1740 / 2340 / 2850 / 3350 / 3850 / 4350

Air Cart

1740 / 2340 PIN Y9S015001 and above

2850 / 3350 PIN Y8S015001 and above

3850 / 4350 PIN Y9S015001 and above

SERVICE MANUAL

Part number 84329222

3rd edition English

March 2014

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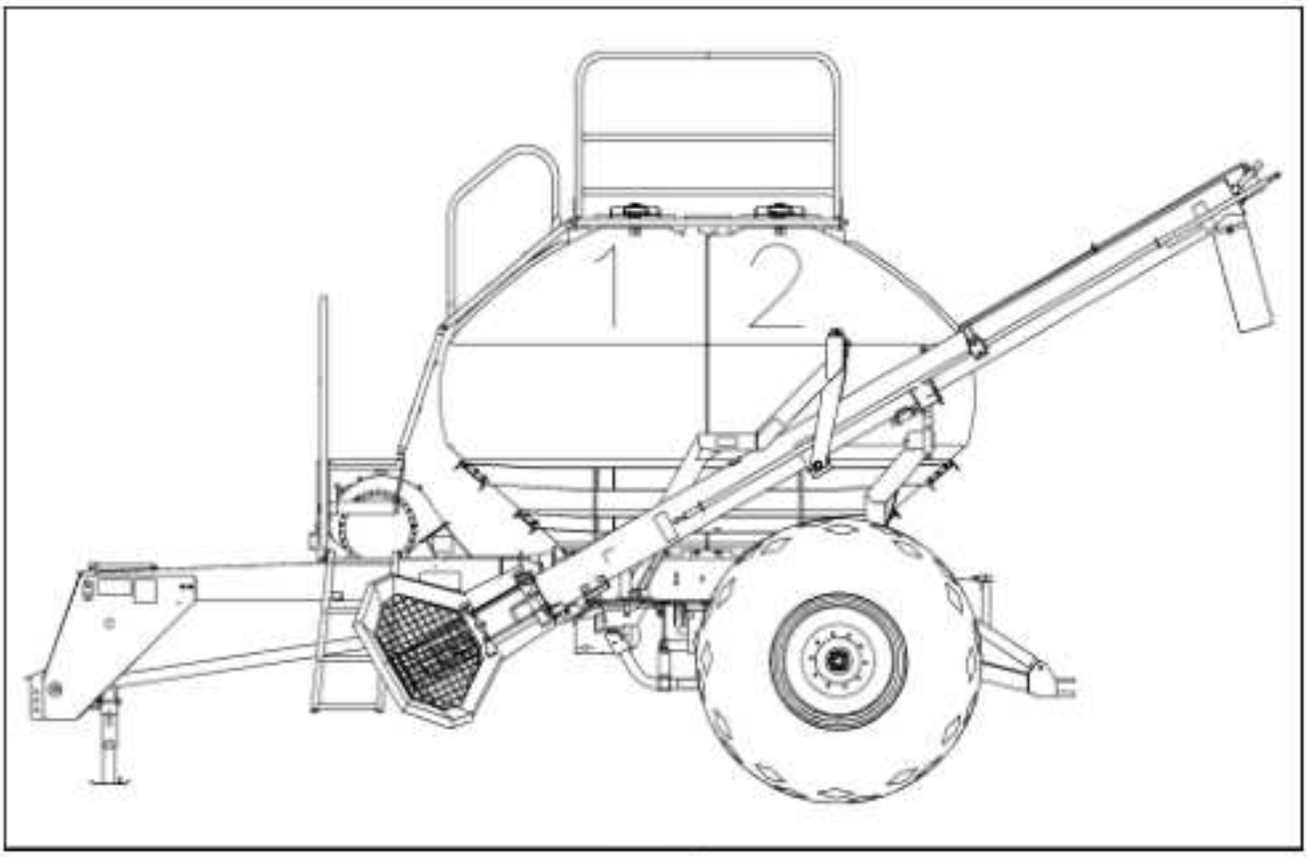
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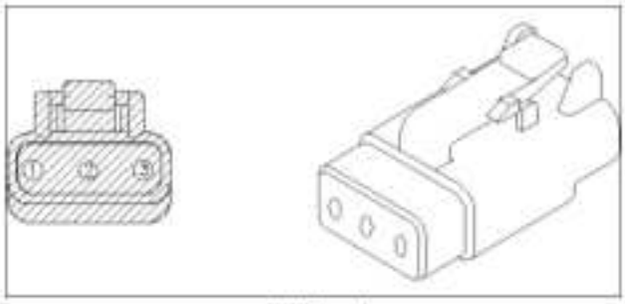


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Tow Between 2850 and 3350 Air Cart Dimensions

Configuration	2850	3350
Length (with auger)	8.05 m (26 ft 5 in)	
Height	4.55 m (14 ft 1 in)	4.65 m (15 ft 3 in)
Volume **100 %**		
Front	5955 L (169 Bu)	6554 L (186 Bu)
Rear	4158 L (118 Bu)	5004 L (142 Bu)
Weight - Empty	45450 kg (10 020 lb)	4560 kg (10 050 lb)
Weight - Loaded	12 130 kg (26 740 lb)	13 500 kg (29 760 lb)
Rear Axle - Empty	3545 kg (7815 lb)	355 kg (7840 lb)
Rear Axle - Loaded (Estimate)	19430 kg (207900 lb)	13 370 kg (22 870 lb)
Front Hitch / Axle - Empty	1005 kg (2210 lb)	1015 kg (2235 lb)
Front Hitch / Axle - loaded (Estimate)	2700 kg (5900 lb)	3135 kg (6900 lb)

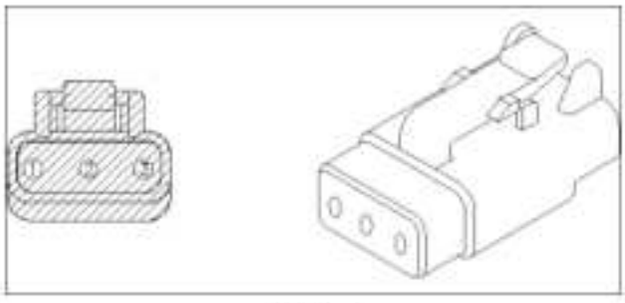
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CONNECTOR X-125

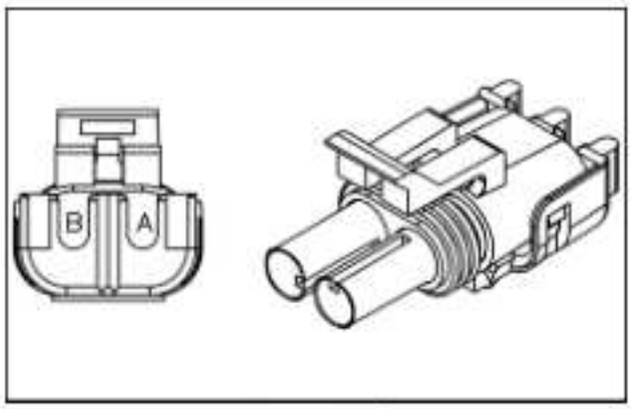
METER 3 AIR SPEED			
POSITION	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
1	8P BK-0.5	ECU_GND	**Wire harnesses - Electrical schematic frame 11 Tank 3 (3 tank carts only) (55.100)**
2	33A WH-0.5	METER 3 AIR VEL	**Wire harnesses - Electrical schematic frame 11 Tank 3 (3 tank carts only) (55.100)**
3	18P RD-0.5	+12V_SEN	**Wire harnesses - Electrical schematic frame 11 Tank 3 (3 tank carts only) (55.100)**



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CONNECTOR X-126

METER 2 MOTOR			
POSITION	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
A	43B RD-2.0	TANK 3 MOTOR	**Wire harnesses - Electrical schematic frame 11 Tank 3 (3 tank carts only) (55.100)**
B	10H BK-2.0	GND	**Wire harnesses - Electrical schematic frame 11 Tank 3 (3 tank carts only) (55.100)**



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520203-04-Implement CAN_L, Voltage below normal, or shorted to low source

2850	
3350	
3850	
4350	

Control Module : Section Control ECU

NOTE: *This fault code can be generated by any ECU. Check the display for which ECU is indicated.*
The implement is indicated by the icon next to the stop sign  *when the fault is displayed.*
Fault codes from the Precision Hoe Drill Rate ECU are explained in the precision drill service manual.

Context:
The Rate ECU detected an abnormally low voltage on its CAN_L signal.

Cause:
Short to low source, bad connection or open circuit, or defective component.

Possible failure modes:

1. Low short on CAN_L.
2. Low short on TBC_PWR.
3. Bad connection or open circuit on TBC_PWR.
4. Faulty device.
5. Faulty Section Control ECU hardware or software

Solution:

1. Determine if the fault code is still active:

   Cycle system power or reset the Section Control ECU.

   Select UTIL > FAULT and check both ACTIVE and INACTIVE faults. Refer to **Cab seeding controls - Check Faults (55.517)**.
   Review: Fault Count, First Time, Last Time

   Also view the CAN_L voltage as measured by the Section Control ECU.
   Select DIAGN > MONTR and choose CAN_L. Refer to **Cab seeding controls - Check Diagnostics - Monitor (55.517)**.

   A. Fault 520203-4 is active. Go to Step **2**.

   B. Fault 520203-4 is inactive. Continue operation and monitor for recurring fault.

2. Disconnect the IBBC (Implement Bus Breakaway Connector) at the rear of the tractor or seed tool if the air cart is tow behind.

50 Series Tow Behind	**X-101**
50 Series Tow Between	**X-101**

   Measure the following voltages on the tractor / seed tool connector:

Measure with Voltmeter		Measured Voltage	Interpretation and Action
Positive lead	**Negative lead**		
CAN_L (cavity 9)	ECU_GND (cavity 2)	**1.1 - 2.7 V**	Normal
		> 2.7 V	Should not occur. Double-check measurement, double-check fault code.

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Low Fan Speed!

This alarm informs the operator that the speed of the bulk fan is less than the operator specified threshold. Either adjust the hydraulics to speed the fan up, or adjust the Low Fan Alarm threshold lower.



SAIL13S830452AA 7

Master Clutch disabled due to hardware fault!

This alarm informs the operator that the master clutch has been disabled which disconnects the meter box assembly from the ground drive. This alarm is applicable only for mechanical carts, and indicates an excessive current fault has occurred at the master clutch. The clutch fault will need to be fixed, and power cycled to re-enable the clutch.



SAIL13S830453AA 8

Meter disabled due to hardware fault!

This alarm informs the operator that the indicated meter is no longer available for seeding. This alarm indicates an excessive current fault has occurred at the the meter motor (variable rate cart), or meter clutch (mechanical cart). The motor/clutch fault will need to be fixed, and power cycled to re-enable the motor/clutch. This alarm can occur at any meter.

NOTE: *The Meter 1 alarm is shown, but this alarm can occur for any meter.*



SAIL13S830454AA 9

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Cab seeding controls - Check Diagnostics - Monitor

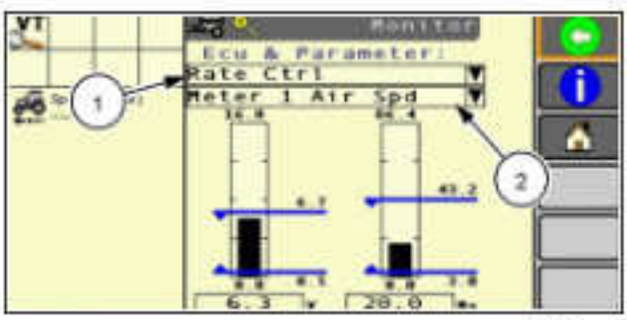
1. From the Main Screen select DIAGN for 'diagnostics'.



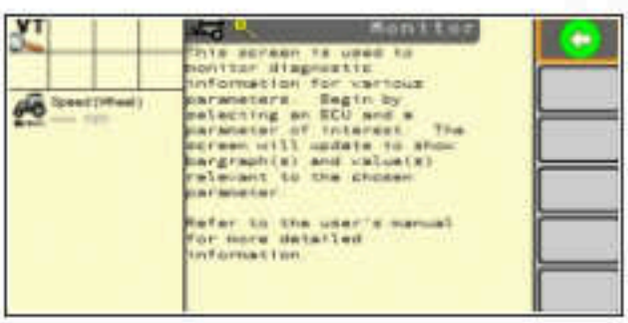
2. Select MONTR for 'monitor'.
The Monitor screen will be displayed



3. You can select the ECU. This will be Rate Controller **(1)**. Select the component you wish to view from the selection list **(2)**.



4. Choose i for extra information on the current screen at any time.

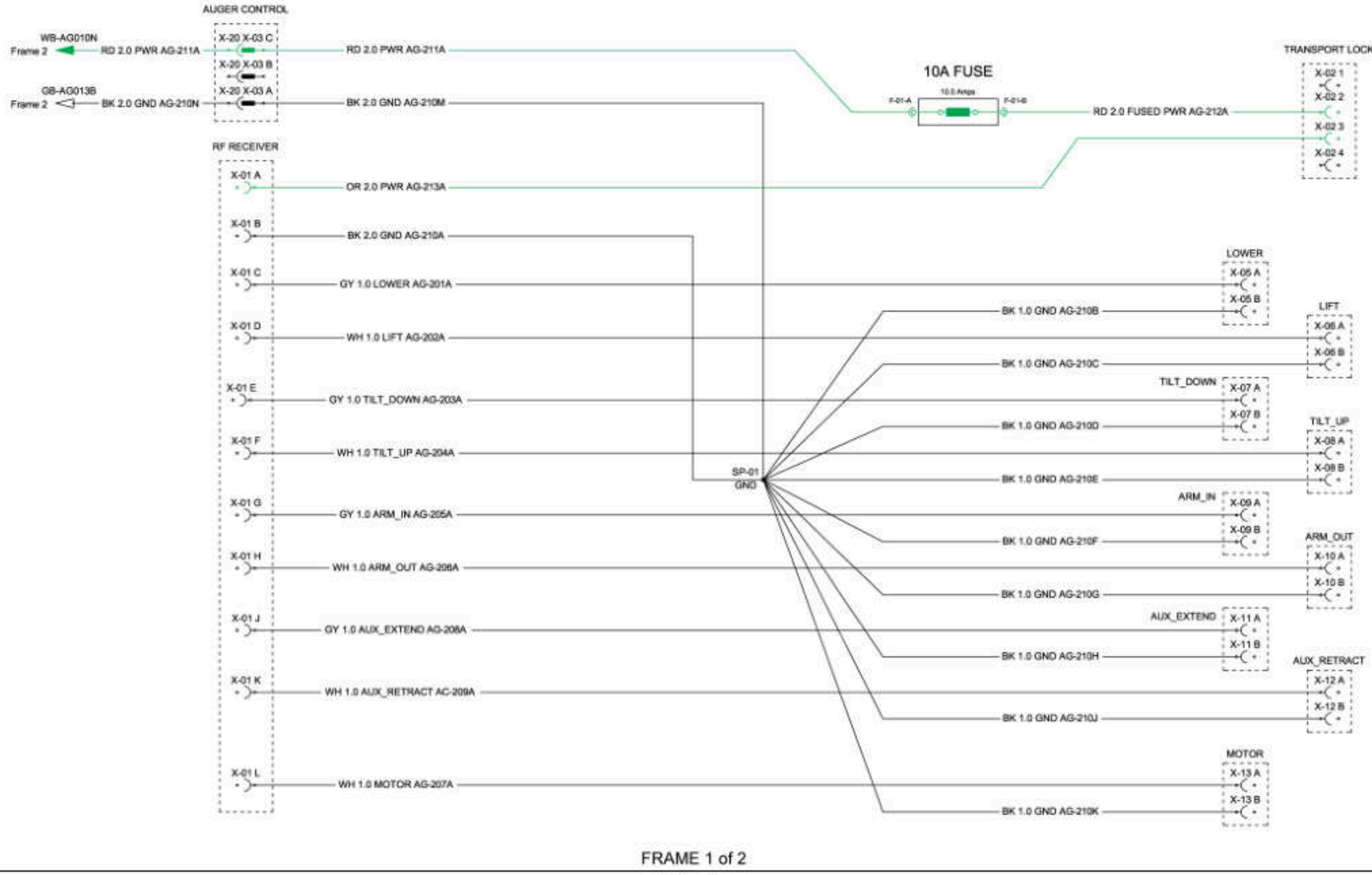


5. Pick the desired item from the scroll list.



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AUGER CONTROL



FRAME 1 of 2

SAvE13TIL030UA 1

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