MAN-121000

Shelbourne REYNOLDS

UNIVERSAL TYPE

ALL MODELS

OPERATORS MANUAL

ORIGINAL INSTRUCTIONS

COMBINE HEADER TRAILER

Shelbourne Reynolds Engineering Ltd
Stanton
Bury St Edmunds
Suffolk
IP31 2AR
England

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www.shelbourne.com

YouTube

DEALER PRE-DELIVERY / INSTALLATION CHECK AND WARRANTY REGISTRATION – COMBINE HEADER TRAILER

DEALERS PRE-DELIVERY / INSTALLATION CHECK IMPORTANT ⚠

All items listed below must be checked, and adjusted if necessary. The person conducting the inspection should tick each item in the space provided, indicating whether or not adjustments were required. In the event of additional work being needed, details should be given in the additional work / discrepancy box, located at the bottom of this sheet, or on a separate sheet if required. When the inspection is complete, THIS FORM MUST BE COPIED & RETURNED TO:- Shelbourne Reynolds within 30 days of delivery to customer, otherwise the invoice date to the dealer will be deemed to be the start date for the warranty period.

SERIAL NUMBER: ..... MACHINE NUMBER: .....

MODEL: .....

PLEASE TICK APPROPRIATE COLUMN FOR EACH ITEM UNDERTAKEN

Dealer Pre Customer Delivery / Installation / Commissioning	Checks OK	Adjusted
Check / set Header Trailer to suit combine make / model. (see section 5.1)		
Fit header locking brackets / shoes to rear of header. (see section 5.2)		
Fit combine drawbar, if applicable. (see section 5.3)		
Adjust/set Header Trailer for initial loading/unloading of header.(see section 5.4)		
Check operation of road lights, if fitted.		
Check tyre pressures, see decal on axle. (see section 7.1)		
Check wheel nuts for correct torque setting. (see section 7.2)		
Check brake ram operation & adjustment, if brakes fitted.		
Check braking system for oil leaks, if brakes fitted.		
Check operation of handbrake. Either lever to axle brakes or jockey wheel lock.		
Check in general the tightness of the fasteners.		
Lubricate all grease points. (see section 7.7)		
Ensure that all safety guards & decals are fitted.		
Check paintwork and finish.		
Ensure that an operator's manual is supplied with the machine.		
Additional Comments:		
Dealer Representative's Name:	Date:	

Customer Instruction	Actioned
Explain the correct setting & operation of the machine to the customer.	
Ensure the machine is correctly attached to the customer's tractor / combine.	
Ensure the maintenance schedule is explained to the customer.	
Ensure the lubrication & grease points are indicated to the customer.	
Ensure all safety precautions & warning decals are explained to the customer.	
Ensure the warranty policy is explained to the customer.	
Ensure that the operator's manual is handed to the customer	
Additional Comments:	
Dealer Representative's Name:	Date: .....

For specific details please refer to the operator's manual.

DEALER PRE-DELIVERY / INSTALLATION CHECK AND WARRANTY REGISTRATION – COMBINE HEADER TRAILER

Dealer Name: .....

Address: .....

.....

Post / Zip code: .....

Dealer Salesman Name: .....

Customer Name: .....

Business Name (if different from above): .....

Address: .....

.....

Post / Zip code: .....

Email Address: .....

Tel No. Home / Office: ..... Cell / Mobile: .....

SERIAL NUMBER: ..... MACHINE NUMBER: .....

MODEL: .....

Dealer Signature: .....

Print Name: ..... Date: .....

Privacy Notice

Here at Shelbourne Reynolds Engineering Ltd we take your privacy seriously and will only use your personal information to administer your account and provide the products and services you have requested from us.
We would occasionally like to contact you with details of other products you may be interested in, special offers we provide and details/invitations to shows, working demonstrations and open days, however this would be no more than once or twice per year. If you consent to us contacting you for this purpose please tick a box or boxes to say how you would like us to contact you.

Post ☐ **Email** ☐ **Telephone/SMS** ☐

If you prefer not to be contacted, then please tick this box ☐

For further information please refer to our Privacy Policy at www.shelbourne.com

Customers Signature: .....

Print Name:..... Date: .....

The customer's signature certifies that the machine was delivered in a satisfactory condition and that adequate instruction was received as to its correct operation, safety requirements, and maintenance as stated in the operator's manual. Also that the customer has read, understood, and agrees to the Terms and Conditions of Sale along with the Warranty Policy (including the disclaimers and limitations) contained in the operator's manual.

Additional work / discrepancies:

.....

.....

.....

.....

.....

This page must be faxed or emailed to Shelbourne Reynolds Engineering Ltd.
Fax No: +44 (0)1359 250464 Email: warranty@shelbourne.com

WARRANTY POLICY (ALL PRODUCTS)

MACHINE REGISTRATION

To qualify for the full benefit of the warranty set out in this warranty policy (the "**Warranty**"), it is the purchaser's responsibility to ensure that the Shelbourne authorised dealer has completed the warranty registration details and that they are submitted to Shelbourne Reynolds Engineering Ltd. within 15 days from the date of delivery. If the warranty registration has not been completed and returned to warranty@shelbourne.com before the expiration of 15 days from the date of delivery, any claims made will be refused.
Using the machine implies the knowledge and acceptance of these warranty terms.

1. LIMITED WARRANTIES

1.5 NEW MACHINE WARRANTY

All new machines supplied by **Shelbourne Reynolds Engineering Ltd**. **("Shelbourne"),** are warranted to the original purchaser, under normal use and service, to be free from defects in material and workmanship for a period of 12 months from the date of delivery to the original purchaser (the **Warranty Period**), subject to the terms set out in this warranty policy.

No other warranty is given by Shelbourne regarding the machine, and no person has any authority to give any such warranty for or on behalf of Shelbourne, other than were given in writing signed by a director of Shelbourne.

1.2 WARRANTY ON SPARE PARTS

Shelbourne warrants that any spare part or component supplied by Shelbourne or the Shelbourne authorised dealer in accordance with this limited warranty are free from defects in material or workmanship from the date of sale to the original purchaser for 6 months, subject to the conditions and limitations in clauses 2 to 5 of this warranty policy. Shelbourne will at its option, either repair or replace the defective part free of charge providing that any warranty claim is supported with a copy of the invoice to the end user for the failed part. No claims will be considered for which sales invoices are not provided. Original Purchaser shall be responsible for labour and all freight charges to and from the place where the warranty work is performed.

Shelbourne Reynolds Engineering Ltd. cannot be held responsible for any failures or safety implications arising from the use of non-genuine parts. Use of non-genuine parts may seriously affect the machine's performance and safety.

1.3 WARRANTY ON DEALER STOCK MACHINES

No warranty is available or will be given on machines held in dealer stock for more than 6 months before sale.

1.4 TRANSFER OF WARRANTY

Shelbourne may at its sole discretion allow this warranty to be transferred to a subsequent owner of the machinery for the balance of the Warranty Period, subject to all the warranty conditions being met and only with Shelbourne giving prior written consent.

1.5 EXTENDED WARRANTY - Only available on the following Trimmer & Powermix Ranges

Trimmer – 7000 & 8000 Series

Shelbourne will provide an extended Warranty on certain parts of the 7000 and 8000 Trimmer ranges for an additional 12 months, beyond the initial Warranty Period. This is indicated in the table below and is subject to all the other terms and conditions of this warranty policy. This is a conditional extended warranty offered solely at the discretion of Shelbourne and is on a parts only basis.

	Standard (0-12 months)	Extended (12-24 months)
Gearbox	✓	✓
Hydraulic Valves	✓	✓
Hydraulic Pump	✓	✓
Hydraulic Motor	✓	✓
Hydraulic Cylinders	✓	✓
Booms/Main Frame	✓	✓
PTO Shaft	✓	X
Electronic Controls	✓	✓
Hoses	✓	X
Joystick	✓	X

X = Not Covered **✓ = Covered**

Note: Components not indicated have a Shelbourne standard 12 months warranty and are subject to all other terms and conditions of this warranty policy.

Powermix - All Models

Shelbourne will provide an extended Warranty on certain parts of all Powermix models for an additional 12 months and 24 months beyond the initial Warranty Period. This is indicated in the table below, and subject to all the other terms and conditions of this warranty policy.

This is a conditional extended warranty offered solely at the discretion of Shelbourne and is on a parts only basis. It is contingent on the recommended service schedule outlined in the operator's manual being followed and in the event of a claim proof of servicing will be required.

	Standard (0 - 12 months)	Extended (12 - 24 months)	Extended (24 – 36 months)
PTO Shaft	✓	X	X
Planetary Gearbox	✓	✓	✓
2 Speed Gearbox	✓	✓	✓
Hoses	✓	X	X
Scale Head	✓	✓	X
Electronic Controls	✓	X	X
Load Cells	✓	X	X
Valve Block	✓	X	X
Conveyor Belt	✓	X	X

X = Not Covered **✓ = Covered**

Note: Components not indicated have a Shelbourne standard 12 months warranty and are subject to all other terms and conditions of this warranty policy.

2. EXCLUSIONS

Shelbourne will not be liable for the machine's failure to comply with the Warranty in any of the following circumstances:

1) damage due to improper use or abusive operation

2) damage or depreciation caused by normal wear and tear.

3) the machine been subjected to alteration, modification, or fitment of non-genuine Shelbourne parts without the prior consent of Shelbourne.

4) wilful or accidental damage, including (but not limited to) damage caused by contact with overhead power lines, damage caused by foreign objects (e.g., stones, metals, and any materials other than vegetation).

5) the machine has not been maintained and serviced fully in accordance with the details and maintenance schedule set out in the Shelbourne Operators Manual, and only using Shelbourne genuine parts. Proof of service work may be requested prior to approval of any claim under the Warranty.

6) failure due to use of incorrect oil or lubricants, contamination of the oil, or oil which has served its useful life or failure to carry out proper maintenance as recommended in the Shelbourne Operators Manual.

7) the original purchaser failed to follow Shelbourne's oral or written instructions (including instructions in the Shelbourne Operators Manual) for the transportation, storage, commissioning, installation, use and maintenance of the machine or (if there are none) good trade practice regarding the same.

8) where the original purchaser has continued to use the machine after they became (or should reasonably have become) aware of the defect with the machine. **Continued use of the machine after a defect is discovered could cause further failures for which Shelbourne cannot be held liable and may also have safety implications**.

9) the Shelbourne serial number plate on the machine has been removed or altered.

10) failure by the customer to release the machine for repair will not be accepted as a reason for delay in repair or submitting warranty claims.

11) the product is attached to, connected with, or used in conjunction with, any other product which it is not compatible for use with (whether that other product is a Shelbourne or non-Shelbourne product);

In addition, it is the purchaser's responsibility to ensure that where the purchased Shelbourne product is to be attached to a tractor or other vehicle, the product falls within the carrying capacity as well as compatibility of the tractor or machinery which it is to be mounted on or to. Acceptance of an order and the supply of a product by Shelbourne does not indicate Shelbourne's approval of the purchaser's intended choice of tractor or machinery for installation, nor its compatibility with the purchased Shelbourne product.

The Warranty shall not apply in respect of any:

1) wearing items including but not limited to drive belts, conveyor belts, conveyor rollers, rubber flaps, flails, skids, bearings, pins, bushes, blades, pneumatic tyres, or any other items which are soil engaging or normal wearing or consumable items

2) hoses that have suffered external damage. Complete hoses must be returned for warranty within this period. Any which have been cut or repaired will be rejected.

3) repeat or additional repairs resulting from incorrect diagnostics, unless advised by Shelbourne.

4) poor-quality previous repair work (unless carried out by Shelbourne).

3. LIMITATIONS OF LIABILITY

Shelbourne and the Shelbourne authorised dealer shall not be liable to the original purchaser under any circumstance for injuries, death, property damage or damages of any kind whatsoever directly, consequential, or contingent to any person or property caused by the use of the machine.

Shelbourne shall not be liable for any consequential loss such as the following costs or types of loss (whether direct or indirect):

1) Loss of profit;
2) Loss of or damage to goodwill;
3) Loss of sales or business;
4) Loss of agreements or contracts or business opportunity;
5) The cost of lost consumables (such as oil);
6) Any loss or costs arising from the inability to use the machine due to any defect with the machine, and during the time taken to repair or replace the machine;
7) The cost of hire or purchase of any replacement machine;
8) Recovery of broken-down machine;
9) Damage to or loss of crops or vegetation;
10) Labour cost;
11) Damage to carrying tractor;
12) Damage caused by exceeding the tractor OEM (original equipment manufacturers) specification for implement mounting and hitch capability; and
13) Any other indirect or consequential loss.

In view of the Warranty given by Shelbourne, the terms implied by sections 13 to 15 of the Sale of Goods Act 1979, and all other implied warranties or conditions regarding the quality or suitability of the machine, are, to the fullest extent permitted by law, excluded from this warranty policy and any contract or agreement between Shelbourne and either the original purchaser or the Shelbourne authorised dealer.

The liability of Shelbourne for any failure by the machine to comply with the Warranty shall be limited to repair or replacement of the product, or refund of the purchase price, of the product as set out in clause 4 of this warranty policy.
Nothing in this warranty policy limits any liability which cannot legally be limited, including liability for:

1) death or personal injury caused by negligence.
2) fraud or fraudulent misrepresentation.
3) breach of the terms implied by section 12 of the Sale of Goods Act 1979 (title and quiet possession); and
4) breach of section 2 of the Consumer Protection Act 1987.

4. WARRANTY CLAIMS

All claims must be submitted by a Shelbourne authorised dealer on behalf of the original purchaser, providing that the original purchaser has:

1) given notice in writing with full information regarding the failure, to Shelbourne (or the Shelbourne authorised dealer) during the Warranty Period, and within 15 days of discovery of the failure. The Shelbourne authorised dealer will be responsible for forwarding the claim to Shelbourne directly, and where appropriate, the Shelbourne authorised dealer may be responsible for dealing with warranty claims as directed by Shelbourne;

2) given Shelbourne (or the Shelbourne authorised dealer) a reasonable opportunity to examine the machine or the damaged or defective parts; and

3) if requested by Shelbourne (or the Shelbourne authorised dealer), returned the damaged or defective parts (via the original Shelbourne authorised dealer) within 30 days of notification of a defect, as long as the request by Shelbourne (or the Shelbourne authorised dealer) is made within that time frame, otherwise, within a time frame as specified by Shelbourne (or the Shelbourne authorised dealer).

then Shelbourne shall, at its option, repair or replace the defective parts, or refund the price of the defective parts or approve that the Shelbourne authorised dealer does the same.

5. REPAIR COSTS

The original purchaser or Shelbourne authorised dealer shall not repair, or arrange for a repair, of the machine without the prior written authority of Shelbourne. Such authority may only be given by Shelbourne service personnel. **Shelbourne will not be liable for the cost of any repairs carried out without its prior written consent to the work being done.**

If Shelbourne authorises a repair of the machine, all claims for repair costs must be submitted to Shelbourne by a Shelbourne authorised dealer within 15 days of the date of repair on a Shelbourne Warranty Claim Form (in accordance with clause 7 of this warranty policy).

Repairs should only be completed by a Shelbourne authorised dealer (or another repairer with the prior written consent of Shelbourne).

The submission of a claim is not a guarantee of payment. Shelbourne will only reimburse the reasonable costs and expenses incurred in connection with any repair. The decision reached by Shelbourne is final.

6. DAMAGE TO NEW MACHINES

All goods must be examined on receipt, please examine all machines and packages, if there is any damage or short shipment sign ‘Damaged’ or ‘Detail any item not received’ and notify both Shelbourne Reynolds warranty department by phone or E Mail and the carrier within 24 hours of any damage or missing parts. **No claims will be accepted after this time.**

7. CLAIMS PROCEEDURE

All claims must be submitted by a Shelbourne authorised dealer. Full information relating to the failure must be submitted using the claim form available on the Shelbourne website under the "Support" section, with all required fields completed with the relevant information and then emailed to warranty@shelbourne.com. Full information on warranty claim submission can be found set out in the warranty procedures document.

Where repairs are completed by a Shelbourne authorised dealer (or another repairer with the prior written consent of Shelbourne), then completed form(s) must be received by Shelbourne **NOT LATER THAN 15 DAYS** from the date of repair. When requested by Shelbourne, additional information or failed parts must be received by Shelbourne **WITHIN 15 DAYS** of claim submission.

If in exceptional circumstances a non-Shelbourne part is used for a repair, warranty reimbursement will be at no more than Shelbourne's standard dealer cost for the genuine part.

If parts are returned and the claim is subsequently rejected and you require the parts sent back to you, please notify Shelbourne within 7 days of receiving rejection notification.

Following examination of the claim and parts, Shelbourne will pay at their discretion, for any valid claim the invoiced cost of any parts supplied by Shelbourne and appropriate labour and mileage allowances if applicable. **Maximum mileage per claim is capped at 80 miles unless otherwise pre-authorised and confirmed in writing by the Shelbourne Reynolds Service Manager.**

For any claims submitted, which are intentionally misleading or fraudulent, Shelbourne shall be entitled to charge an appropriate hourly rate to recover any costs incurred as a result.

8. FAILED PARTS

Ensure that all hydraulic ports on returned components are drained of oil and securely and appropriately plugged with the caps that came fitted to the replacement components to avoid oil leakage and contamination entering the assemblies. Hydraulic cylinders must be cleaned of oil and fully retracted.

Electrical items being returned must be suitably packaged and protected to reduce the risk of transportation damage.

Due to strict time constraints enforced by our suppliers, you must immediately return any failed hydraulic components such as pumps, motors, cylinders, valves, and hoses; electrical components, such as solenoid valves, control boxes, sensors/switches; or driveline components such as gearboxes, PTOs, and bearings if the machine is still within its relevant warranty period.

Hydraulic parts such as pumps, motors and cylinders, and driveline parts such as gearboxes must be returned to us unopened and unexamined. With hydraulic valve blocks and electrical control boxes there is the ability to replace specific serviceable components within them, such as valve cartridges, spool assemblies, circuit boards, relays, switches, and joystick should the need arise to resolve a fault within.

Any parts replaced under warranty remain the property of Shelbourne. They must be returned to Shelbourne on request. In all other cases, unless informed otherwise, they must be retained for a period of 90 days after such time they must be destroyed and rendered physically unusable and not sold or reconditioned for sale to a third party.

9. REIMBURSMENT

All claims, to the extent which it has been agreed by Shelbourne that a refund will be made, will be settled with the Shelbourne dealer, by credit memo, within 30 days of acceptance of the claim.

10. EXPORT CUSTOMERS

If you are based outside of the UK, warranty terms and conditions outlined above may differ depending on your market. Please contact Shelbourne Reynolds Engineering Ltd. for further information.

Dear Customer,

Parts manuals are not supplied with this machine but they can be ordered from your Shelbourne Reynolds dealer or alternatively downloaded from the Shelbourne Reynolds website (www.shelbourne.com) Manuals are located through the Parts and Service section followed by Manuals and then to Combine Header Trailer Manuals. Here you will find Operators and Parts manuals for various years' models.
The Machine and Parts Manual Number for your machine is -

Tick	Machine No.	Manual No.	Machine Model
	249930 01	MAN-12100	C9000 Header Trailer
	249930 01B	MAN-12100	C9000 (JD630X) Header Trailer
	249930 01C	MAN-12100	C9000 (JD625X) Header Trailer
	249930 02	MAN-12100	C7500 Header Trailer
	249930 02C	MAN-12100	C7500 Header Trailer
	249930 02D	MAN-12100	C7500 (JD622X) Header Trailer (2015 only)
	249030 02E	MAN-12100	C7500 (JD622X) Header Trailer (2016 & on).
	249930 03	MAN-12100	C6000 Header Trailer
	249930 03B	MAN-12100	C6000 Header Trailer
	249930 03C	MAN-12100	C6000 Header Trailer
	249931 01	MAN-12100	C10500TA Header Trailer
	249932 01	MAN-12100	C9000FW & C10500FW Header Trailer
	249932 02	MAN-12100	C12000FW Header Trailer
	249932 03	MAN-12100	C9000FW, C10500FW, C12000FW & C10500FWS, C12000FWS (hydraulic) 2015 only Header Trailer
	249932 04	MAN-12100	C9000FW, C10500FW, C12000FW & C10500FWS & C12000FWS (High, hydraulic) 2016 & on, Header Trailer
	249932 05	MAN-12100	C9000FW, C10500FW, C12000FW & C10500FWS & C12000FWS (Low, hydraulic) 2016 & on, Header Trailer
	249933 01	MAN-12100	C12000FWS (mechanical) Header Trailer
	249934 01	MAN-12100	C9000 Header Trailer
	249936 01	MAN-12100	C12000FWS Mechanical Steer Header Trailer

Header Trailer Serial Number **MEK**

ORDERING SPARE PARTS

To ensure that you order the correct part from your SRE dealer please use the following procedure.

ALWAYS QUOTE THE MACHINE AND SERIAL NUMBERS WHEN ORDERING.

Refer to the Parts Manuals front page/s, listing the machine assemblies. Select the correct machine assembly number which is printed in the top left corner of the page (starting with 2499* * 01). This machine number is listed above or can be taken off the Header Trailers identification plate.

On this page you will find the parts listing for the common parts for every configuration of that machine assembly number.

You will find the corresponding drawing by either looking at the facing page or progressing through the manual to the next drawing.
The drawings indicate the components by item numbers, which you will find, are repeated in the left-hand side of your parts listing, and therefore referring to the correct part.

Note all parts will not be found listed below the machine number. Other parts will be from specific sub-assemblies and optional kits. These sub-assemblies and kits will be found in numerical order further through the manual.

Sub-assemblies start with 2490* * 01 and kits start with KIT- * * * * *.

The lists on the following pages highlight the sub-assemblies and optional build kits that also make up your exact configuration of machine.

Sub-assemblies and optional build kits.

Non-current production highlighted.

Tick	Part No.	Description
Chassis extension kit (FW / FWS model)		
	249032 01	Chassis rear extension, FW
	249032 01B	Chassis rear extension, FWS (less clamp plate)
	249032 02	Chassis rear extension, C12000FW, JD640X
	249032 02B	Chassis rear extension, C12000FWS, JD640X (less clamp plate)
Axle type (TA & SA)		
	249030 04	C10500 tandem axle
	249030 05	C9000 tandem axle
	249030 06	C6000 & C7500 tandem axle
	249030 07	C6000 & C7500 single axle
	249030 07A	C9000 single axle
Stub axle type (TA & SA)		
	249030 10A	Tandem axle unbraked, 45mm SQ
	249030 10B	Tandem axle braked
	249030 10E	Tandem axle overrun braked
	249030 10F	Tandem axle unbraked, C10500 only
	249030 10G	Tandem axle braked, C10500 only
	249030 10I	Tandem axle unbraked, 50mm SQ
	249030 10J	Tandem axle unbraked, 50mm SQ
	249030 11	Single axle unbraked, 60mm, 6 stud
	249030 11A	Single axle unbraked, 50mm, 6 stud
	249030 11B	Single axle braked, 60mm, 6 stud
	249030 11F	Single axle unbraked, 50mm, 5 stud
	249030 11G	Single axle unbraked, 60mm, 6 stud
	KIT-04141	Hydraulics mount kit

Rear axle and wheels (FW / FWS)		
	249030 08	FW rear axle wheels & brakes
	249030 08A	FW rear axle wheels & brakes (C12000)
	249030 08C	FW rear axle wheels & no brakes
	249030 08D	FW rear axle wheels & brakes (12000)
	249030 08E	FW rear axle wheels & brakes (C9000/10500)
	249030 08F	FW rear axle for FWS chassis
	249030 09	FWS rear braked stub axles
	249030 09A	FWS rear unbraked stub axles
	KIT-04142	FW 30’ & 35’ front wheels
	KIT-04143	FW 40’ front wheels
	KIT-04147A	10500FWS Hydraulic steering kit (low)
	KIT-04147B	12000FWS Hydraulic steering kit (low)
	KIT-04149A	12000FWS Hydraulic hoses kit (rear)
	KIT-04149B	9000-10500FWS Hydraulic hoses kit (forward)
	KIT-04155A	10500FWS Hydraulic steering kit (high)
	KIT-04155B	12000FWS Hydraulic steering kit (high)
Wheels (TA & SA)		
	249030 10C	Tandem wheels (10/80x12, 10pr, 5 stud)
	249030 10D	Tandem wheels (6.00 – 9, 12pr, 5 stud)
	249030 10H	Tandem, C10500, wheels, (27x10-12, 14pr, 6 stud)
	249030 10K	Tandem wheels (10/80x12, 10pr, 5 stud, Aramid belted)
	249030 10L	Tandem wheels (6.50-10, 5 stud)
	249030 11C	Single, unbraked, wheels (10/75x15.3, 10pr, 6 stud)
	249030 11D	Single, braked / Tandem C10500 wheels, (10/80x12, 10pr, 6 stud)
	249030 11E	Single, unbraked, wheels (10/80x12, 10pr, 5 stud)
	249030 11H	Single wheels, HD 25' only (27x10-12, 14pr, 6 stud)
Mounting and locking		
	249030 12	JD header locking system
	249030 12A	JD mounting & locking 16' & below
	249030 12B	JD mounting & locking 14'
	249030 12C	JD mounting & locking C10500TA 35'

	249030 12D	JD header locking system C10500TA 35’
	2490030 12E	JD Variostar locking system
	249030 12F	JD (630X) mounting & locking C9000
	249030 12G	JD (622X-625X) mounting & locking C7500
	249030 13	CNH header locking system
	249030 13A	CNH mounting & locking sub, 17’ VF
	249030 13B	CNH mounting & locking 15'
	249030 13C	CNH mounting & locking 16’ – 22’
	249030 14	MF Powerflow mounting & locking sub, 18’ - 30’
	249030 14A	MF Powerflow mounting & locking sub, 30’ only
	249030 14B	MF Freeflow mounting & locking sub, 18’ - 25’
	249930 14C	MF Freeflow mounting & locking sub, 16’
	249030 14D	MF Powerflow mounting & locking sub, 30’ FW
	249031 01	CNH mounting & locking sub, TA
	249031 01A	CNH Mounting & locking 35' FW
	249031 01B	CNH mounting & locking 30' FW
	249031 01C	JD mounting & locking 30' FW
	249031 01D	JD mounting & locking 35' FW
	249031 01E	CNH newgen mounting & locking 30'
	249031 01F	CNH newgen mounting & locking 25'
	249031 01G	CNH mounting & locking 35' FW
	249031 01H	CNH mounting & locking 35’ FW
	249031 01J	CNH mounting & locking 30’ FW
	249031 01K	CNH mounting & locking 35’ TA
	249031 01L	CNH mounting & locking 40’ FW
	249031 01M	MF Powerflow mounting & locking sub, 35’ FW
	249031 01N	JD (600X) mounting & locking 40’ FW
	249031 01P	JD (600X) mounting & locking 35’ FW
	249031 01Q	JD (600X) mounting & locking 30’ FW
	249031 01R	JD (600X) mounting & locking 35’ C10500TA
	249031 01T	MF Powerflow mounting & locking sub, 30’ FW
	249031 01U	CNH mounting & locking 40’ FWS
	249031 01V	CNH Draper mounting & locking 30’ & 35’ FW
	249031 01W	CNH mounting & locking 30’ TA
	249031 01X	CNH mounting & locking 30’ FW
	249031 01Y	Massey P/F 25’ FW Mount Sub
	249031 02E	CNH mounting & locking 30' C9000
	249031 02F	CNH mounting & locking 25' C7500
	249031 02G	CNH mounting & locking 30' C9000
	249033 01	Macdon mounting & locking 30’ & 35’ FW
	249033 01A	Macdon mounting & locking 40’ FW
	249035 01	SRE Stripper header locking system
	249035 01A	Mounting & locking C10500FW
	249040 01	MF Superflow mounting & locking 30’ C9000TA, 2016 & on

	249040 02	MF Superflow mounting & locking 30’ C9000FW, 2016 & on
	249041 01	MF Superflow mounting & locking 35’ C10500FW / FWS, 2016 & on
	249042 01	JD X series, mounting & locking, 30’, 35’ & 40’, FW / FWS, 2016 & on.
	249043 01	JD X series, mounting & locking, 30’ & 35’ TA/TAB, 2016 & on.
	249044 01	JD X series, mounting & locking, 25’ TA/TAB, 2016 & on.
	249045 01	JD X-series, mounting & locking, 22’ SA, SAB, TA, TAB, 2016 & on.
	249048 01	CNH 30 & 35’ V-Guide mounting & locking. TA/TAB
	249049 01	CNH 30’, 35’ & 41’ V-Guide mounting & locking. FW, FWS.
	249050 01	CNH 22’ V-Guide mounting & locking. SA, SAB, TA, TAB
	249051 01	CNH 25’ V-Guide mounting & locking. SA, SAB, TA, TAB
	249052 01	AGCO 30’ Superflow mounting & locking, FW, FWS
	249053 01	AGCO 35’ Superflow mounting & locking. FW/FWS
	249054 01	Stripper XCV36’ mounting & locking sub FW, FWS
	249055 01	AGCO 30’ Superflow mounting & locking. TA/B
	249057 01	FW/S JD 700D mounting & locking sub
	249057 01A	FW/S JD 725D mounting & locking sub
	249058 01	TA JD 700 Premium flow mounting & locking sub
	249061 01	FW/S JD730, 735 FD mounting & Locking Sub
	249062 01	MACDON FD235 (10500 Tab) mounting & locking sub
	249063 01	MACDON FD230 (9000 Tab) mounting & locking sub
	249064 01	JD740FD Mounting & Locking Sub
	KIT-04130	Reel support kit, CNH 40’
	KIT-04116A	10500FW 36’ zurn mounting kit
Combine drawbar / header trailer tow eye adaptors		
	KIT-04035	JD C series Level Land
	KIT-04036	JD C series Hill Master
	KIT-04037	JD W & T series Level Land
	KIT-04038	JD W & T series Hill Master

	KIT-04039	NH TX / TF
	KIT-04040	NH CX
	KIT-04050	JD CWS, 1170, 1450, 1550
	KIT-04052	NH CS / CSX & TC
	249030 01	50mm eye bolt on type
	249030 02	40mm DIN eye bolt on type
If neither of the 2 above are ticked, then 50mm weld on type fitted.		
	KIT-04120	DIN 40mm reducer, Auto hitch, all models
	240176 10	C9000TA drawbar, for auto hitch
	240796 11	C7500-C6000 drawbar, for auto hitch
	240926 07	C9000-C12000FW / FWS drawbar, for auto hitch
	KIT-04136	Drawbar support kit (FW with auto hitch)
	KIT-04175	A-frame drawbar spring kit
	KIT-04053A	Chassis Raise Kit 9000
	KIT-04053B	Chassis Raise Kit 7500 & 6000
Accessory tray / box		
	KIT-04034	Accessory box
	KIT-04034A	Accessory box C10500FW
	KIT-04034B	Accessory box C9000TAB
	KIT-04146	Side knife storage box
	KIT-04170	ACGO Side knife storage kit
Spare wheel kit		
	KIT-04045	10/80x12, 10pr, 5 stud
	KIT-04045A	10/80x12, 10pr, 6 stud
	KIT-04045B	6.00/9, 12pr, 5 stud
	KIT-04046	10/75x15.3, 10pr, 6 stud
	KIT-04068	27x10-12, 14pr, 6 stud C10500TA
	Kit-04068A	27x10-12, 14pr, 6 stud 25’ SA IHC 140 series
	KIT-04119	11.5/80 x 15.3, 18pr, 6 stud (FW ONLY)

Road light kits		
	KIT-04100	Universal light kit
	KIT-04100A	35' light kit
	KIT-04100B	30'/35' FW light kit cable not Macdon
	KIT-04100C	30'/35' FW light kit cable Macdon only
	KIT-04100D	Universal light kit
	KIT-04100E	Original 35' light kit
	KIT-04100F	30'/35' FW light kit cable
	KIT-04100G	30' - 40' FW / FWS light kit cable
	KIT-04100H	30' - 40' FW / FWS light kit cable
	KIT-04100J	TA/TAB Light beam extension kit
	KIT-04100K	TA/TAB Direct mount light kit
	KIT-04100M	FW/S Extension mount & light kit
	KIT-04137	Light beam extension JD (600X) C10500TA
	KIT-04152	Light beam extension JD (600X)
	KIT-04172	Macdon marker light kit
	240755 01	C9000TA Light cable
	240755 02	C7500TA & SA Light cable
	240755 03	C6000TA & SA Light cable
	240755 09	C10500TA Light cable
	21701001	Tie wrap, C9000TA & C10500TA only
	KIT-04169	Light board extension kit, clamp type
Oil Seed Rape Extension arm kits and parts		
	KIT-04101	JD premium flow rape extension kit
	KIT-04101A	JD premium flow rape extension kit
	KIT-04101B	35' Zurn extension outboard mounting
	KIT-04101C	Premium flow outboard mounting
	KIT-04101D	35' premium flow outboard mounting
	KIT-04104	Zurn extension height packer kit
	KIT-04107	NH cheval/Biso rape extension kit
	KIT-04116	30' C10500FW Zurn extension kit
	KIT-04116A	35' C10500FW Zurn extension kit
	KIT-04116B	30' premium flow extension kit
	KIT-04116C	35' premium flow extension kit
	240688 01	Support Beam 9.0mt, 30'
	240688 02	Support Beam 7.5mt, 25'
	240688 03	Support Beam 6.0mt, 20'

Central markers		
	KIT-04124	Central marker kit (FW models)
	KIT-04124A	Central marker kit (FW (JD600X) models) 2015 only.
	KIT-04124B	Central marker kit (FW (JD600X) models) 2016 & on.
Jack Kit		
	KIT-04117	C9000 & 10500FW jack assembly
	KIT-04126	C6000 – C9000 SA & TA jack assembly
Wheel chock kit		
	KIT-04128	Wheel chock kit (unbraked models using Jack kit, KIT-04126)
	KIT-04132	Wheel chock kit, unbraked FW models
Transfers FW / FWS only		
	240394 01	C9000 transfer
	240394 05	C10500 transfer
	240394 07	C12000 FWS transfer
	240394 08	C10500 FWS transfer
	240394 09	C9000FWS transfer
	KIT-04174	Height Packers
	KIT- 04176	Tie Rod High Clearance Kit
Extra options		
	KIT-04013	Winch kit
	KIT-04135	Rear skid support FW (NH/IHC) 35’, 40’

EC Declaration of conformity for machinery

(Machinery Directive 2006/42/EC, Annex II., sub. A)

Manufacturer : Shelbourne Reynolds Engineering Ltd.

Address : Shepherds Grove Industrial estate,
Stanton,
Bury St Edmunds,
Suffolk.
England.
IP31 2AR

Name and address of the person *(established in the European Community/EEA)* authorised to compile the technical file *(to the authorities on request)*:

Name : Mr. Neil Smith

Address : As stated above.

Herewith we declare that :

DESIGNATION:	**COMBINE HEADER TRAILER**
MODEL:	
TYPE:	
MACHINE No.:	
SERIAL No.:	

- is in conformity with the relevant provisions of the Machinery Directive (2006/42/EC)

Neil Smith
Director

Place : **Stanton, England.** Date :

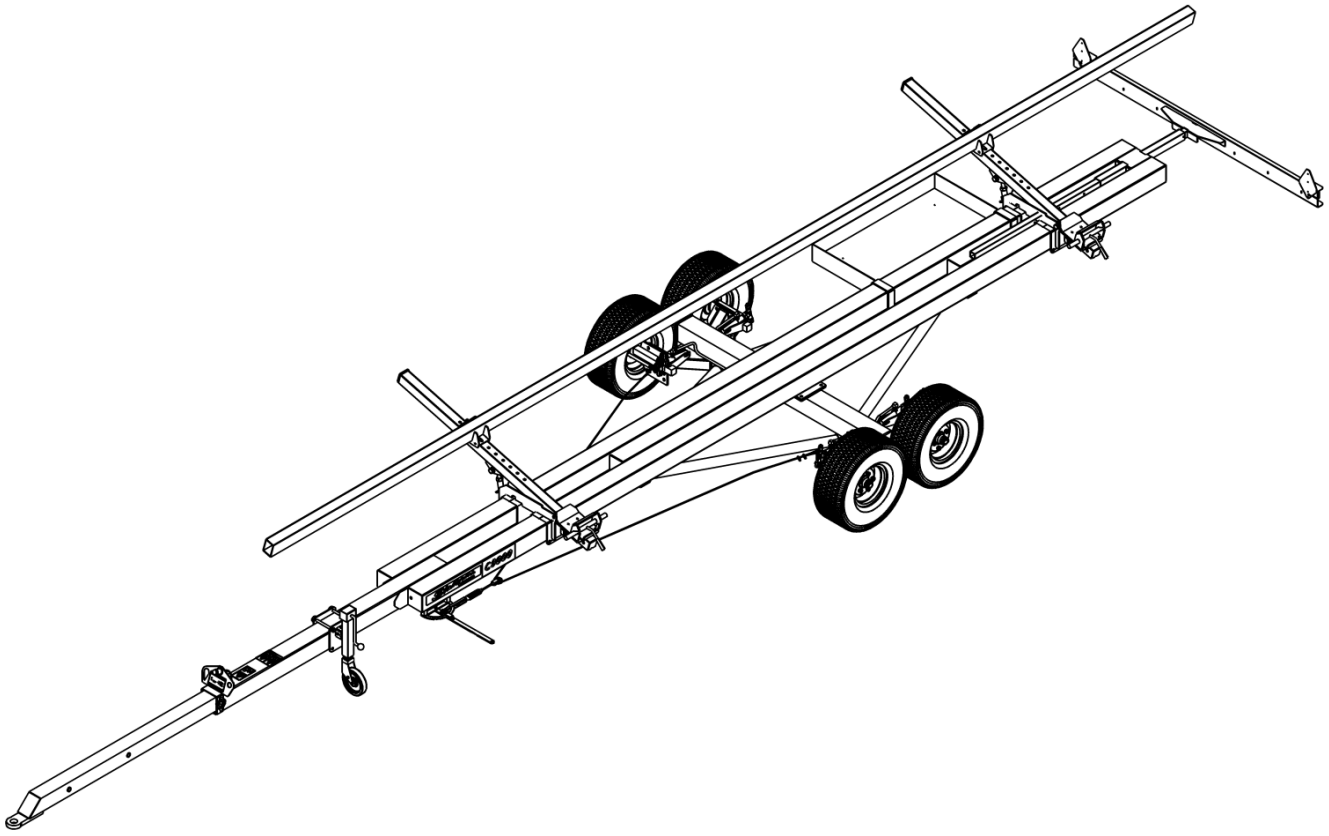
PARTS AND OPERATORS MANUAL

CONTENTS

SECTION 1 INTRODUCTION

1.1 FOREWORD

This manual will assist the operator to set, operate and service the Shelbourne Reynolds Combine Header Trailer to produce safe and efficient operation. It should be read carefully before putting the machine to work.
This manual should be used in conjunction with the combine and tractor manufacturers manual.



1.2 IMPROVEMENTS AND CHANGES

Shelbourne Reynolds Engineering are continually improving their products to meet the farmers needs and therefore reserve the right to make improvements and changes when practical to do so, without incurring any obligation to make changes and additions to equipment which has been sold previously.

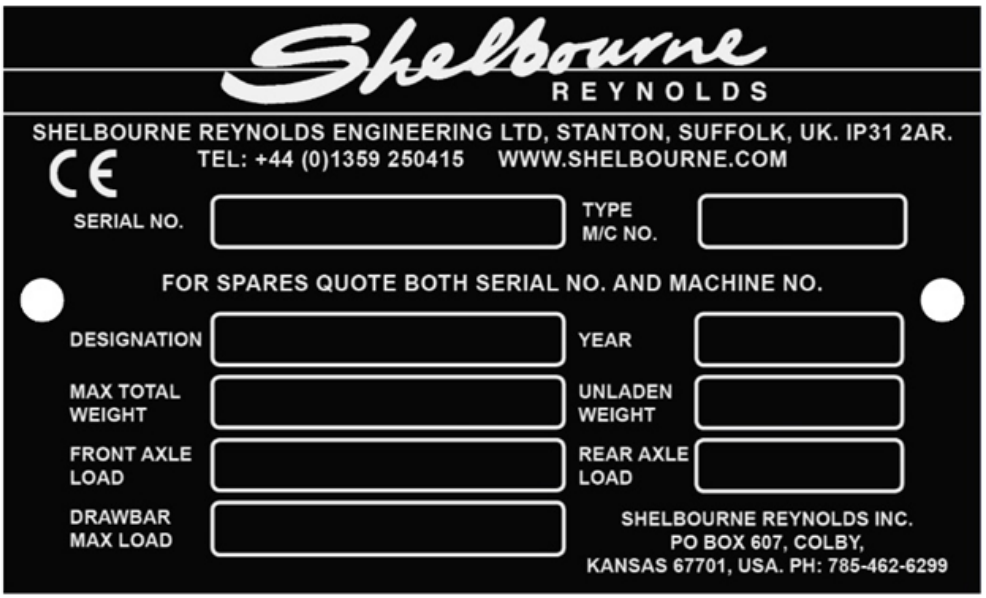
1.3 SERVICE PARTS

Use guaranteed and genuine Shelbourne Reynolds Engineering service parts on Shelbourne Reynolds machinery to ensure maximum life and best performance. These are available through your Shelbourne Reynolds Engineering dealer.

When ordering service parts always quote the model, serial number and machine number.

1.4 MACHINE IDENTIFICATION

The serial and machine numbers of the Header Trailer are printed on a plate located on the front of the main chassis beam for the SA and TA models and located on the top of the ‘neck’ for FW and FWS models.



SECTION 2: SAFETY PROCEDURES

2.1 ACCIDENT PREVENTION.

The following safety instructions are applicable for all chapters of this manual.

Accident programmes can only prevent accidents with the co-operation of the persons responsible for the operation of the equipment.

For the safety of others, operate equipment with care and do not take unnecessary risks, which could cause an accident.

Please read all safety instructions contained in this operating manual with the utmost care and also observe all warning signs attached to the Header Trailer.
Follow these instructions to prevent accidents. These instructions must also be made available to all other users. You are advised to refrain from any working methods, which may be hazardous.

All relevant accident prevention regulations governing the operation of agricultural machinery, as well as other generally acknowledged health and safety regulations and road traffic regulations must be strictly observed.

The combine and tractor manufacturers, operator manual, safety precautions should also be adhered to when using a Header Trailer.

CAUTION

This symbol will appear throughout this manual whenever your safety, the safety of others or the machinery, is involved.

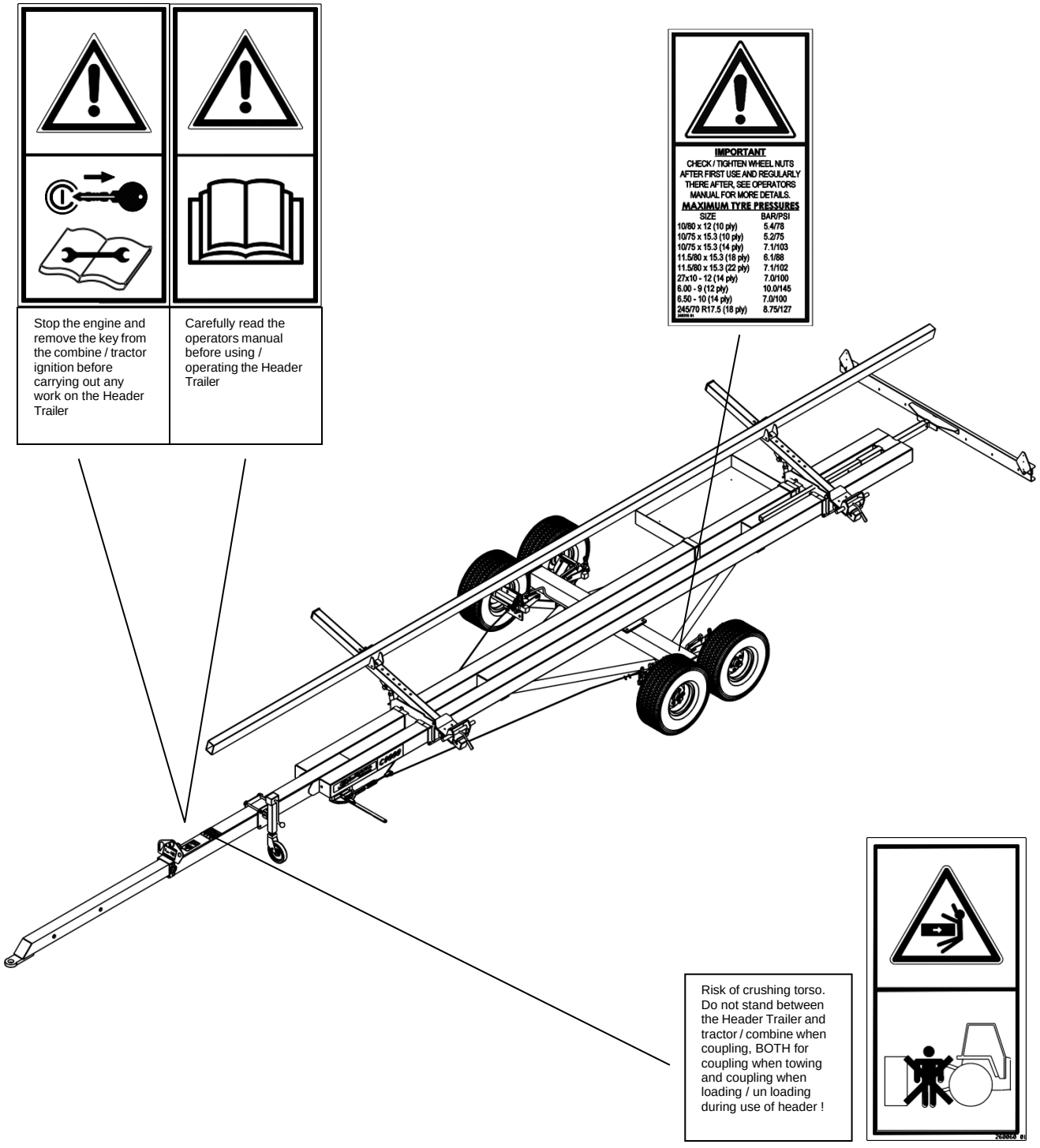
The ‘SAFE STOP’ procedure is mentioned throughout this manual. It is extremely dangerous to carry out any work on a machine while it is under power. The most important safety measure is to follow the ‘SAFE STOP’ procedure before carrying out any maintenance or adjustments, including dealing with a blockage or other problems:
The procedure is as follows:

- Put the handbrake on.
- Make sure the controls are in neutral (equipment made safe).
- Stop the engine (or turn off the power).
- Remove the key (or lock-off the power supply).

2.2 SAFETY SIGNS

The following safety signs appear on the machine and are for your safety and the safety of other people. Ensure that you identify each symbol and understand its warning.

These safety signs must be kept in a legible condition and must be replaced if missing or damaged. This is especially the case when whole sections are replaced when making repairs. Replacement safety signs are available as spare parts through your dealer or importer.



2.3 ACCIDENT PREVENTION BEFORE STARTING

Read the manual thoroughly.

The Header Trailer may be used only if all safety devices, e.g. detachable guards, are fitted and in proper working order.

Nuts and bolts should be checked at regular intervals and tightened if necessary.

Tyre pressures must also be checked regularly.

Ensure the combine / tractor is fitted with Mirrors to guarantee the lateral visibility on both sides of the Header Trailer.

Ensure all road lights operate correctly (if fitted)

Ensure that no person is working on the Header Trailer and combine / tractor.
Always perform an inspection before starting.

Check that all observers are clear of the Header Trailer and combine / tractor. Warn bystanders by sounding the horn of the combine / tractor several times.

Check there are no foreign objects interfering with the Header Trailer and combine / tractor.

Before undertaking any work on the trailer or header or before operation of any functions e.g. unlocking pins; ensure that no loose fitting clothing is being worn, jewellery has been removed and long hair has been tied back.

2.4 ACCIDENT PREVENTION WHEN OPERATING.

The Header Trailer must not be put into operation until the user has been given proper initial instructions either by the dealer or by one of Shelbourne Reynolds' representatives or employees.

The operator towing the header trailer should always wear a seatbelt in the towing vehicle when possible.

One person should use the Header Trailer only. When the operator identifies someone approaching or is too close for their safety, the operator shall stop operating until the person is clear again.

Bystanders need to keep a safe distance from the Header Trailer and combine / tractor while it is being operated.

No person may be allowed to ride on the Header Trailer when it is operating.

Keep children away from the Header Trailer and combine / tractor at all times.

Ensure the Header Trailers parking brake (either M16 locking bolt on the parking jack's jockey wheel, wheel chocks or handbrake on braked models) is applied and cannot roll forwards or backwards at all times whenever it is not coupled to a towing vehicle.

Only load the Header Trailer with the designated headers specified in this manual.

Try to always load / unload Header Trailer on level ground.

ALWAYS ensure the two rear locking pins are engaged into the header brackets at all times when a header is fitted to the Header Trailer. The pins position should be locked by pushing the handles into the retaining spring clips.
Only disengage just before removing the header with the combine.

In the event of a malfunction, immediately cease operation and secure the Header Trailer in its stationary position. Malfunctions must be eliminated immediately.
Ensure the combine or tractor engine is turned off and key removed from ignition and handbrake applied.

Do not work around the Header Trailer in loose clothing that might get caught up.

Do not go under the Header Trailer unless it is securely blocked.

2.5 ACCIDENT PREVENTION WHEN COUPLING AND UN COUPLING TO THE COMBINE / TRACTOR

Ensure that the Header Trailer has the correct type of hitch for your combine / tractor.

Ensure the Header Trailers parking brake (either M16 locking bolt on the jack's jockey wheel, wheel chocks or handbrake on braked models) is applied and cannot roll forwards or backwards when being coupled to the towing vehicle.

Slowly reverse the combine / tractor towards the Header Trailer - always ensure that there are no other persons in the vicinity of the Header Trailer or the combine / tractor.
As visibility is poor from combines cab, regularly stop movement, apply handbrake and get out and check coupling progress and drawbar heights.

Couple or un couple the Header Trailer to the combine / tractor hitch using only the procedure described in the later sections of this manual

When un coupling the Header Trailer, park on level ground and apply its parking brake (either M16 locking bolt on the jack's jockey wheel, wheel chocks or handbrake on braked models), to prevent the machine moving before un coupling and driving away the combine / tractor.

2.6 ACCIDENT PREVENTION WHEN USING THE HYDRAULIC SYSTEM (HYDRAULIC BRAKED MODELS ONLY)

Do not connect the hydraulic hoses to the tractor's hydraulic system until you have made sure that the system is at zero pressure on both the tractor and the Header Trailer.

The hydraulic system generates extremely high pressures. All piping, hoses and connections must therefore be checked regularly for leakage and visible external damage.

Use proper and thorough means of searching for leakage and repair all damage immediately.

Spurting hydraulic oil can cause injuries and fires. Call a doctor immediately in the event of injury.

2.7 ACCIDENT PREVENTION WHEN LEAVING THE MACHINE

Park the Header Trailer and combine / tractor on level ground.

Apply the combines / tractors parking brake.

Stop the combines / tractors engine, remove the ignition key before leaving the cab. If being left unattended lock combine / tractors cab.

Ensure the Header Trailers parking brake (either M16 locking bolt on the parking jack's jockey wheel, wheel chocks or handbrake on braked models) is applied and cannot roll forwards or backwards if being left uncoupled to a towing vehicle.

2.8 ACCIDENT PREVENTION WHEN SERVICING THE MACHINE

Any malfunctions or defects, which might affect the safe operation of the Header Trailer, must be immediately eliminated.

Stop the combines / tractors engine, remove the ignition key and apply the handbrake before servicing, adjusting or otherwise working on the machine, if coupled to towing vehicle.

Before undertaking any work on the machine, ensure long hair is tied back and suitable clothing is being worn. Evaluate the work required and wear the appropriate PPE equipment for that job.

Ensure the Header Trailers parking brake (either M16 locking bolt on the parking jack's jockey wheel, wheel chocks or handbrake on braked models) is applied and cannot roll forwards or backwards if servicing when uncoupled to a towing vehicle.

When moving around the trailer, take care not to trip and clear up any spillage that could cause slipping to occur.

The Header Trailer must be used, maintained and repaired only by persons who are familiar with its working and have been made fully conversant with the risks involved.

When lifting heavy components of the trailer, such as wheels, stub axles, support arms etc. always be aware of manual handling guidelines and use lifting tools/aids if necessary.

Before tightening any fixings, ensure the spanner or socket is secure in the bolt head or nut and can't slip off. Use suitably sized tools/extensions depending on the job. Evaluate what could happen if slipping does occur and adjust body position accordingly.

OEM replacement parts and accessories from Shelbourne Reynolds have been specially designed for use with the Header Trailer. Any replacement parts and accessories not supplied by Shelbourne Reynolds have not been tested and approved by us. The installation and/or the use of non-Shelbourne Reynolds products may under certain circumstances have a negative influence on the given design features of your Header Trailer and may therefore adversely affect it's safe and reliable operation and your safety. Shelbourne Reynolds cannot therefore be held liable for damage or injury caused by the use of non-OEM replacement parts or accessories.

2.9 ACCIDENT PREVENTION WHEN TOWING ON PUBLIC ROADS

Road traffic regulations must be observed when towing the Header Trailer on roads, paths and other public places.

The Header Trailer must be in a road-worthy condition.

Observe the maximum permissible width for road transport and fit all necessary rear lights, warning signs and guards.

Ensure that any braking systems and lighting systems are in full working order and that the vehicle towing the Header Trailer can fully and correctly operate them.

Ensure that the lighting system is extended to a position just level with the end of the header.

Observe the maximum permissible axle loads, the load bearing capacity of the tyres and the maximum total weights in order to ensure adequate steering and braking. Attached implements also influence the behaviour of the tractor. Take the width and the towing hitch weight into consideration, especially on sharp bends.

No person may be allowed to ride on the Header Trailer.

Ensure the two rear locking pins are engaged into the header brackets correctly.

2.10 PROPER USE

Always make sure that the Header Trailer is in a technically perfect condition and that it is used properly and for its intended purpose and entirely in accordance with the instructions given in this manual. Any malfunctions or defects which might affect the safe operation or the Header Trailer must be immediately eliminated.

The Header Trailer is intended for use on typical farms and to be employed in transporting combine harvesters headers. Any uses other than that for which the Header Trailer is intended, will automatically exempt Shelbourne Reynolds or the supplier from its/his liability in respect of ensuing damage. Such cases of improper use will therefore be entirely at the user's own risk.

Header Trailers are based on state-of-the-art technology and are manufactured in accordance with recognised safety requirements. Nevertheless the use of the Header Trailer does not preclude the risk of injury to the user or third parties and/or the risk of damage to the Header Trailer itself or to other materials or items of equipment.

2.11 NO LIABILITY FOR CONSEQUENTIAL DAMAGE

Even though your Header Trailer has been manufactured with the utmost care and you are using it properly, fluctuations and interruptions in performance may still occur.

It is the duty of the operator / user to ensure that foreign objects, e.g. stones, metal objects etc. are not allowed to contact the Header Trailer. Failure to observe this may result in damage to the machine and / or injury to the operator / user or others.

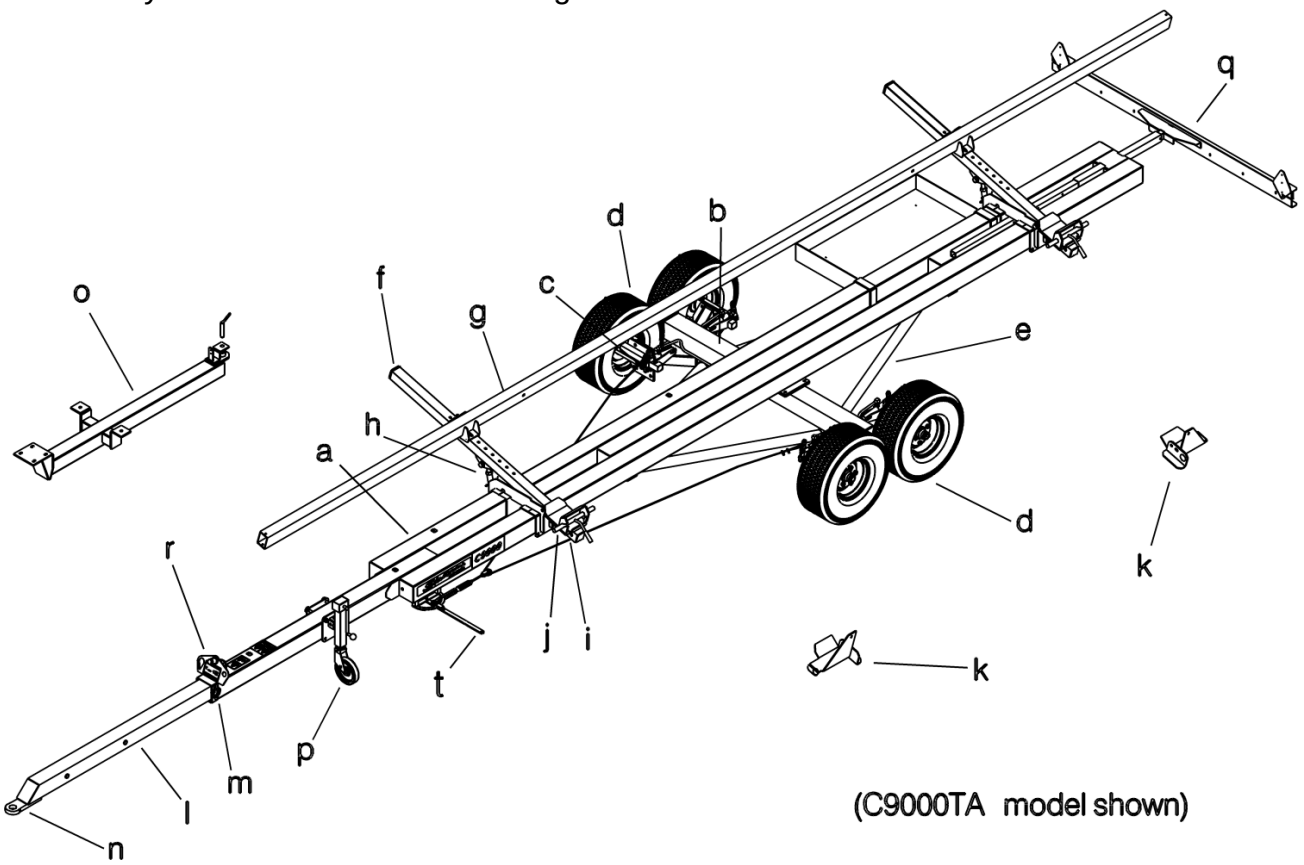
Any claims for damages not directly incurred by the Header Trailer cannot be accepted. By the same token, Shelbourne Reynolds cannot be held liable for any consequential damage resulting from incorrect use of the Header Trailer.

Improper use also comprises failure to observe the instructions given in this operating manual and the manufacturer's maintenance and servicing requirements.

SECTION 3 SPECIFICATION & DESCRIPTION

3.1 DESCRIPTION TA (Tandem Axle) AND SA (Single Axle) MODELS

This range of Header Trailers comprises of the C10500TA, C9000TA, C7500TA, C6000TA, C7500SA and C6000SA models.
Each model consists of a mainframe / chassis (a), single for C6000 and C7500 and double beam construction for C9000 and C10500 models, which to it is bolted an axle (b). To either end of the axle is attached a single or a tandem (depending upon models) height adjustable, stub axle assemble (c). These stub axles are available as either unbraked or braked optional versions.
Each stub axle assembly then has a wheel and tyre assembly (d) fitted to it.
The mainframe / chassis and axle are restrained by 4 diagonal tie bars (e).
Various combinations of header support brackets have been used but typically onto the mainframe / chassis, 2 support arms (f) are fitted which in turn have a support beam (g) fitted to them. Note some models have 4 support arms securing the support beam, whereas other models have 4 or 6 individual header supports with no support beam (both not illustrated below.)
The position of the support arms along the mainframe / chassis, along with the support beams fixing to them, is adjustable.
The support beams position along the arms is also adjustable giving a great deal of flexibility to allow it to contact the underneath of the combine's header just where it is required.
The angle of the arms can be adjusted by extending or retracting an adjustable link (h) to then set the header at the correct angle for combine fitment.
Fitted at the rear of the arms are header cradles (i), (Note John Deere X series Header Trailers have locking brackets inboard of two of the individual arms), which contain sliding / rotating locking pins (j) to secure the header to the Header Trailer. The pins engage into header specific locking brackets (k) that are bolted onto the rear of the combine's header.
In to the front of the mainframe / chassis is a telescopic drawbar (l) which is secured by a removable locking pin (m). This telescopic drawbar can be set in a variety of in and out positions as well as the drawbar can be rotated to have the end tow eyelet (n) at the top or the bottom of the beam.
This tow eyelet is suitable for connecting to either a tractor or combines drawbar.



(C9000TA model shown)

A range of combine drawbars (o) are available for sale through Shelbourne Reynolds.
Close to the front of the mainframe / chassis is mounted a height adjustable parking jack (p).
At the rear of the mainframe / chassis is a road light board (q), (optional on certain models). The position of this is adjustable in and out on some models to ensure it is at the rear of the header. Other models may use a fixed extension.
The road lighting electrical connector and hydraulic brake connector (if fitted) are stored on a retaining parking bracket (r) at the front of the mainframe / chassis. If hydraulic brakes are fitted a parking brake lever (t) will be fitted. If hydraulic brakes are not fitted a parking brake screw is fitted to the parking jack's wheel (p) or wheel chocks are supplied (not illustrated).

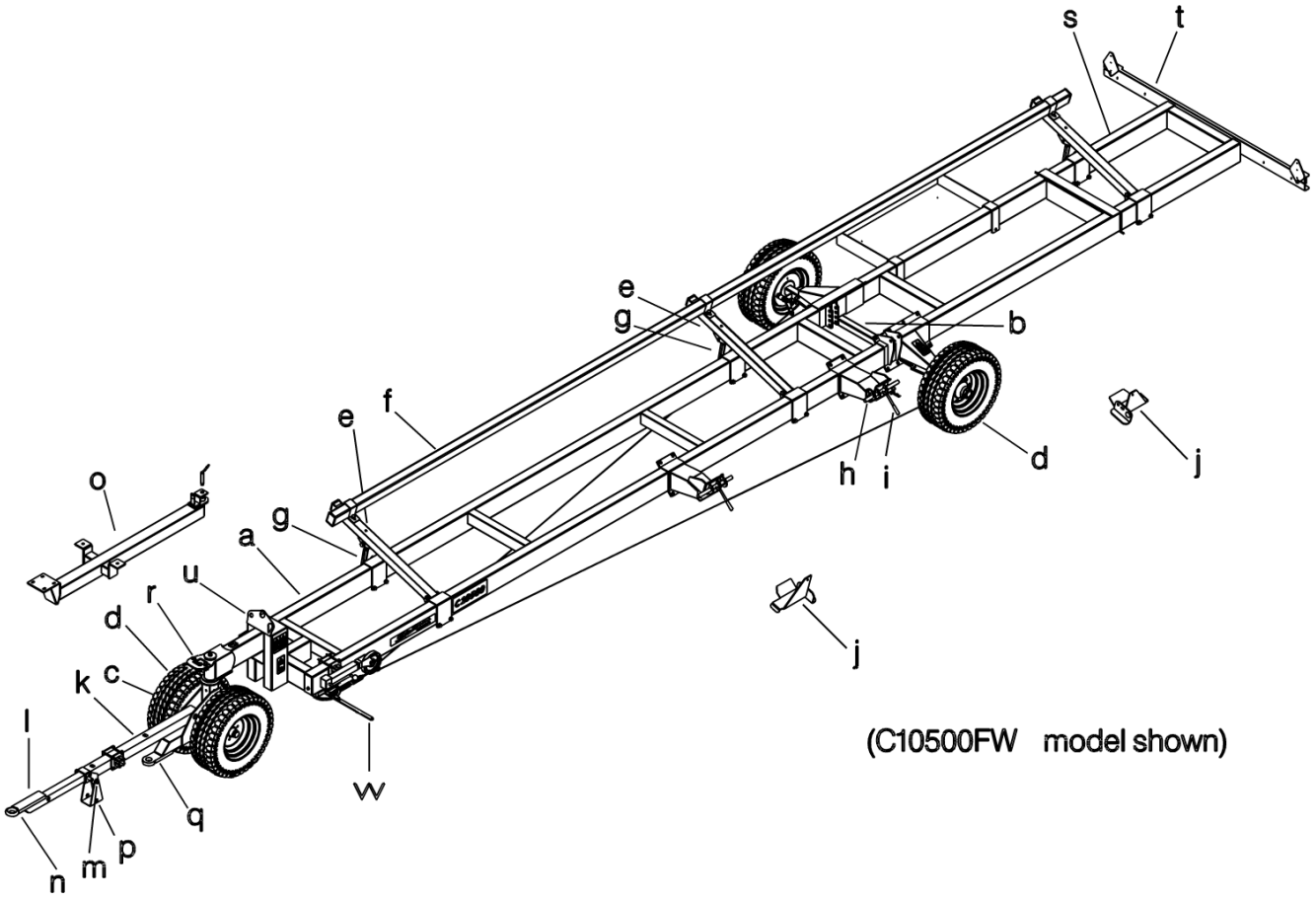
If the header has an oil seed rape extension kit fitted some optional bracketry along with a second support beam can be fitted. (not illustrated)
Other optional equipment include, an accessory box that can be used to accommodate the storage of loose parts, a spare wheel and its carrier, a winch kit to assist with difficult coupling to the towing vehicle and a tow eyelet hole reducer for use with combine auto hitch systems (all not illustrated).

3.2 DESCRIPTION FW (Four Wheel) & FWS (Four Wheel Steering) MODELS

This range of Header Trailers comprises of the C12000FW/S, C10500FW/S and C9000FW models. Each model uses a ladder frame construction chassis (a), which to it, is bolted a fixed, hydraulically braked, rear axle (b) for FW models or a bolted on steering axle system (not illustrated) for FWS models including hydraulic brakes and locking system. Both types of rear axles have 2 fixing positions dependant on which model it is.
At the front of the mainframe / chassis a pivoting / rocking, un braked axle assembly (c) is fitted. To either end of both front and rear axles are attached a wheel and tyre assembly (d).
Various combinations of header support brackets have been used but typically onto the mainframe / chassis, 2, 3 or 4 support arms (e) are fitted which in turn have a support beam (f) fitted to them. Note some models have 4 or 6 individual header supports with no support beam (not illustrated below.)
The position of the support arms along the mainframe / chassis, along with the support beams fixing to them, is adjustable.
The support beams position along the arms is also adjustable giving a great deal of flexibility to allow it to contact the underneath of the combine's header just where it is required.
The angle of the arms can be adjusted by extending or retracting an adjustable link (g) to then set the header at the correct angle for combine fitment.
Fitted at the rear of 2 arms are header cradles (h) (Note John Deere X series Header Trailers have locking brackets inboard of two of the individual arms), which contain sliding / rotating locking pins (i) to secure the header to the Header Trailer. The pins engage into header specific locking brackets (j) that are bolted onto the rear of the combine's header.
Attached to the front axle assembly is a pivoting drawbar assembly (k) that in turn has an inner telescopic drawbar (l) which is secured by a removable locking pin (m). This telescopic drawbar can be set in a variety of in and out positions as well as the drawbar can be rotated to have the end tow eyelet (n) at the top or the bottom of the beam.
This tow eyelet is suitable for connecting to either a tractor or combines drawbar.
A range of combine drawbars (o) are available for sale through Shelbourne Reynolds.
The telescopic drawbar is supported off the ground by a height adjustable foot (p) or a drawbar spring kit (not illustrated).
A fixed second tow eyelet (q) is mounted lower in the front axle assembly and is accessible by firstly pivoting up the drawbar assembly vertically and then retaining with fixing plate and locking pin (r). This also locks off the front axles pivoting action in the mainframe / chassis.
On certain C12000FW/S and C10500FW/S models only, a mainframe / chassis extension (s) is fitted to accommodate the rearward header support brackets.
To either the rear of the mainframe / chassis or the extension a road light board (t) is fitted. The position of this, depending upon Header Trailer model, can be adjustable in and out to ensure it is at the rear of the header. On other models the lightboard is mounted directly to the chassis or a fixed extension is used.
The road lighting electrical connector and hydraulic brake connector are stored on a retaining parking bracket (u) at the front of the mainframe / chassis.

A ratchet type parking brake lever (w) is fitted on some models. Other models use a winding type handbrake fitted to the RH, offside of the Header Trailer (not illustrated).
If the header has an oil seed rape extension kit fitted some optional bracketry along with a second support beam can be fitted (not illustrated).

Other optional equipment include an accessory box that can be used to accommodate the storage of loose parts, a spare wheel and its carrier, a tow eyelet hole reducer and drawbar support spring kit for use with combine auto hitch systems (all not illustrated)..



“Right (RH), left (LH), front and back” of the Header Trailer is termed in the manual as viewed from the combine or tractors driver’s seat, looking forwards with the Header Trailer being towed behind.
Left is also known as nearside and Right as offside for vehicles driven on the Left side of the road.

3.3 INTENDED USE

The Header Trailer is intended for use on typical farms and to be employed only for transporting specific Combine harvester headers. It should not be used for transporting anything else.

3.4 TECHNICAL SPECIFICATION

Sizes and weights are as follows : (all dimensions and weights are approximate)

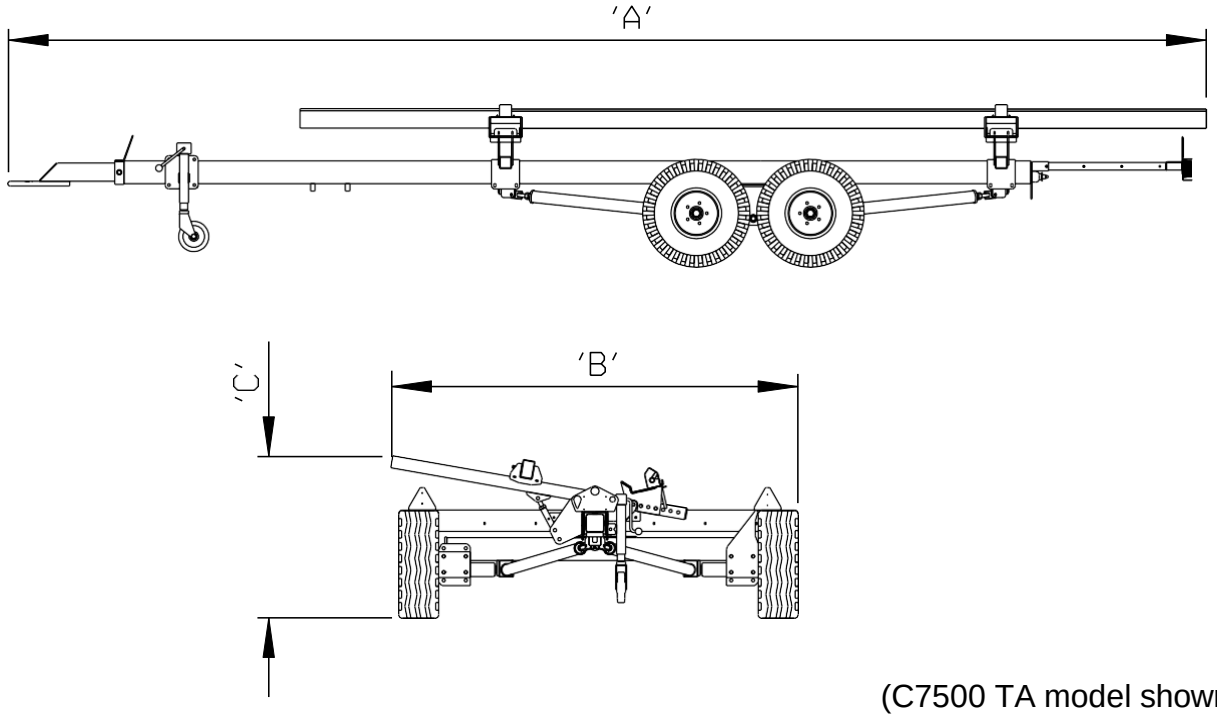
	C6000SA	*C6000TA*	*C7500SA*	*C7500TA*	*C9000TA*	*C10500TA*
Overall length - mm (A)	7,930	7,930	9,295	9,295	10,800	12,630
Overall Width - mm (B)	2,750	2,700	2,750	2,700	2,700	2,700
Overall Height - mm (C)	1,200	1,200	1,200	1,200	1,200	1,200
Unladen Weight - kg	950	1,200	1,050* 950* 950*	1,250	1,650	2,150
Max. Gross Weight - kg	3,300**	3,700	3,450* 3,100* 3,600*	4,250	5,300	6,600
Max. laden drawbar - kg	250	250	250	250	300	350
Chassis style	Single beam	Single beam	Single beam	Single beam	Double beam	Double beam
Axle configuration	Single axle	Tandem walk beam	Single axle	Tandem walk beam	Tandem walk beam	Tandem walk beam
Axle stud pattern	6 stud or 5 stud	5 stud	6 stud or 5 stud	5 stud	5 stud	6 stud
Hydraulic brakes	Optional	Optional	Optional	Optional	Optional	Standard
Over run brakes	Optional	Optional	Optional	Optional	N/A	N/A
Tyre size – std **- option** **- option**	10.0/75x15.3,10pr 10.0/80x12,10pr**	10.0/80x12,10pr 6.00-9,12pr***	10.0/75x15.3,10pr* 10.0/80x12,10pr* 27x10-12,14pr*	10.0/80x12,10pr 6.00-9,12pr***	10.0/80x12,10pr 6.00-9,12pr***	10.0/80x12,10pr 27x10-12,14pr
Lights	Optional	Standard	Optional	Standard	Standard	Standard
Accessory Box	Optional	Optional	Optional	Optional	Optional	Optional

Notes -

* Due to certain combine models (Case **88, *130 & *140 series and NH CR 960, 9060, 9070 Elevation, 8070, 8080, MF Flat land) a smaller wheel / tyre is fitted to give under elevator clearance on the C7500SA. Depending on the header model and size either a lower or higher carrying capacity wheel and tyre is used, compared to the standard wheel, therefore lower and higher weights are stated above.

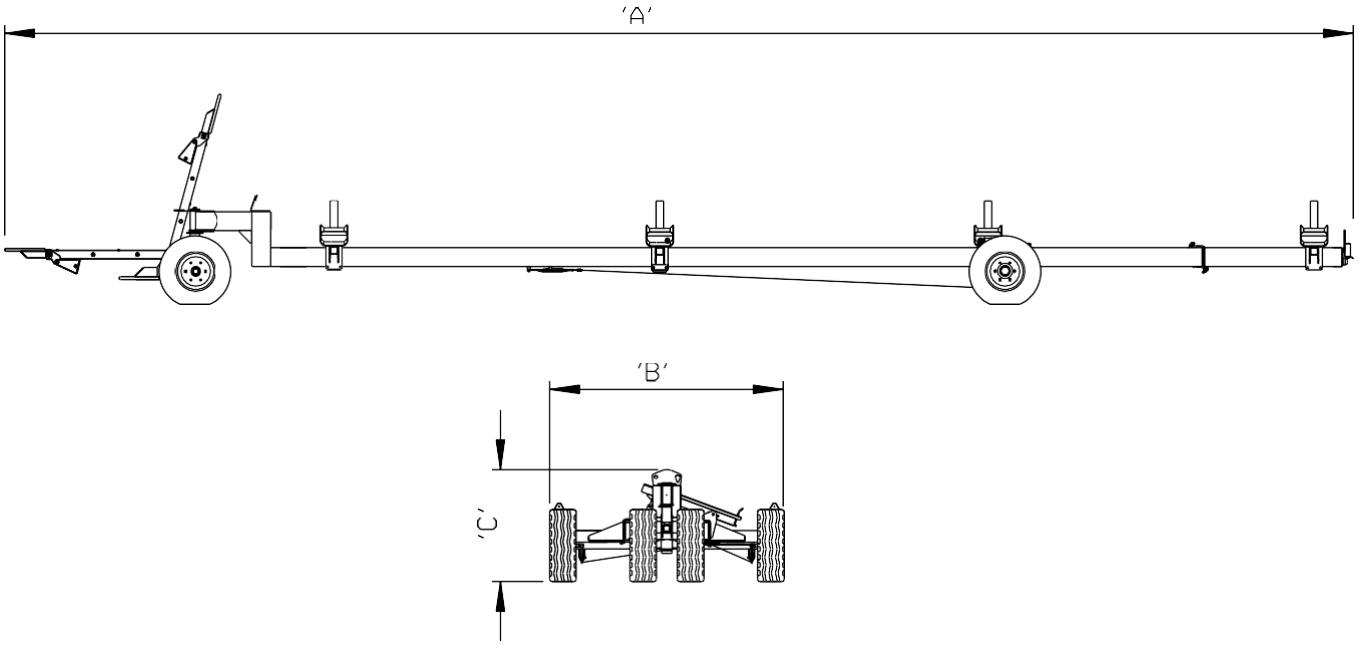
**The smaller wheel and tyre, lower capacity option can also be fitted to the C6000SA but with no change to the weights stated above.

*** Due to certain combine models (NH CR 960, 9060, 9070 Elevation, 8070, 8080, Case **88, *130 & *140 series & MF Flat land) a smaller wheel / tyre is used to give under elevator clearance.



(C7500 TA model shown)

	C9000FW	*C10500FW*	*C12000FW*	*C10500FWS*	*C12000FWS*
Overall length - mm (A)	12,900	14,400	15,900	14,972	16,645
Overall Width - mm (B)	2,500	2,500	2,500	2,500	2,500
Overall Height - mm (C)	1,200	1,200	1,200	1,200	1,200
Unladen Weight - kg	2,300	2,500	2,700	2,500	2,700
Max. Gross Weight - kg	6,000	7,000	7,500	7,000	7,500
Front axle load- kg	2,425	1,950	2,150	1,950	2,150
Rear axle load - kg	3,575	5,050	5,350	5,050	5,350
Chassis style	Ladder frame	Ladder frame	Ladder frame	Ladder frame	Ladder frame
Axle configuration	Fixed rear and pivoting front	Fixed rear and pivoting front	Fixed rear and pivoting front	Steering rear and pivoting front	Steering rear and pivoting front
Axle stud pattern	6 stud	6 stud	6 stud	6 stud	6 stud
Hydraulic brakes (rear axle)	Standard	Standard	Standard	Standard	Standard
***Tyre size -**	11.5/80x15.3, 18pr	11.5/80x15.3, 18pr	11.5/80x15.3, 18pr	11.5/80x15.3, 18pr	11.5/80x15.3, 18pr
Lights	Standard	Standard	Standard	Standard	Standard
Accessory Box	Optional	Optional	Optional	Optional	Optional



(C10500 FW model shown)

IMPORTANT

Carrying capacities marked on the Header Trailer serial plates have changed over time due to the introduction of new heavier combine headers as well as component and design changes of Header Trailers to accommodate this. Always check that the Header Trailers weight carrying capacity stated on its serial plate is higher than the headers weight. Please contact SRE for advice if an earlier produced Header Trailer is being considered to be used for a later heavier header or if you have any doubt.

3.5 HEADER TRAILER MODEL FOR COMBINE / HEADER MAKE, MODEL AND SIZE RECOMMENDATION.

Model	Header make, model and size	Notes
C6000SA	JD620R, 618R, 615R & 614R.	
	JD 18' Premium flow.	Needs Rape extension kit on Header Trailer.
	NH GHNG / Case 2030, 20', 17', 15', 13' & 12'	For NH CR960, 970 9060 & 9070 Elevation, 8070, 8080 & Case **88, *130 & *140 series combines, 10.0/80 x 12 tyres needed on Header Trailer. 17' VF needs additional support brackets.
	NH GHEC / Case 2040, 20'.	
	NH VF / Case 2050, 20' & 17'.	
	NH 760 / Case 3050, 20', 18' & 16'.	
	MF 20',18',16' & 14' Free flow	For flat land combines, 10.0/80 x 12 tyres needed on Header Trailer
	Shelbourne Stripper Header, 20', 18', 16' & 14'.	Header skids need raising for 14' Stripper headers only. Depending upon combine, 10.0/80 x 12 tyres might be needed on Header Trailer.
C6000TA	JD620R, 618R, 615R & 614R.	
	JD 20' & 18' Premium flow.	Must be TA for 20' model, needs Rape extension kit on Header Trailer.
	NH GHNG / Case 2030, 20', 17', 15', 13' & 12'.	TA not suitable for Case **88, *130 & *140 series combines. For NH CR960, 970, 9060 & 9070 Elevation, 8070, 8080 combines a smaller diameter tyre, 6.00-9, can be fitted. 17' VF needs additional support brackets.
	NH GHEC / Case 2040, 20'.	
	NH VF / Case 2050, 20' & 17'.	
	NH 760 / Case 3050, 20', 18' & 16'.	
	MF 20',18',16' & 14' Free flow	For flat land combines, 6.00-9 tyres needed on Header Trailer.
	Shelbourne Stripper Header, 20', 18', 16 & 14'.	Header skids need raising for 14' Stripper headers only. Depending upon combine, 6.00-9 tyres might be needed on Header Trailer.
C7500SA	JD625R (with NO Zurn attachment) & 622R.	If 625R has Zurn attachment go to TA model
	NH GHNG / Case 2030, 24'.	For NH CR960, 970, 9060 & 9070 Elevation, 8070, 8080 & Case **88, *130 & *140 series combines, 10.0/80 x 12 tyres needed on Header Trailer.
	NH GHEC / Case 2040, 24'.	
	NH VF / Case 2050, 24'.	
	NH 760 / Case 3050, 22' & 25'	TA Header trailer recommended for 25' headers. Note - SA only suitable for Case **88, *130 & *230, Heavier duty wheels / tyres (27-10x12) and stub axles required.
	MF 25' & 23' Free flow	For flat land combines, 10.0/80 x 12 tyres needed on Header Trailer
	Shelbourne Stripper Header, 24' & 22'	Depending upon combine, 10.0/80 x 12 tyres might be needed on Header Trailer.
C7500TA	JD625R & 622R.	
	JD 25' & 22' Premium flow.	Needs Rape extension kit on Header Trailer.
	JD622X	Must be TA model. Header is too heavy for a SA model.
	NH GHNG / Case 2030, 24'.	TA not suitable for Case **88, *130 & *230 series combines. For NH CR960, 970, 9060 & 9070 Elevation, 8070, 8080 combines a smaller diameter tyre, 6.00-9, can be fitted.
	NH GHEC / Case 2040, 24'.	
	NH VF / Case 2050, 24'.	
	NH 760 / Case 3050, 25' & 22'	TA Header Trailer recommended for 25' headers, however if combine is Case **88, *130 & *230 see SA.
	MF 25' & 23' Free flow	For flat land combines, 6.00-9 tyres needed on Header Trailer.
	MF Powerflow, 25', 22', 20' & 18'	
	Shelbourne Stripper Header, 24' & 22'	Depending upon combine, 6.00-9 tyres might be needed on Header Trailer.
C9000TA	JD630R	
	JD 30' Premium flow.	Needs Rape extension kit on Header Trailer.
	JD Variostar 30'	
	JD625X	Must be C9000. Header mountings too wide for C7500 Header Trailer.
	JD630X	Must be TA/B model. FW not suitable.
	NH GHNG / Case 2030, 30'.	TA not suitable for Case **88, *130 & *140 series combines. For NH CR960, 970, 9060 & 9070 Elevation, 8070, 8080 combines a smaller diameter tyre, 6.00-9, can be fitted. **CONTACT SRE FOR FITMENT OF CASE **88, *130 & *140 SERIES COMBINES WITH 30' CASE HEADERS**
	NH GHEC / Case 2040, 30'.	
	NH VF / Case 2050, 30'.	
	NH 760 / Case 3050, 30'	
	MF Powerflow, 30' (Up to 2016)	Must be TA model,. For flat land combines, 6.00-9 tyres needed on Header Trailer.

	Shelbourne Stripper Header, 28' & 32'	**CONTACT SRE FOR FITMENT OF CASE **88, *130 & *140 SERIES COMBINES WITH STRIPPER HEADER.**
C10500TA	JD635R	
	JD 35' Premium flow.	Needs Rape extension kit on Header Trailer.
	JD635X	
	NH 760 / Case 3050, 35'	
C9000FW	JD630R	
	JD 30' Premium flow.	Needs Rape extension kit on Header Trailer.
	NH GHNG / Case 2030, 30'.	
	NH GHEC / Case 2040, 30'.	
	NH VF / Case 2050, 30'.	
	NH 760 / Case 3050, 30'	
	MF Powerflow, 30' (Up to 2016)	
	MF Superflow 30' (2016 & on)	Must be FW model, TA not suitable
	Shelbourne Stripper Header, 28' & 32'	
	Macdon FD75, 30' and narrower.	Must be FW model, TA not suitable
C10500FW	JD635R	
	JD 35' Premiumflow	Needs Rape extension kit on Header Trailer.
	JD635X	
	JD735D	
	NH 760 / Case 3050, 35'	
	MF Powerflow, 35' (Up to 2016)	
	MF Superflow 35' (2016 & on)	
	Macdon D60 & D65, 35'	Must be FW model, TA not suitable
C10500FWS	JD635R	
	JD 35' Premiumflow	Needs Rape extension kit on Header Trailer.
	JD635X	
	JD735D	
	NH 760 / Case 3050, 35'	
	MF Powerflow, 35' (Up to 2016)	
	MF Superflow 35' (2016 & on)	
	Macdon D60 & D65, 35'	
C12000FW	JD640X	
	NH 760 / Case 3050, 40'	
	Macdon D60 & D65, 40'	Must be FW model, TA not suitable
C12000FWS	JD640X	
	JD740D	
	NH 760 / Case 3050, 40'	
	Macdon D60 & D65, 40'	

NH header terminology - GHNG = Grain header Normal Grain. VF = Vari feed (mk 1)
GHEC = Grain Header Extra capacity. 760 = New generation Vari feed

3.6 HEADER TRAILER OPTIONS.

Hydraulic brakes – Optional on C6000 to C9000 models, refer to 249030 10B for TA (Tandem Axle) and 249030 11B for SA (Single Axle) Header Trailers, terminates with ISO brake coupling.

Rear Light board Set - standard fitment on TA (Tandem Axle), FW (Four Wheel) and FWS (Four Wheel Steering) models, optional on SA (Single Axle) Header Trailers (refer to KIT-04100*). A number of variations are available, dependant on Header Trailer model and header. Depending upon models it can be adjustable in rearwards position along with cable running through mainframe beams terminating with 7 pin plug.

Winch kit is supplied with a cradle which clamps over the telescopic drawbar and secured with the fasteners supplied with the strap running forwards. (refer to KIT-04013)

Accessory Box – Optional fitment for all models (refer to KIT-04034*). Can fit two on certain models.
Spare wheel c/w carrier – optional for most models.
KIT-04045 for 10.0/80x12, 10 ply tyre on 5 stud wheel, suitable for C6000TA - C9000TA also for C6000SA & C7500SA (Unbraked) but only when on Case **88, *130 & *230 series or MF Flatland combine.
KIT-04045A for 10.0/80x12, 10 ply tyre on 6 stud wheel, only suitable for C6000SA and C7500SA when fitted with hydraulic brakes and when on Case **88, *130 & *140 series or MF Flatland combine.
KIT-04045B for 6.00 / 9, 12 ply tyre on 5 stud wheel, suitable for C6000TA-C9000TA.
KIT-04046 for 10.0/75x15.3, 10 ply tyre on 6 stud wheel, suitable for C6000SA and C7500SA, but not when on Case **88, *130 * *140 series or MF Flatland combine.
KIT-04068 for 27x10–12 tyre on 6 stud wheel, suitable for C10500TA.
KIT-04119 for 11.5/80 x 15.3, 18 ply tyre on 6 stud, suitable for C9000FW, C10500FW/S & C12000FW/S 2012 build & on.
KIT-04122 for 10.0/75 x 15.3, 18 ply tyre on 6 stud, suitable for C9000FW - 10500FW, up to 2012 build.

Combine drawbars – A wide range of drawbars for both JD & NH combines are available.

JD C series Level Land –	KIT-04035	NH TX / TF -	KIT-04039
JD C series Hill Master –	KIT-04036	NH CX / CR-	KIT-04040
JD W & T series Level Land –	KIT-04037	NH CS / CSX & TC-	KIT-04052
JD W & T series Hill Master –	KIT-04038		
JD CWS -	KIT-04050		

Header Trailer tow eye reducer – KIT-04120 is available to reduce the hole size within the Header Trailer drawbars tow eye from 50mm to 40mm.
This kit is suitable to use with Combine manufacturers supplied DIN standard auto–hitch drawbars.

Oilseed rape extension and JD Premium Flow additional support kit –
Optional on all models
KIT-04101, for C6000–C9000 models, Zurn extension or Premium Flow header, up to 2011 build.
KIT-04101A, for C6000-C9000 models, Zurn extension, 2011 build & on.
KIT-04101B, for C10500TA model, Zurn extension.
KIT-04101C, for C6000-C9000 models, Premium Flow header, 2011 build & on.
KIT-04101D, for C10500TA model, Premium Flow header.
**All the above need an extra support beam, part no. 240688 01 or 02 or 03 also ordering.*
KIT-04104, Height packers also needed JUST for fitment with above Zurn ext. kits only.

KIT-04107, for C6000-C9000 models, NH Cheval / Biso extension, up to 2011 build.

KIT-04116, for C9000FW model, 30’ wide Zurn extension
KIT-04116A, for C10500FW model, 35’ wide Zurn extension
KIT-04116B, for C9000FW model, 30’ wide Premium Flow header
KIT-04116C, for C10500FW model, 35’ wide Premium Flow header
The 4 above kits do not need an extra support beam or height packers ordering.

SECTION 4 TRANSPORTATION

To prevent damage to the Header Trailer the machine should only be moved by one of the following methods:

By slinging and using an overhead lifting device, during unloading.

Attaching to a tractor / combine

When transporting a FW/FWS trailer, ensure the drawbar has been fixed into the upright position and the locking plate is secured using the 'D' clip supplied with the trailer.

When strapping/unstrapping the trailer from the transportation vehicle, ensure to wear suitable footwear taking care not to slip. Never climb on a trailer itself or the stack.

The Header Trailer will be despatched from the factory to the dealer / customer in an almost assembled state. On arrival it could be stacked along with other Header Trailers.
If this is the case and a Header Trailer needs to be unstacked follow these instructions.

Only ever un-stack one Header Trailers at a time, starting from the top.

Use an appropriate ladder or steps (if stack height requires) to attach lifting slings / chains to the top Header Trailer. Use a minimum of 3 slings / chains, 1 wrapped around both ends of the axle beam and the other along the front of the main chassis beam.

Ensure that the slings / chains are rated accordingly, and that the angles of the slings / chains are set in accordance to lifting regulations. Also ensure slings are in good condition and have passed testing.

Connect appropriate overhead lifting device, tele handler, jib / gantry crane with sufficient lifting capacity to the slings / chains.
Only then unbolt and remove the stacking clamps that are securing the top machine.

With all bystanders clear of danger, slowly lift the top Header Trailer clear of the stack. Ensure the Header Trailer lifts level, if not carefully lower back onto stack and adjust sling lengths as required.

When eventually raised clear and level, gently move away, to reduce swinging, and lower to the ground as soon as possible.

Apply handbrake or wheel chocks as soon as possible and before removing chains or slings.

Never allow anybody to go close to or go under a Header Trailer while being suspended above the ground while lifting or unloading.

Note – The centre of gravity is forward of the rear axle by approx. between 350 and 600mm for SA and TA Header Trailers, dependent on model and approx. 2000 and 4000mm for FW/S Header Trailers, dependent on model.
ONLY USE AS A GUIDE FINAL ADJUSTMENT COULD BE NEEDED.

If using a tractor to load or unload the transportation vehicle, ensure the operator wears a seat belt if available and care is taken not to fall off the ramp. It may be necessary to have other people directing the operator while maintaining a safe distance. Once the trailer has been removed from the transportation vehicle and is a safe place for storage, apply handbrake or wheel chocks before disconnecting the tractor.

Header Trailers should be classified as “Agricultural Trailed Appliance Conveyors” or “ATAC’s”. However due to today’s larger and heavier product exceeding the current UK legislations unladen weight limit, it is therefore aligned into “trailer” classification.
Our interpretation of the law in so far as it affects the safe use of the machine is as follows :

1. The legal maximum speed limit (on public roads) is 32kmh (20mph)
2. It can only be towed legally on public roads behind either a combine harvester, as long as it has an overall width of 3.5 metres or less, or an agricultural tractor.
   Note combines wider than 3.5metres cannot tow a Header Trailer.
   Road vehicles such as cars, 4x4’s, also commercial vehicles are not legal, regardless of speed.
3. If being towed on public roads it requires brakes. Brakes are optional or standard fitment depending on Header Trailer model.
4. Lights are a legal requirement when used on public roads. Lights are optional or standard fitment depending on Header Trailer model.
5. Police notification is needed if Header Trailer length is greater than 18.65 metres or combination length, including towing vehicle, is more than 25.9 metres. The absolute maximum combination length allowed on public roads is 27.4 metres.

“Shelbourne Reynolds will not be liable for any loss or damage incurred whilst using a Header Trailer without brakes or lights on public roads"

⚠ **Do not** move the loaded Header Trailer unless both locking pins are applied through the latch brackets and the handles locked down into the spring-clips. If the spring-clips are in any way defective then replace them immediately.

Do not move the loaded Header Trailer at excessive speed i.e. **not more than 32kph (20mph**) under any circumstances (and then only on smooth, level surfaces), and at a **reduced speed on rough, undulating, or sloping ground.** Frequently monitor the machine in transit to ensure that any build up of movement is spotted early and can be reduced by slowing down before any damage occurs to the Header Trailer or the header.

Take special care when towing the Header Trailer behind the combine; it makes a very long vehicle and the rear wheel steering of the combine can make the Header Trailer swing wide on corners. If it is necessary to pull off the road to allow other vehicles to pass remember that verges, drainage and gullies etc. that the combine will ride over without a problem may cause considerable damage to the Header Trailer and / or the header if taken at speed.

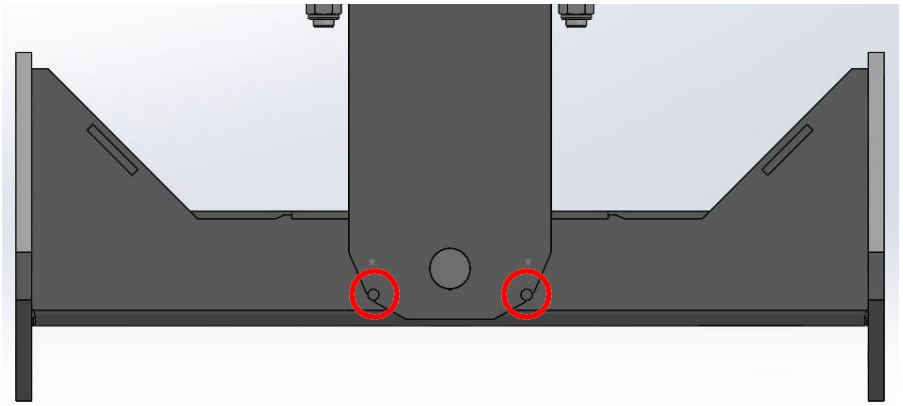
SECTION 5 PREPARATION FOR USE

5.1 HEADER TRAILER FINAL ASSEMBLY / CONFIGURATION FOR TA (Tandem Axle) AND SA (Single Axle) MODELS

The Header Trailer will arrive not completely assembled. The only assembly work to do will be related to any parts that have been removed to enable the Header Trailer to be stacked or transported.
The actual configuration of the Header Trailer will be as specified on the order from the dealer. Refer to the following drawings for actual detailed settings. Note there are different bracket set ups supplied over different years even for the same models.

Typical assembly work to be carried out could include the following-

(1) Check the axle height position, see drawings for position.
If required to change the stub axle position, first ensure the person undertaking the work is wearing suitable PPE and the trailer's handbrake or wheel chocks are applied and the trailer cannot move. The pivot block can pivot and trap fingers, place a punch in the holes circled below to stop the pivot block from moving. Sufficiently block or place stands under the axle and ensure the trailer is stable before removing the wheels and refitting the stub axles to the desired position. Take care when lifting heavy parts, be aware of manual handling at work guidelines and use lifting equipment if required.



Fit wheels and tyre assemblies, torque wheel nuts see Section 7.2, Maintenance
Check tyre pressures, see decal on axle or Section 7.1, Maintenance,

(2) Check the parking jack mounting height, see drawings for position. Rotate jack so it is 90 degrees to mainframe / chassis, i.e. in parking position taking care not to pinch hands or fingers in moving parts. Ensure pin has securely located into the corresponding hole to prevent the jack from turning undesirably. Adjust the height up or down by turning handle so Header Trailer mainframe / chassis is set level.

(3) Remove header specific locking brackets from arms. These are bolted / secured onto arms for transport purposes.

(4) Fit adjustable front link top bolt to arm. Check / set links centres dimension, see drawings for dimension.

(5) Always check / set position of support beam on arms before loading the header, see drawings for dimension from arm pivot point. If required to move the adjuster bolts ensure support arm cannot drop and crush or pinch hands/fingers. Centralise support beam, by sliding forwards or backwards, in relation to arms position. Secure its position by either tightening the tube clamp fixing / pinch bolt onto support beam and lock with nut or by securing with later band type tube clamp.
In some cases the support beam could come underslung on the arms, if this is the case carefully remove and mount to the top surface.

Support beams are heavy items (ranging from 90 – 135kg depending on size), either use mechanical lifting device or more than one person to lift in position.

(6) If specified for Zurn Extension / JD Premium Flow.
Fit additional stay assy to arm / brackets, see drawing. The length of the stay should be set to suit the arms angle, previously set by the fitting of the front adjustable front link.

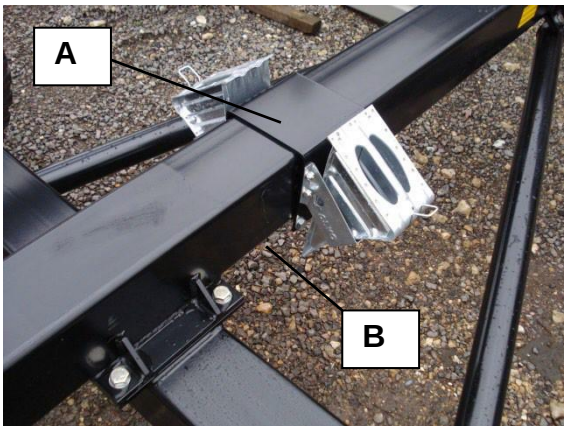
(7) If specified for Zurn Extension / JD Premium Flow.
For up to 2011 fit second support beam onto arms into beam mounting assemblies. The position of the mounting assemblies along the arms should be checked, see drawing for dimensions. Centralise support beam, by sliding forwards or backwards, in relation to arms position. Secure its position by either tightening the tube clamp fixing / pinch bolt onto support beam and lock with nut or by securing with later band type tube clamp.
For 2011 and onwards the second support beam fixes to a short extension arm (box section) that in turn mounts between 2 side plates using 2 fasteners. Typically 1 fastener will already be left out allowing the support beam and extension arms to pivot down out of the way for transporting. To assemble pivot the support beam and extension arms upwards until second fastener hole aligns and secure with fasteners.

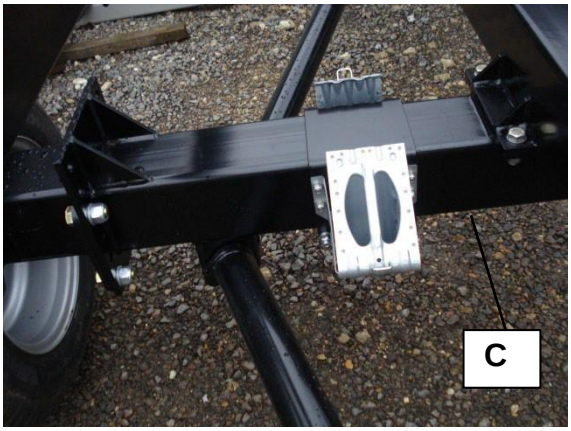
(8) If specified for Zurn Extension position / check the height packers along the support beams as shown on drawing.

(9) If it is required to turn the telescopic drawbar over to adjust the towing eye height, ensure the handbrake or wheel chocks are applied and the trailer is removed from the towing vehicle if connected. Sufficiently block the trailer at the front or use the parking jack to support the front of the trailer. Unclip the securing lynch pin and remove the locking pin. The operator should be aware of manual handling regulations and as the drawbar is heavy, do not attempt to lift the drawbar alone. Use lifting equipment to support the drawbar and wear suitable PPE in case the drawbar falls. Turn the drawbar over and slide it back into the socket taking care not to pinch fingers.

(10) Slide the telescopic drawbar in or out to the desired position taking care not to pinch fingers. Be aware by pulling the drawbar our too far, the drawbar could fall to the floor crushing legs or feet. Ensure correct PPE is worn and the drawbar is fully supported until the locking pin and securing lynch pin are replaced.

(11) If supplied with wheel chocks (mid 2014 & on, un braked models only) re locate the wheel chocks and its storage bracket (A) off the Header Trailers main beam / spine (B) and onto the RH side of the axle beam (C).





(12) Generally check over tightness of fasteners and condition of paintwork.

The Header Trailer is now ready to accept the header for commissioning.

5.2 HEADER TRAILER FINAL ASSEMBLY / CONFIGURATION FOR FW (Four wheel) & FWS (Four Wheel Steering) MODELS

Typical assembly work to be carried out could include the following-

(1) Check rear axle position along chassis, see drawings for position.
Fit wheels and tyre assemblies, torque wheel nuts see Section 7.2, Maintenance
Check tyre pressures, see decal on axle or Section 7.1, Maintenance,

(2) Remove header specific locking brackets from arms. These are bolted / secured onto arms for transport purposes.

(3) Fit adjustable front link top bolt to arm or cradle depending on bracket styles. Check / set links centres dimension, see drawings for dimension.

(4) Depending on style of brackets, always check / set position of support beam on arms before loading the header, see drawings for dimension from arm pivot point. Centralise support beam, by sliding forwards or backwards, in relation to arms position. Secure its position with band type tube clamp.
In some cases the support beam could come underslung on the arms, if this is the case carefully remove and mount to the top surface.

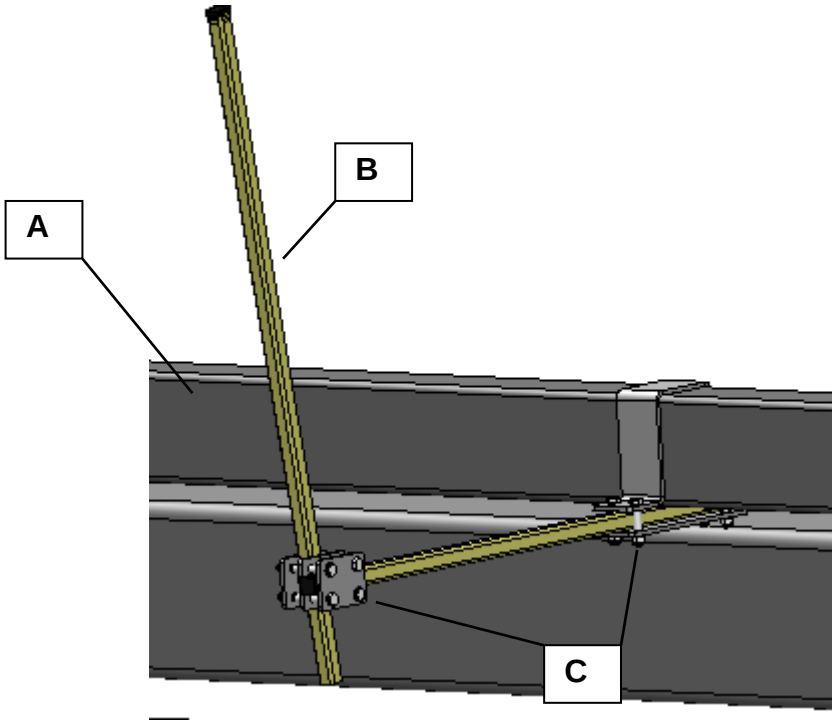
⚠ Support beams are heavy items (ranging from 90 – 135kg depending on size), either use mechanical lifting device or more than one person to lift in position.

(5) If specified for Zurn Extension / JD Premium Flow.
Fit additional stay assy to brackets, see drawing. The length of the stay should be set to suit the arms angle, previously set by the fitting of the front adjustable front link.

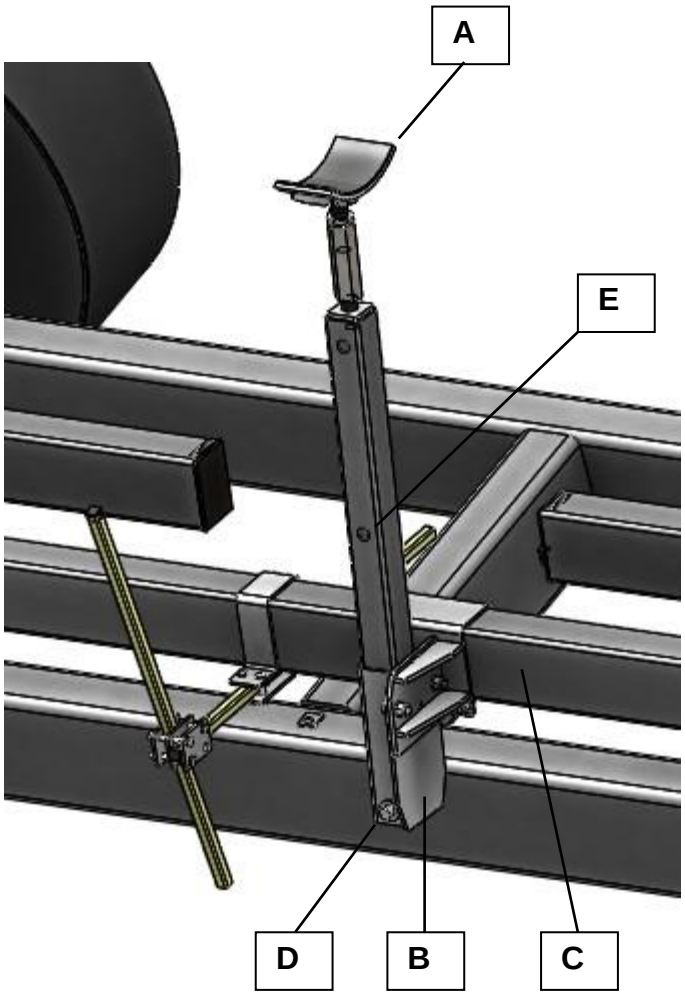
(6) If specified for Zurn Extension / JD Premium Flow.
A second support beam fixes to a short extension arm (box section) that in turn mounts between 2 side plates using 2 fasteners. Typically 1 fastener will already be left out allowing the support beam and extension arms to pivot down out of the way for transporting. To assemble pivot the support beam and extension arms upwards until second fastener hole aligns and secure with fasteners.

(7) If specified for Zurn Extension position / check the height packers along the support beams as shown on drawing.

(8) Due to the FW/S Header Trailer's rearward axle position, a central marker is supplied (B) with all FW/S Header Trailers to help the operator align the header when loading. This is supplied assembled but strapped onto the Header Trailer chassis. This needs re positioning / clamping on the front support beam (A) or chassis rail, dependant on Header Trailer model, ensuring the vertical marker is central to the bracketry, i.e. the horizontal marker and clamp will be 25mm off centre. The marker is fully adjustable in and out, up and down, along the support beam and has limited rotation, by simply loosening fasteners and clamp plates (C). This will need finally setting when the header is initially loaded / unloaded later see section 5.6.



(9) If the Header Trailer is a C12000FW/S and specified for a CNH 40' header an additional Reel support device (A) will be supplied. Again this will be assembled but then strapped onto the chassis so will need re positioning. It fits into a bracket (B) that will be fitted to the additional short front support beam (C). The support simply locates into the socket on the bracket and then has 3 height positions set by inserting a pin (D) through relevant holes.
The following picture shows the support raised in its working / transport position supporting the reel, not in a position suitable for loading or unloading the header.



F

The middle hole (E) is a position to be only used when the Header Trailer is being moved or transported without a header / cutterbar loaded onto it. It is not a suitable position for loading and unloading the header.

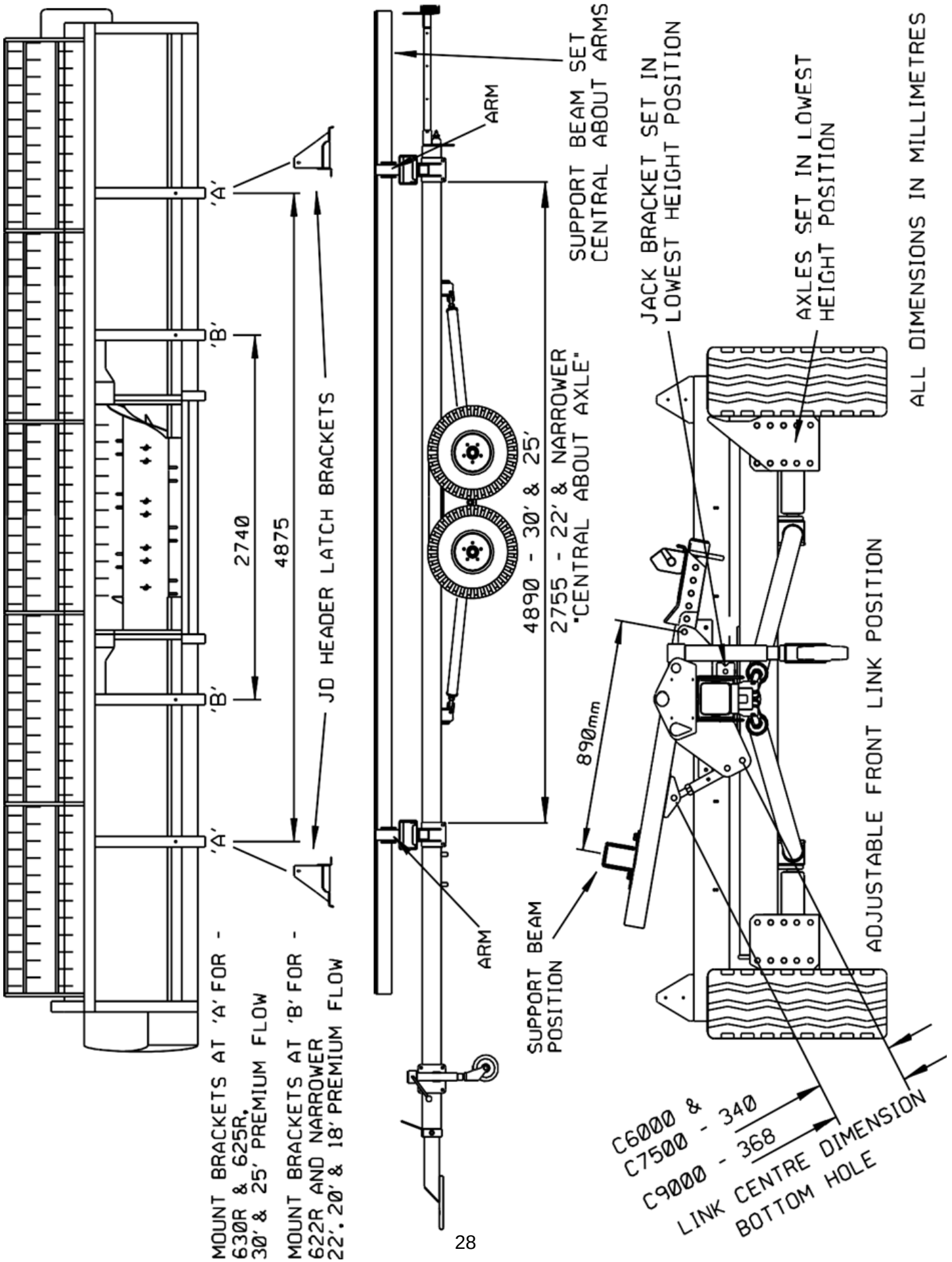
This will need further setting up when the header is initially loaded / unloaded later, see section 5.6.

A warning transfer (F, part no. 241324 01) is also included which needs to be fixed in a suitable place within the combines cab, to alert the operator.

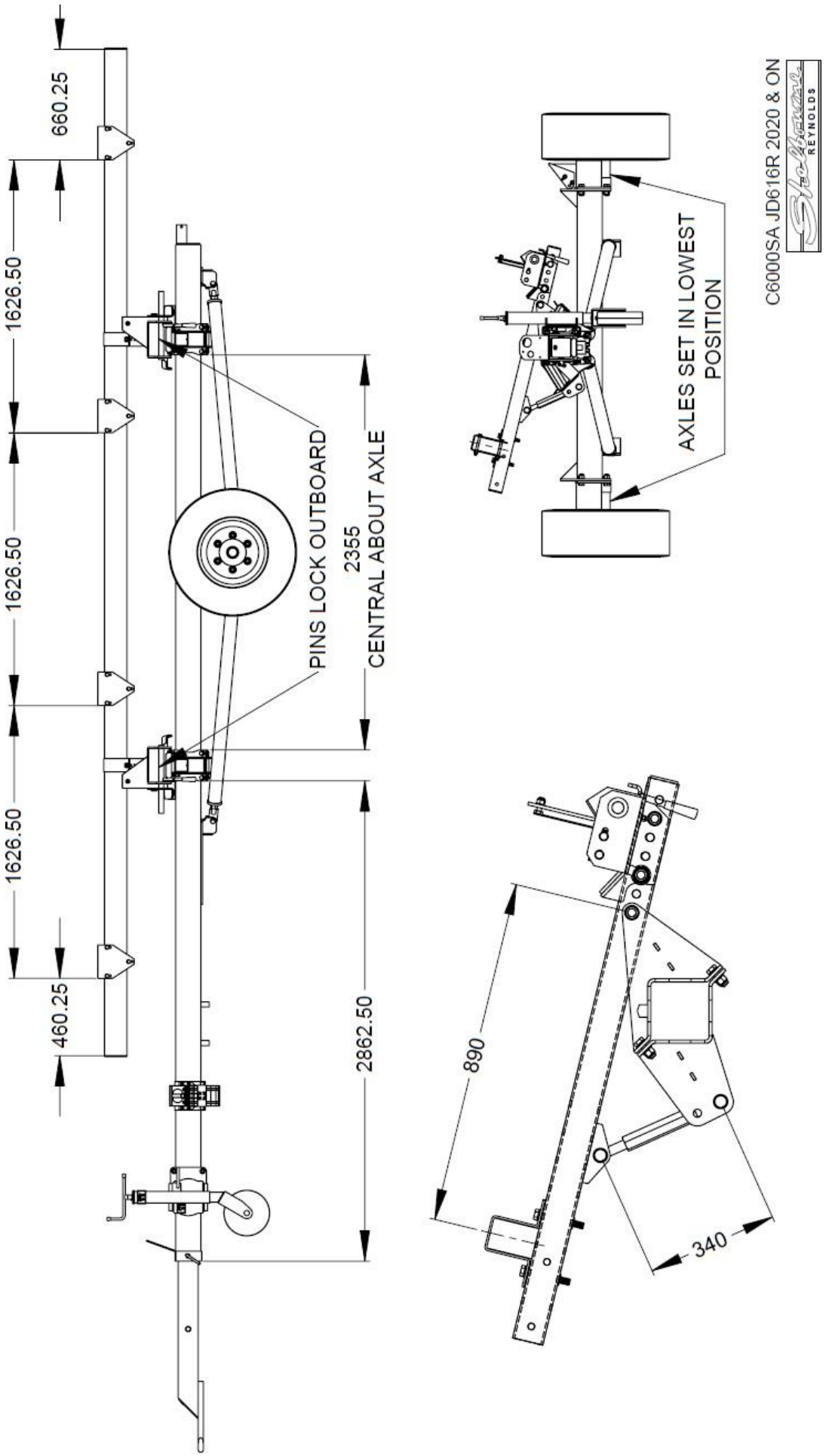
(10) Generally check over tightness of fasteners and condition of paintwork.

The Header Trailer is now ready to accept the header for commissioning.

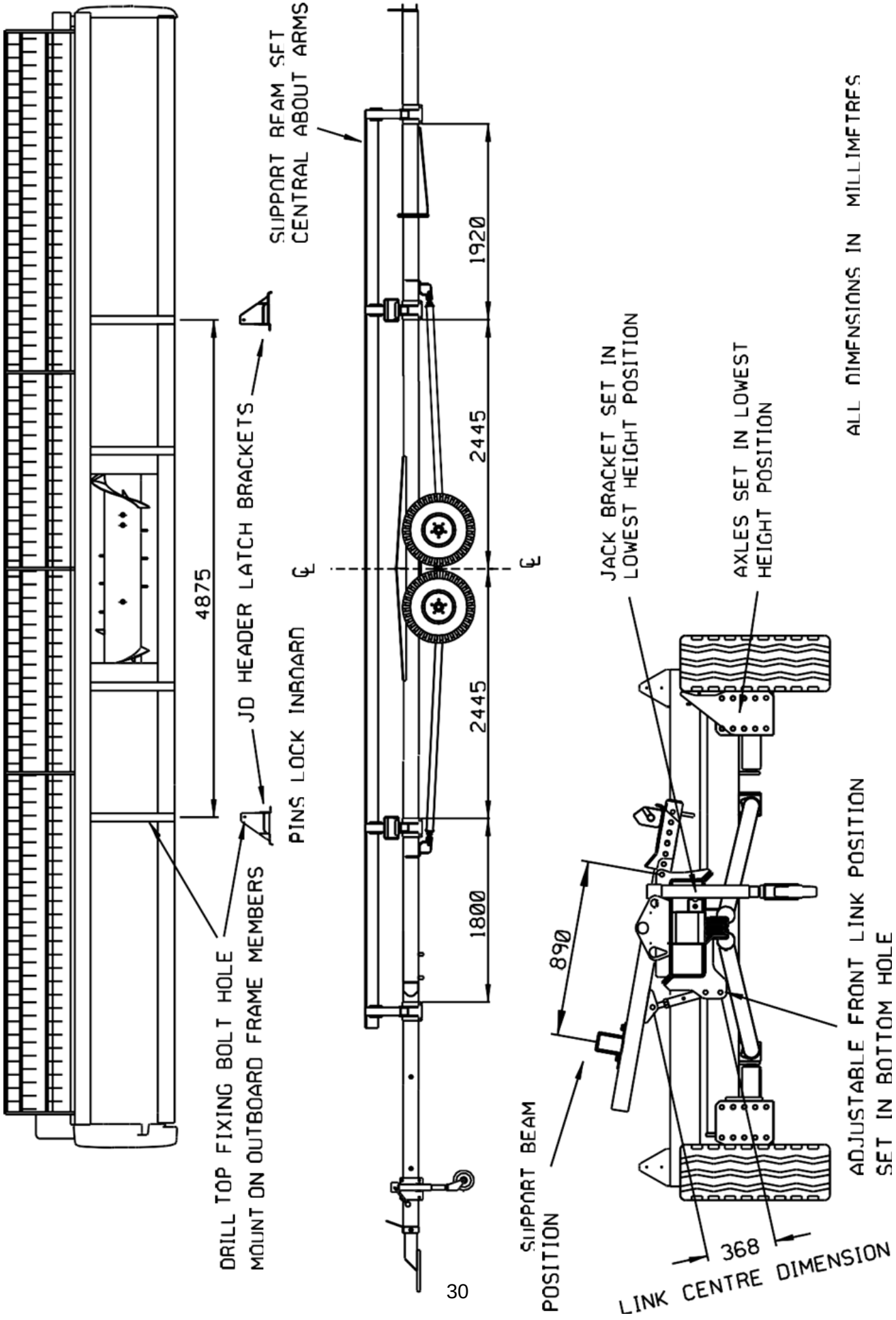
JD 600R SERIES HEADER CONFIGURATION – For C6000–C9000, SA & TA models.
(With no Zurn Oil Seed rape extension fitted)



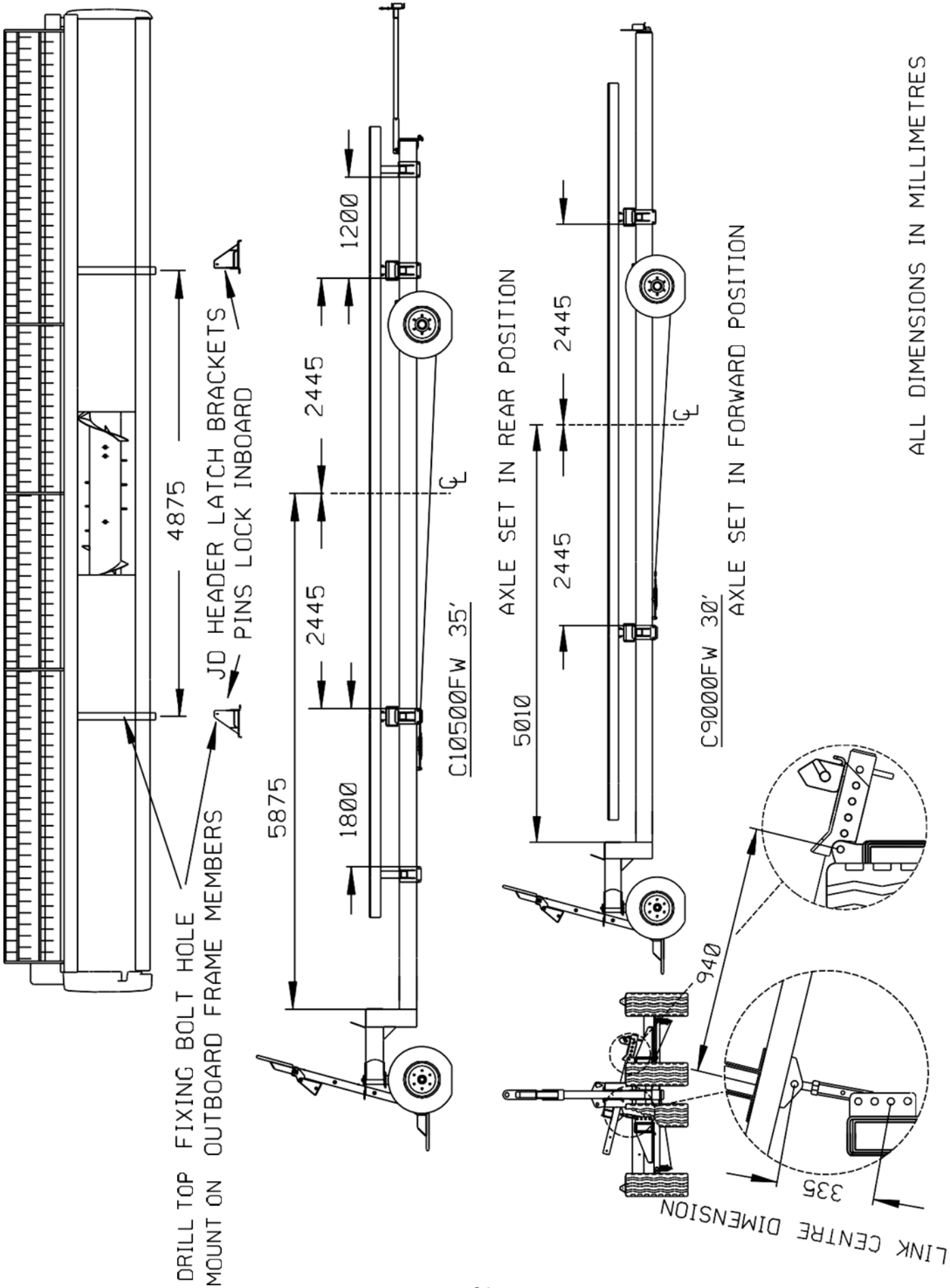
C6000SA JD616R 2020 & ON



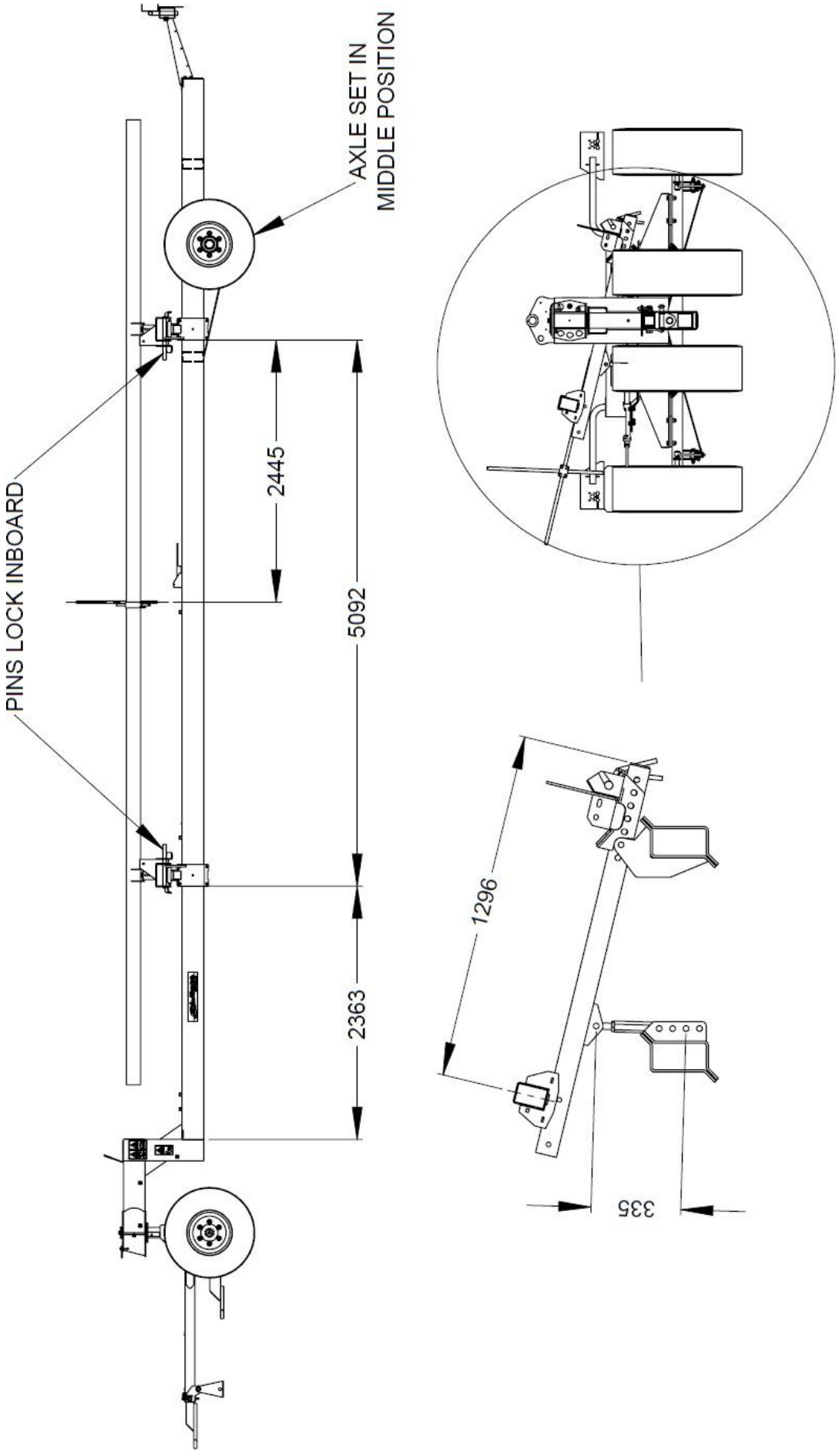
JD 635R SERIES HEADER CONFIGURATION – For C10500TA model.
(With no Zurn Oil Seed rape extension fitted)



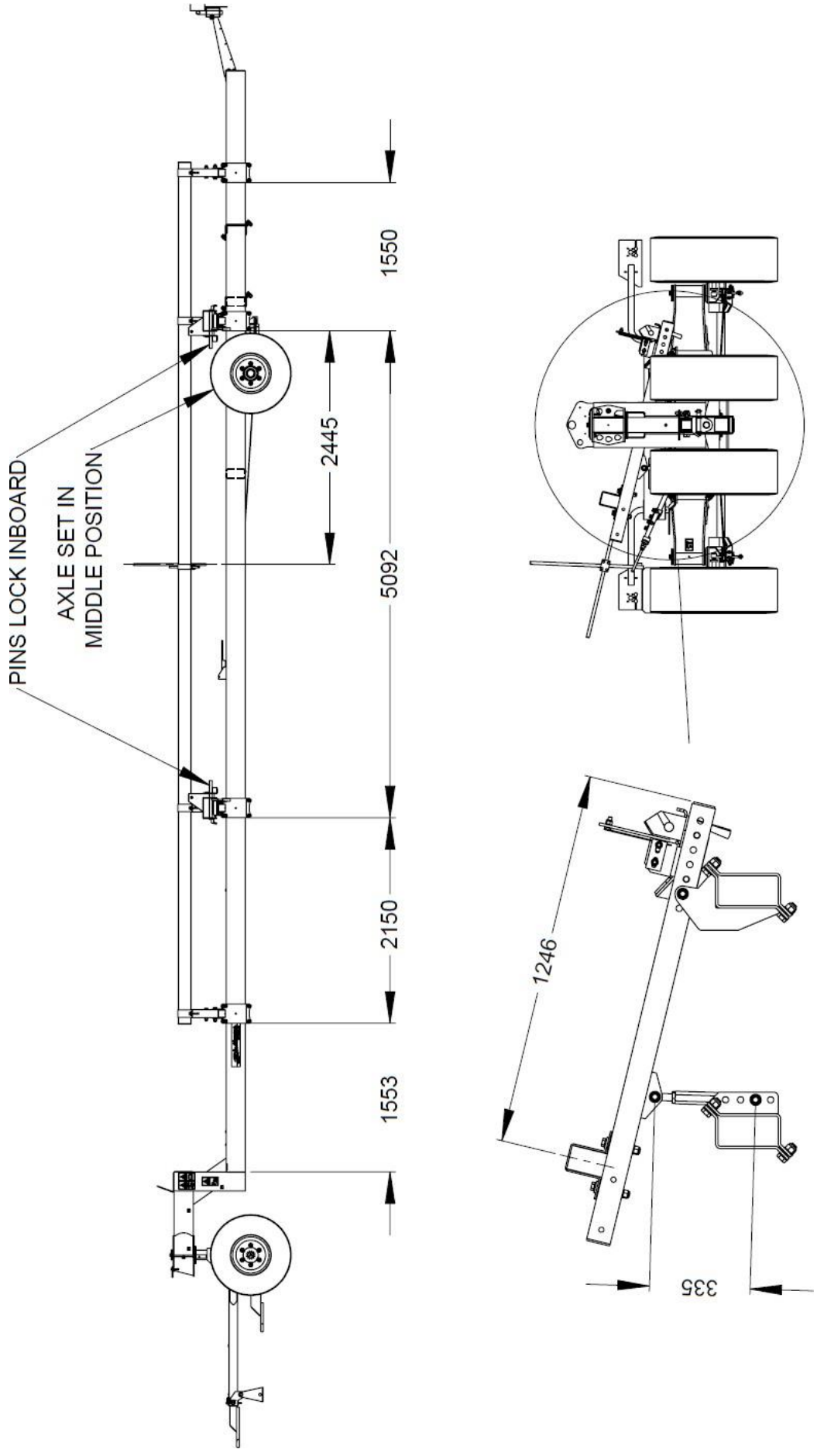
JD 630R & 635R SERIES HEADER CONFIGURATION – For C9000FW & C10500FW model. (With no Zurn Oil Seed rape extension fitted) (Up to 2020).



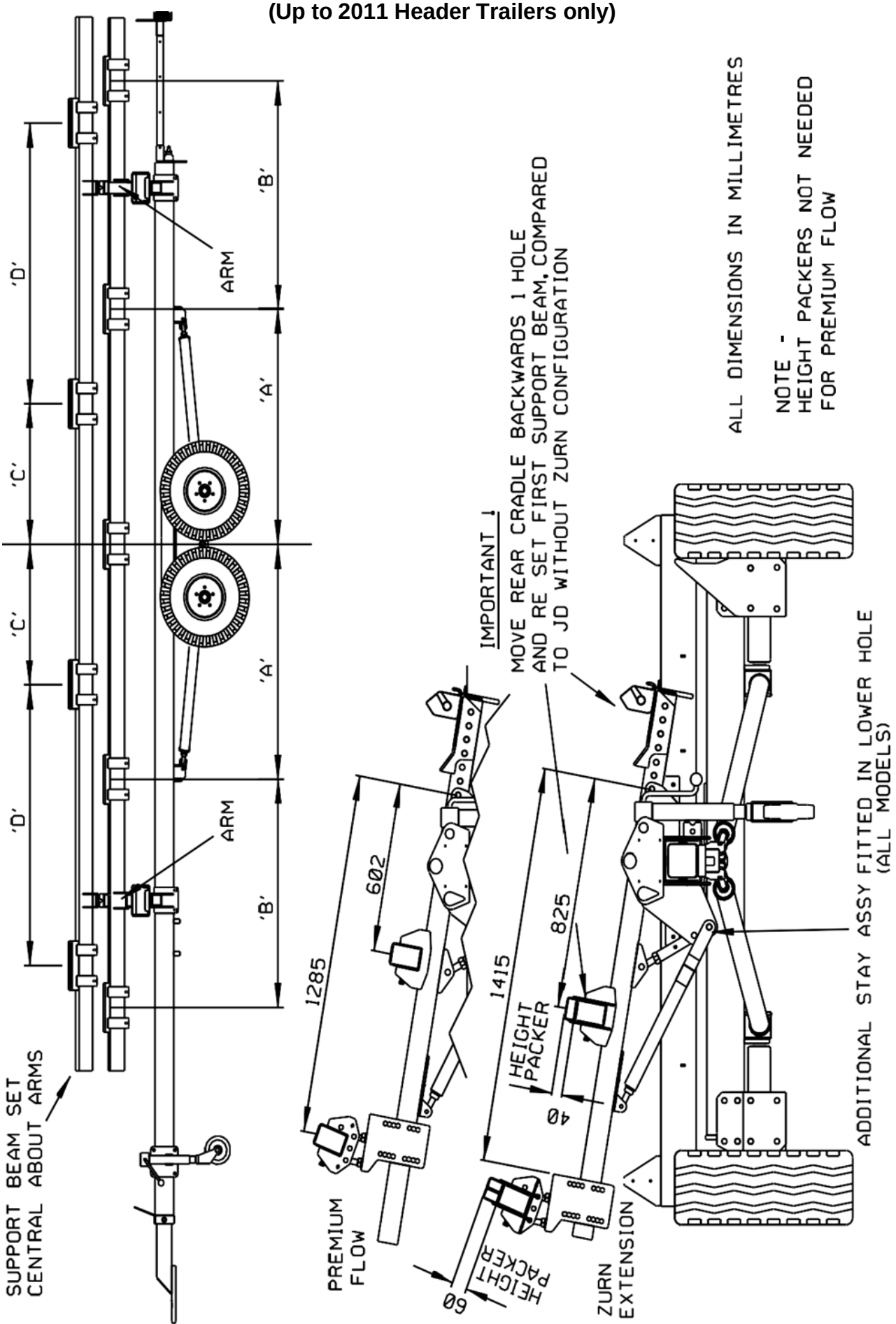
JD 630R SERIES HEADER CONFIGURATION, For C9000FW & FWS (With no Zurn Oil Seed rape extension fitted). (2020 & on).



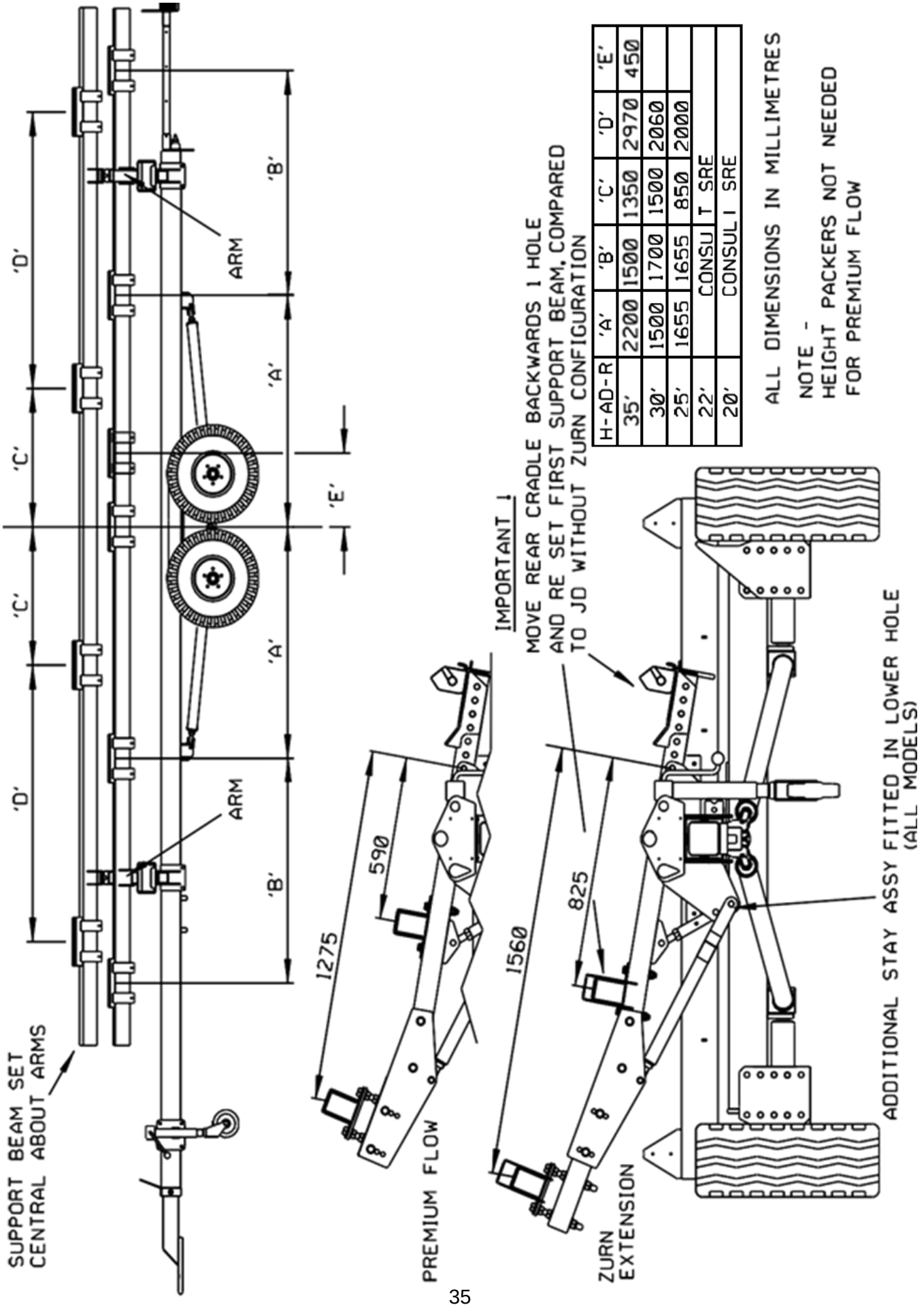
JD 635R SERIES HEADER CONFIGURATION, For C105000FW & FWS (With no Zurn Oil Seed rape extension fitted). (2020 & on).



JD 600R SERIES HEADERS WITH ZURN EXTENSION OR JD PREMIUM FLOW CONFIGURATION – For C6000 – C9000 SA & TA models.
(Up to 2011 Header Trailers only)

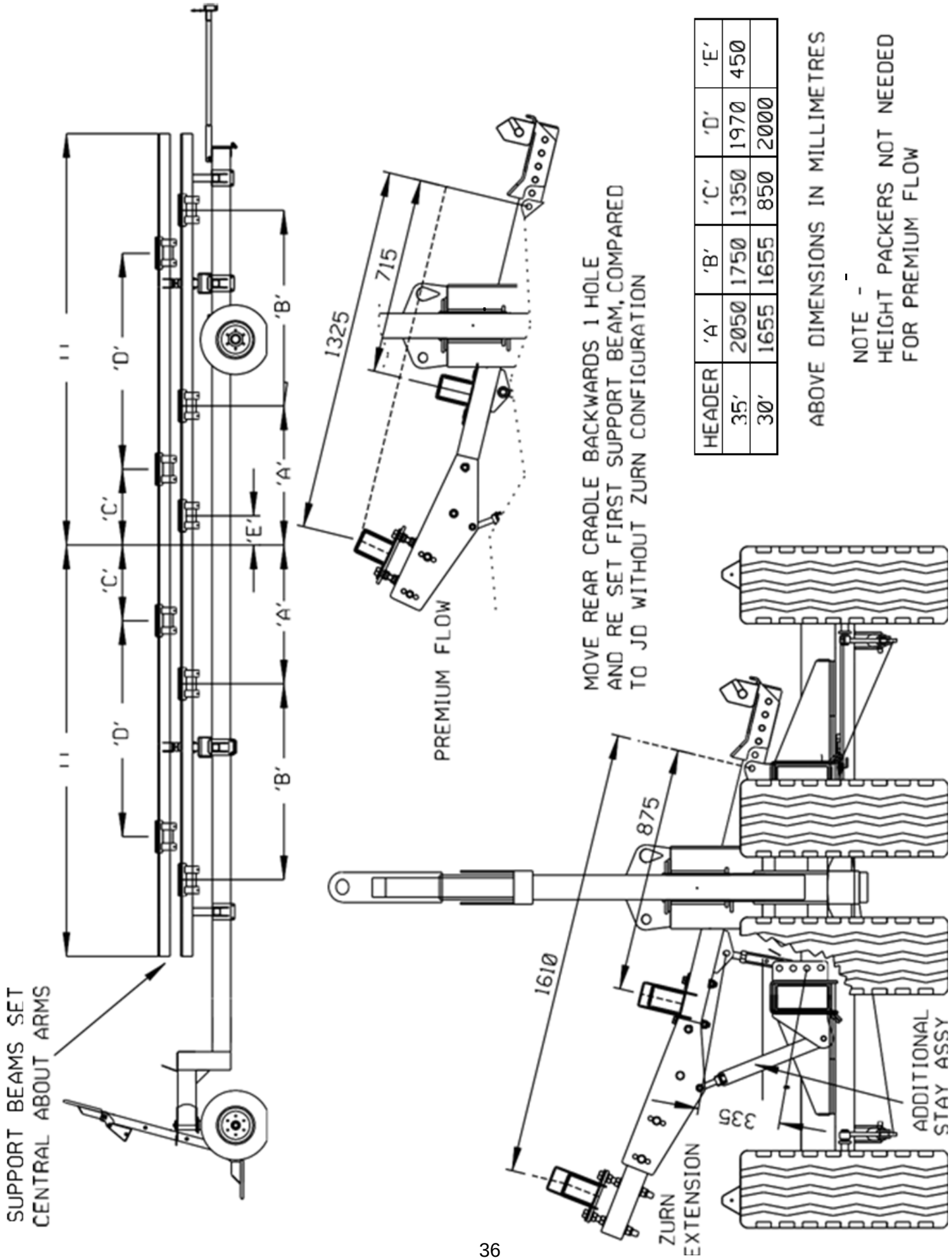


JD 600R SERIES HEADERS WITH ZURN EXTENSION OR JD PREMIUM FLOW CONFIGURATION – For C6000 – C10500 SA & TA models. (2011 Header Trailers & on)



H-AD-R	'A'	'B'	'C'	'D'	'E'
35'	2200	1500	1350	2970	450
30'	1500	1700	1500	2060	
25'	1655	1655	850	2000	
22'	CONSULT SRE				
20'	CONSULT SRE				

JD 630R & 635R SERIES HEADER WITH ZURN EXTENSION OR JD 630 & 635 PF (Up to 2019/2020) CONFIGURATION – For C9000FW & C10500FW model.

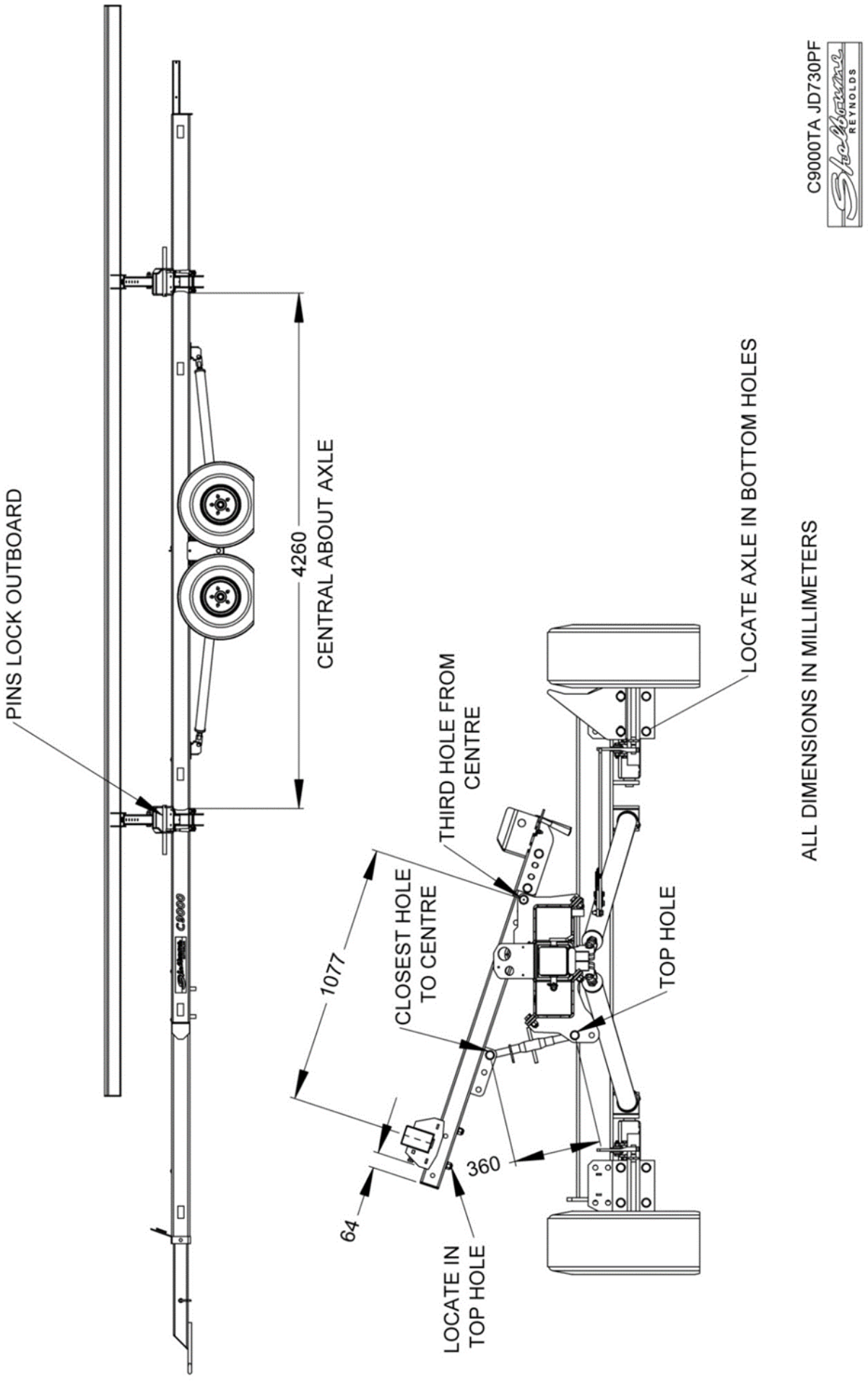


HEADER	'A'	'B'	'C'	'D'	'E'
35'	2050	1750	1350	1970	450
30'	1655	1655	850	2000	

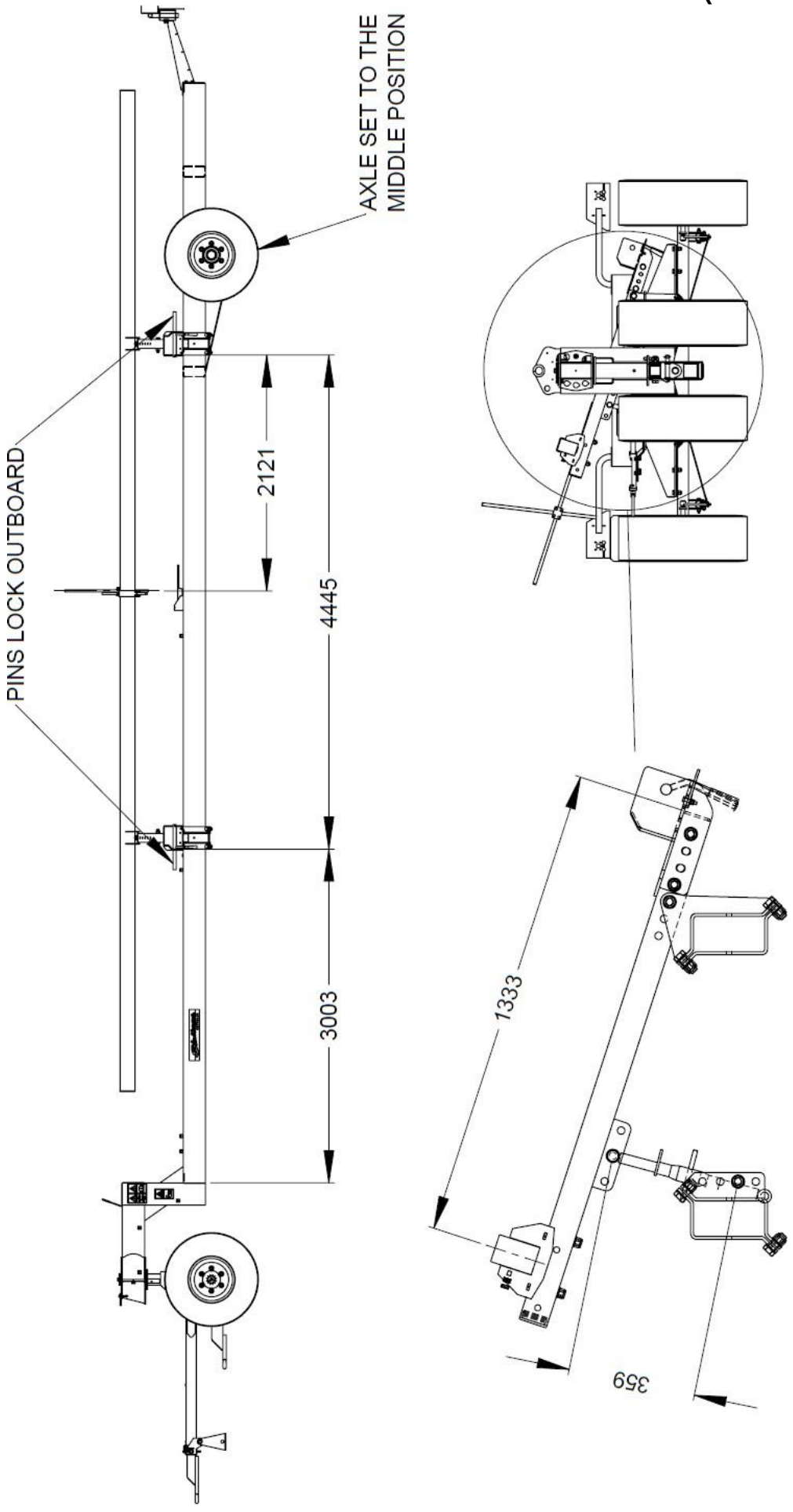
ABOVE DIMENSIONS IN MILLIMETRES

NOTE -
HEIGHT PACKERS NOT NEEDED FOR PREMIUM FLOW

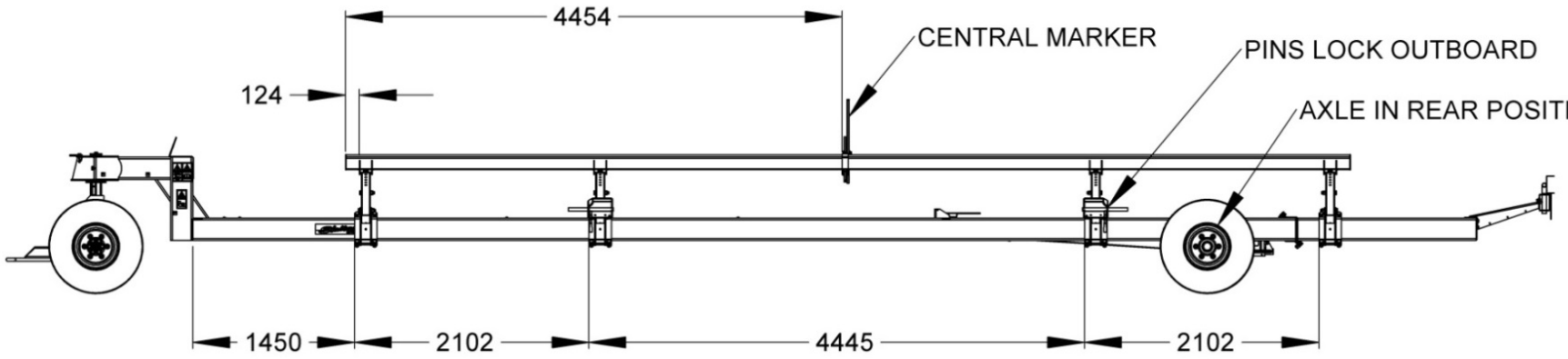
JD 725 & 730PF HEADER CONFIGURATION FOR C7500 & C9000TA

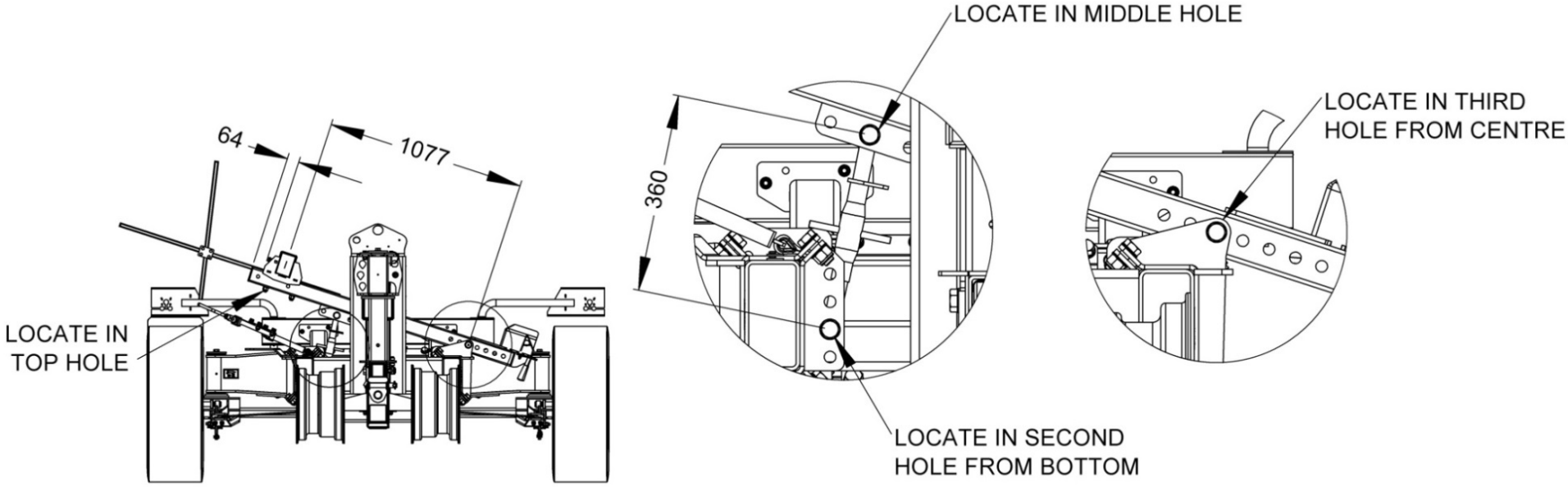


JD 730PF HEADER CONFIGURATION FOR C9000FW & FWS (2020 & on).



JD 735PF HEADER CONFIGURATION FOR C10500FW & FWS



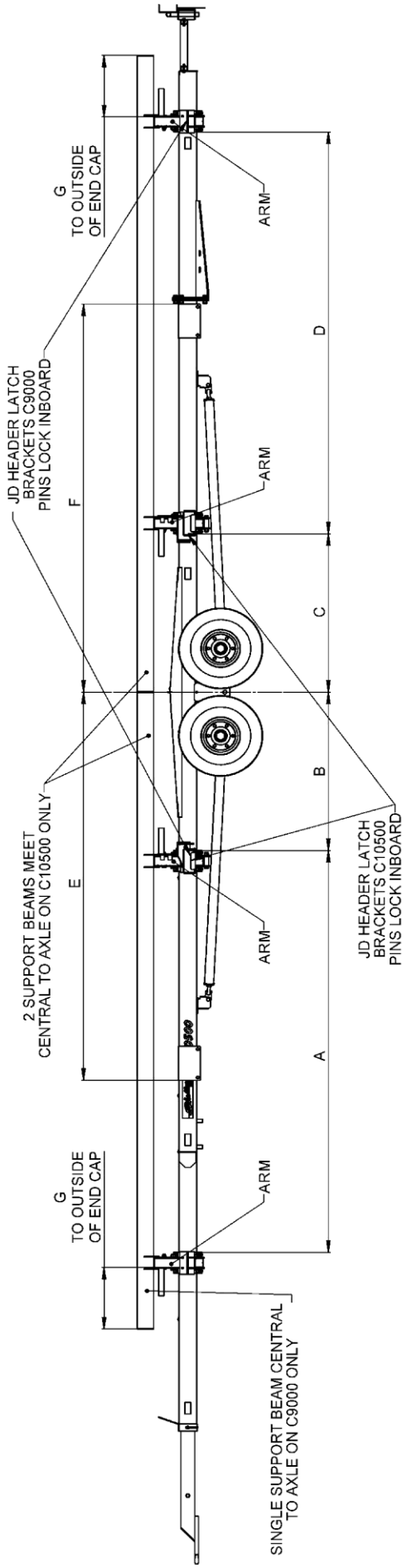


ALL DIMENSIONS IN MILLIMETERS

C10500FWSH JD 735PF

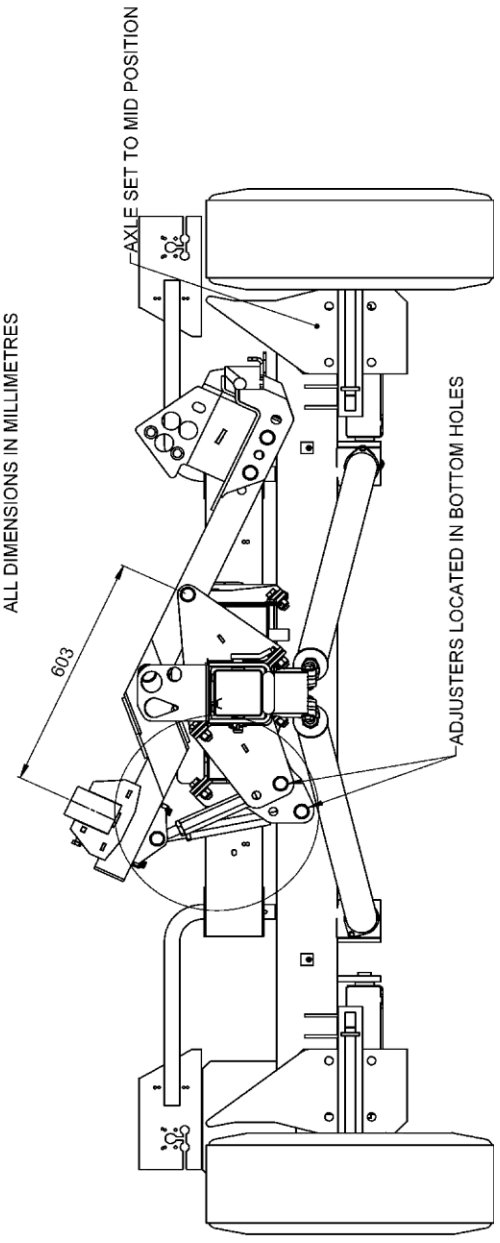
Shelbourne Reynolds

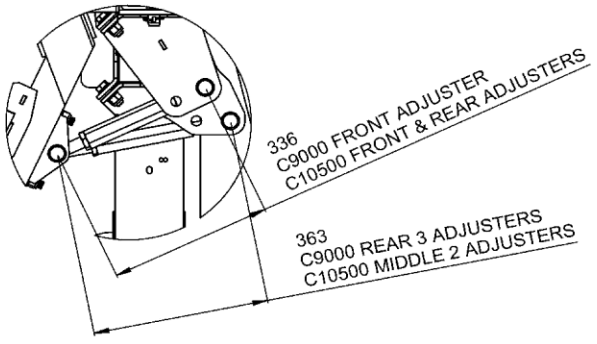
JD 600X SERIES HEADER CONFIGUARTION – For C7500 TA, C9000TA & C10500TA models (2015 Header Trailers only).



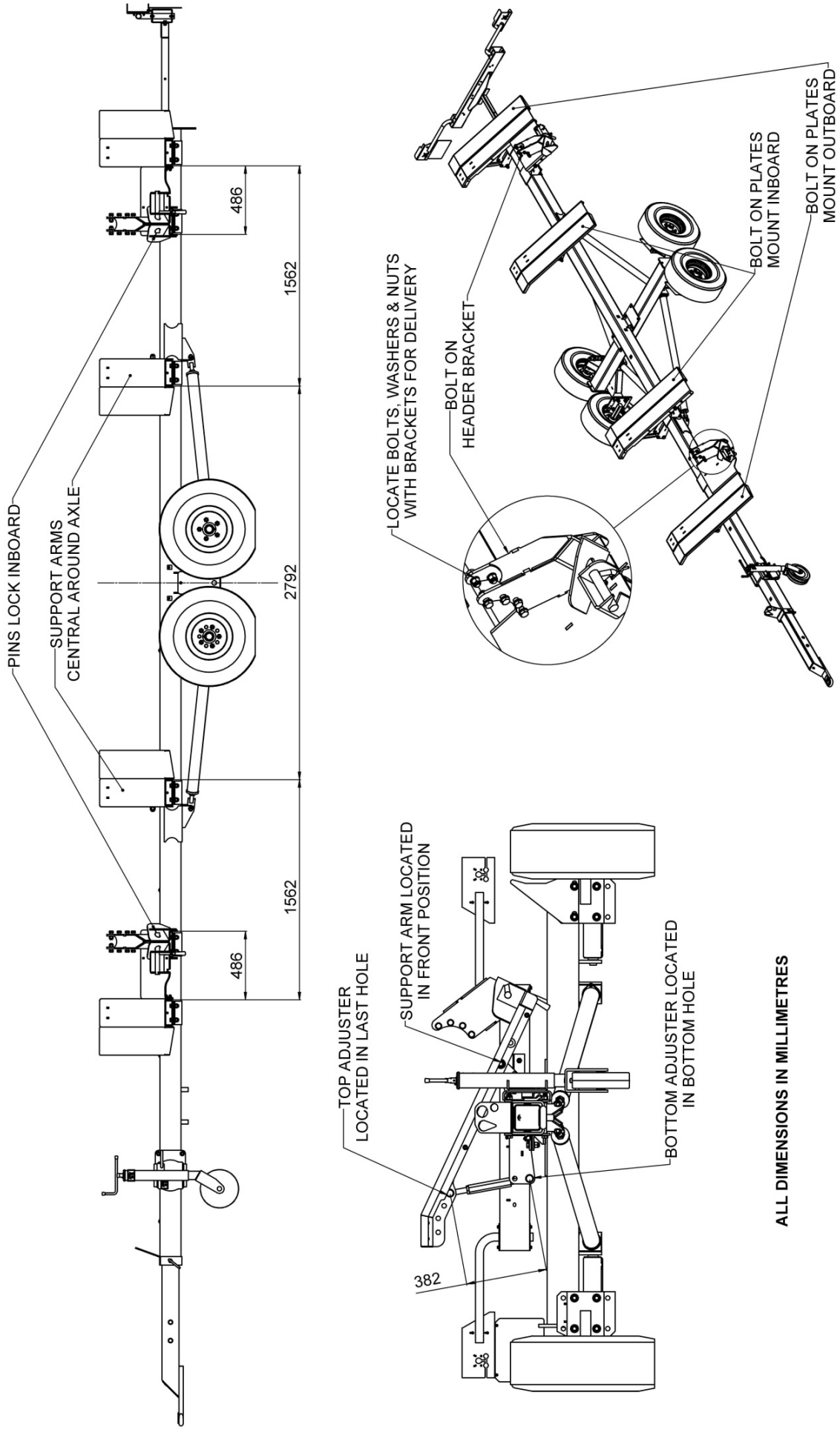
TRAILER	HEADER	'A'	'B'	'C'	'D'	'E'	'F'	'G'
C7500TA	22'	1572	1386.5	1386.5	1572	N/A	N/A	665
C9000TA	25'	2028	1380.5	1380.5	2034	N/A	N/A	212
C9000TA	30'	1525	2650.5	1375	1275	1506	N/A	N/A
C10500TA	35'	3541	1395.5	1395.5	3541	3420.5	3420.5	543

ALL DIMENSIONS IN MILLIMETRES

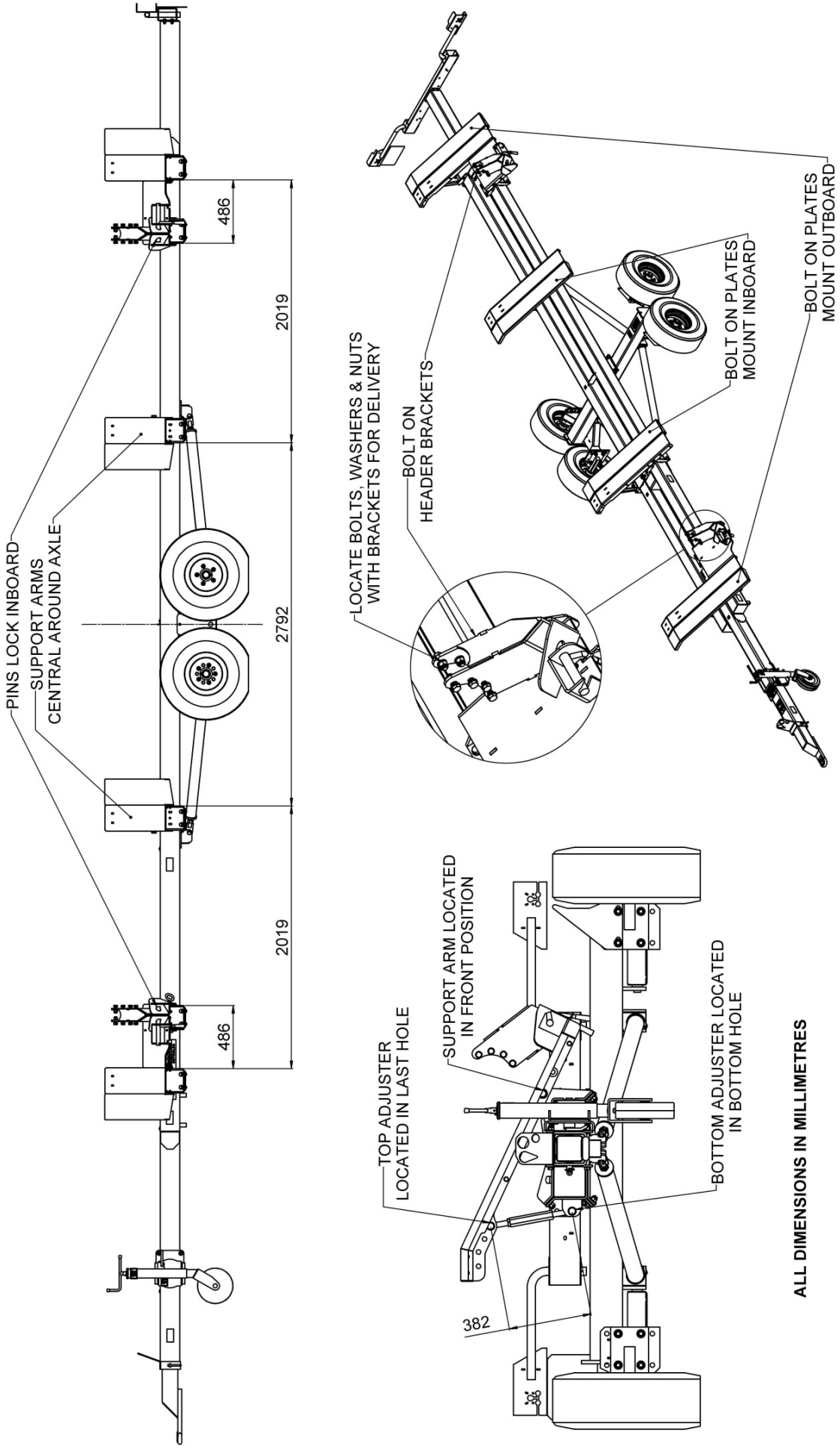




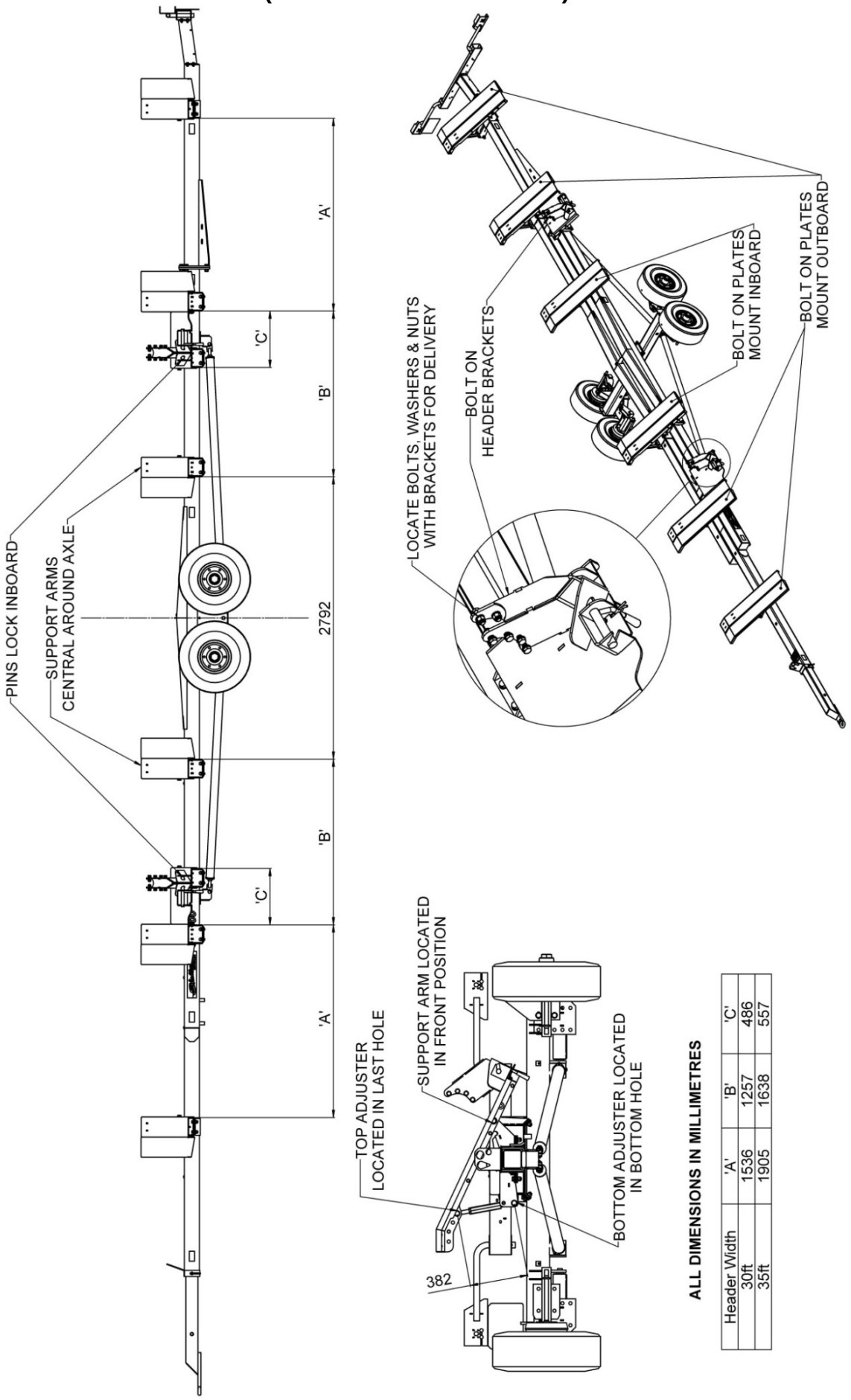
JD 622X HEADER CONFIGURATION – For C7500TA (2016 Header Trailers & on).



JD 625X HEADER CONFIGURATION – For C9000TA (2016 Header Trailers & on).



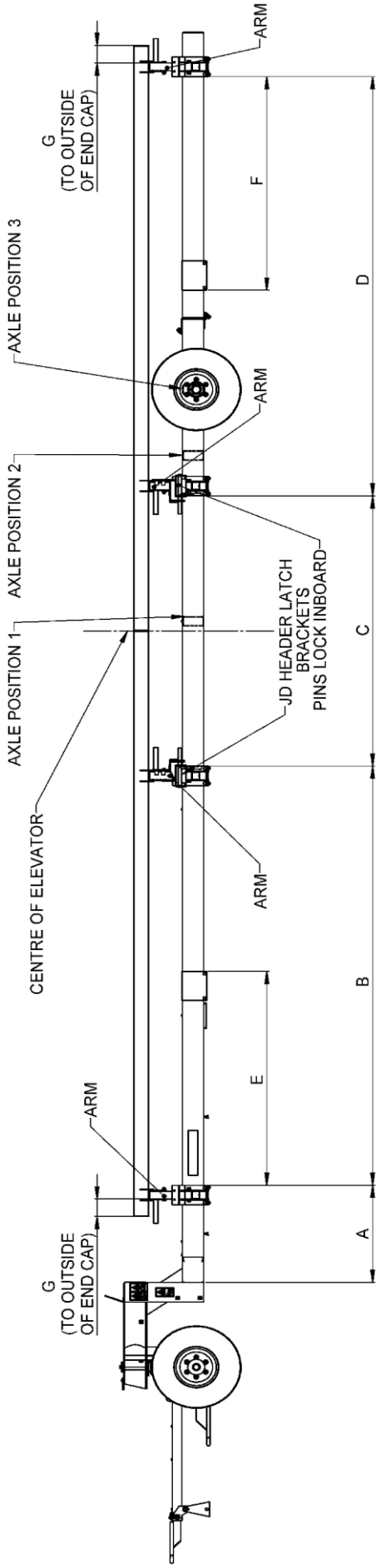
JD 630X & 635X HEADER CONFIGURATION – For C9000TA & C10500TA models (2016 Header Trailers & on).



ALL DIMENSIONS IN MILLIMETRES

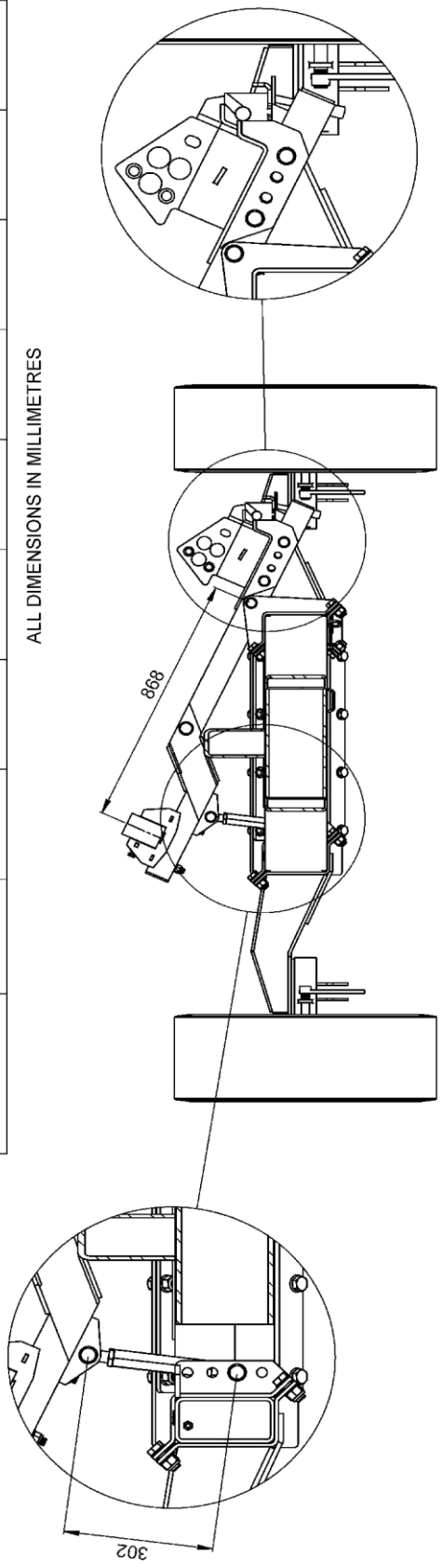
Header Width	'A'	'B'	'C'
30ft	1536	1257	486
35ft	1905	1638	557

JD 600X SERIES HEADERS – For C9000, C10500 & C12000 FW & FWS models (2015 Header Trailers only).

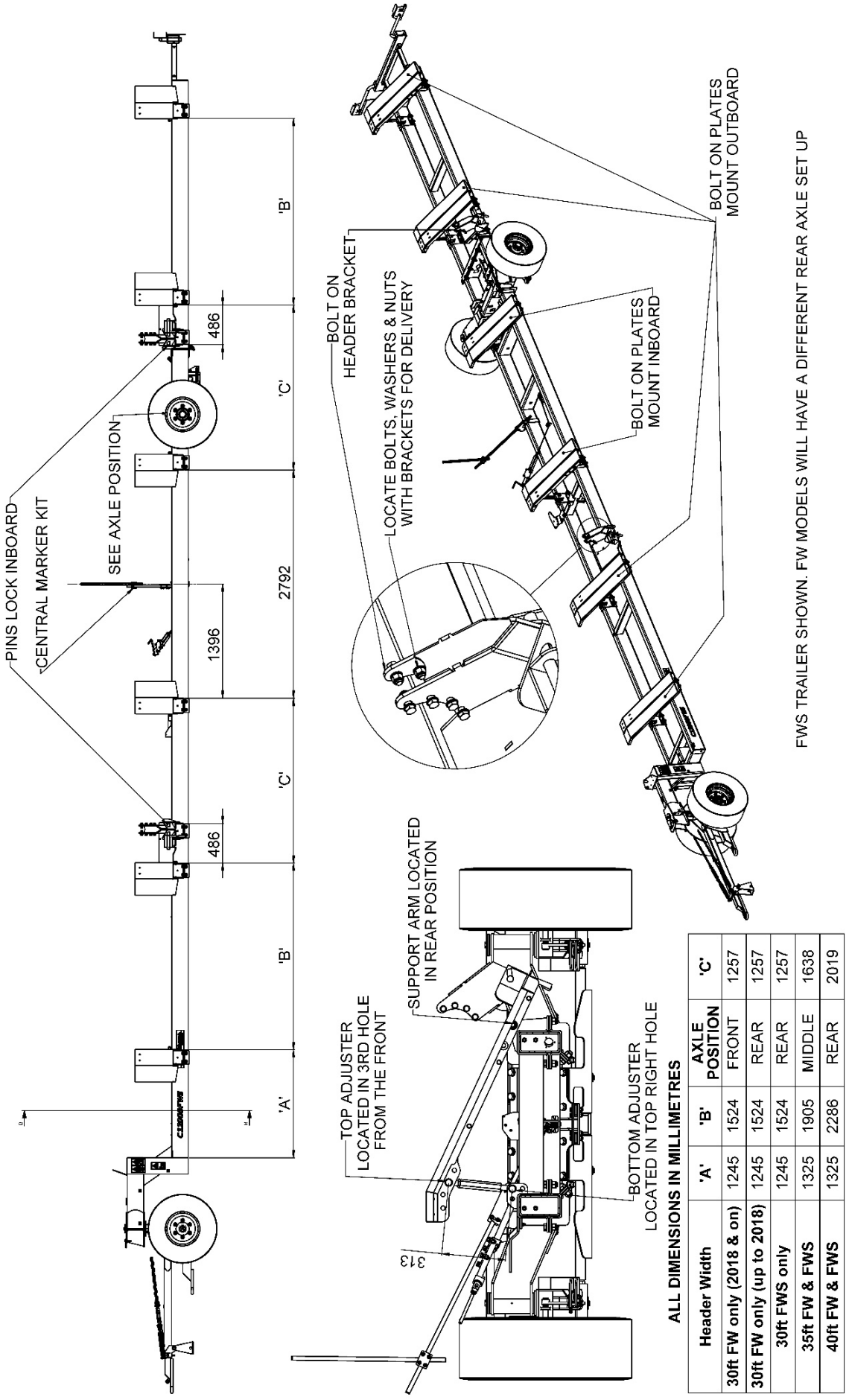


TRAILER	EXTENSION	HEADER	'A'	'B'	'C'	'D'	'E'	'F'	'G'	AXLE POSITION
C9000FW & FWS	N/A	30'	962	2780	2774	2780	1434	1484	198	2
C10500FW & FWS	249032 01	35'	1000	3541	2774	3541	1673	1863	543	2
C12000FW & FWS	249032 02	40'	998	4305	2774	4305	2197	2192	179	3

ALL DIMENSIONS IN MILLIMETRES



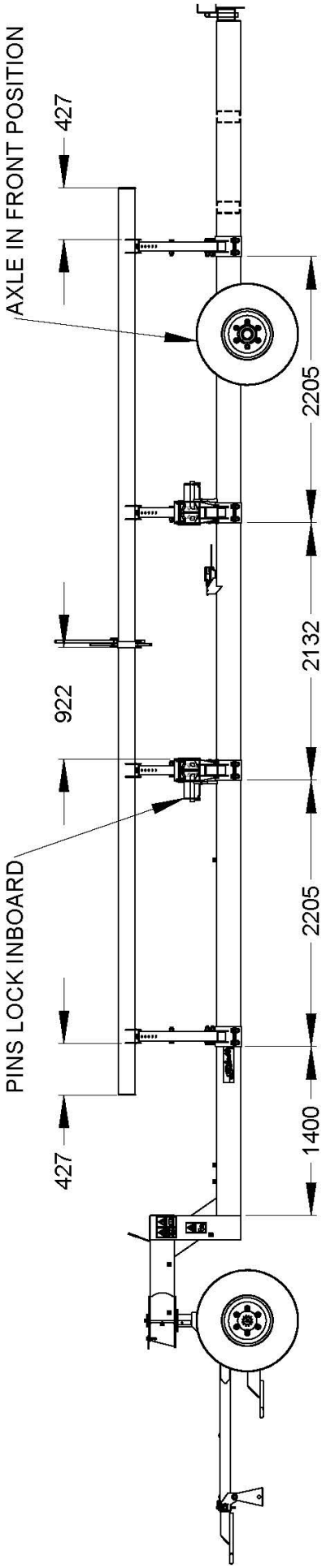
JD 630X, 635X & 640X HEADER CONFIGURATION – For C9000, C10500 & C12000 FW & FWS models (2016 Header Trailers & on).

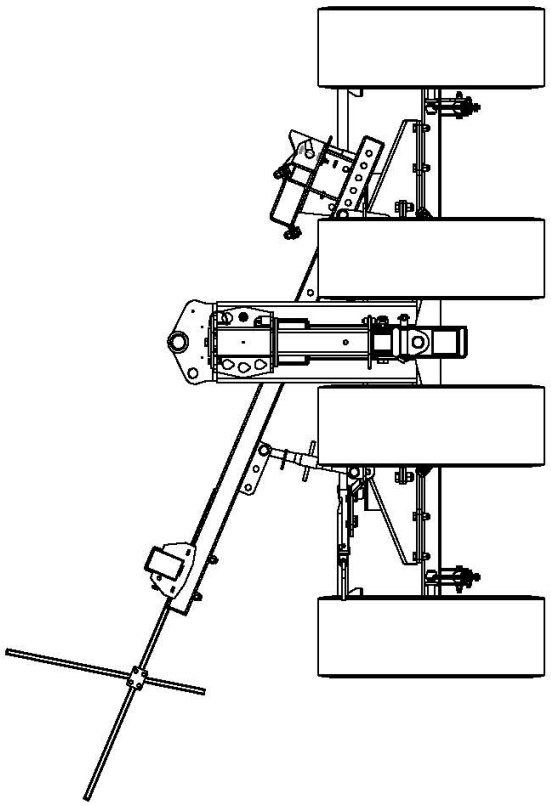


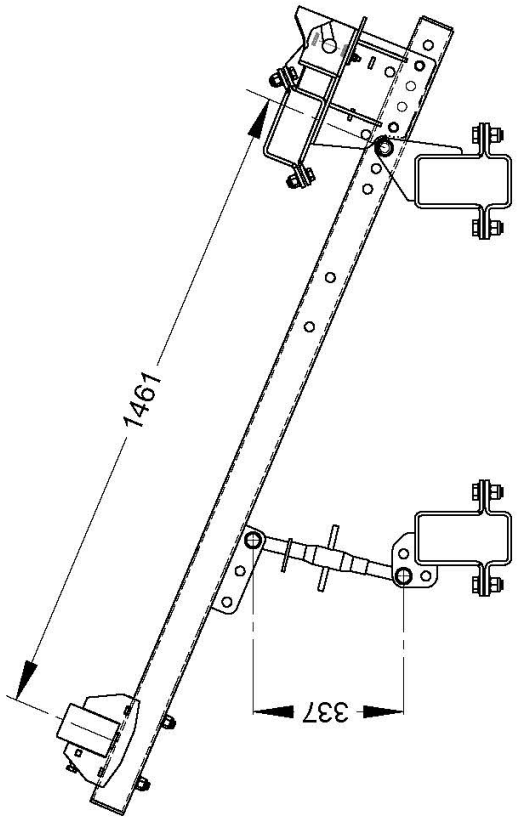
ALL DIMENSIONS IN MILLIMETRES

Header Width	'A'	'B'	AXLE POSITION	'C'
30ft FW only (2018 & on)	1245	1524	FRONT	1257
30ft FW only (up to 2018)	1245	1524	REAR	1257
30ft FWS only	1245	1524	REAR	1257
35ft FW & FWS	1325	1905	MIDDLE	1638
40ft FW & FWS	1325	2286	REAR	2019

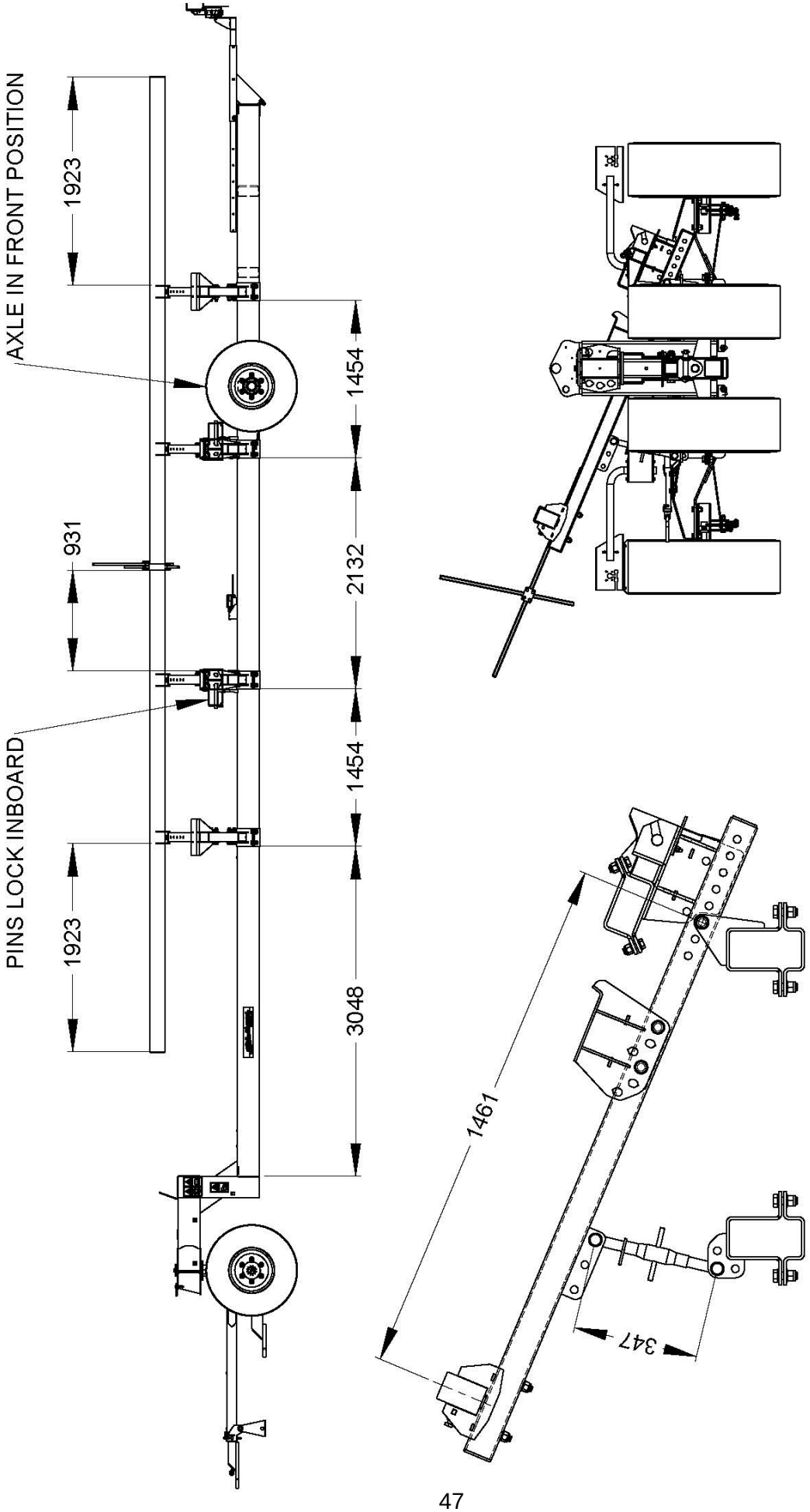
JD 725D HEADER CONFIGURATION FOR C9000FW



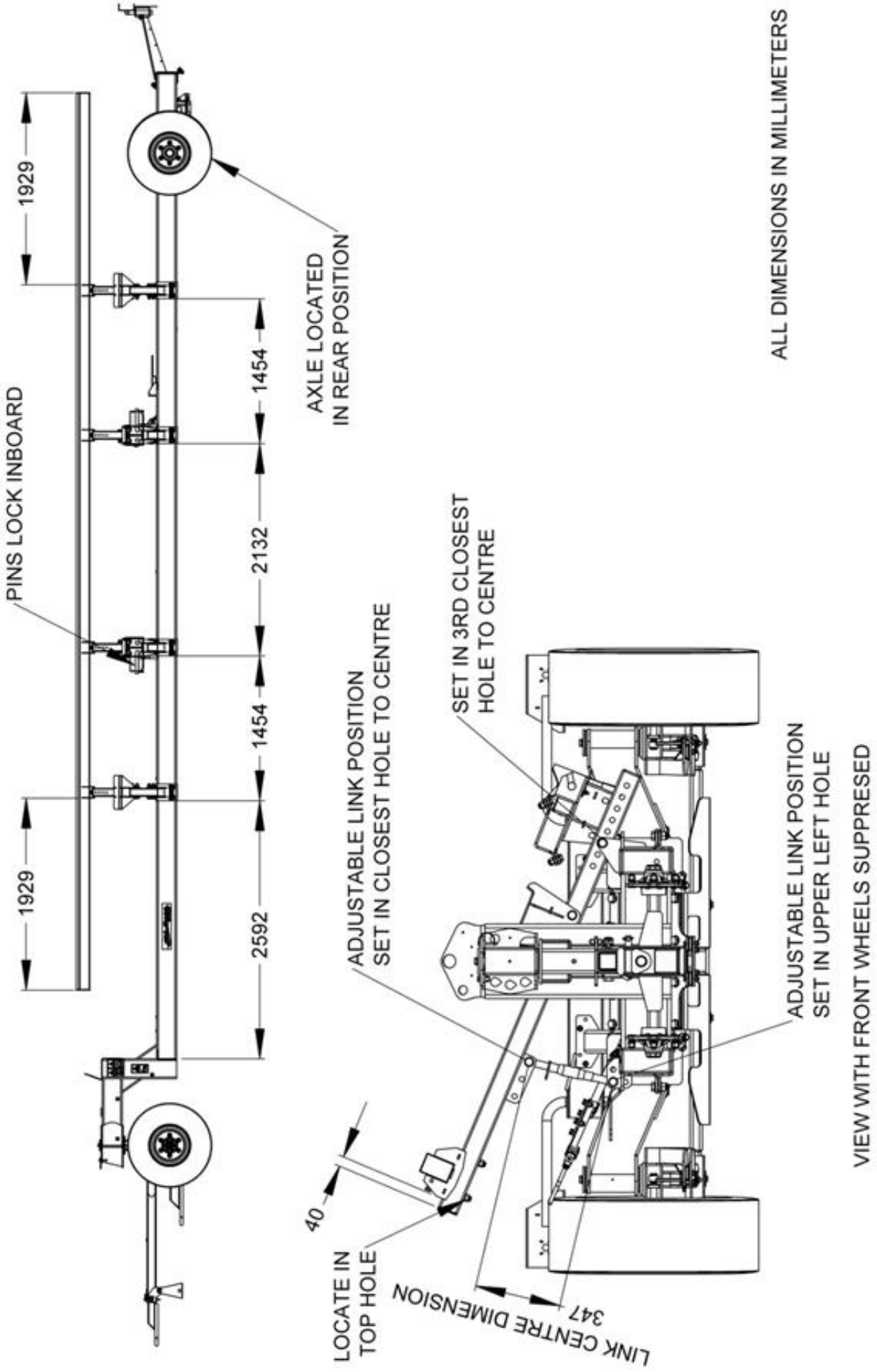




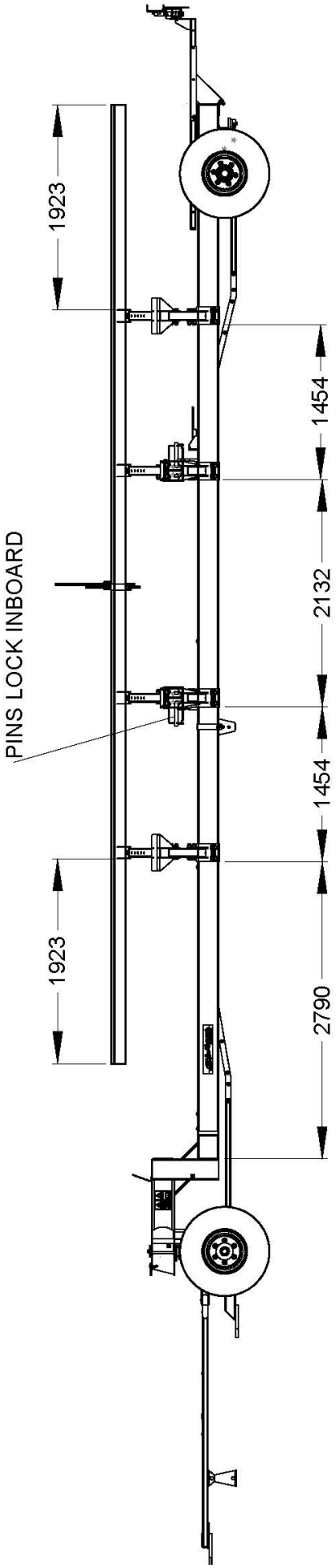
JD 730D HEADER CONFIGURATION FOR C9000FW

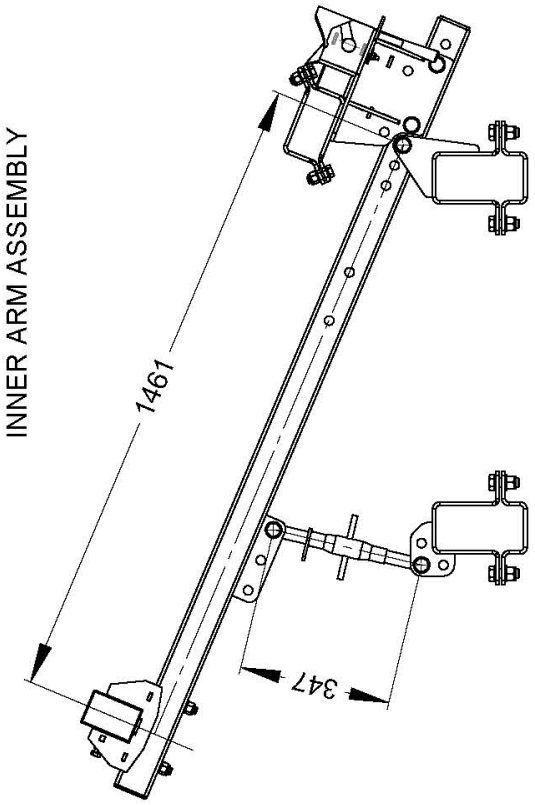


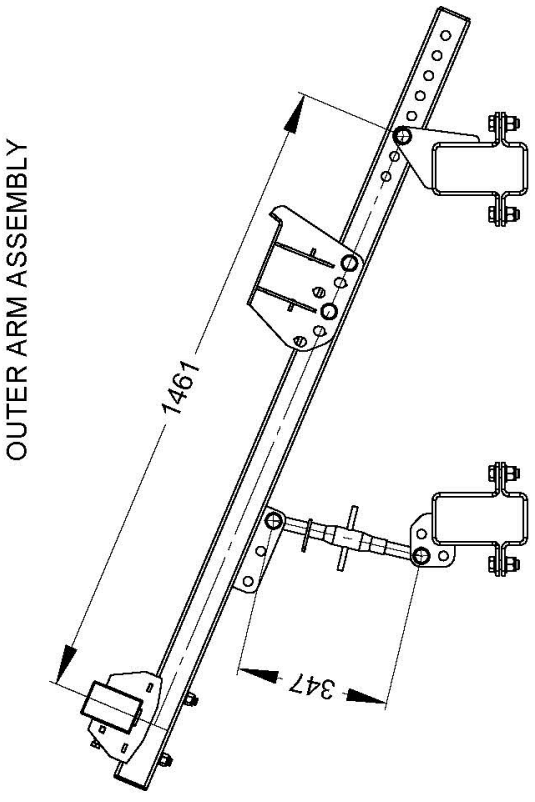
JD 730D HEADER CONFIGURATION FOR C9000FWS



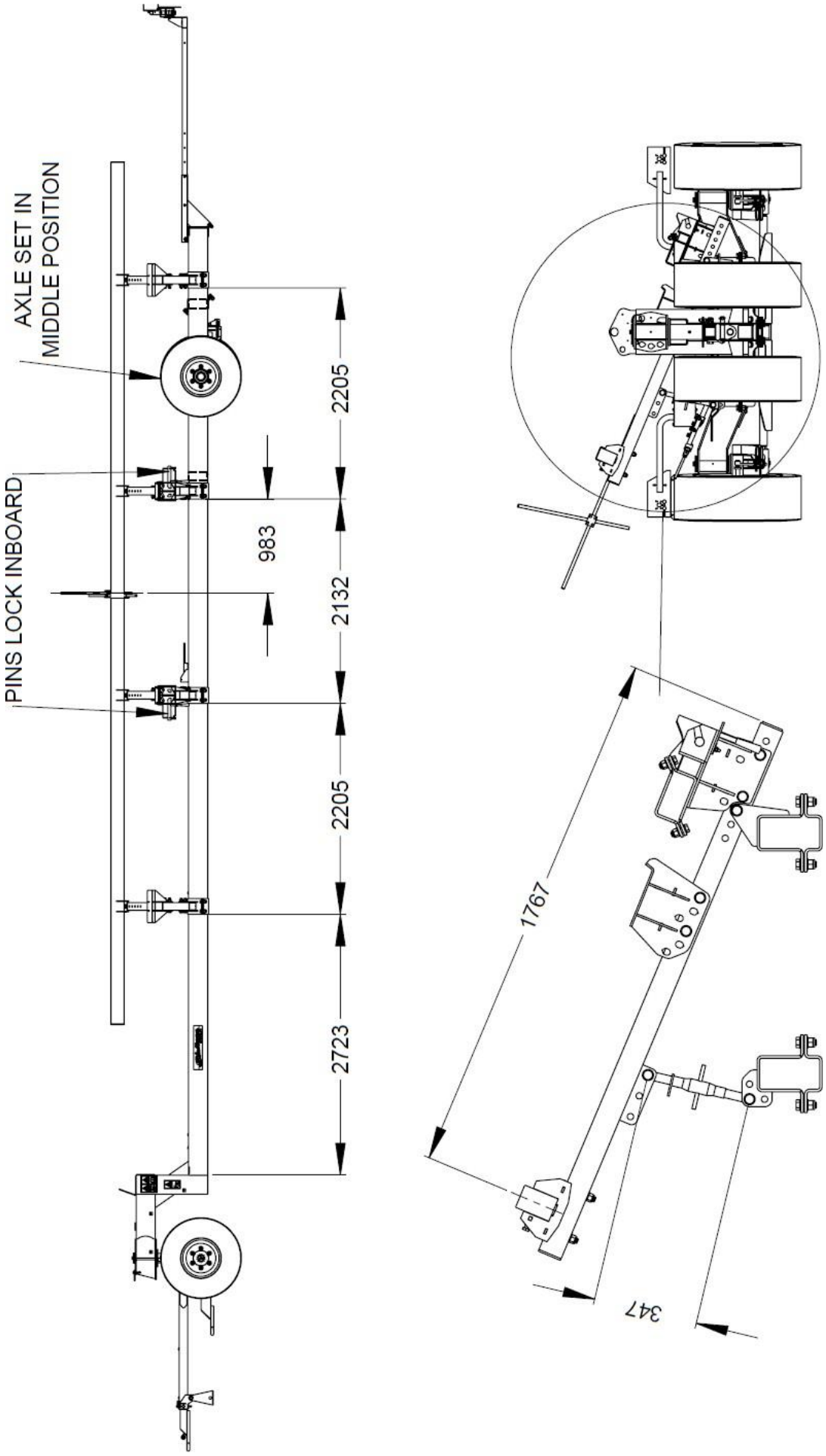
JD 730D HEADER CONFIGURATION FOR C9000FWS (MECH)





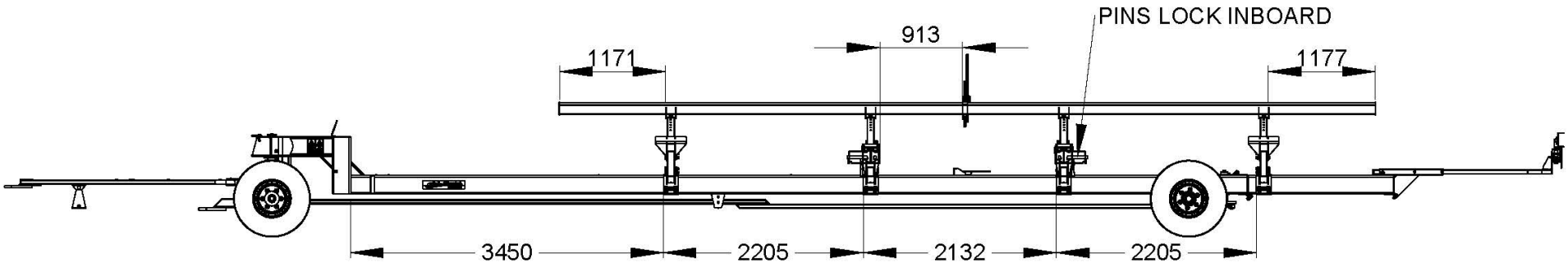


JD 735D HEADER CONFIGURATION FOR C10500FW & FWS (2020 & on).

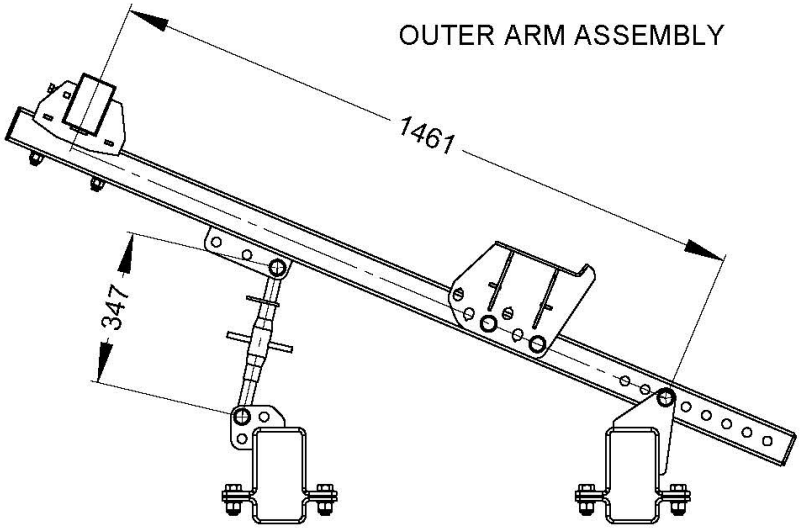


JD 735D HEADER CONFIGURATION FOR C10500FWS (MECH)

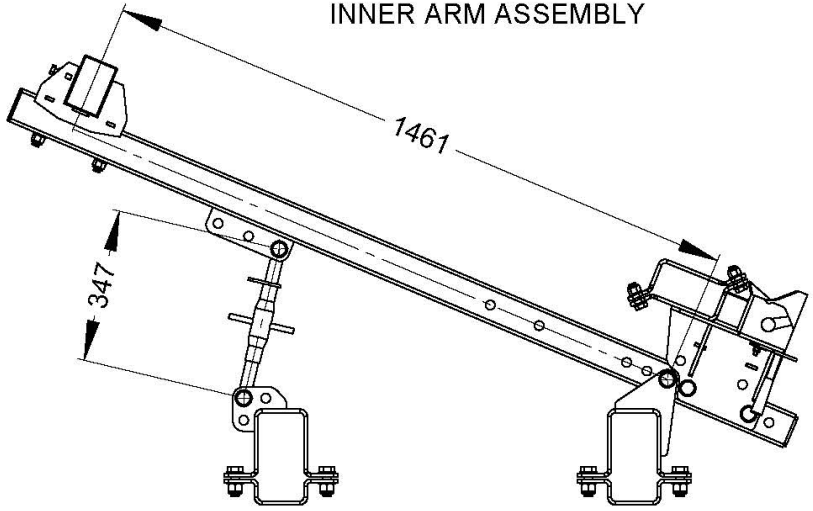
C10500FWS MECH JD735D



OUTER ARM ASSEMBLY

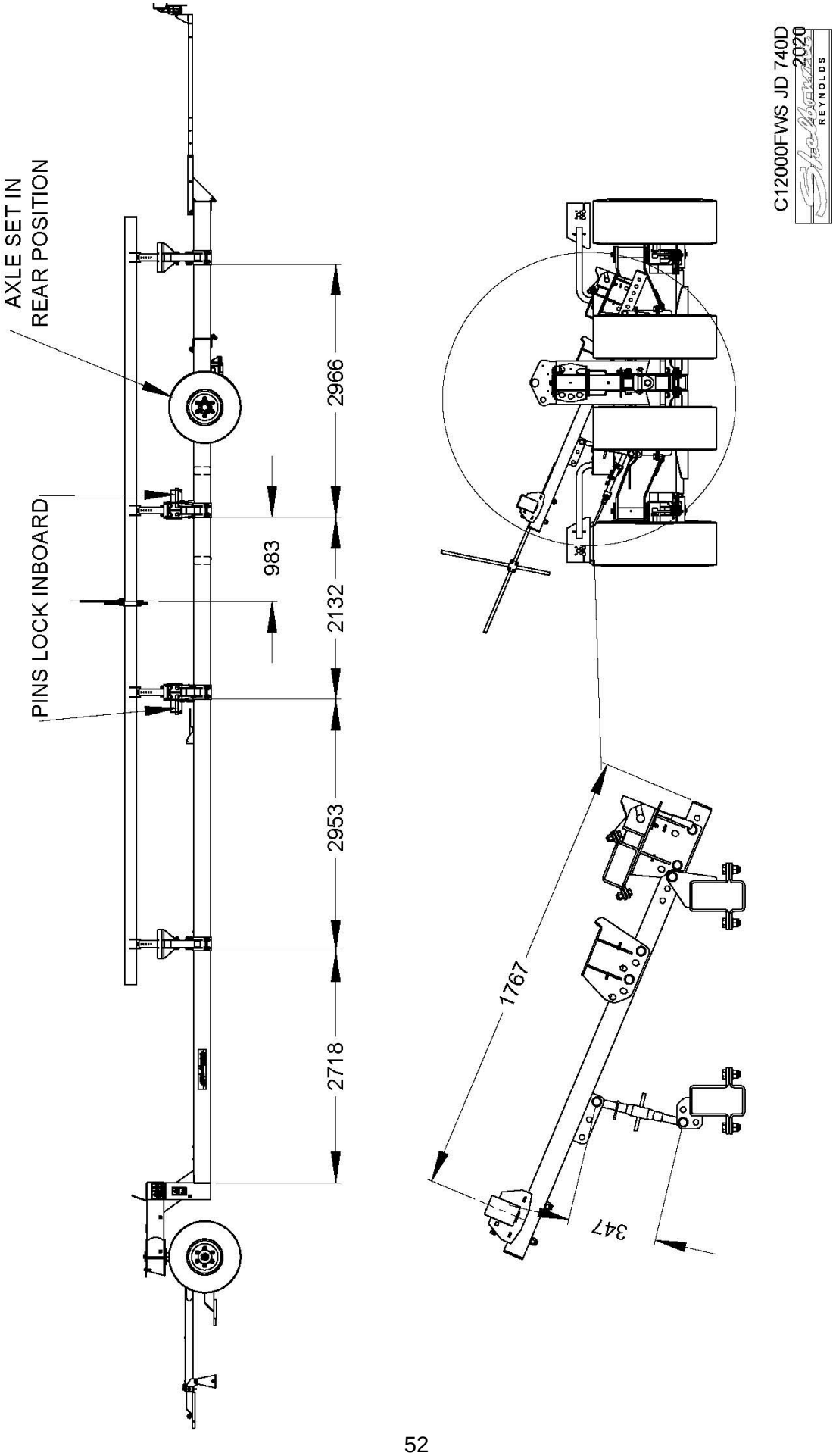


INNER ARM ASSEMBLY

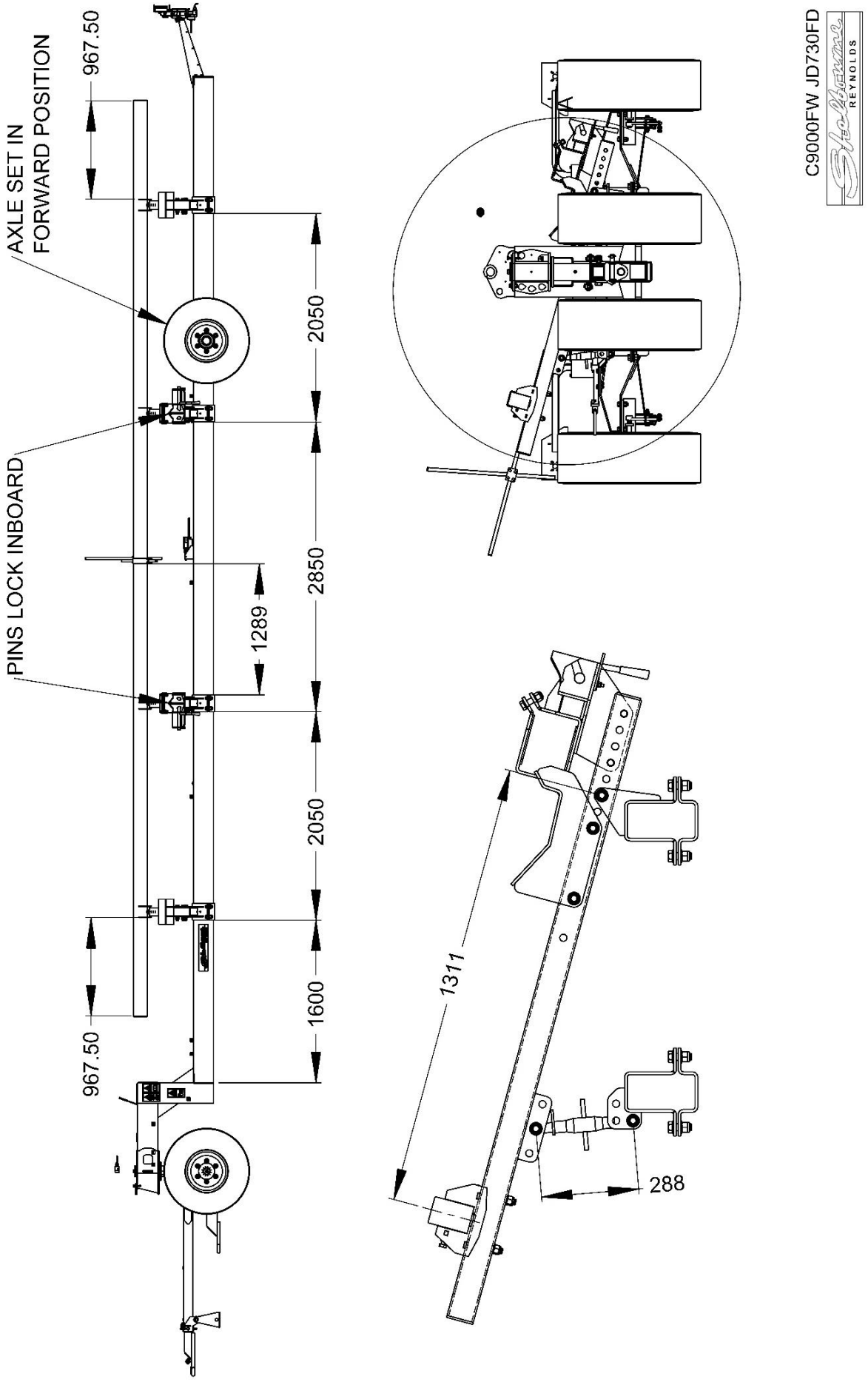


C10500FWS MECH JD735D

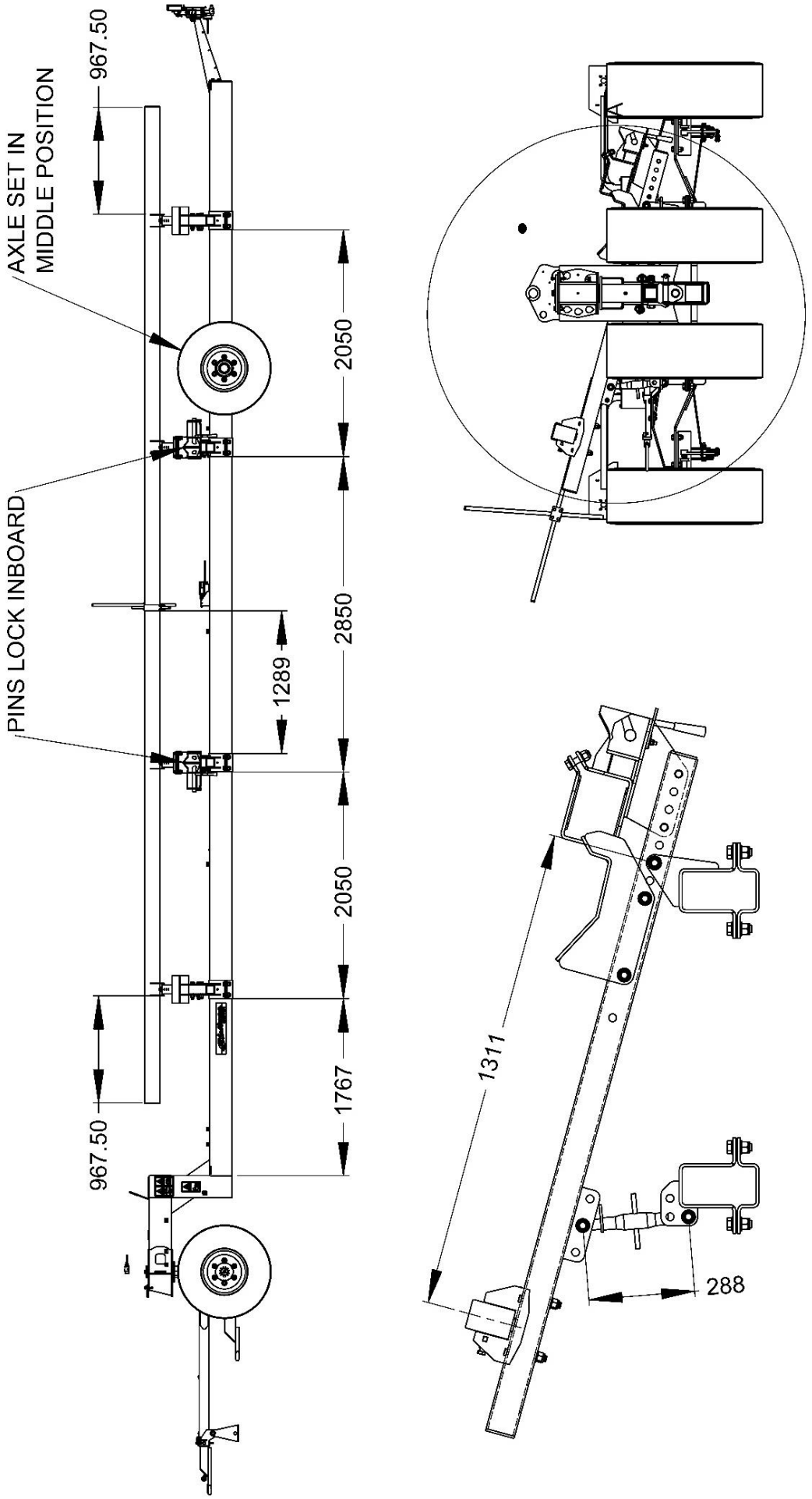
JD 740D HEADER CONFIGURATION FOR C12000FWS (2020 & on).



JD 730FD HEADER CONFIGURATION FOR C9000FW

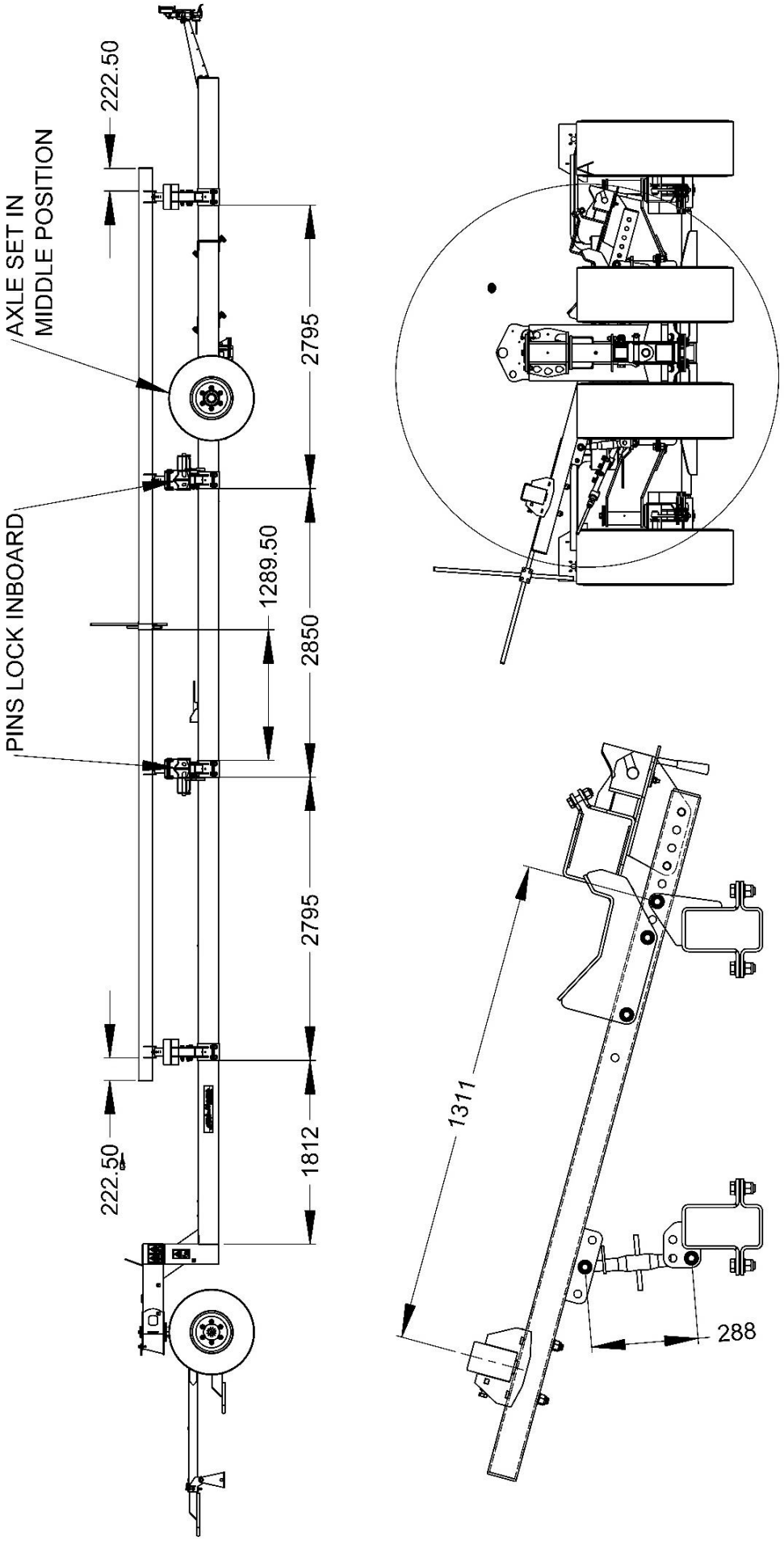


JD 730FD HEADER CONFIGURATION FOR C9000FWS



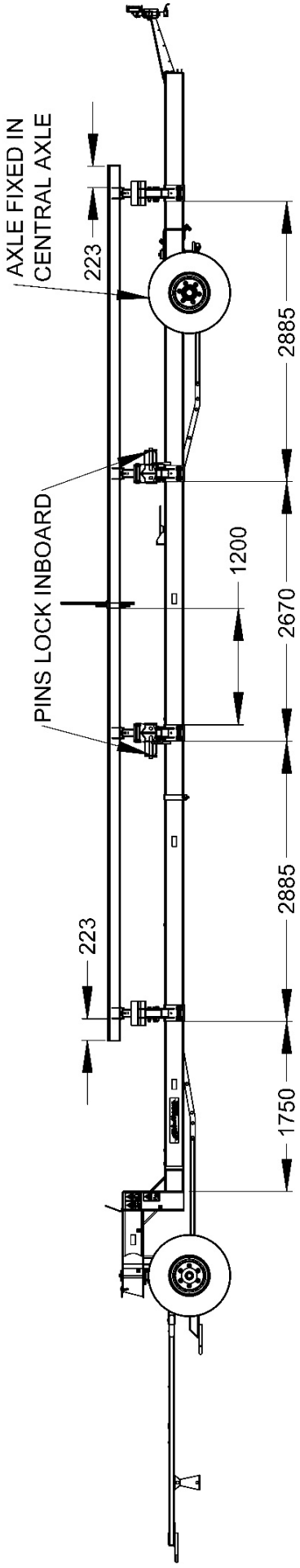
C9000FWS JD730FD

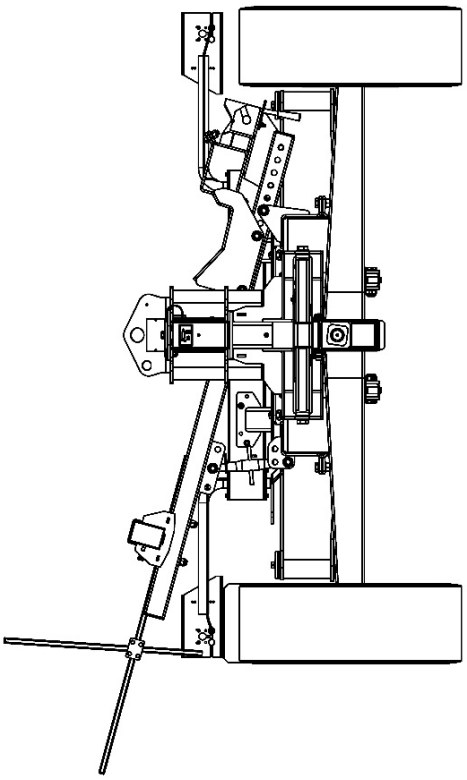
JD 735FD HEADER CONFIGURATION FOR C10500FW & FWS

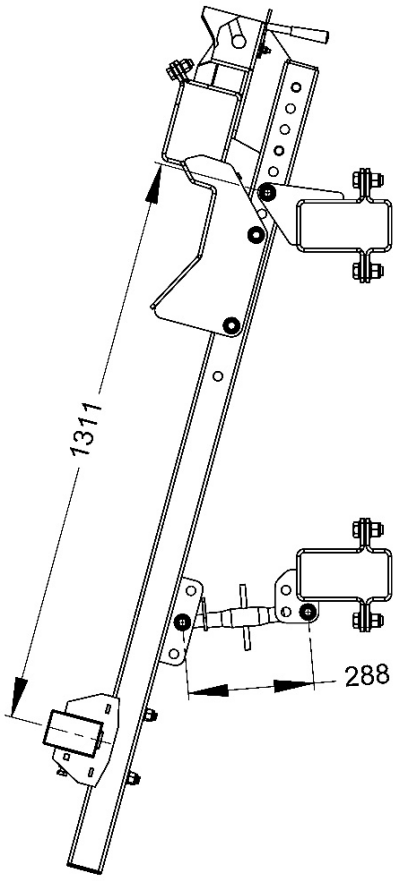


C10500FWS JD735FD

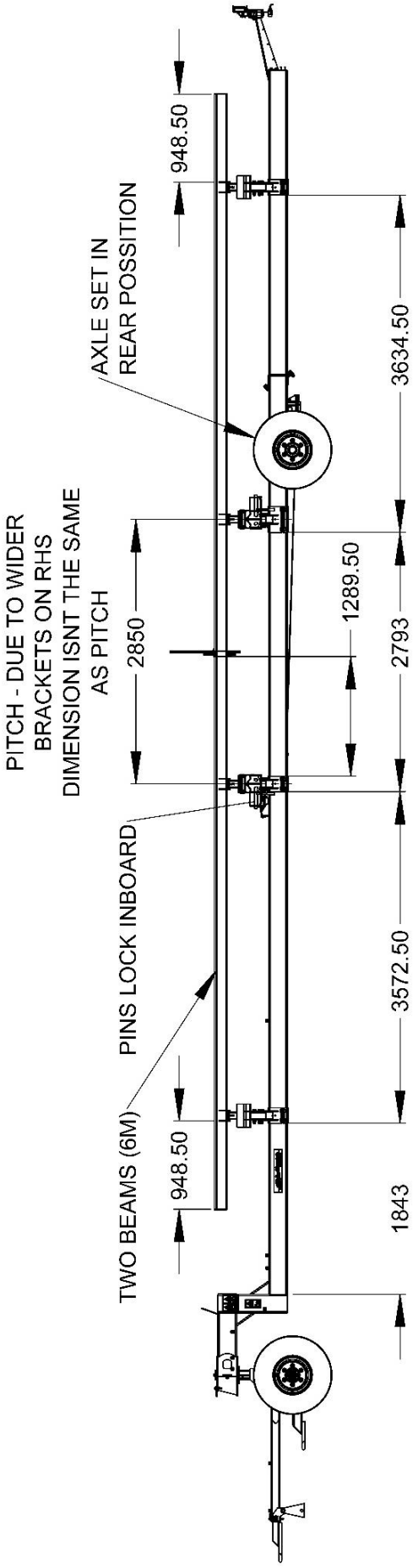
JD 735FD HEADER CONFIGURATION FOR C10500FW & FWS (MECH)

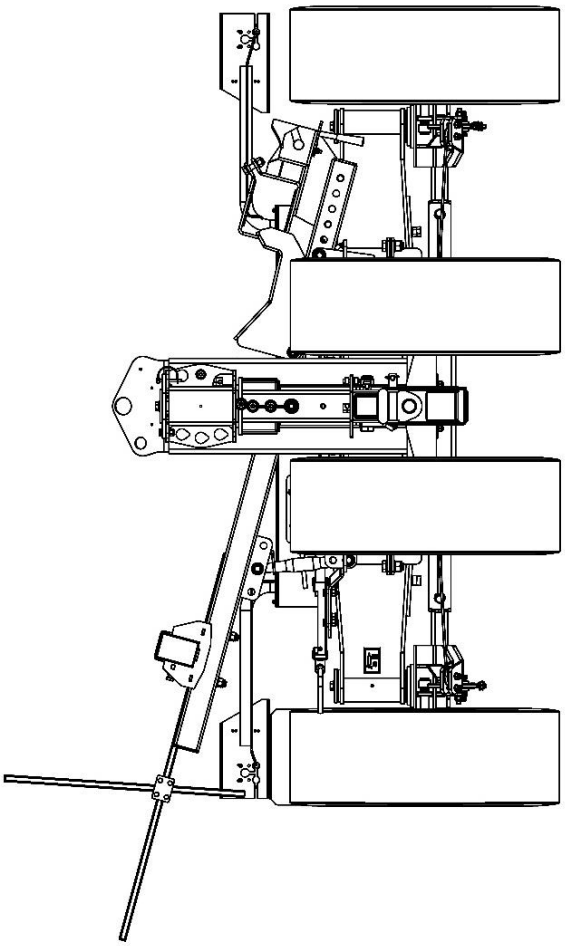


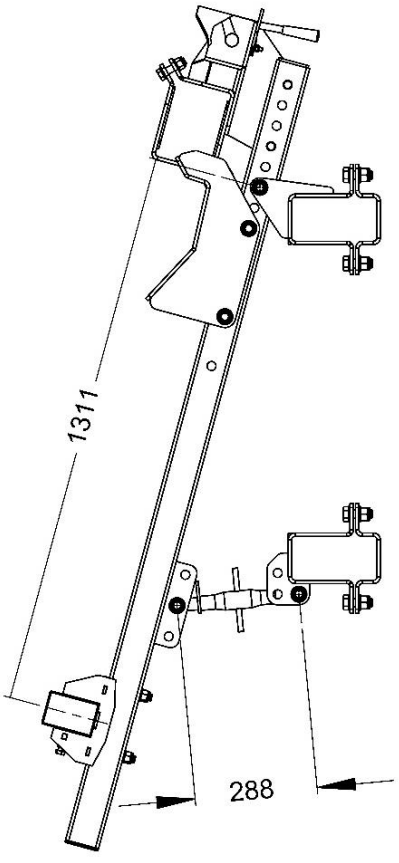




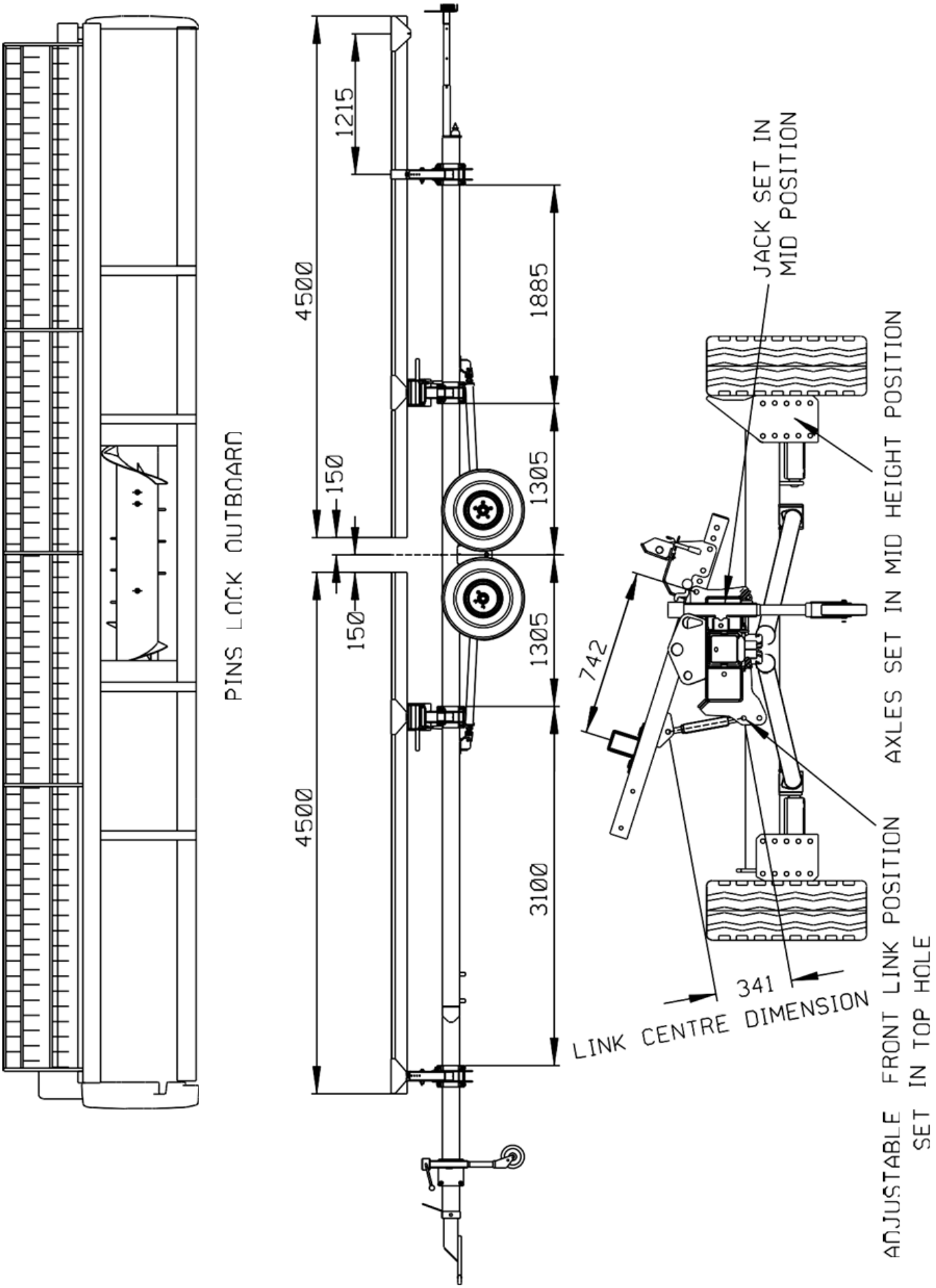
JD 740FD HEADER CONFIGURATION FOR C12000FW



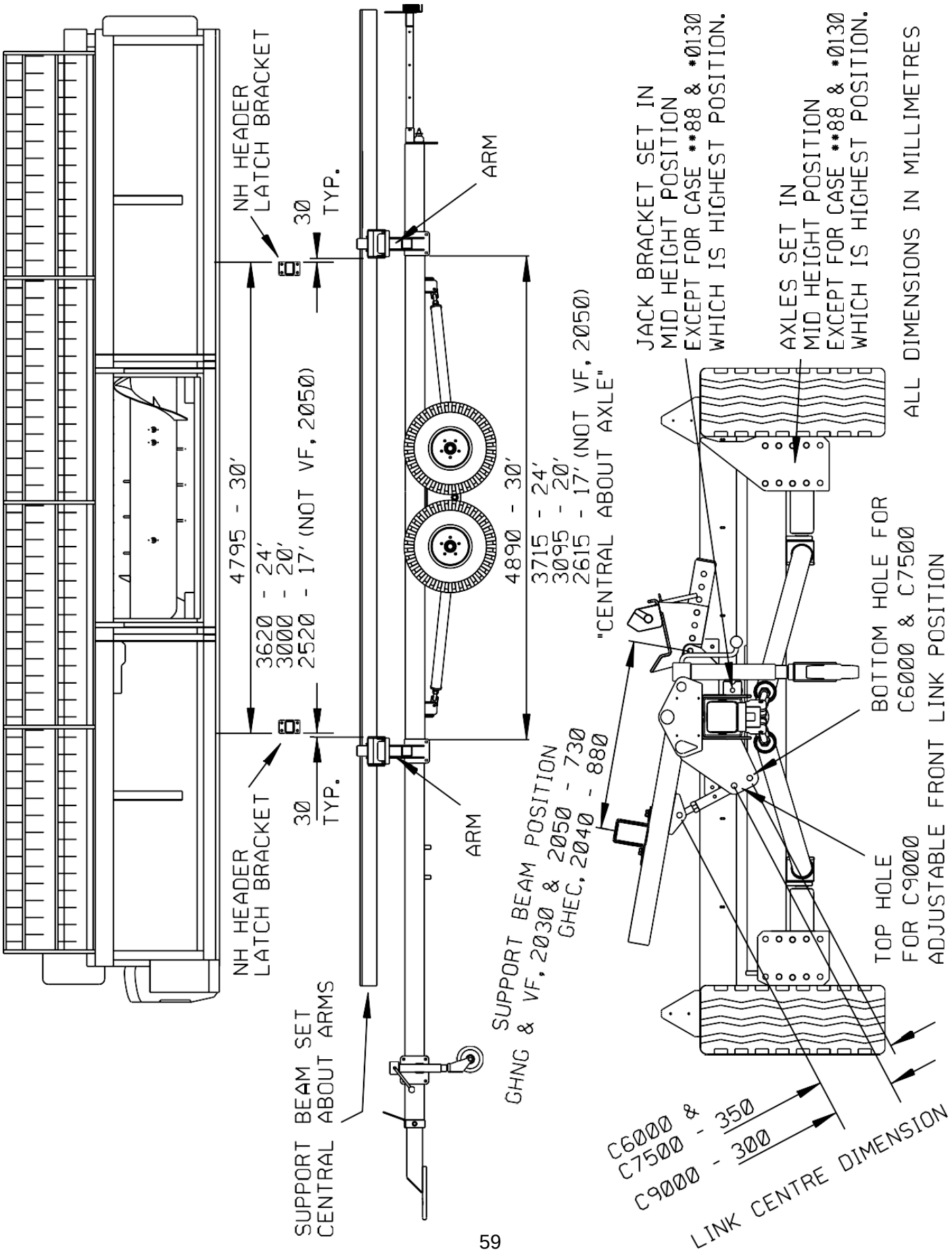




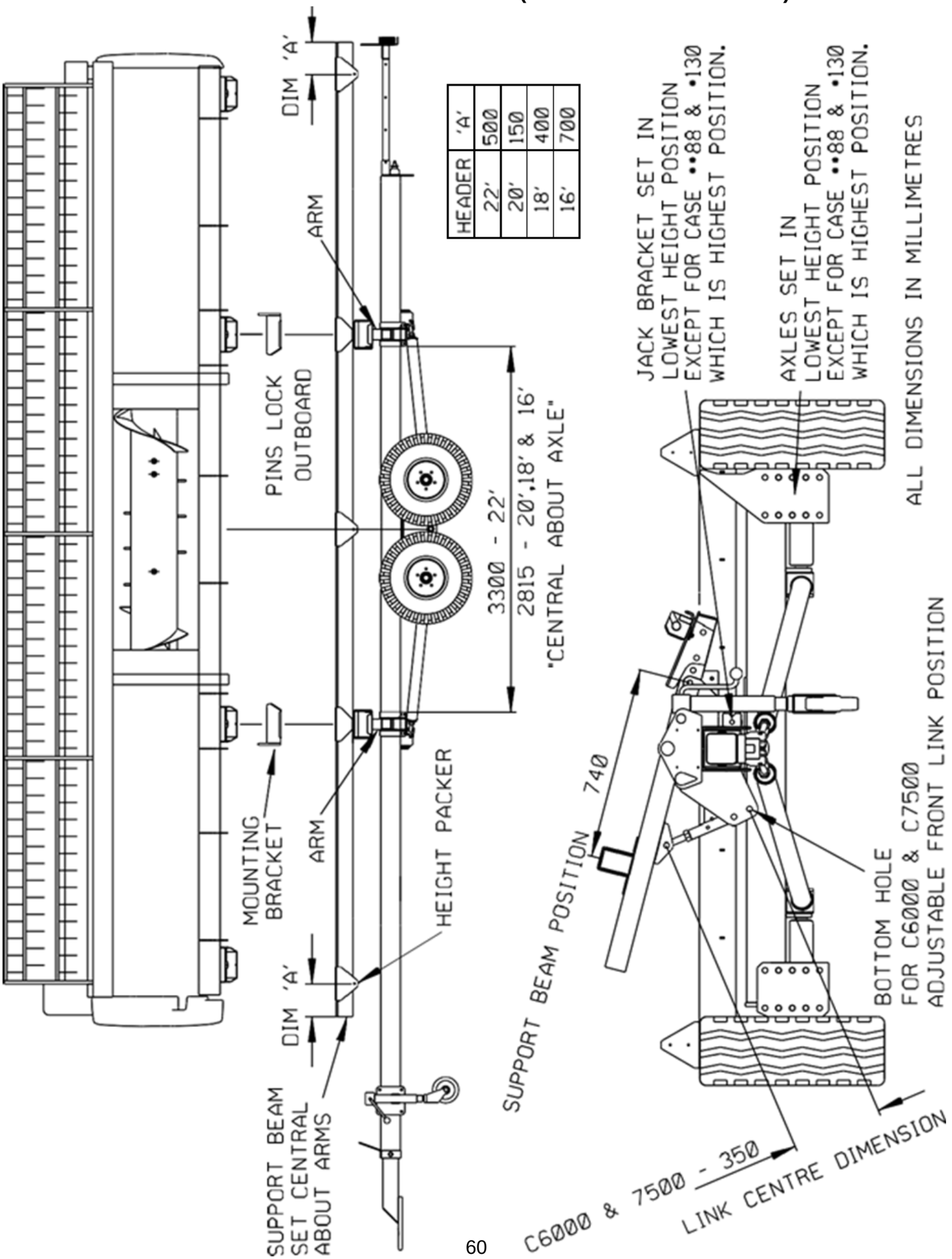
JD GERINGHOFF VARIO STAR HEADER CONFIGURATION – For C9000TA model.



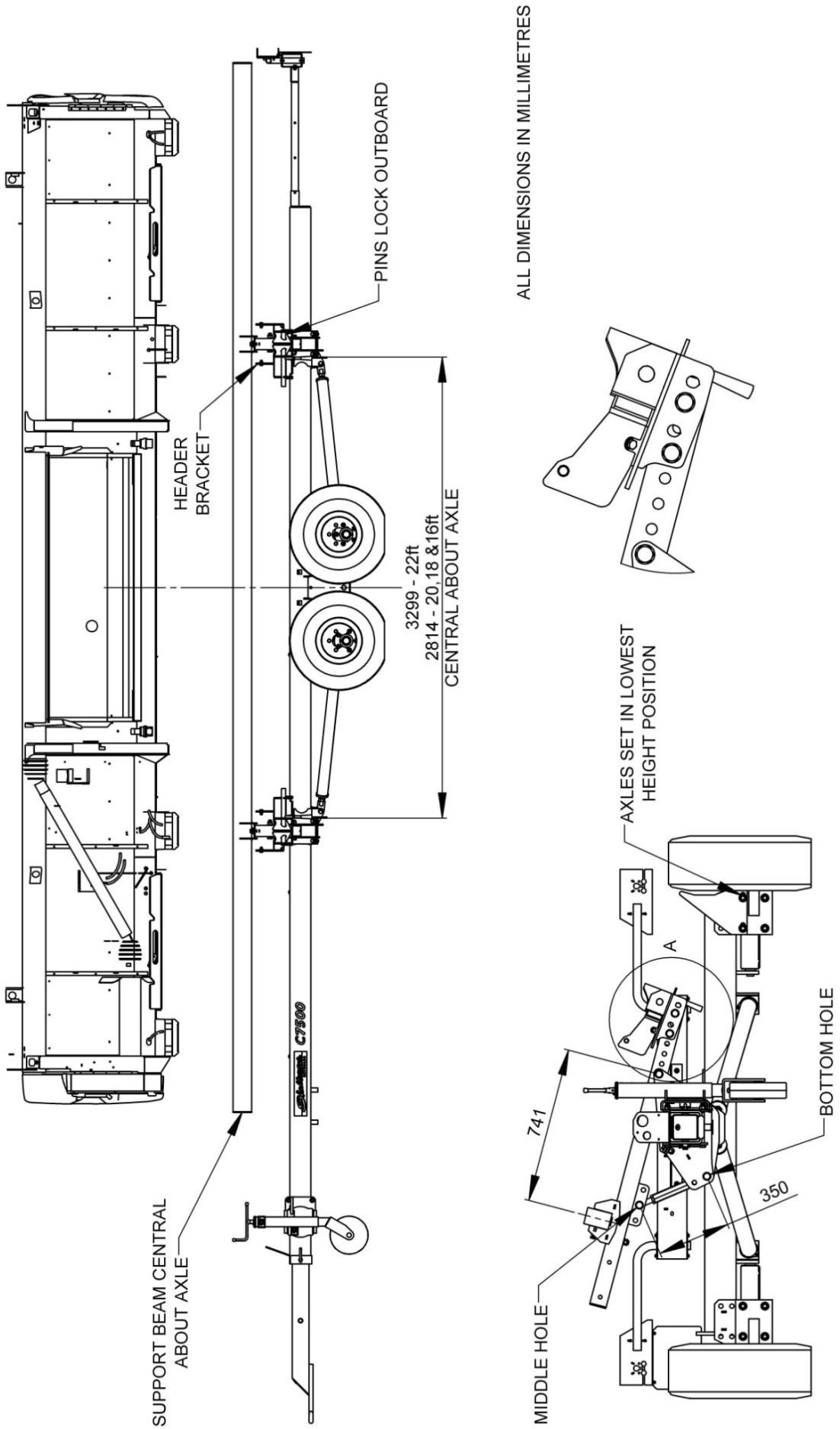
NH AND CASE CONFIGURATION – NH GHNH, GHEC, VF, Case 2030, 2040 & 2050.
For C6000 – C9000 SA & TA models.
(NOT including 15' GHNG, GHEC, 2030, 2040 or 17' VF, 2050.)



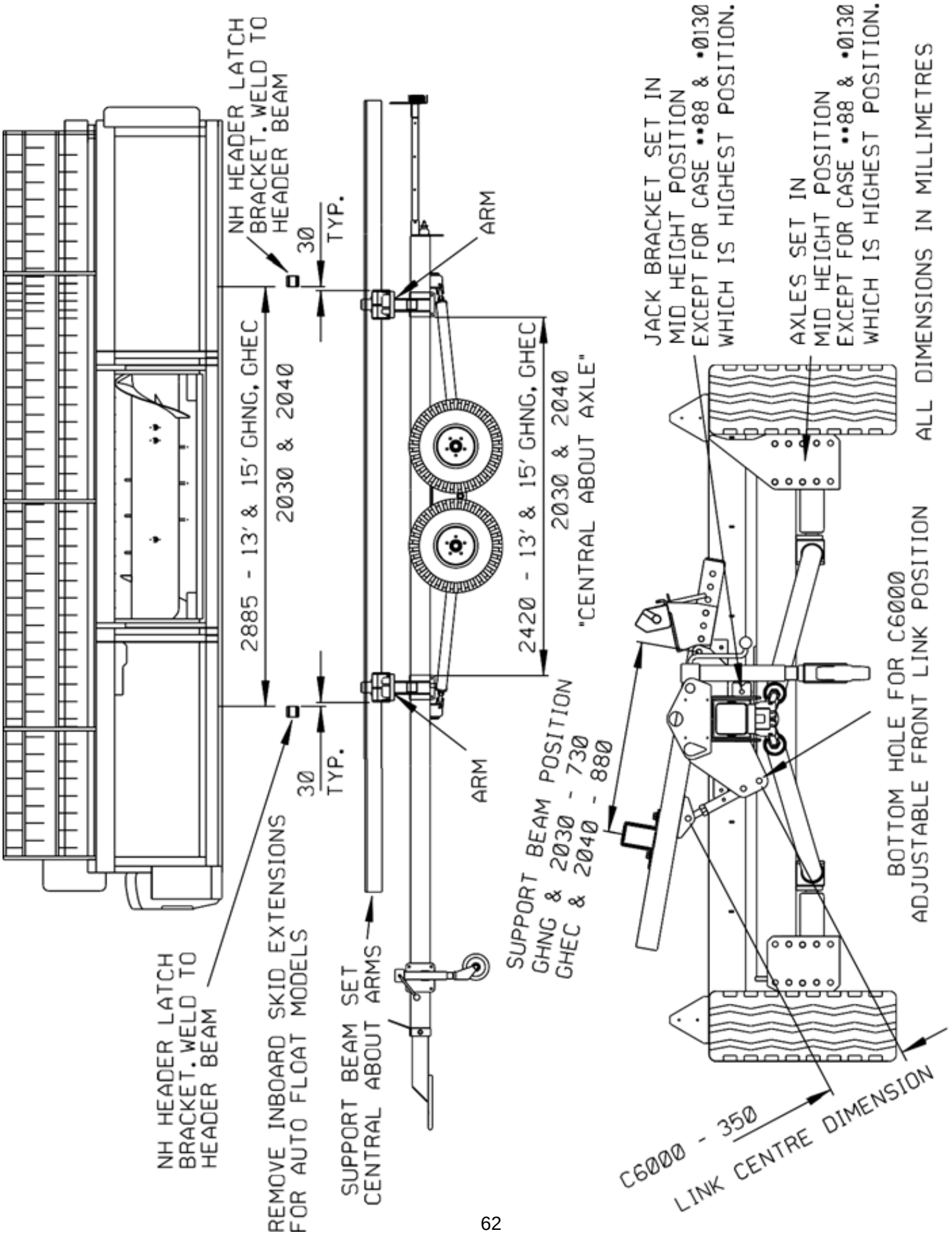
NH AND CASE CONFIGURATION – 16', 18', 20' & 22' NH 760 & Case 3050.
For C6000 & C7500 SA & TA models. (2013-2018 Header Trailers)



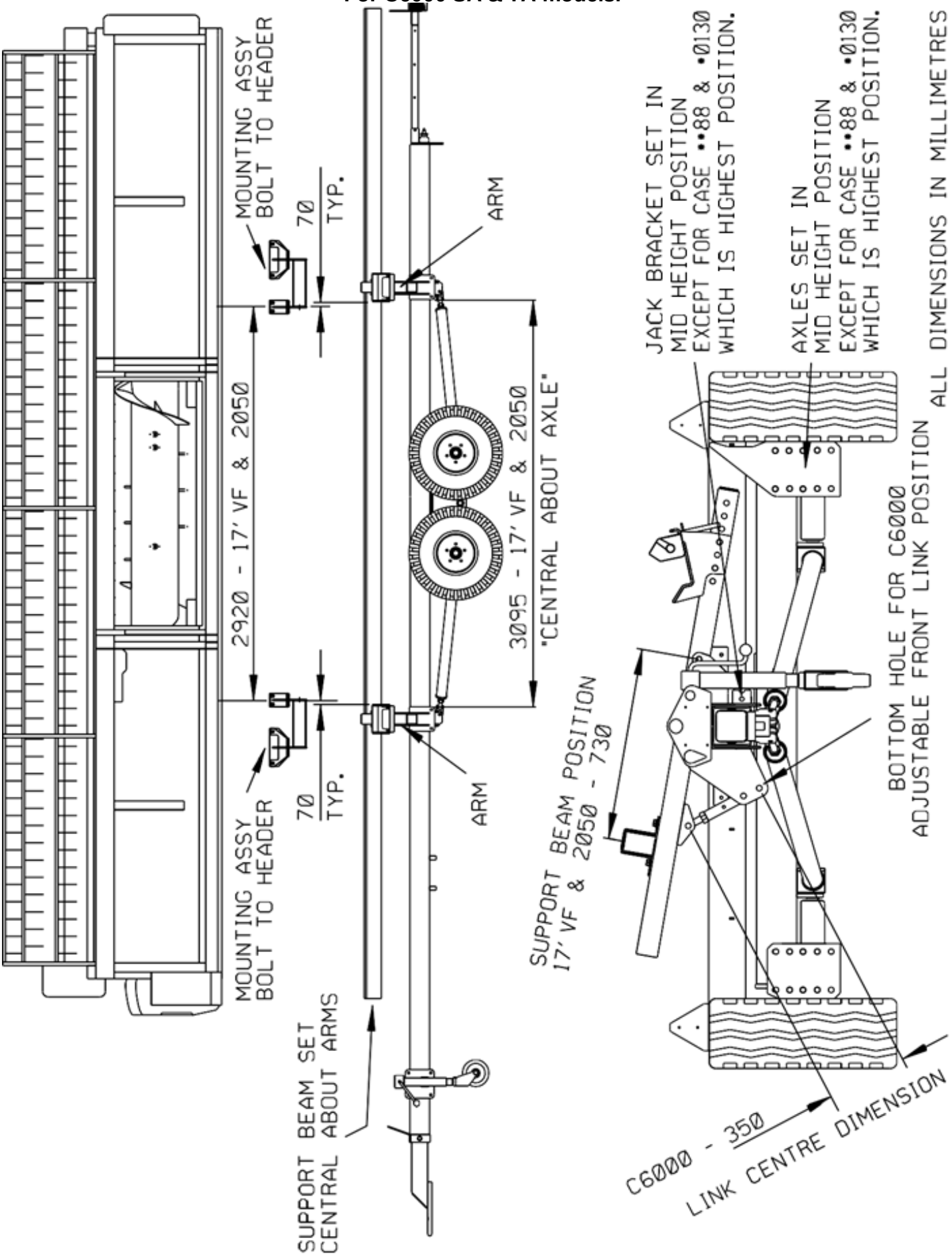
NH AND CASE CONFIGURATION.– 16’,18’,20’ & 22’ NH 760 & Case 3050.
For C6000 & C7500 SA & TA models. (2018 & ON)



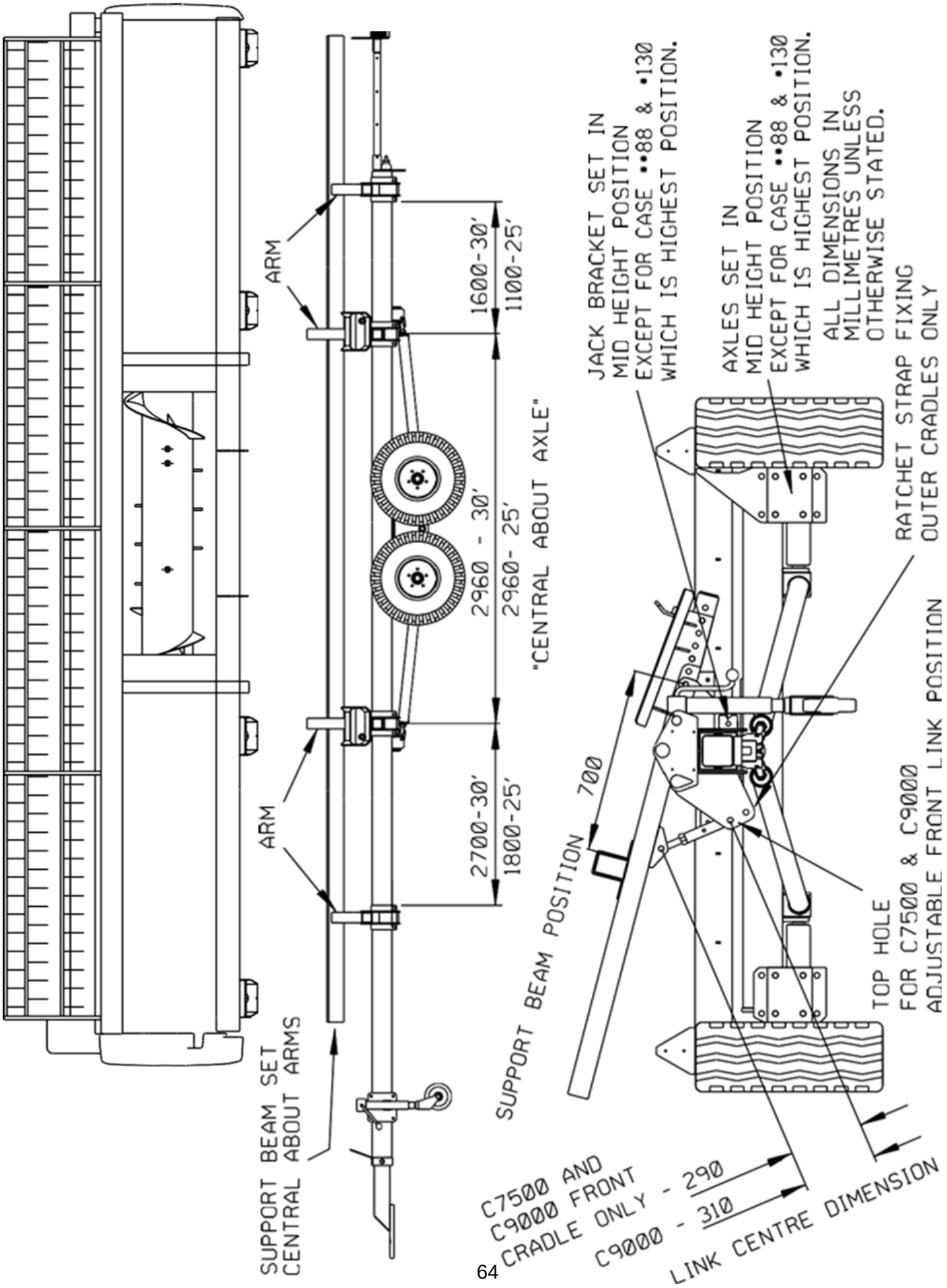
NH AND CASE CONFIGURATION – NH GHNH, GHEC, Case 2030, 2040 13’ & 15’
Header only. For C6000 SA & TA models.



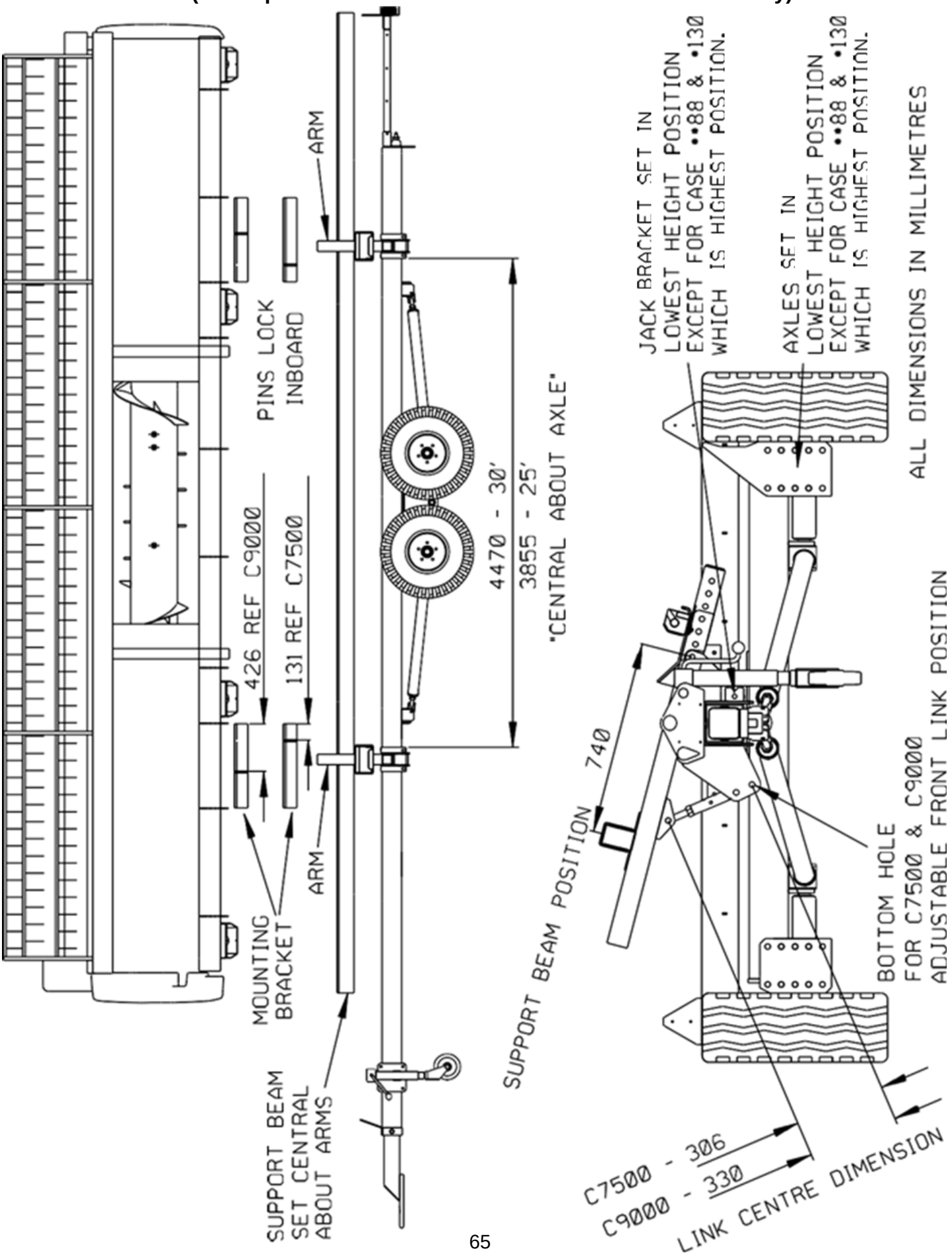
NH AND CASE CONFIGURATION – NH VF, Case 2050 17' Header only.
For C6000 SA & TA models.



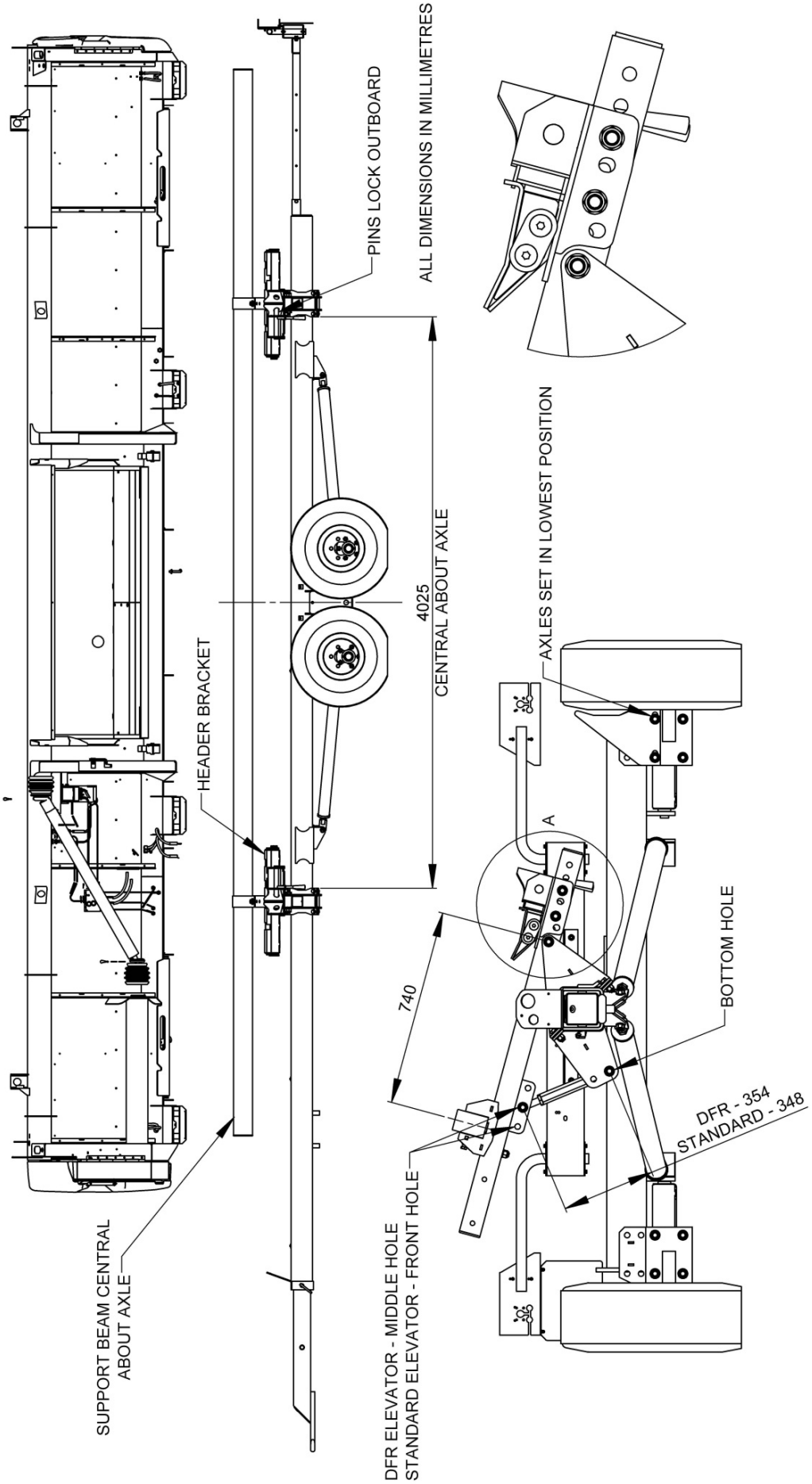
NH AND CASE CONFIGURATION – 25’ & 30’ NH 760 & Case 3050. For C7500 – C9000 SA & TA models. (Up to 2011 Header Trailers only)



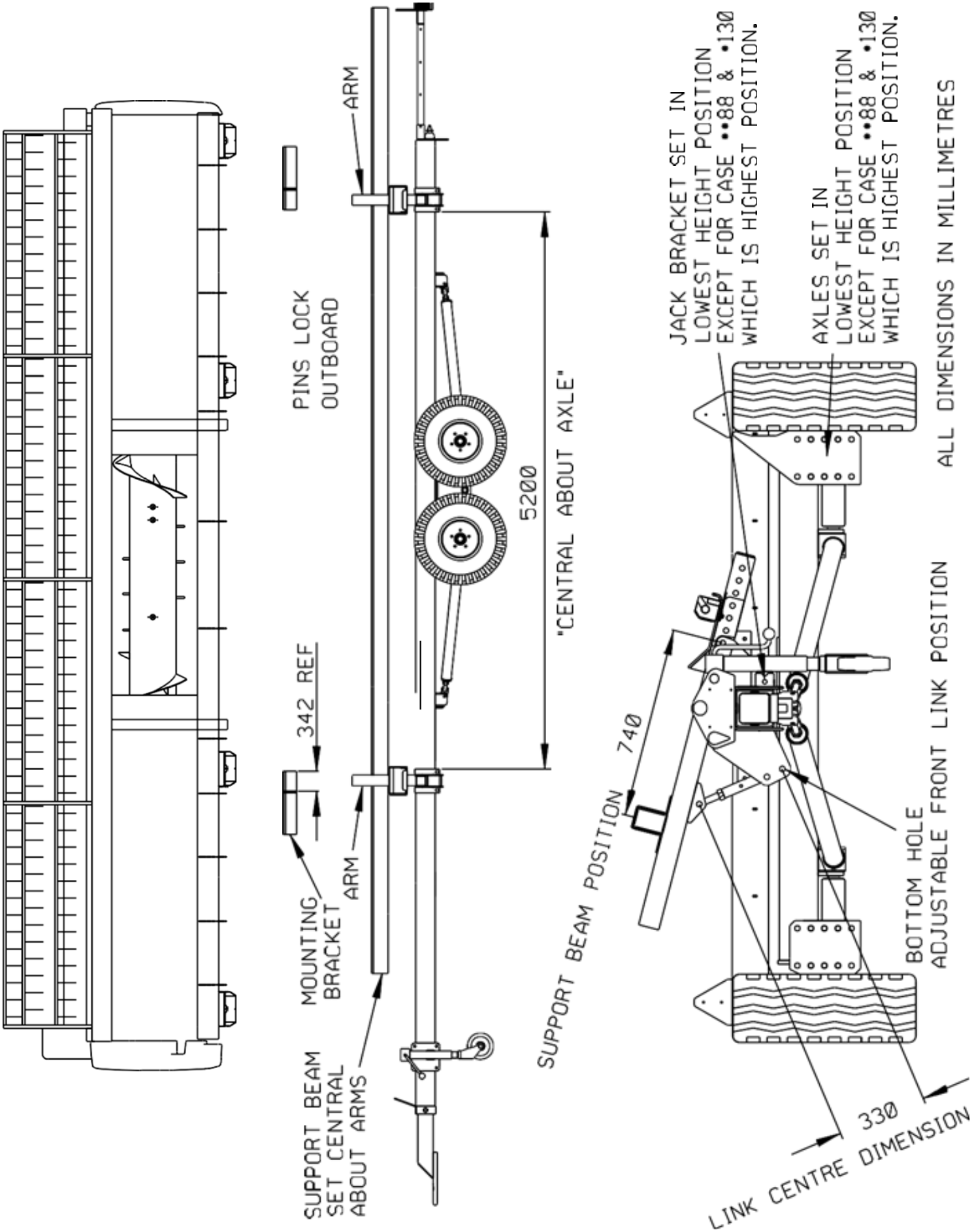
NH AND CASE CONFIGURATION – 25’ & 30’ NH 760 & Case 3050. For C7500 – C9000 SA & TA models. (2011-2018 Header Trailers for 25’ models) (2011 up to 2016 Header Trailers for 30’ 3 skid headers only)



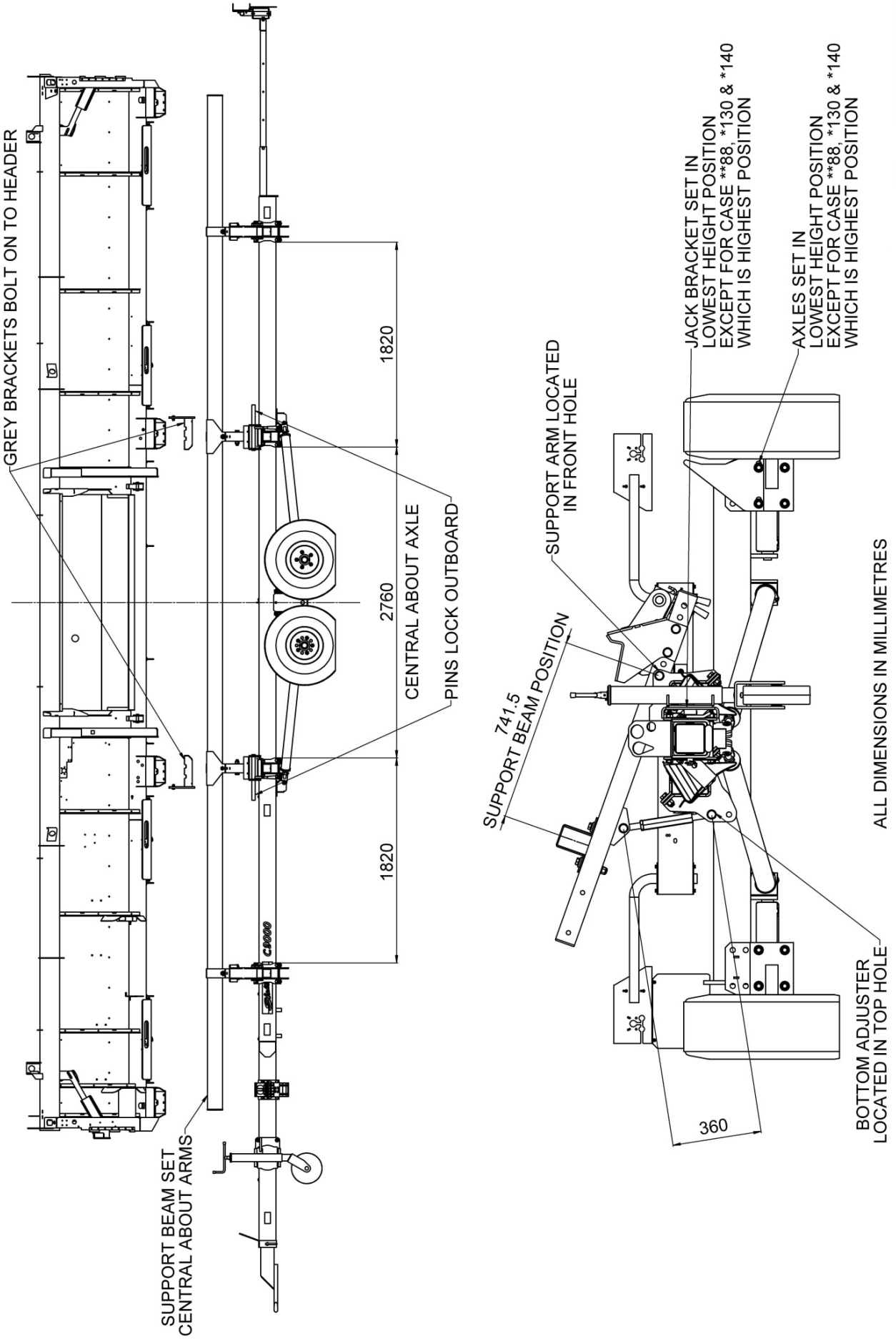
NH AND CASE CONFIGURATION.– 25’ NH 760 & Case 3050.
For C7500 SA & TA models. (2018 & ON)



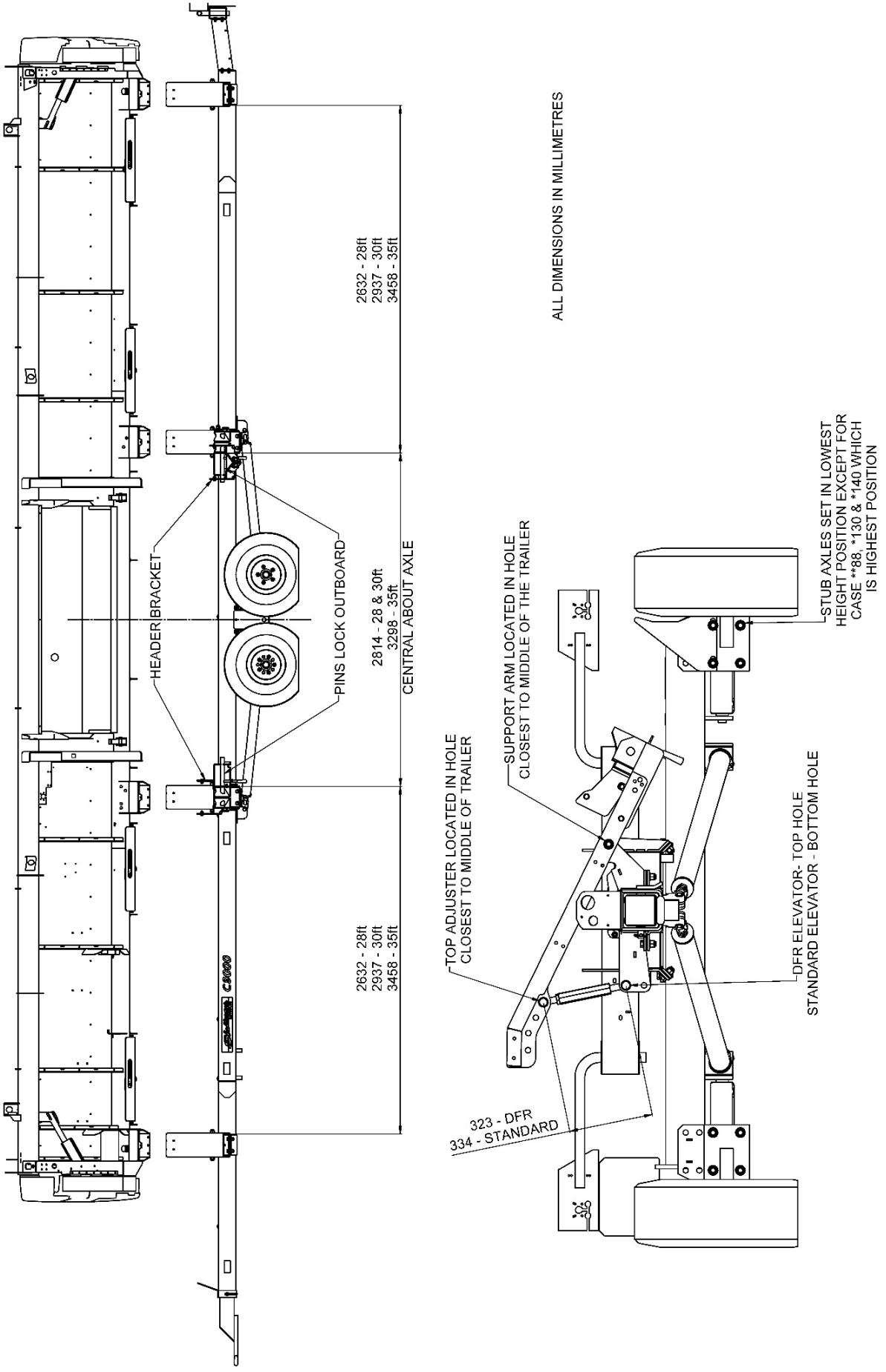
NH AND CASE CONFIGURATION – 30’ NH 760 & Case 3050. For – C9000TA models
(2015 Header Trailers only, 4 skid headers)



NH & CASE CONFIGURATION – 30ft NH 760 & Case 3050. For C9000TA models.
(2016 to mid-2017 trailers, 4 skid headers)

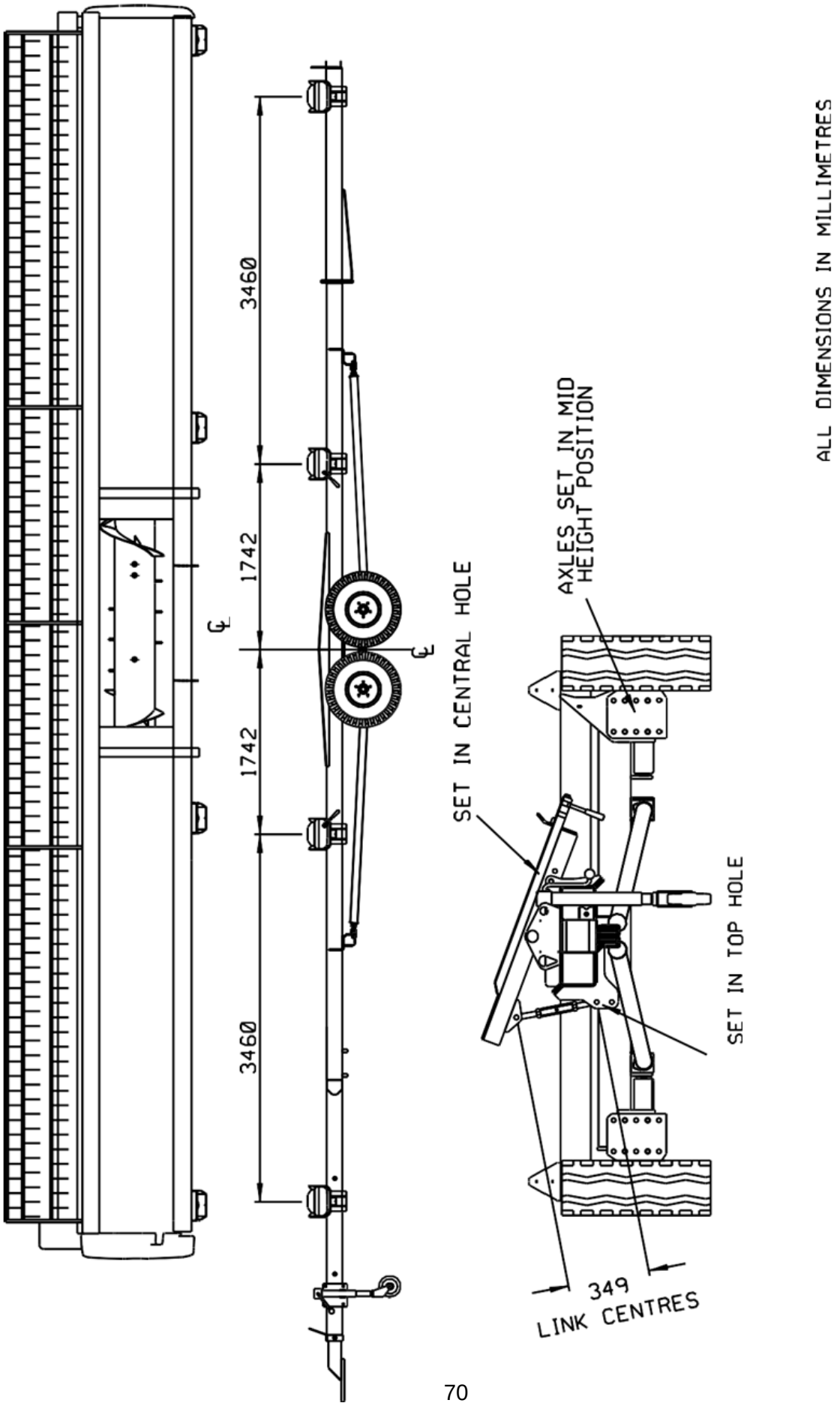


NH & CASE CONFIGURATION – NH 760 & Case 3050, 28, 30 & 35ft Header 'V' Slide-way mounting. For C9000TA & C10500TAB models.
(Mid-2017 & on trailers, 4 skid headers)

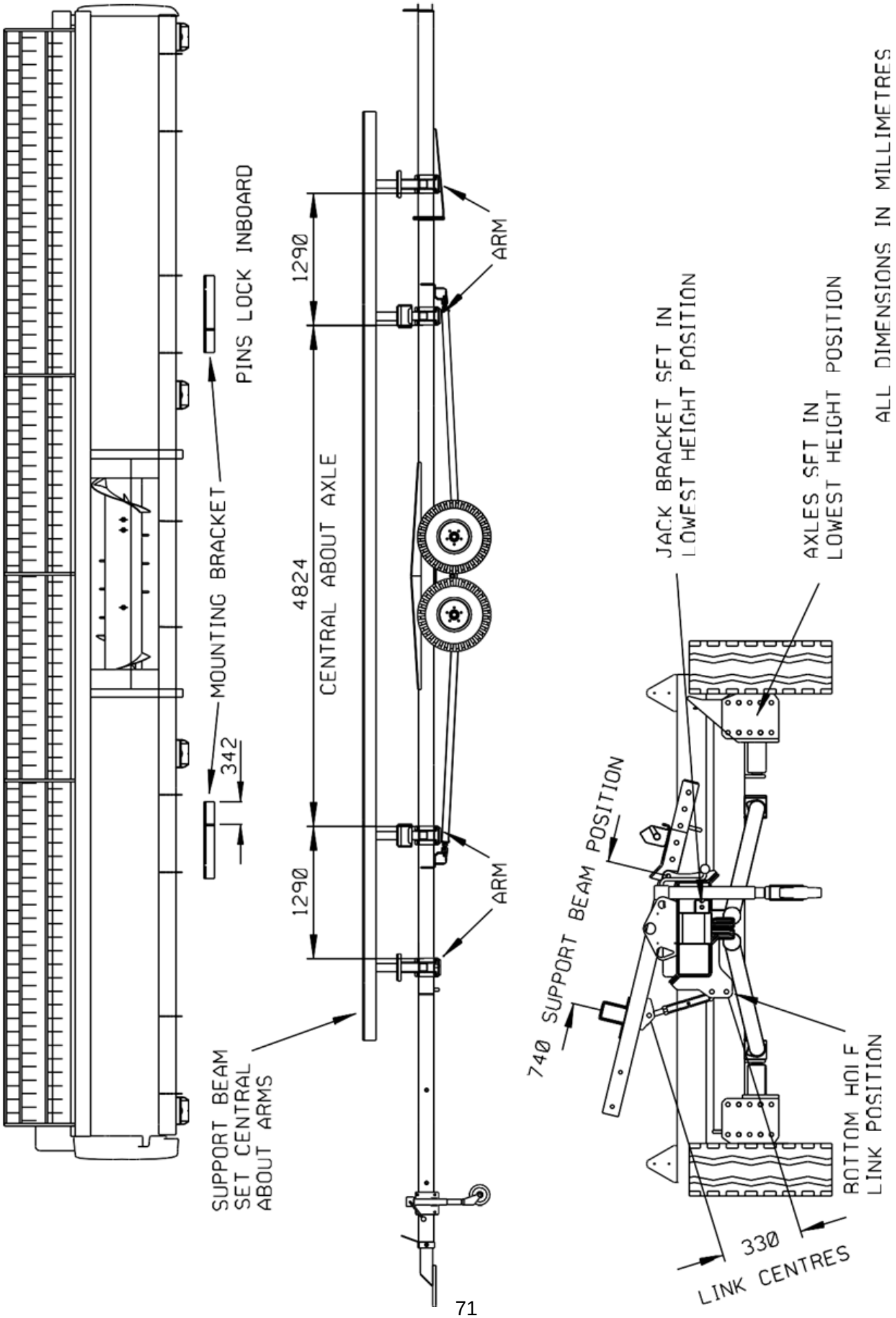


NH AND CASE CONFIGURATION – 35’ NH 760 & Case 3050.

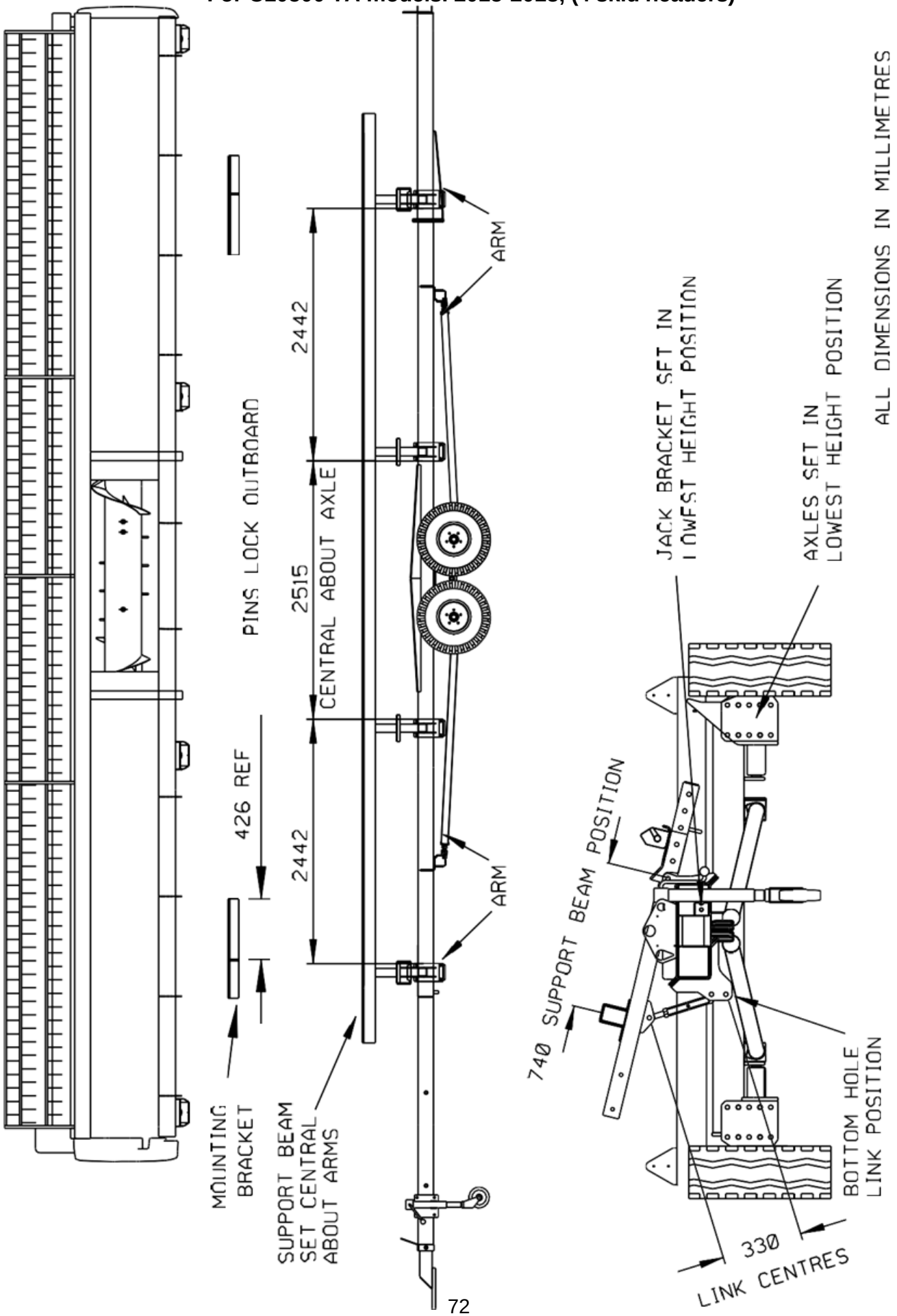
For C10500 TA models. (Up to 2013 Header Trailers)



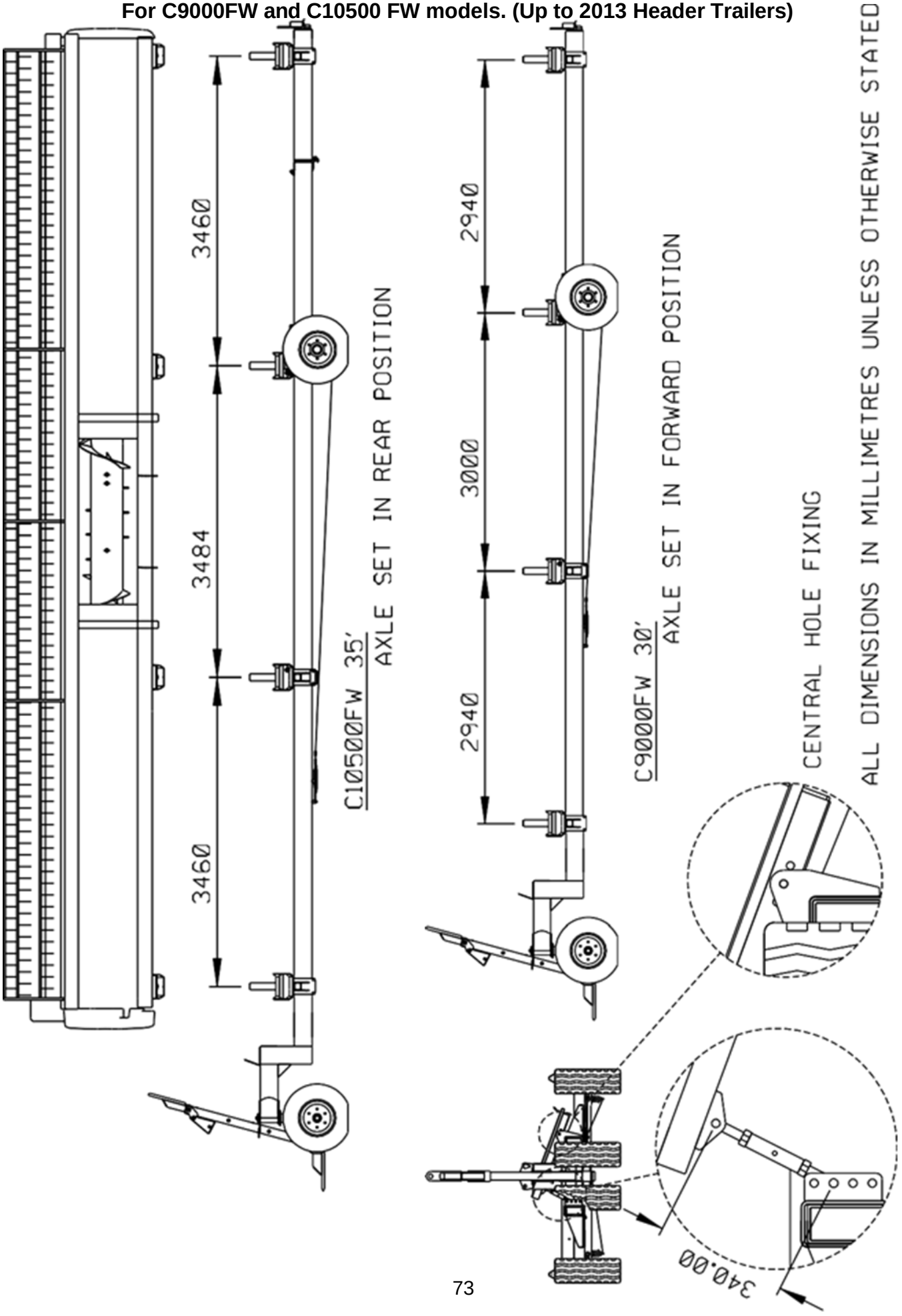
NH AND CASE CONFIGURATION – 35’ NH 760 & Case 3050. For C10500 TA models.
(2013 up to 2016 Header Trailers, 3 skid headers)



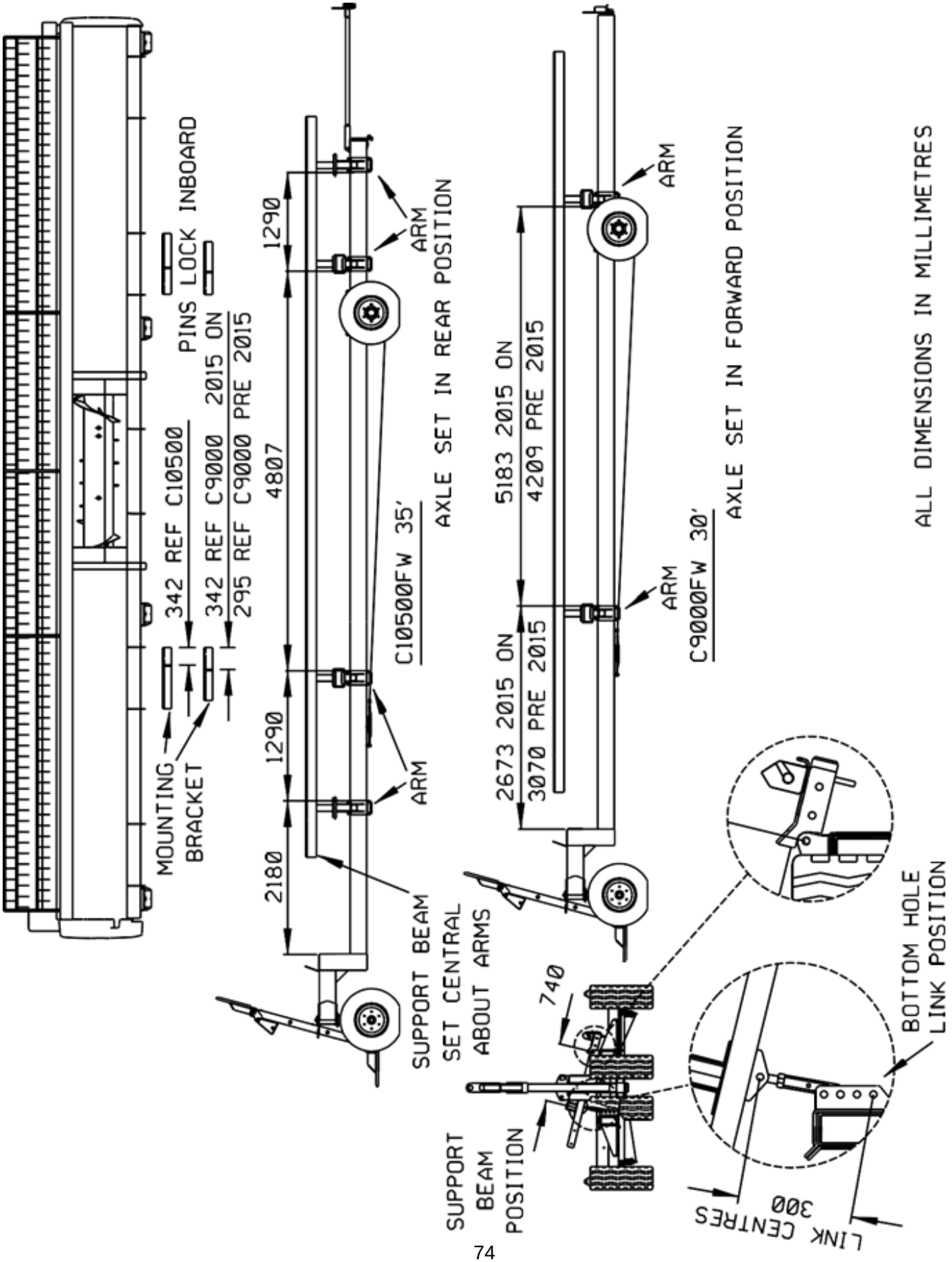
NH AND CASE CONFIGURATION – 35’ NH 760 & Case 3050.
For C10500 TA models. 2015-2018, (4 skid headers)



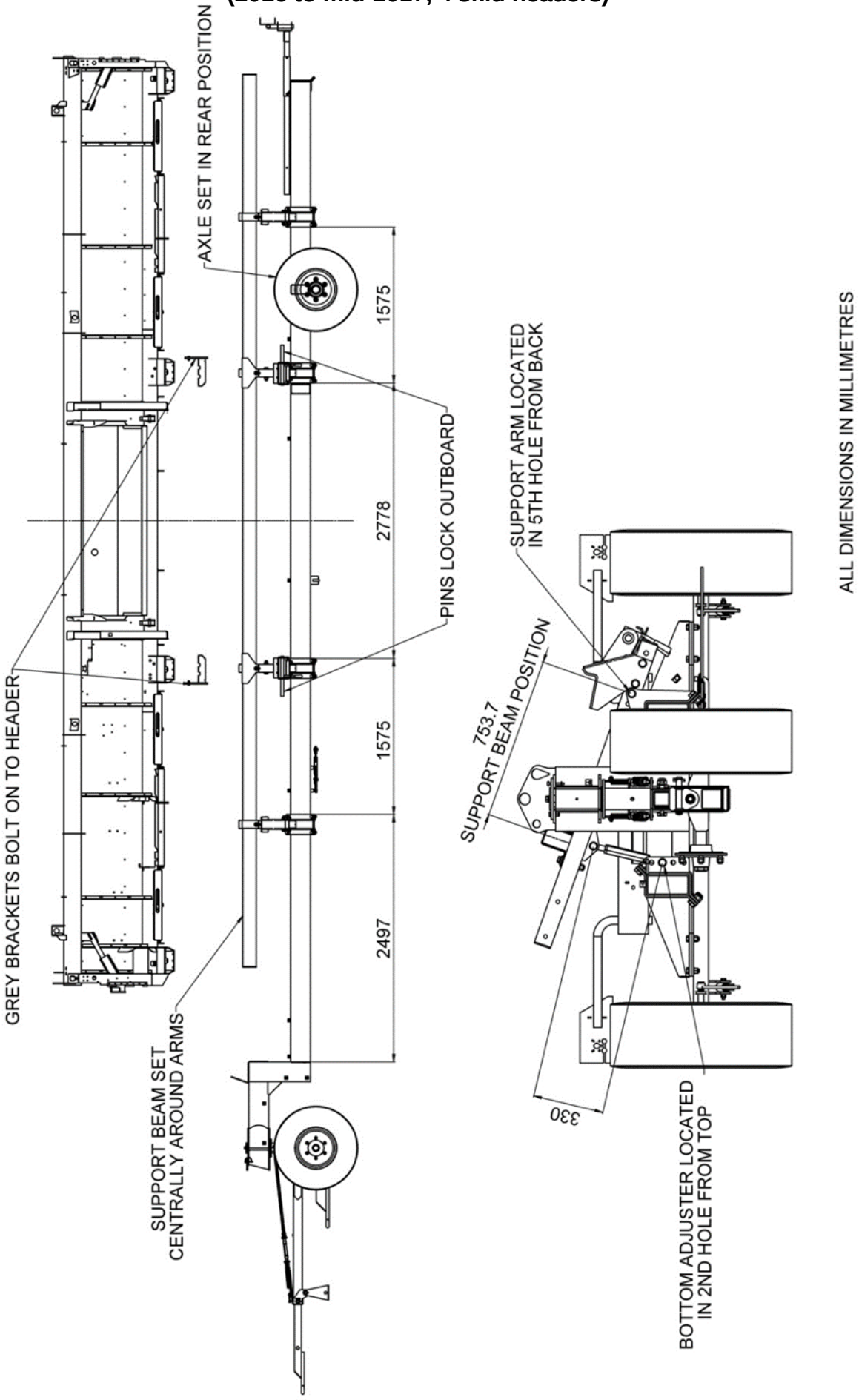
NH AND CASE CONFIGURATION – 30 & 35' NH 760 & Case 3050.
For C9000FW and C10500 FW models. (Up to 2013 Header Trailers)



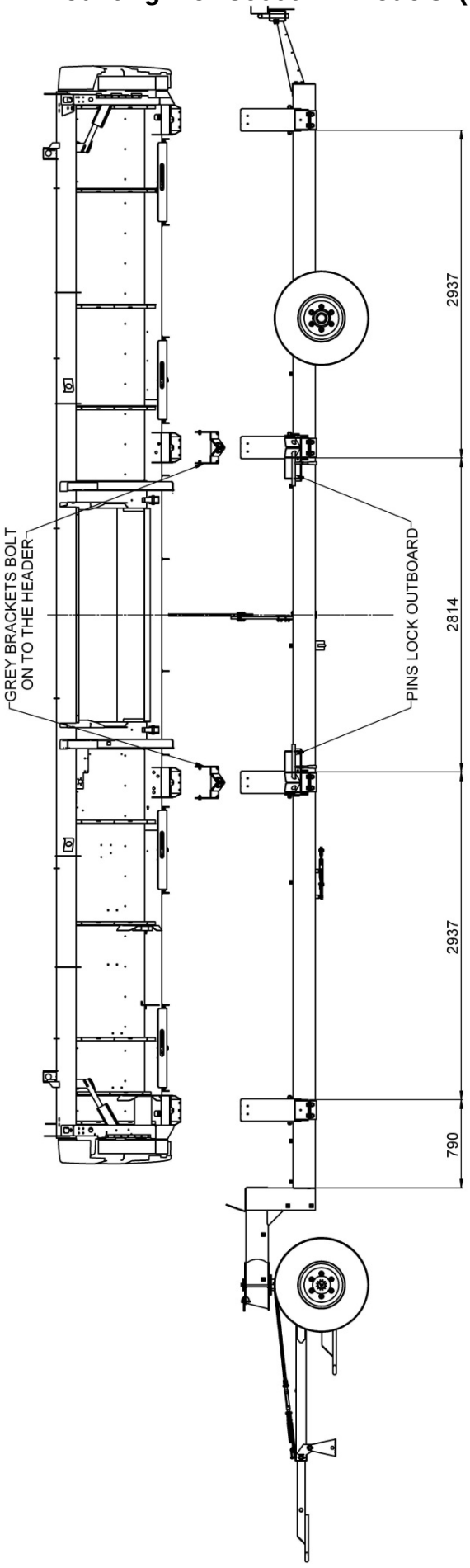
NH AND CASE CONFIGURATION – 30 & 35' NH 760 & Case 3050.
For C9000FW models. (2013 up to 2016 Header Trailers, 3 skid headers)
For C10500FW models. (2013 up to 2016 Header Trailers, 3 skid headers)

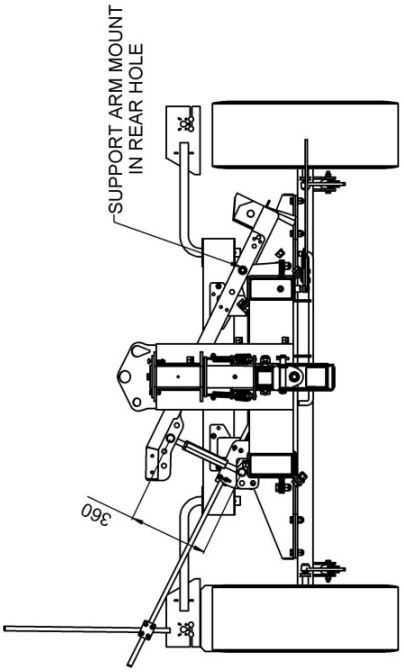


NH & CASE CONFIGURATION – 30ft NH 760 & Case 3050. For C9000FW models. (2016 to mid-2017, 4 skid headers)

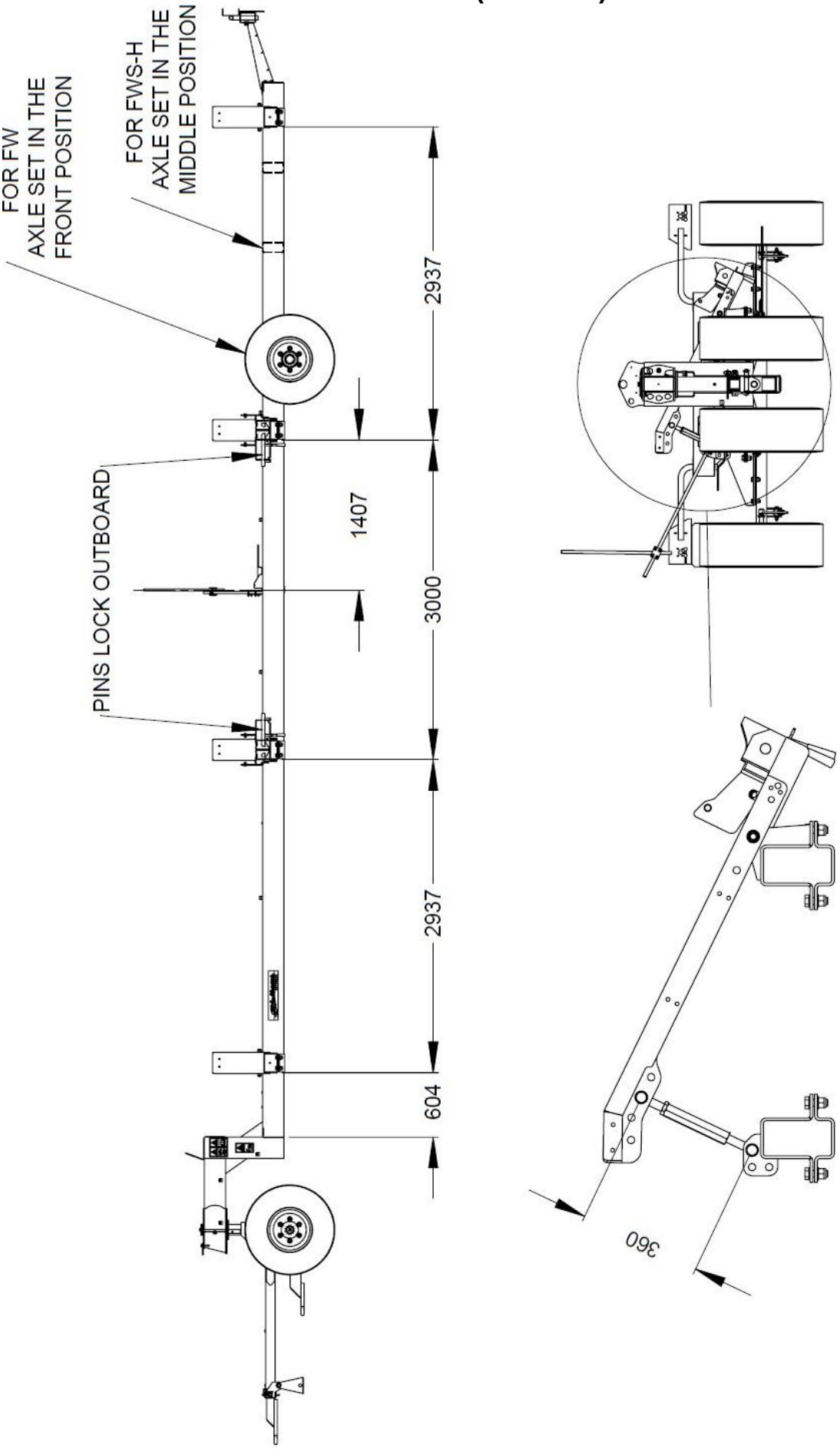


NH & CASE CONFIGURATION – NH 760 & Case 3050, 30ft Header 'V' Slide-way mounting. For C9000FW models. (Mid-2017-2019, 4 skid headers)

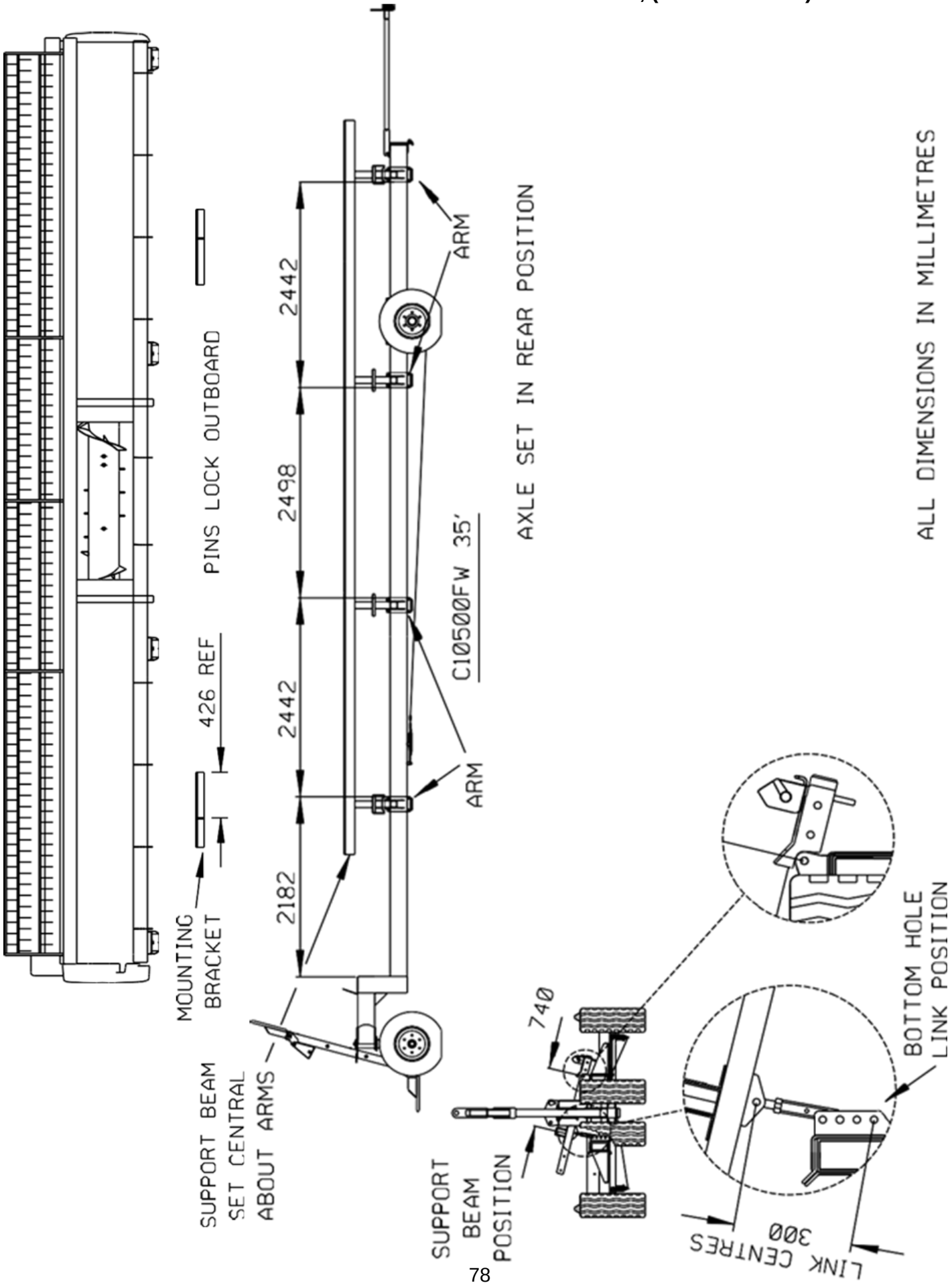




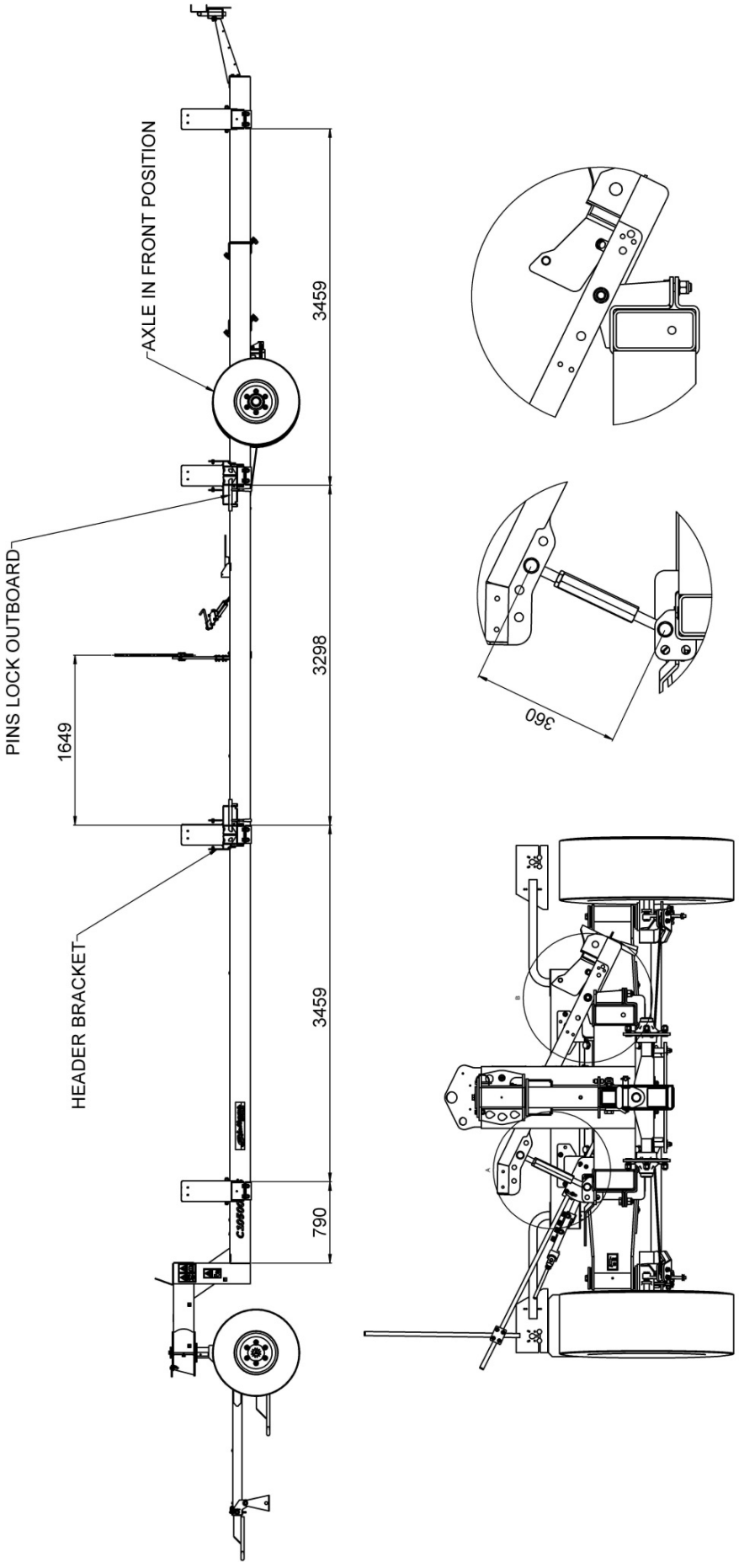
NH & Case configuration – NH 760 & Case 3050, 30ft.
For C9000FW models. (2020 & on).



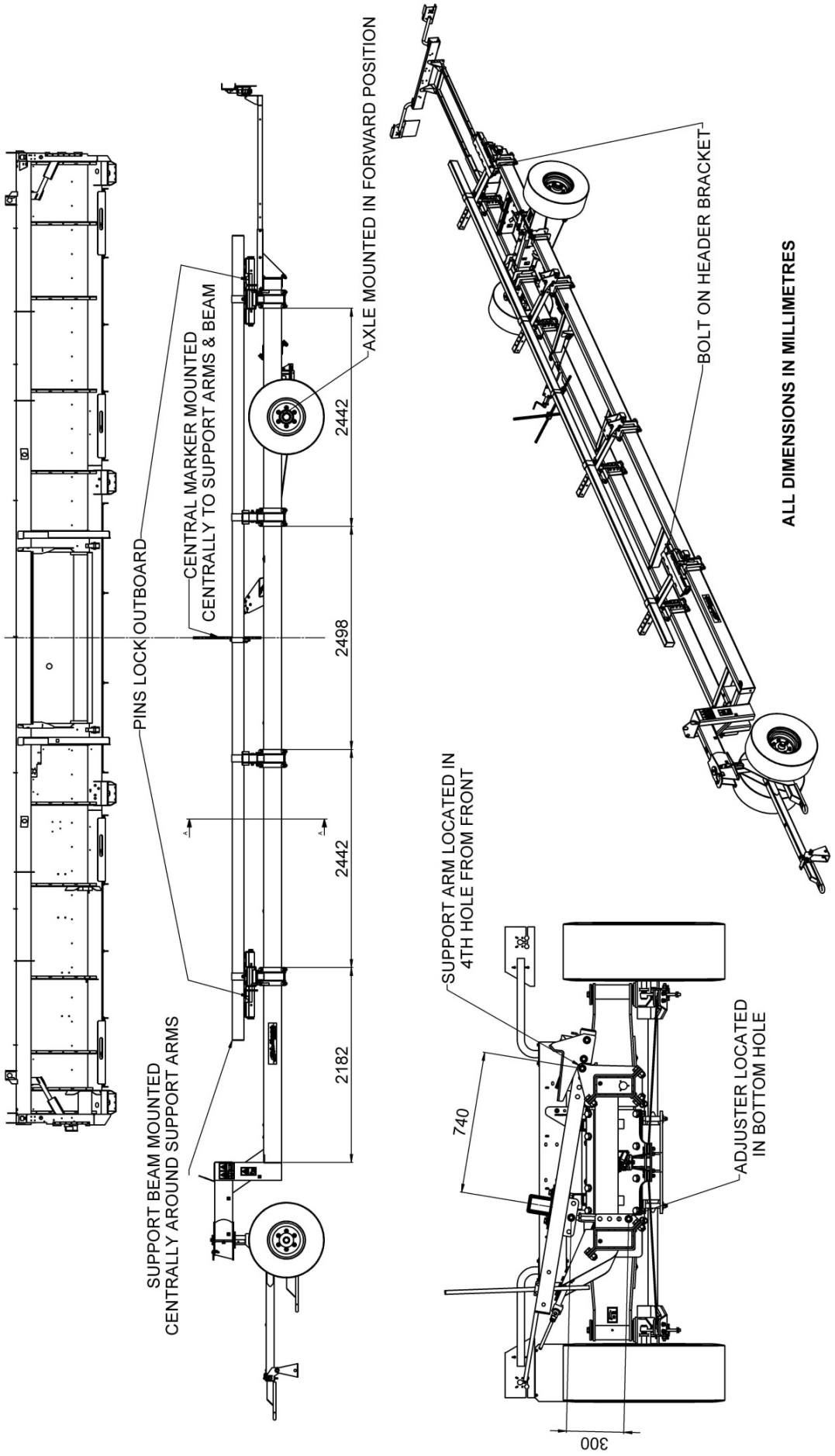
NH AND CASE CONFIGURATION – 35’ NH 760 & Case 3050.
For C10500FW models. 2015-2018 Header Trailers, (4 skid headers)



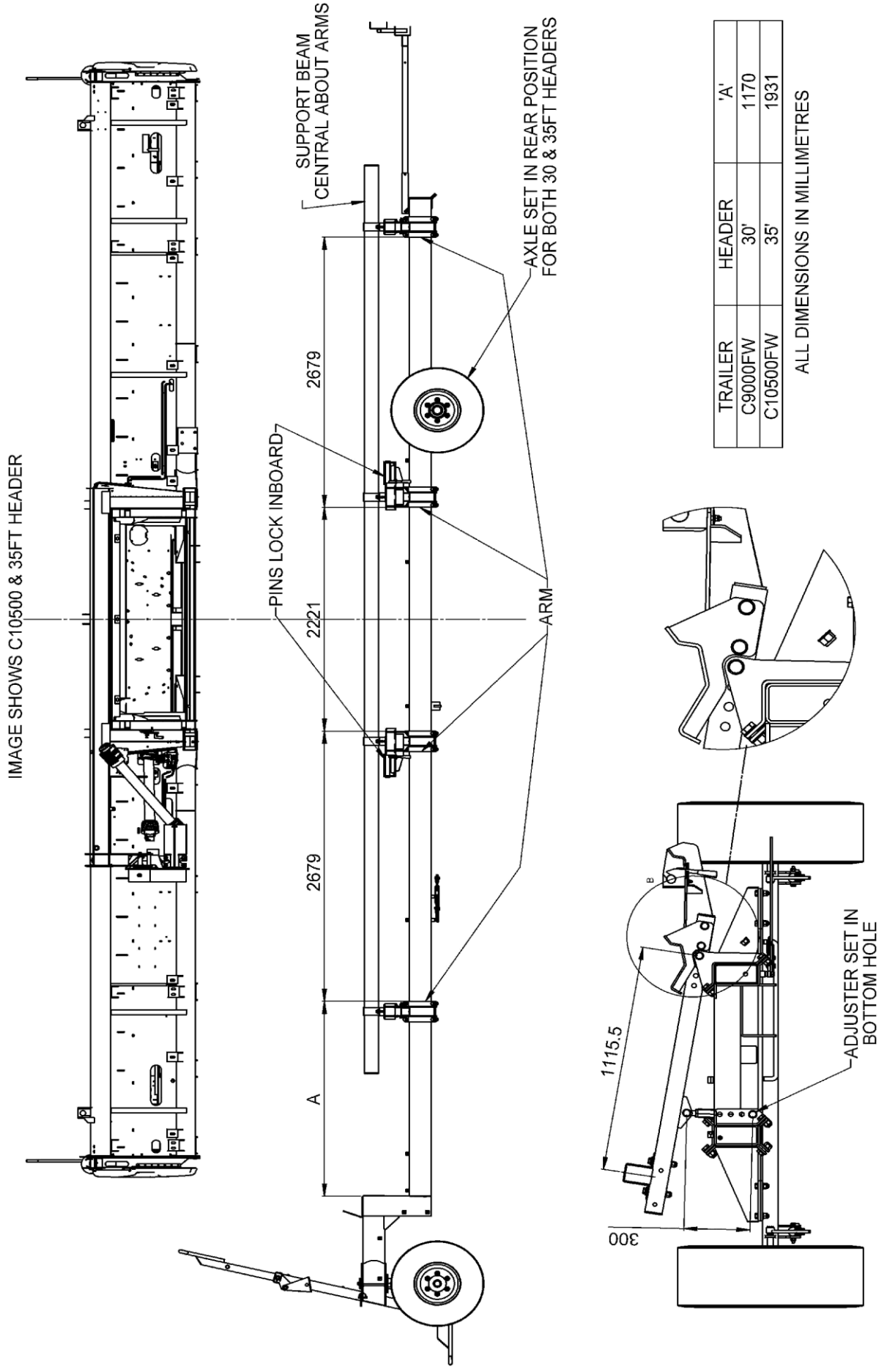
NH AND CONFIGURATION – 35’ NH760 & Case 3050.
For C10500FWS models. (2018 & on).



NH AND CASE CONFIGURATION – 35’ NH760 & Case2050. For C10500FWS models. (2015 Header Trailers & on, 4 skid headers)



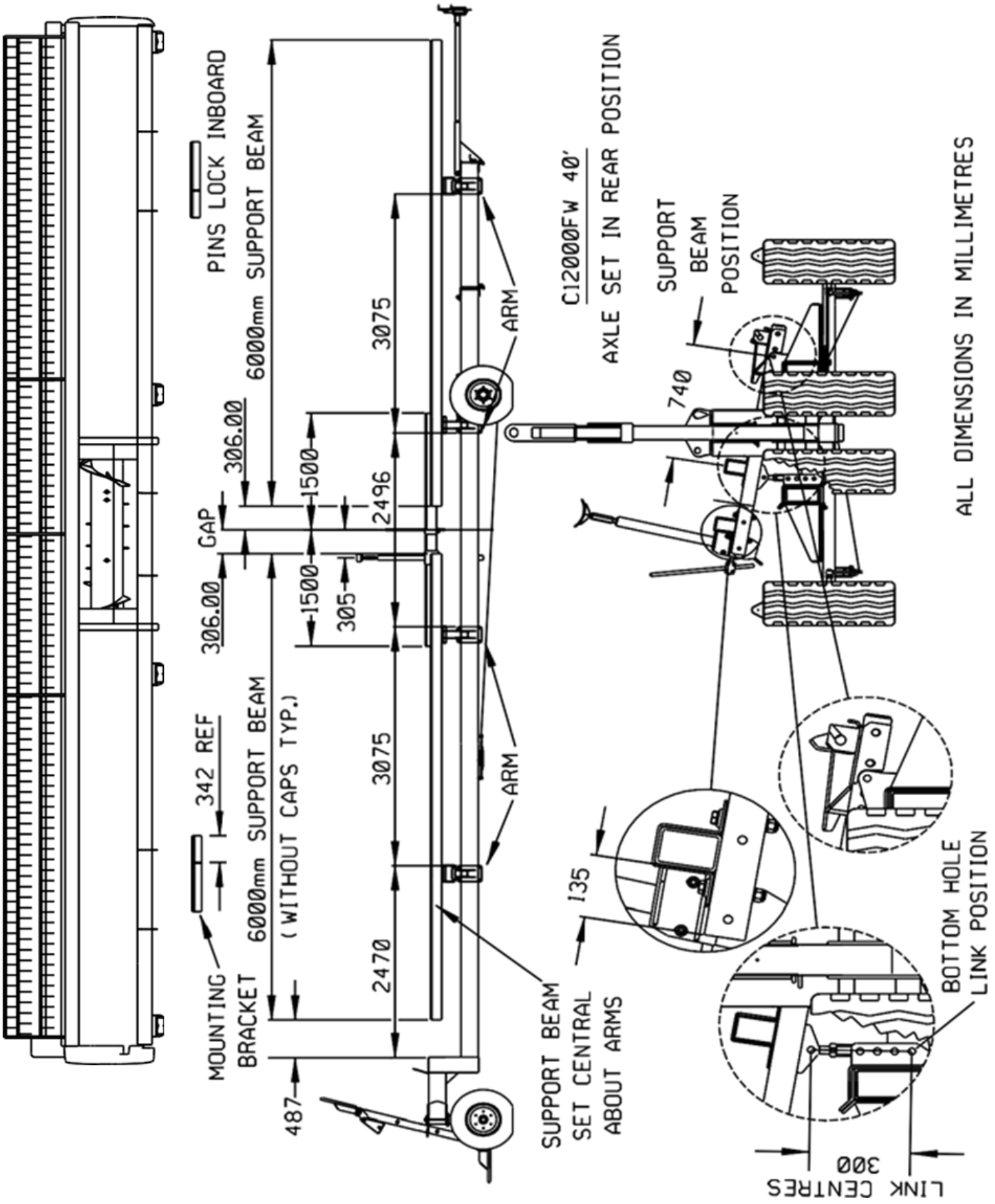
NH AND CASE CONFIGURATION – 30 & 35’ Draper Header.
For C9000FW & C10500FW models.



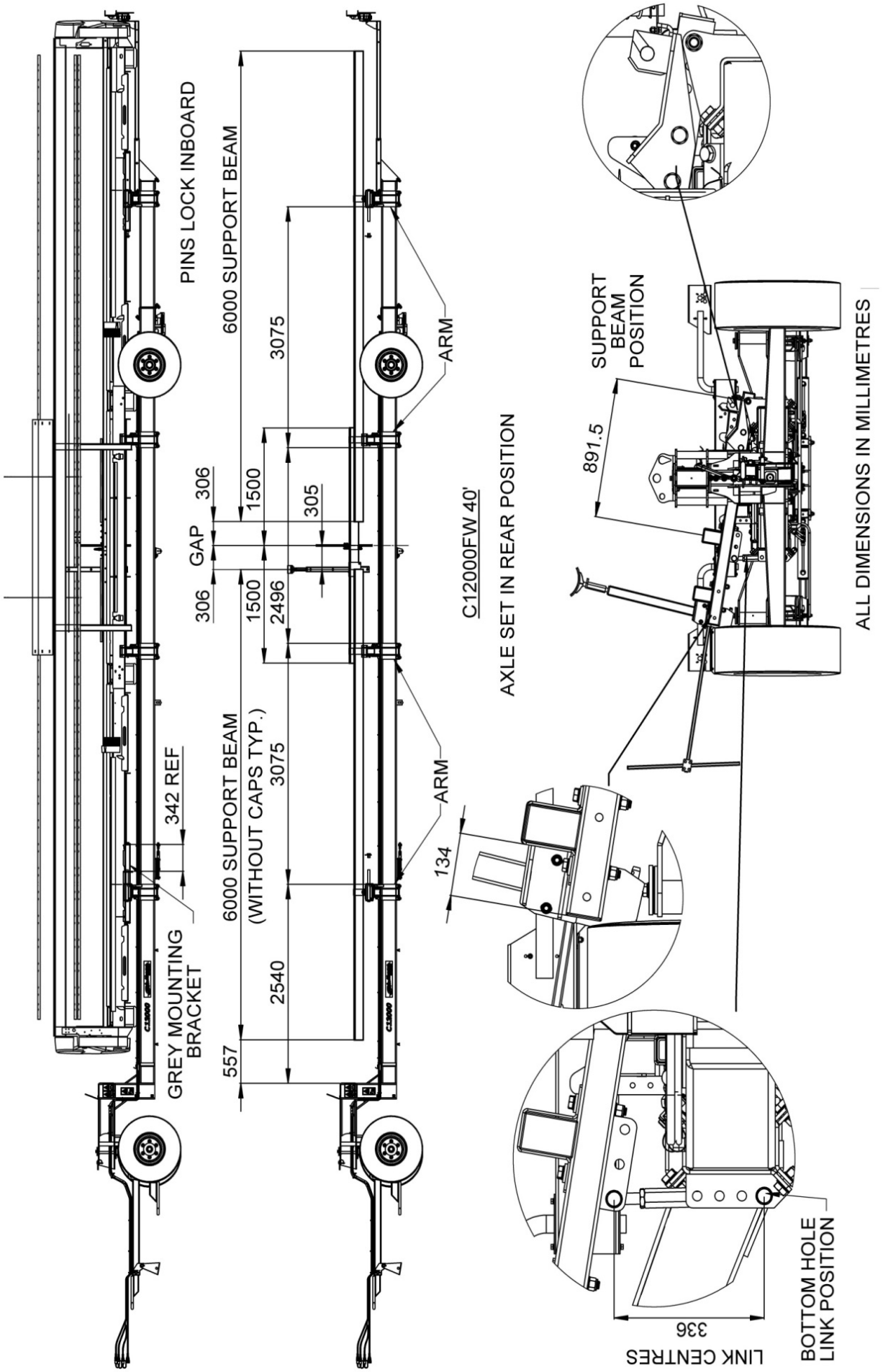
TRAILER	HEADER	'A'
C9000FW	30'	1170
C10500FW	35'	1931

ALL DIMENSIONS IN MILLIMETRES

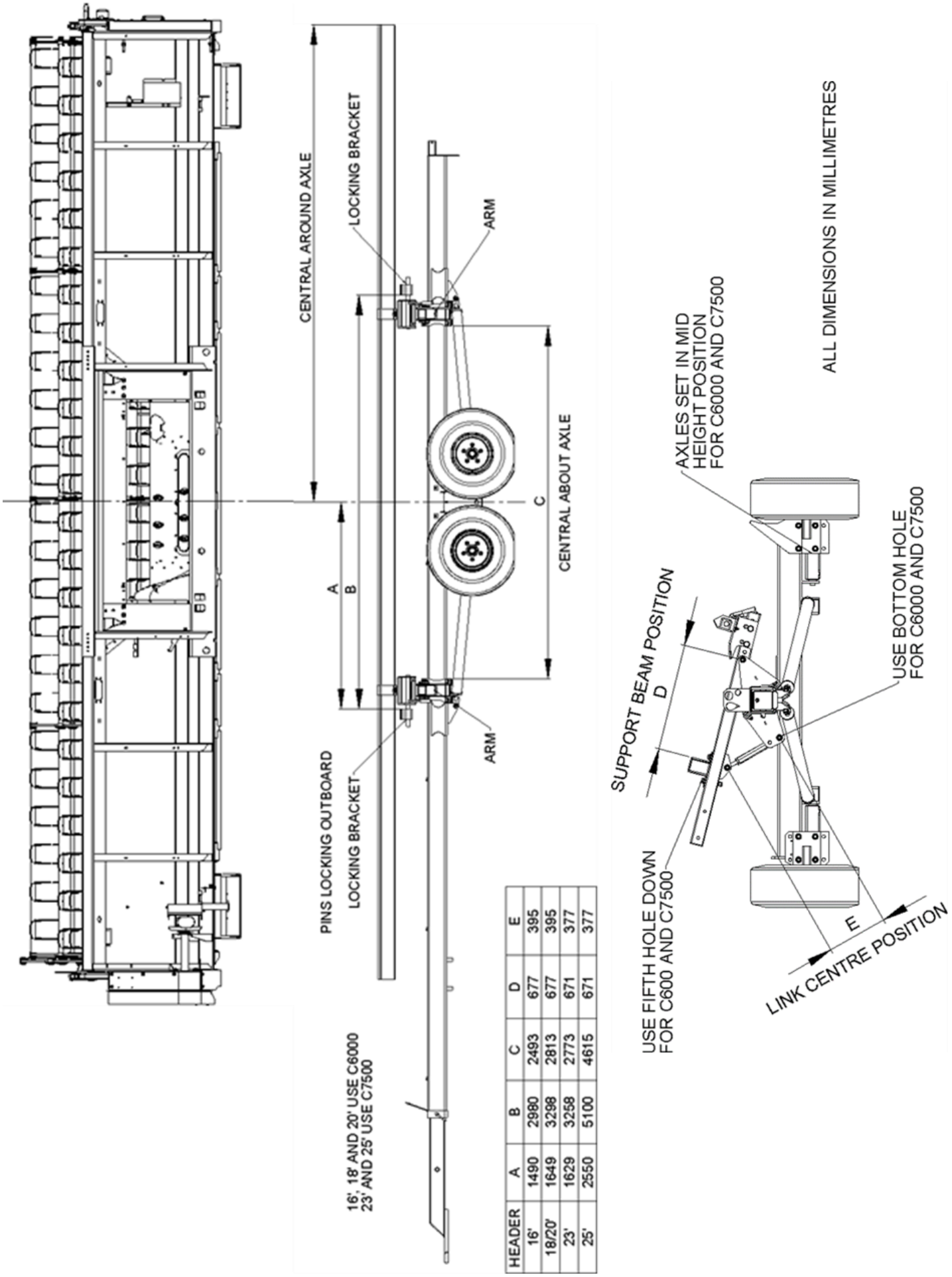
NH AND CASE CONFIGURATION – 40’ NH 760 & Case 3050. For C12000 FW models.



NH AND CASE CONFIGURATION – 40’ NH 760 & Case 3050. For C12000 FWS models.

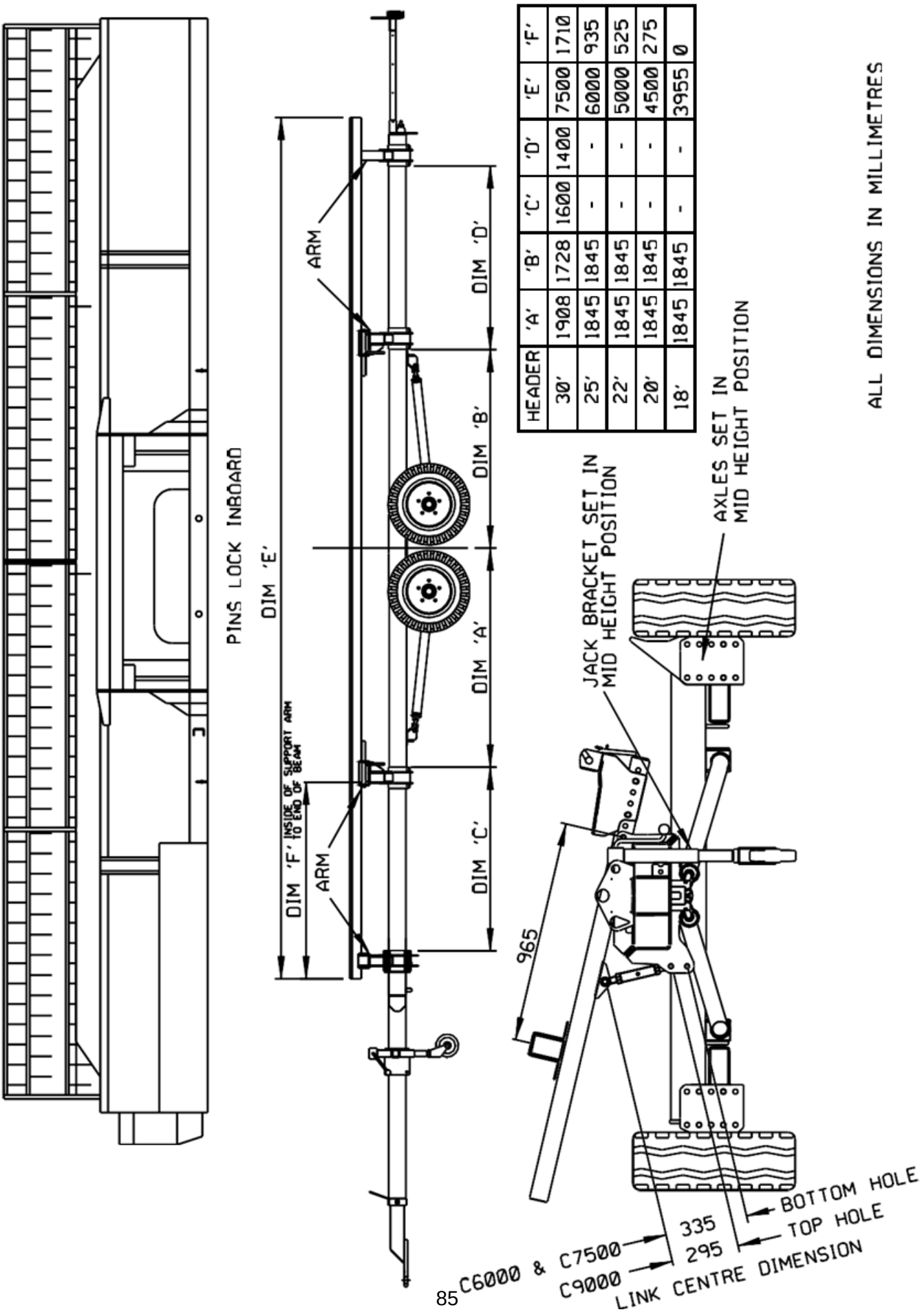


MF/FENDT FREEFLOW CONFIGURATION – 16, 18, 20, 23, 25’ for C6000/7500 models



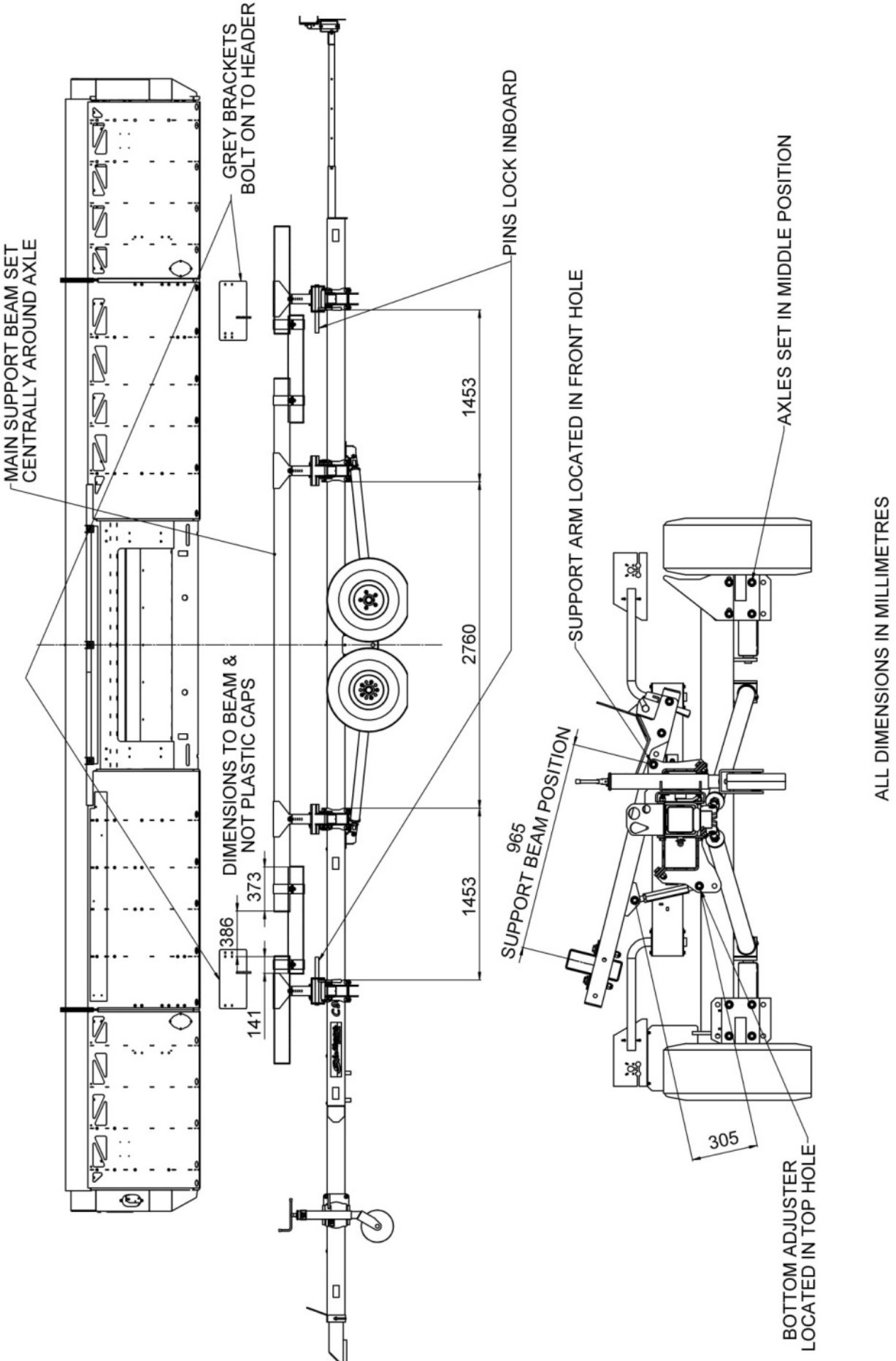
HEADER	A	B	C	D	E
16'	1490	2980	2493	677	395
18/20'	1649	3298	2813	677	395
23'	1629	3258	2773	671	377
25'	2550	5100	4615	671	377

MF/FENDT POWERFLOW CONFIGURATION – 18, 20, 22 & 25'. C7500 TA models
30' C9000 TA models, (Up to 2016)

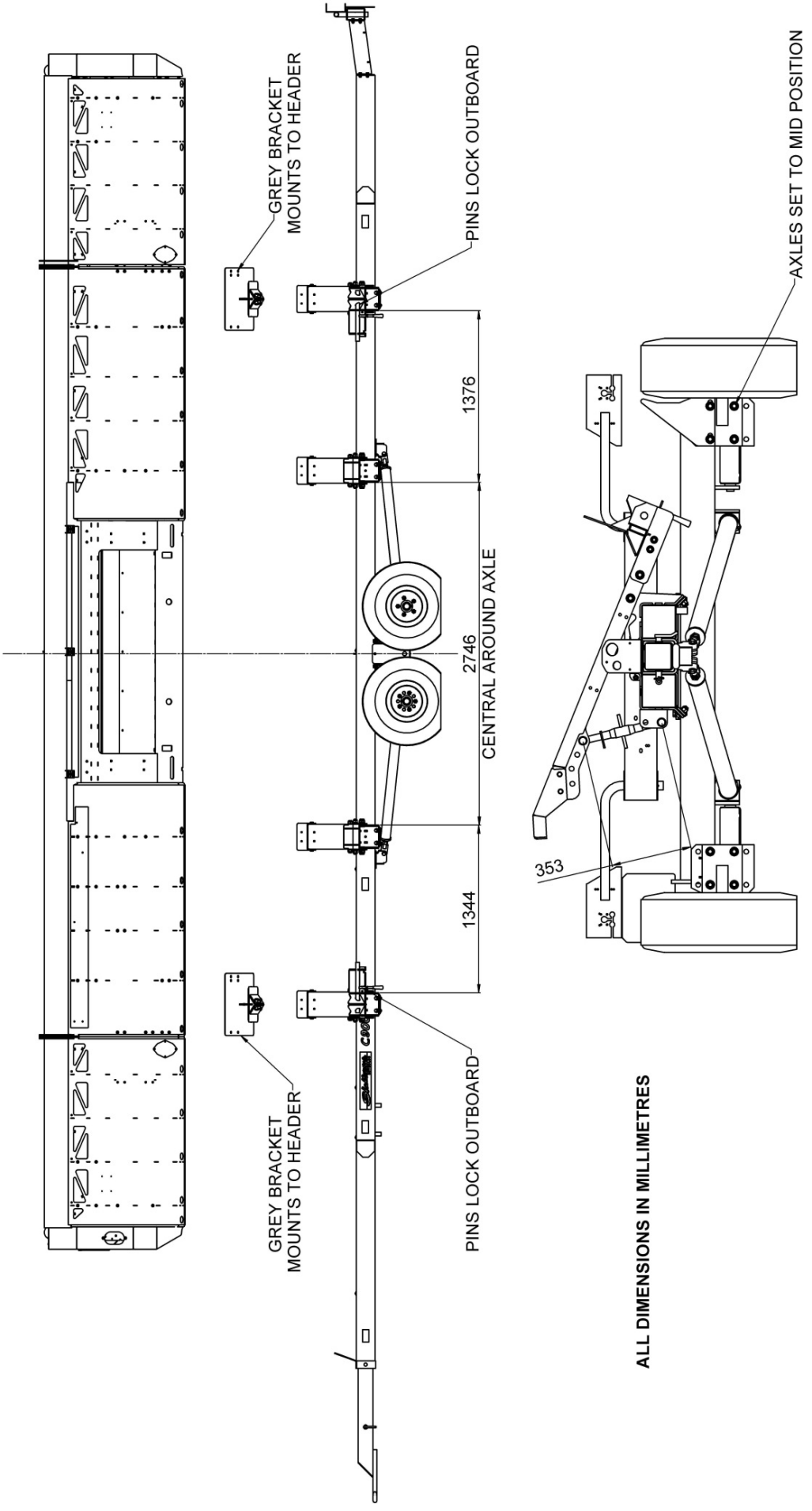


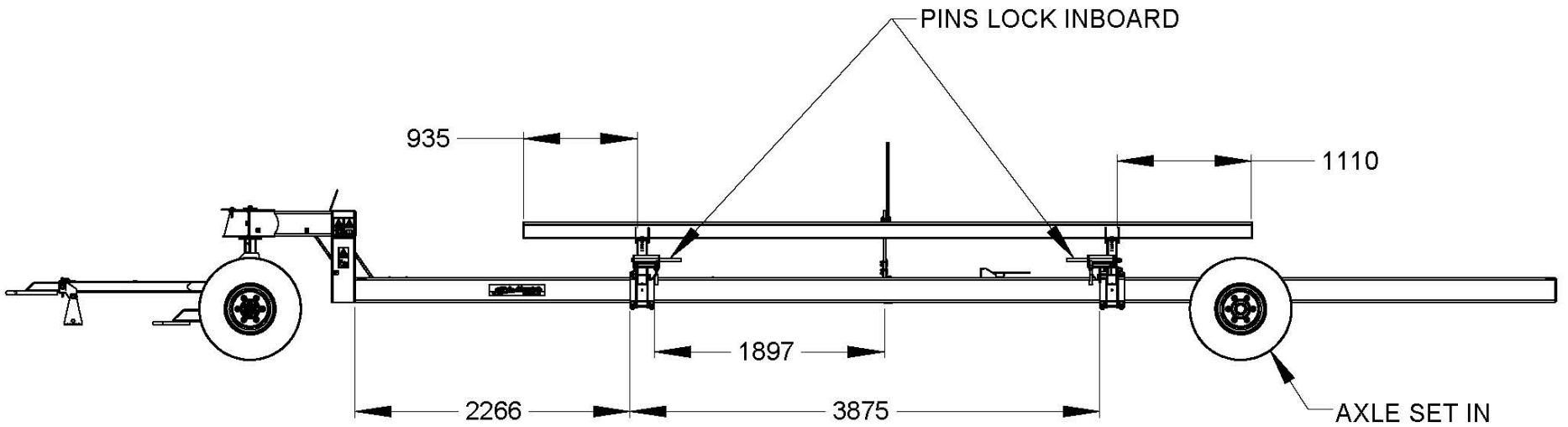
HEADER	'A'	'B'	'C'	'D'	'E'	'F'
30'	1908	1728	1600	1400	7500	1710
25'	1845	1845	-	-	6000	935
22'	1845	1845	-	-	5000	525
20'	1845	1845	-	-	4500	275
18'	1845	1845	-	-	3955	0

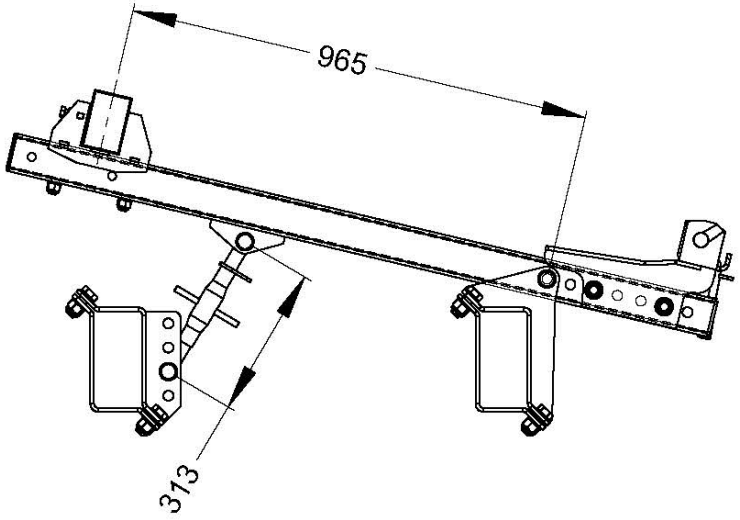
MF/FENDT SUPERFLOW CONFIGURATION – 30ft for C9000TA models. (2016-2018).



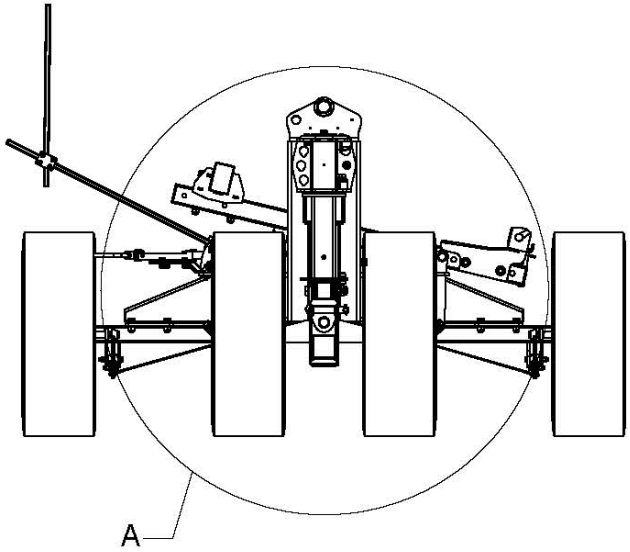
MF/FENDT SUPERFLOW CONFIGURATION – 30ft for C9000TA/B models. (2018 & ON).







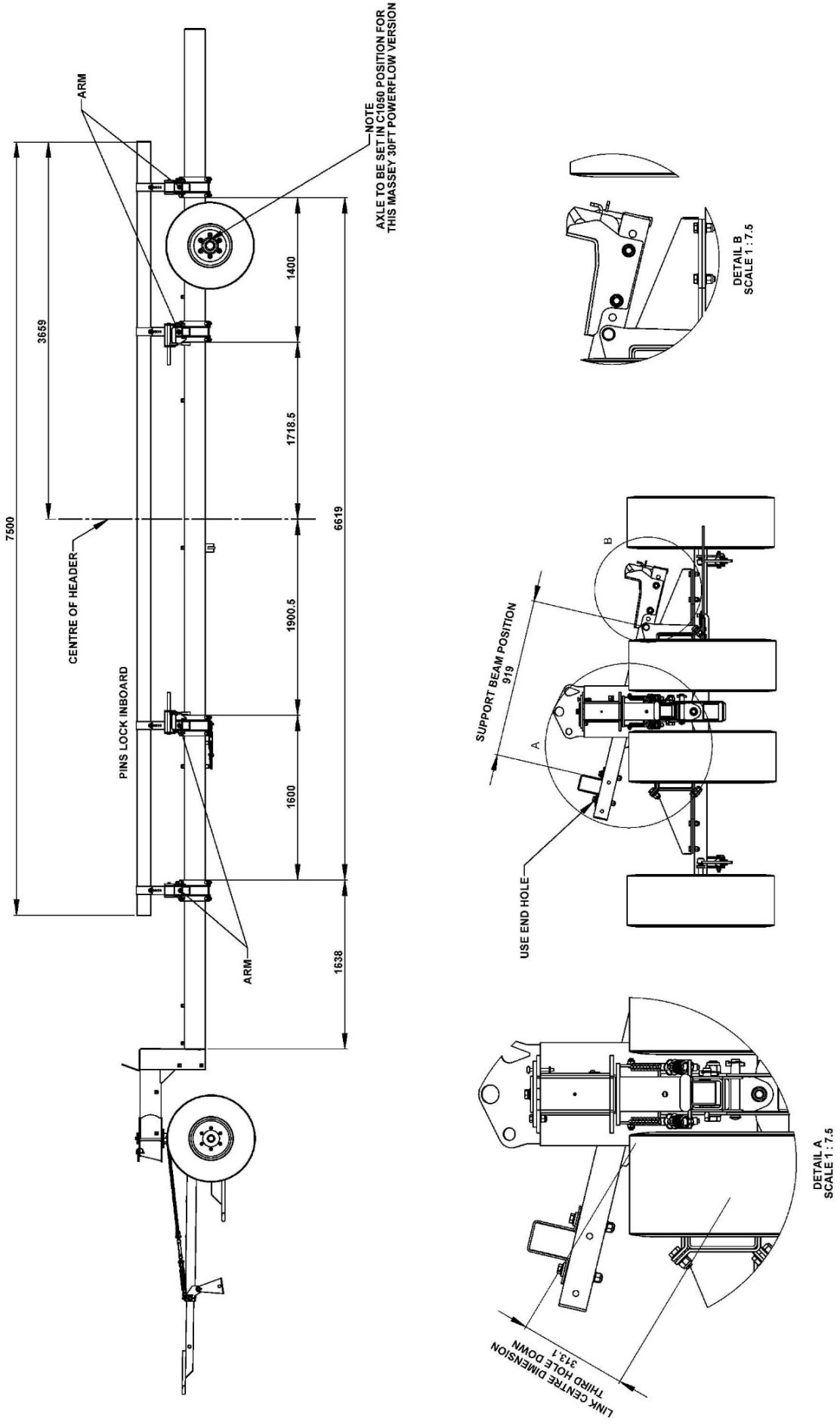
DETAIL A



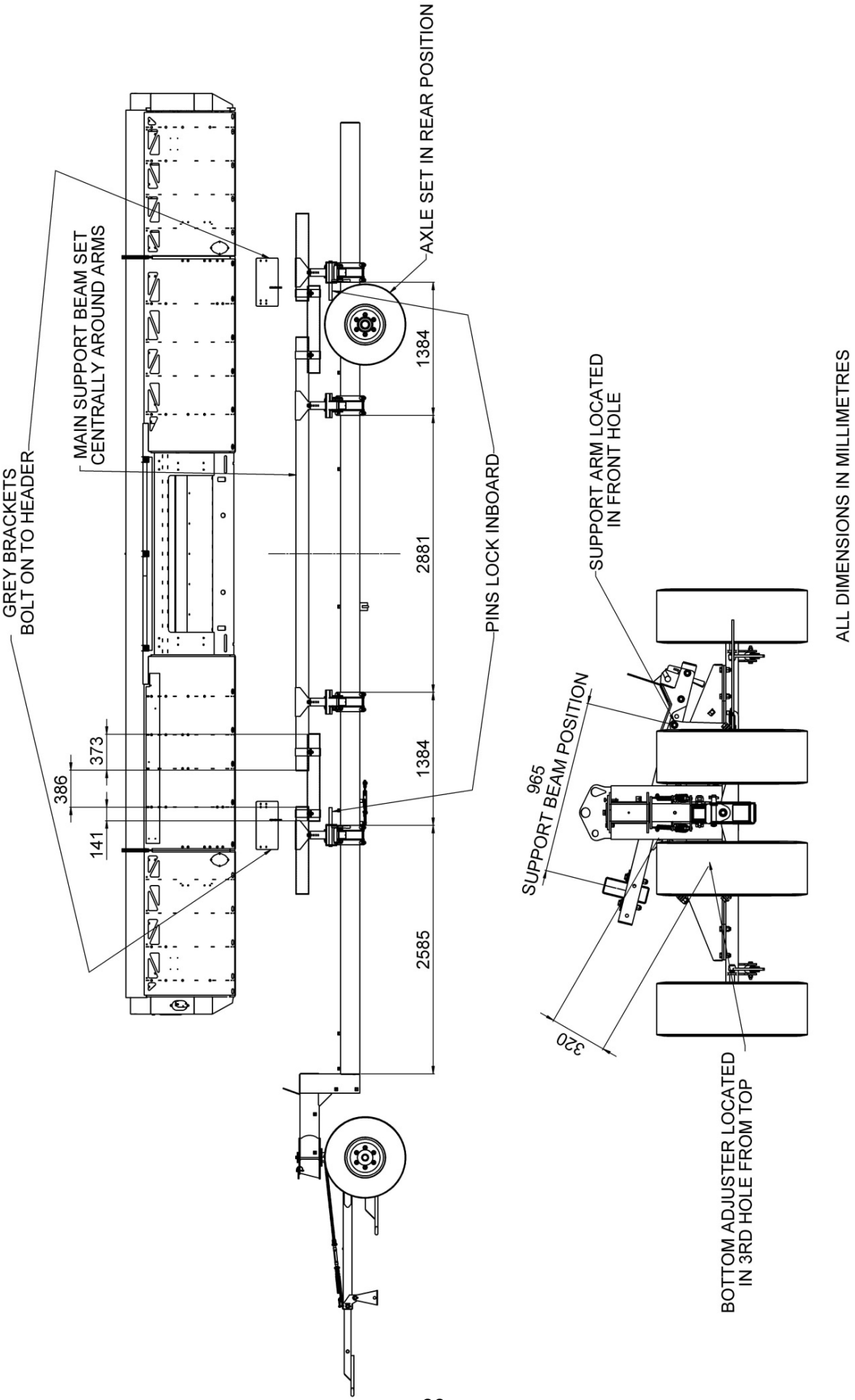
C9000FW MASSEY 25FT
POWERFLOW

Shelbourne REYNOLDS

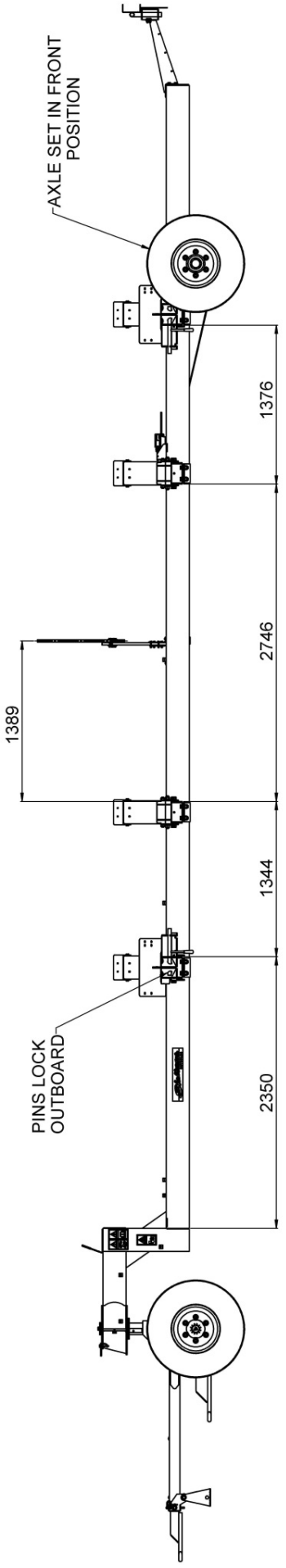
MF POWERFLOW CONFIGURATION – 30’ for C9000 FW models. (Up to 2016).

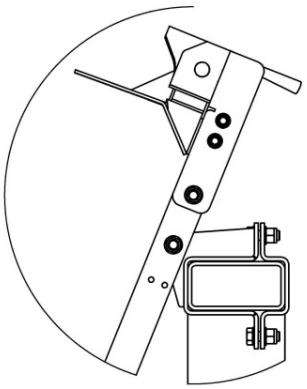


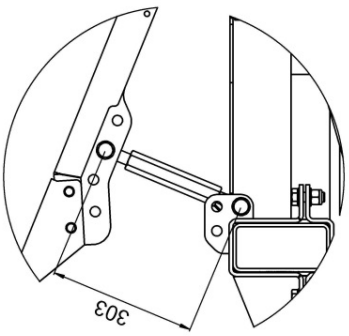
MF SUPERFLOW CONFIGURATION – 30ft for C9000FW models. (2016-2017).

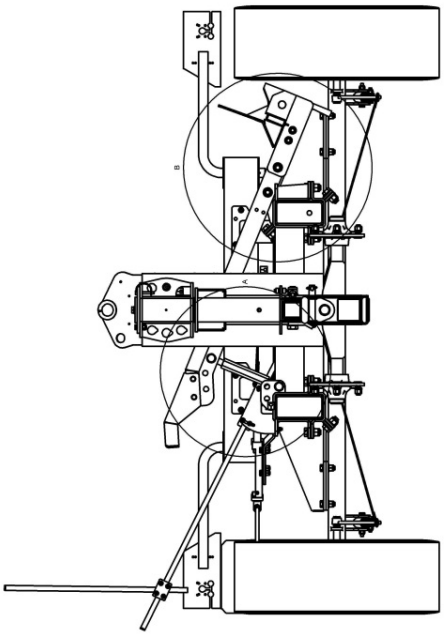


MF/FENDT SUPERFLOW CONFIGURATION – 30ft for C9000FW models. (2018-2019).

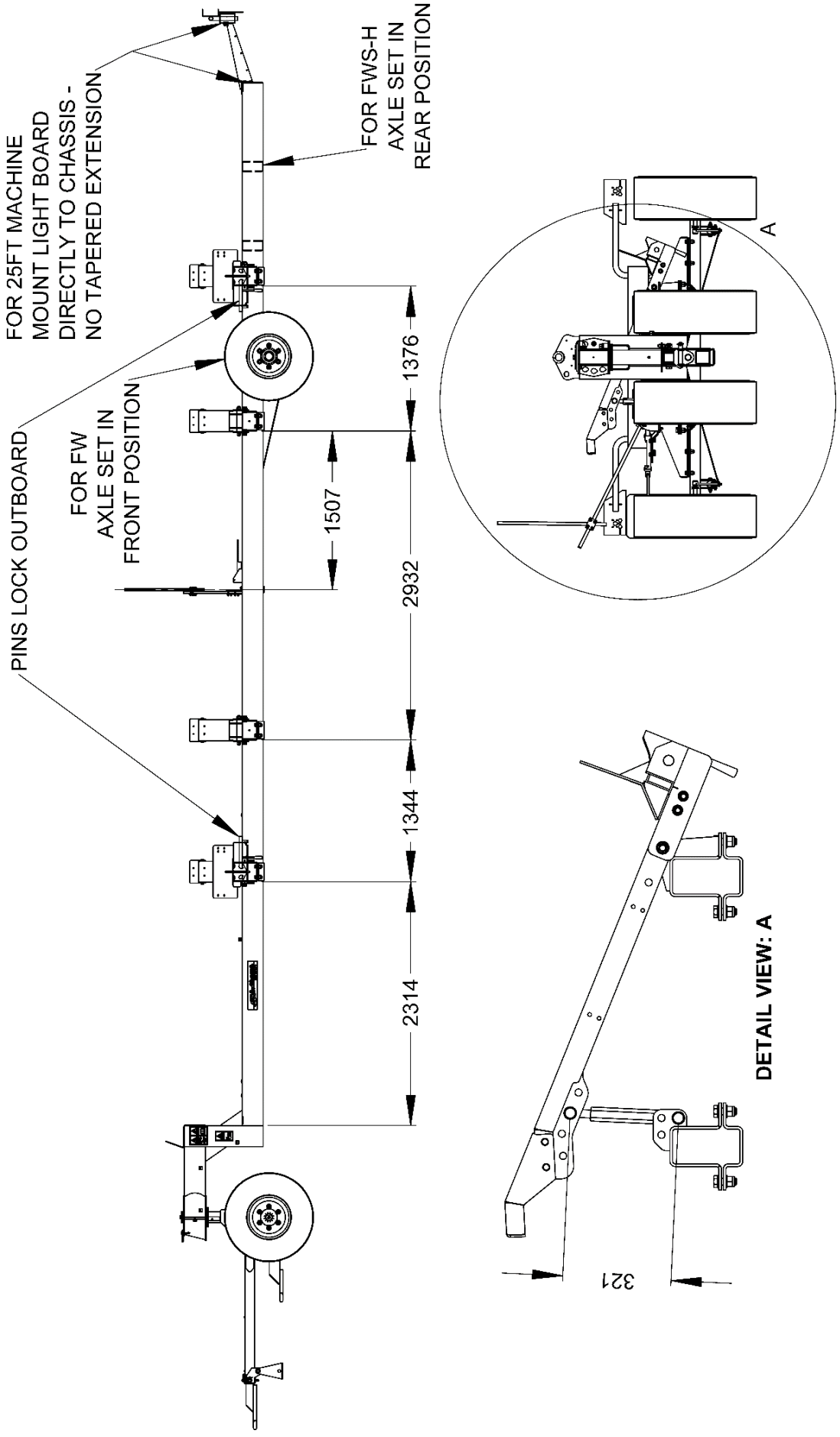




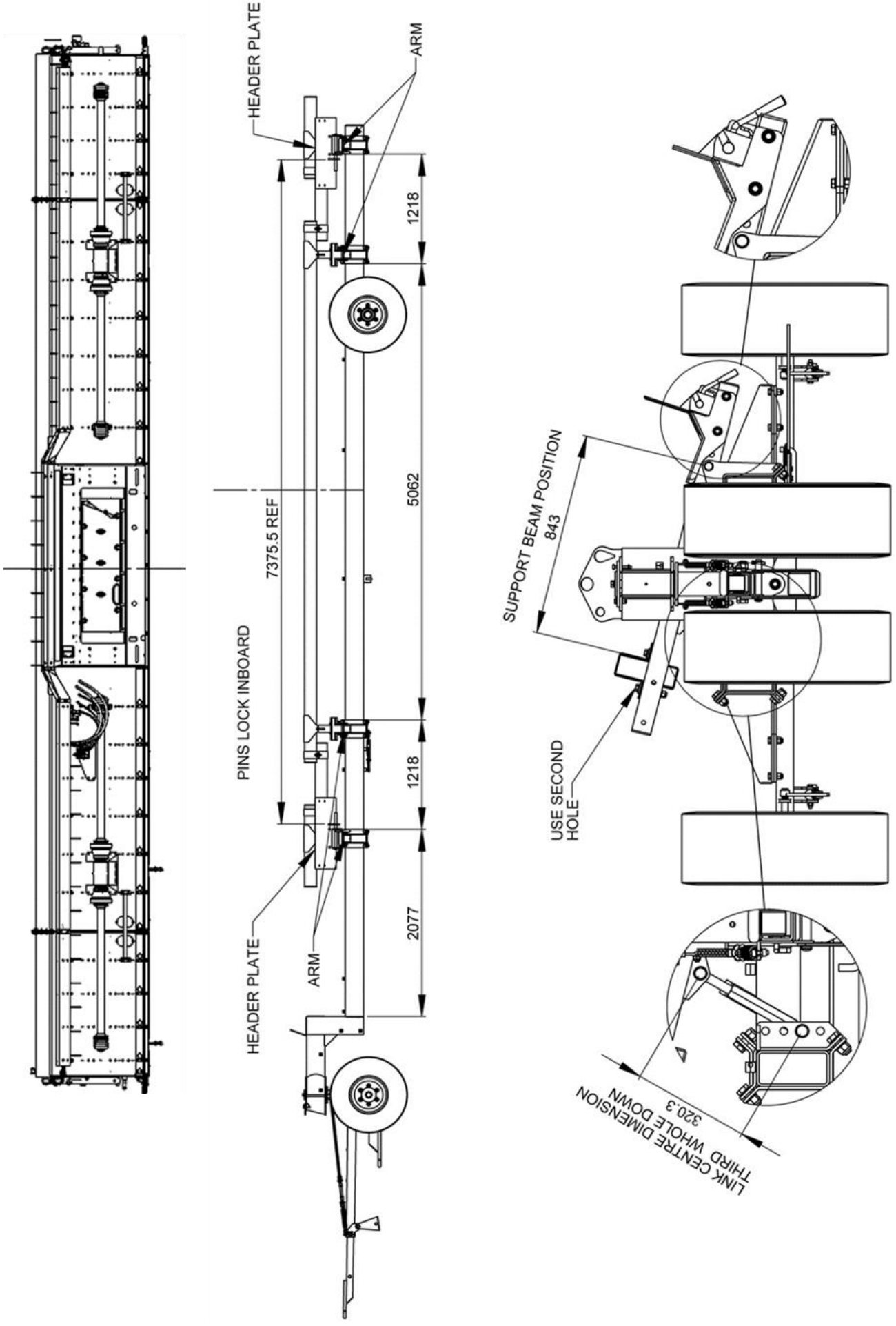




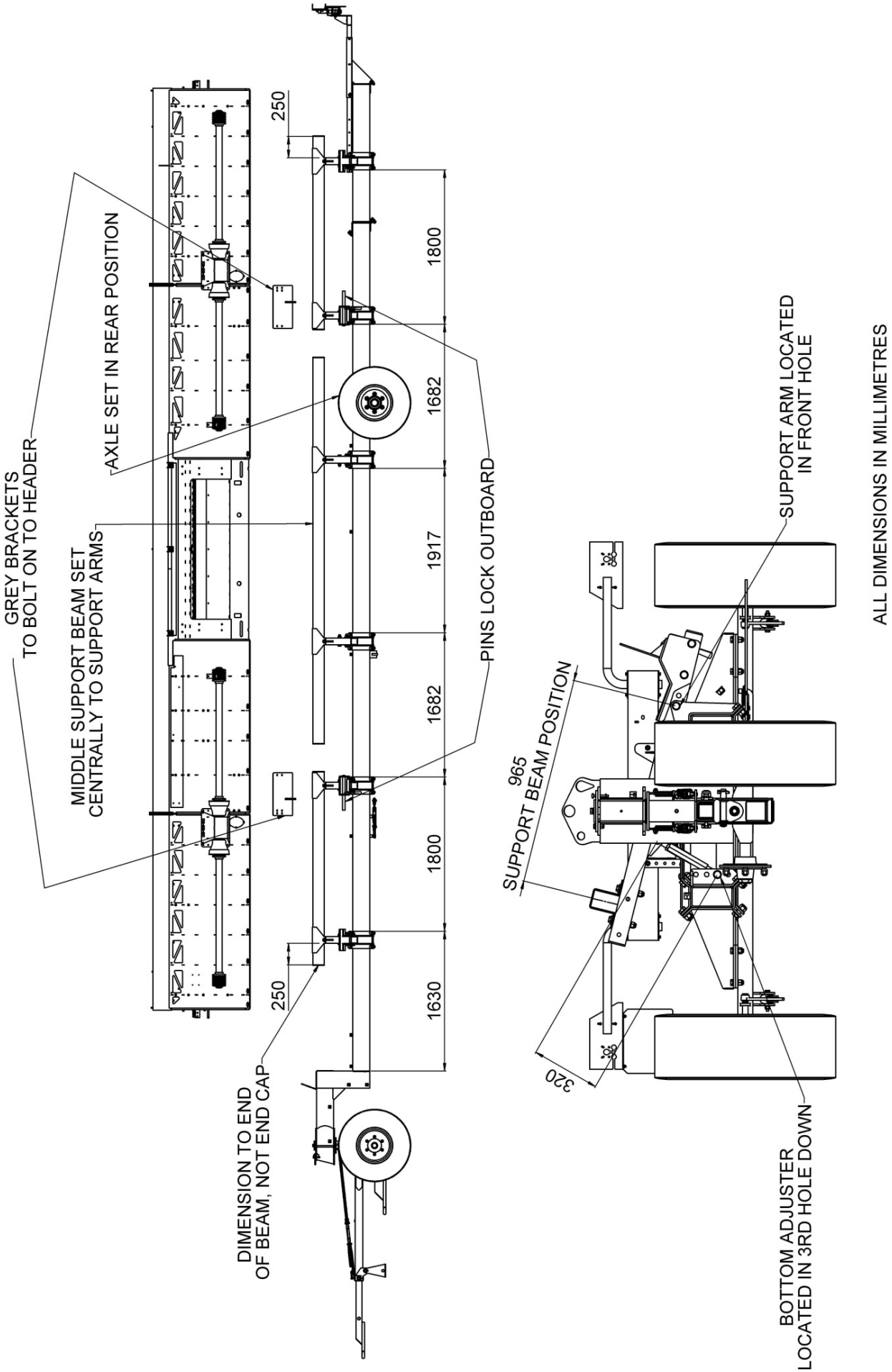
MF/FENDT SUPERFLOW CONFIGURATION – 25 & 30FT FOR C9000FW / FWS models. (2020 & on).



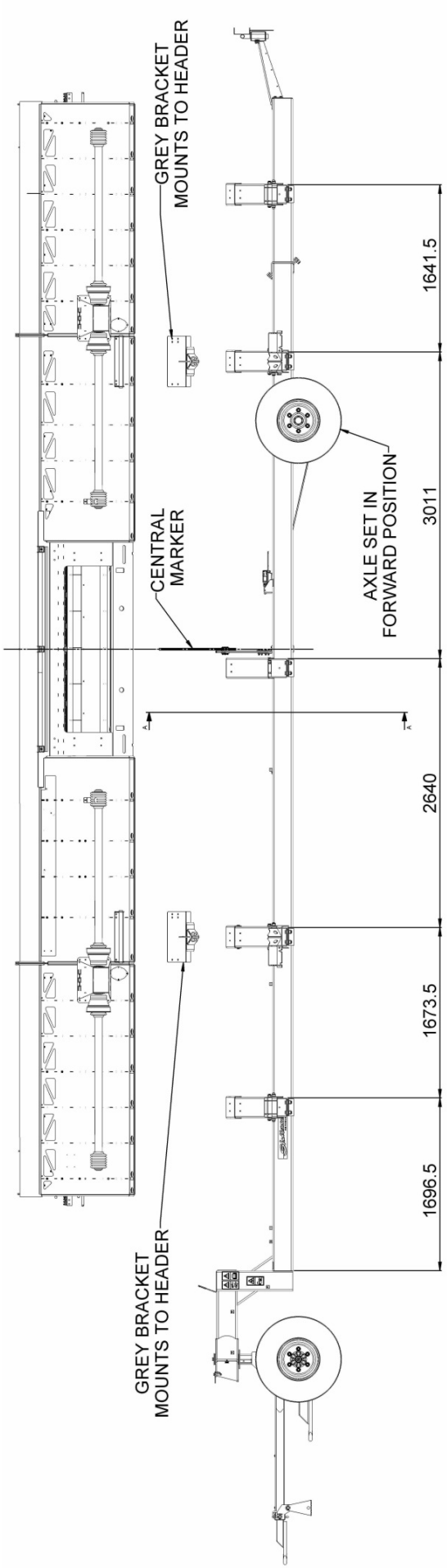
MF POWERFLOW CONFIGURATION – 35’ for C10500 FW models. (Up to 2016).

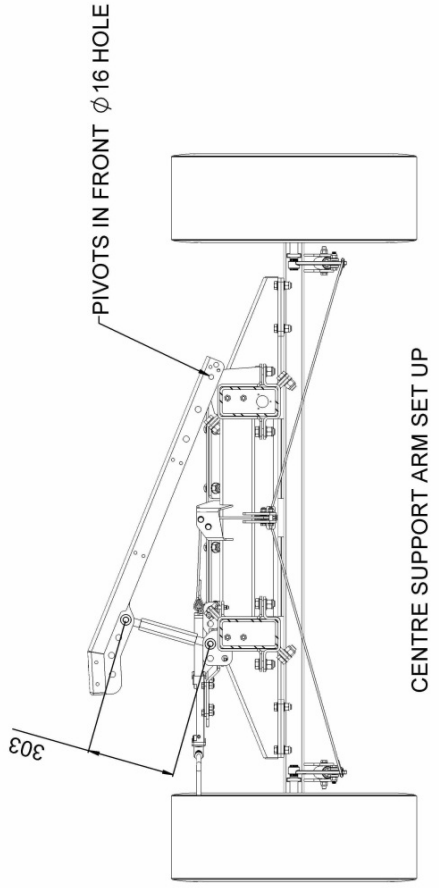


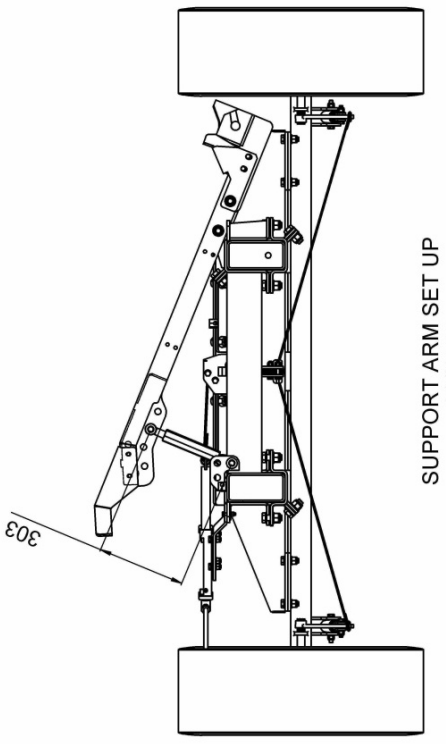
MF/FENDT SUPERFLOW CONFIGURATION – 35ft for C10500 FW models. (2016-2018).



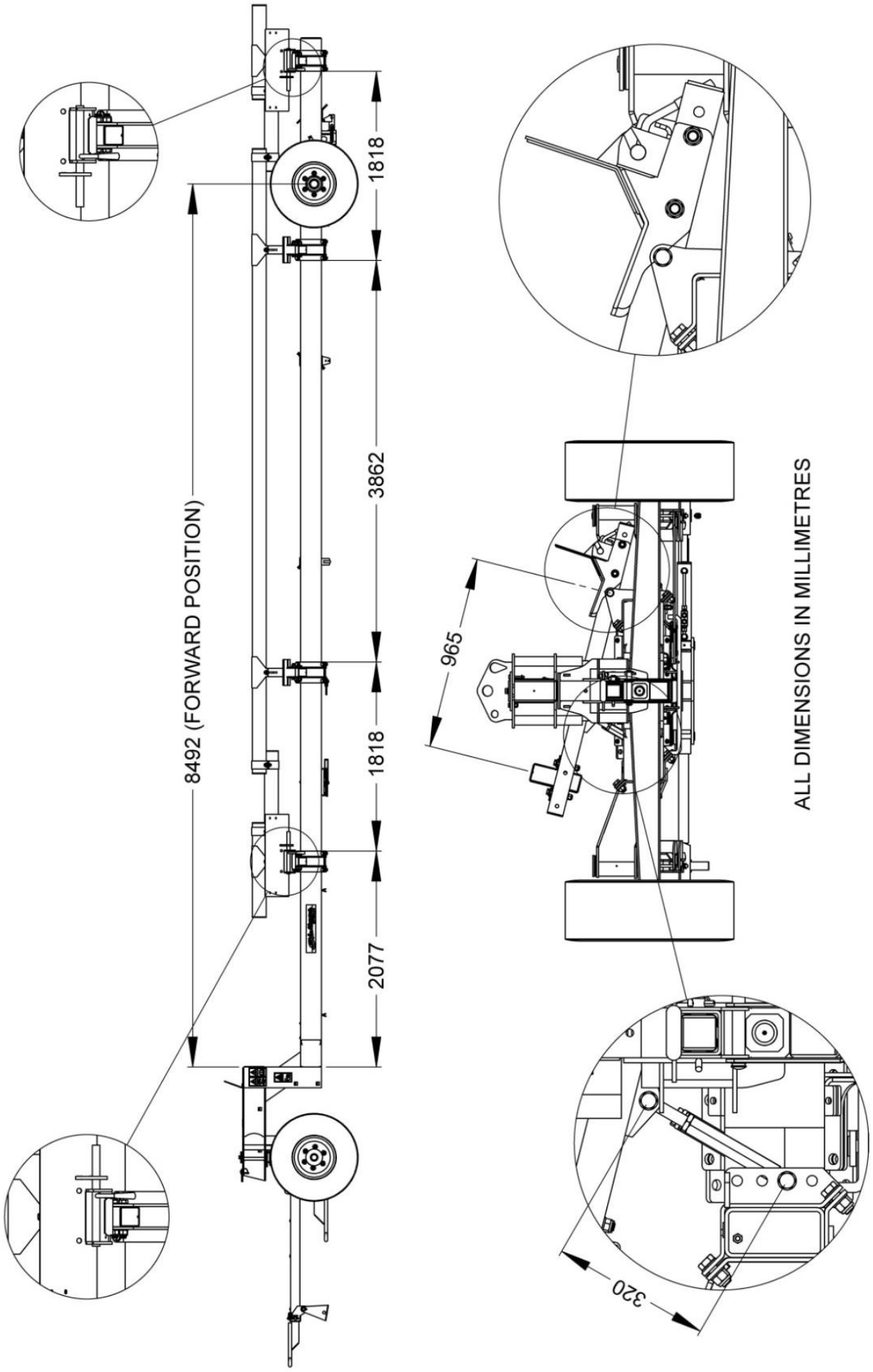
MF/FENDT SUPERFLOW CONFIGURATION – 35ft for C10500 FW models. (2018 & ON).



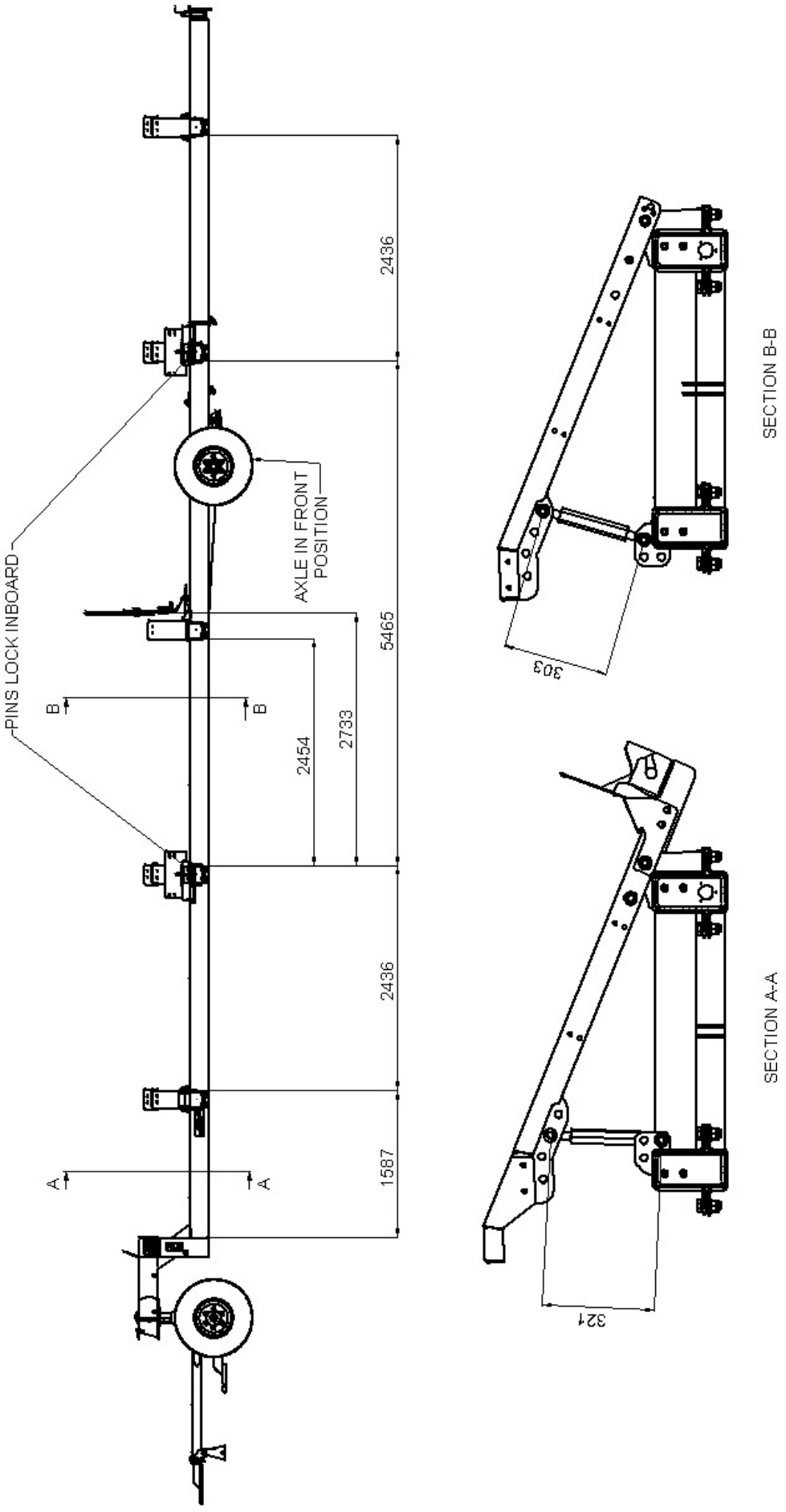


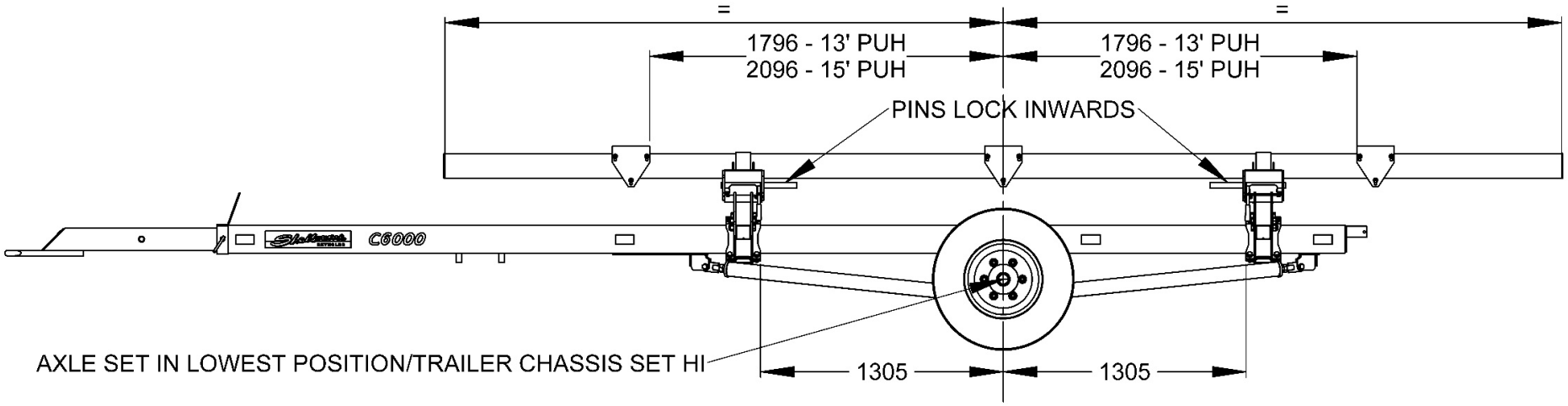


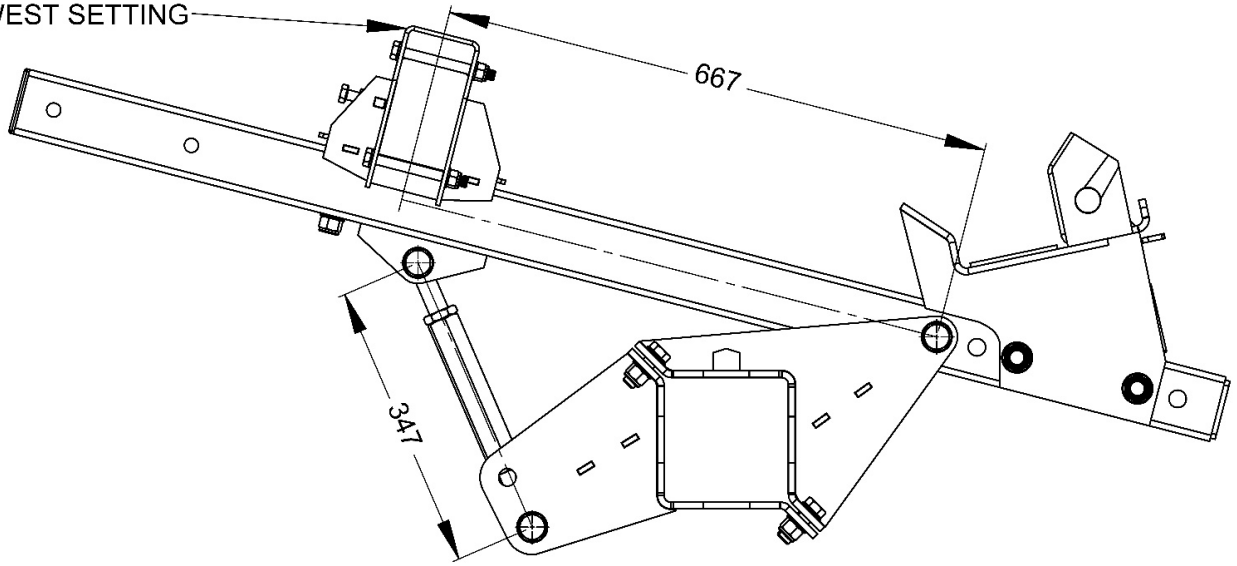
MF POWERFLOW CONFIGURATION – 35’ for C10500 FWS models. (Up to 2016).



MF/FENDT SUPERFLOW CONFIGURATION – 40FT FOR C12000FWS models. (2019 & on).





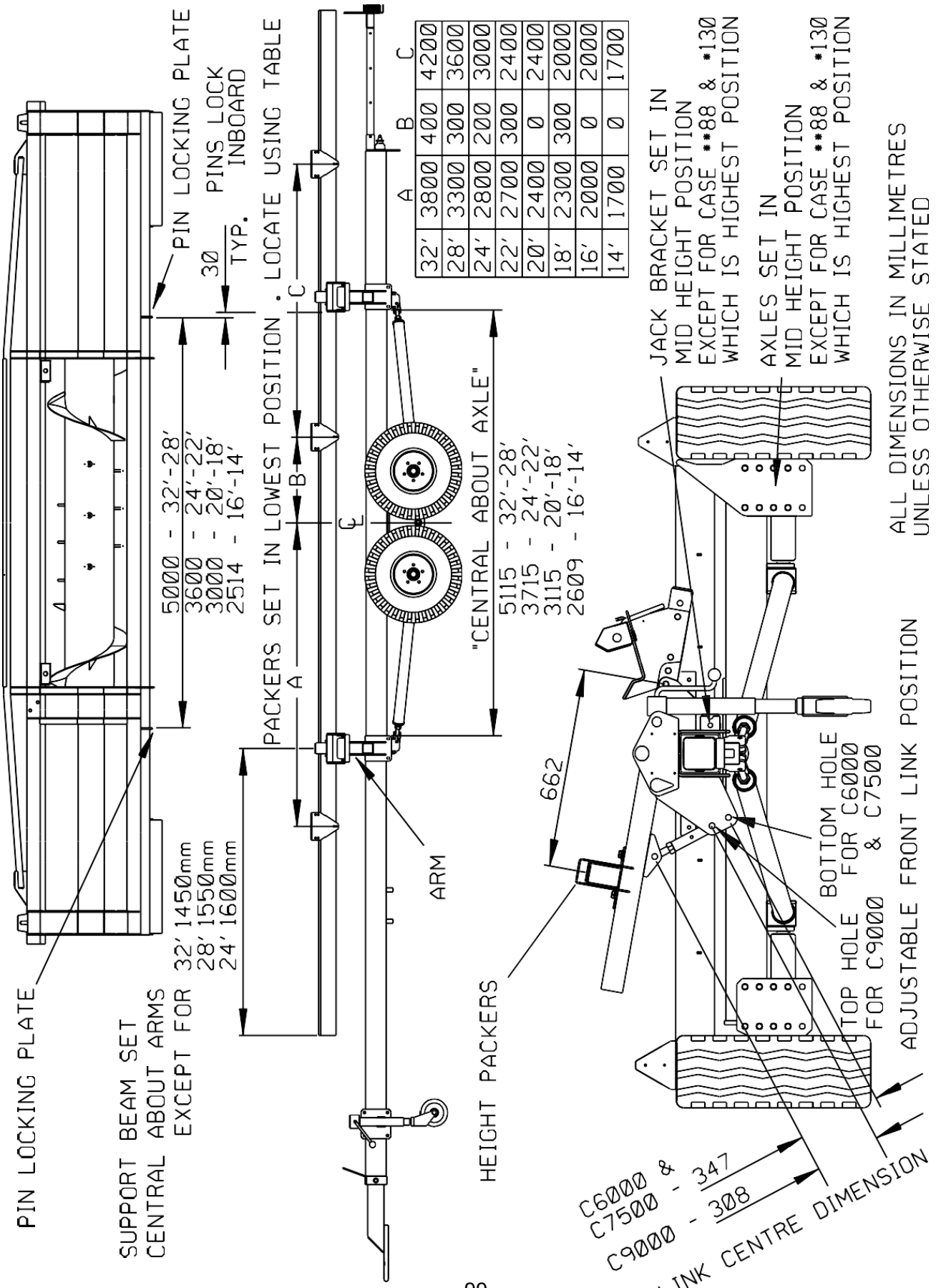


PUH CONFIGURATION 13' & 15' FOR C6000SA

C6000SA & PICK UP HEADER

Stalbourne REYNOLDS

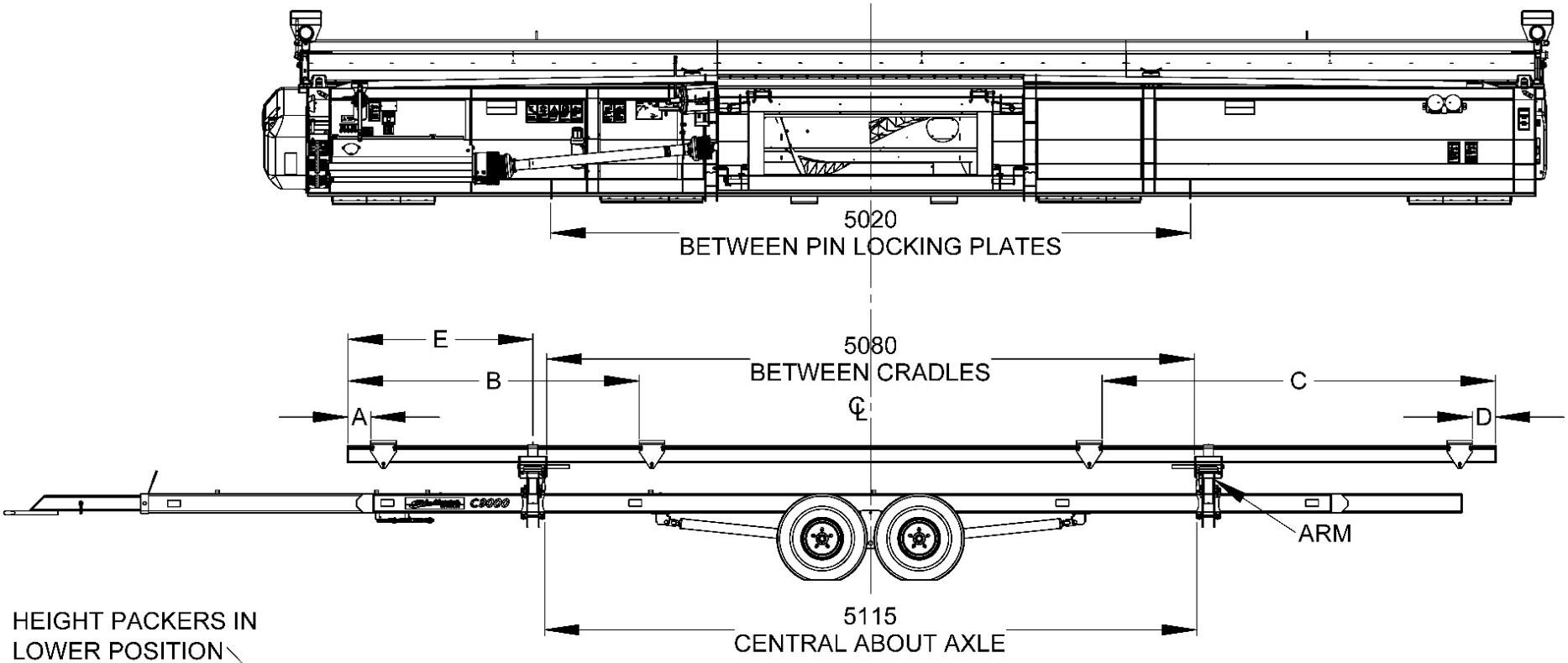
SHELBOURNE STRIPPER HEADER CONFIGURATION – CVS & RSD, 14' to 32'.
For C6000 – 9000 SA & TA models with 3 Packers (2 Skids).

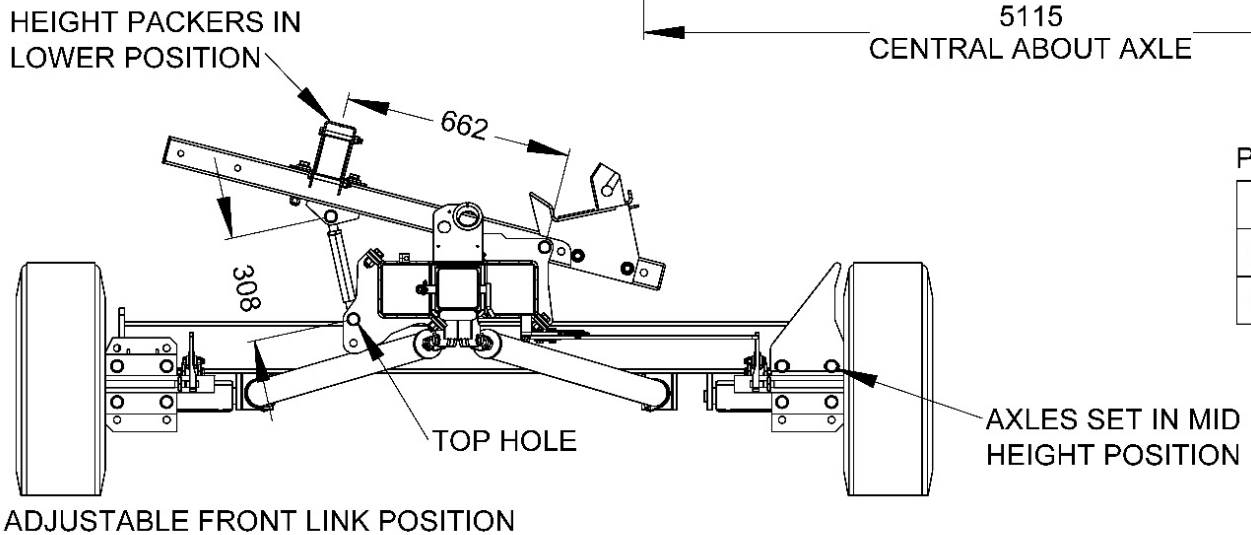


	A	B	C
32'	3800	400	4200
28'	3300	300	3600
24'	2800	200	3000
22'	2700	300	2400
20'	2400	0	2400
18'	2300	300	2000
16'	2000	0	2000
14'	1700	0	1700

SHELBOURNE STRIPPER HEADER CONFIGURATION – CVS 28' & 32'.

For C9000TA models with 4 Packers (4 Skids).



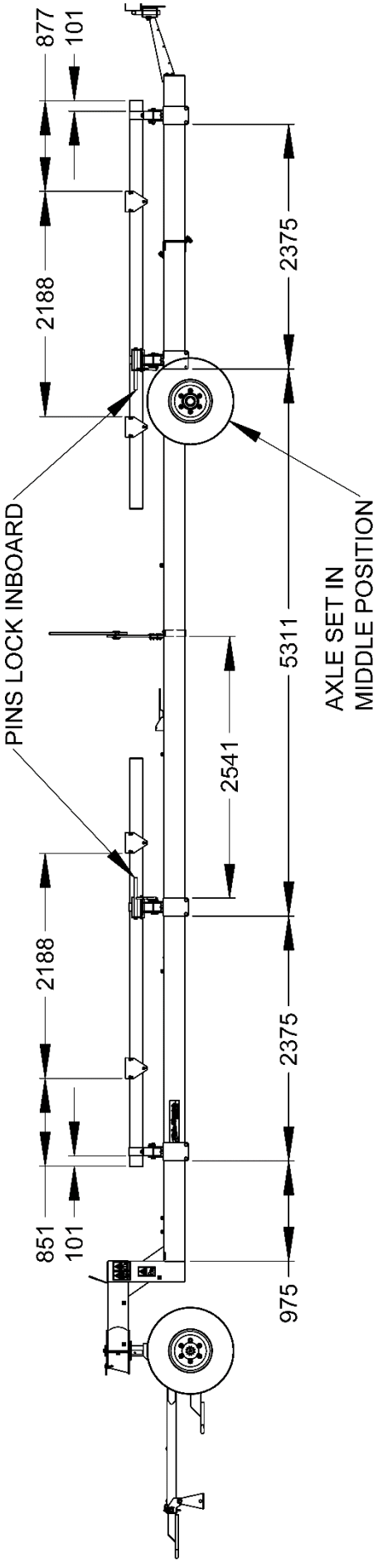


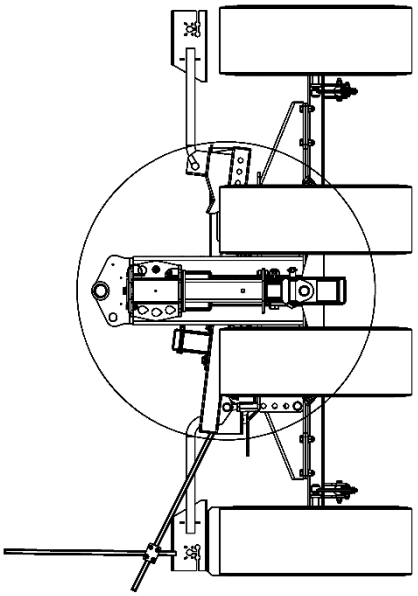
PACKER LOCATION:

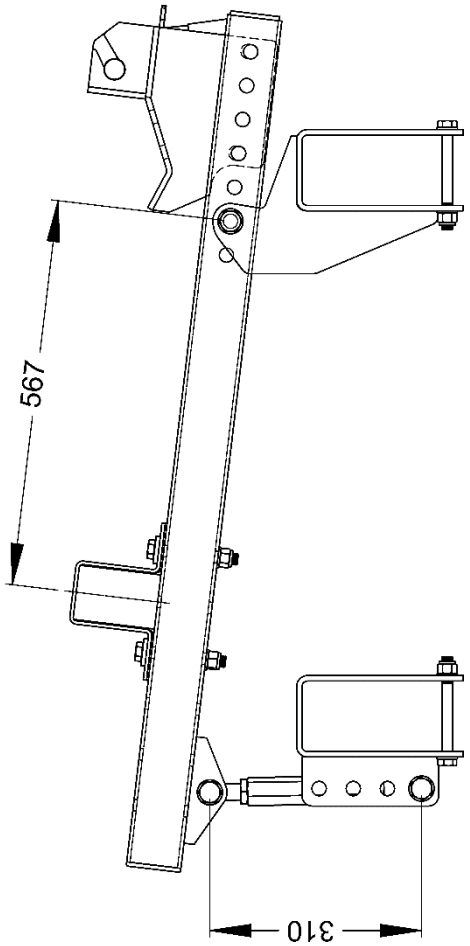
	A	B	C	D	E
28'	678.5	2283.5	3084.5	879.5	1550
32'	178.5	2283.5	3084.5	179.5	1450

ALL DIMENSIONS IN MILLIMETRES EXCEPT WHERE STATED

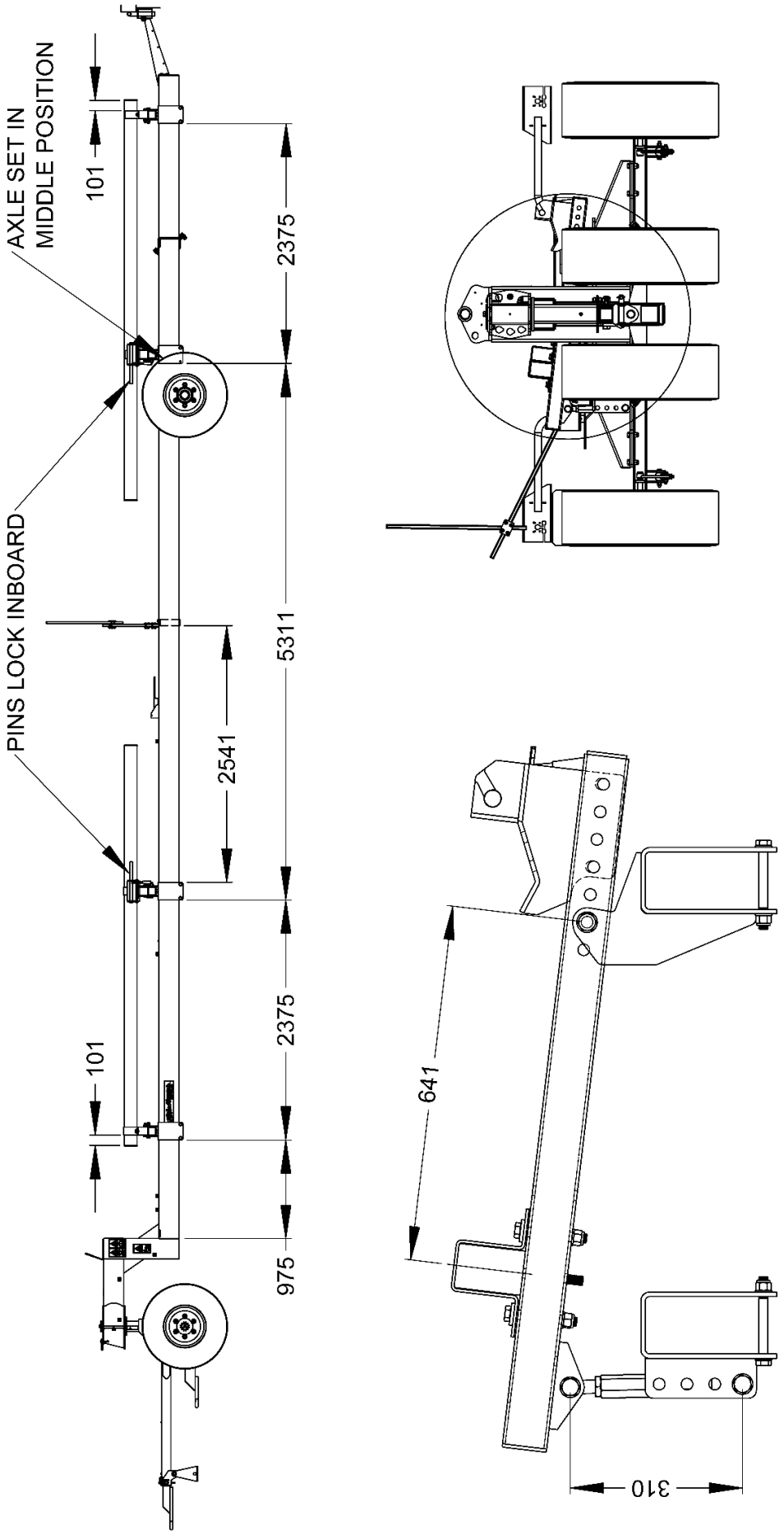
SHELBOURNE STRIPPER HEADER CONFIGURATION – XCV 32'.
For C10500FW & FWS models.



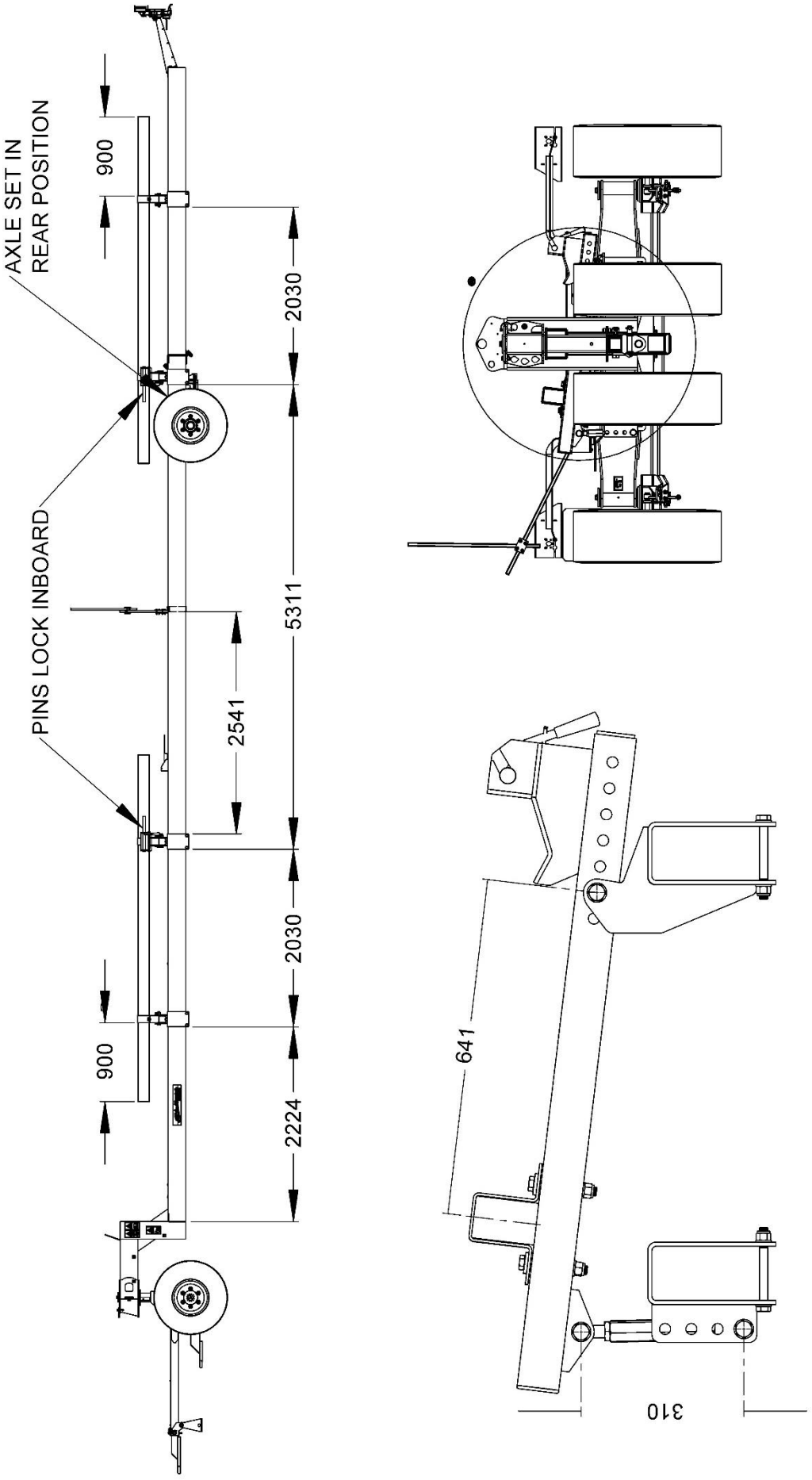




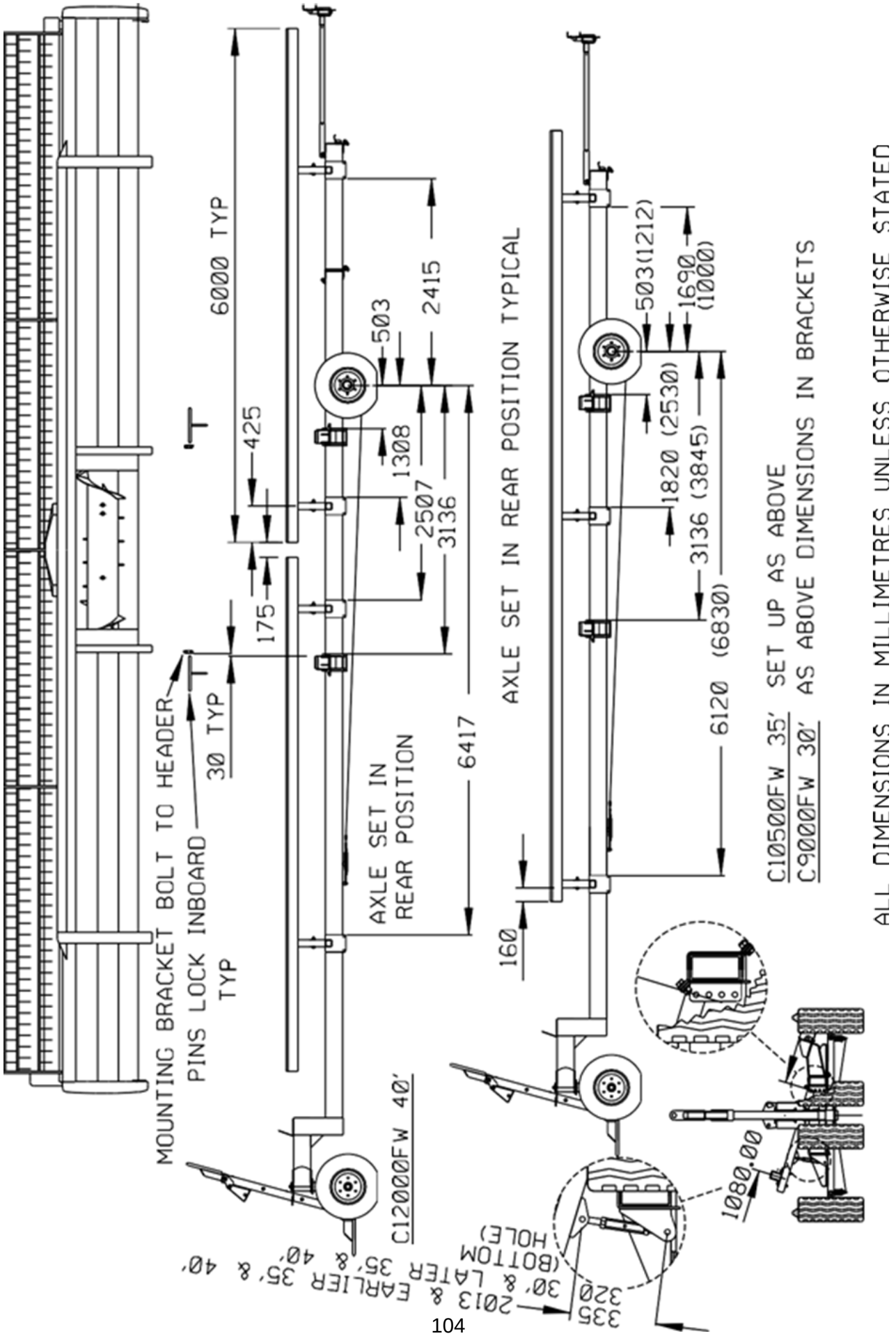
SHELBOURNE STRIPPER HEADER CONFIGURATION - XCV 36'.
For C10500FW & FWS models.



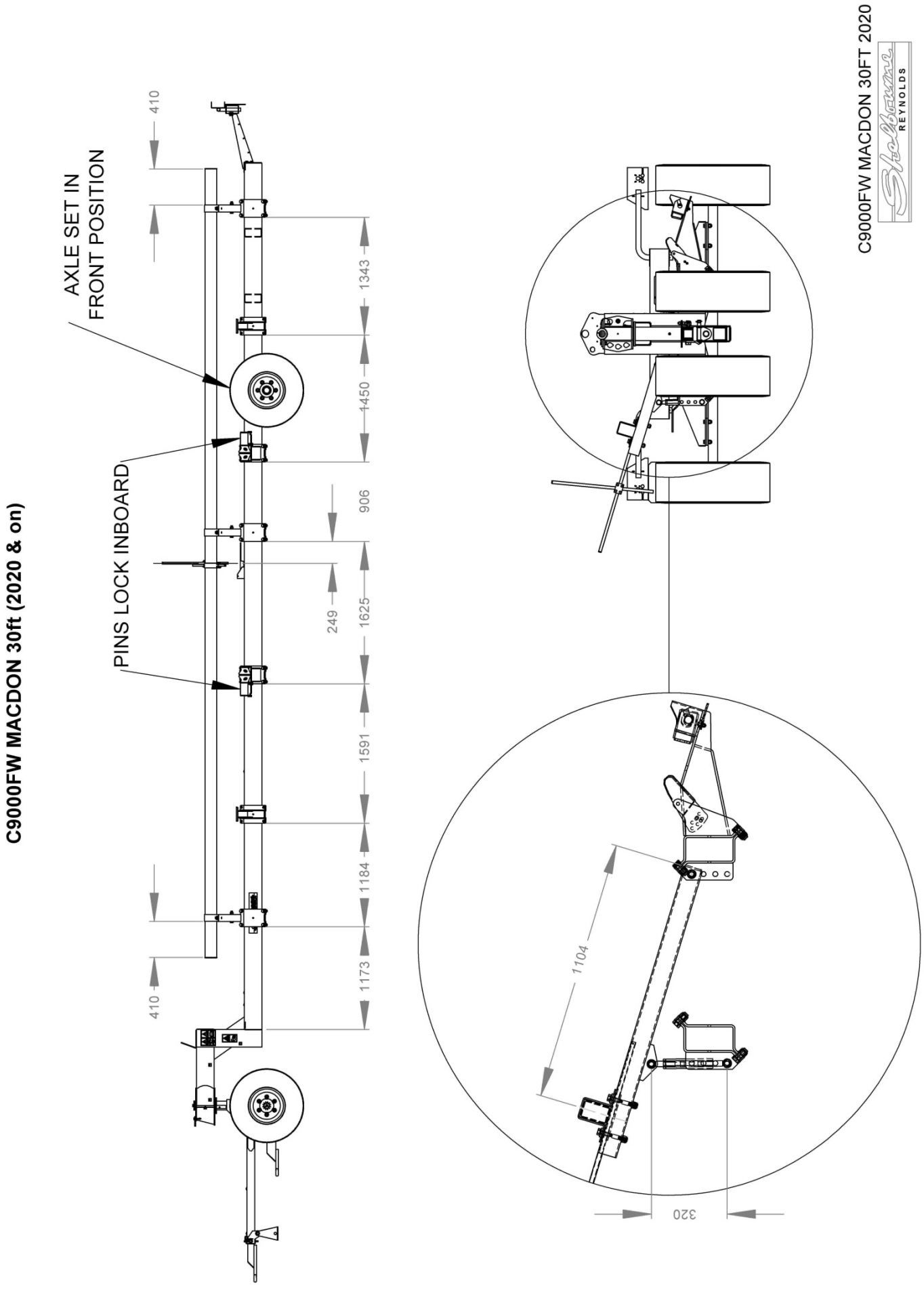
SHELBOURNE STRIPPER HEADER CONFIGURATION - XCV 42'.
For C1200FW & FWS models.



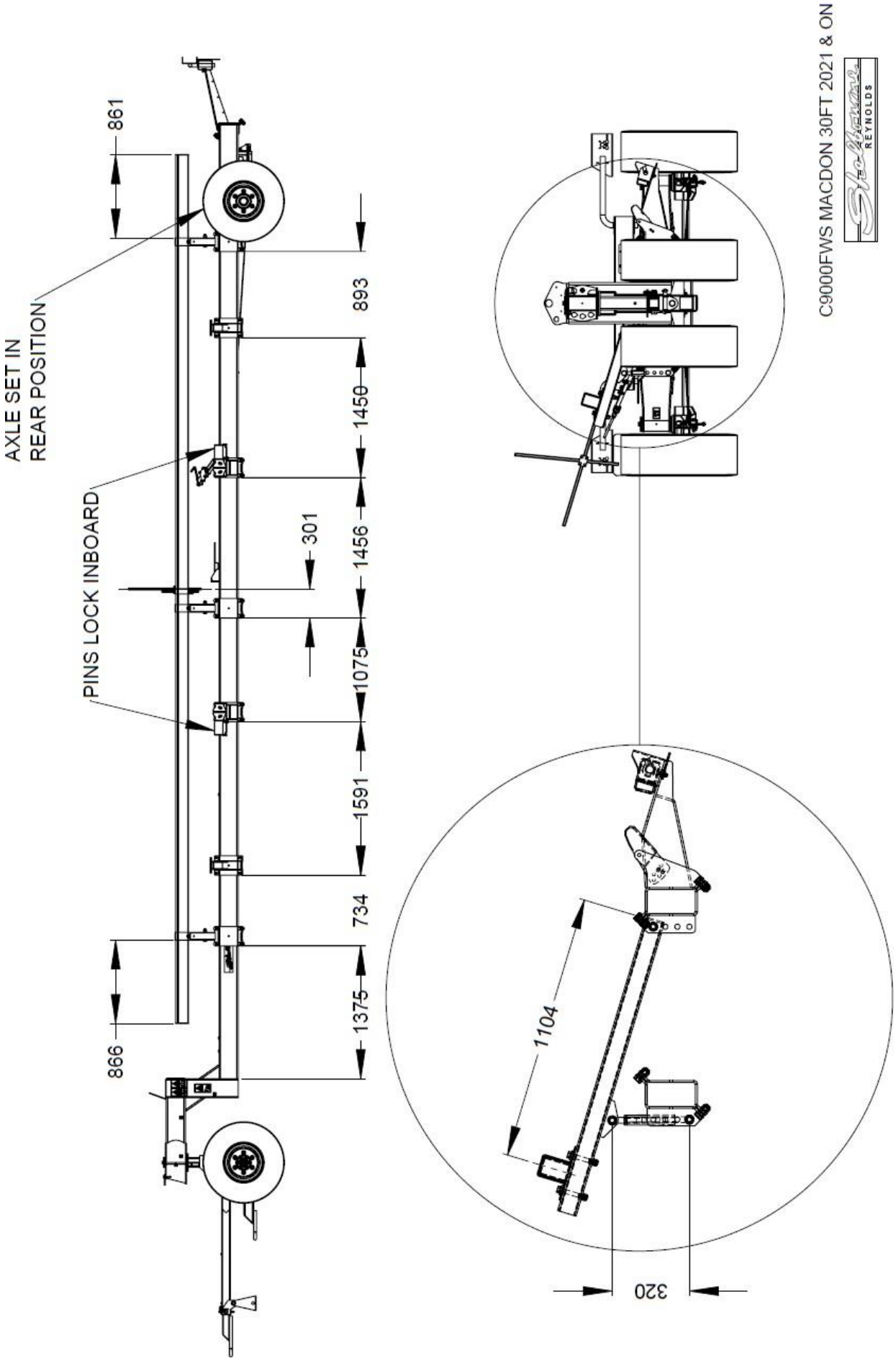
MACDON HEADER CONFIGURATION – 30', 35' & 40'.
For C9000FW & C10500FW & C12000FW models (Up to 2017).



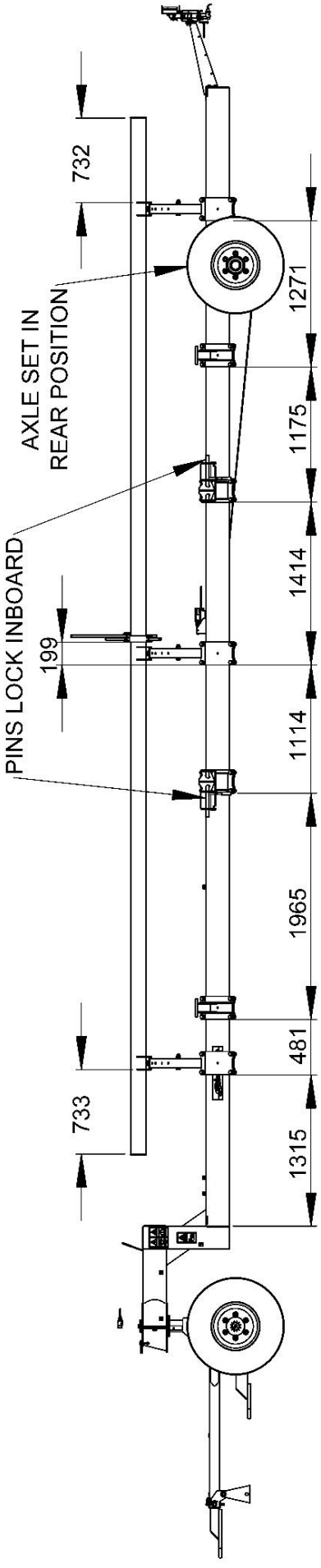
(FD1 & D1) MACDON HEADER CONFIGURATION – 30’ for C9000FW (2020 & on).

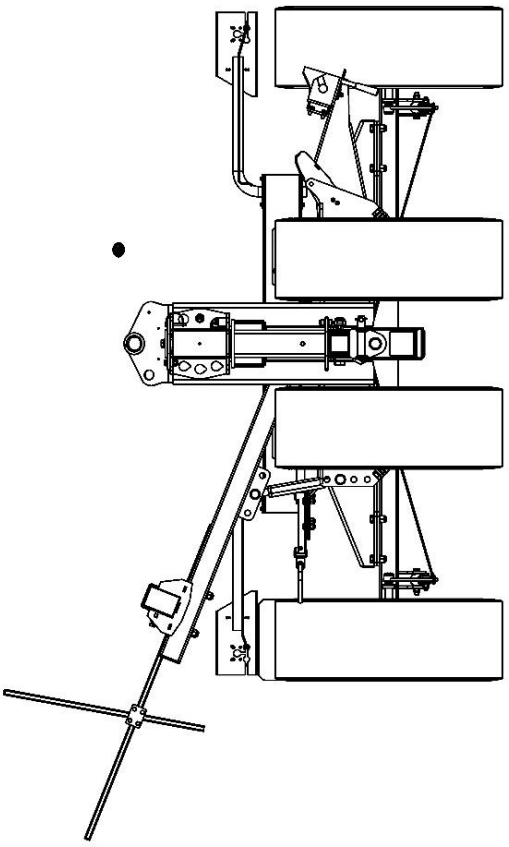


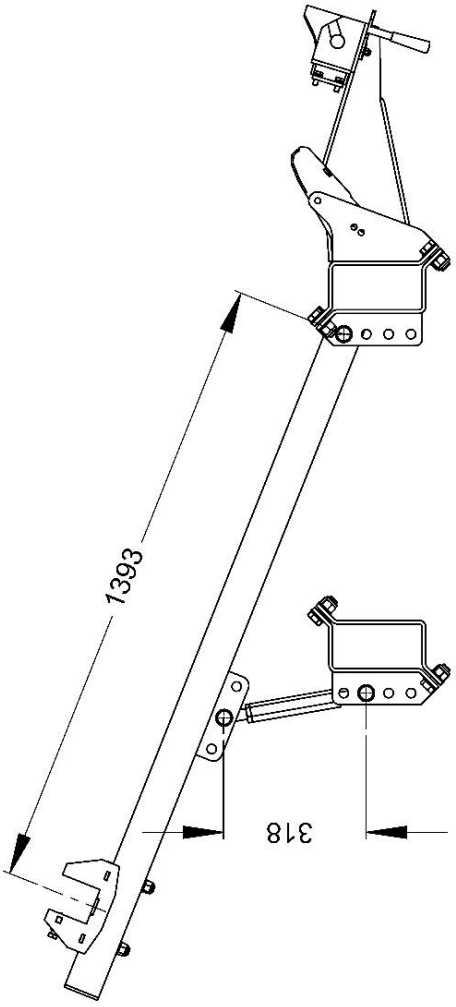
(FD1 & D1) MACDON HEADER CONFIGURATION – 30’ for C9000FWS models (2021 & on).



FD2 MACDON HEADER CONFIGURATION – 30’ for C9000FW.

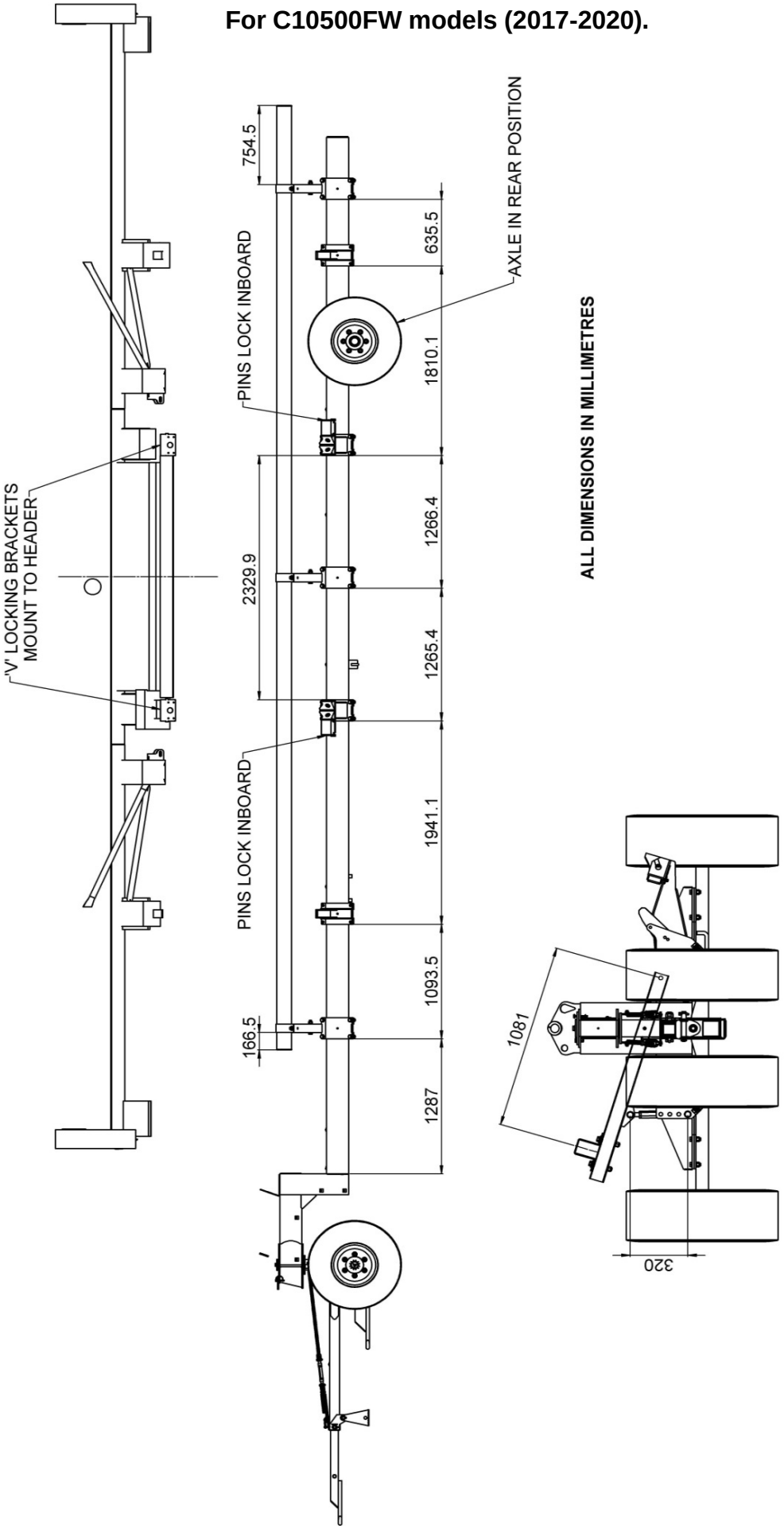




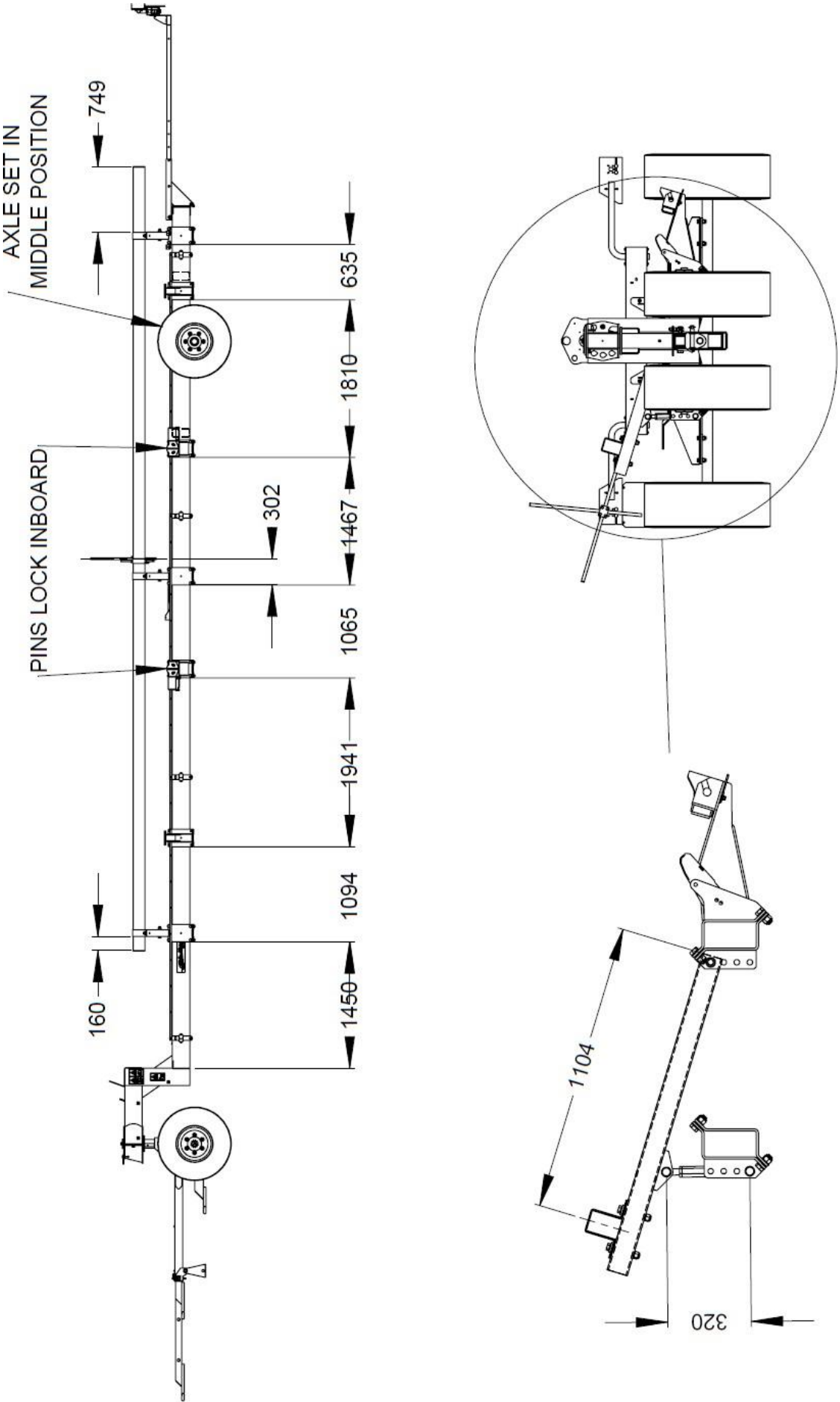


C9000FW MACDON 30FT FD2

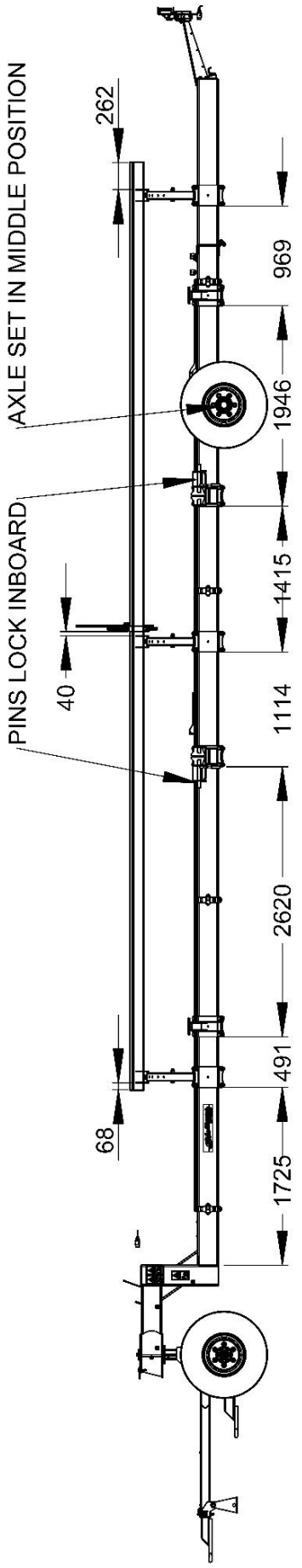
(FD1 & D1) MACDON HEADER CONFIGURATION –35'.
For C10500FW models (2017-2020).

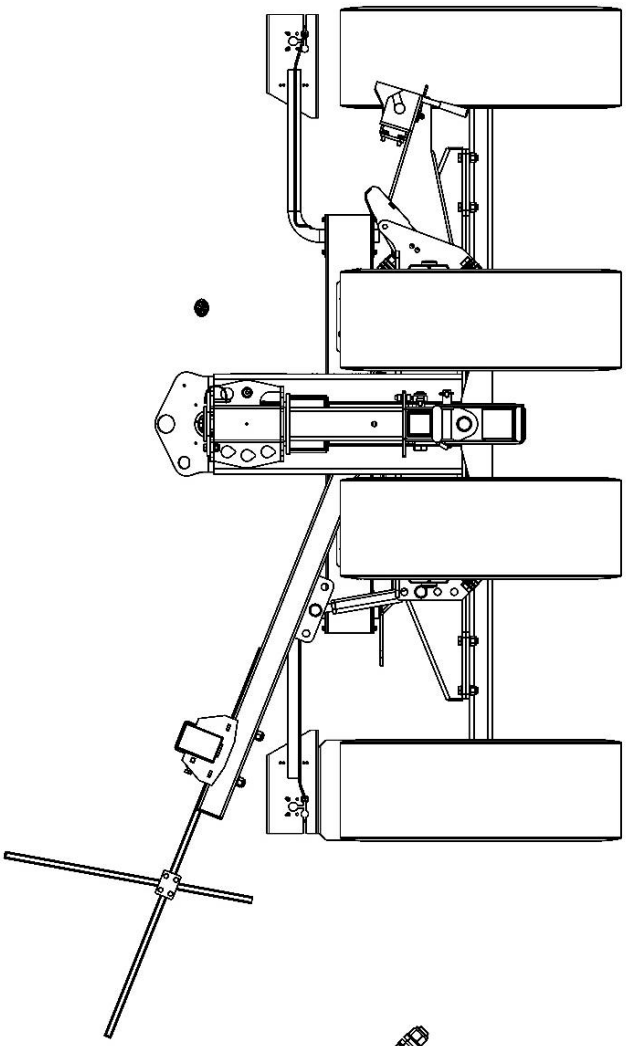


(FD1 & D1) MACDON HEADER CONFIGURATION – 35'.
For C10500FW & FWS models (2020 & on).

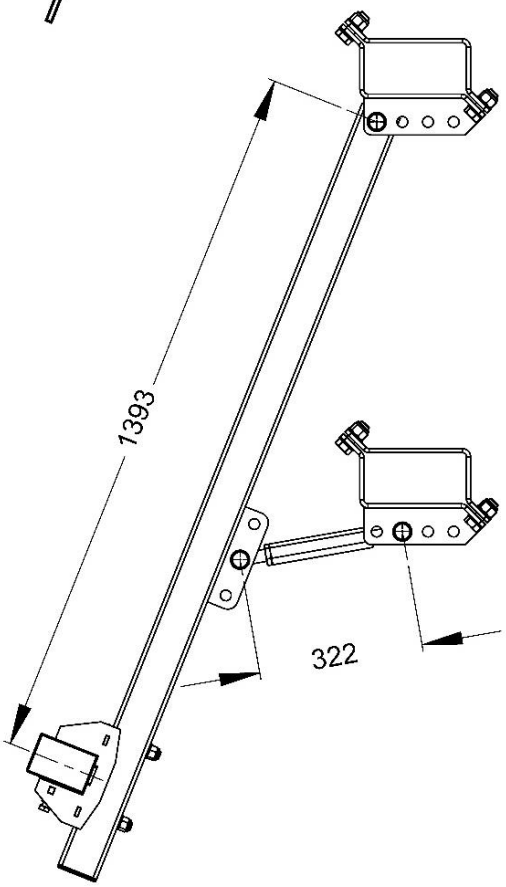


FD235' MACDON HEADER CONFIGURATION FOR C10500FW & FWS models.

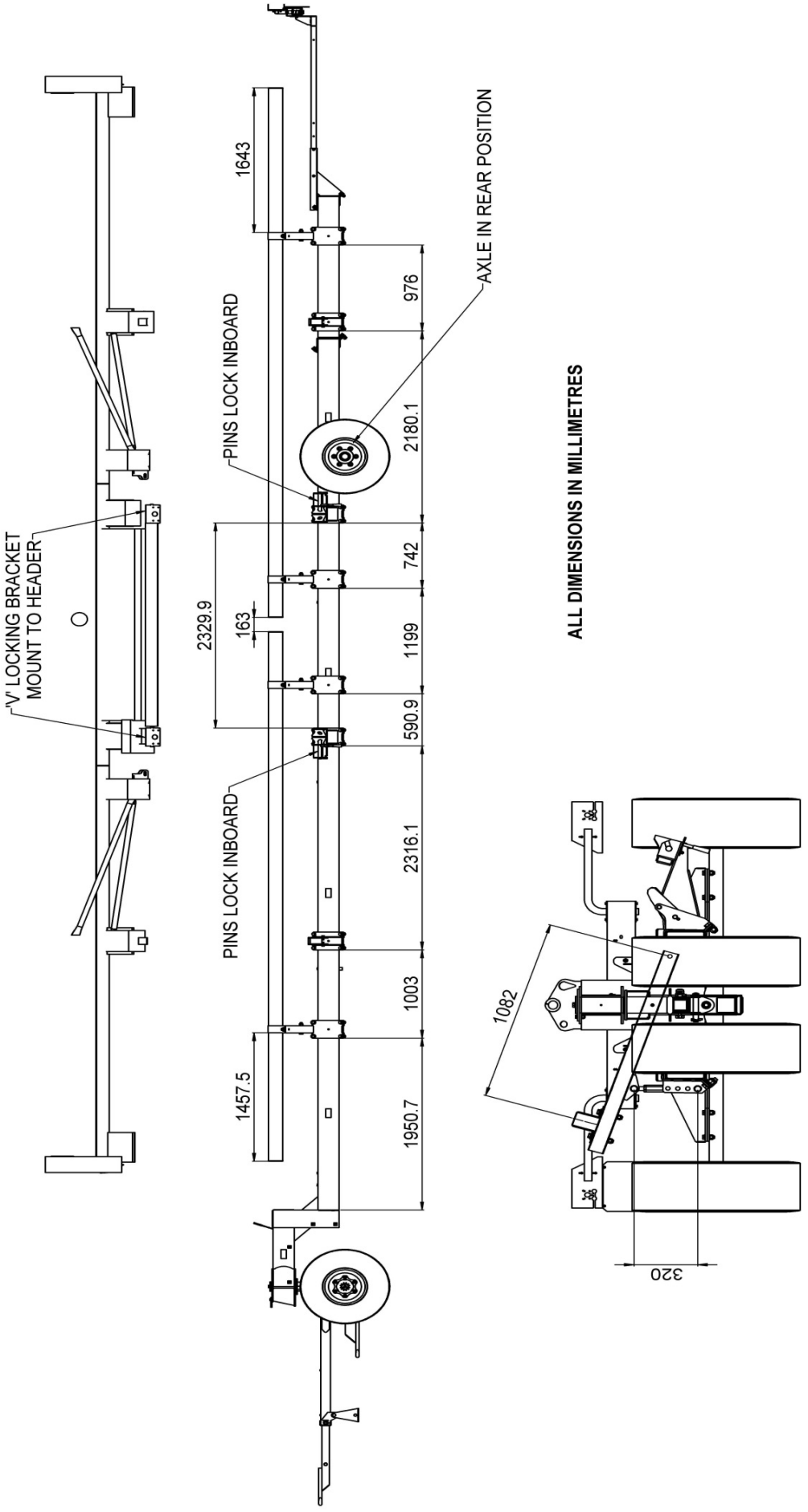




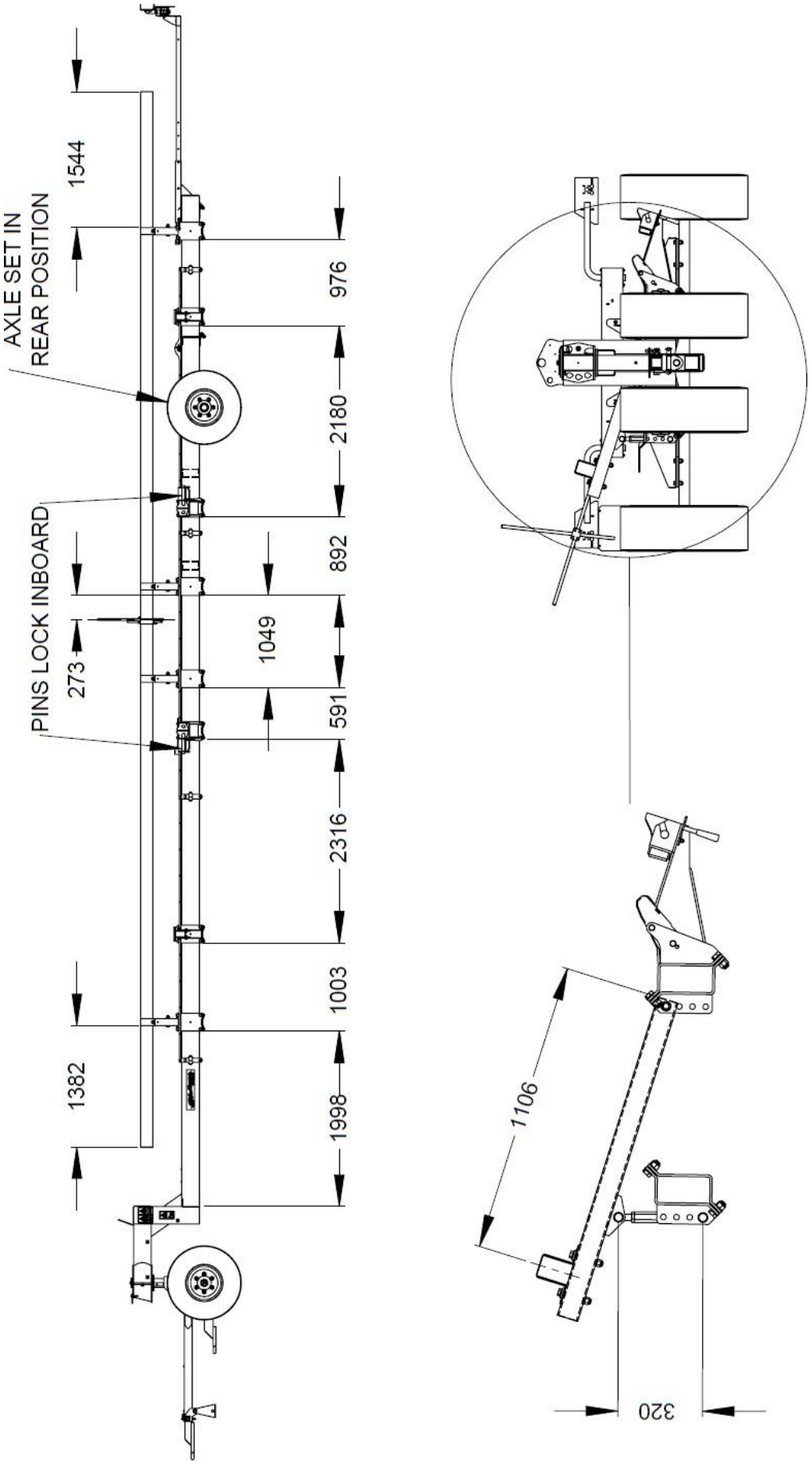
C10500FW MACDON 35FT FD2
C10500FWSH MACDON 35FT FD2



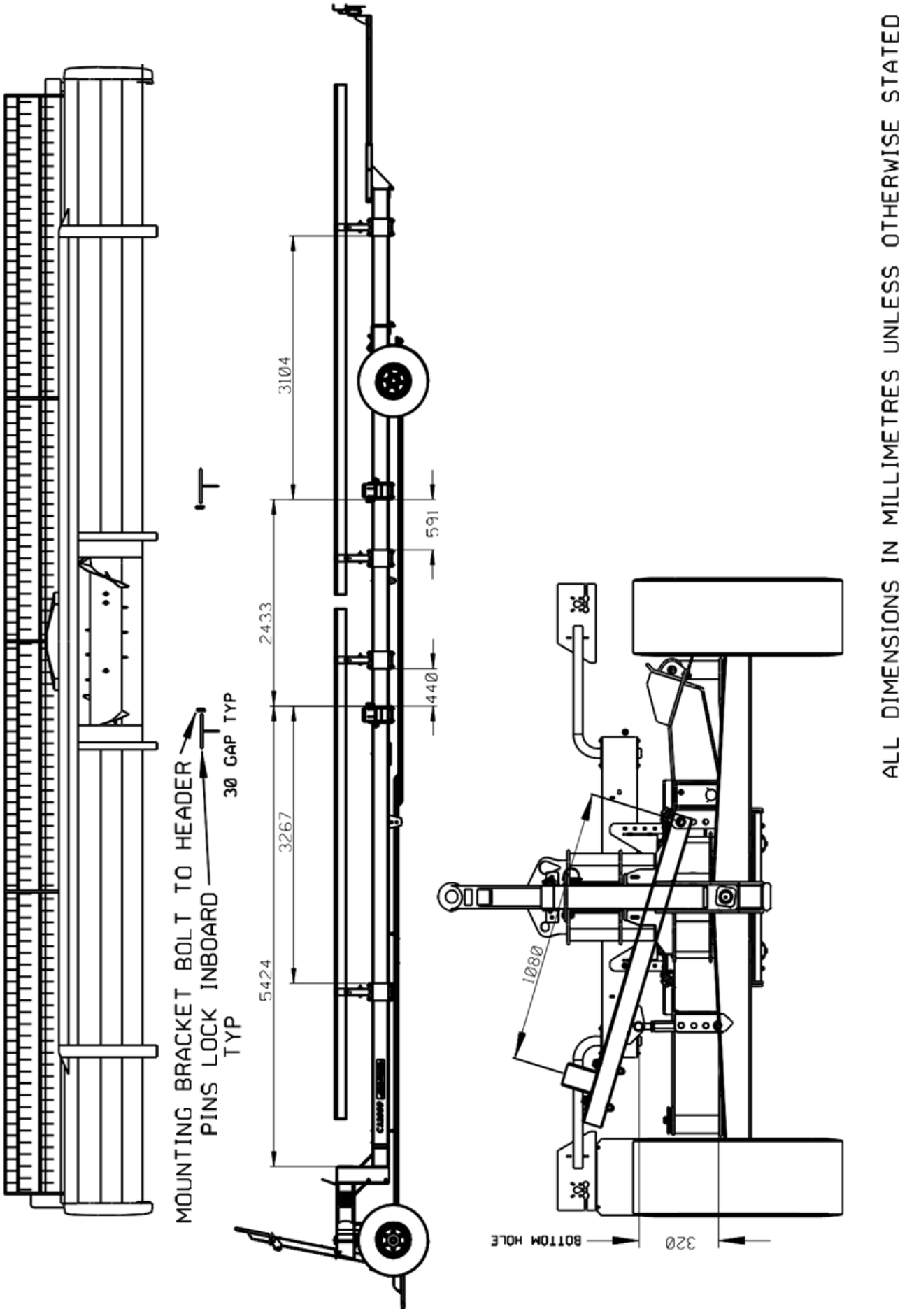
(FD1 & D1) MACDON HEADER CONFIGURATION – 40’.
For C12000FW models (2017-2020).



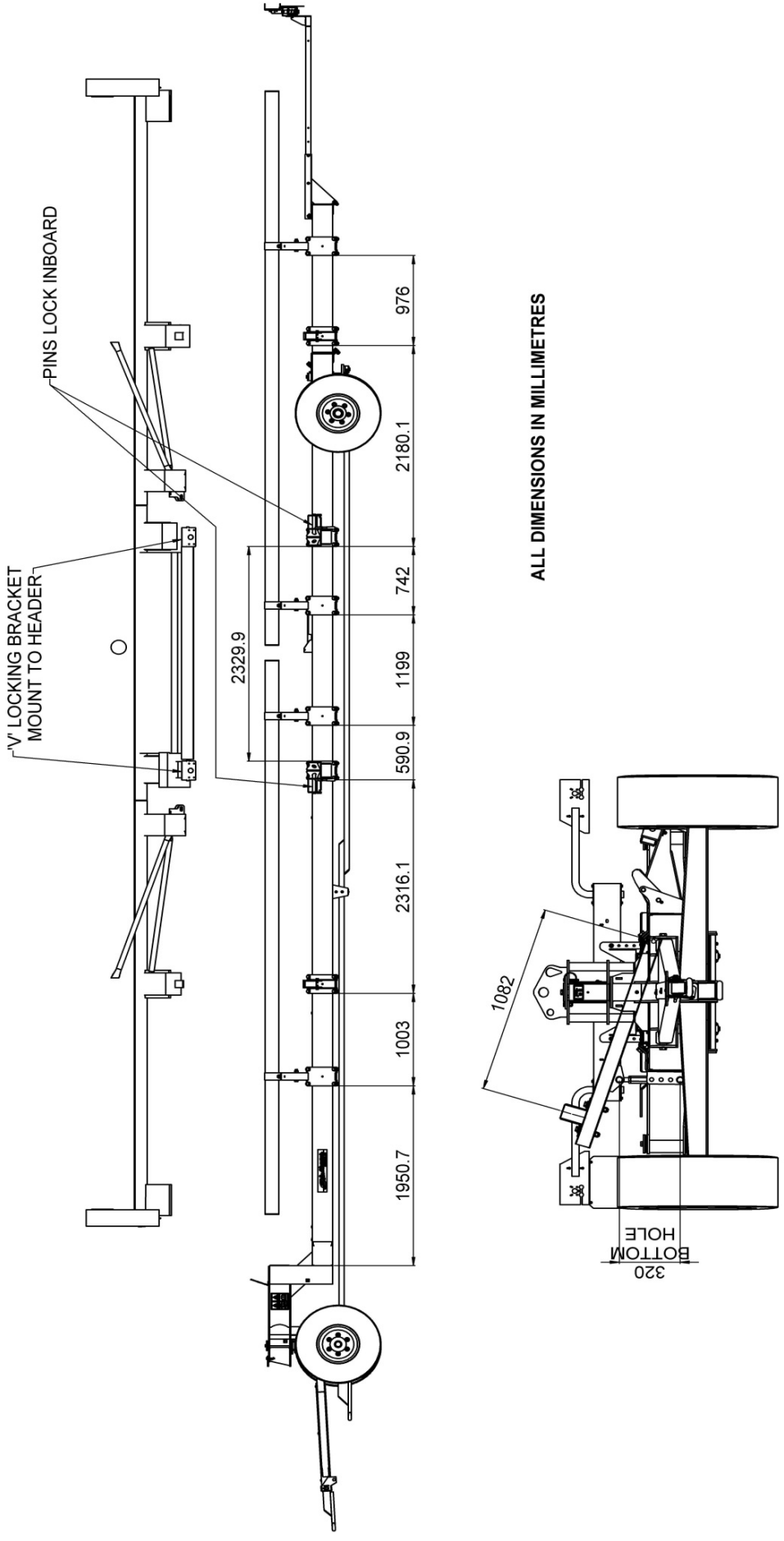
(FD1 & D1) MACDON HEADER CONFIGURATION – 40'.
For C12000FW & FWS models (2020 & on).



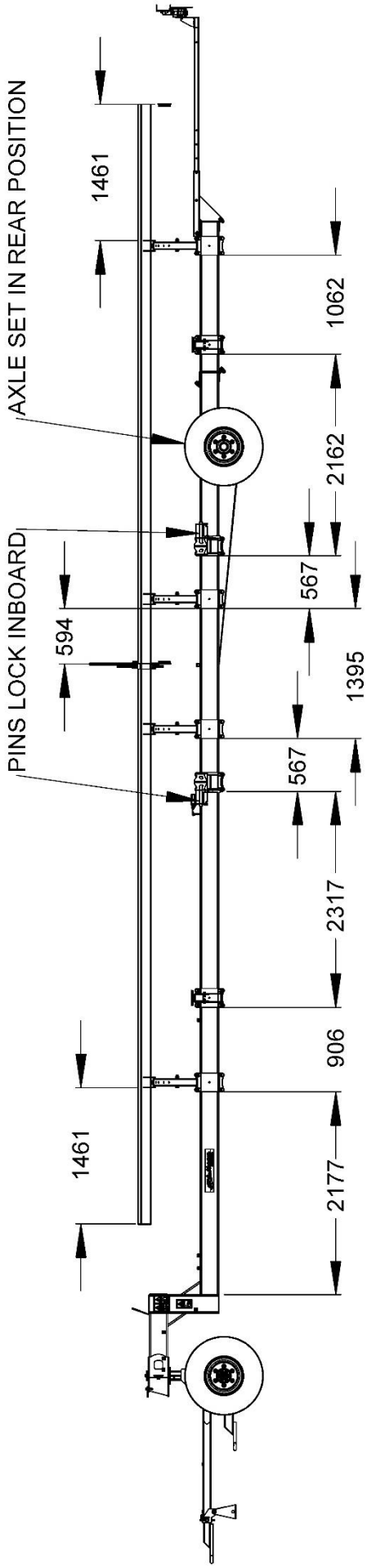
(FD1 & D1) MACDON HEADER CONFIGURATION – 40'.
For C12000FWS (MECH) models (Up to 2017).

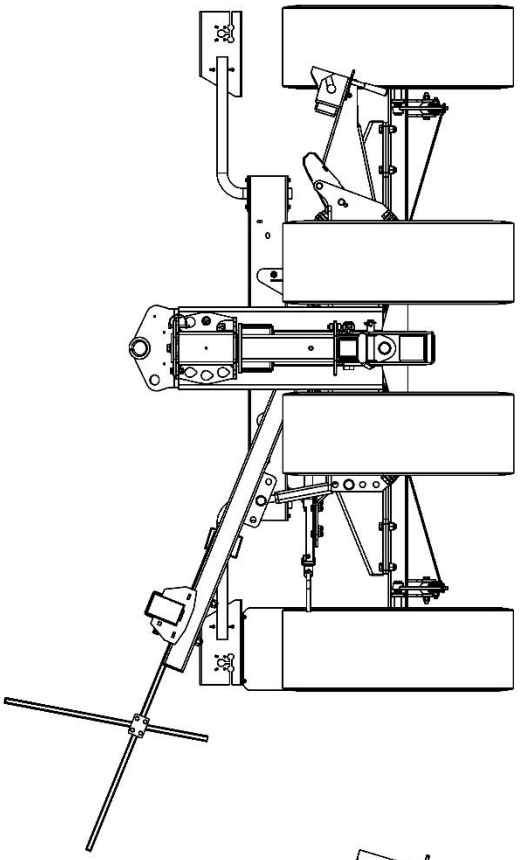


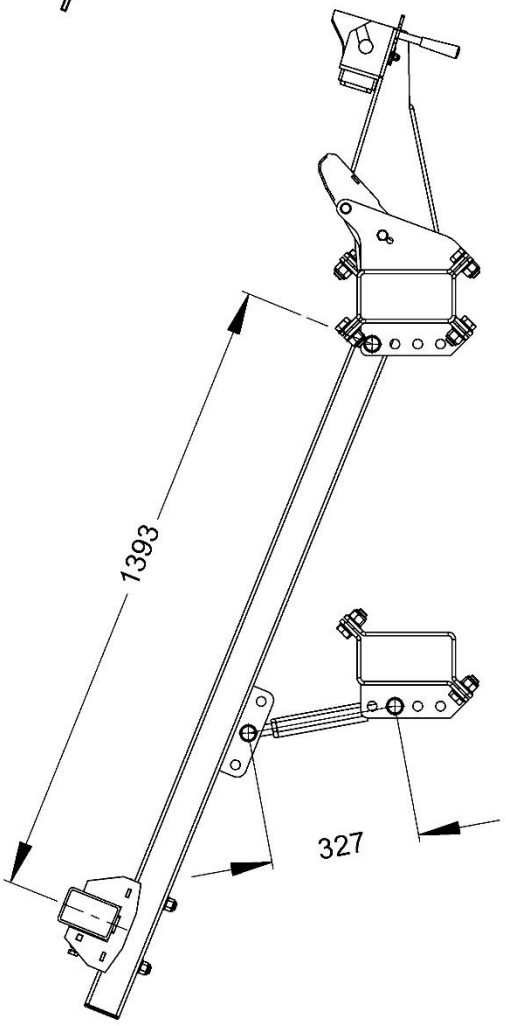
(FD1 & D1) MACDON HEADER CONFIGURATION – 40'.
For C12000FWS (MECH) models (2017 & on).



FD241 MACDON HEADER CONFIGURATION For C12000FW & FWS models.

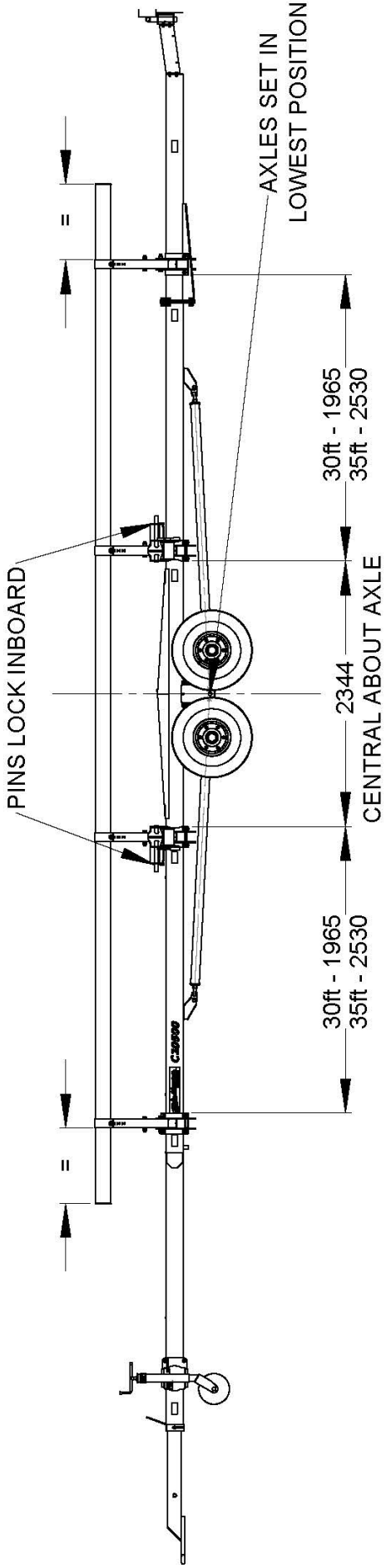


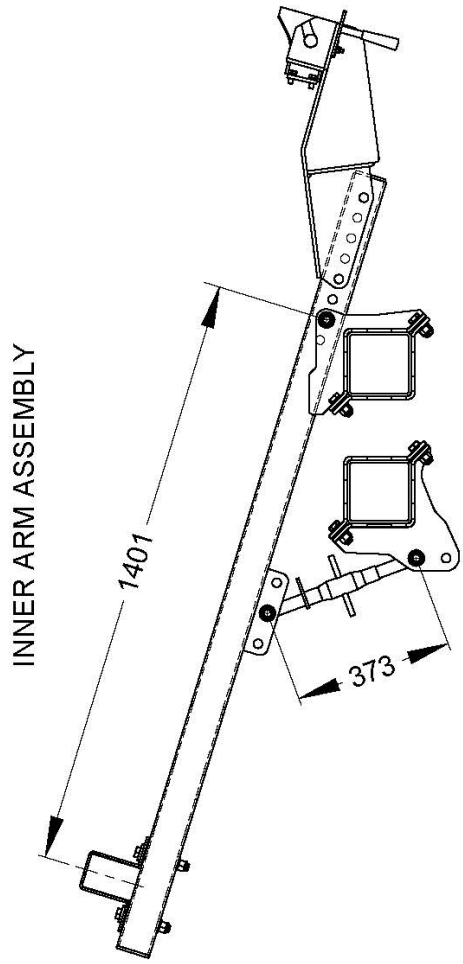


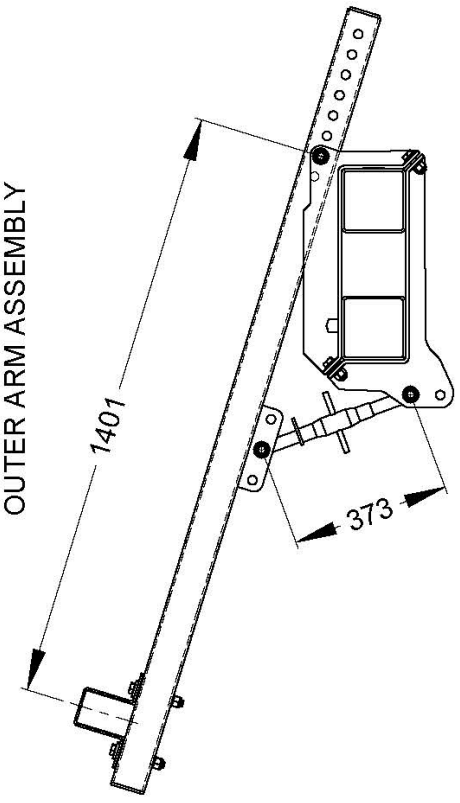


C12000FW & FWS
MACDON 41FT FD2

FD230’ & FD235’ MACDON HEADER CONFIGURATION FOR C9000TAB & C10500TAB







C9000TAB MACDON 30FT FD2
C10500TAB MACDON 35FT FD2

5.3 FITTING HEADER LOCKING SHOES / BRACKETS

For certain make / model headers it is necessary to fit shoes or brackets to the rear of the header so that it can then lock to the Header Trailer. These will only be fitted once and stay attached to the header thereafter, they do not interfere in any way with the function of the header, but are used to give a quick, easy, and secure attachment point.
It is not possible to fit the below mentioned headers to the Header Trailer unless these shoes / brackets are fitted to the header.
If more than one header is to be used with the Header Trailer then additional pairs of shoes / brackets must be obtained to equip each header with them.

NOTE -The following headers do not need any additional shoes / brackets fitted –
25', 30' and 35' NH 760 and Case 3050, up to April 2011 Header Trailer build.
MF Powerflow 18', 20', 22', 25'– Locking bracket already welded to header frame
Shelbourne Stripper header (Cvs and RSD models, sizes 14' to 32') - Locking brackets welded to header frame if specified at time of order for Header Trailer fitment.

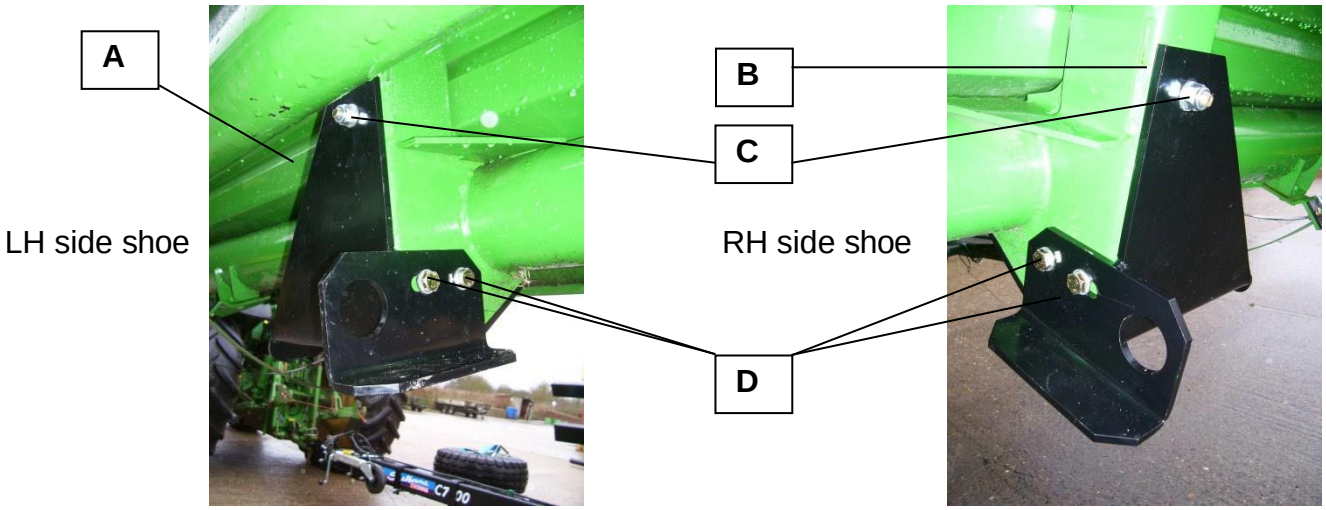
To fit these shoes / brackets it is advised to have the header already on the combine and set in a fully raised position. Ensure the locking pins are engaged fixing the header to the elevator and ensure the elevator lift ram lock is placed over the ram to stop the elevator from lowering. Apply the parking brake and perform a 'SAFE STOP'.

If any welding is to be undertaken on the header, ensure welder wears a welding mask/helmet and ensure bystanders are at a safe distance and do not look directly into the arc. Warn bystanders of hot surfaces to minimise risk to burns.

JOHN DEERE 600R SERIES AND PREMIUM FLOW HEADERS

The shoes are left and right handed as viewed looking at the back of the header. They bolt to the box section stiffening frames, known as J-frames, that are an integral part of the header structure. These J-frames vary in number depending on the width of the header and the shoes fit on different ones also depending upon the width.
On headers 22' wide and narrower they fit on the first full J-frame on either side of the header opening whereas for 25' and wider they fit on the outer set. (see previous JD configuration drawing)

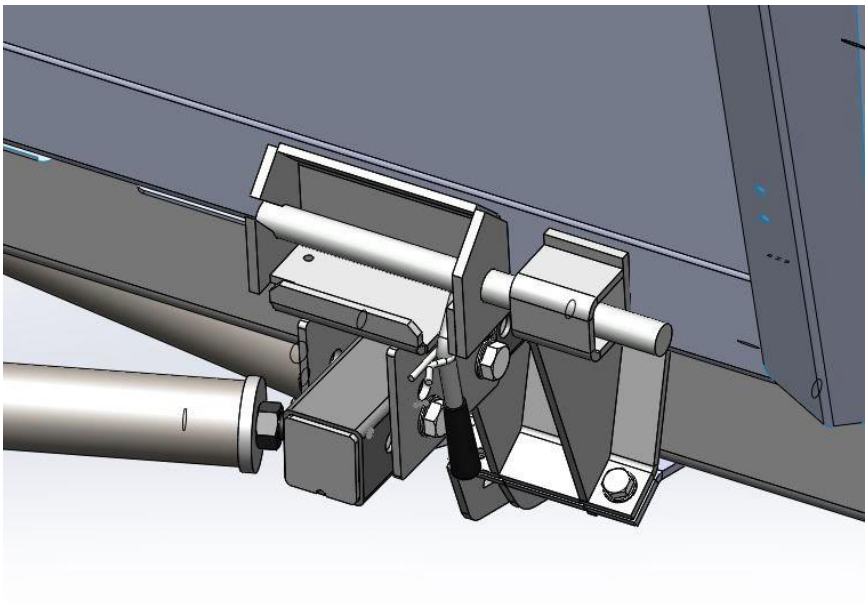
To fit the shoes firstly identify the left (A) and right (B) shoes (see following photographs). Then take one of the M12 setscrew with long flat handle welded to it (C), along with a plain washer and insert up into the J-frame so that the setscrew can be pushed out through the existing hole in the J-frame. The long handle on this setscrew enables this to be done easily and will also prevent the setscrew from turning when it is later tightened up. Whilst still holding the handle offer up the appropriate shoe so it hangs on the M12 setscrew and fit another plain washer and locknut, hand tight only at this stage.
Swing the shoe into place under the J-frame and lift it up by hand as far as it will go. It should now be possible to insert 2 of M12 x 120mm bolts with plain washers (D) per shoe (from the side nearest the centre of the header) through the shoe, then the 2 existing holes in the J-frame and then through the supplied clamp plate. Secure with plain washers and locknuts supplied. Tighten all 3 fasteners and repeat for the other shoe.



NOTE – On the 635R and 35’ Premium flow header the top hole in the J-frame will need drilling. Use the shoes loosely bolted to the J-frame, using the 2 lower cross bolts, to act as a template for the top hole position. The hole will not be exactly in the centre of the J-frames vertical box section, so ensure the shoes sits squarely before drilling.
After drilling the holes fit the shoes as the procedure previously stated.

MASSEY FERGUSON FREEFLOW HEADERS

For all Freeflow headers a weld on bracket is issued as a bolt on locking bracket cannot be attached. The bracket should be welded on the back face of the header beam as shown below. The dimensional position of these brackets can be taken from the Header Trailer’s configuration drawing. It is suggested to tack weld brackets and then offer header up to Header Trailer to check position is correct before fully welding brackets.



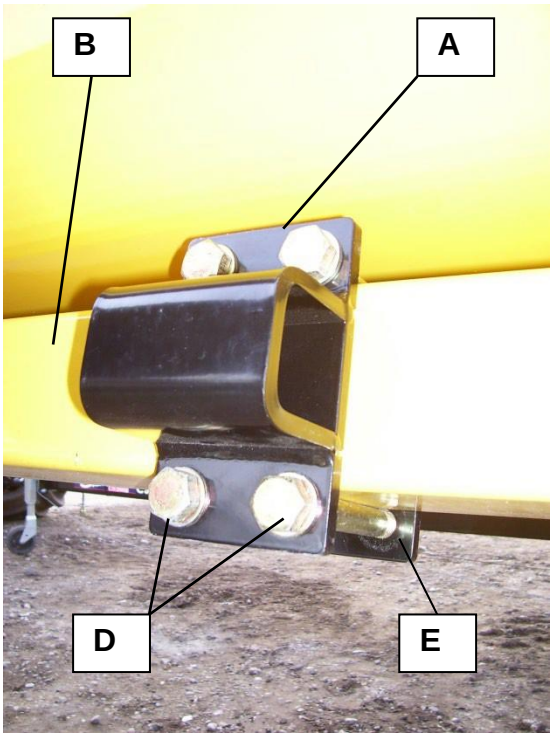
It is absolutely vital that a professional welder carries out the welding work.

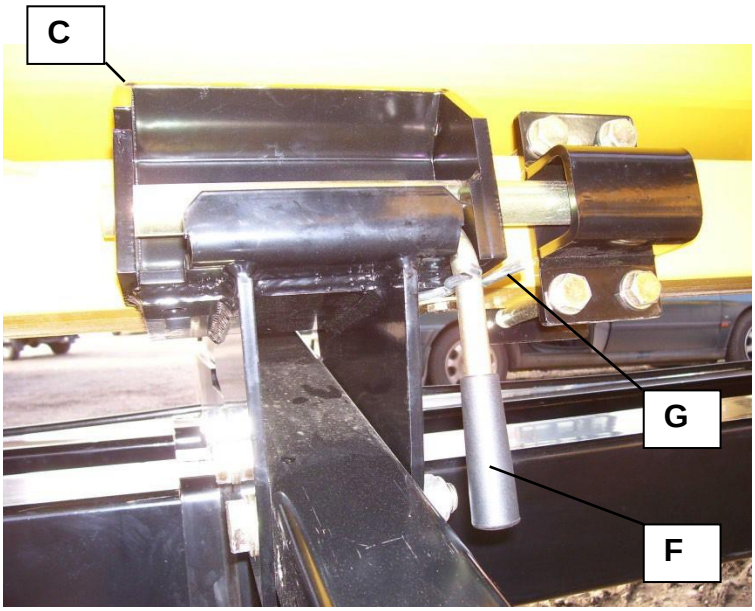
NOTE - the locking pins lock outwards

NH GHNG, GHEC, VF, CASE 2030, 2040 & 2050 SERIES HEADERS.
(NOT including 15' GHNG, GHEC, Case 2030, 2040 or 17' VF, Case 2050.)

These brackets (A) bolt around the square box-section 'torque tube' (B) that runs the full length of the header along the bottom back edge, and is an integral part of the header structure.
When the header is loaded onto the Header Trailer these brackets should be **inside** the Header Trailer main cradles (C) with a gap of around 30mm (1.25") between the bracket and the side of the latch box on the cradle. This gap gives the operator a certain amount of leeway when positioning the header, but will prevent the header sliding longitudinally on the Header Trailer by more than this distance in either direction during transit.
Simply secure with 4 of M16 fasteners (D) and clamp plate (E) supplied, position central along header beam to dimensions shown on previous NH and Case configuration drawing.

The photographs following show the rear latch bracket fitted to the header and then with the Header Trailer in position the locking pin with its handle (F) secured into the spring clip retainer (G) on the back of the cradle.





LH side set up

15' NH GHNG, GHEC, CASE 2030, 2040 HEADERS.

Due to this headers frame not having a fully exposed square box-section 'torque tube' the brackets cannot be easily bolted on. Instead a weld on bracket is issued. The dimensional position of these can be taken from the previous configuration drawing.
It is suggested to tack weld brackets and then offer header up to Header Trailer to check position is correct before fully welding brackets.

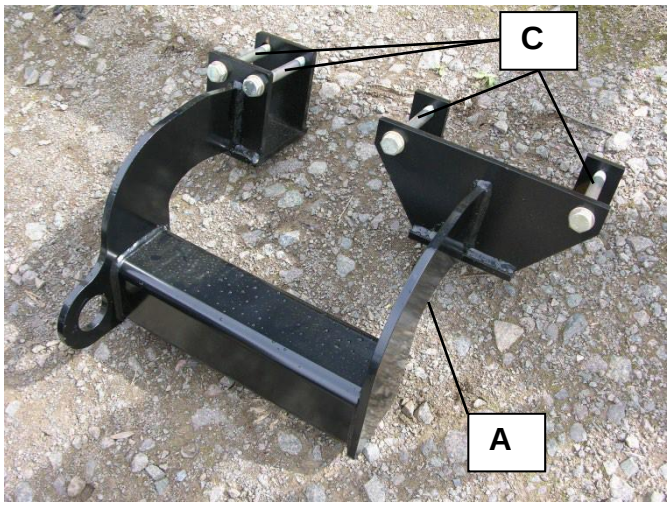
⚠ It is absolutely vital that a professional welder carries out the welding work.

NOTE - the locking pins lock outwards compared to the previous models that lock inwards.

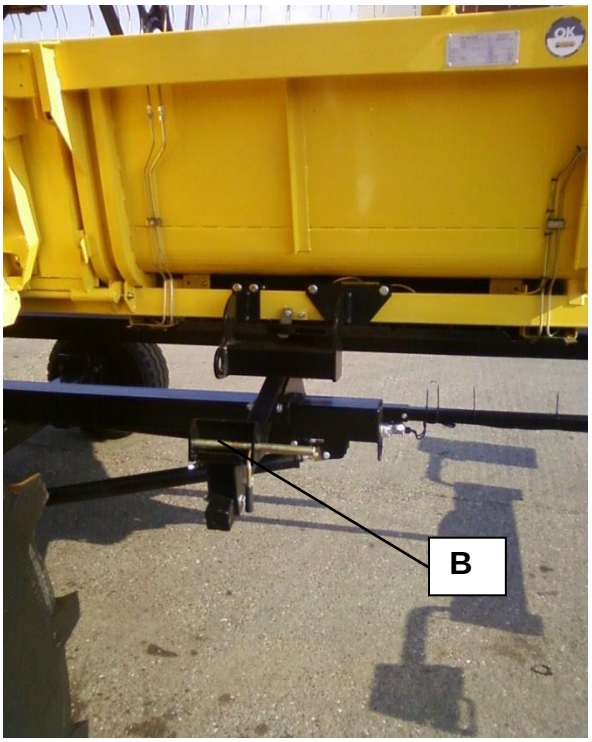
17’ NH VF, CASE 2050 HEADERS.

This header has ground contour skids covering the square box-section ’torque tube’ where the typical Header Trailer brackets are required to fit. Due to this purpose made mounting assemblies (A), see photographs below, are bolted to the torque tube which pushes back the header to Header Trailer fitment area.
The mounting assemblies are handed LH and RH, RH is shown and can be determined by the locking pins (B) engaging inwards through the hole in the mounting assembly.

The mounting assemblies are constructed to form a “U” shape around the ‘torque tube’ and then fasteners (C) secures it in position. The exact position along the width of the header can be seen on the previous NH and Case Configuration page and should fit in conjunction with ground contour skids sensor mechanism.



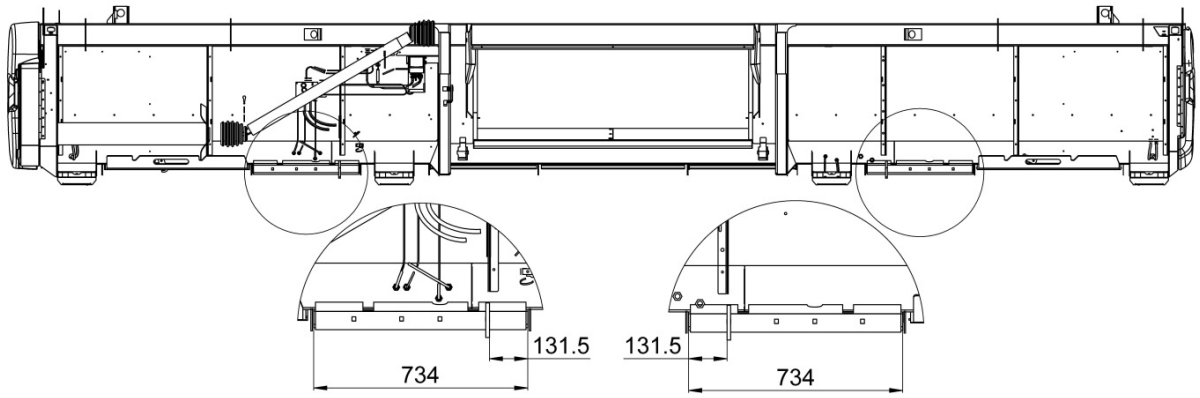
RH Mounting assembly



25’ (FOR SA & TA, 2011-2018 HEADER TRAILERS), 30’ (FOR TA, 2011 UP TO 2016 TRAILERS), 30’ (FOR FW, 2013 UP TO 2016 HEADER TRAILERS), 35’ (FOR TA, FW & FWS, 2013-2018 HEADER TRAILERS) & 41’ (FOR FW & FWS HEADER TRAILERS) NH 760 AND CASE 3050 SERIES HEADERS

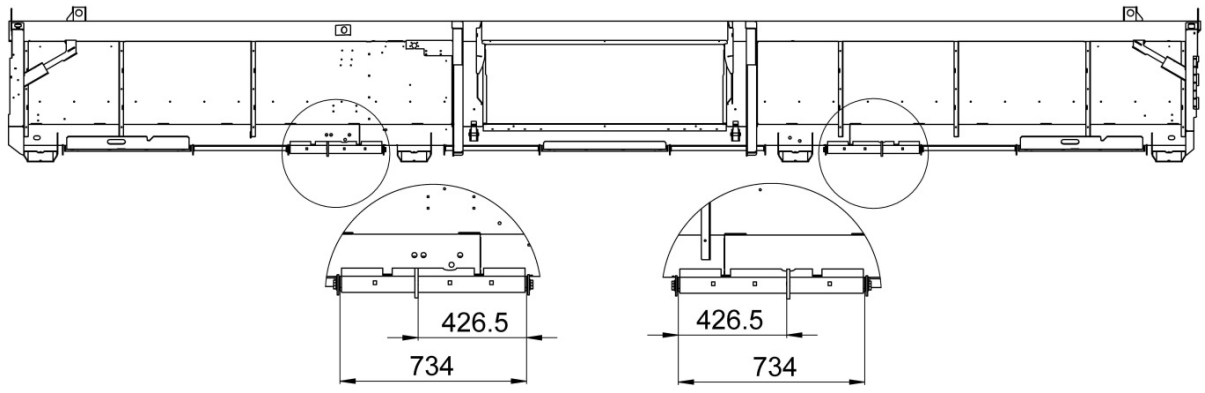
This type of header uses a different construction mainframe without the lower square box-section ’torque tube’. Due to this a different mounting bracket system is used that simply fit under the lower beam profile and are secured with fasteners, going through holes in flanges on the headers main frame structure.
Firstly identify the 2 brackets and their respective position to fit from below –
Note - variations in the mounting brackets depending if the header has 3 or 4 skids fitted.

<u>25’ header</u>



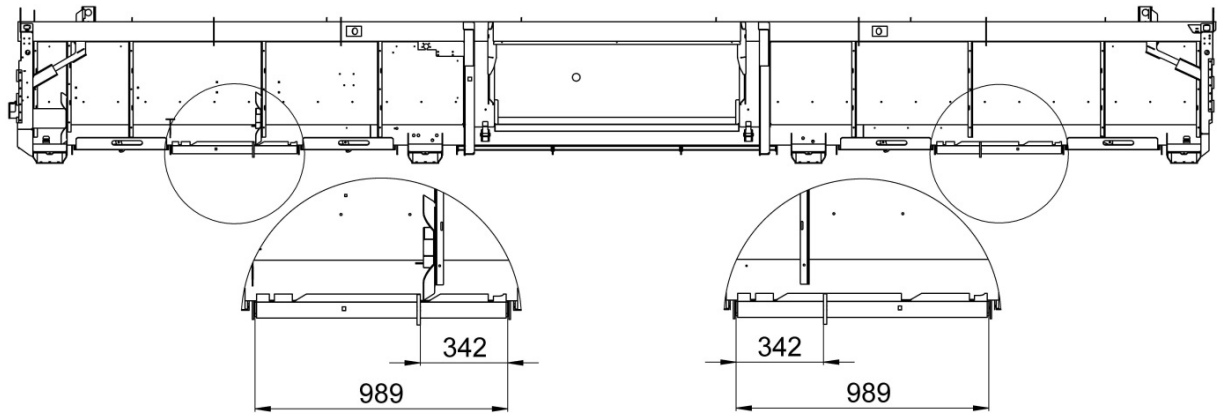
LH bracket – 241057 01 RH bracket – 241057 02

<u>30’ header – 3 skid type</u>



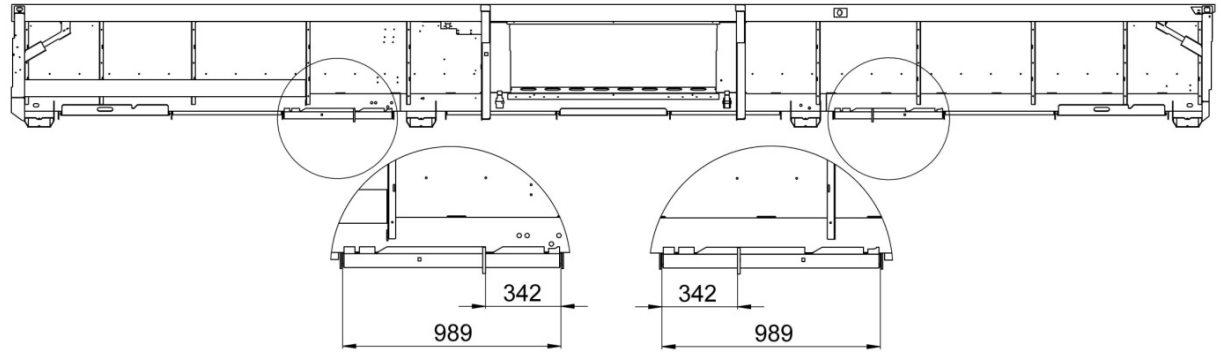
LH bracket – 241063 01 RH bracket – 241063 02
(NOTE – Swap LH and RH position for 9000FW model only)

30’ header – 4 skid type (2015 only)



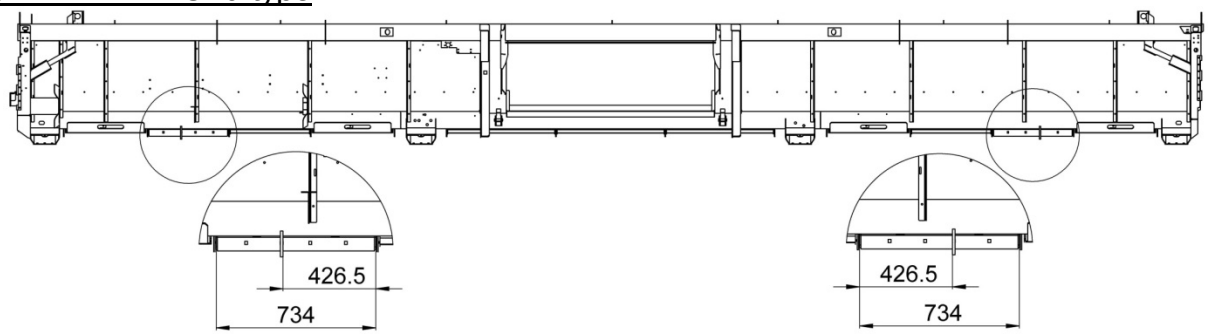
LH bracket – 241158 01 RH bracket – 241158 02

35’ header – 3 skid type



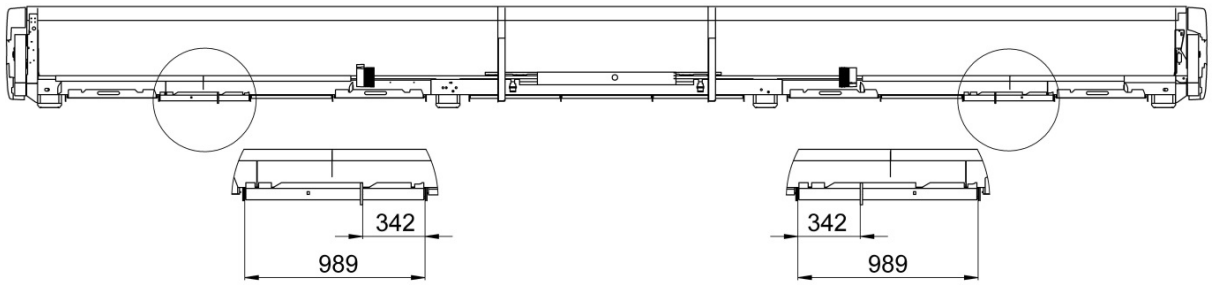
LH bracket – 241158 01 RH bracket – 241158 02

35’ header – 4 skid type



LH bracket – 241063 01 RH bracket – 241063 02

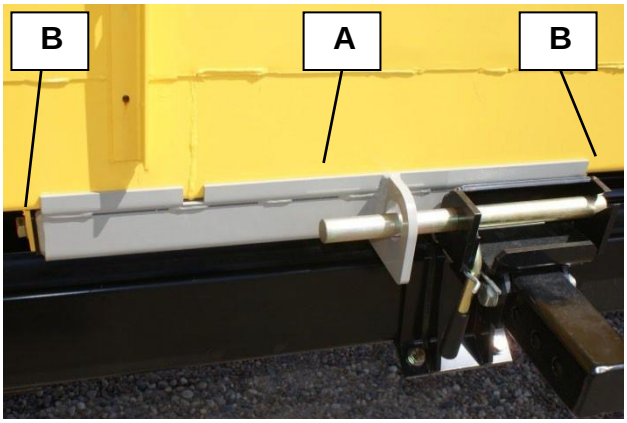
41’ header



LH bracket – 241158 01 RH bracket – 241158 02

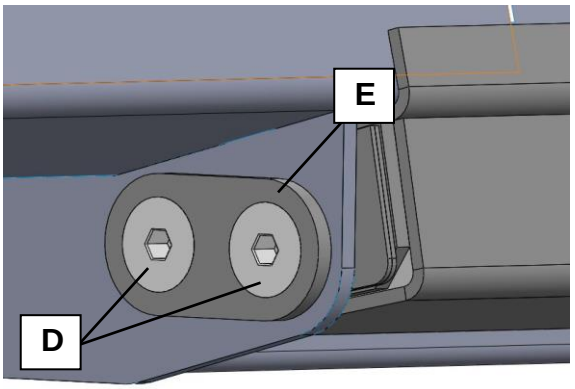
The brackets (A) should be narrower than the gap between the header flanges so packer plates (B), included, need to be inserted as required at both ends to take up clearances so as not to bend header flanges and possibly damage their weld. Offer up the bracket and with equal packers at both ends, retain with fasteners (C).
Note fasteners may be hexagon head type with locking washer or countersunk fasteners (D) and use a mounting plate (E) depending on header model & year. The countersunk fasteners and mounting plate are used when the locking brackets are mounted close to the header's contour following skids. By using these parts, no contact between the skids and the locking bracket is ensured. At this stage ensure the bracket is fully lifted and pushed forwards to contact the rear and underside of the beam and then just nip the fasteners, do not fully tighten. These can be fully tightened later on after the header has been positioned on the Header Trailer, ensuring the correct seating of the brackets into their respective front and rear cradles. With the weight of the header pushing down on the brackets the hexagon fasteners can be fully tightened to 225Nm (166 lb/ft)

LH bracket on 30' header (not FW model)



RH bracket on 30' header (not FW model)

Hexagon fasteners and locking washers

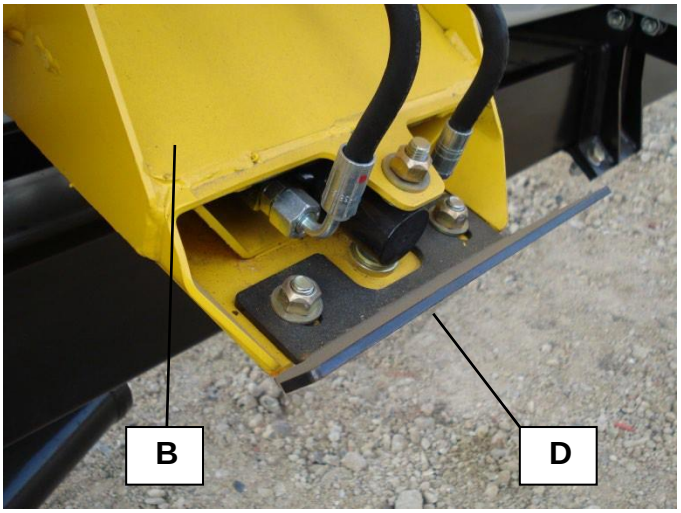


Countersunk fasteners and mounting plate, only fitted on outer positions.

If the fasteners used are the countersunk type, remove one at a time. The countersunk screws need a few drops of thread lock applying along its length and then re-fit and fully tightening as above. Repeat for the

30’ & 35’ (FOR FW, 2011 – 2013 HEADER TRAILERS) NH 760 AND CASE 3050 SERIES HEADERS

These headers fit to the Header Trailers using 4 individual cradle assemblies (A) that contact directly on the headers 4 vari feed slide ways (B). No front support beam is used to contact and support under the headers knife. The locking pin system (C) on these runs in line with the slide ways, front to back instead of side to side. The locking pins are only on the 2 inner cradle assemblies. On CNH headers up to April 2011 this locking pin simply entered into the open ended slide way. However on headers produced from April 2011 onwards a shield (D) was fitted by CNH to eliminate soil build up if reversed with the header low to the ground.
To enable our locking pin to work the CNH shield needs removing and replacing with a new Shelbourne Reynolds supplied shield. Note there will be 2 types, a handed pair each with a slotted hole for the inner cradles and 2 without a hole for the outer cradles. Ensure the correct part is fitted to correspond with the locking pins position.
Use the CNH fasteners to fit the Shelbourne Reynolds supplied parts.

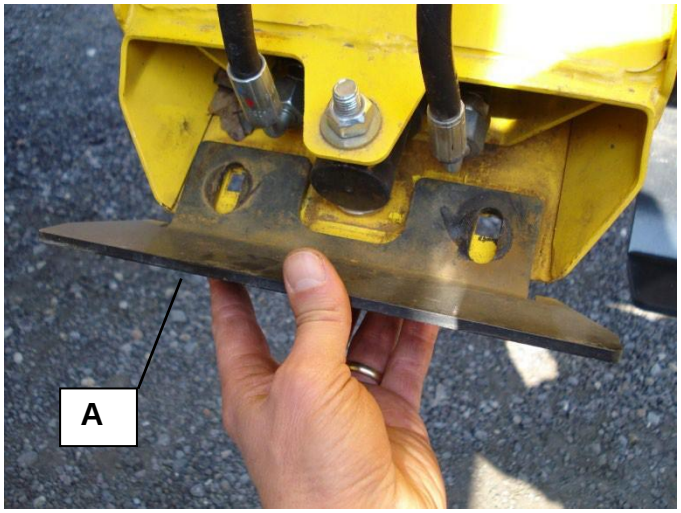


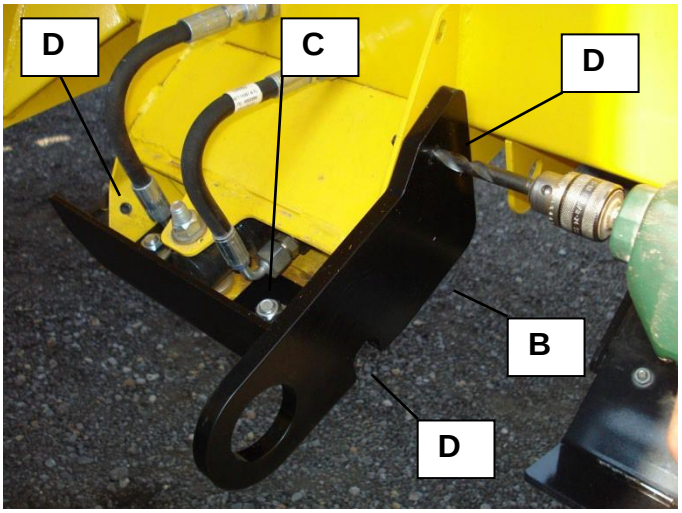
LH inner cradle and slide way

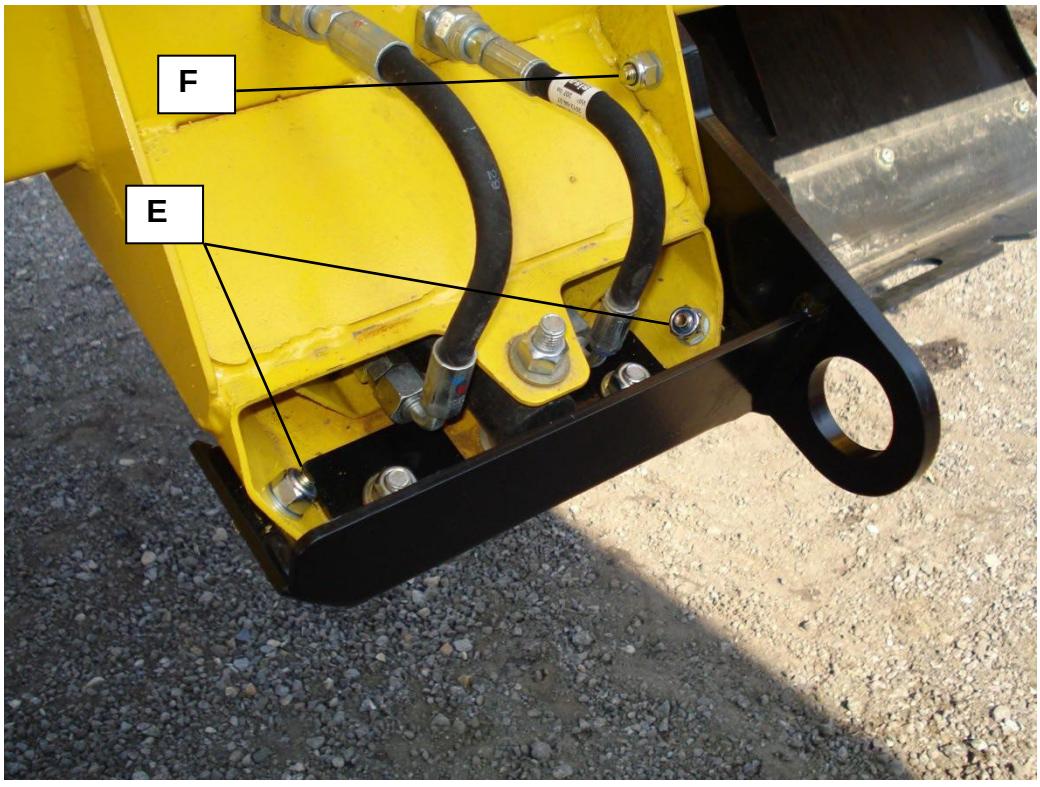
RH inner cradle slide way

16, 18, 20 & 22' (FOR SA & TA, 2013-2018 HEADER TRAILERS) & 30' (FOR TA & FW, 2016-MID 2017 HEADER TRAILERS) NH 760 AND CASE 3050 SERIES HEADERS

These headers use 2 mounting bracket (LH and RH) that bolt to the rear ends of the inner vari feed slideways. Firstly remove the 2 shields (A) that are standardly fitted by CNH. Identify the LH (front) and RH (rear) brackets. Note the hole for the Header Trailer locking pin should be on the outside of the slideway, i.e. the locking pins will lock outwards. The photo's below show the RH (rear) bracket (B). Bolt the bracket on using the 2 slideways previously removed shield fasteners (C). Drill 3 of diameter 11mm holes (D) in the slideway using the bracket as a template. Be careful not to contact and damage the hydraulic hose when drilling.
Fit supplied fasteners into the 3 drilled holes and fully tighten. Use the M10 x 30mm setscrews in position (E) and 35mm long in position (F)
Repeat for LH (front) side.

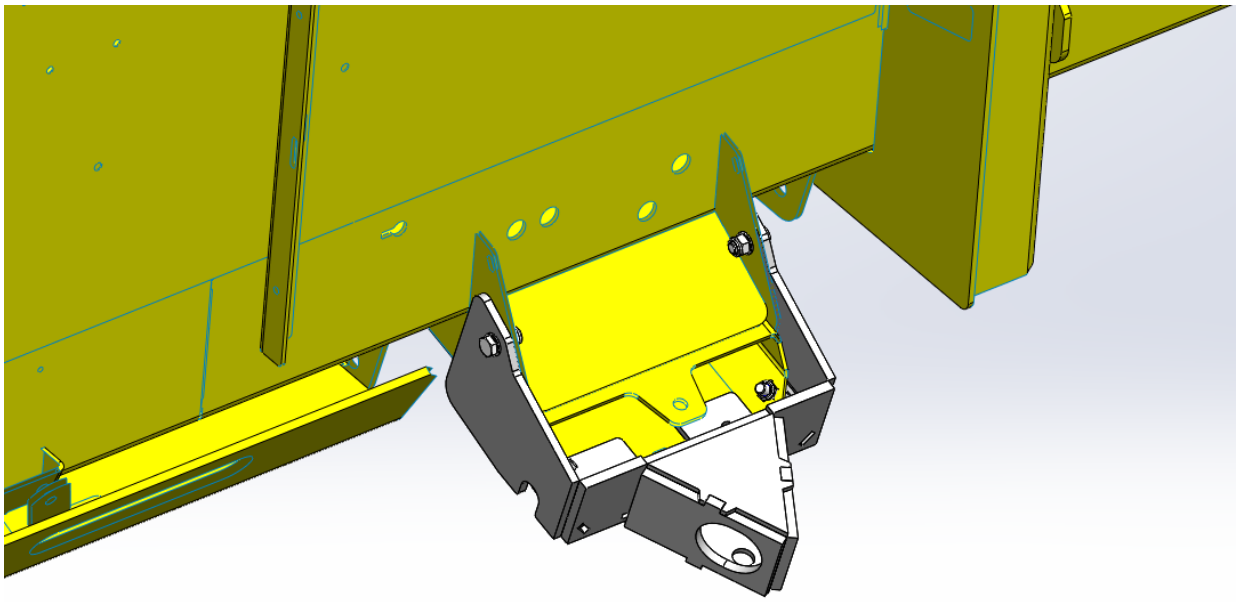


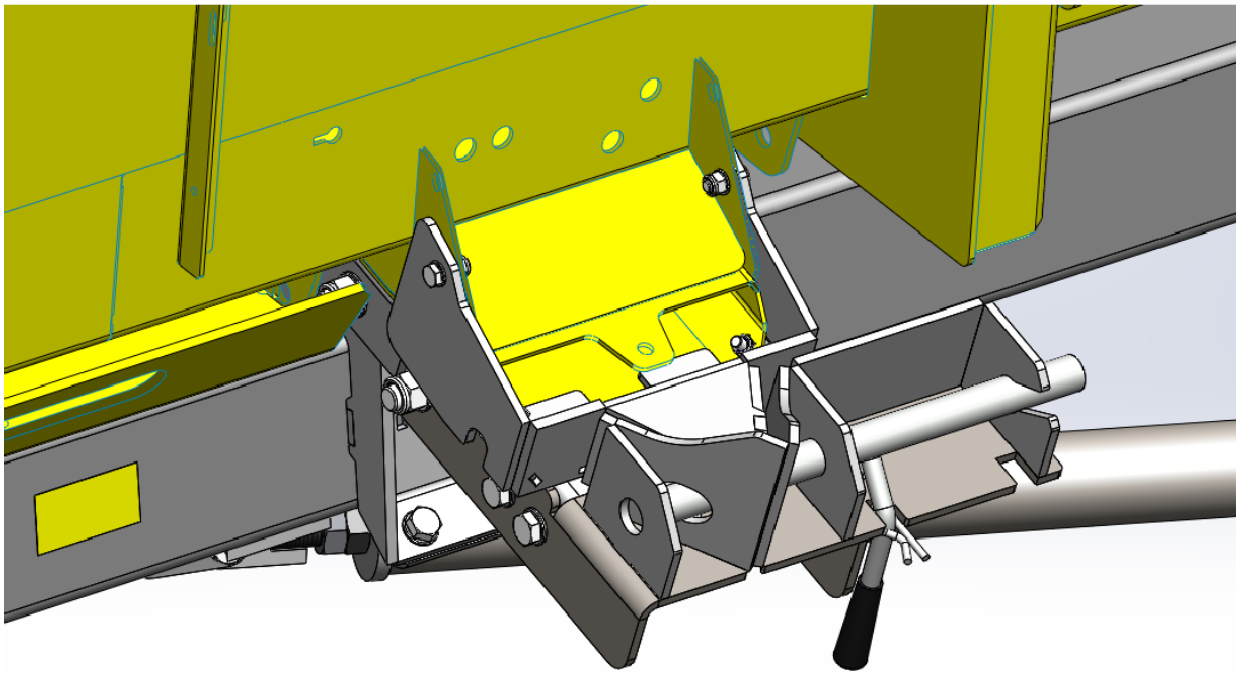




NH 760 & CASE 3050 16, 18, 20, 22, 30, 35, 41' HEADERS (30' MID 2017 & ON, ALL OTHERS 2018 & ON)

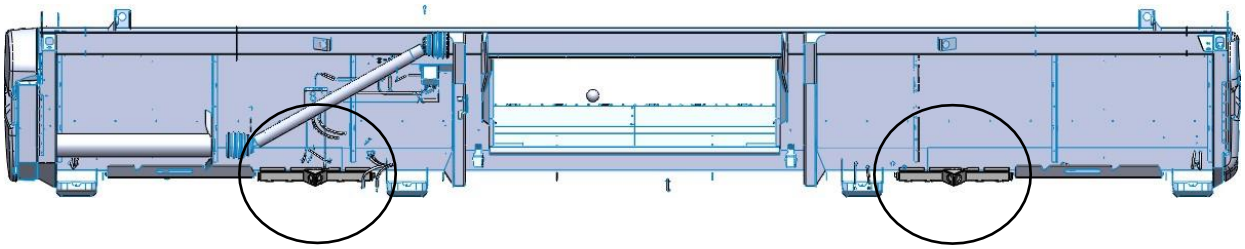
The V-Guide locking system implemented from 2018 (mid 2017 on some models) on all headers except for the 25' header should be fitted in a similar method to the brackets on the previous page. First remove the shields from the header. Then fit the V-brackets to the inner slideways and use the bracket as a template to drill the holes. Fit the supplied fasteners and fully tighten. The V-brackets are not handed so they can be fitted to either slideway. The pins then lock through the holes as shown below.

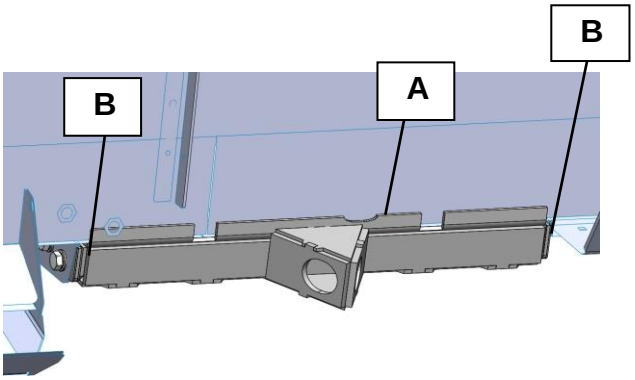


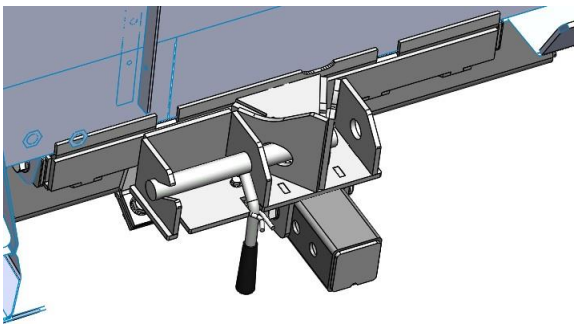


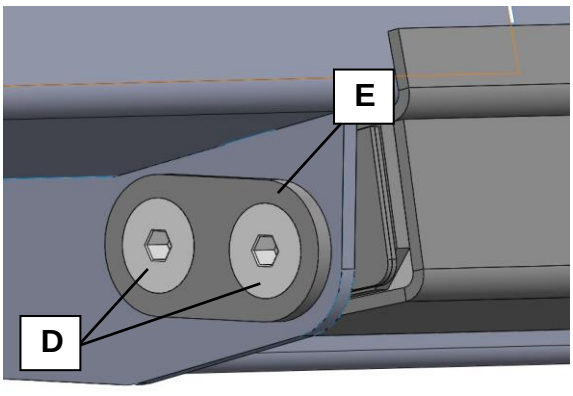
NH 760 & CASE 3050 25' HEADERS 2018 & ON.

The 2018 V-Guide bracket for 25' headers differ to other models to ensure the header is supported sufficiently. The brackets (A) should be narrower than the gap between the header flanges so packer plates (B), included, need to be inserted as required at both ends to take up clearances so as not to bend header flanges and possibly damage their weld. Offer up the bracket and with equal packers at both ends, retain with fasteners (C).
Note fasteners may be hexagon head type with locking washer or countersunk fasteners (D) and use a mounting plate (E) depending on header model & year. The countersunk fasteners and mounting plate are used when the locking brackets are mounted close to the header's contour following skids. By using these parts, no contact between the skids and the locking bracket is ensured. At this stage ensure the bracket is fully lifted and pushed forwards to contact the rear and underside of the beam and then just nip the fasteners, do not fully tighten. These can be fully tightened later on after the header has been positioned on the Header Trailer, ensuring the correct seating of the brackets into their respective front and rear cradles. With the weight of the header pushing down on the brackets the hexagon fasteners can be fully tightened to 225Nm (166 lb/ft)



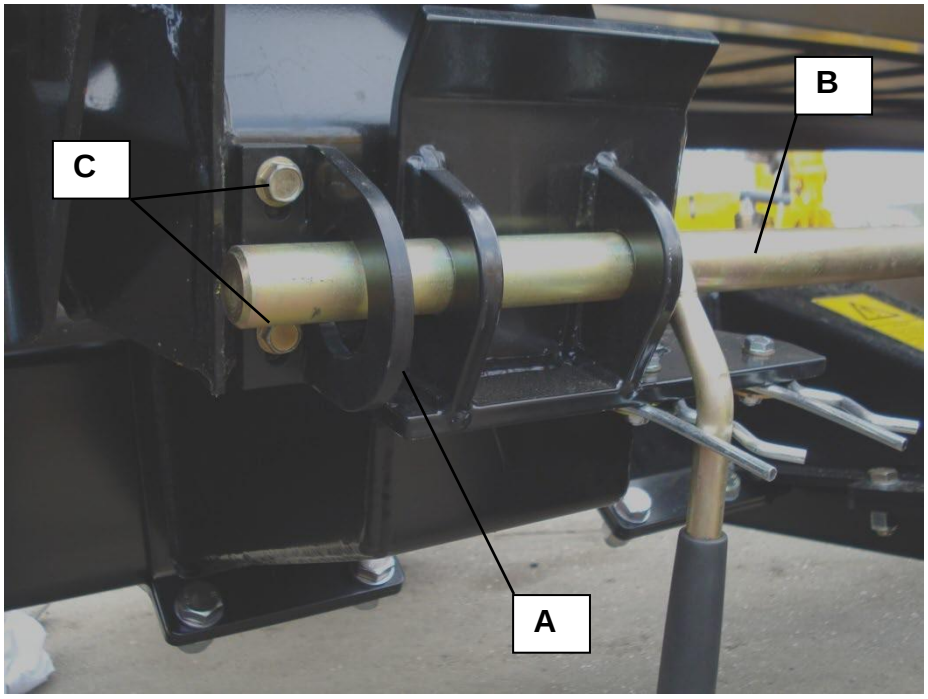




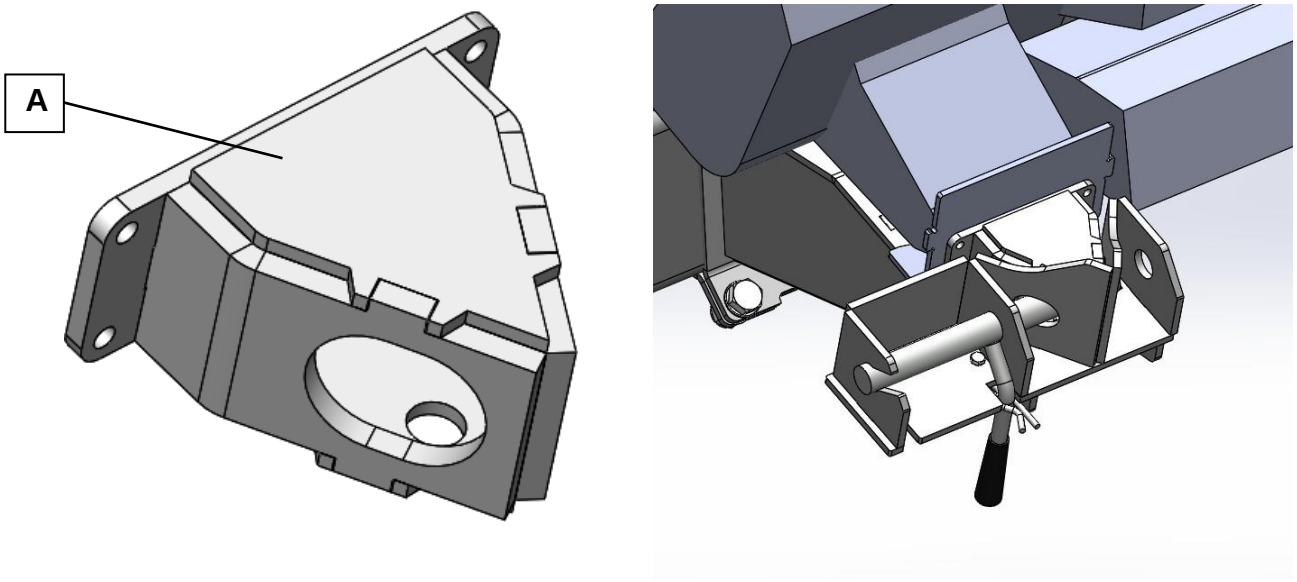


30, 35 & 40’ MACDON D60, D65 & FD75 SERIES HEADERS

To the rear of these headers 2 securing brackets (A) need fixing to allow the Header trailer locking pins (B) to engage into. Note the Pre 2017 brackets are handed LH (front of Header Trailer) and RH (rear of Header Trailer). They fit to the rear lower corner of the headers mainframe either side of the adaptor plate area, the below photograph shows the bracket fitted to the RH side. The 2017 & on brackets are not handed.
The brackets simply fix with 2 fasteners (C) for pre 2017 header or 4 fasteners for 2017 & on headers in existing tapped holes.



Locking bracket (Pre 2017)



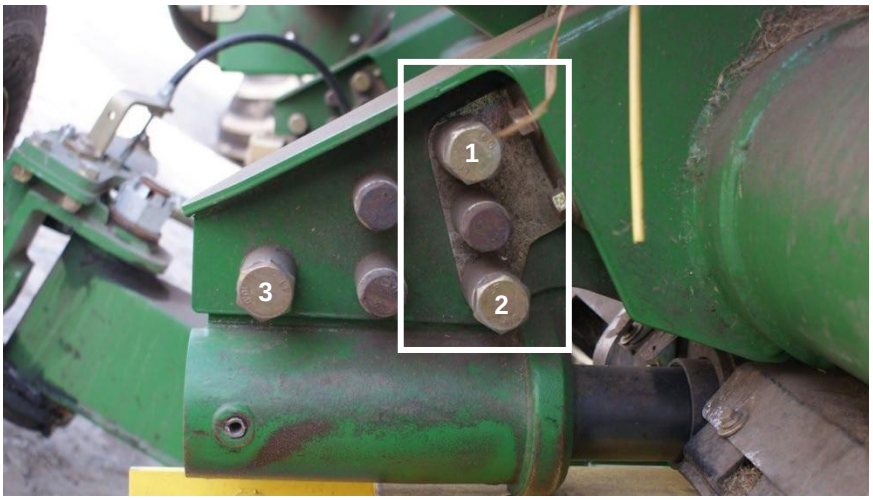
V-Guide locking bracket (2017 & ON)

JOHN DEERE 600X SERIES, (2015 ONLY HEADER TRAILERS)

To install the Header Trailer mounting brackets onto the 630X header correctly, new spacer bosses may need to be added.

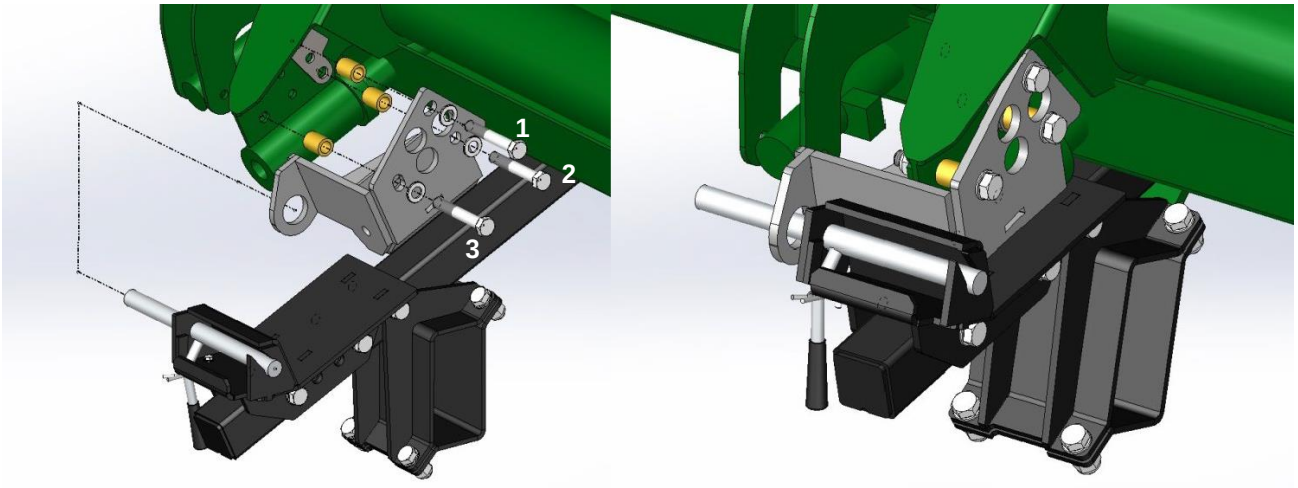
If the header has the bracket highlighted on the 2 mounting points where the header meets the Header Trailer brackets, then 2 new spacer bosses each side will be required. If the header does not use this bracket then new spacers will not be needed.

Before any parts are removed or replaced, consult the build spec pages to confirm the Header Trailers configuration is correct and the location of the mounting points.



Remove bolts 1 and 2 as shown above and replace the original John Deere spacer bosses with the Shelbourne Reynolds supplied spacer bosses if required. Remove bolt 3 and keep both bolt and the original spacer boss.

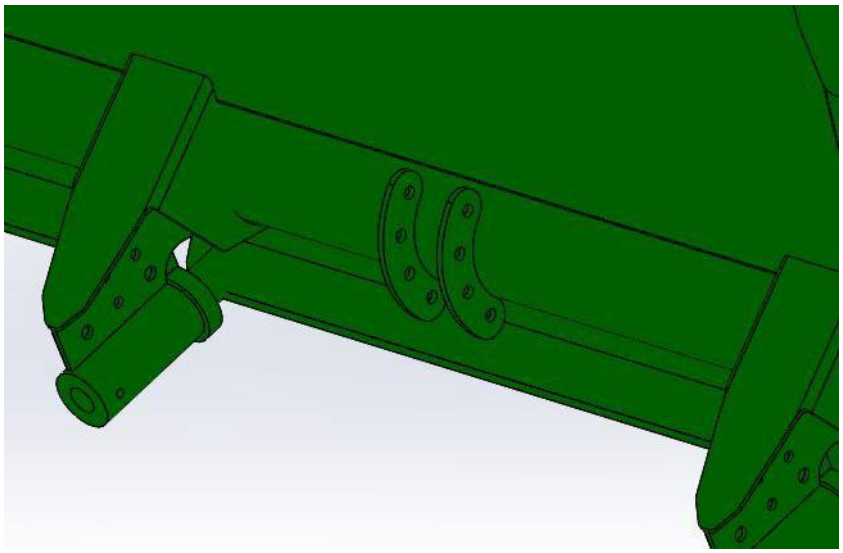
Fit the Header Trailer mounting bracket to the header as shown below. Re-use bolt 3 and its original spacer boss. For bolt 1 and 2, use the new, longer supplied bolts of the same grade with the new spacer bosses and tighten to the torque specified by John Deere.



Repeat the procedure for the other side. The finished assembly with header locked in place should look similar to the image above right, with pins locking inboard.

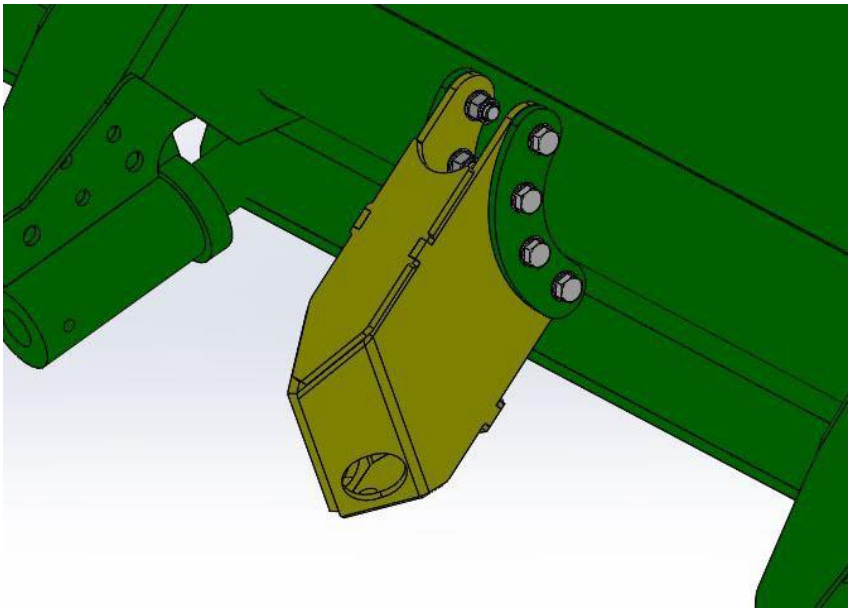
JOHN DEERE 600X SERIES, (2016 & ON HEADER TRAILERS)

From 2016, John Deere has provided fixing brackets on all 600X series headers, shown below, to mount a locking bracket on to the header to lock the header to the Header Trailer.



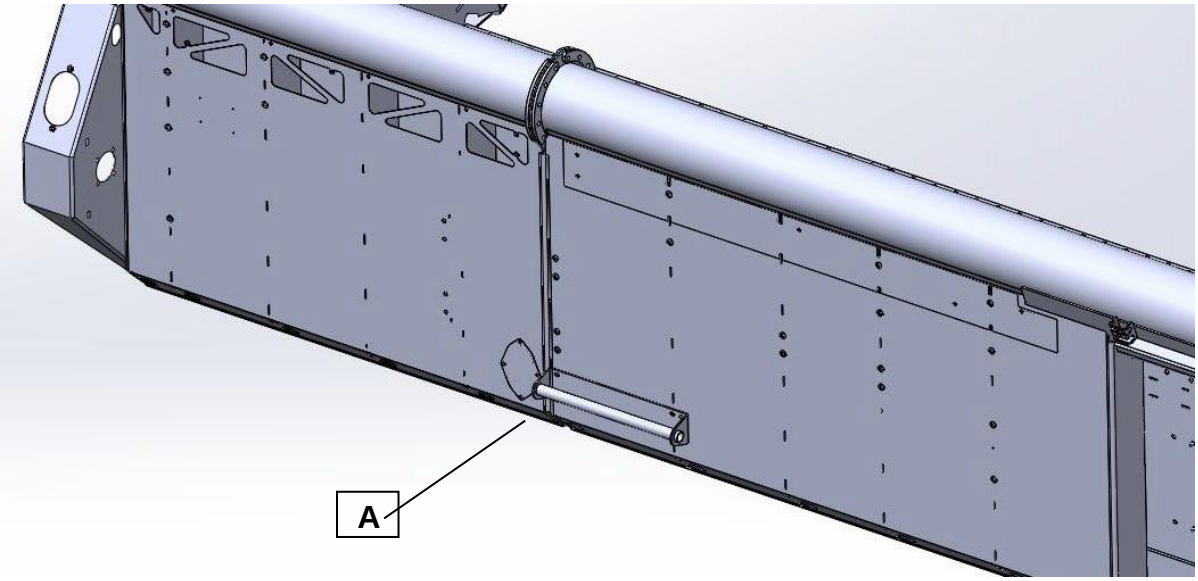
To mount the locking bracket to the header, use the M16 bolts, washers and nyloc nuts provided. Do not fully tighten the nuts and bolts at this stage, just nip them, so it allows the bracket to be moved up and down in its slots.
These can be fully tightened later on after the header has been positioned on the Header Trailer, ensuring the locking brackets slide fully into the ‘V’ shape locating brackets.
Test the locking pin slides in and out with ease and locks in to place, then fully tighten the nuts and bolts. The header may need to be lifted again to do this.
If the locking pin does not slide in and out with ease, check the position of the bracket and lift the header up to readjust the locking bracket on its slots.

Both brackets are identical and are not handed. When finished, the header and bracket should look like the image below.

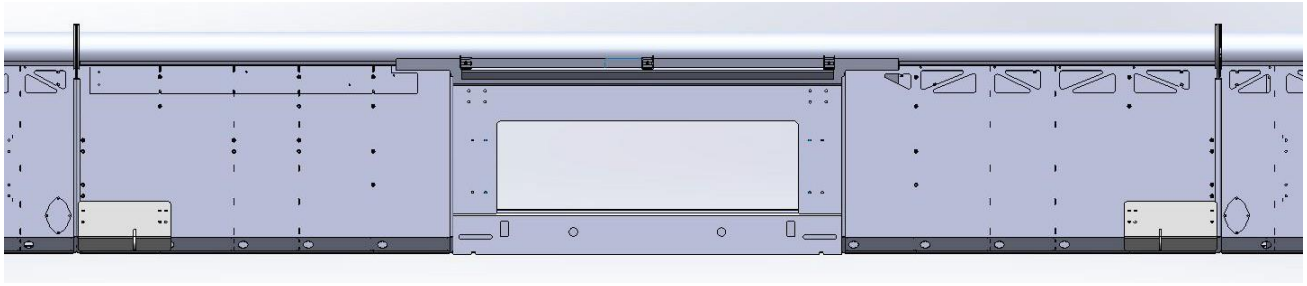


MASSEY FERGUSON/FENDT 35’ POWERFLOW (2015) & 30 & 35’ (2016-2018) SUPERFLOW HEADERS

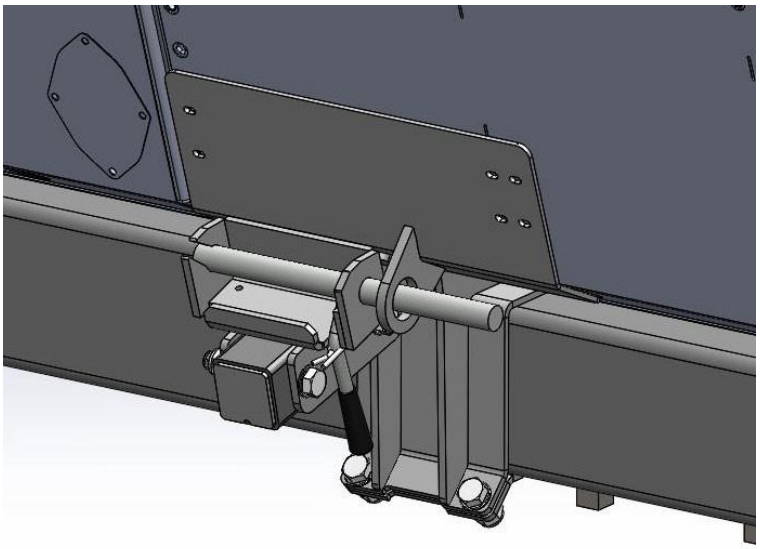
Before it is possible to mount the locking brackets to the header, the original MF bar brackets (A) bolted to the header on each side must be removed.



Use the bolts removed to bolt on the new brackets. Check the set up page for the Header trailer, as brackets are handed as shown below.

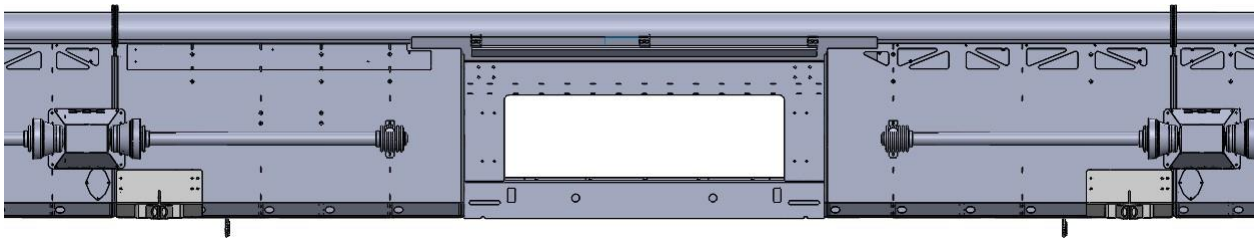


Once the brackets are mounted to the header, drop the header down onto the Header Trailer to check the pin engages with the mounting bracket as shown below.

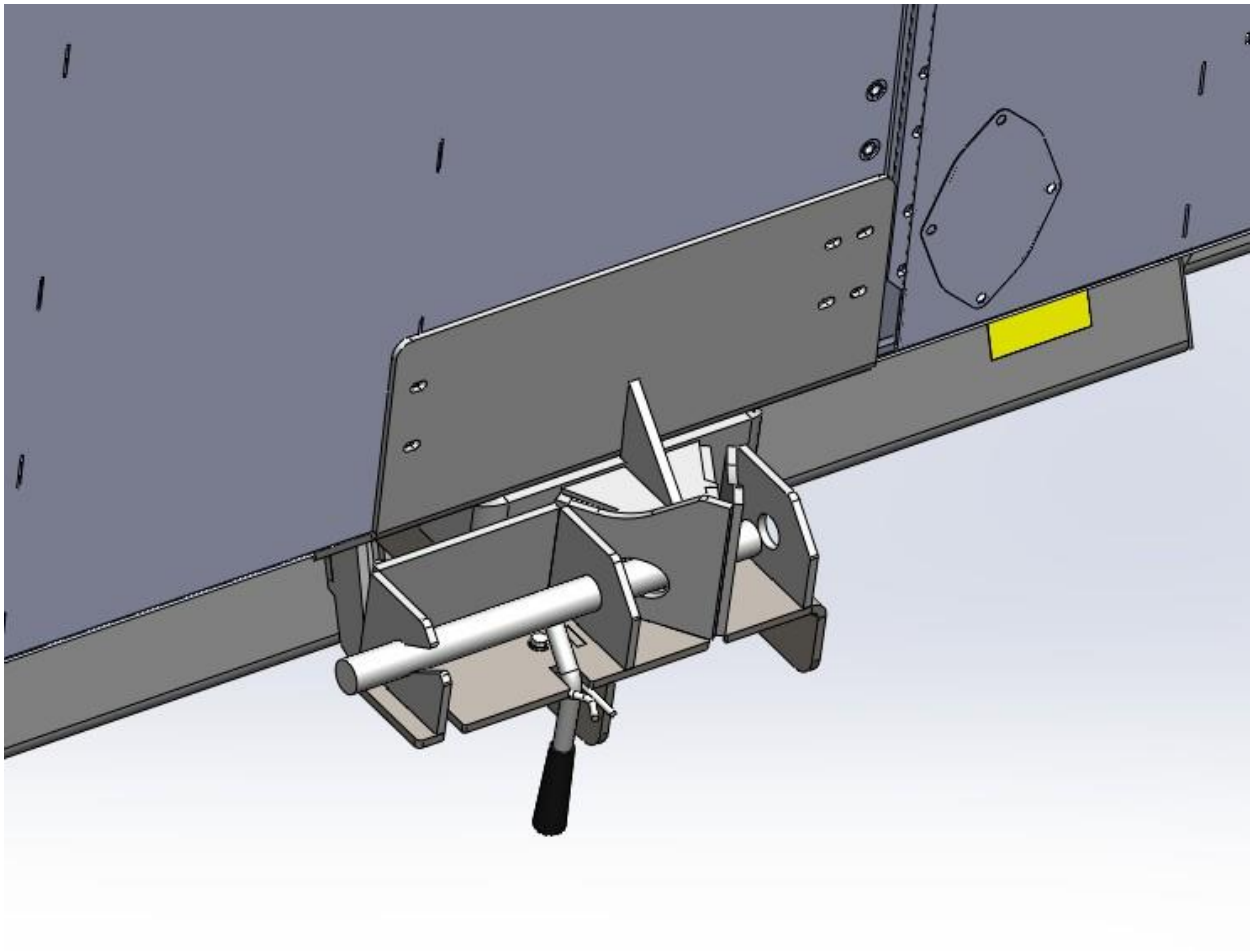


MASSEY FERGUSON/FENDT 30 & 35’ SUPERFLOW HEADERS (2018 & ON)

The 2018 V-Guide brackets for Superflow headers are fitted in the same location and in the same way as on the brackets on the previous page.



The V-Guide bracket as shown below is not handed and can fit to either side of the header.



5.4 FITTING COMBINE DRAWBAR.

To attach a Header Trailer to a combine harvester, the combine will need a suitable drawbar. Certain combine manufacturers standardly fit drawbars where as others supply as an optional part.
Shelbourne Reynolds produce a wide range of Header Trailer drawbars.
The following explains assembly of the more involved types.

ASSEMBLY INSTRUCTIONS FOR COMBINE DRAWBAR TYPE - JD CTS & WTS (Both W & T series)

This combine drawbar is intended for use only with John Deere CTS & WTS combines, and only for towing Header Trailers type C6000/C7500 & C9000 models.

DO NOT USE IT FOR ANY OTHER PURPOSE including pulling the combine backwards.

Refer to the following example parts drawing or see Parts Manual, MAN-12100, for full parts listing / illustrations for guidance

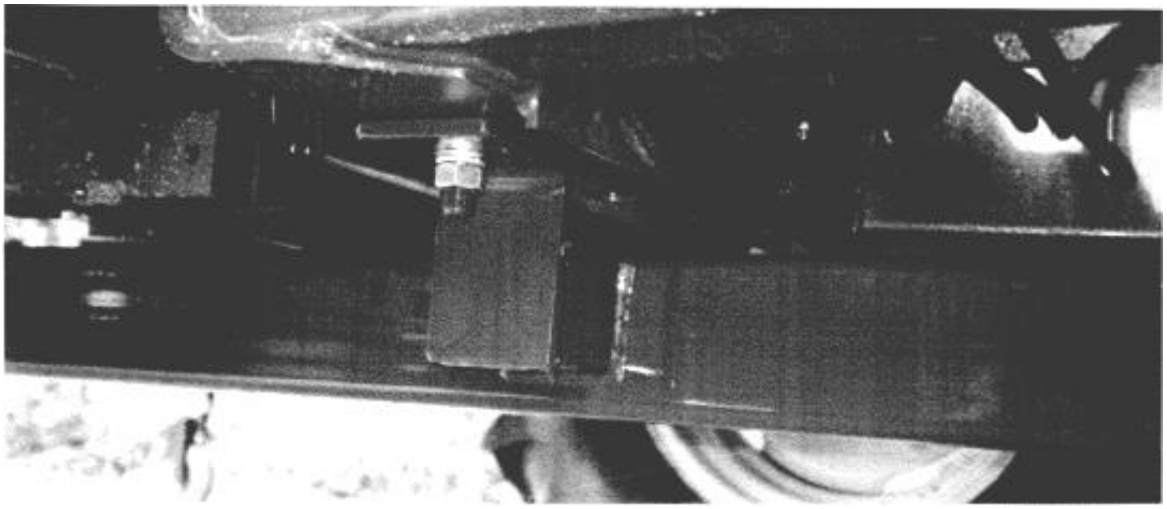
KIT-04035 CTS LEVEL LAND KIT-04036 CTS HILL MASTER
KIT-04037 WTS LEVEL LAND KIT-04038 WTS HILL MASTER.

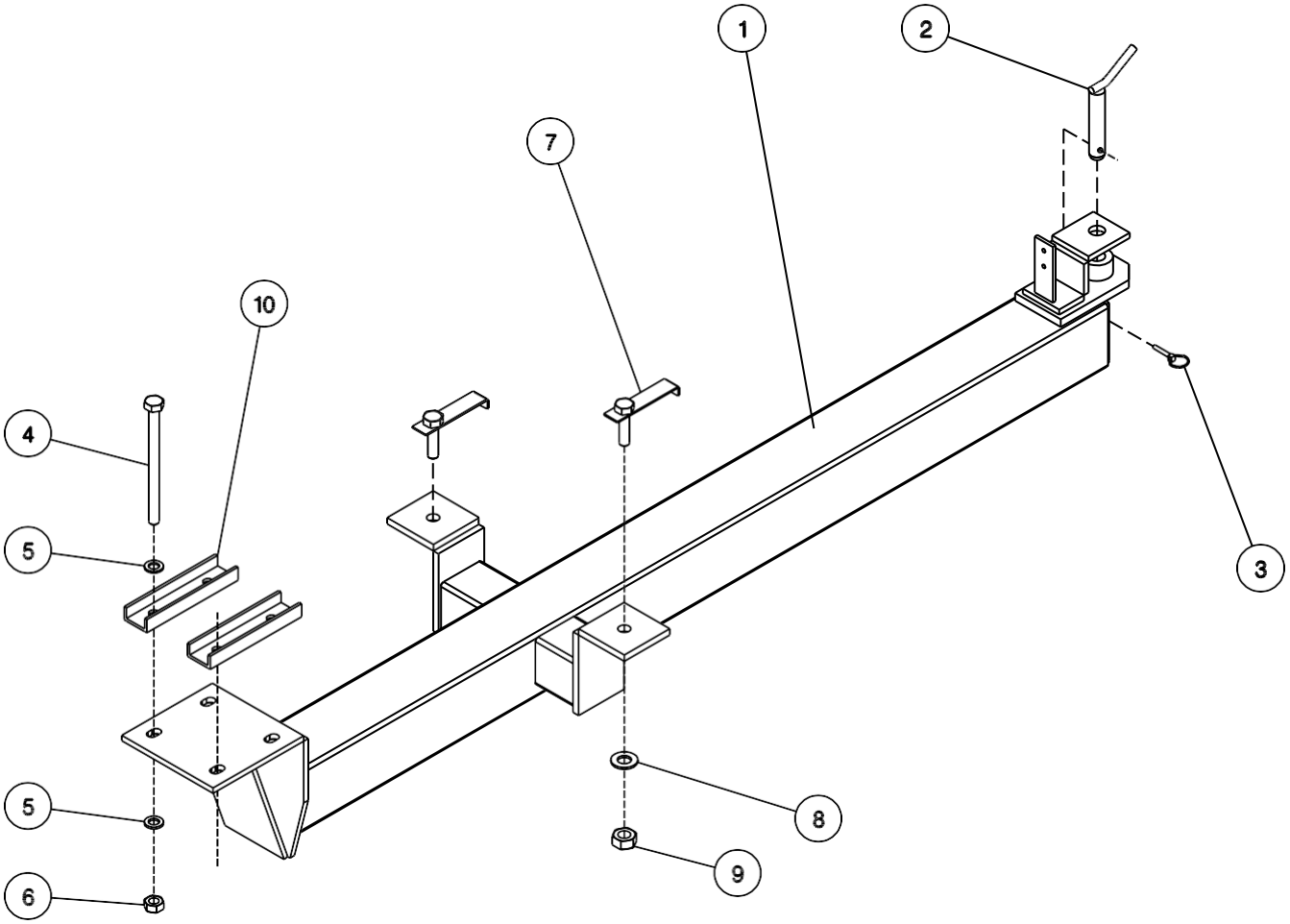
TO FIT THE DRAWBAR TO THE COMBINE

⚠ Fitting of this accessory should only be undertaken by suitably qualified persons working in a safe workshop environment. Safe working practices must always be adhered to.

Before fitting the combine drawbar, always perform a ‘SAFE STOP’.

Looking under the rear of the combine identify the rearmost chassis member that carries the axle trunnion pin; this member has 3 of 50mm diameter round holes punched in it, and to either side of these holes 2 of 50 x 22mm punched slots. These slots will be utilised to bolt the rear brackets on the drawbar to the combine.





KIT-04035

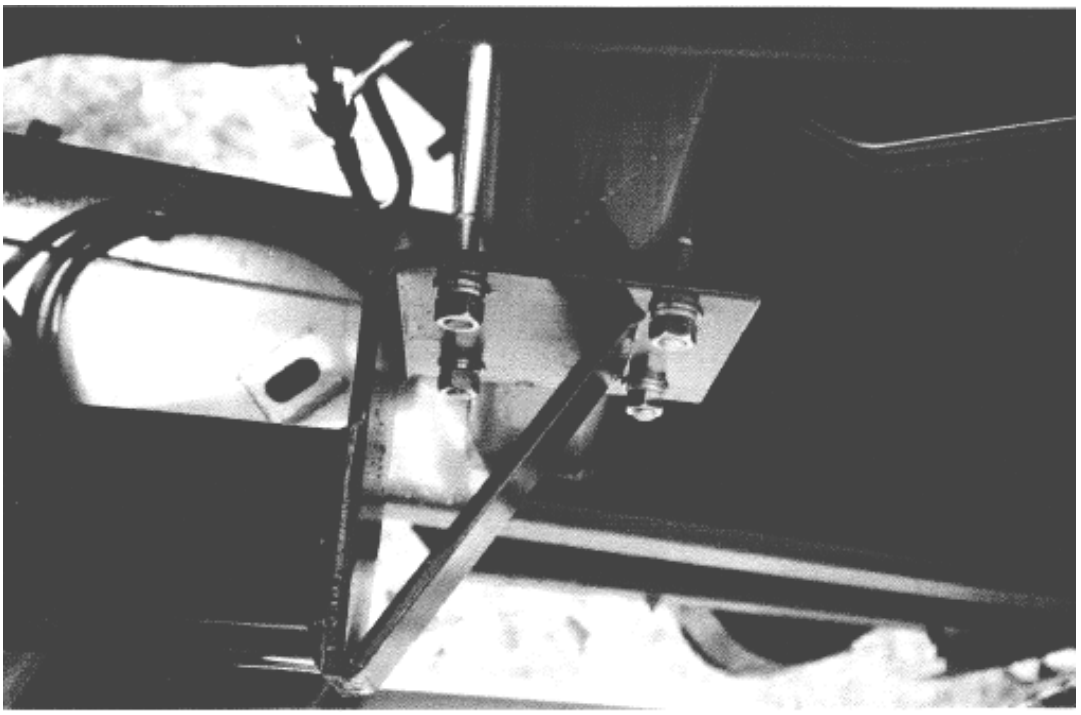
Identify item 7 (bolt welded to a locating tab) and pass each bolt upwards through the outer of the 3 of 50mm diameter holes in the combine chassis member, drop these bolts down through the slots in the chassis member. The locating tab should engage with the 50mm diameter hole. The purpose of this tab is firstly, to facilitate placing the bolts down through the slots and secondly (and more importantly) to prevent the bolt turning when its nut is tightened as there is no spanner access to these bolt heads.

Now offer the drawbar to the rear underside of the combine, so that the drawbar towing clevis is to the rear and approx. level with the rear of the chaff spreader deflectors and central to the combine.

⚠ This drawbar weighs approx. 55KGS. – only use appropriate mechanical means of lifting it up to the combine e.g. a trolley jack; do no not work directly under the drawbar unless it has been adequately supported. Ensure the drawbar remains fully supported until all fixings have been securely fastened.

Moving to the front of the drawbar, place 4 of M16 x 220mm bolts and flat washers (items 4 and 5) down through the 2 of. channel straps (item 10) (i.e. the bolt heads and plain washers

should sit inside the channel) and then position the 2 channel straps on top of the box section chassis member so that the bolts drop down into the slots in the large angle bracket that is at the front of the drawbar.



Check that the drawbar is square to the combine and fully tighten all 6 bolts.
The drawbar is now ready for use.

DO NOT EXCEED A MAXIMUM STATIC LOAD OF 350KGS.

5.5 FITTING HEADER TRAILER TOW EYE HOLE REDUCER.

This kit comprises of a split insert / thimble reducer, taking the standard 50mm hole down to 40mm. It is to suit certain Combines manufacturers supplied DIN auto-hitch drawbars.
The insert is simply a press fit from the top surface into the 50mm hole.
NOTE – the outside profile of the tow eyelet will need dressing / grinding down to allow the pin to engage without the outer profile clashing in the hitch.
IMPORTANT - Only take the minimum amount off (min required outside diameter = 102mm) and also ensure it clears when pivoting in its fully side to side movement range. Contact SRE if unsure.

5.6 HEADER TRAILER INITIAL SETTING UP / COMMISSIONING

When setting up the Header Trailer it is important to ensure correct personal safety. Always follow the instructions stated in section 2 Accident prevention.

All Shelbourne Reynolds Header Trailers have a number of adjustments built in to ensure that the Header Trailer can be set up to fit a wide range of header / combine combinations or variations.

In order to ensure that the Header Trailer and header fit properly it is important to take a small amount of time making some adjustments and checks the first time a header is presented for loading.
NOTE - it is essential to use the actual combine that will be using the header – a different combine might, for instance, have a different loading angle due to non-standard tyre equipment, etc.
Check that the combine's tyres are correctly inflated.

Ensure that the header is correctly fitted with the 2 'locking brackets / shoes' that are used to secure it to the Header Trailer (see section 5.3).

Follow the below procedure -

(1) If the Header Trailer is free standing, park on level ground, with the parking brake applied (by either tightening the M16 screw forcing onto parking jacks wheel, positioning the wheel chocks or applying the hand brake lever, if hydraulic brakes are fitted).
Adjust the parking jack (SA and TA models) to level the chassis / mainframe to the ground. If the Header Trailer is attached to a tractor, park on level land and perform a 'SAFE STOP'.
Ensure that the locking pins are in the withdrawn position; the pin handles should sit in the retaining slots that do not have a spring clip retainer. Note some models may have inboard locking pins and some models may have outboard locking pins. Check the manual page to confirm.
Except for 15' NH & Case which is the opposite way around.
30' and 35' NH 760 and Case 3050 using the 4 cradle / slide way system have pins that should be positioned backwards for header loading / un loading.
For FW/S models with a central marker kit ensure that the marker is fully positioned away from the support beam to ensure it does not clash on first fitment.
For C12000FW/S with 40' CNH headers ensure that the reel support is set into its lowest height position, fully retracted so the curved support is right down on to the fixing bracket.

(2) With the header already on the combine ensure all the hydraulic and electrical services / drives from the combine to the header (as per the combine manufacturer's instructions) are disconnected. The reel should firstly be positioned fully retracted backwards (fore / aft) and fully down.
If the header is a Vari feed type with a hydraulically extending front to back auger trough / floor again this should be retracted backwards to make the header compact, back to front. Crop dividers, if fitted, should be removed or rotated to reduce the front to back width. All guards should be secured and the PTO stored correctly. Header should be in a road worthy condition.

(3) With the header fully raised on the combine, approach the Header Trailer from the LH, nearside, with the centre of the header aligned to the centre of the Header Trailers brackets. On TA and SA models the axle can also be used as a central guide. Ensure the header is both levelled to the Header Trailer and parallel to it. This can be easily checked by eyeing the cutter bar to the cutter bar support beam or even a chassis member on the Header Trailer during the approach; use the Lateral Float / Contour Master to level the header to the Header Trailer if required.

(4) Very slowly drive forward with the header going over the Header Trailer until the main cradles evenly appear at the back of the header. If at any point during the loading of the header a bystander enters the area, perform a 'SAFE STOP' until the bystander is clear and it is safe to resume loading again.

(5) Stop when the back of the header shoes / CNH square beam / torque tube / locking brackets are approx.100mm (4”) forward of the of the Header Trailer cradles in which they engage, apply the combines parking brake.
Now release the header to combine elevator locking pins / device.

(6) Gently lower the header down until the underside of the cutterbar is in contact with the support beam on the Header Trailer; or the front of the 4 cradle / slide ways. At this point either the “shoes”(on the JD header) or the “square beam / torque tube” or brackets (on the CNH header) should be starting to engage with the sockets at the back of the main cradles, with a gap between the bottom and cradle of about 25 - 50mm (1 – 2”).
If this gap is more or less than this, then raise the header fully, engage the feeder lift cylinder stop, before adjusting the angle of the 2, 4 or 6 arms / cradles, using the front adjustable links (and additional stay assembly if fitted with Zurn extension), to achieve this required gap.
If the gap is bigger, then the arms / cradles are too steep and it may be difficult to load the header and if there is little or no gap then the combine feeder housing may not part off the header.
Both / all arms / cradles must always be set at the same angle, measure centres of adjustable link to achieve this.
Tighten lock nut on adjuster links when correctly set!

(7) With the angle set correctly, lower the header fully, ensuring full engagement into the rear cradles. Continue lowering until the header is fully detached from the combine.

NOTE - With Header Trailer configurations that use a second support beam, i.e. Zurn / Cheval extension or JD Premium flow, further adjustment could be required to the additional / furthermost forward support beam.
This support beam tube will contact the cutterbar when at initial unloading but when finally the header is fully seated in the rear cradles the inner support beam should take the weight and the forward one should either just make contact or be very slightly away.

NOTE – On SA and TA models the stub axles are bolted to the main axle and can be set in 3 different height settings. The previous configuration drawings list the factory standard setting for the combine make. If for some reason a set up / operator requires a different setting it can be easily adjusted. The combine header needs removing before doing this and afterwards ensure all stub axles are set at the same height position.
The angle of the arms could need re adjusting if stub axles are moved to a different height.

(8) The header can then be locked on by simply sliding the 2 locking pins fully on the Header Trailer towards the Header Trailers corresponding hole / loop on the ‘locking brackets or shoes’. Ensure they fully engage and then push the handle on the pin down into the spring-clip to retain it.

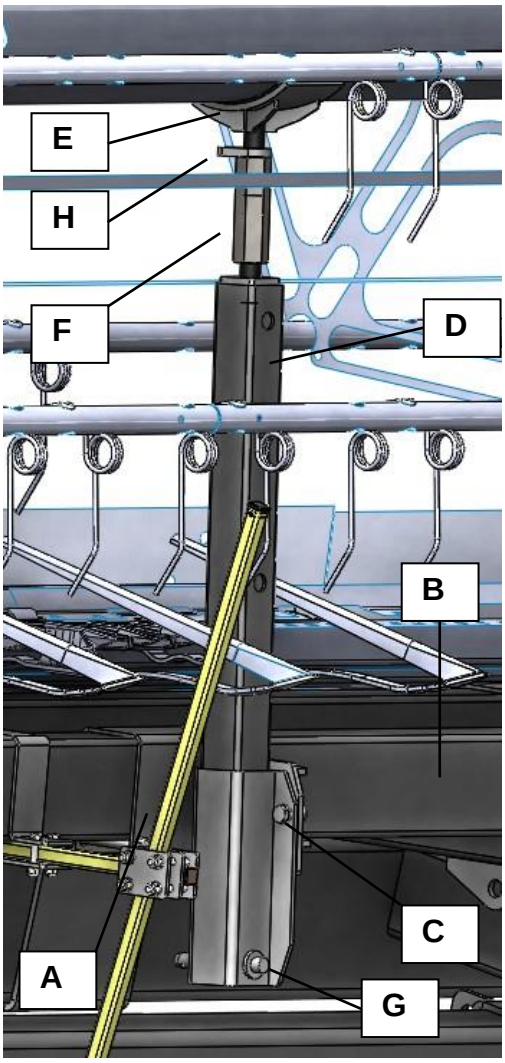
NOTE - The 25’ and 30’ NH 760 & Case 3050, up to 2011 Header Trailer bracket system and 30’ & 35’ NH 760 and Case 3050, using a 2 or 4 cradle / slide way bracket system also have 2 ratchet straps to retain the header to the Header Trailer.
These need hooking into the underside rear of the crop divider slot in the end of the headers mainframe and then hooking onto the bolt below the bottom fixing of the adjustable turnbuckle. The ratchet strap will keep the header forced back into the Header Trailer shoes / locking brackets and MUST be fitted before transporting.

(9) The combine can carefully be reversed away from the header paying attention to not contact the underneath of the elevator with the Header Trailer tyres.

(10) For FW/S models with a central marker, now that the head is sitting on the Header Trailer the marker can be finally adjusted and set. The vertical marker needs to be central to the header brackets, note the horizontal marker and clamp will be 25mm (1") off set. Adjust the position of the vertical marker to approx. 150mm (6") from the tip of the knife fingers. Also the amount the vertical marker sticks upwards and leans forward can be adjusted to alleviate clashing with the reel.

(11) For C12000FW/S models with a 40' CNH header, the reel support will also need some final adjustment.

Depending on whether lifters are fitted or not the fixing bracket (A) might need sliding along the support beam (B) to be positioned between them.
Initially slacken off the 2 fasteners (C). The reel support (D) should be easily raised through the reel, possible having to turn the reel by hand to allow a clear passage. The end curved support (E) should be fully retracted on the LH & RH threaded turnbuckle assy (F). Raise the support so that the retaining pin can be fitted in the lower hole (G). Holding the curved support to match the reels central tube and pivoting the support fore or aft, extend the turnbuckle assy so the curve engages snuggly onto the reels tube. Once contacted continue jacking up the assy by approx. 1-2 turns more to take some of the reels weight. Tighten the 2 fasteners (C).
Lock the locking tab (H) onto the turnbuckle assy to stop it from self-loosening.



(12) The telescopic drawbar has varying longitudinal positions; the short position is generally used when towing with a tractor, and the longer position for towing behind the combine. The drawbar can be moved from one position to the other by removing the lynch pin and pin and sliding the drawbar in or out of the mainframe / chassis. **ALWAYS REPLACE THE LYNCH-PIN** in this pin correctly; if it becomes damaged in any way replace it with a new one. **ALWAYS CHECK** that the towing vehicle has sufficient clearance to the end of the header at all times, especially with regard to turning and negotiating dipping gateways, etc. Pay special attention to the straw chopper hood on some models of combine.

SA & TA Models. There are 2 types of telescopic drawbar –
(a) one that has a standard 50mm (2") eyelet welded directly to the drawbar beam
& (b) that has an eyelet assembly that bolts to the end of the drawbar's clevis.

Both the above have height adjustment, by either removing the draw bar from the mainframe / chassis and turning it over for (a) or removing fasteners and raising / lowering or rotating the eyelet assembly in the drawbars end clevis for (b).
The drawbars height should be set to give as close to level mainframe / chassis as possible when being towed.

FW/S Models. This Header Trailer has a telescopic drawbar that is not so height critical due to it not affecting the levelness of the chassis. It can however be removed from the fixed drawbar and turned over if more suitable. If the Header Trailer is to be towed behind the combine and the optional drawbar support spring kit is fitted, set the springs to require a suitable drawbar height. To do this, first extend the drawbar to its desired length. For large adjustment, remove the bolt connecting the chain links to the front steering pivot and replace in a different chain link. Ensure both sides chains are of equal length. For finer adjustment use the turn buckle adjusters.

(13) Hitch the loaded Header Trailer to the combine and / or to a tractor and check that neither towing vehicle fouls the end of the header or the parking jack (standard on SA & TA models), especially when turning on full lock.
If required, loosen the jack mounting fasteners and reposition the jack along the mainframe / chassis to obtain clearance.
NOTE – the jack mounting bracket can be rotated (SA & TA models) to raise / lower the jack's attachment point to the bracket. Check the jack's minimum and maximum range of movement and its height suitability and rotate bracket if necessary.
If OK retract the jack by turning the handle, rotate 90 degrees on fixing bracket so jack wheel goes backwards and again check for clearance on header and when tight turning on towing vehicle. There are 2 types of jack –
(1) A type that uses a square male / female socket, which you have to manually remove from the bracket, hold and rotate and then fit back onto the brackets socket
(2) A type that constantly restrains the jack to the bracket at a pivot point and has a sprung loaded release pin mechanism that secures the jack at 90 degree positions.
For FW models, without the drawbar support spring kit fitted, the drawbar foot will be resting on the ground until hitched to the towing vehicle. The drawbar can be easily lifted and swung side to side, by forcing the front wheels to pivot to allow the drawbar to be hitched. Once correctly hitched the foot's pin can be withdrawn to allow the foot to be raised and secured up away from the ground.

(14) If a lighting set is fitted (standardly or optionally, dependant on model) then plug it in to the towing vehicle and check that it operates correctly (lighting is a legal requirement on Header Trailers when used on public roads and must be in working order at all times). Ensure that the wire does not hang down too low or catch on anything. Ensure that there is sufficient length for tight turning.

The light board's rearward position needs checking / setting. It needs to be set level or just back from the header to give good visibility. On some models this is simply done by removing a single fastener and then telescoping the light board in or out from the mainframe / chassis socket. Once set re fit the fastener and tighten.

Later production light boards use a sprung loaded arm system giving a breakaway movement if they get caught on an obstacle. Ensure the arms are set in the fully outwards position so the lights are facing rearwards whenever being towed.

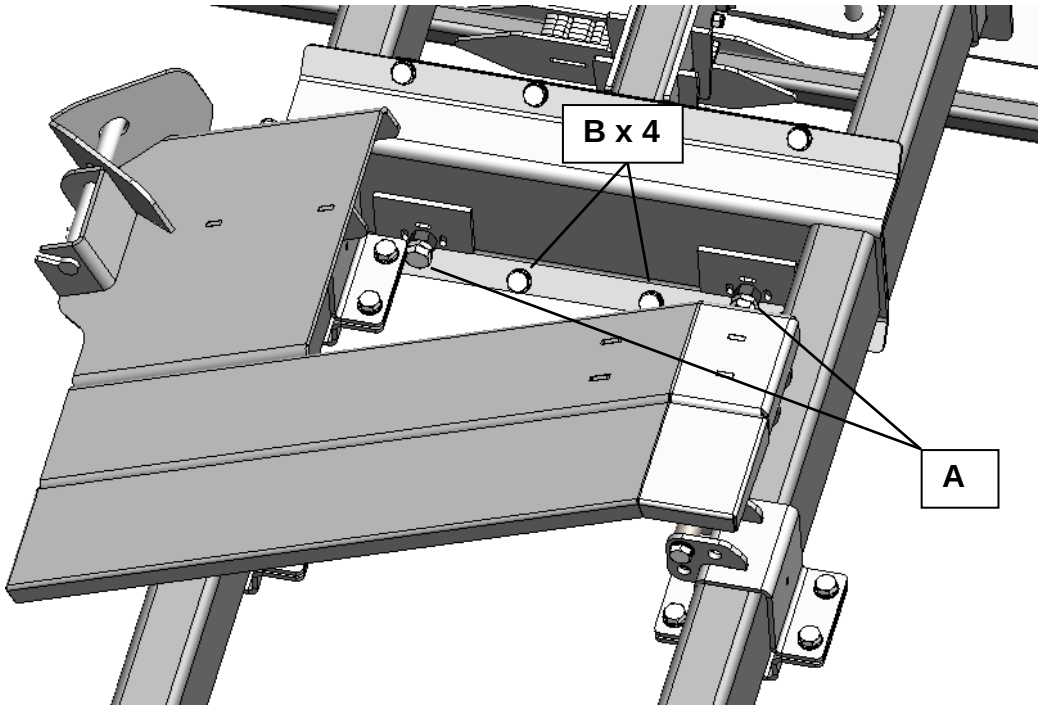
From 2016 & on, FW and FWS models using the ‘twin beam’ light board extension also has three settings for height adjustment. Set to the desired height by removing the bolts and moving the light board to the desired height and replacing the bolts.

(13) If hydraulic brakes are fitted (standard or optional, dependant on model) and towing behind a tractor the ISO standard brake coupling can be connected. Having pushed the coupling into the tractors mating coupling, ensure that the hose does not hang down too low and obstruct the tractor lift arms or catch on anything else. Ensure that there is sufficient length for tight turning.

(14) Release the parking / hand brake lever (Either: loosen the M16 screw forced onto jack wheel, remove the wheel chocks, move the hand brake lever fully backwards or unwind the handbrake).

(15) On some FW/S 35 & 40’ Header Trailers, a chassis extension may be used so that the extreme RH end of the header is supported. Due to the length of the extension and that the chassis is pre-stressed to allow for the weight of the header, the extreme RH support may not quite touch and therefore not fully support the RH end of the header.

To ensure the final mounting point is fully supported, an adjustment facility (A) has been incorporated in the extension.



Remove the header from the Header Trailer and undo the nyloc nuts a little on the bottom flange bolts (B). Crack off the two half nuts on the adjustment facility and wind the two bolts (A) further into the welded nuts on the extension plate, ensuring the both are adjusted evenly. Be aware that only a couple of turns can lift the rear of the extension up significantly. Re-tighten the half nuts and then tighten bolts (B). Re-load the header and check that it is fully supported after the adjustment.
Ideally the extension needs adjusting so when the header is loaded on to the Header trailer the chassis is level or slightly higher at the rear.

SECTION 6 OPERATION

When operating the Header Trailer it is important to ensure correct personal safety. Always follow the instructions stated in section 2 Accident prevention.

Ensure there are no bystanders around combine / header or Header Trailer.

6.1 PROCEDURE TO LOAD THE HEADER ON TO THE HEADER TRAILER.

(1) Ensure the Header Trailer is parked on reasonably level ground, with the parking brake applied (by either tightening the M16 screw forcing onto jack wheel, using wheel chocks or applying hand brake lever if hydraulic brakes fitted).
Adjust the parking jack (SA and TA models) to level the chassis / mainframe to the ground.
Ensure that the cradle locking pins are in their withdrawn position.
For C12000FW/S models with a CNH 40' header lower the reel support device to its lowest setting.

(2) With the header already on the combine ensure all the hydraulic and electrical services / drives from the combine to the header (as per the combine manufacturer's instructions) are disconnected. The reel should firstly be positioned fully retracted backwards (fore / aft) and fully down.
If the header is a Vari feed type with a hydraulically extending front to back auger trough / floor again this should be retracted backwards to make the header compact, back to front. Crop dividers, if fitted, should be removed or rotated to reduce the front to back width. All guards should be secured and the PTO stored correctly. Header should be in a road worthy condition.
LEAVE THE HEADER TO COMBINE LOCKING DEVICE ENGAGED AT THIS POINT.

(3) With the header fully raised on the combine, approach the Header Trailer from the LH, nearside, with the centre of the header aligned to the centre of the Header Trailers brackets. On TA and SA models the axle can also be used as a central guide. For FW/S models using the central marker will assist. Ensure the header is both levelled to the Header Trailer and parallel to it. This can be easily checked by eyeing the cutter bar to the cutter bar support beam or even a chassis member on the Header Trailer during the approach; use the Lateral Float / Contour Master to level the header to the Header Trailer if required.

(4) Very slowly drive forward with the header going over the Header Trailer until the main cradles evenly appear at the back of the header. On FW/S models with a central marker note the closeness of the horizontal knife fingers to the marker. Stop when within 50mm (2") or when the back of the header shoes / CNH square beam / torque tube / locking brackets are approx.100mm (4") forward of the of the Header Trailer cradles in which they engage.
Apply combines parking brake.
Only now release the header to combine elevator locking pins / device.

(5) **Gently** lower the header, the cutterbar should come to rest on the support beam or the front of the 4 cradle / slide ways on the Header Trailer first and then further lowering should allow the header to start parting away from the combine's feeder housing at the bottom as the shoes or torque tube sits down fully into the sockets on the back of the Header Trailer's cradles.

IMPORTANT ENSURE THE HEADER IS FULLY AND CORRECTLY SEATED TO THE HEADER TRAILER.
If so the combine's elevator can now be further lowered to detach completely from the header, release the combines parking brake and carefully reverse away.

SA & TA Models - It is ESSENTIAL that the combines feeder housing is only lowered just enough for the combines horns to drop out of the headers main frame and that, as the combine draws out, the feeder housing is lifted immediately the front of it clears the rear of the header; this will ensure that the underside of the feeder housing or (especially on tandem axle Header Trailers) the lift rams or reverser motor guard rail do not contact the Header Trailers wheel(s).

(6) As soon as the combine has reversed away the operator should stop, apply the combines parking brake and then lock the header to the Header Trailer by sliding the 2 cradle pins, rotating and pushing the handle in to the spring retaining clips.
For CNH models that used a 2 or 4 cradle / slide way bracket system also attach the 2 end ratchet straps to retain the header to the Header Trailer.

(7) For C12000FW/S models with CNH 40' headers the reel support should be extended through the reel secured with the retaining pin and turnbuckle adjusted to take the weight of the reel and tighten locking tab onto turnbuckle assy.

NEVER MOVE THE LOADED HEADER TRAILER WITHOUT THESE PINS AND RATCHET STRAPS IN PLACE AND SECURED.

6.2 PROCEDURE TO HITCH THE HEADER TRAILER TO THE TOWING VEHICLE.

(1) Carefully reverse the towing vehicle up to the Headers Trailers drawbar, stopping, applying the towing vehicle's parking brake when close to check and adjust parking jack (SA & TA models) so the drawbar height corresponds with hitch. Continue reversing until correct connecting position allows either hitch pin or tractors pick up hitch hook to be coupled. Apply tow vehicle parking brake, fit hitch pin along with retaining lynch pin or raise pick up hitch hook fully.
On FW/S models when not connecting to a tractors pick up hitch the Header Trailers drawbar will need to be manually lifted and swung into position to connect, **THIS MUST ONLY BE DONE WHEN THE TOW VEHICLE IS STATIONARY AND PARKING BRAKE APPLIED**.
Optionally a parking jack or drawbar support springs can be fitted to assist.

(2) Once the Header Trailer is hitched to the towing vehicle the parking jack (SA & TA models) can be retracted then release the jacks securing pin, remove and / or rotate (depending on jack type) through 90 degrees (positioning with the wheel to the back) and re fit / restrain with locking pin.

On FW/S models the drawbars foot pin can be withdrawn to allow the foot to be raised and secured up away from the ground.

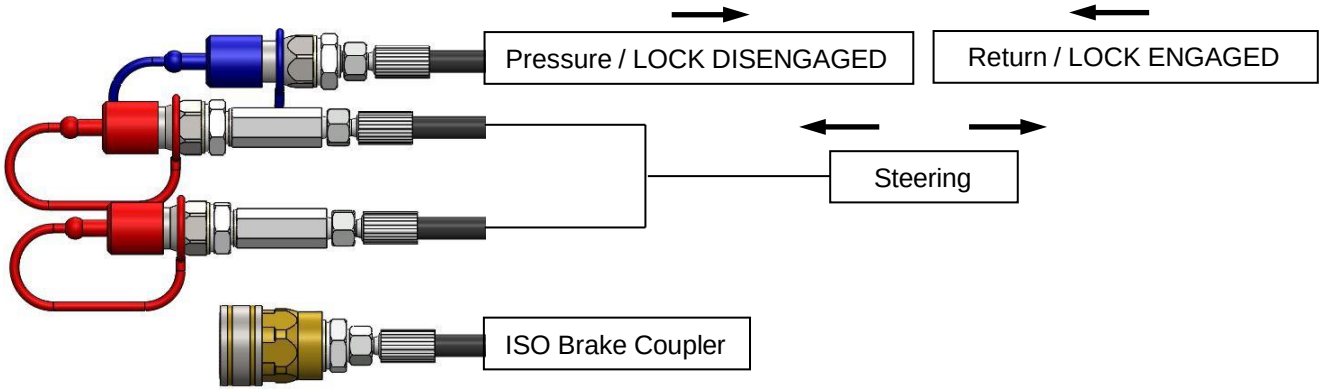
(3) If fitted, connect the Header Trailer rear lights using the 7 pin plug provided.

(4) If hydraulic brakes are fitted (optional or standard depending on model) and towing behind a tractor the ISO standard brake coupling can be connected.

For C10500 and C12000 FWS Header Trailers, as well as the ISO brake coupler, there are also 1 x BLUE and 2 x RED capped hydraulic couplers that need connecting to the tractor.

Ensure the single BLUE capped hose coupling, supplying the single acting lock cylinder, is connected to one side of the tractors double acting spool valve. Ideally this should be a spool with a float facility and the hose wants to be connected in the return / floating side.

Ensure the two RED capped hose couplings, supplying the double acting steering cylinders, are connected to a second double acting tractor spool valve. Note - this spool does not need any floating function.



Having pushed the couplings into the tractors mating couplings, ensure that the hoses does not hang down too low and obstruct the tractor lift arms or catch on anything else.

(5) Release the Header Trailers parking / hand brake lever (Either; loosen M16 screw forced onto jack wheel, remove wheel chocks and place in storage brackets, move hand brake lever fully backwards or unwind handbrake)

(6) Check Header Trailer rear lights function and that sprung loaded light boards (if style that is fitted) arms are set in the fully outwards position so the lights are facing rearwards.

(7) Check Header Trailer cradle locking pins are engaged to header and ratchet straps (if fitted) are secured.

6.3 TOWING THE HEADER TRAILER.

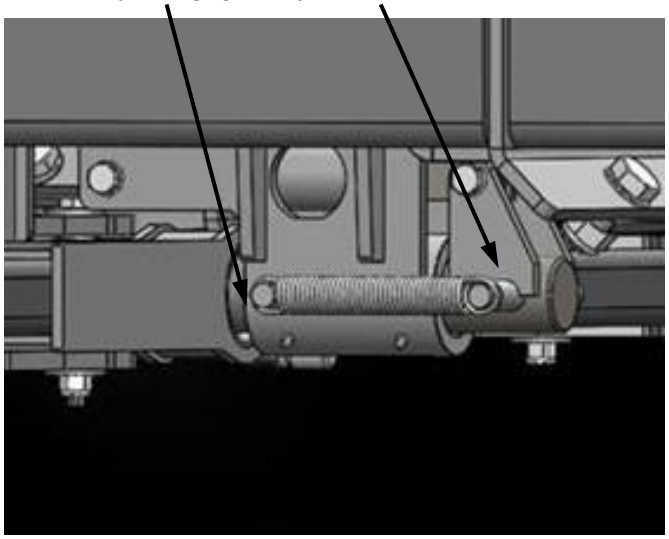
Before any towing of the Header Trailer commences the operator should firstly check the following -

(a) Header Trailer is hitched correctly to the tow vehicle.
(b) Parking jack is rotated 90 degrees, if fitted.
(c) Header Trailers hydraulic brakes (if fitted) and steering / lock hydraulic couplers (FWS only) are connected to the tow vehicle and the towing vehicle operates them.
(d) Header Trailers handbrake is off.
(e) Header Trailers lights (if fitted) are connected and are clean and in full working order. Check lights are hinged in the fully out position, if fitted with sprung loaded light board.
(f) Header Trailers tyres visually look inflated and look in good order. Wheel nuts look tightened.
(g) Header Trailer is generally in a roadworthy condition.

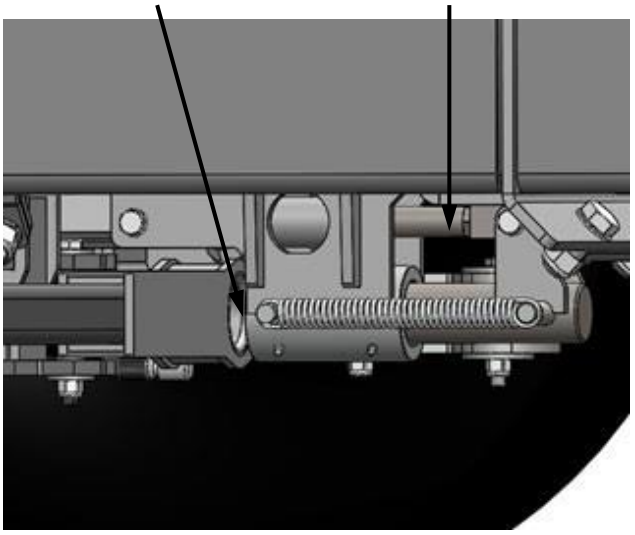
(h) Header is seated correctly and secured to Header Trailer with retained locking pins and ratchet straps (if fitted). If C12000FW/S with CNH header reel support is contacting reel tube.
(i) Header is in a roadworthy condition, with all guards fitted, PTO stored / secured, and dividers folded or removed.
(j) Ensure any loose parts that are in the Header Trailers accessory box are going to stay there. Secure parts if needed.
(k) Ensure Towing vehicles rear view mirrors allow the operator to see down the sides of the Header Trailer.

For C10500 and C12000 FWS Header Trailers:
(I) The operator should familiarise themselves with the operation of the lock and rear steering services, especially knowing the spool levers direction to the service's response. By operating / pressurising the spool controlling the lock, the lock cylinder should extend disengaging the lock pin out of the track rod hole. If the lock cylinder struggles to disengage, then operating the steering spool in one or both directions a very small amount can relieve any side load that is maybe jamming the pin.
Once the lock pin is disengaged (this can be identified by successfully being able to steer the rear axle) then the lock spool can be returned to its neutral position.

Lock pin engaged / cylinder retracted



Lock pin disengaged / cylinder extended



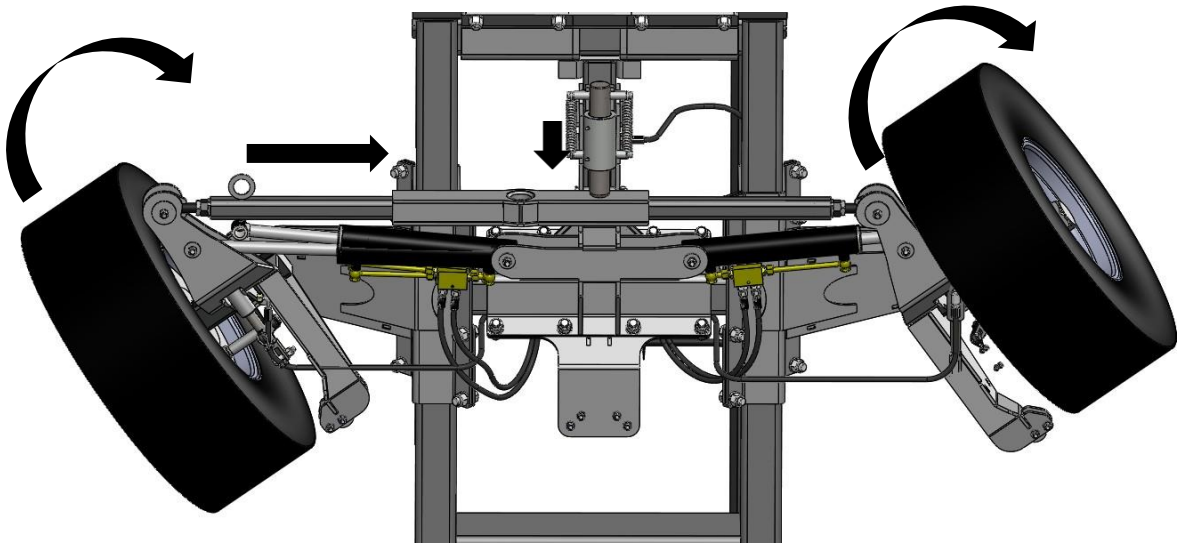
With the lock pin disengaged the steering can be fully steered one way and then fully the other by operating the steering spool one way and the other. The hydraulic steering system uses 6 l/min flow restrictors to ensure the steering cannot be operated too quickly. For finer adjustment, the tractor's flow to the steering spools can be adjusted if the tractor has that facility.

To set the wheels straight operate the spool until the wheels (if they can be seen) are viewed as straight.
If however the view is obscured (i.e. when a header is loaded) the lock facility can be used to automatically set and lock the wheels in a straight position.
The procedure for this is -

(1) Operate the lock spool, this time returning the oil and retracting the cylinder.
With the steering not set straight the pin will move until its end contacts the track rod's rear surface.
NOTE - Keep the lock spool lever in a returning oil or into its float position.
(2) Now operate the steering spool. As the track rod moves sideways it also moves backwards, thus pushing the lock pin backwards. When the track rod lock hole comes

in line with the lock pin it will spring into the hole. This will be identified as there will be no steering response when further operating the steering spool either way.

(3) The lock spool can now be moved and left in its neutral position.



Procedure to steer when transporting –

(1) Slow down forward speed to a walking pace.
(2) Dis engage locking pin, using lock spool, by moving the lever from NEUTRAL to PRESSURE, hold for 2-3 seconds and then back to NEUTRAL.
(3) Steer around obstacle / junction / gateway by using steering spool.
(4) When finished leave steering spool in NEUTRAL position for a second while you operate locking pin spool, by moving lock spool lever and holding in a RETURN oil or FLOAT position.
(5) Steer to straight position using steering spool until steering stops and feels locked.
(6) Move lock spool back to NEUTRAL.
(7) Forward speed can be now increased.

⚠ Rear steering Header Trailers follow a different path to a non-rear steering trailer. Take time to get used to this difference as it will affect the way you drive into and through a tight manoeuvre.

⚠ ONLY use rear steering at very slow speeds, suggested walking pace - 4mph MAX. NEVER OPERATE LOCK OR STEERING SPOOL AT HIGHER SPEEDS.

⚠ The steering lock should remain locked at all times unless rear steering is required to be used. Typically leave locked for all road use and only un lock when needed to steer around tight junctions or field gateways / entrances.

⚠ Before unhitching Header Trailer always ensure steering is set straight and locking pin is engaged.

Ensure the towing vehicle is suitably sized (tractor or combine) and has enough capacity to tow the Header Trailer. Note that the Header Trailer can influence the behaviour of the towing vehicles steering and braking capability.

Never Tow with Road vehicles such as cars, 4x4's also commercial vehicles are not legal, regardless of speed.

Never exceed a maximum speed of 32kmh / 20 mph when towing the Header Trailer and this must only be on smooth level surfaces.
Reduce speeds on rough or undulating or sloping ground.
Frequently monitor the machine in transit to ensure that any build-up of movement is spotted early and can be reduced by slowing down before any damage occurs to the Header Trailer or the header.

Road traffic regulations must be observed when towing the Header Trailer on the public highways.

Never use the Header Trailer to carry anything else or different size headers apart from the Combine Headers specified in section 3.5.

Take special care when towing the Header Trailer behind the combine; it makes a very long vehicle and the rear wheel steering of the combine can make the Header Trailer swing wide on corners. If it is necessary to pull off the road to allow other vehicles to pass remember that verges, drainage and gullies etc. that the combine will ride over without a problem may cause considerable damage to the Header Trailer and / or the header if taken at speed.

6.4 PROCEDURE TO UN HITCH THE HEADER TRAILER FROM THE TOWING VEHICLE.

(1) Ensure the towing vehicle and Header Trailer are parked on reasonably level ground. Towing vehicles parking brake must be applied. For FWS models ensure rear wheels are set straight and lock pin is engaged.
On SA and TA models release the parking jack and rotate it 90 degrees so the wheel is to the ground, secure with pin.
Operate the jack so that wheel forces onto the ground and raises drawbar equally in hitch jaws. NOTE if the tow vehicle is a tractor with pick up hitch operate jack so that the wheel is approx. 25 – 50mm (1 – 2”) above the ground.

(2) Apply the Header Trailers parking brake (by either tightening the M16 screw forcing onto jack wheel, positioning the wheel chocks or applying hand brake lever if hydraulic brakes fitted).

(3) Disconnect the Header Trailers hydraulic brake coupling (if hydraulic brakes are fitted) and steering / lock hydraulic couplers (FWS only) from the tow vehicle.

(4) Disconnect the Header Trailers 7 pin light plug from the tow vehicle, if lights are fitted.

(5) On FW/S models lower the drawbars foot to the lower position, secure with pin and lynch pin.

(6) For towing vehicles (not tractors using pick up hitches) now remove the tow hitch pin by firstly releasing the retaining lynch pin. For FW/S models this will then allow the draw bar to be manually lifted swung to the side and lowered to the ground to rest on its foot.

(7) For tractor towing vehicles using pick up hitches the Header Trailer can now be released and lowered so the parking jack (SA & TA models) or foot (FW/S models) contacts the ground and continue lowering until the hook totally clears the Header Trailers tow eye.

(8) Carefully drive the tow vehicle clear from the Header Trailer.

6.5 PROCEDURE TO UNLOAD THE HEADER.

(1) Carefully drive the combine centrally and squarely towards the Headers pick up points. On SA & TA models ensure the feeder housing is kept at full lift until it is almost touching the rear of the header and then lower it whilst still moving forwards very slowly (or lower it in stages and move forward in stages if preferred). This ensures that you keep the elevator horns, lip as close as possible to the underside of the headers top beam at all times giving maximum under elevator clearance.

On FW/S models just have the elevator horns, lip low enough to go under the headers top beam.
Continue driving until the feeder housing horns / lip are fully forwardly engaged into the header. Apply combines parking brake.
Raise the feeder housing so it just contacts the underside of the rear of the header.

(2) Disengage Header Trailer cradle to header locking pins, as well as remove ratchet straps (if fitted). If C12000FW/S with 40' CNH header lower the reel support fully clear of the header.
Ensure that the feeder housing is presented squarely to the header and don't fully lift the header out of the cradles until you are sure that the horns or the full width lip are fully and properly engaged with the header.
Gently **fully** raise the header clear of the Header Trailer.

(3) Engage the header to combines feeder housing locking mechanism to secure header.

(4) Release combines parking brake and carefully reverse combine and header clear of the Header Trailer. Ensure no part of the underside of the header fouls the Header Trailer.

6.6 ADDITIONAL TOW EYE ON FW/S MODELS.

On FW/S models only, a second fixed tow eyelet is fitted. This is to be used only when connecting to a tractors pick up hitch and allows the 4 wheel Header Trailer to be manoeuvred like a conventional 2 wheel / single rear axle trailer. This feature is useful for situations when reversing the Header Trailer in confined spaces or loading / unloading off of lorry beds.

To use this feature follow the below procedures –

(1) With the Header Trailer in the parked / un hitched position, fully telescope in the inner drawbar. Ensure the drawbar is positioned straight forward in line with the main chassis, if it is not then manually lift and pull or push on the telescopic drawbar to rotate the front pivoting wheel assembly to get it in this position.

(2) Remove the telescopic drawbars fixing plates "D" clip and swing open the fixing plate to expose the jaw. Manually pivot vertically upwards the telescopic drawbar until it fully enters the jaw. Secure its vertical position by swinging the fixing plate closed and retain by inserting the "D" clip. The fixed second tow eyelet will now be exposed.

(3) Carefully reverse the tractor up to the Header Trailer ensuring the tractors pick up hitch hook is low enough to pass under the tow eyelet. Stop when hook is central to tow eyelet and apply tractors parking brake.
(4) Lift the tractors pick up hitch to correctly engage the hook in the eyelet, continue raising fully until hitch is locked. The Header Trailers front wheels should now be lifted clear of the ground. Note with the telescopic draw bar vertically locked in the jaw there will be no pivoting action available on the front axle.

(5) Connect the Header Trailers hydraulic brake connector to the tractor.

(6) Release the Header Trailers parking brake.

NOTE - It is not recommended to use this hitch all the time and note the tractor will have limited tight turning abilities due to the Header Trailers front wheels width being within the tractors 3 point linkage arms distance.

SECTION 7 MAINTENANCE AND STORAGE

When repairing or maintaining the Header Trailer it is important to ensure correct personal safety. Always follow the instructions stated in section 2.8 Accident prevention when servicing the machine.

The Header Trailer requires very little maintenance but the following should be attended to at regular intervals –

7.1 CHECKING TYRE PRESSURES

The Header Trailers can be fitted with the following tyres, ensure the tyre pressures are checked before initial use and regularly during use. A transfer listing the various pressures is fixed on to the Header Trailers axle.

Tyre Size	Pressure (Bar)	Pressure (psi)
10.0 / 80 x 12 (10 ply)	5.4	78
10.0 / 75 x 15.3 (10 ply)	5.2	75
10.0 / 75 x 15.3 (14 ply)	7.1	103
10.0 / 75 x 15.3 (18 ply)	7.1	103
11.5 / 80 x 15.3 (16 ply)	5.4	78
11.5 / 80 x 15.3 (18 ply)	6.1	88
11.5 / 80 x 15.3 (22 ply)	7.1	103
27 x 10 – 12 (14 ply)	7.0	100
6.00 – 9 (12 ply)	10.0	145
6.5 – 10 (14 ply)	7.0	100
245/70 R17.5 (18 ply)	8.75	127

IMPORTANT - When inflating tyres it is recommended to –

- firstly inspect tyre and wheel for any cuts or damage, replace or get repaired if necessary.
- use a clip on airline connector, do not use the type that requires the operator to hold in place on valve.
- use an airline that allows the operator to stand at least 3 meters away from tyre.
- use a calibrated pressure gauge.
- stand to the side of the tyre, in line with the tread, do not stand facing the side wall of the tyre.
- never lock on the pressure gauge, always manually activate gauge.
- keep bystanders clear at all times while inflating.
- wear appropriate PPE, safety shoes / clothing, glasses, gloves and ear defenders.
- only inflate to the correct pressure for the size and ply rating stated, never over inflate.

7.2 TIGHTENING WHEEL NUTS

The Header Trailer range of machines are supplied with axle/s equipped with a variety of different sized wheel studs and nuts.

Number of studs, stud size and nut type	Torque (Nm)	Torque (lb/ft)	Socket size
5 studs, M16 x 1.5mm pitch, “DIN” taper cone nut.	210	155	27mm
6 studs, M18 x 1.5mm pitch, “DIN” taper cone nut.	270	200	24mm
6 studs, M20 x 1.5mm pitch, “Plain nut & split coned washer”.	350	260	30mm

The wheel nuts must be tightened diagonally using the appropriate sized socket to the torque stated using a torque wrench.

It is recommended that wheel nuts should be checked / tightened :

Before use at Pre Delivery Inspection stage.
- After the first use / laden journey.
- After the first day of use. Depending if the wheel nuts have become loose then repeat check / tighten daily until no loosening occurs.
- After the first week of use. Depending if the wheel nuts have become loose then repeat check / tighten weekly until no loosening occurs.
- Regularly during use onwards.

Repeat every time the wheels are changed or removed.

7.3 CHECKING THE AXLE HUBCAPS

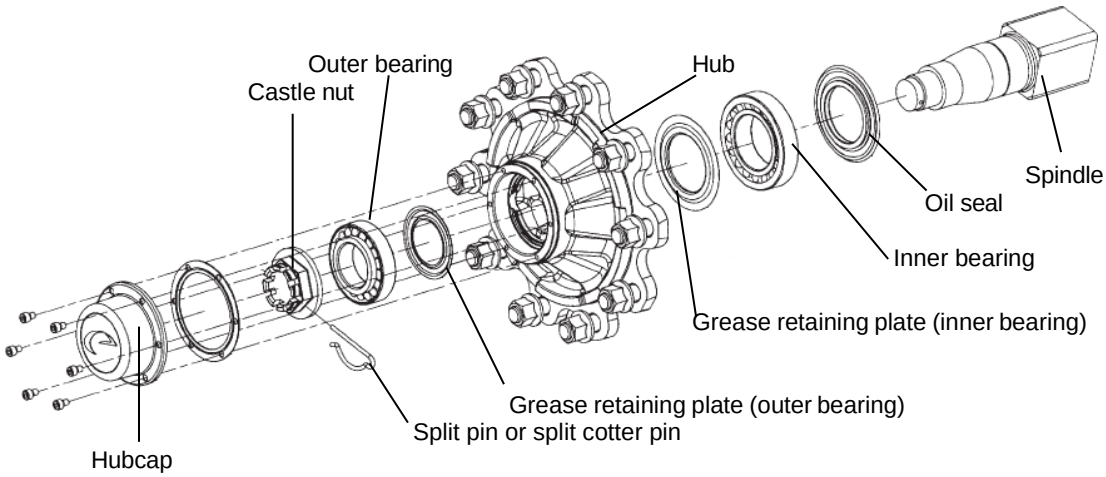
Check that the hubcaps are in place and in perfect condition.
Missing or damaged hubcaps must be replaced immediately, to avoid dirt penetrating into the hub, and consequently damaging the wheel bearings.
For press fit hubcaps, check visually that they are fully home.

7.4 CHECKING THE WHEEL BEARINGS

Wheel bearings are subject to wear; their lifetime depends on the operating conditions, the load, the speed, the adjustment and lubrication.
They should be checked after the first week and then annually.

Checking the play in the wheel bearings:

- Raise the axle until the wheel is no longer resting on the ground.
- Release the brake (if fitted), and grip the wheel at the top and the bottom, and check the play by trying to tilt it.
- If you can feel any play, adjust the wheel bearing, as described below



1. Remove the hubcap.
2. Remove the cotter pin or hairpin clip from the spindle.
3. Tighten the castle nut (Right hand thread) to take up the internal play, (the spherical roller bearings should then be firmly held between the hub seating , the pressure ring spindle and castle nut
4. The rotation of the hub should feel to be slightly stiff, slacken the castle nut until there is no friction between the castle nut and the outer bearing, and the hole for the pin is aligned with a notch in the castle nut.
5. Tap the hub gently using a mallet to shake down the assembly.
6. Check that the hub rotates more freely, it is best to be too free rather than too tight.
7. When the hub has been adjusted, fit a new split cotter pin.
8. Refit the Hubcap.
9. When the wheel has been re-fitted, turn it slightly. It should come to rest with a slow rocking movement due to the imbalance

Checking if the wheel bearings are damaged or worn:

- Lift the wheel of the ground.
- Turn in both directions slowly to check for any rough points or friction.
- Turn it at high speed to check for unusual noises, such as grating or knocking.

If the bearings are damaged or worn, please consult your dealer.

Lubricating the wheel bearings

In normal operating conditions, lubricate the bearings every 2 years and when the brake shoes are replaced.

The axle hubs will need to be disassembled in order to lubricate the wheel bearings, this work should be carried out in a clean environment with appropriate tools as the slightest bit of dirt can damage the bearings or even the spindle.

When carrying out maintenance on the bearings, check the brake linings, drum & return springs (Optional kit).

If in doubt please consult your dealer to carry out this work.

7.5 CHECKING BRAKE CLEARANCE & WEAR (HYDRAULIC BRAKED MODELS ONLY)

Check and test the brakes before the start of each season.

Check the brake wear, and the clearance between the brake linings and the drum visually, by looking through the lining inspection hole.
It is probable that the linings are worn when the hydraulic cylinder travel has increased significantly.

The minimum lining thickness of the brake shoe should be 2mm.

When replacing the brake shoes, always repack the bearings with grease.

If in doubt please consult your dealer to carry out this work.

Adjusting the brake levers.

The brake levers may need adjusting when the brake shoes begin to wear. This is done by taking up the slack when the hydraulic brake cylinder reaches about two thirds of its maximum travel. To take up the slack, turn the brake-operating lever by one or more splines, ensuring that the brakes are not touching when released.
The brake operating levers contain several holes. Always mount the hydraulic cylinder and the handbrake cable in the original holes, as this will effect the machines braking efficiency.

7.6 CHASSIS DIAGONAL TIE BARS (SA & TA MODELS ONLY)

The main chassis beam on the SA & TA models is strengthened / pre stressed by 4 diagonal tie bars that force back onto the outer area of the axle. On initial assembly these tie bars are fitted and equally extended, by rotating the bars, until they each take up the slackness. Further equal tightening by a ½ turn at a time will force the main chassis beam to bend upwards. The amount of bend pre set at the factory is 5mm, measured at the axle point if string lined over the length where the diagonal tie bars fix to the underneath of the chassis main beam. This bend can be visually seen when the header is removed. With the header loaded on the Header Trailer the weight will force the beam straighter.
If after some time the chassis beam looks as though it has a bend downwards, when loaded, then the diagonal bars should be re tensioned to get the 5mm bend, when un loaded.

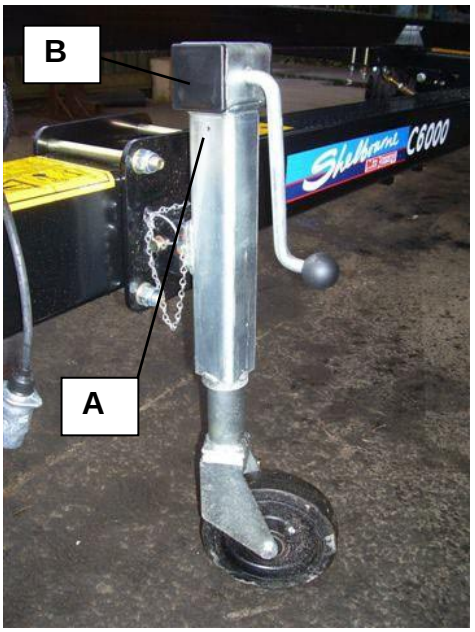
NOTE – the header must be removed from the Header Trailer when adjusting and checking.

7.7 LUBRICATION

TA AXLE
Grease the rocker beam (one point on each) on tandem axles every 50 hours of operation or after every 2 weeks of use and before extended lay-ups. The grease nipple is located through a hole in the underneath surface of the tandem axle end assy. (A)
NOTE:- Grade of grease to be used - Mobilux EP3 or equivalent.

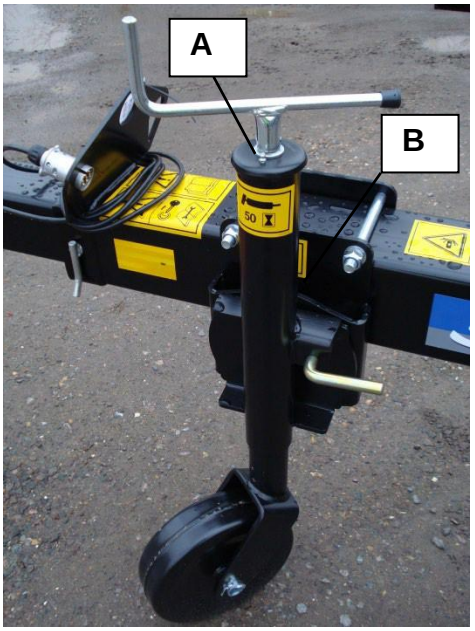
PARKING JACK
Type with male / female socket fixing.

Squirt a small amount of oil through the hole (A) at the top of the square jack body to lubricate internal screw thread every 50 hours of operation or 2 weeks of use. Annually remove one of the plastic end caps (B) from jack top and ensure bevel gears are lubricated with grease.



Type with pivoting fixing point and sprung loaded securing pin

Grease top of jack body (A) and jack to fixing bracket pivot point (B) after 50 hours of operation or 2 weeks of use.



Grease the following every 50 hours of operation or 2 weeks of use and before extended lay ups:

FRONT AXLE PIVOT (FW/S Models only) – The nipple is located within the jaw on the front of the chassis.

STEERING OUTRIGGER PIVOTS (FWS Models only) – Grease the rear axle outriggers where the stub axles pivot. There are 2 outriggers per machine and they are not handed, therefore 1 grease nipple will be facing forward and 1 will be facing backwards.

STEERING RAM ENDS (FWS Models only) – On the rod end a 90 degree nipple is on the rear side pointing inwards. On the body end the nipple faces forward. There are 2 steering rams per machine.

TRACK ROD ENDS (FWS Models only) – The track rod should be greased at both ends where it connects to the stub axles. The grease nipples point backwards for easy access.

TRACK ROD LOCKING PIN (FWS Models only) – The locking pin mounting weld assembly has 2 grease points, one for each bush. They can be located on the underside on the locking pin's sleeve.

7.7 STORAGE

1 Clean the Header Trailer thoroughly.
2 Grease rocker beam (Tandem axles only).
3 Grease all lubrication points as described above (FW/S models).
4 It is advised to block up the Header Trailer to prevent tyre flat spots and deterioration. Tyre life will be increased by storing in a cool dry building out of direct sunlight and away from any chemicals. Reducing tyre pressure from full working pressure will also help.
5 Store under cover.