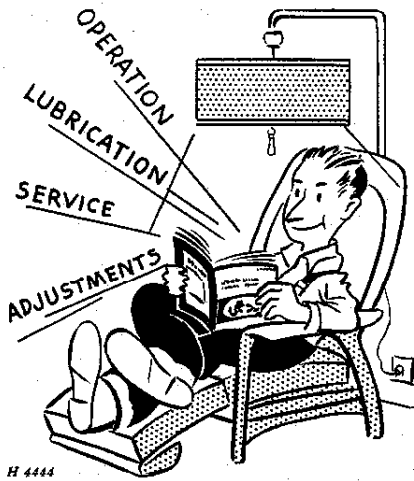


TO THE PURCHASER

Use this manual in conjunction with your regular combine operator's manual. It contains operating instructions for the hydraulically propelled combines which are different than those for the regular V-belt Propulsion Combines.

Should difficulties develop in the variable displacement pump or fixed displacement motor of your hydraulically propelled combine, consult your John Deere dealer. Under no circumstances try to service these units yourself. Only your John Deere dealer is authorized to make repairs or replacements on these units under the terms of the warranty.

If you should find that you require information not covered in this manual, consult your John Deere dealer. He will be glad to answer any questions that may arise regarding the operation and handling of the combine. He has specialized mechanics who are kept informed on the best methods of John Deere Combine servicing, and can give you prompt know-how service in the field or in his shop.



Study this manual carefully, keep it handy, in a safe place, for future reference.

LOCATION REFERENCE

"Right-hand" and "left-hand" sides are determined by facing in the direction the combine will travel when in use.

Radiator end of the engine is referred to as the "front"; flywheel end as the "rear."

KEEP YOUR COMBINE A JOHN DEERE COMBINE

Genuine John Deere Parts fit properly and insure satisfactory service because they are made from the original patterns and from the same materials as used in new machines. If your combine requires replacement parts, go to your John Deere dealer where you can obtain Genuine John Deere Parts—accept no substitutes.

SERIAL NUMBERS

This operator's manual covers the hydraulic propulsion system mounted on the following John Deere combines:

55 Combine	55-83001 and up.
95 Combine	95-35001 and up.
105 Combine	105-10001 and up.

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SPECIFICATIONS

HYDRAULIC PROPULSION SYSTEM SPECIFICATIONS FOR 55, 95 AND 105 COMBINES

Make of hydraulic drive units:	Type of oil cooler	Air cooled—located in radiator air duct.
Variable displacement pump Sundstrand	System capacity	27 U.S. quarts
Fixed displacement motor Sundstrand	Reservoir capacity	16 U.S. quarts
Speed range (See Chart)	Type of oil	Type "A" Automatic Transmission fluid
Type of oil filter Full flow		

GROUND SPEED CONTROL RANGE

55 COMBINE

14.9-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 1.5 mph	0 to 1.0 mph
2nd	0 to 3.1 mph	0 to 2.1 mph
3rd	0 to 6.1 mph	0 to 4.1 mph
4th	0 to 12.3 mph	0 to 8.2 mph

23.1-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 1.8 mph	0 to 1.2 mph
2nd	0 to 3.6 mph	0 to 2.4 mph
3rd	0 to 7.2 mph	0 to 4.8 mph
4th	0 to 14.5 mph	0 to 9.7 mph

16.9-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 1.6 mph	0 to 1.1 mph
2nd	0 to 3.2 mph	0 to 2.1 mph
3rd	0 to 6.3 mph	0 to 4.2 mph
4th	0 to 12.6 mph	0 to 8.4 mph

18.4-26 Tires - Rice		
Gear	Forward	Reverse
1st	0 to 1.5 mph	0 to 1.0 mph
2nd	0 to 2.9 mph	0 to 2.0 mph
3rd	0 to 5.9 mph	0 to 4.0 mph
4th	0 to 11.8 mph	0 to 7.9 mph

18.4-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 1.7 mph	0 to 1.1 mph
2nd	0 to 3.4 mph	0 to 2.3 mph
3rd	0 to 6.7 mph	0 to 4.5 mph
4th	0 to 13.5 mph	0 to 9.0 mph

23.1-26 Tires - Rice		
Gear	Forward	Reverse
1st	0 to 1.6 mph	0 to 1.1 mph
2nd	0 to 3.3 mph	0 to 2.2 mph
3rd	0 to 6.6 mph	0 to 4.4 mph
4th	0 to 13.2 mph	0 to 8.8 mph

(Specifications and design subject to change without notice.)

2 Specifications

GROUND SPEED CONTROL RANGE—Continued

95 COMBINE

16.9-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 1.8 mph	0 to 1.2 mph
2nd	0 to 3.6 mph	0 to 2.4 mph
3rd	0 to 7.2 mph	0 to 4.8 mph
4th	0 to 14.4 mph	0 to 9.6 mph

23.1-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 2.0 mph	0 to 1.3 mph
2nd	0 to 4.0 mph	0 to 2.7 mph
3rd	0 to 8.0 mph	0 to 5.4 mph
4th	0 to 16.0 mph	0 to 11.7 mph

18.4-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 1.9 mph	0 to 1.3 mph
2nd	0 to 3.8 mph	0 to 2.5 mph
3rd	0 to 7.6 mph	0 to 5.1 mph
4th	0 to 15.2 mph	0 to 10.1 mph

23.1-26 Tires - Rice 28.1-26 Tires - Rice		
Gear	Forward	Reverse
1st	0 to 1.8 mph	0 to 1.2 mph
2nd	0 to 3.7 mph	0 to 2.5 mph
3rd	0 to 7.4 mph	0 to 5.0 mph
4th	0 to 14.8 mph	0 to 9.9 mph

105 COMBINE

18.4-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 1.7 mph	0 to 1.1 mph
2nd	0 to 3.7 mph	0 to 2.5 mph
3rd	0 to 6.1 mph	0 to 4.1 mph
4th	0 to 13.6 mph	0 to 9.1 mph

23.1-26 Tires - Rice 28.1-26 Tires - Rice		
Gear	Forward	Reverse
1st	0 to 1.7 mph	0 to 1.1 mph
2nd	0 to 3.8 mph	0 to 2.5 mph
3rd	0 to 6.2 mph	0 to 4.1 mph
4th	0 to 13.6 mph	0 to 9.2 mph

23.1-26 Tires - Grain		
Gear	Forward	Reverse
1st	0 to 1.8 mph	0 to 1.2 mph
2nd	0 to 4.0 mph	0 to 2.7 mph
3rd	0 to 6.6 mph	0 to 4.4 mph
4th	0 to 14.6 mph	0 to 9.8 mph

Crawler Tracks - Rice		
Gear	Forward	Reverse
1st	0 to 0.9 mph	0 to 0.6 mph
2nd	0 to 1.9 mph	0 to 1.3 mph
3rd	0 to 3.1 mph	0 to 2.1 mph
4th	0 to 6.8 mph	0 to 4.6 mph

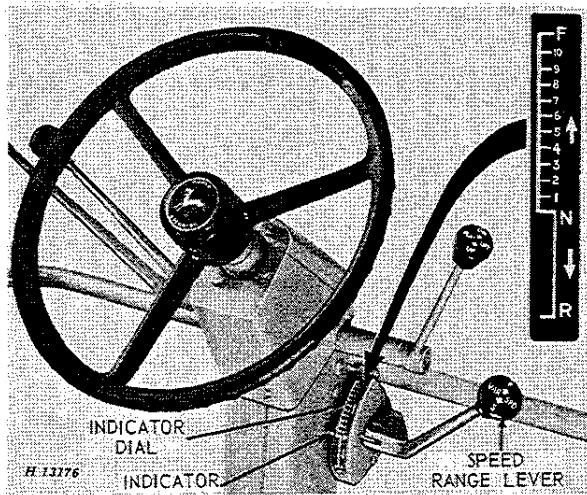


CONTROLS

Operator's controls on the hydraulically propelled combine differ from the regular V-belt propulsion machine. These controls consist of a speed range control lever on the steering column and transmission gear shift lever in the instrument panel.

The speed range lever controls both the rate and direction of travel within one of the four transmission gears. The transmission gear shift lever is used to select the gear desired.

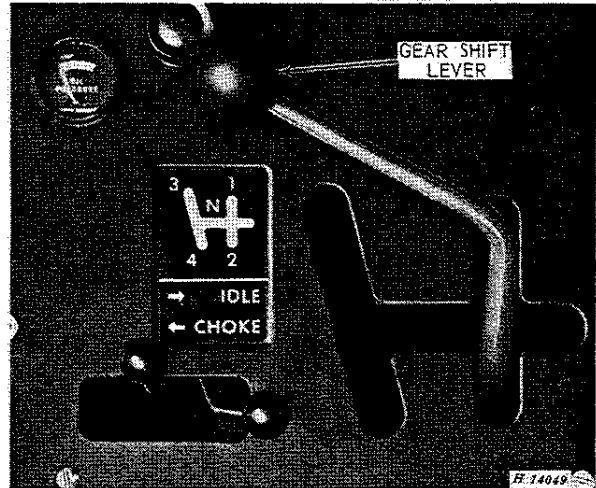
SPEED RANGE LEVER



The speed range lever controls the speed and direction of travel of the combine by changing the position of the control arm on the servo control valve on the variable displacement pump. In neutral, with the indicator at "N," the pump is at zero displacement and no oil will flow. If the transmission is in gear, moving the speed range lever from neutral will cause oil to flow and the combine to move. The direction the combine will move is shown on the indicator dial above. The speed of the combine within a selected gear is determined by the position of the lever. To stop the combine, bring the speed range lever back to neutral against a stop that is provided to assist in locating this position. To operate in reverse

range, push the speed range control lever to the right before pulling down.

TRANSMISSION GEARSHIFT LEVER



The transmission is composed of four forward gears and no reverse gear. The hydraulically driven system allows each forward gear to be used as a reverse gear. A neutral position for the gearshift lever disengages the transmission gears and prevents the machine from moving when the speed range lever is not in neutral. Shifting is accomplished by moving the speed range lever to neutral and shifting to the desired gear. (See Diagram above.)

When starting the combine, place both the speed range lever and gearshift lever in their neutral position.

NOTE: The hydraulic drive system provides inherent dynamic braking. The transmission must be in neutral before attempting to move the machine without the engine running. The engine cannot be started by towing the machine with the transmission in gear.

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