2154D Processor

JOHN DEERE

OPERATOR'S MANUAL

2154D Processor

OMT231425 ISSUE L3 (ENGLISH)

CALIFORNIA

Proposition 65 Warning

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

If this product contains a gasoline engine:

⚠ WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.

The State of California requires the above two warnings.

**Worldwide Construction,
And Forestry Division**
PRINTED IN U.S.A.

Required Emission-Related Information
Service Provider

A repair shop or person of the owner's choosing may maintain, replace, or repair emission control devices and systems with original or equivalent replacement parts. However, warranty, recall, and all other services paid for by John Deere must be performed at an authorized John Deere service center.

DX,EMISSIONS,REQINFO-19-08DEC23-1/1

Technical Information Feedback Form

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THANK YOU!

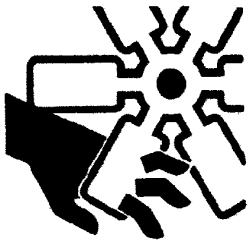
TX,TM,FAX-19-03JUL01-1/1

Stay Clear of Moving Parts

Entanglements in moving parts can cause serious injury.

Stop engine before examining, adjusting or maintaining any part of machine with moving parts.

Keep guards and shields in place. Replace any guard or shield that has been removed for access as soon as service or repair is complete.



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TX03679,00016D2-19-03JAN07-1/1

Avoid High-Pressure Fluids

Inspect hydraulic hoses periodically – at least once per year – for leakage, kinking, cuts, cracks, abrasion, blisters, corrosion, exposed wire braid or any other signs of wear or damage.

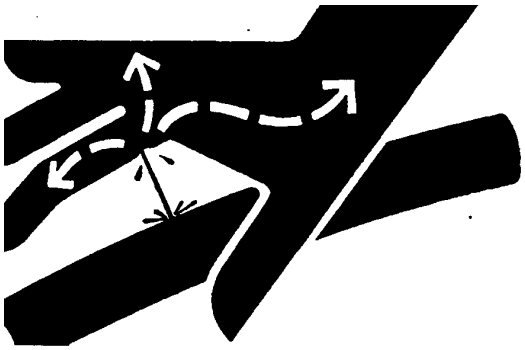
Replace worn or damaged hose assemblies immediately with John Deere approved replacement parts.

Escaping fluid under pressure can penetrate the skin causing serious injury.

Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure.

Search for leaks with a piece of cardboard. Protect hands and body from high-pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available in English from Deere & Company Medical Department in Moline, Illinois, U.S.A., by calling 1-800-822-8262 or +1 309-748-5636.



X9811—UN—23AUG88

DX,FLUID-19-12OCT11-1/1

Avoid High-Pressure Oils

This machine uses a high-pressure hydraulic system. Escaping oil under pressure can penetrate the skin causing serious injury.

Never search for leaks with your hands. Protect hands. Use a piece of cardboard to find location of escaping oil. Stop engine and relieve pressure before disconnecting lines or working on hydraulic system.

If hydraulic oil penetrates your skin, see a doctor immediately. Injected oil must be removed surgically within hours or gangrene may result. Contact a knowledgeable medical source or the Deere & Company Medical Department in Moline, Illinois, U.S.A.

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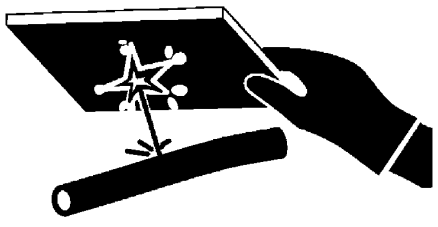

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Saw Chain Hazard

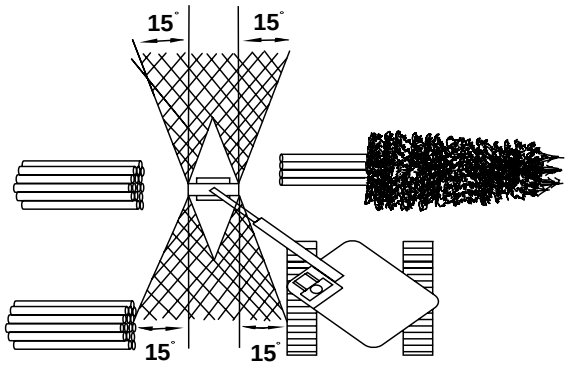
Saw chain shot is the high velocity separation and ejection of a piece or pieces of cutting saw chain from the end of a broken saw chain in mechanized timber harvesting. Saw chain shot exposes both machine operators and bystanders to a risk of serious injury or death. Saw chain shot typically occurs near the saw drive sprocket of the cutting system. Saw chain shot pieces typically travel within 15 degrees on either side of the saw bar plane.

A saw chain shot consists of two breaks in a saw chain. First, the saw chain loop breaks, and forms two ends. One end moves past the saw chain drive sprocket and is rapidly accelerated due to a whip-like motion of the saw chain end. The "whip action" causes a second break in the saw chain, ejecting pieces of the cutting saw chain at high speed.

To reduce the risk of injury from saw chain shot:

- Never expose operators and bystanders to the saw chain shot hazard zone when saw chain is in motion.
- All machines in saw chain shot hazard zone must be fitted with appropriate guards, shields, and windows to protect operator and operator structures in accordance with safety standards and regulations for forestry operations.
- Impact resistant polycarbonate windows are recommended.
- Inspect the operator's cab windows regularly and after any impact. Replace if damaged, cloudy, or has visible microcracking or crazing.
- Inspect saw chain shot guard (if equipped) each time the saw chain is replaced. Replace saw chain shot guard if it is missing or damaged.
- Do not exceed maximum saw chain speed recommended by saw manufacturer.
- Inspect saw chain and cutting system frequently. Replace dull saw chain. Follow saw chain manufacturer's recommendations for saw chain tension and saw chain lubrication. Replace damaged saw chain, sprocket, bar, saw chain shot guard, and saw chain catcher.
- Always discard saw chain after a chain shot event.
- Use only approved new replacement and repair parts from the same chain or saw manufacturer.
- Keep saw chains sharp and lubricated. Follow the saw chain manufacturer's recommendation when inspecting, repairing, sharpening, installing, and breaking in saw chains.

1—Saw Chain
2—Saw Bar
3—Saw Bar Tip
4—Saw Chain Drive Sprocket
5—Saw Chain Catcher
6—Saw Chain Shot Guard



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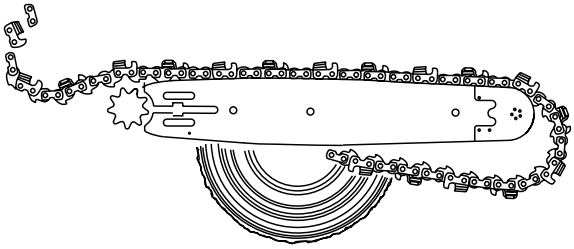
Saw Chain Shot Hazard Zone

TX1045990A—UN—08JUN10

Saw Chain Shot Pieces



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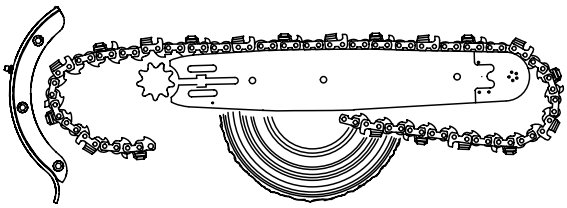
Saw Chain Break Without Saw Chain Shot Guard



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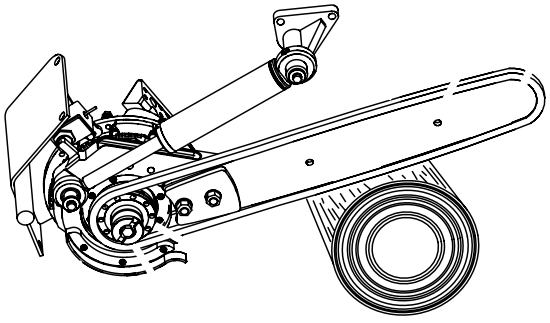
Saw Chain Break With Saw Chain Shot Guard



TX1078030—UN—08JUN10

Typical Saw Components

TJ11948,000015A-19-25NOV19-1/1

Monitor Panel Functions

1. Engine Coolant Temperature Gauge:

IMPORTANT: If needle points to "RED" zone, idle engine to bring back needle to "GREEN" zone before stopping engine. If needle continues to rise, stop engine.

2. Fuel Gauge: Fuel machine before needle reaches “E.”

3. Display Select Switch: Press switch to display Hour Meter, Trip Meter 1, or Trip Meter 2 information in that order on the monitor display.

4. Set Switch: Press switch to change settings in Trip Meter 1 or Trip Meter 2.

5. Work Mode Switch: Press switch to select Dig Mode.

6. Fuel Level Indicator: Indicator will light when approximately 80 L (21 gal) of fuel remain.

7. Air Filter Restriction Indicator: Indicator will light when the air filter elements are clogged.

8. Alternator Voltage Indicator: Indicator will light with no or low alternator output.

9. Check Engine Indicator: Indicator will flash when the engine derate reaches 50% due to the following conditions: low fuel pressure, high fuel temperature, crank sensor fault, defective fuel injection pump ECU, or a failure in ECU to injection pump ECU communications.

10. Hydraulic Oil Filter Restriction Indicator: Indicator will light when main hydraulic filter element is restricted.

11. Engine Oil Pressure Indicator:

IMPORTANT: If engine oil pressure light comes on while operating, stop engine immediately.

Indicator will light and buzzer will sound when engine oil pressure is low. Stop engine immediately.

NOTE: Cold oil, low oil level, or extreme off level operation may cause indicator to light.

12. Preheat Indicator: Not used.

13. Engine Coolant Temperature Indicator:

IMPORTANT: DO NOT stop engine when coolant temperature light comes on or temperature will rise further. Reduce load, and run engine at slow idle for 15 seconds. If temperature light continues to stay ON, stop engine.

Indicator will light, and buzzer will sound when engine coolant overheats. Reduce load immediately, and run engine at slow idle for 15 seconds. Inspect for debris around radiator. Check coolant level in the radiator recovery tank.

14. Dig Mode Indicator: Indicator will light when Dig Mode is selected.

15. Attachment Mode Indicator: Not used.

16. Monitor Display: Displays Hour Meter, Trip Meter 1, and Trip Meter 2 information.

17. Auto-Idle Indicator: Indicator will light when the auto-idle / auto-acceleration switch is turned to the A/I or the A/A position. Indicator will flash when engine is started and either auto-idle or auto-acceleration mode is already activated.

18. Auto-Acceleration Indicator: Indicator will light when the auto-idle / auto-acceleration switch is turned to the A/A position. Indicator will flash when engine is started and auto-acceleration mode is already activated.

OUT4001,00001BA-19-26JUN08-1/1

Adjusting Pilot Control Lever Console Height

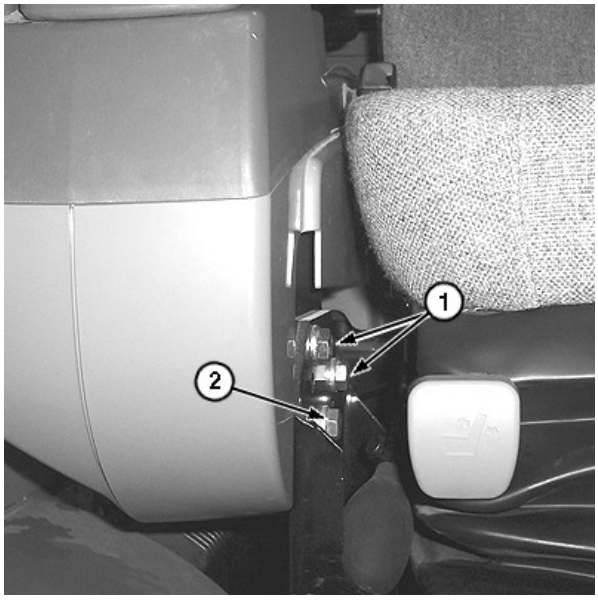
CAUTION: Avoid possible crushing injury from console unexpectedly dropping. Before loosening the cap screws, support the console.

1. Ensure engine is off and pilot shutoff lever is in the LOCK position.
2. Remove left and right console holding cap screws (1).
3. Loosen cap screw (2), and adjust the pilot control lever console height relative to the cab floor.
4. Tighten cap screw (2), and install holding cap screws (1).

Specification

Cap Screws—Torque. . . . . 49 N·m
36.1 lb-ft

1—Holding Cap Screw (2 used) 2—Cap Screw



TX1000318A—UN—10NOV05

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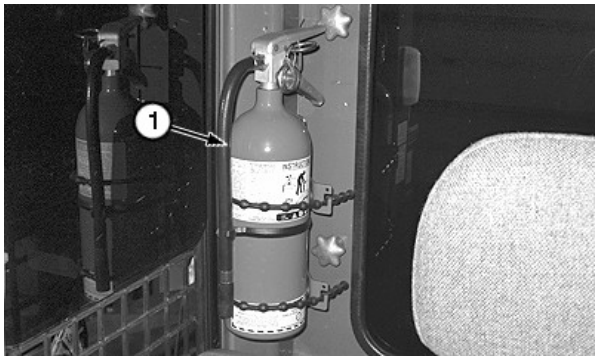
Fire Extinguisher

IMPORTANT: The fire extinguisher must be replaced after any use. Read operating instructions on canister.

Check gauge. If fire extinguisher is not fully charged, replace it.

1—Fire Extinguisher



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Lower Boom With Engine Stopped

When an engine stops during operation, the boom cannot be lowered using the pilot controller because there is no pilot pressure oil to move the boom valve spool.

CAUTION: Prevent possible injury from unexpected machine movement. Clear all persons from the area before lowering the boom with the engine stopped.

1. Lift control valve access door.

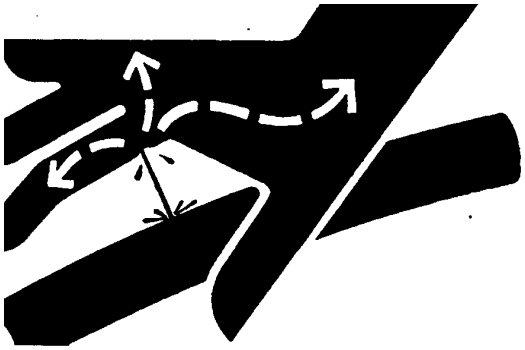
CAUTION: To avoid injury from escaping oil under pressure, stop engine and relieve the pressure in the system before disconnecting or connecting hydraulic or other lines. Tighten all connections before applying pressure.

IMPORTANT: Never loosen screw more than two turns, as screw may come off.

2. Loosen nut (1). Loosen boom manual lower screw (2) 1/2 turn. The boom will start to lower. The boom lowering speed can be somewhat adjusted by loosening screw more.
3. After the attachment is lowered to the ground, tighten screw, then nut to specifications below.

Specification	
Hex Key Wrench—Size	4 mm
Screw—Torque	6.9 N·m 5.0 lb-ft
Nut (1)—Torque	13.0 N·m 9.4 lb-ft

1—Nut **2—Boom Manual Lower Screw**



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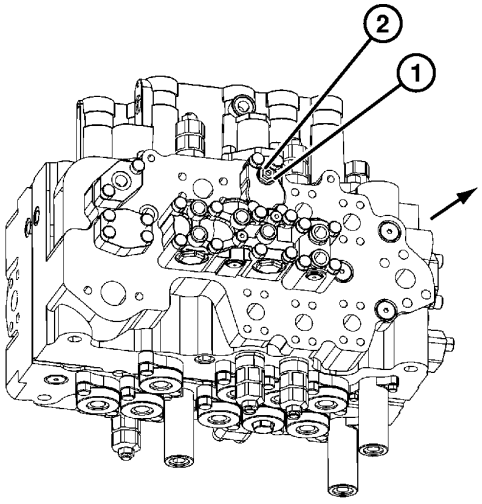

TX1000642—UN—29NOV05

TX1000642

Control Valve-Right Side Shown

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Diesel Engine Oil and Filter Service Intervals—Stage II Engine

The oil and filter service intervals in the following table should be used as guidelines. Actual service intervals also depend on operation and maintenance practices. It is suggested to use oil analysis to determine the actual useful life of the oil and to aid in selection of the proper oil and filter service interval.

Oil and filter service intervals are based on a combination of oil pan capacity, type of engine oil and filter used, and sulfur content of the diesel fuel.

Engine Oil and Filter Service Intervals		
	Standard Drain Oil Pan	**Extended Drain Oil Pan**
Fuel Sulfur	Less than 0.05% (500 ppm)	
Standard Oil	250 hours	250 hours
Premium Oil	375 hours	500 hours
Fuel Sulfur	0.05 to 0.50% (500 to 5000 ppm)	
Standard Oil	150 hours	150 hours
Premium Oil	275 hours	400 hours
Fuel Sulfur	0.50% to 1.00% (5000 ppm to 10 000 ppm)	
Standard Oil	125 hours	125 hours
Premium Oil	187 hours	250 hours
Engine oil analysis is required to determine the actual extended service life of premium oils ACEA E7, ACEA E6, ACEA E5, and ACEA E4.		

Diesel fuel sulfur level will affect engine oil and filter service intervals. Higher fuel sulfur levels reduce oil and filter service intervals as shown in the table.

- Use of diesel fuel with sulfur content less than 0.05% (500 ppm) is strongly recommended.
- Use of diesel fuel with sulfur content 0.05% (500 ppm) to 0.50% (5000 ppm) may result in REDUCED oil and filter change intervals as shown in the table.
- BEFORE using diesel fuel with sulfur content greater than 0.50% (5000 ppm), contact your John Deere dealer.

IMPORTANT: When using biodiesel blends greater than B20, reduce the oil and filter service interval by 50% or monitor engine oil based on test results from OILSCAN.

Oil types (premium or standard) in the table include:

- “Premium Oils” include John Deere PLUS-50™, ACEA E7, ACEA E6, ACEA E5, or ACEA E4 oils.
- “Standard Oils” include John DeereTORQ-GARD SUPREME™, API CJ-4, API CI-4 PLUS, API CI-4, API CH-4, or ACEA E3 oils.

NOTE: The 500 hour extended oil and filter change interval is only allowed if all of the following conditions are met:

- *Engine equipped with an extended drain interval oil pan*
- *Use of diesel fuel with sulfur content less than 0.05% (500 ppm)*
- *Use of premium oil: John Deere PLUS-50, ACEA E7, ACEA E6, ACEA E5, or ACEA E4*
- *Perform engine oil analysis to determine the actual extended service life of ACEA E7, ACEA E6, ACEA E5, and ACEA E4 oils*
- *Use of an approved John Deere oil filter*

ER79617,0000B2C-19-12APR10-1/1

Testing Diesel Engine Coolant

Maintaining adequate concentrations of glycol and inhibiting additives in the coolant is critical to protect the engine and cooling system against freezing, corrosion, and cylinder liner erosion and pitting.

Test the coolant solution at intervals of 12 months or less and whenever excessive coolant is lost through leaks or overheating.

Coolant Test Strips

Coolant test strips are available from your John Deere dealer. These test strips provide a simple, effective method to check the freeze point and additive levels of your engine coolant.

When Using John Deere COOL-GARD II

John Deere COOL-GARD II Premix™ , COOL-GARD II PG Premix and COOL-GARD II Concentrate are maintenance free coolants for up to six years or 6000 hours of operation, provided that the cooling system is topped off using only John Deere COOL-GARD II Premix or COOL-GARD II PG premix. Test the coolant condition annually with coolant test strips designed for use with John Deere COOL-GARD II coolants. If the test strip chart indicates that additive is required, add John Deere COOL-GARD II Coolant Extender as directed.

COOL-GARD is a trademark of Deere & Company

Add only the recommended concentration of John Deere COOL-GARD II Coolant Extender. DO NOT add more than the recommended amount.

When Using Nitrite-Containing Coolants

Compare the test strip results to the supplemental coolant additive (SCA) chart to determine the amount of inhibiting additives in your coolant and whether more John Deere Liquid Coolant Conditioner should be added.

Add only the recommended concentration of John Deere Liquid Coolant Conditioner. DO NOT add more than the recommended amount.

Coolant Analysis

For a more thorough evaluation of your coolant, perform a coolant analysis. The coolant analysis can provide critical data such as freezing point, antifreeze level, pH, alkalinity, nitrite content (cavitation control additive), molybdate content (rust inhibitor additive), silicate content, corrosion metals, and visual assessment.

Contact your John Deere dealer for more information on coolant analysis.

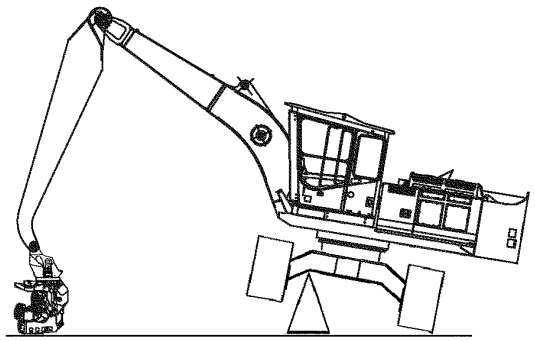
DX,COOL9-19-11APR11-1/1

Check Track Sag

1. Swing upperstructure 90° to tracks and position boom, arm, and front attachment as shown.
2. Raise track off ground with boom.

CAUTION: Prevent possible injury from unexpected machine movement. Place blocks under machine frame to support machine while measuring track sag.

3. Place blocks under machine frame to support machine.
4. Rotate track forward two full rotations and then in reverse two full rotations.



Processor Position

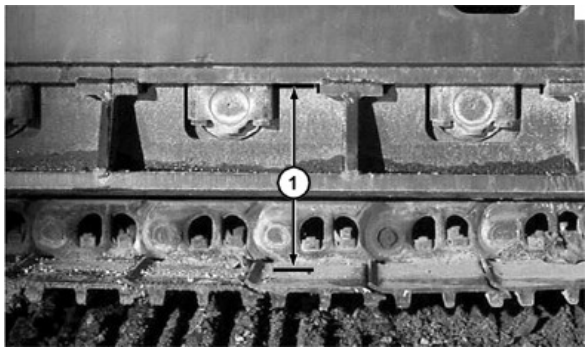
OUT4001,0000161-19-14MAY10-1/2

5. Measure distance (1) at middle track roller from bottom of track frame to top surface of track shoe.

2154D — Specification

Track—Sag	310—345 mm 12.21—13.58 in.

1—Track Roller Distance



OUT4001,0000161-19-14MAY10-2/2

Adjust Track Sag

IMPORTANT: Prevent possible damage to track components. DO NOT use the grease fitting on the track adjusting cylinder for lubrication. Use this fitting ONLY for track adjustment.

Continued on next page

DW90712,00005BA-19-12MAR07-1/2

Identification of excessive chain shot guard wear and damage:

- Inspect for wear or damage of the chain shot guard, cap screws, or attaching hardware.
- Replace cap screws or hardware when missing or not in place.
- Inspect for wear on each end of the chain shot guard.
- Inspect for possible cracking on any portion of the chain shot guard.
- Inspect for perforations or holes anywhere on the saw chain shot guard.
- Make sure that chain shot guard is not worn thin and still maintains the original shape and profile.
- Inspect for possible metal peeling or tearing back over any portion of the chain shot guard.

Use only approved replacement parts.

TX1080271A—UN—28JUL10

Chain Shot Guard—Perforated

TX1080272A—UN—28JUL10

Chain Shot Guard—Peeled and Torn

TX1080273A—UN—28JUL10

Chain Shot Guard—Worn Thin

TX1080274A—UN—28JUL10

Chain Shot Guard—Edges Worn Away

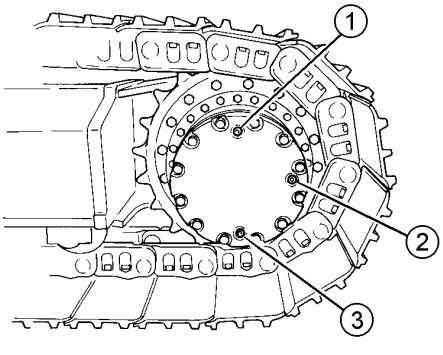
TX,CHAIN,SHOT,GUARD-19-20JAN11-3/3

Check Travel Gear Case Oil Level

1. Park the machine on level ground rotating travel gear case until positioned as shown.
2. Stop engine.

CAUTION: High pressure release of oils from pressurized system can cause serious burns. Wait for travel gear case oil to cool. Keep body and face away from check plug (2). Gradually loosen check plug to release air to relieve pressure.

3. After travel gear case has cooled, slowly loosen check plug to release air to relieve pressure.
4. Remove check plug. Oil must be to bottom of hole.
5. If necessary, remove fill plug (1), and add oil until oil flows out of oil level check plug hole.
6. Wrap threads of plugs with sealing-type tape. Install plug. Tighten plugs to 49 N·m (36 lb-ft).



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1—Fill Plug
2—Check Plug
3—Drain Plug

7. Check second travel gear case oil level.

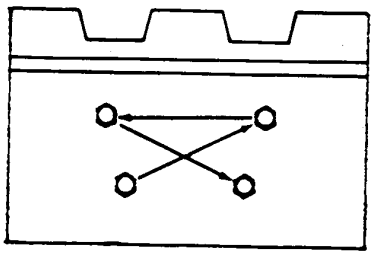
DW90712,000058B-19-30SEP08-1/1

Inspect and Re-Torque Track Hardware

Tracks shoes should be inspected and re-torqued at first 50 hours and 250 hour intervals thereafter.

Re-Torquing of Track Shoe Cap Screws

Failure to maintain correct track shoe cap screw torque will result in serious damage to the undercarriage components, shorter life expectancy, and it will void the Manufacturer's warranty on the undercarriage components. Each inspection and re-torquing should be documented by completing a Service Report for each unit, placing a copy of this report in the machine file, and forwarding a copy to the manufacturers attention.



T6352AH—UN—23FEB89

1. Verify that nuts are square with the milled surface of link and there is full contact between nut and milled surface.
2. Starting at any cap screw, tighten all cap screws in sequence shown to the re-torque specification.

2154D — Specification

22 mm Track Shoe Cap Screws—
Re-torque—Torque. . . . . 1079 ± 108 N.m
796 ± 80 lb-ft

Track Hardware Inspection and Replacement

IMPORTANT: Operating a machine with loose shoes can cause the cap screws and holes in the shoes and links to wear making it difficult to keep the shoes tight. Loose shoes can also cause hardware failure and loss of shoes.

For shoes with missing or loose cap screws and nuts, remove shoes and clean the mating surface of shoes and links before replacing cap screws and nuts. The cap screws must be replaced because they have been stretched to yield previously.

1. Clean the mating surface of shoe and links. Install shoes.
2. Apply a light coating of oil to cap screw threads before installing.
3. Install nuts with the rounded corners against milled surface of link and chamfered side is away from link. Check that nuts are square with the milled surface of link and there is full contact between nut and milled surface. As necessary, hold the nut so it does not turn.
4. Starting at any cap screw, tighten all cap screws in sequence shown to the torque specification.

2154D — Specification

22 mm Track Shoe Cap Screws—
Installation—Torque. . . . . 1130 N.m
830 lb-ft

OUT4001,0000153-19-09OCT08-1/1

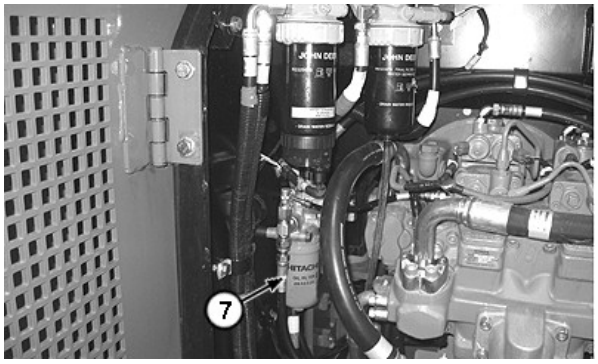
1. Open right access door.
2. Remove filter canister (7).
3. Remove filter element (9).
4. Remove O-ring (8).
5. Install new O-ring and filter element.

Specification

Filter Canister—Torque. . . . . 39 N·m
29 lb-ft

6. Install filter canister.
7. Install cap (if equipped) to case assembly (3) by aligning marks (2) and turning cap clockwise to lock position.

1—Cap
2—Aligning Mark
3—Case Assembly
4—Hex Wrench
5—Hole
6—Pressure Release Button
7—Filter Canister
8—O-Ring
9—Filter Element



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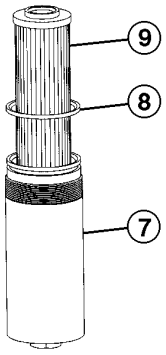

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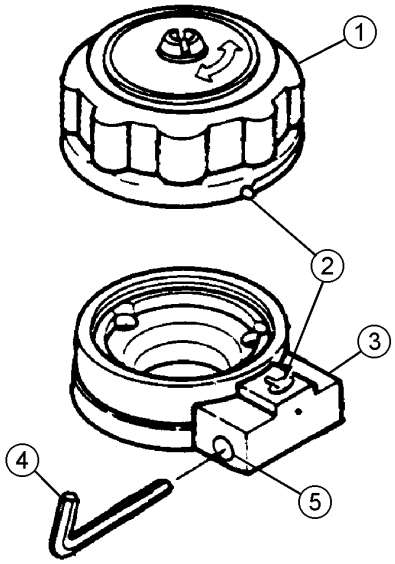

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DW90712,00005C5-19-07OCT11-2/2

If equipped with hydraulic tank cap:

CAUTION: High pressure release of oil from pressurized system can cause serious burns or penetrating injury. The hydraulic tank is pressurized. Relieve pressure by slowly turning the cap (1) counterclockwise a few degrees.

1. Insert 4 mm hex wrench (4) into hole (5) and turn counterclockwise to release locking pin.
2. Slowly turn cap (1) counterclockwise a few degrees to relieve pressure. Tighten Cap.

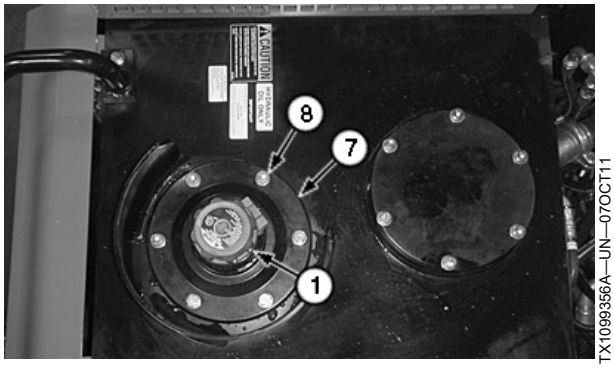
If equipped with pressure release button:

CAUTION: High pressure release of oil from pressurized system can cause serious burns or penetrating injury. The hydraulic tank is pressurized. Relieve pressure by pushing the pressure release button (6).

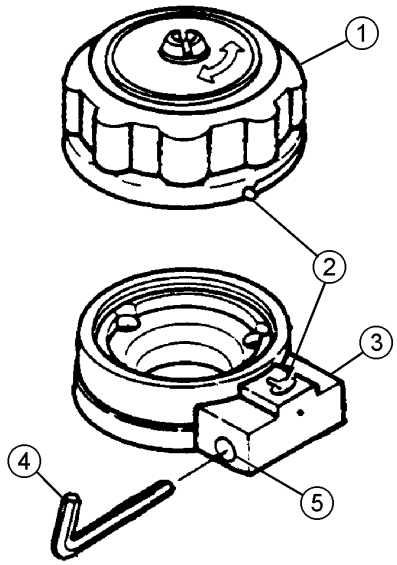
To relieve hydraulic pressure, push the pressure release button (6).

1. Remove cap screws (8)
2. Remove cover (7).

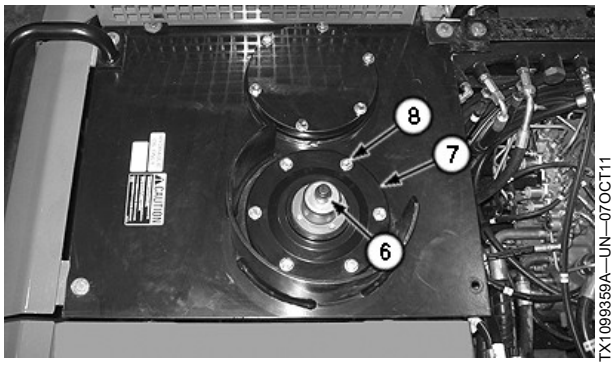
1—Cap
2—Aligning Mark
3—Case Assembly
4—Hex Wrench
5—Hole
6—Pressure Release Button
7—Cover
8—Cap Screw (6 used)



TX1099356A—UN—07OCT11



T135189—UN—06NOV00



TX1099359A—UN—07OCT11

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MB60223,0000253-19-26APR17-2/3

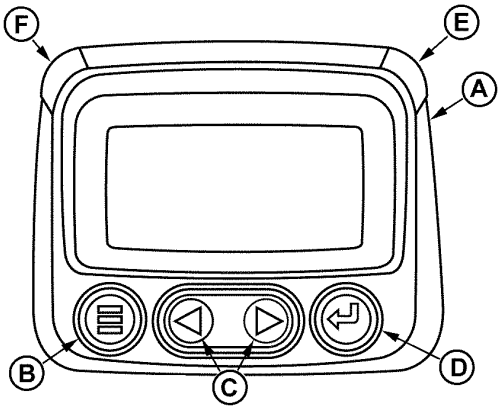
Using Diagnostic Gauge to Access Engine Information

The diagnostic gauge (A) allows the operator to view many readouts of engine functions and diagnostic trouble codes (DTCs). The gauge is linked to the electronic control system and its sensors. This allows the operator to monitor engine functions and to troubleshoot the engine systems when needed.

Press the menu key (B) to access the various engine functions in sequence. The displays can be selected as either customary English or metric units. The following menu of engine parameters can be displayed on the diagnostic gauge window:

- Engine hours
- Engine rpm
- System voltage
- Percent engine load at the current rpm
- Coolant temperature
- Oil pressure
- Throttle position
- Intake manifold temperature
- Current fuel consumption
- Active service (diagnostic) codes
- Stored service (diagnostic) codes from the engine
- Set the units for display
- View the engine configuration parameters

NOTE: Engine parameters which can be accessed will vary with the engine application. Five languages for readouts are available and can be selected during setup of gauge.



RG13132—UN—09SEP03

Diagnostic Gauge (Later Engines)

A—Diagnostic Gauge
B—Menu Key
C—Arrow Keys
D—Enter Key
E—Red "STOP ENGINE" Indicator Light
F—Amber "WARNING" Indicator Light

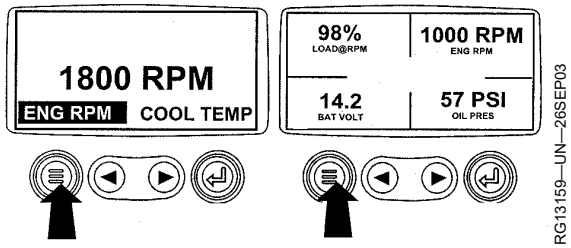
The diagnostic gauge includes a graphical backlit liquid crystal display (LCD) screen. The display can show either a single parameter or a quadrant display showing four parameters simultaneously. The diagnostic gauge uses two arrow keys (C) for scrolling through the engine parameter list and viewing the menu list and an enter key (D) for selecting highlighted items. The red (E) and amber (F) lights are used to signal active trouble code received by the diagnostic gauge.

VD76477,00015F0-19-14OCT08-1/1

Main Menu Navigation

NOTE: The engine does not need to be running to navigate the diagnostic gauge screens. All of the engine values illustrated on the diagnostic gauge indicate the engine is running.

1. Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the menu key.



RG13159—UN—26SEP03

Menu Key

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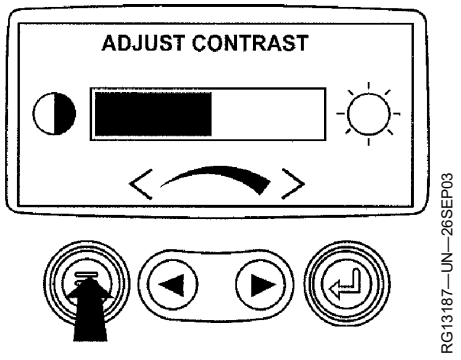
VD76477,00015F1-19-01OCT08-1/5

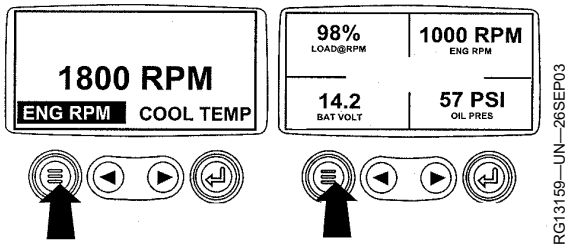
5. Press the menu key to return to the main menu.



Return To Main Menu

VD76477,00015F5-19-22AUG07-5/6

6. Press the menu key to exit the main menu and return to the engine parameter display.

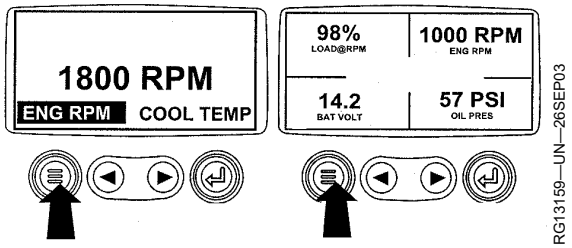


Exit Main Menu

VD76477,00015F5-19-22AUG07-6/6

Selecting Units Of Measurement

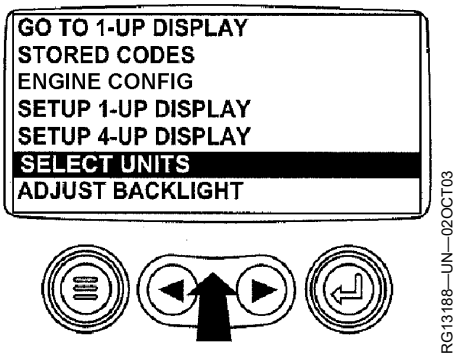
1. Turn the key switch to the ON position. Starting at the single or four engine parameter display, press the menu key.



Menu Key

VD76477,00015F6-19-22AUG07-1/7

2. The main menu will be displayed. Use the arrow keys to scroll through the menu until Select Units is highlighted.



Select Units

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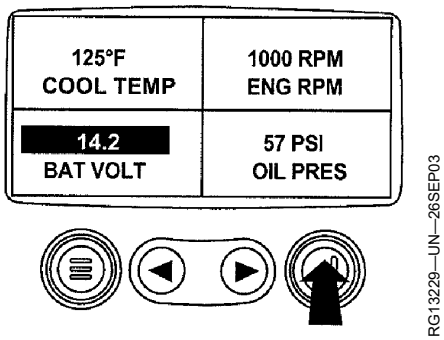
VD76477,00015F6-19-22AUG07-2/7

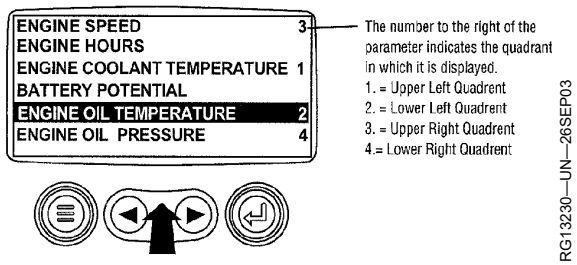
8. Press the enter key and a list of engine parameters will be displayed.



List Of Engine Parameters

VD76477,00015F8-19-22AUG07-8/14

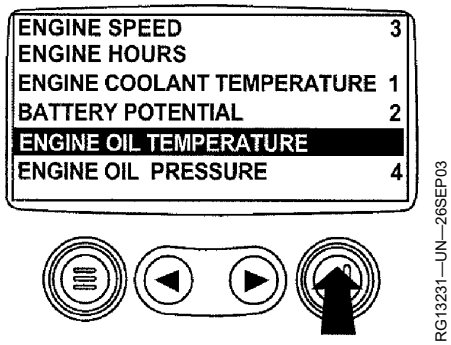
9. The parameter that is highlighted is the selected parameter for the screen. Use the arrow keys to highlight the new parameter to be placed in the 4-Up Display.



Select Desired Engine Parameter

VD76477,00015F8-19-22AUG07-9/14

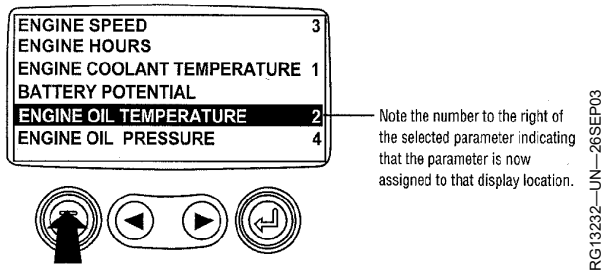
10. Press the enter key to change the selected parameter in the quadrant to the new parameter.



Enter Selected Parameter

VD76477,00015F8-19-22AUG07-10/14

11. Use the menu keys to return to the 4-Up Custom Setup screen.



Return To 4-Up Custom Setup

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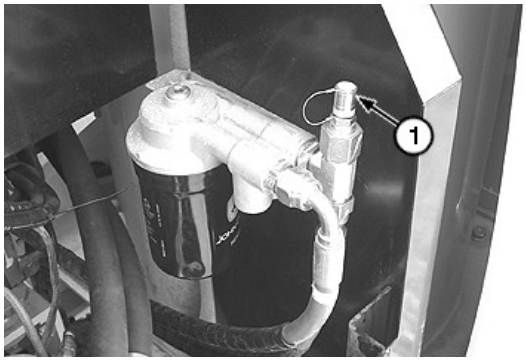
VD76477,00015F8-19-22AUG07-11/14

Fluid Sampling Test Ports—If Equipped

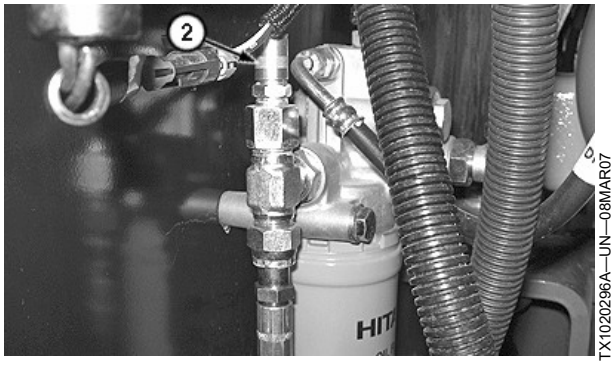
To access the fluid sampling test ports, open the right side engine compartment door.

1—Engine Sampling Port **2—Hydraulic Sampling Port**



TX1000760A—UN—28NOV05

Engine Sampling Port



TX1020296A—UN—08MAR07

Hydraulic Sampling Port

DW90712,00005DA-19-14DEC07-1/1

Welding On Machine

IMPORTANT: Disconnect battery ground strap or turn battery disconnect switch to "OFF" to prevent voltage spikes through alternator or monitor.

Disable electrical power before welding. Turn off main battery switch or disconnect positive battery cable. Separate harness connectors to engine and vehicle microprocessors.

Connect welder ground clamp close to each weld area so electrical current does not arc inside any bearings.

TX,90,DH5140-19-03JAN07-1/1

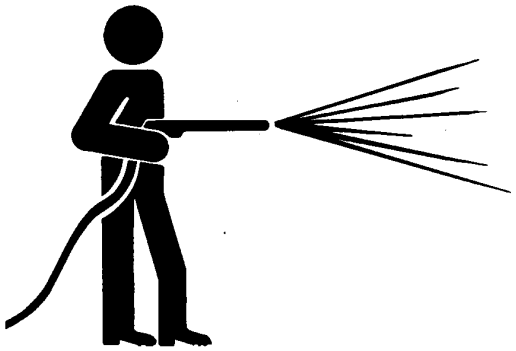
Clean Machine Regularly

Remove any grease, oil, fuel, or debris build-up to avoid possible injury or machine damage.

IMPORTANT: Directing pressurized water at electronic/electrical components or connectors, bearings and hydraulic seals, fuel injection pumps or other sensitive parts and components may cause product malfunctions. Reduce pressure and spray at a 45 to 90° angle.

High pressure washing greater than 1379 kPa (13.8 bar) (20 psi) can damage freshly painted finishes. Paint should be allowed to air dry for 30 days minimum after receipt of machine before cleaning with high pressure. Use low pressure wash operations until 30 days have elapsed.

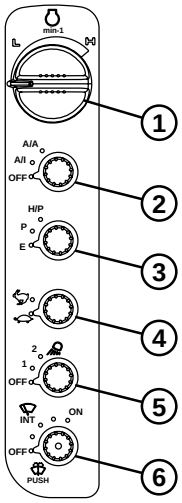
Do not spray heat exchangers at an angle.



T6642EJ—UN—18OCT88

DW90712,00005DB-19-13OCT08-1/1

Windshield Washer Circuit Check



T142011—UN—10MAY01

Switch Panel

1—Engine Speed Dial
2—Auto-Idle/Auto-Acceleration Switch
3—Power Mode Switch
4—Travel Speed Switch
5—Work Light Switch
6—Windshield Wiper and Washer Switch

IMPORTANT: Washer motor may be damaged if washer switch is held for more than 20 seconds, or continually operated with no fluid in the washer fluid tank.

Push washer switch (6).

LOOK: Is washer fluid supplied to windshield?

YES: Go to next check.

NO: Check washer fluid level.

NO: Check windshield wiper and washer 10 A fuse (F12) (marked WIPER).

NO: See your authorized dealer.

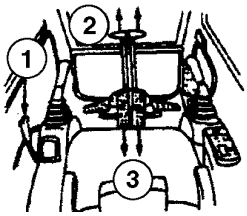
OUT4001,000017B-19-08OCT13-14/45

Operational Checks—Key Switch ON, Engine ON

Continued on next page

OUT4001,000017B-19-08OCT13-15/45

Travel Alarm Check



TX1031867—UN—14NOV07

Travel Levers and Pedals-Side Entry Shown

1—Pilot Control Shutoff Lever
2—Travel Pedals and Levers Forward
3—Travel Pedals and Levers Reverse

CAUTION: Prevent possible injury from machine movement. Make sure area is clear of bystanders and large enough to operate all machine functions.

Engine running.

Place pilot control shutoff lever (1) to UNLOCKED (forward) position.

Push travel pedals or levers forward (2).

LISTEN: Does travel alarm sound?

Push travel pedals or pull levers rearward (3).

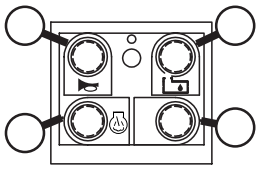
LISTEN: Does travel alarm sound?

YES: Go to next check.

NO: See your authorized dealer.

OUT4001,000017B-19-08OCT13-26/45

Travel Alarm Cancel Switch Circuit Check



TX1044975—UN—01JUL08

Left Hand Console Switches

1—Travel Alarm Cancel Switch
2— Hydraulic Oil Tank Pressure Relief Switch
3—Ether Start Aid Switch
4—Horn

CAUTION: Prevent possible injury from machine movement. Make sure area is clear of bystanders and large enough to operate all machine functions.

NOTE: Travel alarm must operate for this check.

Engine running.

Turn engine speed dial to L (slow idle) position.

Pilot control shutoff lever in UNLOCKED (forward) position.

Operate travel function and allow travel alarm to operate for a minimum of 12 seconds.

LISTEN: Does travel alarm sound?

While continuing travel, push travel alarm cancel switch (1).

LISTEN: Does travel alarm stop sounding?

YES: Go to next check.

NO: See your authorized dealer.

Continued on next page

OUT4001,000017B-19-08OCT13-27/45

Turn power mode switch (3) to P (standard) mode.

Turn auto-idle/auto-acceleration switch (2) to off position.

Begin in the acceleration zone, move travel levers to desired direction at full stroke.

Operate machine for a minimum 20 m (66 ft.) with travel levers at full stroke the entire distance.

Stop machine in the deceleration zone.

On the inside of the arc, create a straight 20 m (66 ft.) line (9) between two points on the track print (10). Measure maximum distance of mistrack from a straight line (7).

NOTE: Machine may need to be moved to a new area to create fresh tracks.

Rotate upperstructure 180° and repeat procedure in reverse travel.

Repeat procedure three times and calculate the average measurement.

Compare results to specification.

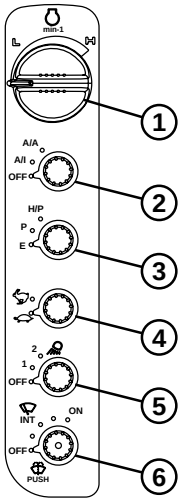
Specification

Maximum distance of mistrack from a straight line—Length. . . . . Less than 200 mm
Less than 8 in.

LOOK: Does machine mistrack meet specification?

OUT4001,000017B-19-08OCT13-38/45

Travel System Tracking Checks While Operating a Hydraulic Function



T142011—UN—10MAY01

Switch Panel

1—Engine Speed Dial
2—Auto-Idle/Auto-Acceleration Switch
3—Power Mode Switch
4—Travel Speed Switch
5—Work Light Switch
6—Windshield Wiper and Washer Switch

CAUTION: Prevent possible injury from machine movement. Make sure area is clear of bystanders and large enough to operate all machine functions.

NOTE: Machine will slow down during this test.

Turn engine speed dial (1) to H (fast idle) position.

Turn travel speed switch (4) to fast speed (rabbit) mode.

Operate machine at full speed forward on a flat and level surface.

After machine is moving, actuate arm out from neutral to full actuation and extend the arm.

LOOK: Does machine mistrack excessively when the arm is extended?

YES: See your authorized dealer.

NO: Go to next check.

Continued on next page

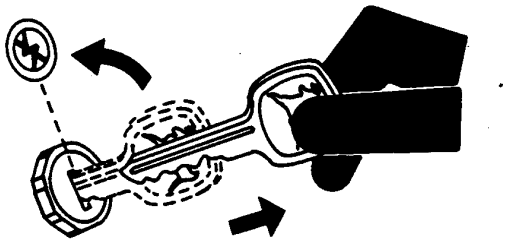
OUT4001,000017B-19-08OCT13-39/45

Symptom	Problem	Solution
	Loose surge tank cap	Secure cap properly.
	Incorrect engine oil	Use correct oil.
	Variable speed fan	See authorized dealer.
Engine Uses Too Much Fuel	Clogged or dirty air intake system	Clean air intake system.
	Incorrect fuel	Use correct fuel.
	Engine running too cool	Replace thermostat.
Engine Emits Excessive Black or Gray Exhaust Smoke	Incorrect fuel	Use correct fuel.
	Clogged or dirty air intake or exhaust system	Clean air intake and exhaust system.
Engine Emits Excessive White Exhaust Smoke	Incorrect fuel	Use correct fuel.
	Cold engine	Run engine until warm.

DW90712,0000547-19-03JUL08-3/3

Keep Machines Secure

1. Install vandal-proof devices.
2. When machine is in storage:
   - Lower equipment to the ground
   - Set tracks to widest position to make loading more difficult
   - Remove any keys and batteries
3. When parking indoors, put large equipment in front of exits and lock storage buildings.
4. When parking outdoors, store in a well-lighted and fenced area.
5. Make note of suspicious activity and report any thefts immediately to law enforcement agencies.
6. Notify your John Deere dealer of any losses.



TS230—UN—24MAY89

DW90712,000054D-19-26MAY10-1/1