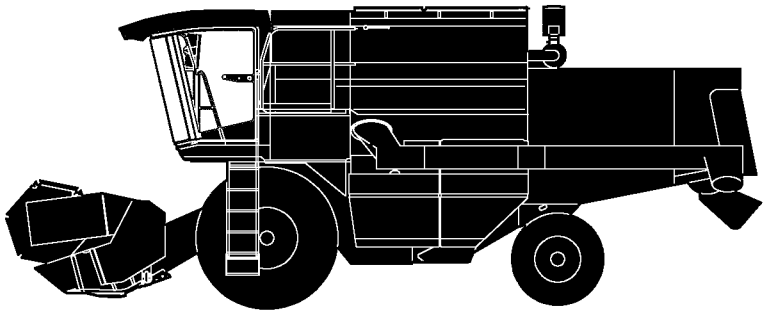
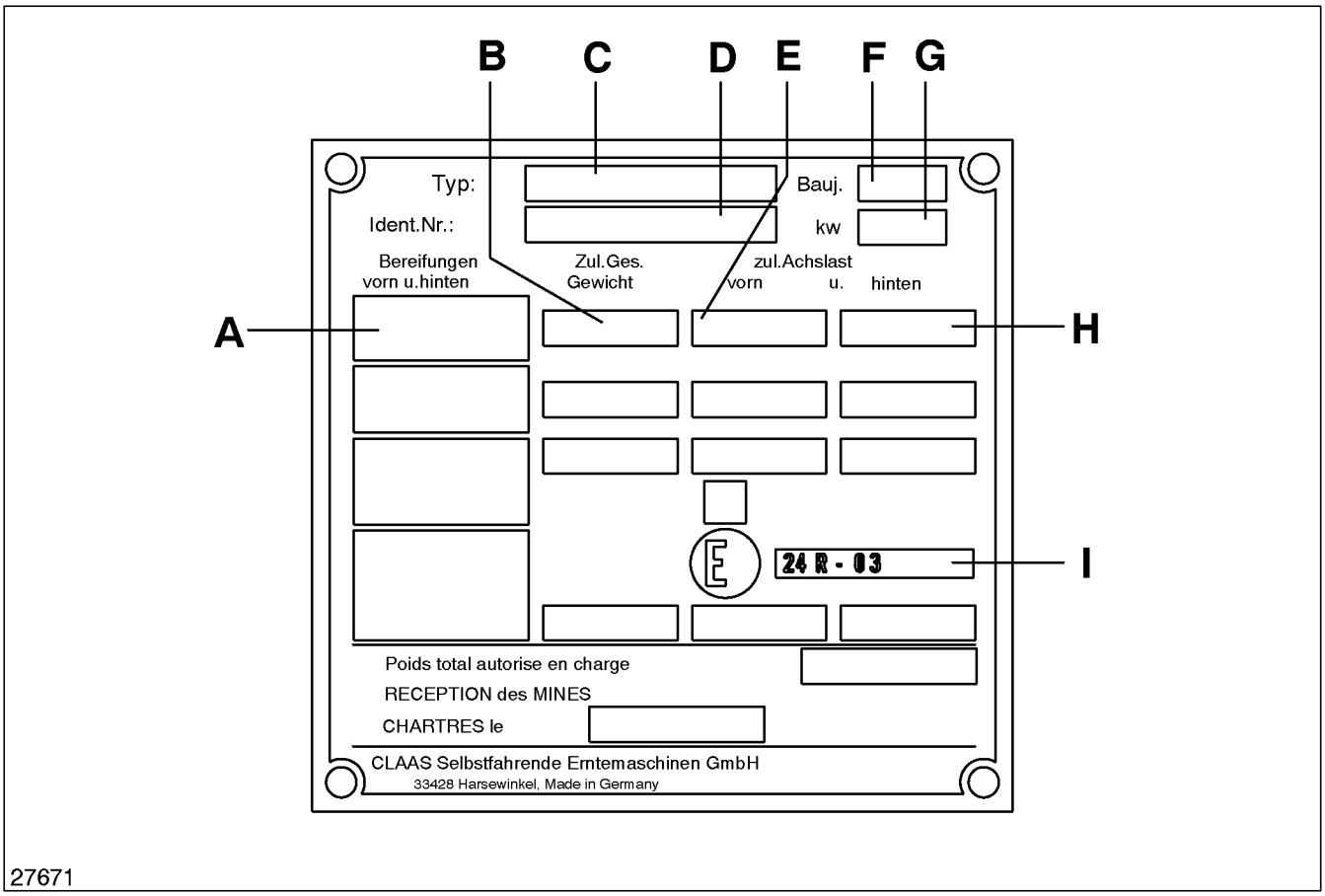
BETRIEBSANLEITUNG
OPERATOR'S MANUAL
NOTICE D'UTILISATION
BRUGSANVISNING
INSTRUKTIONSBOK
KÄYTTÖOHJE
INSTRUKSJONSBOK
MANUAL DE INSTRUCCIONES
LIBRETTO D'USO
MANUAL DE INSTRUÇÕES
GEBRUIKSAANWIJZING
HASZNÁLATI UTASITÁS

CLAAS

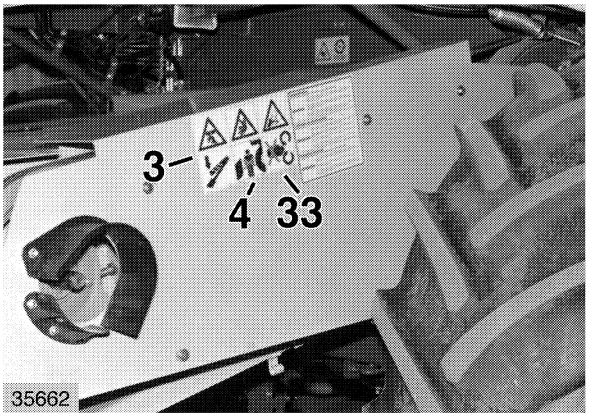


DOMINATOR 128 VX
DOMINATOR 108 VX
DOMINATOR 98 VX
DOMINATOR 98 cVX
DOMINATOR 88 VX



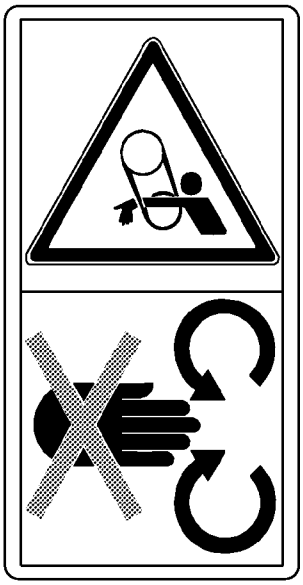
Identification plate

A = Tyres
B = Authorized gross weight
C = Type
D = Identification No. (serial number of machine)
E = Authorized front axle load
F = Year of manufacture
G = Rated capacity of engine (kW)
H = Authorized rear axle load
I = ECE-engine designation



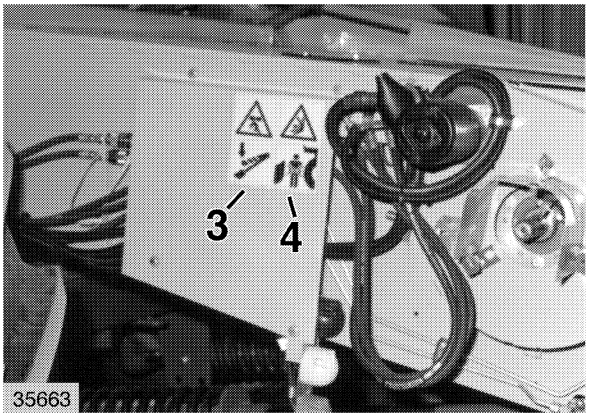
514 815.0 (33)

Do not attempt to open or remove safety guards while the engine is running.



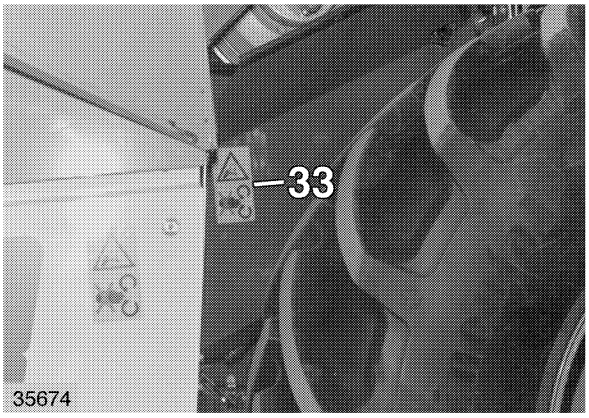
514 806.0 (3)

Engage lift cylinder safety lock before entering area of potential hazard.



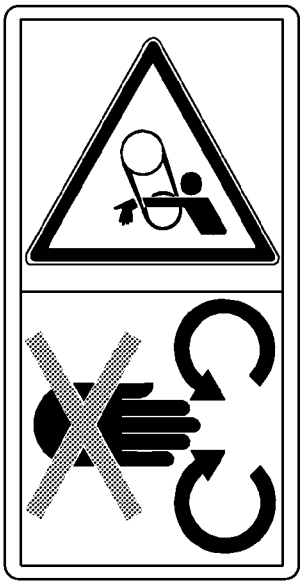
514 743.1 (4)

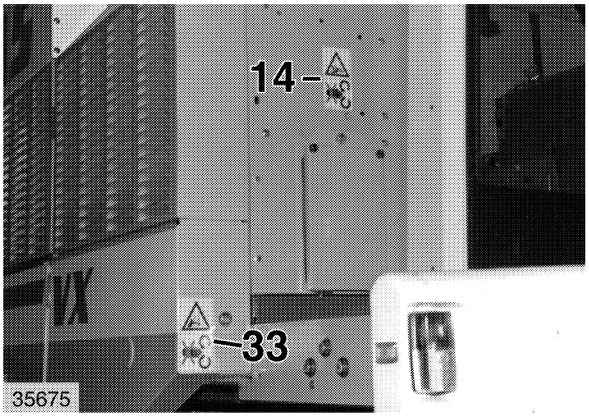
Keep well clear of danger area between front attachment and machine.



514 815.0 (33)

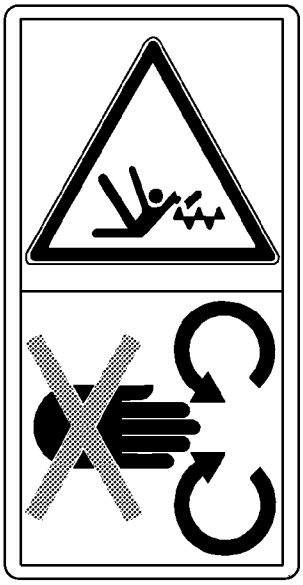
Do not attempt to open or remove safety guards while the engine is running.

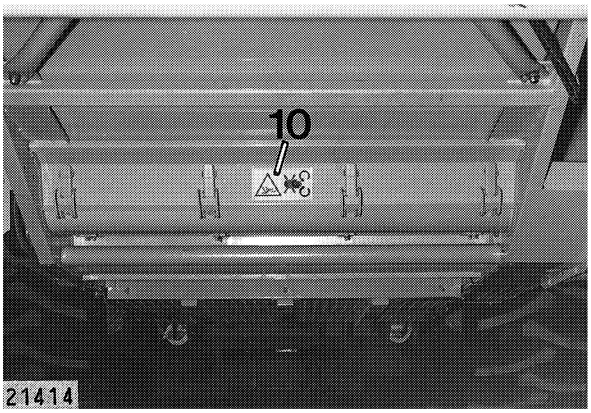


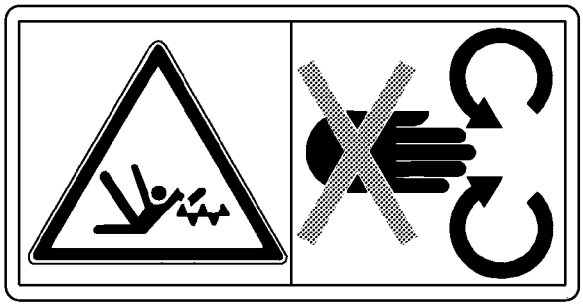


514 809.0 (14)

Keep hands away from rotating augers.

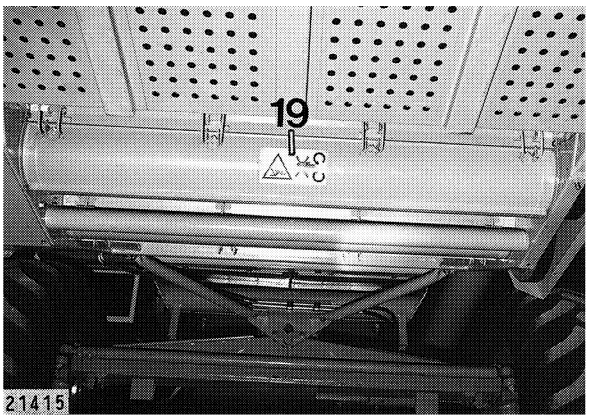






514 840.0 (19)

Keep hands away from rotating auger.



CLAAS DOMINATOR 98 VX / 98 cVX

Specifications being determined on a machine equipped with 6-cylinder engine, adjustable rear axle, combine-mounted straw chopper, full fuel tank, 3-D cleaning unit and cab (with driver).
Tyres: 23.1 R 30 162 A 8 and 14.5/75 - 20 10/12 PR

Cutterbar

Cutting widths	3.60 m (12'), 3.90 m (13'), 4.20 m (14'), 4.50 m (15'), 5.10 m (17'), 6.00 m (20'), 6.60 m (22'), 7.50 m (25')
Height adjustment	electro-hydraulic
Cutting height adjustment	see page 4.15
Clearance height (under cutterbar skids)	see page 4.16
Spring tine reel	6 sections
Reel drive	V-belt-operated variable speed drive, electric-controlled
Reel speed	with 3.60 m – 5.10 cutterbars from 12 to 47 min^{-1} (rpm) with 6.00 m – 7.50 cutterbars from 12 to 47 min^{-1} (rpm) from 15 to 57 min^{-1} (rpm)
Reel height adjustment	electro-hydraulic
Fore and aft reel adjustment (option)	electro-hydraulic
Feed rake conveyor	chain conveyor
Cutterbar clutch	controlled by low-pressure hydraulics

Threshing mechanism

Stone trap	standard
Threshing concaves	adjustable from the operator's platform, concave exit separately adjustable (2nd lever) width 1320 mm
Grain concave	12 bars 11 rows of 10 x 35 perforations
– Disawning	2 concave filler rasp bars, one of these comes factory-installed
Maize concave	9 bars 7 rows of 18.5 x 55 perforations
Multi-crop concave	3 interchangeable segments for grain and similar crops: 10 bars, 11 rows of 10 x 38 perforations for grain: optional »3.4 mm-dia. wire type« concave segments for maize or similar crops: 10 bars, 10 rows of 19 x 40 perforations
– Disawning	6 concave filler rasp bars, three of these come factory-installed

CLAAS DOMINATOR 88 VX

Tyre sizes and pressures

Tyre size	Maximum tyre pressures	Minimum tyre pressure **bar** / **psi**						
		Maize picker heads			Grain cutterbars			
	bar / **psi**	5-row with stalk chopper	4-row with stalk chopper	5-row 4-row	22' / 6.60 m	20' / 6.00 m 4.50 m folding	17' / 5.10 m 15' / 4.50 m	13' / 3.90 m 12' / 3.60 m
23.1 R 30 161 A 8	2.7 / 28	1.7 / 25	1.6 / 23	1.5 / 20	1.7 / 25	1.6 / 23	1.5 / 22	1.4 / 20
30.5 R 32 167 A 8	1.9 / 28	0.7 / 10	0.6 / 9	0.6 / 9	0.7 / 10	0.7 / 10	0.7 / 10	0.6 / 9
24.5 R 32 167 A 8	3.0 / 44	1.3 / 19	1.2 / 17	1.2 / 17	1.3 / 19	1.1 / 16	1.0 / 15	1.0 / 15
Rear axle								
12.5/80 - 18 6 PR	2.7 / 39	2.2 / 32						
12.5/80 - 18 10 PR	4.0 / 58	2.3 / 32						
14.5/75 - 20 8 PR	3.0 / 44	1.5 / 22						
14.9/80 - 24 12 PR								
500/60 - 22.5 8 PR	2.0 / 29	0.8 / 12						

Tightening torques for wheel bolts and wheel nuts

Front axle

wheel nuts with thrust washer H 22
DIN 74361-10= 860 Nm (86 mkp)

NOTE: Collar nuts with »Dacromet coating«
(silvery grey) must only be torqued to **700 Nm (70 mkp)**.

with flange nuts M 22 x 1.5
and special lock washers (Limes)
C 22.5 DIN 74361 = 520 Nm (52 mkp)

Rear axle

wheel bolts M 18 x 1.5 = 325 Nm (32.5 mkp)

Rear wheel drive axle

wheel bolts M 22 x 1.5 - 8.8 and
special lock washers (Limes)
C 22.5 DIN 74361 = 520 Nm (52 mkp)

Weights

Determine the total weight of the machine by adding the weight with the equipment option concerned to the weight of the basic machine. For this please also refer to the section »Front attachments«.

Basic machine without front attachment	9520 kg
Straw chopper	290 kg
with straw spreader	+ 129 kg

5. A safety hazard exists when attaching a front attachment (cutterbar, maize picker head etc.) to the combine. Beware of personal injury.
6. When mounting a front attachment (cutterbar, maize picker head etc.) always make sure that the load on the rear axle is sufficient to maintain the combine harvester's full steering capability.
7. Note that mounted front attachments (cutterbar, maize picker head etc.) take weight off the rear wheels. Always ensure that the combine harvester's braking capability is maintained.

   Check adjustment of cutterbar floatation springs and correct their adjustment if necessary. Refer to group »Operation – basic machine« for information regarding adjustment of floatation springs.
8. Before disconnecting a front attachment (cutterbar, maize picker head etc.) from the combine, ensure that it is stable and correctly parked.

Rear weights

1. Always attach weights correctly to the mounting points provided for that purpose.
2. The maximum authorized axle loads and the maximum authorized total weight, the weight of the front attachment included, must not be exceeded when mounting rear weights.
3. Attach rear weights as specified by the manufacturer.

Drives, V-belts and chains

1. Check tension and condition of V-belts and chains.
2. Check tension of new belts without automatic tensioners after the first 2 to 3 hours of operation and adjust their tension as necessary.
3. Apply Teflon spray to the inner faces of belt guides of belt-operated clutches before installing a new V-belt.
4. Check belt-operated clutches for correct operation, for clear disengagement of drives between belt and pulleys.
5. Thoroughly clean the inner faces of all variable speed pulleys before reinstalling variable speed belts.

Fire extinguisher

The combine must be equipped with a fire extinguisher. Have the proper function of the fire extinguisher checked annually, or at least every other year.

(The date of manufacture or the date last checked is shown on the fire extinguisher.)

We recommend at least a 6 kg dry powder fire extinguisher which must conform to the fire prevention regulations of local authorities.

Function of vehicle information unit
(Warning lights 3, 4, 5, 6, 8, 10 and 17)

3 = The warning light comes on when engine oil pressure is too low, at the same time light (8) comes on, light (10) blinks, and the warning buzzer sounds intermittently.

Stop the engine immediately. Investigate reason to prevent damage and remedy the trouble.

4 = The warning light comes on when the air cleaner is dirty, at the same time light (8) comes on, light (10) blinks, and the warning buzzer sounds intermittently.

Stop the engine immediately. Clean air filter and intake screen.

5 = The charge light glows when the ignition is on and the engine is stopped. The charge light goes out after the engine has fired. The charge light comes on and the buzzer sounds continuously when, with the engine running, the alternator fails to work properly or stops rotating.

6 = The warning light comes on if the engine coolant overheats, at the same time light (8) comes on, light (10) blinks and the buzzer sounds intermittently.

Stop the engine immediately. Clean air intake to radiator, and check fan belt tension.

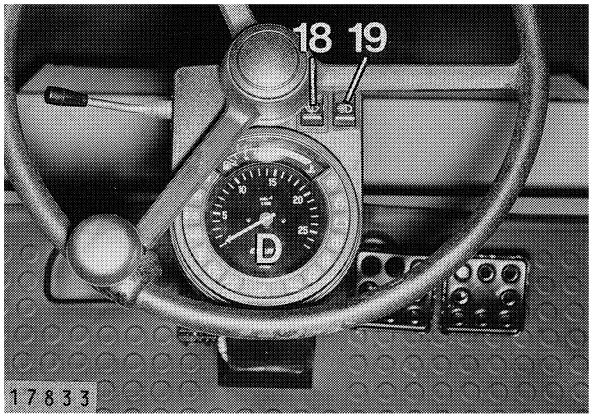
17 = The warning light glows when the handbrake is on.

Machines with disc brakes:

When the brake pads are worn, the warning light will come on once the brake pedals are fully depressed. This will work only when the handbrake is released and the ignition is switched on.

If the warning light comes on it is essential to have all brake pads immediately replaced by an authorized workshop.

(Fig. 5)



6

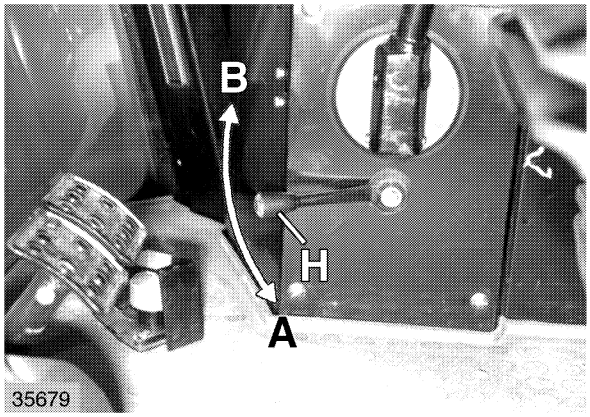
Adjusting the threshing drum speed

Only adjust the threshing drum speed with threshing mechanism engaged and running.

Operate lever (H) in direction (A) to increase drum speed.

Operate lever (H) in direction (B) to reduce drum speed.

(Fig. 22)

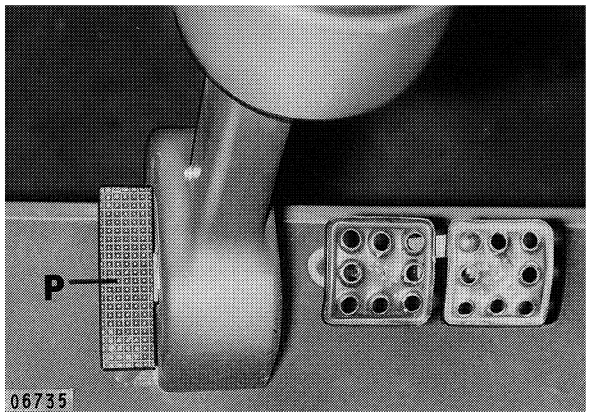


22

Adjusting the steering column position

Never adjust the steering column while driving the machine. The steering column can be unlocked and adjusted to the desired position by depressing pedal (P).

(Fig. 23)



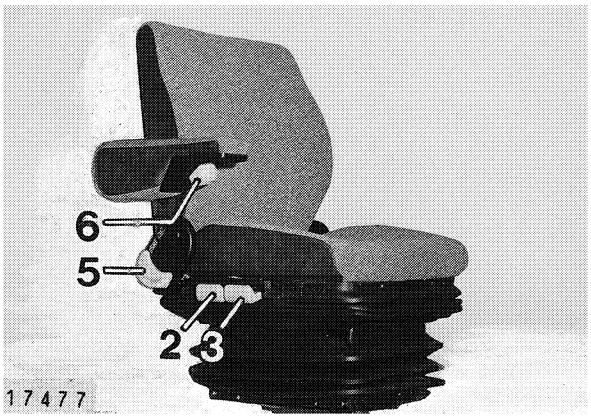
23

Driver's seat adjustment

Never adjust the driver's seat when on the move!

1 = Horizontal adjustment
2 } Seat angle and
3 } height adjustment
4 = Suspension adjustment to suit the driver's weight
5 = Backrest adjustment
6 = Height adjustment of armrest

(Fig. 24 and 25)



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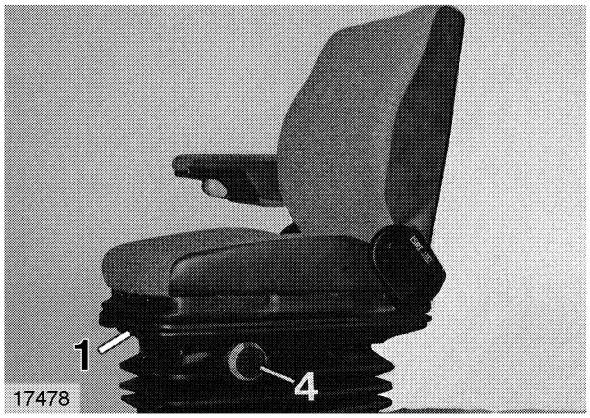


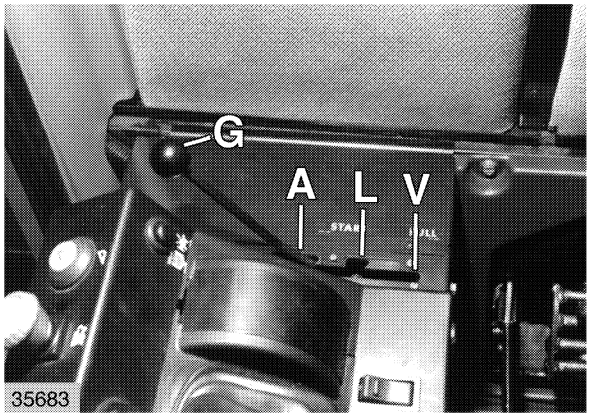
25

DOMINATOR 108 VX – 88 VX

Move engine speed adjusting lever (G) to idle speed position (L) and then switch off the threshing mechanism.

Push engine speed adjusting lever to position (A).

(Fig. 47)



47

IMPORTANT: Before stopping a turbo-charged engine, always let it slow idle for a little while. Failure to do so results in damage to the turbo charger compressor wheel.

CLAAS Autopilot

Putting the CLAAS Autopilot into operation:

The CLAAS Autopilot is only to be switched on when working between the rows in maize crops.

It is imperative to switch off the CLAAS Autopilot by means of rocker switch (65) before travelling on public roads and lanes.

(Fig. 48)

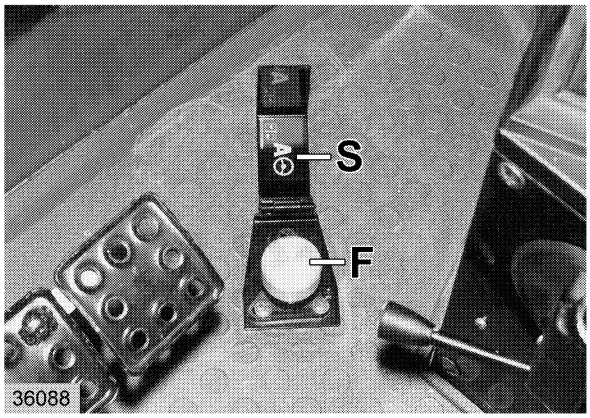
48

The security bracket (S) must be positioned over the foot switch before moving the combine harvester on the road.

Sit on the operator's seat and engage the threshing mechanism.

Release the lock and actuate rocker switch (51). Swing back security bracket (S) of the foot switch.

(Fig. 48 and 49)



49

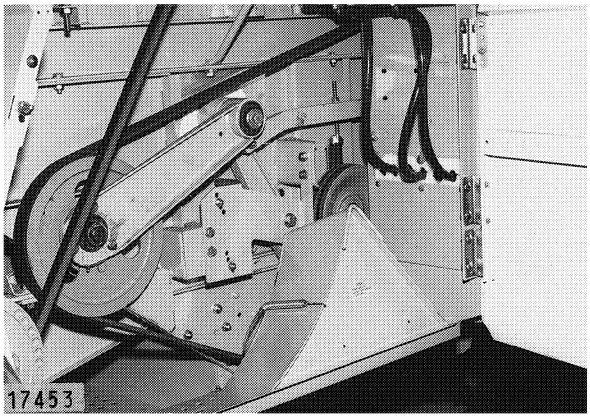
WHEEL CHOCK

(Not for all countries)

At least one wheel chock must be carried along on the combine at all times.

The wheel chock is located behind the sheet metal covering on the left hand side of the machine.

(Fig. 71)



71

CAB

Standard combine specifications include a cab with ventilation system/filters.

The following optional extras are available for this cab:

a) Heating
b) Compressor-type air conditioning or
c) Heating and compressor-type air conditioning.

The use of these variations make combine operations much easier since the driver is protected from dust, heat and cold.

(Fig. 72)

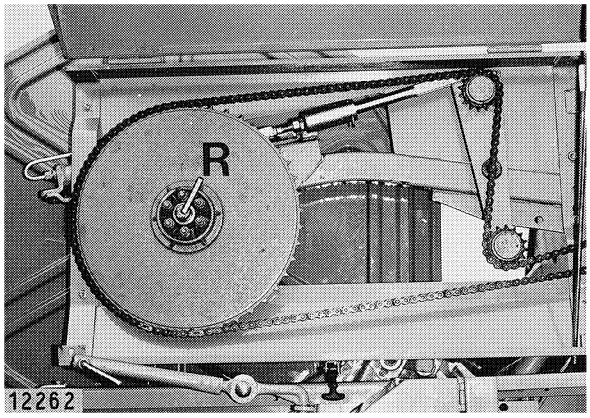
72

Safety features:

The reel is fitted with a slip clutch (R) which protects it from damage through overloading.

Never tighten the slip clutch to such an extent that it becomes blocked and thereby fails to function as a safety device.

(Fig. 18)



18

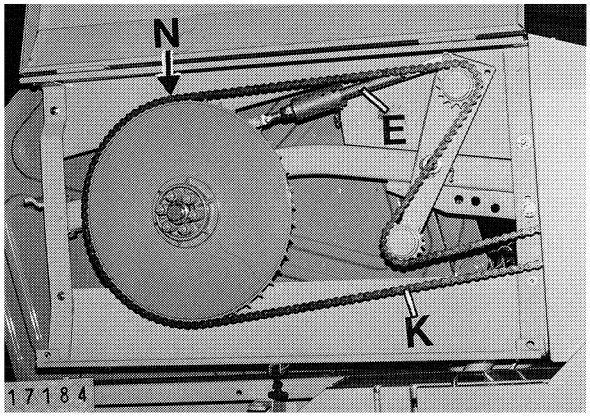
Fore and aft reel adjustment
(mechanical)

To adjust the reel forward or backward remove the pins (N) and block the spring-loaded cylinder (E).

After the reel has been moved to the desired position, reinstall pins (N) and unlock the spring-loaded cylinder (E).

The reel drive chain (K) is automatically tensioned by spring-loaded cylinder (E).

(Fig. 19 and 20)



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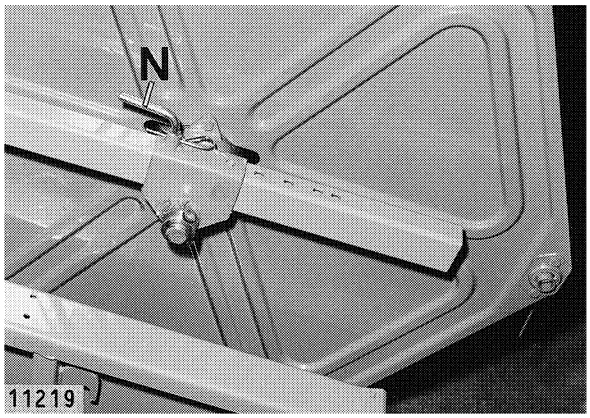
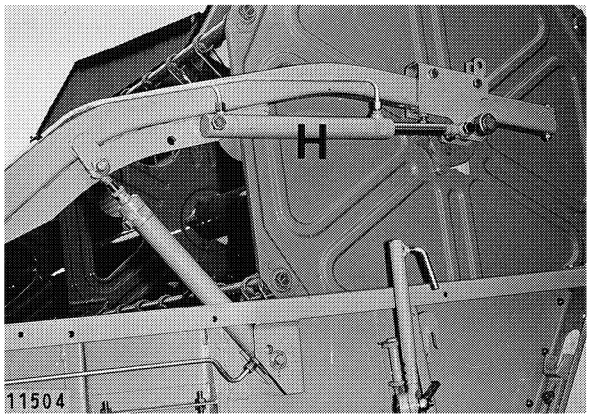


20

Fore and aft reel adjustment
(hydraulic)

The reel can be adjusted forward and backward via the two horizontally fitted double-acting hydraulic cylinders (H) by pressing the push-buttons (5 and 6) on the multifunction handle.

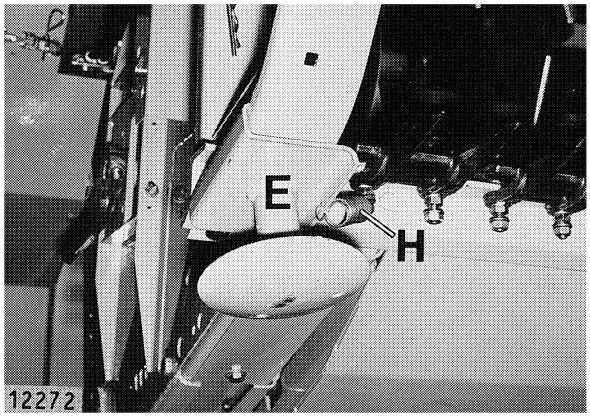
(Fig. 21 and 22)



21

Before removing the cutterbar from the machine, place stands (E) under the outer skids on both ends of the cutterbar and secure each stand with spring (H). The cutterbar can then easily be picked up with the feeder house for attachment to the machine.

(Fig. 49)



49

Replacing knife sections in the field

Switch off the engine and turn off the battery isolating switch!

Using special tool (S), the knife sections can be riveted on with the knives installed.

Proceed as follows:

Remove the damaged sections.

Clean the mounting surface.

Mount the new section in the correct position.

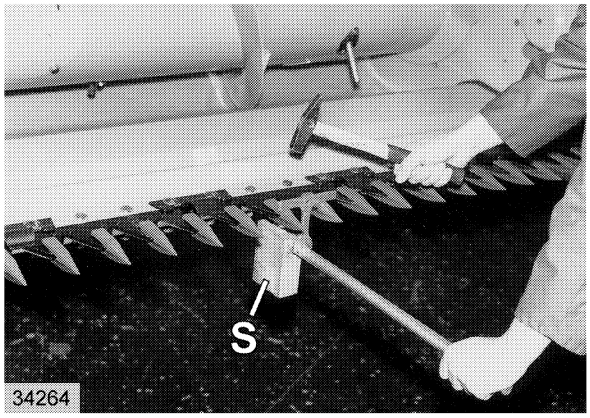
Position special tool (S) with the hooks over two knife fingers.

Insert the rivets and hold them steady using the special tool.

Rivet on the new knife sections.

The special tool (S) can be obtained from the CLAAS spare parts department.

(Fig. 50)



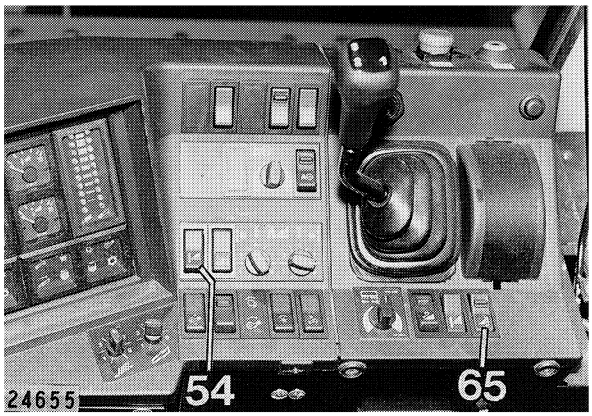
50

Operation with maize picker head

The CLAAS Auto Contour System must be switched off when operating the machine with a maize picker head.

Move the CLAAS Auto Contour ON / OFF rocker (54) to the off position.

(Fig. 21)



21

Programming the CLAAS Auto Contour System

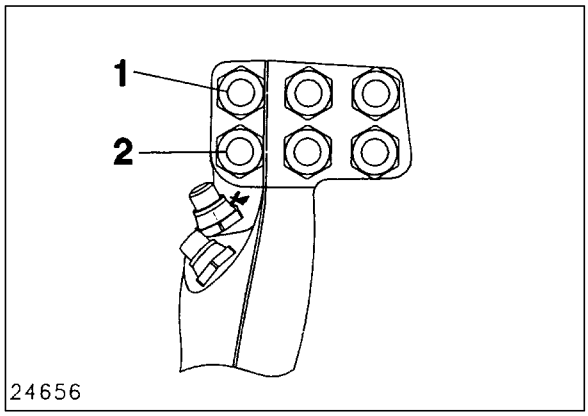
NOTE: The electronic system is programmed at the factory. The standard programme is realized with potentiometer (53) set to »5«.

After replacement or repair of the electronic system, **the unit needs not be reprogrammed.**

However, it must »learn« the upper and lower limits of the cutterbar again. To do this proceed as follows: Start the engine. Switch on the safety rocker switch and the CLAAS Auto Contour master switch. The threshing mechanism and cutterbar switch stay in OFF position.

Raise the cutterbar to full height and wait for approx. 30 seconds. Then lower the cutterbar until the tension is relieved from the cutterbar float springs and wait for approx. 30 seconds too. There is no need to keep push buttons (1 and 2) pressed during that time.

To obtain proper function, it is essential to adjust the cutterbar floatation springs and the cutterbar drop rate correctly.



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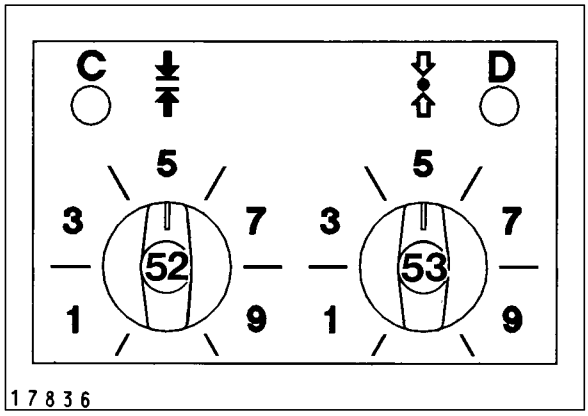


23

Programming the system with, for instance, potentiometer (53) set to »1«
(modifying the standard programme)

Set potentiometer (53) according to the chart.

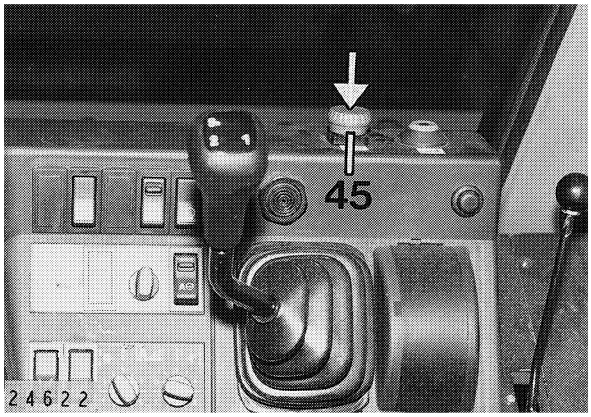
Start engine and let it slow idle.

Switch on safety rocker switch (65) and rocker switch (54). Engage the threshing mechanism and cutterbar.

Disengaging the threshing mechanism:

Disengage by depressing the switch (45).

(Fig. 40)



40

Concave adjustment

With levers (V and H) the concave-to-drum clearance can be adjusted to match crop conditions.

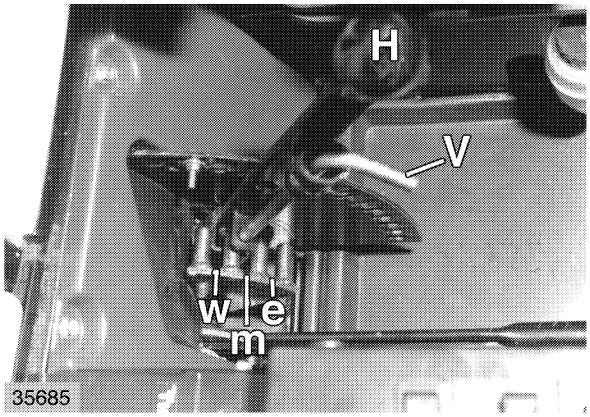
Front **and** rear concave-to-drum clearance are adjusted in proportion by means of lever (H).

The rear concave-to-drum clearance can be adjusted separately by means of selection lever (V).

Moving lever (H) down increases the front **and** rear concave-to-drum clearance.

Moving lever (H) up reduces the front **and** rear concave-to-drum clearance.

(Fig. 41)



41

Adjusting the rear of the concave:

Release selection lever (V), adjust the lever together with the main adjusting lever (H). Then engage selection lever (V) in the desired position.

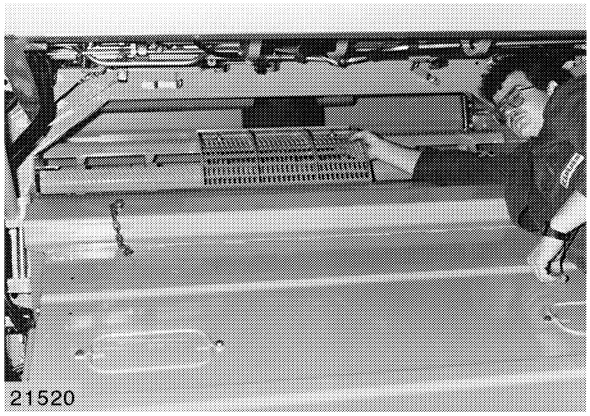
Return the main adjusting lever (H) to its original position.

w = rear of concave adjusted wide
m = rear of concave in mid position
e = rear of concave adjusted narrow
2 = Safety stop bolt
(see chart for position of safety stop bolt)

(Fig. 41 and 42)

The concave segments can also be removed and installed with the feeder housing mounted. Remove the drum flap (T) first.

(Fig. 52 and 55)

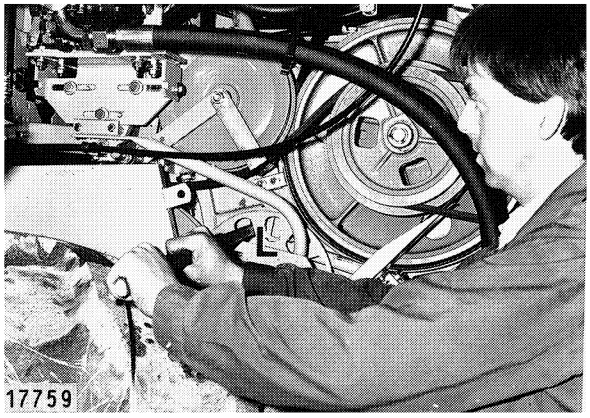


55 21520

Unslugging the threshing drum

Always switch off the engine and remove the ignition key and allow all mechanisms to stop before attempting to clear a wrapped-up threshing drum.

Adjust the concave to the fully open position. Insert a suitable and sufficiently long lever (flat bar, tube or similar object) into the segment (L) and turn the threshing drum in opposite direction of normal rotation. The straw can be cleared through the open drum access door.



56 17759

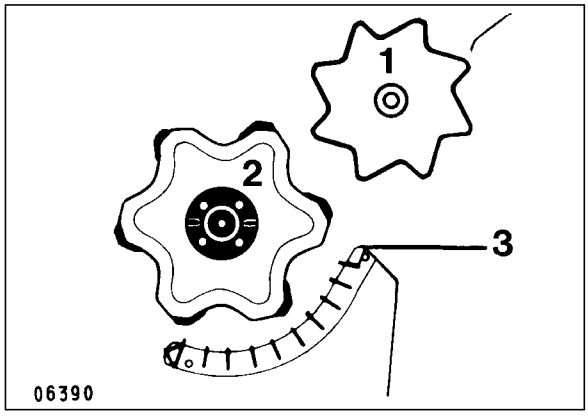
When removing the straw through the drum access door **care must be taken** to prevent accidental rotation of the drum by yourself or any other person working on the machine – **BEWARE OF PERSONAL INJURY!**

(Fig. 56)

Impeller

The impeller (1) slows the movement of straw coming from the drum (2) and guides it over the transition plate (3) onto the front of the straw walkers. Thus the full length and width of straw walkers is used.

(Fig. 57)

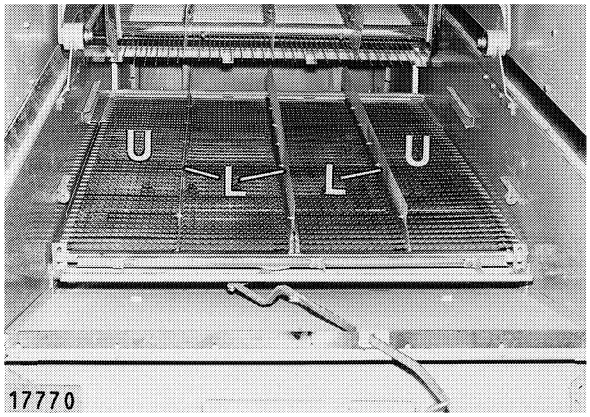


57

Lower sieve

Flat sieves can be used instead of the lower frogmouth sieves (U) for combining special crops. Slotted hole and round hole sieves are available in different hole sizes (refer to sieve chart).

(Fig. 79)

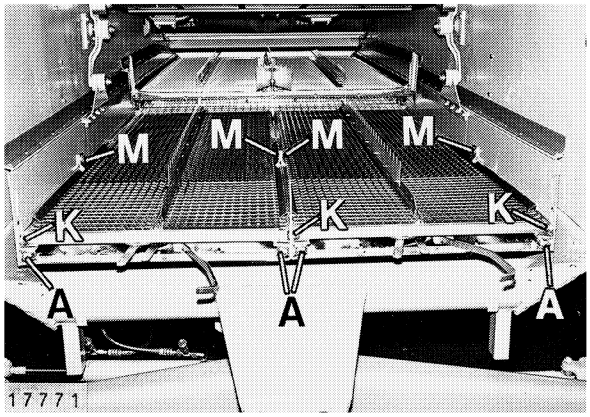


79

Removing upper sieve

Remove the side clamps (M and K) and clamp brackets (A) used to secure the sieves in axial direction on both sides. Remove the frogmouth sieve.

(Fig. 80)



80

Installation of upper sieve

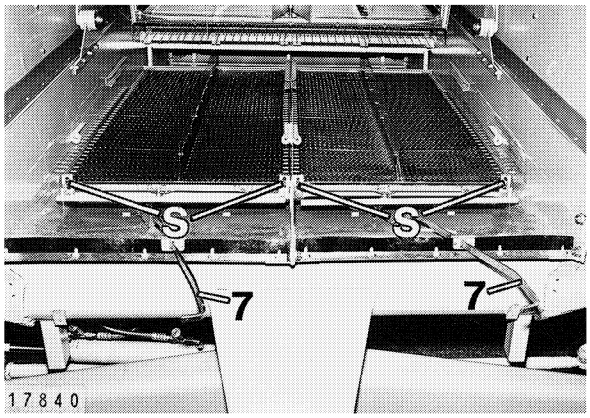
After installing the frogmouth sieve, first tighten clamp brackets (A) used to hold the sieves in axial direction. Then secure the sieve with the side clamps (M and K).

(Fig. 80)

Removing lower sieve

First remove the upper sieve. Loosen the sieve clamps (S) used to hold the sieves in axial direction. Detach adjusting lever (7) and pull out the sieve.

(Fig. 81)



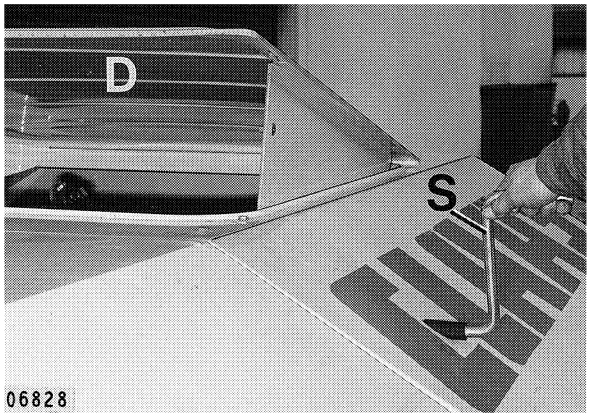
81

DOMINATOR 98 cVX

Grain tank cover (D) can be opened from the steps with handle (S) on the left hand side of the machine to check on tank loading and quality of grain.

The grain tank lid can be fully opened for cleaning the tank and carrying out adjustments.

(Abb. 102)



102

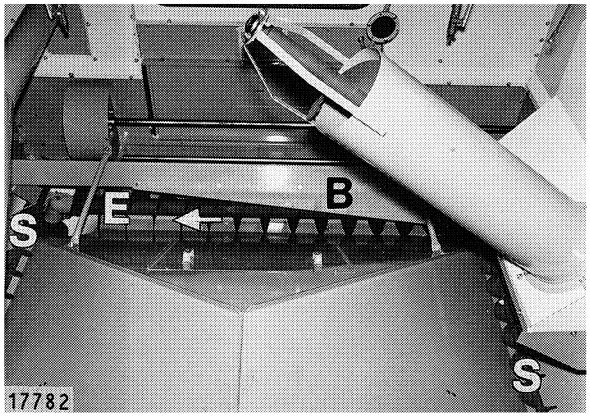
Unloading the tank

The sloping bottom in the grain tank allows the grain to flow down to the horizontal cross auger (E). On DOMINATOR 128 VX and 108 VX two additional lateral augers (S) feed the grain to the horizontal cross auger (E). The cross auger moves the grain to the left (as arrowed) and feeds it to the discharge tube auger, which then carries the grain to the transport vehicle.

Plates (B) are tapered to provide a wider feed gap to the cross auger on the L/H side than on the R/H side. This keeps quickly flowing seeds from building up inside the discharge tube augers.

When combining poorly flowing seeds (e.g. grass seeds or similar crops) remove one or both the plates as necessary.

(Fig. 103)



103

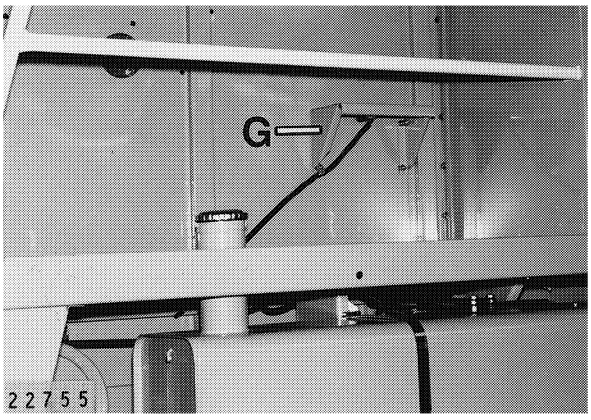
Rear ladder with safety switch

The rear ladder (G) is fitted with a safety switch.

When the main drive and / or the grain tank unloading drive are running and someone steps on the ladder, these drives will be switched off.

IMPORTANT: Reengage the drives only with the engine running at slow idling speed.

(Fig. 104)

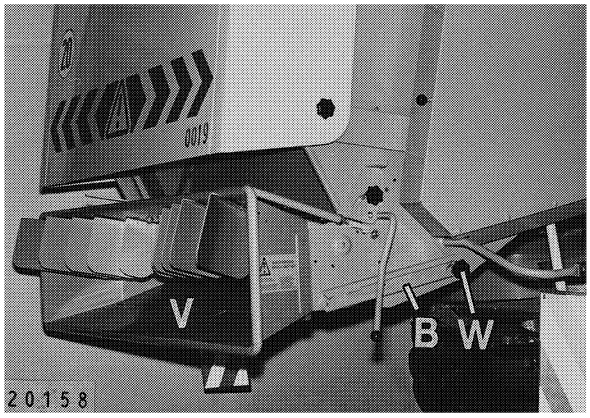


104

Hitching the cutterbar trailer to the combine

Swing the spreading unit (V) all the way up and secure it in the notches (W) of adjusters (B).

(Fig. 127)



127

CLAAS CHAFF SPREADER

The chaff spreader spreads the chaff from the sieve pan across the full working width of the cutterbar. Spreading width can be adjusted to match the working width of the cutterbar.

(Fig. 128)

128

Setting the chaff spreader

Adjust the chaff spreader by means of lever (H) after loosening toggle nut (K).

Move lever (H) up to increase spreading width. Move lever (H) down to decrease spreading width.

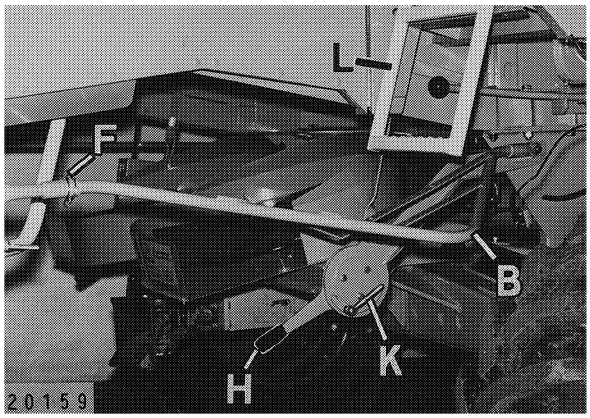
Tighten toggle nut (K) after carrying out the adjustment.

To climb ladder (L), safety frame (B) can be folded down. To do this pull out spring clip (F).

Before starting to combine, fold up safety frame (B) again and secure with spring clip (F).

For maintenance work on the sieve pan, the chaff spreader can be positioned vertically.

(Fig. 129 and 130)



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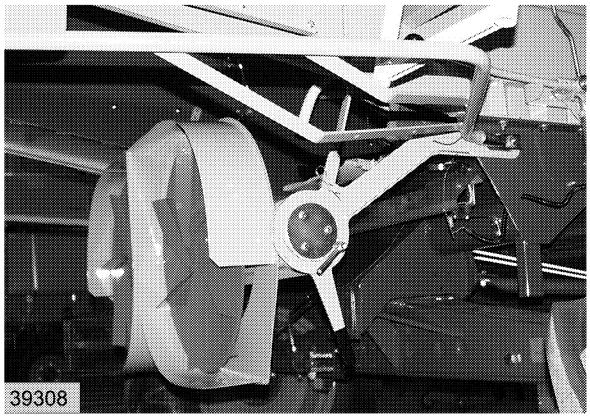


130

PROBLEM	CAUSE OR REMEDY
Cleaning	
Uneven feed to sieves	1. Clean preparation floor. 2. Straighten bent tines of preparation floor wire rake.
Knocking sieve pan	1. Remove dirt accumulations from above cleaning fan housing. 2. Retighten all bolts that secure the sieve pan. 3. Tighten the components securing the sieves. 4. Have sieve pan bearings replaced.
Excessive build up of material on frogmouth sieves	1. Reduce drum speed. 2. Increase drum-to-concave clearance. 3. Adjust frogmouth sieves to somewhat closer gaps. 4. Increase wind blast. 5. Adjust windboards to correct position.
Dirty grain sample	1. Increase wind blast. 2. Set windboards to correct position. 3. Decrease frogmouth sieves opening. 4. Use flat sieves of smaller hole size or decrease lower frogmouth sieve opening, respectively. 5. Have straw walker speed of machine checked and corrected if necessary (belt tension).
Sidehill levelling (3-D cleaning unit)	
Jerky motion of operating arm as combine angles over when combining across slopes	1. Ease pendulum in control unit. The pendulum must operate smoothly.
Uneven spread of material on the top sieve when combine tilts to the right or to the left	1. Adjust operating arm so that the hydraulic cylinder travels an equal distance to either side when the machine is on flat level ground.

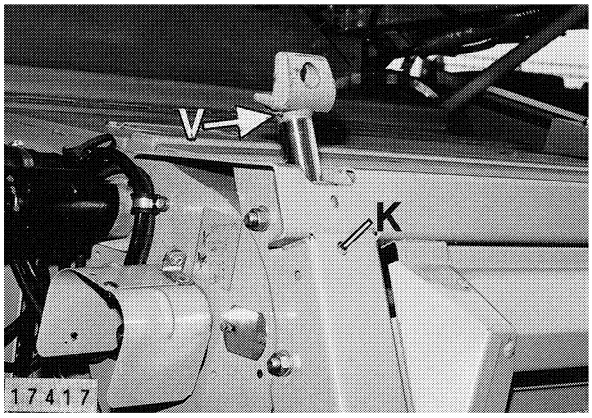
LUBRICANTS CHART

Components	Type of Lubricant	Capacity	Viscosity	Change Intervals	Check
Hydraulic system					
Working hydraulics and hydrostatic ground travel drive DO 128 VX	Multi-grade hydraulic oil, viscosity class ISO-VG 46 as per DIN 51 524, part 3 **	approx. 20 litres		See Maintenance Schedule	See Maintenance Schedule
Working hydraulics DO 108 DO 98 / 88		approx. 7 litres approx. 6 litres			
Hydrostatic ground drive system LINDE SAUER		approx. 8 litres approx. 8 litres			
Gearboxes					
DO 128 / 108 Transmission gearbox Final drives	Multi-grade transmission oil conforming to (MIL-L-2105 B) API-GL-5-90 Specifications	6.0 litres 4.5 litres each	90	See Maintenance Schedule	See Maintenance Schedule
DO 98 / 88 Transmission gearbox Final drives	Multi-grade transmission oil conforming to (MIL-L-2105) API-GL-4-90 Specifications	6.8 litres 3 litres each			
Cutterbar knife drive casing		0.75 litres			
Threshing drum two-step variable speed drive		1.0 litre			
Rear Wheel Drive (CLAAS 4-Trac) Planetary gears	Multi-grade transmission oil conforming to (MIL-L-2105 B) API-GL-5-90 Specifications	0.8 litres each			

** When selecting hydraulic oil, observe the following guidelines:

Pour point	-< -25 °C (DIN ISO 3016)
Viscosity 0 °C	-< 600 cSt. (DIN 51 562)
Viscosity 40 °C	- max. 50.6 cSt. (DIN 51 562)
Viscosity index	-> 170 (DIN ISO 2909)

The oil must have detergent properties!



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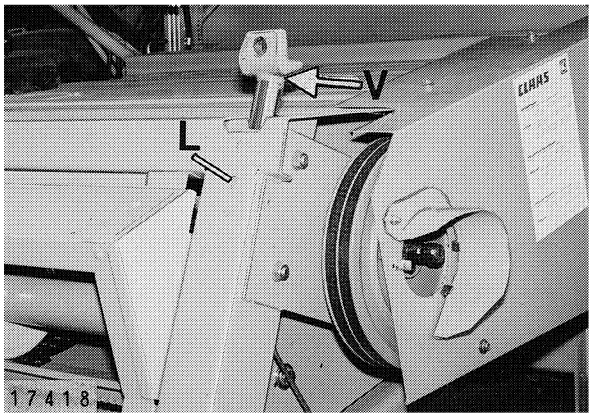

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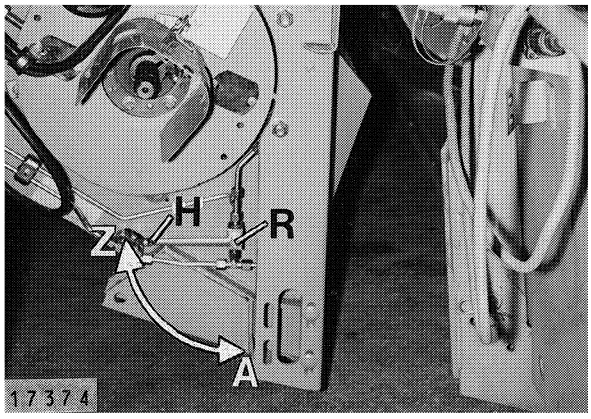

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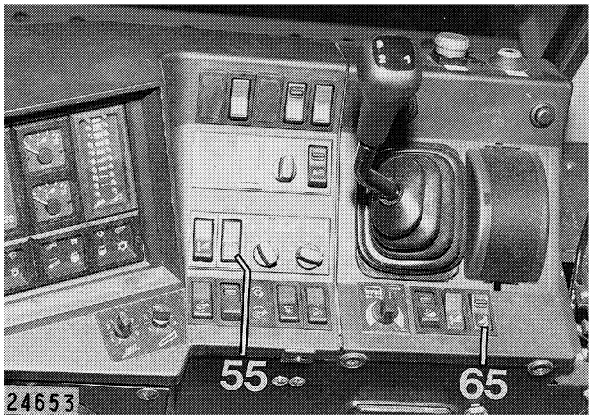


22

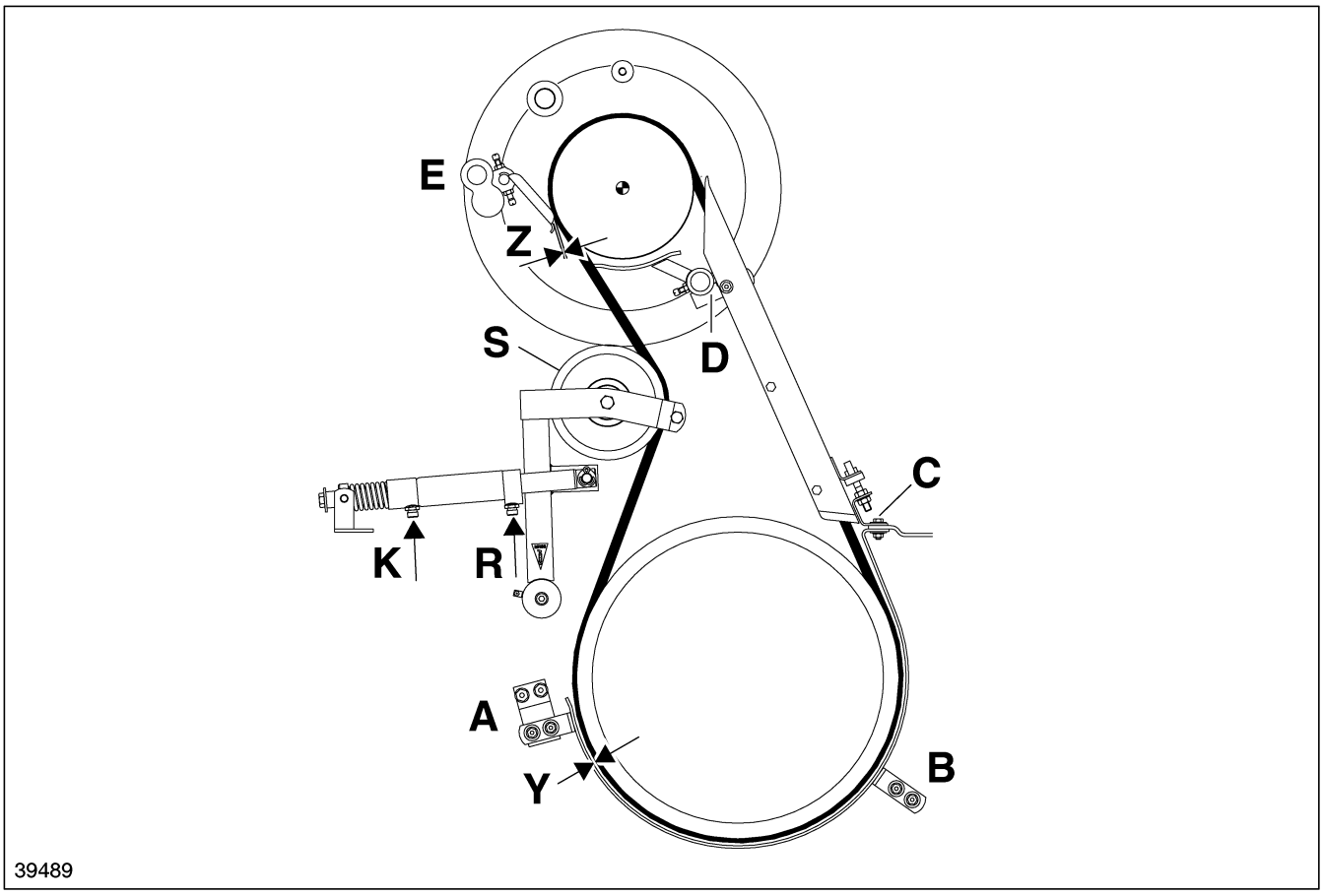
Bleeding the hydraulic cylinders for cutterbar lateral levelling

(Machines with Auto Contour System)

This must be done after the hydraulic system has been repaired.

1. Move lever (H) to (A) in order to open shut-off tap (R). Loosen hex. screw plugs (V) on both the coupling lugs. On the right hand side loosen hex. head Allen screw (K) at the cylinder head.
2. Switch on safety rocker switch (65). Press the R/H end of rocker switch (55) for manual operation so that both pistons extend. Tighten screws (V and K) when bubble-free oil emerges.
3. Both cylinders should now be fully extended. Loosen hex. head Allen screw (L) at the L/H cylinder.
4. Press the L/H end of rocker switch (55). Tighten the screw (L) when bubble-free oil is issued. The L/H cylinder is now retracted.

(Fig. 19 to 22)



43

THRESHING MECHANISM DRIVE ADJUSTMENT

DOMINATOR 108 VX – 88 VX

Only carry out adjustments with engine stopped and ignition key (main switch key) removed.

With engine running, a constant pressure of 20 bar is applied to the rod end of the low pressure hydraulic cylinder through port (R). This disengages the threshing mechanism by way of idler pulley (S).

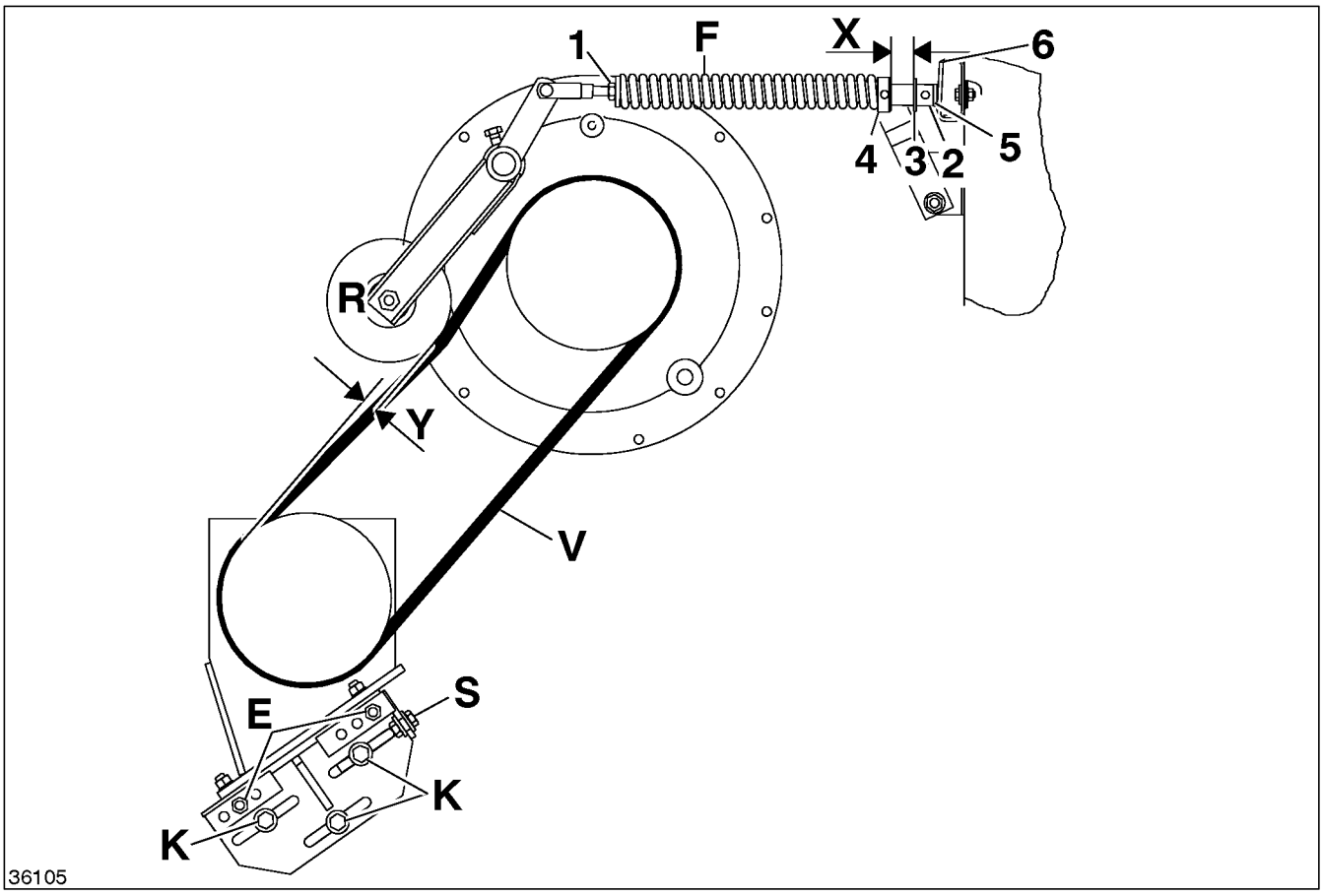
When the threshing mechanism is engaged, 20 bar oil pressure is applied to face end (K) of the piston. Oil pressure acts on the larger piston area and forces out the piston rod. The drive belt is tensioned by way of idler pulley (S).

Adjusting the belt guides:

Adjust the belt guides at the points (A, B, C and D) so there is **5 to 7 mm** clearance (Y) between the belt guides and the back of the belt, when the belt is tensioned. The clearance must be obtained all the way around.

Adjust the belt guide at (E) so there is 7 ± 2 mm clearance (Z) between the belt guide and the back of the belt, when the belt is tensioned.

(Fig. 43)



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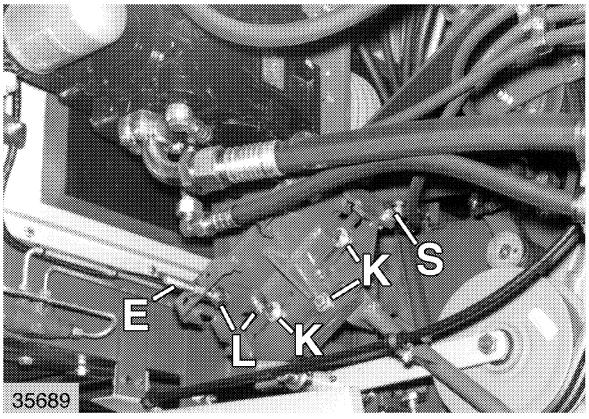


56

HYDROSTATIC GROUND DRIVE ADJUSTMENT

DOMINATOR 108 VX – 88 VX

Only carry out adjustments with engine stopped and ignition key (main switch key) removed.

Tensioning the power band belt:

Loosen clamping bolts (K). Tighten the power band belt (V) by adjusting tensioning screw (S) until the idler pulley (R) deflects the belt by 30^{+10} mm at (Y).

The hydraulic pump drive can be aligned to the engine output pulley using adjusting screws (E).

To do this slacken off clamping bolt (L). Retighten the clamping bolt after the adjustment.

WINTER STORAGE INSTRUCTIONS FOR COMBINES

Proper storage of the combine after the harvest is essential in order to obtain the optimum return on the investment capital in this machine. Thorough and conscientious maintenance and cleaning and the replacement of worn or damaged parts at this point will save time and money when the combine is required for operation again.

1. Clean the exterior of all bearings of dust and grease.
2. Clean the combine thoroughly inside and out, particularly the threshing drum, concave, the space behind the drum, the preparation floor, return floors, straw walkers and above the cleaning fan.
3. Using good quality grease, lubricate all grease points of the combine after the harvest, taking care not to miss any of those requiring only annual attention. Run the combine for a short period of time to distribute the grease evenly and until the grease has slightly protruded from the bearings to form a seal. With the combine still running, operate the variable speed pulleys to distribute the grease evenly between the sliding parts.

   Seal off peripheries of slip clutches with paint to keep moisture out and to keep friction faces from rusting.
4. Open the elevator covers and auger troughs. Remove the sieves.
5. Grease all polished parts such as knives and crop lifters.
6. Coat the inner flanks of the variable speed pulleys with corrosion inhibitor as far as possible.
7. Change the hydraulic and transmission oil – see maintenance charts, see also group »Maintenance – Engine«.
8. After cleaning, inspect the combine and have any necessary repairs carried out immediately.
9. Park the combine in a dry place where it is protected from the weather and where no commercial fertilisers are stored!
10. Lower the cutterbar to the ground or remove in order to relieve the hydraulic system.
11. Jack up the combine so that the full weight is not resting on the wheels.

IMPORTANT: If the combine is washed (which should be avoided, where possible), all the lubrication points must be lubricated after washing. Then allow the combine to run for a few minutes and operate all the variable speed drives.

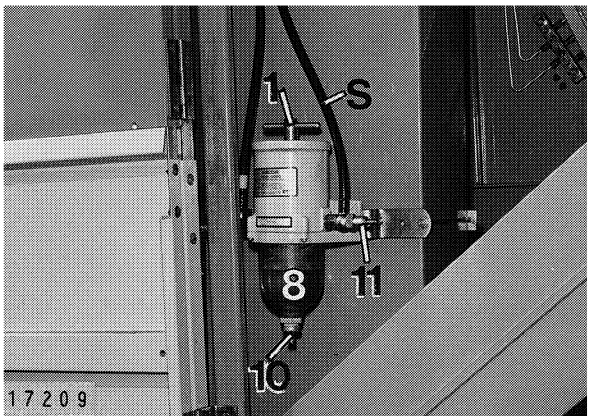
IMPORTANT: Hollow spaces such as cable lead-throughs should not be cleaned with water. In some cases the water can no longer be removed from the hollow spaces and can lead to rusting.

Water separator / fuel prefilter

1. If any water is present in the diesel fuel it will recollect in the lower glass sediment bowl (8). Drain off any water by means of drain screw (10).

   Dispose of the collected water and diesel fuel in an environmentally safe manner.

2. The fuel prefilter (5) can be removed from above by loosening toggle bolt (1).



18

IMPORTANT: Before loosening the toggle bolt (1) the fuel pipe (S) must be closed by toggle bolt (11), to prevent fuel running out.

Before tightening up the filter housing, loosen toggle bolt (11) to allow the filter to fill with fuel. This will prevent too much air entering the fuel system.

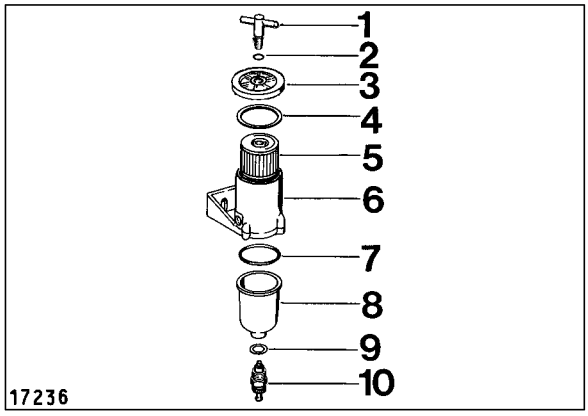
Clean dirty prefilters. Replace damaged seals by new ones. Always take care that seals are correctly re-located.

(Fig. 18)

Water separator / fuel prefilter disassembled:

1 = Toggle bolt
2 = Ring
3 = Housing cover
4 = Sealing ring
5 = Fuel prefilter
6 = Housing
7 = O-ring
8 = Glass water trap
9 = O-ring
10 = Drain screw

(Fig. 19)



19

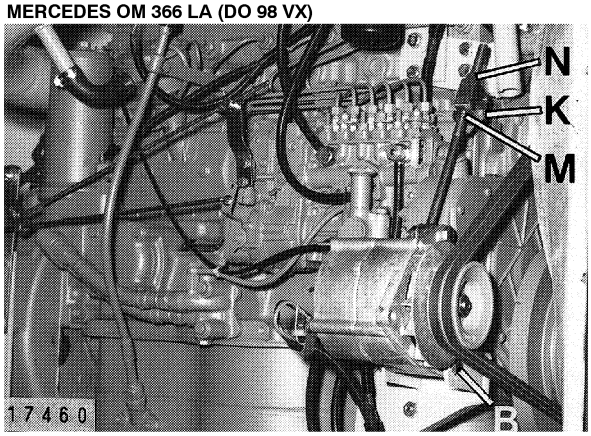
Tensioning alternator and fan V-belt

MERCEDES OM 366 LA / PERKINS 1006.6 T

Loosen the alternator fastener (B) and clamping bolt (K) a little bit. Loosen lock nut (N). Adjust the belt tension with nut (M). Tighten up lock nut (N) and clamping bolts (B and K).

(Fig. 42 and 43)

MERCEDES OM 366 LA (DO 98 VX)



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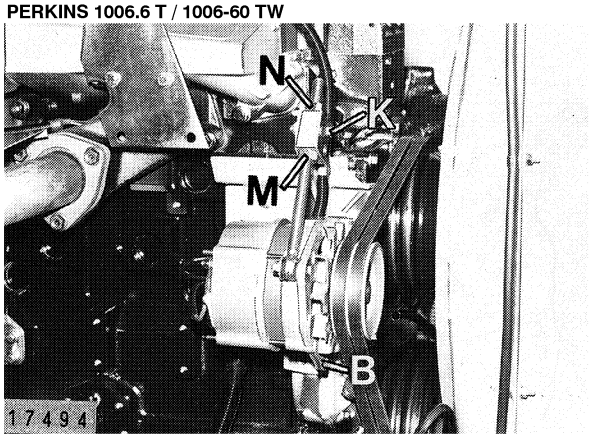
PERKINS 1006.6 T / 1006-60 TW



43

COOLING SYSTEM

Coolant

IMPORTANT: Engines must always be filled only with corrosion inhibitor / anti-freeze before operation. Otherwise the engine will be damaged.

Check the handbook of the engine manufacturer for instructions concerning the cooling system.

Anti-freeze is mixed with the engine cooling water at the factory. Always check the coolant for sufficient anti-freeze protection at the beginning of the cold season.

Renew all coolant hoses on the engine every 2 years.

Before the beginning of the cold season mix a sufficient amount of anti-freeze solution to the cooling water.

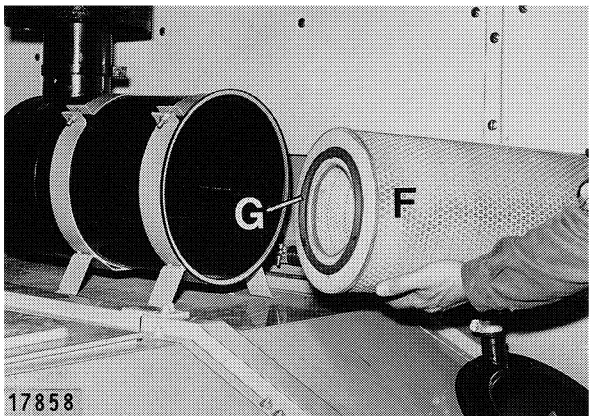
If the main cartridge has to be temporary cleaned in the field, this can be done by very gently tapping the end of the cartridge with the palm of the hand.

HIGHLY IMPORTANT! Never tap hard against the main cartridge or strain it in any way to prevent the cartridge from being stressed. If this is neglected the cartridge will not seal correctly at the filter seating.

When the cartridge had to be cleaned in the field, it is essential to thoroughly clean the air cleaner after the day's work has been completed.

Renew the main cartridge annually and when damage to the cartridge is noted.

(Fig. 64 and 65)



65

Installing the main filter cartridge:

Before installing the main cartridge check it for damage outside and inside. If holes, cracks or dents are noted or if it is ruptured or stressed, the main cartridge must be replaced by a new one.

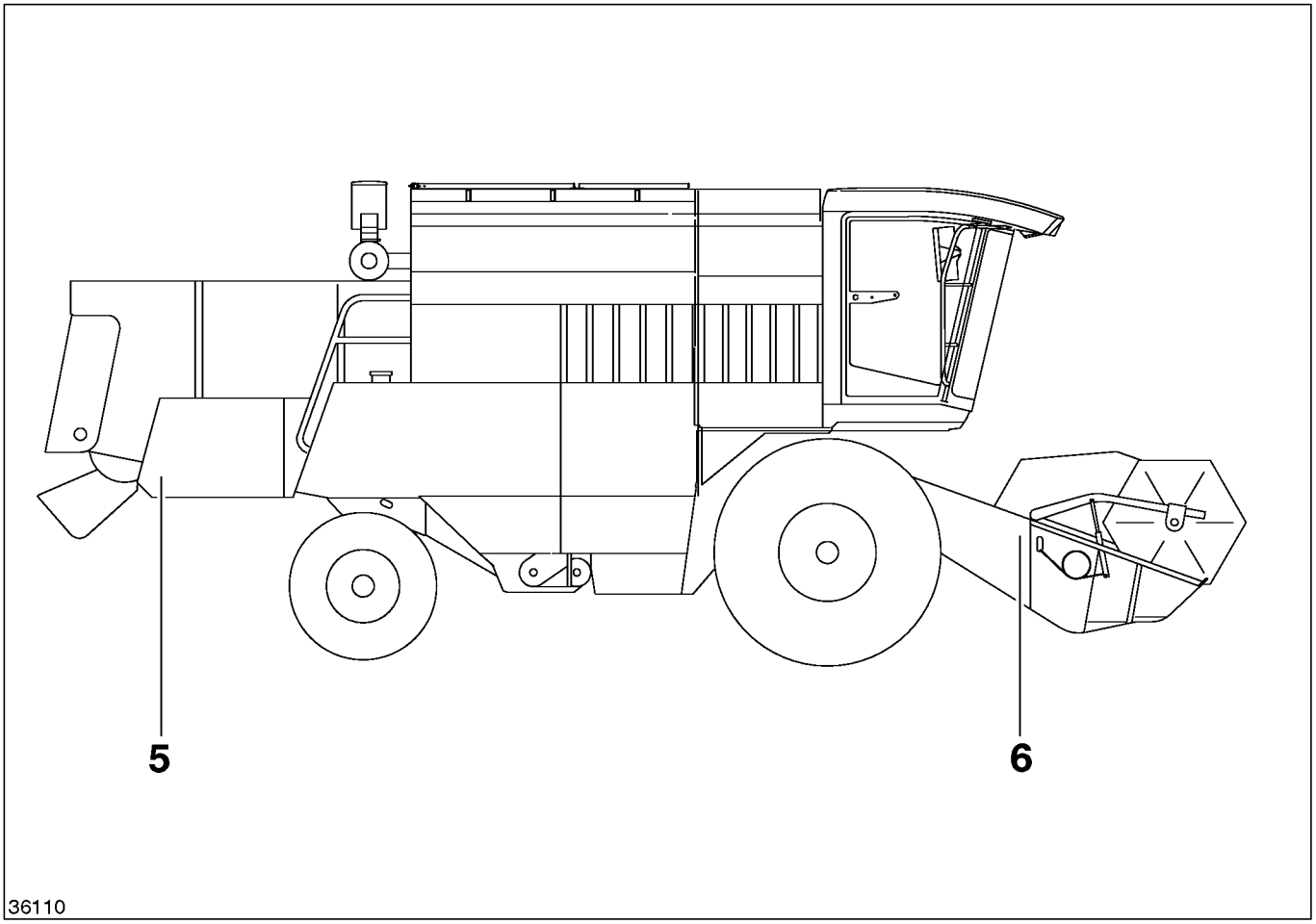
Check seating (G) of the filter. If damage is noted or if there are any spots where the filter will not seal properly, the main cartridge must be replaced by a new one. Carefully install the main cartridge and tighten the flanged nut (R).

IMPORTANT: When tightening flanged nut (R) adequate tension must be felt (back pressure by the main cartridge). If no tension is felt, the seal of the main cartridge does not fit tightly. As a result, unfiltered air will be drawn in by the engine, causing **damage to the engine.**

Bolt on cover (D) and make sure the cover fits snugly.

(Fig. 64 and 65)

Always install genuine main cartridges. When installing the main cartridge care must be taken to ensure that it fits tightly.



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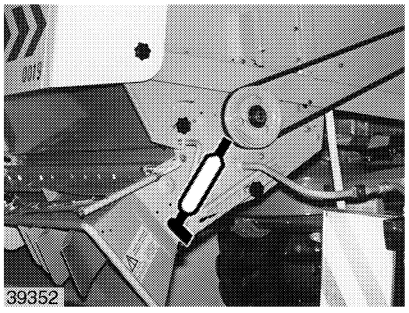

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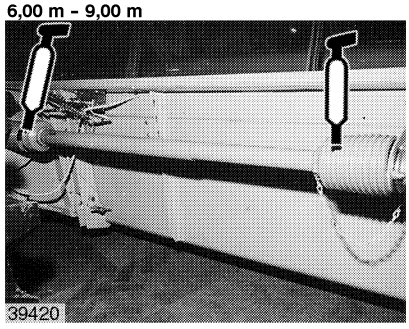

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