2. OPERATION

2.1 OPERATION - CROP PROCESSING

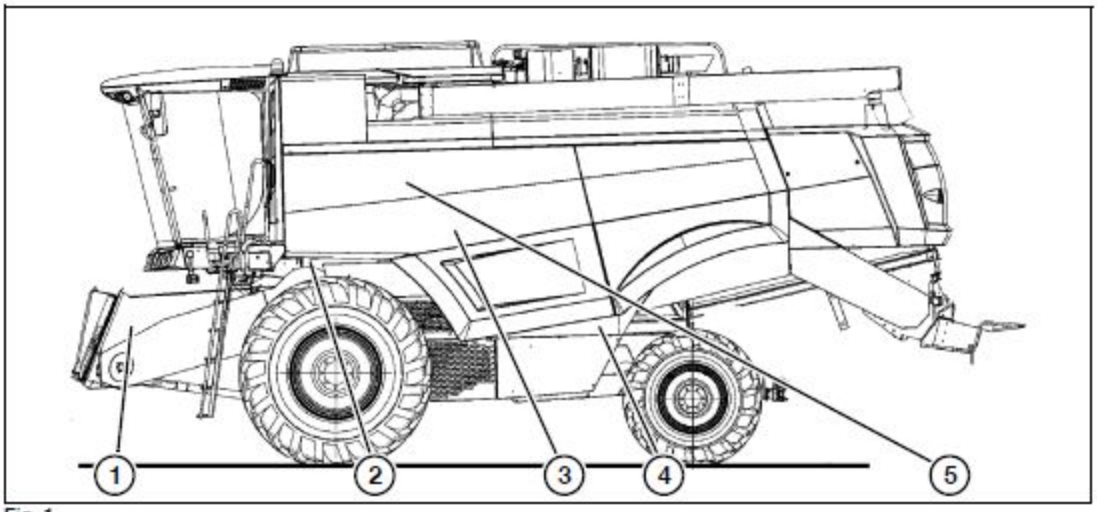

Fig. 1

The combine performs five basic operations - Fig. 1

1. **Feeding**
2. **Threshing**
3. **Separation**
4. **Cleaning**
5. **Grain storage and unloading**

GEARBOX-MAIN

To check or change the main gearbox oil, the baler tongue must be at the correct ISO drawbar height. See the Preparations section for drawbar height.

Check Oil

FIG. 3: Oil level must be at the level shown on the dipstick (1). Add oil as needed. See the Specification section for the correct type and quantity of lubricant.

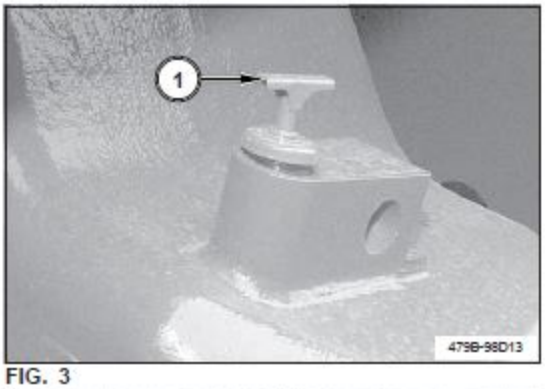

FIG. 3

Change Oil

Remove the drain plug at the bottom of the gearbox. Clean the threads on the drain plug and gearbox. Apply thread sealant to the drain plug and install.

FIG. 4: Remove the dipstick and gearbox breather (1).

Add lubricant through the gearbox breather opening. Fill to the level shown on the dipstick. See Specifications for the correct lubricant. DO NOT use a different lubricant than specified.

Inspect the seal on the dipstick and replace as necessary. Install the dipstick and gearbox breather.

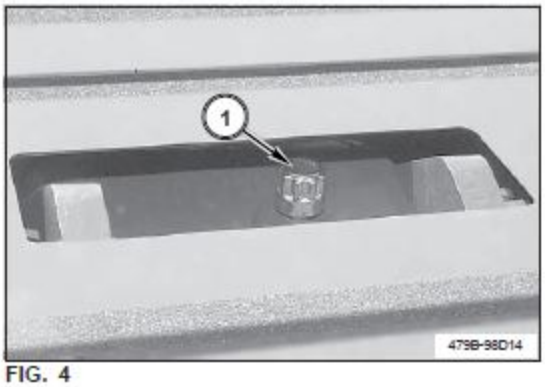

FIG. 4

GREASE FITTINGS

The best time to lubricate the baler is at the end of a baling day when the baler is still warm. A lighter weight of lubricant can be used in cool temperatures for the CLS. See Specifications for the correct lubricant.

Do not let excessive grease collect on or around parts, especially in sandy soil. Be sure to clean the grease fitting completely before using the grease gun. Make sure each lubrication point is receiving lubrication. Check for loose, missing, and worn parts when lubricating the baler. Check for broken lubrication lines.

Some operating conditions, such as extremely dry, sandy, or light hay conditions, will require more frequent lubrication.

7.) Connect the PTO shaft (10) to the drive shaft of the main crop elevator and secure the shaft protection stop chain in the hole (11).

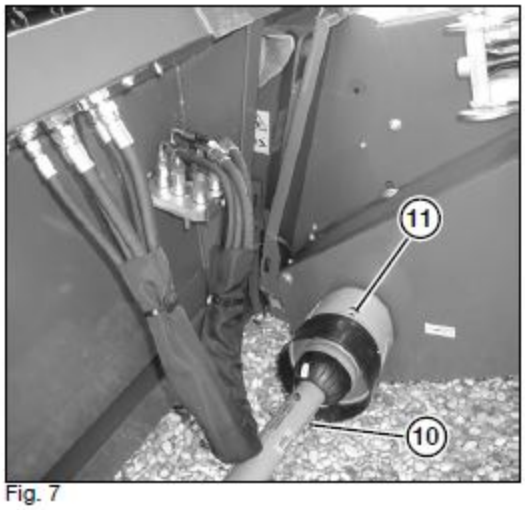

Fig. 7

IMPORTANT: For easier connection of the PTO shaft (10), the main crop elevator drive shaft can be rotated using the wrench (12) placed on the left-hand side of the main crop elevator.
Check that the PTO drive shaft guards are in good condition, otherwise replace them without hesitation.
Always use genuine spare parts.

Fig. 8

8.) Lower the table and connect the mobile plate (13) of the quick-coupling multiple connection on the cutting table to the corresponding fixed plate (14) located on the left-hand side of the main crop elevator.

IMPORTANT: Before connecting the multiple couplings, make sure they are clean.

Proceed as follows:

a) Make sure that the lever on the fixed plate (14) is open.
b) Detach the mobile plate (13) from the cutting table.
c) Position the mobile part on the fixed part (this operation is made easier by the presence of two centring pins).
d) Turn the lever to its end stop.

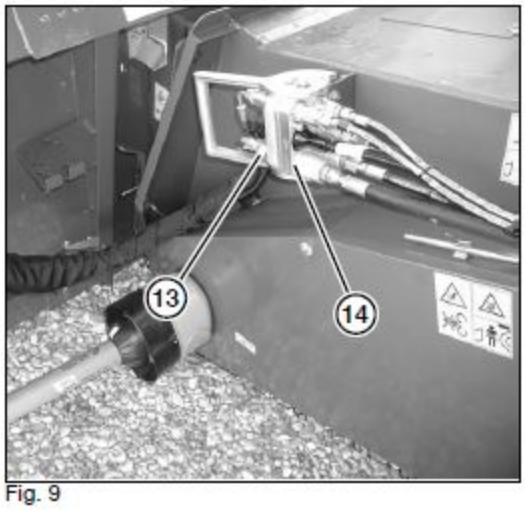

Fig. 9

3.5 CONTROL PANEL

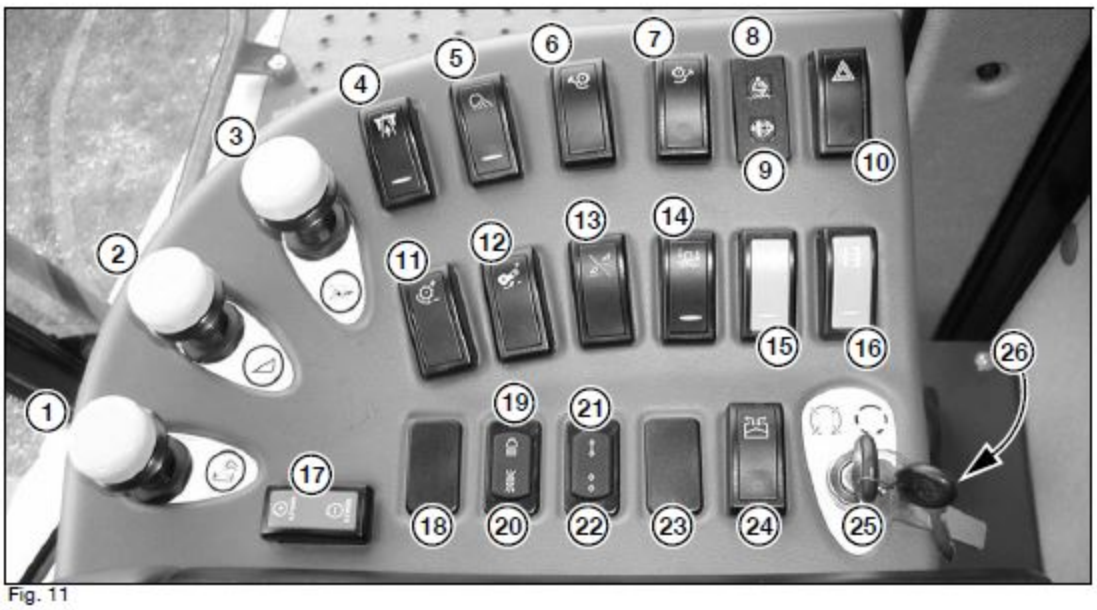

Fig. 11

1.) Switch for product unloading auger.

2.) Switch for table engagement.

3.) Switch for threshing unit and straw chopper (if in working position).

4.) Switch for "on-road functions".

IMPORTANT: Must be cut out while driving on public roads.

5.) Switch for light in grain tank.

6.) Toggle switch for concave front adjustment.

7.) Toggle switch for concave rear adjustment.

8.) Catalytic converter fluid (DEF) minimum level indicator. The activation modes are specified in page 3-7.

9.) Fume reduction system fault indicator (SCR).

10.) Switch for hazard light.

11.) Toggle switch for cylinder variator.

12.) Toggle switch for fan variator.

13.) Switch for table function: Floatation/automatic cutting height presetting.

14.) Switch for GSAX.

15.) Switch for left-hand vertical knife (optional).

16.) Switch for right-hand vertical knife (optional).

17.) Accelerator.

18.) Not used.

19.) Indicator (blue) for high beams.

20.) Indicator (green) for position lights or low beams.

21.) Indicator (green) for trailer direction.

22.) Indicator (green) for machine direction.

23.) Not used.

24.) Toggle switch for grain tank cover (open and close).

25.) Ignition switch.

26.) Switch for displaying concave position (wheat/maize).

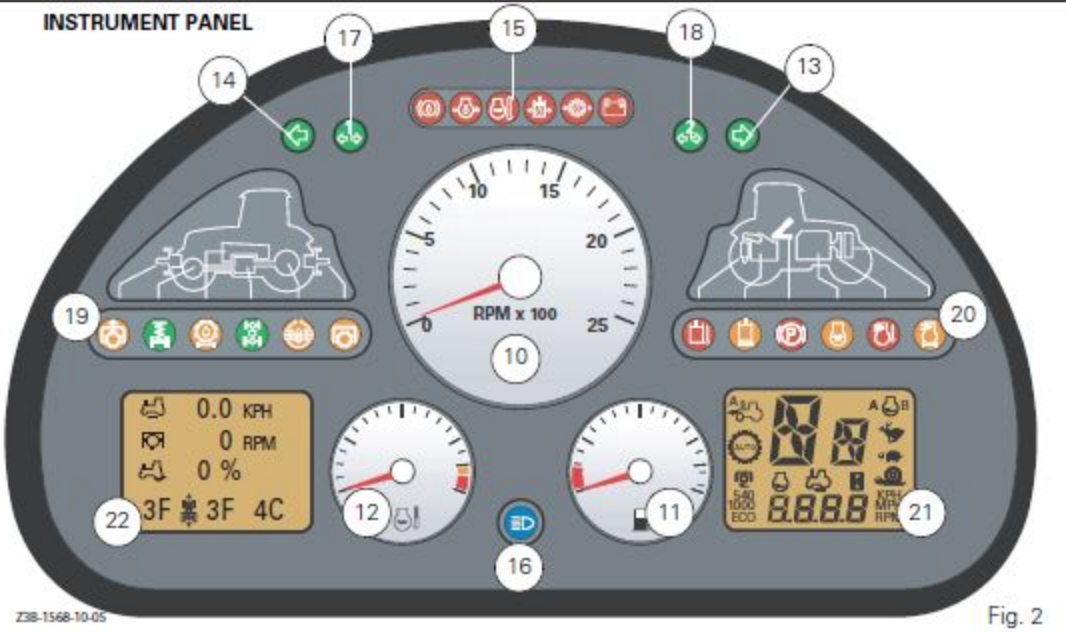

Fig. 2

Fig. 3

Start switch details (Fig. 3):

1. Stop.
2. Ignition switch position to be used for electrical equipment when the engine is not running.
3. Ignition switch position to be used for electrical equipment when the engine is running.
4. Preheating (wait for instrument panel indicator lights to switch off).
5. Start-up.

NOTE: The tractor runs with the key in position (3); to fully disconnect all electrical equipment, the key must be moved back through the accessory position (1) to the stop position (2).

Key:

1. Windscreen wiper
   - 0. Stop
   - J. Intermittent
   - I. Speed 1
   - II. Speed 2
2. Left-hand direction indicator
3. Right-hand direction indicator
4. Warning buzzer
5. Headlights flash
6. Headlights
7. Front windscreen and rear window washer

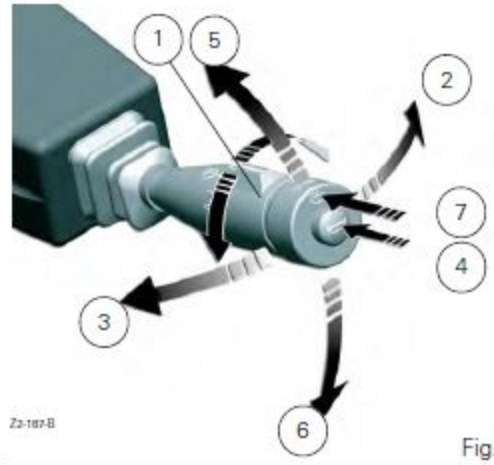

Fig. 4

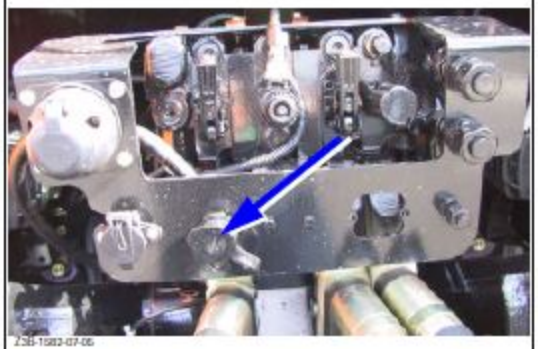

Fig. 5

4.4.4 - ParkLock electro-mechanical control (optional).

A Fig. 6: The control located on the left of the steering wheel is used to engage or disengage the ParkLock electro-mechanical brake.

Fig. 6

Activating "ParkLock":

- the PowerShuttle lever must be in neutral position,
- with control (A) pushed towards the steering wheel (closed padlock symbol).

"ParkLock" is engaged.

NOTE: The electronic control engages the ParkLock as soon as the ground speed drops below 1 kph. The indicator lights up on the instrument panel and the symbol "P" appears on the digital display.

Deactivating "ParkLock":

- Control (A) must be pulled outwards (open padlock symbol).

IMPORTANT: For the "ParkLock" to disengage after engine start-up, the electronic control must record a switch of the control (A) from the closed padlock position to the open padlock position. If this condition is ignored, the ParkLock will remain engaged even if the control is in the padlock open position.

DANGER: Move the control to locked position (closed padlock symbol) before leaving the driver's seat if the engine is running.

4.4.5 - Selecting a suitable gear ratio

Select the ratio with the best fuel consumption without overloading the engine or the gearbox. Also bear in mind potential variations in soil conditions within a few metres in the same field. Select a ratio which allows the engine to operate comfortably at about 75% of its maximum power.

4.4.6 - Preselecting A/B engine speeds

Fig. 7 - This function gives the operator a continuous choice between two engine speeds stabilised according to the adjustments selected.

Memorising engine speed

1. Select the required engine speed using the foot or hand throttle:
   Hold the memory button (A or B) down for 1 to 2 seconds. The speed is memorised and activated. The operation is identical for both memories (A and B).
   The speed is saved even if the ignition is switched off
2. Engine speed not selected:
   Keep the memory button (A or B) pressed down, do not release it; the speed will increase gradually. Release the button when the desired speed is reached; the speed will be memorised and activated.

Press button A/B to select or deselect the engine speed predefined by button (+/-).

Each time button (+/-) is pressed, engine speed is increased/decreased in 10 rpm increments. Continuously apply pressure to rapidly increase or decrease the engine speed to be stored.

NOTE: When driving at a preselected, accelerated engine speed, press once on the key A/B or on the brake pedals, or press the foot throttle pedal rapidly (kick down) to drop automatically to idle speed.

Fig. 7

Data export menu

To activate one of these functions, press the corresponding key «$_1$ to «$_6$.

7.3.2 - Description of a memory

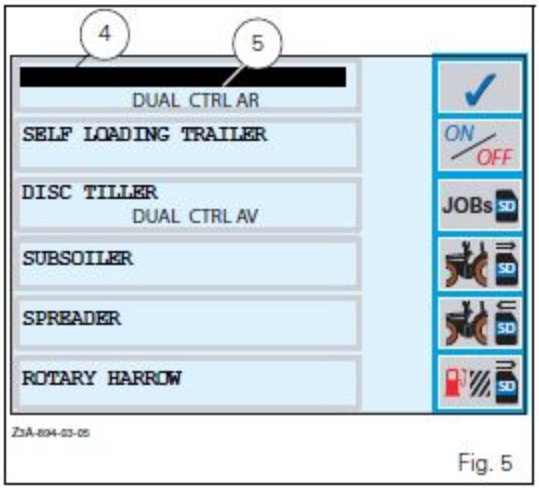

Fig. 5

Description (Fig. 5):

4. Memory name.
5. FRONT DUAL CONTROL, REAR DUAL CONTROL or TIC calibration.

- Select one of the six memories with the encoder (Fig. 6).

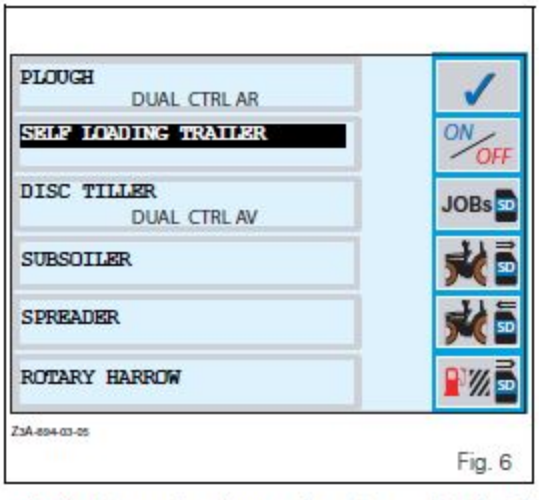

Fig. 6

- Confirm by pressing the encoder or key«$_1$. The (Fig. 7) window will be displayed.

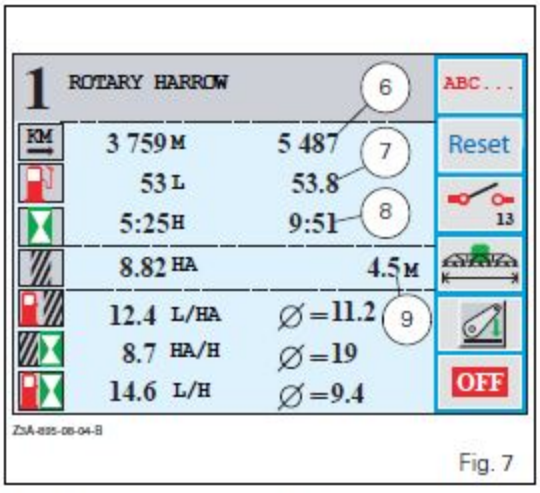

Fig. 7

Symbols in the left-hand part of the window:

KM — Total distance travelled during work (kilometres)

Total fuel used during work (litres)

Hours worked

Total area worked (hectares)

Instantaneous fuel consumption per unit of worked area (litres/hectare)

Instantaneous area worked per hour (hectares/hour)

Instantaneous fuel consumption (litres/hour)

Ø= Average value

Values in the central part of the window:

6. Total distance covered by the tractor (kilometres)
7. Total fuel used (litres, US/Imperial gallon)
8. Total hours

NOTE: These values are incremented when the tractor is started.

9. Implement width (metres)

(1) Right-hand auxiliary drive shaft
(2) Slip clutch for packer or packer/cutter
(3) Baler control valve assembly
(4) Stuffer brake
(5) SBC (square baler controller)
(6) Hydraulic reservoir sight glass

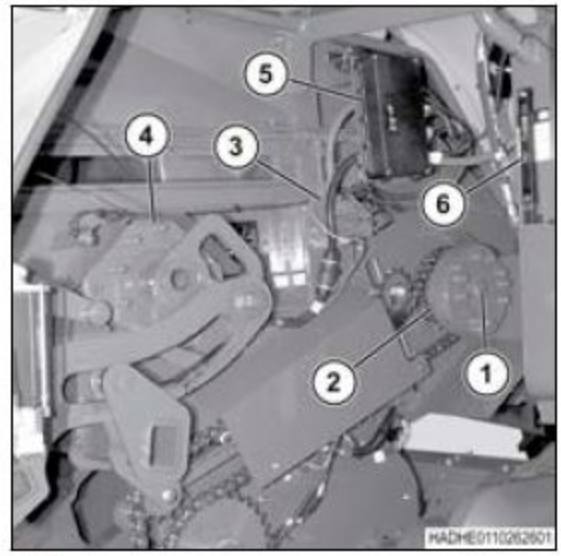

Fig. 6

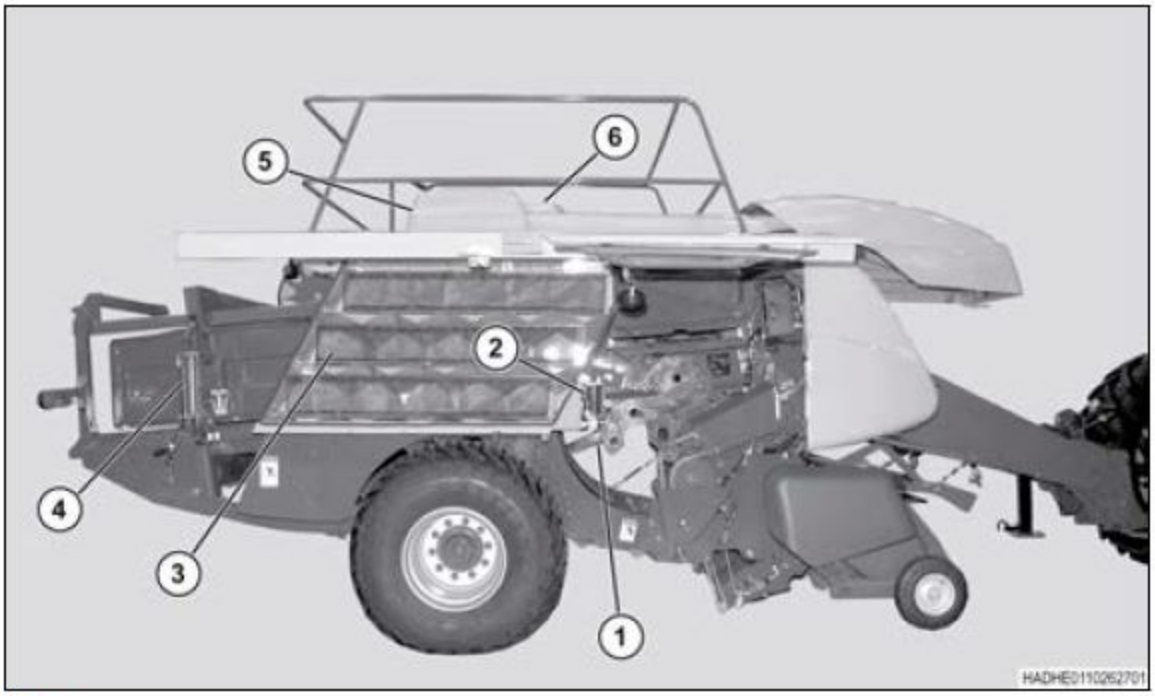

Fig. 7

(1) Stuffer fingers
(2) Knotter lubrication pump and reservoir
(3) Twine storage boxes
(4) Bale density cylinder
(5) Knotter assembly
(6) Knotter blower, if equipped

2.3.2 Left-hand side view

STRAW CHOPPER

TRANSPORT POSITION

Fig. 22 and Fig. 23

During road transport the straw chopper rotor must be secured and the spreader hood (3) must be in the working position, as shown in Fig. 22. *When the combine tows the table trailer, the spreader hood (3) must be folded up, as shown in* Fig. 23. *To fold up the spreader hood, release the locking device (6) using the lever (7), fold up the spreader hood (3) and secure in the catch (5).*

WORKING POSITION

Fig. 22 – Fig. 24

1.) To change back to working position, release the catch (5), fold down and secure the spreader hood (3) in the locking device (6).

***DANGER**: Risk of cutting.*

Depending on required spreading pattern, the spreader hood (3) can be secured in two different positions using the locking device (6):

Position (1) = wide spreading.

Position (2) = narrow spreading.

***IMPORTANT:** If, during work, the spreader moves away from the set position, the operator is warned immediately by the main horn.*

***IMPORTANT:** Avoid using the straw chopper on downhill gradients approaching the maximum authorised values, particularly if the crop is wet or does not flow freely.*

***DANGER**: Never fold up the spreader hood when working or immediately after disengaging the straw chopper since the straw chopper continues rotating for about one minute. Never engage the straw chopper when the spreader hood is folded up.*

2.) The lever (4) controlling the deflector plate is in the working position when pushed forward.

NOTE: The position of the lever (4) is parallel with the deflector plate inside the straw chopper hood.

3.) The straw deflectors can be adjusted according to the table width by loosening the screws (8) and moving the lever (9) or, on models with electrically operated straw deflectors, it can be done using the switch on the control panel.

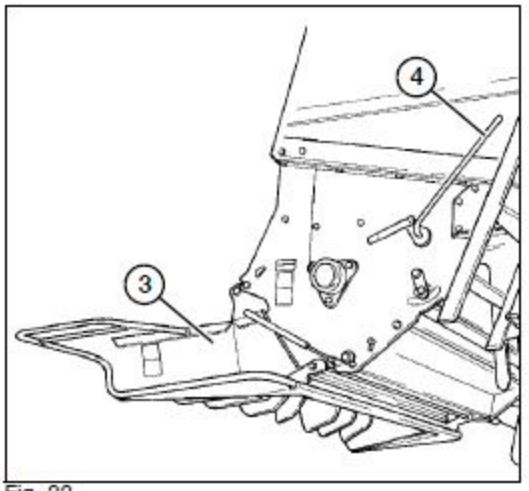

Fig. 22

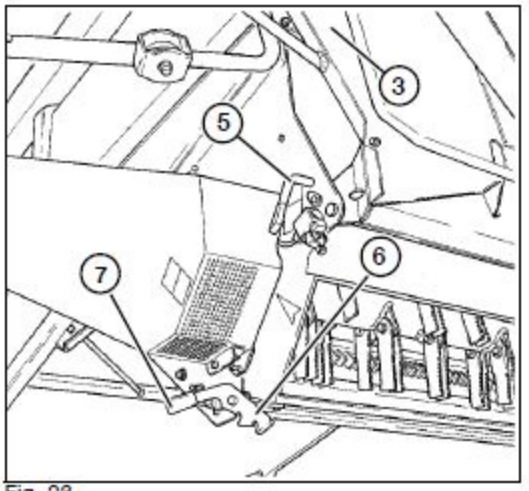

Fig. 23

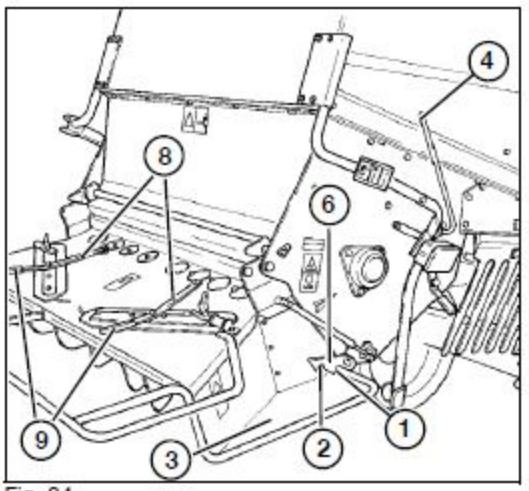

Fig. 24

3. Remove the shipping wire that ties the handrails together at locations where parts of the handrails cross.

Fig. 4

4. Raise the upper part of the rear handrail (1).

Fig. 5

5. Lift and lower the upper part of the rear handrail (1) onto the lower part of the rear handrail (2).

   This also lifts the right-hand side handrail.

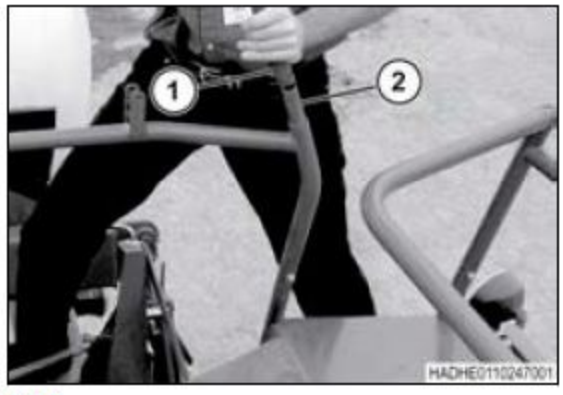

Fig. 6

Fig. 7