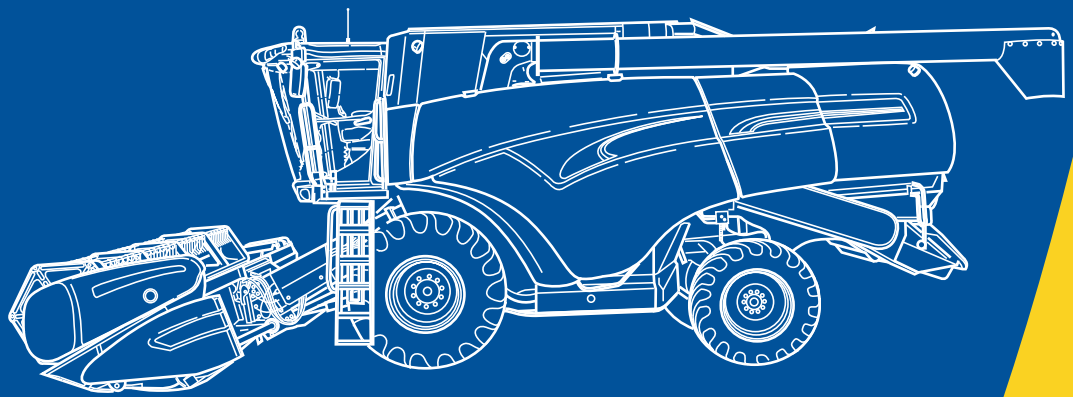
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OPERATOR'S MANUAL

NEW HOLLAND

CX720
CX740
CX760
CX780
CX820
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OPERATOR'S MANUAL

Volume 1/2 - Operation

NEW HOLLAND

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GENERAL

This manual has been prepared to assist you in the correct procedure for running in, driving, operating, adjusting and maintaining your new machine.

This machine has been designed and built to give maximum performance, economy and ease of operation under a wide variety of crops and conditions.

Prior to delivery, your machine was carefully inspected both at the factory and by your dealer to ensure that it reaches you in optimum condition. To maintain this condition and ensure trouble-free operation it is important that routine services, as specified in this manual, are carried out at the recommended intervals.

Before attempting to drive or operate your machine, read this manual carefully (especially the chapter covering the Safety Precautions) and keep it in a convenient place for future reference.

”Left” and ”right” used throughout this manual are determined from the rear, facing in the direction of travel of the machine during operation.

If at any time you require advice concerning your machine, do not hesitate to contact your authorised dealer. He has factory-trained personnel, genuine service parts and the necessary equipment to carry out your service requirements.

IMPORTANT:

This machine has been designed and built according to the European Directive 98/37/EC.
Always use genuine New Holland Service parts or parts matching at least the same quality, reliability and functionality as the equivalent original Service Parts when servicing and repairing your machine and do not modify your machine without a written permission of the manufacturer. Failure to do so will void the responsibility of the manufacturer.

An EC Declaration of Confirmity is separately delivered with your machine.
Store this EC Declaration into the storage space for your Operator’s Manual (refer to section 2 – Controls, Instruments and Operation).

The maximum road speed of your machine is limited electronically. Do not try to change it.

Check local road legislation before driving the machine on public roads.

When operating interchangeable New Holland built equipment, ensure the equipment is CE approved.

As this publication is distributed throughout our international network, the equipment illustrated, either as standard or as an accessory, may vary according to the country in which the equipment is to be used. Low cost configurations, as chosen by the customer, may deviate from the specifications given.

Several figures in this manual show the safety guarding or the additional guards, legally required by certain countries, open or removed to illustrate better a particular feature or adjustment. The machine must not be used in this condition. For your own safety, ensure that all guards are closed or replaced before operating the machine.

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OWNER ASSISTANCE

We at New Holland and your New Holland dealer want you to be completely satisfied with your investment. Normally your dealer's Service Department will handle any problems with your equipment. Sometimes, however, misunderstanding can occur. If your problem has not been handled to your satisfaction, we suggest contacting the owner or General Manager of the dealership, explaining the problem, and requesting assistance. When additional assistance is needed, your dealer has direct access to our branch office.

COMPANY POLICY

Company policy, which is one of continuous improvement, reserves the right to make changes in design and specification at any time without notice and without obligation to modify units previously built.

All data given in this book is subject to production variations. Dimensions and weights are approximate only and the illustrations do not necessarily show the machine in standard condition. For exact information about any particular machine please consult your Dealer.

ACCESSORIES AND OPTIONS

Your machine has been designed to operate in a wide variety of crops and conditions. Nevertheless additional equipment may, in certain cases, be required to improve the machine performance. A list of this additional equipment is given in the ''Accessories'' section in this manual.

PARTS AND ACCESSORIES

Genuine New Holland parts and accessories have been specifically designed for New Holland machines.

We would like to point out that ''nongenuine'' parts and accessories have not been examined and released by New Holland. The installation and/or use of such products could have negative effects upon the design characteristics of your machine and thereby affect its safety. New Holland is not liable for any damage caused by the use of ''nongenuine'' parts and accessories.

Rely on your authorised dealer to supply you with genuine New Holland parts only. These parts are covered by our warranty and will give you the best performance.

When ordering service parts, always quote the model and serial number, as well as the year of manufacture printed on the manufacturer's identification plate (refer to chapter General Information).

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LUBRICANTS

Your dealer sells a selection of specially formulated lubricants based on own engineering specifications.

Recommended lubricants for your machine are listed on the inside back cover of this manual.

WARRANTY

Your machine is warranted according to legal rights in your country and the contractual agreement with the selling dealer. No warranty shall, however, apply if the machine has not been used, adjusted and maintained according to the instructions given in this Operator's Manual.

It is prohibited to carry out any modifications to the machine unless specifically authorised, in writing, by a New Holland representative.

CLEANING YOUR MACHINE

Your machine is a state-of-the-art machine with sophisticated, electronic controls. Even though every precaution has been taken to safeguard electronic components and connections, the pressure generated by some pressure washers is such that complete protection against water ingress cannot be guaranteed.

When using a high pressure washer, do not stand too close to the machine and avoid directing the jet at electronic components, electrical connections, breathers, seals, filler caps, etc.

IMPORTANT ENVIRONMENTAL CONSIDERATIONS

Soil, air and water are vital factors of agriculture and of life in general. Where legislation does not yet rule the treatment of some of the substances, which are required by advanced technology, common sense should govern the use and the disposal of the products of a chemical and a petrochemical nature.

The following are recommendations, which may be of assistance:

Become acquainted with and respect the relative legislation applicable in your country.

Where no legislation exists, obtain information from suppliers of oils, fuels, antifreeze, cleaning agents, etc. for their effect on man and nature and for safe ways of storage, usage and disposal. Agricultural consultants will, in many cases, be able to help you as well.

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HELPFUL HINTS

Avoid filling fuel tanks using jerrycans or inappropriate pressurized fuel delivery systems which may cause considerable spillage.

In general, avoid skin contact with all oils, acids, solvents, etc. Most of them contain substances which can be harmful to your health.

Use biodegradable oils for chain lubrication where oils cannot be recuperated. In many countries rapeseed oils or other agro-based lubricants have become available.

Modern oils contain additives. Do not burn contaminated fuels and/or waste oils in ordinary heating systems.

Avoid spillage when draining off used engine coolant mixtures, engine, gearbox and hydraulic oils, brake fluids, etc. Do not mix drained brake fluids, fuels or coolant mixtures with lubricants. Store them safely until they can be disposed of in a proper way to comply with local legislation and available resources. They should not be allowed to get into the soil but should be collected and disposed of safely.

Do not open the air-conditioning system yourself; it contains gases, which should not be released into the air. Your dealer has a special extractor for this purpose and will have to do the recharging of the system anyway.

Repair any leaks or defects in the engine cooling or the hydraulic system immediately.

Do not increase the pressure in a pressurized circuit as this may lead to bursting of the components.

Protect hoses during welding as penetrating weld splatter may burn a hole or weaken them, causing the loss of oils, coolant, etc.

Battery recycling
Batteries and electric accumulators contain various components which can damage the environment if they are not properly recycled after usage. New Holland strongly recommends that you return all used batteries (starting batteries and small ”dry” batteries which may be used in electric or electronic systems) to your New Holland dealer who will ensure proper disposal or recycling. In certain countries this is a legal requirement.

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SECTION QUICK REFERENCE

1 – General Information and Safety

2 – Controls, Instruments and Operation

3 – Field and Site Operation

4 – Lubrication and Maintenance

5 – Fault Finding

6 – Vehicle Storage

7 – Accessories

8 – Specification

9 – 1st 50 Hour Service Sheets

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NOTE: *The CX Operator's manual consists of two volumes. The first volume "Operation" with sections 1,2 and 3, the second volume "Maintenance" with sections 4,5,6,7,8 and 9.*

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SECTION 1 – GENERAL INFORMATION AND SAFETY

INTENDED USE

The CX combine harvesters are designed as self propelled units and powered by an onboard diesel engine.

The machines are intended to be used for agricultural purposes on cultivated land to harvest cereal crops, small seed crops, maize, soy beans, etc., by cutting or picking up from a swath, threshing and separating the grain from the straw and temporarily storing it until it is unloaded into vehicles for transport.

PROHIBITED USAGE

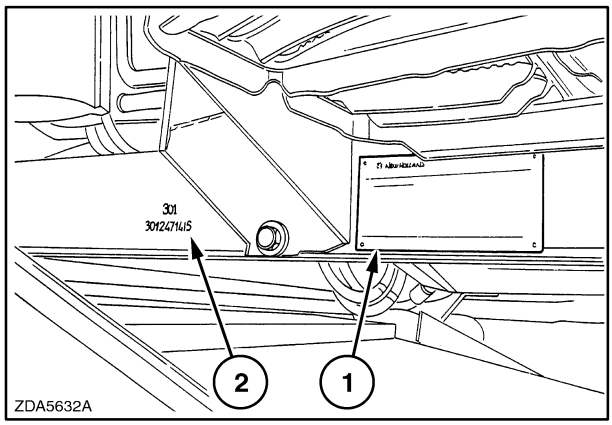
No parts or attachments should be fitted to this machine, which have not been released by NEW HOLLAND. They might affect machine operation, safety of the user or other people, stability or wear characteristics of the machine. They may also void the homologation approval obtained for your country.

PRODUCT IDENTIFICATION

The serial number of the combine, the engine and the attachments can be found on the following locations:

Base unit

On a plate (1) positioned on the right-hand side of the operator's platform and it's also stamped at (2).



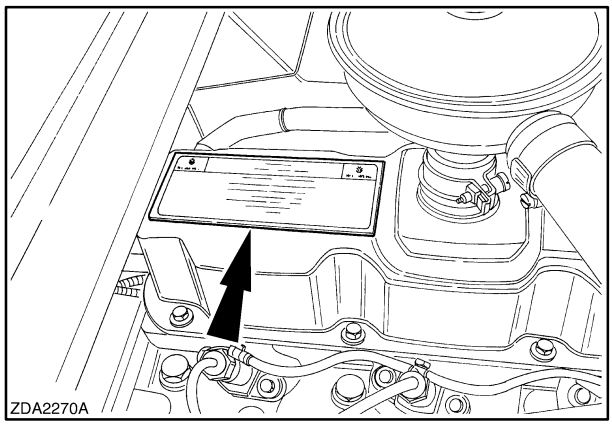
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Engine

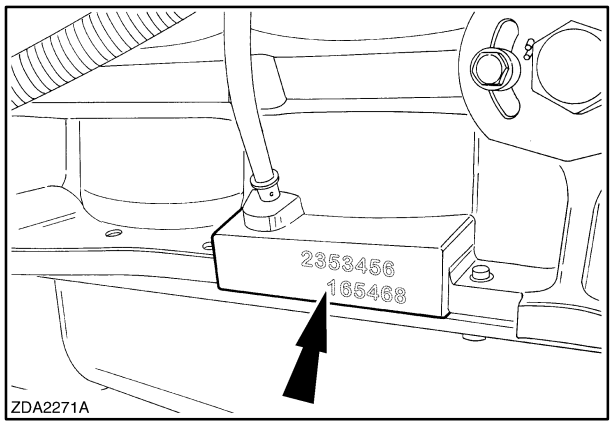
Models CX720, CX740, CX760, CX780, CX820, CX840

On a plate positioned on top of the rocker cover.



2

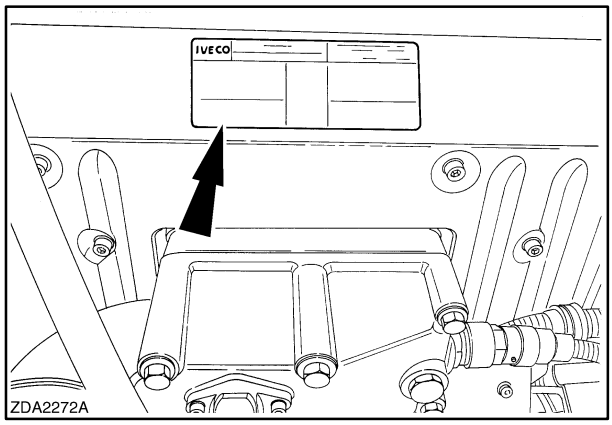
It's also stamped in the cylinder block.



3

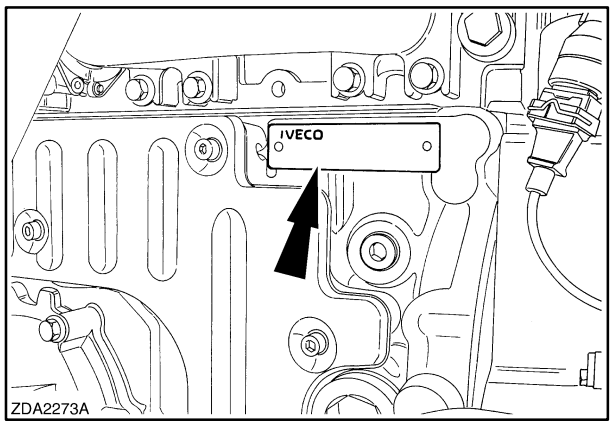
Models CX860 and CX880

On a plate positioned on top of the rocker cover.



4

It's also on a plate on the cylinder block.

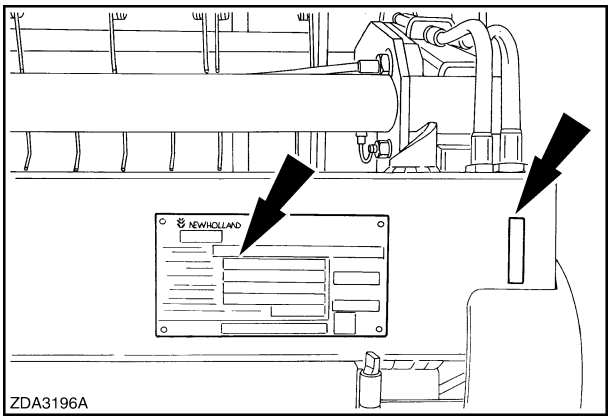


5

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Grain header
(High-Capacity, Extra-Capacity or Varifeed[1])

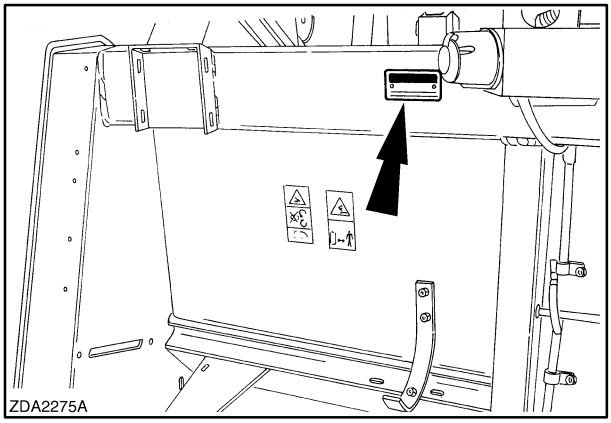
In the right-hand upper corner of the header, and also on a plate.



6

Maize header

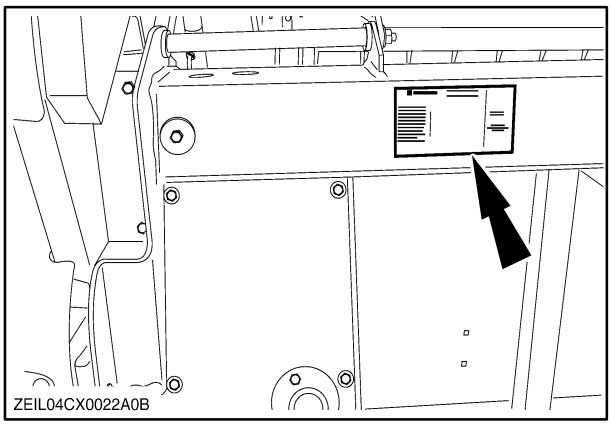
On a plate positioned on the left-hand upper corner.



7

Flex header

On a plate positioned on the left-hand upper corner.

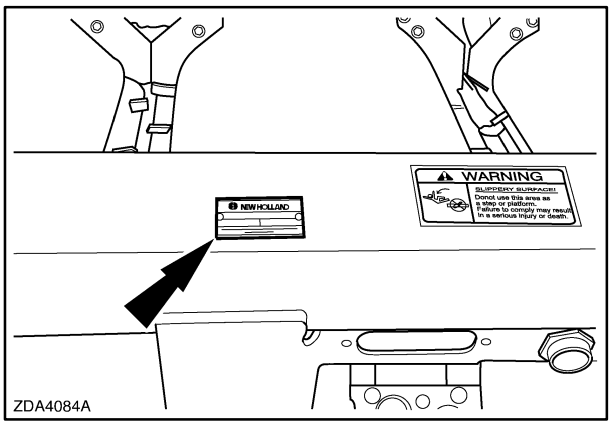


8

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Maize header (98C)

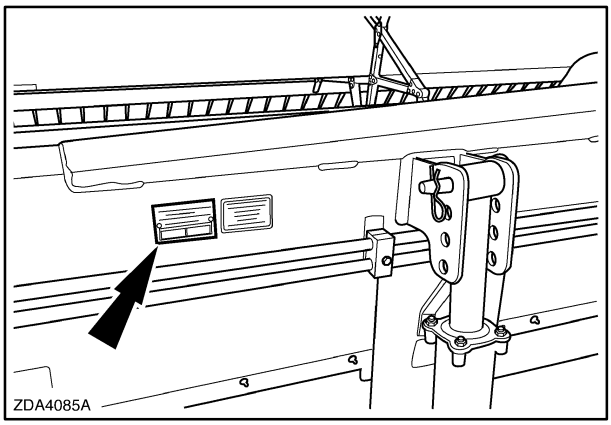
On a plate positioned on the left-hand upper corner.



9

Draper header (92C/94C)

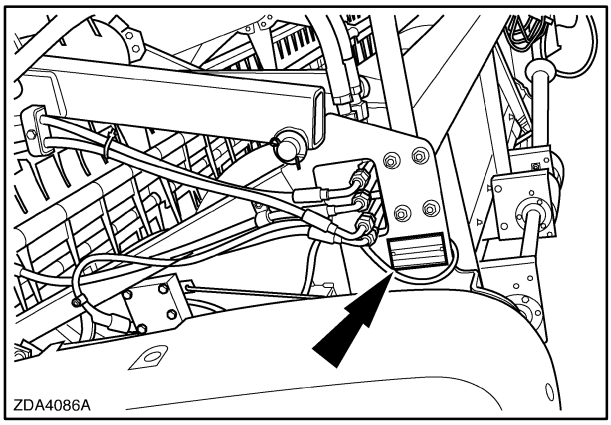
On a plate positioned on the left-hand upper corner.



10

Grain - Rice - Flex header (72C/74C)

On a plate positioned on the left-hand upper corner.



11

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Record below the serial numbers of your machine for quick reference:

Combine model.....

Combine serial number.....

Engine serial number.....

Grain header serial number

High-Capacity.....

Extra-Capacity.....

Varifeed™ .....

Maize header serial number.....

Flex header serial number.....

Date machine first used.....

Dealer's telephone number.....

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General recommendations

Most farm machinery accidents can be avoided by the observance of a few simple safety precautions.



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1. The machine must only be used by a skilled operator familiar with all the controls and harvesting techniques on cultivated land with slopes up to maximum 26% (15°) uphill and downhill, and maximum 36% (19°) sideways [provided good even ground and sufficient tyre adherence conditions exist].

2. Never permit anyone other than the operator to ride on the combine.

Traction tyres	Maximum side stability
CX720–740–760–780	
620/75R34–170A8–DT820	30%
650/75R32–172A8–DT822 (on narrow track)	30%
650/75R32–172A8–DT822 (on wide track)	35%
800/65R32–172A8–DT822 (on narrow track)	35%
800/65R32–172A8–DT822 (on wide track)	40%
900/60R32–176A8–DT830 (on narrow track)	35%
900/60R32–176A8–DT830 (on wide track)	40%
1050/50R32–178A8-MegaXBib	40%
CX820–840–860–880	
620/75R34–170A8–DT820	30%
650/75R32–172A8–DT822 (on narrow track)	30%
650/75R32–172A8–DT822 (on normal track)	35%
650/75R32–172A8–DT822 (on wide track)	40%
800/65R32–172A8–DT822 (on narrow track)	35%
800/65R32–172A8–DT822 (on wide track)	40%
900/60R32–176A8–DT830 (on narrow track)	35%
900/60R32–176A8–DT830 (on wide track)	40%
1050/50R32–178A8-MegaXBib	40%

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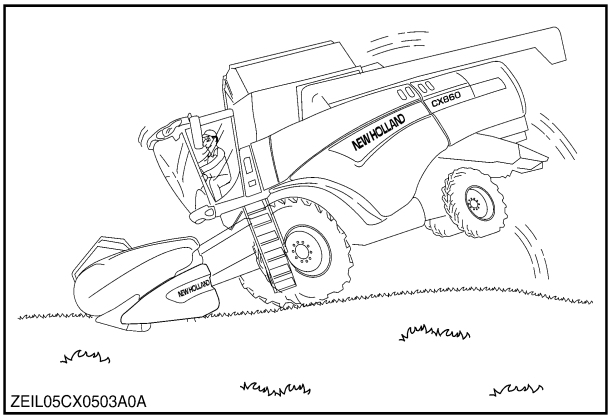
3. Before starting the engine, ensure everyone is clear of the combine.

   Warn bystanders by sounding the horn several times.

4. Keep children away from and off the combine at all times.

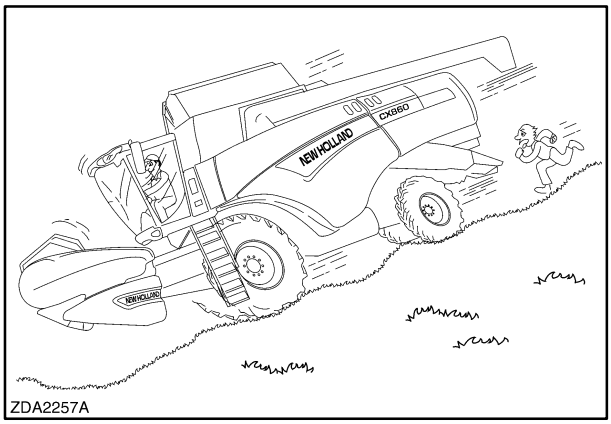
5. No-one should be standing on the ladders when the machine is moving.

6. Never brake abruptly to avoid tipping of the machine.



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7. Never exceed 20 km/h when driving downhill. If necessary, change into a lower gear before starting the descent.



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8. Avoid making turns at high speed.

9. Before operating the combine ensure that all safety guards are installed.

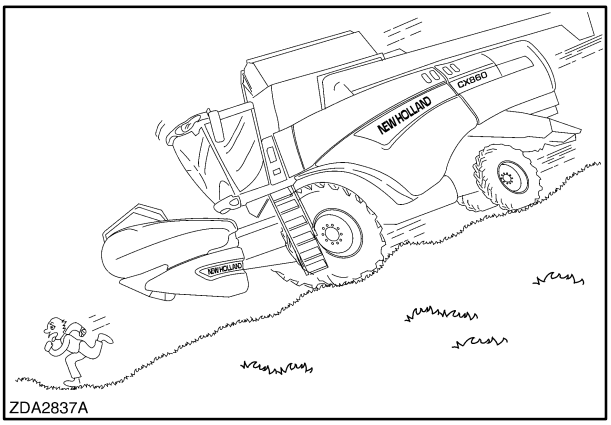
10. Never step on places on the machine which are not foreseen with anti-slip strips.

11. Check the wheel nuts torque daily during the first week of operation and thereafter on a weekly basis. Tighten as described in *"SECTION 8 - SPECIFICATIONS"*.

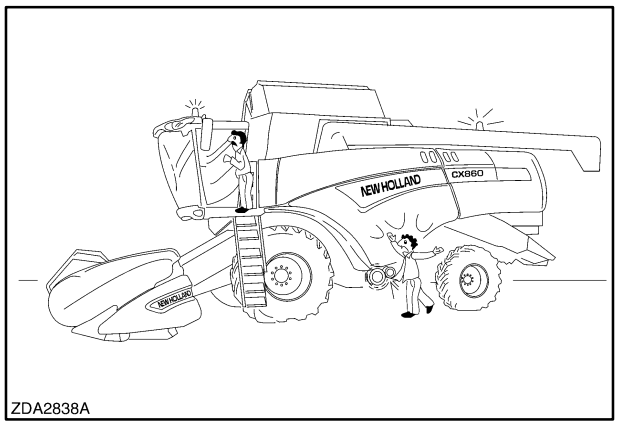
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12. The life and performance of the tyres depends largely upon maintaining the correct pressure. Keep the tyres inflated to the pressures given in *"SECTION 8 – SPECIFICATIONS"*.

13. Never enter the grain tank while the combine engine is running. Use a wooden clearing club if the grain tank unloading auger becomes clogged. Take utmost care not to be pulled into the grain tank in case unplugging is required.



14. Never work around the combine in loose clothing that might catch in any of the moving parts.



15. Keep hands away from moving parts of the combine.

16. Keep the fire extinguisher within easy reach of the operator. Ensure to replace it by a similar type of extinguisher or have it checked or refilled after every usage and/or date of expiry.

17. Never step on the cab roof.

18. Combine dust can cause "farmer's lung" disease. It may also contain nocive spraying residues. Keep the cab door and window closed during operation. Wear a dust mask when cleaning the air filters or accumulated dust in the combine.

Starting up the combine

1. Never attempt to start up or manoeuvre the combine unless you are sitting in the operator's seat.

2. Before starting up the combine (e.g. the first time after a long standstill period), make sure that there are no detached loose part in the attachment, the drive line area and/or on the rotary dust screen.

3. Before starting the engine, always make sure that the handbrake is engaged, the multifunction lever and the gearshift control lever are in NEUTRAL position, and the safety-on-the-road tumbler switch is in ROAD position.

4. Never run the engine in an enclosed area without ensuring adequate ventilation as exhaust fumes are toxic and, if inhaled, may be fatal.

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Travelling on public roads

1. Make sure the safety-on-the-road tumbler switch is in ROAD position.

2. Always observe the local regulations. Should the width of the attachment be wider than the permitted road width, contact the local authorities for assistance.

3. Observe traffic regulations, adapt your speed to road and traffic conditions and ensure all lights are working properly.

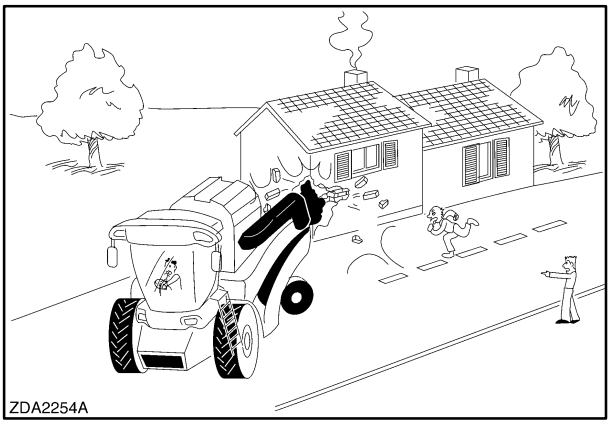
4. Where required by local traffic regulations, ensure the hazard warning plates are fitted at the front and the rear of the machine.

5. Use the revolving flash lights to indicate the vehicle has abnormal size and is slow-moving.

6. Never drive on public roads with the operating lights and spotlight switched on.

7. Dip the headlights when meeting a vehicle at night. Make sure the lights are adjusted to prevent blinding the driver of an oncoming vehicle.

8. Avoid taking corners at high speed.


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9. Before travelling on the road, link the brake pedals together with the coupling provided.
   Braking with the pedals uncoupled may cause the machine to swerve.
   Also, avoid excessive use of the brakes.

10. Always depress the brake pedal gently to avoid tipping of the machine.

⚠ CAUTION ⚠

Before driving on the road with a header attached smaller than 4 meter (foldable grain header or flip-up maize header), the following actions must be taken: Contact your local dealer.

- Counterweights
- Additional headligths
- Brake force limiter valve

11. Never rest your feet on the brake pedals when the machine is in motion.

12. When manoeuvring the machine off the field, always raise the attachment fully to avoid contact with obstructions.

13. The grain tank must be empty when driving on the road. Ensure that the unloading tube is locked in its closed position.

14. When driving on public roads, either with the grain header loaded on a trailer and attached to the rear of the combine, or with the grain header still attached to the combine (provided local legislation allows), the knife should be safeguarded by means of a knife guard, available as an accessory (refer to the Grain Header Operator's Manual).

15. When driving on public roads, either with the grain header loaded on a trailer and attached to the rear of the combine, or with the grain header still attached to the combine (provided local legislation allows), always be aware and conscious of its size.

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Operating the combine

1. Before operating the combine ensure that all safety guards are properly fitted and secured.

2. Never attempt to clean, lubricate or carry out any adjustments on the combine while it is in motion or while the engine is running.

3. For safety's sake never leave the operator's platform without first disengaging the combine drive mechanism, lowering the header, stopping the engine, applying the handbrake and removing the ignition key.

4. Never climb on or off the machine when it is in motion as there is a risk of being run over.

5. Use extreme caution when operating close to the edge of a ditch or a steeply dropping embankment.

6. Avoid changing direction abruptly, especially when reversing, to avoid dangerous pitching of the machine. Lower the attachment if the machine tends to lift at the rear.

7. Always operate the combine at a safe speed in accordance with the ground conditions.
   On uneven ground, proceed with the utmost caution to ensure proper stability.

8. When operating on gradients, never drive too fast, especially when turning.

9. Danger of death by electrocution!

   Pay special attention to the overhead power lines. Make sure the machine has sufficient clearance to pass in all directions (also with raised or opened machine components). Also think of the radio aerial(s) or any other factory–fitted accessory or parts which may have been added afterwards.

   Should a contact between the machine and an electric power line occur, then the following precautions must be taken: Stop the machine movement immediately, stop the engine and apply the handbrake.

   Check if you can safely leave the cab or your actual position without direct contact with electric wires. If not, stay in your position and call for help. If you can leave your position without touching the lines, jump off the last step or support position to ensure that there is no contact between any part of your body and the ground at any time. Never touch the machine afterwards until power to the lines has been shut off. When people approach the machine, warn them not to touch the machine but to ask the electric power supply company to shut off the power to the lines.

10. Never apply the differential lock when turning.
    When engaged, the differential lock will prevent the combine from turning.

11. Ensure the engine is shut off and wait until the machine has completely stopped before opening any of the guards.

    THERE ARE ROTATING PARTS UNDER THE GUARDS WHICH MAY CONTINUE ROTATING AFTER THE MACHINE HAS BEEN STOPPED.

    Look and listen for evidence of rotating parts before opening any of the guards.

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Operating the attachments

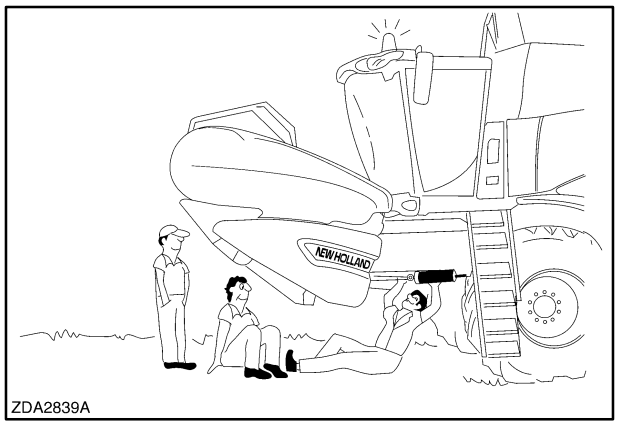
1. When coupling an attachment to the base unit, never stand between the machine and the attachment.
2. Make sure that no one is standing in front of the machine when detaching an attachment.
3. Before operating the attachment, make sure that there is no one on or near the machine.
4. Never attempt to remove crop or residues from a plugged attachment while the machine is running. Such an imprudence could cost life or limb. In the event of a blockage, always disengage the threshing mechanism, switch off the harvester engine and apply the parking brake before clearing the blockage.

Stopping the combine

1. Always lower the attachment to the ground when parking the machine.
2. For safety's sake never leave the operator's platform without first returning the ground speed control lever to neutral, switching off the threshing mechanism, engaging the parking brake and stopping the engine. Furthermore, if leaving the machine unattended, always remove the ignition key and switch off the switch on the battery.
3. When parking, always try to leave the machine on level ground and apply the parking brake. If the ground is sloping, apply the parking brake and wedge the wheels.

Maintenance

1. Follow the maintenance schedule with regard to the machine servicing intervals.
   Remember that the machine requires minor attention from time to time. Also remember that the time taken on maintenance will greatly extend the life of the machine.
2. Never attempt to clean, lubricate or carry out any adjustments on the combine while it is in motion or while the engine is running.
3. Keep hands, feet and/or garments away from moving parts. Check that all rotating parts are correctly guarded.
4. Never work under the attachment without first ensuring that the straw elevator hydraulic cylinder safety latch is engaged or that it is securely supported on wooden blocks.



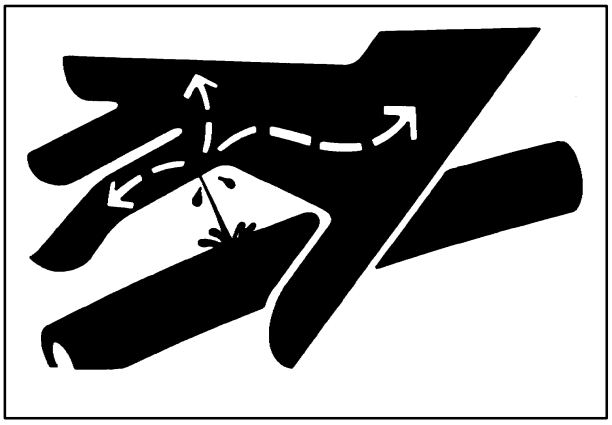
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5. Always use suitable jack stands when carrying out maintenance on the steering axle.

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6. Keep the combine, particularly the brakes and steering, maintained in a reliable and satisfactory condition to ensure your safety and compliance with legal requirements.
   Regularly check the efficiency of the brakes and replace the brake pads before they are totally worn out.

7. Any leakage of hydraulic oil under pressure may cause severe injury, so always use a shield, goggles and gloves when tracing oil leaks.



8. Never construct flexible hose assemblies from hoses which have been previously used as part of a hose assembly.

9. Never weld to the piping.

10. When flexible hoses or pipings are damaged, replace them immediately.

11. Always replace worn or frayed belts before they fail.

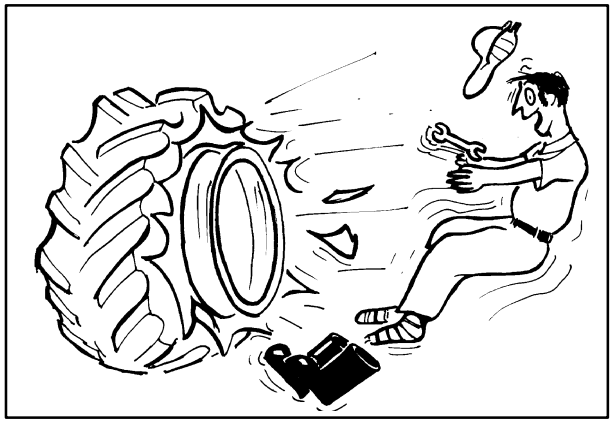
12. Always disconnect the battery earth lead before carrying out any work on the electrical system.

13. Disconnect the alternator wires and the battery cables before carrying out any electrical welding on the machine. In addition, attach the earth cable of the electric welder as close as possible to the area to be welded.

14. Remove all tools from the machine after carrying out any lubrication, maintenance or repair work. Also, make sure that all components have been securely tightened and all guards properly fitted. Replace or repair damaged guards immediately.

15. Combine wheels are very heavy. Handle with care and ensure, when stored, that they cannot topple over and cause injury.

16. Never work on the tyres unless you have the special tools and the necessary experience. Incorrect fitting could be a serious safety hazard. If in doubt, call in qualified personnel.



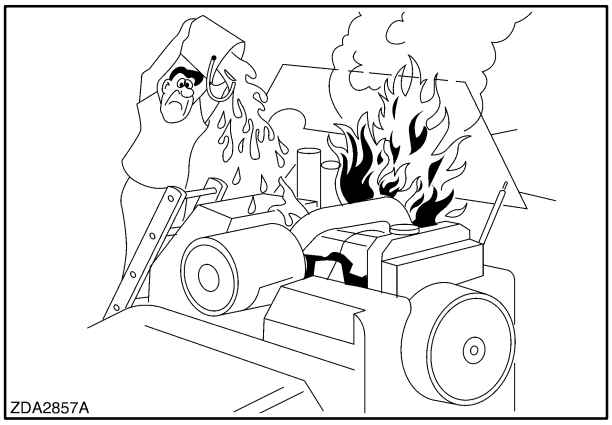
17. Never attempt to service the air conditioning system. You may be severely frost bitten or injured by escaping refrigerant. Special equipment and instruments are required to service the air conditioning system. Contact an authorised dealer for service.

18. Adhere to all recommendations that are mentioned in this manual such as service intervals, torques, lubricants, etc.

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Engine

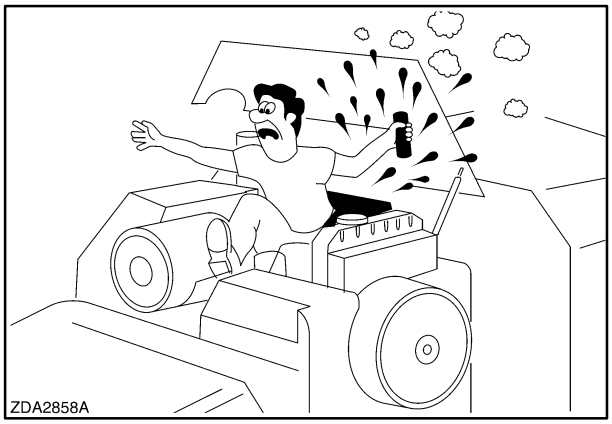
1. Keep the engine area clean of dust, chaff and straw to prevent the possibility of fires.


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2. Never idle the engine in an enclosed area as harmful exhaust gases may build up.

3. Wear a suitable hearing protective device, such as ear muffs or ear plugs, if you are exposed to noise which you feel is uncomfortable.

4. The cooling system operates under pressure which is controlled by the radiator cap. It is dangerous to remove the cap while the engine is hot.
   - Switch off the engine and wait until it has cooled. Even then use extreme care when removing the cap. Cover the cap with a rag and turn it slowly to the first stop to allow the pressure to escape before removing the cap completely. Stand clear of the radiator opening as hot coolant may splash out.
   - Never add cold water to a hot radiator.


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   Failure to follow these instructions may result in serious personal injury from hot coolant or steam blowout and/or damage to the cooling system or engine.

5. Antifreeze contains monoethylene glycol and other chemicals which are toxic if taken internally and can be absorbed in toxic amounts through repeated or prolonged skin contact. Follow these precautions when working with antifreeze:
   - Never take antifreeze internally. If antifreeze is swallowed accidentally, obtain medical attention immediately.
   - Keep antifreeze in sealed containers out of reach of children, livestock or pets.

6. The fuel oil in the injection system is under high pressure and can penetrate the skin. Unqualified persons should not remove or attempt to adjust a fuel injection pump, injector, nozzle or any other part of the fuel injection system. Failure to follow these instructions may result in serious injury.
   If fuel is injected through the skin, medical assistance should be obtained.

7. Be very careful to avoid contact with hot engine oil. If the engine oil is extremely hot, allow the oil to cool to a moderately warm temperature for safe removal.

8. Never handle a hot oil filter with bare hands.

9. Continuous and prolonged contact with used engine oil may cause skin cancer. Protect your skin by wearing heavy plastic gloves. If oil gets onto the skin, wash promptly with soap and water.

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Diesel fuel

1. Under no circumstances should gasoline, alcohol or blended fuels be added to diesel fuel. These combinations can create an increased fire or explosive hazard. In a closed container, such as a fuel tank, such blends are more explosive than pure gasoline. **Never use these blends.**

2. Never remove the fuel tank cap or refuel with the engine running or hot.
   Refuel the combine fuel tank only when the engine has been turned off.
   Never smoke or use a naked flame when refuelling or when standing near fuel tanks.

3. Maintain control of the fuel filler pipe nozzle when filling the tank.

4. Never fill the fuel tank to capacity. Allow room for expansion.

5. Wipe up spilled fuel immediately.

6. Always tighten the fuel tank cap securely.

7. If the original fuel tank cap is lost, replace it with an approved cap. A non approved, proprietary cap may not be safe.

8. Keep equipment clean and properly maintained.

9. Never drive equipment near open fires.

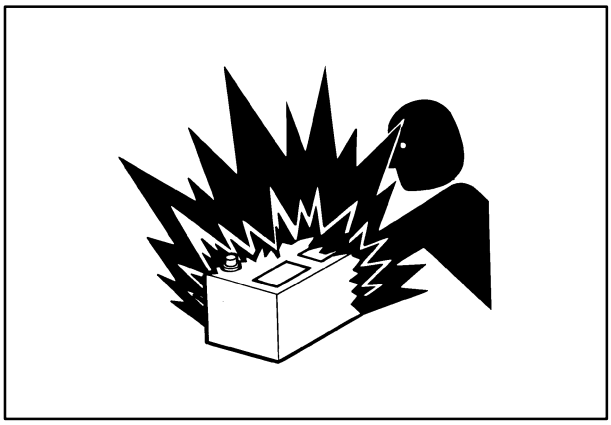
10. Never use fuel for cleaning purposes.

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Battery warning

⚠ CAUTION ⚠

The battery contains a sulphuric acid electrolyte which may cause severe burns and produce explosive gases. Avoid contact with the skin, eyes or clothing. Never take internally.



The essential precautions listed must be observed:

- *Never use a naked flame to check the electrolyte level. Keep sparks, flames and lighted tobacco away.*
- *Never produce sparks with cable clamps when charging the battery or starting the engine with a slave battery.*
- *Wear eye protection when working near batteries.*
- *Provide ventilation when charging or using in an enclosed space.*
- *Ensure the vent plugs are correctly installed and tight.*

If the electrolyte comes into contact with the skin, eyes or is taken internally, treat as follows:

Skin:	Flush with cold water.
Eyes:	Flush with cold water for 10 minutes and get prompt medical attention.
Internal:	Call a doctor immediately.

Illustrations

NOTE: *Some of the illustrations in this Manual have been obtained by photographing prototypes. Standard production machines may differ in some details.*

⚠ CAUTION ⚠

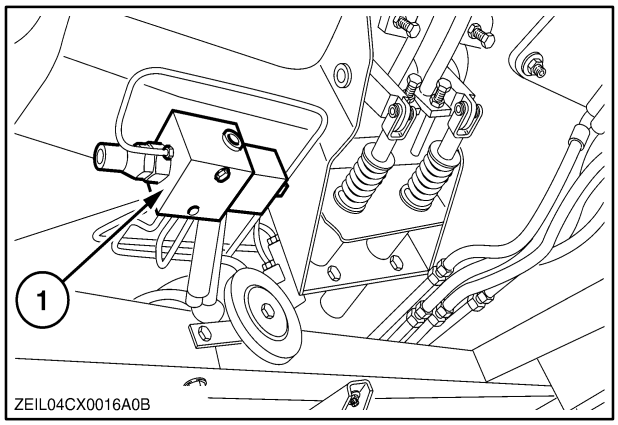
In some of the illustrations in this Manual the guards or covers have been removed for clarity. Never operate the machine with these protective guards or covers removed.

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Stability

⚠ WARNING ⚠

To maintain safe stability and tracking characteristics during braking, the installation of a brake force limiting valve (1) is mandatory when travelling on the road with foldable front attachment installed.
In addition, always make sure the correct number of ballast weights corresponding to the attachment installed is mounted at the rear of the unit. Refer to "*SECTION 8 – SPECIFICATIONS*", headed counterweights.
(This brake force limiting valve is only operative when road mode is selected).



LEGAL OBLIGATIONS

Your machine may be equipped with special guarding or other devices in compliance with local legislation. Some of these require active action by the operator.

Therefore, check local legislation on the usage of this machine.

SAFETY REQUIREMENTS FOR FLUID POWER SYSTEMS AND COMPONENTS – HYDRAULICS (EUROPEAN STANDARD EN 982)

Flexible hose assemblies may not be constructed from hoses which have been previously used as part of a hose assembly.

Never weld hydraulic piping.

When flexible hoses or piping are damaged, replace them immediately.

It is forbidden to modify a hydraulic accumulator by machining, welding or any other means.

Before removing hydraulic accumulators for servicing, the liquid pressure in the accumulator must be reduced to zero.

Pressure check on hydraulic accumulators shall be carried out by method recommended by the accumulator manufacturer.

Care must be taken not to exceed the maximum allowable pressure of the accumulator. After any check of adjustment there must be no leakage of gas.

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AIRBORNE NOISE EMISSION

In line with the European directive (CEE/86/188) and national legislation, listed below are the noise levels at the operator's ear measured in dBa, according to the ISO 5131 standard.

The noise is measured with the engine and all mechanisms engaged and running at normal operating speed for the specified use of the product and without crop flow through the machine. For machines with a cab, the noise is measured with all windows and doors closed and also in the open position.

It should be noted that the noise level may exceed 85 dBa if the machine is operating with doors and/or windows open.

In this case, the use of ear protection equipment is recommended. In several countries this is mandatory, so check local legislation.

Machine model	Engine model	Noise level (dBa) Cab doors and windows closed
CX720	CNH 675 TA/AG	75
CX740	CNH 675 TA/AH	75
CX760	CNH 675 TA/AJ	75
CX780	CNH 675 TA/AB	75
CX820	CNH 675 TA/AJ	75
CX840	CNH 675 TA/AB	75
CX860	IVECO F2B	75
CX880	IVECO F3A	75

ELECTROMAGNETIC COMPATIBILITY (EMC)

This product complies with the EEC directive 89/336 and its amendments on Electromagnetic Interferences on electronic equipment if it is used in conjunction with equipment which bears the CE mark.

New Holland will take no liability for any problem arising as a result of its product working in an environment of other equipment which does not comply with the EEC directive.

Disturbances remain possible if added non New Holland equipment does not meet the standards. As these interferences may result in serious malfunction of the machine and/or create unsafe situations the following instructions must be observed:

Each element of non New Holland equipment added to this New Holland product must bear a CE mark.

The maximum power of emission equipment (radio, telephones, etc.) must not exceed the limits imposed by the national authorities of the country of usage of the machine.

The electromagnetic field generated by the added system must not exceed 24 V/m at any moment and at any location in the proximity of electronic components and the network between them over the entire machine.

VIBRATION LEVEL INFORMATION

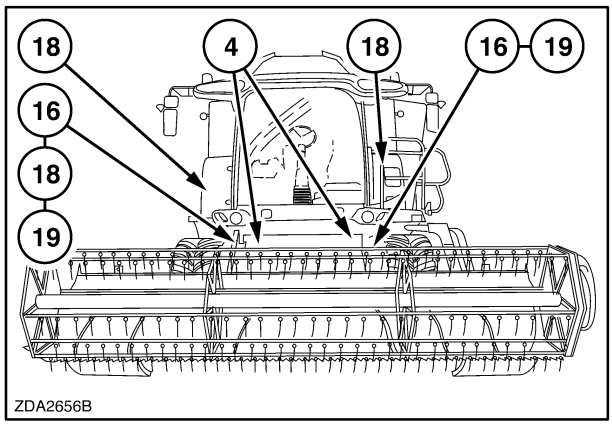
The vibration level for the arms to which the operator of this machine is exposed under normal operating conditions is below the 2.5 m/sec^2 weighted root mean square (RMS) value. The vibration level for the whole body is below the 0.5 m/sec^2 RMS value.

This information and measuring methods are in line with the European Machinery Directive 98/37/EC paragraph 3.6.3.

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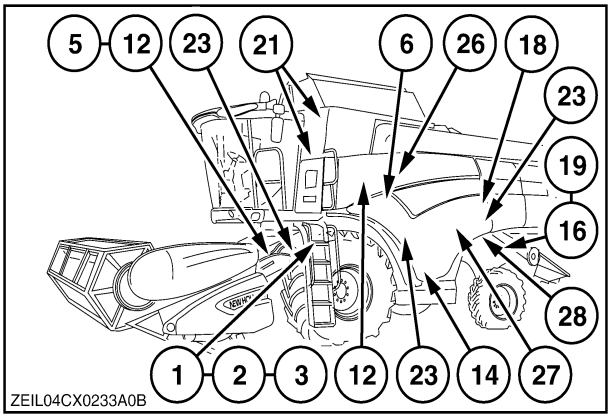
SAFETY DECALS

The following safety decals have been placed on your machine in the areas indicated. They are intended for your personal safety and for those working with you.



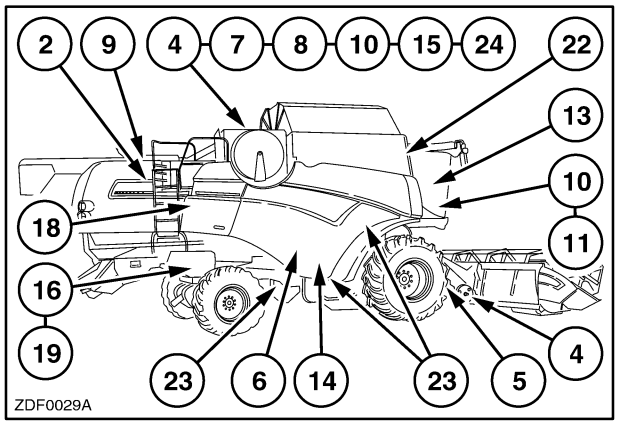
12

Please take this manual and walk around your machine, noting the location of the decals and their significance.



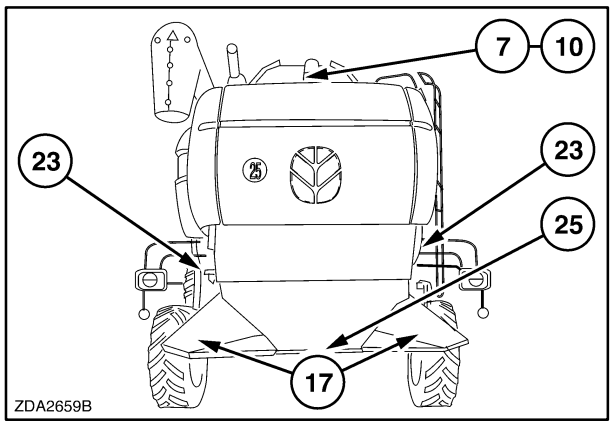
13

Review these decals and the operating instructions detailed in this Manual with the machine operators.



14

Keep the decals clean and legible. If they become damaged or illegible, obtain replacements from your New Holland dealer.



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Decal 1



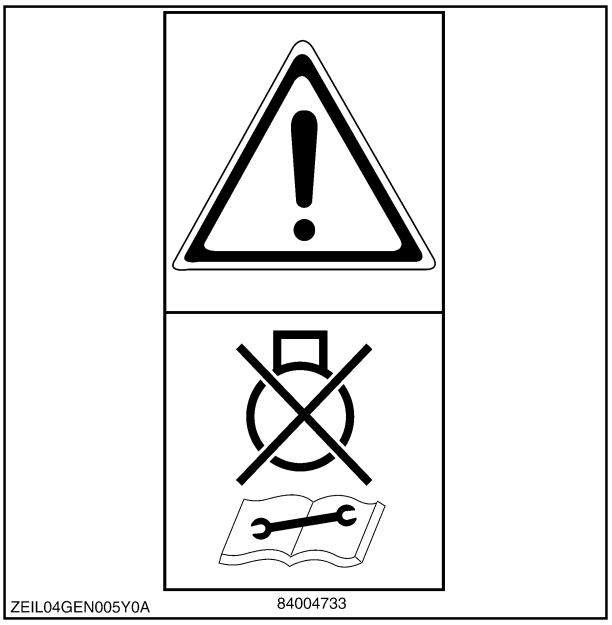
Carefully read the Operator's Manual before operating the machine. Observe instructions and safety rules when operating.

Decal 2



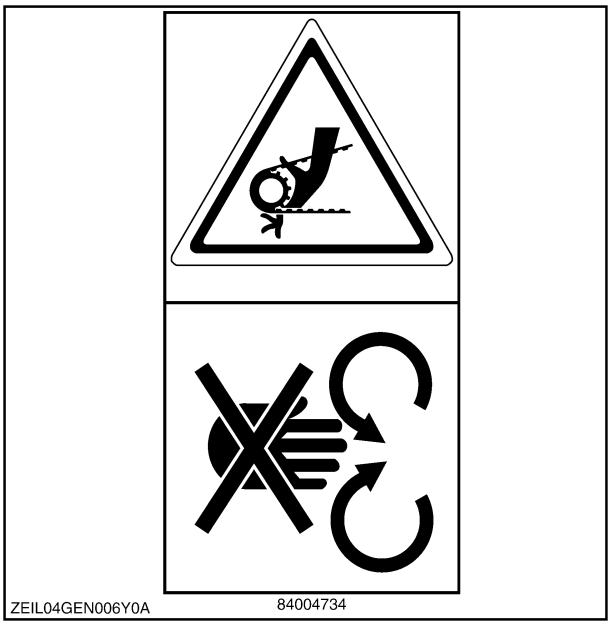
Never ride on platform or ladder.

Decal 3



Disengage all drives, stop the engine and wait until moving parts have stopped before cleaning or servicing the machine.

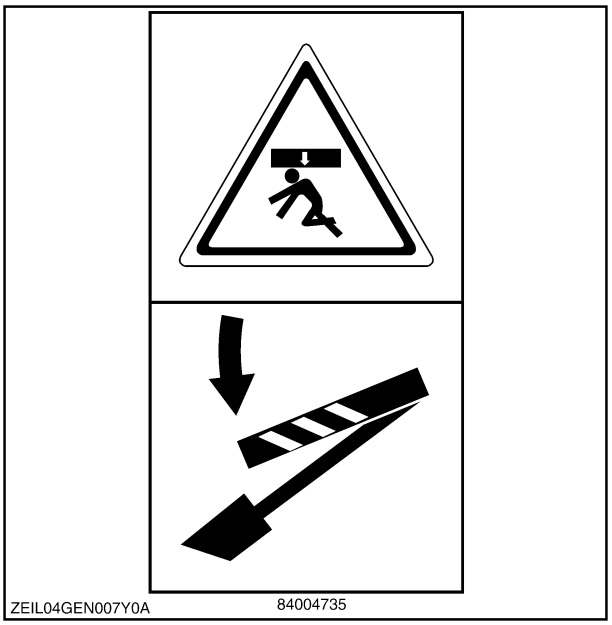
Decal 4



Never open or remove safety shields while engine is running.

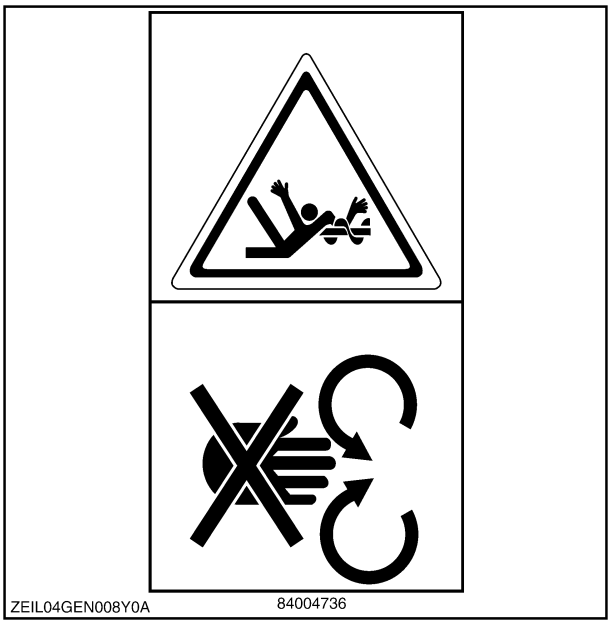
https://truckmanualshub.com/

Decal 5



Secure lift cylinder locking device before getting in dangerous area.

Decal 6



Never reach into rotating auger.

Decal 7



Never reach or climb into grain tank while engine is running.

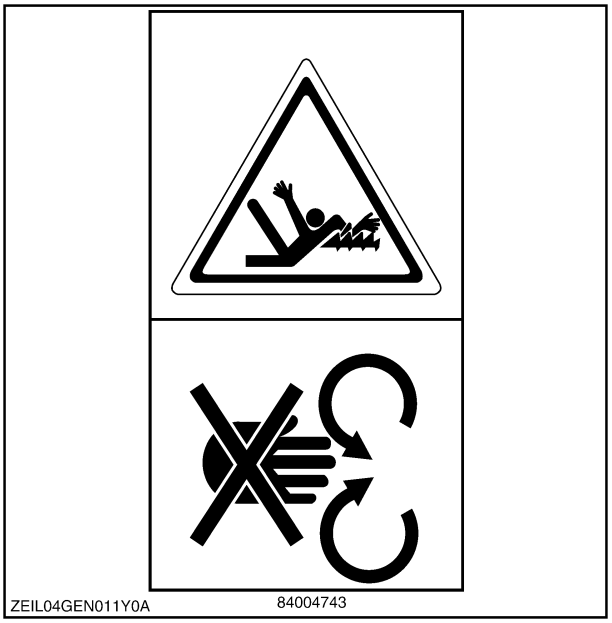
Decal 8



Stay clear of hot surface.

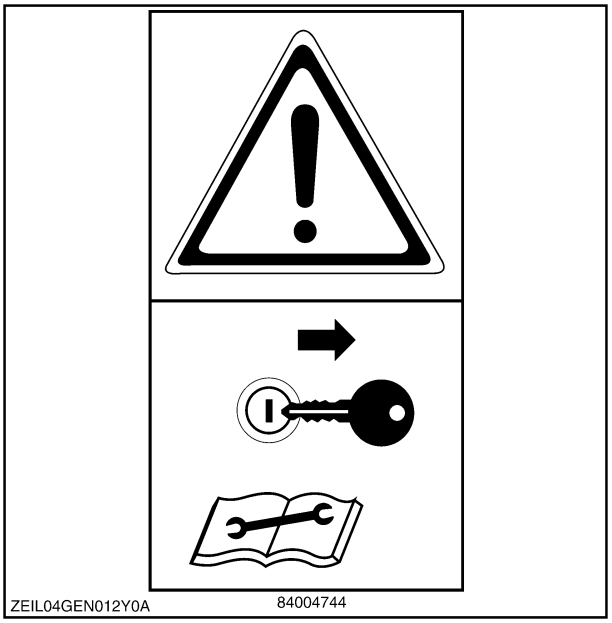
https://truckmanualshub.com/

Decal 9



Never reach into straw walkers while engine is running.

Decal 10



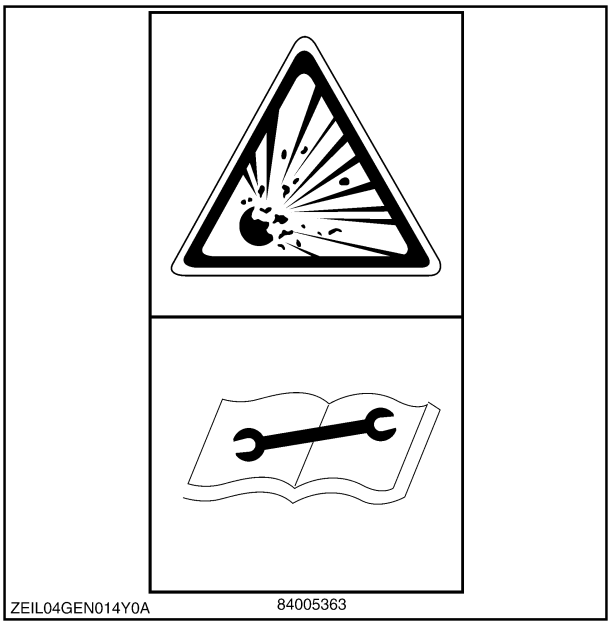
Shut off engine and remove ignition key before performing maintenance or repair work.

Decal 11



Sound the horn 3 times before starting the engine.

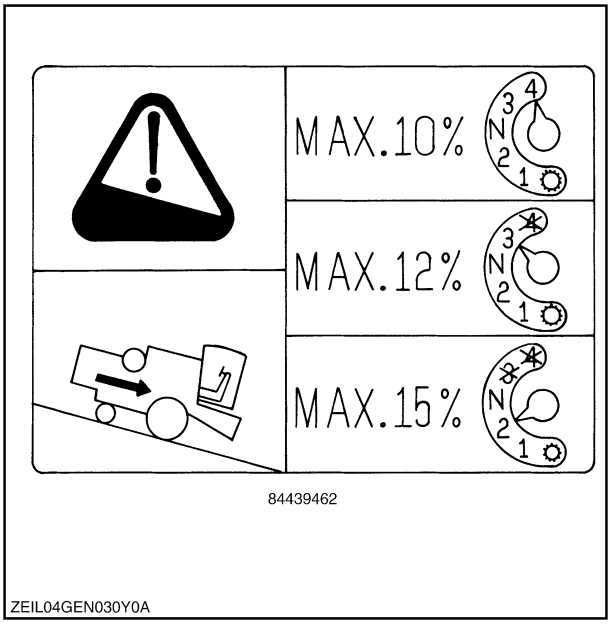
Decal 12



Hydraulic accumulators contain gas and oil under pressure. For removal and repair, contact your local New Holland dealer.

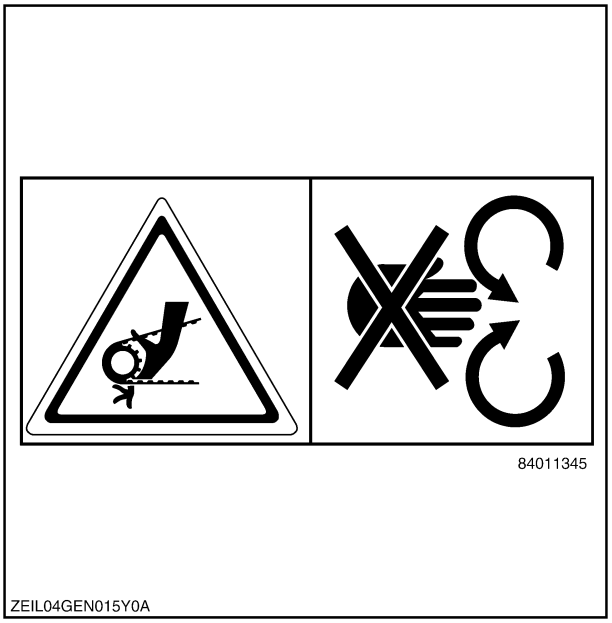
https://truckmanualshub.com/

Decal 13



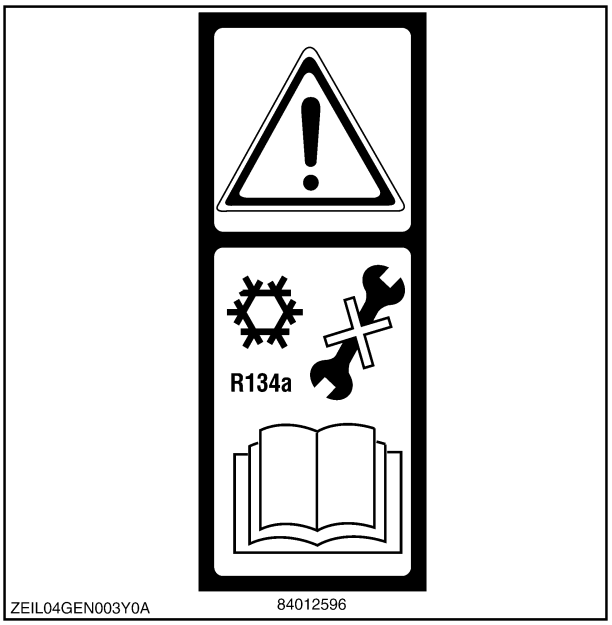
To prevent runaway of the combine (i.e. when the ground speed increases during downhill driving and it is impossible to reduce speed with the ground speed control lever), it is necessary to shift into a lower gear appropriate to the steepness of the hill before starting the descent.

Decal 14



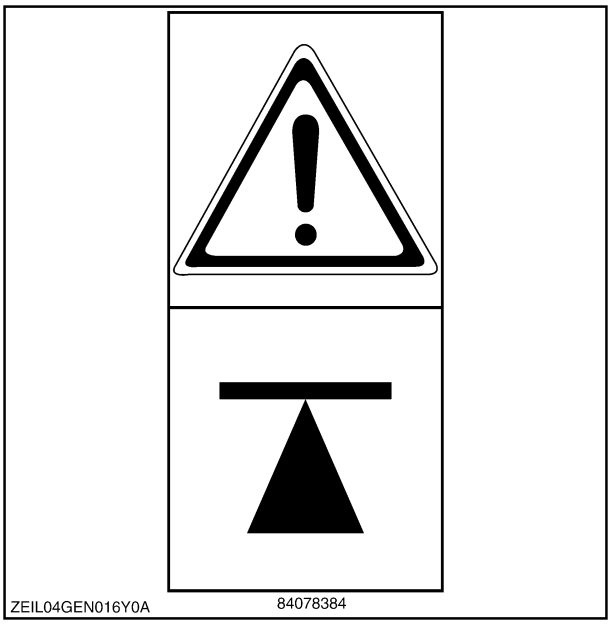
Never open or remove safety guard while engine is running.

Decal 15



R 134a cooling gas. For removal and repair contact your local New Holland dealer.

Decal 16



Jack up point.

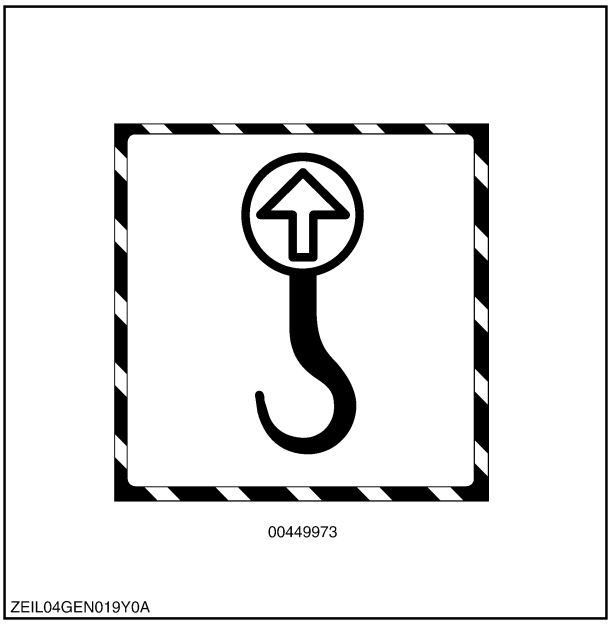
https://truckmanualshub.com/

Decal 17



DANGER:
Stay clear while engine is running.

Decal 18



Lifting eye / pulling eye.

Decal 19



Tie-down eye.

Decal 20



Only operate when approved fire extinguisher is installed.

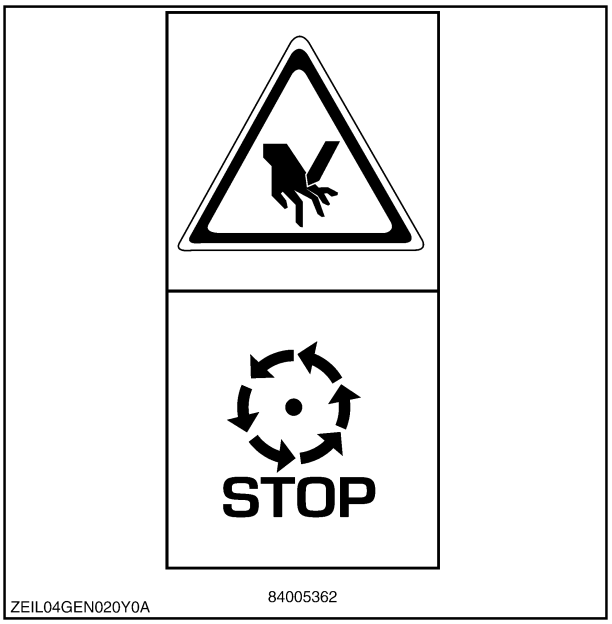
https://truckmanualshub.com/

Decal 21



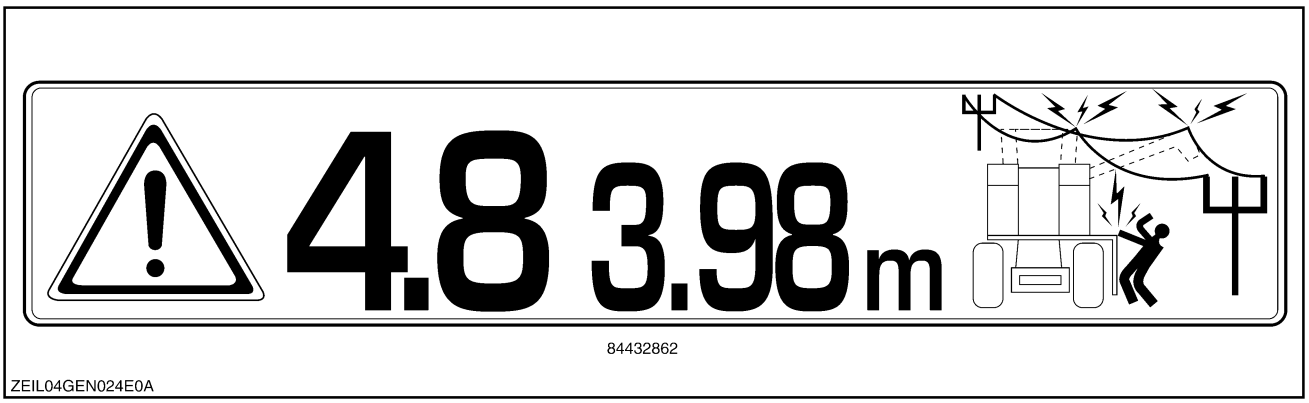
Don’t place foot.

Decal 23



Wait until all machine components have stopped completely before touching them.

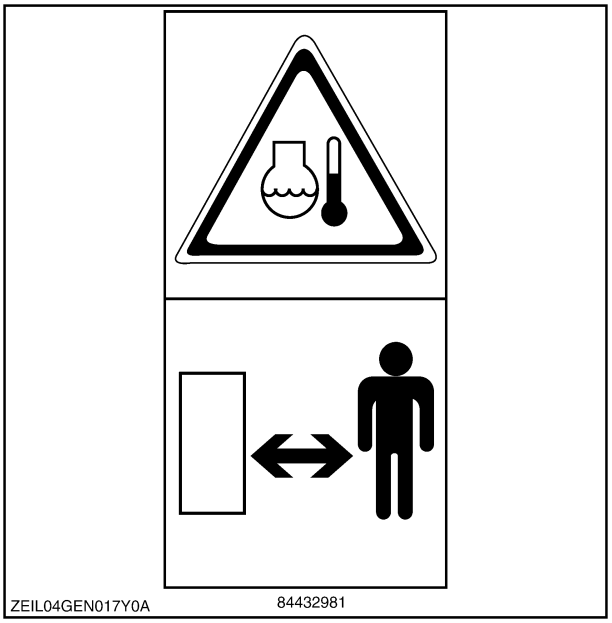
Decal 22



Overhead power lines + height indication.

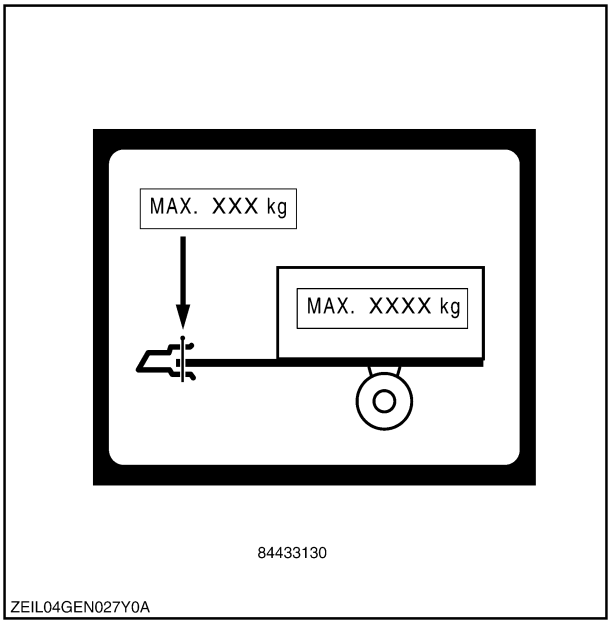
https://truckmanualshub.com/

Decal 24



Hot coolant.

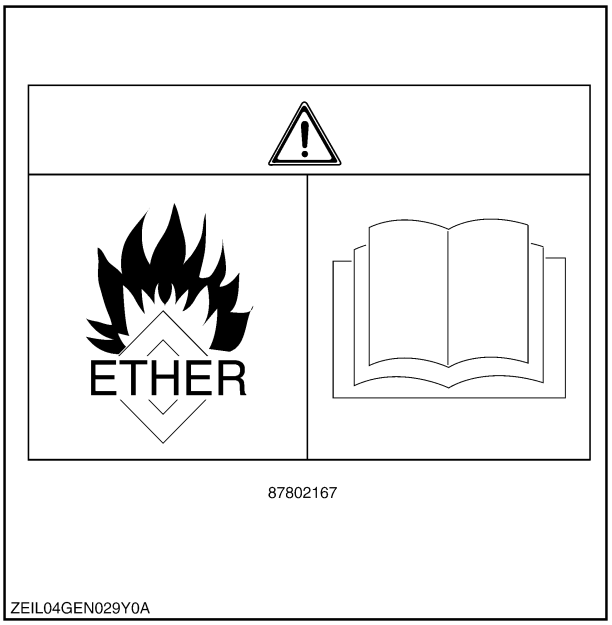
Decal 25



This plate indicates:

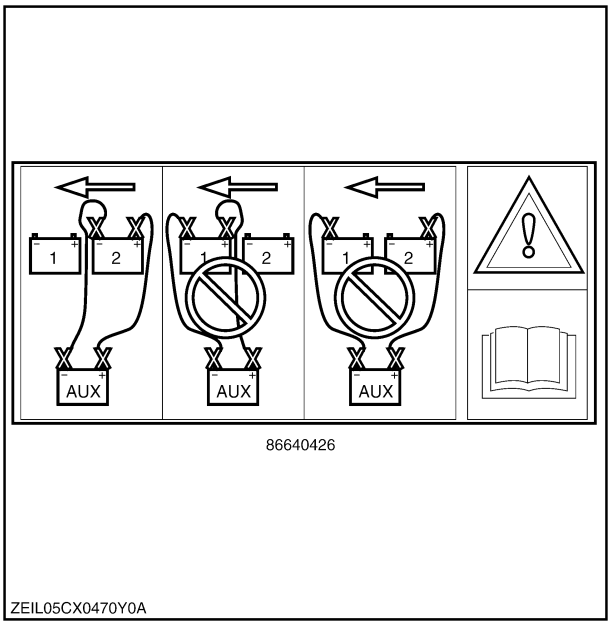
1. The maximum allowed vertical force.
2. The maximum allowed horizontal pull force of the hitch.

Decal 26



Ether warning

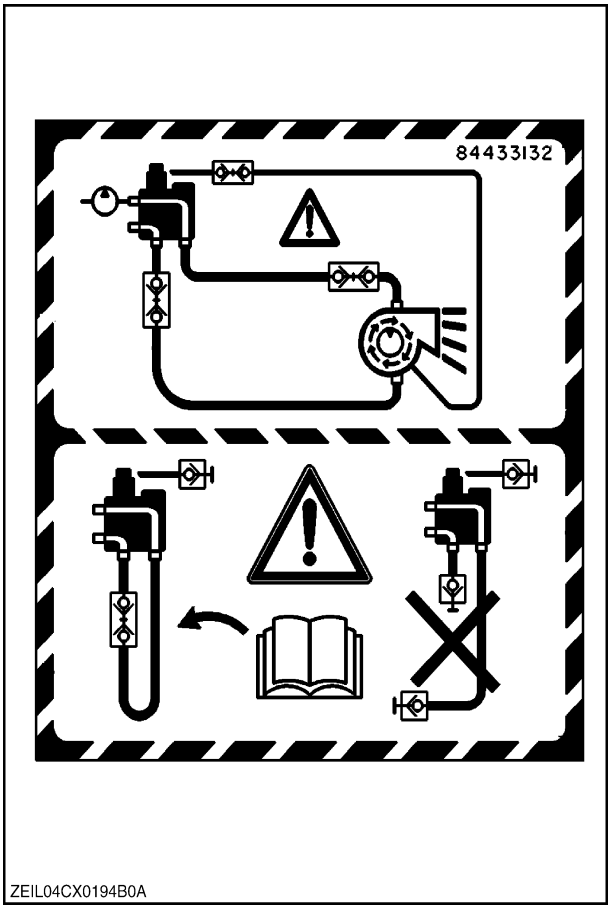
Decal 27



Boost only to rear battery.

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Decal 28

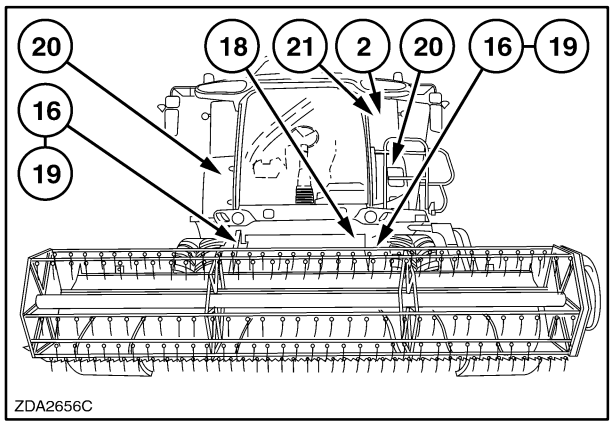


When remove the chaff blower, connect the hydraulic couplers as shown.

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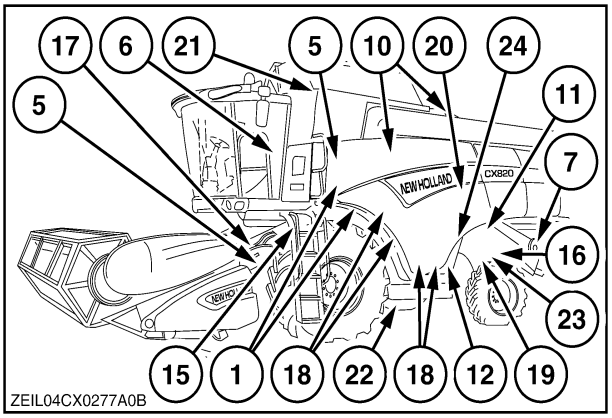
SAFETY DECALS (AUSTRALIA)

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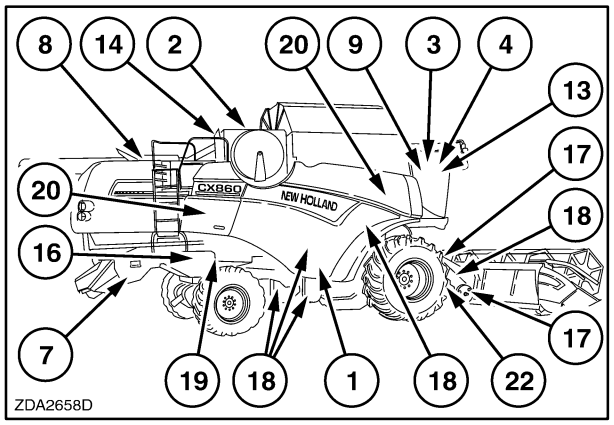
16

Please take this manual and walk around your machine, noting the location of the decals and their significance.



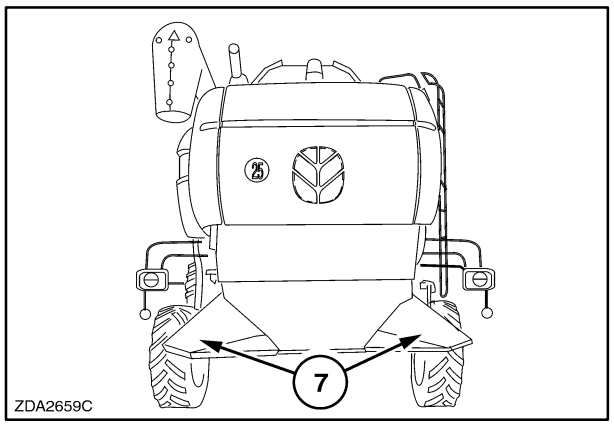
17

Review these decals and the operating instructions detailed in this Manual with the machine operators.



18

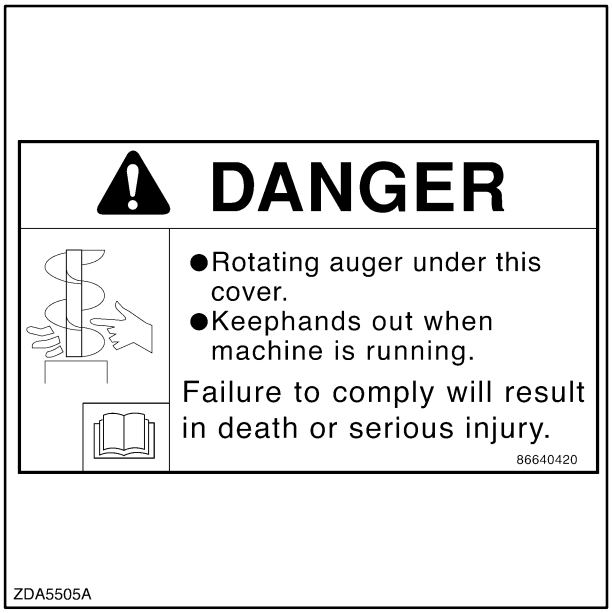
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19

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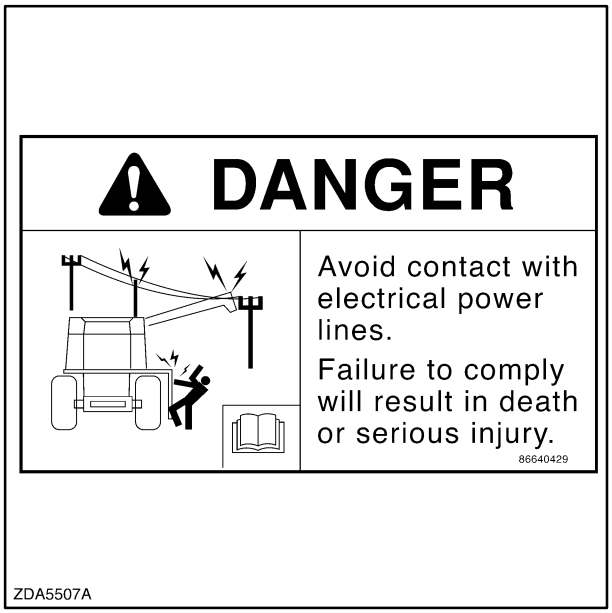
Decal 1



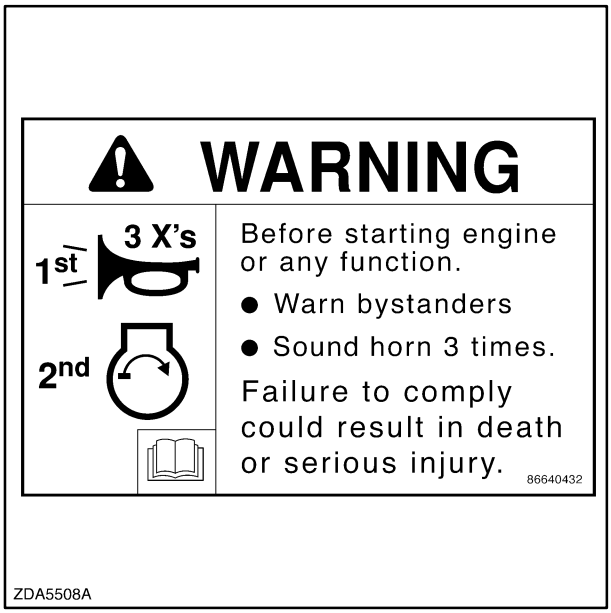
Decal 2



Decal 3

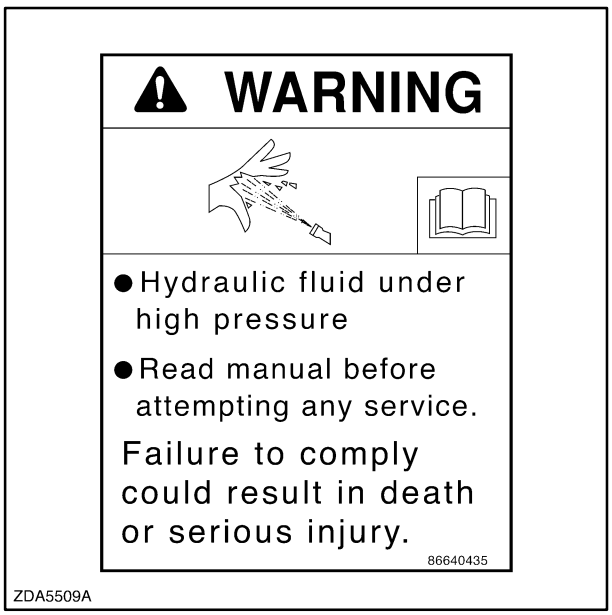


Decal 4



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Decal 5



Decal 6



Decal 7



Decal 8



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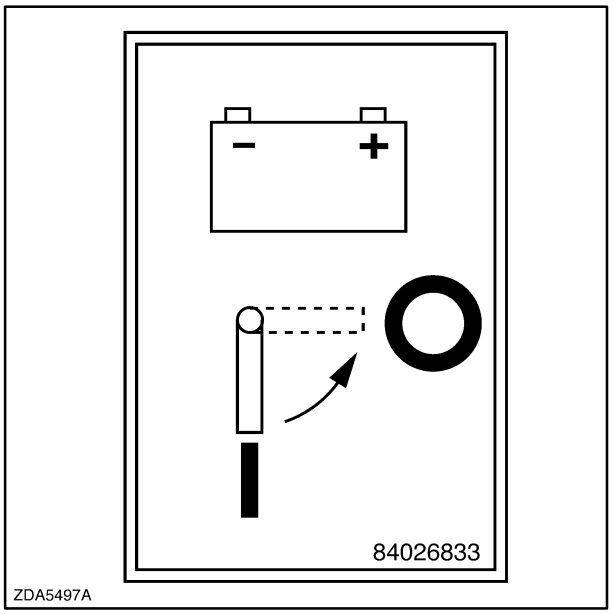
Decal 9



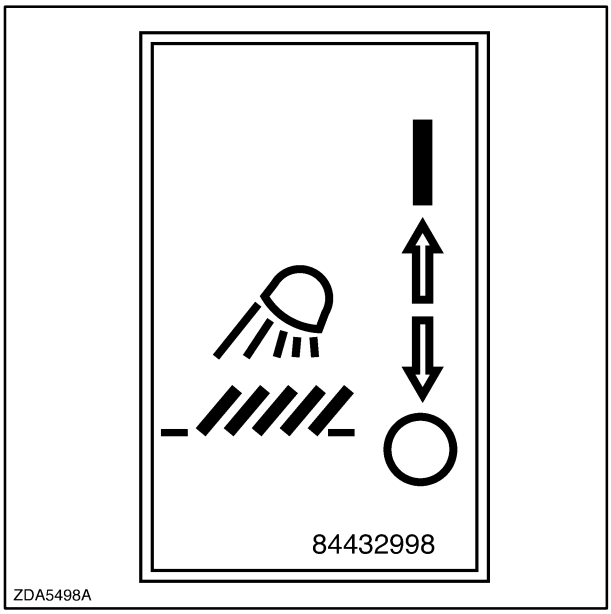
Decal 10



Decal 11

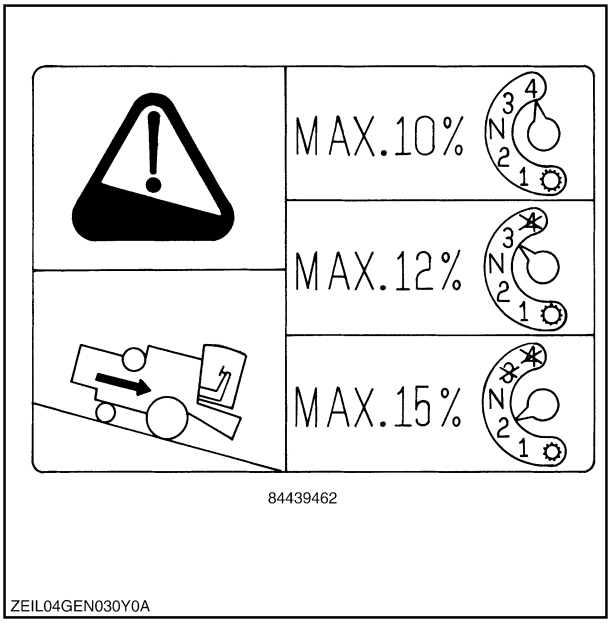


Decal 12



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Decal 13



To prevent runaway of the combine (i.e. when the ground speed increases during downhill driving and it is impossible to reduce speed with the ground speed control lever), it is necessary to shift into a lower gear appropriate to the steepness of the hill before starting the descent.

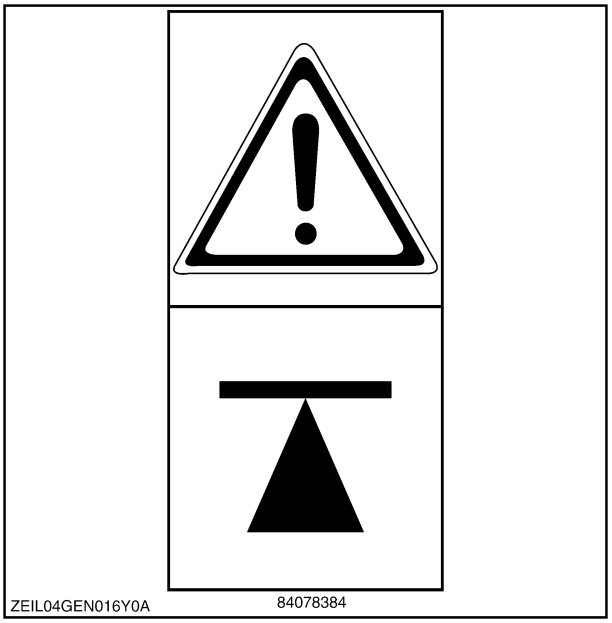
Decal 14



Decal 15



Decal 16



Jack up point

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Decal 17



Decal 18

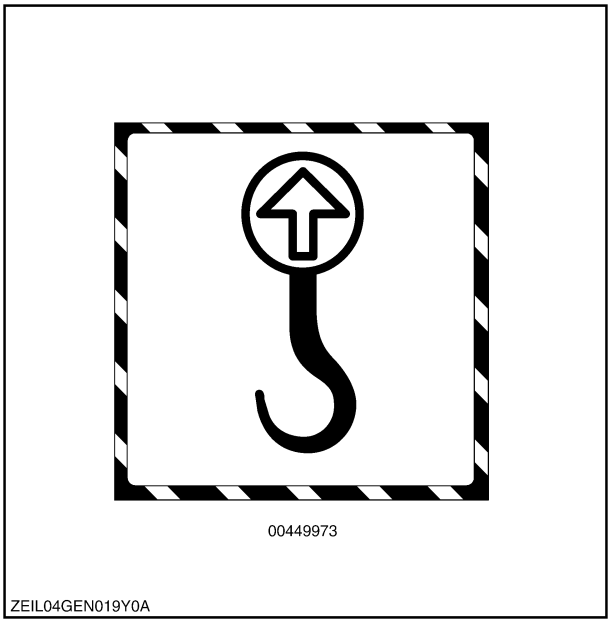


Decal 19



Tie-down eye.

Decal 20



Lifting eye / pulling eye.

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Decal 21

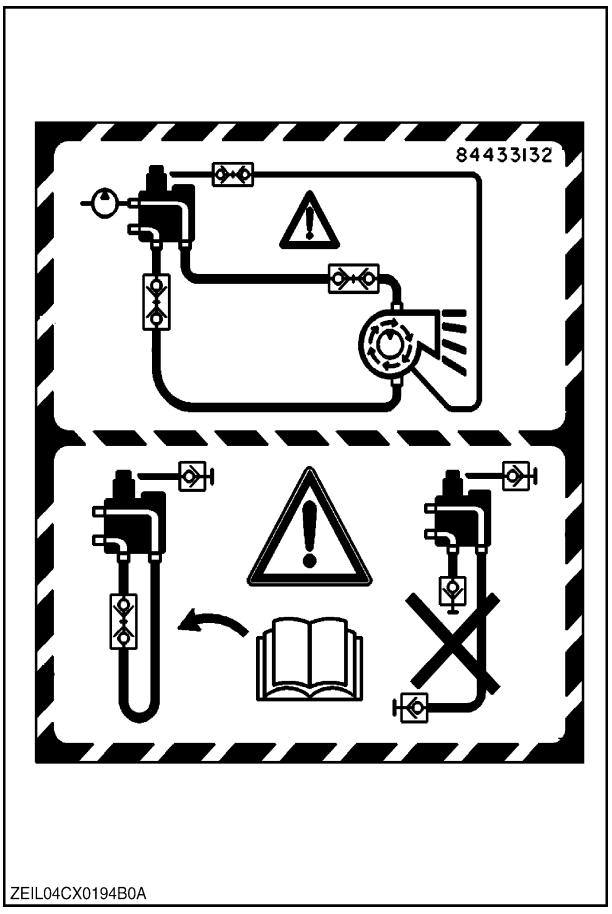


Don’t place foot.

Decal 22

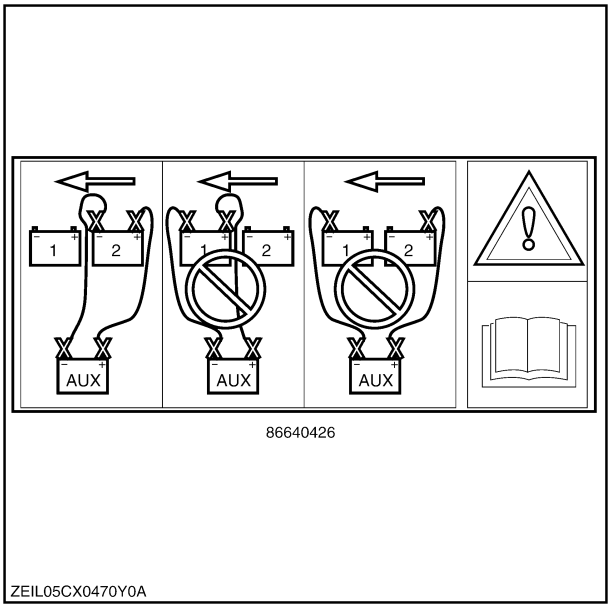


Decal 23



When remove the chaff blower, connect the hydraulic couplers as shown.

Decal 24



Boost only to rear battery.

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ACCESS TO MACHINE COMPONENTS

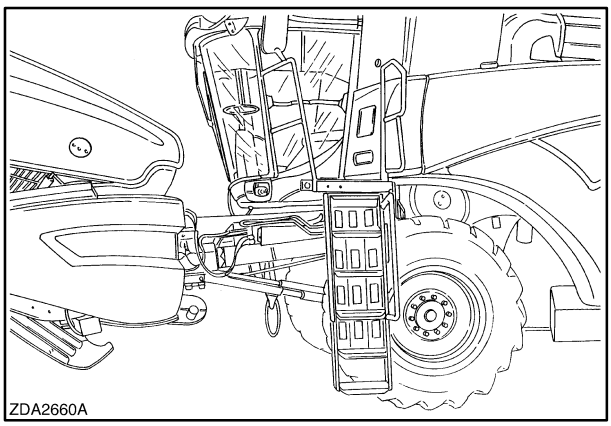
1. Access to operator's platform

⚠ DANGER ⚠

Never allow anyone to stand or hang on the combine access ways while the combine is in motion. These access ways are only provided for entering and servicing the (stopped) combine in a safe way.

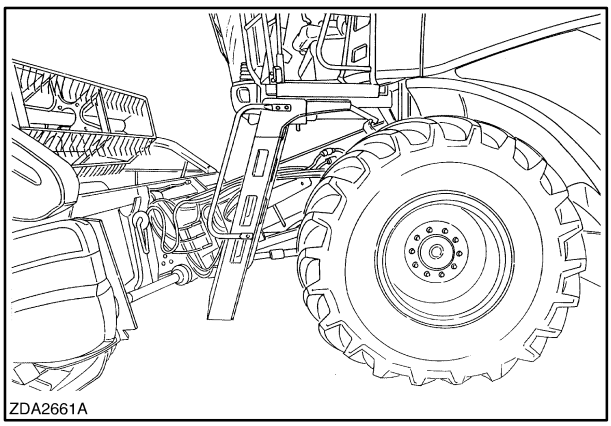
⚠ CAUTION ⚠

Always mount and leave the combine in a safe way, i.e. use the steps and guard rails provided and maintain a 3-point contact at all times.



20

To turn the ladder in front of the wheel for road transport, proceed as follows:

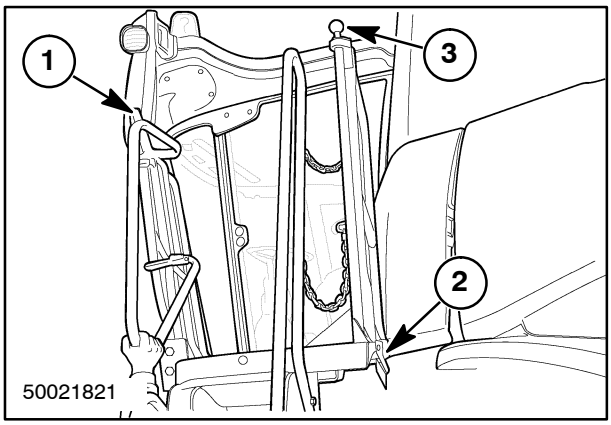


21

1. Lift the front, top hand rail as shown from the ground, or by lifting handle (1) from the upper platform, and rotate the rail forward.

2. Pull down on the ladder latch handle (2) from the ground or press down on the upper knob (3) from the upper platform and swing the ladder forward. Release the latch and swing until the ladder latches in the forward position.

To return to the side position reverse steps 1 and 2 being sure the ladder latches into position before stepping onto the ladder.



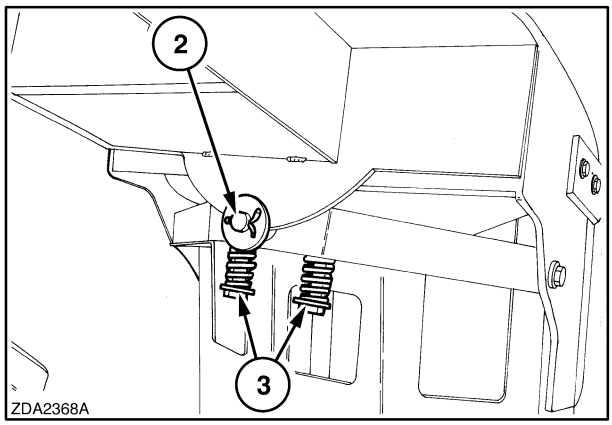
22

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With the ladder in the side position for field operation, the ladder can pivot, at 2, when the combine is advancing or reversing and the ladder contacts an obstacle.

The pivoting force is adjusted with springs 3. The length of the springs should be 63 mm (2–1/2”).

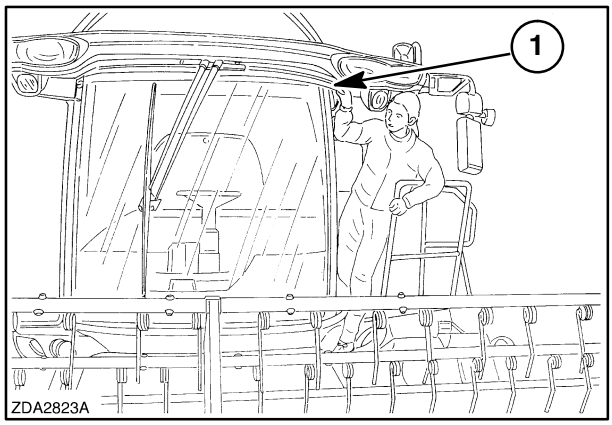
Be sure to return the ladder to the center position before stepping onto the ladder.



23

3. Access to straw elevator to enable cleaning of the cab windscreen.

Raise the header to its highest position and engage the header safety latch. Step on the straw elevator (is foreseen with antislip strips) and keep your hand on rail 1 on top of the cab.

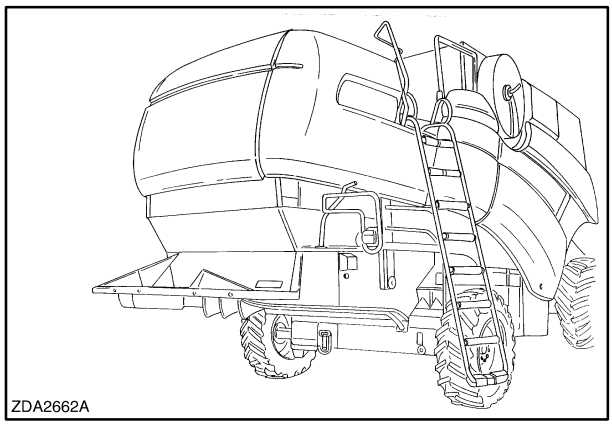


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4. Pull the rear ladder down to have access to the engine compartment and fuel tank filler cap.

Lowering the rear ladder during the threshing mechanism and/or unloading system is engaged will cause to stop this functions. It is, however impossible to start the threshing mechanism and/or the unloading system while the rear ladder is in the lowered position.



25

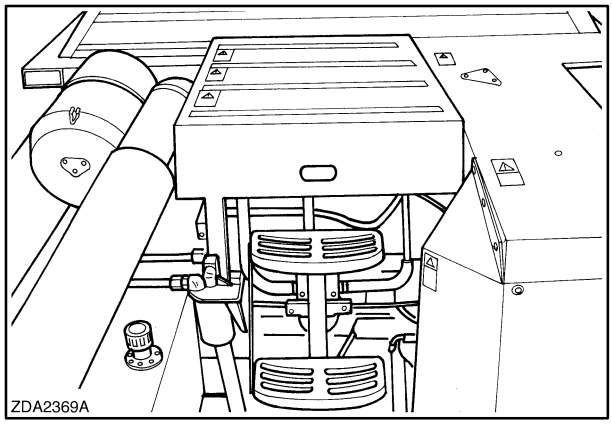
⚠ CAUTION ⚠

Rear ladder must be in the raised position during travel on public roads. Severe equipment damage could result if ladder is left in the lowered position during travel.

5. Step and antislip strips on the engine cover are provided to have access to the grain tank at the rear side.

⚠ CAUTION ⚠

Never stand up on the engine cover.



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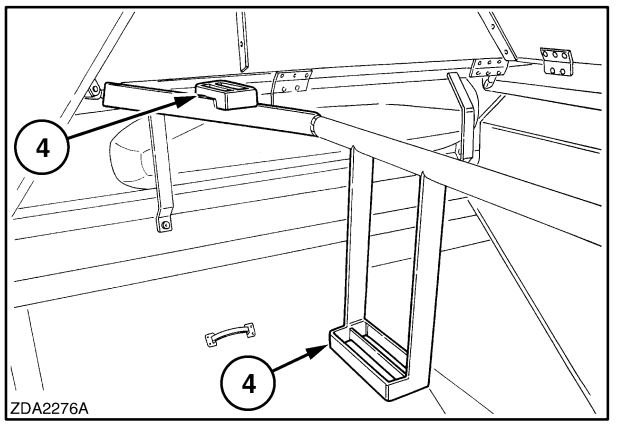
6. The grain tank is accessible through the open grain tank covers using the steps (4).

⚠ CAUTION ⚠

Shut off the engine and remove the ignition key before entering the grain tank.

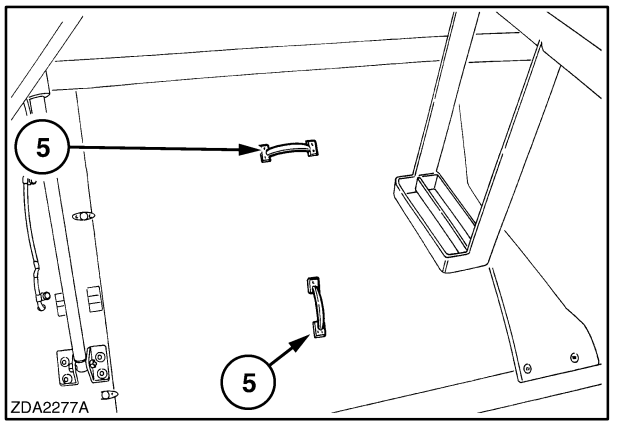
⚠ CAUTION ⚠

Never climb in the grain tank from the front side.



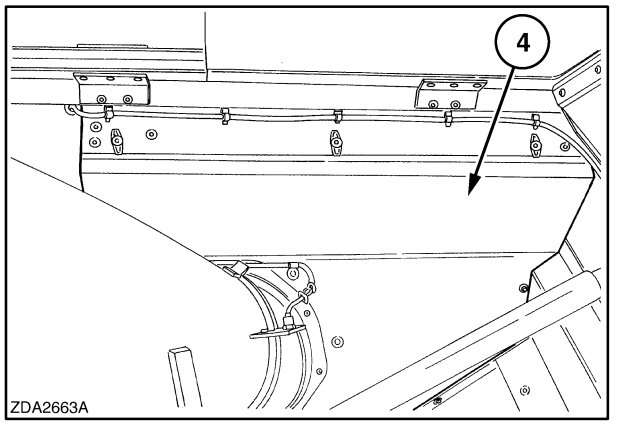
27

7. Once inside the grain tank, remove the cover (5) to gain access to the engine compartment.



28

8. Remove the cover (4) to gain access to the grain flow sensor (if installed).

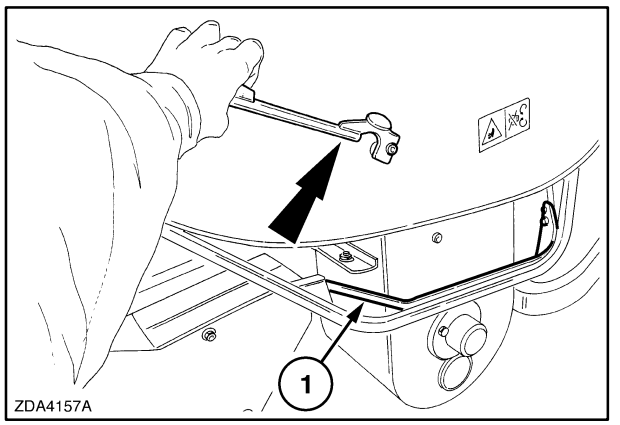


29

9. Shielding (left and right-hand side).

   To open: Turn first the nut a quarter clockwise with the special tool to unlock the shielding and pull then the support (1) together wit the handle to open the shielding completely.

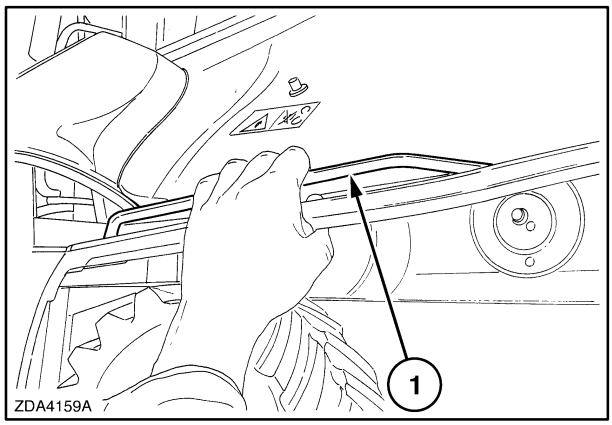
NOTE: *If not, using the support (1), the shielding can not be opened completely.*



30

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To close: Pull the support (1) together with the handle to close the shielding.



31

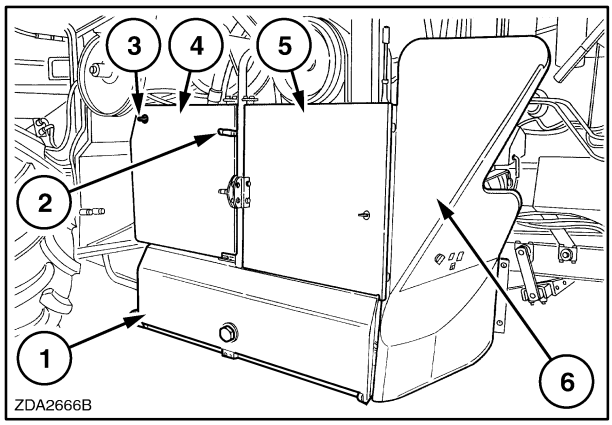
10. Service platform (1) (left-hand side).

    Pulling down the lever (2) will cause to open this platform (1).

11. Service shielding (4). To open turn the lock (3).

12. Service shielding (5). To open the shielding (5), open first service platform (1).

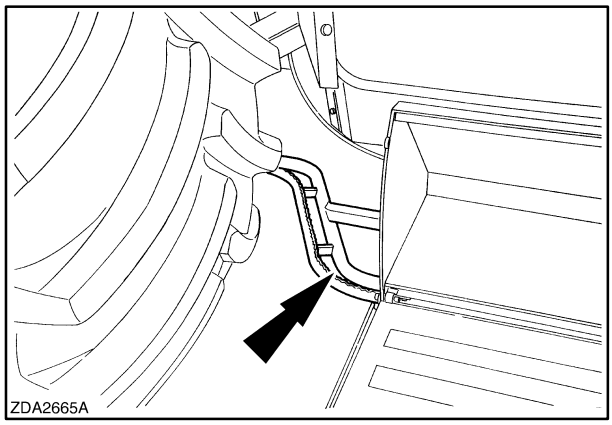
13. Rear service shielding (6). Open first the service platform (1) and the service shielding (5).



32

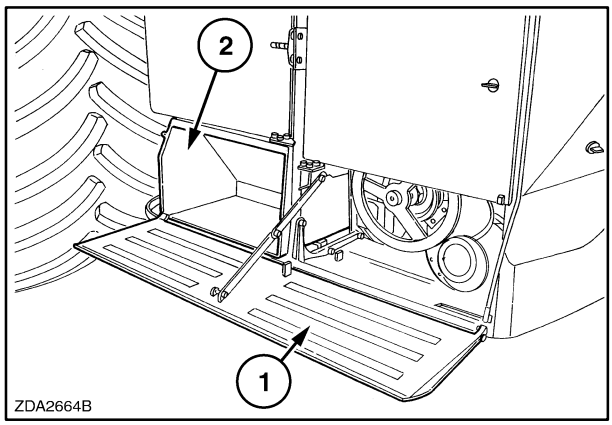
14. Service step (left-hand side).

Use this step to check the concave or grain pan.



33

15. Toolbox.
    Open the service platform (1) to gain access to the toolbox (2) and use it as a step to service the left-hand side of the combine.
    (this shielding is foreseen to be locked).

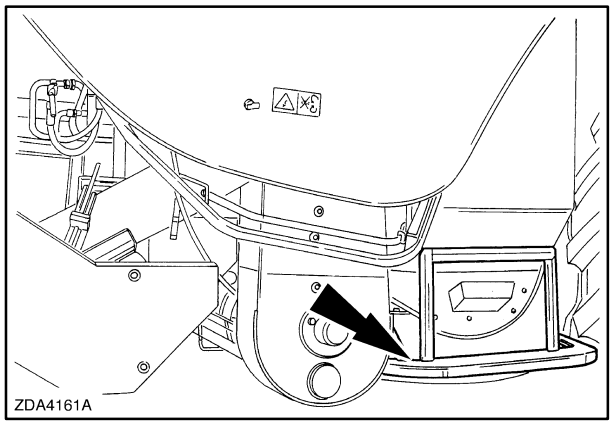


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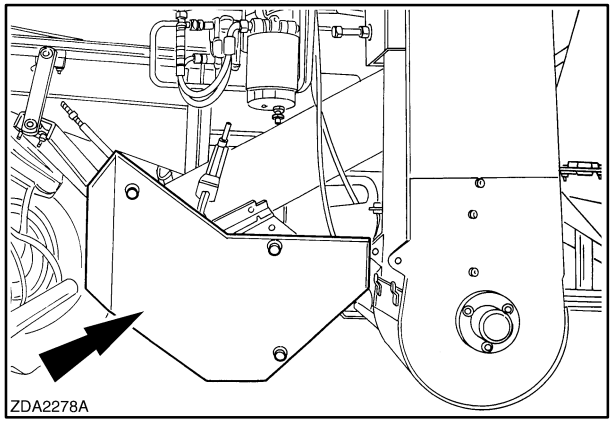
16. Service step (right-hand side)

Use this step to check the concave or grain pan.



35

17. Access cover to return auger drive (right-hand side)



36

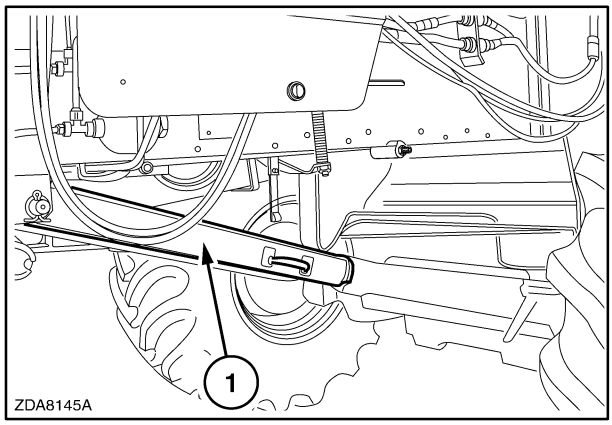
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PROTECTIVE DEVICES

Header standard safety latch

The left-hand cylinder is standard fitted with a safety latch which must be lowered onto the cylinder rod to prevent accidental lowering of the header.

Whenever work is carried out underneath the header, the latch must be lowered onto the cylinder rod as shown at (1).



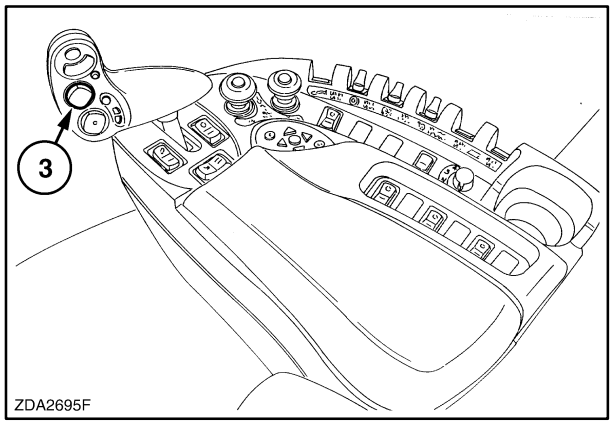
37

To engage or disengage the header safety latch is it necessary to lift the straw elevator to its maximum height.

To do this job, proceed as follows:

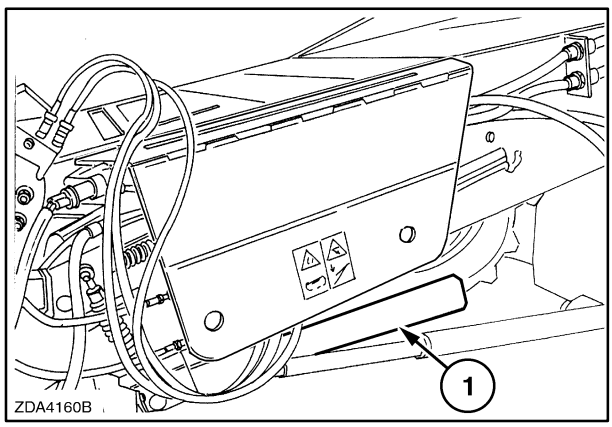
1. Select field mode using the field/road mode selector switch.
2. Move the straw elevator up by pressing on the top of the header height rocker switch (3) on the multifunction handle until the header stops near its maximum height.
3. Release the switch and press again for a minimum of 1.5 seconds. The header will now move quickly until its maximum height.
4. Place the header safety latch over the cylinder rod.

NOTE: *Never use the header safety latch (1) as a support for the header when travelling along public roads otherwise damage may occur to the cylinder.*



38

When not in use, the header safety latch (1) must be stored as shown.

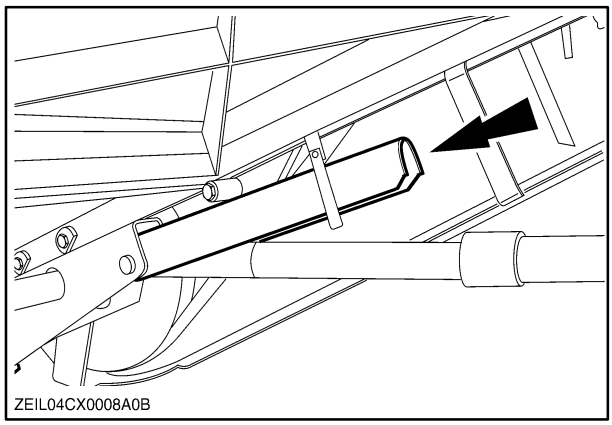


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Extra safety latch

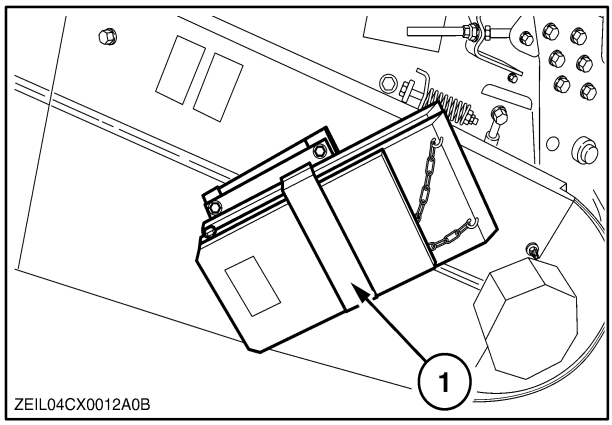
For some countries, a extra safety latch is installed onto the right-hand side of the header lift cylinder.



40

Wheel chock

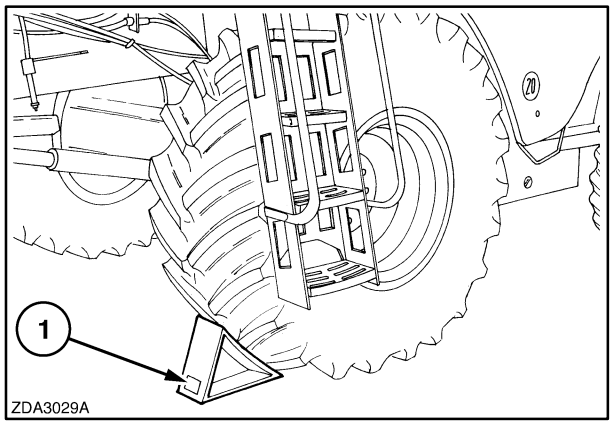
For some countries the metal wedges (1) are stored at the right-hand side of the straw elevator.



41

When the machine is parked on a nonlevel surface, the wedge (1) has to be placed at the lowest side, against the traction wheel.

NOTE: *Never place the wedges against the steering wheels.*

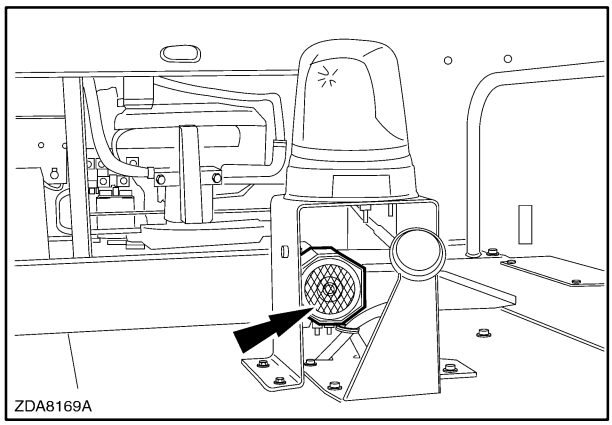


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Buzzer (if installed)

On the top of the straw hood a buzzer is installed to inform people that there will follow an action with the combine. When the ignition key is put in “contact” position the buzzer sounds once. When the combine is placed in reverse, the buzzer sounds intermittently.

NOTE: *The revolving flash lights (if installed) will also flash for 2.5 seconds when the ignition key is put in “contact” position.*



43

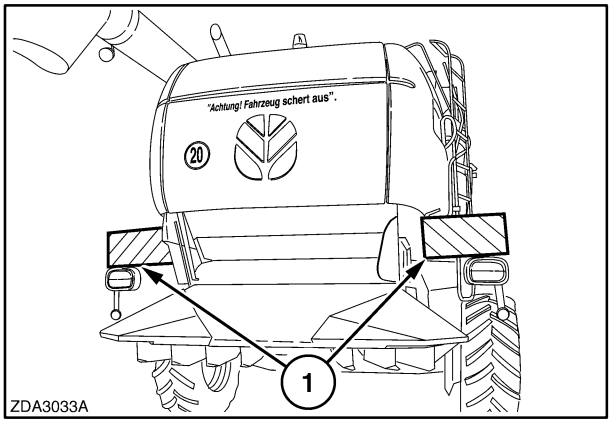
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Safety railing for straw elevator

For some countries a safety railing must be installed for road transport and secured to the front of the straw elevator.

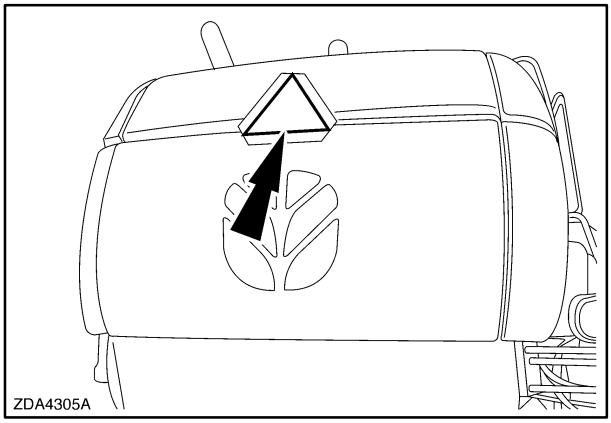
Signal plates

For some countries, the signal plates (1) must be installed for road transport.



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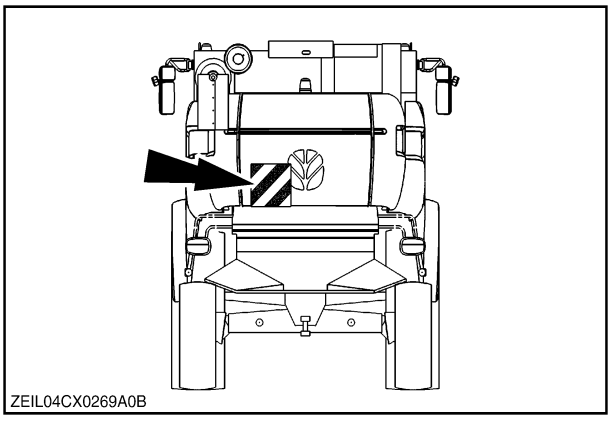
For some countries, a special signal plate “slow moving vehicles” must be installed.



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Signal plates for Italy

An additional support can be foreseen on the straw hood to install a signal plate.

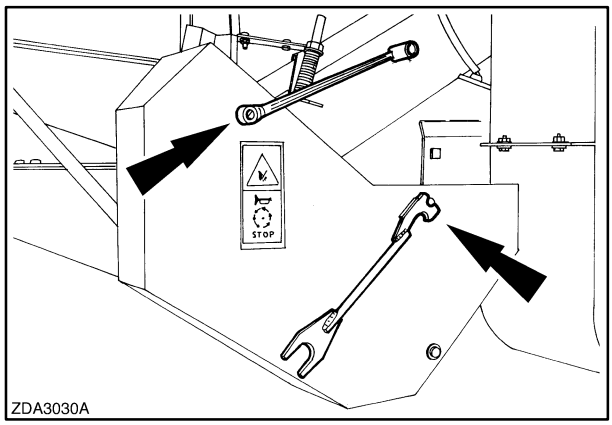


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Safety guards

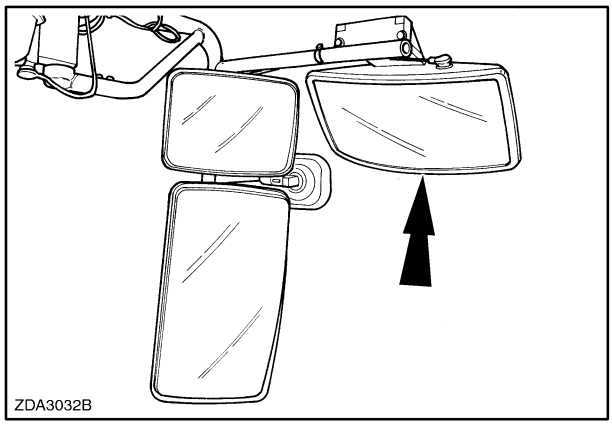
For safety's sake and according to European directives, safety guards now have locking devices which can only be opened by means of the special tool located on the left-hand side of the straw elevator, a wrench (key width 13 mm) or a screw driver.



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Additional mirror for Germany

An additional mirror is required for Germany.



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Fire extinguisher (with chopper drive)

The fire extinguisher is located on the left-hand side near the straw hood.

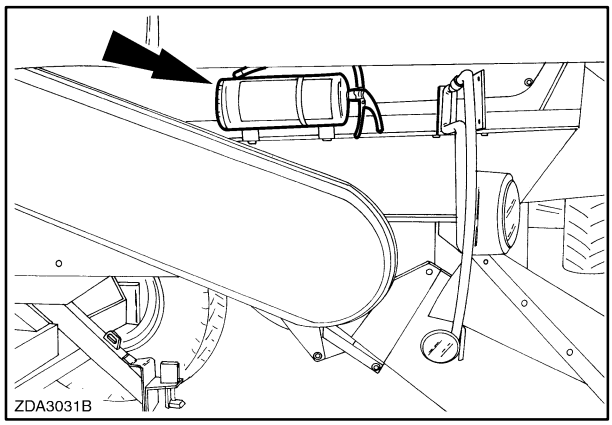
Check the extinguisher pressure at least once a year before the start of the season.

To check if the extinguisher is still under pressure, proceed as follows:

1. Unscrew the pressure gauge from the valve.
2. The needle will go from the green area to ”0” in the red area.
3. Rescrew the pressure gauge on the valve. The needle will go from ”0” in the red field to the green field.

If the needle remains in the ”0” of the red field, the extinguisher has a leakage. The extinguisher has to be repaired by a recognised extinguisher dealer.

Once the extinguisher is discharged, no matter for how long, it must be recharged.



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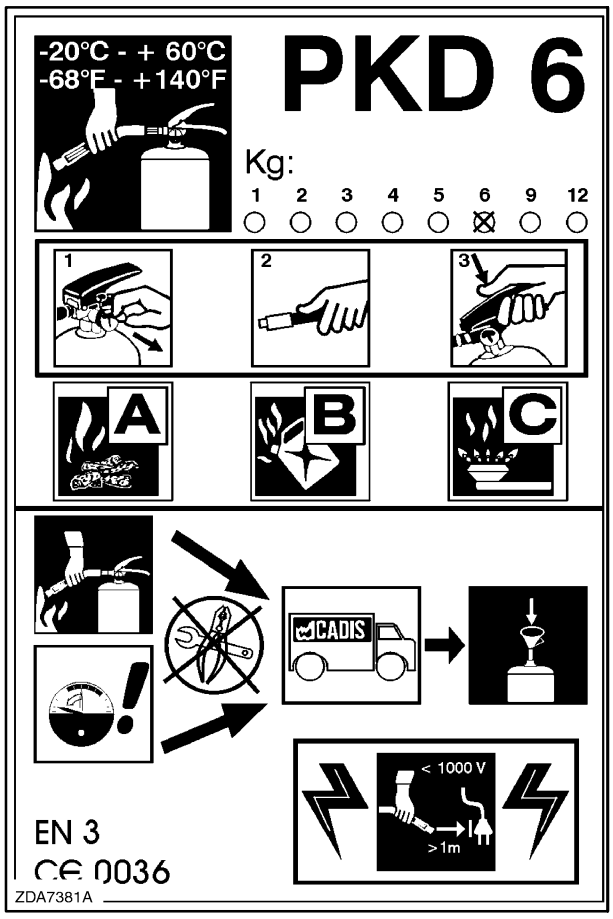
The decal on the fire extinguisher is explained below:

- The extinguisher can be used and has been tested at temperatures of –20° C (–68° F) and +60° C (+140° F).
- The type of the extinguisher “PKD 6”, this means: Dry chemical powder and the capacity is 6 kg (13.2 lbs).

1. Remove the safety pin.
2. Aim nozzle at base of fire.
3. Press on the handle.

The extinguisher can be used on
“**A**” class fires = dry fires
“**B**” class fires = liquid fires
“**C**” class fires = gas fires

- After use of the extinguisher on a fire, the pressure gauge needle will go to zero pressure.
- Never try to repair or refill the extinguisher yourself. Bring the used or leaking extinguisher to a recognised extinguisher dealer.
- Never use the extinguisher on objects under electrical tension of more than 1000 Volt and at less than one meter (3,3 ft) distance.



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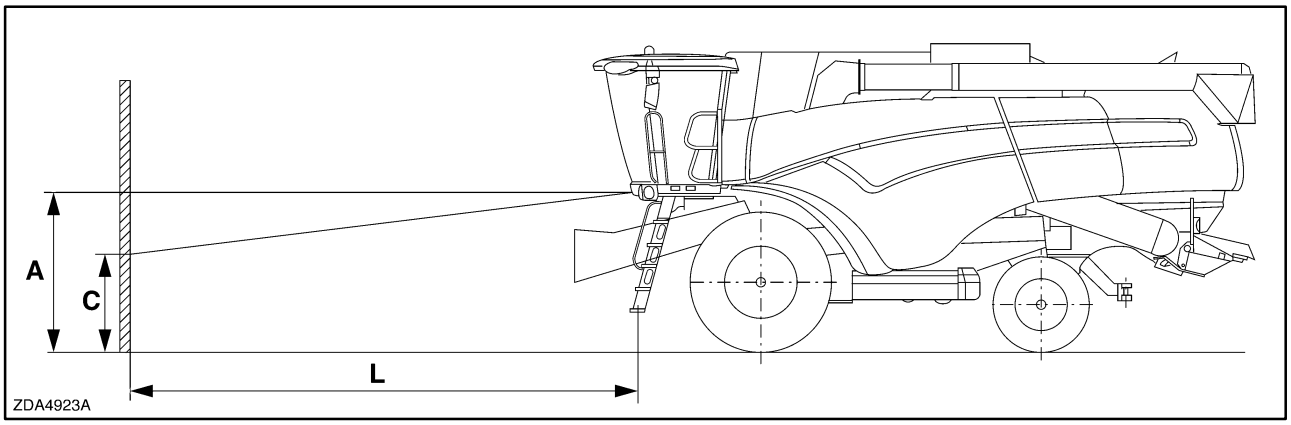
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ADJUSTMENT OF THE DIMMED LIGHTS

The dimmed lights are “factory adjusted” with a level standing combine.

However to adjust the dimmed lights, proceed as follows:

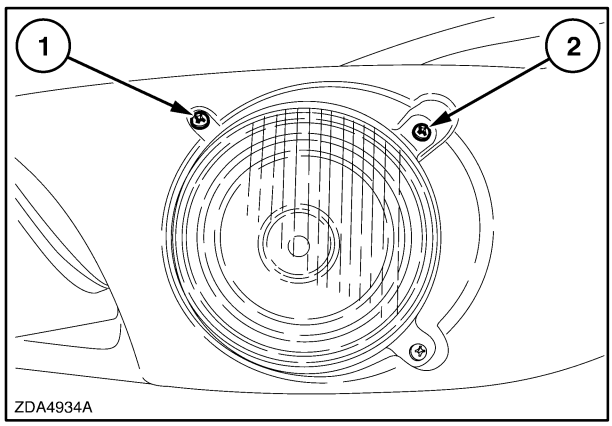
1. Park the combine on a perfect level surface and about 5 meter (16 ft) from a perpendicular square dark wall.
2. Lower the straw elevator.
3. Measure distance A. (A=distance from the ground to the centre of the lamp)
4. Measure distance L. (L= distance from the light to the wall)
5. Distance C should be maximum = A – (L x 0.07)



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6. Adjust distance C, using screws 1 and 2.

NOTE: *Turn screws 1 and 2 equally from both dimmed lights.*

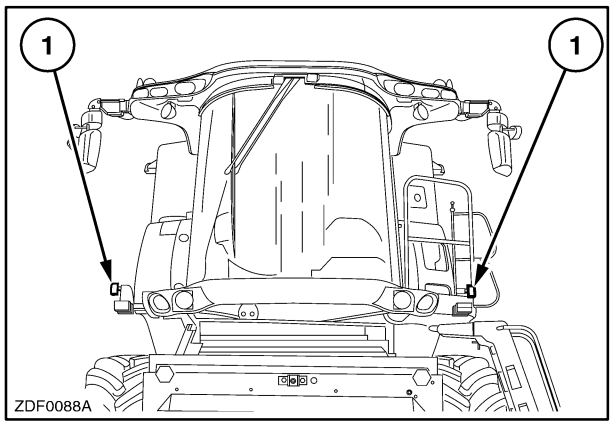


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ADJUSTMENT OF THE SIDE LIGHTS (IF INSTALLED)

The side lights (1) has to be adjusted to the maximum width of the combine for road transport.

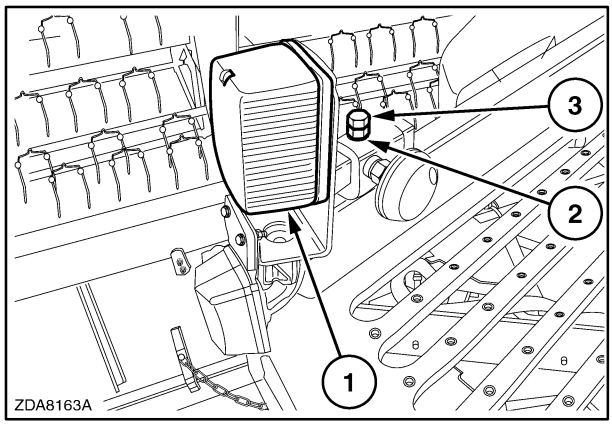


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At the front:

To adjust, proceed as follows:

1. Loosen the nut (2) and the bolts (3) on both sides.
2. Slide the support with the side light (1) in or out and adjust it to +/– 150 mm (5 - 29/32”) less than the maximum width of the traction tyres.
3. After adjusting, tighten the bolts (3) and the nuts (2) on both sides.

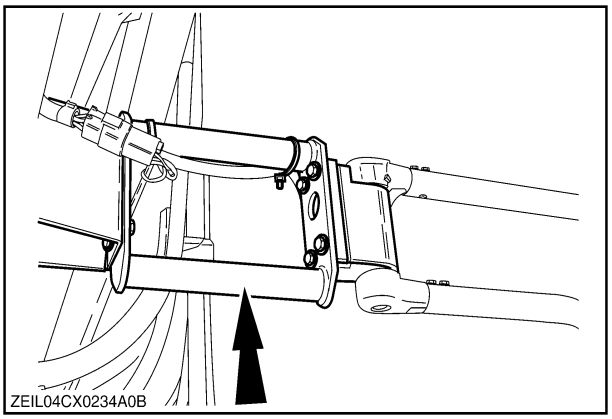


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NOTE: *Be sure that the side lights are installed symmetric in relation to the middle of the combine.*

At the rear:

A kit is available to install extensions to the rear light arms, if required.



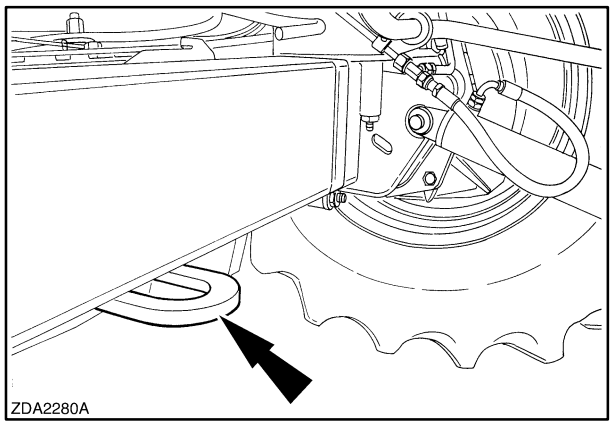
55

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TOWING THE COMBINE

Towing the combine is not recommended, but if it must be towed, the following steps must be taken:

1. Move the multi-function handle into neutral and switch off the rear-wheel drive.
2. Select neutral gear. If not possible with the remote gearshifting, refer to Section 5 – ”FAULT FINDING”.
3. Release the handbrake. If not possible with the remote parking brake switch, refer to Section 5 – ”FAULT FINDING”.
4. Tow at a maximum speed of 16 km/h (10 MPH).
5. Provide adequate warning signals to make other road users aware that the combine is being towed.

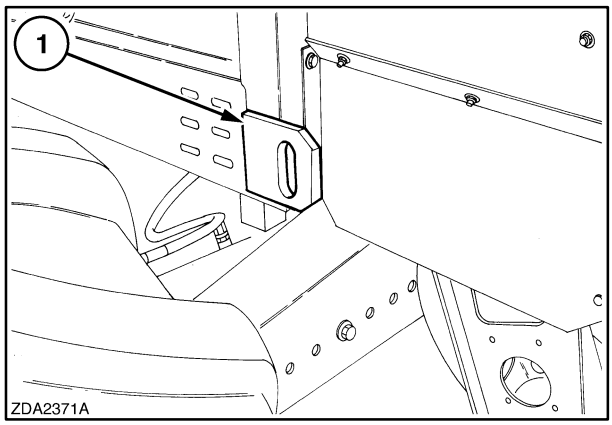


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NOTE:

1. *Towing the combine with selected gear will immediately lead to irreparable hydrostatic damage.*

2. *Should the combine become stuck in the mud, always tow the combine with a cable or chain attached to the traction axle or at the rear to the lower frame hooks (1). Never tow the combine with a cable attached to the steering axle.*



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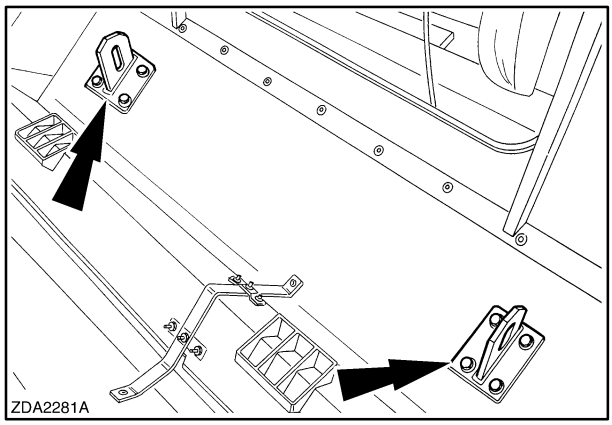
LIFTING THE COMBINE

To lift the combine (for example to park the combine on a trailer for road transport) there are lifting hooks:

- At the front

Two lifting hooks are located in the grain tank.

NOTE: *If the grain tank is equipped with grain tank extensions, it will be necessary to do this job with open grain tank extensions and open upper grain tank covers.*

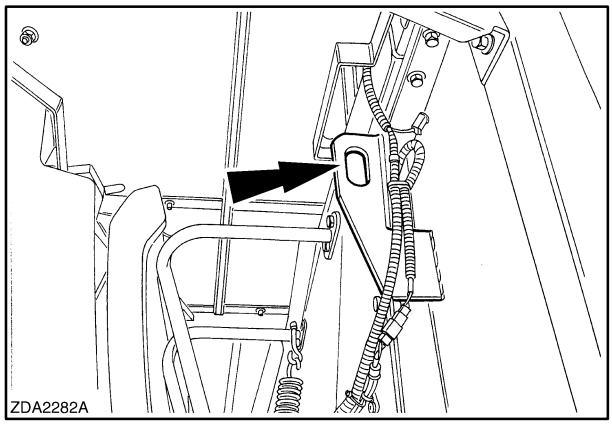


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- At the rear

Two lifting hooks are located at the left and right-hand side on the top of the upper frame of the straw walker section.

NOTE: *Use long ropes or cables to lift the combine, to avoid damage to the combine.*



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TIE DOWNS FOR SHIPPING

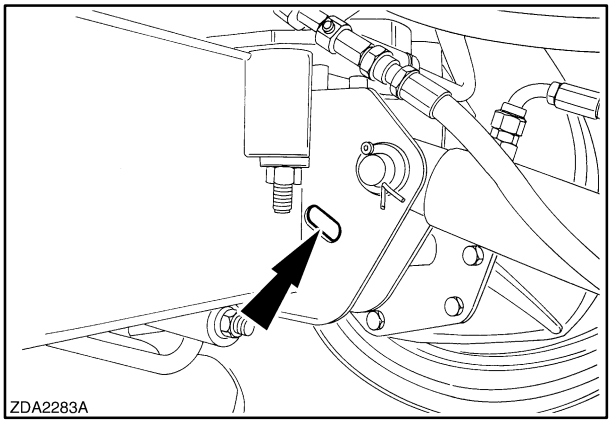
To hook-up the combine (e.g. trailer) proceed as follows:

Install the combine on a trailer and support the front and rear axle with wooden blocks as wide and as low as possible.

- At the front:

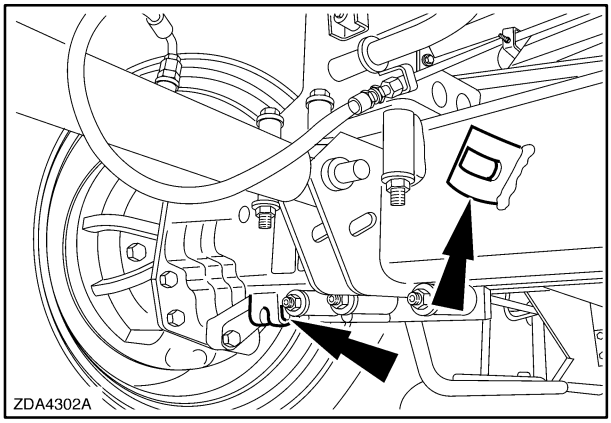
There are two holes foreseen at the left-hand and right-hand straw elevator lift cylinder support.

Hook-up with a rope or a chain in cross-bond.



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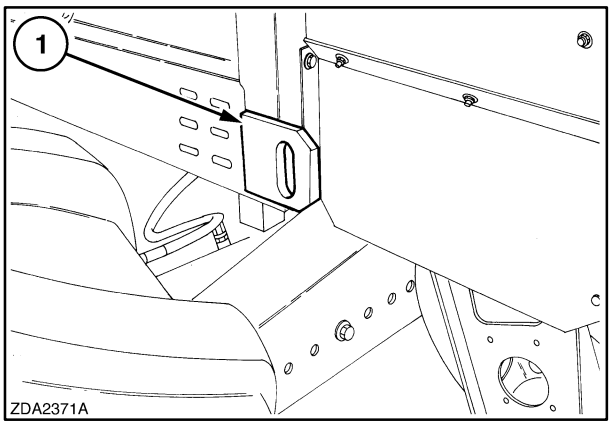
Extra hooks are foreseen (if installed).



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- At the rear:

Use hooks (1) to tie down the combine.

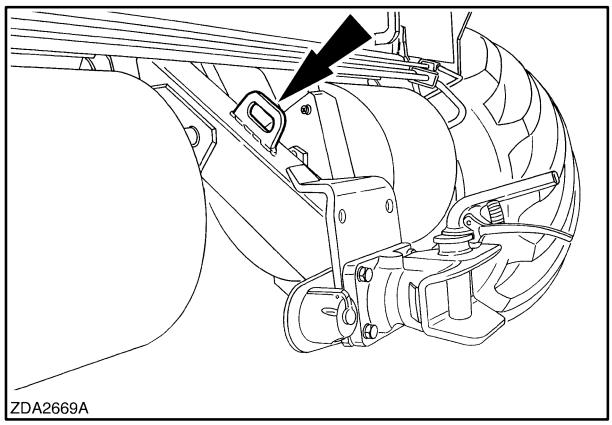


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ATTACHING A TRAILER

A hook is foreseen on the top of the trailer hitch support to pull a trailer with a cable to the combine to attach.



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ATTACHMENT COMPATIBILITY

European models

Headers	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
High-Capacity Grain Header								
13 ft	X	X	X					
15 ft	X	X	X	X				
17 ft	X	X	X	X	X	X	X	X
20 ft	X	X	X	X	X	X	X	X
24 ft				X	X	X	X	X
30 ft					X	X	X	X
Extra-Capacity + Varifeed' Grain Header								
20 ft	X	X	X	X	X	X	X	X
24 ft				X	X	X	X	X
30 ft					X	X	X	X
Maize header								
MR570N	X	X	X	X				
MR575W	X	X	X	X				
MR580W	X	X	X	X				
MR670N	X	X	X	X	X	X	X	X
MR675N	X	X	X	X	X	X	X	X
MR675W	X	X	X	X	X	X	X	X
MR680W	X	X	X	X	X	X	X	X
MF670N	X	X	X	X	X	X	X	X
MF675N	X	X	X	X	X	X	X	X
MF675W	X	X	X	X	X	X	X	X
MF680W	X	X	X	X	X	X	X	X
MF875W				X	X	X	X	X
MF880W				X	X	X	X	X
Flex header								
19 ft	X	X	X	X	X	X	X	X
25 ft				X	X	X	X	X

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This is the logic of the maize header models:

Position 1:	**M**	Maize header
Position 2:	**R** or **F**	Rigid or Flip-up
Position 3:	**5**, **6** or **8**	Number of rows
Position 4 and 5:	**70**, **75** or **80**	Row distance
Position 6:	**W** or **N**	Wide or Narrow frame

Remarks:13 ft: Not recommended with blocked lateral flotation.

⚠ CAUTION ⚠

Before driving on the road with a header attached smaller than 4 meter (foldable grain header or flip-up maize header), the following actions must be done: Contact your local dealer.

- Counterweights
- Additional headligths
- Brake force limiter valve

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Australian models

Headers	CX780	CX860	CX880
Grain header (72C rigid)			
25 ft	X	NR	NA
30 ft	X	X	NR
Flex header (74C)			
25 ft	X	NR	NA
30 ft	X	X	NR
Maize header (98C)			
6-row (narrow)	X	X	NR
6-row (wide)	X	X	NR
8-row (narrow)	X	X	X
8-row (wide)	X	X	X
Windrow pick-up (76C)			
14 ft	X	X	X
Grain draper (94C)			
25 ft	X	NR	NA
30 ft	X	X	NR
36 ft	NR	X	X
39 ft	NA	X	X
Rice draper (92C)			
21 ft	X	NR	NA
25 ft	X	X	NA
Flex draper (84C) (available 2003)			
30 ft	X	X	NR
36 ft	NR	X	X

NR = Not Recommended
NA = Not Applicable

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SECTION 2 – CONTROLS, INSTRUMENTS AND OPERATION

CAB AND CONTROLS

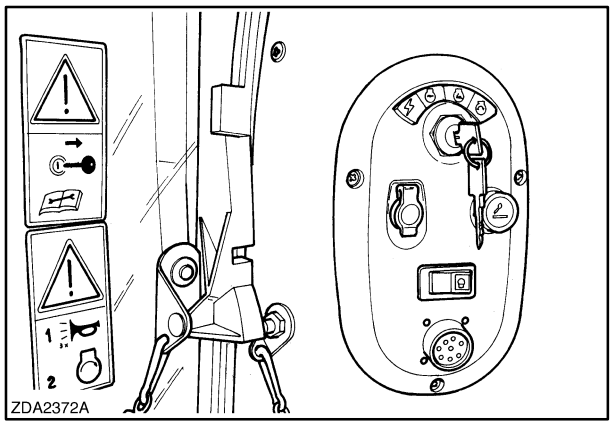
Emergency exit

The emergency exit is to be found on the right-hand side of the operator's seat, opposite to the door that gives access to the cab.

To escape from the cab through the emergency exit, proceed ad follows:

- Unlock the emergency exit door handle in three steps.

  1. Flip down the handle until it is in horizontal position.
  2. Push the door slightly open until the metal pin that is attached to the cab frame is visible through the notch in the handle.
  3. Flip up the handle in order to release the handle from the pin.

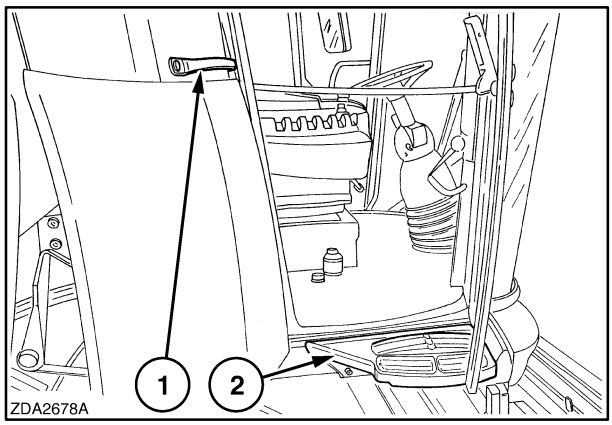


1

- Open the emergency exit door completely. (is secured with a chain)

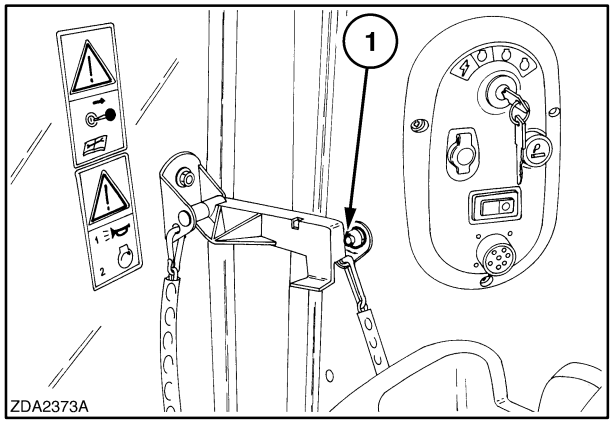
- Step over the right-hand module and leave the cab.

- Use the handgrip (1) as handholds, the step (2) and the traction tyre to step on.



2

An additional notch (1) is foreseen in the emergency exit door handle to set the door in a fixed open position.

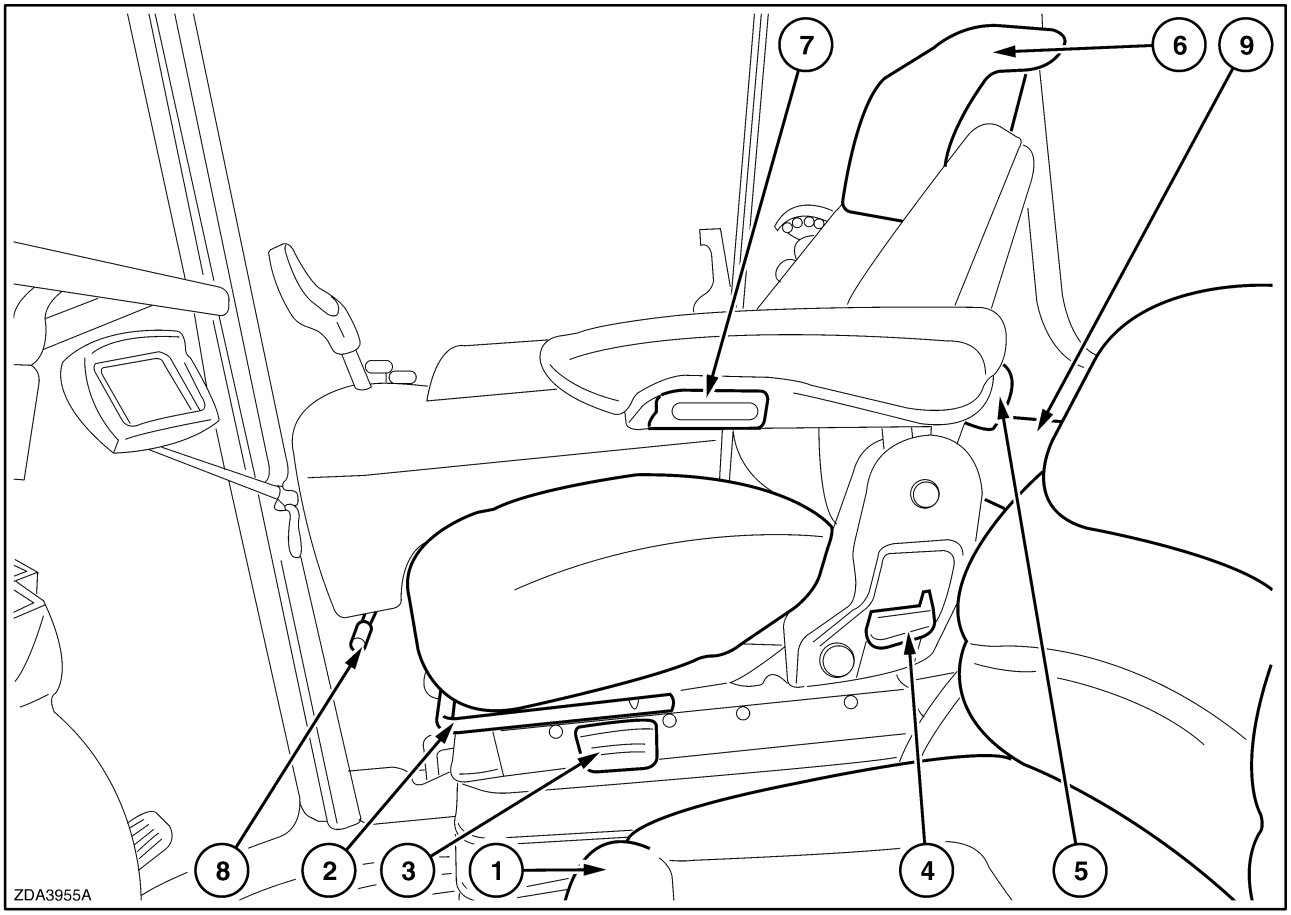


3

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Operator's seat and Surroundings

Air-suspended seat



4

1. Instructional seat, with seat belt (if installed).

2. Operator seat fore and after adjustment.

3. Weight and seat height adjustment. (air suspension)

Lift the lever briefly and the seat will automatically be adjusted to the operator's weight. (hold the lever to override the automatic mode)

Moving the lever up and down will adjust the height of the seat until the lever is released.

4. Seat back rest inclination adjustment.

5. Lumbar adjustment.

6. Seat upper back height adjustment.

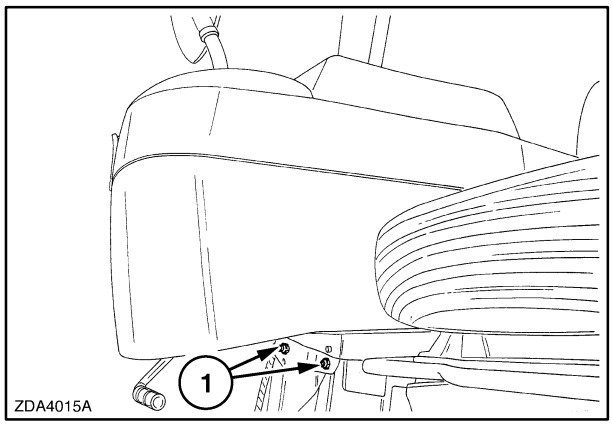
7. Arm rest adjustment. (left-hand side)

8. Right-hand module fore and after adjustment.

9. Cover of storage box behind the seat.

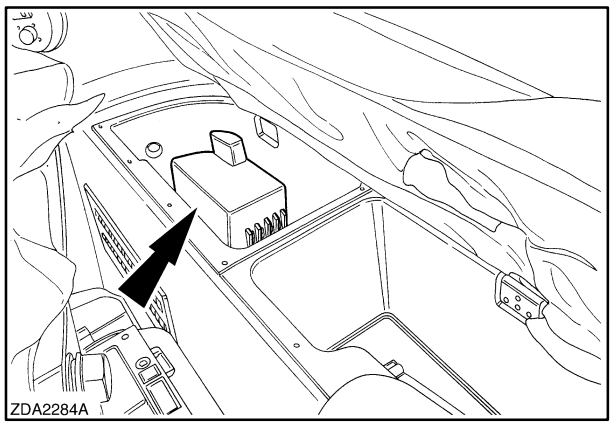
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- The right-hand module can be vertical adjusted by loosening the four bolts (1).



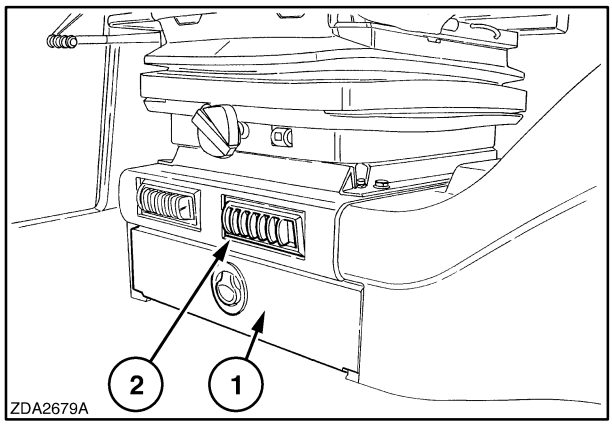
5

- The right-hand side of the storage box behind the operator's seat is foreseen with cold air "cold box" (If installed).



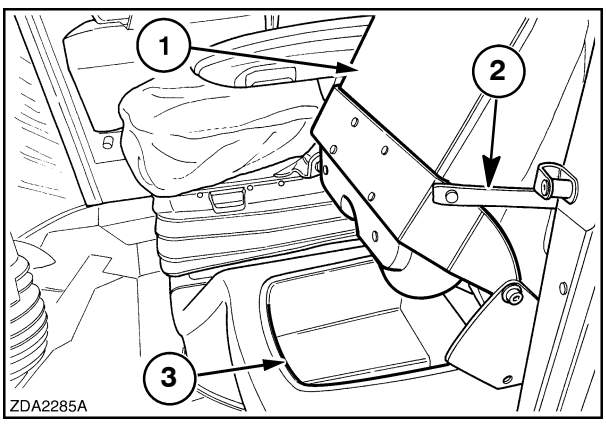
6

- Storage drawer (1) located under the operator's seat.
- Adjustable air vents (2).



7

- Instructional seat (1). (If installed)
- The seat can be flipped-up and held in place by strap 2, to give access to the storage place 3 for small items.



8

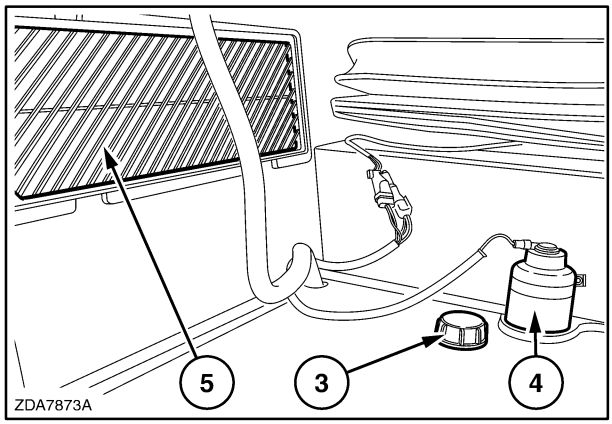
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- Windshield washer reservoir (3). (if installed)

  (Use windscreen washer
  “TUTELA PROFESSIONAL SC 35”)

- Brake fluid reservoir (4).

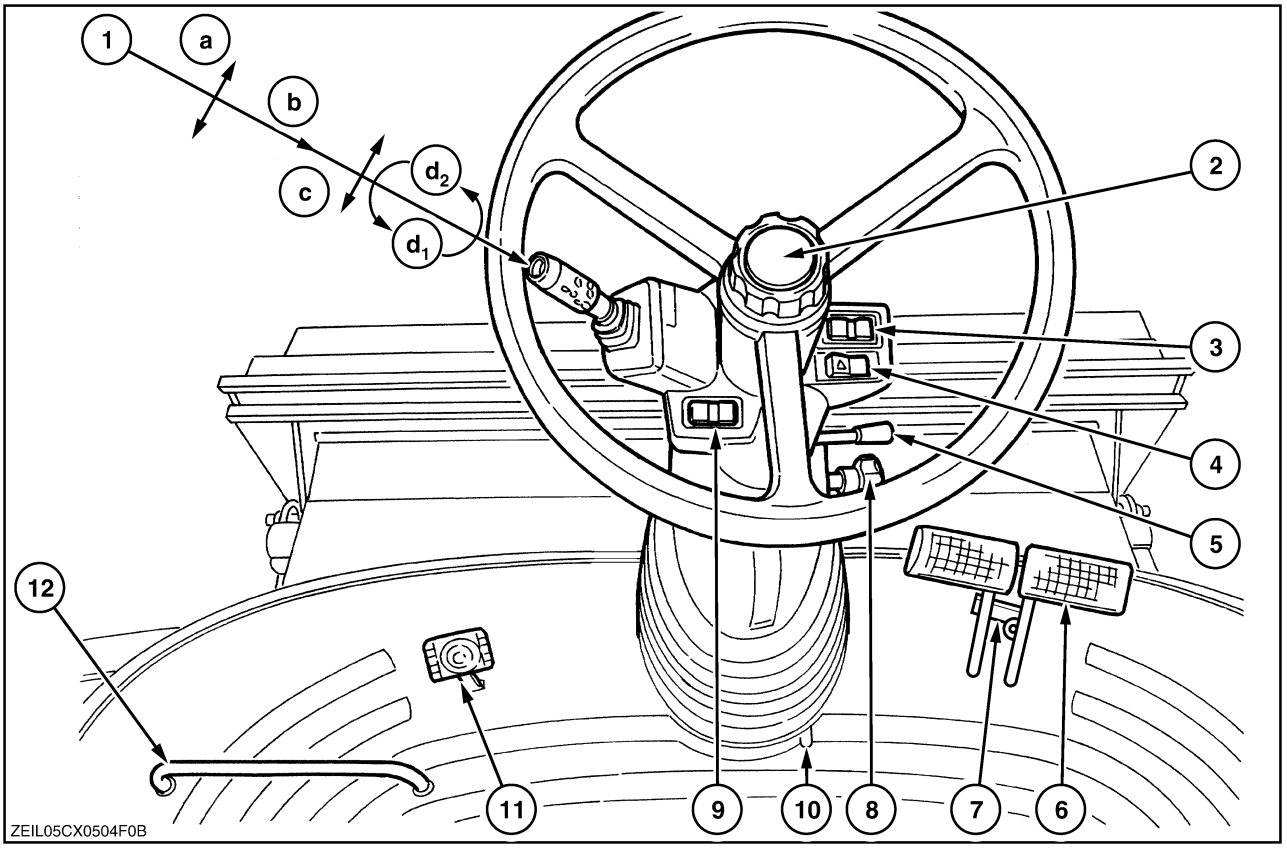
- Recirculation filter (5).



9

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Steering column and Control pedals



10

1. a. Direction indicator lever (left and right)

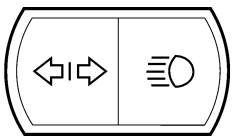
b. Horn (push)

c. Main beam headlights (up) and dipped headlights (down) selector switch

d. Parking lights (1 stop) and headlights (2 stop) turn switch

2. Steering wheel height control screw
Loosen this screw and lower or raise the steering wheel to the desired position.

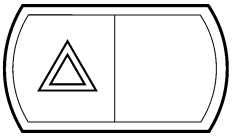
3.



Right:
High beam headlight warning light
When the high beam headlight is switched ON, this light is illuminated.

Left:
Trailer direction indicator warning light (linked up with buzzer)
When a trailer is hooked up and the wires are properly connected, both DIRECTION INDICATOR WARNING LIGHT and TRAILER DIRECTION INDICATOR WARNING LIGHT will flash.

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4. 

Hazard warning lights tumbler switch
When this switch is switched on, the four direction indicator lights on the corners of the machine will start flashing and a buzzer will sound in the cab.

5. Steering wheel upper tilt control lever
Lift this lever and bring the steering wheel to a comfortable angle.

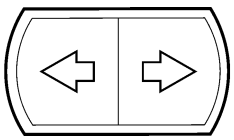
6. Foot brake pedal right

7. Brake pedal coupler

8. Foot brake pedal left

⚠ CAUTION ⚠

For safety reasons, always couple the brake pedals by means of the brake pedal coupler when driving on public roads. This ensures the brakes are actuated together.

9. 

Direction indicator warning lights, left and right

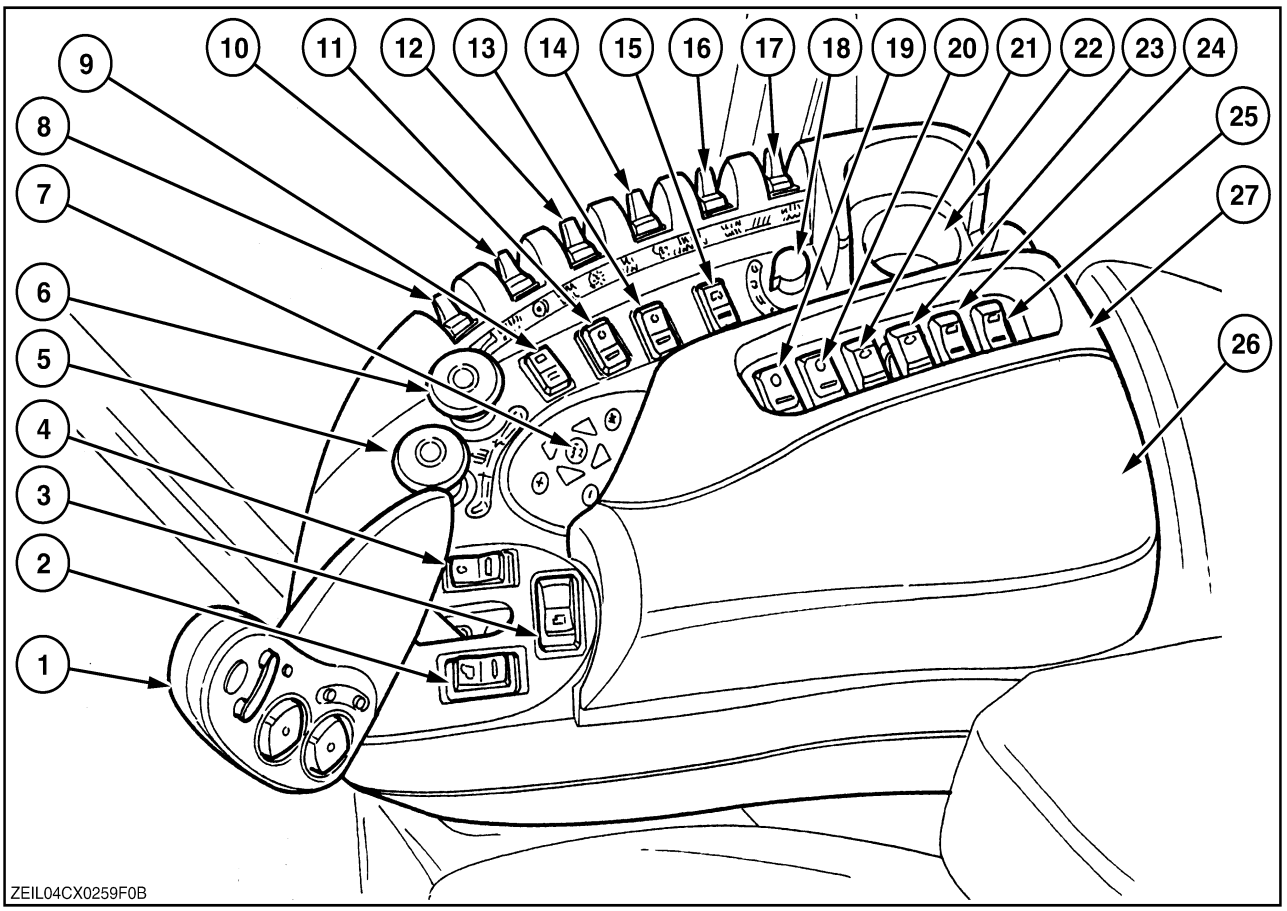
10. Steering column lower tilt control push pedal
Push this pedal and tilt the steering column to a comfortable angle.

11. Differential lock pedal (If installed).

12. Foot support. (if installed)

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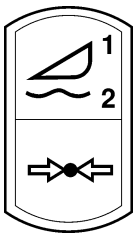
Right-hand module



11

1. Multi function handle (see further in this section for more detailed information)

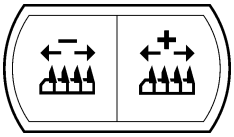
2.



Header memory switch

- Memorised header height 1
- Memorised header height 2
- Memorised header compensation

3.

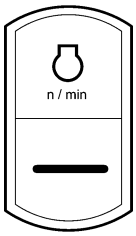


Header width rocker switch

- Left-hand position: to decrease header width with one meter or one row unit, when taking less than full width cut, to keep yield and mapping calculation accurate.
- Right-hand position: to increase header width with one meter or one row unit

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4.



Engine throttle rocker switch.

- Increase engine speed
- Neutral
- Decrease engine speed

The engine rpm will automatically increase or decrease with one single pulse. Press the opposite part of the switch to stop the automatic (increase/decrease)engine rpm.

NOTE: *The engine rpm can only be increased minimum 5 seconds after the engine has been started.*

5. Header/ Straw elevator engagement switch

- To engage, push down on the spring-loaded yellow cap and pull up the black ring under the yellow cap.
- To disengage, press on the top of the yellow cap.

6. Threshing mechanism engagement switch

- To engage, push down on the spring-loaded yellow cap and pull up the black ring under the yellow cap.
- To disengage, press on the top of the yellow cap.

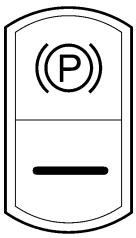
When activating this switch, the engine rpm will automatically go to 1500 rpm +/– 50 rpm (CX860–CX880 = 1400 rpm) (at any engine rpm) before engaging. (this may take a couple of seconds).

NOTE: *The threshing mechanism can only be engaged if field mode (with the road-field mode tumbler switch, 15) is selected.*

7. Control keypad with cursor keys and alpha-numeric keypad for the InfoView™ (see further in this section)

8. Not used

9.



Parking brake tumbler switch

- Parking position: When set in this position while driving, the parking brake will be engaged after the multi function handle (hydrostatic) is set to neutral position or if the ground speed is lower than 0.5 km/h (0.3 mph).
- OFF: When selecting another gear, the parking brake is activated.

NOTE: *The parking brake will be ON each time the contact is put on. At least toggle the parking brake tumbler switch once to release the parking brake in this case.*

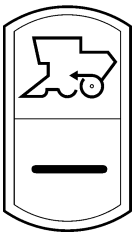
10. Drum speed rocker switch

Push the switch to increase the drum speed, pull to decrease (from the operator's seat).

When touching this switch, the drum speed rpm is shown on a "pop-up" screen of the InfoView™ monitor.

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11.



Four wheel drive engagement tumbler switch (optional)

- ON
- OFF

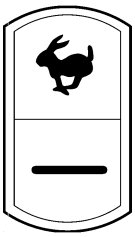
If tracks are installed: four wheel drive in all the gears.
(If field or road mode selected)
If tracks are not installed: four wheel drive only in the first, second and third gear.
(If field mode selected)

12. Cleaning fan speed rocker switch

Push the switch to increase the fan speed, pull to decrease (from the operator's seat).

When touching this switch, the fan speed rpm is shown on a "pop-up" screen on the InfoView™ monitor.

13.



Powered Rear Axle dual speed tumbler switch (optional)

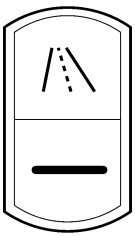
- High speed (Only if four wheel drive tumbler switch is engaged)
  (Increasing of the speed by approximately 35%)
- Low speed

14. Drum concave clearance control rocker switch

Push the switch to increase the concave clearance, pull to decrease (from the operator's seat).

When touching this switch, the drum concave clearance is shown on a "pop-up" screen on the InfoView™ monitor.

15.



Road – Field mode tumbler switch

- Road mode
- Field mode

The following main functions will be disabled in road mode:

- Auto header height control + reel speed
- Header up/down (depend the header height position)+ lateral tilt, reel adjust
- Thresher, straw elevator engage, + Automatic Crop Settings adjust
- Unload tube open + unload engage
- Grain tank covers open
- Side and rear operating lights

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16. Upper sieve control rocker switch (optional)

Push the switch to open the sieve, pull to close (from the operator's seat)

When touching this switch, the upper sieve setpoint width is shown on a "pop-up" screen on the InfoView™ monitor.

17. Lower sieve control rocker switch (optional)

Push the switch to open the sieve, pull to close (from the operator's seat).

When touching this switch, the lower sieve setpoint width is shown on a "pop-up" screen on the InfoView™ monitor.

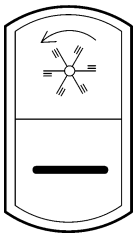
18. Gearshift selector switch. (1–2–N–3–4)

Selecting a gear is only possible with the multi function lever in neutral position.

Turn the button to select a gear. The parking brake will automatically engage and the hydrostatic system will be disabled.

The InfoView™ shows the selected gear.

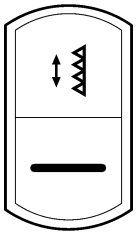
19.



Reel speed synchronisation engagement and set tumbler/rocker switch.

- ON position: With this switch in the ON position, the reel speed is synchronised to the ground speed. (Refer to Section 3, FIELD AND SITE OPERATION, paragraph headed: "Reel to ground speed synchronisation")
- OFF position

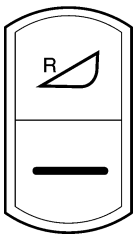
20.



Vertical knives tumbler switch (if installed)

- Both vertical knives ON
- OFF
- Vertical right-hand knife ON

21.



Straw elevator reverse tumbler switch

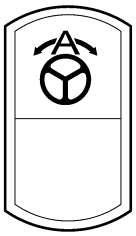
Use this switch in combination with the reel speed increase (reversing) or decrease (rocking) button on the multi function handle.

- ON
- OFF

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22. Cup holder

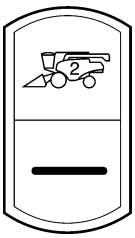
23.



SmartSteer™ rocker switch (if installed)

- SmartSteer™ enable/disable/calibration
- Neutral
- Not used

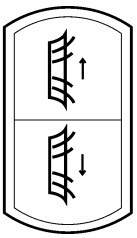
24.



Automatic Crop Settings tumbler switch (ACS)

- Mode 2
- Mode 1

25.



Chopper spreader plates rocker switch (if installed)

- Towards right-hand side
- Neutral
- Towards left-hand side

26. Armrest

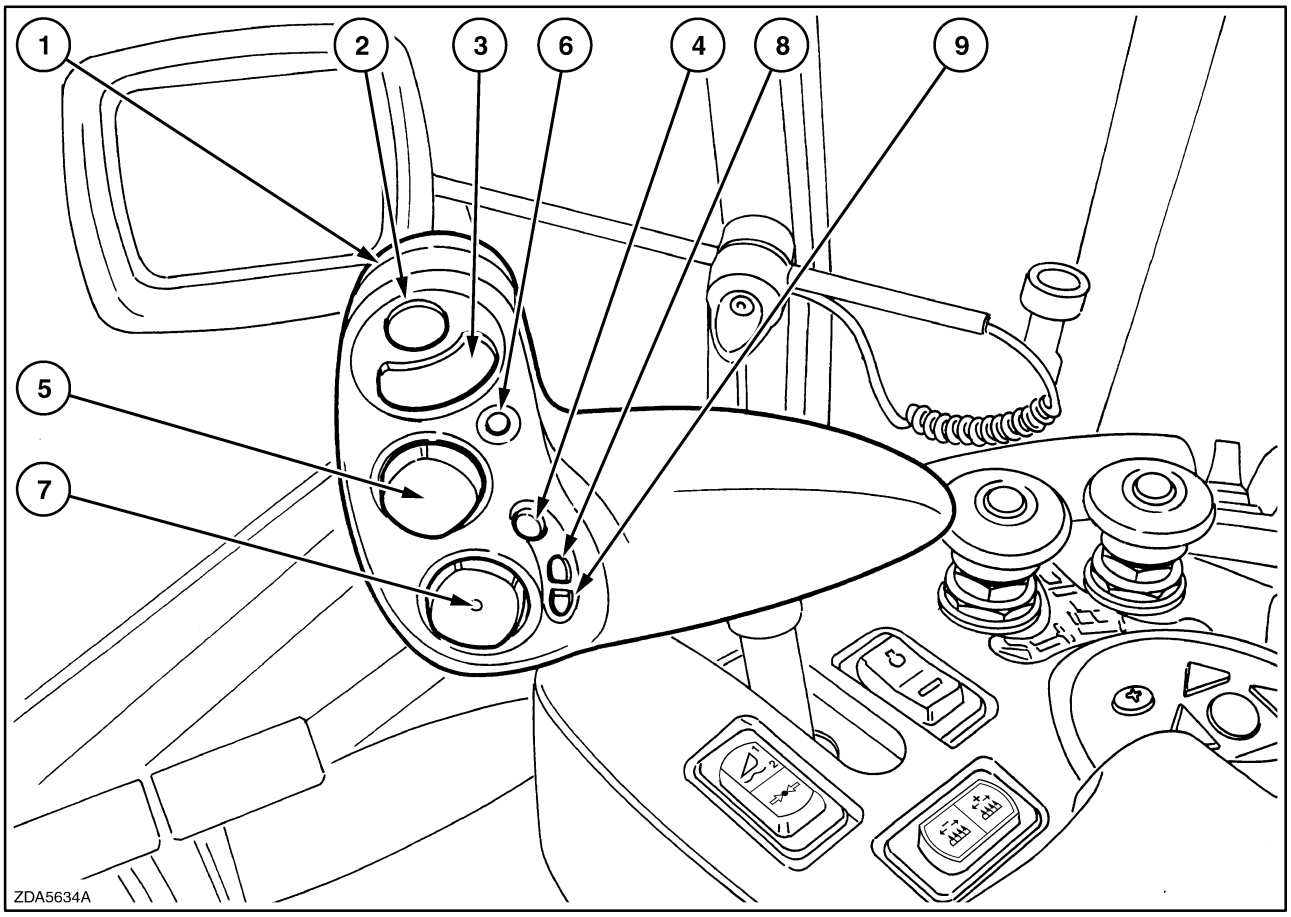
This armrest can be flipped-up to give access to a removable storage bin for small items.

27. Armrest

This armrest can be flipped-up to give access to the programmable settings keypad, and for use or cleaning the module top.

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Multi-Function Handle



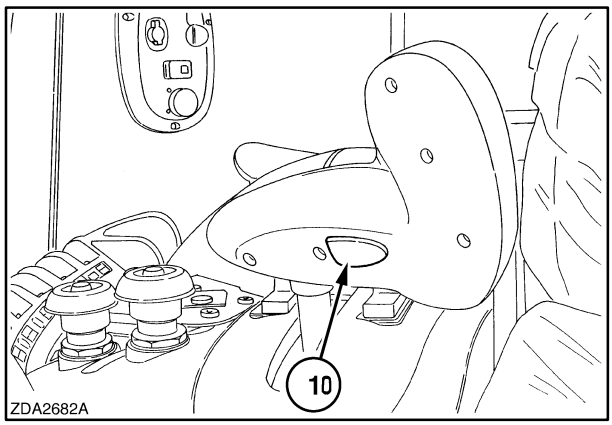
12

1. Multi-function handle (MFH)

With this handle the forward and reverse ground speed of the combine can be controlled. Move the MFH forward or backwards till it locks into neutral position to stop the combine.

To drive the combine (forward or reverse), push switch 10 on the back of the MFH to activate the neutral unlock mechanism. The more the MFH is moved forward or backwards, the faster the combine will drive forward or reverse.

To warn other people, an audible alarm will sound as long as the combine is in reverse driving mode.



13

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⚠ WARNING ⚠

In case of an emergency stop it will not be enough to move the multifunction handle to neutral, also apply the brakes.

2. Unloading system engagement button

Press on the button to start unloading, Press again to stop.

3. Unloading tube swing rocker button

Left : unloading tube swing out (two positions)

Right : unloading tube swing in (two positions)

- Threshing mechanism NOT ENGAGED:

(Field mode selected)
Press the button (first or second position) and keep it depressed to swing the unloading tube out or in.

- Threshing mechanism ENGAGED:
  (straw elevator maybe disengaged)

The first position:
The unloading tube will open or close as long as the button is depressed.

Second position:
Giving one pulse on the button will swing the unloading tube completely out or in.
Press again on either of the switches (left/right) to stop the automatic movement.

NOTE: *When the opposite part of the button is pulsed in the second position, the unloading tube will move in the opposite direction until it is completely open or closed.*

4. Automatic header height control button

When this button is pressed and released:

- the attachment will automatically lower (or raise) to a preset height (refer to paragraph headed ”Operation” further in this section).
- and when in headland mode (refer to ACS operation), headland mode will be end and Mode “1” or “2” will be reselected.
- and when using SmartSteer™ system, this will allow auto steering to activate also depending on other conditions.

When operating in an automatic mode, pressing this button twice will:

- lift the header above maximum stubble height.
- activate headland mode/ stop auto steering. (If ACS / SmartSteer™ installed)

When operating in an automatic mode, pressing this button for a minimum of two seconds will save the current head position and verify with a beep.

5. Header height and header lateral floatation rocker switch

With the upper and lower part of this switch, the header can be moved up and down respectively. The header height switch offers two speeds. Pushing the switch to its first stop, both up and down, the movement will be slow. When pushed to the second stop, the up and down movement will be fast. (according to the header raise/lower speed)

With the left and right part of the switch, the lateral float of the header can be adjusted. Pushing to the left will tilt the header counter-clockwise, pushing to the right will tilt the header clockwise.

When using SmartSteer™, pushing left or right together with neutral unlock switch (1)
(see fig. 13):

- for minimum two seconds will select left/right crop edge respectively.
  (refer to SmartSteer™ operation).
- when pulsed, will adjust machine position to left/right with +/– 10 cm.

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6. Quick stop button.

One pulse on the red quick stop button will stop the straw elevator/header drive, and the unloading auger drive immediately. Use this quick stop to avoid crop blockage or combine damage.

Also during opening or closing the grain tank extensions (covers), this action stops immediately when pushing on this button.

The emergency stop is also included on the quick stop button. (Only if installed in InfoView™)

- If pressing not longer than two seconds on the quick stop button:
  The hydrostatic will be disabled immediately.
- If pressing between two and six seconds on the quick stop button:
  The hydrostatic will be disabled immediately. After two seconds the parking brake will come on additional, during four seconds.
- If pressing for a minimum of six seconds on the quick stop button:
  The same result will occur when pressing between two and six seconds, but after six seconds the parking brake will close completely to stop the combine abruptly.

NOTE: *After an emergency stop, to advance again, bring first the multi-function handle back to neutral (the parking will be released automatically).*

7. Reel position rocker switch.

With the upper and lower part of this switch, the reel can be moved up and down respectively.

With the left and right part of the switch, the reel can be adjusted forwards and rearwards. Pushing to the left will move the reel to the front, pushing to the right will move the reel to the rear.

NOTE:
– In case a flip-up maize header is attached (selected): Pushing to the left will open the flip-up maize header, pushing to the right will close the flip-up maize header.
– In case a Varifeed™ grain header is attached (selected):
To move the knife bar forward: Press the neutral unlock switch and simultaneously the reel position rocker switch (forward) to moves the knife bar forward.
To move the knife bar rearward: Press the neutral unlock switch and simultaneously the reel position rocker switch (rearward) to moves the knife bar rearwards.

8. Reel speed increase button.

(Header and straw elevator reversing control, if used in combination with the straw elevator reversing tumbler switch).

9. Reel speed decrease button.

(Header and straw elevator rocking control, if used in combination with the straw elevator reversing tumbler switch).

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Shaft Speed Monitor (SSM)

The Shaft Speed Monitor (SSM) (1) is located to the front and to the right of the operator, integrated in the cab frame.

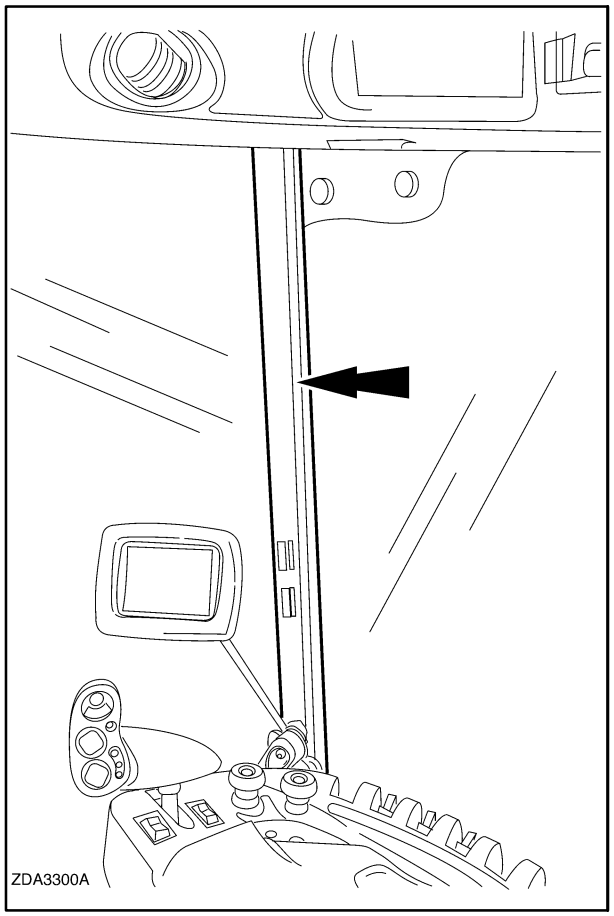
The SSM features low speed warning alarms accompanied by an audible alarm for several shaft speeds.

When the ignition key is rotated to the ”contact” position, the SSM shows a lamp test for a short time.

The SSM will continuously show fuel level and engine coolant temperature on its two digital bar graphs.

These gauges also include alarm and warning lights.

NOTE: *The backlighting of the SSM can be adjusted via the InfoView® monitor. Refer to “VII Configurations and Calibrations”, paragraph; “4.Display settings”, headed: “SSM lcd backlight”.*



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1. 

Residue low speed warning light (if installed)

2. 

Straw walkers low speed warning light

3. 

Grain elevator low speed warning light

4. 

Return(s) low speed warning light

5. 

Cleaning fan low speed warning light

6. 

Rotary separator low speed warning light

7. 

Beater low speed warning light

8. 

Drum low speed warning light

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9. 

Not used

10. 

Parking brake on
On: parking brake engaged

Blinking: when MFH is not in neutral with engine running and park engage, brake pad worn or brake fluid low

11. 

Grain tank covers open (if installed) when threshing not engaged

12. 

Unloading tube open

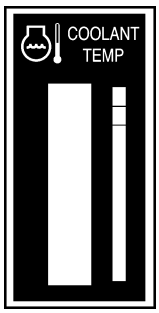
On: when unloading auger extended

Blinking: when unloading auger is engaged

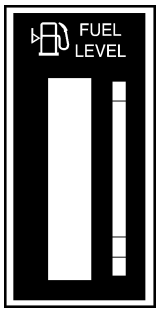
13. 

Grain tank full

On: when grain tank is 75% full
Blinking: when grain tank is 100% full
(Linked up with buzzer)

14. 

Coolant temperature

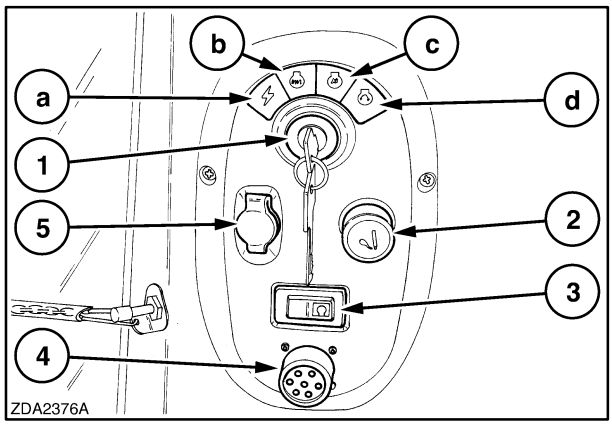
15. 

Fuel level

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Start module

The start module is located to the right and to the back of the operator's seat.



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1. The ignition key has three or four positions:

- a Accessories (if installed)
- b Off
- c Contact
- d Engine starter motor

2. Cigarette lighter

3. Indicator light for cold start preheater (if installed)

4. Diagnostics port for off-board diagnose and software download.

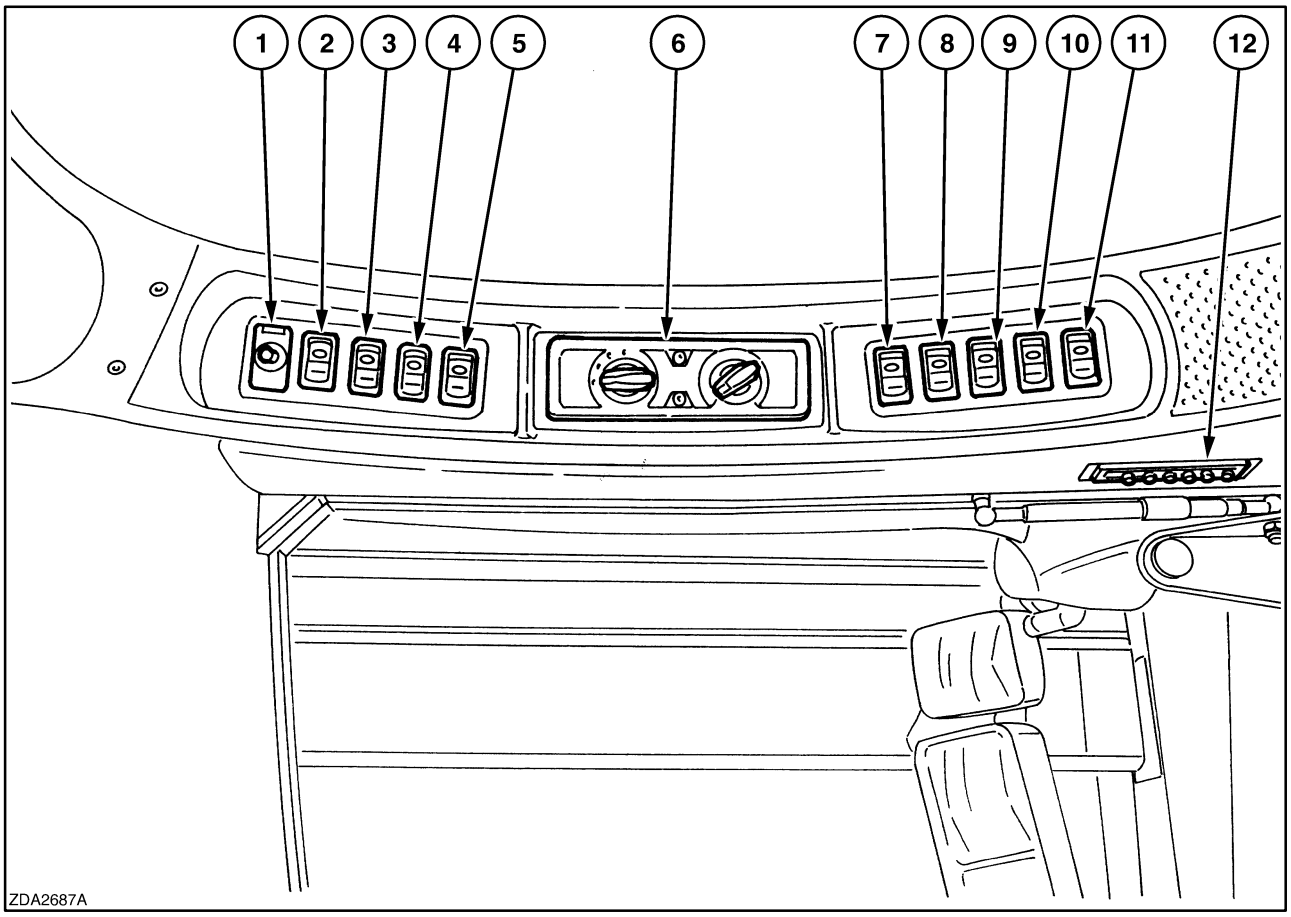
5. 12 volts DC socket (only current with ignition key in contact position)

NOTE: *Do not leave the cab with the ignition key in "accessories" position for a long time.*
Mirror heating can decharge the batteries if the mirror heating tumbler switch is in "on" position.

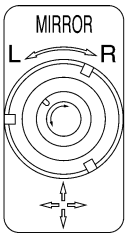
NOTE: *When the ignition key is moved to the "contact" position, the back-up alarm will be sound for one second and the beacon lights (if equipped) will be activated for 2.5 seconds.*

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Cab roof controls

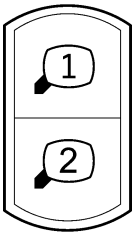


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1. 

Mirror adjustment switch

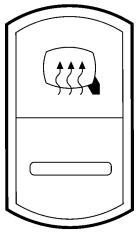
- Arrow to the left: left-hand mirror
- Arrow to the right: right-hand mirror

2. 

Mirror select tumbler switch (if installed)

- Main mirror adjustment
- Additional mirror adjustment (Germany only)

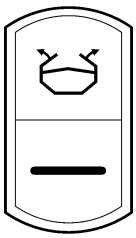
https://truckmanualshub.com/

3. 

Mirror heating tumbler switch

- ON
- OFF

4. Spare

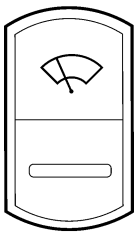
5. 

Grain tank covers open/ close tumbler switch(if installed)

- Open
- Closed

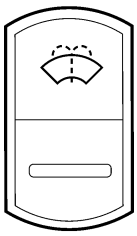
6. Climate control module (see further in this section)

- Manual controller
  - Air conditioning and heating
  - Air conditioning only
- Automatic Temperature Controller (ATC) (If installed)

7. 

Windscreen wiper tumbler switch

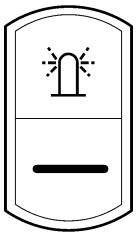
- Wiper ON (continuous)
- Wiper ON (intermittent)
- Wiper OFF

8. 

Windscreen washer rocker switch

- ON
- OFF

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9. 

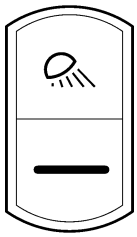
Revolving flash lights tumbler switch

- ON
- OFF

10. 

Rear operating lights tumbler switch (if field mode selected)

- ON
- OFF

11. 

Front operating lights tumbler switch

- If field mode:ON (position 2): inner and outer cab roof lights+central operating light, stubble lights, header lights
- If road mode:ON (position 2): inner and outer cab roof lights, parking lights
- If field mode:ON (position 1): outer cab roof lights+central operating light, stubble lights, header lights
- If road mode:ON (position 1): outer cab roof lights, parking lights
- OFF

12. Adjustable air vent

Front operating lights tumbler switch summary:
(position 1 or 2)

(only with ignition key on)	Conditions
Unload tube light	– Field mode selected – Front or rear operating lights ON – By pressing unloading tube swing rocker button open (after 3 seconds)
Rear operating lights (tumbler switch 10: OFF position)	– Field mode selected – Front operating lights ON – Reverse driving
Side operating lights	– Field mode selected – Front operating lights ON and – Direction indicator (left or right) or – Header above maximum stubble height

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13. Radio location with

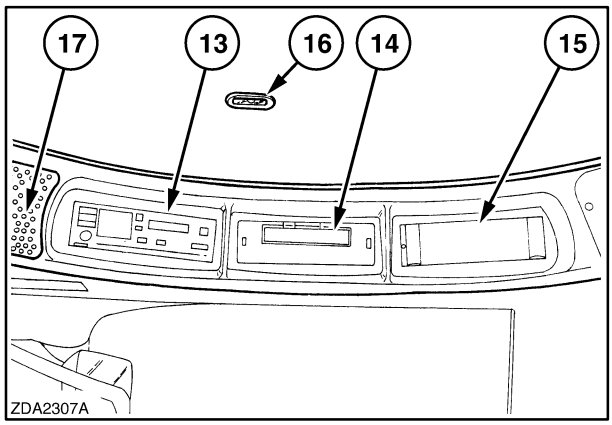
- 12 Volts DC connection
- Loudspeaker connection
- Antenna connection: AM / FM antenna (cable pre installed)

14. Precision Farming data logger (if installed)

CAN network connection is foreseen

15. (D)GPS receiver (if installed)

CAN network connection is foreseen



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IMPORTANT: *Do not change the sequence of the modules (Radio - Data logger - (D)GPS receiver)*

16. Spotlight

This spotlight illuminates the right-hand module. The spotlight operates together with the parking lights and operating lights.

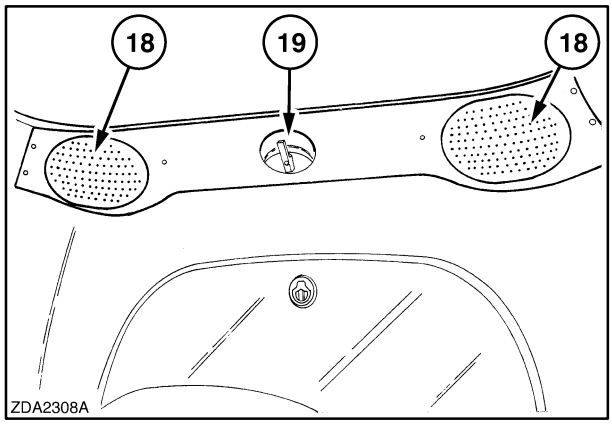
17. Loud speakers (front), (if installed)

2 speakers (mid and high range)

18. Loud speakers (rear)

2 speakers (low range)

19. Hook for clothes



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20. Sunshade

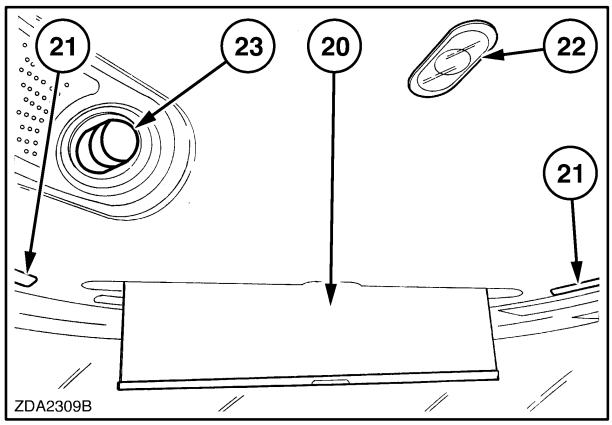
21. Adjustable air vents

22. Cab interior light

There are three positions:

- OFF
- MIDDLE: The light illuminates when the cab door is open. The light goes out +/– 30 seconds after the cab door is closed and at the mean time the both side lights starting illuminate for two minutes.
- ON

23. Adjustable air vent

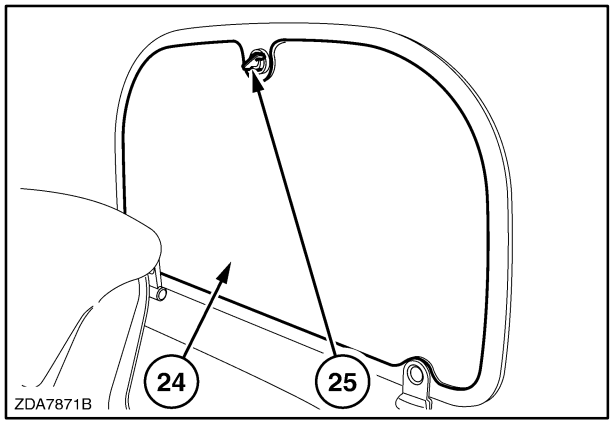


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24. Grain tank window

25. Grain tank window latch

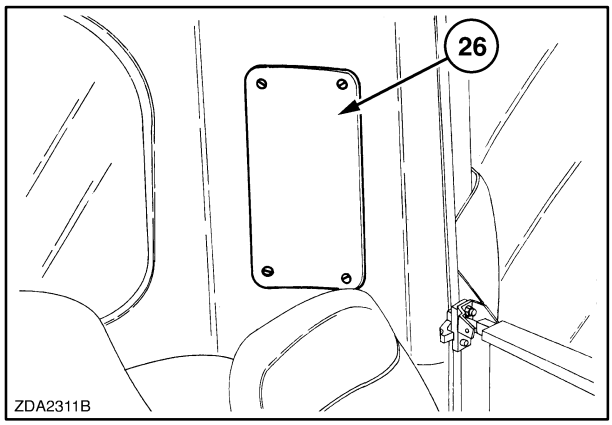
Open the grain tank window by turning the knob to clean the area between the grain tank and the cab.



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26. Fuse and relay panel cover
To open, turn the black buttons to a vertical position.
To lock, turn the buttons to a horizontal position.

In the back left corner of the cab, behind this cover is the fuse and relay panel.
Install panel layout picture from this manual in the plastic pocket on the backside of this cover.



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Climate control

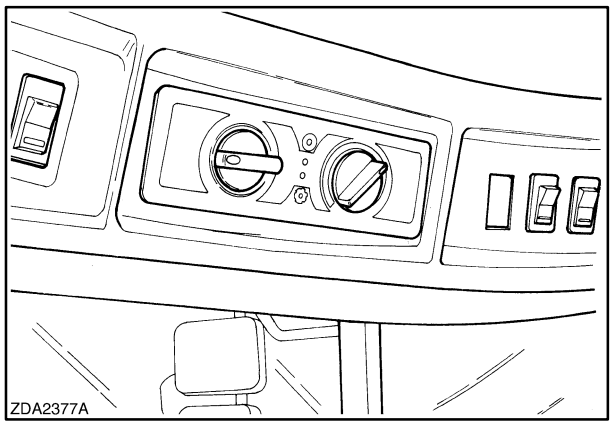
The panel is located in the headliner at the left side above the operator's seat.

There are two types of control panels:

1. Control panel of the manual controller.

   There are two types:

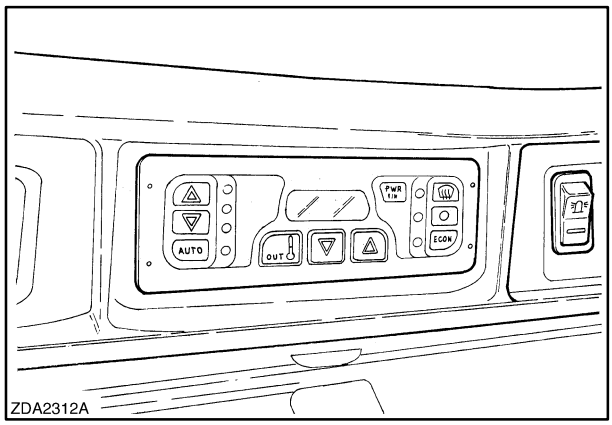
   - Air conditioning and heating
   - Air conditioning only



22

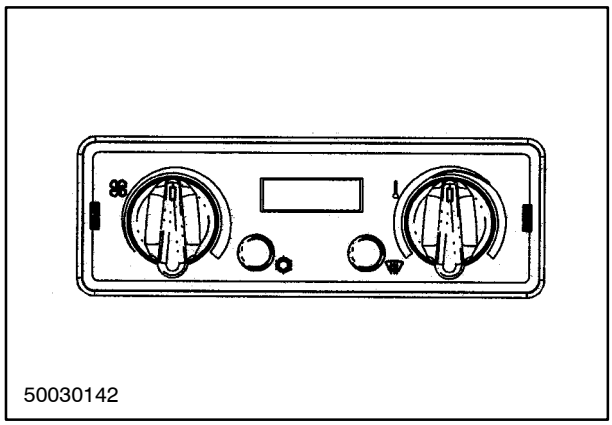
2. Control panel of the Automatic Temperature Control (ATC). (If installed)

   Type I



23

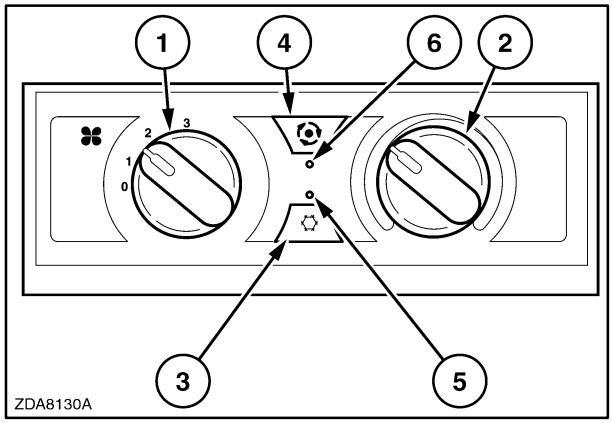
   Type II



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1. MANUAL CONTROLLER



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Fan switch (1):

- The switch has four positions:

  0: OFF
  1: Low fan speed
  2: Medium fan speed
  3: High fan speed

- The knob is rotated in the clockwise direction to increase the blower speed and rotated in the counter clockwise direction to decrease the blower speed.

- In the OFF position the fresh air dust separator blower will also be turned off.

Temperature control (2):

- The system will be at maximum cooling when the knob is rotated the maximum amount in the counter clockwise direction.

- The system will be at maximum heating when the knob is rotated the maximum amount in the clockwise direction.

A/C switch (3):

- This switch turns the air conditioner either on or off. (indicated by led 5)

Recirculation switch (4):

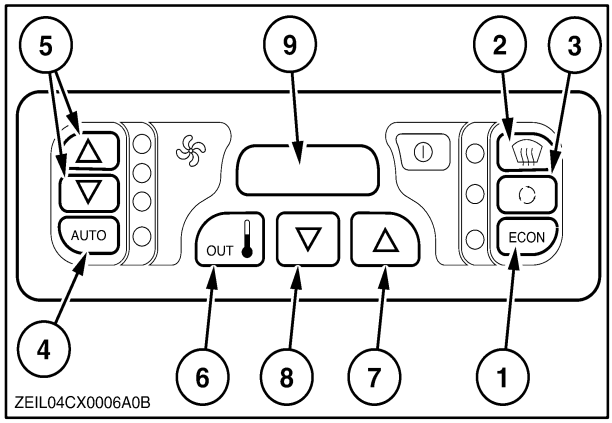
- For maximum cooling or heating depressing this button will turn off the fresh air dust separator blower. (indicated by led 6)

NOTE: *Do not leave in this position for more than 15 minutes for best filtration efficiency.*

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2. AUTOMATIC TEMPERATURE CONTROL (ATC)

Type I



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Mode control:

The operating mode selections will be ”Automatic”, ”Defog”, ”Recycle” and ”Econ” or economy. Operating mode is selected by pushing the button switches (1) – (4).

- Economy (1):

When you press the ”Econ” button (1) you only have the circulation of fresh air by a fan speed that is manually set (see further).
The A/C and the heater are turned off.

- Defog (2):

In ”Defog” mode, the compressor is on unless turned off by the freeze sensor or by the pressure switches. Water valve position is automatic.

- Recycle (3):

If recirculation mode is selected, the fresh air dust separator blower is turned off for 15 minutes. This will provide the fastest cooling or heating of the cab.

- Automatic (4):

If the module is not in ”Econ” or ”Defog” mode, it is in automatic mode. Water valve position and compressor operation is automatic.

Fan speed selection:

The fan speed can either automatic or manually set by the operator. When the manual mode is selected by pressing the button (1), three fan speeds can be selected: low, medium and high. Change the fan speed by pressing button (5).

If the automatic mode is selected, the fan speed will automatically be adjusted to obtain the desired cab temperature.

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Cab temperature selection:

The desired cab temperature setpoint can be changed by pressing buttons (7) or (8).
Button (7) to increase and button (8) to decrease the set point. Pushing button (7) or (8) will cause the display to show the desired temperature setpoint, but not the actual cab temperature.

If the fan speed is in auto mode, then the fan speed will also be adjusted to achieve or maintain the desired cab temperature setpoint.

- Outside temperature display:

The outside temperature will be displayed for 5 seconds by pressing the button (6).

- Temperature display format

Pressing the buttons (6) and (7) simultaneously will cause the display to switch between Celsius and Fahrenheit.

Remark: If an error occurs the number of the error code will appear on the display (9). The description of the error can be find in the error table. Contact your local New Holland dealer if there is a problem.

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Error table

Error	Possible cause
00E	Indicates end of diagnostic sweep
10E	Cab sensor open
11E	Cab sensor shorted
12E	Cab sensor out of range high
13E	Cab sensor out of range low
20E	Outlet sensor open
21E	Outlet sensor shorted
22E	Outlet sensor out of range high
23E	Outlet sensor out of range low
30E	Ambient sensor open
31E	Ambient sensor shorted
32E	Ambient sensor out of range high
33E	Ambient sensor out of range low
40E	Evaporator sensor open
41E	Evaporator sensor shorted
42E	Evaporator sensor out of range high
43E	Evaporator sensor out of range low
60E	Low pressure sensor open
61E	Low pressure sensor shorted
62E	Low pressure sensor fault ”STATIC”
63E	Low pressure sensor fault “LATCH OUT”
70E	High pressure sensor open
71E	High pressure sensor shorted
72E	High pressure sensor fault ”STATIC”
73E	High pressure sensor fault “LATCH OUT”
80E	Driver fault “CLUTCH OVER CURRENT”
81E	Driver fault “OPEN CLUTCH”
82E	Driver fault “ACTUATOR OVER CURRENT”
83E	Driver fault “BLOWER OVER CURRENT”
90E	Memory fault “WRITE ERROR”
91E	Memory fault “READ ERROR”

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Type II

Temperature control (1)

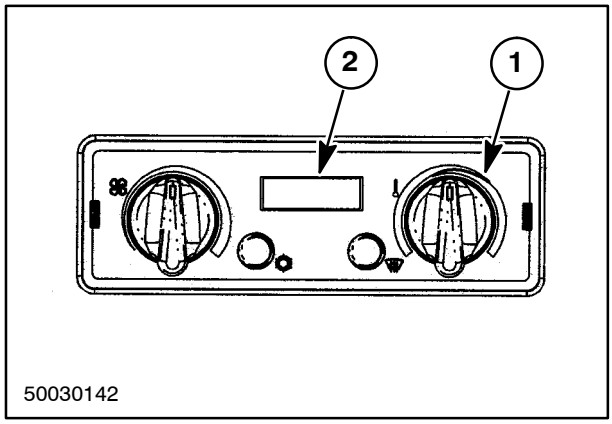
The temperature control gives the operator control over the cab interior temperature. Turning the control clockwise will increase the temperature of the air and turning the control counter-clockwise will lower the temperature of the air.

Display unit (2)

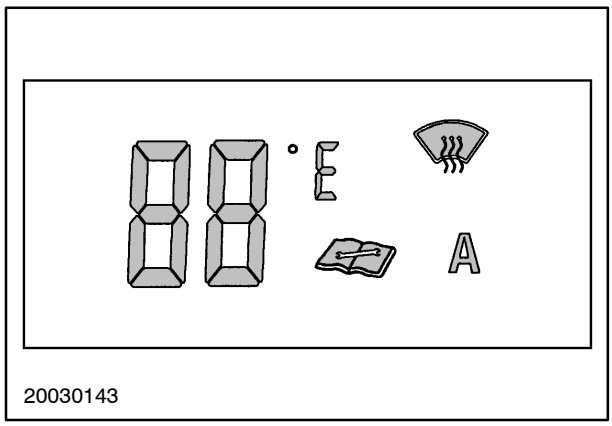
The display provides the operator with information about the systems performance.

- It provides the desired cab temperature reading selected by the operator. The display reading may be in Fahrenheit or Celsius. To make the changed between reading there is a ground wire located under the left rear corner of the cab at the main ground boss. Attaching the wire to the ground provides for Celsius readings.
- It illuminates an icon “A”, when the system is operating in the automatic climate mode.
- When the “A” is not illuminated the blower motor speed MUST be manually controlled and “Auto” mode will only control the water valve and compressor, while trying to maintain the set temperature.
- It illuminates an icon of a windshield when the system is in the Defog mode.
- It illuminates an icon of a book when the system is not operating correctly. Along with the book icon a fault code will also be displayed to assist the technician making the correct repairs.

The range for ATC is from a setpoint of 16°C (61°F) to 30°C (89°F). The setpoint of 16°C (60°F) or 32°C (90°F) will be displayed and the “A” icon on the display will be off when the system is in maximum mode.



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Blower speed control (3)

The blower speed control gives the operator control over the speed of the blower motor. Turning the blower control clockwise will increase the speed of the blower, producing more airflow out of the cab vents, turning the control counter clockwise will reduce the air flow.

If the ATC control button has been pressed, the blower speed control position will have NO effect over the blower's speed. The ATC controller will increase or decrease the blower motor speed as needed to maintain the desired cab temperature. If the blower motor control is adjusted, the controller will release the automatic control over the blower motor speed. The blower motor will only operate in the manual mode if the "A" is NOT displayed. The ATC control button must be toggled **OFF** and back **ON** to reset the automatic blower motor operating mode. The automatic temperature control will always be operating whether the "A" is displayed or not. The blower control is a potentiometer rated at 10K 10% ohms.

When operating in the auto climate or Defog mode, the blower will make a speed increase for every (2°F) difference there is between the temperature set point and the actual cab temperature sensed by the cab temperature sensor.

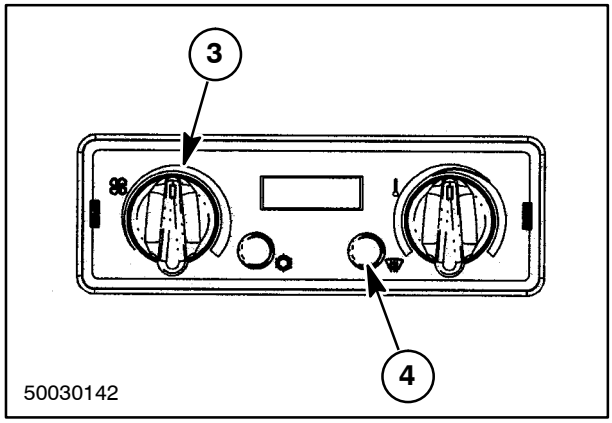
If the evaporator sensor senses that the evaporator temperature is below 26°C (80°F), and system is calling for heat the blower speed will not be increased until the evaporator temperature has increase.

Mode control (4)

Once the operator has activated the ATC control, the mode button is pressed to toggle between AUTO and DEFOG. The digital display window will be illuminated with the symbol  displayed. The button toggles between two modes:

"A" = Auto, the system will warm or cool the air as needed to maintain the cab temp and the display will be illuminated.

 = Defog, the system will run the A/C compressor full time and warm the air to defog the windows and the display will be illuminated.



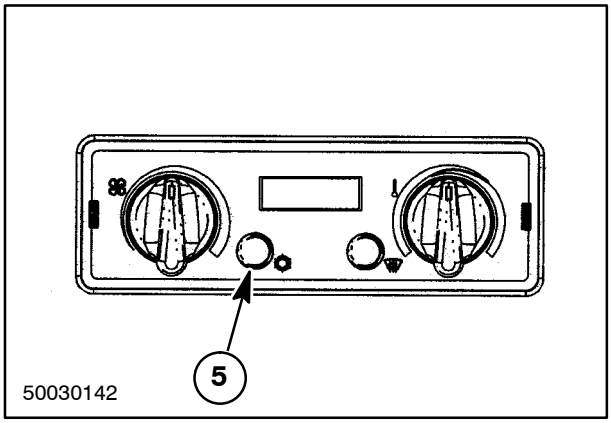
29

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ATC control (5)

The operator selects ATC control by pressing the left hand button one time, the digital display window will be illuminated. When illuminated the mode of operation will be displayed along with the desired temperature. The button toggles between two modes:

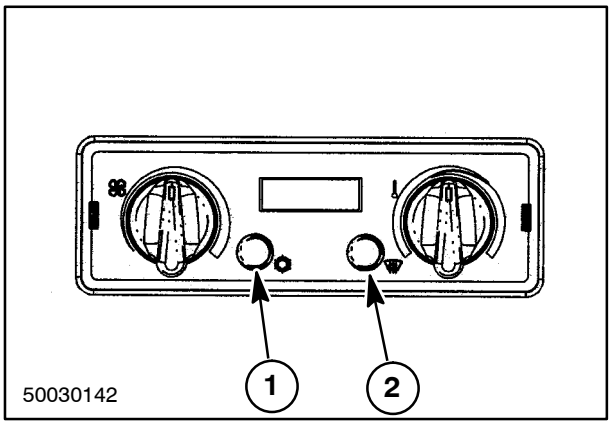
- “O” = OFF, the cab blower motor may be run, but the air will not be conditioned and the display will NOT be illuminated.
- “A” = Auto, the system will warm or cool the air as needed to maintain the cab temp and the display will be illuminated.



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Defog control operation

Defog is used to clear off the windows by using the A/C to lower the humidity in the air and using the heater to warm the air enough to dry the windows. The ATC control button (1) must be pressed to activate the AUTO controls and the mode button (2) toggled to DEFOG and the windshield icon will be displayed in the digital display. The temperature control knob may be adjusted to any setting. If the cab vent temperature is too cold the temperature control may be rotated clockwise to provide some additional heating of the air. The cab temperature will be monitored by the re-circulation air sensor, and be maintained at the temperature control setting by cycling the heater valve. While operating in the defog operation the compressor will run continuously, unless the evaporator sensor determines the evaporator is too cold and could start to freeze up.



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The ATC controller will automatically control the blower motor speed as required to maintain the temperature desired. It will be normal for the vent temperature to be cold during early morning start up, due to low engine temperature. If the operator reduces the blower speed until the engine warms up, the ATC controller will disengage the auto mode of the blower speed. To re-activate the auto mode for the blower motor speed, the ATC control button MUST be toggled to reactivate the auto position.

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Troubleshooting the temperature control system

Code “01” displayed instead of temperature setting – High pressure lockout, press the climate control switch (6) to the center OFF position, then to the forward automatic position or rearward to the defog position as required. Digital temperature display should reappear. If code “01” reappears, system requires service.

Code “02” displayed instead of temperature setting – Low pressure lockout, press the climate control switch to the OFF position, then to the automatic position. Digital temperature display will reappear. If code “02” reappears, system requires service.

Code “04” alternating with temperature setting – possible faulty blower control potentiometer, blower defaults to maximum speed. System requires service.

Code “05” alternating with temperature setting – possible faulty temperature control potentiometer, system defaults to 20° C (68° F). System requires service.

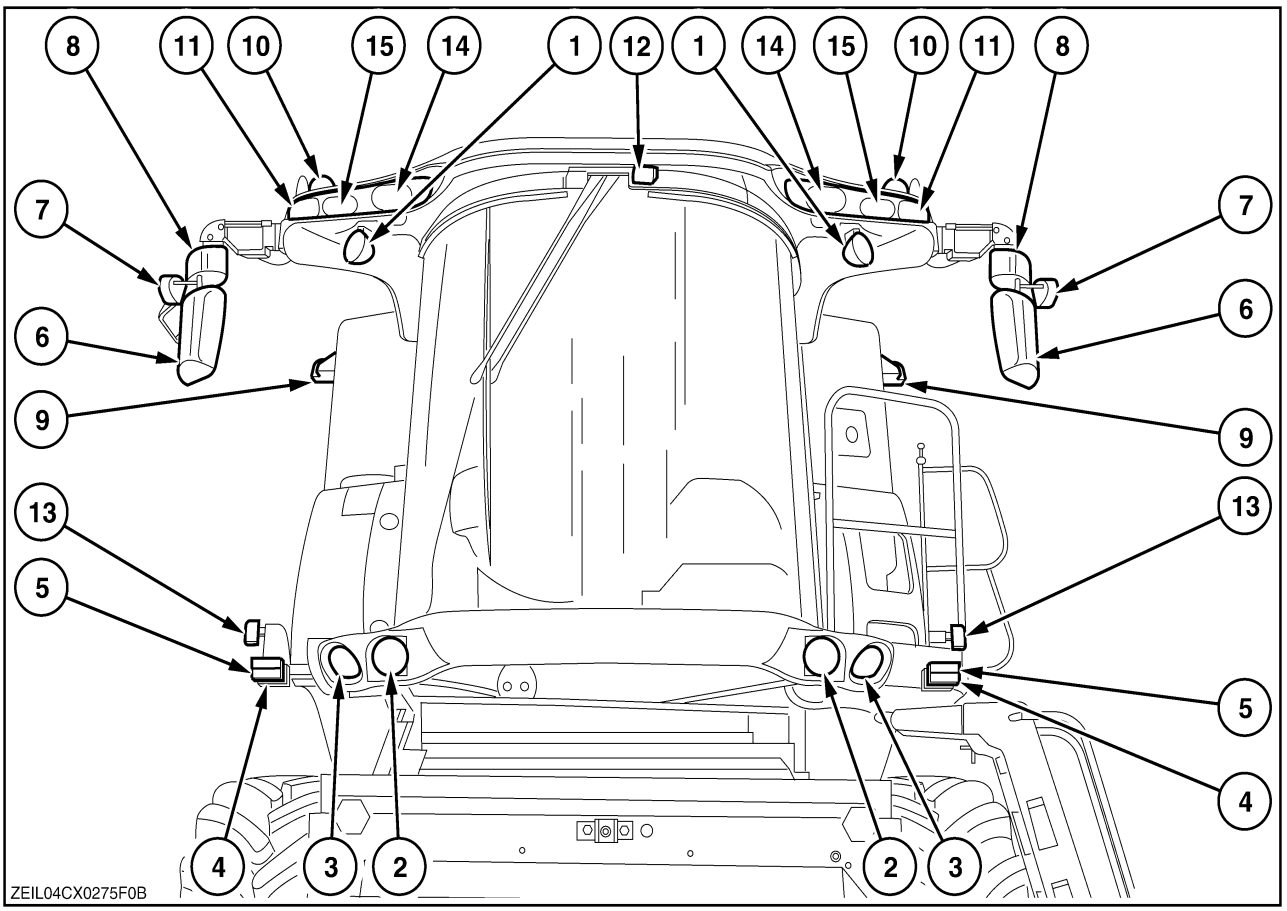
Code “08” alternating with temperature setting – possible faulty cab temperature sensor or cab temperature is below –19° C (–2° F). Adjust temperature control above 23° C (74° F). If error code does not clear after cab temperature rises above –19° C (–2° F), system requires service. In order to continue operation, temperature control must be set above 21° C (70° F) or below 19° C (66° F).

Code “10” alternating with temperature setting – possible faulty evaporator sensor or cab temperature is below –19° C (– 2° F). Compressor does not run. If error code does not clear after cab temperature rises above – 19° C (–2° F), system requires service.

Code “11” alternating with temperature setting – possible faulty evaporator sensor or core temperature has exceeded 82° C (180° F). Compressor does not run. If error code does not clear, system requires service.

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Lighting and Mirrors



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1. Header lights

2. Dimmed lights and headlights

3. Stubble lights

4. Parking lights

5. Direction indicator

6. Main electrically adjustable and heated mirrors

7. Side operating lights

8. Manually adjustable wide angle mirror (if installed)

9. Rear operating lights (not working in road mode)

10. Revolving flash lights (if installed)

11. Outer work lights

12. Central operating light

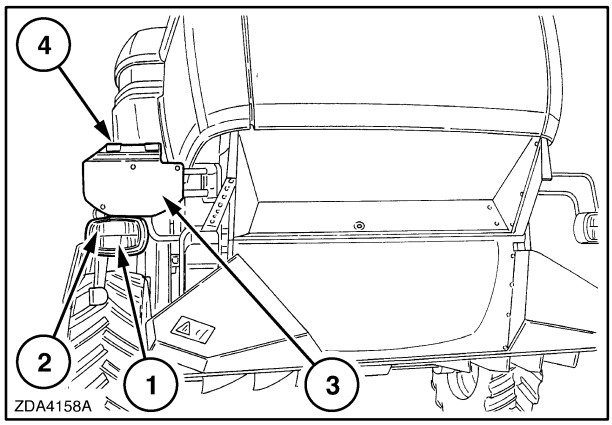
13. Side lights

14. Inner work lights

15. Middle work lights

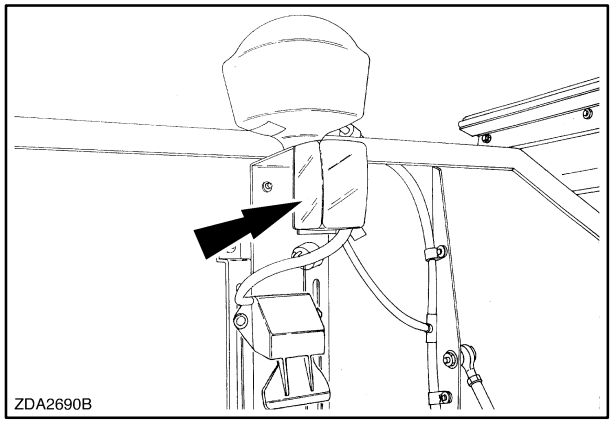
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- Rear road lights 1
- Direction indicator 2
- Licence plate 3
- Licence plate lights 4



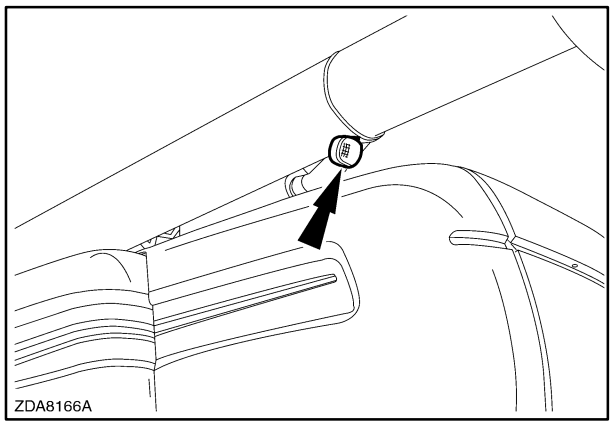
33

- Grain tank light



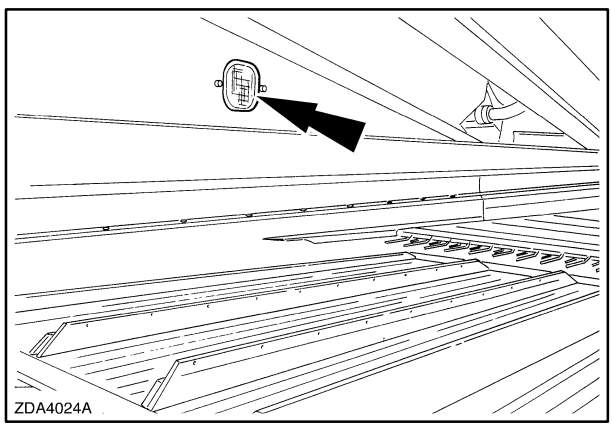
34

- Unload tube light



35

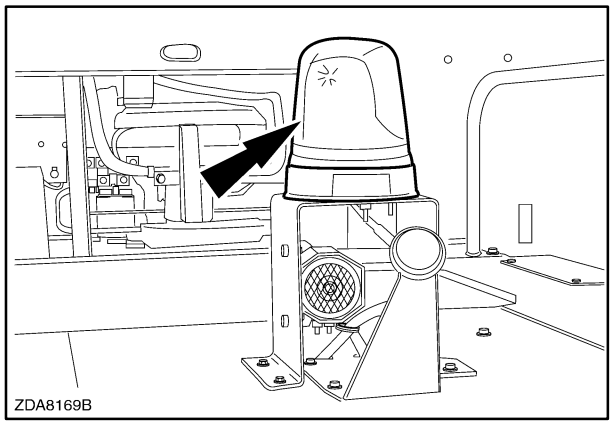
- Cleaning shoe light



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- Revolving flash light (if installed)



37

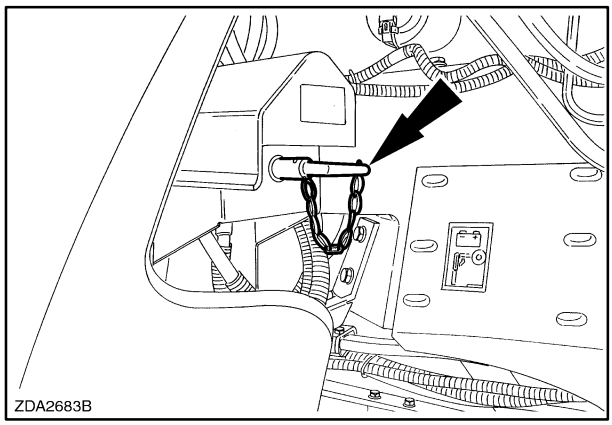
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OTHER COMPONENTS

- Battery key

Turn the key counter-clockwise (1/4 turn) after having switched off the ignition key.

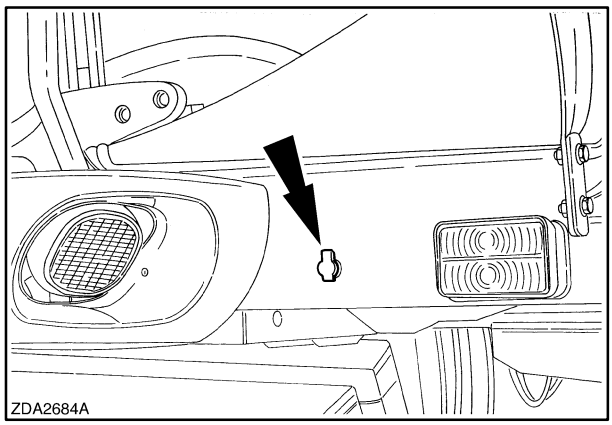
Turn the key clockwise (1/4 turn) before switching on the ignition key in the cab.



38

- 12-Volt DC socket (left)

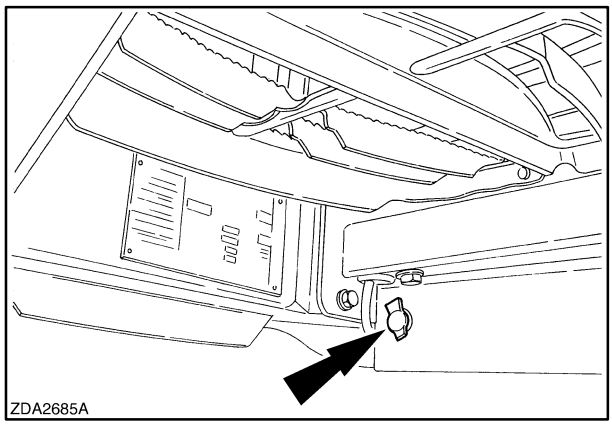
Live at all times when the battery key is on.



39

- 12-Volt DC socket (right) (if installed)

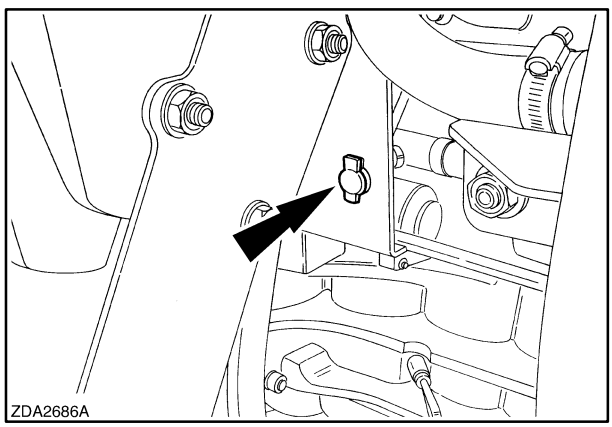
Live at all times when the battery key is on.



40

- 12-Volt DC socket (engine compartment)

Live at all times when the battery key is on.

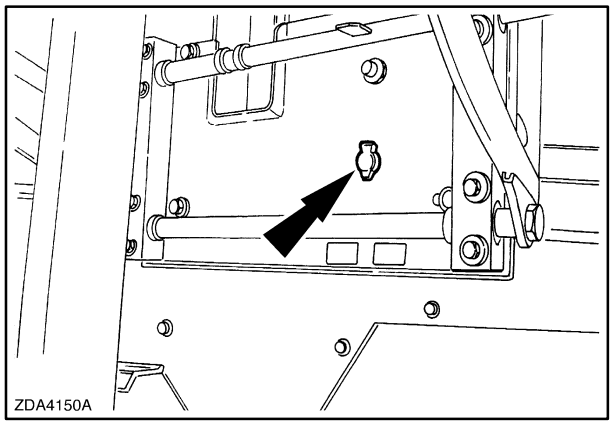


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- 12-Volt DC socket located at the rear ladder.

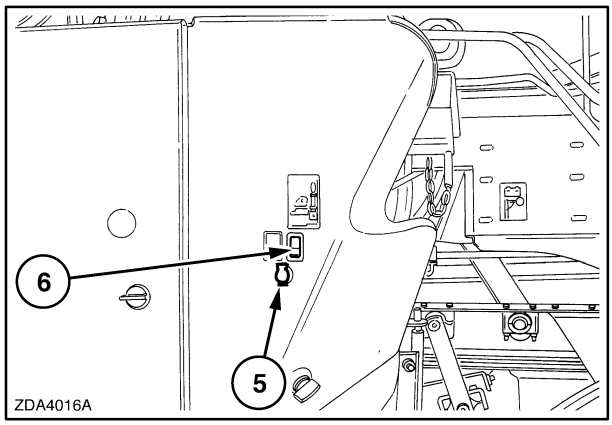
Live at all times when the battery key is on.



42

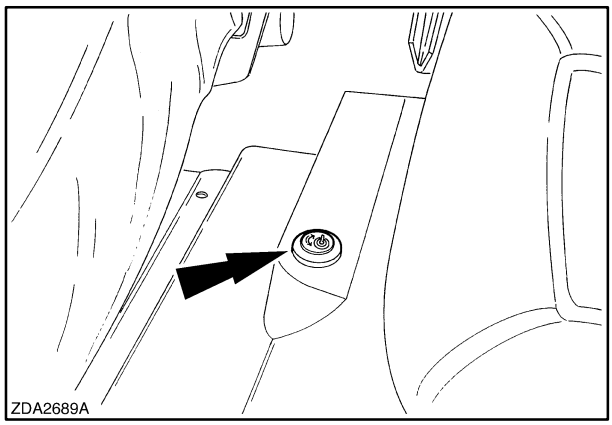
- 12-Volt DC socket 5 (left-hand side rear shielding) (if installed)
- Cleaning shoe light tumbler switch 6.

Live at all times when the battery key is on.



43

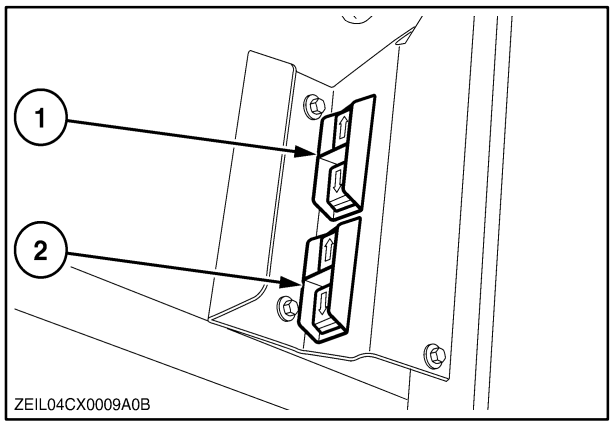
- Mobile phone plug (12 Volt DC socket), located between the operator's seat and the instructional seat. (if installed)



44

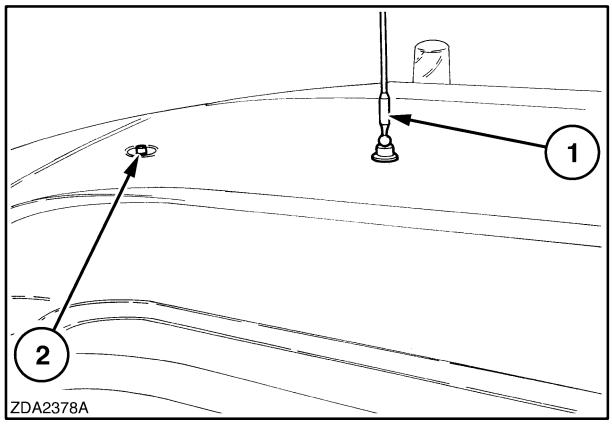
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- Two rocker switches 1 and 2 are located at the inside of the straw hood (left-hand side) to adjust the electrically controlled lower and upper sieve. (if installed)



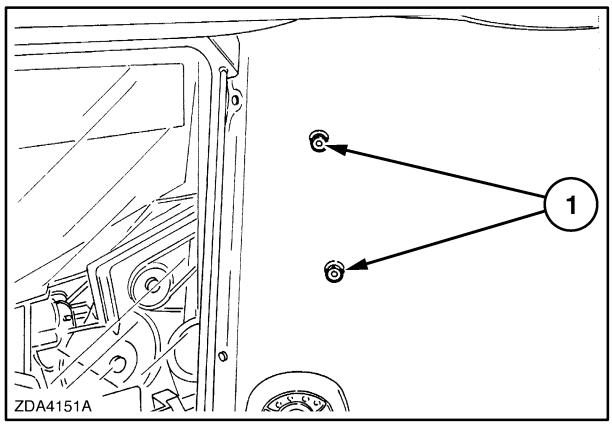
45

- Radio antenna 1 (AM/FM)
- CB antenna 2 or Business Band antenna (if installed)



46

- Two extra bolts 1 are provided (above the start module) to install extra Communication / radio equipment mounting.



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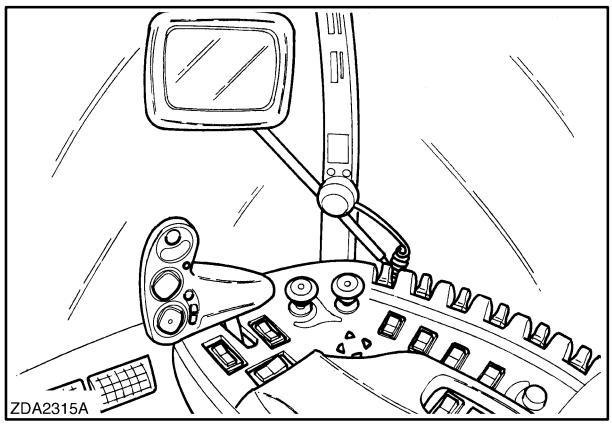
https://truckmanualshub.com/

InfoView™ Monitor

The InfoView™ monitor is located on a movable arm in front and to the right in the cab.

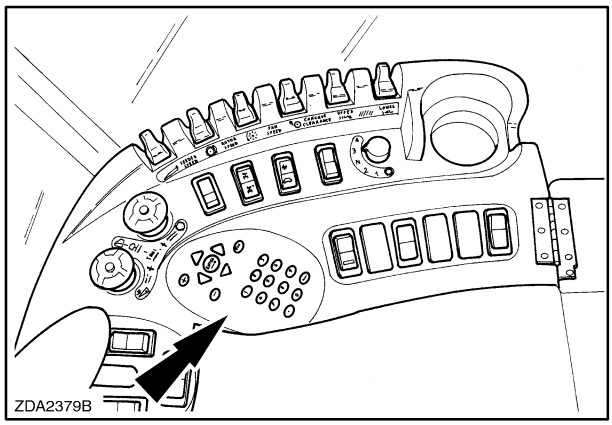
A grip/locking mechanism will keep the InfoView™ exactly in place where you want it for optimal viewing comfort.

This display is used to control all parameters and settings of the combine. The display will also inform the operator continuously about the combining process and possible warnings or alarms.



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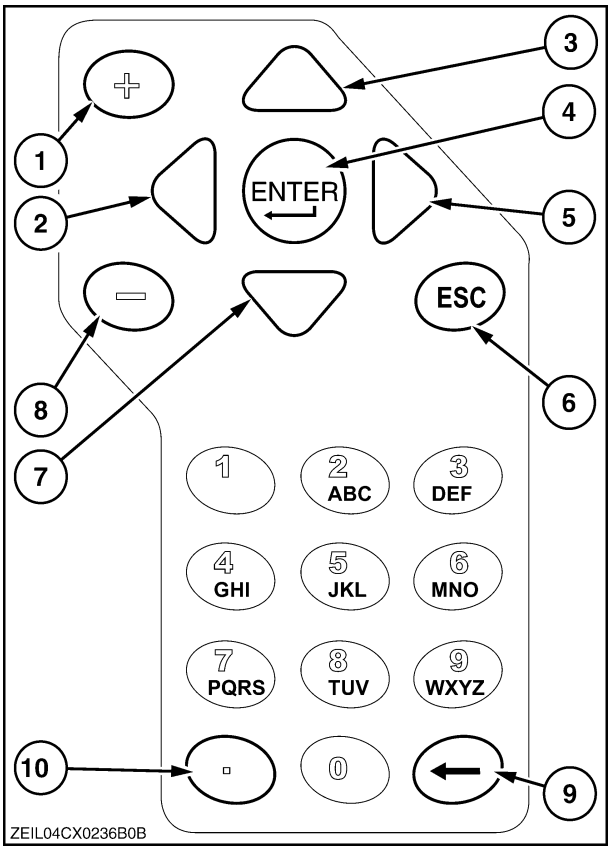
The InfoView™ is controlled with the cursor keys and alphanumeric keypad on the right-hand module.



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Explanation of the cursor keys and alphanumeric keypad.



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1. Plus key to change a set value

2. Menu navigation key (left)

3. Menu navigation key (up)

4. Enter key

5. Menu navigation key (right)

6. Escape key

7. Menu navigation key (down)

8. Minus key to change a set value

9. Back space key

10. Decimal separator / Print button (if printer accessory installed)

Use the menu navigation keys (2), (3), (5) and (7) to run through the different menus.

Using the Escape key (6) will shift the screen back to the previous menu.

Use the plus or minus key (1) or (8) to change a value or selecting another setting.

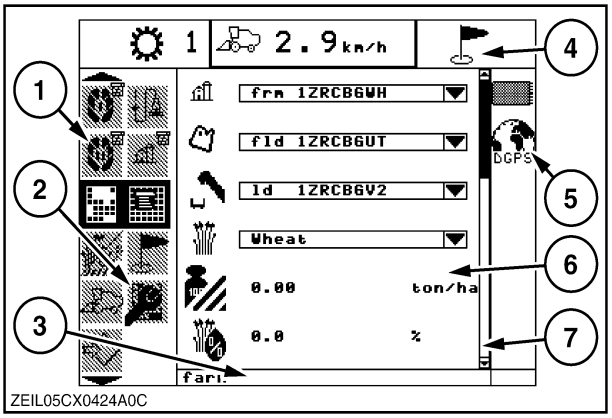
Press the enter key (4) to confirm any change or to activate a function.

When the optional printer is installed, press the button (10) to print a selected page on the InfoView™.

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INFOVIEW® MONITOR

The monitor will switch on when the ignition key is switched on.



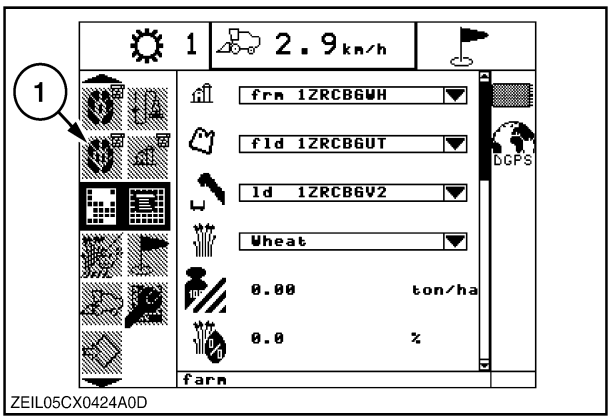
51

The display is divided in different fields:

1. Menu bar
2. Sub-menu bar
3. Text bar
4. Indicator bar
5. Status bar
6. Information box
7. Scroll bar

1. MENU BAR

The menu bar 1 at the left side of the display shows the different menus presented by a symbol. Text bar 3 (fig. 51) at the bottom of the screen, shows a description of the selected menu.



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Scrolling through the menu is possible by using the up and down navigation keys:

The “up” key to select a menu up the ladder.

The “down” key to select a menu down the ladder.

Keeping the “up” and “down” navigation key depressed will shift the menu quickly up or down.

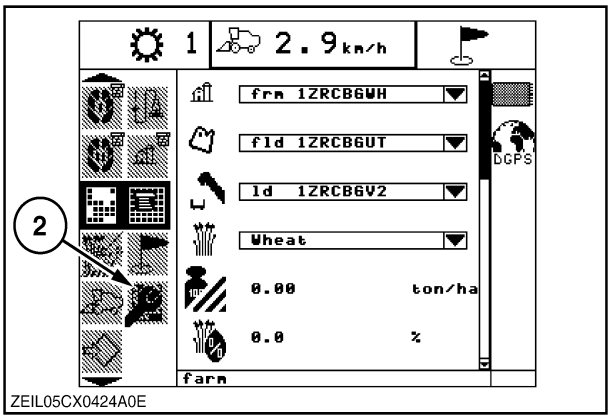
The selected symbol always remains in the middle of the menu bar and blinks to show the selected position. When the navigation keys are not used for a while, the selected symbol will stop blinking and will be inverted until the navigation keys are used again.

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2. SUB-MENU BAR

With certain menus, a sub-menu bar 2 will appear. To enter that sub-menu presses the ”right” navigation key. Text bar 3 (fig. 54) will show a description of the selected sub-menu.

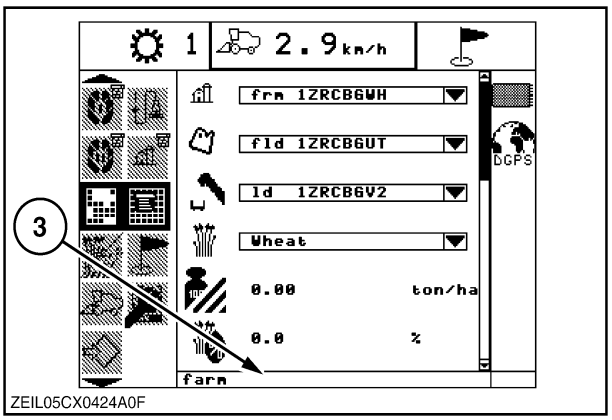
NOTE: *To move back into the main menu press the ”left” navigation key or press the ”esc” key.*



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3. TEXT BAR

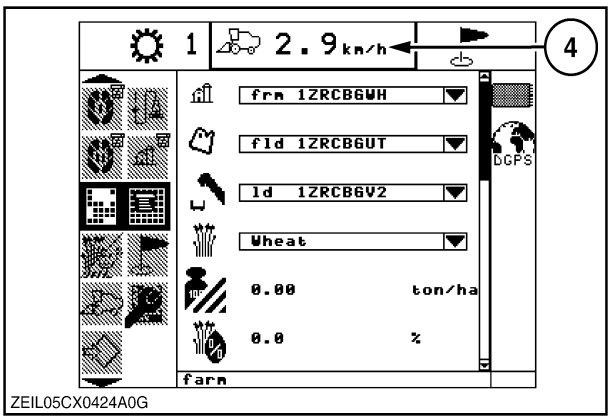
At the bottom of the screen, text bar 3 displays a description of the selected menu, sub-menu or selected item in the information box while scrolling.



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4. INDICATOR BAR

On top of the screen, an indicator bar 4 is provided to inform the operator continuously with basic information.

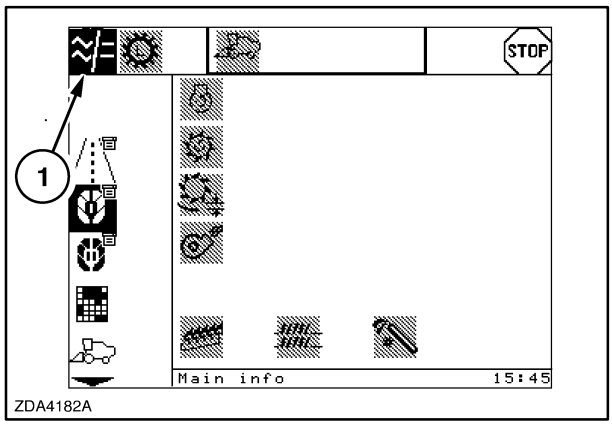


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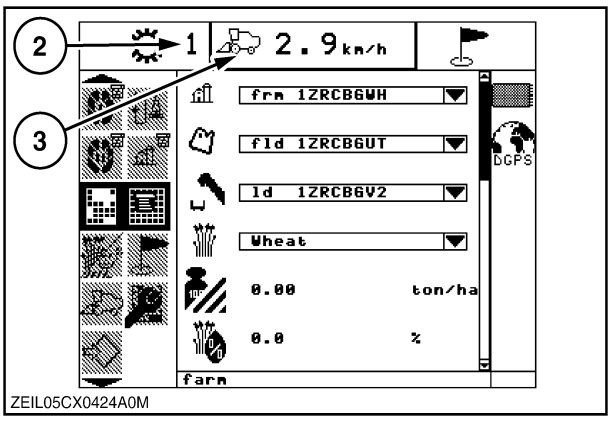
The following information is in the indicator bar:

1. Network connection: Yes/No (symbol 1 is appearing when no network connection).



56

2. Selected gear (1 - 2 - N - 3 - 4)
3. Drive



57

The icon shows the drive direction and the status of the four wheel drive as follows:

1. Neutral

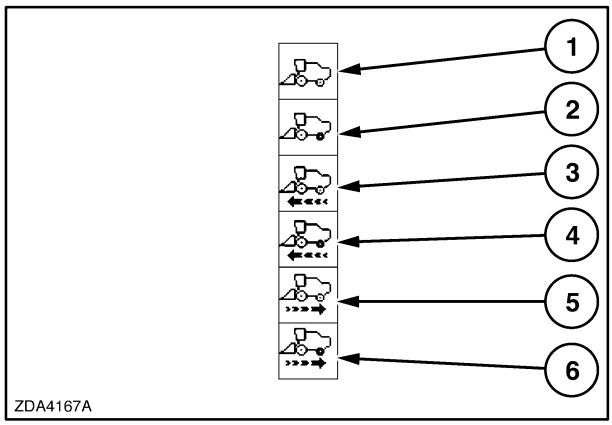
2. Neutral with 4 wheel-drive engaged

3. Forward

4. Forward with 4 wheel-drive engaged

5. Reverse

6. Reverse with 4 wheel-drive engaged

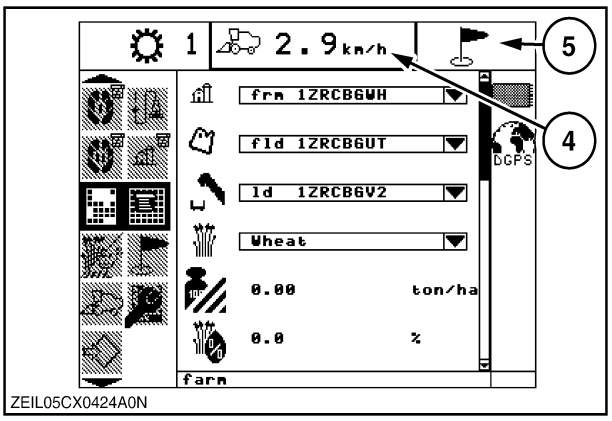


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4. Ground speed (km/h or mph)

5. A flag is appearing when a data card is installed which has markers information on it.



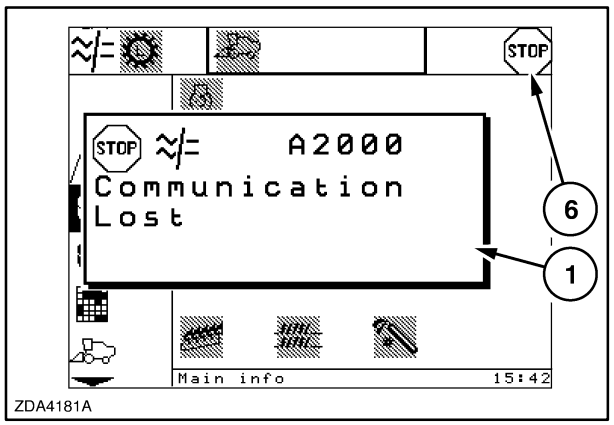
59

6. Active alarms and/or errors (Low, Medium or High priority).

These icons appear on the screen together with pop-up 1 screen with more information on the alarm/error.

- If a “Low” priority alarm: The pop-up screen disappears from the display after a few seconds, the symbol in the indicator bar stays on the display to warn the operator there is an alarm/error.

- If a “Medium” or “High” priority alarm: The pop-up screen stays on the display until they press on the “escape” button, the symbol in the indicator bar stays on the display to warn the operator there is an alarm/error.



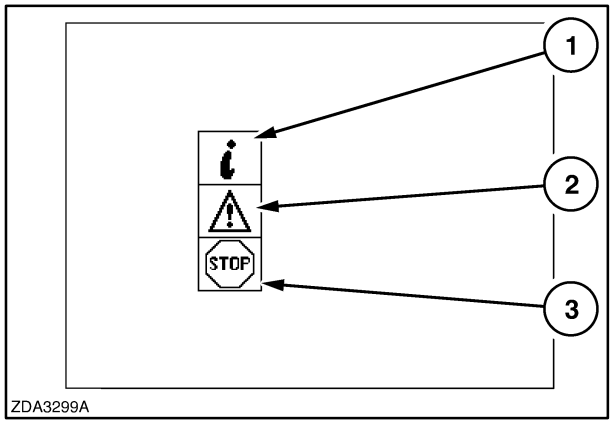
60

Alarms and errors are classified in three levels. According to the importance of the alarm/error, following icons appear in the indicator bar:

1. Low priority alarm/error

2. Medium priority alarm/error

3. High priority alarm/error



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The following is a list of the alarms with the priority, condition, activation and reset measure.

Description	Priority	Check condition	Activation	Resetting
A0000 Engine coolant temperature HIGH	High	Engine running and temperature sensor not faulty	2 sec > 102 °C (216°F) electrical engine 2 sec > 110 °C (230°F) mechanical engine or engine shut down	2 sec < 102 °C (216°F) electrical engine 2 sec < 110 °C (230°F) mechanical engine
A0001 Engine oil temperature HIGH	High	CNH engine running	2 sec > 126 °C (259°F) or engine shutdown	2 sec < 126 °C (259°F)
	High	Iveco engine running	3 sec > 126 °C (259°F) or engine shutdown	2 sec < 126 °C (259°F)
A0002 Engine Oil pressure LOW	High	Engine running and pressure sensor not faulty	3 sec < 1 bar (14.5psi) or engine shutdown	0.5 sec >/= 1 bar (14.5psi)
A0003 Battery Voltage LOW	Low	Engine rpm > 500 rpm	8 sec < 12 V	2 sec > 12.5 V
	Low	Engine rpm < 500 rpm	8 sec < 10 V	2 sec > 10.5 V
A0004 Fuel level LOW	Low	Level sensor not faulty	4 sec < 10 %	4 sec > 12 %
A0005 Air filter BLOCKED	Low	Sensor configuration set to not installed and air filter switch not faulty	10 sec > 625 mm H_2O	2 sec </= 625 mm H_2O
	Low		10 sec < 0.25 V	2 sec >/= 0.25 V
A0006 Gearbox temperature HIGH	High	Engine running	2 sec > 90°C (194°F)	2 sec </= 90°C (194°F)
A0007 Hydraulic reservoir temperature HIGH	High		10 sec > 90°C (194°F)	3 sec < 85°C (185°F)
A0008 Hydrostatic motor temperature HIGH	High	Sensor configuration set to installed and hydro temperature sensor not faulty	10 sec > 105°C (221°F)	3 sec < 100°C (212°F)
A0009 Return filter blocked	Low		10 sec < 1.8 V and >/= 25°C	2 sec > 1.8 V and < 25 °C
A0010 Gearbox filter blocked	Low		10 sec < 1.8 V and >/= 25°C	2 sec < 1.8 V and < 25 °C
A0011 Hydraulic reservoir level LOW	High	Reservoir switch not faulty	4 sec > 1.8 V	0.5 sec < 1.8 V
A0012 Control pressure LOW	High	Engine running for 3 sec and control pressure not faulty	2 sec < 20 bar	0.5 sec >/= 20 bar
A0013 Gearbox clutch temperature HIGH	High	Sensor configuration set to installed and gearbox clutch temperature sensor not faulty	0.1 sec >/= 130 °C (266°F)	2 sec </= 120°C

(*) can be configured in InfoView™

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Description	Priority	Check condition	Activation	Resetting
A0014 Straw elevator reverser ENGAGED	High	Reverser sensor engaged	straw elevator engaged + 0.5 sec reverser sensor or straw elevator engagement + reverser sensor or reverser switch	10 sec reverser sensor+ straw elevator disengaged and reverser switch
A0015 Seat switch OPEN	Med	Not seated for 5 sec	0.01 sec straw elevator engaged	Straw elevator disengaged for 10 sec.
		Not seated	Straw elevator engage switch transition from low to high (attempting to engage straw elevator)	Disengage straw elevator engage switch
A0016 Engine RPM LOW	Med	Threshing running	2 sec < 1950 rpm (*)	2 sec > 2000 engine rpm
A0020 Set parking brake ALARM	High	Engine on, MFH neutral, Brake off	Operator not in seat for 2 sec	Operator in seat for 0.5 sec
A0021 Rear ladder DOWN	High	Engine running	Ladder down for 1 second	Ladder up for 0.5 second
A0022 Unload engaged	Low		Unloading engaged	Unloading not engaged
A0028 Grain tank covers OPEN	Low	Cover switch open	field mode: > 15 km/h and covers open road mode: covers open	0 sec in field mode
A0029 Unloading tube OPEN	Low	Road mode or > 15 km/h (9mph) and ground speed sensor NOT faulty	2 sec unload tube open	2 sec unload tube close
A0030 Grain bin FULL	High	Threshing engaged, no unloading and straw elevator engaged, moving forward and grain bin sensor NOT faulty	1 sec the 2 sensors activated	1 sec both sensors not activated
	Low	Threshing engaged, no unloading and grain bin sensor NOT faulty	1 sec the 2 sensors activated	1 sec both sensors not activated
A0032 Straw hood blocked	High	Threshing engaged	blocked for 1 sec (input < 1.8V)	not blocked for 3 sec (input > 1.8V)
A0033 Parking brake ON	High	Parking brake switch in error, engine running and parking brake engaged	MFH not in neutral	MFH in neutral
	Med	Parking brake ON and engine running	MFH not in neutral	MFH in neutral
A0034 Straw walker RPM LOW	High	Threshing running	1 sec < 113 rpm	1 sec >/= 113 rpm
	Med	Threshing running	1 sec < 80 % of set speed	3 sec >/= 80 % of set speed
A0036 Drum RPM LOW	High	Threshing running	1 sec < 100 rpm	3 sec >/= 100 rpm
	Med	Threshing running	1 sec < 80 % of set speed	3 sec >/= 80 % of set speed
A0038 Rotary separator RPM LOW	High	Threshing running	1 sec < 179 rpm	3 sec > 179 rpm
	Med	Threshing running	1 sec < 80 % of set speed	3 sec > 80 % of set speed

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Description	Priority	Check condition	Activation	Resetting
A0039 Beater RPM LOW	High	Threshing running	1 sec < 100 rpm	3 sec >/= 100 rpm
	Med	Threshing running	1 sec < 80 % of set speed	3 sec >/= 80 % of set speed
A0040 Grain elevator RPM LOW	High	Threshing running	1 sec < 100 rpm	3 sec > 100 rpm
	Med	Threshing running	1 sec < 80 % of set speed	3 sec >/= 80 % of set speed
A0041 Fan RPM LOW	High	Threshing running	1 sec < 130 rpm	3 sec > 130 rpm
	Med	Threshing running	1 sec < 80 % of set speed	3 sec >/= 80 % of set speed
A0042 Chopper RPM LOW	High	Threshing running	1 sec < 100 rpm	3 sec >/= 100 rpm
	Med	Threshing running	1 sec < 80 % of set speed	3 sec >/= 80 % of set speed
A0043 Returns left RPM LOW	High	Threshing running	1 sec < 195 rpm	3 sec > 195 rpm
	Med	Threshing running	1 sec < 80% of set speed	3 sec >/= 80% of set speed
A0044 Returns right RPM LOW	High	Threshing running	1 sec < 195 rpm	3 sec > 195 rpm
	Med	Threshing running	1 sec < 80% of set speed	3 sec >/= 80% of set speed
A0047 Check brakes	Med		5 sec < 0.69 V	10 sec > 0.69 V
A0051 Road mode selected	Low	Road mode selected	Covers open, header up/ down / tilt, straw elevator, rear axle, thresher, unload on / open, reel up / down	Stop attempting to engage device then disengage road mode
A0052 Flow sensor out of range	Low	Yield monitor type configuration not set to 0	1sec < 0.2 V or > 5.2 V	1sec >0.2 V or < 5.2 V
A0057 Battery voltage high	Med		Battery voltage > 15.5 V for 8 sec	Battery voltage > 15 V for 2 sec
A0061 Thresher disengaged (No speed signal)	Med			
A0062 Autopilot switched to manual	Med			
A0063 End of crop detected	Med			
A0064 Autopilot signal detected	Med			

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Description	Priority	Check condition	Activation	Resetting
A0077 Self-levelling shoe NOT LEVEL	Med	Threshing engaged & SL installed	Shoe actuator running in one direction for 15 sec	Shoe position stable
	Low		Shoe position sensor faulty or lateral inclination sensor faulty	Shoe position sensor and lateral inclination sensor OK
A0079 Grain tank covers CLOSED	Med	Threshing engaged, covers installed, bubble-up sensor installed and engine running	Bubble-up sensor indicates the covers are closed	Bubble-up sensor indicates the covers are open
		Threshing engaged, covers installed, bubble-up sensor not installed and engine running	Threshing engaged, engine running and covers open	Covers no longer opening
A0080 Gearshift NOT successful	Low		Not able to get to shift to selected gear in 6 sec.	Selected gear found
A0081 Hydrostatic charge pressure LOW	High	Engine running for 1 sec	1 sec < 1.8 V	0.5 sec > 1.8 V
A0082 Auto HHC Disabled	Low	Auto HHC activated	Straw elevator angle > max. stubble height	Alarm only displayed for 2 sec.
A0083 Hydro speed limitation	Low	Sensor configuration set to installed and hydro temp. sensor not faulty	10 sec > 95 °C	3 sec < 90°C
A0117 Header need to be defined	Med		Header has not been installed on the combine before.	Alarm is displayed for 10 seconds
A0120 Upper sieve not in position	Med		Upper sieve position is not within 1 mm of the upper sieve position set point for 4 sec.	Upper sieve position is within 1 mm of the upper sieve position set point
A0123 Road mode not allowed	Med	Road mode switch placed into the road mode position	Road mode not engaged, unload engaged or unload tube not cradled or straw elevator, reverser, thresher, rear wheel assist engaged or concave moving	Road mode engaged
A0124 Lower sieve not in position	Med		Lower sieve position is not within 1 mm of the lower sieve position set point for 4 sec.	Lower sieve position is within 1 mm of the lower sieve position set point
A0125 Upper sieve calibration required	Low	Remote upper sieve configuration set to installed	Upper sieve has never been calibrated	Calibrate upper sieve
A0126 Lower sieve calibration required	Low	Remote lower sieve configuration set to installed	Lower sieve has never been calibrated	Calibrate lower sieve

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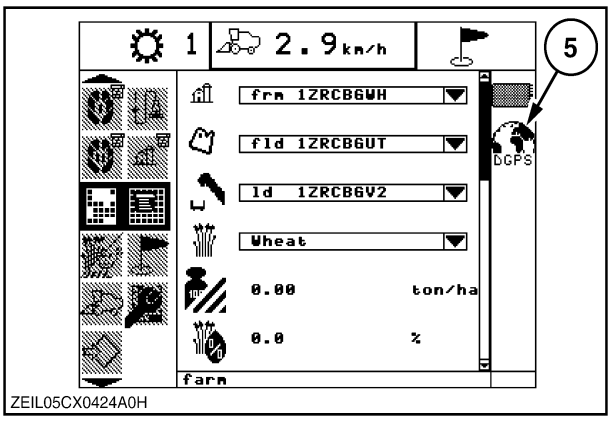
Description	Priority	Check condition	Activation	Resetting
A1000 Datalogger PLD fault			Can't open marker file	Contact your New Holland Dealer
A1001 Datalogger EE fault			Can't open marker file	Contact your New Holland Dealer
A1002 Error On log file			Can't open marker file Can't create default marker file Can't open log file 99 log files already on the card	Contact your New Holland Dealer
A1003 CCM not sending needed messages			CCM's not sending required messages	Contact your New Holland Dealer
A1004 Error on job file			Can't open or corrupt object file	Contact your New Holland Dealer
A1005 Error on marker file			Corrupt marker file	Contact your New Holland Dealer
A1006 Datacard full				
A1010 GPS signal lost				
A1011 DGPS correction signal lost				
A2000 No CAN	High		CAN open	Contact your New Holland Dealer
A2001 MDM offline	Low		InfoView™ monitor is offline	Contact your New Holland Dealer
A2002 CCM1 offline	Low		No can messages received from CCM1 for 5 seconds	Contact your New Holland Dealer
A2003 CCM2 offline	Low		No can messages received from CCM2 for 5 seconds	Contact your New Holland Dealer
A2004 CCM3 offline	Low	CCM3 installed	No can messages received from CCM3 for 5 seconds	Contact your New Holland Dealer
A2005 RHM offline	Low		No can messages received from RHM for 5 seconds	Contact your New Holland Dealer
A2006 SSM offline	Low		No can messages received from SSM for 5 seconds	Contact your New Holland Dealer
A2007 ECU offline	Low	Engine control unit installed	No can messages received from ECU for 5 seconds	Contact your New Holland Dealer
A2008 HHC offline	Low		No can messages received from HHC for 5 seconds	Contact your New Holland Dealer
A2009 GPS offline	Low	Global Position System installed	No can messages received from GPS for 5 seconds	Contact your New Holland Dealer
A2010 DLU offline	Low	Data Logger Unit installed	No can messages received from DLU for 5 seconds	Contact your New Holland Dealer

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5. STATUS BAR

On the right-hand side of the display, status bar 5 will show the status of different components, i.e. front operating lights, rear operating lights, revolving flash lights, data-card (D)GPS...

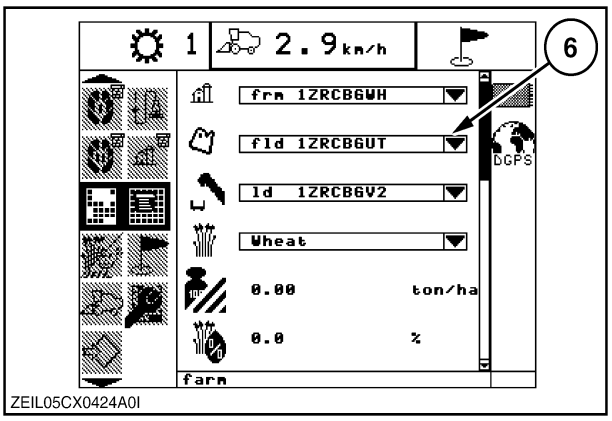
NOTE: *The status bar is only visible when there is a symbol. If there is nothing to display in the status bar, the complete bar removes from the screen.*



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6. INFORMATION BOX

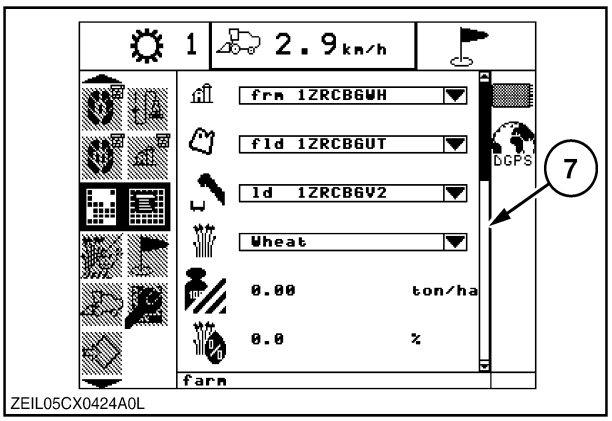
In information box 6, in the middle of the display, information is shown to the operator. Depending on the selected menu and/or sub menu, different information is shown.



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7. SCROLL BAR

Scroll bar 7 appears on the screen when the information box contains more information than is visible on the screen. The bar indicates the position on the information ladder.



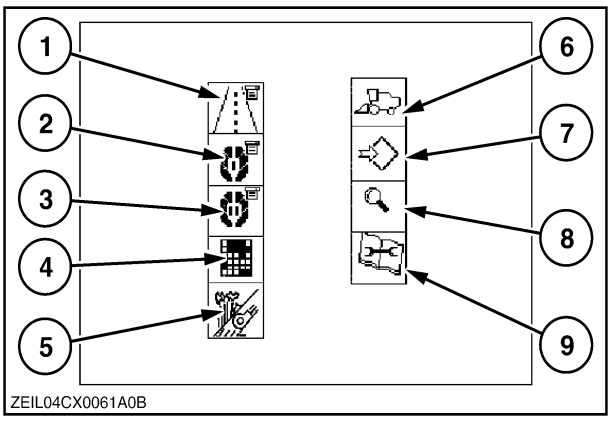
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MENUS AND SUB-MENUS

The different menus on the menu bar are listed and will always appear in that sequence.

1. Road info screen
2. Main info screen
3. Custom info screen
4. Harvest info screen
5. Automatic crop settings screen
6. Combine info screen
7. Configuration and calibration info screen
8. Diagnostics info screen
9. Service info screen



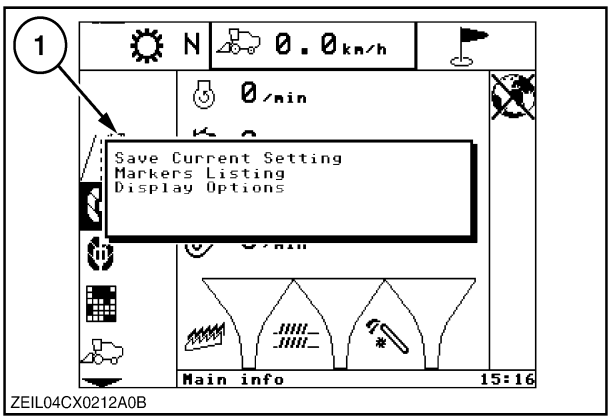
65

NOTE: *Pressing the "escape" key when a menu down the ladder is selected, will cause the cursor to jump:*

- *to the road info screen when road mode is selected.*
- *to the main info screen when field mode is selected.*

To view only the "standard" screens on the display, proceed as follows:

1. Select the "Road info", "Main info" or "Custom info" screen and press "enter".
2. A pop-up 1 screen appears.
3. Select in this list "Display options", using the "down" navigation keys and press "enter".



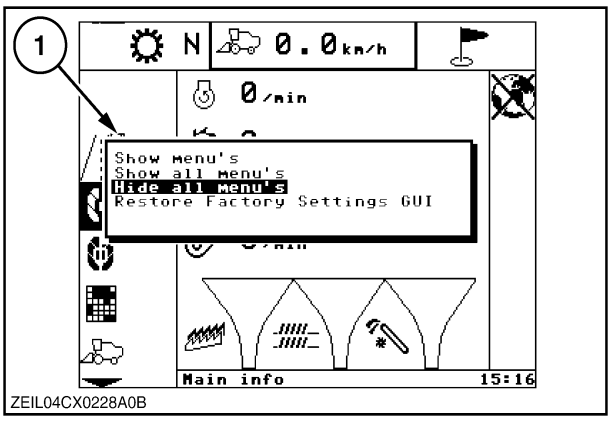
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4. A pop-up 1 screen appears.

5. Select in this list “Hide all menus”, using the “up” and “down” navigation keys and press “enter”.

6. Pop-up 1 screen will disappear and only the “Road info”, “Main info”, “Custom info”, “Harvest info” and “Automatic crop settings” screen are visible on the display.



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To display an extra menu of your choice on the InfoView™ display, proceed as follows:

1. Select the “Road info”, “Main info” or “Custom info” screen and press “enter”.

2. Select in this pop-up screen “Display options”, using the “down” navigation keys and press “enter”.

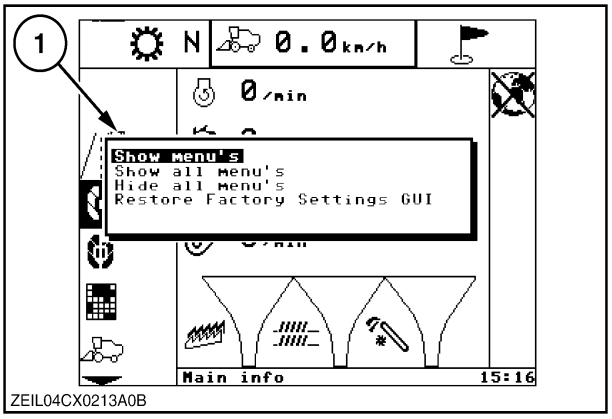
3. A pop-up 1 screen appears.

4. Select in this list “Show menus”, using the “up” and “down” navigation keys and press “enter”.

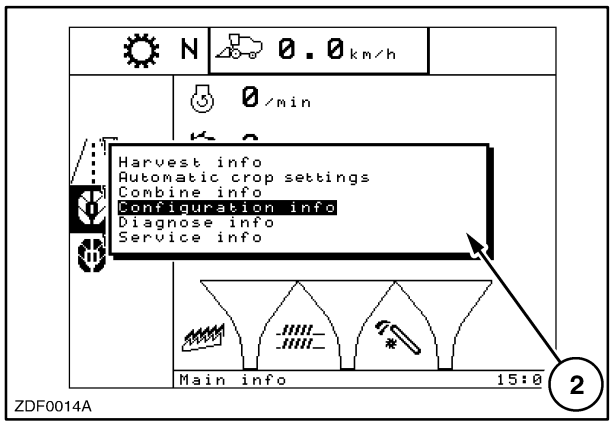
5. Select in this pop-up 2 screen the menu to view on the screen, using the “up” and “down” navigation keys and press “enter”.

6. The pop-up screen will disappear and the selected menu together with the “standard” menus are visible on the InfoView™.

NOTE: *To view (or to remove) more screens on the display repeat this procedure.*

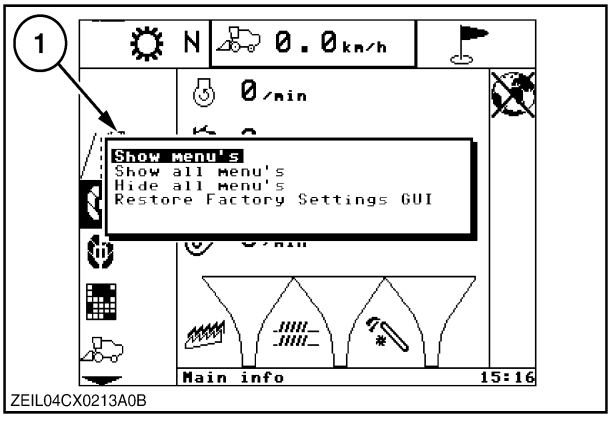


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NOTE: *To show all menus, select “Show all menus” in pop-up screen 1 and press “enter”.*



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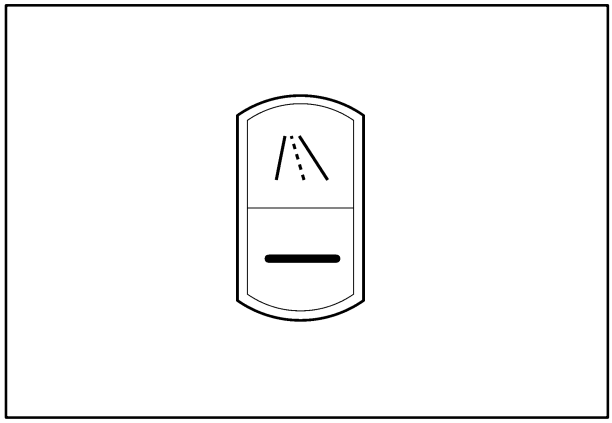
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MDM Protected mode

To select this mode, proceed as follows:

1. Select “road mode” with the road mode selector switch located at the right-hand module.

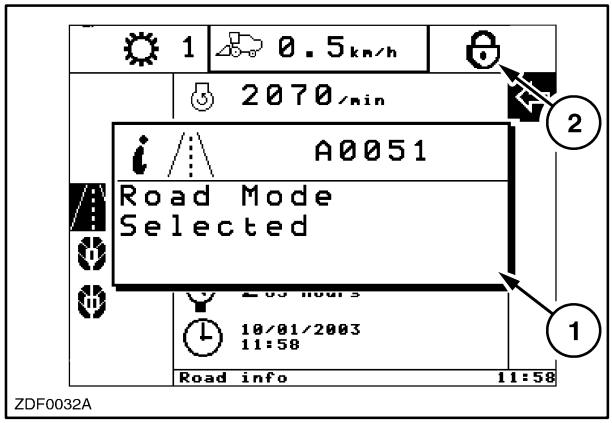
NOTE: *You will only be able to select the road mode when threshing is not engaged, grain tank covers and unload tube are closed.*



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2. A pop-up screen 1 appears: “Road mode selected”.

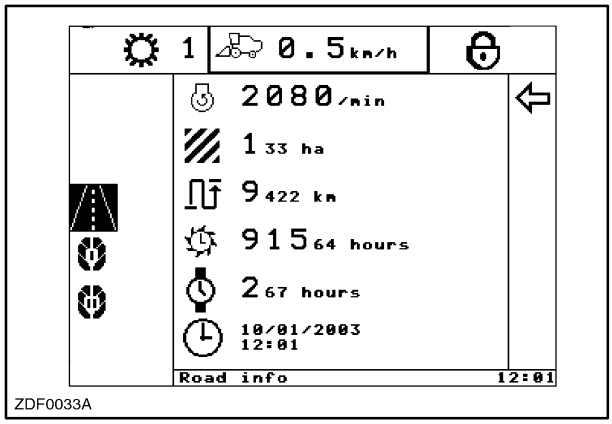
3. Icon 2 (locked padlock) appears in the indicator bar.



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All the menus except the standard menus are hidden from the screen.

It is not possible anymore to do any calibrations or configurations, input/output diagnostics, read service information, etc..



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The only way to make appear the hidden menus again is to deselect road mode by select “field mode” with the road mode selector switch.

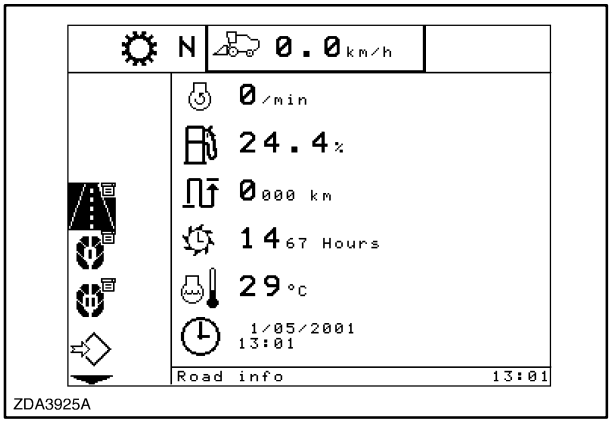
The protected mode will be cancelled automatically and will restore the full menu’s on the InfoView™.

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I ROAD INFO SCREEN

When contact is switched on and the road mode is selected with the road/field mode selector switch, the monitor will enter the road info screen.

NOTE: *It is not possible to engage the threshing mechanism if the road info screen is selected with the road mode selector switch.*

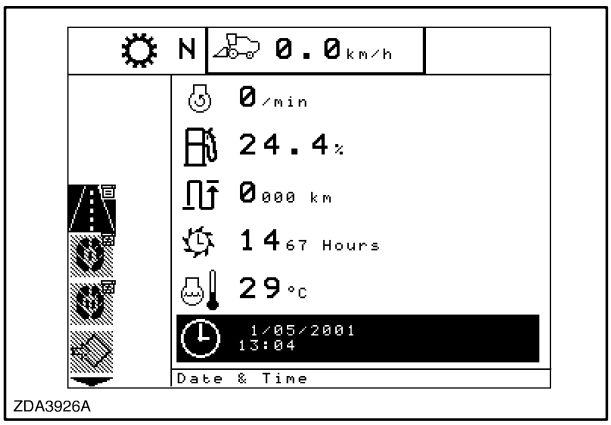


74

Enter the information box by pressing the ”right” navigation key. The cursor will jump to the item that was the last time selected when escaping the information box.

The selected symbol will blink and in the text bar a description of the selected item is shown.

To select another item, use the ”up” and/or ”down” navigation keys. When these navigation keys are not used for a while, the selected symbol will stop blinking and will be inverted until the navigation keys are used again.



75

The information displayed in the information box, six fields, and the sequence of these fields can be changed (refer to paragraph ”Configuration and calibrations” sub headed ”Road info screen setup” in this section).

The actual values are displayed next to the symbol.

NOTE: *It is possible to reset the value to zero from items “Elapsed time”, “Trip distance” or “Area harvested” (If selected: Road, Main or Custom info screen).*

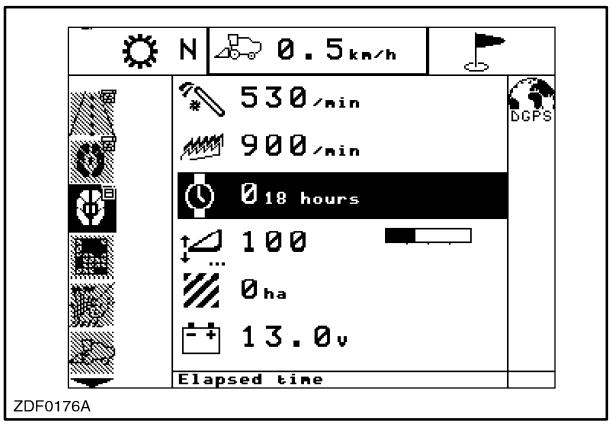
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Elapsed time

It is possible to check the elapsed time, if this item is selected.

To set this value to zero, proceed as follows:

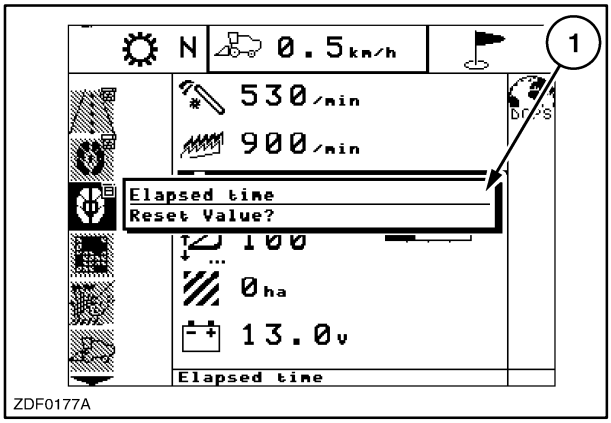
1. Select “Elapsed time” in the information box, using the navigation keys and press “enter”.



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2. A pop-up screen 1 appears.
   Message: “Reset value?”

3. Press the “enter” key to reset the value to zero.



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Trip distance

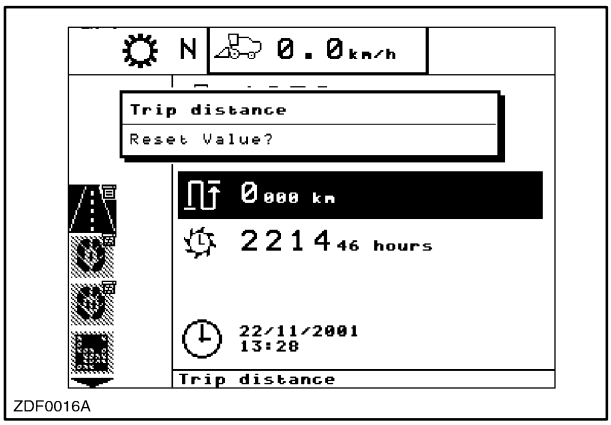
It is possible to check the trip distance, if this item is selected.

To set this value to zero, proceed as follows:

1. Select “Trip distance” in the information box, using the navigation keys and press “enter”.

2. A pop-up screen appears:
   Message: ” Reset value?”.

3. Press the “enter” key to reset the value to zero.



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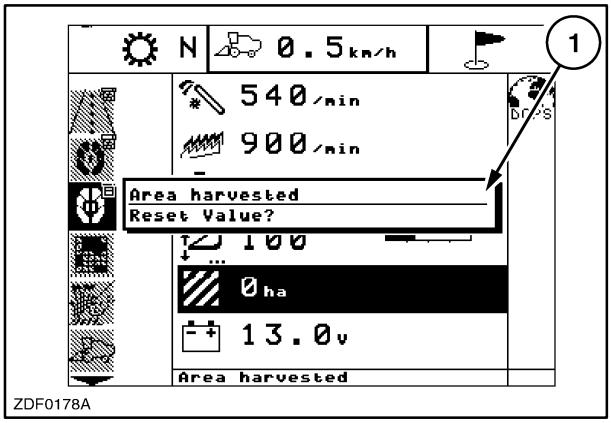
Area harvested

It is possible to check the area harvested, if this item is selected.

1. Select “Area harvested” in the information box, using the navigation keys and press “enter”.

2. A pop-screen (1) appears.
   Message: ”Reset value?”

3. Press the “enter” key to reset the value to zero.



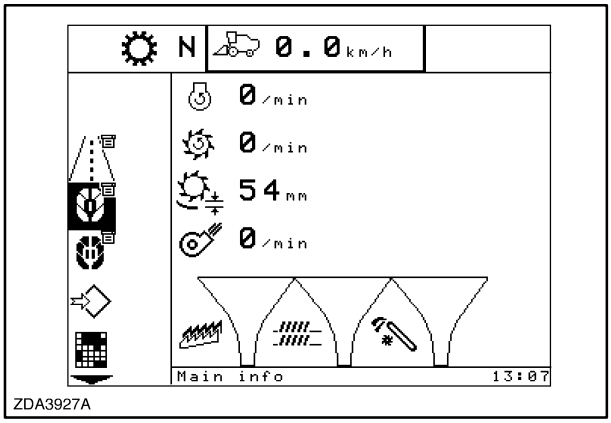
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II MAIN INFO SCREEN

General

When key is switched on and the field mode is selected with the road/field mode selector switch, the monitor will enter the main info screen.

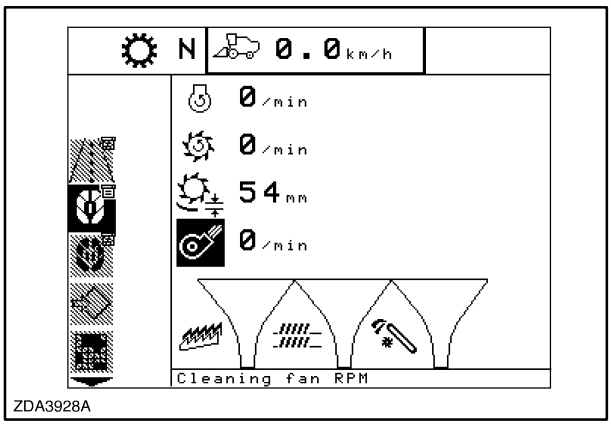


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Enter the information box by pressing the ”right” navigation key. The cursor will jump to the item that was the last time selected when escaping the information box.

The selected symbol will blink and in the text bar a description of the selected item is shown.

To select another item, use the ”up” or ”down” navigation keys. When the navigation keys are not used for a while, the selected symbol will stop blinking and will be inverted until the navigation keys are used again.



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The information displayed in the information box, the first four fields and the sequence of these fields can be changed (refer to paragraph ”Configuration and calibrations” sub headed ”Main info screen setup” in this section). The actual values of these four items are displayed next to the symbol.

The three bargraphs at the bottom of the information box are factory-set and can not be changed.

The first two bargraphs are provided to display the straw walker losses and the sieves losses. The bargraph segments lights up proportionally to the losses and to the sensitivity setting (see further in this paragraph).

The third bargraph is provided to display the volume of return material that passes through the returns auger. The bargraph segments lights up proportionally to volume of return and to the sensitivity setting (see further is this paragraph).

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Sensitivity setting of straw walker and sieve loss sensor

When selecting the straw walker (thresher) loss bargraph or the sieves loss bargraph, a pop-up screen 1 appears on the screen. The sensitivity setting is displayed from 0 to 100, the higher the number, the higher the sensitivity.

To set both sensitivities, proceed as follows:

1. Drive the combine in the field. Stop the combine after a hundred metres and take a grain sample. Check for grain losses in the swath. If the result is unsatisfactory, carry out the necessary adjustments (refer to Section 3, paragraph headed: ”Combine performance checks”).

2. Repeat step 1 until a good result is obtained.

3. Drive the correct adjusted combine in the field and select the highest ground speed consistent with obtaining good results.

4. Select the straw walker loss bargraph and change the sensitivity with the ”+” and/or ”–” key until the lower half of the bargraph is illuminated. Press the ”enter” key to store the new sensitivity value.

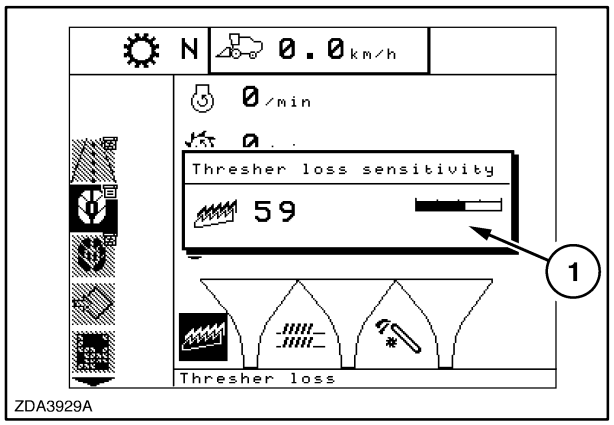
5. Select the sieves loss bargraph and change the sensitivity with the ”+” and/or ”–” key until the lower half of the bargraph is illuminated. Press the ”enter” key to store the new sensitivity value.

6. Increase the ground speed until one of the bars is completely illuminated.

7. Stop the combine and check if the grain loss has clearly increased. If not, this means that the sensitivity of the bar that was completely illuminated, was set too high. Set the sensitivity on this bar on a lower level at the speed selected under point 6.

   If the rate of loss increases, more segments will appear on the bargraph. If the rate of loss decreases, segments will extinguish.

8. The setting of the sensitivities of both bargraphs has to be performed or at least checked whenever changing from field or crop.

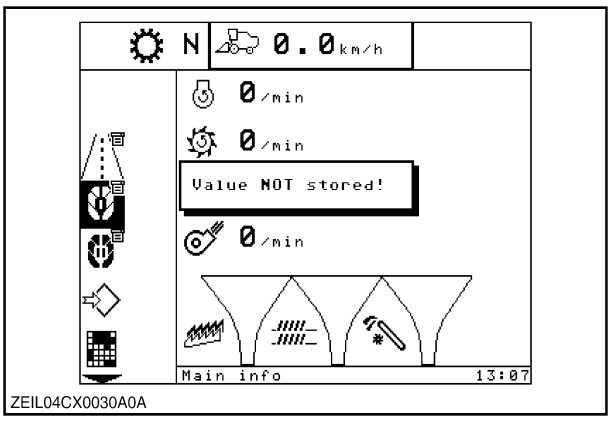


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NOTE: *A message "Value not stored" will appear on the screen, linked with an audible beep, if the new sensitivity has not been stored by pressing the "enter" key.*

NOTE: *It is also possible to change the sensitivity of the left and right straw walkers and sieves in the combine information menu. Refer to paragraph "COMBINE INFORMATION", loss information.*
or
in the configuration info. Refer to paragraph "CONFIGURATION AND CALIBRATIONS", item "Cleaning" to change the "sieve loss sensitivity" and item "Residue" to change the "thresher loss sensitivity".



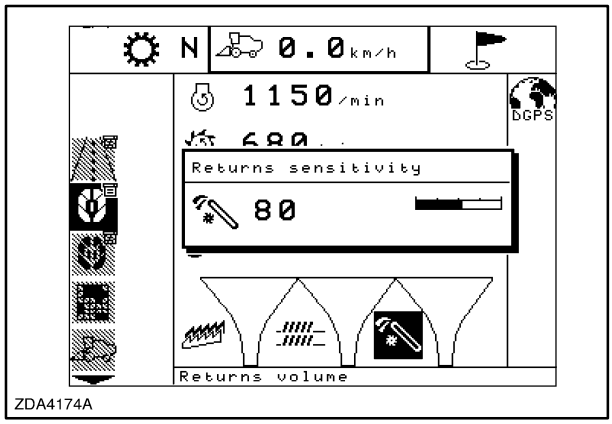
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Setting of the returns capacity

When selecting the returns capacity bargraph, a pop-up screen appears on the screen. The sensitivity setting is displayed from 0 to 100 in steps of 1.

NOTE: *Higher number = higher sensitivity etc... .*

Select the returns capacity bargraph and change the sensitivity with the "+" and/or "–". Press the "enter" key to store the new sensitivity value.

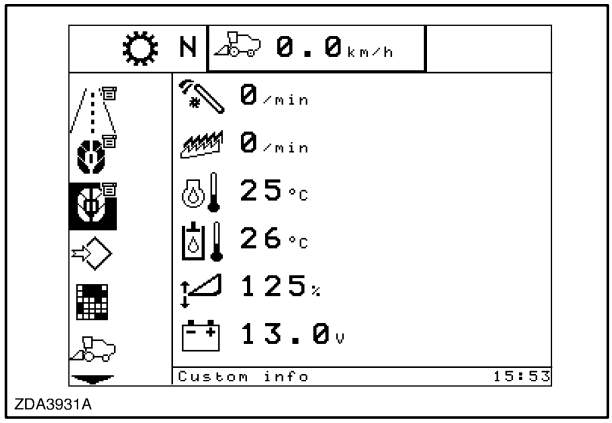


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III CUSTOM INFO SCREEN

Select the custom info screen in the menu bar by using the ”up” and ”down” navigation keys.



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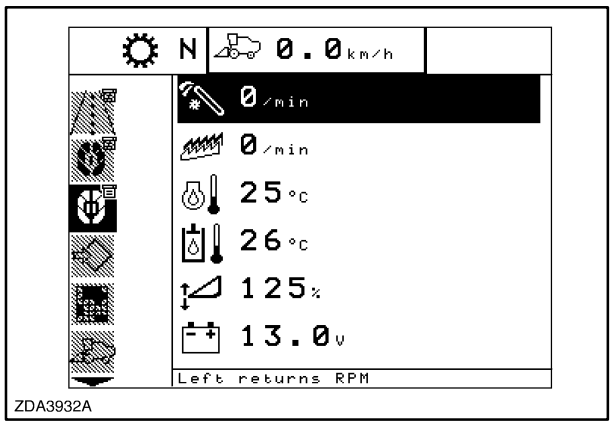
Enter the information box by pressing the ”right” navigation key. The cursor will jump to the item that was last selected when escaping the information box.

The selected symbol will blink and in the text bar a description of the selected item is shown.

To select another item, use the ”up” or ”down” navigation keys. When the navigation keys are not used for a while, the selected symbol will stop blinking and will be inverted until the navigation keys are used again.

The information displayed in the information box, six fields, and the sequence of these fields can be changed (refer to paragraph ”Configuration and calibrations” sub headed: ”Custom info screen setup” in this section).

The actual values are displayed next to the symbol.



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IV HARVEST INFO SCREEN

Select the harvest information screen in the menu bar by using the ”up” and ”down” navigations keys.

A sub-menu will appear next to the menu bar.

The screen is made up of these parameters:

FARM (1) – user assigned identification for the farm being harvested. 12 character limit.

FIELD (2) – user assigned identification for the field being harvested. 12 character limit.

LOAD (3) – user assigned identification for a sub identifier for a field. 12 character limit.

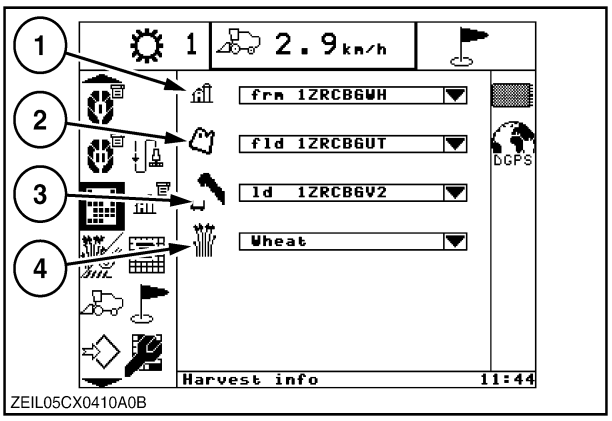
CROP (4) – operator can change the crop type associated with the active load.

NOTE: *Crop type can only be changed before harvesting into the active load.*

In order to best organize your data, it is recommended that you name your farms and fields prior to harvest and use a consistent naming convention.

Loads are a means of creating specific data sets within an associated farm and field.

Naming these loads may be helpful if you are harvesting a series of test plots and choose to name each load as a separate hybrid.



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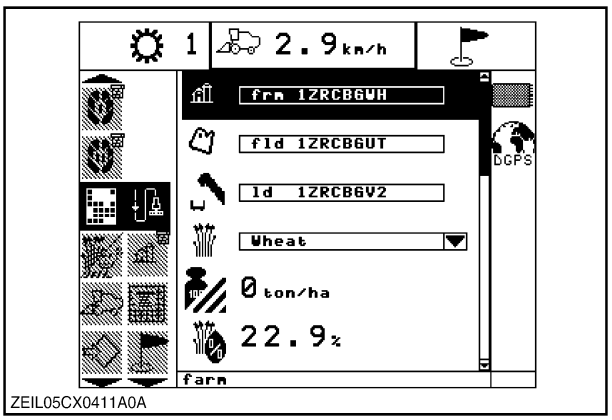
Enter the sub-menu bar by pressing the ”right” navigation key. The cursor will jump to the sub menu that was last selected when escaping the sub menu bar.
The selected sub menu will blink and in the text bar a description of the selected sub menu is shown.

To select another sub menu, use the ”up” and ”down” navigation keys. When the navigation keys are not used for approximately 8 seconds, the selected symbol will stop blinking and will be inverted until the navigation keys are used again.

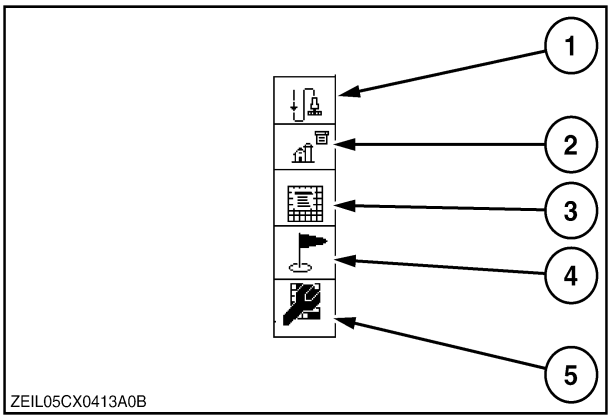
NOTE: *Upon system startup, harvest records may be present on two separate components, the InfoView® flash or the PC data card. The PC card is the primary data medium. If a PC data card is not detected, the InfoView® flash will allow creation and usage of a maximum of 10 Farm/Fields and a maximum of 16 Loads.*

NOTE: *While multiple Farms, Fields, and Loads can be created and used without a PC card inserted, only the active Farm/Field/Load will be retained on a power cycle unless a PC card is inserted and allowed to merge before power down.*

The different sub-menus in the harvest information menu are listed and will always appear in that sequence.



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1. Instantaneous values
2. Select active load (Farm/ Field/ Load)
3. Harvest summary
4. Markers setup
   (Only with data logger and (D)GPS installed)
5. Calibration

The Instantaneous values screen displays information which is specific to the current load (current data set). It is used for real time feedback during harvest. The Harvest summary screen displays information spanning across data sets (possible multiple loads).
See parameter list below:

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1. Instantaneous values

Select the ”Instantaneous values” sub menu in the sub menu bar by using the navigation keys.

The instantaneous values screen can be used to view a fixed list of parameters associated with the current active load. It is also used to edit the active Farm/Field/Load names.

Enter the information box by pressing the ”right” navigation key. The selected item will blink and in the text bar a description of the selected item is shown.

The Instantaneous values screen allows for editing of the active Farm, Field, or Load.

The active name can be edited at any time. The farm, field, and load name edit function works in the same manner for all objects.

From the Instantaneous values screen, use the up and down arrow keys on the keypad to navigate to the item to be edited.

NOTE: *To obtain correct values, the moisture sensor, and the flow sensor needs to be correctly calibrated (refer to paragraph headed ”Calibrations for yield monitoring or mapping”.*

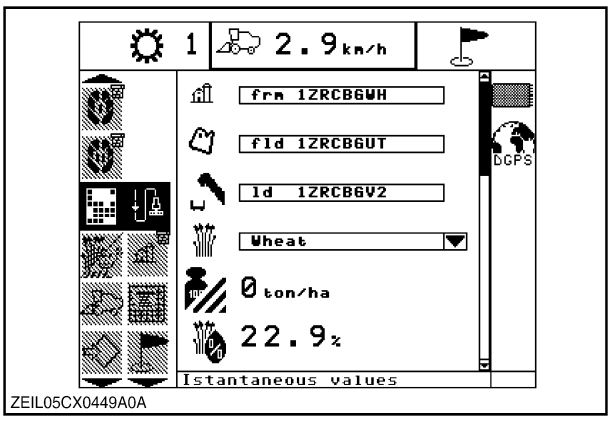
Pressing the “enter” key brings up the edit function window (1).

Using the keypad, the name is edited, left justified and 12 characters maximum.

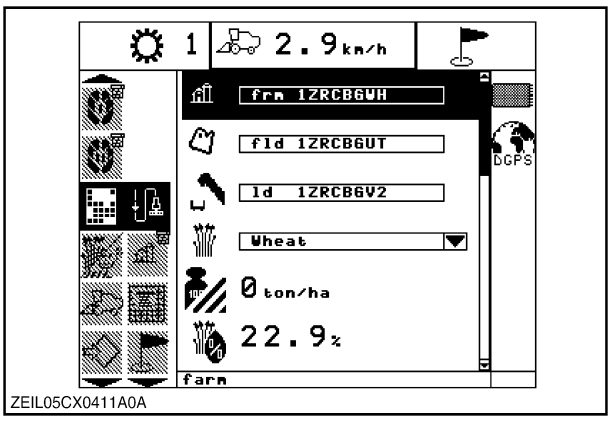
Pressing the ”enter” key, returns the edited name to the corresponding selector.

Pressing the ESC key aborts the edit process.

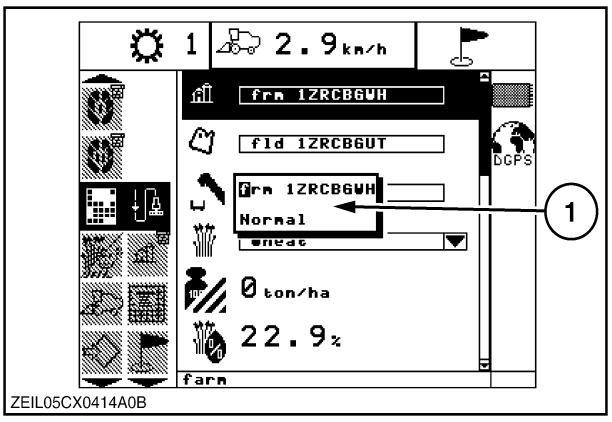
Any change of name will carry all harvest info saved data from the old name to the new name.



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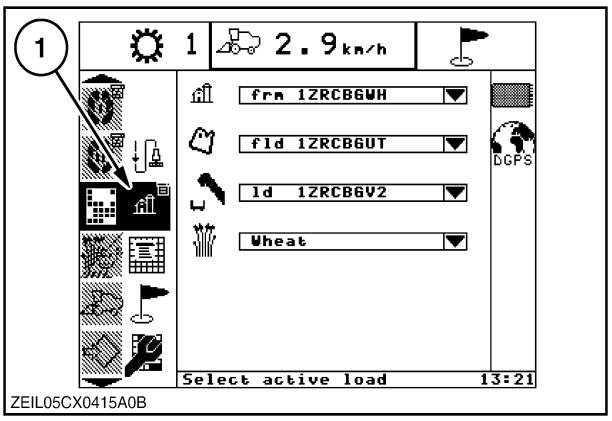
Instantaneous parameter list

Icon	Label	US format	US units	Metric format	Metric units
	Yield – Dry	XXX.XX	bu/ac	XXX.XXX	ton/ha
	Moisture	XX.X	%	XX.X	%
	Area	XXXX.XX	ac	XXXX.XX	ha
	Dry mass	XXXXXXX	lb	XXXX.XXX	ton
	Dry mass Volume	XXXXXX.X	bu	XXXXXX.X	cu/meter
	Harvest rate	XX.XX	ac/hr	XX.XX	ha/hr
	Mass flow – Dry	XXXX.X	bu/hr	XXXX.XX	ton/hr
	Yield – Wet	XXX.XX	bu/ac	XXX.XX	ton/ha
	Mass flow – Wet	XXXX.X	bu/hr	XXXX.XX	ton/hr
	Wet mass Volume	XXXXXX.X	bu	XXXXXX.X	cu meter
	Wet mass	XXXXXXX	lb	XXXX.XXX	ton
	Trip distance	XXXXXXXX.XX	ft	XXXXX.XXX	km
	Time harvested	XX.XX	hours	XX.XX	hours
	Yield sensor Signal voltage	X.XXX	V.h	X.XXX	V.h

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2. Select active load

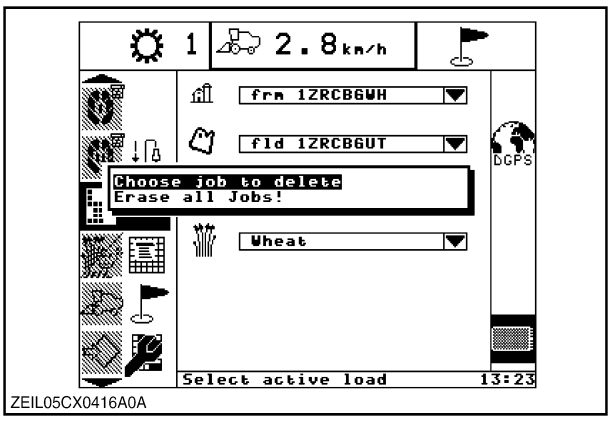
The select active load screen is accessed by selecting the “Select the active load” icon (1).



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If no data card is inserted and the ’enter’ key is pressed without highlighting any farm/field/load/crop submenu (as shown in previous figure), the ”Job delete sub-menu” will appear. Use this to delete a single job (farm) or all jobs (farms) from the MDM memory.

NOTE: *When a data card is installed, nothing will happen (no pop-up list appears) when the ”enter” key is pressed.*



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Select or create Farm, Field, or Load name

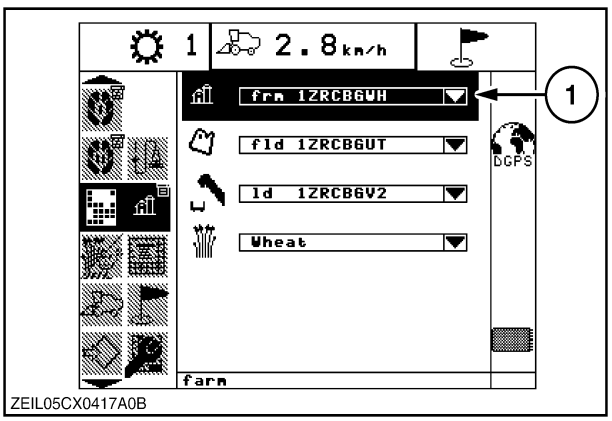
NOTE: *During harvest, the select/create function for farm, field, load and crop type is locked out, preventing the operator from attempting to change any of the active items on this screen.*

The following describes the steps to select or create a farm. Steps to select or create a field or load are similar.

With a PC card, there can be a maximum of 50 Farms with 50 Fields per Farm and 50 Loads per field. Without a PC Card installed, the InfoView™ flash is limited to a maximum of 16 Loads divided between any combination of 10 Farms and Fields.

Farm name

To change the active farm, select active load screen, highlight the farm selector window (1), then press ”enter.”



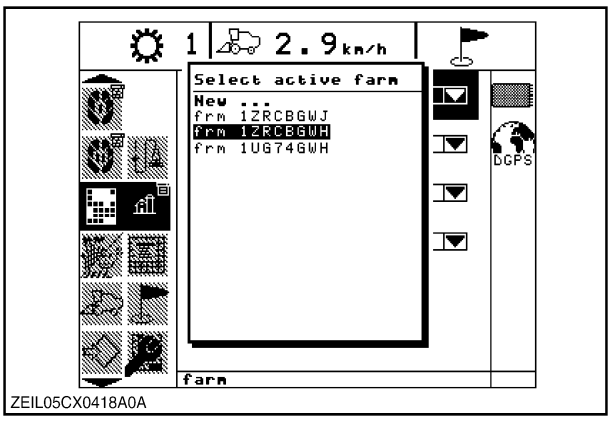
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A drop down list will appear displaying the farm names arranged in order they were created.

The first selection will always be ”New...” (Assuming the maximum number of Farms has not been reached). Using the up and down arrow keys, navigate to the desired farm.

Pressing the ”enter” key selects the desired farm as the active farm and returns to the farm selector screen.



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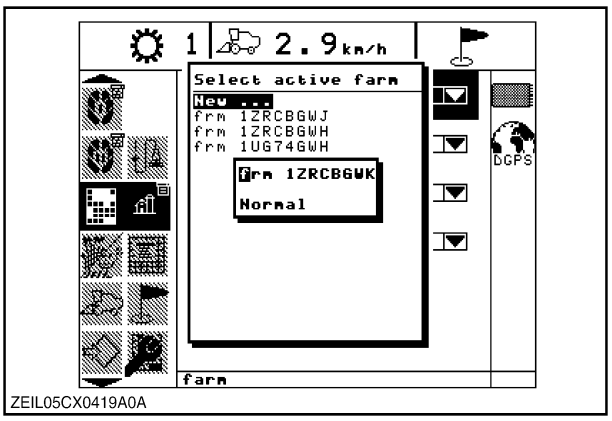
To create a new farm, highlight the ”New...” then press ”enter”.

A pop-up window is displayed with the automated system generated farm name.

Use the keypad to edit the name
(12 characters maximum).

Pressing the ”enter” key will save the name.

Pressing “ESC” will abort the edit process and return to the select active farm drop down list without creating a new farm.



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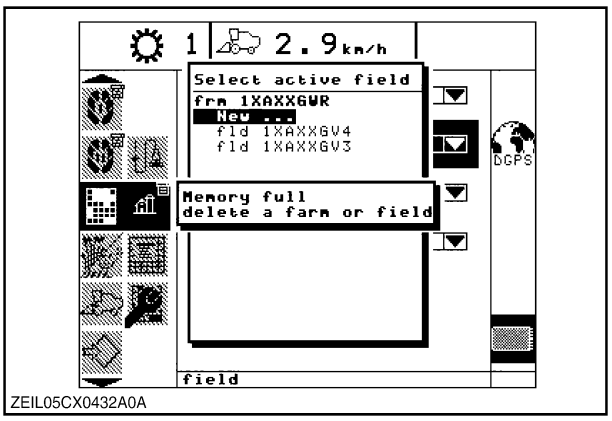
The operator will not be allowed to create a new farm if the maximum number of Farms is reached. The “New...” selection will not be displayed. To regain the ability to create new farms when the maximum number has been reached, the data must be archived to the desktop computer using the Precision Farming Software. After the card data is archived, the .cnh file on the card must be deleted using Windows Explorer.

NOTE: *All data will be lost if the card is not archived before deleting the .cnh file.*

To use previously created Farm and Field names after clearing a card, they will have to be exported from the desktop computer to the card. This is accomplished using the Device Setup Utility as described in the Precision Farming Software documentation.

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If there is no PC card present and the operator attempts to create a new farm after the maximum number of farms has been reached, the command will be ignored and a ”Memory full – delete a farm or field” (or a ”Memory full – delete a load”) pop-up will appear.

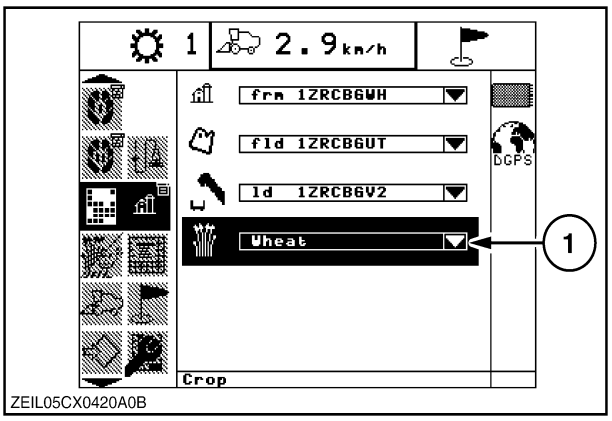


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Crop type

The operator can select the crop type using the crop selector.

To change the crop type, highlight the crop selector window (1), then press ”enter”.

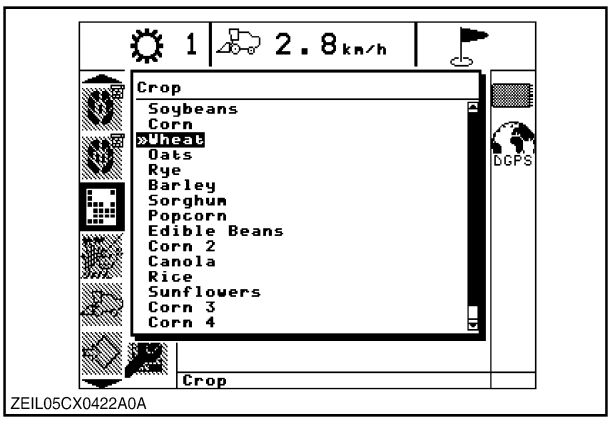


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A pop-up window will appear displaying the crop names.

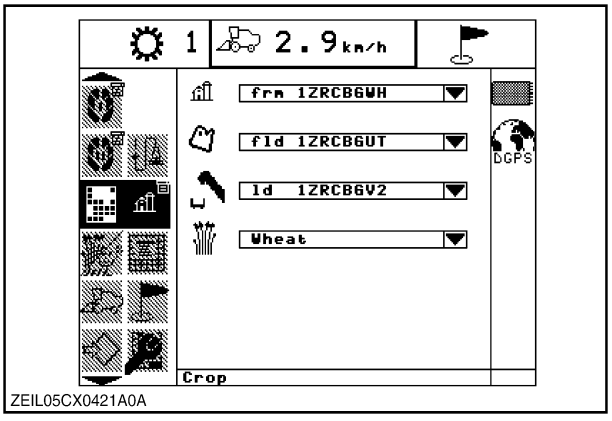
Using the ”up” and/or ”down” arrow keys, navigate to the desired crop.

Pressing the ”enter” key selects the desired crop type associated with the active load and returns to the crop selector screen.



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After harvest data has been collected for the load, the crop type function will be locked out, preventing the operator from attempting to change the crop type associated with the active load.



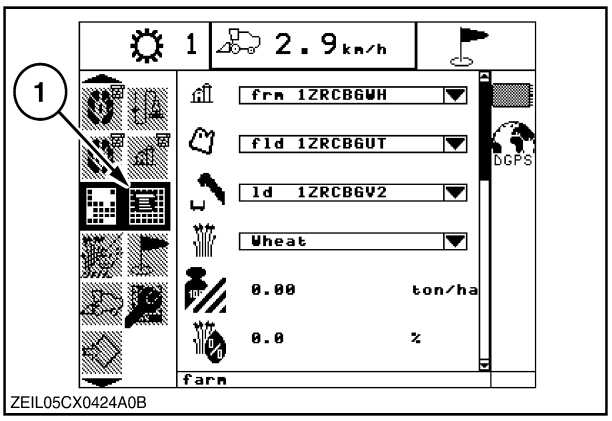
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3. Harvest summary

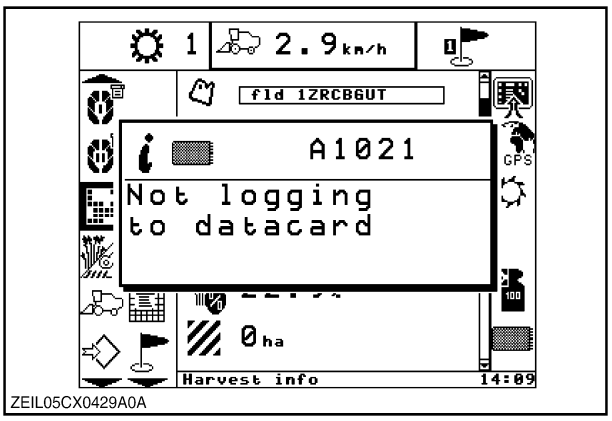
The harvest screen is accessed by selecting the harvest summary icon (1).

The harvest summary screen can be used to view harvest history (cumulative/average values for a particular farm/field/load) for records residing on the PC card or the InfoView™ flash.



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If harvesting is attempted and no PC card is installed, or if the card is removed during harvesting, a ”Not logging to data card” pop-up message will appear.



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Harvest summary parameter list

Icon	Label	US format	US units	Metric format	Metric units
	Yield – Dry	XXX.XX	bu/ac	XXX.XX	ton/ha
	Moisture	XX.X	%	XX.X	%
	Area	XXXX.XX	ac	XXXX.XX	ha
	Dry mass	XXXXXXX	lb	XXXX.XXX	ton
	Dry mass Volume	XXXXXX.X	bu	XXXXXX.X	cu/meter
	Harvest rate	XX.XX	ac/hr	XX.XX	ha/hr
	Mass flow – Dry	XXXX.X	bu/hr	XXXX.XX	ton/hr
	Yield – Wet	XXX.XX	bu/ac	XXX.XX	ton/ha
	Mass flow – Wet	XXXX.X	bu/hr	XXXX.XX	ton/hr
	Wet mass Volume	XXXXXX.X	bu	XXXXXX.X	cu meter
	Wet mass	XXXXXXX	lb	XXXX.XXX	ton
	Trip distance	XXXXXXXX	ft	XXXXX.XXX	km
	Time harvested	XX.XX	hours	XX.XX	hours

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4. Marker setup

This sub-menu is only available when a data card is installed.

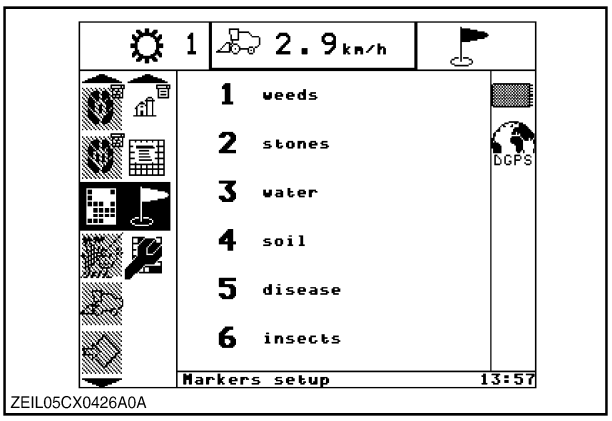
When creating a yield map of the field being harvested, markers can be set to identify the places in the field with stones, lodged crop, ...

Up to six different types of markers (e.g. weed, stones, other variety,...) can be used while creating a yield map. There are 12 total marker names available, any one of which can be assigned to the six markers numbers on the display.

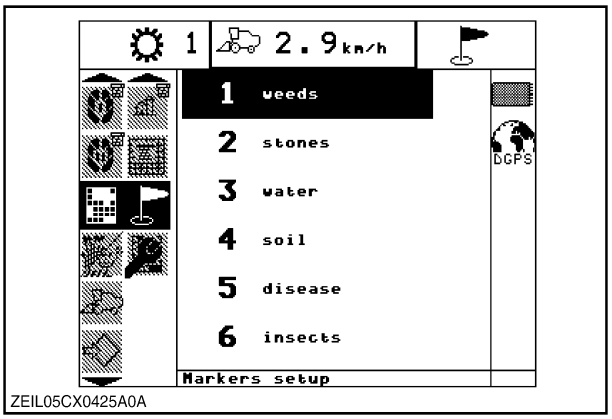
The actual assignment is displayed next to each number. The assignment of markers to the numbers can be changed.

To change the assignment of markers to the numbers, proceed as follows:

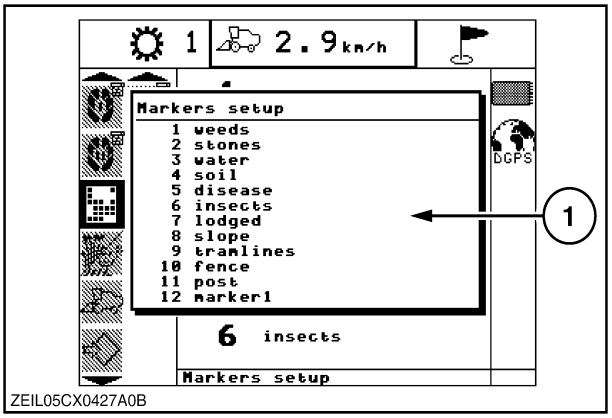
1. Navigate to the marker setup screen, then press the ”right” navigation key.
2. Select the number to be changed using the ”up” or ”down” navigation keys.
3. Press ”enter”.
4. Pop-up screen (1) appears showing the different markers available.
5. Select the desired type of marker with the ”up” or ”down” navigation key.
6. Press ”enter” to assign the selected marker to the number.



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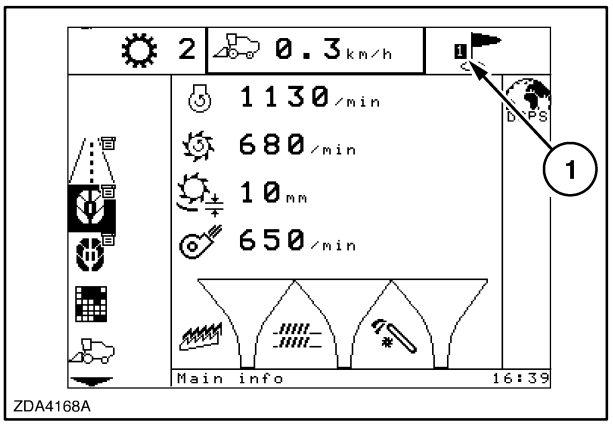
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To identify an area in the field with a marker, press the number assigned to that marker on the alphanumeric keypad. The number pressed is shown in the indicator bar near the ”data card installed” symbol at “1”.



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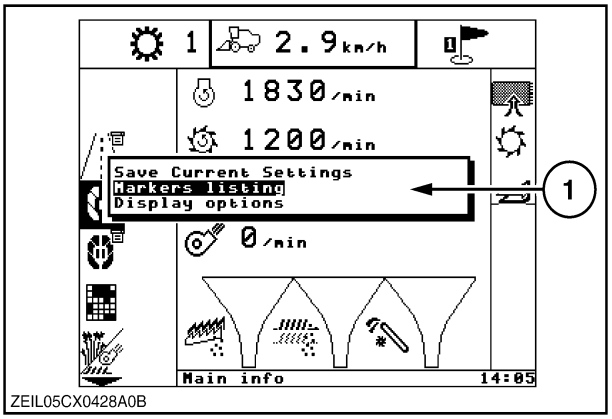
NOTE: *Pressing a number (1 to 6) to identify markers can be done when “Road info”, “Main info”, “Custom info” or “Harvest info” menu or sub-menu is selected. If another menu is selected by pressing a number, the “Main info” menu will blinking.*

Pushing again the number on the alphanumeric keypad will cause the marking to stop. The number shown in the indicator bar will disappear from the screen.

NOTE: *It is possible to enter more than one number at the same time, if more than one marker needs to be set at the same time in the field during harvesting.*

NOTE: *If you want to set a marker during harvesting and you don’t remember the assignments, proceed as follows:*

1. Select “Road Info”, “Main info, or Custom info” menu and press “enter”.
2. Pop-up screen (1) will appear.
3. Select “Markers listing”, using “up” navigation key and press “enter”.



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or

Press number ”0” on the alphanumeric keypad when any menu is selected.

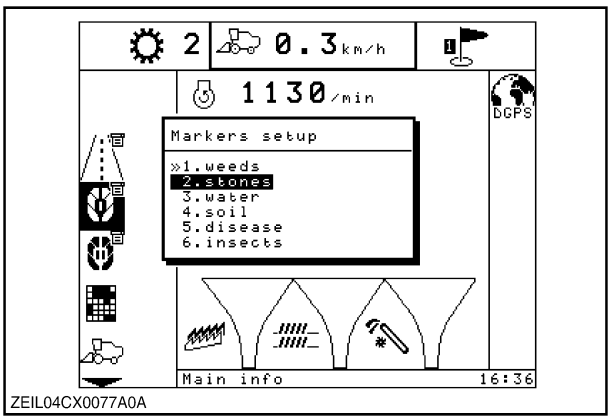
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4. A pop-up screen will appear showing the six numbers with the different markers assigned.

5. Press the number corresponding to the marker you want to select, using the alphanumeric keypad.
   or
   Using the “up” and/or “down” navigation keys to select a marker and press “enter”.
   If you will select more markers repeat this procedure.

6. To delete a selected marker, select again this marker and press “enter”.
   or
   Press the number corresponding to the marker already selected.

NOTE: *The double arrow in front of a marker on this pop-up screen indicates this marker is already selected.*



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5. Calibration

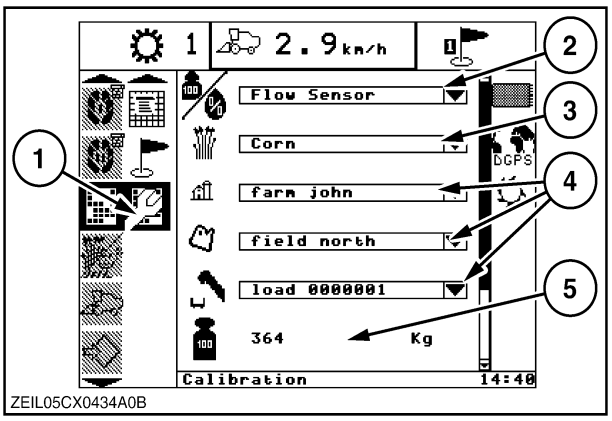
The sensor calibration screen is accessed by selecting the calibration icon (1).

The moisture sensor and the mass flow sensor must be calibrated based on actual known measurements.

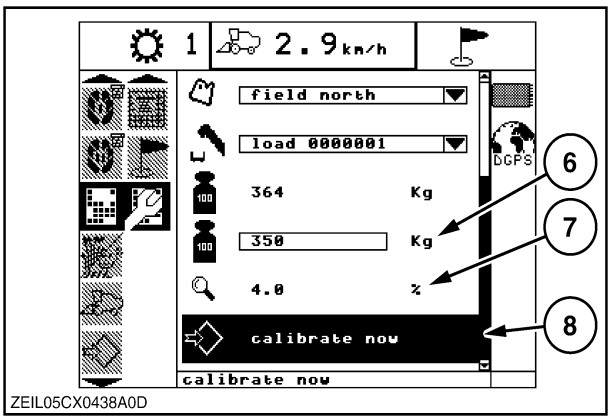
The moisture sensor calibration is always crop type specific. The mass flow sensor calibration is global, across all crop types. It is also stored in each load.

The calibration screen allows the operator to:

- Select a sensor type to calibrate (2).
- Select a specific crop to calibrate (3).
- Select a specific farm, field and load (4).
- View the machine measured value of weight or moisture (5) (depending on sensor type selected) for the selected data set.
- Enter the manually measured 'actual' value of weight or moisture (6), (depending on sensor type selected) for the selected data set.
- View the percent error (7) between the measured and actual values for the selected data set.
- Trigger the generation of calibration values for the selected data set and newly created data sets (8).



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Sensor selection

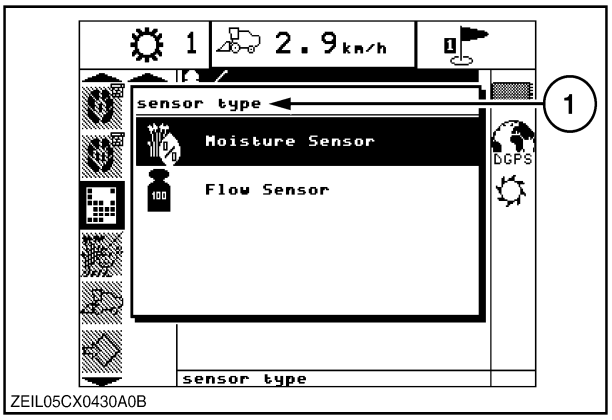
From the calibration screen, select the sensor type (1) and press "enter". A pop-up list will appear.

Use the up and down arrow keys to navigate to the flow or moisture sensor to be calibrated.

Press the "enter" key to select the sensor.

Select the desired dataset (crop type, farm, field and load) to be calibrated. This selection procedure operates the same as on the "Select active load" screen.

NOTE: *The following describes the steps to setup and perform crop calibration. Steps to setup and perform the moisture sensor calibration are similar.*



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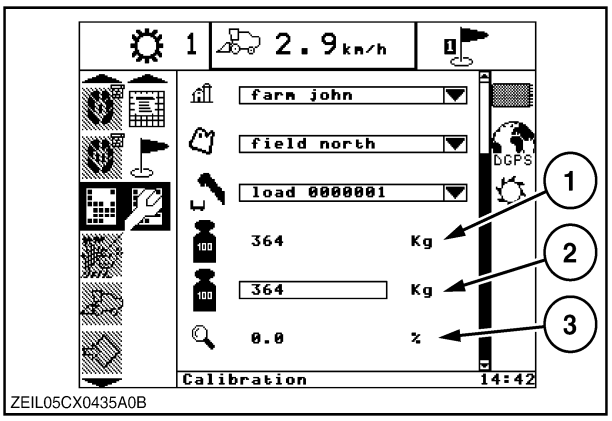
Crop calibration setup

Measured load weight (1) is labeled ”value” at the bottom of the screen.

The actual load weight (2) is labeled ”new value”.

The load error (or percent difference) (3) between measured and actual values is labeled “deviation”.

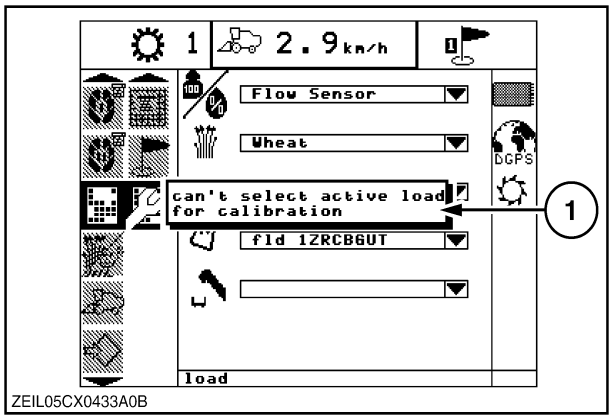
Upon initial selection of a dataset, the measured and actual load weights are equal to each other and the load error is 0.0%.



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The current, active load cannot be used as a calibration load.

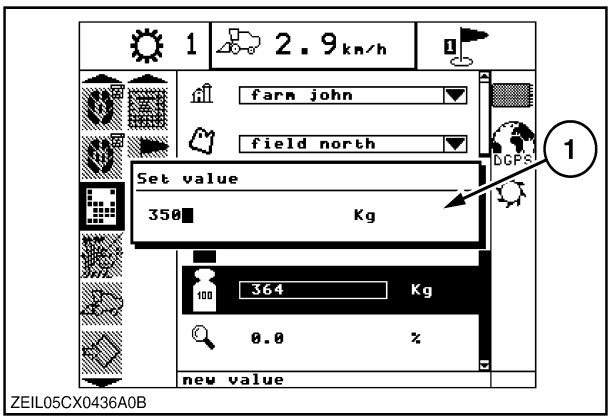
The operator receives a pop-up window (1) informing of this conflict and no load is selected.



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From the calibration screen, select the actual load weight via the navigation arrow keys; then press ”enter”. A pop-up window (1), is displayed which allows the operator to input the actual load weight via the numeric keypad, then press ”enter”.

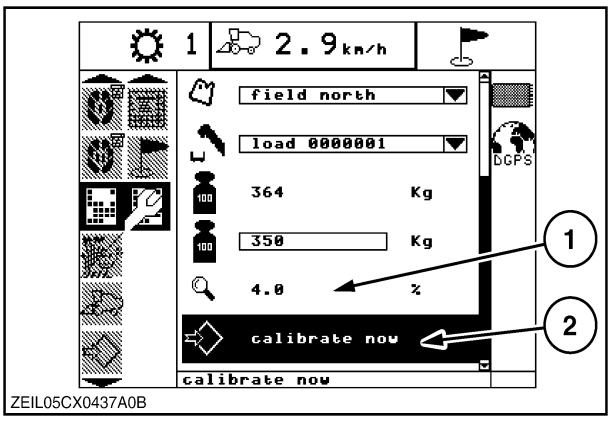
Also the load to be calibrated must contain valid harvest data. If it does not, it will not be displayed on the load drop down list.



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To reflect the difference between the two weights, the load error (1) changes from 0.0% (assuming the difference is at least or greater than 0.1%). The ”calibrate now” selection (2) is now displayed below load error.



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Perform crop calibration

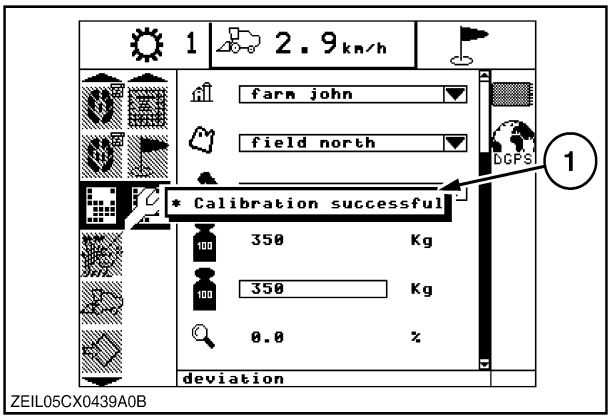
NOTE: *Calibration can only be performed with the straw elevator disengaged.*

Select the ”calibrate now” (2) and press ”enter”.

This load is tagged as the ”Calibration load” (”Calibration load” flag set) and locked to prevent the addition of any more measured weight.

The “calibration load” flag will remain set for loads previously used for calibration and these loads will remain locked. However, only the load currently selected on this Calibration screen is used for the current calibration process.

A ”Calibration successful” pop-up window (1), is now displayed and the ”calibrate now” selection is no longer present.



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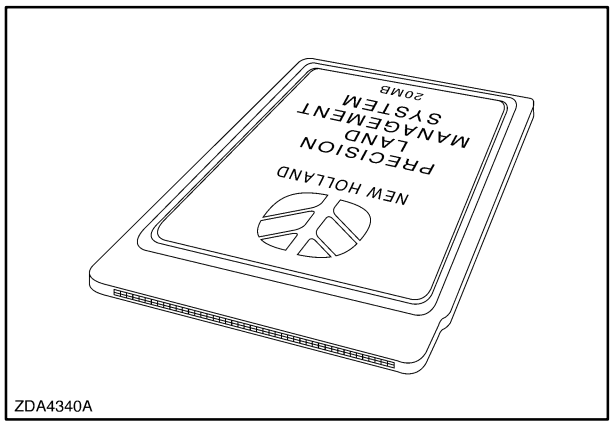
Additionally, the measured value now reflects the actual value and the load error returns to 0.0%.

NOTE: *After calibration of a load, it is no more possible to continue with this load, a new active load needs to be selected.*

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DATA LOGGER (IF INSTALLED)

To keep all the field data is it necessary to insert a data card in the data logger.

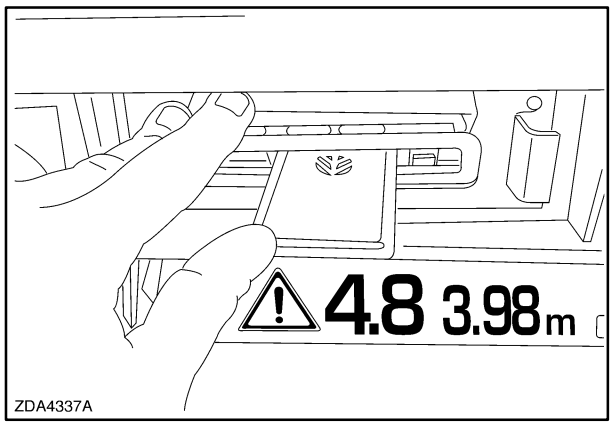


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To install a data card correct in the data logger, proceed as follows:

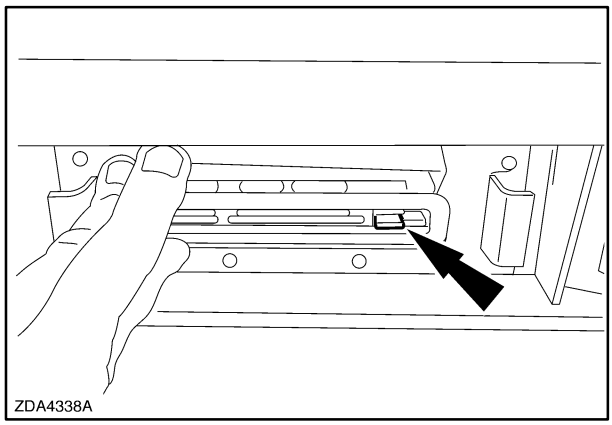
1. Install the data card with the New Holland logo on the top side and with the connection holes first into the data logger.



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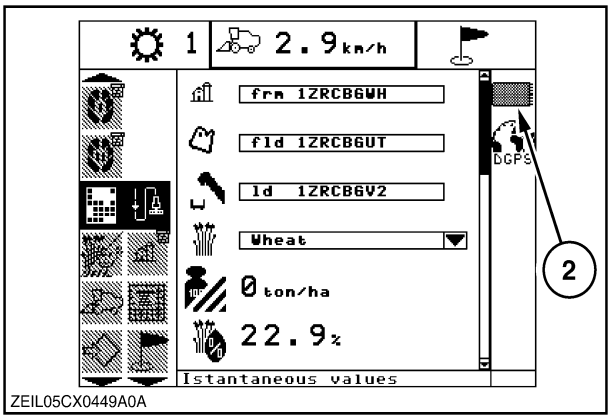
2. Push the data card into the logger until the button is extended out.
3. Close the data logger.



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If icon 2 appears on the Harvest info screen means that the data card is present in the data logger.

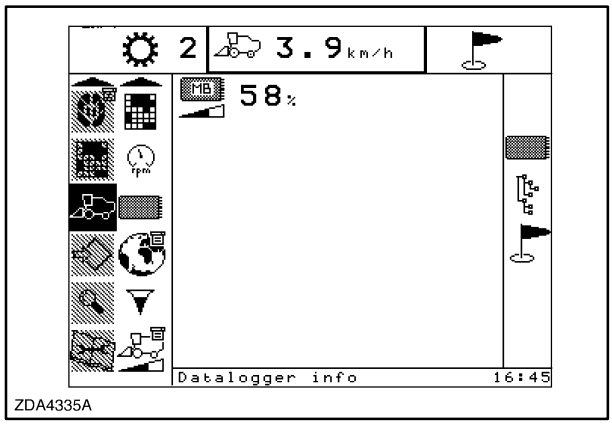


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To check how many percent of the total memory capacity is still available on the data card, select menu “combine information” screen and sub-menu item “data logger” , using the navigation keys.



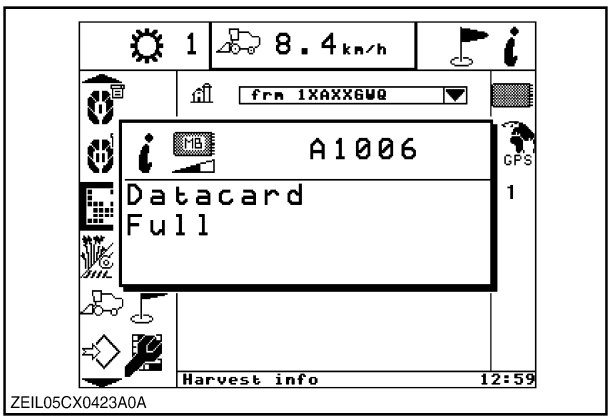
122

When the data card reaches 5% remaining storage capacity, a level 1 ”Datacard Full” warning will be received with an audible alarm.

It will clear itself automatically and reappear every four minutes.

To regain card space, the data must be archived to the desktop computer using the Precision Farming Software. After the card is archived, the .cnh file on the card must be deleted using Windows Explorer.

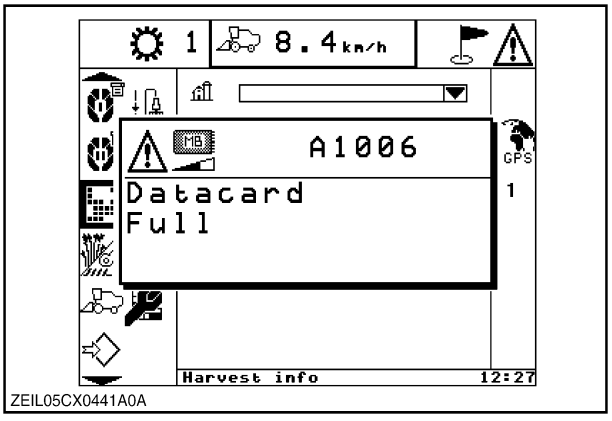
NOTE: *All data will be lost if the card is not archived before deleting the .cnh file.*



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To use previously created Farm and Field names after clearing a card, they will have to be exported from the desktop computer to the card. This is accomplished using the Device Setup Utility as described in the Precision Farming Software documentation.

When the data card reaches 3% remaining storage capacity, a level 2, ”Datacard Full” warning will be received with an audible alarm. It will stay on screen until acknowledged by the operator. While on screen, audible alarm will sound every 30 seconds. Once acknowledged, it reappears every 2 minutes. Data from the card should be archived and unwanted files removed to regain space as described in the previous paragraph.



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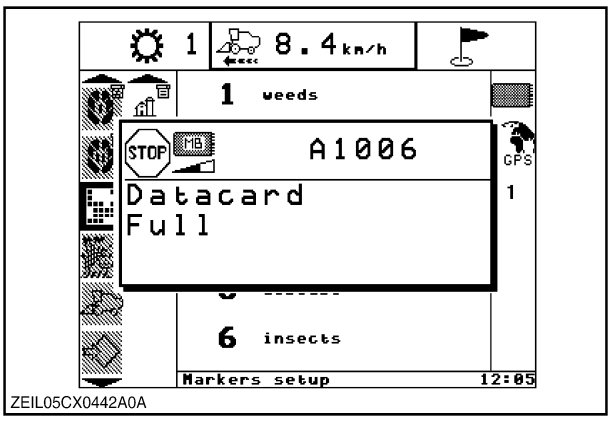
When the data card reaches 1% remaining storage capacity, a level 3, ”Datacard Full” warning will be received with an audible alarm.

It will stay on screen until acknowledged by the operator.

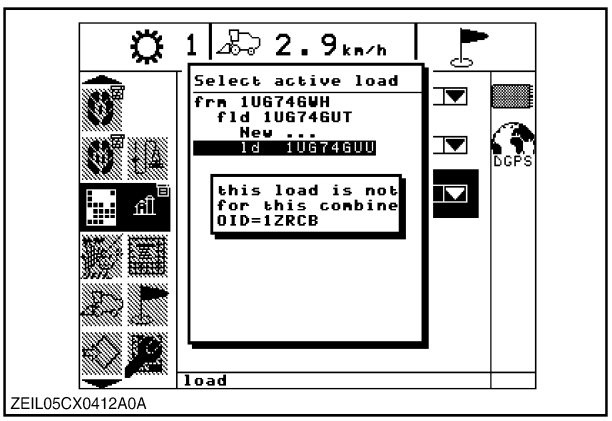
While on screen, audible alarm will sound every 30 seconds.

Once acknowledged, it reappears every 1 minutes. When the card becomes completely full, data logging will be disabled until data from the card is archived and unwanted files removed to regain space as described in the previous paragraph.

NOTE: *When a data card from another combine will be used, a message appears: “This load is not for this combine”.*



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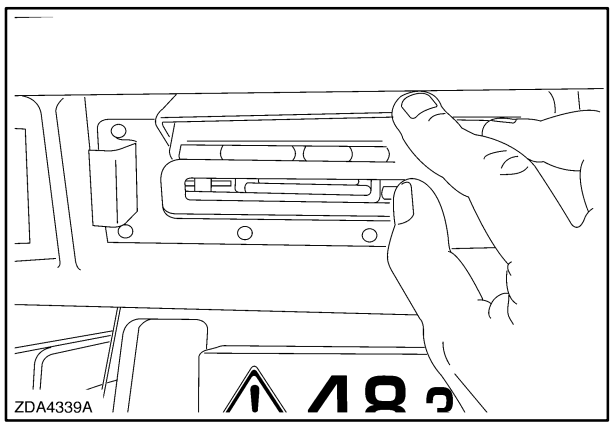
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To remove the data card, proceed as follows:

1. Open the data card door and push on the button.
2. Remove the data card.

IMPORTANT: *Be careful with your data card, this card contain all the field information.*

NOTE: *Every time the combine ignition switch is placed in the ON position, a new [date stamp].log file is created. These log files can be copied or moved to a personal computer using a PCMCIA card slot.*



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CALIBRATIONS FOR YIELD MONITORING OR MAPPING

The different calibration procedures, necessary for good functioning of the yield monitoring or mapping system and to obtain correct loads on the InfoView™, are:

- Travel speed (*)
- Maximum stubble height(*)
- Grain flow sensor
- Moisture sensor

(*) see calibrations for basic operation

NOTE: *To perform a calibration refer also to "Calibrations for basic operation"*

IMPORTANT: *Check if the following settings are done to assure correct functioning of the yield monitoring or mapping.*

- Header width (setting with grain header)
- Header usage (setting with grain header)
- Rows in use (setting with maize header)
- Row distance (setting with maize header)

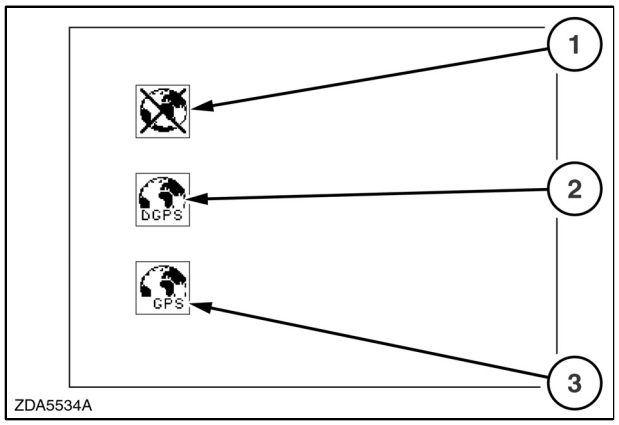
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(DIFFERENTIAL) GLOBAL POSITIONING SYSTEM - (D)GPS (IF INSTALLED)

The GPS receiver uses differential GPS (DGPS) to achieve accuracy to less than one meter (yard). DGPS requires two or more receivers. One receiver, called the reference or base station, is located at a known point to determine the GPS measurement errors. The reference station broadcasts correction values, which are used by the mobile GPS receivers to improve the accuracy of the GPS signal. When this signal cannot be received by the GPS receiver (because it's operating to far from the reference station) the receiver can use the satellite correction signal. Satellite differential GPS signals are sent from the reference station through a satellite transponder to users within the view of satellite.

The icon appears in the status bar and shows if there is (D)GPS reception or not.

1. No reception
2. DGPS reception
3. Only GPS reception (blinking)



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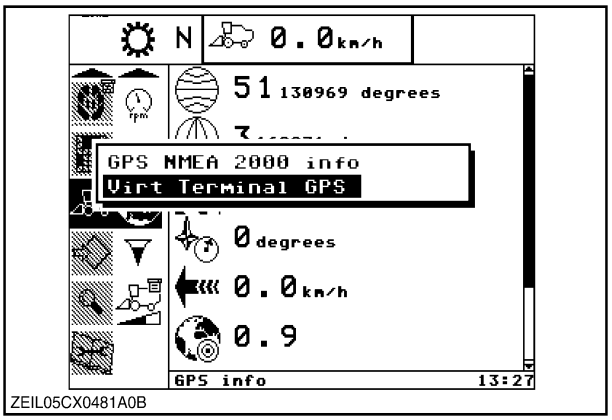
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GPS status+configuration screen

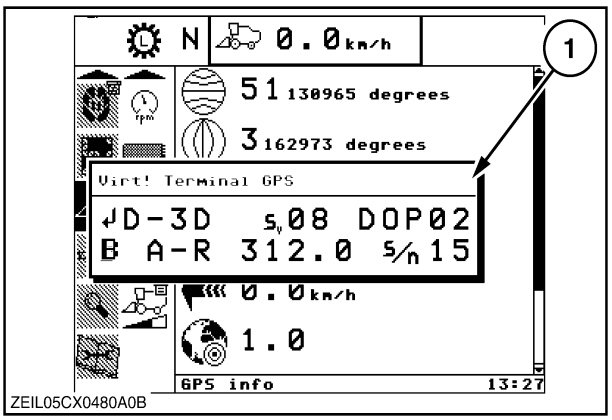
This screen gives the possibility to set up the GPS receiver. By factory setting the receiver is set up to receive the GPS signal and every beacon differential correction signal. If the combine is operating far from the reference station it can happen that differential correction gets lost frequently. In this case it is advised to take a subscription on a satellite differential GPS signal.
For example: OMNISTAR.(www.omnistar.com)

To enter the GPS configuration screen to set-up the receiver for a particular satellite, proceed as follows:

1. Select the combine info screen in the menu bar by using the up and down navigation keys.
2. A sub-menu will appear next to the menu bar.
3. To enter that sub-menu, press the ”right” navigation key.
4. Select “GPS info”, by using the up and down navigation keys and press “enter”. A pop-up screen appears.
5. Select “Virtual Terminal GPS” and press “enter”.
6. Pop-up screen (1) appears.



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The contents depend on the selected DGPS data source.

D–XX = Differential GPS reception
G–XX = Only GPS reception
X–2D = 2-D position only (latitude/longitude)
X–3D = 3-D position/ coordinates
(latitude/ longitude+ height above the sea level)

Sv XX = Number of satellites tracked
(more = better)

DOP = For diagnostics/ troubleshooting only

B = Receiver is using Beacon DGPS

A–R = Beacon operating mode

312.00 = Beacon frequency, varies depending the beacon used

S/n XX = Signal / noise ratio (quality of signal),
(higher = better)

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7. Go to screen (2) (fig. 131), using the right and down navigation keys.

NOTE: *The direction (arrow) of the new screen compared to the screen before gives the direction of the navigation key to use.*

8. Select the "**DGPS mode**" screen (2) (fig. 131) by using the right navigation key. Using the up and down navigation keys gives the possibility to select the mode.

   - DGPS Only
   - DGPS Manual Off
   - DGPS Auto On/Off

9. Press "enter" to confirms the selection.

10. Select the "**DGPS source**" screen (3) (fig. 131) by using the right navigation key. Using the up and down navigation keys gives the possibility to select the source.

    - Omnistar
    - Beacon Only
    - WAAS/ EGNOS Only
    - Auto

11. Press "enter" to confirms the selection.

12. Select the screen (4) (fig. 131) by using the right navigation key. Using the up and down navigation keys gives the possibility to select the status of the satellite.

NOTE: *The table below shows the status for each satellite that needs to be selected.*
(The satellite will be visible as name or number)

Satellite	**Status**
AORE (120)	Ignore Hlth
ARTE (124)	Ignore Hlth
IORW (126)	Ignore Hlth
IOR (131)	Disabled
Others	Disabled

13. Press "enter" to confirm the selection.

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14. Select the “**Beacon mode**” screen (5) (fig. 131) by using the right navigation key. Using the up and down navigation keys gives the possibility to select the location.

    - Auto range mode
    - Auto power mode
    - Disabled mode
    - Manual frequency mode

15. Press “enter” to confirm the selection.

16. Select the screen (6) (fig. 131) by using the right navigation key. Using the up and down navigation keys gives the possibility to select the location.

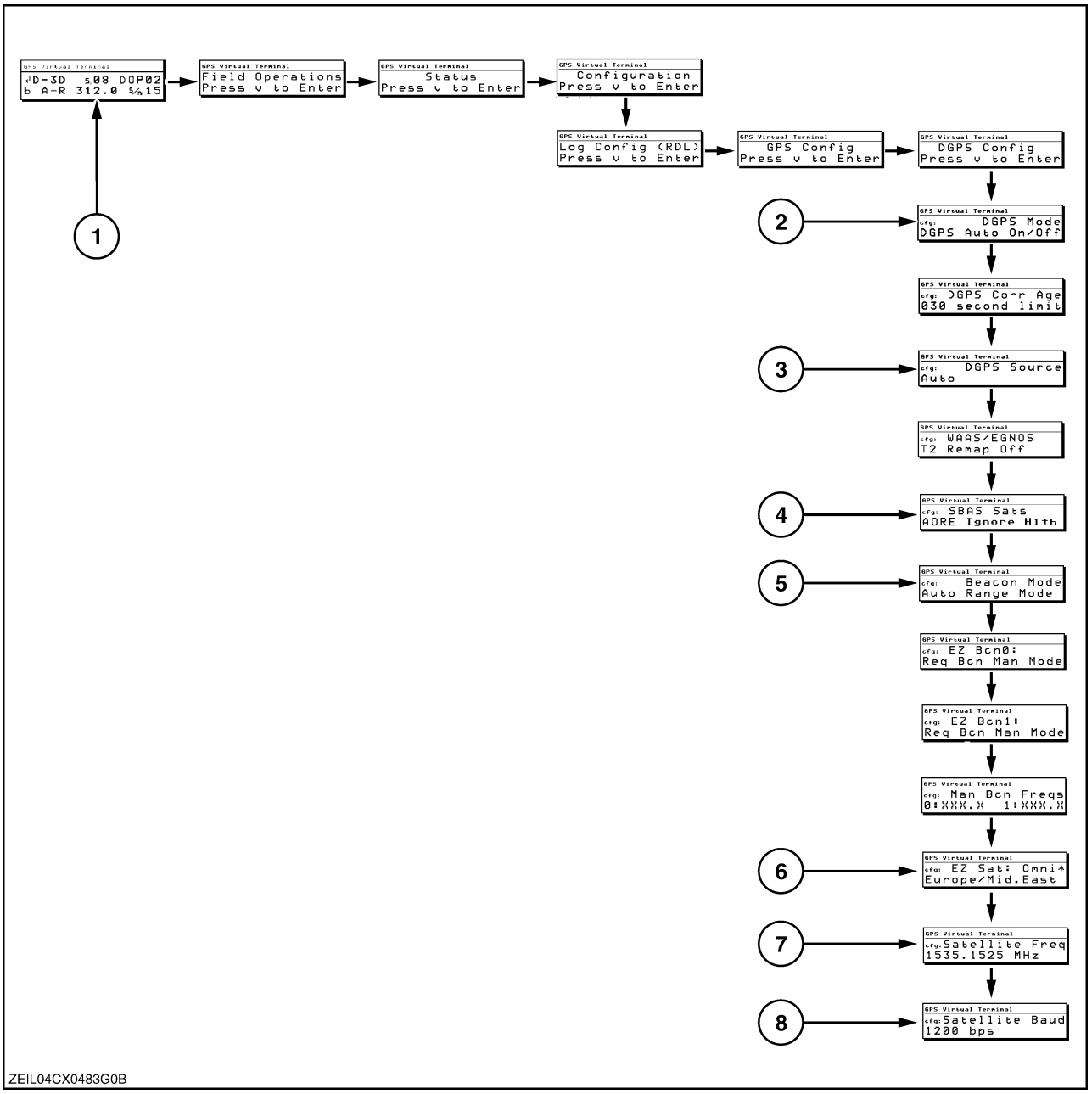
    - Europe / Middle East
    - South America / Asia
    - North America East
    - North America West
    - Optus – Aus / NZ
    - Asia / South America
    - Africa

17. Press “enter” to confirm the selection.

NOTE: *Go to screen (7) and (8) to check the satellite frequency and the baud rate.*
Fore more information, refer to the operator’s manual “TRIMBLE NH 134”.

18. To go back to home screen (1) (fig. 130), press “esc” several times.

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V AUTOMATIC CROP SETTINGS

GENERAL

The Automatic Crop Settings (ACS) system allows the combine operator to select up to three combine operating modes for each crop. There are two working modes and one mode that will be selected automatically when traversing the headland. The two working modes are easily selected (swapped) during operation via the Automatic Crop Settings tumbler switch on the right-hand module. Double-clicking the resume button on the MFH, to lift the header using automatic header height, also activates the Headland mode, adjusting corresponding machine settings.

An example of how these functions can work together is: Mode 1 is the factory set values, which the operator has confirmed to work well in standing crop. However, if losses increase in lodged areas of the field, the operator can make adjustments and save them as Mode 2. The operator can then switch the Automatic Crop Settings tumbler switch to Mode 2 when entering a lodged area and to Mode 1 for standing crop. In addition the operator could reduce the fan speed in one of these modes to reduce losses at the headlands and save this as the Headland mode. If the operator does not want the combine to adjust at the headland, he sets the Headland mode to None and the combine will continue to use the current mode at the headlands.

Each mode can have one of three types of settings assigned to it. “Default” which sets all settings to the factory settings for that crop; “User” which allows the user to set the parameters; and “None” which will not change any parameter when a different mode is selected.

Crops have predefined default factory sets. These can be changed by the operator to suit every harvesting condition and saved as user sets. The default factory settings can be restored if desired.

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Factory default values
(Automatic Crop Settings)

Crop	Drum speed	Concave clearance	Fan speed	Upper sieve	Lower sieve
Soybeans	550	20 mm	750	11 mm	7 mm
Corn (Maize)	360	25 mm	850	12 mm	10 mm
Wheat	800	10 mm	750	11 mm	5 mm
Oats	740	10 mm	570	11 mm	5 mm
Rye	850	10 mm	700	11 mm	5 mm
Barley	850	10 mm	750	11 mm	5 mm
Sorghum	640	10 mm	770	10 mm	6 mm
Popcorn	360	25 mm	850	12 mm	10 mm
Beans	340	27 mm	1000	15 mm	11 mm
Canola	500	24 mm	450	8 mm	3 mm
Rice	680	20 mm	650	11 mm	5 mm
Sunflowers	300	27 mm	600	11 mm	7 mm
Peas	340	20 mm	1000	10 mm	11 mm

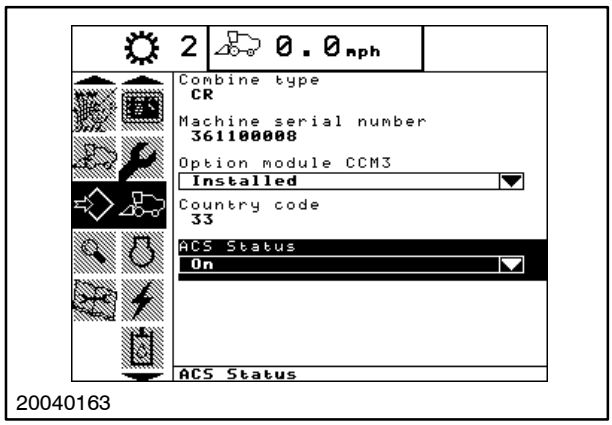
NOTE: *"**Corn 2, 3 and 4**" and using the same settings of "**Corn**".*

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Activating the ACS

1. The ACS is activated from the “Combine” page of the “Configuration info” screen.

NOTE: *This configuration can also be placed on any of the operator configurable screens (Road info, Main info, and Custom info).*



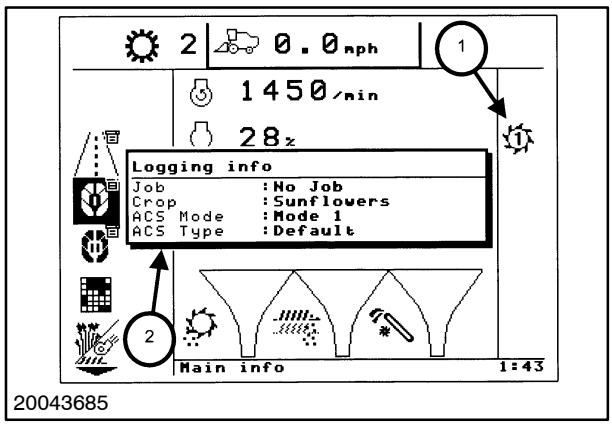
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2. When the ACS is activated, and the threshing is engaged, the “Threshing engaged” icon 1 will encircle the ACS Mode (1, 2, H) icon and the “Logging Info” pop-up window 2 will appear for 5 seconds.

   The ACS modes are:

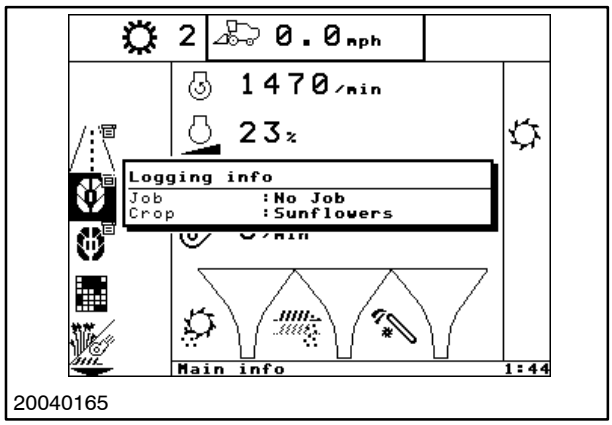
   - Mode 1 = **1**
   - Mode 2 = **2**
   - Headland = **H**

NOTE: *The ACS mode icon will be displayed whenever the ACS is activated, whether or not the thresher is engaged.*



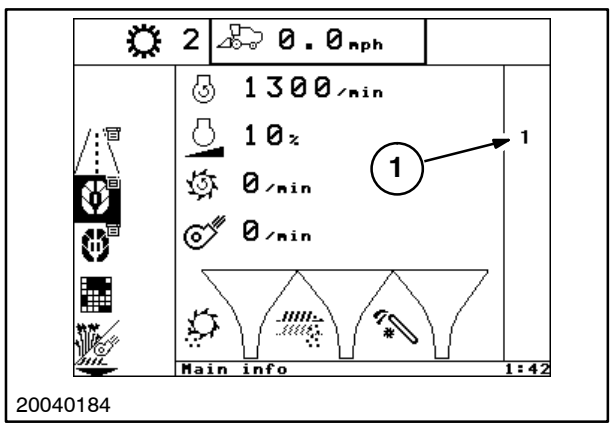
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NOTE: *If the ACS is off, the center of the threshing engaged icon will be empty and the ACS mode and ACS type lines will not be displayed on the pop-up window.*



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NOTE: *The ACS mode icon 1 will be displayed whenever the ACS is activated, whether or not the thresher is engaged.*

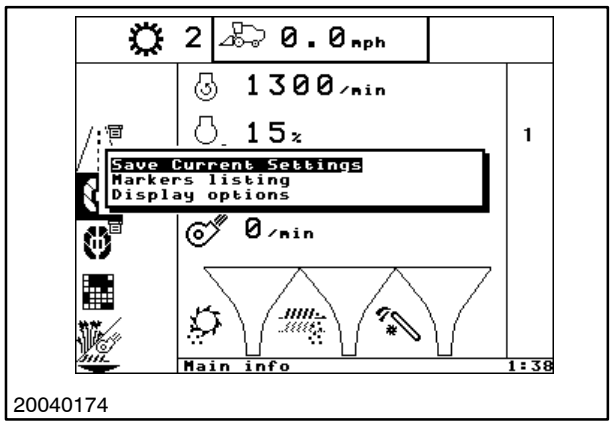


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Saving ACS user settings

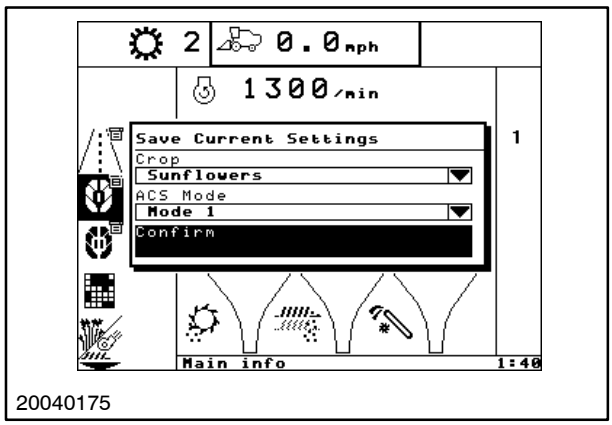
1. To save ACS user settings from the “Main info”, “Combine info” or “Road info” screens, highlight one of these menus and press “enter”.
   The “Save Current Settings” option is the first item in the list and is initially highlighted. Press “enter” again.



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2. Pressing “enter” a third time will save the settings for the current crop and ACS mode. If the operator desires to save the settings for a different crop or ACS mode, they can be accessed from the drop down menus.



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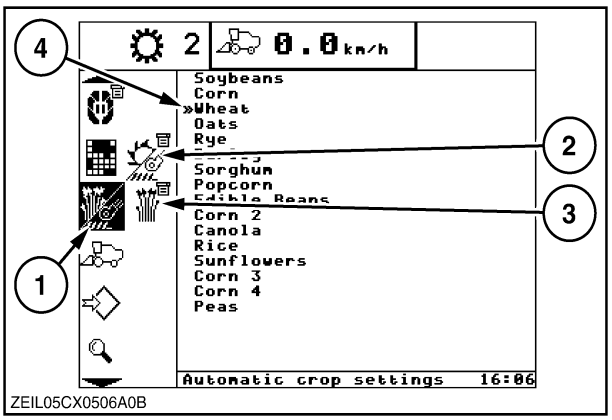
Crop settings and current settings

1. Select the Automatic Crop Settings screen 1 in the menu bar. Two sub-menu symbols will appear, current settings 2 and crop settings 3.

Crop settings

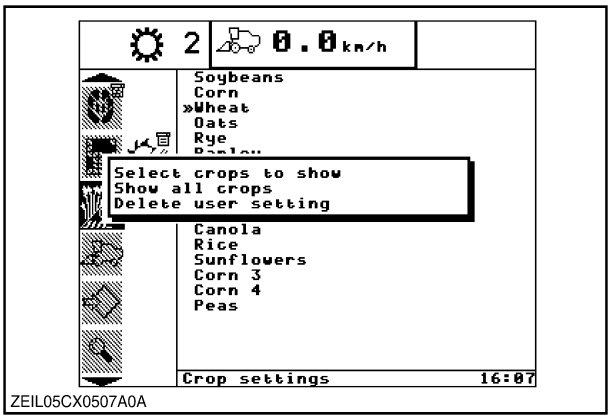
NOTE: *The crop settings screens allow the operator to edit the crop list as well as edit and save machine settings.*

1. Select the crop settings sub-menu 3 to display the list of crops.
2. The double arrow 4 to the left of a crop indicates the crop selected for the current job (fig. 138).
3. Press “enter” to display the pop-up window.
   The edit options are:
   - Select crops to show
   - Show all crops
   - Delete user setting



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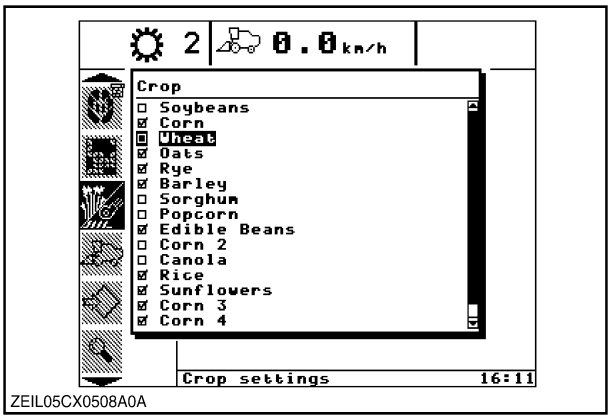
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4. To display only the crops the combine will be used to harvest, select “Select crops to show” and press “enter”.

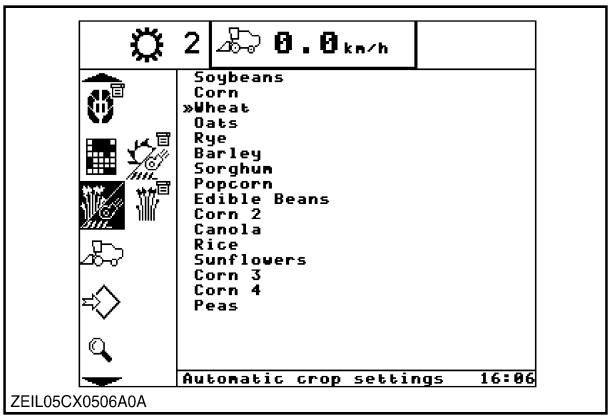
5. The pop-up screen will list all 16 factory defined crops. Use the “up” and “down” navigation buttons to navigate through the list.
   Use the “left” navigate button to select or deselect a crop. Once the desired crop is selected, press the “enter” key. The selected crop will be displayed on the Automatic Crop Setting and Harvest info screens.



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The different crops that can be selected are:

1. Soybeans
2. Corn
3. Wheat
4. Oats
5. Rye
6. Barley
7. Sorghum
8. Popcorn
9. Edible Beans
10. Corn 2
11. Canola
12. Rice
13. Sunflowers
14. Corn 3
15. Corn 4
16. Peas



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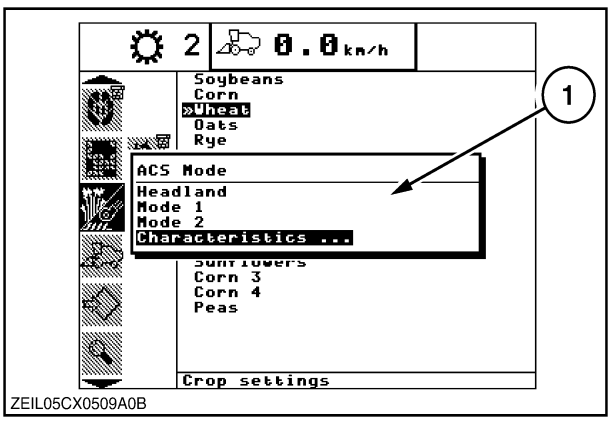
Each crop has its own settings which are used to calculate the ”dry” weight and the ”volume”.
(“volume”= only when US units are selected)

These settings are initially set at the factory and are mentioned in a table (see further).
These setting can be changed. Proceed as follows:

1. Select the crop of which the setting are to be changed and press “Enter”.

2. Pop up screen 1 appears.

3. Select “Characteristics ...” and press “enter”.

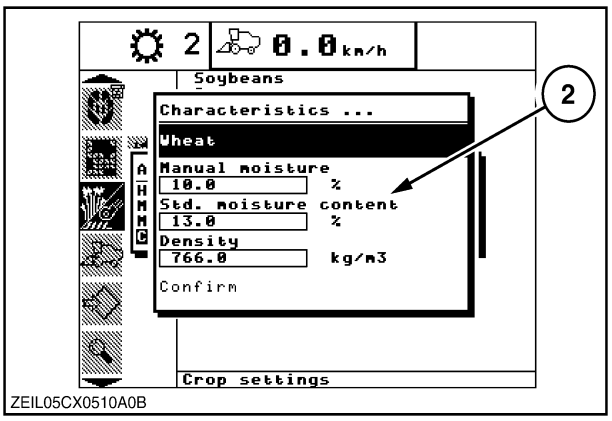


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4. Pop-up screen 2 appears.

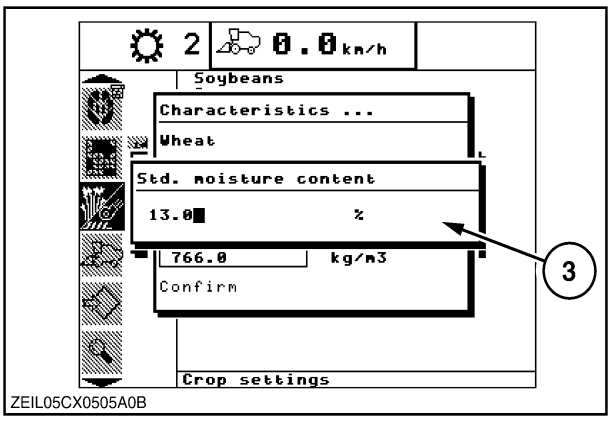
5. Select the ”Manual moisture”, “Standard moisture content” or the ”Density” setting and press “enter”.



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A pop-up screen 3 is displayed which allows the operator to input the actual moisture content or the density via the numeric keypad, then press “enter”.

NOTE: *The factory setting for the different crop types regarding “Standard moisture content” and “Crop density” are listed below.*



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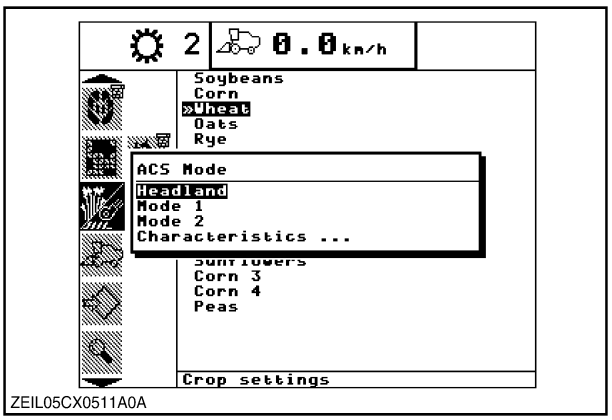
Crop	Standard moisture (%)	Crop density	
		kg/m^3	lb/bu
Soybeans	13.0	766	59
Corn (Maize)	15.5	709	54
Wheat	13.0	766	59
Oats	14.0	426	33
Rye	14.0	709	54
Barley	14.0	624	48
Sorghum	13.0	709	54
Popcorn	14.0	766	59
Edible Beans	14.5	795	61
Corn 2	15.5	709	54
Canola (Rapeseed)	10.0	681	52
Rice	14.0	568	44
Sunflowers	6.0	568	44
Corn 3	15.5	709	54
Corn 4	15.5	709	54
Peas	10.5	766	59

NOTE: *“**Corn 2, 3 and 4**” and using the same settings of “**Corn**”.*

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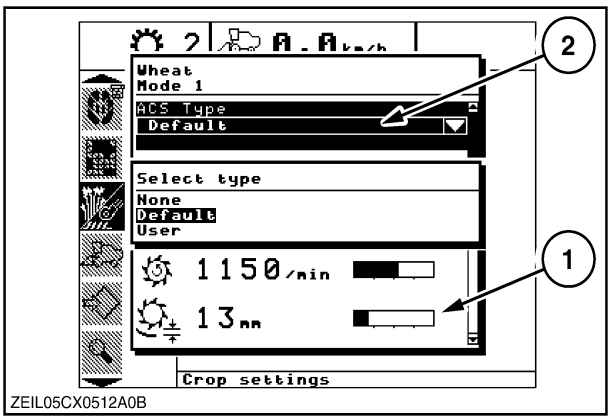
ACS mode screen

1. This screen is used to choose among the three modes. Headland is the setting the combine will adjust to when the header is raised at the end of the crop when using the automatic header height. Mode 1 and Mode 2 are two different settings the operator can switch between, using the Automatic Crop Settings tumbler switch. Highlight the desired mode, then press “enter”.



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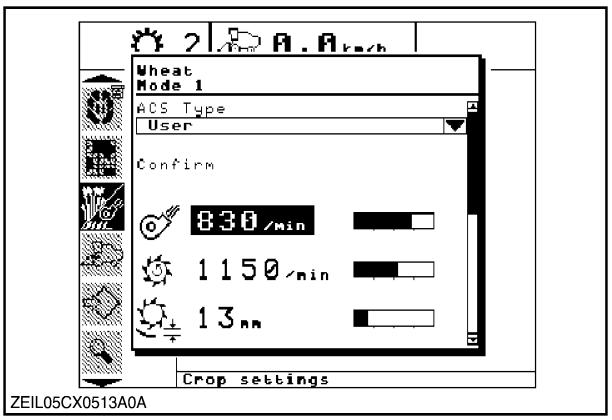
2. A pop-up screen 1 appears.
3. Highlight the ACS Type 2 and press “enter” to display the type selection pop-up.
   - None – This selection will not change any combine settings from the previously selected mode. The values shown will be a string of #s
   - Default – Factory settings for that crop. If this is a custom crop, the default values for wheat are used.
   - User – User will be able to change the settings.



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4. To change a setting, highlight the setting. Modify the value using either the +/– key or the numeric keypad. To save the value, select “Confirm” and press “enter”.

NOTE: *The machine will adjust speeds to the new setting only if the thresher is engaged and the engine speed is greater than 1800 RPM.*



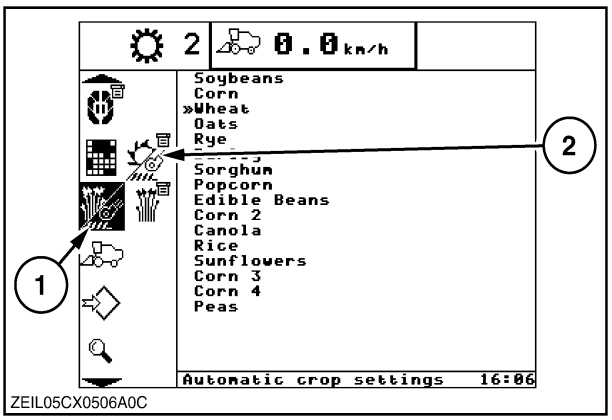
147

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Current settings

1. Select the Automatic Crop Settings screen 1 in the menu bar.

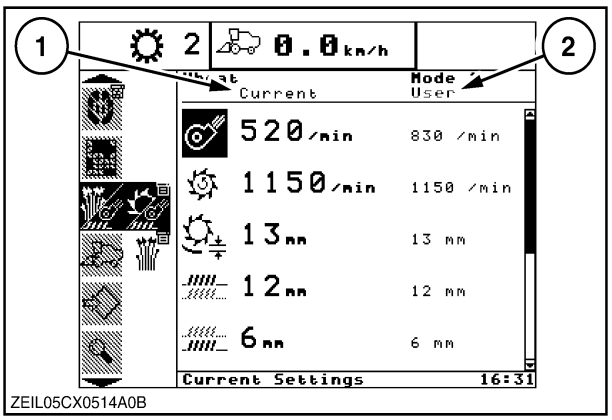
2. Select the current settings sub-menu 2.



148

3. The current settings screens allow the operator to monitor and save machine settings while threshing.

4. The following settings are controlled as current settings:
   - Cleaning fan RPM
   - Thresher RPM
   - Concave clearance
   - Auto reel speed offset



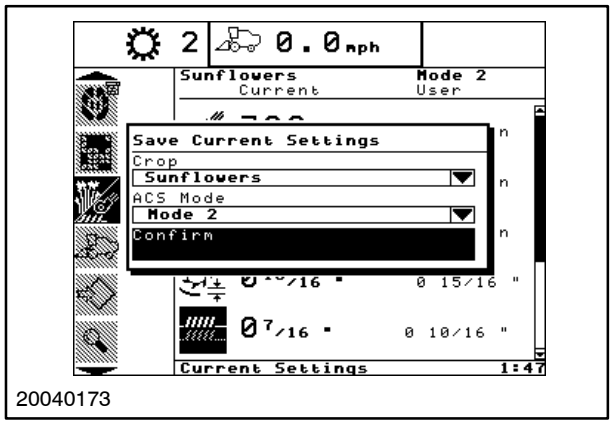
149

Additional equipment (if installed)

   - Upper sieve opening
   - Lower sieve opening
   - Reel horizontal position
   - Reel verical position

5. The current machine settings 1 and the stored settings 2 for the current crop and ACS mode are displayed in two columns. If the two columns are not identical, the icon will be highlighted. All items on this page are read only. The operator can only change the current settings via the switches on the right-hand module or multifunction handle.

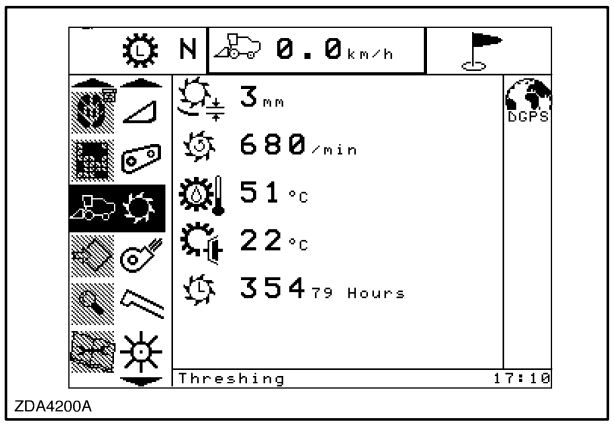
6. To save the current machine settings, press Enter, to open the Save Current Settings pop-up. The “Confirm” option will be highlighted. To save the settings to the current crop and ACS mode, press “enter” again. It is only necessary to use the drop down menus if the operator wants to save the settings for a different crop or ACS mode.



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VI COMBINE INFO SCREEN



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Switch to the combine information screen as follows:

1. Select the combine info menu in the menu bar by using the up and down navigation keys.
2. A sub-menu will appear next to the menu bar.
3. To enter that sub-menu, press the ”right” navigation key.
4. Run through the sub-menu by using the up and down navigation keys:

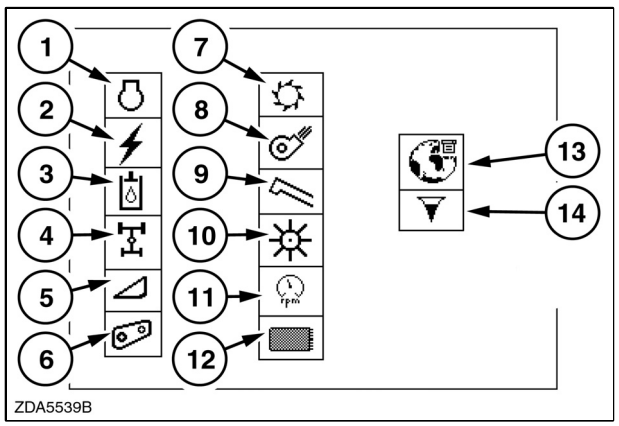
   The ”up” key to select a screen up the ladder.

   The ”down” key to select a screen down the ladder.

   Keeping the ”up” and ”down” navigation key depressed will shift the menu quickly up or down.

   The selected symbol always remains in the middle of the menu bar and blinks to show the selected position. When the navigation keys are not used for a while, the selected symbol will stop blinking and will be inverted until the navigation keys are used again.

The different sub-menus in the combine information menu are shown in figure 152 and will always appear in that sequence.



152

1. Engine
2. Electrical
3. Hydraulics
4. Driveline
5. Header
6. Straw elevator
7. Threshing
8. Cleaning
9. Clean grain/unload
10. Residue
11. RPM info
12. Data logger info (if installed)
13. GPS info (if installed)
14. Loss info

In these sub menus information can be found in relation to the selected sub menu.

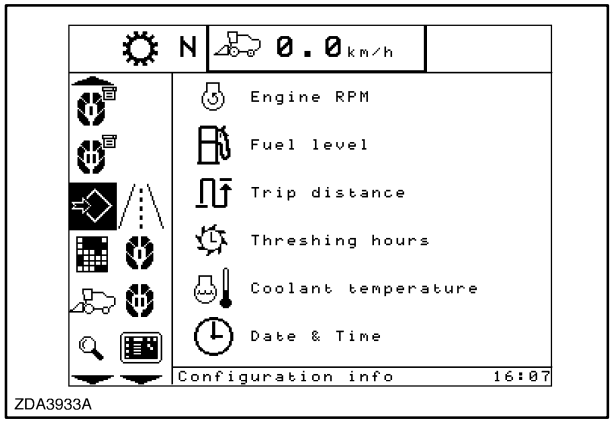
https://truckmanualshub.com/

VII CONFIGURATIONS AND CALIBRATIONS

In this menu the operator will be able to configure his machine. A lot of configurations and settings are factory-set and can not be changed.

Switch to the configuration menu as follows:

1. Select the configuration menu in the menu bar by using the up and down navigation keys.
2. A sub-menu will appear next to the menu bar.



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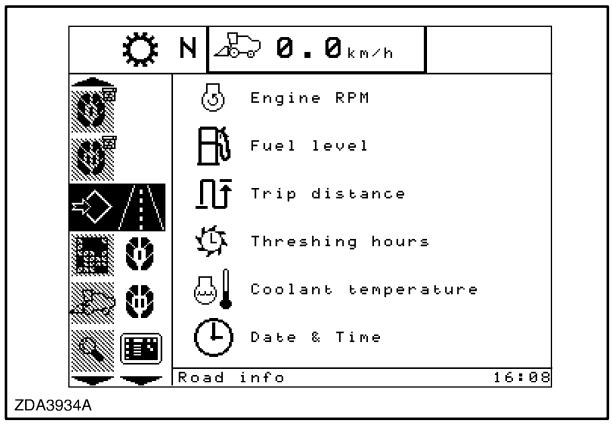
3. To enter the sub-menu bar, press the “right” navigation key.
4. Run through the sub-menu by using the up and down navigation keys:

   The “up” key to select a screen ups the ladder.

   The “down” key to select a screen down the ladder.

   Keeping the “up” and “down” navigation key depressed will shift the menu quickly up or down.

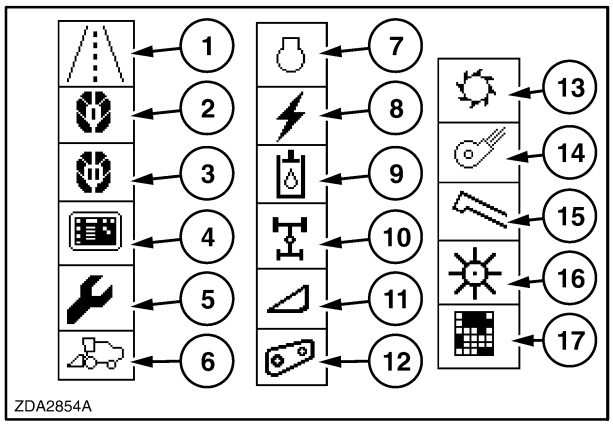
   The selected symbol always remains in the middle of the menu bar and blinks to show the selected position. When the navigation keys are not used for a while, the selected symbol will stop blinking and will be inverted until the navigation keys are used again.



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The different sub-menus in the configuration menu are shown in figure 155 and will always appear in that sequence.



155

1. Road info screen setup
2. Main info screen setup
3. Custom info screen setup
4. Display settings
5. Calibration
6. Combine
7. Engine
8. Electrical
9. Hydraulics
10. Driveline
11. Header
12. Straw elevator
13. Threshing
14. Cleaning
15. Clean grain/Unload
16. Residue
17. Precision farming

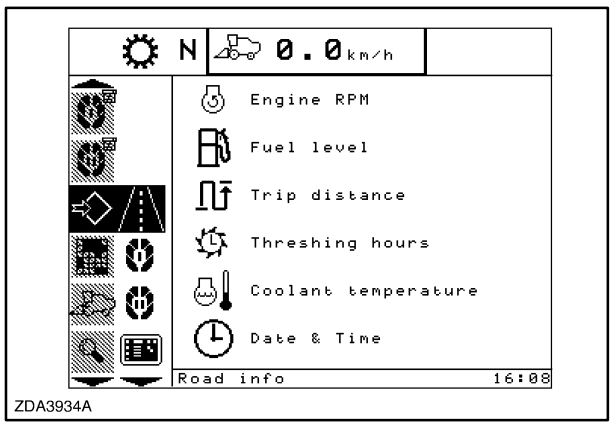
1. Road info screen setup

This screen set-up enables the operator to make a display layout of the road info screen according to his own preferences.

The operator can decide which information is displayed in the road mode screen.

To change the road info screen setup, proceed as follows:

1. Select the road info screen setup in the configuration sub-menu.

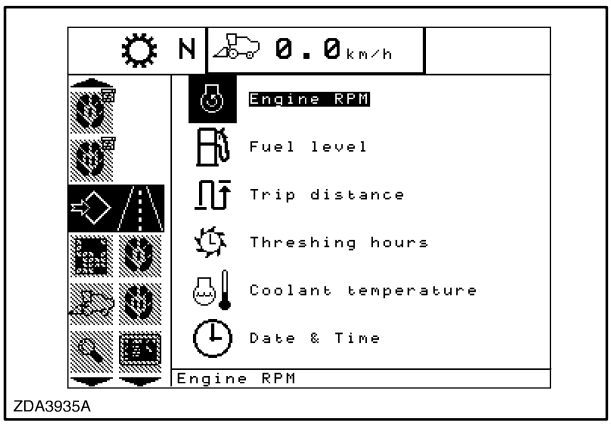


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2. Press the ”right” navigation key to enter the information window.

3. Use the ”up” and ”down” navigation keys to select the item to change and press “enter”.



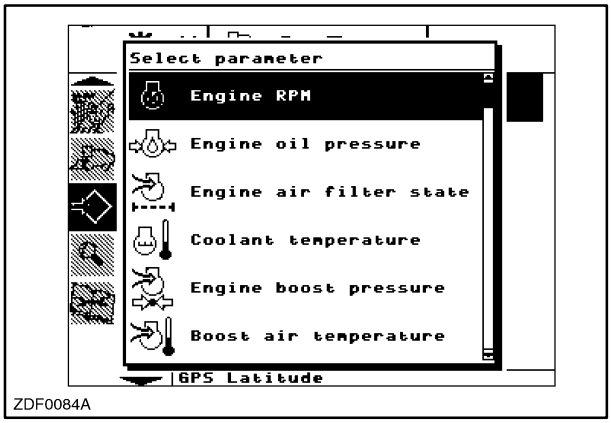
157

4. A pop-up screen appears with a list of possible choices.

5. Select by pressing the ”up” and ”down” navigation keys to change the content on that item.

6. Press the ”enter” key to confirm your choice.

NOTE: *Find the possible choices in table ”Pages setup”.*



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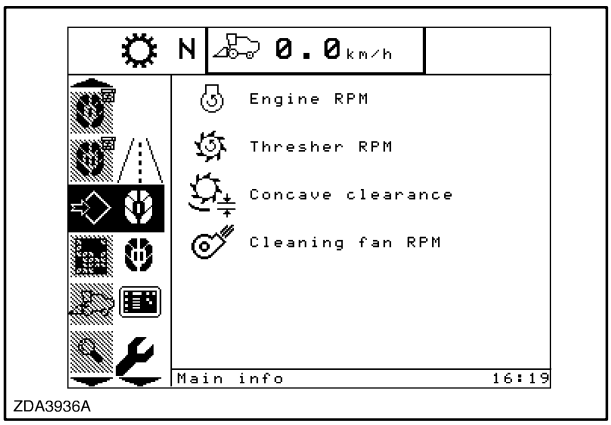
2. Main info screen setup

This screen setup enables the operator to make a display layout of the main info screen according to own preferences.

The operator can decide which information is displayed in the main info screen.

To change the main work screen setup, proceed as follows:

1. Select the main info screen setup in the configuration sub-menu.



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2. Press the ”right” navigation key to enter the information window.

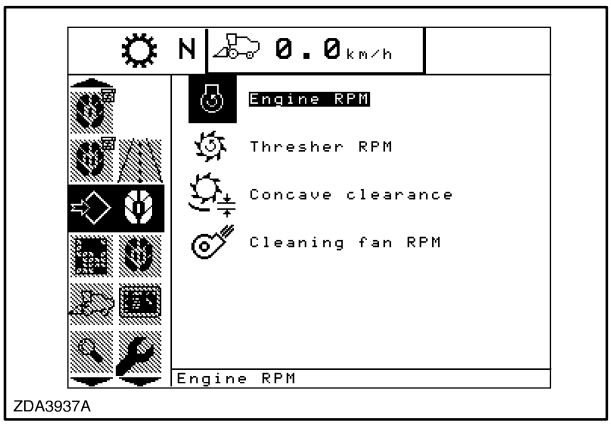
3. Use the ”up” and ”down” navigation keys to select the item to change and press “enter”.

4. A pop-up screen appears with a list of possible choices.

5. Select by pressing the ”up” and ”down” navigation keys to change the content on that item.

6. Press the ”enter” key to confirm your choice.

NOTE: *Find the possible choices in table ”Pages setup”.*



160

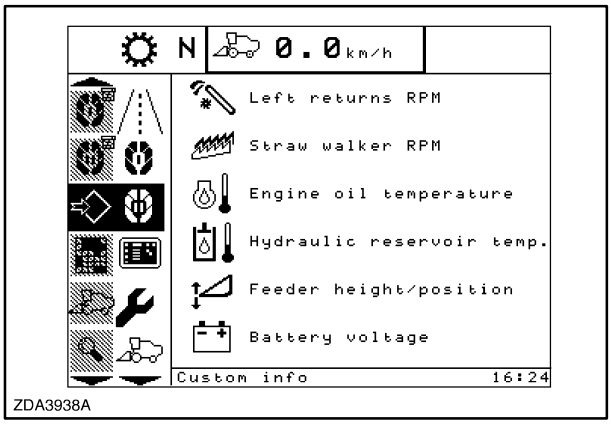
3. Custom info screen setup

This screen setup enables the operator to make a display layout of the custom screen according to own preferences.

The operator can decide which information is displayed in the custom info screen.

To change the custom info screen setup, proceed as follows:

1. Select the custom info screen setup in the configuration sub-menu.



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2. Press the ”right” navigation key to enter the information window.

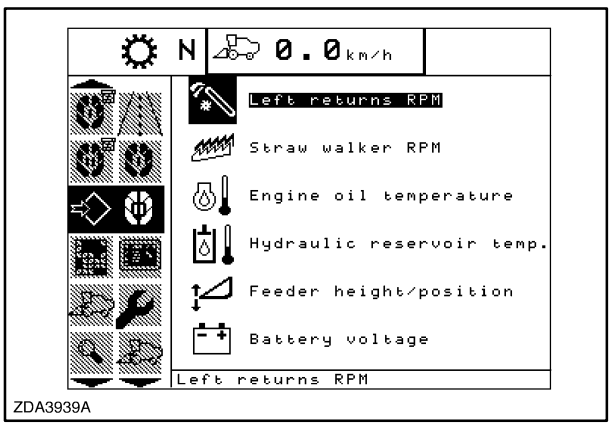
3. Use the ”up” and ”down” navigation keys to select the item to change and press “enter”.

4. A pop-up screen appears with a list of possible choices.

5. Select by pressing the ”up” and ”down” navigation keys to change the content on that item.

6. Press the ”enter” key to confirm your choice.

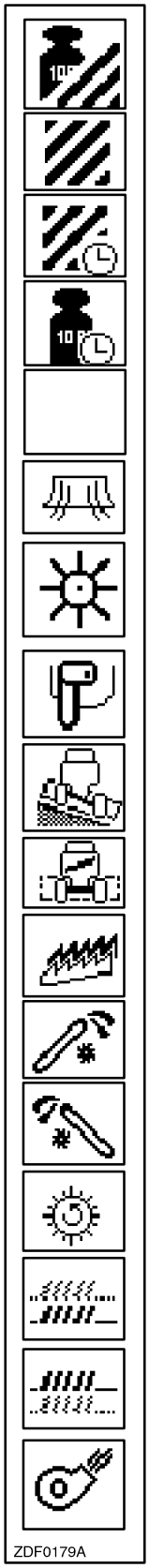
NOTE: *Find the possible choices in table ”Pages setup”.*



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Page Setup



Yield (Ton/ha – Bu/acre)

Area

Harvesting rate

Mass flow

Blank

Spreader plate position

Straw chopper rpm

Grain elevator rpm

Combine lateral inclination

Cleaning shoe angle

Straw walker rpm

Right returns rpm

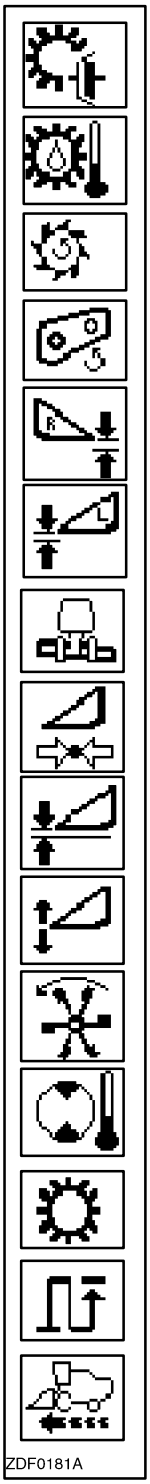
Left returns rpm

Rotary separator rpm

Lower sieve opening

Upper sieve opening

Cleaning fan rpm



Engine gearbox clutch temp.

Engine gearbox temperature

Drum rpm

Straw elevator rpm

Skid plate / Flex right

Skid plate / Flex left

Header lateral tilt

Header lift pressure

Mean stubble height

Header height/position

Header reel rpm

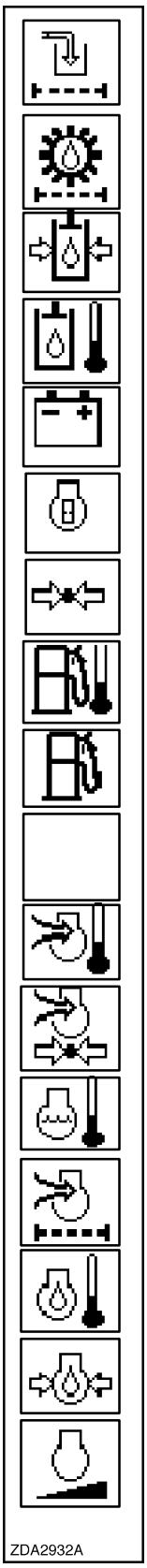
Hydrostatic motor temperature

Transmission shift gear

Trip distance

Ground speed

https://truckmanualshub.com/



Return filter state

Gearbox filter state

Control pressure

Hydraulic reservoir temp.

Battery voltage

Engine hours

Atmospheric pressure

Fuel temperature

Fuel level

Blank

Engine boost air temperature

Engine boost pressure

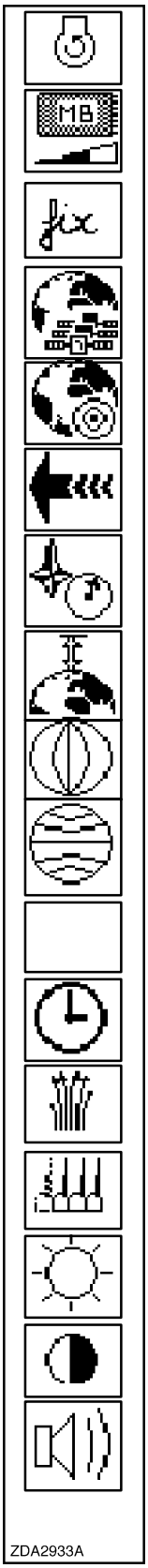
Coolant temperature

Engine air filter state

Engine oil temperature

Engine oil pressure

Engine load



Engine rpm

Datacard space left

GPS Fix type

GPS Satellites Visible

GPS HDOP

GPS speed

GPS heading

GPS altitude

GPS longitude

GPS latitude

Blank

Date & Time

Crop

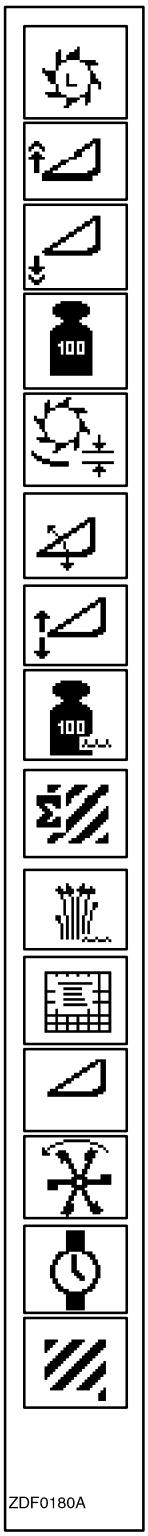
Rows in use

LCD Night Brightness

LCD Contrast

Speaker volume

https://truckmanualshub.com/



Threshing hours

Header raise rate

Header lower rate

Dry mass

Concave clearance

Tilt sensitivity

Height sensitivity

Wet mass

Total area

Moisture content

Job

Header type

Auto reel speed offset

Elapsed time

Area harvested

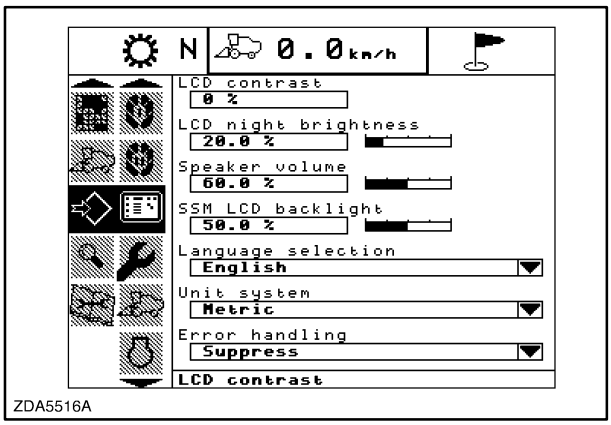
https://truckmanualshub.com/

4. Display settings

In this menu the operator will be able change the display settings.

Proceed as follows:

1. Select the display settings sub menu in the configuration menu.
2. In the information box, the items appear that can be changed.
3. Press the ”right” navigation key to enter the information box.
4. Use the ’up” and/or ”down” navigation keys to select the item to change.



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Following items can be changed:

1. LCD Contrast (–50% and +50%)
2. LCD Night Brightness (0 – 100%)
3. Speaker volume (60 –100%)
4. SSM lcd backlight (0 – 100%)
5. Language selection
6. Unit system (Metric, Imperial, US or ISO)
7. Error handling (Show or Suppress)

IMPORTANT: *All items mentioned above are factory-set. When adjusting the LCD contrast or brightness, make gradual changes. Do not press the enter button; press the escape button, if the display becomes unreadable.*

The different procedures to change the setting are explained below.

NOTE: *If a setting has been changed but not been confirmed by pressing the ”enter” key, a message ”Value not stored” will appear on the screen. In this case, set the item again as explained and confirm by pressing the ”enter” key.*

https://truckmanualshub.com/

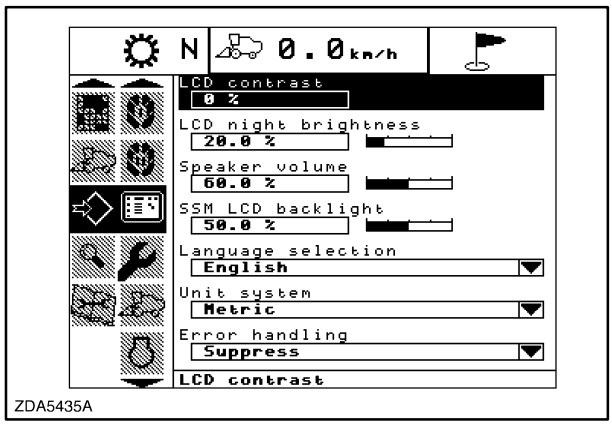
LCD contrast

The LCD contrast can be adjusted between –50% and +50% in steps of 5%.

1. Select the item “LCD Contrast”.
2. The current contrast level will be highlighted.
3. Change the contrast using the ”+” and/or ”–” key.

NOTE: *The contrast level selected will immediately be applied to the display. This will ease the determination of the required contrast level.*

4. Press ”enter” to confirm your choice.



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LCD night brightness

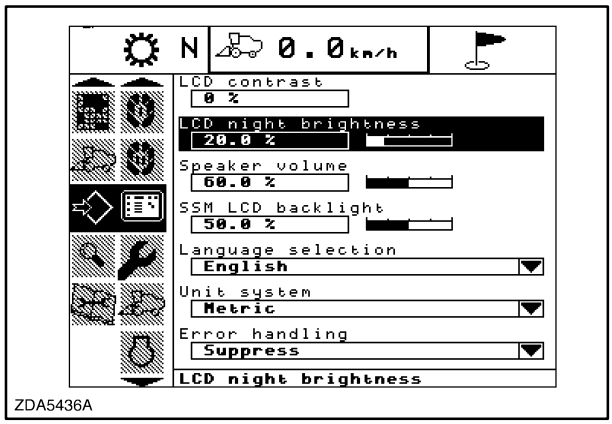
In case the operating or road lights are switched on, the screen brightness (background lighting) will automatically be adjusted to the ”LCD Night Brightness” set value.

The LCD Night Brightness can be adjusted between 0 and 100% in steps of 2%.

1. Select the item ”LCD Night Brightness”.
2. The current brightness level will be highlighted.
3. Change the brightness using the ”+” and/or ”–” key.

NOTE: *The brightness level selected will immediately be applied to the display. This will ease the determination of the required brightness level.*

4. Press ”enter” to confirm your choice.

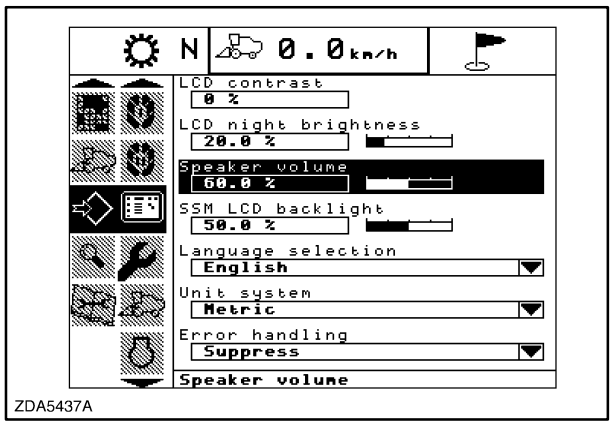


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Speaker volume

The speaker volume can be adjusted between 60% and 100% in steps of 1%.

1. Select the item “Speaker volume”.
2. The current Speaker volume will be highlighted.
3. Change the volume, using the ”+” and/or ”–” key.
4. Press ”enter” to confirm your choice.



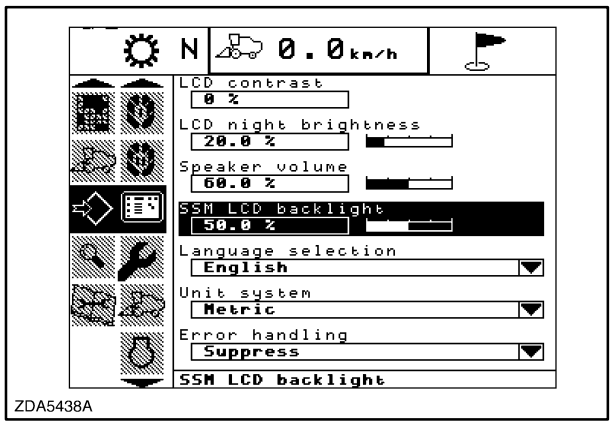
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SSM lcd backlight

The SSM lcd backlight can be adjusted between 0% and 100% in steps of 2%.

1. Select the item “SSM lcd backlight”.
2. The current backlight level on the SSM will be highlighted.
3. Change the backlight using the ”+” and/or ”–” key.
4. Press ”enter” to confirm your choice.



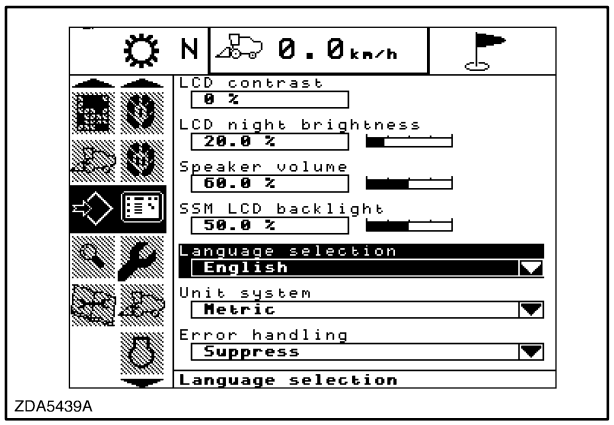
167

Language selection

Different languages can be selected.

To change the language proceed as follows:

1. Select the item “Language selection”.
2. The current language will be highlighted.
3. Press ”enter”.



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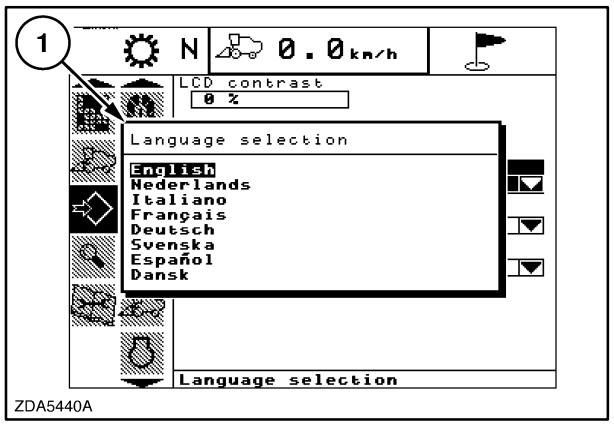
4. Pop-up screen 1 appears, showing the different languages.
5. Change the language using the ”up” and/or ”down” navigation keys.

   Depending on the destination of the combine, the languages to select are:

   English

   Dutch

   Italian, etc...
6. Press ”enter” to confirm your choice.



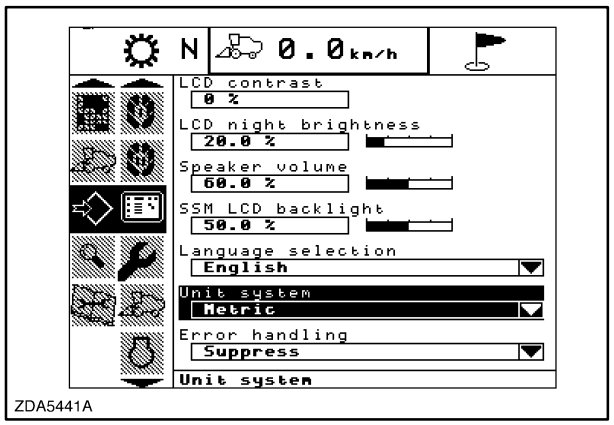
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Unit system

Units can be displayed in Metric, Imperial, US or ISO.

To change the unit system proceed as follows:
1. Select the item “Unit System”.
2. The current unit system is highlighted.
3. Press “enter”.

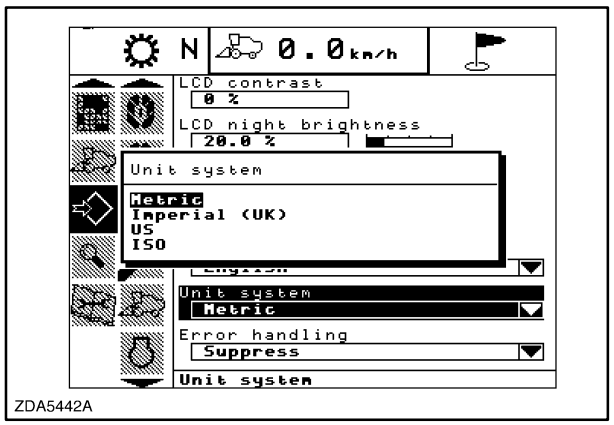


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4. A pop-up screen appears, showing the different unit systems.
5. Change the unit system using the ”up” and/or ”down” navigation key.

   Possible unit systems are:

   – Metric
   – Imperial
   – US
   – ISO
6. Press ”enter” to confirm your choice.



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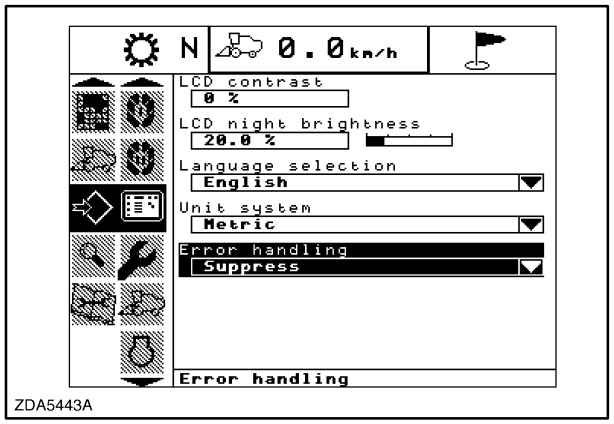
Error handling

System errors can be displayed at the moment they occur or can be suppressed.

In case ”suppress” has been chosen, a warning indicator will appear in the indicator bar, but the error/alarm message window will not appear on the screen. To read the error/alarm message, select ”active errors” in the configuration sub-menu.

To change the setting, proceed as follows:

1. Select the item ”Error Handling”.
2. Press ”enter”.



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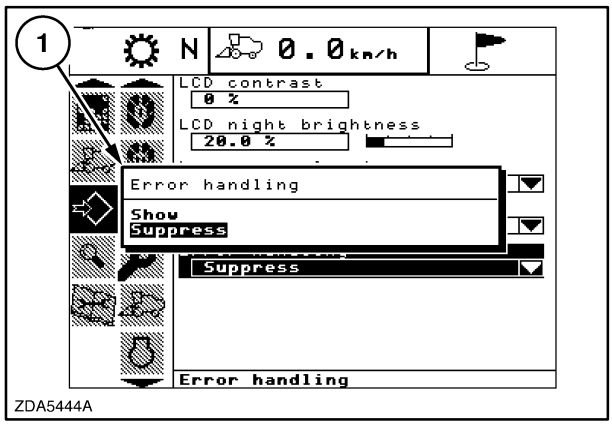
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3. Pop-up screen 1 appears, showing the two possibilities ”Show” or ”Suppress”.

4. Change the setting using the ”up” and/or ”down” navigation key.

5. Press ”enter” to confirm your choice.

NOTE: *For all these items, it is possible to change the settings in the Road, Main or Custom info screen if this items are selected for these screens.*



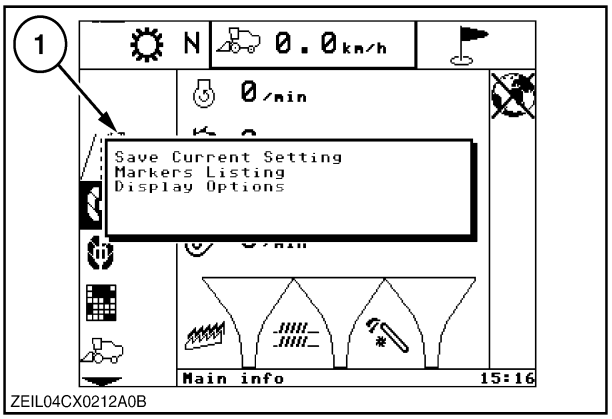
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To restore the factory-settings, proceed as follows:

1. Select the “Road info”, “Main info” or “Custom info” screen and press “enter”.

2. A pop-up 1 screen appears.

3. Select in this list “Display options”, using the “down” navigation keys and press “enter”.



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4. On pop-up screen 1 select “Restore Factory Settings GUI”, using the “down” navigation key.

5. Press “enter” to become the factory settings of the following items:

   – LCD contrast

   – LCD night brightness

   – Speaker volume

   – SSM lcd backlight

   – The items mentioned on the “Road info”, “Main info” and “Custom info” screens.

   – Hide all menus (except standard menus)

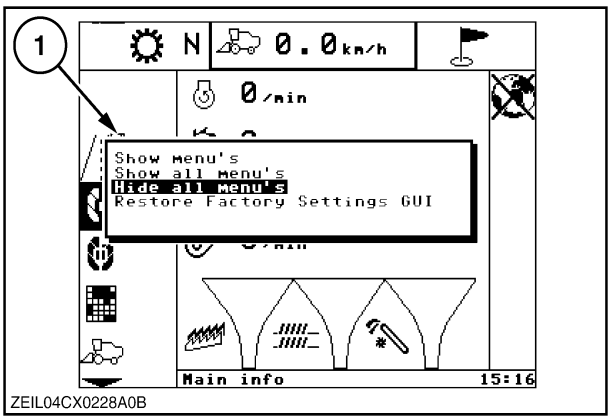
NOTE: *In case someone pressed the “Enter” button while the screen of the InfoView® was completely dark or completely blank, proceed as follows:*

1. Set the ignition key OFF.

2. Set the ignition key ON.

3. Press “Enter”.

4. Press four times the “down” navigation key and press “Enter” to become again the factory settings of the “Display settings”.



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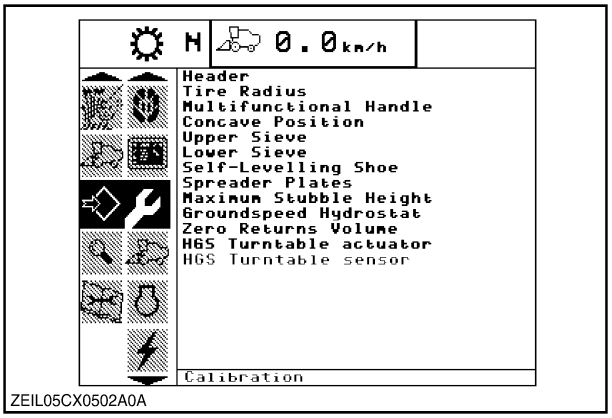
5. Calibration

To obtain a correct read-out on the InfoView™ and good functioning of the combine, the electric/electronic system need to be correctly calibrated.

To have an overview of the different calibrations, select the calibration sub-menu.

Following calibrations can be carried out:

- Header
- Tyre radius (ground speed)
- Multifunction handle
- Concave position
- Upper sieve
- Lower sieve
- Self-levelling shoe
- Spreader plates
- Maximum stubble height
- Ground speed hydrostatic
- Zero returns volume
- HGS turntable actuator
  (see: “Calibrations for “SmartSteer™ system)
- HGS turntable sensor
  (see: “Calibrations for “SmartSteer™ system)



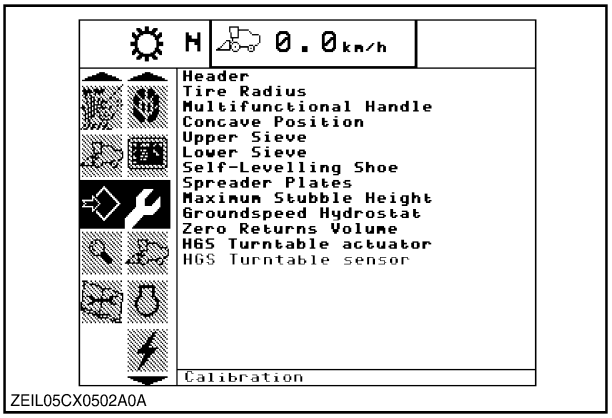
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CALIBRATIONS FOR BASIC OPERATION

To perform a calibration:

1. Select the calibration sub-menu and press the 'right" navigation key to enter the information box.
2. Use the "up" and/or "down" navigation keys to select the item you want to calibrate.
3. Press "enter".



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4. The calibration window will appear on the screen.

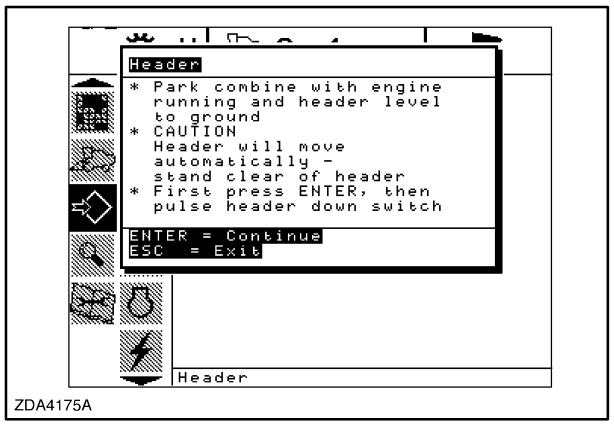
   The calibration window has on top the description of the item to calibrate.

   In the middle of the window, a description of the calibration conditions and procedure will appear. Follow the steps as described in the window. The display will automatically show the next step.

   Pressing the "esc" key in one of the following steps will cause the calibration procedure to stop.

   Not reacting to the system within three minutes, will cause the calibration procedure to stop.

   Proceed to the end, which is when "Calibration succesful" is displayed. Leave the calibration by pressing the "enter" or "esc" key.



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Calibration of the Header

DANGER

The header calibration is an automatic process. No one should be in the area of the header while calibrating.

Check following conditions before starting the header calibration procedure:

- The header is attached to the combine.
- Place the combine on level ground, with the engine running and put the header level to the ground.
- The engine is running.
- No faults received from the Header Height Controller (HHC) module.
- Header/ Straw elevator disengaged.
- Lateral floatation buttons NOT pressed.
- The combine is not moving.
- ESC key not pressed.

To calibrate, proceed as follows:

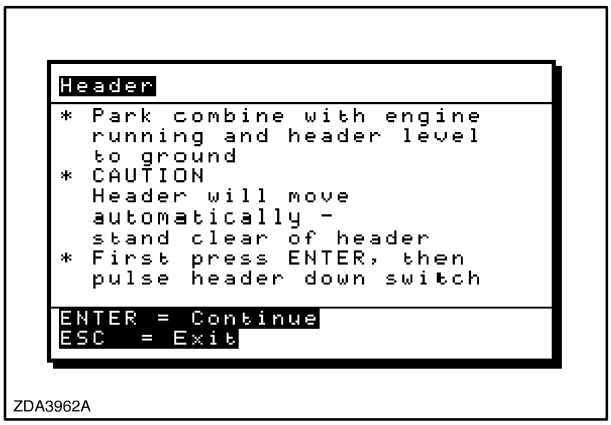
1. Select the ”Header” calibration window.

   Message: ”Park the combine with the engine running and header level to ground”.

   Message: “CAUTION”: “header will move automatically - stand clear of header”.

   Message: “First press enter, then pulse the header down switch”.

2. First press enter, then press the header down key.



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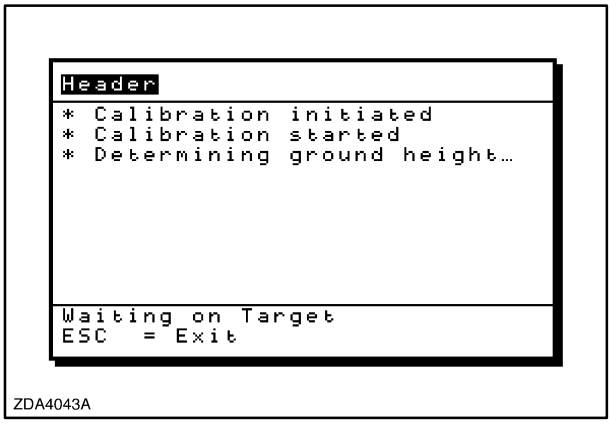
Attention: The header will lower until it is on the ground. If the header was already on the ground, it first raises a little bit.

   Message: ”Calibration initiated”.

   Message: ”Calibration started”.

   Message: ”Determining ground height...”.

3. Wait a few seconds until the next message.



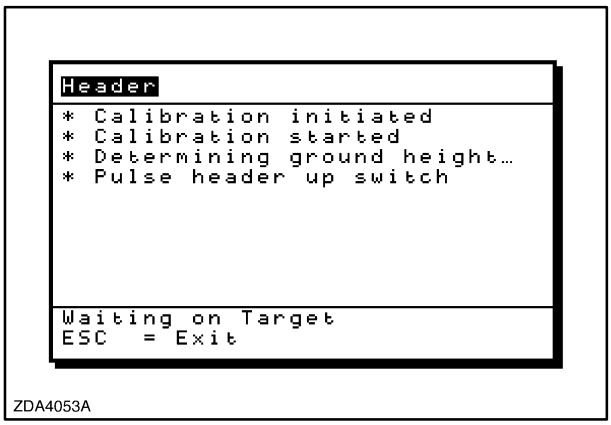
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Message: ”Pulse header up switch”.

4. Press the header up key.

Attention: The header raises slowly to the maximum calibrated position and moves fast until maximum position.



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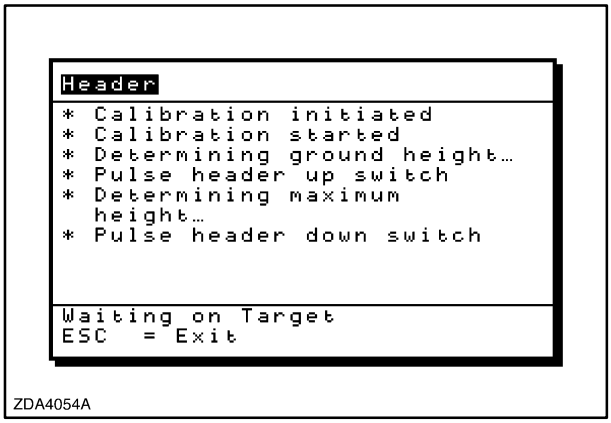
Message: ”Determining maximum height...”.

5. Wait a few seconds until the next message.

Message: “Pulse header down switch”

6. Press the header down key.

Attention: The header lowers to a position just above the ground.



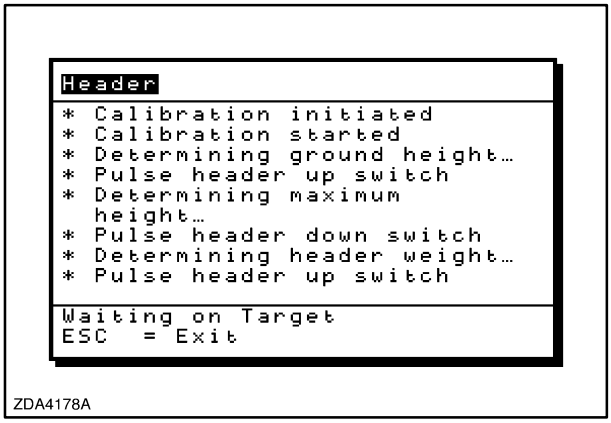
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Message: ”Determining header weight...”.

7. Wait a few seconds until the next message.

Message: “Pulse header up switch”

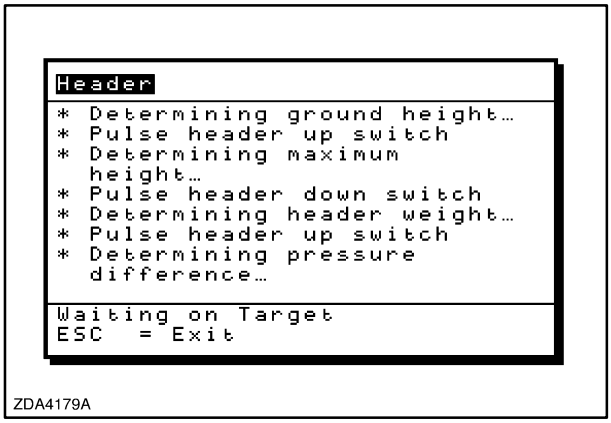
8. Press the header up key.



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Message: ”Determining pressure difference...”.

9. Wait a few seconds until the next message.

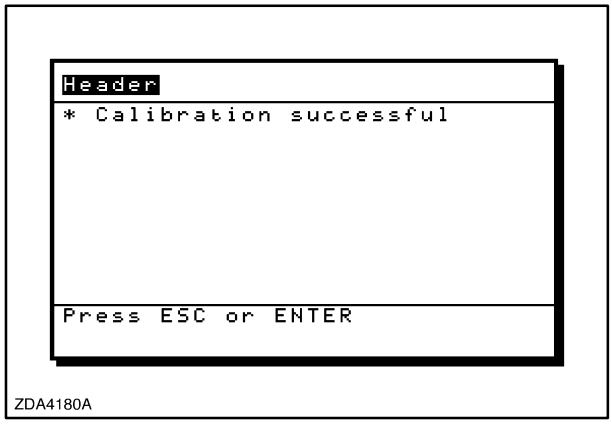


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Message: ”Calibration successful“.

10. Press ”Enter” or ”Esc” to close the calibration window.



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Remark: If an error occurs while calibrating the header, the calibration procedure will be aborted and an error code will appear on the screen.

Error	Possible cause	Remedy
01	Invalid button pressed during calibration	Do not press any other buttons than defined in the procedure
02	Lateral tilt sensor not in zero position range	Place header flat and check if lateral tilt sensor is working (if installed)
03	The HHC module did not send a calibration acknowledge after 10 seconds	Check communication with the HHC module
04	No user interaction for the past 3 minutes	React faster to the calibration procedure
05	User pressed ”escape” key	
06	Pressure sensor fault	
07	Software got in a faulty state	Restart calibration
08	Autofloat™ sensor minimum and maximum position too less difference	Autofloat™ plates hanging loose
09	Straw elevator position not changing	Straw elevator angle sensor stuck at a certain position
10	Ground speed too high	Do not drive the machine while calibrating
11	Straw elevator angle sensor wrong signal	Check if sensor is well adjusted (minimum: 2.5V, maximum: 7.5V)
12	HHC module off-line	Make sure HHC module is still functioning
13	Engine rpm lower than 500 rpm	Start engine
14	Straw elevator must be disengaged	Disengage straw elevator
15	Autofloat™ left sensor fault	If installed, check sensor
16	Autofloat™ right sensor fault	If installed, check sensor
17	Pressure not dropping, increasing in first/ second calibration step	Pressure must be lower/higher than 20/max P+20 bar

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Calibration of the Tyre radius (ground speed)

NOTE: *The "Tyre radius" can also be changed in another sub-menu. Refer to: "10. Driveline" item "Tyre radius" of this paragraph.*

To calibrate the tyre radius (ground speed), proceed as follows:

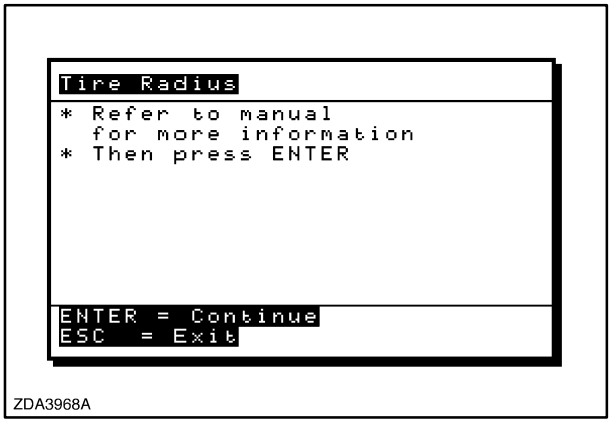
1. Select the "Tyre Radius" calibration window.

   Message: "Refer to manual for more information".

2. Mark a distance of 400 ft or 122 meter to be driven on a straight road.

   Message: "Then press ENTER".

3. Press "enter".



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   Message: "Calibration initiated".

   Message: "Calibration started".

   Message: "Drive combine forward".

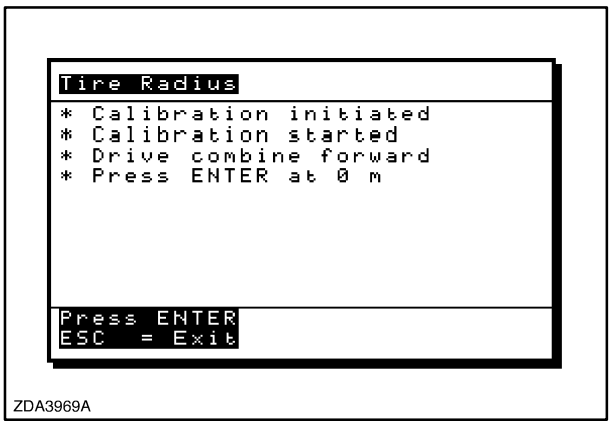
   Message: "Press ENTER at 0 m".

4. Start driving the combine and press "enter" on the moment the first beacon 0 m (0 ft) is passed.

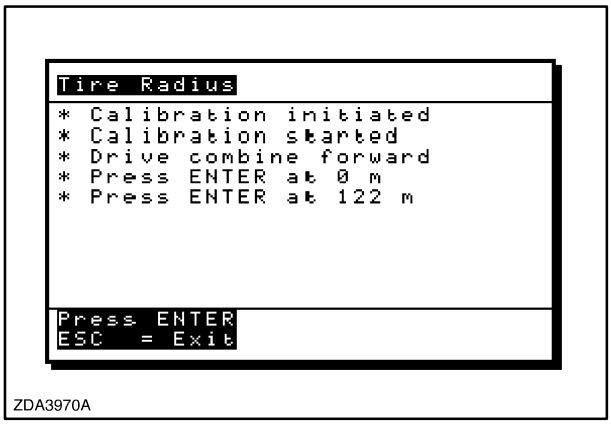
IMPORTANT: *To have a correct calibration, do not move the multifunction handle between the two beacons.*

   Message: "Press ENTER at 122 m".

5. Continue driving the combine and press "enter" on the moment the second beacon 122 m (400 ft) is passed.



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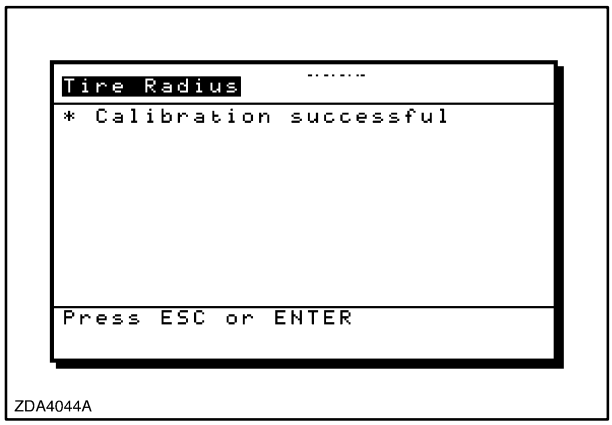
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Message: “Calibration successful”.

6. Stop the combine.

7. Press “enter” or “esc” to close the calibration window.

Remark: If an error occurs while calibrating the tyre radius, the calibration procedure will be aborted and an error code will appear on the screen.



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Error	Possible cause	Remedy
60	The combine was driven the wrong distance or to small/large tyres are installed	Drive the right distance (122m/400ft), make sure approximate tyre radius is between 100 and 1500 mm
61	Ground speed sensor giving wrong signal	

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Calibration of the Multifunction handle

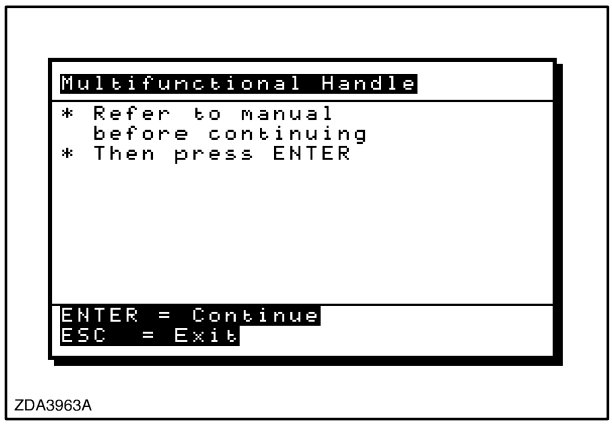
To calibrate the multifunction handle, proceed as follows:

1. Select the ”Multifunction handle” calibration window.
   Message: “Refer to manual before continuing”.

   Message: “Then press enter”.

2. During this calibration, you will be asked to put the multifunction handle forward & backward. To avoid unexpected movement from the machine, disengage engine & set gear to neutral”.

3. Press ”enter” to continue or ”esc” to abort the calibration.



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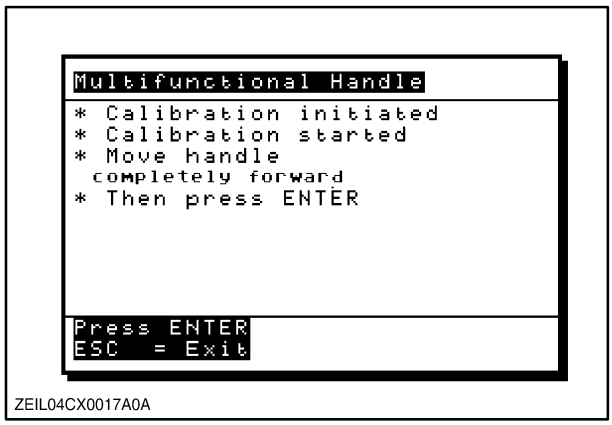
   Message: “Calibration initiated”.

   Message: “Calibration Started”.

   Message: “Move handle completely forward”.

   Message: “Then press enter”.

4. Place the multifunction handle in the most forward position and press ”enter”.

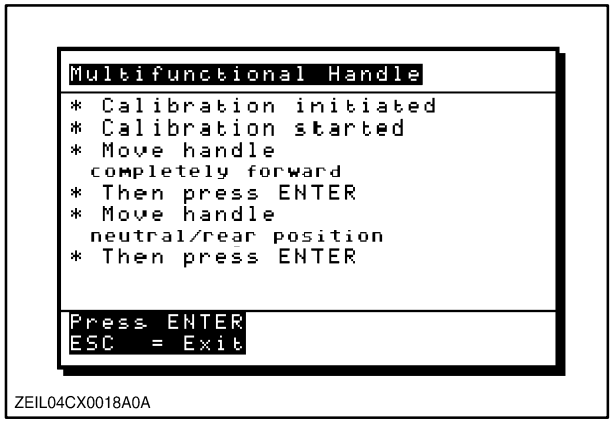


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   Message: ”Move handle to neutral/ rear position”.

   Message: “Then press enter”.

5. Place the multifunction handle in the most neutral/ rear position and press ”enter”.



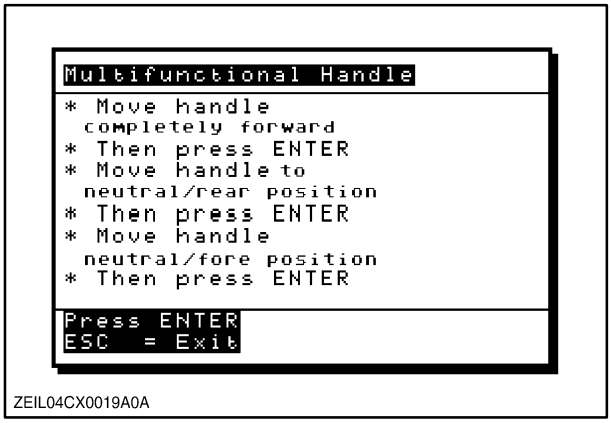
192

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Message: “Move handle to neutral/ fore position”.

Message: “Then press enter”.

6. Place the multifunction handle in the most neutral/ fore position and press ”enter”.

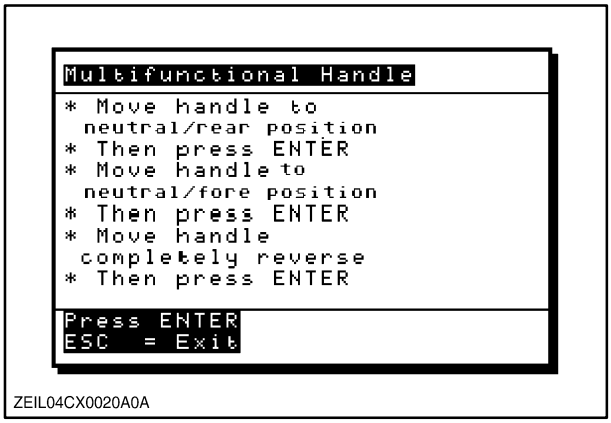


193

Message: “Move handle completely reverse”.

Message: “Then press enter”.

7. Place the handle in the most rearward position and press “enter”.

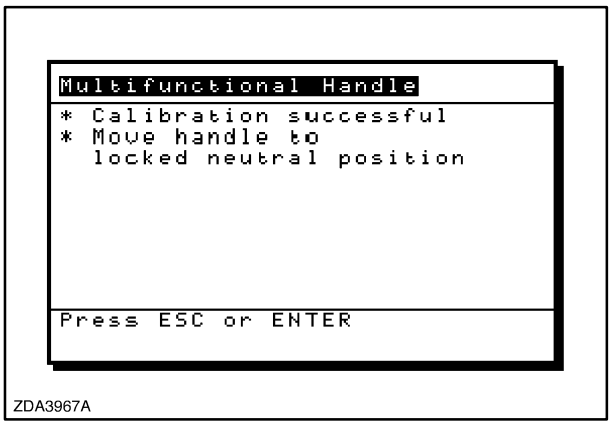


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Message: “Calibration successful”.

Message: “Move handle to locked neutral position”.

8. The calibration is done. Place the multifunction handle in the locked neutral position and press ”enter” or ”esc” to close the calibration window.



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Calibration of the Concave position

To achieve a correct read out of the concave position on the InfoView™ monitor, after changing or rework of the concave, a calibration is necessary.

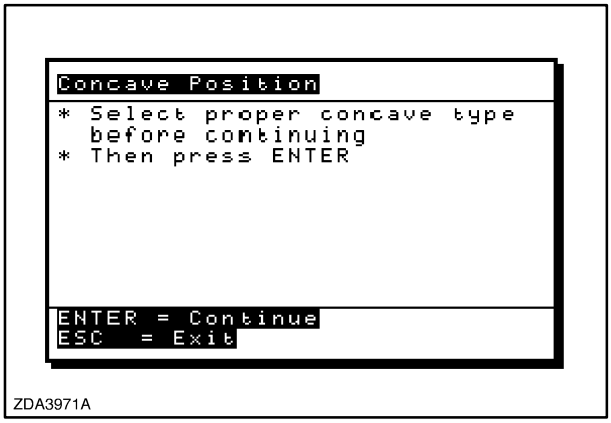
To calibrate the concave position, proceed as follows:

1. Select the ”Concave position” calibration window.
   Message: ”Select proper concave type before continuing”

2. To select the concave type refer to : “13.Threshing” of this paragraph.

   Message: “Then press enter”.

3. Press “enter” to continue or “esc” to close the calibration window.



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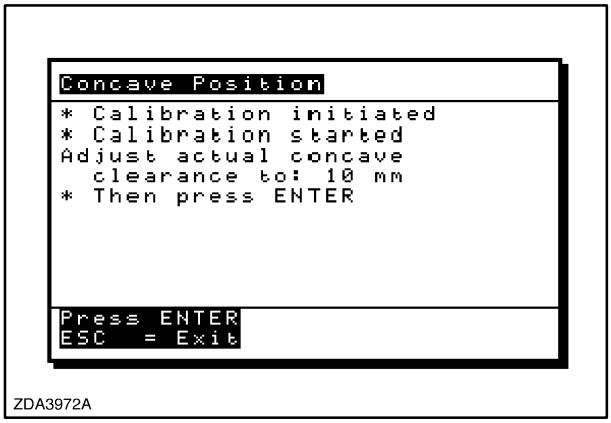
   Message: “Calibration initiated”.

   Message: “Calibration started, adjust actual concave clearance to: XX mm”.

   Message: “Then press enter”.

4. Adjust the concave clearance with the concave clearance rocker switch to the requested physical distance and press enter.

Remark: XX mm is 10 mm (3/8”) for a grain concave, 17 mm (43/64”) for a rice concave and 25 mm (15/16”) for a maize concave.

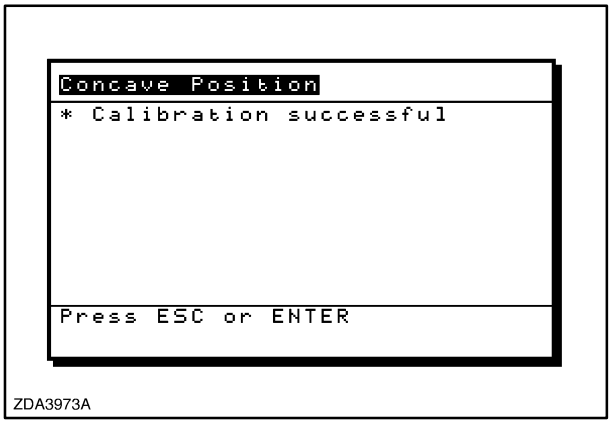


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   Message: ”Calibration successful”.

5. The calibration is done.

6. Press “Enter” or “Esc” to close the calibration window.



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Remark: If an error occurs while calibrating the concave position, the calibration procedure will be aborted and an error code will appear on the screen.

Error	Possible cause	Remedy
20	Concave opening not correct	Potentiometer giving invalid value, check opening
21	Concave position sensor error	Check sensor
22	Actuator error	Check with the drum concave clearance button if the actuator is still moving

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Calibration of the Upper sieve

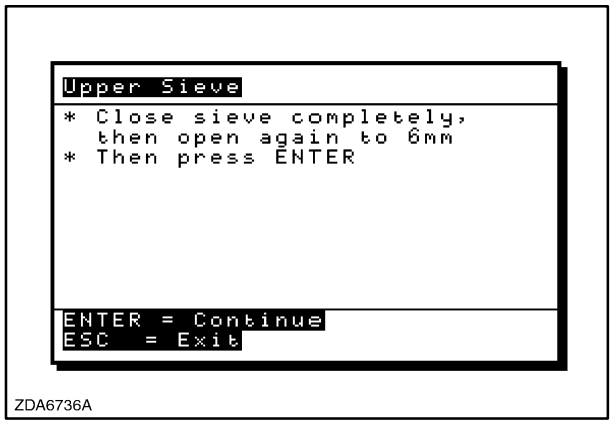
To calibrate the upper sieve, proceed as follows:

1. Check first if the item “Remote upper sieve” is set to “installed”, refer to headed: “14. Cleaning” of this paragraph.
2. Select the “Upper Sieve” calibration window.
   Message: “Close sieve completely then open again to 6 mm (1/4”)”.

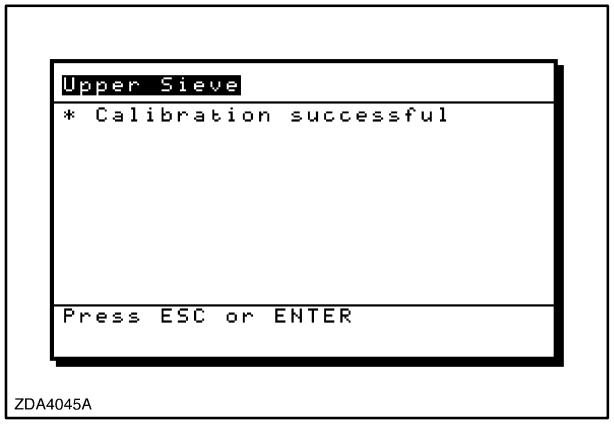
   Message: “Then press enter”.
3. Close the upper sieve completely using the upper sieve rocker switch.

Remark: Check if the upper sieve is clean before closing.

4. Open the upper sieve until the physical distance measure 6 mm (1/4”).
5. Press “Enter” to continue or “esc” to exit the calibration window.
   Message: “Calibration successful”.
6. The calibration is done.
7. Press “Enter” or “esc” to close the calibration window.



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Remark: If an error occurs while calibrating the upper sieve, the calibration procedure will be aborted and an error code will appear on the screen.

Error	Possible Cause	Remedy
40	Upper sieve position sensor giving wrong signal	Signal must be minimum 0.25V, maximum 5V
43	Upper sieve opening not 6 mm (1/4”) within limits	Open sieve to 6 mm (1/4”)

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Calibration of the Lower sieve

To calibrate the lower sieve,

1. Check first if the item “Remote lower sieve” is set to “installed”, refer to headed: “14. Cleaning” of this paragraph.

2. Select the “Lower Sieve” calibration window.
   Message: “Close sieve completely, then open again to 6 mm (1/4”)“.

   Message: “Then press ENTER”.

3. Close the lower sieve completely using the lower sieve rocker switch.

Remark: Check if the lower sieve is clean before closing.

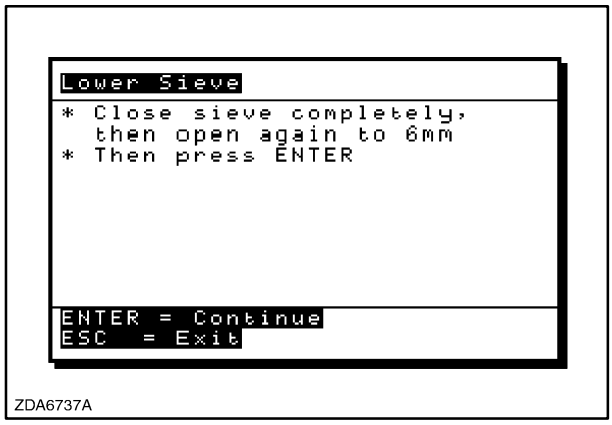
4. Open the lower sieve until the physical distance measure 6 mm (1/4”).

5. Press “Enter” to continue or ”esc” to exit the calibration window.

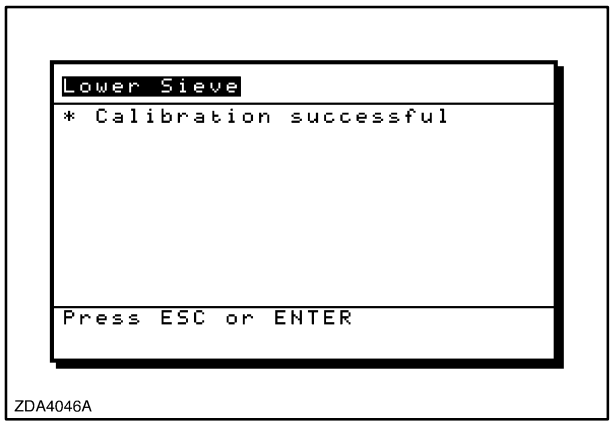
   Message: “Calibration successful”.

6. The calibration is done.

7. Press “Enter” or “esc” to close the calibration window.



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Remark: If an error occurs while calibrating the lower sieve, the calibration procedure will be aborted and an error code will appear on the screen.

Error	Possible Cause	Remedy
41	Lower sieve position sensor giving wrong signal	Signal must be minimum 0.25V, maximum 5V
44	Lower sieve opening not 6 mm (1/4”) within limits	Open sieve to 6 mm (1/4”)

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Calibration of the Self-levelling cleaning shoe

To calibrate the self-levelling shoe, proceed as follows:

1. Check first if the item “Self-levelling shoe” is set to “installed”, refer to headed: “13. Threshing” of this paragraph.
2. Select the “Self-Levelling Shoe” calibration window.
   Message: “Set combine level”.

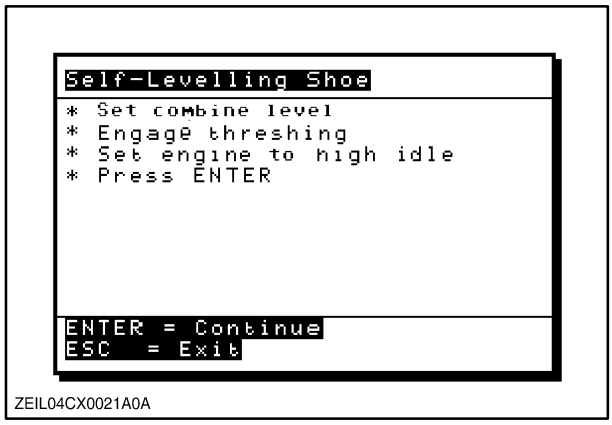
   Message: “Engage threshing”.

   Message: “Set engine to high idle”.

   Message: “Press enter”.

⚠ CAUTION ⚠

Lift the straw elevator to his maximum height, place the header safety latch over the cylinder rod and stop the engine before to start the self levelling shoe calibration procedure.



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3. Place first a levelling-instrument on the front axle to check if the combine is parked level.
4. Engage the threshing mechanism and run the engine at high idle.

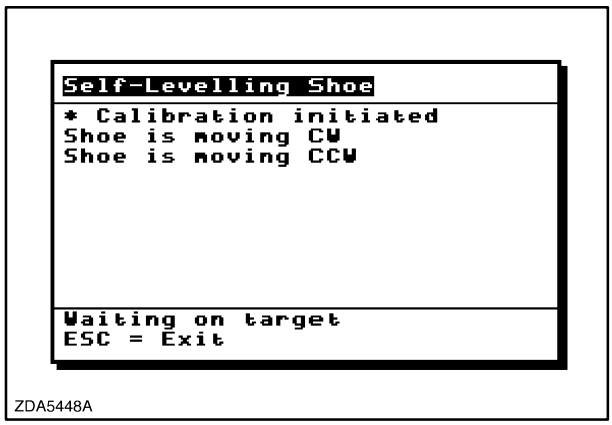
⚠ DANGER ⚠

The self levelling calibration is an automatic process. No person should be in the moving area of the self levelling while calibrating.

5. Press the “enter” key to continue or “esc” key to exit the calibration window.
   Message: “Calibration initiated”.

   Message: “Shoe is moving CW”.

   Message: “Shoe is moving CCW”.
6. The self levelling shoe moves first clockwise and subsequently counter-clockwise.



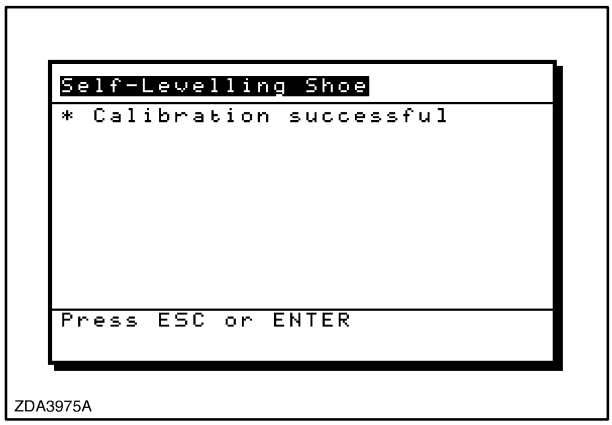
204

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Message: “Calibration successful”.

7. Wait 5 seconds to allow the shoe to come to the level position.

8. Press ”Enter” or ”Esc” to close the calibration window.



205

Remark: If an error occurs while calibrating the self-levelling shoe, the calibration procedure will be aborted and an error code will appear on the screen.

Error	Possible cause	Remedy
23	Threshing not engaged	Engage threshing
30	Lateral inclination sensor giving wrong signal	Signal must be minimum 0.25V, maximum 5V
31	Shoe position sensor giving wrong signal	Signal must be minimum 0.25V, maximum 5V
32	Option not installed	Select ”Self-levelling shoe” installed
33	Self-levelling cleaning shoe actuator error	Check with diagnostics if actuator is still moving
34	Combine not level within limits	Put combine more level
54	Engine at low idle	Throttle engine to high idle

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Calibration of the Spreader plates

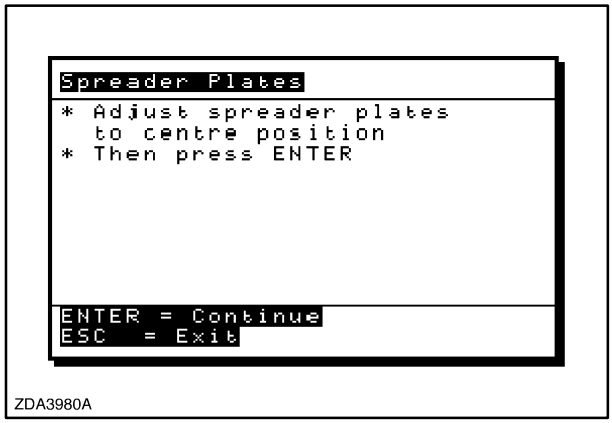
To calibrate the spreader plates, proceed as follows:

1. Select the “Spreader plates” calibration window.
   Message: “Adjust spreader plates to centre position”.

   Message: “Then press ENTER”.

2. Adjust the spreader plates to the centre position, using the spreader plates rocker switch.

3. Press “enter” to continue or “esc” to exit the calibration window.



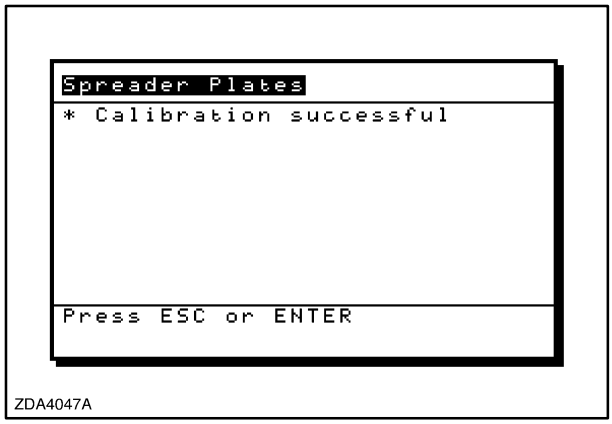
206

   Message: “Calibration successful”.

4. The calibration is done.

5. Press “Enter” or “esc” to close the calibration window.

Remark: If an error occurs while calibrating the spreader plates, the calibration procedure will be aborted and an error code will appear on the screen.



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Error	Possible cause	Remedy
42	Spreader plate position sensor giving wrong signal	Signal must be minimum 0.25V, maximum 5V

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Calibration of the Maximum stubble height

This is necessary to know from which height the area counter should stop or start counting. When the header is raised above this level the area counter assumes you are not cutting any crop. So you have to put the header at a certain height you will always exceed when not cutting crop and always stay below when cutting crop.

Select the height of the header that corresponds to the description above.

IMPORTANT: *If the value is set too low too few area may be counted since sometimes the header is raised above this threshold although the combine is still cutting.*
If the value is set too high the area counter will keep counting even when the header is raised (but below this threshold) and the combine is not cutting any crop any more.

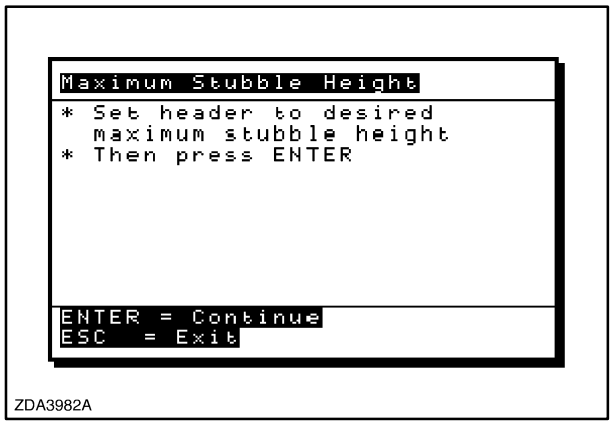
To calibrate the maximum stubble height, proceed as follows:

1. Select the “Maximum Stubble height” calibration window.
   Message: “Set header to desired maximum stubble height”.

   Message: “Then press enter”.

2. Put the header to the correct position using the header up or down control switch on the multifunction handle.

3. Press “enter” to continue or “esc” to exit the calibration window.

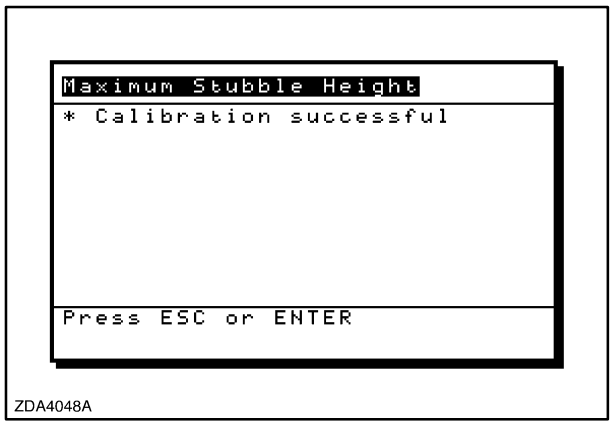


208

   Message: “Calibration successful”.

4. The calibration is done.

5. Press “Enter” or “esc” to close the calibration window.



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Calibration of the Ground speed hydrostatic

IMPORTANT: *Do the calibration of the "Multifunction handle" before calibrating the "Ground speed hydrostatic".*

To calibrate the ground speed hydrostatic, proceed as follows:

1. Select the "Ground speed hydrostatic" calibration window.
   Message: "Shift transmission to first gear".

   Message: "Disengage parking brake".

   Message: "Throttle engine to high idle".

   Message: "Then press ENTER".

2. Place the multifunction handle in neutral position.

3. Select the first gear and set the parking brake off.

4. Set the engine rpm to maximum (2100 rpm).

5. Press "enter" to continue or "esc" to exit the calibration window.
   Message: "Forward calibration started".

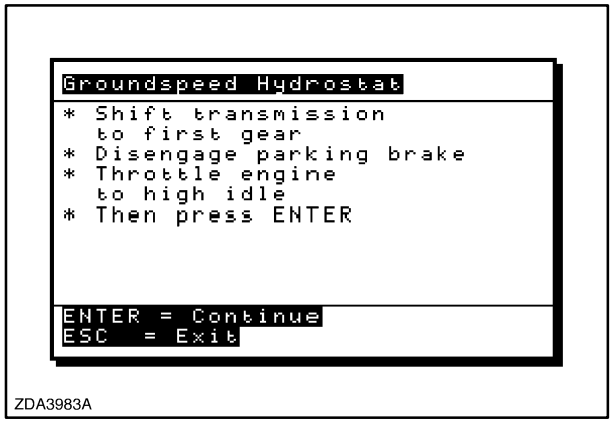
   Message: "Slowly move handle forward out of the locked neutral position".

6. Move the multifunction handle from the locked neutral position slowly forward.

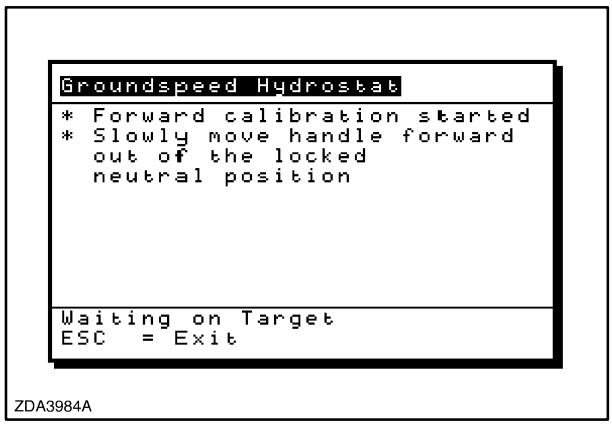
7. Waiting on target.

   Message: "Stop moving handle", "determining", "Threshold...".

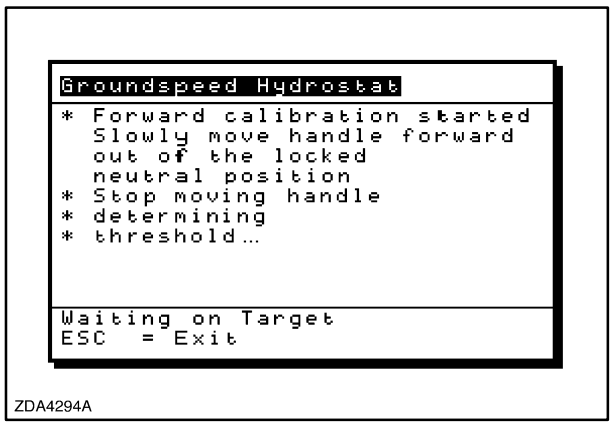
8. Stop moving handle and wait until the next message.



210



211



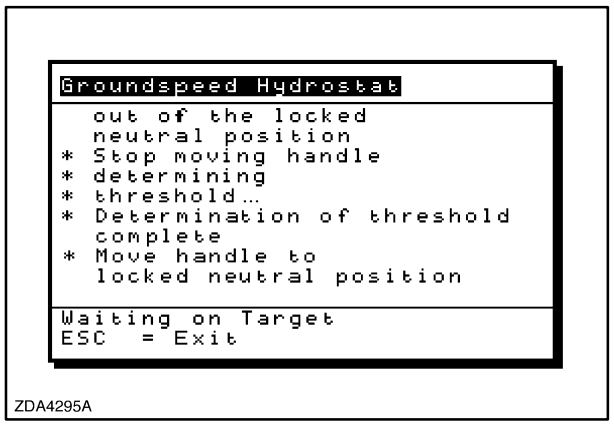
212

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Message: “Determination of threshold”, ”complete”.

Message: “Move handle to locked neutral position”.

9. Move the handle back to the neutral position and wait until the next message.



213

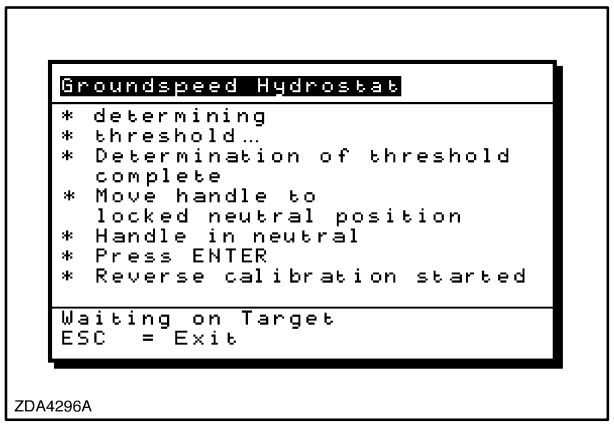
Message: “Handle in neutral”.

Message: “Press Enter”.

10. Press “enter”.

Message: “Reverse calibration started”.

11. The reverse calibration is started.

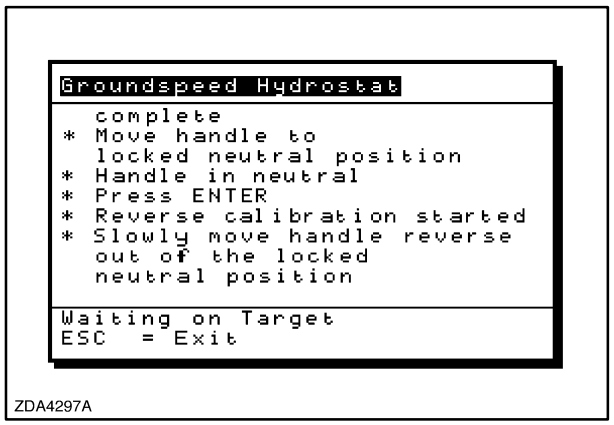


214

Message: “Slowly move handle reverse out of the locked neutral position”.

12. Move the multifunction handle from the locked neutral position slowly reverse.

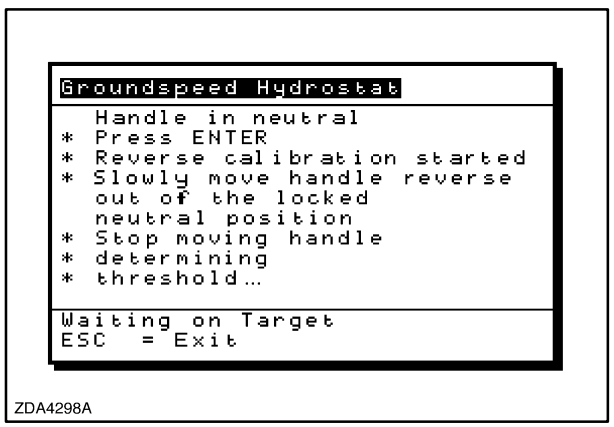
13. Waiting on target.



215

Message: “Stop moving handle”, “determining”, threshold”.

14. Stop moving handle and wait until the next message.



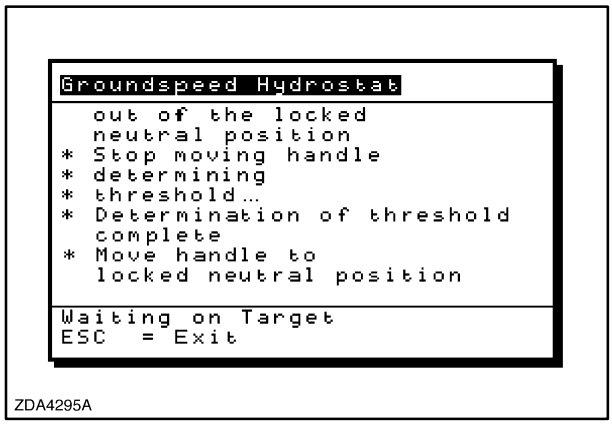
216

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Message: “Determination of threshold”, “complete”.

Message: “Move handle to locked neutral position”.

15. Move the handle back to the neutral position and wait until the next message.

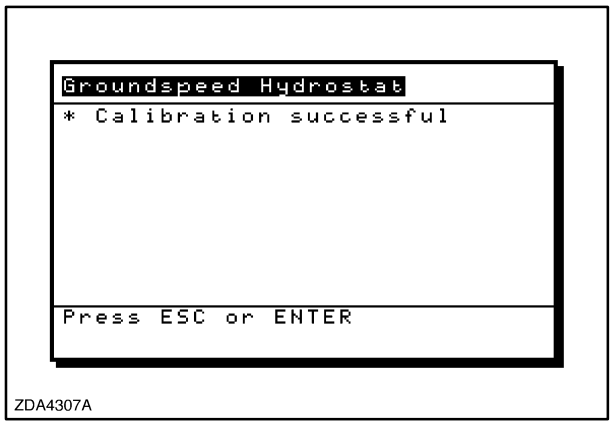


217

Message: “Calibration successful”.

16. The calibration is done.

Remark: If an error occurs while calibrating the ground speed hydrostatic, the calibration procedure will be aborted and an error code will appear on the screen.



218

Error	Possible cause	Remedy
50	Handle was pulled back in neutral while calibrating	Leave handle at its position
51	MFH not calibrated or sensor fault	
52	No ground speed pulses were detected after a period of time	
53	Hydrostatic circuit is not working OK	Check for shorts, open wires
54	Engine at low idle	Throttle engine to high idle
55	Transmission not in first gear	Shift transmission to first gear
56	Parking brake was set during calibration	Disengage parking brake
57	No supply voltage seen with handle out of neutral	Check hydro supply voltage and/or neutral microswitch for correct operation
58	Movement of the handle is too fast	Move handle slower

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Calibration of the Zero returns volume

This calibration has to be carried out:

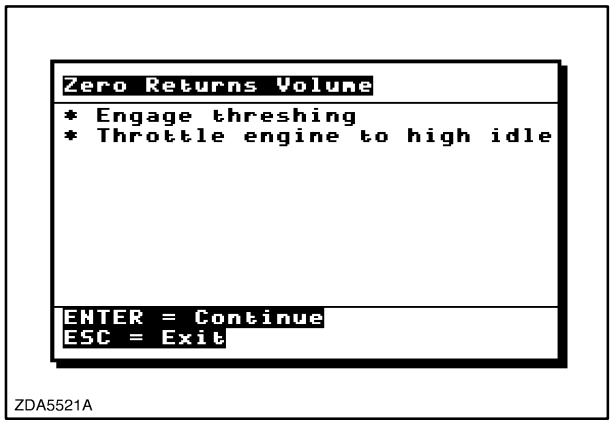
- At the first start-off.
- Whenever changing the cleaning shoe speed.
- After carrying out repair works to the returns system.
- After cleaning the returns system (paddles+ housing)

To calibrate the Zero returns volume, proceed as follows:

Message: “Engage threshing”

Message: “Throttle engine to high idle”

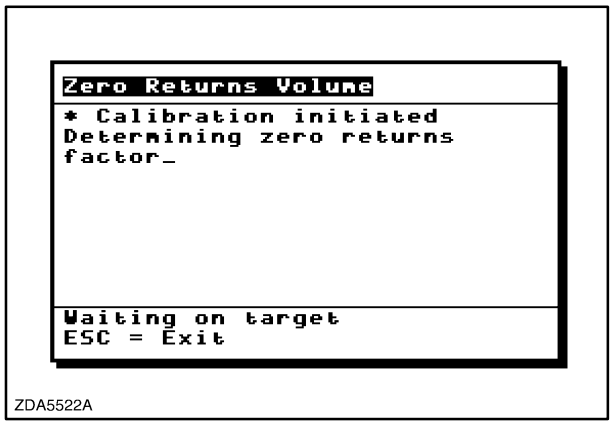
1. Engage the threshing mechanism and set engine to high idle.



219

Message: “Calibration initiated
Determining zero returns factor_”

2. Waiting on target.



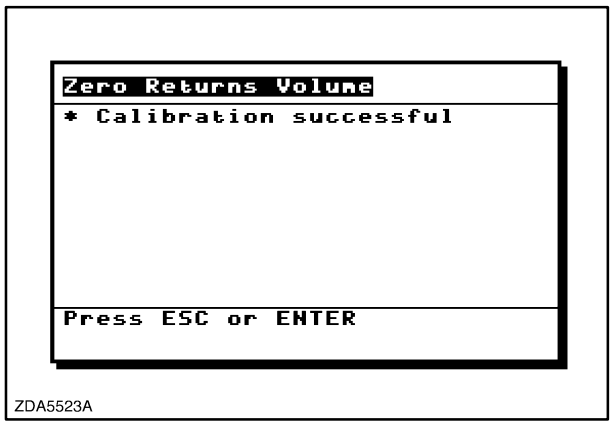
220

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Message: “Calibration successful”

3. The calibration is done.

Remark: If an error occurs while calibrating the zero returns volume, the calibration procedure will be aborted and an error code will appear on the screen.



221

Error	Possible cause	Remedy
23	Threshing not engaged	Engage threshing
52	Threshold	Clean pivotable return plate
54	Engine not at high idle	Set engine to high idle
68	No signal	

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CALIBRATIONS FOR SMARTSTEER® SYSTEM (IF INSTALLED)

The different calibration procedures, in the following sequence, necessary for good functioning of the SmartSteer™ system:

- HGS (Harvester Guidance Sensor) Turntable actuator calibration
- Straight steer calibration
- Crop edge calibration
- HGS Turntable calibration

IMPORTANT: *Check if the following settings are done to assure correct functioning of the SmartSteer® system.*

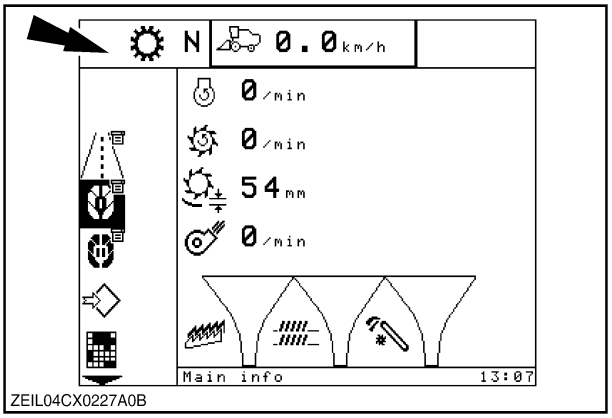
- Autopilot type: Refer to “VII CONFIGURATIONS AND CALIBRATIONS“, paragraph headed: “10.Driveline”
- Longitudinal inclination: Refer to “VII CONFIGURATIONS AND CALIBRATIONS“, paragraph headed: “14. Cleaning”

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Calibration of the HGS Turntable actuator

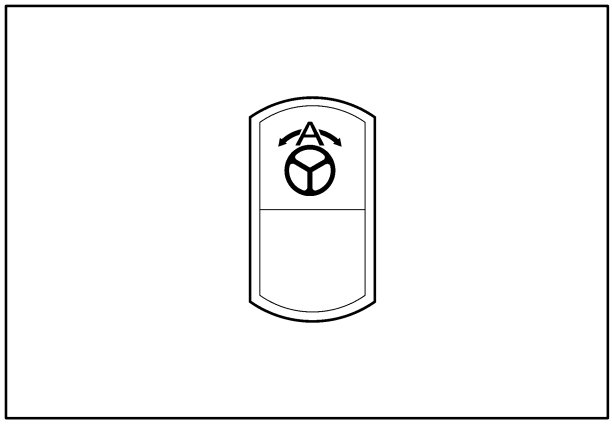
NOTE: *This calibration should be done only when the SmartSteer™ system is installed or when a new HGS turntable actuator is installed on the combine.*

IMPORTANT: *Before starting the calibration, make sure the SmartSteer™ icon is* ***not*** *shown in the upper left-hand corner of the InfoView™ monitor.*



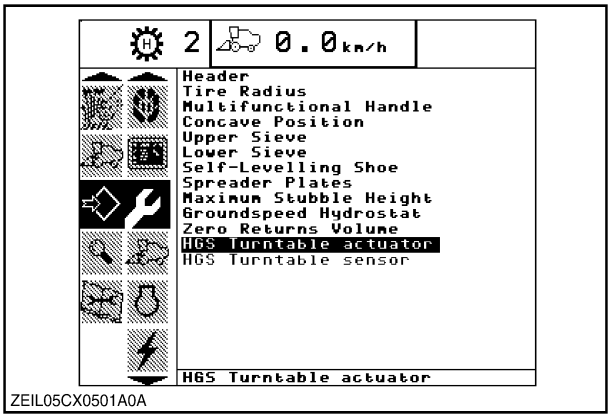
222

NOTE: *If the icon is shown then press onto the SmartSteer™ rocker switch once to clear the icon from the screen.*



223

1. If ok, select the calibration sub-menu and press the “right” navigation key to enter the information box.
2. Select item “HGS Turntable actuator”, using the navigation key and press “enter”.



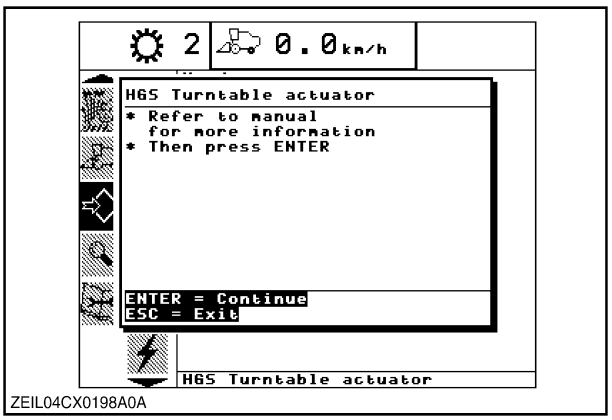
224

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Message: “Refer to manual for more information”

Message: “Then press ENTER”

3. Press “enter” to continue or “esc” to abort the calibration.



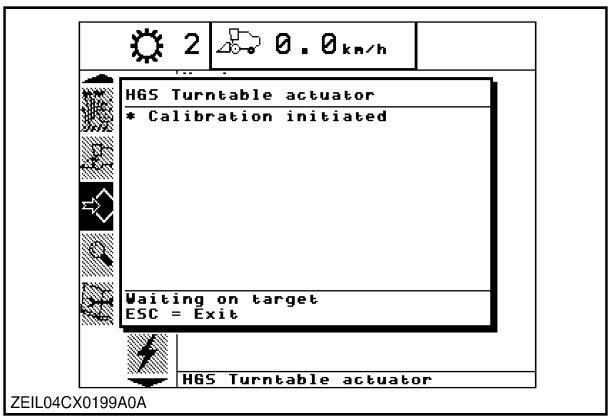
ZEIL04CX0198A0A

225

Message: “Calibration initiated”

4. The turntable sensor will now be calibrated automatically. It will turn first to the extreme right position (CW) and then to the extreme left (CCW) position, afterwards return to and stop at the calculated “0 degrees” position.
This is the position where the HGS sensor (2) (fig. 229) should be looking straight forward in the driving direction of the combine.

NOTE: *This is not the operating position of the SmartSteer™.*

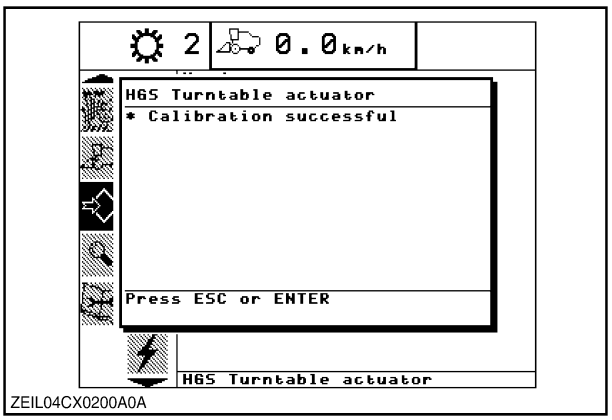


ZEIL04CX0199A0A

226

Message: “Calibration successful”

5. When the InfoView™ monitor indicates that the calibration has finished successfully, verify that the HGS sensor 2 (fig. 229) is looking straight forward.
If not, re-adjust as described in item 8.

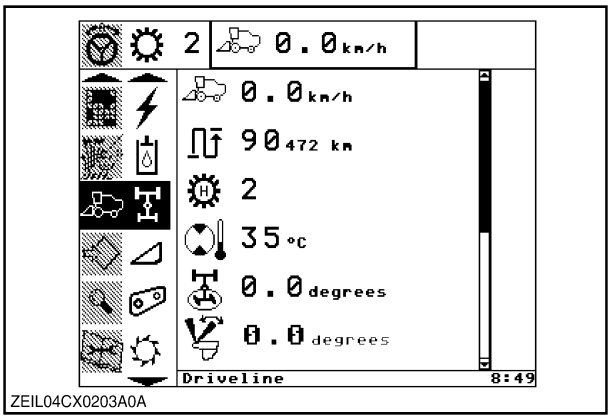


ZEIL04CX0200A0A

227

6. After a successful calibration, the HGS sensor should look straight forward.

7. The calibration value shown in the “Combine info” screen, sub-menu “Driveline” should be 0.0 degrees.

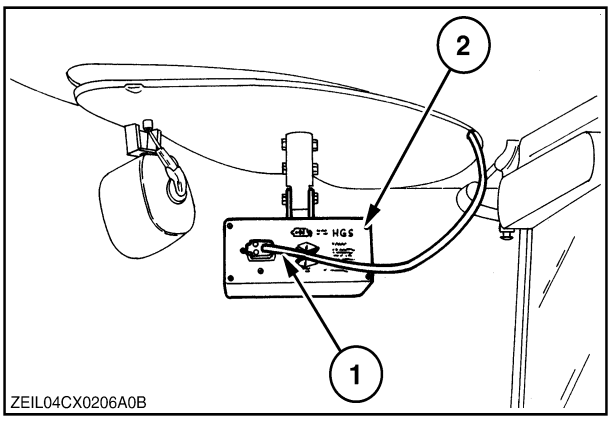


ZEIL04CX0203A0A

228

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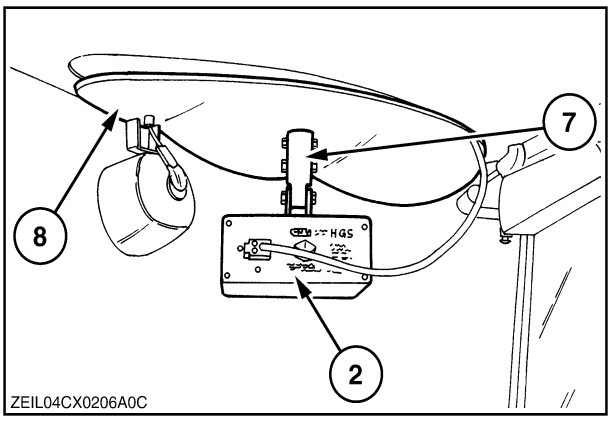
8. To adjust, disconnect the wiring loom 1 from the HGS sensor 2.



229

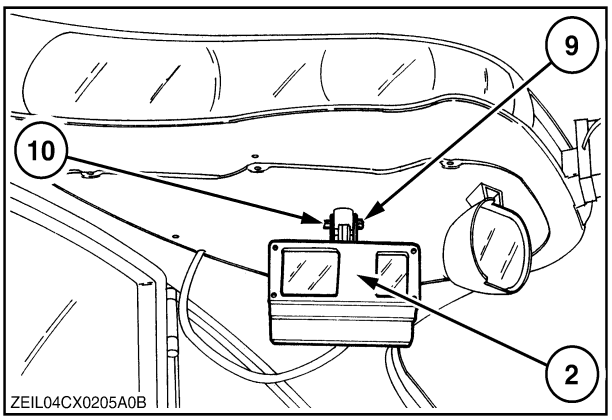
9. Remove the HGS sensor assembly 2 from the spindle 7.

10. Remove the Allen screws to remove the cover 8 on the cab roof.



230

11. Re-install the HGS sensor assembly 2 and fix in place with the bolts 9, lock washers and nuts 10.



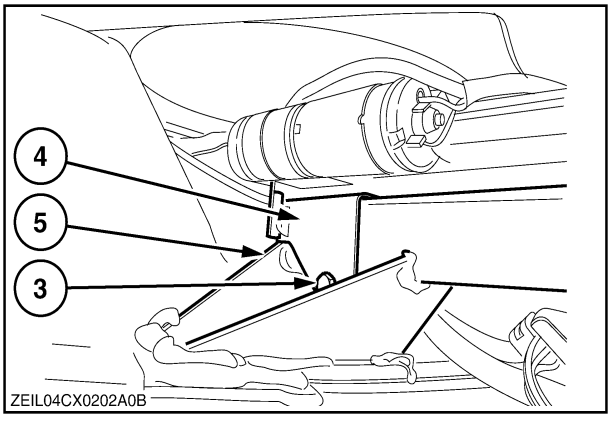
231

12. Loosen the bolt connection 3 and move the bracket 4 with the turntable actuator on the cross member 5 to the right or to the left until the HGS sensor 2 (fig. 229) looks straight forward.

NOTE: *This is not the operating position of the SmartSteer™ .*

13. Tighten the bracket 4 in place with the bolt connection 3.

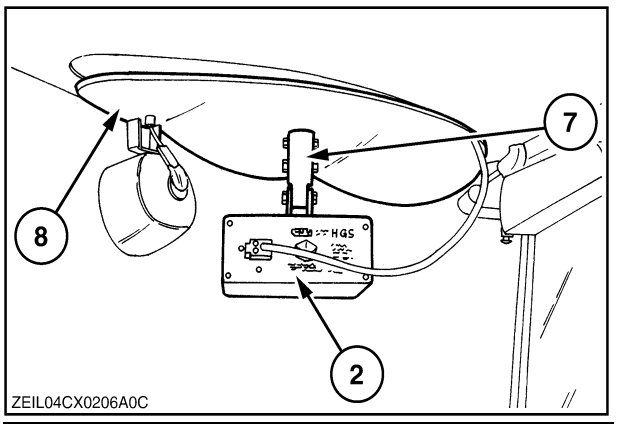
14. The turntable calibration is now done.



232

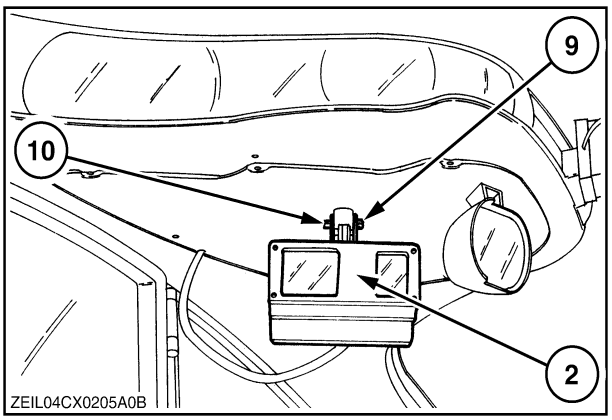
https://truckmanualshub.com/

15. Remove the HGS sensor assembly 2 from the spindle 7 and install the cover 8 on the cab roof and tighten the Allen screws.



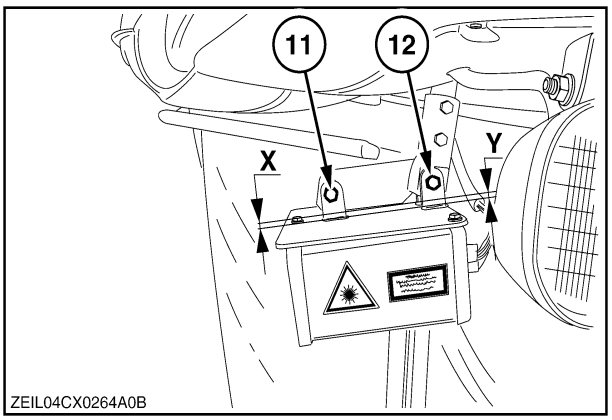
233

16. Re-install the HGS sensor assembly 2 and fix in place with the bolts 9, lock washers and nuts 10.



234

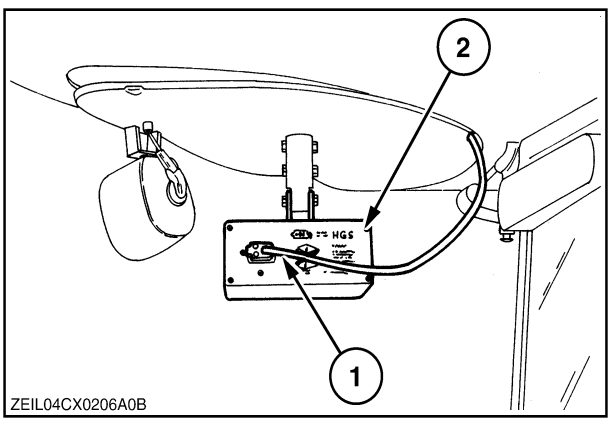
17. Make sure that distance “X” = “Y”. Adjust with the bolts (11) and (12).



235

18. Connect the wiring loom 1 to the HGS sensor 2.

NOTE: *Leave the wiring loom 1 sufficiently long so the HGS sensor 2 can be turn freely to the left and to the right.*



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Error	Possible cause	Remedy
1	SmartSteer™ state is enabled or active	Disable SmartSteer™ by pressing shortly on the enable switch on the RHM
4	After 10 seconds, the end-of-travel of the actuator was still not detected; end-of-travel is detected when current is above 6 A for 100 ms (0.1 s)	Check wiring to the actuator motor; make sure battery voltage of the combine is OK; retry with engine running if battery voltage is low
5	User has pressed ESC (or Quick stop) button during the calibration	Do not press the ESC (or Quick stop) button during the calbration
32	Autopilot type is different from “1” (= SmartSteer™)	Set Autopilot type to “1” (= SmartSteer™)
66	Result of the calibration is invalid due to:	
	– supply voltage of sensor to low	Check voltage supply to the actuator potentiometer (should be +/– 5 V)
	– sensor signal not changing enough (range < 2.2 V between fully extended/retracted position)	Make sure the actuator can move freely; if OK, the actuator or the sensor inside might be faulty. In this case, replace the actuator.
67	Feedback signal from actuator potentiometer is outside the expected limits (< 0.1 V or > 5.0 V)	
	Voltage supply problem	Check voltage supply to the actuator potentiometer (should be +/– 5 V)
	Sensor problem	Check sensor in actuator
	Connector problem	Check all connectors between the actuator and the CCM3 (Refer to your local Dealer)
	Wiring problem	Check all wiring between the actuator and the CCM3 (Refer to your local Dealer)
68	Feedback signal from actuator position is not valid:	
	– Sensor problem	Check feedback sensor in actuator and eventually replace actuator
	– Connector problem	Check all connectors between the actuator and the CCM3 (Refer to your local Dealer)
	– Wiring problem	Check all wiring between the actuator and the CCM3 (Refer to your local Dealer)

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Straight steer calibration

This calibration will calibrate the sensor in the rear axle steering cylinder to its “0”
(driving straight forward) position.

This calibration has to be done:

- only once after the installation of the right steering cylinder.

- on level ground and in an area where you can drive the combine straight forward:

To calibrate, proceed as follows:

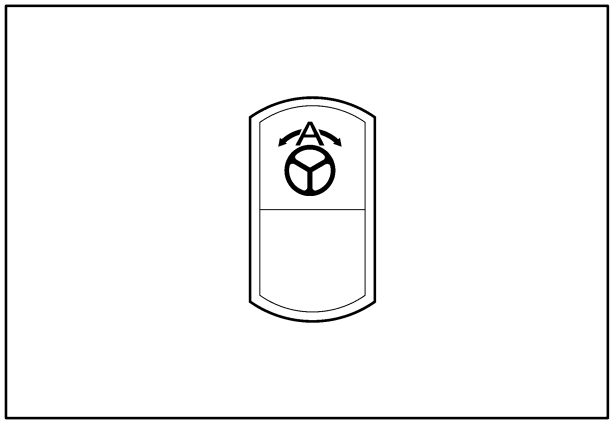
IMPORTANT: *Make sure you have done the “Calibration of the HGS turntable actuator” before continuing.*

1. Start the engine and turn the steering wheel so that the sensor in the steering column recognises the movement.
   Turn the steering wheels into a position for driving straight forward. Test by driving the combine for a short distance and verify that the combine follows a straight line.

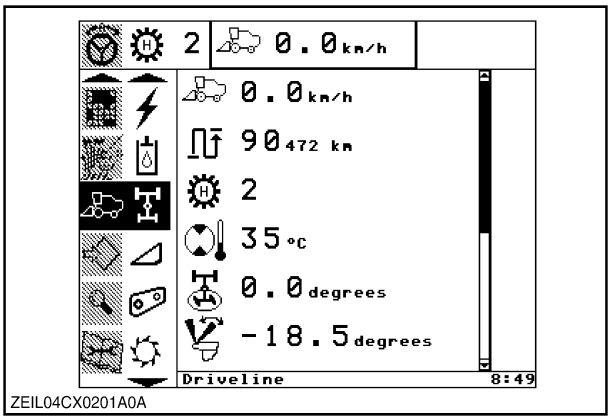
2. Enable the SmartSteer™ system by pressing the SmartSteer™ rocker switch for minimum two seconds.
3. The SmartSteer™ icon will appear greyed in the upper left-hand corner of the InfoView™ monitor.

4. Press and hold the SmartSteer™ rocker switch for at least 5 seconds, until the SmartSteer™ icon starts blinking, indicating that the calibration mode has been entered. Keep the button pressed for another three seconds to calibrate the steering cylinder sensor. The icon on the InfoView™ will become solid greyed out again.

5. The calibration is done.



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6. After a successful calibration and with the steering wheels in a straight forward driving position, the calibration value shown in the “driveline screen” should be 0.0 degrees.
   (turning to the left show negative (–) values, turning to the right show positive (+) values)

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Crop edge calibration

The “Crop edge calibration” has to be done in the field in real harvesting conditions.

IMPORTANT: *Make sure you have done the “Calibration of the HGS turntable actuator” before continuing.*

The “Crop edge calibration” will adjust the SmartSteer™ sensor to detect a left-hand or a right-hand crop edge automatically when the combine is placed straight forward along a straight crop edge.

The “Crop edge calibration” has to be carried out:

- with the header you intend to use attached to the combine.
- every time a header with a different width is attached to the combine.
- every time a new crop is harvested or if the crop-characteristics change considerably (height, density, standing or laid down)

NOTE: *There is no separate left-hand or right-hand side “Crop edge calibration”.*

Make sure the combine is positioned parallel along a straight crop edge in a part of the field with a representative crop for the whole field. To check this, drive some distance forward without turning the steering wheel.

As the SmartSteer™ sensor scans the field at a distance of 10 to 20 meters, make sure no obstacles are close to the crop edge in this area.

We recommended you to cut at least one full header width for at least 20 meters in front of the position of the combine to create a clean and free standing crop edge for the calibration.

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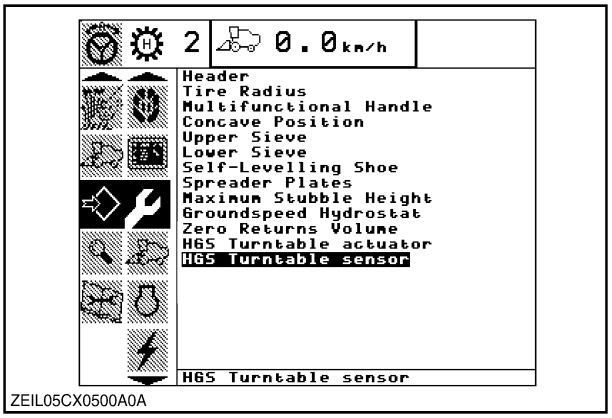
Calibration of the HGS Turntable sensor

1. Turn the steering wheel slightly so that the sensor in the steering column recognises the steering wheel.

2. Activate the SmartSteer™ system by pressing and holding the SmartSteer™ rocker switch for a minimum of two seconds.

3. The SmartSteer™ icon will appear greyed out in the upper left corner of the InfoView™ monitor.
4. Select the calibration sub-menu and press the “right” navigation key to enter the information box.

5. Select item “HGS Turntable sensor”, using the navigation key and press “enter”.

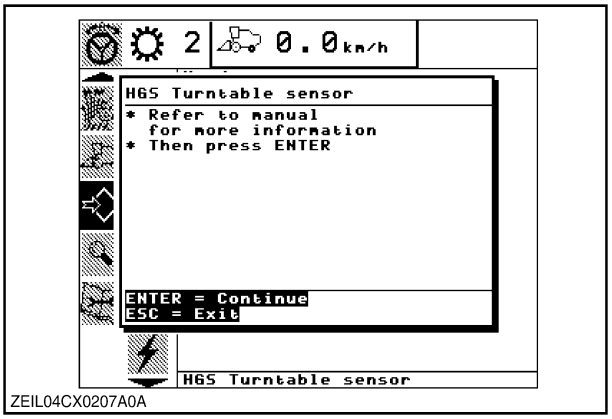


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Message: “Refer to manual for more information”

Message: “Then press ENTER”

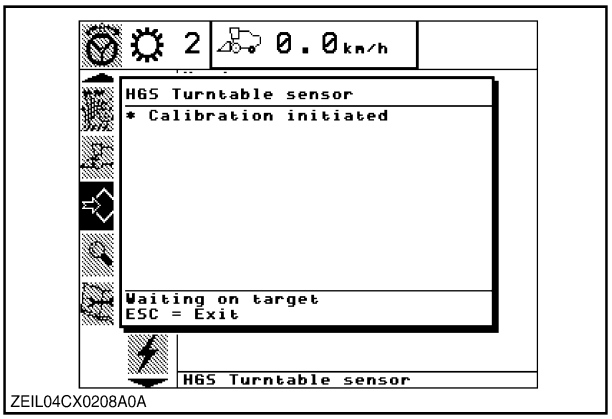
6. Press “enter” to continue or “esc” to abort the calibration.



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Message: “Calibration initiated”

7. The SmartSteer™ sensor will now search and determine the position of the crop edge, left-hand side or right-hand side of the header.

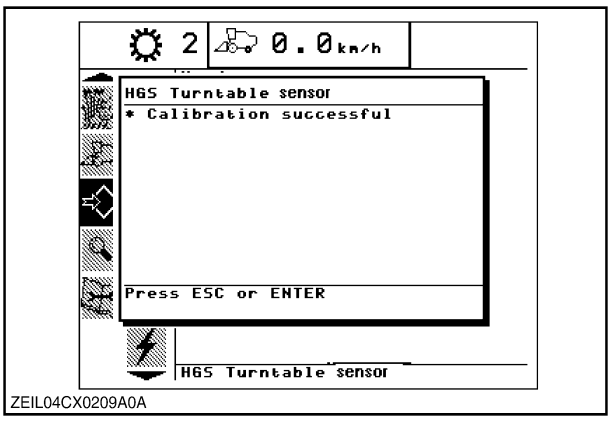


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Message: “Calibration successful”

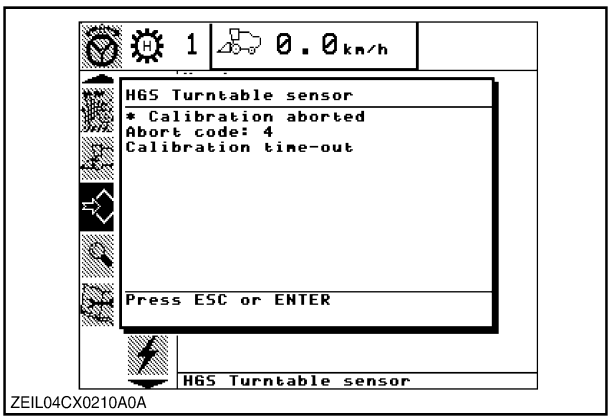
8. When the InfoView™ monitor indicates that the calibration has finished successfully, verify that the HGS sensor is looking to the intended crop edge by driving with a minimum speed of 0.5 km/h.



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NOTE: *If the HGS sensor does not find the crop edge within a certain time limit then this message will be viewed on the InfoView™ monitor as shown.*

9. Drive the combine to a new position and recalibrate as instructed above.



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Error	Possible cause	Remedy
1	SmartSteer™ is not enabled	Enable SmartSteer™ by pressing long on the Enable switch on the RHM (if icon is not shown), or stop driving (if SmartSteer™ is in automatic = active mode)
4	No crop edge found	Put the combine (with header) in front (straight line) of a crop edge
	Actuator did not reach the desired position or CCM3 did not receive a proper answer over CAN from the HGS sensor	Check HGS sensor (does it move? is the glass not covered with dust? are the lenses moving?). Check that you are in front of a proper crop edge and retry a calbration
5	User has pressed ESC (or Quick stop) button during the calibration	Do not press the ESC (or Quick stop) button during the calbration
32	Autopilot type is different from 1 (= SmartSteer™)	Set Autopilot type to 1 (= SmartSteer™)
68	Feedback signal from actuator position is not valid: sensor problem	Check feedback sensor in actuator and eventually replace actuator
	connector problem	Check all connectors between the actuator and the CCM3 (Refer to your local Dealer)
	wiring problem	Check all wiring between the actuator and the CCM3 (Refer to your local Dealer)
69	HGS sensor is not sending messages on the CAN bus	CAN line(s) to HGS disconnected and/or sensor malfunction
	HGS sensor is not powered	Check power lines to the HGS sensor (could be connector, wiring, or voltage supply issue e.g. blown fuse F–49, relay K–26 not working correctly, missing ground X124

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6. Combine

In this sub-menu the operator can set the following items.

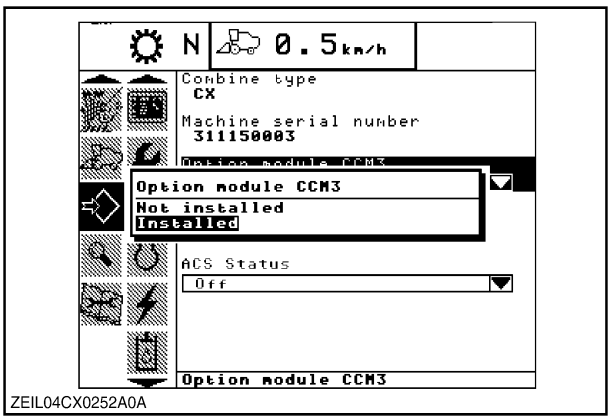
- Option module CCM 3
- ACS status

NOTE: *The other items mentioned are factory-set and does not need to be changed.*

- **Option module CCM 3**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.

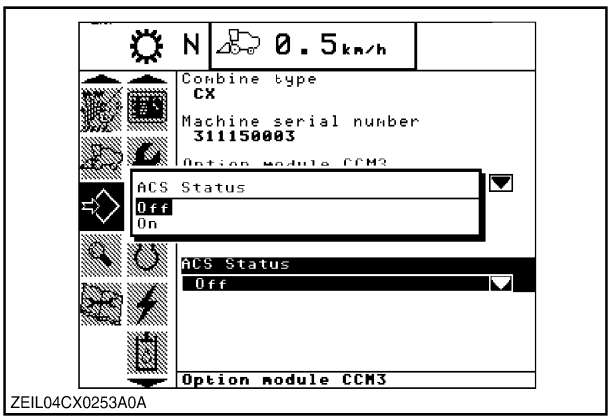


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- **ACS status**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Off” or “On”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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7. Engine

In this sub-menu the operator can set following items:

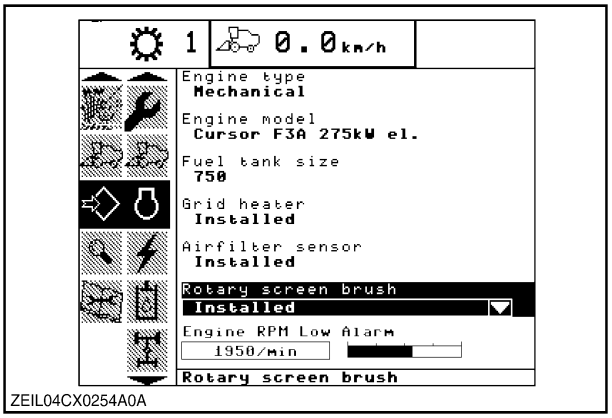
- Rotary screen brush
- Engine RPM low alarm

NOTE: *The other items mentioned are factory-set and does not need to be changed.*

- **Rotary screen brush**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.

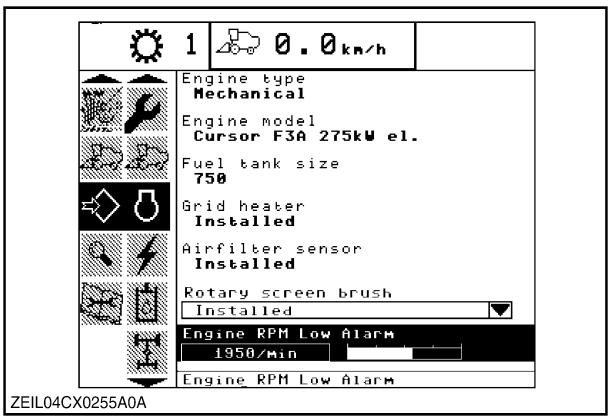


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- **Engine RPM low alarm**

To change the value, using the “+” and “–” navigation keys and press enter to store.

Factory set=1950 rpm



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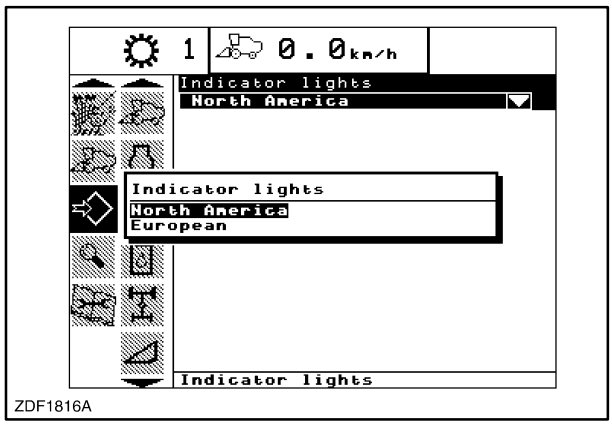
8. Electrical

In this sub-menu the operator can set the following item:

- **Indicator lights**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “European” or “North America”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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9. Hydraulics

In this sub-menu, all settings are factory set and do not need to be changed.

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10. Driveline

In this sub-menu the operator can set following items:

- Tyre radius
- Rear wheel assist
- Dual range (Only if rear wheel assist is installed)
- Tracks type
- Autopilot type

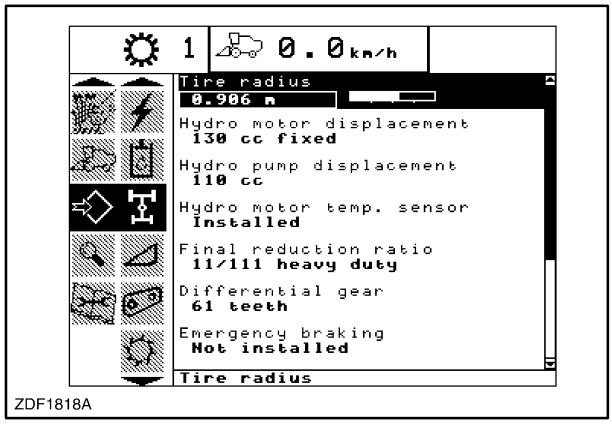
NOTE: *The other items in this sub-menu are factory set and should not be changed.*

- **Tyre radius**

To change, proceed as follows:

1. Select item “Tyre radius”.
2. To change the value of the tyre radius, using the “+” and “–” navigation keys and press enter to store.

NOTE: *The number of the tyre radius can be find in the listed below.*



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Tyre radius

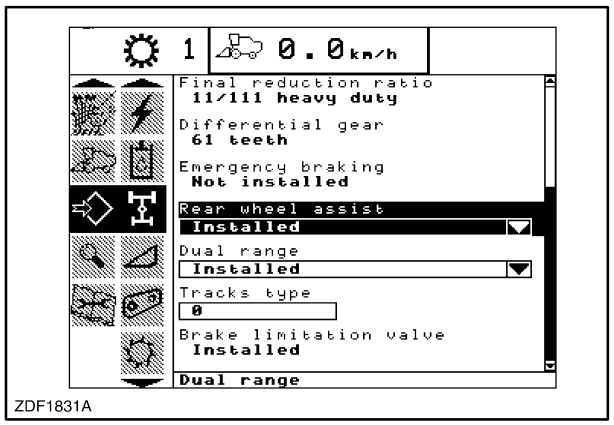
Traction Tyre	Tyre radius value
620/75R34-170A8-DT820	0.859 m
650/75R32-172A8-DT822	0.863 m
710/70R34-178A8-MegaXBib	0.897 m
800/65R32-172A8-DT822	0.864 m
800/65R32-172A8-XM28	0.869 m
900/60R32-176A8-DT830	0.919 m
900/60R32-176A8-MegaXbib	0.893 m
900/65R32-172A8-TD8	0.956 m
1050/50R32-178A8 MegaXBib	0.899 m
18.4R42–153A8–RAT23 (duals)	0.881 m
20.8R42–155A8–RAT23 (duals)	0.922 m
420/80R46-159A8-RAT23 (duals)	0.889 m
Tracks	0.352 m

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- **Rear wheel assist**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



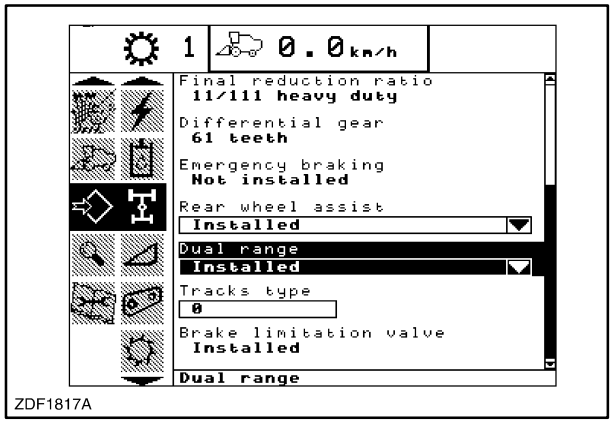
250

- **Dual range**

NOTE: *Only on the screen if a power rear axle is installed.*

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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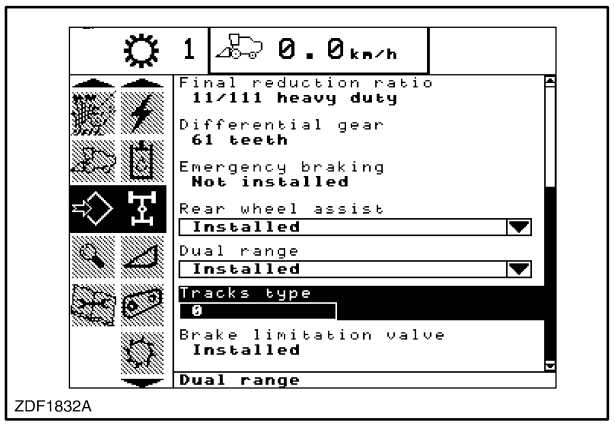
- **Tracks type**

The operator can make a choice between number “0”, ”1” and “2”.

If select “0”: tyres are selected.

Select “1” or “2” when using tracks.

To change the number of the tracks type, using the “+” and “–” navigation keys and press enter to store.



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- **Autopilot type**

The operator can make a choice between number “0”, ”1” and “2”.

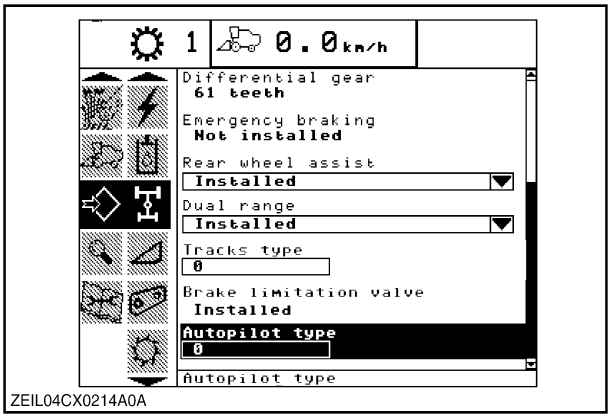
“**0**” = Not installed

“**1**” = SmartSteer™

“**2**–**7**” = Future options

To change the number of the tracks type, using the “+” and “–” navigation keys and press enter to store.

NOTE: *In this case select ”1”.*



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11. Header

In this sub-menu the operator can find the following items depend the attachment in these sequence:

	Maize header	Grain header	Pick-up header	Draper/Varifeed™
Header type	x	x	x	x
Header platform type	x	x	x	x
Header usage		x	x	x
Header width		x	x	x
Rows in use	x			
Total rows	x			
Row distance	x			
Header raise rate	x	x	x	x
Header lower rate	x	x	x	x
Header threshold pressure	x	x	x	x
Minimum reel speed		x	x	x
Auto reel speed slope		x	x	x
Header lateral float	x	x	x	x
Header Autofloat™	x	x	x	x
Reel drive type		x	x	x
Maximum stubble height	x	x	x	x
Header lift cylinders	x	x	x	x
Auto header lift	x	x	x	x
Reel fore-back		x	x	x
Vertical knives		x	x	x
Reel vertical position		x	x	x
Reel horizontal position		x	x	x
Reel speed sensor		x	x	x
Hydraulic deck plates	x			x
Height sensitivity	x	x	x	x
Tilt sensitivity	x	x	x	x
Tilt/Knife position valve		x	x	x

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- **Header type**

If the header is equipped with a header recognition sensor and is recognised by the combine, the system will search through the four memorized header blocks and all information for the corresponding block will be shown in the header configuration menu and used for proper header operation.

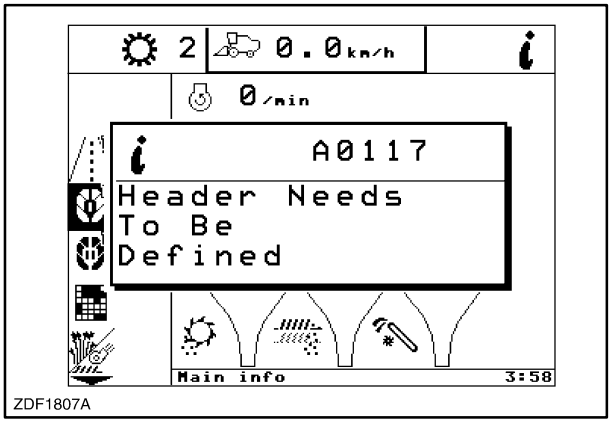
In case it is programmable or default header, than there is a possibility to change the first line.

When the header with recognition sensor is fitted to the combine and no matching header block is found, the system will look to find a non defined block, if one is found it will became the header block for the attached header.

or

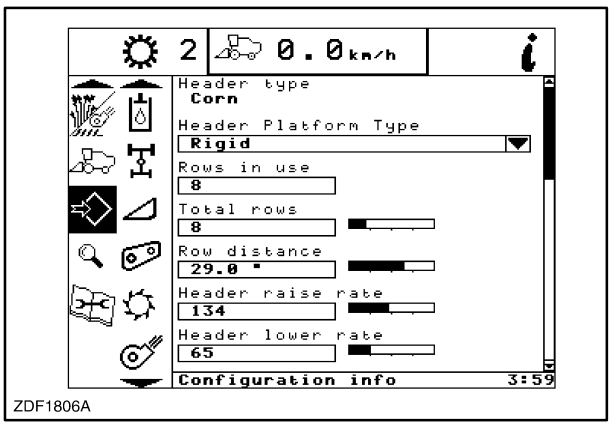
If all header blocks are already used, the system will look for the least used block and redefine it for the attached header.

In both cases a pop-up screen appears:
Message: “Header needs to be defined”.



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If a header is recognised, the upper line cannot be changed by the operator.



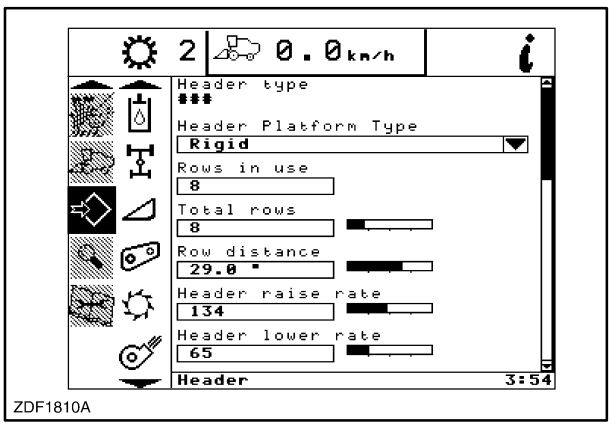
255

The operator can also configure an attached header as “programmable”.

This feature can be used if the customer has two headers of the same type and is frequently rotating the use of both headers on the same combine.

When the header type sensor is installed as “programmable”, the header type configuration will be marked as shown.

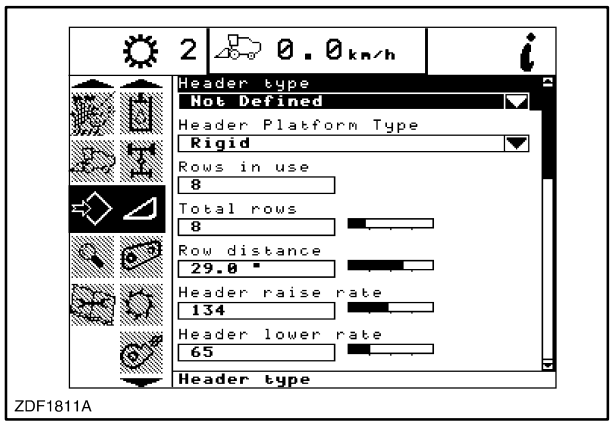
This symbol ”###” communicates the operator that the connected header is not defined.



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When the operator highlights the header type configuration the symbol “xxx” will change to “Not Defined” and the configuration will become editable.

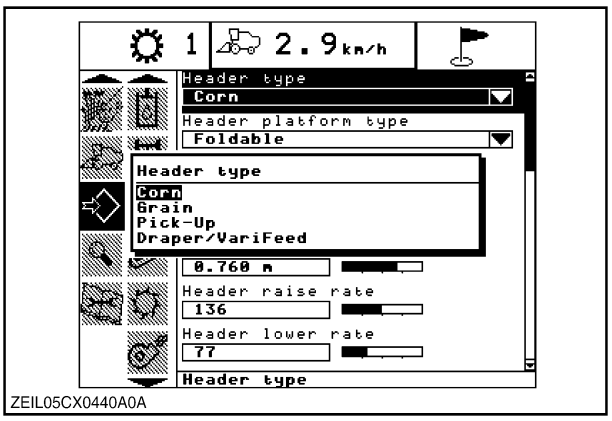


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If press “enter”, a pop-up screen appears showing the different headers.

- Corn
- Grain
- Pick-up
- Draper / Varifeed

Select the header type attached to the combine and press “enter”.



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- **Header platform type**

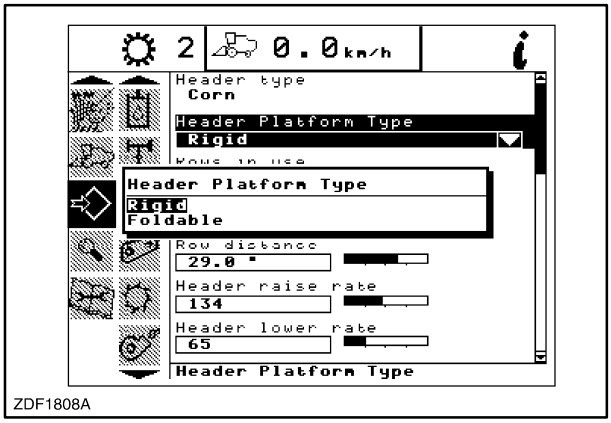
To select the header configuration, proceed as follows:

1. Select the item ”Header platform type” in the header sub-menu and press “enter”.

2. A pop-up screen appears on the screen showing the different header types depending on the selected “Header type”.

3. Select the correct header type using the ”up” or ”down” navigation keys.

4. Press ”enter” to store.



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- Grain header, Draper

  Rigid

  Flex

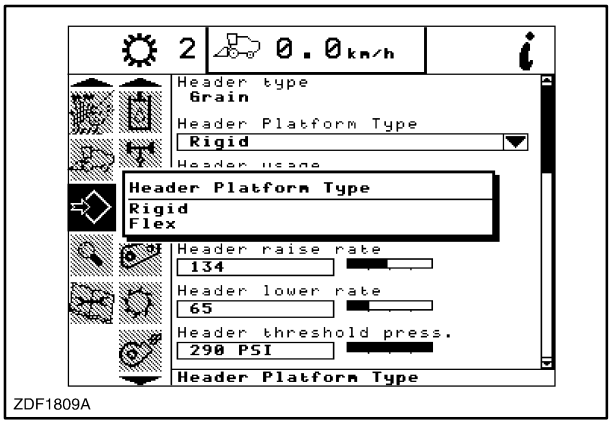
- Corn header

  Rigid

  Foldable

- Pick-up

  No selection to be made.



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- **Header usage**

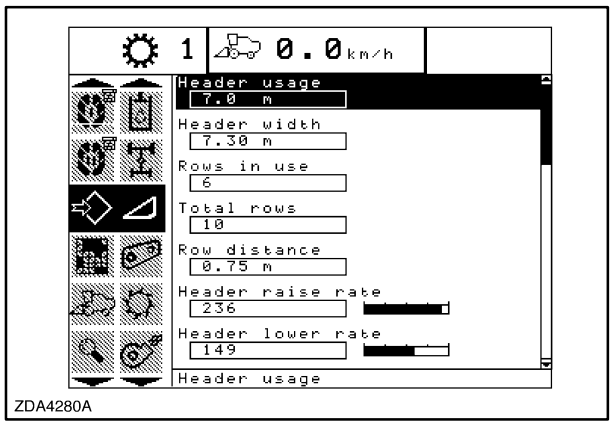
If the full header width is not used during harvesting, a header width correction has to be made to obtain a correct area counting.

Proceed as follows:

1. Select the item ”Header Usage” in the header sub-menu.
2. Change the ”usage”, using the ”+” and/or ”–” keys.
3. Press ”Enter” to store the new value.

NOTE: *The value can only be changed in steps of 1m (Metric) or 1 ft (Imperial).*

Remark: It is possible to make the header usage value visible on the main work screen as you will use this screen most of the time while harvesting.



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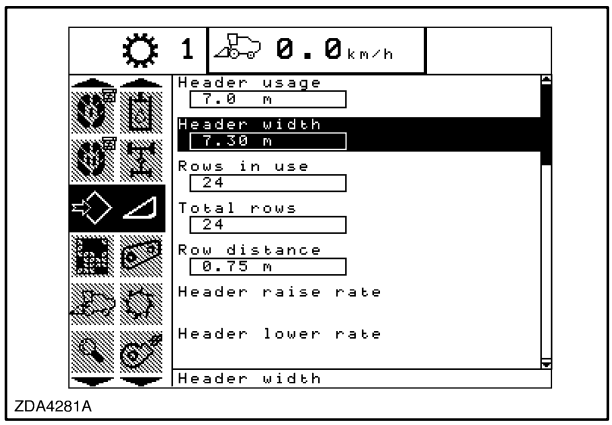
- **Header width**

When another header is attached to the combine, it is necessary to recalibrate the header width to obtain a correct area counting.

Proceed as follows:

1. Select the item ”Header width”.
2. Use the ”+” or ”–” buttons to change the header width.
3. Press ”enter” to store.

NOTE: *The value can only be changed in steps of 0.1m.*



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- **Rows in use**

In case a corn header is attached to the combine and to obtain a correct hectare counting, the number of rows that are used can be adjusted.

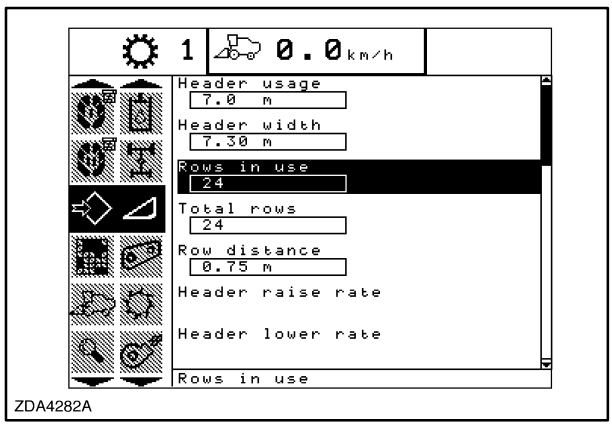
Proceed as follows:

1. Select the item ”Rows in use”.
2. Change the value, using the ”+” and/or ”–” keys.

NOTE: *The value can be changed from 24 down to 0.*

3. Press ”Enter” to store the new value.

Remark: It is possible to make the ”Rows in use” value visible on the main work screen as you will use this screen most of the time while harvesting.



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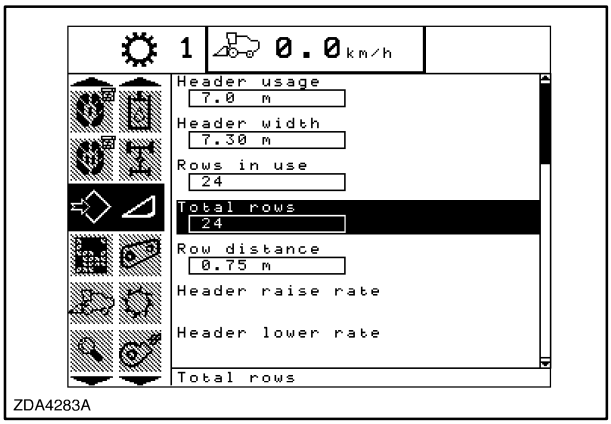
- **Total rows**

When another corn header is attached to the combine, it is necessary to recalibrate the total number of rows to obtain a correct area counting.

Proceed as follows:

1. Select the item ”Total rows”.
2. Use the ”+” or ”–” buttons to change the setting.
3. Press ”enter” to store.

NOTE: *The setting can be changed from 4 up to 24.*



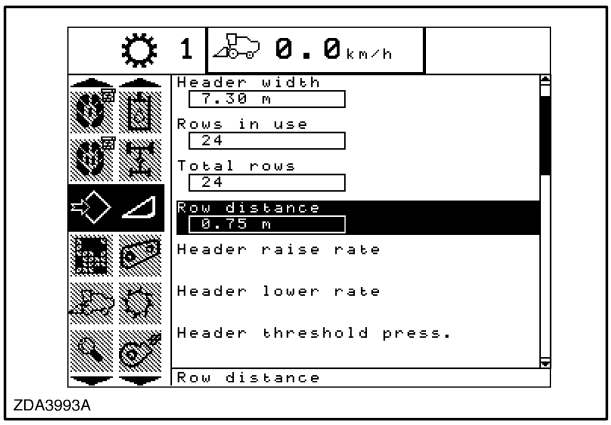
264

- **Row distance**

When another corn header is attached to the combine, it is necessary to recalibrate the row distance to obtain a correct area counting.

Proceed as follows:

1. Select the item ”Row distance”.
2. Use the ”+” or ”–” buttons to change the setting.
3. Press ”enter” to store.



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- **Header raise rate**

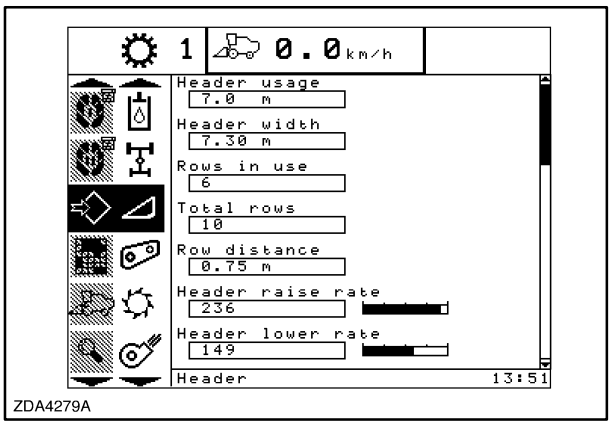
The manual slow raise speed (first speed on the header height rocker switch of the multifunction handle) can be changed.

Proceed as follows:

1. Select the item ”Header raise rate”.
2. Use the ”+” or ”–” buttons to change the setting.
3. Press ”enter” to store.

NOTE: *The setting can be changed between 32 and 250% in steps of 34.*

Factory set=100%.



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https://truckmanualshub.com/

- **Header lower rate**

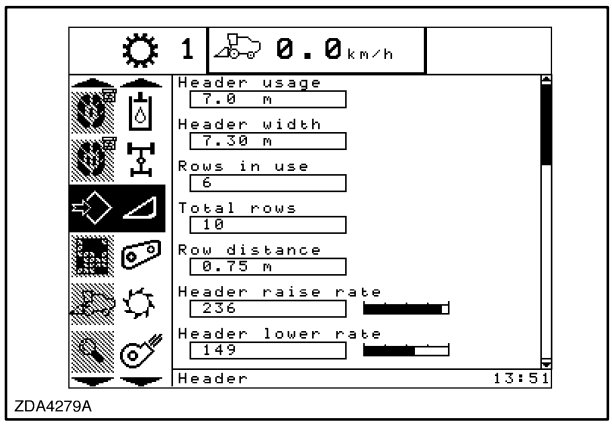
The fast lower speed (the automatic header height control button or second speed on the header height rocker switch of the multi-function handle) can be changed.

Proceed as follows:

1. Select the item ”Header lower rate”.
2. Use the ”+” or ”–” buttons to change the setting.
3. Press ”enter” to store.

NOTE: *The setting can be changed between 2 and 250% in steps of 7.*

Factory-set = 100%.



267

- **Header threshold pressure**

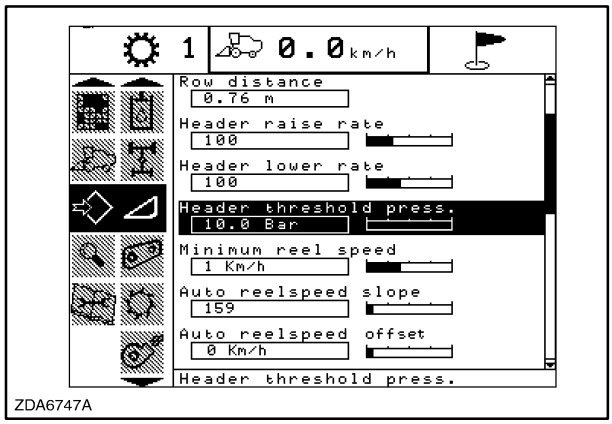
This setting determines when the header height control system should switch between ”stubble height” or “Autofloat™” mode and ”compensation” mode.

Proceed as follows:

1. Select the item ”Header threshold Press.”.
2. Use the ”+” or ”–” buttons to change the setting.
3. Press ”enter” to store.

NOTE: *Value can be changed between 2 bar and 20 bar (29 – 290 psi) in steps of 1 bar.*

Factory-set = 10 bar (147 psi).



268

- **Minimum reel speed**

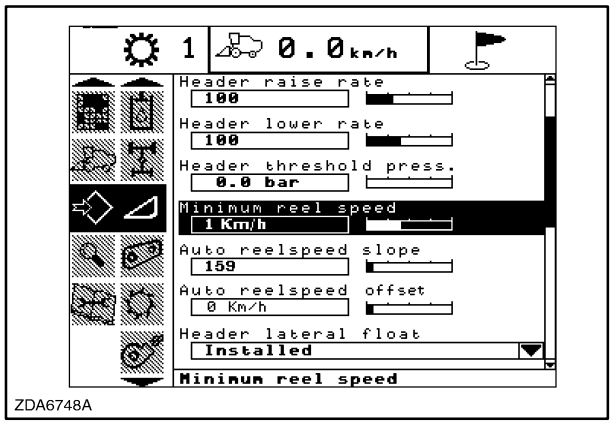
A minimum reel speed can be set when working with the automatic reel to ground speed synchronization.

Proceed as follows:

1. Select the item ”Minimum reel speed”.
2. Use the ”+” or ”–” buttons to change the setting.
3. Press ”enter” to store.

NOTE: *Value can be changed between 0 and 10 km/h in steps of 0,1 km/h.*

Factory-set = 1 km/h



269

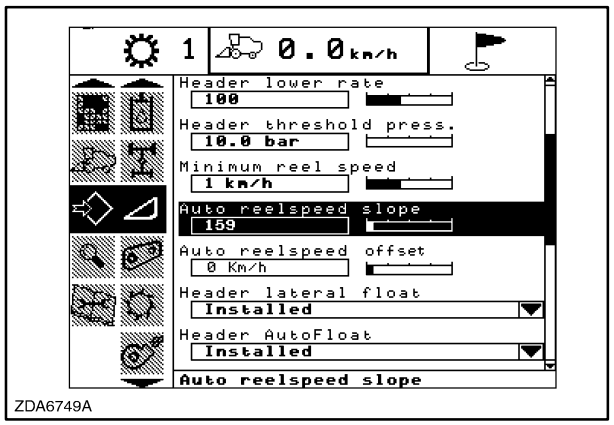
https://truckmanualshub.com/

- **Auto reel speed slope**

The reel speed slope is the relationship between the ground speed and the reel speed depending on the header type and is configurable by the operator. Factory-set values for optimum performance. See below:

- Standard hydraulic reel drive: 133
- Mechanical reel drive: 159
- Pick-up reel drive: 167
- Extra-capacity hydraulic reel: 196

When increasing this value, reel runs faster than the forward speed.

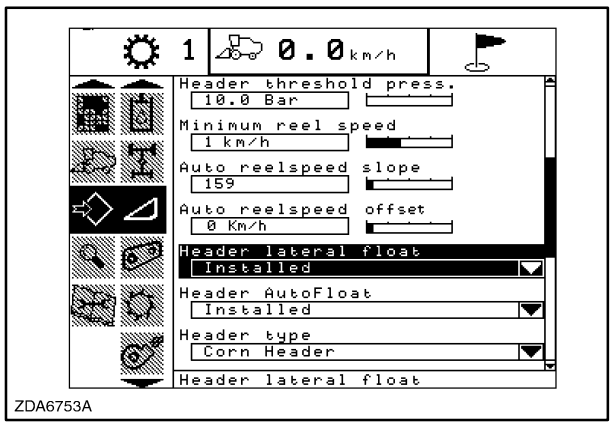


270

- **Header lateral float**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.

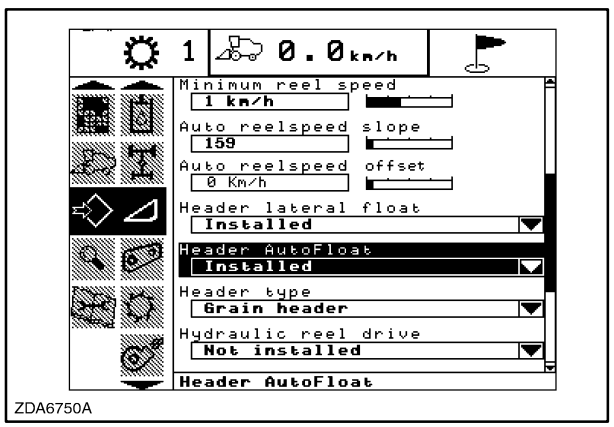


271

- **Header Autofloat**[1]

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



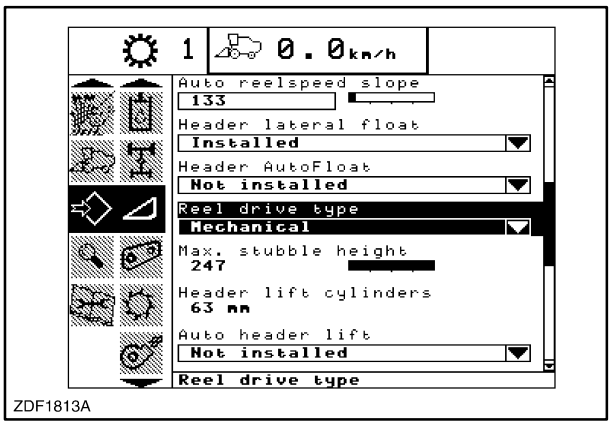
272

https://truckmanualshub.com/

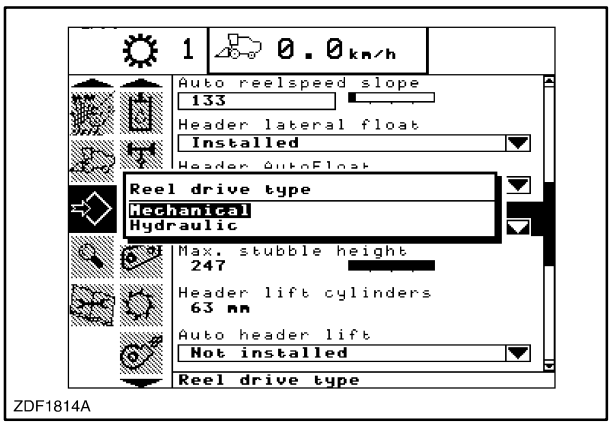
- **Reel drive type**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Mechanical” or “Hydraulic”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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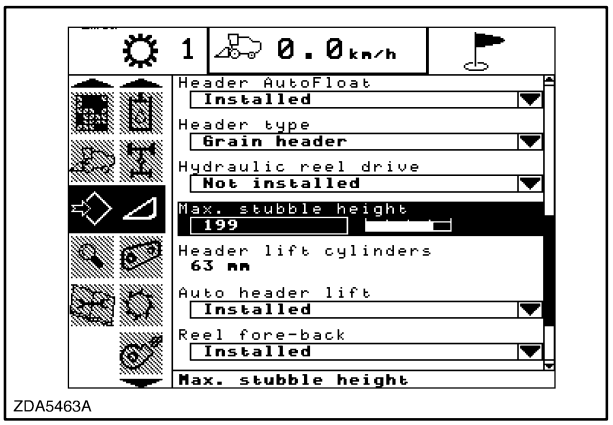


274

- **Maximum stubble height**

This is necessary to know from which height the area counter should stop or start counting. When the header is raised above this level the combine assumes you are not cutting any crop. So you have to put the header at a certain height you will always exceed when not cutting crop and always stay below when cutting crop.

NOTE: *This value can only be changed by calibration. Refer to “CALIBRATIONS FOR BASIC OPERATION”, paragraph headed “Calibration of the Maximum stubble height” in this section.*



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- **Header lift cylinders**

This item is factory-set and can not be changed.

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- **Auto header lift**

This automatic system is built in to protect the header skid shoes in case of reversing the combine.

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



276

- **Reel fore-back**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.

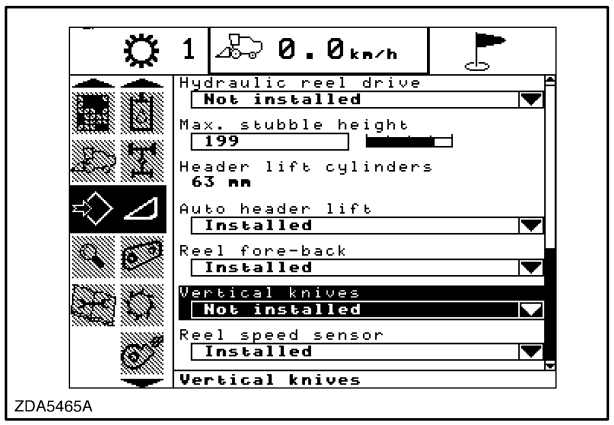


277

- **Vertical knives**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.

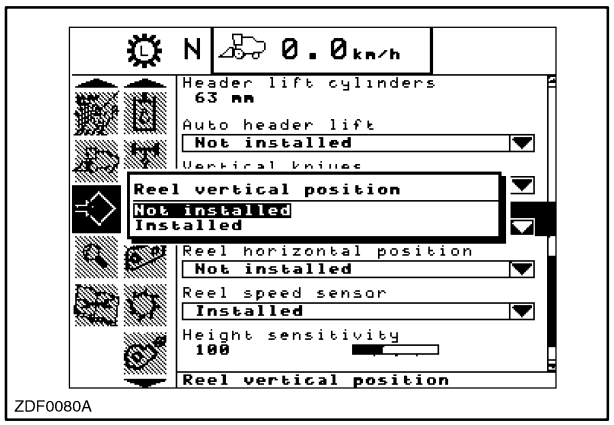


278

- **Reel vertical position**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



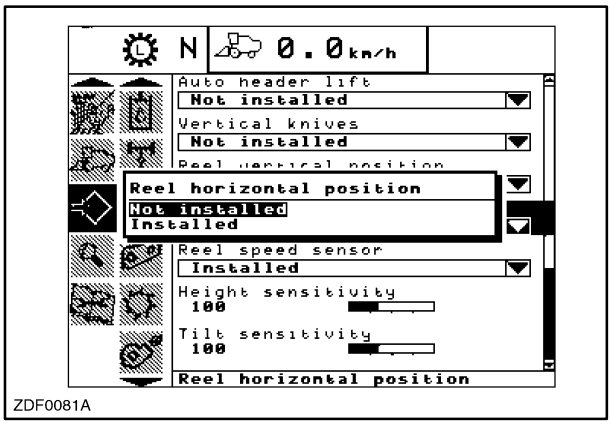
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- **Reel horizontal position**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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- **Reel speed sensor**

A proper sensor should be installed on the header.

If working with reel to ground speed synchronization is it necessary to select “installed” for this item.
(if mechanical reel drive)

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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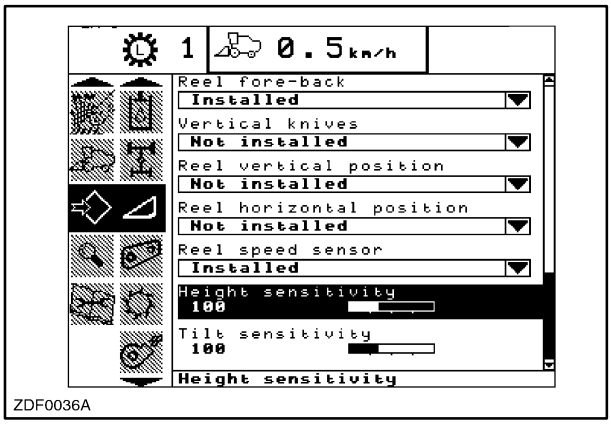
- **Height sensitivity (in Autofloat™)**

To change the up and down sensitivity of the straw elevator, proceed as follows:

1. Engage threshing and straw elevator.
2. Select the item “Height sensitivity”.
3. Use the “+” or “–” buttons to change the setting.
4. Press “enter” to store.

NOTE: *Value can be changed between 0 and 250 in steps of 10*

Factory-set= 100



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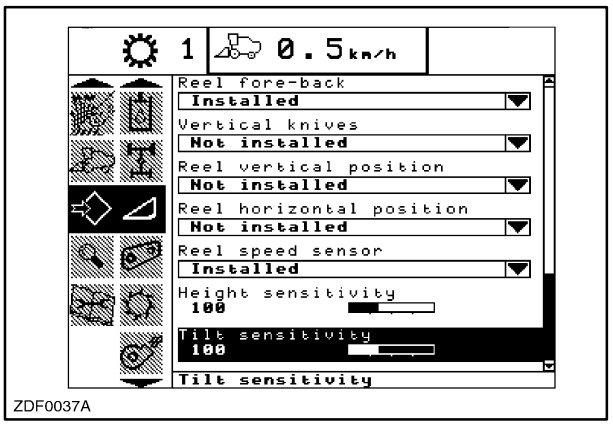
- **Tilt sensitivity (in Autofloat®)**

To change the lateral flotation sensitivity, proceed as follows:

1. Engage threshing and straw elevator.
2. Select the item “Tilt sensitivity”.
3. Use the “+” or “–” buttons to change the setting.
4. Press “enter” to store.

NOTE: *Value can be changed between 0 and 250 in steps of 10*

Factory-set= 100

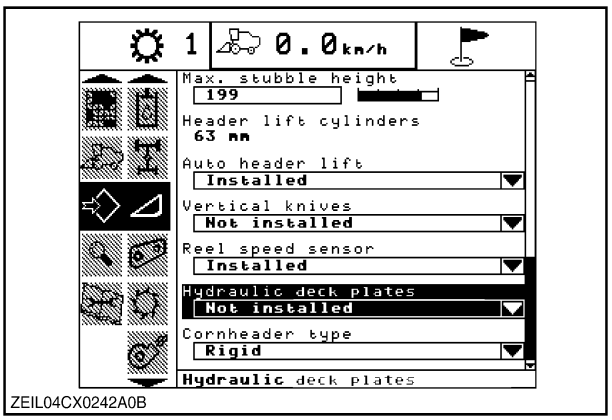


283

- **Hydraulic deck plates**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.
(Not installed= electrical deck plates)

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.

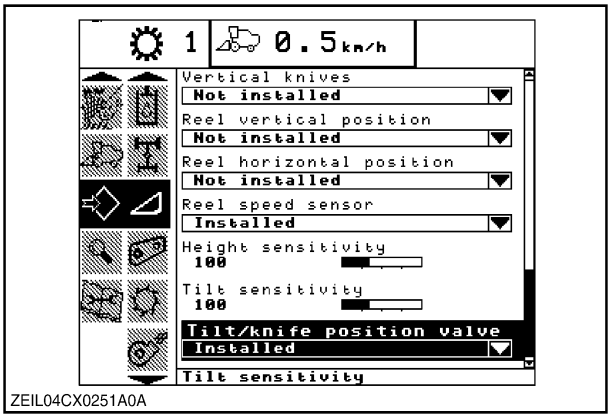


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- **Tilt/Knife position valve**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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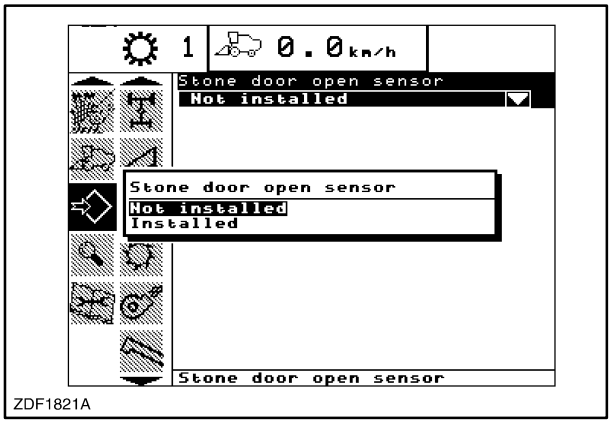
12. Straw elevator

In this sub-menu the operator can set following item:

- **Stone door open sensor** (not used)

Press “enter” when the desired item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

NOTE: *This should be set to “Not installed” to avoid false warnings.*



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13. Threshing

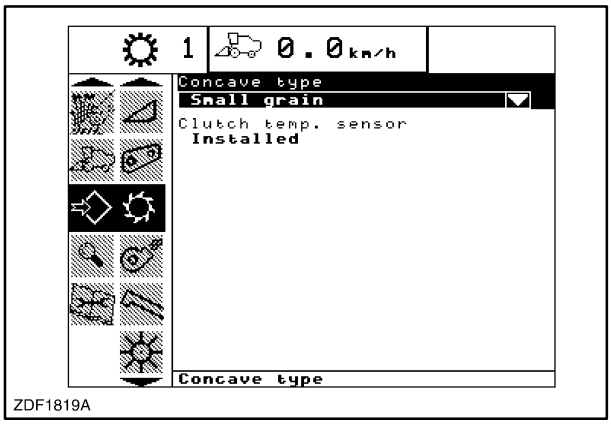
In this sub-menu the operator can set following item:

- **Concave type**

In case the combine is being rebuild from crop to be harvested, the correct concave type should be selected.

Proceed as follows:

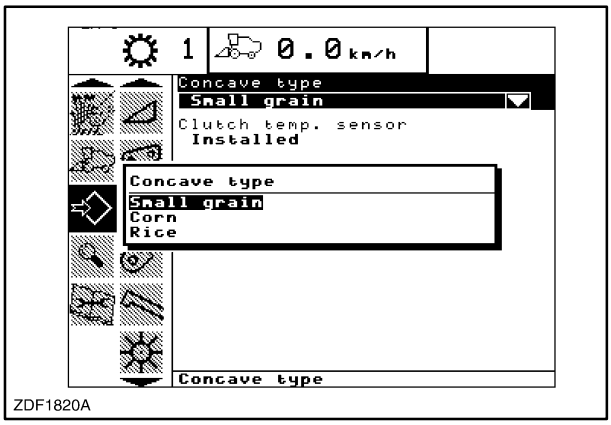
1. Select the item ”Concave type”.
2. Press ”enter”.



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3. Pop-up screen 1 appears showing the different selections.
4. Select the correct concave type using the ”up” or ”down” navigation keys.
5. Press ”enter” to store.

NOTE: *The other item in the threshing sub menu is factory-set and should not be changed.*



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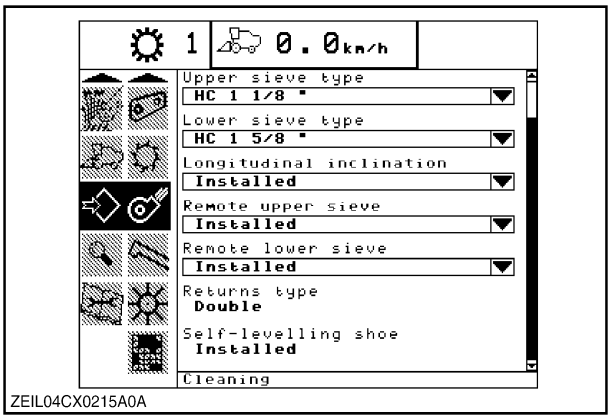
https://truckmanualshub.com/

14. Cleaning

In this sub-menu the operator can set following items:

- Sieve loss sensitivity
- Upper sieve type
- Lower sieve type
- Longitudinal inclination
- Remote upper sieve
- Remote lower sieve

NOTE: *The other items in the cleaning sub menu are factory-set and should not be changed.*

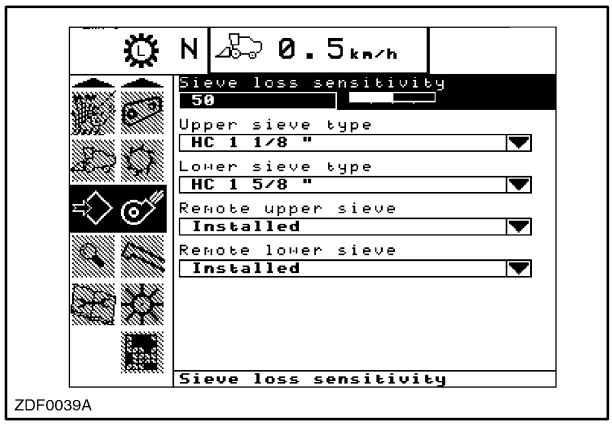


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- **Sieve loss sensitivity**

To change, proceed as follows:

1. Enter to the information box and select “Sieve loss sensitivity”.
2. To change the value using the “+” and ”–” keys and press “enter” to store.

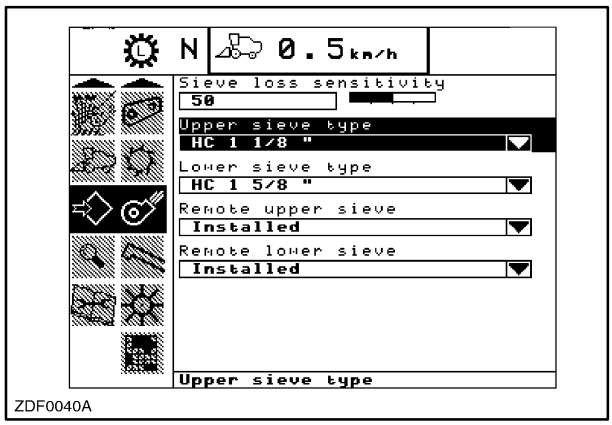


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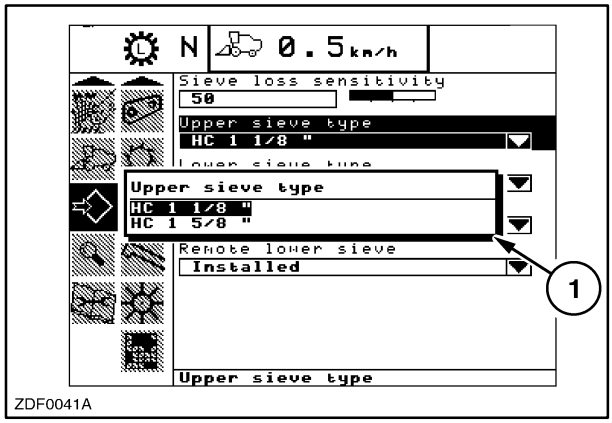
- **Upper sieve type**

1. Enter to the information box and select “Upper sieve type”.
2. Press ”enter”.



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3. Pop-up screen 1 appears showing the different selections.
4. Select the correct upper sieve type using the ”up” or ”down” navigation keys.
5. Press ”enter” to store.



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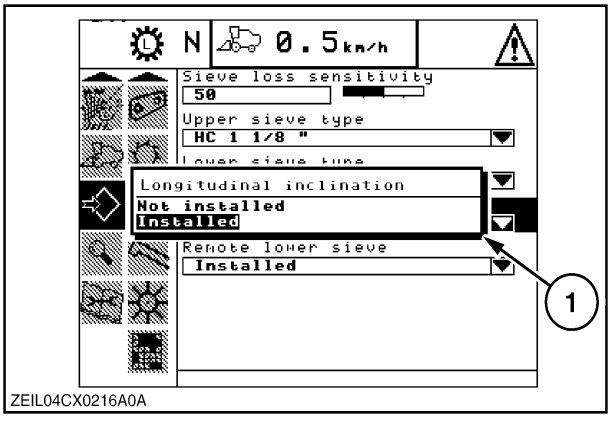
- **Lower sieve type**

Same procedure as “Upper sieve type”.

- **Longitudinal inclination**
(SmartSteer™ system)

If press “enter” when this item is selected, a pop-up screen 1 appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



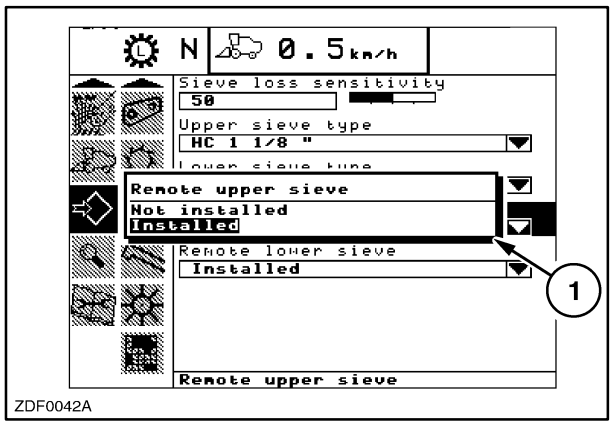
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- **Remote upper sieve**

If press “enter” when this item is selected, a pop-up screen 1 appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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- **Remote lower sieve**

Same procedure as “Remote upper sieve”.

15. Clean grain/Unloading

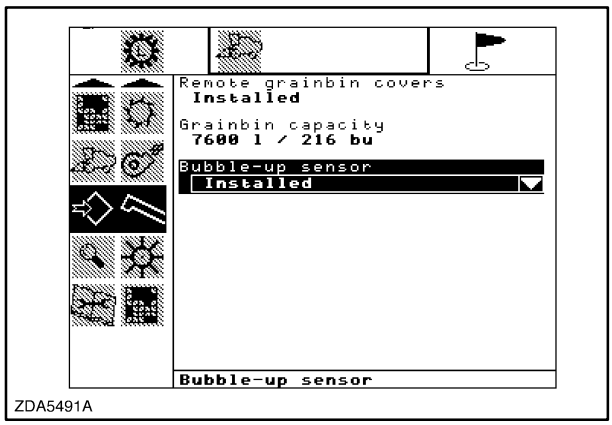
In this sub-menu the operator can set following item:

- **Bubble-up sensor**

If press “enter” when this item is selected, a pop-up screen appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.

NOTE: *The other items in the clean grain / Unloading sub-menu are factory-set and can not be changed.*



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16. Residue

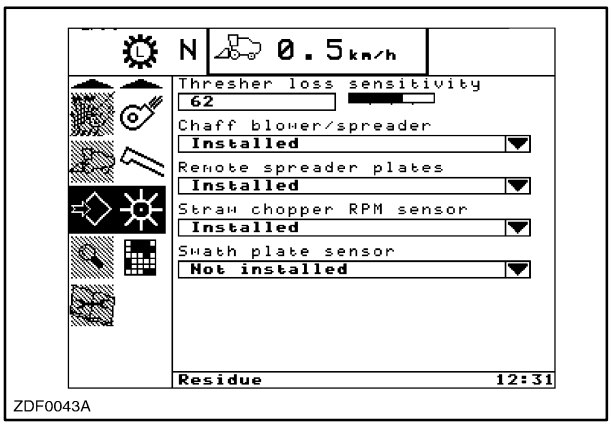
In this sub-menu the operator can set following items:

- Thresher loss sensitivity
- Chaff blower/spreader
- Remote spreader plates
- Straw chopper rpm sensor
- Swath plate sensor

- **Thresher loss sensitivity**

To change, proceed as follows:

1. Enter to the information box and select “Thresher loss sensitivity”.
2. To change the value using the “+” and”–” keys and press “enter” to store.

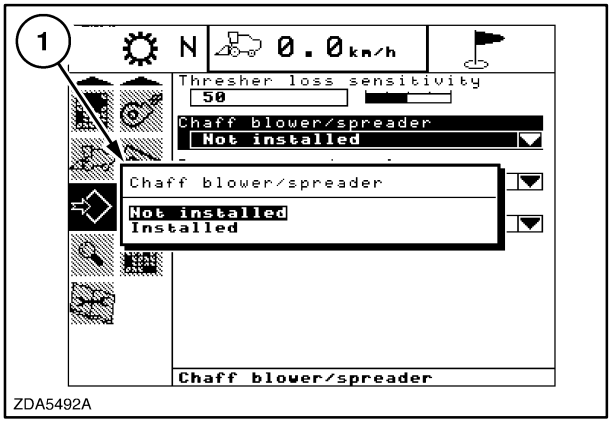


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- **Chaff blower**

If press “enter” when this item is selected, a pop-up screen 1 appears, showing the two possibilities “Installed” or “Not installed”.

Using the ”up” or “down” navigation keys to select and press “enter” to confirm your choice.



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- **Remote spreader plates**

To change, same procedure as “Chaff blower”.

- **Straw chopper rpm sensor**

To change, same procedure as “Chaff blower”.

- **Swath plate sensor**

To change, same procedure as “Chaff blower”.

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17. Precision farming

In this sub-menu the operator can set following items:

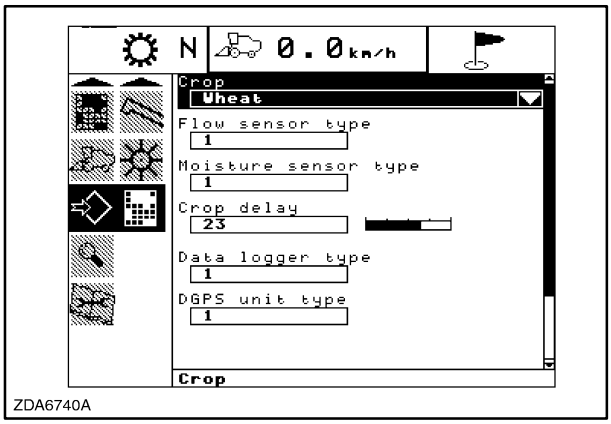
- Crop
- Flow sensor type
- Moisture sensor type
- Crop delay
- Data logger type
- DGPS unit type

- **Crop**

To change “crop”, proceed as follows:

1. Enter to the information box and select “Crop”.
2. Press “Enter”.
3. A pop-up screen appears with the current selection highlighted.
4. Change the selection, using “up” or “down” navigation keys and press “enter” to store.
5. The selected crop will be viewed.

NOTE: *When using jobs in the Harvest Info screens to logdata, DO NOT change the crop in this screen. Only change crops while/during creating new jobs in this case.*



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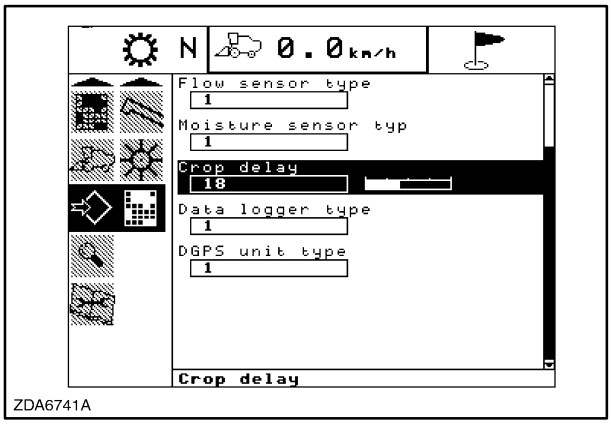
- **Crop delay**

This is the time (seconds) needed to transport the crop from the header (cutting knife) to the grain flow sensor on top of the grain elevator.

To change “Crop delay”, proceed as follows:

1. Enter to the information box and select “Crop delay”.
2. To change the value using the “+” and”–” keys and press “enter” to store.

Factory-set= 15



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- **Flow sensor type**
- **Moisture sensor type**
- **Data logger type**
- **DGPS unit type**

The operator can make a choice between number “0” and ”1”.

“**0**” = Not installed
“**1**” = Installed

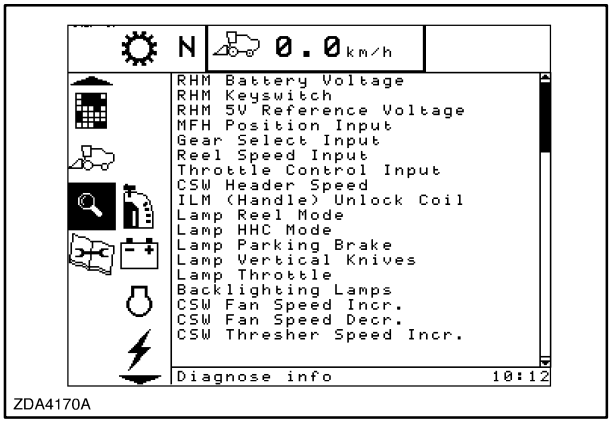
To change the number using the “+” and “–” navigation keys and press “enter” to store.

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VIII DIAGNOSE INFO SCREEN

In the unlikely event a fault entered the electric/electronic system, trouble-shooting routines are incorporated to help to trace problems in the electric or electronic system.

Several check routines can be selected which the electronics will carry out.



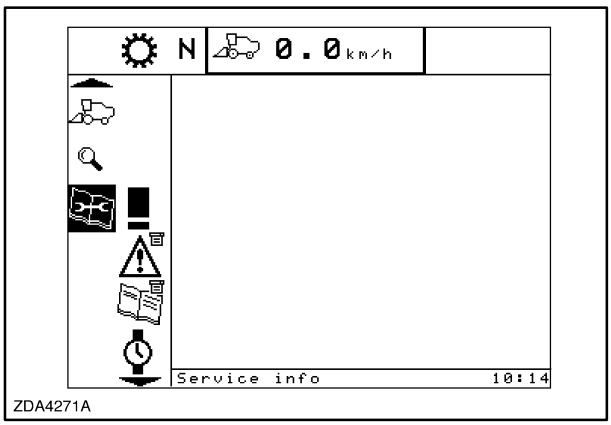
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IX SERVICE INFO SCREEN

Switch to the service menu as follows:

1. Select the service menu in the menu bar by using the up and down navigation keys.

2. A sub-menu will appear next to the menu bar.



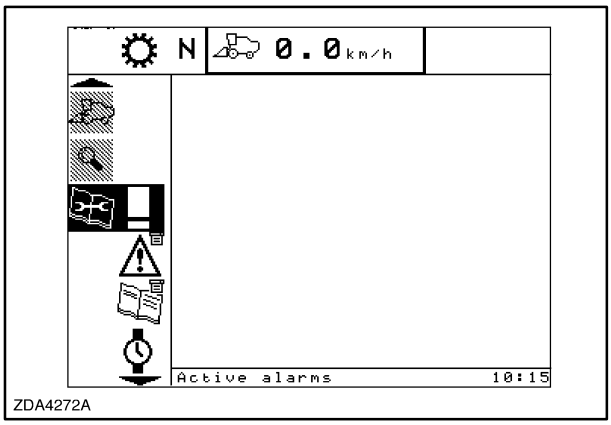
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3. To enter that sub-menu, press the ”right” navigation key.

4. Run through the sub-menu by using the up and down navigation keys:

   The ”up” key to select a screen ups the ladder.
   The ”down” key to select a screen downs the ladder.

   Keeping the ”up” and ”down” navigation key depressed will shift the menu quickly up or down.



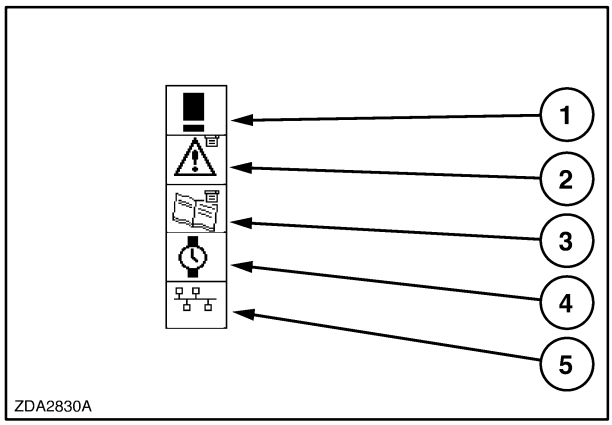
302

The selected symbol always remains in the middle of the menu bar and blinks to show the selected position. When the navigation keys are not used for a while, the selected symbol will stop blinking and will be inverted until the navigation keys are used again.

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The different sub-menus in the service menu are shown in figure 303 and will always appear in that sequence.

1. Active alarms
2. Active errors
3. Error history
4. Service
5. Network



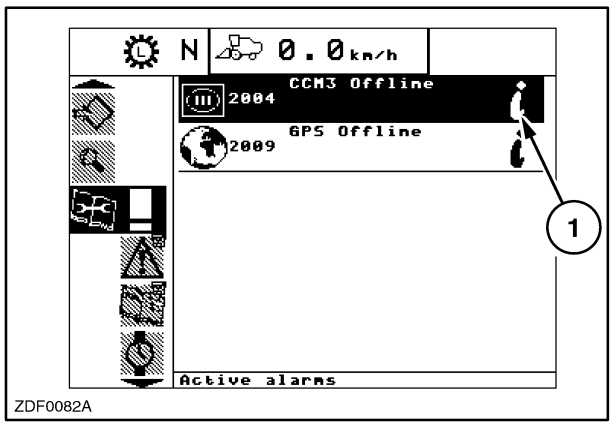
303

1. Active alarms

In this sub-menu you can find a list with the active alarms.

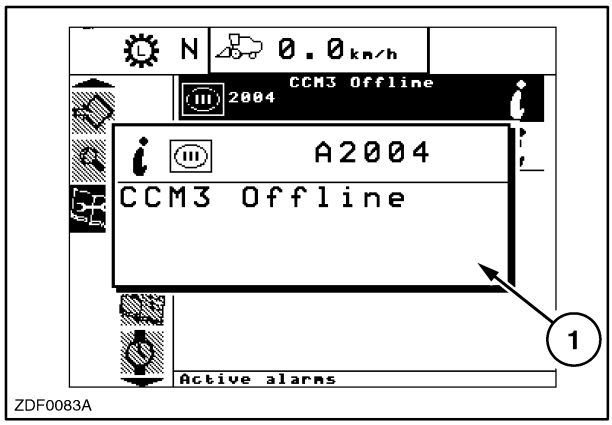
NOTE: *When there are active alarms (low, medium or high), icon 1 appears at the right-hand side of the alarm(s).*

To view alarms in a separate pop-up screen, select the alarm and press “enter”.



304

A pop-up screen 1 appears with more information of the selected alarm.



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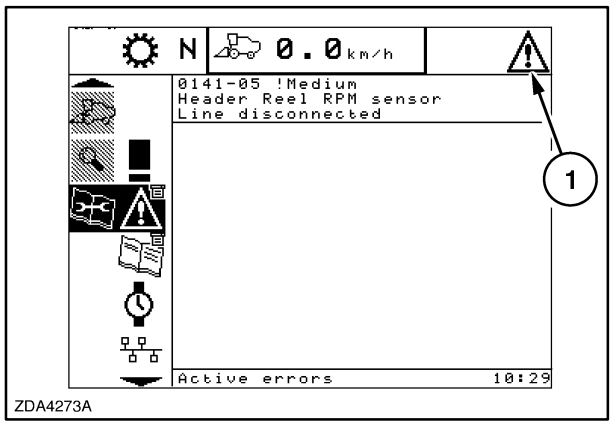
2. Active errors

In this sub-menu you can find a list with the active errors.

NOTE: *When there are active errors (low, medium or high), icon 1 appears in the right upper corner of the screen.*

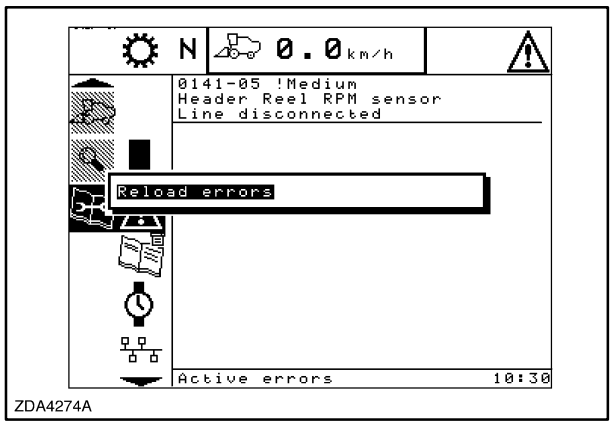
For each active error, the system provides the following information:

- Error ID – fault code and priority
- Error description
- Fault code description



306

When pressing “enter” in these sub-menu a pop-up screen appears: “Reload errors”.
Press “enter” to update this page.

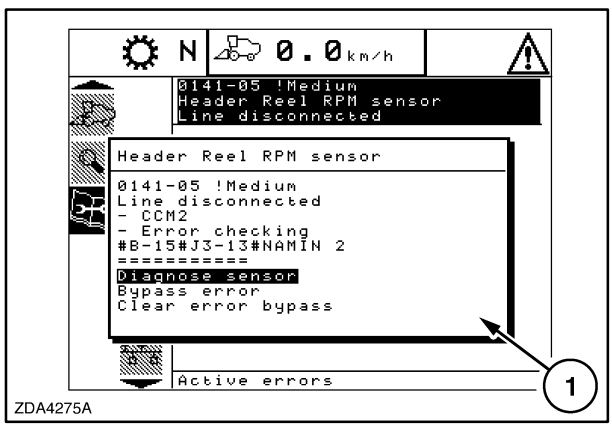


307

To see some more information on a specific error, enter the information box, select the specific error and press enter.

Pop-up screen 1 will appear and provides following information:

- Error description
- Error ID and fault code, Priority
- Fault code description
- Module
- Component + connector reference

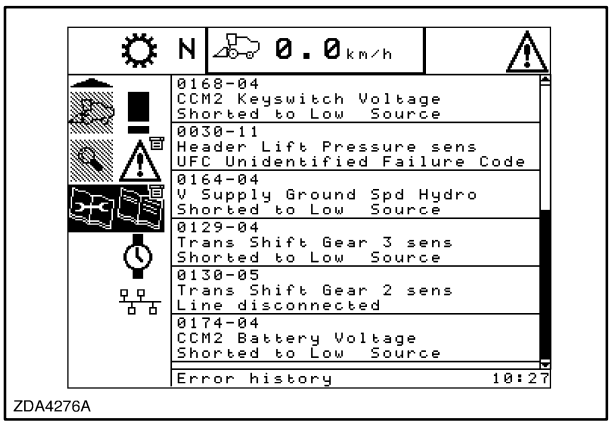


308

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3. Error history

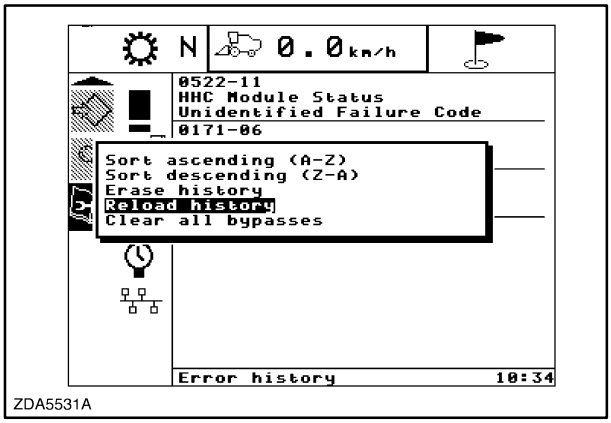
In this sub-menu you can find a list containing the errors ever occurred on the combine since the error (history) was last cleared.



309

If press “enter” in this sub menu, a pop-up screen appears with the following items:

- Sort ascending (A-Z)
- Sort descending (Z-A)
- Erase history
- Clear all bypasses

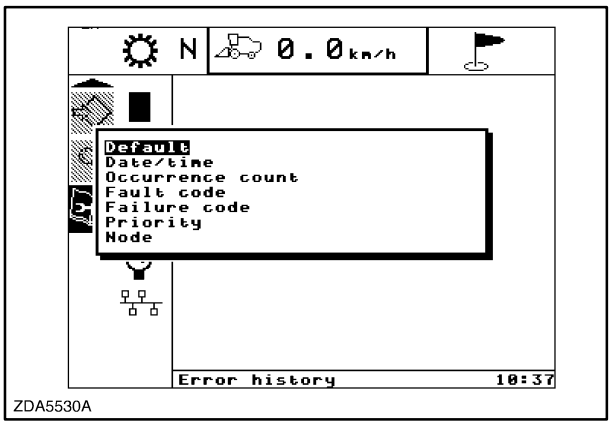


310

Select in this list by using the “up” and “down navigation keys and press “enter”.

When select “Sort ascending (A-Z) or descending (Z-A)”, a pop-up screen appears with the following items:

- Default
- Date/time
- Occurrence count
- Fault code
- Failure code
- Priority
- Node



311

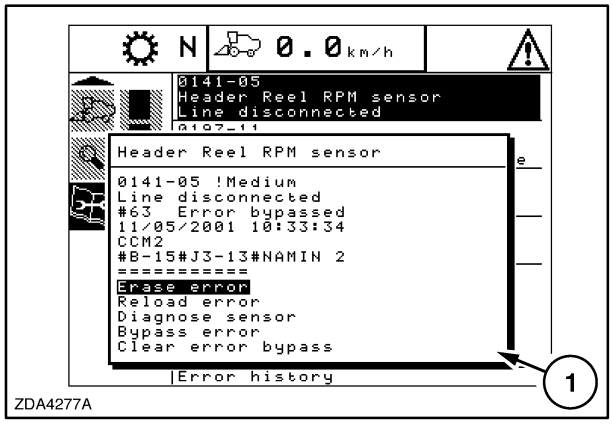
https://truckmanualshub.com/

Select in this list by using the “up” and “down navigation keys and press “enter”.

To see some more information on a specific error, enter the information box, select the specific error and press enter.

Pop-up screen 1 will appear and provides following information:

- Error description
- Error ID – fault code # Priority
- Fault code description
- Frequency
- Date and time of last occurrence
- Module
- Component + connector reference



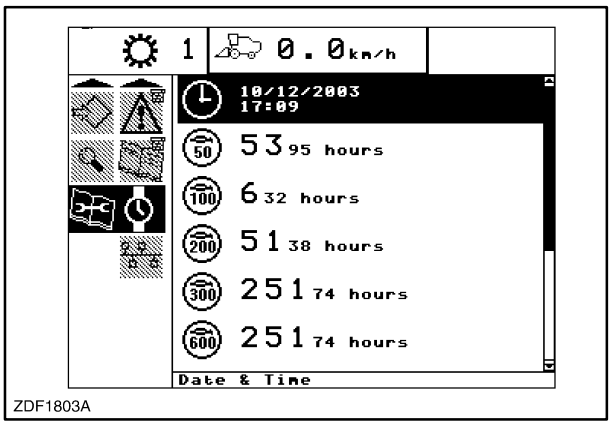
312

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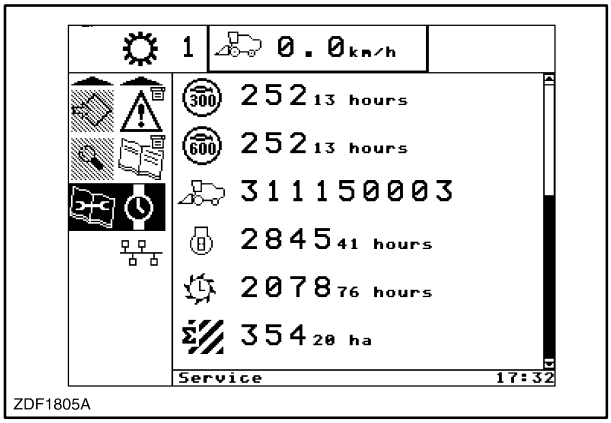
4. Service

In this sub-menu the following items are viewed:

- Date & Time
- 50 hours service interval
- 100 hours service interval
- 200 hours service interval
- 300 hours service interval
- 600 hours service interval
- Serial no.
- Total engine hours
- Total threshing hours
- Total hectares



313

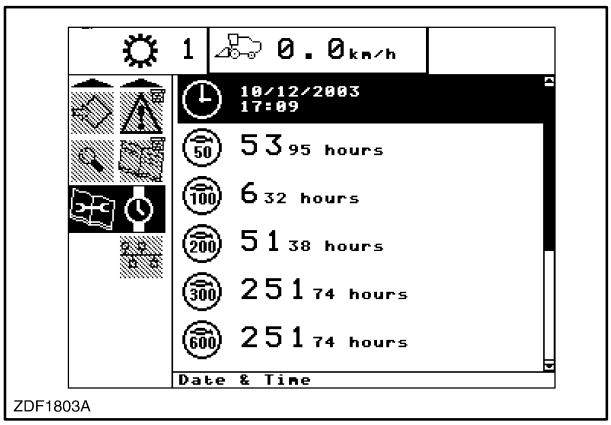


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- **Date & Time**

To change Date and Time settings, proceed as follows:

1. Select the item ”Date & Time”.
2. Press ”enter”.

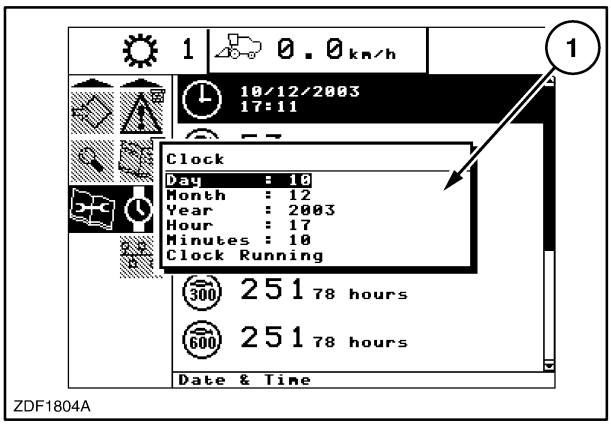


315

3. Pop-up screen 1 appears on the screen.
4. Use the ”up” and/or ”down” navigation keys to select the item to change.
5. Use the ”+” and/or ”–” keys to change the setting.
6. Press ”enter” to confirm your choice. The next item will become highlighted.

NOTE: *If you change item ”Running” to “Idle”, then the clock stops running.*

NOTE: *It is also possible to change the “Date & Time” settings in the Road, Main or Custom info screen if this item is selected for those screens.*



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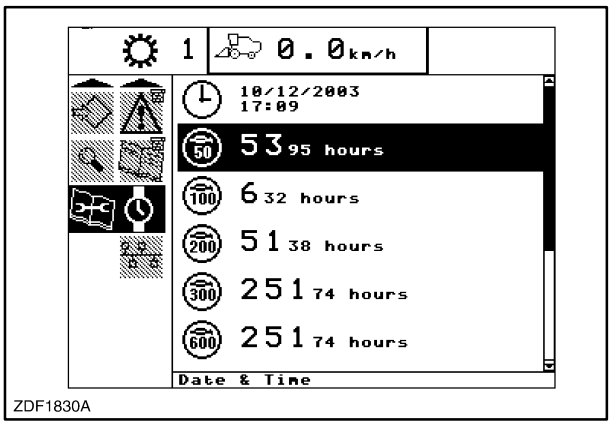
https://truckmanualshub.com/

- **XXX hours service interval**

These hours are counted engine hours.

These values start blink if the service interval is exceeded.

When set the ignition key in the contact position, and one or more service intervals are exceeded, this page is automatically shown.

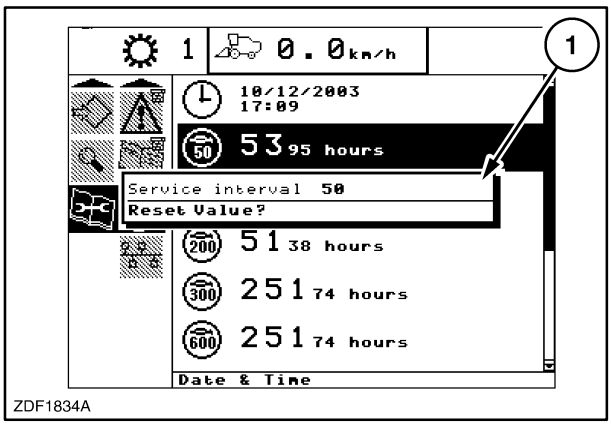


317

After servicing the combine, the related service interval has to be reset. Proceed as follows:

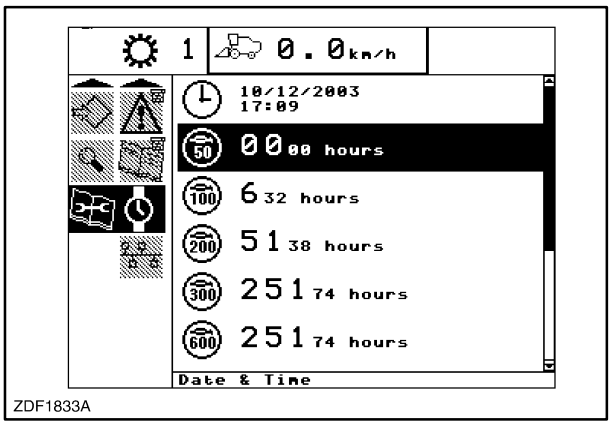
1. Enter to the information box and select “XXX hours interval” (blinking) and press “enter”.

2. A pop-up screen (1) appears:
   Message: ”Reset value“



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3. To reset the value to zero, press “enter”.

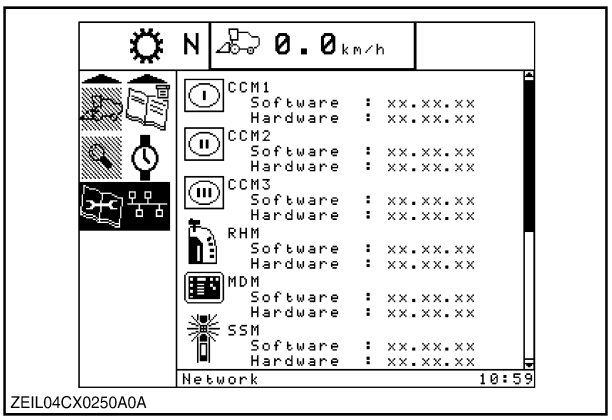


319

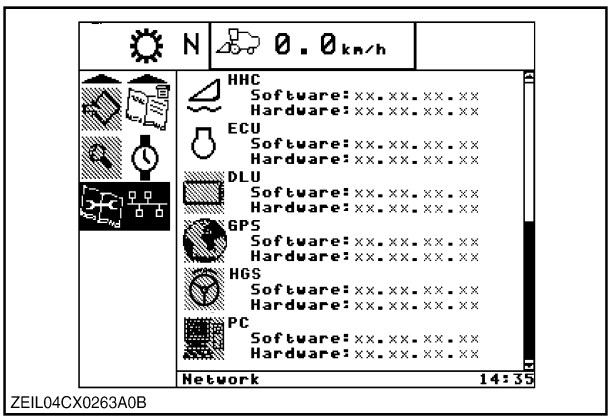
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5. Network

In this sub-menu it is possible to check the software version and the hardware version of the different electronic components installed on the combine.



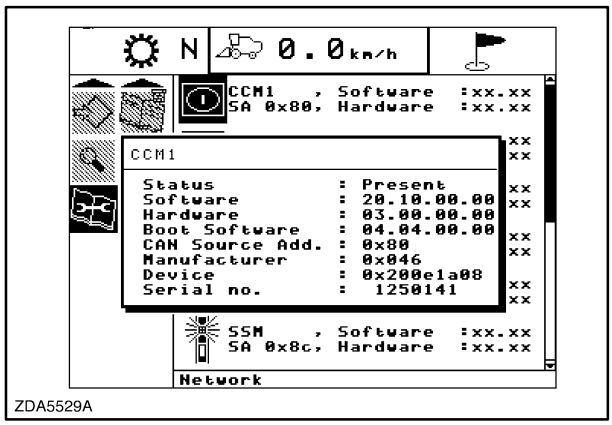
320



321

To see some more information on a specific electronic component, enter the information box, select the specific component and press enter.

A pop-up screen will appear and provides following information:



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- Status
- Software
- Hardware
- Boot software
- CAN Source Add.
- Manufacturer
- Device
- Serial no.

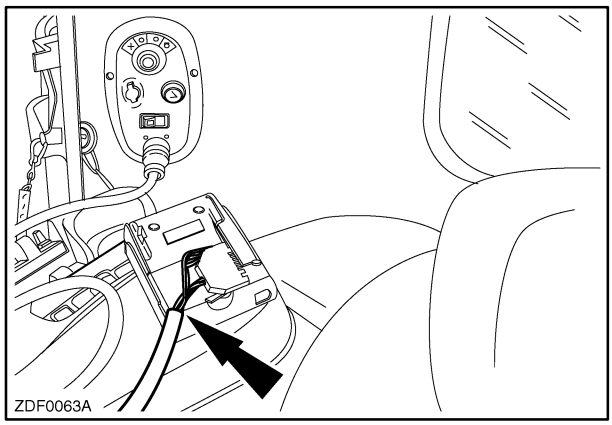
https://truckmanualshub.com/

In cab printer (If installed)

With this printer is it possible to make a hard copy print out of certain screens selected on the InfoView™ monitor.

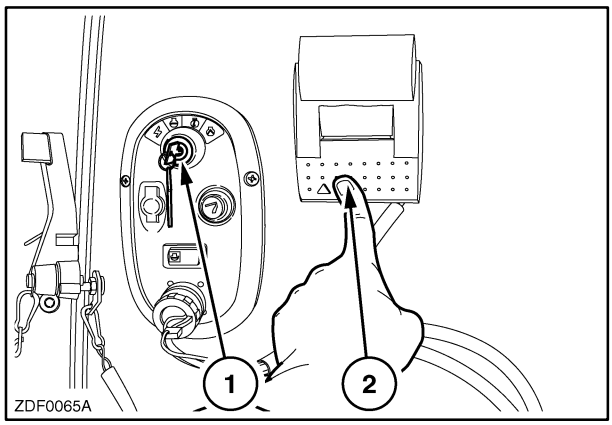
To use the printer, proceed as follows:

1. Connect the electric wires with the printer and the diagnostics port as shown.



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2. Hang up the printer near the start module as shown (if foreseen).
3. Set the ignition key 1 in “contact” position.
4. Press button 2 to start-up the printer.



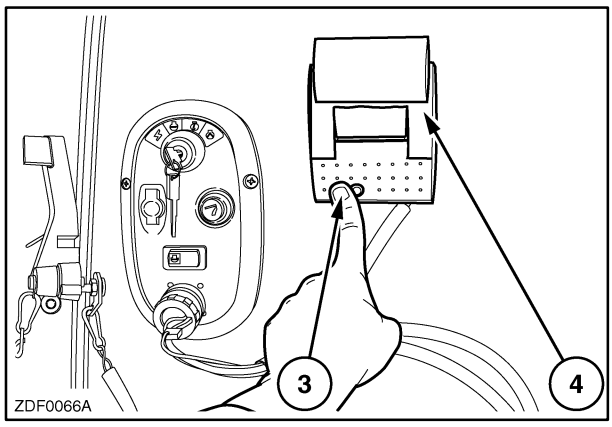
324

5. Using the navigation keys to select (sub-menu) on the InfoView™ monitor the screen of which you wish to have a hard copy print out.
6. Press the dot “.” button of the alphanumeric keypad.
7. The printer starts printing now.

NOTE: *Press the paper feed button 3 to scroll paper.*

NOTE: *To change paper, open the cover 4.*

NOTE: *Some screens can not be printed.*



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AUDIBLE ALARM

An audible signal (buzzer) is linked with all the different levels of alarms (low, medium, high).
A pop-up screen on the Infoview™ shows the explanation of the specific alarm.

NOTE: *When the alarm is functioning, try to locate the defect or contact your local dealer for assistance.*

AUTOMATIC ENGINE SHUT-OFF

In case of an emergency, in order to prevent engine or hydrostatic system damage, or to protect your personal safety, the engine will automatically be shut off immediately, if the following elements occur:

- Low engine oil pressure (+buzzer alarm + InfoView™)
- Excessive engine oil and engine coolant temperature (+buzzer alarm + InfoView™)
- Low hydrostatic oil pressure (+buzzer alarm + InfoView™)
- Engine gearbox oil pressure (+buzzer alarm + InfoView™)

NOTE: *If it is necessary to move the combine for safety reasons, the engine can be (re-)started after an "automatic engine shut-off" (the engine will only be shut down after 30 seconds in this case). In this case, the operator assumes the responsibility for any engine damage or failure.*

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SECTION 3 – FIELD AND SITE OPERATION

BEFORE DRIVING THE COMBINE

1. Read this Operator's Manual carefully; especially the paragraphs headed "safety precautions" and "starting the engine".

2. Check all chain and belt tensions (refer to *"SECTION 4 – LUBRICATION AND MAINTENANCE"*).

3. Check all the pressures daily. Keep the tyres inflated to the pressures given in *"SECTION 8 – SPECIFICATIONS"*.

4. Check the wheel nuts torque daily during the first week of operation and thereafter on a weekly basis.

5. Check the coolant level (ensure the machine is standing on level ground). Refer to *"SECTION 4 – LUBRICATION AND MAINTENANCE*" .

6. Check the hydraulic and hydrostatic oil reservoir level with all hydraulic cylinders retracted and the header lowered to the ground (machine standing on level ground). Add oil if necessary. Refer to *"SECTION 4 – LUBRICATION AND MAINTENANCE"*.

7. Lubricate the combine completely as described in *"SECTION 4 – LUBRICATION AND MAINTENANCE"*.

⚠ CAUTION ⚠

Before driving on the road with a header attached smaller than 4 meter (foldable grain header or flip-up maize header), the following actions must be done: Contact your local dealer.

- Counterweights
- Additional headligths
- Brake pressure limiter valve

8. Sit down on the operator's seat and adjust it according to your weight and size.

9. Adjust the steering wheel to the desired position. Adjust the rear-view mirrors, if necessary.

10. Start the engine. Refer to the next paragraph headed "Starting the engine".

11. Turn the ladder of the operator' platform in front of the traction wheel when driving on public roads.

12. Raise the ladder of the engine compartment.

13. Ensure the unloading tube is in the closed position.

14. Disengage the parking brake.

15. Move the throttle switch into the maximum speed.

16. Raise the straw elevator to its highest position.

IMPORTANT: *To prevent the hydraulic oil from overheating, do not hold the header height control switch in the operating position longer than is necessary. The same applies to the hydraulic controls for the reel height, and the reel fore and after adjustment.*

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STARTING THE ENGINE

Ensure you are thoroughly familiar with the instruments and controls before starting the engine for the first time.

To start the engine safely, follow the points as outlined below.

⚠ CAUTION ⚠

Before starting the engine, ensure there is enough ventilation and everyone is standing clear of the combine.

Daily Start-up procedure

Proceed as follows:

1. Carry out the routine engine service, i.e. check coolant, oil and fuel tank levels (refer to *"SECTION 4 – LUBRICATION AND MAINTENANCE"*). Ensure the battery key is in the "ON" position.

2. Make sure the Multi function handle is in neutral position.

3. Ensure the road-field mode tumbler switch is in the road position and the parking brake switch is in the ON position.

4. Check that the both brake pedals are coupled together.

5. Ensure the gearshift selector switch is in the neutral position.

6. Insert the ignition key into the ignition-and-stop switch and turn the ignition key in the "contact" position, check for any alarm or fault messages on the InfoView™ monitor.

7. Before starting the engine, warn bystanders by sounding the horn several times.

8. Start the engine when Pre-Heat lamp below Ignition key starts to flash. Turn the ignition key clockwise to engage the starter motor. Engine wills starts at low idle automatically. (If the engine fails to start after 20 seconds, release the ignition key for about 1 minute before re-engaging the starter motor).

9. As soon as the engine starts, release the ignition key.

10. Check for any engine Alarm/fault messages.

IMPORTANT: *Allow the engine to run for one minute at low idle before moving off, to ensure adequate lubrication of the turbocharger bearings.*

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STOPPING THE ENGINE

Proceed as follows:

1. Move the engine throttle rocker switch to its bottom position and let the engine run at idling speed for one minute.
2. Turn the ignition key counter-clockwise to stop the engine.
3. Remove the key from the ignition-and-stop switch.

DRIVING THE COMBINE

⚠ CAUTION ⚠

The combine rear end swings out when changing direction. Take care when taking turns.

Proceed as follows:

1. Ensure that the ground speed control lever is in the neutral position.
2. Select a gear by turning the gear select switch in the desired position. Check sensed gear on the InfoView™ (indicator bar) for proper engagement. (this can take a few seconds).
   - For field operation, use first, second or third gear, depending upon the circumstances.
   - For manoeuvring in confined spaces, use first gear.
   - For road transport, use third or fourth gear.
3. Release parking brake (switch in OFF position).
4. Activate the neutral lock release button (on back surface of multi function handle) and push multifunction handle gently forward to drive forward, or activate neutral lock release button and pull handle gently backwards for reverse driving.

NOTE: *When reversing the combine, an audible alarm will automatically warn bystanders.*

5. Familiarise yourself with the different steering and driving characteristics.

⚠ WARNING ⚠

To prevent runaway of the combine (i.e. when the ground speed increases during downhill driving and it is impossible to reduce the speed with the ground speed control lever), it is necessary to shift into a lower gear appropriate to the steepness of the hill.

⚠ CAUTION ⚠

Never drive on public roads with any of the mechanisms engaged (select road mode with the road mode selector switch).

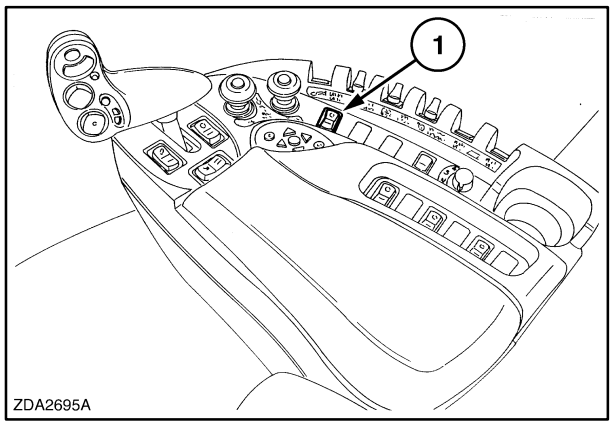
⚠ WARNING ⚠

To obtain a smooth speed deceleration when moving the MFH from forwards driving to neutral a slow down restrictor is build in, when road mode is selected.

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PARKING BRAKE

The parking brake is operated by pressing tumbler switch 1.



1

The parking brake has two positions.

- The first position: Off position

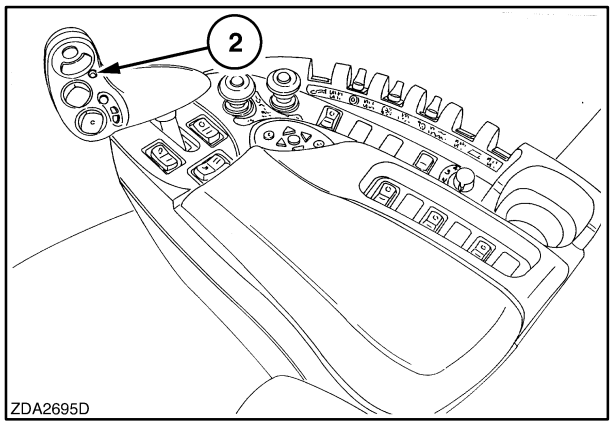
NOTE: *When selecting another gear, the parking brake is activated automatically during shifting.*

- The second position: Parking position

NOTE: *Each time the engine is started, the parking brake will be activated. (even if the parking brake tumbler switch is set in the "OFF" position) To release the parking brake, set the parking brake tumbler switch first in the "ON" position after in the "OFF" position.*

NOTE: *When the "ON" (parking) position is selected during driving, the parking brake will be activated when the multifunction handle (hydrostatic) is moved to neutral position or the ground speed is lower than 0.5 km/h (0.3 mph).*

Emergency stop (If configured in InfoView®)



2

Pressing quick stop button 2 on the multifunction handle while driving the combine will cause the combine to stop.

Depending on the time button 2 is pressed, the combine will stop like explained below:

- If pressing not longer than two seconds on quick stop button 2:
  The hydrostatic will be disabled immediately.
- If pressing between two and six seconds on quick stop button 2:
  The hydrostatic will be disabled immediately. After two seconds the parking brake will come on additional, during four seconds.
- If pressing for a minimum of six seconds on quick stop button 2:
  The same result will occur when pressing between two and six seconds, but after six seconds the parking brake will close completely to stop the combine abruptly.

Remark: After an emergency stop, to advance again, bring first the multifunction handle back to the neutral position (the parking will be released automatically).

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Gear shifting system

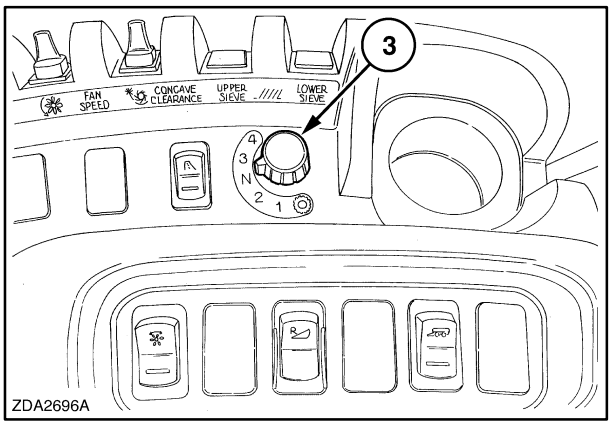
A selector switch 3 (1–2–N–3–4) indicates the selected gear.

Selecting a gear is only possible with the multifunction handle in neutral position.

Turn the button to select a gear. The parking brake is automatically engaged and the hydrostatic system will be disabled.

The InfoView™ shows the selected gear on top of the screen when the gearshifting is completed. The parking brake will reset to its previous state and the operator can take over the hydrostatic control.

Remark: When selecting another gear during driving, the system will wait until the multifunction handle is in the neutral position and the combine is stopped completely.

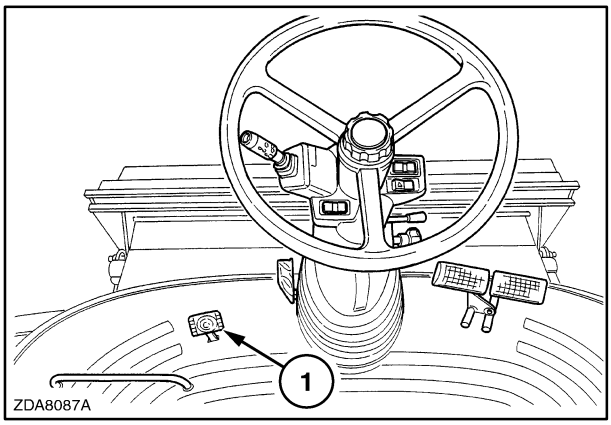


3

Differential lock (if equipped)

When operating in slippery or muddy ground conditions the differential lock may be engaged to provide better traction.

If one of the traction wheels start spinning, immediately depress the differential lock pedal (1). Now both traction wheels will turn at the same speed. Keep the pedal (1) depressed until the machine has passed the obstacle.
Release the pedal to disengage the differential lock.



4

IMPORTANT:

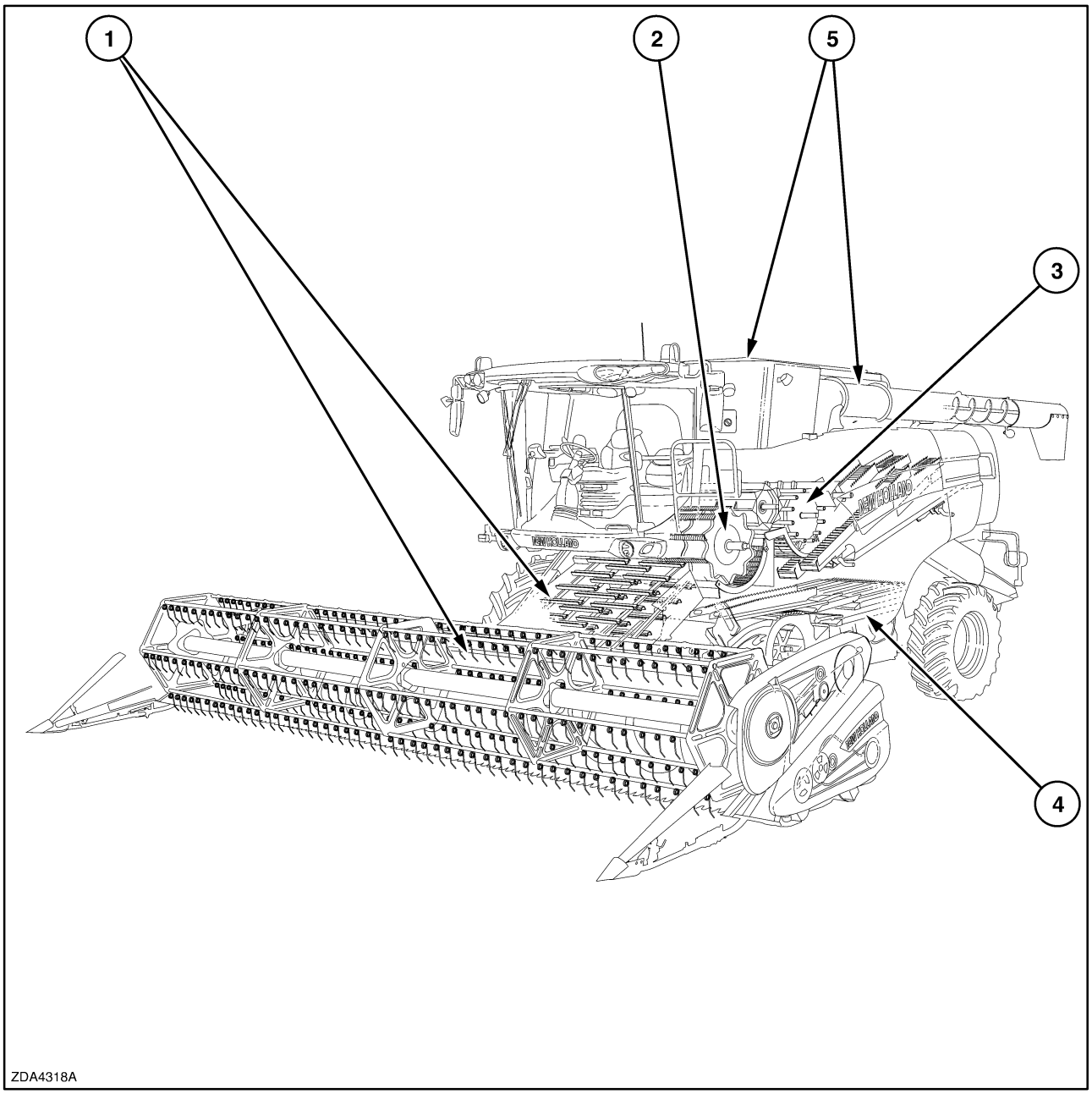
- Do not make turns with differential lock pedal depressed.
- It may be necessary to slow down the combine to allow engagement of the differential lock.

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HARVESTING

Description of operation

The combine harvester performs five basic functions:



5

1. Feeding
2. Threshing
3. Separation
4. Cleaning
5. Grain storage and unloading

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1. Feeding

The reel 1 (on the grain or flex header) or the gathering chain (on the maize header) feeds the crop/cobs into the header 2 towards the auger 3. The auger 3 feeds the crop into the front of the straw elevator 4.

The straw elevator head pivots on the elevator frame which enables the header to follow deviations in slope up to 3° on either side, relative to the base unit position.

The crop is then carried up the straw elevator where it is fed over the stone trap 5 into the drum and concave area. At this point the feeding is complete and the threshing starts.

The stone trap 5 is designed to trap stones and other foreign objects which may cause damage to internal parts of the combine.

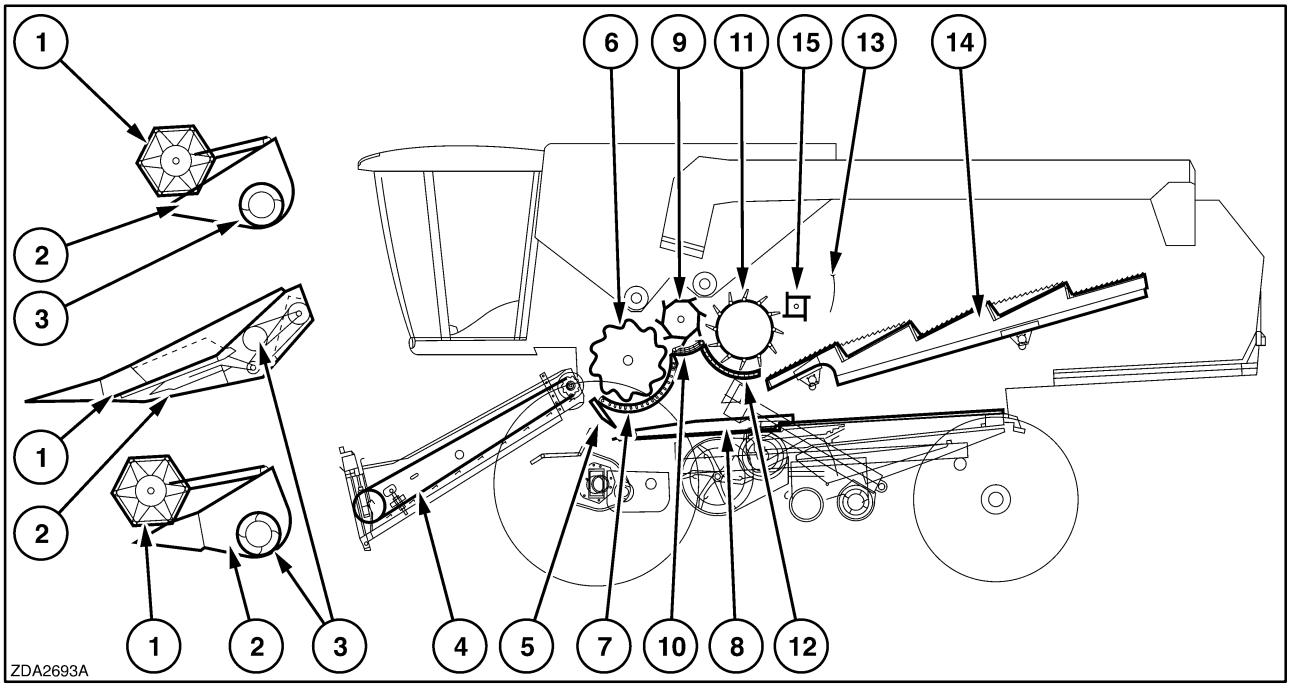
2. Threshing

As the drum 6 rotates, it rubs the crop against the bars of concave 7. This rubbing action separates approximately 90% of the grain from the straw.

- Clean grain falls onto the grain pan 8.
- Straw (and little grain) are guided to the beater 9.

De-awning plates on small grain concaves can be swung up underneath the concave to increase the rubbing action when threshing winter barley or difficult-to-thresh crops.

Rasp bars (de-awning slats) can be installed on the front part of the concave to improve the threshing efficiency (especially important in wheat) and to avoid white caps.



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3. Separation

The beater 9, with beater concave 10, strips the straw from the drum and guides it to rotary separator 11 and concave 12, which further separates the grain from the straw.

The straw retarding curtain 13 prevents the rotary separator from throwing the straw too far onto the straw walkers 14.

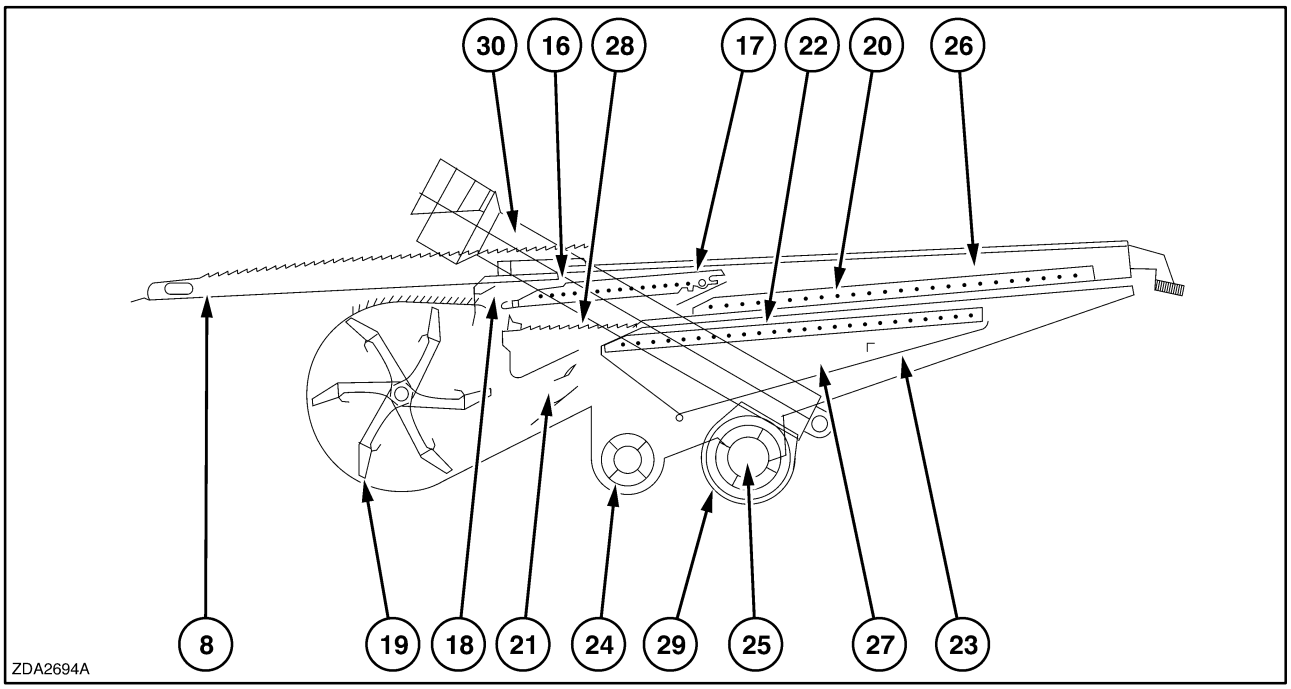
A straw flow beater 15 is standard installed to improve the straw transport towards the straw walkers and to enable a smoother flow of material in heavy crop conditions.

The straw walkers 14 oscillate, lift and tumble the straw, permitting the remaining grain to fall through the walkers and slide down the walkers return chutes onto the rear of grain pan 8.

4. Cleaning

The grain and chaff on the grain pan 8 are transported to the rear by the reciprocating action of the cleaning shoe. On units with self-levelling cleaning shoe, an electrical actuator ensures that the cleaning shoe automatically remains horizontal in the transverse axis of the machine, even when operating on side slopes up to 17%. This innovation increases the capacity of the cleaning shoe considerably when operating in hilly conditions.

If the cleaning shoe is not self levelling (fixed cleaning shoe), operation on slight slopes is made possible by the installation of hillside dividers on the pre-sieve and the upper sieve.



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Hillside dividers are installed as standard equipment on the grain pan 8 where they ensure an even distribution of the material before it reaches the short grain pan 28.

The cleaning shoe is composed of an upper shoe 26 and a lower shoe 27 which move in opposite directions. A first separation takes place on the grain pan as the lighter chaff forms the top layer and the heavier grain the bottom layer. The material falls through the finger grate 16, installed at the rear of the grain pan, onto the presieve 17. The air coming from the secondary blow opening 18 of the cleaning fan 19 blows the chaff over the presieve so that grain with a reasonably high degree of cleanliness falls through the presieve. This action will be repeated a second time between the presieve 17 and upper sieve 20.

The air coming from the main blow opening 21 of cleaning fan 19 blows the chaff over the upper sieve out of the machine, while the grain, unthreshed heads and small volumes of heavy chaff fall onto the lower sieve 22.

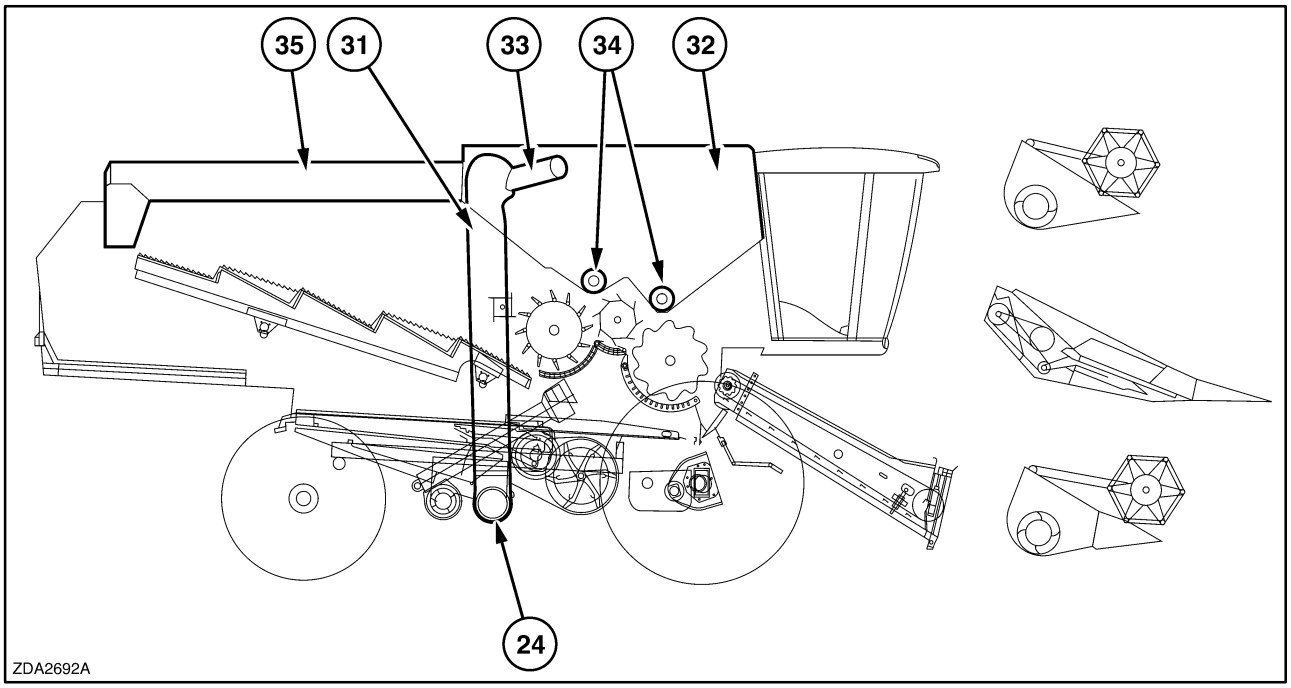
5. Grain storage and unloading

The clean grain is channelled into the grain tank 32 by the clean grain cross auger 24, grain elevator 31 and bubble-up auger 33.

The grain tank is emptied by the grain tank unloading augers 34 and the unloading tube auger 35.

In addition, the grain separated by the presieve 17 is guided by the small grain pan 28 to the lower sieve. The installation of a presieve considerably increases the cleaning shoe capacity as the main separation of grain and chaff occurs at both finger grates. The lower sieve, or cleaning sieve, provides the final cleaning operation. Grain that passes through the cleaning sieve is carried over the grain plate 23 to the clean grain cross auger 24. Unthreshed heads which do not fall through the lower sieve are transported by the returns auger(s) 25 to the roto-thresher(s) 29 for rethreshing.

From the roto-thresher(s) this material is channelled by returns auger(s) 30 to the grain pan for cleaning. Divider plates divide the returned material evenly over the grain pan where the exclusive self-levelling cleaning shoe or the fixed cleaning shoe takes over.



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Crop settings

TYPE OF CROP	Optional equipment required	Drum speed	Concave position
WHEAT	De-awning plates Rasp bar in front of concave (varieties with white caps)	560–850 rpm	10 mm – 3/8”
BARLEY	De-awning plates (some varieties)	640–900 rpm	10 mm – 3/8”
WINTER BARLEY	Idem barley Close de-awning plates, if necessary.	640–900 rpm	10 mm – 3/8”
RYE		650–900 rpm	10 mm – 3/8”
TRITICALE		600–900 rpm	10 mm – 3/8”
OATS		640–800 rpm	10 mm – 3/8”
RICE	Spike tooth bars and concave Tracks Smooth roto-thresher cover(s)	450–650 rpm	20 mm – 3/4”
MAIZE	Maize header Maize concave Smooth roto-thresher cover(s)	320–400 rpm	25 mm – 1”
FLAX		640–800 rpm	10 mm – 3/8”
RAPE SEED	Vertical knives on the header Graepel sieve extension Smooth roto-thresher cover(s)	480–520 rpm	24 mm – 15/16”

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Rotary separator speed	Fan speed	Sieve openings			Straw chopper (If installed)
		Presieve	Lower	Upper	Speed
High	700–800 rpm	6 mm – 15/64”	5–7 mm 3/16” – 1/4”	10 –12 mm 3/8” – 1/2”	High
High	700 rpm	6 mm – 15/64”	5–7 mm 3/16” – 1/4”	10 – 12 mm 3/8” – 1/2”	High
High	700 rpm	6 mm – 15/64”	5–7 mm 3/16” – 1/4”	10 – 12 mm 3/8” – 1/2”	High
High	700 rpm	6 mm – 15/64”	5–7 mm 3/16” – 1/4”	10 – 12 mm 3/8” – 1/2”	High
High	700 rpm	6 mm – 15/64”	5–7 mm 3/16” – 1/4”	10 – 12 mm 3/8” – 1/2”	High
High	550–600 rpm	6 mm – 15/64”	5–7 mm 3/16” – 1/4”	10 – 12 mm 3/8” – 1/2”	High
High	650–700 rpm	6 or 9 mm 15/64” or 11/32”	5–7 mm 3/16” – 1/4”	10 – 12 mm 3/8” – 1/2”	High
Low	800–920 rpm	9 or 12 mm 11/32” or 1/2”	12 mm – 1/2”	13 –15 mm 1/2” – 19/32”	Low
High	500–550 rpm	3 or 6 mm 1/8” or 15/64”	3–5 mm 1/8”– 3/16”	4–7 mm 5/32” – 1/4”	High
Low (Grate:lower position)	450–500 rpm Eccentric shaft low rpm	6 mm – 15/64”	3 mm – 1/8”	8 mm – 5/16”	High

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TYPE OF CROP	Optional equipment required	Drum speed	Concave position
SORGHUM	Special crop lifters on the header	640 rpm	10 mm – 3/8”
SAFFLOWER		320–440 rpm	27 mm – 1-1/16”
SOYA BEANS	Flex header Smooth roto-thresher cover(s) Maize concave Perforated auger covers Perforated straw elevator bottom	550 rpm	20 mm – 3/4”
SUNFLOWER	Sunflower header Smooth roto-thresher concave Maize concave (Dry conditions: cover plate concave)	320 rpm	27 mm – 1 -1/16” to 40 mm
MUSTARD		480–520 rpm	10 to 25 mm 3/8” to 1”
BUCKWHEAT		480 rpm	10 mm – 3/8”
GRASS SEED – Fine grass seed – Coarse grass seed	Standard drum - moderate concave Universal drum - Spike tooth concave	920 rpm 560 rpm	5 mm – 3/16” 17 mm – 2/3”
BEANS/PEAS	Perforated auger covers Smooth roto-thresher cover(s) Perforated straw elevator bottom	320–360 rpm	Beans: 27 mm 1 -1/16” Peas: 20 mm 3/4”
CLOVER	Close de-awning plates, if necessary.	Maximum	3 to 5 mm 1/8” to 3/16”

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Rotary separator speed	**Fan speed**	**Sieve openings**			**Straw chopper (If installed)**
		Presieve	**Lower**	**Upper**	**Speed**
High	750–800 rpm	3 or 6 mm 1/8” or 15/64”	6 mm – 15/64”	10 mm – 3/8”	High
Low	550–700 rpm	6 or 9 mm 15/64” or 11/32”	8 mm – 5/16”	12 mm – 1/2”	High
Low	750 rpm	9 or 12 mm 11/32” or 1/2”	7 mm – 1/4”	10–12 mm 3/8”– 1/2”	High
Low If losses occur: High Grate in lower position	600–650 rpm	12 mm – 1/2”	7–8 mm 1/4” – 5/16”	10–12 mm 3/8”– 1/2”	Low
High or Low	450–500 rpm Eccentric shaft low rpm	3 or 6 mm 1/8” or 15/64”	0–6 mm 0 – 15/64”	8–10 mm 5/16”– 3/8”	High
High or Low	550 rpm	6 mm – 15/64”	9 mm – 11/32”	12 mm – 1/2”	High
High High	325 rpm 400 rpm	4 mm – 5/32” 6 mm – 15/64”	1 mm – 3/76” 4 – 5 mm 5/32” – 3/16”	4 mm – 5/32” 5 mm – 3/16”	High High
High or Low Grate in lower position	Maximum	9 mm – 11/32”	9 – 13 mm 11/32” – 1/2”	Beans: 15 mm 19/32” Peas: 10 mm 3/8”	High High
High	Minimum	3 mm –1/8”	3 – 4 mm 1/8” – 5/32”	8 mm – 5/16”	High

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TO CHANGE FROM GRAIN TO MAIZE CONFIGURATION, THE FOLLOWING MODIFICATIONS HAS TO BE DONE.

ACTION	SECTION
Header	
- Install maize header	Refer to Operator's manual of the maize header
- Install counterweights as required	*Section 8 – SPECIFICATIONS*
- Install additional lighting kit (flip-up headers)	*Section 7 – ACCESSORIES*
Straw elevator	
- Install 4HB drive line	*Section 7 – ACCESSORIES*
- Adjust lower shaft	*Section 3 – FIELD AND SITE OPERATION*
- Remove intermediate cover plates	*Section 3 – FIELD AND SITE OPERATION*
- Install perforated bottom plate	*Section 3 – FIELD AND SITE OPERATION*
Threshing	
- Install maize concave	*Section 3 – FIELD AND SITE OPERATION*
- Remove anti-dust plate	*Section 3 – FIELD AND SITE OPERATION*
- Remove anti-wrap shields	*Section 3 – FIELD AND SITE OPERATION*
- Install drum cover plates (If standard drum)	*Section 7 – ACCESSORIES*
Separation	
- Low speed of the rotary separator	*Section 3 – FIELD AND SITE OPERATION*
- Set the multi-thresh system in the closed position	*Section 3 – FIELD AND SITE OPERATION*
Cleaning	
- Install fan bottom shield	*Section 7 – ACCESSORIES*
- Install smooth roto-thresh cover(s)	*Section 3 – FIELD AND SITE OPERATION*
- Check if cleaning shoe is running at high rpm	*Section 3 – FIELD AND SITE OPERATION*
- Install pre sieve HC 1-5/8" (if necessary)	*Section 3 – FIELD AND SITE OPERATION*
- Install upper sieve HC 1-5/8" (in upper position)	*Section 3 – FIELD AND SITE OPERATION*
Straw chopper	
- Remove or retract the counter knives	*Section 3 – FIELD AND SITE OPERATION*
- Remove shread bar	*Section 3 – FIELD AND SITE OPERATION*
- Reduce by halve of rotor knives	*Section 3 – FIELD AND SITE OPERATION*
- Low speed of the chopper rotor	*Section 3 – FIELD AND SITE OPERATION*
- Remove chaff blower (connect hydraulic lines to the valve)	*Section 3 – FIELD AND SITE OPERATION*
- Set rear deflector plate in maize position	*Section 3 – FIELD AND SITE OPERATION*
Engine	
- Install rotary dust screen brush	*Section 7 – ACCESSORIES*

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ACTION	SECTION
InfoView™	
Calibrations - Recalibrate “Header” - Recalibrate “Concave position” - Recalibrate “Upper sieve” - Recalibrate “Lower sieve” - Recalibrate “Maximum stubble height” - Recalibrate “Flow sensor” - Recalibrate “Moisture sensor”	*Section 2 – CONTROLS, INSTRUMENTS AND OPERATION*
Engine - adapt “Rotary screen brush”	*Section 2 – CONTROLS, INSTRUMENTS AND OPERATION*
Driveline - adapt “Tyre radius” (if tyres) - adapt “Rear wheel assist” (if P.R.A.) - adapt “Dual range” (if P.R.A.) - adapt “Tracks type” (if tracks)	*Section 2 – CONTROLS, INSTRUMENTS AND OPERATION*
Header settings - adapt ”Header type” - adapt ”Header platform type” - adapt “Rows in use” - adapt “Total rows” - adapt “Row distance” - adapt “Header raise rate” - adapt “Header lower rate” - adapt “Header lateral float” - adapt “Header Autofloat™” - adapt “Maximum stubble height” - adapt “Hydraulic deck plates”	*Section 2 – CONTROLS, INSTRUMENTS AND OPERATION*
Threshing settings - adapt “Concave type”	*Section 2 – CONTROLS, INSTRUMENTS AND OPERATION*
Cleaning settings - adapt “Sieve loss sensitivity” - adapt “Upper sieve type” - adapt “Lower sieve type” - adapt “Remote upper sieve” - adapt “Remote lower sieve”	*Section 2 – CONTROLS, INSTRUMENTS AND OPERATION*
Residue settings - adapt “Chaff blower”	*Section 2 – CONTROLS, INSTRUMENTS AND OPERATION*
Precision farming settings - adapt “Crop”	*Section 2 – CONTROLS, INSTRUMENTS AND OPERATION*

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Kill stall

The only way to accurately check the performance of the combine is to complete a ”kill-stall”.

1. Operate the combine in a section of the field that best represents the overall crop. Be sure the combine is at least 100 m (328 ft) into the crop and travelling at the normal operating ground speed.

2. Press the plus ”+” and minus ”–” keys (keypad) together for 2,5 seconds. Apply the brakes gently and allow the complete combine to stop. This will leave crop material as it was during actual harvesting.

3. Disengage the threshing and header engagement system clutch, move the multi function handle to neutral, and restart the engine immediately. This prevents the engine from overheating and from being damaged. Run the engine on low idle for five minutes before stopping the engine. Then stop the engine.

4. Check the grain tank sample for complete threshing, cleanliness and damage.

5. Walk out in the front of the header and check the crop loss before the header has contacted the crop (preharvest loss).

6. Check the crop loss in an area where only the header has travelled (header loss).

7. Check the distribution of material on the grain pan.

8. Check the type, amount and distribution of material on the sieves.

9. Check the type and amount of returns.

10. Check the total loss in a 60 cm (23-5/8“) wide area across the width of the cleaning shoe. Subtract preharvest and header losses to determine the machine loss. Use a drop screen to check the machine loss directly.

11. With all previous factors considered, readjust the combine.

NOTE: *Make only one adjustment at a time so that any change in combine performance can be attributed to that particular adjustment.*

NOTE: *Lower the concave (completely down) before reengagement of the threshing.*

Performance indicators

There are four indicators, which will tell you how well the combine is performing. These four indicators are:

- Grain tank sample
- Distribution of material on the grain pan and upper sieve
- Type and amount of returns
- Losses

By correctly reading these indicators and being familiar with the combine, you can make the necessary adjustments to correct any problem and improve the overall combine performance.

Grain tank sample

A large amount of trash in the grain tank indicates the crop is being overthreshed and/or the cleaning fan speed is too slow. The first step to correct this problem is to increase the concave clearance and/ or reduce the drum speed. This reduces or eliminates the material break-up caused by overthreshing. Then increase the cleaning fan speed if the trash is heavier than the grain or close the upper sieve if the trash is larger than the grain.

Cracked or damaged grain can be caused by a concave setting that is too close to the drum. Increase the concave clearance and then reduce the drum speed to correct the problem.

Bunch feeding can cause grain damage in the straw elevator. An incorrect straw elevator chain tension can also cause grain damage.

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Excessive returns will contribute to grain damage due the additional pass(es) the grain must take through the drum/concave area. Plugged concave can cause grain damage because the free grain cannot get out of the concave area.

Loose elevator chains can also cause grain damage. It is important to maintain the proper tension on these chains.

Unthreshed material in the grain tank can be caused by underthreshing or the lower sieve that is opened too wide. Increase the drum speed and reduce the concave clearance as needed to correct the problem. Reduce also the lower sieve opening slightly to obtain a cleaner grain tank sample.

Grain pan/ upper sieve distribution

The distribution of material on the grain pan affects the distribution of material on the sieve. The distribution on the grain pan should be level to slightly higher directly under the drum and taper slightly towards both sides.

The front third of the upper sieve should be completely clean. The middle third should have some grain but mostly residue. The rear third of the upper sieve should have only residue.

If there is some grain on the rear third of the upper sieve, returns will be increased and there is a possibility that grain will ride out the back of the combine. Open the upper sieve to allow more of the grain to fall onto the lower sieve.

If the material on the upper sieve is broken into small pieces, the crop is being overthreshed. This can plug the upper sieve and cause high losses. Increase the concave clearance and/ or reduce drum speed to decrease the threshing action.

Unthreshed heads indicate the drum speed should be increased and/ or the concave clearance should be reduced. Unthreshed heads can also be caused by worn rasp bars and worn concaves.

Returns sample

It is normal for the return sample to contain a few unthreshed heads. The purpose of the returns system is to return unthreshed heads to the threshing area for another pass. However, a large quantity of unthreshed heads indicates the concave clearance is too great.

If the return sample contains a large quantity of clean grain, the cleaning fan speed should be reduced and/ or the lower sieve should be opened more.

Losses

Losses may occur at different stages: (see fig. 9)

1. **Pre-combining losses:** (i.e. losses found in front of the combine) are usually caused by adverse weather conditions, poor crop conditions and crop maturity.
2. **Header losses**: (i.e. losses found behind the header and outside of the tyres) may be caused by improper header adjustments.
3. **Leakage losses:** may be caused by damaged seals or holes in bottom auger covers.
4. **Shoe losses:** may be caused by a poor sieve adjustment, a low cleaning fan speed, or when working on slopes (exceeding the capacity of the self levelling system (if fitted).
5. **Fan losses**: are caused by an excessive cleaning fan speed.
6. **Straw walker losses:** These can be unthreshed ears (underthreshing) or grains, due to poor adjustment of drum and concave or excessive ground speed.

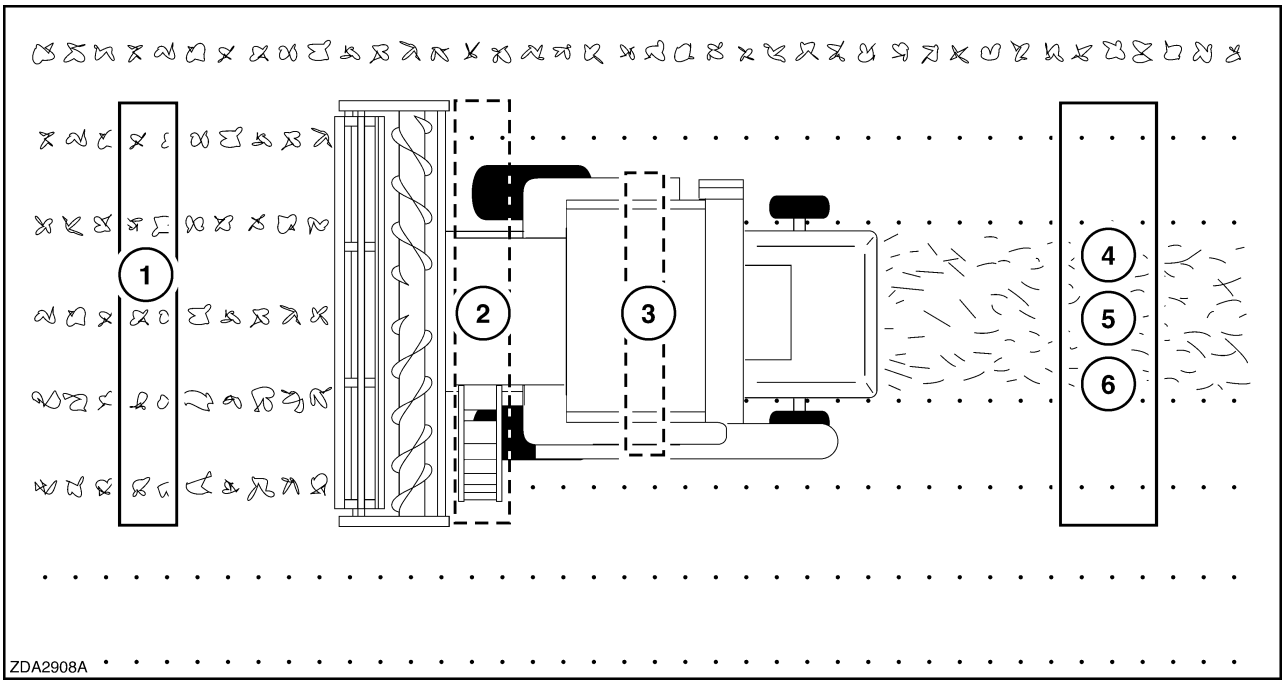
Total losses (Lt) caused by the machine:

$$Lt = (2 + 3) + (4 + 5) + 6 - 1$$

Functional losses (Lf)

$$Lf = 4 + 5 + 6$$

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The area of loss is determined by the location of the grain in relation to the combine. Each of these areas must be checked to accurately determine which combine adjustments (if any) can be made to reduce the loss.

Grain on the ground in front of the combine head (1) is defined as preharvest loss and is usually caused by the weather. Determine the amount of this loss before taking the combine into the field.

Grain found behind the head, but to the outside of the drive tyres (2) is considered loss from the head. These losses can be caused by improper head adjustments or improper combine ground speed.

Grain on the ground directly beneath the combine (3) is leakage. Holes in the auger bottoms and damaged seals can result in large losses which are often mistaken for shoe and straw walker losses (6).

Grain on the ground directly behind the combine and the width of the shoe is caused by incorrect combine adjustment(s), too high a ground speed, or leakage.

Shoe losses (4) can be caused by a build-up of material on the top sieve which allows the grain to ride out the back of the combine. This can be due to the sieve opening being closed or opened too much, the rear of the sieve raised too high (sieve angle too extreme), or by a too low cleaning fan speed.

Losses (5) can also be caused by a cleaning fan speed that is too high. The grain is then blown out of the back of the combine.

An uneven loading of material on the top sieve can also cause losses.

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How to obtain an idea on loss level

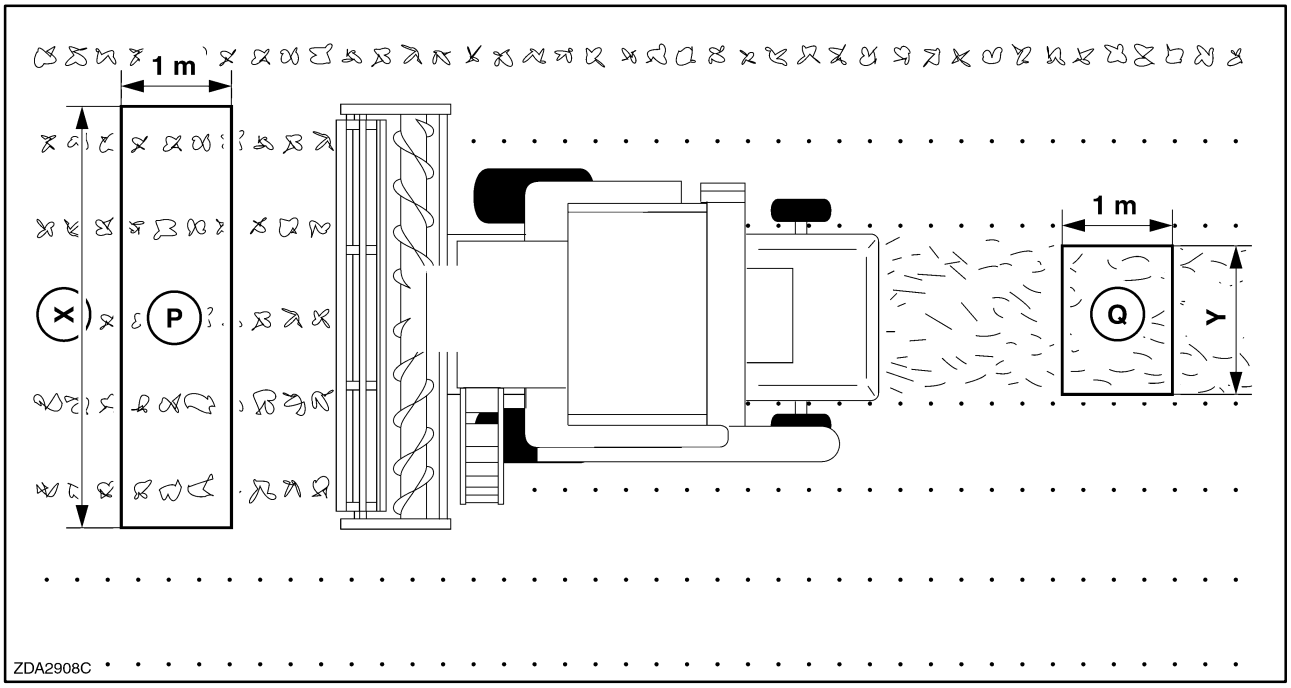
CAUTION

The straw chopper must be disconnected when checking loss.

Example:

A 6-straw walker combine with a 17 ft (5.10 m) grain header operating in wheat.

Average yield: 5000 kg/ha.



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- Surface P= surface being harvested:
  1 meter multiplied by X (header width) = 5.10 m^2.
- Surface Q = surface of the material being cut in surface P, behind the machine (i.e. swath):
  1 meter multiplied by Y.
  (drum width, i.e. 1.5 meter) = 1.5 m^2.
- Consider **a loss level of 1%** = 50 kg/ha or 5 grams/m^2 crop.
  Surface Q will then contain the functional losses (i.e. cleaning shoe, straw walker, fan) of surface P (5.1 m^2), being 5 x 5.1 = 25.5 grams.
- Considering the average weight of wheat being 23000 grains/kg, this means: 586 grains in surface Q. (1% loss level!)
- An average human hand with spread fingers covers a surface of approximately 0.03 m^2. This means that, if the grain loss is evenly spread, 18 grains can be found underneath the hand, representing 1% grain loss for a 5000 kg/ha yield.

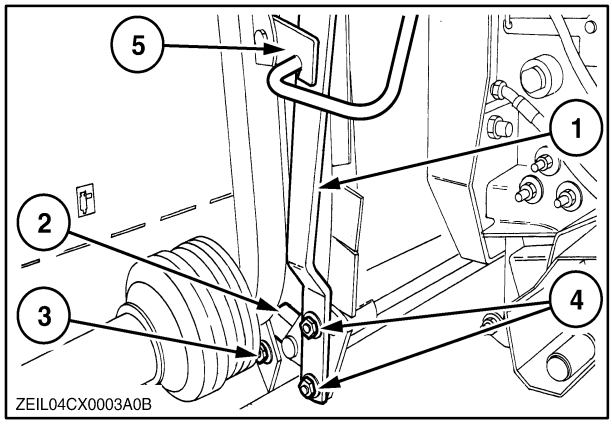
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HEADER

Attaching the header to the combine

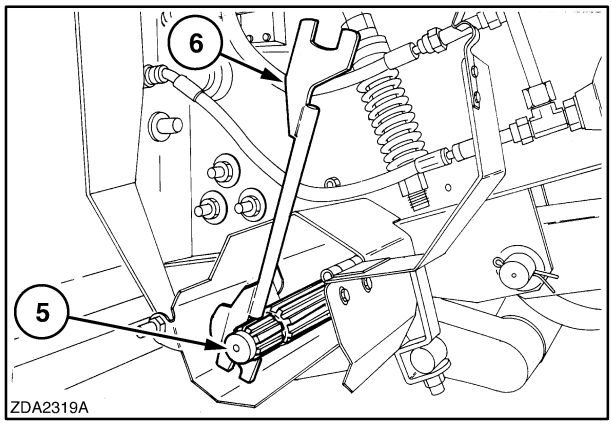
To attach the header to the combine, proceed as follows:

1. Make sure that the top of the straw elevator where the header is attached is clean.
2. Position the combine to align the straw elevator with the header aperture.
3. Move the combine in first gear to position the straw elevator. Hook on the header, and raise the straw elevator and header.
4. Attach quick-attach lever 1 so that the hooks 2 are in full contact with pins 3. If not, adjust lever 1 with bolts 4 so that some resistance is felt when engaged latch 5 over lever 1.



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5. Connect header drive coupling 5. Use the special tool 6 fitted to the left-hand side of the straw elevator to bring the splines of the header drive shaft in line with the splines of the header p.t.o. shaft.

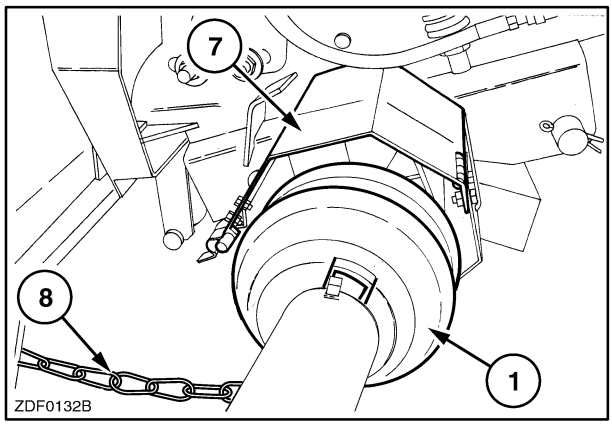


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6. Close cover 7 to protect header drive coupling 1.

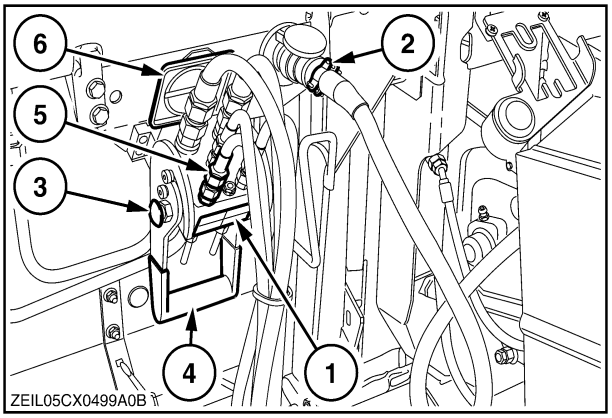
7. Attach chain 8 to the p.t.o. support on the header.



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8. Connect electrical plug 2.

9. To connect the quick-release coupler, open cover 6, bring hydraulic block 5 to 1 and turn down handle 4 until lock 3 jumps into its security groove.

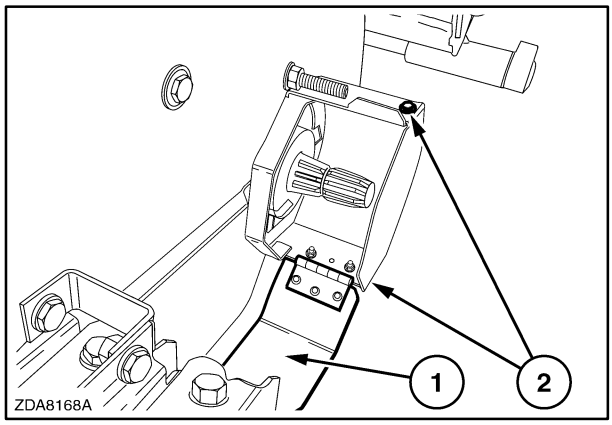


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10. In case of a maize header with a stalk chopper, open cover 1 at the right-hand side of the straw elevator, loosen two bolts 2 and remove the guard.

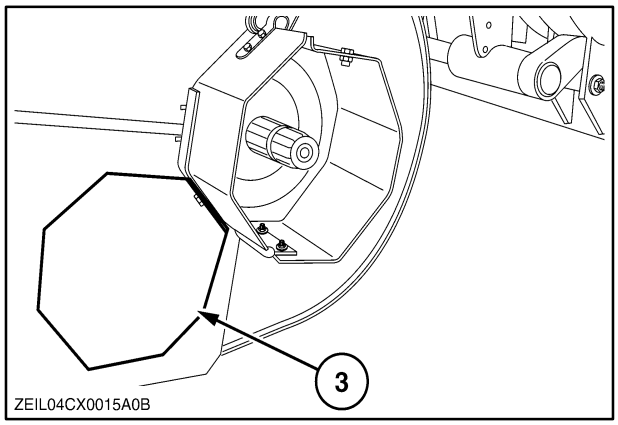
11. Connect the chopper drive coupling. Use the special tool fitted to the left-hand side of the straw elevator to bring the splines of the header drive shaft in line with the splines of the header p.t.o. shaft.

12. Close cover 1 to protect chopper drive coupling.



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NOTE: *Install the guard 3 as shown.*



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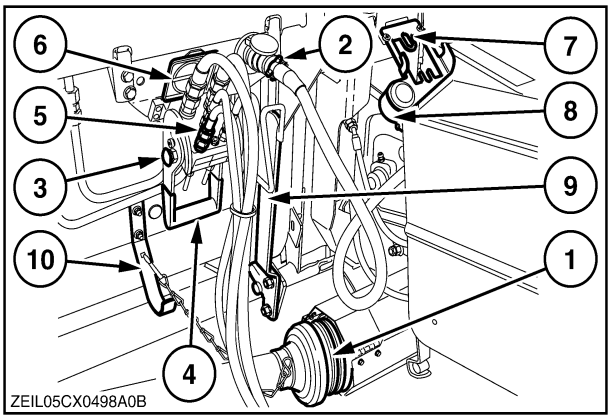
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Detaching the header from the combine

To detach the grain header proceed as follows:

1. Set the reel in its lowest and rearmost position.
2. Disconnect the following parts:
   - Header drive coupling 1.
   - Electrical connection 2 and attach it to support 8.
   - Quick-release coupler: Pull lock 3 and turning over handle 4. Take out hydraulic block 5. Close cover 6, and hook hydraulic block 5 onto support 7.
3. Release the quick-attach lever 9.
4. Position the header on level ground or on a trailer.
5. With the engine running at idle speed, lower the straw elevator to release it from the header, then move the combine rearwards.

NOTE: *Refer to the separate Operator's manual for the header type attached to your combine.*



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HEADER HEIGHT CONTROLS

When changing the header (grain header), perform the header **settings** and header **calibrations** (refer to *"SECTION 2 - CONTROLS, INSTRUMENTS AND OPERATION",* Paragraph: "VI CALIBRATIONS AND CONFIGURATIONS*"*.

To enter an automatic header height control mode (stubble height and/or Autofloat™, compensation), proceed as follows after doing first the calibrations:

Stubble height and Autofloat™ mode

In this mode, without Autofloat™ potentiometer sensors, the header operates at a preselected stubble height.

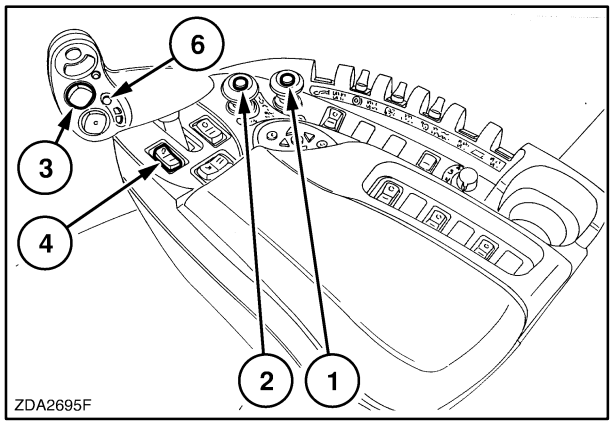
If the Autofloat™ potentiometer sensors are installed, the header will follow the field contours at a preselected stubble height.

1. Engage the threshing mechanism and the straw elevator with switches 1 and 2.

2. Set header memory tumbler switch 4 in stubble height/Autofloat™ mode position 1 or 2.

3. Lower the header to the desired cutting height using header height and header lateral flotation rocker switch 3.

4. Press automatic header height control button 6 for minimum 2 seconds to store.
   (A beep will confirm)



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NOTE: *It is possible to store two different header heights values by using header memory tumbler switch 4 in stubble height/Autofloat™ mode position 1 or 2.*

5. To change one of the memorised header height setpoints during working, using the header height and header lateral flotation rocker switch 3 (slow up/down) to raise or lower the header to the desired value. Press the automatic header height control button 6 for minimum 2 seconds to store the new height position. (A beep will confirm)

6. At the headlands the operator can press automatic header height control button 6 twice to lift the header out of the crop.
   To reenter the automatic mode give a pulse on the automatic header height control button 6 and the header will be relower to the preselected height position.

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NOTE: *To change only the working setpoint, press slow up/down with header height and header lateral flotation rocker switch 3 without confirming by automatic header height control button 6. The system will stay in automatic mode.*

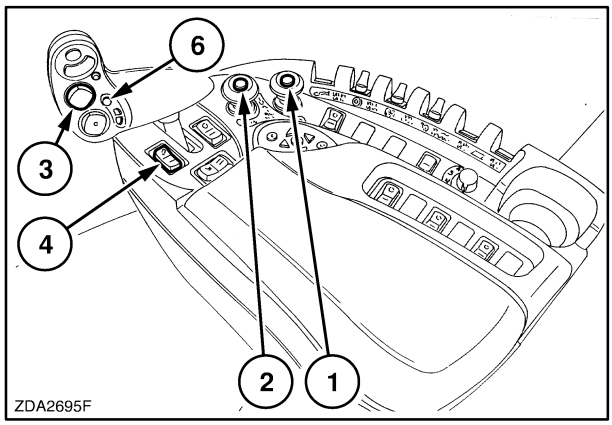
NOTE: *Operating the header height control rocker switch 3 (only fast speed up or down, no lateral tilt) disengages the automatic mode system completely into the transport mode (priority).*

NOTE: *It is also possible to switch over from one header height to an other or even to header compensation by using memory tumbler switch 4.*

IMPORTANT: *It is only possible to change the header height position as long as they are working in the range of the "Maximum stubble height". To change the maximum stubble height, refer to "SECTION 2 - CONTROLS, INSTRUMENTS AND OPERATION"*, paragraph "VI: CALIBRATIONS AND CONFIGURATIONS*", headed "11.Header".*

An automatic compensation is build in when touching the ground. After the header clears the ground, it automatically returns to the preset stubble height. This automatic compensation can be adjusted with the threshold pressure. A lower threshold pressure will limit forces on the ground when touching the ground.

Refer to "SECTION 2 - CONTROLS, INSTRUMENTS AND OPERATION", paragraph "VI: CALIBRATIONS AND CONFIGURATIONS*", headed "11.Header".*



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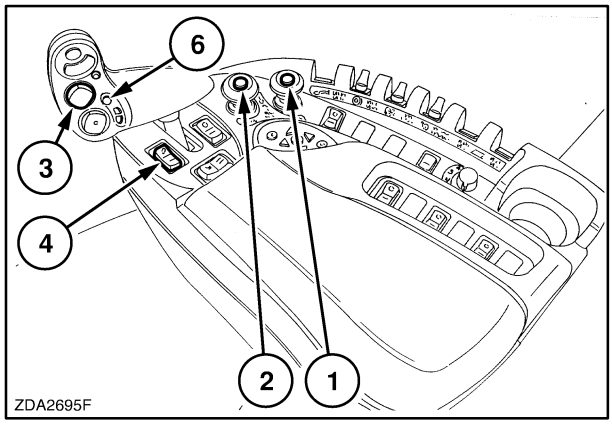
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Compensation mode

Use this mode when harvesting peas and/or laid crops. In this operation mode, the header slides over the ground with a preselected pressure.

In this mode it is also possible to obtain an automatic lateral flotation if Autofloat™ potentiometer sensors are installed. The sensors should be connected to the combine and the outer header skids should be in pivoting position (i.e. hanging loose).

1. Engage the threshing mechanism and the straw elevator with switches 1 and 2.
2. Set header memory tumbler switch 4 in compensation mode.
3. Lower the header to the desired cutting height using header height and header lateral flotation rocker switch 3.
4. Press automatic header height control button 6 for minimum 2 seconds to store.
   (A beep will confirm)



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NOTE: *The calibrated header pressure means the pressure in the header lift cylinders with the header +/– 15 cm (6 inches) above the ground.*

5. To change the preselect pressure during working, using the header height and header lateral flotation rocker switch 3 (slow up/down) to the desired pressure. Press the automatic header height control button 6 for minimum 2 seconds to store the new pressure. (A beep will confirm)
6. At the headlands the operator can press automatic header height control button 6 twice to lift the header out of the crop.
   To reenter the automatic mode give a pulse on the automatic header height control button 6 and the header will lower until the preselected pressure is obtained.

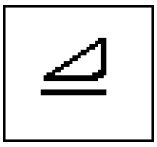
NOTE: *To change the pressure, press slow up/down with header height and header lateral flotation rocker switch 3 without confirming by automatic header height control button 6. The system will stay in automatic mode.*

NOTE: *It is also possible to switch over from one header height to an other or even to header compensation.*

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NOTE: *The status bar on the InfoView® monitor shows in which mode the header works: There are three different modes.*

1. Stubble height mode



2. Autofloat™ mode



3. Compensation mode



NOTE: *The status bar on the InfoView® shows if touching the ground during working in stubble or Autofloat® mode,*



NOTE: *If the automatic mode is left, a message "AUTO HHC DISABLED" will appear on a pop-up screen of the InfoView® monitor.*

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Transport mode

This mode is automatically selected when:

- Straw elevator is not engaged.
- Road mode is selected.
- Push on the header height rocker switch.

Flex header operation

To work with a flex header perform the header type configuration. Refer to *"SECTION 2 - CONTROLS, INSTRUMENTS AND OPERATION"*, paragraph: "VI CONFIGURATIONS AND CALIBRATIONS", headed: "11.Header".

AUTO HEADER LIFT

This automatic system is build in to protect the header skid shoes by reversing the combine.

- Flex header: The header lift up two seconds after the header skid shoes no more touching the ground.
- Other headers: The header lift up one second after the header skid shoes no more touching the ground.

To get this system, the following conditions has to be done.

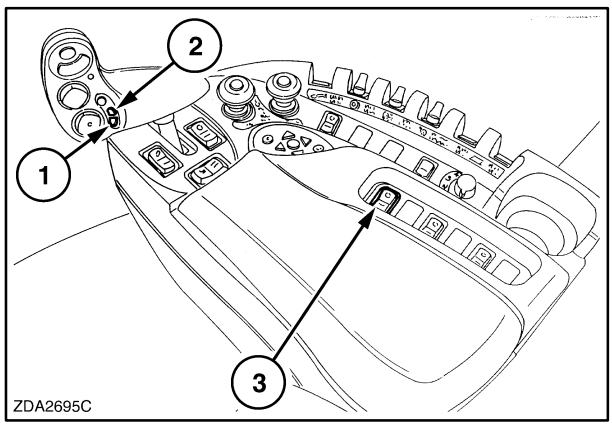
- Auto header lift installed, refer to *"SECTION 2 - CONTROLS, INSTRUMENTS AND OPERATION"*, paragraph: "VI CONFIGURATIONS AND CALIBRATIONS", headed: "11.header".
- Autofloat™ installed, refer to *"SECTION 2 - CONTROLS, INSTRUMENTS AND OPERATION"*, "VI CONFIGURATIONS AND CALIBRATIONS", headed: "11.header".
- Field mode selected
- Thresher engaged
- Straw elevator engaged
- Working in automatic mode
- Reverse driving

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REEL TO GROUND SPEED SYNCHRONIZATION

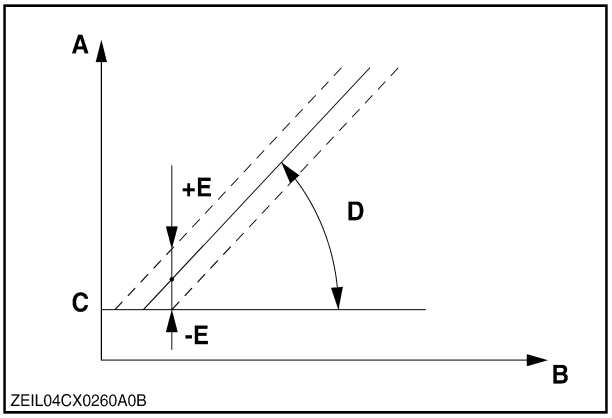
The reel to ground speed synchronization system is an automatic system which, if switched on with the reel speed synchronization engagement switch 3, creates a linear relation ship of the reel speed with the ground speed.

The basic ratio between the reel and the ground speed can be increased or decreased with the reel speed control switches 1 and 2.



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- A= Reel speed (km/h)
- B= Ground speed (km/h)
- C= Minimum reel speed (setting with InfoView™ monitor)
- D= Auto reel speed slope (depends the header type)
- E= Auto reel speed offset



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IMPORTANT: *Before setting the reel speed, check (if mechanical reel drive) if the reel speed sensor is "installed" in the configuration info screen and adjust the "Minimum reel speed (C)". Select these items on the InfoView™ monitor to adjust. Refer to "SECTION 2 – CONTROLS, INSTRUMENTS AND OPERATION", paragraph: "*VI CONFIGURATIONS AND CALIBRATIONS"*, headed: "11.Header".*

For example:

If the Auto reel speed offset (E) = 0 km/h and the ground speed (B) = 4 km/h (2.5 mile/h): This means that the tip speed of the reel= 4 km/h. (2.5 mile/h)

NOTE: *How higher the auto reel speed offset setpoint, how higher the tip speed of the reel in relation with the ground speed.*

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To obtain a proper reel synchro control, proceed as follows:

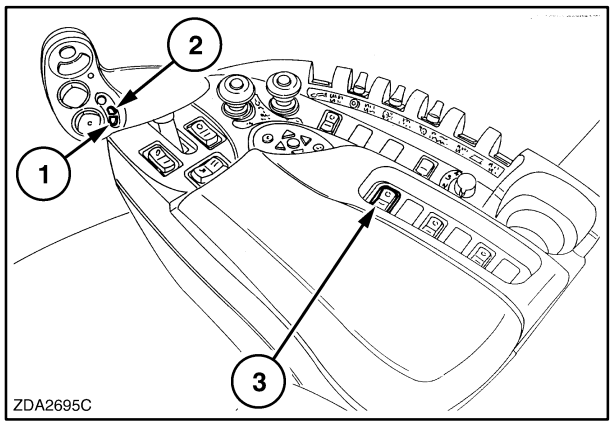
1. Set the reel speed synchronization engagement tumbler switch 3 in the ON position.

2. Operate the combine in a section of the field that best represents the overall crop with a minimum ground speed of 1 km/h (.6 mph).

3. Adjust the reel speed with the reel speed switches 1 and 2 to match with the combine ground speed.

If you now change the combine ground speed, the reel speed will change automatically according to the ground speed change.

NOTE: *On headlands or whenever, lifting the header out of the operational zone (disengaging of hectare/acre counter), the reel speed will be maintained until the header is lowered again.*



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SMARTSTEER® SYSTEM (IF INSTALLED)

The SmartSteer™ system guides the combine automatically along a crop edge, either left-hand or right-hand side.

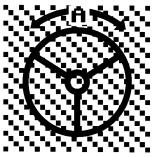
To perform the **calibrations** refer to *"SECTION 2 - CONTROLS, INSTRUMENTS AND OPERATION",* Paragraph: "CALIBRATIONS FOR SMARTSTEER™ SYSTEM".

Enabled mode:

- The SmartSteer™ system is switched on to its enabled (stand by) mode by turning slightly the steering wheel, so the sensor recognised and pressing the SmartSteer™, rocker switch (7) for at least two seconds.

NOTE: *The SmartSteer® system can only be switched on from its deactivated state to its enabled (stand by) mode as described above*.

A signal will sound and a greyed SmartSteer™ icon will show in the indicator bar (left upper corner) on the InfoView™ monitor.

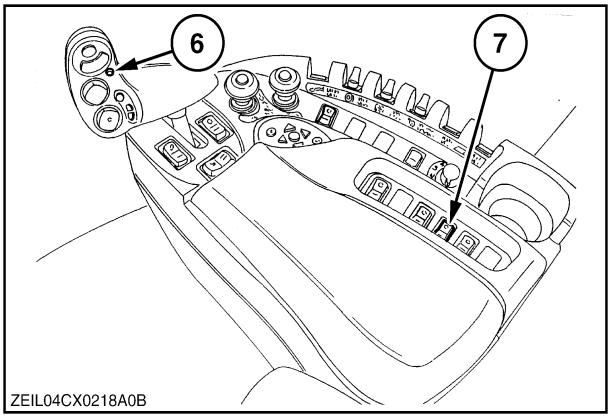


Activated (Operation) mode:

- The combine must move forward with a minimum speed of 0.5 km/h. (0.32 miles/h)

- The operator has not been turning the steering wheel for at least two seconds.

- Press automatic header height control button (6), the SmartSteer™ system goes into HHC mode and becomes active and will steer the combine along the selected edge of the crop.



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If the SmartSteer™ symbol in the indicator bar on the InfoView™ is appearing with a white background means that the SmartSteer™ system is activated (operational).

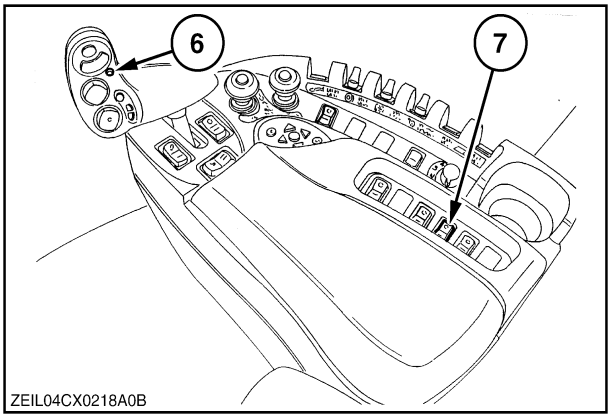


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The SmartSteer™ system is automatically switched off from its activated mode when:

- the automatic header height control button (6) is pressed two times.
- the ground speed is lower than 0.5 km/h (0.32 Miles/h) or the combine is reverse driving.
- the operator is turning the steering wheel.
- the signal quality from the HGS sensor is too low or no crop edge is detected or end of crop is detected.

NOTE: *In the enabled mode, the SmartSteer™ system is not controlling the steering wheels anymore so the combine will continue to drive in the last controlled driving direction as long as the driver does not turn the steering wheel in the cab.*



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The SmartSteer™ system is turned off completely when:

- switching off and on the ignition key.
- pushing on the emergency stop button.
- pushing the SmartSteer™ rocker switch (7) once when the SmartSteer™ system is in its activated or its enabled (stand by) mode.

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Switching edges:

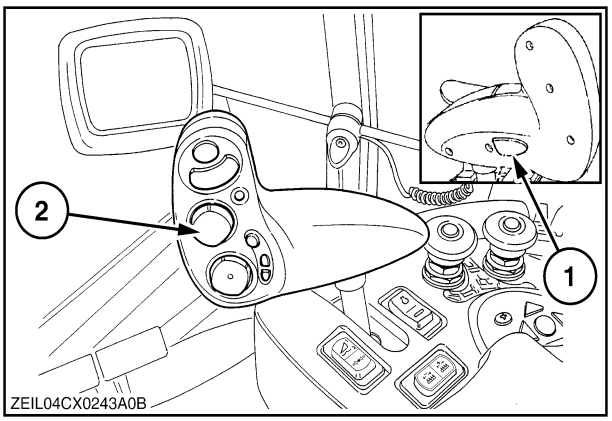
NOTE: *Except for crop edge calibration, the HGS will not automatically switch or detect a left or right crop edge.*

NOTE: *Switching of the crop edge can only be done manually and only when the SmartSteer™ system is in it's enabled position.*

1. To switch, press and hold the neutral unlock switch (1) and at the same time press and hold the header lateral float rocker switch (2) for minimum two seconds.
   Left for left-hand side crop edge and right for right-hand side crop edge.

2. A sound signal indicates that the switching has been done.

3. The HGS sensor turns now to the left-hand or the right-hand side to focus on the selected crop edge.



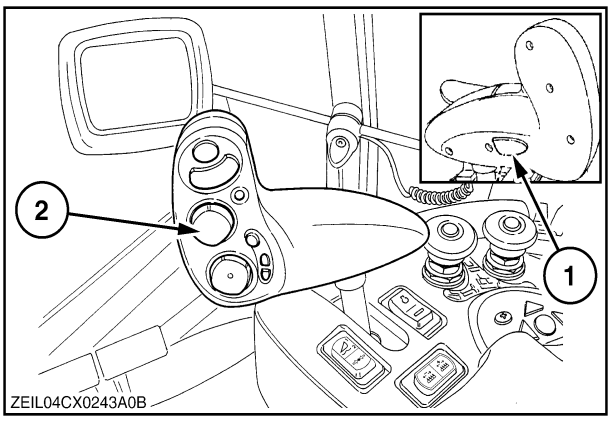
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Offset adjustment

It is also possible to fine-tune the distance between the crop edge and the header side. The adjustment can only be done when the SmartSteer™ system is in it's operating mode.

1. To switch, press and hold the neutral unlock switch (1) and at the same time press the header lateral flotation rocker switch (2) shortly.
   Left for left-hand side fine adjustment and right for right-hand side fine adjustment.

2. Each pulse will adjust the offset with 10 cm (4") to the left or to the right and the newly selected offset will be saved automatically.



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NOTE: *The offsets are reset automatically each time the crop edge calibration is done.*

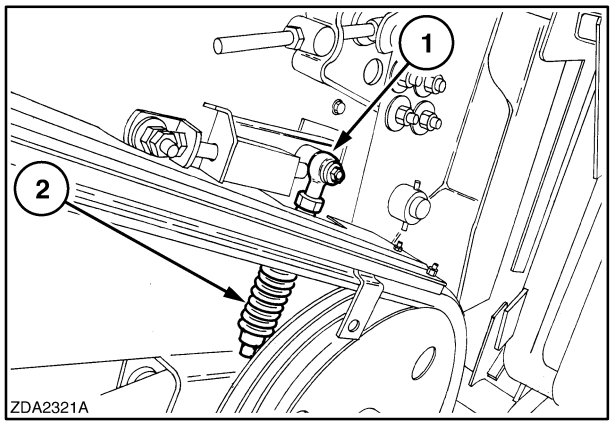
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FEEDING/STRAW ELEVATOR

Lower shaft adjustment

The straw elevator bottom shaft 1 is spring-tensioned so that it can float according to the amount of material being handled.

The spring tension 2 must be adjusted according to the crop being harvested.



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- Models with front face adjustment.

For all crops other than maize:

1. Adjust special nut 3 on both sides until distance “X” measures 90 – 93 mm (3 1/2” – 3 21/32”).

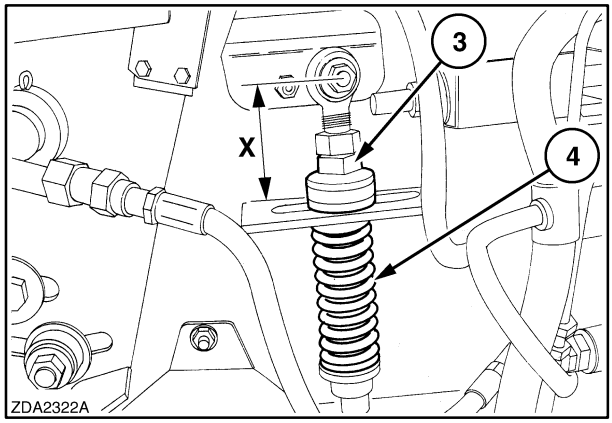
2. If necessary, adjust spring 4 to a length of 111 – 113 mm (4 3/8” – 4 1/2”).

For maize crops:

1. Adjust special nut 3 on both sides until distance “X” measures 112 – 114 mm (4 13/32” – 4 1/2”).

2. If necessary, adjust spring 4 to a length of 88 – 90 mm (3 15/32” – 3 1/2”).

NOTE: *For sunflowers with big heads is it recommended to adjust the lower shaft in maize position.*



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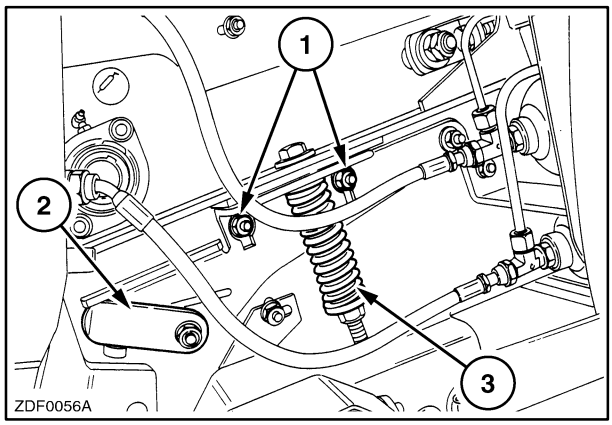
- Models without front face adjustment (with or without lateral flotation).

For all crops other than maize:

1. Loosen nuts 1 on both sides.
2. Adjust support 2 in the lower position as shown.
3. Tighten nuts 1 on both sides.
4. Adjust spring 3 to a length of 111 – 113 mm (4 3/8" – 4 1/2").

For maize crops:

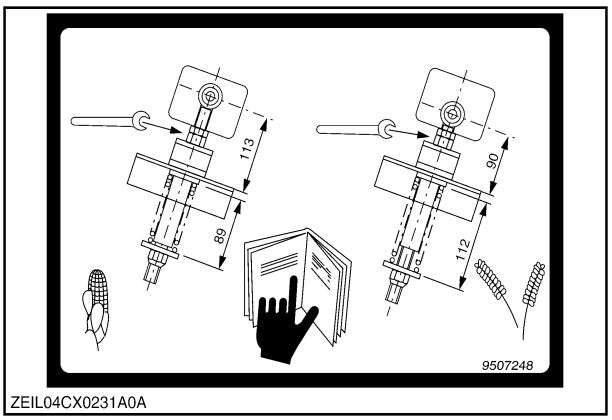
1. Loosen nuts 1 on both sides.
2. Adjust support 2 in the upper position.
3. Tighten nuts 1 on both sides.
4. Adjust spring 3 to a length of 88 – 90 mm (3 15/32" – 3 1/2").



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NOTE: *For sunflowers with big heads is it recommended to adjust the lower shaft in maize position.*

NOTE: *You can also find the lower shaft adjustments on a decal at the right-hand side of the straw elevator.*



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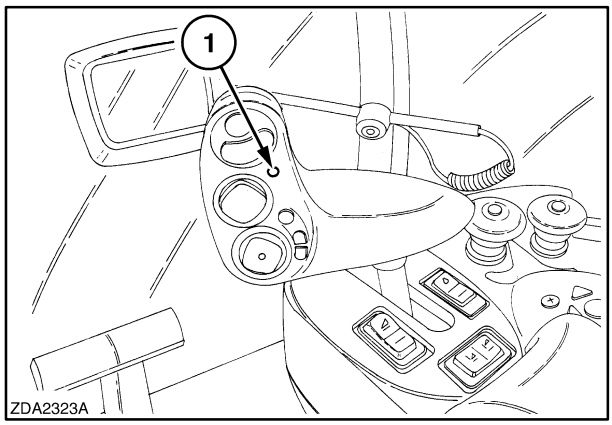
https://truckmanualshub.com/

Header and straw elevator reversing system

The combine is equipped with a system to reverse the header reel (or the gathering chains, in case of a maize header), the auger and the straw elevator should a blockage occur.

If, during operation, a feed auger and/or a straw elevator blockage occurs which makes the slip clutch(es) slip, proceed as follows:

1. Stop the forward travel of the combine immediately and disengage the header drive with quick stop button 1.



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2. Reverse the combine a few metres.

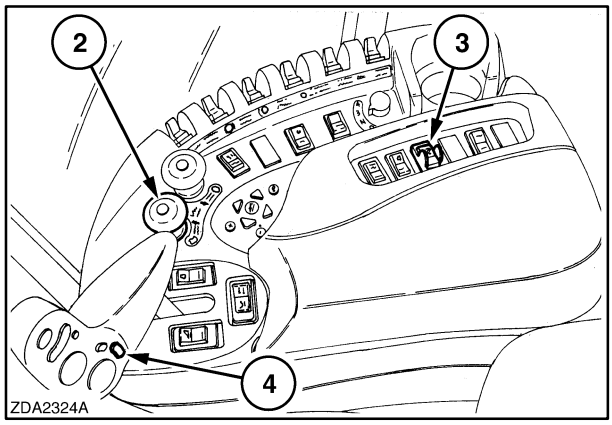
3. Let the engine run at maximum speed and switch OFF the header engagement switch 2.

4. Engage reverser switch 3. (if field mode is selected).

5. Press the reel speed decrease button 4 (lower part) to reverse the rotation of the header and straw elevator

NOTE: *Push the reel speed increase button to rotate the header and straw elevator forwards.*

6. When the blockage has been expelled, disengage reverser switch 3 and wait two seconds before engage the header engagement switch 2.



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IMPORTANT: It is not possible to remove all blockages using the reversing system. If necessary, remove the blockage manually. Refer to the next paragraph ”header and/or straw elevator blockage-manual clearing”.

NOTE: *If the blockage can not be removed by the reversing system, stop the engine before attempting to unplug manually.*

7. Continue operation.

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Intermediate plate

Depending the type of straw elevator the intermediate plate is equipped with evacution holes.

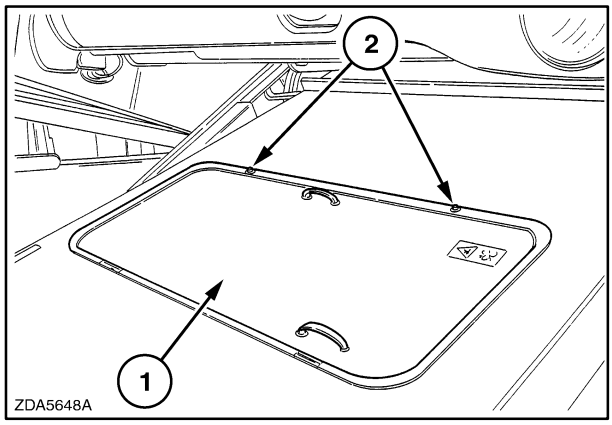
CX700 models: two evacuation holes.
CX800 models: three evacuation holes.

In some crops (maize), it will be necessary to remove the covers on the intermediate plate to allow reducing back feeding.

Proceed as follows:

1. Lower the straw elevator to the lowest position and stop the engine.

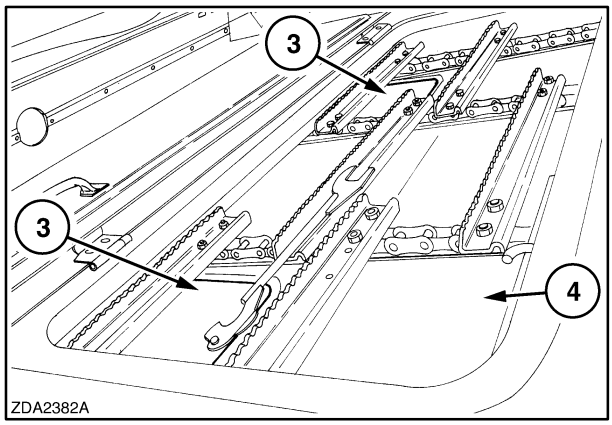
2. Open inspection cover 1 on the top of the straw elevator by removing two bolts 2.



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3. Remove covers 3 on the bottom of intermediate plate 4, using the special wrench.

4. Close the inspection cover and tighten the bolts.



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Straw elevator bottom plate (if installed)

The bottom plate middle section can be replaced by a perforated access door (accessory) which is recommended when threshing beans, peas or maize in order to obtain a cleaner grain sample.

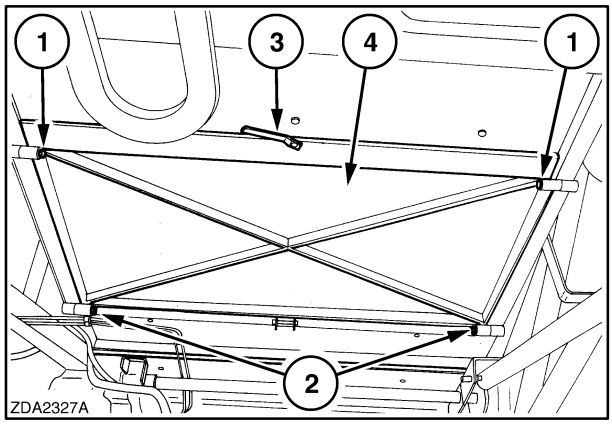
When the perforated access door is installed, it is possible to operate with or without the smooth bottom plate.

⚠ CAUTION ⚠

Engage the header lifter safety latch before working underneath the header.

To install or remove this smooth plate, proceed as follows.

1. Remove bolts 1.
2. Loosen bolts 2.
3. Unscrew lever 3 and open the access door 4.
4. Install or remove the smooth bottom plate on top of the perforated access door 4.



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Limitation of the lateral float system

To prevent damage of the drive system, be sure that the movement of the lateral float system is limited in case of a six straw walker combine in combination with a 6-row flip-up maize header (MF670N or MF675N).

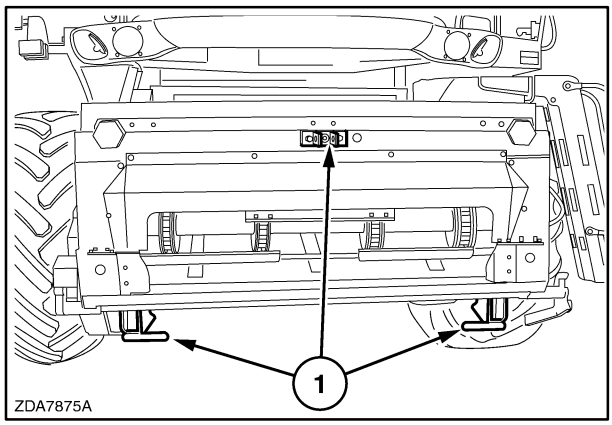
https://truckmanualshub.com/

Straw elevator – Removal and Installation

NOTE: *Be careful when doing this job: The straw elevator weight is about 1210 kg (2668 lbs).*

The tractor must have a lift capacity of minimum 2500 kg (5511 lbs) at approximately 1 m (3,3 ft) behind the linkages.

The straw elevator is fitted with three attaching points 1 which facilitate removal of the straw elevator by means of a tractor (minimum +/– 74 kW).

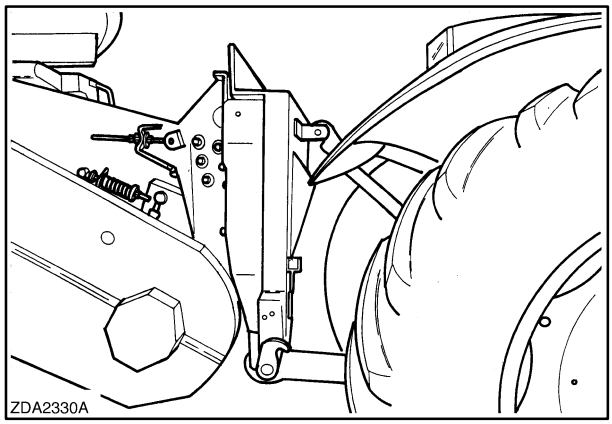


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Removal

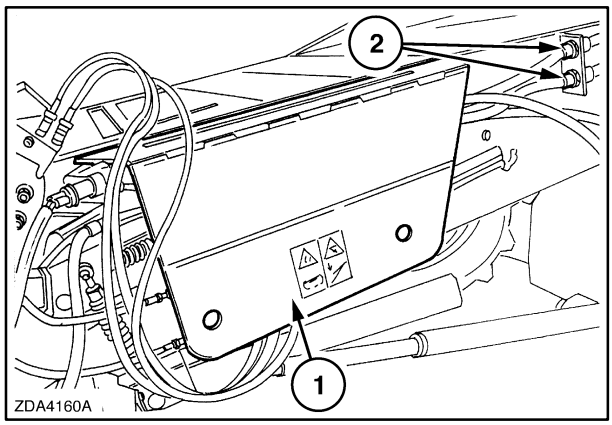
Proceed as follows:

1. Attach the straw elevator to the tractor with the three attaching points 1 (fig. 37) and secure the pins with the lynch pins.



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2. Disconnect the electric cables 2 on the left-hand side.
3. Open shielding 1.



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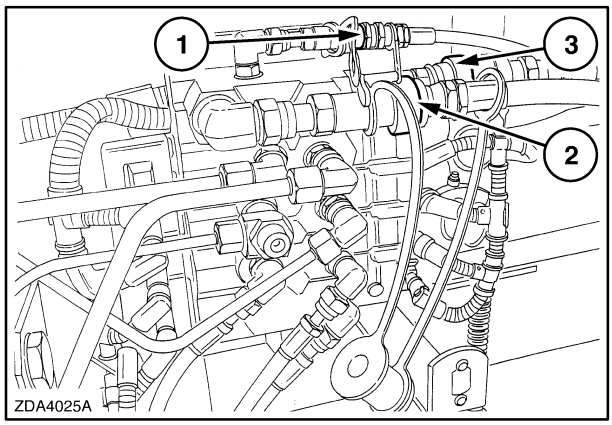
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4. To disconnect the hydraulic quick-couplers, proceed as follows:

   - Disconnect first hydraulic quick-couplers 1 and 2.

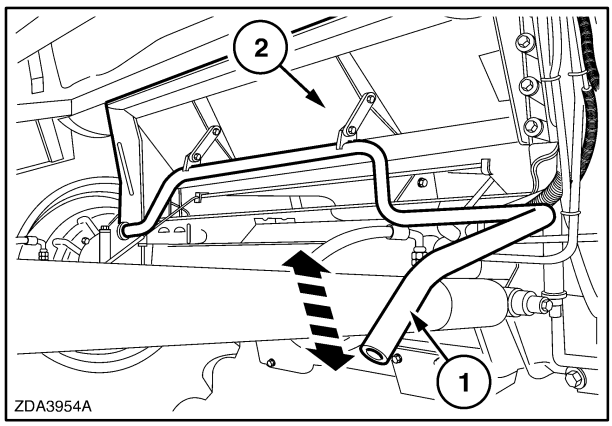
   - Disconnect final quick-coupler 3.

IMPORTANT: *Avoid possible oil contamination by properly fitting the blanking plugs into the hydraulic quick-couplers.*



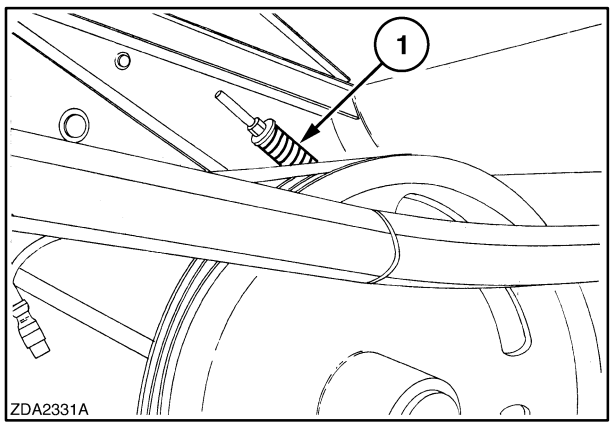
40

5. Swing lever 1 upwards to open stone trap 2.



41

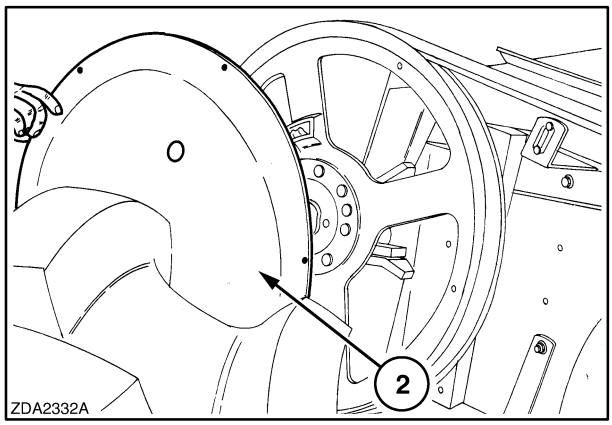
6. Remove the shielding on the right-hand side of the straw elevator.
7. Loosen idler 1 to remove the straw elevator drive belt.



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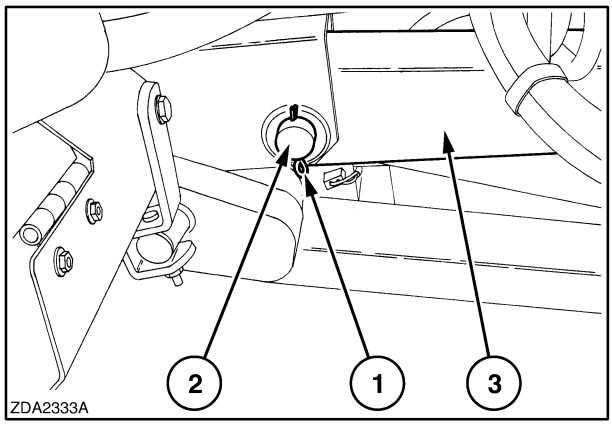
8. Remove shielding 2 of the pulley.



43

9. Remove the cotter pins 1 and pins 2, the safety latch 3 and washers from both cylinders.

NOTE: *Be careful, the cylinders are heavy.*

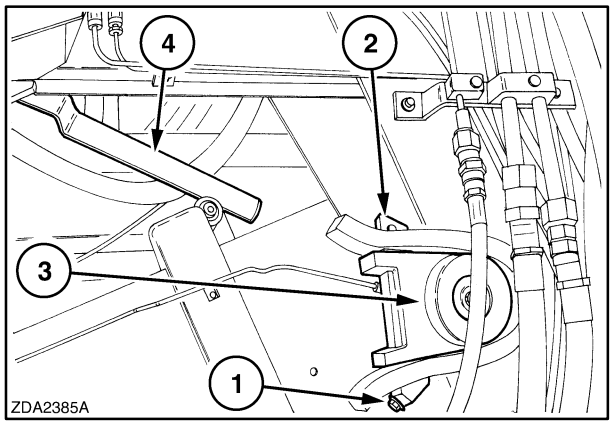


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10. Unscrew bolt 1 and remove keys 2 and bracket halves 3 on both sides.

11. Move the tractor slowly forward while slightly lowering the straw elevator.

NOTE: *Be careful with header height sensor lever 4 while driving forward.*



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Installation

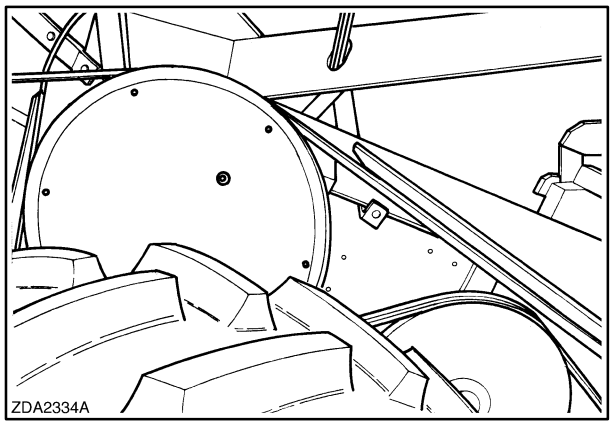
1. Move the tractor slowly backwards, to attach the straw elevator onto the combine.

NOTE: *Mind the header height sensor lever while attaching the straw elevator.*

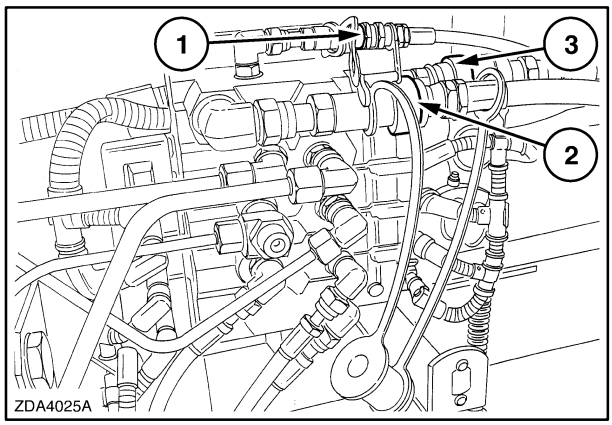
2. Install bracket halves, keys and install the bolts (Metric 6) on both sides.

3. Install the hydraulic cylinders with the safety latch(es), washers, pins and cotter pins.
4. Install the shielding of the pulley and the drive belt on the right-hand side.
5. Connect first hydraulic quick-coupler 3 and final quick-coupler 2 and 1.

6. Close the shielding.



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7. Connect the electrical cables.
8. Close the stone trap.

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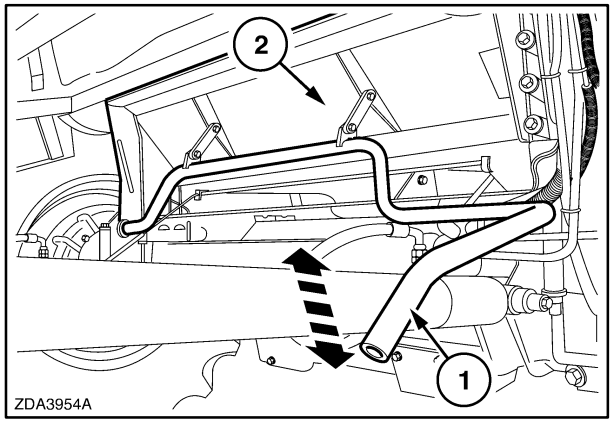
STONE TRAP

The stone trap must be cleaned out at least once a day, and more often in damp crop or stony conditions.

CAUTION

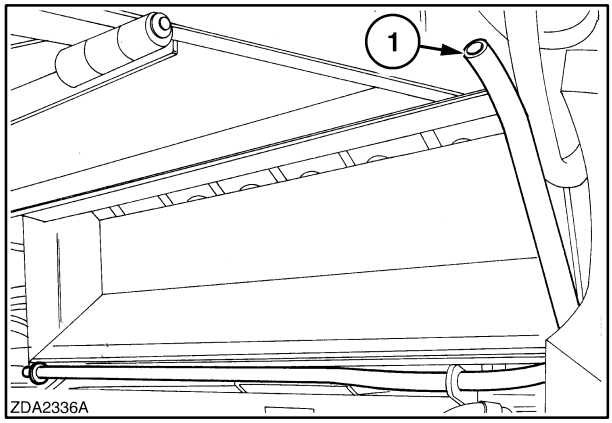
Disengage the threshing mechanism, lift the header to its maximum height, place the header safety latch over the cylinder rod and stop the engine.

To clean out the stone trap, swing lever 1 upwards as shown. This will open stone trap front cover 2.



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When the stone trap is completely clean, close it by moving lever 1 completely downwards.



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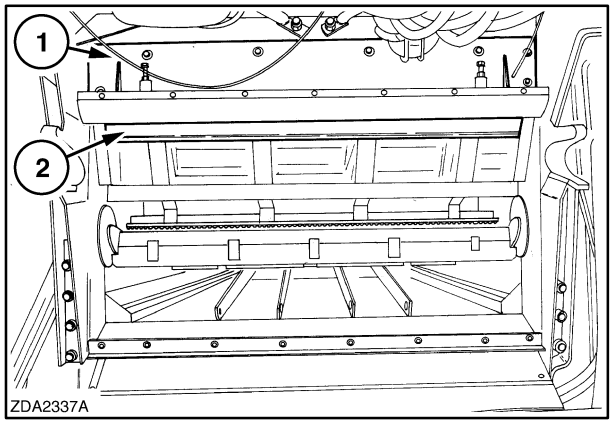
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THRESHING

Anti-dust plate

An anti-dust plate is fixed to cover 1 in front of the drum. The lower part of the plate is adjustable. Refer to *"SECTION 4 - LUBRICATION AND MAINTENANCE"* ; paragraph: "Threshing" ; headed: "Anti-dust plate".

Remove anti-dust plate 2 and the anti-wrap shields on both sides of the drum in maize/ sunflowers.



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Drum and concave

PARAMETERS

Parameters for selecting the drum speed and concave clearance are:

- Type of crop
- Crop maturity and variety
- Moisture content
- Volume of straw and grain
- Weed contamination

FUNDAMENTALS OF ADJUSTMENTS

Maximum drum speed and minimum concave clearance give maximum threshing effect.

If grain is damaged or straw is chopped excessively, reduce the drum speed and/or increase the concave clearance.

If grain is not fully separated from the ears, increase the drum speed and/or decrease the concave clearance.

If plugging or wrapping occurs, increase the drum speed.

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DRUM SPEED

The drum speed is adjustable electro-hydraulically from the operator's platform and can be read from the InfoView™ monitor.

NOTE: *It's only possible to change the drum speed with the threshing mechanism engaged.*

IMPORTANT: *To protect the drum variator belt:*

- *Never work with a minimum drum speed.*
- *Immediately disengage the threshing mechanism when a drum blockage occurs.*

DRUM BLOCKAGE

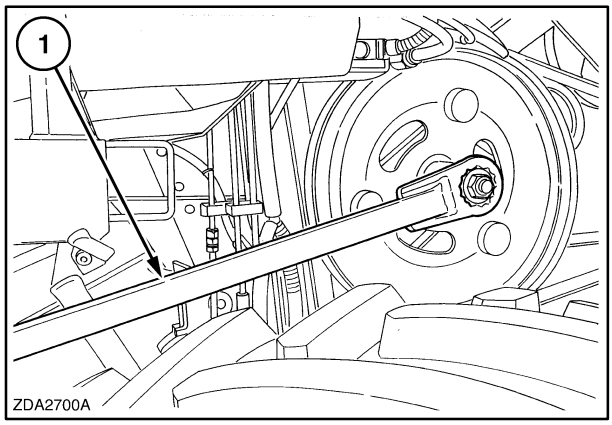
Should the drum become blocked, proceed as follows:

1. Clean the header and the straw elevator by using the reverser. Refer to paragraph "Header and straw elevator reversing system" of this Section.
2. Lower the drum, beater and rotary separator concave to its lowest position and try to unblock by engaging the threshing mechanism.

NOTE: *When engaging the threshing mechanism, the engine speed start automatically at 1500 rpm.*

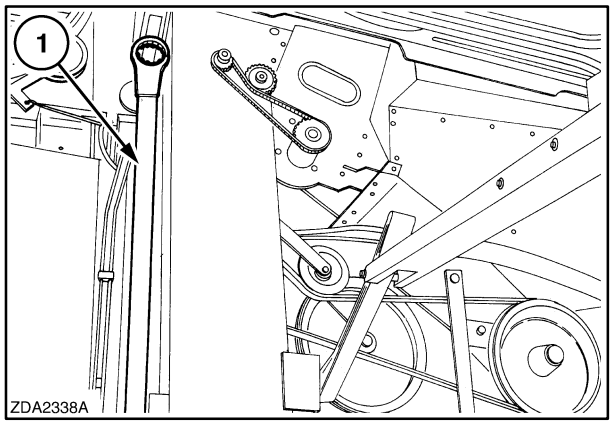
3. If this is ineffective, remove part of the slug and try to unblock the drum by using the drum socket wrench 1. (only when the standard drum variator is fitted).

NOTE: *To engage the threshing mechanism at high engine rpm, hold the engine throttle rocker switch in the increase position while the thresher is engaged.*



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The drum socket wrench 1 is located at the back of the grain elevator.



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CONCAVE CLEARANCE

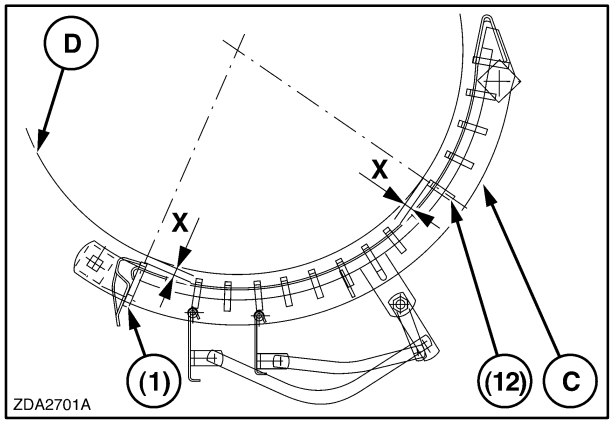
The concave clearance is adjustable electrically from the operator's platform if the field mode is selected (road / field mode tumbler switch) and can be read from the InfoView™ monitor.

IMPORTANT: *To ensure that the concave clearance that is displayed on the InfoView™ monitor is correct, always adjust the concave clearance from the maximum clearance to the desired clearance. Adjustment is achieved with the drum concave clearance control rocker switch.*

Basic settings:

- **Small grain concave**

When the combine is shipped from the factory, with the small grain concave installed (for wheat), concave C is set parallel to drum D (front and rear) calibrated with a clearance X of 10 mm (3/8") at the first (1) bar and 10 mm (3/8") at the twelfth (12) bar.

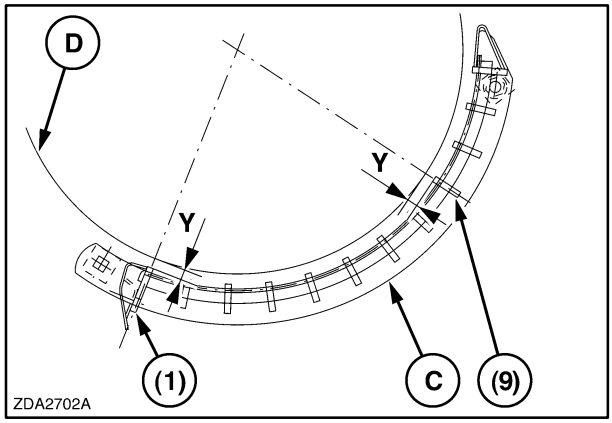


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- **Maize concave**

When the combine is shipped from the factory, with the maize concave installed (for maize), concave C is set parallel to drum D (front and rear) calibrated with a clearance Y of 25 mm (126/128") at the first (1) concave bar and 25 mm (126/128") at the ninth (9) concave bar.

If excessive grain damage is experienced when harvesting maize, increase the concave clearance Y.

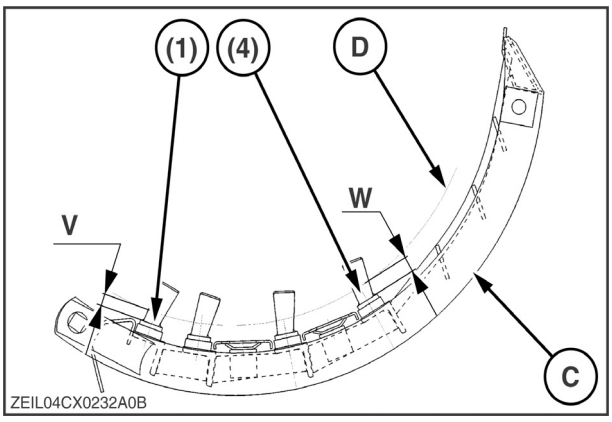


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- **Rice concave**

If a rice concave is installed, concave C is set to drum D (front and rear) calibrated with a clearance V of 17 mm (2/3") at the first (1) concave bar and with a clearance of 22 mm (7/8") at the fourth (4) concave bar.

NOTE: *If excessive grain damage is experienced, increase the concave clearance.*



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Drum and concave type of use

When harvesting cereals, it is advisable to use a standard or universal drum and a cereals concave.

When harvesting maize, a standard or universal drum and a maize concave should be installed.

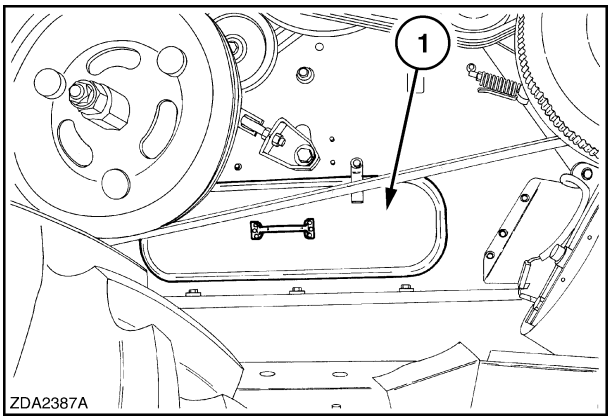
When harvesting rice, a universal drum with peg tooth bars and a rice concave should be installed.

If needed, the concave and / or universal drum can be converted for harvesting other crops (e.g. when switching from cereals to maize).

Replacement of the drum concave

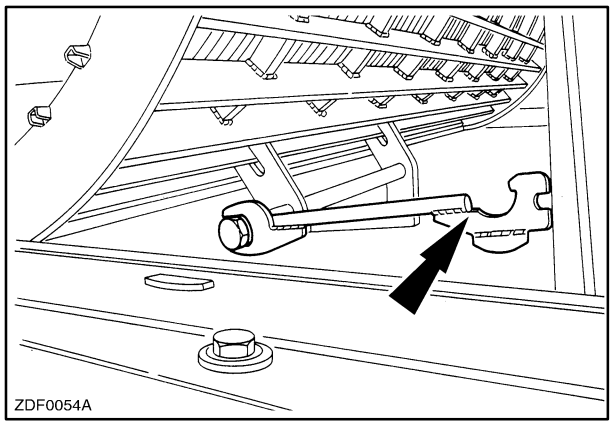
To remove the drum concave, proceed as follows:

1. Park the combine on a level surface and check if the cleaning shoe is level (if self levelling cleaning shoe).
2. Close the concave completely with the drum concave clearance rocker switch in the cab.
3. Detach the straw elevator. Refer to “Straw elevator - Removal and Installation” of this Section.
4. Open the stone trap and the pivot plate.
5. Remove grain pan access covers 1 left and right.



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6. In case a small grain concave is installed, close the de-awning plates by using the special tool located at the left-hand side of the straw elevator.

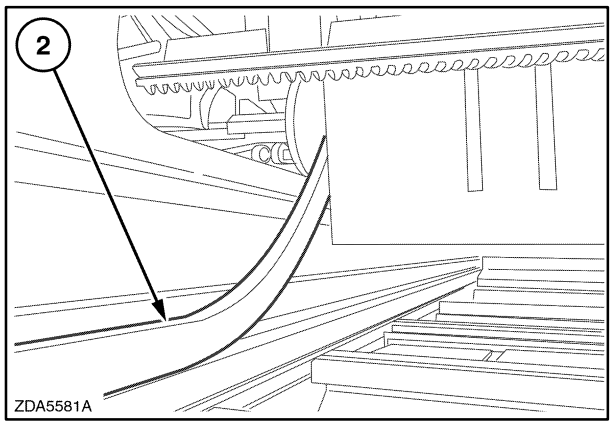


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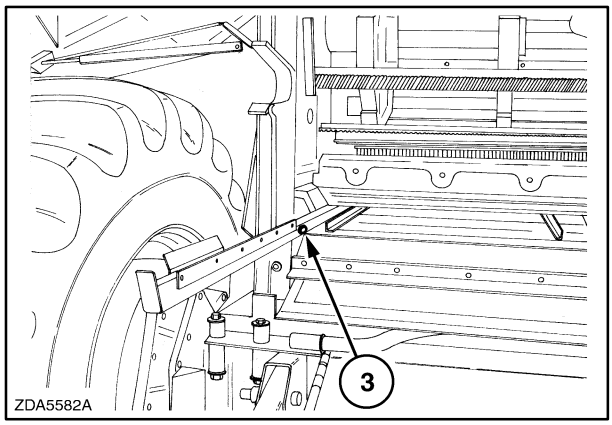
7. To install the special tool, proceed as follows on both sides.

- Bring support 2 with eccentric disc to the inside of the threshing frame. Insert the eccentric disc through the grain pan access hole and turn the eccentric disc so it fits into the grain pan access hole.



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- Install bolt 3 to attach the special tool supports on both sides of the frame.

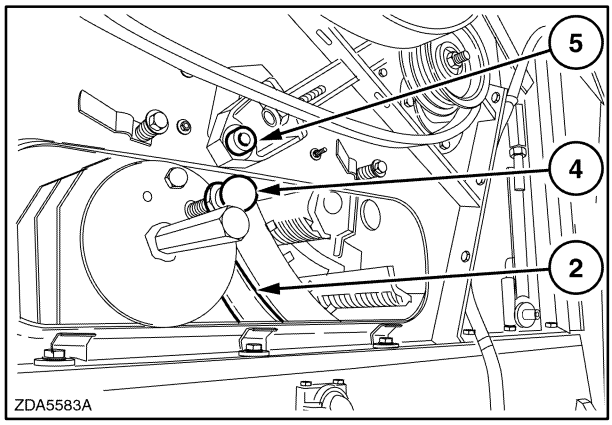


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8. Pull out pin 4 and turn the eccentric disc so that support 2 is installed in the upper position at the back and secure with pin 4.

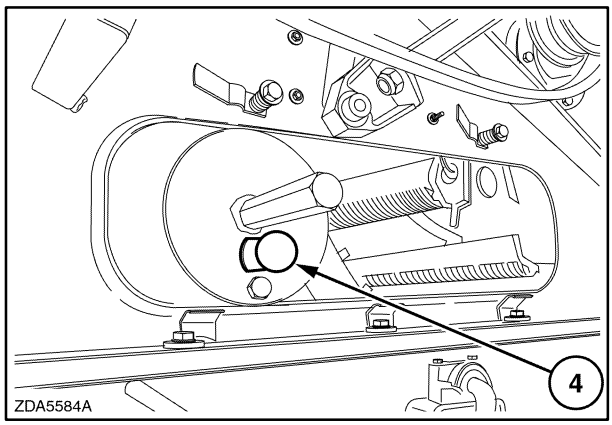
9. Lower the concave with the drum concave clearance rocker switch in the cab until the concave touches the special tool.

10. Remove bolt 5 at the rear of the concave on both sides.



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11. Pull out pin 4 and turn the eccentric disc 180 degrees (from the front hole to the rear hole) to lower the support and the concave. Secure with pin 4 when the special tool is in it's lowest position.

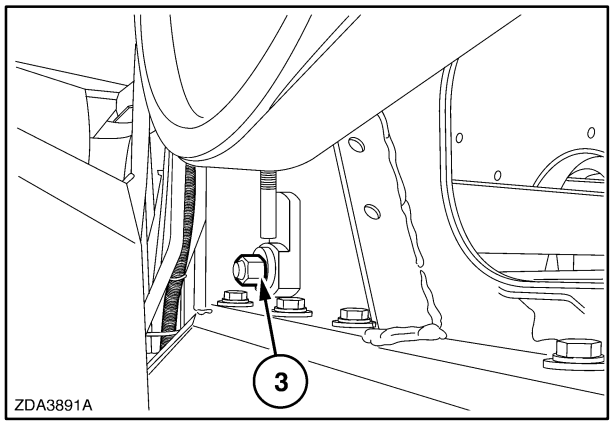


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12. Loosen nut 3 to remove the bolt at the front of the concave on both sides.

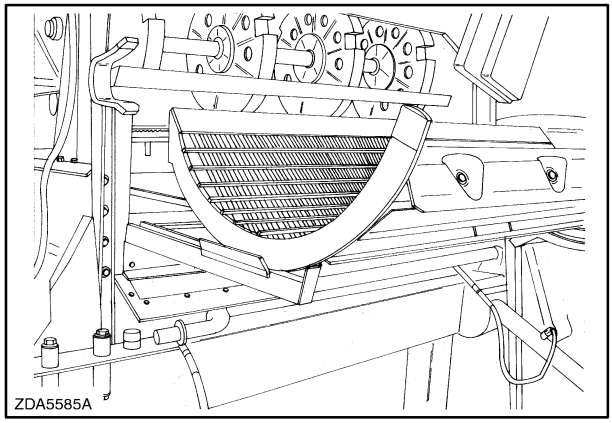
NOTE: *Lift the concave at the front to allow the rear of the concave to pass underneath the drum.*



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13. Pull out the concave.

14. Now is it possible to remove the concave with an adequate lifting device.

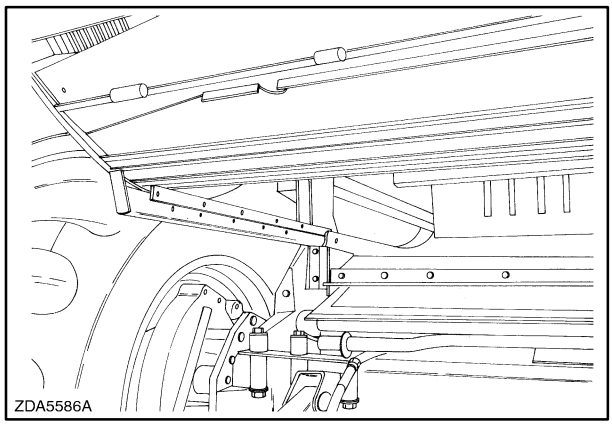


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To install the drum concave, proceed as follows:

1. Bring the concave into the special tool supports, using an adequate lifting device.

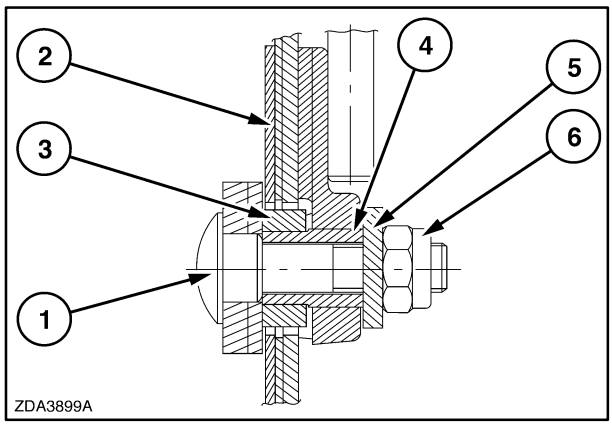
2. Lift up the front of the concave and push it parallel in to his position (end of the special tool supports)



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3. At the front, install spacer 2 between the concave and the frame, bushings 3 and 4 on both sides.

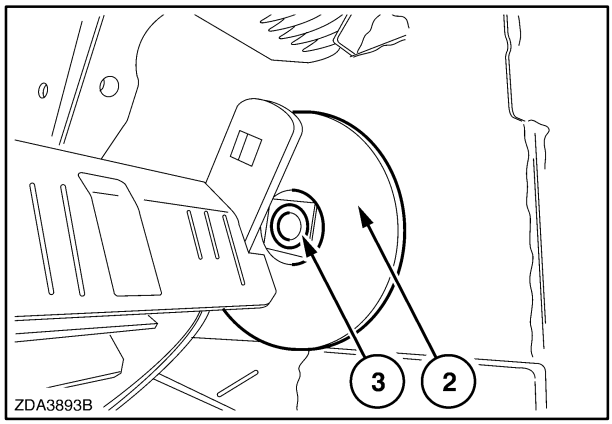
4. Install bolt 1, washer 5 and tighten locknut 6 to a minimum torque of 375 Nm. (277 ft.lbs)



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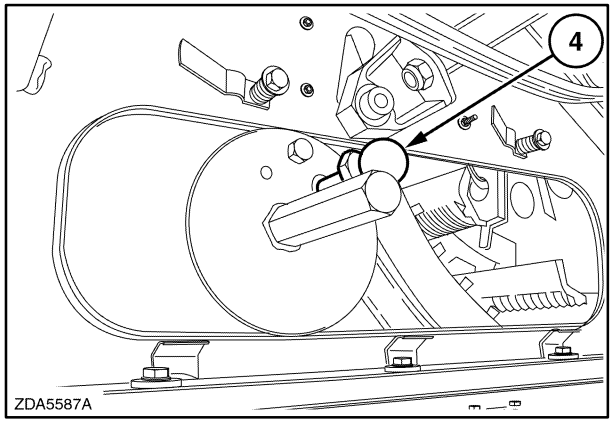
IMPORTANT: *Be sure that bushing 3 is centred in spacer 2.*



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5. Pull out pin 4 and turn the eccentric 180 degrees back until the upper position.
   Secure with pin 4.

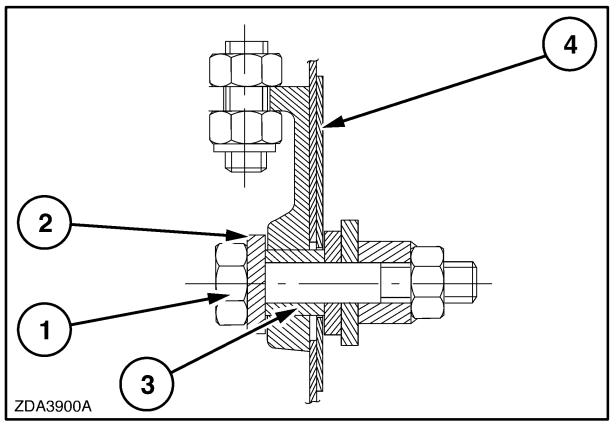
NOTE: *It is not necessary to do this handling on both sides at the same time.*



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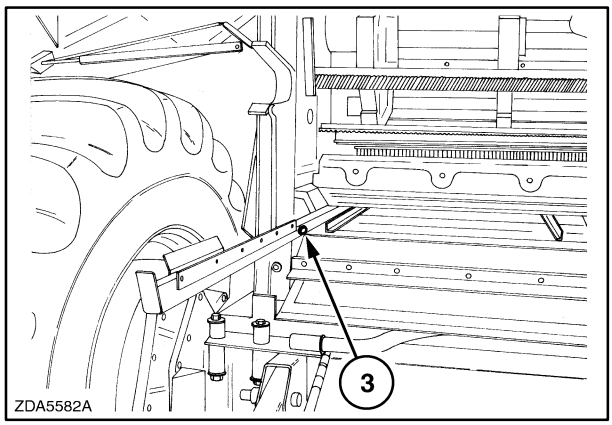
6. Install bolt 1, washer 2, bushing 3 and spacer 4 at the rear (left and right).
7. Tighten bolt 1 to a minimum torque of 375 Nm. (277 ft.lbs)

IMPORTANT: *Be sure that bushing 3 is centred in spacer 4.*



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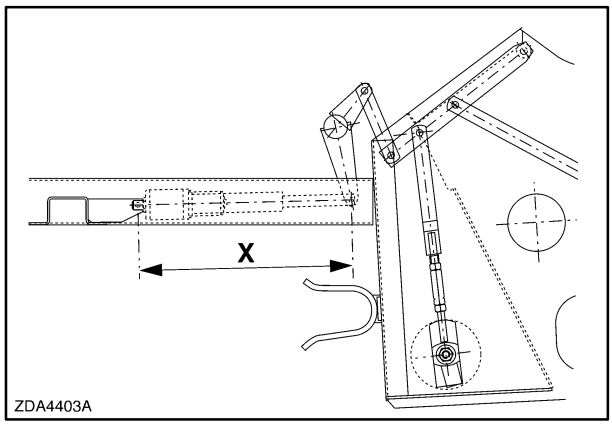
8. Loosen bolt 3 on both sides and remove the special tool supports completely.



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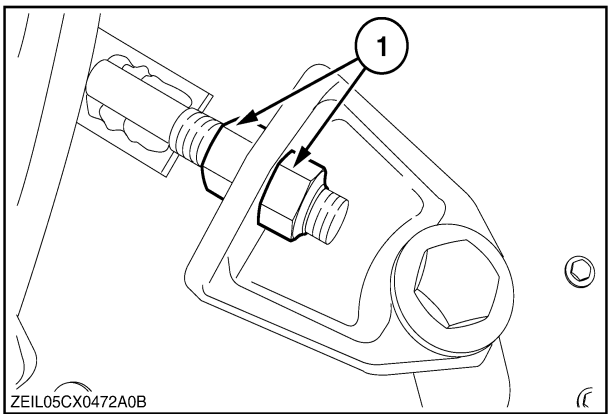
9. Adjust dimension “X” (”X” = distance from centre to centre of the actuator)
   “X” = 539 - 541 mm (21-1/4” – 21-19/64”) for a small grain or a heavy duty moderate/universal concave with InfoView™ monitor read out at 10.
   “X” = 504 - 506 mm (19 - 27/32” – 19 - 59/64”) for a maize concave with InfoView™ monitor read out at 25.
   “X” = 516 - 518 mm (20 - 5/16” – 20 - 3/8”) for a rice or grass seed concave with InfoView™ monitor read out at 17.



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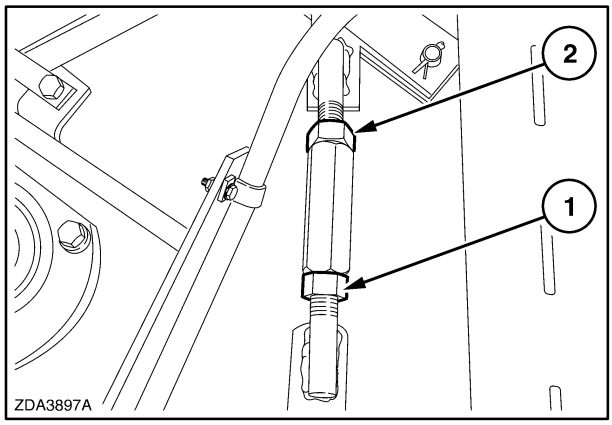
10. The settings can be obtained by adjusting the nuts (1) and (2) (fig. 71 and 72) on both sides of the concave. (front and the back even)
    After adjusting tighten nuts (1) and (2) to a torque of 170 - 190 Nm. (125 - 140 ft.lbs)

IMPORTANT: *After installing a small grain concave push the actuator completely out (= minimum clearance concave to the drum)*
Check if the minimum distance of the concave to the drum with regard to the rasp bar on the largest radius is between 1–3 mm (5/128” – 1/8”) to the 7 nd bar of the concave to avoid interference.



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IMPORTANT: *Nut 2 is foreseen with left-hand thread.*



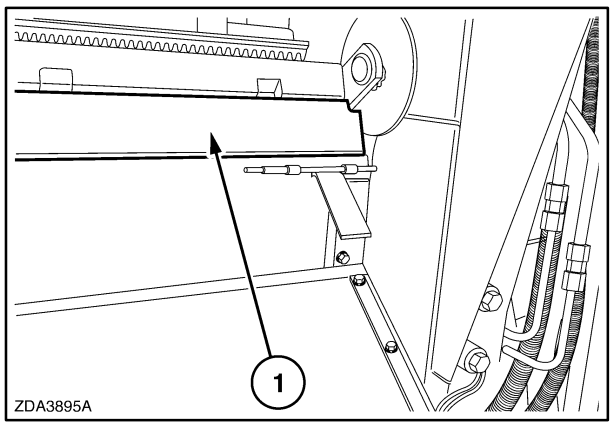
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11. Open the concave completely with the drum concave clearance rocker switch in the cab.
12. Close the concave until the recommended distance between the rasp bar on the largest radius and the concave.
    For the correct distance refer to table below: ”Setting of different types of concaves”: ”Real concave clearance”.

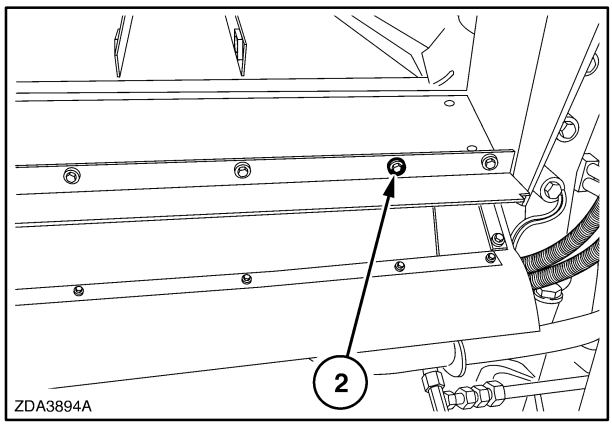
NOTE: *After carrying out adjustments to the concave, ensure that the concave rub bars are set parallel to the drum rasp bars.*

13. Go to InfoView™ monitor, select in the calibration sub-menu ”Concave position” and do the calibrations. Refer to Section 2 - ”Controls, Instruments and Operation”, paragraph: “Calibration of the concave position”.
14. After installation of the concave, it is necessary to adjust plate 1 of the pivot plate.



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15. Adjust the plate by loosening bolts 2.

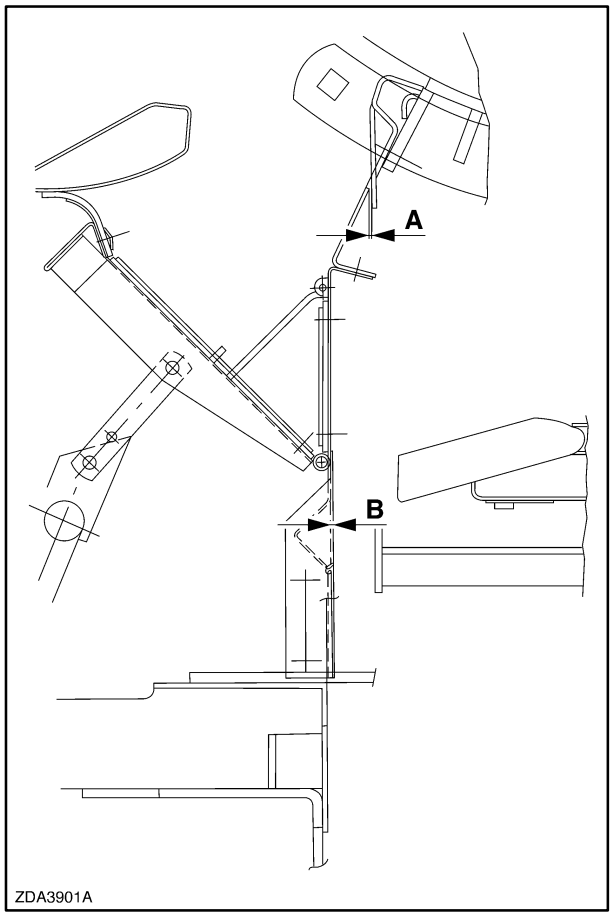


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16. The distance A = 2 mm (5/64”) for a small grain and rice concave.
    A = 4 mm (5/32”) for a maize concave.

IMPORTANT: *This dimension A is to be measured with prescribed standard threshing drum concave settings and with the pivot plate in locked position.*



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17. Attach the straw elevator. Refer to ”Straw elevator - Removal and Installation” of this section.
18. Close the stone trap.
19. Install the grain pan access covers on both sides.

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SETTING OF DIFFERENT TYPES OF CONCAVES

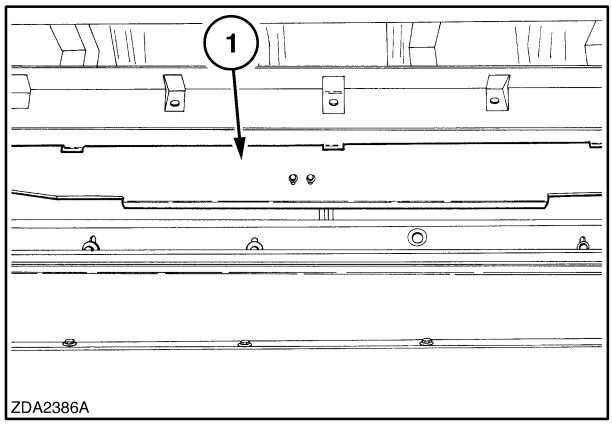
Concave type	**Use**	**Concave clearance read out**	**Real concave clearance** (Adjust with nuts 1 and 2, fig. 71 and 72)
Small grain concave	Cereals	10 mm (3/8”)	10 mm (3/8”) to 1 st bar 10 mm (3/8”) to 12 nd bar
Heavy Duty moderate concave	Cereals	10 mm (3/8”)	10 mm (3/8”) to 1 rd bar 10 mm (3/8”) to 12 nd bar
Maize concave	Maize	25 mm (1”)	25 mm (1”) to 1 rd bar 25 mm (1”) to 9 nd bar
Heavy Duty universal concave	Cereals Maize	10 mm (3/8”)	10 mm (3/8”) to 1 rd bar 10 mm (3/8”) to 12 nd bar
Rice concave	Rice	17 mm (2/3”)	17 mm (2/3”) to the first bar 22 mm (7/8”) to the last bar
Grass seed concave	Grass seed	17 mm (2/3”)	17 mm (2/3”) to the first bar 22 mm (7/8”) to the last bar

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De-awning plates

De-awning plates increase the rubbing action of the drum and concave when threshing winter barley or difficult to thresh crops.

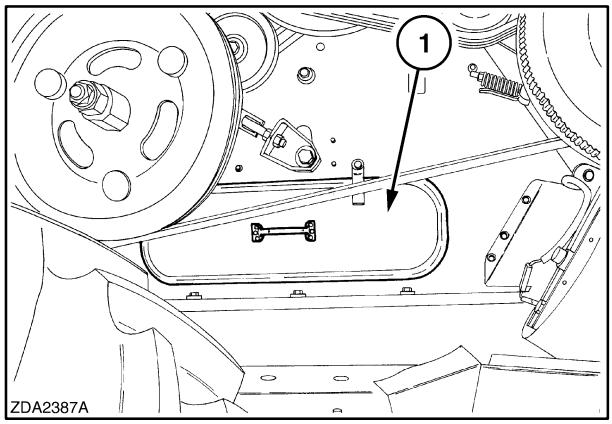
Two de-awning plates 1 are attached to the concave with hinges and can be locked in position with a wrench.



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Proceed as follows:

1. Remove grain pan access cover 1 at the left-hand side.

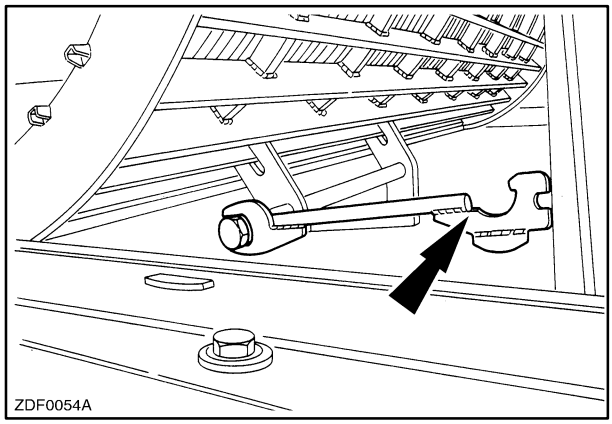


77

2. Close the de-awning plates, using the special tool that is located at the left-hand side of the straw elevator or a spanner of 30 mm. (1 - 3/16”)

The outside nut operates the front de-awning plate and the inside nut operates the rear de-awning plate.

Only close the rear de-awning plate if really necessary, as partially closing of the concave inevitably means loss of separation capacity.



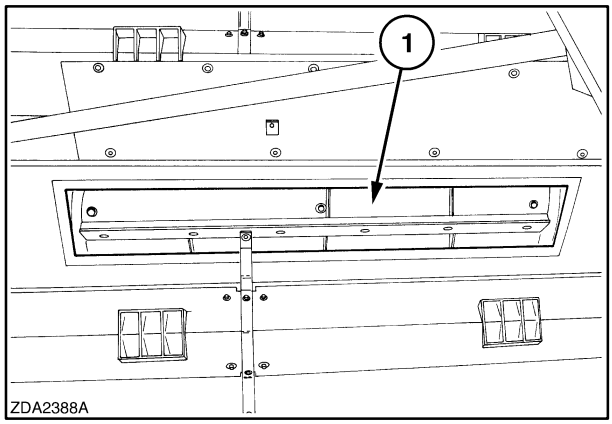
78

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SEPARATION

Beater

The beater, which runs at the same speed of the drum, is accessible through inspection opening 1 in the grain tank.

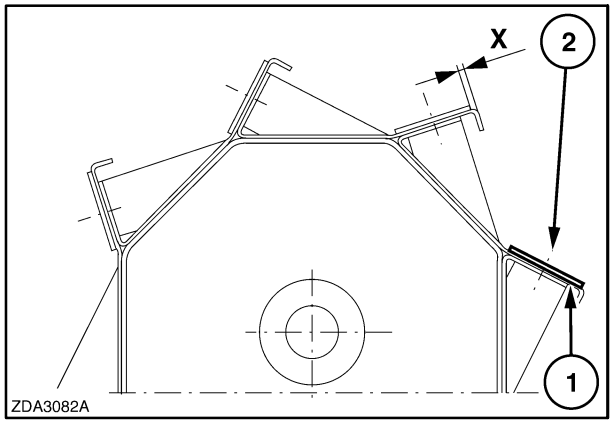


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- **Beater blades**

If wear plates 1 installed on the beater, adjust this to a distance “X” = 5 – 6 mm (3/16” – 1/4“) with the bolts 2.

For easy adjustment, remove the beater drive belt.

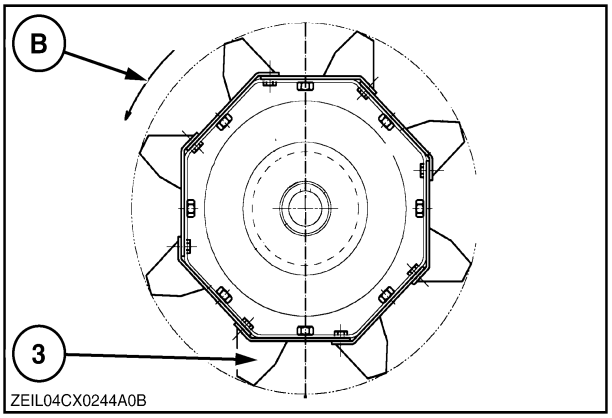


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- **Beater pins**

If toothed bars 3 installed on the beater, check that these are installed alternately.

NOTE: *Arrow “B” = rotation direction*



81

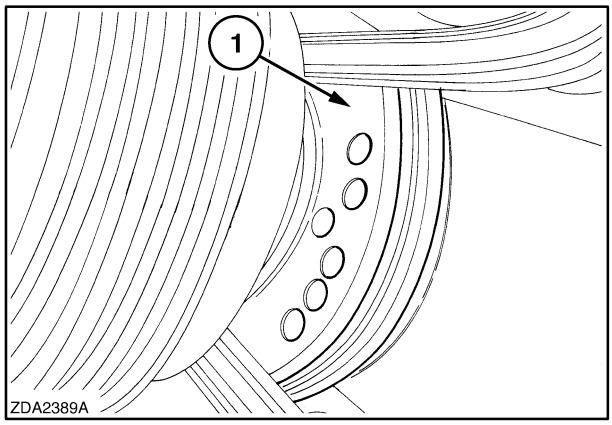
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Rotary separator

The rotary separator is driven by pulley 1 which has a double groove for an alternative speed:

– High speed is for harvesting most of crops such as barley, oats, rye, wheat, rice, grass seed, etc.

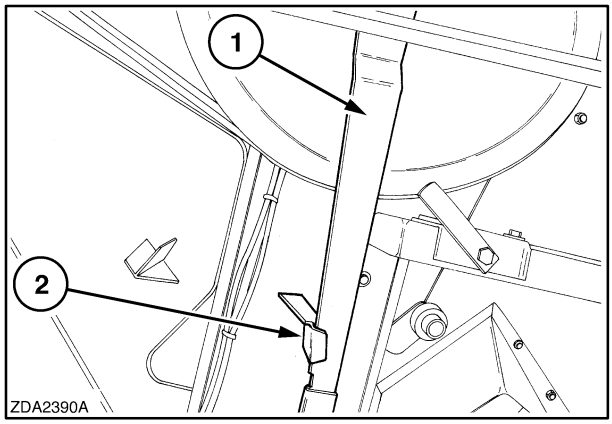
– Low speed is for harvesting maize, beans, peas, soya, sunflower, oil seed rape, etc.



82

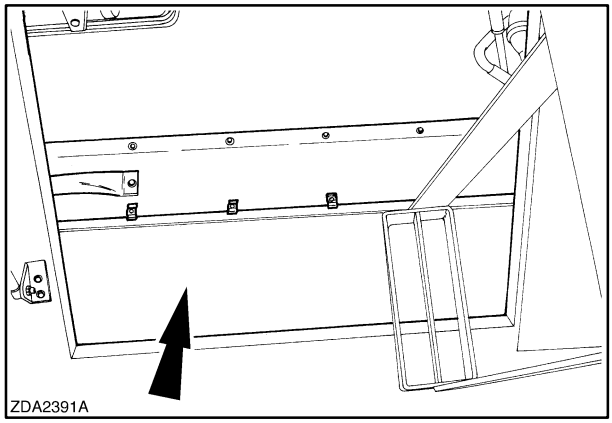
To change the speed, proceed as follows:

1. Move lever 1 out of hook 2 and upwards. This will move the idler and loosen the belt tension.
2. Install the belt in the other grooves of both pulleys.
3. Move lever 1 downwards and secure the lever in hook 2 as shown.
4. Check the belt tension and adjust, if necessary Refer to “Section 4 – LUBRICATION AND MAINTENANCE”, paragraph headed: ”Belts and Chains”.



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The rotary separator is accessible through the cover, which is situated underneath the grain tank.



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Multi-thresh system

With the multi-thresh system the beater and rotary separator concaves can be set in two positions.

Closed position (1): Lever 3 forwards.

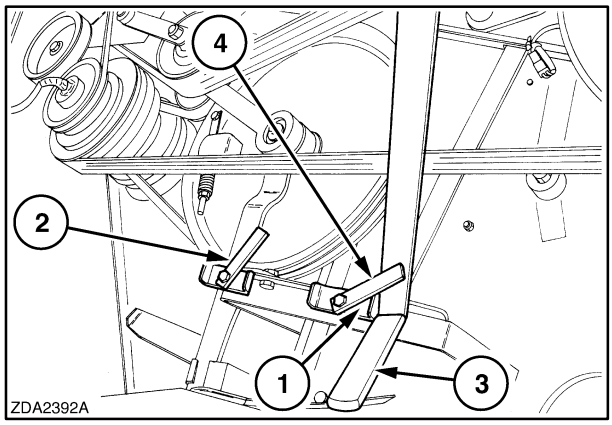
This position is recommended for all crops, as the separation effect is high.

Open position (2): Lever 3 rearwards.

In this position the rubbing is less aggressive which is recommended in brittle straw and oil rape seed.

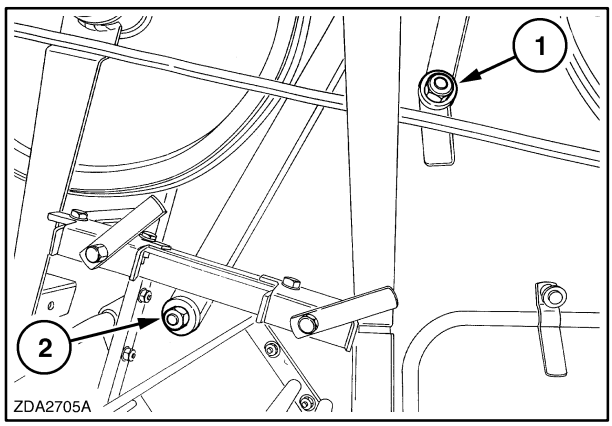
If necessary, reduce the combining speed to avoid grain losses.

Secure lever 3 with latch 4.



85

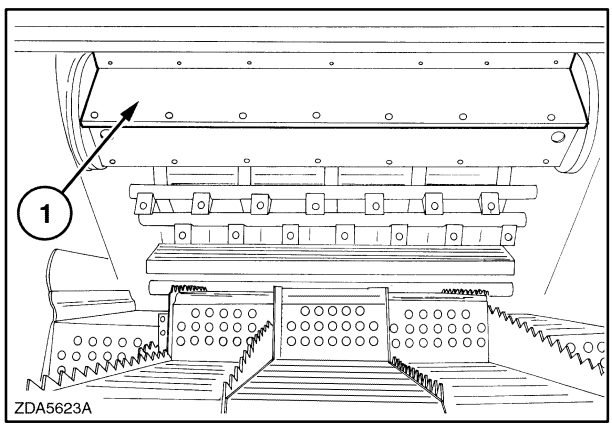
There is a possibility to block the concaves (e.g. maize) with nuts 1 and 2 on both sides.



86

Straw flow beater

The function of straw flow beater 1 is to improve the combine throughput capacity in heavy straw conditions.

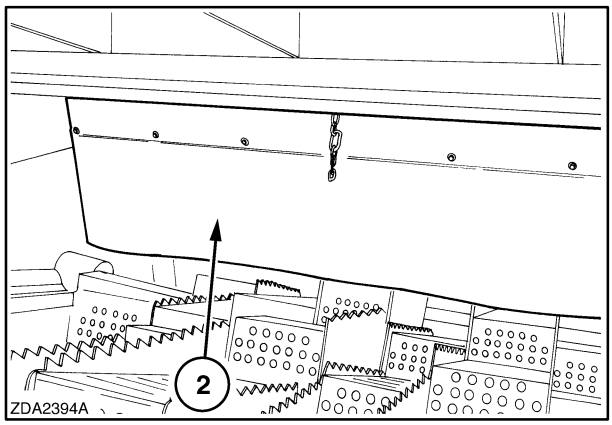


87

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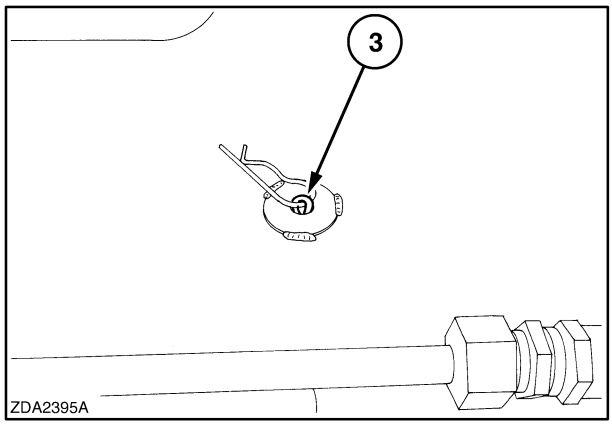
Straw retarding curtain

A straw retarding curtain 2 is positioned at the rear of the straw flow beater and above the straw walkers to prevent the grain from being thrown out of the combine by the rotary separator.



88

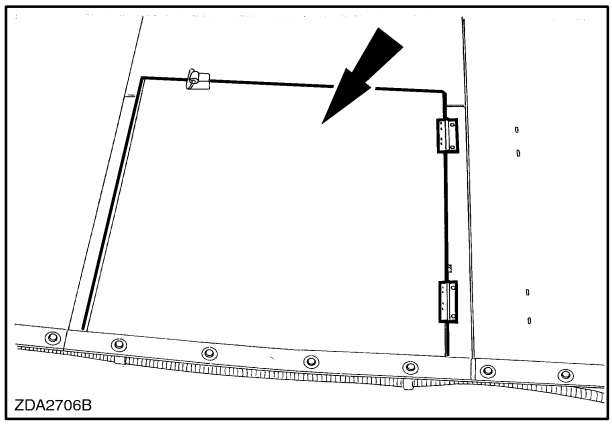
Curtain 2 (fig. 88) can be raised with chain 3 to improve the material flow in heavy crop conditions.



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Straw walkers

Open the cover to gain access to the straw walkers.



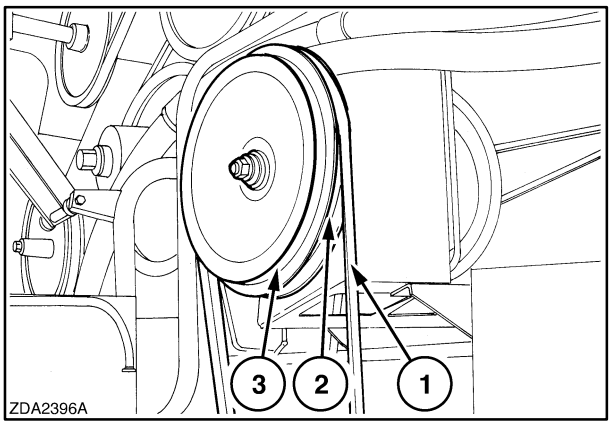
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CLEANING SYSTEM

Cleaning shoe

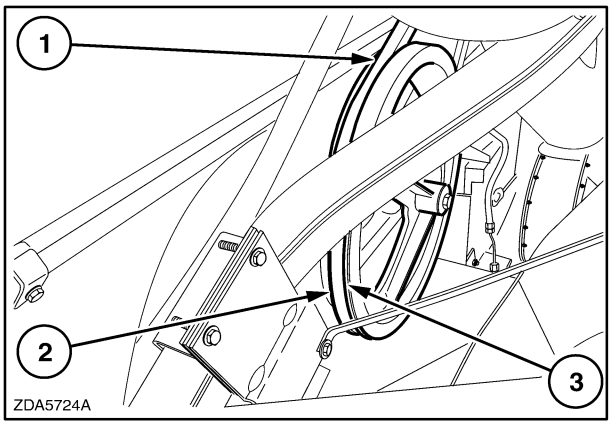
The drive pulley has a double groove for an alternative speed of the cleaning shoe drive:



91

- Low speed (groove 3) is for harvesting brittle crops and all kinds of small seeds (rape seed, grass seed, sunflower, etc.)
- High speed (groove 2) is the factory-set speed, which is suitable for most crops.

Fig. 91: Self-levelling cleaning shoe



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Fig. 92: Fixed cleaning shoe

Removable grain pan (if installed)

It's possible to remove the grain pan in wet threshing conditions in order to clean it.

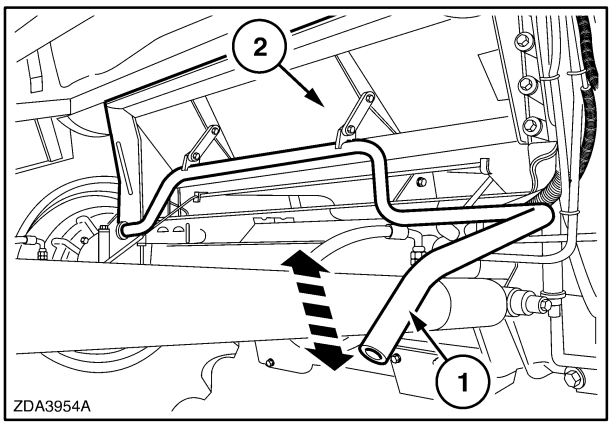
GRAIN PAN REMOVAL

1. Raise straw elevator completely.

DANGER

Install the header safety latch on the header lift cylinder before working underneath the straw elevator.

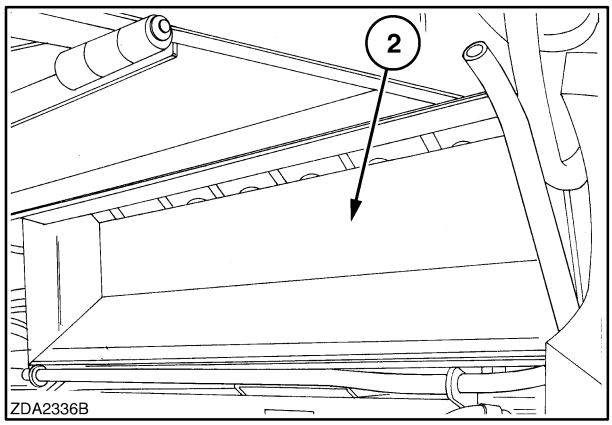
2. Swing lever 1 upwards as shown. This will open stone trap front cover 2.



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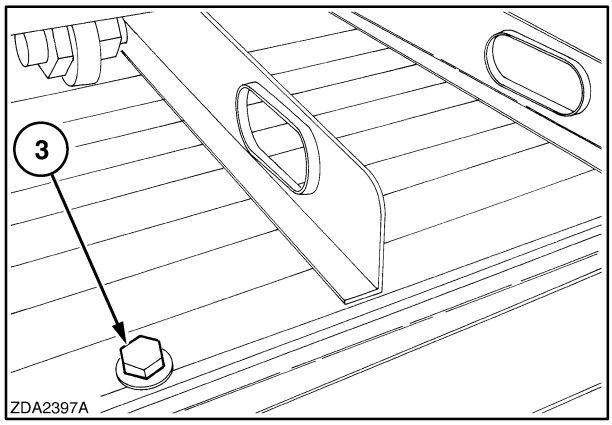
3. Open pivot plate 2 (slide the left and right lever towards the centre of the stone trap).



94

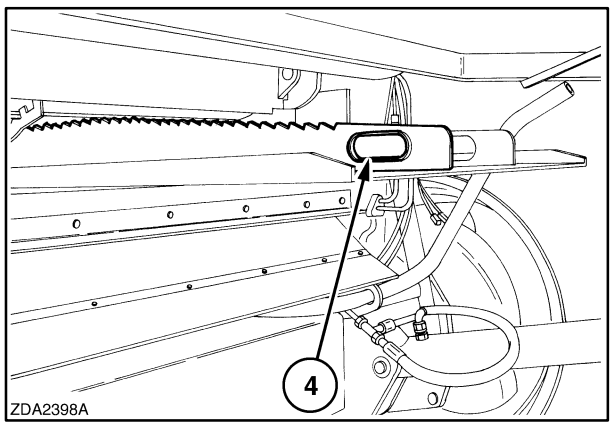
4. Loosen two bolts 3 at the front of each grain pan section.

NOTE: *The grain pan consists of two sections.*



95

5. Take one grain pan section at grip 4, lift it up and pull it towards the front to remove it. Proceed the same for the second grain pan section.

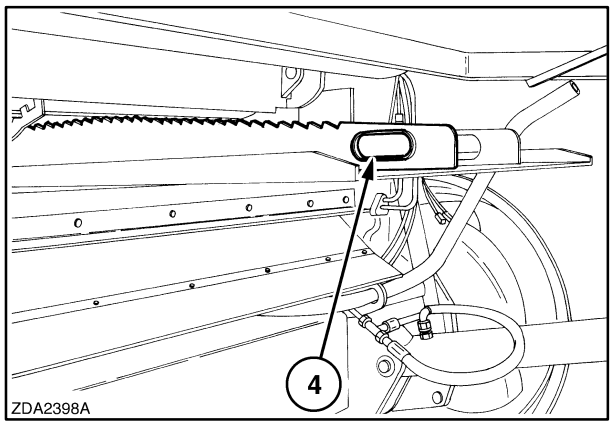


96

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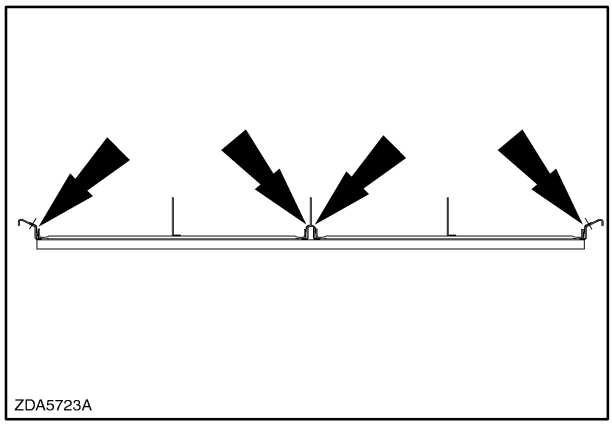
GRAIN PAN INSTALLATION

1. Slide both grain pan sections into the cleaning shoe by using hand grip 4.



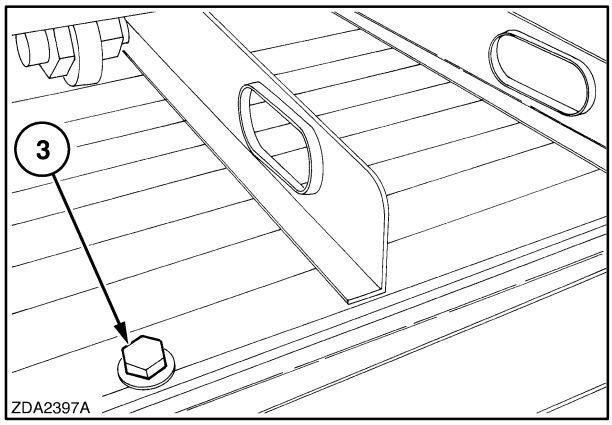
97

IMPORTANT: *Check if the sealing on both sides of the grain pan are installed at the right direction as shown.*



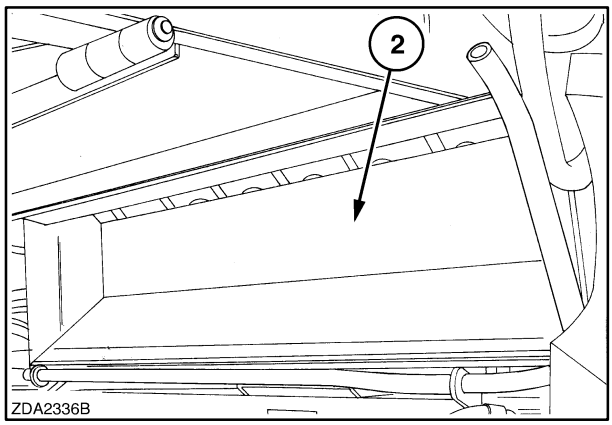
98

2. Tighten bolts 3.



99

3. Close pivot plate 2 and the stone trap.



100

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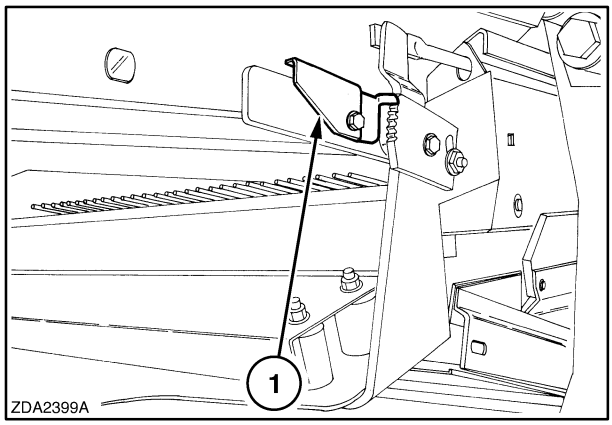
Sieves

SIEVE OPENINGS

IMPORTANT: *To adjust the sieves to the desired clearance, move always the lever(s) (or if electrical by using the switch from the cab) from the closed position to the desired opening.*

- **Presieve**

Adjust the opening of the presieve, according to the grain size, with the lever 1 on the right-hand side at the back of the shaker shoe.



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A 6 mm (1/4”) opening is the recommended position for most cereal crops and sunflower
(New Holland 1-1/8”).

When operating in damp conditions, a larger opening can be recommended to avoid plugging of the presieve.
For small seeds, a 3 mm (1/8”) opening can be chosen.

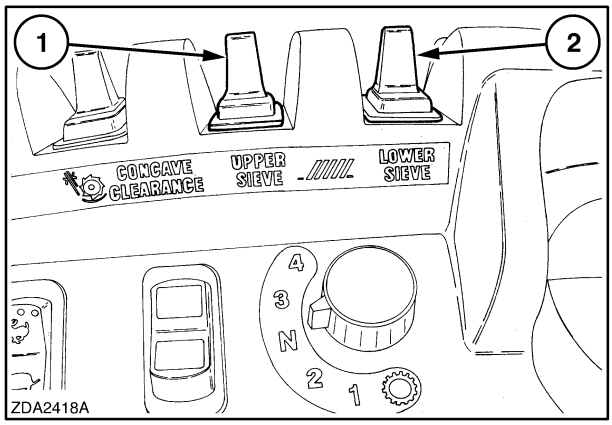
When harvesting maize a presieve HC 1-5/8”, can be used.
NOTE: *Adjusting the presieve is always manually.*

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- **Upper and Lower sieve**

Adjust the openings of the upper and lower sieve, according to the grain size, with the levers at the rear of the sieves or electrical (if installed) with switches 1 or 2 from the operator's platform.
A "pop-up" screen appears on the InfoView™ monitor when changing the sieve settings.

NOTE: *To prevent damage on the sieves when closing the sieves, they open first 5 mm, afterwards they close to the selected value.*

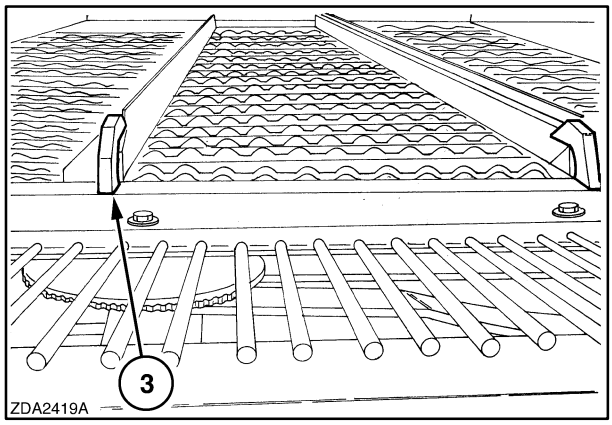


102

The upper and lower sieve(s) are equipped with a sieve opening indicator 3.

The rear part (extension) of the upper sieve (HC 1-1/8") can be adjusted separately. It may be necessary for the rear part to be opened a few millimetres more than the sieve opening to prevent loss of the returns, particularly when harvesting wheat.

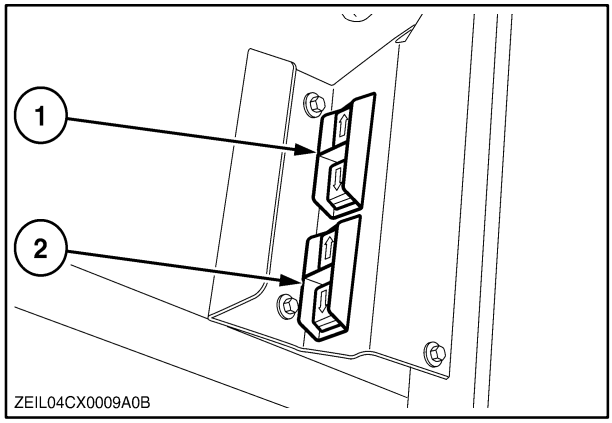
When harvesting maize, keep the upper sieve (HC 1-5/8") closed as much as possible to sieve all the grain and to prevent the maize cobs from passing through the sieve and entering the grain tank.



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IMPORTANT: *On the CX800 models the upper and lower sieve consists of two sieve halves. It is important that the both sieves (left and right) has the same opening. To adjust the left and right-hand sieve halves (upper and lower sieve) and to obtain the same opening, refer to SECTION 4 - "LUBRICATION AND MAINTENANCE", paragraph: "Cleaning".*

NOTE: *It is also possible to adjust the sieves at the rear. Two rocker switches are located at the inside of the straw hood (left-hand side) to adjust the lower sieve (switch 2) and upper sieve (switch 1).*



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SIEVE POSITION

Only the upper sieve can be installed at the rear in two positions, the upper position and the lower position.

The upper sieve (HC 1-1/8”) is normally fitted in the lower position.

The upper position is recommended when harvesting maize. Working with the upper sieve (HC 1-5/8”) in the upper position requires a canvas that is fitted at the back on the sieve.

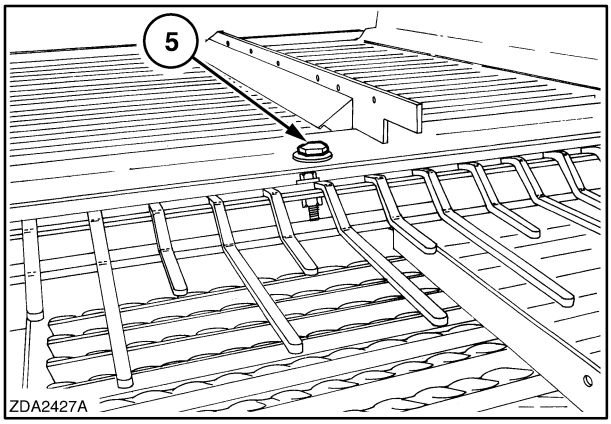
For wheat and maize (if necessary) the same lower sieve (New Holland 1-1/8”) can be used.

SIEVE REMOVAL

Proceed as follows:

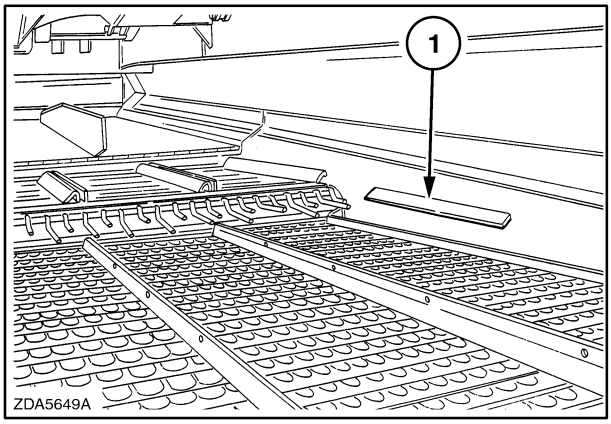
- **Presieve**

1. Remove two bolts 5.



105

2. Pull out of the presieve, using supports 1.

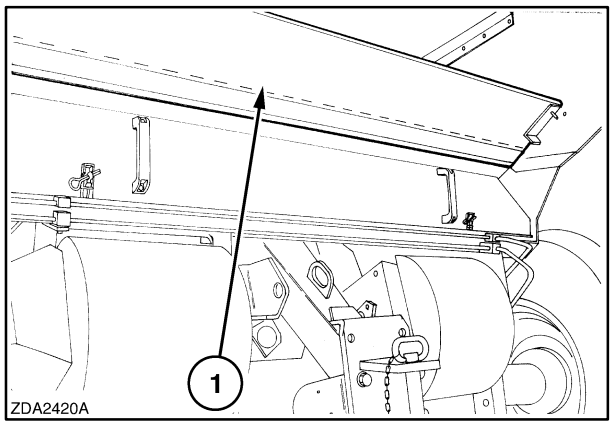


106

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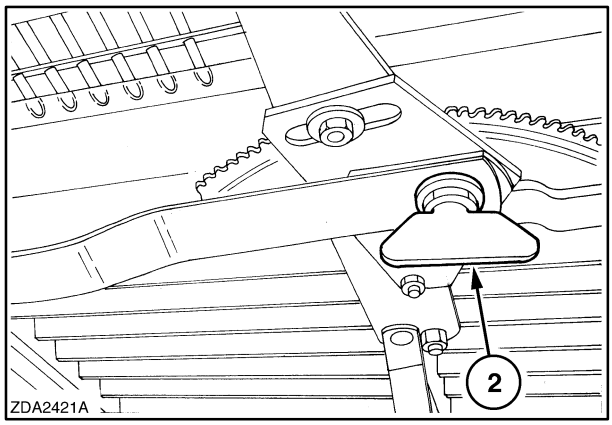
- **Upper sieve**

1. Lower deflector plate 1 of the chaff-blower.



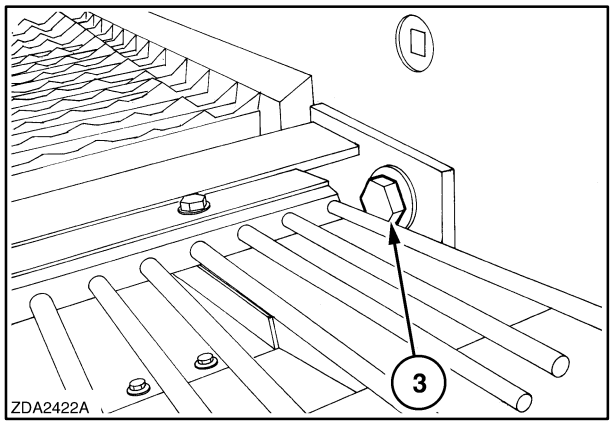
107

2. Disconnect bracket(s) 2 in case remote sieve control is installed.



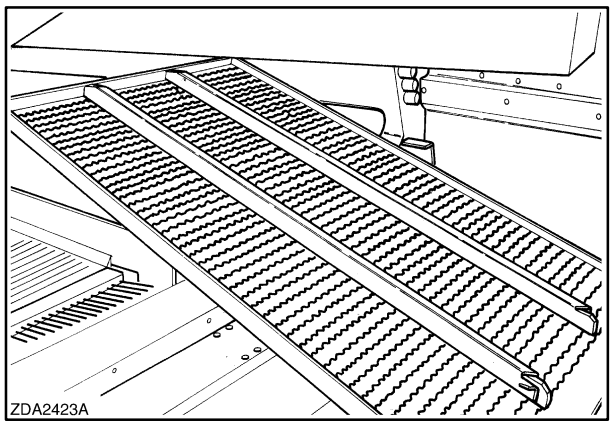
108

3. Remove bolts 3 on both sides.
   In case of two sieve halves (CX800 models), remove also the central bolt.



109

4. Remove the upper sieve(s).



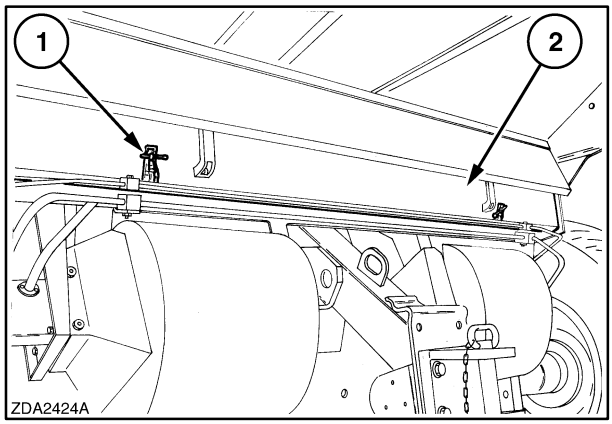
110

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- **Lower sieve**

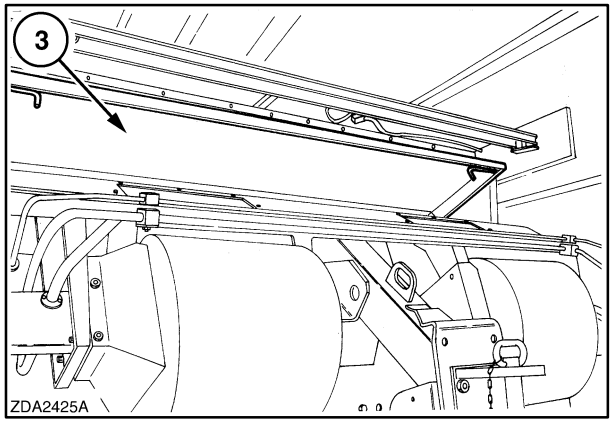
Remove first the upper sieve(s).

1. Remove two hair pins 1 to open the locks.
2. Remove box 2 completely.



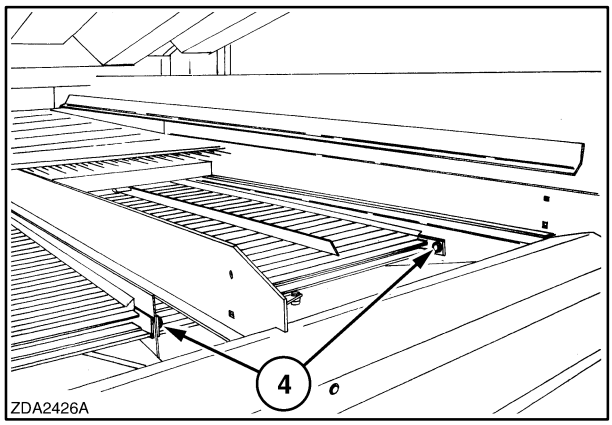
111

3. Open lower access plate 3.
4. Disconnect bracket 2 (fig 108) in case electrical sieve control is installed.



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5. Remove bolts 4 on both sides and remove the lower sieve. Adjust the shaker shoe position by hand if the grain loss sensor prevents the removal of the sieve.



113

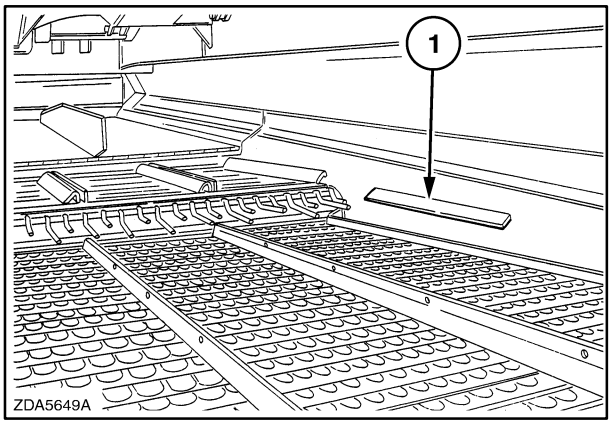
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SIEVE INSTALLATION

Presieve

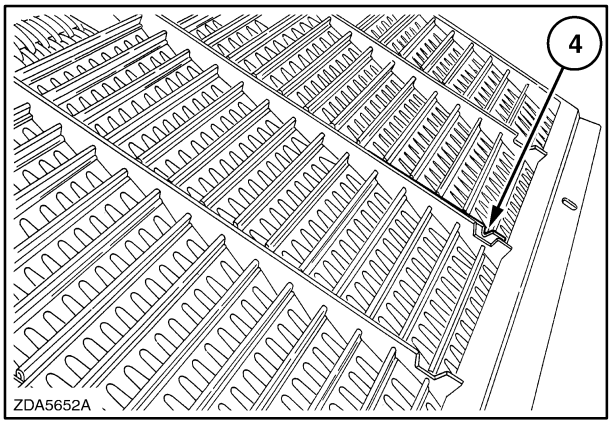
Proceed as follows:

1. Place the presieve on supports 1 on both sides of the shaker shoe and slide the presieve completely into its place.

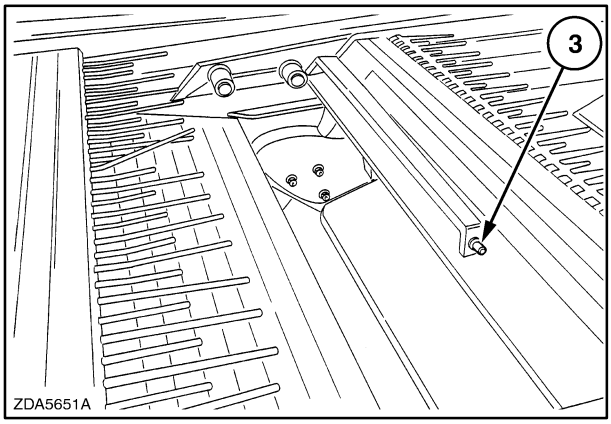


114

2. Move the presieve forwards/rearwards until the notch 4 on the presieve (fig. 115) jumps into the ridge of adjustment shaft 3 (fig. 116) of the shaker shoe. (The presieve jumps now until halfway)



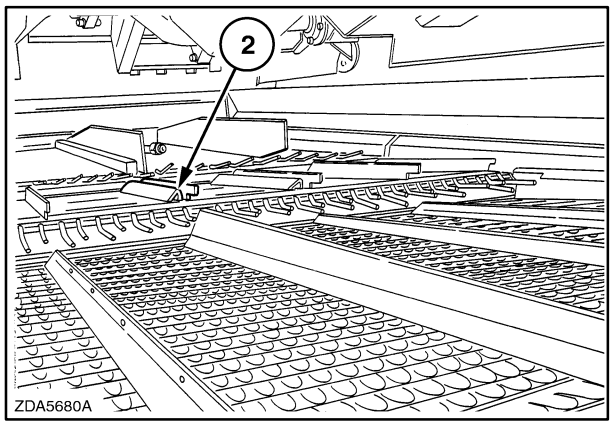
115



116

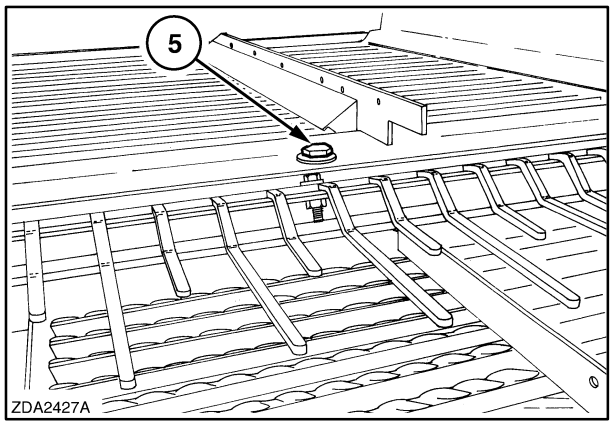
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3. Move slowly lever 2 (open/close) on the presieve until the presieve falls completely into his place.



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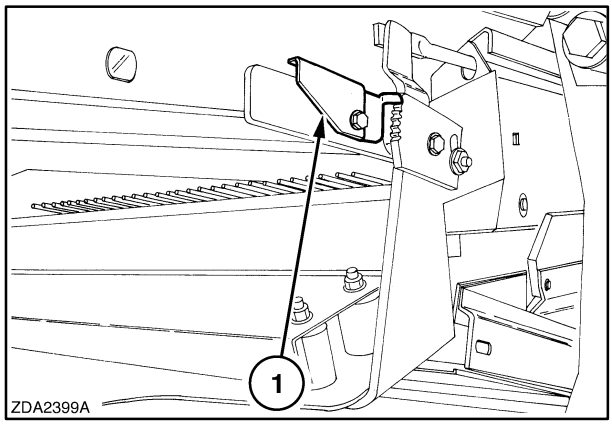
4. If ok, insert and tighten two bolts 5 on both sides of the presieve.



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5. Check by moving the lever 1 at the back of the shaker shoe.

NOTE: *Moving lever 1 will cause the presieve to open or close.*

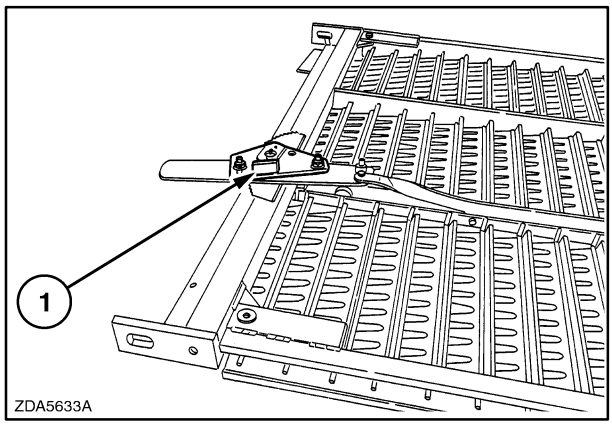


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- **Lower and Upper sieve**

NOTE: *On the CX800 models, the lower and upper sieve consists of two sieve halves, and if the sieves are equipped with remote control it is not possible to exchange the left-hand with the right-hand side sieve halve, because the left-hand side sieve is foreseen with a welded support 1.*



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To install the sieves, proceed in reverse order. To adjust the left and right-hand sieve halves (upper and lower sieve) and to obtain the same opening, refer to *SECTION 4 - "LUBRICATION AND MAINTENANCE"*, paragraph: "Cleaning".

Types of sieves available

Sieves	Type	Crops	Positions	Opening
Presieve	Hart Carter 1–5/8"	Maize	Fixed	Adjustable
	New Holland 1–1/8"	Cereals Maize	Fixed	Adjustable
Upper sieve	Hart Carter 1–1/8"	Cereals	Two	Adjustable[3]
	Closz sieve			
	Hart Carter 1–5/8"	Maize	Two[2]	Adjustable[3]
	Stainless steel curved louver maize sieve			
	Petersen sieve 1–1/8"	Oil seed rape	Two	Adjustable[3]
Lower sieve	New Holland 1–1/8"	Cereals Maize	Fixed	Adjustable[3]
	Round hole sieve 16 mm diameter	Maize	Fixed	Fixed
	Round hole sieve 18 mm diameter	Maize	Fixed	Fixed

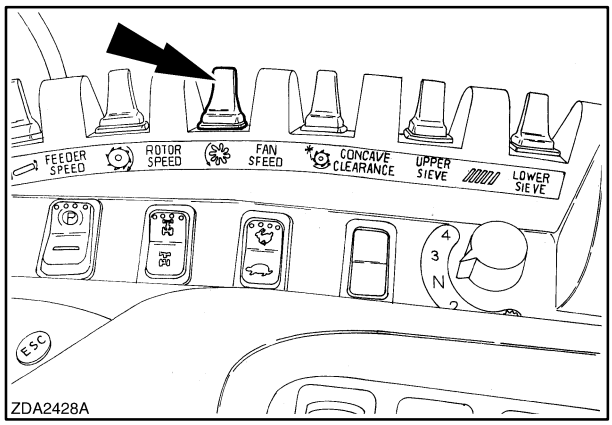
(2) sieve with canvas installed in the upper position.
(3) mechanical or electrical (remote control) sieve adjustable.

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Cleaning fan

The cleaning fan speed can be adjusted electrically from the operator's platform and can be read from the InfoView™ monitor.

It's only possible to change the fan rpm when the threshing mechanism is engaged.



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Adjust it to suit the nature of the crop, chaff load and moisture content. A grass seed variator kit can be installed to obtain a lower fan speed regulation when threshing small seeds. An insufficient air blast will reduce the"clean area" of the top sieve causing a dirty sample or grain loss (grain will shake over the end of the shaker shoe).

The best way to check whether the volume of air is satisfactory is to complete a "kill-stall", i.e. stopping the engine with the threshing mechanism engaged and checking the sieve coverage pattern.

If this method of checking is used:

- The two rakes must be clean while the sieves must be evenly loaded. Little or no grain should be found on the rear part of the upper sieve.
- If the whole sieve is clear of grain and chaff, the volume of air is too high. The grain will be blown out of the machine and clean grain will be transported over the lower sieve into the returns cross auger.
- If the upper sieve is full of grain, the volume of air is too low, so that the wind does not blow through the chaff. Therefore grain will be shaken off the sieve together with the chaff.

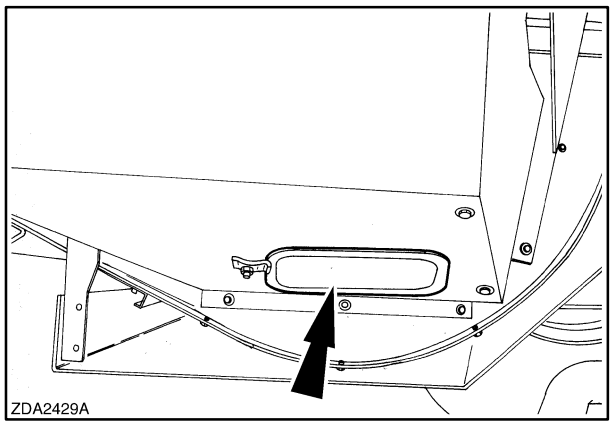
Sieve operation can also be checked by collecting material coming from the rear of the cleaning shoe and checking the sample for grain loss.

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IMPORTANT: *Do not remove or modify the cleaning fan guards as changes may influence the airflow in an unfavourable way.*

In some conditions it is necessary to clean sometimes the inside of the fan shielding.

To clean open the covers on both sides of the shielding.



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Returns system

- CX700 models: Single returns auger.
- CX800 models: Double returns auger.

The returns cross auger can be cleaned by removing cover 1.

Should the roto-threshers become blocked, they can be unblocked and cleaned through opening 2.
A blocked thrower can be unblocked through cover 3.

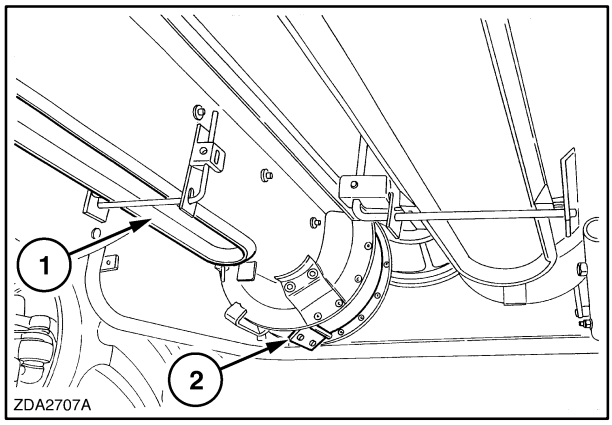
For maximum efficiency it is important to keep the amount of material in the returns auger to the absolute minimum.

EXCESSIVE RETURNS WILL:

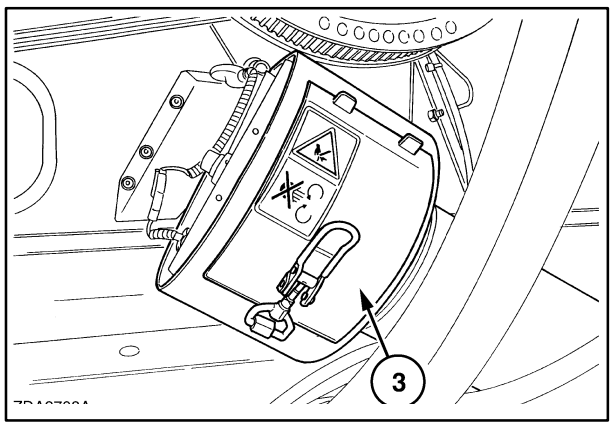
– Increase the risk of grain damage.

– Produce grain loss through sieve overload.

– Increase the risk of blocking the returns components.



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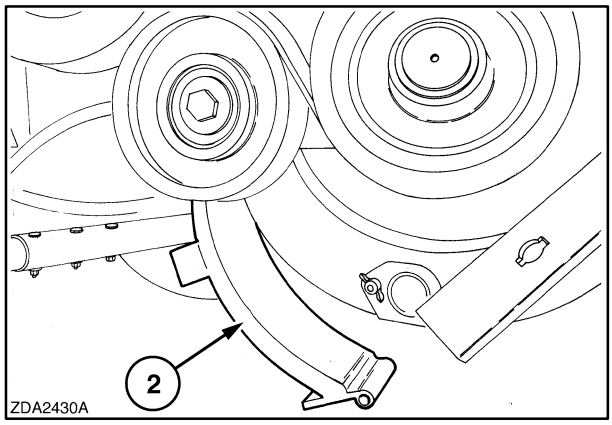
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THE QUANTITY OF RETURNS CAN BE LIMITED BY:

- Opening the lower sieve as wide as possible, consistent with producing a clean grain sample.
- Not opening the presieve and the upper sieve too wide (this will stop excessive chaff from getting onto the bottom sieve)
- Keeping the cleaning fan rpm high enough to blow the chaff out of the machine.
- Avoiding excessive cleaning fan rpm, so that clean grain is not blown over the lower sieve into the returns cross auger.

To adjust the rotor-thresher drum, refer to section 4 ”Lubrication and maintenance”.

When harvesting maize, rape seed and other crops with large fragile grains (e.g. beans), smooth roto-thresher cover(s) 2 (delivered with the combine) should be installed to prevent grain damage.



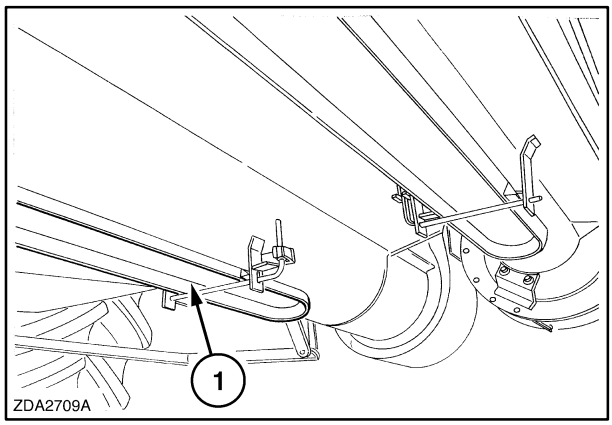
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GRAIN STORAGE/UNLOADING

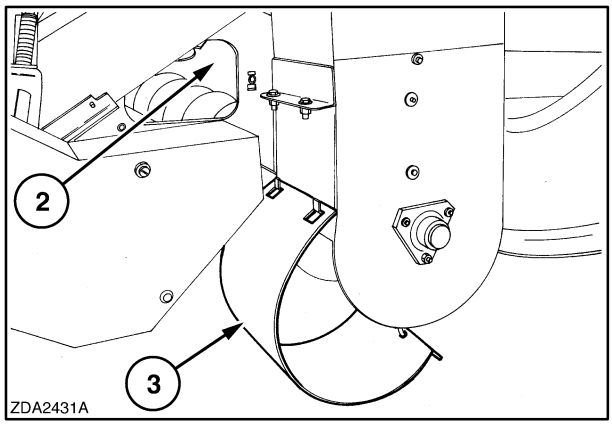
Grain tank filling system

- The grain cross auger can be cleaned by removing cover 1.



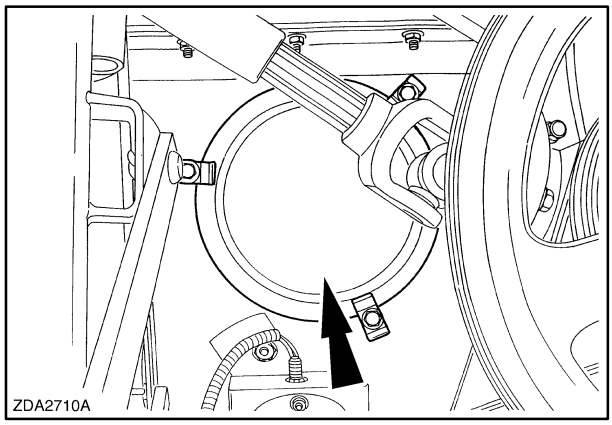
126

- The grain elevator bottom side can be cleaned by removing covers 2 and 3.



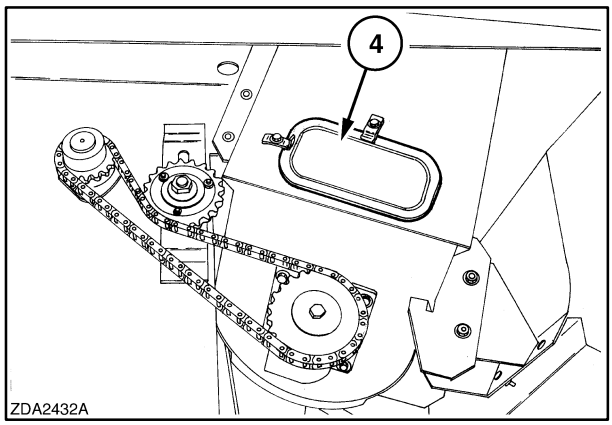
127

- Open the cover to check the grain cross auger.



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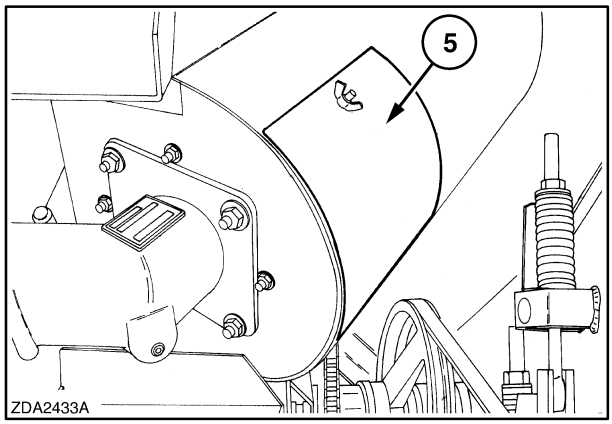
- The grain elevator top side can be cleaned by removing cover 4.



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- In damp crop conditions (e.g. wet maize,wet soya beans),it may be necessary to regularly clean the passage between the grain elevator and the grain tank bubble-up auger. Access to this area can be obtained by removing covers 4 and 5.



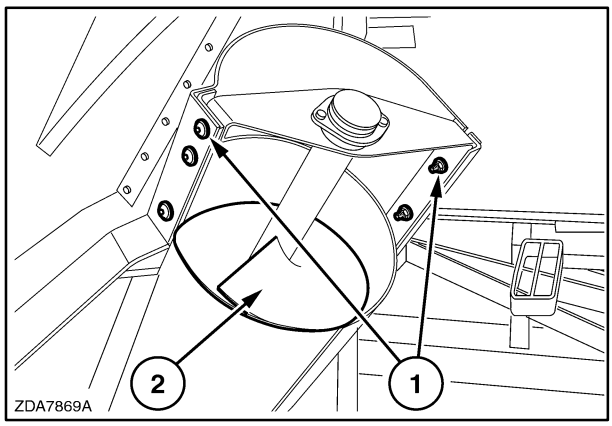
130

- The grain tank bubble-up augers can be easily removed to clean it thoroughly.

Proceed as follows:

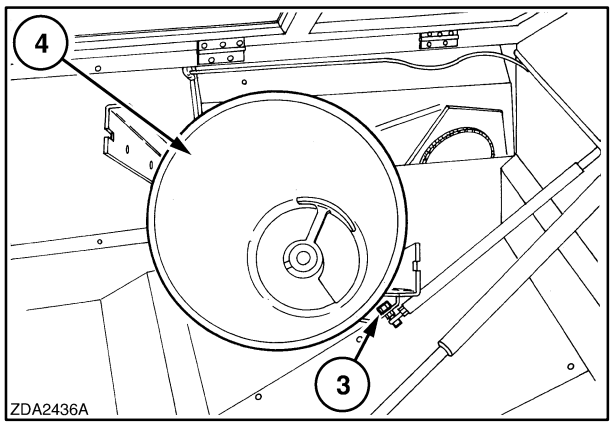
Removal

1. Open the grain tank extensions or covers.
2. Remove the roof.
3. Loosen two bolts 1 and remove the upper bubble-up auger 2.



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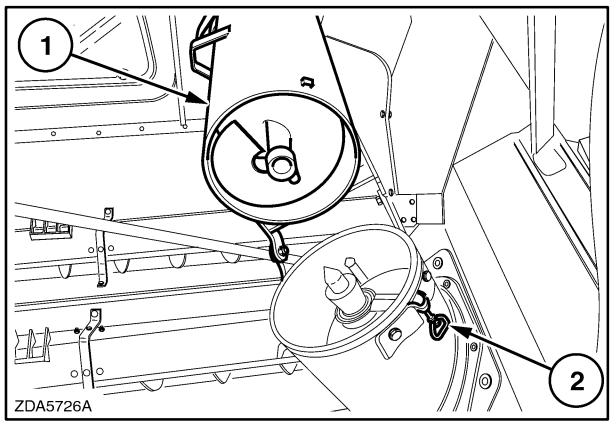
4. Remove bolt 3 (if grain tank covers installed) and swing open bubble-up tube 4.



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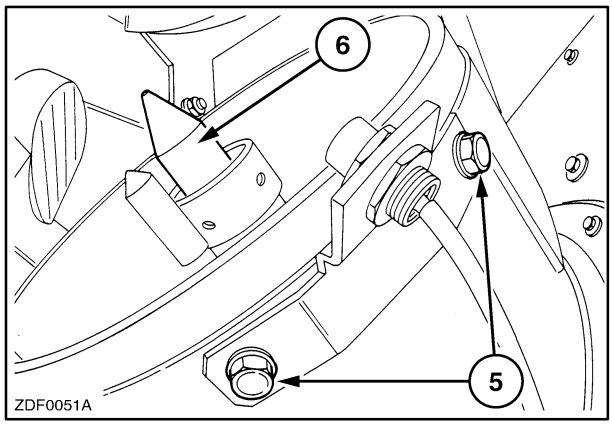
NOTE: *Open fast coupler 2 (if extensions) to swing open bubble-up tube 1.*



133

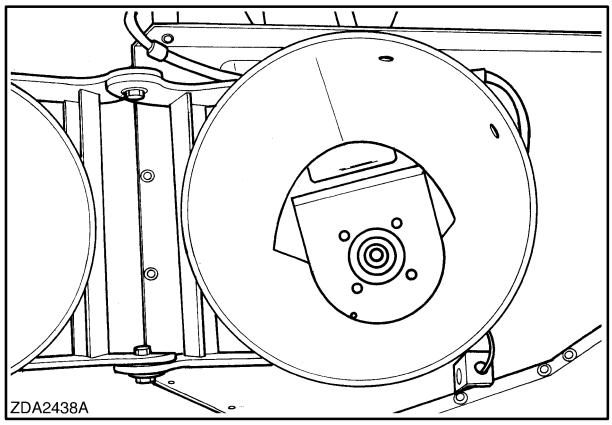
5. Loosen two bolts 5 and remove the sensor support with the sensor.

6. Remove the anchor bearing housing and the lower bubble-up auger 6.



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When harvesting wet soya beans it is recommended to perform this job every day.



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Installation

1. Guide the auger into the lower bubble-up tube and make sure the auger bottom fits over the gearbox output shaft.
2. Install the bolts of the bearing support and wait to tighten the bolt with the sensor plate.
3. Install the draw bar and tighten the bolt at 3.(fig. 132) (if grain tank covers)

IMPORTANT: *Check if the balljoints of the draw bar are positioned in line.*

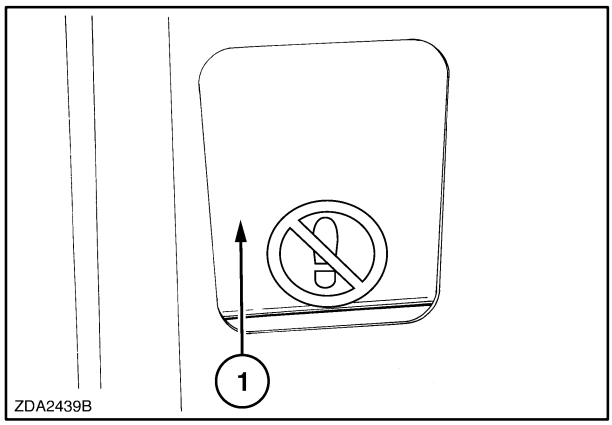
NOTE: *Close the fast coupler (with extensions).*

4. Tighten the bolt with the sensor plate and adjust the sensor.
5. Install the upper bubble-up auger and tighten the bolts.
6. Attach the rope to keep the upper grain tank covers close. (if installed)

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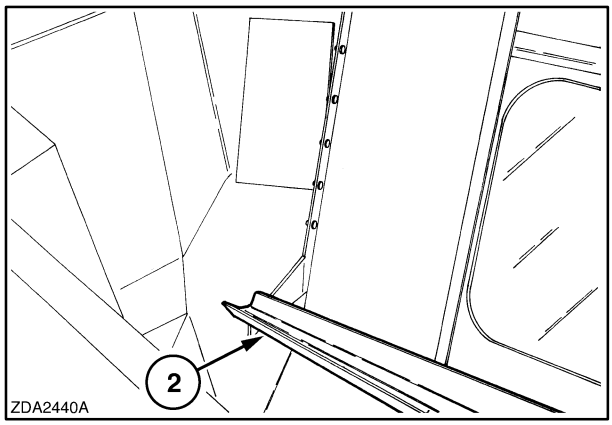
Grain sample access

The grain tank is provided with an inspection door 1 where a grain sample can be taken when starting off in the field.



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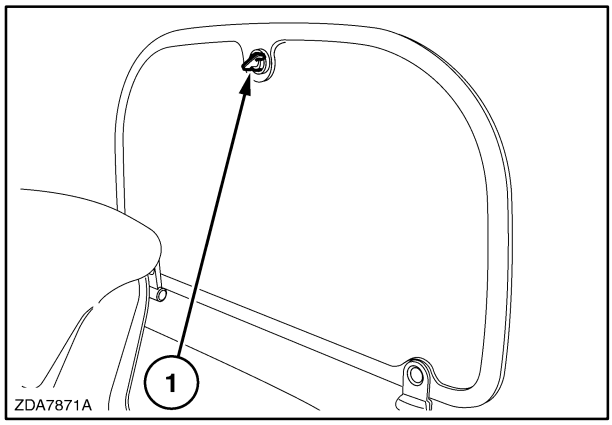
A channel section 2 in the grain tank brings the grain to the inspection door.



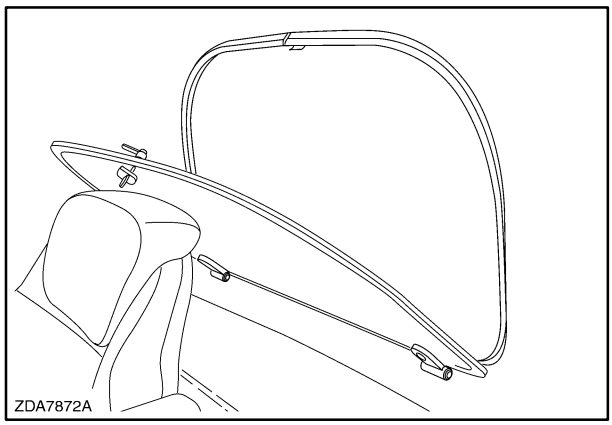
137

Grain tank window

Open the grain tank window in the cab by turning the knob (1) to clean the area between the cab and the grain tank.



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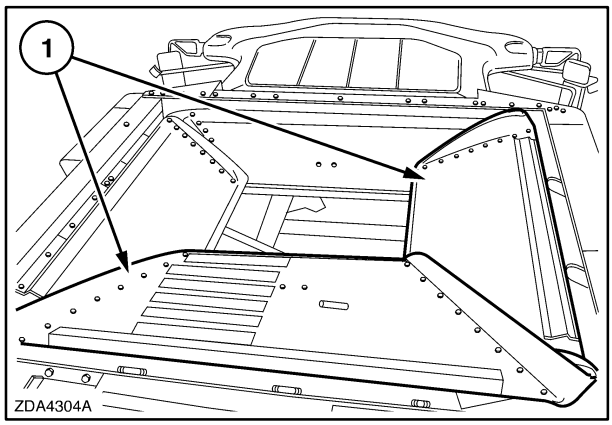


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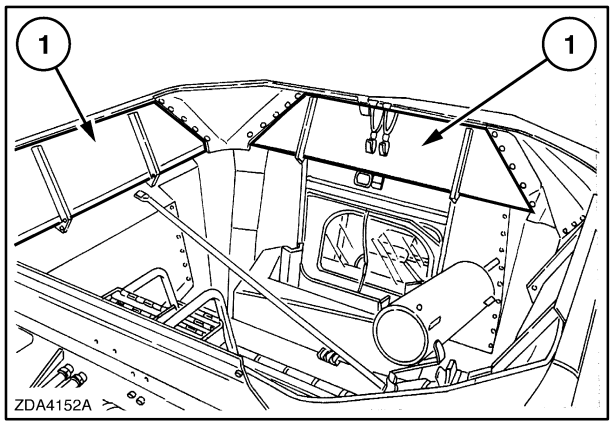
Grain tank with extensions

Closed position of grain tank extensions 1.



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The grain tank extensions 1 can be opened manually.



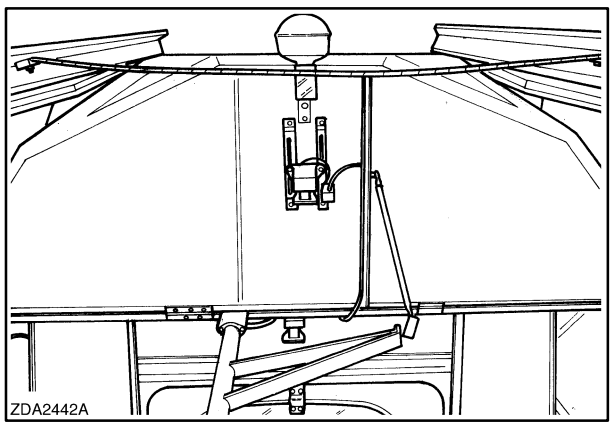
141

Grain tank with covers

The grain tank with covers can be opened electrically (with actuator) from the cab if the field mode is selected and if the threshing mechanism is not engaged.

At the same time, the bubble-up tube opens.

To prevent damage to the bubble-up tube is it not possible to engage the threshing mechanism as long as the covers are moving.



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NOTE: *Do not close or open the grain tank extensions with a full grain tank.*

⚠ WARNING ⚠

Be careful: excessive height with open grain tank covers: 4.8 m (15.75 ft)

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NOTE: *The only actions to stop moving the grain tank covers are:*

- Depress the emergency stop button.
- Turn the ignition key off.
- If the covers motor (actuator) needs more than 18 Ampere to work.

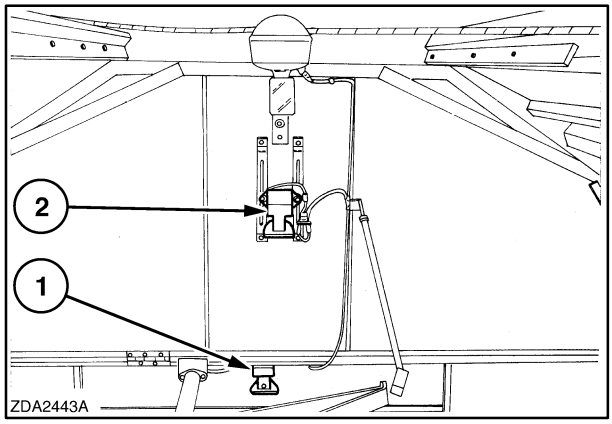
Grain tank level sensor

There are two grain tank level sensors shown.

- Lower level sensor 1: (Fixed sensor)

When the grain reaches this level sensor, the following can be observed:

- The grain tank level warning light will illuminate (SSM).
- The revolving flash light(s) will be switched on: (If threshing engaged)
  - Continuously, if the operating lights are switched off.
  - For 10 seconds, if the operating lights are switched on.



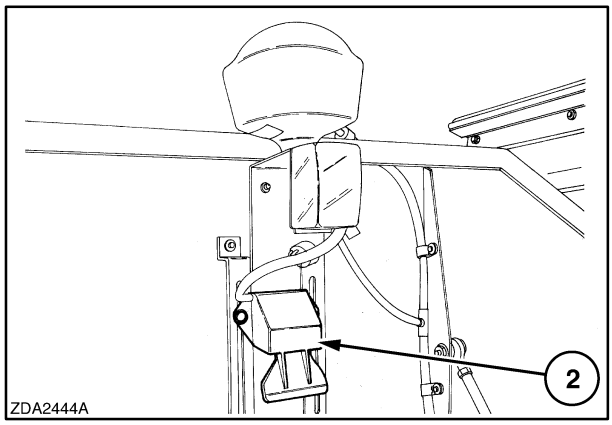
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- Upper level sensor 2:

Adjust this sensor, according to the condition of the crop.

When the grain reaches level sensor 2:

- The grain tank level warning light will blink (SSM). (Warning light will not blink if not driving or if straw elevator is not engaged)
- A message of full grain tank appears on the InfoView™ monitor.
- An audible alarm sounds (only if thresher engaged).
- The revolving flash light(s) will be switched on: (If threshing engaged)
  - For 10 seconds, if the operating lights are switched on.



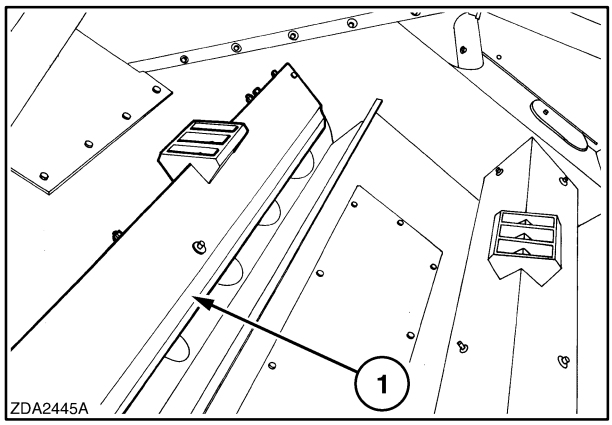
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Grain tank unloading auger

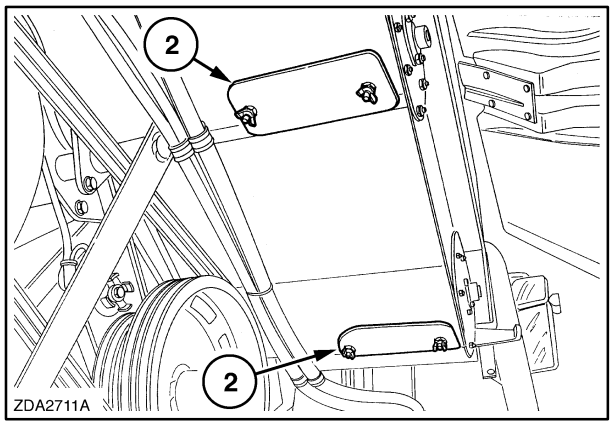
Cover plates are fitted over both grain tank unloading augers. These cover plates are fitted with plates 1 which can be adjusted to regulate the unloading rate according to the nature and moisture content of the grain being handled.

Raise the plates to increase the unloading rate and lower them to reduce it.



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To clean the grain tank open both unloading auger covers 2.

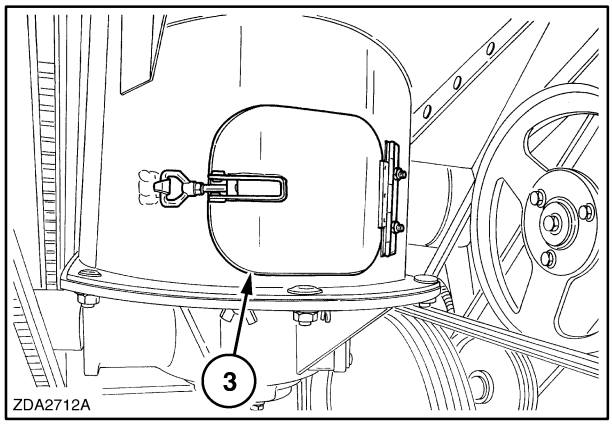


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⚠ WARNING ⚠

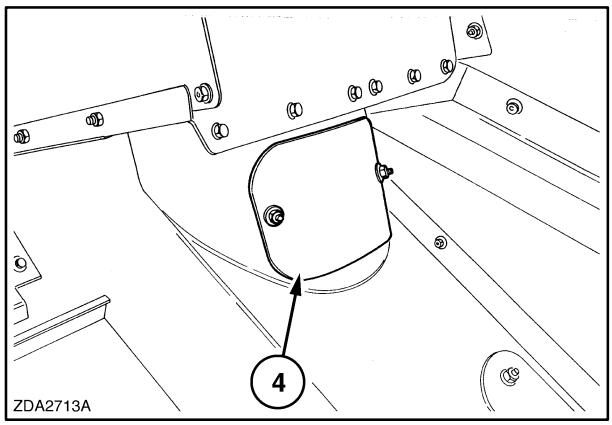
Always disengage the unloading auger drive, turn off the engine and remove the ignition key, before removing the auger access cover.

To clean the vertical auger of the unloading tube open cover 3.



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To check or clean the vertical auger of the unloading tube open the inspection cover 4.



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Unloading tube swing

A warning light is provided in the cab (SSM) to warn the operator when the unloading tube is not in the fully closed position as this may be an operating hazard in fields with trees, high tension wire pylons, telegraph poles, etc.

NOTE: *Wait 5 seconds to swing out the unloading tube, after starting up the engine.*

Unloading mechanism

To engage the unloading mechanism press the unload engagement button (first time) on the multi function handle.

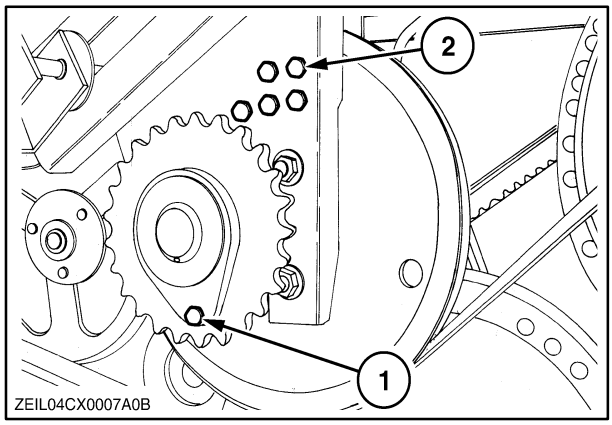
To disengage press again the unload button (second time) or:

- Depress the emergency stop button.
- Select the road mode with the road mode selector switch.

The unloading system drive is protected by a shearbolt 1.

Spare shearbolts 2 are located above the sprocket.

NOTE: *If repetitive shearbolt failures occur, adjust cross auger covers down.*



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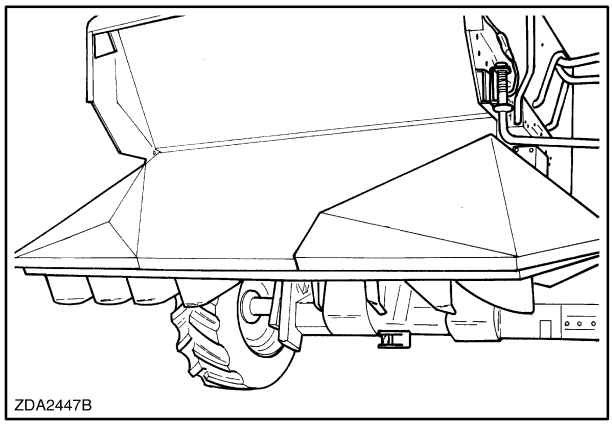
STRAW HANDLING

Straw chopper (if installed)

They are two type's of straw choppers available:

- Small grain chopper with 4 rows of straight knives. (Not suitable for working in maize)

- Heavy duty chopper:
  - with 4 rows of bevelled knives.
  - with 6 rows of bevelled knives.
  (maize chop kit can be installed when working in maize)



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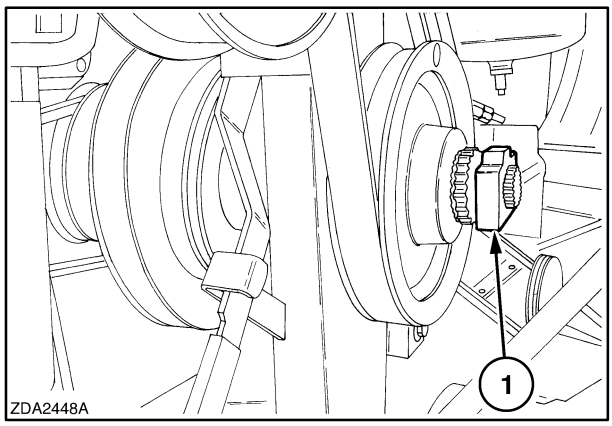
NOTE: *Always stop the engine and wait until the chopper rotor has come to a complete standstill before working on the straw chopper.*

Engaging of the straw chopper

The straw chopper starts when engaging the threshing mechanism, if clutch 1 manually is engaged.

NOTE: *Keep yourself and other people away from the rear of the combine when the straw chopper is engaged and operating.*

Do not use the straw chopper near the end of the field if there is a risk that crop or stones can be projected onto the public road.



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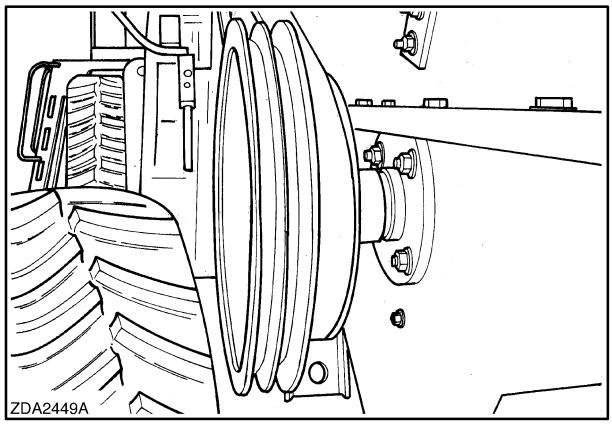
NOTE: *With the engine and the threshing mechanism running, deflector plate in the chopping position and the straw chopper not yet engaged (manually) an alarm is given on the* InfoView™ display (+buzzer).

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Chopping cereals

For chopping cereals, proceed as follows:

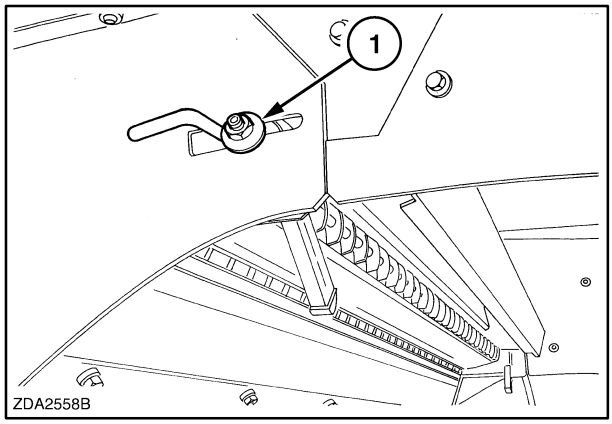
1. Install the drive belt at high rpm speed of the chopper rotor.



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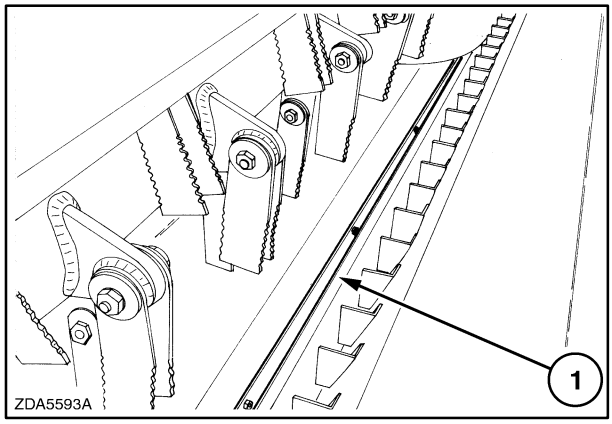
2. Adjustment of the counter knives: Loosen nuts 1 on both sides to move the counter knives more or less in the rotor chamber.

   - Counter knives:
     – Fully engaged: For very fine chop quality.
     – Approximately halfway: Damp heavy straw.
     – Fully retracted: Dry straw (easy to chop)



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   - Shread bar 1: In easy chopping conditions or if chop quality is not important, the shread bar can be mounted underneath the chopper body. (see fig. 157)



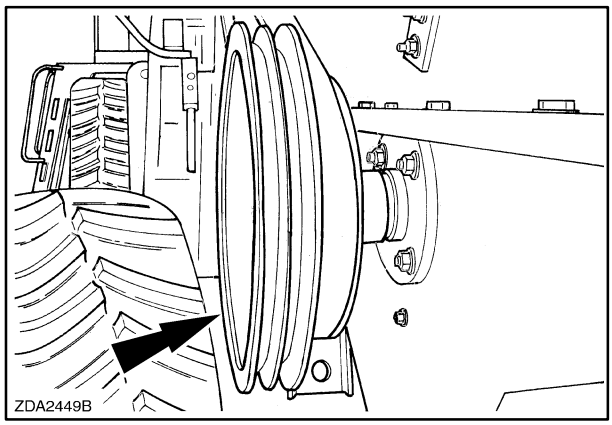
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Chopping maize

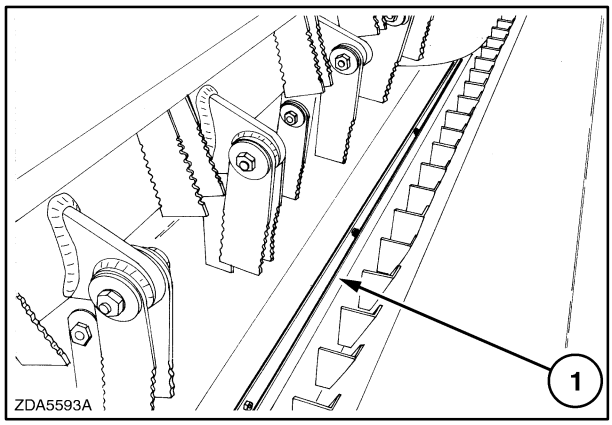
For chopping maize, proceed as follows:

1. Install the drive belt at low rpm speed of the chopper rotor.



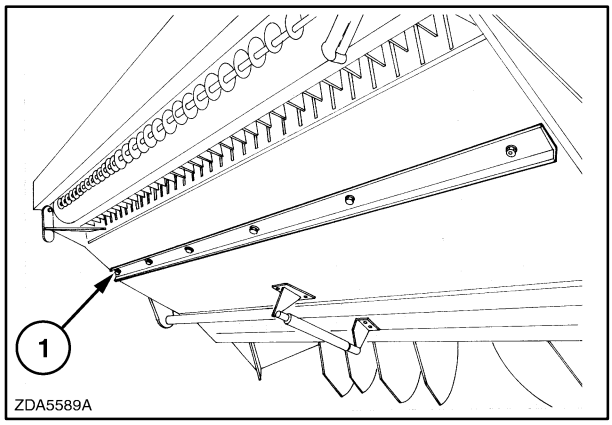
155

2. Remove shread bar 1 by loosening the bolts.



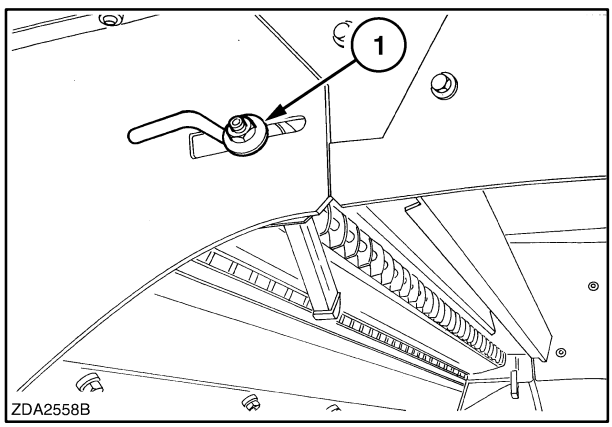
156

3. Install shread bar 1 underneath the chopper body.



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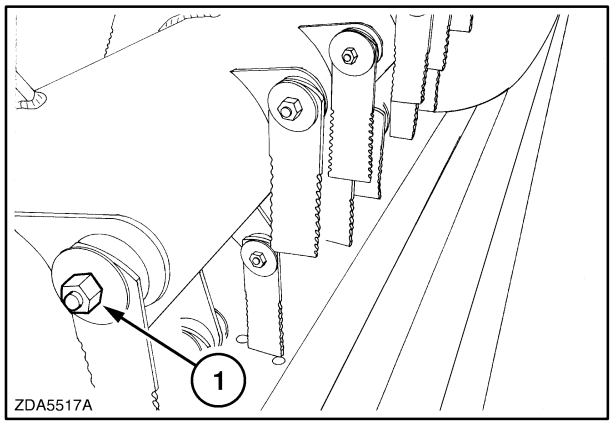
4. To keep the counter knives in good conditions for the next cereal harvest is it better to remove the counter knife bar by loosening nut 1 on both sides.



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5. Remove bolts 1 to reduce the rotor knives by halve.



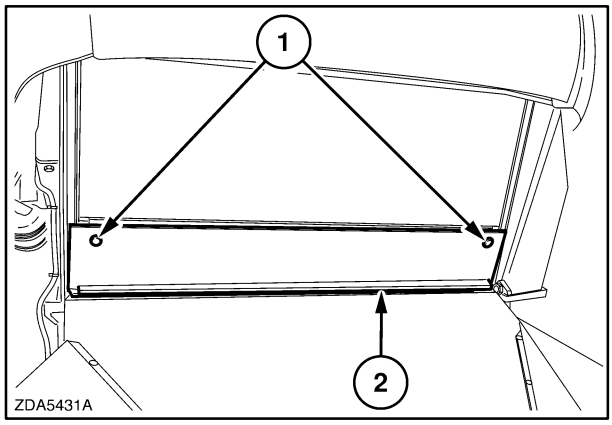
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6. Install the deflector plate in maize configuration, to protect the straw walkers.

   To do this job, proceed as follows:

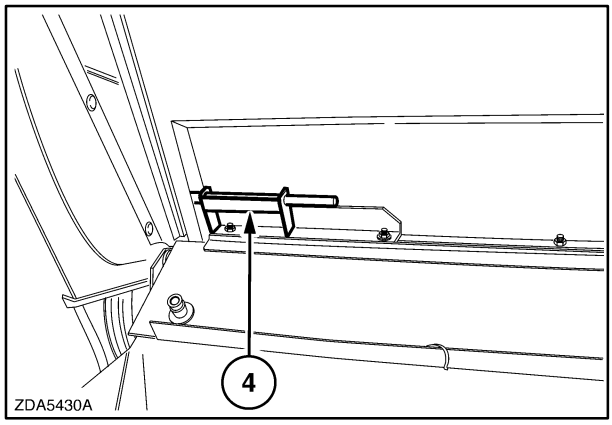
1. Set the deflector plate in the chopping position.

2. Turn screws 1 on both sides to open plate 2.



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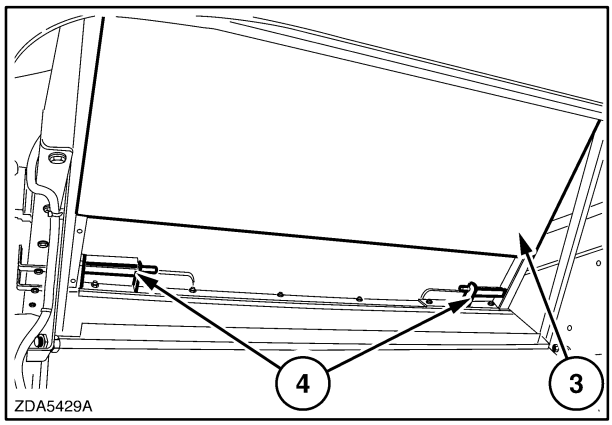
3. Unlock handle 4 and move them out of the holes on both sides of the straw hood.



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4. Install plate 3 in the maize configuration and lock with handles 4 into the holes foreseen on both sides in the straw hood.



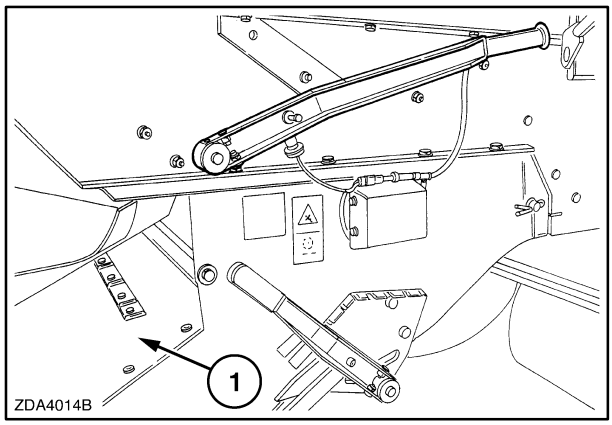
162

Straw chopper spreader chute

The spreader chute can be set in 7 different positions. To adjust, use the handle on the right-hand side.

The straw chopper spreader chute 1 must remain in the highest position (as shown) when driving on public roads and also when the combine is pulling a header trailer.

IMPORTANT: *The spreader chute 1 must be up for chopping and down for swathing.*



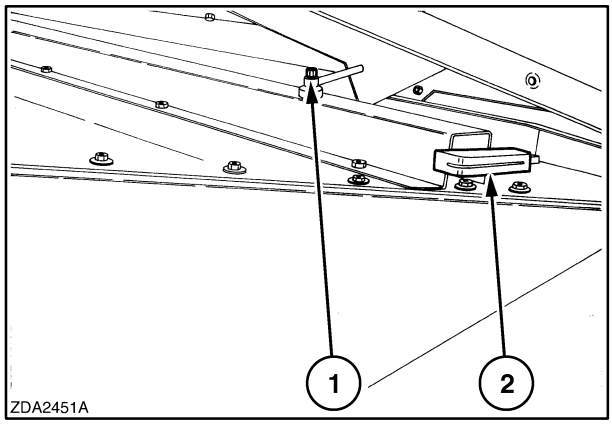
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Spread pattern

The spreader chute is foreseen with left and right-hand side dividers that can be adjusted for varying spreader widths, depending on the header width.

To adjust, proceed as follows on both sides:

- Loosen nut 1 and move with handle 2 the left-hand side dividers. Fix with nut 1.

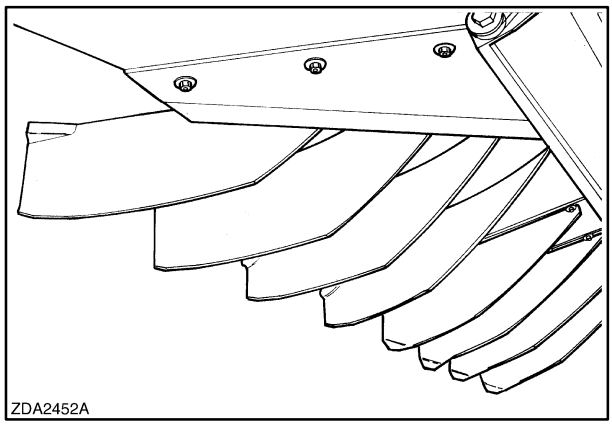


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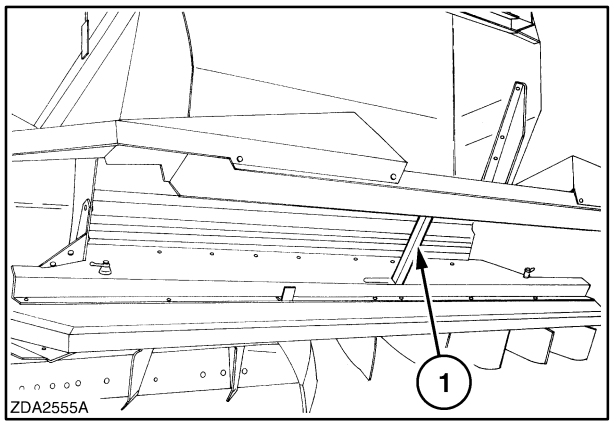
Remote controlled divider plates (if installed)

With a selector switch from the cab it is possible to move electrically the divider plates of the spreader chute from left to the right and from right to the left, depending on the wind direction and side slope.



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Lift the swath plate up and block it with support 1 to clean or service the chopper deflector plate.



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Rotor knives

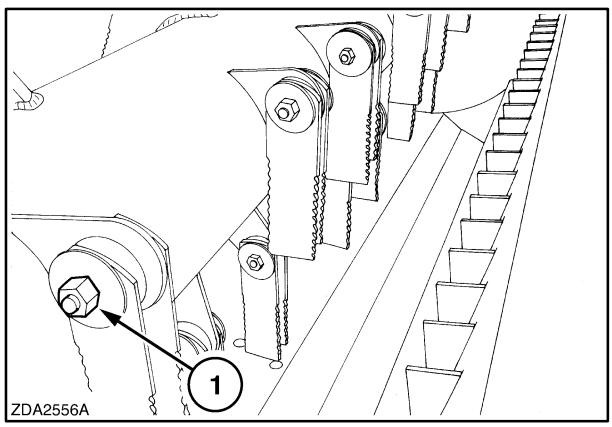
- Chopper rotor with **4** rows of knives.
  CX700 models (56 hingeable rotor knives)
  CX800 models (68 hingeable rotor knives)
- Chopper rotor with **6** rows of knives.
  CX700 models (76 hingeable rotor knives)
  CX800 models (92 hingeable rotor knives)

NOTE: *Do not operate with broken or damaged knives. This is unsafe and the unbalance may cause severe secondary damage to the chopper and the combine.*

To replace the rotor knives, loosen lock nut 1 and remove the washers, spacers and old knives.

When install the new knives, apply oil on the bushings and the knife bores.

Check if the spacer is inserted with the small end into the knife and the large end into the support.
Tighten locknut 1 with a torque of 79 Nm. (58 ft.lbs)



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Counter knives

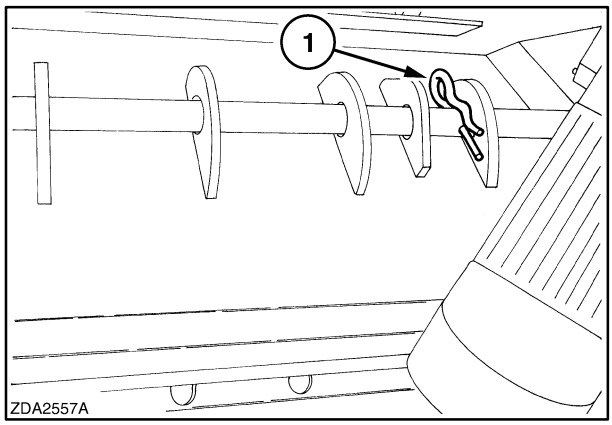
CX700 models: 28 counter knives

CX800 models: 33 counter knives

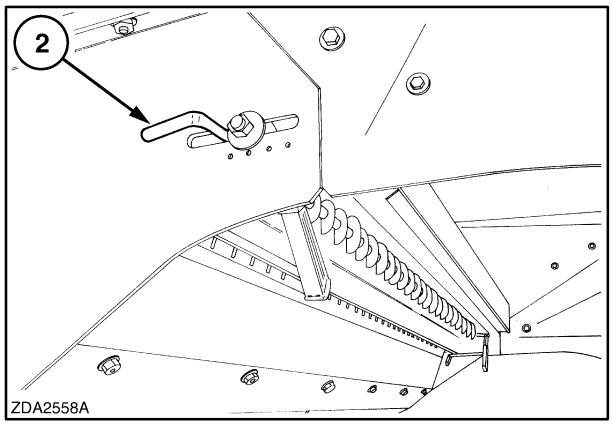
To remove, proceed as follows:

1. Remove hair pin 1.
2. Pull bar 2 out to change the counter knives.

To install, proceed in reverse order.



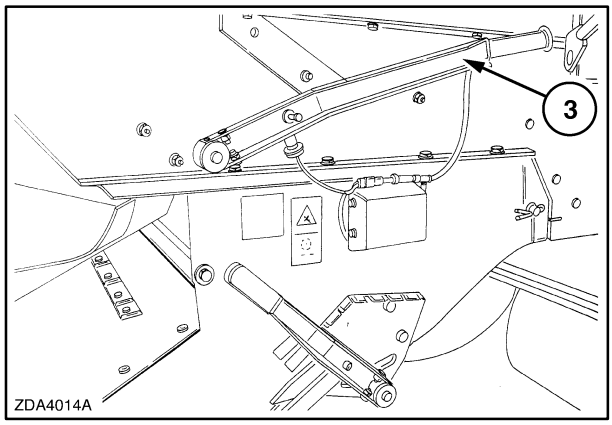
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Swath-forming position

Adjust the deflector plate with handle 3 in swath position.



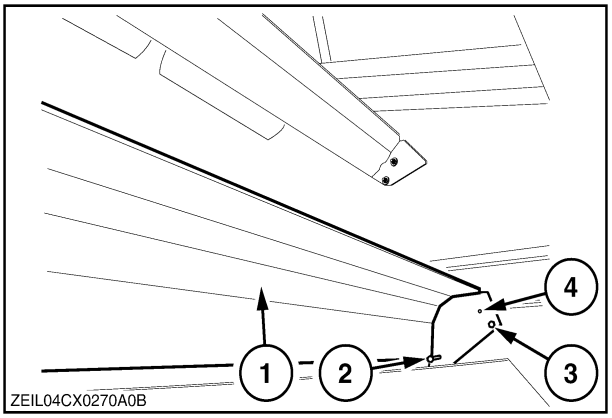
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Baffle plate

The baffle plate (1) can be set in two positions:

- The front position (3) retains material longer and give a fine chop.
- The rear position (4) gives a slightly longer chop, but reduces power consumption and knife wear.



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To change the position of the baffle plate (1), proceed as follows:

On both sides:

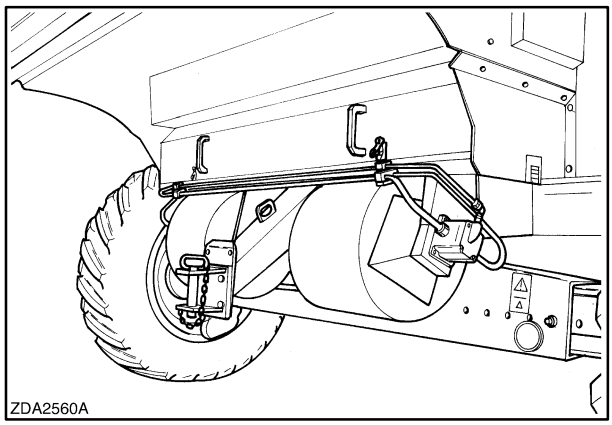
1. Loosen the bolt (2) and remove the bolt (3).
2. Install the bolt (3) in position (4) and tighten the bolts.

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Chaff blower (if installed)

The chaff blower blows all the material coming from the cleaning shoe into the straw chopper, to spread the chaff evenly across the full cutting width of the combine.

Remove the blower when threshing maize or sunflowers.



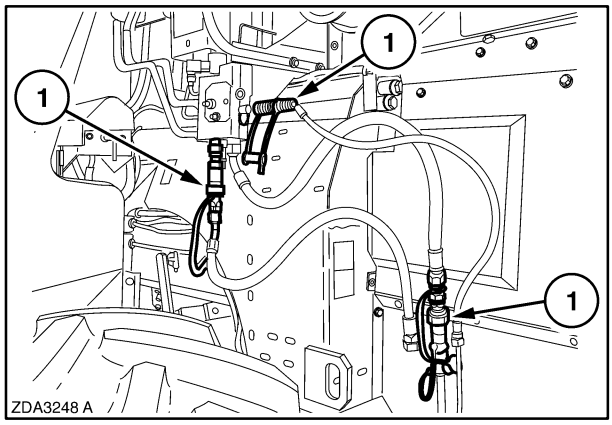
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⚠ CAUTION ⚠

Do not use the chaff blower without engaging the straw chopper.
After disengaging the threshing mechanism, the chaff blower will continue to run for 15 seconds before disengaging to evacuate the remaining material.
Never disconnect the hydraulic couplers without remove the chaff blower completely.

To remove the chaff blower proceed as follows:

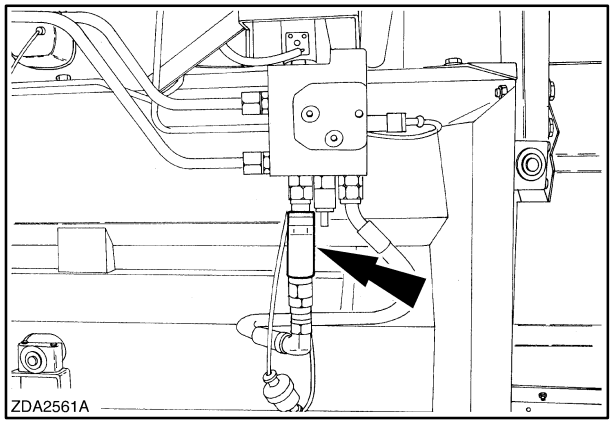
1. Disconnect the hydraulic quick-couplers 1 of the blower.



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2. Connect the quick coupling as shown.

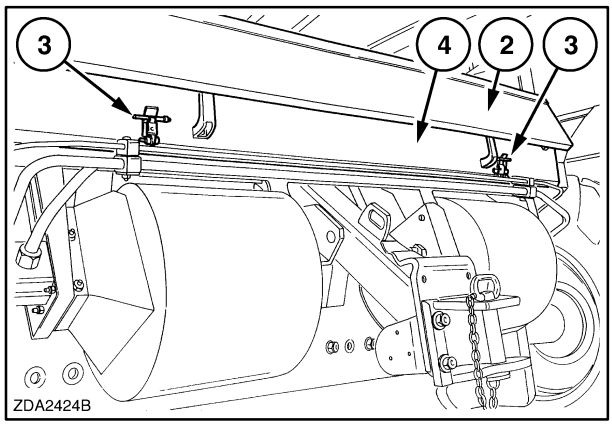
IMPORTANT: Avoid possible oil contamination by properly fitting the blanking plugs into the hydraulic quick couplers.



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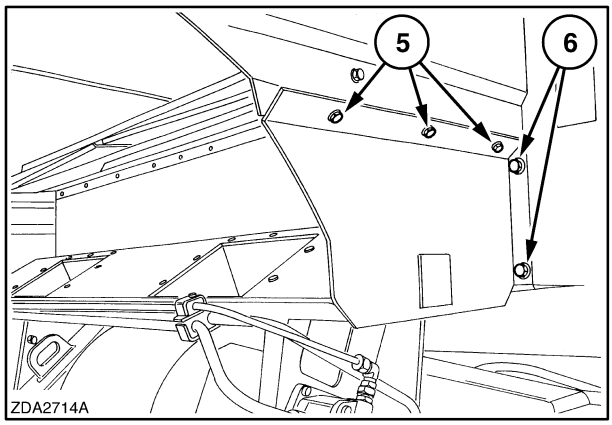
https://truckmanualshub.com/

3. Open deflector plate 2 of the chaff blower.
4. Remove two hair pins 3 to open the locks.
5. Remove box 4 completely.



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6. Remove three bolts 5 on both sides.
7. Remove two bolts 6 on both sides to remove the chaff blower.



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Chaff spreader (if installed)

A chaff spreader can only be installed if the combine is equipped without chaff blower and without straw chopper to spread the chaff directly to the sides down the ground.

⚠ CAUTION ⚠

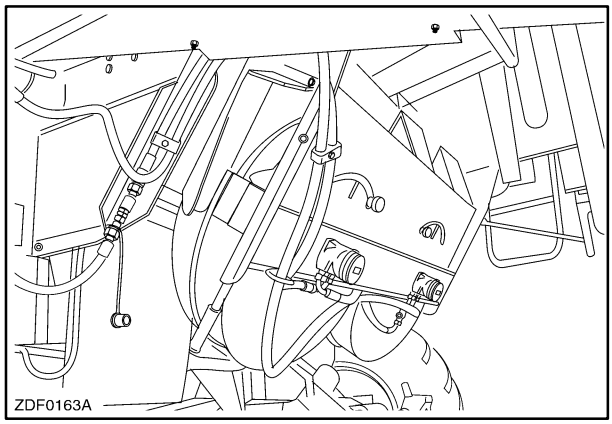
Keep well clear off the chaff spreader at all times.

⚠ CAUTION ⚠

Never operating with an unbalanced chaff spreader. Imbalance can cause damage on chaff spreader and combine.

The chaff spreader has **two** positions:

- Forward position: For spreading the chaff into the straw.



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- Service position: To service or remove the sieves.

⚠ CAUTION ⚠

Always disengage the threshing mechanism and stop the engine before working on the chaff spreader.

Wait until all the rotating parts come to a complete standstill before working on the chaff spreader.

IMPORTANT: *During field operation, the chaff spreader must* ***never be located in the service position****, even when it is not being used, as chaff accumulation under the straw walkers may occur!*

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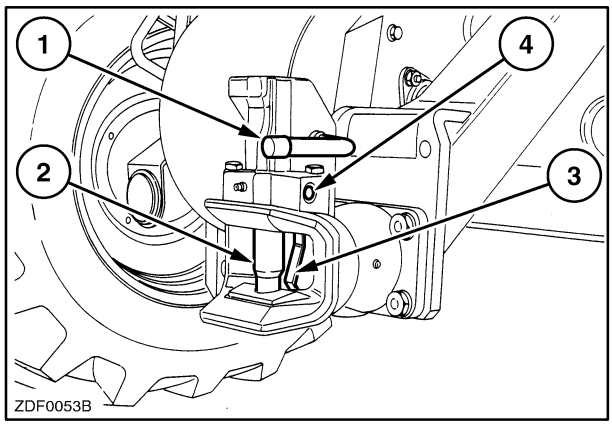
Automatic rotation trailer hitch (If installed)

When your machine is equipped with a automatic rotation trailer hitch, the following needs to be respected.

⚠ CAUTION ⚠

For safety raisons , when not in use, close always the hitch by pulling lever 1 down as shown in figure 178.

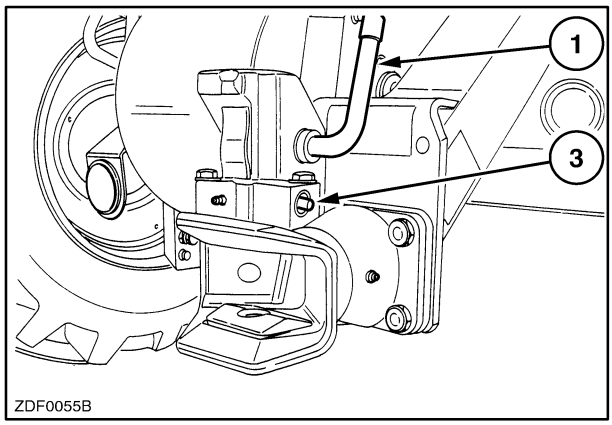
1. When attaching a trailer, pin 2 jumps down when the lever 3 is pressed by the hook of the trailer.
2. The pin 2 is only closed perfectly when pin 4 is completely in.



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To open the hitch, proceed as follows:

1. Make sure that the combine and the trailer are standing level and in one line and there is no pressure between pin 2 (fig. 178) and the trailer coupling.
2. To open the hitch, pull lever 1 upwards. (pin 3 is coming out)



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NOTE: *To obtain a good working of the hitch, clean and grease the hitch regularly.*

IMPORTANT: *The permitted vertical load and the trailer weight is mentioned on a plate located on the trailer hitch support.*

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CNH BELGIUM N.V., Leon Claeystraat 3A, B-8210 ZEDELGEM – Belgium

AFTER SALES – Technical Information
Print No. **604.63.341.00** – 7th Edition – 07 – 2005

PRINTED IN BELGIUM

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NEW HOLLAND

CX720 CX820
CX740 CX840
CX760 CX860
CX780 CX880

OPERATOR'S MANUAL

Volume 2/2 - Maintenance

NEW HOLLAND

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GENERAL

This manual has been prepared to assist you in the correct procedure for running in, driving, operating, adjusting and maintaining your new machine.

This machine has been designed and built to give maximum performance, economy and ease of operation under a wide variety of crops and conditions.

Prior to delivery, your machine was carefully inspected both at the factory and by your dealer to ensure that it reaches you in optimum condition. To maintain this condition and ensure trouble-free operation it is important that routine services, as specified in this manual, are carried out at the recommended intervals.

Before attempting to drive or operate your machine, read this manual carefully (especially the chapter covering the Safety Precautions) and keep it in a convenient place for future reference.

”Left” and ”right” used throughout this manual are determined from the rear, facing in the direction of travel of the machine during operation.

If at any time you require advice concerning your machine, do not hesitate to contact your authorised dealer. He has factory–trained personnel, genuine service parts and the necessary equipment to carry out your service requirements.

IMPORTANT:

This machine has been designed and built according to the European Directive 98/37/EC.
Always use genuine New Holland Service parts or parts matching at least the same quality, reliability and functionality as the equivalent original Service Parts when servicing and repairing your machine and do not modify your machine without a written permission of the manufacturer. Failure to do so will void the responsibility of the manufacturer.

An EC Declaration of Confirmity is separately delivered with your machine.
Store this EC Declaration into the storage space for your Operator’s Manual (refer to section 2 – Controls, Instruments and Operation).

The maximum road speed of your machine is limited electronically. Do not try to change it.

Check local road legislation before driving the machine on public roads.

When operating interchangeable New Holland built equipment, ensure the equipment is CE approved.

As this publication is distributed throughout our international network, the equipment illustrated, either as standard or as an accessory, may vary according to the country in which the equipment is to be used. Low cost configurations, as chosen by the customer, may deviate from the specifications given.

Several figures in this manual show the safety guarding or the additional guards, legally required by certain countries, open or removed to illustrate better a particular feature or adjustment. The machine must not be used in this condition. For your own safety, ensure that all guards are closed or replaced before operating the machine.

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OWNER ASSISTANCE

We at New Holland and your New Holland dealer want you to be completely satisfied with your investment. Normally your dealer's Service Department will handle any problems with your equipment. Sometimes, however, misunderstanding can occur. If your problem has not been handled to your satisfaction, we suggest contacting the owner or General Manager of the dealership, explaining the problem, and requesting assistance. When additional assistance is needed, your dealer has direct access to our branch office.

COMPANY POLICY

Company policy, which is one of continuous improvement, reserves the right to make changes in design and specification at any time without notice and without obligation to modify units previously built.

All data given in this book is subject to production variations. Dimensions and weights are approximate only and the illustrations do not necessarily show the machine in standard condition. For exact information about any particular machine please consult your Dealer.

ACCESSORIES AND OPTIONS

Your machine has been designed to operate in a wide variety of crops and conditions. Nevertheless additional equipment may, in certain cases, be required to improve the machine performance. A list of this additional equipment is given in the ''Options and Accessories" section in this manual.

PARTS AND ACCESSORIES

Genuine New Holland parts and accessories have been specifically designed for New Holland machines.

We would like to point out that ''nongenuine" parts and accessories have not been examined and released by New Holland. The installation and/or use of such products could have negative effects upon the design characteristics of your machine and thereby affect its safety. New Holland is not liable for any damage caused by the use of ''nongenuine" parts and accessories.

Rely on your authorised dealer to supply you with genuine New Holland parts only. These parts are covered by our warranty and will give you the best performance.

When ordering service parts, always quote the model and serial number, as well as the year of manufacture printed on the manufacturer's identification plate (refer to chapter General Information).

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LUBRICANTS

Your dealer sells a selection of specially formulated lubricants based on own engineering specifications.

Recommended lubricants for your machine are listed on the inside back cover of this manual.

WARRANTY

Your machine is warranted according to legal rights in your country and the contractual agreement with the selling dealer. No warranty shall, however, apply if the machine has not been used, adjusted and maintained according to the instructions given in this Operator's Manual.

It is prohibited to carry out any modifications to the machine unless specifically authorised, in writing, by a New Holland representative.

CLEANING YOUR MACHINE

Your machine is a state–of–the–art machine with sophisticated, electronic controls. Even though every precaution has been taken to safeguard electronic components and connections, the pressure generated by some pressure washers is such that complete protection against water ingress cannot be guaranteed.

When using a high pressure washer, do not stand too close to the machine and avoid directing the jet at electronic components, electrical connections, breathers, seals, filler caps, etc.

IMPORTANT ENVIRONMENTAL CONSIDERATIONS

Soil, air and water are vital factors of agriculture and of life in general. Where legislation does not yet rule the treatment of some of the substances, which are required by advanced technology, common sense should govern the use and the disposal of the products of a chemical and a petrochemical nature.

The following are recommendations, which may be of assistance:

Become acquainted with and respect the relative legislation applicable in your country.

Where no legislation exists, obtain information from suppliers of oils, fuels, antifreeze, cleaning agents, etc. for their effect on man and nature and for safe ways of storage, usage and disposal. Agricultural consultants will, in many cases, be able to help you as well.

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HELPFUL HINTS

Avoid filling fuel tanks using jerrycans or inappropriate pressurized fuel delivery systems which may cause considerable spillage.

In general, avoid skin contact with all oils, acids, solvents, etc. Most of them contain substances which can be harmful to your health.

Use biodegradable oils for chain lubrication where oils cannot be recuperated. In many countries rapeseed oils or other agro-based lubricants have become available.

Modern oils contain additives. Do not burn contaminated fuels and/or waste oils in ordinary heating systems.

Avoid spillage when draining off used engine coolant mixtures, engine, gearbox and hydraulic oils, brake fluids, etc. Do not mix drained brake fluids, fuels or coolant mixtures with lubricants. Store them safely until they can be disposed of in a proper way to comply with local legislation and available resources. They should not be allowed to get into the soil but should be collected and disposed of safely.

Do not open the air-conditioning system yourself; it contains gases, which should not be released into the air. Your dealer has a special extractor for this purpose and will have to do the recharging of the system anyway.

Repair any leaks or defects in the engine cooling or the hydraulic system immediately.

Do not increase the pressure in a pressurized circuit as this may lead to bursting of the components.

Protect hoses during welding as penetrating weld splatter may burn a hole or weaken them, causing the loss of oils, coolant, etc.

Battery recycling
Batteries and electric accumulators contain various components which can damage the environment if they are not properly recycled after usage. New Holland strongly recommends that you return all used batteries (starting batteries and small ”dry” batteries which may be used in electric or electronic systems) to your New Holland dealer who will ensure proper disposal or recycling. In certain countries this is a legal requirement.

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SECTION QUICK REFERENCE

1 – General Information and Safety

2 – Controls, Instruments and Operation

3 – Field and Site Operation

4 – Lubrication and Maintenance

5 – Fault Finding

6 – Vehicle Storage

7 – Accessories

8 – Specification

9 – 1st 50 Hour Service Sheets

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NOTE: *The CX Operator's manual consists of two volumes. The first volume "Operation" with sections 1,2 and 3, the second volume "Maintenance" with sections 4,5,6,7,8 and 9.*

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SECTION 4 – LUBRICATION AND MAINTENANCE

GENERAL

Your combine is designed to require minimum lubrication and maintenance. However, regular lubrication and maintenance is the best insurance against delays and repairs and greatly increases the life of the machine.

Use only top grade lubricants stored in clean vessels.

Recommended lubricants and amounts are summarized at the end of this section.

⚠ CAUTION ⚠

Always stop the machine before lubricating and observe following precautions:

- Disengage all drives.
- Raise the header.
- Engage the header lifter safety latch.
- Engage the parking brake.
- Switch off the combine engine.
- Remove the ignition key before leaving the operator's platform.

GREASE FITTINGS AND INTERVALS

Before greasing the machine always wipe any dirt from the grease fittings.

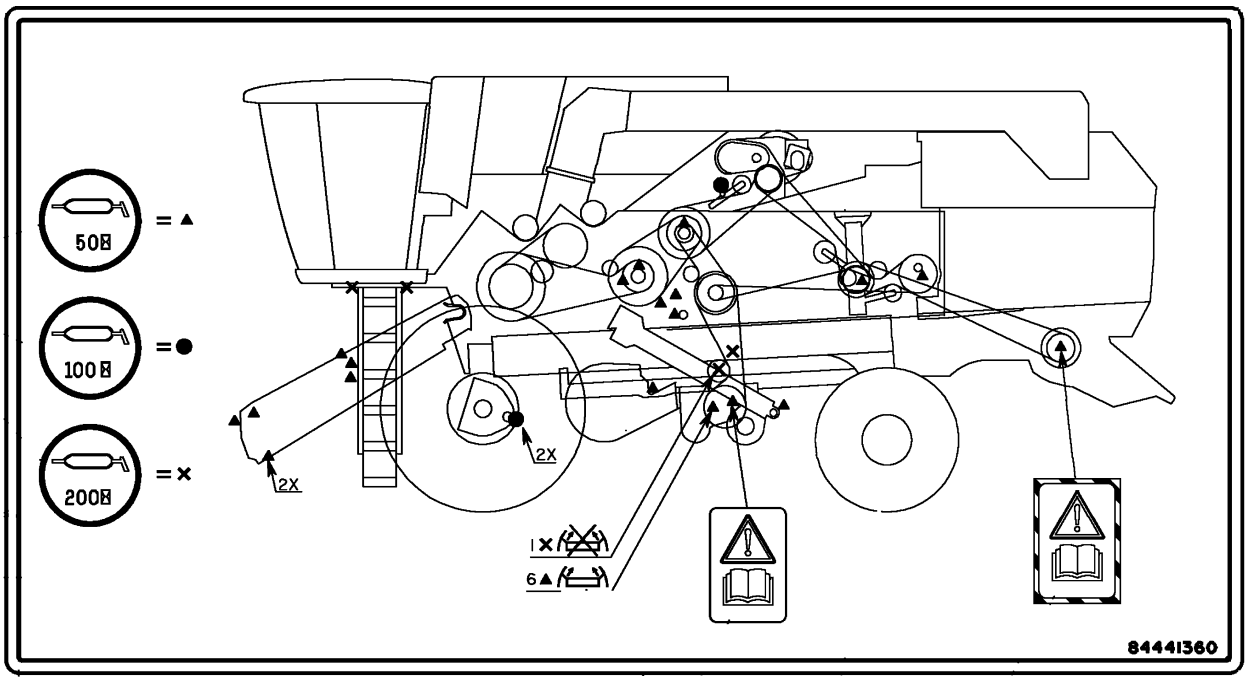
All points, except those with special notations, should be lubricated until the grease is forced out around the bearings and then the excess grease should be wiped off.

NOTE: *After greasing, shift the variators from minimum to maximum and vice versa to distribute the grease in the hub.*

Grease specification

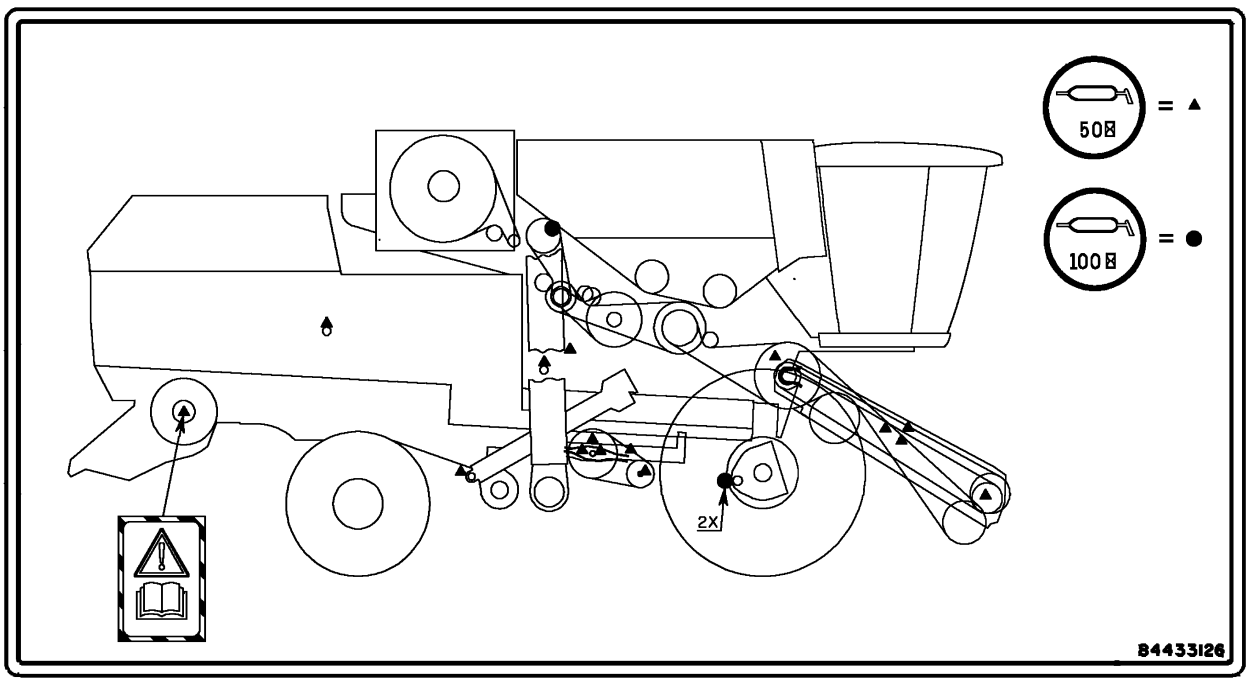
Use Multipurpose grease AMBRA GR9
(ref. (NH710A) or AMBRA GR75MD (ref. NH720A), or grease classified under NLGI 2.

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ZEIL04CX0193F0A

1



ZEIL04CX0195F0A

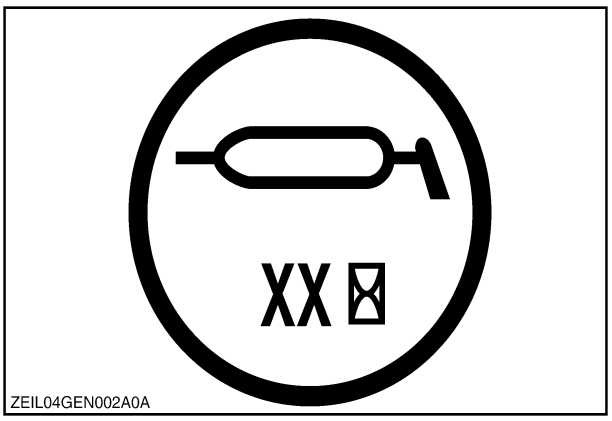
2

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Grease interval

All grease fittings on the machine are indicated with a grease decal on which the time interval “XX” is mentioned.

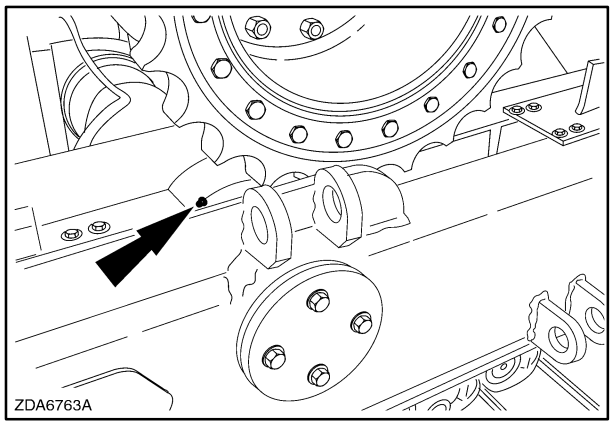
NOTE: *There is also a general grease decal foreseen on both sides of your combine.*
(see previous page)



3

10 hours interval

1. Tracks (If installed)



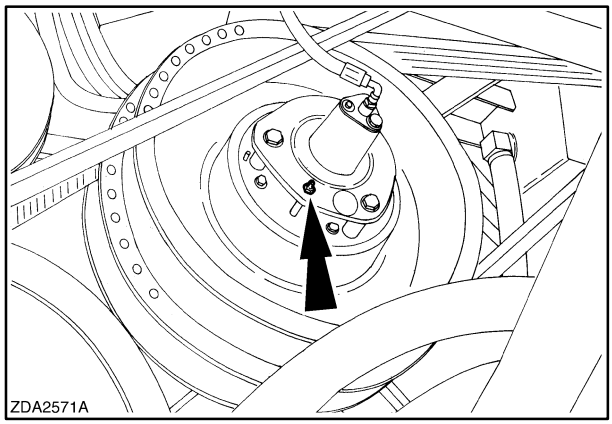
4

50 hours interval – left-hand side

1. Sliding sheave on driver drum variator

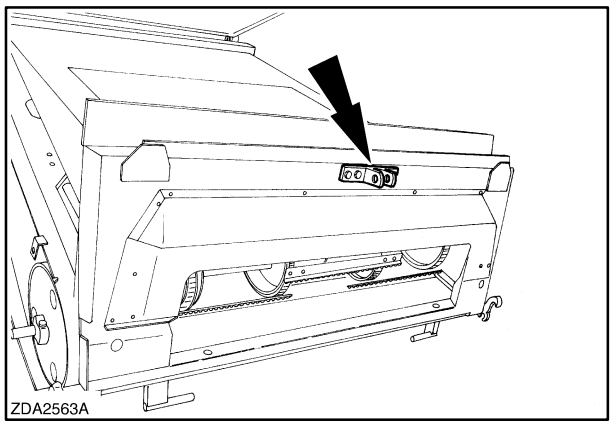
NOTE: *Minimum 4 gun strokes every time the sheave is greased.*

NOTE: *After greasing, shift the variator from minimum to maximum and vice versa to distribute the grease in the hub.*



5

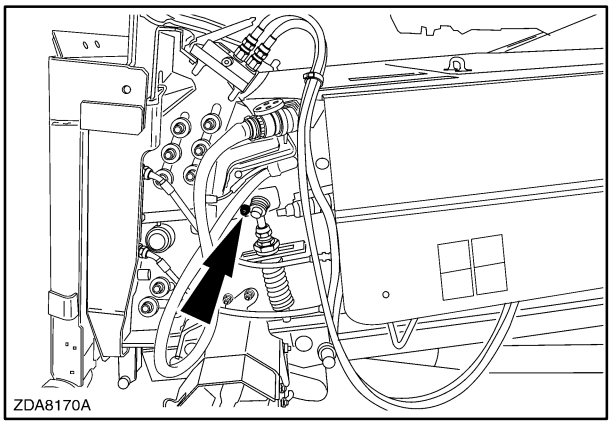
2. Pivot point lateral float



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3. Straw elevator bottom shaft bearing

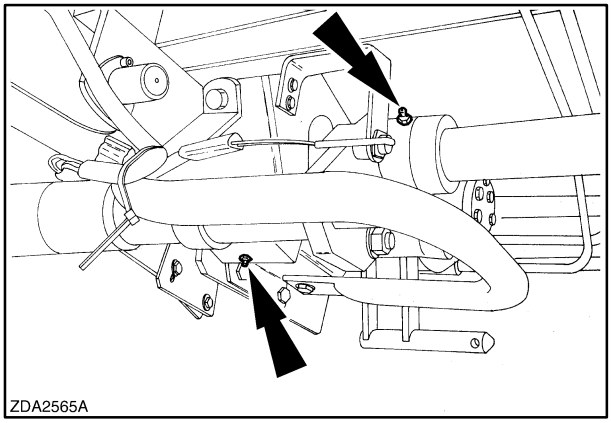


7

4. Sliding shaft reverser

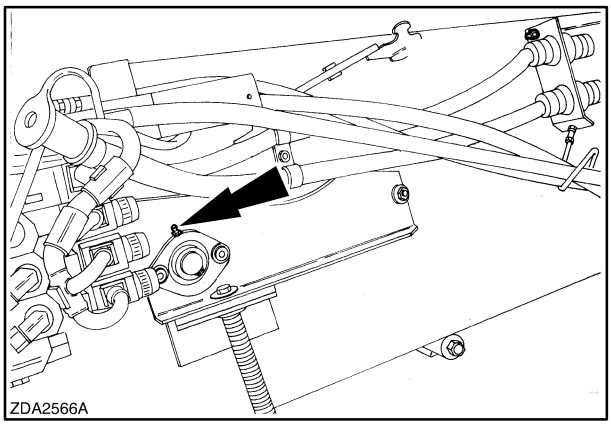
5. Jaw clutch reverser (3x)

NOTE: *Three grease zerks are installed to improve access: Only one has to be greased.*



8

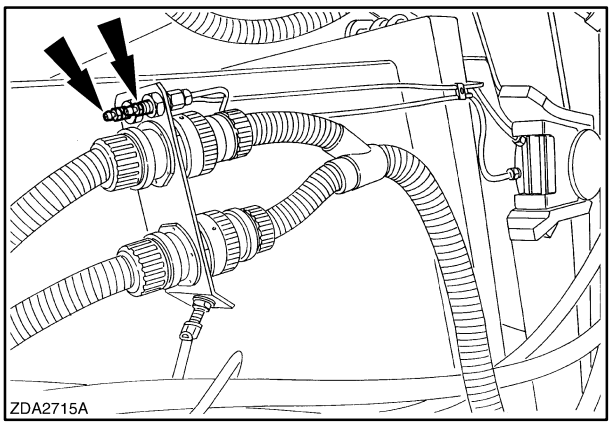
6. Straw elevator intermediate roll bearing (If installed)



9

7. Straw elevator top shaft bearing

8. Straw elevator top shaft bearing housing



10

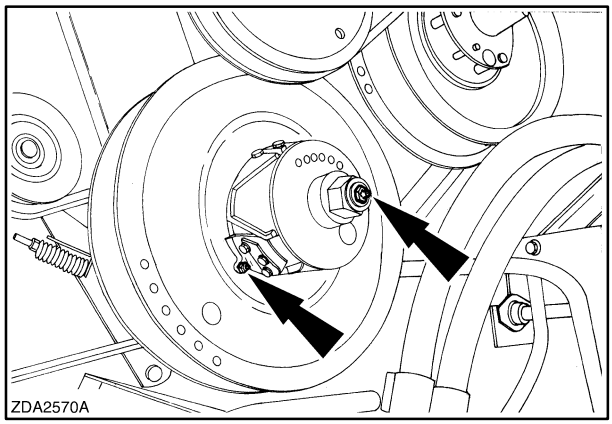
https://truckmanualshub.com/

9. Sliding sheave on driven drum variator

NOTE: *Minimum 4 gun strokes every time the sheave is greased.*

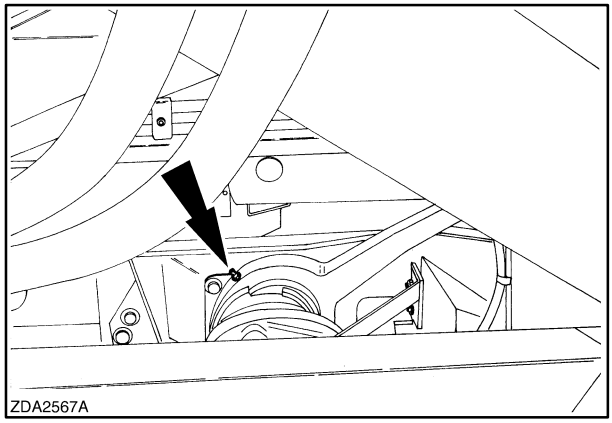
10. Thrust bearing on driven drum variator

NOTE: *After greasing, shift the variator from minimum to maximum and vice versa to distribute the grease in the hub.*



11

11. Eccentric hub cleaning shoe drive

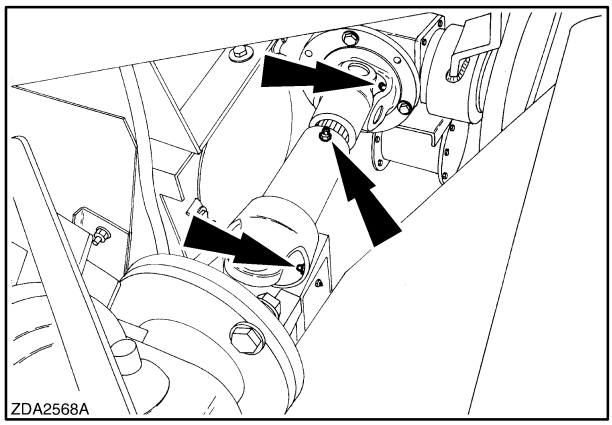


12

12. P.t.o. (self levelling) cleaning shoe drive bottom

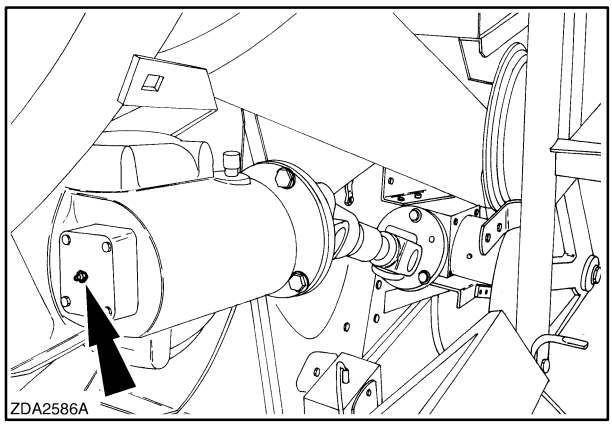
13. P.t.o. (self levelling) cleaning shoe drive top

14. P.t.o. (self levelling) cleaning shoe drive sliding part



13

15. Cleaning shoe drive top gearbox (self levelling cleaning shoe)

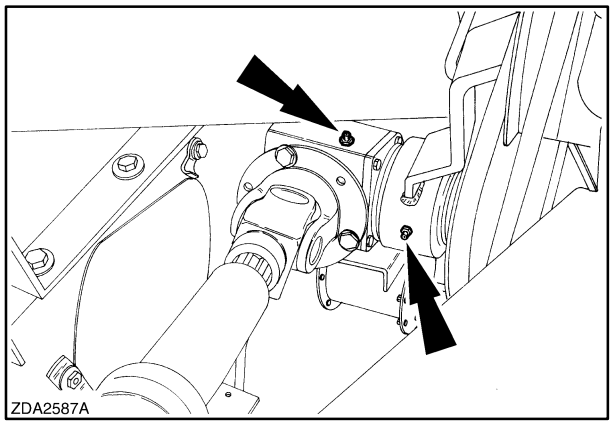


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16. Cleaning shoe drive bottom gearbox (self levelling cleaning shoe)

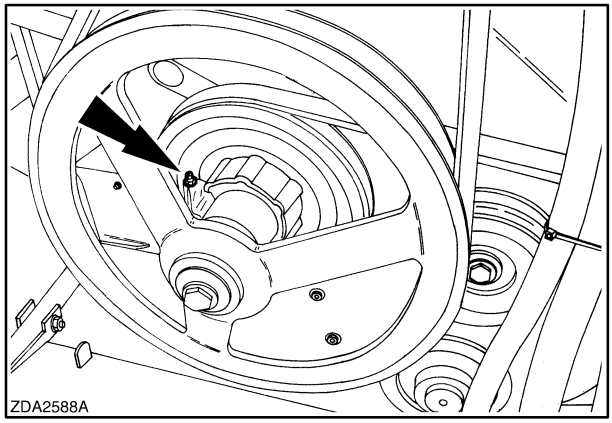
17. Cleaning shoe drive idler arm



15

18. Slip clutch returns drive (self levelling cleaning shoe models)

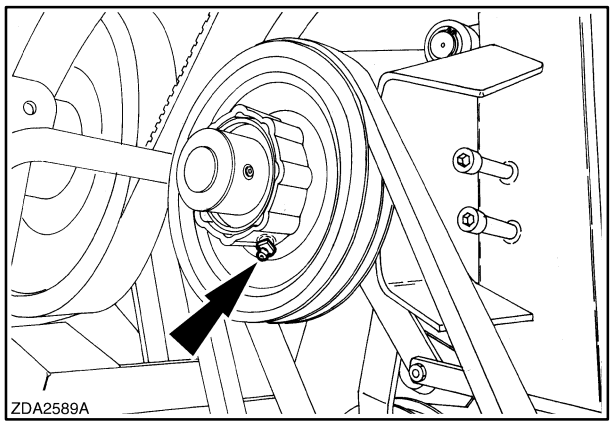
NOTE: *Maximum 2 gun strokes every time the clutch is greased.*



16

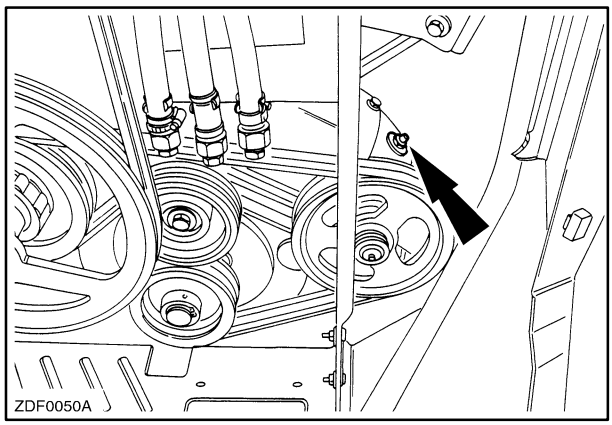
19. Slip clutch returns drive (fixed cleaning shoe models)

NOTE: *Maximum 2 gun strokes every time the clutch is greased.*



17

20. Returns gearbox



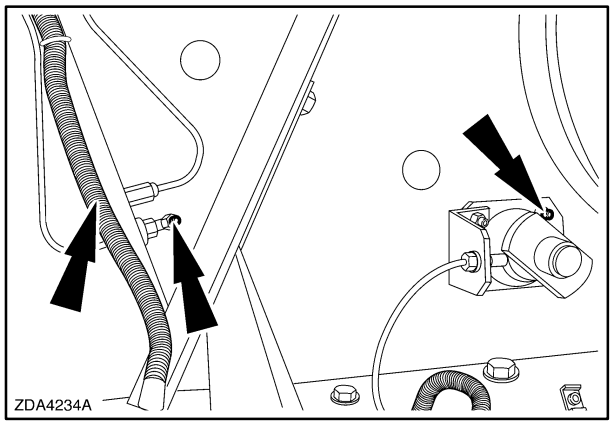
18

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21. Straw flow beater shaft bearing

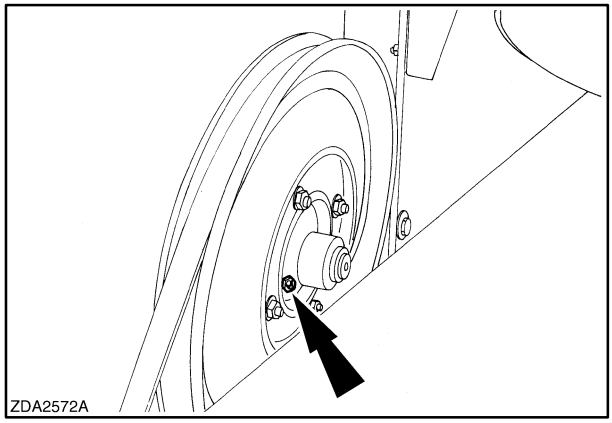
22. Conical bearing set on driven drum variator

23. Straw walker front shaft bearing



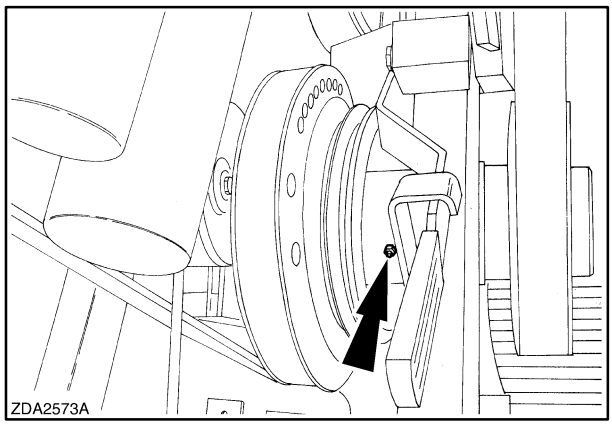
19

24. Straw walker rear shaft bearing



20

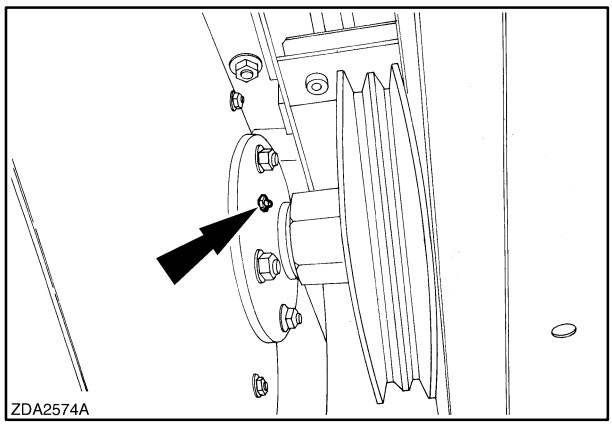
25. Straw chopper intermediate shaft



21

26. Straw chopper rotor bearing

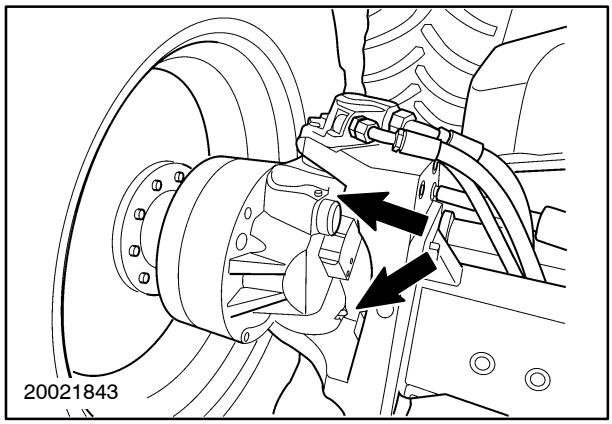
NOTE: *Maximum 2 gun strokes every time the bearing is greased.*



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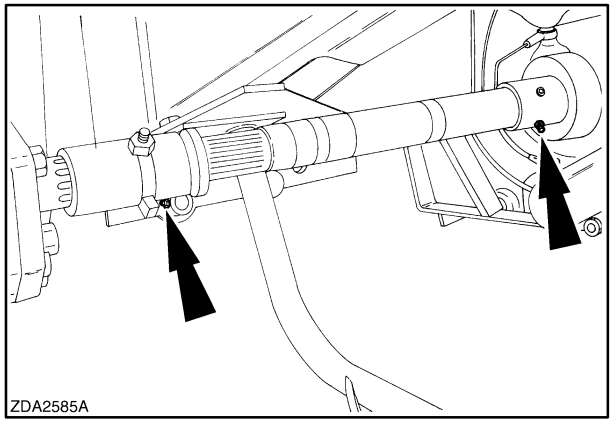
27. Powered rear axle upper and lower king pin bushings. (If installed)



23

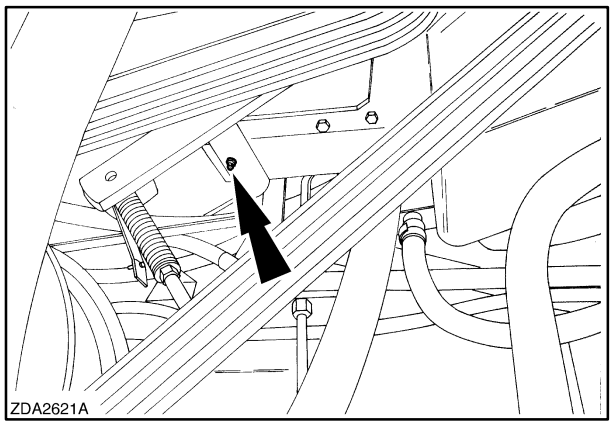
100 hours interval – left-hand side

1. Half shaft couplers traction (2x)



24

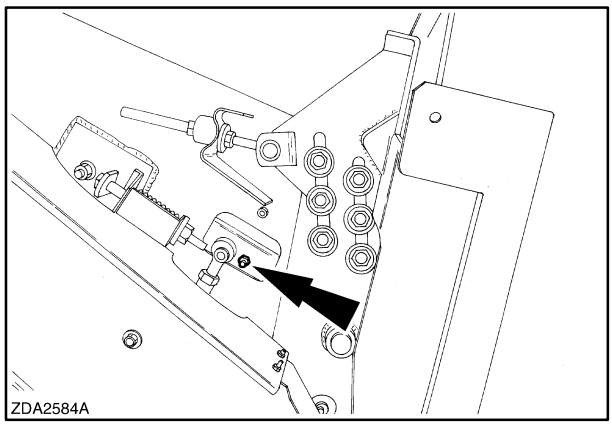
2. Pivot point of main drive idler arm



25

50 hours interval – right-hand side

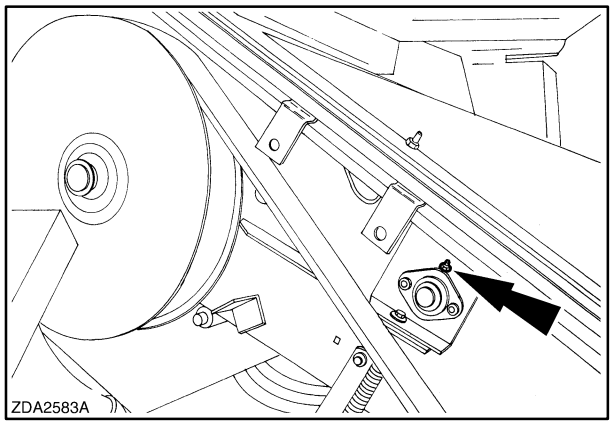
1. Straw elevator bottom shaft bearing



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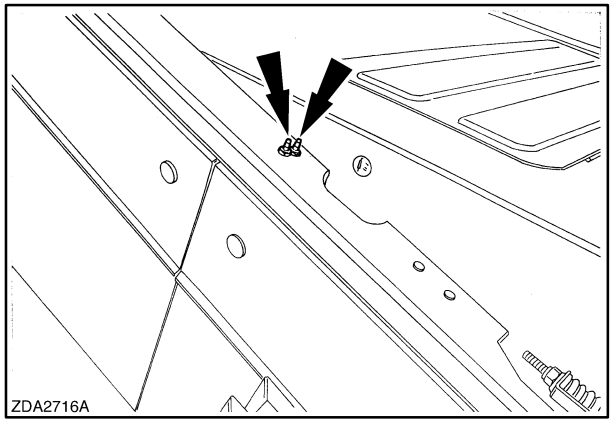
2. Straw elevator intermediate roll bearing (If installed)



27

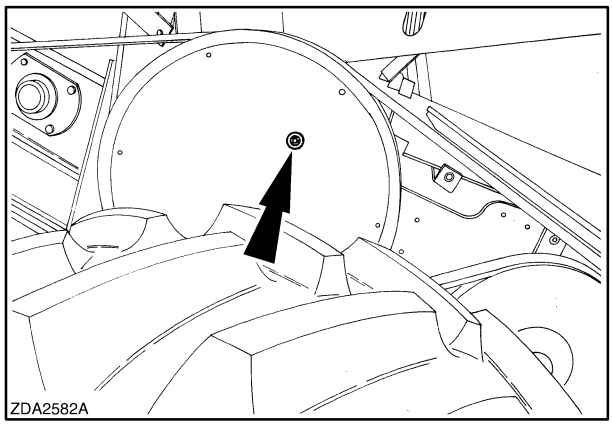
3. Straw elevator top shaft bearing

4. Straw elevator top shaft bearing housing



28

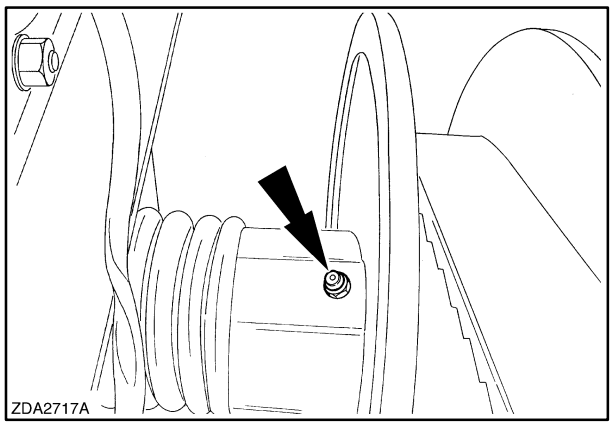
5. Slip clutch on straw elevator top shaft



29

6. Sliding sheave fan variator driven disc (3 x)

NOTE: *Three grease zerks are installed to improve access: Only one has to be greased.*



30

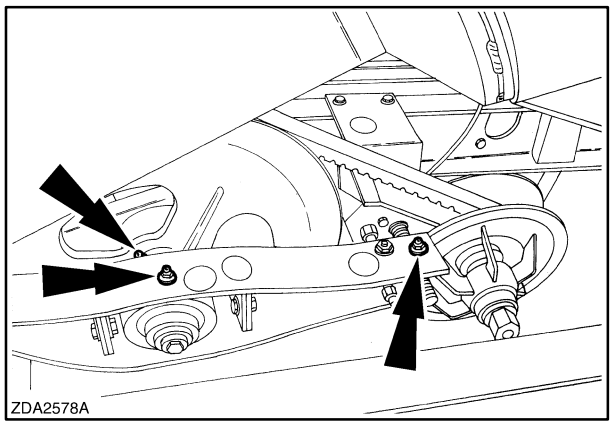
https://truckmanualshub.com/

7. Thrust bearing on fan variation

8. Sliding sheave fan variator driver disc (3 x)

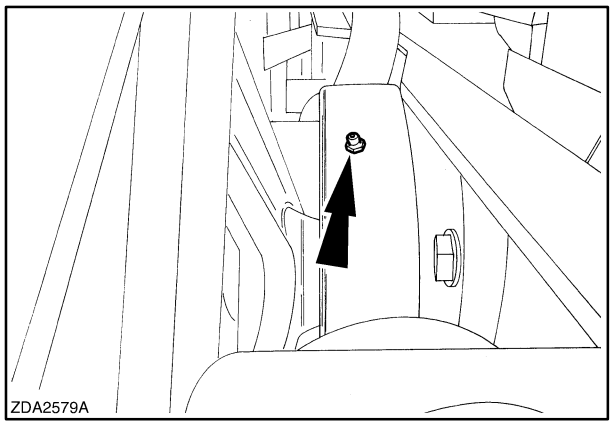
9. Hex. nut on fan variator control spindle

NOTE: *After greasing, shift the variator from minimum to maximum and vice versa to distribute the grease in the hub.*



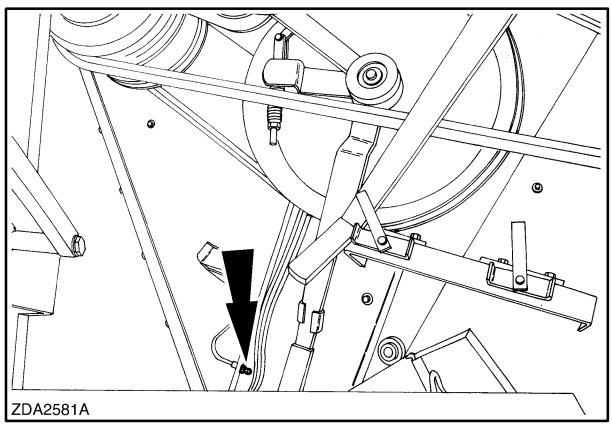
31

10. Eccentric hub cleaning shoe drive



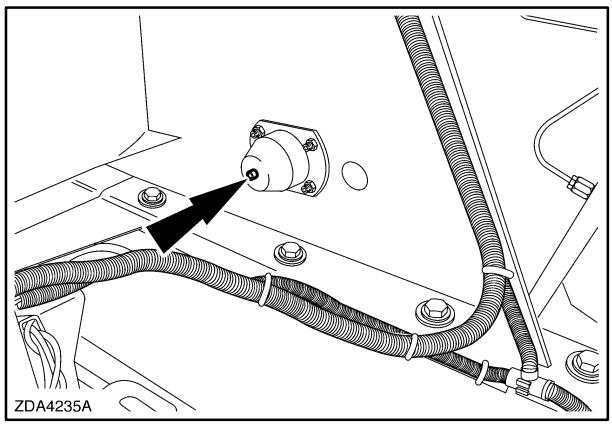
32

11. Straw flow beater shaft bearing (intermediate shaft)



33

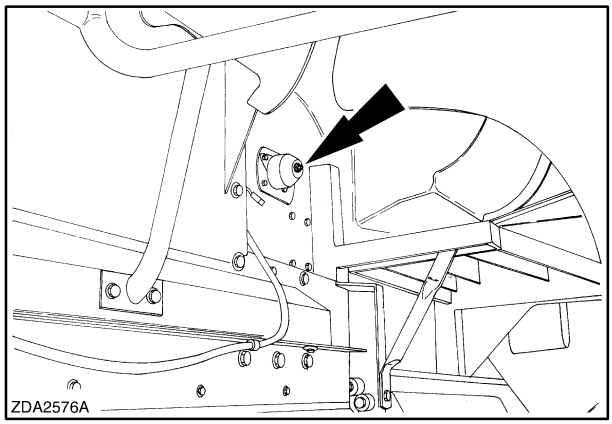
12. Straw walker front shaft bearing



34

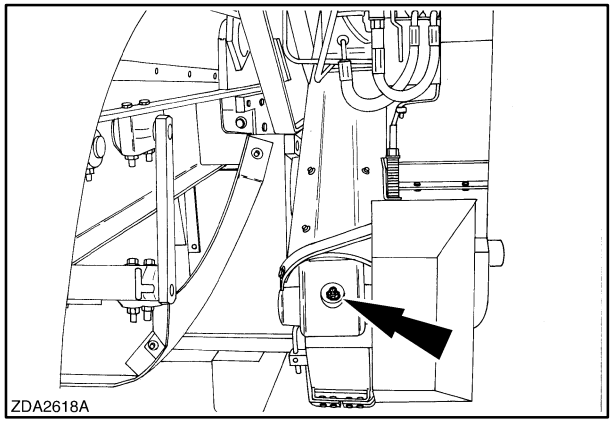
https://truckmanualshub.com/

13. Straw walker rear shaft bearing



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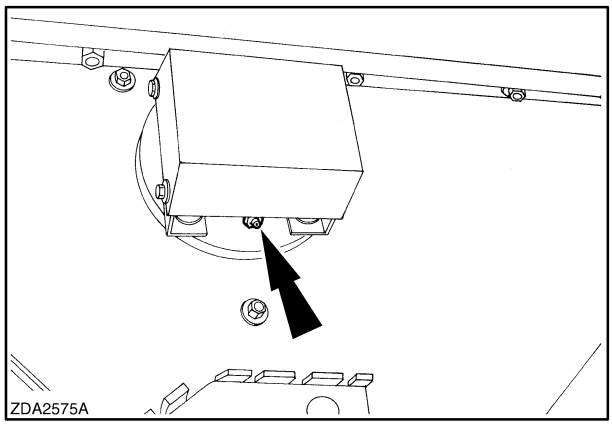
14. Returns gearbox (CX800 models)



36

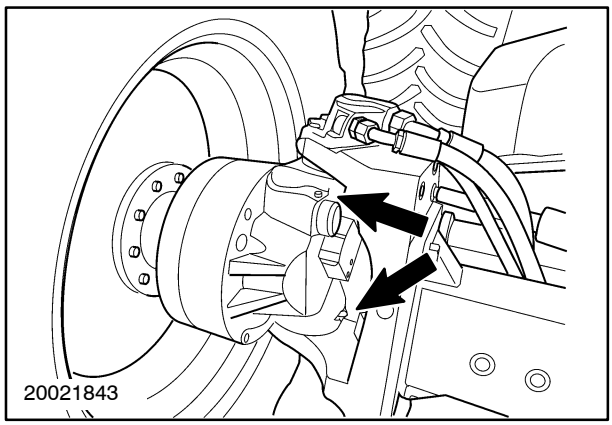
15. Straw chopper rotor bearing

NOTE: *Maximum 2 gun strokes every time the bearing is greased.*



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16. Powered rear axle upper and lower king pin bushings. (if installed)

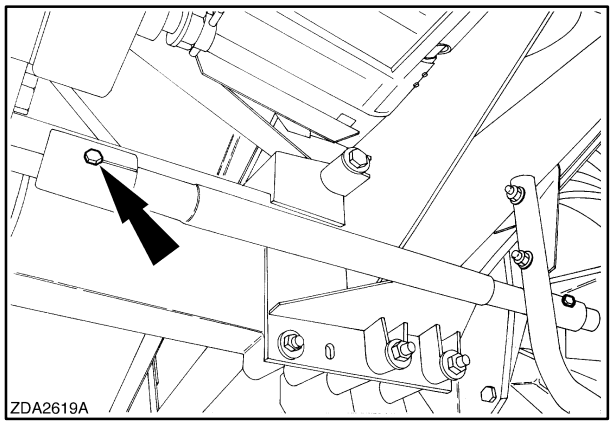


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100 hours interval – right-hand side

1. Half shaft couplers traction (2x)

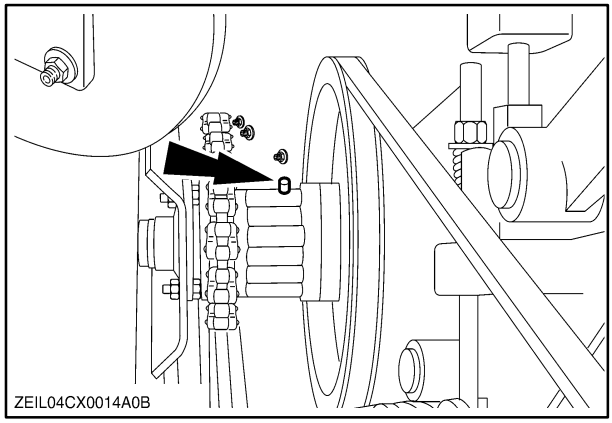


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2. Safety clutch on grain elevator

   To easy reach the grease fitting, pull the idler away and turn the V-pulley by hand.

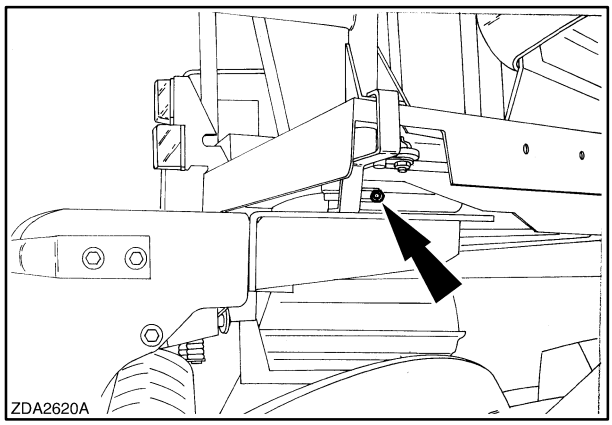
NOTE: *Maximum 2 gun strokes.*



40

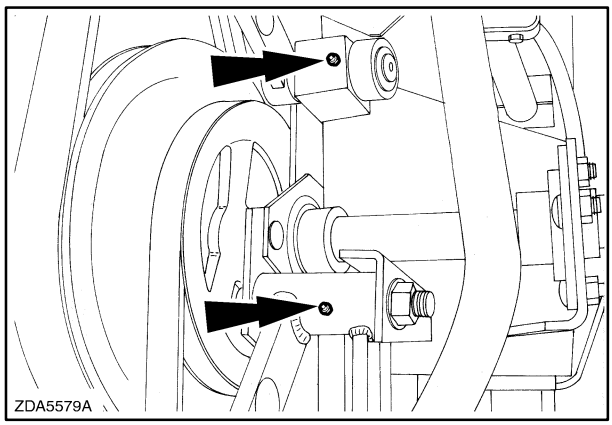
200 hours interval – left-hand side

1. Pivot ring platform ladder (2x)



41

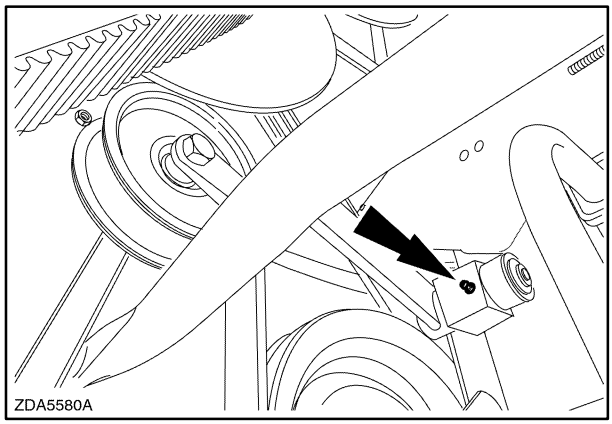
2. Pivot point idler arm (2x)
   (fixed cleaning shoe)



42

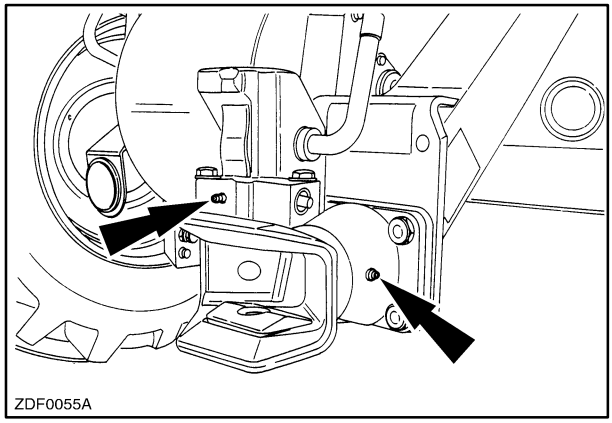
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3. Pivot point idler arm
(self levelling cleaning shoe)



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4. Automatic rotation trailer hitch (If installed)



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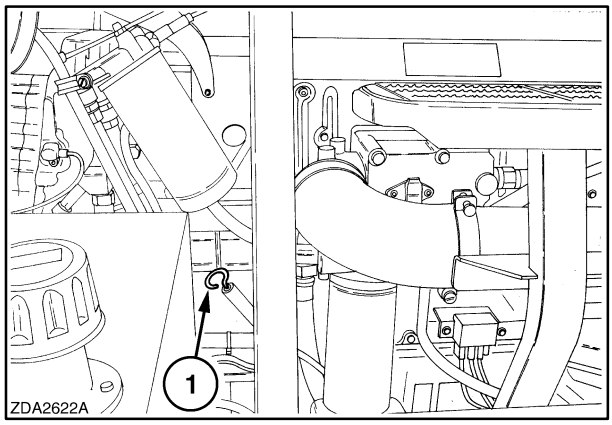
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ENGINE

Oil level

Check the engine oil level daily when the combine is standing on a level surface and after the engine has been stopped for a minimum of five minutes.

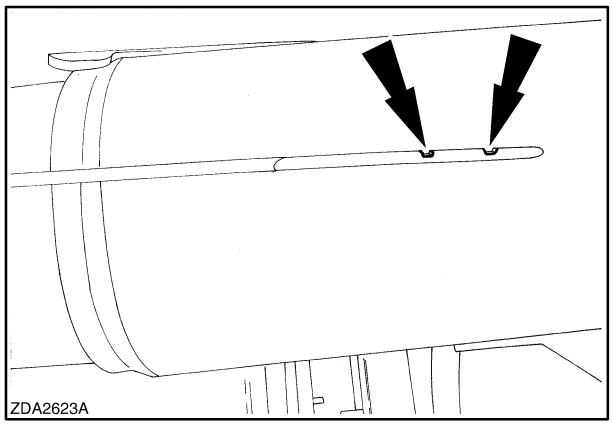
1. Remove the dipstick 1, wipe clean and re-insert fully.



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2. Pull the dipstick out again and check the oil level. The oil level should be between the minimum and the maximum mark.

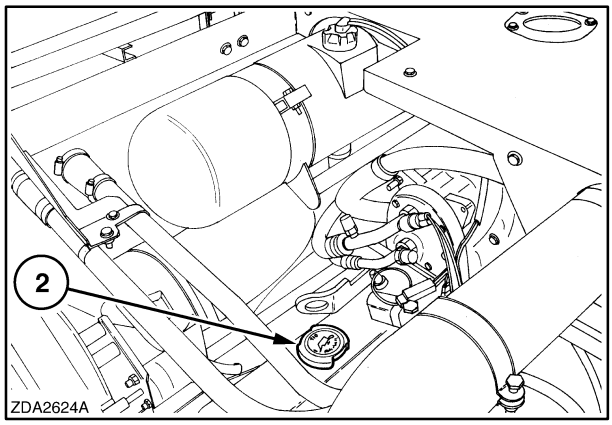
IMPORTANT: *At no time should the oil level be allowed to fall below the minimum level.*



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If necessary, add oil through filler hole 2 until the oil level reaches the maximum mark on dipstick.

IMPORTANT: *Do not fill above upper mark on dipstick. Excess oil will burn off, create smoke and give a false impression of oil consumption.*



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Oil and filter change intervals

- **CX720-740-760-780-820-840**
  (CNH engine)

After the first **100** operating hours.

NOTE: *If necessary to add oil during the first 100 hours of operation, use oil specified in "Oil specifications" in this paragraph.*

Every **300** operating hours or annually.

- **CX860-880**
  (Iveco engine)

After the first **100** operating hours.

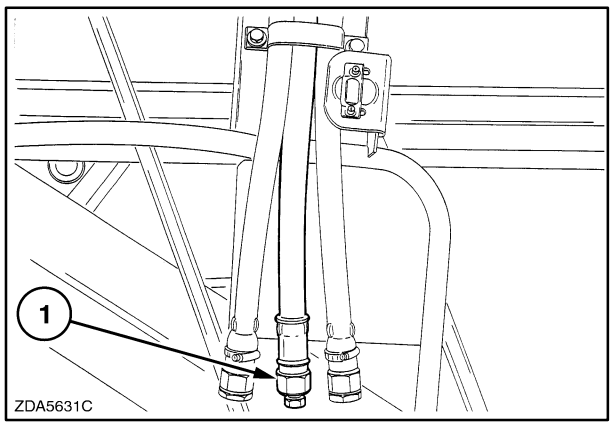
NOTE: *If necessary to add oil during the first 100 hours of operation, use oil specified in "Oil specifications" in this paragraph.*

Every **600** operating hours or annually.

The engine oil filter(s) should be changed every time the oil is changed.

To change oil and filter, proceed as follows:

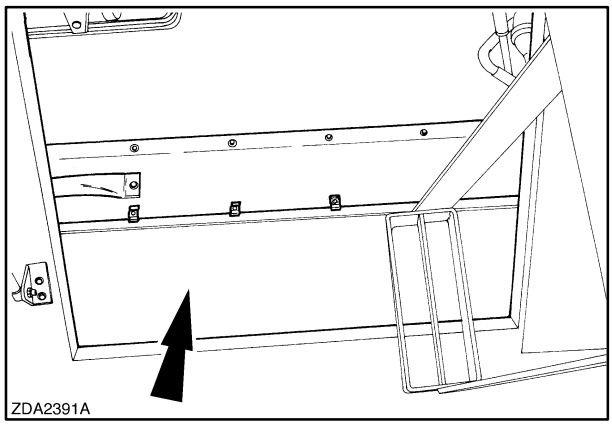
1. Warm the engine to operating temperature. Stop the engine, drain the oil through hose 1 and catch the oil in a suitable container.



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2. The oil filter is accessible by removing the cover in the grain tank.



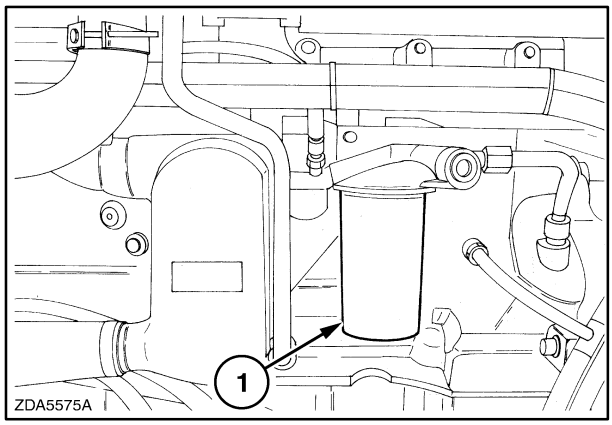
49

3. Clean the area round engine oil filter 1 and remove the ”spin-on” filter using a filter wrench.

4. Fill up a new engine filter 1 with clean oil and apply a film of oil to the seal ring.

5. Screw on the new filter by hand. Tighten firmly but do not use tools.

6. Reinstall the plug of drain hose 1 (fig. 48).



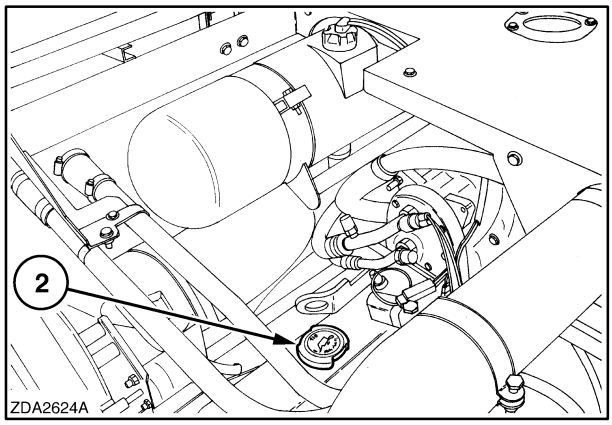
50

7. Remove filler cap 2 and refill the engine with clean oil. Re-install the filler cap.

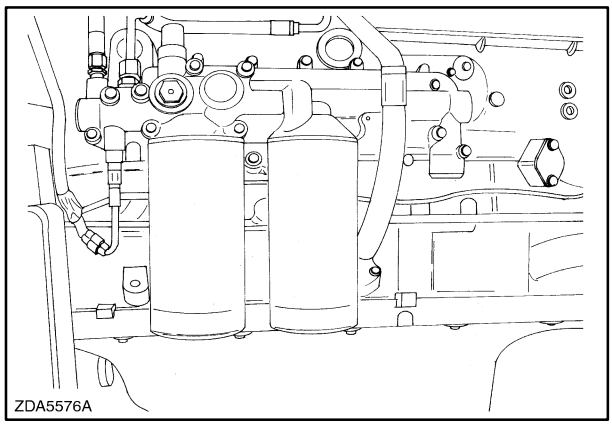
8. Run the engine at low idle for a minute or so, to circulate the oil, then stop the engine.
Check the oil filter for leaks.

9. Wait for a short period to allow the oil to drain back to the sump. Check the oil level on dipstick as explained in previous paragraph headed ”Oil level”.

NOTE: *CX880 is equipped with two engine oil filters.*



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Engine sump and filter capacity (total)

- CNH engine: 23 litres (6.08 US gal)

- Iveco engine:
  - CX860 (F2B E0684 A*B002): 24 litres (6.34 US gal); one oil filter.
  - CX880 (F3A E0684 G*B003): 29 litres (7.66 US gal); two oil filters.

Oil specification

Use AMBRA MASTER GOLD HSP, SAE15W40, NH330H engine oil or an oil meeting the following specification:

- API CH-4 or ACEA E3/E5

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Crankcase breathing system (Iveco engine)

Replace the closed crankcase filter every 1500 operating hours or if sight glass 8 shows a red pin (see fig. 54)

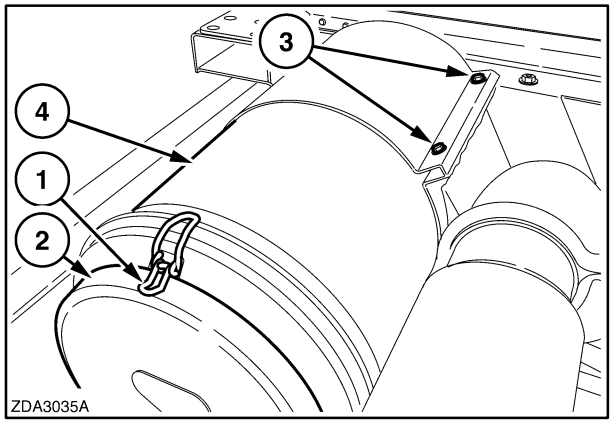
To replace, proceed as follows:

1. Remove clamps 1 to remove cover 2.

2. Remove the filter element and the safety element.

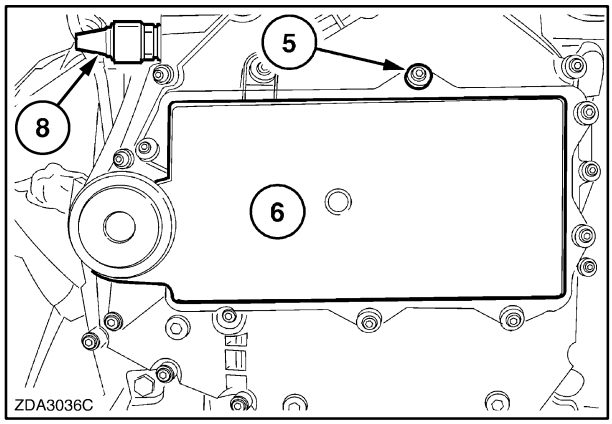
3. Loosen the two hose clamps of the hose to disconnect the filter housing from the air channel in the grain tank.

4. Loosen two bolts 3 to remove filter housing 4.



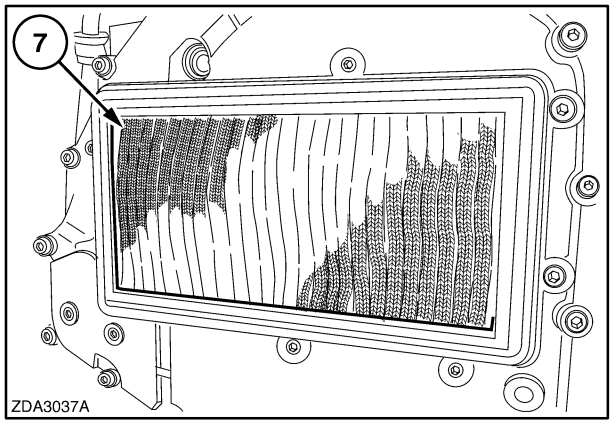
53

5. Remove nine bolts 5 to remove cover 6 of the crankcase filter.



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6. Replace crankcase filter 7.



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7. Install cover 6 and tighten bolts 5.
8. Install filter housing 4 and tighten two bolts 3.
9. Install the two hose clamps of the hose to connect the filter housing with the air channel in the grain tank.
10. Install the safety element and the filter element.
11. Close the cover with the clamps 1.

Crankcase breathing system (CNH engine)

The crankcase breathing system exists of two filters:

- Closed crankcase filter.
- Pre-separator on top of the engine.

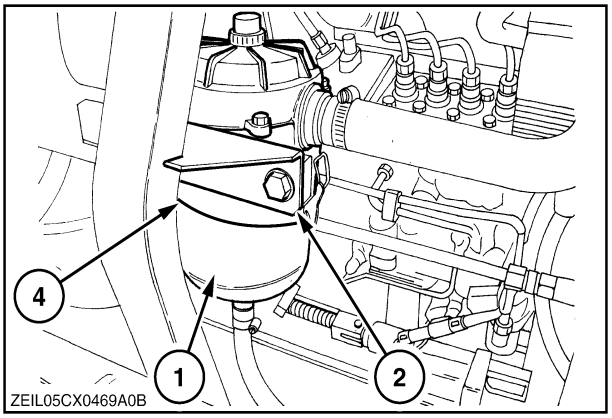
To service the system, proceed as follows:

- **Closed crankcase filter**

Replace the filter every 600 operating hours or if the sight glass shows a red pin.

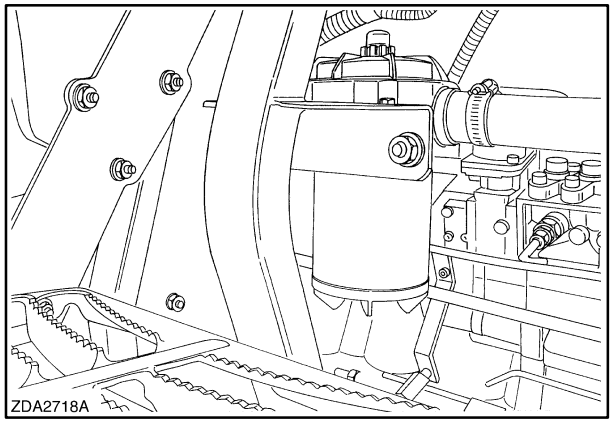
To change proceed as follows:

1. Remove the wire (4).
2. Remove cover (1) by loosening clamps (2).



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3. Remove the filter.
4. Clean any oil residue.
5. Install a new filter.
6. Install the cover with the clamps.
7. Install the wire.



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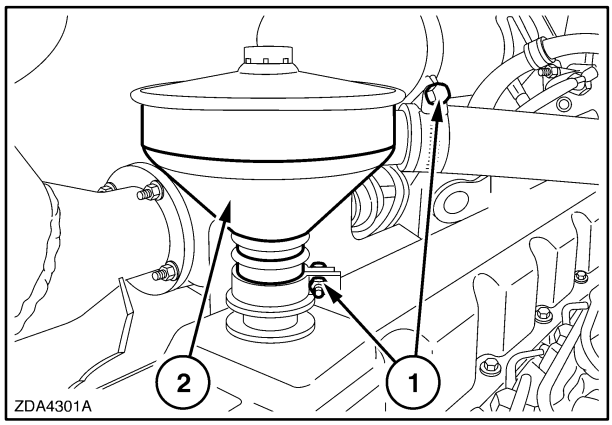
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- **Pre-separator**

Clean the filter every 600 operating hours.

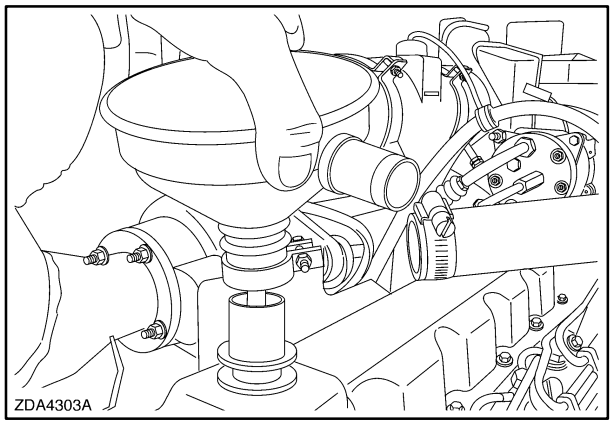
To clean, proceed as follows:

1. Loosen hose clamps 1 and remove filter 2.



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2. Wash out the filter with kerosene and dry with compressed air. Ensure no cleaning fluid remains in the unit.
3. Install the filter and tighten the hose clamps.



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Turbocharger compressor (CNH engine)

Clean turbocharger wheel and housing every 600 hours. To do this job, contact your local dealer.

Aftercooler (CNH engine)

Flush aftercooler every 600 hours or once a year, whichever comes first. To do this job, contact your local dealer.

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ENGINE COOLING SYSTEM

Coolant level

Check the coolant level daily in the shunt tank when the engine is cold. The coolant level should reach level indicator 2.

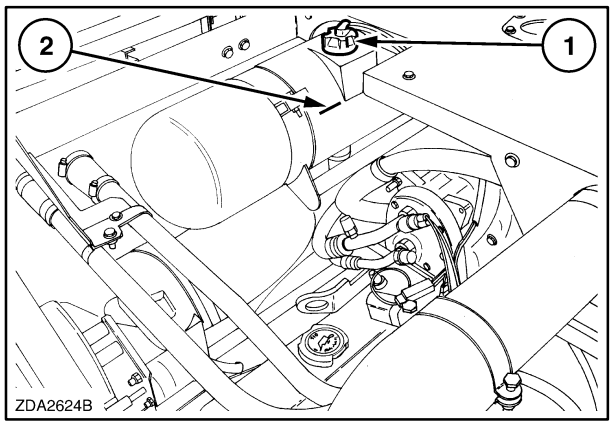
IMPORTANT: *Under no circumstances should the engine be started without coolant in the cooling system.*

⚠ WARNING ⚠

The cooling system operates under pressure which is controlled by pressure/filler cap 1. Take care if removing the pressure/filler cap while the system is hot. Cover the cap using a thick cloth and open the pressure/filler cap slowly and allow the pressure to escape before removing the cap completely. Do not add cold water to a hot shunt tank.

When the coolant level is too low, proceed as follows:

1. Run the engine at low idle.
2. Add coolant to the cooling system through shunt tank filler opening 1. Never fill when the engine is hot.



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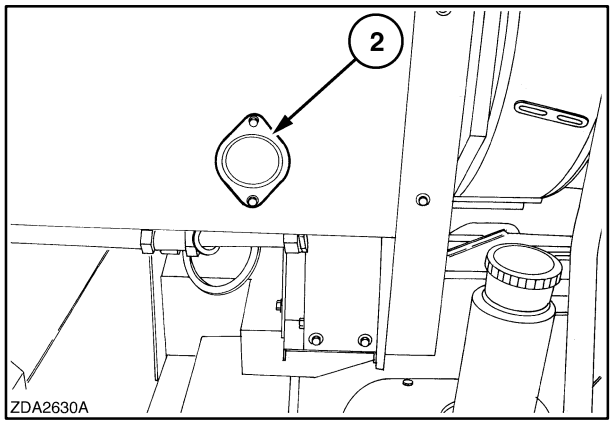
Coolant change

The coolant should be renewed:

- Every 2 years.

When replacing the coolant proceed as follows:

1. Remove cover 2.



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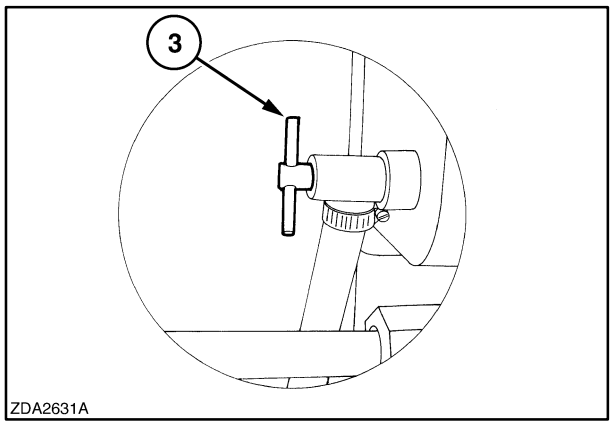
2. Drain the coolant by opening stopcock 3 at the bottom of the radiator.

3. Flush the cooling system with clean water (steps 3 to 6).

4. Close stopcock 3 and fill the cooling system with clean water through shunt tank filler opening 1 (fig. 60).

5. Start the engine and run it at low idle until the water temperature is at normal operating temperature.

6. Stop the engine.



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7. Drain the water by opening stopcock 3.
8. Close stopcock and fill the cooling system with coolant as specified.
9. Install the cover.

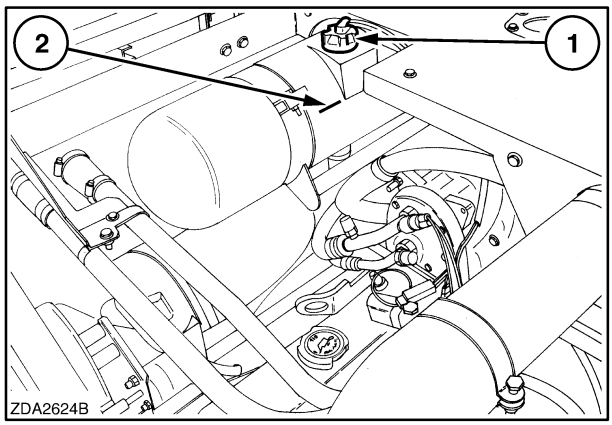
IMPORTANT: *Always fill the cooling system with an approved antifreeze/water mixture. Check the freezing point of the coolant after each refill.*

⚠ CAUTION ⚠

The engine is hot and so may be the shunt tank. Extreme care should be taken when filling the cooling system.

10. Start the engine and run it at 1500 rpm until the coolant temperature is at normal operating temperature.
11. Return to low idle and stop the engine after 1 minute (Turbo charger precaution).

12. Fill the shunt tank to level indicator 2 and install pressure/filler cap 1.



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Coolant system capacity

- CNH engine: 40 litres (10.6 US gal)
- Iveco engine: CX860 = 46 litres (12.2 US gal)
  CX880 = 50 litres (13.2 US gal)

Coolant specification

Use AGRIFLU antifreeze (ref. NH900A)

The coolant is a water/antifreeze mixture containing:

- 50% water
- 50% antifreeze: AGRIFLU (ref. NH900A)

The quality of the water should not exceed following limits:

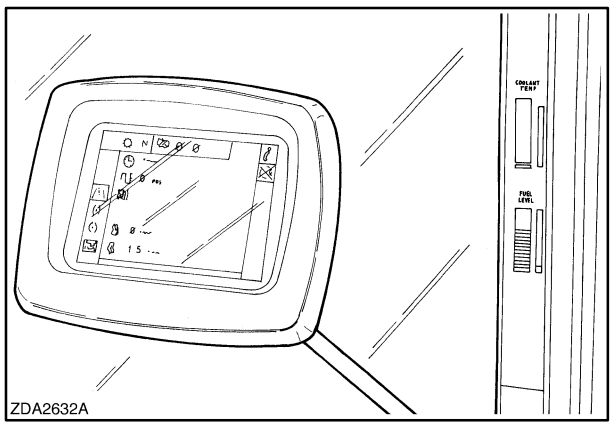
- Total hardness: 0.3%
- Chlorides: 0.1%
- Sulphates: 0.1%

FUEL SYSTEM

Fuel level

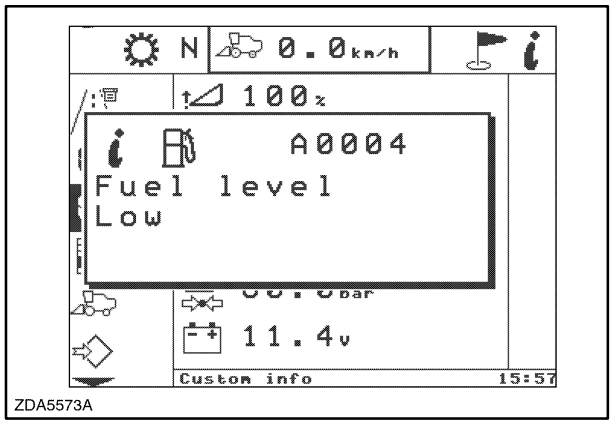
The fuel level can be checked on the bargraph indicator integrated in the shaft speed monitor.

The fuel level can also be checked on the InfoView™ monitor, in the diagnostics info screen.



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When the fuel level is low level a pop-up screen appears on the InfoView™ monitor.



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Filling the fuel tank

To fill the fuel tank, proceed as follows:

1. Stop the engine and wait until all rotating parts have come to a complete standstill.

2. Before remove the fuel filler cap 1, clean the area around the filler cap and the filler neck to prevent dirt from entering the fuel tank and contaminating the fuel.

3. Fill the fuel into the tank always trough a fine gauze filter. Don't fill the tank to capacity. Allow room for expansion.

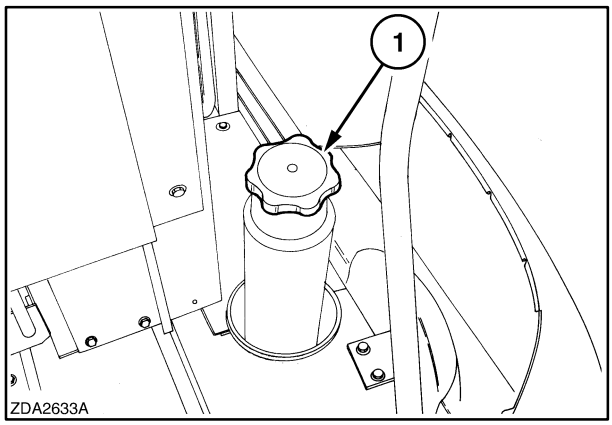
IMPORTANT: *The best time to fill the tank is at the end of the day to reduce overnight condensation.*

IMPORTANT: *If the original fuel tank cap is lost or a new cap is required, replace it with a genuine original vented cap.*

⚠ CAUTION ⚠

When handling diesel fuel, observe the following:

- Smoking is strictly prohibited during filling the fuel tank.
- Never fill the tank when the engine is running.
- Wipe up spilled fuel immediately.

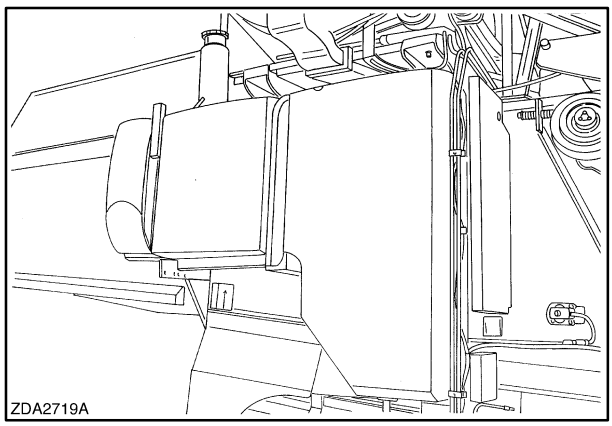


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Fuel tank capacity

Model CX720, 740, 760: 500 Litres (130 US gal)

Model CX780, 820, 840, 860, 880: 750 Litres (200 US gal)



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Fuel specification

The quality of fuel used is an important factor in obtaining dependable performance and satisfactory engine life.

Fuels must be clean, well-refined and non-corrosive to fuel system parts. Be sure to use fuel of a known quality from a reputable supplier.

To be sure that a fuel meets the required properties, enlist the aid of a reputable fuel oil supplier. The responsibility for clean fuel lies with the fuel supplier as well as the fuel user

Use Number 2–D fuel in temperatures above –7°C (20°F). Use of Number 2–D fuel at temperatures below –7°C (20°F) will cause the fuel to thicken, which may prevent the engine from running. (If this happens, contact your dealer.)

Use Number 1–D fuel in temperatures below –7°C (20°F).

General Fuel Classification	Final Boiling Point (max)	Cetane rating (min)	Sulphur content (max)
No. 1–D	288°C (550°F)	40*	0.3%
No. 2–D	357°C (675°F)	40*	0.5%

* When continually operating at low temperatures or high altitude, a minimum cetane rating of 45 is required.

Use fuel with a sulphur content below 0.5%. Using fuel with a sulphur content above 0.5% requires more frequent oil changes as noted in the maintenance schedule. The use of diesel fuel with a sulphur content above 1.3% is not recommended.

NOTE: *Bio fuel is accepted for maximum 5%*

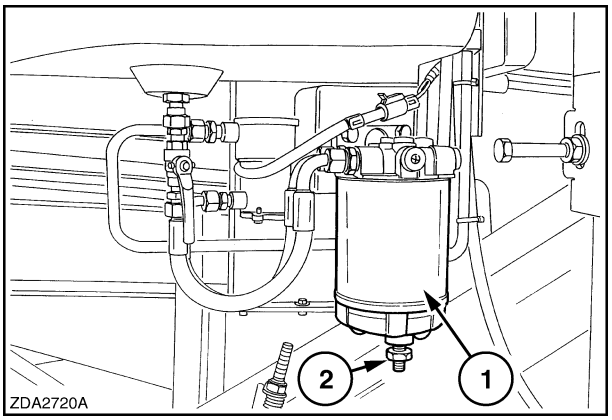
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Fuel storage

Many engine difficulties can be traced to dirty fuel, therefore the importance of using clean fuel, properly stored cannot be stressed too strongly.

Fuel prefilter/water separator

Drain the water from prefilter/water separator (1) daily, proceed as follows:

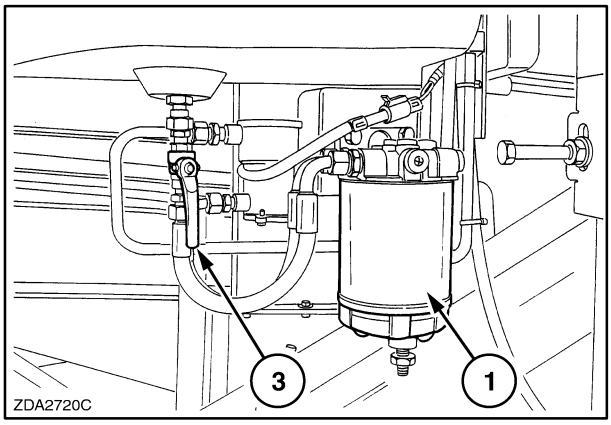


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1. Loosen the screw (2) to allow the water to run out of the screw orifice.
2. Collect the water/fuel mixture and dispose according to regulations.
3. Tighten the screw (2) when fuel free of water runs out of the screw orifice.

The fuel prefilter/ water separator (1) should be changed every 600 operating hours, or earlier, if a drop in engine performance is experienced.

To change the prefilter/water separator, proceed as follows:

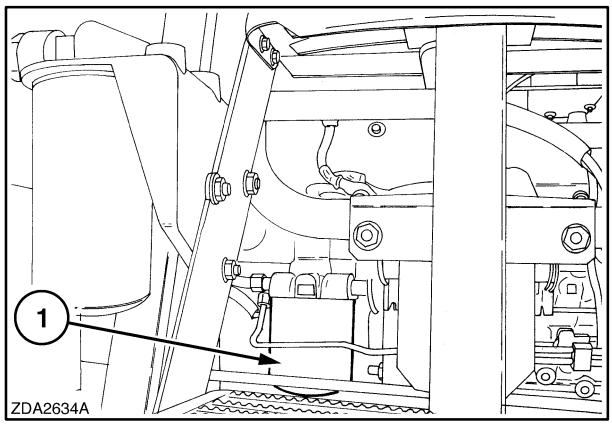


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1. Wipe the top of the prefilter/water separator head clean.
2. Turn the fuel valve (3) to the closed position.
3. Unscrew the ”spin-on” prefilter/water separator (1), using a filter wrench.
4. Fill the new prefilter/water separator (1) with clean fuel and apply a film of fuel to the gasket.
5. Screw on the new prefilter/water separator by hand. Tighten firmly, but do not use tools.
6. Turn fuel valve (3) to the open position.
7. Bleed the fuel system (refer to paragraph headed ”Bleeding the fuel system”).

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Fuel filter (CNH engine)

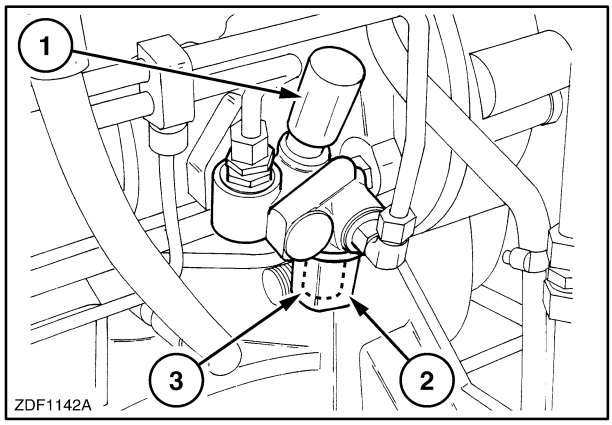


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The fuel filter 1 should be changed every 600 operating hours. Proceed as follows:

1. Wipe the top of the filter head clean.
2. Loosen the screw at the bottom of filter 1 to allow the fuel to run out of the screw orifice.
3. Unscrew the fuel filter, using a filter wrench.
4. Coat a film of fuel to the seal of the new fuel filter.
5. Screw the new filter on by hand and tighten it securely (firmly against the head and then an additional 1/4 to 1/2 turn). DO NOT USE TOOLS.
6. Close the screw at the bottom of the filter.
7. Bleed the fuel system, refer to next paragraph headed: ”Bleeding the fuel system (CNH engine)”.
8. The fuel filter contains a sediment bowl at its bottom side, which collects large particles of dirt and water. This sediment bowl can be removed and cleaned.

Fuel supply pump



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A fuel supply pump is also fitted to at the entry point into the injection pump fuel system. The purpose of the supply pump is to draw fuel from the tank, and pressurize the fuel to a minimum of 1.4 bar (20 psi) in order to cause fuel to flow through the filter and to provide sufficient pressure for pumping element filling. The supply pump housing also contains a sedimenter assembly consisting of a clear bowl (2) and strainer screen (3). The clear bowl should be inspected for sediment every 50 hours and cleaned every 600 hours.

On top of the supply pump is fitted a primer pump (1) which is used to prime the injection pump with fuel when the filter element has been changed.

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Bleeding the fuel system (CNH engine)

To bleed the fuel system, proceed as follows:

1. Ensure there is fuel in the fuel tank and tap 1 is open.

2. Set the ignition switch in the ”contact” position to engage electrical fuel pump 2.

3. Loosen fuel line 3 at the injection pump.

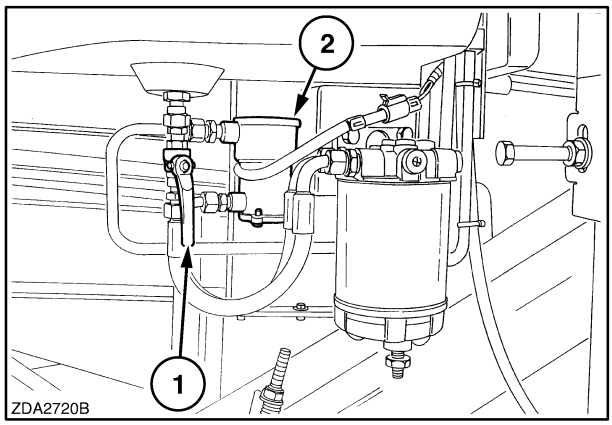
4. Operate fuel lift pomp piston 4 by hand until the fuel escaping is free from air bubbles.

5. Retighten fuel line 3 when fuel free of air bubbles escapes.

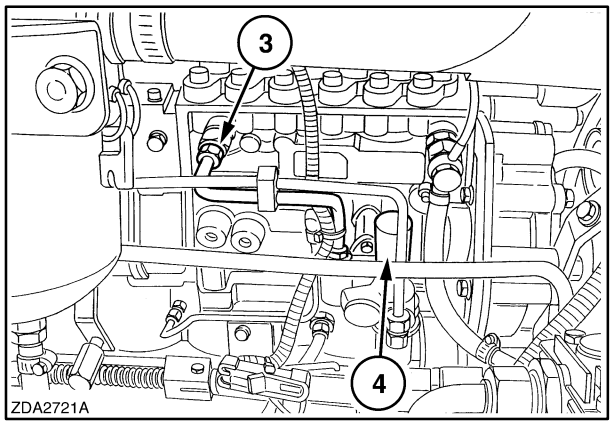
6. Continue pumping until the force needed remains more or less constant. This allows the fuel to be drawn into the injection pump.

7. Start the engine.

8. Run the engine at low idle until the engine runs smoothly.



72



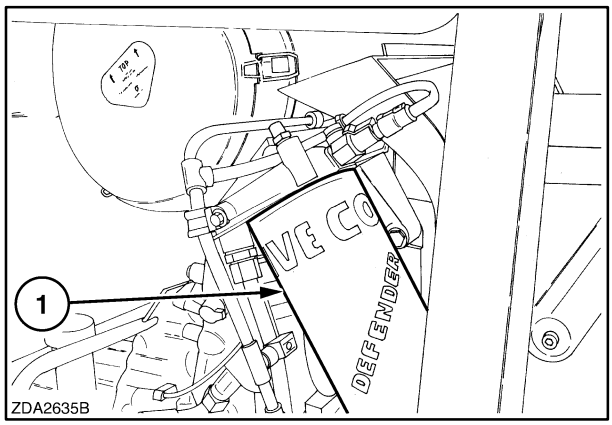
73

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Fuel filter (Iveco engine)

The fuel filter 1 should be changed every 600 operating hours. Proceed as follows:

1. Wipe the top of the filter head clean.
2. Unscrew the fuel filter, using a filter wrench.
3. Coat a film of fuel to the seal of the new fuel filter.
4. Screw the new filter on by hand and tighten it securely (firmly against the head and then an additional 1/4 to 1/2 turn) DO NOT USE TOOLS.
5. Bleed the fuel system, refer to next paragraph headed ”Bleeding the fuel system” (Iveco engine).

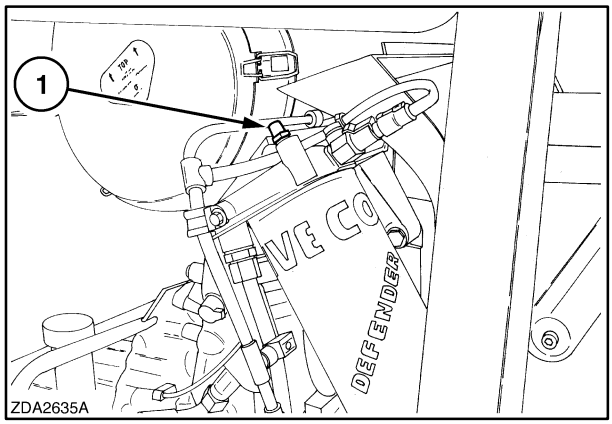


74

Bleeding the fuel system (Iveco engine)

To bleed the fuel system, proceed as follows:

1. Ensure there is fuel in the fuel tank and the tap is open.
2. Set the ignition switch in the ”contact” position to engage the electrical fuel pump.
3. Loosen bleed screw 1 to allow the air to escape.
4. Tighten the bleed screw when fuel free of air bubbles escapes.

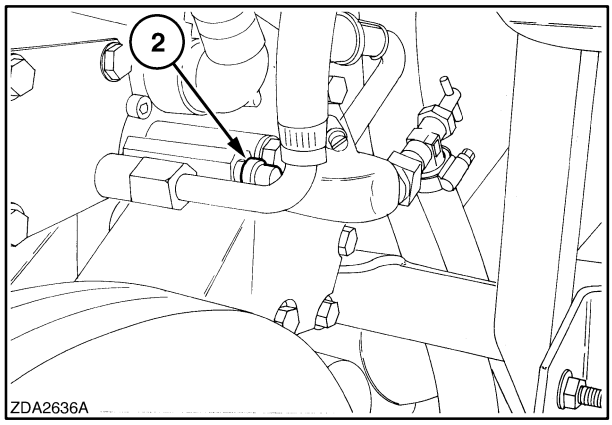


75

5. Loosen bleed screw 2 to allow the air to escape.

NOTE: *To avoid possible fuel contamination, install a transparent housing onto the bleed screw, to catch the fuel in a suitable container and also to check if the fuel escaping from the bleed screw is free of air bubbles.*

6. Tighten the bleed screw when fuel free of air bubbles escapes.
7. Start the engine.
8. Run the engine at low idle until the engine runs smoothly.



76

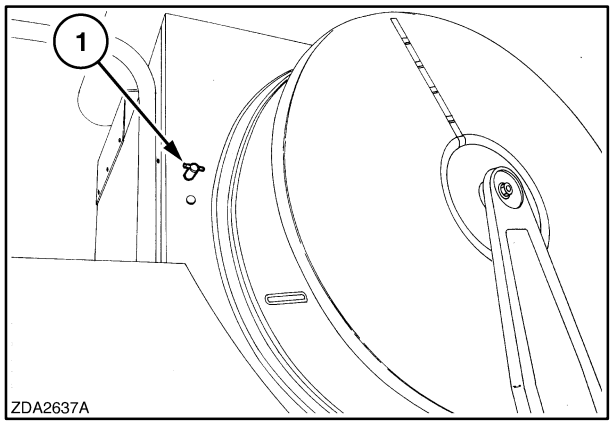
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ROTARY DUST SCREEN AND COOLING SYSTEM

The CX models are equipped with a hinged rotary dust screen door.

To gain access to clean the cooling system, proceed as follows:

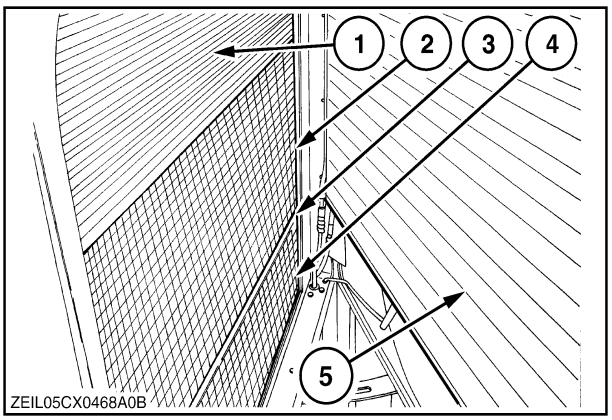
Open the rotary dust screen door with key 1.



77

Clean the cooling system regularly, depending on combining conditions.

- Intercooler 1
- Watercooler 2
- Gearbox oil cooler 3
- Hydrostatic oil cooler 4
- Air-conditioning condenser 5



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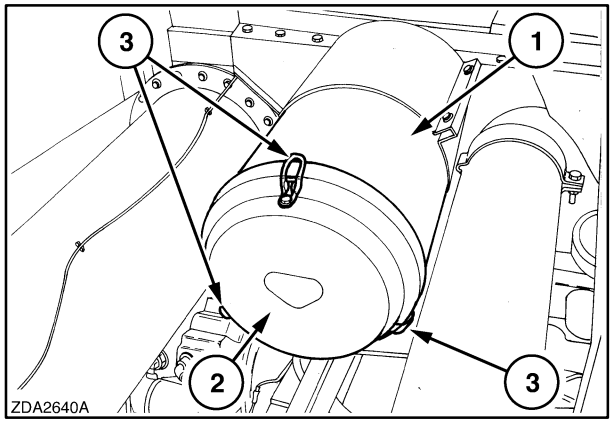
AIR INTAKE SYSTEM

The air filter element 1 should only be cleaned when there is an alarm on the InfoView™ monitor "Air filter blocked" (625 mm) (24 - 5/8") vacuum.

To remove the air filter element, remove cover 2 by loosening clamps 3.

To clean the element, hold the top and tap it against the palm of the other hand to remove the dust.

NEVER TAP IT ON A HARD SURFACE.

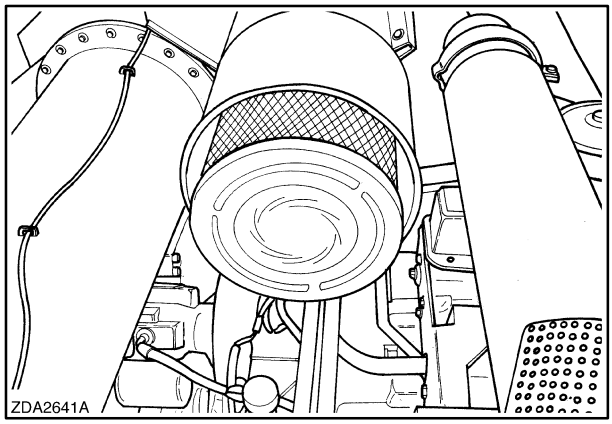


79

When tapping does not remove the dirt, direct compressed air through the element, from the inside towards the outside.

To prevent damage to the element when cleaning with compressed air, take the following precautions:

- Maximum air pressure must be 5 bar (72,5 psi).
- Move the nozzle up and down when rotating the element.
- Keep the nozzle at least 25 mm (1") from the plated paper.



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NOTE: *To keep the interval acceptable is it highly recommended to clean the element with compressed air.*

⚠ WARNING ⚠

Wear a dust mask when cleaning the air filter element.

If the element is soiled with oil or soot, it is possible to soak it for 15 minutes in a solution of 75 grammes (0,165 lbs.) of non-sudsy detergent and 10 litres (2,6 US gal) of lukewarm water.

Rinse the element thoroughly in clean water until the water remains clear and leave the element to dry.

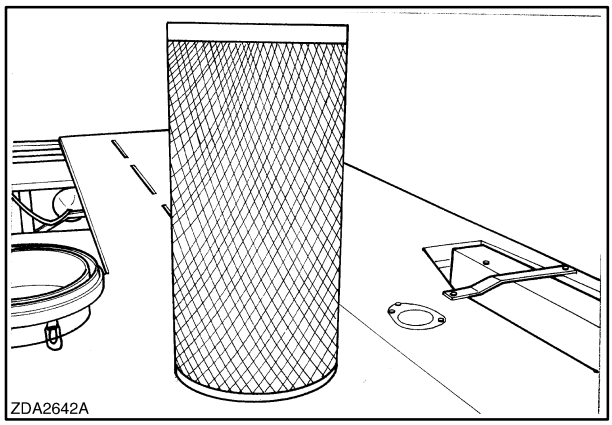
NEVER WASH THE AIR FILTER ELEMENT IN PETROL OR DIESEL OIL.

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Every time the element is cleaned, it should be examined for holes and cracks by holding an electric light bulb inside the element and looking through it.
If any damage is noted, discard the element and fit a new one.

Replace the element after 10 cleanings or once a year, whichever comes first.

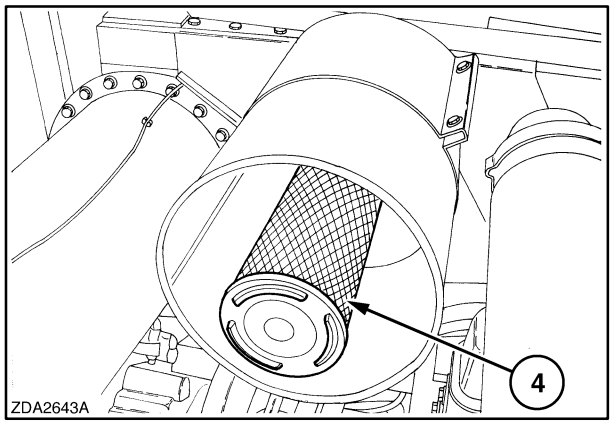
When fitting, make sure the element is seated properly and the sealing is in good condition.



81

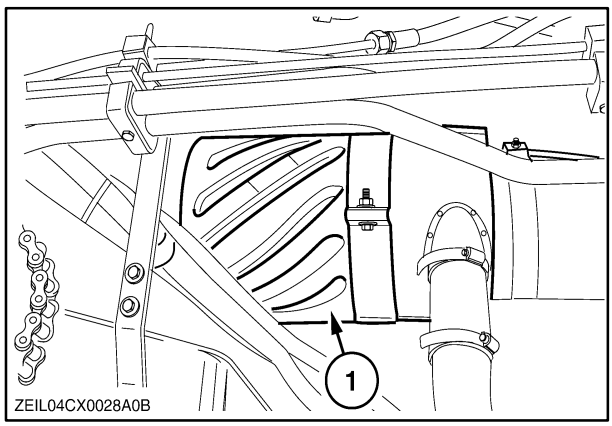
A safety element 4 is fitted as an additional security to prevent dust from entering the engine when replacing the standard element. The safety element should normally not be cleaned.

Replace the safety element every two years.



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A pre air filter is located near the grain tank under the unloading tube.
No maintenance is required.



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HYDRAULIC AND HYDROSTATIC SYSTEM

Oil reservoir

A single oil reservoir 1 is fitted for the hydraulic and hydrostatic system. Both systems draw their oil from the same reservoir but the oil for each circuit goes through a separate filtering system.

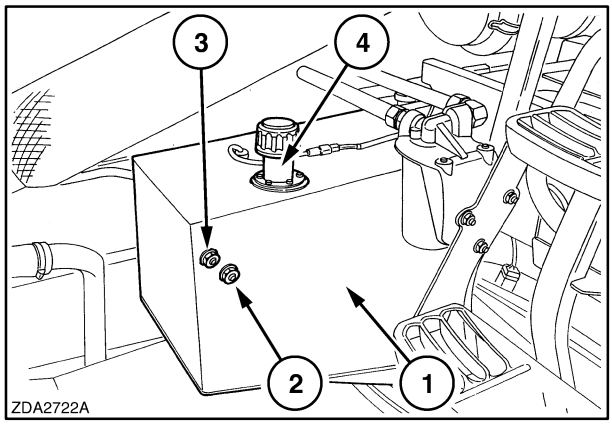
Oil level

Ensure that all hydraulic cylinders are retracted before checking the oil level.

Check the oil level daily on sight glasses 2 and 3. The oil level should minimum reach bottom sight glass 2.

If necessary, add oil through filler opening 4.

IMPORTANT: *Always clean the reservoir filler cap and the surrounding area before removing the filler cap to top-up or replace the oil.*



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Oil and filter change

The hydraulic/hydrostatic oil and filters should be changed:

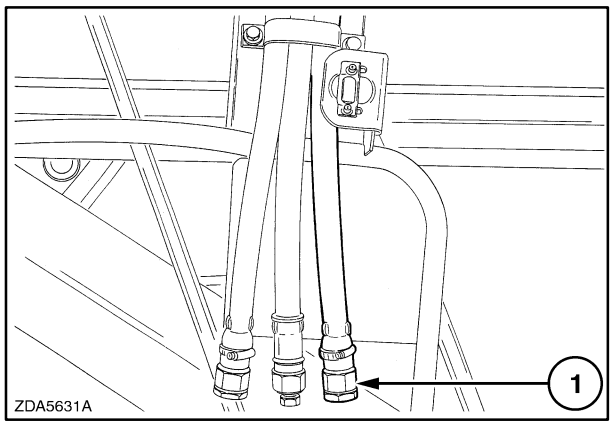
- Only filters after the first 100 operating hours.
- Thereafter, every 600 operating hours or annually

The hydraulic return filter and the hydrostatic charge-pressure filter need to be replaced at every oil change.

The hydraulic high pressure filter and the oil reservoir filter need to be cleaned at every oil change.

To change the oil and/or filters proceed as follows:

1. Thoroughly clean the surrounding area of the reservoir and filters (with compressed air, if possible).
2. Retract all hydraulic cylinders.
3. Drain the oil from the reservoir through hose 1 and catch the oil in a suitable container.



85

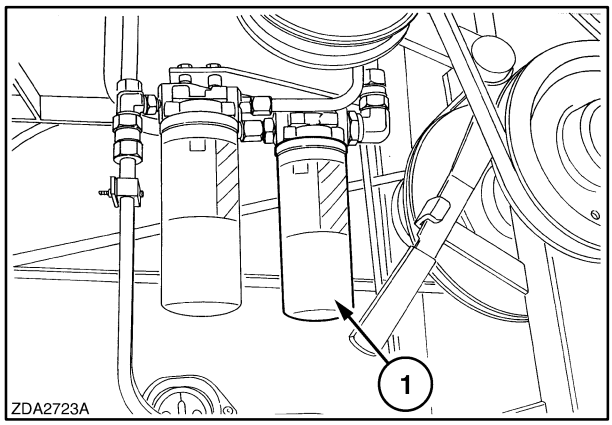
https://truckmanualshub.com/

4. Remove the hydraulic return filter 1.

5. Apply a film of oil to the gasket of the new filter.

6. Screw on the new filter by hand. Tighten firmly but do not use tools.

NOTE: *The hydraulic return filter 1 can be changed without drain the oil.*

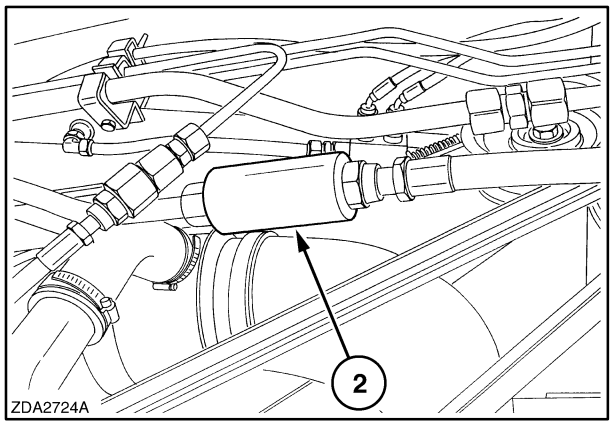


86

7. Remove hydraulic charge-pressure filter 2.

8. Wash the filter or clean the filter with compressed air.

9. Re-install the filter.



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10. Loosen hose 1 and remove the hydraulic hose at the oil reservoir filter.

11. Screw filter 2 out.

12. Wash or clean the filter with compressed air.

13. Re-install and tighten the filter 2.

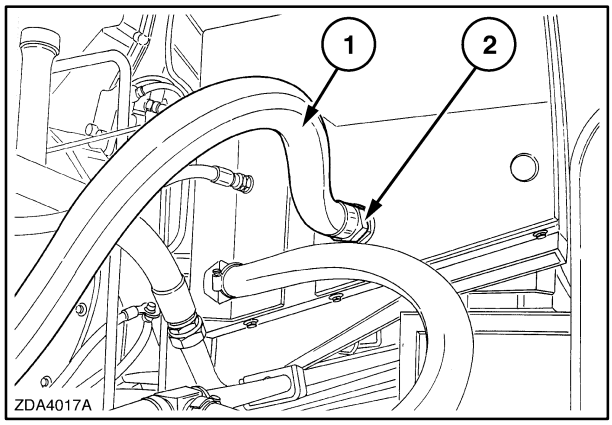
    Aluminium filter: maximum torque 90 Nm (66 ft.lbs)

    Metal filter: maximum torque 170 Nm (125 ft.lbs)

14. Install and tighten the hydraulic hose 1 onto the filter.

    Aluminium filter: maximum torque 140 Nm (103 ft.lbs)

    Metal filter: maximum torque 255 Nm (188 ft.lbs)



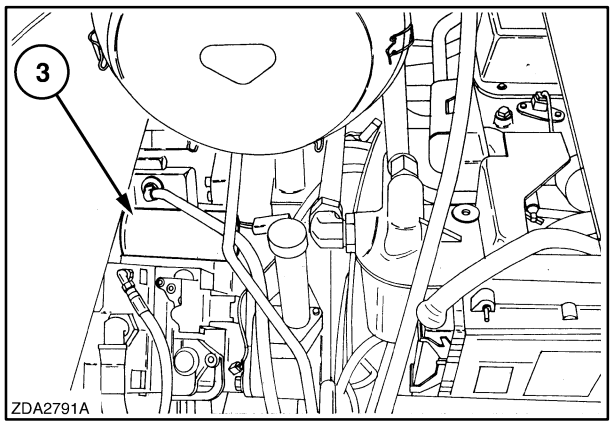
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15. Remove the hydrostatic charge-pressure filter 3.

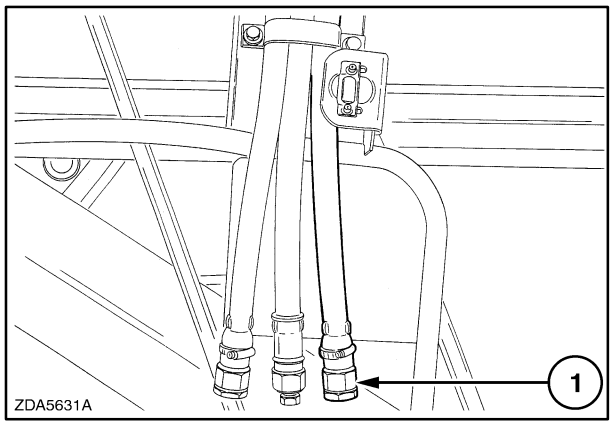
16. Apply a film of oil to the gasket of a new hydrostatic charge-pressure filter.

17. Screw on the new filter by hand. Tighten firmly but do not use tools.



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18. Reinstall the plug of drain hose 1.

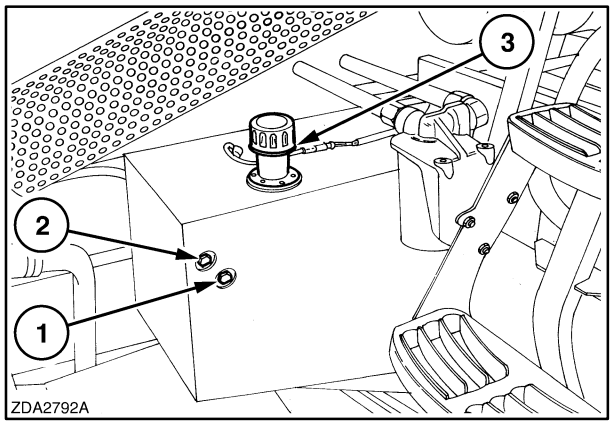


90

19. Fill the reservoir through filler hole 3 to the maximum on the oil level gauge 2.

20. Start the engine. Run it at idle speed for five minutes and move the ground speed control lever slowly forward and backward with the gearshift in neutral position and the rear wheel drive (if installed) disengaged.

21. Check the oil level on the sight glasses. The oil level should minimum reach bottom sight glass 1.



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Oil capacity

Reservoir capacity: 50 litres (13 US gallons)
Entire system capacity: 70 litres (18.5 US gallons)

Oil specification

Use AMBRA HYDROSYSTEM 46 HV (NH646H) hydraulic/ hydrostatic oil or an oil meeting the following specification:

- DIN 51524 PART 2 HV46
- ISO VG-46

or

Use AMBRA MULTI G, NH410B or an oil meeting the following specification:

- M2C 134–D

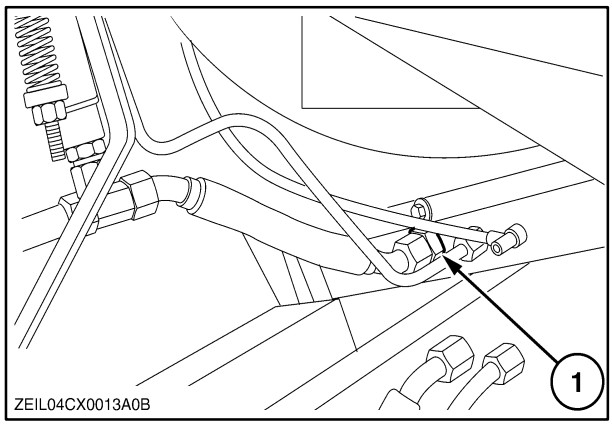
The hydraulic/ hydrostatic system is factory-filled with AMBRA HYDROSYSTEM 46 HV, NH646H hydraulic oil.

This is an oil with a high viscosity index, which means that the oil remains fluid at low temperatures.

IMPORTANT: *Oil quality and cleanliness is of utmost importance for the reliability and life of the hydraulic and hydrostatic system. Deviation of the prescribed oil specification may lead to severe damage and void warranty.*

Filter at oil cooler outlet

A filter element (1) is installed at the oil cooler outlet, to prevent contamination in the hydrostatic system after start up.



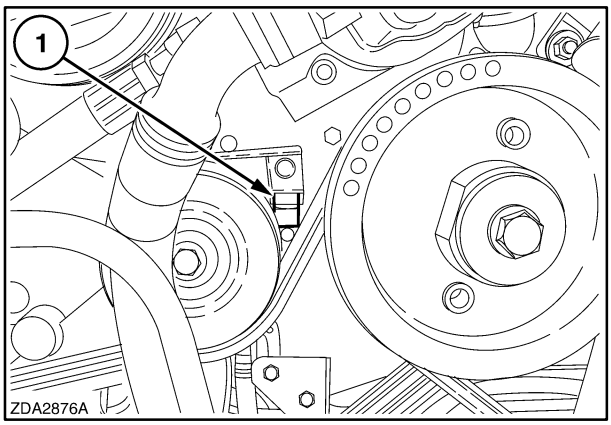
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ENGINE GEARBOX

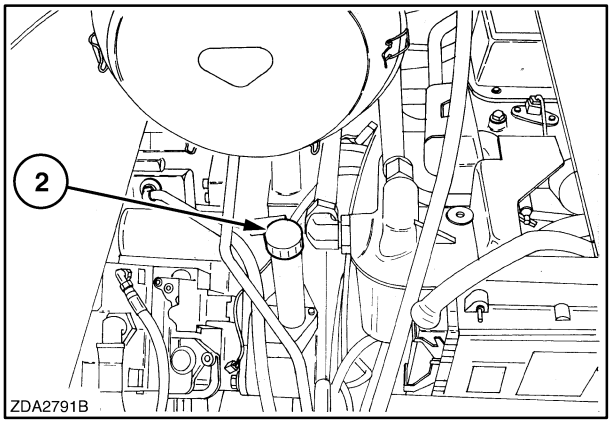
Oil level

Check the oil level daily on level gauge 1 with the combine standing on a level surface. The oil level should be kept between the marks.



93

If necessary, remove filler cap 2 and add oil through the filler opening.



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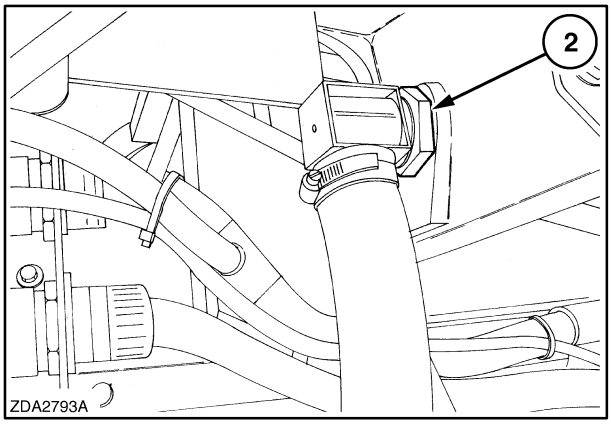
Oil and filter change

The engine gearbox oil should be changed:

- Only filter after the first 100 operating hours
- Thereafter, every 600 operating hours or annually

The oil filter should be changed every time the oil is changed.

The suction screen 2 (installed in suction opening) should be washed every time the oil is changed.

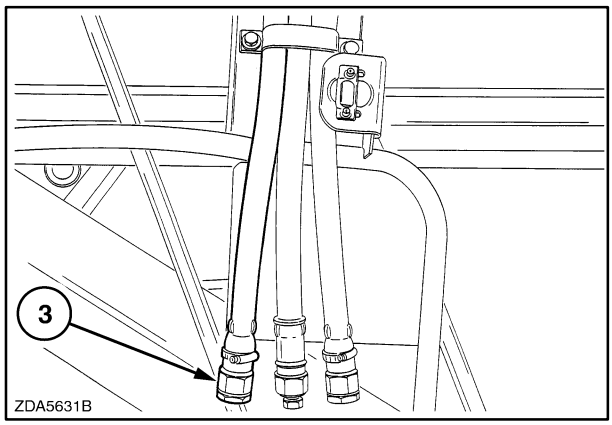


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To change the oil and/or oil filter and to wash the suction screen, proceed as follows:

1. Drain the engine gearbox oil through hose 3 and catch the oil in a suitable container.



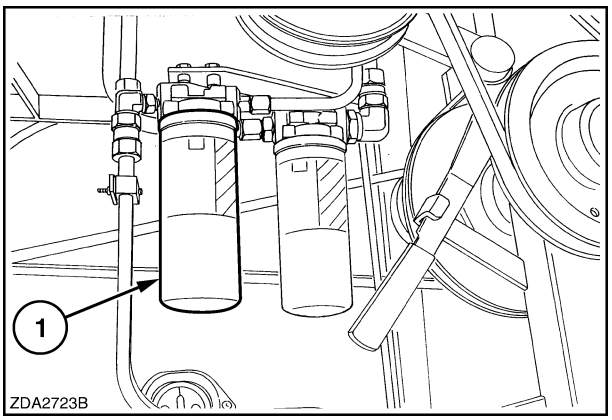
96

2. Clean the area around engine gearbox oil filter 1 and remove the ”spin-on” filter.

3. Fill up a new engine gearbox oil filter with clean oil and apply a film of oil to the seal ring.

4. Screw on the new filter by hand. Tighten firmly, but do not use tools.

NOTE: *The engine gearbox oil filter 1 can be changed without drain the oil.*

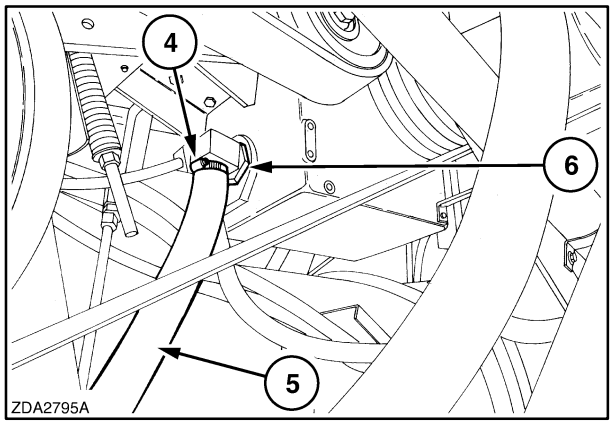


97

5. Loosen hose clamp 4, remove hose 5 and suction screen 6.

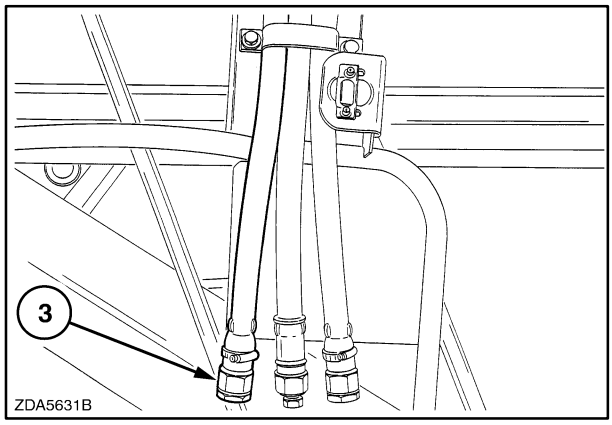
6. Wash suction screen 6.

7. Reinstall the washed suction screen, hose 5 and tighten hose clamp 4.



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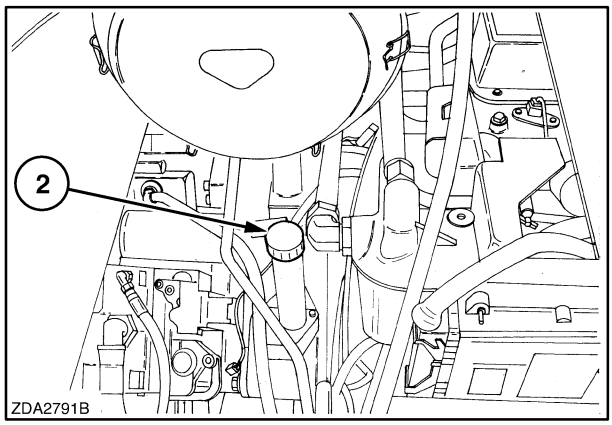
8. Reinstall the plug of drain hose 3.



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9. Remove filler cap 2 and refill the engine gearbox with clean oil. Reinstall filler cap 2.



100

Oil capacity

The oil required to fill to the full mark on the indicator is 11 litres (2.9 US gallons).

Oil specification

Use AMBRA HYDROSYSTEM 46 HV, NH646 H hydraulic oil or an oil meeting the following specification:

- DIN 51524 PART 2 HV 46
- ISO VG-46

or

Use AMBRA MULTI G (ref. NH410B) oil or an oil meeting the following specification:

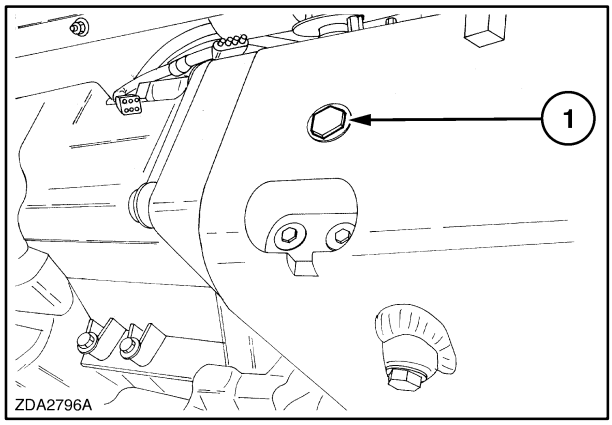
- M2C 134–D

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TRACTION GEARBOX

Oil level

With the combine standing on a level surface, the oil level should reach the centre of sight glass 1.



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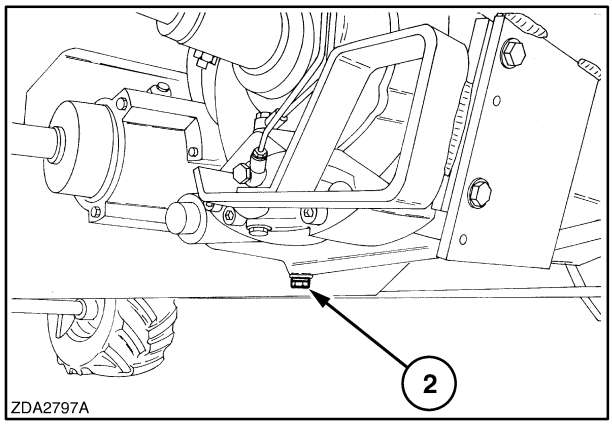
Oil change

The traction gearbox oil should be changed:

- After the first 100 operating hours
- Thereafter, every 600 operating hours or annually

To change the traction gearbox oil, proceed as follows:

1. Drain the oil through plug 2 and catch the oil in a suitable container.
2. Reinstall plug 2.

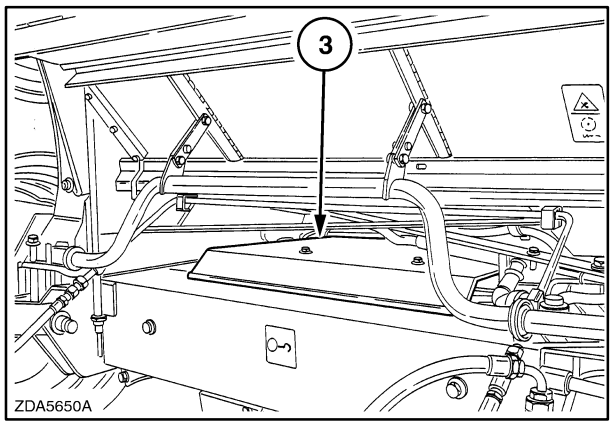


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IMPORTANT: *Clean magnetic plug 2 before installation.*

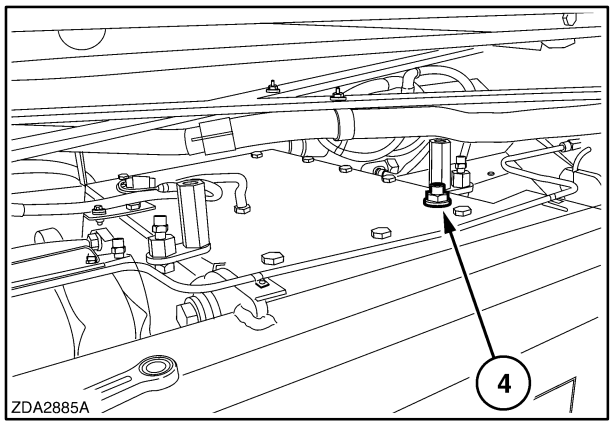
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3. Remove traction gearbox cover plate 3.



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4. Clean the area around filler/breather plug 4 and remove the filler/breather plug.
5. Fill the traction gearbox with new oil until the oil level reaches the right glass.
6. Reinstall filler/breather plug 4 and traction gearbox cover plate 3.



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Oil capacity

19 litres (5 US gallons)

Oil specification

Use AMBRA HYPOIDE 90, SAE 80W90, NH520A or an oil meeting the following specification:

- API GL-5
- MIL–L–2105 D

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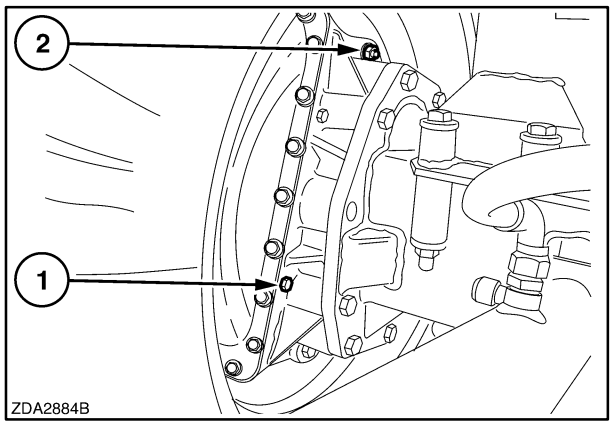
FINAL DRIVE GEARBOXES

Oil level

– Standard and Heavy Duty final drives 11/111:

With the combine standing on a level surface, the oil should reach plug 1.

If necessary, add oil through filler/breather plug 2.

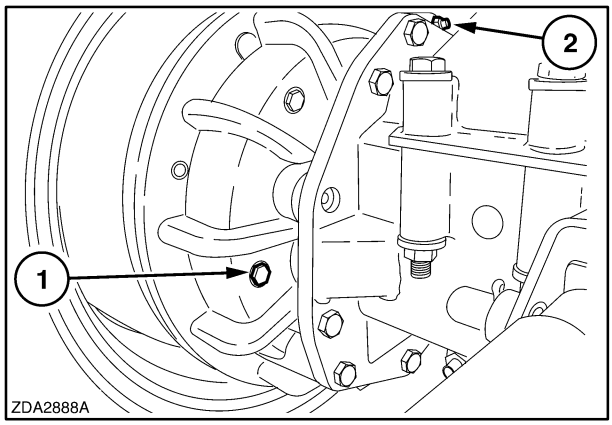


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– Planetary final drives 1/13.09:

With the combine standing on a level surface, the oil level should reach the centre of sight glass 1.

If necessary, add oil through filler/breather plug 2.



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Oil change

The final drive gearbox oil should be changed:

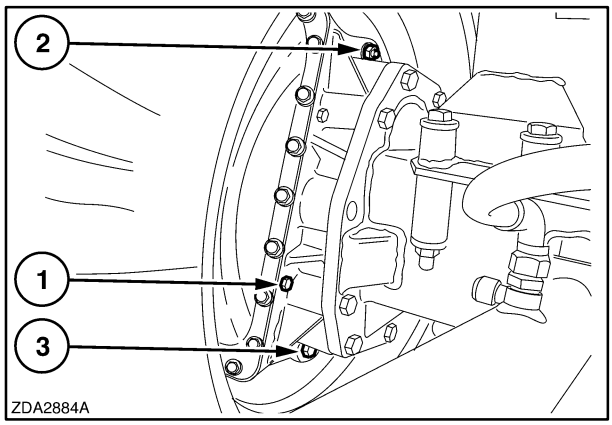
- After the first 100 operating hours
- Thereafter, every 600 operating hours or annually.

To change the standard or heavy duty final drive gearbox oil, proceed as follows:

1. Drain the oil through plug 3 and catch the oil in a suitable container.
2. Reinstall plug 3.

IMPORTANT: *Clean magnetic plug 3 before installation.*

3. Clean the area round level plug 1, filler/breather plug 2 and remove them.
4. Fill the final drive gearbox with new oil.
5. Reinstall level plug 1 and filler/breather plug 2.



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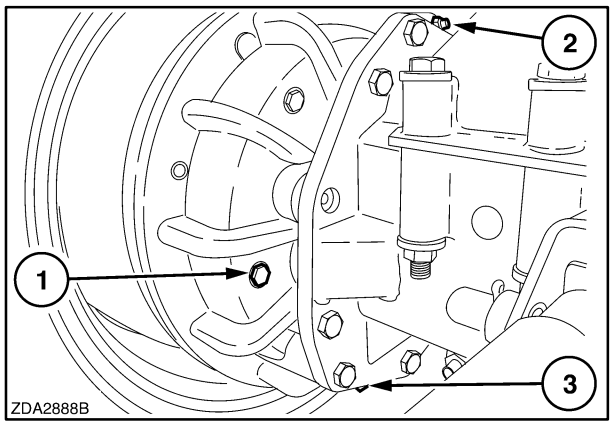
To change the planetary final drive gearbox oil, proceed as follows:

1. Drain the oil through plug 3 and catch the oil in a suitable container.

2. Reinstall plug 3.

IMPORTANT: *Clean magnetic plug 3 before installation.*

3. Clean the area around filler/breather plug 2 and remove them.
4. Fill the final drive gearbox with new oil until the oil should reach the centre of sight glass 1.
5. Reinstall filler/breather plug 2.



108

Oil capacity

Standard 11/ 111 final drives : 7.2 litres
(1.9 US gal)
Heavy Duty 11/ 111 final drives : 7.85 litres
(2.07 US gal)
Planetary 1/13.09 final drives : 6.7 litres
(1.77 US gal)

Oil specification

Use AMBRA HYPOIDE 90, SAE 80W90, NH520A or an oil meeting the following specification:

- API GL-5
- MIL–L–2105 D

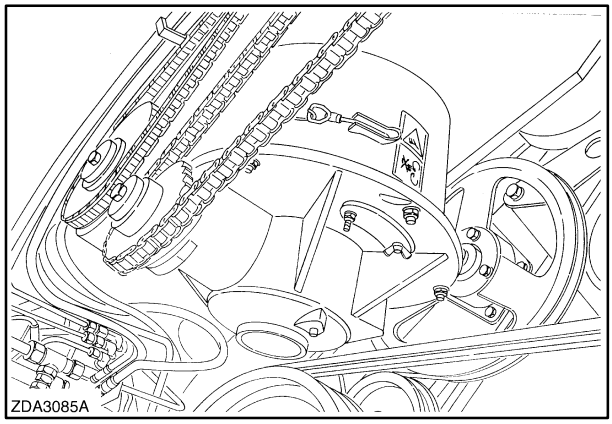
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UNLOADING DRIVE GEARBOX

Oil change

The unloading drive gearbox oil should be changed:

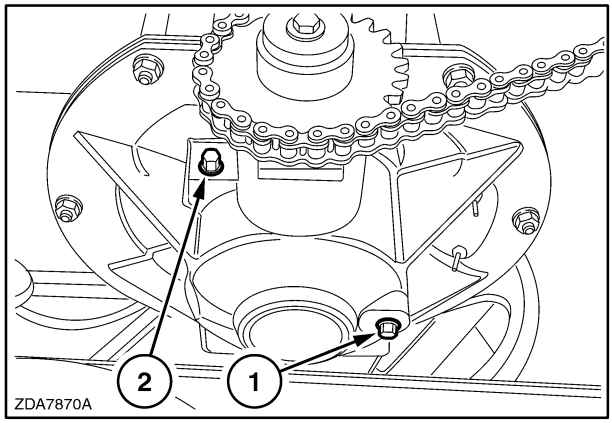
- After the first 100 operating hours.
- Thereafter, every 600 operating hours or annually.



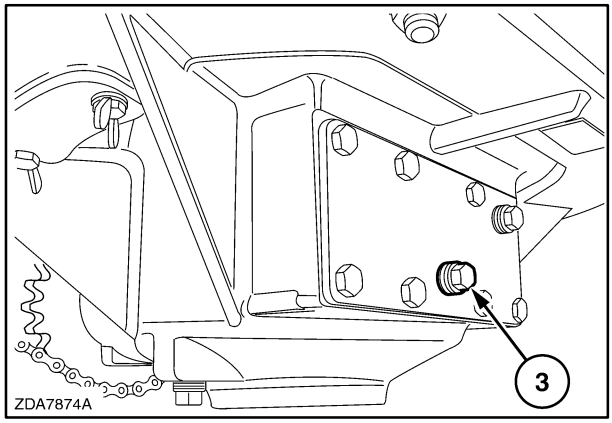
109

To change the oil, proceed as follows:

1. Drain the oil through plug 1 and catch the oil in a suitable container.
2. Reinstall plug 1.
3. Clean the area round filler plug 2, level plug 3 (fig. 111) and remove them.
4. Fill the gearbox with new oil through plug 2.
5. Reinstall level plug 3 and filler plug 2.(fig. 110)



110



111

Oil capacity

0.6 litres (0.16 US gal)

Oil specification

Use AMBRA HYPOIDE 90, SAE80W90, NH520A or an oil meeting the following specification:

- API GL-5
- MIL-L-2105 D

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UNLOADING TUBE GEARBOX

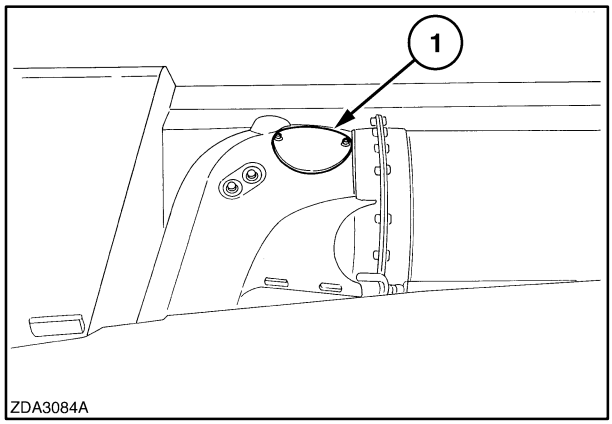
Oil check

The unloading tube gearbox oil level should only be checked.

- After the first 100 operating hours.
- Thereafter, every 600 operating hours or annually.

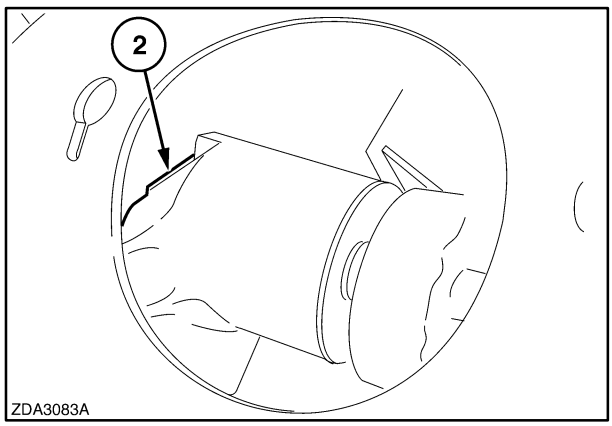
To check the oil proceed as follows:

1. Place the unloading tube in transport position.
2. Loosen the two nuts to remove cover 1.



112

3. Remove the filler plug 2 of the gearbox.



113

Oil capacity

0.3 litres (0.08 US gal)

Oil specification

Use AMBRA HYPOIDE 90, SAE 80W90, NH520A or an oil meeting the following specification:

- API GL-5
- MIL-L-2105 D

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BUBBLE-UP GEARBOX

Oil change

The bubble-up gearbox oil should be changed:

- After the first 100 operating hours.
- Thereafter, every 600 operating hours or annually.

To change the oil, proceed as follows.

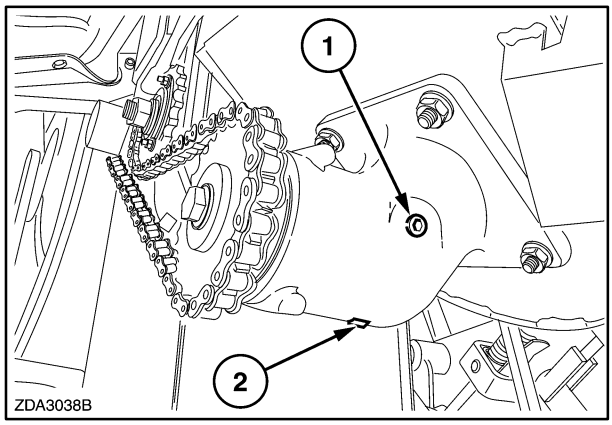
1. Drain the oil through plug 2 and catch the oil in a suitable container.

NOTE: *To drain the oil faster, clean the area round filler plug 1 and remove it.*

2. Reinstall plug 2.

3. Fill the gearbox with 0.25 litres (0.07 US gal) new oil through plug 1.

4. Reinstall plug 1.



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Oil capacity

0.25 litres (0.07 US gal)

Oil specification

Use AMBRA HYPOIDE 90, SAE 80W90, NH520A or an oil meeting the following specification:

- API GL-5
- MIL-L-2105 D

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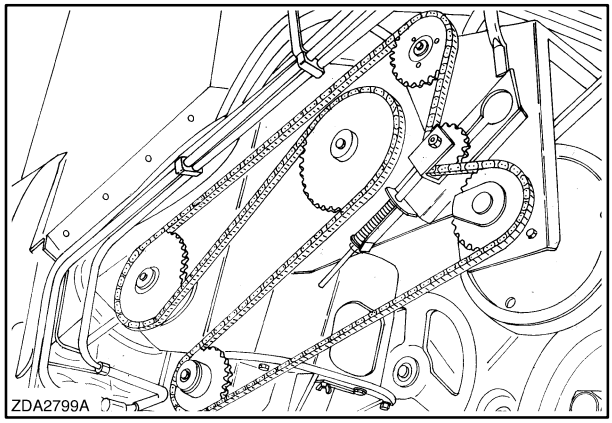
CHAINS, THREADED RODS AND PIVOT POINTS

Chains

Lubricate the following chains every 100 hours.
In this way the oil will penetrate into the chains and provide excellent protection and lubrication.

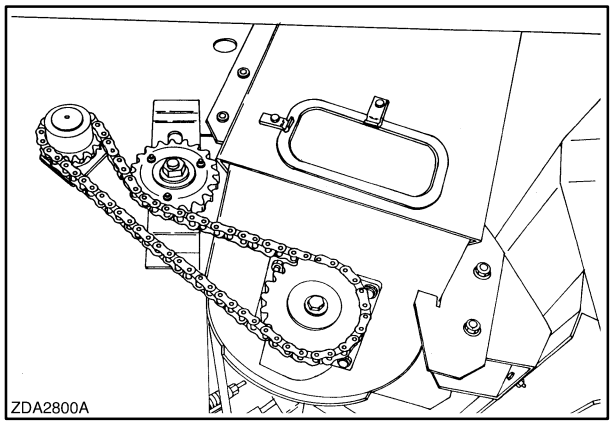
Use AMBRA HYPOIDE 90, SAE 80W90, NH520A or a special (biodegradable) chain oil.

- Unloading drive chain



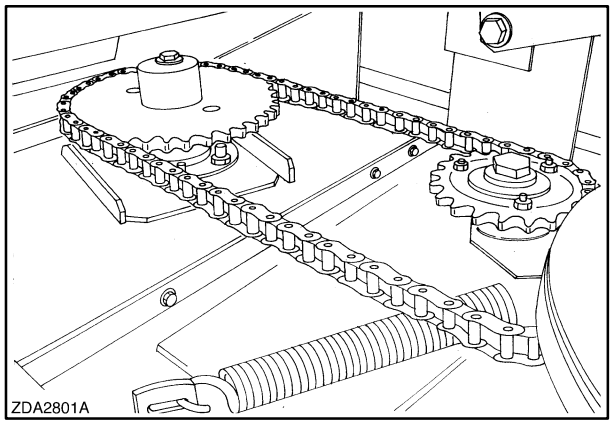
115

- Bubble up drive chain



116

- Grain elevator drive chain



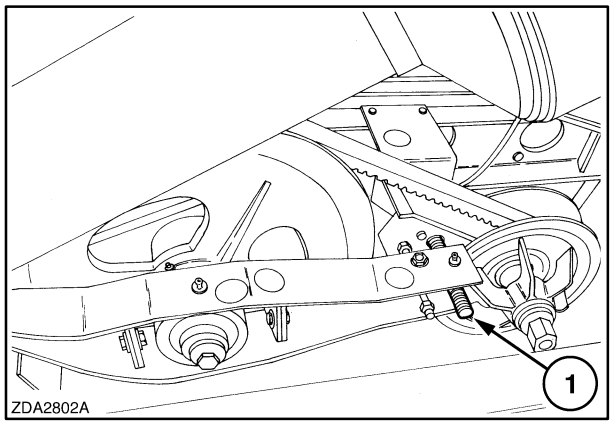
117

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Threaded rods

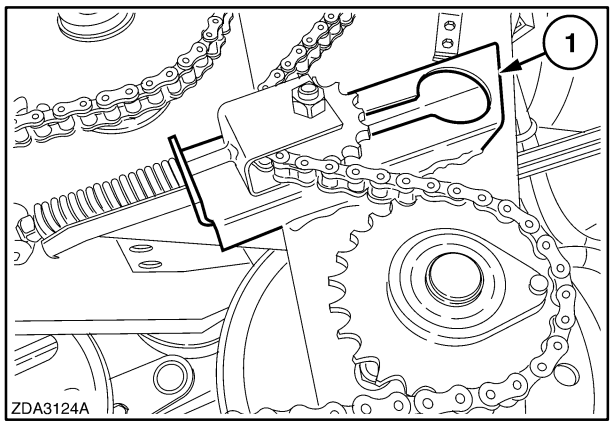
Lubricate the fan variator rod 1 every 200 operating hours.

NOTE: *Lubricate all threaded rods of the spring loaded idlers and all other threaded rods where adjustments are carried out at least once a season.*



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Grease the unloading chain idler support 1 every 200 operating hours.



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Pivot points

It is recommended to oil all pivot points (including guard pivot points) which may become stiff from corrosion or dirt every 200 operating hours.

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BRAKE SYSTEM

Brake fluid level

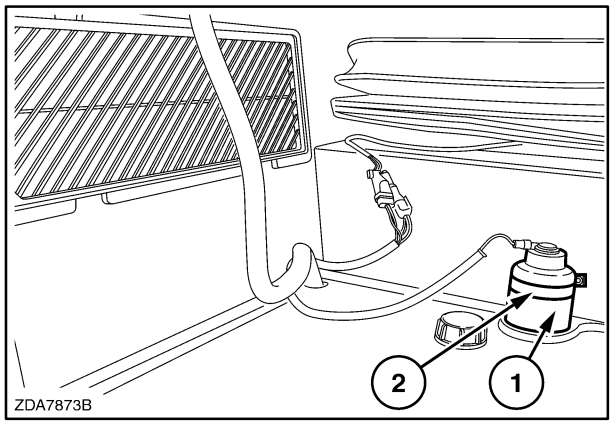
The fluid level is electrical controlled.

A warning light (*SECTION 2 "CONTROLS, INSTRUMENTS AND OPERATION"*) will illuminate whenever the fluid is too low or the brake linings are worn.

A mark 2 on the reservoir 1 indicates the maximum fluid level.

⚠ CAUTION ⚠

In case of leakage or malfunction of the brake system, immediately contact your local New Holland dealer



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Fluid change

The brake fluid has to be changed every two years. When refilling the system, a special bleeding procedure will have to be followed.

Contact your local dealer to carry out this job.

IMPORTANT: *Brake fluid has a tendency to absorb moisture and brake down over time. Therefore it should be replaced every two years. As brake fluid contains substances which, when mixed with engine or other oils,create problems for recycling the oil, do not mix oil, but collect separately.*

Capacity

Reservoir: 0,25 litres (0,07 US gal.)

Entire brake system: 0,825 litres (0,21 US gal.)

Fluid specification

Use AMBRA SYNTFLUID 4, NH800A, SAE-J-1703 or a fluid meeting the following specification:

- NHTSA 116–DOT 4 or ISO 4925

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LUBRICATION SCHEDULE

ITEM	Servicing interval	Amount unit	NEW HOLLAND brand name	NEW HOLLAND specification	Lubricant grade	International specification
Grease zerks	10 h - 50 h 100 h - 200 h		AMBRA GR9 or AMBRA GR75MD	NH710A or NH720A	NLGI 2	M1C 137-A M1C 75-B
Engine (sump with filter) (CNH engine)	Check daily Change – after first 100h – every 300h or annually	23 litres (6.08 US gal)	AMBRA MASTER GOLD HSP	NH330H	SAE 15W40	API CH-4 or ACEA E3/E5
(Iveco engine) -CX860 -CX880	Check daily Change – after first 100h – every 600h or annually	CX860 24 litres (6.34 US gal) CX880 29 litres (7.7 US gal)				
Hydraulic and Hydrostatic system (oil+filters)	Check daily Change – after first 100h (filters only) – every 600h or annually (oil+filters)	70 litres (18.5 US gal)	AMBRA HYDROSYSTEM 46 HV or AMBRA MULTI G	NH646H or NH410B	HV 46	DIN 51524 PART 2 HV46 ISO VG–46 or M2C 134–D
Engine gearbox	Check daily Change – after first 100h (filter only) – every 600h or annually (oil+filter)	11 litres (2.9 US gal)	AMBRA HYDROSYSTEM 46 HV or AMBRA MULTI G	NH646H or NH410B	HV 46	DIN 51524 PART 2 HV46 ISO VG –46 or M2C 134–D

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ITEM	Servicing interval	Amount unit	NEW HOLLAND brand name	NEW HOLLAND specification	Lubricant grade	International specification
Traction gearbox	Change – after first 100h – every 600h or annually	19 litres (5 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL-5 MIL–L–2105D
Final drives: Standard Heavy duty Planetary	Change – after first 100h – every 600h or annually	7.2 litres (1.9 US gal) 7.85 litres (2.07 US gal) 6.7 litres (1.77 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL-5 MIL–L–2105D
Unloading drive gearbox	Change – after first 100h – every 600h or annually	0.6 litres (0.16 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL-5 MIL–L–2105D
Unloading tube gearbox	Check only – after first 100h – every 600h or annually	0.3 litres (0.08 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL-5 MIL–L–2105D
Bubble-up gearbox	Change – after first 100h – every 600h or annually	0.25 litres (0.07 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL–5 MIL–L–2105D
Chains **Threaded rods** **Pivot points**	100h 200h 200h		AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL–5 MIL–L–2105D
Brake system	Check daily Change every two years	0.825 litres (0.21 US gal)	AMBRA SYNTFLUID 4	NH800A	SAE J 1703	ISO 4925 or NHTSA 116–DOT4
Cooling system **– CNH engine** **– Iveco engine**	Check daily Change – every two years	CNH engine 40 litres (10.6 US gal) CX860 46 litres (12.2 US gal) CX880 50 litres (13.2 US gal)	50% AGRIFLU 50% water	NH900A	–	–

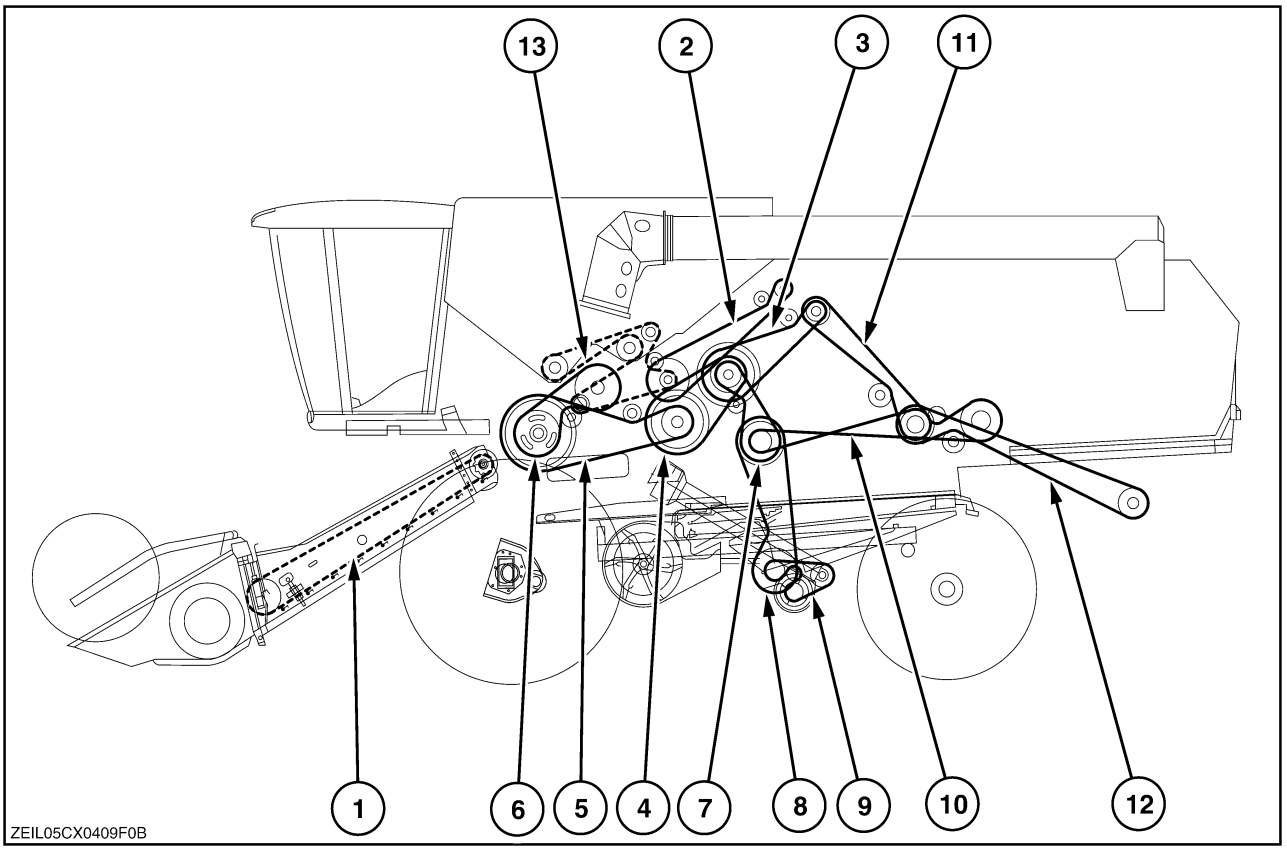
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BELTS AND CHAINS

⚠ CAUTION ⚠

Always stop the engine, unless otherwise instructed, before checking and/or adjusting any drive belt and chain drive.

Drive belts and chains – Left-hand side (Self-levelling cleaning shoe)



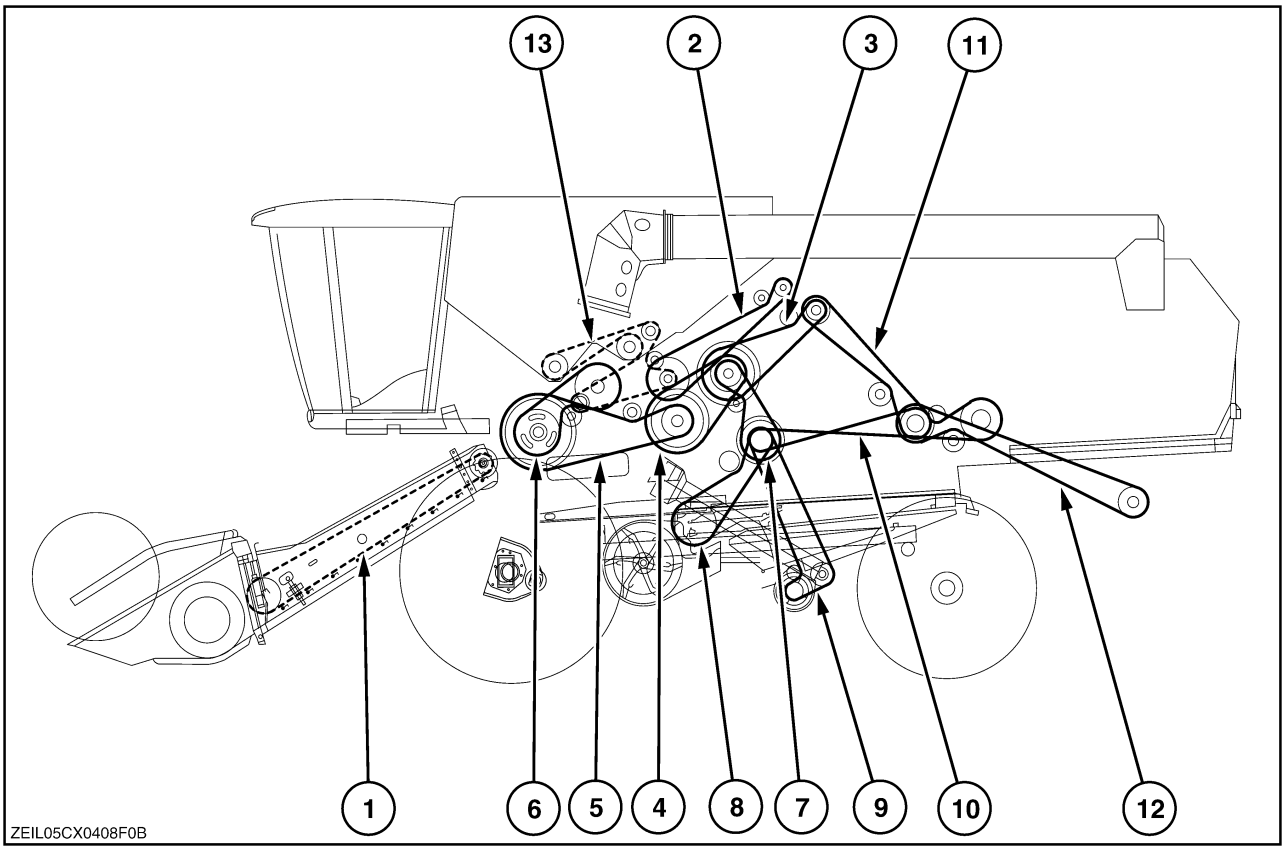
121

IMPORTANT: *Daily check all belt and chain tensions to ensure optimum operation.*

1. Straw elevator chain
2. Unloading drive belt
3. Main drive belt (engine – straw flow beater)
4. Drum variator drive belt
5. Drum drive belt
6. Beater drive belt
7. Cleaning shoe intermediate shaft drive belt
8. Cleaning shoe drive belt
9. Left-hand returns auger and returns cross auger drive belt
10. Straw walker drive belt
11. Chopper front drive belt (if installed)
12. Chopper rear drive belt (if installed)
13. Unloading drive chain

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Drive belts and chains – Left-hand side (Fixed cleaning shoe)



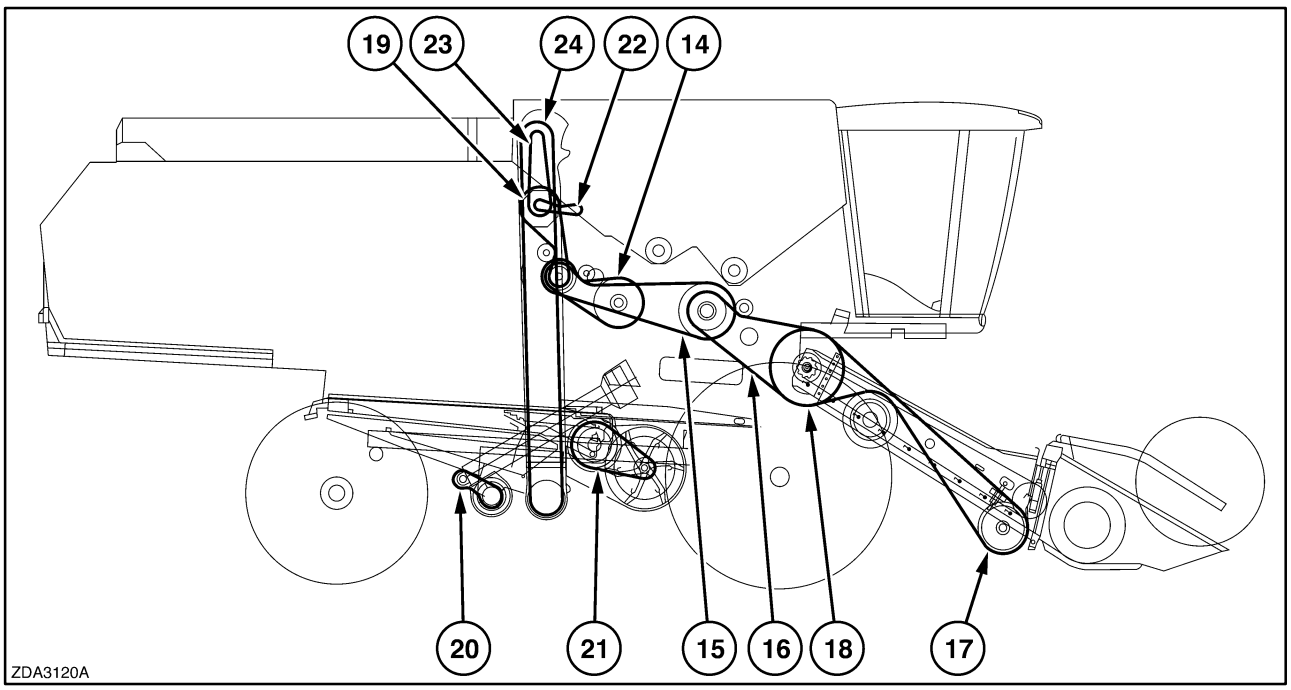
122

IMPORTANT: *Daily check all belt and chain tensions to ensure optimum operation.*

1. Straw elevator chain
2. Unloading drive belt
3. Main drive belt (engine – straw flow beater)
4. Drum variator drive belt
5. Drum drive belt
6. Beater drive belt
7. Cleaning shoe intermediate shaft drive belt
8. Cleaning shoe drive belt
9. Left-hand returns auger and returns cross auger drive belt
10. Straw walker drive belt
11. Chopper front drive belt (if installed)
12. Chopper rear drive belt (if installed)
13. Unloading drive chain

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Drive belts and chains – Right-hand side



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14. Rotary separator drive belt
15. Header and straw elevator intermediate drive belt
16. Straw elevator drive belt (cereals equipment)
17. Header drive belt (cereals equipment)
18. Header and straw elevator drive belt (maize equipment)
19. Grain elevator intermediate shaft drive belt
20. Right-hand returns auger drive belt
21. Fan variator drive belt
22. Bubble-up drive chain
23. Grain elevator drive chain
24. Grain elevator chain

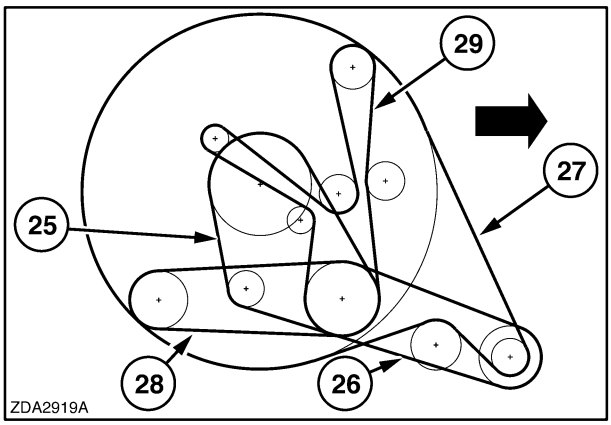
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Drive belts – Engine compartment

CNH Engine

(CX720–740–760–780–820–840)

25. Engine fan drive belt
26. Rotary dust screen intermediate shaft drive belt
27. Rotary dust screen drive belt
28. Air compressor belt
29. Alternator, Water pump and Air conditioning compressor drive belt

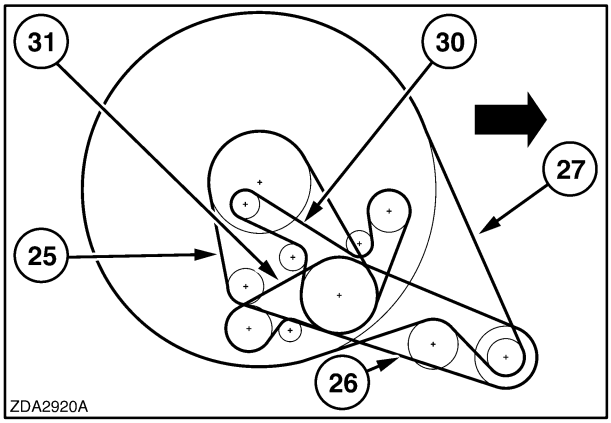


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IVECO Engine

(CX860–880)

25. Engine fan drive belt
26. Rotary dust screen intermediate shaft drive belt
27. Rotary dust screen drive belt
30. Alternator and water pump drive belt
31. Air conditioning compressor drive belt



125

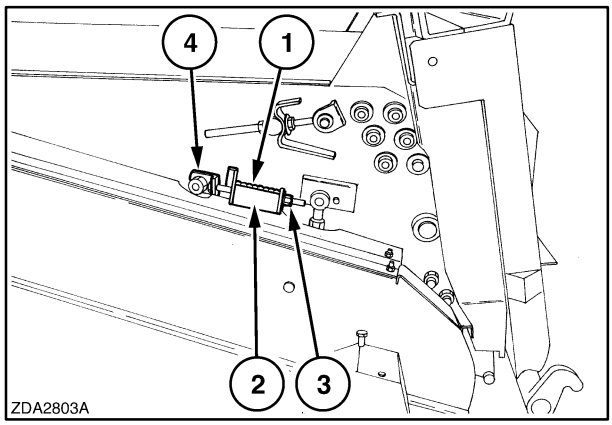
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1. Straw elevator chain

The straw elevator chain is factory fitted so there is a minimal distance between the header auger and the straw elevator chain to obtain a proper feeding.

IMPORTANT: *It is required to check the straw elevator chain tension within the first 50 hours to prevent chain damage.*

The tension of the straw elevator chain is kept constant by springs 1 on both sides of the straw elevator which pulls mounting supports 4 of the lower shaft forward.



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The chain tension is correct:

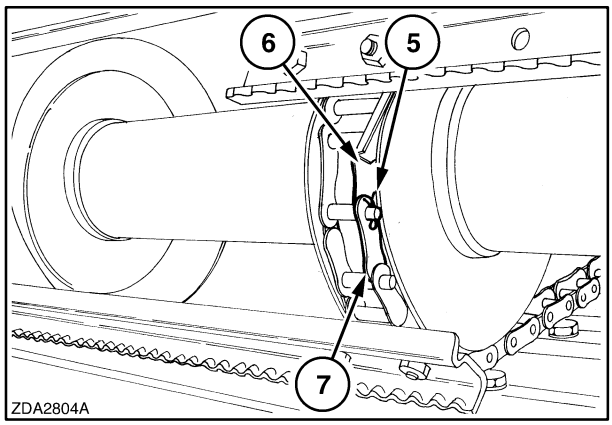
spring length 1 = indicator plate length 2.

Adjust with nuts 3.

As the chain stretches, the supports will gradually move towards the end of the slots.

In this case, remove an offset link of the three chains and readjust the chain tension.
Proceed as follows:

1. Turn the straw elevator chain until the connecting links of the chains are at the front opening.
2. Loosen nuts 3 (fig. 126) on both sides of the straw elevator to slacken the straw elevator chain.
3. Move the straw elevator lower shaft to the rear.
4. Remove cotter pins 5 and open chains 6.
5. Remove half a link 7 of each chain.
6. Reassemble chains 6 and install cotter pins 5 in the right direction and bend the leys of the cotter pins close to the pen.
7. Readjust the chain tension as described in the beginning of this paragraph.



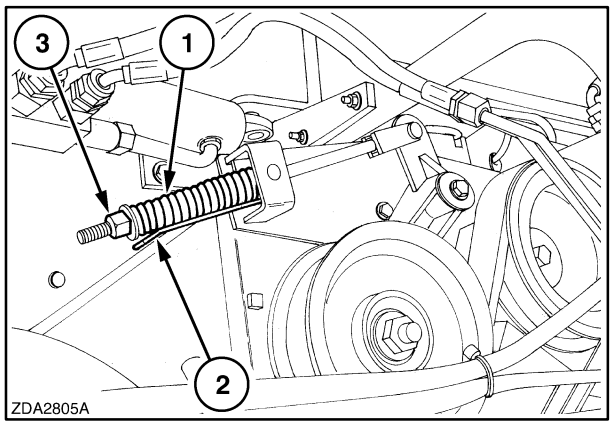
127

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2. Unloading drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.

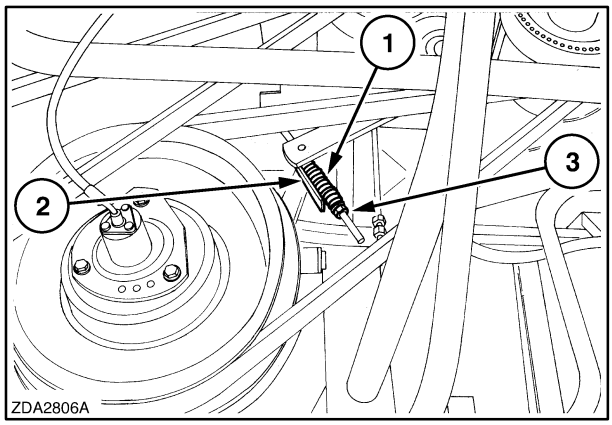


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3. Main drive belt (engine – Straw Flow Beater SFB)

The belt tension is correct :
spring length 1 = indicator plate length 2.

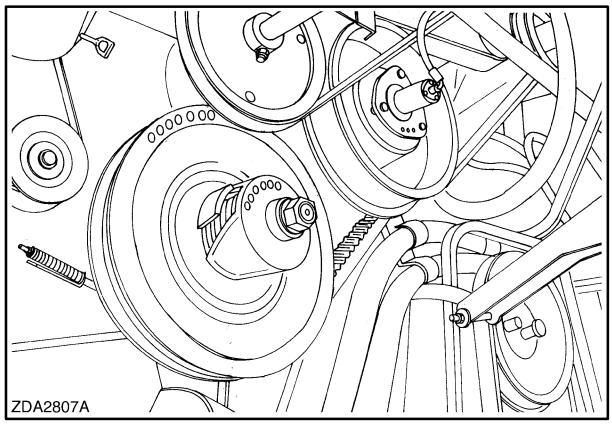
Adjust with nut 3.



129

4. Drum variator drive belt

The drum variator drive belt is tensioned automatically and does not need to be adjusted.

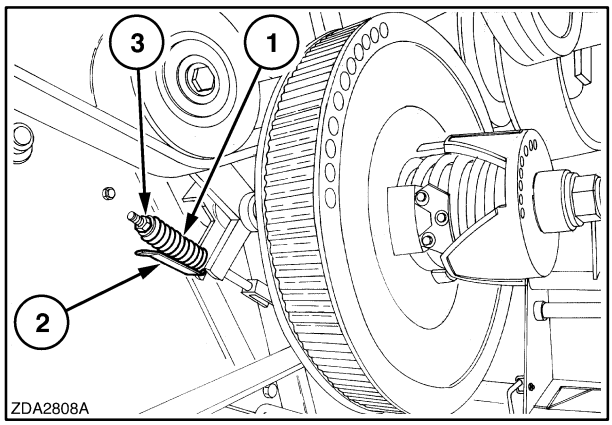


130

5. Drum drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.



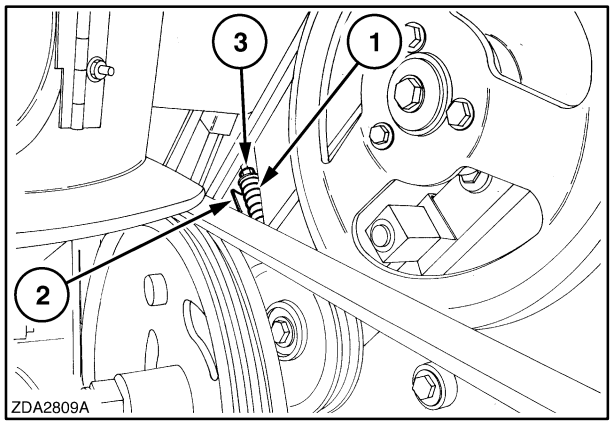
131

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6. Beater drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.

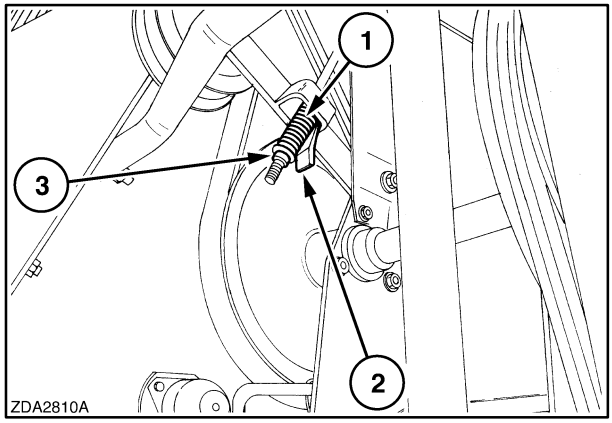


132

7. Self-levelling cleaning shoe intermediate shaft drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.

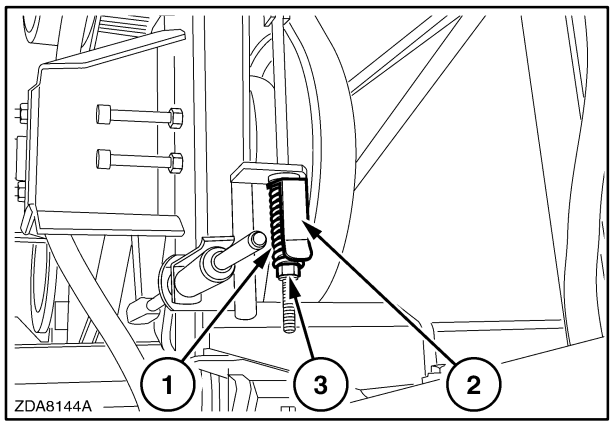


133

7. Fixed cleaning shoe intermediate shaft drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.

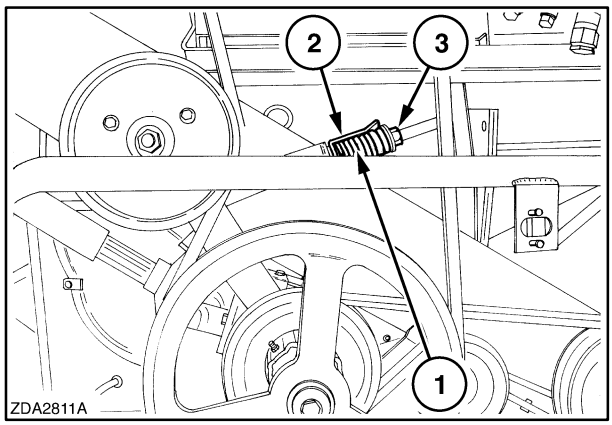


134

8. Self-levelling cleaning shoe drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.



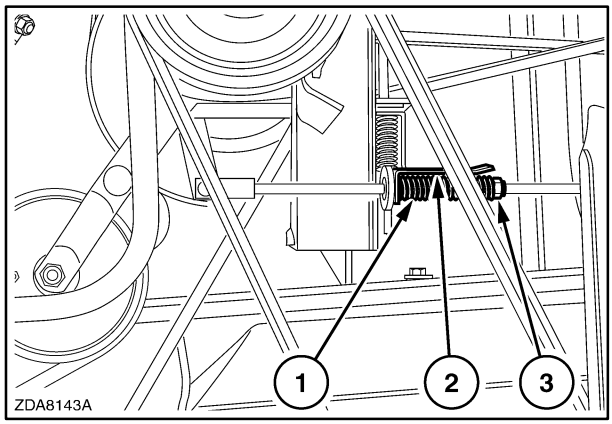
135

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8. Fixed cleaning shoe drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.

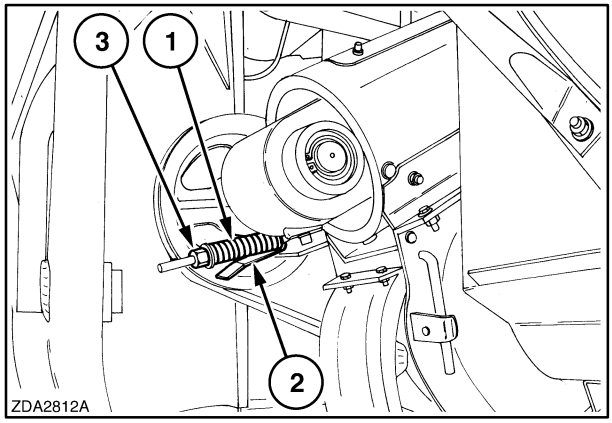


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9. Left-hand returns auger and returns cross auger drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.

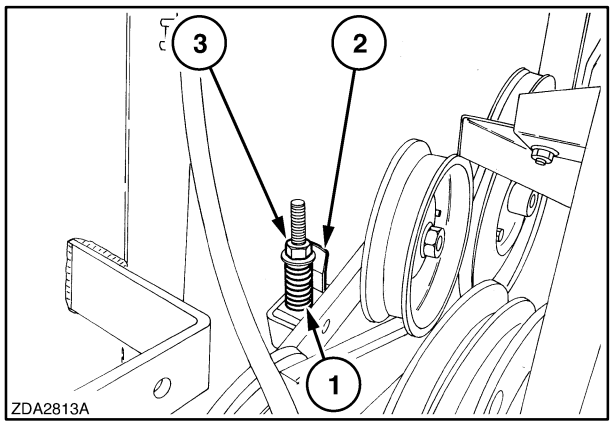


137

10. Straw walker drive belt

The belt tension is correct :
spring length 1 = indicator length 2.

Adjust with nut 3.

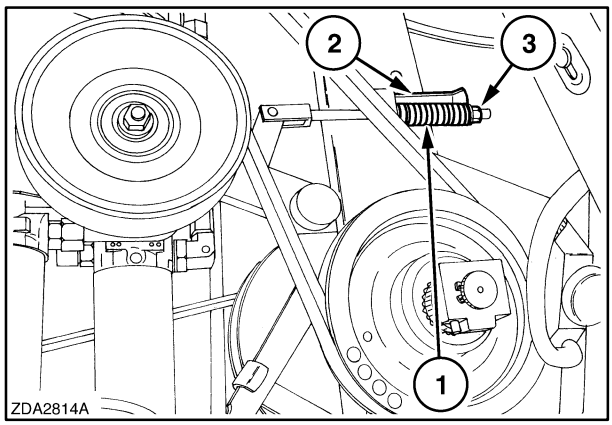


138

11. Chopper front drive belt (if installed)

The belt tension is correct :
spring length 1 = indicator length 2.

Adjust with nut 3.



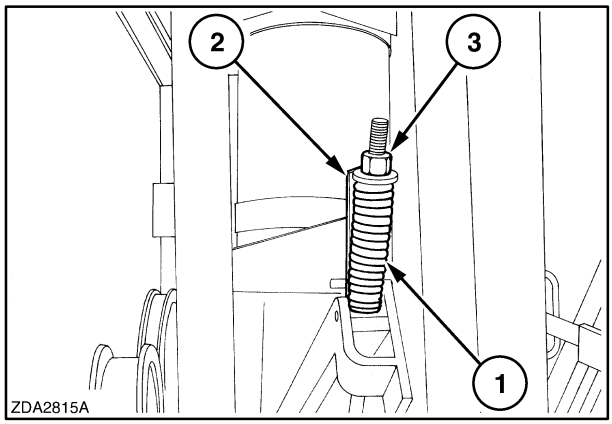
139

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12. Chopper rear drive belt (if installed)

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.

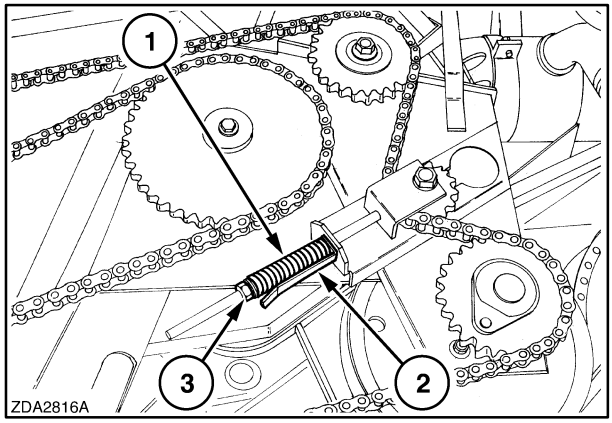


140

13. Unloading drive chain

The belt tension is correct :
spring length 1 = indicator length 2.

Adjust with nut 3.

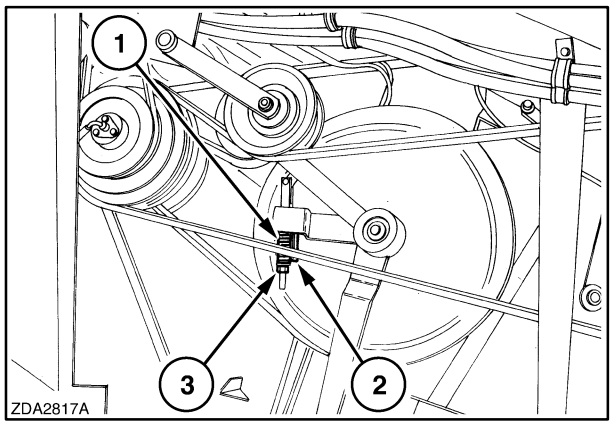


141

14. Rotary separator drive belt

The belt tension is correct:
spring length 1 = indicator length 2.

Adjust with nut 3.

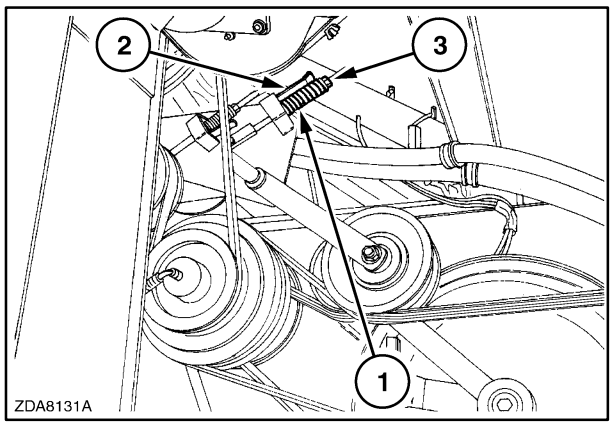


142

15. Header and straw elevator intermediate drive belt

The belt tension is correct:
spring length 1 = indicator length 2

Adjust with nut 3.



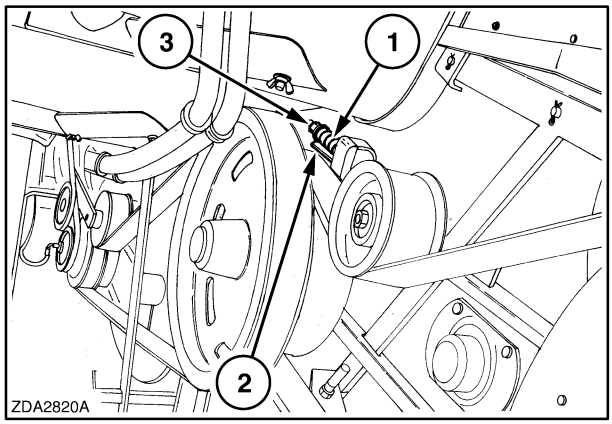
143

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16. Straw elevator drive belt (cereals equipment)

2 HB drive belt

The belt tension is correct:
spring length 1 = indicator length 2



144

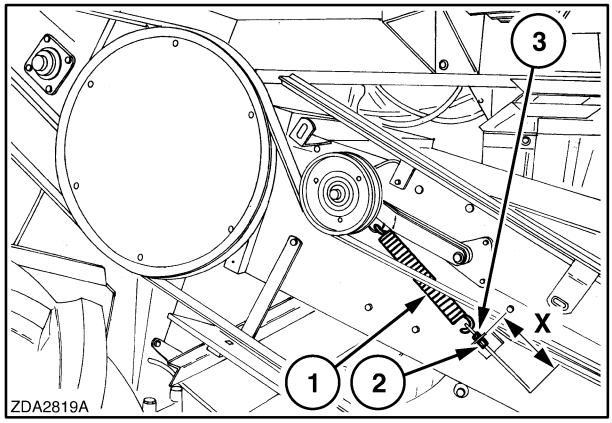
Adjust with nut 3.

17. Header drive belt (cereals equipment)

2 HB drive belt

The belt tension is correct:
spring length 1= thread length X= 153 mm – 157mm (6–2/85” – 6–2/11”).

Adjust with nut 2 and lock with nut 3.



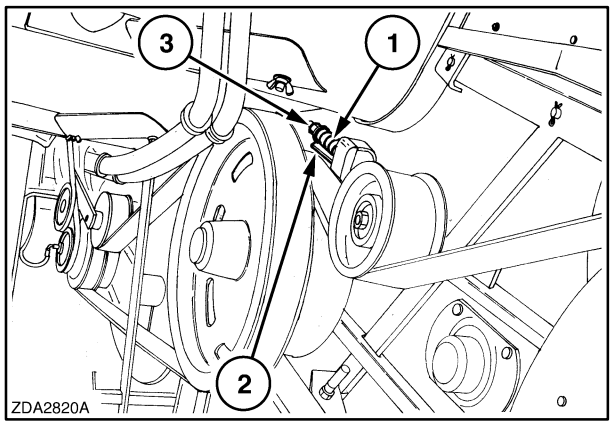
145

18. Header and straw elevator drive belt. (maize equipment)

4 HB drive belt

The belt tension is correct :
spring length 1 = indicator length 2

Adjust with nut 3.

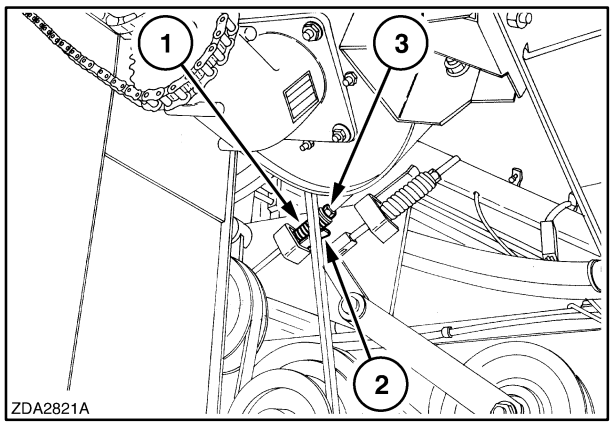


146

19. Grain elevator intermediate shaft drive belt

The belt tension is correct :
spring length 1 = indicator length 2

Adjust with nut 3.



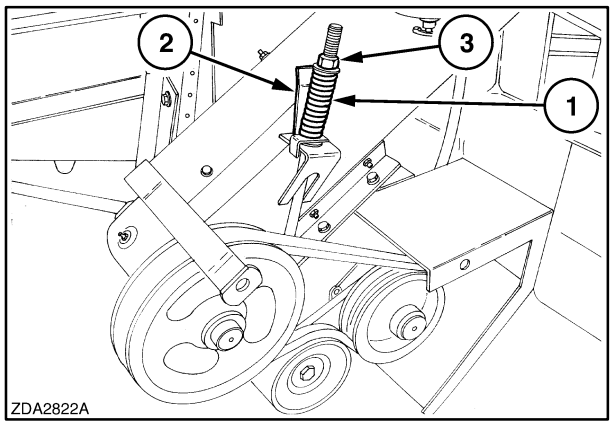
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20. Right-hand returns auger drive belt (if installed)

The belt tension is correct :
spring length 1 = indicator length 2

Adjust with nut 3.



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21. Cleaning fan variator drive belt

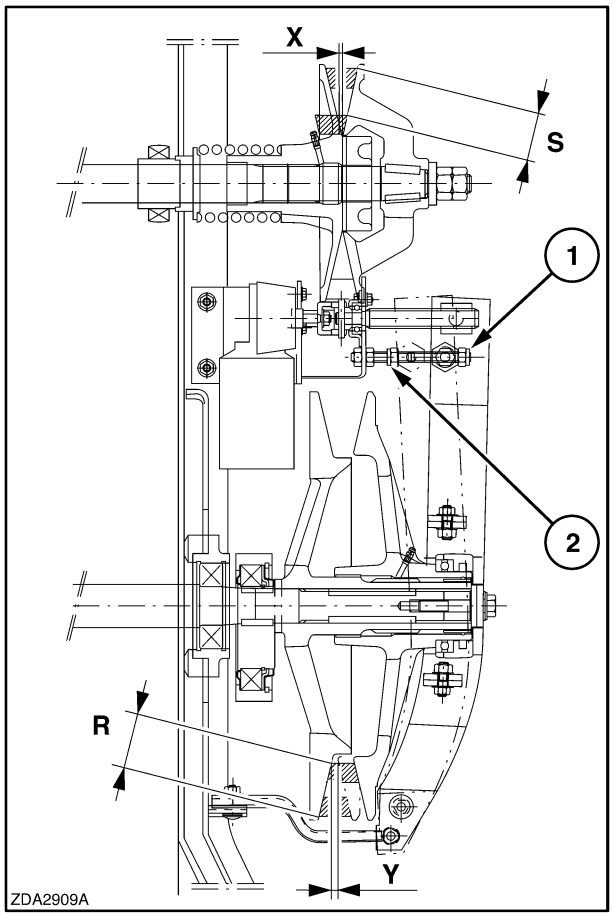
The belt tension needs no adjustment.

Regularly check and if necessary adjust the variator.

Checking and adjusting

To check the variator, proceed as follows:

1. Start the engine ,engage the threshing mechanism and move the fan variator to MINIMUM. Stop the engine.
2. Measure distance “X” between the driven sheaves (fan shaft) and belt depth “R” on the drive sheaves.
3. Clearance “X” should be minimum 1 mm (3/64”) or the belt depth “R” should be maximum 39 – 41 mm (1-1/2” – 1-5/8”).
4. If necessary, adjust with nut 1 and proceed with step 1.
5. Start the engine, engage the threshing mechanism and move the fan variator to MAXIMUM. Stop the engine.
6. Measure distance “Y” between the driver sheaves and belt depth “S” on the driven sheaves (fan shaft).



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7. Clearance “Y” should be minimum 1 mm (3/64”) or the belt depth “S” should be maximum 52 – 54 mm (2-3/64” – 2-1/8”).
8. If necessary, adjust with nut 2 and proceed with step 5.

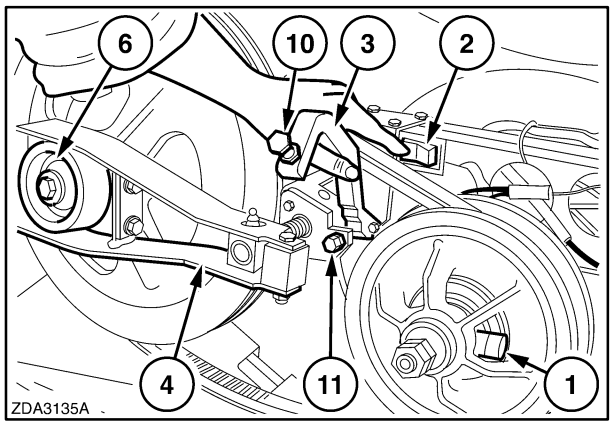
In case of a stretched belt, the belt loop around the sheaves may be allowed to extend maximum 3 mm (1/8”) beyond the edge of the sheaves.

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Low speed fan variator kit (If installed)

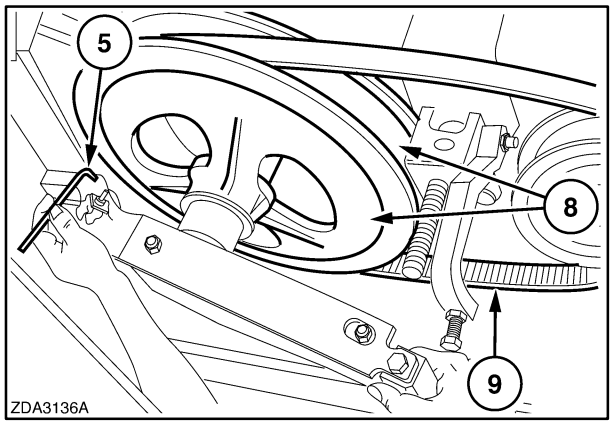
To change the variator sheaves and belt, proceed as follows:

1. Start the engine and engage the threshing mechanism.
2. Move the fan variator speed to maximum.
3. Stop the engine.
4. Install a restrictor 1 so the fan sheave, which is spring loaded, can not move back.
5. Plug in 12 volt DC connector.



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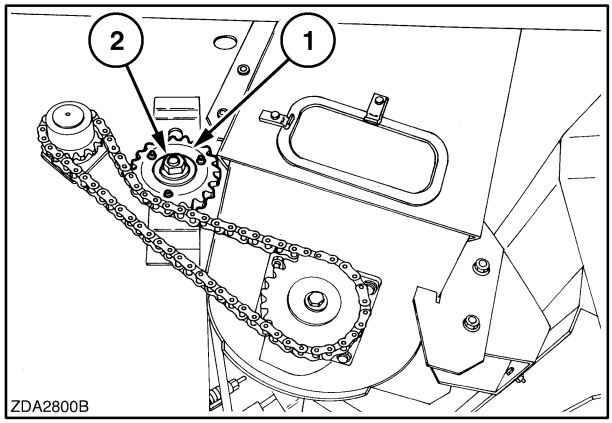
6. Open the variator (press switch 2) and hold up pawl 3 until variator arm 4 is free.
7. Pull out pin 5 to remove the variator arm.
8. Remove bolt 6.
9. Remove the two sheaves 8 and belt 9.
10. Install the other sheaves and belt.
11. Install bolt 6 and tighten to 50 Nm (37 ft lbs).
12. Install the variator arm and secure in place with pin 5.
13. Close the variator (press switch 2) while turning the pulley by hand until it is possible to remove restrictor 1.
14. Remove the connector.
15. Adjust bolts 10 and 11 as explained in previous paragraph headed ”Checking and adjusting”.



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22. Bubble-up drive chain

The chain tension can be adjusted with sprocket 1. Loosen nut 2 to move sprocket 1.

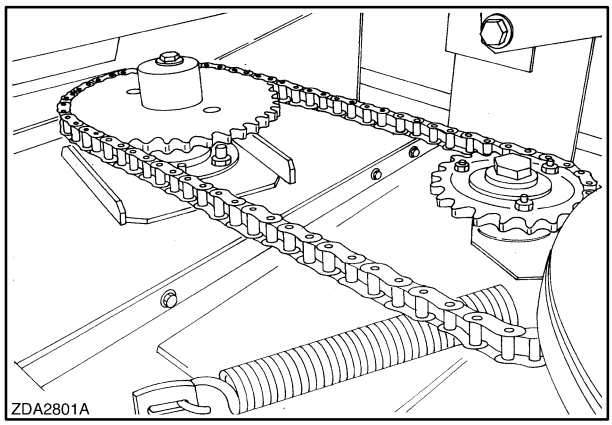


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23. Grain elevator drive chain

The chain is tensioned with a spring loaded sprocket and does not need any adjustment.

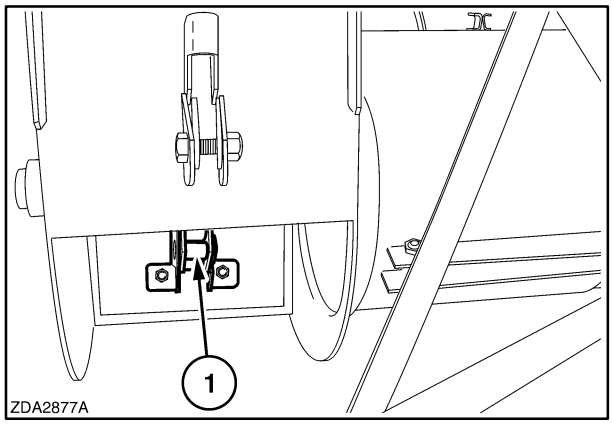


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24. Grain elevator chain

The tension of grain elevator chain 1 is correct when it is just possible to move a link laterally across the lower sprocket by hand.

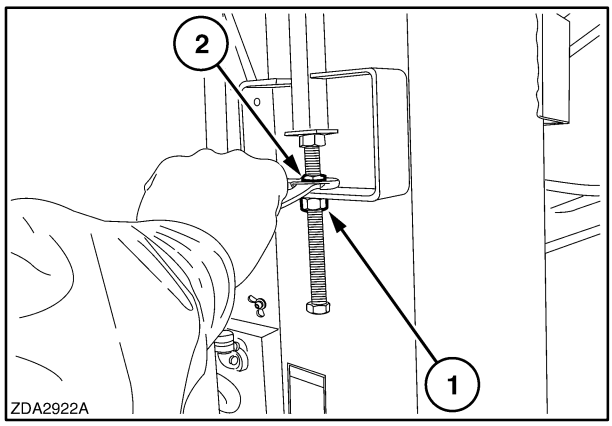
NOTE: *Check the tension of the chain every 50 hours.*



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The tension of the grain elevator chain can be adjusted at the rear of the grain elevator:

Loosen jam nut 1, adjust grain elevator chain tension with nut 2. Tighten jam nut 1.



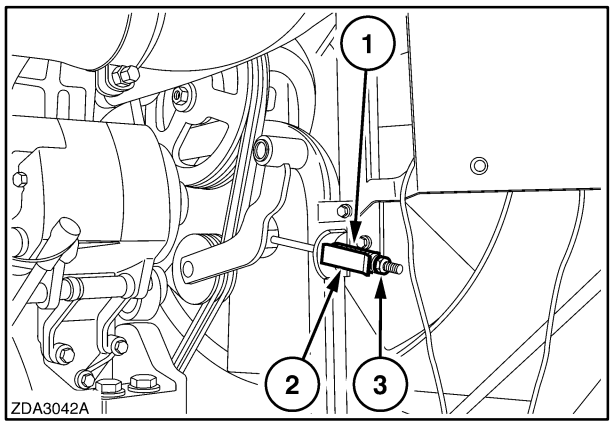
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25. Engine fan drive belt

The belt tension is correct :
spring length 1 = indicator plate length 2.

Adjust with nut 3.



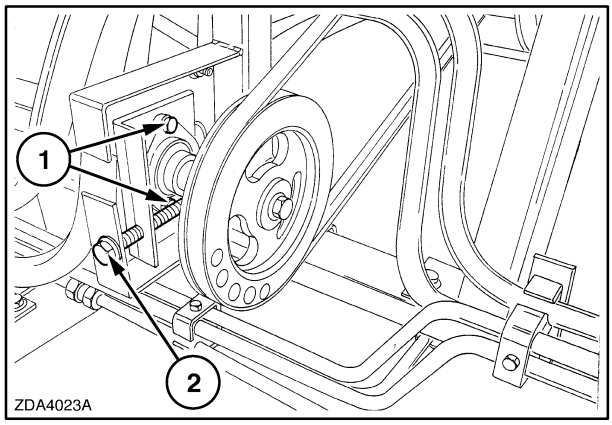
156

26. Rotary dust screen intermediate shaft drive belt

The belt tension is correct :
Applying a force of 23 N (5.17 lbf) on the midpoint of the belt between the two pulleys, should deflect the belt 3 mm (1/8”).

To adjust the belt tension, proceed as follows:

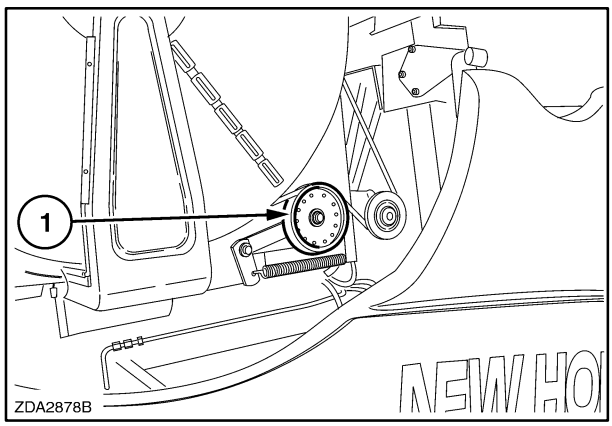
1. Loosen nuts 1.
2. Tighten bolt 2 to obtain the correct belt tension. The bearing housing moves in slotted holes.
3. Tighten nuts 1.



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27. Rotary dust screen drive belt

The belt is tensioned with spring loaded idler 1 and does not need any adjustment.



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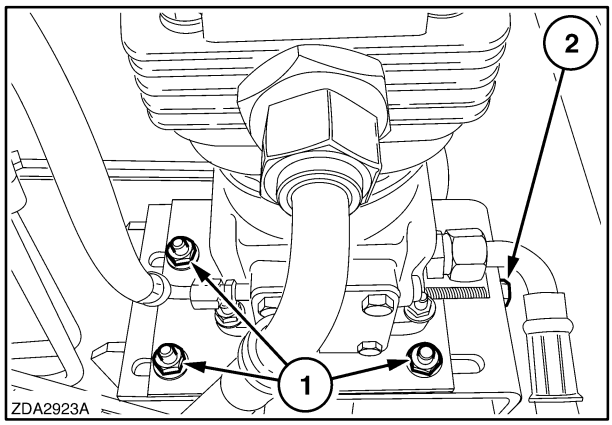
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28. Air compressor belt (CNH engine)

The belt tension is correct :
Applying a force of 23 N (5.17 lbf) on the midpoint of the belt between the two pulleys, should deflect the belt 3 mm (1/8”).

To adjust the belt tension, proceed as follows:

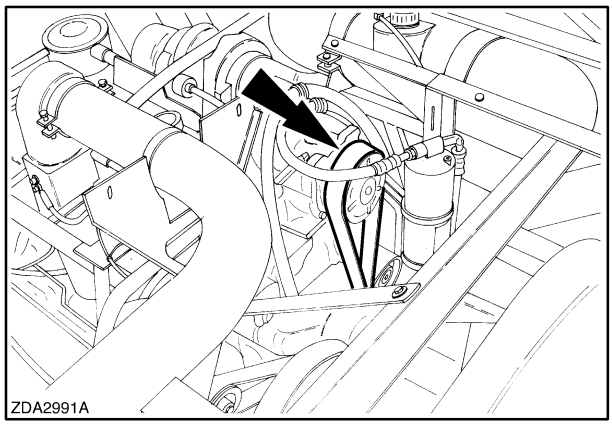
1. Loosen three nuts 1.
2. Adjust belt tension with bolt 2.
3. Tighten nuts 1.



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29. Alternator, waterpump and air conditioning compressor drive belt (CNH engine)

Self-adjusting idler, no adjustment needed.



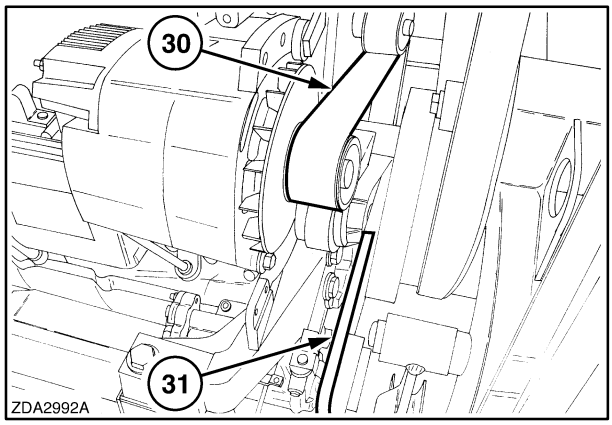
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30. Alternator and waterpump drive belt (Iveco engine)

Self-adjusting idler, no adjustment needed.

31. Air conditioning compressor drive belt

Self-adjusting idler, no adjustment needed.



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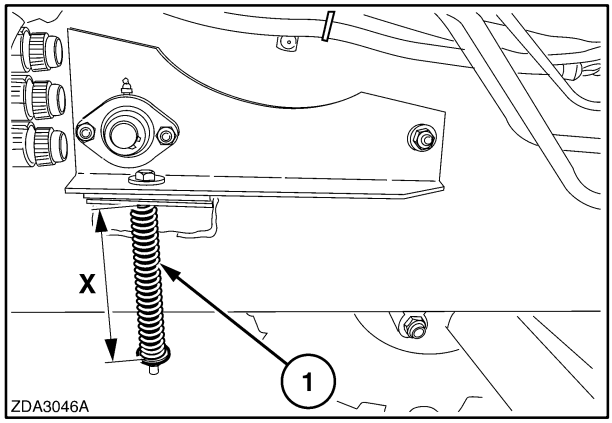
FEEDING

Straw elevator chain

To adjust the straw elevator chain refer to paragraph ”Belts and Chains” of this section.

Intermediate roll (if installed)

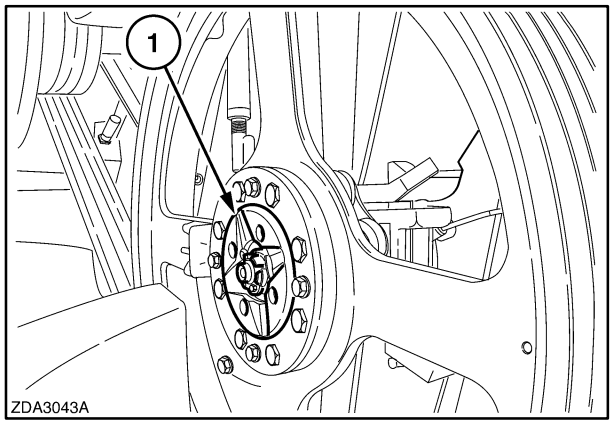
For correct functioning of the intermediate roll, springs 1 on both sides should be tensioned to length “X” = 174 – 176 mm (6 - 7/8” – 6 - 15/16”).



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Slip clutch

The audible slip clutch 1 is factory-set for average conditions and may not be further tensioned.



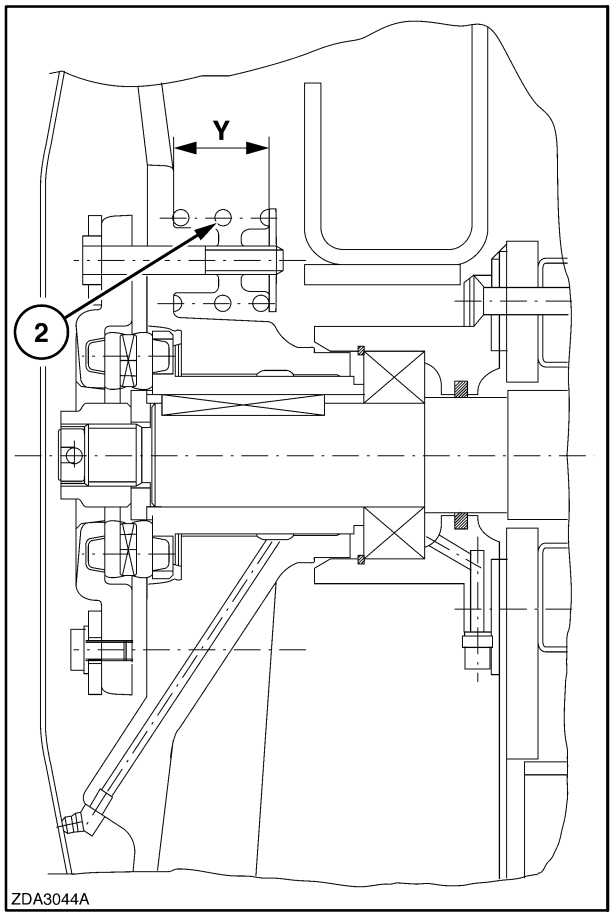
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Correct clutch tension (in case of disassembly)

The length of springs 2 should measure
“Y” = 37–39 mm (1 - 1/2”).

The slip clutch torque is +/– 600 Nm (442,6 ft.lbs).



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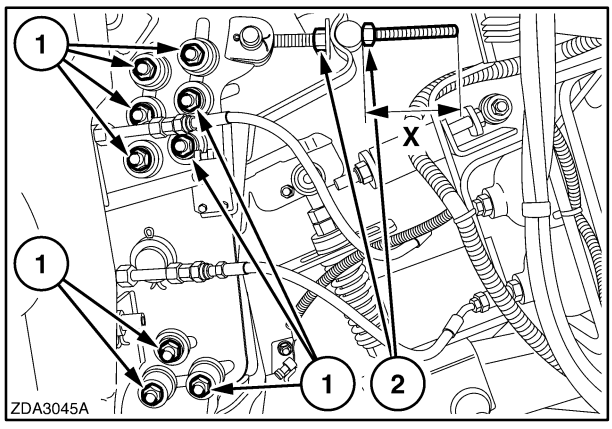
Front Face Adjustment (if installed)

The operating angle of the header is adjustable to improve crop feeding. The angle of the straw elevator front face can equally be adjusted by changing distance “X”.
factory-set to 118 – 122 mm (4 - 5/8” – 4 -13/16”).

To adjust the angle of the front face, proceed as follows on both sides of the machine:

1. Loosen nine nuts 1 on both sides.
2. Adjust the front face angle with nuts 2.
3. Tighten nuts 2.
4. Tighten nuts 1 to a minimum torque of 300 Nm (221,3 ft.lbs).

NOTE: *Make sure the straw elevator slats do not interfere with the dust plates at the front part of the straw elevator.*



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THRESHING

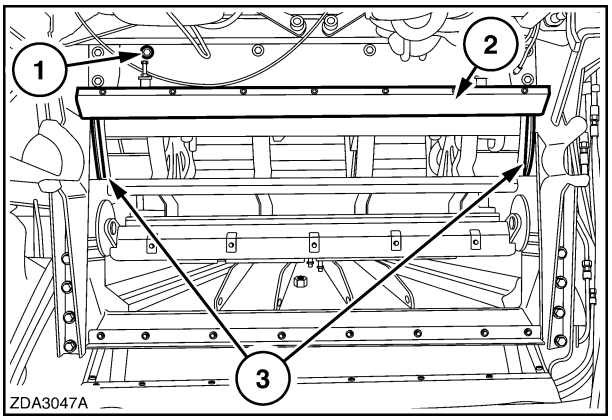
Anti-dust plate

Remove the anti-dust plate 2 and antiwrap shields 3 in maize/ sunflowers.

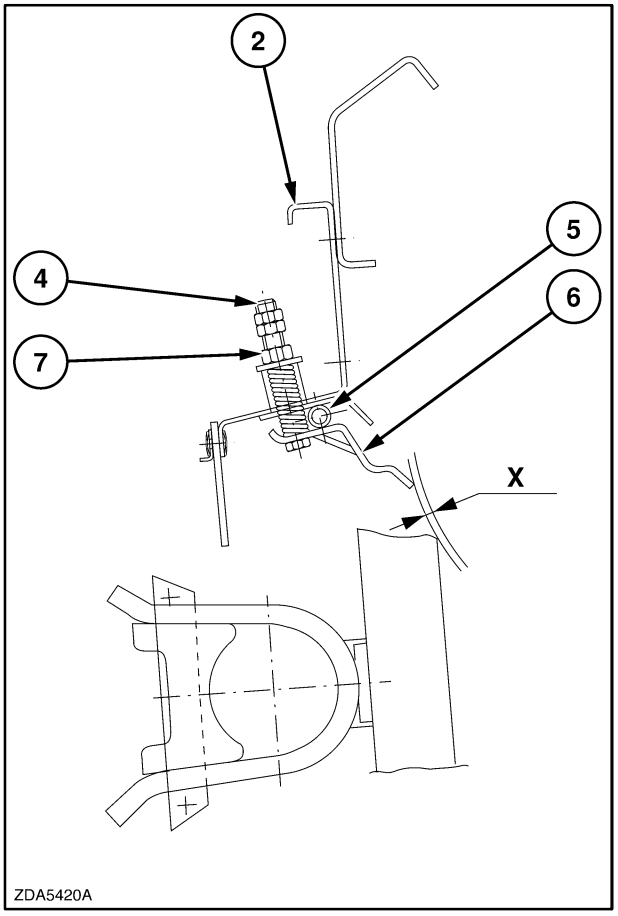
To remove the anti-dust plate, proceed as follows:

1. Unscrew bolts 1 and remove plate 2 to which anti-dust plate is fitted.
2. Unscrew two bolts 4.
3. Pull out rod 5 to remove anti-dust plate 6.
4. Reinstall plate 2.

NOTE: *To reinstall the anti-dust plate, proceed in reverse order of the removal sequence and adjust nuts 7 until there is a clearance of 1 – 5 mm (5/128" – 3/16") between the plate and the nearest drum rasp bar on nearest position.*



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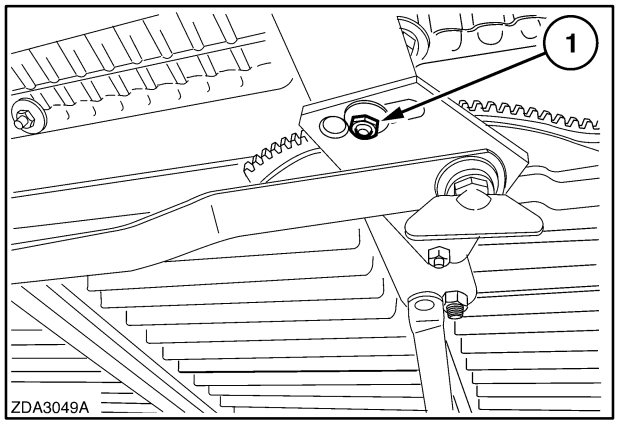
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CLEANING

Sieves

On the CX800 models, the upper and lower sieve consists of two sieve halves.

On both sieves, equipped with remote control, adjust with bolt 1 on the sieve handle so the left hand and the right hand part of the sieve have the same opening. This opening should be measured at 3 mm (1/8") opening defined in the direction closed to open.

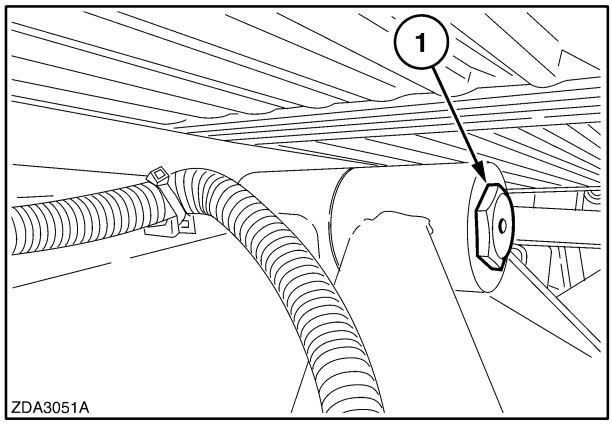


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To calibrate the sieves refer to *"SECTION 2 – CONTROLS, INSTRUMENTS AND OPERATION"*; paragraph: "5.Calibration",
"Calibration of the upper/lower sieve".

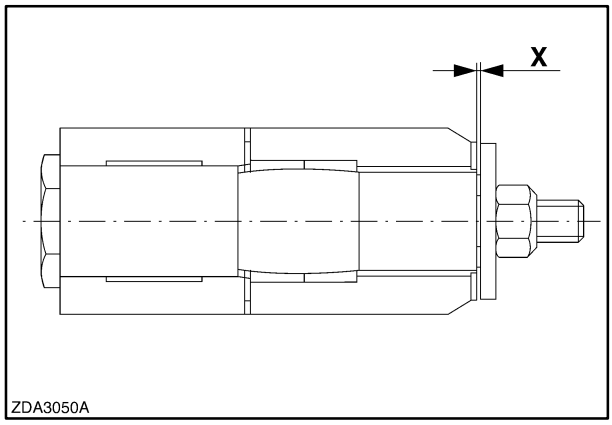
Pivot axle (self levelling cleaning shoe)

Check annually the axial space on the pivot axle 1 between the frame and the self levelling cleaning shoe.



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If there is more space than "X" =0.5 mm (1/64"), contact your local dealer.



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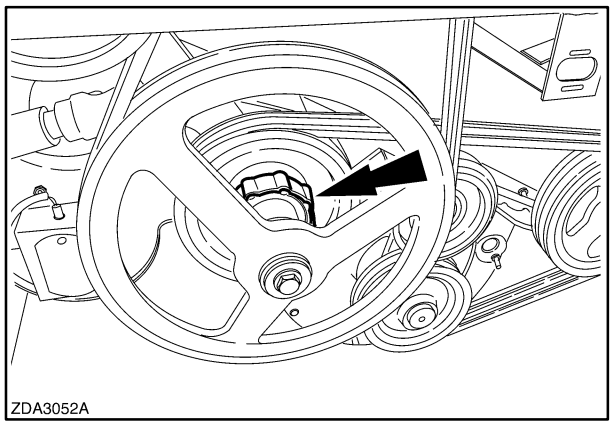
Roto-threshers

SLIP CLUTCH

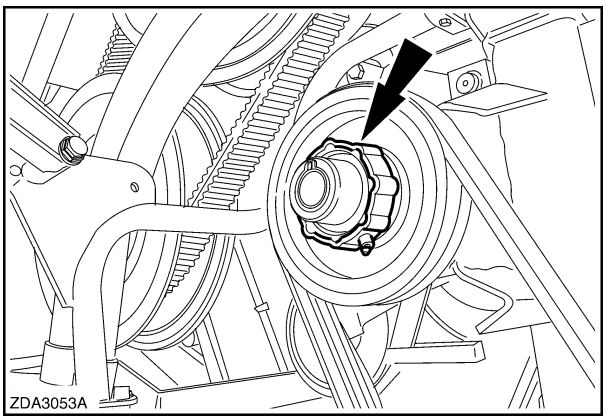
The audible slip clutch on the roto-thresher shaft protects the returns drive line.

This slip clutch is factory-set and does not need any adjustment.

- Slip clutch on the roto-thresher of the self levelling cleaning shoe models.
- Slip clutch on the roto-thresher of the fixed cleaning shoe models.



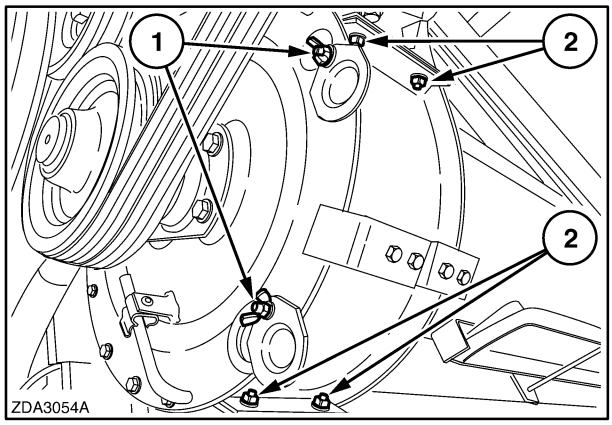
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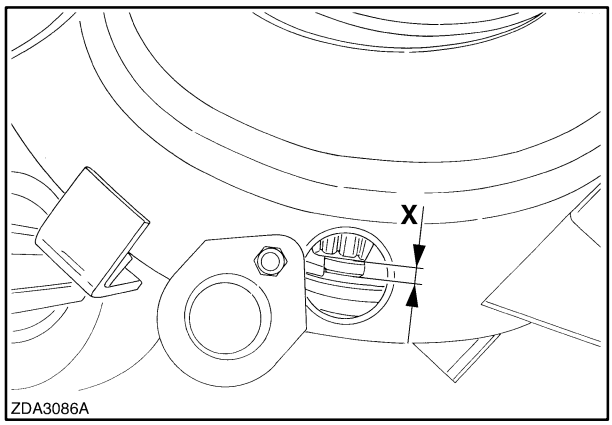
The roto-thresher concave is adjustable, proceed as follows:

1. Open covers above the inspection holes 1.
2. Loosen four bolts 2.



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3. Move the roto-thresher concave to a minimum of X=5–7 mm (3/16”–1/4”) from the roto-thresher teeth.
4. Check the adjustments through inspection holes. If grain crackage is experienced, increase distance X.
5. Retighten four bolts.
6. Close the covers over the inspection holes.



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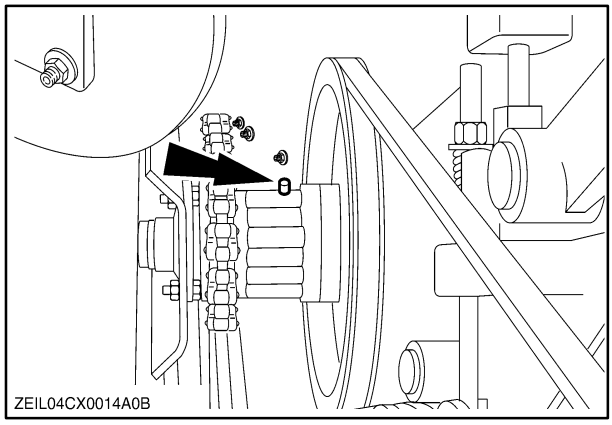
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GRAIN STORAGE

Slip clutch

The clean grain drive line is protected by an audible slip clutch.

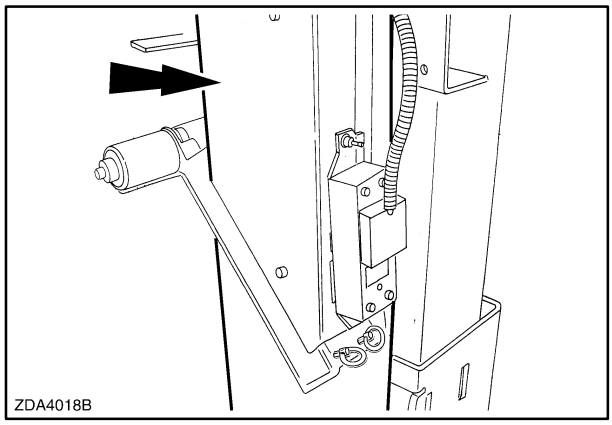
This slip clutch is factory-set and does not need any adjustment.



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Moisture sensor (if installed)

The moisture sensor measures grain that is falling out of the clean grain elevator into a small bin of the bypass unit. The moisture content of the grain in this bin is sensed by the moisture sensor at the back of the bypass unit. The level of grain in the bin is controlled by a proximity switch, which is located at the top of the bin and an auger at the bottom of the bin. In order to have a good moisture reading the moisture sensor fin must always be **clean** and **covered totally by grain**.
In other words the bin has to contain always a minimum amount of grain.



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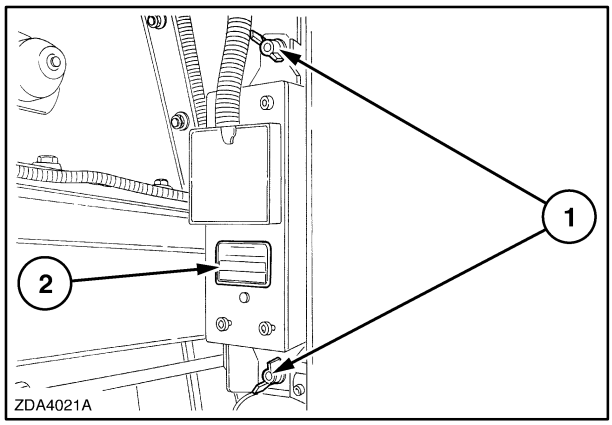
- **The moisture sensor fin must be clean.**

A sensor fin covered with dirt and crop residue will result in wrong moisture readings.

Therefore it is advised to clean the sensor fin when necessary. The frequency of the cleaning is dependent on the harvesting conditions.

Certainly in case of dirty, and conditions where other parts of the combine tend to build up dirt (grain pan, sieves, bubble-up auger) it is advised to check the sensor fin daily and clean it if necessary.
To clean the sensor fin proceed as follows:

1. Loosen two wing nuts 1 to remove sensor fin 2.

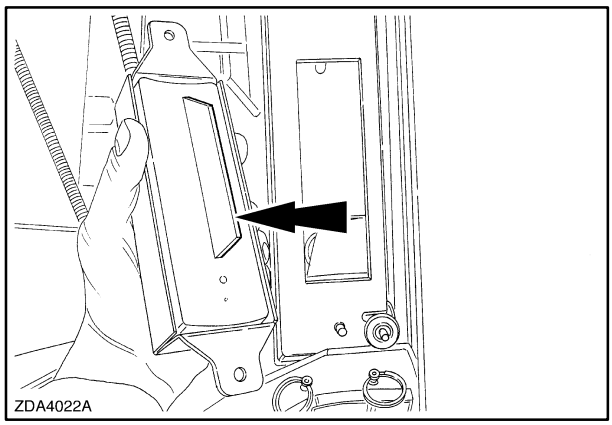


177

2. Clean the fin, using a clod.

⚠ CAUTION ⚠

Do not use a screwdriver or any other sharp device to avoid scratches on the sensor fin to clean.



178

3. Install the sensor fin and tighten the wing nuts.(fig. 177)

4. To calibrate the moisture sensor, refer to *"SECTION 2 - CONTROLS, INSTRUMENTS AND OPERATION"*.

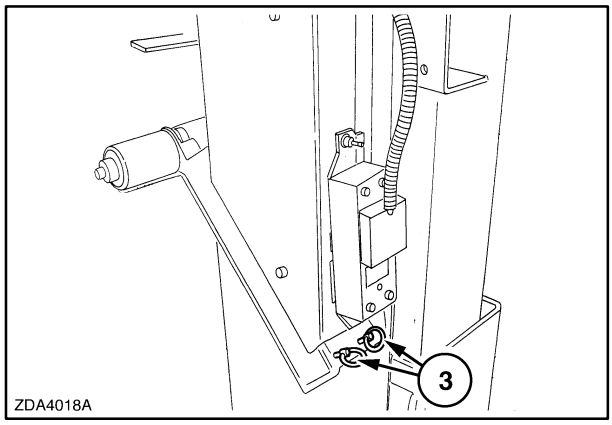
https://truckmanualshub.com/

- **The level sensor must be clean. (proximity switch)**

NOTE: *It should be remarked that due material blockage (pieces of maize cobs) in front of the level sensor will also cause the auger to turn continuously when the threshing is on. This situation can be recognized when the moisture readings are abnormally low or largely fluctuating. Therefore remove the moisture sensor. Then you can look into the bin. In the top of the bin a white circle (=level sensor head surface) must be visible without being covered by dirt or crop residues. If you found material accumulated in front of the level sensor, remove it.*

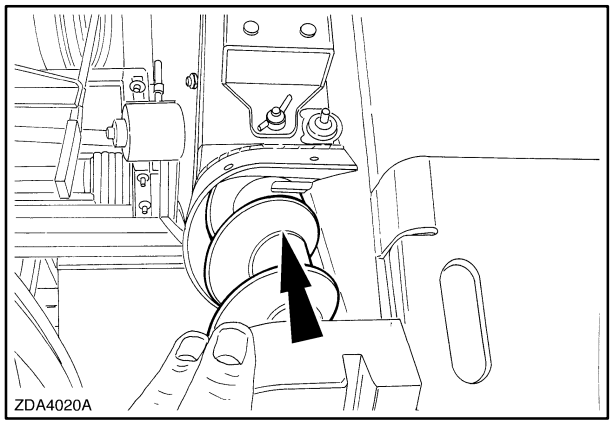
To check if the level sensor (proximity switch) is clean, proceed as follows:

1. Pull two pins 3 out to remove the auger.



179

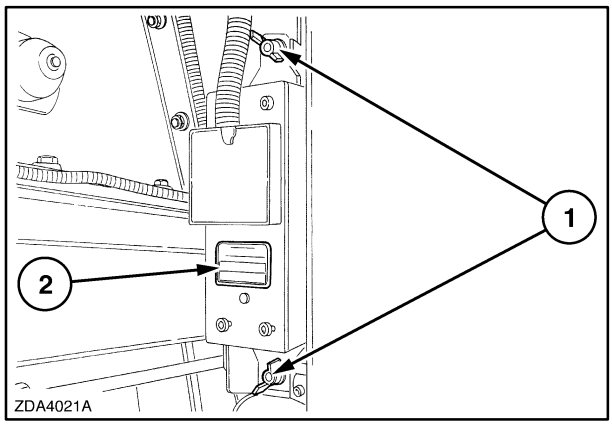
2. Remove the auger.



180

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3. Loosen two wing nuts 1 to remove sensor fin 2.

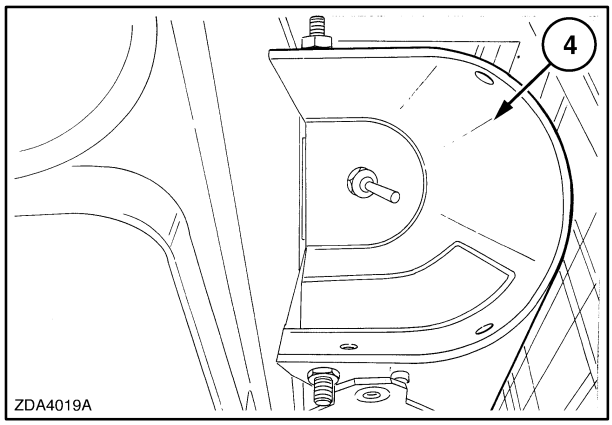


181

4. Remove all the grain out of auger chamber 4.

NOTE: *No grain may be in front of the level sensor.*

5. If there is still grain or dirt in front of the level sensor, remove it.



182

6. Install the auger and install the two pins.
7. Install the sensor fin and tighten the wing nuts.

NOTE: *If the moisture reading is still fluctuating or the electrical motor keeps on turning all the time when threshing is on then contact your local dealer.*

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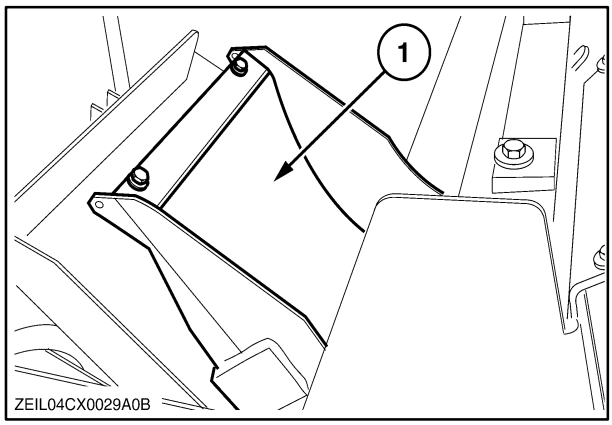
Grain flow sensor (if installed)

There are two important points to have a good functionality of the grain flow sensor:

- **The sensor plate must be clean**

In some harvesting conditions it can happen that material starts building up on the sensor plate. These conditions can be recognised when other combine elements (sieves, bubble-up auger, grain pan) start to accumulate dirt. In case of serious material built up, the readings of the sensor will become wrong.

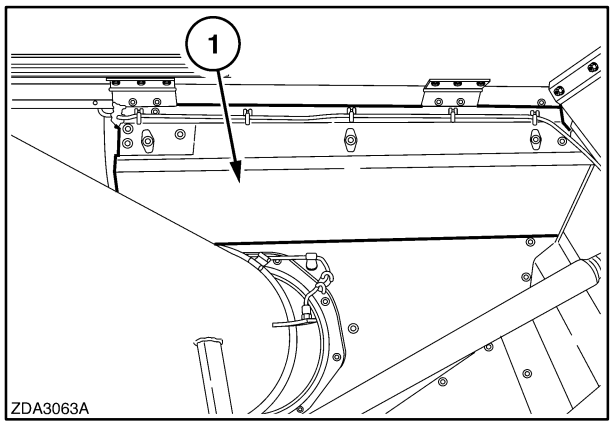
Therefore it is advised to check daily. Clean sensor plate 1 whenever other combine elements in the combine needs to be cleaned for proper functioning.



183

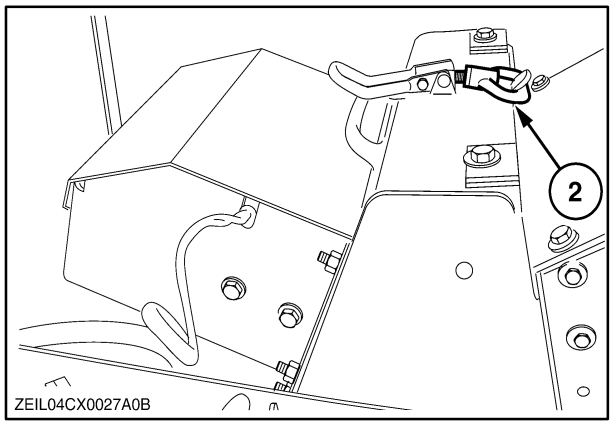
To clean, proceed as follows:

1. Open the grain tank covers (if installed)
2. Remove the cover 1.



184

3. Open fast coupler 2 on top of the grain elevator and swing the sensor open to the front of the combine.



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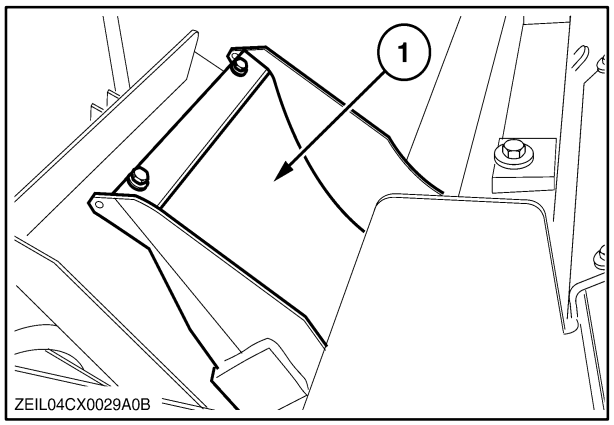
4. Sensor plate 1 is now visible and can be cleaned if necessary.

CAUTION

Do not use a screwdriver or any other sharp device to avoid scratches on the sensor plate.

5. Close the sensor and secure with the fast coupler.
6. Reinstall the cover.

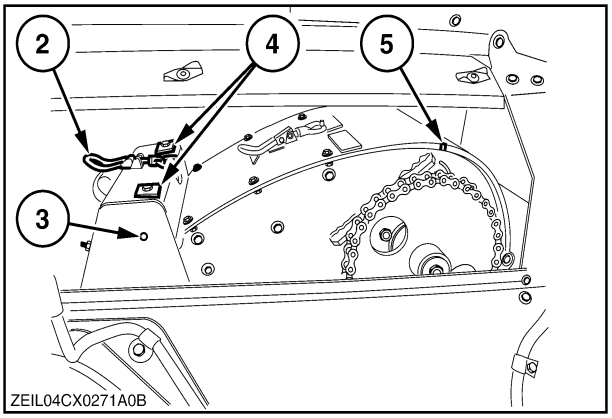
To calibrate the grain flow sensor, refer to *"SECTION 2 – "CONTROLS, INSTRUMENTS AND OPERATION".*



186

To adjust the sensor plate 1 (fig. 186), proceed as follows:

1. The sensor plate 1 is adjusted correctly, if it is possible to insert a rod into hole 3.
2. If not, adjust the plate by adjusting the two supports 4 in combination with the fast coupler 2.



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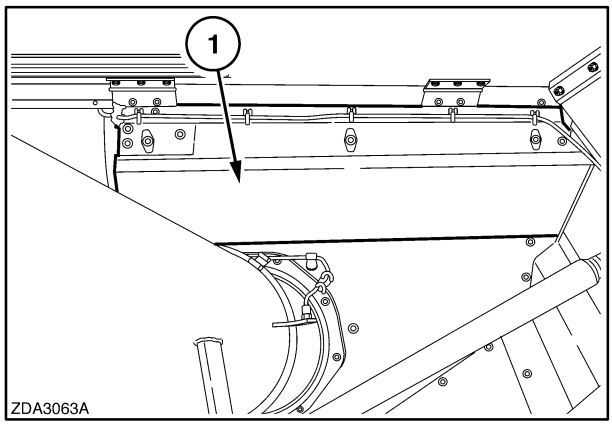
- **The paddle play at the top of the grain elevator**

The functionality of the flow sensor is affected by the play between the clean grain elevator paddles and the top of the clean grain elevator. Due to paddle wear it will be necessary to adjust this distance into the range of 2 – 3 mm (5/64” – 1/8”).

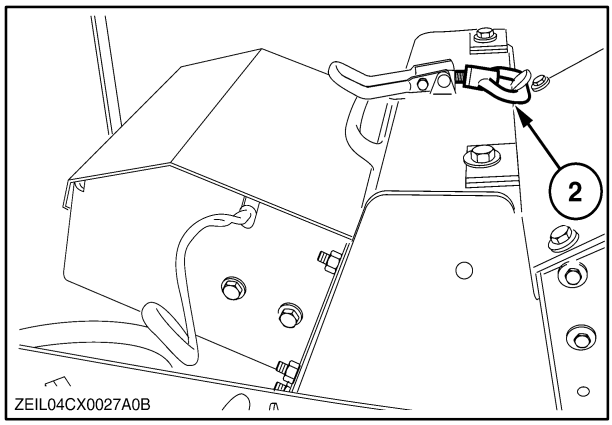
To check paddle tip play, proceed as follows:

1. Open the grain tank covers (if installed)

2. Remove cover 1.
3. Open fast coupler 2 on top and swing the sensor open to the front of the combine.



188

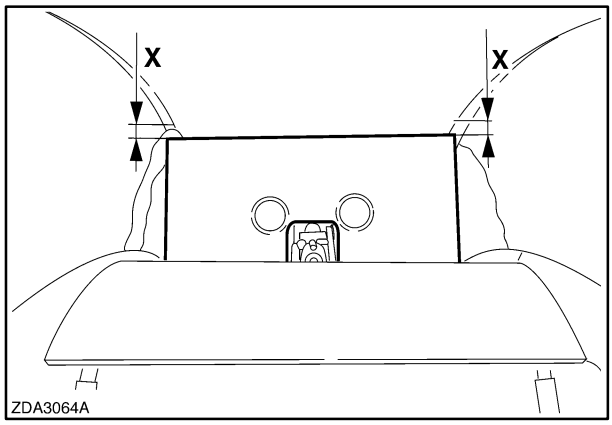


189

4. Check now distance “X” at position 5 indicated on the side of the elevator head (see fig. 187) between the paddles and top of clean grain elevator. At the top left and right side of the grain elevator the distance between paddle tip in its vertical position with the top edge of the elevator housing may be not larger than 3 mm (1/8”) but not smaller than 1 mm (5/128”). Turn the sprocket by hand to bring the paddle in this position.

IMPORTANT: *This job must be checked annually before the beginning of the season.*

5. To adjust paddle tip play. Contact your local dealer to carry out this job.



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BRAKES

Foot brakes

Clean the brakes every 300 hours with compressed air.

Check the brake linings:

- When the brake warning light illuminates
- Every 600 hours in normal conditions
- Every 300 hours in heavy brake conditions (e.g. ”spin turns” in maize, steep hills, ...).

To bleed or to replace the brake linings, contact your local dealer.

Parking brake

Every 300 operating hours or once a year:

- Clean the friction linings with compressed air.
- Check the friction lining wear. The parking brake linings have to be replaced if the remaining thickness is less than 1 mm (5/128”).
  Contact your local dealer to carry out this job.

Every 600 operating hours or once a year a clearance check and possible adjustment of the parking brake has to be carried out.
Contact your local dealer to carry out this job.

Fluid change

The brake fluid has to be changed every two years.

Contact your dealer to carry out this job.

⚠ CAUTION ⚠

- In case of leakage or malfunction of the brake system, immediately contact your New Holland dealer.

- The seals of the brake slave cylinders contain fluoroelastomers which, when used under normal conditions, are perfectly safe.

  If however they are exposed to temperatures in excess of 315° C (599° F), the material will not burn, but decompose.

  An extremely corrosive acid is almost impossible to remove once it has contaminated the skin.

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HYDRAULIC EQUIPMENT

Hydraulic hoses are an important safety element in modern machinery. However, hose characteristics alter under pressure, thermal and UV light load over the years. Therefore, most hoses now have a production date printed on the metal clamp bushing which allows to determine the age.

Legislation in certain countries and good practice require that hydraulic hoses are replaced when they become 6 years old.

⚠ DANGER ⚠

Escaping fluid under pressure can penetrate the skin causing serious injury.
Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines.

Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, call for a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours. If not, gangrene may result. Doctors unfamiliar with this type of injury should refer to a knowledgeable medical source.

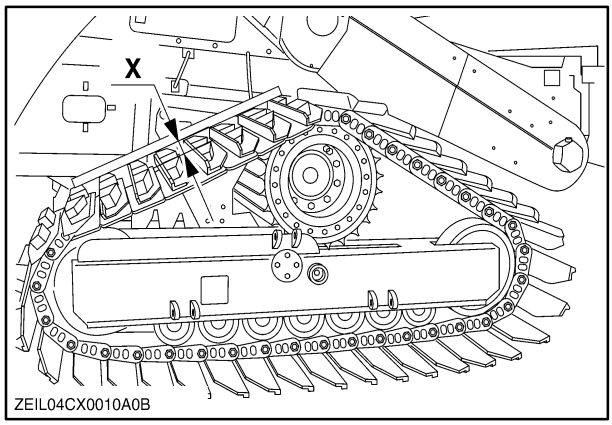
IMPORTANT: *The hydraulic valves on the right-hand side can always be operated manually in case of an electric failure.*
Push on the rubber caps of the solenoids to actuate the hydraulic valve.

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TRACKS (IF INSTALLED)

To use the tracks in optimal conditions, proceed as follows:

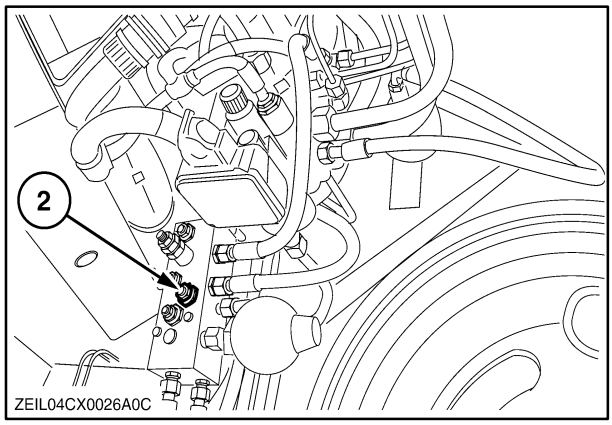
1. Check regulary the hanging down of the chain.
2. Place a straight bar on top at the backside of the chain as shown.
3. The distance between the bar and the lowest place of the chain should be between 20 and 35 mm (3/4” and 3/8”).



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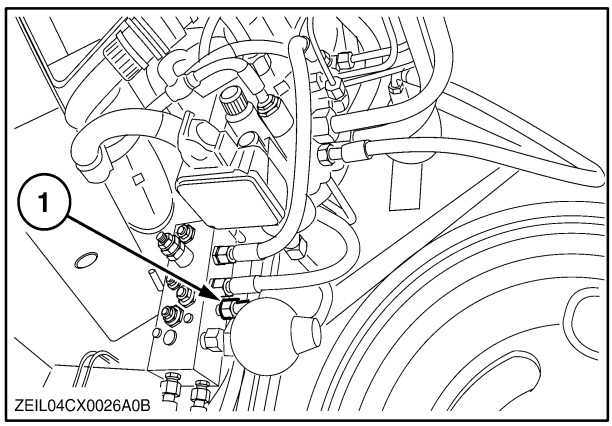
In case of doubt or deviation from the required tensioning, check and adjust tensioning as follows:

1. If there is no manometer installed, loosen the nut 2 of the valve located under the main valve at the left-hand side behind the steering platform.
2. Turn the Allen screw counter-clockwise a few turns to release the pressure.



192

3. Connect a manometer at 1 (1/4”).
4. Close the Allen screw again (clockwise) and tighten the nut 2 (fig. 192).
5. Activate the unloading tube “swing in” rocker button while driving a few times forward and reverse with the combine:
   The pressure on the manometer should be read between 45 and 55 bar (653 and 798 psi).



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6. If not ok, loosen the nut 3.

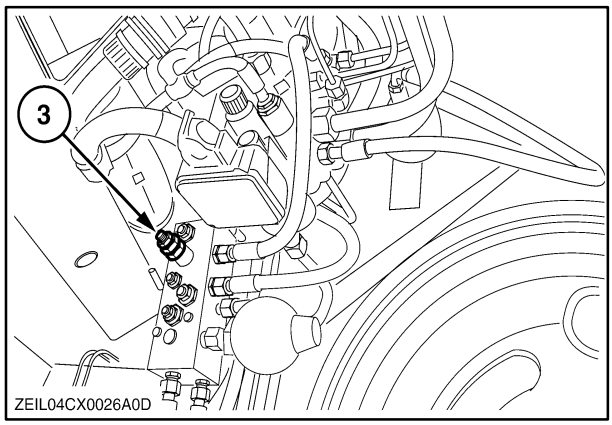
7. Turn the Allen screw a quarter by quarter and repeat the procedure until the pressure is obtained (45 to 55 bar).

   Clockwise to increase the pressure

   Counter-clockwise to decrease the pressure

8. After adjusting, tigthen the nut 3.

NOTE: *To remove the manometer from the valve, release again the pressure at 2 (fig. 192). Afterwards activate the unloading tube "swing in" rocker button while driving a few times forward and reverse with the combine.*



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STEERING AXLE

There are three types of steering axles:

- Fixed steering axle
- Heavy Duty Adjustable Steering Axle (H.D.A.S.A.)
- Power Rear Axle (P.R.A.)

To get a good adjustment of the steering axle, carry out the following adjustments in these sequence.

1. Steering axle position
2. Axial position of the steering axle (only H.D.A.S.A. and P.R.A.)
3. Height position (only H.D.A.S.A. and P.R.A.)
4. Track width position (only H.D.A.S.A. and P.R.A.)
5. Toe-in adjustment
6. Steering cylinder adjustment

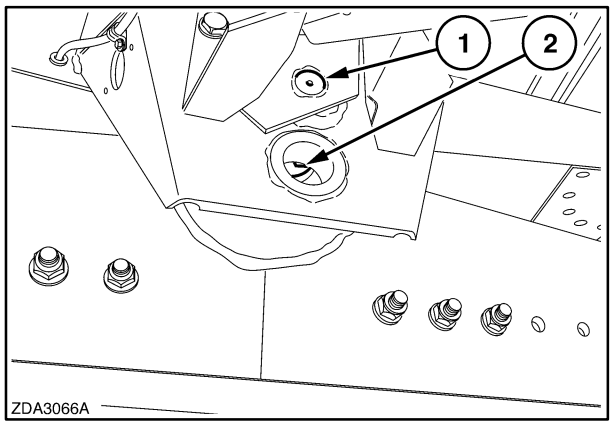
https://truckmanualshub.com/

1. Steering axle position

The steering axle should always be installed in the upper hole 1 in the frame, except when working on tracks.

When operating on tracks (and rice steering wheels), the steering axle should be fitted in the lower hole 2 in the frame.

We recommend this job to be carried out by your New Holland dealer.



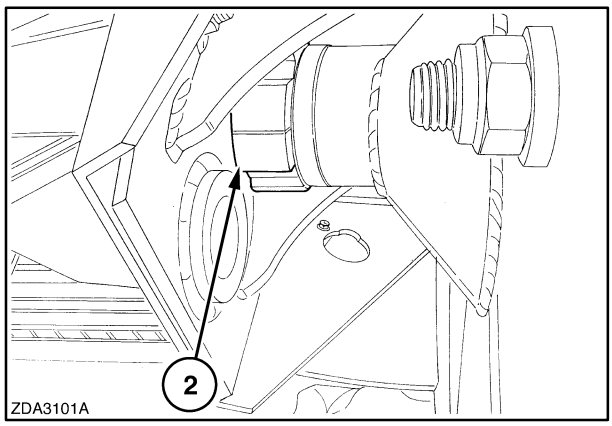
195

2. Axial position of the steering axle

The complete steering axle must be axial repositioned to the frame, depending on the size of the steering wheels.

When bushing 2 is fitted at the rear of the steering axle, then the steering axle is in the front (F) position. If the bushing is at the front, then the steering axle is in the rear (R) position.

Figure 197 shows the rear position, figure 198 the front position.

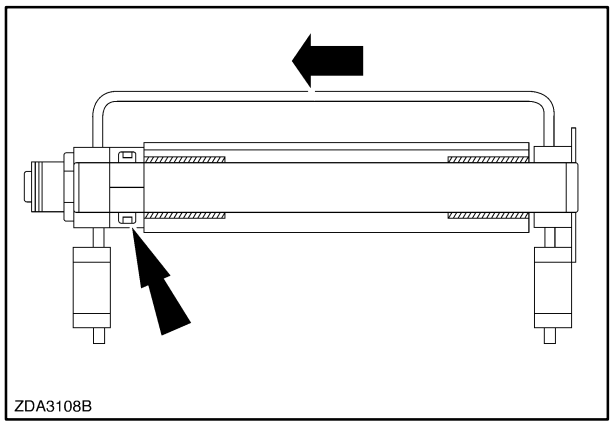


196

We recommend this job to be carried out by your New Holland dealer.

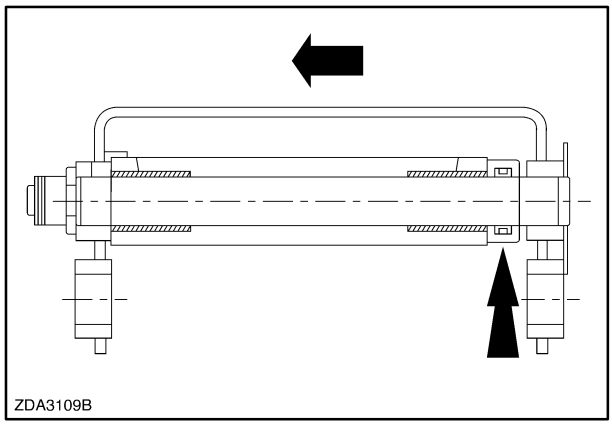
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Steering axle in the **rear** (R) position.
(arrow= drive direction)



197

Steering axle in the **front** (F) position.
(arrow= drive direction)



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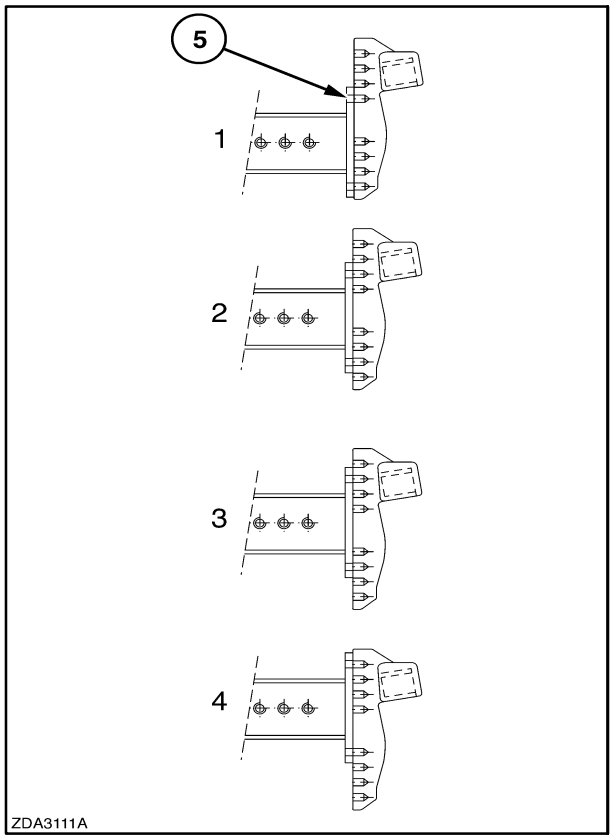
3. Steering axle height position

The complete steering wheel (H.D.A.S.A. or P.R.A.) can be repositioned on the steering axle in order to lift the machine rear end to a level combine position. Figures 199 (H.D.A.S.A.) and 200 (P.R.A.) shows the four different positions.

The height positions are indicated on the steering wheel hubs on both sides.

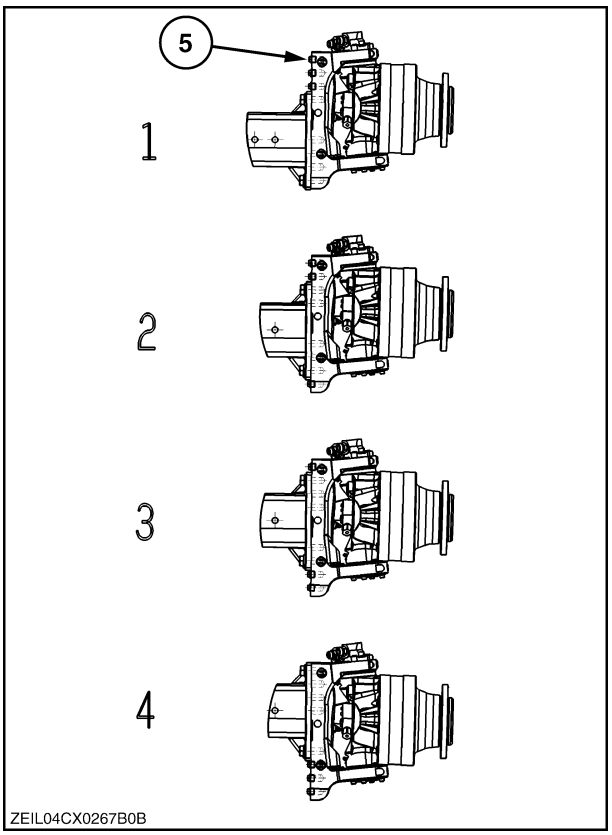
⚠ CAUTION ⚠

Wheel drive assemblies are heavy. Use a lifting device of adequate capacity. Reposition one side at a time



H.D.A.S.A.
199

The bolts 5 should be tightened between 780 and 800 Nm (575 and 590 ft.lbs.)



P.R.A.
200

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4. Track width position

The steering axle has seven track width positions (H.D.A.S.A. or P.R.A.).

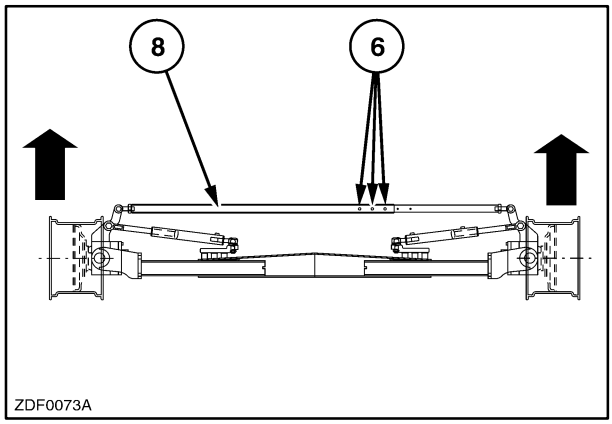
To adjust the track with position, proceed as follows:

1. Apply the parking brake and support the steering axle so that the steering wheels are clear of the ground.

⚠ CAUTION ⚠

Use suitable jack stands, securely positioned underneath the rear of the machine, before adjusting the steering axle.

2. Remove the three bolts 6 of the steering rod 8.



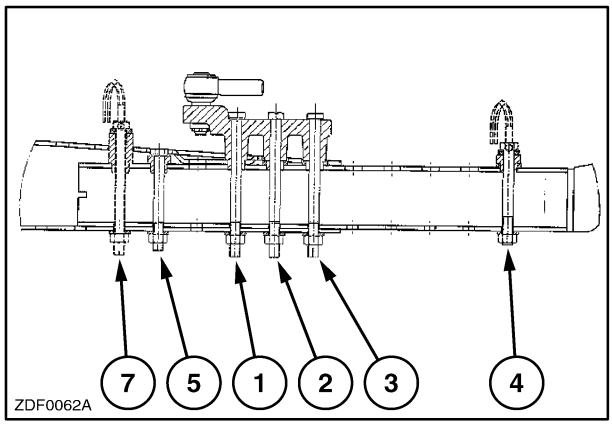
201

3. Remove the bolts (1), (2), (3), (4), (5) and (7).

4. Adjust the steering axle to the required width. In the tables below you can find the different combinations.

5. After adjusting, install and tighten the bolts (1), (2), (3), (4), (5) and (7) with a torque between 440 and 460 Nm. (325 and 339 ft.lbs)

IMPORTANT: *Check that all the bolts are installed in the right direction as shown.*



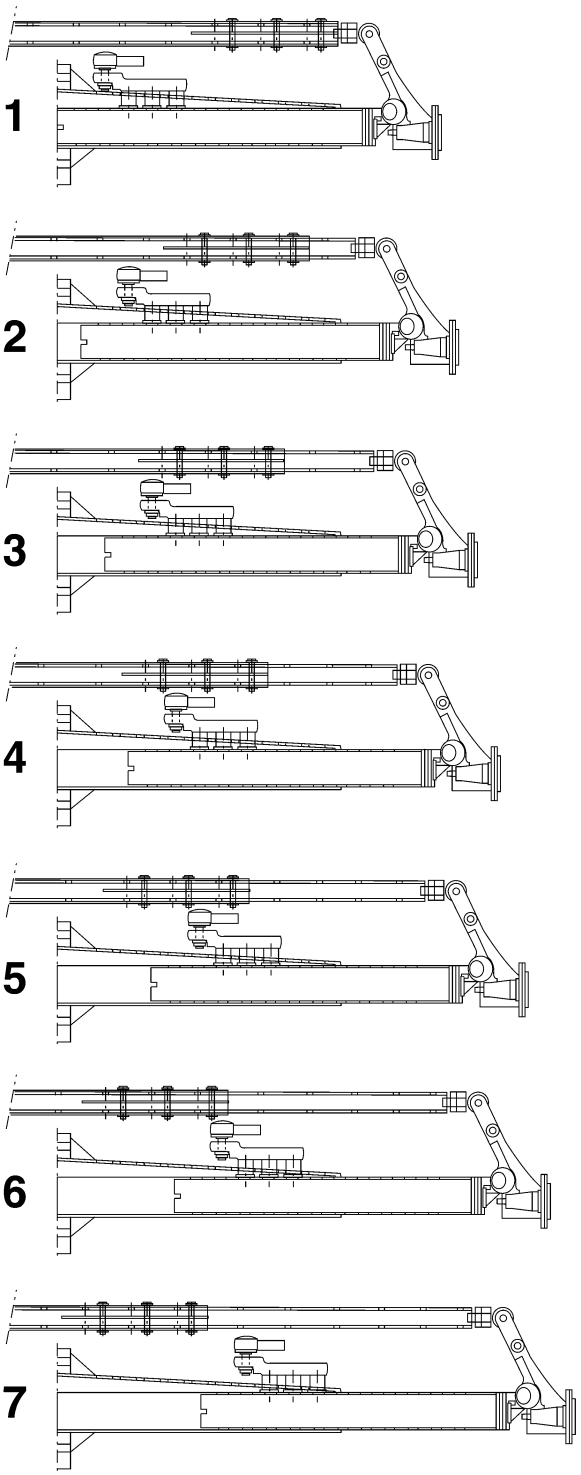
202

6. Before install the three bolts 6 in the steering rod 8 (fig. 201), adjust the toe-in, refer to the next step headed: “5.Toe-in adjustment”

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In the following tables you can find the different **tyre combinations** and the **road speed limitations** (depend the header weight).

Track width position H.D.A.S.A.



ZDA3115A

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CX720-740-760: TRACK WIDTH POSITION: H.D.A.S.A. (Europe)

ASSEMBLY POSITION OF STEERING ARM ASSY AND MINIMUM TRACK WIDTH POSITION

Axial position of the steering axle

Height position detail nr.

Minimum track width position

TRACTION TYRE	STEERING TYRE								
	F	F	F	F	R	R	F	R	R
	14.9x24-IND-16PR	460/70R24-152A8	540/65R24-146A8	480/70R30-150A8	540/65R30-150D	600/65R28-150A8	18.4R30-155A8	620/75R26-166A8	18.4x38
620/75R34-170A8-DT820	4								
	1								
650/75R32-172A8-DT822	4	4	3						
	1	1	1						
710/75R34-178A8-Megaxbib	4	4							
	1	1							
800/65R32-172A8-DT822		4	3	2	2		1		
		1	1	2	2		4		
900/60R32-176A8-DT830			4	3	2	2	2		
			1	2	2	3	3		
1050/50R32-178A8-MegaXbi				3	2	3	2	2	
				2	2	2	3	4	
TRACKS INTERTRACTOR						4	4	4	3
						2	2	4	4

"**R**" : Rear position of the steering axle

"**F**" : Front position of the steering axle

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CX780: TRACK WIDTH POSITION: H.D.A.S.A. (Europe+Not Europe)

ASSEMBLY POSITION OF STEERING ARM ASSY AND MINIMUM TRACK WIDTH POSITION

Axial position of the steering axle

Height position detail nr.

Minimum track width position

		STEERING TYRE								
		F	F	F	F	R	R	F	R	R
		14.9x24-IND-16PR	460/70R24-152A8	540/65R24-146A8	480/70R30-150A8	540/65R30-150D	600/65R28-150A8	18.4R30-155A8	620/75R26-166A8	18.4x38
TRACTION TYRE	620/75R34-170A8-DT820	4								
		1								
	650/75R32-172A8-DT822	4	4	3						
		1	1	1						
	710/75R34-178A8-Megaxbib	4	4							
		1	1							
	800/65R32-172A8-DT822		4	3	2	2		1		
			1	1	2	2		4		
	900/60R32-176A8-DT830			4	3	2	2	2		
				1	2	2	3	3		
	1050/50R32-178A8-MegaXbi				3	2	3	2	2	
					2	2	2	3	4	
	900/65R32-172A8-TD8					3	3	3	2	
						2	2	3	3	
	TRACKS INTERTRACTOR						4	4	4	3
							2	2	4	4

"**R**" : Rear position of the steering axle

"**F**" : Front position of the steering axle

https://truckmanualshub.com/

CX820-840-860-880: TRACK WIDTH POSITION: H.D.A.S.A. (Europe)

ASSEMBLY POSITION OF STEERING ARM ASSY AND MINIMUM TRACK WIDTH POSITION

Axial position of the steering axle →

Height position detail nr.

Minimum track width position

		STEERING TYRE								
		F	F	F	F	R	R	F	R	R
		14.9x24-IND-16PR	460/70R24-152A8	540/65R24-146A8	480/70R30-150A8	540/65R30-150D	600/65R28-150A8	18.4R30-155A8	620/75R26-166A8	18.4x38
TRACTION TYRE	**620/75R34-170A8-DT820**	4								
		3								
	650/75R32-172A8-DT822	4	4	3						
		3	3	3						
	710/75R34-178A8-Megaxbib	4	4							
		3	3							
	800/65R32-172A8-DT822		4	3	2	2		1		
			3	3	4	4		6		
	900/60R32-176A8-DT830			4	3	2	2	2		
				3	4	4	5	5		
	1050/50R32-178A8-MegaXbi				3	2	3	2	2	
					4	4	4	5	6	
	TRACKS INTERTRACTOR						4	4	4	3
							4	4	6	6

"**R**" : Rear position of the steering axle

"**F**" : Front position of the steering axle

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CX860-880: TRACK WIDTH POSITION: H.D.A.S.A. (Not Europe)

ASSEMBLY POSITION OF STEERING ARM ASSY AND MINIMUM TRACK WIDTH POSITION

Axial position of the steering axle

Height position detail nr.

Minimum track width position

TRACTION TYRE	STEERING TYRE	F	F	F	R	R	F	R	R
		460/70R24-152A8	540/65R24-146A8	480/70R30-150A8	540/65R30-150D	600/65R28-150A8	18.4R30-155A8	620/75R26-166A8	28LR26-157A8
	650/75R32-172A8-DT822	4	3	**2**	**2**	**2**	**1**		
		3	3	**4**	**4**	**5**	**6**		
	800/65R32-172A8-DT822	4	3	2	2	**2**	**1**	**1**	
		3	3	4	4	**5**	**6**	**6**	
	900/60R32-176A8-DT830		4	2	3	**3**	2	**2**	
			3	4	4	**5**	5	**6**	
	900/65R32-172A8-TD8					3	2	2	
						5	5	6	
	1050/50R32-178A8-MegaXbi			3	3	3	2	**2**	
				4	4	5	5	**6**	
	18.4R42-153A8-RAT23 (duals)			2	2	2	1	1	1
				4	4	5	6	6	7
	20.8R42-155A8-RAT23 (duals)			3	3	3	2	2	2
				4	4	4	5	6	7
	420/80R46-159A8-RAT23 (duals)			2	3	2	2	1	1
				4	4	5	6	6	7

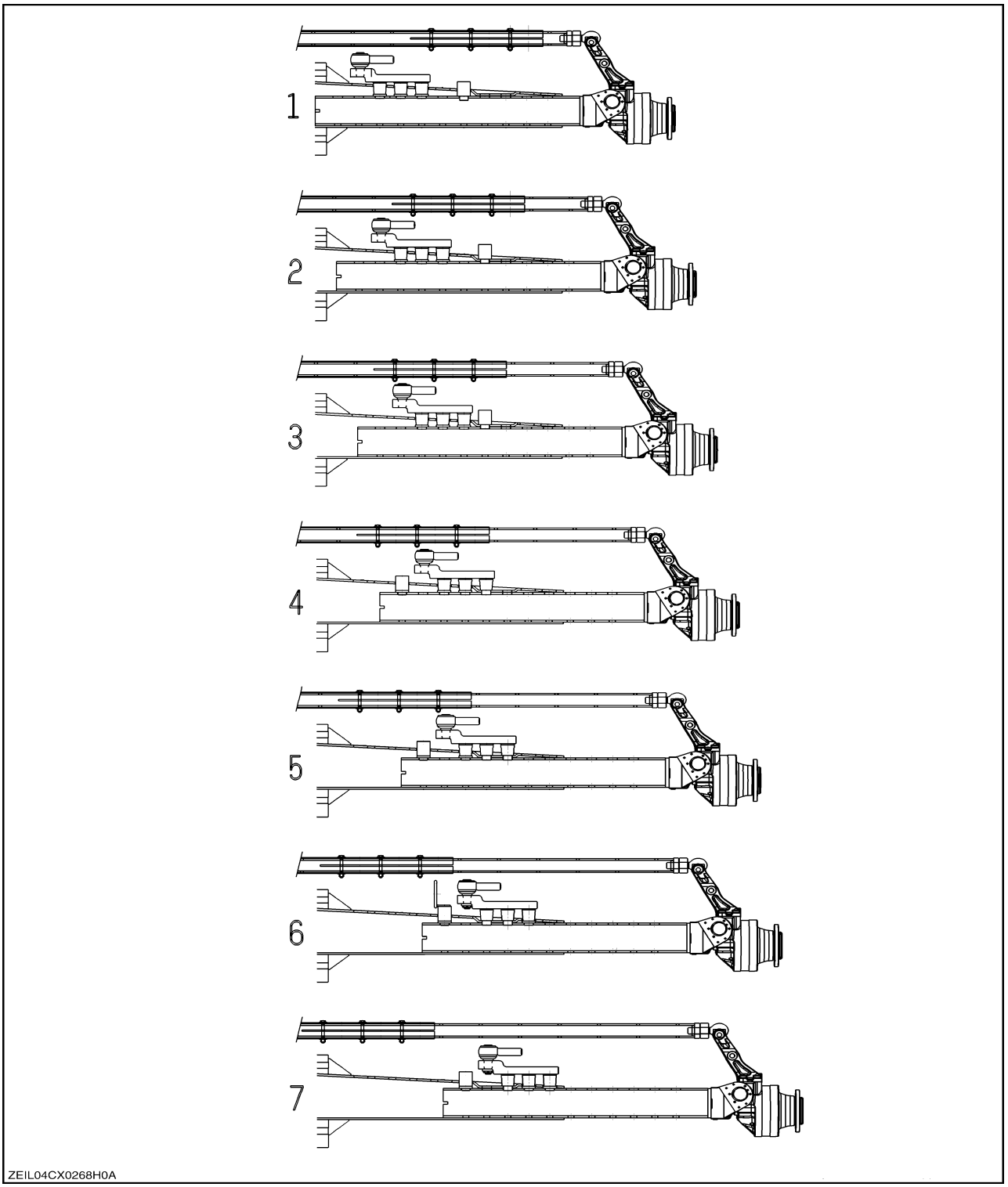
"**R**" : Rear position of the steering axle

"**F**" : Front position of the steering axle

(Only with offset out : **bolded**)

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Track width position P.R.A.



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CX720-740-760: TRACK WIDTH POSITION: P.R.A. (Europe)

ASSEMBLY POSITION OF STEERING ARM ASSY AND MINIMUM TRACK WIDTH POSITION

Axial position of the steering axle

Height position detail nr.

Minimum track width position

TRACTION TYRE	STEERING TYRE							
	F	F	F	F	F	R	R	R
	460/70R24-152A8	540/65R24-146A8	480/70R30-150A8	540/65R30-150D	600/65R28-150A8	18.4R30-155A8	620/75R26-166A8	18.4x38
650/75R32-172A8-DT822	4	4						
	1	1						
710/75R34-178A8-Megaxbib	4							
	1							
800/65R32-172A8-DT822	4	4	2	2				
	1	1	2	2				
900/60R32-176A8-DT830		4	3	3	3	2		
		1	2	2	2	2		
1050/50R32-178A8-MegaXbi			3	3	3	2	2	
			2	2	2	2	4	
TRACKS INTERTRACTOR					4	4	4	3
					3	3	3	4

"**R**" : Rear position of the steering axle

"**F**" : Front position of the steering axle

https://truckmanualshub.com/

CX780: TRACK WIDTH POSITION: P.R.A. (Europe+Not Europe)

ASSEMBLY POSITION OF STEERING ARM ASSY AND MINIMUM TRACK WIDTH POSITION

Axial position of the steering axle

Height position detail nr.

Minimum track width position

TRACTION TYRE	STEERING TYRE							
	F	F	F	F	F	R	R	R
	460/70R24-152A8	540/65R24-146A8	480/70R30-150A8	540/65R30-150D	600/65R28-150A8	18.4R30-155A8	620/75R26-166A8	18.4x38
650/75R32-172A8-DT822	4	4						
	1	1						
710/75R34-178A8-Megaxbib	4							
	1							
800/65R32-172A8-DT822	4	4	2	2				
	1	1	2	2				
900/60R32-176A8-DT830		4	3	3	3	2		
		1	2	2	2	2		
1050/50R32-178A8-MegaXbi			3	3	3	2	2	
			2	2	2	2	4	
900/65R32-172A8-TD8				3	3	3	3	
				2	2	2	2	
TRACKS INTERTRACTOR					4	4	4	3
					3	3	3	4

“**R**” : Rear position of the steering axle

“**F**” : Front position of the steering axle

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CX820-840-860-880: TRACK WIDTH POSITION: P.R.A. (Europe)

ASSEMBLY POSITION OF STEERING ARM ASSY AND MINIMUM TRACK WIDTH POSITION

Axial position of the steering axle

Height position detail nr.

Minimum track width position

TRACTION TYRE	STEERING TYRE								
	F	**F**	**F**	**F**	**F**	**F**	**R**	**R**	**R**
	460/70R24-152A8 (Self-levelling shoe)	460/70R24-152A8 (Fixed cleaning shoe)	540/65R24-146A8	480/70R30-150A8	540/65R30-150D	600/65R28-150A8	18.4R30-155A8	620/75R26-166A8	18.4x38
650/75R32-172A8-DT822	4	4	4						
	3	2	3						
710/75R34-178A8-Megaxbib		4							
		2							
800/65R32-172A8-DT822	4	4	4	2	2		1		
	3	2	3	4	4		4		
900/60R32-176A8-DT830			4	3	3	3	2		
			3	4	4	4	4		
1050/50R32-178A8-MegaXbi				3	3	3	2	2	
				4	4	4	4	6	
TRACKS INTERTRACTOR						4	4	4	3
						5	5	5	6

"**R**" : Rear position of the steering axle

"**F**" : Front position of the steering axle

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CX860-880: TRACK WIDTH POSITION: P.R.A. (Not Europe)

ASSEMBLY POSITION OF STEERING ARM ASSY AND MINIMUM TRACK WIDTH POSITION

Axial position of the steering axle

Height position detail nr.

Minimum track width position

		STEERING TYRE								
		F	F	F	F	F	F	R	R	R
		460/70R24-152A8 (Self-levelling shoe)	460/70R24-152A8 (Fixed cleaning shoe)	540/65R24-146A8	480/70R30-150A8	540/65R30-150D	600/65R28-150A8	18.4R30-155A8	620/75R26-166A8	28LR26-157A8
TRACTION TYRE	**650/75R32-172A8-DT822**	4	4	4	**2**	**2**	**2**	**1**		
		3	2	3	**4**	**4**	**5**	**4**		
	800/65R32-172A8-DT822	4	4	4	2	2	**2**	**1**	**1**	
		3	2	3	4	4	**5**	**4**	**6**	
	900/60R32-176A8-DT830	4		4	3	3	**3**	2	**2**	
		3		3	4	4	**4**	4	**6**	
	900/65R32-172A8-TD8						**3**	3	**2**	
							4	5	**6**	
	1050/50R32-178A8-MegaXbi				3	3	3	2	**2**	
					4	4	4	4	**6**	
	2x18.4R42-153A8-RAT23				2	2	2	2	1	1
					4	4	5	4	6	6
	2x20.8R42-155A8-STR				3	3	3	2	2	2
					4	4	4	4	6	6
	2x20.8R42-155A8-TD8				3	3	3	2	2	1
					4	4	4	4	6	6

"**R**" : Rear position of the steering axle

"**F**" : Front position of the steering axle

(Only with offset out : **bolded**)

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ROAD SPEED LIMITATION FOR TRACTION TYRES ON CX720–740–760											
		TRACTION TYRE									
ROAD TRANSPORT NOT ALLOWED WITH (x)		620/75R34-170A8-DT820(SQ)	650/75R32-172A8-DT822	650/75R32-172A8-DT822	710/75R34-178A8-MegaXBib	710/75R34-178A8-MegaXBib	800/65R32-172A8-DT822	800/65R32-172A8-XM28	900/60R32-176A8-DT830	900/60R32-176A8-DT830	1050/50R32-172A8-MegaXBib
offset		148	60	-75	38	88	8	-115	-23	-115	-118
HEADER CLASSIFICATION	**III at 0–20km/h**										
	III at 21–25km/h										
	III at 26–30km/h										
	III at 31–40km/h	x	x	x			x	x			
	IV at 0–20km/h										
	IV at 21–25km/h										
	IV at 26–30km/h	x									
	IV at 31–40km/h	x	x	x			x	x			
	V at 0–20km/h	x	x	x	x	x	x	x	x	x	x
	V at 21–25km/h	x	x	x	x	x	x	x	x	x	x
	V at 26–30km/h	x	x	x	x	x	x	x	x	x	x
	V at 31–40km/h	x	x	x	x	x	x	x	x	x	x

IMPORTANT: *All speed values are nominal values*

HEADER CLASSIFICATION

I: maximum header weight = 1500kg (3307 lbs)
Up to 20 ft (NH header)

II: header weight between 1500 (3307) and 1850 kg (4078 lbs)
(24 ft / 5-row / 5-row with chopper / 6-row rigid)

III: header weight between 1850 (4078 lbs) and 2000 kg (4409 lbs)
(6-row rigid with chopper)

IV: header weight between 2000 (4409) and 2250 kg (4960 lbs)
(30 ft / 6-row flip-up / 6-row flip-up with chopper)

V: header weight between 2250 (4960) and 2750 kg (6062 lbs)
36 ft / 30 ft with rape seed extension / 8-row with chopper / 8-row flip-up / 8-row flip-up with chopper)

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ROAD SPEED LIMITATION FOR TRACTION TYRES ON CX780												
		TRACTION TYRE										
ROAD TRANSPORT NOT ALLOWED WITH (x)		620/75R34-170A8-DT820(SQ)	650/75R32-172A8-DT822	650/75R32-172A8-DT822	710/75R34-178A8-MegaXBib	710/75R34-178A8-MegaXBib	800/65R32-172A8-DT822	800/65R32-172A8-XM28	900/60R32-176A8-DT830	900/60R32-176A8-DT830	1050/50R32-172A8-MegaXBib	900/65R32-172A8-TD8
	offset	148	60	-75	38	88	8	-115	-23	-115	-118	-115
HEADER CLASSIFICATION	**III at 0–20km/h**											
	III at 21–25km/h											
	III at 26–30km/h											
	III at 31–40km/h	x	x	x			x	x				x
	IV at 0–20km/h											
	IV at 21–25km/h											
	IV at 26–30km/h	x										
	IV at 31–40km/h	x	x	x			x	x				x
	V at 0–20km/h											
	V at 21–25km/h	x	x	x			x	x				x
	V at 26–30km/h	x	x	x			x	x				x
	V at 31–40km/h	x	x	x			x	x				x

IMPORTANT: *All speed values are nominal values*

HEADER CLASSIFICATION

I: maximum header weight = 1500kg (3307 lbs)
Up to 20 ft (NH header)

II: header weight between 1500 (3307) and 1850 kg (4078 lbs)
(24 ft / 5-row / 5-row with chopper / 6-row rigid)

III: header weight between 1850 (4078 lbs) and 2000 kg (4409 lbs)
(6-row rigid with chopper)

IV: header weight between 2000 (4409) and 2250 kg (4960 lbs)
(30 ft / 6-row flip-up / 6-row flip-up with chopper)

V: header weight between 2250 (4960) and 2750 kg (6062 lbs)
36 ft / 30 ft with rape seed extension / 8-row with chopper / 8-row flip-up / 8-row flip-up with chopper)

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ROAD SPEED LIMITATION FOR TRACTION TYRES ON CX820–840

ROAD TRANSPORT NOT ALLOWED WITH (x)		TRACTION TYRE													
		620/75R34-170A8-DT820(SQ)	650/75R32-172A8-DT822	650/75R32-172A8-DT822	650/75R32-172A8-DT822	710/75R34-178A8-MegaXBib	800/65R32-172A8-DT822	800/65R32-172A8-XM28	900/60R32-176A8-DT830	900/60R32-176A8-DT830	1050/50R32-172A8-MegaXBib	900/65R32-172A8-TD8	18.4R42-153A8-RAT23-duals	20.8R42-155A8-STR-duals	20.8x42-155A8-TD8-duals
	offset	118	130	60	-115	58	8	-115	-23	-115	-118	-115	365	381	267
HEADER CLASSIFICATION	**III at 0–20km/h**														
	III at 21–25km/h														
	III at 26–30km/h	x													
	III at 31–40km/h	x	x	x	x		x	x				x	x		
	IV at 0–20km/h														
	IV at 21–25km/h	x													
	IV at 26–30km/h	x	x	x	x		x	x				x			
	IV at 31–40km/h	x	x	x	x		x	x				x	x		
	V at 0–20km/h														
	V at 21–25km/h	x	x	x	x		x	x				x	x		
	V at 26–30km/h	x	x	x	x		x	x				x	x	x	
	V at 31–40km/h	x	x	x	x	x	x	x	x	x		x	x	x	x

IMPORTANT: *All speed values are nominal values*

HEADER CLASSIFICATION

I: maximum header weight = 1500 kg (3307 lbs)
Up to 20 ft (NH header)

II: header weight between 1500 (3307) and 1850 kg (4078 lbs)
(24 ft / 5-row / 5-row with chopper / 6-row rigid)

III: header weight between 1850 (4078 lbs) and 2000 kg (4409 lbs)
(6-row rigid with chopper)

IV: header weight between 2000 (4409) and 2250 kg (4960 lbs)
(30 ft / 6-row flip-up / 6-row flip-up with chopper)

V: header weight between 2250 (4960) and 2750 kg (6062 lbs)
36 ft / 30 ft with rape seed extension / 8-row with chopper / 8-row flip-up / 8-row flip-up with chopper)

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ROAD SPEED LIMITATION FOR TRACTION TYRES ON CX860

ROAD TRANSPORT NOT ALLOWED WITH (x)		TRACTION TYRE													
		620/75R34-170A8-DT820(SQ)	650/75R32-172A8-DT822	650/75R32-172A8-DT822	650/75R32-172A8-DT822	710/75R34-178A8-MegaXBib	800/65R32-172A8-DT822	800/65R32-172A8-XM28	900/60R32-176A8-DT830	900/60R32-176A8-DT830	1050/50R32-172A8-MegaXBib	900/65R32-172A8-TD8	18.4R42-153A8-RAT23-duals	20.8R42-155A8-STR-duals	20.8x42-155A8-TD8-duals
	offset	118	130	60	-115	58	8	-115	-23	-115	-118	-115	365	381	267
HEADER CLASSIFICATION	**III at 0–20km/h**														
	III at 21–25km/h														
	III at 26–30km/h	x													
	III at 31–40km/h	x	x	x	x		x	x				x	x		
	IV at 0–20km/h														
	IV at 21–25km/h	x													
	IV at 26–30km/h	x	x	x	x		x	x				x	x		
	IV at 31–40km/h	x	x	x	x		x	x				x	x	x	
	V at 0–20km/h	x													
	V at 21–25km/h	x	x	x	x		x	x				x	x		
	V at 26–30km/h	x	x	x	x		x	x				x	x	x	x
	V at 31–40km/h	x	x	x	x	x	x	x	x	x		x	x	x	x

IMPORTANT: *All speed values are nominal values*

HEADER CLASSIFICATION

I: maximum header weight = 1500 kg (3307 lbs)
Up to 20 ft (NH header)

II: header weight between 1500 (3307) and 1850 kg (4078 lbs)
(24 ft / 5-row / 5-row with chopper / 6-row rigid)

III: header weight between 1850 (4078 lbs) and 2000 kg (4409 lbs)
(6-row rigid with chopper)

IV: header weight between 2000 (4409) and 2250 kg (4960 lbs)
(30 ft / 6-row flip-up / 6-row flip-up with chopper)

V: header weight between 2250 (4960) and 2750 kg (6062 lbs)
36 ft / 30 ft with rape seed extension / 8-row with chopper / 8-row flip-up / 8-row flip-up with chopper)

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ROAD SPEED LIMITATION FOR TRACTION TYRES ON CX880

ROAD TRANSPORT NOT ALLOWED WITH (x)		TRACTION TYRE													
		620/75R34-170A8-DT820(SQ)	650/75R32-172A8-DT822	650/75R32-172A8-DT822	650/75R32-172A8-DT822	710/75R34-178A8-MegaXBib	800/65R32-172A8-DT822	800/65R32-172A8-XM28	900/60R32-176A8-DT830	900/60R32-176A8-DT830	1050/50R32-172A8-MegaXBib	900/65R32-172A8-TD8	18.4R42-153A8-RAT23-duals	20.8R42-155A8-STR-duals	20.8x42-155A8-TD8-duals
offset		118	130	60	-115	58	8	-115	-23	-115	-118	-115	365	381	267
HEADER CLASSIFICATION	**III at 0–20km/h**														
	III at 21–25km/h	x													
	III at 26–30km/h	x													
	III at 31–40km/h	x	x	x	x		x	x				x	x		
	IV at 0–20km/h														
	IV at 21–25km/h	x													
	IV at 26–30km/h	x	x	x	x		x	x				x	x		
	IV at 31–40km/h	x	x	x	x		x	x				x	x	x	x
	V at 0–20km/h	x													
	V at 21–25km/h	x	x	x	x		x	x				x	x		
	V at 26–30km/h	x	x	x	x		x	x				x	x	x	x
	V at 31–40km/h	x	x	x	x	x	x	x	x	x		x	x	x	x

IMPORTANT: *All speed values are nominal values*

HEADER CLASSIFICATION

I: maximum header weight = 1500 kg (3307 lbs)
Up to 20 ft (NH header)

II: header weight between 1500 (3307) and 1850 kg (4078 lbs)
(24 ft / 5-row / 5-row with chopper / 6-row rigid)

III: header weight between 1850 (4078 lbs) and 2000 kg (4409 lbs)
(6-row rigid with chopper)

IV: header weight between 2000 (4409) and 2250 kg (4960 lbs)
(30 ft / 6-row flip-up / 6-row flip-up with chopper)

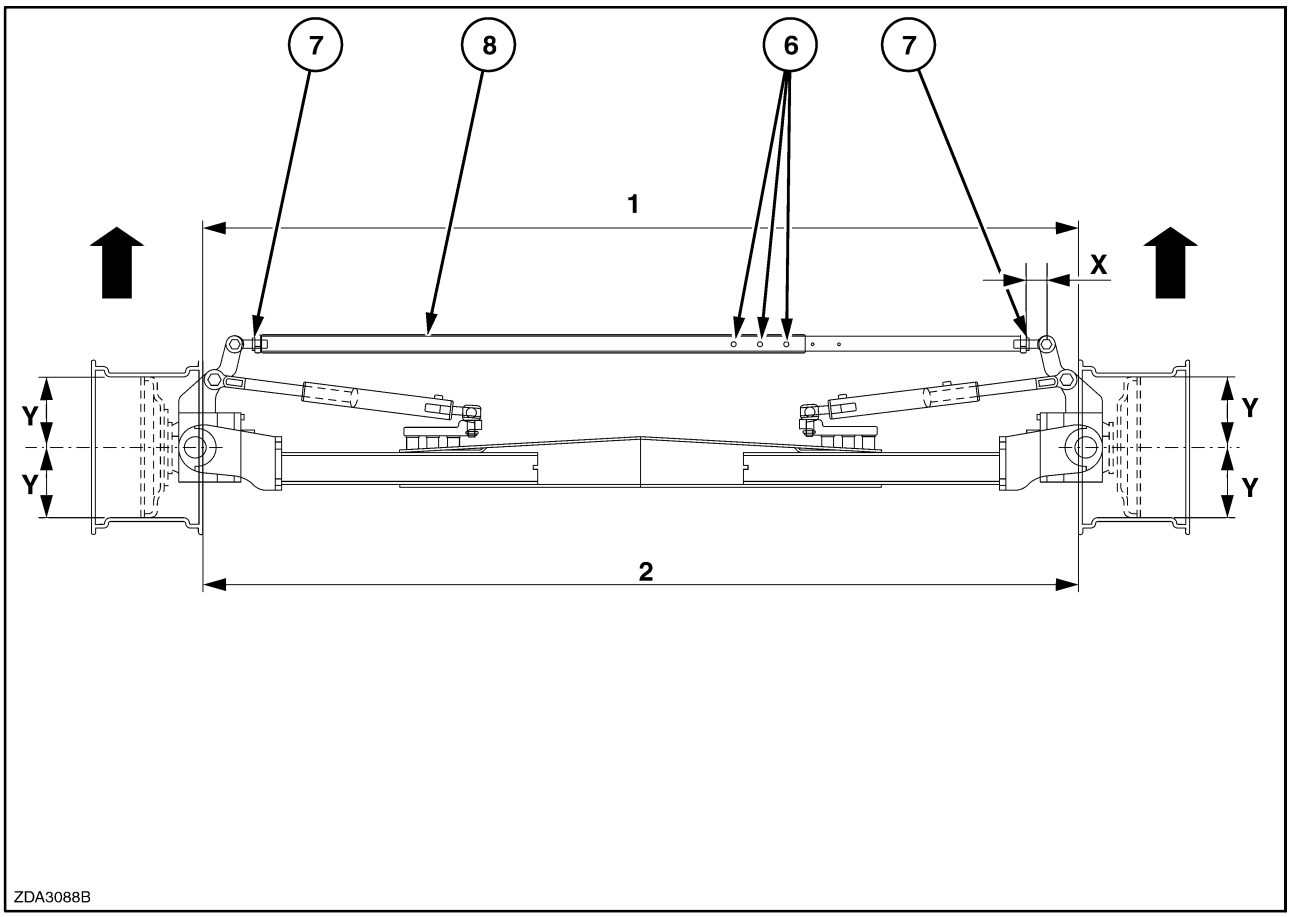
V: header weight between 2250 (4960) and 2750 kg (6062 lbs)
36 ft / 30 ft with rape seed extension / 8-row with chopper / 8-row flip-up / 8-row flip-up with chopper)

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ROAD SPEED LIMITATION FOR STEERING TYRES											
Steering axle		FIXED			H.D.A.S.A.			P.R.A.			
ROAD TRANSPORT NOT ALLOWED WITH (x)		14.9x24-IND-16PR	460/70R24-152A8IT520	540/65R24-146A8–XM108	14.9x24-IND-16PR	460/70R24-152A8IT520	540/65R24-146A8–XM108	14.9x24-IND-16PR	460/70R24-152A8IT520	540/65R24-146A8-XM108	540/65R30-150D–XM108
Offset		45	-10	-60	45	-10	-60	45	70	49	39
COMBINE MODEL	**CX720/740/760**										
	0–20km/h										
	21–25km/h										
	26–30km/h									x	
	CX780										
	0–20km/h										
	21–25km/h									x	
	26–30km/h						x	x		x	
	CX820/840/860										
	0–20km/h							x			
	21–25km/h			x			x	x		x	
	26–30km/h			x	x		x	x	x	x	x
	CX880										
	0–20km/h							x			
	21–25km/h			x			x	x		x	
	26–30km/h			x	x		x	x	x	x	x

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5. Toe-in adjustment



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The steering wheels should have the correct amount of toe-in, otherwise premature tyre wear may occur. The distance between the steering wheels must be smaller at the front than at the rear.
(facing the direction of travel).

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To check and adjust the toe-in, proceed as follows:

1. Apply the parking brake and support the steering axle so that the steering wheels are clear of the ground.

⚠ CAUTION ⚠

Use suitable jack stands, securely positioned underneath the rear of the machine, before adjusting the steering axle.

2. Set the steering wheels in the straight-ahead position.
3. Mark spots at “Y”= 300 mm (11 - 13/16”) from the centre on the front inside of the wheel rims at the centre-of-wheel height and measure distance “1”.
4. Turn the steering wheels 180° forward or rearward until the marks are at the centre-of-wheel height and measure distance “2”. Distance “2” must be 8 to 12 mm (5/16” to 15/32”) bigger than distance “1”.
5. To adjust the toe-in, loosen jam nuts 7 on both sides and remove the three bolts 6 in the steering rod 8.
6. Turn the two tubes on their ball joints. The two tubes must be rotated in opposite directions and even on both sides.

IMPORTANT: *Check that dimension “X” = maximum 80 mm (3 - 1/8”) on both sides of the steering rod.*

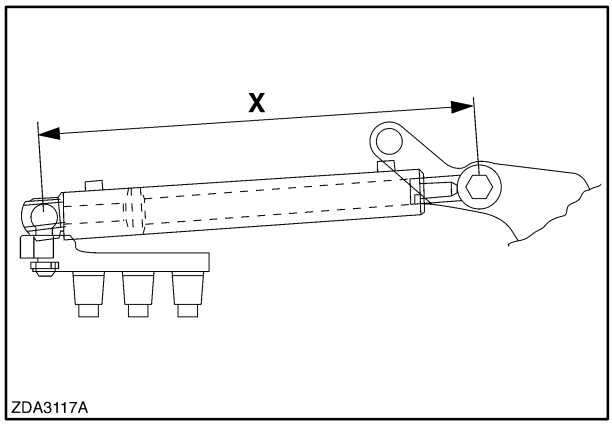
7. After adjustment, tighten the three bolts 6 with a torque between 15 and 20 Nm. (11 and 15 ft.lbs) without deformation of the inner tube.
8. Tighten the both jam nuts 7 with a torque between 290 – 310 Nm (214 – 229ft.lbs.)

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6. Steering cylinder adjustment

To adjust the steering cylinders, proceed as follows:

1. After adjusting the toe-in, adjust distance “X” of the both cylinders. (Distance “X” = centre to centre balljoint of the cylinder completely retracted) see table.



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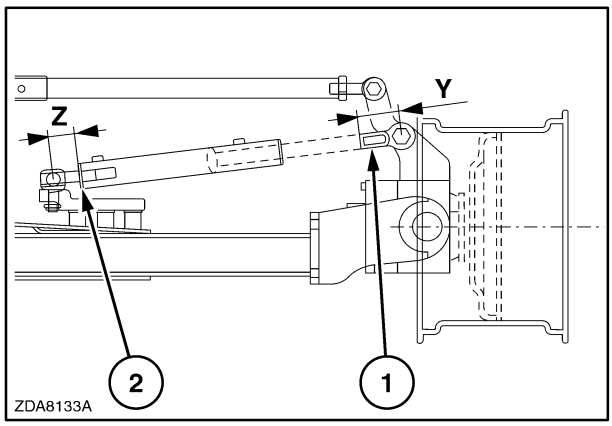
Height position	P.R.A.		H.D.A.S.A.		FIXED	
	X (mm)	**X** (inches)	**X** (mm)	**X** (inches)	**X** (mm)	**X** (inches)
1	759	29–14/16”	728	28–21/32”	752	29–5/8”
2 3 4	753	29–5/8”	722	28–1/2”		

In case a cylinder for SmartSteer™ system is installed

Height position	P.R.A.		H.D.A.S.A.	
	X (mm)	**X** (inches)	**X** (mm)	**X** (inches)
1	769	30–1/4”	738	29–1/16”
2 3 4	763	30	732	28–13/16”

IMPORTANT: *Check if:*
Distance “Y” maximum = 120 mm (4 - 3/4”)
Distance “Z” minimum
– (H.D.A.S.A) = 50 mm (1- 31/32”)
– (P.R.A) = 70 mm (2 - 3/4”)
Distance “Z” maximum = 80 mm (3 - 1/8”)

2. After adjustment, tighten the nut 1 with a torque between 190 and 210 Nm (140 and 155 ft.lbs) and the nut 2 with a torque between 290 and 310 Nm. (214 and 229 ft.lbs.)



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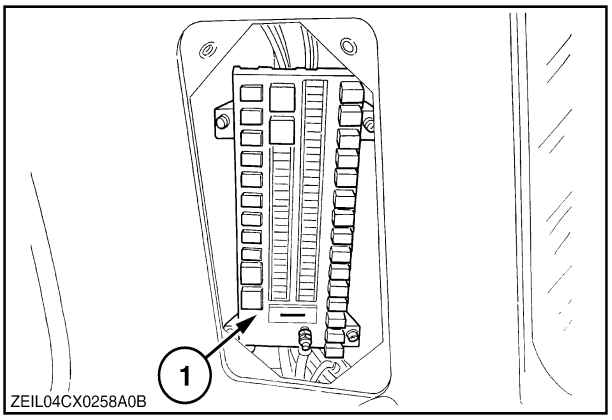
ELECTRICAL SYSTEM

Fuses and relays

All fuses and relays are situated in the back left corner of the cab.

IMPORTANT: *When replacing a fuse, make sure the new fuse has the same ampere rating as the fuse being replaced.*

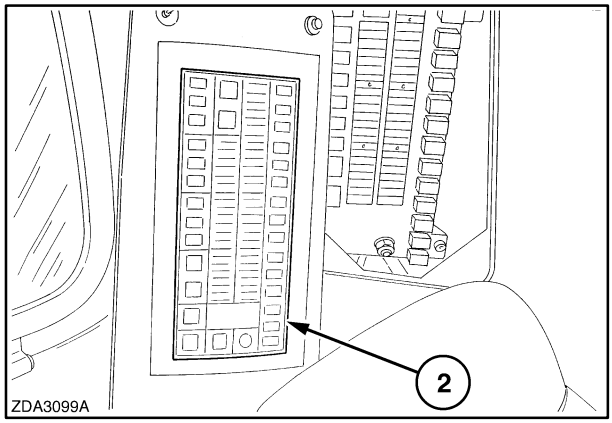
A box 1 is foreseen for spare fuses.



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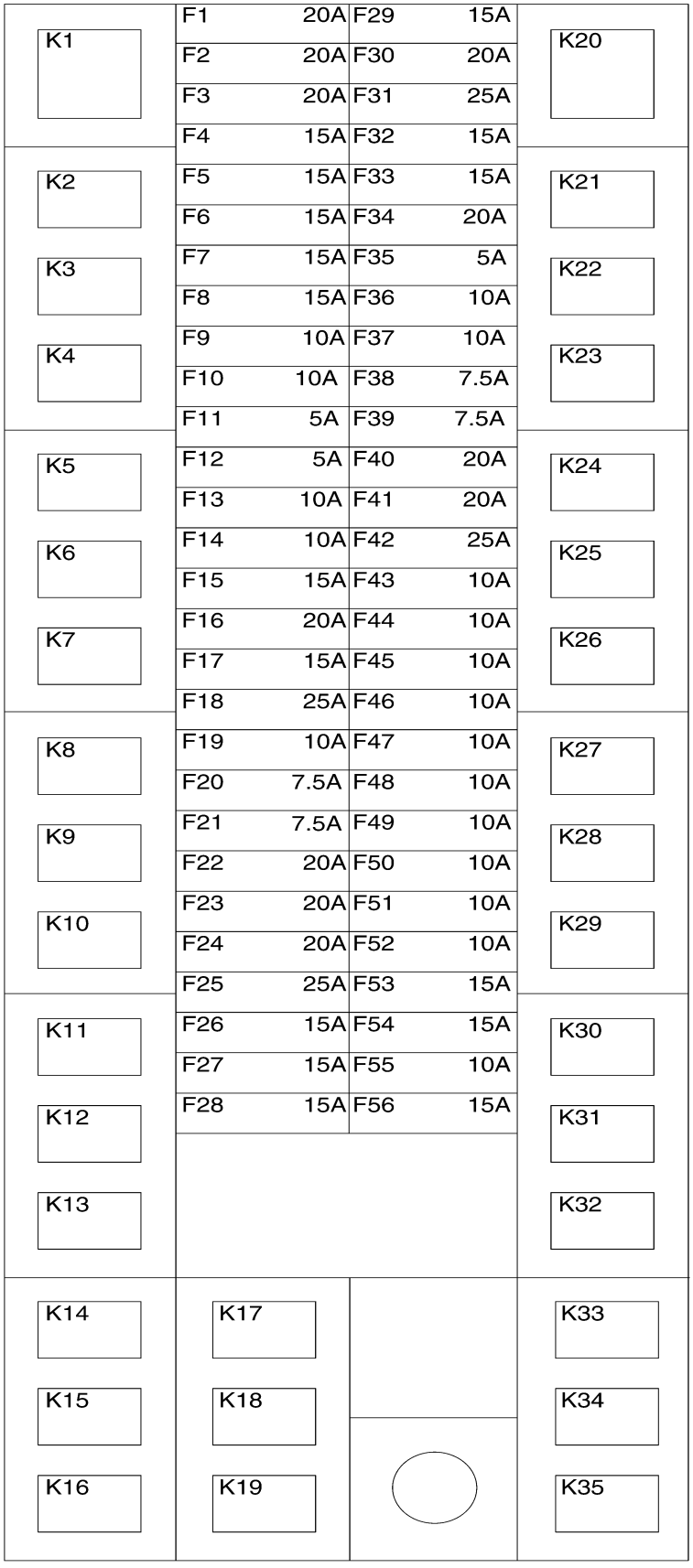
IMPORTANT: *When replacing a relay, make sure the new relay has the same ampere rating and the same structure (visible on the relay housing). Always use genuine parts.*

An overview of the fuses and relays (inside the Operator's Manual) can be installed on the inside of cover 2.



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Fuse n°	Amperage	Function
F1	20A	ECU power
F2	20A	Accessory 2
F3	20A	Accessory 1
F4	15A	Wiper
F5	15A	Cigar lighter
F6	15A	Left-hand cab operating lights
F7	15A	Right-hand cab operating lights
F8	15A	Accessory outlet
F9	10A	Washer/Mirror
F10	10A	Accessory socket
F11	5A	Radio
F12	5A	Global Positioning System
F13	10A	Tranceiver
F14	10A	Service lights
F15	15A	Service sockets
F16	20A	Seat pump
F17	15A	Separator blower
F18	25A	Main blower
F19	10A	A/C clutch
F20	7.5A	Left-hand marker lights
F21	7.5A	Right-hand marker lights
F22	20A	Shoe levelling actuator
F23	20A	Throttle/brush/reel variator
F24	20A	Reverser/Fan
F25	25A	Transmission gearshift motor
F26	15A	HGS turntable (SmartSteer™)
F27	15A	Sieves/Chopper
F28	15A	Fuel pump

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Fuse n°	Amperage	Function
F29	15A	Distance operating lights
F30	20A	Header operating lights
F31	25A	Cab roof operating lights
F32	15A	High beam
F33	15A	Low beam
F34	20A	Under shield lights
F35	5A	Radio
F36	10A	Combine Control Module 2A
F37	10A	Combine Control Module 2B
F38	7.5A	Key switch
F39	7.5A	Memory/ka power
F40	20A	Combine Control Module 1
F41	20A	Combine Control Module 2
F42	25A	Combine Control Module 3/Cab
F43	10A	Combine Control Module 1A
F44	10A	Combine Control Module 1B
F45	10A	Header Height Control power
F46	10A	Hydraulic reel drive
F47	10A	Combine Control Module 3 (precision farming/SmartSteer™)
F48	10A	Right-hand module
F49	10A	Cab/HGS sensor (SmartSteer™)
F50	10A	Side/Tube lights
F51	10A	Horn/Marker lights
F52	10A	Dome/Brake lights
F53	15A	Revolving flash light(s)
F54	15A	Lower operating lights
F55	10A	Rear operating lights
F56	15A	Hazard lights

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Relay n°	Function
K1	Cab roof operating lights
K2	Light control
K3	Accessory 2
K4	High beam
K5	Low beam
K6	Wiper motor
K7	Fuel pump
K8	Accessory 1
K9	Separator blower
K10	A/C clutch
K11	A/C Main blower high
K12	A/C Main blower medium
K13	A/C Main blower low
K14	Engine Control Unit
K15	Start relay
K16	Concave/covers
K17	Fan/reverser
K18	Upper/Lower sieve
K19	Not used
K20	Time delay
K21	Distance operating lights
K22	Header operating lights
K23	Neutral start
K24	Combine Control Module 1
K25	Combine Control Module 2
K26	Combine Control Module 3 / Cab / SmartSteer™
K27	Not used
K28	Threshing latching
K29	Revolving flash lights
K30	Lower operating lights
K31	Rear operating lights
K32	Unload tube light
K33	Brake lights
K34	Timed side operating light
K35	Side operating lights
K36	–
K37	Grid heater (CNH engine)
K38	24 Volt start relay (Iveco engine)
K39	Grid heater (Iveco engine)

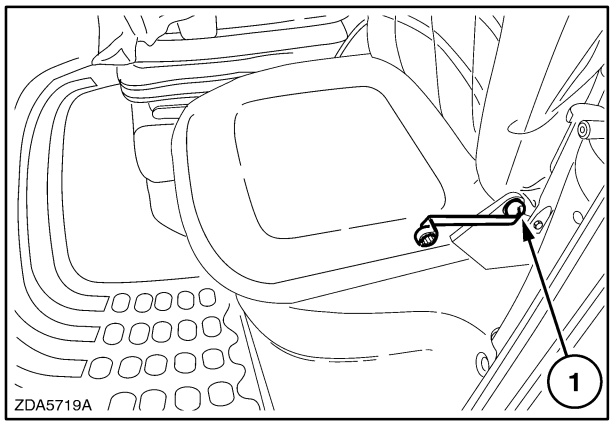
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COMBINE CONTROL MODULE (CCM)

The CCM's are located under the storage box of the instructional seat.

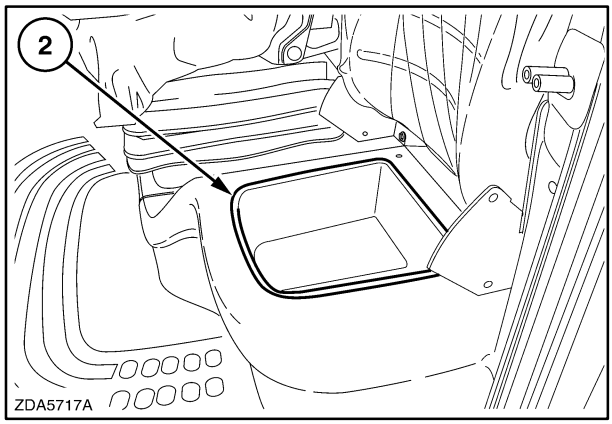
To check this, proceed as follows:

1. Remove bolts 1 on both sides of the seat. (if installed)



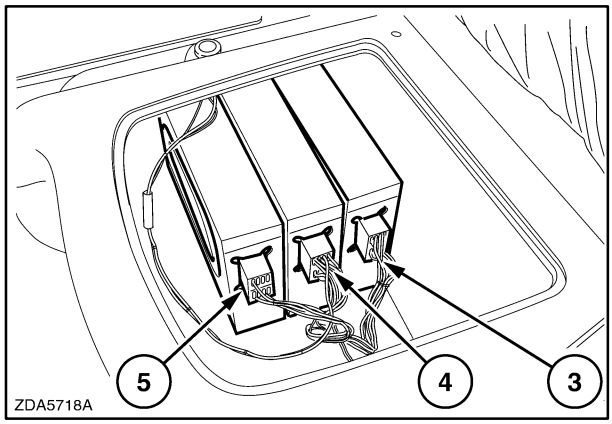
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2. Take out storage box 2.



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3. CCM 1
4. CCM 2
5. CCM 3 (If installed)



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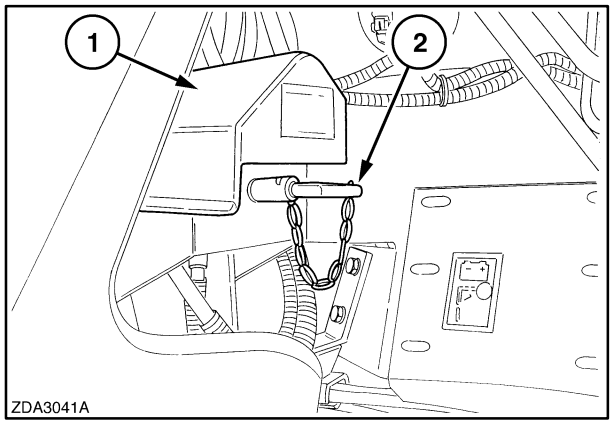
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BATTERIES

The combine is equipped with two 12 Volt batteries (92 Ah). These are located at the back of the left-hand side of the combine. Open cover 1 to have access to the batteries.

The batteries can be disconnected completely by means of the main battery switch 2.

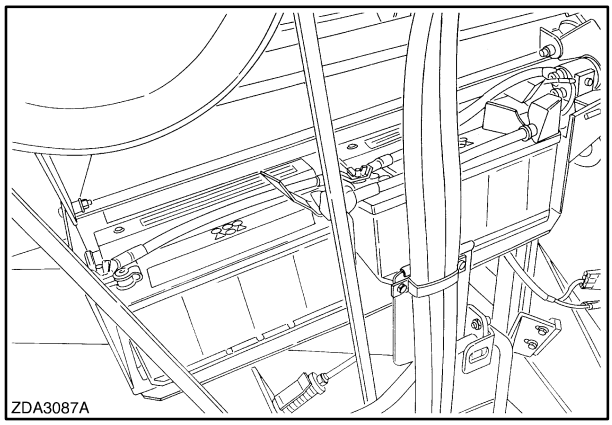
IMPORTANT: *To avoid loss of harvest data from the InfoView® monitor, engine power reduction and/or permanent InfoView® monitor damage, it is strongly recommended not to stop the engine by using the battery switch. Always use the contact key in this case.*
IMPORTANT: *It is advisable to disconnect the batteries at the end of the day using the battery switch.*



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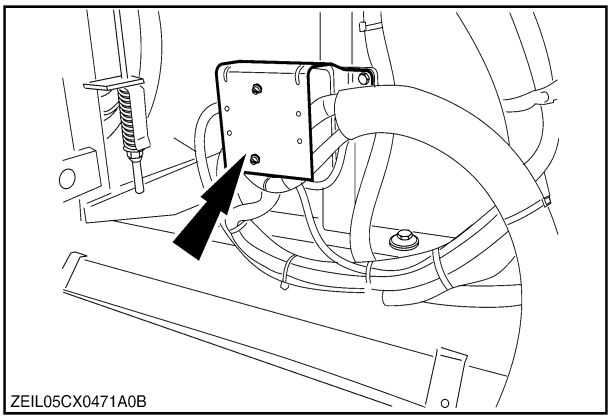
The earth cable is connected to the negative (–) battery terminals.

Check the acid level weekly (every 50 operating hours), and, if necessary, fill with distilled water until the separators are covered.



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NOTE: *Models CX860 and CX880 are also equipped with two 12V batteries (92Ah), connected parallel, but switching to 24 V during starting.*



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Important tips

1. In cold weather, add water to the batteries just before starting the engine. By doing this, the water and the electrolyte will be mixed by the charging current, thus avoiding freezing.

⚠ CAUTION ⚠

Keep sparks, lighted matches or an open flame away from the battery as battery gas can explode.

Never check the battery charge by placing a metal object across the terminals. Use a voltmeter or a hydrometer.

2. If the engine is reluctant to start, do not press the starter button for longer than 20 seconds, but try again after a few seconds.
3. The battery clamps must be cleaned regularly and covered with a layer of vaseline or petroleum jelly to prevent corrosion.
4. Make sure the vents in the filler plugs are kept clean.
5. The batteries must never be disconnected while the engine is running, or permanent damage to the alternator and the electronic systems may result.
6. Never switch off the ignition while the engine is running on full speed. This is to prevent running out of the turbocharger propeller without lubricant.
7. To safeguard battery life, switch off any lighting, the heating/Ventilation/AC and the mirror heating before starting the engine.
8. Under normal conditions, do not add sulphuric acid to the batteries.
9. The batteries should be stored in a fully charged condition.
10. The batteries should be charged every 8 to 10 weeks with 5 to 6 amperes current for a period of 24 hours.

⚠ CAUTION ⚠

Do not charge a frozen battery as it may explode!

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ALTERNATOR

NOTE: *The engine is equipped with an alternator. Certain precautions must be observed to avoid serious damage to the alternator, batteries and wiring.*

When carrying out any maintenance work, the following instructions must be observed:

1. Disconnect the batteries using the battery switch if any electric welding work is to be carried out on the combine.

   Secure the negative (–) terminal of the welding apparatus as close as possible to the part to be welded.

2. The positive (+) lead of the batteries is live at all times. To prevent damage, always disconnect the battery earth lead (–) first.

3. Ensure the batteries are connected properly, i.e. negative (–) lead to the negative (–) terminal and positive (+) lead to the positive (+) terminal.

4. Always connect a booster battery in parallel, i.e. negative (–) to negative (–), and positive (+) to positive (+).

5. Disconnect the batteries using the battery switch before connecting a battery charger.

   Ensure the battery charger is properly connected.

6. Never run the engine if the wiring between the alternator and the battery has been disconnected.

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CAB/CLIMATE CONTROL

Cab air filter

The cab air filter is located near the cab door on the left hand side.

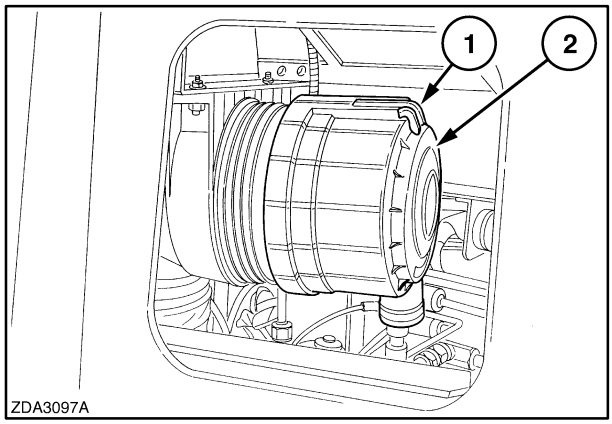
Clean the cab air filter regularly and, in extremely dusty conditions, daily.

Wear a suitable dust mask!

To remove the cab air filter, proceed as follows:

1. Pull yellow slider 1.
2. Cover 2 can be removed with a smooth twist to the left, and than pulling it towards you.
3. Remove filter element 3.
4. Clean with compressed air blown from the inside towards the outside.

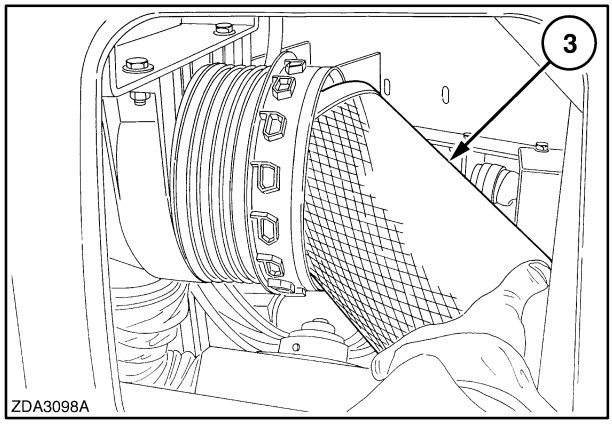
It is advisable to replace the filter elements every year.



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Installation:

1. Install filter element 3 in the housing.



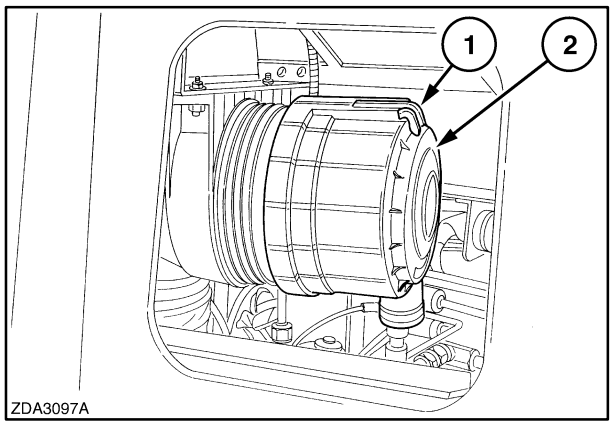
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2. Install the cover. The dust outlet on the cover should be pointed to the floor.
3. To close the housing turn cover 2 to the right till it locks.
4. Lock the cover with yellow slider 1.

⚠ CAUTION ⚠

Dust protection: The air filter in the cab does not protect against all substances (e.g. chemical residues on crops). Absolute protection against specific products can only be obtained when the nature of these products is known and adequate measures are purposely designed to counter the hazard created by these substances. Even the use of carbon filters cannot ensure complete protection. It goes without saying that correct filter maintenance and keeping doors and windows closed is essential.



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Air conditioning

For a correct use of the air-conditioning system:

- Keep the cab doors closed.
- Use the air conditioning as much as possible.
- Control the desired temperature with the air-conditioning button (thermostat).

Pay regular attention to the following:

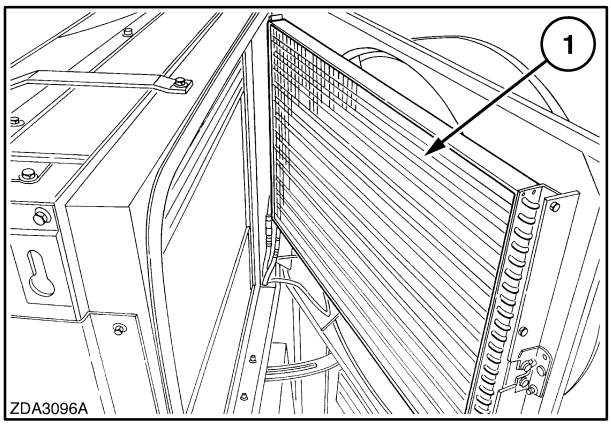
- The status of the sight glass and the moisture indicator, on the filter drier, located on the engine fan area.
- The cleanness of the condenser, located on the engine rotary screen door.
- The cleanness of the cab fresh air filter located under the left front corner of the grain tank.
- The cleanness of the cab air recirculation filter, located on the right-hand rear cab wall beside the operator seat.
- The condensation water flowing from the drain tubes, check valves in humid conditions.

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Condenser

Regularly inspect and clean the condenser 1 with compressed air.

To gain access to clean the condenser: refer to ”Rotary dust screen and cooling system” in this section.

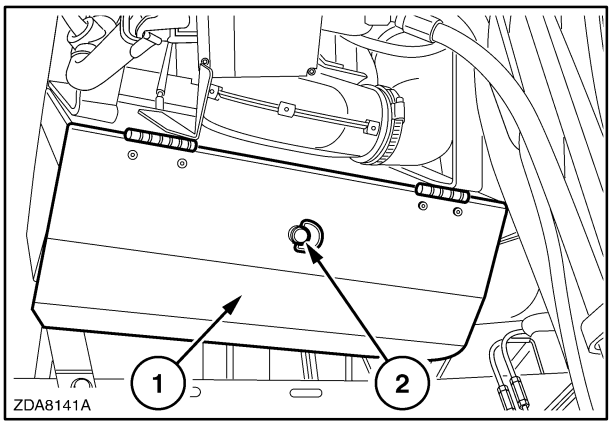


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Fresh air intake grill

The fresh air intake grill is located behind the left-hand front shield.

To clean the dust on the fresh air intake grill, open door 1 on the fresh air intake box by turning the latch 2.



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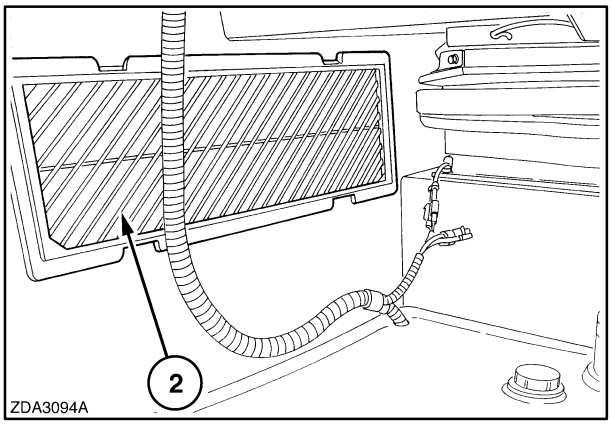
Recirculation filter

The recirculation filter 2 is located in the cab, on the right-hand side of the operator ’s seat.

Clean the cab air filter regularly and, in extremely dusty conditions, daily.

To clean remove the recirculation grill.

NOTE: *To easily remove, push up the grill and rotate it out of the opening.*



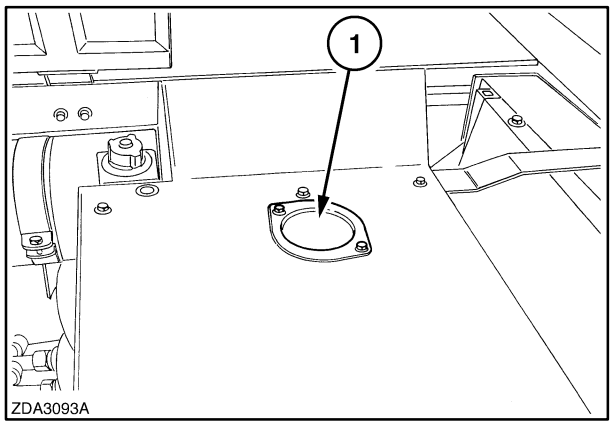
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Filter-drier

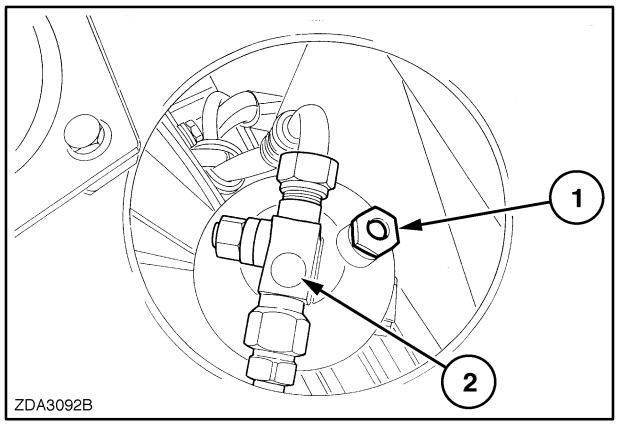
The filter-drier is located on the right hand side of the engine cover.

Remove cover 1 (if installed) to view the filter-drier.



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A sight glass 2 and a ring-shaped moisture indicator 1 serve for determining the condition of the R 134a gas.



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- If the refrigerant is without air bubbles, then the refrigerant condition is good.
- If the glass shows a milky refrigerant: good condition in ambient temperature.
- If air bubbles are visible: lack of refrigerant.
- If the moisture indicator is blue: filter and refrigerant are in good condition.
- If the moisture indicator is red: this is an indication of too much moisture, the filter-drier has to be replaced.
- If the moisture indicator is brown or black: too much contamination: filter-drier has to be replaced.

NOTE: *The filter-drier must always be replaced when the air circuit has been opened.*

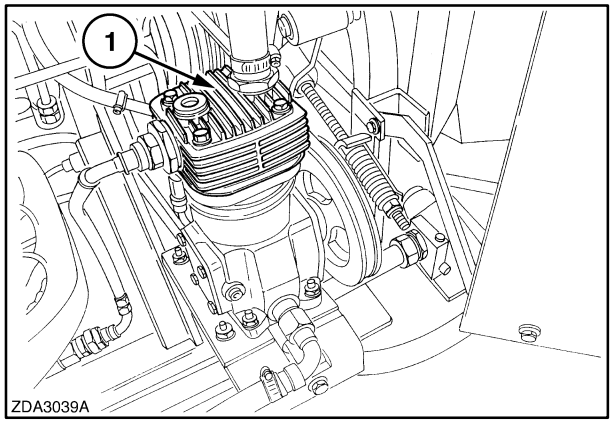
If the filter-drier needs to be replaced, or if the air conditioning system needs repair, contact your local dealer.

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AIR COMPRESSOR (IF INSTALLED)

- CNH engine:

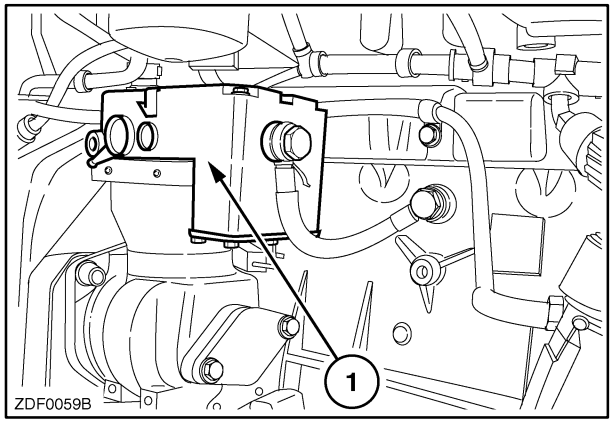
The air compressor 1 is installed near the engine and needs no further maintenance.



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- Iveco engine:

The air compressor 1 is installed onto the engine and needs no further maintenance.



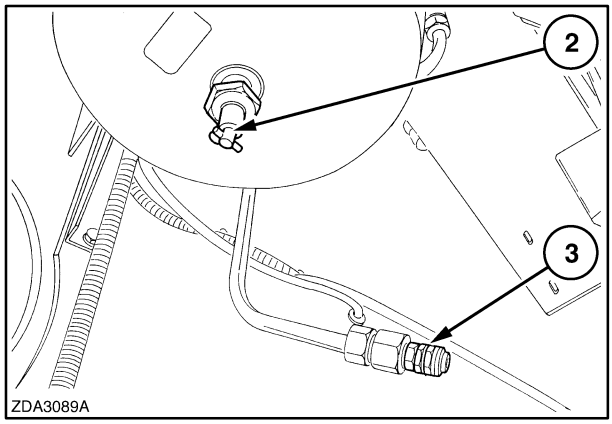
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Every 50 operating hours, drain the condensated water from the air reservoir through cock 2.

Two unions 3 are installed to attach pneumatic service tools and for cleaning purposes.

The inner thread of the union is 1/2 GAZ CYL.

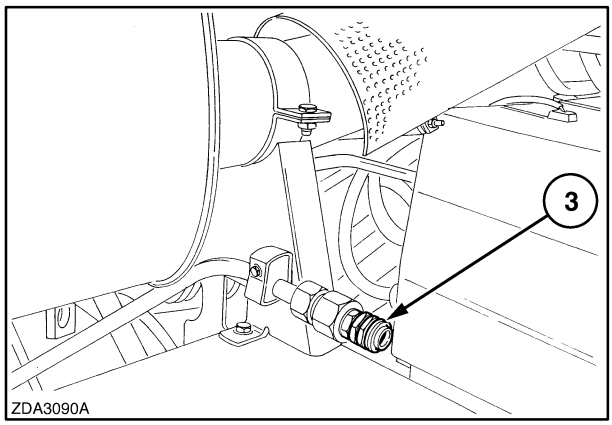
One is located under the air reservoir.



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A second is located at the top of the straw hood near the oil reservoir.

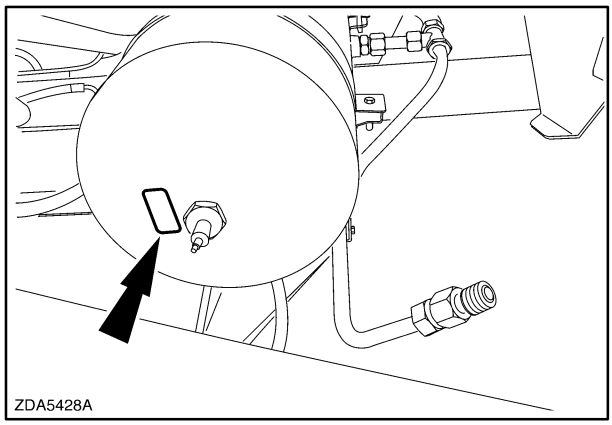


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Air reservoir specification

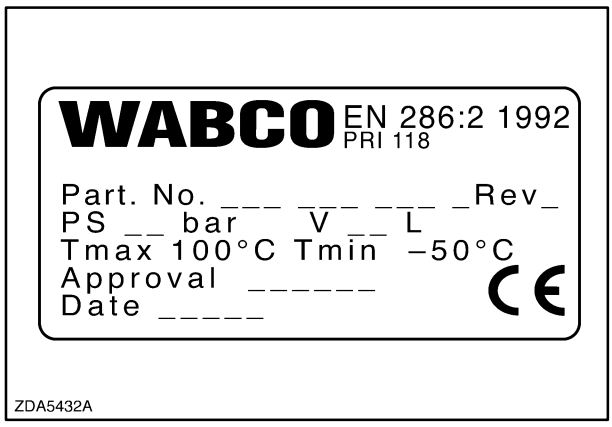
(according to European Directive 87/404/EEC)

- Trade mark: Wabco
- Type: ”60 l”
- Maximum operating pressure: 10 bar (145.1 PSI)
- Maximum operating temperature: +100° C (212° F)
- Minimum operating temperature: – 50° C (–58° F)
- Capacity: 60 litres (15.85 US gal)
- Approval date: see cold stamping on the air reservoir.



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IMPORTANT: *For France, the air reservoir must be reapproved (technical control) every 5 years.*
The owner has to take the necessary actions to have the reservoir retested before the expiry date which is the approval date + 5 years.



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MAINTENANCE SCHEDULE	
Service to be performed before the first start-off	**Section**
1. Check wheel nut torques	*SPECIFICATIONS*
2. Check all chain and belt tensions	*LUBRICATION AND MAINTENANCE*
3. Check all tyre pressures	*SPECIFICATIONS*
4. Check brake fluid level	*LUBRICATION AND MAINTENANCE*
5. Check engine oil level	*LUBRICATION AND MAINTENANCE*
6. Check coolant level (shunt tank)	*LUBRICATION AND MAINTENANCE*
7. Check hydraulic/hydrostatic oil level	*LUBRICATION AND MAINTENANCE*
8. Check engine gearbox oil level	*LUBRICATION AND MAINTENANCE*
9. Check fuel level	*LUBRICATION AND MAINTENANCE*
10. Grease all zerks	*LUBRICATION AND MAINTENANCE*

Run-in period	**Service to be performed**	**Section**
First week: daily	Check wheel nut torques	*SPECIFICATIONS*
After first 100 hours	Change engine oil+filter	*LUBRICATION AND MAINTENANCE*
	Change hydraulic filter	*LUBRICATION AND MAINTENANCE*
	Change hydrostatic filter	*LUBRICATION AND MAINTENANCE*
	Change engine gearbox filter	*LUBRICATION AND MAINTENANCE*
	Change traction gearbox oil	*LUBRICATION AND MAINTENANCE*
	Change final drives gearbox oil	*LUBRICATION AND MAINTENANCE*
	Change unloading drive gearbox oil	*LUBRICATION AND MAINTENANCE*
	Check unloading tube drive gearbox oil	*LUBRICATION AND MAINTENANCE*
	Change bubble-up gearbox oil	*LUBRICATION AND MAINTENANCE*
	Lubricate all chains	*LUBRICATION AND MAINTENANCE*

Daily service to be performed	**Section**
1. Check engine oil level	*LUBRICATION AND MAINTENANCE*
2. Check hydraulic/hydrostatic oil level	*LUBRICATION AND MAINTENANCE*
3. Check all chain and belt tensions	*LUBRICATION AND MAINTENANCE*
4. Check coolant level (shunt tank)	*LUBRICATION AND MAINTENANCE*
5. Clean cab air filter	*LUBRICATION AND MAINTENANCE*
6. Check fuel level	*LUBRICATION AND MAINTENANCE*
7. Clean stone trap	*FIELD AND SITE OPERATIONS*
8. Drain water from fuel system prefilter/water separator	*LUBRICATION AND MAINTENANCE*

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50 hour service to be performed	Section
1. Perform the 50 hour grease zerk service	*LUBRICATION AND MAINTENANCE*
2. Check wheel nut torques	*SPECIFICATIONS*
3. Check steering ball joints	*LUBRICATION AND MAINTENANCE*
4. Check and clean air conditioning condenser	*LUBRICATION AND MAINTENANCE*
5. Check and clean air conditioning evaporator	*LUBRICATION AND MAINTENANCE*
6. Check air conditioning filter-drier	*LUBRICATION AND MAINTENANCE*
7. Check tyre pressure	*SPECIFICATIONS*
8. Check drum concave setting	*FIELD AND SITE OPERATIONS*
9. Check electrolyte level in batteries	*LUBRICATION AND MAINTENANCE*
10. Check the tension of the grain elevator chain	*LUBRICATION AND MAINTENANCE*
11. Check the clear bowl of the supply pump	*LUBRICATION AND MAINTENANCE*

100 hour service to be performed	Section
1. Perform the 50 hour service (see above)	*LUBRICATION AND MAINTENANCE*
2. Perform the 100 hour grease zerk service	*LUBRICATION AND MAINTENANCE*

200 hour service to be performed	Section
1. Perform the 50 hour service (see above)	*LUBRICATION AND MAINTENANCE*
2. Perform the 100 hour grease zerk service	*LUBRICATION AND MAINTENANCE*
3. Perform the 200 hour grease zerk service	*LUBRICATION AND MAINTENANCE*
4. Lubricate threaded rods and pivot points	*LUBRICATION AND MAINTENANCE*
5. Check steering ball joints, wheel spindles, tie rods and steering hydraulic components	*LUBRICATION AND MAINTENANCE*

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300 hour service to be performed	Section
1. Perform the 50 hour service (see above)	*LUBRICATION AND MAINTENANCE*
2. Perform the 100 hour grease zerk service	*LUBRICATION AND MAINTENANCE*
3. Check and clean foot and parking brake	*LUBRICATION AND MAINTENANCE*
4. If CNH engine, change engine oil and filters	*LUBRICATION AND MAINTENANCE*

600 hour service or annually to be performed	Section
1. Perform the 50 hour service (see above)	*LUBRICATION AND MAINTENANCE*
2. Perform the 100 hour grease zerk service	*LUBRICATION AND MAINTENANCE*
3. Perform the 200 hour service (see above)	*LUBRICATION AND MAINTENANCE*
4. Perform the 300 hour service (see above)	*LUBRICATION AND MAINTENANCE*
5. Change hydraulic/hydrostatic oil and filters	*LUBRICATION AND MAINTENANCE*
6. Clean hydraulic high pressure filter	*LUBRICATION AND MAINTENANCE*
7. Clean oil reservoir filter	*LUBRICATION AND MAINTENANCE*
8. Change engine gearbox oil and filter	*LUBRICATION AND MAINTENANCE*
9. Change traction gearbox oil	*LUBRICATION AND MAINTENANCE*
10. Change final drives oil	*LUBRICATION AND MAINTENANCE*
11. Change unloading drive gearbox oil	*LUBRICATION AND MAINTENANCE*
12. Change unloading tube gearbox oil	*LUBRICATION AND MAINTENANCE*
13. Change bubble-up gearbox oil	*LUBRICATION AND MAINTENANCE*
14. If Iveco engine, change engine oil and filters	*LUBRICATION AND MAINTENANCE*
15. If CNH engine, clean pre-separator	*LUBRICATION AND MAINTENANCE*
16. If CNH engine, clean turbocharger compressor	*LUBRICATION AND MAINTENANCE*
17. If CNH engine, flush aftercooler	*LUBRICATION AND MAINTENANCE*
18. Change fuel filter	*LUBRICATION AND MAINTENANCE*
19. Change fuel pre filter (water separator)	*LUBRICATION AND MAINTENANCE*
20. Change cranckcase breather filter	*LUBRICATION AND MAINTENANCE*
21. Change cab air filter	*LUBRICATION AND MAINTENANCE*
22. Change air filter	*LUBRICATION AND MAINTENANCE*
23. Clean the clear bowl of the supply pump	*LUBRICATION AND MAINTENANCE*
24. Check clearance of the parking brake	*Local Dealer*

2 year service to be performed	Section
1. Perform the 600 hour service (see above)	*LUBRICATION AND MAINTENANCE*
2. Change brake fluid	*LUBRICATION AND MAINTENANCE*
3. Change coolant	*LUBRICATION AND MAINTENANCE*
4. Replace safety element of air intake system	*LUBRICATION AND MAINTENANCE*

4 to 6 year service to be performed	Section
Replace all hydraulic hoses	*LUBRICATION AND MAINTENANCE*

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SECTION 5 – FAULT FINDING

NOTE: *Feeding and operation of the combine can be difficult in the first half hour of operation in short crops as new painted parts may cause a lot of friction.*

FEEDING AREA

CONCERN	POSSIBLE CAUSE	CORRECTION
Irregular feeding into the straw elevator.	Straw elevator chain set too high at the entrance.	Lower straw elevator chain.
The material is backfed to the feed auger by the straw elevator chain.	Straw elevator chain badly adjusted.	Adjust chain tension.
	Stone trap clogged.	Clean stone trap.
	Rasp bars worn.	Replace rasp bars.

THRESHING AREA

CONCERN	POSSIBLE CAUSE	CORRECTION
Grain not properly threshed from heads.	Crop not ripe enough.	Wait until crop is in a fit condition to harvest.
	Drum speed too slow.	Increase drum speed.
	Clearance between drum and concave too wide.	Reduce concave clearance.
	Concave not parallel to drum.	Adjust concave so that it is parallel to the drum.
	Not enough material entering combine for proper threshing action.	Lower head and/or increase ground speed.
	Unthreshed heads passing through concave grate.	Close concave de-awning plates to blank off front portion of the concave.

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CONCERN	POSSIBLE CAUSE	CORRECTION
Grain not properly threshed from heads. (Cont'd)	Rasp bars or concave damaged, bent or worn excessively.	Inspect all rasp bars and concave for excessive wear or damage.
	Losing rpm because of sluggish or malfunctioning engine governor.	Fuel injection pump should be checked by a specialist.
	Intermediate shaft speed incorrect.	Check speed of intermediate shaft.
Material wrapping around the drum.	Drum speed too slow.	Increase drum speed.
	Drum rasp bars damaged or worn.	Replace rasp bars.
	Crop too wet or insufficiently ripe.	Wait until crop is in a fit condition to harvest.
Drum blockage.	Irregular feeding.	Adjust head and feeder for optimum feeding.
	Drum speed too slow.	Increase drum speed.
	Crop too wet or insufficiently ripe.	Wait until crop is in a fit condition to harvest.
	Drum variator drive belt slips.	Check drum variator for deformation or incorrect adjustment.
	Beater drive belt slipping.	Check belt tension and tighten, if necessary.

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THRESHING, SEPARATION AND CLEANING

CONCERN	POSSIBLE CAUSE	CORRECTION
Excessive cracked grain in tank.	Drum speed too high.	Reduce drum speed and/or open concave slightly.
	Excessive tailings.	See the concern described under "Excessive tailings".
	Concave clogged, or openings blocked by de-awning plates.	Clean concave and open de-awning plates.
	Concave not parallel to drum.	Adjust concave parallel to the drum.
	Roto-thresher concave clearance too small.	Adjust clearance.
	Grain being cracked in elevator.	Adjust grain elevator chain tension.
	Clearance between drum and concave too small.	Increase concave clearance. Reduce drum speed slightly.
	Uneven feeding, or wads entering drum.	Adjust straw elevator chain. Check feed auger height and retractable finger adjustment.
	Not enough material entering combine.	Lower head and increase ground speed.
Grain loss over straw walkers	Straw walkers overloaded due to excessive ground speed.	Reduce ground speed to decrease amount of material entering combine. Raise head. Increase concave-to- drum clearance if straw walkers have become clogged due to the straw being broken up excessively. (It may be necessary to reduce concave-to-drum clearance if overloading is the result of imcomplete threshing. In this case, it may be desirable to increase the drum speed).

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CONCERN	POSSIBLE CAUSE	CORRECTION
Grain loss over straw walkers. (Cont'd)	Crop too wet or contains excessive green material.	Wait until crop is in a fit condition to harvest.
	Straw walker openings blocked so grain cannot drop through.	Clean straw walker openings.
	Concave blocked allowing excessive grain to be thrown onto the straw walkers.	Clean concave thoroughly.
Grain is not properly cleaned.	Insufficient air blast from cleaning fan.	Increase fan speed to the point that grain is being cleaned properly, but not blown over the rear of the sieves.
	Cleaning fan vari-drive belt slipping.	Check fan variator adjustment.
	Intermediate shaft speed incorrect.	Check speed of intermediate shaft. Check also whether the cleaning shoe drive belt is slipping.
	Bottom sieve opening too wide, allowing trash to fall into the clean grain auger.	Reduce bottom sieve opening.
	Bottom sieve overloaded or blocked.	Clean the sieve thoroughly.
	Top sieve opened too wide, allowing excessive trash to fall onto bottom sieve.	Close top sieve so that only the clean grain falls onto the bottom sieve and most of the trash moves out over the rear of the top sieve. If closed too far, threshed grain will be lost over the rear of the sieve.
	Drum speed too high, or concave clearance too small, or a combination of both, resulting in chopped straw overloading the sieves.	Readjust drum speed and concave clearance so that threshing is carried out properly.

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CONCERN	POSSIBLE CAUSE	CORRECTION
Grain loss over the sieves.	Too much air blast from the cleaning fan.	Reduce air blast with fan variable speed control.
	Top sieve not opened wide enough.	Open the top sieve so that all the clean grain moves to the bottom sieve.
	Top sieve blocked.	Clean top sieve.
	Bottom sieve not opened wide enough or blocked, causing excessive grain to enter returns and be rethreshed.	Open the bottom sieve and clean if it is blocked.
	Crop not in a fit condition to harvest, or contains too much green material.	Raise head to prevent as much green material as possible from entering combine, or wait until crop is in a fit condition to harvest.
	Grain pan dirty	Clean grain pan.
	Sieves overloaded.	See concern described under “Sieves overloaded”, below.
	Cleaning shoe drive belt slipping.	Adjust cleaning shoe belt tension.
	Intermediate shaft speed incorrect.	Check speed of intermediate shaft.
	Cleaning shoe not level.	Check electric control. Contact your local dealer for assistance.
Excessive tailings.	Bottom sieve closed too much, or blocked.	Open bottom sieve slightly and clean thoroughly, if blocked.
	Insufficient air blast from cleaning fan.	Increase the fan speed.
	Air blast too strong from the cleaning fan.	Reduce the fan speed.

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CONCERN	POSSIBLE CAUSE	CORRECTION
Excessive tailings. (Cont'd)	Intermediate shaft speed incorrect.	Check speed of intermediate shaft. Check cleaning shoe drive belt tension.
	Overthreshing.	Reduce drum speed and/or increase drum and concave clearance to prevent straw from being chopped up excessively.
Sieves overloaded.	Intermediate shaft speed incorrect.	Check speed of intermediate shaft.
	Cleaning shoe drive belt slipping.	Check all belt drives and adjust tension, as required.
	Insufficient air blast from the fan.	Increase fan speed.
	Top sieve open too wide, or blocked.	Close sieve slightly and clean thoroughly, if blocked.
	Overthreshing.	Reduce drum speed and/or increase drum and concave clearance to reduce the amount of short straw on the top sieve.

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GENERAL

CONCERN	POSSIBLE CAUSE	CORRECTION
Blockage of machine.	Intermediate shaft speed incorrect.	Check speed of intermediate shaft.
	Crop not in a fit condition to harvest, or too much green material in crop.	Raise head to reduce amount of green material entering the combine, or wait until crop is in a fit condition to harvest.
	Concave incorrectly adjusted.	Increase drum and concave clearance. Ensure concave is parallel to the drum.
	Rasp bars or concave damaged or worn excessively.	Inspect all rasp bars and concave for excessive wear or damage. Replace, if necessary.
	Irregular feeding.	Adjust ground speed to permit even feeding.
		Check feeder chain tension.
	Belts slipping.	Check all belt drives. Tighten belts, as required.
	Drum vari-drive belt slips.	Check drum variator for deformation or incorrect adjustment.
		Tighten tensioning spring, if necessary.
	Belt or chain broken.	Repair broken belt or chain.

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ENGINE

CONCERN	POSSIBLE CAUSE	CORRECTION
Engine will not start.	Insufficient fuel in tank.	Fill up fuel tank.
	Battery connections dirty or disconnected.	Connect, clean and coat with vaseline the battery connections.
	Battery partly run down.	Charge battery.
	Restricted fuel filters	Replace fuel filters.
	Restricted prefilter/water separator.	Replace element.
	Air in fuel system.	Bleed fuel system.
	Polluted fuel.	Drain and clean fuel tank. Refill with clean fuel.
Engine does not give full power.	Dirty air cleaner.	Clean air cleaner.
	Restricted fuel filters.	Replace fuel filters.
	Restricted exhaust pipe.	Clean or replace exhaust pipe.
	Vent hole in fuel tank filler cap clogged.	Clean vent hole.
	Polluted fuel.	Drain and clean fuel tank. Refill with clean fuel.
Engine overheats.	Insufficient coolant.	Add coolant.
	Dirty radiator.	Clean radiator.
	Fan drive belts slack or broken.	Adjust belt(s) tension, or replace belt.
	Insufficient oil in engine sump.	Add oil.
Engine starts, then stops.	Air in fuel system.	Bleed fuel system.
	Fuel filters restricted.	Replace filters.
Insufficient oil pressure.	Insufficient oil.	Add oil.
	Sender unit defective.	Replace sender unit.
	Oil pressure gauge defective.	Replace oil pressure gauge.
Engine will not idle.	Air in fuel system.	Bleed fuel system.

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STRAW CHOPPER

CONCERN	POSSIBLE CAUSE	CORRECTION
Chopper vibrates during operation.	Rotor knife damaged or broken.	Replace damaged or broken rotor knife.
	Rotor bearing broken.	Contact your local dealer.
	Rotor out of balance.	Ensure all knives are swinging freely, are undamaged and equally worn. Clean rotor properly.
Poor chop quality, i.e. too long.	Damaged knife or knives on rotor and counter knives bar.	Replace damaged knives and sharpen counter knives.
	Dull rotor knives and counter knives.	Turn, or replace, rotor knives. Sharpen or replace counter knives.
	Counterknives fully disengaged.	
	Shredbar not installed.	
	Incorrect rotor speed.	Check rotor speed.
Spreading pattern too wide, or too narrow.	Adjustment error.	Adjust spreader fins for correct spread pattern.
Straw chopper gets blocked.	Dull knives.	Sharpen or replace counter knives. Replace, or turn, rotor knives.
	Belts slack.	Tension belts correctly.
	Straw spreader fins incorrectly installed, or damaged.	Install fins correctly, or repair.
	Incorrect belts used.	Use correct belts.
	Straw chopper incorrectly adjusted to the crop being harvested.	Adjust straw chopper, as described in this manual.
Chopper will not engage.	Belts not tensioned.	Tension belts.
	Coupler not engaged	Engage coupler
Chopper bearings run warm.	Bearings not greased regularly.	Grease bearings every 50 operating hours, or daily.
Belts flapping.	Belt incorrectly adjusted.	Adjust the belt correctly.

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POWERED REAR AXLE

CONCERN	POSSIBLE CAUSE	CORRECTION
Performance sluggish.	Using too low a gear.	Shift into a higher gear.
	Weak high pressure relief valve.	Have the system checked by your local dealer.
	Inadequate charge pressure.	Have the system checked by your local dealer.
System not functioning.	Fuse blown.	Replace fuse.
	Defective engaging switch.	Replace switch.
	Broken or disconnected wire.	Repair broken wire or reconnect.
Hazardous functioning of system.	Defective valve.	Have the valve repaired or replaced by your local dealer.

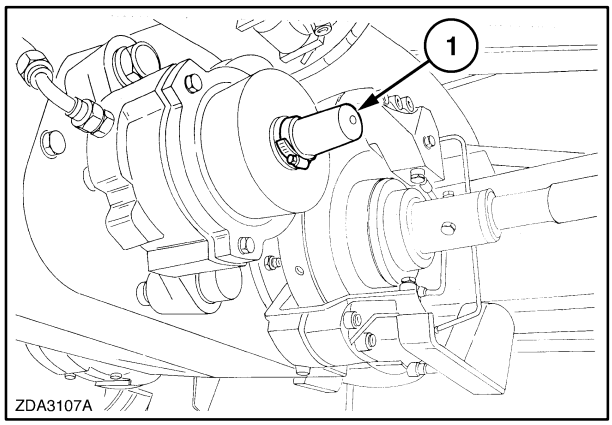
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Manual release of the hydraulic parking brake

If it is not possible to release the handbrake electrically, it can be released manually.

To release the handbrake manually, proceed as follows:

1. Park the combine level.
2. Raise the header and engage the header safety latch. Stop the engine.
3. Block the wheels adequately to prevent the combine from running.
4. Remove rubber cap 1.

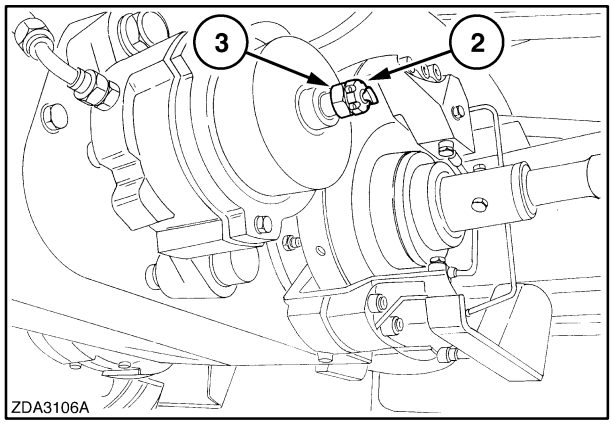


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5. Remove cotter pin 2 and screw on nut 3 until the handbrake piston is completely pulled backward to release the pressure on the brake disc.

⚠ DANGER ⚠

Be aware that the emergency brake does not operate when the brake is manually disengaged. Repair as soon as possible to restore correct operation. In the meantime, use wheel edges to prevent the combine from running away whenever parked.



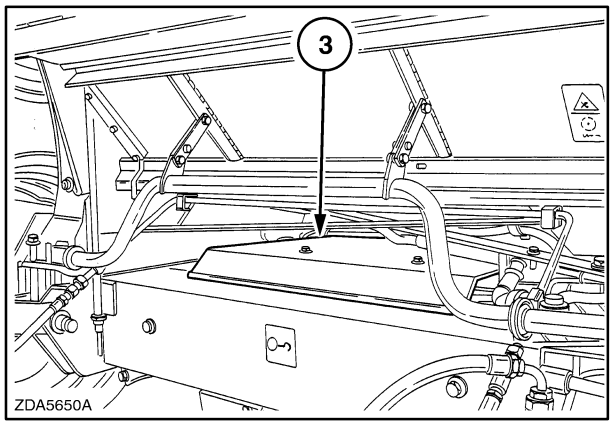
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Gearshifting

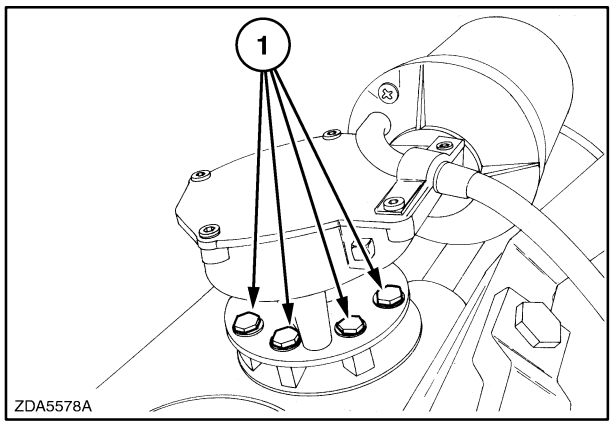
If not possible to select gears electronically (gearshift selector switch from the cab), it can be done manually, proceeding as follows:

1. Park the combine level (if possible).
2. Raise the header and engage the header safety latch. Stop the engine.
3. Block the wheels adequately to prevent the combine from running.
4. Loosen the bolts to remove traction gearbox cover plate 3.



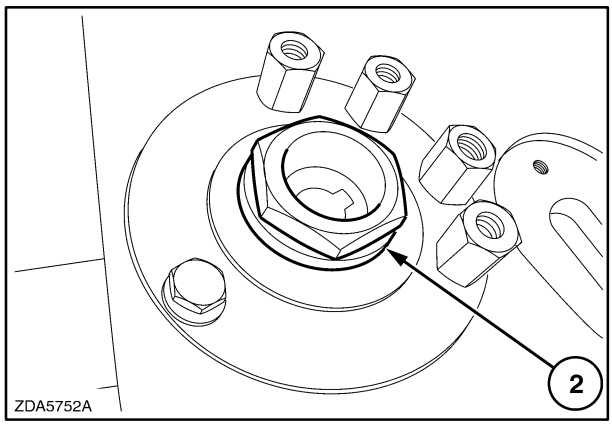
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5. Loosen four bolts 1 and remove the electric motor.



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6. Use the special tool (located at the left-hand side of the straw elevator) to turn nut 2 underneath the electric motor.



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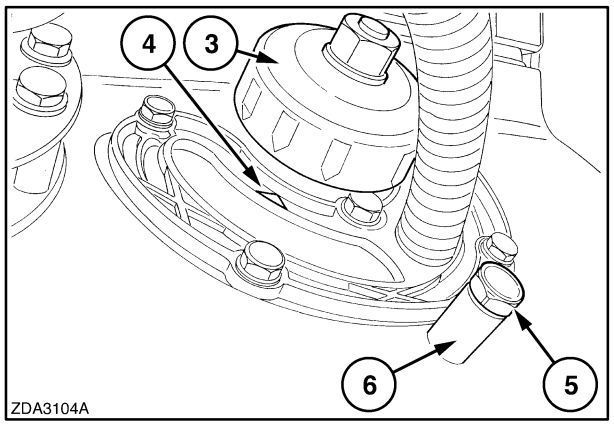
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7. To check if a gear is selected, a number of gear on indicator ring 3 should align with arrow 4 on the gearshift sensor.

8. To block the manual selected gear, loosen bolt 5 and remove bushing 6.

9. Install bolt 5 (without the bushing), to block the selected gear (the bolt need to take a hole of the sheave inside the traction gearbox)

NOTE: *If the bolt is not easy to turn in the gearbox, move nut 2 (fig. 5) with the special tool until the bolt going easy into the gearbox.*



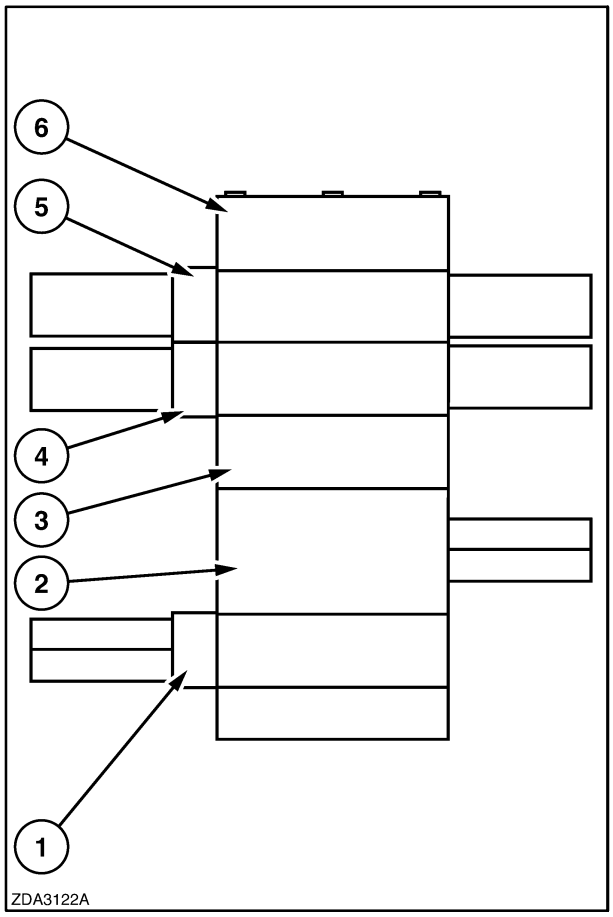
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HYDRAULIC VALVE ELECTRICS

Hydraulic valve located after the left-hand side behind the steering platform.

1. Header lift
2. Connecting plate with accumulator
3. Priority valve
4. Drum variator
5. Unloading auger swing
6. End plate



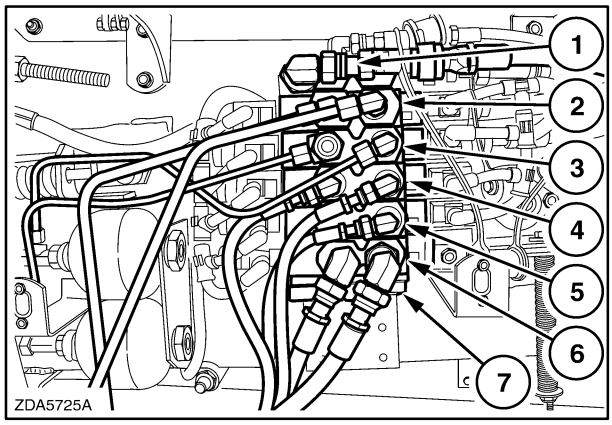
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CONCERN	POSSIBLE CAUSE	CORRECTION
No header height control (1), No drum variator movement (4), or no unloading movement control (5)	No current to spool. No hydraulic control.	Check fuse and replace, if needed. Check oil level and top up, if needed. Contact your local dealer.

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Hydraulic valve located at the left-hand side of the straw elevator.

1. Connecting plate
2. Reverser
3. Lateral float
4. Reel for/after
5. Reel up/down
6. Reel drive (if installed)
7. End plate

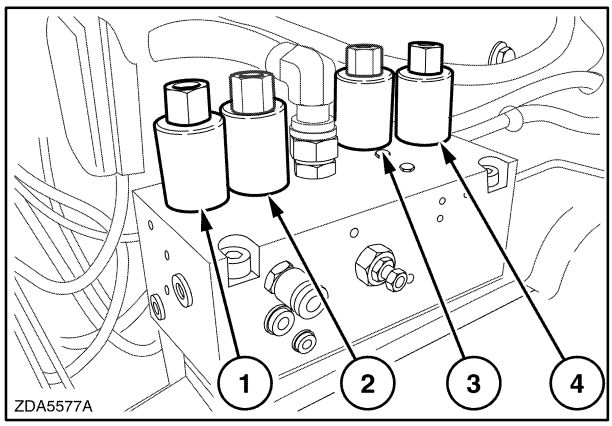


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CONCERN	POSSIBLE CAUSE	CORRECTION
No reel vertical (5) or horizontal (4) control, no lateral float (3), no reversing mechanism (2), or no reel drive (6)	No current to spool. No hydraulic control.	Check fuse and replace, if needed. Check oil level and top up, if needed. Contact your local dealer.

Hydraulic low pressure valve located on the engine gearbox.

1. Main clutch
2. Handbrake
3. Straw elevator clutch
4. Unloading clutch



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SECTION 6 – VEHICLE STORAGE

Your combine represents an important investment and its life depends upon how well you take care of it.

END-OF-SEASON SERVICE

Follow the steps outlined below at the end of each season's use or when the machine will not be used for an extended period of time. This will ensure the combine is kept in good condition and ready for the next season.

1. Remove the head and the straw elevator to facilitate cleaning.

2. Clean the interior and exterior of the combine thoroughly because any chaff and dirt left in the machine will attract moisture and cause rust.

NOTE:

- *Before using pressure washing, clean the combine with compressed air.*
  Clean only when the combine is fully dried.

- *Avoid pressure washing at ambient temperatures below 10° C (50° F). After cleaning place the combine in a heated workshop or dry barn for at least 24 hours.*

- *Avoid to direct water jets onto electric equipment, bearings, seals, gearbox, oil tank or fuel tank filler caps, into the engine exhaust, engine, cab air filters and decals.*

- *When using a high pressure washer spray:*

  – Keep a minimum distance of 30 cm (11") between the spray gun and the surface to be cleaned.

  – Spray under an angle of minimum 25° (do not spray in perpendicular direction).

  – Maximum water temperature: 60°C (140°F).

  – Maximum water pressure: 60 bar (870 PSI). Do not use chemicals.

  – Legislation in certain countries and good practice requires special treatment of waste water through sedimentation and oil separation and controlled removal of residues.

3. Leave covers open at the bottom of the elevators to allow any moisture to drain out. Leave the unloading auger cleaning doors open.

4. After cleaning the combine with water, start the engine and engage the threshing mechanism to make sure that all water is disappeared out of the combine.

5. After +/– 15 minutes disengage the threshing and stop the engine.

6. Remove the sieves, clean them and coat with oil or a rust preventative.

7. Remove all chains. Clean and coat the chains with oil. Reinstall them, then adjust to the correct tension.

8. Lubricate the machine thoroughly, as described in *"SECTION 4 - LUBRICATION AND MAINTENANCE"*.

9. Coat all bright parts (except the pulley and the variator discs) with paint, a rust preventative, oil or grease to protect them from rust.

10. Retract all hydraulic cylinders and coat exposed parts of the cylinder rods with grease.

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11. Clean all belts, then check belt tension. Adjust if necessary.

12. Reinstall the straw elevator.

13. Clean the air filter element.

14. Use compressed air, or water under pressure, to clean out the engine radiator. Use a low-pressure water jet, or compressed air, to clean the air-conditioner condenser fins.

15. Check the anti-freeze content in the engine cooling system.

16. Fill the fuel tank completely.

17. Store the combine in a dry place, protected from the weather.

18. Close off all engine openings with plugs or greaseproof paper.

19. Support the combine on wooden blocks to relieve the weight from the tyres. Leave tyres inflated.

20. Disconnect the battery cables. Clean and charge the batteries in situ.

IMPORTANT: *The batteries should be charged every 8 to 10 weeks with a 5 to 6 amperes current for a period of 24 hours to a minimum of 12.6 volt.*

NOTE: *Removing the batteries will not harm the storage of information in the InfoView® monitor.*

21. Straw chopper: Remove all knives and bushings, grease them thoroughly and reinstall them onto the rotor.

22. Every 4 weeks, remove the engine opening seals, start the engine and run at 3/4 throttle for 1 to 2 hours. Move all the variators from minimum to maximum, and vice versa, to ensure adequate lubrication to prevent rust.

23. Switch on the air conditioning while the engine is running, only if the ambient temperature is above 15°C (60°F) minimum. This will ensure lubrication of the compressor parts. Operate the air-conditioning system for at least 15 minutes.

24. Reinstall the engine opening seals.

Periodic checks will help to keep your combine maintenance and repairs to a minimum and avoid costly breakdowns during the season. Therefore, it is good practice to have the combine inspected at the end of the season. Your NEW HOLLAND dealer will gladly quote a price for this work.

ORDERING PARTS AND/OR ACCESSORIES

When preparing the combine for storage, check thoroughly for any parts that may have become worn and need replacing.

Parts and/or Accessories should be ordered at once and fitted before the next harvesting season.

When ordering Parts and/or Accessories, always ensure to give your NEW HOLLAND dealer the model number and serial number of your combine. See the chapter headed “Product Identification”.

INSIST ON GENUINE NEW HOLLAND “QUALITY” PARTS AS THEY WILL GIVE THE BEST PERFORMANCE AND ARE COVERED BY OUR WARRANTY.

FOR BEST PERFORMANCE YOUR COMBINE SHOULD BE SERVICED BY AN AUTHORISED NEW HOLLAND DEALER.

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PRESEASON SERVICE

Follow the steps outlined below at the beginning of each season to ensure the machine is in good condition and ready for use.

1. Remove the wooden blocks supporting the combine.
2. Check the tyre pressures and wheel nuts torque.
3. Lubricate the machine, as detailed in the "Lubrication Schedule".
4. Check all belt and chain tensions (including the straw elevator and grain elevator chain).
5. Remove the protective oil from the sieves and reinstall them in the machine.
6. Check the oil level of the following and add oil, if needed:
   - Traction gearbox
   - Final drive gearboxes
   - Brake fluid reservoir
   - Hydrostatic hydraulic reservoir
   - Engine gearbox
   - Bubble-up gearbox
   - Unloading drive gearbox
   - Unloading tube gearbox
7. Check machine adjustments, as described in *"SECTION 4 - LUBRICATION AND MAINTENANCE"*.
8. Remove the engine opening seals. Run the engine to bring it up to operating temperature, then drain the rust preventative oil. Replace the oil filter(s) and fill with new engine oil.
9. Run the engine at half speed, engage the threshing mechanism and the head, and check for problems.
10. Run the engine at full speed and check the speed on the intermediate shaft with a tachometer.
11. Drive the combine to check the operation of the hydraulic equipment and the brakes.
12. Stop the combine and replace the covers of the grain and returns cross auger, the bottom covers and the cleaning doors of the grain and returns elevator, and the unloading tube.
13. Lubricate the combine once again, but do not overgrease.
14. It is recommended to have your NEW HOLLAND dealer or a refrigerant specialist check the entire air-conditioning system for leakage at the beginning of each season.

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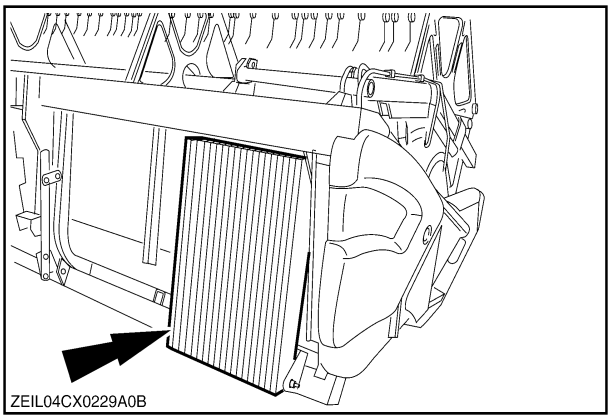
https://truckmanualshub.com/

SECTION 7 – ACCESSORIES

FEEDING

Side hill weights

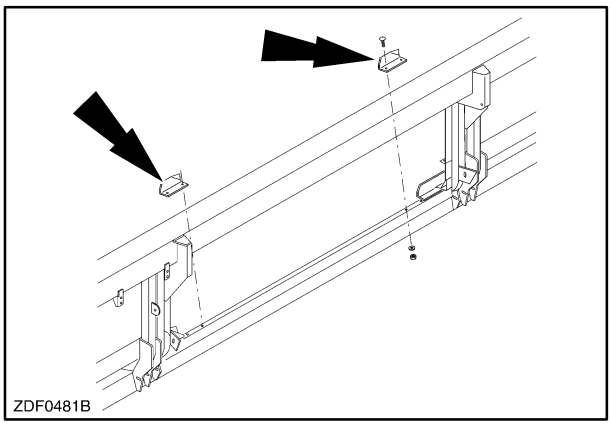
This kit can be installed at the rear of the right-hand side of 15, 17 and 20 ft grain headers when working on slopes.



1

Crop distribution kit

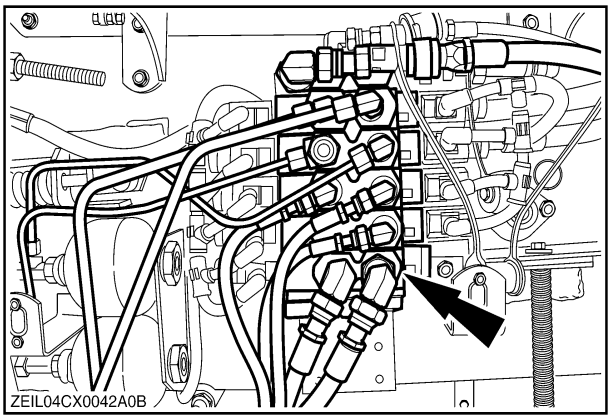
To improve feeding on 6 straw walker combines, by moving crop into the centre of the straw elevator.



2

Hydraulic reel rebuild kit

Hydraulic components to allow the operation of hydraulic reel drive on Extra-Capacity or Varifeed™ grain headers is available.

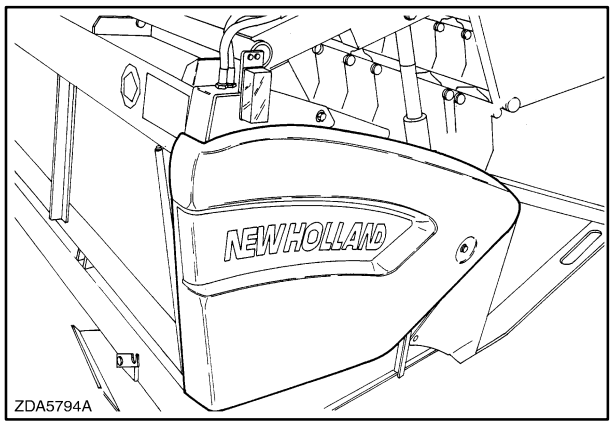


3

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Grain header road light kit

For some countries a grain header road light kit is available.

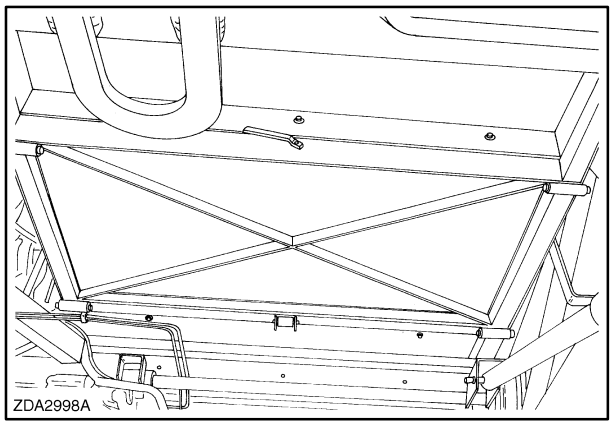


4

Perforated straw elevator floor section

With this kit, a straw elevator with closed bottom can be rebuild to a straw elevator with a perforated bottom door. With the perforated bottom door installed, it is possible to operate with or without a smooth plate.

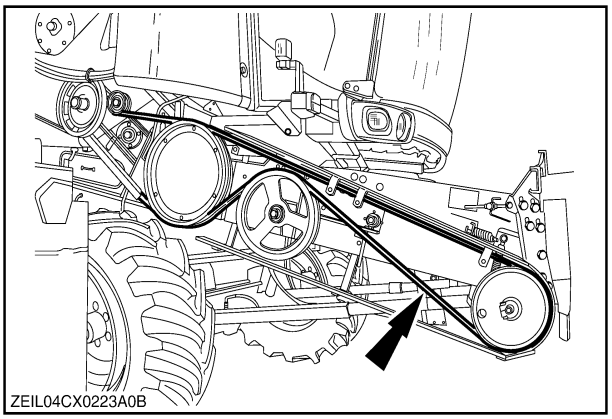
The perforated bottom is used to evacuate dirt and soil when operating in peas, soy, beans, etc.



5

Straw elevator drive

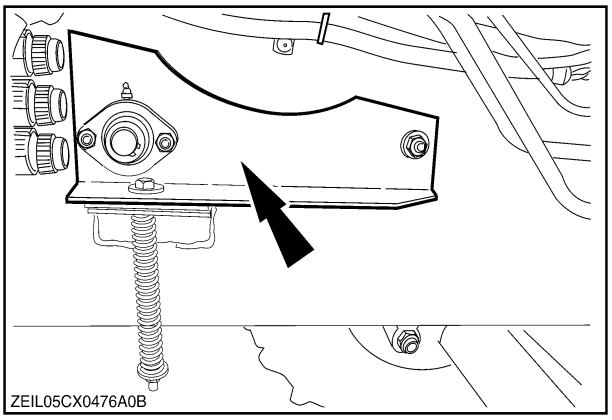
A 4HB straw elevator and header drive belt can be installed if a maize header or stripper header should be driven.



6

Intermediate roll

A intermediate roll can be ordered for the models CX720, CX740, CX760 and CX820.

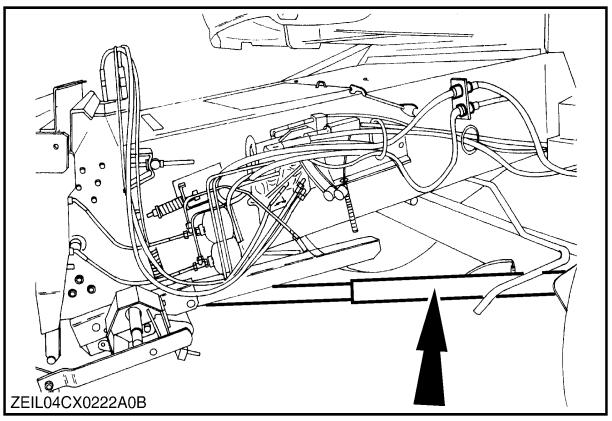


7

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Header lift cylinder kit

If working with an 8 row maize header with integrated stalk chopper, 12 row maize header or 30 ft header with rape seed extension, it is necessary to install the cylinder kit.



8

- **diameter 70 mm (2 - 3/4")**

  This kit is an accessory for models CX720, CX740, CX760 and CX820.

- **diameter 70 mm (2 - 3/4") (only Italy)**

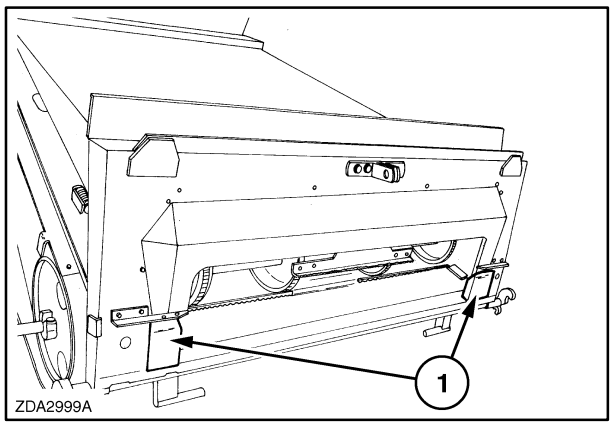
  This kit is an accessory for models CX720, CX740, CX760 and CX820.

- **diameter 75 mm (2 - 15/16")**

  This kit is an accessory for models CX780, CX820, CX840, CX860 and CX880.

Narrowing plates

Narrowing plates (1) can be installed to harvest rice or damp straw conditions.



9

Potentiometer for flex header 19 ft

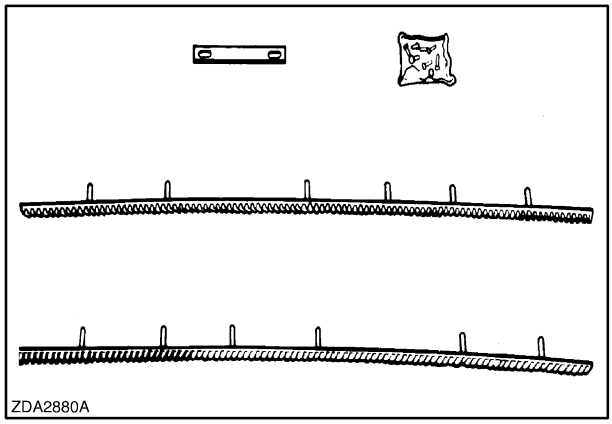
Includes skid extensions and potentiometers. This enables the header to be operated, in conjunction with Autofloat™ in small grain crops, in the same way as a rigid grain header.

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THRESHING AND SEPARATION

De-awning slats

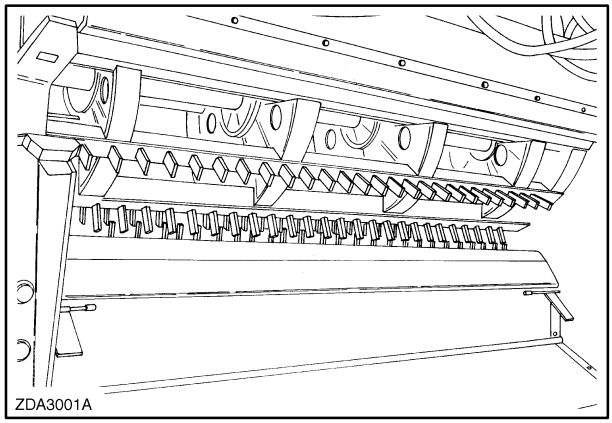
Two de-awning slats can be fitted in the front section of the threshing concave to improve threshing efficiency in difficult to thresh crops.



10

Rice pins

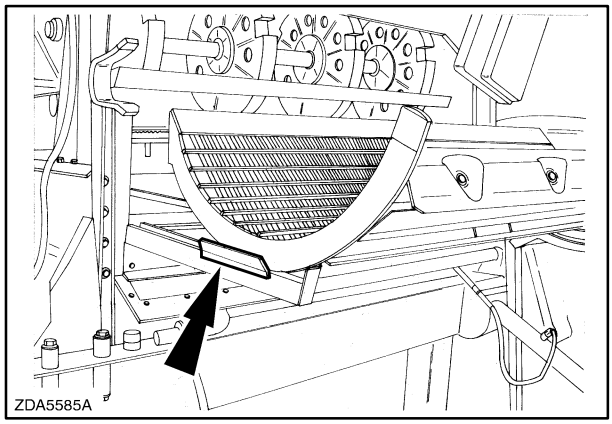
Rice pins can be installed on a rice concave with a tooth spacing of 56 mm.



11

Tool to remove the concave

A special tool is available to remove the drum concave easily.

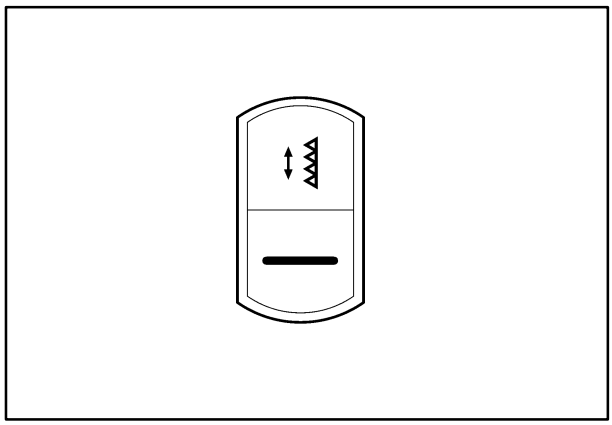


12

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Vertical knife electricity kit

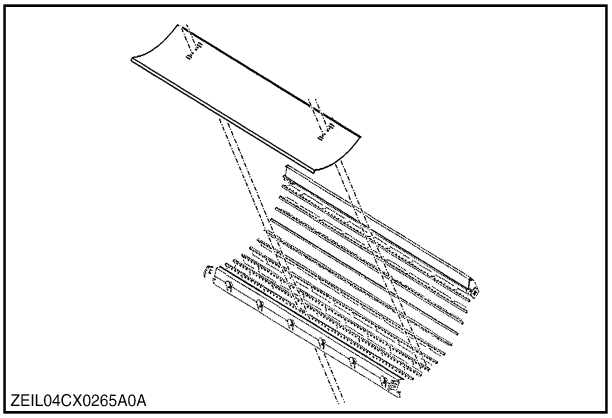
A electricity kit with harness and in cab switch is available to harvest rape seed.



13

Sunflower cover plate

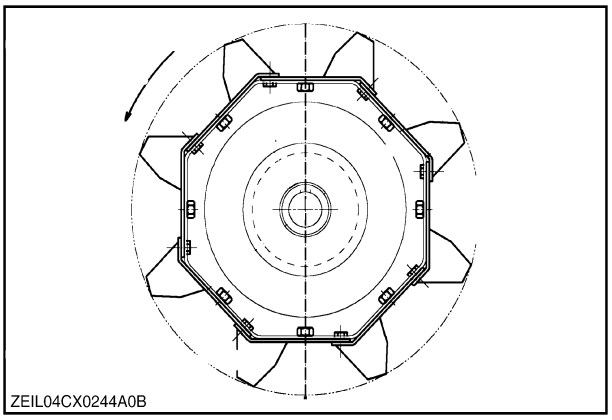
In dry conditions, to reduce load of material on the cleaning shoe, a plate can be installed in the front of the drum concave.



14

Beater pins

Toothed bars can be installed instead of the beater blades for working in difficult, damp or long straw conditions.



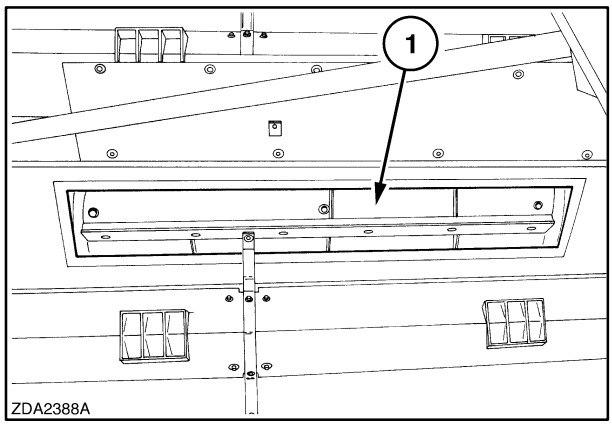
15

Beater blades

Beater blades can be used when working in dry straw conditions.

Beater wear plates

Wear plates can be added onto the beater blades when working in abrasive conditions.

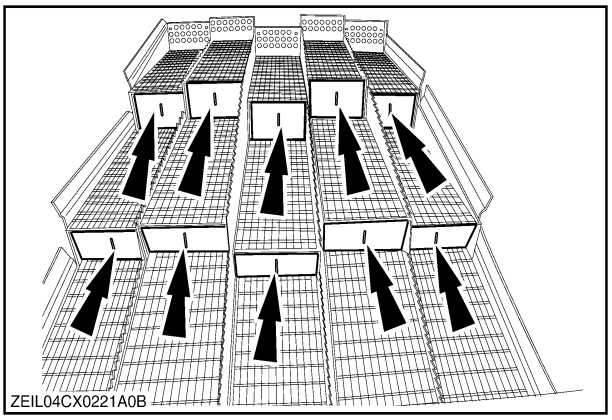


16

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Vertical covers on straw walkers

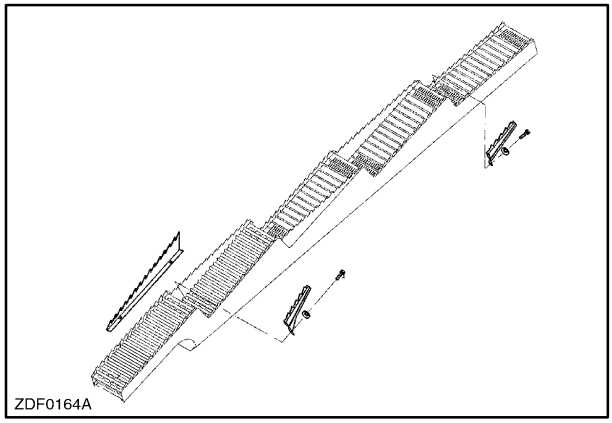
This equipment can be fitted to cover all the vertical apertures of the straw walkers in order to reduce the amount of material on the sieves when harvesting short brittle straw crops.



17

Straw walker raisers

Extra straw walker raisers can be installed when working in damp straw conditions.



18

Cereals threshing rebuild kit

This equipment can be used to rebuild the combine from rice version to cereals version.

It consists of:

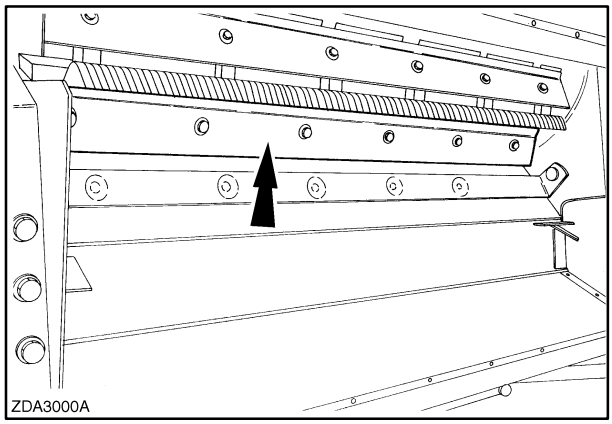
- Cereals concave
- Standard drum rasp bars for universal drum

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Maize threshing rebuild kit

The following equipment to rebuild the combine from cereals/rice version to maize version is available:

- Maize concave
- Standard rasp bars for universal drum
- Drum cover plates (only with standard drum)



19

- Fan bottom shield (*)
- 4 HB straw elevator and header drive belt

(*) Only needed when rebuilding from cereals version to maize version.

Rice threshing rebuild kit (if universal drum)

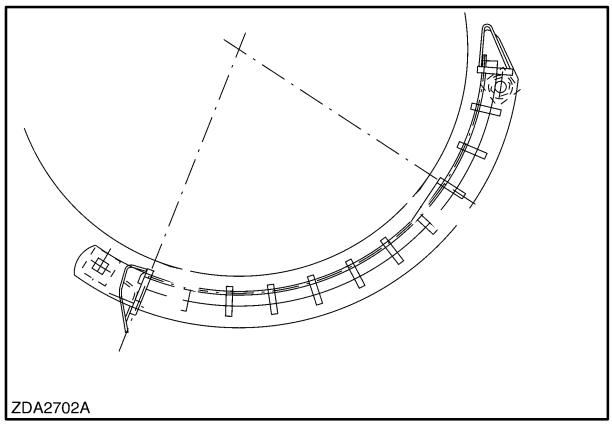
cereals/maize version to rice version is available:

- Peg tooth concave
- Peg bars
- Fan bottom shield (*)

(*) Only needed when rebuilding from cereals version (with standard drum) to rice version.

Maize concave

A maize concave is available for threshing maize and/or beans.



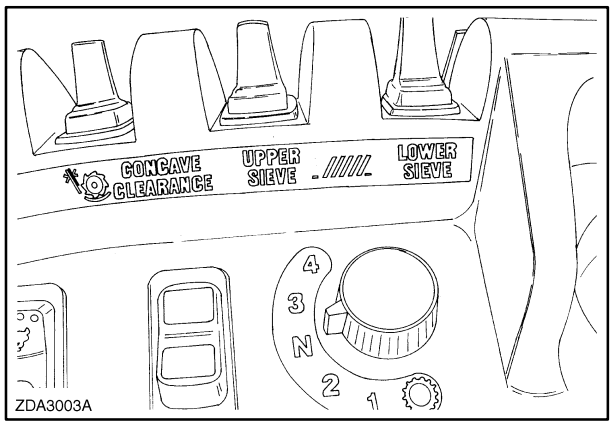
20

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CLEANING SYSTEM AND LOWER FRAME

Remote sieve control

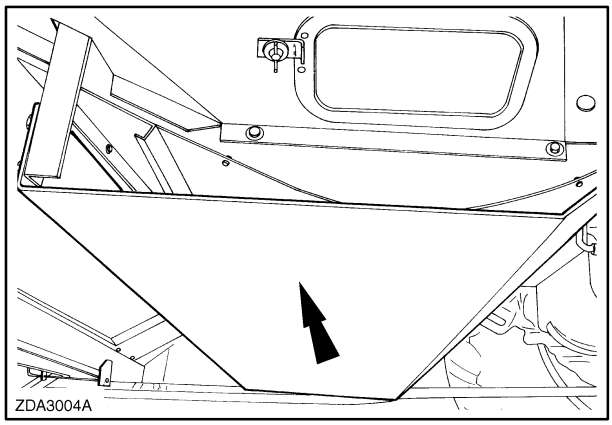
This equipment can be installed to adjust the lower and upper sieve electrically with switches from the cab and from the inside of the straw hood on the left side.



21

Fan bottom shield

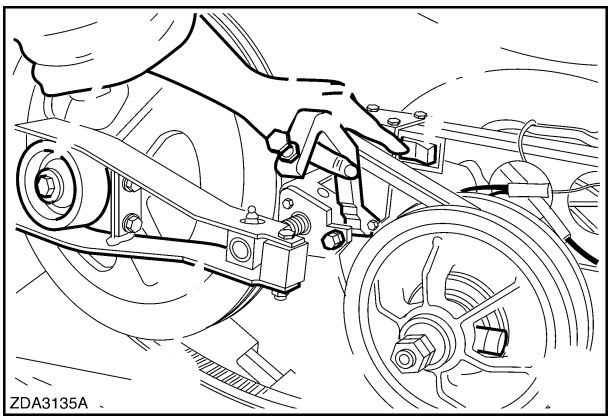
This guard can be fitted to protect the fan bottom and shoe levelling box when harvesting maize, sunflower, soy, beans, rice, etc. or in muddy conditions.



22

Grass seed variator kit

A variator to obtain a lower fan speed adjustment can be fitted to reduce the wind blow when threshing small and light seeds (grass seed).



23

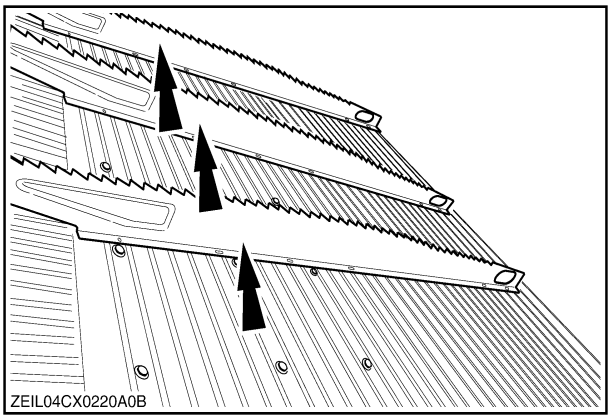
https://truckmanualshub.com/

Presieve HC 1-5/8”

This sieve can be used when harvesting maize in wet conditions.

Grain pan divider kit

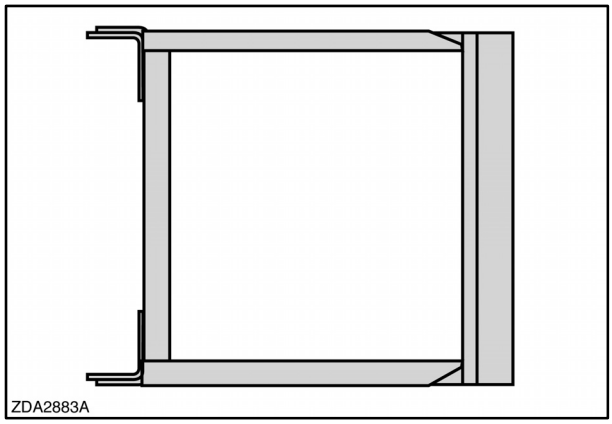
A grain pan divider kit is available for extreme hilly conditions. (only for cleaning shoe models without removable grain pan)



24

Round hole sieve frame

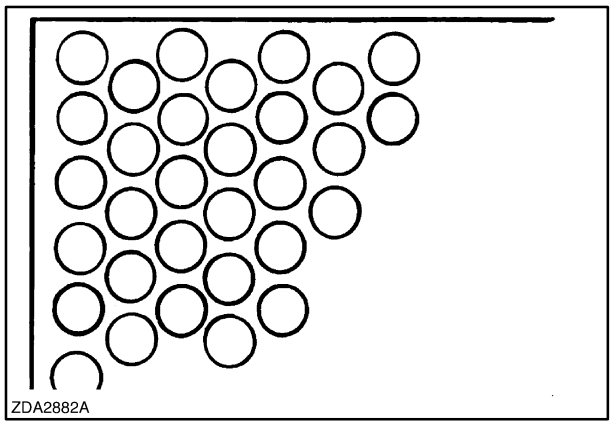
A frame can be obtained to adapt to a round hole sieve of your preferred hole size.



25

Round hole sieve (16 or 18 mm)

A 16 mm or 18 mm diameter round hole sieve can be used as an lower sieve in maize when operating in damp conditions, as this sieve can be easily cleaned.

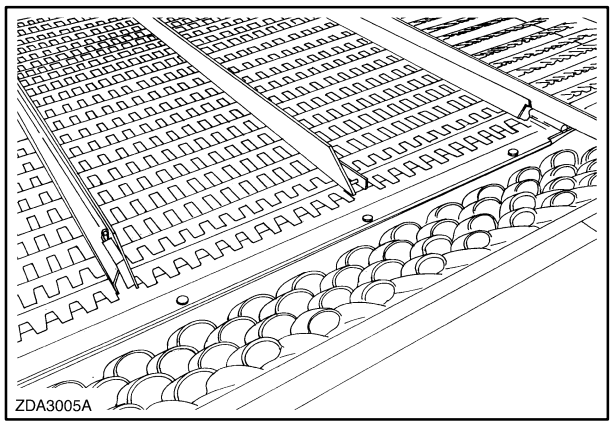


26

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Adjustable chaffer 1-5/8” and 1-1/8”

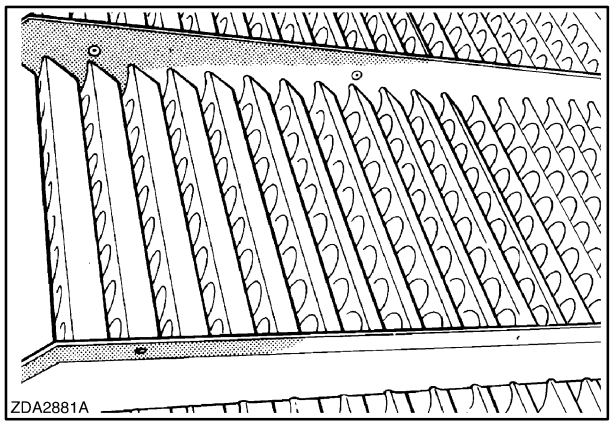
This sieve is recommended as an upper sieve when harvesting maize.



27

Adjustable upper sieve (Petersen 1-1/8”)

This sieve can be fitted as an upper or lower sieve to obtain a cleaner sample, especially in oil seed rape.



28

Closz upper sieve

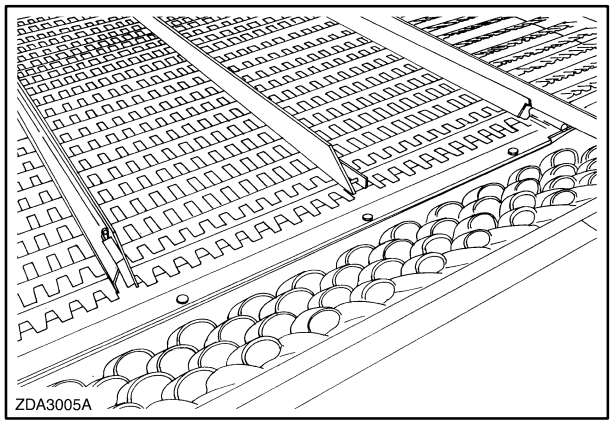
This sieve is available to increase the cleaning capacity in conditions where excessive amounts of barley or wheat awns restrict the performance of the standard 1-1/8” small grain sieve.

Stainless steel curved louver maize upper sieve

This upper sieve with stainless steel curved louvers is recommended for wet maize conditions.

Graepel sieve extension

This extension can be fitted at the rear of the upper sieves, in place of the finger rake, to prevent short straw from passing into the returns auger.

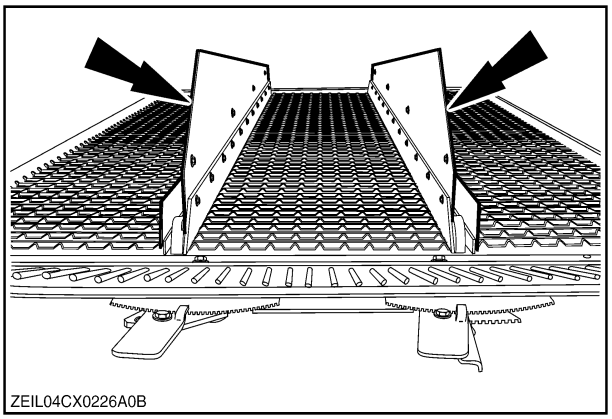


29

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Extended sieve dividers

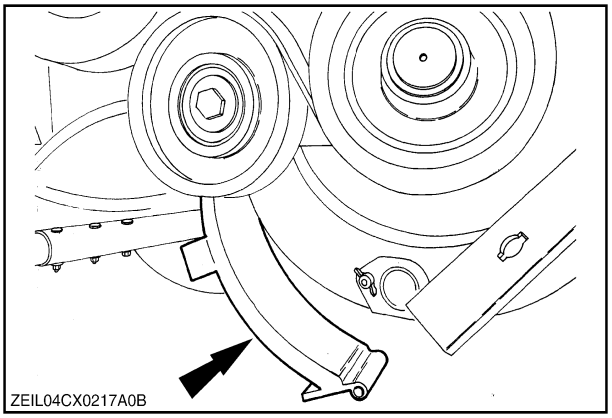
A kit with extended dividers for the pre sieve and upper sieve is available for extremely hilly conditions. (only for fixed cleaning shoe models)



30

Smooth rotor thresher covers

When harvesting maize, rape seed and other crops with large fragile grains (e.g. beans), smooth roto-thresher covers should be installed to prevent grain damage.



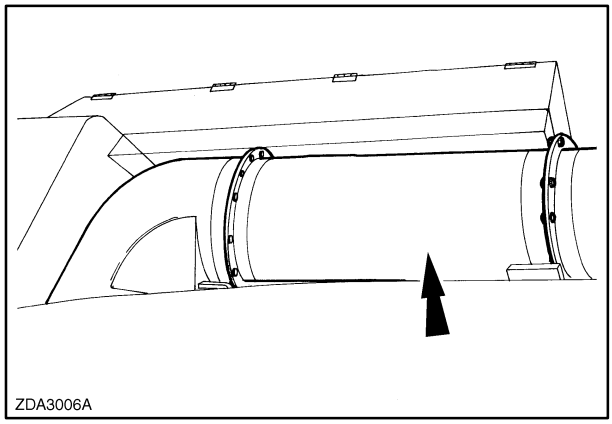
31

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CLEAN GRAIN, GRAIN TANK AND UNLOADING

Unloading tube extension kit

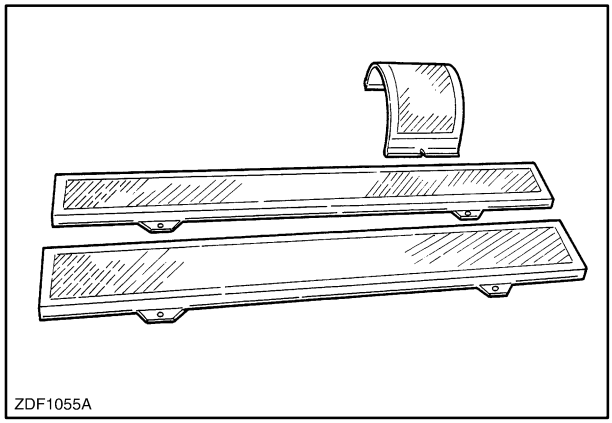
An unloading tube extension kit of 0,9 m (3 ft) is available.



32

Perforated covers: Long or Round

Perforated covers under the clean grain and return cross auger and the grain elevator can be installed when threshing beans and peas to obtain a cleaner grain sample.



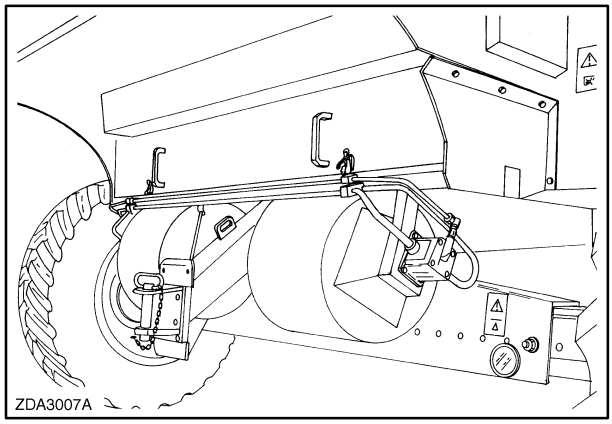
33

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STRAW HANDLING

Chaff blower

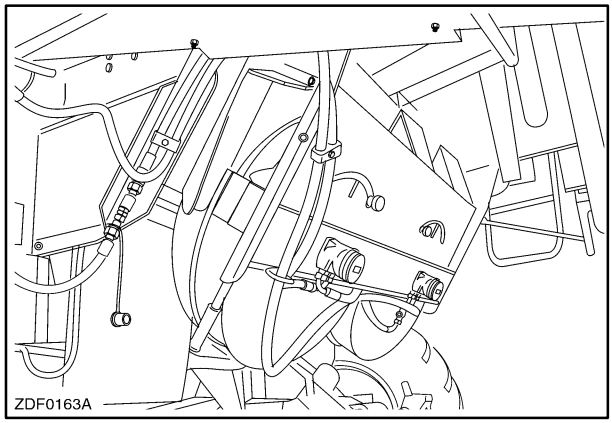
To avoid a concentrated layer of chaff laying in a swath behind the combine, a chaff blower can be installed (in combination with a straw chopper) to spread the chaff evenly across the full cutting width of the combine.



34

Chaff spreader

A chaff spreader can be fitted for units without straw chopper when the chaff from the cleaning shoe is required to be spread.



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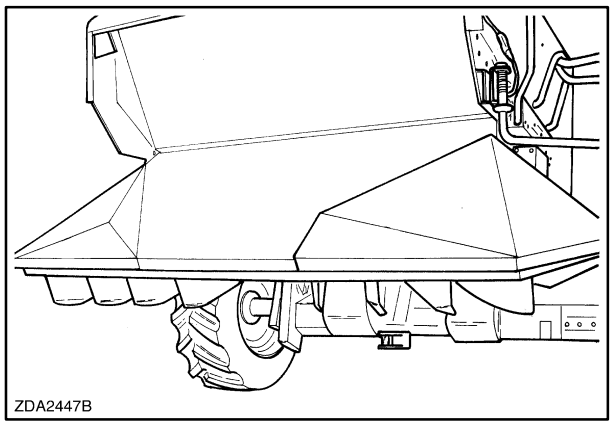
Straw chopper

This equipment can be fitted on the machine to cut and to spread the straw if the straw has to be ploughed back into the soil.

Different types of straw choppers are available:

- Small grain chopper.
  (with 4 rows of straight knives)

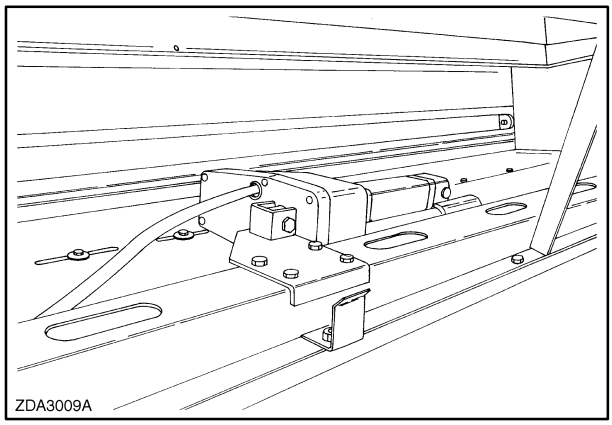
- Heavy duty chopper.
  (with 4 or 6 rows of bevelled knives)



36

Remote deflectors control

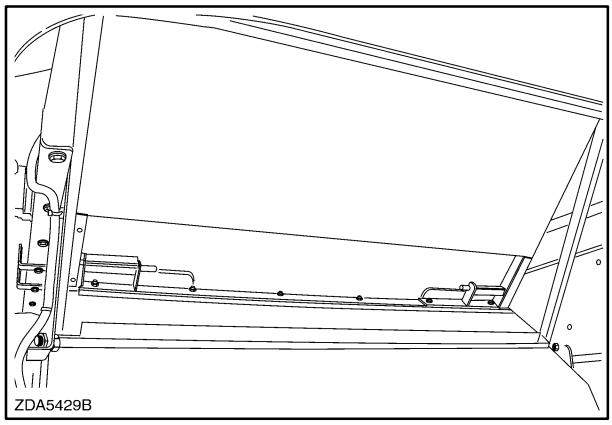
This provides the operator with a dashboard switch to reposition the chopper chute deflectors while working and to precisely set the spread pattern behind the machine, e.g. when changing crops or in windy conditions.



37

Straw chopper kit for maize

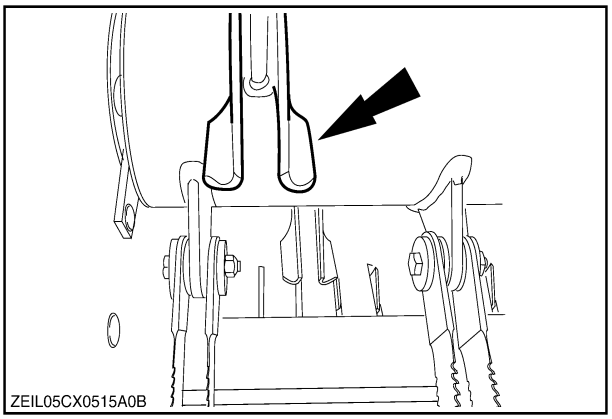
These plates are needed to protect the straw walkers when harvesting maize.



38

Straw chopper wind knife kit

Special knives can be fitted on both sides of the chopper rotor to increase the air flow through the rotor.



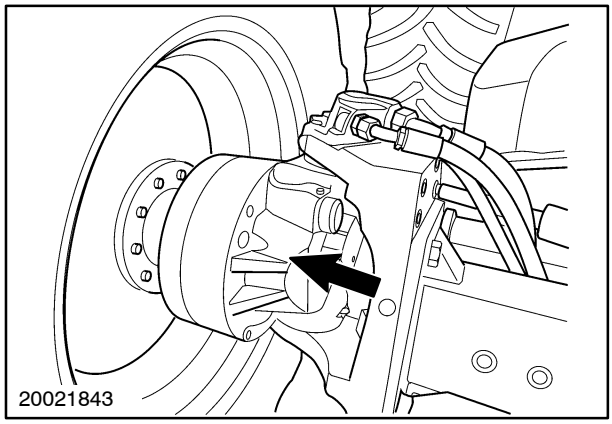
39

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TRACTION AND TYRES

Powered Rear Axle (wheel motors)

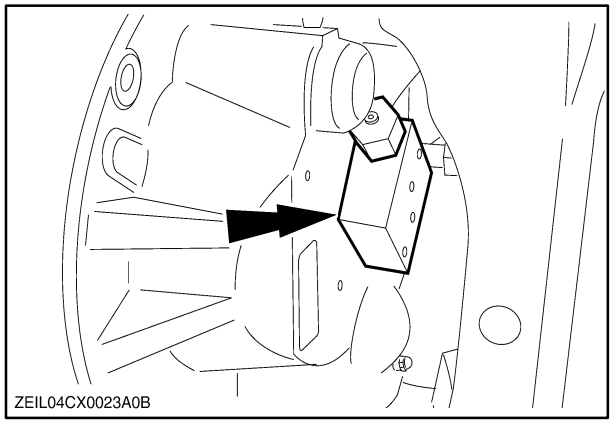
A Powered Rear Axle rebuild kit is available, if additional traction is required in muddy conditions.



40

Dual speed (Powered Rear Axle II)

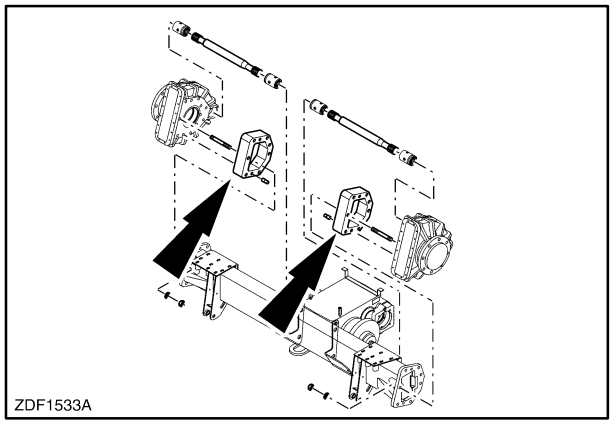
This feature will allow the operator to increase the ground speed in each working gear by approximately 35%.



41

Axle extensions kit

To install traction tyres with a large diameter.

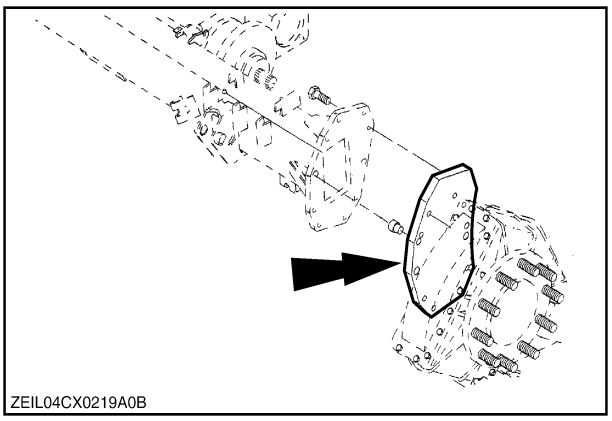


42

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Pivot plate 127 mm

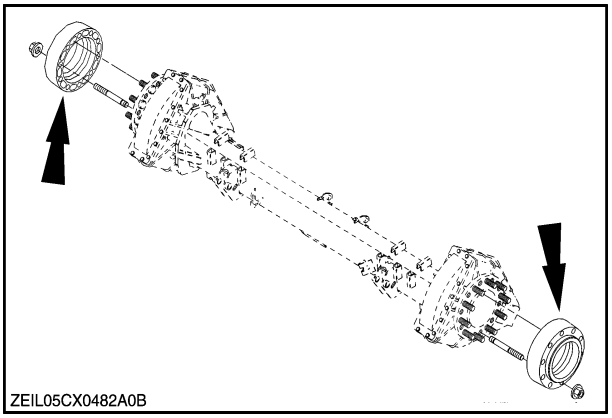
Pivot plates can be used when install traction tyres with large diameter.



43

Wheel spacer

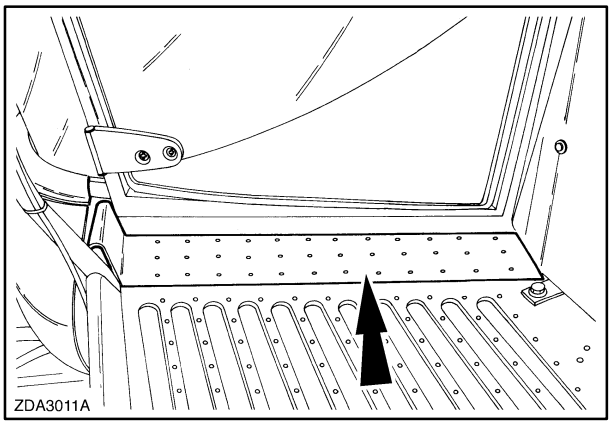
To improve stability or use of specific rims.



44

Steering platform extensions

This extension allows the use of wider traction wheels.



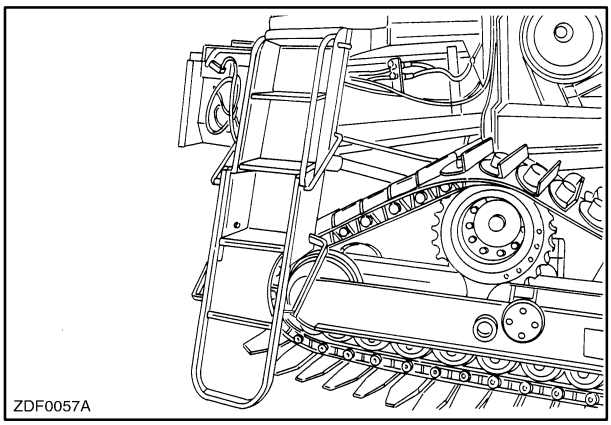
45

Tracks

Tracks can be fitted when operating in very muddy conditions, (e.g. rice). Also special lower shieldings are required when tracks are installed.

Foldable ladder

A foldable ladder is required when tracks are installed.



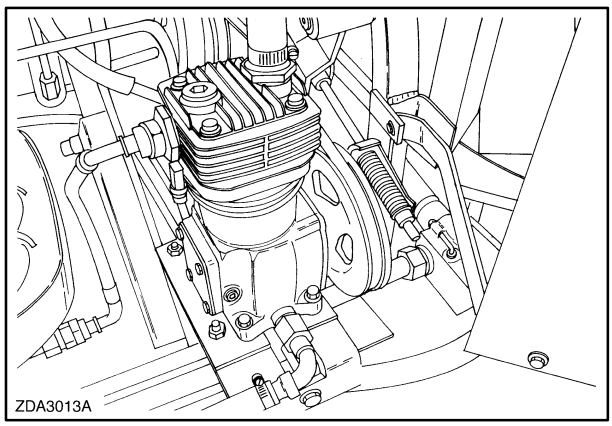
46

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ENGINE

Air compressor kit

An air compressor kit can be installed to clean the engine compartment.
(fig. 47= CNH engine)



47

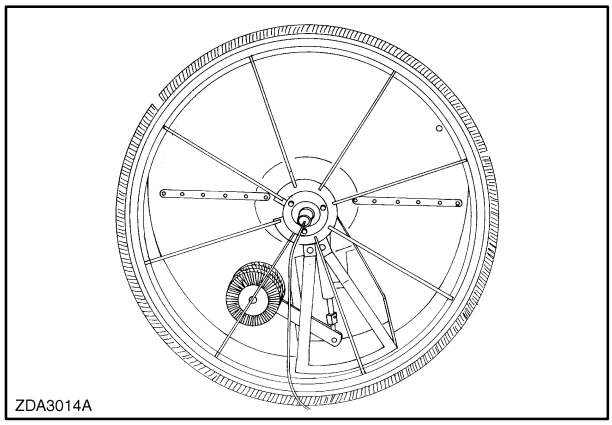
Coolant heater

A coolant heater can be installed to aid the engine in cold weather.

Rotary dust screen brush

This equipment can be fitted to keep the rotary dust screen clean, e.g. maize.

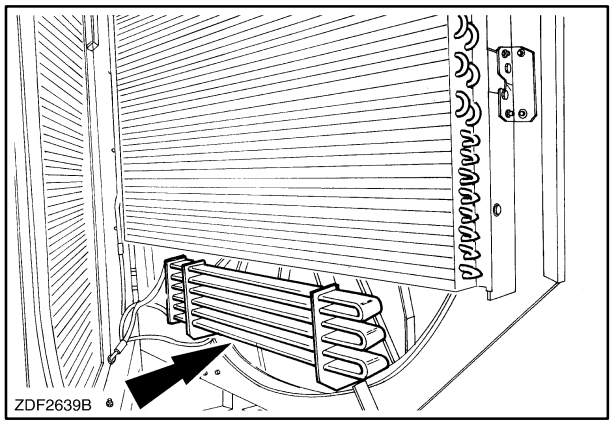
The brush works for +/– 5 seconds, every time the unloading system is engaged.



48

Fuel cooler

When working in high temperature conditions or when the fuel level is low, stabilising the fuel temperature will assist in stabilising engine power.



49

High fan speed kit

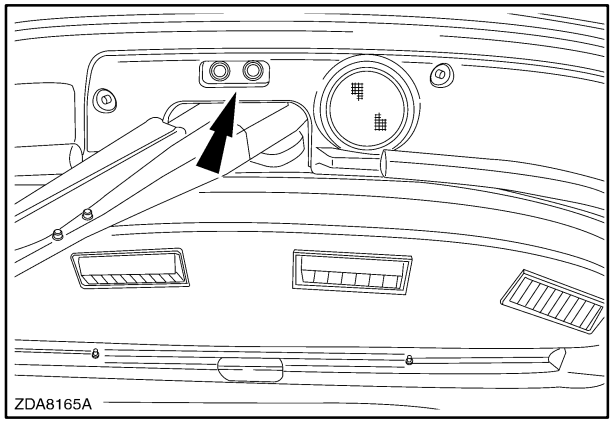
A special high fan speed kit is available for Australia that will provide additional oil cooling capacity for machines working with a combination of high ambient temperatures and high ground speeds.

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CAB

Windscreen washer system

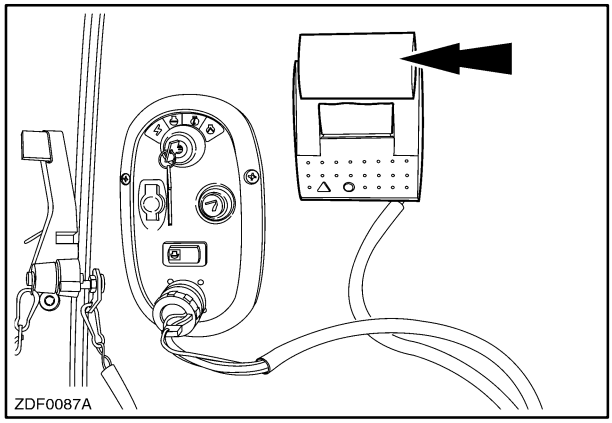
A windscreen washer system can be installed to clean the cab windscreen.



50

In cab printer

A printer is available and can be used to print precision farming information.



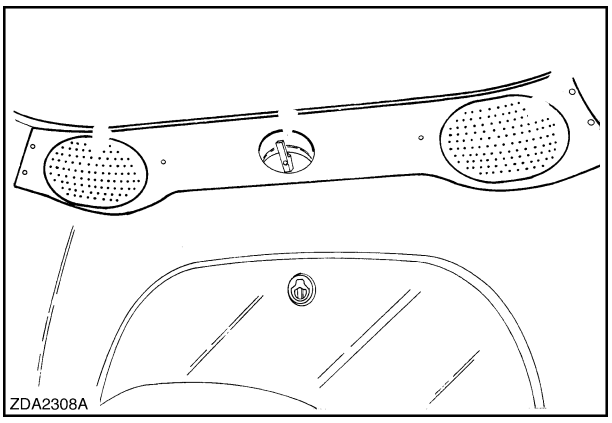
51

Cab heating

Improved operator comfort when operating in cold weather.

Premium speakers

Premium speakers can be installed.



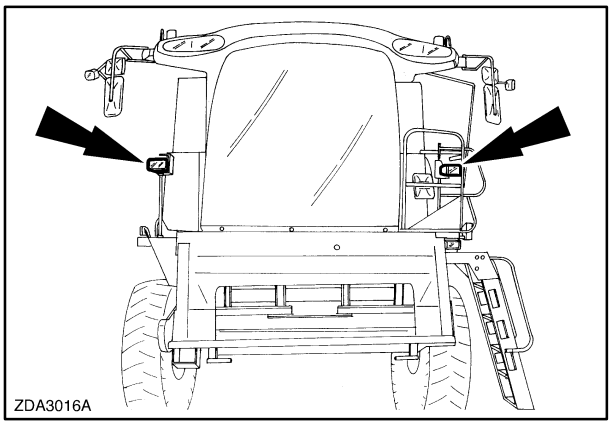
52

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ELECTRICAL AND ELECTRONIC

Flip-up light kit

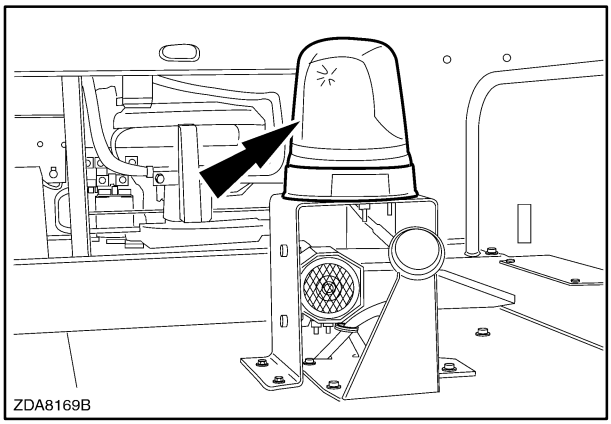
To ensure safe road transport, additional headlights can be installed on the railing and a brake force limiting valve when a flip-up maize header is attached to the combine.



53

Rear revolving flash light

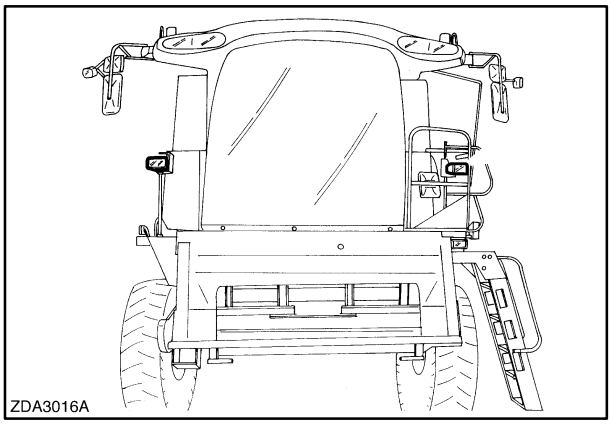
For some countries, a rear revolving flash light can be installed to provide advanced warning to other road users, when travelling on public highways, that the vehicle is wide and slow moving.



54

Revolving flash lights

For some countries revolving flash lights are a legal requirement. This kits consists three revolving flash lights, two for the cab roof and one for at the rear of the combine.

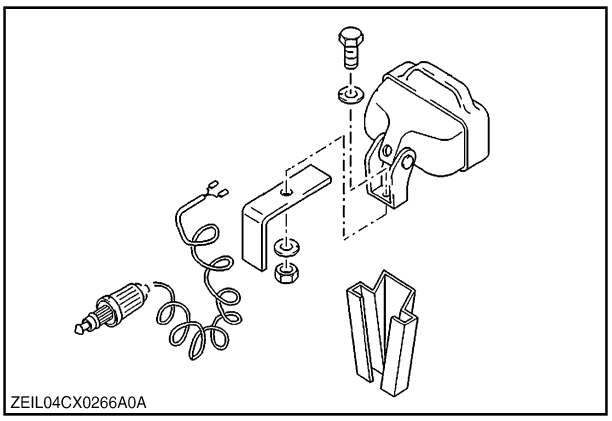


55

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Portable work light

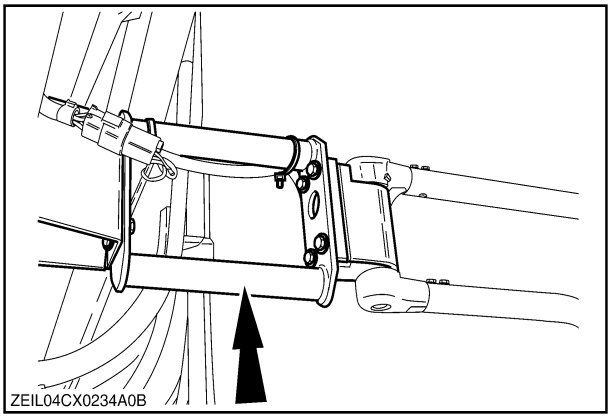
A portable work light is available and can be used to check some setting during night operation.



56

Light extension kit

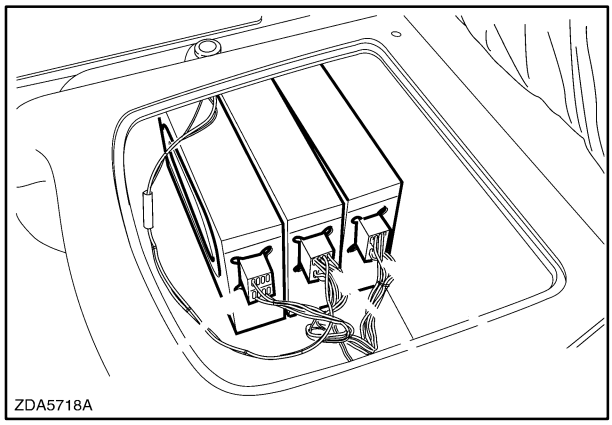
A kit is available to install extensions to the rear light arms, if required.



57

Electronic module (CCM3)

Required for some electronic options.



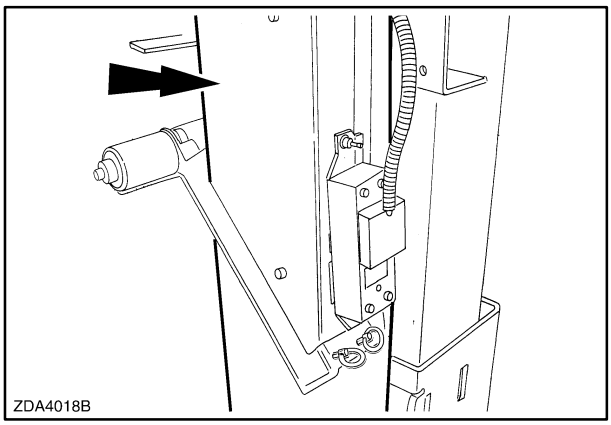
58

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Yield monitoring package

- **Moisture sensor**

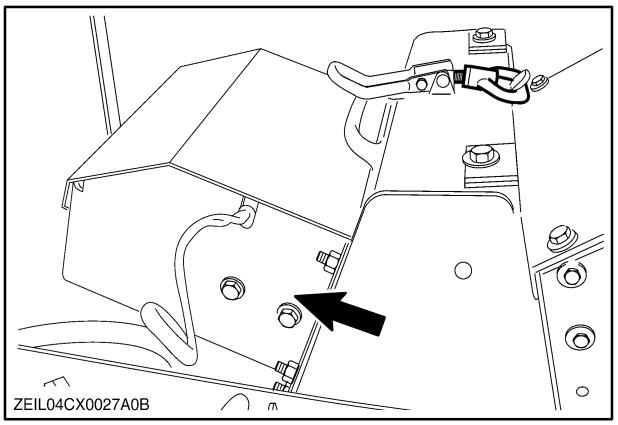
This equipment can be fitted on the grain elevator to realtime check the grain moisture.



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- **Grain flow sensor**

This equipment can be installed on the machine (with moisture sensor) to realtime check the mass flow.



60

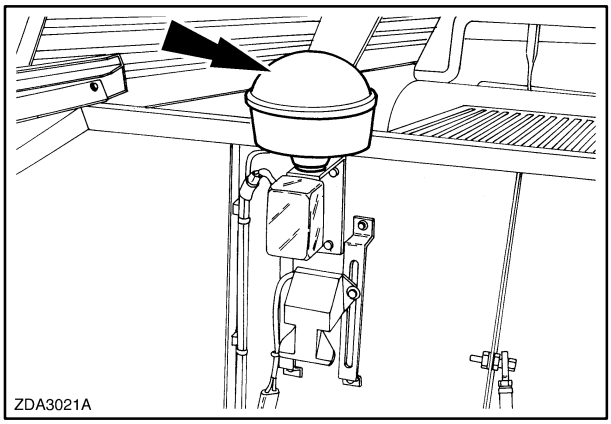
https://truckmanualshub.com/

Yield mapping package

(Differential) Global Positioning System unit (D)GPS

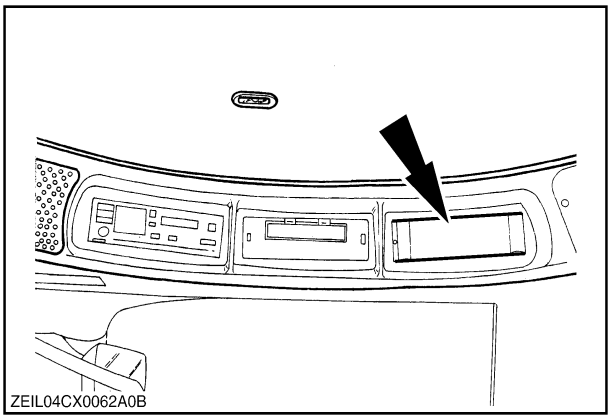
- **NH134**

This equipment can be installed on the machine (included with moisture and grain flow sensor) to have yield mapping.
The NH134 system consists of a separate antenna and receiver.



61

The NH134 are capable of receiving the free “WAAS, EGNOS, L-band and Beacon” DGPS connection signal.



62

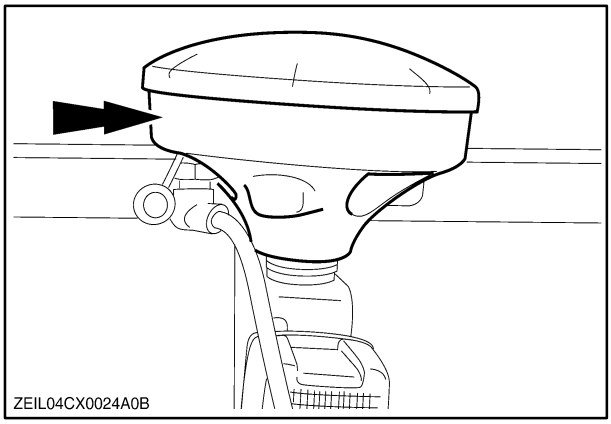
or

- **NH 100/NH110**

Antenna with integrated receiver.(one piece)

The NH100 are capable of receiving the free “WAAS, EGNOS” DGPS connection signal.

The NH110 are capable of receiving the free “WAAS, EGNOS and L-band” DGPS connection signal.



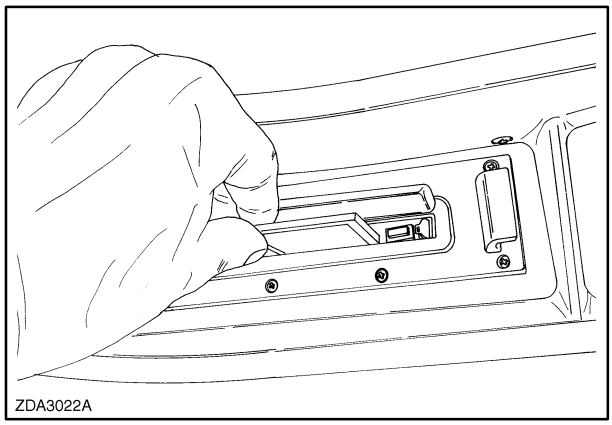
63

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Yield logging package

- **Data logger**

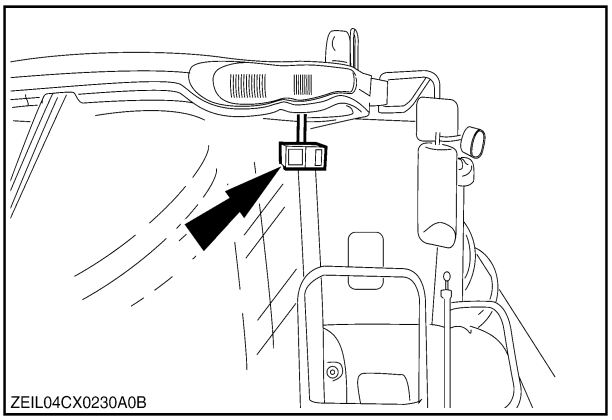
To save all the field information and to transfer it to a personal computer, a data logger with removable datacard is available in combination with the (D)GPS unit.



64

SmartSteer™ system

This feature will allow automatic steering (edge following) in crops as small grains, beans, peas, canola,... (not suited for maiz) The kit contains all necessary mechanical, hydraulical, electrical and electronic components.



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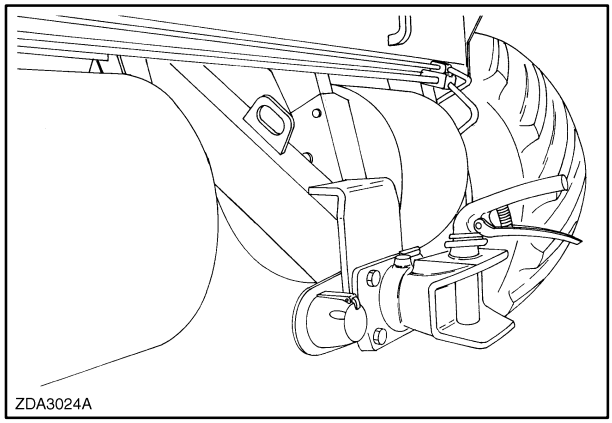
MISCELLANEOUS

Header trailer hitch

Two types of trailer hitches are available for towing the header trailer.

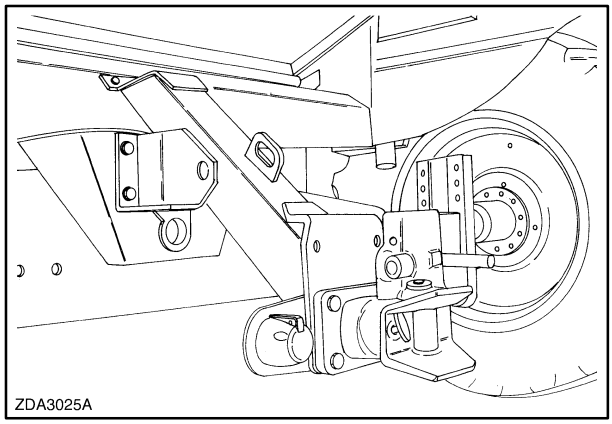
Maximum static load on this hitch and the maximum allowed header trailer weight is mentioned on a plate located on the hitch support.

- **Rotation header trailer hitch**



66

- **Automatic rotation trailer hitch**

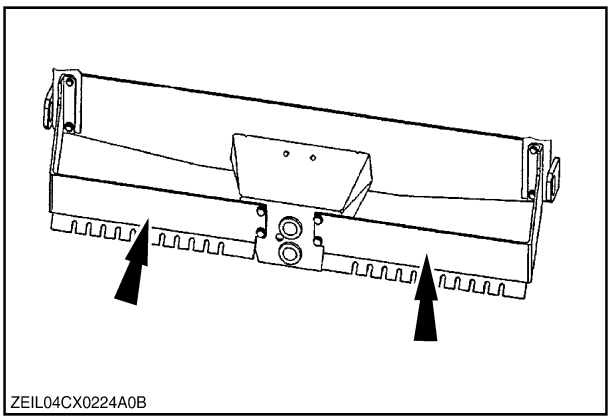


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Counterweights support frame

Special supports are available to attach the frame counterweights.



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Frame counterweights

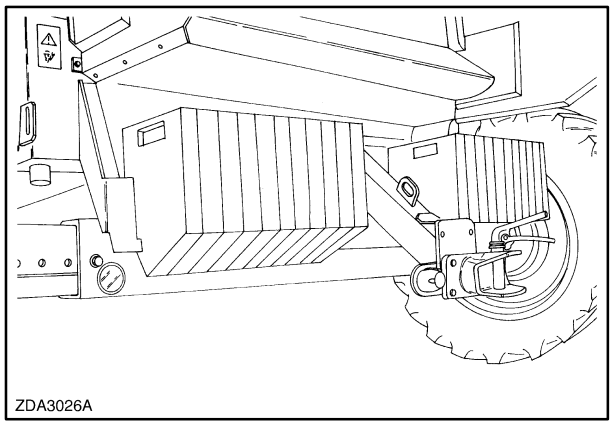
Counterweights can be fitted to the rear of the frame on special supports.

Three sets of counterweights are available:

210 kg (463 lbs) : 6 counterweights

350 kg (772 lbs) : 10 counterweights

420 kg (926 lbs) : 12 counterweights



69

Wheel counterweights

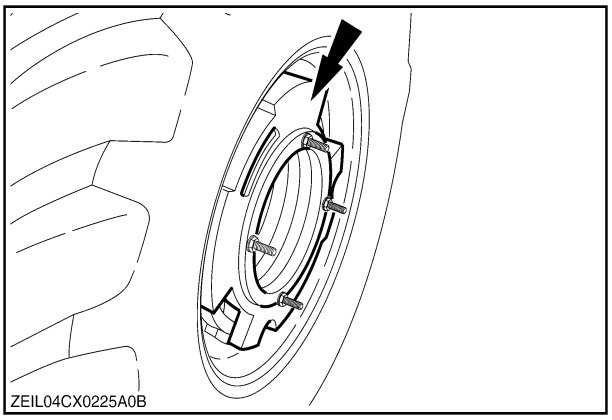
Wheel weights can be fitted to the steering wheel rims.

Three sets of counterweights are available:

200 kg (441 lbs) : 10 counterweights

400 kg (882 lbs) : 20 counterweights

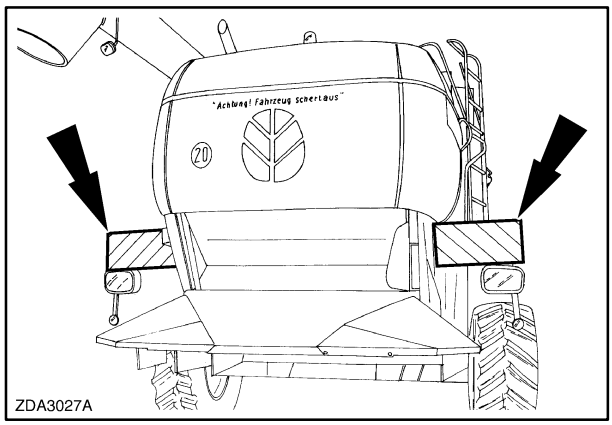
600 kg (1323 lbs) : 30 counterweights



70

Signal plates

For some countries, the signal plates must be installed for road transport.

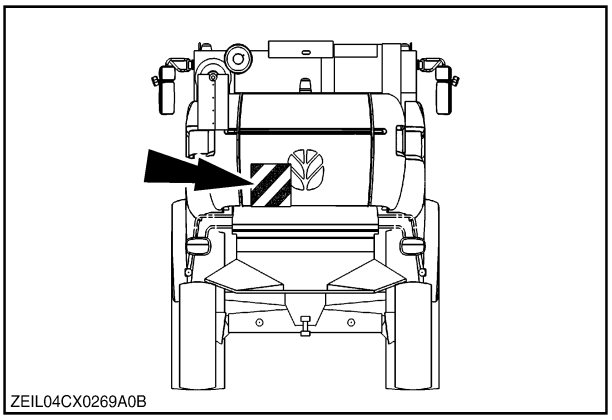


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Signal plates for Italy

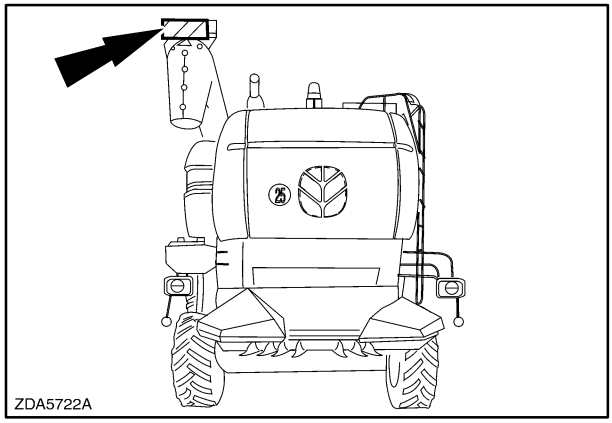
An additional support can be foreseen at the rear side of the straw hood to install a signal plate.



72

Unload tube signal plate+light

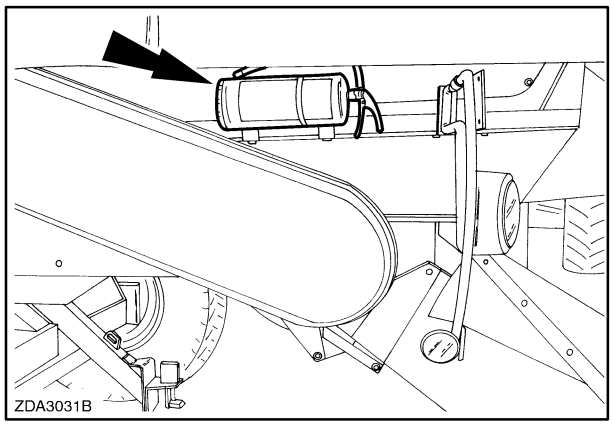
This plate and a light has to be installed for road transport in France when the combine is equipped with an unload tube length of 6.4 m (21ft).



73

Fire extinguisher

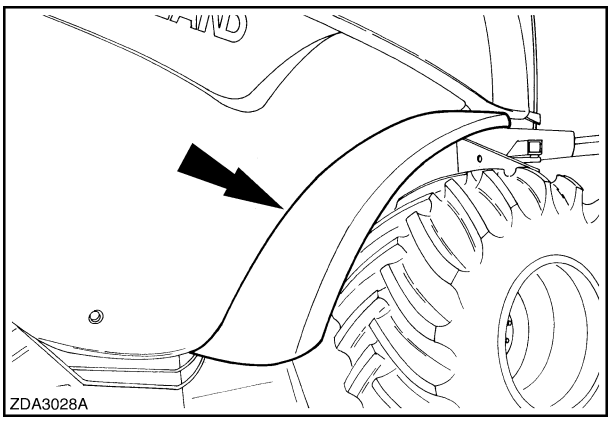
A fire extinguisher is available.



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Wide fender

Wide fenders are available for wider wheels to keep the shieldings clean.



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SECTION 8 – SPECIFICATIONS

WHEELS AND TYRES

NOTE: *The specifications given below are only approximate and may vary slightly from machine and/or harvesting conditions.*

⚠ WARNING ⚠

The tyres specified by the manufacturer are the only tyres approved. If nongenuine or replacement tyres are used, these must be identical in size and strength [PR rating for diagonal tyres or Load Capacity for radial tyres (e.g. 166 A8)] to specified tyres. The recommended tyre pressure has to be maintained at all times.
Only original NEW HOLLAND wheel rims should be used in combination with the tyre sizes indicated. Only these tyre/wheel combinations have been homologated in relation to the machine weight, width and road speed limits. The rims should be fitted in such a way that the maximum overall machine width permitted locally on public roads is adhered to.

⚠ CAUTION ⚠

Road travel in the 4th gear with grain in the tank is not allowed.

WHEEL NUTS TORQUE

TORQUE	MINIMUM		MAXIMUM	
	Nm	Ft.lbs	Nm	Ft.lbs
Traction wheel nuts torque	610	450	730	540
Steering wheel nuts torque (Fixed + H.D.A.S.A + P.R.A.)	410	302	492	363

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Tables below gives the permitted inflation pressure (bar):

Field condition:

- Speed = 10 km/h: cycling loading operations, excepting hillside applications in excess of 20% grade.
- Full grain tank + header in work position

Road condition:

- Empty grain tank

Traction tyres (pressures): road + field conditions

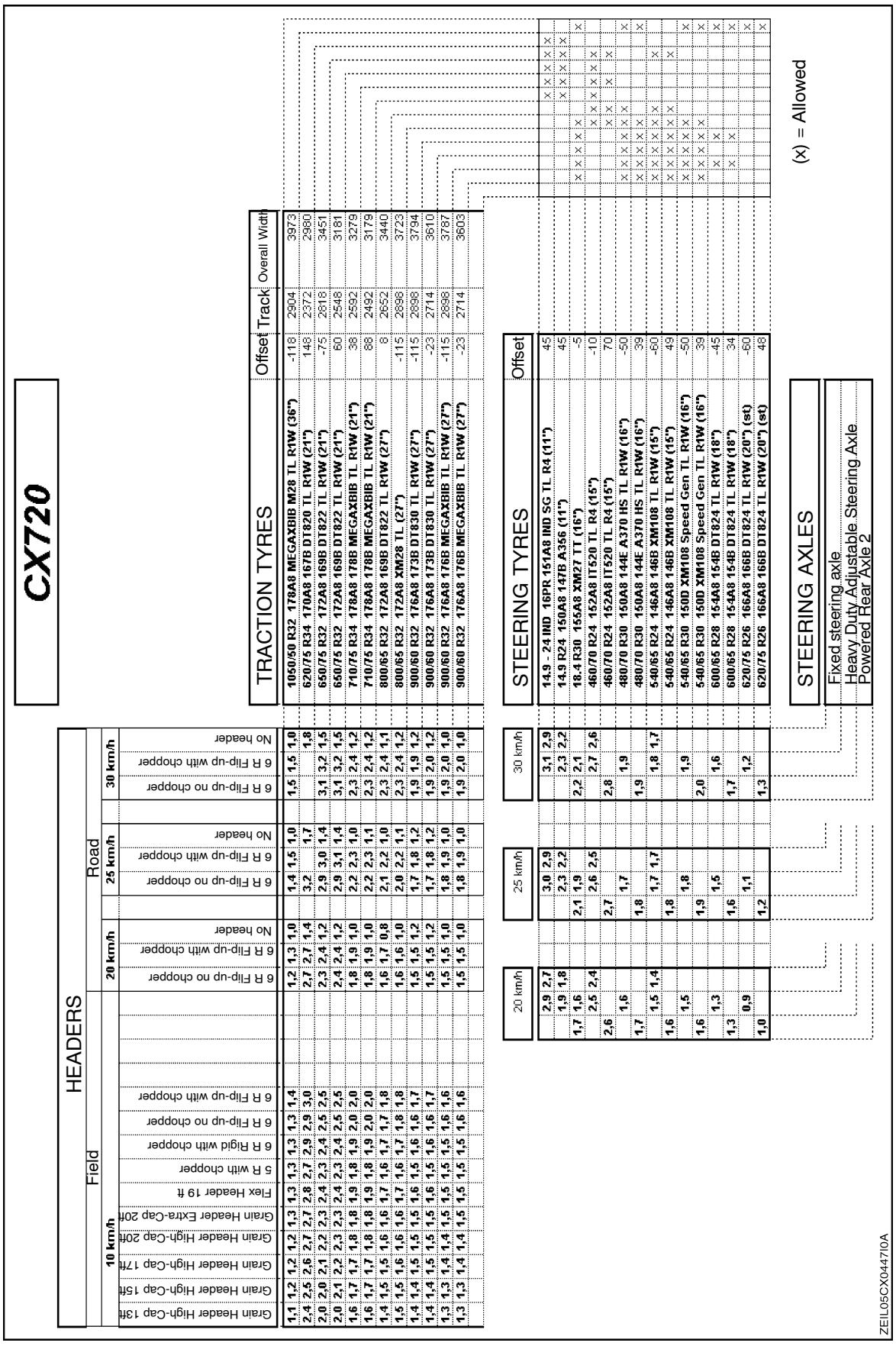
Steering tyres (pressures): only road conditions

“**Offset**”, “**Track**”, “**Overall width**” = mm

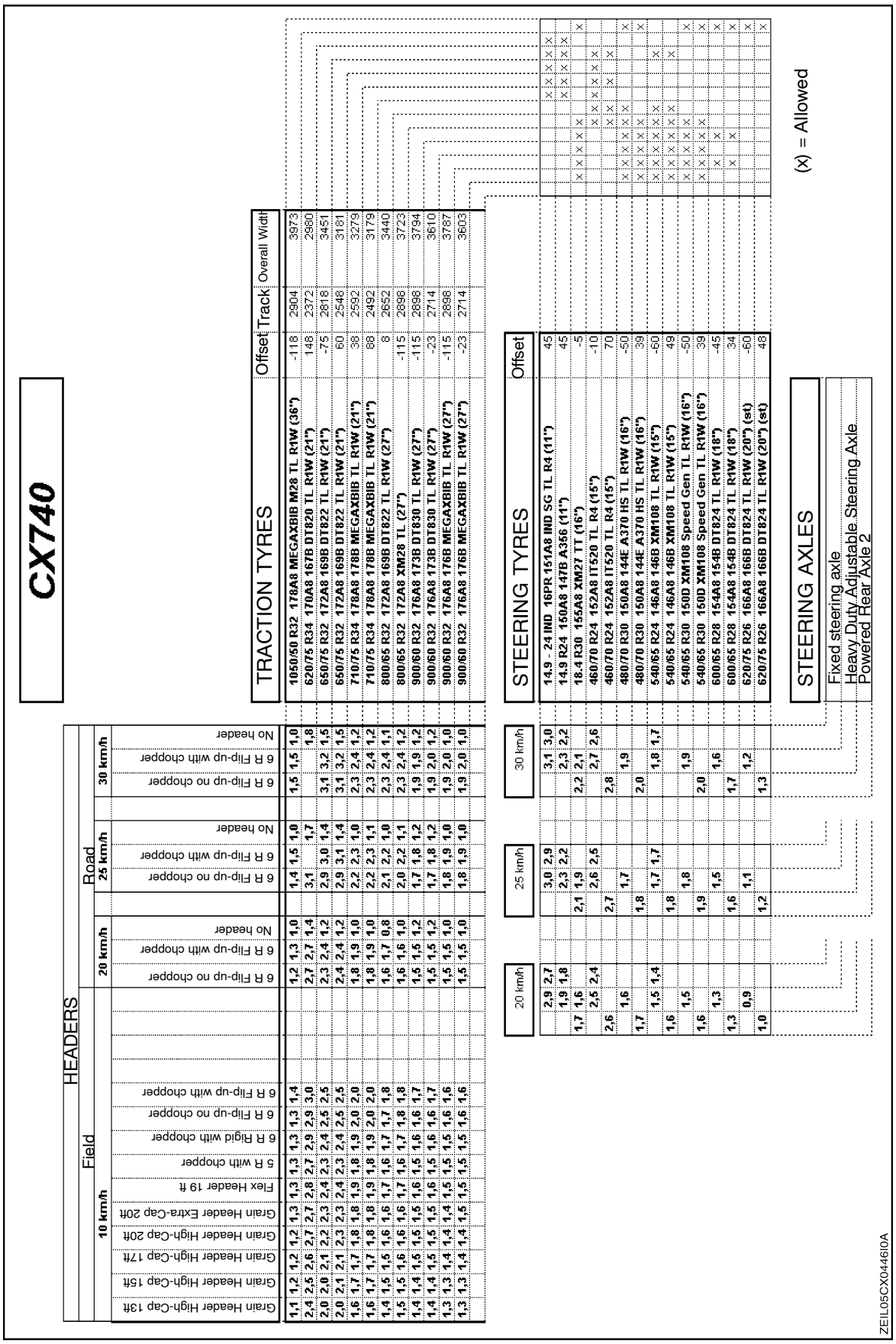
Traction tyres: road+ field conditions

Steering tyres: only road conditions

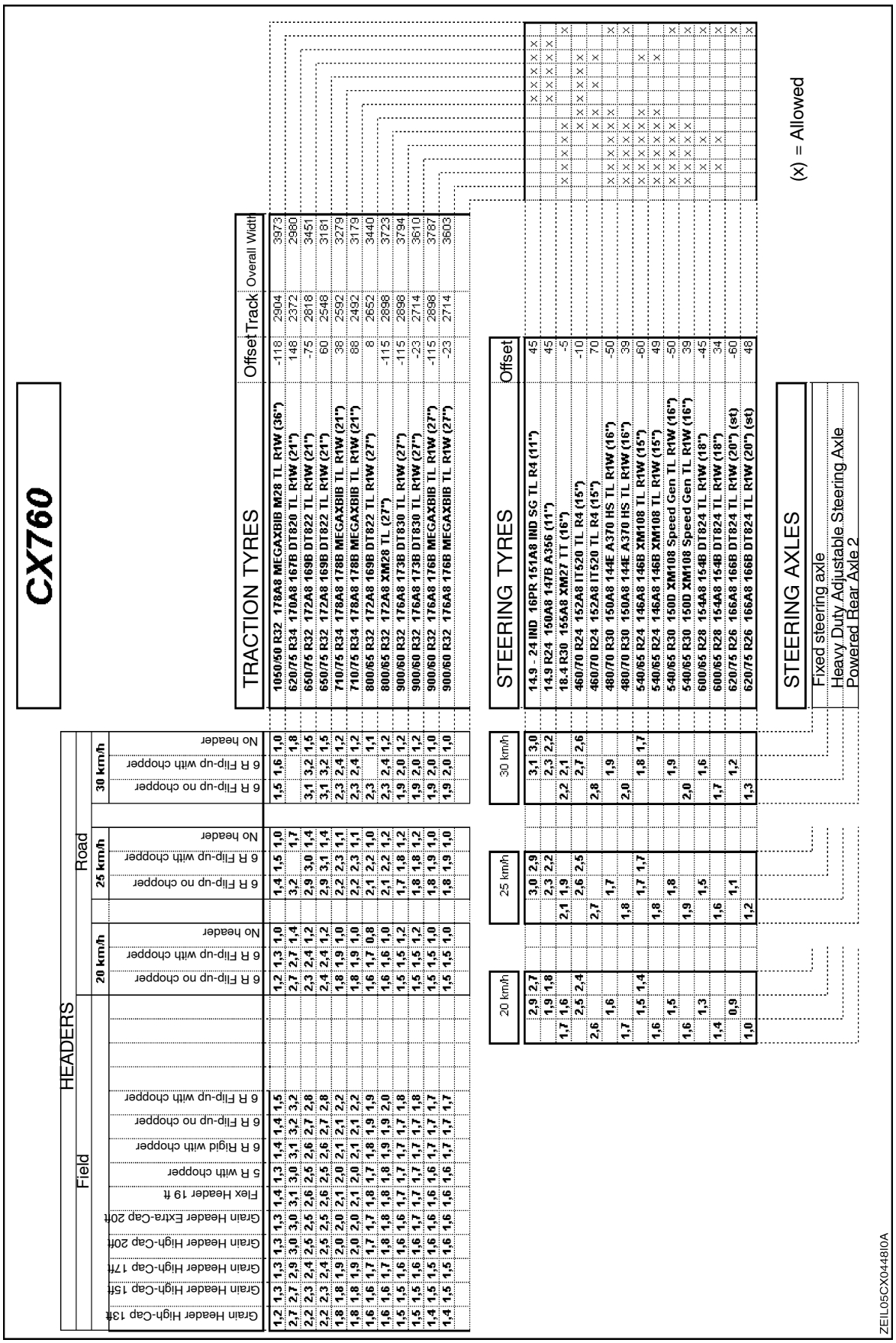
https://truckmanualshub.com/



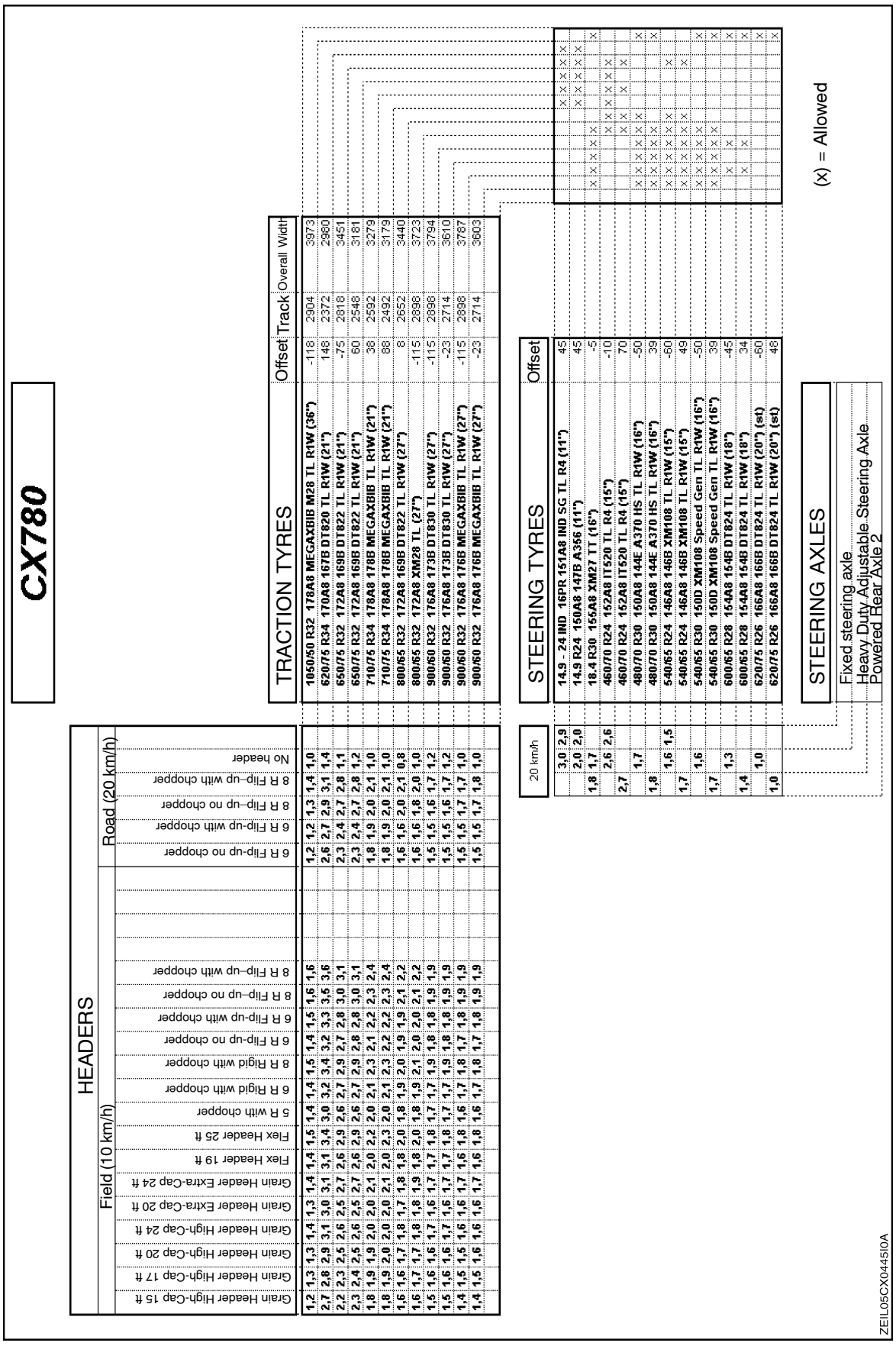
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CX780

HEADERS

Field (10 km/h)																					Road (25 km/h)				
Grain Header High-Cap 15 ft	Grain Header High-Cap 17 ft	Grain Header High-Cap 20 ft	Grain Header High-Cap 24 ft	Grain Header Extra-Cap 20 ft	Grain Header Extra-Cap 24 ft	Flex Header 19 ft	Flex Header 25 ft	5 R with chopper	6 R Rigid with chopper	8 R Rigid with chopper	6 R Flip-up no chopper	6 R Flip-up with chopper	8 R Flip–up no chopper	8 R Flip–up with chopper							6 R Flip-up no chopper	6 R Flip-up with chopper	8 R Flip–up no chopper	8 R Flip–up with chopper	No header
1,2	1,3	1,3	1,4	1,3	1,4	1,4	1,5	1,4	1,4	1,5	1,4	1,5	1,6	1,6							1,4	1,5	1,6	1,6	1,0
2,7	2,8	2,9	3,1	3,0	3,1	3,1	3,4	3,0	3,2	3,4	3,2	3,3	3,5	3,6							3,1	3,2			1,7
2,2	2,3	2,5	2,6	2,5	2,7	2,6	2,9	2,6	2,7	2,9	2,7	2,8	3,0	3,1							2,9	3,0	3,2		1,4
2,3	2,4	2,5	2,6	2,5	2,7	2,6	2,9	2,6	2,7	2,9	2,8	2,8	3,0	3,1							2,9	3,0	3,2		1,4
1,8	1,9	1,9	2,0	2,0	2,1	2,0	2,2	2,0	2,1	2,3	2,1	2,2	2,3	2,4							2,2	2,2	2,4	2,5	1,0
1,8	1,9	2,0	2,0	2,0	2,1	2,0	2,3	2,0	2,1	2,3	2,2	2,2	2,3	2,4							2,2	2,3	2,4	2,6	1,0
1,6	1,6	1,7	1,8	1,7	1,8	1,8	2,0	1,8	1,9	2,0	1,9	1,9	2,1	2,2							2,1	2,2			0,9
1,6	1,7	1,7	1,8	1,8	1,9	1,8	2,0	1,8	1,9	2,1	2,0	2,0	2,1	2,2							2,0	2,1	2,4		1,1
1,5	1,6	1,6	1,7	1,6	1,7	1,7	1,8	1,7	1,7	1,9	1,8	1,8	1,9	1,9							1,7	1,8	2,0	2,1	1,2
1,5	1,6	1,6	1,7	1,6	1,7	1,7	1,8	1,7	1,7	1,9	1,8	1,8	1,9	1,9							1,7	1,8	2,0	2,1	1,2
1,4	1,5	1,5	1,6	1,6	1,7	1,6	1,8	1,6	1,7	1,8	1,7	1,8	1,9	1,9							1,8	1,8	2,0	2,1	1,0
1,4	1,5	1,6	1,6	1,6	1,7	1,6	1,8	1,6	1,7	1,8	1,7	1,8	1,9	1,9							1,8	1,9	2,0	2,1	1,0

TRACTION TYRES

	Offset	Track	Overall Width
1050/50 R32 178A8 MEGAXBIB M28 TL R1W (36")	-118	2904	3973
620/75 R34 170A8 167B DT820 TL R1W (21")	148	2372	2980
650/75 R32 172A8 169B DT822 TL R1W (21")	-75	2818	3451
650/75 R32 172A8 169B DT822 TL R1W (21")	60	2548	3181
710/75 R34 178A8 178B MEGAXBIB TL R1W (21")	38	2592	3279
710/75 R34 178A8 178B MEGAXBIB TL R1W (21")	86	2492	3179
800/65 R32 172A8 169B DT822 TL R1W (27")	8	2652	3440
800/65 R32 172A8 XM28 TL (27")	-115	2898	3723
900/60 R32 176A8 173B DT830 TL R1W (27")	-115	2898	3794
900/60 R32 176A8 173B DT830 TL R1W (27")	-23	2714	3610
900/60 R32 176A8 176B MEGAXBIB TL R1W (27")	-115	2898	3787
900/60 R32 176A8 176B MEGAXBIB TL R1W (27")	-23	2714	3603

STEERING TYRES

25 km/h			Offset
	3,2	3,0	14.9 - 24 IND 16PR 151A8 IND SG TL R4 (11")	45
	2,4	2,3	14.9 R24 150A8 147B A356 (11")	45
2,2	2,1		18.4 R30 155A8 XM27 TT (16")	-5
	2,7	2,6	460/70 R24 152A8 IT520 TL R4 (15")	-10
2,8			460/70 R24 152A8 IT520 TL R4 (15")	70
	1,8		480/70 R30 150A8 144E A370 HS TL R1W (16")	-50
1,9			480/70 R30 150A8 144E A370 HS TL R1W (16")	39
	1,8	1,7	540/65 R24 146A8 146B XM108 TL R1W (15")	-60
			540/65 R24 146A8 146B XM108 TL R1W (15")	49
	1,9		540/65 R30 150D XM108 Speed Gen TL R1W (16")	-50
2,0			540/65 R30 150D XM108 Speed Gen TL R1W (16")	39
	1,6		600/65 R28 154A8 154B DT824 TL R1W (18")	-45
1,7			600/65 R28 154A8 154B DT824 TL R1W (18")	34
	1,2		620/75 R26 166A8 166B DT824 TL R1W (20") (st)	-60
1,3			620/75 R26 166A8 166B DT824 TL R1W (20") (st)	48

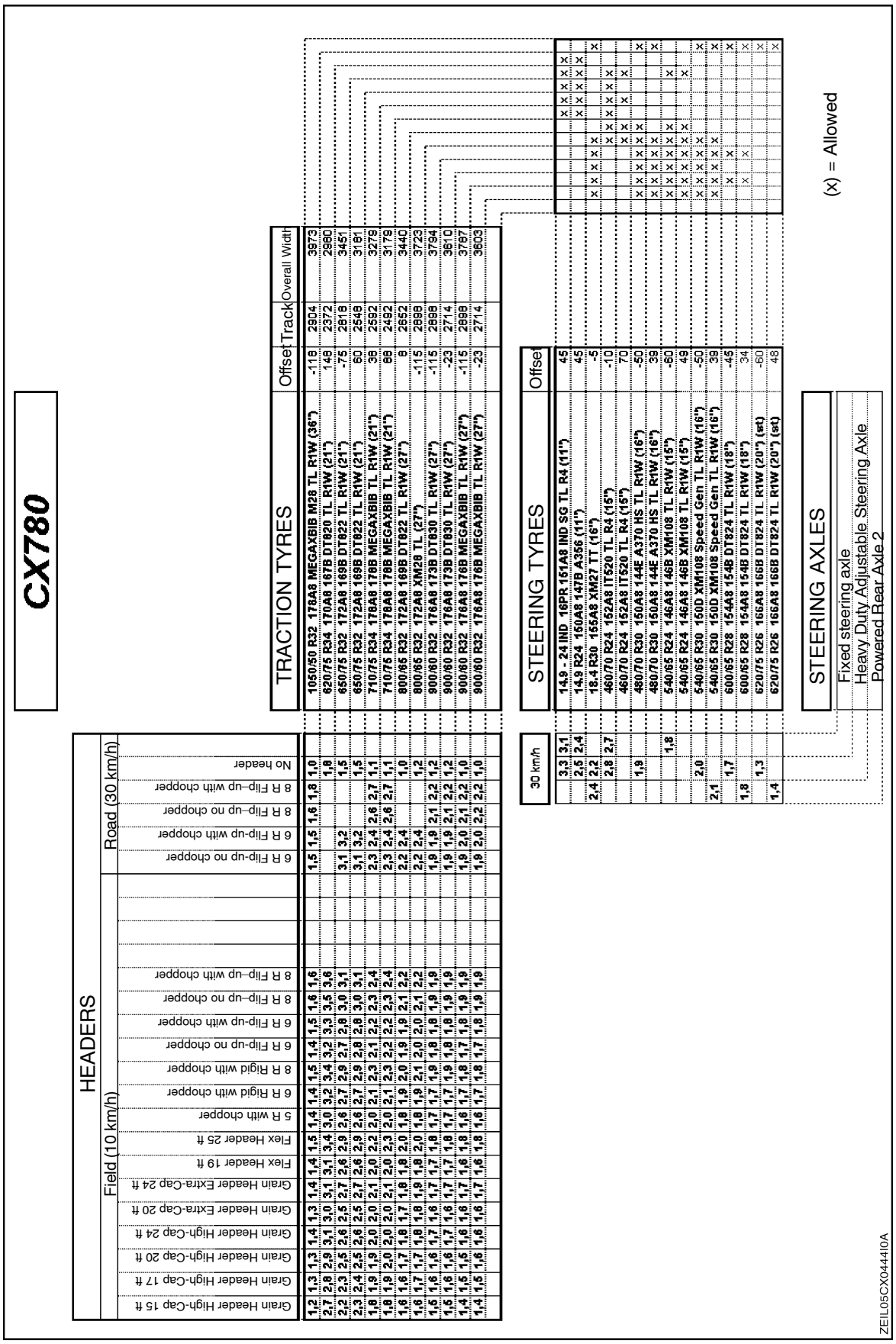
STEERING AXLES

- Fixed steering axle
- Heavy Duty Adjustable Steering Axle
- Powered Rear Axle 2

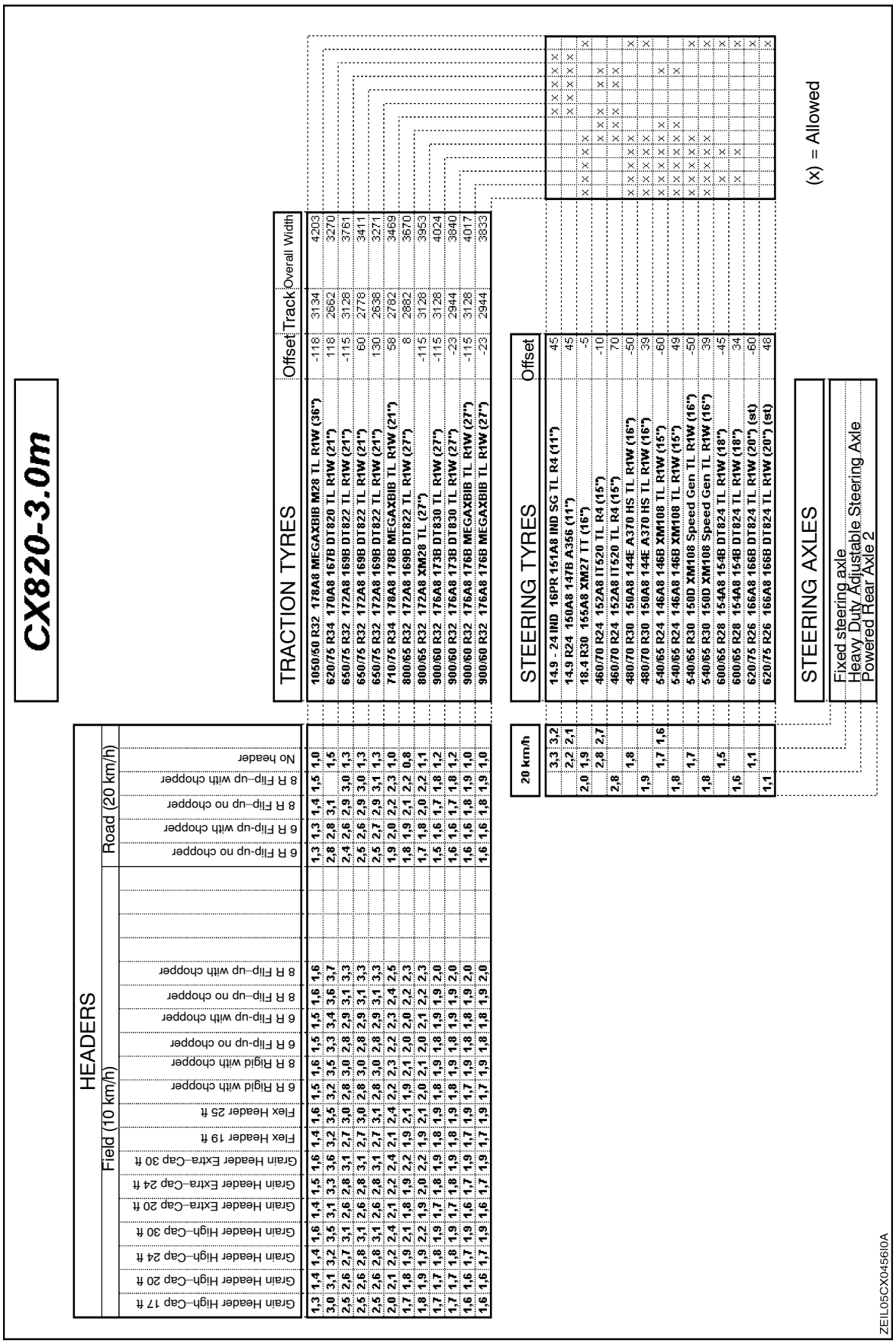
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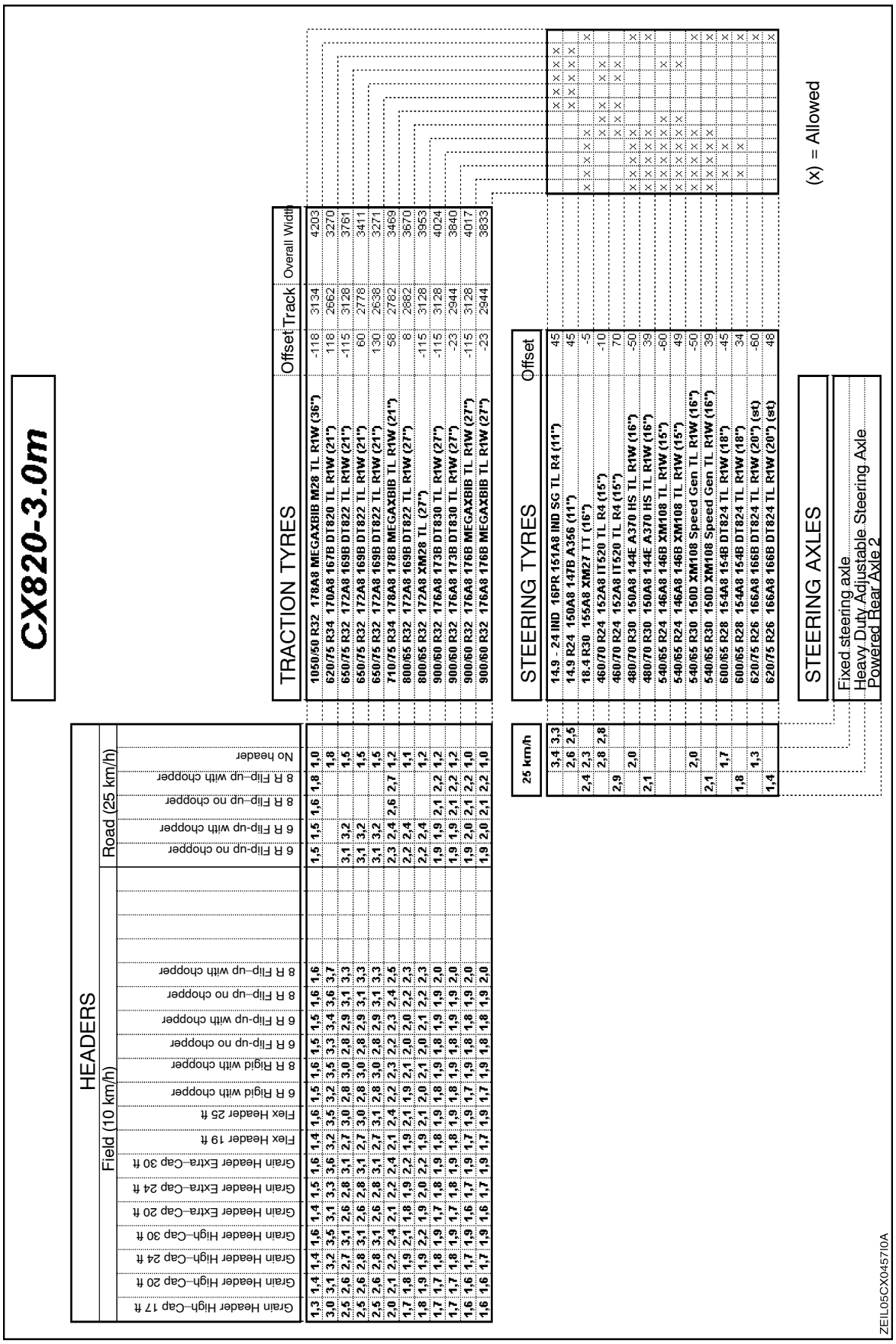
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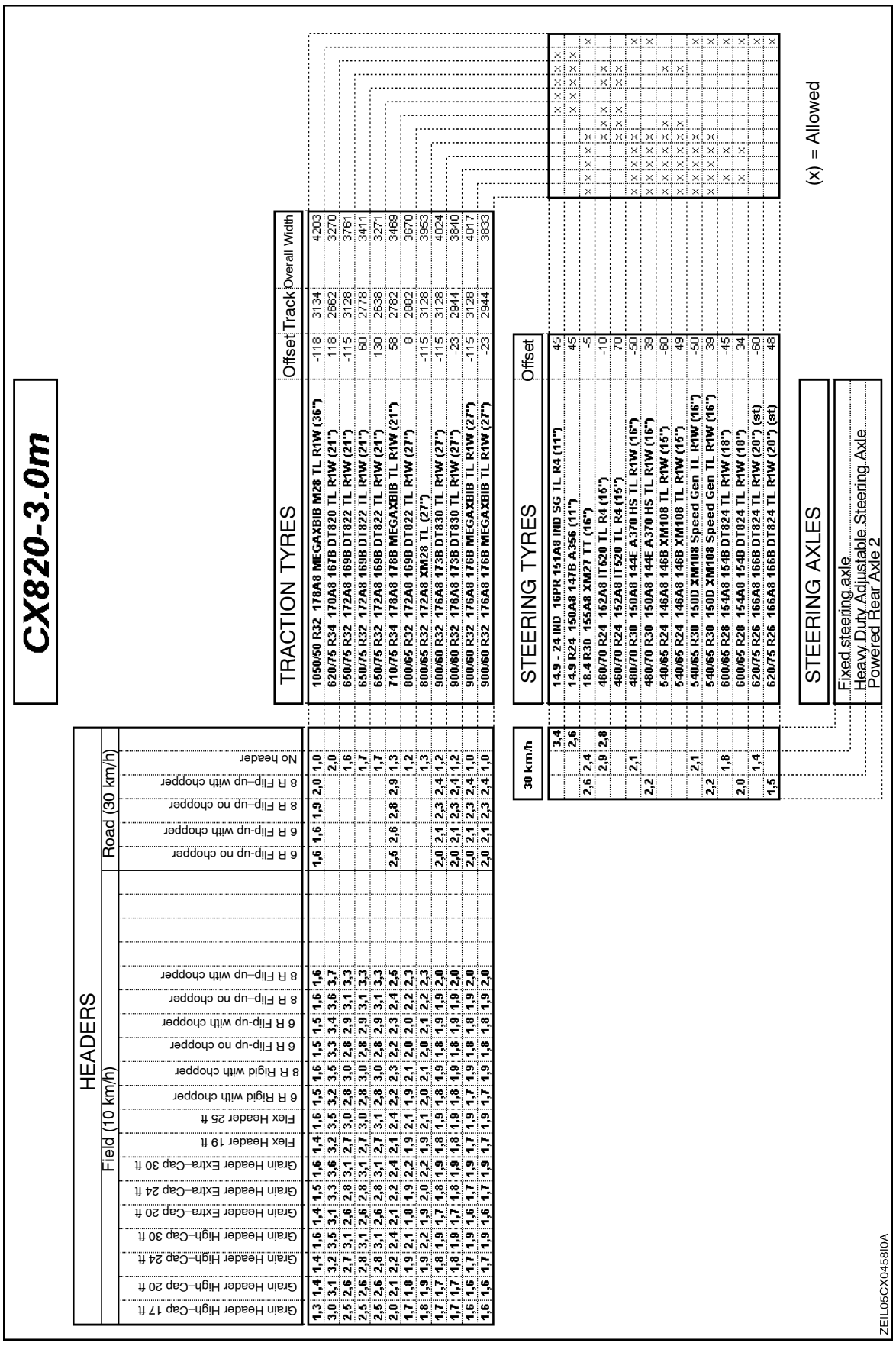
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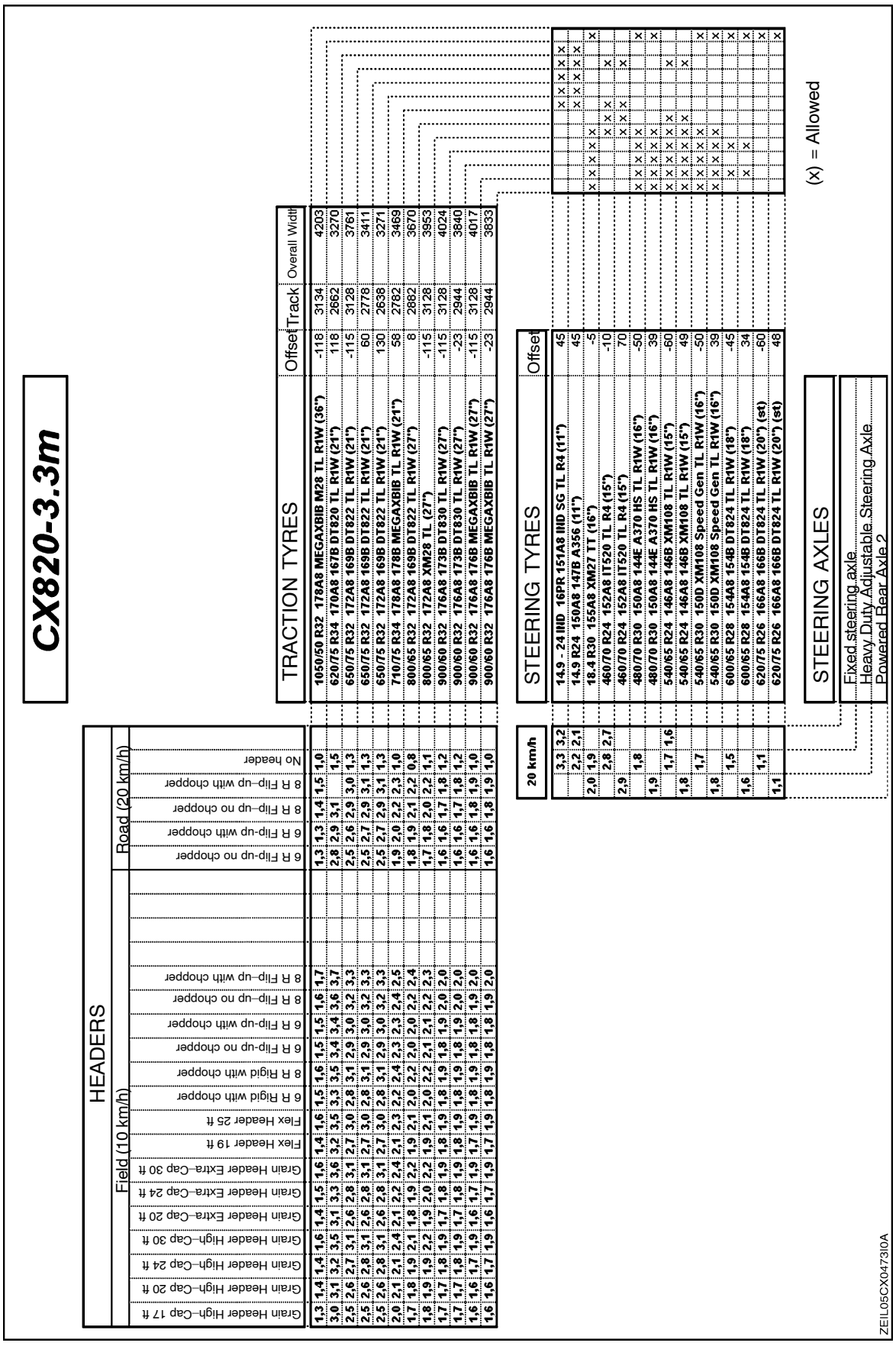
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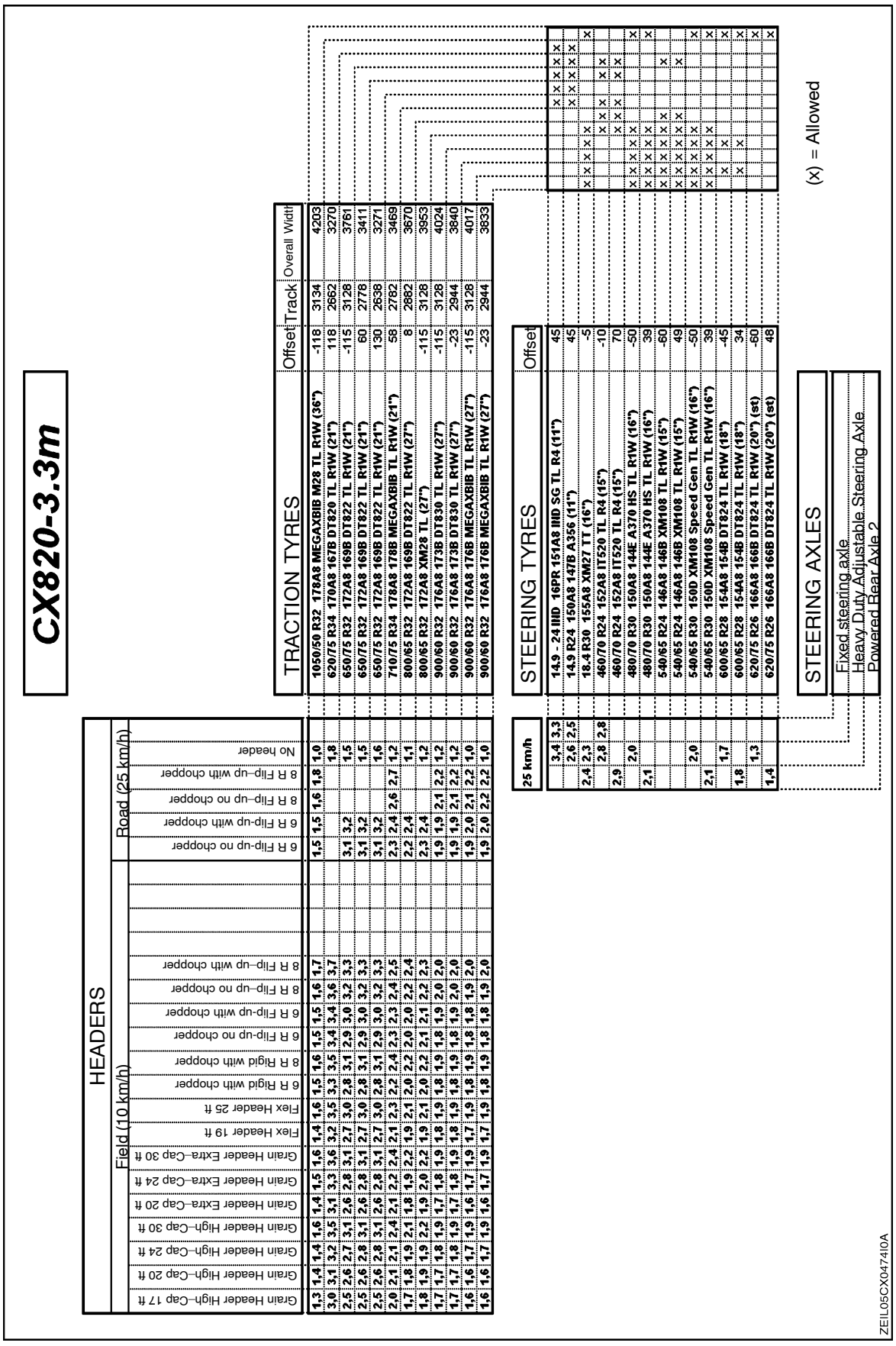
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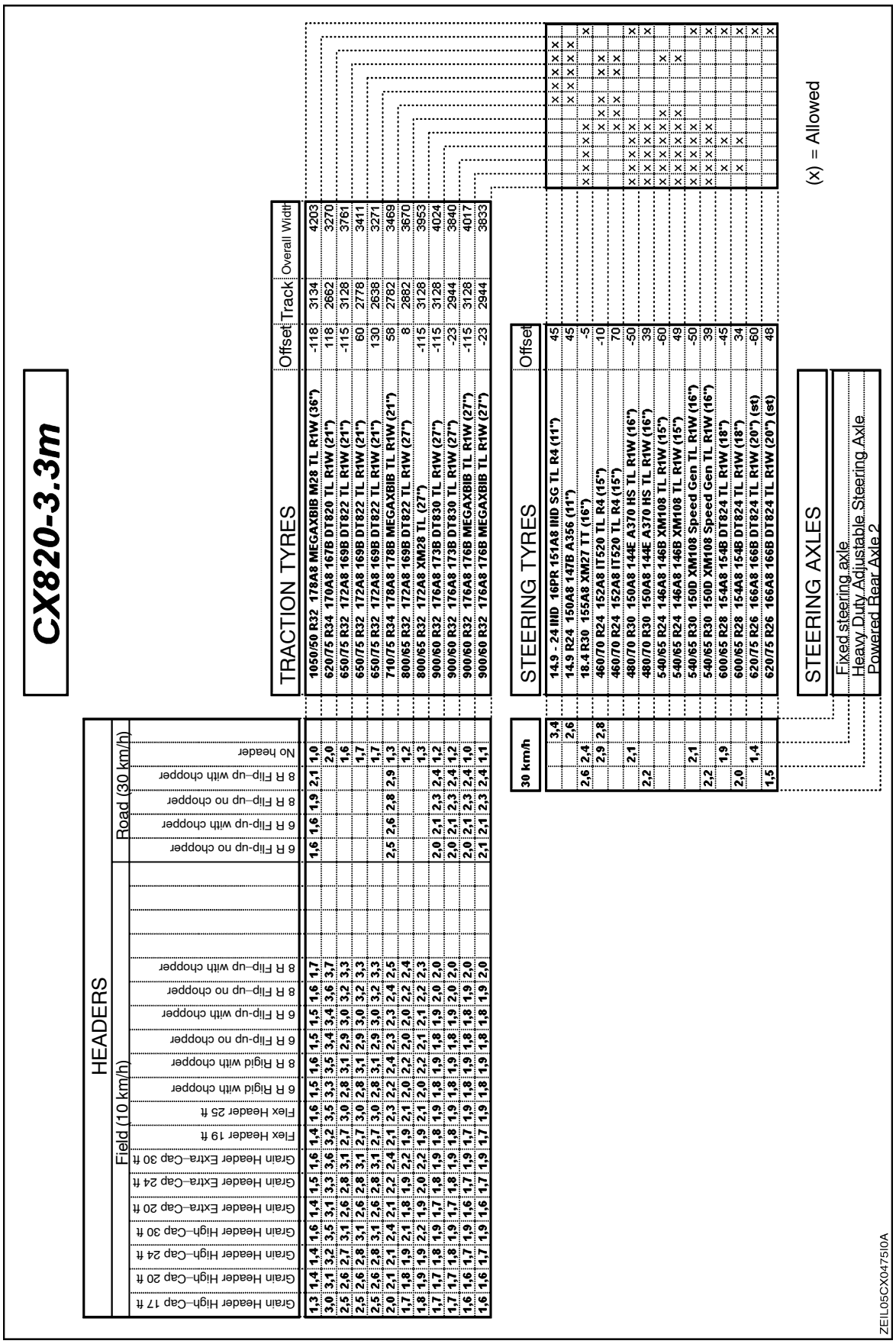
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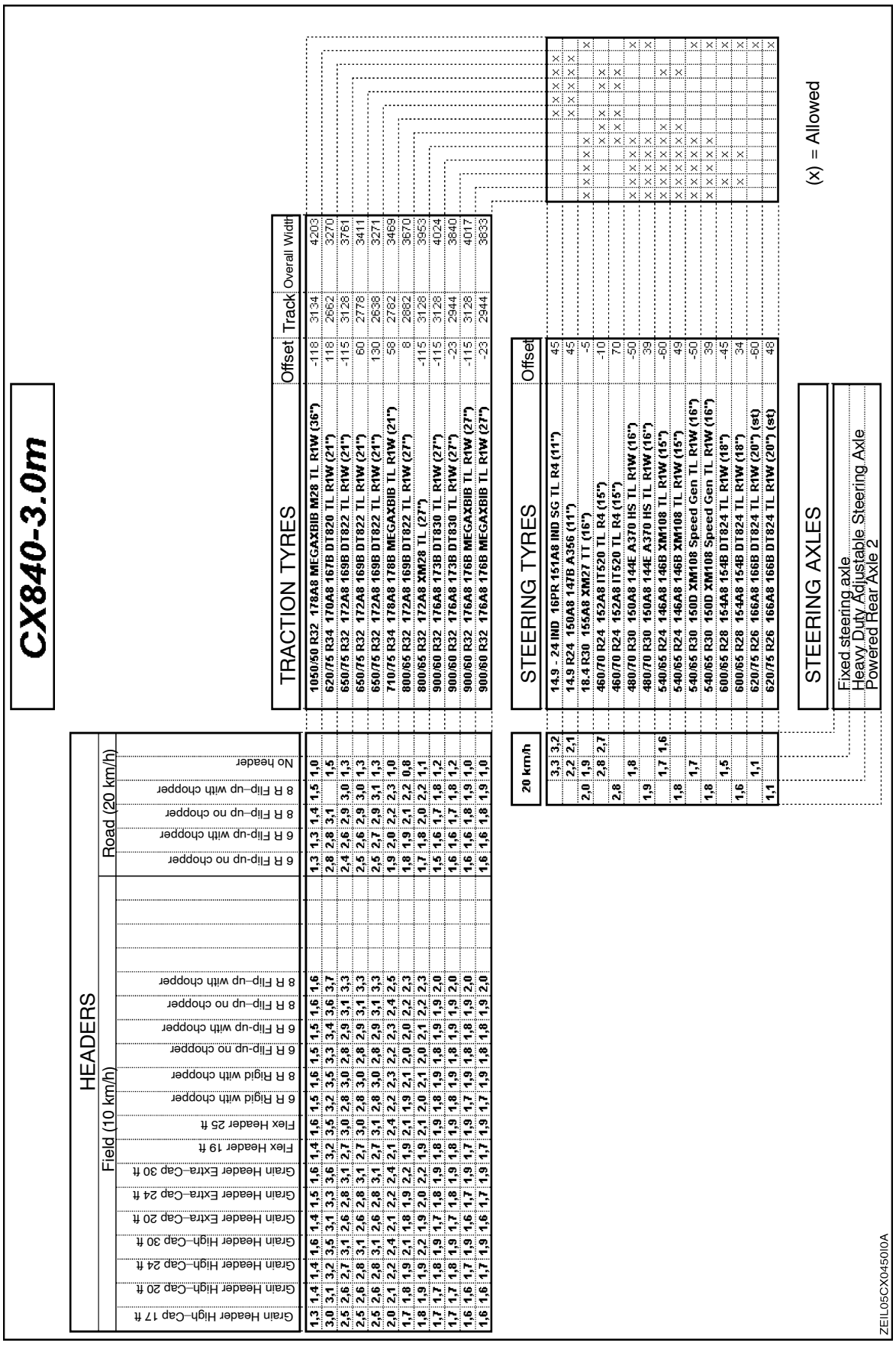
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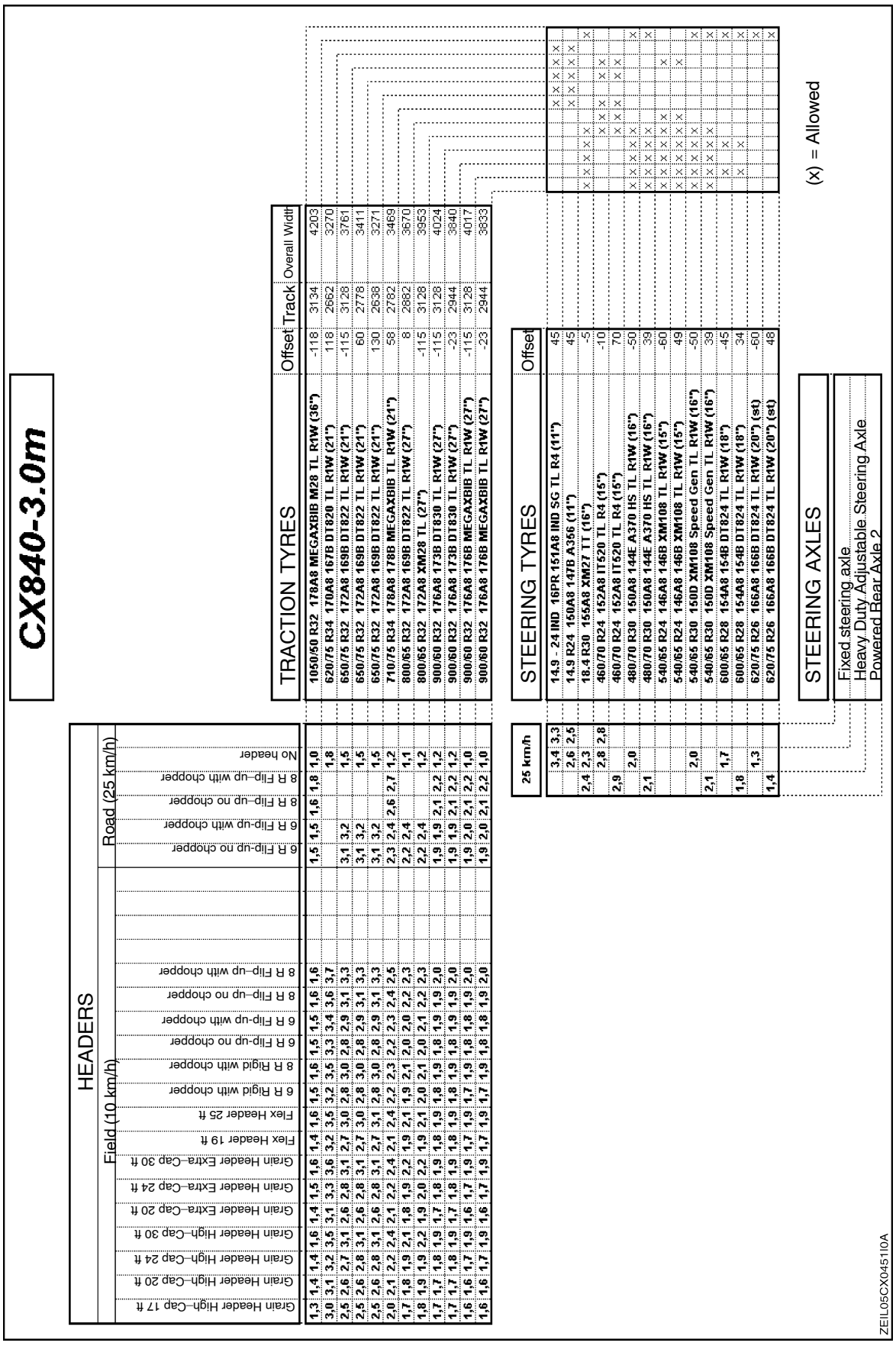
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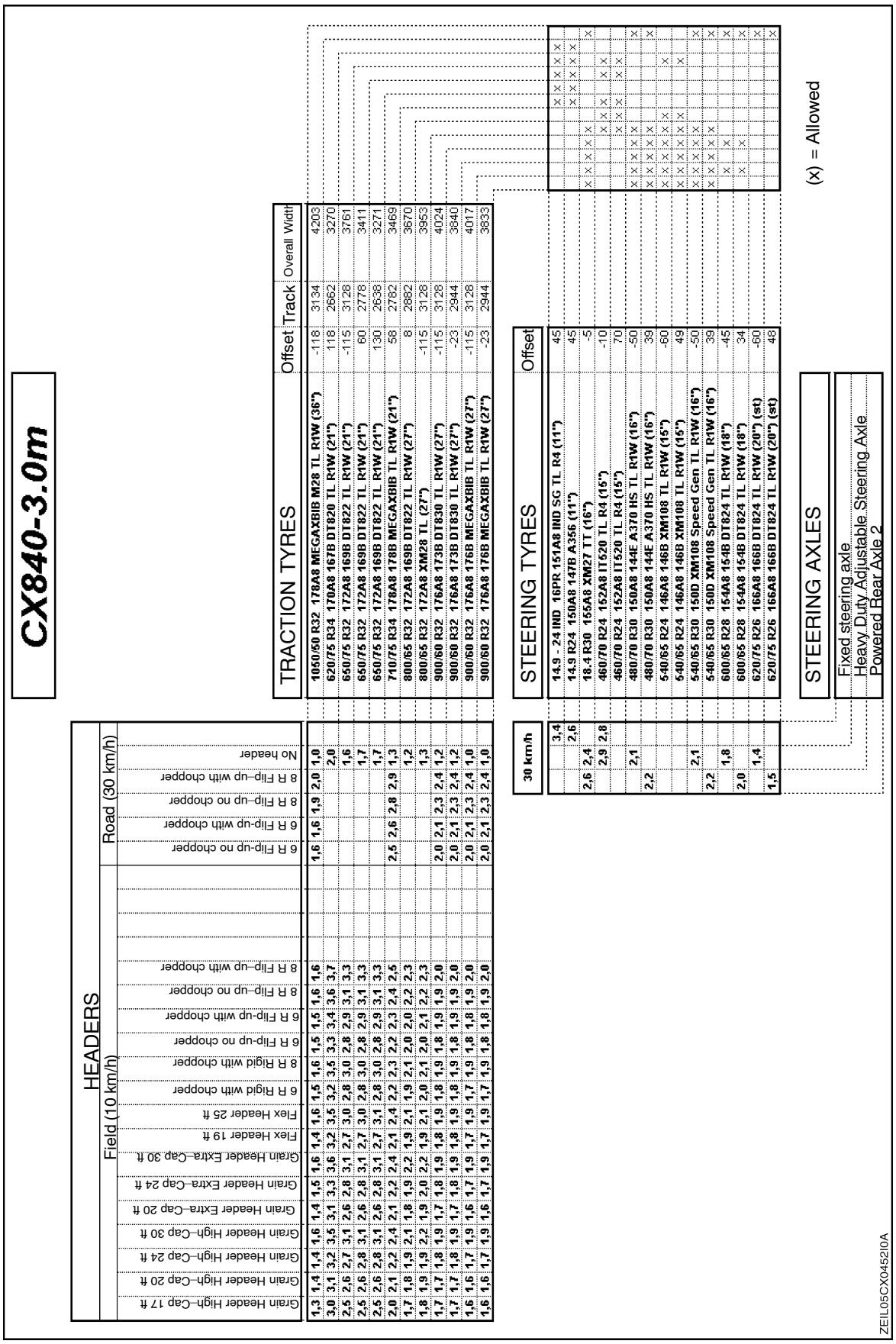
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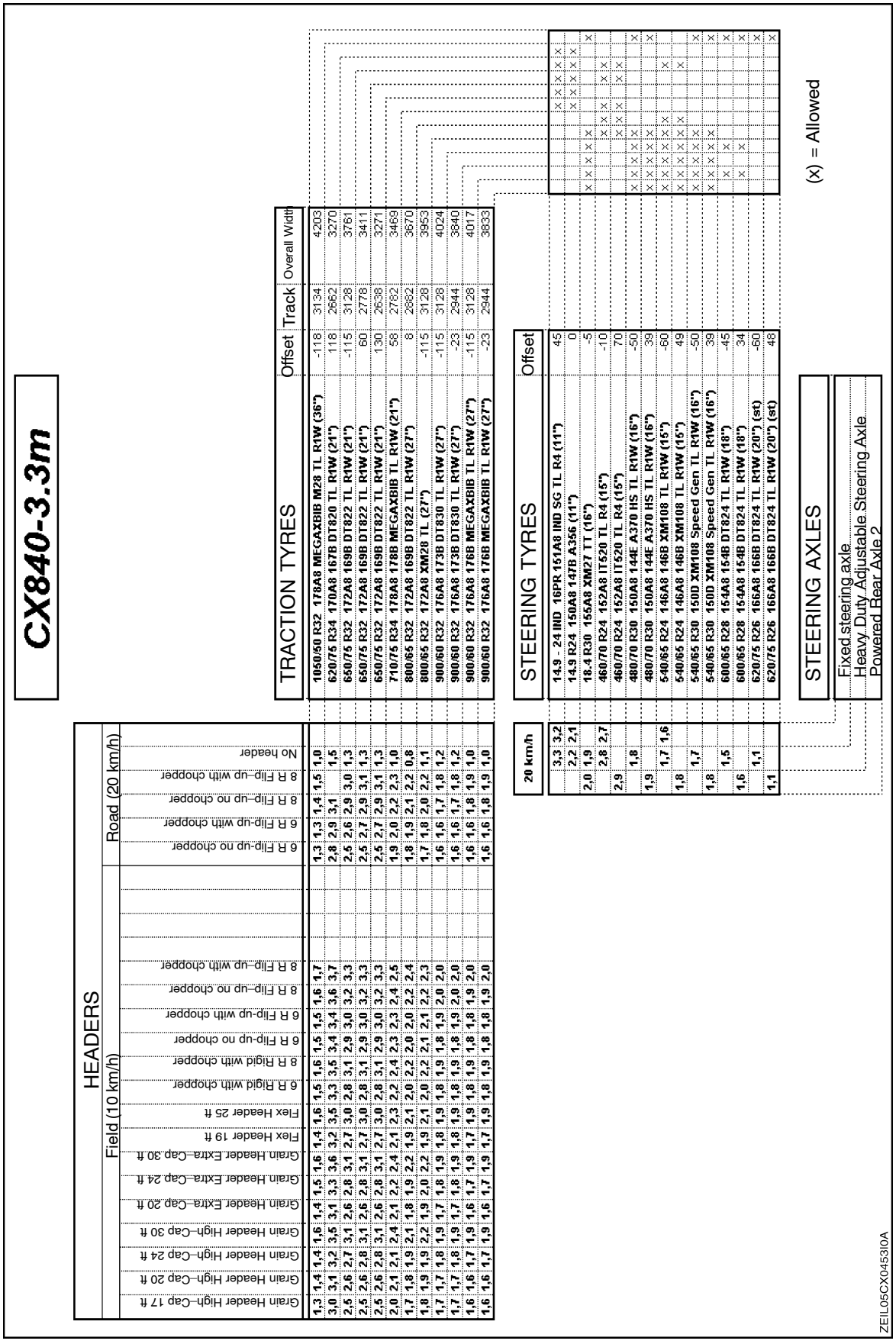
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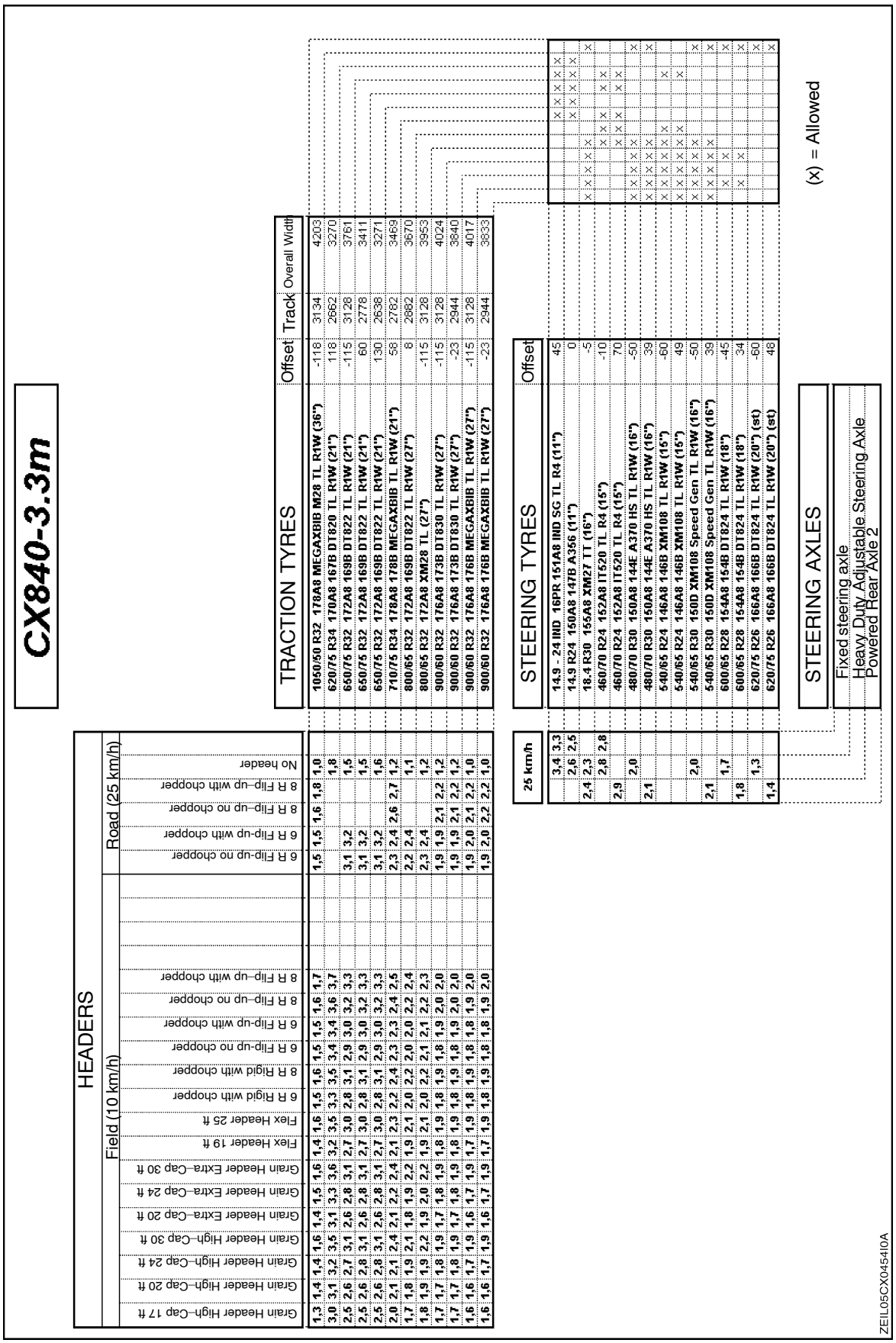
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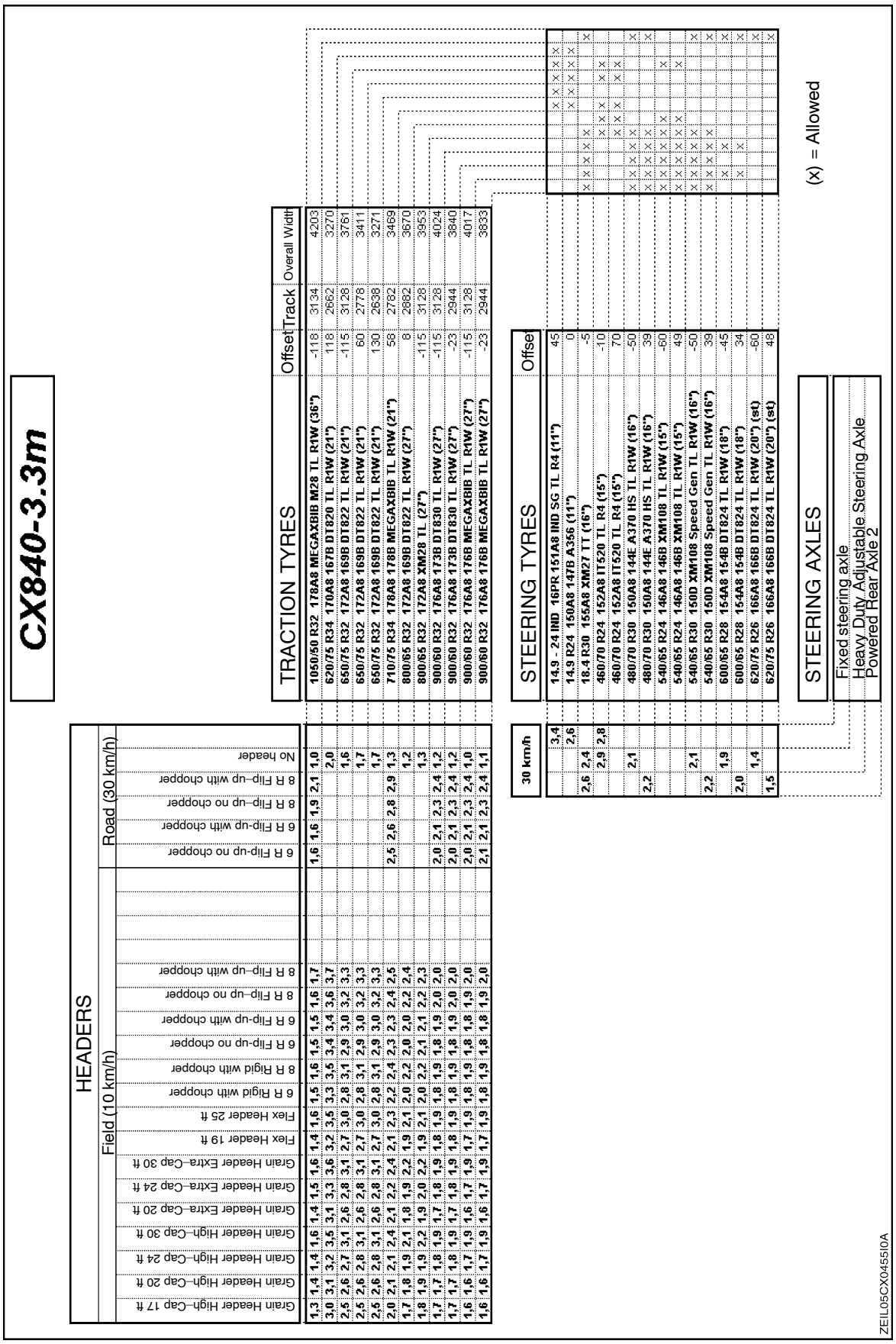
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CX860-3.3m

HEADERS

Field (10 km/h)																				Road (20 km/h)				
Grain Header High–Cap 17 ft	Grain Header High–Cap 20 ft	Grain Header High–Cap 24 ft	Grain Header High–Cap 30 ft	Grain Header Extra–Cap 20 ft	Grain Header Extra–Cap 24 ft	Grain Header Extra–Cap 30 ft	Flex Header 19 ft	Flex Header 25 ft	6 R Rigid with chopper	8 R Rigid with chopper	6 R Flip-up no chopper	6 R Flip-up with chopper	8 R Flip–up no chopper	8 R Flip–up with chopper						6 R Flip-up no chopper	6 R Flip-up with chopper	8 R Flip–up no chopper	8 R Flip–up with chopper	No header
1,5	1,5	1,6	1,7	1,5	1,6	1,7	1,6	1,7	1,6	1,7	1,6	1,7	1,8	1,9						1,3	1,3	1,4	1,5	1,0
3,3	3,4	3,5	3,8	3,4	3,6	3,8	3,5	3,8	3,6	3,8	3,6	3,7	3,9	4,0						2,8	2,9			1,5
2,8	2,9	3,0	3,4	2,9	3,1	3,4	3,0	3,3	3,1	3,4	3,2	3,3	3,5	3,6						2,5	2,7	2,9	3,1	1,3
2,8	2,9	3,0	3,4	2,9	3,1	3,4	3,0	3,4	3,2	3,4	3,2	3,3	3,5	3,6						2,6	2,7	3,0	3,1	1,3
2,8	2,9	3,1	3,4	2,9	3,1	3,5	3,0	3,4	3,2	3,4	3,2	3,3	3,5	3,6						2,6	2,7	3,0	3,1	1,3
2,2	2,3	2,4	2,6	2,3	2,4	2,6	2,3	2,6	2,4	2,6	2,5	2,5	2,7	2,7						2,0	2,0	2,2	2,3	1,0
1,9	2,0	2,1	2,5	2,0	2,2	2,5	2,1	2,4	2,2	2,5	2,3	2,4	2,6	2,7						1,9	2,0	2,2	2,2	0,9
2,0	2,1	2,1	2,4	2,1	2,2	2,4	2,1	2,3	2,2	2,4	2,3	2,3	2,4	2,5						1,7	1,8	2,1	2,2	1,1
1,8	1,8	1,9	2,0	1,8	1,9	2,1	1,9	2,0	1,9	2,1	2,0	2,0	2,1	2,2						1,6	1,6	1,8	1,8	1,2
1,8	1,8	1,9	2,1	1,9	1,9	2,1	1,9	2,0	2,0	2,1	2,0	2,0	2,1	2,2						1,6	1,6	1,8	1,9	1,2
1,7	1,8	1,9	2,0	1,8	1,9	2,0	1,8	2,0	1,9	2,0	1,9	2,0	2,1	2,1						1,6	1,7	1,8	1,9	1,0
1,7	1,8	1,9	2,0	1,8	1,9	2,0	1,9	2,0	1,9	2,0	1,9	2,0	2,1	2,1						1,6	1,7	1,8	1,9	1,0

TRACTION TYRES	Offset	Track	Overall Width
1050/50 R32 178A8 MEGAXBIB M28 TL R1W (36")	-118	3134	4203
620/75 R34 170A8 167B DT820 TL R1W (21")	118	2662	3270
650/75 R32 172A8 169B DT822 TL R1W (21")	-115	3128	3761
650/75 R32 172A8 169B DT822 TL R1W (21")	60	2778	3411
650/75 R32 172A8 169B DT822 TL R1W (21")	130	2638	3271
710/75 R34 178A8 178B MEGAXBIB TL R1W (21")	58	2782	3469
800/65 R32 172A8 169B DT822 TL R1W (27")	8	2882	3670
800/65 R32 172A8 XM28 TL (27")	-115	3128	3953
900/60 R32 176A8 173B DT830 TL R1W (27")	-115	3128	4024
900/60 R32 176A8 173B DT830 TL R1W (27")	-23	2944	3840
900/60 R32 176A8 176B MEGAXBIB TL R1W (27")	-115	3128	4017
900/60 R32 176A8 176B MEGAXBIB TL R1W (27")	-23	2944	3833

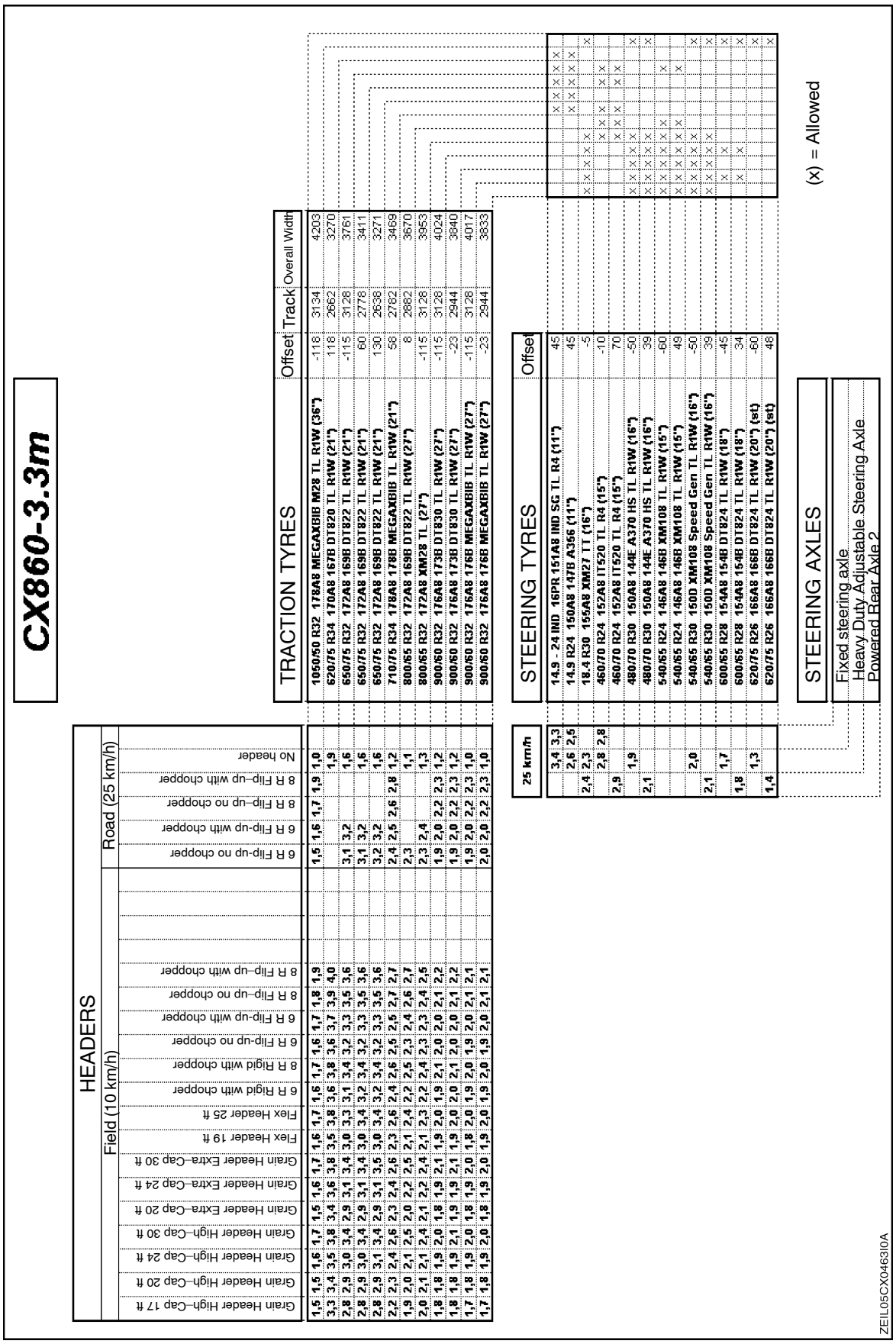
20 km/h		STEERING TYRES	Offset
	3,3 3,2	14.9 - 24 IID 16PR 151A8 IID SG TL R4 (11")	45
	2,2 2,1	14.9 R24 150A8 147B A356 (11")	45
2,0	1,9	18.4 R30 155A8 XM27 TT (16")	-5
	2,7 2,7	460/70 R24 152A8 IT520 TL R4 (15")	-10
2,8		460/70 R24 152A8 IT520 TL R4 (15")	70
	1,8	480/70 R30 150A8 144E A370 HS TL R1W (16")	-50
1,9		480/70 R30 150A8 144E A370 HS TL R1W (16")	39
	1,7 1,6	540/65 R24 146A8 146B XM108 TL R1W (15")	-60
1,8		540/65 R24 146A8 146B XM108 TL R1W (15")	49
	1,7	540/65 R30 150D XM108 Speed Gen TL R1W (16")	-50
1,8		540/65 R30 150D XM108 Speed Gen TL R1W (16")	39
	1,5	600/65 R28 154A8 154B DT824 TL R1W (18")	-45
1,6		600/65 R28 154A8 154B DT824 TL R1W (18")	34
	1,0	620/75 R26 166A8 166B DT824 TL R1W (20") (st)	-60
1,1		620/75 R26 166A8 166B DT824 TL R1W (20") (st)	48

STEERING AXLES
Fixed steering axle
Heavy Duty Adjustable Steering Axle
Powered Rear Axle 2

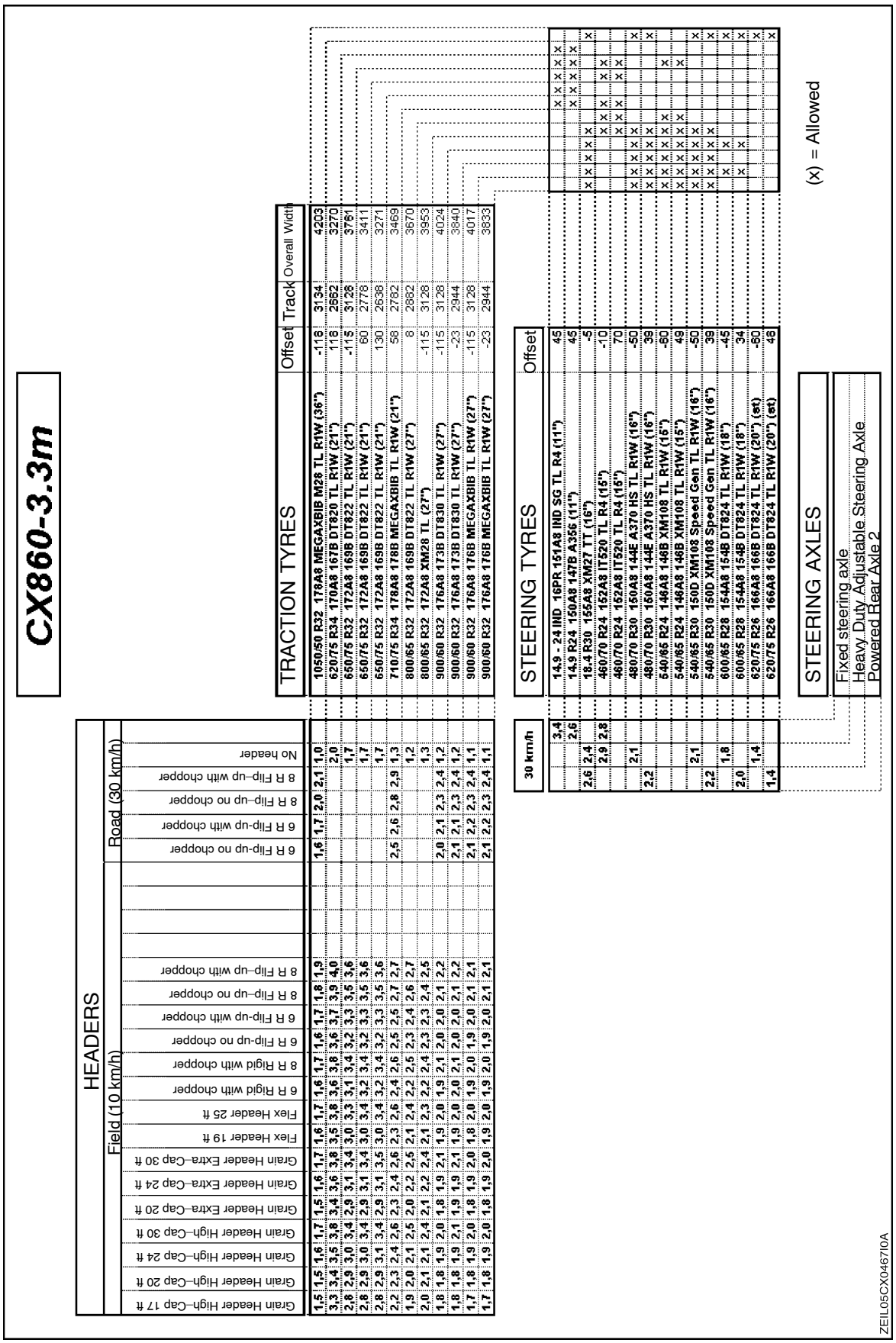
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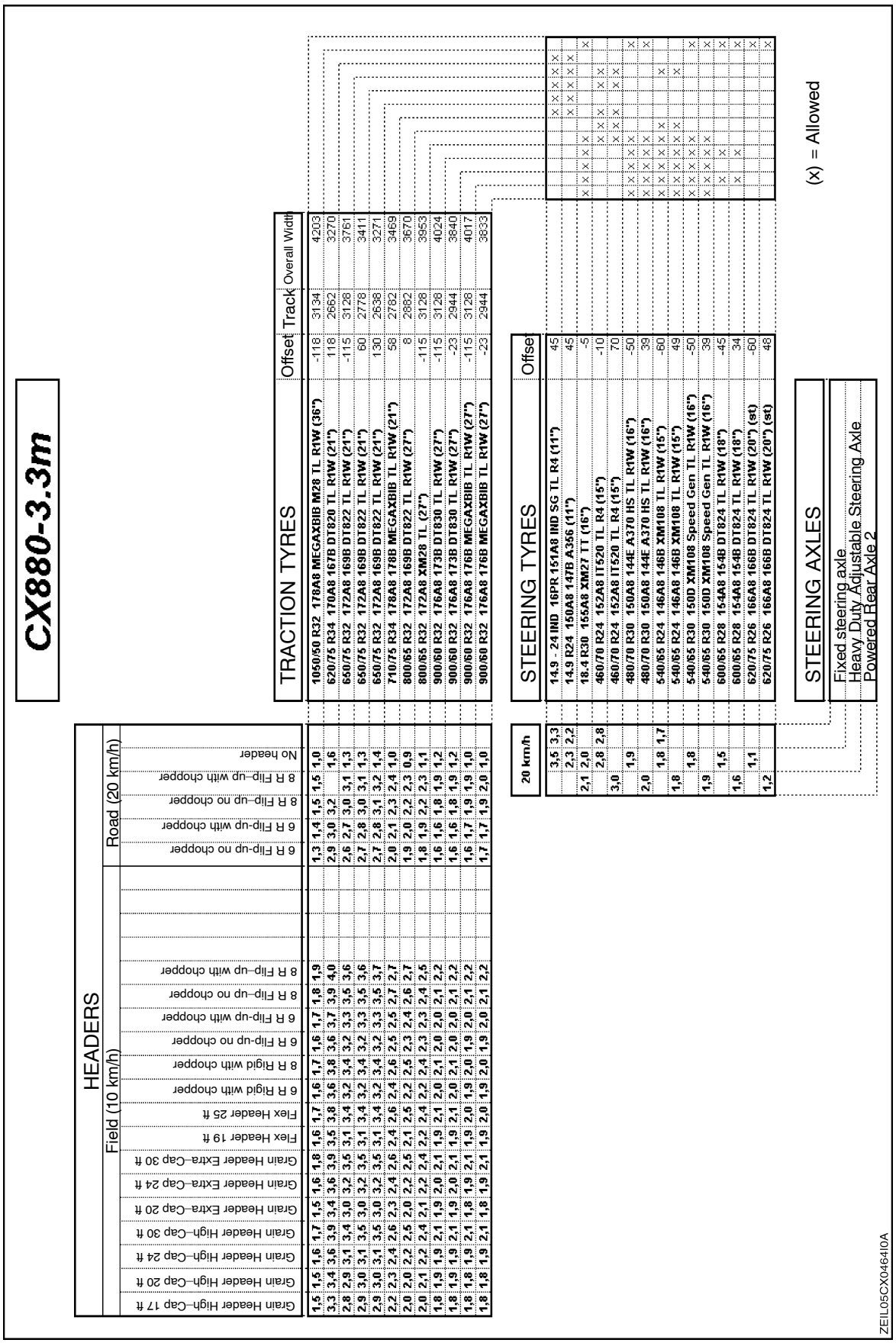
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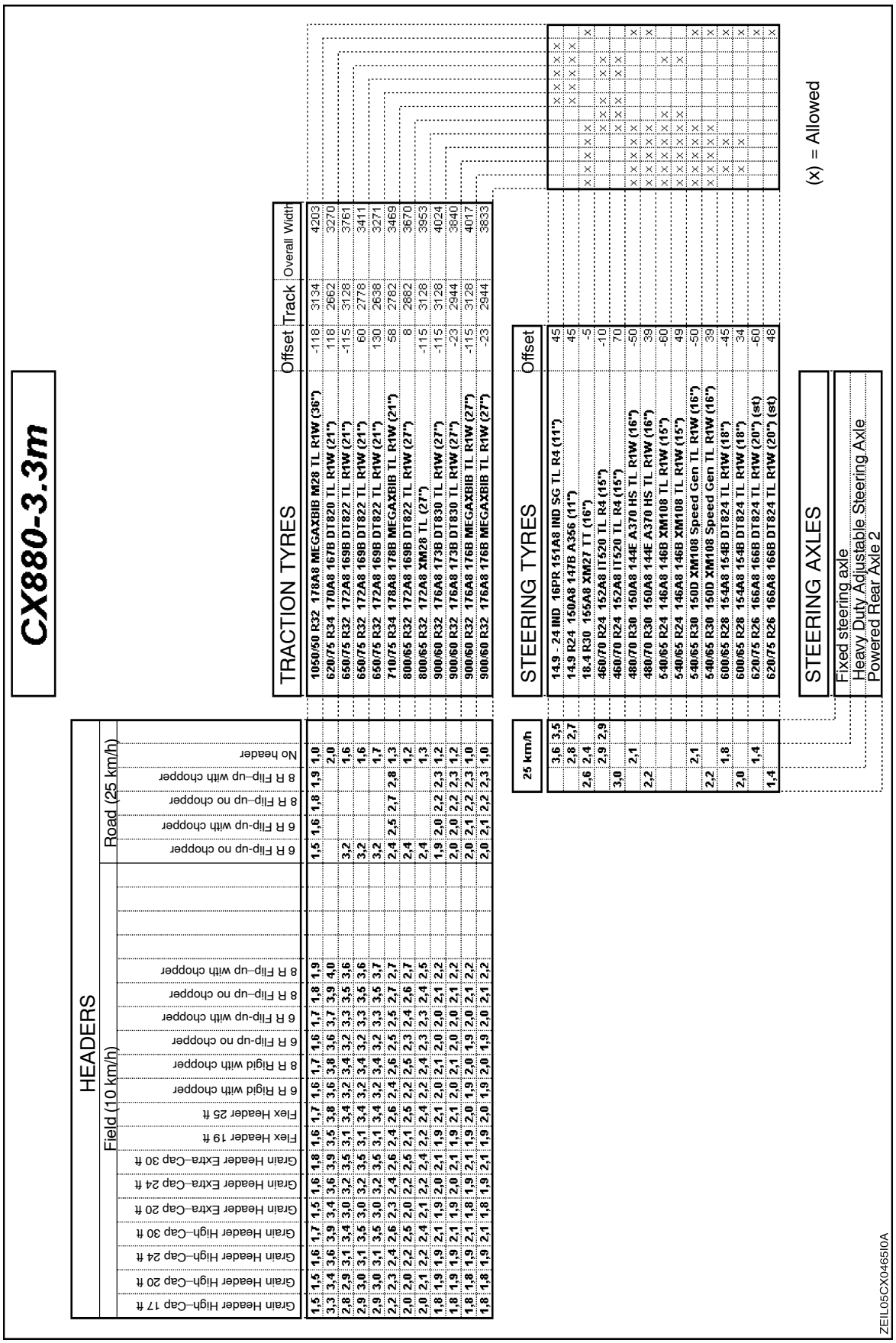
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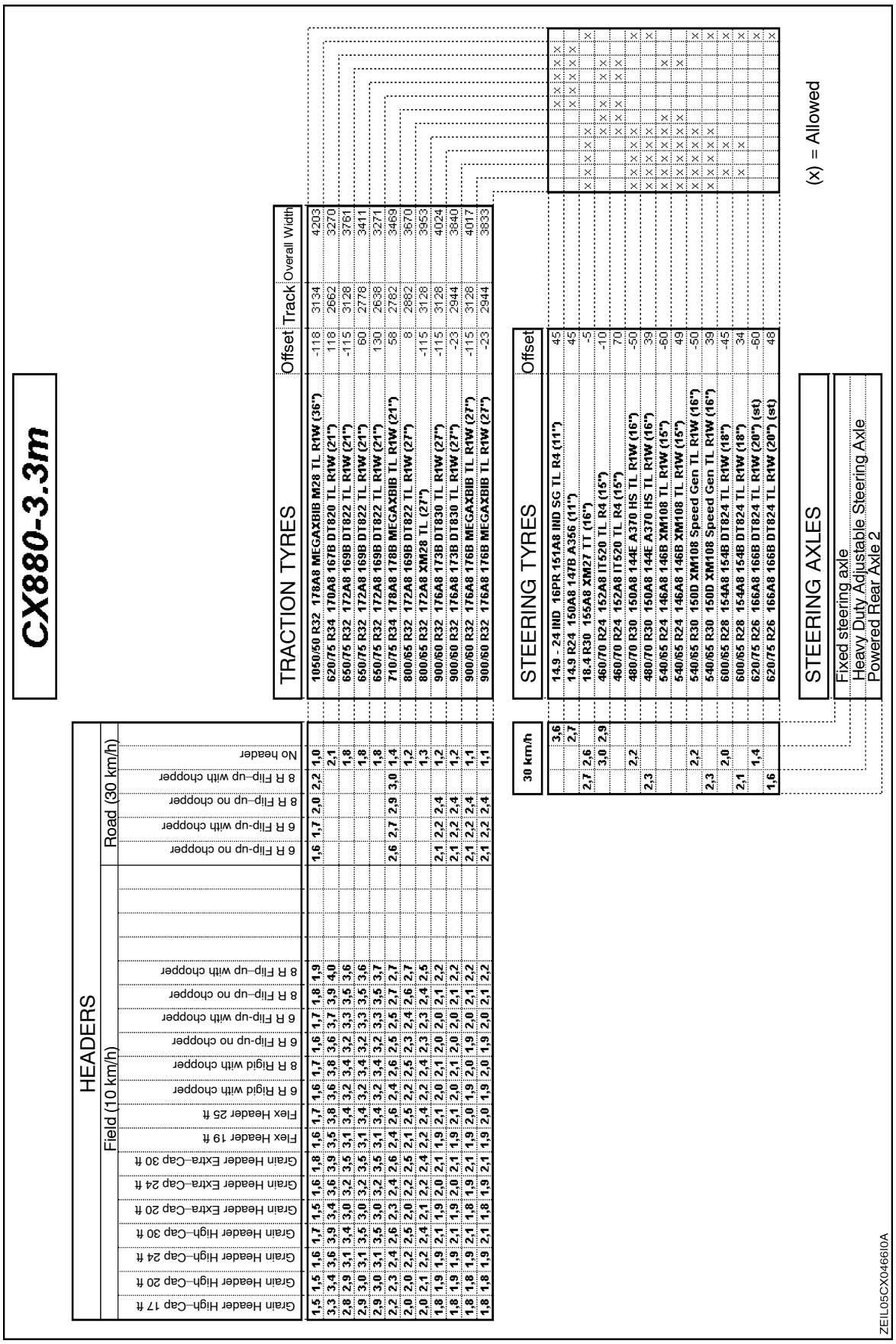
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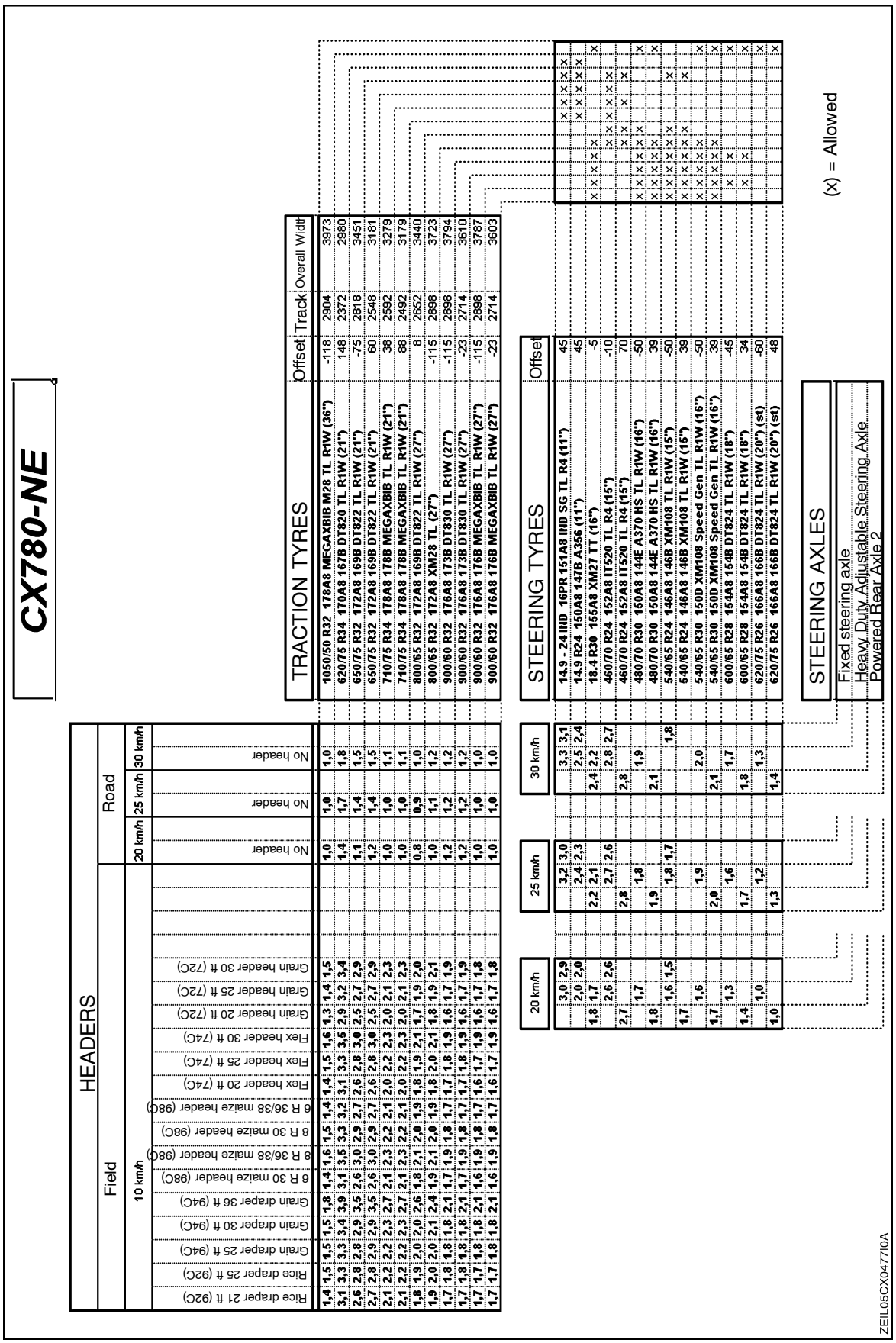
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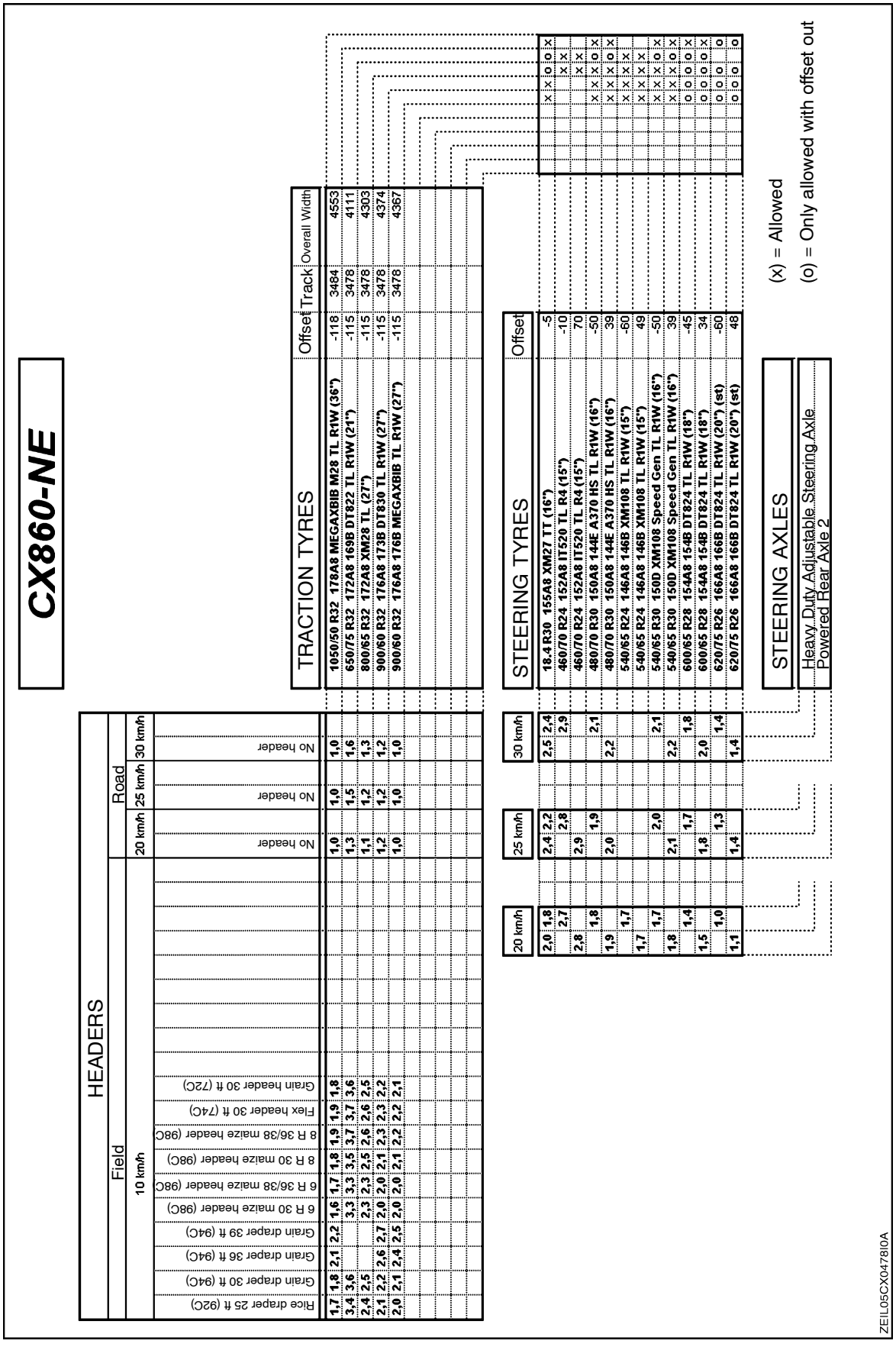
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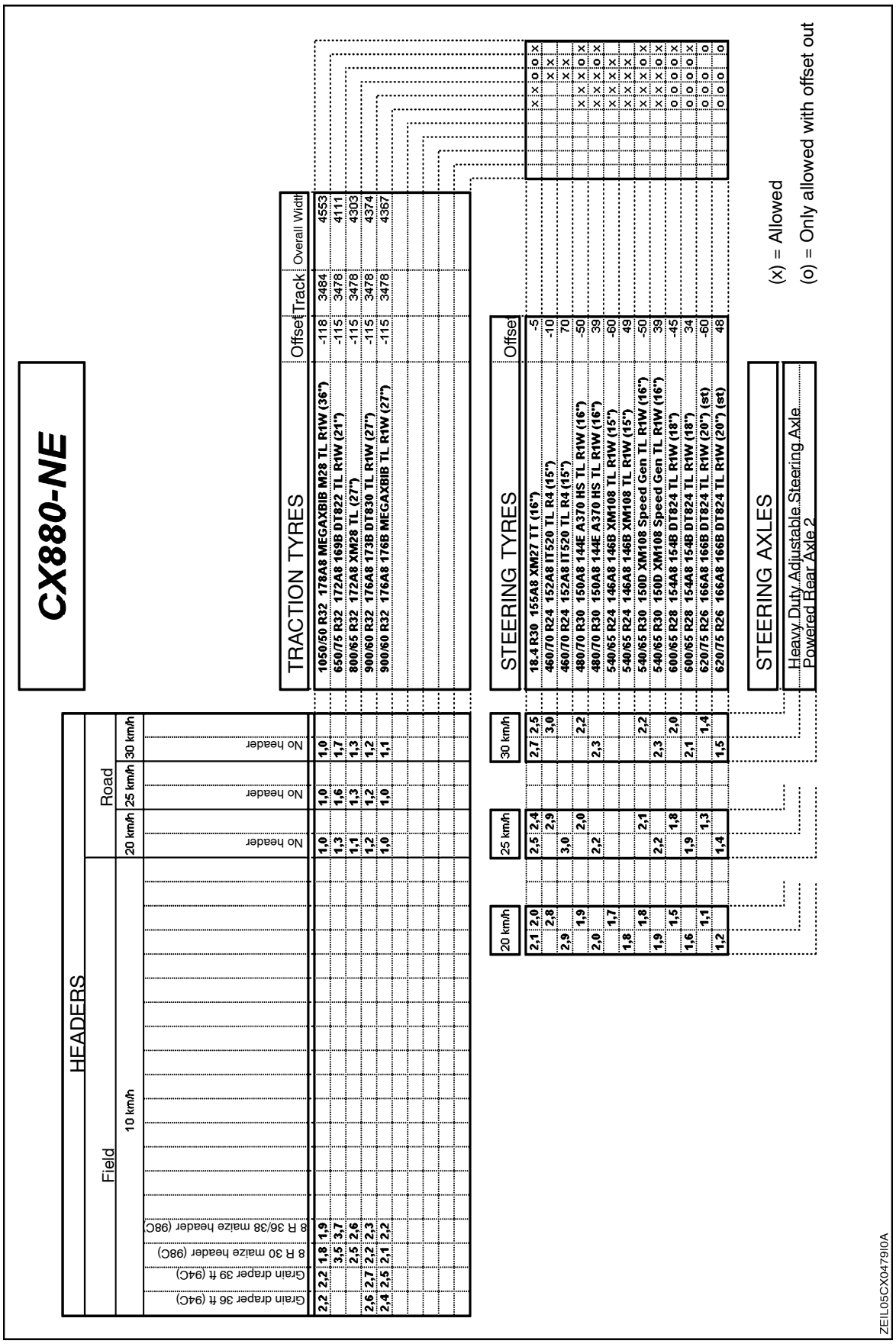
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TECHNICAL DATA

	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
HEADER (Europe)								
Grain header								
- High-Capacity	13 – 15 – 17 – 20 ft		13 – 15 – 17 – 20 – 24 ft	15 – 17 – 20 – 24 ft	17 – 20 – 24 – 30 ft			
- Extra-Capacity **- Varifeed**[1]	–			20 – 24 ft	–		20 – 24 – 30 ft	
Cutting height (tyres 800/65 R32)	– 350 mm / + 1550 mm (–13-3/4”/ + 61-3/128”) (with lateral flotation and front face adjustment)							
Flex header	19 ft			19 ft – 25 ft				
Maize header	5 row (rigid) / 6 row (rigid+flip-up)			All types	6 – 8 row (rigid + flip-up)			
HEADER (Australia)								
Grain header (72C)	–			25 – 30 ft	–		30 ft	–
Flex header (74C)	–			25 – 30 ft	–		30 ft	–
Maize header (98C)	–			6 – 8 row	–		6 – 8 row	8 row
Windrow pick-up (76C)	–			14 ft	–		14 ft	
Grain draper (94C)	–			25 – 30 ft	–		30-36-39ft	36 – 39 ft
Rice draper (92C)	–			21 – 25 ft	–		25 ft	

STRAW ELEVATOR								
Type	Lateral flotation	Lateral flotation or Lateral flotation with front face adjustment						
Straw elevator width	1314 mm (51-3/4”)				1574 mm (61-31/32”)			
Cradle width	1885 mm (74 -1/4”)							
Header hooks width	2084 mm (82-3/64”)							
Top shaft speed (*)	357 rpm							
Lower shaft speed (*)	546 rpm							
Number of chains	3				4			
Number of slats	30				45			
Type of slats	S-slats							
Protection	Spring-loaded slip clutch set at 600 Nm (443 ft.lbs)							
Drive line (belt)	2 x 2 HB	2 x 2 HB (Grain) / 1 x 4 HB (Maize)						
Lateral flotation	3° deg 20’							
Header lift cylinders (diameter)	63 mm (2-1/2”)			70 mm (2-3/4”)	63 mm (2-1/2”)	70 mm (2-3/4”)		
Optional header lift cylinders (diameter)				75 mm (2-15/16”)		75 mm (2-15/16”)		
Reverser system	Hydraulic							
Stone trap	Pivotable							
Intermediate plate covers (If equipped)	2				3			

(*) high idle (no load)

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
THRESHING DRUM								
Drum speed (*)	305 rpm to 905 rpm							
Speed control	Electrical							
Speed read-out	InfoView™							
Drum drive	3 HB							
Variator drive	71 x 30 mm (2-51/64" x 1-3/16")							
Drum type	Standard / Universal with bars / Universal with teeth							
Standard / Universal drum with bars								
Drum diameter	750 mm (29-17/32")							
Drum width	1300 mm (51-3/16")				1560 mm (61-1/2")			
Number of bars	5 x 2 = 10							
Universal drum with teeth	Access							
Drum diameter	750 mm (29-17/32")							
Drum width	1300 mm (51-3/16")				1560 mm (61-1/2")			
Number of bars	5 x 2 = 10							
Tooth spacing	56 or 84 mm (2-13/64" or 3-5/16")							
Number of teeth: 56 mm (2-13/64")	5 x 22 + 5 x 23				10 x 27			
Number of teeth: 84 mm (3-5/16")	10 x 15				10 x 18			

DRUM CONCAVE		
Concave width	1320 mm (51-31/32")	1580 mm (62-13/64")
Setting	Electrical	
Read out	InfoView™	
Fine adjustment	At suspension points	
Concave options (Europe)	Small Grain (SG) / Corn / Rice	
Concave options (Not for Europe)	–	Heavy Duty Moderate / Heavy Duty Universal / Grass seed

(*) high idle (no load)

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
Small grain concave								
Wrap angle	111°							
Concave area	0.98 m^2 (1519 sq. in)				1.18 m^2 (1829 sq. in)			
Number of bars	16							
Distance between wires	14 mm (9/16”)							
Wire diameter	3.5 mm (9/64”)							
De-awning plates	2 (fitted to concave) – adjustment from the inside							
Heavy Duty Moderate						Not for Europe		
Wrap angle	–					111°		
Concave area	–					1.18 m^2 (1829 sq. in)		
Number of bars	–					16		
Distance between wires	–					14 mm (9/16”)		
Wire diameter	–					3.5 mm (9/64”)		
Maize concave								
Wrap angle	111°							
Concave area	0.98 m^2 (1519 sq. in)				1.18 m^2 (1829 sq. in)			
Number of bars	12							
Distance between wires	26 mm (1-3/128”)							
Wire diameter	6 mm (1/4”)							
Heavy Duty Universal						Not for Europe		
Wrap angle	–					111°		
Concave area	–					1.18 m^2 (1829 sq. in)		
Number of bars	–					16		
Distance between wires	–					14 mm (9/16”)		
Wire diameter	–					3.5 mm (9/64”)		
Rice concave								
Wrap angle	111°							
Concave area	0.98 m^2 (1519 sq. in)				1.18 m^2 (1829 sq.in)			
Number of bars	4							
Number of teeth (56mm) (2-13/64”)	68				81			
Number of teeth (84mm) (3-5/16”)	45				54			

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
Grass seed concave						Not for Europe		
Wrap angle			–			111°		
Concave area			–			1.18 m^2 (1829 sq.in)		
Number of teeth (56mm) (2-13/64")			–			106		

BEATER		
Drive	1 HC	
Speed (*)	Same as drumspeed	
Width	1300 mm (51-3/16")	1560 mm (61-1/2")
Diameter	475 mm (18-45/64")	
Blades	8	
Pins	8 (Optional)	

BEATER CONCAVE		
Wrap angle	26°	
Number of bars	5	
Width	1320 mm (51-31/32")	1580 mm (62-13/64")
Concave area	0.24 m^2 (372 sq. in)	0.29 m^2 (449 sq. in)
Distance between wires	32 mm (1-1/4")	
Wire diameter	6 mm (1/4")	
Setting	Mechanical (2 settings: up and down)	

ROTARY SEPARATOR		
Drive	2 HB	
Speed (*)	387 or 700 rpm	
Width	1300 mm (51-3/16")	1560 mm (61-1/2")
Diameter	720 mm (28-11/32")	
Number of teeth	12 x 7	6 x 8 + 6 x 9

(*) high idle (no load)

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
ROTARY SEPARATOR CONCAVE								
Wrap angle	95.5°							
Number of bars	14							
Width	1320 mm (51-31/32")				1580 mm (62-13/64")			
Concave area	0.78 m^2 (1209 sq. in)				0.93 m^2 (1442 sq. in)			
Distance between wires	32 mm (1-1/4")							
Wire diameter	6 mm (1/4")							
Setting	Mechanical (2 settings: up and down)							

STRAW FLOW BEATER		
Drive	4 HB	
Speed (*)	1144 rpm	
Width	1300 mm (51-3/16")	1560 mm (61-1/2")
Diameter	315 mm (12-13/32")	
Number of plates	4	

STRAW WALKERS		
Drive	1 HB	
Speed (*)	215 rpm	
Width	1320 mm (51-31/32")	1580 mm (62-13/64")
Number	5	6
Number of steps	5	
Length	3670 mm (144-1/2")	
Separation area	4.94 m^2 (7657 sq. in)	5.93 m^2 (9192 sq. in)

(*) high idle (no load)

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
CLEANING SHOE								
Grain pan	Removable or fixed							
Frame width	1320 mm (51-31/32”)				1580 mm (62-13/64”)			
Cleaning shoe	Self Levelling (SL) or Fixed Shoe (FS)							
Drive	1 HC							
Speed (*)	513 rpm or 580 rpm							
Upper shaker shoe								
Horizontal stroke	45 mm (1-3/4”)							
Throwing angle								
- Front	27°							
- Rear	27°							

Grain pan width	1320 mm (51-31/32”)	1580 mm (62-13/64”)
Grain pan length	1730 mm (68-1/8”)	
Grain pan + rake surface	2.284 m^2 (3540 sq.i in)	2.733 m^2 (4236 sq. in)
Pre-sieve width	1320 mm (51-31/32”)	1580 mm (62-13/64”)
Pre-sieve length	901 mm (35-15/32”)	
Pre-sieve area (with rake)	1.190 m^2 (1845 sq. in)	1.424 m^2 (2207 sq. in)
Upper sieve width	1320 mm (51-31/32”)	2 x 790 mm (2 x 31-13/128”)
Upper sieve length	1445 mm (56-7/8”)	
Upper sieve area	1.908 m^2 (2957 sq. in)	2.284 m^2 (3540 sq. in)
Upper sieve positions	2	
Upper sieve grate surface	0.198 m^2 (307 sq. in)	0.237 m^2 (367 sq. in)
Upper sieve graepel surface	0.211 m^2 (327 sq. in)	0.253 m^2 (392 sq. in)

Lower shaker shoe		
Horizontal stroke	40 mm (1-1/2”)	
Throwing angle	15°	
Lower sieve length	1445 mm (56-7/8”)	
Lower sieve width	1320 mm (51-31/32”)	2 x 790 mm (2 x 31-13/128”)
Lower sieve area	1.908 m^2 (2957 sq. in)	2.284 m^2 (3540 sq. in)
Lower sieve position	1	
Total sieve area under wind control	5.4 m^2 (8370 sq. in)	6.5 m^2 (10075 sq.in)

(*) high idle (no load)

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
CLEANING FAN								
Drive	Variator belt over eccentric shaft							
Speed (standard) variator (*)	475 rpm to 900 rpm							
Fan speed reducer (*)	210 rpm to 495 rpm							
Speed control	Electric							
Read out	InfoView™							
Number of blades	6							

RETURN SYSTEM		
Return type	Cross auger + roto-thresher	
Returns	Single	Double
Cross auger and roto-thresher (*)	760 rpm	
Returns auger speed (*)	570 rpm	

GRAIN TANK, UNLOAD								
Grain tank capacity with **covers**								
-Grain tank width: 3 m	7600 litres 213 US bu		9000 litres 252 US bu					–
-Grain tank width: 3.3 m	–				9000 litres 252 US bu		10500 litres 294 US bu	
Grain tank capacity with **extensions**								
-Grain tank width: 3.3 m	–					10220 l 286 US bu	11620 litres 325.4 US bu	
Unloading concept	Over the top unloading							
Unloading rate	105 litres/s – 3 Bu/s							
Unloading tube length	5.5 m (18 ft)							
Unloading tube extension kit	0.9 m (3 ft)							

(*) high idle (no load)

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
ENGINE								
Type	NH675 TA/AG	NH675 TA/AH	NH675 TA/AJ	NH675 TA/AB	NH675 TA/AJ	NH675 TA/AB	IVECO F2B	IVECO F3A
Gross power (ISO TR14396)	170 kW (231 CV)	185 kW (252 CV)	207 kW (281 CV)	220 kW (299 CV)	207 kW (281 CV)	220 kW (299 CV)	245 kW (333 CV)	275 kW (374 CV)
Governor	Electronically							
Boost	No						20 kW (27 hp)	
Rated speed	2100 rpm							
Low idle speed	1300 rpm							
High idle speed	2100 rpm							
Cylinder displacement	7500 cc						7800 cc	10300 cc
Bore	112 mm (4-13/32”)						115 mm (4-17/32”)	125 mm (4-59/64”)
Stroke	127 mm (5”)						125 mm (4-59/64”)	140 mm (5-1/2”)
Waterpump speed	3859 rpm						3444 rpm	3906 rpm
Ventilator speed	1531 rpm							
Crankcase capacity (with filters)	23 litres (6.08 US gal)						24 litres 6.3 US gal	29 litres 7.7 US gal
Battery	2 x 12V – 92 Ah							
Alternator type	190 Ampère (12 Volt)							
Alternator speed	5830 rpm						6090 rpm	6531 rpm
Starter motor	4.2 kW (12 Volt)						4.5 kW (24 Volt)	
Air compressor speed	2677 rpm						2373 rpm	2856 rpm
Fuel tank	500 Litres (130 US gal)			750 Litres (200 US gal)				
Rotary screen speed	282 rpm							
Air conditioning compressor	3616 rpm						3150 rpm	3444 rpm

STRAW CHOPPER & SPREADER	
Speed (*)	1200 or 3200 rpm
Chaff blower drive	Hydro

(*) high idle (no load)

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
HYDRAULIC SYSTEM								
Reservoir capacity	50 litres (13 US gal)							
Pump capacity	0 – 114 l/m							
Maximum pressure	210 bar (3046 PSI)							
Steering valve								
Maximum pressure	185 bar (2683 PSI)							
Shock valve setting	235 – 255 bar (not for NA) (3409 – 3699 PSI)							

HYDROSTATIC SYSTEM			
Pump capacity	100 cc	110 cc	130 cc
Motor capacity	100 cc		130 cc

CAB				
Operator seat	Standard or air-suspensed seat			
Instructional seat	No	Deluxe	No	Deluxe
Storage box	No	Standard	No	Optional
Air conditioning	Manual	Manual / Automatic	Manual	Manual / Automatic
Heating	Standard (integrated in air conditioning system)			
Powered heated mirrors	Standard			
Wipers	Big wiper system			

TRACTION			
Traction gearbox	Medium I	Medium II	High
Transmission	4 speed hydrostatic		
Oil capacity	19 litres (5 US gal)		
Differential Eur./NA	18/71	16/71	20/61
Ground speed (forward)	(On tyres 800/65 R32–172 A8–DT822)		
1st gear (full load)	6.3 km/h (3.9 MPH)		
2nd gear (full load)	11.4 km/h (7.1 MPH)		
3rd gear (full load)	14.8 km/h (9.2 MPH)		
4th gear (full load)	Maximum permissible ground speed		
Steering axle	HD fixed / HD adjustable (H.D.A.S.A.) / Powered (P.R.A.)		

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	CX720	CX740	CX760	CX780	CX820	CX840	CX860	CX880
FINAL DRIVES								
Type	Standard			Heavy Duty			Planetary	
Mud seal	No	Optional			No	Optional		
Ratio	11/111						1/13.09	
Oil capacity	7.2 litres 1.9 US gal			7.85 litres 2.07 US gal			6.7 litres 1.77 US gal	

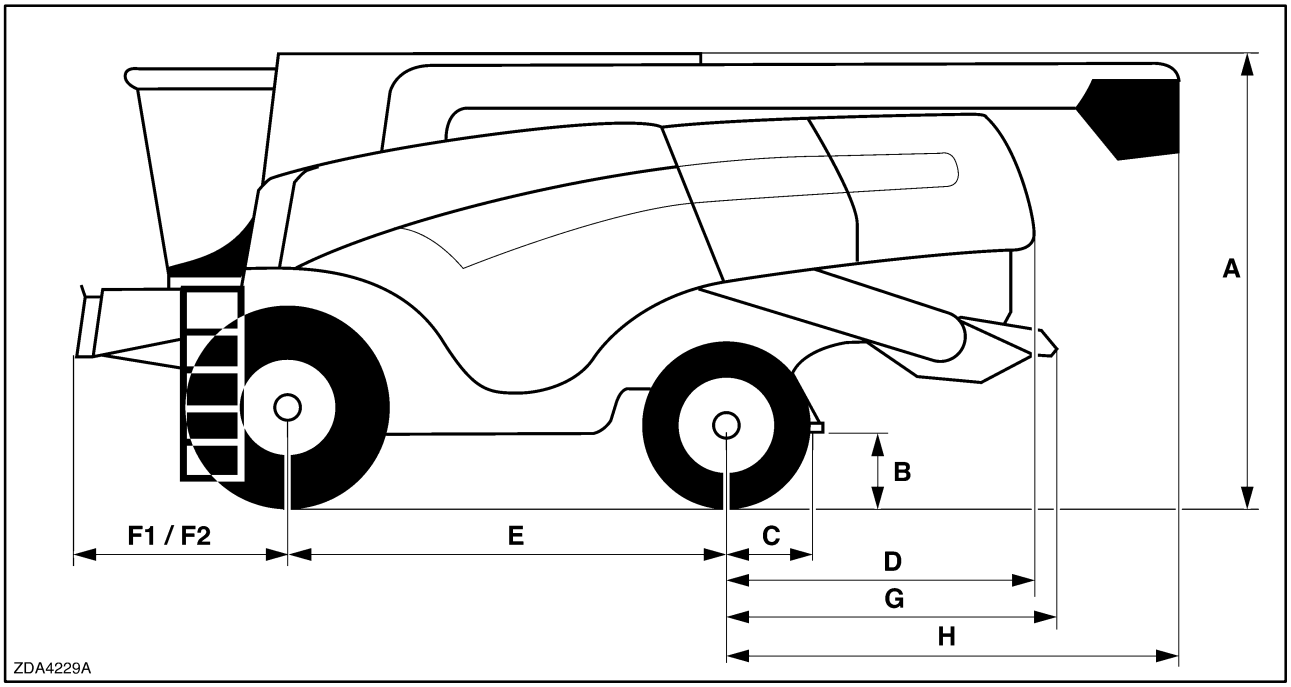
WEIGHT							
With grain tank covers (–)							
Self levelling clean. shoe							
-Fixed steering axle	14300 kg 31525 lbs		14600 kg 32187 lbs	15300 kg 33730 lbs		15400 kg 33950 lbs	15800 kg 34832 lbs
-HDASA	14400 kg 31746 lbs	14500 kg 31966 lbs	14800 kg 32628 lbs	15500 kg 34171 lbs			15900 kg 35053 lbs
-PRA	14700 kg 32407 lbs		15000 kg 33069 lbs	15700 kg 34612 lbs		15800 kg 34832 lbs	16200 kg 35714 lbs
Fixed cleaning shoe							
-Fixed steering axle	14200 kg 31305 lbs		14500 kg 31966 lbs	15200 kg 33510 lbs		15300 kg 33730 lbs	15700 kg 34612 lbs
-HDASA	14300 kg 31525 lbs		14600 kg 32187 lbs	15300 kg 33730 lbs		15400 kg 33950 lbs	15800 kg 34832 lbs
-PRA	14600 kg 32187 lbs		14900 kg 32848 lbs	15600 kg 34391 lbs		15700 kg 34612 lbs	16100 kg 35494 lbs
With grain tank extensions (–)							
Self levelling clean. shoe							
- Fixed steering axle	–				15300 kg 33730 lbs		15700 kg 34612 lbs
- H.D.A.S.A.	–				15400 kg 33950 lbs	15500 kg 34171 lbs	15800 kg 34832 lbs
- P.R.A.	–				15700 kg 34612 lbs		16100 kg 35494 lbs
Fixed cleaning shoe							
- Fixed steering axle	–				15100 kg 33289 lbs	15200 kg 33510 lbs	15500 kg 34171 lbs
- H.D.A.S.A.	–				15300 kg 33730 lbs		15700 kg 34612 lbs
- P.R.A.	–				15500 kg 34171 lbs	15600 kg 34391 lbs	15900 kg 35053 lbs

(–): configuration

– Without header
– Empty grain tank
– Without straw chopper
– Traction tyres 800/65R32–172A8–DT822
– Steering tyres 540/65R24–146A8–XM108
– Full fuel tank

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DIMENSIONS



TRACTION TYRES	A	B
620/75 R34–170A8–DT820	3.93 m (154-3/4”)	0.58 m (23”)
650/75 R32–172A8–DT822	3.92 m (154-21/64”)	0.57 m (22-1/2”)
710/75 R34–178A8–MegaXBib	3.96 m (155-28/64”)	0.61 m (24-1/64”)
800/65 R32–172A8–DT822	3.92 m (154-21/64”)	0.57 m (22-1/2”)
800/65 R32–172A8–XM28	3.92 m (154-21/64”)	0.57 m (22-1/2”)
900/60 R32–176A8–DT830	3.96 m (155-28/64”)	0.61 m (24-1/64”)
1050/50 R32–178A8–MegaXbi	3.98 m (156-11/16”)	0.62 m (24-1/4”)
Tracks	4.07 m (160-1/4”)	0.72 m (28-11/32”)

F1 = Straw elevator with lateral flotation and front face adjustment
F2 = Straw elevator with lateral flotation
B–C = Fixed trailer hitch
H = Unloading tube 5.5 m (18 ft) with extension 0.9 m (3 ft)

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Powered Rear Axle in the front position

C	0.88 m (34-5/8”)
D	2.70 m (106-19/64”)
E	3.64 m (143-5/16”)
F1	2.55 m (100-3/8”)
F2	2.51 m (98-3/16”)
G	2.86 m (112-19/32”)
H	3.78 m (148-13/16”)

Powered Rear Axle in the rear position

C	0.85 m (33-1/2”)
D	2.66 m (104-3/4”)
E	3.67 m (144-1/2”)
F1	2.55 m (100-3/8”)
F2	2.51 m (98-13/16”)
G	2.82 m (111-3/128”)
H	3.74 m (147-1/4”)

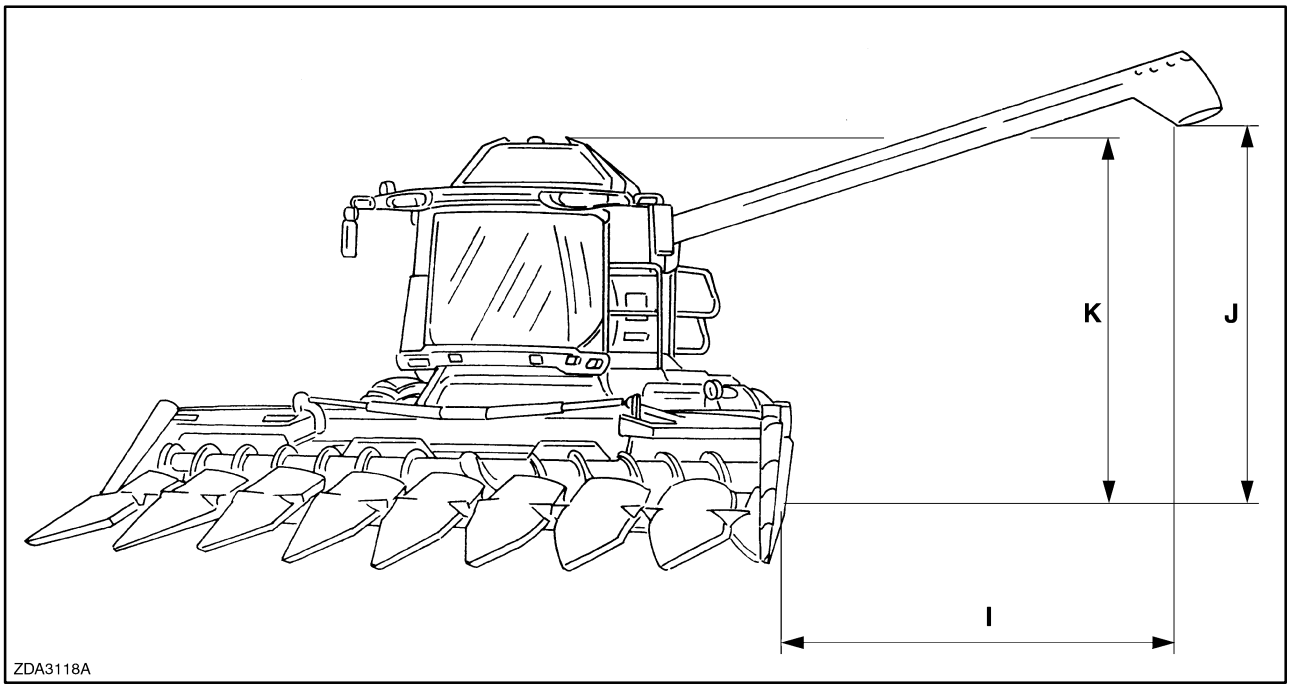
Fixed Steering axle
Heavy Duty Adjustable Steering Axle in the front position

C	0.79 m (31-13/128”)
D	2.6m (102-3/8”)
E	3.73 m (146-109/128”)
F1	2.55 m (100-3/8”)
F2	2.51 m (98-13/16”)
G	2.77 m (109-1/16”)
H	3.69 m (145-1/4”)

Heavy Duty Adjustable Steering Axle in the rear position

C	0.76 m (29-59/64”)
D	2.57m (101-3/16”)
E	3.76 m (148-1/32”)
F1	2.55 m (100-3/8”)
F2	2.51 m (98-13/16”)
G	2.73 m (107-1/2”)
H	3.65 m (143-45/64”)

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DIMENSION I (3)

Header	3 m (9.8 ft) grain tank		3.3 m (10.8 ft) grain tank	
	5.5 m (18 ft)	6.4 m (21 ft)	5.5 m (18 ft)	6.4 m (21 ft)
13 ft	4.01 m (13.1 ft)	4.88 m (16 ft)	4.16 m (13.6 ft)	5.03 m (16.5 ft)
15 ft	3.70 m (12.1 ft)	4.57 m (15 ft)	3.85 m (12.6 ft)	4.72 m (15.5 ft)
17 ft	3.40 m (11.1 ft)	4.27 m (14 ft)	3.55 m (11.6 ft)	4.42 m (14.5 ft)
20 ft	2.94 m (9.6 ft)	3.81 m (12.5 ft)	3.09 m (10.1 ft)	3.96 m (13 ft)
24 ft	2.30 m (7.6 ft)	3.20 m (10.5 ft)	2.48 m (8.1 ft)	3.35 m (11 ft)
30 ft	1.42 m (4.6 ft)	2.28 m (7.5 ft)	1.57 m (5.1 ft)	2.43 m (8 ft)

(3) Unloading tube maximum open

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DIMENSION J (3)

TRACTION TYRES	Unloading tube length	
	5.5 m (18 ft)	**6.4 m (21 ft)**
620/75 R34–170A8–DT820	4.37 m (14.3 ft)	4.63 m (15.2 ft)
650/75 R32–172A8–DT822	4.37 m (14.3 ft)	4.62 m (15.2 ft)
710/75 R34–178A8–MegaXBib	4.40 m (14.4 ft)	4.66 m (15.3 ft)
800/65 R32–172A8–DT822	4.36 m (14.3 ft)	4.62 m (15.2 ft)
800/65 R32–172A8–XM28	4.36 m (14.3 ft)	4.62 m (15.2 ft)
900/60 R32–176A8–DT830	4.40 m (14.4 ft)	4.66 m (15.3 ft)
1050/50 R32–178A8–MegaXbi	4.42 m (14.5 ft)	4.68 m (15.3 ft)
Tracks	4.52 m (14.8 ft)	4.78 m (15.7 ft)

(3) Unloading tube maximum open

DIMENSION K (4)

TRACTION TYRES	Grain tank width			
	3m	**3m**	**3.3m**	**3.3m**
	CX720/740	**CX760/780/820/840/860**	**CX820/840**	**CX860/880**
620/75 R34–170A8–DT820	4.38 m (14.4 ft)	4.64 m (15.2 ft)	4.40 m (14.4 ft)	4.71 m (15.5 ft)
650/75 R32–172A8–DT822	4.37 m (14.3 ft)	4.63 m (15.2 ft)	4.40 m (14.4 ft)	4.70 m (15.4 ft)
710/75 R34–178A8–MegaXBib	4.41 m (14.5 ft)	4.67 m (15.3 ft)	4.45 m (14.6 ft)	4.74 m (15.6 ft)
800/65 R32–172A8–DT822	4.37 m (14.3 ft)	4.63 m (15.2 ft)	4.40 m (14.4 ft)	4.70 m (15.4 ft)
800/65 R32–172A8–XM28	4.37 m (14.3 ft)	4.63 m (15.2 ft)	4.40 m (14.4 ft)	4.70 m (15.4 ft)
900/60 R32–176A8–DT830	4.41 m (14.5 ft)	4.67 m (15.3 ft)	4.45 m (14.6 ft)	4.74 m (15.6 ft)
1050/50 R32–178A8–MegaXbi	4.43 m (14.5 ft)	4.68 m (15.4 ft)	4.45 m (14.6 ft)	4.75 m (15.6 ft)
Tracks	4.52 m (14.8 ft)	4.78 m (14.8 ft)	4.55 m (14.9 ft)	4.85 m (15.9 ft)

(4) Grain tank **covers** completely open

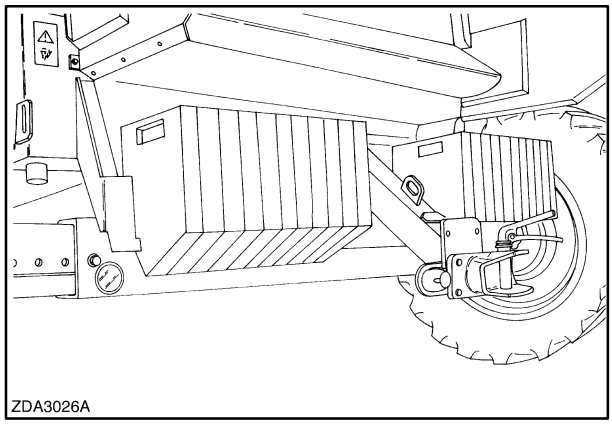
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COUNTERWEIGHTS

For some attachments, counterweights are a legal requirement to ensure a safe road transport.

Available counterweights (as accessory)

- Frame counterweights (to be attached to the rear frame): **35** kg/element (77.2 lbs)



1

- Steering wheel counterweights (to be installed on the steering wheel rim): **20** kg/element (44.1 lbs)

Ballast requirements if a **straw chopper is** installed				
	H.D.A.S.A.		**Powered Rear Axle**	
	20 ft flip-up grain header or 6 row flip-up (*)	8 row flip-up (*)	20 ft flip-up grain header or 6 row flip-up (*)	8 row flip-up (*)
CX880	No counterweights needed	16 x **35** kg (560 kg)	No counterweights needed	10 x **35** kg (350 kg)
CX860				
CX840				
CX820				
CX780	10 x **35** kg (350 kg)	18 x **35** kg+20 x **20** kg (1030 kg)	4 x **35** kg (140 kg)	18 x **35** kg+10 x **20** kg (830 kg)
CX760				
CX740				
CX720				

(*) : Maize header with stalk chopper

Remark: If other mounted header attachments than mentioned in the table: Add weights and make always sure that there is a weight of at least 4700 kg on the steering axle.

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Liquid ballast, based on water/calcium chloride solution up to –15° C . (Not valid for Germany, Italy nor Scandinavian countries)

⚠ CAUTION ⚠

Do not use liquid weight (ballast) in wheels as this is not recommended and forbidden practice in some countries.

A minimum liquid filling of at least 366 kg is needed, then other additional ballast weights are not needed for the following combinations:

- CX720–CX740–CX760–CX780 equipped with P.R.A. or H.D.A.S.A., straw chopper and with a 6-row flip-up maize header.
- CX820–CX840–CX860–CX880 equipped with P.R.A., straw chopper and with a 8-row flip-up maize header.

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For other combinations, refer to tables below.

CX720–CX740–CX760–CX780 **with straw chopper** and **8-row flip-up maize header**			
		H.D.A.S.A.	**Powered Rear Axle**
Steering tyres	Liquid ballast weight per set tyres	Additional weights required (in addition to liquid ballast)	Additional weights required (in addition to liquid ballast)
14.9 x 24	366 kg	8 x **35** kg+20 x **20** kg	8 x **35** kg+6 x **20** kg
460/70 R24	462 kg	4 x **35** kg+20 x **20** kg	4 x **35** kg+20 x **20** kg
540/65 R24	616 kg	2 x **35** kg+20 x **20** kg	2 x **35** kg+20 x **20** kg
480/70 R30	636 kg	2 x **35** kg+20 x **20** kg	2 x **35** kg+20 x **20** kg
540/65 R30	712 kg	20 x **20** kg	8 x **20** kg
600/65 R28	828 kg	16 x **20** kg	4 x **20** kg
18.4 R30	710 kg	20 x **20** kg	8 x **20** kg
620/75 R26	1010 kg	6 x **20** kg	No counter weights needed

CX820–CX840–CX860–CX880 **with straw chopper** and **8-row flip-up maize header**		
		H.D.A.S.A.
Steering tyres	Liquid ballast weight per set tyres	Additional weights required (in addition to liquid ballast)
14.9 x 24	366 kg	6 x **35** kg (210 kg)
460/70 R24	462 kg	6 x **35** kg (210 kg)
540/65 R24	616 kg	No counter weights needed
480/70 R30	636 kg	No counter weights needed
540/65 R30	712 kg	No counter weights needed
600/65 R28	828 kg	No counter weights needed
18.4 R30	710 kg	No counter weights needed
620/75 R26	1010 kg	No counter weights needed

Remark: If other mounted header attachments than mentioned in the tables: Add weights and make always sure that there is a weight of at least 4700 kg on the steering axle.

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SECTION 9 – 1ST 50 HOUR SERVICE SHEETS

CHECK AND ADJUST, AS REQUIRED (CUSTOMER COPY)

1. Perform the 50 hour grease zerk service . . . ☐
2. Check wheel nut and torques . . . . . ☐
3. Check steering ball joints . . . . . ☐
4. Check and clean air conditioning condensor ☐
5. Check and clean air conditioning evaporator ☐
6. Check air conditioning filter-drier . . . . . ☐
7. Check tire pressure . . . . . ☐
8. Check drum concave setting . . . . . ☐
9. Check electrolyte level in batteries . . . . . ☐
10. Check engine oil level . . . . . ☐
11. Check engine gearbox oil level . . . . . ☐
12. Check hydraulic/hydrostatic oil level . . . . . ☐
13. Check all chain and belt tensions . . . . . ☐
14. Lubricate all chains . . . . . ☐
15. Check coolant level (shunt tank) . . . . . ☐
16. Check brake fluid level . . . . . ☐
17. Clean cab air filter . . . . . ☐
18. Check fuel level . . . . . ☐
19. Clean stone trap . . . . . ☐
20. Drain water from fuel system prefilter/ water separator . . . . . ☐
21. Check the tension of the grain elevator chain ☐

THE INSPECTION HAS BEEN MADE

COMBINE MODEL NO: . . . . . COMBINE SERIAL NO: . . . . . .

SIGNATURE OWNER, DATE: . . . . . SIGNATURE DEALER, DATE: . . . . . .

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CHECK AND ADJUST, AS REQUIRED (DEALER COPY)

1. Perform the 50 hour grease zerk service . . . ☐
2. Check wheel nut and torques . . . . . ☐
3. Check steering ball joints . . . . . ☐
4. Check and clean air conditioning condensor ☐
5. Check and clean air conditioning evaporator ☐
6. Check air conditioning filter-drier . . . . . ☐
7. Check tire pressure . . . . . ☐
8. Check drum concave setting . . . . . ☐
9. Check electrolyte level in batteries . . . . . ☐
10. Check engine oil level . . . . . ☐
11. Check engine gearbox oil level . . . . . ☐
12. Check hydraulic/hydrostatic oil level . . . . . ☐
13. Check all chain and belt tensions . . . . . ☐
14. Lubricate all chains . . . . . ☐
15. Check coolant level (shunt tank) . . . . . ☐
16. Check brake fluid level . . . . . ☐
17. Clean cab air filter . . . . . ☐
18. Check fuel level . . . . . ☐
19. Clean stone trap . . . . . ☐
20. Drain water from fuel system prefilter/ water separator . . . . . ☐
21. Check the tension of the grain elevator chain ☐

THE INSPECTION HAS BEEN MADE

COMBINE MODEL NO: . . . . . COMBINE SERIAL NO: . . . . . .

SIGNATURE OWNER, DATE: . . . . . SIGNATURE DEALER, DATE: . . . . . .

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CNH BELGIUM N.V., Leon Claeystraat 3A, B-8210 ZEDELGEM – Belgium

AFTER SALES – Technical Information
Print No. **604.63.341.00** – 7th Edition – 07 – 2005

PRINTED IN BELGIUM

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LUBRICANTS TO BE USED

A new line of specially formulated Ambra-NH lubricants, based on own engineering specifications, is available from your NEW HOLLAND dealer. For this combine we recommend:

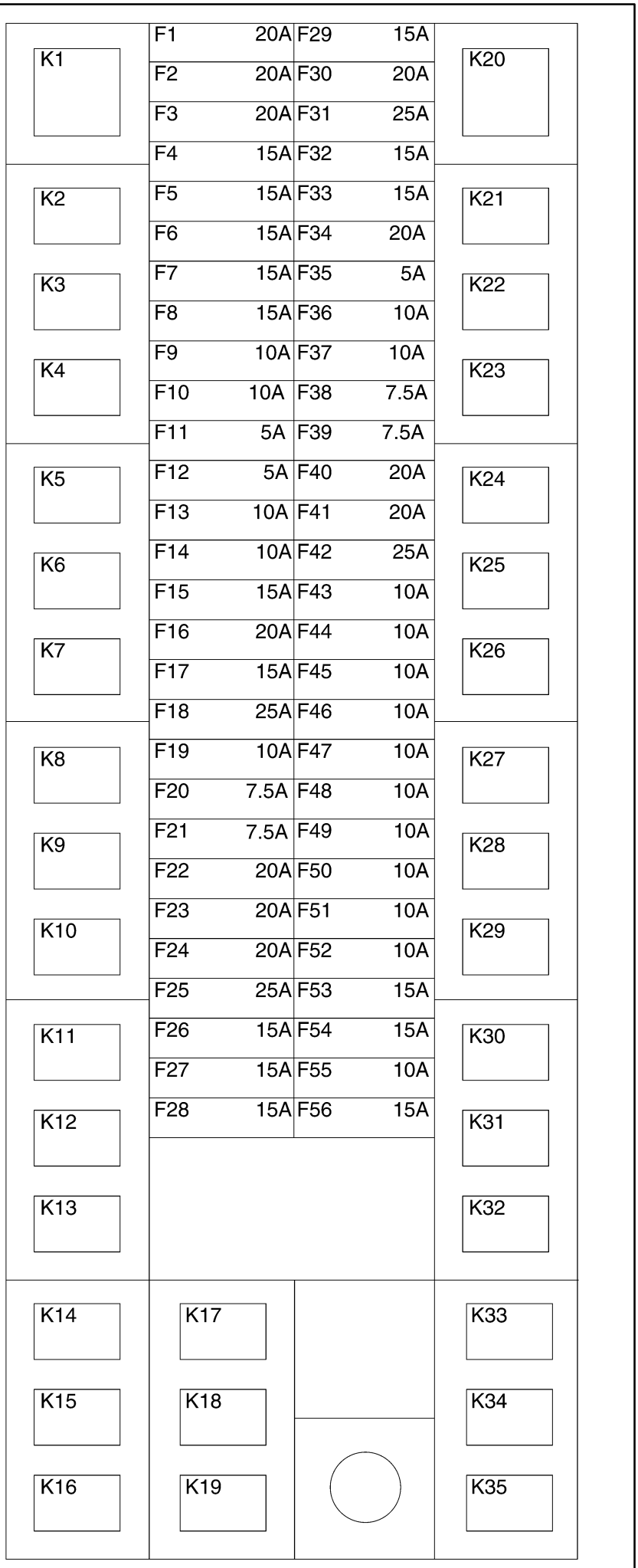
ITEM	Servicing interval	Amount unit	NEW HOLLAND brand name	NEW HOLLAND specification	Lubricant grade	International specification
Grease zerks	10 h - 50 h 100 h - 200 h		AMBRA GR9 or AMBRA GR75MD	NH710A or NH720A	NLGI 2	M1C 137-A M1C 75-B
Engine (sump with filter) (CNH engine)	Check daily Change – after first 100h – every 300h or annually	23 litres (6.08 US gal)	AMBRA MASTER GOLD HSP	NH330H	SAE 15W40	API CH-4 or ACEA E3/E5
(Iveco engine) -CX860 -CX880	Check daily Change – after first 100h – every 600h or annually	CX860 24 litres (6.34 US gal) CX880 29 litres (7.7 US gal)				
Hydraulic and Hydrostatic system (oil+filters)	Check daily Change – after first 100h (filters only) – every 600h or annually (oil+filters)	70 litres (18.5 US gal)	AMBRA HYDROSYSTEM 46 HV or AMBRA MULTI G	NH646H or NH410B	HV 46	DIN 51524 PART 2 HV46 ISO VG–46 or M2C 134–D
Engine gearbox	Check daily Change – after first 100h (filter only) – every 600h or annually (oil+filter)	11 litres (2.9 US gal)	AMBRA HYDROSYSTEM 46 HV or AMBRA MULTI G	NH646H or NH410B	HV 46	DIN 51524 PART 2 HV46 ISO VG –46 or M2C 134–D

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ITEM	Servicing interval	Amount unit	NEW HOLLAND brand name	NEW HOLLAND specification	Lubricant grade	International specification
Traction gearbox	Change – after first 100h – every 600h or annually	19 litres (5 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL-5 MIL–L–2105D
Final drives: Standard Heavy duty Planetary	Change – after first 100h – every 600h or annually	7.2 litres (1.9 US gal) 7.85 litres (2.07 US gal) 6.7 litres (1.77 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL-5 MIL–L–2105D
Unloading drive gearbox	Change – after first 100h – every 600h or annually	0.6 litres (0.16 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL-5 MIL–L–2105D
Unloading tube gearbox	Check only – after first 100h – every 600h or annually	0.3 litres (0.08 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL-5 MIL–L–2105D
Bubble-up gearbox	Change – after first 100h – every 600h or annually	0.25 litres (0.07 US gal)	AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL–5 MIL–L–2105D
Chains **Threaded rods** **Pivot points**	100h 200h 200h		AMBRA HYPOIDE 90	NH520A	SAE 80W90	API GL–5 MIL–L–2105D
Brake system	Check daily Change every two years	0.825 litres (0.21 US gal)	AMBRA SYNTFLUID 4	NH800A	SAE J 1703	ISO 4925 or NHTSA 116–DOT4
Cooling system **– CNH engine** **– Iveco engine**	Check daily Change – every two years	CNH engine 40 litres (10.6 US gal) CX860 46 litres (12.2 US gal) CX880 50 litres (13.2 US gal)	50% AGRIFLU 50% water	NH900A	–	–

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Please cut out this picture and place it in the pocket adhered to the inner side of the fuse and relay panel cover.

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Fuse n	Amperage	Function
F1	20A	ECU power
F2	20A	Accessory 2
F3	20A	Accessory 1
F4	15A	Wiper
F5	15A	Cigar lighter
F6	15A	Left-hand cab operating lights
F7	15A	Right-hand cab operating lights
F8	15A	Accessory outlet
F9	10A	Washer/Mirror
F10	10A	Accessory socket
F11	5A	Radio
F12	5A	Global Positioning System
F13	10A	Tranceiver
F14	10A	Service lights
F15	15A	Service sockets
F16	20A	Seat pump
F17	15A	Separator blower
F18	25A	Main blower
F19	10A	A/C clutch
F20	7.5A	Left-hand marker lights
F21	7.5A	Right-hand marker lights
F22	20A	Shoe levelling actuator
F23	20A	Throttle/brush/reel variator
F24	20A	Reverser/Fan
F25	25A	Transmission gearshift motor
F26	15A	HGS turntable (SmartSteer™)
F27	15A	Sieves/Chopper
F28	15A	Fuel pump
F29	15A	Distance operating lights
F30	20A	Header operating lights
F31	25A	Cab roof operating lights
F32	15A	High beam
F33	15A	Low beam
F34	20A	Under shield lights
F35	5A	Radio
F36	10A	Combine Control Module 2A
F37	10A	Combine Control Module 2B
F38	7.5A	Key switch
F39	7.5A	Memory/ka power
F40	20A	Combine Control Module 1
F41	20A	Combine Control Module 2
F42	25A	Combine Control Module 3/Cab
F43	10A	Combine Control Module 1A
F44	10A	Combine Control Module 1B
F45	10A	Header Height Control power
F46	10A	Hydraulic reel drive
F47	10A	CCM 3 (precision farming/SmartSteer™)
F48	10A	Right-hand module
F49	10A	Cab/ HGS sensor (SmartSteer™)
F50	10A	Side/Tube lights
F51	10A	Horn/Marker lights
F52	10A	Dome/Brake lights
F53	15A	Revolving flash light(s)
F54	15A	Lower operating lights
F55	10A	Rear operating lights
F56	15A	Hazard lights

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Printed in France

Print No. 604.63.341.00
7th edition
English 07/05

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