

Neutral Adjustment

SWITCH STATUS	GSL POSITION	EFFECT
CLOSED	N-DETENT	Causes brakes to be applied. Must be closed to enable engine cranking. Puts wheel motors into high range to increase brake holding power.
OPEN	Out of N-DETENT	Cuts Power To Normally Open Valve (V3B) Which Pressurizes Brake System And Releases Brakes.

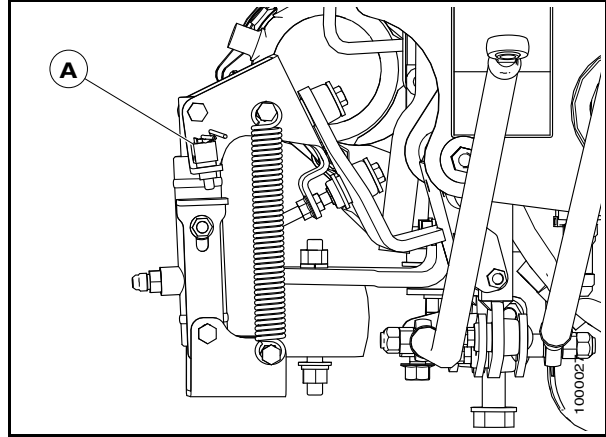


Figure 3.6

3.3.1 Neutral Adjustment Troubleshooting

Symptom	Cause	Action
Engine does not crank with GSL in N-DETENT, steering locked in center position, and header engage switch off.	Neutral Start Switch Not Enabling Start Circuit.	3.1 Neutral Interlock and Steering, page 173 . 3.3 Pintle Neutral Check and Adjustment, page 21
Steering Locks With Engine Running and GSL Out of N-DETENT.	Faulty Switch At GSL.	3.3.2 Pintle Neutral Switch Install, page 20
	Faulty Interlock Release Valve 3A.	Check the valve coil and valve.
Machine creeps or rolls on incline when GSL in N-DETENT	Brakes Not Engaged (or. brakes not holding)	4.2 Brake Operation Check, page 23.
Machine creeps when GSL pulled out of N-DETENT.	Neutral settings out of adjustment.	5 Traction Drive Pump Interlock, page 27
Machine steering is tight at full GSL stroke when in Cab-Forward but ok in Engine-Forward or vice-versa.	Steering servo out of adjustment or linkages worn	5.4 Servo Input Adjustment, page 30
Machine creeps in either Cab-Forward or Engine-Forward mode but not both when GSL is moved out of N-DETENT, but not stroked to either forward or reverse.	Neutral settings out of adjustment.	5.6 Neutral Adjustment Chart, page 31
Neutral position of GSL different in Cab-Forward/Engine-Forward modes.	GSL linkage out of adjustment.	5.6 Neutral Adjustment Chart, page 31
Steering wheel not centered	Neutral adjustments may have affected position of wheel.	5.13 Centering Steering Wheel, page 43

Neutral Adjustment

3.3.2 Pintle Neutral Switch Install

1. Follow the harness coming from the neutral switch (A) and disconnect it from the windrower harness.
2. Remove the two wires that connect to the switch.
3. Remove jam nut (B), and remove old switch (A).
4. Position new switch (A), install jam nuts (B).

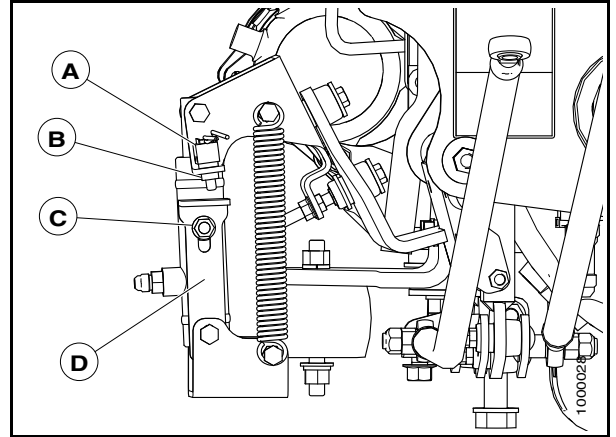


Figure 3.7

5. Install the two wires to the switch. CH22B goes to NO terminal. CH2X goes to the COM terminal
6. Connect switch harness to the windrower harness.
7. Check that the plunger on switch (A) is fully compressed.
8. If necessary, loosen nut (C) and move bracket (D) to adjust plunger compression
9. If the pintle neutral switch does not function with plunger completely depressed, install a new switch.

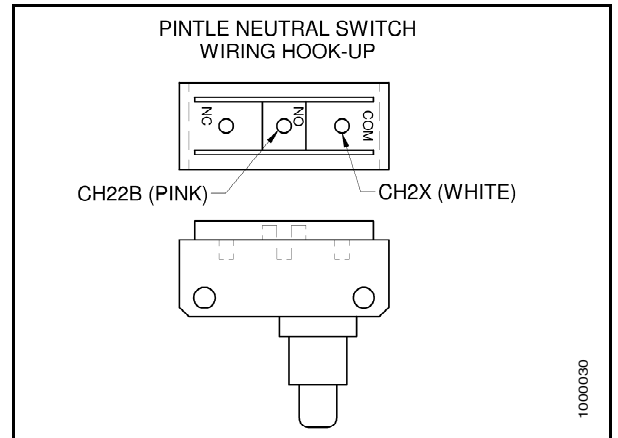


Figure 3.8

3.3.3 Pintle Neutral Check and Adjustment

1. Ensure GSL is in N-DETENT position and the steering wheel is locked in the centre position.
2. Shut down the engine.
3. Check security of electrical connections to the switch.

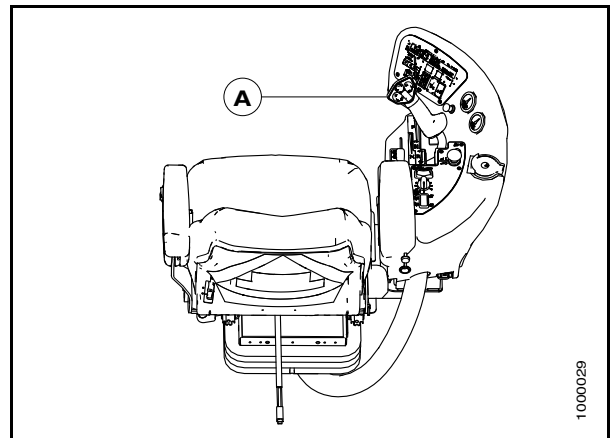


Figure 3.9