

# **M1170 Windrower**

Unloading and Assembly Instructions (North America)

214388 Revision A

2018 Model Year

Original Instruction

M1170 Windrower, featuring Dual Direction® and Crossflex™ rear suspension



1016391

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## Introduction

This manual contains unloading, assembly, and predelivery information for the MacDon M1170 Windrower, which when coupled with one of MacDon's auger, rotary, or draper headers, provides a package designed to cut and lay a variety of grain, hay, and specialty crops in windrows.

The M1170 Windrower is Dual Direction®, meaning that the windrower can be driven in the cab-forward or the engine-forward mode. Right and left designations are determined by the operator's position facing the direction of travel. This manual uses the terms right cab-forward, left cab-forward, right engine-forward, and left engine-forward when referencing specific locations on the machine.

The ignition keys were shipped with the shipping documents and are used to lock the cab doors and tool box compartment.

# List of Revisions

The following list provides an account of major changes from the previous version of this document.

Summary of Change	Location
Added rotary headers in the introduction.	<i>Introduction, page iii</i>
Description added to Lowering Steps.	<i>3.1 Lowering Steps, page 17</i>
Revised procedures and added new illustrations.	<ul style="list-style-type: none"> <li>• <i>2.1 Using One Forklift to Unload Windrower, page 15</i></li> <li>• <i>3.1 Lowering Steps, page 17</i></li> <li>• <i>3.2 Installing Caster Wheels, page 19</i></li> <li>• <i>3.3 Installing Drive Wheels, page 21</i></li> <li>• <i>3.4 Repositioning Right Leg, page 23</i></li> <li>• <i>4.1.2 Checking and Adding Wheel Drive Lubricant Level, page 48</i></li> <li>• <i>4.1.3 Checking Tire Pressures, page 49</i></li> </ul>
Rearranged first five topics for ease in assembly.	<i>3 Assembling the Windrower, page 17</i>
Added important note about supporting windrower on stands.	<i>3.3 Installing Drive Wheels, page 21</i>
Added step to remove shipping wire from traction drive hoses.	<i>3.4 Repositioning Right Leg, page 23</i>
<ul style="list-style-type: none"> <li>• Replaced the term caster wheel shocks with anti-shimmy dampener.</li> <li>• Steps 1 to 3 added to replace steps 1 to 4.</li> </ul>	<i>3.6 Installing Caster Anti-Shimmy Dampeners, page 29</i>
Installing Rear Ballast Package revised.	<i>3.10 Installing Rear Ballast Package, page 34</i>
Removed step about installing a new battery.	<i>3.12 Connecting Batteries, page 41</i>
Added important note for checking fluids before starting.	<i>3.13 Starting the Engine, page 43</i>
Added procedure/topic.	<i>4.2.8 Checking the Radio and Activating the Bluetooth® Feature, page 71</i>
Replaced image.	<i>4.1.1 Recording Serial Numbers, page 47</i>
<ul style="list-style-type: none"> <li>• Changed title from Checking Engine Oil Level to Checking and Adding Oil Level.</li> <li>• Added steps for adding engine oil.</li> </ul>	<i>4.1.5 Checking and Adding Engine Oil, page 52</i>
<ul style="list-style-type: none"> <li>• Moved Checking Tire Pressure topic at the end of Completing Predelivery Checklist.</li> <li>• Added pressures for turf tires and for D115X and D120X headers to table.</li> </ul>	<i>4.1.3 Checking Tire Pressures, page 49</i>

Summary of Change	Location
Added steps 27 and 28 for setting float.	<i>Attaching an A40-DX Auger Header, page 75</i>
Added steps 22 and 23 for setting float.	<i>Attaching a D1X or D1XL Series Header, page 84</i>
Added topic for checking HPT header settings and calibrating sensors	<i>Checking Header Settings, page 83</i>
<ul style="list-style-type: none"> <li>• Corrected hydraulic oil specification and capacity.</li> <li>• Added windshield washer fluid specification and capacity.</li> <li>• Corrected the capacity of the diesel fuel tank and engine oil pan.</li> </ul>	<i>5.1 Lubricants, Fluids, and System Capacities, page 109</i>
Moved the chapter Attaching Headers to M1 Series Windrower after Performing Predelivery Checks.	<i>4.5 Attaching Headers to M1 Series Windrower, page 75</i>
<p>Removed the following topics:</p> <ul style="list-style-type: none"> <li>• Detaching an A40-D and A40-DX Auger Header.</li> <li>• Detaching a D1X or D1XL Series Header.</li> </ul>	



## TABLE OF CONTENTS

---

Introduction .....	iii
List of Revisions .....	iv
<b>Chapter 1: Safety .....</b>	<b>1</b>
1.1 Signal Words .....	1
1.2 General Safety .....	2
1.3 Tire Safety .....	4
1.4 Battery Safety .....	5
1.5 Welding Precaution .....	6
1.6 Engine Safety .....	11
1.6.1 High Pressure Rails .....	11
1.6.2 Engine Electronics .....	12
1.7 Safety Signs .....	13
<b>Chapter 2: Unloading the Windrower .....</b>	<b>15</b>
2.1 Using One Forklift to Unload Windrower .....	15
<b>Chapter 3: Assembling the Windrower .....</b>	<b>17</b>
3.1 Lowering Steps .....	17
3.2 Installing Caster Wheels .....	19
3.3 Installing Drive Wheels .....	21
3.4 Repositioning Right Leg .....	23
3.5 Repositioning Caster Wheels .....	26
3.6 Installing Caster Anti-Shimmy Dampeners .....	29
3.7 Installing Windshield Access Step .....	31
3.8 Positioning Mirror Arms .....	32
3.9 Installing Slow Moving Vehicle (SMV) Signs .....	33
3.10 Installing Rear Ballast Package .....	34
3.11 Lubricating the Windrower .....	40
3.11.1 Lubrication Procedure .....	40
3.11.2 Lubrication Points .....	40
3.12 Connecting Batteries .....	41
3.13 Starting the Engine .....	43
3.13.1 Engine Start Troubleshooting Tips .....	45
<b>Chapter 4: Performing Predelivery Checks .....</b>	<b>47</b>
4.1 Completing Predelivery Checklist .....	47
4.1.1 Recording Serial Numbers .....	47
4.1.2 Checking and Adding Wheel Drive Lubricant Level .....	48
4.1.3 Checking Tire Pressures .....	49
4.1.4 Checking Engine Air Intake .....	51

## TABLE OF CONTENTS

4.1.5 Checking and Adding Engine Oil .....	52
4.1.6 Checking and Adding Hydraulic Oil.....	54
4.1.7 Checking Fuel Separator .....	55
4.1.8 Checking Engine Coolant Level.....	55
4.1.9 Checking Engine Gearbox Lubricant Level and Adding Lubricant.....	56
4.1.10 Checking Air Conditioning (A/C) Compressor Belts .....	56
4.1.11 Checking Operating Safety System.....	57
<b>4.2 Performing Operational Checks .....</b>	<b>59</b>
4.2.1 Checking Auto Lights.....	59
4.2.2 Checking Harvest Performance Display (HPT) .....	60
Navigating the Harvest Performance Tracker.....	61
Setting Language and Units of Measure .....	63
Setting Time and Date .....	63
Setting Windrower Tire Size .....	64
4.2.3 Checking Engine Speed .....	65
4.2.4 Checking Exterior Lights .....	66
4.2.5 Checking Horn .....	69
4.2.6 Checking Interior Lights .....	70
4.2.7 Checking Air Conditioning and Heater.....	70
4.2.8 Checking the Radio and Activating the Bluetooth® Feature .....	71
<b>4.3 Checking Manuals .....</b>	<b>73</b>
<b>4.4 Performing Final Steps .....</b>	<b>74</b>
<b>4.5 Attaching Headers to M1 Series Windrower .....</b>	<b>75</b>
4.5.1 A40-DX Auger Header.....	75
Attaching an A40-DX Auger Header.....	75
Connecting A40-DX Hydraulics .....	80
Checking Header Settings.....	83
4.5.2 D1X or D1XL Series Header .....	83
Attaching Draper Header Supports .....	83
Attaching a D1X or D1XL Series Header .....	84
Connecting D1X or D1XL Series Hydraulics .....	90
Checking Header Settings.....	93
4.5.3 R113 Self-Propelled Rotary Disc Header.....	93
Attaching R1 SP Disc Header to Windrower.....	93
Connecting R1 Series Hydraulics.....	98
Checking Header Settings.....	103
<b>4.6 Calibrating the Windrower and Header .....</b>	<b>104</b>
<b>4.7 Calibrating Windrower Knife Drive on Harvest Performance Tracker (HPT) Display.....</b>	<b>107</b>
<b>Chapter 5: Reference .....</b>	<b>109</b>
5.1 Lubricants, Fluids, and System Capacities .....	109
5.2 Fuel Specifications .....	111
5.3 Torque Specifications .....	112
5.3.1 Metric Bolt Specifications.....	112
5.3.2 Metric Bolt Specifications Bolting into Cast Aluminum .....	114

## TABLE OF CONTENTS

---

5.3.3 O-Ring Boss (ORB) Hydraulic Fittings (Adjustable).....	115
5.3.4 O-Ring Boss (ORB) Hydraulic Fittings (Non-Adjustable).....	117
5.3.5 O-Ring Face Seal (ORFS) Hydraulic Fittings .....	118
5.3.6 Tapered Pipe Thread Fittings .....	119
<b>5.4 Conversion Chart.....</b>	<b>120</b>
<b>5.5 Definitions .....</b>	<b>121</b>
<b>Predelivery Checklist.....</b>	<b>125</b>



# 1 Safety

## 1.1 Signal Words

Three signal words, **DANGER**, **WARNING**, and **CAUTION**, are used to alert you to hazardous situations. The appropriate signal word for each situation has been selected using the following guidelines:

### **DANGER**

Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury.

### **WARNING**

Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. It may also be used to alert against unsafe practices.

### **CAUTION**

Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may be used to alert against unsafe practices.

## 1.2 General Safety

### CAUTION

The following are general farm safety precautions that should be part of your operating procedure for all types of machinery.

Protect yourself.

- When assembling, operating, and servicing machinery, wear all protective clothing and personal safety devices that could be necessary for job at hand. Do **NOT** take chances. You may need the following:
  - Hard hat
  - Protective footwear with slip resistant soles
  - Protective glasses or goggles
  - Heavy gloves
  - Wet weather gear
  - Respirator or filter mask
- Be aware that exposure to loud noises can cause hearing impairment or loss. Wear suitable hearing protection devices such as earmuffs or earplugs to help protect against loud noises.



Figure 1.1: Safety Equipment



Figure 1.2: Safety Equipment

- Provide a first aid kit for use in case of emergencies.
- Keep a fire extinguisher on the machine. Be sure fire extinguisher is properly maintained. Be familiar with its proper use.
- Keep young children away from machinery at all times.
- Be aware that accidents often happen when Operator is tired or in a hurry. Take time to consider safest way. Never ignore warning signs of fatigue.

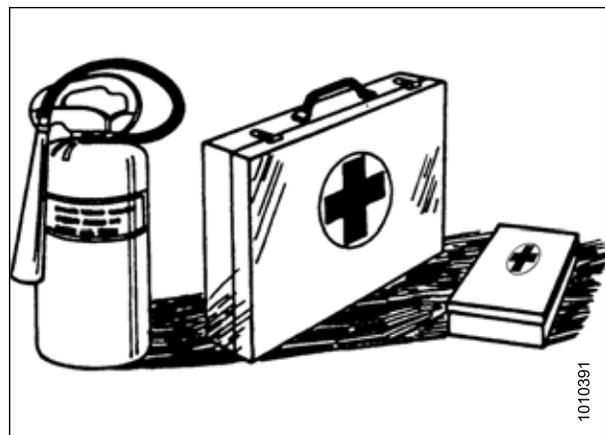


Figure 1.3: Safety Equipment

## SAFETY

- Wear close-fitting clothing and cover long hair. Never wear dangling items such as scarves or bracelets.
- Keep all shields in place. **NEVER** alter or remove safety equipment. Make sure driveline guards can rotate independently of shaft and can telescope freely.
- Use only service and repair parts made or approved by equipment manufacturer. Substituted parts may not meet strength, design, or safety requirements.



Figure 1.4: Safety around Equipment

- Keep hands, feet, clothing, and hair away from moving parts. **NEVER** attempt to clear obstructions or objects from a machine while engine is running.
- Do **NOT** modify machine. Unauthorized modifications may impair machine function and/or safety. It may also shorten machine's life.
- To avoid bodily injury or death from unexpected startup of machine, **ALWAYS** stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

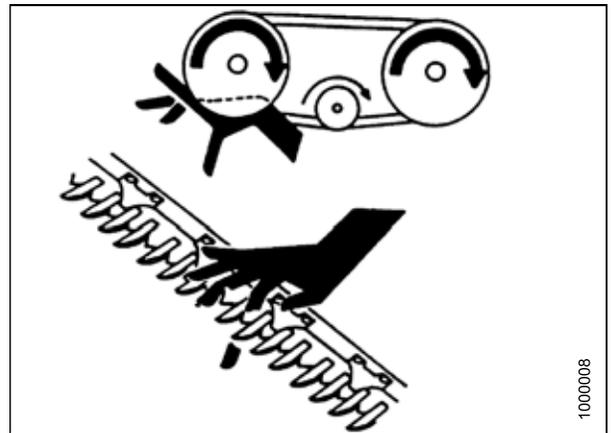


Figure 1.5: Safety around Equipment

- Keep service area clean and dry. Wet or oily floors are slippery. Wet spots can be dangerous when working with electrical equipment. Be sure all electrical outlets and tools are properly grounded.
- Keep work area well lit.
- Keep machinery clean. Straw and chaff on a hot engine is a fire hazard. Do **NOT** allow oil or grease to accumulate on service platforms, ladders, or controls. Clean machines before storage.
- **NEVER** use gasoline, naphtha, or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.
- When storing machinery, cover sharp or extending components to prevent injury from accidental contact.



Figure 1.6: Safety around Equipment

## 1.3 Tire Safety

### WARNING

- Service tires safely.
- A tire can explode during inflation which could cause serious injury or death.
- Follow proper procedures when mounting a tire on a wheel or rim. Failure to do so can produce an explosion that may result in serious injury or death.



Figure 1.7: Overinflated Tire

### WARNING

- Do NOT stand over tire. Use a clip-on chuck and extension hose.
- Never exceed air pressure of 241 kPa (35 psi) for field tires and 276 kPa (40 psi) for transport tires when seating bead on rim.
- Do NOT exceed maximum inflation pressure indicated on tire label.
- Replace tires that have defects.
- Replace wheel rims that are cracked, worn, or severely rusted.
- Never weld a wheel rim.
- Never use force on an inflated or partially inflated tire.
- Make sure tire is correctly seated before inflating to operating pressure.
- If tire is not correctly positioned on rim or is overinflated, tire bead can loosen on one side causing air to escape at high speed and with great force. An air leak of this nature can thrust tire in any direction endangering anyone in area.
- Make sure all air is removed from tire before removing tire from rim.
- Do NOT remove, install, or repair a tire on a rim unless you have proper equipment and experience to perform job.
- Take tire and rim to a qualified tire repair shop.



Figure 1.8: Safely Inflating Tire

## 1.4 Battery Safety

### WARNING

- Keep all sparks and flames away from batteries, as a gas given off by electrolyte is explosive.
- Ventilate when charging in enclosed space.



Figure 1.9: Safety around Batteries

### WARNING

- Wear safety glasses when working near batteries.
- Do NOT tip batteries more than 45° to avoid electrolyte loss.
- Battery electrolyte causes severe burns. Avoid contact with skin, eyes, or clothing.
- Electrolyte splashed into eyes is extremely dangerous. Should this occur, force eye open, and flood with cool, clean water for 5 minutes. Call a doctor immediately.
- If electrolyte is spilled or splashed on clothing or body, neutralize it immediately with a solution of baking soda and water, then rinse with clear water.

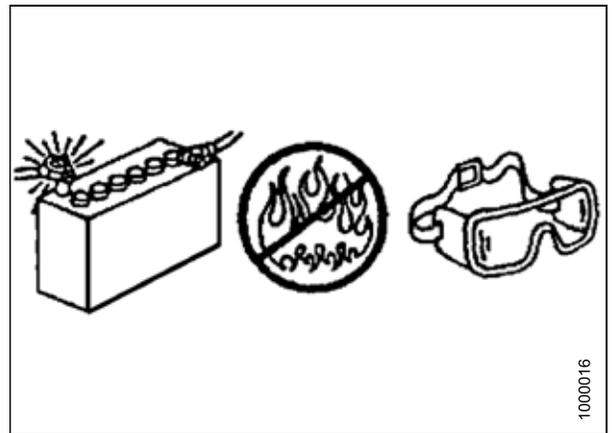


Figure 1.10: Safety around Batteries

### WARNING

- To avoid injury from spark or short circuit, disconnect battery ground cable before servicing any part of electrical system.
- Do NOT operate engine with alternator or battery disconnected. With battery cables disconnected and engine running, a high voltage can be built up if terminals touch frame. Anyone touching frame under these conditions would be severely shocked.
- When working around storage batteries, remember that all of the exposed metal parts are live. Never lay a metal object across terminals because a spark or short circuit will result.
- Keep batteries out of reach of children.

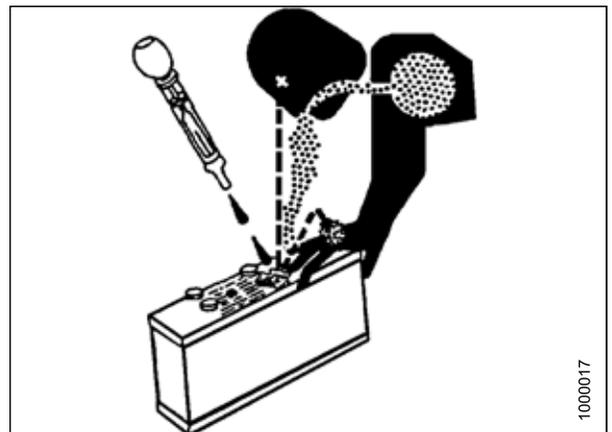


Figure 1.11: Safety around Batteries

## 1.5 Welding Precaution

### WARNING

It is very important that correct procedures be followed when welding anything connected to the windrower. If procedures are not followed, it could result in severe damage to sensitive, expensive electronics. Even if complete failure of a module doesn't happen immediately, it is impossible to know what effect high current could have with regard to future malfunctions or shorter lifespan.

Due to the number of connectors, components to be welded should be removed from the windrower whenever possible rather than welded in place. When work needs to be completed on a header, disconnect the header completely from windrower before welding. These same guidelines apply to plasma cutting, or any other high current electrical operation performed on machine.

#### *The following items need to be disconnected:*

- Negative battery terminals (A) (two connections)

#### **IMPORTANT:**

Always disconnect the battery terminals first, and reconnect them last.

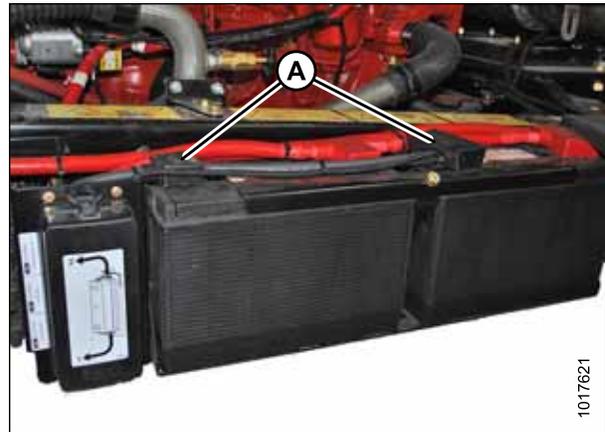


Figure 1.12: Negative Terminals

- Master controller (A)  
Four connectors: P231, P232, P233, and P234

Location: Behind cab, near header lift/fan manifold.

To disconnect the connectors, press on the two outer tabs, and pull connector away from module.

#### **IMPORTANT:**

When reconnecting these connectors, double-check that the connectors are fully seated into the module, and that the two locking tabs on each end of all four connectors have popped outward. If the tabs are not popped outward, the connector is not fully seated.

#### **IMPORTANT:**

Do **NOT** power up or operate the windrower until these connectors are locked into place.



Figure 1.13: Master Controller

## SAFETY

- Firewall extension module (A)  
Two connectors: P235 and P236

Location: Behind cab, near header lift/fan manifold.

To disconnect, use a small 1/8–1/4 in. blade screwdriver to insert into the connector's locking tab. Gently pry upward (no more than 1/4 in.) and unlock the connector tab, and pull the connector away from the module.

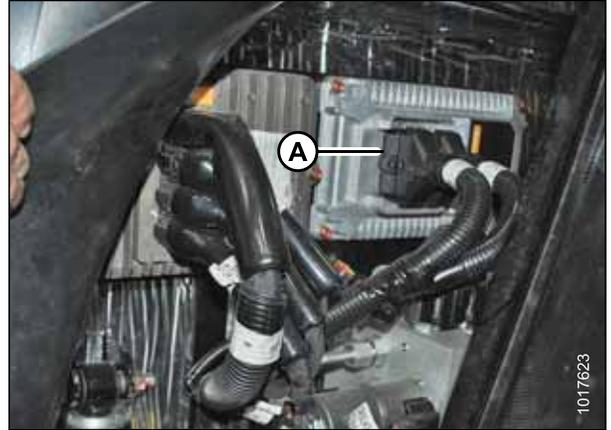


Figure 1.14: Firewall Extension Module

- Chassis extension module (A)  
Two connectors: P247 and P248

Location: Under cab, inside left frame rail

To disconnect, use a small 1/8–1/4 in. blade screwdriver to insert into the connector's locking tab. Gently pry upward (no more than 1/4 in.) to unlock the connector tab, and pull the connector away from the module.

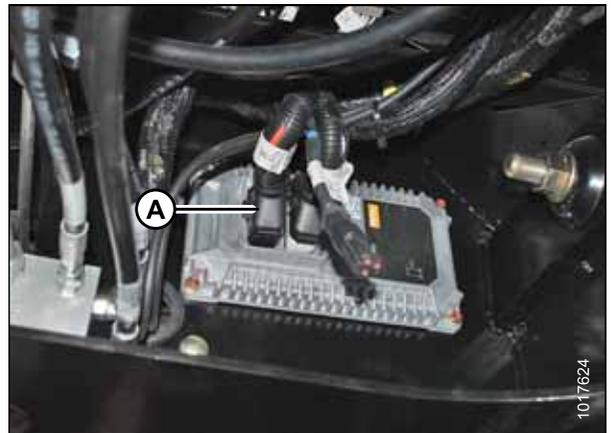


Figure 1.15: Chassis Extension Module

- Engine Control Module (ECM)  
Two connectors for Cummins: P100 (A) and J1 Cummins Proprietary ECM Connector (B)

Location: On engine

To disconnect, pull the rubber boot off cover, unlock the latch, and undo the main over-center latch. Remove the strain relief bolts (C) so the connectors can be pulled away from the ECM.

**IMPORTANT:**

Be sure to disconnect both connectors. Note connector locations.

**IMPORTANT:**

Be sure to reconnect connectors in the proper locations. Do **NOT** cross connect.

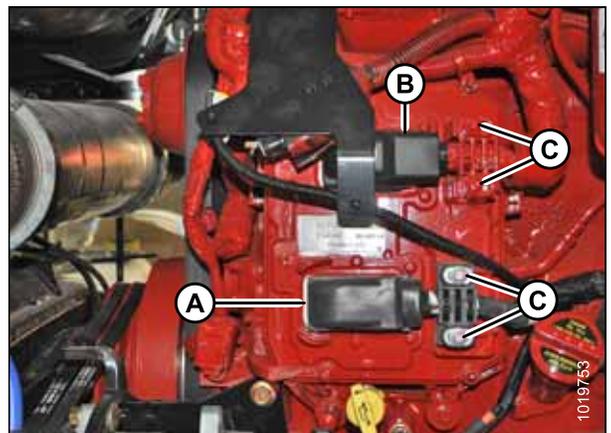


Figure 1.16: Engine Control Module

## SAFETY

### NOTE:

To disconnect the remaining circular Deutsch connectors, rotate outer collar counterclockwise.

- Cab connectors (A)  
Two round connectors: C1 and C2

Location: Under cab

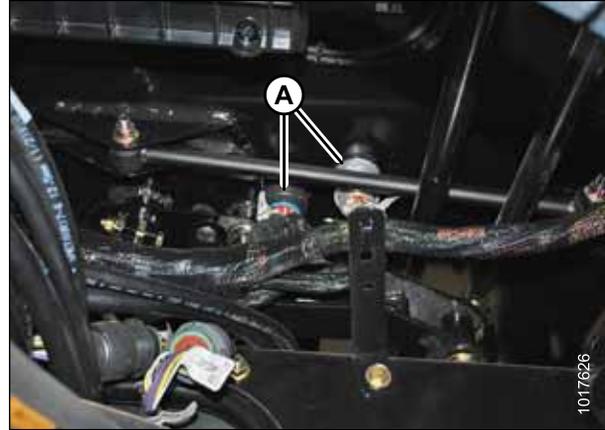


Figure 1.17: Cab Connectors

- Roof connectors (A)  
Four connectors: C10, C12, C13, and C14

Location: Under cab at base of left cab post

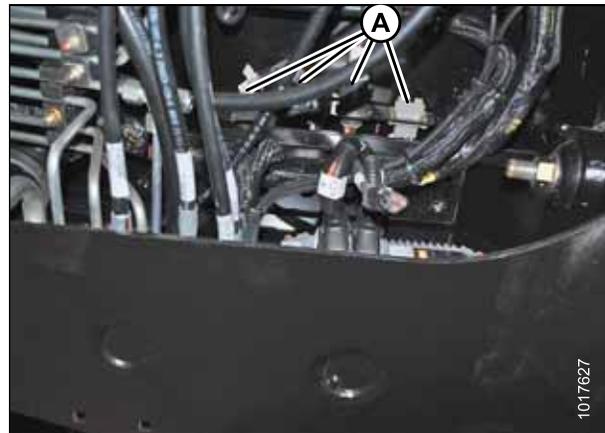


Figure 1.18: Roof Connectors

- Chassis relay module (A)  
Three connectors: P240, P241, and P242

Location: Outside left frame rail near batteries

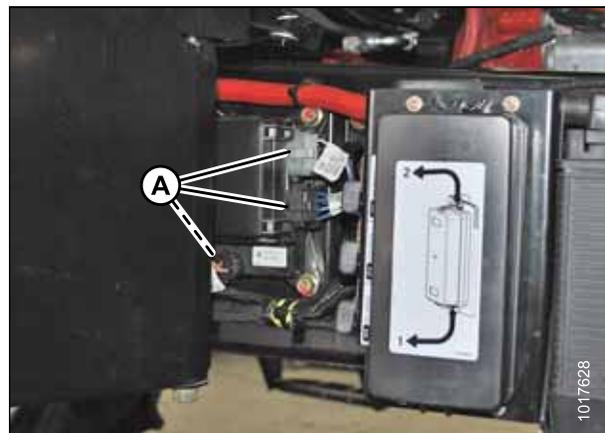


Figure 1.19: Chassis Relay Module

## SAFETY

- Engine harness (A)  
Two round connectors: C30 and C31  
Location: Inside left frame rail, at rear of windrower

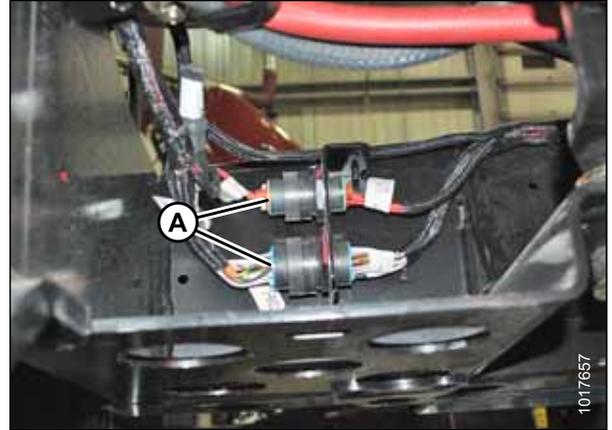


Figure 1.20: Engine Harness

- Air conditioning (A/C) box connectors (A)  
Two connectors: C15 and C16  
Location: Rear of A/C box



Figure 1.21: A/C Box Connectors

- Wheel motor connectors (A)  
Two round connectors: C25 and C26  
Location: Under center of frame, just behind front cross member

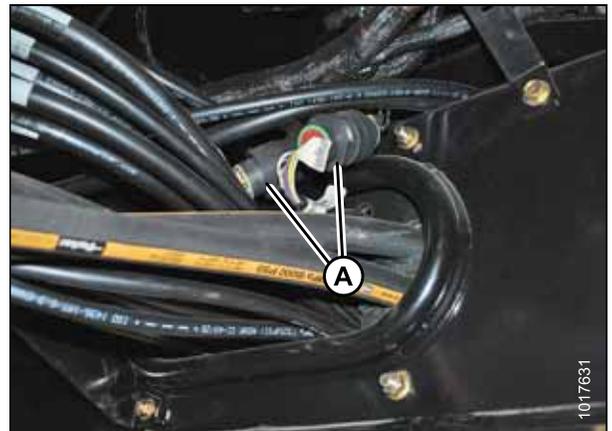


Figure 1.22: Wheel Motor Connectors

### IMPORTANT:

To connect circular Deutsch connectors without bending the pins, align connector with receptacle before attempting to reconnect.

To align the connectors:

## **SAFETY**

1. Observe the channel cuts and mating channel protrusions on the inner part of the circular walls of the connectors.
2. Face the mating connectors to each other, and rotate connectors so that channels are aligned.
3. Press connectors together while turning the outer connector clockwise until collar locks.

## 1.6 Engine Safety

### WARNING

Do NOT use aerosol types of starting aids such as ether. Such use could result in an explosion and personal injury.

### CAUTION

- On initial start-up of a new, serviced, or repaired engine, always be ready to stop the engine in order to stop an overspeed. This may be accomplished by shutting off air and/or fuel supply to engine.
- Do NOT bypass or disable automatic shutoff circuits. The circuits are provided in order to help prevent personal injury. The circuits are also provided in order to help prevent engine damage. Refer to your Dealer for repairs and adjustments.
- Inspect engine for potential hazards.
- Before starting engine, ensure that no one is on, underneath, or close to engine. Ensure that people clear area.
- All protective guards and all protective covers must be installed if engine must be started in order to perform service procedures.
- To help prevent an accident that is caused by parts in rotation, work around parts carefully.
- If a warning tag is attached to engine start switch or to controls, do NOT start engine or move controls. Consult with person who attached warning tag before engine is started.
- Start engine from operator's compartment. Always start engine according to procedure that is described in Starting Engine section of operator's manual. Knowing correct procedure will help to prevent major damage to engine components and prevent personal injury.
- To ensure that jacket water heater (if equipped) and/or lube oil heater (if equipped) is working correctly, check water temperature gauge and/or oil temperature gauge during heater operation.
- Engine exhaust contains products of combustion which can be harmful to your health. Always start engine and operate engine in a well ventilated area. If engine is started in an enclosed area, vent engine exhaust to outside.

#### NOTE:

The engine may be equipped with a device for cold starting. If engine will be operated in very cold conditions, then an additional cold starting aid may be required.

### 1.6.1 High Pressure Rails

#### CAUTION

Contact with high pressure fuel may cause fluid penetration and burn hazards. High pressure fuel spray may cause a fire hazard. Failure to follow these instructions may cause personal injury or death.

## 1.6.2 Engine Electronics

### WARNING

Tampering with electronic system installation or original equipment manufacturer (OEM) wiring installation can be dangerous and could result in personal injury or death and/or engine damage.

### WARNING

**Electrical Shock Hazard.** The electronic unit injectors use DC voltage. The engine control module (ECM) sends this voltage to electronic unit injectors. Do NOT come in contact with harness connector for electronic unit injectors while engine is operating. Failure to follow this instruction could result in personal injury or death.

This engine has a comprehensive, programmable engine monitoring system. The ECM has ability to monitor engine operating conditions. If conditions exceed the allowable range, the ECM will initiate an immediate action.

The following actions are available for engine monitoring control:

- Warning
- Derate
- Shut down

The following monitored engine operating conditions have ability to limit engine speed and/or engine power:

- Engine coolant temperature
- Engine oil pressure
- Engine speed
- Intake manifold air temperature
- Diesel exhaust fluid (DEF) system performance
- Aftertreatment system performance

## 1.7 Safety Signs

- Keep safety signs clean and legible at all times.
- Replace safety signs that are missing or become illegible.
- If original parts on which a safety sign was installed are replaced, be sure repair part also bears current safety sign.
- Safety signs are available from your MacDon Dealer.

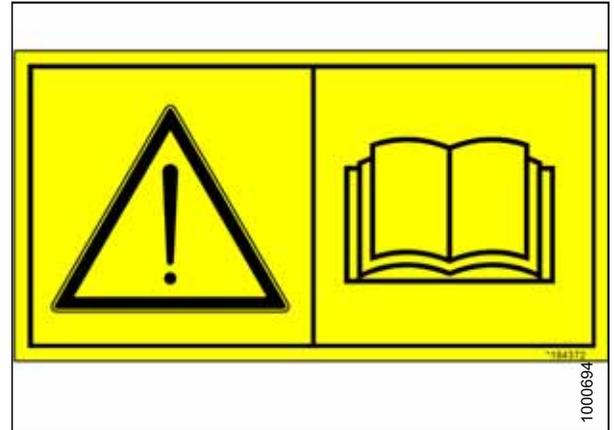


Figure 1.23: Operator's Manual Decal



## 2 Unloading the Windrower

### 2.1 Using One Forklift to Unload Windrower

#### CAUTION

Equipment used for unloading must meet or exceed the specified requirements. Using inadequate equipment may result in chain breakage, vehicle tipping, or machine damage.

Table 2.1 Lifting Vehicle Requirements

Minimum Capacity <sup>1</sup>	7037 kg (15,500 lb.)
Minimum Fork Length	198.1 cm (78 in.)

#### IMPORTANT:

Forklifts are normally rated for a load located 610 mm (24 in.) ahead of the back end of the forks. To obtain forklift capacity at 122.2 cm (48 in.), check with your forklift distributor.

1. Move the trailer onto level ground and block the trailer wheels.
2. Set forklift tines to the widest possible setting.

#### CAUTION

Ensure forks do not contact or lift on fuel tank (A) or engine oil pan (B) (not shown).

3. Position forklift from opposite side of fuel tank, and position forks (C) under windrower frame with the fuel tank (A) between the forks.

#### NOTE:

The windrower's center of gravity is approximately 157.5 cm (62 in.) rearwards from the center of the drive wheel.

#### WARNING

Ensure the forks extend beyond the far side of the frame.

4. Lift until windrower is clear of the trailer deck.
5. Back forklift slowly away from trailer until the windrower is clear of the trailer deck.
6. Lower unit slowly to the ground. If the ground is soft, place wooden blocks under the front shipping stands.
7. Carefully back forklift away from windrower.
8. Check windrower for shipping damage, and check shipment for missing parts.
9. In case of shipping damage or missing parts, confirm that serial number matches shipping manifest, then contact MacDon immediately with any damage or shortage claims.

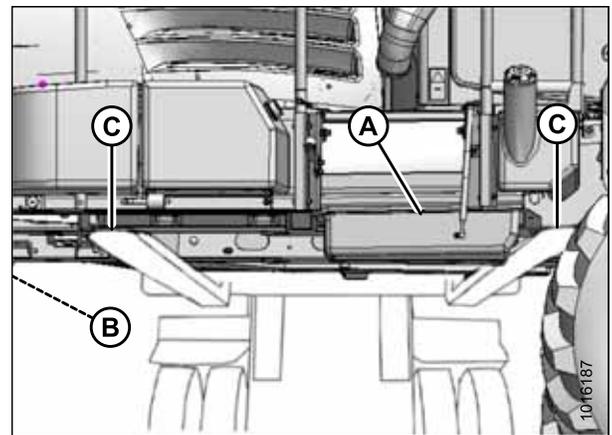


Figure 2.1: Windrower on Trailer

1. At 122.2 cm (48 in.) from back end of forks.



## 3 Assembling the Windrower

Perform all procedures in this chapter in the order in which they are listed.

### 3.1 Lowering Steps

Lowering the steps allows safe and easy access to the cab where some assembly hardware was stored for shipping purposes.

Lower steps from shipping position to working position as follows:

**NOTE:**

Left side shown, right side opposite.

1. Remove stop bolt (A) and discard.
2. Loosen pivot bolts (B) at both sides of step (C).

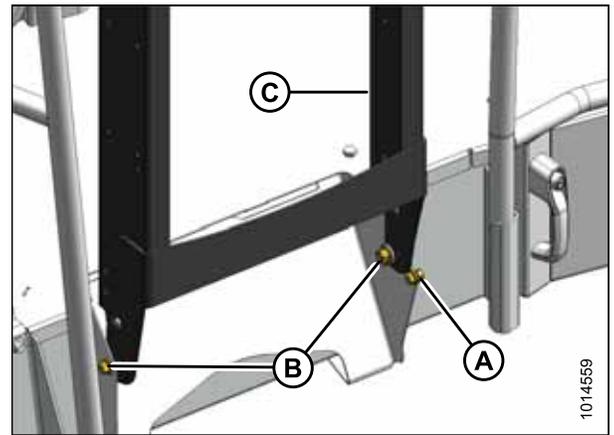


Figure 3.1: Left Step – Shipping Position

3. Lower step (A) to working position.
4. Ensure clips (B) are engaged in step.
5. Tighten pivot bolts (C) to 90–100 Nm (66–73 lbf-ft).

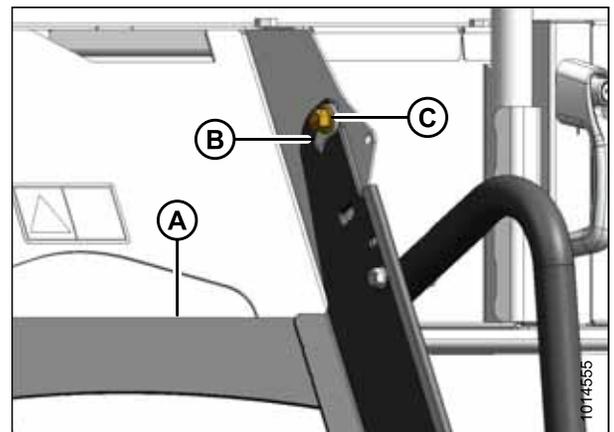


Figure 3.2: Left Step – Working Position

## ASSEMBLING THE WINDROWER

6. Retrieve bag containing drive wheel nuts from the storage compartment (A) behind the training seat.

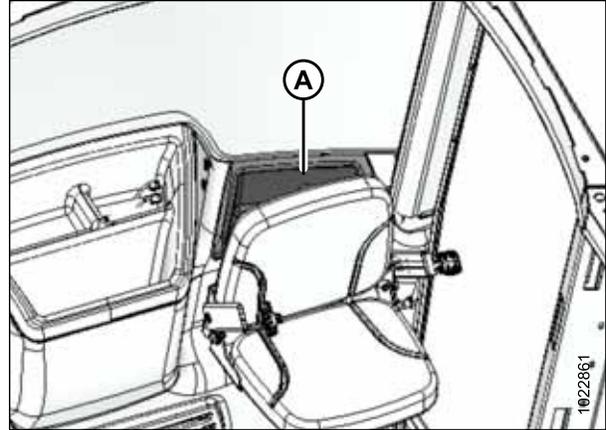


Figure 3.3: Storage Compartment

### 3.2 Installing Caster Wheels

Some shipping configurations come with caster wheels removed. Follow this procedure to install caster wheels if required.

1. Retrieve toolbox (A) from the storage compartment, and remove banding.

**NOTE:**

Use ignition key to unlock storage compartment.

2. Retrieve hardware from the toolbox (A).

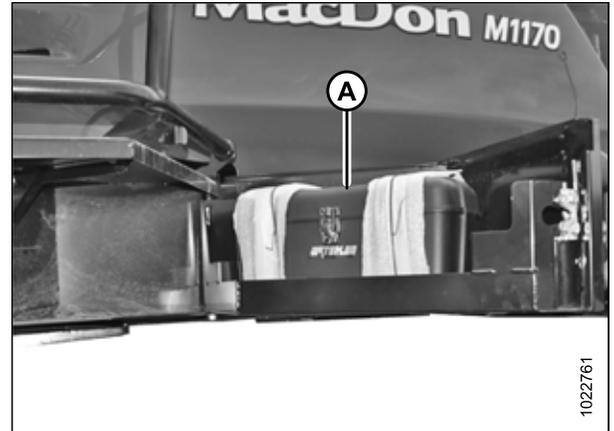


Figure 3.4: Toolbox – M1170 Shown, M1240 Similar

3. Remove banding and blocking (A) securing walking beam to frame.
4. Retrieve caster wheel assemblies from shipment.

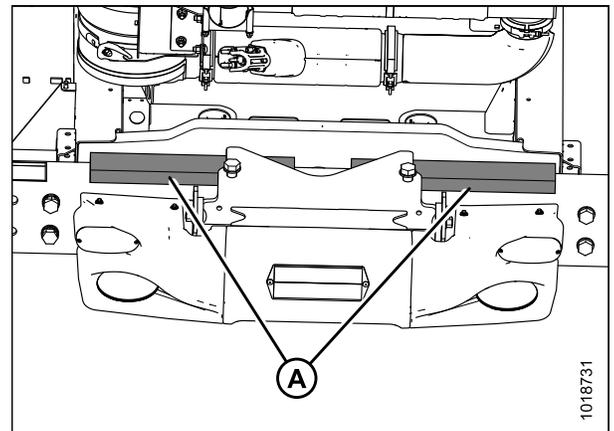


Figure 3.5: Windrower Rear

5. Using a forklift, approach windrower from the front and slide forks under frame.

**CAUTION**

Ensure forks do not contact fuel tank (A) and that forks lift on windrower frame.

6. Raise windrower approximately 152 cm (60 in.) off the ground. Place suitable stands under the drive wheel legs and rear frame, and lower windrower onto stands to partially unload the forks.



Figure 3.6: Lifting Windrower

## ASSEMBLING THE WINDROWER

7. Attach a sling (B) to caster assembly (A).
8. Retrieve two washers (C) from the toolbox and place them on the caster wheel spindle (D).
9. If caster assembly is on a pallet, remove banding and shipping material securing the assembly (A) to pallet.

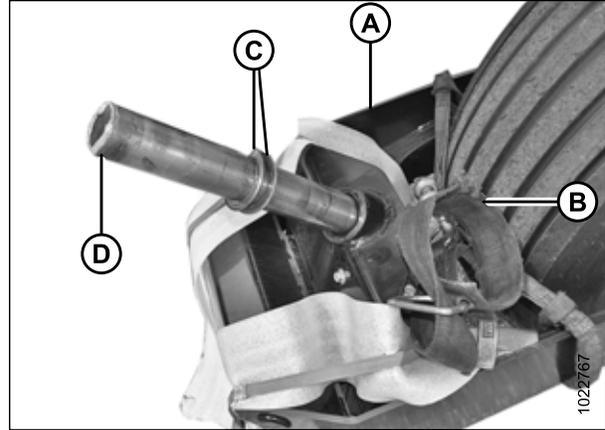


Figure 3.7: Caster Wheel Assembly in Shipping Configuration

10. Attach the sling (A) on the caster assembly (B) to a suitable lifting device.
11. Tilt walking beam (C) and maneuver caster assembly (B) so that spindle (D) can be installed onto walking beam (C).

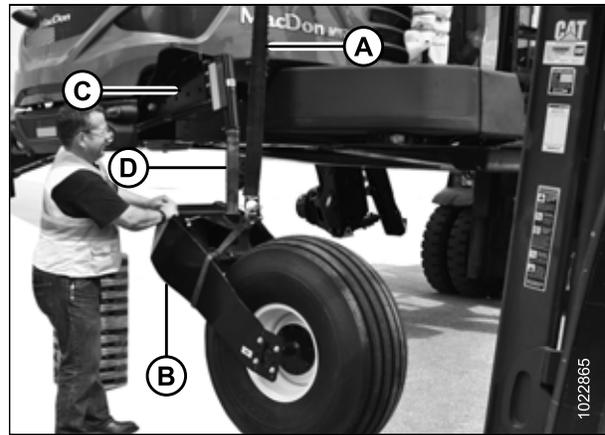


Figure 3.8: Installing Caster Assembly

12. Install the flat washer (A) onto the spindle.
13. Install key (B) and arm (C) onto spindle, ensuring that arm is positioned so there is no clearance at the top and bottom of the walking beam extension.
14. Install retaining ring (D).
15. Tighten nut (E) and torque to 190–200 Nm (140–147 lbf·ft).
16. Remove sling from caster assembly.
17. Repeat Steps 7, page 20 to 16, page 20 for second caster assembly.

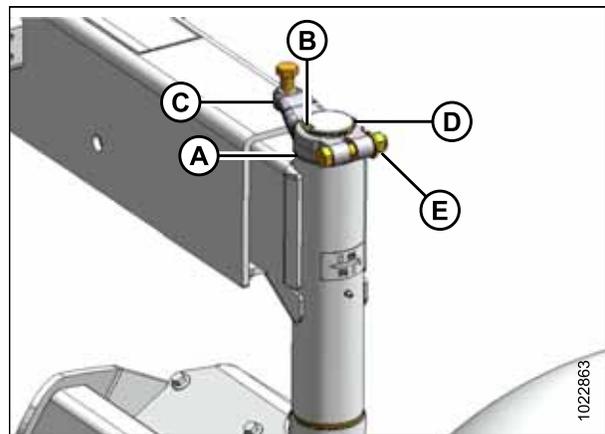


Figure 3.9: Caster Arm

### 3.3 Installing Drive Wheels

**IMPORTANT:**

Windrower must be supported off the ground with stands. .

1. Using a forklift, lift cab-end of windrower to approximately 130 cm (51 in.) (B) off the ground, enough to position the drive wheel assembly (A). Place a stand (C) under windrower frame.
2. Clean mounting surface on wheel drive and rim.

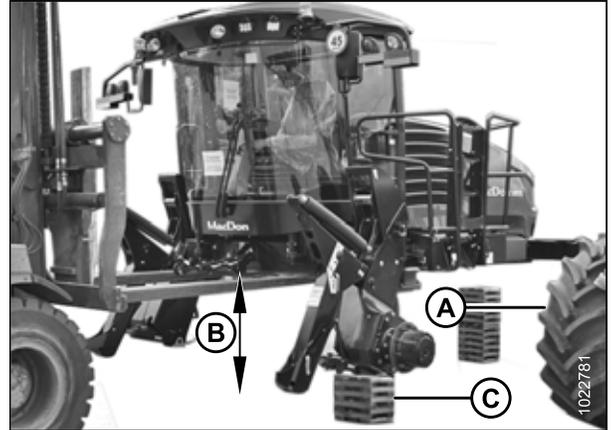


Figure 3.10: Supporting Windrower

**CAUTION**

Use a lifting device capable of supporting a minimum of 907 kg (2000 lb.) to lift the wheel assembly.

3. Position pallet jack (A) or equivalent under tire and raise slightly.
4. Locate drive wheel against the wheel drive hub so the air valve (B) is on the outside and the tire tread (C) points forward with the windrower in cab-forward orientation.

**NOTE:**

For turf tires (diamond tread pattern), be sure arrow on sidewall points in forward rotation with windrower in cab-forward.

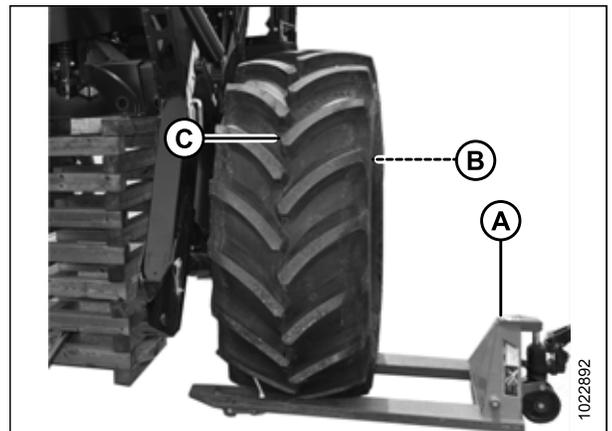


Figure 3.11: Drive Wheel

## ASSEMBLING THE WINDROWER

5. Position wheel to line up holes in rim with studs on hub and push wheel onto hub.
6. Install wheel nuts (A).

**IMPORTANT:**

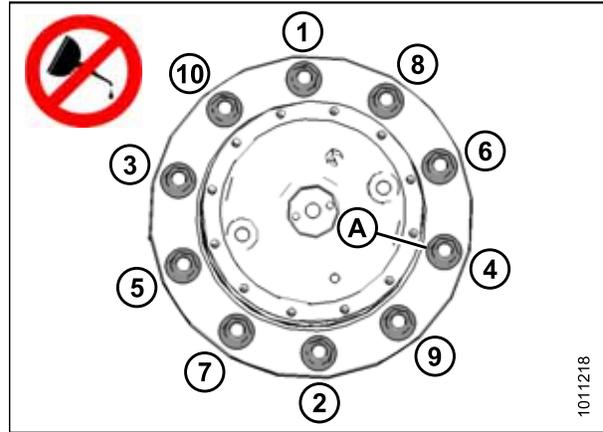
To avoid damage to wheel rims and studs, do **NOT** use an impact wrench. Threads must be clean and dry. Do **NOT** apply lubricant or anti-seize compound. Do **NOT** overtighten the wheel nuts.

7. Torque drive wheel nuts to 510 Nm (375 lbf-ft) using the tightening sequence shown.

**IMPORTANT:**

Use only manufacturer-specified nuts (MD #205397).

8. Repeat tightening sequence two additional times, ensuring the specified torque is achieved each time.
9. Lower jack and move away from work area.
10. Raise windrower, remove stand, and lower windrower to ground.
11. Repeat Steps 2, [page 21](#) to 8, [page 22](#) for the other drive wheel.
12. Repeat torque procedure every hour of operation until two consecutive checks confirm that there is no movement of the nuts.



**Figure 3.12: Tightening Sequence**

### 3.4 Repositioning Right Leg

The right (cab-forward) leg requires repositioning from shipping to field configuration.

#### CAUTION

**Do NOT open the right cab-forward door when the right leg is in shipping configuration. If glass door contacts the leg, it may result in broken glass door and/or damaged door seal.**

1. Using a forklift, lift front of windrower. Place a stand (A) (or equivalent) to support front of windrower and to keep right wheel (B) off the ground.
2. Slowly lower windrower to a stand (A).
3. Place a pallet jack (C) (or equivalent) under the right wheel (B), and raise pallet jack enough to take the weight off the right wheel.

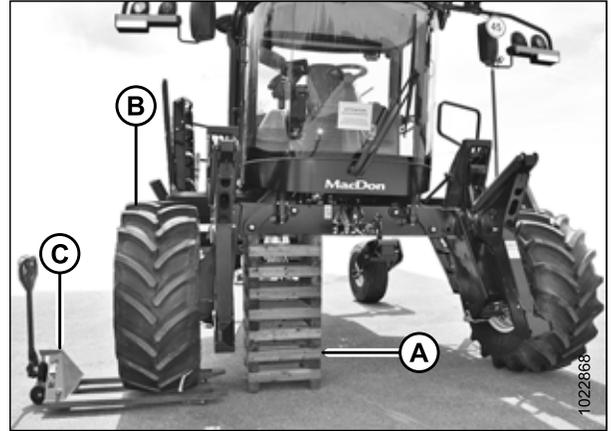


Figure 3.13: Supporting Right Leg of Windrower

4. Remove shipping tag and wire (A) from traction drive hoses under the cab.

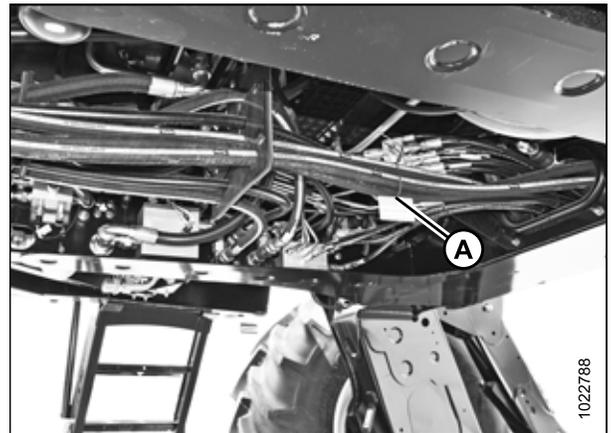


Figure 3.14: Under Windrower Cab

## ASSEMBLING THE WINDROWER

- Remove two bolts (A), washers, and nuts from frame.

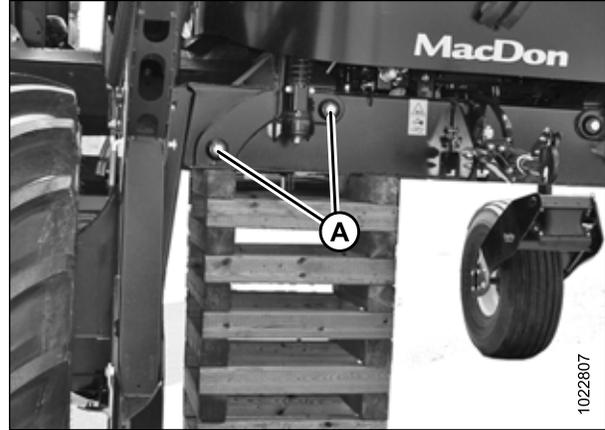


Figure 3.15: Windrower Right Leg

- Adjust jack height until pin (A) is loose. Extract pin from front of frame with a slide hammer (B) (MD #209816) (tool required due to limited space in front of fuel tank). Instructions are included with the tool.

**NOTE:**

Removing the pins will be difficult if the jack is not properly positioned to take the weight off the leg.

- Repeat for second pin.

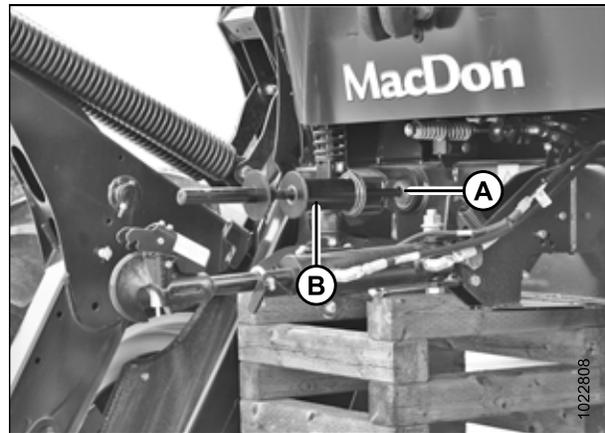


Figure 3.16: Slide Hammer

- Move leg outwards to expose one hole (A) in frame.



Figure 3.17: Repositioning Right Leg

## ASSEMBLING THE WINDROWER

- Align holes at pin locations and use the slide hammer (B) to reinstall pins (A). If necessary, adjust jack to prevent damage to the outer edges of the pins.

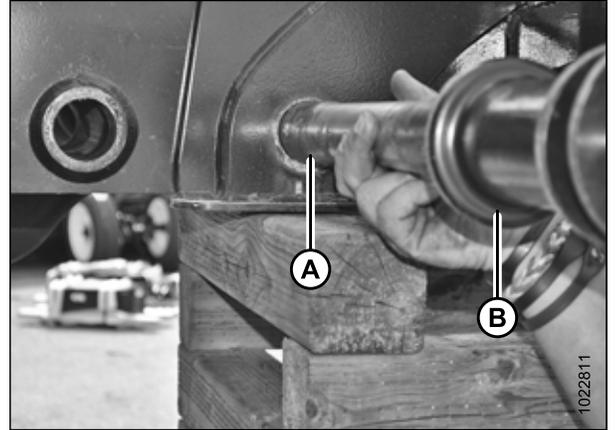


Figure 3.18: Leg Pin

- Secure pins with bolts (A), washers, and nuts. Torque nuts to 136 Nm (100 lbf·ft).
- Lower pallet jack and move it from work area.
- Support the windrower with forklift, remove stand and lower windrower to ground.

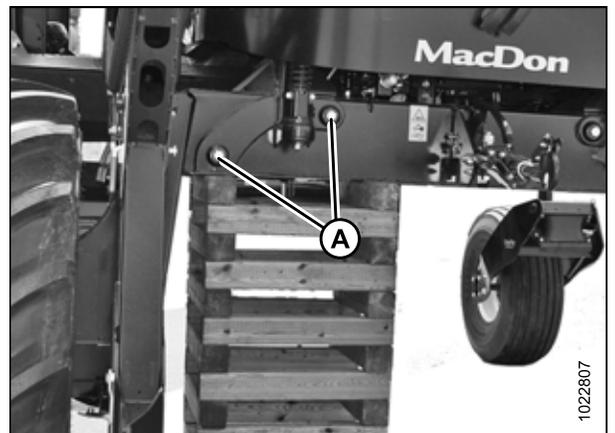


Figure 3.19: Right Leg

### 3.5 Repositioning Caster Wheels

A narrow caster tread width is better suited for smaller headers because it allows more space for the uncut crop and provides more maneuverability around poles, irrigation inlets, and other obstacles. A wider caster tread width reduces runover in heavy crops that produce large windrows.

1. Lift windrower with forklift to take most of the weight off casters.



Figure 3.20: Supporting Windrower

2. Remove four bolts and washers (A), shock support brackets (B), and slow moving vehicle (SMV) sign support bracket (C) from walking beam.
3. Retain hardware and support brackets (B) and (C) for installation later.

**NOTE:**

There is one SMV support bracket (C) preinstalled on shock support brackets (B) at the left cab-forward walking beam.

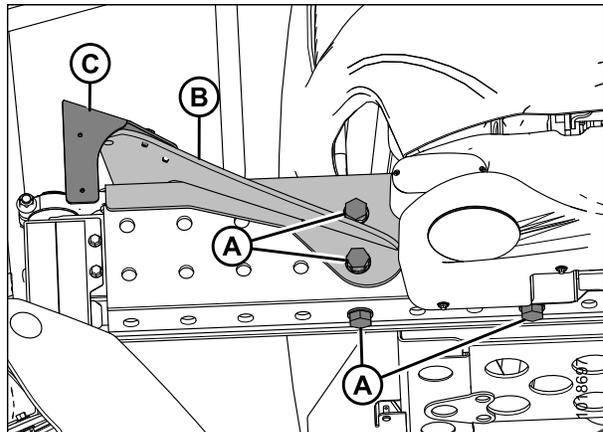


Figure 3.21: Walking Beam

4. If not done yet, remove banding and blocking (A) securing walking beam to frame.

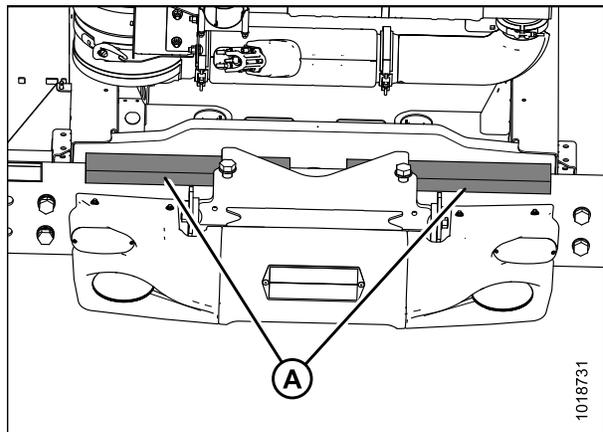


Figure 3.22: Windrower Rear

## ASSEMBLING THE WINDROWER

5. Rotate the caster so the wheel (A) is parallel to the walking beam to assist with moving the extensions. Pull walking beam extension (B) out to desired position and line up bolt holes.

**NOTE:**

The walking beam extension (B) can be adjusted into three working positions.

6. Install two M24 x 60 bolts and washers (C) on bottom of beam. Do **NOT** tighten.

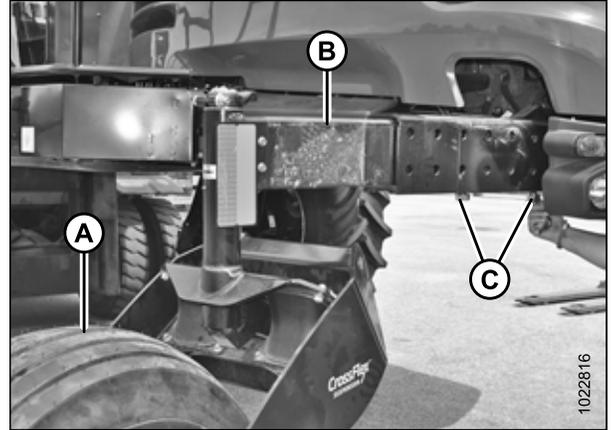


Figure 3.23: Walking Beam Extension

7. Install two M24 x 60 bolts coated with anti-seize compound and M24 flat washers (A) from the toolbox in the outboard side of the walking beam. Do **NOT** fully tighten.

**NOTE:**

Depending on the extent of walking beam position, outboard bolts may need to be installed first.

8. Place support brackets (B) onto walking beam as shown and secure with two M24 x 60 bolts coated with anti-seize compound and M24 flat washers (C). Do **NOT** fully tighten.

**IMPORTANT:**

Ensure support bracket plate (B) is parallel or is installed straight.

9. Tighten bolts as follows:
  - a. Snug bottom bolts (A), then snug back bolts (B).
  - b. Torque back bolts (B) to 745–770 Nm (550–570 lbf-ft).
  - c. Torque bottom bolts (A) to 745–770 Nm (550–570 lbf-ft).

**IMPORTANT:**

Torque bolts after first 5 hours of operation, and then again after 10 hours.

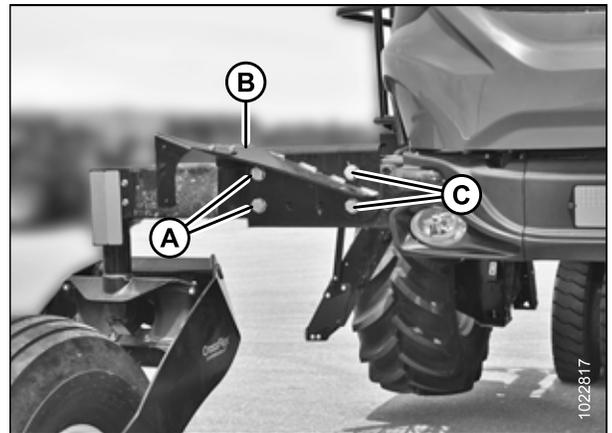


Figure 3.24: Anti-Shimmy Brackets

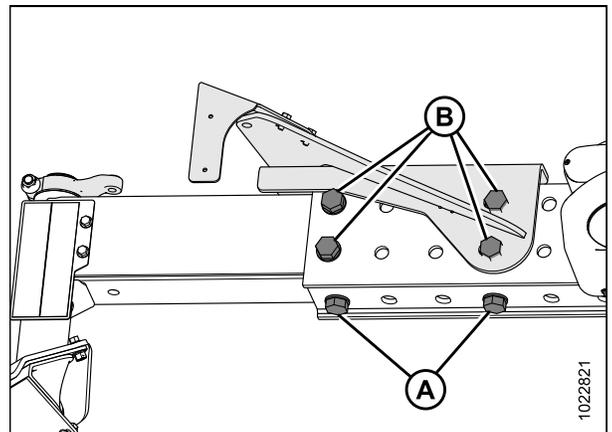


Figure 3.25: Walking Beam Bolts

## ASSEMBLING THE WINDROWER

- Repeat Steps 2, [page 26](#) to 9, [page 27](#) at opposite end of walking beam, ensuring that casters are spaced equally from center of windrower.
- Lower windrower to ground.

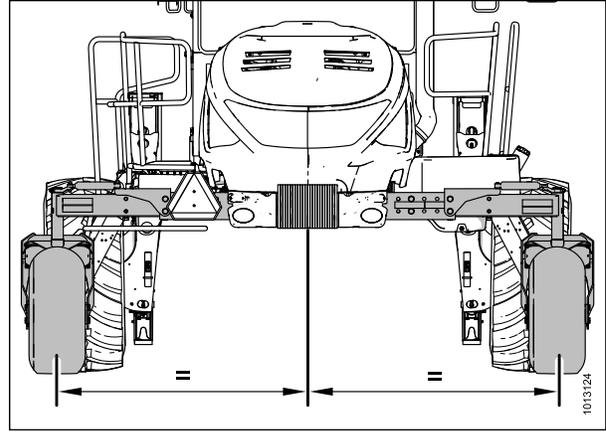


Figure 3.26: Walking Beam Adjustment

### 3.6 Installing Caster Anti-Shimmy Dampeners

1. Retrieve anti-shimmy dampeners and hardware from bag in toolbox.
2. If unit was shipped with casters installed, then do the following: Otherwise, proceed to step 3, page 29.
  - a. Remove retaining ring (A).
  - b. Remove and discard yellow spacer (B).
  - c. Retrieve key and arm from the toolbox.
  - d. Install key and arm (D), secure with retaining ring (E) on the caster shaft as shown.
  - e. Tighten nut (C), and torque to 190–200 Nm (140–147 lbf·ft).

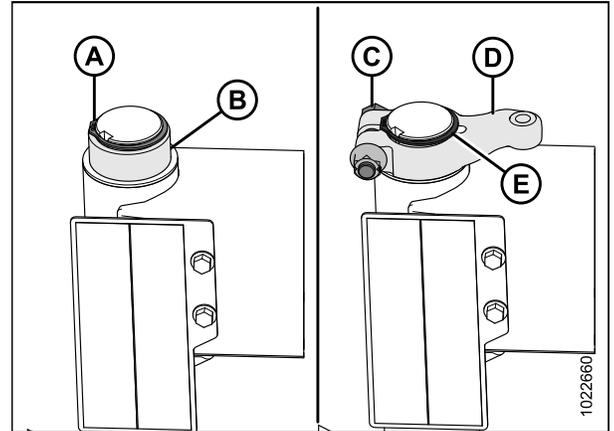


Figure 3.27: Anti-Shimmy Arm – Left Side

3. Attach barrel end of anti-shimmy dampener (A) to forward hole in support (B) with one M16 x 75 flange head bolt (C) and one M16 tech loc nut (D). Install bolt from under support. Do **NOT** fully tighten.

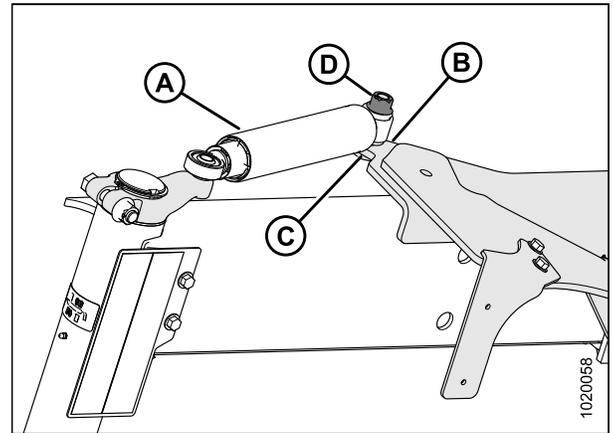


Figure 3.28: Anti-Shimmy System – Left Side

4. Attach barrel end of second anti-shimmy dampener (A) to support (B) at aft hole location with one M16 x 90 flange head bolt and M16 tech loc nut (C). Install bolt from under support. Do **NOT** fully tighten.
5. Rotate caster so that arm (D) is aligned with walking beam.

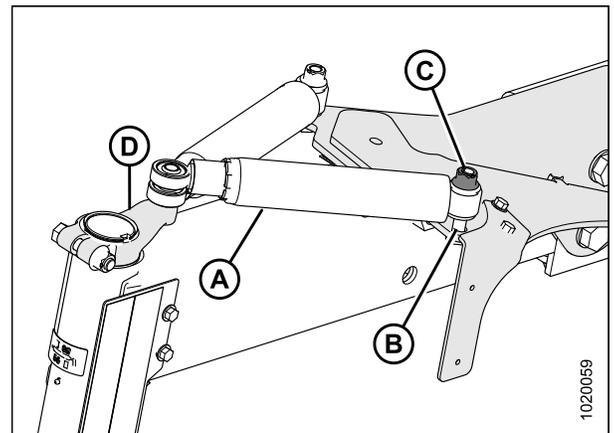


Figure 3.29: Anti-Shimmy System – Left Side

## ASSEMBLING THE WINDROWER

6. Attach rod ends of anti-shimmy dampeners to arm with M16 x 90 flange head bolt (A) and three hardened washers (B).

**NOTE:**

These washers (B) are stamped with L9 for identification.

7. Torque bolt (A) to 244 Nm (180 lbf-ft).
8. Install jam nut (C) and torque to 136–140 Nm (100–103 lbf-ft).
9. Tighten bolts (D) at barrel end of anti-shimmy dampeners, and torque to 136–140 Nm (100–103 lbf-ft).

**IMPORTANT:**

Maintain arm parallel to walking beam while tightening. Do **NOT** overtighten.

10. Repeat Steps 2, [page 29](#) to 9, [page 30](#) for opposite end of walking beam.

**IMPORTANT:**

Torque bolts after first 5 hours of operation, and then again after 10 hours.

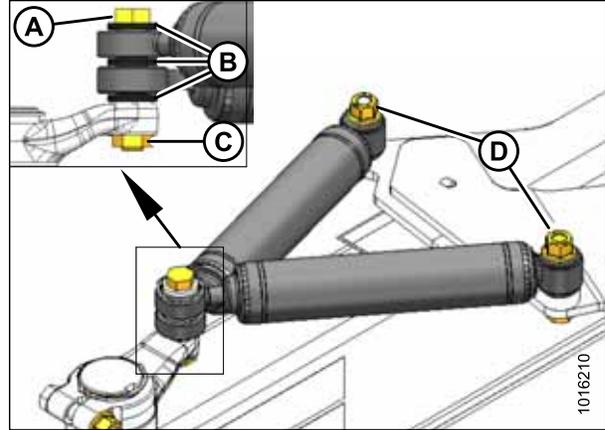


Figure 3.30: Anti-Shimmy System – Left Side

### 3.7 Installing Windshield Access Step

The windshield access step is secured on the railing of the right side platform (cab-forward).

1. Remove windshield access step (A) from shipping location on right platform, and remove packing materials (B) from step and railing.
2. Retrieve the three self-tapping bolts from a bag in the toolbox.

**NOTE:**

Use ignition key to unlock toolbox compartment.

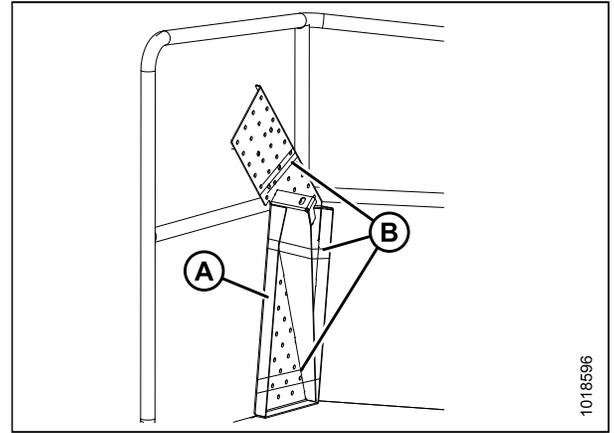


Figure 3.31: Step in Shipping Position

3. Position step (A) on right leg at forward end of platform as shown.
4. Install two M10 x 20 hex head screws (B) through top of step, but do not tighten.
5. Install one M10 x 20 hex head screw (C) through step support.
6. Tighten and torque screws to 54–61 Nm (40–45 lbf·ft).

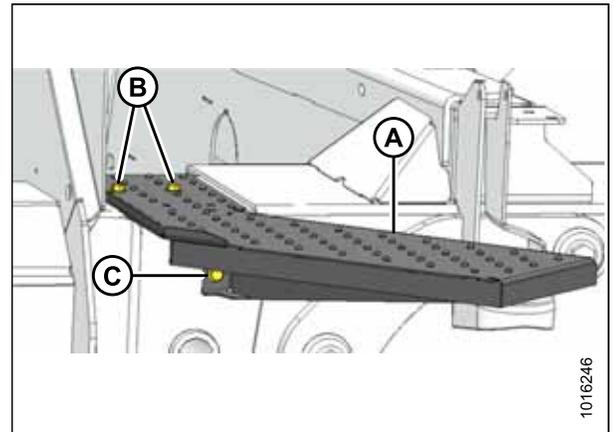


Figure 3.32: Windshield Access Step

### 3.8 Positioning Mirror Arms

The mirror/light support arms require repositioning from shipping position to working position.

1. Loosen retaining nut (A) and pivot nut (B) on support arm (C).
2. Swivel support arm (C) forward 90 degrees from shipping position to working position.

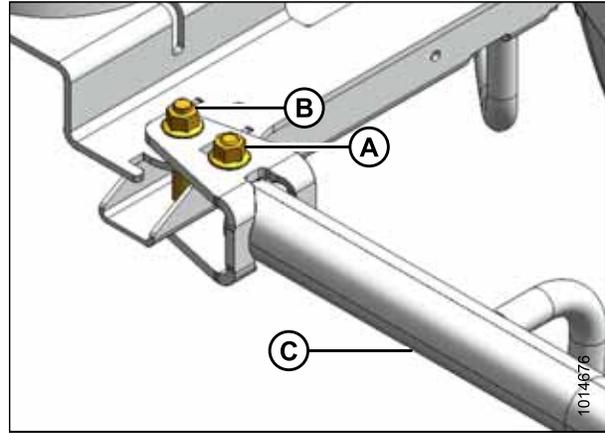


Figure 3.33: Mirror Arm in Shipping Position

3. Tighten retaining nut (A) to 37–41 Nm (28–30 lbf·ft).
4. Tighten pivot nut (B) to 24–27 Nm (18–20 lbf·ft).
5. Repeat above steps for opposite mirror.

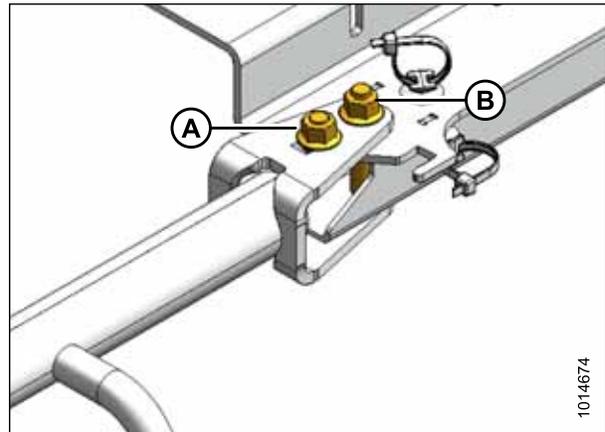


Figure 3.34: Mirror Arm in Working Position

### 3.9 Installing Slow Moving Vehicle (SMV) Signs

To install the SMV sign onto the mirror/light support and walking beam, proceed as follows:

1. Retrieve SMV signs from inside cab and hardware from toolbox.

**NOTE:**

Use ignition key to unlock cab door and toolbox compartment.

2. Position sign (A) on existing bracket (B) as shown on right cab-forward side mirror/light support, and secure with two M6 x 20 hex head bolts (C) and M6 lock nuts.

**IMPORTANT:**

Ensure SMV sign does **NOT** cover brake light.

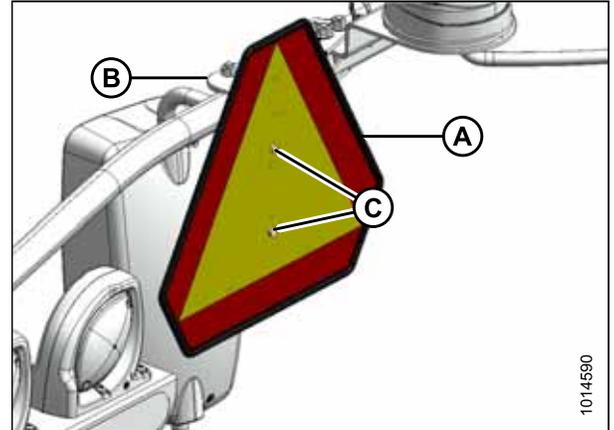


Figure 3.35: Right Side Mirror/Light Support

3. Locate support (A) on left cab-forward side of walking beam.
4. Position sign (B) on support (A) as shown, and secure with two M6 x 20 hex head bolts (C) and M6 lock nuts.

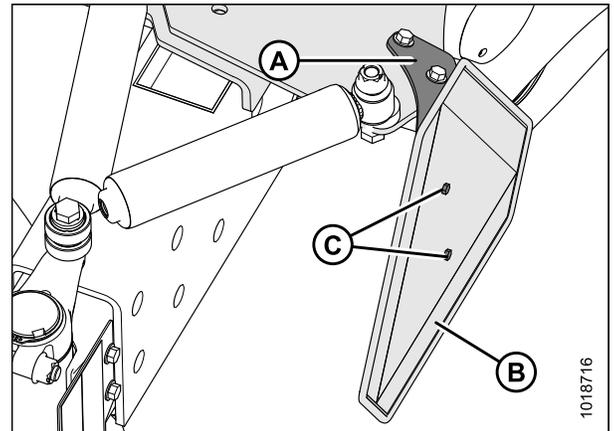


Figure 3.36: Walking Beam Left Side

### 3.10 Installing Rear Ballast Package

When windrower operates with a heavy header, ballast needs to be added to the aft end. Use the following table to determine the amount of ballast required.

Refer to [4.1.3 Checking Tire Pressures, page 49](#) for proper tire pressures when operating with the applicable header.

**Table 3.1 Ballast**

Header Type	Description	Installed Options	Base Kit	Additional Kits	Additional Float Springs
D125X	25 foot, single reel, double knife, timed	–	0	0	0
D130XL	30 foot, single reel, double knife, timed	Transport	1	0	0
D130XL	30 foot, single reel, double knife, timed	Transport + upper cross auger + vertical knives	1	0	B6047
D135XL	35 foot, single reel, double knife, untimed	Base	1	1	0
D135XL	35 foot, single reel, double knife, untimed	Transport	1	1	B6047
D135XL	35 foot, single reel, double knife, untimed	Transport + upper cross auger + vertical knives	1	2	B6047
D135XL	35 foot, double reel, double knife, untimed	Base	1	1	0
D135XL	35 foot, double reel, double knife, untimed	Transport	1	1	B6047
D135XL	35 foot, double reel, double knife, untimed	Transport + upper cross auger + vertical knives	1	2	B6047
D140XL	40 foot, double reel, double knife, untimed	Base	1	1	0
D140XL	40 foot, double reel, double knife, untimed	Transport	1	1	B6047
D140XL	40 foot, double reel, double knife, untimed	Transport + upper cross auger + vertical knives	1	2	B6047
D145XL	45 foot, double reel, double knife, untimed	Base	1	1	B6047
D145XL	45 foot, double reel, double knife, untimed	Transport	1	2	B6047
D145XL	45 foot, double reel, double knife, untimed	Transport + upper cross auger + vertical knives	1	2	B6106

**NOTE:**

- Each kit consists of eight weights and weighs 163 kg (360 lb.).
- Ballast not required for A Series Auger and R Series Rotary Disc headers.

## ASSEMBLING THE WINDROWER

To install rear ballast, follow these steps:

### DANGER

To avoid bodily injury or death from unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Refer to Table 3.1, page 34 to determine ballast to add to windrower.
2. Stop engine, and remove key.
3. Move latch (A) towards right cab-forward side of windrower.
4. Grasp louver (B), and lift hood to open.

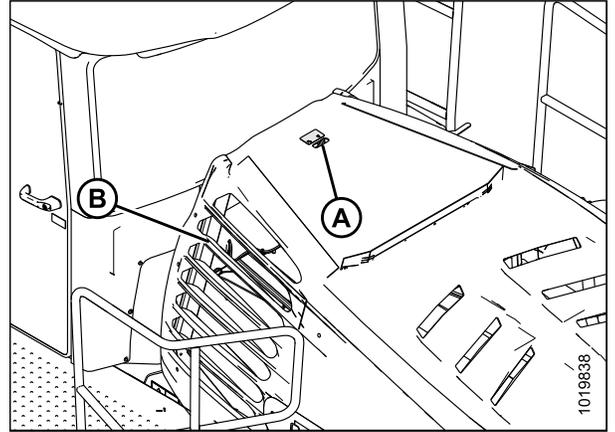


Figure 3.37: Engine Compartment Hood

5. Remove eight hex flange bolts (A).
6. Slightly pull light bezel assembly (B), and disconnect plugs P215 (C) and P210 (D) from back of red tail/brake lights inside bezel.
7. Remove light bezel assembly (B).

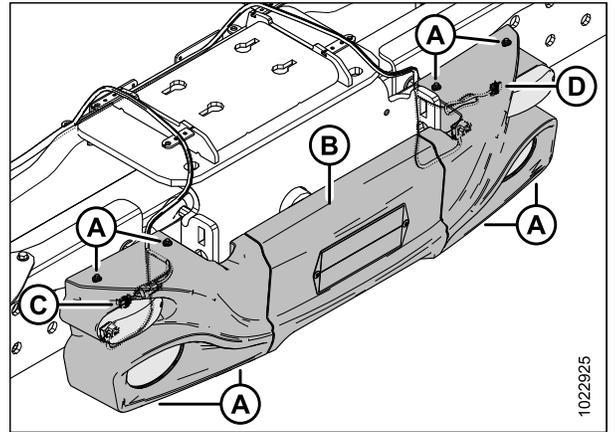


Figure 3.38: Rear Light Bezel

## ASSEMBLING THE WINDROWER

- Separate light bezel assembly (A) by removing six hex screws (B).

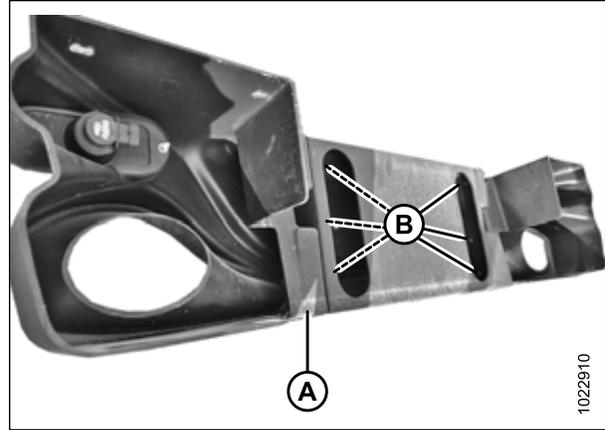


Figure 3.39: Bezel Assembly

### NOTE:

- Retain center portion (A) of light bezel assembly for reinstallation when rear ballast are removed.
- Install six hex screws (B) on side bezels for safekeeping. These hex screws will be used when reinstalling center portion of light bezel.

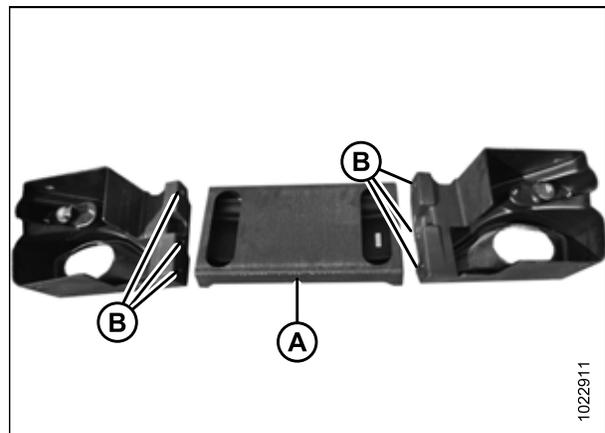


Figure 3.40: Bezel Assembly

- Grasp hood by louver (A) and lower until hood engages latch.

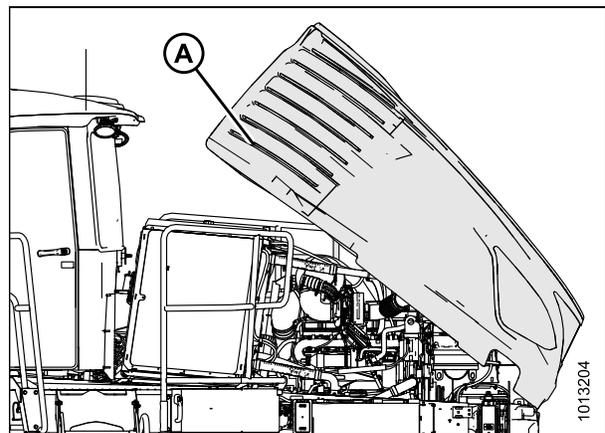


Figure 3.41: Engine Compartment

## ASSEMBLING THE WINDROWER

### CAUTION

To avoid injury, keep fingers clear of weight bracket when installing weights.

10. Install weights (A) from outboard side and slide to middle of bracket on walking beam.
11. Install retaining bracket (B) on each side of weight bundle.

#### IMPORTANT:

Ensure retaining bracket (B) engage slot (C) in bracket.

12. Install rod (D) through retaining bracket and weights with spacers (E) as required.
13. Secure with nuts (F) and tighten.

#### IMPORTANT:

Ensure nuts (F) are flush with rod.

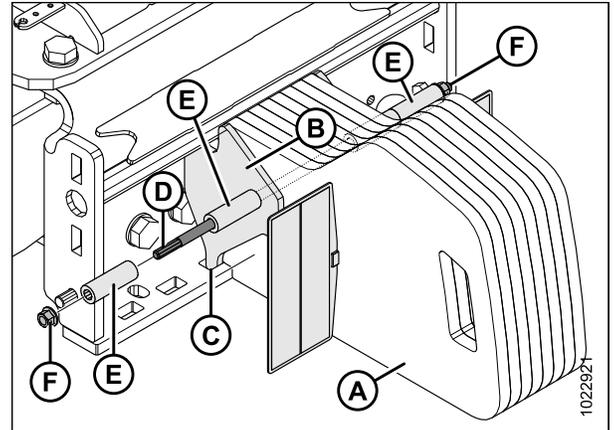


Figure 3.42: Weights Installed

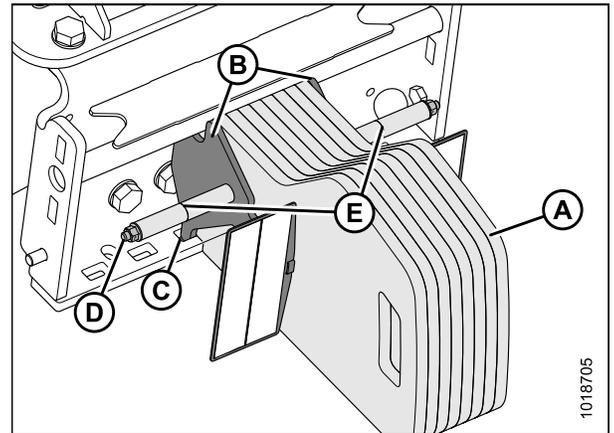


Figure 3.43: Base Kit – 163 kg (360 lb.)

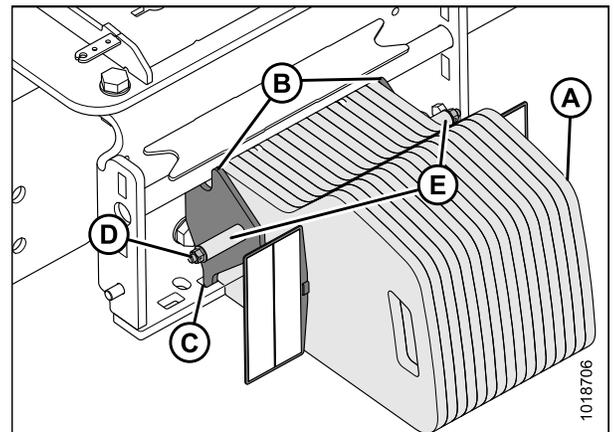


Figure 3.44: Two Sets – 326 kg (720 lb.)

## ASSEMBLING THE WINDROWER

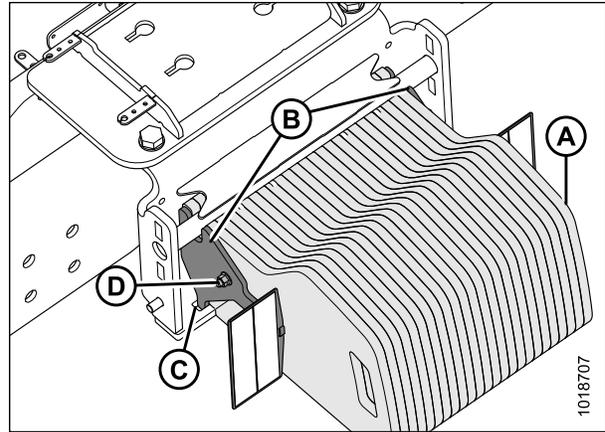


Figure 3.45: Three Sets – 489 kg (1080 lb.)

14. Move latch (A) towards right cab-forward side of windrower.
15. Grasp louver (B), and lift hood to open.

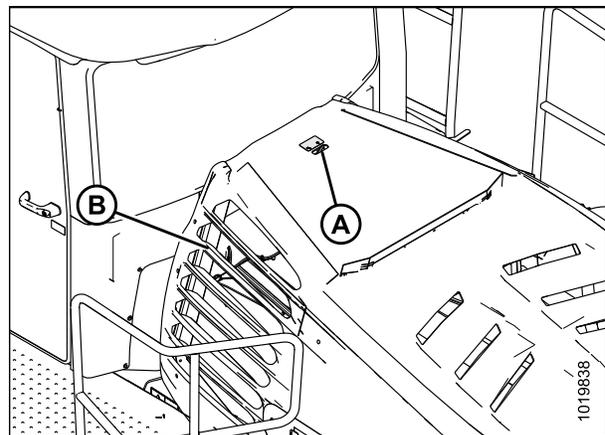


Figure 3.46: Engine Compartment Hood

16. Bring left side bezel (A) close to frame and connect plug P215 to back of red tail/brake light.
17. Loosely attach left side bezel (A) to frame with four hex flange bolt (B).
18. Repeat steps 16, page 38 to 17, page 38 attaching plug P210 at right side bezel (C).
19. Turn IGNITION key to RUN position, ensure that rear swath lights (D) and red tail/brake lights (E) are working.
20. If lights are working, tighten hex flange bolt (B) to secure left and right light bezel.

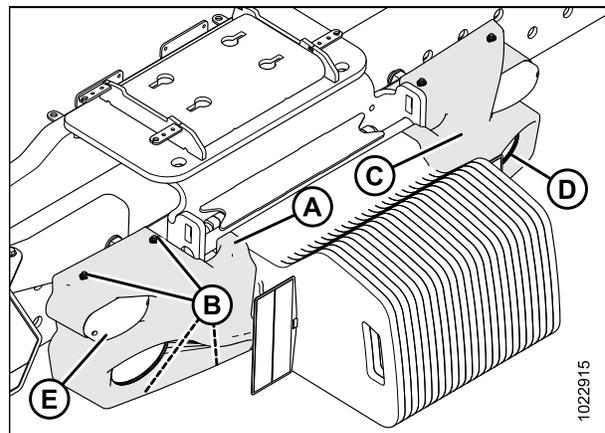


Figure 3.47: Rear Light Bezel with Ballast

### IMPORTANT:

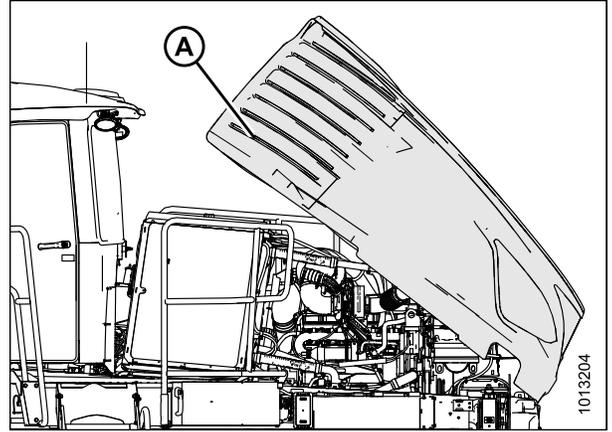
Ensure rear swath lights (D) are centered in light bezel.

## ASSEMBLING THE WINDROWER

21. Grasp hood by louver (A) and lower until hood engages latch.

**NOTE:**

Check that latch lever is not tilted to ensure hood is latched.



**Figure 3.48: Engine Compartment**

## 3.11 Lubricating the Windrower

For grease specification, refer to *5.1 Lubricants, Fluids, and System Capacities, page 109*.

### 3.11.1 Lubrication Procedure

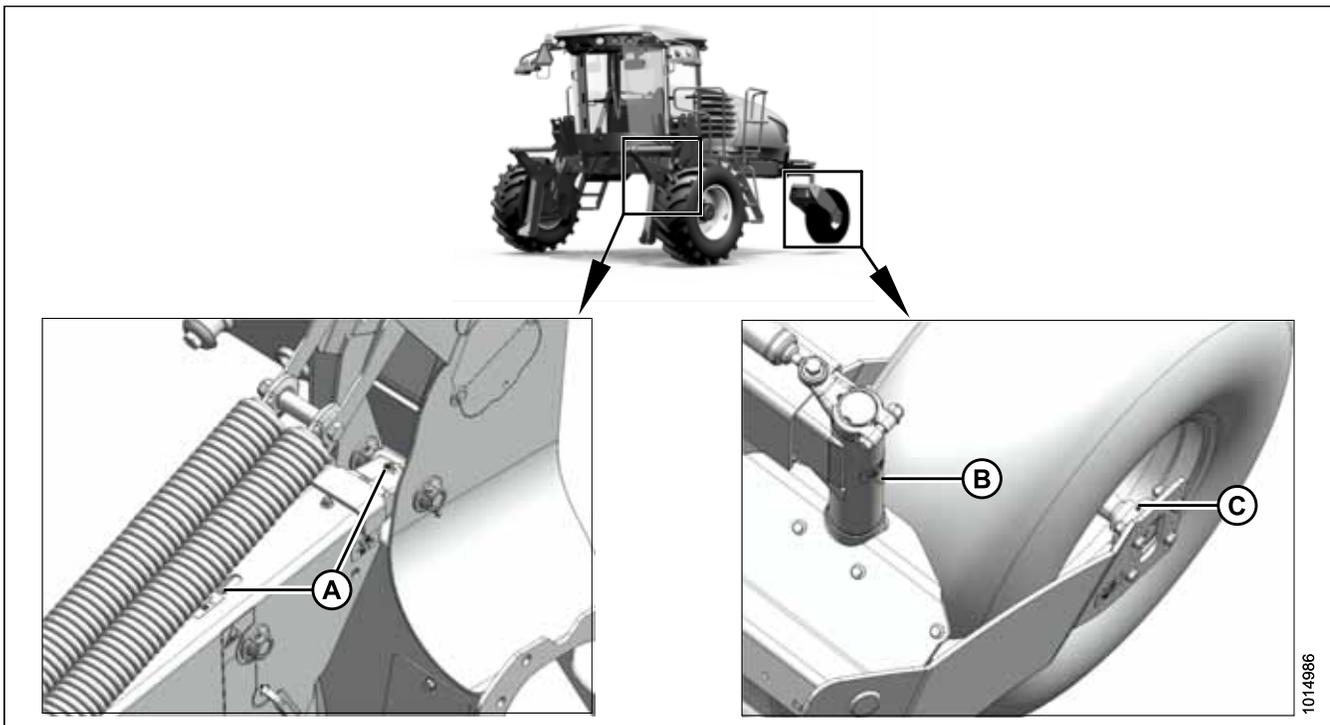
#### DANGER

To avoid bodily injury or death from unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Wipe grease fitting with a clean cloth before greasing to avoid injecting dirt and grit.
2. Inject grease through fitting with grease gun until grease overflows fitting. Do **NOT** overgrease wheel bearings.
3. Leave excess grease on fitting to keep out dirt.
4. Replace any loose or broken fittings immediately.
5. Remove and thoroughly clean any fittings (including the lubricant passageway) that will not take grease. Replace fitting, if necessary.

### 3.11.2 Lubrication Points

Figure 3.49: Lubrication Points



A - Top Link (Two Places) (Both Sides)

C - Forked Caster Wheel Bearing (Two Places) (Both Wheels)

B - Caster Pivot (Both Sides)

### 3.12 Connecting Batteries

1. Move latch (A) towards right cab-forward side of the windrower.
2. Grasp louver (B), and lift the hood to open.

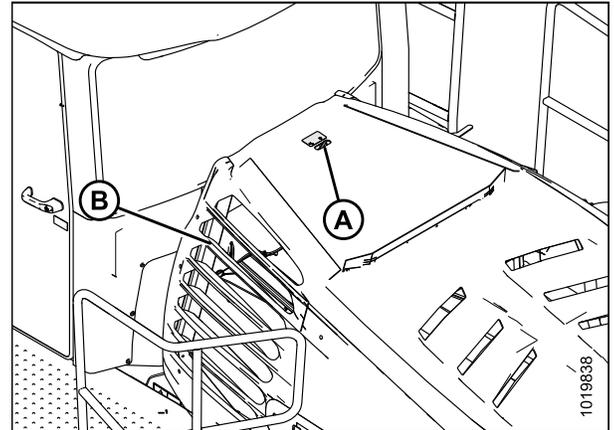


Figure 3.50: Engine Compartment Hood

3. Lift up on the cab-end of the cover (A) to disengage it from the retaining tab (B), and swing cover away from the frame.

**IMPORTANT:**

**Batteries are negative grounded.** Always connect starter cable to the positive (+) terminal of battery and battery ground cable to negative (-) terminal of battery. Reversed polarity in battery or alternator may result in permanent damage to electrical system.

**NOTE:**

Before connecting the harness to the batteries, ensure that positive terminal is positioned on the right side of the battery when installed on the battery support.

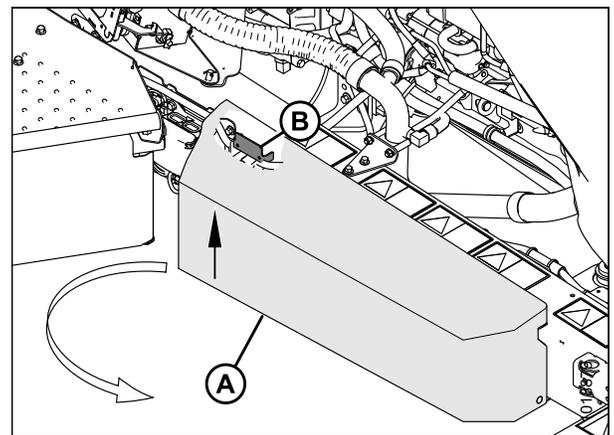


Figure 3.51: Battery Location

4. Attach red positive (+) cable terminals to positive posts (B) on batteries and tighten clamps. Reposition plastic covers onto clamps.
5. Attach black negative (-) cable terminals to negative posts (A) on batteries and tighten clamps. Reposition plastic covers onto clamps.

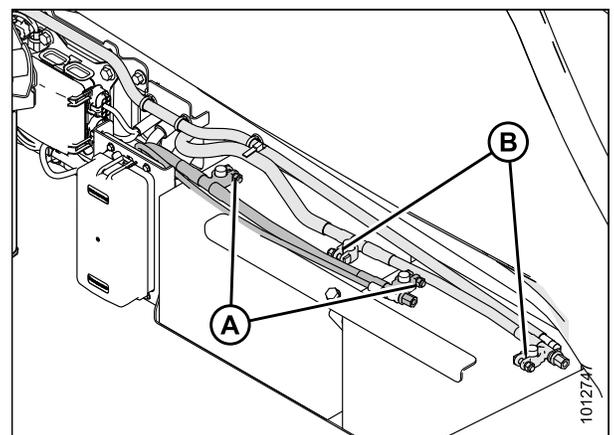


Figure 3.52: Batteries

## ASSEMBLING THE WINDROWER

6. Swing the cover (A) towards the windrower frame. Lift up on the cab end of the cover until it is secured by the retaining tab (B) on the frame.
7. Grasp the hood by the louver (C) and lower until hood engages latch.

**NOTE:**

Check that the latch lever is not tilted to ensure hood is latched.

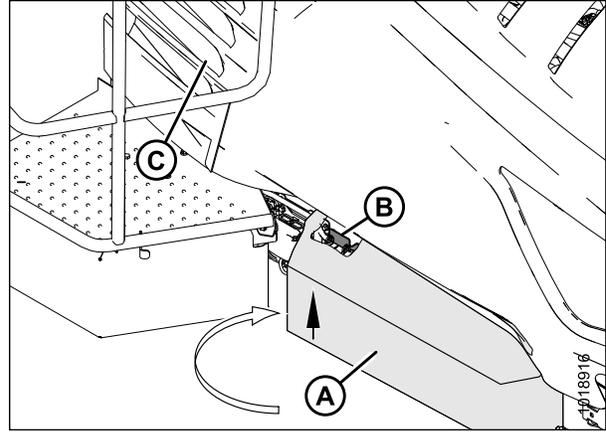


Figure 3.53: Battery Cover

### 3.13 Starting the Engine

#### DANGER

- Avoid possible injury or death from a runaway machine.
- This machine has safety devices which allow the engine to start only when the ground speed lever is in PARK, the steering wheel is locked in the NEUTRAL position, and the HEADER ENGAGE switch is in the OFF position. Under no circumstances are these devices to be deliberately rewired or misadjusted so that the engine can be started with controls out of NEUTRAL.
- Do NOT start engine by shorting across starter or starter relay terminals. If normal starting circuitry is bypassed, machine will start with drive engaged and move.
- Start engine only from operator's seat with controls in NEUTRAL. NEVER start engine while standing on ground. Never try to start engine with someone under or near machine.
- Before starting engine, be sure there is plenty of ventilation to avoid asphyxiation.

#### IMPORTANT:

Before starting assembly, check the fluid level of the following, and add fluid if necessary:

- Engine oil. Refer to [4.1.5 Checking and Adding Engine Oil, page 52](#).
- Hydraulic oil. Refer to [4.1.6 Checking and Adding Hydraulic Oil, page 54](#).
- Gearbox oil. Refer to [4.1.9 Checking Engine Gearbox Lubricant Level and Adding Lubricant, page 56](#).

#### IMPORTANT:

Do NOT tow machine to start engine. Damage to hydrostatic drives will result.

1. Ensure the cab-forward or engine-forward directional lock (A) is engaged at the base of the steering column.

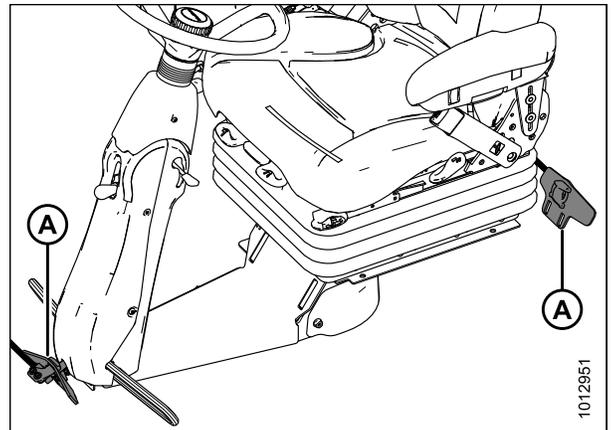


Figure 3.54: Direction Locks

## ASSEMBLING THE WINDROWER

2. Move ground speed lever (GSL) (A) into PARK (C).
3. Turn steering wheel until it locks. It may be possible to move the steering wheel slightly in the locked position.

### IMPORTANT:

Do **NOT** attempt to force the wheel out of the locked position or damage to the steering system may occur.

4. Fasten seat belt.
5. Push HEADER ENGAGE switch (B) to ensure it is in the OFF position.

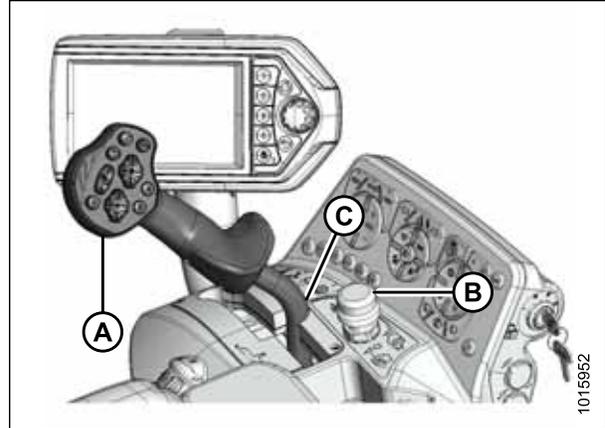


Figure 3.55: Operator Controls

6. Turn IGNITION switch (A) to the ON position, and the Harvest Performance Tracker (HPT) (B) will illuminate. If HPT is still booting up, wait for Wait to Start (WTS) symbol (C) to disappear before trying to start engine.
7. Check that red PARK symbol light (D) is ON and that there are no error messages on screen.
8. Press HORN button (E) three times.

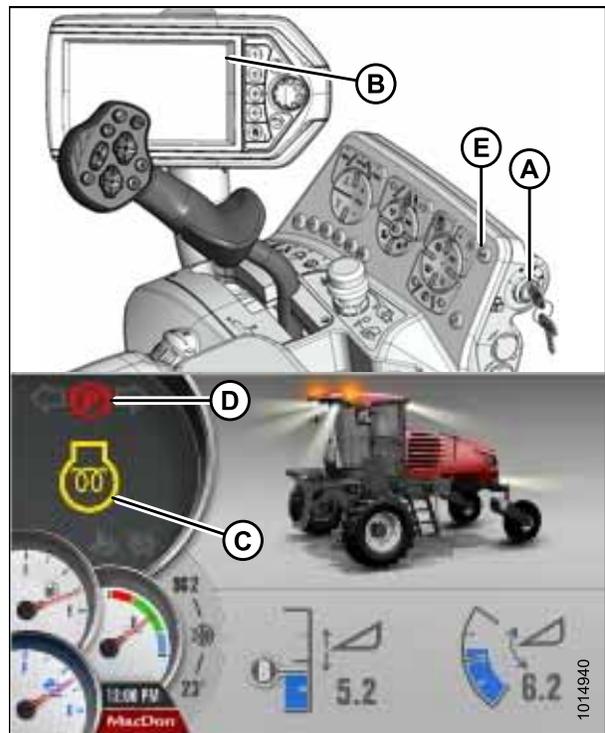


Figure 3.56: Operator Console and HPT Run Screen

## ASSEMBLING THE WINDROWER

- Turn the IGNITION switch to crank (A).

### NOTE:

When the engine starts and the header is not engaged, the HPT will display the header disengaged screen (B).

### IMPORTANT:

- Do **NOT** operate starter for longer than 15 seconds at a time.
- If engine does not start, wait at least 2 minutes before trying again.
- If you crank the engine for more than 30 seconds within a 2-minute period, the engine will lock the starter circuit to prevent overheating, and a flashing WTS symbol will illuminate on the HPT display. Wait for the WTS symbol to stop flashing before attempting to crank engine again.
- If engine still does not start, refer to [3.13.1 Engine Start Troubleshooting Tips](#), page 45.

### NOTE:

When the engine temperature is below 5°C (40°F), the engine will cycle through a period where it appears to labor until the engine warms up. Do **NOT** operate engine above 1500 rpm until the HPT engine temperature gauge is above the blue range (A).



Figure 3.57: HPT Header Disengaged Screen



Figure 3.58: HPT No Header Screen

### 3.13.1 Engine Start Troubleshooting Tips

If the windrower will not start normally, refer to the following troubleshooting table:

### IMPORTANT:

Do **NOT** tow machine to start engine. Damage to hydrostatic drives will result.

## ASSEMBLING THE WINDROWER

**Table 3.2 Engine Start Troubleshooting**

Problem	Solution
Controls not in NEUTRAL	<ul style="list-style-type: none"> <li>• Move GSL to NEUTRAL</li> <li>• Move steering wheel to locked position</li> <li>• Disengage HEADER switch</li> </ul>
Operator's station not locked	<ul style="list-style-type: none"> <li>• Adjust position of operator's station</li> <li>• Ensure lock is engaged</li> </ul>
Neutral interlock misadjusted	<ul style="list-style-type: none"> <li>• Refer to the windrower technical manual</li> </ul>
No fuel to engine	<ul style="list-style-type: none"> <li>• Fill empty fuel tank</li> <li>• Replace clogged filter</li> <li>• Check for blocked or damaged fuel lines</li> </ul>
Old fuel in tank	<ul style="list-style-type: none"> <li>• Drain tank</li> <li>• Refill with fresh fuel</li> </ul>
Water, dirt, or air in fuel system	<ul style="list-style-type: none"> <li>• Drain, flush, fill, and prime system</li> </ul>
Improper type of fuel	<ul style="list-style-type: none"> <li>• Use proper fuel for operating conditions</li> </ul>
Crankcase oil too heavy	<ul style="list-style-type: none"> <li>• Use recommended oil</li> </ul>
Low battery output	<ul style="list-style-type: none"> <li>• Test the battery</li> <li>• Check battery electrolyte level</li> </ul>
Poor battery connection	<ul style="list-style-type: none"> <li>• Clean and tighten loose connections</li> </ul>
Faulty starter	<ul style="list-style-type: none"> <li>• Refer to the windrower technical manual</li> </ul>
Wiring shorted, circuit breaker open	<ul style="list-style-type: none"> <li>• Check continuity of wiring and breaker (manually reset)</li> </ul>
Faulty injectors	<ul style="list-style-type: none"> <li>• Refer to the windrower technical manual</li> </ul>

## 4 Performing Predelivery Checks

Perform all procedures in this chapter in the order in which they are listed.

### IMPORTANT:

The machine is factory-set and should not require further adjustments; however, perform the following checks to ensure your machine operates at maximum performance. Adjustments should be made only if absolutely necessary and in accordance with the instructions in this manual.

### 4.1 Completing Predelivery Checklist

1. Lower header so that lift cylinders are fully retracted.
2. Shut down engine, and remove key.
3. Perform the final checks and adjustments listed on the following pages and the *Predelivery Checklist, page 125* (yellow sheet attached to this instruction) to ensure the machine is field-ready.

### IMPORTANT:

Ensure the Operator or the Dealer retains the completed Predelivery Checklist.

#### 4.1.1 Recording Serial Numbers

Record the windrower and engine serial numbers on the *Predelivery Checklist, page 125*.

The windrower serial number plate (A) is located on the left side of the main frame near the walking beam as shown.

### IMPORTANT:

Confirm serial number with manifest or work order.

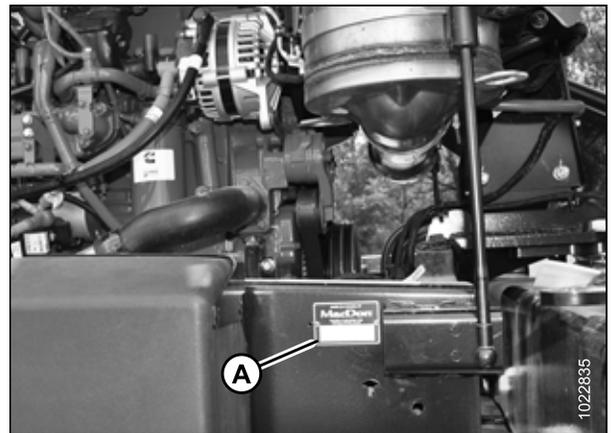


Figure 4.1: Windrower Serial Number Location

## PERFORMING PREDELIVERY CHECKS

The engine serial number plate (A) is located on top of the engine cylinder head cover as shown.

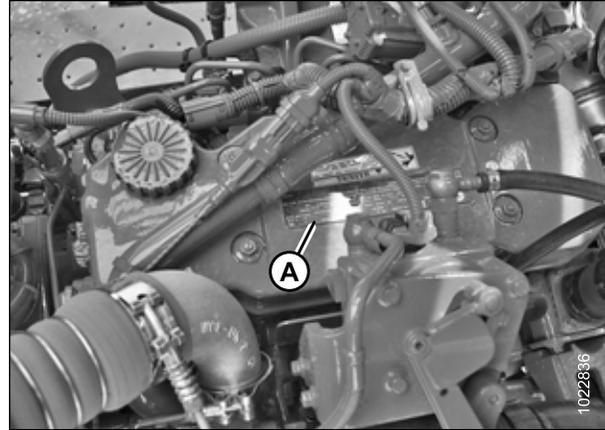


Figure 4.2: Engine Serial Number Location

### 4.1.2 Checking and Adding Wheel Drive Lubricant Level

1. Park the windrower on level ground.
2. Position windrower so plugs (A) and (B) are horizontally aligned with the center (C) of the hub.
3. Stop the engine, and remove the key.
4. Remove plug (A) or (B). The lubricant should be visible through the port or running out slightly.
5. If necessary, add lubricant until lubricant runs out from the open port (A) or (B). For lubricant specifications, refer to [5.1 Lubricants, Fluids, and System Capacities, page 109](#).

**NOTE:**

The type of lubricant used after the first lubricant change is different from the factory-supplied lubricant.

6. Reinstall plugs and tighten.

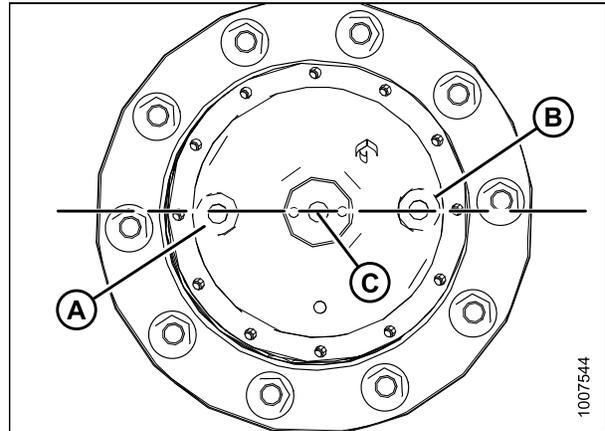


Figure 4.3: Drive Wheel Hub

## PERFORMING PREDELIVERY CHECKS

### 4.1.3 Checking Tire Pressures

Check tire pressures with a gauge.

**Drive Wheel Tires:** For optimal performance, drive wheel (A) tire pressures are determined by tire type, header size, and additional options. Refer to the following table:

**Caster Wheel Tires:** Inflate all caster wheel (B) tires to 110 kPa (16 psi).

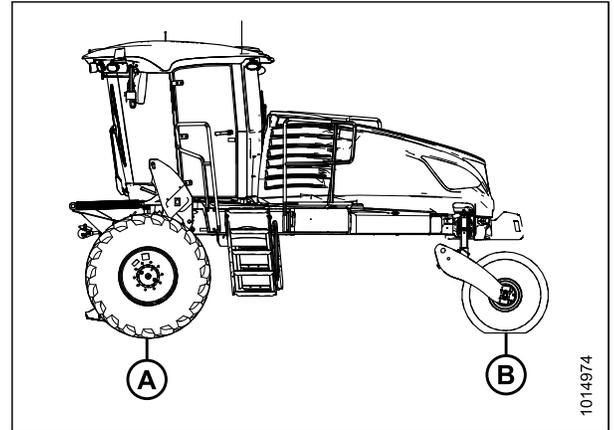


Figure 4.4: Windrower Tires

Table 4.1 Drive Tire Inflation Specifications

Header Type	Description	Installed Options	Weight Kit	Tire Type	Pressure kPa (psi)
<b>Draper Header</b>					
D115X single reel	15 foot, double knife, timed	—	—	<b>Bar</b>	138 (20)
D115X single reel	15 foot, double knife, timed	—	—	<b>Turf</b>	138 (20)
D120X single reel	20 foot, double knife, timed	—	—	<b>Bar</b>	138 (20)
D120X single reel	20 foot, double knife, timed	—	—	<b>Turf</b>	138 (20)
D125X single reel	25 foot, double knife, timed	—	—	<b>Bar</b>	159 (23)
D125X single reel	25 foot, double knife, timed	—	—	<b>Turf</b>	159 (23)
D130XL single reel	30 foot, double knife, timed	Transport	1	<b>Bar</b>	200 (29)
D130XL single reel	30 foot, double knife, timed	Transport	1	<b>Turf</b>	241 (35)
D130XL single reel	30 foot, double knife, timed	Transport + upper cross auger + vertical knives	1	<b>Bar</b>	241 (35)
D130XL single reel	30 foot, double knife, timed	Transport + upper cross auger + vertical knives	1	<b>Turf</b>	241 (35)

**PERFORMING PREDELIVERY CHECKS**

**Table 4.1 Drive Tire Inflation Specifications (continued)**

<b>Header Type</b>	<b>Description</b>	<b>Installed Options</b>	<b>Weight Kit</b>	<b>Tire Type</b>	<b>Pressure kPa (psi)</b>
D135XL single reel	35 foot, double knife, untimed	Base	2	<b>Bar</b>	200 (29)
D135XL single reel	35 foot, double knife, untimed	Base	2	<b>Turf</b>	241 (35)
D135XL single reel	35 foot, double knife, untimed	Transport	2	<b>Bar</b>	241 (35)
D135XL single reel	35 foot, double knife, untimed	Transport	2	<b>Turf</b>	241 (35)
D135XL single reel	35 foot, double knife, untimed	Transport + upper cross auger + vertical knives	3	<b>Bar</b>	241 (35)
D135XL single reel	35 foot, double knife, untimed	Transport + upper cross auger + vertical knives	3	<b>Turf</b>	241 (35)
D135XL double reel	35 foot, double knife, untimed	Base	2	<b>Bar</b>	221 (32)
D135XL double reel	35 foot, double knife, untimed	Base	2	<b>Turf</b>	241 (35)
D135XL double reel	35 foot, double knife, untimed	Transport	2	<b>Bar</b>	241 (35)
D135XL double reel	35 foot, double knife, untimed	Transport	2	<b>Turf</b>	241 (35)
D135XL double reel	35 foot, double knife, untimed	Transport + upper cross auger + vertical knives	3	<b>Bar</b>	283 (41)
D135XL double reel	35 foot, double knife, untimed	Transport + upper cross auger + vertical knives	3	<b>Turf</b>	241 (35)
D140XL double reel	40 foot, double knife, untimed	Base	2	<b>Bar</b>	241 (35)
D140XL double reel	40 foot, double knife, untimed	Base	2	<b>Turf</b>	241 (35)
D140XL double reel	40 foot, double knife, untimed	Transport	2	<b>Bar</b>	241 (35)
D140XL double reel	40 foot, double knife, untimed	Transport	2	<b>Turf</b>	241 (35)
D140XL double reel	40 foot, double knife, untimed	Transport + upper cross auger + vertical knives	3	<b>Bar</b>	283 (41)
D140XL double reel	40 foot, double knife, untimed	Transport + upper cross auger + vertical knives	3	<b>Turf</b>	241 (35)

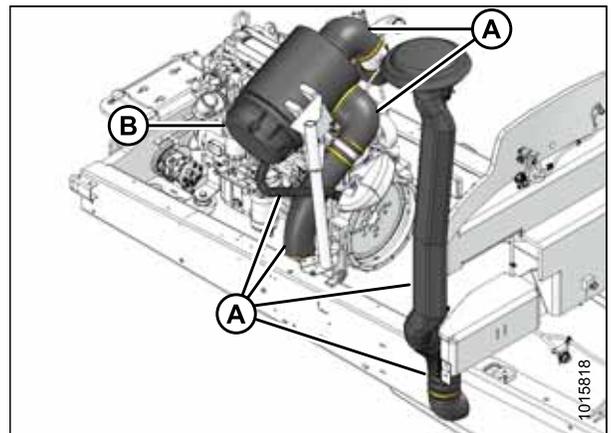
## PERFORMING PREDELIVERY CHECKS

**Table 4.1 Drive Tire Inflation Specifications (continued)**

Header Type	Description	Installed Options	Weight Kit	Tire Type	Pressure kPa (psi)
D145XL double reel	45 foot, double knife, untimed	Base	2	<b>Bar</b>	241 (35)
D145XL double reel	45 foot, double knife, untimed	Base	2	<b>Turf</b>	241 (35)
D145XL double reel	45 foot, double knife, untimed	Transport	3	<b>Bar</b>	262 (38)
D145XL double reel	45 foot, double knife, untimed	Transport	3	<b>Turf</b>	241 (35)
D145XL double reel	45 foot, double knife, untimed	Transport + upper cross auger + vertical knives	3	<b>Bar</b>	283 (41)
D145XL double reel	45 foot, double knife, untimed	Transport + upper cross auger + vertical knives	3	<b>Turf</b>	241 (35)
<b>Rotary Disc Header</b>					
R113	16 foot	—	—	<b>Bar</b>	179 (26)
R113	16 foot	—	—	<b>Turf</b>	159 (23)
<b>Auger Header</b>					
A40-D	16 foot	—	—	<b>Bar</b>	179 (26)
A40-D	16 foot	—	—	<b>Turf</b>	159 (23)
A40-DX	18 foot	—	—	<b>Bar</b>	179 (26)
A40-DX	18 foot	—	—	<b>Turf</b>	159 (23)

### 4.1.4 Checking Engine Air Intake

1. Check all engine air intake ducting (A) and joints for looseness. Tighten hose clamps as required.
2. Check that end cap (B) is secure and locked.



**Figure 4.5: Engine Air Intake**

## PERFORMING PREDELIVERY CHECKS

3. Check the three constant torque hose clamps (A) and spring clamp (B) on turbocharger intake duct. Clamp (B) is properly tightened when screw tip (C) extends beyond housing and Belleville washers (D) are almost flat.

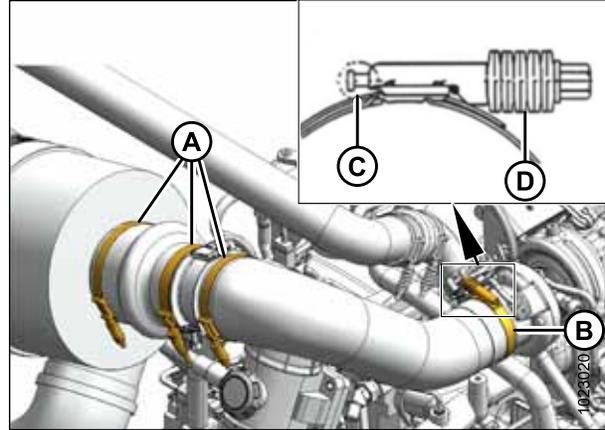


Figure 4.6: Constant Torque Clamps

### 4.1.5 Checking and Adding Engine Oil

#### NOTE:

Oil can be checked without opening the hood, but to add oil, hood must be open.

1. Operate the engine at low idle and check for leaks at the filter and drain plug.
2. Shut down the engine and remove the key. Wait about 5 minutes.
3. Remove the dipstick (A) by turning it counterclockwise to unlock.
4. Wipe the dipstick clean and reinsert it into the engine.

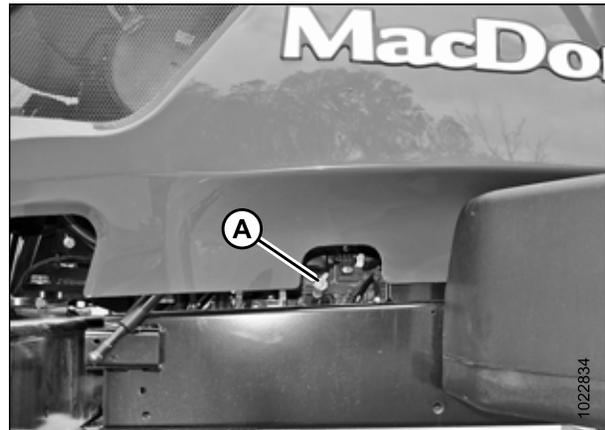


Figure 4.7: Dipstick Location

## PERFORMING PREDELIVERY CHECKS

- Remove the dipstick again and check the oil level.

**NOTE:**

Oil level should be between LOW (L) and HIGH (H). If level is below LOW mark, 1.9 liters (2 US quarts) will raise the level from LOW to HIGH.

- Replace dipstick and turn it clockwise to lock.

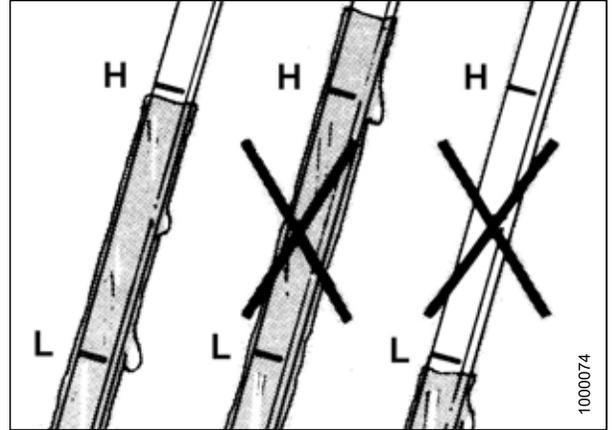


Figure 4.8: Engine Oil Level

To add oil, do the following:

- Move latch (A) towards right cab-forward side of the windrower.
- Grasp louver (B), and lift hood to open.

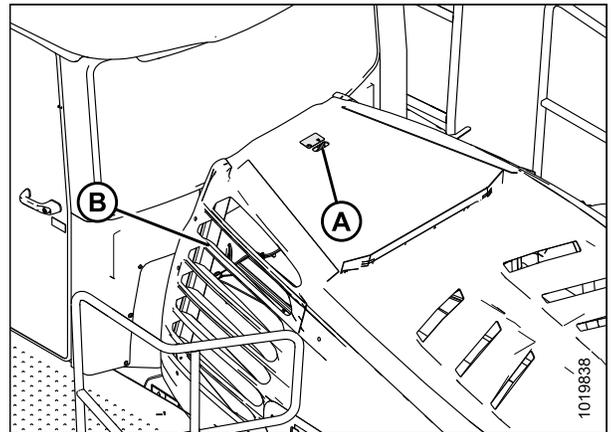


Figure 4.9: Hood

- Clean around filler cap (A) and remove by turning it counterclockwise.
- Carefully pour 1.9 liters (2 US quarts) to raise the level from LOW to HIGH. A funnel is recommended to avoid spillage. For oil specifications, refer to [5.1 Lubricants, Fluids, and System Capacities, page 109](#).

**CAUTION**

Do NOT fill above the HIGH mark.

- Replace oil filler cap (A) and turn it clockwise until snug

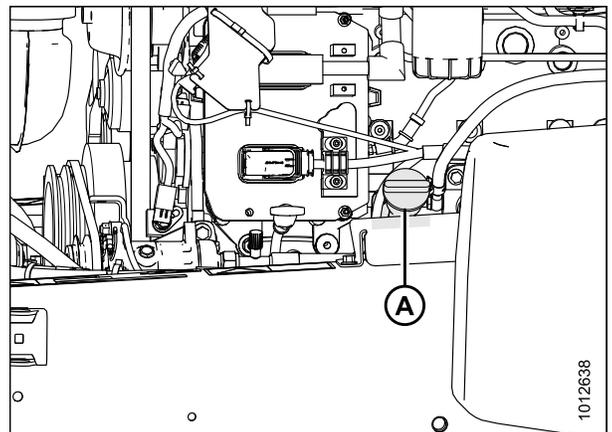


Figure 4.10: Oil Filler Cap

## PERFORMING PREDELIVERY CHECKS

12. Grasp the hood by louver (A) and lower until hood engages latch.

**NOTE:**

Check that latch lever is not tilted to ensure hood is latched.

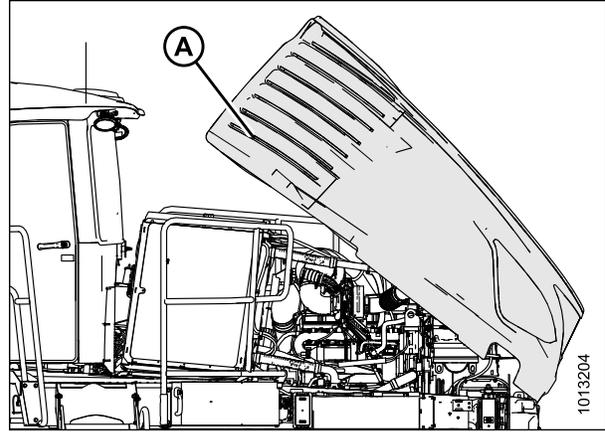


Figure 4.11: Engine Compartment

### 4.1.6 Checking and Adding Hydraulic Oil

**⚠ WARNING**

Avoid high-pressure fluids. Escaping fluid can penetrate the skin causing serious injury.

1. Park windrower on level ground, and lower header so that lift cylinders are fully retracted.
2. Shut down the engine, and remove the key.
3. Locate the sight glass (A) that is provided on the right side of the tank. It indicates the oil level and any signs of contamination.

**NOTE:**

No oil in the sight glass indicates that the oil level is below the add mark on the dipstick. The sight glass is viewable with the hood open or closed.

4. Ensure the hydraulic oil level is between the low and full indicator marks.
5. Add oil if necessary. For specifications, refer to [5.1 Lubricants, Fluids, and System Capacities, page 109](#).

**NOTE:**

After running up a header, the oil level should be checked again.

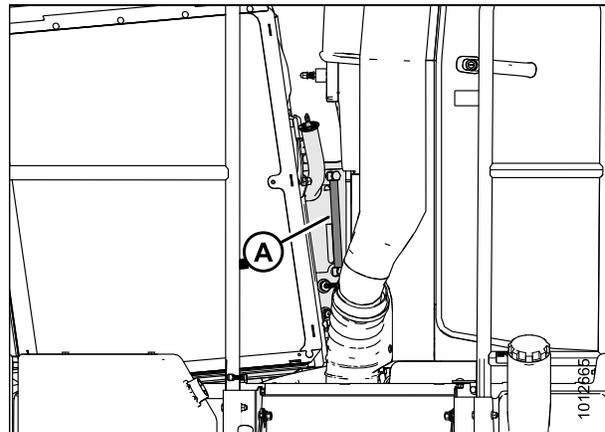


Figure 4.12: Hydraulic Oil Sight Glass

## PERFORMING PREDELIVERY CHECKS

### 4.1.7 Checking Fuel Separator

1. Place a container under the filter drain (A).
2. Turn drain valve (A) by hand 1-1/2 to 2 turns counterclockwise until fuel begins draining.
3. Drain the filter sump of water and sediment until clear fuel is visible. Clean as necessary.
4. Turn the drain valve (A) by hand 1-1/2 to 2 turns clockwise until tight.
5. Dispose of fluid in container in a safe manner.

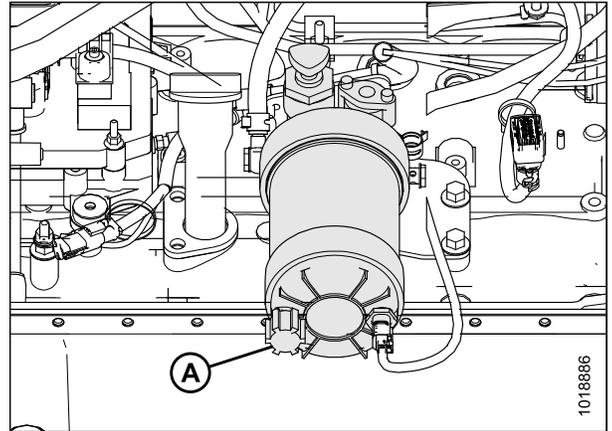


Figure 4.13: Fuel Filter

### 4.1.8 Checking Engine Coolant Level

**NOTE:**

Ensure the engine has cooled down prior to checking.

1. Move latch (A) towards right cab-forward side of the windrower.
2. Grasp louver (B), and lift hood to open.

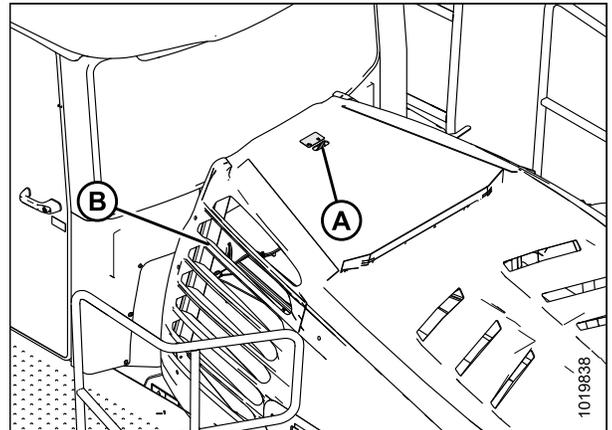


Figure 4.14: Hood

3. The tank has a MAX and MIN COLD line marker. Coolant level should be kept at the MAX COLD line (A).

**NOTE:**

When checking coolant level, use the MAX COLD line on the side of tank that faces cab for an accurate measurement.

**NOTE:**

For specifications, refer to [5.1 Lubricants, Fluids, and System Capacities](#), page 109.

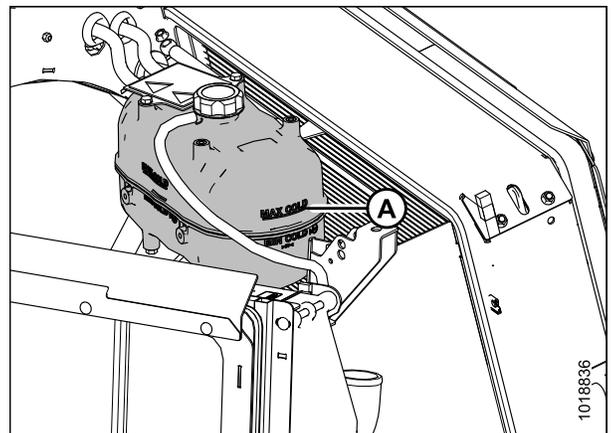


Figure 4.15: Coolant Tank

## PERFORMING PREDELIVERY CHECKS

4. Grasp the hood by louver (A) and lower until hood engages latch.

### NOTE:

Check that latch lever is not tilted to ensure hood is latched.

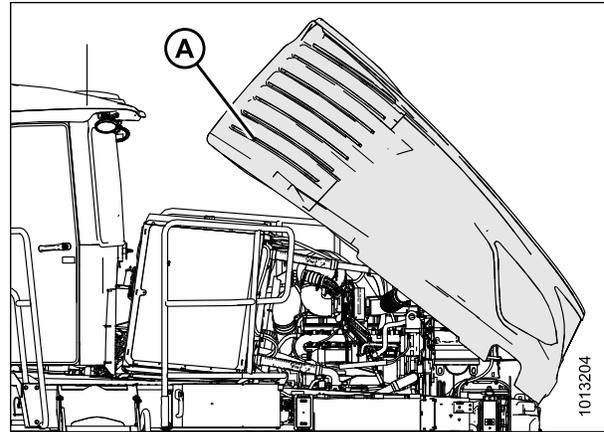


Figure 4.16: Engine Compartment

### 4.1.9 Checking Engine Gearbox Lubricant Level and Adding Lubricant

1. Remove check plug (A) on underside of windrower beneath the main pumps. The lubricant should be visible through the hole or slightly running out.
2. Add lubricant, if required, through the check plug hole (A) using a squeeze bottle, or by removing the breather at the top right side of the gearbox. For specification, refer to [5.1 Lubricants, Fluids, and System Capacities, page 109](#).

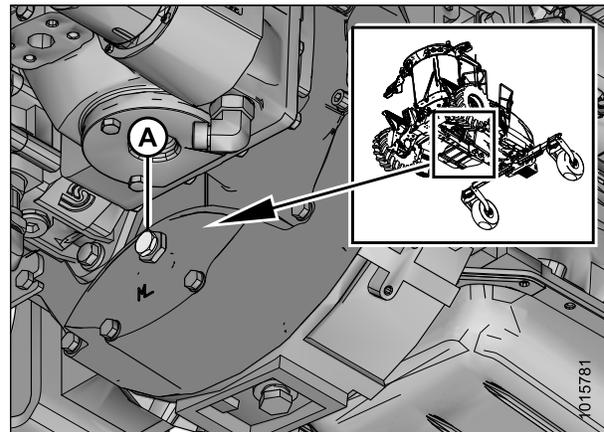


Figure 4.17: Gearbox Lubricant Check Plug

### 4.1.10 Checking Air Conditioning (A/C) Compressor Belts

1. Ensure A/C compressor belts (A) are tensioned so that a force of 35–55 N (8–12 lbf) on each belt deflects belt 5 mm (3/16 in.) at midspan.

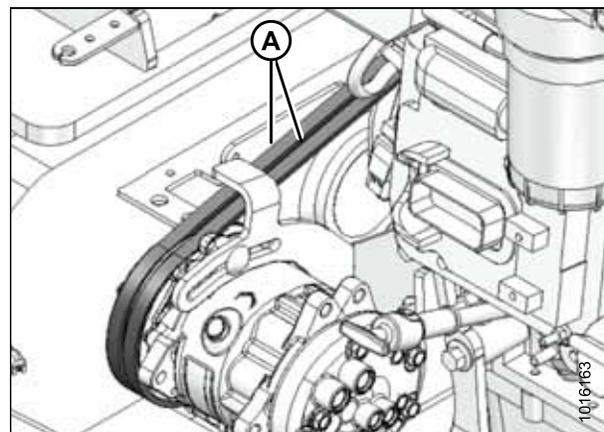


Figure 4.18: A/C Compressor Belts

### 4.1.11 Checking Operating Safety System

Perform the following checks to ensure the windrower operating safety systems are functioning properly:

#### DANGER

To avoid bodily injury or death from unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

#### CAUTION

Check to be sure all bystanders have cleared the area.

1. With the engine running and the seat base in engine-forward mode, engage the HEADER ENGAGE switch. Confirm the header drive does **NOT** engage and the Harvest Performance Tracker (HPT) displays LOCK SEAT BASE IN CAB-FORWARD.
2. With the engine running and the seat base in cab-forward mode, stand up and engage the HEADER DRIVE switch. The header drive should **NOT** engage and the HPT displays OPERATOR MUST BE SEATED.
3. With the engine running and the seat base is between locked positions, move the GSL out of PARK. Confirm the engine immediately shuts down and the HPT displays LOCK SEAT BASE and sounds a tone.
4. Shut down the engine and engage HEADER ENGAGE switch. Try starting the engine and confirm the HPT displays DISENGAGE HEADER. If the engine turns over, the safety system requires adjustment. Refer to the technical manual for adjustment procedures.
5. Shut down the engine and open the cooler box door. Try starting the engine and confirm the HPT displays CLOSE COOLER BOX DOOR. If the engine turns over, the safety system requires adjustment. Refer to the technical manual for adjustment procedures.
6. Shut down the engine and perform the following safety system checks:
  - a. Open engine compartment hood.
  - b. Pry the steering interlock away from pintle arms (A) by inserting a wedge or pry bar between one of the interlock channels (B) and pintle arm.
  - c. Insert a wooden block approximately 19 mm (3/4 in.) thick between the opposite channel and the pintle arm so the interlock channel is clear of the pintle arm.
  - d. Turn the steering wheel off-center and move the GSL to PARK.
  - e. Try starting the engine and confirm the HPT displays LOCK STEERING WHEEL IN CENTER POSITION. The engine should **NOT** turn over. If the engine turns over, the safety system requires adjustment. Refer to the technical manual for adjustment procedures.
  - f. Remove key from ignition.
  - g. Remove wooden block and close hood.

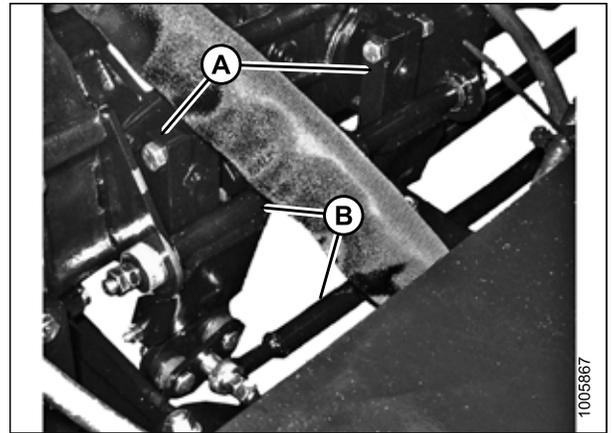


Figure 4.19: Pintle Arms

## PERFORMING PREDELIVERY CHECKS

7. Shut down the engine and center the steering wheel. Place the GSL in NEUTRAL but not in PARK. Try starting the engine and confirm the HPT displays MOVE GSL INTO PARK. The engine should **NOT** turn over. If the engine turns over, the safety system requires adjustment. Refer to the technical manual for adjustment procedures.
8. Shut down the engine and center the steering wheel. Place the GSL in PARK and ensure the operator's station is **NOT** locked. Try starting the engine and confirm that the engine does **NOT** crank, and the HPT displays LOCK SEAT BASE. If the engine starts, the safety system requires adjustment. Refer to the technical manual for adjustment procedures.

## 4.2 Performing Operational Checks

1. Perform the final checks and adjustments listed on the following pages and the *Predelivery Checklist, page 125* (yellow sheet attached to this instruction) to ensure the machine is field-ready.
2. Ensure the Operator or the Dealer retains the completed Predelivery Checklist.

### 4.2.1 Checking Auto Lights

#### DANGER

To avoid bodily injury or death from unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

1. Open the cab door, turn the IGNITION switch to ON and confirm that the Harvest Performance Tracker (HPT) display is booting up by displaying MACDON.



Figure 4.20: HPT Display – Boot-Up

2. Start the engine. Refer to *3.13 Starting the Engine, page 43*.
3. If a header is attached, confirm that the HPT default shows the header disengaged screen.



Figure 4.21: HPT Display – Header Disengaged

## PERFORMING PREDELIVERY CHECKS

4. If a header is not attached, confirm that the HPT shows the no header screen.



Figure 4.22: HPT Display – No Header

5. Press LIGHT switch (A) to turn on the headlights.
6. Shut down the engine and leave the cab without switching off the lights. Confirm that the HPT display, headlights, and egress light shut off within 3 minutes.

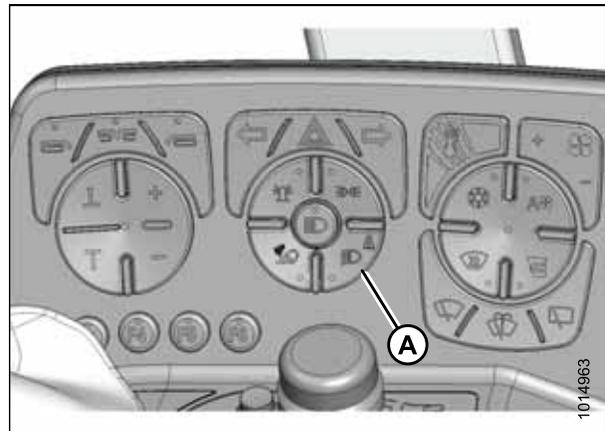


Figure 4.23: Headlight Switch

### 4.2.2 Checking Harvest Performance Display (HPT)

1. If not already running, start the engine. Refer to [3.13 Starting the Engine, page 43](#).
2. If a header is not attached, check that the no header screen is displayed.



Figure 4.24: No Header Screen

## PERFORMING PREDELIVERY CHECKS

3. If a header is attached, check that the header screen (A) is displayed.
4. Check red park symbol (B) is on.
5. Check engine rpm (C) is displayed.
6. Check fuel gauge (D), DEF gauge (E) and temperature gauge (F) in display screen.

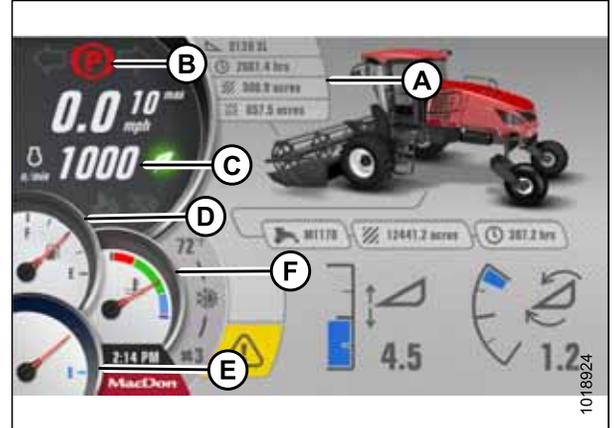


Figure 4.25: Header Attached Screen

### *Navigating the Harvest Performance Tracker*

Turning the scroll knob (A) on the Harvest Performance Tracker (HPT) highlights the available options within a menu and increases/decreases the available settings. Pushing the scroll knob selects functions or menu items. Scroll and select functions are duplicated on the ground speed lever (GSL) controls. Unless otherwise specified, these two buttons will always perform the same function and when 'select' is referred to in this document, either one of these buttons can be used.

1. Turn rotary scroll knob (A) clockwise to move selections down the screen, to the right, clockwise, or to increase settings. Push scroll knob to activate selection.
2. Turn rotary scroll knob (A) counterclockwise to move selections up the screen, to the left, counterclockwise, or to decrease settings. Push scroll knob to activate selection.



Figure 4.26: HPT Scroll Knob

## PERFORMING PREDELIVERY CHECKS

### NOTE:

The scroll wheel (A) on the back of the GSL and the SELECT button (B) on the front of the GSL perform the same functions as the HPT scroll knob.

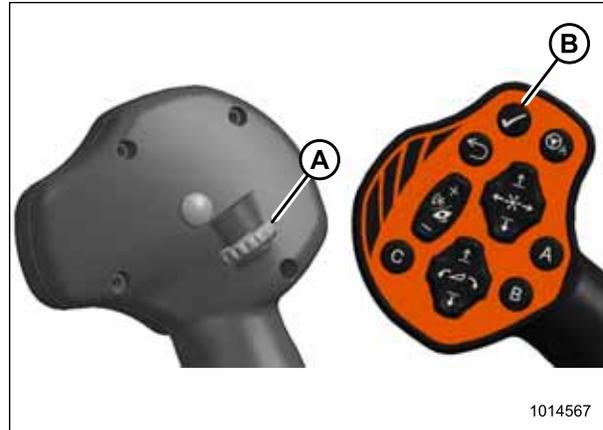


Figure 4.27: GSL Scroll Wheel and Select Button

3. Press soft key 5 (A) to open main menu.
4. Use HPT scroll knob (B) or ground speed lever (GSL) scroll wheel to place red cursor over SETTINGS icon (C).
5. Press HPT scroll knob (B) or GSL SELECT button to activate SETTINGS menu options.

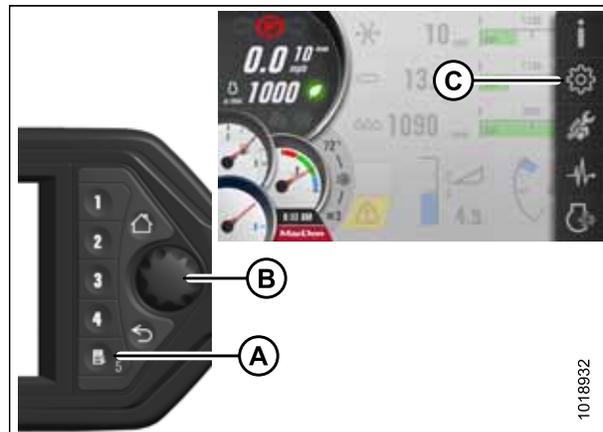


Figure 4.28: Main Menu

6. Press BACK button (A) on HPT to return to previous level within menu structure.
7. Press HOME button (B) on HPT to return to last selected run screen (or header disengaged screen).



Figure 4.29: HPT

## PERFORMING PREDELIVERY CHECKS

### Setting Language and Units of Measure

1. Navigate to the SETTINGS menu with soft key 5 and Harvest Performance Tracker (HPT) scroll knob. Refer to [Navigating the Harvest Performance Tracker, page 61](#) if required.
2. Scroll to the SCREEN icon (A) and select it.
3. Scroll to the LANGUAGE AND UNITS icon (B), and select it to open the adjustment window.
4. Scroll through the available options on the HPT, select desired item, and scroll to adjust:

#### LANGUAGE

- ENGLISH (default)

#### UNITS

- METRIC
- USA (default)

Refer to [5.4 Conversion Chart, page 120](#) for a comprehensive list of imperial and metric units.

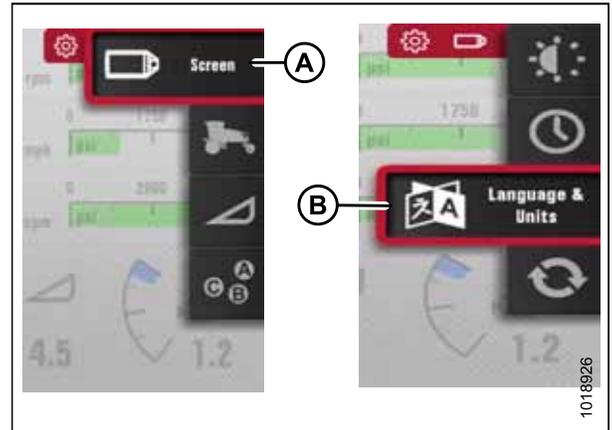


Figure 4.30: Language and Units

### Setting Time and Date

Whenever the Harvest Performance Tracker (HPT) boots up, the time and date will display according to your selected configuration.

1. Navigate to the SETTINGS Menu with soft key 5 and the HPT scroll knob. Refer to [Navigating the Harvest Performance Tracker, page 61](#) if required.
2. Scroll to the SCREEN option (A) and select it.
3. Scroll to the TIME AND DATE option (B), and select it to open the adjustment window.



Figure 4.31: Time and Date

## PERFORMING PREDELIVERY CHECKS

4. Scroll through the available options on the HPT display, select desired option, and scroll to adjust.



Figure 4.32: Time and Date

### Setting Windrower Tire Size

The Harvest Performance Tracker (HPT) is factory-set for 600/65R28 bar tires. If the windrower has a different tire type, you need to change this setting. Setting the proper tire size is important for accurate tracking of ground speed, acres, and productivity data.

1. Navigate to the SETTINGS menu with soft key 5 and the HPT scroll knob. Refer to *Navigating the Harvest Performance Tracker, page 61* if required.
2. Scroll to the WINDROWER SETTINGS icon (A) and select it.
3. Scroll to the TIRES icon (B), and select it to display the adjustment window.

**NOTE:**

The F3 shortcut button on the operator's console will also display the WINDROWER SETTINGS menu.

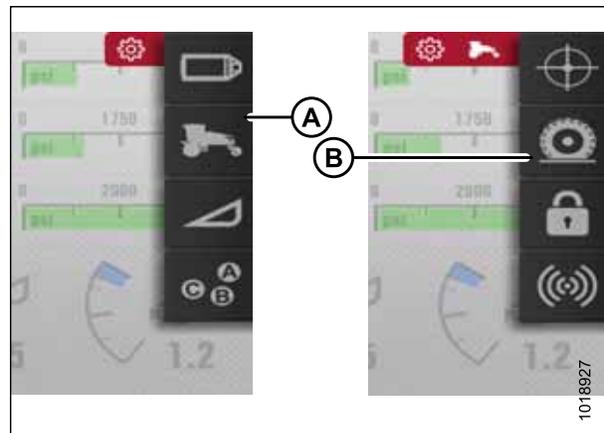


Figure 4.33: Tire Size

4. Scroll to highlight the appropriate tire size (A) and select it. The new selection will be displayed with a shaded green radio button.

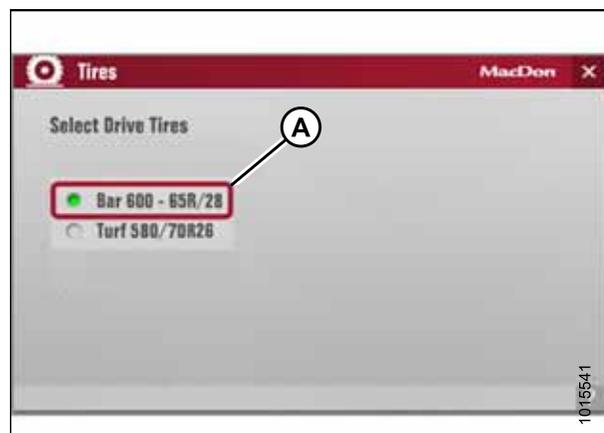


Figure 4.34: Tire Selection

## PERFORMING PREDELIVERY CHECKS

### 4.2.3 Checking Engine Speed

1. Move throttle to idle position.
2. Check engine speed (A) on Harvest Performance Tracker (HPT) display and compare to value in table below.
3. Move throttle to maximum rpm position.

**Table 4.2 Engine Speed**

Idle	Maximum (No Load)
1000 rpm	2500 rpm



**Figure 4.35: HPT Display**

## PERFORMING PREDELIVERY CHECKS

### 4.2.4 Checking Exterior Lights

1. **For models with LED lighting:** Remove plastic film from LED lighting.
2. Rotate operator's seat to cab-forward mode.
3. Press FIELD LIGHT switch (A).
4. Check that front field lights (B), rear field lights (C), and rear swath lights (D) are functioning.

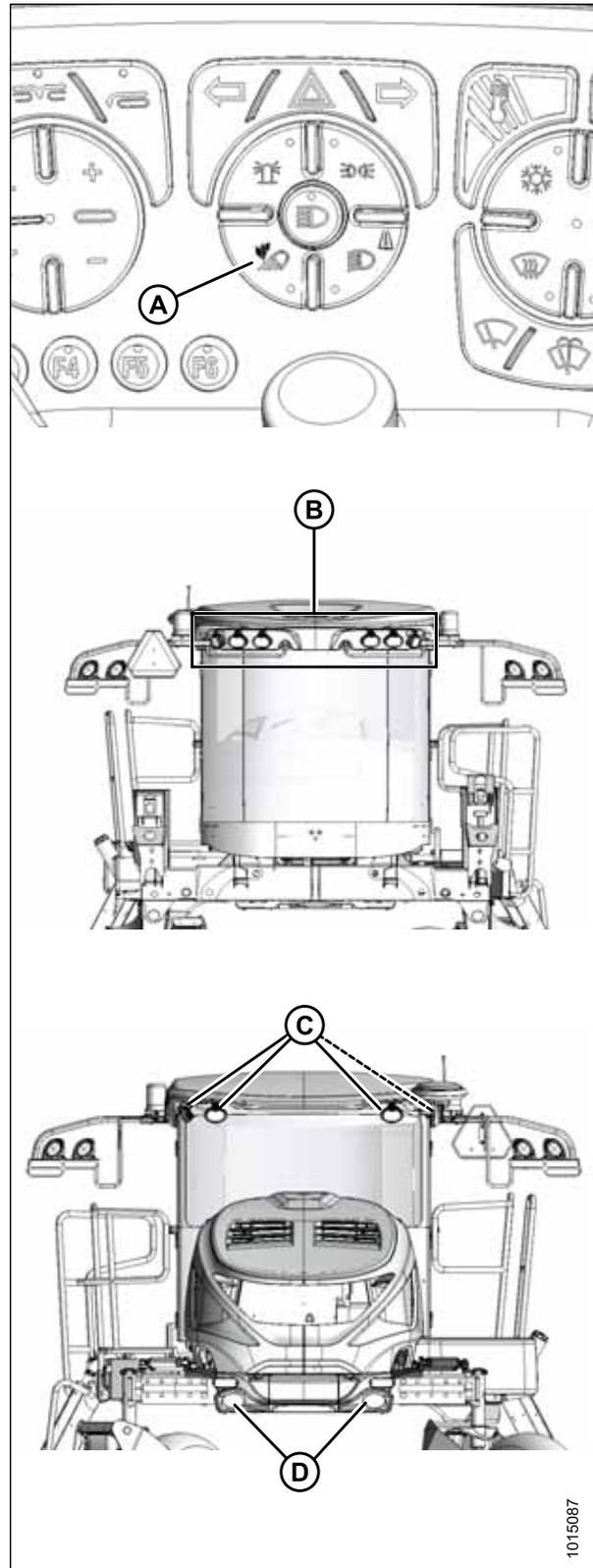


Figure 4.36: Field Lights

## PERFORMING PREDELIVERY CHECKS

5. Press ROAD LIGHT switch (A), and check that front road lights (B) and rear red tail/brake lights (C) are functioning.
6. Press HIGH/LOW switch (D), and check lights (B).
7. Press TURN SIGNAL switches (E) on console, and check amber lights (F).
8. Press HAZARD LIGHT switch (G), and check flashing hazard lights (F).
9. Press switches to shut off lights.

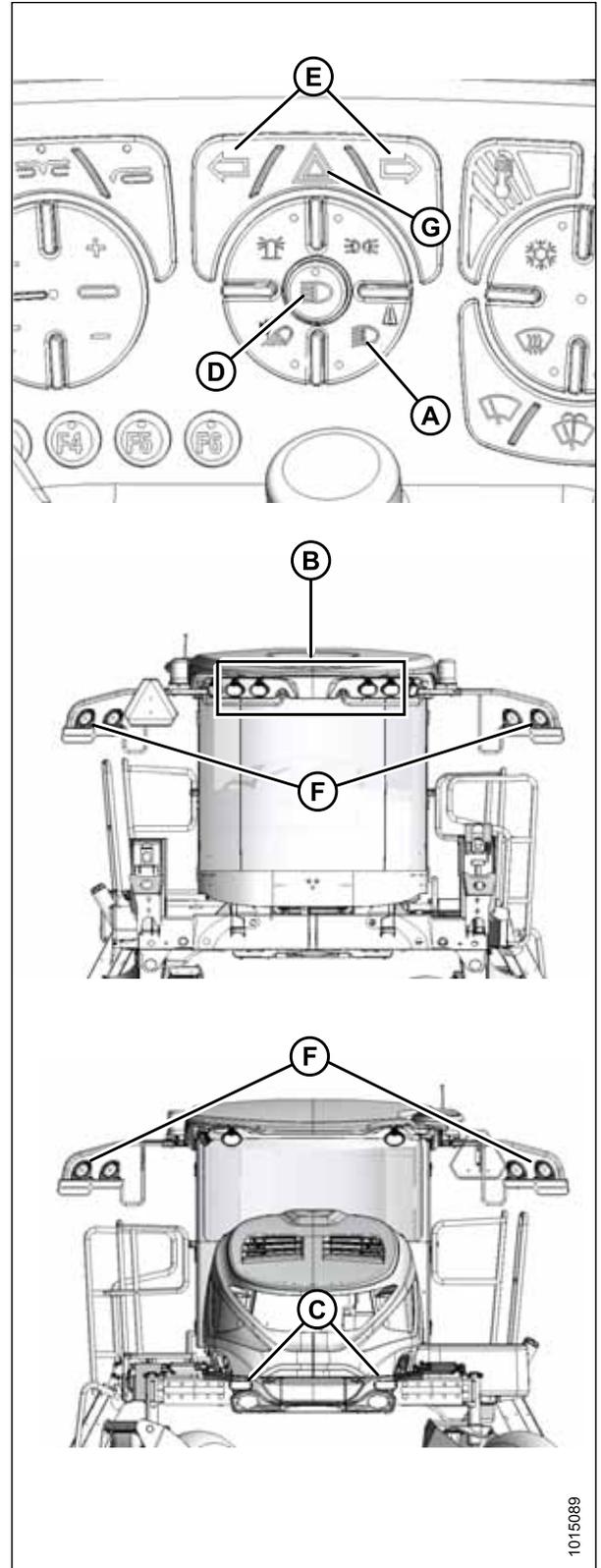


Figure 4.37: Road Lights – Cab-Forward

## PERFORMING PREDELIVERY CHECKS

10. Rotate operator's seat to engine-forward mode.
11. Press ROAD LIGHT switch (A), and check that front road lights (B) and rear red tail/brake lights (C) are functioning.
12. Press HIGH/LOW switch (D) and check lights (B).
13. Press TURN SIGNAL switches (E) switches on console and check amber lights (F).
14. Press HAZARD LIGHT switch (G) and check flashing hazard lights (F).
15. Press switches to shut off lights.

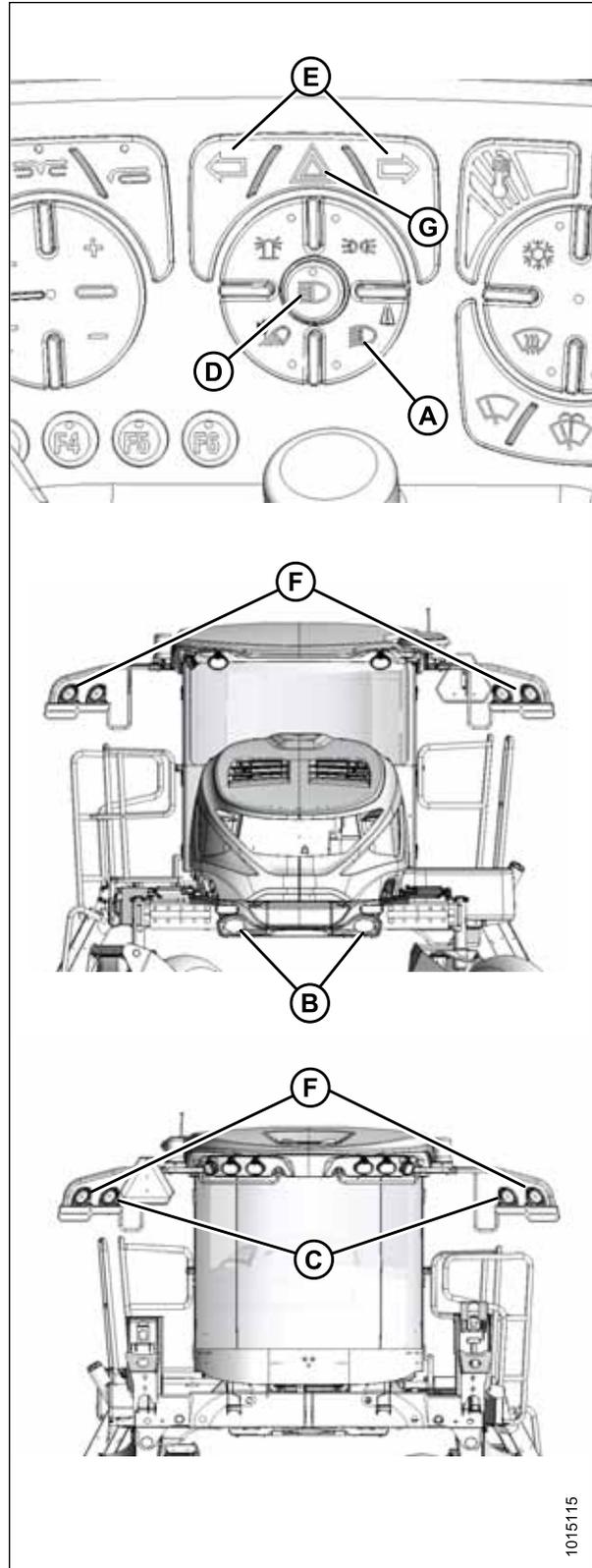


Figure 4.38: Road Lights – Engine-Forward

## PERFORMING PREDELIVERY CHECKS

16. Push BEACON SWITCH (A), and check that amber beacons (B) are functioning.
17. Press switch to shut off beacons.

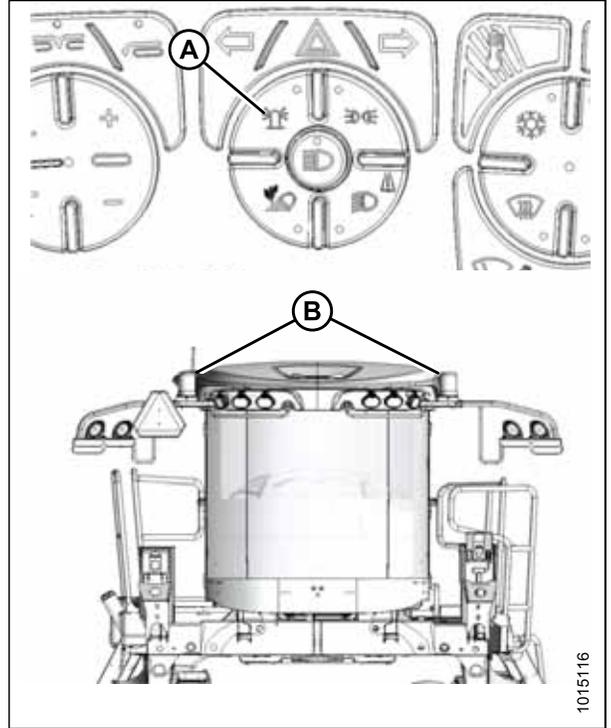


Figure 4.39: Beacons

### 4.2.5 Checking Horn

1. Push HORN button (A) and listen for horn.

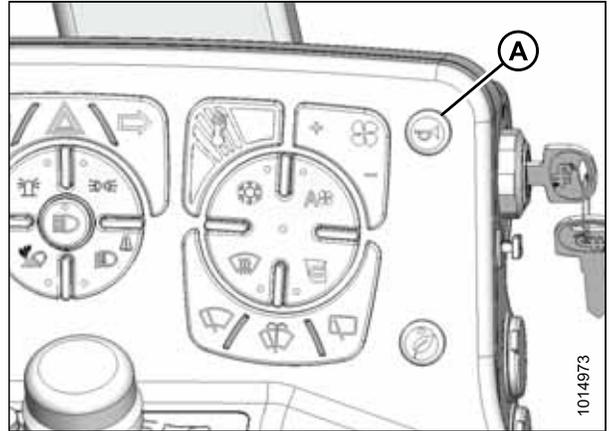


Figure 4.40: Horn Button

## PERFORMING PREDELIVERY CHECKS

### 4.2.6 Checking Interior Lights

1. Open cab door and check that interior light (A) illuminates.
2. Enter the cab and close door; light should go off.

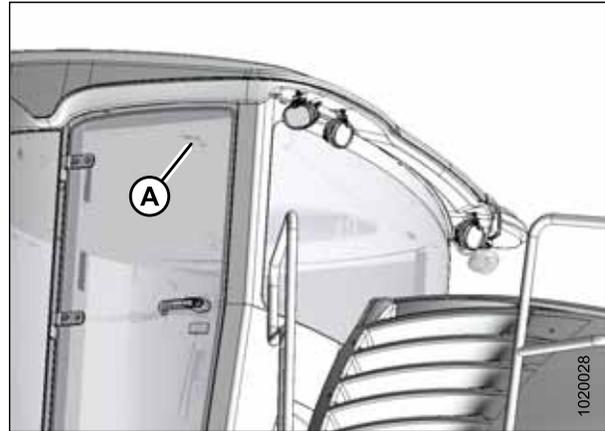


Figure 4.41: Ingress/Egress Lights

3. Turn IGNITION key to RUN position.
4. Push OVERHEAD DOME LIGHT switch (A) to the ON position (B) and check that the light illuminates.
5. Push LIGHT switch to the DOOR position (C) and check that the light is off.
6. Open the door and check that the light illuminates. Leave door open.
7. Push switch (A) to OFF position (D) and check that light is off.

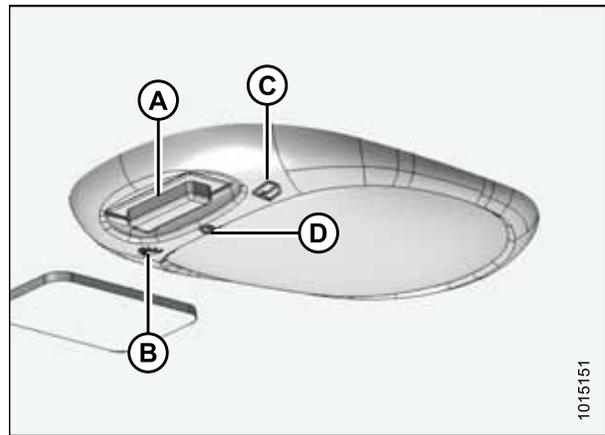


Figure 4.42: Dome Light

### 4.2.7 Checking Air Conditioning and Heater

1. Start engine and allow it to reach operating temperature.
2. To distribute oil throughout the A/C system, perform the following steps after starting a machine that has been stored for more than 1 week:
  - a. Press + (A) on FAN SPEED switch to start fan, adjust temperature control (B) to maximum heating, and press A/C switch (C) if necessary so that LED light is **NOT** lit.
  - b. Press A/C switch (C) to ON (LED light is lit) for one second, then OFF for 5 to 10 seconds. Repeat this step ten times.

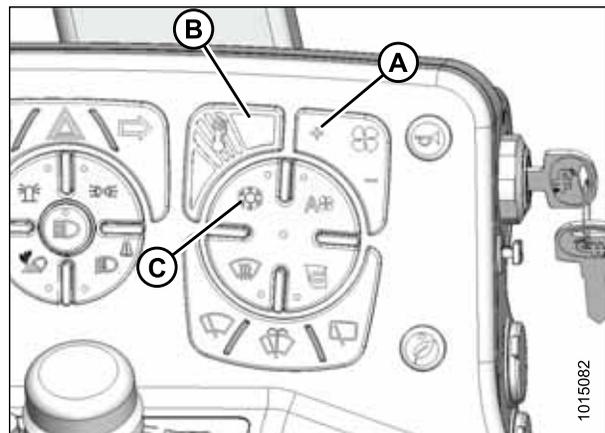


Figure 4.43: A/C Controls

## PERFORMING PREDELIVERY CHECKS

3. Press AUTO FAN switch (A) (LED light shows orange) and then press RED TEMPERATURE CONTROL switch (B) until warm air enters cab through vents.
4. Press BLUE TEMPERATURE CONTROL switch (C) until cool air is entering the cab.
5. Press FAN SPEED switch (D) (+ or -) and note change in air flow. AUTO FAN light should be off.
6. Press RECIRCULATING AIR switch (E) and check air flow in cab.

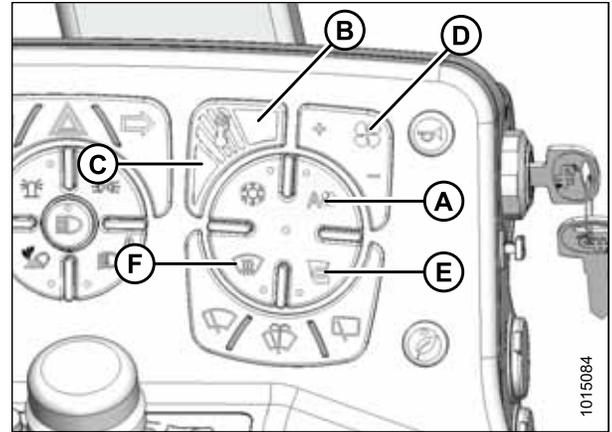


Figure 4.44: Climate Controls

### 4.2.8 Checking the Radio and Activating the Bluetooth® Feature

A radio (A) and two speakers (B) are factory-installed in the cab headliner. The radio operates in AM, FM, CD, and USB modes. It also supports Bluetooth® wireless technology audio streaming and hands-free calling.

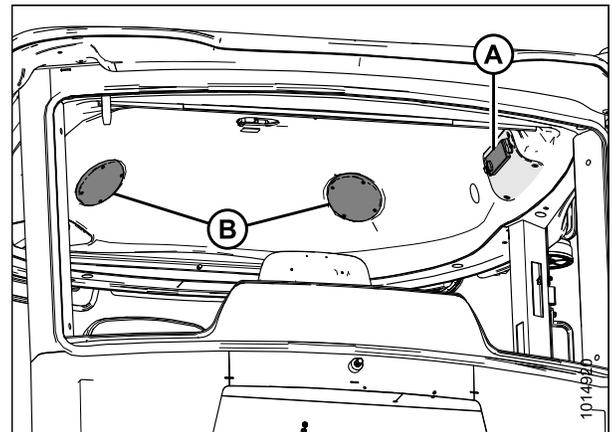


Figure 4.45: Radio and Speakers

1. To check the radio, follow this procedure:
  - a. Turn IGNITION key to RUN position.
  - b. Press POWER button (A) to turn the radio on. Hold the POWER button to turn it off.

**NOTE:**

The button will illuminate red when OFF and blue when ON.

- c. Press BAND/BACK button (B) to change radio bands.
- d. Rotate the Volume/Select knob (C) to change the volume level.
- e. Insert a CD into the disc slot (D), or connect a USB storage device to the unit. The radio will automatically switch mode and begin playback after the media is successfully loaded.



Figure 4.46: Radio

## PERFORMING PREDELIVERY CHECKS

2. To activate the bluetooth® feature, follow this procedure:
  - a. Press POWER button (A) to turn the radio on.
  - b. Press and hold VOL/SEL knob (B) for two seconds. MENU is displayed on screen (C).
  - c. Rotate VOL/SEL (B) to highlight BT SET menu and press VOL/SEL to select. BLUETOOTH ON/OFF is displayed (C).
  - d. Press VOL/SEL to select BLUETOOTH.
  - e. Rotate VOL/SEL knob to display ON and press VOL/SEL to select.
  - f. Rotate VOL/SEL knob and select DISCOVER.
  - g. Rotate VOL/SEL knob to display ON and press VOL/SEL to select.

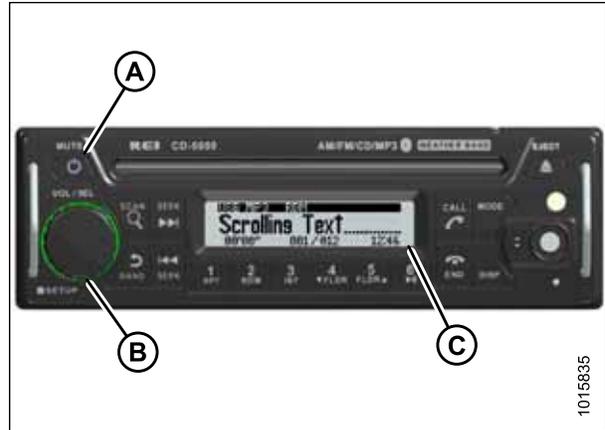


Figure 4.47: Bluetooth® Radio

### 4.3 Checking Manuals

Manuals are stored in one of the manual storage cases (A) behind the operator's seat.

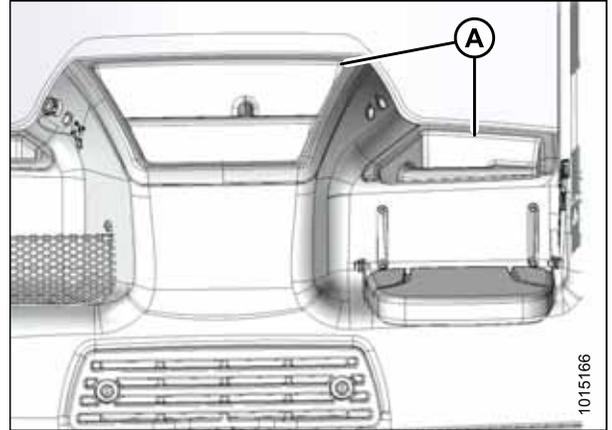


Figure 4.48: Manual Storage Case

1. Ensure the following manuals are included with the windrower:
  - Operator's Manual
  - Parts Catalog
  - Quick Card
  - Engine Manual

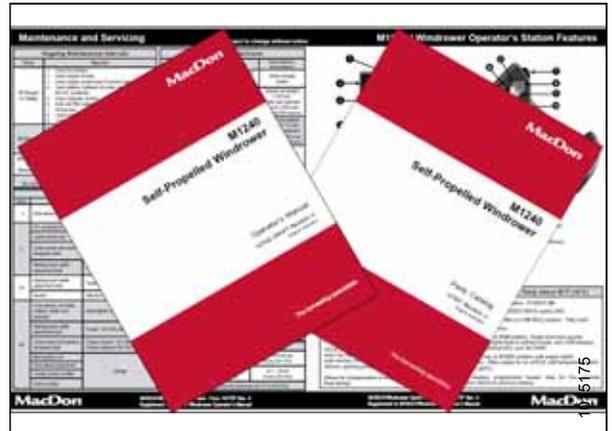


Figure 4.49: Manuals and Quick Card

## PERFORMING PREDELIVERY CHECKS

### 4.4 Performing Final Steps

1. Remove plastic covering from Harvest Performance Tracker (HPT) and seats after predelivery checks are complete.
2. If there is an optional GPS kit included, locate bag inside the cab containing the kit, and install in accordance with the instructions included. If not installing kit, label bag (GPS Completion kit) and place kit in toolbox for safekeeping.
3. Remove instruction (MD #214082) from the right cab-forward door only **AFTER** right leg is repositioned to field configuration.
4. Remove decal (MD #166705) from windshield only **AFTER** machine is delivered to the end user.



Figure 4.50: Windshield Decal (MD #166705)

## 4.5 Attaching Headers to M1 Series Windrower

### 4.5.1 A40-DX Auger Header

*Attaching an A40-DX Auger Header*

#### CAUTION

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Remove hairpin (A) from pin (B), and remove pin from header supports (C) on both sides of header.

#### IMPORTANT:

Remove protective cover from exhaust stack prior to starting engine.

#### CAUTION

Check to be sure all bystanders have cleared the area.

2. Start engine.

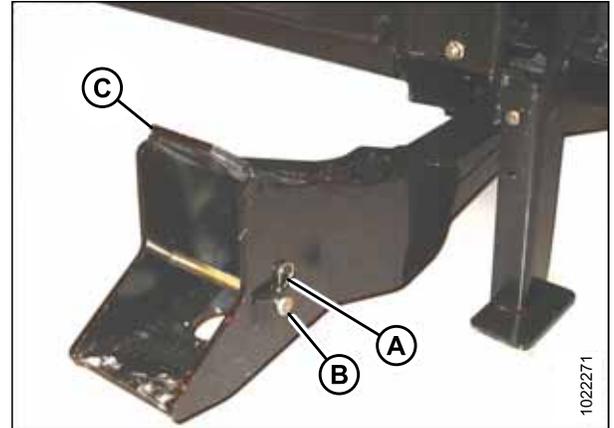


Figure 4.51: Header Support

#### CAUTION

To prevent damage to the header lift linkages when lowering header lift legs without a header or weight box attached to the windrower, ensure the float springs tension is fully released.

#### NOTE:

If not prompted by the Harvest Performance Tracker (HPT) display to remove float, remove float manually by doing the following:

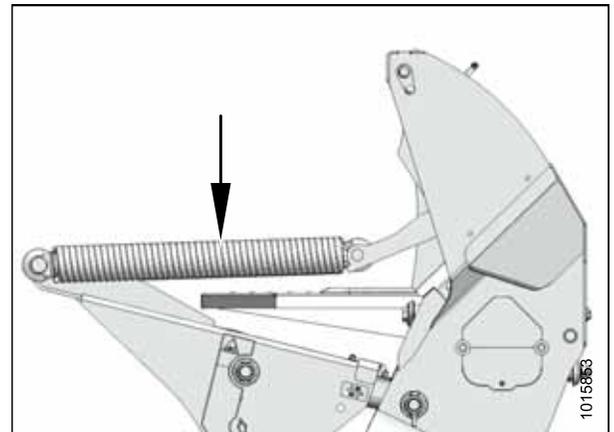


Figure 4.52: Header Float Springs

## PERFORMING PREDELIVERY CHECKS

3. Press HPT scroll knob (A) to highlight QuickMenu options.
4. Rotate HPT scroll knob (A) to highlight the HEADER FLOAT symbol (B) and press to select.



Figure 4.53: HPT Display

5. On Float Adjust page, press soft key 3 (A) to remove float.



Figure 4.54: HPT Display

6. Press the HEADER DOWN switch (A) on the ground speed lever (GSL) to fully retract header lift cylinders.
7. **For hydraulic center-link with self-alignment:** Press the REEL UP switch (B) on the GSL to raise the center-link until the hook is above the attachment pin on the header.

### IMPORTANT:

If the center-link is too low, it may contact the header as the windrower approaches the header for hookup.



Figure 4.55: GSL

## PERFORMING PREDELIVERY CHECKS

8. **For hydraulic center-link without self-alignment:** Relocate pin (A) in frame linkage as required to raise the center-link (B) until the hook is above the attachment pin on the header.

**IMPORTANT:**

If the center-link is too low, it may contact the header as the windrower approaches the header for hookup.

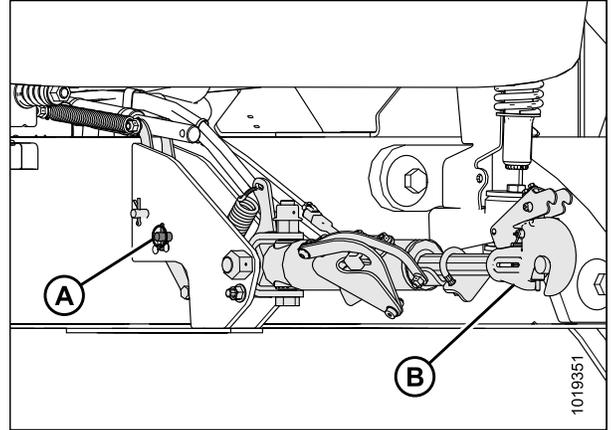


Figure 4.56: Hydraulic Center-Link without Self-Alignment Kit

9. Drive the windrower slowly forward so the feet (A) on the windrower enter the supports (B) on the header. Continue to drive slowly forward until the feet engage the supports, and the header nudges forward.

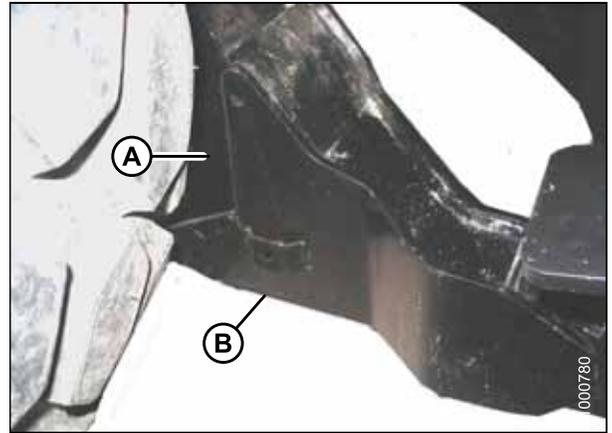


Figure 4.57: Header Support

10. **For hydraulic center-link with self-alignment:** Adjust position of the center-link cylinder (A) with switches on the GSL until the hook (B) is above the header attachment pin.
11. **For hydraulic center-link without self-alignment:** Push down on rod end of link cylinder (C) until hook engages and locks onto header pin.

**IMPORTANT:**

Hook release (D) must be down to enable self-locking mechanism. If the release is open (up), manually push it down after hook engages header pin.

12. **For hydraulic center-link with self-alignment:** Lower center-link (A) onto the header with REEL DOWN switch on the GSL until it locks into position (hook release [D] is down).
13. **For hydraulic center-link with self-alignment:** Check that center-link is locked onto header by pressing the REEL UP switch on the GSL.

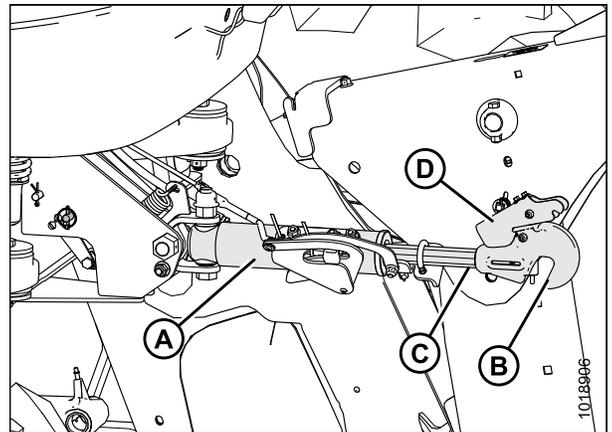


Figure 4.58: Hydraulic Center-Link

## PERFORMING PREDELIVERY CHECKS

### CAUTION

Check to be sure all bystanders have cleared the area.

14. Press the HEADER UP switch (A) to raise header to maximum height.
15. If one end of the header does **NOT** fully raise, rephase the lift cylinders as follows:
  - a. Press and hold the HEADER UP switch (A) until both cylinders stop moving.
  - b. Continue to hold the switch for 3–4 seconds. Cylinders are now phased.

#### NOTE:

This procedure may have to be repeated if there is air in the system.

16. Stop the engine and remove the key.
17. Engage safety prop on the windrower's lift cylinder as follows:
  - a. Pull lever (A) and rotate toward header to release, and lower safety prop onto cylinder.
  - b. Repeat for opposite lift cylinder.

#### IMPORTANT:

Ensure the safety props engage over the cylinder piston rods. If safety prop does not engage properly, raise header until prop fits over the rod.

18. Install clevis pin (A) through support and foot, and secure with hairpin. Repeat for opposite support.

#### IMPORTANT:

Ensure clevis pin (A) is fully inserted and hairpin is installed behind bracket.



Figure 4.59: GSL

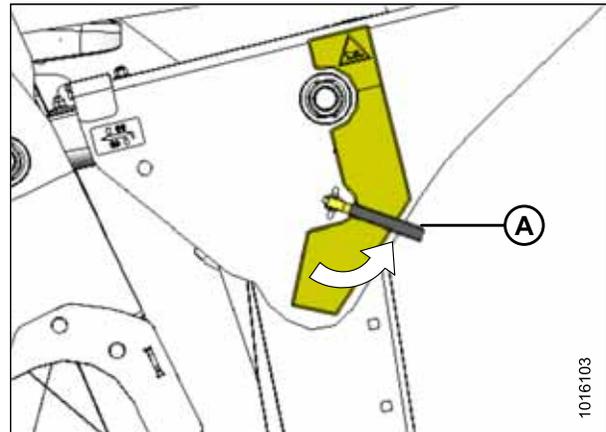


Figure 4.60: Cylinder Safety Prop

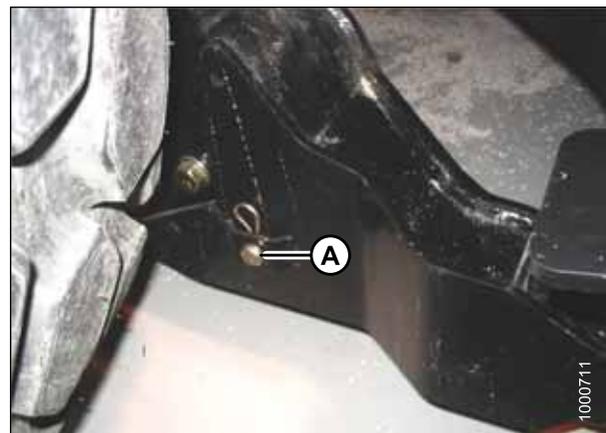


Figure 4.61: Header Support

## PERFORMING PREDELIVERY CHECKS

19. Remove lynch pin from clevis pin (A) in stand (B).
20. Hold stand (B) and remove pin (A).
21. Move stand to storage position by inverting and relocating onto bracket as shown. Reinsert clevis pin (A) and secure with lynch pin.

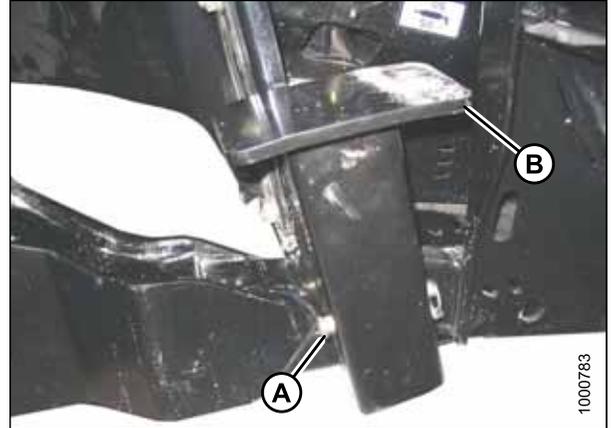


Figure 4.62: Header Stand

22. Disengage safety prop by turning lever (A) downward to raise prop until lever locks into vertical position.
23. Repeat for opposite side.

### CAUTION

Check to be sure all bystanders have cleared the area.

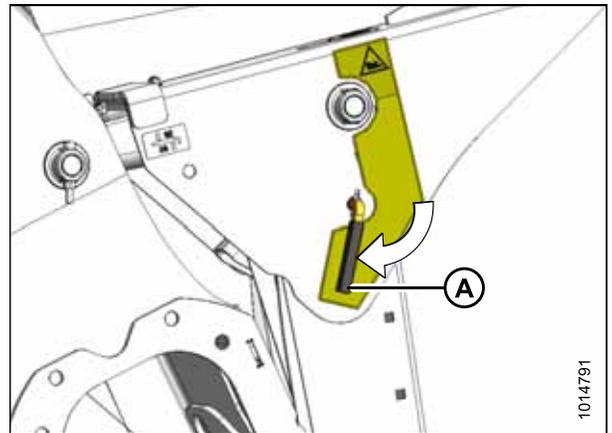


Figure 4.63: Cylinder Safety Prop

24. Start engine and press HEADER DOWN switch (A) on GSL to fully lower header.

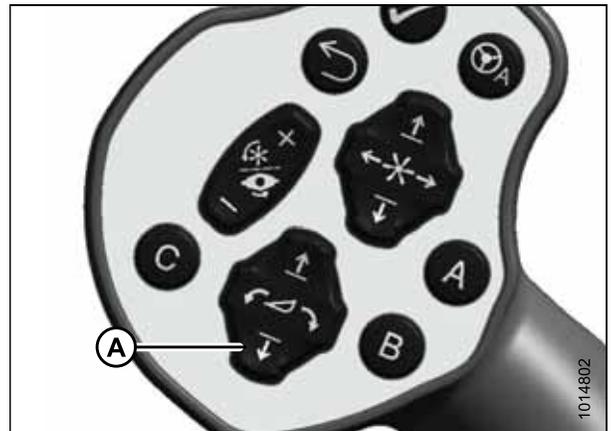


Figure 4.64: GSL

## PERFORMING PREDELIVERY CHECKS

25. Press rotary scroll knob (A) on HPT to highlight QuickMenu options.
26. Rotate scroll knob (A) to highlight the HEADER FLOAT symbol (B). Press scroll knob to select.



Figure 4.65: HPT Display

27. Turn scroll knob (A) to highlight left (B) or right (C) float and press knob (A) to activate selection.
28. Rotate scroll knob (A) to adjust float setting and press knob when finished.

### IMPORTANT:

Float adjustments of 1.0 (out of 10) change the header weight at the cutterbar by approximately 91 kg (200 lb.). Adjust float in increments of 0.05 to optimize field performance.

29. Turn ignition off and remove key from ignition.
30. Grasp one end of the auger header and lift. Lifting force should be 335–380 N (75–85 lbf) and should be the same at both ends.
31. Proceed to [Connecting A40-DX Hydraulics, page 80](#).

### Connecting A40-DX Hydraulics

## CAUTION

Do NOT stand on an unlocked platform. It is unstable and may cause you to fall.



Figure 4.66: HPT Display

## PERFORMING PREDELIVERY CHECKS

1. Approach platform/stair unit (A) on left cab-forward side of windrower and ensure cab door is closed.
2. Push latch (B), and pull platform (A) toward walking beam until it stops and latch engages.

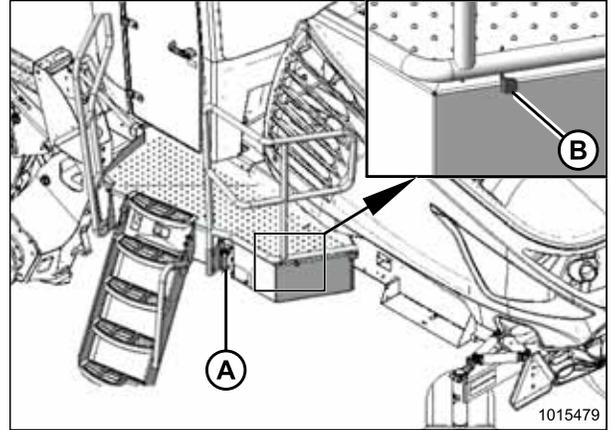


Figure 4.67: Left Cab-Forward Platform

3. Retrieve hydraulic multicouplers (A) and electrical harness (B) from the header.
4. Route hose/harness bundle toward the windrower through support (C).

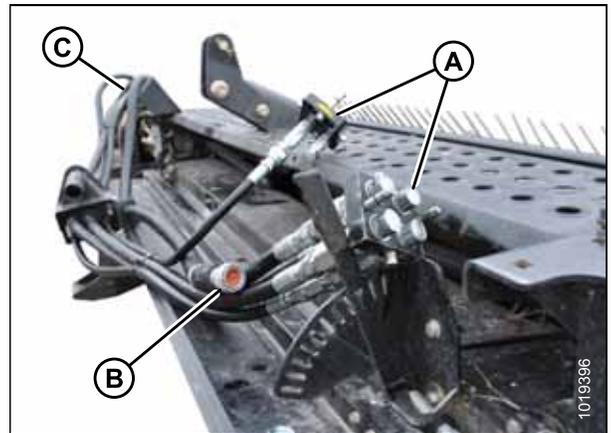


Figure 4.68: Hydraulics Hoses in Storage Position

5. Insert hose support (A) into hole in the windrower left leg, and route the header hose bundle (B) under the windrower to the hydraulic and electrical couplers.

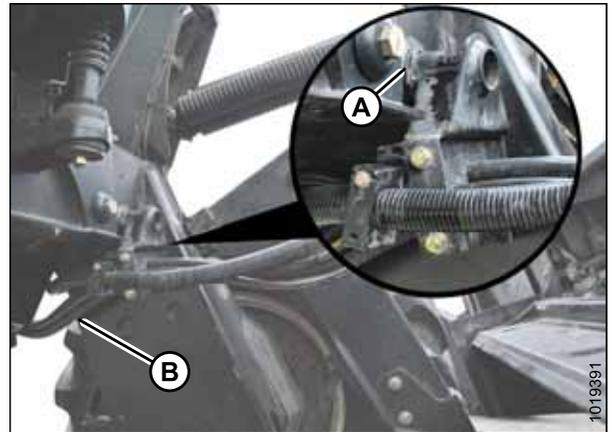
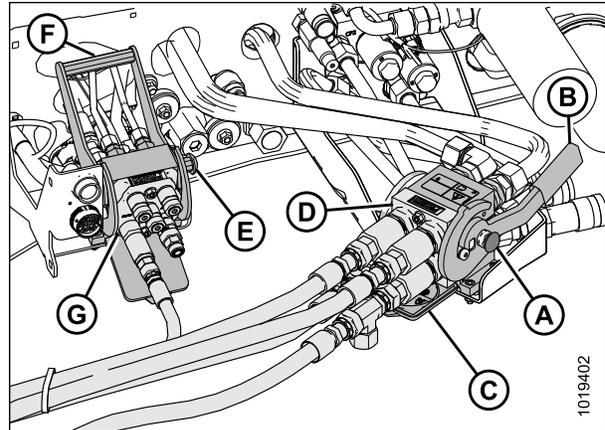


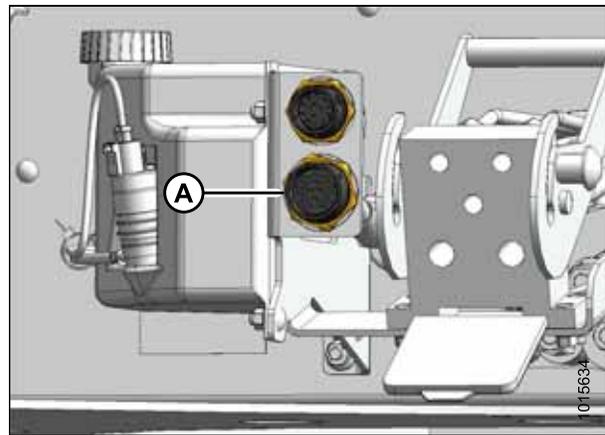
Figure 4.69: Multicoupler

## PERFORMING PREDELIVERY CHECKS

6. Clean multicouplers and receptacles to prevent contamination.
7. Push button (A) on rear multicoupler receptacle and rotate handle (B) away from windrower.
8. Open cover (C) and position multicoupler (D) onto receptacle. Align pins in coupler with slots in handle (B), and rotate handle toward windrower so that coupler is locked onto receptacle and button (A) snaps out.
9. Push button (E) on front multicoupler receptacle and rotate handle (F) away from windrower.
10. Open cover and position multicoupler (G) onto receptacle. Align pins in coupler with slots in handle, and rotate handle toward windrower so that coupler is locked onto receptacle and button (E) snaps out.
11. Remove cover from receptacle (A), and connect electrical harness from header.

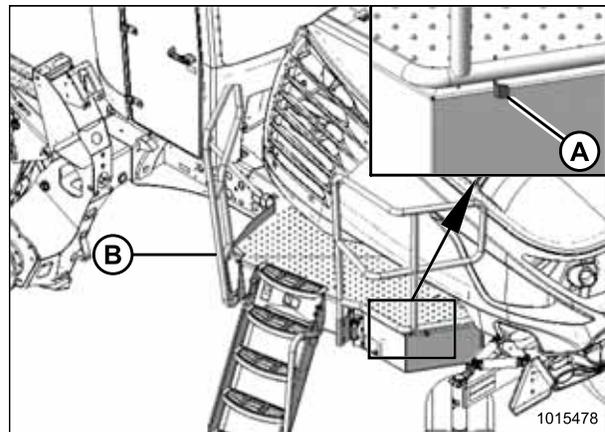


**Figure 4.70: Knife/Reel/Auger Drive Multicoupler**



**Figure 4.71: Electrical Connectors**

12. Push latch (A) to unlock the platform (B).



**Figure 4.72: Platform: Open**

## PERFORMING PREDELIVERY CHECKS

13. Pull platform (A) towards the cab until it stops and latch engages.

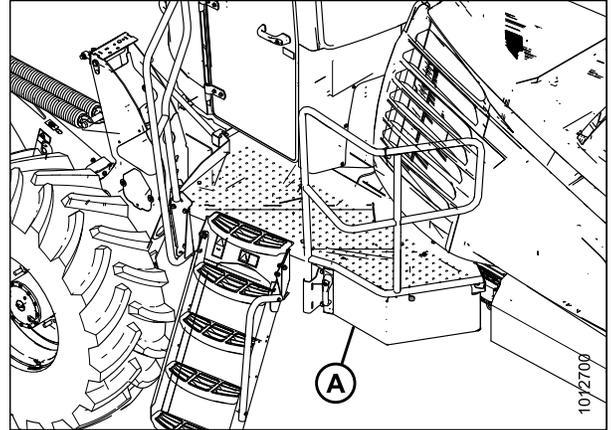


Figure 4.73: Platform: Closed

### Checking Header Settings

1. Navigate to SETTINGS menu with soft key 5 and Harvest Performance Tracker (HPT) scroll knob. Refer to [Navigating the Harvest Performance Tracker, page 61](#) if required.
2. Scroll to SET-UP HEADER option (A) and select it.
3. Scroll to highlight appropriate item and select it.
4. Scroll to highlight appropriate option and select it.
  - Example: If a draper header is attached, and ATTACHMENTS (B) is selected, the available choice is DOUBLE DRAPER DRIVE.
5. Scroll to highlight appropriate item and select it.
6. After completing the SETTINGS, proceed to [4.6 Calibrating the Windrower and Header, page 104](#), and [4.7 Calibrating Windrower Knife Drive on Harvest Performance Tracker \(HPT\) Display, page 107](#).

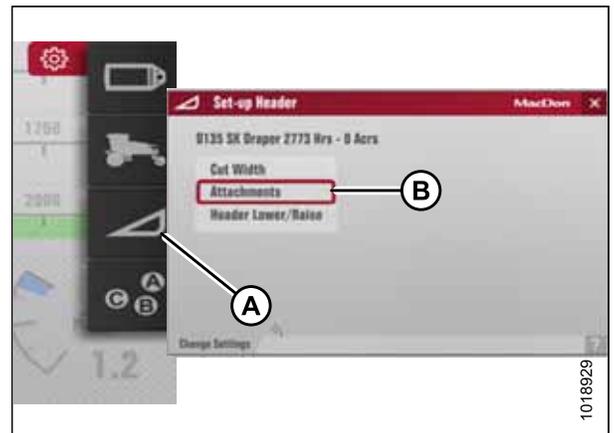


Figure 4.74: Header Settings

## 4.5.2 D1X or D1XL Series Header

### Attaching Draper Header Supports

Draper header supports are required to attach a D1X or D1XL Series Draper Header to the windrower.

### DANGER

To avoid bodily injury or death from unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

If **NOT** installed, attach draper header support (supplied with header) to windrower lift linkage as follows:

## PERFORMING PREDELIVERY CHECKS

1. Remove hairpin and clevis pin (B) from the draper header support (A).

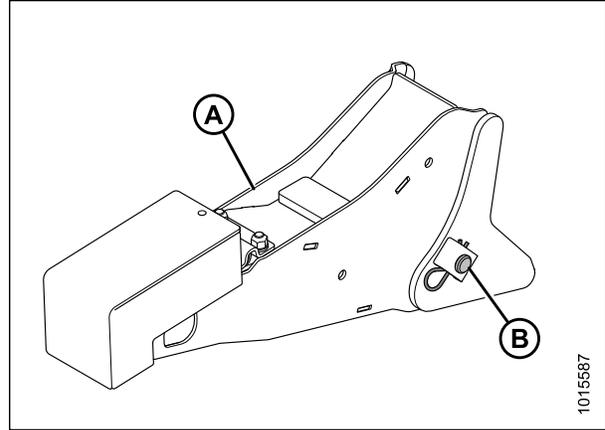


Figure 4.75: Draper Header Support

2. Position the draper header support (B) on lift linkage (A), and reinstall clevis pin (C).

**NOTE:**

To avoid pin snagging the windrow, install the clevis pin on the outboard side of the draper header support.

3. Secure clevis pin (C) with hairpin (D).
4. Repeat for opposite lift linkage.

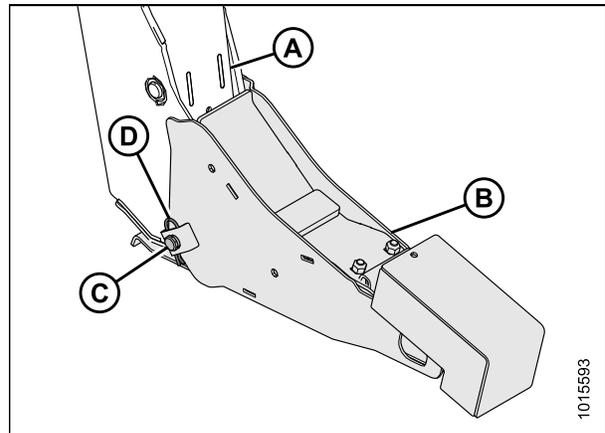


Figure 4.76: Draper Header Support

### Attaching a D1X or D1XL Series Header

**NOTE:**

Draper header supports must be installed onto the windrower lift linkage before starting this procedure. Refer to [Attaching Draper Header Supports, page 83](#).

**! DANGER**

To avoid bodily injury or death from unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

## PERFORMING PREDELIVERY CHECKS

1. **Hydraulic center-link without self-alignment:**  
Relocate pin (A) in frame linkage as required to raise the center-link (B) until the hook is above the attachment pin on the header.

**IMPORTANT:**

If the center-link is too low, it may contact the header as the windrower approaches the header for hookup.

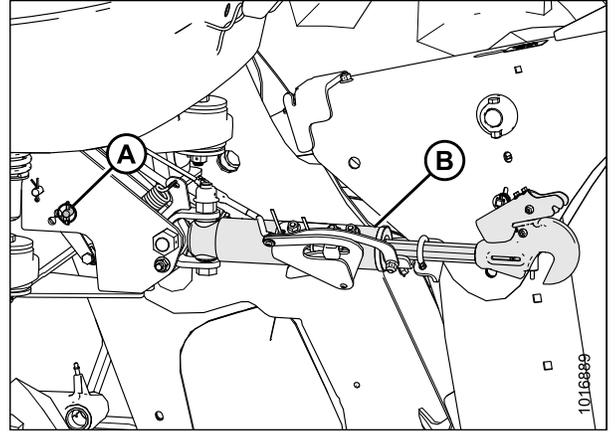


Figure 4.77: Center-Link without Self-Alignment

2. Remove hairpin (A) from pin (B), and remove pin (B) from header leg. Repeat on the other header leg.

**CAUTION**

Check to be sure all bystanders have cleared the area.

**IMPORTANT:**

Remove protective cover from exhaust stack prior to starting engine.

3. Start engine.

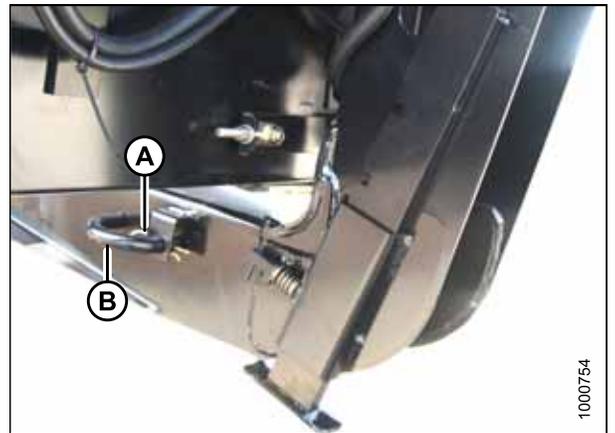


Figure 4.78: Header Leg

**CAUTION**

To prevent damage to the header lift linkages when lowering header lift legs without a header or weight box attached to the windrower, ensure the float springs tension is fully released.

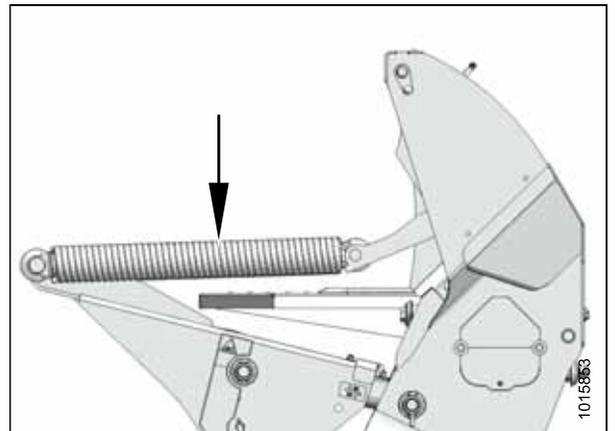


Figure 4.79: Header Float Springs

## PERFORMING PREDELIVERY CHECKS

4. Press scroll knob (A) on HPT to display the QuickMenu system.
5. Rotate scroll knob (A) to highlight the HEADER FLOAT symbol (B), and press scroll knob to select.



Figure 4.80: HPT Display

6. On Float Adjust page, press soft key 3 (A) to remove float.



Figure 4.81: HPT Display

7. **For hydraulic center-link with optional self-alignment:**
  - a. Press HEADER DOWN switch on the ground speed lever (GSL) to fully retract header lift cylinders.
  - b. Press REEL UP switch on the GSL to raise the center-link until the hook is above the attachment pin on the header.

### IMPORTANT:

If the center-link is too low, it may contact the header as the windrower approaches the header for hookup.

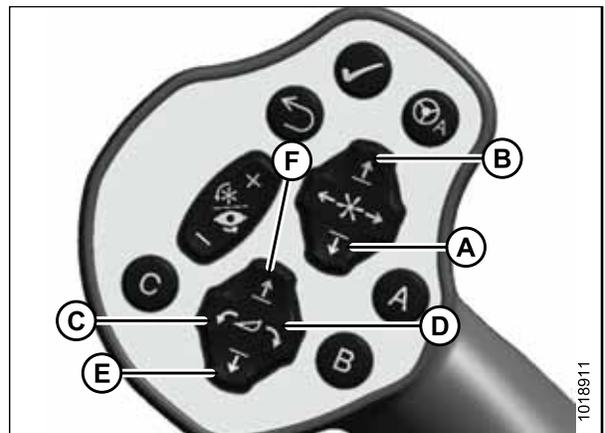


Figure 4.82: GSL Switches

- |                      |                    |
|----------------------|--------------------|
| A - Reel Down        | B - Reel Up        |
| C - Header Tilt Down | D - Header Tilt Up |
| E - Header Down      | F - Header Up      |

## PERFORMING PREDELIVERY CHECKS

8. Drive the windrower slowly forward until the draper header supports (A) enter the header legs (B). Continue driving slowly forward until lift linkages contact the support plates in the header legs and the header nudges forward.
9. Ensure that lift linkages are properly engaged in header legs and are contacting the support plates.

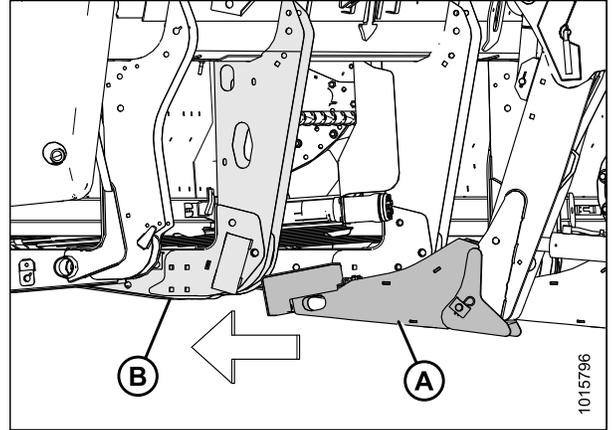


Figure 4.83: Header Leg and Draper Header Support

### 10. Hydraulic center-link with optional self-alignment:

- a. Adjust position of the center-link cylinder (A) with the switches on the GSL until the hook (B) is above the header attachment pin.

**IMPORTANT:**

Hook release (C) must be down to enable self-locking mechanism.

- b. If the hook release (C) is open (up), stop the engine and remove ignition key. Manually push the hook release (C) down after hook engages the header pin.
- c. Lower center-link (A) onto the header with REEL DOWN switch on the GSL until it locks into position (hook release [C] is down).
- d. Check that center-link is locked onto header by pressing the REEL UP switch on the GSL.

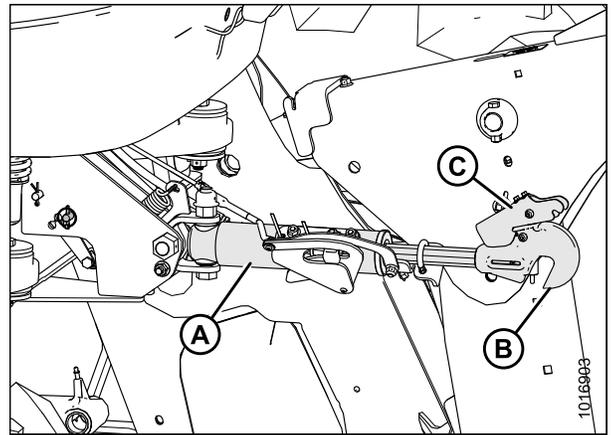


Figure 4.84: Hydraulic Center-Link

### 11. Hydraulic center-link without optional self-alignment:

- a. Press HEADER TILT UP or HEADER TILT DOWN cylinder switches on the GSL to extend or retract center-link cylinder until the hook is aligned with the header attachment pin.
- b. Stop the engine and remove the key.
- c. Push down on rod end of link cylinder (B) until hook engages and locks onto header pin.

**IMPORTANT:**

Hook release must be down to enable self-locking mechanism. If the hook release is open (up), manually push it down after hook engages pin.

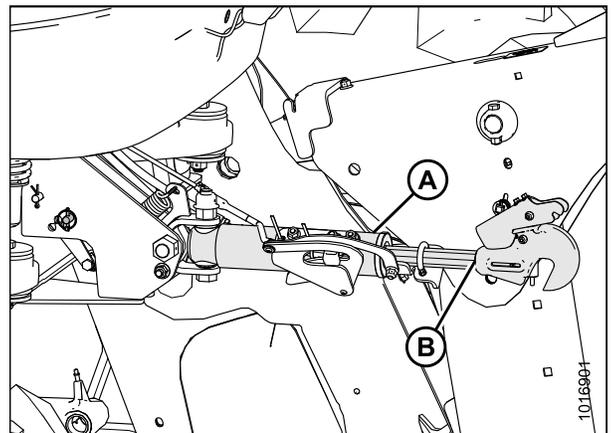


Figure 4.85: Hydraulic Center-Link

## PERFORMING PREDELIVERY CHECKS

- d. Check that center-link (A) is locked onto header by pulling upward on rod end (B) of cylinder.

### CAUTION

Check to be sure all bystanders have cleared the area.

- e. Start engine.
12. Press the HEADER UP switch (A) to raise header to maximum height.

#### NOTE:

If one end of the header does **NOT** fully raise, rephase the lift cylinders as follows:

- a. Press and hold the HEADER UP switch (A) until both cylinders stop moving.
  - b. Continue to hold the switch for 3–4 seconds. Cylinders are now phased.
13. Stop the engine, and remove key from ignition.



Figure 4.86: GSL

14. Engage safety prop on lift cylinder as follows:
  - a. Pull lever (A) and rotate toward header to release, and lower safety prop onto cylinder.
  - b. Repeat for opposite lift cylinder.

#### IMPORTANT:

Ensure the safety props engage over the cylinder piston rods. If safety prop does not engage properly, raise header until prop fits over the rod.

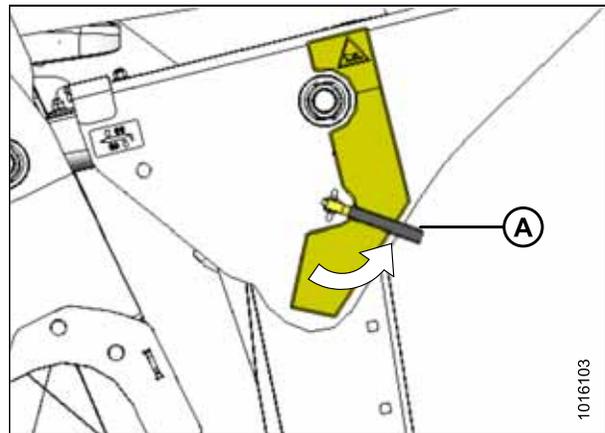


Figure 4.87: Cylinder Safety Prop

## PERFORMING PREDELIVERY CHECKS

15. Install pin (B) through the header leg (engaging U-bracket in draper header support) on both sides and secure with a hairpin (A).
16. Raise header stand (D) to storage position by pulling spring pin (C) and lifting stand into uppermost position. Release spring pin.

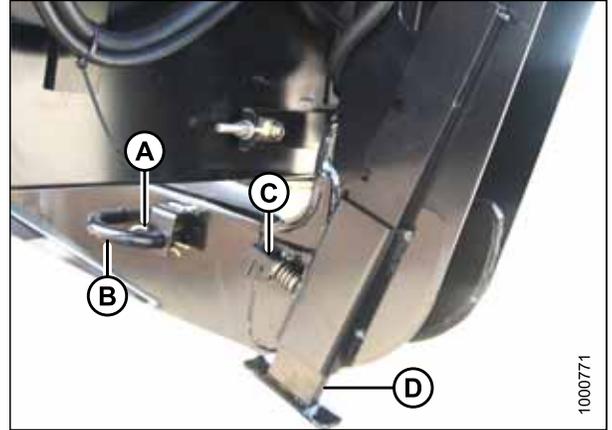


Figure 4.88: Header Leg

17. Disengage safety prop by turning lever (A) downward to raise safety prop until lever locks into vertical position.

**NOTE:**

If safety prop will not disengage, raise header slightly.

18. Repeat for opposite side.

**CAUTION**

Check to be sure all bystanders have cleared the area.

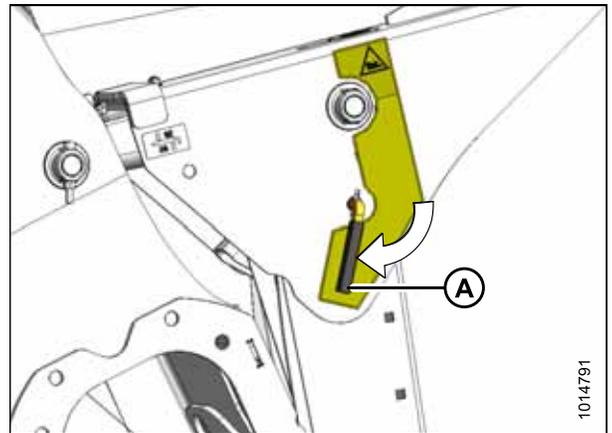


Figure 4.89: Cylinder Safety Prop

19. Start engine and press HEADER DOWN switch (A) on GSL to fully lower header.

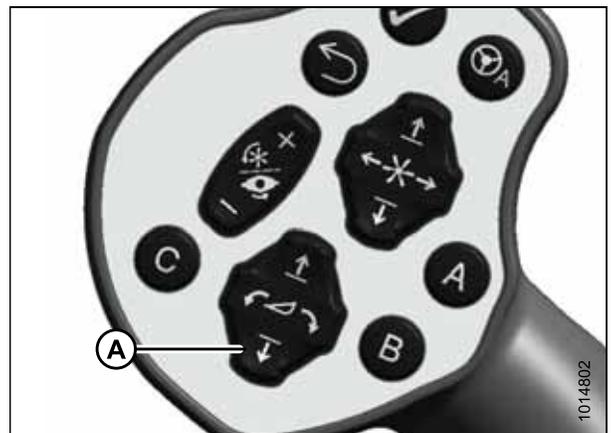


Figure 4.90: GSL

## PERFORMING PREDELIVERY CHECKS

20. Press rotary scroll knob (A) on Harvest Performance Tracker (HPT) to highlight QuickMenu options.
21. Rotate scroll knob (A) to highlight the HEADER FLOAT symbol (B), and press scroll knob to select.



Figure 4.91: HPT Display

22. Turn scroll knob (A) to highlight left (B) or right (C) float and press knob (A) to activate selection.
23. Rotate scroll knob (A) to adjust float setting and press knob when finished.

### IMPORTANT:

Float adjustments of 1.0 (out of 10) change the header weight at the cutterbar by approximately 91 kg (200 lb.). Adjust float in increments of 0.05 to optimize field performance.



Figure 4.92: HPT Display

24. Stop engine, and remove key from ignition.
25. Grasp one end of the draper header and lift. Lifting force should be 335–380 N (75–85 lbf) and should be the same at both ends.
26. Proceed to [Connecting D1X or D1XL Series Hydraulics, page 90](#).

### Connecting D1X or D1XL Series Hydraulics

#### IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

## PERFORMING PREDELIVERY CHECKS

1. Pull handle (A) on hose management arm (B) rearward to disengage arm from support (C).
2. Move arm (B) toward left cab-forward side of windrower.

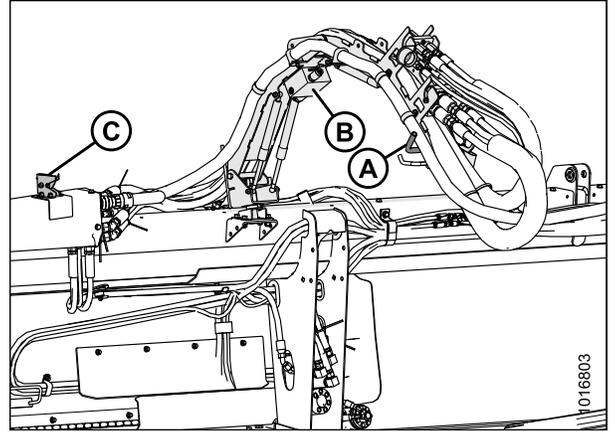


Figure 4.93: Hydraulic Hose Management Arm

3. Ensure cab door is closed on the left cab-forward side of the windrower.
4. Push latch (B), and pull platform (A) toward walking beam until it stops and latch engages.

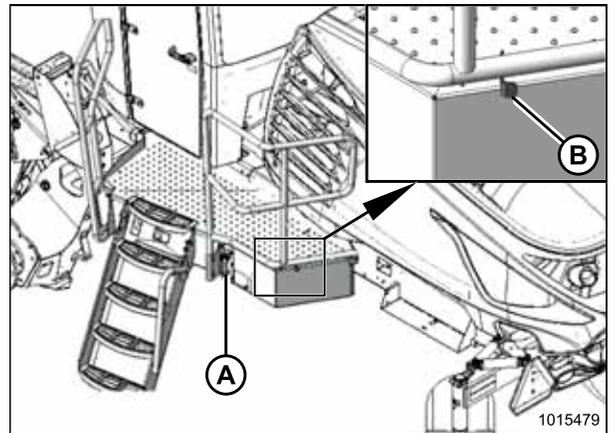


Figure 4.94: Platform

5. Unhook hoses from arm assembly.
6. Connect hydraulic hose management arm (A) to windrower by securing the ball joint (B) on arm into the latch support (C) on windrower leg.

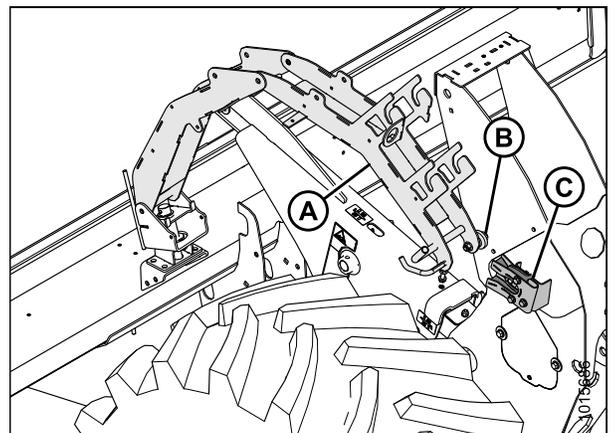


Figure 4.95: Hydraulic Hose Management Arm

## PERFORMING PREDELIVERY CHECKS

8. Push knob (B) on hydraulic receptacle and pull handle (C) fully away from windrower.
9. Open cover (D) and position coupler onto receptacle. Align pins in coupler with slots in handle (C) and push handle toward windrower so that coupler is locked onto receptacle and knob (B) snaps out.
10. Remove cover from electrical connector (E), push electrical connector onto receptacle, and secure by turning collar on electrical connector clockwise.
11. Remove hose quick-disconnect (F) from storage location and connect to receptacle on frame.

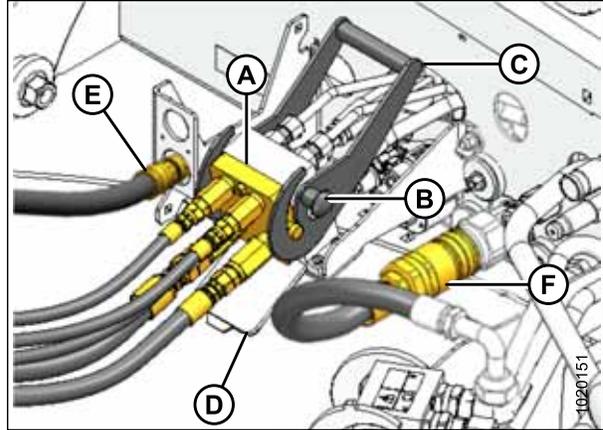


Figure 4.96: Draper/Reel Multicoupler

12. Retrieve knife and reel drive multicoupler (A) from hose management arm.
13. Push knob (B) on hydraulic receptacle and pull handle (C) fully away from windrower.
14. Open cover (D) and position coupler onto receptacle. Align pins in coupler with slots in handle (C) and push handle toward windrower so that coupler is locked onto receptacle and knob (B) snaps out.

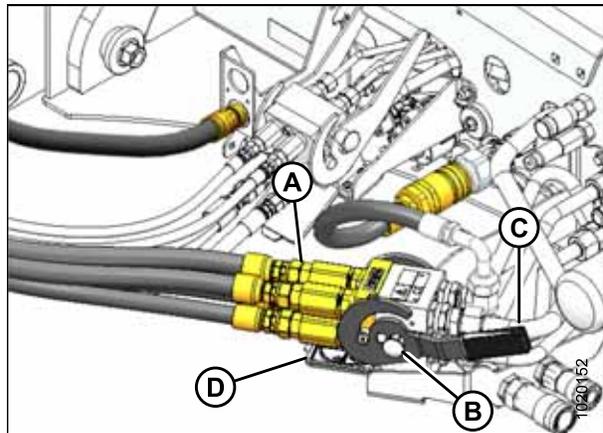


Figure 4.97: Knife/Reel Drive Multicoupler

15. Push latch (B) to unlock the platform (A).
16. Push the platform (B) towards the cab until it stops and latch engages.

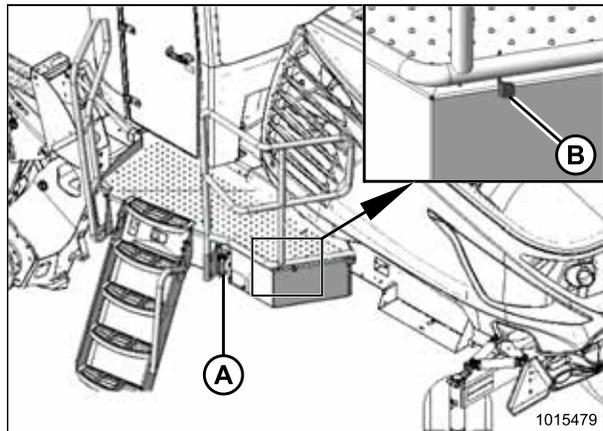


Figure 4.98: Platform

## PERFORMING PREDELIVERY CHECKS

17. Ensure hydraulic hose routing is as straight as possible and avoids potential rub/wear points.

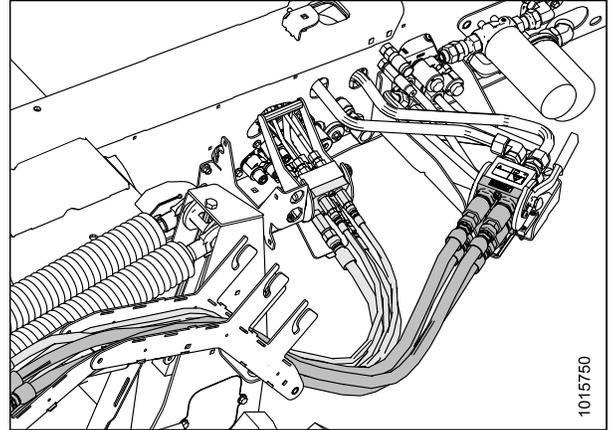


Figure 4.99: Hydraulic Multicouplers and Hose Routing

### Checking Header Settings

1. Navigate to SETTINGS menu with soft key 5 and Harvest Performance Tracker (HPT) scroll knob. Refer to [Navigating the Harvest Performance Tracker, page 61](#) if required.
2. Scroll to SET-UP HEADER option (A) and select it.
3. Scroll to highlight appropriate item and select it.
4. Scroll to highlight appropriate option and select it.
  - Example: If a draper header is attached, and ATTACHMENTS (B) is selected, the available choice is DOUBLE DRAPER DRIVE.
5. Scroll to highlight appropriate item and select it.
6. After completing the SETTINGS, proceed to [4.6 Calibrating the Windrower and Header, page 104](#), and [4.7 Calibrating Windrower Knife Drive on Harvest Performance Tracker \(HPT\) Display, page 107](#).

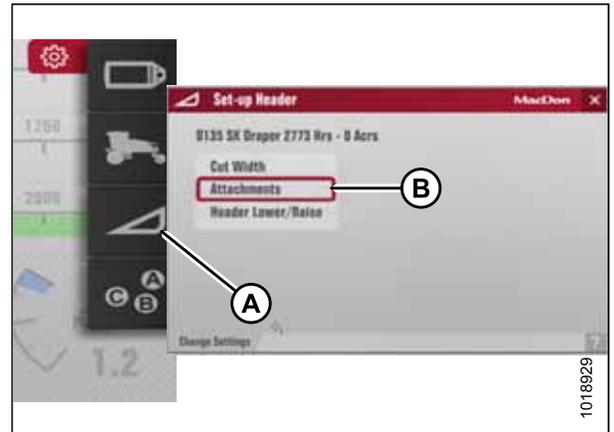


Figure 4.100: Header Settings

### 4.5.3 R113 Self-Propelled Rotary Disc Header

#### Attaching R1 SP Disc Header to Windrower

The windrower hydraulic center-link may be equipped with a self-aligning option that allows the Operator to control the vertical position of the center-link from the cab.

#### DANGER

To avoid bodily injury or death from unexpected startup of the machine, always stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

## PERFORMING PREDELIVERY CHECKS

1. **Hydraulic center-link without self-alignment:**  
Relocate pin (A) in frame linkage as required to raise the center-link (B) until the hook is above the attachment pin on the header.

**IMPORTANT:**

If the center-link is too low, it may contact the header as the windrower approaches the header for hookup.

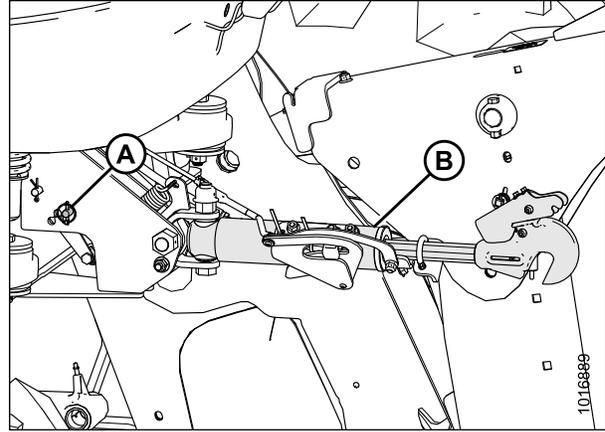


Figure 4.101: Hydraulic Center-Link

2. Remove hairpin (A) from clevis pin (B), and remove pin from header support (C) on both sides of header.

**CAUTION**

Check to be sure all bystanders have cleared the area.

**IMPORTANT:**

Remove protective cover from exhaust stack prior to starting engine.

3. Start windrower engine.

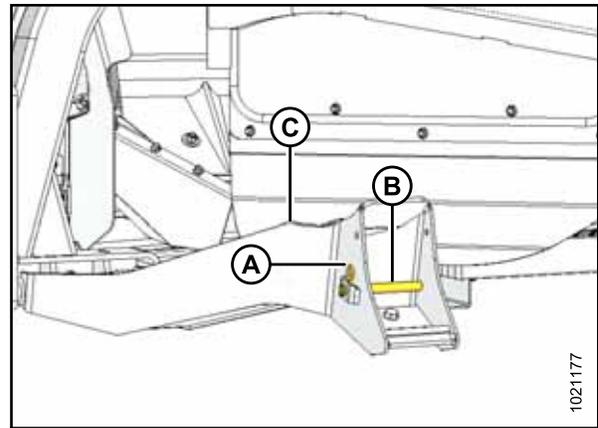


Figure 4.102: Header Support

**CAUTION**

To prevent damage to the header lift linkages when lowering header lift legs without a header or weight box attached to the windrower, ensure the float springs tension is fully released.

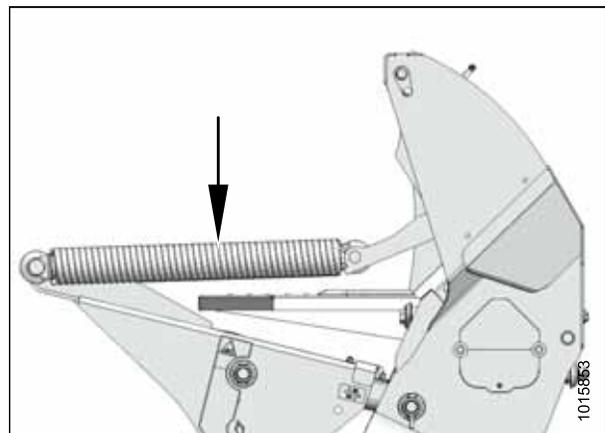


Figure 4.103: Header Float Spring

## PERFORMING PREDELIVERY CHECKS

### NOTE:

If not prompted by the Harvest Performance Tracker (HPT) display to remove header float, remove header float manually by doing the following:

4. Press rotary scroll knob (A) on the HPT display to highlight QuickMenu options.
5. Rotate scroll knob (A) to highlight the HEADER FLOAT symbol (B), and press scroll knob to select. Screen changes.



Figure 4.104: HPT Display

6. Press soft key 3 (A) to remove the header float.

### NOTE:

If the header float is active, the icon at soft key 3 will display REMOVE FLOAT; if header float has been removed, the icon will display RESUME FLOAT.



Figure 4.105: HPT Display

7. Press HEADER DOWN switch (E) on the ground speed lever (GSL) to fully retract header lift cylinders.
8. **Hydraulic center-link with self-alignment:** Press the REEL UP switch (B) on the GSL to raise the center-link until the hook is above the attachment pin on the header.

### IMPORTANT:

If the center-link is too low, it may contact the header as the windrower approaches the header for hookup.

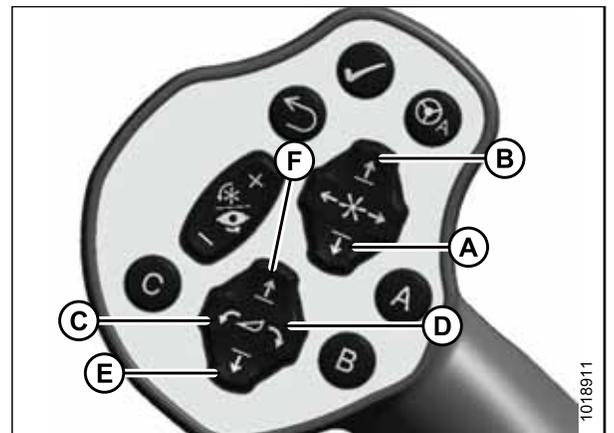


Figure 4.106: GSL

- |                      |                    |
|----------------------|--------------------|
| A - Reel Down        | B - Reel Up        |
| C - Header Tilt Down | D - Header Tilt Up |
| E - Header Down      | F - Header Up      |

## PERFORMING PREDELIVERY CHECKS

9. Drive the windrower slowly forward until the windrower feet (A) enter the header supports (B). Continue to drive slowly forward until feet engage the supports and header nudges forward.
10. Ensure that windrower feet (A) are properly engaged in header supports (B).

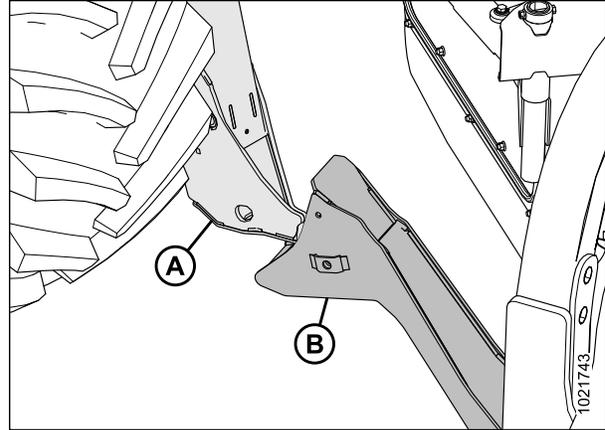


Figure 4.107: Header Support

### 11. *Hydraulic center-link with optional self-alignment:*

- a. Adjust position of the center-link cylinder (A) with the switches on the GSL until the hook (B) is above the header attachment pin.

#### **IMPORTANT:**

Hook release (C) must be down to enable self-locking mechanism.

- b. If the hook release (C) is open (up), stop the engine and remove ignition key. Manually push the hook release (C) down after hook engages the header pin.
- c. Lower center-link (A) onto the header with REEL DOWN switch on the GSL until it locks into position (hook release [C] is down).
- d. Check that center-link is locked onto header by pressing the REEL UP switch on the GSL.

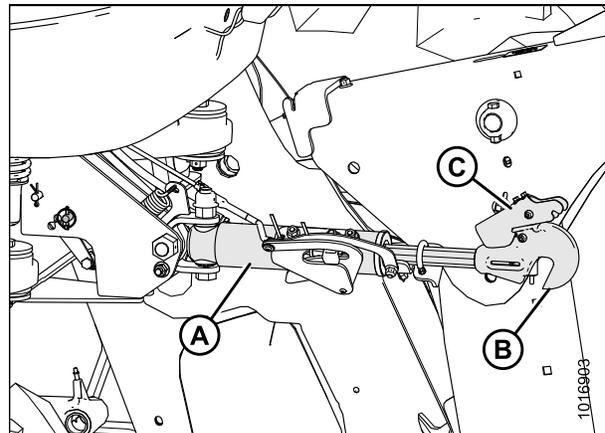


Figure 4.108: Hydraulic Center-Link

### 12. *Hydraulic center-link without optional self-alignment:*

- a. Press HEADER TILT UP or HEADER TILT DOWN cylinder switches on the GSL to extend or retract center-link cylinder until the hook is aligned with the header attachment pin.
- b. Stop the engine and remove the key.
- c. Push down on rod end of link cylinder (B) until hook engages and locks onto header pin.

#### **IMPORTANT:**

Hook release must be down to enable self-locking mechanism. If the hook release is open (up), manually push it down after hook engages pin.

- d. Check that center-link (A) is locked onto header by pulling upward on rod end (B) of cylinder.

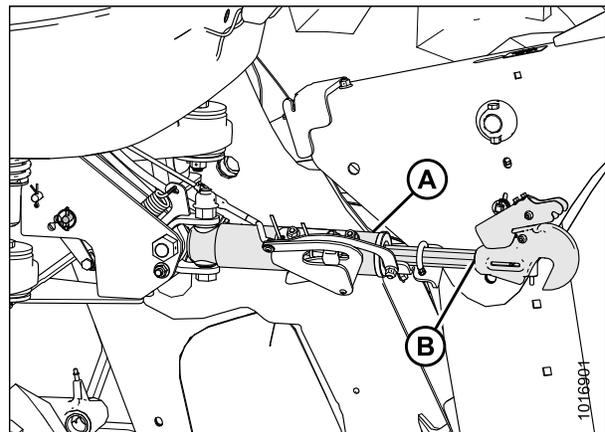


Figure 4.109: Hydraulic Center-Link

## PERFORMING PREDELIVERY CHECKS

### CAUTION

Check to be sure all bystanders have cleared the area.

e. Start engine.

13. Press the HEADER UP switch (A) to raise header to maximum height.

#### NOTE:

If one end of the header does **NOT** fully raise, rephase the lift cylinders as follows:

- Press and hold the HEADER UP switch (A) until both cylinders stop moving.
- Continue to hold the switch for 3–4 seconds. Cylinders are now phased.

14. Stop the engine and remove the key.



Figure 4.110: GSL

15. Install clevis pin (A) through support and windrower lift arm and secure with hairpin (B). Repeat for opposite side.

#### IMPORTANT:

Ensure clevis pin (A) is fully inserted, and hairpin is installed behind bracket.

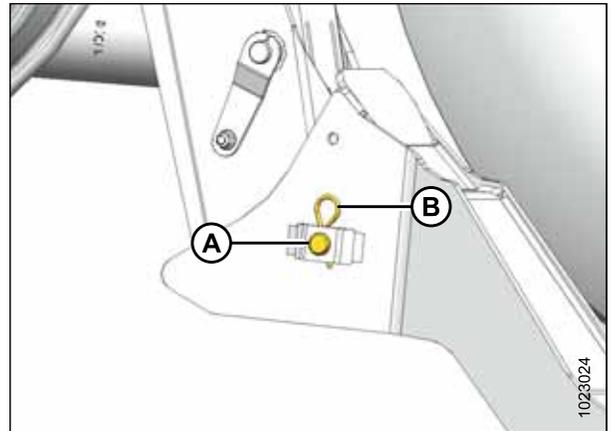


Figure 4.111: Header Support

16. Start engine and press HEADER DOWN switch (A) on GSL to fully lower header.

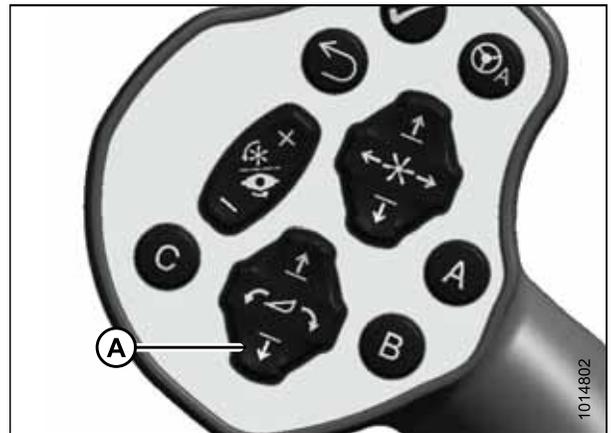


Figure 4.112: GSL

## PERFORMING PREDELIVERY CHECKS

### NOTE:

If not prompted by the HPT display to restore header float, restore header float manually by doing the following:

17. Press rotary scroll knob (A) on Harvest Performance Tracker (HPT) to highlight QuickMenu options.
18. Rotate scroll knob (A) to highlight the HEADER FLOAT symbol (B), and press scroll knob to select. Screen changes.



Figure 4.113: HPT Display

19. Press soft key 3 (A) to restore the header float.

### NOTE:

If the header float is active, the icon at soft key 3 will display REMOVE FLOAT; if header float has been removed, the icon will display RESUME FLOAT.

20. Stop the engine and remove the key.
21. Grasp one end of the header and lift. Lifting force should be 426–471 N (95–105 lbf) and should be the same at both ends.
22. Proceed to [Connecting R1 Series Hydraulics, page 98](#).



Figure 4.114: HPT Display

### Connecting R1 Series Hydraulics

1. Approach platform/stair unit (A) on left cab-forward side of windrower and ensure cab door is closed.
2. Push latch (B), and pull platform (A) toward walking beam until it stops and latch engages.
3. Retrieve hydraulic hoses from header.

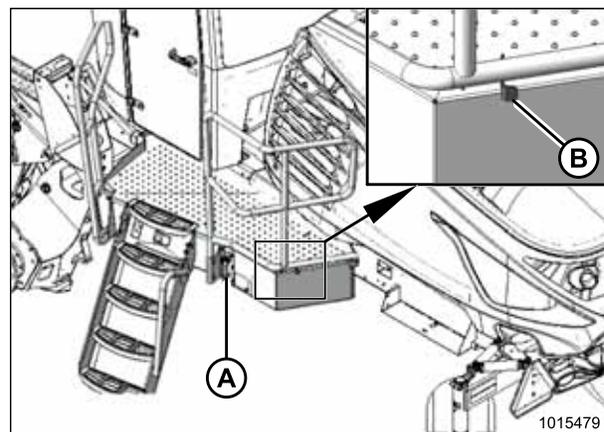


Figure 4.115: Left Cab-Forward Platform

## PERFORMING PREDELIVERY CHECKS

4. Attach hose support (A) to frame near windrower left cab-forward leg, and route hoses under frame.

**NOTE:**

Route hoses as straight as possible and avoid rub/wear points that could damage hydraulic hoses.

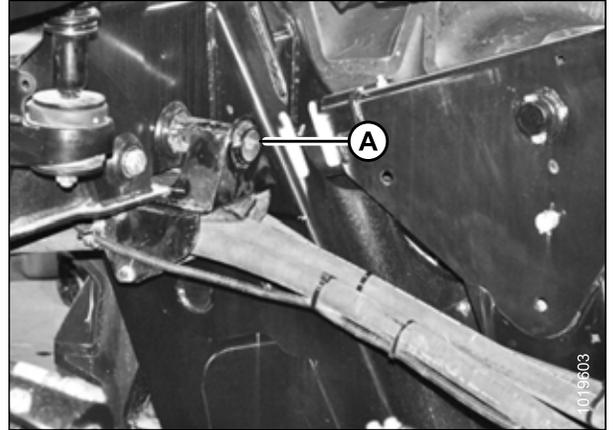


Figure 4.116: Hose Support Attachment

5. Disconnect male coupler (A) from pressure hose, and female coupler and fitting (B) from return hose.

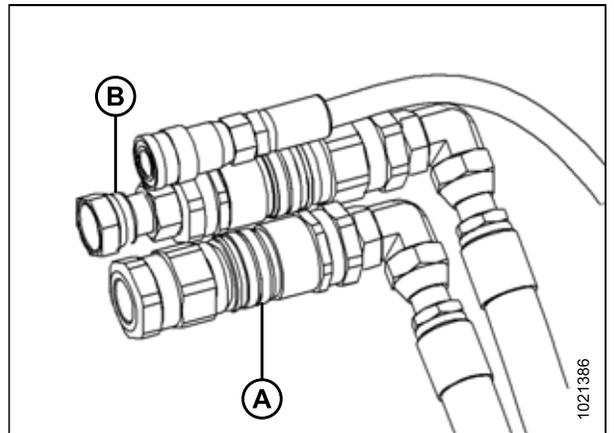


Figure 4.117: Hoses from Header

6. Remove coupling and cap (A) and plug (B) from fittings on windrower.

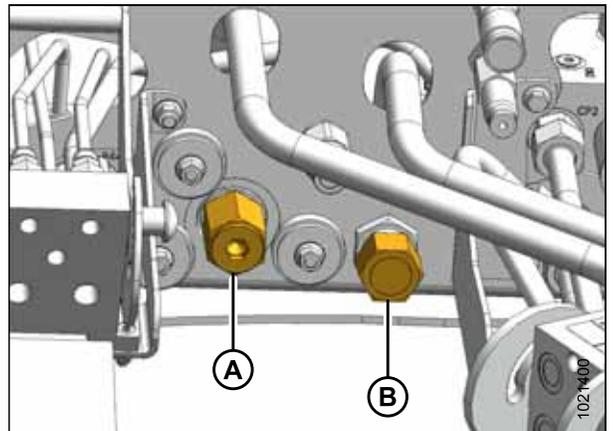


Figure 4.118: Windrower Hydraulics

## PERFORMING PREDELIVERY CHECKS

7. Install male coupler onto pressure fitting (A), and female coupler onto return fitting (B) on windrower.
8. Tighten couplers onto fittings.

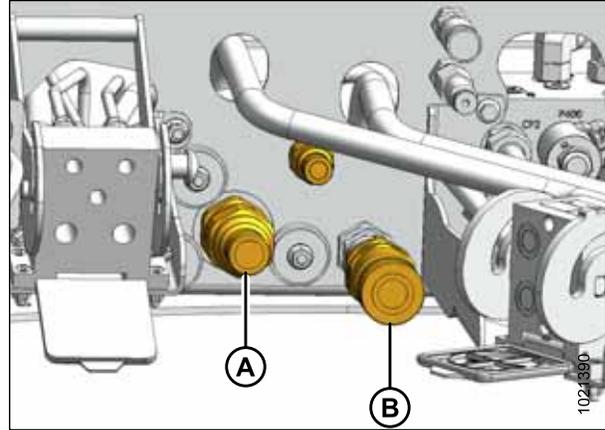
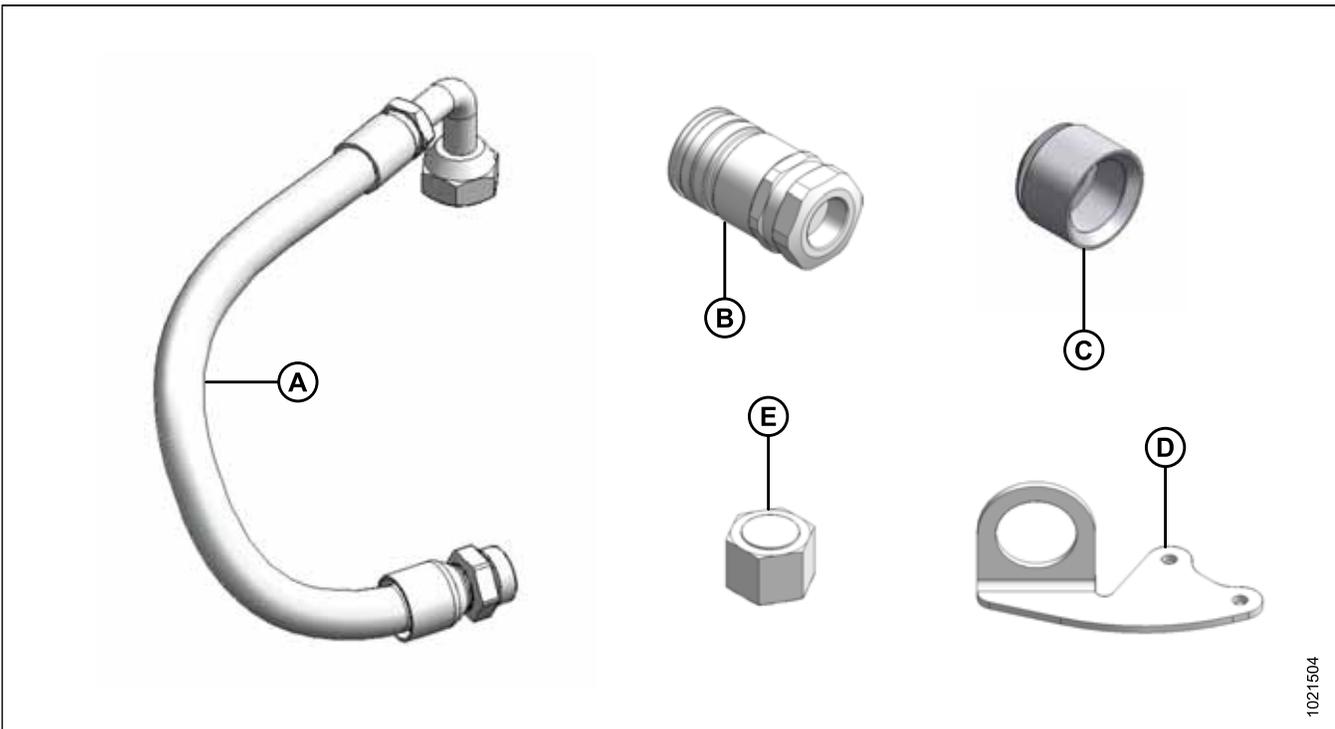


Figure 4.119: Couplers

9. Retrieve following parts from bag located inside left header support:

Figure 4.120: Hydraulic Drive Parts



A - 253785, Hose, Hyd, Knife Pressure (1)  
D - 253783, Bracket, Coupler Holder (1)

B - 136413, Fitting, Coupling, Female (1)  
E - 135718, Cap, Hyd, SAE-16 ORFS (1)

C - 243604, Cap, Harness (1)

## PERFORMING PREDELIVERY CHECKS

10. Connect female coupler (A) to hose (B). Refer to appropriate section for assembling hydraulic fittings in [5.3 Torque Specifications, page 112](#).

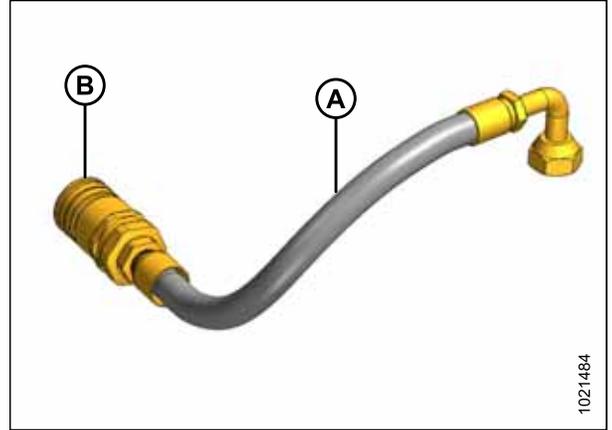


Figure 4.121: Pressure Hose Assembly

11. Disconnect steel line (A) from elbow (B) and tee (C) (inside frame) and remove line. Discard line.

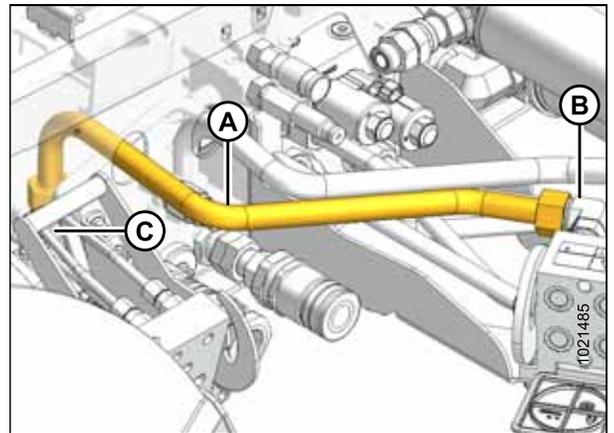


Figure 4.122: Tractor Couplers

12. Install cap (A) on tee.
13. Reposition elbow (B) as shown.

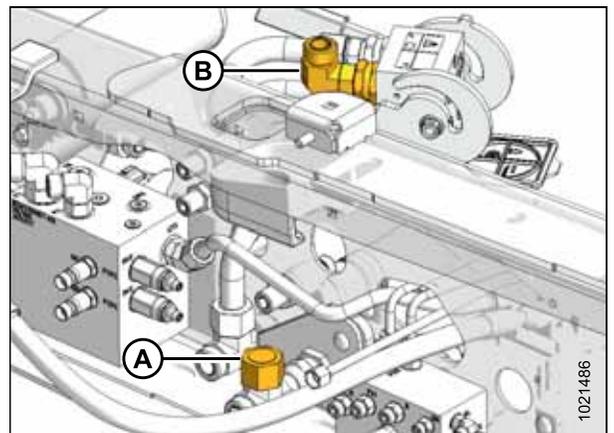


Figure 4.123: Tractor Header Drive

## PERFORMING PREDELIVERY CHECKS

14. Remove two existing nuts (A) securing multicoupler to bracket (B).
15. Position new bracket (C) onto existing bolts and secure with existing nuts (A).
16. Install rubber coupler holder (D) into bracket (C).

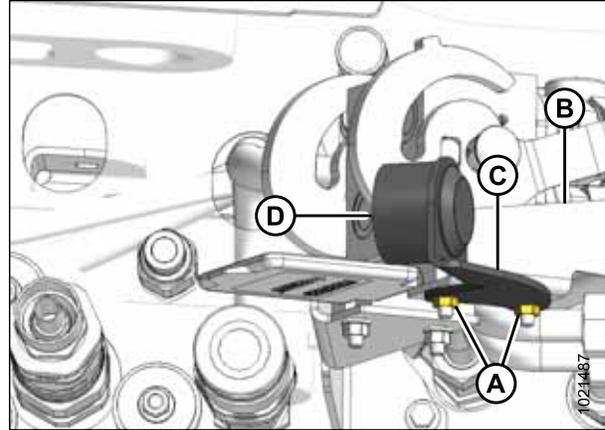


Figure 4.124: Tractor Couplers

17. Connect hose fitting (A) to elbow (B).
18. Place female coupler (C) in coupler holder (D).

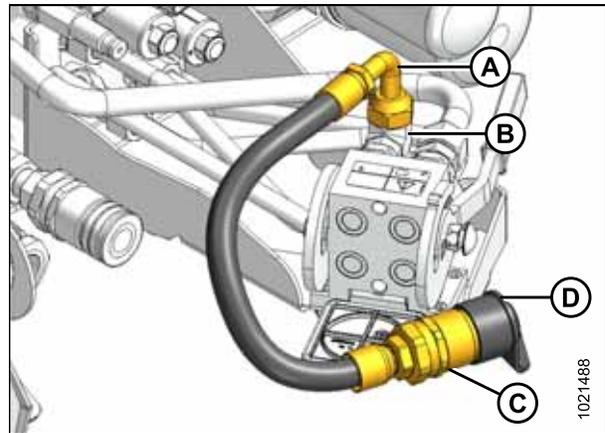


Figure 4.125: Tractor Coupler

19. If necessary, use a clean rag to remove dirt and moisture from the couplers.
20. Attach couplers to receptacles on windrower as follows:
  - a. Connect pressure hose female coupler to receptacle (A)
  - b. Connect return hose male coupler to receptacle (B)
  - c. Connect case drain hose coupler to receptacle (C)
  - d. Connect the electrical harness to receptacle (D)

### NOTE:

The hydraulic hoses should have enough slack to pass by the multicoupler (E) without coming into contact with it. This will protect the hoses from rubbing against the multicoupler and becoming damaged. You can increase slack in the hoses by loosening and adjusting the hose holder on the front windrower leg, and pulling the hoses backward toward the windrower.

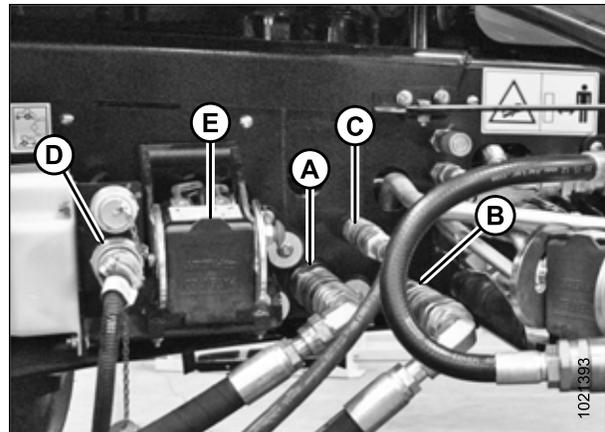


Figure 4.126: Hydraulic and Electrical Connections

## PERFORMING PREDELIVERY CHECKS

### Checking Header Settings

1. Navigate to SETTINGS menu with soft key 5 and Harvest Performance Tracker (HPT) scroll knob. Refer to [Navigating the Harvest Performance Tracker, page 61](#) if required.
2. Scroll to SET-UP HEADER option (A) and select it.
3. Scroll to highlight appropriate item and select it.
4. Scroll to highlight appropriate option and select it.
  - Example: If a draper header is attached, and ATTACHMENTS (B) is selected, the available choice is DOUBLE DRAPER DRIVE.
5. Scroll to highlight appropriate item and select it.
6. After completing the SETTINGS, proceed to [4.6 Calibrating the Windrower and Header, page 104](#), and [4.7 Calibrating Windrower Knife Drive on Harvest Performance Tracker \(HPT\) Display, page 107](#).

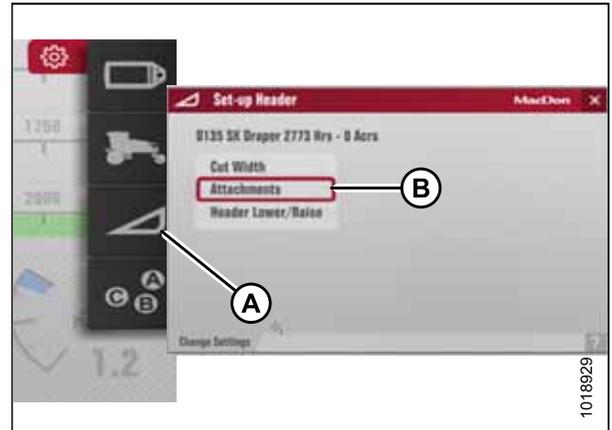


Figure 4.127: Header Settings

## 4.6 Calibrating the Windrower and Header

When a header is attached to the windrower, the Harvest Performance Tracker (HPT) will recognize the header ID and determine the appropriate systems to calibrate. The following sensors require calibration depending on header type:

- Header height
- Header angle
- Header float left
- Header float right
- Reel height
- Reel fore-aft

Recalibration is required if the HPT is replaced, a position sensor is replaced, or if sensor readouts are erratic.

**NOTE:**

Calibration can be done with or without a header attached. If a header is attached, the header must be engaged to perform the calibration procedure. If the header is disengaged when calibration is selected, the message ENGAGE HEADER will appear on the screen.

**CAUTION**

Before starting the machine, check to be sure all bystanders have cleared the area.

1. Start the engine, and engage the header.
2. Press soft key 5 (A) to open the main menu.
3. Use the HPT scroll knob (B) or the ground speed lever (GSL) scroll wheel (not shown) to place the red cursor over the SETTINGS icon (C).
4. Press the HPT scroll knob (B) or the GSL SELECT button (not shown) to activate the settings menu options.

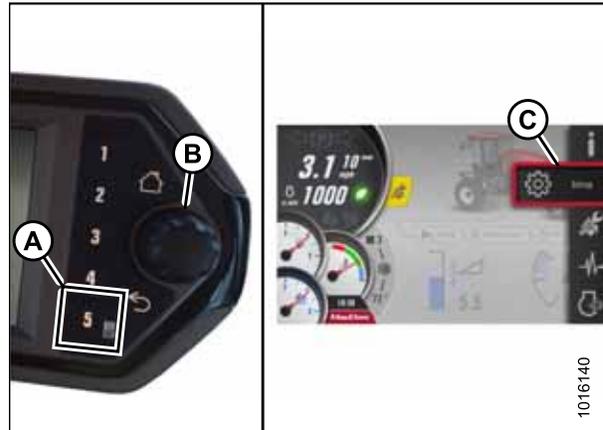


Figure 4.128: Opening the Main Menu

## PERFORMING PREDELIVERY CHECKS

5. Scroll to the WINDROWER SETTINGS icon (A) and press SELECT.
6. Scroll to the CALIBRATION icon (B), and press SELECT to open the adjustment page.

**NOTE:**

The F3 shortcut button on the operator's console also will open the WINDROWER SETTINGS menu.

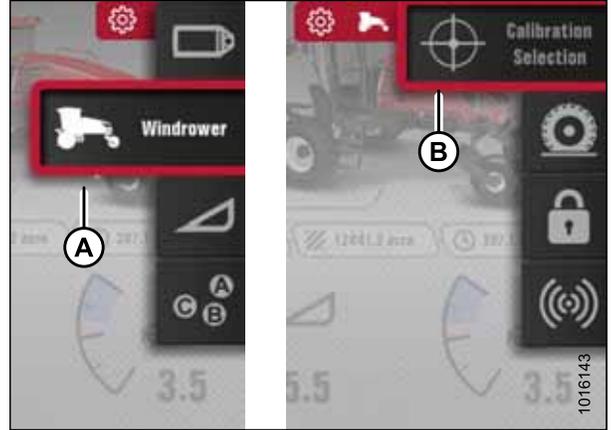


Figure 4.129: Windrower Settings Icon and Calibration Submenu Icon

7. Select POSITION SENSORS (A).

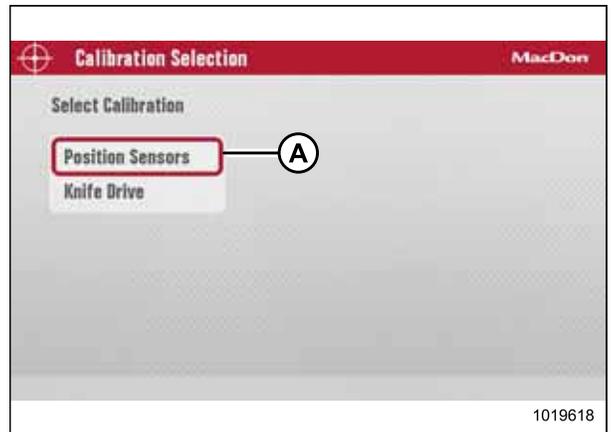


Figure 4.130: Calibration Options

8. Select CALIBRATION WITH HEADER ENGAGED to display the calibration page as shown at right.
9. Press the PLAY button on the screen to begin the calibration process.

**NOTE:**

If the engine speed is less than 1500 rpm when you press the PLAY button, the calibration system will accelerate the engine to 1500 rpm.

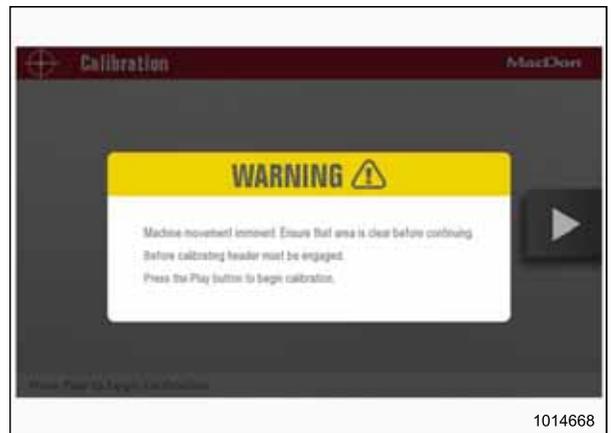


Figure 4.131: Calibration Page

## PERFORMING PREDELIVERY CHECKS

- When stage one of the calibration is complete, press the PLAY button (A) on the screen to continue with stage two of the calibration process.



Figure 4.132: Calibration Page

- When stage two of the calibration is complete, press the RESUME button (A) on the screen to set HEADER FLOAT, or press the HOME or BACK button (not shown) to exit without setting the float.

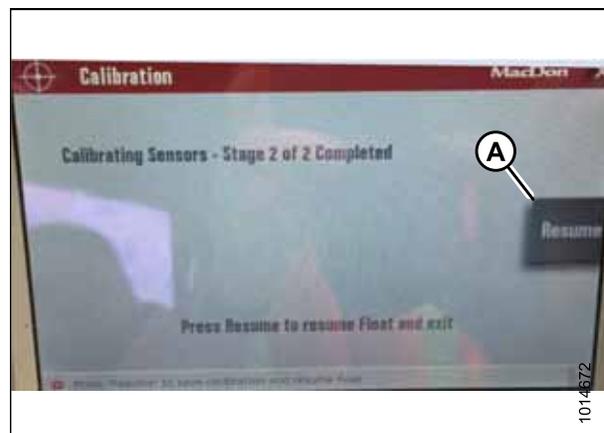


Figure 4.133: Calibration Page

### NOTE:

Press the X button (A) on the screen (or press the HOME, BACK or any GSL button [buttons not shown]) at any time during the calibration process to EXIT calibration without saving. The engine speed will return to the original rpm prior to starting the calibration process.

### NOTE:

If a sensor goes out of its normal operating range during the calibration process, calibration will stop, and a message will appear on the screen indicating that the sensor is out of range. A flashing amber question mark will appear on the calibration icon in the menu system. If a sensor is out of range, adjust the sensor and restart the calibration process.



Figure 4.134: Calibration Page

## 4.7 Calibrating Windrower Knife Drive on Harvest Performance Tracker (HPT) Display

**NOTE:**

Calibration of the knife drive must be completed with the header attached; the header must be engaged to perform the calibration procedure. If the header is disengaged when calibration is selected, the message ENGAGE HEADER will appear on the screen.

**CAUTION**

**Check to be sure all bystanders have cleared the area.**

1. Start the windrower and engage the header.
2. Press soft key 5 (A) to open the main menu.
3. Use the HPT scroll knob (B) or the ground speed lever (GSL) scroll wheel (not shown) to place the red cursor over the SETTINGS icon (C).
4. Press the HPT scroll knob (B) or the GSL SELECT button (not shown) to activate the settings menu options.

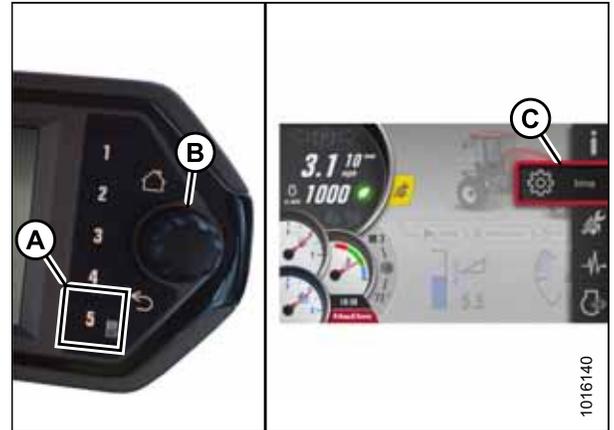


Figure 4.135: Opening the Main Menu

5. Scroll to the WINDROWER SETTINGS icon (A) and press SELECT.
6. Scroll to the CALIBRATION icon (B), and press SELECT to open the adjustment page.

**NOTE:**

The F3 shortcut button on the operator's console will also open the WINDROWER'S SETTINGS menu.

7. Select KNIFE DRIVE.

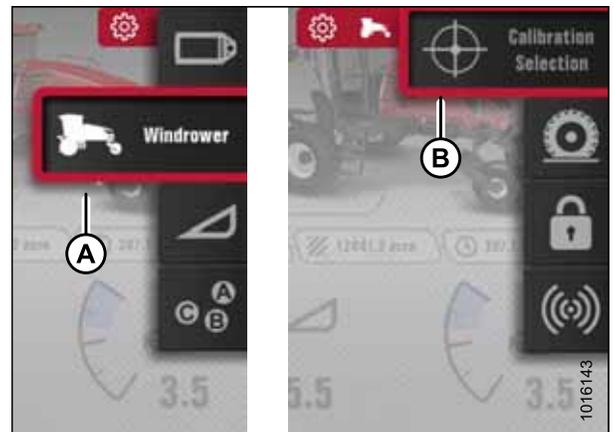


Figure 4.136: Windrower Settings Icon and Calibration Submenu Icon

## PERFORMING PREDELIVERY CHECKS

8. Press the PLAY button on the screen to begin the calibration process.

**NOTE:**

During the calibration sequence, the engine rpm and header speed will increase and decrease multiple times.

**NOTE:**

Press the X button (A) on the screen or use the Header Disengage Switch at any time during the calibration process to EXIT calibration without saving. The engine speed will return to the original rpm prior to starting the calibration process.



Figure 4.137: Calibration Page

## 5 Reference

### 5.1 Lubricants, Fluids, and System Capacities

#### CAUTION

To avoid injury or death, do NOT allow ANY machine fluids to enter the body.

Table 5.1 System Capacities

Lubricant/Fluid	Location	Description	Capacity
Diesel exhaust fluid (DEF)	Diesel exhaust fluid tank	Must meet ISO 22241 requirements.	29 liters (7.5 US gallons)
Grease	As required unless otherwise specified	SAE multi-purpose high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base	As required unless otherwise specified
Diesel fuel	Fuel tank	Ultra low sulphur diesel (ULSD) Grade No. 2, or ULSD Grade No. 1 and 2 mix <sup>2</sup> ; refer to <a href="#">5.2 Fuel Specifications, page 111</a> for more information	530 liters (140 US gallons)
Hydraulic oil	Hydraulic reservoir	Single grade trans-hydraulic oil. Recommended brands: <ul style="list-style-type: none"> <li>• Petro-Canada Duratran</li> <li>• John Deere Hy-Gard J20C</li> <li>• Case HY-TRAN ULTRACTION</li> <li>• AGCO Power Fluid 821XL</li> </ul>	90 liters (25.8 US gallons) <sup>3</sup>
Gear lubricant	Gearbox	SAE 75W-140 or 80W-140, API service class GL-5 fully synthetic gear lubricant, (SAE J2360 preferred)	2.1 liters (2.2 US quarts)
Gear lubricant	Wheel drive	SAE 75W-140 or 80W-140, API service class GL-5 fully synthetic gear lubricant, (SAE J2360 preferred)	1.4 liters (1.5 US quarts)
Antifreeze	Engine cooling system	ASTM D-6210 and Fleetguard ES Compleat <sup>®</sup>	31 liters (8.2 US gallons) <sup>4</sup>
Engine oil	Engine oil pan	SAE 15W-40 compliant with SAE specs for API Class SJ and CJ-4 engine oil	11 liters (11.6 US quarts)
Air conditioning refrigerant	Air conditioning system	R134A	2.27 kg (5 lb.)

2. Optional when operating temperature is below 0°C (32°F).

3. Denotes capacity of a dry system. Refill capacity is 58 liters (15 US gallons).

4. Equal parts with water; high quality, soft, deionized or distilled water as recommended by Supplier.

## REFERENCE

**Table 5.1 System Capacities (continued)**

Lubricant/Fluid	Location	Description	Capacity
Air conditioning refrigerant oil	Air conditioning system total capacity	PAG SP-15	240 cc (8.1 fl. oz.)
Windshield washer fluid	Windshield washer fluid tank	SAE J942 compliant	4 liters (1 US gallon)

If Fleetguard ES Compleat® is unavailable, use a coolant concentrate or prediluted coolant intended for use with heavy duty diesel engines and with a minimum of the following chemical and physical properties:

- Provides cylinder cavitation protection according to fleet study run at or above 60% load capacity.
- Protects the cooling system metals (cast iron, aluminum alloys, and copper alloys such as brass) from corrosion.

The additive package must be part of one of the following coolant mixtures:

- Ethylene glycol or propylene glycol base prediluted (40–60%) heavy duty coolant.
- Ethylene glycol or propylene glycol base heavy duty coolant concentrate in a 40–60% mixture of concentrate with quality water.

Water quality is important to the performance of the cooling system. Distilled, deionized, or demineralized water is recommended for mixing with ethylene glycol and propylene glycol base engine coolant concentrate.

**IMPORTANT:**

Do **NOT** use cooling system sealing additives or antifreeze that contains sealing additives.

## 5.2 Fuel Specifications

Use only ultra low sulphur diesel (ULSD) from a reputable supplier. For most year-round service, No.2 ULSD fuel meeting ASTM specification D975 Grade S15 will provide good performance.

**Table 5.2 Fuel Specification**

Fuel	Specification	Sulphur (by weight)	Water and Sediment (by volume)	Cetane No.	Lubricity
ULSD Grade no. 2	ASTM D975	0.5% maximum	0.05% maximum	40°C (104°F) minimum	520 Microns
ULSD Grade no. 1 and 2 mix <sup>5</sup>	n/a	1% maximum 0.5% maximum preferred	0.1% maximum	45–55°C (113–131°F) cold weather / high altitude	460 Microns

In extreme situations, when available fuels are of poor quality or problems exist which are peculiar to certain operations, additives can be used. However, the engine manufacturer recommends consultation with the fuel supplier or engine manufacturer before using fuel additives. Situations where additives are useful include:

- A cetane improver additive can be used with low cetane fuels.
- A wax crystal modifier can help with fuels with high cold filter plugging points (CFPP).
- An anti-icer can help prevent ice formation in wet fuel during cold weather.
- An antioxidant or storage stability additive can help with fuel system deposits and poor storage stability.
- A lubricity enhancer can be used to increase the lubricity of fuels so that they meet the requirements given in the table on the previous page. Diesel fuel conditioner is available from your Dealer.

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5. Optional when operating temperature is below 0°C (32°F).

### 5.3 Torque Specifications

The following tables provide correct torque values for various bolts, cap screws, and hydraulic fittings.

- Tighten all bolts to torque values specified in charts (unless otherwise noted throughout this manual).
- Replace hardware with same strength and grade of bolt.
- Use torque value tables as a guide and periodically check tightness of bolts.
- Understand torque categories for bolts and cap screws by using their identifying head markings.

**Jam nuts**

When applying torque to finished jam nuts, multiply the torque applied to regular nuts by  $f=0.65$ .

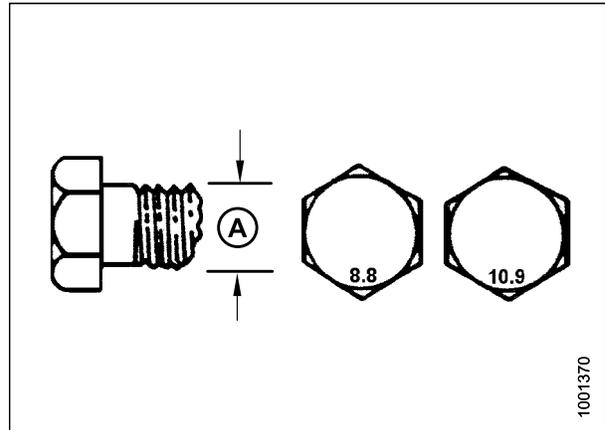
**Self-tapping screws**

Standard torque is to be used (not to be used on critical or structurally important joints).

#### 5.3.1 Metric Bolt Specifications

**Table 5.3 Metric Class 8.8 Bolts and Class 9 Free Spinning Nut**

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
3-0.5	1.4	1.6	*13	*14
3.5-0.6	2.2	2.5	*20	*22
4-0.7	3.3	3.7	*29	*32
5-0.8	6.7	7.4	*59	*66
6-1.0	11.4	12.6	*101	*112
8-1.25	28	30	20	23
10-1.5	55	60	40	45
12-1.75	95	105	70	78
14-2.0	152	168	113	124
16-2.0	236	261	175	193
20-2.5	460	509	341	377
24-3.0	796	879	589	651



**Figure 5.1: Bolt Grades**

REFERENCE

Table 5.4 Metric Class 8.8 Bolts and Class 9 Distorted Thread Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
3-0.5	1	1.1	*9	*10
3.5-0.6	1.5	1.7	*14	*15
4-0.7	2.3	2.5	*20	*22
5-0.8	4.5	5	*40	*45
6-1.0	7.7	8.6	*69	*76
8-1.25	18.8	20.8	*167	*185
10-1.5	37	41	28	30
12-1.75	65	72	48	53
14-2.0	104	115	77	85
16-2.0	161	178	119	132
20-2.5	314	347	233	257
24-3.0	543	600	402	444

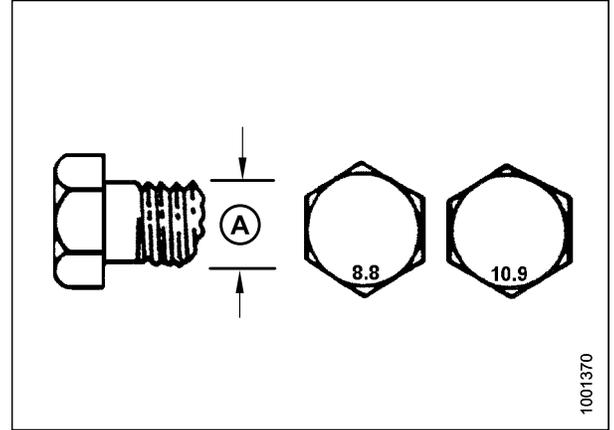


Figure 5.2: Bolt Grades

Table 5.5 Metric Class 10.9 Bolts and Class 10 Free Spinning Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
3-0.5	1.8	2	*18	*19
3.5-0.6	2.8	3.1	*27	*30
4-0.7	4.2	4.6	*41	*45
5-0.8	8.4	9.3	*82	*91
6-1.0	14.3	15.8	*140	*154
8-1.25	38	42	28	31
10-1.5	75	83	56	62
12-1.75	132	145	97	108
14-2.0	210	232	156	172
16-2.0	326	360	242	267
20-2.5	637	704	472	521
24-3.0	1101	1217	815	901

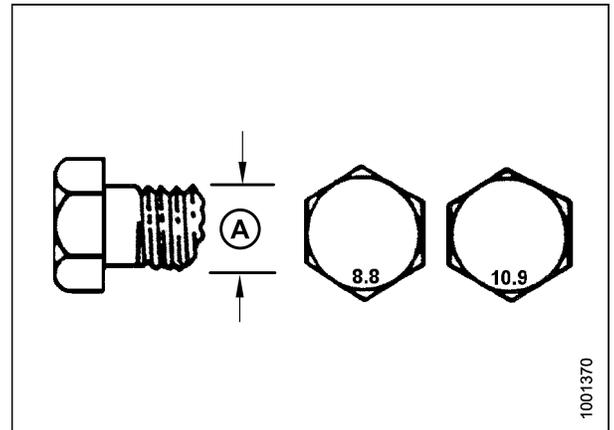


Figure 5.3: Bolt Grades

REFERENCE

Table 5.6 Metric Class 10.9 Bolts and Class 10 Distorted Thread Nut

Nominal Size (A)	Torque (Nm)		Torque (lbf-ft) (*lbf-in)	
	Min.	Max.	Min.	Max.
3-0.5	1.3	1.5	*12	*13
3.5-0.6	2.1	2.3	*19	*21
4-0.7	3.1	3.4	*28	*31
5-0.8	6.3	7	*56	*62
6-1.0	10.7	11.8	*95	*105
8-1.25	26	29	19	21
10-1.5	51	57	38	42
12-1.75	90	99	66	73
14-2.0	143	158	106	117
16-2.0	222	246	165	182
20-2.5	434	480	322	356
24-3.0	750	829	556	614

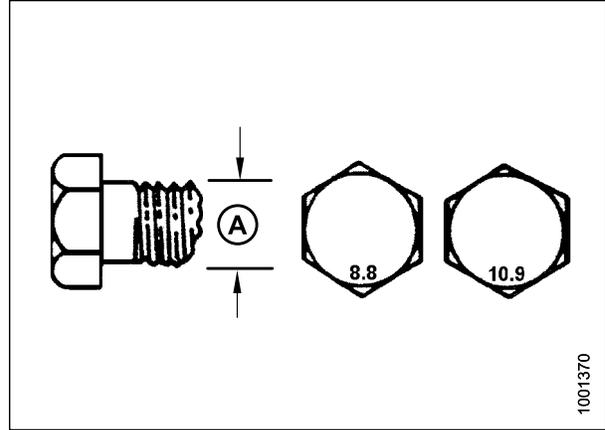


Figure 5.4: Bolt Grades

### 5.3.2 Metric Bolt Specifications Bolting into Cast Aluminum

Table 5.7 Metric Bolt Bolting into Cast Aluminum

Nominal Size (A)	Bolt Torque			
	8.8 (Cast Aluminum)		10.9 (Cast Aluminum)	
	Nm	lbf-ft	Nm	lbf-ft
M3	–	–	–	1
M4	–	–	4	2.6
M5	–	–	8	5.5
M6	9	6	12	9
M8	20	14	28	20
M10	40	28	55	40
M12	70	52	100	73
M14	–	–	–	–
M16	–	–	–	–

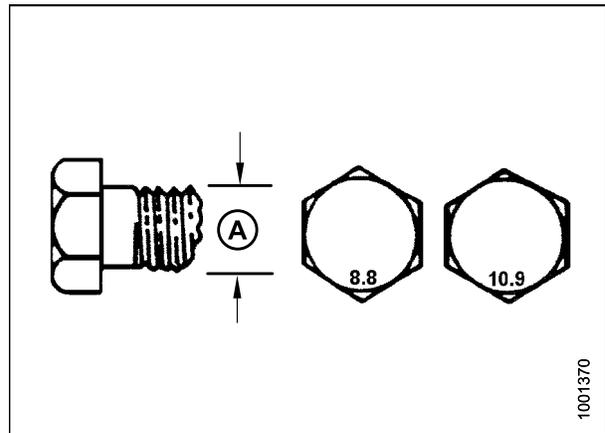


Figure 5.5: Bolt Grades

## REFERENCE

### 5.3.3 O-Ring Boss (ORB) Hydraulic Fittings (Adjustable)

1. Inspect O-ring (A) and seat (B) for dirt or obvious defects.
2. Back off lock nut (C) as far as possible. Ensure that washer (D) is loose and is pushed toward lock nut (C) as far as possible.
3. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
4. Apply hydraulic system oil to O-ring (A).

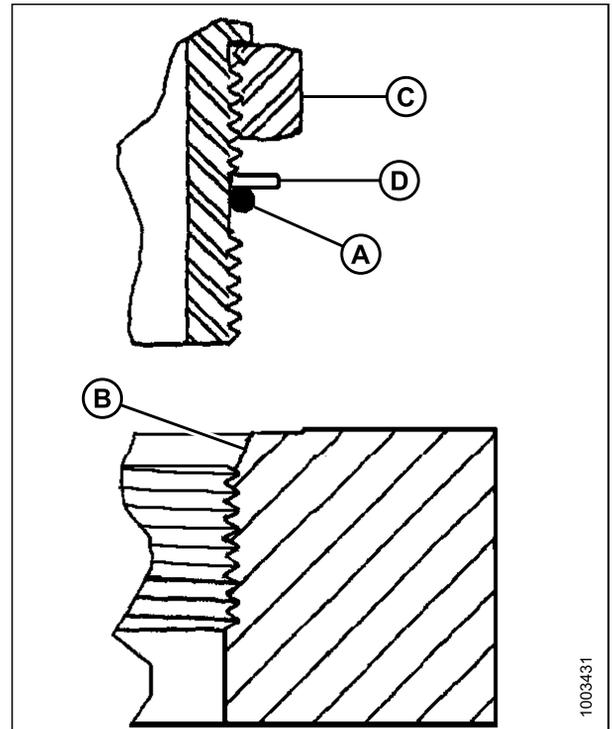


Figure 5.6: Hydraulic Fitting

5. Install fitting (B) into port until back up washer (D) and O-ring (A) contact part face (E).
6. Position angle fittings by unscrewing no more than one turn.
7. Turn lock nut (C) down to washer (D) and tighten to torque shown. Use two wrenches, one on fitting (B) and other on lock nut (C).
8. Check final condition of fitting.

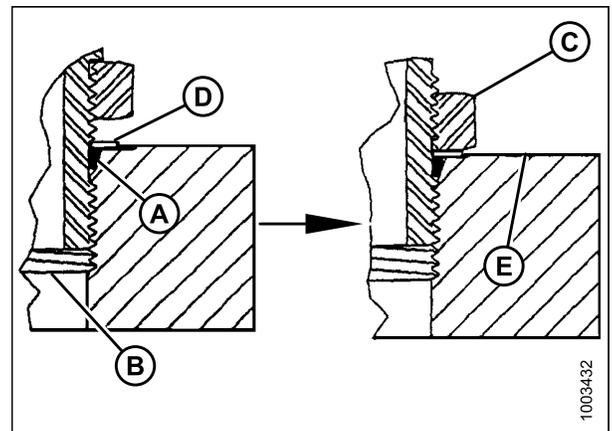


Figure 5.7: Hydraulic Fitting

**REFERENCE**

**Table 5.8 O-Ring Boss (ORB) Hydraulic Fittings (Adjustable)**

SAE Dash Size	Thread Size (in.)	Torque Value <sup>6</sup>	
		Nm	lbf·ft (*lbf·in)
-2	5/16-24	6-7	*53-62
-3	3/8-24	12-13	*106-115
-4	7/16-20	19-21	14-15
-5	1/2-20	21-33	15-24
-6	9/16-18	26-29	19-21
-8	3/4-16	46-50	34-37
-10	7/8-14	75-82	55-60
-12	1-1/16-12	120-132	88-97
-14	1-3/8-12	153-168	113-124
-16	1-5/16-12	176-193	130-142
-20	1-5/8-12	221-243	163-179
-24	1-7/8-12	270-298	199-220
-32	2-1/2-12	332-365	245-269

6. Torque values shown are based on lubricated connections as in reassembly.

REFERENCE

### 5.3.4 O-Ring Boss (ORB) Hydraulic Fittings (Non-Adjustable)

1. Inspect O-ring (A) and seat (B) for dirt or obvious defects.
2. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
3. Apply hydraulic system oil to O-ring.
4. Install fitting (C) into port until fitting is hand-tight.
5. Torque fitting (C) according to values in Table 5.9, page 117.
6. Check final condition of fitting.

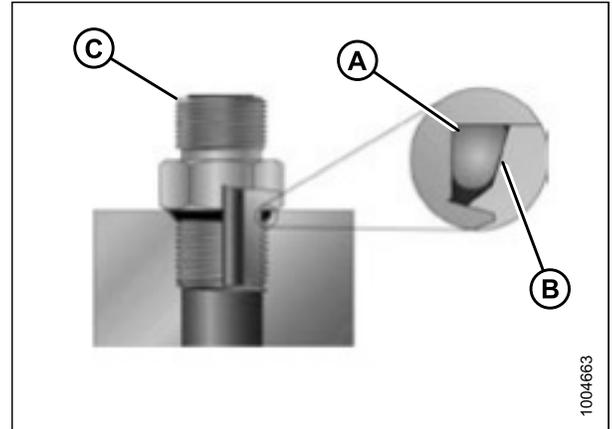


Figure 5.8: Hydraulic Fitting

Table 5.9 O-Ring Boss (ORB) Hydraulic Fittings (Non-Adjustable)

SAE Dash Size	Thread Size (in.)	Torque Value <sup>7</sup>	
		Nm	lbf·ft (*lbf·in)
-2	5/16–24	6–7	*53–62
-3	3/8–24	12–13	*106–115
-4	7/16–20	19–21	14–15
-5	1/2–20	21–33	15–24
-6	9/16–18	26–29	19–21
-8	3/4–16	46–50	34–37
-10	7/8–14	75–82	55–60
-12	1-1/16–12	120–132	88–97
-14	1-3/8–12	153–168	113–124
-16	1-5/16–12	176–193	130–142
-20	1-5/8–12	221–243	163–179
-24	1-7/8–12	270–298	199–220
-32	2-1/2–12	332–365	245–269

7. Torque values shown are based on lubricated connections as in reassembly.

REFERENCE

### 5.3.5 O-Ring Face Seal (ORFS) Hydraulic Fittings

1. Check components to ensure that sealing surfaces and fitting threads are free of burrs, nicks, scratches, or any foreign material.

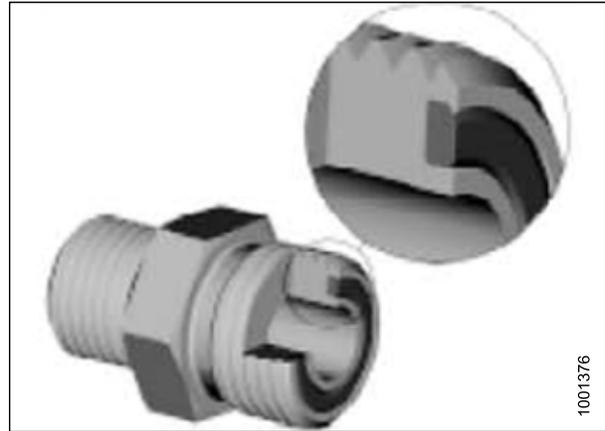


Figure 5.9: Hydraulic Fitting

2. Apply hydraulic system oil to O-ring (B).
3. Align tube or hose assembly so that flat face of sleeve (A) or (C) comes in full contact with O-ring (B).
4. Thread tube or hose nut (D) until hand-tight. The nut should turn freely until it is bottomed out.
5. Torque fittings according to values in Table 5.10, page 118.

**NOTE:**

If applicable, hold hex on fitting body (E) to prevent rotation of fitting body and hose when tightening fitting nut (D).

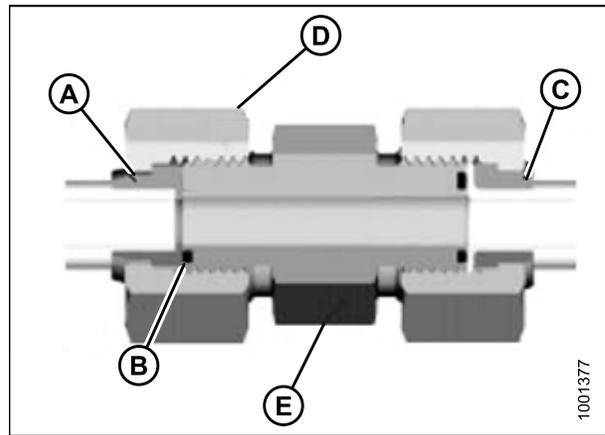


Figure 5.10: Hydraulic Fitting

6. Use three wrenches when assembling unions or joining two hoses together.
7. Check final condition of fitting.

**Table 5.10 O-Ring Face Seal (ORFS) Hydraulic Fittings**

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value <sup>8</sup>	
			Nm	lbf-ft
-3	Note <sup>9</sup>	3/16	–	–
-4	9/16	1/4	25–28	18–21
-5	Note <sup>9</sup>	5/16	–	–
-6	11/16	3/8	40–44	29–32
-8	13/16	1/2	55–61	41–45
-10	1	5/8	80–88	59–65
-12	1-3/16	3/4	115–127	85–94

8. Torque values and angles shown are based on lubricated connection as in reassembly.
9. O-ring face seal type end not defined for this tube size.

## REFERENCE

**Table 5.10 O-Ring Face Seal (ORFS) Hydraulic Fittings (continued)**

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value <sup>10</sup>	
			Nm	lbf·ft
-14	Note <sup>9</sup>	7/8	–	–
-16	1-7/16	1	150–165	111–122
-20	1-11/16	1-1/4	205–226	151–167
-24	1–2	1-1/2	315–347	232–256
-32	2-1/2	2	510–561	376–414

### 5.3.6 Tapered Pipe Thread Fittings

Assemble pipe fittings as follows:

1. Check components to ensure that fitting and port threads are free of burrs, nicks and scratches, or any form of contamination.
2. Apply pipe thread sealant (paste type) to external pipe threads.
3. Thread fitting into port until hand-tight.
4. Torque connector to appropriate torque angle. The Turns From Finger Tight (T.F.F.T.) values are shown in Table 5.11, page 119. Make sure that tube end of a shaped connector (typically 45° or 90°) is aligned to receive incoming tube or hose assembly. Always finish alignment of fitting in tightening direction. Never back off (loosen) pipe threaded connectors to achieve alignment.
5. Clean all residue and any excess thread conditioner with appropriate cleaner.
6. Assess final condition of fitting. Pay special attention to possibility of cracks to port opening.
7. Mark final position of fitting. If a fitting leaks, disassemble fitting and check for damage.

**NOTE:**

Overtorque failure of fittings may not be evident until fittings are disassembled.

**Table 5.11 Hydraulic Fitting Pipe Thread**

Tapered Pipe Thread Size	Recommended T.F.F.T.	Recommended F.F.F.T.
1/8–27	2–3	12–18
1/4–18	2–3	12–18
3/8–18	2–3	12–18
1/2–14	2–3	12–18
3/4–14	1.5–2.5	12–18
1–11 1/2	1.5–2.5	9–15
1 1/4–11 1/2	1.5–2.5	9–15
1 1/2–11 1/2	1.5–2.5	9–15
2–11 1/2	1.5–2.5	9–15

10. Torque values and angles shown are based on lubricated connection as in reassembly.

REFERENCE

## 5.4 Conversion Chart

Table 5.12 Conversion Chart

Quantity	SI Units (Metric)		Factor	Inch-Pound Units (Imperial)	
	Unit Name	Abbreviation		Unit Name	Abbreviation
Area	hectares	ha	$\times 2.4710 =$	acres	acres
Flow	liters per minute	L/min	$\times 0.2642 =$	US gallons per minute	gpm
Force	Newtons	N	$\times 0.2248 =$	pounds force	lbf
Length	millimeters	mm	$\times 0.0394 =$	inch	in.
Length	meters	m	$\times 3.2808 =$	foot	ft.
Power	kilowatts	kW	$\times 1.341 =$	horsepower	hp
Pressure	kilopascals	kPa	$\times 0.145 =$	pounds per square inch	psi
Pressure	megapascals	MPa	$\times 145.038 =$	pounds per square inch	psi
Pressure	bar (Non-SI)	bar	$\times 14.5038 =$	pounds per square inch	psi
Torque	Newton meters	Nm	$\times 0.7376 =$	pound feet or foot pounds	lbf-ft
Torque	Newton meters	Nm	$\times 8.8507 =$	pound inches or inch pounds	lbf-in
Temperature	degrees Celsius	°C	$(^{\circ}\text{C} \times 1.8) + 32 =$	degrees Fahrenheit	°F
Velocity	meters per minute	m/min	$\times 3.2808 =$	feet per minute	ft/min
Velocity	meters per second	m/s	$\times 3.2808 =$	feet per second	ft/s
Velocity	kilometers per hour	km/h	$\times 0.6214 =$	miles per hour	mph
Volume	liters	L	$\times 0.2642 =$	US gallons	US gal
Volume	milliliters	ml	$\times 0.0338 =$	ounces	oz.
Volume	cubic centimeters	cm <sup>3</sup> or cc	$\times 0.061 =$	cubic inches	in. <sup>3</sup>
Weight	kilograms	kg	$\times 2.2046 =$	pounds	lb.

## REFERENCE

### 5.5 Definitions

The following terms and acronyms may be used in this manual.

<b>Term</b>	<b>Definition</b>
A Series header	MacDon A40-D, A40-DX, and Grass Seed auger headers
API	American Petroleum Institute
ASTM	American Society of Testing and Materials
Bolt	A headed and externally threaded fastener that is designed to be paired with a nut
Cab-forward	Windrower operation with Operator and cab facing in direction of travel
Center-link	A hydraulic cylinder link between header and machine used to change header angle
CGVW	Combined gross vehicle weight
DEF	Diesel exhaust fluid; also called AdBlue in Europe, and AUS 32 in Australia
DEF supply module	Pump that supplies diesel exhaust fluid through system
DM	Dosing module
D1X Series header	MacDon D115X, D120X, and D125X rigid draper headers for M1 Series windrowers
D1XL Series header	MacDon D130XL, D135XL, D140XL, and D145XL rigid draper headers for M1 Series windrowers
DK	Double knife
DKD	Double-knife drive
DDD	Double-draper drive
DOC	Diesel oxidation catalyst
DRT	Decomposition reactor tube
DWA	Double Windrow Attachment
ECM	Engine control module
ECU	Electronic control unit
EEC	Eco Engine Control
Engine-forward	Windrower operation with Operator and engine facing in direction of travel
Finger tight	Finger tight is a reference position where sealing surfaces or components are making contact with each other, and fitting has been tightened to a point where fitting is no longer loose
FFFT	Flats from finger tight
GSL	Ground speed lever
GSS	Grass Seed Special
GVW	Gross vehicle weight
Hard joint	A joint made with use of a fastener where joining materials are highly incompressible
HPT display	Harvest Performance Tracker display module on a self-propelled windrower

## REFERENCE

<b>Term</b>	<b>Definition</b>
Header	A machine that cuts and lays crop into a windrow and is attached to a self-propelled windrower
Hex key	A tool of hexagonal cross-section used to drive bolts and screws that have a hexagonal socket in head (internal-wrenching hexagon drive); also known as an Allen key and various other synonyms
HDS	Hydraulic deck shift
hp	Horsepower
JIC	Joint Industrial Council: A standards body that developed standard sizing and shape for original 37° flared fitting
Knife	A cutting device which uses a reciprocating cutter (also called a sickle)
M1 Series windrower	MacDon M1170 and M1240 windrowers
MDS	Mechanical deck shift
n/a	Not applicable
Nut	An internally threaded fastener that is designed to be paired with a bolt
N-DETENT	The slot opposite the NEUTRAL position on operator's console
NPT	National Pipe Thread: A style of fitting used for low pressure port openings. Threads on NPT fittings are uniquely tapered for an interference fit
ORB	O-ring boss: A style of fitting commonly used in port opening on manifolds, pumps, and motors
ORFS	O-ring face seal: A style of fitting commonly used for connecting hoses and tubes. This style of fitting is also commonly called ORS, which stands for O-ring seal
rpm	Revolutions per minute
RoHS (Reduction of Hazardous Substances)	A directive by the European Union to restrict use of certain hazardous substances (such as hexavalent chromium used in some yellow zinc platings)
SAE	Society of Automotive Engineers
SCR	Selective catalytic reduction
Screw	A headed and externally threaded fastener that threads into preformed threads or forms its own thread into a mating part
SDD	Single-drapeer drive
Self-Propelled (SP) Windrower	Self-propelled machine consisting of a power unit with a header
SK	Single knife
SKD	Single-knife drive
Soft joint	A joint made with use of a fastener where joining materials are compressible or experience relaxation over a period of time
spm	Strokes per minute
Tension	Axial load placed on a bolt or screw, usually measured in Newtons (N) or pounds (lb.)

## REFERENCE

<b>Term</b>	<b>Definition</b>
TFFT	Turns from finger tight
Torque	The product of a force X lever arm length, usually measured in Newton-meters (Nm) or foot-pounds (lbf-ft)
Torque angle	A tightening procedure where fitting is assembled to a precondition (finger tight) and then nut is turned farther a number of degrees to achieve its final position
Torque-tension	The relationship between assembly torque applied to a piece of hardware and axial load it induces in bolt or screw
ULSD	Ultra low sulphur diesel
Washer	A thin cylinder with a hole or slot located in the center that is to be used as a spacer, load distribution element, or a locking mechanism
Windrower	Power unit of a self-propelled header



# Predelivery Checklist

Perform these checks and adjustments prior to delivery to your Customer. The completed checklist should be retained by either the Operator or the Dealer.

## CAUTION

Carefully follow the instructions given. Be alert for safety related messages that bring your attention to hazards and unsafe practices.

Windrower Serial Number:

Engine Serial Number:

**Table .13 M1170 Self-Propelled Windrower Predelivery Checklist**

✓	Item	Reference
	Check for shipping damage or missing parts. Be sure all shipping dunnage is removed.	—
	Check for loose hardware. Tighten to required torque.	<i>5 Reference, page 109</i>
	Check tire air pressures and adjust as required.	<i>4.1.3 Checking Tire Pressures, page 49</i>
	Check wheel drive hub lubricant level.	<i>4.1.2 Checking and Adding Wheel Drive Lubricant Level, page 48</i>
	Check engine coolant level and strength at pressurized coolant tank.	<i>4.1.8 Checking Engine Coolant Level, page 55</i>
	Check air cleaner and clamps.	<i>4.1.4 Checking Engine Air Intake, page 51</i>
	Check engine oil level and check for leaks.	<i>4.1.5 Checking and Adding Engine Oil, page 52</i>
	Check hydraulic oil level and check for leaks along lines.	<i>4.1.6 Checking and Adding Hydraulic Oil, page 54</i>
	Check fuel separator for water and foreign material, drain and clean as necessary, and add fuel.	<i>4.1.7 Checking Fuel Separator, page 55</i>
	Check gearbox lubricant level.	<i>4.1.9 Checking Engine Gearbox Lubricant Level and Adding Lubricant, page 56</i>
	Check tension of A/C compressor belt.	<i>4.1.10 Checking Air Conditioning (A/C) Compressor Belts, page 56</i>
	Check that machine is completely lubricated.	<i>3.11.2 Lubrication Points, page 40</i>
	Check Operator's Presence System	<i>4.1.11 Checking Operating Safety System, page 57</i>
	Check horn operation.	<i>4.2.5 Checking Horn, page 69</i>
	<b>Start engine and run to operating temperature.</b>	<i>3.13 Starting the Engine, page 43</i>
	Check HPT, fuel, and diesel exhaust fluid (DEF) gauges for operation.	<i>4.2.2 Checking Harvest Performance Display (HPT), page 60</i>
	Check engine speed on HPT.	<i>4.2.3 Checking Engine Speed, page 65</i>
	Check that air conditioning and heater are functioning properly.	<i>4.2.7 Checking Air Conditioning and Heater, page 70</i>

**REFERENCE**

**Table .13 M1170 Self-Propelled Windrower Predelivery Checklist (continued)**

✓	Item	Reference
	Check that interior lights are functioning properly.	<i>4.2.6 Checking Interior Lights, page 70</i>
	Check that exterior lights are functioning properly.	<i>4.2.4 Checking Exterior Lights, page 66</i>
	Check that hazard and signal lights are functioning properly.	<i>4.2.4 Checking Exterior Lights, page 66</i>
	Check that beacons are functioning properly (if installed).	<i>4.2.4 Checking Exterior Lights, page 66</i>
	Complete the header's Predelivery Checklist (if applicable).	—
	Check that manuals are in the windrower manual case.	<i>4.3 Checking Manuals, page 73</i>
	Check that plastic coverings and windshield decal from cab interior have been removed.	<i>4.4 Performing Final Steps, page 74</i>

**Date Checked:**

**Checked by:**



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