

NEW HOLLAND

REPAIR

MANUAL

BR730A

NEW HOLLAND

SERVICE

87364832 11/05

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Chapter 1 - General Information

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TEST PROCEDURE 2: CONTINUITY TEST FOR SHORT TO GROUND

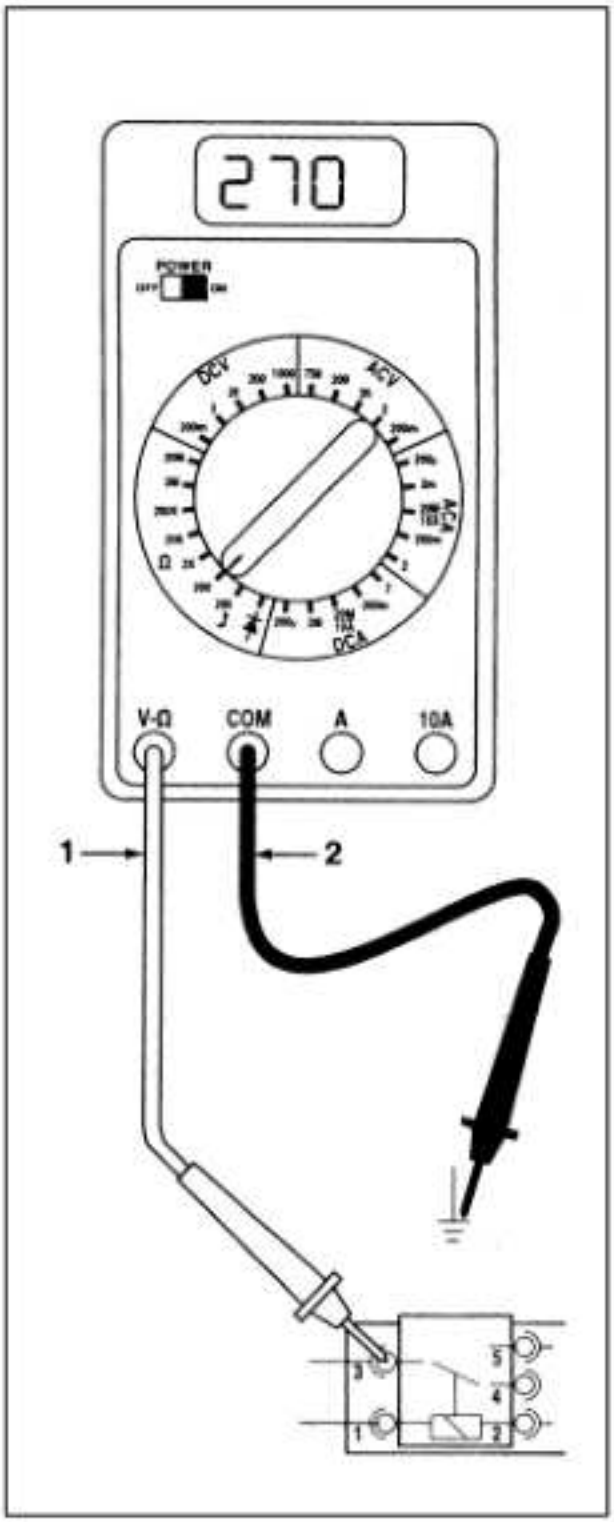
Do this test if:

- You are finding blown fuses.
- The wire insulation is melted or discolored.
- You are directed to by a troubleshooting chart.

1. Power OFF, key switch OFF.

NOTE: *You may also need to disconnect the battery or pull fuses if it is specified for the circuit you are testing to prevent damage to your test equipment.*

2. Disconnect the connectors at each end of the circuit you are testing to prevent false readings.
3. Set the Function/Range switch on your test meter to measure resistance (Ohms) and measure the resistance in the circuit. Place the black lead, 2, on a plated or unpainted part on the frame. Make sure the surface is clean so a good ground is made. Use the red lead, 1, to touch the connector pins or component to be tested.
4. Determine if the measured resistance falls within the guidelines specified in the procedure. If no specification is given, use the following guides:
    - A reading of more than 100K ohms indicates an open circuit meaning there is a break in the wire.
    - If the resistance is less than 1 ohm, there is a direct short to the frame ground meaning a wire is exposed and in contact with metal.
    - Higher than normal resistance usually indicates the circuit paths through other components. Check the wiring diagram for other components in the circuit. You will need to disconnect any additional connectors to perform the test.



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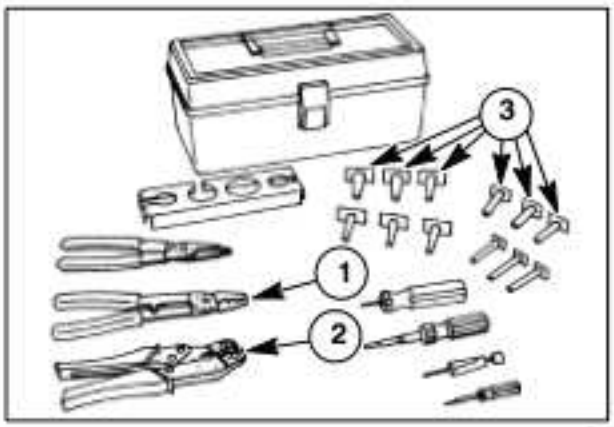
OVERHAUL

WIRE HARNESS CONNECTOR

Deutsche-type wire harness connectors are used to connect the harnesses to the controller, junction box and operator's panel. The connectors can be repaired using the tools in the tool kit shown. The tool kit also includes tools used to service other types of connectors.

The tools in the kit that are required are:

1 Electrician's pliers
2 Crimping pliers
3 Extraction tools



1

9-PIN CONNECTOR

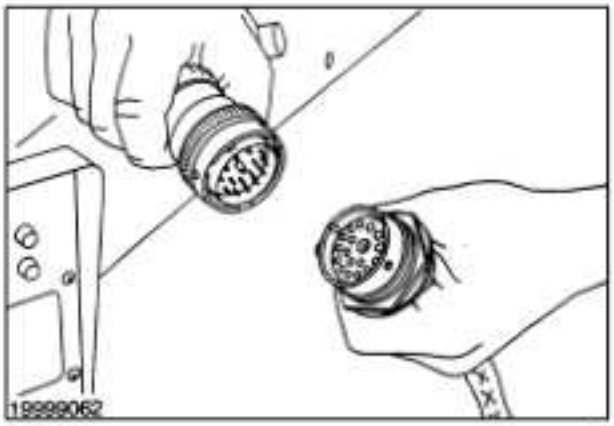
The 9-pin connector between the control box and main frame wire harness contains 9 pins and sockets.

When the connector is separated, always attach the dust cover. One dust cover is installed on the tongue. The other dust cover is attached to the control box harness.

The main connector between the control box harness and the main harvester harness is a round, metal connector with a twist lock ring to secure the two halves together.

The connectors may be disassembled to repair a faulty pin connection or replace a damaged connector half.

Three different size pins are used in the connector.



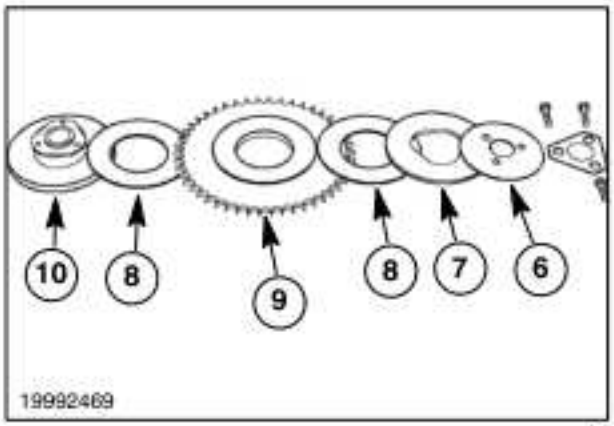
2

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Examine the surface of components 7, 9, and 10 in the area which contacts friction disc, 8. If the surfaces are rusted or pitted, use 80-100 grit emery paper to polish these areas.

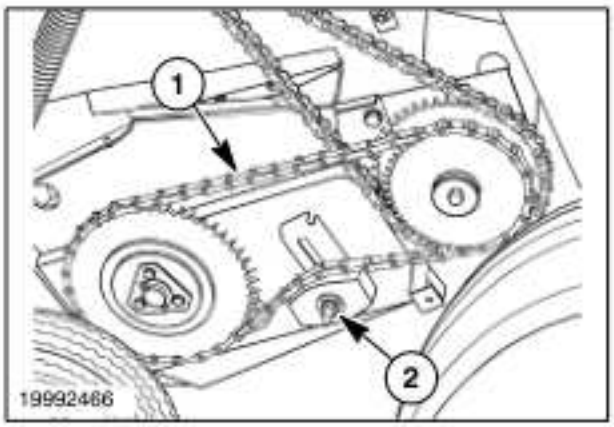
Inspect the two friction discs, 8. If they are grooved and worn, replace them. Inspect the spring washer, 6, for cracks or deformation. Replace if necessary.

Reassemble the clutch and torque the three cap screws to 13 N·m (120 in. lbs.) each initial torque.



6

Install the drive chain, 1, and adjust idler block, 2, to allow 5 -13 mm (3/16 - 1/2") free travel on the upper strand..



7

Lock up the drive chain by lacing wire or a long cap screw through the upper and lower strand of chain. Using a flat bar between the pickup guards, as shown, with a spring scale, check the tension of the clutch. When properly adjusted, the pickup should slip at 316 N·m (2800 in. lbs.). The three cap screws must be adjusted evenly.

A simple procedure for determining the correct spring scale force:

$$\frac{\text{N·m required (in. lbs)}}{\text{length of bar in m (in.)}} = \text{N (lbs) pull on scale}$$

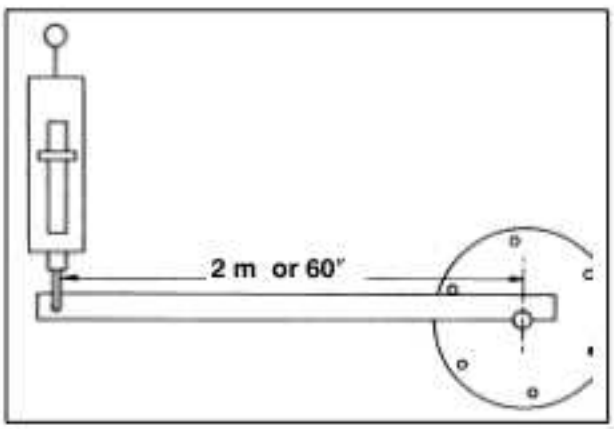
Example: English

$$\frac{2800 \text{ in. lbs}}{60"} = 47 \text{ lbs}$$

Example: Metric

$$\frac{316 \text{ N·m}}{2 \text{ m}} = 158 \text{ N}$$

158 N x 0.102 = 16 kg



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