Operator's Manual

Combines
FENDT 5275 C - 6335 C

FENDT 5275 C - S/N => 553910034
ZN205539x03010037
FENDT 5275 C PL/PLI - S/N => 554010052
ZN205540x03010057
FENDT 6335 C - S/N => 564010181
ZN205640x03010200
FENDT 6335 C PL/PLI - S/N => 564110081
ZN205641x03010098

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BREGANZE (VI) – Italy.
FENDT is a worldwide brand of AGCO

Original Operator's Manual

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EME
English

Only your Dealer is authorized to intervene on the machine software.

The machine's maximum speed on the road is limited and controlled by the software. Do not try to change it.

Table types

These combine harvesters may use FreeFlow or PowerFlow cutting tables.

NOTE:

In this manual, the term "table/s" signifies both the cutting table and the maize header when used generically. The term "cutting table" refers to the assembly consisting of reel, cutting bar, table auger, etc. used to harvest grain, barley, rice, soya, etc. The term "maize header" refers to the assembly consisting of stalk grippers, stripping blades, conveyor chains, etc. used for harvesting maize.

Always relieve the pressure before operating on the hydraulic system.

Ensure that all hydraulic couplings are properly tightened before letting oil into a pressurized circuit.

Search for leaks without touching with bare hands; e.g. use a piece of cardboard.

Wear suitable protective clothing to avoid touching liquids with hands or body.

Safety requirements for hydraulic systems and their components

- Hoses may not be manufactured using recycled material.
- Never weld on hydraulic lines.
- In case of damage, immediately replace the lines.
- Do not modify hydraulic accumulators through adjustment, welding, etc.
- Before removing the hydraulic accumulators to carry out service or maintenance, relieve the pressure of the liquid contained therein completely.
- Service or maintenance on hydraulic accumulators should only be carried out by skilled technicians who are thoroughly familiar with these components.

1.6.3 Scrapping and disposal

In addition to the recommendations in the section **Ecology**, which must be adhered to whenever the machine is used, the instructions listed below must also be followed when the time comes to scrap the combine.

- Find out about the legal requirements in your country and comply strictly with them.
- If no regulations are in force, contact your Dealer about the possibility of handing over the combine to a company skilled in machine disposal.

Instructions:

1. Drain the hydraulic and hydrostatic circuits, engine sump, gearbox, final drives, etc., collecting the oil in suitable containers to be kept in a safe place until they can be disposed of appropriately.
2. Drain radiator coolant and store it as described above.
3. Empty the air conditioning system. Contact your Dealer or an authorized workshop who has the correct tools for emptying the system.
4. Separate different materials, such as glass, plastic, iron, aluminum, tires, etc. for easier recycling.

2.3 Information for operations

2.3.1 Field Operations

DANGER:

To provide a better view, certain illustrations in this manual show the machine with the safety guards or covers removed. Keep all guards in place. Use drive shafts with adequate protection devices.

- Before starting work the operator should familiarize himself thoroughly with all machine controls. Ensure that the table has been properly attached. **The combine manufacturer shall not be held liable if non-genuine tables are used**.
- During harvesting operations do NOT allow anyone to come near the machine. People nearby could be knocked, struck or squashed by the machine or be trapped in the harvesting parts.
- Always drive the combine at a speed which, depending on ground conditions, provides the necessary safety. When working **on rough ground**, proceed with great care to ensure machine stability. Always use the seatbelts provided on the operator seat and on the other seat, if an instructor is present.

DANGER:

Risk of overturning.

- When taking the combine to work on slopes, the operator must be thoroughly familiar with machine controls and with working on sloping ground.

  The combine must not be used in the following situations (this list is not exhaustive):
  - When maximum allowable inclination is exceeded (see the section **General Information** in the chapter **Using the combine harvester**).
  - If correct securing of the cutting table to the main crop elevator with the safety stops has not been checked.
  - If adequate ballast has not been applied to balance the machine on the rear axle.
  - If correct tyre pressures and proper operation of the levelling system (if fitted) have not been checked.
  - If the ground is not sufficiently firm or features sudden surface changes, or the tyres do not have enough grip on the ground.
  - If working close to the edge of ditches or steep drops.

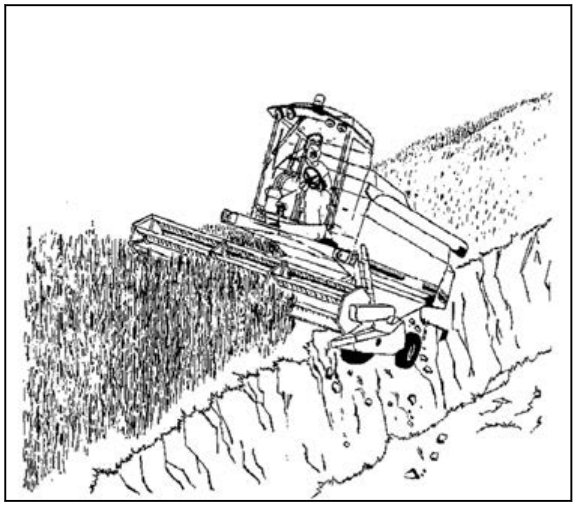


Fig. 6

- Always tighten the tank cap securely.
- If the original fuel tank cap is lost, replace it only by a cap approved by the manufacturer. Another type of cap may not provide adequate safety.
- Refueling systems must always be kept clean and operational.
- Never operate refueling systems next to naked flames.
- Never use diesel oil for cleaning purposes.

Instructions for the correct use of environmentally-friendly engines

The quality of diesel oil used is the most important factor in allowing the engine to offer the performance specified as regards fume suppression.

As a result, it is very important to comply with the specifications for **permitted fuels** set out in the section **Systems** in the chapter **Engine fuel system**.

If a fuel with a high sulfur content is used, the effectiveness of the exhaust fume suppression system is progressively lowered.

This is a result of sulfur accumulating in both elements of the silencer, especially if exhaust temperatures are low.

Since these sulfur deposits cannot be removed from the two elements of the muffler, the only way to make the system run efficiently is to replace them.

The system measures the quantity of nitrogen oxide in the exhaust gas using a catalytic fluid and if this quantity exceeds normal levels, it limits engine power and indicates the problem to the operator.

NOTE:
*After the engine has been switched off, the system remains on (to drain the circuits) for more than a minute. The operator must not intervene in any way. This decal on the DEF (Diesel Exhaust Fluid) tank reminds the operator to **use only DEF**, such as AdBlue for example.*

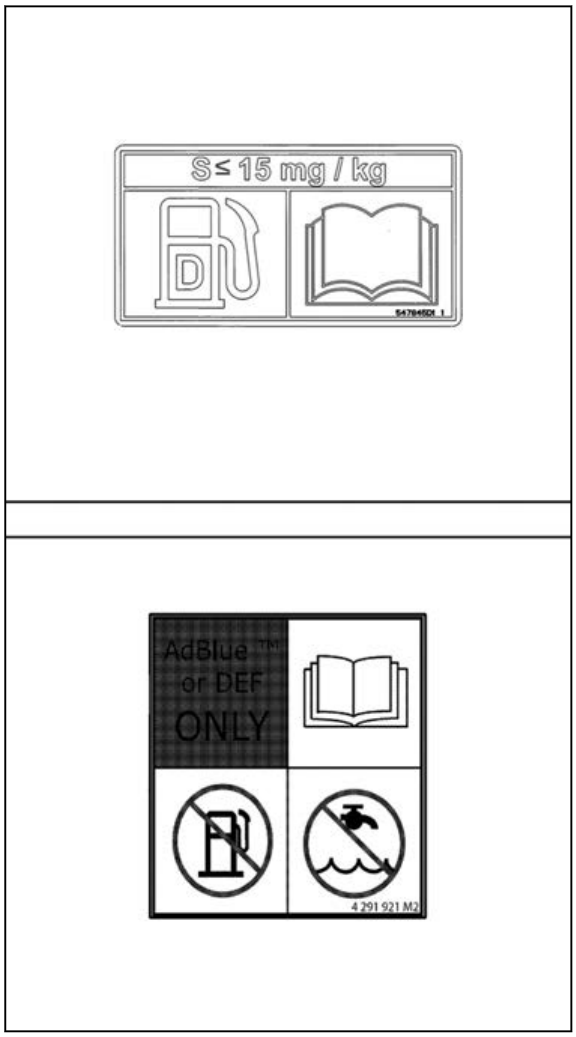


Fig. 21

Decal 18 - 341000023

The weights that the trailer hitch can bear are: horizontal 3000 kg (5000 kg for trailers with inertia brakes) and vertical 200 kg.

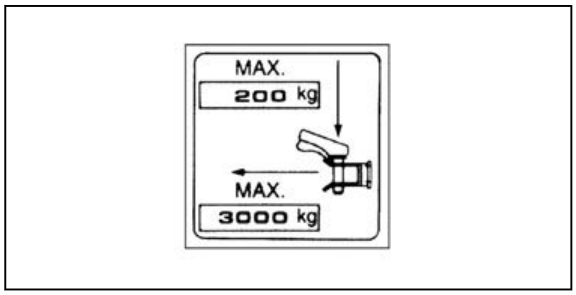


Fig. 43

Decal 19 - 4375819M1

Keep clear of the danger area between table and combine.

Fig. 44

Decal 20 - 4375909M1

Keep a safe distance from power lines.

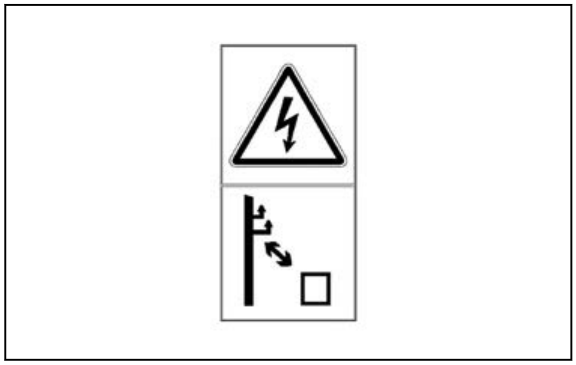


Fig. 45

Decal 21 - 4375933M1

Do not operate the machine unless it is equipped with a type-approved fire extinguisher.

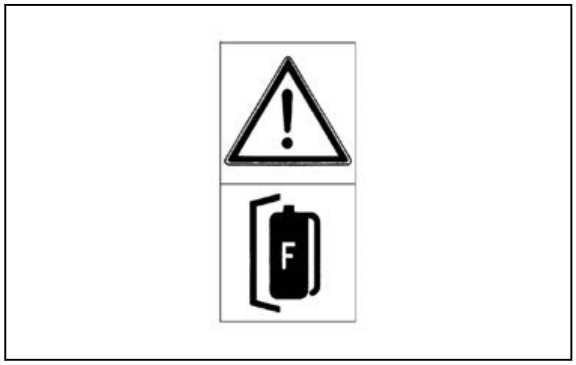


Fig. 46

2.9.2.2 Operator presence device anomaly

IMPORTANT:

If the control system finds a fault in the sensor, it shows a message (2) on the monitor to tell the operator to contact their dealer.

The system tells the operator that the safety functions are disconnected.

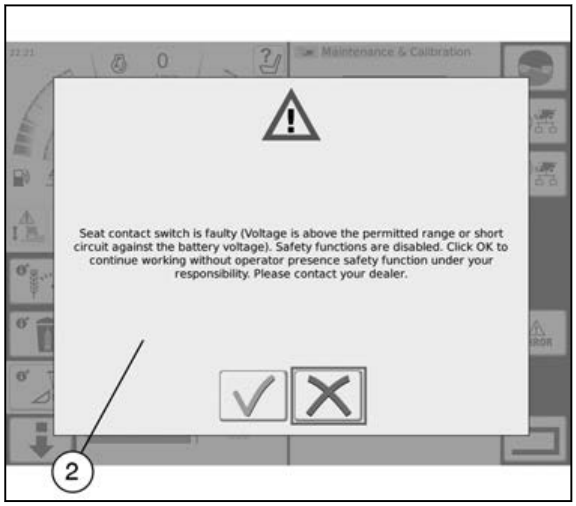


Fig. 76

When the operator pushes  , he or she chooses, on his or her own responsibility, to continue to work without the safety systems that are related to the operator presence sensor.

The screen shows the icon  .

When you push  , the machine's functions are disabled and the  icon comes into view.

The message will show each time the machine is started and will continue to be shown again at one-hour intervals until the fault is repaired.

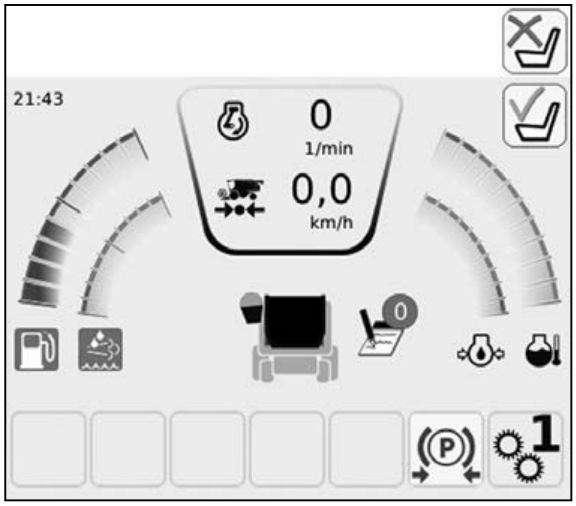


Fig. 77

2.10 Trailer hitch

2.10.1 Automatic towing hooks

The combine may be equipped with a hitch for a table trailer.

WARNING:

A long extension (6) is used to attach the towing hooks to the machine, which allows you to make very tight turns but does not let the trailer drawbar come into contact with the related guide wheel. You can obtain a short extension (5) on request.

There are three types of automatic trailer hitch (featuring manual as well as automatic closing options):

- CUNA ((1)) mandatory in Italy; 28 mm pin
- CE ((2)); 31 mm pin
- CE ((3)); ROCKINGER model

The loading capacity of the hitches is specified on the decal (4); horizontal: 3000 kg (5000 kg for inertia brakes) and vertical: 200 kg.

DANGER:

Risk of overturning. The CUNA hitch must be used with a CUNA eyebolt.

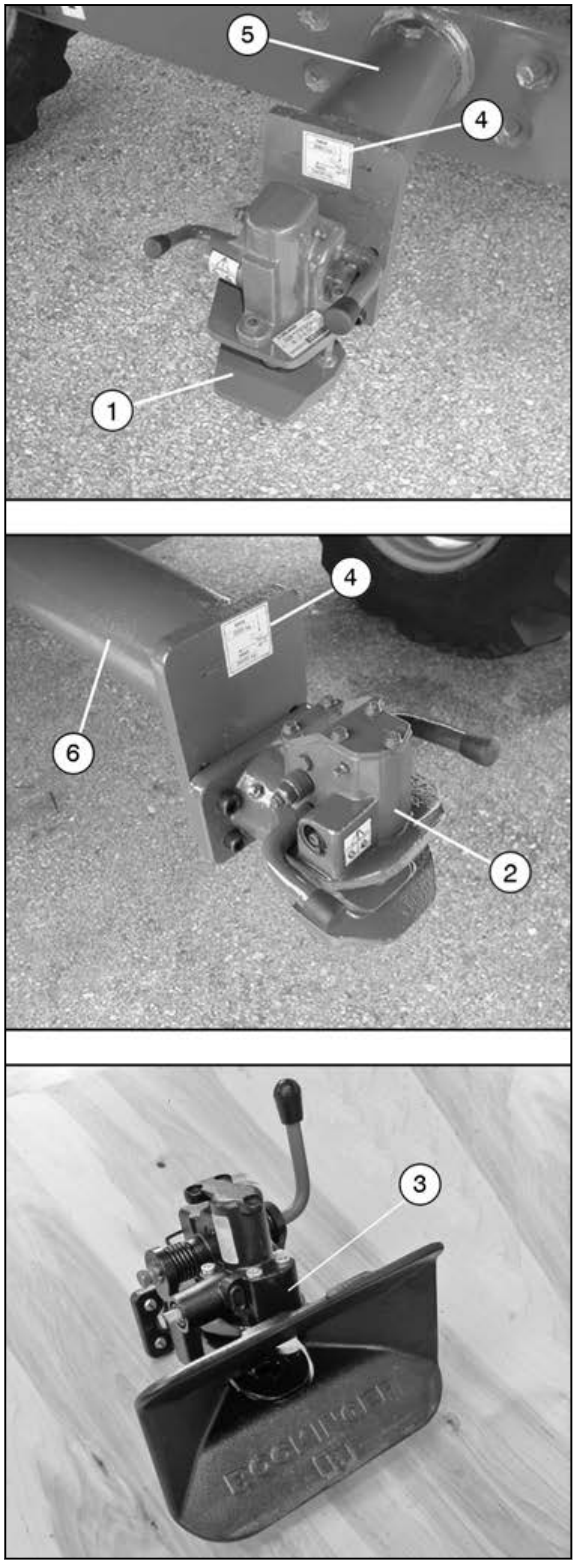


Fig. 91

2.14 Notes

2.14.1 Notes for road transport

Many countries have special regulations for driving combines on public roads, e.g.:

- Max. permissible width, length and weight, not requiring permission by the road traffic authorities.
- Max. length of the train, i.e. combine with table on trailer.
- Max. permissible width and length with permit from the road traffic authorities, without accompanying car/cars.
- Max. permissible forward speed.
- Use of lights, plates or flags to indicate a slow-moving vehicle.
- Additional signs for maximum dimensions.

The combine owner and/or operator should, therefore, inquire about applicable local regulations and requirements in this respect.

Additional lights for road transport with flip-up tables attached

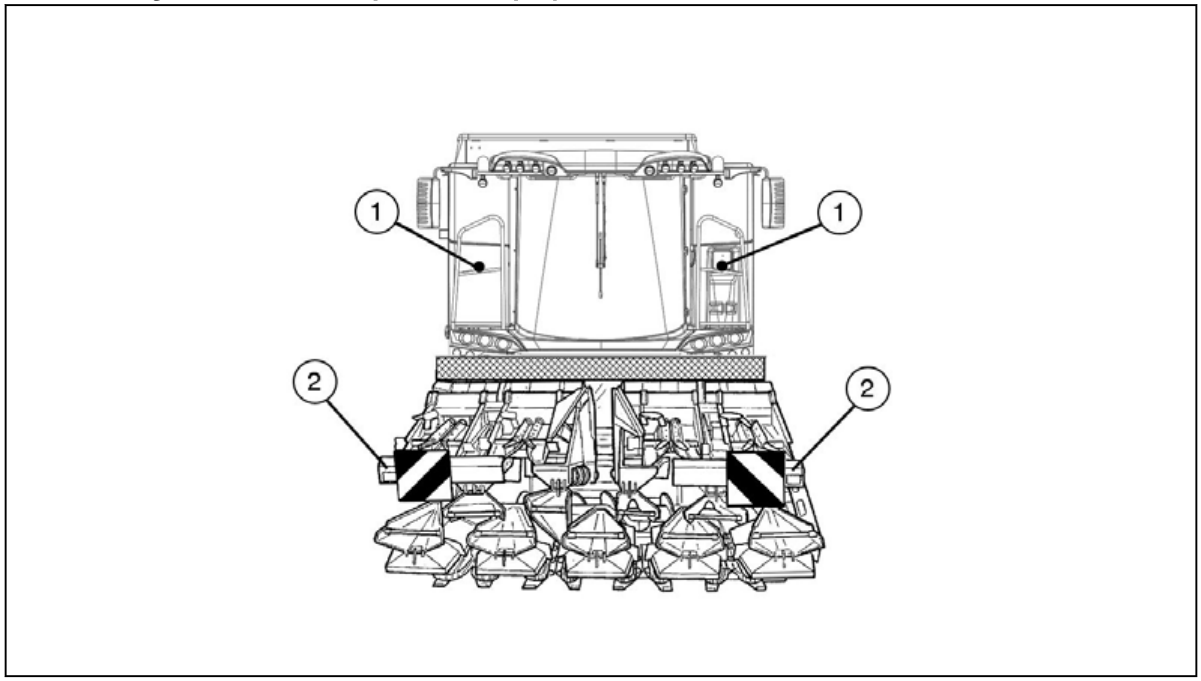


Fig. 100

When travelling on public roads with flip-up table attached, the machine must be equipped with additional headlights ((1)) parking lights and direction indicators ((2)).

3.7 Transmission

3.7.1 Rear-wheel drive

Fig. 7

Rear-wheel drive is available as an optional accessory. It is always installed (standard equipment) on FENDT 5275 C PLI – 6335 C PLI models only.

This feature proves particularly useful for working on hillsides with wet ground conditions.

The hydraulic motors (1) on the rear wheels make the combine's driving power and ease of steering better.

To connect rear-wheel drive, the machine must be stationary and the working mode must be selected.

If reverse gear is engaged, the rear-wheel drive is automatically excluded on FENDT 5275 C PLI – 6335 C PLI models only (with the leveling system activated).

If the operator connects rear-wheel drive while the machine is in movement, this command will be done only when the speed decreases below 1 km/h.

IMPORTANT: *Do not use rear-wheel drive while you drive the machine on the roads.*
*Select road transport mode (see the **Controls and instruments** section).*
When rear-wheel drive is engaged, the maximum speed in 1st, 2nd and 3rd gear is lower than the maximum speed possible when rear-wheel drive is disengaged.
Rear-wheel drive is automatically disengaged in 4th gear.
The maximum forward speed in working mode and with 4th gear engaged (without rear-wheel drive) is 18 km/h.

The symbols (4 e 5) appear on the display during the transition phase:

- symbol (4), yellow coloured = the parking brake is in the process of activating
- symbol (5), red coloured = the parking brake is in the process of deactivating.

IMPORTANT:

- *If the multifunction lever* (3) *is moved when the parking brake is on, the machine will not move.*
- *When the engine is switched off, the parking brake is activated automatically.*
- *If there is a problem, follow the procedure described in the section* ***Adjustments*** *in the chapter* ***Brakes.***

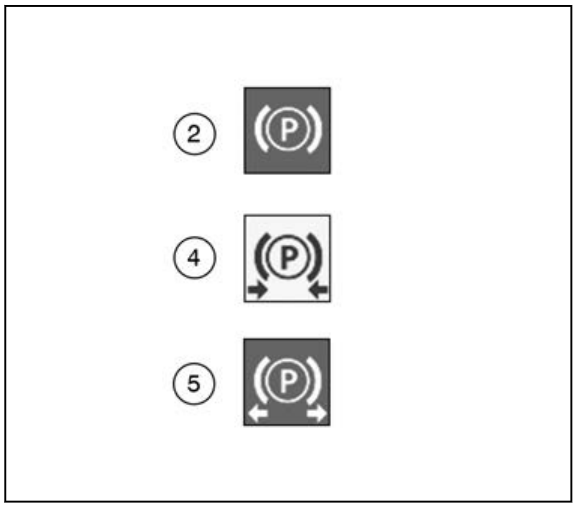


Fig. 7

4.5.6 Switch for threshing mechanism and straw chopper

CAUTION:

If the combine is equipped with a straw chopper and the respective deflector plates are in working position, the straw chopper rotor can also be engaged with this switch (2).

To connect the switch (2), lift the central part (with yellow border) and push it forward. To disconnect it, move it back to the central position.

- Forward = Activated
- Center = Deactivated
- Backward = Locked position (do not move the switch lever backwards)

Fig. 20

4.5.7 Switch for feed mechanism engagement

To connect the switch (3), lift the central part (with yellow border) and push it forward. To disconnect it, move it back to the central position.

- Forward = Activated
- Center = Deactivated
- Backward = Locked position (do not move the switch lever backwards)

Fig. 21

Maintenance cycle: Carry out planned operations

Parking brake activated

Parking brake being activated.

Parking brake being deactivated.

Rear-wheel drive activated

Operator NOT in the driver's seat – yellow symbol

Gear selected.

Transversal levelling limitations.

If the operator presence sensor is faulty, the operator can choose whether to continue to use the machine; this decision is entirely his or her own responsibility.

The icon at the side shows the last choice made by the operator.

Gray symbol against a gray background — Manual longitudinal leveling switch pressed, the leveling function is engaged.

Gray symbol against a gray background — Manual cross leveling switch pressed, the leveling function is engaged.

Gray symbol against a flashing yellow background — Manual longitudinal leveling switch pressed, but the leveling function is not engaged.

Gray symbol against a flashing yellow background — Manual cross leveling switch pressed, but the leveling function is not engaged.

Green symbol against a gray background — Automatic longitudinal leveling switch pressed, the leveling function is engaged.

4.6.8.3 Header settings

Push the icon shown here in the **Header configuration** screen and the header settings page shows.

On this screen you can set the basic header parameters and these are then processed by the system to allow the various automatic modes to operate properly.

Push the cell (1) and the drop-down menu opens with the headers in the system.

It is still necessary to check the maximum and minimum height values of the header as these can vary according to the tires fitted on the machine.

If any parameter was changed, the icon (2) is connected and gives you the option to save the new configuration with a name of your choice.

You can choose the header type from the three options on the menu that shows if you push the box (3):

- GRAIN
- CORN
- SUNFLOWER

In the following cells, enter the following data as accurately as possible:

- Header working width
- Header maximum height
- Header minimum height
- Sliding skid presence
- Sliding skids maximum opening
- Reel type
- Reel diameter
- Pulses sent by the reel speed control sensor in one revolution
- Number of rows in maize headers

To make sure that the data set is correct and to save it permanently, push (4) and then (7).

To make sure that the data set is correct, but to save it only temporarily, push (5) and then (7).

IMPORTANT: *If you change the data on this screen, the header must be re-calibrated.*

To exit the menu without saving, push (6) and then (8).

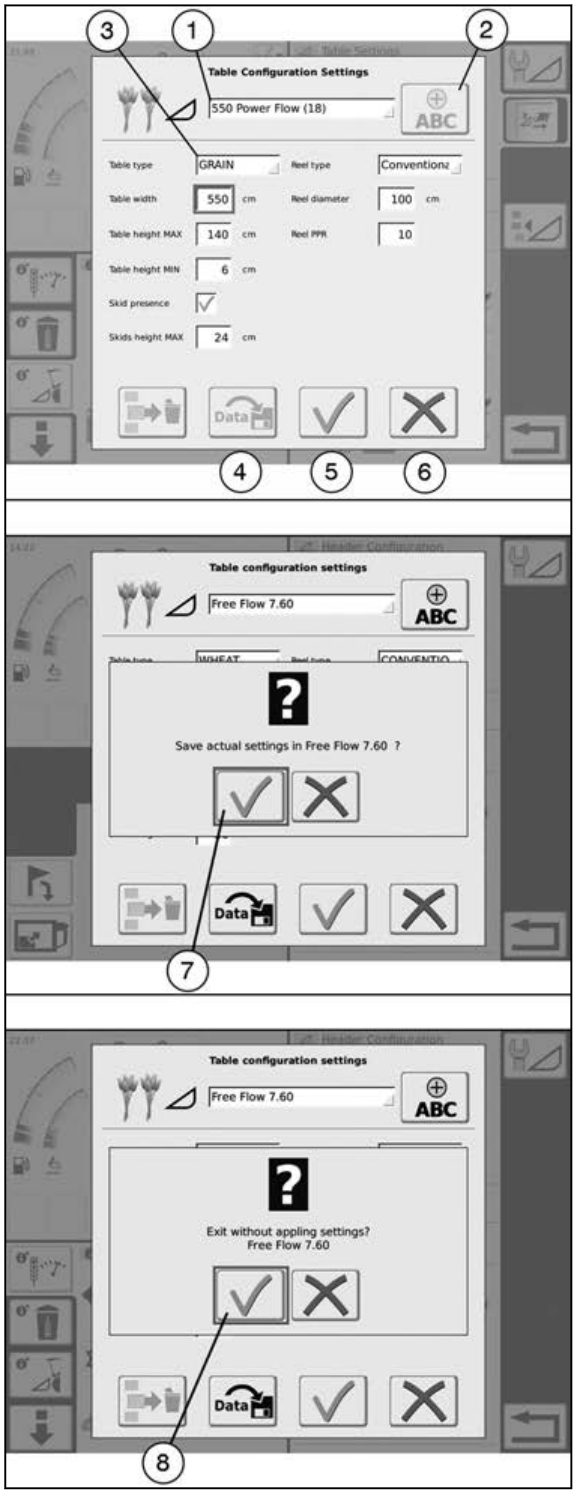


Fig. 53

The behavior of the table based on two or more automatic controls selected at the same time will be explained below.

4.6.16.1 Pre-set height and Automatic height

If you push the two push buttons (1 and 2), you have a combination of the two automatic controls.

Behavior of the cutting table will be similar to the behavior of the **Automatic height** mode, except that

If you push the push button shown here on the multifunction lever (with the feed mechanism engaged), the cutting table will quickly lower to height (3) and then slowly lower to the selected height (4); at the same time it will also monitor the signal given by the skids.

The bar changes its color to blue.

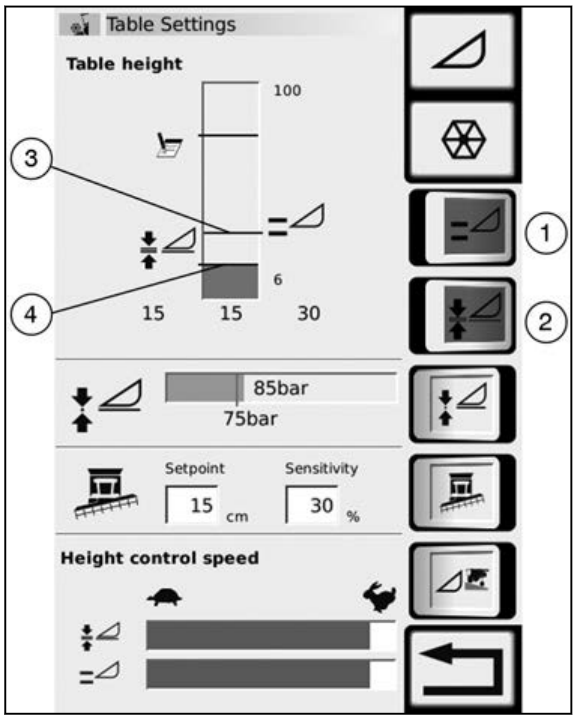


Fig. 64

4.6.16.11 Field pressure and Lateral floatation

Push the push buttons (1 and 2)to use the two automatic controls together.

When the push button shown here on the multifunction lever is pushed (with the feed mechanism engaged), the cutting table lowers slowly until it touches the ground and monitors the signal from the hydraulic circuit.

The bar changes its color to blue.

The cutting table will behave as in the **Field pressure** mode with the addition of the **Lateral floatation** control.

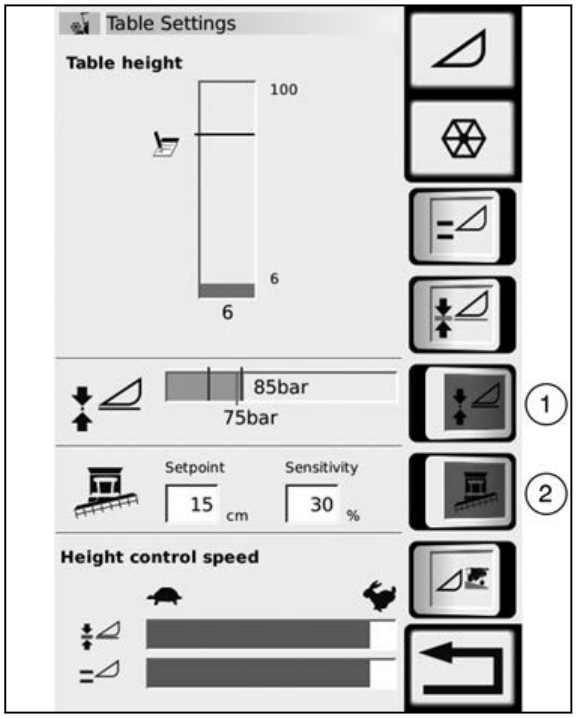


Fig. 76

If the operator pushes the symbol (2) but the problem continues, the visual and auditory alarms will stay connected until the error is corrected.

Message: minor hazard to the operator or abnormal operation of the machine.

The system shows a message on the screen, which goes out of view if the operator pushes the symbol (2).

Info: information for the operator regarding the correct management of the machine.

The system shows a message on the screen which goes out of view automatically after three seconds if the operator does not push the symbol (2) first.

4.6.21 Diagnostics

If you push the switch (A), it shows the general screen.

If you push the icon (1), this shows the diagnostics screen, which can help to troubleshoot potential faults.

The operator has free access to this, however the information is managed by the Dealer.

The Dealer also has available another diagnostics tool (EDT), which gives a more detailed analysis of problems and complete system management.

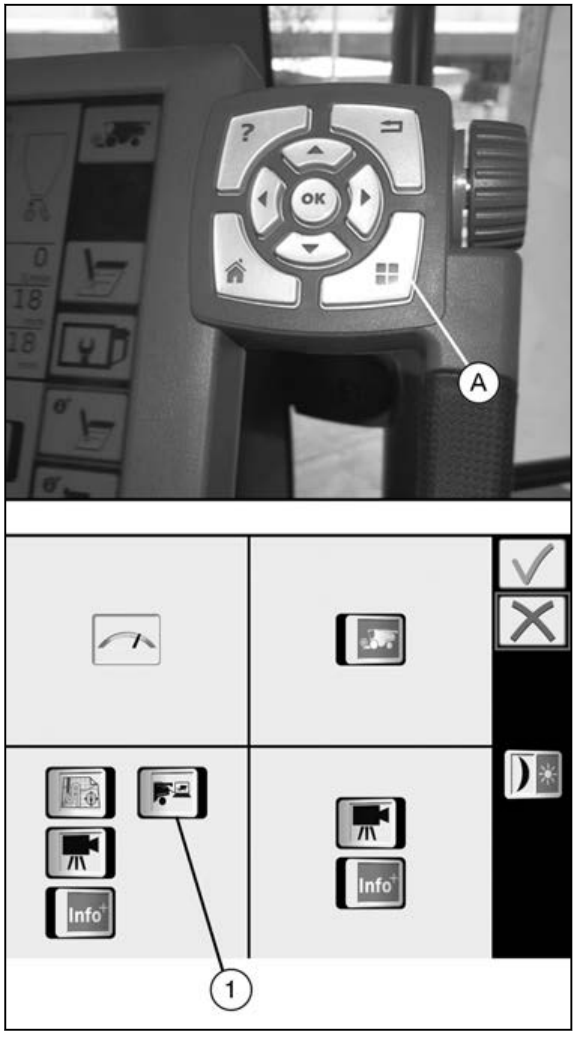


Fig. 89

Info+: Engine

The **Engine** screen displays the following parameters:

- Liters of fuel used in one hour (1)
- Litres of catalytic fluid used in one hour (2);
- Engine load (3);
- Internal pressure (4)
- Battery voltage (5)
- Coolant temperature (6).

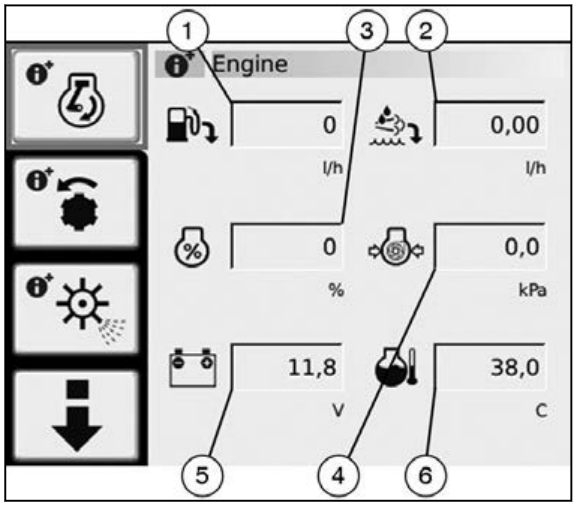


Fig. 103

Info+: Shaft speed

The **Shaft speed** screen displays the rotational speeds of the following components:

- Cylinder (1)
- Fanning mill (2)
- Separator (3)
- Returned crop elevator (4)
- Crop elevator to the tank (5)
- Straw chopper (6).

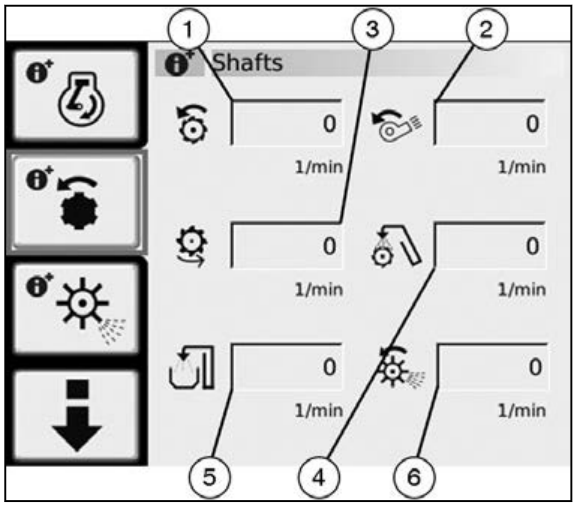


Fig. 104

- Push button (12) controls the washer jet (if the windshield wiper does not operate, it connects the wiper for a few seconds).
- Push button (13) controls the windshield wiper.

NOTE:
The washer fluid tank (H) *is located on the rear left-hand side of the cab. You can access the tank by opening the left-hand door.*

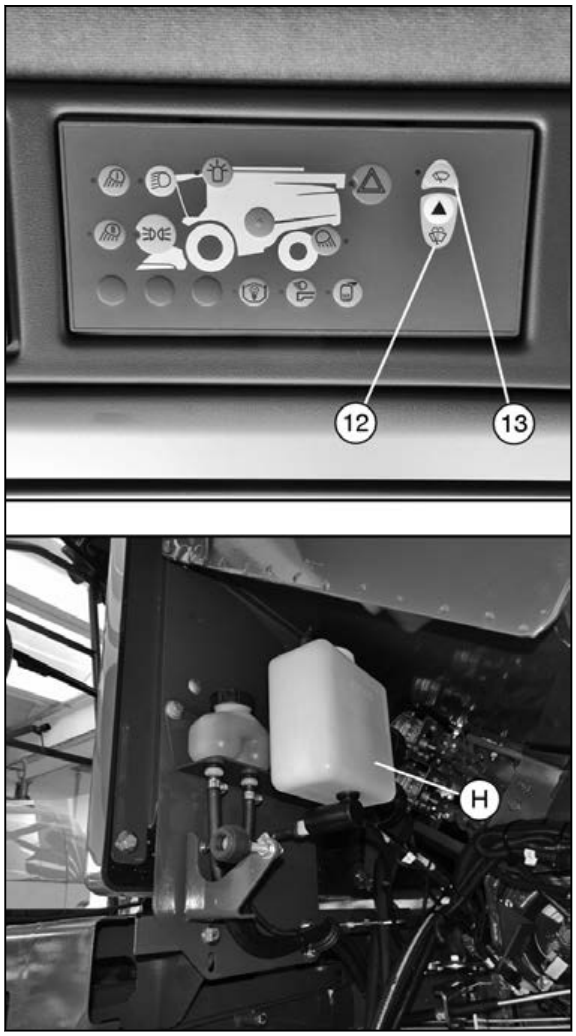


Fig. 120

The machine also has a light (I) for the access ladder to the engine. This light is not controlled from the lighting panel but directly by a switch on the rear part of the light itself.

Power is only supplied to the light if the combine starter switch (see icon alongside) is in position 1.

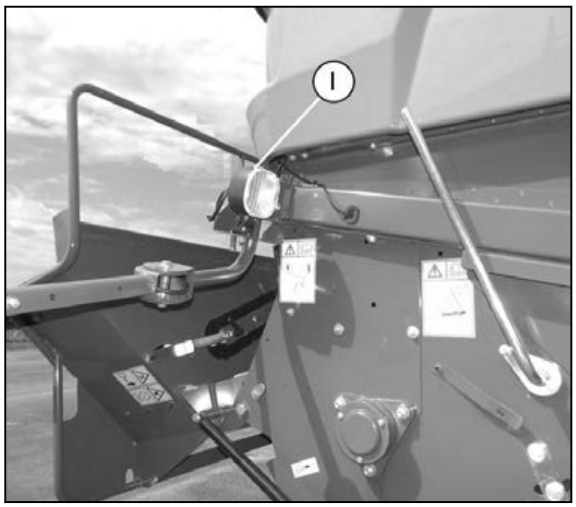


Fig. 121

- For driving on public roads, keep the ladder vertical and press the pedal (4).
- Turn the ladder forward using the handrail (5), release the pedal (4) and check that the lock pin engages.

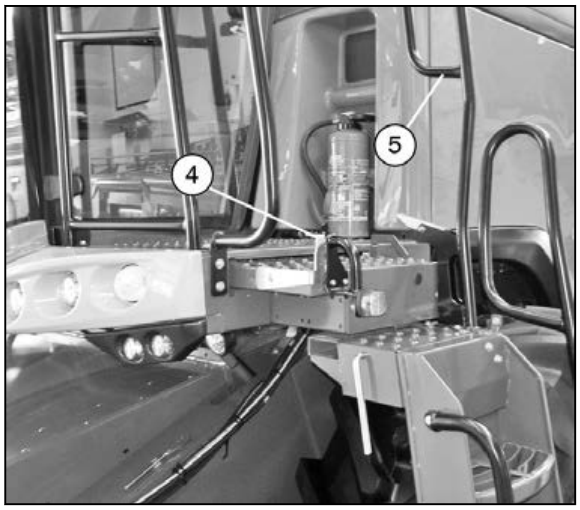


Fig. 136

- Now the ladder (1) is in position (A), which is the only position permitted for road transport.
- To get off the operator platform, proceed in reverse order.

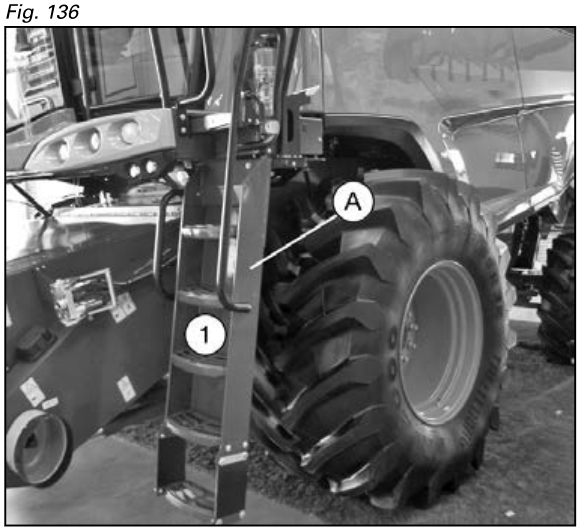


Fig. 137

4.8.2 Access to and cleaning of the front windshield of the cab

To clean the cab windshield (1), you must use the two platforms located on the sides of the cab or, to clean the windshield from the ground, you must use a brush with a telescopic tube.

To access the left-hand platform, follow the procedure described in the previous paragraph to access the operator platform.

Clean the windshield but only clean up to the front rail (2).

Fig. 138

- Connect the push button (3) that controls the road transport mode. This activates the rotary beacons and disables the controls on the multifunction lever.
- If towed flip-up tables are being used, lock the lateral floatation.
- Be very careful when entering public roads and while driving. Make an effort not to obstruct the traffic.
- Lower the straw chopper spreader hood to the working position (only on combines equipped with a straw chopper which are not towing a table trailer).
- In countries where road transport is permitted with the flip-up table attached, mount the auxiliary lights at the front of the table and the ballast for balancing the machine.

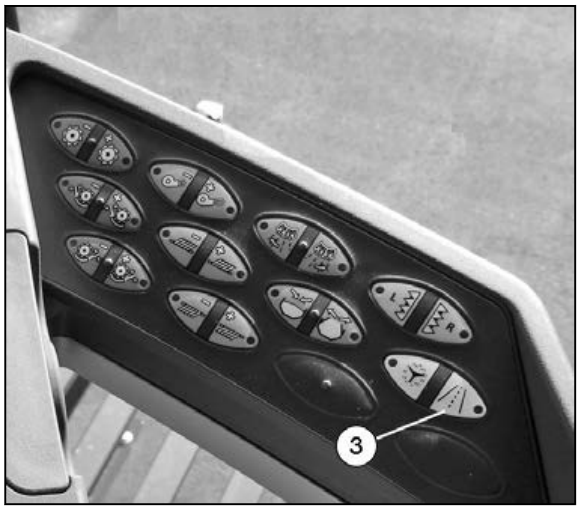


Fig. 154

- Before connecting the table trailer (if it is used) to the combine trailer hitch, turn the chaff spreader to a horizontal position.
- Switch off the work lights.
- Disengage the four-wheel drive (if fitted).
- Fasten the safety belts.

5.3 Cutting table

5.3.1 Attaching and removing the table

DANGER:

Risk of squeezing, cutting or shocks. During cutting table attachment/removal operations, stay out of the maneuvering area. Never climb under the cutting table unless the safety stops in the lifting rams have been engaged.

Attaching the cutting table

1. Refer to the Operator's Manual corresponding to the type of cutting table installed on the machine.
2. Set the table control system to manual.
3. Place the cutting table on flat ground, or as level as possible. If it is placed on the trailer, release it from the transport hooks.
4. Ensure that the lever (1) for positioning the table bottom locking hooks is shifted down.

   NOTE: *The right- and left-hand hooks are coupled by a shaft, which means that there is only one lever (1) on the left-hand side.*

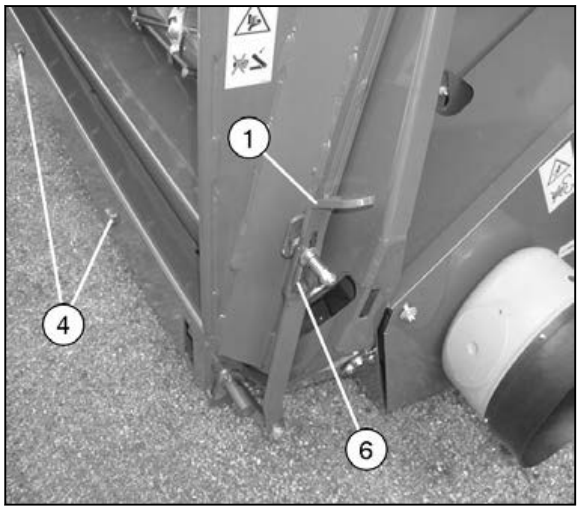


Fig. 3

5. Slowly move the machine towards the cutting table, being careful to center the main crop elevator on the table inlet.
6. For easier alignment, the cutting table and the crop elevator of the machine are equipped with a yellow sticker (A and B) that is positioned centrally.

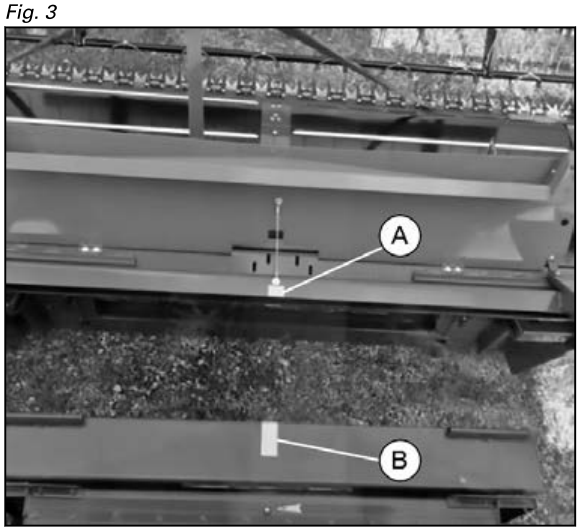


Fig. 4

5.4.2 Reverse drive system

The machine is supplied with a special system for reversing the rotational direction of the table (1) and main crop elevator (2).

WARNING:

If the blockage cannot be removed by the reversing mechanism, disengage the threshing unit, turn off the engine and wait until all moving parts have come to a complete stop before you remove the blockage manually. Remove the starter switch key from the instrument panel.

In case of a blockage of the feed auger and/or of the crop elevator that activates the safety clutch, proceed as follows.

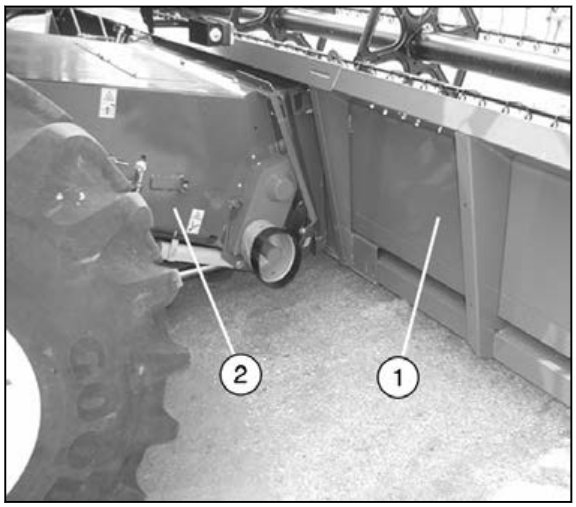
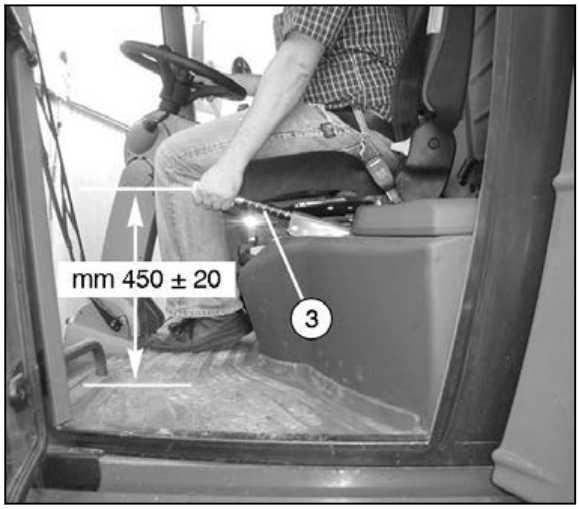


Fig. 16

Procedure

- Immediately bring the combine to a stop.
- Move the control switch to the rest position to disengage the table.
- Move the machine back a few meters.
- **Reduce the engine speed to a minimum.**
- Fully extend the lever (3) for the reversing mechanism (4) and pull it upwards.
- Keep the lever (3) in this position until all the material has been ejected.

  NOTE: *When the system is activated, the front end of the lever must be 450 ± 20 mm from the cab floor. For reversing mechanism adjustment, see the section* ***Adjustments.***
- Release the lever (3) then reinsert the mobile part of the lever in the fixed part.
- Ensure that the table is stationary.
- Lift the reel and engage the header drive.
- The crop can be slowly fed by the reel into the table auger.



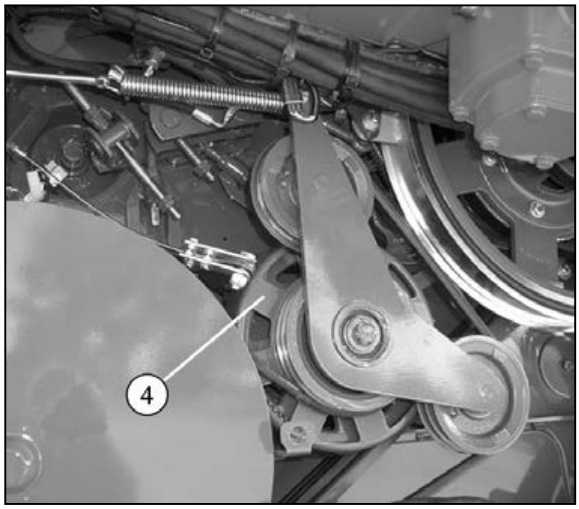


Fig. 17

These values can be checked against the true clearance through the side openings (4 and 5) on each side.

On the **machine settings** page, select the sectional concave option (6).

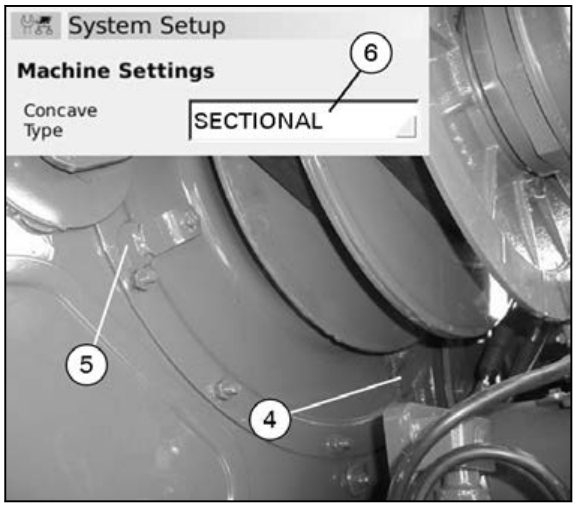


Fig. 37

5.5.3.1 Concave filler plates

Assembly

1. Long wires and three concave filler plates are supplied as standard, with the relevant fastening rods.

The concave filler plates can be easily installed on the concave after you remove the stone trap (see **Stone trap assembly removal/refitting** section) and the front section of the concave.

2. Install the concave filler plates (1) on the concave.

NOTE: *You can install a maximum of three plates and the shortest plate is installed on the first concave drain.*
It is recommended to only install two concave filler plates on the first two concave drains.

3. Insert the pins (2) to secure the concave filler plates.

NOTE: *Insert the short pin only into the first plate.*

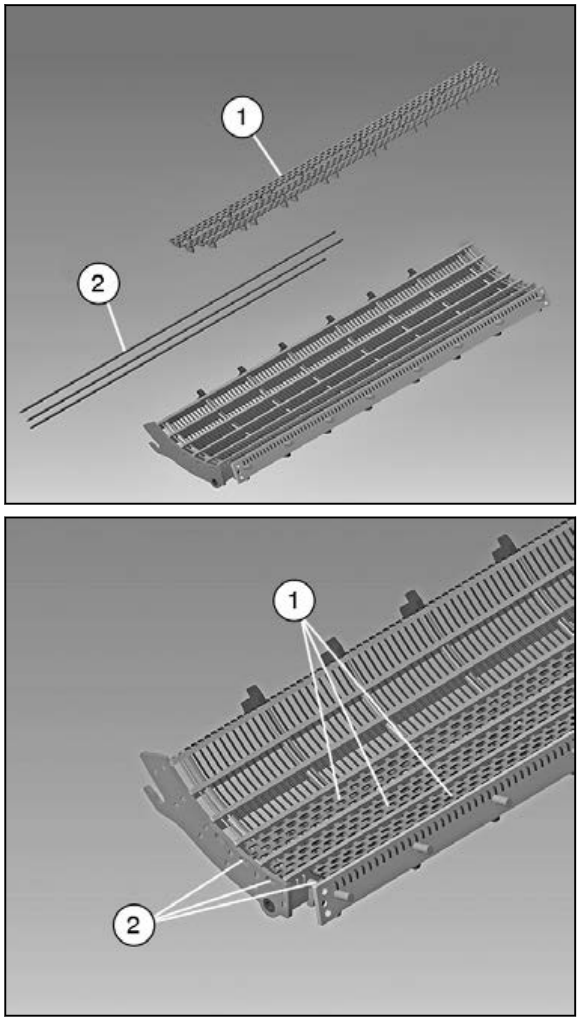


Fig. 38

5.6.4 Multi Crop Separator speed

The Multi-Crop-Separator has two working speeds:

- 750 rpm is the normal speed for most crops (**wheat, barley, oats, rye, rice, etc.**).
- 410 rpm should only be used with engaged concaves for **maize** and **sunflower.**

IMPORTANT:
Never disengage the Multi Crop Separator concaves whilst threshing maize and sunflower.

The kit for reducing the Multi Crop Separator speed (kit supplied with the variant for maize harvesting) must be fitted by appropriately trained staff:

Do as follows:

Procedure

- Use a 30 mm spanner to turn the hexagon (1) clockwise to loosen the drive belt tension.
- Remove the MCS drive belt.
- Move the rods (2) to fully lift the Multi Crop Separator cylinder and increase the distance from the lower concave (6).

  NOTE:
  For this operation to be performed correctly, after you loosen the nuts that lock the two supports (3)*, move the two sides at the same time to lift the cylinder.*

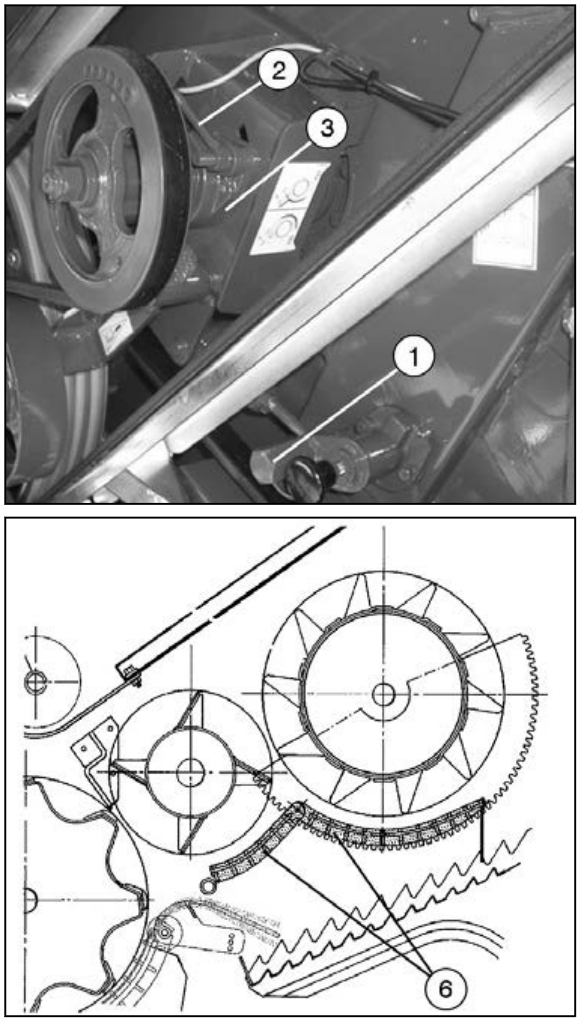


Fig. 52

5.10 Top sieve

5.10.1 Adjustment

The adjustable sieve (1) opening varies depending on crop type and conditions.

As a rule, considering loss and degree of cleaning, the basic setting shown in the **Basic settings** table at the end of this section should be observed.

Proceed with the adjustment as follows:

- The adjustable extension (2) must be opened at least as wide as the sieve.

  When you work in green crops (grass, etc.) the opening of the extension must be reduced to prevent the overload of the tailings system.

- Adjustment of sieve opening is performed from the operator seat.
- Adjustment of sieve extension opening is performed subsequently, using the lever (4).
- When harvesting very light crops the inclination of the extension should be varied in relation to the sieve (A: High position - B: Normal position).
- To change the inclination of the extension, insert the spacer (5) between the rear beam and the extension, as shown in the illustration.

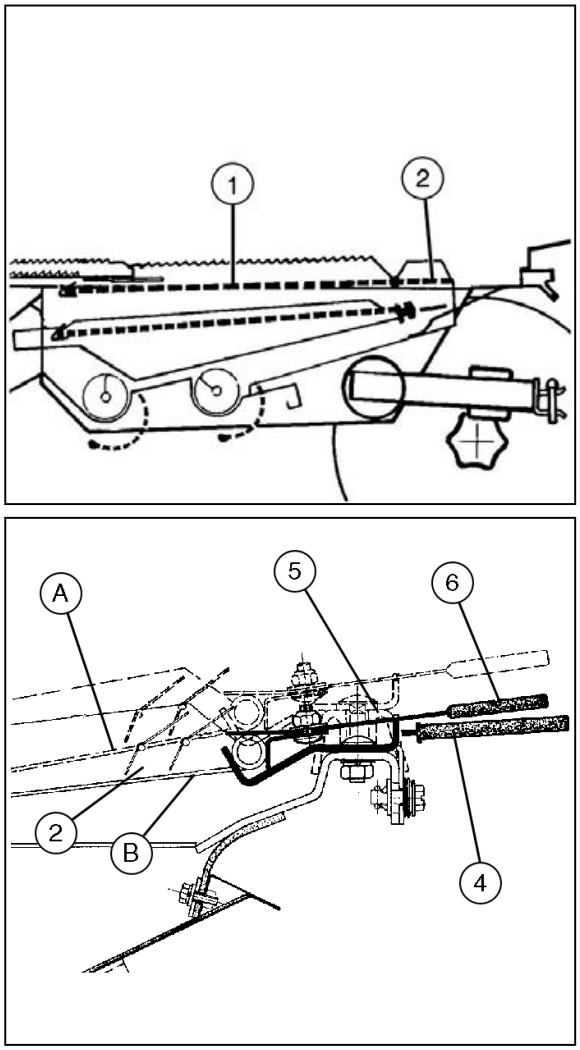


Fig. 69

is only deactivated when the feed mechanism is disconnected.

The vertical position of the sensors (1 and 2) can be adjusted.

5.13.1.3 Grain tank control window

The operator can readily view the quantity of crop harvested through the window (1) located between the cab and the grain tank.

The window consists of two layers of glass: an inner layer on the tank end, and an outer layer on the cab end.

Fig. 80

A seal (2) between the two layers prevents dust and debris from entering this area.

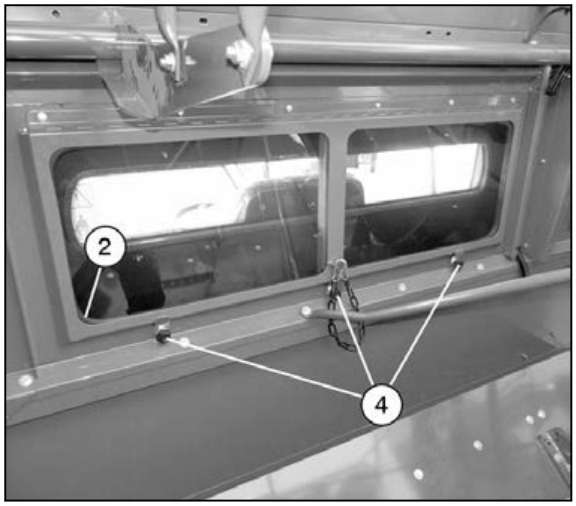


Fig. 81

6. Lubrication and Maintenance

Every 500 working hours

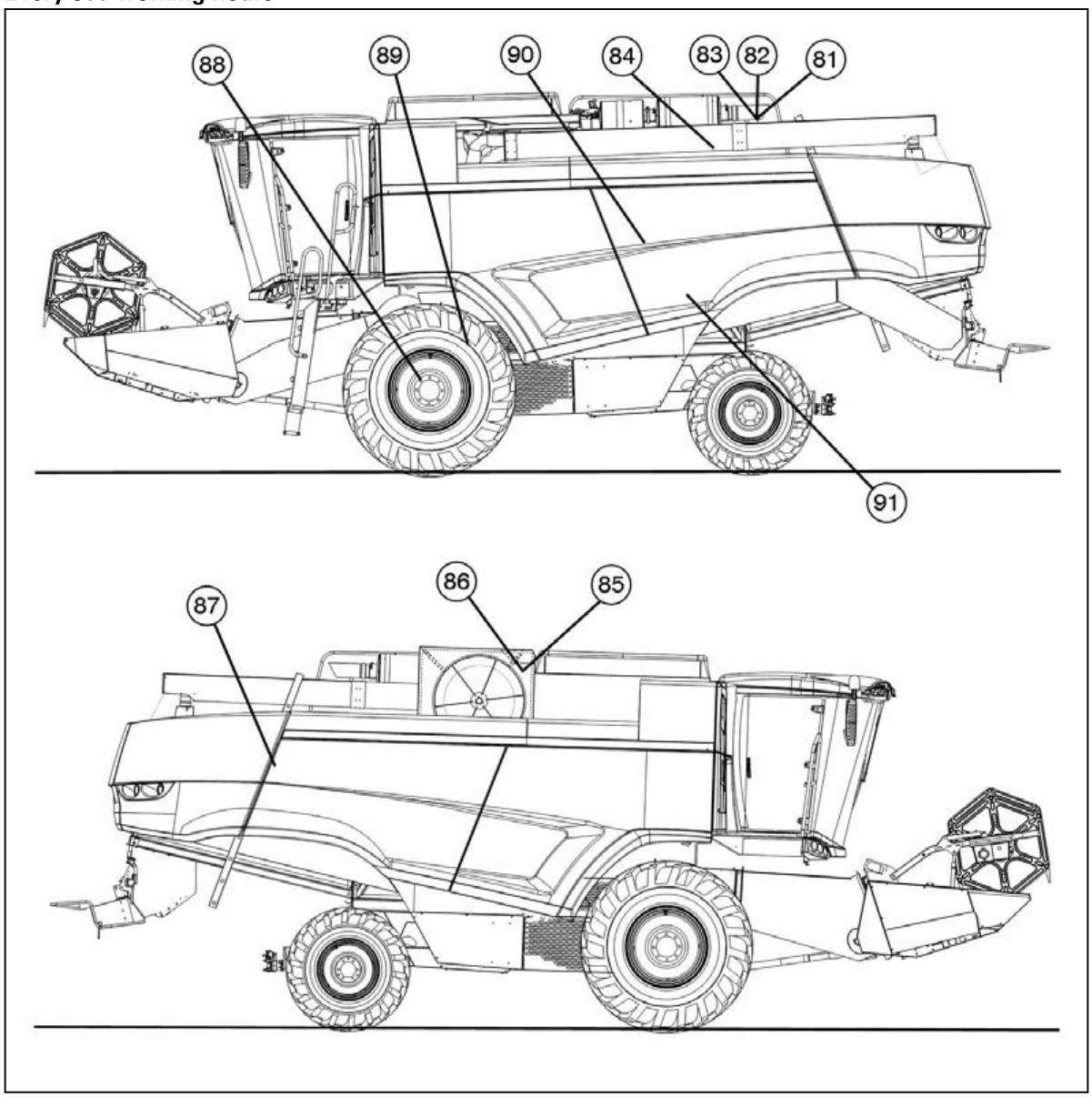


Fig. 10

(81) Hydraulic systems oil
(82) Hydraulic and hydrostatic system return filter
(83) Hydraulic oil intake filter
(84) Filter, hydrostatic transmission
(85) Engine diesel oil filter
(86) Dehydrator filter
(87) Catalytic fluid filter
(88) Reduction gear housings **=>**
(89) Gearbox
(90) Air compressor (if fitted)
(91) Battery

=> Repeat the operation on the opposite side of the machine

6.3.4.9 Condenser (19)

Cleaning

- Clean the condenser with a jet of air.
- Check whether the fins are distorted, and straighten them if required.
- For easier cleaning of the condenser, it can be turned outward, after removing the screws (1).
- After completing the operation, return the condenser to its original position.
- Secure it with the screws (1).

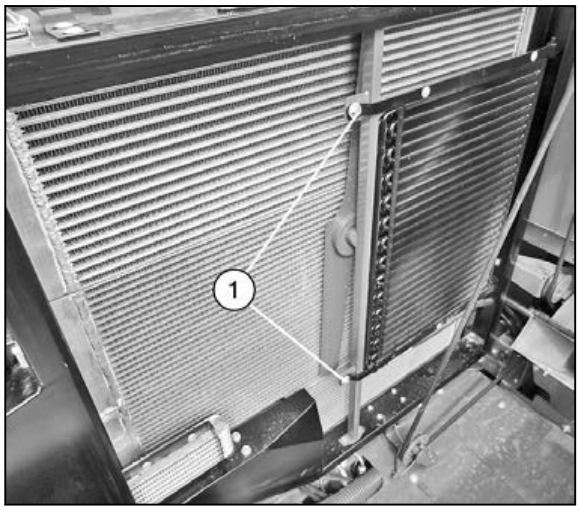


Fig. 25

6.3.5.8 Threshing-mechanism belt tensioner (38)

Apply Fendt Extra Grease EP to the grease nipple indicated.

Fig. 40

6.3.5.9 Hydrostatic-pump belt tensioner (39)

Apply Fendt Extra Grease EP to the grease nipple indicated.

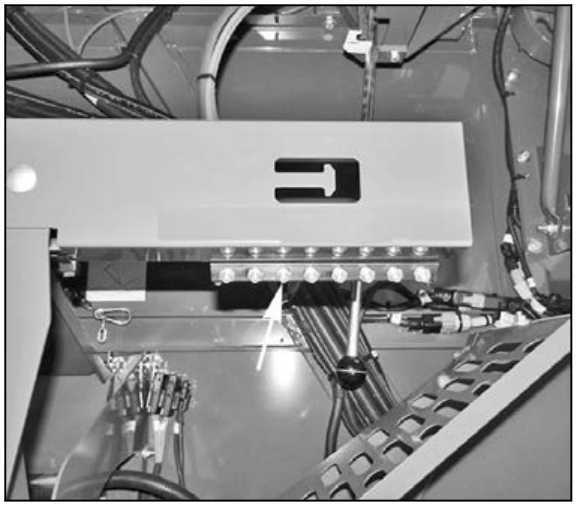


Fig. 41

6.3.6.6 Straw chopper drive-belt tensioner (66)

Apply Fendt Extra Grease EP to the grease nipple indicated.

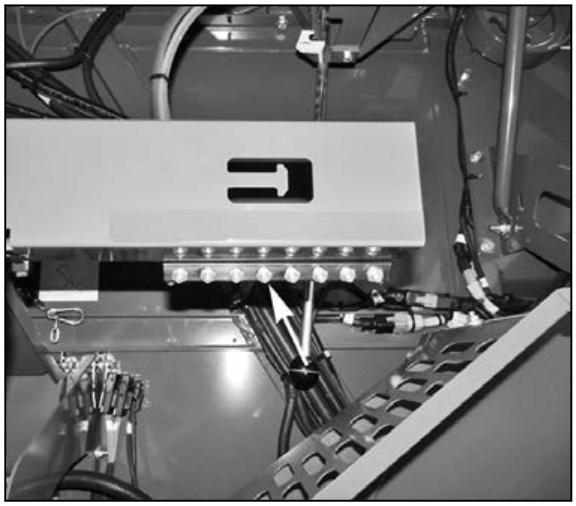


Fig. 57

6.3.6.7 Straw chopper idler shaft (67)

Apply Fendt Extra Grease EP to the two grease nipples indicated.

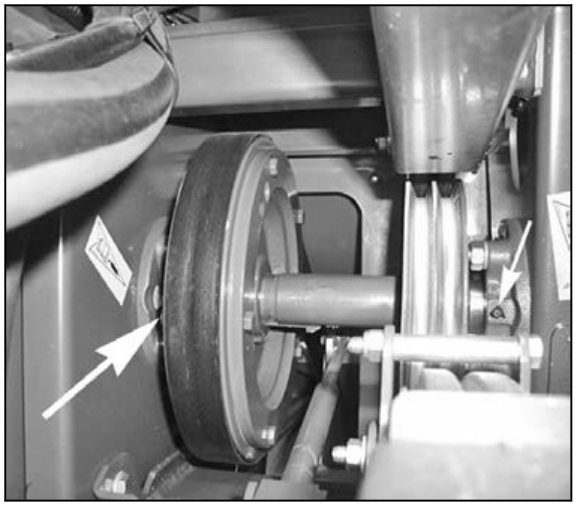


Fig. 58

- Check the oil level in the tank.
- Check the filter for leaks.

6.3.7.5 Engine diesel-fuel filters (85)

IMPORTANT: ***Use only genuine filters.***

WARNING:

Diesel oil spilled on hot surfaces or electrical circuits may cause a fire. To prevent any accidents, remove the ignition key before changing the filter.

IMPORTANT:
Fuel quality and proper cleaning are extremely important for correct engine operation and lifetime.
Do not let dirt enter the fuel circuit.
Use a suitable container to collect any fluid escaping when bleeding the circuit. Clean the spilled fuel immediately.

Procedure

- Make sure that the grain tank cover is open.
- Stop the engine.
- Remove the starter switch key from the instrument panel.
- Use the ladder supplied to get in the grain tank.
- Remove the door so you can easily access the fuel filters (1 and 2).
- Clean the area around the two filters(1 and 2).
- Remove the connection (3) from the water-in-fuel indicator (4) in the prefilter (1).
- Remove and discard the old filter elements.

  IMPORTANT: *Collect any out-flowing fuel in an appropriate container.*
- Remove the water in fuel indicator (4) from the bottom end of the prefilter (1).
- Fit the water in fuel indicator on the bottom end of the new prefilter.

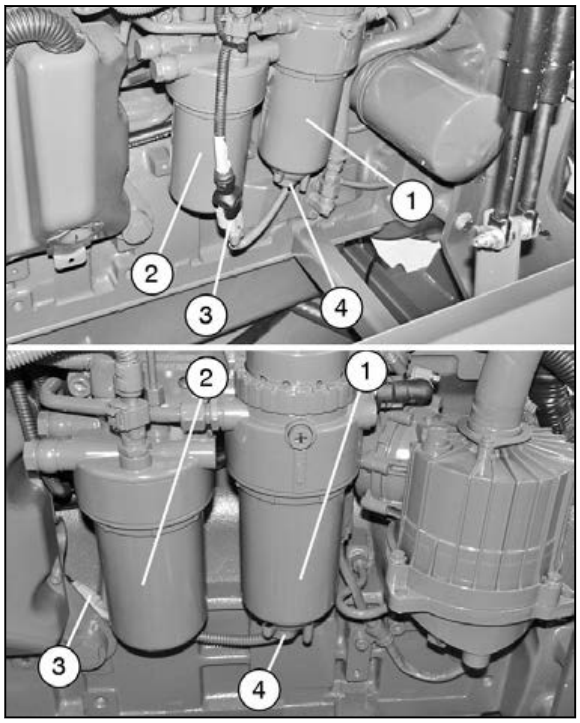


Fig. 75

- Lubricate the O-ring seal on each filter with clean fuel.
- Fill each outer filter canister with clean fuel.
- Fit the new filters and tighten them to a torque of 40 Nm.
- Reconnect the water in fuel indicator to the main system.
- Bleed any air left in the supply circuit tubes. (See the **Engine Fuel System** chapter in the **Systems** section).
- Start the engine.
- Stop the engine after a few minutes and then make sure that there are no leaks in the supply circuit.

  IMPORTANT: *When the engine is running, leaks from the prefilter are hard to detect due to the vacuum in the filter.*
  In case of leaks, air will enter the fuel causing loss of engine power.

6.4.1.7 Catalytic fluid tank (DEF) (7)

At the end of the season, it is advisable to drain the fluid left in the tank by drawing it through the drain line located on the bottom part of the tank. Therefore, clean the tank with hot water to eliminate residual catalytic fluid that may crystalize.

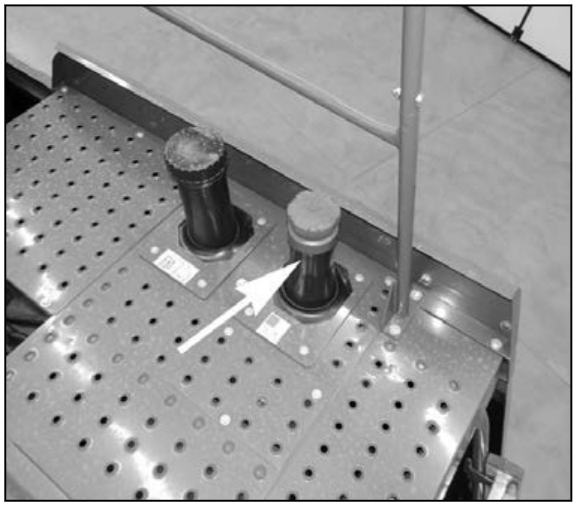


Fig. 89

7.2.1.3 Multi-Crop Separator drive belt (3)

This drive has an automatic tensioner so it is sufficient to do a check of the compression of the spring (1).

- Multi Crop Separator drive (a) (750 rpm): Make sure that the length of the spring is the same as the gauge (2).
- Multi Crop Separator drive for maize (b) (410 rpm): The spring length must be 105-110 mm; if necessary, use the nuts (3) to adjust.

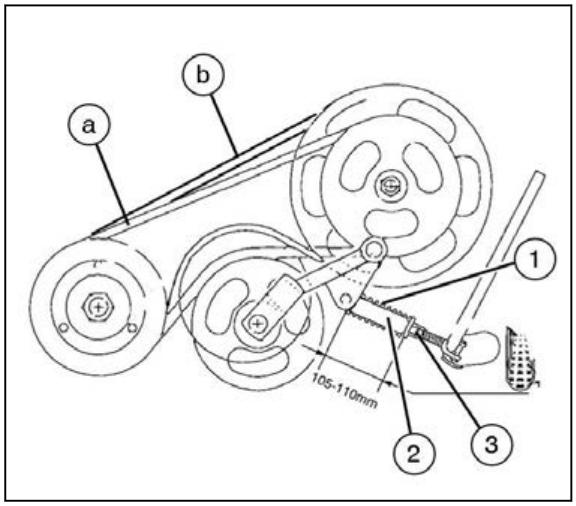


Fig. 6

7.2.1.4 Unloading-auger drive belt (4)

The length of the spring (1) must be 140 ± 1 mm when the drive is engaged.

To restore the tension:

- Loosen the nut (2).
- Unscrew the pivot pin (3).
- Tighten the nut (2).

Due to frequent engagement under load, the length of the belt may vary.

Check, particularly in the first few hours of work, that the length of the spring remains constant, as stipulated.

Make sure that the clearances between the belt and the guide belt are as follows when the drive belt is engaged:

- A - B - C = 5 mm
- D = 14 mm

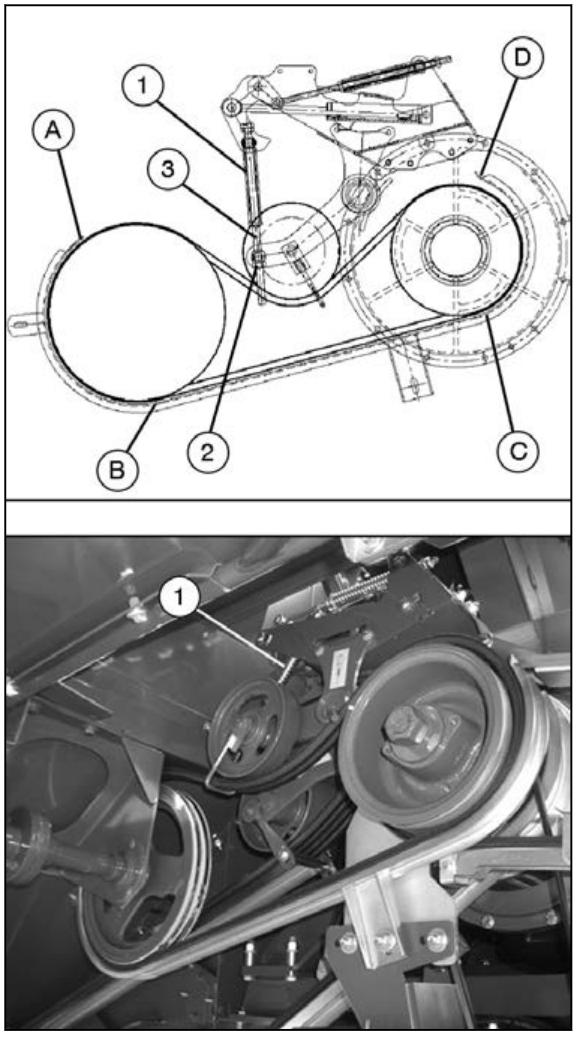


Fig. 7

7.2.2 Belts and chains (right-hand side)

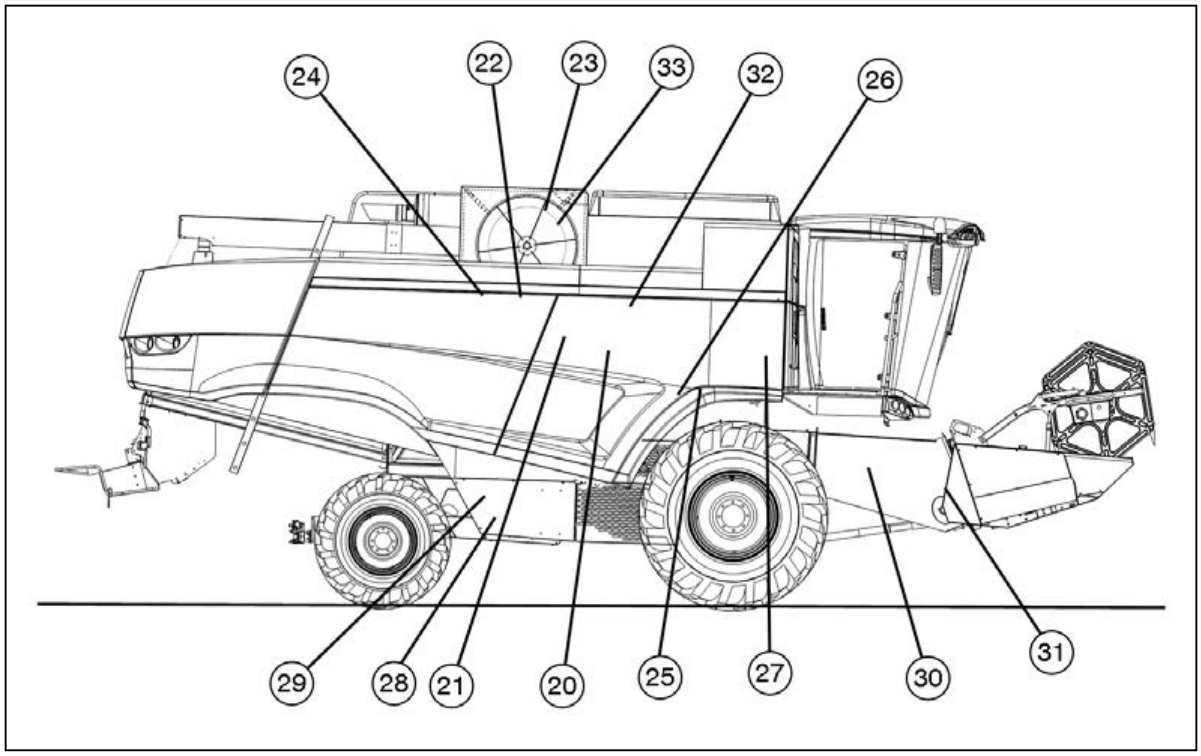


Fig. 22

(20) Belt drive for reel pump
(21) Dust aspirator drive belt
(22) Belt drive for rotary screen
(23) Belt drive for engine coolant pump
(24) Belt drive for engine fan and alternator
(25) Threshing-drum variator drive belt
(26) Fanning-mill variator belts
(27) Top tailings-auger drive chain
(28) Crop elevator chain
(29) Tailings elevator chain
(30) Front crop elevator chain
(31) Chain drive for finger feed roller
(32) Tank filling auger drive chain
(33) Cab air-conditioning compressor drive belt

7.2.2.1 Reel-pump drive belt (20)

Belt tensioning

- Loosen the nuts (1) in the pump body.

  NOTE:
  The belt is tensioned by shifting the pump body.
- Tighten the nut(2) to compress the spring (3) to a length corresponding to that of the gauge (4).

  NOTE:
  Do not tension the belt more than prescribed, to avoid overloading and damage to the pump bearings.
- Tighten the nuts (1) in the pump body.

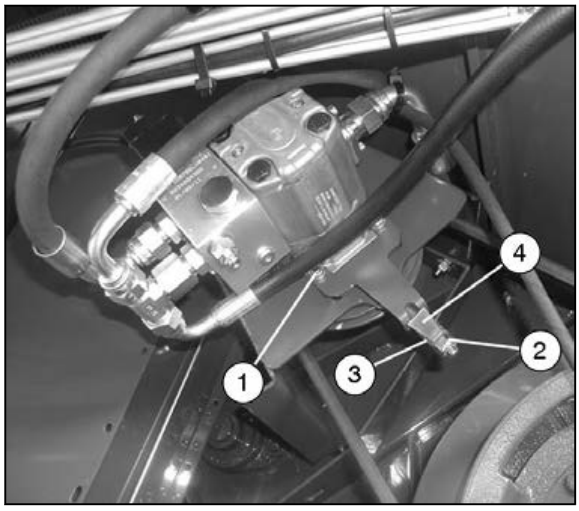


Fig. 23

7.3.2 Adjustment of the distance between disks

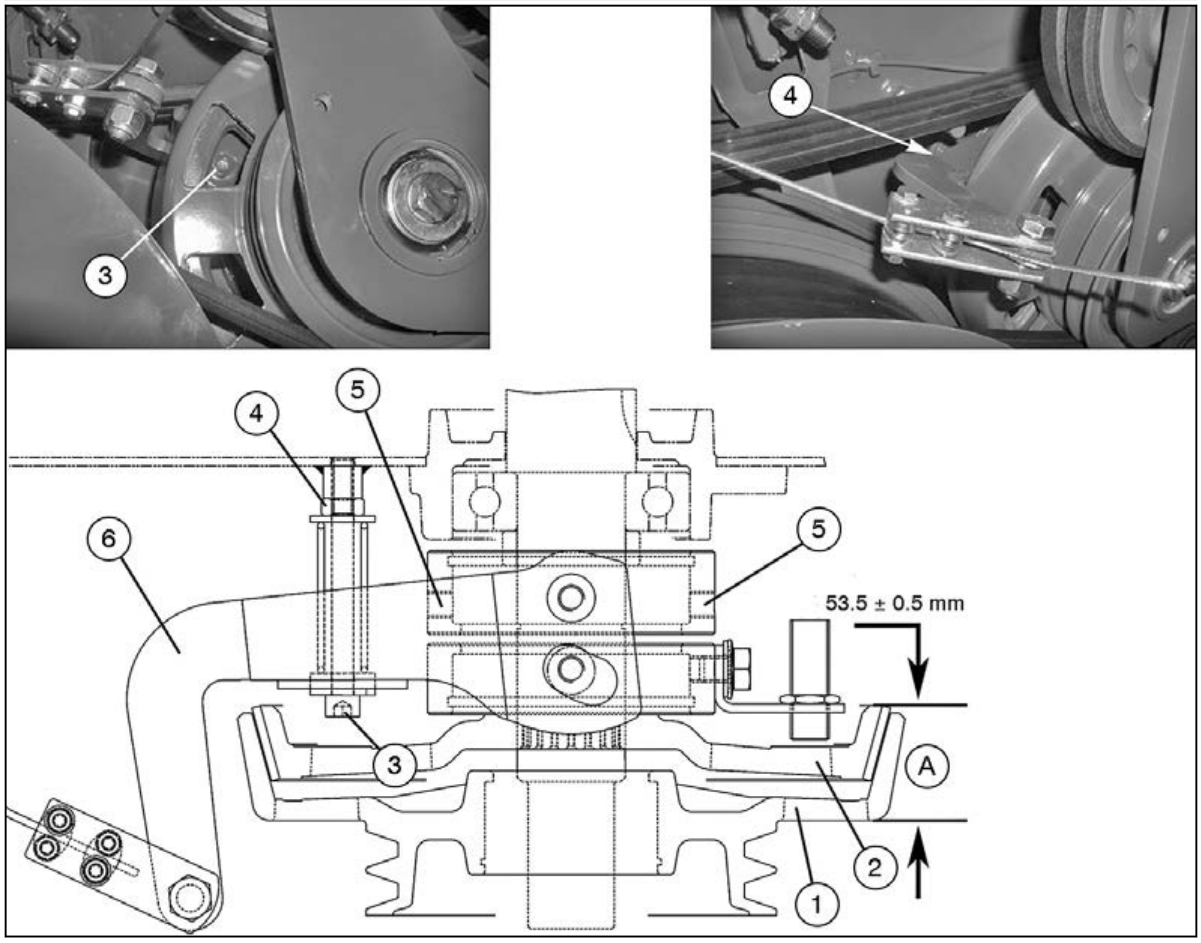


Fig. 39

Procedure

- Make sure that distance A, between the fixed outer disc (1) and the mobile disc (2), is 53.5 ± 0.5 mm.

  To adjust this distance, use the adjusting screw (3) as follows.
- Loosen the counter-nut (4).
- Tighten the screw (3) to decrease distance A, and loosen the screw (3) to increase the distance.
- Tighten the lock nut (4).

  NOTE: *After an extended period of use, the mobile element can be brought 3 mm closer to the fixed element. To do it, use the holes* (5) *for new attachment of the control lever* (6).

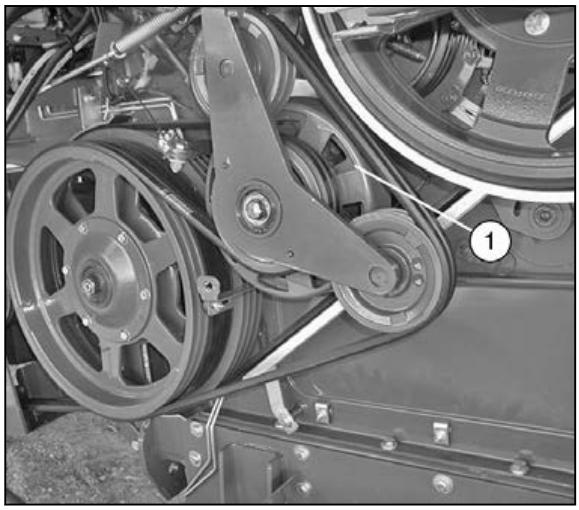


Fig. 40

NOTE: *The front wheels are fixed with ten bolts on the models designed for hilly ground and eight bolts for models designed for flat ground.*

Value in mm of measurement X			
460/70 R24 — 540/65 R24		**460/70 R24 (4WD) — 540/65 R24 (4WD)**	
C	**D**	**C**	**D**
208	208	97	97

7.9.2 Suggestions regarding the battery

DANGER:

Risk of short circuit. Always take the greatest care. To connect: Start with the positive and then with the negative. To disconnect: Start with the negative and then with the positive.

DANGER:

Risk of explosion. Never charge a frozen battery. It could explode. Avoid sparks or naked flames near the battery, the battery gas could explode. Never check the battery charge by placing a metal object between the terminals; use a voltmeter or a densimeter.

1. When using an external battery, always connect it in parallel, i.e. positive pole (+) to positive pole (+) and negative pole (-) to negative pole (-).
2. Before connecting a battery charger, always remove the cables.

   Remove the battery plugs so that hydrogen released during charging, can escape.

   Make sure the battery charger is connected correctly.
3. Never start the engine when the cables between alternator and battery are disconnected.
4. At low temperatures, add water immediately before starting the engine.

   In this way, the charging current allows water and electrolyte to mix preventing freezing of the battery.
5. If the engine is difficult to start, do not keep the ignition key in starting position for more than 20 seconds, rather try again after a few seconds.
6. The battery should not be disconnected while the engine is running, as this could cause severe damage to the alternator.
7. Batteries should be stored only when charged.
8. To ensure long life of the battery, switch off all lights before starting the engine.
9. Battery terminals must be regularly cleaned and coated by a film of acid-proof grease or industrial petroleum jelly to prevent corrosion.

Excess fuel is recovered by the injectors and the pressure regulator valves, and is routed back to the heat exchanger (9).

The cooled fuel then returns to the tank.

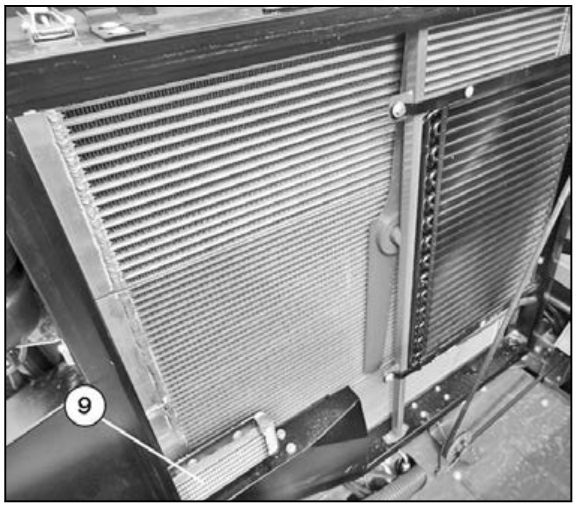


Fig. 10

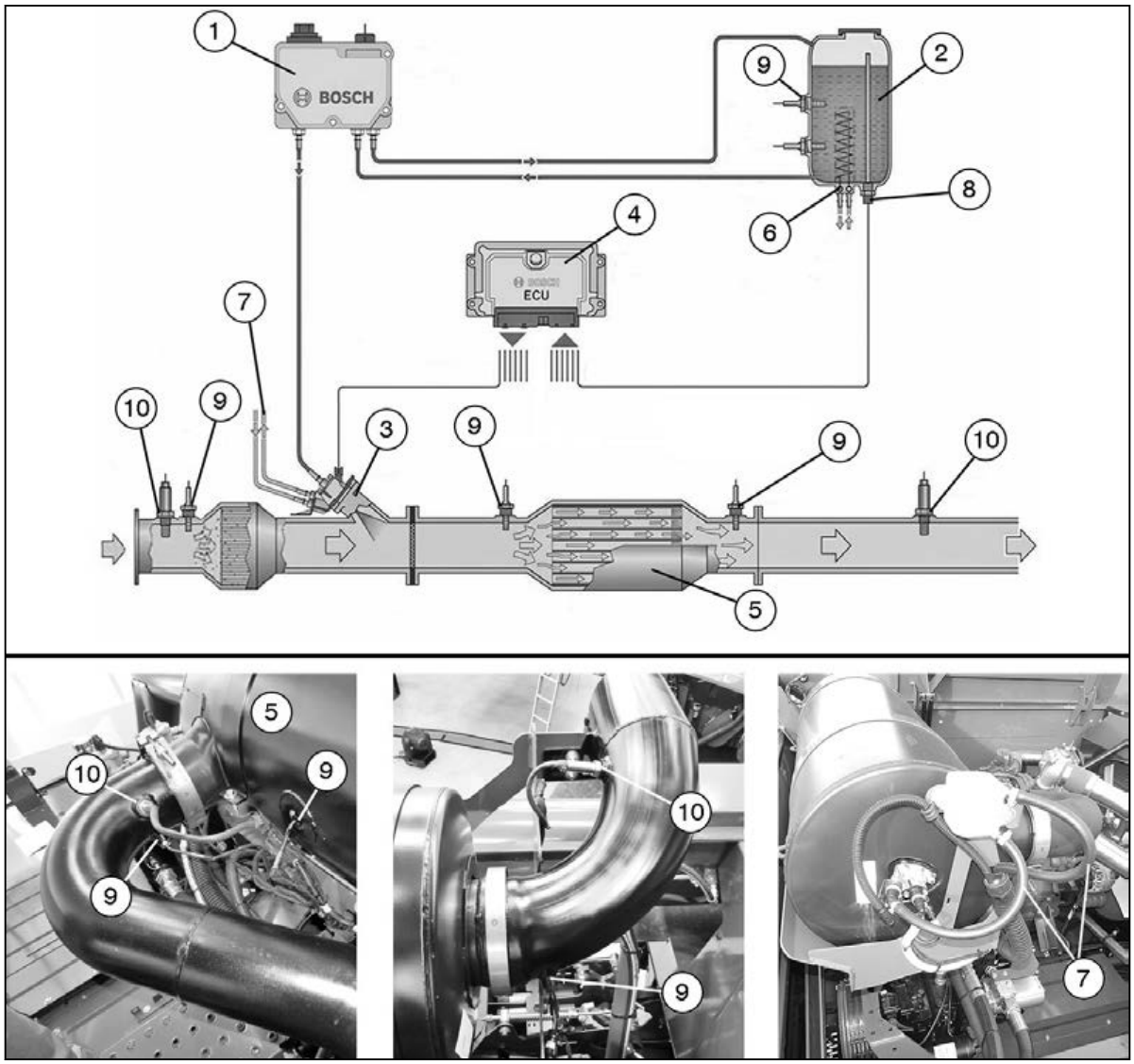


Fig. 23

(1) Feed module
(2) DEF tank
(3) Dosing module
(4) Engine control unit
(5) Catalyser
(6) DEF heater
(7) Dosing module cooling circuit
(8) DEF level control sensor
(9) Temperature control sensor
(10) Nitrogen oxide control sensor

CAUTION:

Handle DEF with great care. DEF is aggressive to some materials and corrosive to some metals. DEF crystallizes when it comes into contact with air. In the event of a leakage, rinse the area thoroughly with water and dry with a clean cloth.

IMPORTANT:

The DEF must be kept at a temperature below 30°C and must not be exposed to direct sunlight. DEF cannot be diluted or mixed with other substances as this could damage the catalyser. The presence of diesel fuel, even in small quantities, inside the DEF tank could damage the seals of the system and could result in a fire if it gets into the catalyser.

When cross leveling reaches the maximum permitted (20%), the angle sensors (9) send the data to the control unit (3), which alerts the operator with both a visual signal (a message that appears on the video unit 10) and with an audible alarm.

The valve (11) allows the axle to be lowered or raised and, as a result, the whole front part of the machine.

The movement of the front axle (which always follows the ground) compared to the machine body (which always remains horizontal) powers the rotation of the adapter (14) through the two drive cylinders (12) and the driven cylinder (13).

In this way, the cutting table, attached to the adapter (14), always follows the tilt of the front axle and, as a result, the ground.

If there is a change in the inclination of the ground, it is obvious that the table will only follow the new inclination when the wheels arrive at that point.

To avoid this delay, simply activate the automatic lateral floatation mechanism of the table.

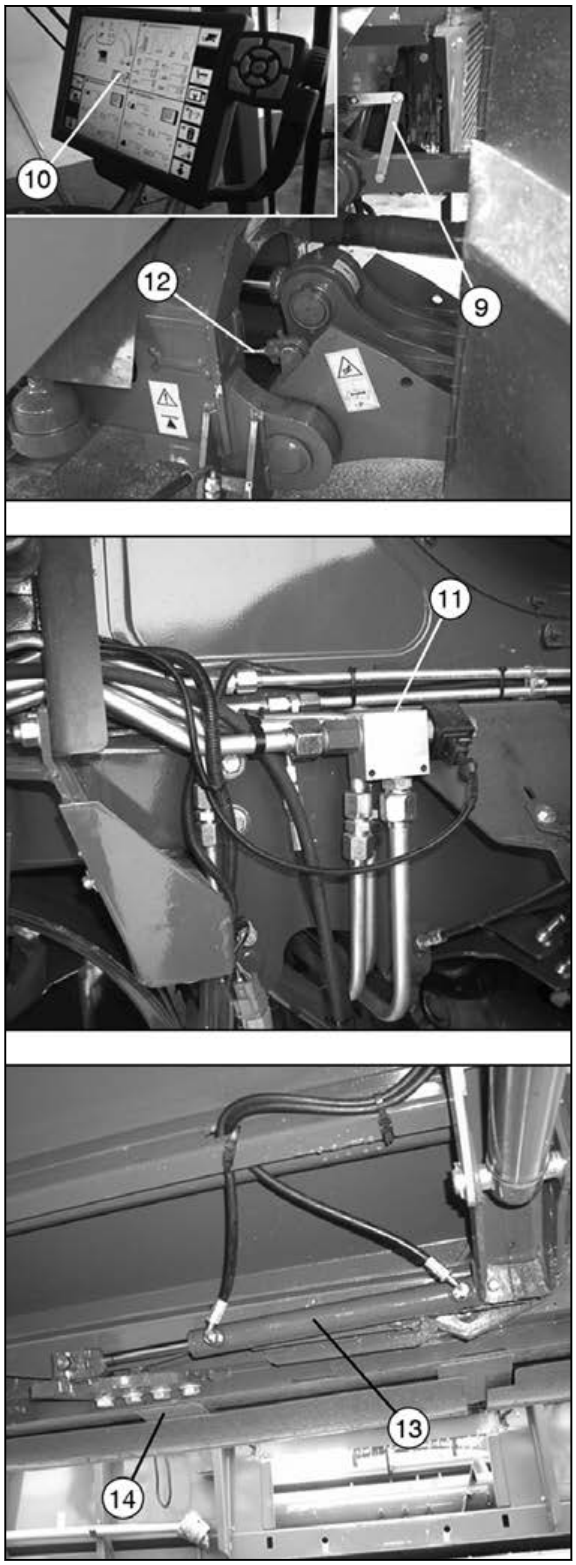


Fig. 37

Ref.	Amp.	Description/Use
F5	5A	Lighting panel direct supply
F6	20A	Rotary beacons supply
F7	15A	Simultaneous lights supply
F8	15A	Supply to cab auxiliary connectors + electrical sieves
F9	5A	Telemetry supply
F10	15A	Wiper supply
F11	25A	Air conditioning supply
F12	25A	Pressurization supply
F13	–	Not used
F14	3A	Driver's cab courtesy lights supply
F15	10A	Radio supply
F16	5A	Diagnostics connectors supply
F17	–	Not used
F18	10A	VarioDoc and Self-drive Antenna supply
F19	10A	NT01 direct supply
F20	3A	Engine control unit switch
F21	15A	Key-operated ENEDC control unit supply
F22	15A	Key-operated FTD1 control unit supply
F23	15A	Key-operated FTD2 control unit supply
F24	15A	Key-operated I/O module (leveling) supply
F25	7.5A	Key-operated seat arm supply
F26	–	Not used
F27	15A	Start engine from ENEDC switch
F28	5A	Key-operated supply to radio, air conditioning, ventilated sensor
F29	–	Not used
F30	5A	Key-operated performance sensors supply
F31	25A	Key-operated K9/K10 variator supply
F32	25A	Key-operated K11/K12 variator supply
F33	5A	Key-operated supply to rotation speed control sensors
F34	5A	Key-operated inclinometer supply
F35	5A	Key-operated main audible alarm supply
F36	10A	Key-operated simultaneous lights supply

8.9.6 Control units

There are five electronic control units (on models designed for flat ground) or six (on models designed for hilly ground) fitted on these models:

- EXT control unit
- ENEDC control unit
- FTD1 control unit
- FTD2 control unit
- I/O module (leveling – fitted only on models designed for hilly ground)
- Engine control unit

8.9.6.1 EXT control unit

It is located inside the cab, in the compartment to the right of the operator seat, under the armrest.

Its function is to collect all the information that comes from the other control units, process it and send it to the display unit so that the operator can make use of it.

NOTE:
The EXT control unit also processes the commands received from the display, from the instrument panel and from the cab lighting panel, and it sends the commands to the other control units so they can be activated.

The control unit is protected by the 15 A fuse F2.

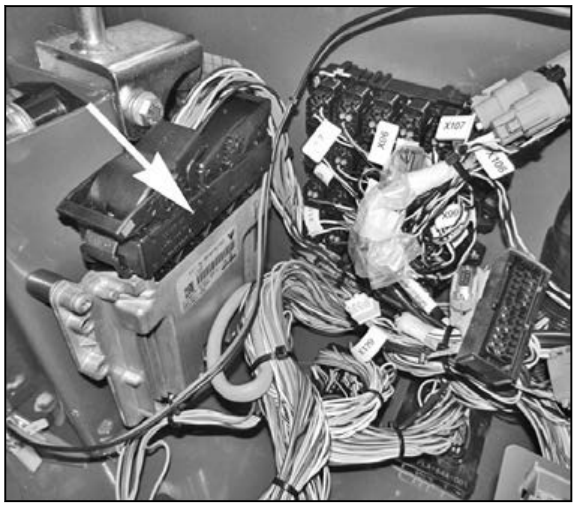


Fig. 66

8.9.6.2 ENEDC control unit

It can be found on the right-hand side of the machine (above the cutting table management control valve); it is coupled with the FTD2 control unit.

Its function is to manage some motors and the hydrostatic transmission (including rear wheel drive).

The control unit is protected by the 15 A fuse F21.

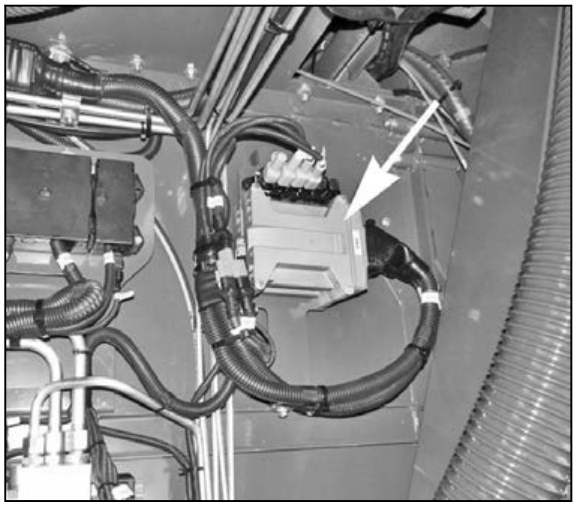


Fig. 67

8.9.8.5 Straw chopper speed sensor

The sensor is located above the straw chopper pulley (rear left-hand side of the machine).

It must have a clearance of 3 mm from the phonic plate.

When it is in contact with a metal surface, the LED should light up and when it is not in contact with anything the LED should go off.

The sensor is managed by the FTD1 control unit; it is protected by 5 A fuse F33.

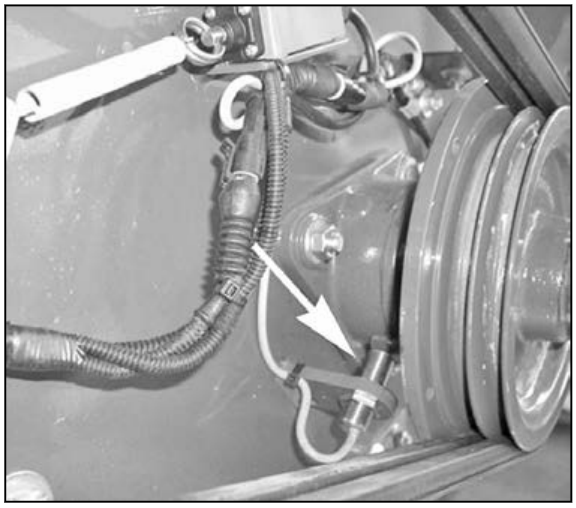


Fig. 86

8.9.8.6 Performance control sensors

This device consists of four sensors, two located on the sides of the chaff outlet and two sensors on the sides of the straw outlet.

They detect (according to the vibrations perceived) the quantity of grain that is coming out of the machine together with the two sub-products (chaff and straw).

The data processed by the FTD2 control unit does not provide an absolute value but indicates whether the situation is improving or deteriorating.

The sensors are protected by 5 A fuse F30.

Fig. 87

Cylinder clogging.		
Cause	**Remedy**	**Subject/Section**
The cylinder speed is too slow.	Increase cylinder speed.	Cylinder housing / **Field operations**
Uneven crop feeding.	Adjust feeding (cutting table and main crop elevator).	See Operator's Manual - Cutting table and Front crop elevator / **Field operations**
Crop not ripe enough or too wet.	Wait until the crop is ripe.	–
The cylinder variator belts are sliding.	Check if the cylinder variator belts are worn.	–
The cylinder rasp bars are damaged or worn.	Replace defective rasp bars.	–
The cut-off plate is deformed.	Replace the cylinder cut-off plate.	–

9.1.3 Separation and cleaning

Grain loss from the straw walkers.		
Cause	**Remedy**	**Subject/Section**
Straw walkers overloaded due to too high ground speed.	Reduce ground speed to reduce the crop volume in the combine.	–
	Increase cylinder speed and reduce concave clearance for easier separation through the centrifugal action of the cylinder.	Concave / **Field operations**
Straw walkers overloaded due to excessive straw damage.	Slightly reduce the cylinder speed in relation to the basic setting and increase the concave clearance.	Cylinder housing / **Field operations**
	Fit low type straw risers instead of the high type installed at the factory.	Straw walker / **Field operations**
	Lift the position of the straw-saving curtain.	Straw walker / **Field operations**
	Under special conditions with very brittle and short straw, increase the cylinder speed for easier separation in the concave.	Cylinder housing / **Field operations**
Crop is too wet and weed-infested.	Fit high type straw risers.	Straw walker / **Field operations**
	Wait until the crop is ripe.	–
The straw walker grid is clogged and does not let the threshed grains pass through.	Clean the straw walker grid.	–

Code	SPN	FMI	Fault description	Response
1B.5B	654	6	Solenoid valve 4 - Short circuit between cables	-
1B.5C	654	5	Solenoid valve 4 - Open circuit	3
1B.5D	654	14	Solenoid valve 4 - Short circuit	3
1B.5E	655	6	Solenoid valve 5 - Short circuit between cables	-
1B.5F	655	5	Solenoid valve 5 - Open circuit	3
1B.60	655	14	Solenoid valve 5 - Short circuit	3
1B.61	656	6	Solenoid valve 6 - Short circuit between cables	-
1B.62	656	5	Solenoid valve 6 - Open circuit	3
1B.63	656	14	Solenoid valve 6 - Short circuit	3
1B.64	3	14	Engine supply - Abnormal number of injections	-
1B.65	520209	31	Injection activation time - Abnormal	-
1B.66	520210	12	Injection activation - Implausible	-
1B.67	520240	31	Injector bank 0 - Short circuit	3
1B.68	520241	31	Injector bank 1 - Short circuit	3
1B.69	520211	31	ECU internal error: 0103	-
1B.6A	520212	31	ECU internal error: 0105	-
1B.6B	520213	31	ECU internal error: 0106	-
1B.6C	520214	31	ECU internal error: 0107	-
1B.6D	520215	31	ECU internal error: 0108	-
1B.6E	520216	31	ECU internal error: 0109	-
1B.6F	520217	31	ECU internal error: 0110	-
1B.70	520218	31	ECU internal error: 0111	-
1B.71	520219	31	ECU internal error: 0112	-
1B.72	520220	31	ECU internal error: 0113	-
1B.73	520221	31	ECU internal error: 0114	-
1B.74	520222	31	ECU internal error: 0115	-
1B.75	520223	31	ECU internal error: 0116	-
1B.76	520224	31	ECU internal error: 0117	-
1B.77	520225	31	ECU internal error: 0118	-
1B.78	520226	31	ECU internal error: 0119	-
1B.79	520227	31	ECU internal error: 0120	-

9.1.7 Electrical system

Failure in push-button-type electrical controls		
Cause	**Remedy**	**Subject/Section**
Fuse blown. Diode short circuit. Relay not functioning.	Check the non-functioning or short-circuited component and replace it, if required.	Fuses - Relays/**Systems**

9.1.8 Air conditioning circuit

Failure in push-button-type electrical controls		
Cause	**Remedy**	**Subject/Section**
Main fuse not working.	Check and replace the fuse, if necessary.	Fuses / **Systems**
Component not functioning.	Check the non-functioning or short-circuited component and replace it, if required.	–

Automatic diagnosis

Automatic diagnosis of the air conditioning system alerts the operator that a malfunction has been detected, causing the temperature value (external or requested) and the failure code to flash alternatively.

Failure code		Cause	Remedy
Open circuit	**Short circuit**		
E0	E4	Cab temperature sensor (open circuit or short circuit).	Check and replace the component, if necessary.
E1	E5	Treated air temperature sensor (open circuit or short circuit).	Check and replace the component, if necessary.
E2	E7	External temperature sensor (open circuit or short circuit).	Check and replace the component, if necessary.
E3	E8	—	—
-	E6	Sun sensor (short circuit).	Check and replace the component, if necessary.
-	E9	Heating fluid quantity regulator valve (blocked).	Check and replace the component, if necessary.

11. Optional equipment

11.2.12 Cylinder cover

Comprising a series of eight covers shaped so that they can be fitted at the weighting bars, this accessory is designed to prevent grain from getting inside the cylinder.

This prevents grain from being wasted, particularly when it is very dry (especially recommended for vitreous dry maize).

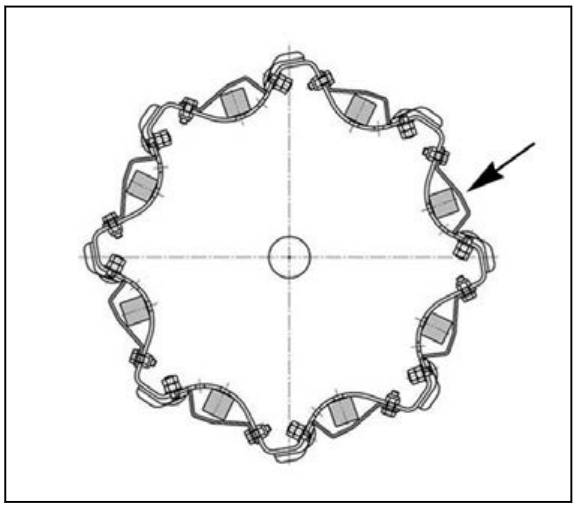


Fig. 14

11.2.13 Tailings cover plate

In certain maize threshing conditions and without the lower sieve, you must install the tailings cover plate.

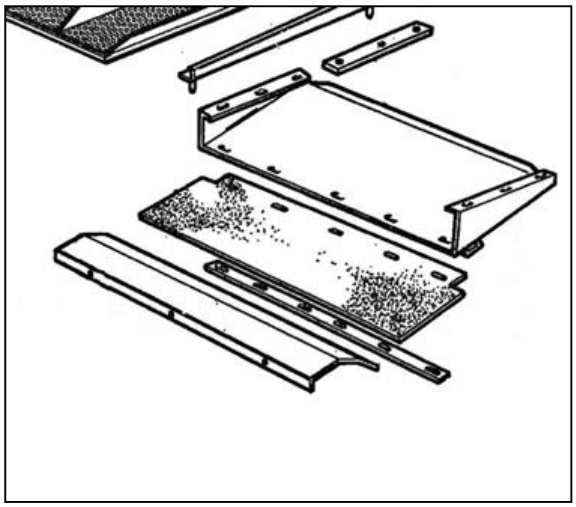


Fig. 15

11.4.4 Ballast weights on the rear wheels with a liquid mix (for tubeless tires)

To fill the tires

- **CAUTION:**

  Wear rubber gloves to protect your hands when performing this operation and use a stand with a carrying capacity of at least 2500 Kg.

  IMPORTANT:
  In countries where it is permitted (e.g. Italy), use this type of ballast weight as a partial or total alternative to the previously described solutions. The tires should be deflated at the end of each harvest season.

  Raise the wheel from the ground.
- Place the inflation valve in the highest position.
- Unscrew the element inside the valve.
- Wait for the tire to deflate.

  NOTE:
  If a new tire or rim is fitted, it is advisable to partially inflate the tire to ensure the tire bead is seated correctly in the rim.

- Screw the fitting no. **327700400** onto the valve housing.
- Connect the water hose to the fitting (1). Be sure to remove this hose to drain air while the tire inflates.

  NOTE:
  The tyre is 75% filled when water escapes from the fitting (1).
  If less water is required, i.e. if a lighter weight needs to be added, move the wheel to place the valve in a lower position.

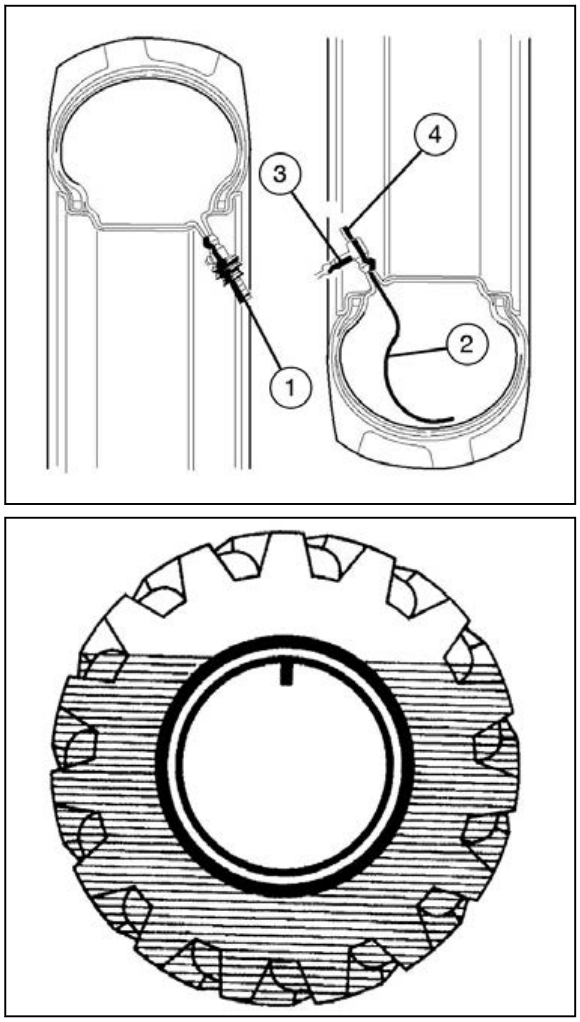


Fig. 34

- Remove the fitting (1).
- Retighten the tire valve.
- Fill with air until the recommended pressure is reached.

  CAUTION:

  The pressure of the water added must never exceed 3 bar (kg/cm2).

To drain the tires

- Lift the wheel from the ground and place the valve in the lowest position.
- Loosen the sealing element in the valve housing.
- Drain water.
- Tighten fitting no. **327700450** on the valve housing, with the pipes (2) and (4) in contact with the bottom part of the tire.
- Insert pressurized air from the attachment (3).

  NOTE: *The residual water will flow out via pipes* (2 and 4).

- Remove the screws (8) on both sides.
- Loosen the locking nut (9) on both sides.
- Without removing it, turn the chopping plate (10) 180° so that the smooth side faces the rotor.
- Fasten the chopping plate (10) with the screws (8), locking it in the position farthest away from the rotor.

NOTE:
Check on both sides that the position of the eccentric, which determines the clearance between the plate (10) *and the rotor, corresponds with the position shown in the box.*

- **For maize harvesting only:** Move the deflector plate(11) forward and secure it with the screws 12 to prevent the maize cobs from being thrown towards the straw walker, sensors and the roof of the straw walker hood.()

NOTE:
There are shims on both sides so that the deflector plate (11) *can move easily. take care not to lose them.*

- Remove the screws (13).
- Remove the curtain (14).
- Remove the screws (1)5 fastening the counter-knife cover (16).
- Remove the cover (16) and take out the counter-knives one by one.
- On completing this operation, refit the cover (16) and the curtain (14).

NOTE: ***The counter knives must be removed when working with maize and sunflower.***

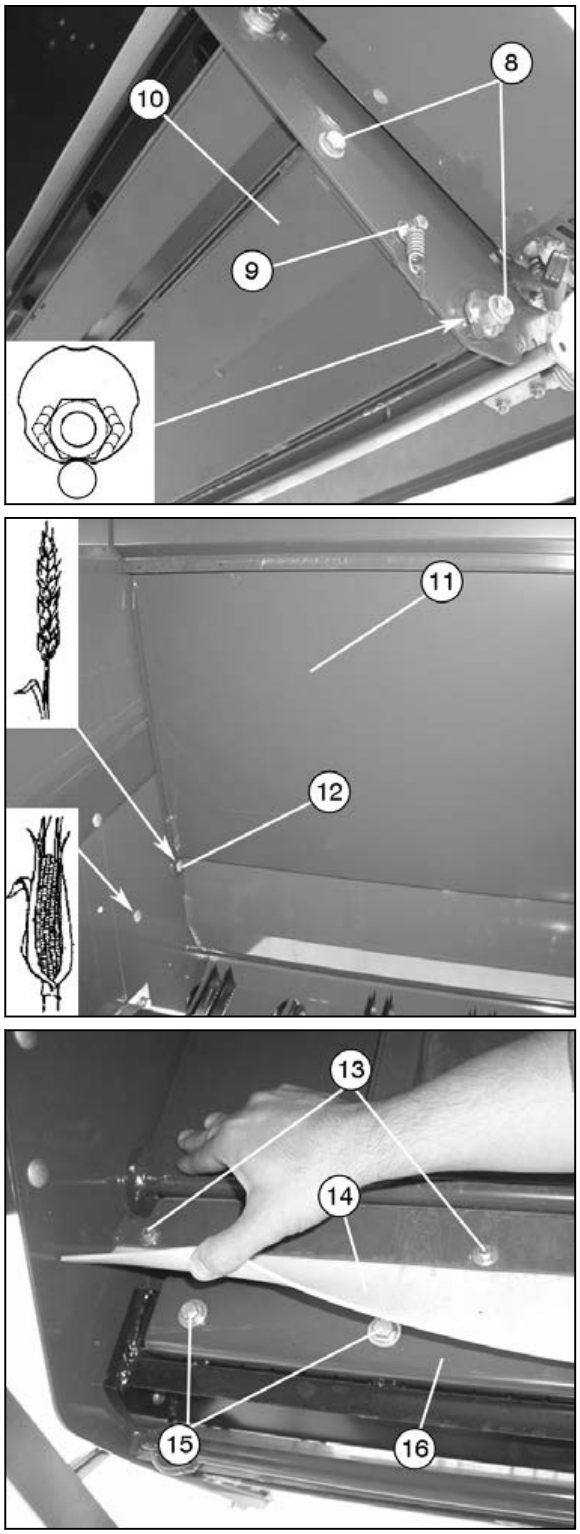


Fig. 50

FENDT 6335 C					
		650/75 R32 172 A8	710/75 R32 177 A8	800/65 R32 172 A8 800/65 R32 178 A8	800 tracks
Right rim flange offset	mm	-130	-65	+17	–
Left rim flange offset	mm	-65 (-103) (1)	0	+60	–
Pressure with table attached	bar	2.7	2.7	2.7	–
Front wheel base		3500 (3550) (1)	3700	3930	3885
Rear wheel track 2 WD		2960	3110	3110	3110
Rear wheel track 4 WD		3025	3175	3175	3175
Front axle extension	mm	–	125 x 2	250 x 2	250 x 2

1. alternative supplier.

FENDT 5275 C PL – FENDT 5275 C PLI						
		650/75 R32 172 A8 (2)	650/75 R32 172 A8 (1) (2)	710/75 R32 177 A8	800/65 R32 172 A8	800/65 R32 172 A8 (2) 800/65 R32 178 A8
Rim type		DWW20Bx32	DWW21Bx32	DWW23Bx32	DWW27Bx32	DWW27Bx32
Right rim flange offset	mm	+160	+160	+165	+135	+110
Left rim flange offset	mm	+160	+160	+165	+135	+110
Pressure with table attached	bar	2.7	2.7	2.7	2.7/2	2.7

FENDT 6335 C model with tracks

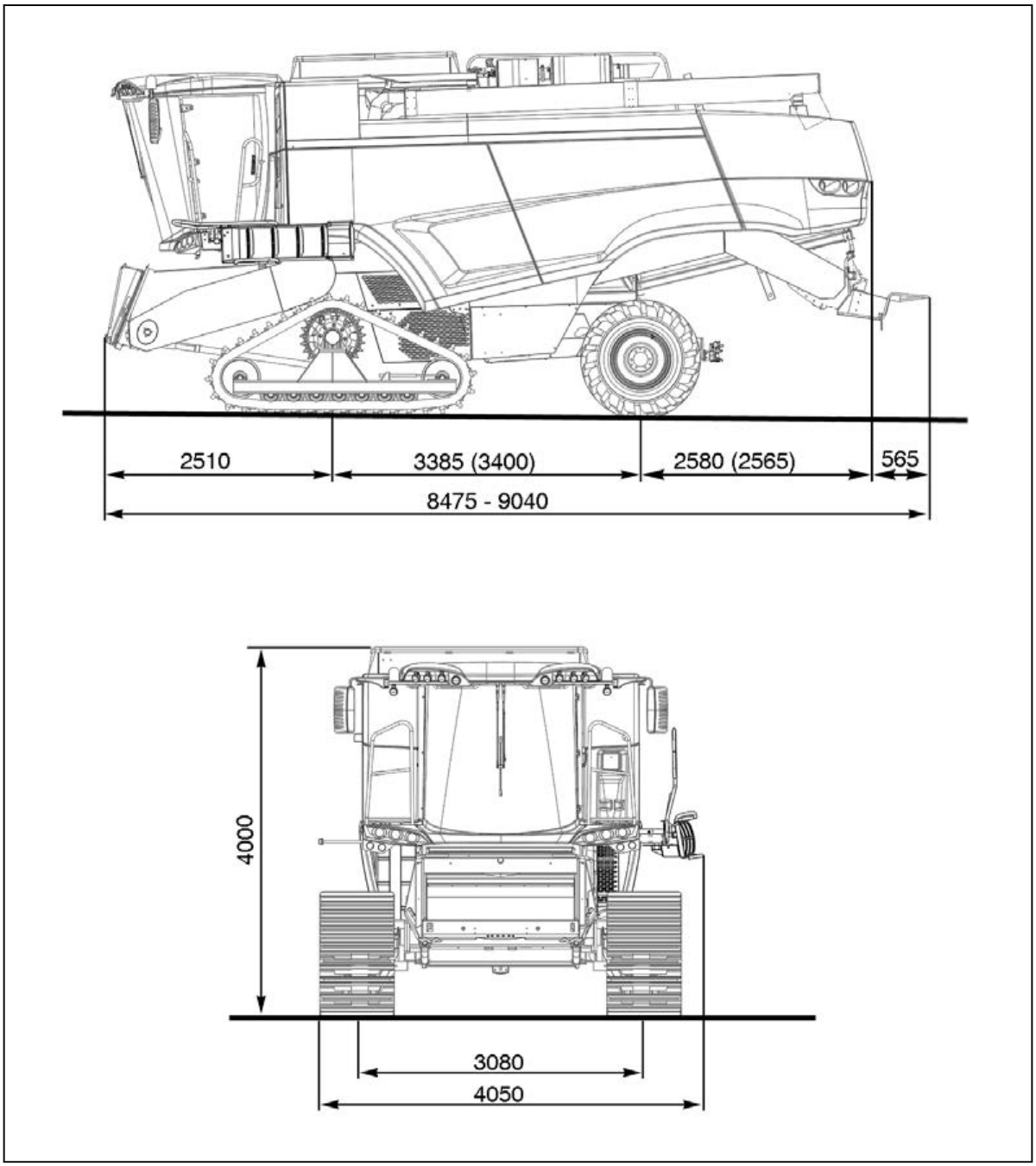


Fig. 6

Dimensions are in mm.

The values in brackets refer to the 4 WD version.

Maximum overall dimensions of tracks = 3885 mm

Maximum overall dimensions of machine = 4050 mm

Threshing sys.	Units of measure ment	FENDT 5275 C PL FENDT 5275 C PLI	FENDT 6335 C PL FENDT 6335 C PLI
Length	mm	4256	
Separation area	m^2	5.73	6.81
Speed	rpm	177	

12.3.3 Cleaning unit

All models

Cleaning unit	Units of measure ment	FENDT 5275 C FENDT 5275 C PL FENDT 5275 C PLI	FENDT 6335 C FENDT 6335 C PL FENDT 6335 C PLI
Fanning Mill		with adjustable air capacity	
Normal speed	rpm	350 ÷ 1050	
Reduced speed	rpm	270 ÷ 840	
Vanes	no.	4	
Control		V-belt	
Main grain pan			
Type		fixed, with rear access for maintenance	
Movement		Alternating, opposite to bottom sieve	
Con rod	strokes/ min	285	
Control		Double V-belts	
Grain pan width	mm	1340	1600
Grain pan length	mm	1723	
Grain pan area	m^2	2.31	2.76
Grain pan rake area	m^2	0.255	0.304
Top sieve			
Upper sieve width	mm	1340	1600
Upper sieve length		1963	
Top sieve area	m^2	2.63	3.14
Bottom sieve			
Lower sieve width	mm	1340	1600
Lower sieve length	mm	1525	
Bottom sieve area	m^2	2.04	2.44