Operator's Manual

Combines

FENDT 8380 P - FENDT 8410 P

8380 P - S/N => ZN205820x03010018
8380 P AL - S/N => ZN205824x03010008
8410 P - S/N => ZN205830x03010033
8410 P AL - S/N => ZN205834x03010019

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

Original Operator's Manual

April 2017
FENDT 8380P-8410P_EN_D3157100M5
EME
English

- If the machine tends to tilt forward when working on slopes, lower the cutting table completely.
- Take turns at moderate speeds (3 - 4 Km/h).

  Halve the speed when the grain tank is full.
- During harvesting operations, always use the leveling system, if fitted.

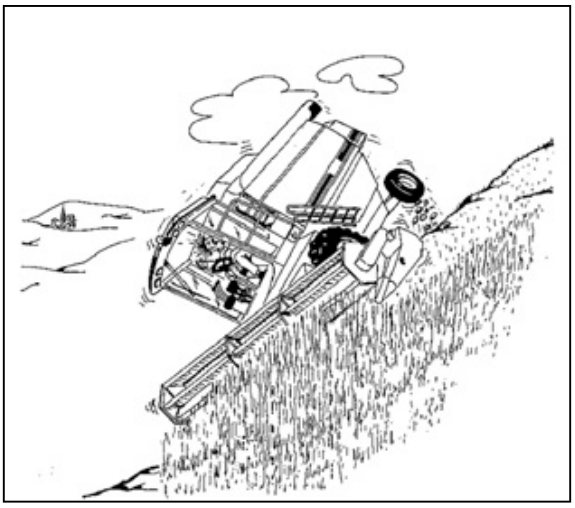


Fig. 7

DANGER:

Risk of squeezing, cutting or getting trapped.

- If any moving part becomes blocked or jammed, release it only when the engine is switched off and all drives have come to a complete stop. Never push the crop into the main crop elevator using hands, feet or any other means. This may cause severe injury or death.
- Never enter the grain tank unless the engine has been switched off and the ignition key has been removed from the instrument panel.

DANGER:

Risk of breathing in dust.

- Threshing dust may cause allergic lung diseases. The dust may also contain residues of pesticides injurious to health. Keep the cab doors shut when threshing. Wear a protection mask when carrying out service work involving exposure to dust (cab filters, rotary screen etc.) and when working with compressed air.
- Keep a fire extinguisher within easy reach. Check the extinguisher at the intervals prescribed by national law. Replace or recharge it whenever it has been used, even if only partially. The type of extinguisher approved for Europe contains 6 kg of extinguishing agent and belongs to fire class ABC. We recommend checking the dimensions of a potential new fire extinguisher to ensure that it can be stored on the cab access ladder (see the **Fire extinguisher** paragraph in the **Safety devices** chapter).

2.6 Leveling information

Warnings for the leveling system

- On models designed for hilly ground, the leveling system allows the machine body to remain horizontal up to the following slopes:
  - Crosswise 12%
- Pay attention to the slope and the type of ground, as this could reduce the machine grip. On rough ground, drive carefully and reduce speed.
- **When using cross leveling, never exceed the allowable limit, which is indicated by the audible alarm and a specific message on the display unit. Only work if the machine body is horizontal; it is extremely dangerous to drive when the machine is inclined to one side.**
- When working on a downhill slope, do not exceed the permitted working limits.
- Preferably work in crosswise passes; when changing direction, always point the cutting table uphill.
- Make no sudden turns, especially when the grain tank is full: record that the leveling system has a technical response time.
- Couple the brake pedals to prevent braking errors. Keep the braking system perfectly efficient. Do a check of the brake fluid level in the tank frequently and replace the friction pads before they are completely worn.
- Change gears on flat ground or where there is only a slight gradient. Proceed as follows:
  - Make sure that four-wheel drive is engaged
  - Gradually reduce the forward speed until the machine stops
  - Lower the cutting table
  - Press the service brakes and change gear
  - Do not use fourth gear for work in the field.
- Overconfidence in the use of the combine can result in a lack of attention and can therefore create dangerous situations.
- Do a check on the efficiency of the manual leveling systems frequently, as they give additional safety in case the automatic leveling feature fails; record that the manual systems override the automatic systems, although they are not normally in operation.
- Never operate the machine, not even for a short time, when it is manually inclined on flat ground, as the engine lubrication may be inadequate.
- Do a check of the tire pressure: Insufficient pressure compromises tire integrity, with potentially serious consequences.
- Before driving on public roads, remember to activate the road transport mode switch.

Decal 13 - 4375831M1

Before approaching this dangerous area, secure the lift cylinder with the locking device.

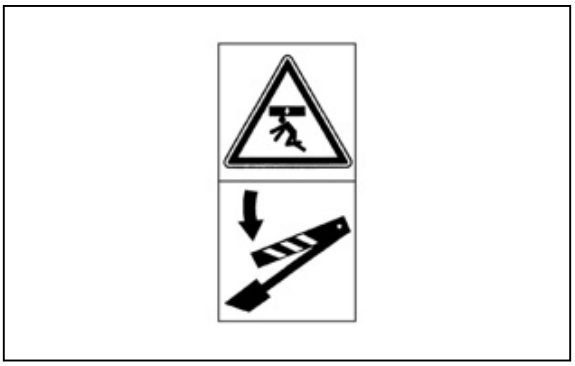


Fig. 40

Decal 14 - 4375921M1

Close the safety guards before operating the machine.

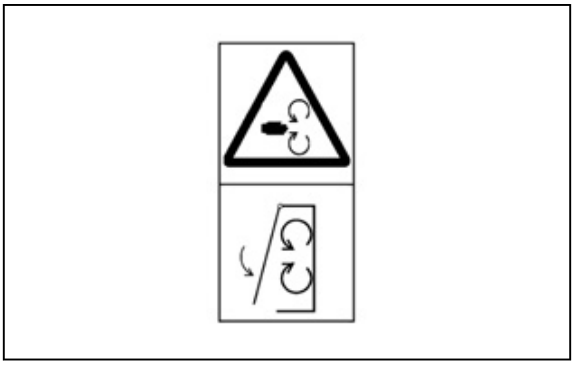


Fig. 41

Decal 15 - 4375813M1

Before accessing machine parts, wait until all moving parts have come to a complete stop.

Fig. 42

Decal 16 - 4375849M1

Danger of flying objects. Keep a safe distance from the machine.

Fig. 43

2.9.2 Operator presence device

The seat cushion (1) operates as a switch. When pressure (from the operator's weight) is released, two springs will move the cushion upward and connect the safety device.

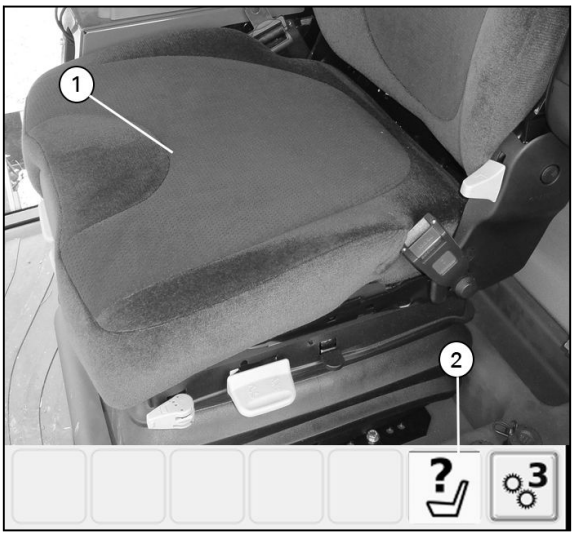


Fig. 76

WARNING:

The machine is equipped with an automatic device to protect the operator from severe injury. If, during work, (with transmissions engaged) the operator leaves his seat, the machine functions are deactivated at the following times:

- If the forward speed is less than 3 kph, the hydrostatic transmission is disengaged and the parking brake is activated after 3 seconds.
- After 5 seconds (total time), the cutting platform, the grain tank unloading function and the auto-guide will also stop.
- After 8 seconds (total time), the threshing mechanism drive train will stop.

Both a symbol (2) on a yellow background in the Varioterminal 10.4 and an acoustic alarm tell the operator that the procedure has started.

2.9.2.1 Returning the machine to normal operation

To return to normal operation, proceed as follows:

Procedure

- Sit down in the operator seat.
- Disconnect the switches (3 and 4).
- Use the multifunction lever to stop the forward movement of the machine.
- Release the parking brake (5).
- It is now possible to re-select the desired functions.

Fig. 77

2.10 Trailer hitch

NOTE:
The combine may be equipped with a trailer hitch for a table trailer. Please note that the hitch type will vary depending on the model and market.

Rockinger

The trailer hitch has a handle (1), which should be in the horizontal position at all times, except during engagement of the trailer.

Engagement and disengagement of the table trailer uses the automatic locking system (2) consisting of a pawl and a locking pin.

NOTE: *For engagement instructions, please see the section "Attachment of combine and trailer".*

NOTE: *The maximum displacement of the trailer drawbar is 70° horizontally and 20° vertically.*

WARNING:

Do not allow bystanders between the table trailer and the combine.

IMPORTANT: *The trailer hitch load capacity is specified on the safety decal; horizontally: 6000 kg and vertically: 200 kg.*

WARNING:

The trailer hitch must be connected to a trailer with a towing ring that meets the DIN 74058 (ISO 8755) standards.

DANGER:

Never drive the machine unless the safety pin (3) is fully retracted.

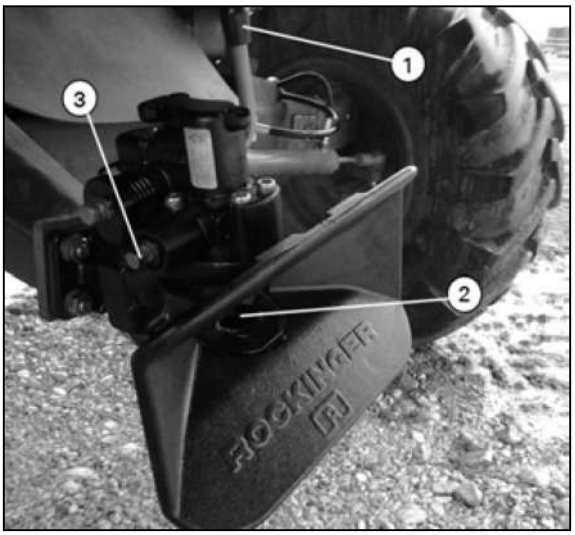


Fig. 97

Cramer

The trailer hitch has a handle (1), which should be in the horizontal position at all times, except during table trailer engagement.

Engagement and disengagement of the table trailer make use of the automatic locking system consisting of the pawl (2) and the locking pin (3).

NOTE: *For engagement instructions, please see the section "Attachment of combine and trailer".*

IMPORTANT: *The load capacity of the hitch is specified on the hitch decal.*

WARNING:

Do not allow bystanders between the table trailer and the combine.

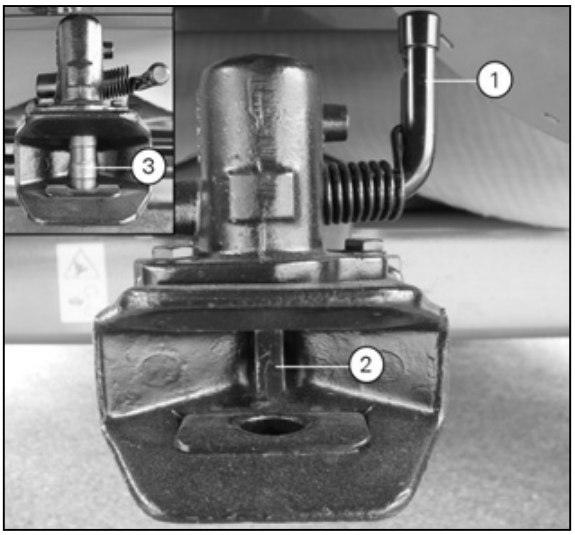


Fig. 98

1.3.5 Hydrostatic pump identification

The type plate (1) is located on the front part of the pump.

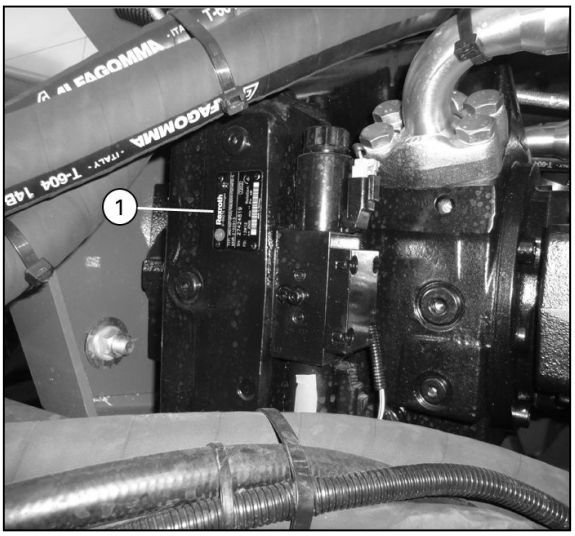


Fig. 8

1.3.6 Hydrostatic motor identification

The type plate is located on the lower part of the motor.

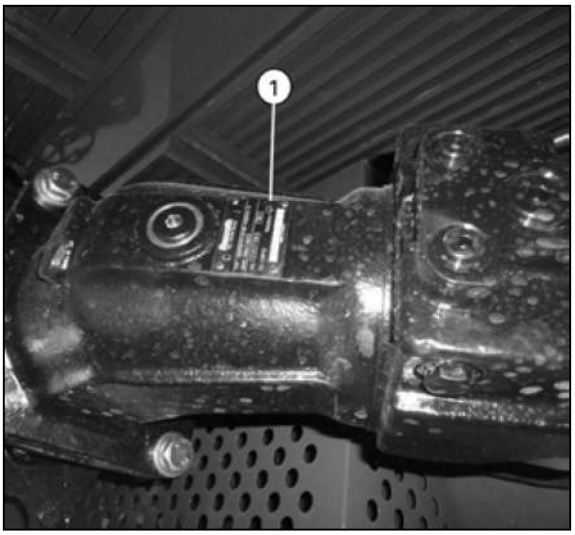


Fig. 9

1.7 Weight

1.7.1 Weight distribution

The weight distribution on the two axles depends on how the combine is equipped.

If a cutting table other than the standard table is attached to the combine, please note that at least 20% of the total weight of the combine must rest on the rear axle.

In accordance with the above, ballast weights could be required at the rear of the combine.

Checking the total weight distribution (with table attached) on both axles

Ensure that the capacity of the weighing equipment is sufficient.

When weighed, the machine fuel tank must be filled and the operator must be in his seat.

Check that the load resting on each axle and the total weight do not exceed the maximum values permitted **by the manufacturer and indicated in the documents for road transport.**

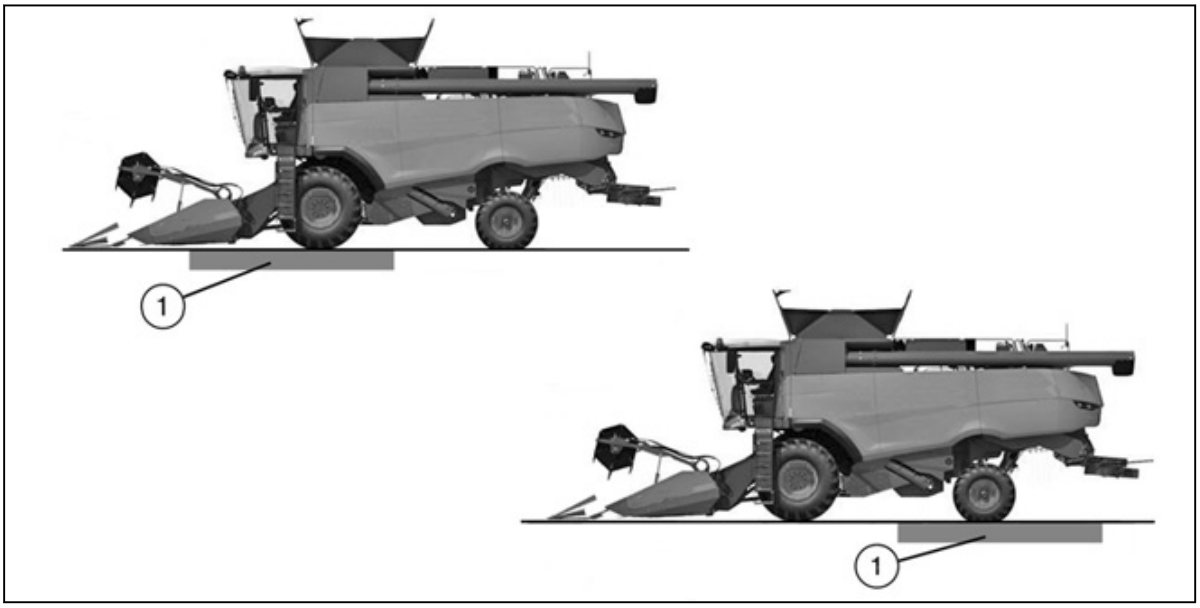


Fig. 19

Proceed as follows:

1. Place the table approximately 350 mm from the ground.
2. Position the combine front axle in the middle of the weighing platform (1).
3. Measure the weight (Ma).
4. Position the rear axle in the middle of the weighing platform (1).
5. Measure the weight (Mp).
6. Calculate the total weight by adding up the two weights: Mt = Ma + Mp
7. Determine whether 20% of the total mass of the machine is resting on the rear axle, by dividing Mp by Mt.

   This ratio must be greater than or equal to 0.20, which as a percentage is 20%:

   Mp: Mt ≥ 0.20 (or 20%)

   If the calculated value is lower than 0.20, the weight on the rear axle must be increased by adding ballast weights (Mz).

3.6 Stage 4

3.6.1 Cleaning

The main grain pan (3) moves the grain and chaff to the adjustable top sieve (6) where chaff and light short straws are blown out of the back by the air flow from the fanning mill.

The grains, any unthreshed ears and residues of chaff will fall onto the bottom sieve (7).

The combined action of the fanning mill and the bottom sieve completes the cleaning.

The good grain auger (12) moves the grains that come from the bottom sieve (7) to the elevator (right-hand side of the machine) and the grain tank.

Any ears that do not pass through the sieve (7) are transported by the returns auger (11), rethreshed and brought again to the grain pan.

NOTE: *Sensors situated on the rear part of the two side straw walkers and on the rear part of the upper sieve enable the operator to set the optimum speed of the machine without exceeding the acceptable loss limit.*

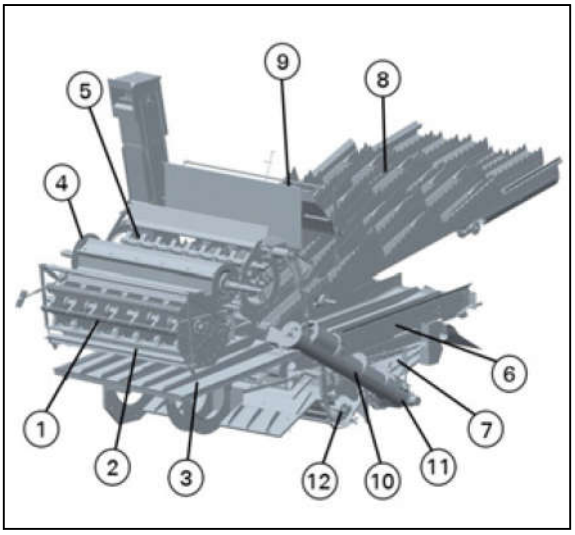


Fig. 6

Straw chopper

NOTE: *Open the service hatches* (1) *in the belt guard. In order to improve access, the whole belt guard can be removed.*

From the counter drive the straw chopper is driven by the belt (2).

The belt (2) is correctly tensioned when the length of the spring (3) is 100 mm ± 5 mm.

Adjust the spring using the nut.

When a new belt is fitted, the spring can be adjusted to 97 mm, as a new belt will stretch slightly after being used for a short time.

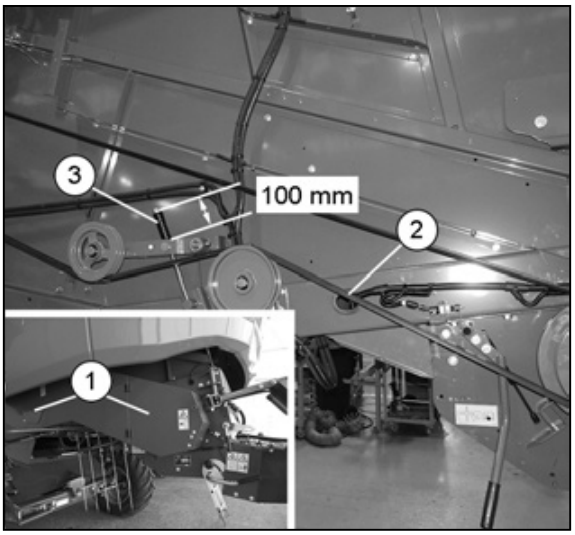


Fig. 8

8.3.4 Threshing drum

The threshing cylinder (1) is driven from the rear beater shaft by means of the hydraulic variator pulley (2) and the spring-loaded variator pulley (3). From the variator pulley, the threshing cylinder is driven by the belt (4), which is tightened using the spring-loaded tension pulley (5).

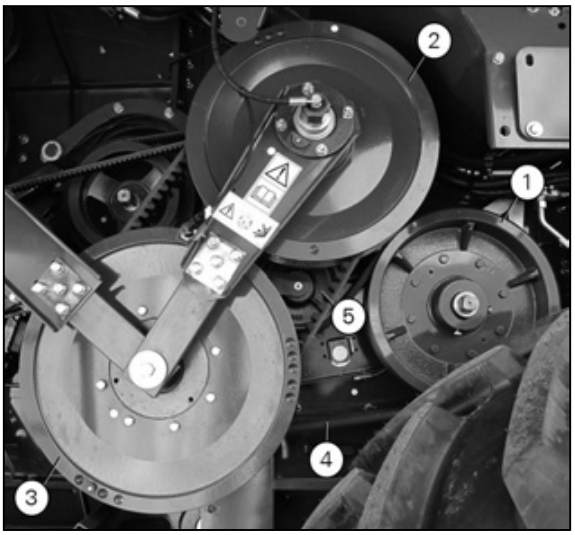


Fig. 9

8.4 Transmission Diagrams

8.4.1 Transmission diagram, left-hand side

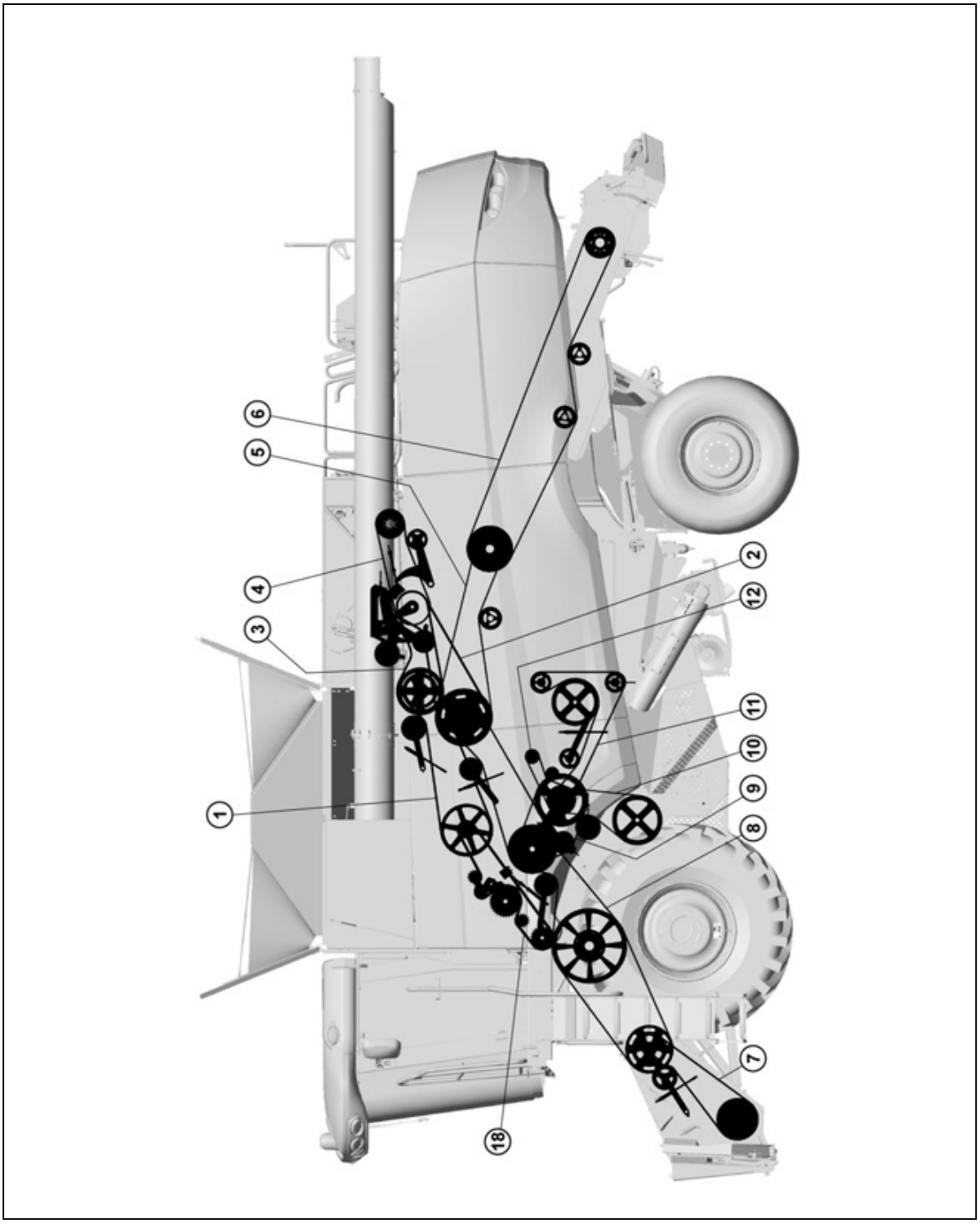


Fig. 26

4.4 Steering column

4.4.1 Adjustments

You can adjust the steering column in three ways.

- Steering column angle
- Steering wheel tilt
- Steering wheel height

DANGER:

Never adjust the steering column on the move, to avoid losing control of the machine with subsequent risk of accidents.

Procedure

- The pedal (1) is used to change the angle of the steering column (2).
  - Push the pedal down (1)
  - Put the steering column in the correct position
  - Release the pedal (1)
- To change the steering wheel (4) angle, use the lever (3).
  - Push the lever (3) down
  - Put the steering wheel in the correct position
  - Release the lever (3)
- To change the steering wheel (4) height, use the ring nut (5).
  - Turn the ring nut (5) counter-clockwise by half a turn
  - Put the steering wheel in the correct position
  - To lock the steering wheel, turn the ring nut (5) clockwise by half a turn.

Fig. 13

NOTE:
Each of these push buttons has an integrated LED (A)*. If the LED is on, the corresponding function is active.*

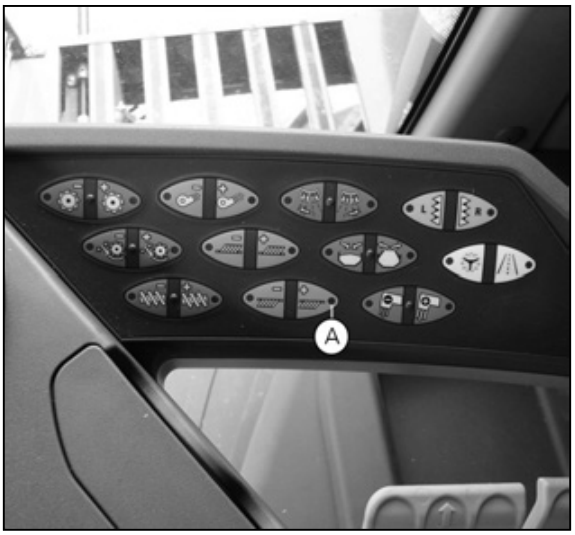


Fig. 28

(28.) Switch for leveling mode
(29.) Toggle switch for longitudinal leveling
(30.) Toggle switch for cross leveling

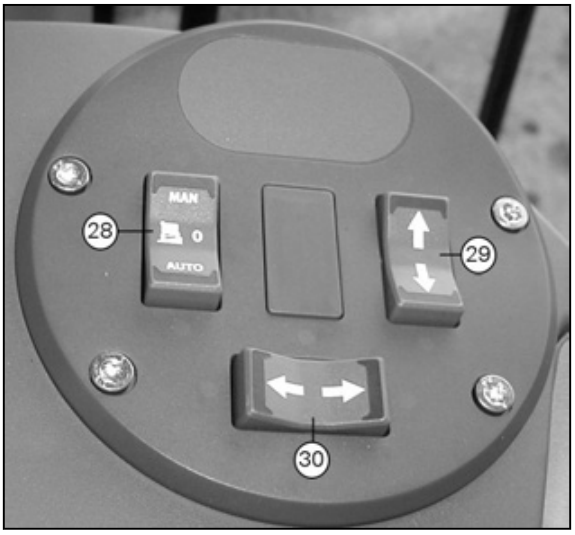


Fig. 29

DISPLAY			
DESCRIPTION	ICON	DESCRIPTION	ICON
Control panel.		Machine settings.	
Info+.		GPS.	
Diagnostics system.		Camera.	
ISOBUS system.		Screen mode, day/ night.	
Cleaning the screen.		Screen calibration.	

SYSTEM			
DESCRIPTION	ICON	DESCRIPTION	ICON
System setup.		Automatic control status.	
Sensor exclusion.		Factory settings.	
System information.		System set-up	
Error codes.		-	-

Activated device checks

The activated device bar is located in the lower part of the control panel.

The bar can show a maximum of seven symbols, indicating the status of the most important machine functions.

NOTE:
In some positions, different symbols may appear (the system displays the most important activated at that time).

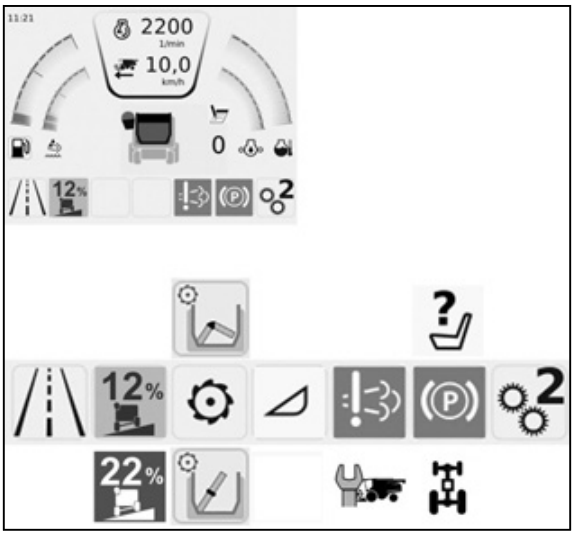


Fig. 49

Meaning of the symbols:


Road transport mode activated


Maximum cross leveling reached (yellow symbol).


Cross leveling beyond the safety limit (flashing red symbol with continuous alarm sounding).


Catalytic fluid circuit. Anomaly detected - red symbol.


Threshing mechanism activated. When this icon appears, the feed mechanism can be engaged.


Feed mechanism activated. When this icon appears, the reversing cannot be performed.


Maintenance cycle: carry out the planned operations.


Parking brake activated


Rear-wheel drive activated


Operator NOT in the driver's seat – yellow symbol

4.8.9 Performance and moisture measurement

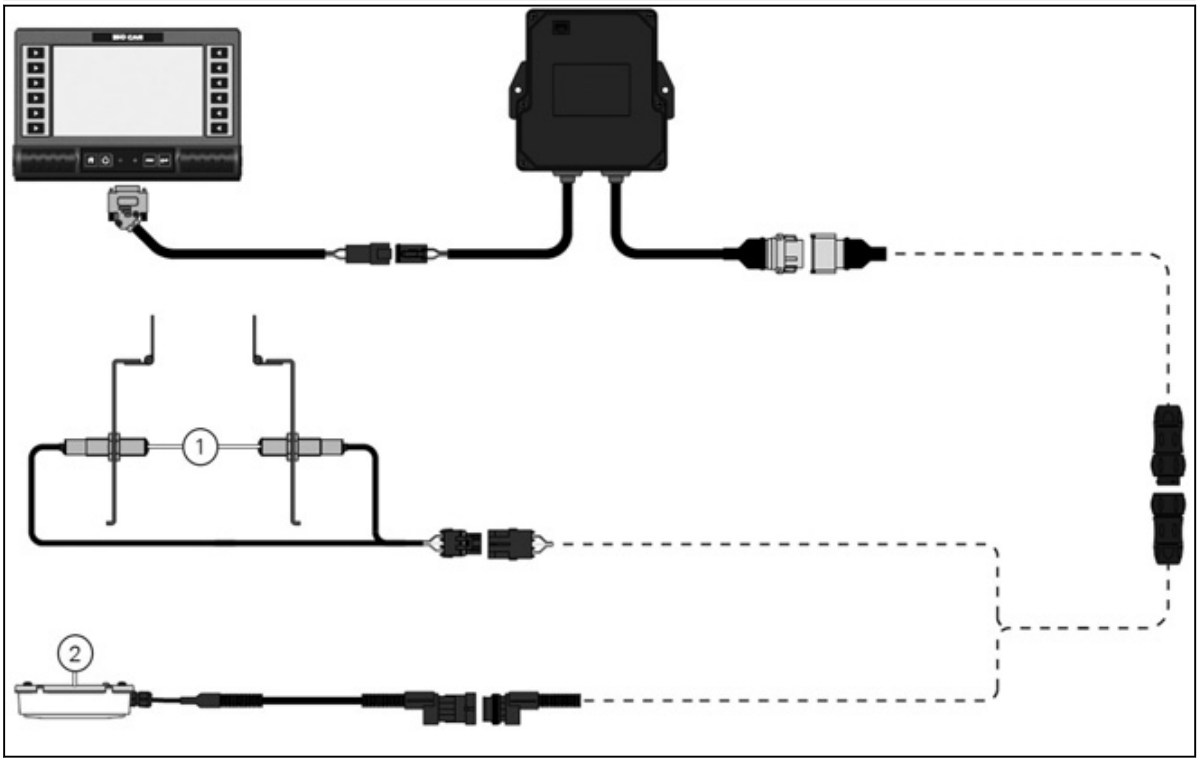


Fig. 61

By means a number of sensors in the machine filling elevator and filling auger, the system can calculate current and accurate yield data.

Optical sensors (1) measure the quantity of grain transported up through the filling elevator on each rubber slat. A set of sensors is fitted on each side of the elevator (a transmitter and a receiver respectively) and when the slats move past these, the light beam from the transmitter is interrupted. The grain quantity on each slat dictates the yield value. The higher the yield, the higher the grain quantity is on each slat.

The system can be set for different crops in order to ensure correct yield measurement whatever the crop. In addition, the system will be reset before harvesting. Thereby, the system is informed of the height of each slat, and this value is subtracted from the measurements during harvesting, so that only the crop quantity is measured.

During harvesting the machine angle is also taken into account, so that this has no impact on the yield measurement.

A capacitive moisture sensor (2) in the tank filling auger measures the moisture in the crop and ensures a continuous measurement without disturbing the material passing through the auger. For more information on calibrating and adjusting moisture and the yield meter, see the following chapters.

Adjustment of Sensitivity

Start with the crop threshing while Constant Flow is ON (button D engaged) and continue to work until you have gotten optimum load and adjustment of the machine.

While the machine does cutting, the value (F) gives information on the current cylinder load.

If the load cell (F) is below 4, the sensitivity (A) must be increased until the value (F) does not show 4/5 (E). At normal load, the sensitivity cell (A) should display a value between 8 and 15. If the value is less than 8, the cylinder load should be set to zero or the drive belt tensioning checked.

NOTE: *The sensitivity does not affect the speed control, but does affect the reading* (F) *of the current cylinder load and the scaling value used to set the value* (E).
Higher sensitivity makes the cylinder load fluctuate more.

Adjustment of response

In the cell (B) use the adjustment rotary control to set the response (reaction time). Adjust response so that Constant Flow varies the forward speed steadily up/down according to crop variations.

If you choose a short response (high reading), the system will react too quickly to small variations in the crop, causing very unsteady machine operation. A longer response (low reading) will cause the system to react only to wider spread crop variations. Under normal conditions, the response cell (B) should read between 5 and 10.

NOTE: *The above settings of sensitivity and response are guidelines for a normal ripe crop. The condition of the straw and impurities in the crop may cause large deviations from the specified values. If for instance the straw is green with a high water content, the sensitivity must be adjusted.*

Adjustment of cylinder load

After you have adjusted the machine and gotten at the optimum speed for the current crop, set the value (E) at the same load as the value (F), which is the optimum cylinder load for the specific crop.

Maximum speed adjustment

In cell (C) "maximum speed", set the maximum speed that the Constant Flow system can get. The value cannot be lower than 5 km/h.

Constant Flow Engagement

Now Constant Flow can be engaged to automatically adjust the forward speed based on the cylinder load. To do it, move the multifunction lever to the right. Activation occurs only if the speed is above 1 km/h and the threshing mechanism and cutting bar are engaged. To disengage it, move the lever again to the right.

When Constant Flow is selected, the icon (3) changes colour based on the operating condition:

- button (D) enabled and Constant Flow engaged = icon (3) black on green background
- button (D) enabled and Constant Flow paused = icon (3) black on white background.

  NOTE: *this happens when the unloading system is engaged. When the unloading mechanism is disengaged, Constant Flow is automatically re-engaged.*

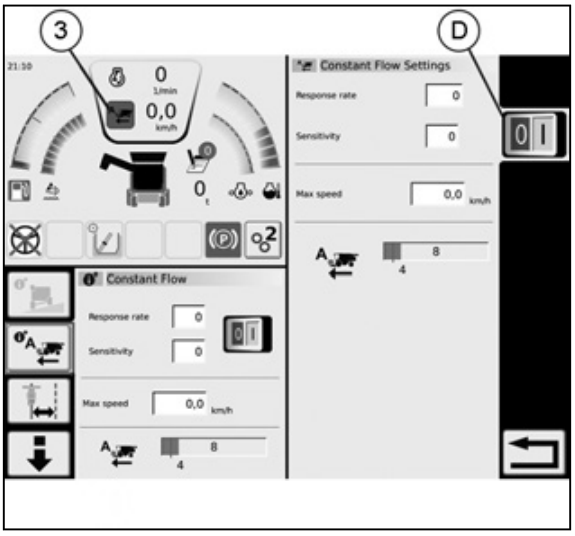
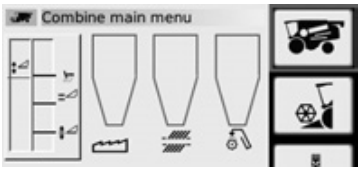


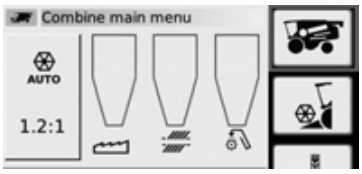
Fig. 79

The harvest screen changes depending on how the reel speed control is used:

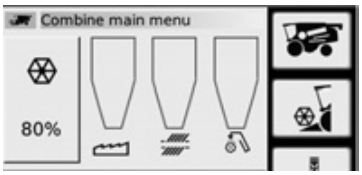
If the reel speed control is engaged or disengaged, and the switch (5) is not used, the table height and the field pressure is displayed on the screen.



If the reel speed control is engaged, and the operator changes the speed, it is displayed briefly on the screen.



If the reel speed control is disengaged, and the operator changes the speed, it is displayed briefly on the screen.



Function, when the automatic function button is pressed at different combinations.			
X	**-**	**X**	The table is lowered quickly to the height set in the "Preset cutting height" cell. Cutting height control is then activated. Move the table to the height set in the "Cutting height control" cell and maintain this height.
-	**X**	**X**	The table must be manually lowered to a height of less than 50 cm. Pressing the automatic function button will return the table to the height set in the "Cutting height control" cell; this value is then maintained. If the table encounters an obstacle that has not been detected by the ground sensors, the field pressure control will act as a safety feature and raise the table slightly.
X	**X**	**X**	The table is lowered quickly to the height set in the "Preset cutting height" cell. Cutting height control is activated. Move the table to the height in the "Preset cutting height" cell and maintain this height. If the table encounters an obstacle that has not been detected by the ground sensors, the field pressure control will act as a safety feature and raise the table slightly.

Summary

When the table automatics are engaged, the cutting height bar (1) will have four different colours.

Green

- When double-clicking the automatic button **A** in the multifunction lever, the table will be raised for 6 seconds. The bar is green during those 6 seconds. When the table is raised, the bar changes colour to grey.

NOTE: *As long as the bar is green, the button **A** will not be used to lower the table.*

Grey

- If the table automatics are not engaged, for example when after turning in the headland, the bar will be grey. When harvesting with all automatic controls engaged and pressing the switch briefly to raise the table, the bar will change color from grey to blue. This indicates that the automatic functions are disengaged. To re-engage the automatic function, press the button **A**.

Blue

- If the table automatics are engaged (with a single press on the button **A**), the bar will be blue.

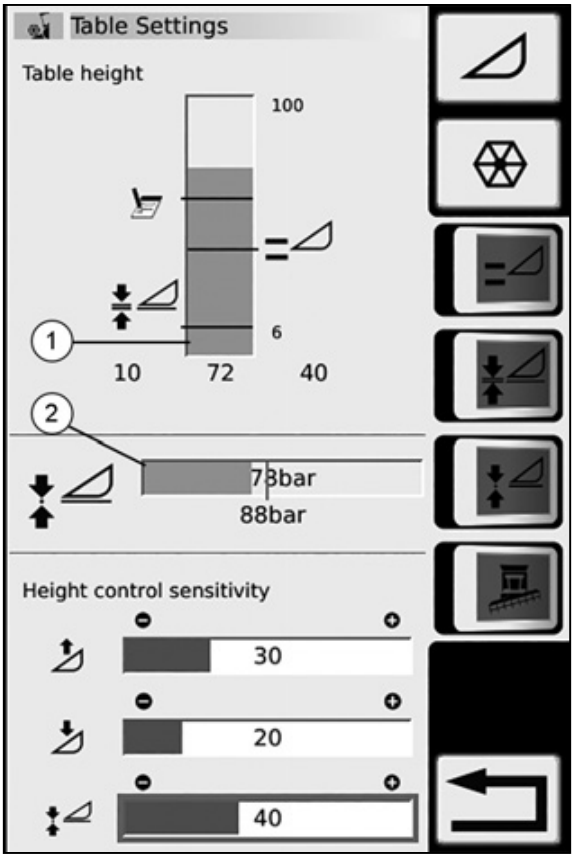


Fig. 100

Yellow

- If the table automatics are engaged (with a single press on the button **A**) and the machine is stationary or moving at less than 0.5 km/h, the bar will be yellow. When the machine speed exceeds 0.5 km/h again, the bar changes colour from yellow to blue.
- If you choose to drive with the cutting height control engaged, the cutting height bar (1) will be grey, even if the automatic button **A** is pressed. If the field pressure control is engaged, the field pressure bar (2) will indicate the automatic engagement status.

The grain tank covers and the filling auger will then close. The voltage readings on the screen will gradually change as the actuators move.

There will be voltage on the grain tank cover actuator for 25 seconds, and there will be voltage on the filling auger actuator for 15 seconds.

Voltage readings must be less than 700 mV for both actuators.

When the covers and the filling auger are fully closed, press the checkmark  .

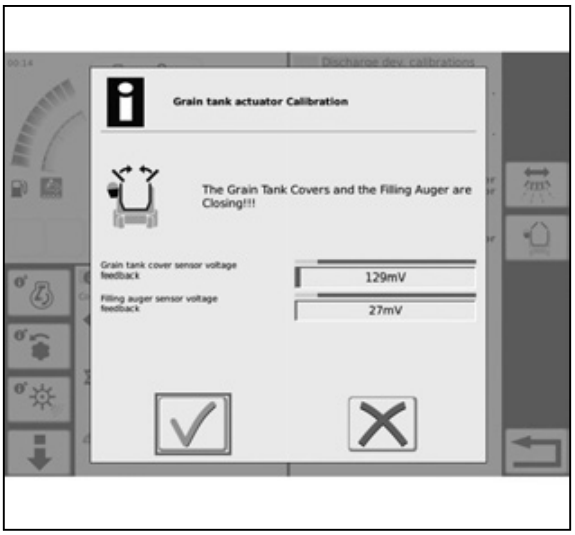


Fig. 113

The screen will then indicate that the calibration was performed correctly.

If errors occur during the calibration procedure and these cannot be remedied, please contact your dealer.

NOTE: *The calibration can be stopped at any time by pressing the red X*  *. When the calibration has been stopped, the grain tank covers must be closed manually using the armrest switches before calibration can be started again.*

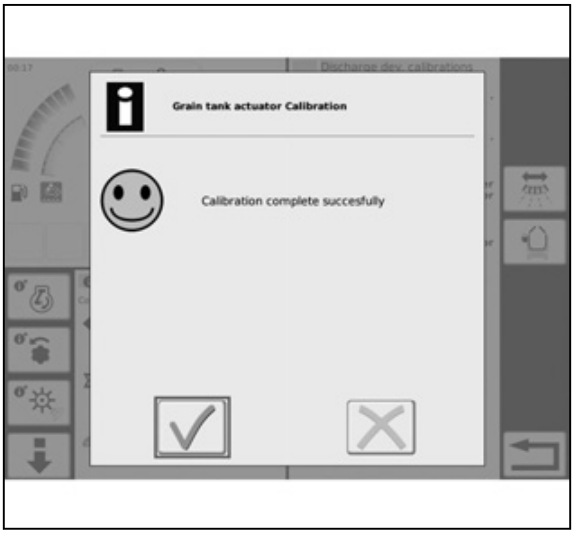


Fig. 114

FC	ERROR TYPE	ERROR MESSAGE
1B.2.00	ErrorPrio3	Coolant temp sensor voltage BELOW normal
1B.2.01	ErrorPrio3	Coolant temp sensor voltage ABOVE normal or open circuit
1B.2.02	ErrorPrio3	Coolant temperature ABOVE NORMAL
1B.1.03	ErrorPrio2	Coolant temperature HIGH, ALARM
1B.2.04	ErrorPrio3	Fuel temp sensor voltage below normal
1B.2.05	ErrorPrio3	Fuel temp sensor voltage above normal or open circuit
1B.1.06	ErrorPrio2	Fuel inlet temperature HIGH, ALARM (>85C)
1B.1.07	ErrorPrio2	Intake 1 air temperature ABOVE NORMAL (>90C)
1B.2.08	ErrorPrio3	Oil pressure sensor voltage below normal
1B.2.09	ErrorPrio3	Oil pressure sensor voltage above normal or open circuit
1B.1.0A	ErrorPrio2	Oil pressure ABOVE NORMAL (>9,5 bar / 30C)
1B.2.0B	ErrorPrio3	Oil pressure LOW
1B.1.0C	ErrorPrio2	Oil pressure LOW, ALARM
1B.2.0D	ErrorPrio3	Intake 1 Air Pressure sensor communication error
1B.1.0E	ErrorPrio2	Boost pressure LOW
1B.2.0F	ErrorPrio3	Intake manifold pressure drop too HIGH at cranking
1B.2.10	ErrorPrio3	Boost pressure deviation too high
1B.1.11	ErrorPrio2	Boost pressure HIGH
1B.2.12	ErrorPrio3	Intake 1 pressure sensor signal is not plausible
1B.2.13	ErrorPrio3	Intake 1 pressure sensor signal is not plausible
1B.1.15	ErrorPrio2	Crank speed signal erratic, too much noise pulses
1B.1.16	ErrorPrio2	Crankshaft speed sensor signal missing
1B.1.17	ErrorPrio2	Water in fuel
1B.1.18	ErrorPrio2	Signal deviation between crankshaft and camshaft too large
1B.1.19	ErrorPrio2	Cam speed sensor signal missing
1B.2.1A	ErrorPrio3	Number and/or position of the camshaft pulses implausible - disturbed signal
1B.2.1B	ErrorPrio3	Fuel main filter inlet pressure sensor voltage below normal
1B.2.1C	ErrorPrio3	Fuel main filter inlet pressure sensor voltage above normal or open circuit
1B.2.1D	ErrorPrio3	Fuel main filter inlet pressure ABOVE NORMAL
1B.2.1E	ErrorPrio3	Fuel main filter inlet pressure BELOW NORMAL
1B.2.1F	ErrorPrio3	Fuel main filter inlet pressure ALARM, out of safe operating range
1B.2.20	ErrorPrio3	ECU temperature sensor voltage above normal or open circuit
1B.2.21	ErrorPrio3	ECU temperature sensor voltage below normal
1B.1.22	ErrorPrio2	ECU over temperature HIGH, ALARM
1B.2.23	ErrorPrio3	Fuel supply pump inlet pressure sensor voltage below normal
1B.2.24	ErrorPrio3	Fuel supply pump inlet pressure sensor voltage above normal or open circuit
1B.1.25	ErrorPrio2	Fuel supply pump inlet pressure ABOVE NORMAL
1B.2.26	ErrorPrio3	Fuel supply pump inlet pressure BELOW NORMAL
1B.2.27	ErrorPrio3	Grid heater voltage above normal
1B.2.28	ErrorPrio3	Grid heater voltage below normal
1B.2.29	ErrorPrio3	Grid heater relay voltage above normal or short to HIGH SOURCE
1B.2.2A	ErrorPrio3	Grid heater relay current above normal or short to GROUND

Fig. 125 Page 1

08.2.27	ErrorPrio3	EXT: Fault at pin A-52. Reel Backward solenoid valve [Open Circuit]. If error persists please contact your dealer.
08.2.28	ErrorPrio3	EXT: Fault at pin A-53. Reel Lift solenoid valve [Open Circuit]. If error persists please contact your dealer.
08.2.29	ErrorPrio3	EXT: Fault at pin A-54. Reel Forward solenoid valve [Open Circuit]. If error persists please contact your dealer.
08.2.30	ErrorPrio3	EXT: Fault at pin A-55. Reel Lower solenoid valve [Open Circuit]. If error persists please contact your dealer.
08.2.31	ErrorPrio3	EXT: Fault at pin A-56. Reel speed solenoid valve [Open Circuit]. If error persists please contact your dealer.
08.2.32	ErrorPrio3	EXT: Fault at pin A-52. Reel Backward solenoid valve [Grounded Circuit]. If error persists please contact your dealer.
08.2.33	ErrorPrio3	EXT: Fault at pin A-53. Reel Lift solenoid valve [Grounded Circuit]. If error persists please contact your dealer.
08.2.34	ErrorPrio3	EXT: Fault at pin A-54. Reel Forward solenoid valve [Grounded Circuit]. If error persists please contact your dealer.
08.2.35	ErrorPrio3	EXT: Fault at pin A-55. Reel Lower solenoid valve [Grounded Circuit]. If error persists please contact your dealer.
08.2.36	ErrorPrio3	EXT: Fault at pin A-56. Reel speed solenoid valve [Grounded Circuit]. If error persists please contact your dealer.
08.2.37	ErrorPrio3	EXT: Fault at pin A-52. Reel Backward solenoid valve [Short to Battery]. If error persists please contact your dealer.
08.2.38	ErrorPrio3	EXT: Fault at pin A-53. Reel Lift solenoid valve [Short to Battery]. If error persists please contact your dealer.
08.2.39	ErrorPrio3	EXT: Fault at pin A-54. Reel Forward solenoid valve [Short to Battery]. If error persists please contact your dealer.
08.2.40	ErrorPrio3	EXT: Fault at pin A-55. Reel Lower solenoid valve [Short to Battery]. If error persists please contact your dealer.
08.2.41	ErrorPrio3	EXT: Fault at pin A-56. Reel speed solenoid valve [Short to Battery]. If error persists please contact your dealer.
08.2.42	ErrorPrio3	EXT: Fault at pin A-08. Reel Speed Sensor [Short to Supply]. If error persists please contact your dealer.
08.2.43	ErrorPrio3	EXT: Fault at pin A-08. Reel Speed Sensor signal [Grounded Circuit]. If error persists please contact your dealer.
08.2.44	ErrorPrio3	Wrong Feedback from the Reel Speed Sensor: Reel Speed Sensor signal is not congruent with Reel Speed Solenoid valve control. If error persists please contact your dealer.
08.1.45	ErrorPrio2	Feeder House elevator speed out of working range. Check OIB for belt tensioning instruction and if error persists please contact your dealer.
08.2.46	ErrorPrio3	Left/Right Skid Sensor is Faulty. If error persists please contact your dealer.
15.2.00	ErrorPrio3	Wrong Error Message. Please contact your dealer.
15.2.01	ErrorPrio3	Left Leveling Switch and Right Leveling Switch are active at the same time
15.2.02	ErrorPrio3	Lift Leveling Switch and Lower Leveling Switch are active at the same time
15.2.03	ErrorPrio3	High Combine inclination. Please reach a safe working slope.
15.0.04	ErrorPrio1	Exceeding combine maximum inclination. Immediately reach a permitted working slope.
15.2.05	ErrorPrio3	EXT: Fault at pin A-84. AutoLevel Override Signal is in Error State. If error persists please contact your dealer.
13.1.00	QuestionYesNo	Combine front side must be at minimum for Road Mode activation. Do you want to lower the combine front side?
13.3.01	Info	Road mode not possible: Front levelling in wrong position

Fig. 135 Page 11

On the control settings page, the user can set the steering response:

- Response, when the machine is in the swath (1)
- Response, when the machine is aligned in the swath after turning at the headland (2)

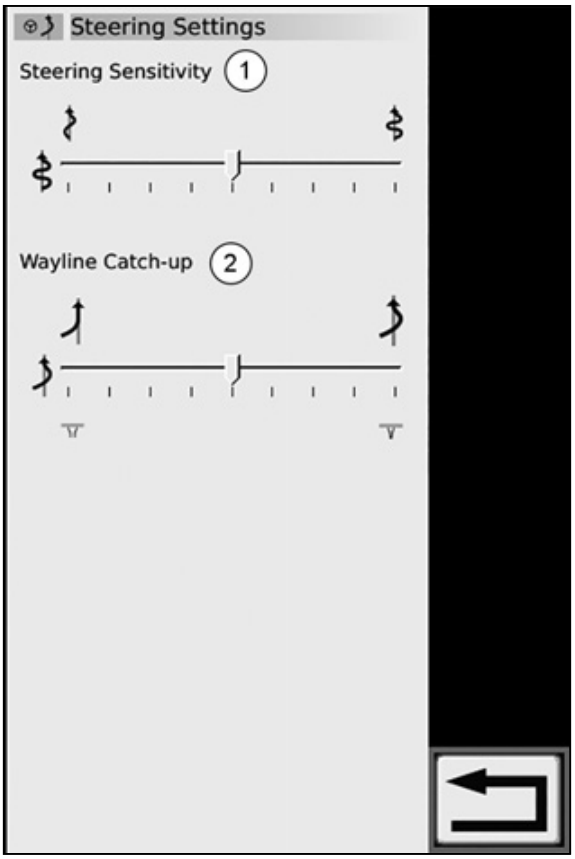


Fig. 145

Screen night mode:

For night work, press the (6) icon shown previously under "terminal settings" to reduce the screen brightness significantly.

Press the icon again to return to the brightness setting for daytime work.

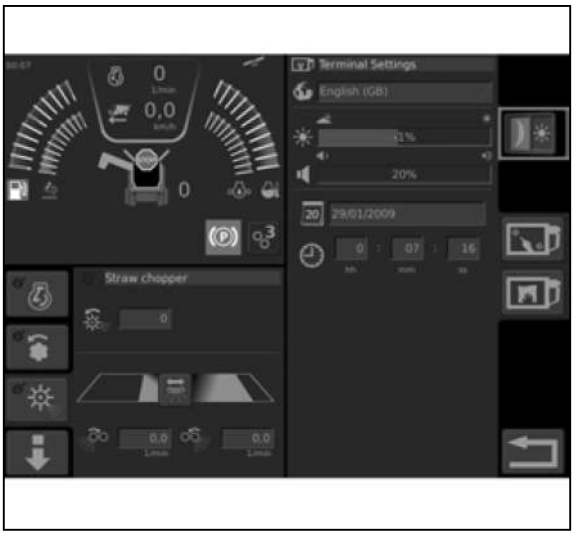


Fig. 156

Screen calibration

Press the icon (7) shown previously under "terminal settings" and then the cross hairs (1) which appear in the corners of the screen (the first in the top left).

NOTE:
When you have finished, the previous screen will appear automatically.

IMPORTANT:
If this is not done correctly, the display functionality will be interrupted.

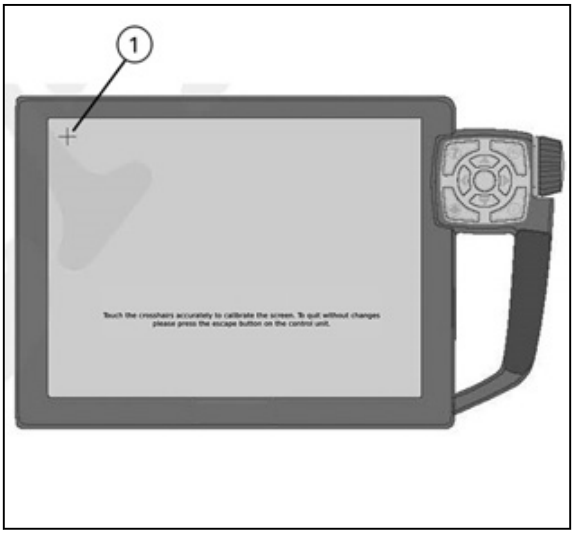


Fig. 157

Cleaning the screen:

To clean the screen while you work, without the risk of changing settings which have been entered, simply press the icon (8) shown previously under "terminal settings".

When finished, push the push button (4) to return to normal operation.

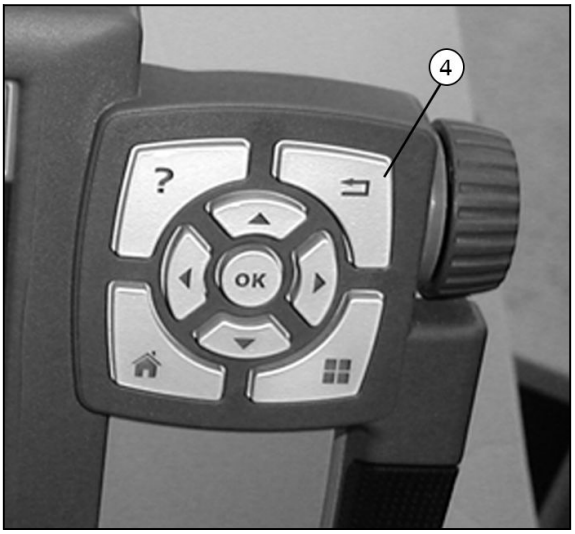


Fig. 158

Le informazioni che appaiono nella schermata possono essere filtrate per centralina (ECU) o per funzione (FUNCTION) premendo sulla cella (5).

If you push the cell (6), it is possible to sort the information again by a single controller or function, based on the choices made in the cell (5).

To apply the change, push the icon (7).

The icon (8), which connects/disconnects the diagnostics, will be automatically connected.

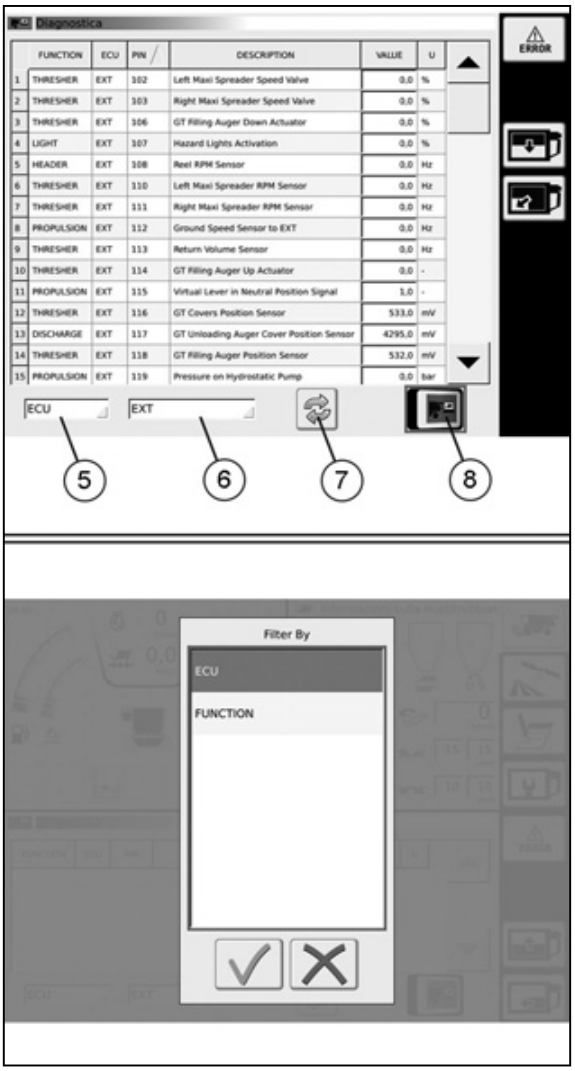


Fig. 179

Information can be had on the following ECUs:

- EXT
- LCP
- MFA
- CRP
- CLP
- CAP
- GUIDANCE

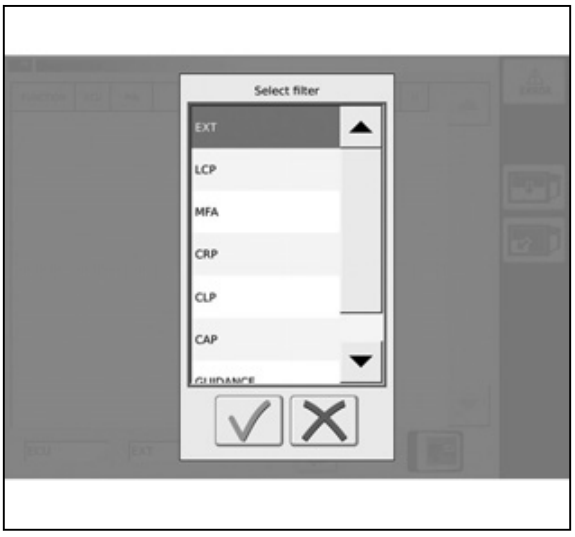


Fig. 180

4.12 Lighting

4.12.1 Lighting

To replace the bulbs in the lamps, remove the bulb after the lamp lens has been removed.

The cab is fitted with work lights (1) and rotating beacons (2) for transport and grain tank alarm.

The cab platform is fitted with work lights (1), low/ high beam main lights (3), parking lights (4) and direction indicators (6)

Fig. 195

The rear of the machine is fitted with a rotating beacon (7), work lights (8) as well as parking lights, brake lights and flashers (9).

The grain tank light (10) is located in the grain tank by the window between the grain tank and cab.

The unloading tube light is located on the tube itself.

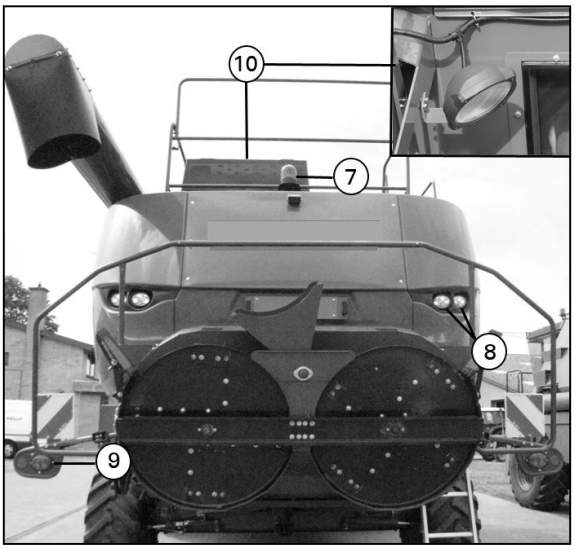


Fig. 196

Manual control

Under very difficult conditions, the Auto Level table can be controlled manually using switches (2) and (3) on the multifunction lever.

If Auto Level table is disengaged, it can be controlled manually. Manual control is possible when the automatic function is engaged. The automatic function will take over control as soon as the switch is released.

Leveling at turns

When the table is raised at headland turns, the sensor on the main crop elevator ensures that the table is leveled into a position parallel with the crop elevator, if tipped to one side by the Auto Level system.

The levelling takes place a few seconds after the ground sensors are clear of the ground.

Fig. 10

5.9 Servicing and User Tips

5.9.1 Calibration of New Auto Level Job Computer and Sensors

After fitting a new Auto Level job computer, the system data is not consistent and the control may not signal an alarm, or an inclination alarm may be shown 10 seconds after start-up for no obvious reason.

Therefore, a calibration must always be carried out when the Auto Level job computer has been replaced, and when sensors have been replaced.

NOTE:
This calibration requires special tools and must be performed only by authorized service personnel.

5.9.2 Unintentional Use of Manual Keys in Automatic Mode

Unintentional pressing of switches (1) and (2) for manual control while driving with the Auto Level system engaged will result in the electronics instantly switching to manual mode. As soon as the switch is released, the Auto Level system will retake control of the machine.

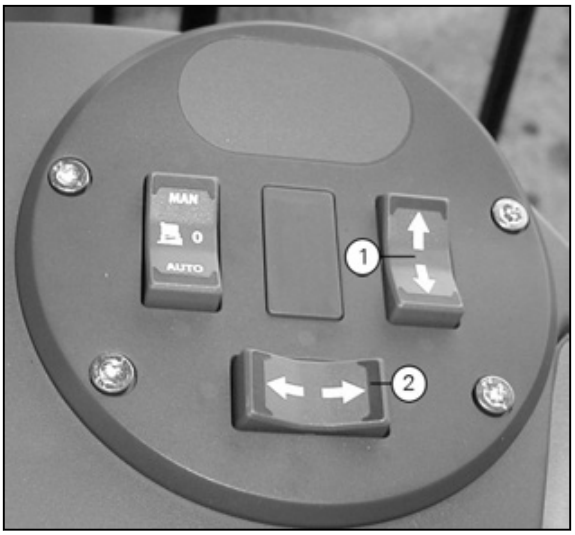


Fig. 17

Engagement (CUNA)

Check that ring hitch on the trailer is of a size (thickness and hollow) where it can be installed easily and securely on the trailer hitch.

1. Reverse the combine to the trailer.
2. Adjust the drawbar height and turn the trailer until it is just opposite the hitch on the combine. Raise the lever (1).
3. Reverse the combine to the trailer. When the trailer drawbar actuates the pawl (2), the locking pin (3) is released.
4. Check that the safety pin (4) is fully retracted as shown on the decal (5).
5. Insert the connector and turn up the jockey wheel.

WARNING:

Do not allow bystanders between the table trailer and the combine.

CAUTION:

Do not drive the machine unless the safety pin (4) is fully retracted!

IMPORTANT:
The load capacity of the hitch is specified on the decal on the hitch; horizontally: 3000 kg (6000 kg with overrun brakes) and vertically: 200 kg.

Removal

1. Check that the trailer brakes are engaged.
2. Lower the support wheel and disconnect the electrical connector.
3. Pull the lever (1) upwards, until it locks. Do not use lift links or support stands. The combine or the trailer may have to be moved slightly to reduce the pressure on the trailer locking pin.
4. Drive the machine forward so that the drawbar comes loose from the trailer.

WARNING:

Then close the trailer hitch by pushing the lever (6) down.

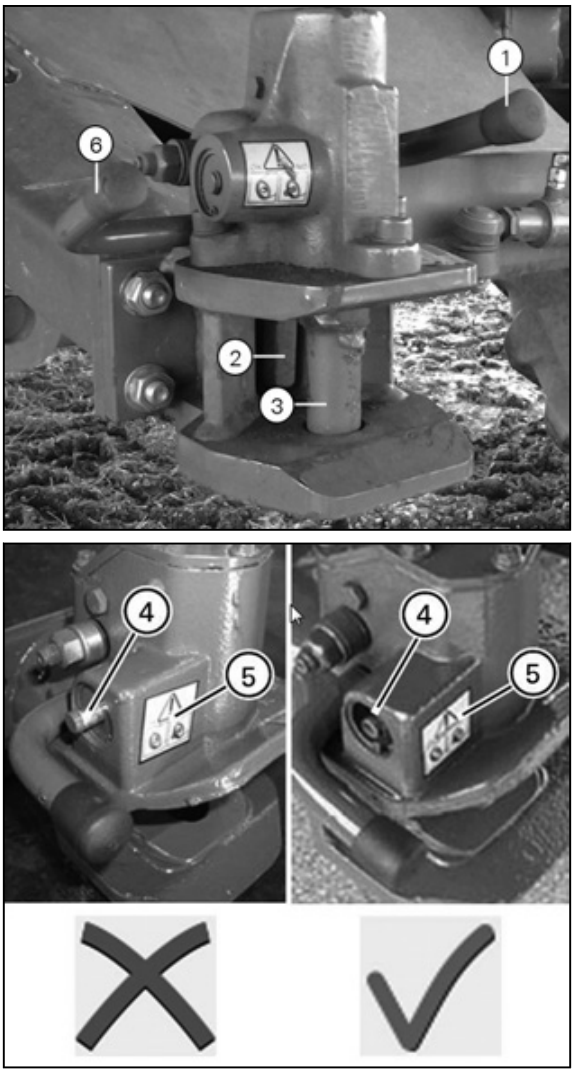


Fig. 10

6.6.2 Assembly and adjustment of shims (additional)

Procedure

- Remove the seal from the existing holes.
- Install the shim (A)
- Use carriage bolts to install the shim (B).

  NOTE: *The bolts must be positioned as shown at* (B).
- Adjust the distance between the shim and the auger.

  NOTE: *To prevent crop windings, the shim must be as close as possible to the auger without touching it.*

  NOTE: *When the auger is lifted or lowered, it is necessary to adjust the shim again as follows.*

  - Loosen the screws (1).
  - Move the shim in the slots to adjust it.
- Regularly clean the area adjacent to the shims to prevent any crop winding.

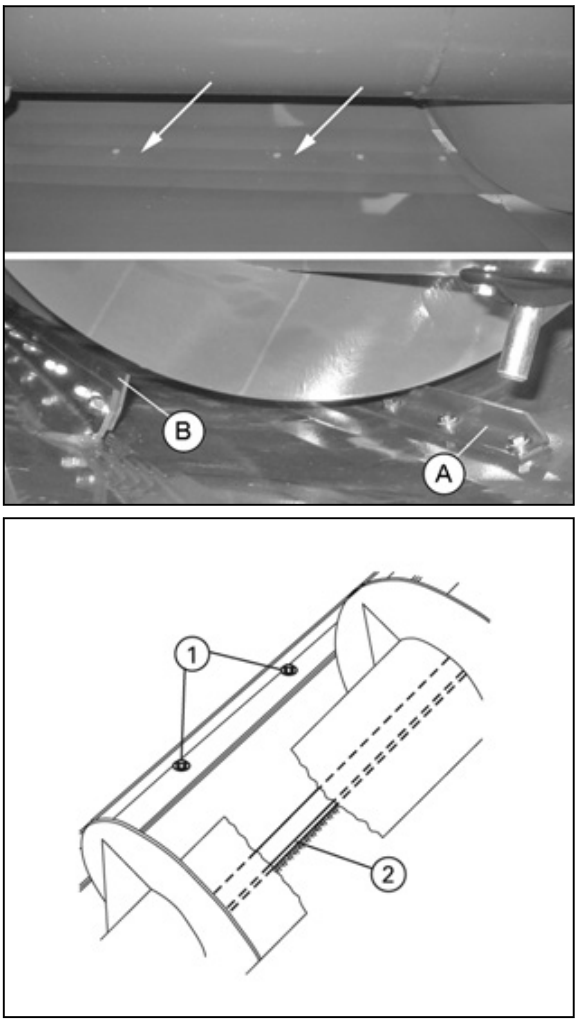


Fig. 27

PowerFlow belts slip clutch

The slip clutch on the PowerFlow belts is set to trigger by torque = 80 Nm.

The torque can be checked with a torque wrench.

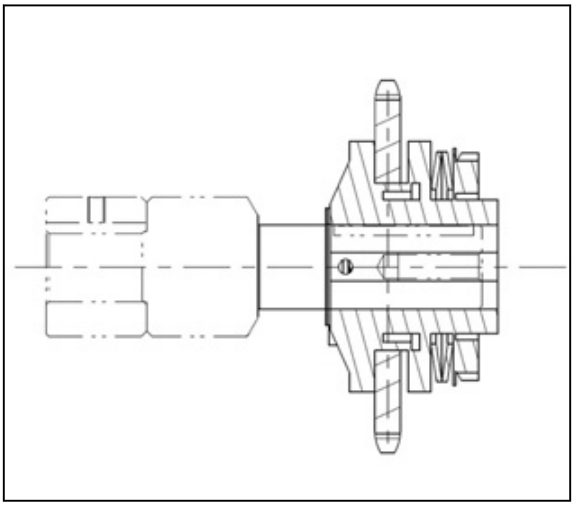


Fig. 43

6.16 Rape auger (18–25 ft)

6.16.1 Description

The header can be assembled with an auger (1) to cut rape. The rape auger makes feeding better and prevents the rape from falling over the edge of the bar.

NOTE: *To guarantee optimum feeding, the transport speed of the rape auger must be the same or slightly higher than that of the table auger.*

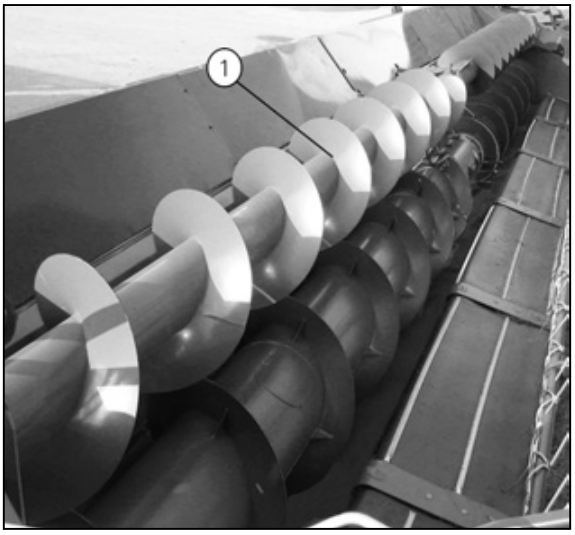


Fig. 57

Remove the split pin (1), the support bracket (2) can be turned downwards, so that it supports the wrench (3). Remember to secure the split pin (1) again before using the wrench (3).

WARNING:

Remove the wrench before starting the engine.

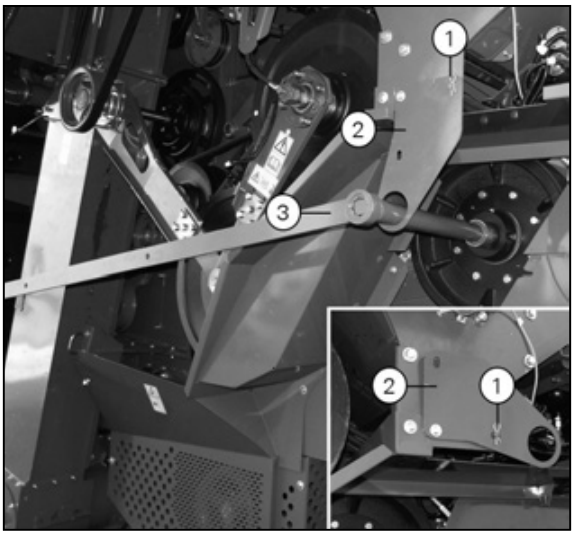


Fig. 11

NOTE:
In order to access the threshing drum the guard (4) *must be moved to one side when the bolts* (5) *have been loosened.*

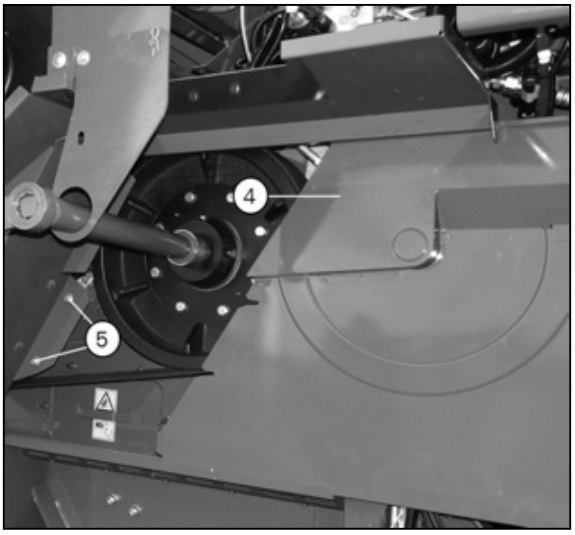


Fig. 12

Straw Crops

Wheat, rye, barley and oats. The bottom plate (1) must be in position (A) and the counter-knives (2) in position (I), (II) or (III) depending on the required chopping length and water content in the crop. Position (I) has the greatest effect, and in wet crops the straw may accumulate on the counter-knives, resulting in even higher power consumption. If the straw starts settling on the counter-knives, they must be angled one or two positions down. When the counter-knives (2) are turned down, the material will slide on the knives and will be chopped easily. We recommend that you use the bottom plate instead of turning the counter-knives one position up. Using the bottom plate requires less power and improves the chopping effect more than turning the counter-knives one position up, from position (II) to position (I). Improving the chopping effect will use more power, which may affect combine capacity. It is important that the chopper is correctly adjusted considering both chopping effect and combine capacity.

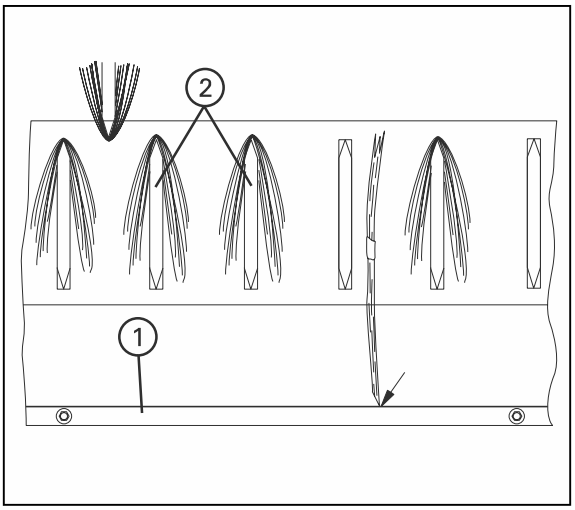


Fig. 26

Oilseed rape

Usually, the bottom plate (1) should be in position (B). If the crop is thin, the bottom plate should be turned to position (A), which gives a wider spread pattern. The counter-knives (2) must be in position (III) or (IV). The further down the counter-knives are angled, the easier it is for the material to get into the straw chopper. The angle between the counter-knives and the knives increases and, with this, the clearance between the rotating knives and the space bar also increases.

Maize and sunflower

Adjust the bottom plate (1) to position (B). The bottom plate (2) MUST be in position (V) and the counter-knives must be covered by a plate. Alternatively, the counter-knives may be dismounted. The straw chopper speed must be reduced by turning the belt pulley and moving it into the front hole in the bracket.

To prevent maize cobs from being thrown up into the rear of the straw walkers, a cover plate must be mounted over the rear of the straw chopper rotor.

NOTE:
In case of problems with blocking in the straw hood, it may help to turn the counter-knives further down.

Speed adjustment

The speed of the returns system can be changed by moving the belt between the two pulley sets. The speed is 460 rpm (outer pulley set) or 810 rpm (inner pulley set), respectively.

To change the speed of the returns system pull the tension roller (1) away from the belt. The belt now moves in both the upper and lower belt groove. The belt tensioner (1) is pulled down again and the belt (2) is lifted up onto the belt tensioner.

The system is self-adjusting.

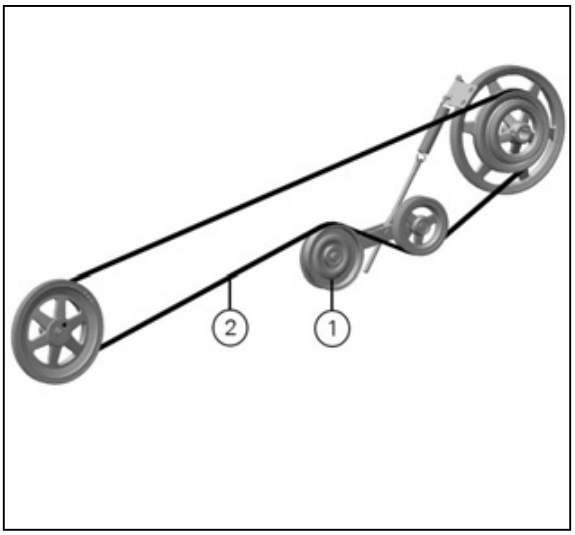


Fig. 42

7.8.2 Returns Volume Monitor

Shock-absorber

The returns volume is measured by using the returns volume monitor for the returns system. The measurement is converted into an electronic indication, expressed in volume, that can be seen on the Varioterminal 10.4 terminal.

To ensure accurate indication and alarms, the machine must be adjusted at each crop change, and the returns volume sensor must be calibrated to the current returns volume.

The returns volume must always be as small as possible and contain fewest possible grains.

NOTE:
Dirt on the components of the return system can cause inaccurate indication.

The returns volume sensor is calibrated under "Performance monitoring". In this menu it is possible to select a value between 0% and 100%. The higher the value, the higher the sensitivity; the lower the value, the lower the sensitivity. When harvesting begins, the user selects an acceptable level for the returns volume and then adjusts the sensitivity on the Varioterminal 10.4 terminal in order to have a precise reference on the screen.

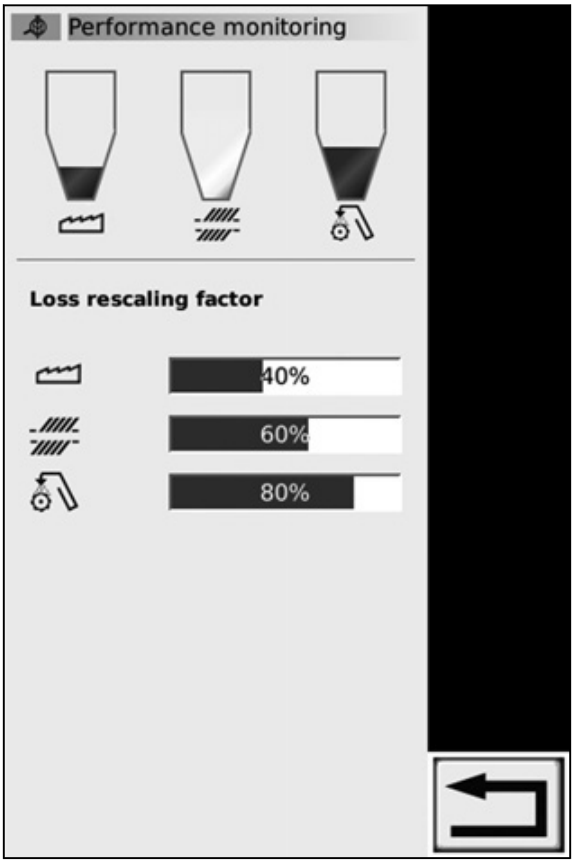


Fig. 43

When harvesting with an acceptable returns volume, the symbol on the terminal is green. If the returns volume increases, the icon will change colour to orange and later to red, if the level becomes unacceptably high.

7.11 Chaff Spreader

7.11.1 Setting

The machine can be equipped with a chaff spreader (1) to ensure distribution of the chaff over a wider range than the shaker shoe width.

The chaff spreader which is equipped with two hydraulically operated deflectors is engaged and disengaged by connecting and disconnecting the quick-attach couplings (2) of the hydraulic hoses. When engaging and disengaging the chaff spreader the threshing unit must be disengaged.

NOTE:
If the hydraulic hoses of the chaff spreader are disconnected, the quick-attach couplings must always be cleaned immediately and then reconnected. If not, the oil will have to pass through the pressure relief valve, which will result in heating of the oil.

If the chaff spreader is not used for a longer period, the belt for the hydraulic pump on the left-hand machine side must be removed.

Chaff spreader positions

When in use the chaff spreader must be in position (I). The position of the chaff spreader in position (I) is adjusted with the set screws (3) so that the distance (A) from the grain loss sensor to the top edge of the chaff spreader is 350 mm ± 15 mm when the shaker shoe is in the rearmost position. If the grain loss sensor is repositioned, the distance (A) must be checked.

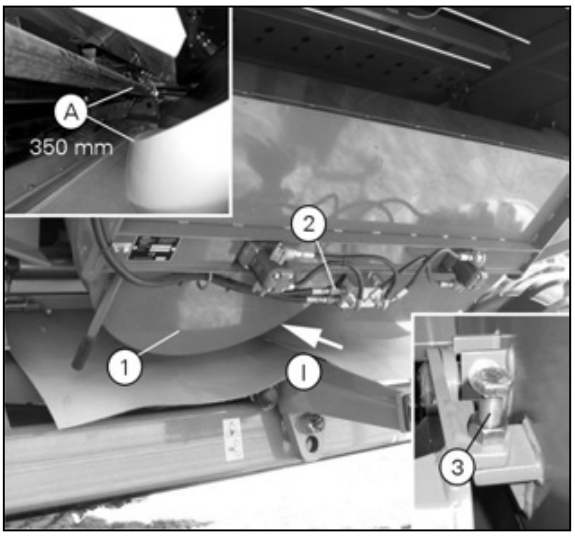


Fig. 59

When not in use, the chaff spreader must be in position (II). This position also gives access for adjustment/cleaning of sieves. The position of the chaff spreader in position (II) is determined by the two pivotal retainers (4) which when turned down, act as stops for the chaff spreader.

Position (III) gives access for replacement of sieves or other service purposes. To be able to fold up the chaff spreader into position (III), turn the two pivotal retainers into vertical position. The position of the chaff spreader in position III is determined by the two oleopneumatic shock absorbers (5) in the straw hood.

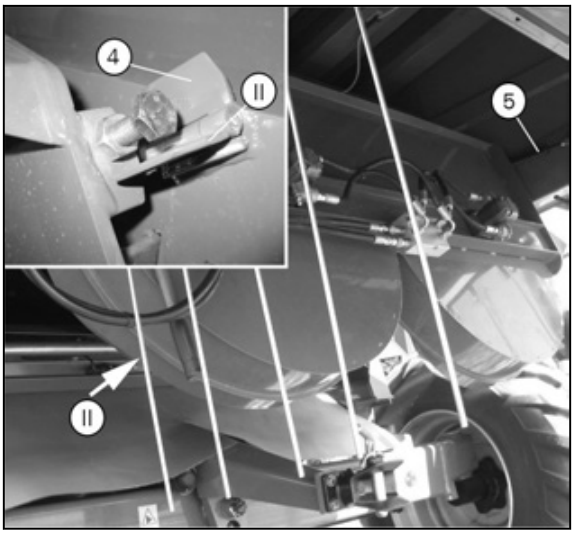


Fig. 60

9.5 Fuel system

9.5.1 Permitted fuels

The quality of the fuel is extremely important for optimum performance and to ensure long lifetime of the engine. Since contaminated fuel can cause many problems with the engine, it is important to use clean and correctly stored fuel.

The use of fuel that does not meet the requirements listed below can cause malfunctions in the fuel injection system and exhaust treatment system.

AGCO is not responsible for faults or problems caused by an inappropriate quality of fuel or fuel storage.

IMPORTANT: ***Risk of dangerous damage to the fuel system.***
DEF in the fuel, even in small quantities, causes damage to the fuel system.

If you suspect that the fuel is contaminated with DEF, the engine must not be started and the fuel tank must be cleaned.

Fuel specifications

The fuel must meet international specifications with the required quantity of sulfur and maximum percentage of biodiesel below:

European specifications	EN 590	2009 or more recent
North American specifications	ASTM D 975 or ASTM D7467 (B20)	10b or more recent
Japanese specifications	JIS K2204	2007 or more recent
Chinese specifications	GB or 252 GB 19147	> 07/2013

Fuels with a low sulfur content (≤ 15 mg/kg) that obey the EN 590 standards (:2009 or more recent), ASTM D 975 (-10 or newer) or GB 19147 phase V can be used in AGCO engines.

IMPORTANT: *Blends or additives are not permitted.*
Fuels or blends that include ethanol, petrol or kerosene, for example, are not permitted as they can decrease the life of the engine and cause dangerous problems in the injection system

IMPORTANT: ***The use of fuels with a high sulfur content (>15 mg/kg) causes dangerous damage to the injection system and exhaust treatment system. Thus, AGCO will not accept any warranty claims for the parts given above if a quantity of sulfur greater than the maximum permitted limit is used.***

Biodiesel blends

First-generation biodiesel blends.

The use of first-generation biodiesel, which has less than 10% fatty acid methyl esters (FAME) / fatty acid alkyl esters (FAAE), does not make changes necessary in the engine or its maintenance.

Permitted fuels	Maximum permitted content	Specifications for Biodiesel Blends
EN 590 - Europe	0 - 10% FAME/FAAE	EN 14214
ASTM D975 - North America		ASTM D 6751
JIS K2204 - Japan		JIS K2390
GB 19147 St5 - China		-
TS 15940 EU BTL/HVO		EN 14214

Procedure

- Stop the engine.
- Leave it for at least ten minutes to let the oil deposit in the engine sump.
- Remove the plug on the engine oil drain pipe (1).

  NOTE: *The piping* (1) *to drain the engine oil is marked with the decal* (A).

  CAUTION:

  Do not dispose of oil in the environment, rather collect it in a suitable container.
- To gain access to the filter (4), lift the engine cover.
- Clean the area around the filter carefully.
- Unscrew the filter.
- Check that the entire seal is still covering the filter.
- Remove any traces of seal residue that may be stuck to the support.
- Lubricate the seal on the new filter.

  IMPORTANT:
  Only use genuine filters.
  Dispose of the used filter correctly (for example, by sending it to a center specializing in the storage and disposal of oil waste).
- Firmly screw in the new filter by hand. Do not use any tools.
- Assemble the plug (1) again on the engine oil drain pipe.
- Pour the oil into the engine through the filler cap (2).

  NOTE: ***Do not overfill beyond the maximum level. Excessive oil can cause serious damage to the engine.***

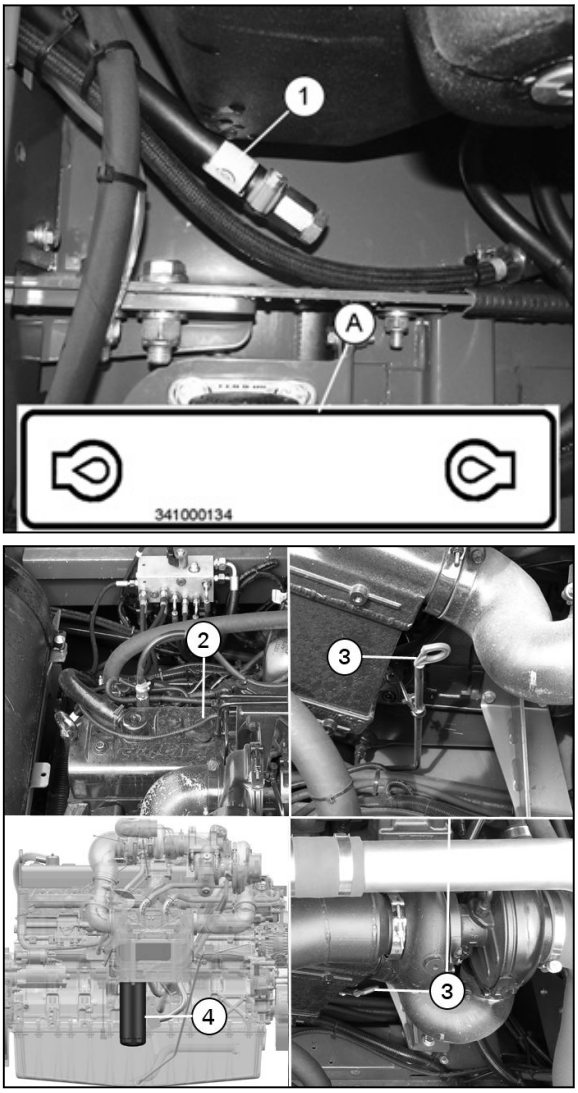


Fig. 21

- Using the dipstick (3) check that the oil level is between the minimum and maximum marks.
- Start the engine.
- Check that no oil is leaking from the filter.
- Switch off the engine.
- Top up the oil level (if necessary).

10.2 Hydraulics system

10.2.1 Hydraulics system

Pumps and fuel tank

These machines are fitted with five/six independent hydraulic circuits that are supplied through a quadruple pump fitted on the hydrostatic pump or through one or two single pumps depending on model.

Pump (1) - Maximum working pressure 185 bar

- Table hydraulic circuit
- Threshing cylinder variator
- Unloading auger in/out
- Levelling system for Auto Level machines (only models with Auto Level)

Pump (2) - Maximum working pressure 155 bar

- Reel speed

Pump (3) - Maximum working pressure 175±5

- Hydrostatic servo steering

Pump (4) - Maximum working pressure 60 bar

- Fan motor on oil cooler circuit

Pump (5) - Maximum working pressure 150 bar

- Chaff Spreader

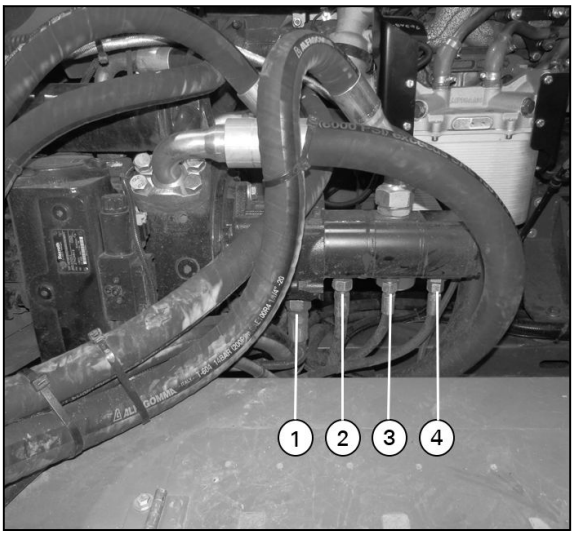


Fig. 1

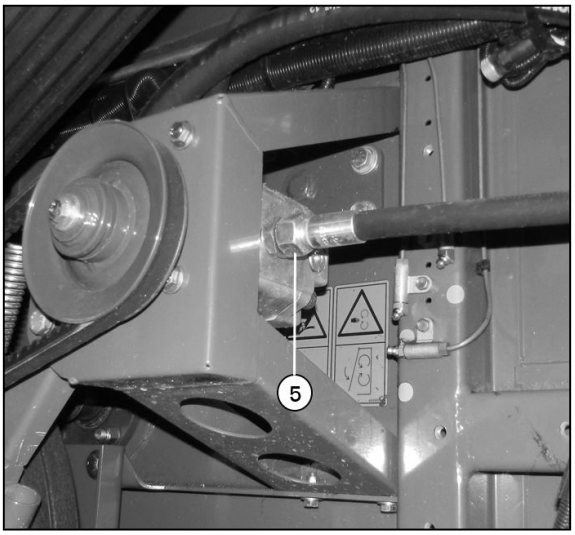


Fig. 2

- Allow the machine to idle for a couple of minutes and then check for oil leaks.
- Put the machine in neutral, release the parking brake (4), and move the multifunction lever forwards a quarter. Then put it in neutral and finally backwards a quarter.
- Finally, check oil level. Fill in oil if necessary.

Fig. 16

10.5.2 Filter change in general

Hydrostatic filter

- Replace the filter (1) on the hydrostatic pump every 500 hours or before each new season, whichever is soonest.

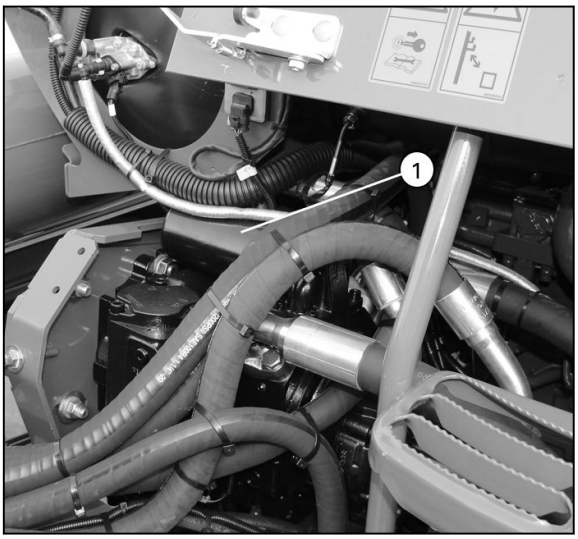


Fig. 17

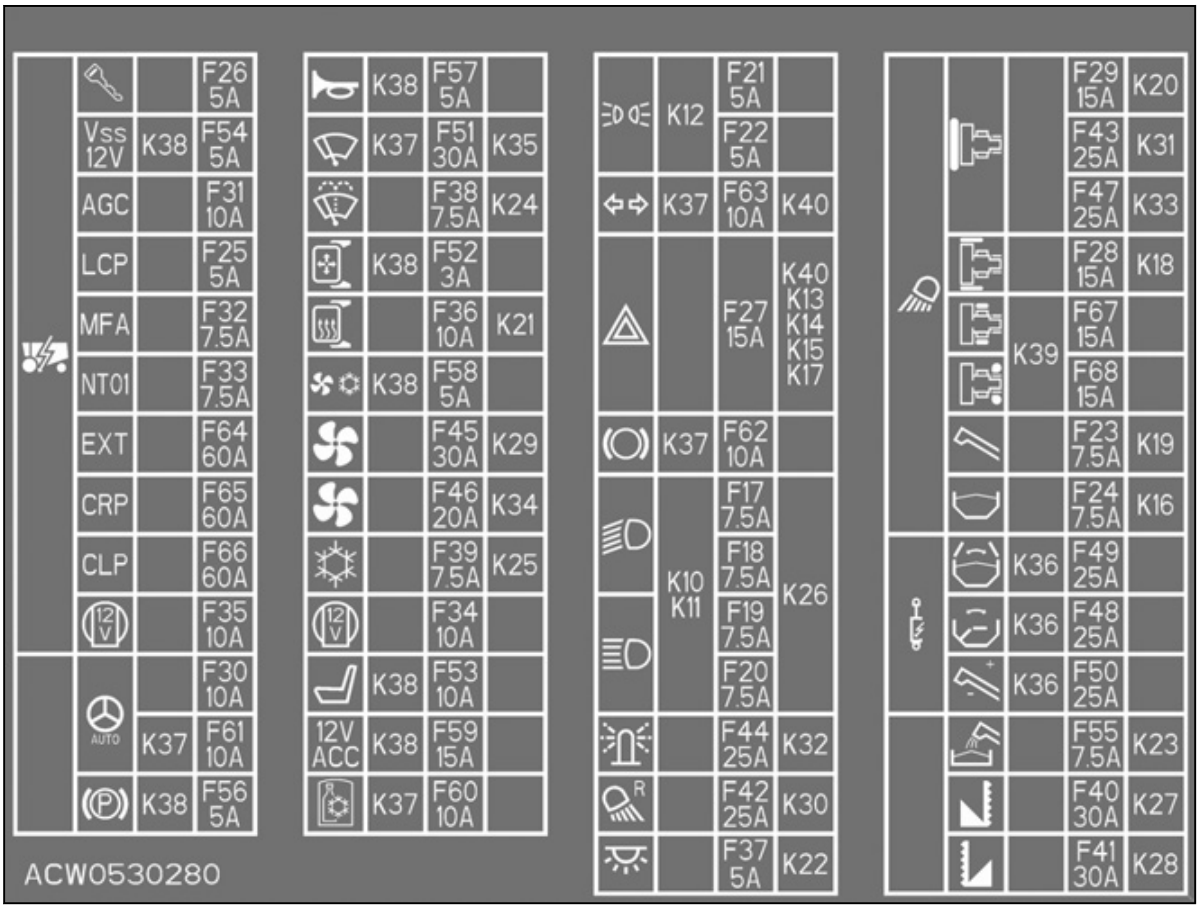


Fig. 7

Fuses in the front electric box		
Number	**Dimensions**	**Function**
F17	7.5 A	Power supply for low beam RH
F18	7.5 A	Power supply for low beam LH
F19	7.5 A	Power supply for high beam LH
F20	7.5 A	Power supply for high beam RH
F21	5 A	Power supply for parking light LH
F22	5 A	Power supply for parking light RH
F23	7.5 A	Power supply for light on unloading auger
F24	7.5 A	Power supply for light in grain tank
F25	5 A	Power supply for control panel light
F26	5 A	Power supply for ignition key
F27	15 A	Power supply for hazard lights
F28	15 A	Power supply for lights on crop LH/RH
F29	15 A	Power supply for work light 1 in platform LH/RH side

- In addition. disconnect all connectors for:

  – Terminal and job computer in the electric box.

  - GPS.

  - EEM engine management computer

- Always refit the safety guards whenever service has been carried out.
- Check the safety guards regularly and replace worn guards.
- Before stepping onto the engine cover make sure there are no live overhead power lines above the machine.

250 h					
Machine side	**No.**	**Description**	**Qty**	**Central Lubrication**	**Lubricant**
Left	25	King pins	1		Grease
Left	25	King pins and tie rods (four-wheel drive)	3		Grease
Left	26	Rear axle pivot	1		Grease
Left	26	Rear axle pivot (four-wheel drive)	1		Grease
Left	30	Tension pulley arm, straw chopper transmission	1		Grease
Right	31	King pins	1		Grease
Right	31	King pins and tie rods (four-wheel drive)	3		Grease
Right	32	Hubs, rear wheels	1		Grease
Right	47	Tension pulley arm, returns auger transmission	1		Grease
Left	50	Tension pulley arm, cutting table transmission	1		Grease
Left	51	Tension pulley arm, straw walker transmission	1		Grease
Right	59	Ball joint for hydraulic cylinder	1		Grease
Right	59	Ball joint for hydraulic cylinder	1		Oil
Left	88	Tension pulley arm for feeder belt	1		Grease
Right	90	Tension pulley arm, reversing	1		Grease

Reel support bearing (7)

NOTE: *Only for 18-25 ft PowerFlow tables*

Qty: 1

Central lubrication: No

Interval: 100 h

Lubricant: Grease

Fig. 22

Reel support bearing (7)

NOTE: *Only for 30-ft. PowerFlow tables*

Qty: 1

Central lubrication: No

Interval: 100 h

Lubricant: Grease

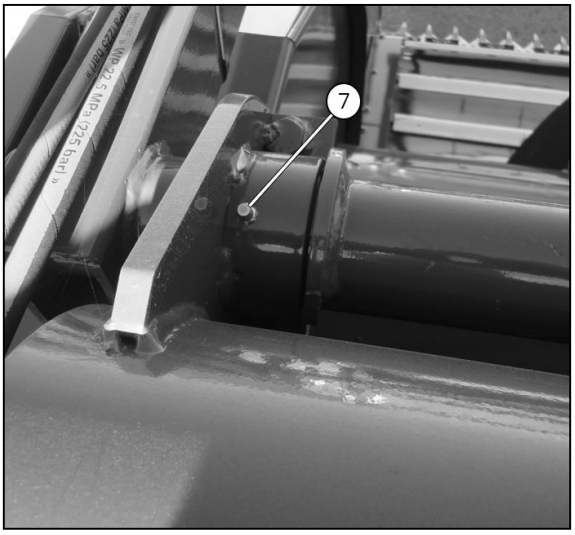


Fig. 23

Power take-off shaft (8)

NOTE: *Only for 18-25 ft PowerFlow tables*

Qty: 1 / 4

Central lubrication: No

Interval: 50 h

Lubricant: Grease

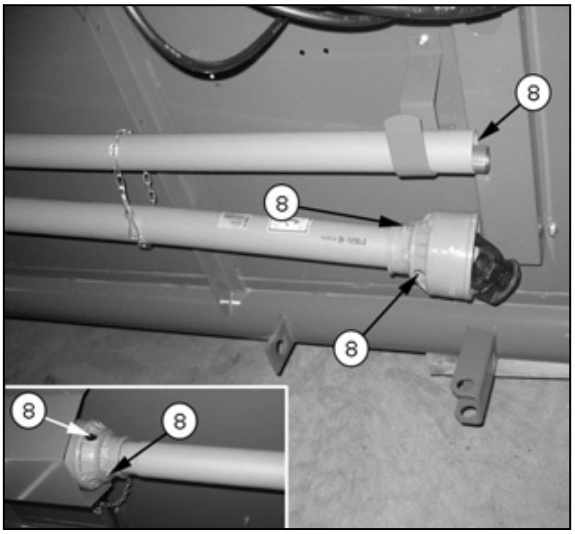


Fig. 24

Bearing for table auger (48)

NOTE: *Only for 30-ft. PowerFlow tables*

Qty: 1

Central lubrication: No

Interval: 50 h

Lubricant: Grease

Fig. 52

Tension pulley arm, table transmission (50)

Qty: 1

Central lubrication: No

Interval: 250 h

Lubricant: Grease

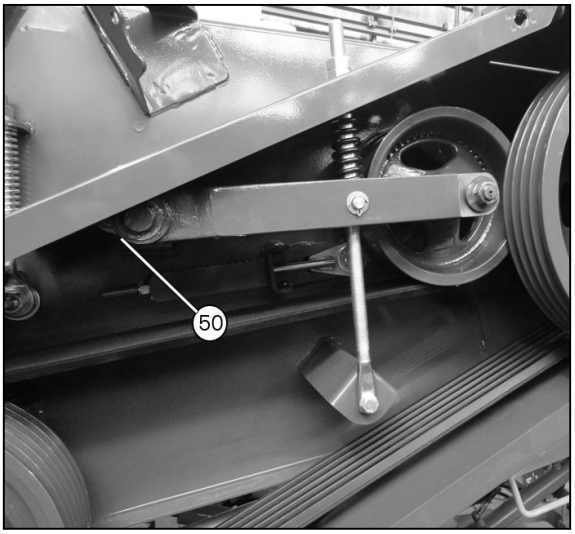


Fig. 53

Tension pulley arm, straw walker transmission (51)

Qty: 1

Central lubrication: No

Interval: 250 h

Lubricant: Grease

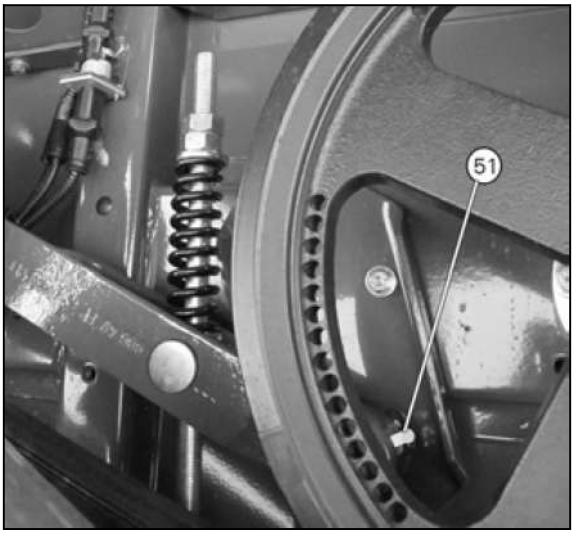


Fig. 54

Tension pulley arm, filling and returns transmission (45)

Qty: 1

Central lubrication: Yes

Interval: 10 h

Lubricant: Grease

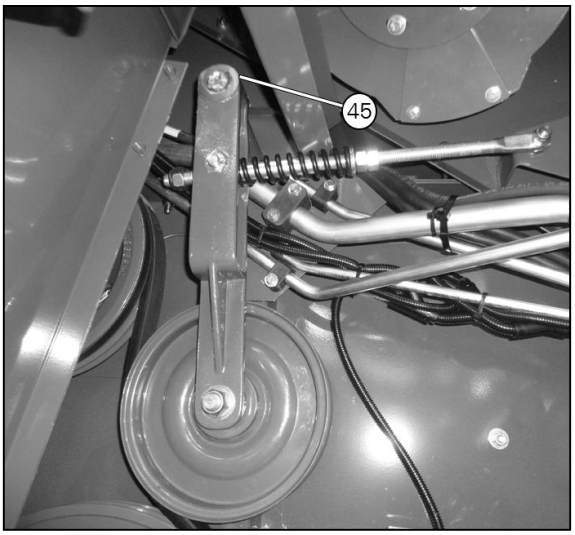


Fig. 82

Splined bushings, final reduction gear shafts (standard machines) (46)

Qty: 3

Central lubrication: No

Interval: 50 h

Lubricant: Grease

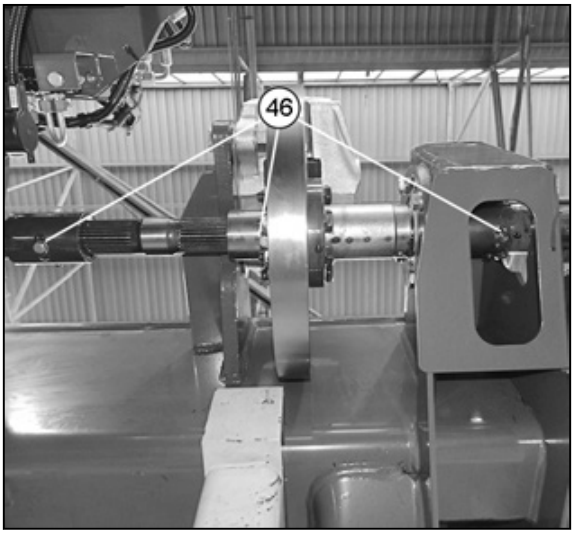


Fig. 83

Splined bushings, final drive shafts (Auto Level machines) (46)

Qty: 3

Central lubrication: No

Interval: 50 h

Lubricant: Grease

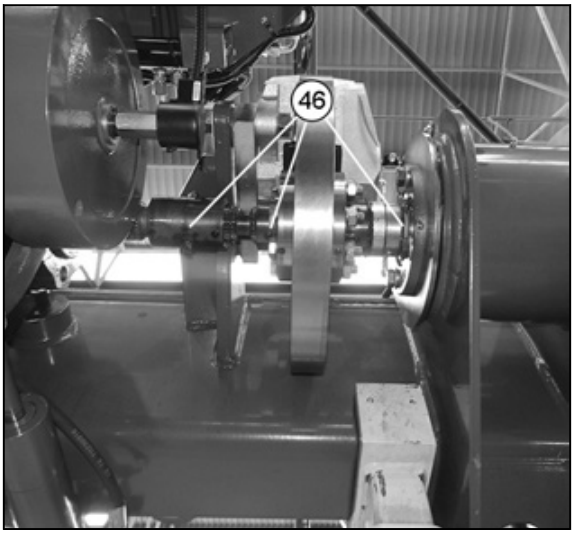


Fig. 84

Initial 50-hour service inspection	
Cleaning unit: • Inspect mounting bushes / bearings for wear. • Inspect belt, pulley and pitman drives to sieves.	Chains, sprockets, belts and pulleys: • Check tension of all belts and inspect for any signs of damage. • Check the condition and tension of all chain drives. • Lubricate and protect all roller chains.
Elevators, augers and grain tank: • Check the condition and function of auger tube.	General machine: • Lubricate all grease points. • Check for loose bolts (particularly the undercarriage).
Transmission and brakes: • Change the oil in the main transmission gearbox. • Inspect final drives for oil leaks and correct oil level. • Look for signs of leakage or damage to hydrostatic pump, motor, hoses and oil cooler. • Check parking brake system for operation and adjustment. • Check independent brakes for operation and balance. • Check brake fluid level.	Engine: • Check the safety (inner) and clean the outer air cleaner elements. • Change engine oil and oil filter(s). • Check level of cooling system and inspect radiator for cleanliness and leaks. • Check for leaks in oil, fuel and coolant systems. • Check engine suspension.

12.5.2 Maintenance required

NOTE:
In addition to the maintenance that should be carried out at regular 10 hours intervals, there is a number of checks, adjustments and fluid changes that should be carried out at various intervals. These actions are described in this section and elsewhere in the manual. If for any reason the services of the dealer are not used, the customer must refer to the Service Record Book and ensure that a competent person carries out the tasks described herein.

JOB Daily/10 Hours	Check	Retighten	Clean	Refill (if necessary)	Change
Engine oil level	X			X	
Engine compartment			X		
Fuel tank, filler cap breather			X		
Fuel pre-filter / water separator	X		X		
Coolant level	X			X	
Hydraulic oil level	X			X	
Engine intake filter and prefilter			X		
Rotary screen	X		X		
Air filter, operator cab			X		

13.1.2 Off-season storage

Procedure

- Dismount the terminal and keep it dry.
- Remove all covers in machine hood, elevators and straw walkers.
- Remove sieves, grain pan and tank filling auger.
- Remove all drive chains, elevator chains and main crop elevator chains and put them in an oil bath. Place elevator chains and main crop elevator chains in a U-profile so that the rubber slats do not get into the oil.
- Clean the machine thoroughly and lubricate all unpainted surfaces, augers, auger tubes, elevator housings, knives and fingers with anti-corrosive oil.
- Lubricate all bearings and linkages, start the machine and adjust cylinder and fanning mill speed through the whole range.

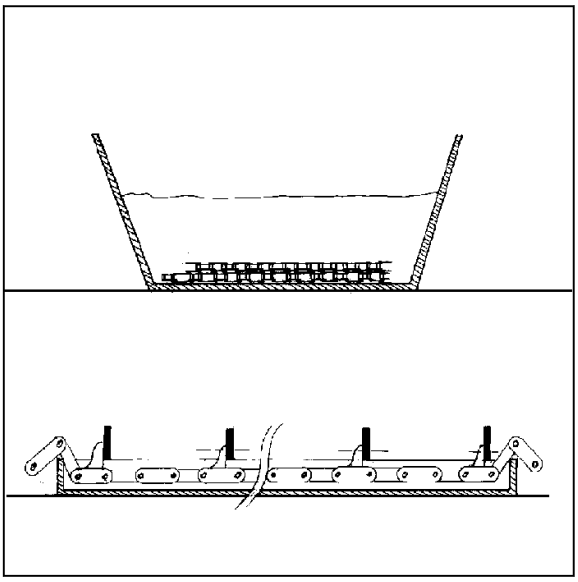


Fig. 2

- To avoid damaging the cylinder variator belt, the machine must be stored with relieved belt.

  This is done by:

  - adjusting the cylinder speed between the maximum speed and idling speed before disengaging the threshing unit.
  - lowering the main crop elevator to bottom position.
- Leave the machine in a dry place with all covers dismounted/opened to avoid condensation in the machine.
- Clean the air filter element and the radiator at low pressure.
- Protect all unpainted metal parts (with the exception of pulleys, variator disks, sieves and straw walkers) with paint or rust protection.
- During off-season storage, etc., turn the ignition key to position 0 and disable the main switch. If the electrical system is switched on for a long time under wet conditions it may corrode. Detach the terminals from the starter battery. It is advisable to store the battery in a frost-free room and keep it charged.
- During winter storage, park the combine in a dry place, protected against changeable weather conditions and support the combine using wooden blocks in order to remove the load from the tires. Do not deflate the tyres.

13.1.3 Storage of Engine, Fuel System, SCR System and Hydraulic System

Change engine oil and filter.

Replace the fuel filter.

Drain the fuel tank of water, sediments and fuel and top up with winter fuel.

Check that the coolant is protected against frost down to the required -°C. If replacement of the coolant is required or the mixture proportion needs to be changed, the coolant can be drained through the coolant hose on the side of the machine. The capacity of the radiator appears from the specification at the bottom of the radiator.

For refilling and replacement use an ethylene glycol based coolant in the mixture proportion prescribed by the manufacturer. The coolant must meet the following standards: ASTM D 3306 or BS 6580:1992.

- Registration of GPS position
- Logging data with GPS position
- Automatic indication of accessible parameters without the use of the data system via auto command from the field database
- Transmission of data between machine and field database via GPRS
- Reading/updating commands via GPRS
- Indication of document-related data on the card
- Indication of the availability of further troubleshooting information / status information
- Further settings for GPRS

14.1.6 AGCOMMAND

NOTE:
The AGCOMMAND system is available as an optional extra. If the system is purchased, a separate instruction manual will be included which means that system details are not described in this book.

AGCOMMAND is a data recording system which collects data for the user's machines and shows the data as an interrelationship if the machines are equipped with a data logging system such as Doc Pro. The Doc Pro system will then log various machine data which can then be read in AGCOMMAND.

The AGCOMMAND system provides easy access to the performance data of a machine. Data concerning machine performance and machine position can be checked by the user, owner, farm manager or fleet manager, either from an office PC or from any other wireless unit connected to the Internet (Pocket PC, PDA or Smart Phone) by using a secure AGCO Internet website.

Some of the functions in AGCOMMAND are:

- Monitoring of the position, status and performance of the machine.
- Monitoring of the service intervals of the machine.
- Configuration and monitoring of critical alarms
- Automatic information of upcoming service of a machine.
- Comparison of machines
- Monitoring of machine efficiency and costs
- Setting up geo-fence for the safety of the machine
- Displaying the machine history
- Export reports to a file or print to Adobe PDF

NOTE:
Use of AGCOMMAND together with the Doc Pro system is advisable.

Threshing sys.	Units of measurement	FENDT 8380 P – FENDT 8380 P AL FENDT 8410 P – FENDT 8410 P AL
Wire diameter	mm	3.5
Total number of wires	no.	110
Bars	no.	12
Maize type:		
Clearance (between wire centers)	mm	25
Wrap angle		117°
Wire diameter	mm	6
Bars	no.	12
Rear beater		
Drive trains		Powerband belt
Speed	rpm	945
Wrap angle, concave		44°
Concave area	m^2	0.34
Bars	no.	6
Clearance	mm	75
Wire diameter	mm	6
Rotary Separator		
Fingers	no.	72
Diameter	mm	500
Width	mm	1660
Speed, normal	rpm	950
Speed, low gear	rpm	515
Drive trains	-	Powerband belt
Rotary separator, concave		
Bars	no.	8
Wire diameter	mm	6
Wrap angle		78°
Area	m^2	0.65
Distance between concave and rotary separator	mm	35 - 44
Straw walkers		
Number of straw walkers	no.	8