

4400 COMBINE



OPERATORS MANUAL

4400
COMBINE

OMH88379 J4 English

JOHN DEERE HARVESTER WORKS
OMH88379 J4


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 the instructions in this operator's manual. Each section is clearly identified so you can easily find the information you need whether it is operation, lubrication, or service. Read the Table of Contents to learn where each section is located. Use the alphabetical index for fast reference.

 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 platform and corn head information, see the separate operator's manuals furnished with that equipment.

In addition to the equipment furnished with your combine, attachments are available to help you

do a better job in special crop conditions. These are described in the attachments section of this manual and can be purchased from your John Deere dealer.

"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 172. 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.

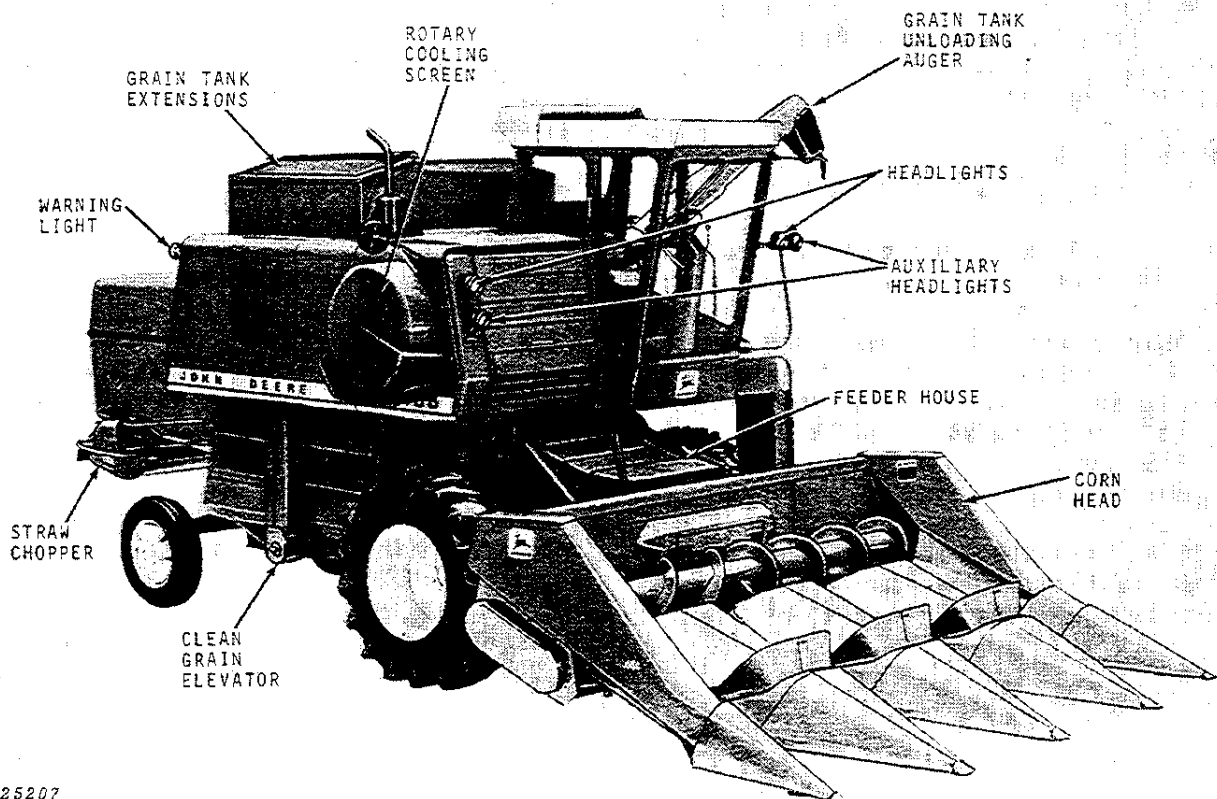
The warranty on this combine appears on your copy of the purchase order which you should have received from your dealer when you purchased the combine.





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H25207

John Deere 4400 Combine

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Safety Suggestions

! The 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 should be operated only by responsible persons who have been delegated to do so.

Only the operator should be allowed on the operator's platform when the combine is in operation.

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

Be sure shields and guards are in place and in good condition before starting in the field.

Escaping fluid under pressure can have sufficient force to penetrate the skin, causing serious personal injury. Before disconnecting lines be sure to relieve all pressure. Before applying pressure to system, be sure all connections are tight and that lines, pipes and hoses are not 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.

If injured by escaping fluid, see a doctor at once. Serious infection or reaction can develop if proper medical treatment is not administered immediately.

Before applying cylinder breaker, always disengage separator and shut off combine engine. After clearing cylinder, remove cylinder breaker before re-starting engine and engaging separator.

Use the hand rail when mounting the combine.

Make sure everyone is 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 especially careful when operating on hillsides because the combine may tip sideways if it strikes a hole, ditch, or other irregularity.

Always keep the combine in gear when going down hills.

Lower safety stop when working on platform or corn head.

Before leaving the combine unattended, support the cutting platform or corn head with either the hydraulic cylinder safety stop or with blocks, or lower it to ground level.

Never attempt to clear obstructions off the platform or corn head 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.

Keep the engine clean of chaff and straw to prevent the possibility of fires.

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

Refuel your combine only when the engine has been shut off. Do not smoke or have an open flame when refueling.

Refill the overflow tank only when the engine is stopped or idling slowly. This combine has a pressurized closed cooling system. To avoid being scalded when radiator cap is removed, first turn cap slightly to the stop which allows steam to escape into the overflow tank. After all pressure is relieved, remove cap. See pages 136-137.

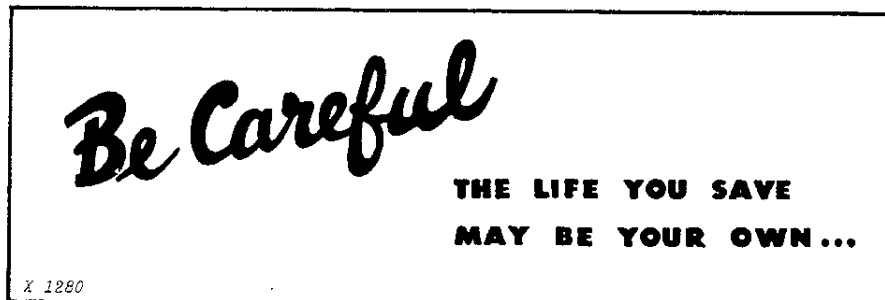
Be sure the gearshift lever of your combine is in neutral and clutch pedal fully depressed before starting the engine.

Adjust combine brakes so pressure is equally applied. Reduce variable ground speed before applying brakes. Apply brakes evenly at transport speeds to avoid drawing combine to one side. Quick stops can result in combine nosing forward. Drive with care to allow controlled application of brakes at all times.

Before using booster battery, read instructions under "Cold Weather Battery Service."

When transporting the combine on a road or highway at night or during the day, use accessory lights and devices provided for adequate warning to the operators of other vehicles. In this regard, check your local governmental regulations.

Fold the unloading auger when transporting.





Controls and Instruments

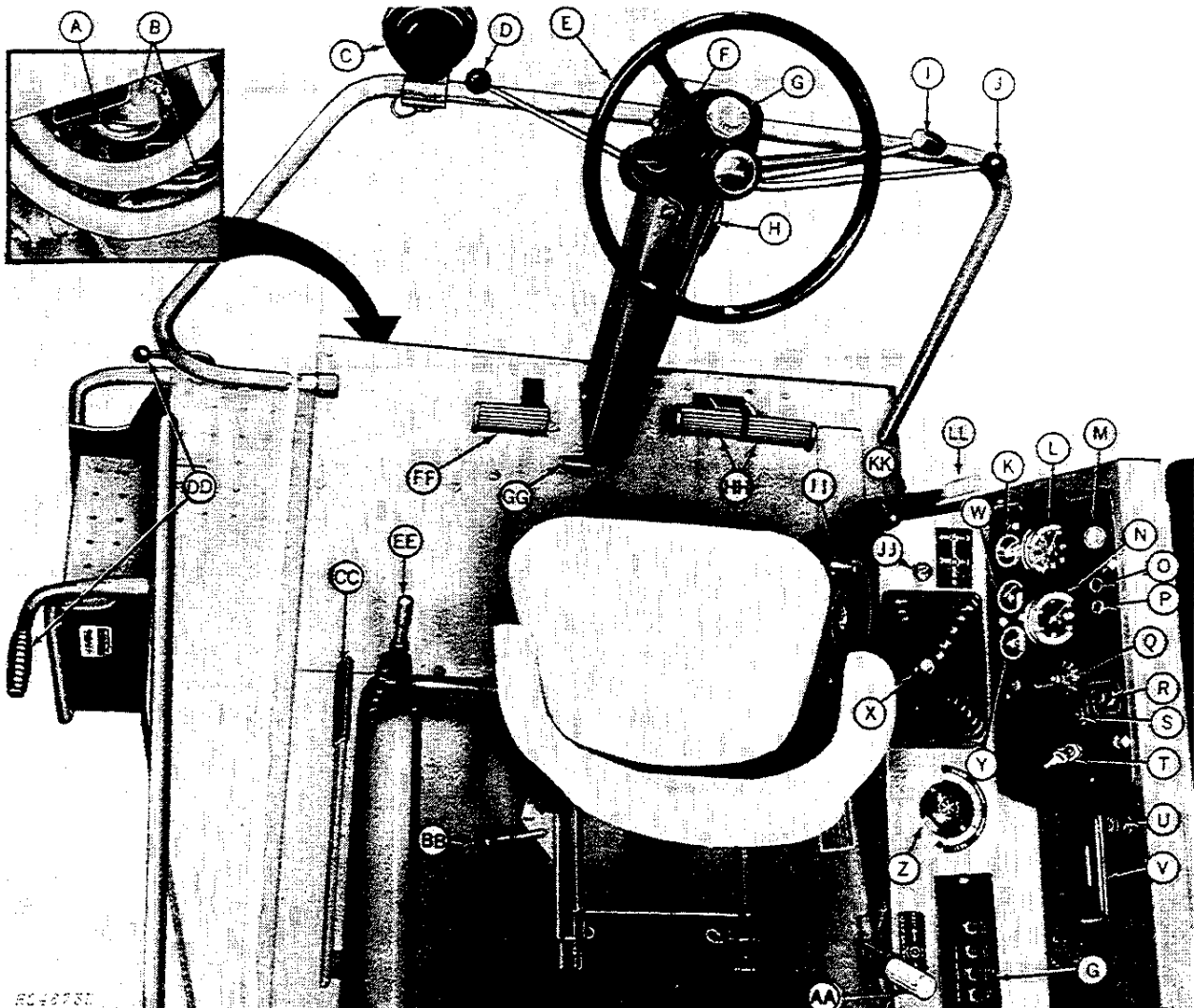
This section illustrates all controls and instruments necessary for successful field operation. For an explanation of each control and instrument, refer to the page reference given.

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

The control levers and knobs have different colors and shapes. These have been designed to help you quickly locate the controls while operating the combine. Colors on controls indicate:

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

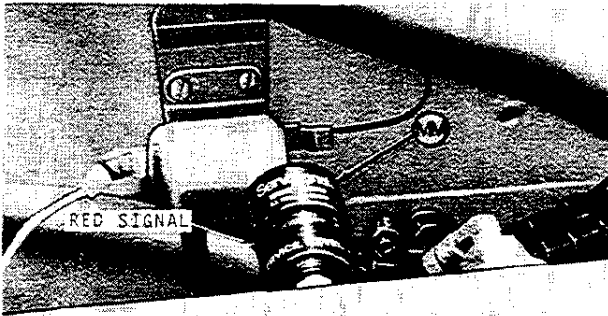
OPERATOR'S PLATFORM



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

BLACK - Miscellaneous Function Controls (Platform Height Control, Hydraulic Lift Reel Control, etc.)

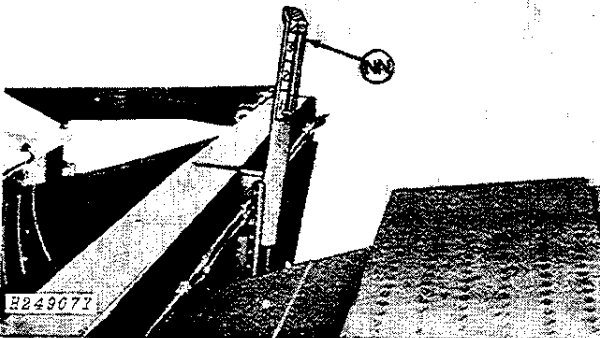
ENGINE - AIR INTAKE



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AIR RESTRICTION INDICATOR (Diesel Engine Illustrated)

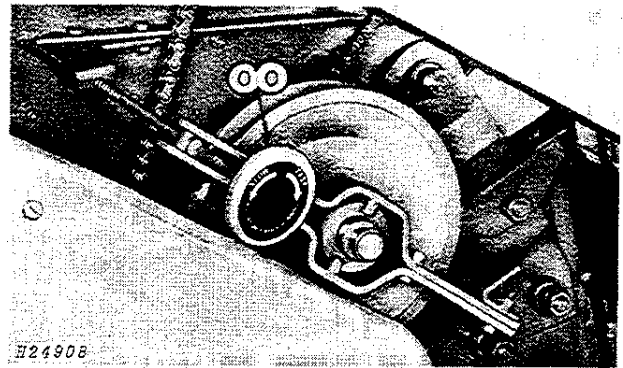
FEEDER HOUSE



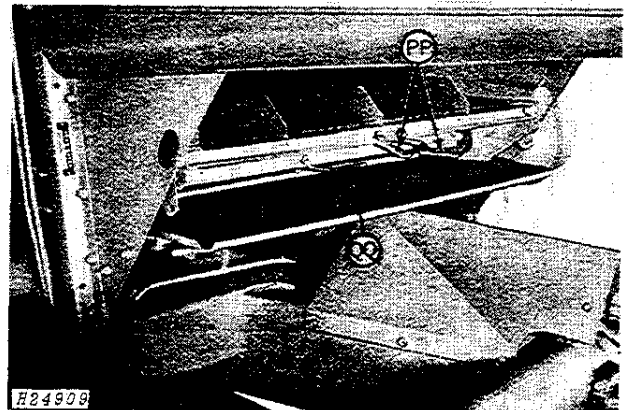
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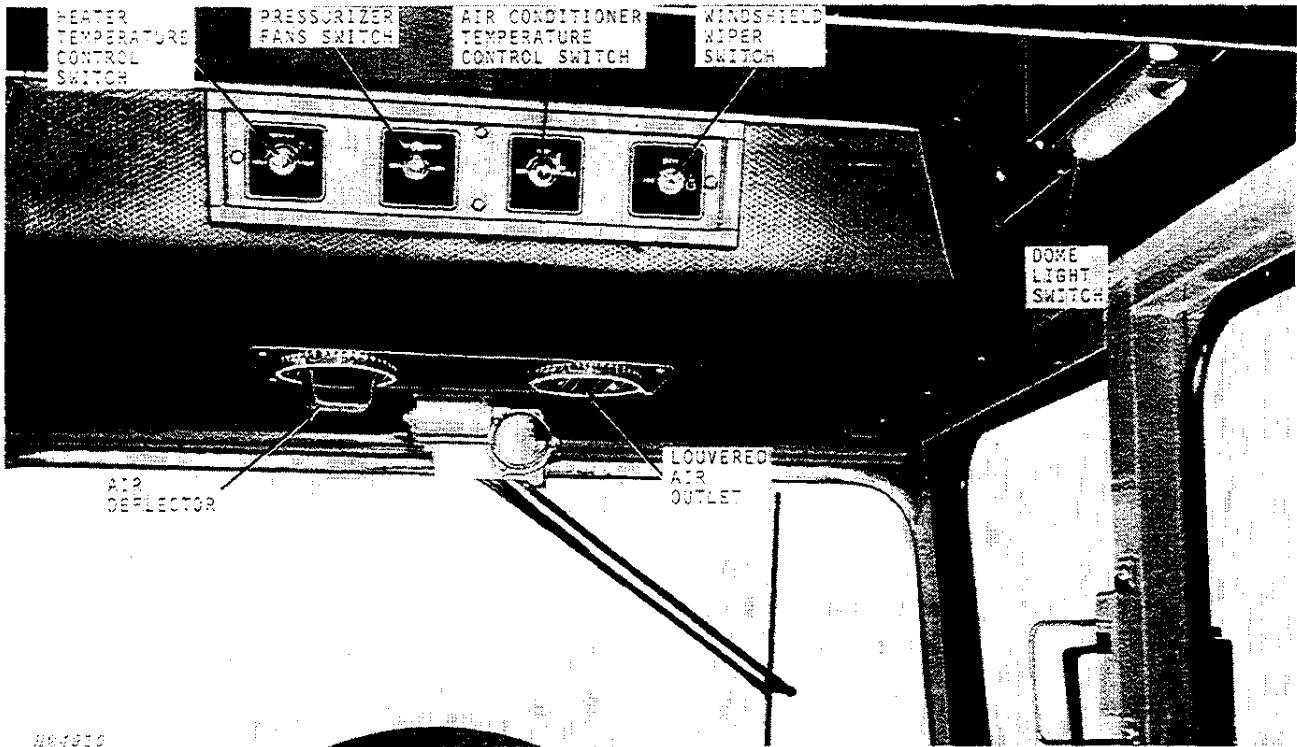
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OPERATOR'S CAB CONTROLS



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

Heater Temperature Control Switch

The amount of heat in the cab is controlled by turning the heater control switch clockwise, from the "OFF" position toward the "HOT" position. Turning the switch all the way to the "HOT" position will provide maximum heating.

Air Conditioner Temperature Control Switch

The air conditioner temperature control switch is a thermostatic-type switch which will maintain the desired temperature.

Cool air in the cab is controlled by turning the air conditioner temperature control switch from the "OFF" position clockwise toward the "COLD" position. Turning the switch all the way to the "COLD" position will provide maximum cooling.

Pressurizer Fans Switch

This switch 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.

Louvered Air Outlets

The air outlets are adjustable, enabling the operator to control the flow of air into the cab. The outlets can be turned 360 degrees. One of the air outlets is equipped with an air deflector to further control air flow.

Windshield Wiper Switch

This is a two-speed switch. Turning the switch clockwise to the first detent will give normal wiper operation. The second detent position will produce a faster wiper action. When the switch is turned all the way counterclockwise, the wiper will return to its stop position.

Dome Light Switch

Moving this toggle-type switch to the right turns the dome light on; moving this switch to the left turns the light off.



Operation

ENGINE OPERATION AND COMBINE BREAK-IN

ENGINE OPERATION

The engine is ready for normal operation. However, to facilitate engine break-in, follow these precautions:

1. Refer to Page 8 for prestarting and starting instructions.
2. When starting the engine, operate at part throttle at least 5 minutes to warm up engine before engaging separator or transporting. Monitor oil pressure and water temperature and check for oil leaks.
3. Engage the separator and operate at 1500-1800 engine rpm for 5 to 10 minutes. Continue to monitor oil pressure and water temperature.
4. During the first 20 hours of field operation, reduce ground speed to prevent overloading the engine. Avoid excessive engine idling and no load operation during the first 100 hours.
5. If it is necessary to add engine oil during the first 100 hours, see recommendations on Page 47.

COMBINE BREAK-IN

Follow the lubrication instructions closely. See pages 48 to 60.

Check coolant level in radiator and add coolant if necessary. Do not use water containing alkali. If combine is being operated in temperatures below 40°F., (4°C), refer to "Cold Weather Operation," page 9.

After 1 Hour

Check torque on drive wheels and steering wheels.

Drive Wheels:

200 ft-lbs (270 Nm) torque.

Steering Wheels:

80 ft-lbs (110 Nm) torque.

After 5 Hours

Check all V-belts for initial stretch. Tighten if necessary. Continue to check V-belts every few hours for the first 50 hours.

After 20 Hours

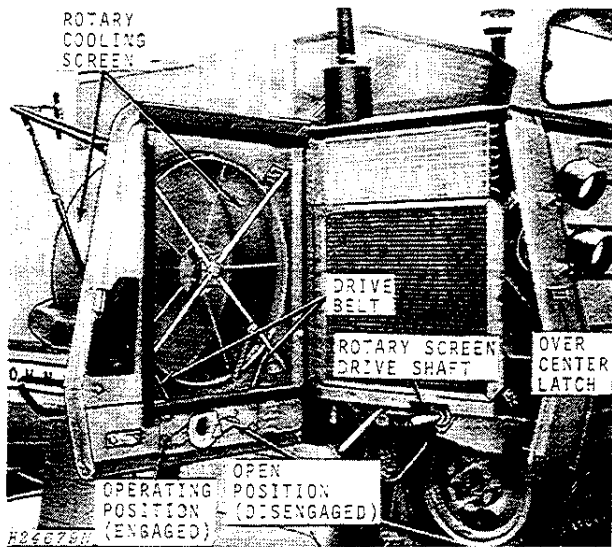
Drain oil from main hydraulic unit reservoir. Replace the oil filter and fill the reservoir with correct oil as specified on page 47. Thereafter, drain and replace oil and oil filter element every 500 hours of operation.

After 100 Hours

After the first 100 hours of operation, drain oil from crankcase, replace oil filter, and fill crankcase to proper level with John Deere Torq-Gard Supreme engine oil or its equivalent as specified in lubricants chart on page 47.

Thereafter change the oil and filter every 100 hours of operation or every season, whichever occurs first.

ROTARY COOLING SCREEN



Screen Door Open for Illustrative Purposes

IMPORTANT: When operating the combine in below freezing temperatures, be certain the rotary screen is free to turn before starting the engine. An accumulation of snow or frozen moisture could prevent the rotary screen from turning, resulting in belt failure.

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

Disengage screen drive by moving lever rearward and up.

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

When closing screen door, swing screen door in and fasten over-center latch.

Engage screen drive by moving lever down and forward.

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

PRESTARTING CHECKS

1. Check engine crankcase oil level (Page 50).
2. Check radiator coolant level (Page 137).
3. Drain sediment from fuel filters (s) (Page 128).
4. Clean air cleaner dust cap and precleaner (Page 139).
5. Check and lubricate combine (Pages 48-60).

STARTING GASOLINE AND DIESEL ENGINES

1. If the engine has not been operated for a long period of time, or if the fuel tank has run dry, bleed the entire fuel system to remove air bubbles.

IMPORTANT: Never let the fuel tank run dry.

NOTE: (Diesel Only) 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. (See instructions on Page 9).

2. Disengage platform or corn head electromagnetic clutch switch, separator control lever, and grain tank unloading auger lever.

3. Place gearshift lever in neutral.

4. Depress clutch pedal fully.

5. Move throttle lever to the slow idle position.

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

6. Turn key to the "on" position. Check the operation of the alternator indicator light. It should glow red.

7. Turn key to the "start" position. After engine starts, release key.

IMPORTANT: When starting the engine, never hold the key in the "start" position for more than 30 seconds at a time. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Be sure to pause a few seconds after a false start to make certain that the starter has stopped completely before another start is attempted.

If engine fails to start, see TROUBLE SHOOTING, page 153 to 157.

8. Make certain the oil pressure gauge registers pressure and the alternator indicator light goes off. If not, stop engine and determine the cause.

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

10. For the first 30 minutes, the combine should be operated at 25% slower ground speed. Engine must be operated at full throttle to maintain correct separator speed.

STOPPING GASOLINE AND DIESEL ENGINES

1. Place the gearshift lever in neutral.
2. Move the throttle lever to the rear and then turn the key to the off position.

IMPORTANT: (Diesel Only) Do not attempt to stop engine by turning off fuel supply at tank. Doing so will cause injection pump to run dry and damage internal parts.

3. If it is necessary to add engine oil, see recommendations on Page 47.

COLD WEATHER OPERATION

FUEL SYSTEM

Use winter-grade fuel. Fill the fuel tank at the end of the day's run to prevent moisture from condensing in the fuel tank.

If carburetor icing is a problem, open gate on de-icer tube (page 131).

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

After filling, check system for leaks.

BATTERIES

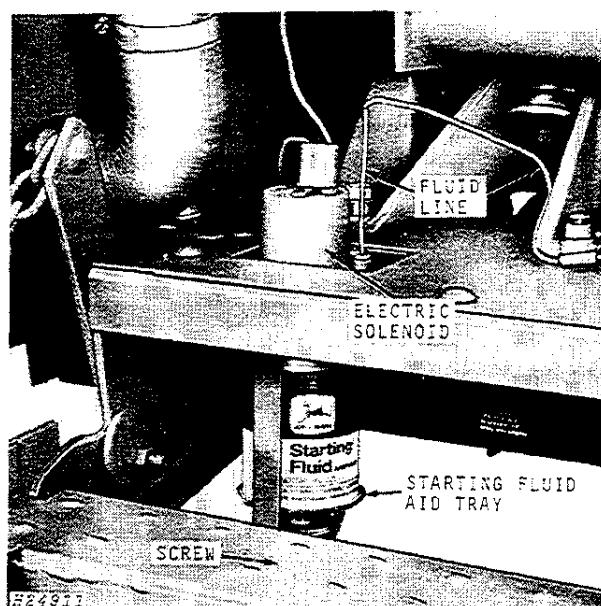
When the temperature drops below freezing, be sure batteries are fully charged. A badly discharged battery freezes more quickly than one that is well charged. For example, a battery with a specific gravity reading of 1.175 (discharged) will freeze at 4°F (-16°C), and a battery with specific gravity reading 1.300 (fully charged) will not freeze until the temperature reaches -65°F (54°C).

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 118.

COLD WEATHER STARTING AID (ATTACHMENT)

Diesel engines may be 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). Pressurized cans of starting fluid are available from your John Deere dealer.



To use the starting fluid aid, remove the safety cap and plastic spray button from can. Loosen screw and place can in starting fluid aid tray. Position can directly under electric solenoid. 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 (marked "ether") 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 an antifreeze solution in the cooling system and a 7 psi (0.50 bar) pressure valve in the 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 antifreeze solution 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.

The Summer Engine Coolant Conditioner is available under Part No. T19566, and may be purchased from your John Deere dealer.

To install the Summer Engine Coolant Conditioner, perform the following:

Drain and flush cooling system and add two 32-oz. (0.9463 l) cans of Summer Engine Coolant Conditioner 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 should not be necessary to use the Conditioner; however, should severely corrosive water conditions be present, the Conditioner is compatible with antifreeze solutions.

OPERATING THE ENGINE ENGINE INSTRUMENTS AND CONTROLS

Choke (Gasoline Engines Only)



X 2228

Pull choke control all the way out when starting engine. After engine is started, and for normal operation, push choke control all the way in.

Throttle

Move throttle one quarter forward when starting engine. Move throttle all the way forward for normal operation; move throttle all the way rearward for slow idle.

Key Switch

Turn the key to "ON" to check the operation of the alternator indicator light. It should glow red.

Turn the key to "START" and hold until engine starts.

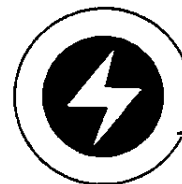
Release the key when the engine starts. The alternator indicator light should go out.

If the light does not go out after 10 seconds, shut off engine at once and determine the cause.

If the engine fails to start, refer to the trouble shooting charts on page 153.

IMPORTANT: When starting the engine, never hold the key in start position for more than 30 seconds at a time. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Be sure to pause a few seconds after a false start to make certain that the starter has stopped completely before another start is attempted.

Alternator Indicator Light

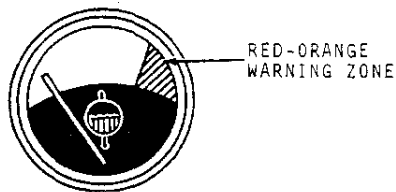


X 2229

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



X2231

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.

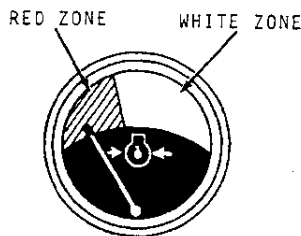
If the pointer on the gauge goes into the red-orange zone, stop the engine and determine the cause.

Coolant Temperature Warning Horn

The low note horn sounds when the coolant temperature gauge registers "HOT" or when the straw walker sensing unit (attachment) is activated.

If the horn sounds, stop the engine. If the straw walkers are not plugged, check the engine to determine the cause of overheating.

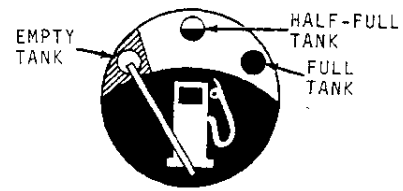
Oil Pressure Gauge



X 2232

This gauge indicates the pressure of the engine lubricating oil—not the amount of oil in the crankcase. 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 immediately and determine the cause.

Fuel Gauge



X 2233

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

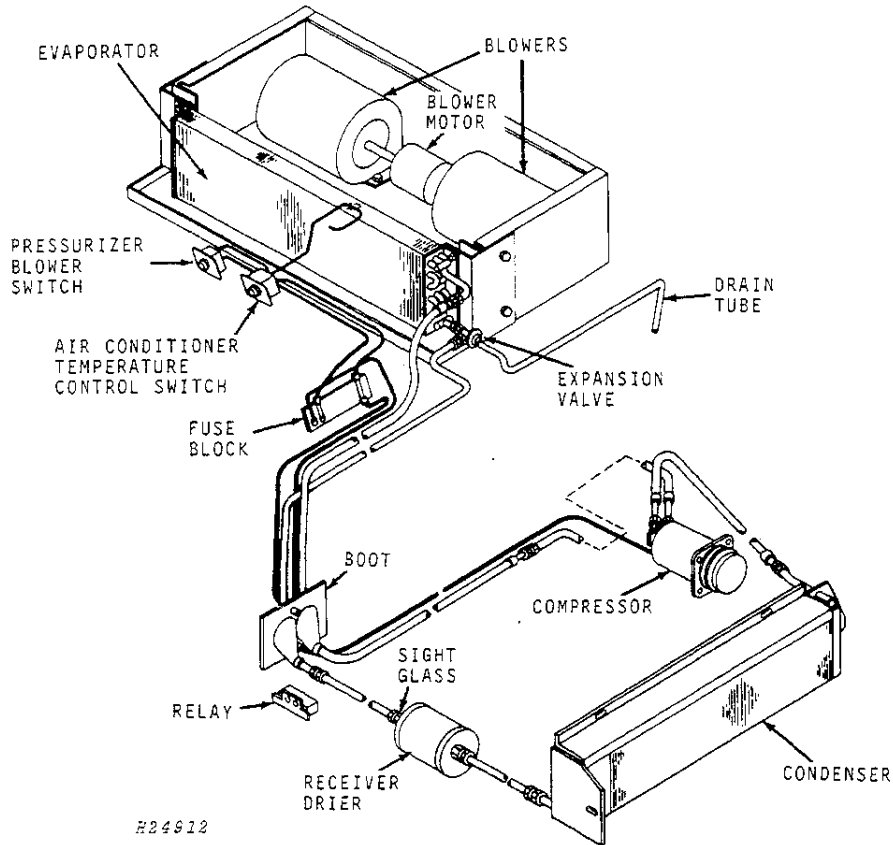
Engine Tach-Hour Meter

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). Use this hour meter to determine when lubrication and periodic services are needed.

Air Restriction Indicator (Attachment)

The red signal in the restriction indicator is locked in view whenever the air cleaner element is dirty and needs servicing. Check the indicator every 10 hours and service the element (page 140).

OPERATOR'S PLATFORM COMPONENTS AIR CONDITIONER SYSTEM



The air conditioner system consists of a compressor, condenser, receiver-drier, expansion valve, evaporator, hoses and a thermostatic type control switch.

The air conditioner is operated by a thermostatic type switch which can be adjusted for a definite cooling range since it is hooked to the evaporator.

The refrigerant comes into the compressor as a low-pressure gas, is compressed, and moves out of the compressor as a high-pressure gas. It then flows to the condenser where the gas condenses to a liquid, giving off its heat to the outside air as the air drawn by the engine fan, passes through the condenser. The high-pressure liquid moves to the re-

ceiver-drier where a drying agent removes moisture from the liquid. The receiver-drier also stores a quantity of refrigerant to increase capacity of the system. The high-pressure liquid moves to the expansion valve which restricts liquid flow, thus lowering its pressure. The low-pressure liquid moves to the evaporator where heat from inside the cab moves into the low-pressure liquid, changing the liquid to a low-pressure gas. This low-pressure gas returns to the compressor where the cycle is repeated.

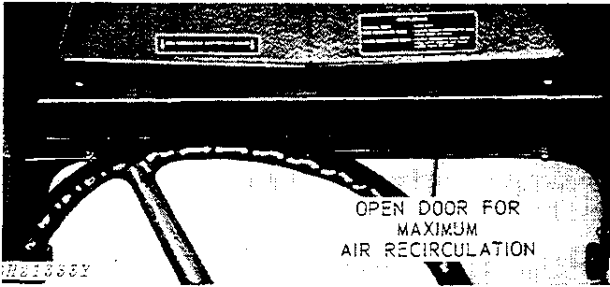
The radiator fan pulls air through the condenser and out the engine compartment. The efficiency of the condenser can be impaired due to dirt or chaff build-up, therefore it is necessary to keep the condenser and radiator clean.

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

Air conditioners require 56 ounces (1.6 Kg) of refrigerant 12 to completely charge the system.

CAUTION: Air conditioner refrigerant is very dangerous when not handled properly. The air conditioner system should only be serviced by a qualified serviceman.

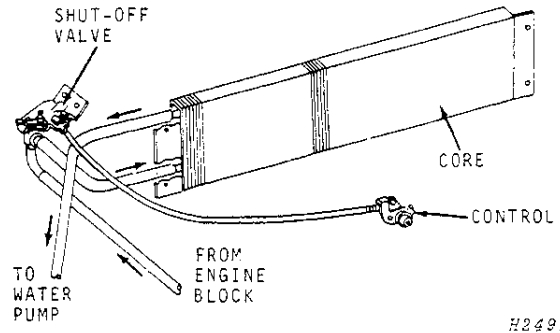
Maximum Air Recirculator



Under normal operating conditions, the normal air recirculator will provide sufficient cooling.

In those conditions which require increased cooling, open the door on the maximum air recirculator at the rear of cab.

HEATER SYSTEM



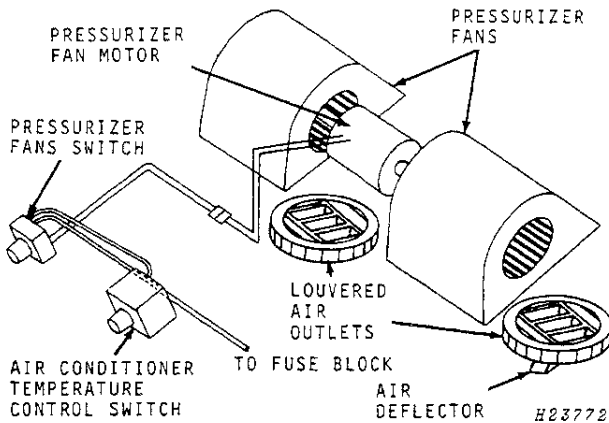
The heater system is composed of a core, a mechanical shut-off valve, hoses, and a control.

With the control knob on, the shut-off valve allows coolant from the engine block to enter, the shut-off valve directs the coolant to the lower tube of the core, and the water moves through the core out the upper tube on the core to the water pump.

The pressurizer fans blow across the heater core as the coolant moves through the heater, removing heat and blowing it through the louvered air outlets into the cab.

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

PRESSURIZER SYSTEM



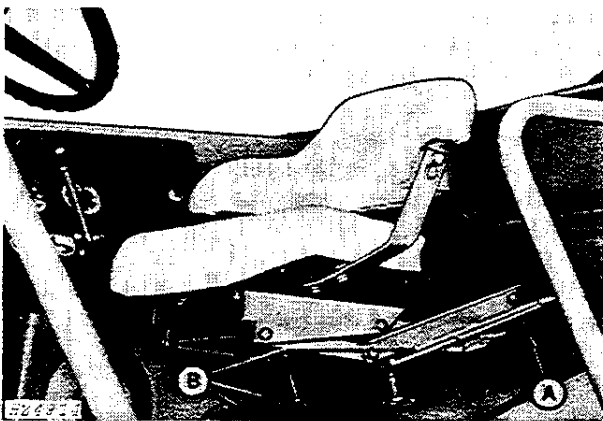
The pressurizer system is made up of two rotating cage-type fans, an electric motor, two louvered air outlets, an air deflector (snapped into one of the air outlets) and a control switch.

The pressurizer fans, when activated by the control switch, increase the pressure inside the cab. With a higher pressure inside the cab, the air and dust will not move from outside the cab to the inside of cab.

The louvered air outlets are also used to direct air flow from the air conditioner and heater.

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

OPERATOR'S SEAT



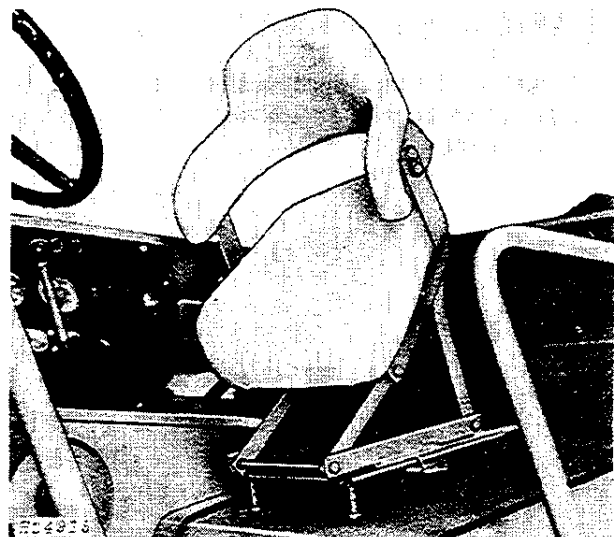
Seat in Sitting Position

The operator's seat moves forward and rearward or up and down to accommodate individual height and allow greater accessibility to all controls. If the operator wishes to stand, the seat can be positioned out of the way to allow ample leg space.

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

Positioning the 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."



Seat in Standing Position

Positioning the Seat Up or Down

Remove four spring locking pins "B." Raise or lower the seat to the desired height. Reinsert spring locking pins "B."

Positioning the Seat for Standing

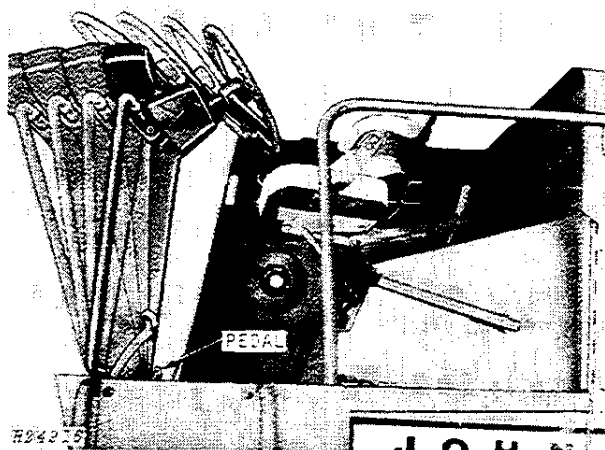
To move the seat up and back, stand up and apply pressure to the front of the seat with the back of your legs. The seat will move to the up and back position to allow standing room.

To return the seat to the sitting position, move the seat forward by pulling on the front of the seat with your hand.

STEERING COLUMN

The steering column is adjustable to one of four positions for individual arm lengths. This allows better visibility and greater accessibility to the steering wheel and controls on the steering column.

Steering Column Control

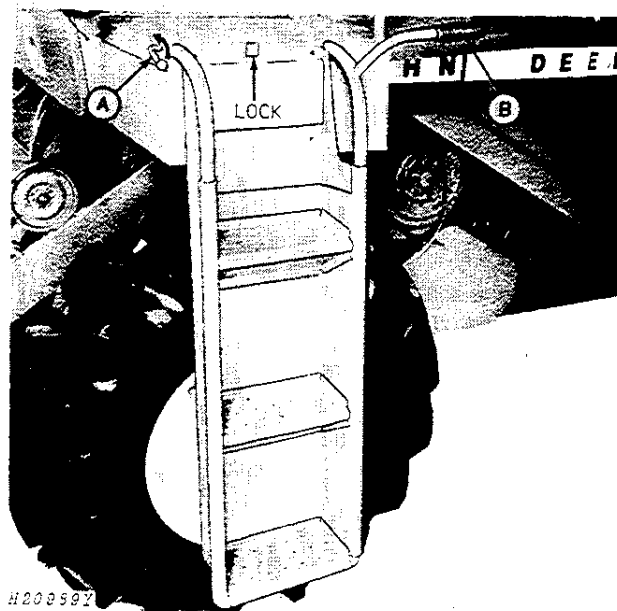


To adjust steering column, push pedal down, position column to desired setting, and release pedal.

The world's best safety device is a careful operator.

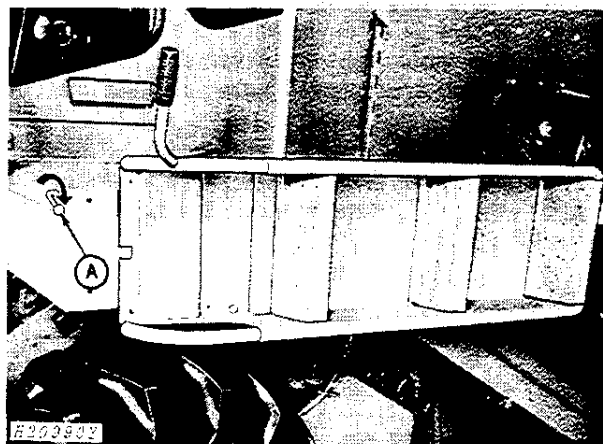
PIVOTING LADDER

Move the pivoting ladder up out of the way of uncut crop to avoid crop loss by ladder impact.



To move ladder, pull lever "A" up and to the right to release the lock.

Pull lever "B" forward until the ladder is parallel to the ground.



Push lever "A" to the left to lock ladder in place.

To lower the ladder, reverse the above procedure.



Suggest:

If the above button click is invalid.

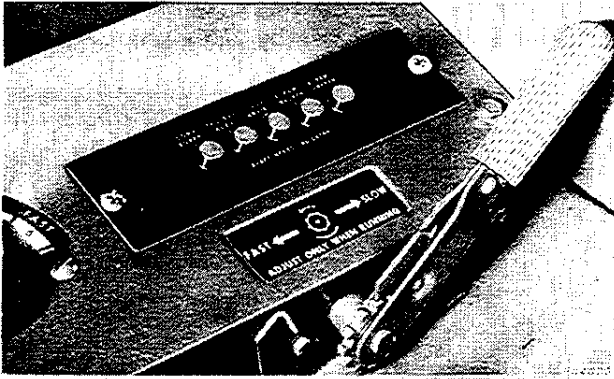
Please download this document

first, and then click the above link

to download the complete manual.

Thank you so much for reading

LOW SHAFT SPEED MONITOR SYSTEM (Attachment)



The low-shaft-speed indicator attachment indicates with glowing lights when the conveyor augers, tailings elevator, clean grain elevator, straw walkers, and straw chopper (combine attachment) drive shafts are operating less than 70 percent of their designed speed.

Checking Indicator Operation

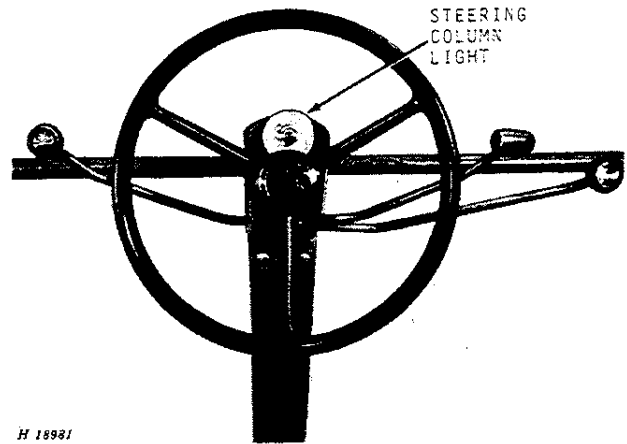
To check the operation of the low-shaft-speed indicator, turn key to "ON" (do not start engine) and engage separator lever; all lights should glow.

Disengage separator lever before starting engine.

Operating Indicator

Start engine, engage separator lever, and run engine at fast idle. If lights continue to glow during operation, disengage separator lever and idle engine. Shut off engine and check Trouble Shooting chart on page 162.

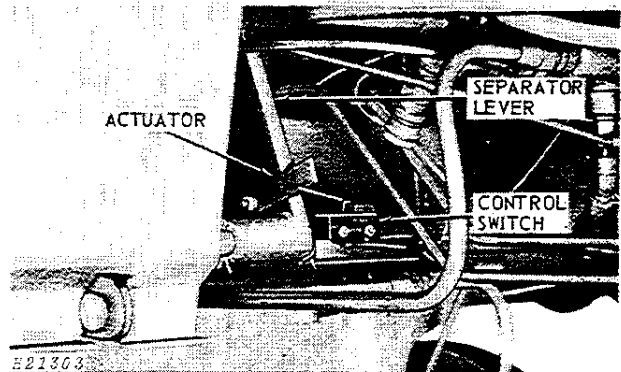
CAUTION: Be certain combine engine is shut off before working on combine.



H 18981

When a light on the control box glows, the light on the steering column flashes.

Control Switch



H21303

A control switch, located under the operator's platform, prevents the lights from glowing before the separator lever is engaged. Lights will glow until separator is brought up to full operating speed. If lights continue to glow, see Trouble Shooting chart on page 162.

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Hello dear friend!

Thank you very much for reading.

Enter the link into your browser.

The full manual is available for immediate download.

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