depoortere

User Manual

Self-propelled double flax-turning machine

DRAHY 40S

9214A01

For the latest version of the manual and for online web help, visit www.depoortere.be

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Doc. nr. Drahy_40S_2024_EN

Version 20240229

Content

Preface

Preface

You have made the right choice by purchasing a machine from Depoortere NV. This machine is the result of more than 90 years of expertise in the flax sector.

Depoortere NV constantly strives to enhance its products. Depoortere NV also reserves the right to make changes and modifications that the company deems necessary. Depoortere NV is NOT obliged to implement these changes on machines that have already been supplied.

We would like to thank you for the collaboration and for the trust that you have shown in our product.

Depoortere NV wishes you a great deal of satisfaction and success with this machine.

Rik Depoortere

Managing director

Depoortere NV

Use of the user manual

TIP
Consult the website of Depoortere NV for the most recent version of this user manual. This user manual is available as a pdf and as a responsive web help system.

See the MANUALS menu on the website or select https://www.depoortere.be/Support.

Before using the machine, but also when using the machine, it is mandatory to consult this user manual, thoroughly read the information supplied, and to perform the work strictly in accordance with that stated in this user manual.

This user manual is an intrinsic part of the machine and must, as prescribed by the current regulations, remain available for consultation until scrapping of the machine.

For example, from a safety point of view, it is advisable to ensure that everyone who comes into contact with the machine has immediate access to the user manual at all times. Look for a suitable permanent location for the user manual in the vicinity of the machine. This location for the user manual must be safe, dry, and screened from the sun.

Upon delivery of the machine, all user manuals are also supplied.

In the event of the user manual becoming damaged, you must request a new copy from Depoortere NV.

Support

Support	More information
Local dealer	Look for your local dealer on the map. See https://www.depoortere.be/Service

Support	More information
User manuals	Consult the website of Depoortere NV for the most recent version of the user manual. These user manuals are available as a pdf and as a responsive web help system. See https://www.depoortere.be/Support
Service	Mail the service department via service@depoortere.be
Contact	Contact Depoortere NV via the contact form. See https://www.depoortere.be/Contact

Target group

The objective of this user manual is to provide all users of the machine with all relevant information relating to safe working practices with or on the machine, and also to ensure that the machine is kept in optimal condition.

This user manual is applicable to all circumstances involving work with or on the machine. For example, transporting and storage, installing, using, adjusting, maintaining, taking out of service and scrapping of the machine.

The target group can be defined as follows:

- Operators
- Hauliers
- Qualified technicians (technical departments, electricians, maintenance technicians)
- Persons who are tasked with the final taking out of service and the scrapping of the machine

The above-mentioned persons with their specific tasks must possess sufficient demonstrable knowledge and/or level of experience. The machine may only be operated by or under the supervision of a qualified person. The operator must be at least 18 years old.

Symbols used

The following symbols are used in this user manual:

TIP
Provides the user with suggestions and advice for performing a procedure more easily or more conveniently.

NOTE
A general note that possibly provides a greater economic benefit.

ENVIRONMENT
Guidelines that must be followed when using hazardous substances and when recycling products and materials.

CAUTION
Denotes a hazardous situation that, if the safety instructions are not followed, can result in minor to moderate injury and/or damage to the machine or harm to the environment.

WARNING
Denotes a hazardous situation that, if the safety instructions are not followed, can result in serious injury or death and/or damage to the machine or harm to the environment.

DANGER
Denotes a hazardous situation that, if the safety instructions are not followed, can result in serious injury or death.

Abbreviations used

An overview of the abbreviations that are used in the manuals for the harvesting machines is provided below.

Abbreviation	More information
ATEX	**AT**mosphères **EX**plosives This is an explosive environment.
BRS	Binding rope system
DEF	**D**iesel **E**xhaust **F**luid This is another name for AdBlue as used in the United States.
DPA	**D**ébit **P**roportionnel à l'**A**vancement This is the proportional flow rate for driving, with ratio of the speed of the belts in relation to the driving speed.
DPF	**D**iesel **P**article **F**ilter This is a filter that is designed to filter soot from diesel engines.
EAT	**E**xhaust **A**fter **T**reatment Dit is het uitlaatgasnabehandelingssysteem. Bestaat uit een roetfilter (DPF) en een katalysator (SCR).
FMI	**F**ailure **M**ode **I**dentifier Identification of the fault mode.
LS	**L**oad **S**ensing The pressure and the flow rate of the hydraulic oil is adapted to the demand from the system. This ensures more efficient use of energy and less heat generation.
PU	**P**ick**U**p This is the pick-up that is used to collect the product.
PWM	**P**ulse **W**idth **M**odulation This is the pulse width modulation.
SCR	**S**elective **C**atalytic **R**eduction This is a system for the post-treatment of waste gases with the aid of a catalyser.
NSP	**S**uspect **P**arameter **N**umber Number of suspect parameter
PTO	**P**ower **T**ake-**O**ff This is the power take-off of the tractor for mechanically driving coupled machines via a drive shaft.

1 Introduction

1.1 Intended use

DRAHY comes from the French name **D**ouble **R**etourneuse **A**utomotrice **HY**draulique. This means a Self-propelled double flax-turning machine, whose functional parts are hydraulically driven.

The machine is solely intended to be used for the turning over of fibrous crops (flax, hemp) that have a maximum length of 1,100 mm.

1.2 Prohibited use

It is prohibited to use the machine for purposes other than those stated in this user manual, in safety instructions, or in other safety documents that are supplied with the machine.

It is prohibited to use the machine for transporting goods, animals or people.

Any modification to the machine can affect safety and the guarantee! The removal of parts is also regarded as a modification to the machine.

The machine may not be used in an ATEX zone.

It is prohibited to install parts on the machine that have not been approved by Depoortere NV. These can:

- Adversely affect the operation of the machine
- Endanger the safety of the user or other people
- Shorten the service life of the machine
- Jeopardise conformity with EC directives

It is prohibited to use this machine to process products other than those described in the intended use.

1.3 Service life of the machine

The expected service life of the machine is 40 years.

1.4 Type designation

In all communication with the manufacturer or distributor, you must always state the data on the identification plate (1). You can read the chassis number (2) on the frame.

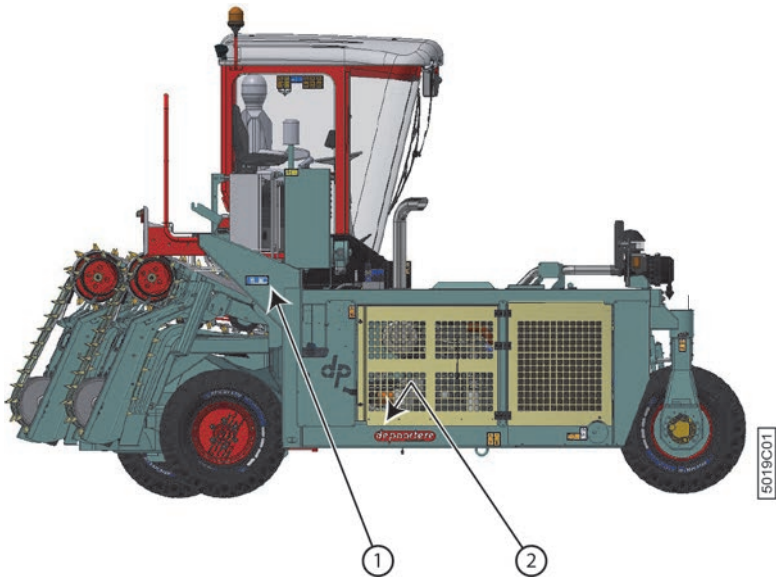


Fig. 1: Location of the identification plate and the chassis number of the machine

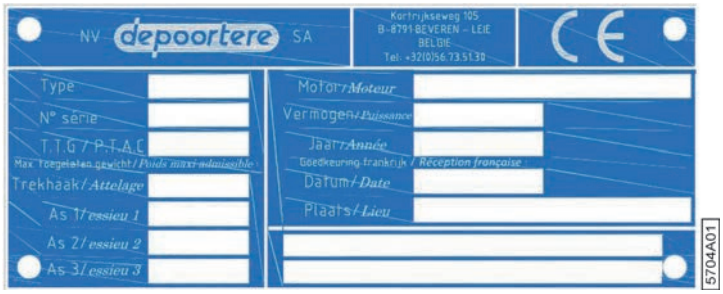


Fig. 2: Example of an identification plate

Label	Value	Additional explanation
Type	DRAHY 40	The type of machine
N° série	For example: 24,133	The serial number of the machine = the chassis number.
T.T.G / P.T.A.C	5,680 kg	Total permissible weight T.T.G. = Toegestaan totaalgewicht (Dutch) P.T.A.C. = Poids Total Autorisé en Charge (French)
Max. toegelaten gewicht / Poids maxi admissible :		
Trekhaak/Attelage	Not applicable	The maximum permissible weight on the tow bar
As 1/essieu 1	1,900 kg	The maximum permissible weight on axle 1
As 2/essieu 2	2,000 kg	The maximum permissible weight on axle 2
As 3/essieu 3	2,000 kg	The maximum permissible weight on axle 3
Motor/Moteur	TCD3.6 L04 C5VI80D	The type of engine
Vermogen/Puissance	80.0 kW	The engine power
Jaar/Année	For example: 2017	Year of construction
Goedkeuring frankrijk / Réception française :		

Label	Value	Additional explanation
Datum/Date	Is filled in, if applicable. For example 15/09/2023	Date of approval in the United Kingdom
Plaats/Lieu	Is filled in, if applicable.	Date of approval in the United Kingdom
2 boxes at bottom right		The serial number and specifications of the engine.

1.5 Layout

The arrow indicates the driving direction of the machine, The machine consists of:

- Right-hand pick-up (1)
- Left-hand pick-up (2)
- Cabin (3)
- Left-hand flax-laying section (4)
- Right-hand flax-laying section (5)
- Engine compartment (6)

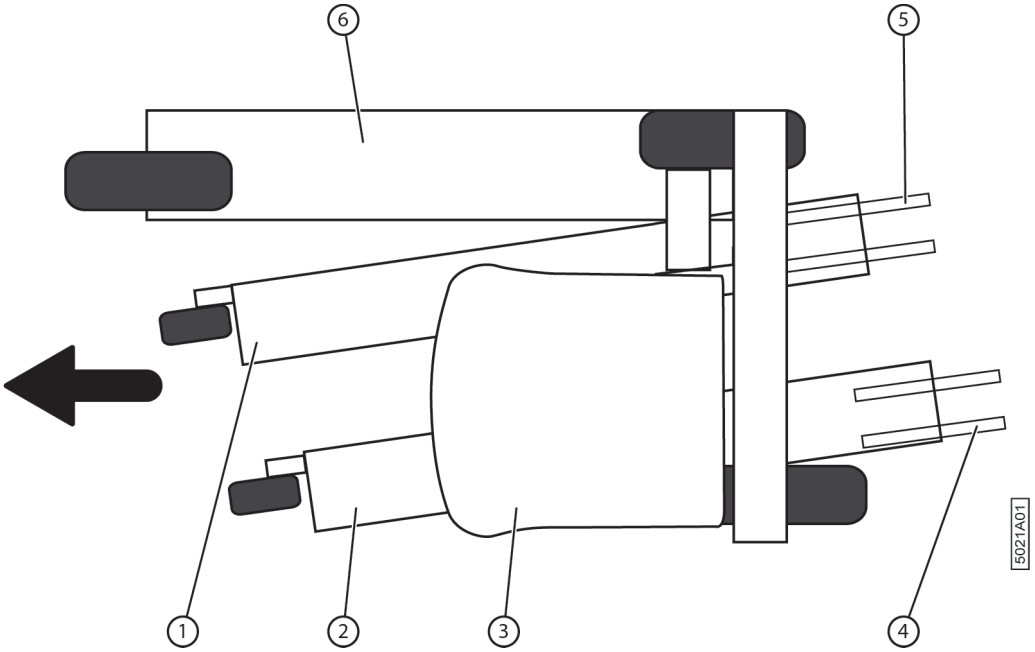


Fig. 3: Layout of machine

1.6 Technical data

1.6.1 Machine data

Data	Explanation
Type	DRAHY
Engine	DEUTZ TCD 3.6 L4
Power	74.4 kW

Data	Explanation
Weight	4700 kg
Height	3745 mm
Width	2550 mm
Length	5512 mm
Ambient temperature	0 °C to 40 °C
Relative humidity	0 to 100%
Noise level	< 70 dB in the cabin. > 80 dB outside the cabin, at the side of the engine at full speed

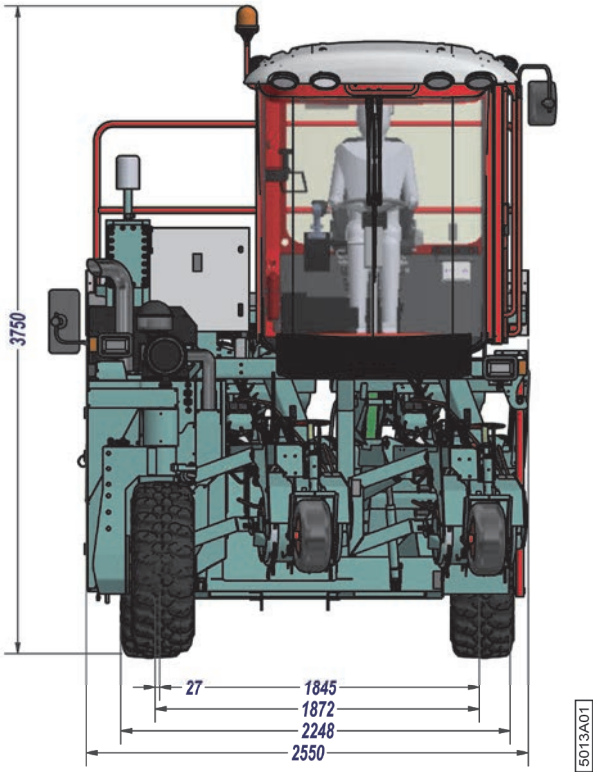


Fig. 4: Dimensions (width and height)

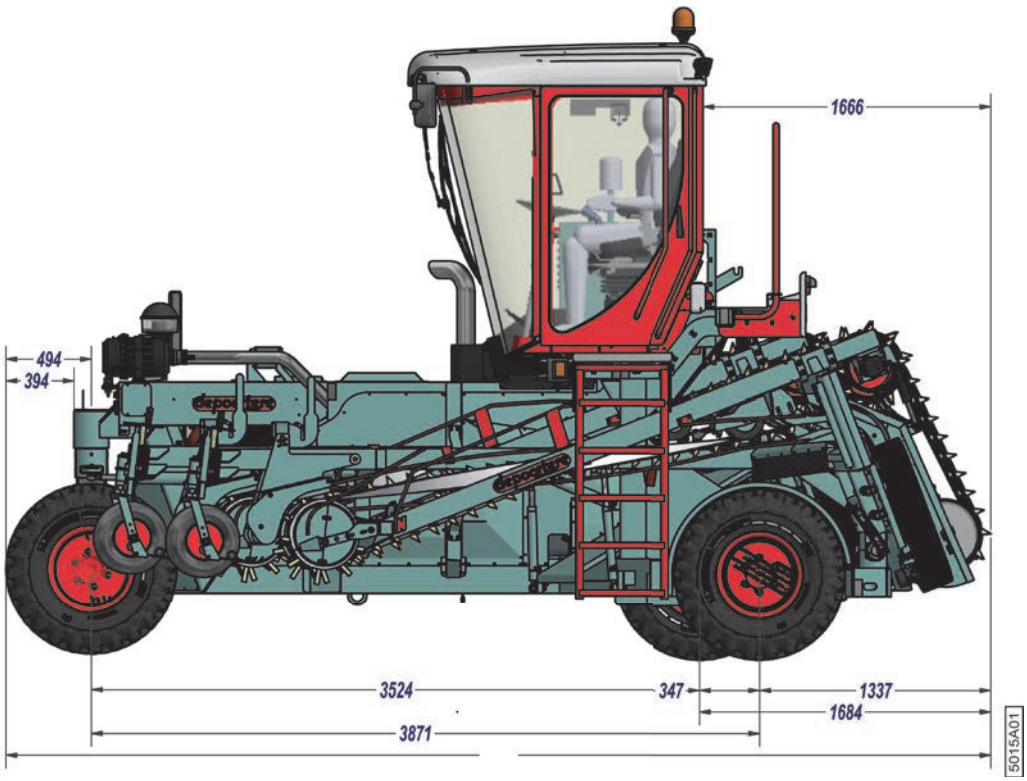


Fig. 5: Dimensions length

1.6.2 Production data

Data	Explanation
Production speed	The machine can turn over flax at a maximum speed of 18 km/h.

2 Description

2.1 Overview of the machine

2.1.1 Determining direction

In the figure below, the direction of travel is denoted by an arrow.

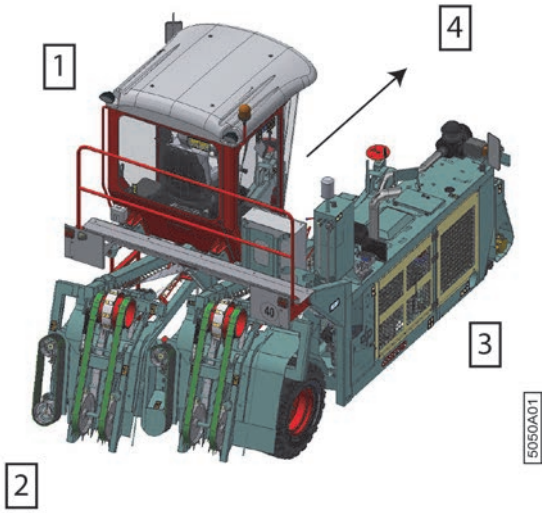


Fig. 6: Determining direction

Nr.	Description
1	Left
2	Backwards
3	Right
4	Forwards

2.1.2 Front view

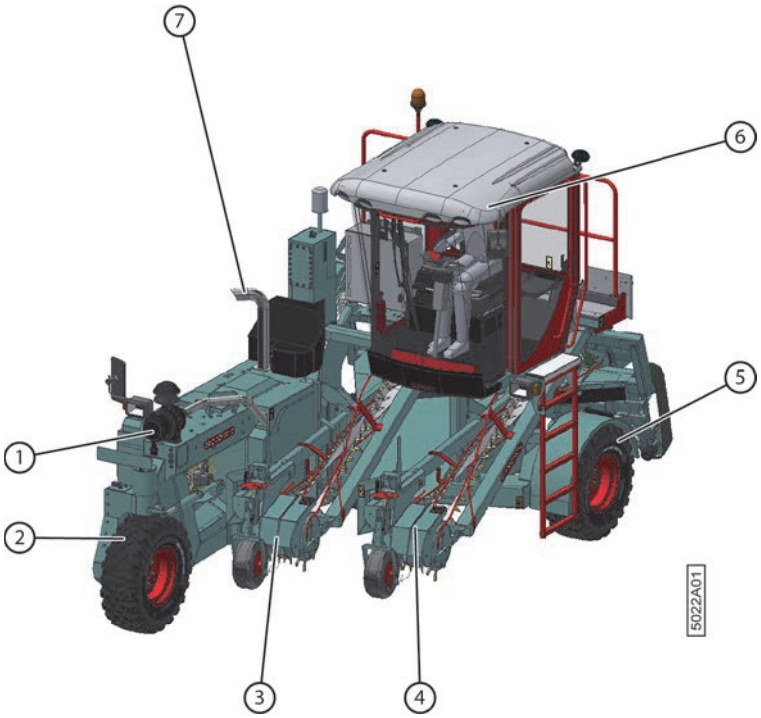


Fig. 7: Front view of the machine

The following items are important for the optimal operation of the machine.

Nr.	Description	More information
1	Air filter with pre-filter	For optimal operation of the diesel engine
2	Right-hand pick-up	Fixed position
3	Left-hand pick-up	Moveable to the left (field) and to the right (road)
4	Ladder	For access to the cabin
5	Cabin	Workplace during normal operation

2.1.3 Rear view

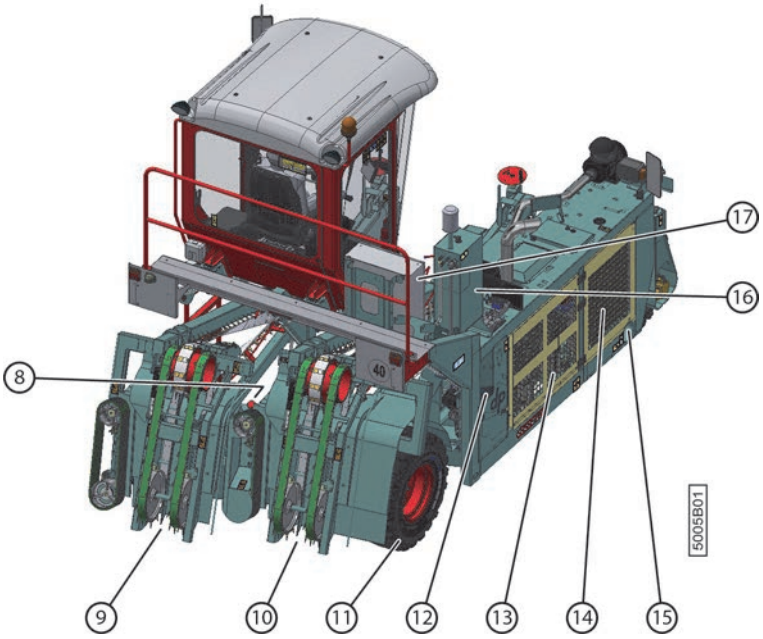


Fig. 8: Rear view

The following items are important for the optimal operation of the machine.

Nr.	Description	More information
1	Fuel tank	Capacity 170 litres
2	Left-hand side flax-laying section	Moveable to the left (field) and to the right (road)
3	Right-hand side flax-laying section	Fixed position
4	AdBlue tank	Maximum 20 litres, minimum of 10 litres required for optimal operation
5	Engine compartment	In addition to diesel engine, also other hydraulic pumps and filters
6	Radiator	For cooling and working fluids
7	Battery key	For isolating electrical power supply
8	Hydraulic tank	For storage of hydraulic oil
9	Electrical cabinet	For control of some machine functions

2.2 Description of the cabin

2.2.1 Overview of cabin

The outside of the cabin is equipped with:

- Windscreen wipers
- Windscreen washer reservoir
- Door
- Emergency door
- Ladder
- Mirrors

- Flashing light
- Work lights

The inside of the cabin is equipped with:

- Steering column
- Brake pedal
- Emergency stop button
- Emergency hammer
- Driver’s seat
- Passenger’s seat
- Control console + joystick
- Control screen
- Controls
- Monitor (optional)
- Cabin lighting
- Air conditioning
- Radio
- Sunblinds

2.2.2 The door

The cabin door is a hinged door that has a handle (2) on the outside. The handle is only used for opening and closing the door. The handle may not be used when entering or exiting the cabin. The handle is equipped with a pushbutton (1) that you use to open the door. The handle is equipped with a lock so that you can lock the door. The inside of the door is equipped with a handgrip (5) with a door button (4) that you must press to open the door. A robust iron handgrip (3) is installed beside the door on the outside. You use the handgrip on the outside of the door and the handgrip on the inside of the door to easily and safely enter and exit the cabin.

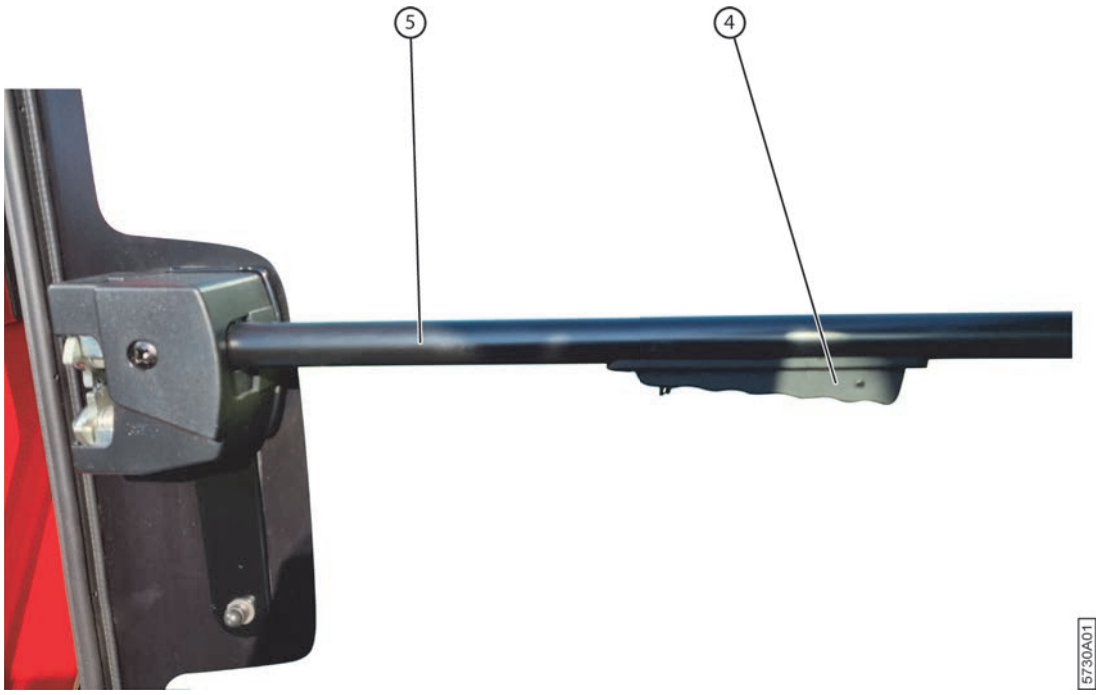


Fig. 9: The door on the inside of the cabin

Fig. 10: The door on the outside of the cabin

2.2.3 The emergency door

An emergency door is located on the right-hand side of the cabin. This door may only be used in an emergency when the normal left-hand door cannot be used. This door can be left ajar via the handle (2). The door can then be opened by fully unlocking the handle. A stop (1) prevents the door glass from coming into contact with the metal of the machine.

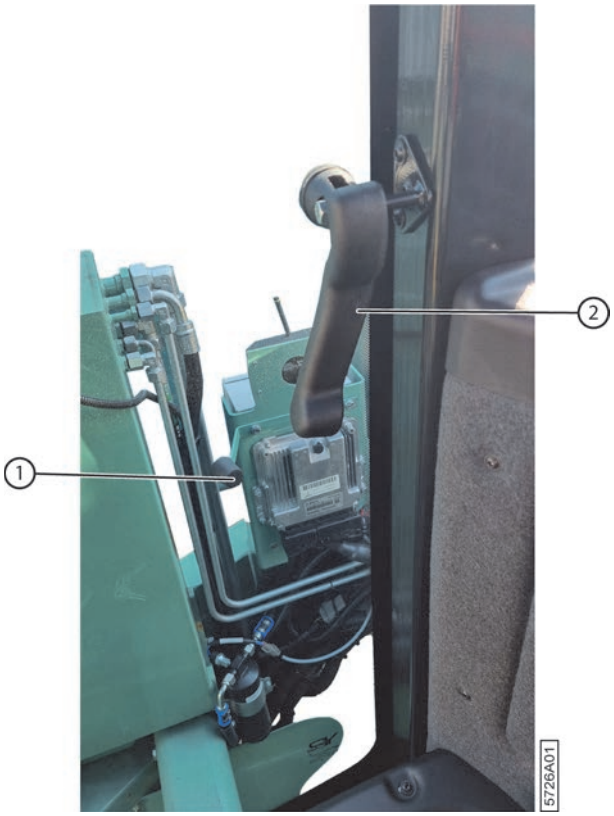


Fig. 11: The emergency door

2.2.4 The mirrors

Two mirrors (1) (3) are installed on the cabin, and one mirror (2) is installed on the machine, in order to ensure that you have optimal visibility around the machine.

You can adjust both mirrors on the cabin via a button in the cabin. You must manually adjust the mirror on the machine.

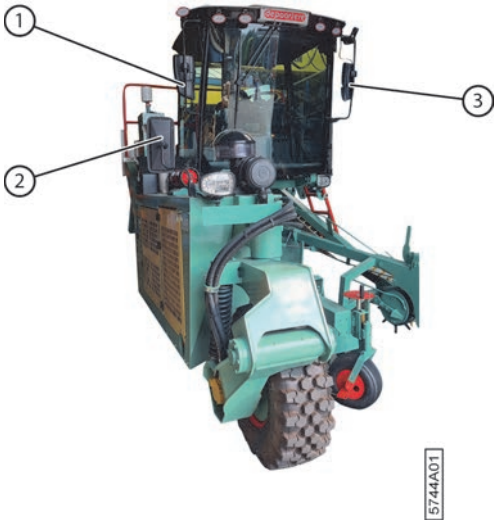


Fig. 12: The position of the mirrors

Nr.	Description
1	This mirror provides an extra view of the work performed.
2	Official right-hand mirror for driving on roads.
3	Official left-hand mirror for driving on roads.

2.2.5 The flashing light

The flashing light (1) is automatically activated as soon as the machine is placed in Road mode. The flashing light can also be switched ON via the control button at the front in the cabin roof, when the battery key is switched ON.

Fig. 13: The flashing light

2.2.6 The windscreen wipers and the windscreen washer reservoir

De windscreen wipers at the front are operated by the lever on the steering wheel. The other windscreen wipers are operated by the controls in the cabin roof. The windscreen washer reservoir (1) is located in the rear of the cabin.

Fig. 14: The windscreen washer reservoir

2.2.7 The work lights

CAUTION
The work lights may not be used on public roads. They can dazzle oncoming traffic or traffic behind.

Fig. 15: The work lights

The machine is equipped with the following work lights:

- 4 work lights (3) at the front on the roof of the cabin, provide optimal lighting of the driving direction and the swath to be collected.
- 2 work lights (2) at the front on the left-hand side and right-hand side of the roof of the cabin, provide optimal lighting of the left-hand side and right-hand side of the machine.
- 2 work lights (1) at the rear on the roof of the cabin, provide optimal lighting of the rear of the machine.

All work lights can be adjusted.

See also
- 8.2.18 Switching ON or switching OFF the lights of the machine on page 91

2.2.8 The components in the cabin roof

Fig. 16: The components in the cabin roof

Nr.	Description
1	Adjustable ventilation grill
2	Controls
3	Sunblind
4	Air extraction
5	Radio
6	Air conditioning
7	Cabin lighting
-	Loudspeaker (not on the photo)

2.2.9 The controls in the cabin roof

Fig. 17: The controls in the cabin roof

Nr.	Explanation
1	Switch for work lights at front
2	Work lights switch, on left-hand and right-hand sides
3	Switch for work lights at rear
4	Flashing light switch “slow vehicle”
5	Windscreen wiper switch left-hand window
6	Windscreen wiper switch rear window
7	Windscreen wiper switch right-hand window
8	Windscreen washers
9	Button for adjusting mirrors

2.2.10 The control elements on the steering wheel

Fig. 18: The lever

The lever (1) has various functions.

Function	Explanation
A	Horn Press the lever to sound the horn.
B	Windscreen washer liquid Press the ring to activate the windscreen washer.
C	Windscreen wiper for windscreen Turn the lever to activate the windscreen wiper for the windscreen, and select the desired speed.
D	Main beam headlights • Pull the lever upwards to activate the main beam headlights (headlights are lit for as long as lever is held upwards). • Push the lever downwards to keep the main beam headlights activated.
E	Indicators • Push the lever forwards to activate the right-hand indicator. • Pull the lever backwards to activate the left-hand indicator.

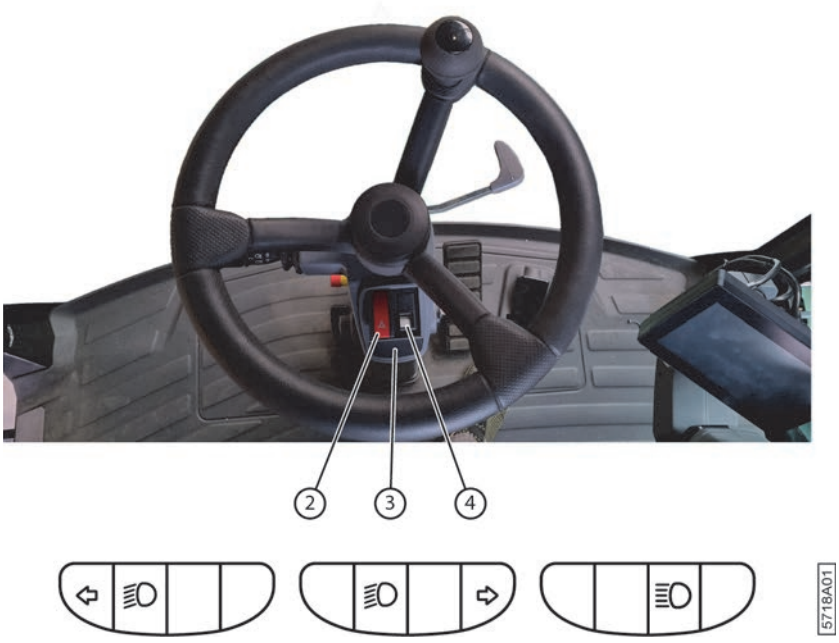


Fig. 19: The buttons on the steering wheel

Nr.	Explanation
2	Alarm signal, 4 flashing lights Use this button to warn people in the vicinity about a potentially hazardous situation.
3	Control display The following symbols are lit on the display if they are active: • Left-hand indicator • Dipped beam headlights • Main beam headlights • Right-hand indicator

Nr.	Explanation
4	Lights Press this switch to activate the lights of the machine. • In the first position: sidelights • In the second position: dipped beam headlights

2.2.11 The air conditioning

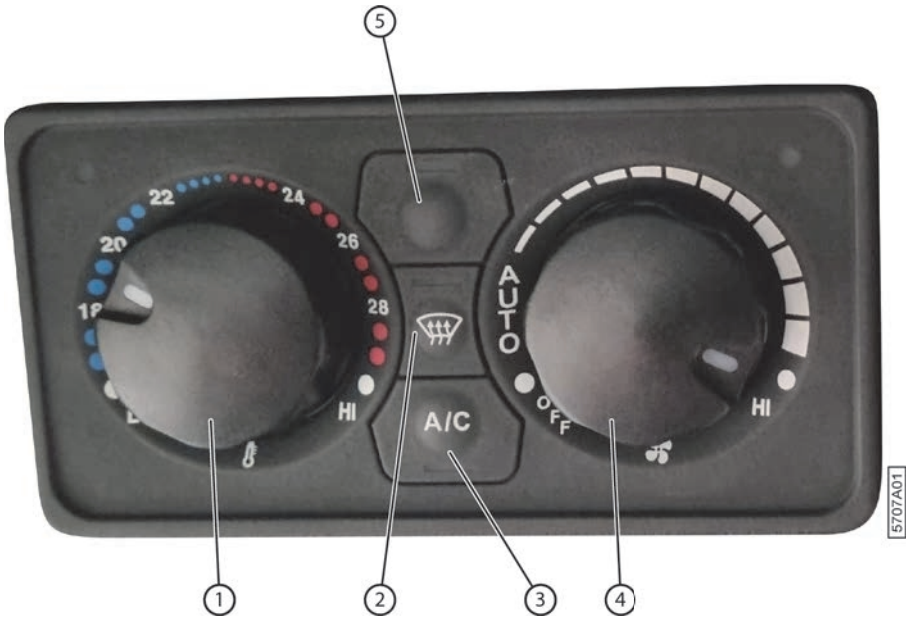


Fig. 20: The air conditioning

Nr.	Description
1	Control knob for adjusting the temperature
2	Demister button
3	Air conditioning ON/OFF
4	Control knob for the ventilation / AUTO mode
5	No function

2.2.12 The driver's seat

The driver's seat is positioned centrally above the rows of flax to be collected, so that you have an ergonomic posture when driving on the field and on public roads. The driver's seat is equipped with air suspension and can be adjusted to match the the physique of the driver.

You can find more information about the driver's seat in the user manual for the driver's seat. This user manual is located in the backrest of the driver's seat.

Fig. 21: The user manual for the driver's seat

See also

- 4.1.8 Presence sensor in the driver's seat on page 60
- 9.1.1 Adjusting the driver's seat on page 131

2.2.13 The passenger's seat

The passenger's seat is located on the left-hand side of the driver's seat and is folded down when it is not in use. On the field, only 1 passenger can sit in the passenger's seat in the cabin. The passenger's seat may only be used by the instructor supervising the driver.

WARNING

- The passenger may not perform any actions.
- The passenger may not distract the driver from performing an action.
- The passenger must always fasten his safety belt.
- When driving on a road, none of the passengers may be in the cabin.

Fig. 22: Passenger's seat

2.2.14 The steering column

The steering powers the front wheel in order to steer the machine in a certain direction. Via the lever, you can adjust the height of the steering wheel, and via the pedal and the button, you can tilt the steering column.

Fig. 23: The steering column

Nr.	Explanation
1	Multifunctional lever with indicators, main beam headlights, windscreen wiper and windscreen washer at the front, horn.

Nr.	Explanation
2	Emergency stop button
3	Button for tilting the steering column
4	Pedal for tilting the steering column
5	Ignition switch
6	Display with indicator lamps, light switch and (4 flashing lights) alarm signal switch
7	Lever for adjusting the height of the steering wheel.
8	Steering wheel

See also

- 9.1.2 Adjusting the height of the steering wheel on page 132

2.2.15 The brake pedal

Each rear wheel is equipped with a wheel motor that enables braking via the joystick. If you cannot brake enough using the joystick, you can use the brake pedal (1). If you do not have to brake, you can place your foot on a footrest pedal (2) that is located next to the brake pedal.

Fig. 24: The brake pedal

2.2.16 The control unit

The control unit contains the various parts for operating the machine.

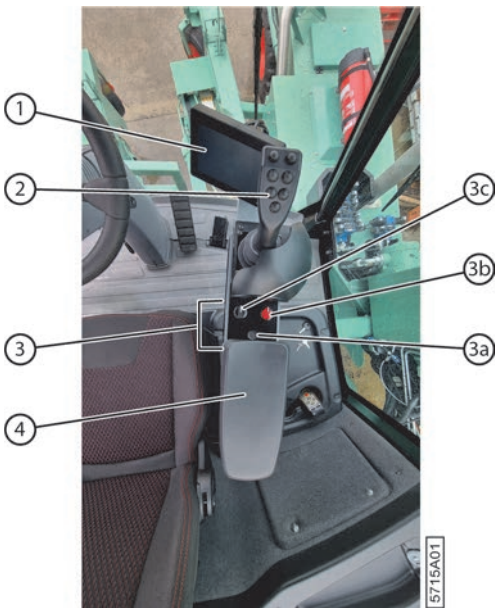


Fig. 25: The control unit

Nr.	Description	More information
1	Control screen	The control screen is a touchscreen that is used to operate parts of the machine.
2	Joystick	You control the machine via the joystick, and you can start various functions via the buttons.
3	Control console	The control console consists of 2 switches and an indicator lamp.
3a	Battery lamp	The battery lamp is lit as soon as the ignition switch is in position 1. The battery lamp is extinguished when the engine is running and the battery is being charged.
3b	Parking brake	The parking brake is a 3-position switch. • Left position: parking brake is activated • Centre position: parking brake is automatically activated at standstill • Right position: parking brake is released
3c	Mode selector switch	The Mode selector switch is a 3-position switch. • Field • Stationary • Road
4	Storage compartment	You can store small items in the storage compartment. The storage compartment has a magnetic lock.

2.2.17 The ignition switch

Fig. 26: Ignition switch

Ignition switch (1), with the following positions (clockwise):

- Position 0: engine OFF
- Position 1: battery ON

  Radio, sidelights, dipped headlights and/or main beam headlights, etc. can be switched ON.

  Airco and work lights are not used.
- Position 2: start engine

2.2.18 The mode rotary switch

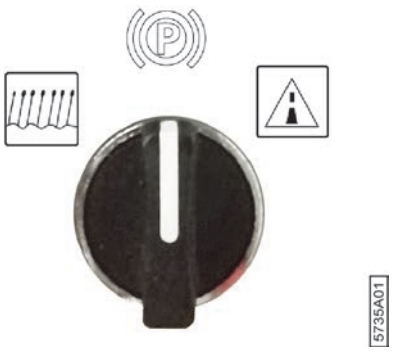


Fig. 27: The mode rotary switch

You use the rotary switch to select the mode in which you wish to work:

- Field mode

- Stationary mode

- Road mode

2.2.19 The parking brake

The parking brake is a 3-position switch on the control console. It is recommended to leave the parking brake switch in AUTO (automatic). The other positions of this switch may only be selected in exceptional cases.

If the joystick is in the NEUTRAL position, then:

- Upon detecting that the machine is stationary, the parking brake is activated.
- In the Loading mode, the parking brake is immediately activated.
- If the wheel sensor is deactivated, the parking brake is automatically activated after 6 seconds.

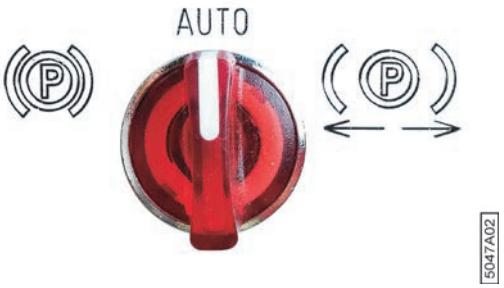


Fig. 28: Parking brake

Position	Explanation	Use
Left	Parking brake activated.	Only to be used for a slope where the parking brake is not automatically activated because the machine is not yet completely stationary.
Centre	Automatic The parking brake is automatically activated when the joystick is in neutral and the machine is stationary.	During normal use.
Right	Parking brake deactivated.	Only to be used when towing the machine when the engine is still running.

NOTE
If you switch OFF the ignition of the machine, the parking brake will be activated regardless of which position is selected on the 3-position switch!

See also

- 10.3.1 Towing the machine (with operational diesel engine) on page 176

2.2.20 The buzzer

The buzzer (1) is installed underneath the armrest of the control unit. The buzzer is activated in the event of an alarm.

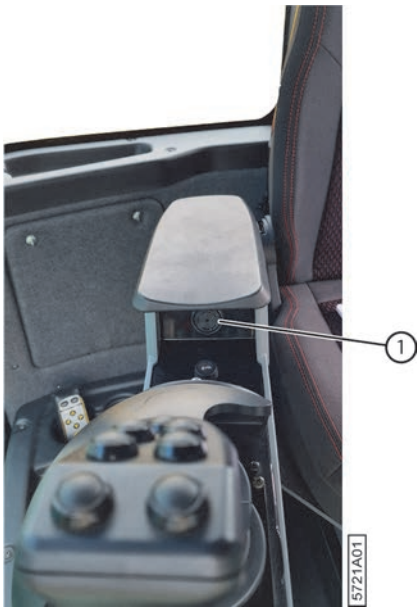


Fig. 29: Buzzer

2.2.21 The 12-volt connection

The 12-volt connection (1) (max. 10 A) is installed underneath the passenger's seat. This enables you to charge devices or, for example, to connect a cooling box.

Fig. 30: The 12-volt connection

2.2.22 The USB connections

The cabin is equipped with 2 USB connections you can use to charge your devices:

- 5V USB-A connection (1), the left-hand connection is underneath the passenger's seat
- 5V USB-A connection (2), behind the driver's seat

Fig. 31: USB connections

2.2.23 The electrical cabinets

Two electrical cabinets (1) (2) are installed in the cabin, and one electrical cabinet (3) is mounted on the machine. The components for the cabin are inside the electrical cabinet (1). The electrical cabinet, for example, contains several fuses, and 2 controllers for the control. The electrical cabinet on the machine is only intended for the engine.

Nr.	Explanation
1	This electrical cabinet contains all components for the operation of the cabin + 2 controllers.
2	This electrical cabinet contains all components for the operation of the machine.
3	This electrical cabinet is only intended for the DEUTZ engine (exhaust gas post-treatment system and AdBlue system).

Fig. 32: The electrical cabinets in the cabin

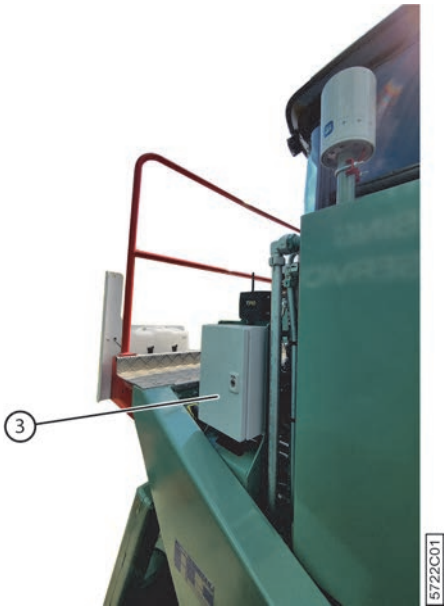


Fig. 33: The electrical cabinet on the machine (only for the DEUTZ engine)

See also

- 10.3.5 Welding on the machine on page 181

2.2.24 The controllers

The controllers take care of the communication between the engine, the control screen and all electrical components.

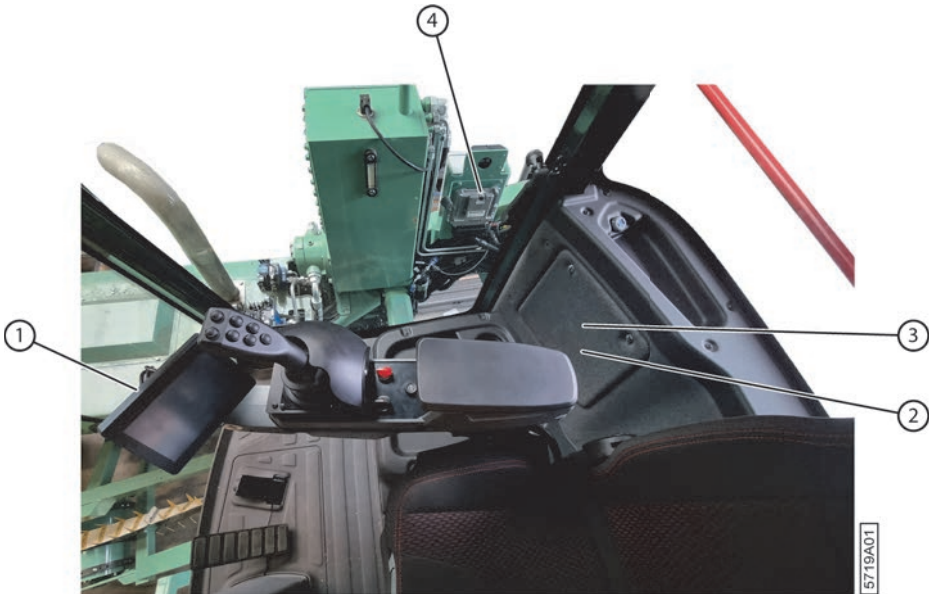


Fig. 34: The location of the controllers

Nr.	Controller	Additional explanation
1	I100	Controller for the control of the screen.
2	K100	Controller for the control of the machine.
3	K200	Controller for the control of the machine.
4	K300	Controller for the control of the engine, the exhaust gas post-treatment system and the AdBlue system.

2.2.25 The remote control

The machine is equipped with a remote control (2). The remote control is normally stored in the cabin. The transmitter/receiver (1) is installed above the electrical cabinet.

Fig. 35: The remote control with transmitter/receiver

See also

- 8.1.7 The remote control on page 82

2.3 Layout and names

2.3.1 The ladder

The ladder can be placed in 2 positions that are monitored by a sensor (1).

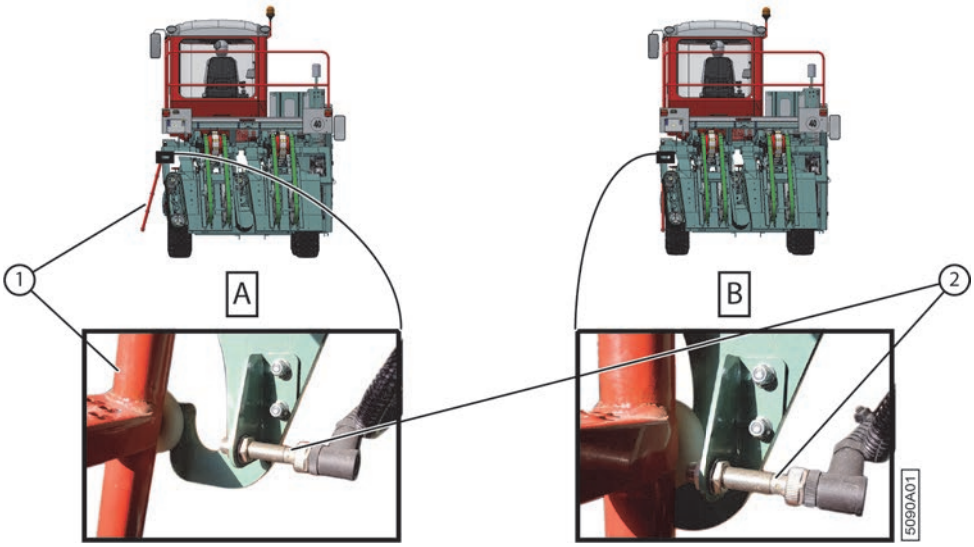


Fig. 36: The ladder unfolded [A] and folded [B]

Unfolded [A]	Folded [B]
The ladder must be unfolded in order to easily and safely enter the cabin. The ladder remains unfolded when you are working in the field. The ladder must be unfolded so that the left-hand pick-up can be moved to the left. If this is not the case, a message is displayed on the control screen.	The ladder must be folded before you drive the machine on a public road! If this is not the case, a message is displayed on the control screen. **CAUTION** Driving with an unfolded ladder can cause major harm to the environment! The driving lighting indicates the width of the machine with a folded ladder.

2.3.2 The control screen

The control screen is a touchscreen.

Via the control screen you can:

- View the machine data (fuel level, oil temperature, speed, revs./min., etc.)
- View the inputs and outputs
- View fault messages
- View engine information

- ...

2.3.3 Monitor and cameras (optional)

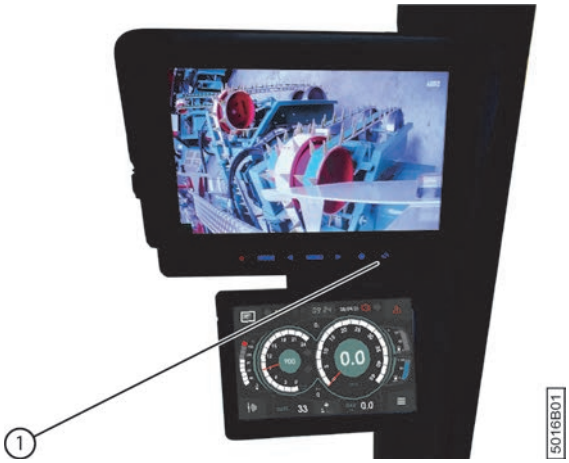


Fig. 37: Monitor

As an option, the machine can be equipped with a monitor and 2 cameras. The camera at the front monitors the input of the flax. The camera at the rear monitors the output of the flax. The monitor is mounted in the cabin and, by default, displays the image from the camera at the front. The image on the monitor is determined by the position of the joystick:

- If the joystick is moved forwards, the image from the camera at the front is displayed.
- If the joystick is moved backwards, the image from the camera at the rear is displayed.

You can also select the image yourself by pressing the rightmost button (1) on the monitor.

2.3.4 The fire extinguisher

The fire extinguisher (1) is located at the front right of the machine.

Fig. 38: Location of the fire extinguisher

NOTE
Inspect the fire extinguisher in accordance with the current local regulations.

2.3.5 The fuel tank

The fuel tank is located in the centre at the rear of the machine and has a capacity of 170 litres. The fuel level is displayed on the control screen.

For information about the fuel to be used, see supplied user manual for the DEUTZ diesel engine.

See also
- 8.2.1 Checking the fuel level on page 84

2.3.6 The hydraulic tank

The hydraulic tank is located on the right-hand side of the cabin. The hydraulic tank (3) is steel tank that is equipped with a level glass (4) for viewing the level. An aerator (5) is installed on the inlet of the oil tank. The bottom of the tank is equipped with a drain plug (1) for draining the oil. A filter (2) is installed on the suction side, so that the oil tank can also be closed if a hydraulic component has to be replaced.

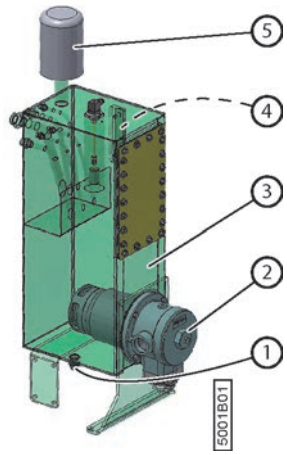


Fig. 39: The hydraulic tank

2.3.7 The air filter

Fig. 40: The air filter and the pre-filter

The air filter (1) prevents dust particles from entering the combustion chamber of the engine. The air filter consists of a filter element and a housing. The filter element can be removed for cleaning or replacement.

The air filter is equipped with a transparent pre-filter (2) because the turning over of the flax generates a lot of dust. This pre-filter already collects most of the dust before it goes to the air filter.

2.3.8 The pick-up

The machine is equipped with 2 pick-ups so that 2 rows of flax can be turned over at the same time. The right-hand pick-up can only move up and down. The left-hand pick-up can move up and down as well as inwards and outwards, depending on the distance between the swaths to be collected.

The pick-up takes care of the collecting and turning over of the flax and transports the flax to the rear of the machine, where it is deposited back on the field by the flax-laying belts.

The pick-up consists of a front wheel (1) whose height can be adjusted via a spindle. The front wheel is equipped with 2 guides (coiled springs) that prevent the flax from springing up after the front wheel has driven over the flax.

The pick-up drum (3) has 2 rows of 10 teeth. The pick-up teeth collect the flax. An eccentric shaft ensures that the length of the pick-up teeth is at maximum below the drum when collecting the flax, and at minimum above the drum during the transition to the transporting of the flax by the conveyor belts (5). The foldable guide (2) guides the flax to the conveyor belts. The conveyor belts, together with the guide profiles (6), turn over the flax. Rubber belts are suspended between the conveyor belts to prevent the conveyor belts from snagging on each other at the turning point. You can unfold the foldable guide (2) via the lever in order to remove blockages.

The conveyor belts consist of plastic belts on which metal attachments are mounted. The conveyor belts are driven by the rubber-coated part of the pick-up drum, and are suspended at the other end by pulleys. At the end of the conveyor belts, the flax is taken by the conveyor belts of the flax-laying section.

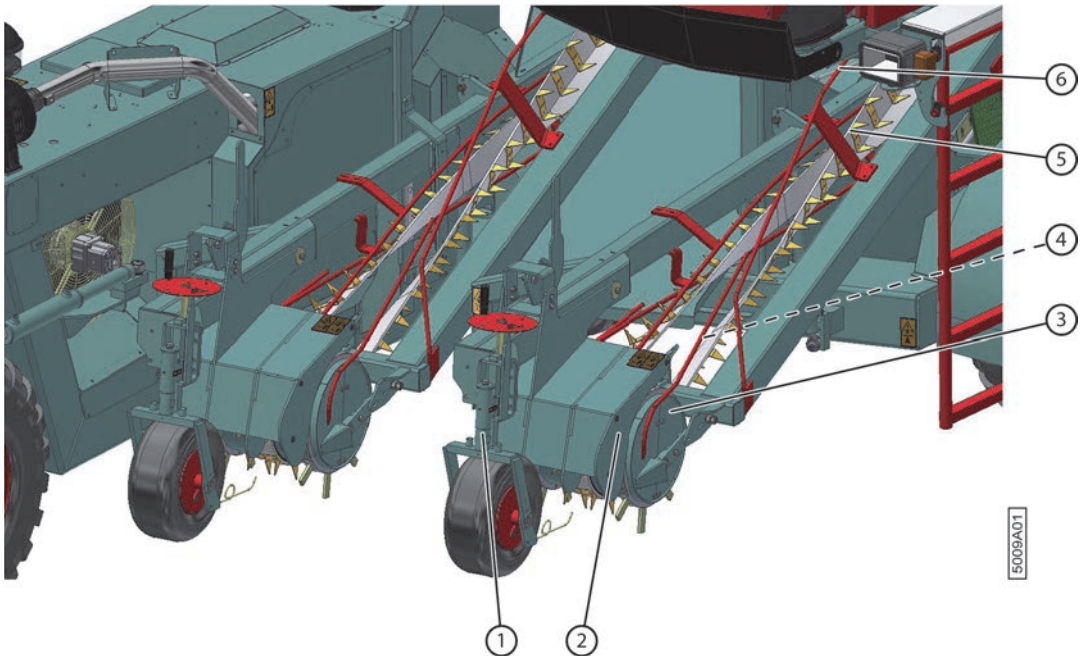


Fig. 41: The pick-up

Nr.	Name
1	Front wheel
2	Foldable guide
3	Pick-up drum
4	Rubber belt
5	Conveyor belt
6	Guide profile

See also

- 8.2.32 Raising / lowering the pick-up on page 101

2.3.9 The flax-laying section

The left-hand flax-laying section [A] can move horizontally, depending on the desired distance between the deposited swaths. The right-hand flax-laying section [B] has a fixed position on the machine.

The distance between the lower belts (1) determines the distance between the swaths. The drive wheel (6) drives the conveyor belt of each pick-up, as well as both flax-laying belts (2). The non-driven wheel underneath, just like the drive wheel, is equipped with scrapers.

The flax is guided towards the ground between the guide plate (4) and the profiles (5). In the event of a blockage, the distance between the guide plate and the non-driven wheels can be increased.

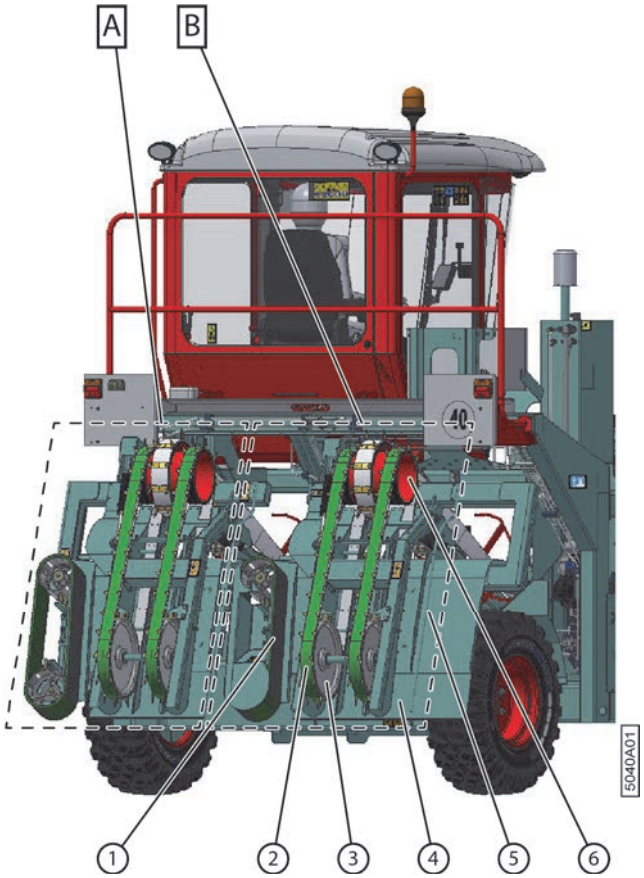


Fig. 42: The flax-laying section

Nr.	Description	More information
1	Lower belt	Ensures that the bottom of the flax is well-aligned
2	Flax-laying belt	Deposits the flax on the field.
3	Non-driven wheel	This wheel is not driven and is synchronised with the flax-laying belts.
4	Guide profile	This profile guides the flax onto the field.
5	Guide plate	This profile guides the flax onto the field.
6	Drive wheel	This wheel that drives the flax-laying belts, is driven by a hydraulic motor.

2.3.10 The engine compartment

The engine compartment is located on the right-hand side of the machine. The engine compartment has 2 protective doors. An extra protective door is installed at the front so that the radiators for the engine can be cleaned.

The engine used:

Type of engine	Serial number
TCD 3.6 75 kW with airco-compressor installed from above	DRAHY.09.001 to DRAHY.14.061 inclusive
TCD 3.6 75 kW with airco-compressor	DRAHY.14.062 to DRAHY.18.231 inclusive
TCD 3.6 80 kW with airco-compressor	DRAHY.18.232 to DRAHY.20.335 inclusive
TCD 3.6 80 kW with airco-compressor, SCR and DPF	From DRAHY.20.336

4 hydraulic pumps are connected to the engine (5).

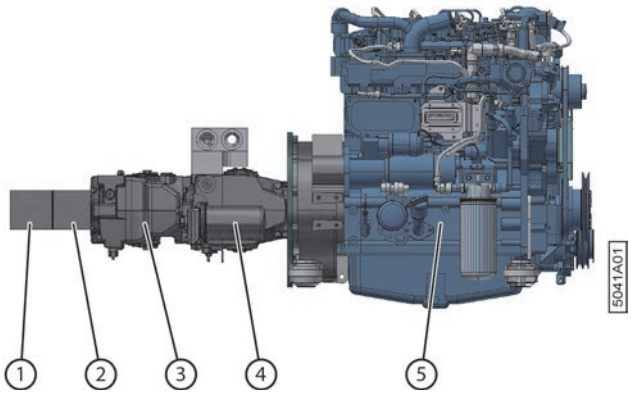


Fig. 43: Engine + hydraulic pumps

Nr.	Function
1	Power steering.
2	Movement of the working elements. Moving pick-up up and down. Moving pick-up outwards or inwards Opening and closing the flax-laying section. Allowing the fan for the cooling radiators to run.
3	Harvesting pump. Work functions: rotating the pick-up drum, conveyor belts and flax-laying belts.
4	Driving pump. Driving functions: driving the wheels.
5	Engine

2.3.11 The radiators

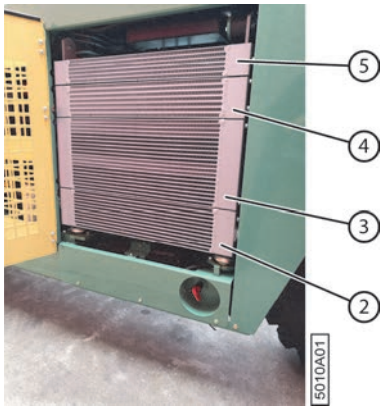


Fig. 44: The radiators

Nr.	Function
2	Cooling of the hydraulic oil.
3	Cooling of the water used for the engine.
4	Cooling of the air used for the engine.
5	Cooling of the air used for the cabin (airco).

2.3.12 The tool cabinet

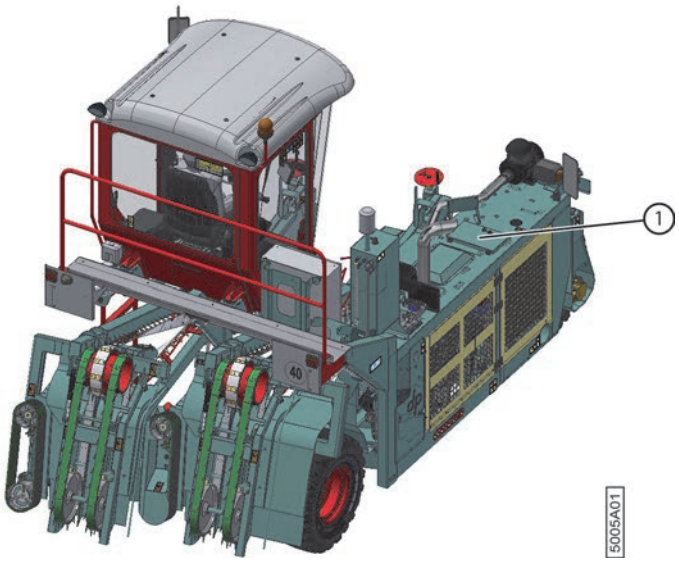


Fig. 45: Location of the tool cabinet

The tool cabinet (1) is located above the radiator and can be closed. Upon delivery of the machine, the tool cabinet contains the following tools:

- Set of 6-32 flat spanners
- 6-piece set of screwdrivers
- Set of Allen keys (Umbraco)
- Gripping pliers (vice-grip)

See also

- 10.2.17 Cleaning the cabin on page 159

2.4 Accessories and options

The possible options for the machine:

Option	Explanation
Cameras + monitor	The monitor automatically changes the camera image, or the image can be manually selected. The camera at the front monitors the input of the flax. The camera at the rear monitors the output of the flax.
Spare front wheel	A spare front wheel with holder is mounted on the right-hand side behind the cabin.
The sprung front wheel	The machine can be supplied with a sprung front wheel as an option. This option enhances the comfort of the driver.

Option	Explanation
Tyres type Michelin BIBLOAD	These tyres have a symmetrical tyre profile. A spare wheel with this type of tyre can be used at any position.

See also

- 10.3.11 Replacing a sensor on page 185

3 Operation

3.1 The turning over of the flax

The following mechanical operations take place during the harvesting of the flax:

1. The picking or harvesting of the flax.
2. The turning over of the flax.
3. The rolling-up of the flax.
4. The scutching of the flax.

3.2 The operation of the self-propelled double flax-turning machine

The driver drives the machine so that the front wheels are positioned over the centre of the swath. The height of the front wheel (2a) is adjusted so that all of the flax (1) is collected by the pick-up drums (3a). The 2 coiled springs (2b) ensure that the flax after the wheel is not taken upwards. The teeth of the pick-up drums collect the flax and transport it via the foldable guide to the conveyor belts (3b). The conveyor belts turn over the flax and transport the flax to the rear of the machine. At the rear of the machine, the flax-laying belts (4) take the flax and deposit it on the ground.

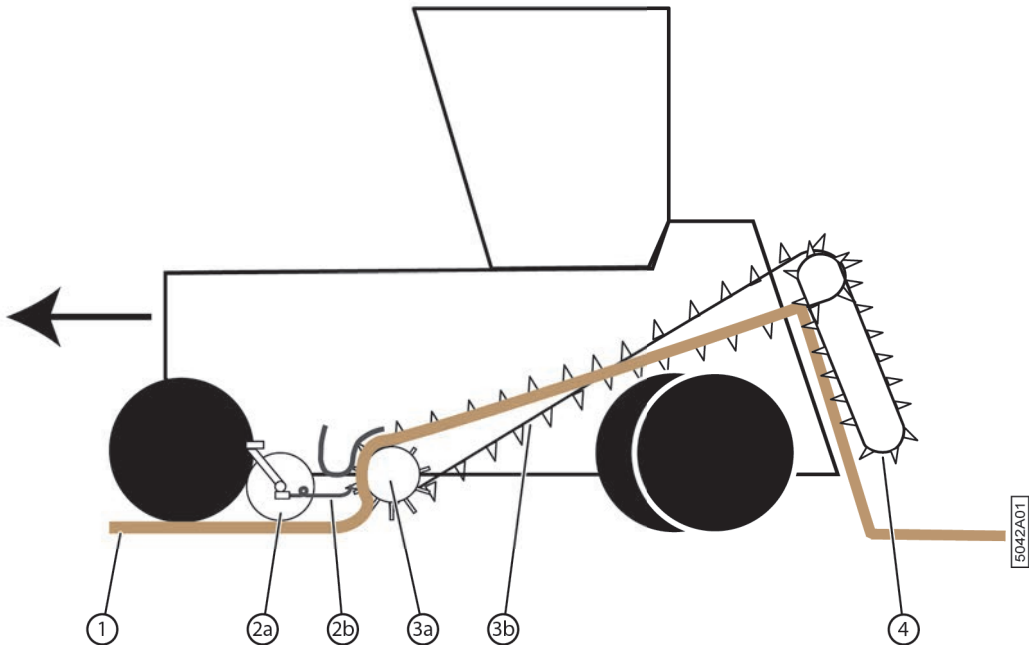


Fig. 46: Operation of self-propelled double flax-turning machine

3.3 The quality of the work

The technical implementation of the turning over requires precision in order to achieve quality work.

The quality of the work objective during the turning over is determined by:

- The alignment of the swath
- The alignment of the bottoms of the flax
- The uniform thickness of the swath

Quality is key for further manipulations.

Avoid collecting the flax in bundles, and do not collect anything that is not flax (stones, earth, etc.)

The following criteria determine the quality:

- The operating speed
- The condition of the flax
- The alignment of the swath
- The condition of the machine

3.3.1 The operating speed

Increased operating speed means that the pick-up is positioned lower and this consequently increases the number of foreign objects in the flax, such as the quantity of earth and the number of stones. If the flax contains stones, it is advisable to slow down the machine in order to decrease the number of stones.

3.3.2 The condition of the flax

The flax may not be humid when turning it over. Weeds that have grown inbetween flax, and germinated flax seed, can keep the flax on the ground and hinder the easy turning over of the flax.

3.3.3 The alignment of the swath

A well-aligned swath makes subsequent turning over and the rolling-up of the flax easier. If the swath is not well-aligned, continuous adjustment of the driving direction as well as the movable left-hand pick-up is required.

3.3.4 The condition of the machine

Keep the machine in good condition. Carefully follow the maintenance schedule. The pick-up and the belts must be in good condition and must not be damaged! Many blockages and standstills are due to the poor condition of these parts.

See also

- 10.2 Preventive maintenance on page 148

4 Safety

4.1 Layout safety systems + safety precautions

4.1.1 Layout of safety systems

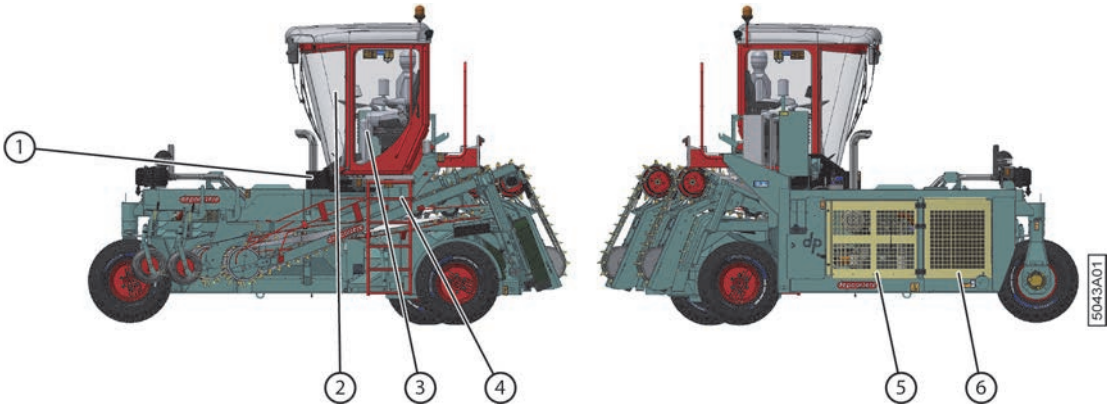


Fig. 47: Layout of safety systems

Nr.	Description
1	Protective panel underneath the windscreen
2	Fully-enclosed cabin
3	Driver's seat with safety belt and presence sensor
4	Ladder
5	Protective door engine compartment
6	Protective door radiator

See also

- 4.1.2 Safety precautions on page 57

4.1.2 Safety precautions

During the design phase, it was decided to eliminate risk. Where necessary, risks are minimised by:

- Technical safety precautions, see list below
- Organisational safety precautions, see the warning symbols on the machine and the user instructions

An overview of the safety precautions that have been implemented is stated below:

- Cabin, protects the user from moving parts, dust and noise.
- Protective panel underneath the windscreen on some versions, so that the windscreen does not break if hit by a stone
- Emergency hammer in cabin, used to break a window of the cabin if exiting via the door is not possible
- Ladder provides safe access to the cabin
- Hinged protective covers beside the engine compartment, provide protection from moving and hot parts.
- Hinged protective cover beside the radiator provides protection from hot parts

- Sensor in the driver's seat immobilises the machine when the driver is not present.

See also
- 4.1.1 Layout of safety systems on page 57

4.1.3 The location of the emergency stop button

The emergency stop button (1) is located in the cabin on the left-hand side of the steering column. If you press the emergency stop button, the electrical power supply is disconnected, so that control is no longer possible. The engine continues to run.

Fig. 48: Location of the emergency stop button

See also
- 4.6.1 Pressing the emergency stop button on page 64

4.1.4 The emergency hammer

The cabin is equipped with an emergency hammer (1). In the event of an emergency, this emergency hammer enables you to break the windscreen of the cabin, if you can no longer open the door or the emergency door.

Fig. 49: The emergency hammer

4.1.5 The emergency exit

The emergency exit of the machine is located on the right-hand side of the cabin.

1 Move the lever (2) UPWARDS and push the door.

The glass opens slightly. This play can be used for ventilation in the cabin.

2 Pull the lever forwards (B), and push the door further open against the stop (1).

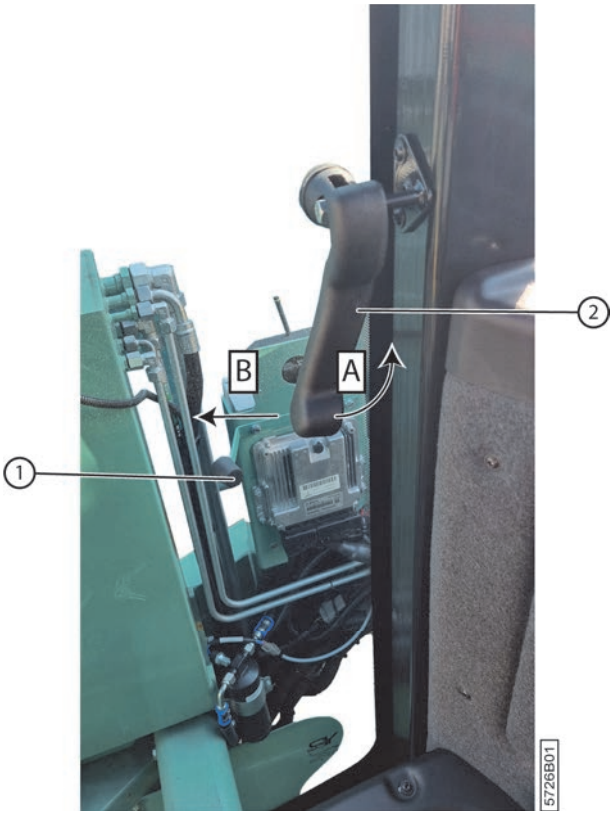


Fig. 50: The emergency exit

4.1.6 The fire extinguisher

The fire extinguisher (1) is located at the front right of the machine.

Fig. 51: The fire extinguisher

NOTE
Inspect the fire extinguisher in accordance with the current local regulations.

4.1.7 The first aid kit

The first aid kit (1) is located underneath the passenger's seat.

4.1.8 Presence sensor in the driver's seat

In the Road mode or in the Field mode, a sensor detects the presence of the driver on the driver's seat. If the machine is moving and the driver leaves the driver's seat, an alarm is activated. If the alarm stays ON for the set time, then the machine decelerates and comes to a standstill. Before you can use the machine again, you must sit in the driver's seat and move the joystick back to the neutral position.

See also
- 2.2.12 The driver's seat on page 36

4.1.9 Safety via the software

With regard to the safe use of the machine, the software permits the following:

- You can only change the parameters relating to safety after entering a relevant code.
- The software will only authorise the selection of a different mode if the joystick is in neutral and the machine is at standstill.

4.2 Meaning of the warning signals

Signal	Meaning
Reversing signal	A continuous signal sounds to warn the bystanders that the machine is reversing.
Horn	Sound the horn twice before moving the machine. so that bystanders receive adequate warning.
Flashing light	Ensure that bystanders are fully aware of the presence of your agricultural vehicle.
Indicator	Use your indicators to make bystanders aware of your intention to change direction. In the event of a hazardous situation, you can activate all indicators at the same time, even when the battery key is not switched ON.

4.3 Safety regulations

This section describes the remaining risks from the risk analysis.

4.3.1 General safety regulations for persons

WARNING
Only use the machine for the purpose for which it was designed.

WARNING
The machine may only be operated by persons who have read the user manual and who are thus adequately informed about the operation, the control, and the maintenance of the machine as described in the user manual.

WARNING

NEVER use your hands to try to seal a hydraulic leak! High-pressure liquid can cause damage to your skin and clothing. Immediately summon a doctor if an accident occurs.

You can use paper or cardboard to easily detect leaks in a hydraulic system!

WARNING
Never stand behind the machine. You can become trapped between the machine and another object.

WARNING
Never leave the driver’s seat without taking the ignition key with you.

WARNING
Never allow children, animals, or unauthorised persons to come into the vicinity of the machine.

WARNING
It is strictly prohibited to touch moving parts or to be between moving parts. Keep your body, especially your face, hands and feet far away from moving parts.

WARNING
The zone for the machine is extremely dangerous. You may NEVER use your hands or feet or any other way to feed-in flax.

WARNING
A blockage may NEVER be rectified manually when the machine is still running.

CAUTION
Hold the steering wheel, without the spokes between your fingers.

WARNING

Be aware of the risk of tipping over when you drive the machine on a slope or on hilly terrain!

- Drive slowly!
- Do not turn too abruptly!

WARNING
You may not enter or leave the driver's seat when the machine is operating.

WARNING
Keep away from high-voltage power lines when operating the machine. Contact between a high-voltage power line and the machine, or a discharge between the high-voltage power line and the machine can result in the death of the driver.

WARNING
In the event of lightning, remain in the cabin. Close all windows and doors. Do not touch the chassis of the machine. During lightning, an open field is not a safe location. Keep away from high trees, masts, high-voltage power lines. Stay at least 3 metres away from railings and fences. Bring yourself and your machine in safety. The best protection is a closed building, away from electricity and sanitary facilities.

4.3.2 Safety regulations for the machine

CAUTION
Ensure that the hydraulic connections are always clean and always fit plastic protective caps after disconnecting a hydraulic connection.

4.3.3 Safety regulations relating to the environment

ENVIRONMENT
For all products that are used in the machine and for all products that are used for the maintenance and the cleaning of the machine, follow the current local statutory regulations.

ENVIRONMENT
Store new and discharged products in accordance with the current local statutory regulations.

ENVIRONMENT
Spilled liquid must be removed in accordance with the regulations for the liquid and in accordance with the current local statutory regulations.

4.4 Personal protective equipment

Item of personal protective equipment	Who?	When?
Safety shoes	Operator Maintenance technician	Always
Helmet	Maintenance technician	If, during the work, objects or parts can fall onto your head.
Safety spectacles	Operator Maintenance technician	For all work where dust- or other particles can end up in your eyes.
Safety gloves	Operator Maintenance technician	For all work on the machine.
Hearing protection	Operator Maintenance technician	If the noise level exceeds 85 dB. This is the case at the side of the machine where the engine is located.
Breathing mask	Operator Maintenance technician	For all work where dust and/or substances that are hazardous to respiration are released.
Reflective clothing	Operator Maintenance technician	For work in the dark.

4.4.1 Safety regulations for personal protection

WARNING
Ensure that work clothing fits well. Do not wear loose clothing or jewellery. If you wear these, you can become trapped by rotating machine parts.

WARNING
Conceal long hair, so that it is not possible for long hair to become trapped.

4.5 Signs and symbols

The machine is equipped with a sticker stating safety instructions.

WARNING
Ensure that safety instructions always remain visible. Regularly clean the safety instructions, and if the safety instructions are damaged or illegible, replace them. The safety instructions can be ordered from Depoortere NV.

4.6 Emergencies

4.6.1 Pressing the emergency stop button

In the event of an emergency, you can press the emergency stop button in the cabin. This disconnects the electrical power and all movement is stopped. The engine of the machine continues to run in order to prevent damage to the hydraulic components as a result of pressure loss.

CAUTION
Pressing the emergency stop button activates the parking brake!

TIP
To also stop the engine, turn the ignition switch fully anti-clockwise.

TIP
To also interrupt the power supply, turn the battery switch fully anti-clockwise.

See also
- 4.1.3 The location of the emergency stop button on page 58

4.6.2 Switching OFF the engine

Turn the ignition switch anti-clockwise.

TIP
Since the diesel engine is switched OFF, the engine shaft stops turning. The hydraulic pumps that are directly connected, stop building up pressure.

CAUTION
Movement is still possible, due to desired use of a manual control or due to an undesired defect.

4.6.3 Switching OFF the electrical power

In the event of an emergency, you can use the battery key to switch OFF electrical power to the machine. This action isolates electrical power from the entire machine including the engine and the controls.

Only do this in the event of an emergency: in all other situations, you first switch OFF the ignition to the machine in the usual manner.

WARNING

Switching OFF the electrical power using the battery key, without switching OFF the ignition to the machine, and without first waiting for 3 minutes, is only permitted in the event of an emergency!

If this is done, the engine is not stopped in the usual manner, thus causing AdBlue to remain in the pipes, with possible fault messages being generated.

See also
- 8.2.10 Switching OFF the machine on page 88

4.7 Hazardous substances

CAUTION
Carefully read the Safety Information Sheets for the hazardous substances.

The user must request the latest Safety Information Sheets from the supplier for the following products:

- AdBlue
- Hydraulic oil
- Engine coolant
- Fuel (diesel)
- Windscreen washer liquid
- Engine oil
- Lubricating grease
- Airco coolant

5 Transport and storage

5.1 Moving the machine

5.1.1 Loading the machine onto the lorry

1. Select a completely level zone for loading the machine.
2. Fence off the zone where the machine will be loaded. Ensure that the safety zone is large enough, so that if the machine tips over, sufficient space exists to run away from a tipping load.
3. Keep unauthorised persons away from this safety zone.
4. Place the machine in Loading mode.
5. Drive the machine onto the loading platform of the lorry.
6. Use wheel chocks to prevent the machine from rolling away.
7. Use chains or tension straps to secure the machine:
   - Secure via 2 chains or tension straps to the towing eye at the front (1).
   - Secure via chains or tension straps to the openings in the chassis at the rear left (2) and at the rear right (3).

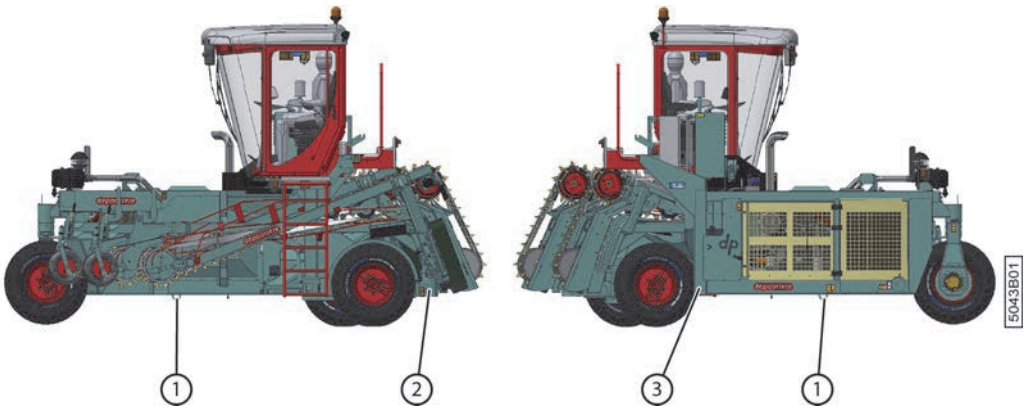


Fig. 52: Securing the machine to the lorry

See also

- 8.2.29 Placing the machine in the Loading mode on page 99

5.1.2 Unloading the machine from the lorry (preparation)

1. Select a completely level zone for unloading the machine.
2. Fence off the zone where the machine will be unloaded. Ensure that the safety zone is large enough, so that if the machine tips over, sufficient space exists to run away from a tipping load.
3. Keep unauthorised persons away from this safety zone.
4. Disconnect the chains or tension belts.
   - Disconnect the 2 chains or tension belts from the towing eye (1) at the front.
   - Disconnect the chains or tension straps from the openings in the chassis at the rear left (2) and at the rear right (3).

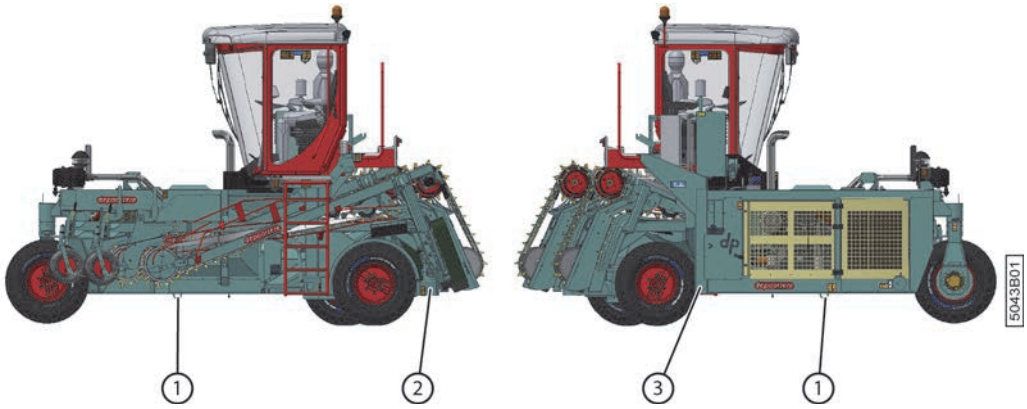


Fig. 53: Release the machine

5. Remove the wheel chocks.

See also

- 5.1.3 Driving the machine off the lorry on page 68

5.1.3 Driving the machine off the lorry

First of all, ensure that the machine is prepared for driving off the lorry. See 5.1.2 Unloading the machine from the lorry (preparation) on page 67.

Fig. 54: Steps to be performed when driving the machine off the lorry

1. Place the battery key to ON.
2. Place the parking switch on the control console to AUTO.
3. Place the mode switch to Stationary mode.
4. Place the joystick in neutral.

5. Turn the ignition switch to position 2, and release it when the engine starts.
   Do not start for longer than 8 seconds. This prevents the battery from becoming fully discharged, or the starter motor and engine cabling from becoming too hot. Wait 15 to 20 seconds between the 1st and 2nd starting attempt so that the starter motor and the engine cabling can cool down.
6. Place the switch to the Field mode
7. At the bottom, tap the icon with the current driving mode, for example:  .
8. Tap the Loading icon  .
   The machine is in the Loading driving mode. At the bottom, the icon changes to the Loading driving mode.
9. Raise the pick-up by pressing button 8.
10. Carefully move the joystick in the desired direction.

See also
- 5.1.2 Unloading the machine from the lorry (preparation) on page 67

5.2 Storing the machine

Check the machine very carefully so that it is ready to start in the next season. A thorough check and maintenance of the machine can save extra costs, minimise downtime, and enhance the operational reliability of your machine.

When storing the machine, perform the points in the following checklist:

1. Check that flax is no longer present in the machine.
2. Follow the maintenance plan.
3. Follow the lubrication plan.
4. Fill the fuel tank.
5. Place the machine in an area that satisfies the following conditions.
   - Entry to the area is prohibited for unauthorised persons.
   - The area is dry and protects the machine against the effects of weather.

     For example: sunlight adversely affects rubber and plastic.
   - NO fertilisers containing ammonia are stored in the area.

     When humidity is present, ammonia reacts with certain metals.
   - The area is closed off to vermin.
6. Clean all hydraulic cylinders, lubricate them with grease, and fully retract them.
7. Follow the instructions for storing a machine with AdBlue.
8. Lubricate all threaded rods, adjusting bolts, and bare machine parts using grease or oil to prevent rust.
9. Jack up the machine and place it on supports in order to relieve the load on the tyres.
10. Check the full operation of the machine. Replace worn parts.
11. Check the bolted connections.
12. Connect the battery to a charger so that crystals of lead sulphate do not form on the electrodes of the battery.

See also
- 10.2.1 Maintenance schedule for the operator on page 149
- 10.2.2 Maintenance schedule for the maintenance technician on page 150
- 10.2.42 The lubricating schedule on page 171
- 10.2.10 Checking the bolted connections on page 155
- 10.2.9 Cleaning the machine using a pressure washer on page 154

5.2.1 Regulations for storing a machine with AdBlue

The following regulations are applicable in the event of switching OFF an engine with a SCR system for a prolonged period.

After switching OFF the SCR system in accordance with the instructions (wait at least 3 minutes so that the system can complete its full cycle), the machine can, depending on the ambient temperature, be taken out of service for a maximum of 4 months in a deactivated state.

At standstill

	Duration of the storage # 2 months	Duration of the storage between 2 and 4 months
Ambient temperature to be respected	Between -40 °C and 40 °C	Between -40 °C and 25 °C

The following conditions must be taken into account:

- If the machine has been at standstill for a prolonged period, this must take place in a covered area (for example, in a garage or hall).
- Completely fill the AdBlue tank with AdBlue.

  Evaporation of the water component of AdBlue must be prevented.
- Do not disconnect any electrical or hydraulic connections.

5.2.2 Instructions for putting a machine with AdBlue back into service after a prolonged period at standstill

If the standstill exceeds 4 months, the following procedure must be followed:

1. Completely empty the tank.
2. Completely fill the tank with new AdBlue.
3. Replace the filter cartridge of the feed pump.
4. Allow the engine to reach operating temperature.
5. Load the engine by carefully accelerating the engine. This increases the pressure by pressurising and modifying the AdBlue dosage.

If a fault message is displayed on the control screen:

1. Stop the engine.
2. Wait at least 3 minutes so that the system can perform its complete cycle.
3. Start the engine several times if necessary.

   If the fault message does not disappear, contact Depoortere NV.

5.2.3 Draining the AdBlue tank

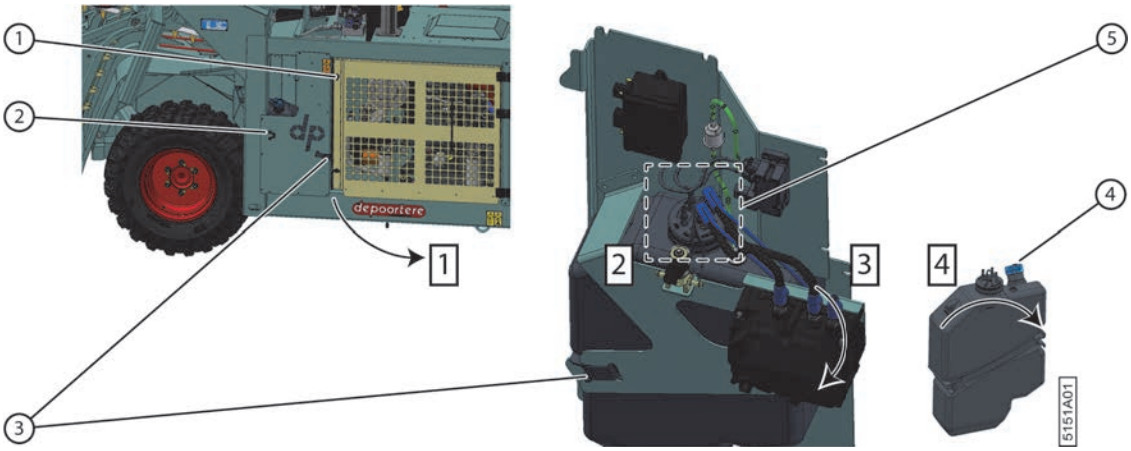


Fig. 55: Removing and draining the AdBlue tank

1. Open the engine compartment.
   1 Switch OFF the machine safely.
   2 Release the 2 locks.
   3 Fully open the protective door (1).
2. Disconnect all connections (5) on top of the AdBlue tank.
   If necessary, take a photo before disconnecting, so that the AdBlue tank is correctly reinstalled and reconnected.
3. Remove the AdBlue tank.
   1 Remove the bracket (3).
   2 Turn the AdBlue tank around the hook (2).
   3 Remove the tank from the machine.
4. Drain the AdBlue tank.
   1 Carefully read the Safety Information Sheet for the AdBlue used.
   2 Remove the filler cap for the AdBlue tank (4).
   3 Drain the AdBlue liquid in accordance with the current local statutory regulations.
5. Reinstall the empty AdBlue tank.

See also
- 2.1.3 Rear view on page 27

5.2.4 Storing AdBlue

The shelf life and quality of the AdBlue depends on the conditions in which the AdBlue is stored and for how long it is stored.

Take the following points into account:

- AdBlue slowly starts to decompose at -11°C and above +35°C.
- Avoid direct sunlight on unprotected stored stock of AdBlue.
- Drums of AdBlue may not be stored for longer than one year!
- AdBlue freezes when the ambient temperature is -11°C.
- AdBlue may remain in the tank for a maximum of 4 months.

5.2.5 Checklist for starting engine after storage during winter

After storing the machine during winter, you must always check the following items before restarting the engine.

NOTE
The checklist below is only intended for the engine, and not for the entire machine. Thus carefully perform all tasks included in the maintenance schedules. This ensures that the entire machine is ready to be started.

Check	OK?
Check the filter elements of the air filter. If necessary, replace them.	
Check the level of engine oil. If necessary, top up the engine oil or replace it.	
Check level of coolant for the engine. If necessary, top up the level.	
Check the condition of the radiator. If dirty, clean the radiator.	
Check the fuel feed system. Unscrew the drain plug from the fuel filter to drain the water.	
Use a refractometer to check the quality of the AdBlue. If the value is NOT OK, then drain the AdBlue tank, then fill it with new AdBlue.	
Check that the filling filter of the AdBlue tank is not damaged or punctured.	
Check that the AdBlue tank is clean, and check that there is no crystallisation.	
Replace the breather filter of the AdBlue tank if it is blocked.	
Check the engine for engine oil leaks, coolant leaks, or fuel leaks.	
Check the engine for contamination (flax, grass, mud, ...). Remove this contamination.	
Check the condition of the battery.	
Check the condition of the belts. The belts are more susceptible to wear in a dusty environment. If necessary, replace them.	

6 Assembly and installation

6.1 What is supplied with the machine?

Check that the following items have been supplied; if not supplied, contact your distributor.

- 2 ignition switch keys
- 2 door keys for the cabin
- 2 keys for opening the electrical cabinets
- 2 keys for opening the tool cabinet
- User manual for the machine
- User manuals for the engine
- User manual for the driver’s seat
- User manual for the radio
- User manual for the optional camera monitors
- Spare parts list
- EC declaration
- First aid kit
- Warning triangle
- Fluorescent jacket

7 Putting into service

7.1 Checklist for putting into service

After receipt of your machine, carefully check the list below.

Item	Check	OK?
Wheels	10.2.19 Checking the tyre pressure on page 160	
	10.2.20 Tightening the wheel nuts on page 160	
	10.2.22 Checking the operation of the parking brake on page 161	
Engine	Check the engine oil level. See manual supplied for DEUTZ engine.	
	Check the coolant level. See manual supplied for DEUTZ engine.	
	Check the air filter for the engine. See manual supplied for DEUTZ engine.	
	8.2.1 Checking the fuel level on page 84	
Cabin	7.1.1 Checking that the user manuals are present on page 75	
	The users have read the user manuals.	
	10.2.27 Checking level of windscreen washer liquid on page 163	
	10.2.28 Cleaning the air filters for the cabin on page 163	
Hydraulic system	10.2.30 Checking the level of the hydraulic oil on page 165	
	10.2.34 Checking the hydraulic system for leaks on page 167	
Electrical system	10.2.35 Checking the battery on page 168	
	10.2.37 Checking the electrical system on page 168	
Lubrication	Check that all lubricating points have been optimally lubricated. See the lubrication plan 10.2.42 The lubricating schedule on page 171.	

After all items on the checklist are OK, the machine can be used in accordance with the instructions stated in this user manual.

7.1.1 Checking that the user manuals are present

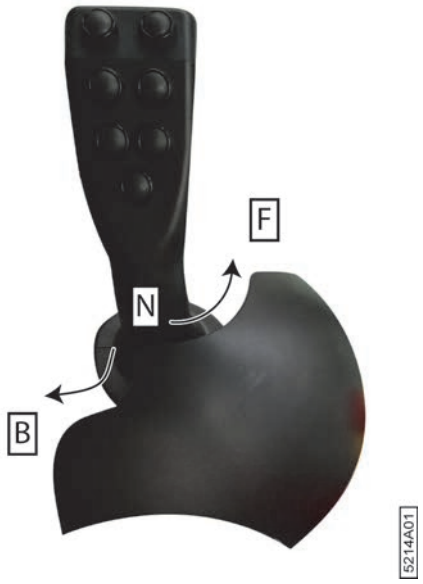
1. Check whether the following user manuals are present:
   - User manual for the machine
   - User manuals for the engine, the driver's seat, the radio.
   - User manuals for the camera monitors (if present).
2. If a user manual is not present, ask your distributor for a new copy.

8 Control

8.1 Control elements

8.1.1 The joystick

Positions of the joystick



The position of the joystick determines the driving direction and the speed of the machine. For example: the further you push the joystick forwards, the faster the machine will move forwards. The joystick does NOT automatically return to the neutral position! The joystick can be placed in the following positions:

- Forwards: the machine moves forwards (F)
- Neutral: the machine does not move (N)
- Backwards: the machine moves backwards (B)

The functions of the buttons on the joystick

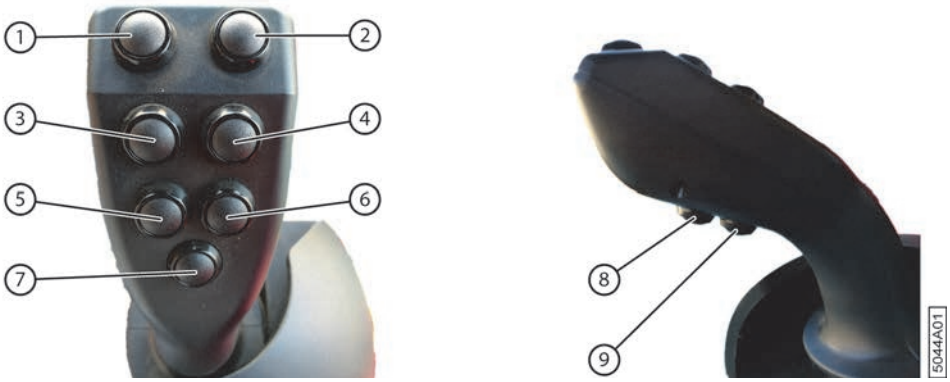


Fig. 56: Joystick

Nr.	In Field mode	In Road mode	In Stationary mode
1	Press and hold: Moves flax-laying belts away from each other	-	Press and hold: Moves flax-laying belts away from each other. Press 1 and 2 together to activate the anti-skid for the front wheel. Select Road mode to deactivate the anti-skid.
2	Press and hold: Moves flax-laying belts towards each other	-	Press and hold: Moves flax-laying belts towards each other. Press 1 and 2 together to activate the anti-skid for the front wheel. Select Road mode to deactivate the anti-skid.
3	Press and hold: Raises the left-hand pick-up	-	-
4	Press and hold: Raises the right-hand pick-up	-	-
5	Press and hold: Moves the left-hand pick-up outwards Press 5 and 9 together: Lowers the left-hand pick-up	Press once: Left-hand indicator flashes for 30 seconds.	Press and hold: Moves the left-hand pick-up outwards Press 5 and 9 together: Lowers the left-hand pick-up
6	Press and hold: Moves the left-hand pick-up inwards Press 6 and 9 together: Lowers the right-hand pick-up	Press once: Right-hand indicator flashes for 30 seconds.	Press and hold: Moves the left-hand pick-up inwards Press 6 and 9 together: Lowers the right-hand pick-up
7	Press once: places the machine in exiting mode Press again: cancels the exiting mode Press and hold: the belts rotate faster. Press 7 and the LOWER button on the remote control to switch ON or switch OFF the remote control.	-	Press and hold + joystick forwards: Belts rotate forwards in normal direction. Press and hold + joystick backwards: Belts rotate backwards in reverse direction.
8	Press once: raises the entire pick-up	Press once: Raises entire pick-up	Press once: raises the entire pick-up
9	Press once: lowers the entire pick-up	-	Press once: lowers the entire pick-up

8.1.2 Visual overview of joystick functions

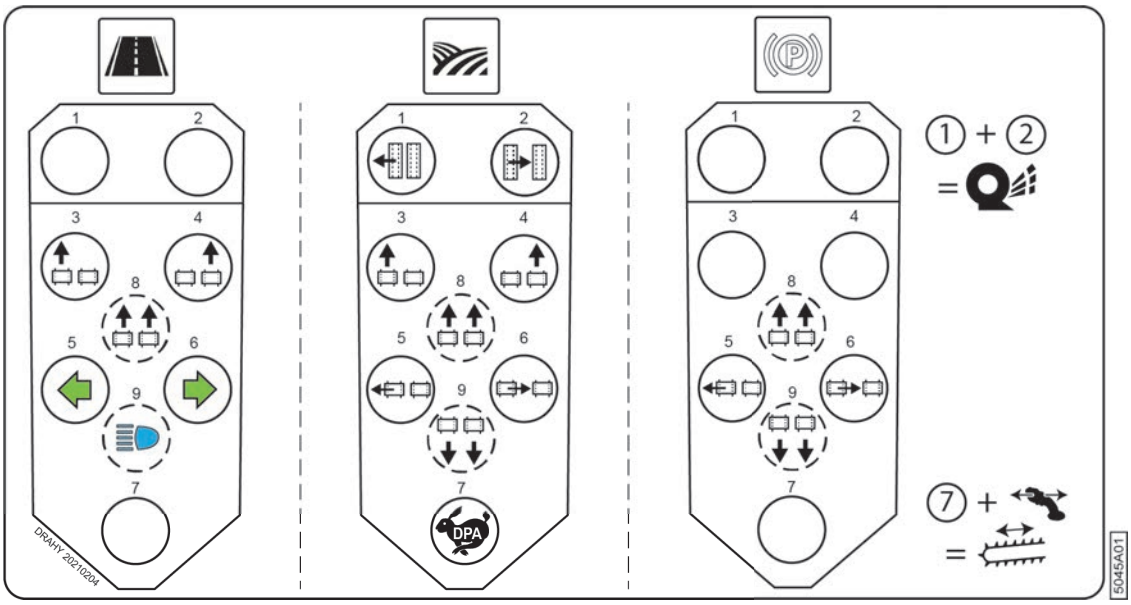


Fig. 57: Visual overview of joystick functions

8.1.3 The control console

Control console

Fig. 58: Control console

Nr	Uitleg
1	Battery lamp The battery lamp is lit as soon as the ignition switch is in position 1. The battery lamp is extinguished when the engine is running and the battery is being charged.

Nr	Uitleg
2	Parking brake rotary switch • Left: parking brake is active • Middle: parking brake applies automatically at standstill • Right: parking brake is not active
3	Rotary switch mode You use this button to select the mode in which you wish to work: • Left: Field mode  • Middle: Stationary mode  • Right: Road mode 

8.1.4 The brake pedal

Each rear wheel is equipped with a wheel motor that enables braking via the joystick. If you cannot brake enough using the joystick, you can use the brake pedal (1). If you do not have to brake, you can place your foot on a footrest pedal (2) that is located next to the brake pedal.

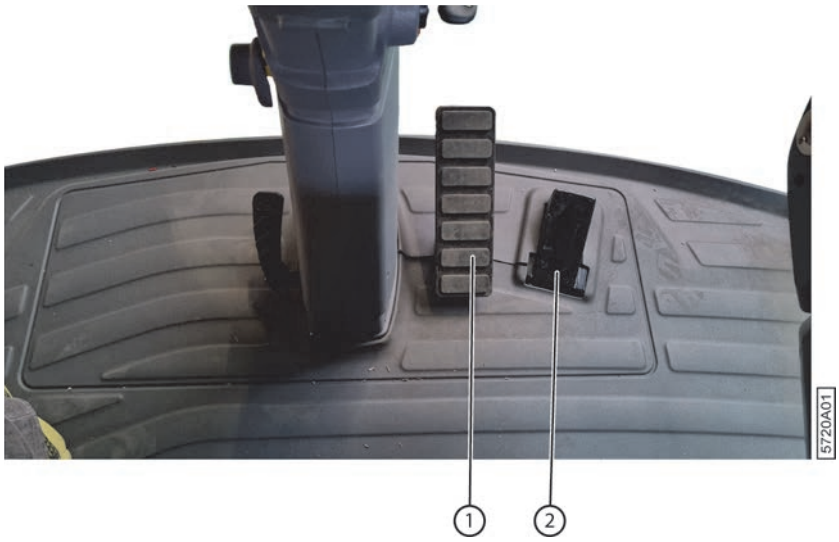


Fig. 59: The brake pedal

8.1.5 The parking brake

The parking brake is a 3-position switch on the control console. It is recommended to leave the parking brake switch in AUTO (automatic). The other positions of this switch may only be selected in exceptional cases.

If the joystick is in the NEUTRAL position, then:

- Upon detecting that the machine is stationary, the parking brake is activated.
- In the Loading mode, the parking brake is immediately activated.
- If the wheel sensor is deactivated, the parking brake is automatically activated after 6 seconds.

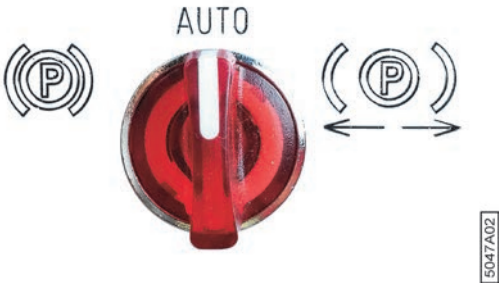


Fig. 60: Parking brake

Position	Explanation	Use
Left	Parking brake activated.	Only to be used for a slope where the parking brake is not automatically activated because the machine is not yet completely stationary.
Centre	Automatic The parking brake is automatically activated when the joystick is in neutral and the machine is stationary.	During normal use.
Right	Parking brake deactivated.	Only to be used when towing the machine when the engine is still running.

NOTE
If you switch OFF the ignition of the machine, the parking brake will be activated regardless of which position is selected on the 3-position switch!

See also
- 10.3.1 Towing the machine (with operational diesel engine) on page 176

8.1.6 The control screen

The control screen is a 7-inch touchscreen.

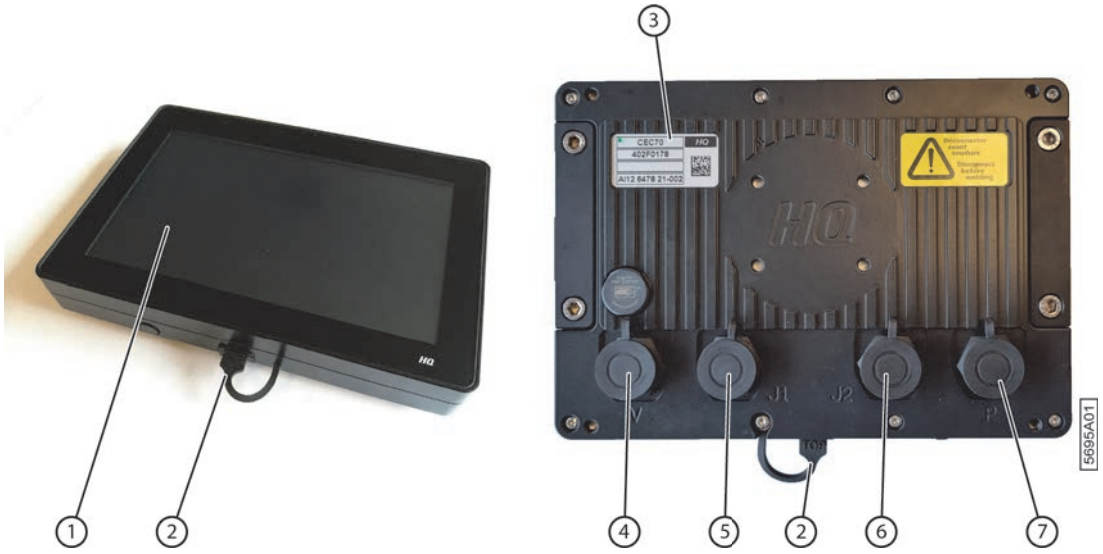


Fig. 61: The control screen

Nr.	Explanation
1	7-inch touchscreen
2	USB port, protected against dirt with rubber plug
3	Identification plate with serial number
4	Connection for camera (is not used)
5	Connection CAN-bus 1
6	Connection CAN-bus 2
7	Connection power connector

8.1.7 The remote control

The machine is equipped with a remote control. The remote control can be used to remove a blockage, without the driver having to constantly exit and enter the cabin to perform this action. When the remote control is active, no actions can be performed using the other controls in the cabin.

You can only use the remote control to perform 2 functions:

- To open or close the flax-laying section
- To move the conveyor belts and flax-laying belts forwards and backwards at a reduced speed

Fig. 62: The remote control

Nr.	Button	Explanation
1		Emergency stop button If one of the buttons on the remote control does not function correctly, you can use the emergency stop button. For example, if a button becomes stuck, so that the conveyor belts continue to rotate. You can use the control screen to test the buttons of the remote control. Check the connection between the remote control and the receiver. After pressing the emergency stop button, you can still use the remote control.
2		Press and hold to open the flax-laying section.
3		Press and hold to move the conveyor belts in the reverse direction.
4	/	LED indicator.
5		Press and hold to activate the remote control. When the remote control is switched ON, the green LED indicator is lit.
6		Press and hold to deactivate the remote control. When the remote control is switched OFF, the green LED indicator is extinguished.
7	/	Housing You can store the remote control here.
8		Press and hold to close the flax-laying section.
9		Press and hold to move the conveyor belts in the normal direction.

See also
- 2.2.25 The remote control on page 46

8.2 Control instructions

See also
- 8.2.26 Placing the machine in the Field mode on page 96
- 8.2.27 Placing the machine in the Road mode on page 98

8.2.1 Checking the fuel level

1. Go to the start window on the control screen.
2. View the fuel level.

See also
- 2.3.5 The fuel tank on page 49
- 8.2.2 Permitted fuel on page 84

8.2.2 Permitted fuel

See DEUTZ manual.

The guarantee is rendered invalid if other fuels are used, i.e. fuels that do not satisfy the requirements as stated in the manual for the DEUTZ engine.

CAUTION
When selecting a fuel, also take the current local regulations into account.

See also
- 8.2.1 Checking the fuel level on page 84

8.2.3 Filling the fuel tank

It is recommended to fill the fuel tank with diesel at the end of the working day in order to prevent water vapour from being present in the tank.

Fig. 63: Filling the fuel tank

Required:

Fuel See 8.2.2 Permitted fuel on page 84

1. Switch OFF the engine and remove the key from the ignition.

CAUTION

Never fill the fuel tank in the vicinity of naked flames or sparks.

Never smoke when filling the fuel tank.

Immediately wipe away any spilled fuel. Fuel that ends up on hot parts can self-ignite.

Ensure that you are not overcome by fuel vapours.

2. Unscrew the filler cap from the fuel filler pipe (5).
3. Fill the fuel tank with diesel that has an optimal quality.
   Never fill the fuel tank up to the brim! Space must always be provided for the expansion of the fuel!
4. Before driving away, check that there are no signs of leaks underneath the fuel tank.

See also

- 2.1.3 Rear view on page 27
- 8.2.5 Topping up the AdBlue tank on page 86

8.2.4 Checking the level of AdBlue

1. Go to the Road mode window or Field mode window.
2. Check the level (1) of AdBlue. It is graphically displayed on the screen.

Fig. 64: AdBlue level is displayed in the Road mode window

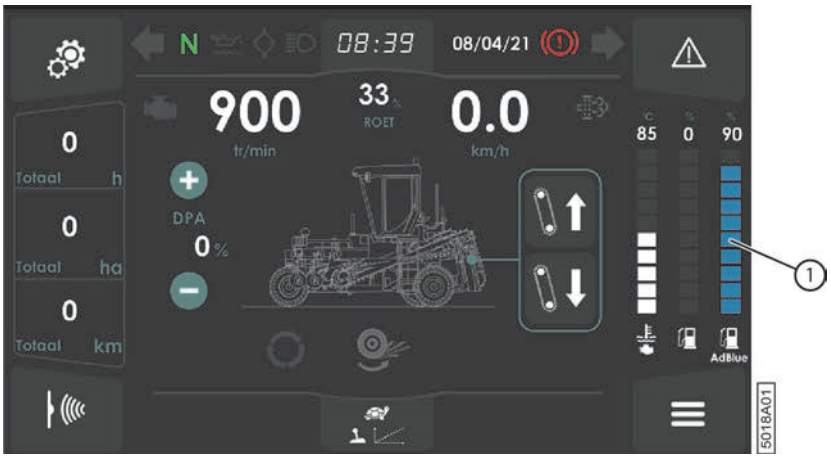


Fig. 65: AdBlue level is displayed in the Field mode window

See also

- 2.1.3 Rear view on page 27

8.2.5 Topping up the AdBlue tank

TIP
Prevent engine faults resulting from the level in the AdBlue tank being too low. Also fill the AdBlue tank completely, every time refuelling takes place.

CAUTION
Carefully read the Safety Information Sheet for AdBlue.

Executor: operator

Required: AdBlue

1. Switch OFF the machine safely.
2. Open the filler cap of the AdBlue tank.
   Unscrew the filler cap anti-clockwise. The filler cap is attached to the filler opening.
3. Fill the AdBlue tank.

WARNING
During the filling, prevent spilled liquid by listening and looking. The AdBlue tank does not have a level indicator.

TIP
When filling the tank, preferably use a filling pistol that stops automatically.

ENVIRONMENT
Spilled liquid must be removed in accordance with the regulations for the liquid and in accordance with the current local statutory regulations.

4. Close the AdBlue tank.

See also
- 2.1.3 Rear view on page 27
- 8.2.3 Filling the fuel tank on page 84

8.2.6 Starting the engine

1. Place the battery key to ON. Turn the battery key clockwise.
2. Sit in the driver's seat and adjust the driver's seat according to your needs.
3. Close the cabin door.
4. Put on your seat belt.
5. Place the joystick in the neutral position,
   You can only start the engine of the machine when the joystick is in the neutral position.
6. Place the parking brake to AUTO (automatic)
7. Turn the ignition key to position 2, and release the key when the engine starts. When the ignition key is set to position 1, the ignition is switched ON, but the engine is not yet started.

NOTE
Do not start the engine for longer than 8 seconds. This prevents the battery from becoming fully discharged, or the starter motor and engine cabling from becoming too hot. Wait 15 to 20 seconds between the 1st and 2nd starting attempt so that the starter motor and the engine cabling can cool down. If the engine does not start, check the voltage and the condition of the battery. If the battery is no longer serviceable, then request a specialist technician to replace it.

NOTE
Never press your foot hard down on the accelerator pedal during a cold start! Give the hydraulic oil time to warm up. During a cold start, the oil is still thick, and this can block the filter.

See also
- 2.1.3 Rear view on page 27

8.2.7 Starting the machine after an emergency stop

1. Determine the cause of the emergency stop.
   Do not hesitate to contact the emergency services.
2. Solve the problem.
3. Turn the emergency stop button counter-clockwise.
   This action resets the emergency stop button.
4. Start the machine.

See also
- 8.2.6 Starting the engine on page 87

8.2.8 Switching OFF the engine

Turn the ignition switch key anti-clockwise to the 0 position.

8.2.9 Starting the machine

WARNING
- The machine may only be operated by persons who have the requisite experience.
- The machine may not be operated by persons who are intoxicated by alcohol or under the influence of other substances.
- The starter motor must ALWAYS be operated from the driver's seat and may NEVER be activated by short-circuiting the starter motor.
- The machine may only be operated when the cabin door is closed.

1. Check that persons or animals are not in the vicinity of the machine, and check that the machine does not exhibit any abnormalities (oil leak, damaged pipe, open protective panel, etc.).
2. Insert the battery key. Turn the battery key clockwise (to the ON position).
3. Enter the cabin. See 8.2.11 Entering the cabin on page 89.
4. Check that loose objects (tools, parts, etc.) are not present in the cabin.
5. Sit in the driver's seat and adjust the driver's seat according to your needs.
6. Put on your seat belt.
7. Place the parking brake in automatic.
8. Place the joystick in the neutral position.
   You can only start the machine when the joystick is in the neutral position. The parking brake is automatically activated when the joystick is in neutral and the machine is stationary.
9. Briefly sound the horn, so that persons around the machine are informed that the engine will be started. Give them enough time to leave the danger zone.
10. Turn the ignition key to position 2, and release the key when the engine starts. When the ignition key is set to position 1, the ignition is switched ON, but the engine is not yet started.

NOTE
Do not start the engine for longer than 8 seconds. This prevents the battery from becoming fully discharged, or the starter motor and engine cabling from becoming too hot. Wait 15 to 20 seconds between the 1st and 2nd starting attempt so that the starter motor and the engine cabling can cool down. If the engine does not start, check the voltage and the condition of the battery. If the battery is no longer serviceable, then request a specialist technician to replace it.

NOTE
Never press your foot hard down on the accelerator pedal during a cold start! Give the hydraulic oil time to warm up. During a cold start, the oil is still thick, and this can block the filter.

8.2.10 Switching OFF the machine

TIP
Depending on the nature and the duration of the stop, position the machine so that it is preferably level.

1. Stop and lock all movement.

   TIP
   For example:

   - Driving and the parking brake
   - The moving parts of the machine and the parts that drop due to gravity.

2. Turn the ignition key completely counter-clockwise.
   The engine stops and the control unit stops. Since the diesel engine is switched OFF, the engine shaft stops turning. The hydraulic pumps that are directly connected, stop building up pressure.
3. Wait at least 3 minutes.
   The PLC for the diesel engine shuts down correctly, so that fault messages are are not generated.
4. Turn the battery key fully counter-clockwise.
   The battery does not lose its charge due to leakage losses.

See also
- 2.1.3 Rear view on page 27
- 4.6.3 Switching OFF the electrical power on page 64

8.2.11 Entering the cabin

Only enter the cabin if the machine is stationary.

1. Unfold the ladder. Only if you do not have to drive on public roads.
2. Carefully enter the cabin with your face towards the machine. Only use the handgrips and the ladder. Do not use any other items as a handgrip.

8.2.12 Exiting the cabin

Only exit the cabin when the machine is stationary.

1. Place the joystick in the neutral position.
2. Switch OFF the engine and remove the key from the ignition.
3. Carefully exit the cabin with your face towards the machine. Only use the handgrips and the ladder. Do not use any other items in the cabin as a handgrip.
4. Close the cabin door.
5. Alight from the ladder.
   NEVER jump out of the cabin, unless it is an emergency.

8.2.13 Setting the language of the control screen

1. Go to the menu via  .
2. Select  .
3. Select  .
4. Select the language that you want to use on the screen.
5. Press **OK**.

8.2.14 Setting the brightness of the control screen

The control screen has a level of brightness that can be used during the daytime, and a level of brightness that can be used at night.

1. Go to the menu via  .
2. Select  .
3. Perform one of the following actions for **Brightness Day** and **Brightness Night**:
   - Tap  or  .
   - Move the slider to the left or to the right.

8.2.15 Selecting the day mode or night mode of the control screen

1. Go to the menu via  .
2. Select  .
3. Tap  or  .
   The screen uses the set values for brightness.

8.2.16 Setting the date on the control screen

1. Go to the menu via  .
2. Select  .
3. Select  .
4. Enter the date.
   Type `290419` to enter 29 April 2019.
5. Tap **OK**.

See also

- 8.2.24 Overview of the common functions on page 94

8.2.17 Setting the time on the control screen

1. Go to the menu via  .
2. Select  .
3. Select  .

4. Enter the time.
   Type 0936 to enter the time of 09:36.
5. Tap **OK**.

8.2.18 Switching ON or switching OFF the lights of the machine

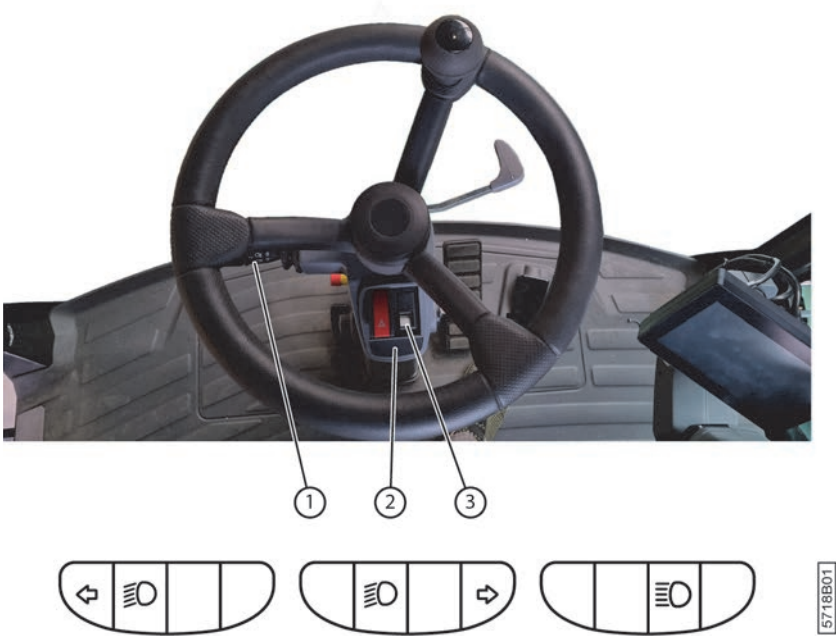


Fig. 66: The buttons on the steering wheel

Perform one of the following actions:

Type of light	Action
Sidelights	Press switch (3) to the first position to switch ON the sidelights.
Dipped beam headlights	Press switch (3) to the second position to switch ON the dipped beam headlights of the machine. On the display (2), the symbol for dipped beam headlights is lit if they are active.
Main beam headlights	• Pull the lever (1) upwards to activate the main beam headlights (these headlights are lit for as long as lever is held upwards). • Push the lever downwards to keep the main beam headlights activated. On the display (2), the symbol for main beam headlights is lit if they are active.

See also

- 2.2.7 The work lights on page 32

8.2.19 Switching ON or switching OFF the work lights on the cabin

Fig. 67: The controls in the cabin

Perform one of the following actions:

- Press (1) to switch ON or switch OFF the work lights at the front on the cabin.
- Press (2) to switch ON or switch OFF the work lights on the left-hand side and right-hand side on the cabin.
- Press (3) to switch ON or switch OFF the work lights at the rear on the cabin.

8.2.20 Activating the remote control

The remote control must be activated in the cabin. As soon as the remote control is active, actions can no longer be initiated from the cabin.

1. Switch ON the remote control by pressing the ON button until the green LED is lit.
2. Press and hold the  button on the remote control, and press and hold button 7 on the joystick until the message is displayed on the control screen.

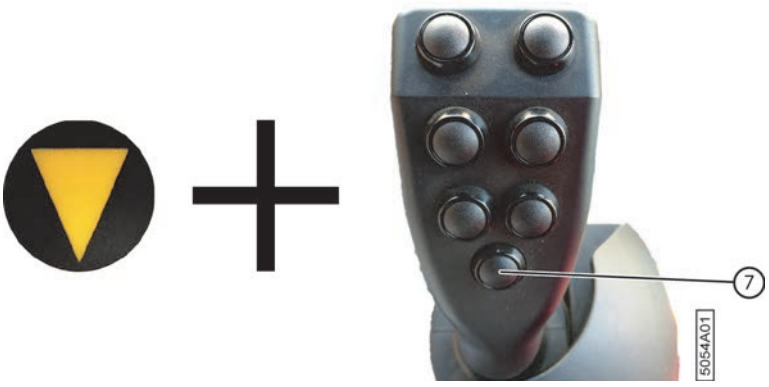


Fig. 68: Activating the remote control

You can then use the remote control outside the machine.

8.2.21 Deactivating the remote control

As soon as you no longer need the remote control, you must deactivate the remote control before you can once again operate the machine from the cabin.

1. Press and hold the button on the remote control, and press and hold button 7 on the joystick until the **Remote control off** message is displayed on the control screen.

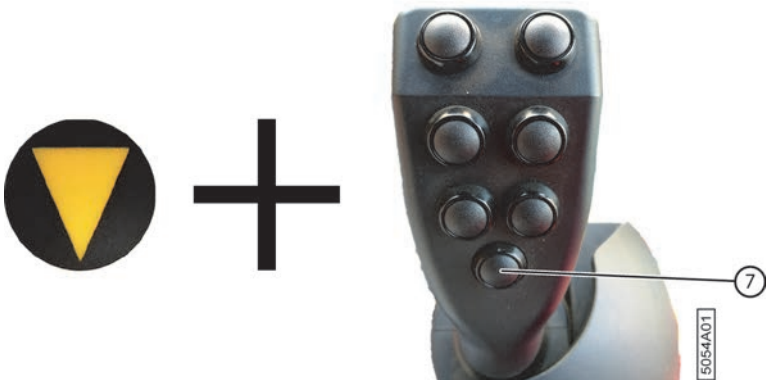


Fig. 69: Deactivating the remote control

2. Press and hold the OFF button until the green LED is lit, then extinguishes.
   The remote control is then completely deactivated and therefore no longer uses battery power.

8.2.22 Retrieving the menu

You can retrieve the menu and modify data while the machine is in the Field mode, Road mode, Manual mode, Stationary mode, or Loading mode.

In the menu, you can view faults, adjust screen and language, adjust machine, reset counters, enable or disable sensors, ...

Press to go to the menu.

Fig. 70: The menu

8.2.23 Overview of the menus

From most screens, you can return to the menu by tapping .

Menu	Explanation
	To return to the Road screen or the Field screen, depending on the selected mode. The screen for the selected mode is automatically displayed after 10 seconds of inactivity.
	**SCREEN SETTINGS** For adjusting the brightness of the screen, and setting the date, time, and the language.
	**ADJUSTMENT DPA** For adjusting the machine, and to activate or stop the regeneration, or to force the EAT system.
	**MACHINE CONFIGURATION** You can fine-tune the machine to the use by modifying certain parameters.
	**MAINTENANCE** Is currently non-active
	Counters record the harvested surface area of the field, the number of kilometres travelled, the total number of hours, and the engine hours. For all data, there is 1 counter that cannot be reset, and also for all data, except for the engine hours, there are 2 counters that can be reset. You can use one counter as the day counter and another one as a year counter.
	**FAULT LOGBOOK** Here, you receive an overview of all faults with the date and time when they occurred. You can also retrieve faults per group. For example: all faults for the sensors. The faults can also be reset.
	**CODIFICATION** Overview of the controllers and software used.
	**SENSORS ACTUATORS** Information about the signals from the power supply for the controllers, engine, DPF, analogue inputs, PWM outputs, digital inputs and outputs, joystick buttons and signalisation outputs.
	Information about the sensors that are activated or deactivated. Only accessible for the manufacturer.

8.2.24 Overview of the common functions

In the Road mode, Field mode, Loading mode and Manual mode, the same functions are available at the top and bottom of the screen.

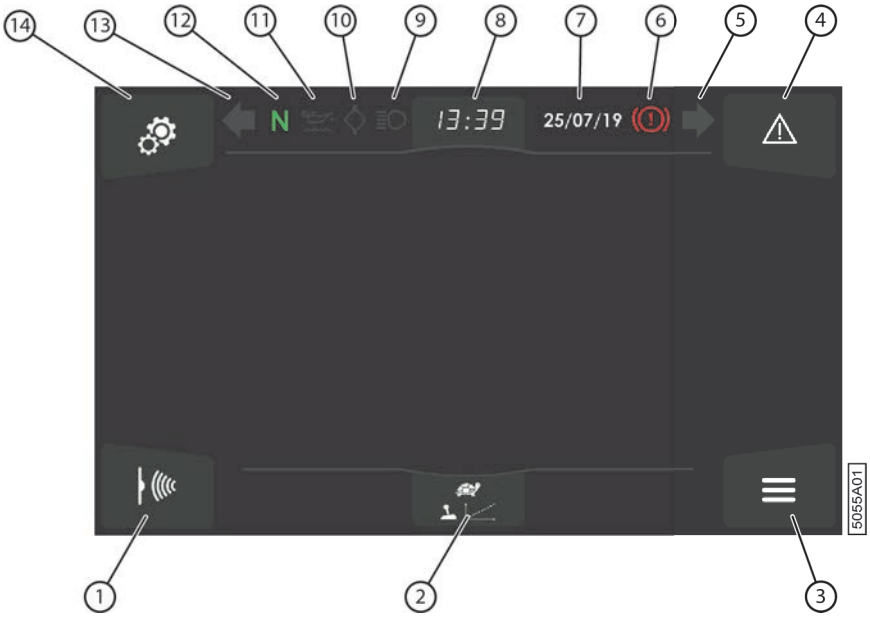


Fig. 71: Overview of common functions

Nr.	Function	Explanation
1		Provides access to the **SENSORS ACTUATORS** menu.
2		Driving mode. In the Field mode and Road mode, you can select the desired driving mode.
3		To return to the menu.
4		Indicates whether there is a fault message (red) or no fault message (white).
5		Lamp for the right-hand indicator
6		Light is red when the parking brake is active.
7	10/07/18	Indicates the current date.
8	13:22	Indicates the current time.
9		For switching the main beam headlights ON or OFF. White = non-active Green = active
10		Is lit when the air filter is clogged.
11		Is lit when the level of oil is too low.
12	N	Indicates whether the joystick is in the neutral position (green) or is not in the neutral position (grey). As soon as the joystick is in the neutral position and the machine is stationary, the parking brake will be automatically activated.
13		Indicator lamp for the left-hand indicator.
14		In Field mode, to adjust the DPA (**ADJUSTMENT DPA**). In Road mode, to adjust the screen (**SCREEN SETTINGS**).

See also

- 8.2.16 Setting the date on the control screen on page 90

8.2.25 Placing the machine in another mode

You can use the 3-position switch on the control console to place the machine in another mode. To place the machine in the Loading mode, zie 8.2.29 Placing the machine in the Loading mode on page 99.

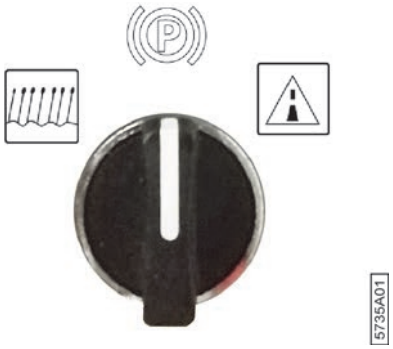


Fig. 72: 3-position mode switch

Turn the switch (1) on the control console to one of the following positions:

Mode	Name	Explanation
	Field	To pick and turn over the flax in the field. This mode is also used for manoeuvring in the field.
	Road	To drive the machine on public roads.
	Stationary	To place the machine in Stationary mode.

8.2.26 Placing the machine in the Field mode

This mode is used in the field to pick and turn over the flax. This mode is also used for manoeuvring in the field.

You can only place the machine in a different mode when the joystick is in neutral and the machine is at standstill.

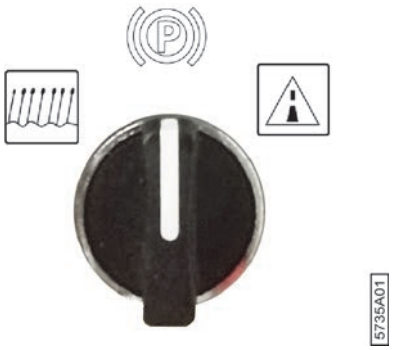


Fig. 73: 3-position mode switch

Turn the 3-position mode switch to the Field position.

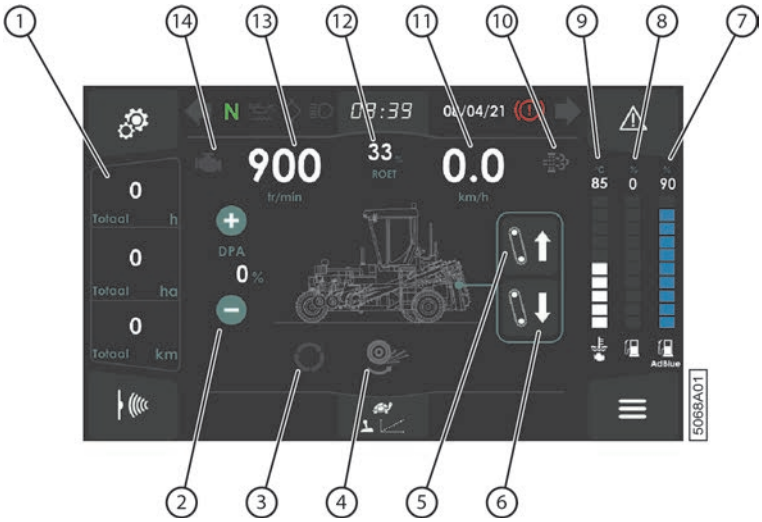


Fig. 74: Field mode window

Nr.	Explanation
1	Overview of the counters: • Hour counter • Hectares counter • Kilometres counter There is 1 non-resettable counter (Total), and 2 counters that can be reset (Day counter and Year counter). Tap the counter to display another counter.
2	Displays the proportional flow rate when driving. • When the DPA =100%, the speed of the belts is proportional to the driving speed so that the flax is deposited at the same location as where it was picked. • When the DPA < 100%, the belts rotate slower than the driving speed, and the flax is deposited later. • When the DPA > 100%, the belts rotate faster than the driving speed, and the flax is deposited quicker. The DPA can be changed by pressing: • (+) = higher • (-) = lower
3	Is lit when the exiting mode is active.
4	Is lit when the anti-skid for the front wheel is activated.
5	For opening the flax-laying section.
6	For closing the flax-laying section.
7	Indicates the level of the AdBlue in %.
8	Indicates the level of the fuel in %.
9	The temperature of the coolant for the DEUTZ engine in °C.
10	Is lit if there is an exhaust gas post-treatment system fault.
11	The driving speed in kilometres per hour (km/hour).
12	Indicates the saturation level of the soot filter in %.
13	Indicates the revs./minute of the engine.
14	Is lit if there is an engine fault.

The Field mode window is displayed

See also

- 8.2 Control instructions on page 84

8.2.27 Placing the machine in the Road mode

The Road mode is used to drive on public roads.

You can only place the machine in a different mode when the joystick is in neutral and the machine is at standstill.

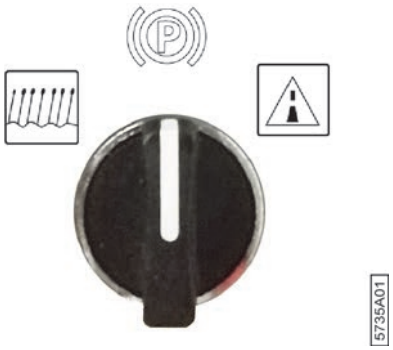


Fig. 75: 3-position mode switch

Turn the 3-position mode switch to the Road position.

Fig. 76: Road mode window

Nr.	Explanation
1	The temperature of the coolant for the engine
2	The speed of the engine in revolutions per minute (revs./minute)
3	Indicates the level for saturation of the soot filter in %.
4	Is lit if there is an exhaust gas post-treatment system fault.
5	The total number of kilometres travelled.
6	The feed pressure in bar.
7	The driving speed in kilometres per hour (km/hour).
8	Indicates the level of the AdBlue in %.
9	Indicates the level of the fuel as a percentage.
10	The total number of workhours.
11	Is lit if there is an engine fault.

The Road mode window is displayed

See also
- 8.2 Control instructions on page 84

8.2.28 Placing the machine in the Stationary mode

You can only place the machine in a different mode when the joystick is in neutral and the machine is at standstill.

The Stationary mode is used to ensure that the machine can no longer move. In this mode, only a few actions can be performed with the joystick.

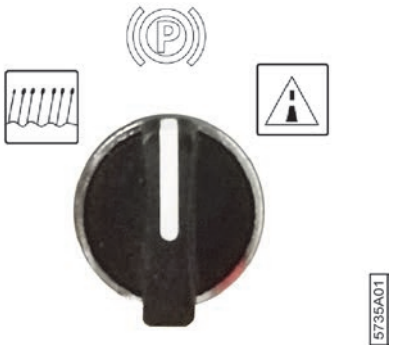


Fig. 77: 3-position mode switch

Turn the 3-position mode switch to the Stationary position.

8.2.29 Placing the machine in the Loading mode

The Loading mode is used to load the machine onto a lorry. This mode enables you to easily drive the machine onto and off the lorry.

1. Go to the Field mode or Road mode on the control screen.
2. Tap the bottom of the icon with the current driving mode, for example: .
3. Tap the Loading icon .
   The machine is in the Loading driving mode. At the bottom, the icon changes to the Loading driving mode.
4. Load the machine onto or unload the machine from the lorry.
5. Then select another driving mode. See 8.2.31 Changing the driving mode of the machine on page 100.

See also
- 5.1.1 Loading the machine onto the lorry on page 67

8.2.30 Driving the machine

1. Place the machine in Field mode or Road mode.
2. Perform one of the following actions:
   - To drive forwards, gently press the joystick away from you.
   - To drive backwards, gently pull the joystick towards you.

   The extent to which the joystick is moved, determines the revs./minute of the engine and the speed of the machine.

See also

- 8.2.32 Raising / lowering the pick-up on page 101
- 8.3.2 Driving on public roads on page 129

8.2.31 Changing the driving mode of the machine

The machine has a total of 4 driving modes. 2 driving modes in the Road mode, and 2 driving modes in the Field mode.

WARNING
This machine does NOT have a pedal. If you accidentally move the joystick, the machine will also move!

In the Road mode and in the Field mode, the driving mode is displayed at the bottom of the screen.

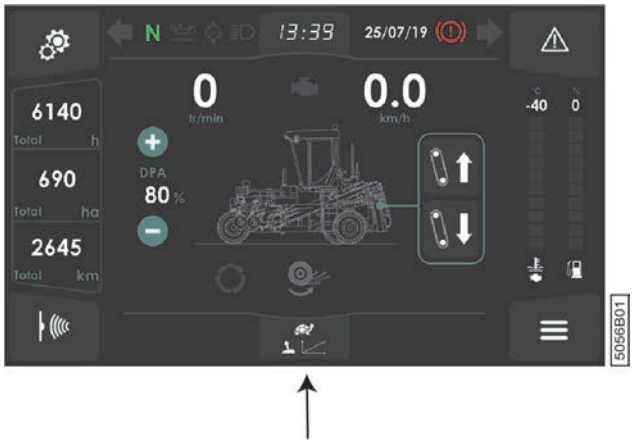


Fig. 78: Changing driving mode

1. Go to the Field mode or Road mode on the control screen.
2. At the bottom of the screen, tap on the icon for the current driving mode.
3. Depending on whether you have selected Field mode or Road mode, select one of the following driving modes:

Road driving mode	Explanation
	To drive, you only use the joystick. As soon as you move the joystick from the neutral position, the revs./minute immediately increases to the maximum revs./minute. The maximum revs./minute is defined by the software and cannot be changed. The joystick determines the direction. The position of the joystick determines the speed of the machine.
	To drive, you only use the joystick. The joystick determines the direction. The position of the joystick proportionally determines the revs./minute and the speed of the machine.

Field driving mode	Explanation
	To drive, you only use the joystick. As soon as you move the joystick from the neutral position, the revs./minute immediately increases to the maximum revs./minute. The maximum revs./minute is defined by the software and cannot be changed. The joystick determines the direction. The position of the joystick determines the speed of the machine.
	To drive, you only use the joystick. The joystick determines the direction. The position of the joystick proportionally determines the revs./minute and the speed of the machine.

In Road mode and in Field mode, the selected driving mode is constantly displayed at the bottom of the screen.

8.2.32 Raising / lowering the pick-up

If only one row has to be turned over, you can raise the pick-up that you do not use.

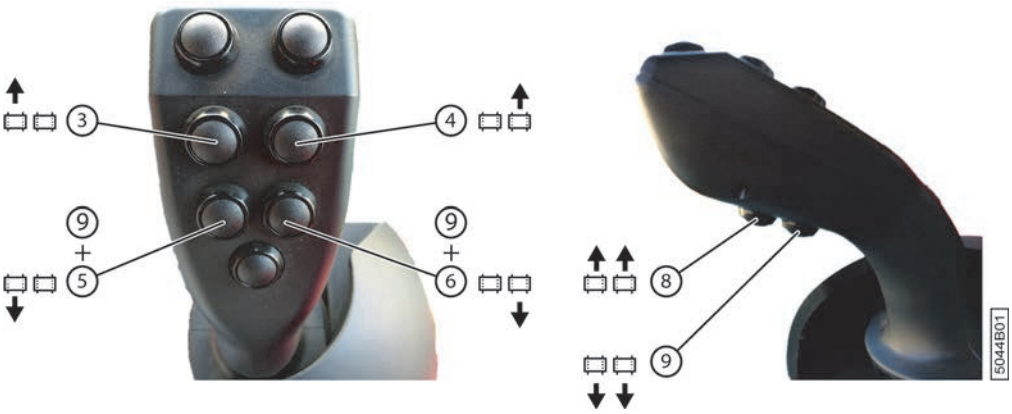


Fig. 79: Raising / lowering the pick-up via the joystick

1. Place the machine in Field mode.
2. Perform one of the following actions:

To...	Explanation
raise the left-hand pick-up	Press and hold button 3.
raise the right-hand pick-up	Press and hold button 4.
lower the left-hand pick-up	Press and hold button 9 and press button 5. The left-hand pick-up is lowered in a single movement to the ground.
lower the right-hand pick-up	Press and hold button 9 and press button 6. The right-hand pick-up is lowered in a single movement to the ground.
raise both pick-ups	Press button 8 on the joystick once.
lower both pick-ups	Press button 9 on the joystick once.

NOTE
The entire pick-up can be raised in Field mode as well as in Road mode, via the joystick.

See also

- 2.3.8 The pick-up on page 50
- 8.2.30 Driving the machine on page 99
- 8.3.2 Driving on public roads on page 129

8.2.33 Adjusting the distance between the rows of deposited flax

You can adjust the distance between the rows of deposited flax, by moving the left-hand flax-laying section in relation to the fixed right-hand flax-laying section.

1. Place the machine in Field mode.
2. Perform one of the following actions:

To ...	Explanation
move the flax-laying sections away from each other, i.e. to increase the distance between deposited rows of flax	Press button 1 on the joystick until the desired distance or the end position has been reached.
move the flax-laying sections towards each other, i.e. to decrease the distance between the deposited rows of flax	Press button 2 on the joystick until the desired distance or the end position has been reached.

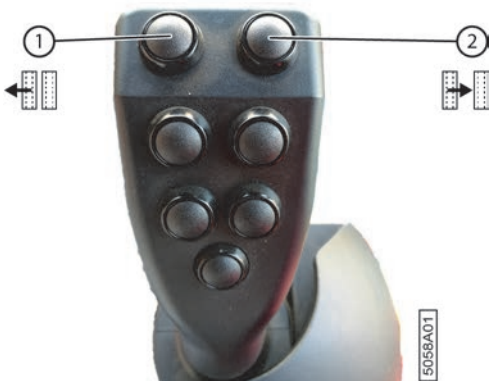


Fig. 80: Moving the flax-laying section via the joystick

8.2.34 Moving the left-hand pick-up

If the rows of flax are not deposited everywhere with the same intermediate distance, then you can move the left-hand pick-up outwards or inwards as required during the picking of the flax.

1. Place the machine in Field mode.
2. Perform one of the following actions:

To...	Explanation
move the left-hand pick-up outwards	Press and hold button 5 on the joystick.
move the left-hand pick-up inwards	Press and hold button 6 on the joystick.

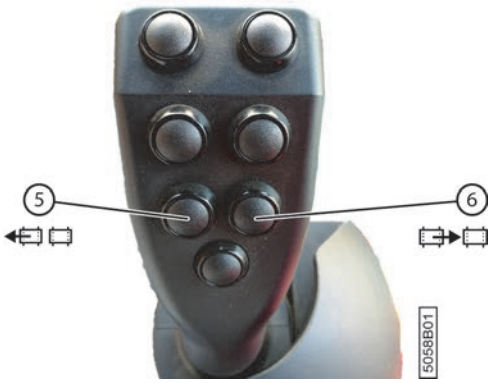


Fig. 81: Moving the left-hand pick-up via the joystick

8.2.35 Activating / deactivating the exiting mode

You can activate the exiting mode to ensure that enough space is available when exiting. When the exiting mode is activated, the belts rotate faster in relation to the driving speed, so that the flax is deposited earlier.

1. Place the machine in Field mode.
2. Perform one of the following actions:

To...	Explanation
activate the exiting mode	Press button 7 once on the joystick.
deactivate the exiting mode	Press button 7 again on the joystick.

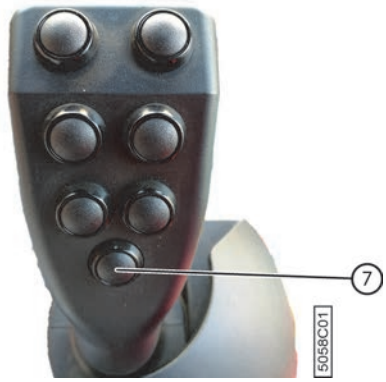


Fig. 82: Activating / deactivating the exiting mode via the joystick

8.2.36 Allowing the belts to rotate faster

If the flax is deposited in a thicker layer at certain locations, you can allow the belts to momentarily rotate faster in order to prevent blockages.

1. Place the machine in Field mode.
2. Press and hold button 7 on the joystick.

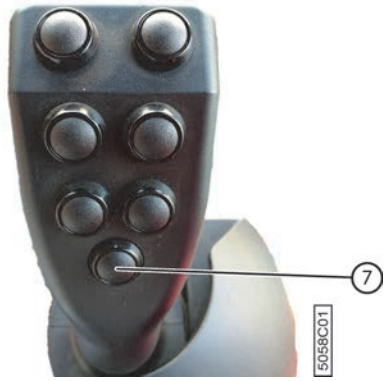


Fig. 83: Allowing the belts to rotate faster via the joystick

The belts rotate faster until you release button 7.

8.2.37 Removing a blockage by machine (in the Stationary mode)

Before removing the blockage, you must look for the cause and eliminate the cause.

WARNING
Check that nobody is in the vicinity of the machine.

Removing the blockage by machine (unblocking), can only be performed in the Stationary mode.

The unblocking takes place by continually moving the belts forwards and backwards.

1. Place the machine in the Stationary mode.
2. Press and hold button 7 during the entire rest of the procedure.
3. Move the joystick:
   - Backwards: the pick-up drum and all belts rotate backwards
   - Forwards: the pick-up drum and all belts rotate forwards
4. Release the button if you wish to interrupt the procedure.
5. Repeat from step 1 if the blockage is still not removed, or try the remove the blockage manually.

See also
- 8.2.41 Removing a blockage manually on page 106

8.2.38 Removing a blockage in the flax-laying section (via the remote control)

Before removing the blockage, you must look for the cause and eliminate the cause.

WARNING
Check that nobody is in the vicinity of the machine.

1. Activate the remote control.
2. Press  to open the flax-laying section.
   This action releases the flax-laying belts.
3. Try to remove the blockage manually.

4. Try to remove the blockage by allowing the conveyor belts to rotate. Press:
   -  to move the conveyor belts in the normal direction.
   -  to move the conveyor belts in the reverse direction.
5. When the blockage has been removed, you place the flax-laying belts back onto the pulleys.
6. Press  to close the flax-laying section.
7. Press  to move the conveyor belts in the normal direction.
8. Check the direction of rotation of the flax-laying belts.
9. Spread out the removed flax.

See also
- 8.2.39 Removing a blockage in the flax-laying section (via control screen) on page 105

8.2.39 Removing a blockage in the flax-laying section (via control screen)

Before removing the blockage, you must look for the cause and eliminate the cause.

It is recommended to remove the blockage WITH the use of the remote control. See 8.2.38 Removing a blockage in the flax-laying section (via the remote control) on page 104. You can only perform this procedure if the remote control no longer works (flat batteries).

WARNING
Check that nobody is in the vicinity of the machine.

1. In Field mode, open the flax-laying section by pressing  on the control screen.
   This action releases the the flax-laying belts.
2. Try to remove the blockage manually.
3. In Field mode, close the flax-laying section by pressing  on the control screen.
   This action ??engages?? the flax-laying belts. Check the direction of travel of the flax-laying belts.
4. Spread out the removed flax.

See also
- 8.2.38 Removing a blockage in the flax-laying section (via the remote control) on page 104

8.2.40 Activating / deactivating the anti-skid for the front wheel

When driving on a slope or on wet ground, the front wheel can skid. You can activate the anti-skid for the front wheel. However, in order to this, the parameter must be active so that the anti-skid can be activated. See 8.2.71 Configuring the TRANSMISSION (dealer) parameters on page 121.

1. Place the machine in the Stationary mode.
2. Press buttons 1 and 2 on the joystick at the same time.

   The  symbol is lit on the screen and you hear a beep.

3. To deactivate the anti-skid, perform one of the following actions:
   - Place the machine in Field mode.
   - Press buttons 1 and 2 on the joystick at the same time.

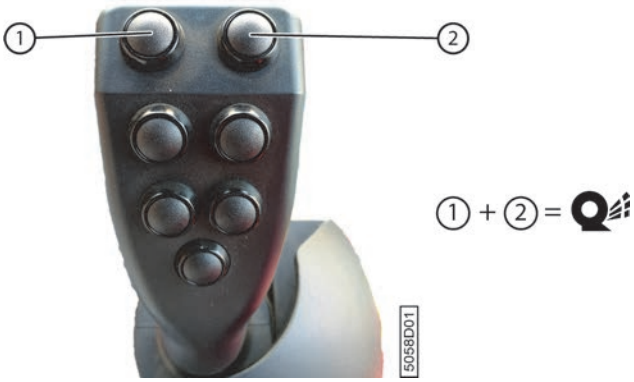


Fig. 84: Activating the anti-skid for the front wheel via the joystick

See also
- 8.2.71 Configuring the TRANSMISSION (dealer) parameters on page 121
- 8.2.41 Removing a blockage manually on page 106

8.2.41 Removing a blockage manually

Executor: operator

If the cause is not known, you can remove a blockage manually.

DANGER
It is prohibited to look for and eliminate the cause of the blockage if the machine is still switched ON!

WARNING
Wear safety gloves when removing the blockage.

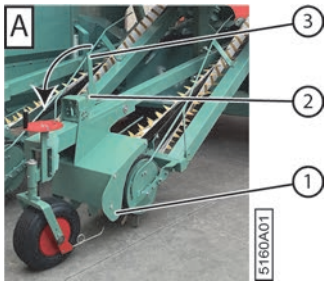


Fig. 85: Open the foldable guide

1. Read the safety instructions and observe them.
2. Remove the pipe locking pin (2).
3. Pull the handle (3) towards you (A).
   If necessary, use a pipe over the handle to provide more leverage when opening the guide (1).
4. Remove the blockage.
5. Push the handle back to its original position.
6. Install the pipe locking pin.

See also
- 8.2.40 Activating / deactivating the anti-skid for the front wheel on page 105
- 10.1 Safety regulations before starting the maintenance on page 147

8.2.42 Looking for and eliminating cause of a blockage

WARNING
It is prohibited to look for and eliminate the cause of the blockage if the machine is still switched ON.

Executor: operator

Always look for the cause of the blockage and eliminate the cause.

1. Read the safety instructions and observe them.
2. Check the cause of the blockage and eliminate the cause:

Cause	Solution
The flax layer is locally too thick.	Spread out the flax in a uniform manner.
A stone is present between the flax.	Remove the stone.
A guide has been moved.	Move the guide back to its original position and check the alignment.
A guide is bent or damaged.	Straighten the guide or replace the guide.
Dirt has accumulated.	Remove all of the dirt.
An attachment is damaged.	Repair or replace the attachment.
A tooth is damaged.	Replace the tooth.

See also
- 10.3.10 Replacing an attachment on the conveyor belt on page 184
- 10.3.9 Replacing a tooth of a pick-up drum on page 183
- 10.1 Safety regulations before starting the maintenance on page 147

8.2.43 Allowing the belts to rotate forwards or backwards

1. Place the machine in the Stationary mode
2. Perform one of the following actions:

To allow the belts to...	Action
rotate forwards in the normal direction	Press and hold button 7 on the joystick and move the joystick forwards.
rotate backwards in the opposite direction	Press and hold button 7 on the joystick and move the joystick backwards.

8.2.44 Reading the counters

You can read the number of hours, hectares and kilometres in the Field mode. Per type, you can display the total number, or you can display the number that is logged by the day counter or the year counter.

1. Select the Field mode.
   The counters are displayed on the left of the screen: hour counter, hectare counter, kilometre counter.

2. Tap a counter to display another counter.
   The counters that can be displayed are: the total counter, day counter or year counter.

NOTE
In the Road mode, you can read the total counter for the hours and the kilometres.

8.2.45 DPA and distance when entering and exiting

Via the parameters, the various DPA and the distances are set, to ensure efficient turning over of the flax.

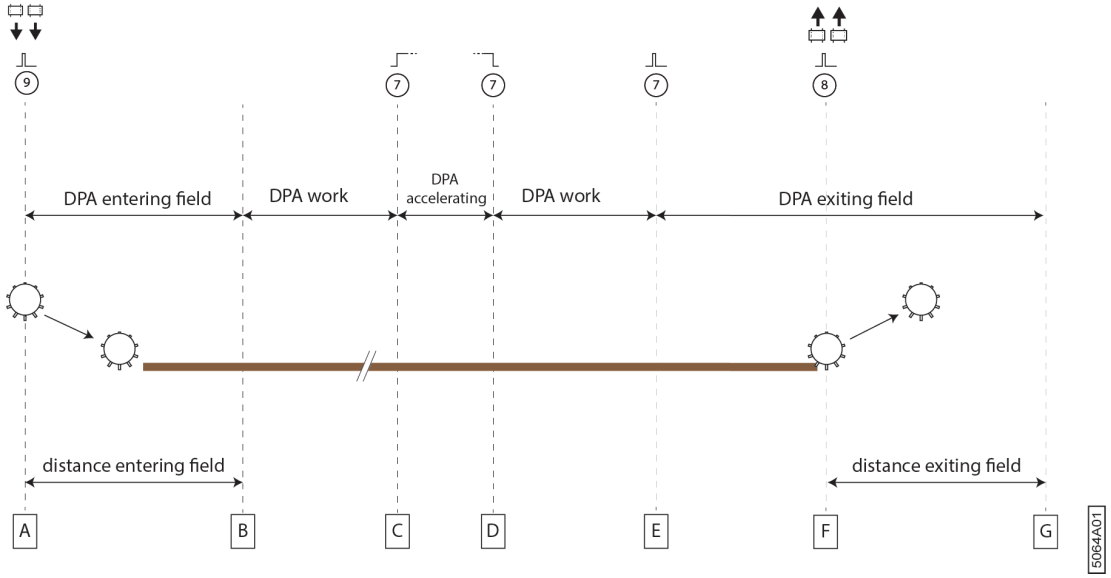


Fig. 86: DPA and distance when entering and exiting

Position	Explanation
A	Press button 9 on the joystick once to lower the pick-ups. As soon as the machine moves, the belts also rotate, and the value set at **DPA entering field (%)** is used as the DPA. From this moment on, the distance is measured.
B	The DPA changes to the set value for **DPA work (%)** as soon as the set distance **Distance entering field** is reached.
C	At a bad location in the field, by pressing and holding button 7 on the joystick, you can change the DPA to the set value for the **DPA accelerating (%)** parameter.
D	As soon as you release button 7 on the joystick, the DPA reverts to the set value for **DPA work (%)**.
E	Press button 7 on the joystick once to activate the exiting mode. The DPA changes to the set value for **DPA exiting field (%)**.
F	Press button 8 once to raise the pick-ups. From this moment on, the distance is measured.
G	As soon as the set distance **Distance exiting field** has been reached, the belts stop rotating.

See also

- 8.2.46 Configuring the various DPA's on page 108
- 8.2.67 Configuring the HARVESTING parameters on page 118
- 13.5 Initial settings on page 207

8.2.46 Configuring the various DPA's

Configuring the DPA when entering, exiting, turning over of flax, speeding up the turning over of the flax.

1. Go to the menu via .

2. Select  .
3. Tap  or  to set the relevant DPA:

DPA	Explanation
DPA entering field (%)	This DPA is used for entering the field. This DPA is usually lower than 100, so that the flax is deposited on the field later compared to where it was collected. This provides more space on the entering side of the field. The value entered at **DPA entering field (%)** is used as soon as the pick-ups have been lowered with the belts rotating.
DPA exiting field (%)	This DPA is used for exiting the field. This DPA is usually higher than 100, so that the flax is deposited on the field earlier compared to where it was collected. This provides more space on the exiting side of the field. The value entered at **DPA entering field (%)** is used as soon as the exiting mode has been activated.
DPA work (%)	This DPA is used for the normal turning over of the flax. This DPA is usually set to 100. The DPA changes to the set value for **DPA work (%)** as soon as the set distance **Distance entering field** has been attained.
DPA accelerating (%)	This DPA is used to speed up the turning over at a bad location in the field. The value entered at **DPA accelerating (%)** is used as soon as the speeding up is activated.

See also
- 8.2.45 DPA and distance when entering and exiting on page 108
- 8.2.67 Configuring the HARVESTING parameters on page 118

8.2.47 Resetting a counter

The day counter and the year counter can be reset. The total counter CANNOT be reset.

1. Go to the menu via  .
2. Select  .
3. Press the value of the counter that you wish to reset.
4. Confirm in the dialog box.

8.2.48 Entering the secret code

Certain data is only displayed after you have entered a code. After entering the correct 4-digit code, the data remains unlocked for as long as the control unit receives electrical power. After turning the ignition switch fully anti-clockwise, you will have to re-enter the code in order to view the locked data.

After entering a code, you receive access to items that protect persons, animals and/or the machine. Any damage resulting from non-registered, and thus unauthorised, access to these items, renders Depoortere NV liability and the guarantee null and void.

1. Press  .
2. Enter the secret code.
   Stars * are displayed. To delete the numbers already entered, select **C**.
3. Press **OK** to confirm.
   After 4 digits have been entered and this code is correct, the locked window is displayed.

See also
- 8.2.63 Deleting the history of the fault messages on page 114
- 8.2.65 Configuring a parameter on page 115

8.2.49 Reading the engine hours

1. Go to the menu via  .
2. Select  .
3. Read the number of engine hours on **Engine hours**.

8.2.50 Deleting a fault message

A pop-up window is displayed for a fault message.

1. Carefully read the fault message and solve the problem.
2. Press **Close** to delete the fault message.
   The fault message is logged and can later be retrieved. If several fault messages exist, each fault message is displayed in turn after you press **NEXT**.

See also
- 8.2.62 Viewing the history of the fault messages on page 113

8.2.51 Checking whether the parking brake is activated

In the Field mode, Road mode and Loading mode, the status of the parking brake is displayed on the control screen.

Pictogram	Status
	Parking brake released.
	Parking brake activated.

See also
- 12.1 Taking the machine out of service on page 201

8.2.52 Checking the operation of the joystick

Check the optimal movement and operation of the joystick and all buttons on the joystick.

1. Go to the menu via  .
2. Select  .
3. Select the **ANALOG INPUTS** page.
4. Place the joystick in the neutral position and check that the value beside **Joystick** in the **Scaled** column is 0%.
5. Slowly move the joystick forwards.
6. Check that the value beside **Joystick** in the **Scaled** column gradually increases to 100% when the joystick is moved fully forwards.
7. Select the **JOYSTICK BUTTONS** page.
8. Press buttons 1 to 9 in turn, and check that the value in the **Status** column changes to 1 each time a button is pressed.

8.2.53 Checking the operation of the remote control

Check the optimal movement and operation of all buttons on the remote control.

1. Go to the menu via  .
2. Select  .
3. Select the **DIGITAL INPUTS** page.
4. Press the buttons of the remote control in turn, and check that the corresponding value in the **Status** column changes each time a button is pressed.

8.2.54 Viewing the analog inputs

You can view the input and output values in order to solve problems.

1. Go to the menu via  .
2. Select  .
3. Select the **ANALOG INPUTS** page.
   View the values in the **Gross** and **Scaled** columns.

8.2.55 Viewing the software version

When contacting your distributor, it is recommended to state the software version of the various programs.

1. Go to the menu via  .
2. Select  .
   The overview of the various modules, the codes for the equipment and for the software are displayed.

8.2.56 Viewing the operation of the hydraulic pumps

In the event of problems during driving, or problems with the conveyor belts, you can check certain data on the control screen.

1. Select a suitable mode.
   For example, select Field mode or Road mode to view the operation of the hydraulic pump for driving.
2. Perform one of the following actions:
   - Go to the menu via  and select  .
   - Select  at the bottom left.
3. Select **PWM OUTPUTS** page.
4. Evaluate the data and contact your distributor if you detect deviations.
   - If a value is displayed at **Setting v.** , then a comparable value must be displayed at **Current v.**. In the event of a deviation between the values, there is a bad connection. In the event of a value equal to zero, there is a open-circuit in the cabling to the pump.
   - The values displayed at **Driving speed** and at **Harvesting speed**, must correspond with the actual speed. In the event of deviations, there are problems with the sensors that measure the driving speed and the speed of the belts.
   - The hydraulic pressure that is displayed at **Feed pressure Driving pump** must be approximately 20 bar. In the event of a low or too low pressure, alarms are displayed on the control screen.

8.2.57 Viewing the engine data

In the event of problems with the engine, you can view data such as revs./minute, oil pressure, water temperature, oil temperature, AdBlue level, AdBlue temperature, coolant level, pressure in the air filter, etc.

1. Go to the menu via  .
2. Select  .
3. Select **ENGINE INFO** page.
   The overview of the engine data is displayed.
4. Select the next page to view the rest of the information.

8.2.58 Viewing the digital inputs and outputs

You can view the operation of sensors, pushbuttons and level meters.

1. Go to the menu via  .
2. Select  .
3. Select **DIGITAL INPUTS** page.
   Check that the value in the **Status** column corresponds with the actual status of the sensor, pushbutton or level measurement.
4. Select **DIGITAL OUTPUTS** page.
   Check that the value in the **Status** column corresponds with the actual status of the sensor, pushbutton or level measurement.

8.2.59 Checking the operation of the signalisation

You can check the operation of: the alarm sounding in the cabin, indicators, main beam headlights, stop lights, buzzer for reversing.

1. Go to the menu via  .
2. Select  .
3. Select **SIGNALISATION OUTPUT** page.
   Check that the value in the **Status** column corresponds with the actual status of the signalisation.

8.2.60 Checking the power supply to the modules

You can check whether all modules receive the correct power supply.

1. Go to the menu via  .
2. Select  .
3. Select **POWER SUPPLY CONTROLLERS** page.
   Check that the value in the **+BAT** column is greater than 12V. Check that the values for the power supplies for the screen and the modules in the **+APC** column are greater than 12V. Check whether 5V is attained for the 5V modules.

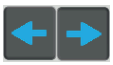
8.2.61 Viewing the data for the soot filter

TIP
You can also find data about the percentage of soot on the start screen in Road mode.

1. Go to the menu via  .
2. Select  .
3. Select **DPF INFO** page.
   The overview for the soot filter is displayed.
4. Select the next page to view the rest of the data.

8.2.62 Viewing the history of the fault messages

There are 10 fault message groups. In the first group ALL FAULTS, all faults are displayed. In other groups, the faults are displayed per type. For example: engine faults.

1. Go to the menu via  .
2. Select  .
   The date, the time and the description are displayed for the previous 10 faults. By default, the overview of all faults is displayed.
3. Use the  arrows to display the faults per fault message group:
   - **CAN NETWORK**
   - **POWER SUPPLY**
   - **CRITICAL**
   - **SENSORS**
   - **ENGINE**

- **SCREEN**
- **MAINTENANCE**
- **ALARMS**
- **DIESEL**

See also
- 8.2.50 Deleting a fault message on page 110

8.2.63 Deleting the history of the fault messages

There are 10 fault message groups. In the first fault message group **ALL FAULTS**, all faults are displayed. In other fault message groups, the faults are displayed per type. For example: engine faults.

You can delete the entire history of the fault messages. For this, you need the secret code.

1. Perform one of the following actions:
   - Go to the menu and select  .
   - If a fault message has been displayed in the Field mode or Road mode, you select  .
2. Press **Reset**
3. Enter the secret code.
   All fault messages from the selected fault message group are deleted.

See also
- 8.2.48 Entering the secret code on page 109

8.2.64 Disabling a sensor

In the event of a sensor no longer being operational, you can temporarily disable the sensor so that the machine is in a safe state. The sensor must be repaired as soon as possible. No other actions may be performed with a defective sensor.

NOTE
To temporarily disable a sensor, you must enter the numerical code!

Contact Depoortere NV.

For example: the sensor for detecting a clogged oil filter is no longer operational. Disable the sensor. Note: in the event of a filter being clogged, a message will no longer be displayed!

If you disable a sensor, the **Sensors disabled** fault message will be displayed. This fault message will also be displayed after the machine is restarted.

1. Go to the menu via  .
2. Select  .
3. Press one of the following buttons:
   - **Feed pressure Driving**
   - **Feed pressure Harvesting**
   - **Feed pump Driving**
   - **Feed pump Harvesting**
   - **Speed Driving**

- **Speed belts**
- **Fuel level**
- **Hydraulic oil**
- **Blockage oil filter**
- **Sensor ladder**

The icon for the name of the sensor is red, the background of the button is black. The sensor is disabled.

See also

- 8.2.66 Switching ON or switching OFF a sensor (via machine configuration) on page 116

8.2.65 Configuring a parameter

You can fine-tune the machine to the use by modifying certain parameters.

For example: the DPA when entering or exiting the field, the distance when entering or exiting the field, ...

Most parameters are locked. Only the **HARVESTING** parameter group is accessible to everyone. The other parameter groups can only be displayed after the customer or manufacturer enters a numerical code. For example, **ENGINE PROTECTION (dealer)** can be displayed for the customer, and **TRANSMISSION (manufacturer)** can be displayed for the manufacturer. After entering the numerical code, the manufacturer automatically has access to the parameters that can be configured by the customer.

1. Go to the menu via  .
2. Select  .
3. In the **Groups** group box, use the  arrows to select one of the following parameter groups:
   - 0- **SENSORS** *
   - 1- **HARVESTING**
   - 2- **HARVESTING (dealer)** *
   - 3- **ENGINE PROTECTION (dealer)** *
   - 4- **ENGINE PROTECTION (manufacturer)** *
   - 5- **TRANSMISSION (dealer)** *
   - 6- **TRANSMISSION (manufacturer)** **
   - 7- **MANAGEMENT OUTPUTS** **
   - 8- **INTERNAL DATA** **
   - 9- **MAIN PAGE** **
   - 10- **CAMERA MANAGEMENT** **
   - 11- **SCREEN PARAMETERS** **
   - 12- **DPF MANAGEMENT** **

   * Only available after entering the secret code for the dealer. ** Only available after entering the secret code for the manufacturer.
4. In the **Parameters** group, use the  arrows to select one of the following parameters:
5. Click  to change the parameter.

See also

- 8.2.69 Configuring the ENGINE PROTECTION (dealer) parameters on page 119
- 8.2.70 Configuring the ENGINE PROTECTION (manufacturer) parameters on page 120
- 8.2.67 Configuring the HARVESTING parameters on page 118
- 8.2.68 Configuring the HARVESTING (dealer) parameters on page 118
- 8.2.75 Configuring the INTERNAL DATA parameters on page 125
- 8.2.71 Configuring the TRANSMISSION (dealer) parameters on page 121
- 8.2.72 Configuring the TRANSMISSION (manufacturer) parameters on page 121
- 8.2.66 Switching ON or switching OFF a sensor (via machine configuration) on page 116
- 8.2.74 Configuring the MANAGEMENT OUTPUTS parameters on page 125
- 8.2.48 Entering the secret code on page 109

8.2.66 Switching ON or switching OFF a sensor (via machine configuration)

In the event of a sensor no longer being operational, you can temporarily disable the sensor so that the machine is in a safe state. The sensor must be repaired as soon as possible. No other actions may be performed with a defective sensor.

NOTE
To temporarily disable a sensor, you must enter the numerical code!

Contact Depoortere NV.

For example: the sensor for detecting a clogged oil filter is no longer operational. Disable the sensor. Note: in the event of a filter being clogged, a message will no longer be displayed!

If you disable a sensor, the **Sensors disabled** fault message will be displayed. This fault message will also be displayed after the machine is restarted.

1. Go to the menu via  .
2. Select  .
3. In the **Groups** group box, use the  arrows to select the **SENSORS** parameter group.
4. In the **Parameters** group, use the  arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**Deactivate feed pressure Driving sensor**	Enable or disable the sensor that measures the Driving supply pressure. **1**: The sensor is disabled. **0**: The sensor is enabled.
1	**Deactivate feed pressure Harvesting sensor**	Enable or disable the sensor that measures the Harvesting supply pressure. **1**: The sensor is disabled. **0**: The sensor is enabled.

Nr.	Parameters	Explanation
2	**Deactivate feed pump Driving sensor**	Enable or disable the sensor that measures the contamination of the filter for the Driving feed pump. **1**: The sensor is disabled. **0**: The sensor is enabled.
3	**Deactivate feed pump Harvesting sensor**	Enable or disable the sensor that measures the contamination of the filter for the Harvesting feed pump. **1**: The sensor is disabled. **0**: The sensor is enabled.
4	**Deactivate sensor fuel level**	Enable or disable the sensor that measures the fuel level. **1**: The sensor is disabled. **0**: The sensor is enabled.
5	**Deactivate Driving speed sensor**	Enable or disable the sensor that measures the driving speed. **1** The sensor is disabled. Only in the event of the sensor being defective, and to bridge the period until the sensor is repaired. The speed is temporarily calculated in a different way so that the machine can continue to operate. **0**: De sensor is not disabled.
6	**Deactivate belts speed sensor**	Enable or disable the sensor that measures the speed of the belts. **1**: The sensor is disabled. Only in the event of the sensor being defective, in order to bridge the period until the sensor is repaired. The speed is temporarily calculated in a different way so that the machine can continue to operate. **0**: De sensor is not disabled.
7	**Deactivate hydraulic oil level sensor**	Enable or disable the sensor that measures the oil level. **1**: The sensor is disabled. **0**: The sensor is enabled.
8	**Deactivate blockage oil filter sensor**	Enable or disable the sensor that measures the contamination of the oil filter. **1**: The sensor is disabled. **0**: The sensor is enabled.
9	**Deactivate accelerator pedal**	Enable or disable the sensor that controls whether the pedal is used. The machine is not equipped with a pedal, and the sensor is thus disabled by default. **1**: The sensor is disabled. **0**: The sensor is enabled.
10	**Disable sensor ladder**	Enable or disable the sensor that detects the position of the ladder. **1**: The sensor is disabled. **0**: The sensor is enabled.

See also
- 8.2.64 Disabling a sensor on page 114
- 8.2.65 Configuring a parameter on page 115

8.2.67 Configuring the HARVESTING parameters

You can fine-tune the machine to the use by modifying certain parameters.

1. Go to the menu via  .
2. Select  .
3. In the **Groups** group box, use the  arrows to select the **HARVESTING** parameter group.
4. In the **Parameters** group, use the  arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**DPA entering field (%)**	The DPA selected when entering the field. Start by lowering a pick-up.
1	**DPA exiting field (%)**	The DPA selected when exiting the field. Start by pressing button 7 on the joystick once.
2	**DPA accelerating (%)**	The selected DPA is active when you press and hold button 7 (> 3 seconds).
3	**DPA work (%)**	The DPA selected during normal operation.
4	**Speed saturation DPA**	The DPA is maintained as long as the present speed of the belts remains lower than this set maximum speed.
5	**Distance unblocking at rear**	The distance over which the belts are allowed to rotate in the reverse direction. This distance is limited in order to prevent the belts from coming off the pulleys.
6	**Distance entering field**	The distance over which the DPA entering field is active.
7	**Distance exiting field**	The distance over which the DPA exiting field is active, after you have pressed button 8 to raise both pick-ups. After this, the belts stop rotating.

5. Click  to change the parameter.

See also
- 8.2.45 DPA and distance when entering and exiting on page 108
- 8.2.46 Configuring the various DPA's on page 108
- 8.2.65 Configuring a parameter on page 115

8.2.68 Configuring the HARVESTING (dealer) parameters

1. Go to the menu via  .
2. Select  .
3. Using the  arrows, select the **HARVESTING** parameter group.

4. In the **Parameters** group, use the  arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**Release saturation DPA**	**1**: Stops at the set value (for example 12 km/h) (recommended) This value is set for the **1** parameter of the **HARVESTING** parameter group. **0**: If the engine does not stop at the set value, this can speed up the work, but can also affect the quality of the work!
1	**Unblocking speed backwards**	To obtain reduced speed during manual control via the remote control. Enter the percentage of the maximum speed that must be used for the reverse direction of rotation (backwards).
2	**Unblocking speed forwards**	To obtain reduced speed during manual control via the remote control. Enter the percentage of the maximum speed that must be used for the normal direction of rotation (forwards).
3	**Remote control**	**1**: The remote control can be used. **0**: The remote control cannot be used.
4	**Raising lowering pick-up withhout cooling**	If problems are encountered when moving the left-hand pick-up inwards or outwards, you can stop the cooling in order to channel all of the power to the pick-up. **1**: the cooling is deactivated when moving the pick-up horizontally. **0**: the cooling is not deactivated when moving the pick-up horizontally.

5. Click  to change the parameter.

See also

- 8.2.65 Configuring a parameter on page 115

8.2.69 Configuring the ENGINE PROTECTION (dealer) parameters

1. Go to the menu via  .
2. Select  .
3. In the **Groups** group box, use the  arrows to select the **ENGINE PROTECTION** parameter group.
4. In the **Parameters** group, use the  arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**Engine speed Field mode**	Maximum revs./min. that can be used in Field mode.
1	**Engine speed Road mode**	Maximum revs./min. that can be used in Road mode.

Nr.	Parameters	Explanation
2	**Engine speed Stationary mode**	Maximum revs./min. that can be used in the Stationary mode.
3	**Motor Speed Mode Loading**	Maximum revs./min. that can be used in the Loading mode.
4	**Engine speed via remote control**	The revs./min. that is used when rotating the belts via the remote control.
5	**Engine speed at idling**	The idling speed.

5. Click  to change the parameter.

See also

- 8.2.65 Configuring a parameter on page 115

8.2.70 Configuring the ENGINE PROTECTION (manufacturer) parameters

NOTE
These parameters are only available for the manufacturer!

Activates the engine control where the revs./min., flow rate of the hydraulic pumps, and the speed of the machine, are all adjusted so that the engine does not stop. In Field mode, activation is not required. In Road mode, for safety reasons, it is recommended to activate this engine control.

1. Go to the menu via  .
2. Select  .
3. In the **Groups** group box, use the  arrows to select the **ENGINE PROTECTION** parameter group.
4. In the **Parameters** group, use the  arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**Tipping-over protection in Field mode** (=Anti-stop Field mode)	**0**: Not active (recommended) **1**: Active mode (less effective) **2**: Active
1	**Tipping-over protection in Road mode** (=Anti-stop Field mode)	**0**: Not active **1**: Active mode (less effective) **2**: Active (recommended)
2	**Presence Moteur Stage V**	**0**: If machine WITHOUT Stage V engine. **1**: If machine WITH Stage V engine.
3	**Arret Regeneration Dde Mvt**	These settings are configured by the manufacturer and may NOT be changed!

5. Click  to change the parameter.

See also

- 8.2.65 Configuring a parameter on page 115

8.2.71 Configuring the TRANSMISSION (dealer) parameters

1. Go to the menu via  .
2. Select  .
3. Using the  arrows, select the **TRANSMISSION (dealer)** parameter group.
4. In the **Parameters** group, use the  arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**Maximum speed backwards Road mode**	The percentage of the maximum speed at which the machine can drive backwards in Road mode.
1	**Maximum speed backwards Field mode**	The percentage of the maximum speed at which the machine can drive backwards in Field mode.
2	**Maximum speed forwards Road mode**	The percentage of the maximum speed at which the machine can drive forwards in Road mode.
3	**Maximum speed forwards Field mode**	The percentage of the maximum speed at which the machine can drive forwards in Field mode.
4	**Activation anti-skid**	**1**: You can activate the anti-skid. **0**: You cannot activate the anti-skid.
5	**Driving speed limitation Road mode**	The maximum speed at which the machine can drive in Road mode, set by the customer. This maximum speed cannot exceed the maximum speed that is set by the manufacturer.
6	**Driving speed limitation Field mode**	The maximum speed at which the machine can drive in Field mode, set by the customer. This maximum speed cannot exceed the maximum speed that is set by the manufacturer.

5. Click  to change the parameter.

See also

- 8.2.40 Activating / deactivating the anti-skid for the front wheel on page 105
- 8.2.65 Configuring a parameter on page 115

8.2.72 Configuring the TRANSMISSION (manufacturer) parameters

NOTE
These parameters are only available for the manufacturer!

1. Go to the menu via  .
2. Select  .
3. Using the  arrows, select the **TRANSMISSION (manufacturer)** parameter group.
4. In the **Parameters** group, use the  arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**Acceleration Road mode**	The reaction speed of the machine in Road mode when moving the joystick forwards or backwards from neutral. The lower the value, the greater the reaction speed. If the value is too low, this can result in the engine stopping because it is unable to react in a timely manner.
1	**Delay Road mode**	The reaction speed of the machine in Road mode when moving the joystick to neutral. The lower the value, the greater the reaction speed. If the value is too low, this can result in the engine stopping because it is unable to react in a timely manner.
2	**Acceleration Field mode**	The reaction speed of the machine in Field mode when moving the joystick forwards or backwards from neutral. The lower the value, the greater the reaction speed. If the value is too low, this can result in the engine stopping because it is unable to react in a timely manner.
3	**Delay Field mode**	The reaction speed of the machine in Field mode when moving the joystick to neutral. The lower the value, the greater the reaction speed. If the value is too low, this can result in the engine stopping because it is unable to react in a timely manner.
4	**Acceleration Loading mode**	The reaction speed of the machine in Loading mode when moving the joystick forwards or backwards from neutral. The lower the value, the greater the reaction speed. If the value is too low, this can result in the engine stopping because it is unable to react in a timely manner.
5	**Delay Loading mode**	The reaction speed of the machine in Loading mode when moving the joystick to neutral. The lower the value, the greater the reaction speed. If the value is too low, this can result in the engine stopping because it is unable to react in a timely manner.
6	**Minimum slowing-down Field mode**	This is the value on the graph when the joystick is in the neutral position. This value, together with the **Maximum slowing-down Field mode** value, determines the line on the graph for the variable reaction speed of the machine during deceleration in Field mode.
7	**Maximum slowing-down Field mode**	This is the value denoted by the line on the graph when the joystick is in the 100% position. This value, together with the **Minimum slowing-down Field mode** value, determines the line on the graph for the variable reaction speed of the machine during deceleration in Field mode.
8	**Minimum acceleration Field mode**	This is the value denoted by the line on the graph when the joystick is in the neutral position. This value, together with the **Maximum acceleration Field mode** value, determines the variable reaction speed of the machine during acceleration in Field mode.
9	**Maximum acceleration Field mode**	This is the value denoted by the line on the graph when the joystick is in the 100% position. This value, together with the **Minimum acceleration Field mode** value, determines the line on the graph for the variable reaction speed of the machine during acceleration in Field mode.

Nr.	Parameters	Explanation
10	**Minimum slowing-down Road mode**	This is the value denoted by the line on the graph when the joystick is in the neutral position. This value, together with the **Maximum acceleration Field mode** value, determines the variable reaction speed of the machine during acceleration in Road mode.
11	**Maximum slowing-down Road mode**	This is the value denoted by the line on the graph when the joystick is in the 100% position. This value, together with the **Minimum acceleration Field mode** value, determines the line on the graph for the variable reaction speed of the machine during acceleration in Road mode.
12	**Minimum acceleration Road mode**	This is the value denoted by the line on the graph when the joystick is in the neutral position. This value, together with the **Maximum acceleration Road mode** value, determines the variable reaction speed of the machine during acceleration in Road mode.
13	**Maximum acceleration Road mode**	This is the value denoted by the line on the graph when the joystick is in the 100% position. This value, together with the **Minimum acceleration Field mode** value, determines the line on the graph for the variable reaction speed of the machine during acceleration in Road mode.
14	**Activation proportional graphs**	**YES**: The variable reaction speed is used. The values for this are entered in the field: • **Minimum slowing-down Field mode** • **Maximum slowing-down Field mode** • **Minimum acceleration Field mode** • **Maximum acceleration Field mode** • **Minimum slowing-down Road mode** • **Maximum slowing-down Road mode** • **Minimum acceleration Road mode** • **Maximum acceleration Road mode** **NO**: The fixed reaction speed is used. The values for this are entered in the field: • **Acceleration Road mode** • **Delay Road mode** • **Acceleration Field mode** • **Delay Field mode** In the Loading mode, the fixed reaction speed is always used.
15	**Driving speed limitation Road mode**	The maximum speed at which the machine can drive in Road mode, set by the manufacturer. The maximum speed entered by the customer must not exceed this value. This value may not exceed the legally prescribed speed.
16	**Driving speed limitation Field mode**	The maximum speed at which the machine can drive in Field mode, set by the manufacturer. The maximum speed entered by the customer must not exceed this value.

Nr.	Parameters	Explanation
17	**Activation passenger's seat sensor**	**0**: The control does not take the value from the sensor underneath the driver's seat into account. You can only set this parameter to 0 temporarily, so that you can drive the machine to a safe location in the event of a defective sensor. The sensor must be immediately repaired and the parameter must be reset to 1. **1**: The control takes the value from the sensor underneath the driver's seat into account. The machine can only be driven when the driver sits in the driver's seat.
18	**Maximum speed forward Mode Loading**	The percentage of the maximum speed at which the machine can drive forwards in Loading mode.
19	**Maximum speed reverse Mode Loading**	The percentage of the maximum speed at which the machine can drive backwards in Loading mode.

5. Click  to change the parameter.

See also

- 8.2.65 Configuring a parameter on page 115
- 8.2.73 The reaction speed of the machine on page 124

8.2.73 The reaction speed of the machine

The position of the joystick determines the speed of the machine. You can adjust the reaction speed to a movement of the joystick, i.e. the reaction speed of the machine as:

- Fixed
- Variable

If a fixed reaction speed is selected, after movement of the joystick, the new value for the speed will always be reached using this set fixed reaction speed. Reaction speeds can be entered for slowing down or speeding up, in the Field mode, Road mode or Loading mode.

If a variable reaction speed is selected, after movement of the joystick, the reaction speed will be determined by the original position of the joystick. The new value for the speed will be attained using this reaction time. This value (for example, C) is determined by the line between the 2 entered values (A) and (B). Values can be entered for the slowing down and the speeding up, in the Field mode as well as in the Road mode.

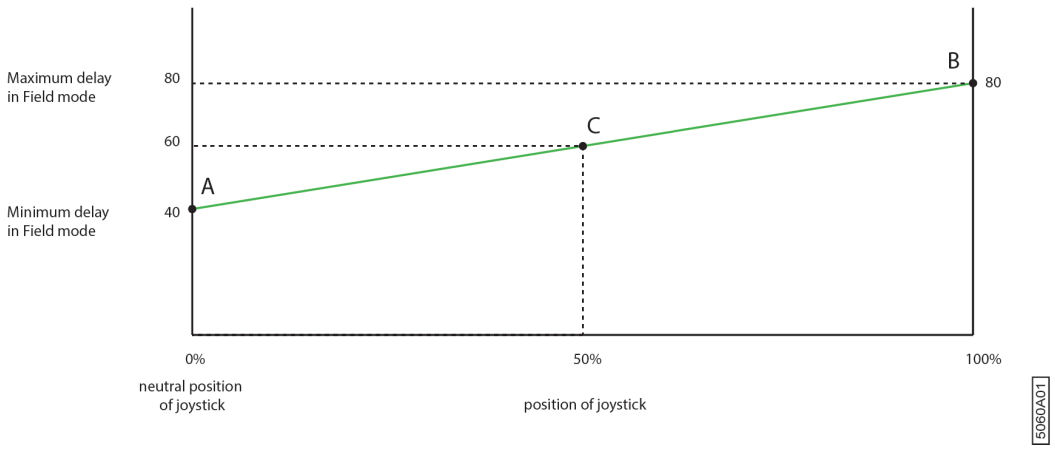


Fig. 87: Example of slowing down in Field mode when the variable reaction speed is active

See also
- 8.2.72 Configuring the TRANSMISSION (manufacturer) parameters on page 121

8.2.74 Configuring the MANAGEMENT OUTPUTS parameters

NOTE
These parameters are only available for the manufacturer!

A starting current is configured for moving the joystick forwards and backwards in the various modes. If the value of this starting current is not high enough, movement will not take place. By entering a higher value for the starting current, the slightest movement of the joystick will cause an immediate reaction. The starting current ensures that the entire range of the joystick can be used.

1. Go to the menu via .
2. Select .
3. Using the arrows, select the **MANAGEMENT OUTPUTS** parameter group.
4. In the **Parameters** group, use the arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**Minimum current driving backwards Field mode**	Starting current to the Driving pump when moving the joystick backwards in Field mode.
1	**Minimum current driving forwards Field mode**	Starting current to the Driving pump when moving the joystick forwards in Field mode.
2	**Minimum current driving backwards Field mode**	Starting current to the Driving pump when moving the joystick backwards in Road mode.
3	**Minimum current driving forwards Road mode**	Starting current to the Driving pump when moving the joystick forwards in Road mode.
4	**Minimum current driving backwards Loading mode**	Starting current to the Driving pump when moving the joystick backwards in Stationary mode.
5	**Minimum current driving forwards Loading mode**	Starting current to the Driving pump when moving the joystick forwards in Stationary mode.
6	**Minimum current belts rotating backwards**	Starting current to the Harvesting pump when moving the joystick backwards in Field mode.
7	**Minimum current belts rotating forwards**	Starting current to the Harvesting pump when moving the joystick backwards in Field mode.

5. Click to change the parameter.

See also
- 8.2.65 Configuring a parameter on page 115

8.2.75 Configuring the INTERNAL DATA parameters

NOTE
These parameters are only available for the manufacturer!

1. Go to the menu via  .
2. Select  .
3. Using the  arrows, select the **INTERNAL DATA** parameter group.
4. In the **Parameters** group, use the  arrows to select one of the following parameters:

Nr.	Parameters	Explanation
0	**Version of the machine**	Here, the manufacturer states the type of machine. Possible values: • **0** • **1** • **2** • **3**
1	**Reset Driving Modes**	• when starting, the driving mode is not reset • when starting, the driving mode is not reset to the default driving mode
2	**Reset Configuration Machine**	All parameters from all parameter groups are reset to the factory settings. With the exception of the numerical code from the customer, these parameters remain unchanged. • **0**: the parameters are not reset • **1**: the parameters are reset to the factory settings

5. Click  to change the parameter.

See also

- 8.2.65 Configuring a parameter on page 115

8.2.76 Configuring the MAIN PAGE parameters

NOTE
These parameters are only available for the manufacturer!

1. Go to the menu via  .
2. Select  .
3. Using the  arrows, select the **MAIN PAGE** parameter group.
4. Using the  arrows, select one of the parameters in the **Parameters** group.
5. Click  to change the parameter.

8.2.77 Configuring the parameters CAMERA MANAGEMENT

These parameters are not applicable. The control screen is not used as a monitor for the cameras. The image from the optional cameras is displayed on a separate monitor.

NOTE
These parameters are only available for the manufacturer!

8.2.78 Configuring the SCREEN PARAMETERS parameters

You can configure the secret code for the dealer, the secret code for the manufacturer, reset the fault messages, reset the counters, etc.

NOTE
These parameters are only available for the manufacturer!

1. Go to the menu via  .
2. Select  .
3. Using the  arrows, select the **SCREEN PARAMETERS** parameter group.
4. Using the  arrows, select one of the parameters in the **Parameters** group.
5. Click  to change the parameter.

8.2.79 Configuring the DPF MANAGEMENT parameters

With this, you configure the type of engine. You can configure whether or not the engine is equipped with AdBlue.

NOTE
These parameters are only available for the manufacturer!

1. Go to the menu via  .
2. Select  .
3. Using the  arrows, select the **DPF MANAGEMENT** parameter group.
4. Using the  arrows, select one of the parameters in the **Parameters** group.
5. Click  to change the parameter.

8.2.80 Setting aside the machine after use

1. Place the joystick in neutral.
2. Place the machine in the Stationary mode.
3. Check, via the 3-position switch, that the parking brake is in the automatic position.

4. Stop the engine by turning the ignition switch key to the left, and remove this key from the ignition.
5. Exit the cabin.
6. Switch OFF the battery by turning the battery key.
7. Place wheel chocks so that the machine cannot roll away.

8.2.81 Manually lowering the pick-ups (in the case of a non-working engine)

If the engine cannot be started, you can still lower the pick-ups.

CAUTION
Always ensure that nobody is in the vicinity of the element that you wish to manually operate.

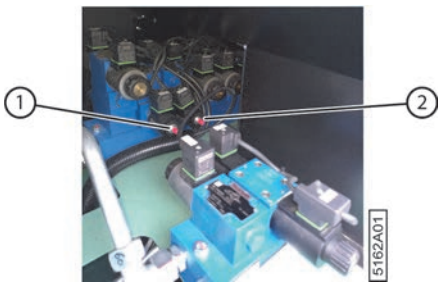


Fig. 88: Manual control

1. Perform one of the following actions:
   - Turn the wheel (1) anti-clockwise to lower the left-hand pick-up.
   - Turn the wheel (2) anti-clockwise to lower the right-hand pick-up.
2. Secure the wheel.
   As long as the wheel is not secured, you can no longer operate the pick-ups from the cabin.

8.2.82 Viewing the number of hours until the next regeneration

1. Go to the menu via .
2. Select > **DPF**.
   The number of hours until the next regeneration is displayed at the bottom.

8.3 Driving on public roads

8.3.1 Before you drive on public roads

CAUTION
Ensure that you have fulfilled the administrative requirements for driving the machine on public roads. Adhere to the current local regulations.

1. Operate until there is no more flax between the belts of the pick-up and the flax-laying section of the machine.

No flax must remain behind in the machine.

2. Clean the machine.
3. Fold the ladder.
   Driving with an unfolded ladder can cause serious damage!
4. Check the visibility from the cabin.
5. If necessary, switch ON the road lighting and check that it works.
6. Check the operation of the flashing light and the indicators.
7. Place the machine in Road mode.
   The work lights of the machine are automatically switched OFF. The work light behind the cabin is switched OFF, and the flashing light is switched ON.

See also

- 10.2.6 Warnings when cleaning the machine on page 153

8.3.2 Driving on public roads

Ensure that all safety precautions have been taken. See 8.3.1 Before you drive on public roads on page 128.

1. Close the cabin door.
2. Place the machine in Road mode.
3. Use the joystick to drive forwards or backwards.

CAUTION

- Maintain a safe speed when making journeys on public roads. Be vigilant when passing through built-up areas, encountering poor visibility on bends, poor visibility in bad weather, wet or muddy roads, etc.
- Summon assistance when your field of vision is restricted, especially when reversing.

See also

- 8.2.30 Driving the machine on page 99
- 8.2.32 Raising / lowering the pick-up on page 101

9 Adjustment

9.1 Configuring the workplace

9.1.1 Adjusting the driver’s seat

You can find more information about the driver’s seat in the user manual for the driver’s seat. This user manual is located in the backrest of the driver’s seat.

Fig. 89: The user manual for the driver’s seat

See also

- 2.2.12 The driver’s seat on page 36

9.1.2 Adjusting the height of the steering wheel

Fig. 90: Adjusting the height of the steering wheel

1. Use your right hand to move the lever (1) upwards.
2. Use your left hand to grip a spoke of the steering wheel, as close as possible to the centre, and pull the steering wheel upwards or push the steering wheel downwards.
3. When the desired position has been reached, release the lever.

See also

- 2.2.14 The steering column on page 38

9.1.3 Tilting the steering column

You can tilt the steering column towards you or away from you so that you can easily steer, and easily alight from the machine. The steering column can be tilted in the middle and at the bottom.

Fig. 91: Tilting the steering column

1. Use your left foot to push the pedal (1) downwards.
2. Grip the edge of the steering wheel with your left hand, and move it forwards or backwards. Movement A.
3. Release the pedal when the steering wheel is in the desired position.
4. Use your left hand to push the button (2) downwards.
5. Grip the edge of the steering wheel with your left hand, and move it forwards or backwards. Movement B.
6. Release the button when the steering wheel is in the desired position.

9.1.4 Switching ON / switching OFF the air conditioning system

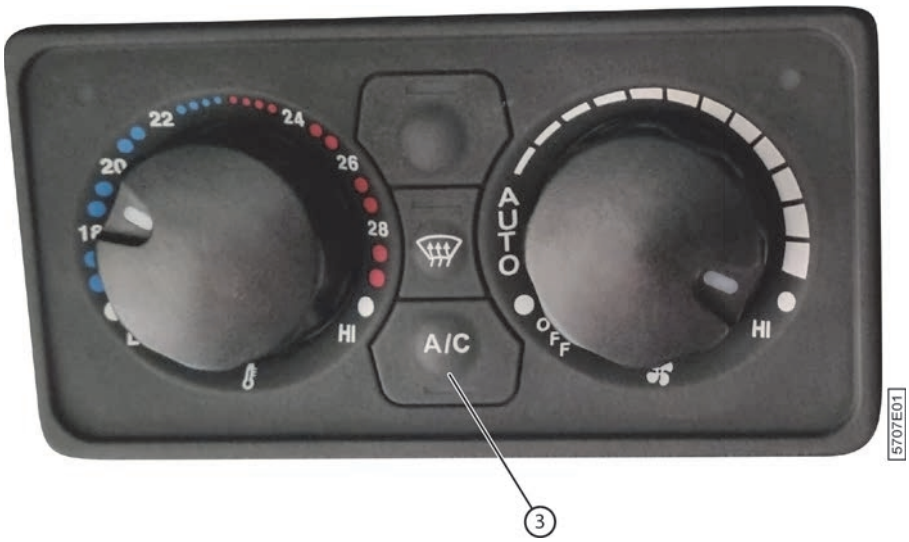


Fig. 92: Switching ON / switching OFF the air conditioning system

1. Press the **A/C** button (3) to switch ON or switch OFF the air conditioning system.
   The air conditioning system is active when the LED is lit.
2. Adjust the opening and the direction of the ventilation grills.

9.1.5 Placing the air conditioning system in automatic mode

Fig. 93: Placing the air conditioning system in automatic mode

1. Set the ventilation control knob to **AUTO**.
   The LED of the **A/C** control knob (3) is lit.
2. Set the temperature control knop (1) to the desired temperature.
   The ventilation speed is automatically adjusted to the desired temperature and the temperature of the cabin.

3. Adjust the opening and the direction of the ventilation grills.

9.1.6 Placing the air conditioning system in automatic mode with manual ventilation

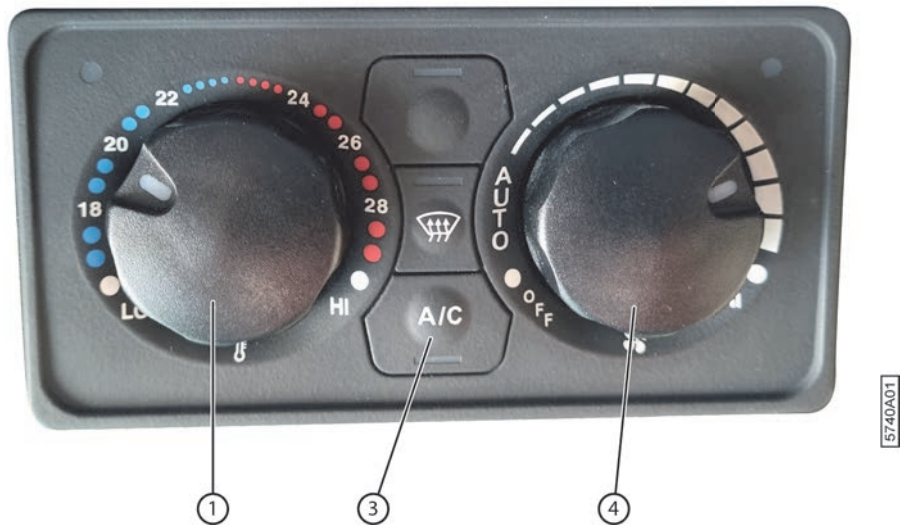


Fig. 94: Placing the air conditioning system in automatic mode with manual ventilation

1. Set the ventilation control knob (4) to the desired power.
   The LED of the **A/C** control knob (3) is lit.
2. Adjust the temperature control knob (1) to the desired temperature.
   The temperature in the cabin is adjusted to obtain the desired ventilation power.
3. Adjust the opening and the direction of the ventilation grills.

9.1.7 Switching OFF the climatisation

Fig. 95: Switching OFF the climatisation

Set the ventilation control knob to **OFF**.
The heating, cooling and ventilation are deactivated.

9.1.8 Switching ON the heating

Fig. 96: Switching ON the heating

1. Set the temperature control knob to **HI**.
   The heating is activated regardless of the outside temperature and regardless of the temperature in the cabin.
2. Adjust the opening and the direction of the ventilation grills.

9.1.9 Switching ON the cooling

Fig. 97: Switching ON the cooling

1. Set the temperature control knob (1) to **LO**.
   The cooling is activated regardless of the outside temperature and regardless of the the temperature in the cabin.
2. Adjust the opening and the direction of the ventilation grills.

9.1.10 Demisting the windscreens

Fig. 98: Demisting the windscreens

Press the demisting button (1).
The air conditioning, heating and ventilation are activated.

9.2 Adjusting the pick-up

9.2.1 Adjusting the height of the pick-up

The pick-up must be adjusted so that the teeth are at the same height as the ground. If the pick-up is adjusted too low, stones and earth can be fed in with the flax, causing increased wear on the pick-up. If the pick-up is adjusted too high, flax ends up underneath the pick-up, and remains there.

Fig. 99: Possible adjustments for the height of the pick-up

Nr.	Description	More information
A	OK	The pick-up is correctly adjusted. The flax is optimally fed in.
B	NOT OK	The pick-up is adjusted too low. The flax brings earth with it. This causes increased wear on the pick-up.

Nr.	Description	More information
C	NOT OK	The pick-up is adjusted too high. The flax ends up underneath the pick-up and forms bundles.

Fig. 100: Adjusting the height of the pick-up

Executor: operator

1. Read the safety instructions and observe them.
2. Remove the split pin (1) from the handwheel.
3. Turn the handle (2):
   - Clockwise, to lower the pick-up
   - Anti-clockwise, to raise the pick-up
4. Refit the split pin into the handwheel.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

9.2.2 Adjusting the tyre pressure of the front wheel

A low tyre pressure for the front wheel prevents the pick-up from springing upwards, and also ensures that the flax is collected more optimally.

Adjust the tyre pressure to 2.5 - 3 bar. If necessary, decrease the tyre pressure.

9.2.3 Adjusting the guides of the front wheel

The two guides (springs) on both sides of the front wheel are indispensable. They hold back the swath that is thrown forwards by the pick-up, in order to guide the swath back to the belts. If these guides are not adjusted optimally, this results in the formation of bundles. If these guides are not installed, this can result in a delay from the top or bottom of the flax that, in turn, can result in the swath being laid cross-wise.

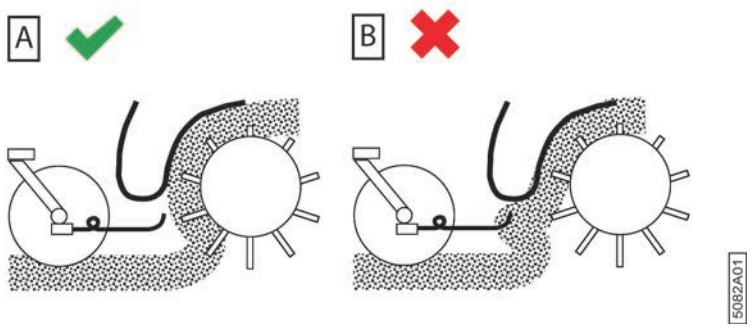


Fig. 101: Possible adjustments to the front wheel

Nr.	Description	More information
A	OK	The end of the coiled spring reaches the foldable guide. The flax is optimally fed in.
B	NOT OK	The end of the coiled spring does not reach the foldable guide. The flax accumulates and forms a bundle.

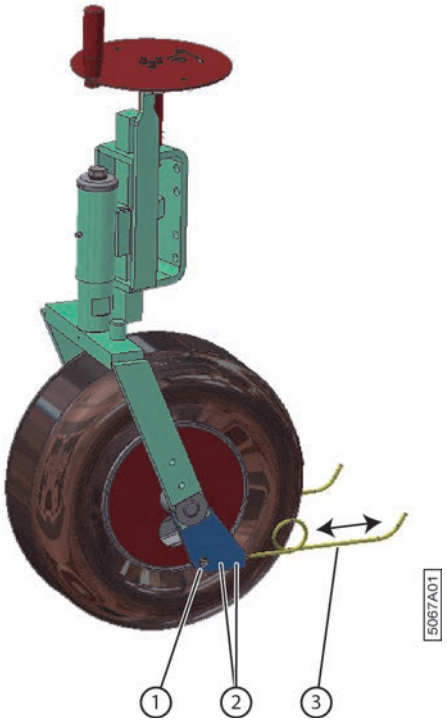


Fig. 102: Possible adjustments to the front wheel

1. Switch OFF the machine safely.
2. Undo the socket screws (2)
3. Slide the guide (3) until the end is flush with the metal block (1).
4. Tighten the socket screws.

9.2.4 Adjusting the tension of the conveyor belts

Executor: operator

The tension on the conveyor belt is obtained by moving the pick-up drum. If the conveyor belts slip, the tension must be increased.

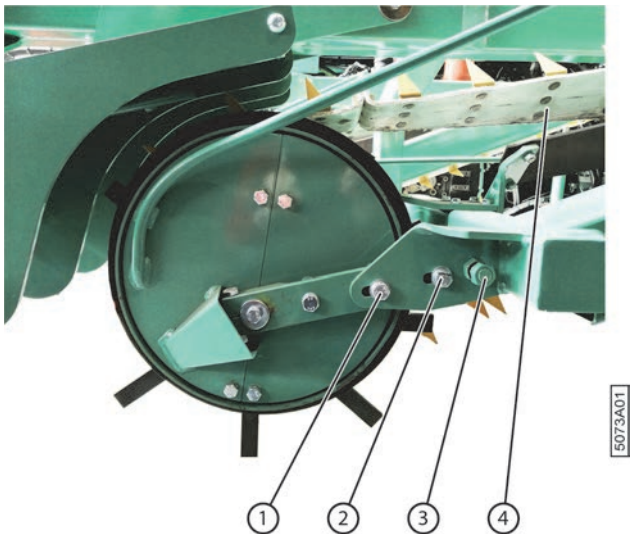


Fig. 103: Adjusting the tension of the belts

1. Read the safety instructions and observe them.
2. Undo the 2 bolts (1) and (2). Repeat for the other side of the pick-up drum.
3. Turn the bolt (3) clockwise or anti-clockwise. Repeat for the other side of the pick-up drum.
   The other side of the bolt has an eccentric cam that you can use to move the pick-up drum. Depending on its position, you turn the cam clockwise or anti-clockwise to tension or detension the conveyor belts.
4. Tighten the bolts (1) and (2) on both sides of the pick-up drum.

See also

- 9.2.5 Shortening a belt on page 140
- 10.1 Safety regulations before starting the maintenance on page 147
- 10.2.12 Checking the tension of the conveyor belts on page 155
- 10.2.29 Checking the condition and the alignment of the conveyor belts on page 164

9.2.5 Shortening a belt

Executor: qualified technician

If increasing the tension does not stop the slipping, the belts must be shortened.

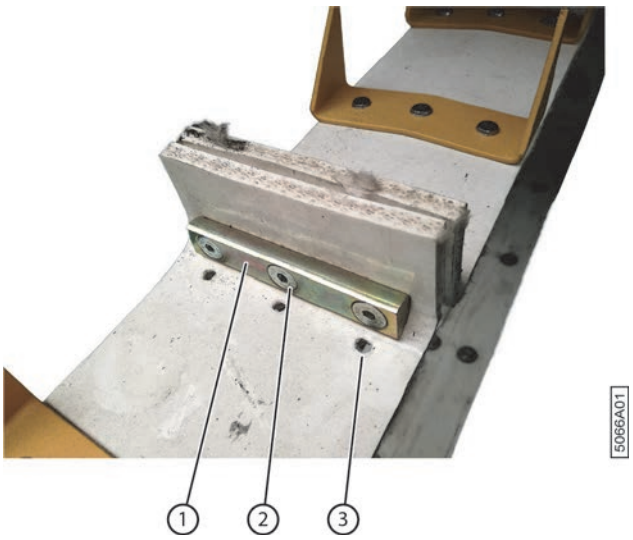


Fig. 104: Shortening a belt

1. Read the safety instructions and observe them.
2. Loosen the belts.
3. Loosen the connection (1) for the belts by unscrewing the 3 socket-screws (2).
4. Move the connection for the belts to the 3 adjacent holes (3).
   You do not have to make holes yourself. The holes already exist in the belt.
5. Secure the connection.

See also

- 9.2.4 Adjusting the tension of the conveyor belts on page 140
- 10.1 Safety regulations before starting the maintenance on page 147

9.2.6 Adjusting the scraper

The machine can be equipped with the following scrapers:

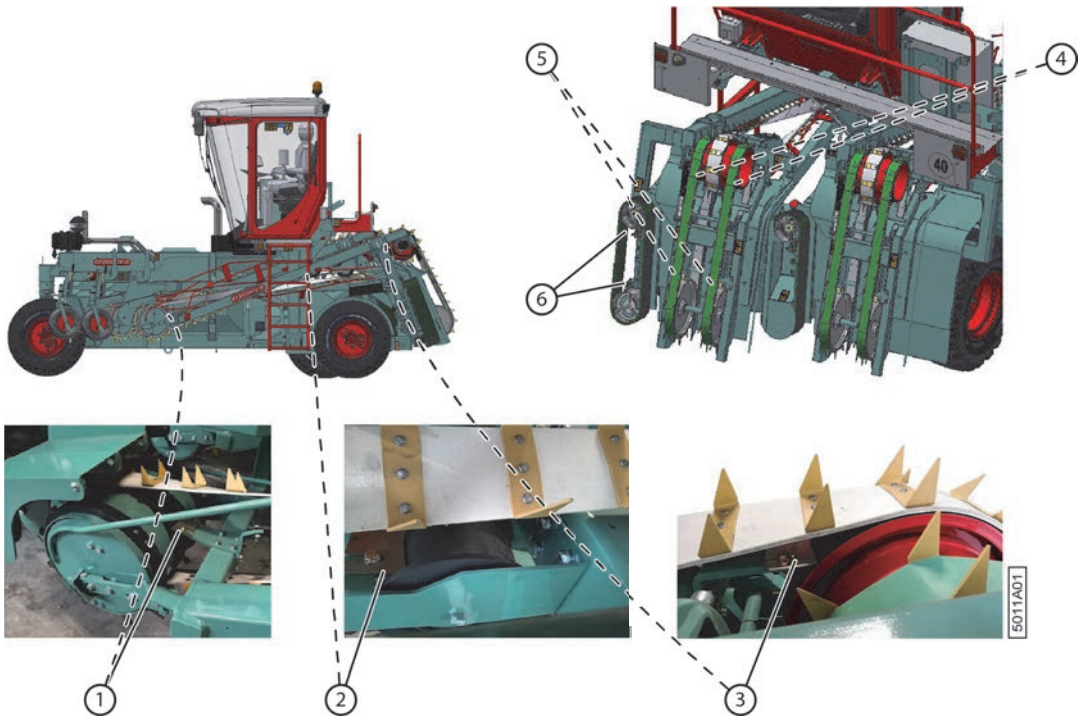


Fig. 105: Position of the mirrors

Nr.	Type	Keep the surface clean:
1	Metal scraper	Pick-up drum
2	Metal scraper	Guide wheel of the conveyor belt
3	Metal scraper	Drive wheel of the conveyor belt
4	Plastic scraper	Drive wheel of the conveyor belt
5	Metal scraper	Non-driven wheels of the flax-laying belts
6	Metal scraper	Drums of the lower belts

1. Switch OFF the machine safely.
2. Check that the scraper is in optimal condition.

Situation	More information
Worn plastic scraper	Turn this 180° in order to use the other side, before installing a new plastic scraper.
Worn metal scraper	Grind the metal surface, so that it is once again parallel with the surface to be kept clean.
Scraper in good condition	See next step.

3. Adjust the scraper.

Type	More information
Plastic scraper	1 Undo the bolts (8). 2 Place the scraper (9) so that it fully touches the wheel (7).
Metal scraper	1 Undo the bolts (11). 2 Place the metal scraper (12) 2 millimetres from the wheel (10) or the drum.

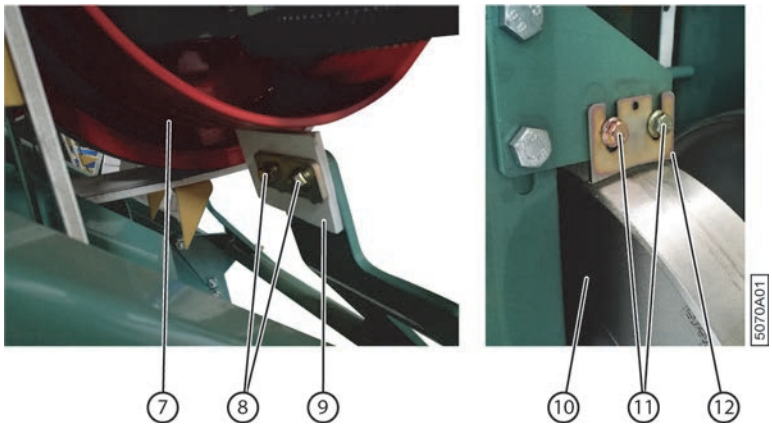


Fig. 106: Adjusting the scrapers

4. Retighten the bolts.

9.2.7 Adjusting the tension of the intermediate belt

Executor: operator

Rubber belts (2) are suspended between the conveyor belts (1) to prevent them from snagging on each other at the turning point [A].

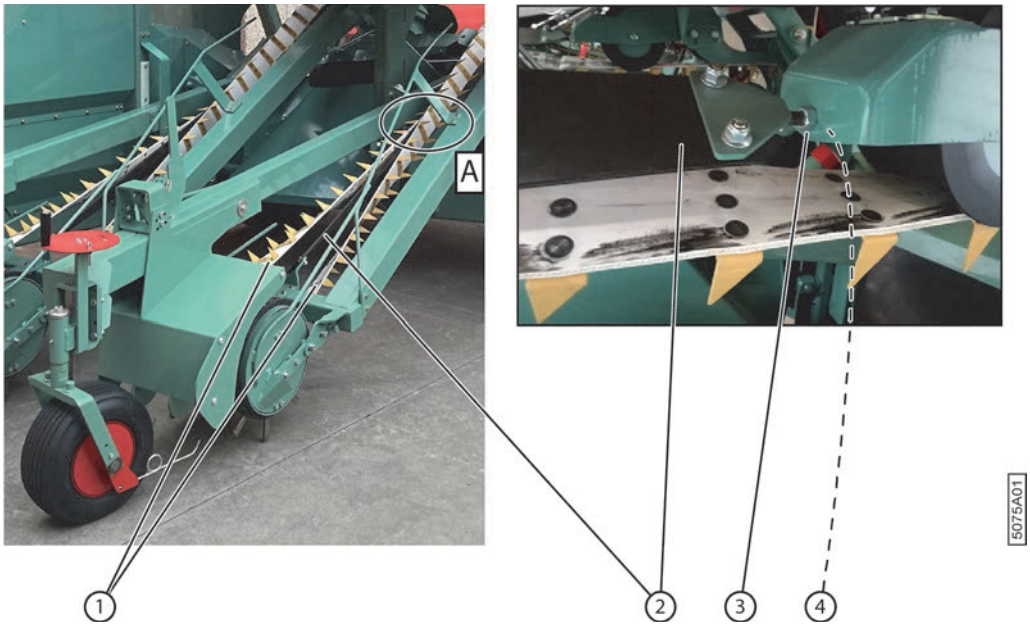


Fig. 107: Adjusting the tension of the intermediate belt

Before adjusting the tension of the intermediate belt, you must first check the condition of the intermediate belt.

1. Read the safety instructions and observe them.
2. Perform one of the following actions:
   - To tension the intermediate belt, loosen nut (3), and use nut (4) to tension the intermediate belt.
   - To detension the intermediate belt, loosen nut (4).
3. Retighten nut (3).

See also

- 10.1 Safety regulations before starting the maintenance on page 147

9.2.8 Adjusting the drive wheel

The drive wheel drives the conveyor belts as well as the flax-laying belts. If the belts are no longer optimally aligned, you can adjust the drive wheel.

Executor: operator

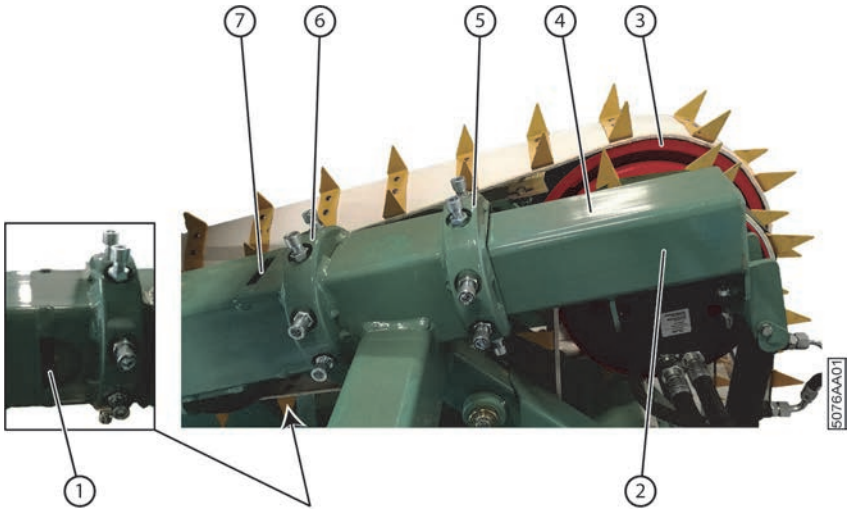


Fig. 108: Adjusting the drive wheel

1. Read the safety instructions and observe them.
2. Check in which direction you must slide the drive wheel (3).
3. Gradually loosen the relevant bolts.
4. Tighten the relevant bolts to slide the beam (2) on which the drive wheel is mounted. If necessary, slide the beam using a metal bar via the opening on top (7) or opening underneath (1).
5. Retighten all nuts.
6. Allow the belts to rotate and check whether they are in the centre of the drive wheels.
7. Repeat the procedure until an optimal result is obtained.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

9.2.9 Adjusting the guide wheel of the conveyor belt

Executor: operator

The guide wheel must be correctly positioned in order to guarantee optimal guiding of the conveyor belt, and thus optimal guiding of the flax.

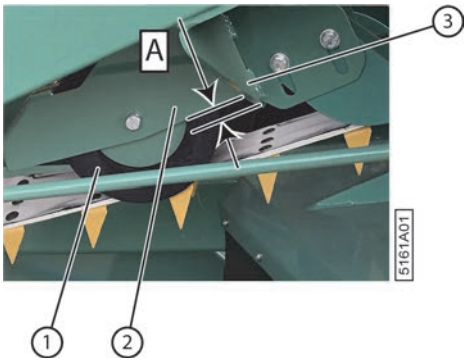


Fig. 109: Adjusting the guide wheel of the conveyor belt

1. Read the safety instructions and observe them.
2. Loosen the 2 bolts (2).
3. Slide the guide wheel (1) to the correct position:
   - Vertically, until it is 1.5 mm (A) above the bottom of the profile (3).
   - Horizontally, until the flat side (2) is flush with the profile (3).
4. Retighten the bolts.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

9.2.10 Adjusting the guides of a conveyor belt

The guide guides the flax from the conveyor belts to the bend where the flax-laying belts continue to transport the flax. The guide must be positioned correctly in order to minimise the risk of a blockage.

Fig. 110: Left-hand view

1. Switch OFF the machine safely.
2. Loosen the 2 bolts (2).

3. Place the bottom of the guide (3) parallel to, and at the same height as, the top of the conveyor belt (1).
4. Retighten the bolts.

9.3 Adjusting the flax-laying section

9.3.1 Adjusting the lower belt

Executor: operator

The lower belt correctly aligns the flax when it is deposited. The bottom of the flax is aligned with the lower belt. The lower belt must be adjusted according to the length of the flax.

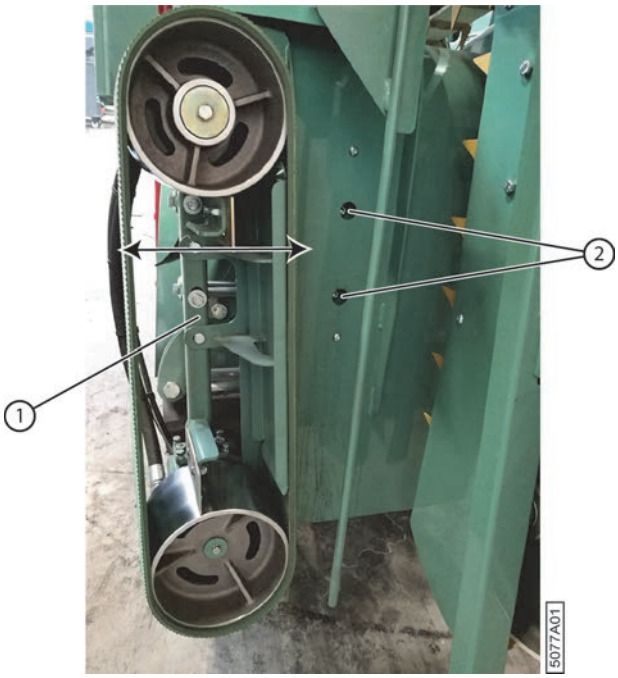


Fig. 111: Adjusting the lower belt

1. Read the safety instructions and observe them.
2. Loosen the 2 bolts (2).
3. Move the lower belt (1) to the desired position.
4. Retighten the bolts.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10 Maintenance

10.1 Safety regulations before starting the maintenance

The design of the machine enables maintenance to be kept to a minimum.

WARNING
Clean the machine.

WARNING
Switch OFF the machine safely.

WARNING
After performing maintenance, ensure that all protective panels are correctly fitted.

WARNING
Use wheel chocks to prevent the machine from rolling away.

WARNING
Ensure that the surface is clean, safe and solid.

WARNING
Post a warning sign and inform the personnel that the machine may NOT be started.

WARNING
Work performed underneath a hoisted machine or a hoisted part may only take place when the machine or part is safely supported.

WARNING
Wear suitable personal protective equipment (safety shoes, safety gloves, hearing protection, safety goggles, etc.) and wear work clothing that fits well.

WARNING

Wait until the engine has cooled down before performing maintenance in the engine compartment.

WARNING
Never open a reservoir before it has cooled down. Hot pressurised liquid can be released when a reservoir is opened.

WARNING
NEVER use your hands to try to seal a hydraulic leak! High-pressure liquid can cause damage to your skin and clothing. Immediately summon a doctor if an accident occurs. You can use paper or cardboard to easily detect leaks in a hydraulic system!

WARNING
Ensure that all cylinders are fully extended or retracted so that they cannot move in an uncontrolled manner.

WARNING
Only use original spare parts.

WARNING
The maintenance may only be performed by qualified personnel.

WARNING
Use suitable appliances to perform work above head height. Climbing onto the machine is prohibited.

See also
- 4.4 Personal protective equipment on page 63
- 4.4.1 Safety regulations for personal protection on page 63
- 10.1.1 Switching OFF the machine safely on page 148

10.1.1 Switching OFF the machine safely

Depending on the nature and the duration of the stop, position the machine so that it is preferably level.

1. Stop and lock all movements.
   For example:
   - Driving and the parking brake
   - The moving parts of the machine and the parts that drop due to gravity.
2. Turn the ignition key fully counter-clockwise.
   The engine stops and the control unit stops. Since the diesel engine is switched OFF, the engine shaft stops turning. The hydraulic pumps that are directly connected, stop building up pressure.
3. Remove the ignition key.
   This prevents the machine from being switched ON inadvertently.
4. Wait at least 3 minutes.
   The diesel engine shuts down correctly, so that fault messages are are not generated.
5. Turn the battery key fully anti-clockwise.
   The battery does not lose its charge due to leakage losses.
6. Remove the battery key.
   The machine can then no longer be switched ON by unauthorised persons.

See also
- 2.1.3 Rear view on page 27
- 2.2.19 The parking brake on page 42

10.2 Preventive maintenance

During preventive maintenance, parts are cleaned and lubricated in order to ensure that they attain their anticipated service life. You can replace a part whose anticipated service life has been attained, as a preventive measure, in order to prevent standstill due to corrective maintenance.

See also
- 3.3.4 The condition of the machine on page 56

10.2.1 Maintenance schedule for the operator

Item	Action	Interval	Unit	Instruction
Engine	Visually check the seals and the condition of the engine	10	hours	See the user manual for the DEUTZ engine
Engine	Check the seals of the exhaust gas system and the exhaust gas post-treatment system	10	hours	See the user manual for the DEUTZ engine
Engine	Check the coolant level and, if necessary, top it up.	10	hours	See the user manual for the DEUTZ engine
Engine	Check the lubricating oil level and, if necessary, top it up.	10	hours	See the user manual for the DEUTZ engine
Engine	Empty the water collection reservoir in fuel pre-filter.	10	hours	See the user manual for the DEUTZ engine
Parking brake	Checking the operation of the parking brake	1	day	10.2.22 on page 161
Cabin	Clean the cabin	1	day	10.2.17 on page 159
Cabin	Clean the air filter in the cabin	1	day	10.2.28 on page 163
Hydraulic system	Check the oil level of the hydraulic tank	1	day	10.2.30 on page 165
Machine	Fill the fuel tank	1	day	8.2.3 on page 84
Machine	Clean the radiators for the airco and for the hydraulic oil	1	day	10.2.17 on page 159
Machine	Use compressed air to clean the machine	1	day	10.2.7 on page 153
Machine	Clean the spray-suppression devices	1	day	10.2.8 on page 154
Engine	Check and clean the air filter.	1	day	See the user manual for the DEUTZ engine
Engine	Clean the engine radiators	1	day	10.2.16 on page 158
Engine	Check the engine pipes	1	day	10.2.11 on page 155
Engine	Cleaning the pre-filter	1	day	10.2.15 on page 157
Pick-up	Check the condition and the alignment of the conveyor belts	1	day	10.2.29 on page 164
Pick-up	Lubricate the front wheel	1	day	10.2.43 on page 172
Pick-up	Check the alignment and wear of the scraper	1	day	10.2.11 on page 155
Pick-up	Check the tension of the conveyor belts	1	day	10.2.12 on page 155
Pick-up	Check the teeth of the pick-up drum	1	day	10.2.23 on page 161

Item	Action	Interval	Unit	Instruction
Pick-up	Check the play in the front wheel	1	day	10.2.24 on page 162
Pick-up	Check the rubber of the drive rollers	1	day	10.2.25 on page 162
Pick-up	Check the guides of the pick-up	1	day	10.2.26 on page 163
Wheels	Check that dirt does not accumulate in wet conditions	1	day	10.2.47 on page 175
Machine	Check all bolted connections	After 1st 50	hours	10.2.10 on page 155
Cabin	Check the level of windscreen washer liquid	1	week	10.2.27 Checking level of windscreen washer liquid on page 163
Hydraulic system	Check the hydraulic connections for leaks	1	week	10.2.34 on page 167
Machine	Check the battery	1	week	10.2.35 on page 168
Wheels	Check the tyre pressure	1	week	10.2.19 Checking the tyre pressure on page 160
Wheels	Tighten the wheel nuts	1	week	10.2.20 on page 160
Front wheel	Check the tyre pressure	1	week	10.2.18 on page 159
Fuel tank	Clean the aerator for the fuel tank	1	years	10.2.48 on page 176
Machine	Use a pressure washer to clean the machine	1	years	10.2.9 on page 154

See also

- 5.2 Storing the machine on page 69

10.2.2 Maintenance schedule for the maintenance technician

In the event of 2 intervals being displayed, the instruction must only be performed for the interval that is mentioned first.

Item	Action	Interval	Unit	Instruction
Hydraulic system	Replace the hydraulic feed pressure filter	After 1st 50	hours	10.2.13 on page 156
Hydraulic system	Replace the hydraulic feed pressure filter	200 1	hours years	10.2.13 on page 156
Hydraulic system	Replace the hydraulic suction filter (Arlon filter 10µ)	1	years	10.2.38 on page 168
Engine	Maintain the battery	1	years	10.2.36 on page 168
Engine	Check the concentration of additives added to the coolant (before the winter!)	500 1	hours years	See the user manual for the DEUTZ engine
Engine	Replace the oil	500	hours	See the user manual for the DEUTZ engine

Item	Action	Interval	Unit	Instruction
Engine	Replace the engine oil filter (every time that the oil is replaced)	500	hours	See the user manual for the DEUTZ engine
Engine	Check the belts	500	hours	See the user manual for the DEUTZ engine
Engine	Replace the air filter	500 2	hours years	See the user manual for the DEUTZ engine
Engine	Check fasteners, pipes / flanges and, if damaged, replace them.	1000	hours	See the user manual for the DEUTZ engine
Engine	Check the battery connections	1000	hours	See the user manual for the DEUTZ engine
Engine	Replace the fuel filter	1000	hours	See the user manual for the DEUTZ engine
Engine	Replace the fuel pre-filter with water separator	1000	hours	See the user manual for the DEUTZ engine
Engine	Check the engine support (tighten it or, if damaged, replace it)	1000	hours	See the user manual for the DEUTZ engine
Engine	Check the V-belt and tensioning pulley	1000	hours	See the user manual for the DEUTZ engine
Engine	Check the surface of the radiator (drain oil or condensed water)	1000	hours	See the user manual for the DEUTZ engine
Hydraulic system	Replace the hydraulic oil	2000	hours	10.2.32 on page 166
Engine	Clean the exhaust of the turbo compressor	6000	hours	See the user manual for the DEUTZ engine
Wheels	Maintain the anti-dirt panels	1	day	10.2.47 on page 175
Parking brake	Checking the operation of the parking brake	1	years	10.2.22 on page 161
Electrical system	Check the electrical system	1	years	10.2.37 on page 168
Engine	Replace the fuel filter	1	years	See the user manual for the DEUTZ engine
Engine	Replace the fuel pre-filter with water separator	1	years	See the user manual for the DEUTZ engine
Engine	Replace the oil	1	years	See the user manual for the DEUTZ engine
Engine	Replace the oil filter	1	years	See the user manual for the DEUTZ engine
Engine	Replace the timing belt	2	years	See the user manual for the DEUTZ engine
Engine	Replace the coolant	2	years	See the user manual for the DEUTZ engine

Item	Action	Interval	Unit	Instruction
Pick-up	Replace the teeth of the pick-up drum	2	years	10.3.9 on page 183
Hydraulic system	Replace the hydraulic hoses	6	years	10.3.8 on page 182
AdBlue pump filter	Replace the filter	1000 3	hours years	See the user manual for the DEUTZ engine
Venting filter AdBlue tank	Check whether the filter is dirty and, if necessary, replace it.	1	years	13.9 Overview of the filters on page 212

See also

- 5.2 Storing the machine on page 69

10.2.3 Maintenance schedule for specialised maintenance technician

Item	Action	Interval	Unit	Instruction
Engine	Adjust the valves	2000	hours	See DEUTZ manual
Engine	Replace the de-aerator for the sump of the crankshaft	6000	hours	See DEUTZ manual
Engine	Replace the V-belt and tensioning pulley	4000	hours	See DEUTZ manual

10.2.4 Maintenance schedule for the authorised service partner

This maintenance may only be performed by an authorised service partner of DEUTZ. Contact DEUTZ to find your local authorised service partner.

Item	Action	Interval	Unit	Instruction
Engine	Overhaul the engine	1	year	See DEUTZ manual

10.2.5 Permitted additives

Additive	Quantity	Brand	Type	For more information
AdBlue	20 l	TOTAL	In accordance with DIN 70070 In accordance with ISO 22241	See DEUTZ manual
Hydraulic oil	63 l	TOTAL	EQUIVIS ZS 68	See 10.2.32 on page 166
Engine coolant	24 l	TOTAL	Glacelf auto supra	See DEUTZ manual
Fuel	170 l	TOTAL	Diesel extra machines	See DEUTZ manual
Windscreen washer liquid	1 l	TOTAL	ELF Glass Clean	See 10.2.27 on page 163
Engine oil	8 l	TOTAL	Rubia Works 3000 10W40	See DEUTZ manual

Additive	Quantity	Brand	Type	For more information
Lubricant		TOTAL	Grease Marson EPL (Multis EP, LICAL EP2)	See 10.2.42 on page 171.
Airco coolant	1.3 kg		Classification EC 67/548 or EC 1999/45 R134A	In relation to performing work on the airco, see training of qualified personnel from an approved company
Airco oil	280 ml		SP10	

10.2.6 Warnings when cleaning the machine

WARNING
Always consult the Safety Information Sheet from the manufacturer or other product information before you use a cleaning product.

WARNING
Never clean an aluminium part using solvents that react with aluminium. For example: methylene chloride, 1,1,1-trichloroethane, perchloroethylene, ...

WARNING
Do not light a fire, generate sparks or use a naked flame. Observe all explosion prevention regulations.

WARNING
Never use a naked flame to clean the machine or parts thereof.

WARNING
Only use cleaning agents that have been developed for the intended use.

WARNING
Pay attention to the flashpoint of the solvent.

WARNING
Ensure adequate ventilation of the spaces in order to guarantee the removal of the vapours. Avoid prolonged inhalation of these vapours.

See also
- 10.2.7 Using compressed air to clean the machine on page 153

10.2.7 Using compressed air to clean the machine

Executor: operator

CAUTION
Where possible, it is recommended to use suction to prevent dangerous dust emissions.

1. Switch OFF the machine safely by using the LoToTo procedure.
2. Use compressed air to blow dirt off the machine.

   CAUTION
   Never use your hands or feet to remove dirt!

3. After cleaning, check that all pictograms are still legible.

See also
- 10.1 Safety regulations before starting the maintenance on page 147
- 10.2.6 Warnings when cleaning the machine on page 153

10.2.8 Cleaning the spray-suppression devices

CAUTION
Never use your hands or feet to remove dirt!

Executor: operator

1. Read the safety instructions and observe them.
2. Remove all dirt from the spray-suppression devices and all dirt between the wheel and the chassis.
   Dirt accumulation between the wheel and the chassis can result in the wheel becoming hot and damage to the wheel.

See also
- 10.1 Safety regulations before starting the maintenance on page 147

10.2.9 Cleaning the machine using a pressure washer

CAUTION
Never use your hands or feet to remove dirt!

TIP
Clean the machine using a pressure washer on a sunny day. This allows the machine to dry quickly after the cleaning.

Executor: operator

1. Read the safety instructions and observe them.
2. Use plastic to cover electronic valves, electrical cabinets, etc.
3. Clean the machine and pay attention to the following points:
   - Do not spray in the vicinity of bearings. If you spray onto bearings, the dirt is driven inwards and this can result in the bearings seizing or being subject to abnormal or excessive wear.
   - Do not spray in the vicinity of electrical cabinets, hydraulic components, etc. This can result in dirt being driven inwards and causing excessive wear.
   - Spray using a wide jet of water.
   - Maintain a minimum distance of 60 cm between the sprayhead and the machine.
   - Spray using a pressure of less than 100 bar.
   - Spray using water whose temperature does NOT exceed 70 °C.
   - Do NOT use any detergents or aggressive products to remove oils from the machine.
4. After cleaning, check that all pictograms are still legible.
5. Place the machine in the sun for several hours so that it can dry, and allow the machine to run for 15 minutes when it is stationary.

See also
- 10.1 Safety regulations before starting the maintenance on page 147
- 5.2 Storing the machine on page 69

10.2.10 Checking the bolted connections

Executor: qualified technician

1. Switch OFF the machine safely by using the LoToTo procedure.
2. Use a torque wrench to check the tension of the bolted connections in accordance with the table.

A	SW	Ma (Nm)		
		Steel grade		
		8,8	10,9	12,9
M4	7	3.1	4.4	5.25
M5	8	6.15	8.65	10.4
M6	10	10.5	18	18
M7	11	17.5	25	29
M8	13	26	36	43
M10	15-16-17	51	72	87
M12	18-19	89	125	150
M14	22	141	198	240
M16	24	215	305	365
M18	27	295	420	500
M20	30	420	590	710
M22	32	570	800	960
M24	36	725	1,020	1,220
M27	41	1,070	1,510	1,810
M30	46	1,450	2,050	2,450

The table includes target values

- A = diameter screw thread
- SW = spanner size
- Ma = tightening torque (Nm)

See also

- 5.2 Storing the machine on page 69

10.2.11 Checking the engine pipes

Executor: operator

1. Read the safety instructions and observe them.
2. Open the engine compartment.
3. Check the connections between the engine and other components.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.12 Checking the tension of the conveyor belts

Executor: operator

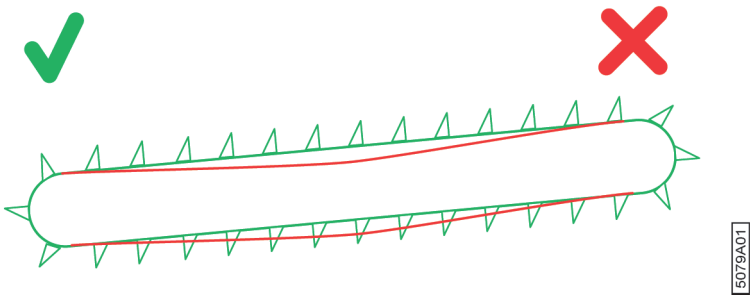


Fig. 112: Checking tension conveyor belt

1. Read the safety instructions and observe them.
2. Visually check the tension of the conveyor belts.

See also

- 10.1 Safety regulations before starting the maintenance on page 147
- 9.2.4 Adjusting the tension of the conveyor belts on page 140

10.2.13 Replacing the feed pressure filters

Every time the hydraulic oil is replaced, the feed pressure filters must also be replaced.

Executor: operator

Nr.	Reference Depoortere NV:	Description	More information
1	1211100010	Filter (hydraulic) Duramax short BFKBE 15 cm	Feed pressure filter for the Harvesting pump
2	1211100005	Filter Duramax 18 cm	Feed pressure filter for the Driving pump

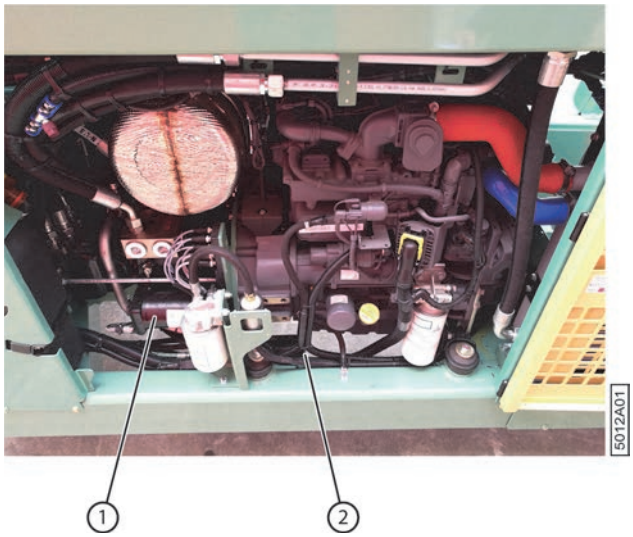


Fig. 113: Replacing the feed pressure filters

1. Read the safety instructions and observe them.
2. Open the protective doors on the engine side.
3. Isolate the oil from the hydraulic tank by unscrewing the bolt of the suction filter approximately 3 cm until the end point can be felt. See 10.2.14 Isolating the hydraulic tank on page 157.
4. Clean the area around the connection to the feed pressure filters (1) and (2).

5. Place a drain tray underneath the filter.
6. Unscrew the filter by hand. If necessary, use a strap wrench.
7. Remove the filter and the seal.
8. Clean the area where the filter must be installed.
9. Use grease to lubricate the seal of the new filter.
10. Install the new filter by hand. Do NOT use a strap wrench!
11. Repeat from step 5 for the other filter.
12. Fully screw in the bolt of the suction filter to enable oil to be sucked from the hydraulic tank.
13. Bleed the hydraulic system and check for leaks.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.14 Isolating the hydraulic tank

If the hydraulic component is lower than the hydraulic tank, you must isolate the hydraulic tank by closing the strainer valve. Otherwise, the entire contents of the tank will drain away!

For example: In the case of hydraulic valves that are located higher than the hydraulic tank, you do not have to close the strainer valve.

Executor: operator

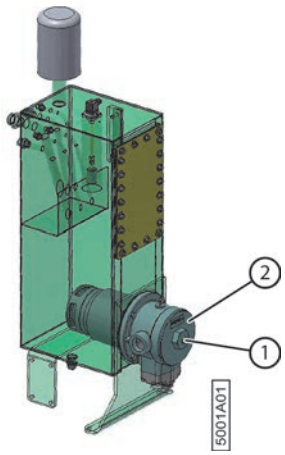


Fig. 114: Suction filter hydraulic tank

1. Read the safety instructions and observe them.
2. Open the protective doors on the engine side.
3. Unscrew the bolt (1) of the suction filter (2) approximately 3 cm until the end point can be felt.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.15 Cleaning the pre-filter

CAUTION
You must be extremely careful when performing work on the inlet system. Close off the inlet!

Executor: operator

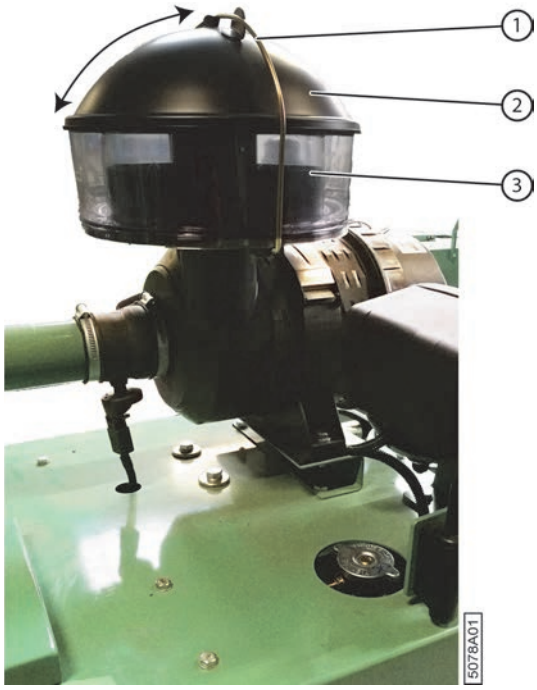


Fig. 115: Cleaning the pre-filter

1. Read the safety instructions and observe them.
2. Open the locking mechanism (3) of the pre-filter.
3. Remove the cover (2) of the pre-filter.
4. Carefully pull the transparent receptacle (1) out of the housing.
   Ensure that dust from the filter does not enter the housing.
5. Clean the receptacle and dispose of the dust in accordance with the current local environmental regulations.
6. Use dry compressed air (maximum 5 bar) to clean the inside and outside of the receptacle.
7. Refit the cleaned receptacle.
8. Refit the cover and close the locking mechanism of the pre-filter.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.16 Cleaning the radiators

The cooling capacity is determined by the cleanliness of the radiator. A dirty radiator has a lower cooling capacity The fan behind the radiators rotates in the opposite direction for 30 seconds every 3 minutes in order to remove as much dust as possible from the radiators. In addition, you must also clean the radiators every day. If you do not clean the radiator every day, then dust particles will stick to the radiator as a result of cooling down and condensation. This will decrease the efficiency of the radiator. This can result in the hydraulic oil becoming overheated, resulting in leaks!

Executor: operator

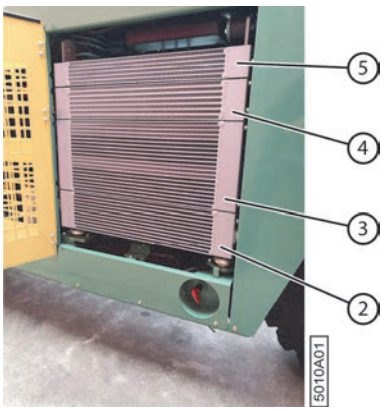


Fig. 116: Cleaning the radiators

1. Read the safety instructions and observe them.
2. Open the protective door (1).
3. Use compressed air to clean the radiators (2), (3), (4) and (5).
4. Close the protective door.

See also
- 10.1 Safety regulations before starting the maintenance on page 147

10.2.17 Cleaning the cabin

Executor: operator

1. Read the safety instructions and observe them.
2. Clean the steps of the ladder and the floor of the cabin.
3. Remove all items (tools, chains, hooks, etc.) from the cabin.
4. Place the tool in the tool cabinet provided for this purpose.
5. Remove mud and dust.
6. Clean the driver's seat.

See also
- 10.1 Safety regulations before starting the maintenance on page 147
- 2.3.12 The tool cabinet on page 53

10.2.18 Checking the tyre pressure of the front wheel

The optimal tyre pressure depends on the surface. The tyre pressure on the front wheel must prevent shocks that affect the height of the pick-up.

Executor: operator

1. Switch OFF the machine safely.
2. Check the tyre pressure when the machine is cold.

Tyre	Pressure (bar)
Front wheel	2.5 - 3 bar

3. Adapt the pressure according to the type of surface. If the front wheel feels every shock, you must decrease the tyre pressure. If the pressure is too low, pump up the tyre via the valve.

WARNING
When pumping up the tyres, keep far enough away and keep bystanders at a safe distance. If the pressure is too high, the tyre can burst or explode.

NOTE
Keep oil and grease away from the tyres.

10.2.19 Checking the tyre pressure

Executor: operator

1. Switch OFF the machine safely.
2. Check the tyre pressure when the machine is cold.

Location	Type	Specification	Weight (kg)	Pressure (bar)
At the front	Michelin XMCL	340/80 R18143A8/143B IND TL	1,600	2.10
	Michelin Bibload Hard Surface	340/80 R18143A8/143B IND TL	1,600	2.10
At the rear right	Michelin XMCL	340/80 R18143A8/143B IND TL	1,920	2.70
	Michelin Bibload Hard Surface	340/80 R18143A8/143B IND TL	1,920	2.70
At the rear left	Michelin XMCL	340/80 R18143A8/143B IND TL	1,860	2.60
	Michelin Bibload Hard Surface	340/80 R18143A8/143B IND TL	1,860	2.60

3. If the pressure is too low, pump up the tyre via the valve to the pressure stated in the table.

WARNING
When pumping up the tyres, keep far enough away and keep bystanders at a safe distance. If the pressure is too high, the tyre can burst or explode.

NOTE
Keep oil and grease away from the tyres.

10.2.20 Tightening the wheel nuts

When first used and after replacement

Executor: Maintenance technician

1. Use wheel chocks to prevent the machine from rolling away.
2. Use a torque wrench to tighten the dry wheel nuts.

Position of tyres	Tightening torque (Nm)
Front	550 Nm
Rear	550 Nm

3. Retighten the wheel nuts after 1 hour or after 25 kilometres.
   Do this when first used and after replacement of a wheel.

10.2.21 Checking the operation of the brake pedal

DANGER
Ensure that there is no traffic behind you.

WARNING
Fasten your seat belt and hold the steering wheel firmly.

TIP

Choose a certain location where you will start braking, for example, a lamppost or a marking on the road surface.

To determine the braking distance, measure the distance between where the brakes were applied and where the machine actually stopped.

Executor: operator

1. Drive at 40 km/h.
2. Press the brake pedal fully down.
   - If the braking distance is less than 20 metres, the brake pedal operates OK.
   - If the braking distance is more thn 20 metres, contact your dealer.

10.2.22 Checking the operation of the parking brake

Executor: operator

1. Read the safety instructions and observe them.
2. Activate the parking brake.
3. Place the machine in Road mode.
4. Slowly move the joystick forwards.
   - If the machine remains stationary, the parking brake is OK.
   - If the machine moves forwards, the parking brake must be replaced. Contact your distributor.

See also
- 2.2.19 The parking brake on page 42
- 8.2.31 Changing the driving mode of the machine on page 100

10.2.23 Checking the teeth of the pick-up drum

Frequent visual checking of the teeth can prevent damage to the entire pick-up drum. If a tooth is deformed or exhibits signs of excessive wear, the tooth can get stuck in the drum when the pick-up drum rotates, and damage the entire pick-up drum.

Executor: operator

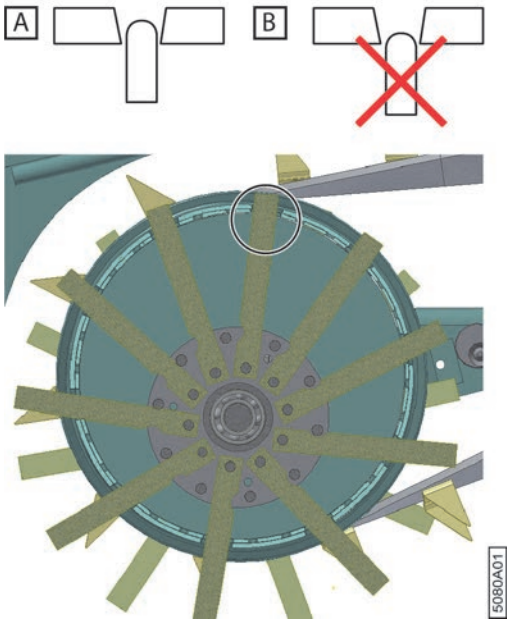


Fig. 117: The teeth of the pick-up

1. Read the safety instructions and observe them.
2. In the uppermost position of the pick-up drum, check that the teeth protrude enough.
3. Check the play in the teeth that fully protrude.
4. Check the teeth for deformation.

See also
- 10.1 Safety regulations before starting the maintenance on page 147
- 10.3.9 Replacing a tooth of a pick-up drum on page 183

10.2.24 Checking the play in the front wheel

Perform this procedure at the same time as lubricating the front wheel.

Executor: operator

1. Read the safety instructions and observe them.
2. Move the front wheel back and forth.
   If the play is excessive, the guide bushes must be replaced.

See also
- 10.1 Safety regulations before starting the maintenance on page 147
- 10.2.43 Lubricating the front guide wheel on page 172

10.2.25 Checking the rubber on the pick-up

Damage to or the presence of rubber on the pick-up drum can cause the conveyor belts to slip.

Executor: operator

1. Read the safety instructions and observe them.
2. Check the rubber on the pick-up drum.

3. If the rubber is no longer intact, request the maintenance technician to remove the pick-up drum and send it to Depoortere NV.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.26 Checking the guides for wear

Damage to the guides can obstruct the flax and cause a blockage.

Executor: operator

1. Read the safety instructions and observe them.
2. Check that indentations are not present in the guides and that they are not damaged.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.27 Checking level of windscreen washer liquid

CAUTION
Carefully read the Safety Information Sheet about windscreen washer liquid in the annexes.

Executor: operator

Fig. 118: The windscreen washer reservoir

1. Read the safety instructions and observe them.
2. Check the level of windscreen washer liquid in the reservoir (1).
3. If necessary, top up the level.

10.2.28 Cleaning the air filters for the cabin

A filter is installed in the cabin (recirculation filter) (1), and a filter is installed at the rear on the outside of the cabin (external filter) (2).

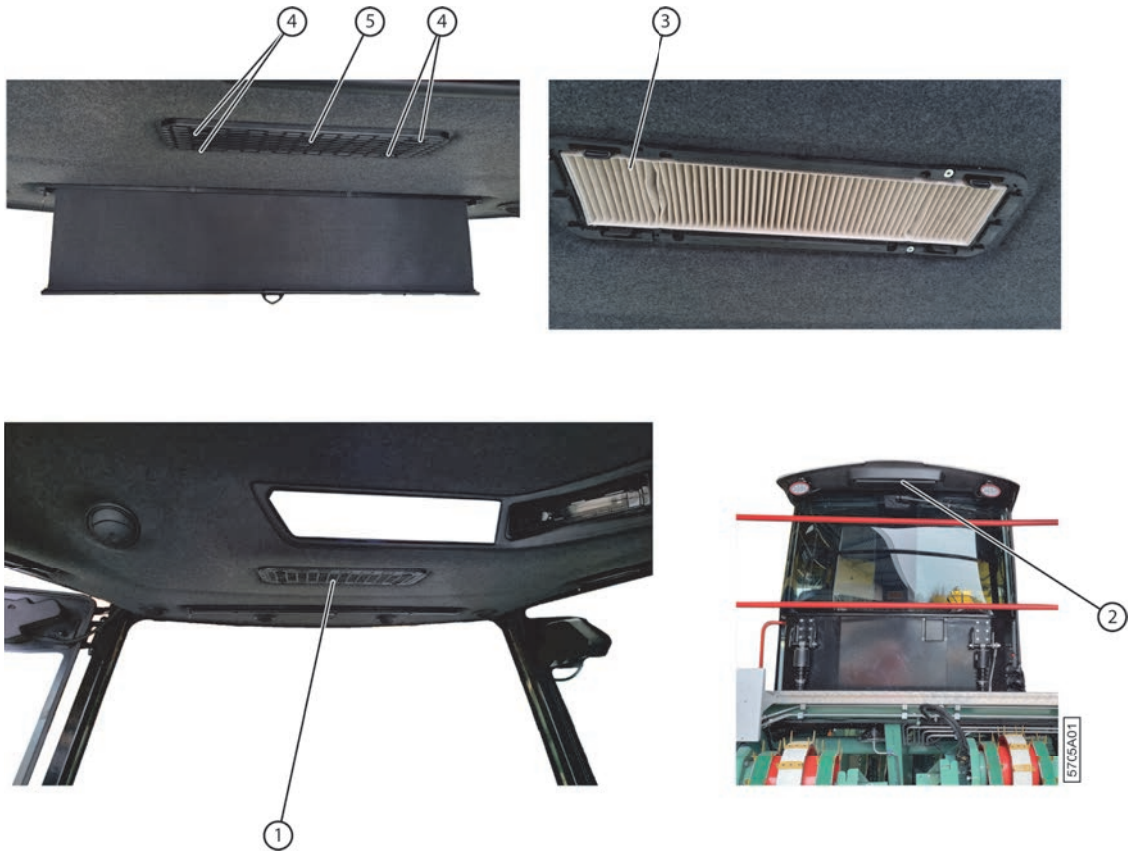


Fig. 119: Cleaning the air filters for the cabin

1. Using your thumb and forefinger, squeeze the clamps (4) and remove the grill (5).
2. Check whether the filter element (3) is clean.
3. If the filter element is dirty, use a vacuum cleaner to clean the filter element.
4. If the filter element is too dirty, replace the filter element.
5. Install the cleaned or new filter element.
6. Refit the grill.
7. Repeat from step 1, to clean the external filter.

10.2.29 Checking the condition and the alignment of the conveyor belts

This task must be performed from the cabin by the driver, without other persons in the vicinity of the machine.

1. Allow the conveyor belts to rotate.
2. Check the attachments on the conveyor belts.
   Ensure that all attachments are perpendicular. Where attachments are missing, new attachments must be installed.
3. Check the alignment of the conveyor belts.

See also

- 9.2.4 Adjusting the tension of the conveyor belts on page 140

10.2.30 Checking the level of the hydraulic oil

Executor: operator

1. Read the safety instructions and observe them.
2. Check the level of hydraulic oil via the level meter (2) mounted on the hydraulic tank (1).
   The level meter is visible from the cabin.
3. The level must be between the lowermost red line and the uppermost blue line.

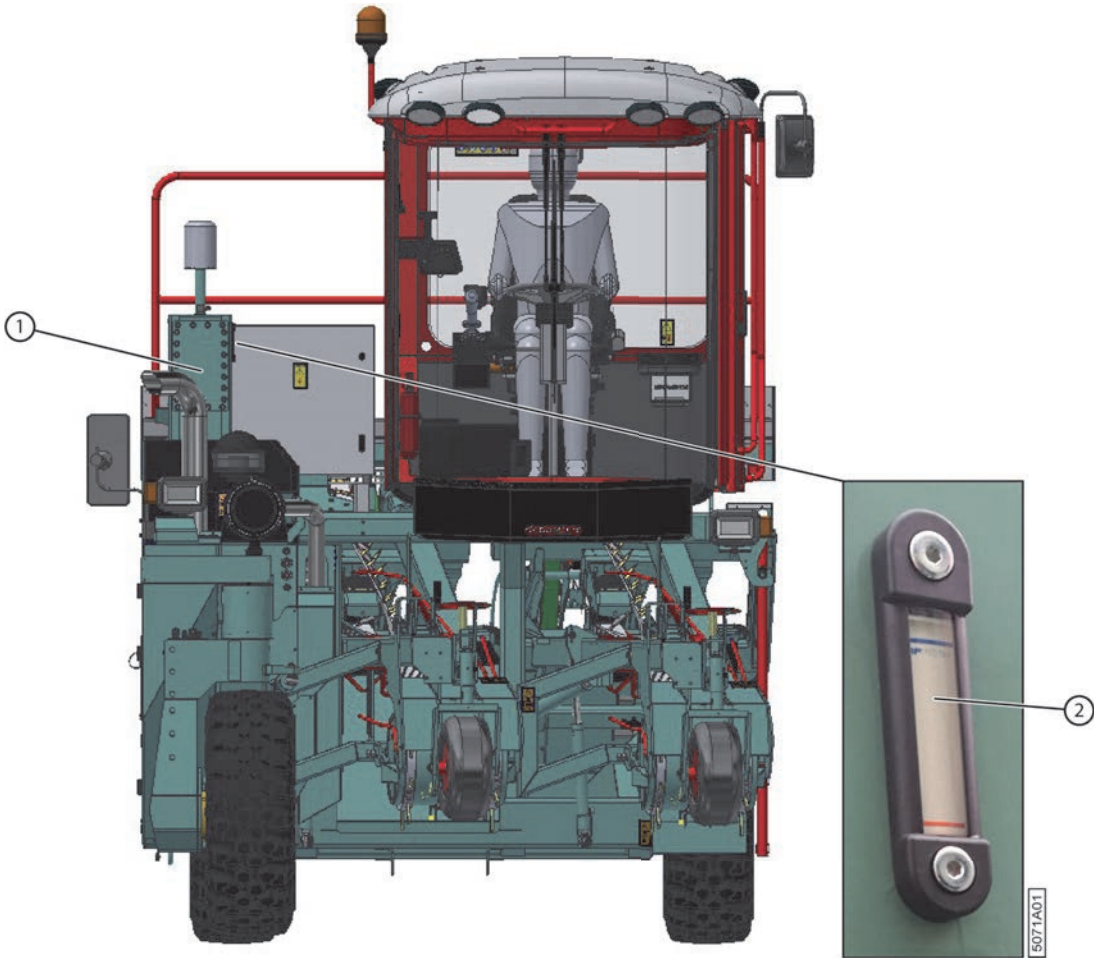


Fig. 120: Hydraulic oil level

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.31 Analysing the hydraulic oil

Instead of changing the oil, you can analyse the oil in order to guarantee the optimal operation of the hydraulic system.

Required equipment:

- 1 completely clean glass recipient or bottle with minimum capacity of 0.5 litre

Executor: qualified technician

1. Read the safety instructions and observe them.

2. Ensure that the hydraulic oil is still hot, so that it is more runny.

CAUTION
Risk of burns from hot oil. Ensure that the temperature is not too high, use appropriate personal protection equipment and perform work with care.

3. Clean the area around the coupling of the hydraulic pipe where you collect the oil.
4. Disconnect the hydraulic pipe.
5. Collect 0.5 litre in the recipient or bottle.
6. Reconnect the hydraulic pipe.
7. After several hours, check the condition of the oil.
   - Is the oil turbid?
   - Has the oil thickened?
   - Are there small copper particles and/or rubber particles at the bottom of the recipient?
   - Is the oil milky due to condensation in the tank?
   - As a result of heating, does the oil have a smell that is different from new oil?
8. If the answer is “yes" to 1 or more of the above questions, replace the oil.

TIP
In the case of doubt, allow the oil to be checked by a hydraulic systems specialist.

See also
- 10.1 Safety regulations before starting the maintenance on page 147

10.2.32 Replacing the hydraulic oil

If, due to a technical problem, the oil has overheated, then it is recommended to replace all of the hydraulic oil, because the quality of the oil is no longer optimal. If the hydraulic pumps have encountered problems, and copper particles are present in the oil, then the oil must be filtered.

When replacing the hydraulic oil, all filters and the aerator must also be replaced.

Required:

- At least 145 litres of TOTAL EQUIVIS ZS 68
- Aerator

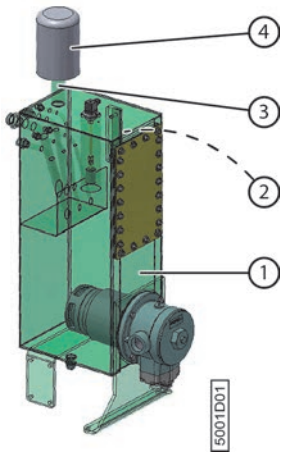


Fig. 121: Replacing the hydraulic oil

Executor: qualified technician

1. Read the safety instructions and observe them.

2. Drain the hydraulic oil tank (1).
3. Unscrew the aerator (4) from the tank in order to provide access to the filler hole (3).
4. Fill the tank with hydraulic oil up to the blue line on the level meter (2).

   It can take a while before the level meter indicates the actual level of oil in the tank. Therefore, fill the last part of the tank gradually in stages, and allow the enough time for the oil to adapt, via the level meter, to the level in the tank.
5. Check the level of hydraulic oil again, and top up as required.
6. Screw a new aerator onto the filler opening.
7. Start the machine 5 times in quick succession, without the engine reaching its maximum speed.
   This action removes any air remaining in the pumps and the pipes.

See also
- 10.2.33 Replacing the aerator of the hydraulic tank on page 167
- 10.1 Safety regulations before starting the maintenance on page 147
- 12.2.1 Draining the hydraulic tank on page 201

10.2.33 Replacing the aerator of the hydraulic tank

The locking piece (2) prevents the aerator (1) from inadvertently becoming detached from the air inlet (4).

Fig. 122: Aerator of the hydraulic tank

1. Remove the fasteners (3).
2. Remove the locking piece (2).
3. Unscrew the aerator (1) anti-clockwise.
4. Screw a new aerator clockwise onto the air inlet (4).
5. Refit the locking piece to lock the aerator.

10.2.34 Checking the hydraulic system for leaks

CAUTION
Carefully read the Safety Information Sheet about hydraulic oil.

Executor: qualified technician

1. Read the safety instructions and observe them.
2. If the machine is not used for a prolonged period, check whether oil is present underneath the machine.
3. Check all hydraulic components for leaks.

See also
- 10.1 Safety regulations before starting the maintenance on page 147

10.2.35 Checking the battery

1. Switch ON the battery switch.
2. Check the battery indicator on the dashboard:
   - If the battery indicator extinguishes after starting the engine, the battery will be charged when the engine is running.
   - If the battery indicator remains lit, there is a problem with the charging circuit for the battery, causing the battery voltage to decrease until the machine no longer operates. It is prohibited to work with the machine when the battery is not correctly charged.
3. Check that the battery voltage exceeds 12 V. In the Road mode, you can read the value of the battery voltage on the control screen.

10.2.36 Maintaining the battery

CAUTION

When opening the filler caps, hazardous vapours can escape. Provide a well-ventilated room.

If the liquid in the battery comes into contact with the skin and/or if it is swallowed, this can cause serious burns. If the acid comes into contact with clothing, it can burn through clothing.

A risk of electric shock exists when cleaning the battery terminals or connecting the cables.

Executor: qualified technician

1. Always disconnect the negative (black) cable first, and then the positive (red) cable.
2. Use a wire brush or sandpaper to clean the battery terminals.
3. First reconnect the positive (red) cable, then the negative (black) cable.
4. Check that both cables are secure.
5. Open the battery filler caps.
6. Check that the liquid is 2 cm above the electrodes.
7. If necessary, top up with distilled water.
8. Refit the battery filler caps.

10.2.37 Checking the electrical system

1. Check the operation of the emergency stop button.
2. Check the operation of every other function.
   In the event of a fault message, first look on the control screen for the cause, before using the machine in a field or driving on public roads.

10.2.38 Replacing the suction filter for the hydraulic oil

Only use the prescribed suction filter from Depoortere NV with a density of 10 µ.

Required spare parts:

- Arlon filter 10 µ. Reference Depoortere NV: 1210100000

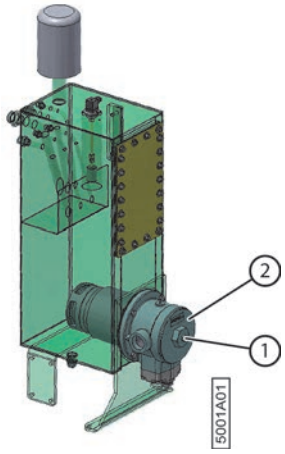


Fig. 123: Suction filter hydraulic tank

Executor: qualified technician

1. Read the safety instructions and observe them.
2. Unscrew the bolt (1) of the suction filter approximately 3 cm until the end point can be felt.
3. Unscrew the filter housing (2).
4. Remove the filter element.

   NOTE
   Carefully inspect the dirty filter element. Shreds of rubber indicate that a seal has been damaged, and metal particles indicate excessive wear.

5. Install a new filter element.
   If necessary, install a new O-ring Ø 154.00 x 6.00 SHORE 70. Reference Depoortere NV: 0234515460 This O-ring is slightly thicker and seals better after the disassembly. You can also use the existing O-ring. If this is done, at the end of this procedure, check that the filter does not leak.
6. Refit the filter housing.
7. Screw the bolt of the suction filter fully in.
8. Vent the suction filter by waiting at least 30 minutes.
   This allows air molecules in the oil to rise to the surface.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.39 Maintaining the airco

WARNING
Work on the air conditioning may only be performed by an approved company.

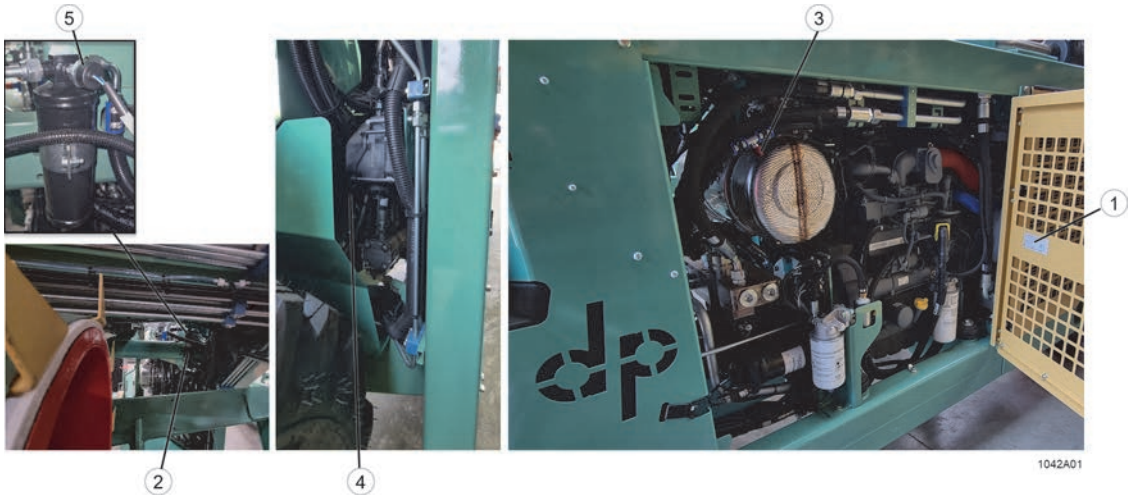


Fig. 124: Location of the airco parts

Nr.	Part
1	Information sticker
2	Dry filter
3	High-pressure connection point (red)
4	Low-pressure connection point (blue)
5	Switch

NOTE
For more information about the airco, consult the sticker that is affixed by the manufacturer.

Fig. 125: The sticker with information about the air conditioning

This information sticker states the quantity of oil, the quantity of gas, the type of gas, and the filling date.

You must replace the dry filter every 3 years. The dry filter consists of a membrane and granules for drying the gas. After 3 years, the granules are saturated and the dry filter must be replaced. After being exposed to repeated shocks, the membrane can become damaged, so that the dry filter has to be replaced prematurely.

When replacing the gas, you use the high-pressure connection point (red) and the low-pressure connection point (blue).

If the airco no longer operates, this can be due to the following:

- The switch is defective.
- The switch does not receive a signal.
- A leak has caused all of the gas in the circuit to escape.

10.2.40 Replacing the dry filter of the airco

WARNING
Work on the air conditioning may only be performed by an approved company.

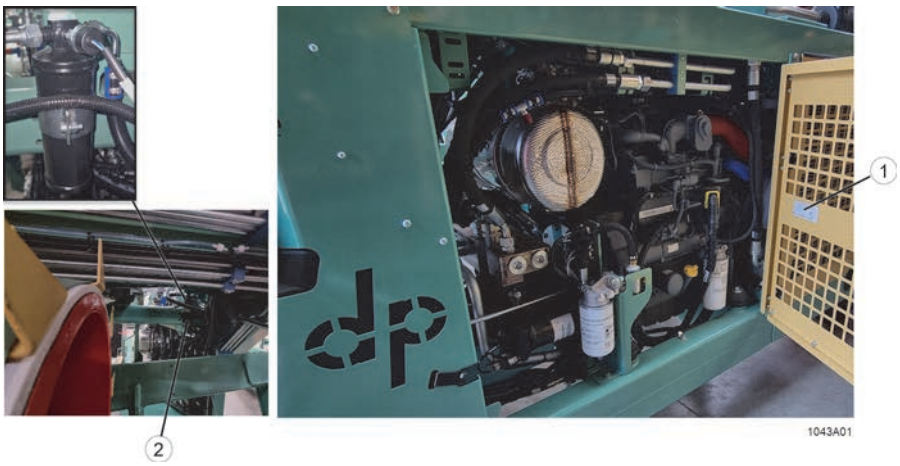


Fig. 126: Location of dry filter airco

NOTE
After replacing the dry filter (2), you must again add a few millilitres of airco oil as stated on the sticker (1).

10.2.41 Important points to note when lubricating

Important points to note when lubricating grease points

- ONLY use the recommended lubricating greases. Less well-known lubricating greases are often inferior in quality, and can shorten the service life of parts.
- Remove dirt from the grease nipples before lubricating.
- Carefully lubricate all grease points in accordance with the lubrication plan.
- Remove excess grease after lubricating.

Important points to note when replacing oil

NOTE
Always use oil for topping up that is the same type as the oil that already exists in the part. The mixing of different types of oil usually has an adverse effect on the lubrication, and results in the service life of the part being shortened.

CAUTION
Replace the oil when the oil is lukewarm. It is important to note that the oil can reach high temperatures. You must therefore be careful not to sustain burns.

10.2.42 The lubricating schedule

Frequency

- h = work hours
- y = years

Executor: Operator

Item	Frequency	Lubricant	Instruction
Front wheel	8 h	Multis EP 2	10.2.43 on page 172
Front wheel - spindle	8 h	Multis EP 2	10.2.43 on page 172
Cylinder left-hand pick-up	8 h	Multis EP 2	10.2.45 on page 173

Item	Frequency	Lubricant	Instruction
Front wheel	1 y	Multis EP 2	10.2.44 on page 172
Front wheel	1 y	Multis EP 2	10.2.44 on page 172
Sprung front wheel	1 y	Multis EP 2	See 10.2.46 on page 174.

NOTE
The number refers to the lubrication point on the illustration in the lubrication instructions.

See also
- 5.2 Storing the machine on page 69

10.2.43 Lubricating the front guide wheel

Executor: operator

1. Switch OFF the machine safely.
2. Place the manual pump onto the lubricating nipple (1) and pump 5 times.
3. Remove any excess grease.
4. Use lubricating grease and a brush to lubricate the spindle (2).

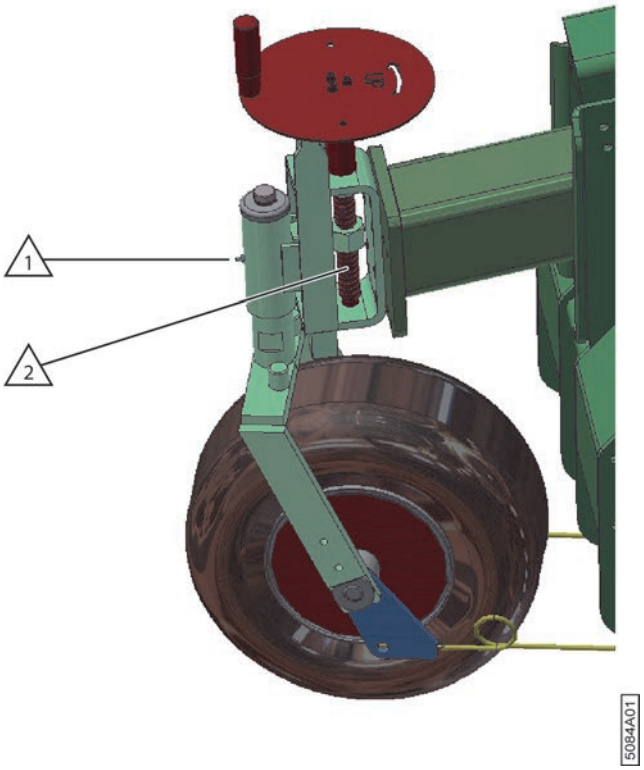


Fig. 127: Lubricating front guide wheel

10.2.44 Lubricating the pivot of the front wheel

Read beforehand: 10.2.41 Important points to note when lubricating on page 171.

The pivot of the front wheel is lubricated by the manufacturer and, under normal conditions, no longer has to be lubricated. However, if work is performed on the front wheel, the pivot may have to be lubricated again.

Executor: operator

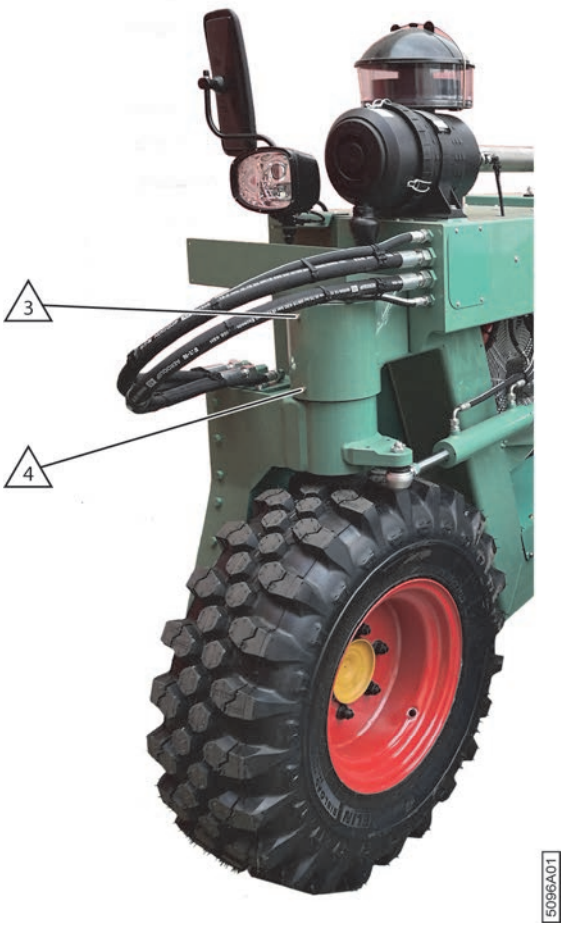


Fig. 128: Lubricating the front wheel

1. Read the safety instructions and observe them.
2. Remove the bolts (3) and (4).
3. Place a lubricating nipple in the lowermost opening (4).
4. Place the manual pump onto the lubricating nipple (4) and carefully pump 5 times.

CAUTION
Pump carefully so that you do not damage the seal.

5. Remove the lubricating nipple.
6. Refit the bolts.

NOTE
A bolt completely seals the opening, and this is not always the case with a lubricating nipple.

7. Remove any excess grease.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.45 Lubricating the cylinder of the left-hand pick-up

Read beforehand: 10.2.41 Important points to note when lubricating on page 171.

Executor: operator

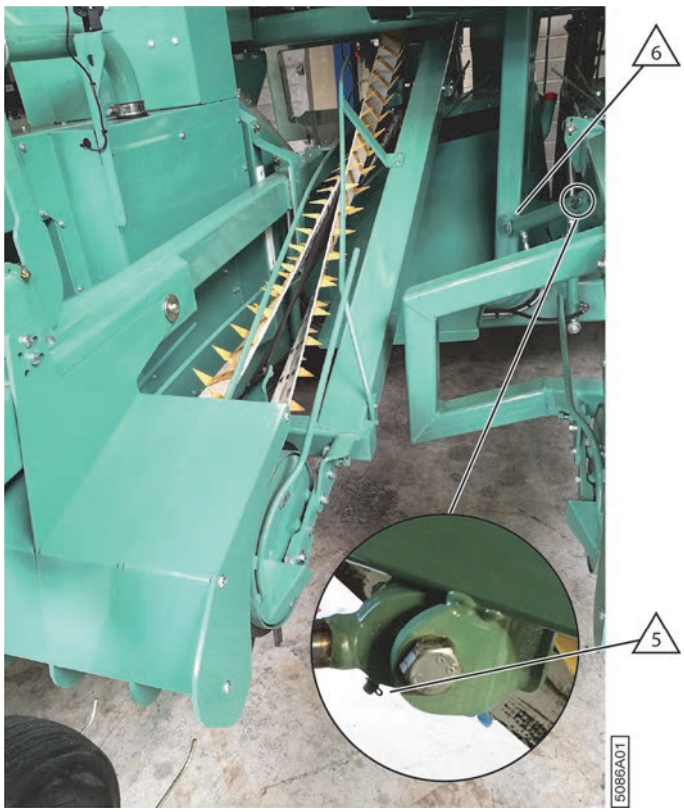


Fig. 129: Lubricating cylinder left-hand pick-up

1. Read the safety instructions and observe them.
2. Place the manual pump onto the lubricating nipple (5) and pump 5 times.
3. Place the manual pump onto the lubricating nipple (6) and pump 5 times.
4. Remove any excess grease.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.2.46 Lubricating the spring of the front wheel

NOTE
Lubricate the spring before the start of the season.

Executor: operator

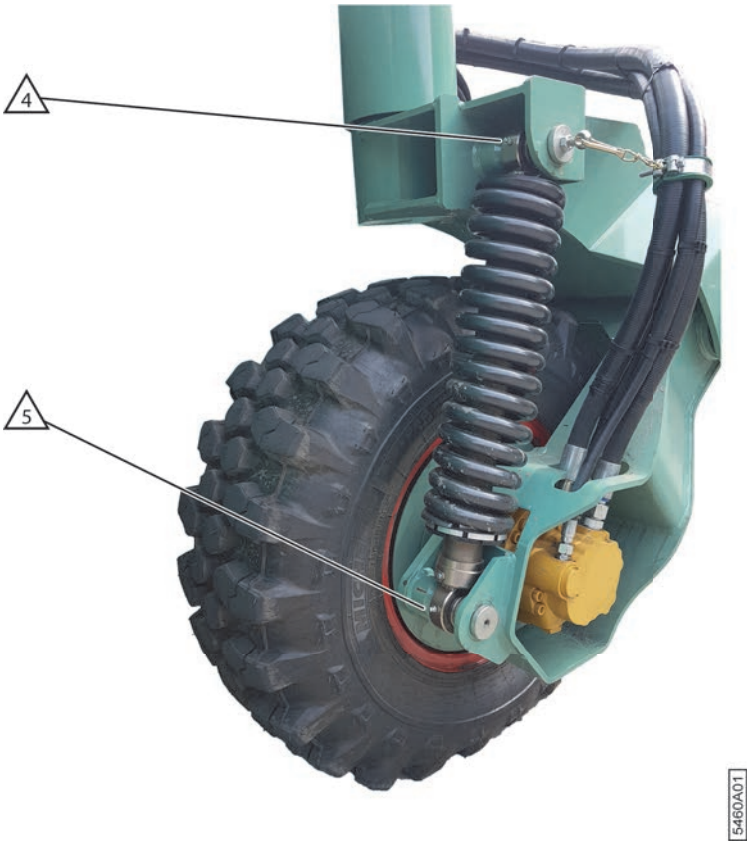


Fig. 130: Lubricating the spring of the front wheel

1. Switch OFF the machine safely.
2. Place the manual pump on the grease nipples and pump until the lubricating grease comes out.

10.2.47 Maintaining the anti-dirt panels

The anti-dirt panels (1) prevent the flax from penetrating the wheel motors (2).

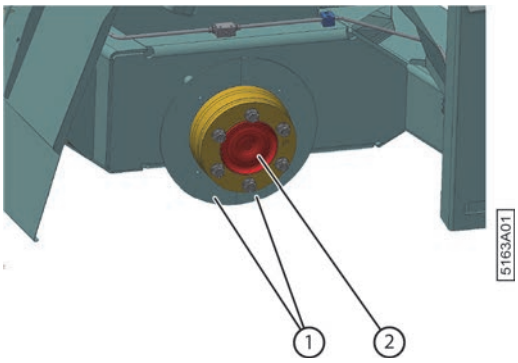


Fig. 131: Anti-dirt panels for the right-hand wheel

1. Jack up the machine.
2. Remove the wheel.
3. Remove flax and other dirt.
4. Refit the wheel.
5. Tighten the wheel nuts.
6. Lower the machine to the ground.

7. Repeat this for the other rear wheel.

See also
- 10.3.3 Jacking up the machine on page 179
- 10.2.20 Tightening the wheel nuts on page 160

10.2.48 Cleaning the venting filter for the fuel tank

A venting filter is installed on the fuel tank to ensure that a vacuum is not created inside the fuel tank. If the fuel level drops, air is sucked in via the venting filter. The venting filter also ensures that the air is filtered so that dust and dirt do not enter the fuel tank.

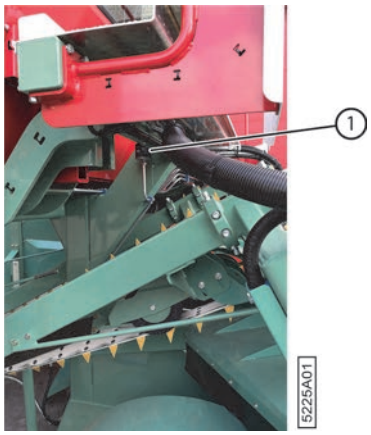


Fig. 132: Venting filter for fuel tank

1. Use a cloth, remove dust and dirt from the inlets of the venting filter (1).
2. If the venting filter is too dirty, the maintenance technician must replace this filter.
   Follow the instructions that are supplied with the new venting filter.

10.3 Corrective maintenance

The corrective maintenance is required when a part is defective, or when the expected service life has been attained.

WARNING
Corrective maintenance may only be performed by qualified technicians who possess sufficient knowledge and experience for performing the task.

10.3.1 Towing the machine (with operational diesel engine)

Tow the machine as little as possible. When towing the machine, position a lorry as close as possible to the machine.

CAUTION
The machine may only be towed at a maximum speed of 5 km/hour, and for NO LONGER THAN 3 minutes!

1. Release the brakes for the rear wheels by releasing the parking brake.
2. On the Drive pump, use a 22 mm spanner to unscrew the 2 bolts (1) 3 turns anti-clockwise. Do not unscrew more than 3 turns, otherwise you will encounter leaks!

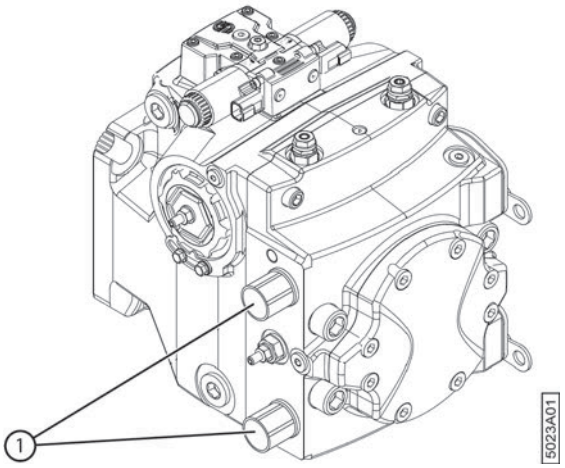


Fig. 133: Opening the hydraulic circuit for the wheels

Ensure that the hydraulic circuit for the wheels is open during the towing of the machine.

3. Ensure that all protective panels are closed and secured.
4. Connect a towing belt to the towing eye (8) at the front of the machine.

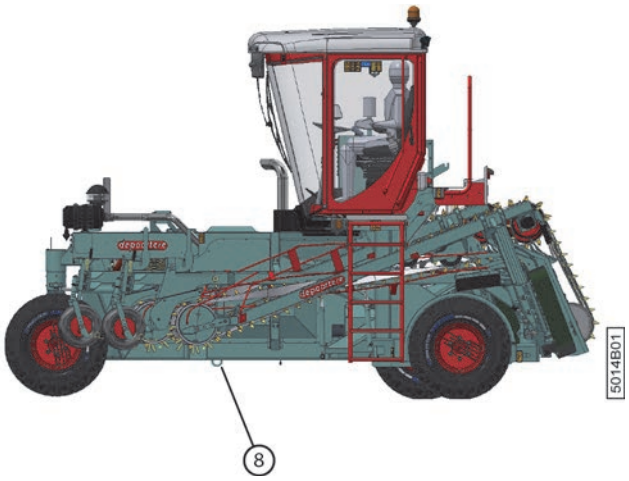


Fig. 134: Towing eye of the machine

5. Connect the other end of the towing belt to the towing vehicle.
6. Tow the machine to the desired location. Move the front wheel of the machine in the towing direction,
7. After towing, tighten the bolts (1) using a 22 mm spanner to a torque of 70 Nm.

See also

- 2.2.19 The parking brake on page 42

10.3.2 Towing the machine (with defective diesel engine)

If the machine has to be towed due to a defective diesel engine, several preparations must be made to the rear wheels of the machine and the hydraulic circuit for the drive for the wheels. If these preparations are not performed, this can result in irreversible damage to the wheels and the hydraulic circuit.

Tow the machine as little as possible. When towing the machine, position a lorry as close as possible to the machine.

CAUTION
The machine may only be towed at a maximum speed of 5 km/hour, and for NO LONGER THAN 3 minutes!

Required equipment: contact Depoortere NV for suitable tools for releasing the brake.

1. On the Drive pump, use a 22 mm spanner to unscrew the 2 bolts (1) 3 turns anti-clockwise. Do not unscrew more than 3 turns, otherwise you will encounter leaks!

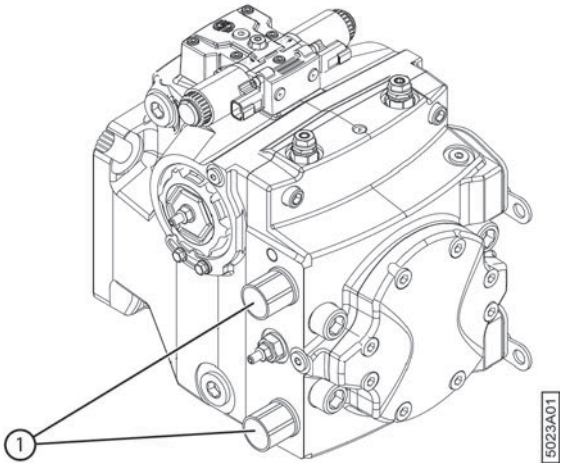


Fig. 135: Opening the hydraulic circuit for the wheels

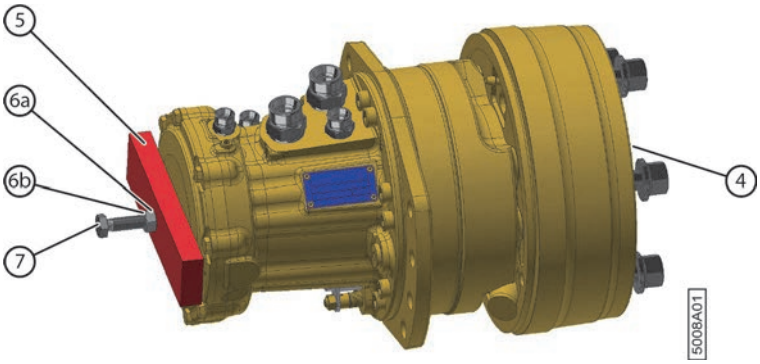


Fig. 136: Release the brake

Ensure that the hydraulic circuit for the wheels is open during the towing of the machine.

2. Remove the rubber plug (4) and release the metal plug from the centre of the rear wheel (3).
3. Place the metal bar (5) across the width of the rear wheel.
4. Use oil to lubricate both sides of the washer (6a), and install the washer.
5. Insert the bolt (7) together with the nut (6b) through the opening of the metal bar, and tighten the bolt in the brake.
6. Tighten the nut to a torque of 60 Nm +/- 5 Nm.
   The brake for the rear wheel must now be released so that the wheel axle can rotate.
7. Repeat from step 2 for the other rear wheel.
8. Ensure that all protective panels are closed and secured.
9. Connect a towing belt to the towing eye (8) at the front of the machine.

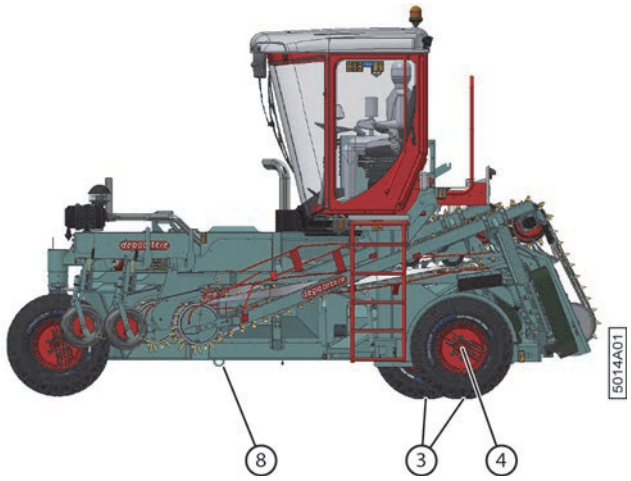


Fig. 137: Towing eye of the machine

10. Connect the other end of the towing belt to the towing vehicle.
11. Tow the machine to the desired location. Move the front wheel of the machine in the towing direction.
12. After towing, remove the fittings from the wheels.
13. After towing, use a 22 mm spanner to tighten the bolts (1) to a torque of 70 Nm.

10.3.3 Jacking up the machine

You can jack up the machine to replace a wheel or perform maintenance work. Use a serviceable jack that has a minimum load-bearing capacity of 5 tons.

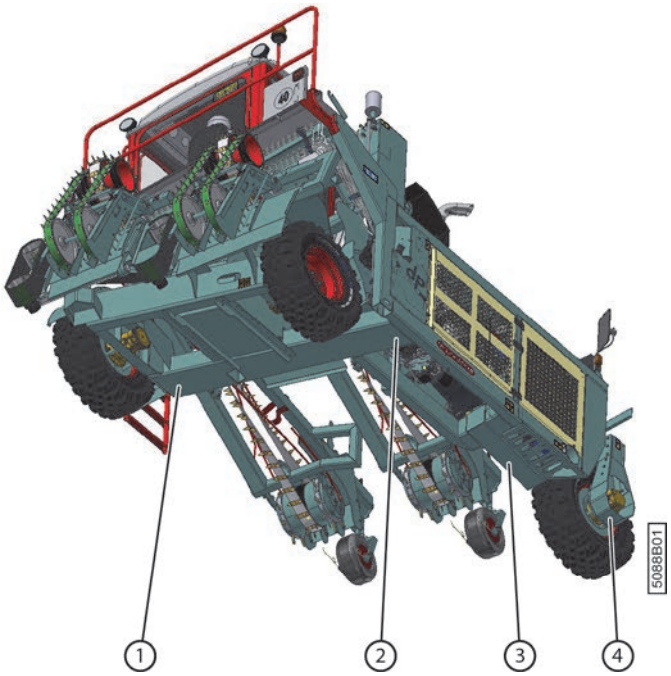


Fig. 138: Support points

Executor: qualified technician

1. Read the safety instructions and observe them.
2. Block the wheels by applying the parking brake.
3. Ensure that the surface underneath the support points is stable and flat.

4. Place a jack underneath one of the support points.

WARNING
The support point (4) on the front wheel may not be used. Use the support points (1) and (2) on the beam and the support point (3) at the front.

5. Jack up the machine. Ensure that the machine will not tip over.
6. Install robust supports when working on top of, underneath, or on the machine.
7. Perform the required maintenance.
8. Remove the supports.
9. Slowly lower the machine.

See also
- 10.1 Safety regulations before starting the maintenance on page 147

10.3.4 Jacking up the machine (sprung front wheel)

You can jack up the machine to replace a wheel or perform maintenance work. Use a serviceable jack that has a minimum load-bearing capacity of 5 tons.

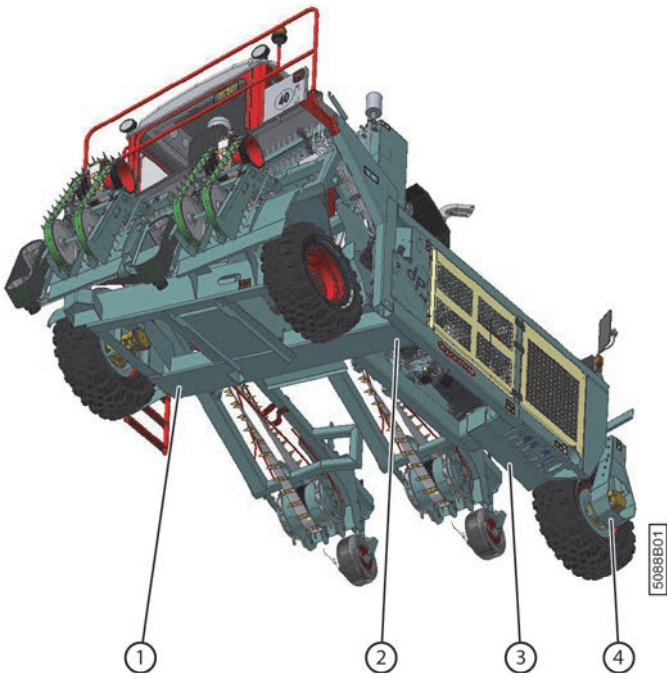


Fig. 139: Support points

Executor: qualified technician

1. Read the safety instructions and observe them.
2. Block the wheels by applying the parking brake.
3. Ensure that the surface underneath the support points is stable and flat.
4. Place a jack underneath one of the support points.

WARNING
The support point (4) on the front wheel may not be used. Use support points (1) and (2) on the beam and the support point (3) at the front.

5. Jack up the machine. Ensure that the machine will not tip over.
6. Install robust supports when working on top of, underneath, or on the machine.

7. Perform the required maintenance.
8. Remove the supports.
9. Slowly lower the machine.

10.3.5 Welding on the machine

DANGER
Welding work on safety-related parts must always be performed by a specialist tradesman. This guarantees the required level of safety in relation to wheel axles, brakes, protective equipment, etc.

Executor: qualified technician

1. Read the safety instructions and observe them.
2. Disconnect all controllers.
3. Remove all flammable products from the vicinity of the machine.

WARNING

- Remove all flax residues from the machine. Do not perform welding work on the machine if flax is still present in the machine!
- Never weld in the vicinity of materials that can catch fire or melt. For example: belts, hydraulic pipes, wheels, battery, etc. Welding spatter can penetrate a battery and cause an explosion.

4. Place the negative clamp of the welding device as close as possible to the welding location in order to prevent damage to the electrical system.

See also
- 2.2.23 The electrical cabinets on page 44
- 10.1 Safety regulations before starting the maintenance on page 147

10.3.6 Replacing a scraper

Only replace a scraper when it can no longer be optimally adjusted.

See 9.2.6 Adjusting the scraper on page 141

See also
- 9.2.6 Adjusting the scraper on page 141

10.3.7 Replacing a conveyor belt

Executor: qualified technician

1. Switch OFF the machine safely.
2. Loosen the conveyor belts.
3. Loosen the connection (1) for the belts by unscrewing the 3 socket-screws (2).

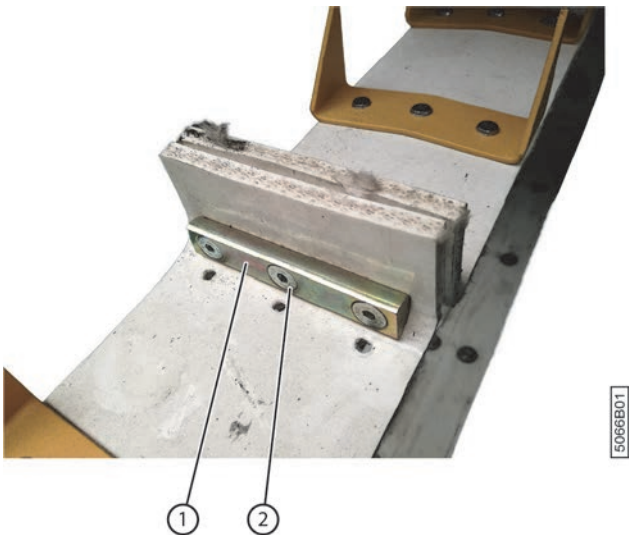


Fig. 140: Replacing a conveyor belt

4. Remove the conveyor belt.
5. Install the new conveyor belt. Pay attention to the mounting direction.
6. Retighten the connection.
7. Tighten the conveyor belts.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.3.8 Replacing a hydraulic component

NOTE
Hydraulic hoses are subject to a natural aging process and must be regularly replaced, even when no defects are visible externally. The maximum period of use for hydraulic hoses must usually not exceed 6 years, including a possible storage period of 2 years.

Executor: qualified technician

1. Read the safety instructions and observe them.
2. If the hydraulic component is lower than the hydraulic tank, you must isolate the hydraulic tank by closing the filter valve.
   Otherwise, the entire contents of the tank will drain away! In the case of hydraulic valves that are located higher than the hydraulic tank, you do not have to close the filter valve.
3. Use a receptacle to catch the oil that is released.
4. Clean the area directly surrounding the connections for the hydraulic component.
5. Remove the component.
6. Clean the connections and ensure that dirt does not enter the hydraulic circuit.
7. Install the new component.
8. Reopen the filter valve.
9. Check the oil level in the hydraulic tank.
10. Switch ON the machine again.
11. Check the pressure values.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.3.9 Replacing a tooth of a pick-up drum

The teeth of the pick-up drum come into contact with earth and stones and are subject to wear or can break.

Executor: qualified technician

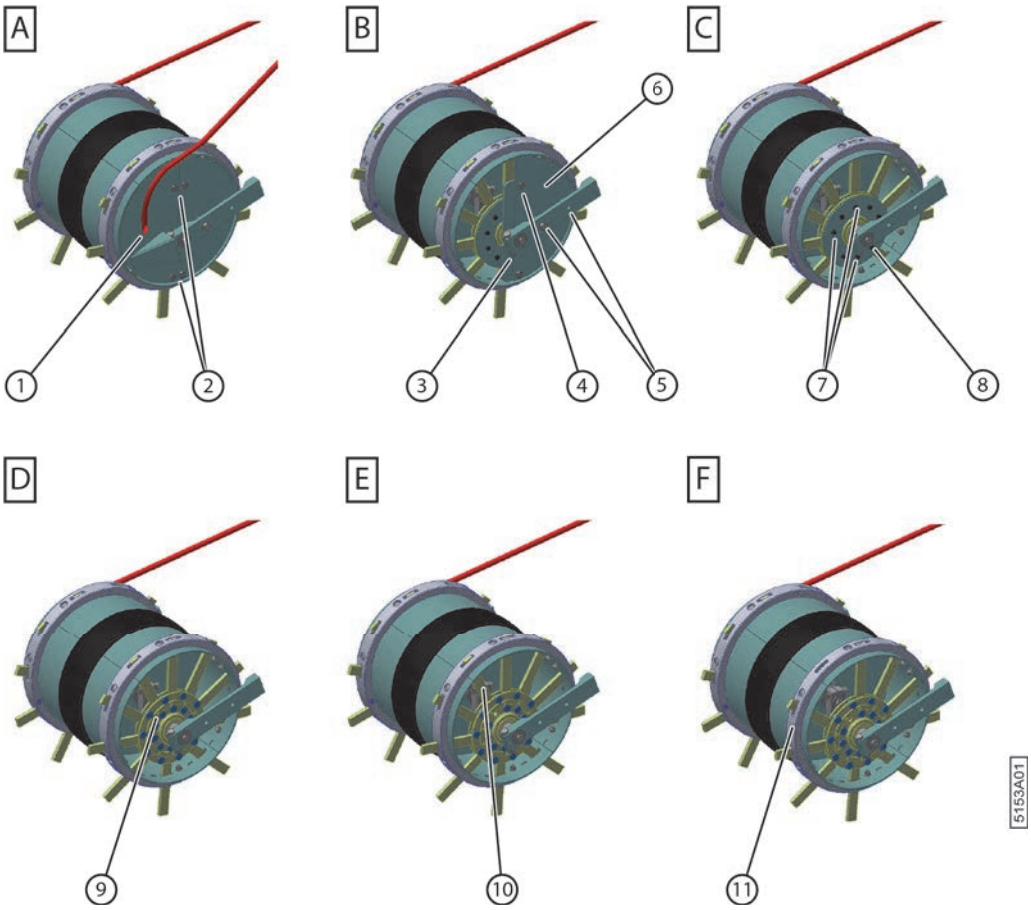


Fig. 141: Replacing the tooth of the pick-up drum

1. Read the safety instructions and observe them.
2. Undo the bolts (2) and remove the cover (1).
3. Undo the bolts (4) end remove the connecting piece (3).
4. Undo the bolts (4) and (5) and remove the cover (6).
5. Undo the 3 socket-screws (7) and slide the flange (8) backwards to gain access to the rivets (9).
6. Remove the rivet (9) from the tooth to be replaced.
7. Remove the tooth (10).
8. Replace the nylon guides (11).
   Each guide is secured by wooden bolts to the pick-up drum.
9. Install a new tooth, and install new rivets.

CAUTION

Pay attention to the position of the recess in the tooth!

See figure. The arrow indicates the normal direction of rotation of the pick-up drum.

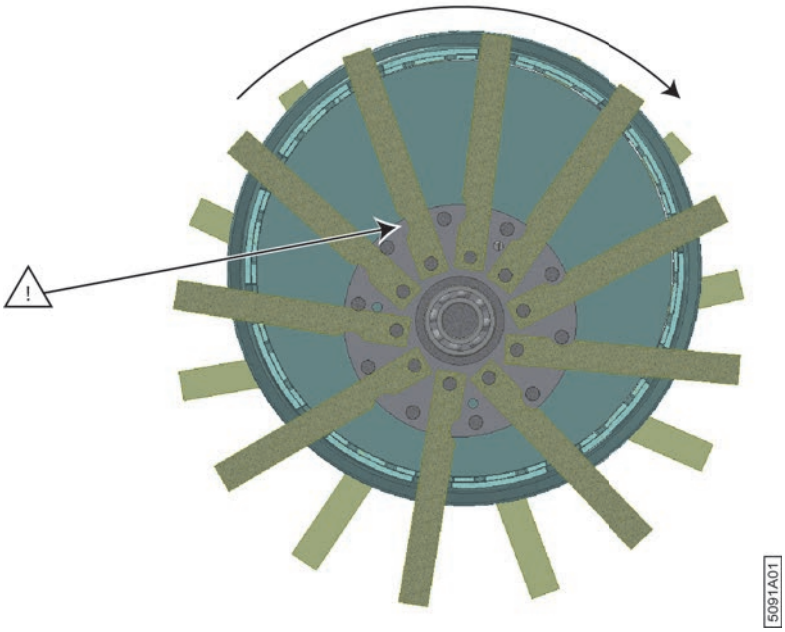


Fig. 142: Installing a new tooth

10. Perform the procedure in reverse order to reinstall everything.

See also

- 10.2.23 Checking the teeth of the pick-up drum on page 161

10.3.10 Replacing an attachment on the conveyor belt

Executor: qualified technician

Required:

- Attachment. See the spare parts list for the correct reference.
- Special bolts M6 x 20. See the spare parts list for the correct reference.

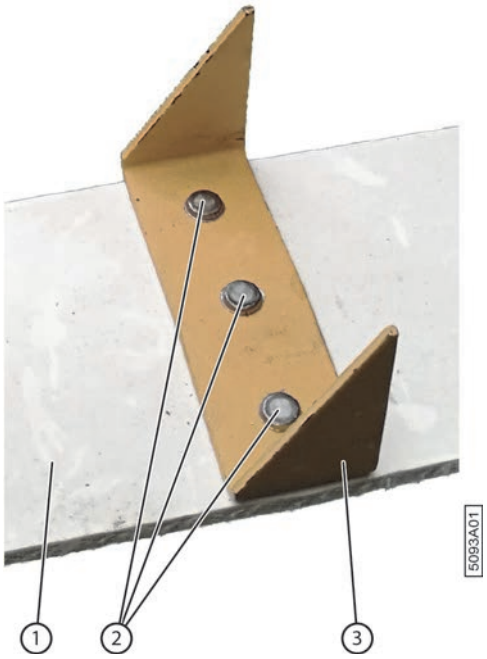


Fig. 143: Replacing attachment

1. Switch OFF the machine safely.
2. Grind off the rivets (2) on the side of the attachment (3).
   This prevents damage to the belt (1).
3. Install the attachment on the belt and secure it using the 3 bolts.
   You install the flat head of the bolt in the belt. On the other side of the belt, you install the attachment with lock nuts.
4. Select the start window.

See also

- 10.1 Safety regulations before starting the maintenance on page 147

10.3.11 Replacing a sensor

See the user manual for the sensor.

Executor: qualified technician

1. Read the safety instructions and observe them.
2. Measure and note the present position of the sensor.
3. Replace the sensor and install it in the same position as the removed sensor.
4. Test the operation of the sensor.

See also

- 10.1 Safety regulations before starting the maintenance on page 147
- 2.4 Accessories and options on page 53

10.3.12 Replacing a fuse

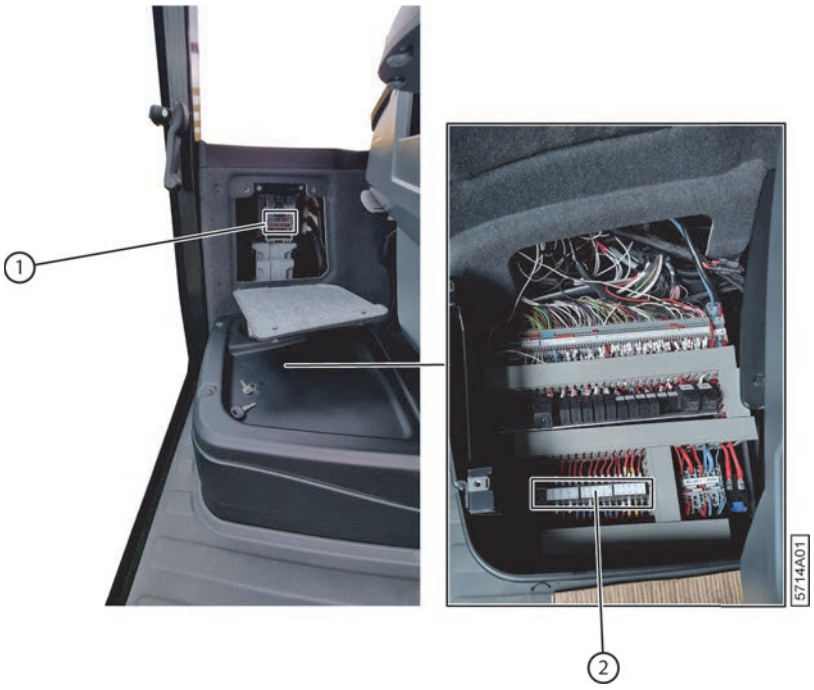


Fig. 144: The location of the fuses

1. Perform one of the following actions:

Nr.	Location	Fuses	Instruction
1	Fuses for the cabin	F16 - F25	Unscrew the 2 knobs above the panel, and open the panel.
2	Fuses for the machine	F1 - F15 F26 - F32	Undo the 4 screws and open the housing.

2. Replace the fuse. See 13.7 Overview of the fuses on page 209.
3. Close the panel and/or secure the housing.
4. Check the operation of the machine.

See also

- 13.7 Overview of the fuses on page 209

10.3.13 The exhaust gas post-treatment system

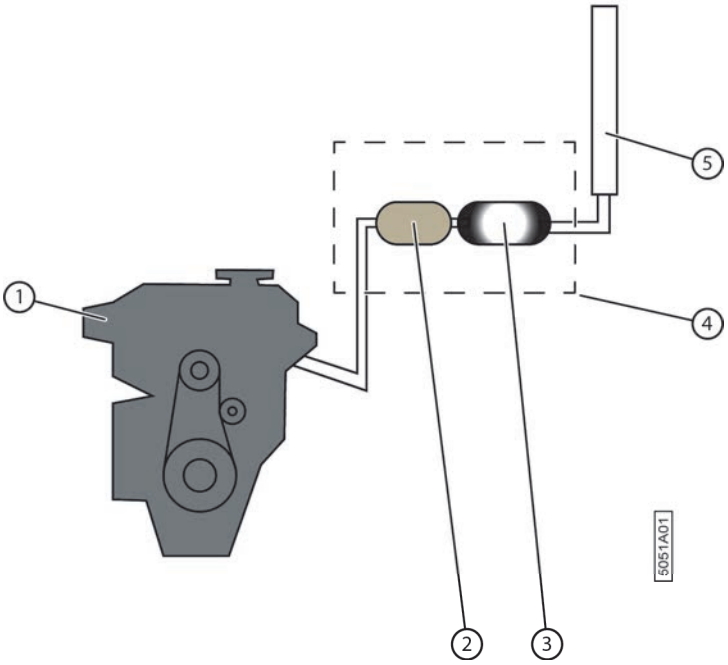


Fig. 145: Exhaust gas post-treatment system

Regeneration continuously takes place in the exhaust gas post-treatment system (4). After every 550 hours, a standstill-regeneration is also required.

The catalyser (SCR or selective catalytic reduction) reduces the amount of nitrogen oxide emitted by the engine (1). For this, AdBlue is injected into the exhaust gases system. In the catalyser (2), the AdBlue reacts with the nitrogen oxide that is present in the exhaust gas, to produce nitrogen and hydrogen.

The soot and fine particles are retained by the soot filter and are stored there. After every 550 hours, a message is generated stating that the standstill-regneration must be performed. The regeneration combusts the soot in the soot filter. During the combustion, the temperature of the exhaust gases in the exhaust (5) increases to more than 600 °C.

After every regeneration, ash particles are left behind in the soot filter. A message is displayed if too much ash accumulates in the soot filter, and the soot filter must be replaced or cleaned. The replacement of a soot filter depends on the use of the engine and the message for this will be displayed between 5,000 and 10,000 hours or between 20 and 40 years for this machine.

NOTE
AdBlue is a registered trade name. The technical name is AUS32. In the United States, it is known as DEF (Diesel Exhaust Fluid), and in Brasil as ARLA32.

10.3.14 The 3 phases of standstill-regeneration

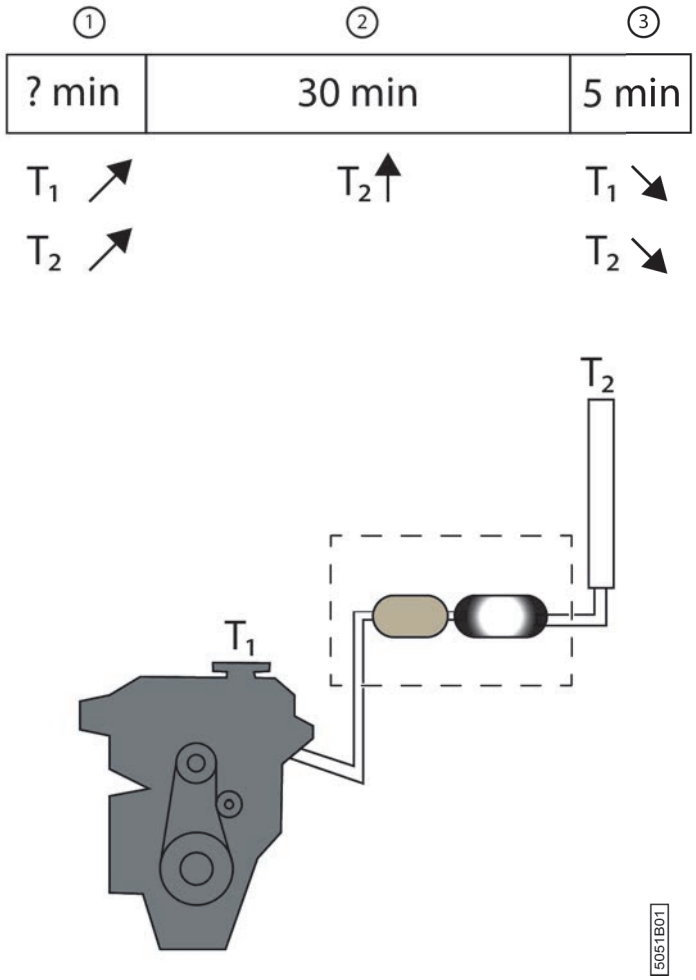


Fig. 146: The 3 phases of standstill-regeneration

The 3 phases are:

Nr.	Description	More information
1	Warming-up phase	The warming-up phase is activated depending on the coolant temperature T1 and the exhaust gas temperature T2. During the warming-up phase, the engine revs./ minute are increased in order to speed up the warming-up of the coolant and the exhaust gas. The duration of this phase depends on the initial temperature of the coolant and exhaust gas. The coolant temperature must be higher than 65 °C.
2	Main phase	When the desired temperatures are reached, the main phase begins. The exhaust gas temperature continues to increase and remains at a high value. This phase takes approximately 30 minutes.
3	Cooling-down phase	When the main phase has finished, the engine and the EAT system are cooled-down for approximately 5 minutes during the cooling-down phase. This is necessary to protect the hardware.

10.3.15 Limiting the power and the revs./minute

In order to satisfy the European directives, if the exhaust gas post-treatment system does not operate correctly, the relevant fault messages are displayed and limitations are implemented. For example, in the initial phase of incorrect operation, the engine power can be reduced and, in the next phase, the engine revs./minute can also be limited. If the engine continues to be used, it will come to a standstill, and can then only be restarted by DEUTZ!

The power limitation can only be temporarily disabled in phase 1 and phase 2 in order to allow the driver to bring the machine to a safe location!

The temporary disabling is:

- 30 minutes for the EMR 4 type of engine
- 25 minutes for the EMR 5 type of engine

If you switch OFF the engine during the temporary disabling of the power limitation, the remaining time for disabling will be saved and used subsequently. If you switch the engine back ON, the disabling of the power limitation will immediately be reactivated during the remaining saved time.

10.3.16 When is a standstill-regeneration required?

The message for performing a standstill-regeneration can be displayed for the following reasons:

- 550 hours have elapsed since the last complete and successfully performed standstill-regeneration.
- The soot content in the soot filter exceeds the permissible amount.
- If the automatic regeneration is not adequate, the engine reverts to warming-up mode 1. If this mode is not adequate, the engine reverts to warming-up mode 2. If the warming-up time in warming-up mode 2 takes too long, then a standstill-regeneration will be requested.
- Crystallisation occurs in the SCR system.

10.3.17 Conditions for performing a standstill-regeneration

The conditions for performing an optimal standstill-regeneration are:

- The machine must have a safe status. If this is not the case, the standstill-regeneration will not be performed, or the standstill-regeneration will immediately stop. For example: the joystick must be in neutral in order to go to STOP mode and activate the standstill-regeneration.
- On the control screen, you must confirm that the standstill-regeneration may be performed.
- The engine must be idling, and an engine fault must not be present.
- The SCR system must generate a signal so that the regeneration can be performed. The AdBlue tank must not be frozen!
- You may not activate any function of the machine.
- You may not drive the machine.

10.3.18 Temporarily disabling the power limitation

If the requested standstill-regeneration is not performed, then the system will react after a certain time with a power limitation (phase 1) and also later with an engine speed limitation (phase 2). The power limitation caused by the exhaust gas post-treatment system (EAT) can be temporarily disabled:

- 30 minutes for the EMR 4 type of engine
- 25 minutes for the EMR 5 type of engine

WARNING
The disabling of the power limitation is ONLY intended to allow the driver to bring the machine to a safe location!

1. Go to the menu via .
2. Select > **DPF**.
3. Select **Force EAT system**.
4. Confirm in the dialog box.
   The **Force EAT system** button flashes.

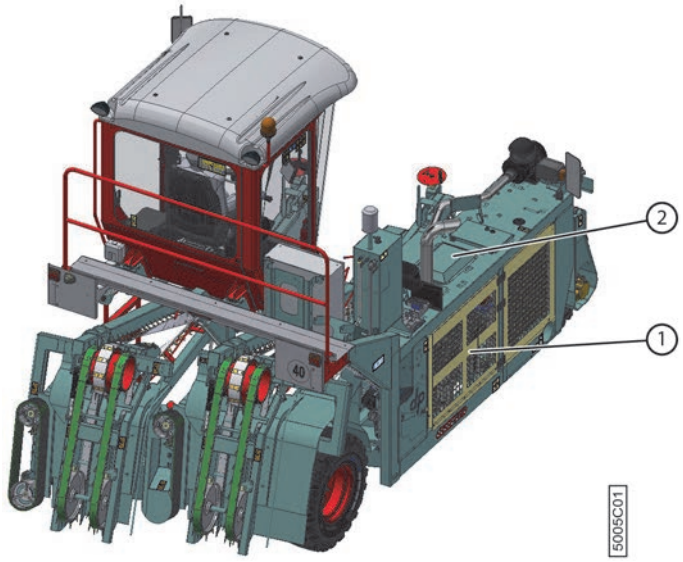
10.3.19 Performing the standstill-regeneration of the soot filter

After every 550 hours, a standstill-regeneration must be performed. This regeneration takes approximately 40 minutes. During this regeneration, the machine may not be used or driven!

After every 550 hours, a message is displayed on the control screen stating that a standstill-regeneration must be performed. If a standstill-regeneration has already been performed during the intervening period due to problems being encountered, the next standstill-regeneration will be performed 550 hours later.

During a standstill-regeneration, the soot filter of the engine is cleaned. It is recommended to perform the standstill-regeneration as soon as possible after the message, in order to prevent certain engine functions from being activated, causing the engine power to be decreased.

The regeneration can ONLY be performed if a corresponding message is displayed.



1. Read beforehand: 10.3.17 Conditions for performing a standstill-regeneration on page 189.
2. Place the machine on open land, at a safe distance from flammable objects.
3. Remove all of the dust and dirt beside the exhaust.

   WARNING
   FIRE RISK! During a standstill-regeneration, dust and dirt can start to combust! Keep the fire extinguisher within easy reach!

4. Remove the cover (2) above the engine compartment and open the door of the engine compartment (1).
   This is necessary in order to adequately dissipate the heat from the engine during the standstill-regeneration.

5. Run the engine at idling speed.
6. Place the joystick in the neutral position,
7. Place the machine in Stationary mode.
8. Press **OK**.

   The standstill-regeneration starts and takes 30 minutes. The entire duration of the standstill-regeneration depends on the initial temperature of the coolant and the exhaust gas. Press **Stoppen regeneratie** to interrupt the regeneration. This is not recommended because this means that the entire standstill-generation has to be started again.

   WARNING
   Closely monitor the exhaust system during the entire regeneration. During the standstill-regeneration, the exhaust reaches temperatures of approximately 600 °C!

   WARNING
   You may not use the machine during standstill-regeneration! Risk of burns!

9. Refit the cover above the engine compartment and close the door of the engine compartment.

11 Troubleshooting

11.1 The engine does not start

Check the following:

- The level of fuel in the fuel tank
- The oil level
- The condition of the battery (fully charged?)
- The position of the battery key
- The fuses

11.2 Performing tests

Perform a few tests to ascertain what does work and what does not work.

1. Perform the following tests:
   - Does everything work when driving forwards?
   - Does everything work when driving backwards?
   - Does everything work when the machine is stationary?
   - Can the conveyor belts rotate?
   - Can the pick-ups be raised or lowered?
2. Check the optimal operation of all sensors.

11.3 Measuring the pressure in the braking circuit

Executor: qualified technician

The hydraulic pump provides the pressure in the braking circuit (2) and also provides power steering. The nitrogen accumulator (3) ensures that braking can take place up to 7 times consecutively, if necessary, with less power steering than with an optimally functioning hydraulic pump.

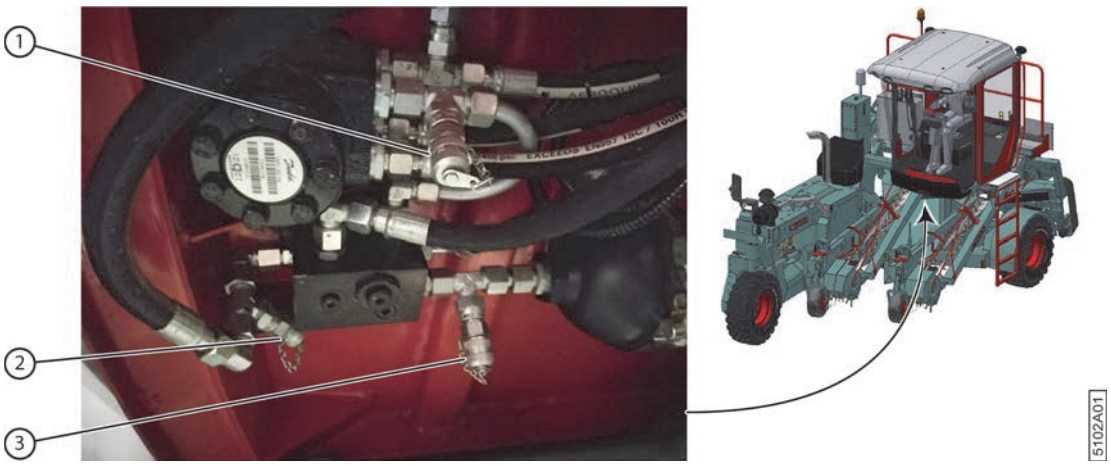


Fig. 147: Underneath the cabin

If the driver notices that the amount of power steering is sometimes decreased, the pressure must be measured.

1. Measure the pressure for the brake valve (2) (pressure must exceed 200 bar).

   If the pressure is lower, adjust this as follows:

   1 Connect a calibrated manometer to the measuring point (4).
   2 Remove the cap (5) from the control valve.
   3 Release the lock-nut (7).
   4 Turn the adjusting nut (5) until the pressure is 200 bar.

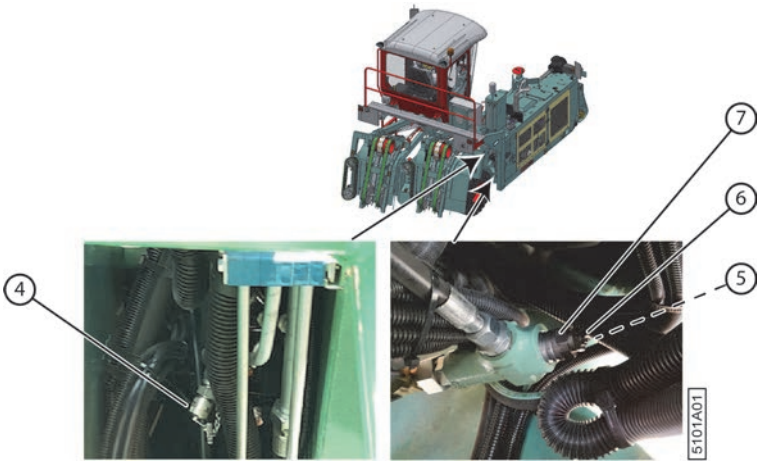


Fig. 148: Behind the engine compartment

2. Measure the pressure after the brake valve (3) via the nitrogen accumulator (pressure must exceed 160 bar).

   If the pressure is lower, replace the nitrogen reservoir.

3. Measure the pressure to the brake (1) (pressure must exceed 120 bar).

   If the pressure is lower, contact your dealer.

11.4 Troubleshooting table

NOT OK	Explanation / Cause	Solution
The machine can no longer drive quickly on roads and the flashing light no longer works.	Fuse FU13 is defective.	Replace fuse FU13. See 10.3.12 on page 186.

There is a separate troubleshooting table for the fault messages displayed on the control screen.

See also

- 11.5 Troubleshooting table fault messages on the control screen on page 195

11.5 Troubleshooting table fault messages on the control screen

All fault messages for the engine are displayed in the form of SPN and FMI on the control screen. For explanation relating to the cause, see 11.7 Overview of DEUTZ engine faults on page 198.

The other messages are displayed without SPN or FMI code on the screen. You can find an overview in the table below.

Nr.	Message / Fault	Explanation / Cause	Solution
-	**Please open the ladder**	The ladder is folded and you try to move the left-hand pick-up to the left.	Unfold the ladder.
-	**Please close the ladder**	The ladder is unfolded and the machine is in Road mode.	Fold the ladder
-	**Engine protection fault**		See 11.7 on page 198.
-	**Regeneration DPF required**		See 10.3.19 on page 190
A-140	**Power supply too low MC050-110 module 1**	The power supply for module 1 is too low.	Check the voltage on the machine. Check the cabling to the module.
A-141	**Power supply too high MC050-110 module 1**	The power supply for module 1 is too high.	Check the voltage on the machine. Check the cabling to the module.
A-150	**Power supply too low OX024-110 Ext**	The power supply for the modules is too low.	Check the voltage on the machine. Check the cabling to the module.
A-151	**Power supply too high OX024-110 Ext**	The power supply for the module is too high.	Check the voltage on the machine. Check the cabling to the module.
A-500	**Power supply too low screen**	When starting: Battery is not sufficiently charged. During operation: Alternator defective	See 8.2.60 on page 113.
A-501	**Power supply too high screen**	Maximum voltage on screen exceeded.	See 8.2.60 on page 113.
C-100	**CAN communication Screen**	CAN communication with the screen is no longer possible.	Check the cabling to the controller.
C-104	**CAN communication Joystick**	CAN communication with the joystick is no longer possible.	Check the power supply. Check the cabling to the controller.
C-105	**CAN communication OX 024-110 expansion**	CAN communication with module OX 024-110 is no longer possible.	Check the power supply. Check the cabling to the controller.
C-200	**CAN communication Engine**	CAN communication with the engine is no longer possible.	Check the cabling to the controller.
E-100	**Accelerator pedal sensor fault**	Sensor wiring defect. Sensor defect.	Check the cabling and the sensor.
E-105	**Fuel level sensor fault**	Sensor wiring defect. Sensor defect.	Check the cabling and the sensor.
E-106	**Driving pump feed pressure sensor fault**	The feed pressure sensor for the Driving pump is defective.	Replace the feed pressure sensor.

Nr.	Message / Fault	Explanation / Cause	Solution
E-107	**Harvesting pump feed pressure sensor fault**	The feed pressure sensor for the Harvesting pump is defective.	Replace the feed pressure sensor.
E-120	**Driving speed sensor fault**	Wheel motor sensor fault.	Test the sensor. Replace the sensor as soon as possible.
E-121	**Pressing chamber speed sensor fault**	Speed sensor for pressing chamber is defective.	Replace the sensor as soon as possible.
E-122	**Short-circuit work lights switch**	The switch for the work lights is short-circuited.	Check the cabling for the sensor.
E-123	**Short-circuit driving mode selector switch**	The switch for the driving mode is short-circuited.	Check the cabling for the sensor.
E-124	**Short-circuit Driving speed sensor**	The Driving speed sensor is short-circuited.	Check the cabling for the sensor.
E-125	**Short-circuit Harvesting speed sensor**	The Harvesting speed sensor is short-circuited.	Check the cabling for the sensor.
E-126	**Short-circuit hydraulic oil level sensor**	The sensor that measures the level of the hydraulic oil, is short-circuited.	Check the cabling for the sensor.
E-127	**Short-circuit feed pressure filter sensor Driving**	The sensor on the Driving pump is short-circuited.	Check the cabling for the sensor.
E-128	**Open-circuit sensor feed pressure pump Driving**	The cabling for the feed pressure sensor of the Driving pump is open-circuited.	Check the cabling for an open-circuit. Replace the cabling.
E-129	**Short-circuit feed pressure filter sensor Harvesting pump**	The sensor on the Harvesting pump is short-circuited.	Check the cabling for the sensor.
E-130	**Open-circuit sensor feed pressure pump Harvesting**	The cabling for the feed pressure sensor of the Harvesting pump is open-circuited.	Check the cabling for an open-circuit. Replace the cabling.
G-101	**Level of hydraulic oil low**	Leaks	Check the hydraulic system for leaks See 10.2.34 on page 167. Check the oil level in the hydraulic tank, and top up as required.
G-105	**Temperature hydraulic oil high**	The radiator for the hydraulic oil does not operate efficiently. Quality of the hydraulic oil is not optimal.	See 10.2.16 on page 158. See 10.2.31 on page 165.
G-107	**Sensor(s) deactivated**	Sensors have been disabled via the control screen.	If sensors are defective, you must replace them as soon as possible. Activate all sensors.
G-108	**Fuel level low**	The fuel tank is almost empty.	Fill the fuel tank. See 8.2.3 on page 84.
G-109	**Fuel level very low**	The fuel tank is almost empty.	Fill the fuel tank. See 8.2.3 on page 84.
G-117	**Air filter clogged**	The air filter is dirty.	Clean or replace the air filter. See DEUTZ manual.
G-118	**Oil filter clogged**	The hydraulic filter is dirty.	Replace the hydraulic filter. See 10.2.38 on page 168.

Nr.	Message / Fault	Explanation / Cause	Solution
G-119	**Blockage Driving feed pump**	The sensor has an open-circuit. Blockage in filter for Driving feed pump.	Immediately stop the machine. Check the cabling for the sensor. Replace the filter for the Driving feed pump. Contact Depoortere NV.
G-120	**Blockage Harvesting feed pump**	The sensor has an open-circuit. Blockage in filter for Harvesting feed pump.	Immediately stop the machine. Check the cabling for the sensor. Replace the filter for the Harvesting feed pump. Contact Depoortere NV.
G-121	**Feed pressure too low Driving pump**	The feed pressure for the Driving pump is low.	Immediately stop the machine. Check the hydraulic system for leaks. Check the level of hydraulic oil. See 10.2.30 on page 165. Contact Depoortere NV.
G-122	**Feed pressure much too low Driving pump**	The feed pressure for the Driving pump is much too low.	Immediately stop the machine. Check the hydraulic system for leaks. Check the level of hydraulic oil. See 10.2.30 on page 165. Contact Depoortere NV.
G-123	**Feed pressure too low Harvesting pump**	The feed pressure for the Harvesting pump is low.	Immediately stop the machine. Check the hydraulic system for leaks. Check the level of hydraulic oil. See 10.2.30 on page 165. Contact Depoortere NV.
G-124	**Feed pressure much too low Harvesting pump**	The feed pressure for the Harvesting pump is much too low.	Immediately stop the machine. Check the hydraulic system for leaks. Check the level of hydraulic oil. See 10.2.30 on page 165. Contact Depoortere NV.
G-128	**Passenger's seat sensor not detected**	The driver is not present on the driver’s seat The sensor in the driver’s seat is defective.	Sit in the driver’s seat. Replace the sensor.
G-134	**Engine speed too high**	This can occur if the machine drives down a slope.	Slow down by pulling the joystick towards you.
G-500	**Problem writing date/time**	A communications problem exists with the “Real Time Clock” electronic component.	Contact Depoortere NV.
G-501	**Video switch initialisation problem**	Not applicable.	Not applicable.

Nr.	Message / Fault	Explanation / Cause	Solution
G-502	**Initialisation fault flash memory**	There is a problem with the reading/ writing of the data (counters, ...) that is stored in the memory.	Contact Depoortere NV.
G-503	**Communication fault Limited operation**	The screen does not have access to the settings for the controller.	Contact Depoortere NV.
S-100	**Problem control Driving pump**	There is a fault in the control for the Driving pump.	Check the values on the troubleshooting screen. See 8.2.56 on page 111.
S-102	**Problem control Harvesting pump**	There is a fault in the control for the Harvesting pump.	Check the values on the troubleshooting screen. See 8.2.56 on page 111.

See also

- 11.4 Troubleshooting table on page 194
- 11.7 Overview of DEUTZ engine faults on page 198

11.6 Air conditioning troubleshooting table

NOT OK	Explanation / Cause	Solution
The LED of the **A/C** button flashes for 100 milliseconds.	Temperature sensor fault for the evaporator	Contact a qualified tradesman.
The LED of the **A/C** button flashes 4 times every 3 seconds.	Phase fault	Contact a qualified tradesman.
The LED of the **A/C** button flashes 3 times every 3 seconds.	Temperature sensor fault inside the cabin	Contact a qualified tradesman.
The LED of the **A/C** button flashes 2 times every 3 seconds.	Temperature sensor fault outside the cabin	Contact a qualified tradesman.

11.7 Overview of DEUTZ engine faults

An overview of the most common engine faults from DEUTZ is provided below.

Code	Fault message	Explanation	Possible cause	Possible solution
SPN111 FMI1	Coolant level too low.	Level of coolant for the engine is too low	Coolant has evaporated or there is a leak.	Top up level of coolant for the engine.
SPN97 FMI12	Water in fuel level prefilter; maximum value exceeded	Too much water present in water separator filter for the fuel.	Too much condensation in the fuel tank. Quality of fuel is not optimal.	Drain the water.
SPN107 FMI0	Air filter differential pressure; air filter cologged	The air filter for the engine is dirty.	Too much dust in the air filter. Air filter not cleaned frequently enough.	Clean air filter or replace air filter.
SPN94 FMI1	Low fuel pressure	Low fuel pressure.	Not enough fuel.	Check the fuel level and, if necessary, top it up. Check the fuel feed circuit to the engine.

Code	Fault message	Explanation	Possible cause	Possible solution
SPN524132 FMI0	Fuel low pressure upstream fuel low pressure pump	Low fuel pressure.	Not enough fuel to the fuel pump. Fuel pump defective.	Check the fuel level and, if necessary, top it up. Check the fuel feed circuit to the engine.
SPN100 FMI1	Low oil pressure	Low oil pressure.	Not enough oil. Insufficient suction of the oil.	Check the oil level and, if necessary, top it up. Check the engine for an oil leak. Check the oil filter and, if necessary, replace it.
SPN110 FMI0	High coolant temperature	Koelvloeistof-temperatuur te hoog.	Te weinig koelvloeistof. Vervuilde radiator. Defecte ventilator.	Controleer het koelvloeistofniveau. Reinig de radiator. Controleer de werking van de ventilator.

You can consult the comprehensive overview of engine faults online by going to https://serdia.deutz.com/fileadmin/contents/shared/Zwischenspeicher/DTCList_MD1_DOC_DPF_DE_EN.pdf or via:

1. Go to serdia.deutz.com.
2. Select **SerDia 2010**.
3. Select the **DTCList_MD1_DE_EN.pdf** file.

See also

- 11.5 Troubleshooting table fault messages on the control screen on page 195
- 13.6 User manual diesel engine on page 209

12 Taking out of service and scrapping

12.1 Taking the machine out of service

1. Activate the parking brake.
2. Use the ignition key to switch OFF the machine.
3. Remove the ignition key.
4. Use the battery key to switch OFF the battery, and remove the battery key.

See also
- 2.2.19 The parking brake on page 42
- 8.2.51 Checking whether the parking brake is activated on page 110

12.2 Scrapping the machine

1. Take the machine out of service. See 12.1 Taking the machine out of service on page 201.
2. Remove the battery.
3. Remove all hazardous substances from the machine. See 4.7 Hazardous substances on page 65.
   - Hydraulic oil. See 12.2.1 Draining the hydraulic tank on page 201.
   - Windscreen washer liquid. Remove the reservoir and clean it.
   - Fuel. See 12.2.2 Draining the fuel tank on page 202.
   - Lubricating grease.
   - Engine oil, see manual supplied for DEUTZ engine.
   - Engine coolant, see manual supplied for DEUTZ engine.
   - Airco coolant, to be removed by a suitably qualified and approved company.

   WARNING
   You may NOT drain the airco coolant yourself. Strict European regulations are applicable to all work relating to air conditioning.
4. Remove all hydraulic pipes and hydraulic filters and collect all oil.
5. Remove all lubrication pipes.
6. Remove all electrical cables and electrical components.
7. Remove all plastic components.
8. Remove the wheels and remove the rubber tyres.
9. Dispose of the various types of materials in accordance with the current local statutory regulations.

12.2.1 Draining the hydraulic tank

Carefully read the Safety Information Sheet for the hydraulic oil used.

Drain the hydraulic tank when the oil is hot, then it flows better.

ENVIRONMENT
Spilled liquid must be removed in accordance with the regulations for the liquid and in accordance with the current local statutory regulations.

Required equipment:

- Drain tray with minimum capacity of 150 litres.
- Drain hose with a minimum inside diameter of 3/4” (20 mm).
- Cleaning rags

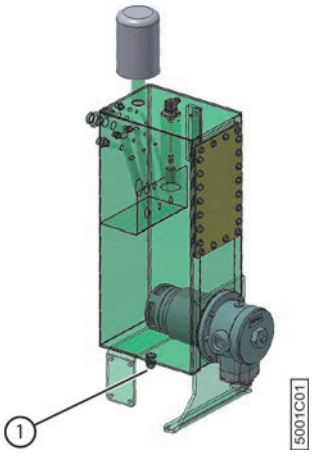


Fig. 149: Draining the hydraulic oil tank

1. Place the drain tray as close as possible to the hydraulic tank.
2. Loosen the drain plug (1), push the hose over the drain plug and collect the hydraulic oil.
3. Remove the hydraulic filters from the pumps and collect the hydraulic oil.

12.2.2 Draining the fuel tank

Carefully read the Safety Information Sheet for the fuel used.

Required equipment:

- Drain tray with minimum capacity of 170 litres.

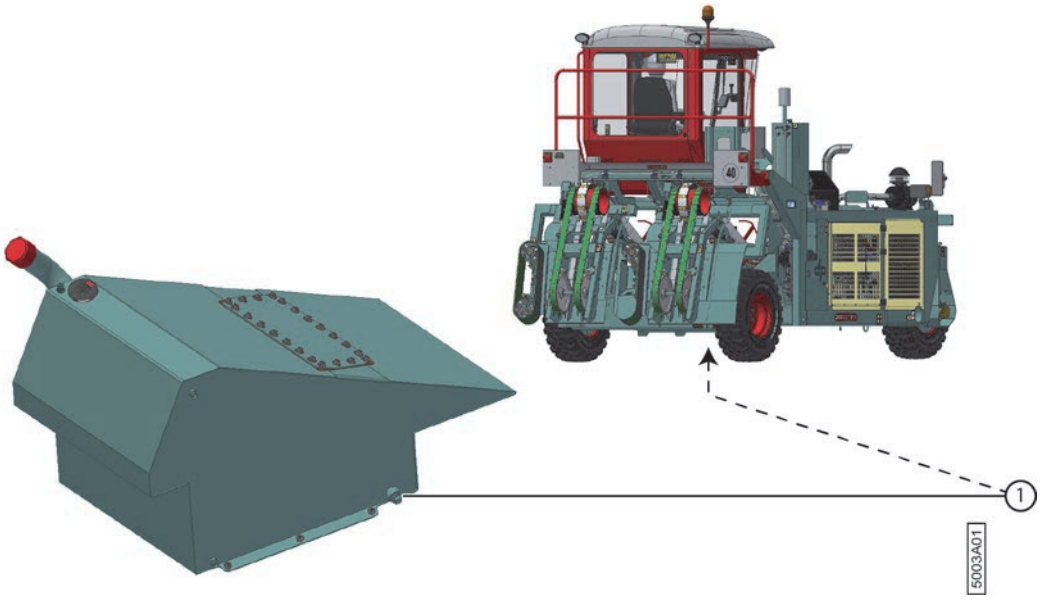


Fig. 150: Draining fuel tank

1. Place the drain tray underneath the drain plug (1) of the fuel tank.
2. Remove the drain plug and collect the fuel.

ENVIRONMENT
Spilled liquid must be removed in accordance with the regulations for the liquid and in accordance with the current local statutory regulations.

See also
- 2.1.3 Rear view on page 27

12.2.3 Draining the AdBlue tank

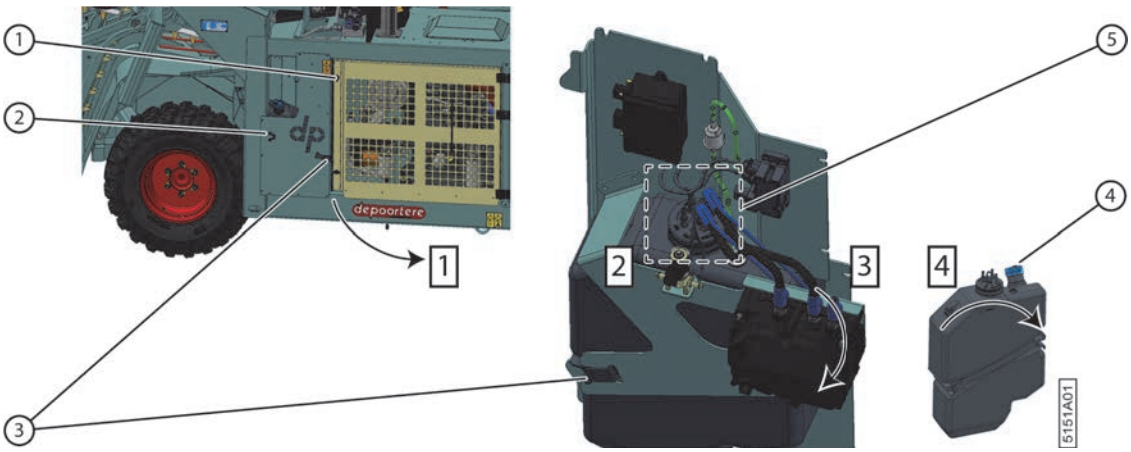


Fig. 151: Removing and draining the AdBlue tank

1. Open the engine compartment.
   1 Switch OFF the machine safely.
   2 Release the 2 locks.
   3 Fully open the protective door (1).
2. Disconnect all connections (5) on top of the AdBlue tank.

If necessary, take a photo before disconnecting, so that the AdBlue tank is correctly reinstalled and reconnected.

3. Remove the AdBlue tank.
   1 Remove the bracket (3).
   2 Turn the AdBlue tank around the hook (2).
   3 Remove the tank from the machine.
4. Drain the AdBlue tank.
   1 Carefully read the Safety Information Sheet for the AdBlue used.
   2 Remove the filler cap for the AdBlue tank (4).
   3 Drain the AdBlue liquid in accordance with the current local statutory regulations.
5. Reinstall the empty AdBlue tank.

See also

- 2.1.3 Rear view on page 27

12.3 Safety regulations for disassembly

See 10.1 Safety regulations before starting the maintenance on page 147.

13 Annexes

13.1 Guarantee conditions

See sales agreement.

13.2 Liability

See sales agreement

13.3 EC declaration

EC DECLARATION OF CONFORMITY

IN ACCORDANCE WITH ANNEX II.1.A. OF THE DIRECTIVE 2006/42/EC

This declaration relates exclusively to the machine in the condition in which it was placed on the market, and excludes components that are added and/or operations performed subsequently by the end user.

Business name and full address of the manufacturer:

Depoortere NV	Kortrijkseweg 105 8791 Beveren-Leie Belgium

Name and address of the person authorised to compile the technical file. The person stated below is domiciled in the European Community:

Rik Depoortere	Kortrijkseweg 105 8791 Beveren-Leie Belgium

Description and identification of the machine:

Name	Self-propelled double flax-turning machine
Function	The turning over of the flax
Type	DRAHY 40S

This machine satisfies all of the provisions of the directives stated below:

2006/42/EC	Directive dated 17 May 2006 relating to machines, and to the amendment of directive 95/16/EC (revision)
2014/30/EU	Directive dated 26 February 2014 relating to the harmonisation of legislation for the member states pertaining to electromagnetic compatibility (revision)

Place: Beveren-Leie Date of drawing up the declaration: 1/01/2022	**Identity and signature** of person who, on behalf of the manufacturer or his proxy, is authorised to draw up the declaration  Managing director Rik Depoortere

13.4 Specific certificates and forms

Not applicable.

13.5 Initial settings

13.5.1 Initial settings for the control screen

The table provides an overview of all values that are set when the machine is supplied.

If you have changed a value, you can find the original set value in the table.

You can also reset all parameters. See 8.2.75 Configuring the INTERNAL DATA parameters on page 125.

13.5.2 SENSORS parameters

Only available after entering the secret code for the dealer.

Parameters	Value
Deactivate feed pressure Driving sensor	0
Deactivate feed pressure Harvesting sensor	0
Deactivate feed pump Driving sensor	0
Deactivate feed pump Harvesting sensor	0
Deactivate sensor fuel level	0
Deactivate Driving speed sensor	0
Deactivate belts speed sensor	0
Deactivate hydraulic oil level sensor	0
Deactivate blockage air filter sensor	0
Deactivate accelerator pedal	0

13.5.3 HARVESTING parameters

Parameters	Value
DPA entering field (%)	0%
DPA exiting field (%)	0%
DPA accelerating (%)	0%
DPA work (%)	180%
Speed saturation DPA	0.50 km / h
Distance unblocking at rear	100 cm
Distance entering field	0 m
Distance exiting field	1 m

13.5.4 HARVESTING (dealer) parameters

Only available after entering the secret code for the dealer.

Parameters	Value
Release saturation DPA	1
Unblocking speed backwards	0.10%
Unblocking speed forwards	0.80%
Remote control	1
Raising lowering pick-up withhout cooling	1

13.5.5 ENGINE PROTECTION (dealer) parameters

Only available after entering the secret code for the dealer.

Parameters	Value
Engine speed Field mode	600 rpm
Engine speed Road mode	600 rpm
Engine speed Stationary mode	600 rpm
Motor Speed Mode Loading	600 rpm
Engine speed via remote control	600 rpm
Engine speed at idling	600 rpm

13.5.6 ENGINE PROTECTION (manufacturer) parameters

NOTE
These parameters are only available for the manufacturer!

13.5.7 TRANSMISSION (dealer) parameters

Only available after entering the secret code for the dealer.

Parameters	Value
Maximum speed backwards Road mode	75%
Maximum speed backwards Field mode	75%
Maximum speed forwards Road mode	100%
Maximum speed forwards Field mode	100%
Activation anti-skid	1
Driving speed limitation Road mode	27.50 km/h
Driving speed limitation Field mode	15 km/h

13.5.8 Configuring parameters TRANSMISSION (manufacturer)

NOTE
These parameters are only available for the manufacturer!

13.5.9 MANAGEMENT OUTPUTS parameters

NOTE
These parameters are only available for the manufacturer!

13.5.10 INTERNAL DATA parameters

NOTE
These parameters are only available for the manufacturer!

13.5.11 MAIN PAGE parameters

NOTE
These parameters are only available for the manufacturer!

13.5.12 CAMERA MANAGEMENT parameters

NOTE
These parameters are only available for the manufacturer!

13.5.13 SCREEN PARAMETERS parameters

NOTE
These parameters are only available for the manufacturer!

13.5.14 DPF MANAGEMENT parameters

NOTE
These parameters are only available for the manufacturer!

13.6 User manual diesel engine

See supplied user manual diesel engine.

See also
- 11.7 Overview of DEUTZ engine faults on page 198

13.7 Overview of the fuses

See the electrical diagram for more information.

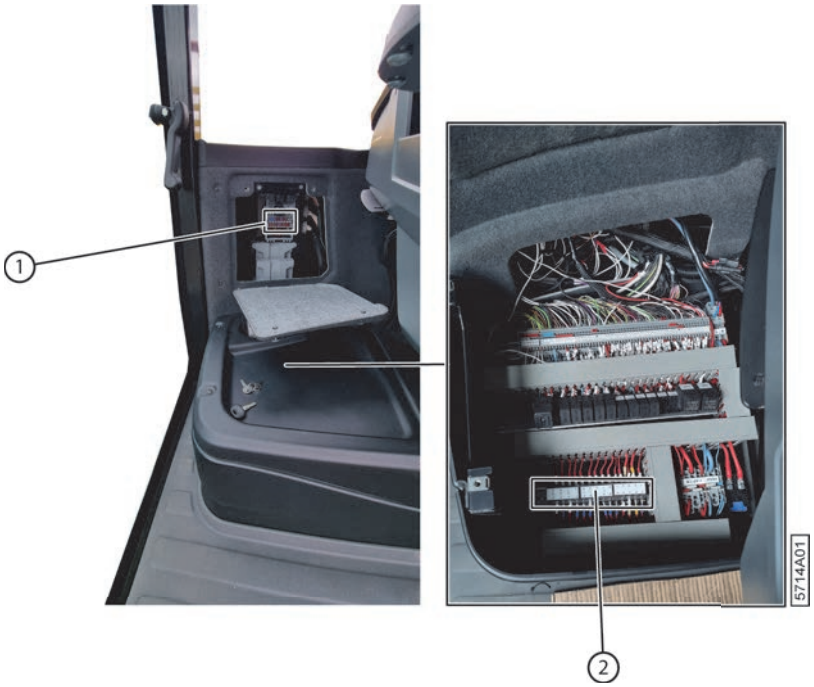


Fig. 152: The location of the fuses

Nr	Item
1	Fuses of the cabin
2	Fuses of the machine

Fuses of the cabin

ID	Value	Description
F1	15A	Front lights
F2	10A	Side lights
F3	10A	Rear lights
F4	10A	Joystick
F5	10A	Interior lighting
F6	5A	Radio 12V
F7	5A	Radio Switched 12V
F8	5A	Air conditioning
F9	15A	PWM motor air conditioning
F10	10A	Spare
F11	15A	Windscreen wiper and washer front + horn
F12	15A	Rear window wiper
F13	15A	Right side windscreen wiper
F14	15A	Wiper left side
F15	5A	Rear window washer
F16	5A	Cab mirror control
F17	15A	Cab mirror heating
F18	10A	Spare
F19	10A	Driver's seat height adjustment
F20	10A	Spare

Fuses of the machine

ID	Value	Description
FG	60A	Main fuse
F1	5A	Horn
F2	25A	Sauer MC50-010
F3	25A	Sauer OX24-010
F4	5A	Manipulator
F5	5A	EMR 4 engine (*1)
F7	10A	Night lights
F8	15A	Signal lights
F9	20A	Diesel pump
F10	15A	EMR 4 engine (*1)
F11	10A	Brake lights
F12	10A	Direction indicators
F13	15A	High beam
F14	5A	EV brake
F15	5A	Sensors power supply
F26	30A	EMR 4 engine (*1)
F27	10A	Air conditioning compressor
F28	2A	Screen CEC70
F29	15A	EMR 4 engine (*1)
F30	5A	EMR 4 engine (*1)
F31	5A	EMR 4 engine (*1)
F32	5A	EV cylinder

(*1): In the electrical cabinet of the engine, on the right side of the machine.

See also

- 10.3.12 Replacing a fuse on page 186

13.8 Overview of the filters for the cabin

Cabin

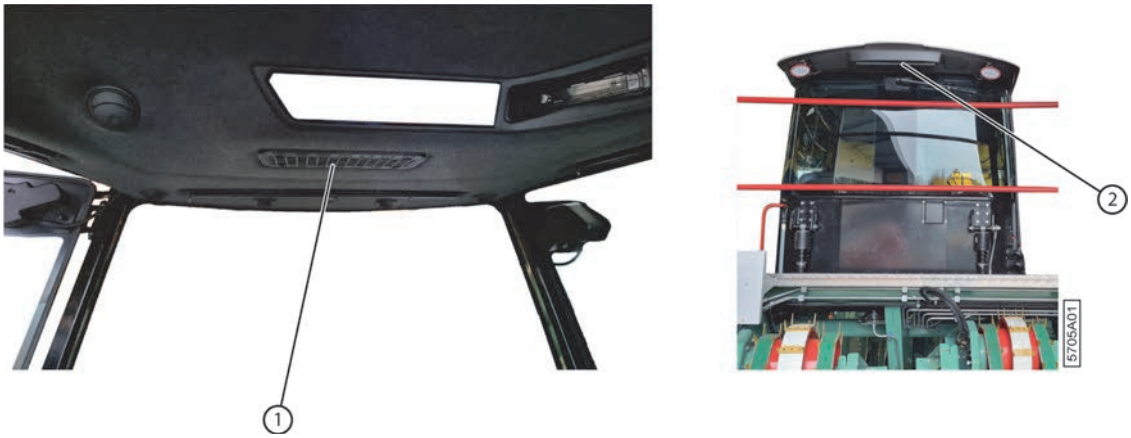


Fig. 153: Air filters for the cabin

Nr.	Reference Depoortere NV:	Description	More information
1	0500300410	Recirculation filter (2) in the cabin	Also see 10.2.28 Cleaning the air filters for the cabin on page 163.
2	0500300400	External filter (1) on the outside of the cabin	Also see 10.2.28 Cleaning the air filters for the cabin on page 163.

13.9 Overview of the filters

Air filter for the engine

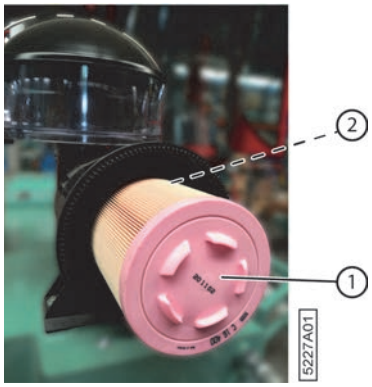


Fig. 154: Main element and safety element of air filter

Nr.	Reference Depoortere NV:	Description	More information
1	0500300010	Main element of air filter	See the user manual for the new part
2	0500300119	Safety element of air filter	The safety element is installed in the main element.

Engine compartment

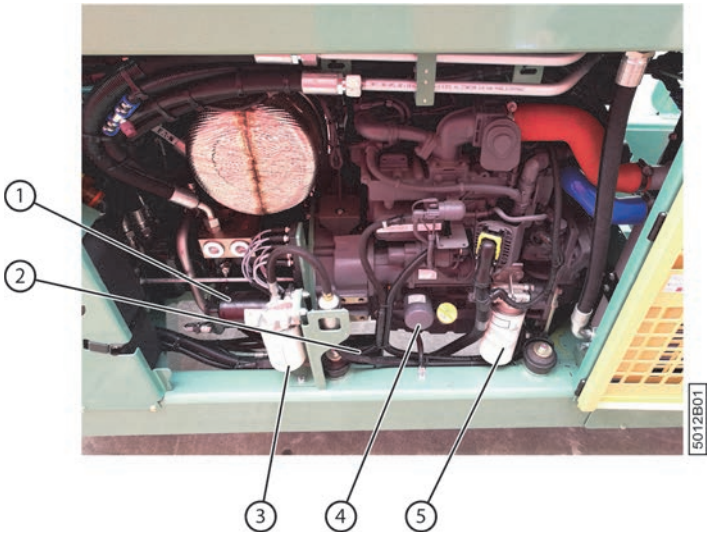


Fig. 155: Filters in het engine compartment

Nr.	Reference Depoortere NV:	Description	More information
1	1211100010	Feed pressure filter for the Harvesting pump	See 10.2.13 on page 156
2	1211100005	Feed pressure filter for the Driving pump	
3	0500200050	Fuel pre-filter	See 13.6 on page 209
4	0500100020	Lubricating oil filter	
5	0500200103	Fuel filter	

Fuel tank

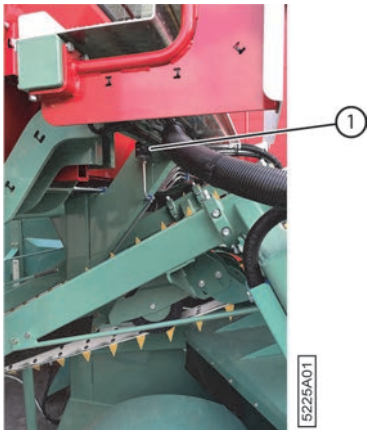


Fig. 156: Venting filter for fuel tank

Nr.	Reference Depoortere NV:	Description	More information
1	0500200040	Venting filter for fuel tank	10.2.48 on page 176

AdBlue

Fig. 157: Location of the AdBlue filters

Nr.	Reference Depoortere NV:	Description	More information
1	0500400010	AdBlue pump filter	See the user manual for the DEUTZ engine
2	0500400020	Venting filter AdBlue tank	This filter is mounted on the rear of the plate. Open the door of the engine compartment to access this filter.

Hydraulic tank

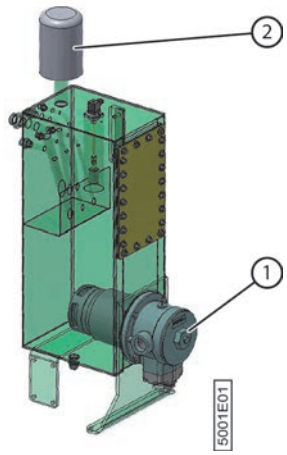


Fig. 158: Filters on the hydraulic tank

Nr.	Reference Depoortere NV:	Description	More information
1	1210100000	Filter element Arlon 10µ	The suction filter filters impurities out of the hydraulic oil before this oil reaches the hydraulic tank
-	0234515460	O-ring Ø 154.00 x 6.00 SHORE 70	This O-ring must be installed when the suction filter is replaced. Do not reinstall the O-ring supplied for the suction filter when replacing the filter element!
2	1210100050	Aerator	The aerator filters dust from the ambient air when compensating for the volume of required hydraulic oil.

13.10 Spare parts list

The spare parts list is supplied separately.

13.11 Maintenance sheet

Date	Executor	Maintenance performed

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