

Group 10 PREDELIVERY, DELIVERY, AND AFTER-SALE SERVICES (9910)

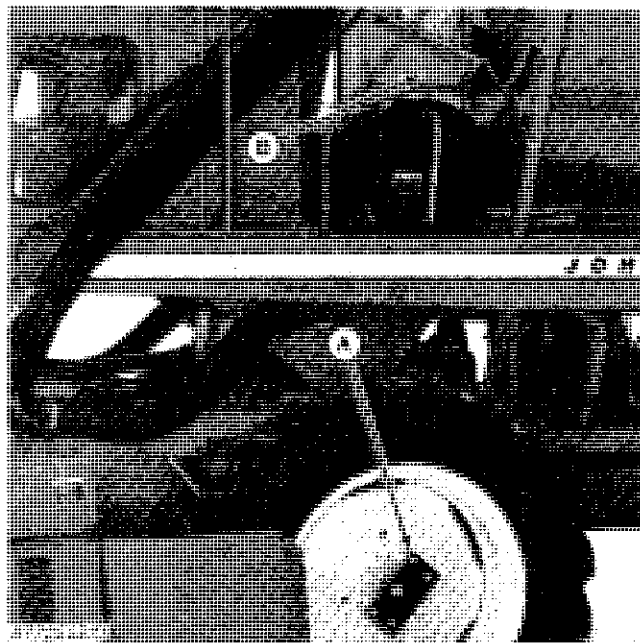
PREDELIVERY SERVICES

The John Deere Delivery Receipt, when properly filled out and signed by the dealer and customer verifies that the predelivery and delivery services were satisfactorily performed. When delivering this machine, give the customer his copy of the delivery receipt and the operator's manual. Explain their purpose to him.

PREPARING COTTON PICKER FOR UNLOADING

NOTE: See page 10-10-5 for special assembly procedures required for truck shipments.

1. Check the cotton picker for shortages, loss or damage. If any is noted, make the proper notations on the freight bill, and immediately notify the carrier.
2. Remove the blocking and wiring that holds the cotton picker to the flat car during shipment.
3. Remove wires holding height sensing shoes in shipping position, and from cab door (if equipped).
4. Remove banding and shipping board from battery and attach positive cable to battery terminal.



A—Tie Down Plate

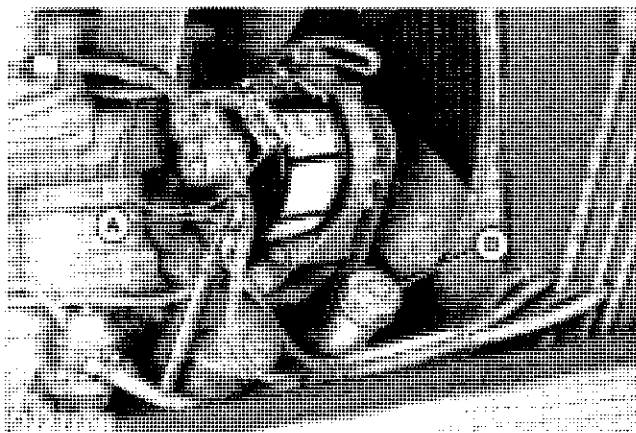
B—Shields

Fig. 1-Tie-Down Plate, Wheel Lug Bolts, and Shields

5. **CAUTION:** Remove and DISCARD the tie-down plate (A, Fig. 1) from each drive wheel. Install the wheel lug bolts. Tighten ALL lug bolts to 160-200 ft-lbs (217-271 Nm [22-28 kgm]) torque.

6. Remove the rear plant shields (B) from their shipping location above the water tank. Set the shields aside for later installation.

Checking Crankcase Oil Level



A—Dipstick

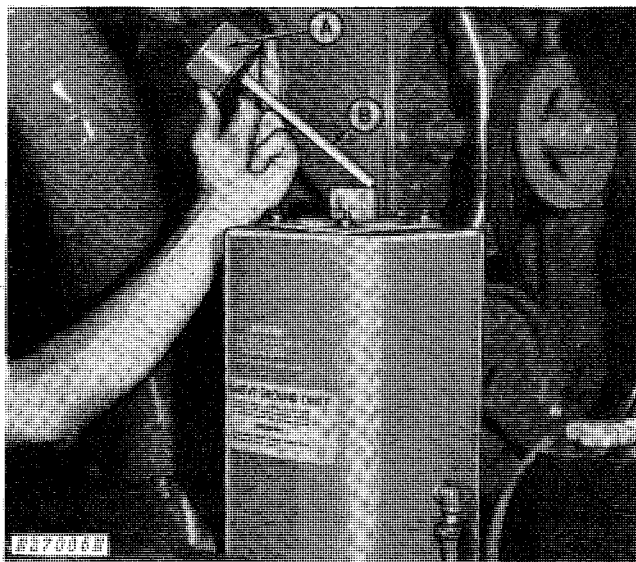
B—Crankcase Filler Cap

Fig. 2-Checking Crankcase Oil Level

Check the engine crankcase oil level with the dipstick. The picker is shipped with 12 qt. (11.4 L) of John Deere TORQ-GARD SUPREME® oil in the engine crankcase. If necessary, add TORQ-GARD SUPREME SAE 10W-20 engine oil until oil level is at "full" mark on the dipstick.

PREPARING COTTON PICKER FOR UNLOADING—Continued

Checking Hydraulic Oil Level



A—Hydraulic System Filler Cap

B—Dipstick

Fig. 3-Checking Hydraulic Oil Level

With the units lowered, remove the hydraulic system filler cap and check the oil level on the dipstick (B). If oil level is low, check for possible leaks or loose connections in the hydraulic system, then add HY-GARD® Transmission and Hydraulic Oil or its equivalent (See page 10-20-2), until the oil level is at the "full" mark on the dipstick.

Checking Transmission Oil Level

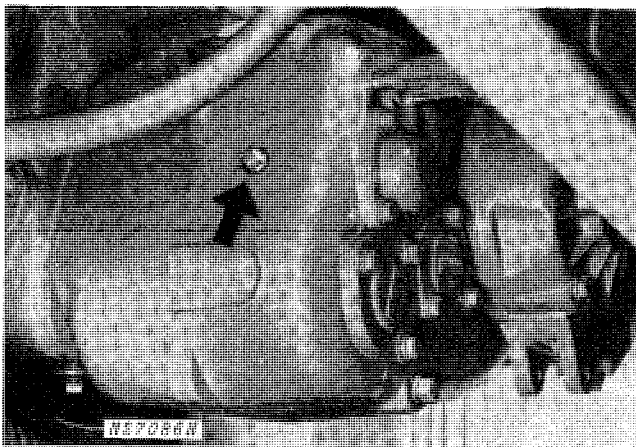


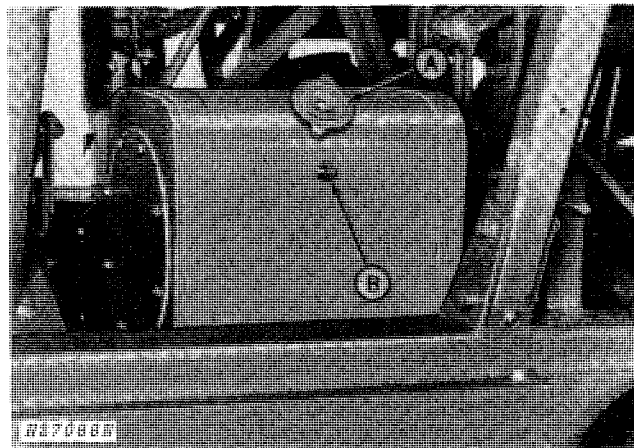
Fig. 4-Checking Transmission Oil Level

Check the oil level in the transmission using the level plug.

If oil level is low, add SAE 85W-140 gear lubricant until it reaches level plug. Replace the level plug.

IMPORTANT: Do not use SCL gear lubricant in this transmission. Do not overfill transmission.

Checking Hydrostatic Drive Reservoir Oil Level



A—Filler Cap

B—Sight Glass

Fig. 5-Checking Hydrostatic Oil Level

Check the oil level in the sight glass (B). If oil level is low, add John Deere All Weather Hydrostatic Fluid or Texaco Type F-1876 Transmission Fluid until oil level is visible in sight glass. Replace filler cap.

IMPORTANT: Keep system closed at all times except when adding oil or changing or cleaning filters.

STARTING THE ENGINE

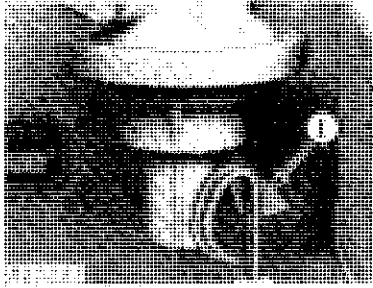


Fig. 6-Fuel Pump

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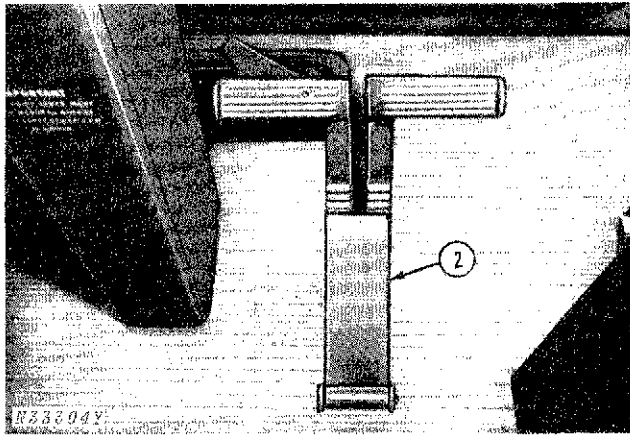


Fig. 7-Brake Latch

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Refer to Figs. 6, 7, and 8; then perform the following steps:

1. If engine has not been operated for a long time, work priming lever up and down to force fuel into the system.

Leave lever down during operation.

2. Set the picker brakes.

3. Position transmission gearshift lever in neutral. If equipped with hydrostatic drive, position speed range lever in neutral.

4. Pull unit lift levers rearward and release.

5. Disengage picking unit and fan levers.

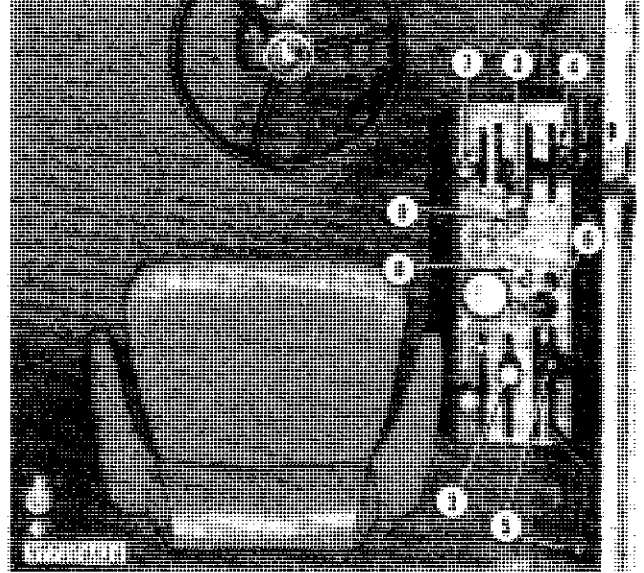


Fig. 8-Controls

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6. IMPORTANT: Turn headlight and accessory switches off before attempting to start engine.

7. Advance throttle to full open; then bring it back about halfway.

8. Turn key switch.

Release key switch when the engine starts. If engine does not begin firing after 15 to 30 seconds of cranking, wait 2 minutes before cranking again.

9. Check oil pressure light to see that it goes out after the engine starts. Also check voltmeter pointer to see that it registers higher than with engine stopped, indicating that alternator is charging. If not, stop engine and correct the malfunction. (See Section 40).

10. Do not place engine under load until coolant temperature gauge shows that the engine has started to warm up. If indicator reaches red band on gauge, stop engine and correct the malfunction. (See Section 20, Group 30, or Section 40).

Checking Cooling System

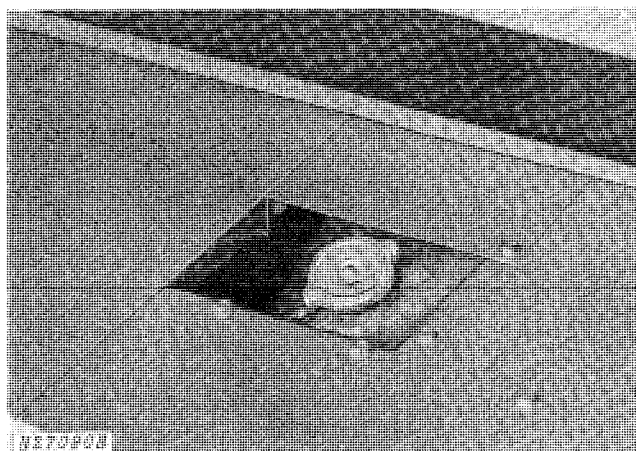


Fig. 9-Checking Cooling System

Check the radiator coolant level (Fig. 9). The cotton picker is shipped from the factory with a non-evaporating antifreeze protecting the cooling system to -34°F (-37°C). If necessary, add coolant to midway between core and cooler neck.

IMPORTANT: Do not use antifreezes with stop-leak additives.

Adjusting Tire Pressure

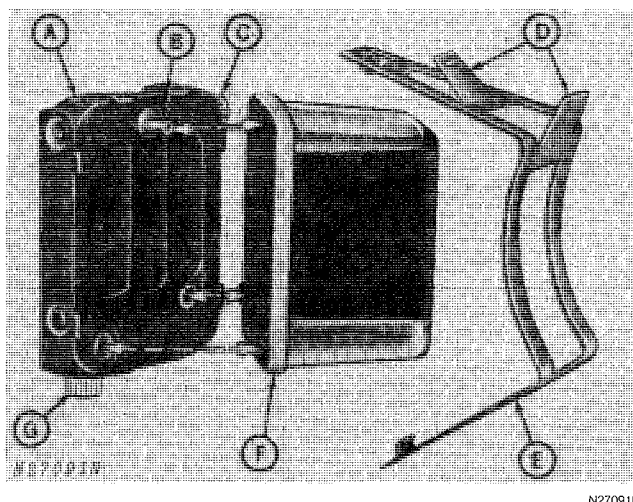
Adjust the tire pressure in the tires to the proper operating pressures as indicated below.

| Wheel | Type of Tire | Tire Size | Inflation Pressure, kPa (psi) |
|--------------|--------------|---------------|-------------------------------|
| Drive | R1 or R3 | 16.9-34 10 PR | 200 (29) |
| Wheels | R2 | 18.4-30 10 PR | 193 (28) |
| Guide Wheels | Rib | 11.00-16 8 PR | 276 (40) |

Checking Miscellaneous Items

1. Check transmission and final drive housings for oil leaks.
2. Make sure the spindle wrench socket is wired to the platform.
3. Check battery to be sure it is charged.
4. With ignition switch ON, turn steering wheel to determine that guide wheel indicator lamp (green) is on ONLY when guide wheel is in a straight ahead position.

Bleeding Diesel Fuel System



A—Filter Body
B—Spring Pin
C—Bleed Plug
D—Finger Tabs

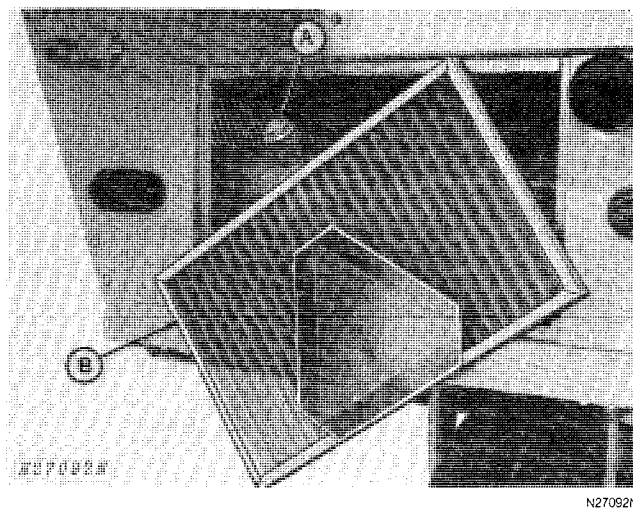
E—Filter Retaining Spring
F—Filter Element
G—Drain Plug

Fig. 10-Diesel Fuel Filter

To bleed the diesel fuel system, loosen the filter bleed plug (C, Fig. 10). Pump the primer lever on the fuel pump until the air bubbles in the filter (F) disappear and fuel flows from the bleed plug. Tighten the bleed plug and leave the primer lever in the down position.

Checking the Fuel Level

Check the fuel gauge (R, Fig. 54, page 10-10-19) to be sure there is sufficient fuel.



A—Fuel Tank Filler Cap

B—Screen

Fig. 11-Filling Fuel Tank

If fuel is required, position rear screen (B, Fig. 11) out of way and fill tank with diesel fuel. The fuel tank holds 69 U.S. Gallons (262 L).

UNLOADING COTTON PICKER FROM FLAT CAR

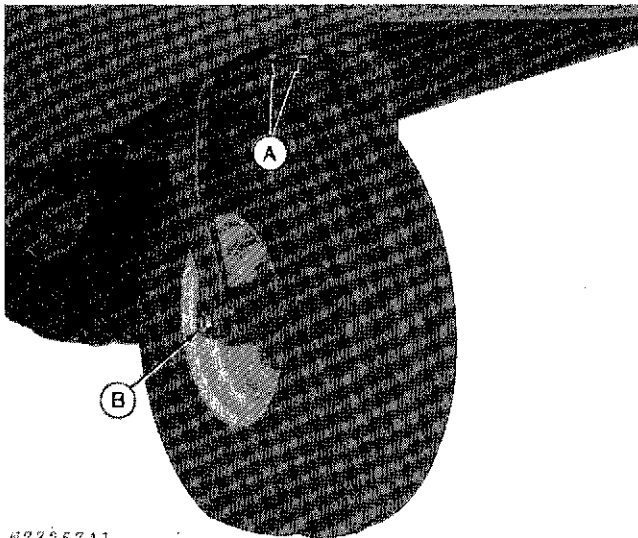
1. Raise picking units and remove all blocking from flat car.
2. Make sure the brakes are working before attempting to move picker.
3. Back picker down the unloading dock or ramp onto level ground.

CAUTION: Be sure to back down rather than drive down forward. Avoid accidents and damage to the picker.

PREPARING COTTON PICKER FOR UNLOADING FROM TRUCK

On some step-bed trailers, the rear guide wheel and/or yoke may have been removed for shipping. Install as noted below.

CAUTION: Use jacks or hoist with at least 3000 lbs. (1362 kg) capacity. Lift or support picker with stands applied to main frame members only.



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A — Cap Screws (Rear)

B — Hex Nut

Fig. 11A-Installing Yoke and Wheel

Install two 2-1/2 in. (64 mm) cap screws in the REAR holes of the yoke and steering motor (A, Fig. 11A). Use flat washers between heads of screws and steering indicator switch bracket. Tighten screws to 300 ft-lbs (407 N·m). Tighten guide wheel shaft nuts (B) to 250 ft-lbs (339 N·m) minimum.

NOTE: Refer to rebuild instructions received with truck shipments for special assembly information.

TEMPORARY STORAGE

After receiving cotton picker from the factory and before putting the machine into temporary storage, perform the following checks:

NOTE: For long term storage (over 30 days) information, consult the Operator's Manual.

1. Clean battery surfaces and disconnect cables. Charge battery, if necessary, or remove and store in a location which is safe from freezing temperatures.
2. Check level of coolant in the radiator. The coolant should be maintained midway between the radiator core and filler neck.
3. Fill fuel tank.
4. Check crankcase oil level. Oil should be at full mark after machine has been shut off for 10 minutes.
5. Relieve hydraulic pressure.
6. **IMPORTANT:** Check torque on ALL drive wheel hub bolts. Torque drive wheel bolts to 160-200 ft-lbs (220-270 N·m), guide wheel bolts to 110-140 ft-lbs (150-190 N·m).
7. Check tire pressure. See chart on page 10-10-4 for recommended pressures.

ASSEMBLY

NOTE: Refer to rebuild instructions received with truck shipments for special assembly information.

Stalk Lifters

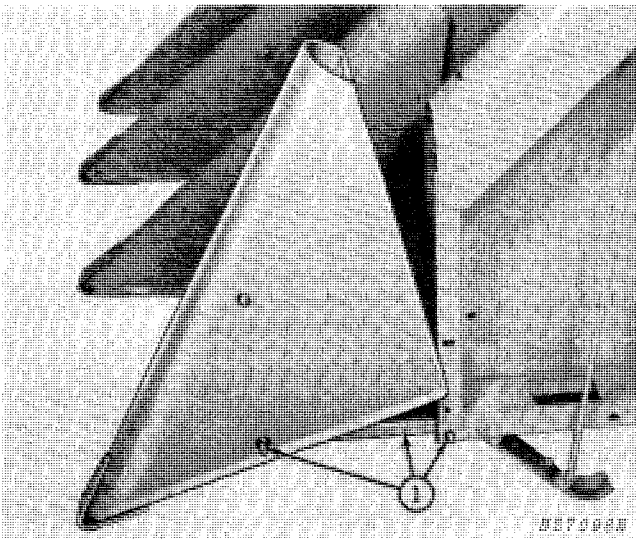


Fig. 12-Installing Stalk Lifter

1. Attach the stalk lifter bracket to the extension, using the long bolt and spacer. Install the bolt with the bolt head in the row. If necessary, invert long bolt at front end of bracket so that bolt head is also in the row.

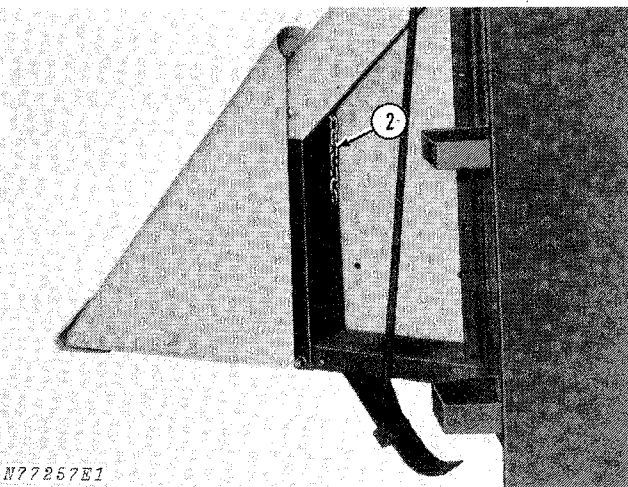


Fig. 13-Installing Chain

2. Install the chain in the slot on the unit extension. Drop enough links so the stalk lifter is level with the extension.

Installing Rear Plant Shields

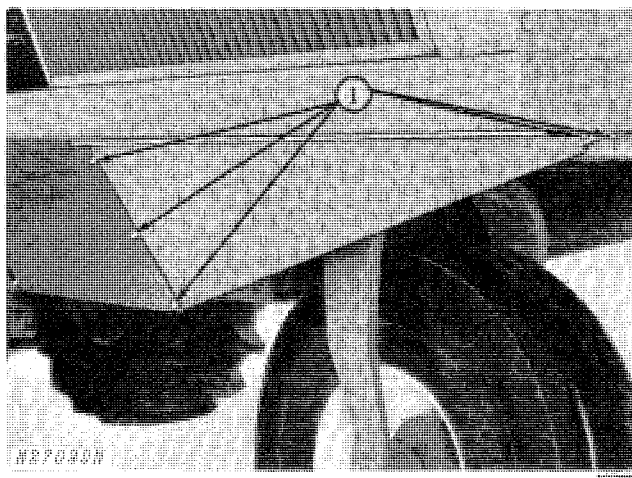


Fig. 14-Install Rear Plant Shields

1. Remove the two tie-down shipping straps from both sides at the rear of the main frame. Discard straps and bolts.

Install the right-hand and left-hand rear plant shields, using spin-lock screws furnished.

Basket Lid Linkage and Shipping Bolts

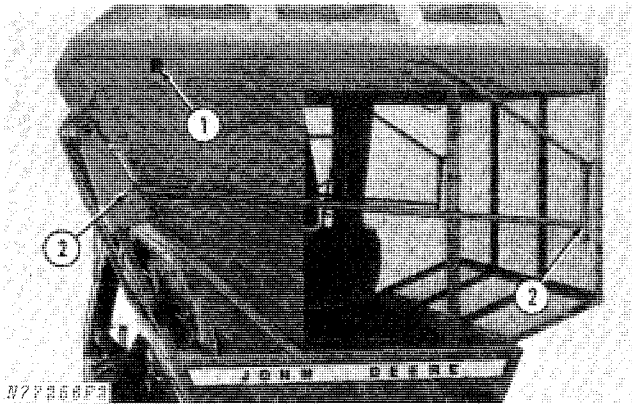


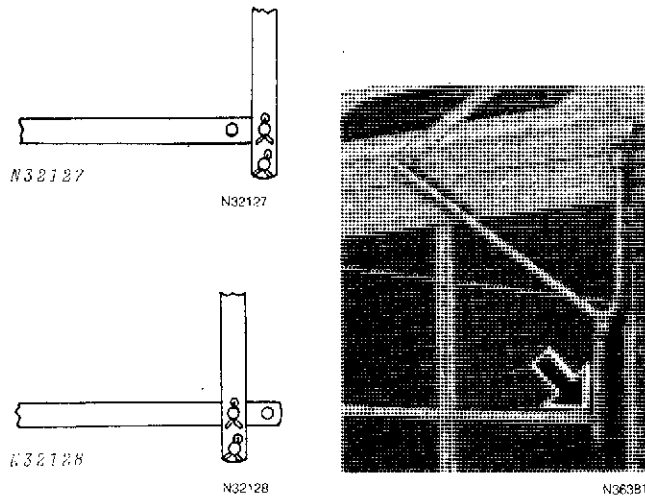
Fig. 15-Removing Lid Shipping Bolts

1. **IMPORTANT:** Remove the two red bolts which hold the basket lid to the basket frame. These bolts are reached from inside the basket and are flagged by the red metal tag at the front and rear of the basket. Extensive damage will result if the basket is raised with the red shipping bolts in place and lid linkage connected.

2. Remove wire holding lid linkage in shipping position. Install pivot bolts, from **INSIDE** basket support frames, through link, with a nut on each side of support, to allow link to pivot freely. Use outer hole in long link when attaching to short link, for standard lid opening. Use inner hole for larger lid opening.

IMPORTANT: Make sure front and rear linkages are pinned in the corresponding holes to prevent twisting of lid.

ASSEMBLY—Continued



IMPORTANT: Pin front and rear linkage in same holes to prevent twisting of lid.

IMPORTANT: Both pins **MUST BE** installed in short linkage arm. Damage can occur to linkage and basket if **BOTH** pins are not used.

Basket Lift Lever

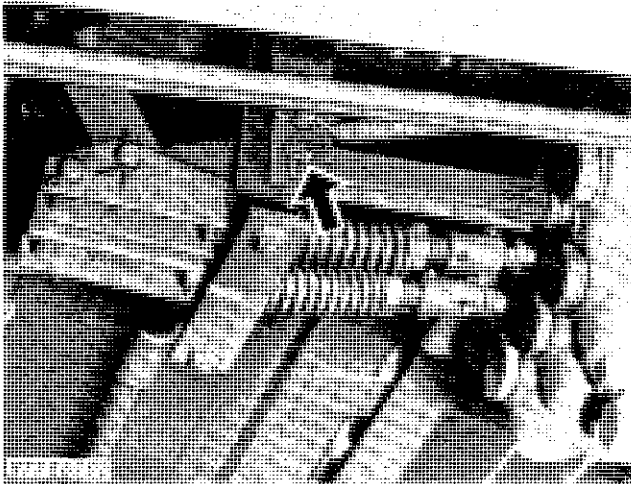
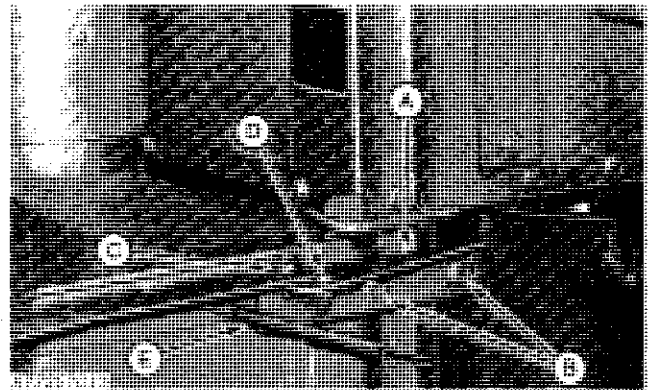


Fig. 16-Connecting Basket Lift Lever

1. The basket lift lever was disconnected for shipping. Connect the two straps at the valve to the lift lever with a pin (Fig. 16).

Drive Wheel Shields



A—Brackets
B—Bolt

C—Pivot Bolt
D—Stop Bolt
E—Spring

Fig. 17-Installing Wheel Shields (Left Hand Shown)

1. Remove wheel shields from shipping position.
2. Attach top and bottom wheel shield brackets (A, Fig. 17) to each unit with two bolts (B) each.
3. Locate top and bottom pivot bolt (C) and install with wheel shield.
4. Install top and bottom stop bolt (D) and adjust so the wheel shield does not rub the tire.
5. Install top and bottom springs (E).

Picking Unit Lift (Without Automatic Height Control)

If the picking units are to operate individually, they do not require any change. If the units are to operate simultaneously, proceed as follows:

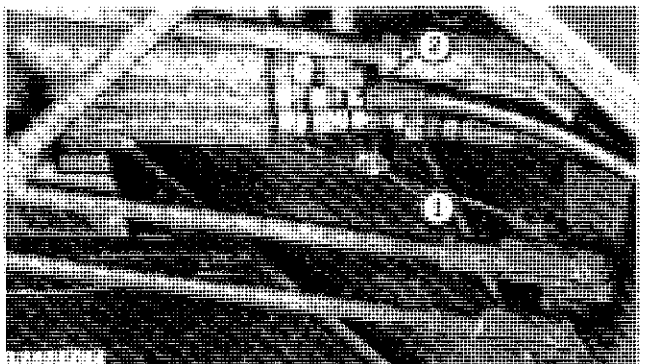


Fig. 18-Changing Valve Connections



CAUTION: Relieve hydraulic pressure before removing outlet cap or hose.

1. Remove cap from right-hand outlet (Fig. 18) of main control valve.
2. Remove hose from center outlet.



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