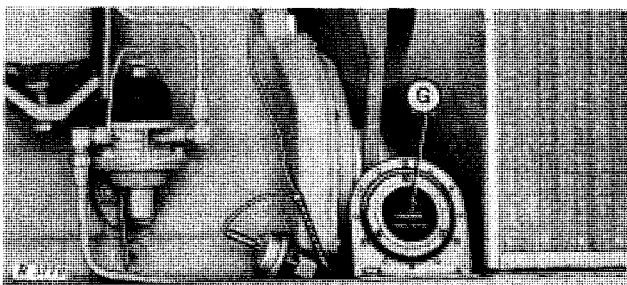
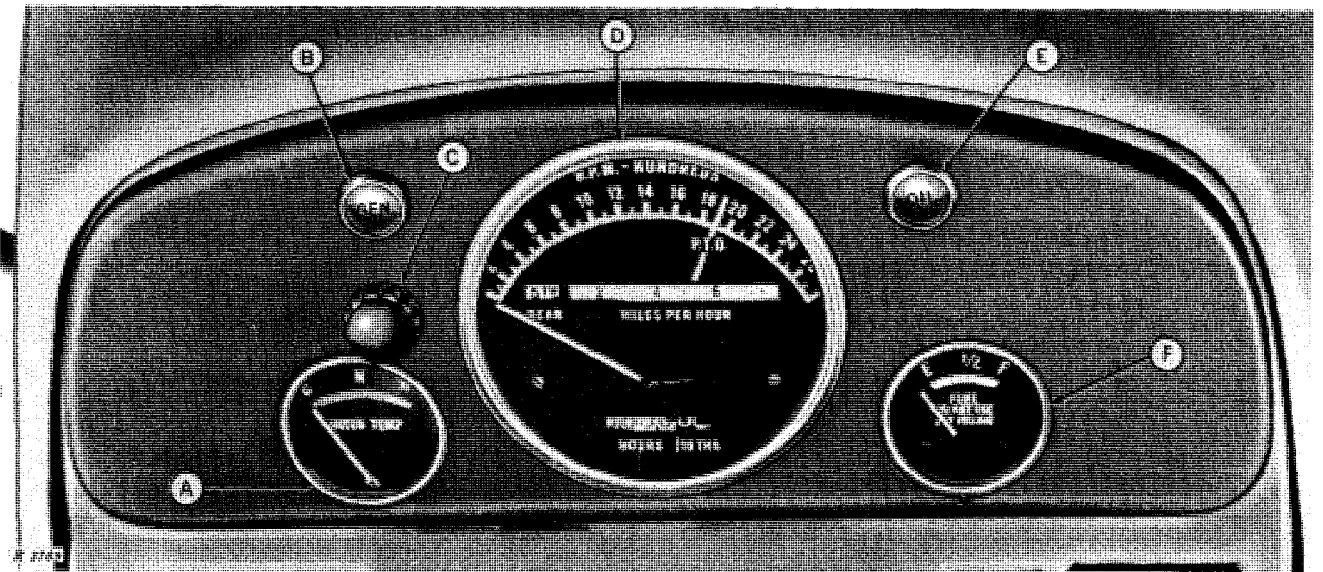


- N - Light switch (page 17)
- O - Key switch (pages 7, 8, 11, 17)
- P - Engine stop knob (Diesel tractors) (page 11)
Engine choke knob (Gasoline tractors) (page 8)

- Q - Rockshaft control system selector lever (page 23)

Instruments

Instruments are conveniently grouped on the instrument panel where they may be observed easily by the operator.



- A - Water temperature gauge
- B - Generator indicator light (page 7)
- C - Speed indicator knob (page 12)
- D - Speed-hour meter (pages 12 and 40)
- E - Oil pressure indicator light (page 7)
- F - Fuel gauge
- G - Hour meter (special equipment)

Seats

Your tractor may be equipped with either the regular seat or an optional deluxe seat. The regular seat is cushioned by no-sag springs and foam padding, while the deluxe seat uses a steel compression spring and shock absorber to provide "Float-Ride" suspension. The deluxe seat is also equipped with a flexibly-mounted padded backrest and semi-circular foam padding which surrounds the operator.

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

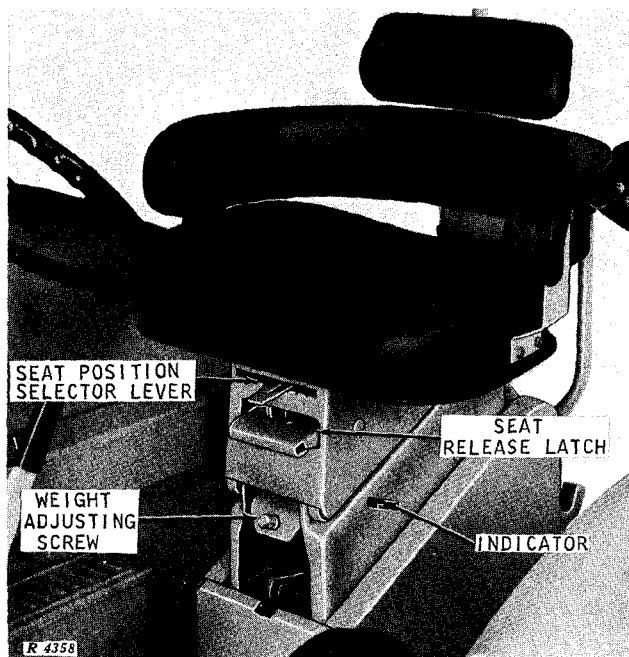
Moving seat to upper, rear position

To move the deluxe seat up and back, stand up and lift the seat release latch. The seat will move automatically to the upper, rear position. Sit down to return the seat to normal, preset operating position.

To move the regular seat out of the way for standing, lift the seat release latch and push the seat to the upper, rear position where it will latch. To return the seat to normal, preset operating position, lift the latch and allow the seat to move forward.

Adjusting for height of operator

The normal operating position of the seat can be suited to the height of the individual operator.



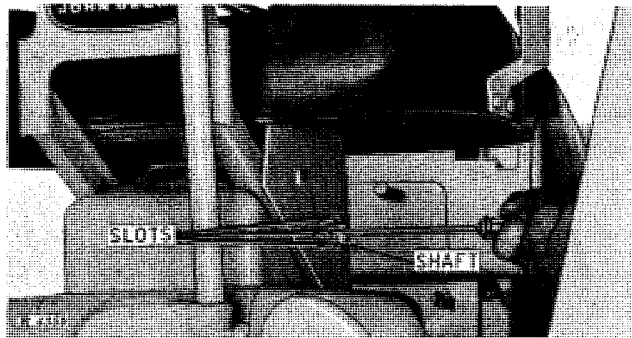
Seat controls

To make this adjustment, first move the seat to the upper, rear position. Then shift the seat position selector lever between "short" and "tall" until the pedals and levers can be operated comfortably when you are seated. The seat will always return to this position when you sit down after having moved the seat up and to the rear for standing.

Adjusting for weight of operator (deluxe seat)

You can adjust the tension of the steel compression spring of the deluxe seat to conform to your weight. This gives the proper amount of comfort and enables the seat to "float" when the tractor is driven over rough ground. To make this adjustment, turn the weight-adjusting screw clockwise or counter-clockwise until the indicator on the left-hand side of the seat conforms to your weight.

Adjusting counterbalance spring (deluxe seat)

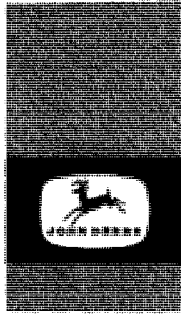


Turning counterbalance shaft

If the deluxe seat does not move fully to the rear when unlatched, adjust the counterbalance spring as follows. Push the seat to the upper, rear position. Insert a screwdriver in the slot in the counterbalance shaft and push in on the screwdriver to unlatch the shaft. Turn the shaft counter-clockwise until seat action is satisfactory. Line up the latch across the end of the shaft with one of the pairs of slots in the side of the seat support and release pressure on the screwdriver.

Adjusting the back (regular seat)

The position of the back of the regular seat can be adjusted to suit the individual operator. To move the back up or down, remove the seat back attaching screws, move the back to the desired position.



operation

Complete instructions for operating your tractor safely and efficiently are given on the following pages. By following these directions carefully, you can be sure that you are taking full advantage of the many features built into your tractor.

Operating the engine

Prestarting checks

(1) Perform the following checks and services before starting the engine for the first time each day:

(a) Check the engine crankcase oil level - see page 43.

(b) Check the radiator coolant level - see page 43.

(c) Change the air cleaner oil when the dirt level exceeds 3/8-inch - see page 43.

(d) Check the fuel pump sediment bowl - see page 44. If the tractor has a precleaner, check the collector bowl - see page 44.

(e) Grease the front axle pivot pins and steering spindles - see page 44.

(f) Grease the front wheel bearings if the tractor has been operated in extremely wet or muddy conditions - see page 44.

(g) Make sure the fuel shut-off valve on the bottom of the fuel tank is open - see page 52.

Starting the diesel engine

(2) The shift lever should be in "PARK" position. Depress the clutch pedal to decrease drag on the engine.

(3) Place the hand throttle in the 1200 rpm position, approximately one-third of its travel downward. Push the engine shut-off knob in.

(4) Turn the key switch clockwise to the first position. Both indicator lights should glow. If either lamp fails to glow, turn off the key switch and determine the cause.

(5) Turn the key switch all the way to the right to start the engine. Do not hold the key switch in start position for more than 30 seconds at a time. To do so may overheat the starter. If the engine does not start the first time, wait for a minute or two before trying again. If it does not start after four such attempts, refer to "Trouble Shooting" (page 68).



Operating key switch

NOTE: If the prevailing temperature is approximately 40 degrees Fahrenheit, or lower, it may be necessary to use a cold weather starting aid to start the engine (page 8).

If the key switch is released before the engine starts, wait until the starter stops before turning the switch again. This will prevent possible damage to the starter.

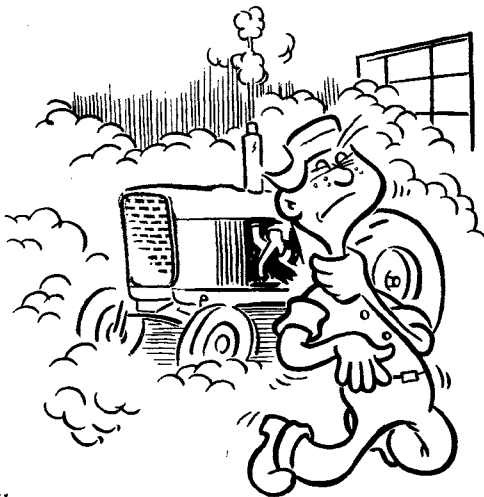
(6) As the engine begins to run, check to see that the oil pressure indicator light and generator indicator light go out. If either lamp continues to glow when the engine is running faster than 800 rpm, stop the engine and determine the cause.

Starting the gasoline engine

- (1) Perform the Prestarting checks on page 7.
- (2) The shift lever should be in "PARK" position. Depress the clutch pedal to decrease drag on the engine.
- (3) Place the hand throttle in the 600 rpm position, all the way up with the knob in.
- (4) When the prevailing temperature is below 60 degrees F. and the engine is cold, pull out on the engine choke knob.
- (5) Turn the key switch clockwise to the first position. The generator and oil pressure indicator lights should glow. If either lamp fails to glow, turn the key switch off and determine the cause.
- (6) Turn the key switch all the way to the right to start the engine. Do not hold the key switch in start position for more than 30 seconds at a time. To do so may overheat the starter. If the engine does not start the first time, pull the hand throttle down slightly and wait a minute or two before trying again. If it does not start after four such attempts, refer to "Trouble Shooting" (page 68).

NOTE: At low temperatures, it may be necessary to use a cold weather starting aid (see next column).

If the key switch is released before the engine starts, wait until the starter stops before turning the switch again. This will prevent possible damage to the starter.



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CAUTION: Before starting the tractor engine, be sure there is plenty of ventilation. Never operate the tractor in a shed or garage.

(7) As soon as the engine starts, push the choke knob in. During cold weather, it may be necessary to leave the choke partially on for the first few minutes.

(8) As the engine begins to run, check to see that the oil pressure and generator indicator lights go out. If either lamp continues to glow when the engine is running faster than 700 rpm, stop the engine and determine the cause.

Cold weather starting aids

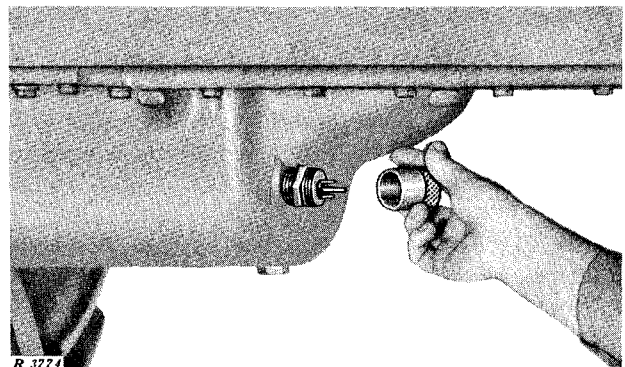
For cold weather starting, the diesel tractor is equipped with an ether starting fluid adapter. Other starting aids are available from your John Deere dealer for both diesel and gasoline tractors.

These aids are effective at low temperatures, only when the engine is otherwise operating satisfactorily. They will not correct such deficiencies as low battery charge, crankcase oil of heavy viscosity, and high electrical resistance which may prevent the engine from starting.

Crankcase oil heater

The engine is designed to permit use of a 240-watt electrical crankcase oil heater. This heater warms the oil in the crankcase to facilitate engine starting at extremely cold temperatures.

To install the crankcase oil heater, remove the plug from the crankcase and drain the crankcase. Apply thread paste to the threads of the heater, insert the heater in the opening, and refill the crankcase. When the heater is to be put into use, remove the protective cap, attach the cord, and plug the cord into any convenient 115-volt electrical source with suitable ground. The connector on the cord has a release lever to lock the connector and heater terminal connection. Press the release lever when connecting the heater cord.

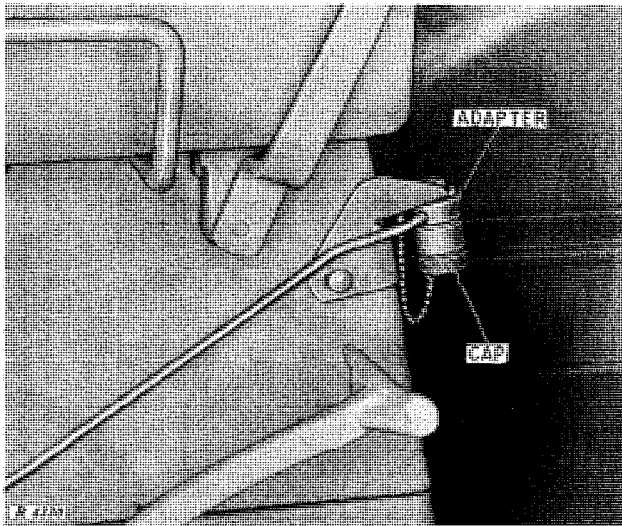


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Removing cap from crankcase oil heater

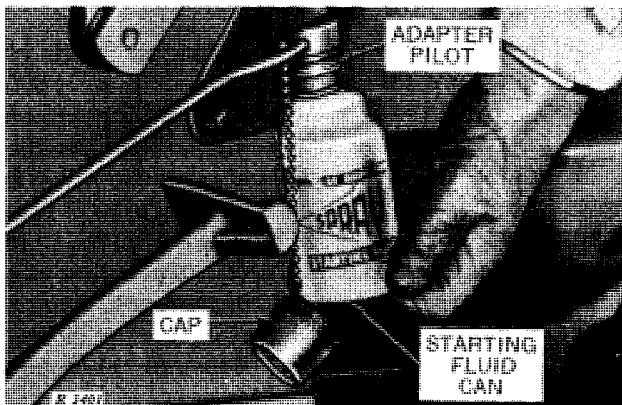
Ether starting fluid adapter (diesel tractors)

The diesel tractor is equipped with this adapter which is used to inject atomized starting fluid into the engine air intake system. Pressurized cans of starting fluid are available from your John Deere dealer.



Starting fluid adapter

To use the can of starting fluid, remove the safety cap and plastic spray button from the can. Remove the cap from the adapter and position the can under the adapter.



Injecting starting fluid

To inject starting fluid, push up on the can while operating the starter. Relax pressure on the can between "shots" of starting fluid. Stop injecting the fluid after the engine starts. If the engine begins to die during the first few minutes of operation, inject another "shot" of starting fluid. When the engine is operating satisfactorily,

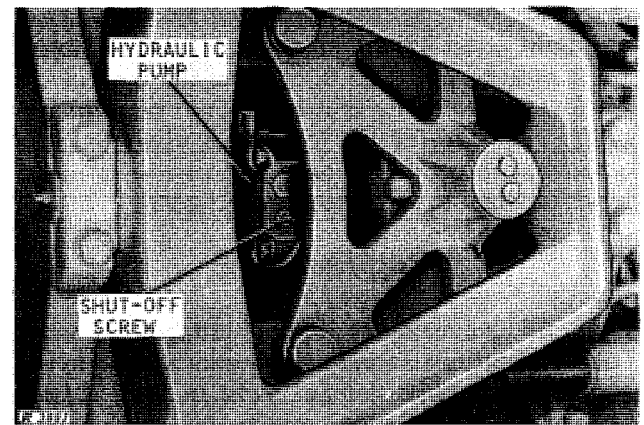
remove the can from the adapter and replace the safety cap on the can.

Be sure to install the cap on the adapter when it is not in use. This will prevent dust from being drawn into the engine.

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

Shutting off hydraulic pump

During cold weather the starter speed may be increased by shutting off the hydraulic pump so it will not build up pressure. To do so, turn the shut-off screw in (clockwise) a few turns with a screwdriver. Then turn the screw in by hand until resistance is felt. With a screwdriver, turn the screw in one turn more.



Hydraulic pump shut-off screw

After the engine has started, use a screwdriver to back the shut-off screw all the way out (turn the screw counter-clockwise). The pump will now build up pressure.

NOTE: Oil will leak past the shut-off screw if it is not backed all the way out against the internal stop.

Additional batteries

Starting the engine in cold weather can be made easier by connecting an additional 12-volt battery or batteries in parallel with the 12-volt battery or batteries on the tractor.

Use jumper cables to connect the positive (+) terminals of the booster batteries to the positive (+) terminals of the tractor batteries and the negative (-) terminals of the booster batteries to the negative (-) terminals of the tractor batteries. See your John Deere dealer for tractor-mounted booster batteries.

Battery warmer

This warmer is used to warm the battery, permitting it to furnish electrical current to the starter efficiently in cold weather.

Place the battery warmer under the battery in the battery compartment and plug the cord from the warmer into any convenient 115-volt electrical source. It may be necessary to disconnect and connect the battery during installation of the warmer. Be sure to connect the battery cables properly (page 61) after installing the warmer.

Tractor warm-up period

Always be sure the tractor is warmed up properly before operating under a full load.

A good way to do this is first to idle the engine at about 1500 rpm for 5 minutes and then operate it at about 1900 rpm for another 5 minutes.

It is good practice to operate the tractor for the first 30 minutes in a lower gear than is normally required for the load. This gives the oil a chance to circulate freely and prevents undue wear on engine or transmission parts.

Engine idling

Avoid unnecessary engine idling. Prolonged engine idling may cause the engine coolant to fall below its normal range. This in turn causes crankcase oil dilution, due to incomplete fuel combustion, and permits formation of gummy deposits on valves, pistons, and piston rings. It also promotes rapid accumulation of engine sludge and unburned fuel in the exhaust system.

When the tractor is to remain idle for a considerable length of time, stop the engine.

Engine speeds

The tractor engine is designed to operate at working speeds ranging from 1500 to 2200 rpm. These are variable governed speeds, and the engine can be operated at any speed between the two extremes to meet various working conditions.

Operate the engine at 1900 rpm to obtain the SAE rated PTO speeds.

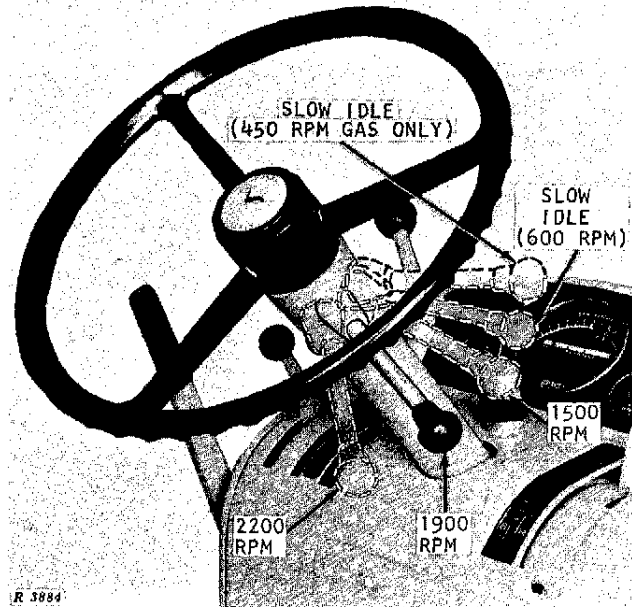
Slow idle is approximately 600 rpm.

On a gasoline tractor, a 450 rpm idle speed is also provided for engine shut-off.

In addition, engine speeds may be varied up to 2500 rpm to save you time when traveling on highways or on smooth-surfaced roads.

For engine idle speed adjustment, see page 48.

Using hand throttle



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Range of hand throttle positions

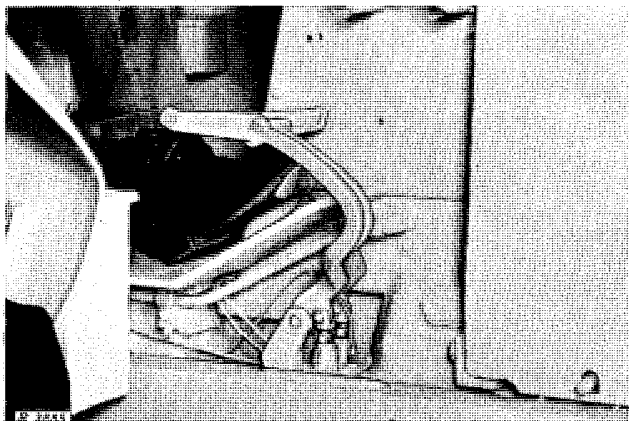
Use the hand throttle to select slow idle or any of the variable governed speeds from 1500 to 2200 rpm.

Push the throttle upward as far as it will go to obtain a slow idle speed of approximately 600 rpm. To obtain 450 rpm idle speed for engine shut-off on gasoline tractors, pull out on the knob on the hand throttle and push the throttle upward as far as it will go. To obtain 1900 rpm load speed, pull the lever downward to the first stop. Placing the lever halfway between slow idle and 1900 rpm gives the 1500 rpm speed. Engine speeds between 1500 and 1900 rpm may be selected by moving the lever between these two positions.

To obtain working speeds above 1900 rpm, pull out on the knob at the end of the hand throttle. With the knob pulled out, pull the throttle downward as far as it will go. This is the 2200 rpm position. Engine speeds between 1900 and 2200 rpm may be selected by moving the lever between these two positions.

Using foot throttle

The foot throttle is used to select engine transport speeds up to 2500 rpm or to raise engine speed momentarily.



Operating the foot throttle

Press down on the foot throttle to speed up the engine. When the pedal is pushed forward as far as it will go, the engine operates at 2500 rpm.

The foot throttle operates independent of the hand throttle. When it is not in use, engine speed is determined by the setting of the hand throttle.

NOTE: The foot throttle is not intended as a means of increasing the normal working speed of the engine.

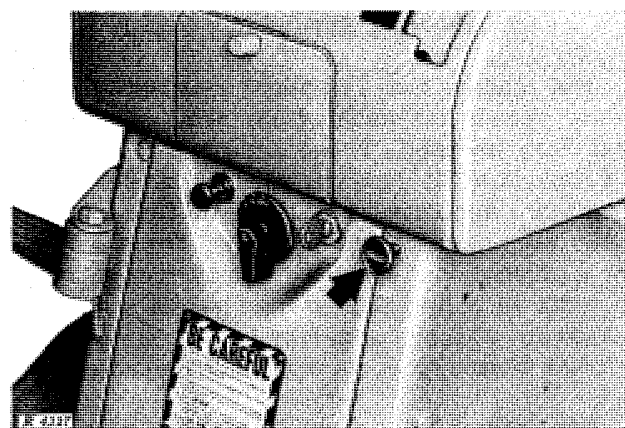
Stopping the engine

Place the shift lever in "PARK" position and allow the engine to idle for a few minutes before stopping it. This permits it to cool gradually. Sudden stopping of a hot engine may cause metal parts to overheat momentarily and subject them to possible damage.

Diesel engines

With the hand throttle in the slow-idle position, pull out the engine stop knob. This causes the engine to stop after a few revolutions.

Turn off the key switch. This prevents battery discharge by shutting off electrical current to the fuel gauge and to the generator and oil pressure indicator lights. Remove the key from the switch to prevent tampering and unauthorized operation of the tractor. A hook for a spare key is provided in the service card compartment. See page 40.



Diesel engine stop knob

Gasoline engines

Pull outward on the hand throttle knob and push the throttle all the way up into the 450 rpm slow-idle position. Stop the engine by turning off the key switch.

Remove the key from the switch to prevent tampering and unauthorized operation of the tractor. Removing the key also prevents battery discharge if the switch is accidentally left in the accessory position (counter-clockwise from the off position). A hook for spare key is provided in the service card compartment. See page 40.

Breaking in the engine

Your new tractor is shipped from the factory with a special breaking-in oil in the crankcase. To be sure that all bearing surfaces will be properly lubricated during initial operation, break in the tractor engine as follows.

During the first 20 hours of service, operate the tractor engine at half load with the hand throttle in the 1900 rpm position. With the throttle in this position, the speed-hour meter will show an engine speed of approximately 2050 rpm for diesel tractors and 2100 rpm for gasoline tractors.

After this 20-hour period, drain the oil from the crankcase, replace the crankcase oil filter element and fill the crankcase with new oil of the proper weight and quality (pages 38 and 45). Your tractor is then ready for normal operation.

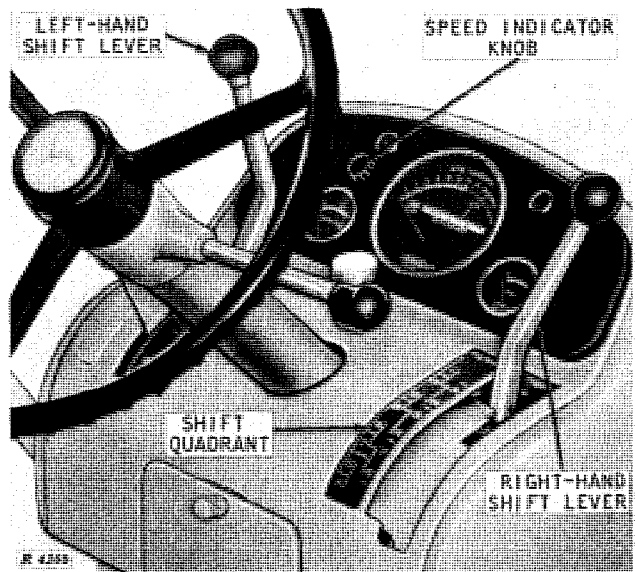
NOTE: Observe the engine coolant temperature carefully, especially during the break-in period. If the temperature rises above the "N" range on the water temperature gauge, shift to a lower gear to reduce the load on the engine.

Selecting ground speed

The tractor has 8 forward speeds and 3 reverse speeds for each of the throttle positions that may be used. These combinations enable the operator to balance speed and power for maximum economy and allow him flexibility to meet varying working conditions. For example, for a given ground speed the operator may choose to work in a low gear at high engine speed for maximum reserve power or in a higher gear at a lower engine speed for maximum fuel economy.

Examples of the ground speeds at which the tractor will travel are shown below. Engine working speeds may be varied between 1500 rpm and 2200 rpm, and engine transport speeds may be varied up to 2500 rpm. Tractor ground speeds shown in the chart are only for engine speeds of 1500, 1900, 2200, and 2500 rpm.

Gates in the shift quadrant permit selection of the proper gear for the work to be done, as shown in the illustration. Turn the speed indicator knob on the instrument panel so that the speed-hour meter will show the correct tractor ground speed in miles per hour for the gear selected.



Shift levers and speed indicator knob

Avoid overloading the tractor. If the indicator hand drops below the engine speed established by the position of the hand throttle, the tractor is overloaded. When this occurs, shift to a lower gear. Overloading causes undue strain on parts, eventually resulting in poor operation and unnecessary repair expense.

TRACTOR GROUND SPEEDS

Gear	Hand throttle operating range			Maximum foot throttle speed
	1500 rpm	*1900 rpm	2200 rpm	2500 rpm
1st	1.2 mph	1.5 mph	1.7 mph	1.9 mph
2nd	1.9 mph	2.4 mph	2.7 mph	3.1 mph
3rd	2.5 mph	3.1 mph	3.6 mph	4.1 mph
4th	3.2 mph	4.0 mph	4.7 mph	5.3 mph
5th	3.9 mph	5.0 mph	5.8 mph	6.6 mph
6th	5.2 mph	6.6 mph	7.6 mph	8.6 mph
7th	6.7 mph	8.5 mph	9.8 mph	11.2 mph
8th	10.9 mph	13.9 mph	16.1 mph	18.2 mph
3rd reverse	2.4 mph	3.0 mph	3.5 mph	.....
5th reverse	3.8 mph	4.9 mph	5.6 mph	.....
7th reverse	6.5 mph	8.3 mph	9.6 mph	.....

*1900 rpm engine speed gives 540 or 1000 rpm PTO speed which is proper PTO speed for most equipment. Some PTO-driven equipment is operated at other engine speeds. For detailed instructions, see the equipment operator's manual.

NOTE: The ground speeds shown in this chart are for a tractor equipped with 18.00-26 rear tires with a loaded radius of 27.7 inches.

Shifting from neutral

Having determined the proper speed, depress the clutch pedal to disengage the clutch and move the shift lever from neutral to the slot for the gear desired.

Gradually release the clutch pedal to take up the load smoothly.

Shifting from one speed to another

The shift quadrant has four shift stations. Stations No. 1, 2, and 3 have two forward speeds and one reverse speed. Station No. 4 has two forward speeds only.

With the clutch pedal depressed, the transmission can be shifted with either shift lever from one forward speed to the other forward speed within the same station. For instance, you can shift between 1st and 3rd gears, 2nd and 5th gears, 4th and 7th gears, and 6th and 8th gears.

You can also shift with either shift lever from the highest forward speed in any station to the reverse speed within the same station.

To shift from one station to another, depress the clutch pedal, stop the tractor, and move the right-hand shift lever to neutral. Then shift from

neutral to the new gear in the new station and gradually release the clutch pedal to engage the clutch.

Stop the tractor before shifting from one gear to another within a station or when shifting from one station to another.

Parking the tractor

When the tractor is stopped for parking, for holding it on an incline, or for holding it during PTO or belt work, move the shift lever as far as it will go forward from neutral to the "PARK" position.

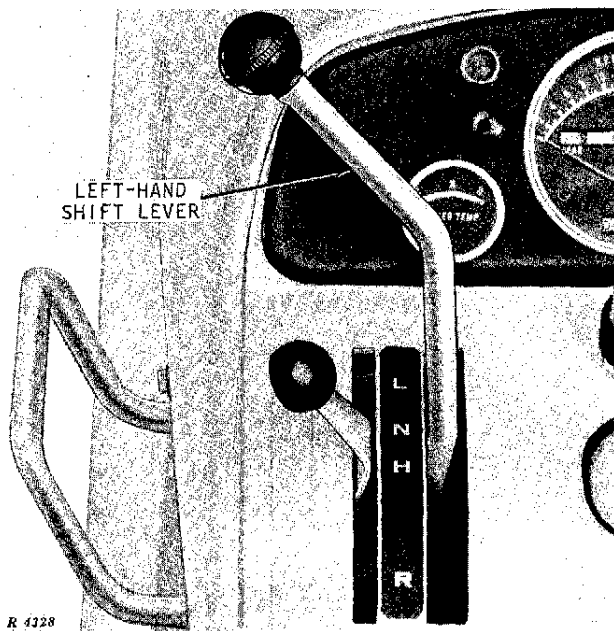
Be sure the tractor is stopped before placing the shift lever in "PARK" position.

Towing the tractor

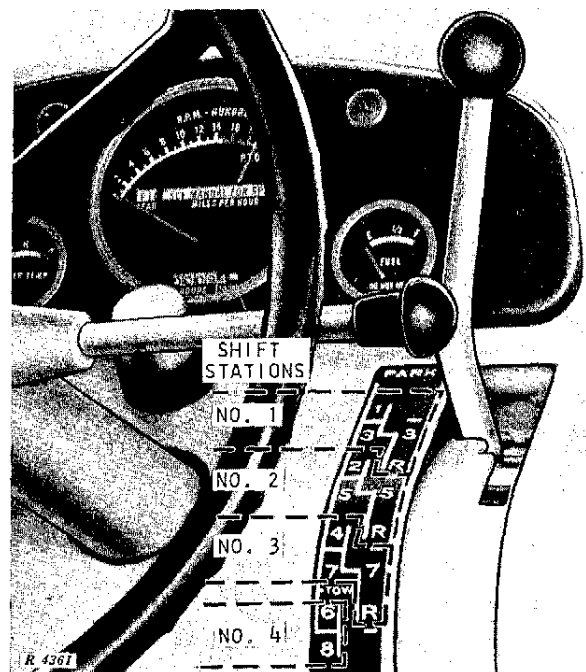
The shift quadrant on your tractor also has a "TOW" position. Whenever the tractor is to be towed, move the shift lever to this position.



CAUTION: Never tow the tractor at high speed. Always attach a tow bar or chain to the tractor frame.



Left-hand shift lever in neutral



Shift quadrant with shift lever in "park" position



Suggest:

If the above button click is invalid.

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to download the complete manual.

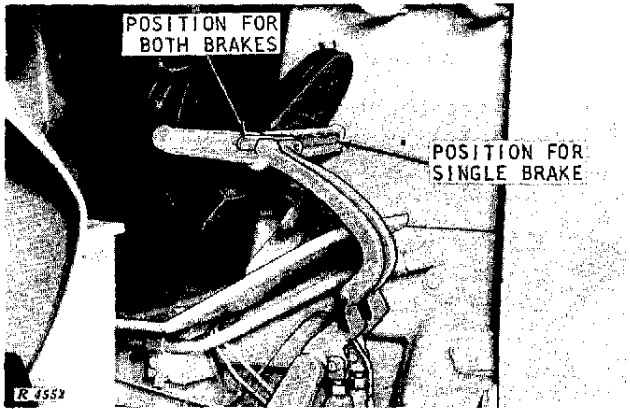
Thank you so much for reading

Power steering and power brakes

Your tractor is equipped with full hydraulic power steering and power brakes. The same oil used in the transmission and hydraulic system operates the power steering and power brakes.

A constant pressure of oil is maintained at all engine speeds to assist the operator in making turns or in stopping the tractor with a minimum of effort.

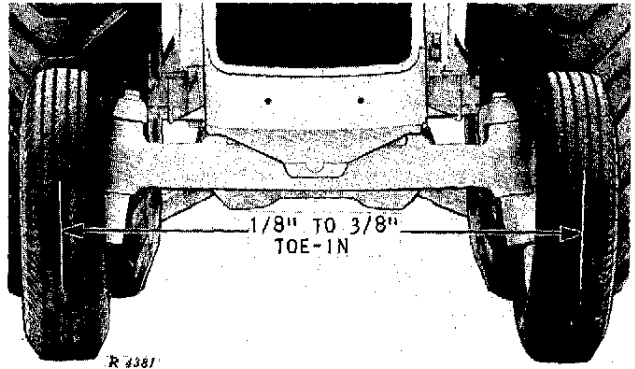
The two brake pedals may be applied individually to assist in steering when making sharp turns, or they may be applied simultaneously to stop the tractor. When traveling at high speeds, couple the brake pedals together by positioning the brake coupler as shown in the illustration below.



Brake coupler



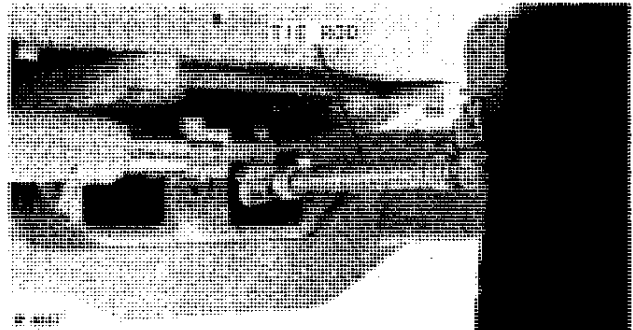
Front wheel toe-in adjustment



Correct toe-in

To check toe-in, turn the steering wheel until the front wheels point straight ahead. Measure the distance between the tires at the front and at the rear. Front measurement should be 1/8 to 3/8 inch less than the rear measurement.

To adjust toe-in, loosen the clamps on both ends of the tie rod tubes. Then turn the tie rod tubes in or out until toe-in is correct. Tighten the clamps. Do not over-tighten. Both wheels must have equal toe-in.



Toe-in adjustment



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