AFX8010 Combine

Axial Flow Monitor Firmware Version 31.2.0.0

Operator's Manual

CE

87052356

CASE IH

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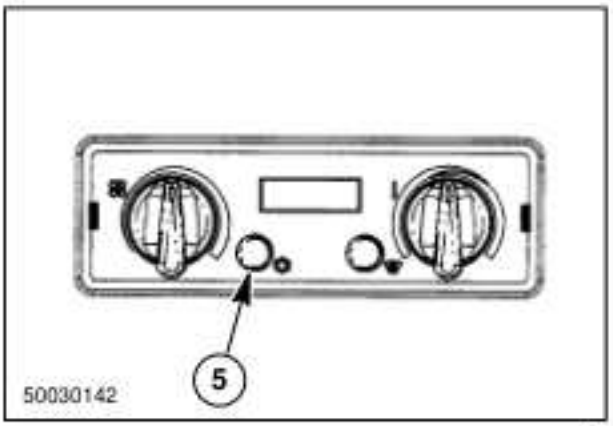
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ATC Control, 5

The operator selects ATC Control by pressing the left hand button one time, the digital display window will be illuminated. When illuminated the mode of operation will be displayed along with the desired temperature. The button toggles between two modes:

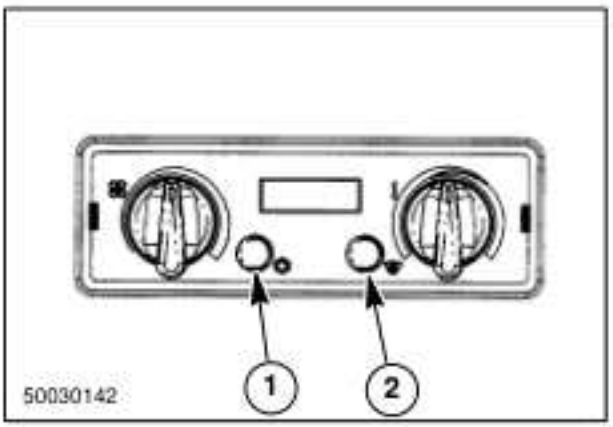
- "O" = OFF, the cab blower motor may be run, but the air will not be conditioned and the display will NOT be illuminated.
- "A" = Auto, the system will warm or cool the air as needed to maintain the cab temp and the display will be illuminated.



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Defog Control Operation

Defog is used to clear off the windows by using the A/C to lower the humidity in the air and using the heater to warm the air enough to dry the windows. The ATC control button, 1, must be pressed to activate the AUTO controls and the Mode button, 2, toggled to DEFOG and the windshield icon will be displayed in the digital display. The temperature control knob may be adjusted to any setting. If the cab vent temperature is too cold the temperature control may be rotated clockwise to provide some additional heating of the air. The cab temperature will be monitored by the re-circulation air sensor, and be maintained at the temperature control setting by cycling the heater valve. While operating in the defog operation the compressor will run continuously, unless the evaporator sensor determines the evaporator is too cold and could start to freeze up.



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The ATC controller will automatically control the blower motor speed as required to maintain the temperature desired. It will be normal for the vent temperature to be cold during early morning start up, due to low engine temperature. If the operator reduces the blower speed until the engine warms up, the ATC controller will disengage the auto mode of the blower speed. To re-activate the auto mode for the blower motor speed, the ATC control button MUST be toggled to reactivate the auto position.

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Measured Load Weight

The Measured Load Weight, 1, is displayed for the Calibration Load. Values below 0 or above 999999 are displayed as "———".

Actual Load Weight

The Actual Load Weight, 2, is displayed for the Calibration Load, and may be edited by the operator. Values below 0 or above 999999 are displayed as "———".

To edit the value, press the actual weight selector box, 2, to highlight it; the Edit Button, 3, will appear. Press the Edit Button to activate the numeric keyboard. Enter the actual load weight and press enter to return to the CAL>LOAD screen.

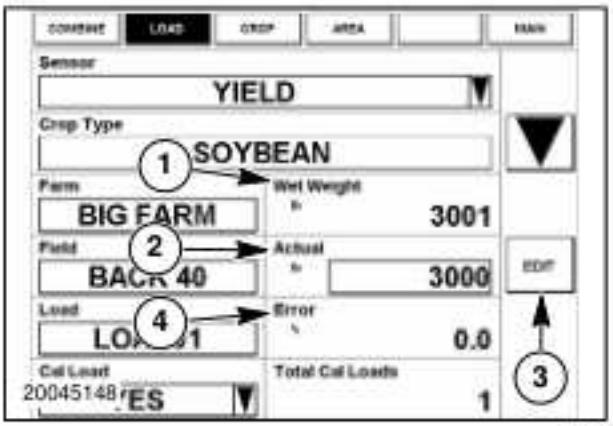
Load Error

The Load Error, 4, is displayed for the Calibration Load. The value is displayed using an XXX.X format, in units of %. If Actual Weight = 0, the value will be displayed as "——".

The *Load Error* is derived from the Measured Weight and Actual Weight of the Calibration Load as follows:

Load Error (%) = [(Measured Weight – Actual Weight) / (Actual Weight)] * 100

The value is updated any time Measured Weight or Actual Weight for the Calibration Load changes, or if a new *Calibration Load* is selected.



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SECTION 4
LUBRICATION AND MAINTENANCE

LUBRICATION

Adequate lubrication and maintenance on a regular schedule is vital to maintaining your equipment. To ensure long service and efficient operation, follow the lubrication and maintenance schedules outlined in this manual. The use of proper fuels, oils, grease and filters, as well as keeping the systems clean, will also extend machine and component life.

IMPORTANT: *Always use genuine* ***Case IH*** *replacement parts, oils and filters to ensure proper operation, filtration of engine and hydraulic systems. See your* ***Case IH*** *dealer for additional oil quantities.*

⚠ CAUTION ⚠

Always stop the machine before lubricating and observe following precautions:

- Disengage all drives.
- Lower the feeder and header to the ground.
- Engage the parking brake.
- Switch off the combine engine.
- Remove the ignition key before leaving the operator's platform.

GREASE FITTINGS AND INTERVALS

Before greasing the machine always wipe any dirt from the grease fittings.

All points, except those with special notations, should be lubricated until the grease is forced out around the bearings and then the excess grease should be wiped off.

Grease specification
Use Multipurpose grease Case IH 251H EP.

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