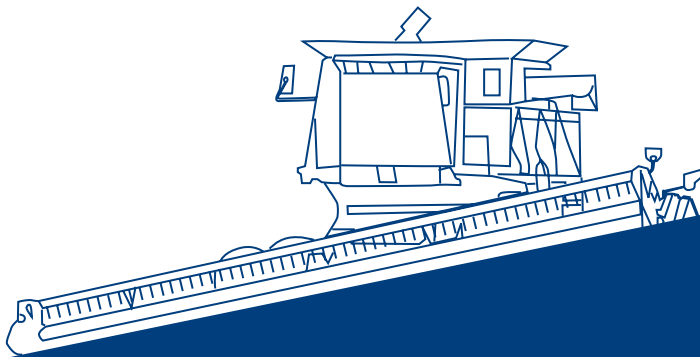




Operator's Manual

(SN16001-16999)



Model JH7010 & JH9010

Hillside Leveling System

S660, S670, S680 & S690

D-120427CMA01C

November, 2015

Contents

Model and Serial Number	1
Maximum Header Weights.....	1
Introduction.....	2
Safety.....	3
Signal Words	3
Operation Safety.....	4
Hydraulic Safety.....	4
Service and Maintenance Safety.....	5
Highway Operation and Transport Safety.....	5
Safety Labels.....	6
Product Description	10
Controls and Components	11
Leveling Control Switches	11
Hydraulic Gear Pump	11
JH9010 Hydraulic Flow.....	12
Leveling Control Manifold	12
Leveling Controller.....	12
Overcarriage Position Indicator	13
Slope Sensing Clinometer	13
Rear Wheel Assist Clinometer.....	13
Transition	13
Header Position Sensor.....	14
Retractable Ladder Step.....	14
Monitor.....	14
Mechanical Leveling Cylinder Stops.....	15
Carriage	15
Hydraulic Leveling Cylinders and Counter-Balance Valves.....	15
JS7010 & JS9010.....	15
Leveling Cylinder Safety Stops.....	16
Drop Axle	16
Header Tilt Control Switches	17
Header Tilt System	17
Header Tilt Controls and Components.....	17
Operation.....	18
Ladder Position.....	18
Leveling System Controls	18
Lateral Header Tilt / Contour Master.....	19
Storage	19
Transporting Combine on a Trailer	19
Maintenance.....	20
Driveline Maintenance	21
Transition Drive Chain	22
Transition Slip Clutch.....	22
Paddle Beater	22
Feeder House Removal.....	22
100 Hour - Annual Maintenance	23
Adjustments.....	24
Rear Axle Spacing	24

Rear Axle Position Chart.....	24
Over Rotation Stop	25
Transition Fore/Aft Adjustment Procedure.....	25
Lower Feeder Drum Stop Adjustment.....	25
Lateral Tilt Flow Control Adjustment	26
Adjusting the Leveling Zero Point.....	27
Mechanical Leveling Cylinder Stops.....	28
Maximum Leveling Calibration.....	29
Leveling Speed Adjustment	30
Monitor Adjustments	30
Setup Mode	30
Drive Tire Load/Slope Alarm	30
RWA/Slope Alarm	30
Maximum Level.....	30
Monitor Brightness.....	31
Mute Alarm.....	31
Diagnostics	31
Clinometer	32
Leveling Valve Coils.....	32
Chassis Angle Sensor.....	33
Header Angle Sensor.....	33
Header Tilt Setup.....	34
Tread Width	38
Tire Selection.....	38
Feeder Adjustment For Tire Size	38
Tire Inflation	38
Rear Axle Toe In	39
General Shielding	39
Drive Shaft and Couplers.....	39
Rear Axle Weighting	39
Hydraulic Settings.....	40
Hydraulic Hoses.....	40
Hydraulic Cylinder.....	40
Decal Placement.....	41
Header Compatibility Chart	43
Leveling System Specifications.....	44
Electrical Schematics.....	46
Hydraulic Schematics	51
Constant Velocity Driveline Maintenance Guide	54
Notes.....	58

Model and Serial Number



Write the serial number and the model number of the leveling system and combine on the lines provided. It is important to reference these numbers when ordering parts or requesting technical support. We suggest that you give the leveling system serial number to your John Deere dealer to be kept with their combine serial number records.

Leveling System Model Number	JH7010	JH9010
Leveling System Serial Number	-	
Combine Model Number		
Combine Serial Number		

(circle one)

Maximum Header Weights

JH9010	9,500 lbs
JH7010	9,500 lbs

Hillco does not guarantee any non-John Deere header applications and will not be responsible for any damage incurred from improper header configurations.

Please call Hillco Technologies if you have any questions regarding the JH7010 & JH9010 or any other header configuration.

Introduction

Thank you for choosing the Hillco Technologies' Hillside Leveling System to compliment your farming operation. This product has been designed and manufactured to meet the needs of farmers wanting to increase the performance of John Deere S Series combines.

Safe, efficient and trouble free use of your Hillside Leveling System requires that you, and anyone else who will be operating or maintaining the leveling system, read and understand the safety, operation, and maintenance information contained in the Operator's Manual.

If extra copies of the operator's manual are needed, contact Hillco at 1-800-937-2461 or download it from Hillco Technologies' website at www.hillcotechnologies.com



Keep this manual handy for frequent reference and to pass on to new operators or owners. Call your Hillco dealer or Hillco if you need assistance or information at 1-800-937-2461.

OPERATOR ORIENTATION – The directions left, right, front, and rear, as mentioned throughout this manual, are as seen from the combine operator's seat and facing in the direction of forward travel.

SAFETY ALERT SYMBOL



This Safety Alert symbol means
ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

The Safety Alert symbol identifies important safety messages on the Hillco Leveling System and in the manual. When you see this symbol, be alert to the possibility of personal injury or death. Follow the instructions in the safety message.

Signal Words

Note the use of the signal words **DANGER**, **WARNING**, and **CAUTION** with the safety messages. The appropriate signal word for each message has been selected using the following guidelines:

DANGER - An immediate and specific hazard, which **WILL** result in severe personal injury or death if the proper precautions are not taken.

WARNING - A specific hazard or unsafe practice, which **COULD** result in severe personal injury or death if proper precautions are not taken.

CAUTION - Unsafe practices which **COULD** result in personal injury if proper practices are not taken, or as a reminder of good safety practices.

Operation Safety

1. Read and understand the Operator's Manual and all safety labels before operating the leveling system.
2. Make sure that all controls are in the manual position before starting the combine.
3. Clear the area of all bystanders, especially children, before starting the leveling system and during operation.
4. Make sure all safety shields are in place before operating the combine. Never operate the machine with the shields removed.
5. Keep hands, feet, hair and clothing away from all moving and/or rotating parts.
6. Stay seated in the cab during operation.
7. Operate controls only when sitting in the seat of the combine.
8. To avoid engine damage, do not run the machine for extended periods of time when it is in the leveled over position.
9. Always travel at a safe speed. Use caution when making turns or traversing ditches.
10. The leveling system is equipped with a maximum level warning lamp. This lamp indicates when the machine has reached its maximum leveling capability. There are restrictions as to tread width and tire selection for combines used in harvesting slopes greater than the maximum leveling capability of the leveling system.
11. The use of after-market grain tank extensions is prohibited from use on combines equipped with Hillco Leveling Systems.
12. Level Limit Stops should be used on combines that rely on the limit switches to stop the leveling prematurely to prevent sheet metal damage.

Hydraulic Safety

1. Do not search for high-pressure hydraulic leaks without hand and face protection. A tiny, almost invisible leak can penetrate skin, thereby requiring immediate medical attention.
2. Use cardboard or wood to detect leaks – never your hands!
3. Before inspecting the hydraulic system of the leveling system, install the safety stops.
4. Before operating the leveling system, ensure that there are no obstructions between the chassis and the carriage.
5. Maintain proper hydraulic fluid levels.
6. Ensure all fittings and hoses are in good repair.
7. Do not make any repairs to the leveling system hydraulic system including: valves, hydraulic hoses, adapters, pumps, manifolds, or reservoirs without first contacting your authorized Hillco dealer.



Service and Maintenance Safety

1. Review the Operator's Manual and all safety items before servicing or maintaining the leveling system.
2. Place the Auto/Off/Manual leveling switch in the "Off" position, stop the combine engine, wait for any moving parts to stop, block the tires, the header, and the cylinder areas before servicing, repairing, adjusting, or maintaining the leveling system.
3. Hydraulic oil is under pressure. Use caution when dealing with the hydraulic system.
4. Keep hands, feet, clothing and hair away from all moving and/or rotating parts.
5. Clear the area of bystanders, especially children, when carrying out any maintenance, repairs or making any adjustments.

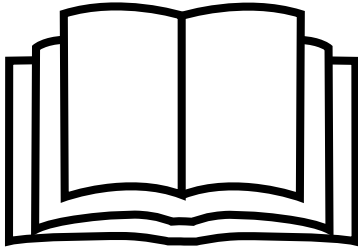
Highway Operation and Transport Safety

1. Check with local authorities regarding combine transport on public roads. Obey all applicable regulations and laws.
2. Check clearance, elevations and widths of combine for travel near power lines, bridges, trees, etc.
3. Make sure the Auto/Off/Manual leveling toggle switch is in the "Off" position for all transport and highway travel situations.
4. Always travel at a safe speed. Use caution when making corners or meeting traffic.

Safety Labels

Familiarize yourself with the location of all safety labels. Read them carefully to understand the safe operation of your machine.

READ OPERATOR'S MANUAL SYMBOL



Decals, which display the Read Operator's Manual symbol, are intended to direct the operator to the Operator's Manual for further information regarding maintenance, adjustments and/or procedures for particular areas of the Leveling System. When a decal displays this symbol refer to the Operator's Manual for further instructions.

TO APPLY NEW OR REPLACEMENT LABELS

1. Make sure the label area is smooth by removing any debris such as dirt or old labels.
2. Wash the area with soap and water and then dry it thoroughly.
3. After the area has completely dried, peel the backing off the safety label and place it onto the cleaned area.
4. Make sure all areas of the label have adhered to the machine by pressing down on the entire face of the label, including the corners.

! DANGER




HYDRAULIC HAZARD

- Loss of hydraulic pressure may cause combine to tip.
- Read operator's manual before disconnecting any hydraulic components.

LL20-100788



! DANGER



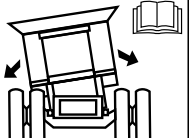
PINCH POINT HAZARD

- Keep hands, feet and body away from moving parts.
- Do not stand or climb on machine when operating.
- Hazard occurs during leveling and header trim.

LL20-100784

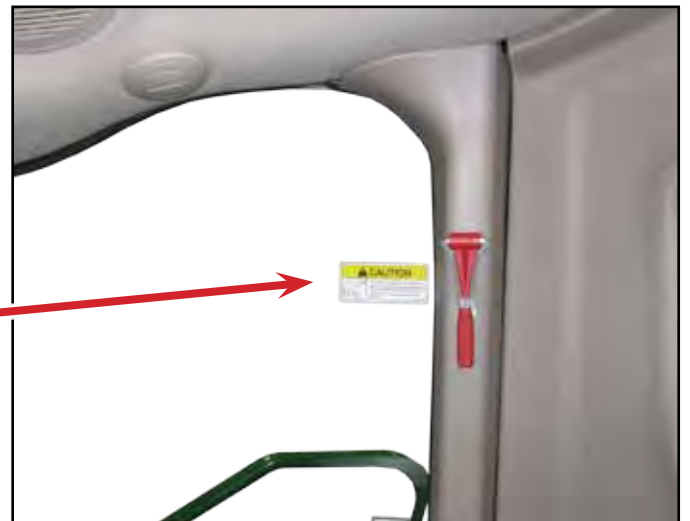


! CAUTION



- This machine is equipped with a Leveling System.
- Make sure the Auto/Manual leveling control switch is in the manual position before starting machine.
- Read operator's manual before operating this machine.

LL20-100782



! DANGER




CRUSHING HAZARD
To prevent serious injury or death:

- Keep all persons and objects clear while any part of this machine is in motion.

LL20-100783



! CAUTION

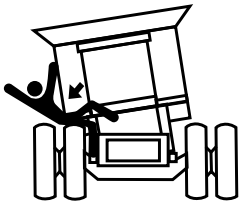
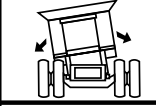



MOVING STEP HAZARD
Bottom step lowers and retracts upward.
Use caution when using ladder.

LL20-100785



! CAUTION

LEVELING SYSTEM HAZARD

- This machine is equipped with a leveling system.
- Combine chassis moves independent of carriage.
- Read operator's manual and be aware of hazardous areas at all times.

LL20-100787

! DANGER



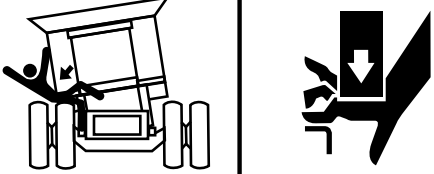
HYDRAULIC HAZARD

- Loss of hydraulic pressure may cause combine to tip.
- Read operator's manual before disconnecting any hydraulic components.

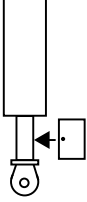
LL20-100788



! DANGER



AVOID CRUSHING INJURY
Install safety stops on the main leveling cylinders before performing repair or maintenance on the leveling system to prevent accidental tipping of combine chassis.



LL-143621



Product Description



The Hillco Hillside Leveling System is designed for John Deere S Series combines. Hillco designed the Hillside Leveling System to maintain the combine's threshing capacity and harvesting efficiency on contours of slopes up to 27%. This leveling system is designed to be installed with little modification to the combine.

The Hillside Leveling System tilts the combine's chassis laterally, automatically compensating for slopes up to 27% as it moves across sloping terrain. The threshing platform remains level and allows both the combine and the operator to perform at maximum efficiency.

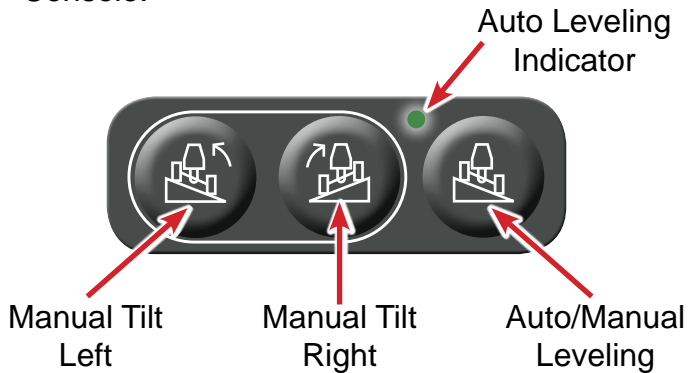
The leveling system uses a clinometer to sense the combine's chassis position in relation to "level". As the combine moves onto a slope, the chassis leans out of level and the clinometer senses the deviation and sends a signal to the controller. The controller opens the appropriate leveling valve. The leveling valve allows hydraulic oil to flow into the leveling cylinder. The cylinders tilt the combine's chassis to correct for the tilt, bringing the chassis back to level.

As the combine's chassis levels, the master header tilt cylinder pushes hydraulic oil to the header tilt cylinder, which counter-rotates the header to keep it parallel to the ground. The operator can manually adjust the header's position or, alternately, may use the combine's original lateral tilt electronics and sensor-equipped header to automatically compensate for varying ground contours.

Controls and Components

Leveling Control Switches

The leveling control switches (A) are located on the far side of the CommandTouch Armrest Console.



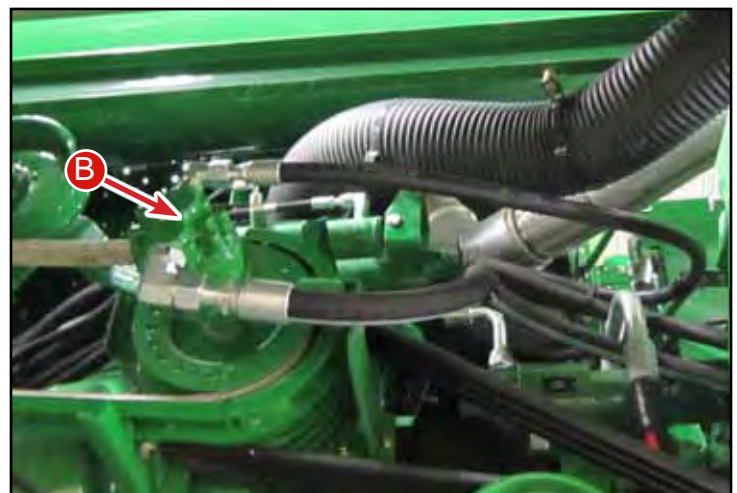
A - Auto/Manual Leveling

Auto/Manual Leveling — The Auto/Manual leveling button is used to toggle between the Automatic and Manual Modes. In Manual Mode the chassis will not rotate until initiated by the operator. In Automatic Mode, rotation of the chassis is initiated by the controller as dictated by changes in the slope. The operator can momentarily override the controller using the Manual Left and Right Buttons. The combine will return to level once the button is released.

Manual Tilt Left and Manual Tilt Right — These buttons allow the operator to rotate the chassis to the left or right as desired.

Hydraulic Gear Pump

The JH7010 has a Hydraulic Gear Pump (B) that is mounted directly to the output shaft of the combine's rear engine housing. It provides the necessary hydraulic flow to operate the leveling system's functions. The gear pump isolates the leveling system's hydraulic flow from the remaining combine's hydraulics.

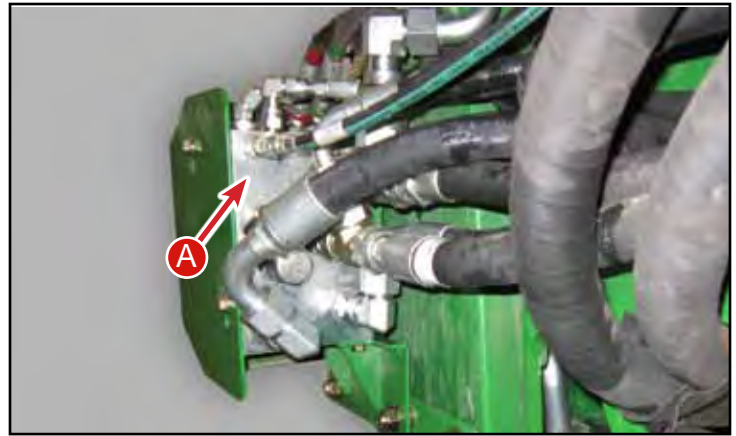


B - Gear Pump

JH7010 Only

JH9010 Hydraulic Flow

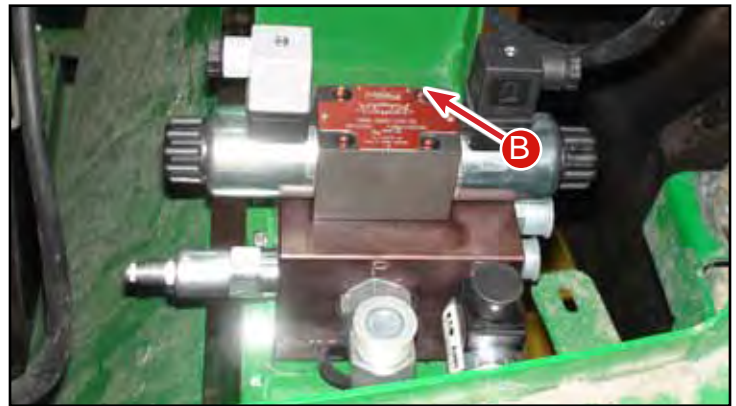
Hydraulic flow for the JH9010 leveling system is supplied from the “T” located in the Deere pressure supply line on the header height valve block (A). This valve is located on the left side of the combine below the cab. From this “T” oil flows to the Hillco leveling valve located behind the inspection door on the operator’s platform. Oil is returned from the leveling valve to a “T” located in the John Deere header height valve block.



A - Header Height Valve Block

Leveling Control Manifold

The leveling control manifold (B) is located behind the inspection door on the operator’s platform. The operator electronically activates the manifold by either pushing the manual leveling buttons or having it in automatic mode. The manifold diverts hydraulic flow to the corresponding leveling cylinder to rotate the chassis.



B - Leveling Manifold

Leveling Controller

The electronic leveling controller (C) is located behind the inspection door on the operator’s platform above the leveling manifold. The controller processes slope information and outputs signals to the hydraulic leveling valve. When auto leveling is activated the leveling controller levels the chassis up to a maximum slope of 27%.



C - Leveling Controller

Header Tilt Manifold

Located below the cab is the header tilt manifold. This manifold diverts flow to the cylinder in the feeder house pivoting the header. The hydraulic valve fully integrates with the combine’s electronics to provide auto lateral tilt. If the combine was originally equipped with Contour Master then the stock valve is used to control the header tilt.



D - Header Trim Manifold

Overcarriage Position Indicator

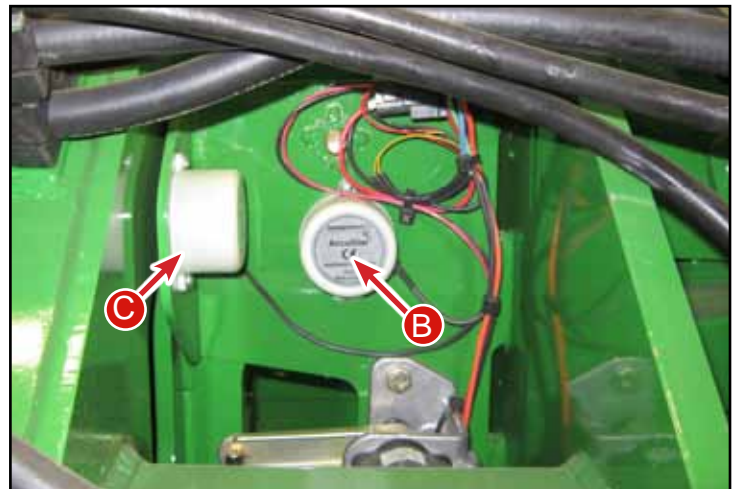
Attached to the overcarriage and undercarriage is the position indicator (A). The position indicator outputs a signal to the controller of the overcarriage position relative to the undercarriage. This also acts as a maximum level indicator. When the combine is nearing maximum level the controller reduces the amps to the leveling valve decreasing the hydraulic flow. This provides for smooth leveling when achieving maximum level.



A - Overcarriage Position Sensor

Slope Sensing Clinometer

Located on the overcarriage near the Overcarriage Position Indicator is the Slope Sensing Clinometer (B). This clinometer outputs a signal to the controller. This output is a value that tells the controller the chassis' position relative to level.



B - Side to Side Clinometer
C - For/Aft Clinometer

Rear Wheel Assist Clinometer

Located by the side to side slope sensing clinometer is a for/aft slope sensing clinometer (C). This clinometer signals an alarm that is displayed on the monitor when the combine is pointed down a hill that is greater than 20% and the rear wheel assist is engaged.

Transition

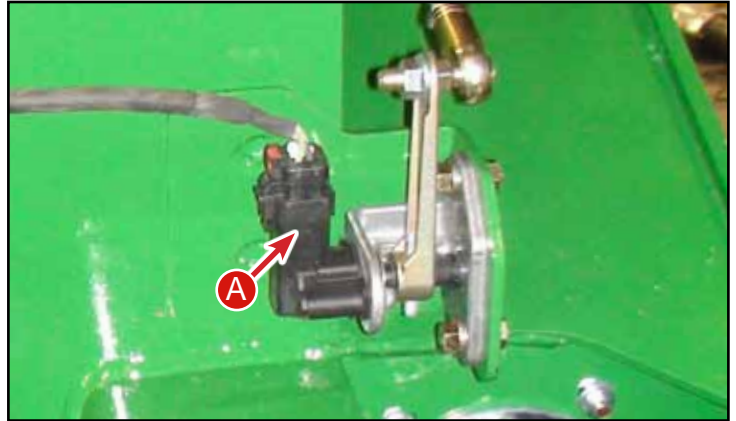
The transition is added to the front of the feeder house to pivot the header and allow it to follow the contour of the ground.



D - Transition

Header Position Sensor

Located on the right side of the transition is the header position indicator. It utilizes a linkage between the face plate and the transition to indicate the header position relative to the combine. The position is then displayed in the corner post of the cab.



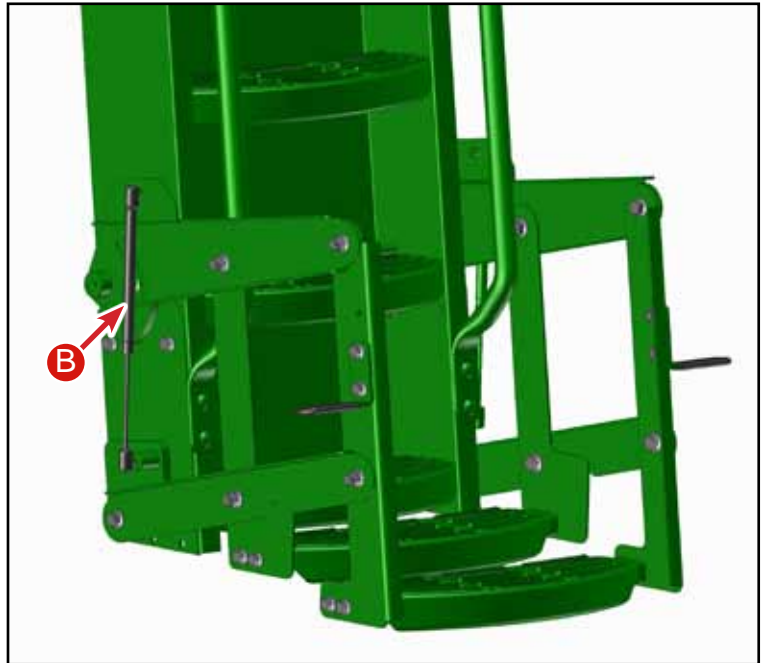
A - Transition Position Indicator

Retractable Ladder Step

All Hillside combines are equipped with retractable bottom steps.

If the ladder does not extend and retract properly check the fasteners in all of the pivot locations and make sure they are not over tightened. Over tightening of these fasteners will cause the ladder to bind.

Make sure that the gas-charged struts (B) keep the ladder fully retracted. Replace the struts if they appear to be weak. If the ladder does not fully retract, permanent damage may occur during field operation.



B - Gas-charged Struts

Monitor

All Hillside combines are equipped with a monitor (C) installed in the cab that displays alarms and show diagnostics.



C - Monitor

Mechanical Leveling Cylinder Stops

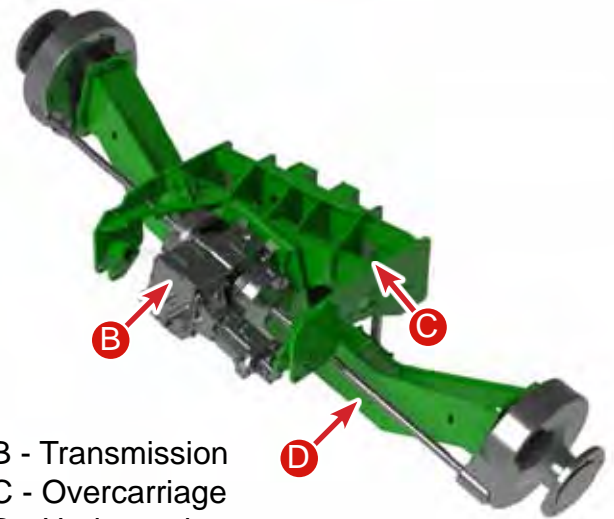
Some tire configurations may come into contact with the side panel when the combine is leveled over. The maximum leveling calibration must be properly set and cylinder stops inserted to fill the distance on the cylinder from max level to the collar. This will prevent damage in the event of hydraulic or electrical failure. To set the stops level the combine over both directions until there is 1" between the tire and the closest contact point. Add cylinder stops to prevent the cylinder from over-leveling the combine. Contact Hillco for these cylinder stops.



A - Mechanical Leveling Cylinder Stops
5/8 inch - Part # MC-137251
1/8 inch - Part # MC-137501

Carriage

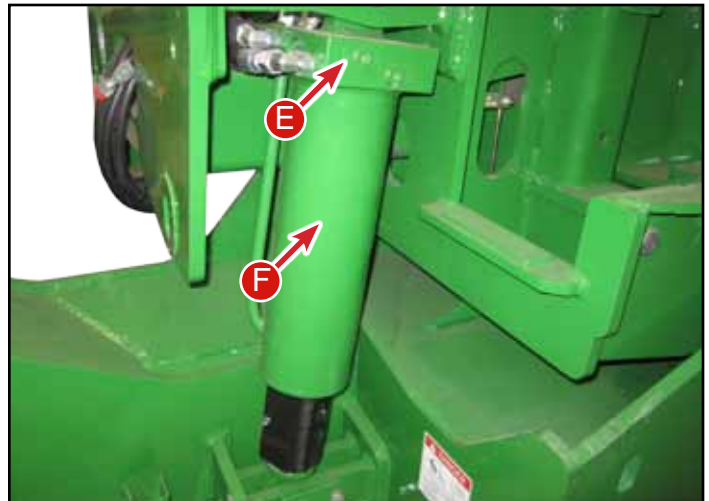
The carriage is designed to support the combine's chassis while allowing the combine to rotate through full range of motion. It consists of an undercarriage and an overcarriage. The drive wheels, final drives, and transmission are mounted to the undercarriage. The overcarriage bolts to the combine's axle and chassis. The leveling cylinders connect to the overcarriage and the undercarriage. The carriage raises the combine chassis eight inches to prevent the tires from coming into contact with the side panels.



B - Transmission
C - Overcarriage
D - Undercarriage
E - Counter-Balance Valve
F - Leveling Cylinders

Hydraulic Leveling Cylinders and Counter-Balance Valves

There are two leveling cylinders located on the rearward side of the leveling system's carriage. These cylinders are pressurized by the leveling hydraulic valve to tilt the combine chassis to correct for slope changes. Both leveling cylinders are equipped with built in hydraulic counter-balance valves that positively lock the oil into the cylinders until a pressure signal is sent from the hydraulic leveling valve. These counter-balance valves lock the chassis position in the event of hydraulic hose failure. The counter-balance valves can be adjusted if needed.



Leveling Cylinder Safety Stops

When the leveling cylinder safety stops are installed on the leveling cylinders, the carriage cannot rotate. The stops must be installed before working on or around the leveling system and when hauling the combine. It is recommended that the stops be inserted during long-term storage. When the stops are not being used, they should be stored on the mount next to the leveling cylinder.



WARNING!

Install the cylinder stops before working on or around the leveling system. Failure to install the cylinder stops before working on or around the leveling system may result in sudden chassis rotation.



A - Cylinder Safety Stops
B - Cylinder Safety Stop Holder



Drop Axle

The drop axle (C) raises the rear of chassis to match the height change due to the leveling carriage. The drop axle allows the rear axle to match the carriage's range of motion.

Drop axle wings (D) are installed for additional stability between the drop axle and the chassis.



IMPORTANT!

Because of the increased rotation of the rear axle it is necessary to space the rear wheels out to avoid interference with shields. See the Rear Axle Spacing Chart for more information.



C - Drop Axle
D - Drop Axle Wing

Header Tilt Controls and Components

Header Tilt Control Switches

The manual header tilt switch is located in the hydro handle and is used to manually control the header tilt angle. Consult your John Deere Operator's Manual for explanation of the Contour Master operation.

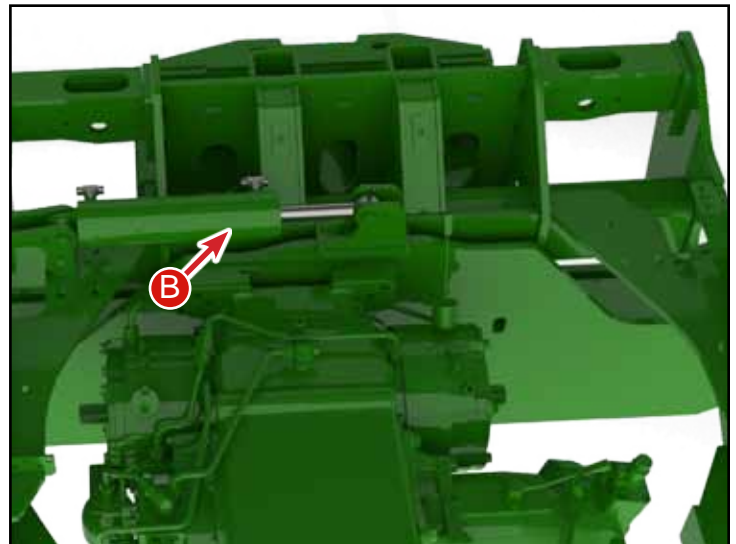


A - Header Trim Switch
B - Master Cylinder

Header Tilt System

The header tilt hydraulic system consists of the header tilt control valve, master cylinder, slave cylinder, flow control, and relief valve. As the combine levels, the carriage extends or retracts the master cylinder, which sends oil to the slave cylinder. The slave cylinder counter-rotates the header. No electronic function is required for this action to occur.

The operator can manually trim the header angle with the header trim switch on the hydro control handle. In the Contour Master mode, the header angle is automatically trimmed by activating the lateral tilt valve, which is coupled to the master/slave circuit. In case the header contacts the ground, a relief valve prevents damage to the header and feeder house.



C - Slave Cylinder

Operation



CAUTION!

Before operating the leveling system, ensure that the leveling cylinder safety stops are not installed on the leveling cylinder. Operating the system with the safety stops installed may cause damage to the carriage, leveling cylinders, or stops.

Ladder Position

Operating the leveler with the ladder in the 90° position will damage the ladder. To provide increased operator access, Hillco has provided an alternative ladder position and installed a ladder stop. The ladder stop prevents the ladder from rotating into the extended or 90° position.

Leveling System Controls

AUTOMATIC MODE: Pushing the Auto/Manual Leveling Button (A) will toggle between Auto & Manual. The green light shows when the leveling system is in Auto Leveling Mode.

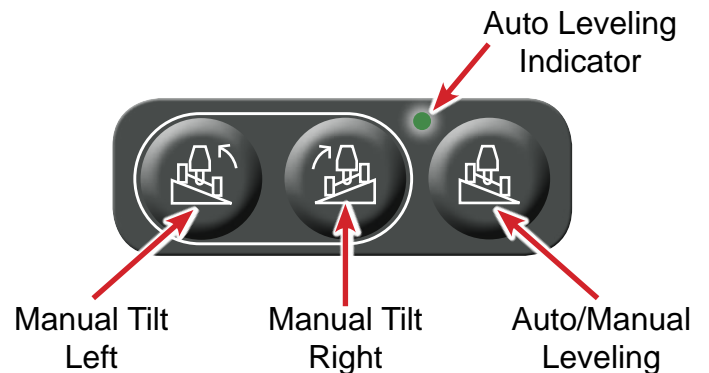
The automatic leveling controller monitors changes in slope and corrects chassis position to maintain a level chassis position. The Manual Tilt Left/Manual Tilt Right Leveling Buttons will override the automatic leveling controller while the switch is being pressed. Upon release of the switch, the leveling system will return to automatic leveling mode and search for level.

MANUAL MODE: Pushing the Auto/Manual Leveling Button will toggle between Auto & Manual. If the green light is not lit it is in Manual Mode. In Manual mode the Manual Tilt Left/Manual Tilt Right leveling switch will level the combine left and right. When the switch is released the combine chassis will maintain the current chassis position.



CAUTION!

Do not operate the leveling system with the ladder in the extended or 90° position otherwise ladder damage may result.



CAUTION!

Do not unload grain from the combine while operating the Leveling System in Automatic Mode. The chassis may tilt unexpectedly and cause damage to the unloading auger.

Lateral Header Tilt / Contour Master

To tilt the header manually, depress the header tilt switch (A) on the left for tilt left, or on the right side for tilt right. The Hillco leveling system is fully compatible with John Deere's Contour Master lateral tilt electronics. To run the Contour Master functions refer to your combine operator's manual.



Storage

When storing the combine between seasons, Hillco strongly recommends that the leveling cylinder safety stops are installed on the leveling cylinders. This will ensure that the combine does not settle during storage.

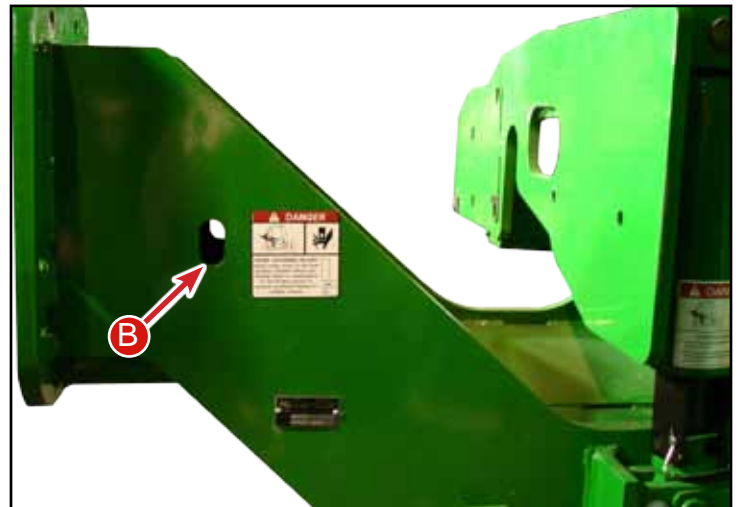


CAUTION!

Before driving the combine into a building, ensure that the leveling system is in the road transport mode. This will ensure that the combine does not unexpectedly level. Unexpectedly leveling may cause damage to the building or the combine.

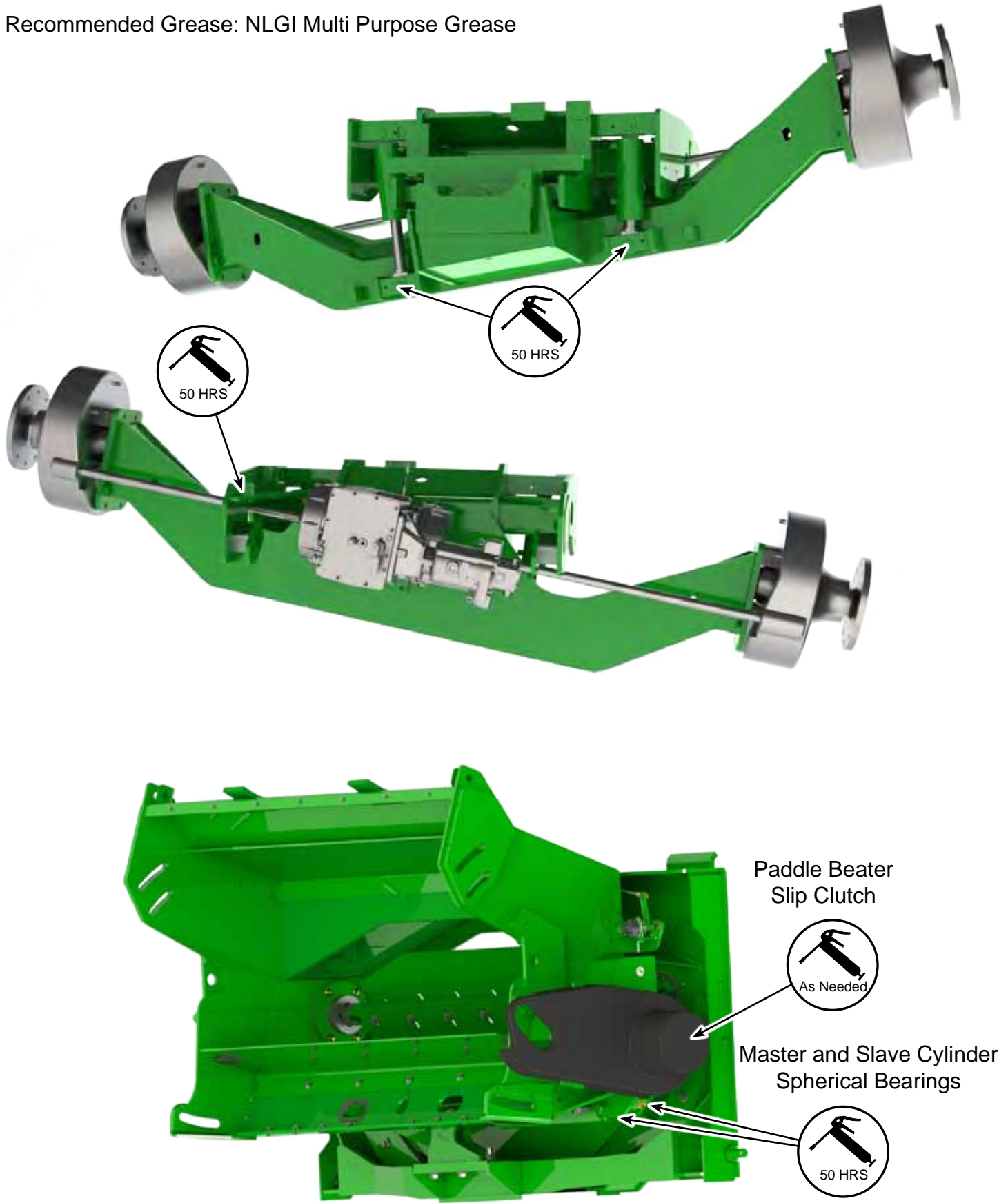
Transporting Combine on a Trailer

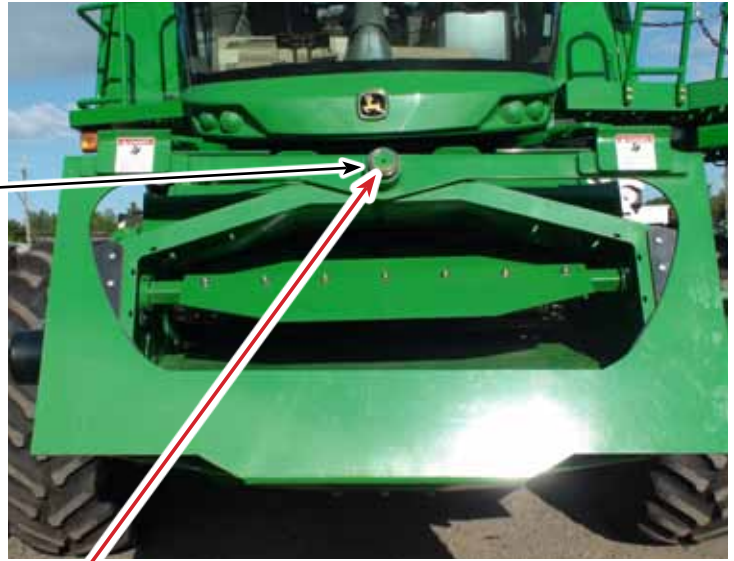
Before loading the combine, switch the leveling system into manual mode and install the cylinder stops. This will ensure that there are not any unexpected weight shifts during the loading process. In addition to the Tie Down locations on the combine, Hillco provides T-hook slots (B) on the undercarriage for securing combine to the trailer.



Maintenance

Recommended Grease: NLGI Multi Purpose Grease





Graphite Micarta Bushings

The Rear Drop Axle Spacer utilizes a Graphite Micarta Bushings that deos not require grease.



Driveline Maintenance

Standard PTO Style Drive Shafts - These drive shafts utilize a single cross at each end of the drive shafts. Grease zerks on both crosses and the zerk on the outer profile tube (at the slip joint) should be greased on 50-hour intervals.

Constant Velocity Drive Shafts - See the Constant Velocity Driveline Maintenance Guide at the end of this manual. Greasing CV drivelines at the correct time intervals is very important.



Transition Drive Chain

Tension transition drive chain so there is 1/2 inch deflection at A and B locations. Chain tension is maintained on both the 60-pitch (A) and 80-pitch (B) chains with idler sprockets. Both are located on the right side of the transition.

Check that the sprockets are all in proper alignment. Misalignment of these sprockets will cause premature wear of the sprockets and chain.

Transition Slip Clutch

The transition slip clutch is preset at the factory so that damage will not occur to any of the transition drive components; it cannot be adjusted and will never require any adjustment.

Do not over tighten these sprockets or premature chain and sprocket wear will occur.

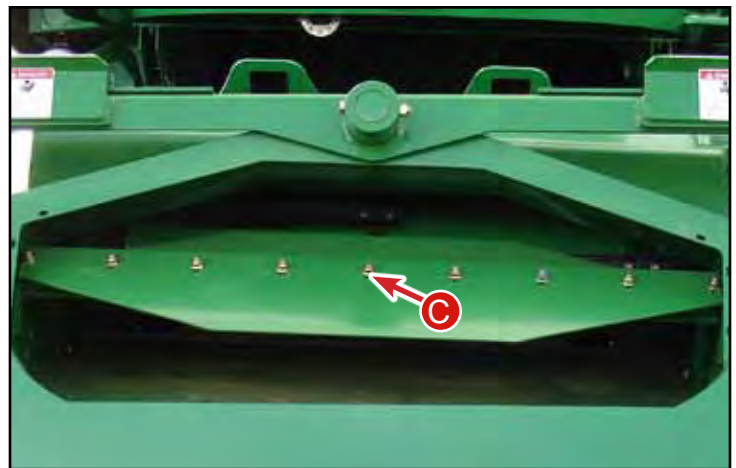
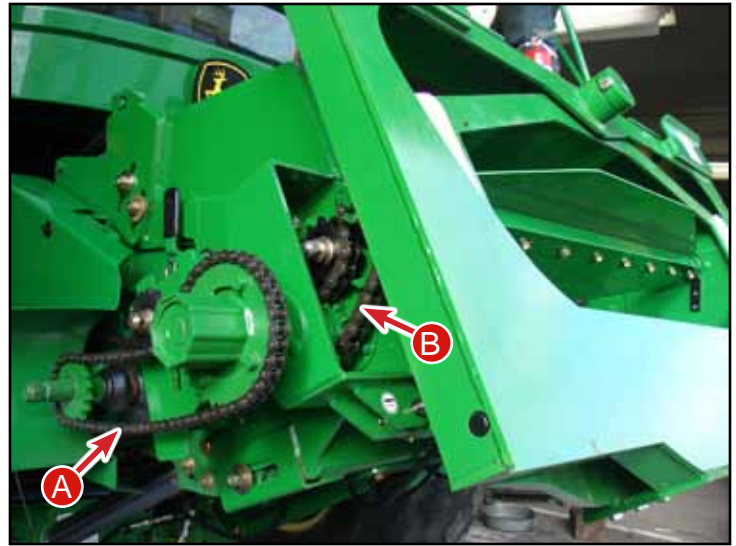
In tough conditions if slip clutch is slipping additional grease may be required.

Paddle Beater

The paddle beater has 3 adjustments to where it can be extended or retracted depending on crop conditions. To adjust move paddles to desired slot (C). Make sure both paddles are adjusted to the same slot.

Feeder House Removal

Refer to the John Deere S Series Technical Manual for steps on how to remove and re-install the feeder house.



WARNING!

When removing the feeder house on S680 and S690 combines disconnect the hydraulic lines for the header tilt at the slave cylinder located below the feeder house. Make sure feeder house is properly locked in the up position when disconnecting the hoses. Connect these hoses together if the combine will be leveled without the feeder house. If this is not done and the lines are just capped oil from the master cylinder has no place to go when the combine is leveled and failure will occur.

100 Hour - Annual Maintenance

Inspect the following areas:

REAR AXLE

- All bolts are properly tightened (combine to spacer 235lb-ft and spacer to rear axle are 153 lb-ft)
- Torque rear wheel bolts (150lb-ft + ¼ turn w/RWA, 232lb-ft w/o RWA)
- Steering hoses are properly routed and allow for rear axle rotation

OVERCARRIAGE / UNDERCARRIAGE

- Torque all mounting bolts properly
- Hydro hoses routed properly
- Brakes are adjusted properly and pedals should depress no more than ½ way
- Brake lines are routed properly, secured and free of pinch and abrasion points

Mounting Bolt Location	Torque
Carriage to Chassis	M16@235lb-ft; M20@450lb-ft
Axle Extensions	675 lb-ft
Final Drive Mounting Bolts	475 lb-ft (oiled)
Transmission Mounting Bolts	235 lb-ft

HYDRAULICS

- Hoses cleanly and securely routed with no pinch or abrasion points
- Hydraulic Reservoir & Main Engine Gear Case are filled to the proper level
- Hydrostatic Hose 4-bolt flange cap screws are tightened to proper torque
- No leaks in the hydraulic system
- Torque gear pump coupler to 130lb-ft
- Hoses by header lift manifold do not come in contact with drive shaft on JH9010

Hose Size	Cap Screws Torque
-16	68lb-ft
-20	111lb-ft

ELECTRICAL

- Harnesses are cleanly and properly routed and secured without pinch or abrasion points
- Mechanical Leveling Stops (bolt on lock collars) are installed so that there is no less than 3/4" clearance around the drive tires.
- Left and right limits are set so that there is no less than 1" clearance around the drive tires.

TRANSITION

- Transition drive chains are properly tightened and sprockets are aligned.
- Feeder chain is properly tension according to JD specification

FUNCTION CHECKS

- Combine responds properly to manual leveling switch (leveling direction matches button)
- Automatic Leveling System responds properly to changes in slope
- Clinometer has been zeroed and the combine returns to level in automatic mode
- Automatic Header Tilt system keeps the transition parallel to ground as the combine levels
- Manual Header Tilt system responds properly to switch and cycle time is set to 14 seconds
- Ladder pivots and locks into place
- Moving step retracts fully and operates smoothly
- Rear Wheels are properly spaced



WARNING!

Failure to conduct these inspections may result in serious damage to the combine, leveling system or could result in injury.

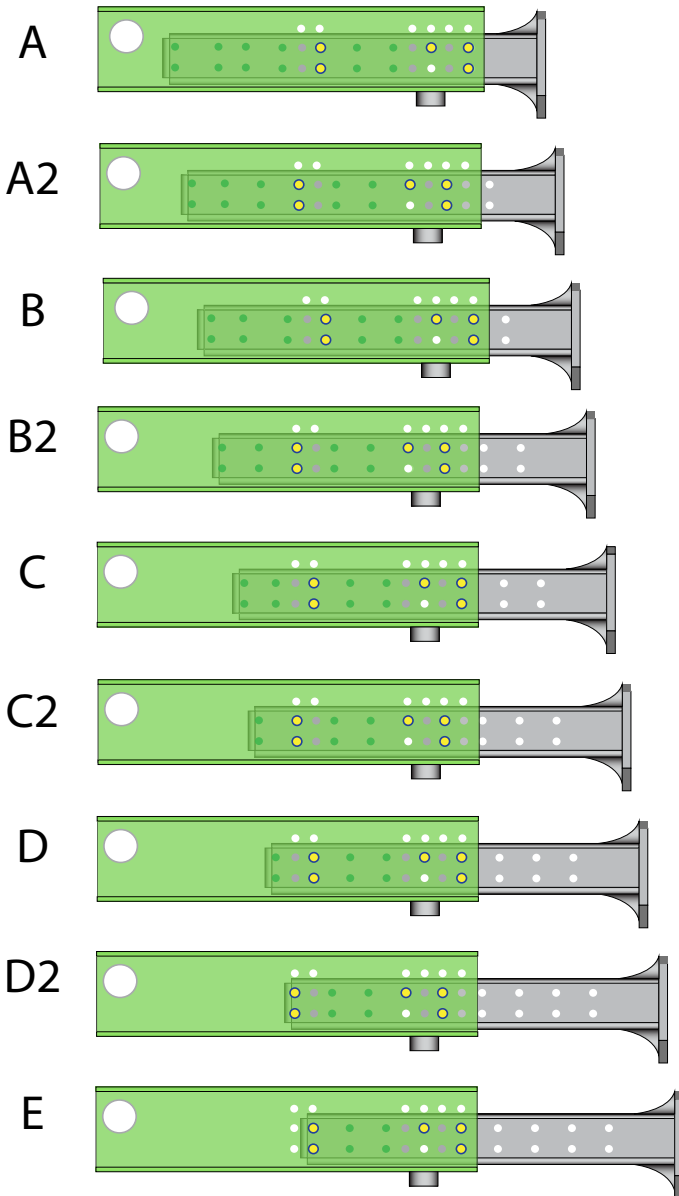
Adjustments


Rear Axle Spacing

On a combine equipped with a Hillco Leveler the rear axle has a greater rotation range. As a result the rear axle spacing must be changed to prevent shield interference. Refer to the diagram below and the following charts for Hillco's rear axle spacing recommendations. Hillco recommends operating the rear axle in the High Clearance Position on combines equipped with a hillside leveling system.

Rear Axle Position Chart

High Clearance Rear Axle Position





CAUTION!

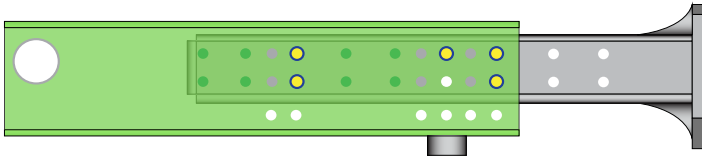
Hillco recommends operating the rear axle in the High Clearance Position on combines equipped with a hillside leveling system. Operating in the Standard Position may cause damage to the gull wing doors.

Extra Heavy Duty Rear Axle Spacing				
Rear Axle Tire	Rear Axle Position	Center to Center (in)	Outside to Outside (in)	Inside to Inside (in)
28L-26 (158A8) R1 or R3	A		Not allowed due to rear shielding interference	
	A2		Not allowed due to rear shielding interference	
	B		Not allowed due to rear shielding interference	
	B2	143.7	174.3	113.2
	C	147.7	178.3	117.2
	C2	151.7	182.3	121.2
	D	155.7	186.3	125.2
	D2	159.7	190.3	129.2
	E	163.7	194.3	133.2

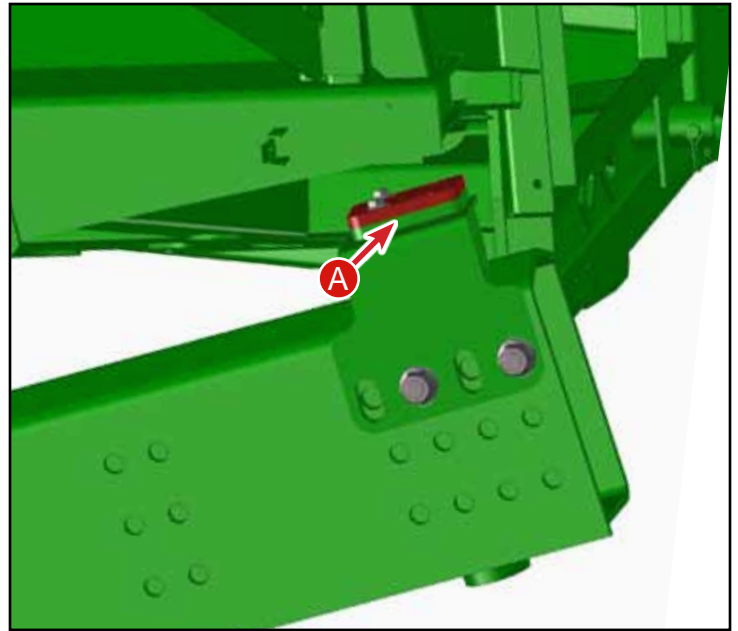
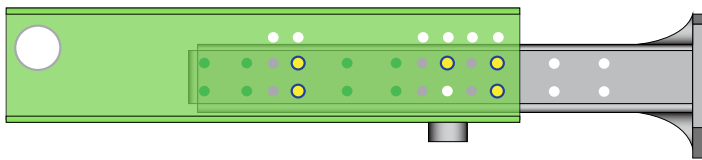
Over Rotation Stop

If the rear axle is in the Standard Rear Axle Position an additional stop (A) must be added to the over rotation stop to prevent the tire from coming in contact with the gull wing doors. The additional stop is bolted in place.

Standard Rear Axle Position

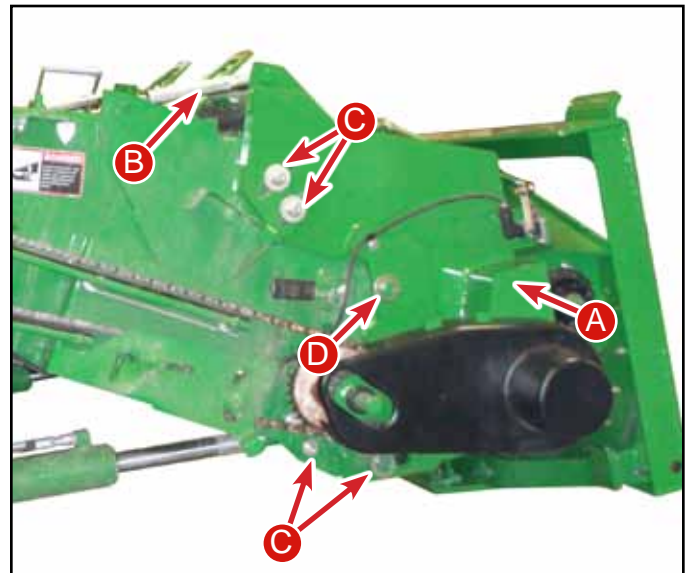
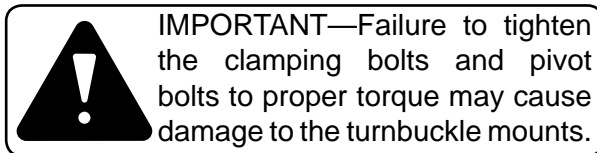
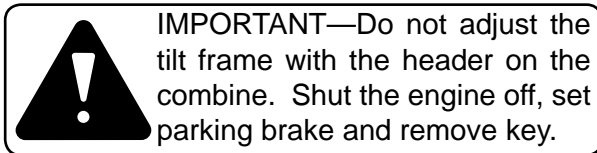


High Clearance Rear Axle Position



Transition Fore/Aft Adjustment Procedure

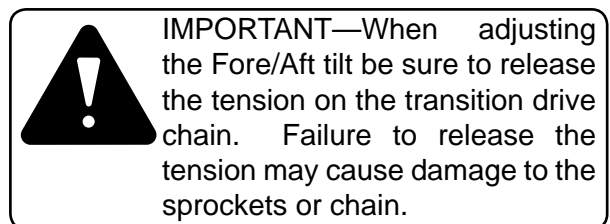
1. Loosen the clamping bolts and the pivot bolt on each side of the feeder house.
2. Loosen the jam nuts on the turnbuckles.
3. Loosen the chain tightener on the transition drive chain.
4. Adjust the turnbuckles until the desired header angle is achieved.
5. Tighten the jam nuts.
6. Tighten the clamping and pivot bolts to 153 lb-ft of torque.



- A - Transition
- B - Turnbuckle
- C - Clamping Bolts
- D - Pivot Bolts

Lower Feeder Drum Stop Adjustment

The Hillco leveling system does not change the feeder drum stop adjustment. Refer to the John Deere Operator's Manual for your combine for the feeder drum stop adjustment.



Lateral Tilt Flow Control Adjustment

For JH7010 & JH9010 Leveling Systems the lateral tilt flow control valve adjusts the speed at which the header rotates. The header should rotate at the chassis' rotation rate. The tilt speed is a compromise between manual tilt mode and automatic tilt mode. The rotation rate is set at the factory; however with larger header configurations it may be necessary to adjust the header's rotational rate.

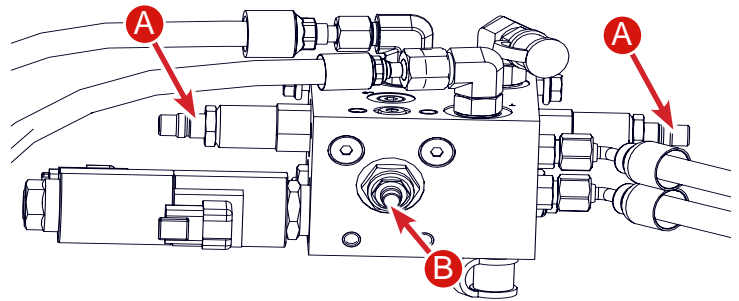
To test the header rotation rate, push the tilt button to the left until the tilt frame is rotated to the left limit. Push the tilt button to the right until the tilt frame reaches its right limit. The cycle time should meet the specification of 22 seconds.

Specification

Left-to-Right Cycle Time-22 seconds

If the cycle time is shorter than the specification, turn the flow control set screw clockwise a quarter turn at a time until the cycle time meets the specification. If the cycle time is longer than the specification, turn the flow control screw counterclockwise a quarter turn at a time until the cycle time meets the specification. This specification ensures that tilt speed is adequate for manual operation. With some header configurations this tilt speed may cause the automatic mode to be unstable. Hillco recommends adjusting the Contour Master's sensitivity until it becomes stable. Refer to the combine's operators manual for Contour Master adjustments.

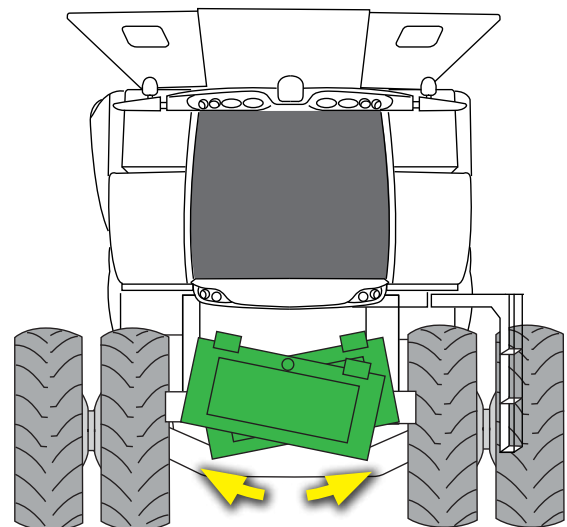
For changing the header tilt speed on a JH9010 Leveling System with factory Contour Master consult the John Deere Operator's Manual.



Located Below the Cab

A - Relief Ports

B - Flow Control



22 second rotation time from one side to other



IMPORTANT!

The pressure relief valve is pre-set at the factory. Changing the setting may cause damage to the tilt frame or hydraulic system. However, in very large header configurations, it may be necessary to change the setting. Contact your dealer to reset the relief valve.

Adjusting the Leveling Zero Point

Have combine parked on level ground.

Start the combine.

Enter setup mode by holding both the auto/manual button (A) AND the auto steer resume button on the hydro handle (B) for 7 seconds (If the combine park brake is not set or the hydro handle is not in the neutral position it will not enter setup mode).

Once the system is in setup mode the orange light near the auto/manual button will begin to blink.

Note:

While in setup mode the automatic function of the leveling system is disabled. Likewise, the level limits are disabled to allow full range of motion of the leveling system for setup purposes.

Manually level the combine with the level left and level right buttons (C) to obtain level. (A torpedo level on the floor of the cab is a good method to make sure the chassis is level)

With the combine level, press and hold the #2 resume button (D) on the hydrostat handle for 1 second.

Exit Setup Mode by holding the auto/manual button (A) AND the auto steer resume button on the hydro handle (B) for 7 seconds.

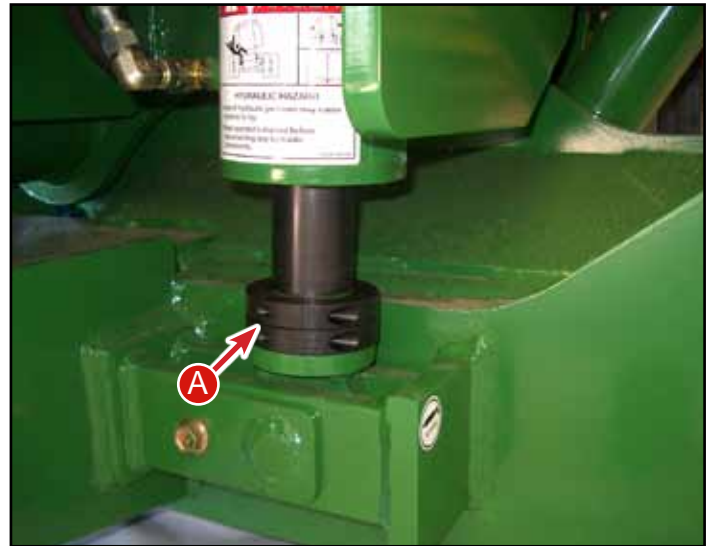


IMPORTANT—While in Setup Mode the leveling system will level slower than in normal operational mode to prevent damage.

Mechanical Leveling Cylinder Stops

In the event of electrical controller or hydraulic failure Hillco requires installation of mechanical Leveling Cylinder Stops on combines equipped with oversized drive tires. The Leveling Cylinder Stops will prevent side panel or tire damage. Contact Hillco for further details.

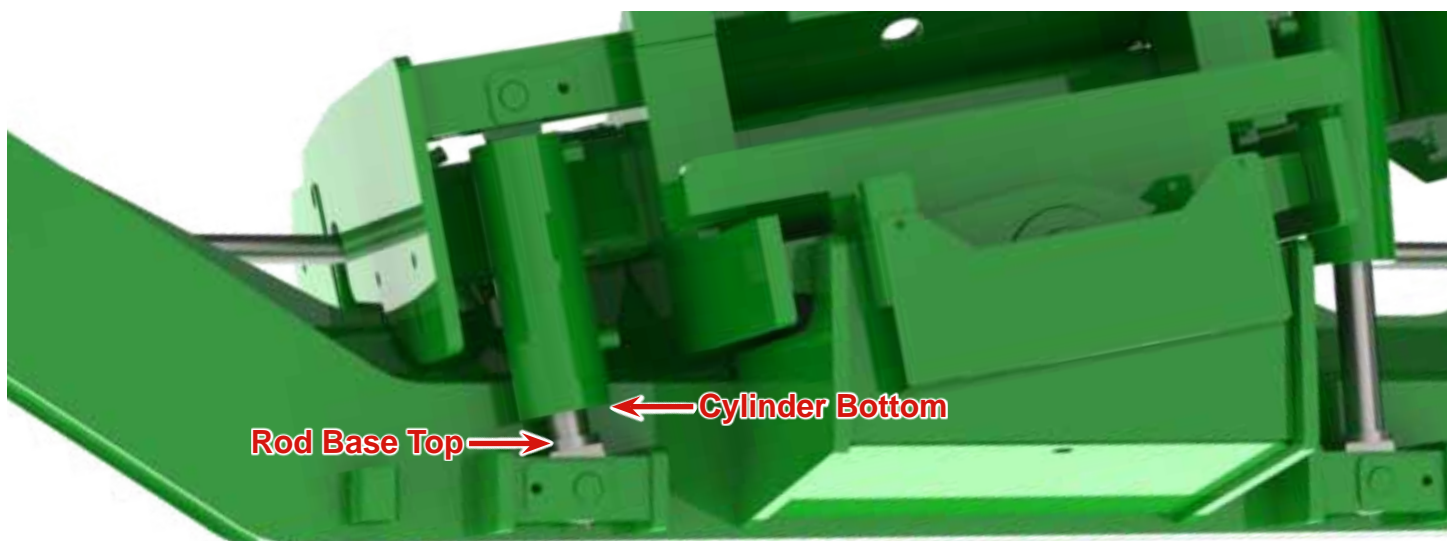
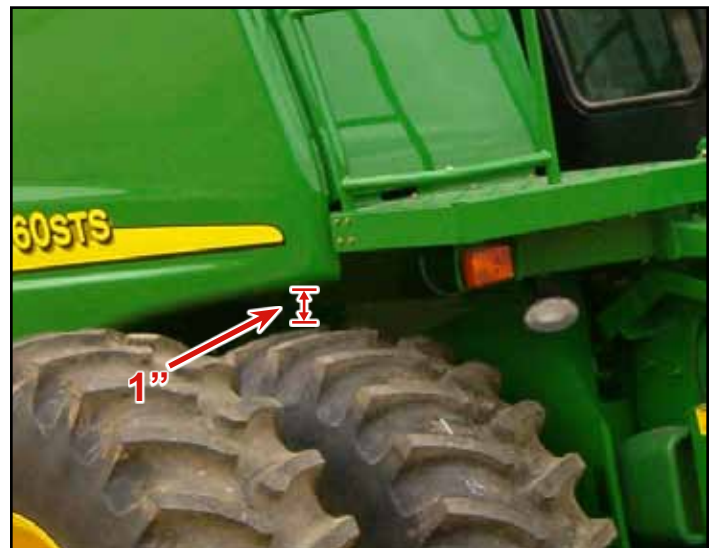
Stops are available in two thicknesses, 5/8" and 1/8" for adequate adjustment.



A - Mechanical Leveling Cylinder Stops
(5/8" thick Cylinder Stops Shown)

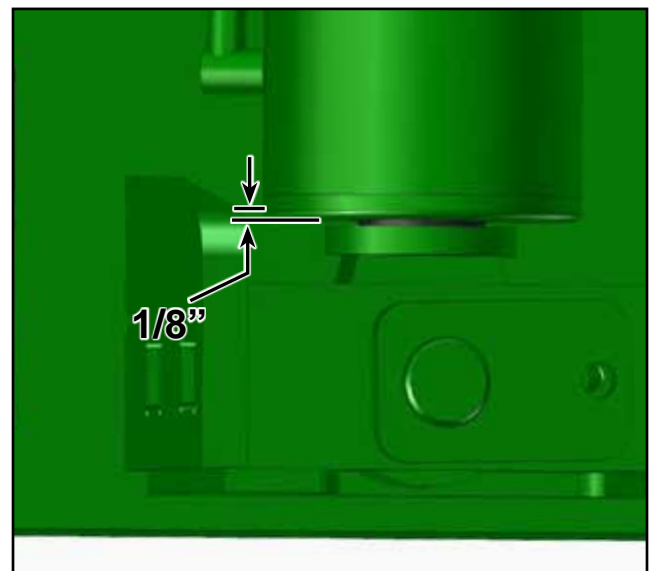
Set the Cylinder Stops

- After setting the Maximum Level lean the combine over one direction until the controller senses maximum position and the chassis stops rotating. There should be no less than 1" between the tire and the closest contact point.
- Insert stops into the cylinder to fill the gap between the Rod Base Top and Cylinder Bottom. The safety stop is used to stop leveling only in the event of hydraulic or electrical failure.
- Repeat for other direction.



Maximum Left/Right Leveling Calibration

1. Ensure that the steps in the Mechanical Leveling Cylinder Stops section on the previous page have been completed prior to calibrating the maximum level.
2. Start the combine.
3. Enter setup mode by holding both the auto/manual button (A) AND the auto steer resume button on the hydro handle (B) for 7 seconds (If the combine park brake is not set or the hydro handle is not in the neutral position it will not enter setup mode).
4. Manually tilt the combine to the left such that the cylinder bottoms out or so that there is 1" of clearance between the tire and closest contact point. Rotate the leveling system slightly back towards level so that there is a 1/8" gap between the collar and the cylinder's packing gland (See picture below).
5. When there is and a 1/8" gap between the collar and the packing gland press and hold the #3 resume button (C) on the hydrostat handle for 1 second.
6. Repeat step 3 this time leveling to the right. When there is a 1/8" gap between the collar and the packing gland press and hold the #1 resume button (D) on the hydrostat handle for 1 second.
7. Manually return the combine to the level position.
8. Exit Setup Mode by holding the auto/manual button (A) AND the auto steer resume button on the hydro handle (B) for 7 seconds. Check that the orange light near the auto/manual button has stopped blinking to be sure the system has left setup mode.



CAUTION

Caution—In some tire configurations, the tire can contact the gull wing doors. In this case, the maximum level must be adjusted to prevent tire contact with the combine chassis. However, to prevent chassis and tire damage in the event of a hydraulic or electrical failure, Hillco strongly recommends that cylinder stops be installed on the leveling cylinders. Cylinder stops may be ordered from Hillco. Hillco is not responsible for chassis damage that occurs due to the lack of appropriate cylinder stops.

Monitor Adjustments

All Hillco Hillside Leveling Systems are equipped with a monitor. This monitor displays alarms and also allows the operator to view electrical diagnostics.



Setup Mode

When in Setup Mode the words "Setup Mode" will display on the monitor screen.

Drive Tire Load/Slope Alarm

When the combine is equipped with a 400 bushel grain tank and is greater than 2/3 full and is on a slope greater than 20% this alarm will display and sound. Either unload the tank or reduce the slope you are harvesting on. The alarm can be silenced for 80 seconds and then will repeat.

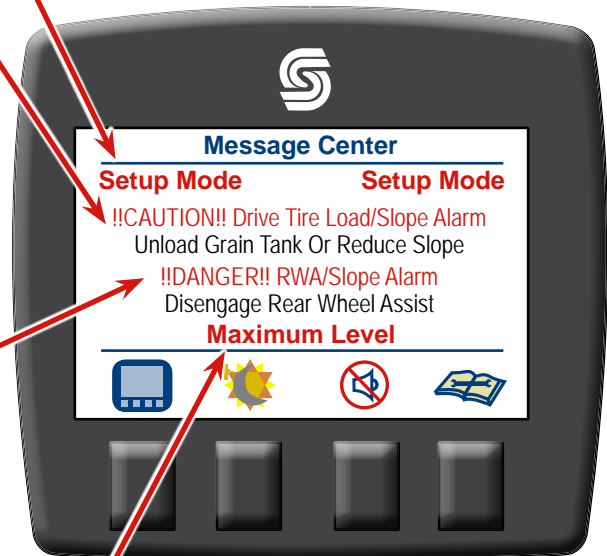
RWA/Slope Alarm

When the RWA is engaged and the combine is traversing down a slope that is greater than 20% this alarm will display and sound. Disengage the Rear Wheel Assist and the warning alarm will stop. On downhill slopes less than 20%, level ground or uphill slopes the alarm will never sound if RWA is engaged. If you wish to have the alarm go off at a lower % slope please contact Hillco.

See your combine's Operator's Manual to understand how to operate the Rear Wheel Assist (RWA).

Maximum Level

The leveling system is equipped with a maximum level warning indicator on the monitor. On the Main Control Screen MAXIMUM LEVEL will be displayed. This indicates when the machine has reached its maximum leveling capability. Important tire and tread width restrictions apply to the use of combines equipped with the Model JH7010 & JH9010 Leveling system that are intended for use on slopes exceeding the maximum leveling capability. See the "Slope Restrictions" section of this manual for important details of these restrictions.



Monitor Brightness

The monitor brightness can be toggled between two settings. To toggle between the two select the sun/moon icon (A).

To adjust these two settings select the monitor icon in the lower left corner by pushing the button (B) below the icon.



Use the arrows to select the Daytime Brightness icon. Push the button below the check mark to make adjustments to the Daytime Brightness setting.

Use the arrows to select the Nighttime Brightness icon. Push the button below the check mark to make adjustments to the Nighttime Brightness setting.



Mute Alarm

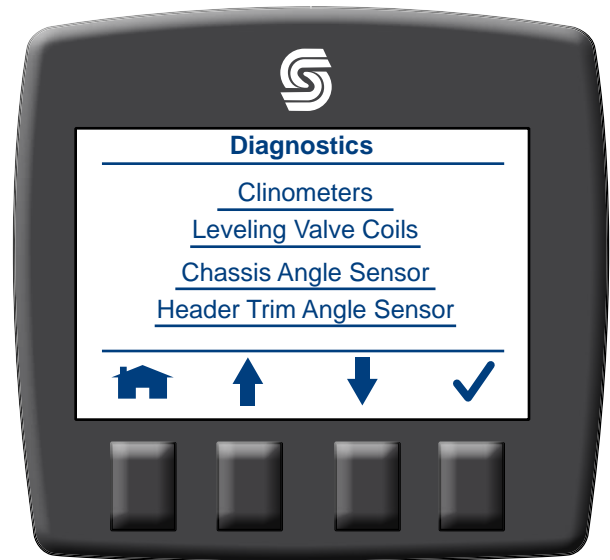
To mute the Drive Tire/Load Slope Alarm push the mute button (C). The alarm will stay muted for 80 seconds. If the combine is still on a slope greater than 20% and the grain tank has not been unloaded the alarm will resound.

Diagnostics

To enter the diagnostics page select the far right button (D).



The Diagnostics page allows the operator to view the outputs to the clinometers, leveling valve coils, chassis angle sensor and header trim angle sensor. Select the diagnostic you want to view by using the arrows to toggle up and down and the check mark to select the diagnostic.



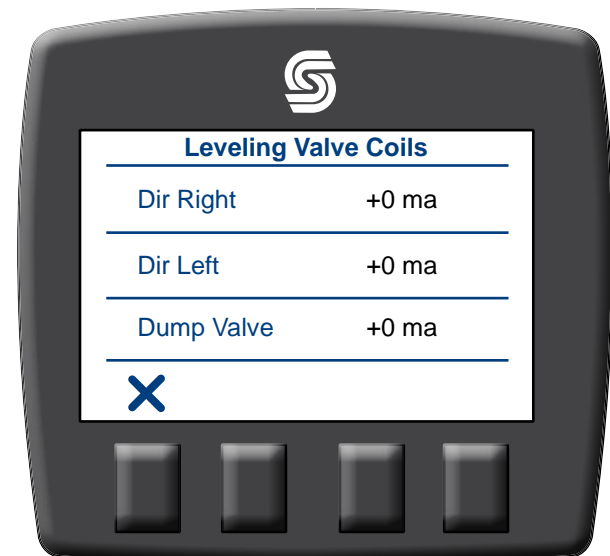
Clinometer

The clinometer diagnostic tells what the clinomter is reading as far as slope. Two clinomters are used on hillside leveling systems. One for the left/right leveling and one that measures fore/aft slope for the RWA alarm.



Leveling Valve Coils

The Leveling Valve Coils show the amps that are sent to each coil when the coils are energized. On 680 and 690 combines there is no dump valve so that will always read 0.



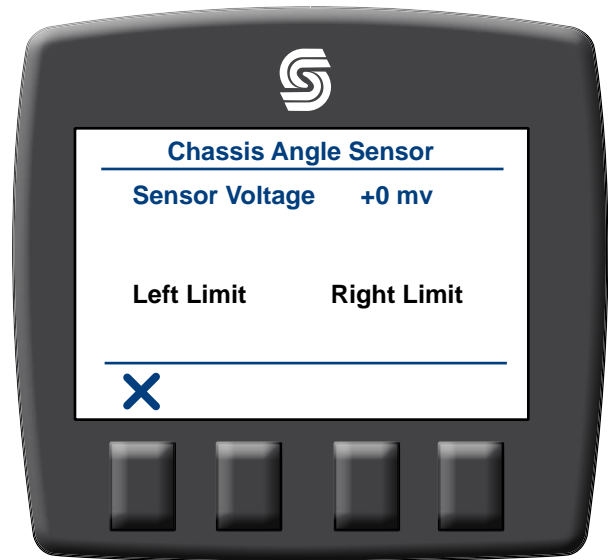
Chassis Angle Sensor

The Chassis Angle Sensor sends a voltage output to the controller that is a function of the chassis position relative to the undercarriage.

Range (+1.5 mv to +3.5 mv)

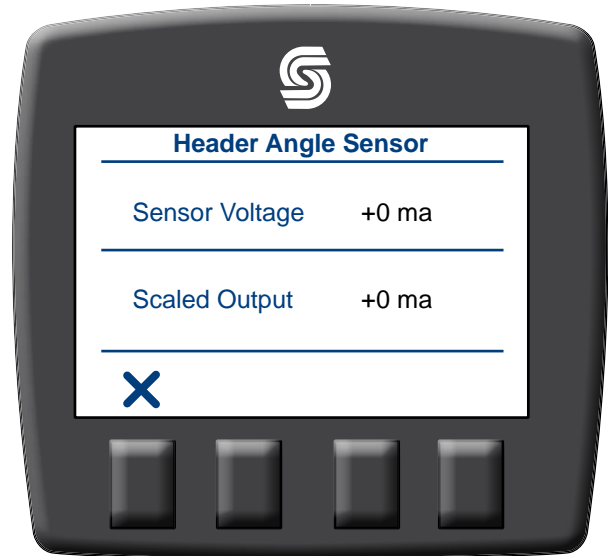
Note: Range depends on tires and other options that can impact leveling.

When the combine is leveled max to either direction the corresponding "Left Limit" or "Right Limit" will then have a green box around it.




Header Angle Sensor

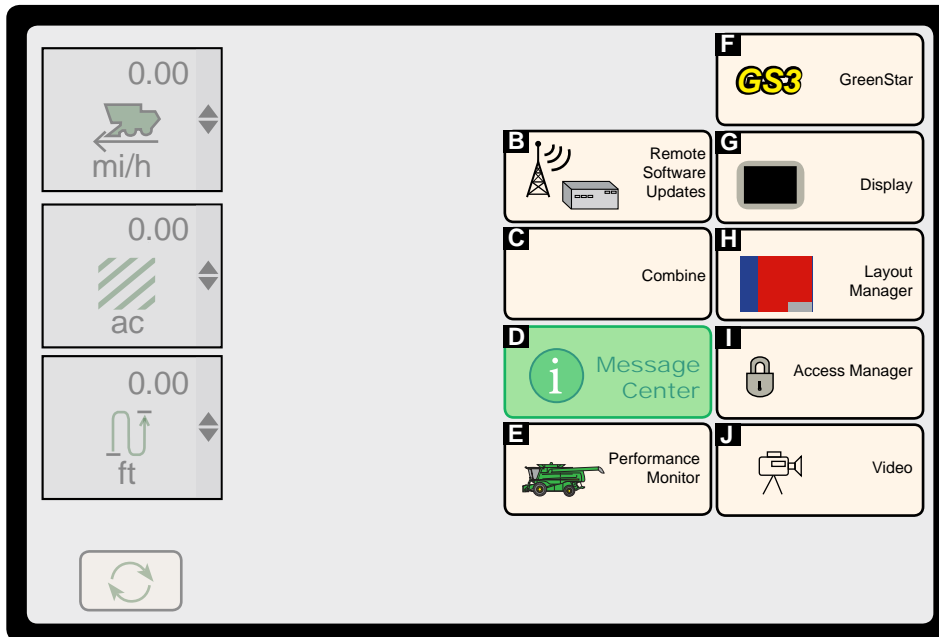
The Header Angle Sensor sends a voltage output to the controller that is a function of the header position relative to the chassis. Our controller outputs a scaled output that the combine then reads.



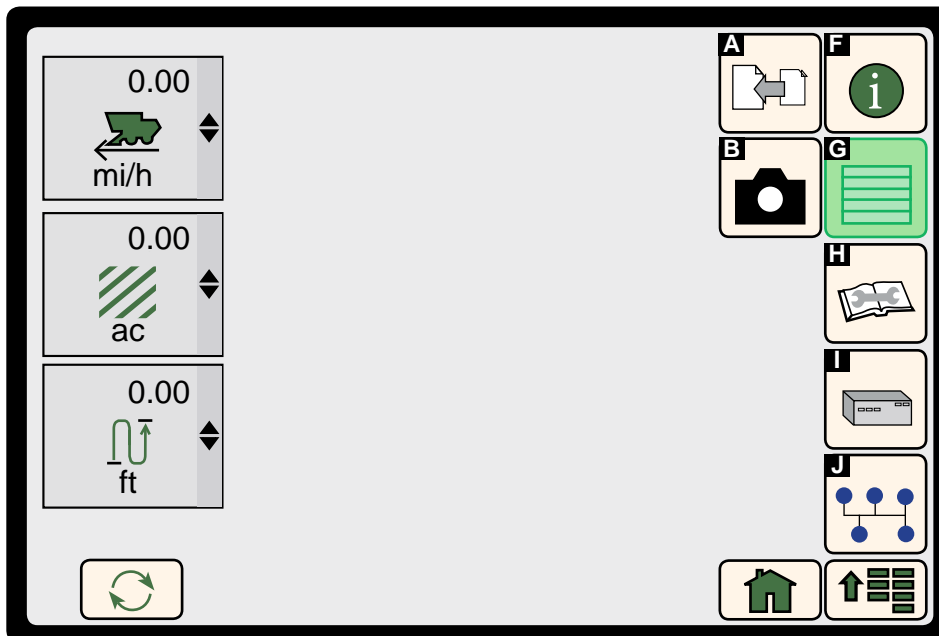
Header Tilt Setup

Contour Master functionality should have been turned on during the installation process. If it is not functional follow the below instructions to activate the Contour Master function in the combine's Command Center.

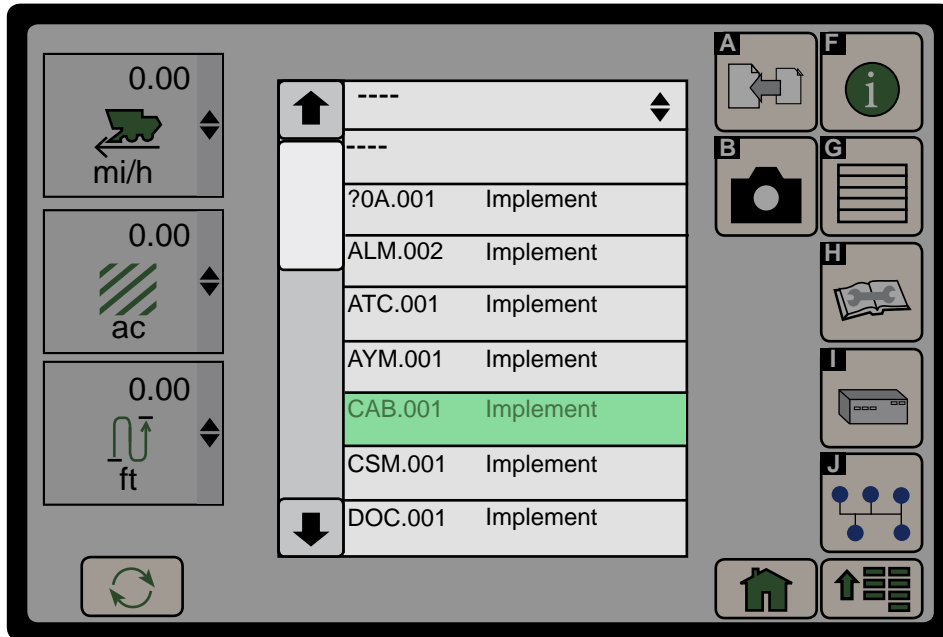
1. Key switch on.
2. Select the Main Menu Icon  in the lower right corner of the Command Center. Once in the Menu select the "Message Center" application icon.



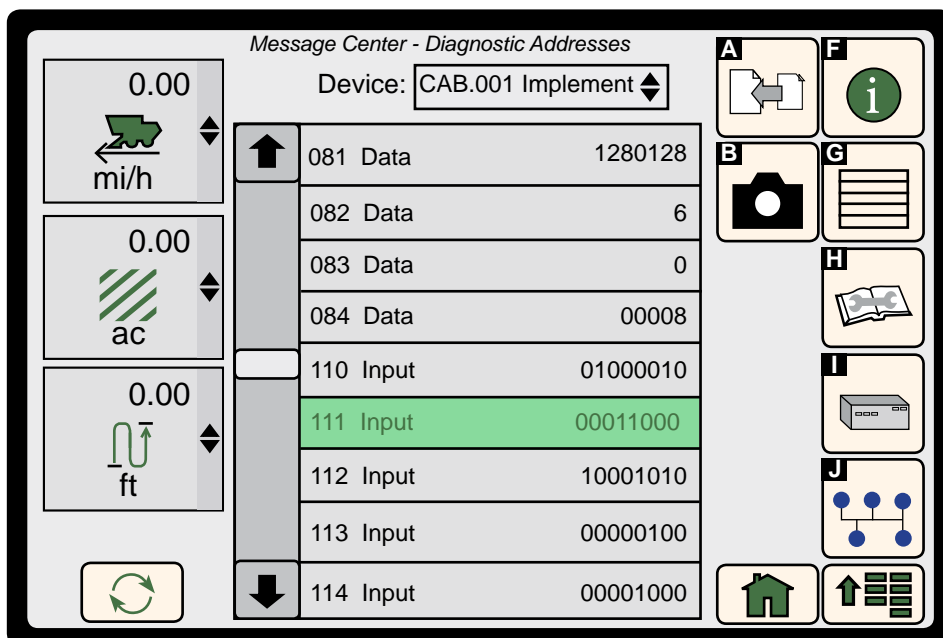
3. Select the diagnostic address icon. Item "G" of graphic.



4. Select the device drop down menu.
5. Use the down arrow to scroll through the menu list of controls.
6. Select "CAB.001 Implement".

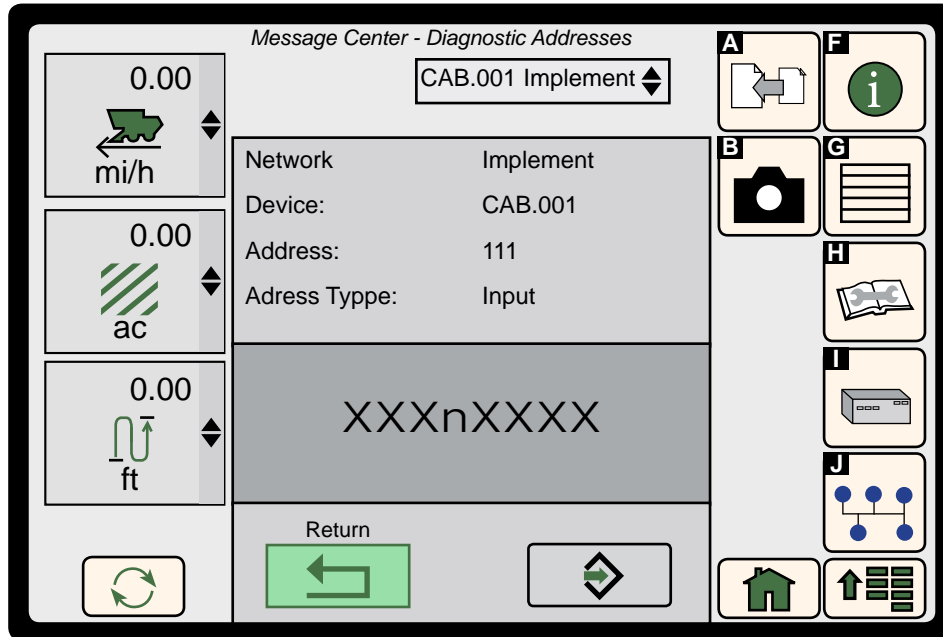


7. Scroll down to "111 Input" and select this setting.

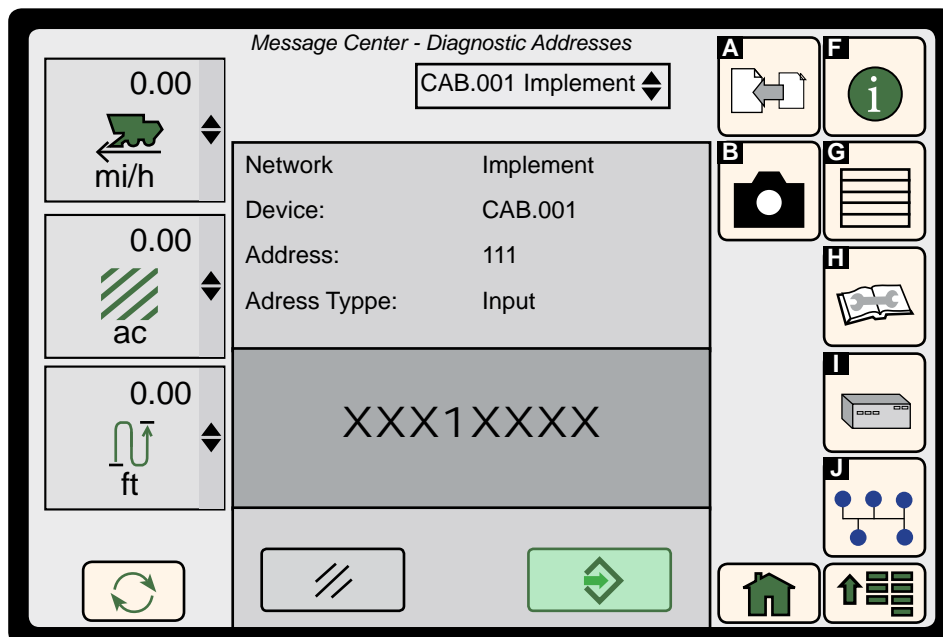


- Select the XXXnXXXX numbering sequence. Change the “n” position to a “1”. Leave all other values as they originally were.

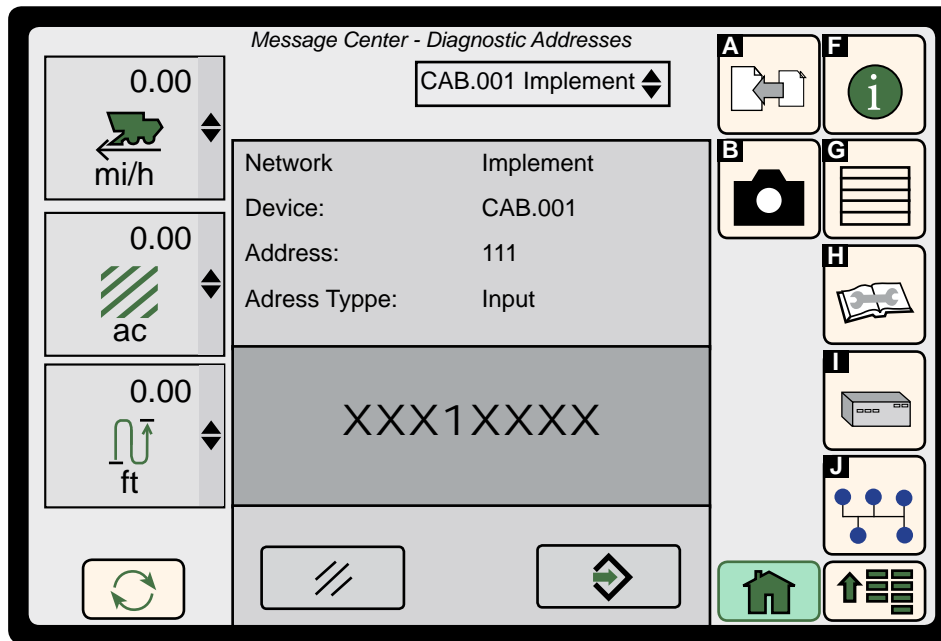
NOTE: When modifying an address, any zeros appearing to the right of the modified bit in the address value (A) must be entered. Zeros appearing to the left of the first whole digit do not have to be entered unless they are being changed. Example: 00011100 would be entered as 11100. If the third bit is modified, the entry would be 111100. Use the keypad screen to enter the desired address value.



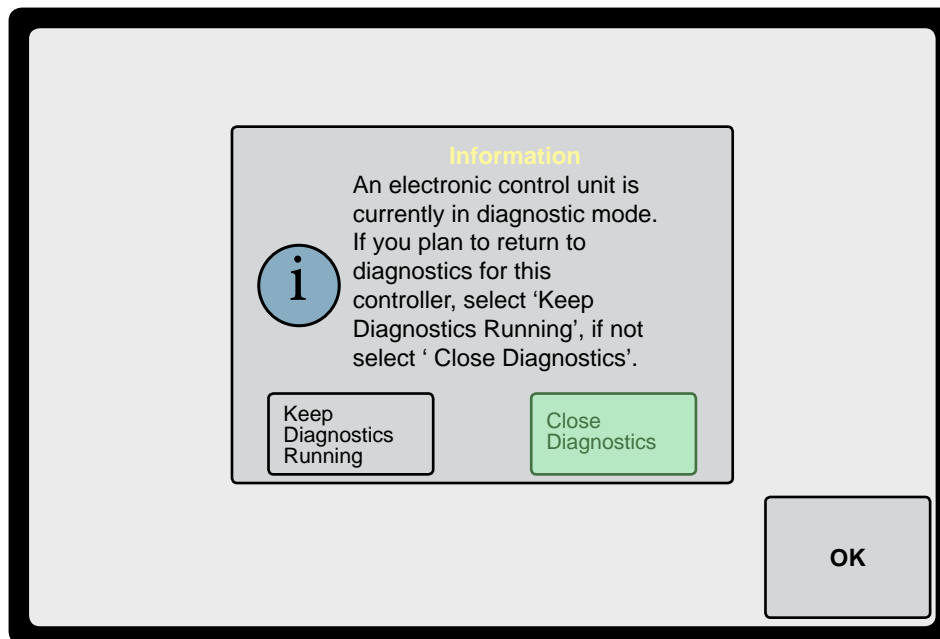
- Select Enter Icon  to confirm the number.



10. Select the  icon.



11. The below message will appear. Select “Close Diagnostics” and then select “OK”



Contour Master is now functional.

To calibrate the header tilt refer to the John Deere Operator’s Manual.

Tread Width

The Model JH7010 & JH9010 Leveling Systems are designed around a main undercarriage length of 122.5". With the final drives mounted directly to the 122.5" undercarriage, the tread spacing is 128"-188" which allows for the maximum leveling capability of the combine or 27%.

Tire Selection

Model JH7010 & JH9010 Drive & Steer Tire Assemblies – Combines equipped with the Model JH7010 or JH9010 Leveling System are required to use tires and wheels that meet or exceed Tire & Rim Association standards for Hillside Combine applications. Contact Hillco for more information.

Feeder Adjustment For Tire Size

Adjust the feeder adapter to obtain the proper header angle and cutter bar height as shown in the John Deere® STS Operator's Manual. The chart shown in those manuals will no longer be a correct guide to adjust the feeder adapter due to the height increase created by the leveling system.

Tire Inflation

Tire	Load Index	PSI
Drive (650/75R32) R1 & R3 Tread	175A8	46
Drive (650/65R38) 550 Tread	175A8	46
Steer (28LR-26) R1 & R3 Tread	173A8	36
Steer (28LR-26) 390 Tread	178A8	36
For all other steer tires see the combine's operator's manual for correct pressure		

All Hillside combines are required to follow the Wheel and Tire Association Standards which states that the tire pressure must be such that the tire has adequate load carrying capability for the maximum possible weight (counting head weight and full grain tank). Both under-inflation and over-inflation are detrimental to tire life. Don't reinflate a tire that has been run flat or when there is obvious or suspected damage to the tire or wheel components. Check the tire pressure weekly or after 50 hours of operation.



WARNING

When inflating tires, use a clip on air chuck and extension hose long enough to allow you to stand to one side and NOT in front or over the tire assembly. Use a safety cage if available.



WARNING

A tire can explode during inflation and cause serious injury or death. Never increase air pressure beyond 35 PSI to seat the bead on the rim. Replace a tire if it has a defect. Replace a wheel rim, which has cracks, wear or severe rust. Make sure that all the air is removed from a tire before removing the tire from the rim. Never use force on an inflated or partially inflated tire. Make sure the tire is correctly seated before inflating.

When first operating the Model JH7010 or JH9010 Leveling System in hillside conditions, begin operation on gradual slopes and work up to more severe slopes only after you have determined that rear axle weighting is appropriate for downhill maneuvers. The first indication of insufficient rear axle weighting is sluggish or unresponsive steering while traveling down hill. This effect will worsen if the operator decelerates. Make sure rear axle weighting is sufficient for safe down hill maneuvers, under normal deceleration, in your most severe down hill conditions.

IMPORTANT

Use of grain tank extensions other than those provided by the combine manufacturer is strictly forbidden. Use of such extensions voids both the Hillco and John Deere NEW Equipment Warranties.

Rear Axle Toe In

If the rear tire and wheel size changed after the proper sized rear tires were installed the toe in should be checked. Consult your John Deere combine operator's manual on the correct toe in for your tire and wheel size.

General Shielding

Before operating the combine all shields must be in place and be in working condition. Shield to tire clearance needs to be checked once the correct tires are installed on the combine. Check to see if the clearance is correct by having someone watch the tire and shields as the operator leans the combine to the far right and far left. Some tire selections require limit switches to be set slightly early to allow enough tire clearance between the left and right front side panels.

Drive Shaft and Couplers

DANGER

Worn drive shafts and couplers may fail suddenly leaving the operator without brakes or drive. Check drive shafts and couplers annually for wear.

Rear Axle Weighting

Operator is responsible in determining if combine has proper ballast. If the operator determines that additional weight is needed on the rear axle to ensure optimal down hill performance it can be accomplished by adding:

1. Calcium Chloride in Rear Tires
2. John Deere® Rear Wheel Weights

Use caution when using individual turning brakes. Installation of a Hillco Leveling System transfers additional weight to the rear axle of the combine. Excessive braking to turn can damage your combine chassis.

CAUTION

The responsibility for making the final determination of appropriate rear axle weighting lies with the operator.

Hydraulic Settings

Refer to the Hydraulic Safety section for precautions regarding the hydraulic system. The Model JH7010 Leveling System uses an auxiliary gear pump and single-station manifold for its leveling and a separate header trim manifold. The Model JH9010 Leveling System uses hydraulic flow from the closed center hydraulics of the combine. If the combine was not originally equipped with Contour Master then a dual station manifold is installed controlling leveling and header trim. If the combine is equipped with Contour Master then a single station manifold controls the leveling and the John Deere Contour Master manifold controls header tilt. Consult your combine's operator's manual or contact your John Deere dealer for diagnostic and maintenance support regarding the hydraulic system.



IMPORTANT

All adjustments on the hydraulic system are preset at the factory for optimal leveling and header trim performance. Do not make any adjustments to these settings without first contacting your authorized Hillco Dealer.

Hydraulic Hoses

Inspect the hydraulic system for leaks, damaged hoses, improper routing, and loose fittings. Hydraulic hoses that are not routed correctly could become worn from working against abrasive edges or moving parts. If abrasions or holes do occur, the hydraulic hoses can only be replaced, not repaired. Do not attempt repairs with tape or cements. High pressure will burst such repairs and cause system failure and possible injury.

Hydraulic Hose Connections – When tightening loose hoses on the cylinders, pump, etc., always use one wrench to keep the hose from twisting and another wrench to tighten the union. Excessive twisting will shorten hose life and allow the fitting to loosen during operation. Do not over-tighten fittings or adapters.

Refer to the John Deere® Combine's Operators Manual for information regarding hydraulic oil, check intervals, and reservoir fluid levels. High speed leveling, low speed leveling and header trim speeds are preset at the factory. If different speeds are desired please contact your Hillco dealer.

Hydraulic Cylinder



IMPORTANT—Each leveling cylinder is equipped with a safety valve (counterbalance valve) that is in place to prevent unintentional leak down of the cylinder. These safety valves are preset at the factory, and should not be adjusted.

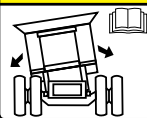


WARNING

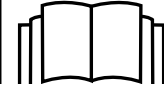
Do not make any repairs to the cylinders, disconnect valves, or disconnect any hoses connected to the cylinders, counterbalance valves, bulkhead mount or manifold without first contacting your authorized Hillco dealer. These hydraulic components stabilize the chassis of the combine. Improper repair or replacement of these components could lead to uncontrolled leveling of the combine's chassis. The leveling cylinder safety stops can be used to prevent accidental tipping of the combine during repair.

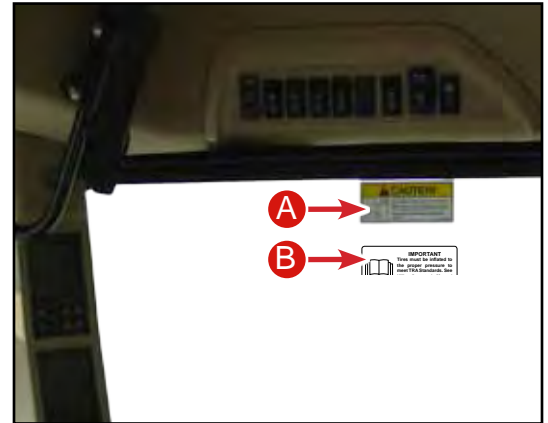
Decal Placement

A - Right cab window

CAUTION	
	<ul style="list-style-type: none"> This machine is equipped with a Leveling System. Make sure the Auto/Manual leveling control switch is in the manual position before starting machine. Read operator's manual before operating this machine.
LL20-100782	

B - Right cab window

	<p>IMPORTANT</p> <p>Tires must be inflated to the proper pressure to meet TRA Standards. See</p>
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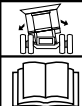


C - Leveling cylinder and manifold

DANGER	
	
<p>HYDRAULIC HAZARD</p> <ul style="list-style-type: none"> Loss of hydraulic pressure may cause combine to tip. Read operator's manual before disconnecting any hydraulic components. 	
LL20-100788	



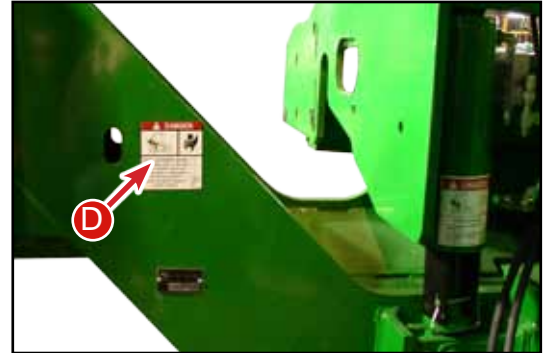
D - Leveling system hazard
(Located between the second and third step)

CAUTION	
	
<p>LEVELING SYSTEM HAZARD</p> <ul style="list-style-type: none"> This machine is equipped with a leveling system. Combine chassis moves independent of carriage. Read operator's manual and be aware of hazardous areas at all times. 	
LL20-100787	



D - Front of undercarriage and rear drop axle (left and right sides)

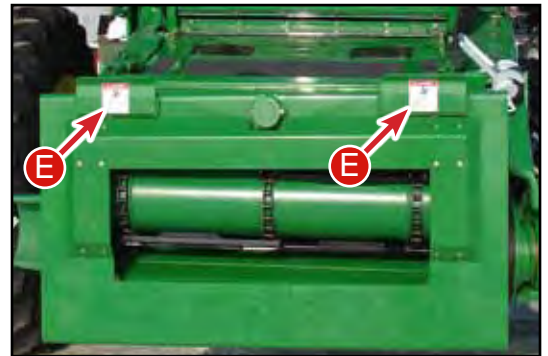
! DANGER	
	
<p>CRUSHING HAZARD To prevent serious injury or death:</p> <ul style="list-style-type: none"> • Keep all persons and objects clear while any part of this machine is in motion. 	
<small>LL20-100783</small>	



E - Transition header hooks

! DANGER

<p>PINCH POINT HAZARD</p> <ul style="list-style-type: none"> • Keep hands, feet and body away from moving parts. • Do not stand or climb on machine when operating. • Hazard occurs during leveling and header trim.
<small>LL20-100784</small>



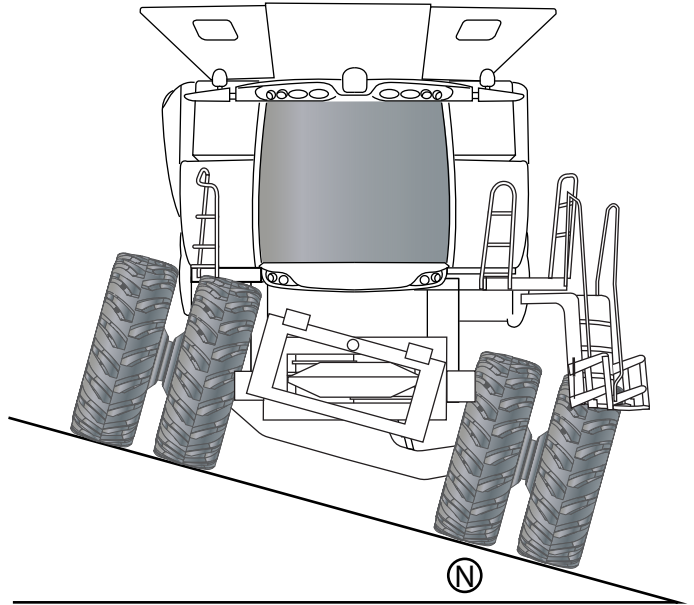
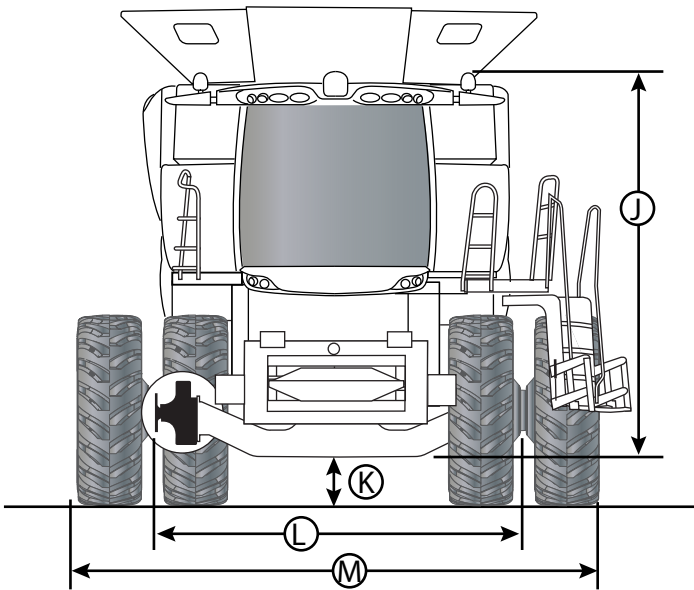
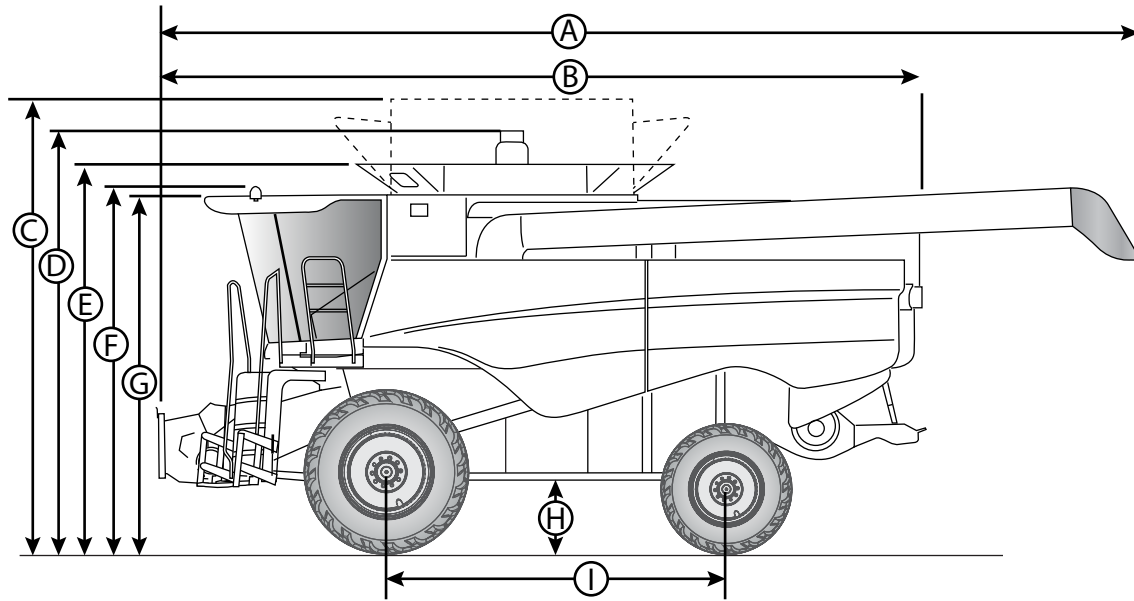
F - Side panel of combine (left and right)



Header Compatibility Chart

To determine if a header kit is required or available for a specific leveling system model match the appropriate header with the corresponding leveling system model to determine availability. Contact Hillco for pricing as well as header kit availability for any John Deere header not listed below. Operator is responsible for ensuring that combine has proper ballast.		Hillco Leveling System Model			
		2975H Hillside	JH7010 Hillside	JH9010 Hillside	2965H Hillside
Max Header Weight		9,400 lbs.	9,500 lbs	9,500 lbs	6,500 lbs
PICKUP HEADS	615	Yes	Yes	Yes	N/A
	914	Yes	Yes	Yes	N/A
Platforms Rigid / Flex	618	N/A	N/A	N/A	N/A
	620	N/A	N/A	N/A	N/A
	622	Yes	Yes	Yes	N/A
	630	Yes	Yes	Yes	N/A
	635	Yes	Yes	Yes	N/A
	920 Early S/N	N/A	N/A	N/A	N/A
	920 Late S/N	N/A	N/A	N/A	N/A
	922 Early S/N	N/A	N/A	N/A	N/A
	922 Late S/N	N/A	N/A	N/A	N/A
	925 Early S/N	Yes	Yes	Yes	Yes
	925 Late S/N	Yes	Yes	Yes	Yes
	930 Early S/N	Yes	Yes	Yes	Yes
930 Late S/N	Yes	Yes	Yes	Yes	
Draper Heads	625D	Yes	Yes	Yes	N/A
	630D	N/A	N/A	N/A	N/A
	635D	Yes	Yes	Yes	N/A
	925D	Yes	Yes	Yes	N/A
	930D	Yes	Yes	Yes	N/A
	936D	Yes	Yes	Yes	N/A
Flex Draper Heads	630FD w/o top auger	N/A	Yes	Yes	N/A
	630FD w/ top auger	N/A	Yes	Yes	N/A
	635FD w/o top auger	N/A	Yes	Yes	N/A
	635FD w/ top auger	N/A	Yes	Yes	N/A
	640FD w/o top auger	N/A	Yes	Yes	N/A
	640FD w/ top auger	N/A	Yes	Yes	N/A
	645FD w/o top auger	N/A	Contact Hillco	Contact Hillco	N/A
	645FD w/ top auger	N/A	Contact Hillco	Contact Hillco	N/A
	MacDon D60/FD70 (30', 35', 40')	Yes	Yes	Yes	N/A
	MacDon D65/FD75 (30', 35', 40', 45')	Yes	Yes	Yes	N/A

Leveling System Specifications



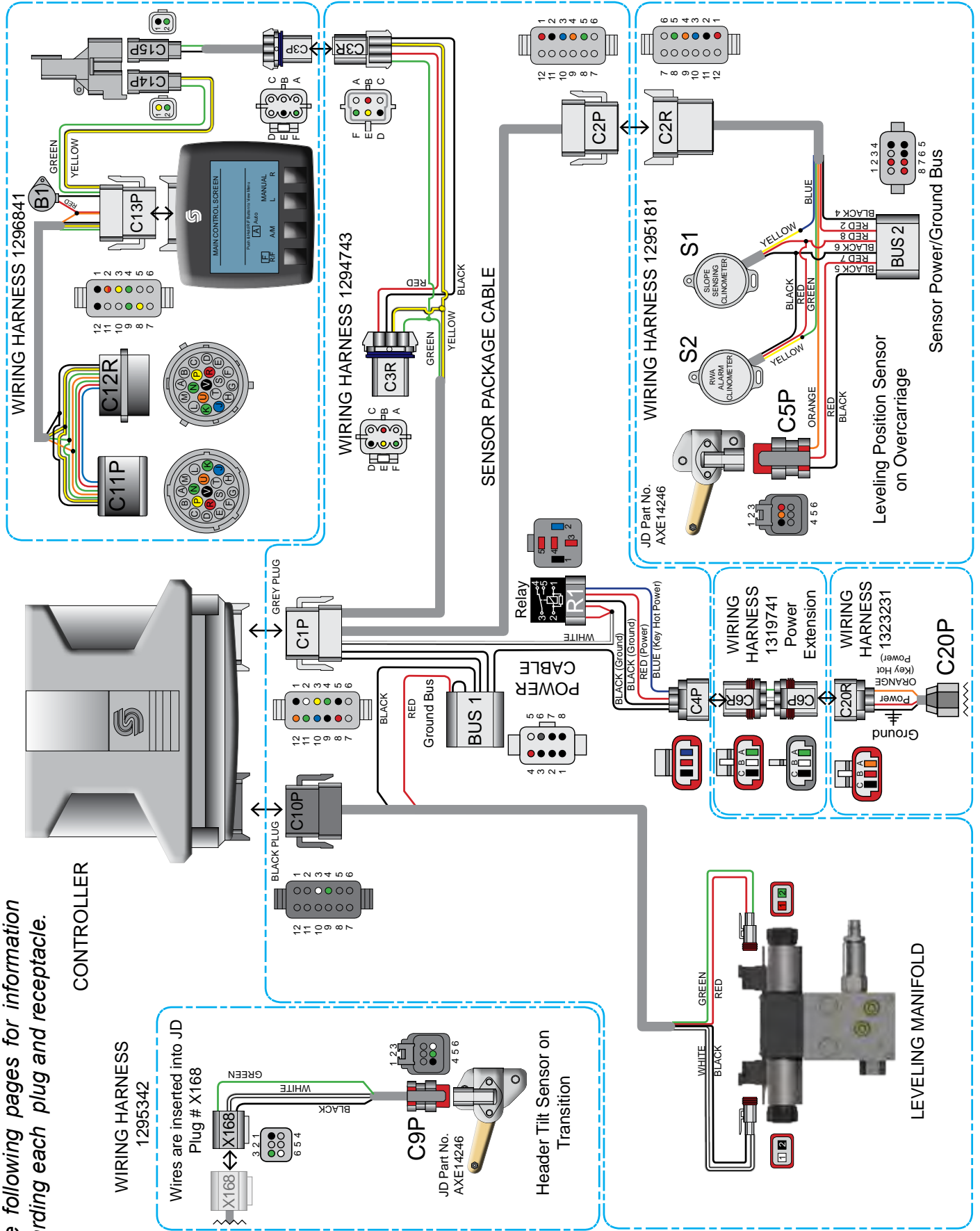
NOTE: Dimensions are approximate and subject to change without notice.

Dimension Reference Points are on the previous page.

Dimension	JH9010 24.5x32 6* Front Tires 28LR26 Rear Tires 22'5" unloading auger	JH7010 24.5x32 6* Front Tires 28LR26 Rear Tires 22'5" unloading auger
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John Deere Models	S680 & S690	S670
A	37 ft 1 in,	33 ft 4 in,
B	28 ft 11 in	29 ft
C	16 ft 1 in	16 ft
D	15 ft 8 in	15 ft 7 in
E	14 ft 1 in (300 bu. extensions) 14 ft 11 in (400 bu. extensions)	14 ft 0 in (300 bu. extensions)
F	13 ft	13 ft 1 in
G	12 ft 10 in	12 ft 10 in
H	1 ft 11 in	1 ft 11 in
I	12 ft 9 in	12 ft 9 in
J	11 ft 8.5 in	11 ft 8.5 in
K	12 in	12 in
L	158 in	158 in
M	212.5 in	212.5 in
N	27% (15.4°)	27% (15.4°)
Leveling Controller	Clinometer (Accuracy +/- 3/4°)	
Leveling Speed	Proportional Control with Auto / Manual	
Leveling Hydraulic System	Integrated into Combine's Closed Center Hydraulics	Gear Pump
Header Lateral Tilt Control	Hydraulic Master / Slave Cylinder w/ Auto/Manual Override	
Feeder Transition	Paddle Beater	
Weight added to combine	4,100 lbs	4,100 lbs

*See following pages for information regarding each plug and receptacle.



C1P

Location - Controller

PIN	COLOR	FUNCTION	To
1	BLACK	Ground	Bus 1 pin 8
2	WHITE	Power (Keyed)	R1 pin 4,5
3	YELLOW	CAN High	C3R pin 5
4	GREEN	CAN Low	C3R pin 6
5	BLACK	Ground	C3R pin 4
6	-		
7	-		
8	RED	Sensor Power	C2P pin 1
9	BLACK	Sensor Ground	C2P pin 2
10	BLUE	Left/Right Clinometer	C2P pin 3
11	GREEN	Fore/Aft Clinometer	C2P pin 5
12	ORANGE	OC Potentionmeter	C2P pin 4

Bus 1

Location - Below Controller

PIN	COLOR	FUNCTION	To
1	BLACK	Combine Ground	C4P pin 3
2	BLACK	Ground Jumper	Bus 1 pin 3
3	BLACK	Ground Jumper	Bus 1 pin 2
4	BLACK	Can Ground	C1P pin 5
5			
6	BLACK	Manifold Ground	C6R pin 3
7	RED	Manifold Ground	C6R pin 1
8	BLACK	Controller Ground	C1P pin 1

C3R

Location - Below Controller

PIN	COLOR	FUNCTION	To
A	-		
B	RED	CAN Power	C3R pin 2
C	-		
E	Black 2	CAN Ground	C3R pin 4
F	Yellow	CAN High	C1P pin 3
G	Green 2	CAN Low	C1P pin 4

C2P

Location - Overcarriage

PIN	COLOR	FUNCTION	To
1	RED	Sensor Power	C1P pin 8
2	BLACK	Sensor Ground	C1P pin 9
3	BLUE	Left/Right Clinometer	C1P pin 10
4	GREEN	Fore/Aft Clinometer	C1P pin 11
5	ORANGE	OC Potentionmeter	C1P pin 12
6	-		
7	-		
8	-		
9	-		
10	-		
11	-		
12	-		

C3P

Location - Below Controller

PIN	COLOR	FUNCTION	To
A			
B			
C			
E	GREEN		
F	YELLOW		
G			

C4P

Location - By Controller

PIN	COLOR	FUNCTION	To
1	BLUE	Key Power	R1 pin 2
2	RED	Power	R1 pin 3
3	BLACK	Ground	R1 pin 1
3	BLACK	Ground	Bus 1 pin 1

R1

Location - By Controller

PIN	COLOR	FUNCTION	To
1	BLACK	Ground	C4P pin 3
2	BLUE	Key Power	C4P pin 1
3	RED	Power In	C4P pin 2
4	RED	Not Used	C1P pin 2
5	RED	Power Out	C1P pin 2

C2R

Location - Overcarriage

PIN	COLOR	FUNCTION	To
1	RED	Sensor Power	Bus 2 pin 2
2	BLACK	Sensor Ground	Bus 2 pin 4
3	BLUE	Left/Right Clinometer	S1 Yellow
4	GREEN	Fore/Aft Clinometer	S2 Yellow
5	ORANGE	OC Potentionmeter	C5P pin 2
6	-		
7	-		
8	-		
9	-		
10	-		
11	-		
12	-		

Bus 2

Location - Overcarriage

PIN	COLOR	FUNCTION	To
1	-		
2	RED	Sensor Power	C2R Pin 1
3	-		
4	BLACK	Sensor Ground	C2R Pin 2
5	BLACK	Sensor Ground	C5P pin 1
6	BLACK	Sensor Ground	S1 Black/ S1 Black
7	RED	Sensor Power	C5P pin 3
8	RED	Sensor Power	S1 Red/ S2 Red

C5P

Location - Overcarriage

PIN	COLOR	FUNCTION	To
1	BLACK	Sensor Ground	Bus 2 pin 5
2	ORANGE	OC Potentionmeter	C2R pin 4
3	RED	Sensor Power	Bus 2 pin 7
4	-		
5	-		
6	-		

C9P

Location - Right side of Transition

PIN	COLOR	FUNCTION	To
1	-		
2	-		
3	-		
4	BLACK	Sensor Ground	X168 pin 1
5	GREEN	TA Potentiometer	X168 pin 3
6	WHITE	Sensor Power	X168 pin 6

X168

Location - Top of Feeder House

PIN	COLOR	FUNCTION	To
1	BLACK	Sensor Ground	C9P pin 4
2	-		
3	ORANGE	TA Sensor Output	C7R pin 2
4	-		
5	-		
6	WHITE	Sensor Power	C9P pin 6

C10P

Location - Below Controller

PIN	COLOR	FUNCTION	To
1	-		
2	-		
3	WHITE	#1 Valve Power	C6R pin 6
4	GREEN	#2 Valve Power	C6R pin 2
5	-		
6	-		
7	-		
8	-		
9	-		
10	-		
11	-		
12	-		

C11P

Location - Green Star Monitor Plug

PIN	COLOR	FUNCTION	To
J	BLUE	Video	C12P pin J
K	GREEN	Videl	C12P pin K
N	GREEN	CAN 1 Low	C12P pin N/ C13P pin 9
P	YELLOW	CAN 1 High	C12P pin P/ C13P pin 8
R	RED	Power	C12P pin R
U	ORANGE	Key Hot Power	C12P pin U/ C13P pin 2
V	BLACK	Ground	C12P pin V/ C13P pin 1

C12P

Location - Green Star Monitor Plug

PIN	COLOR	FUNCTION	To
J	BLUE	Video	C11P pin J
K	GREEN	Videl	C11P pin K
N	GREEN	CAN 1 Low	C11P pin N/ C13P pin 9
P	YELLOW	CAN 1 High	C11P pin P/ C13P pin 8
R	RED	Power	C11P pin R
U	ORANGE	Key Hot Power	C11P pin U/ C13P pin 2
V	BLACK	Ground	C11P pin V/ C13P pin 1

C20R

Location - CAB POWER STRIP

PIN	COLOR	FUNCTION	To
A	ORANGE	Key Power	Power Strip
B	RED	Power	Power Strip
C	BLACK	Ground	Power Strip

C13P

Location - Monitor in Cab

PIN	COLOR	FUNCTION	To
1	BLACK	Ground	C11P pin V/ C12P pin V
2	ORANGE/ RED	Power	B1/ C11P pin U/ C12P pin U
3	YELLOW	CAN 1 Low	C11P pin P/ C12P pin P
4	GREEN	CAN 1 High	C11P pin N/ C12P pin N
5	-		
6	-		
7	-		
8	YELLOW	CAN 2 High	C14P pin 1
9	GREEN	CAN 2 Low	C14P pin 2
10	-		
11	-		
12	BLACK	Buzzer	B1

C14P

Location - Monitor

PIN	COLOR	FUNCTION	To
1	YELLOW	CAN 2 High	C13P pin 8
2	GREEN	CAN 2 Low	C13P pin 9

C15P

Location - Monitor

PIN	COLOR	FUNCTION	To
1	BLACK	CAN 2 High	C3P pin E
2	GREEN	CAN 2 Low	C3P pin F

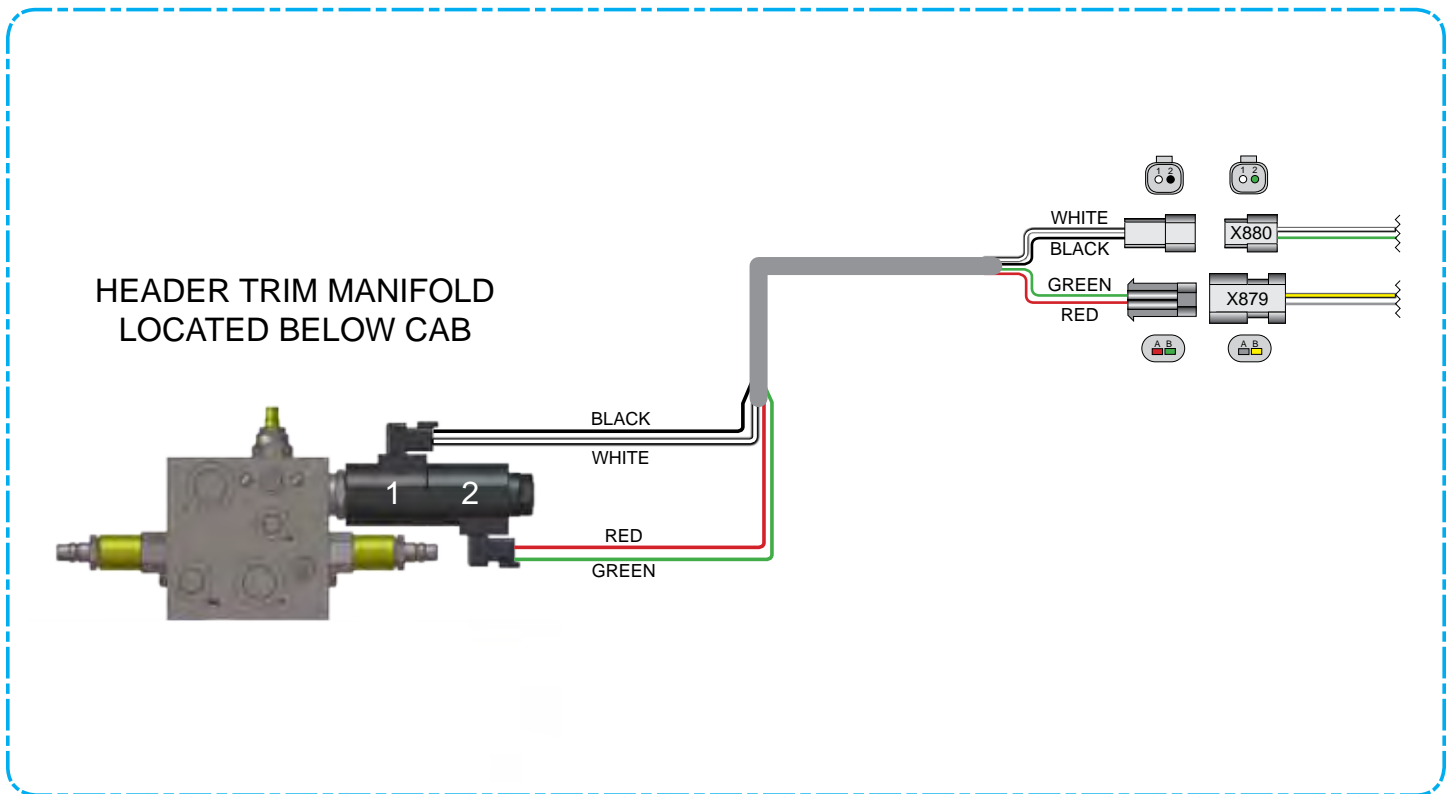
B1

Location - Monitor (Buzzer)

PIN	COLOR	FUNCTION	To
1	BLACK	Ground	C13P pin 12
2	RED	Power	C13P pin 2

JH9010 Header Trim Electrical Schematic
 SN 15001-15999
 For Combines Equipped with Hillco Header Tilt Valve

WIRING HARNESS 1320731



JOHN DEERE PLUG X879
 LOCATION: Left side of Feederhouse

PIN	COLOR	FUNCTION	To
1	WHITE	Trim Left Power	Coil #1 Pin 1
2	BLACK	Trim Left Ground	Coil #1 Pin 2

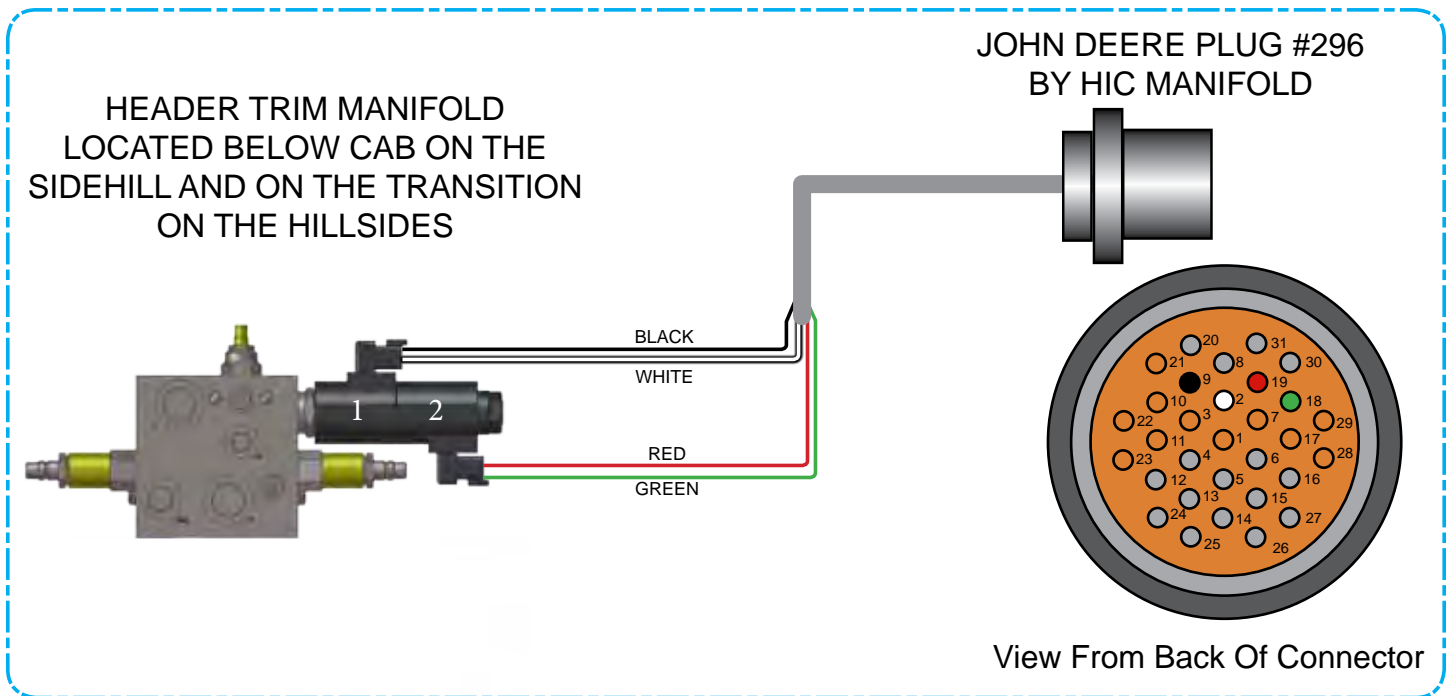
JOHN DEERE PLUG X880
 LOCATION: Left side of Feederhouse

PIN	COLOR	FUNCTION	To
A	RED	Trim Right Ground	Coil #2 Pin 1
B	GREEN	Trim Right Power	Coil #2 Pin 2

JS5010, JS7010 & JH7010 Header Trim Electrical Schematic

SN 14001-16999

WIRING HARNESS 1260222

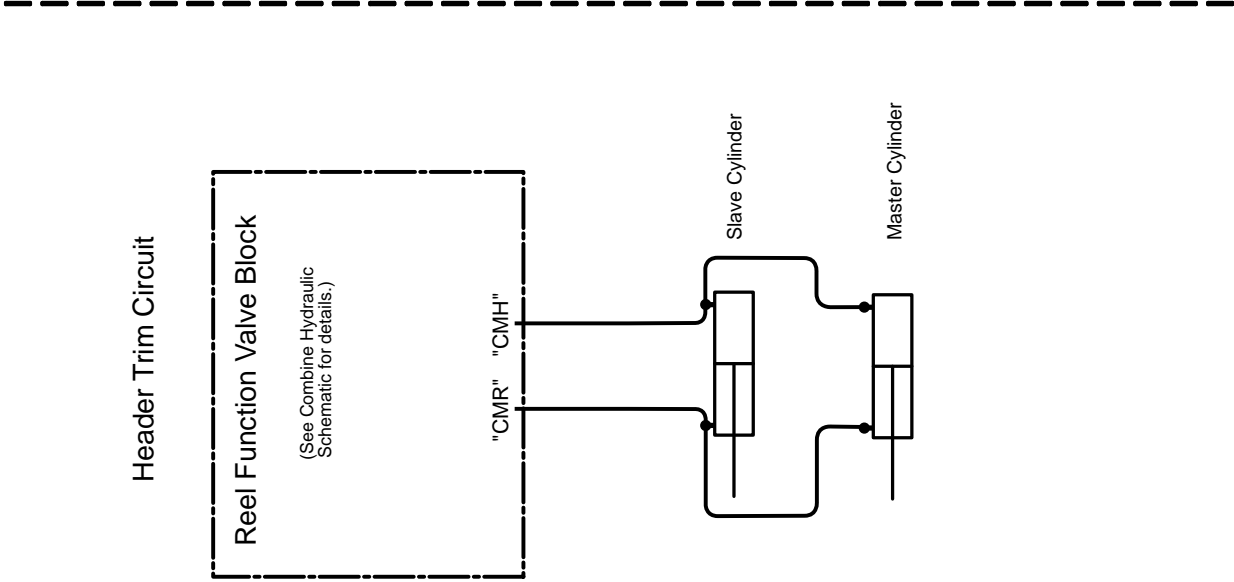
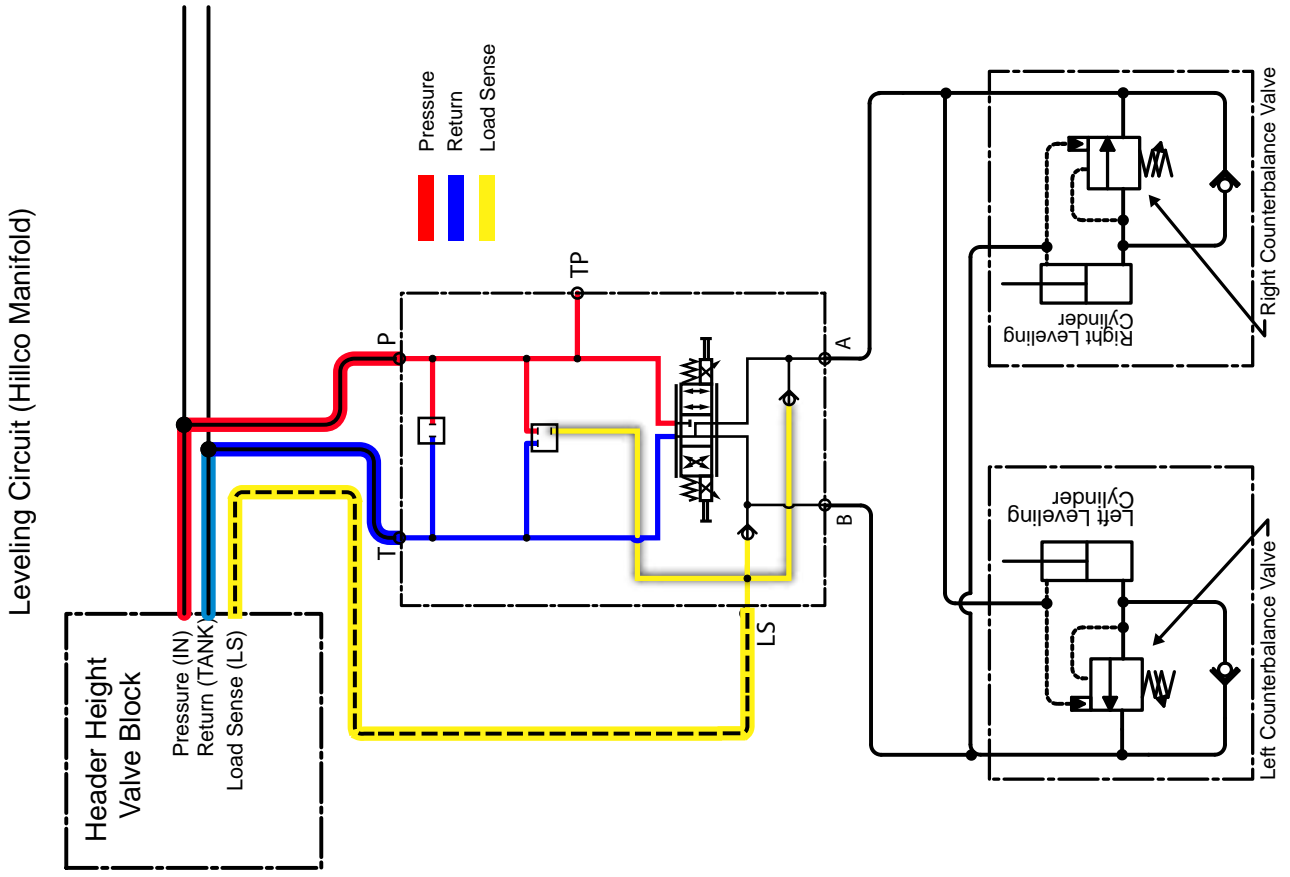


PIN	COLOR	FUNCTION	To
2	WHITE	Trim Left Power	Coil #1 Pin 2
9	BLACK	Trim Left Ground	Coil #1 Pin 1
18	GREEN	Trim Right Power	Coil #2 Pin 2
19	RED	Trim Right Ground	Coil #2 Pin 1

Hydraulic Schematics

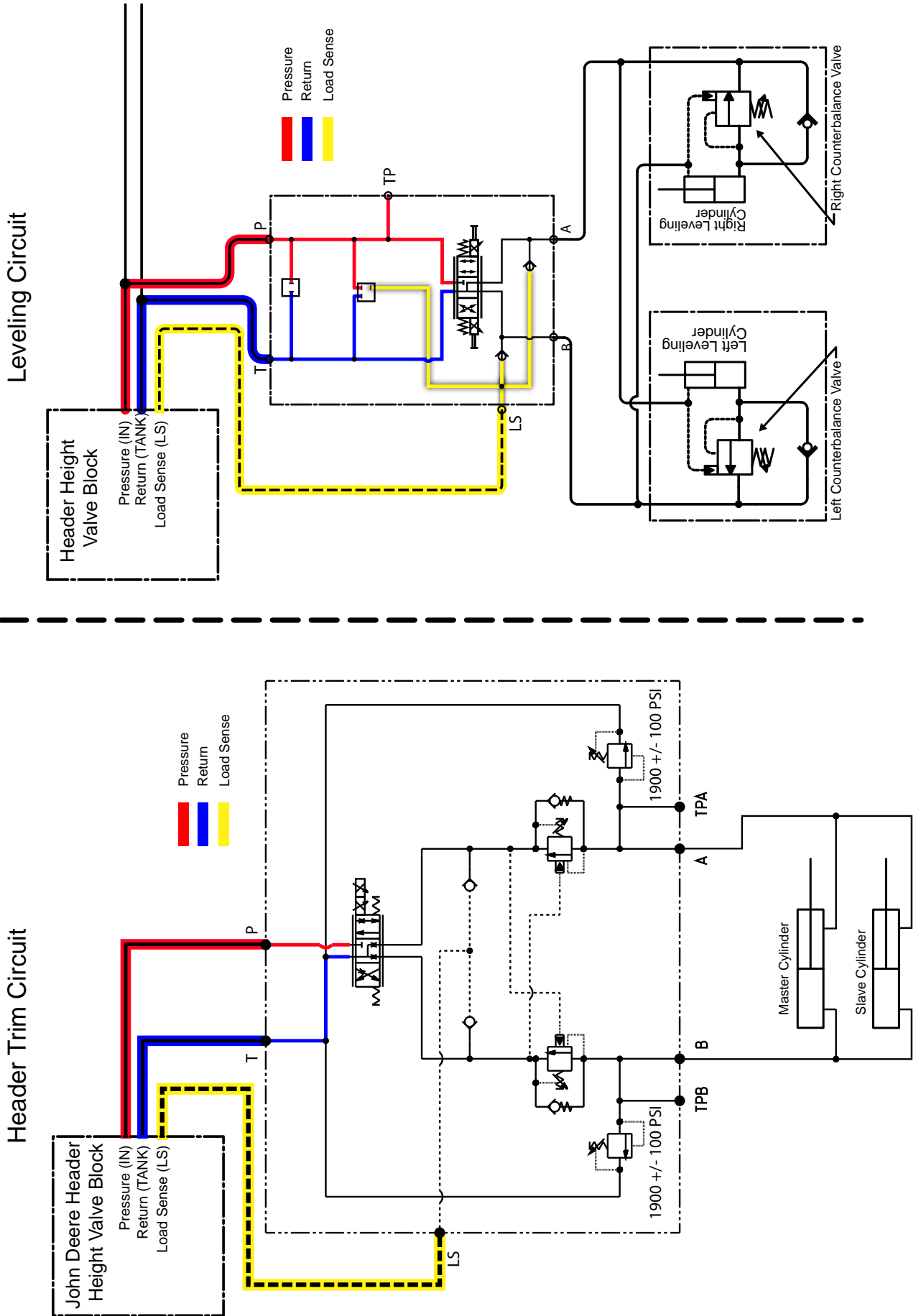
JS9010 & JH9010 Hydraulic Circuit Schematic

For John Deere S680 & S690 Combines with John Deere Contour Master Valve
 HILLCO Serial Number 14001 thru 16999



JS9010 & JH9010 Hydraulic Circuit Schematic

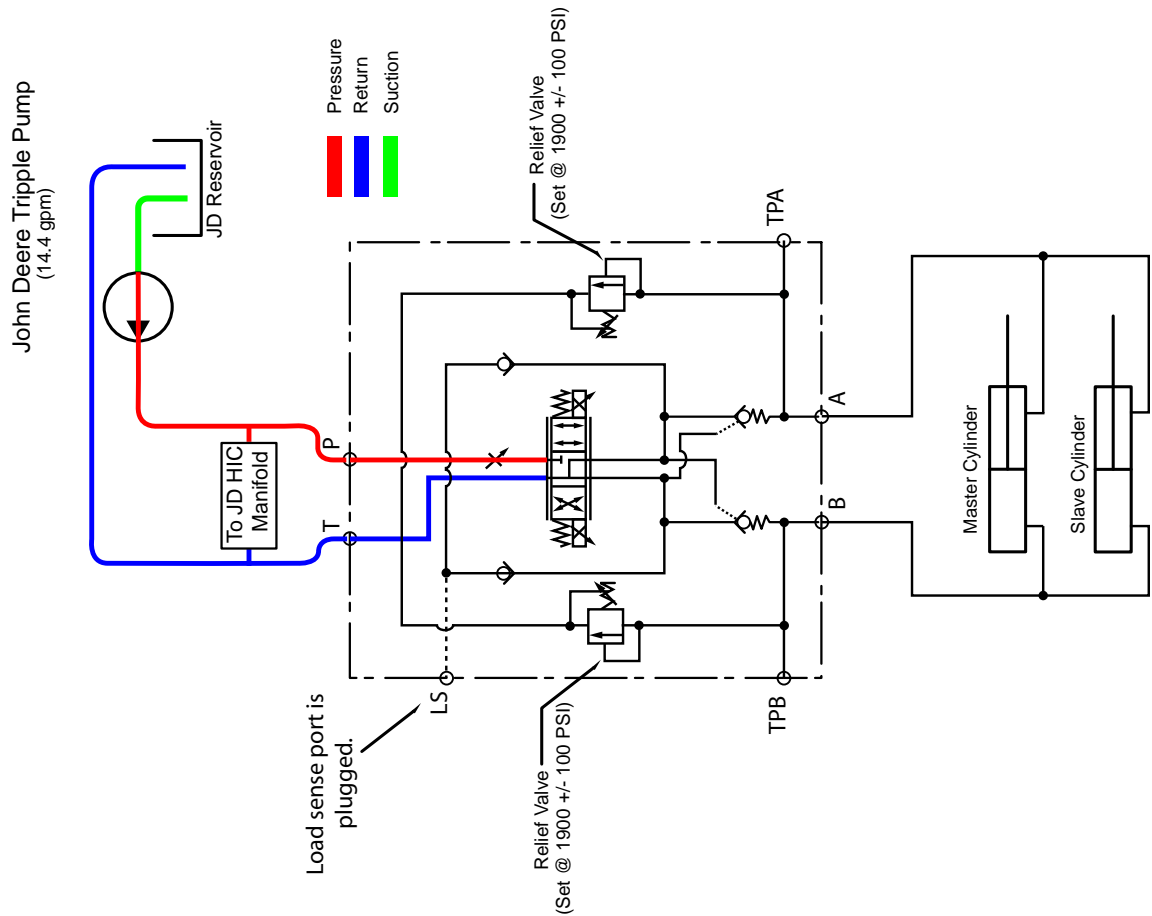
For John Deere S680 & S690 Combines with Hillico Lateral Tilt Valve
 HILICO Serial Number 16001 thru 16999



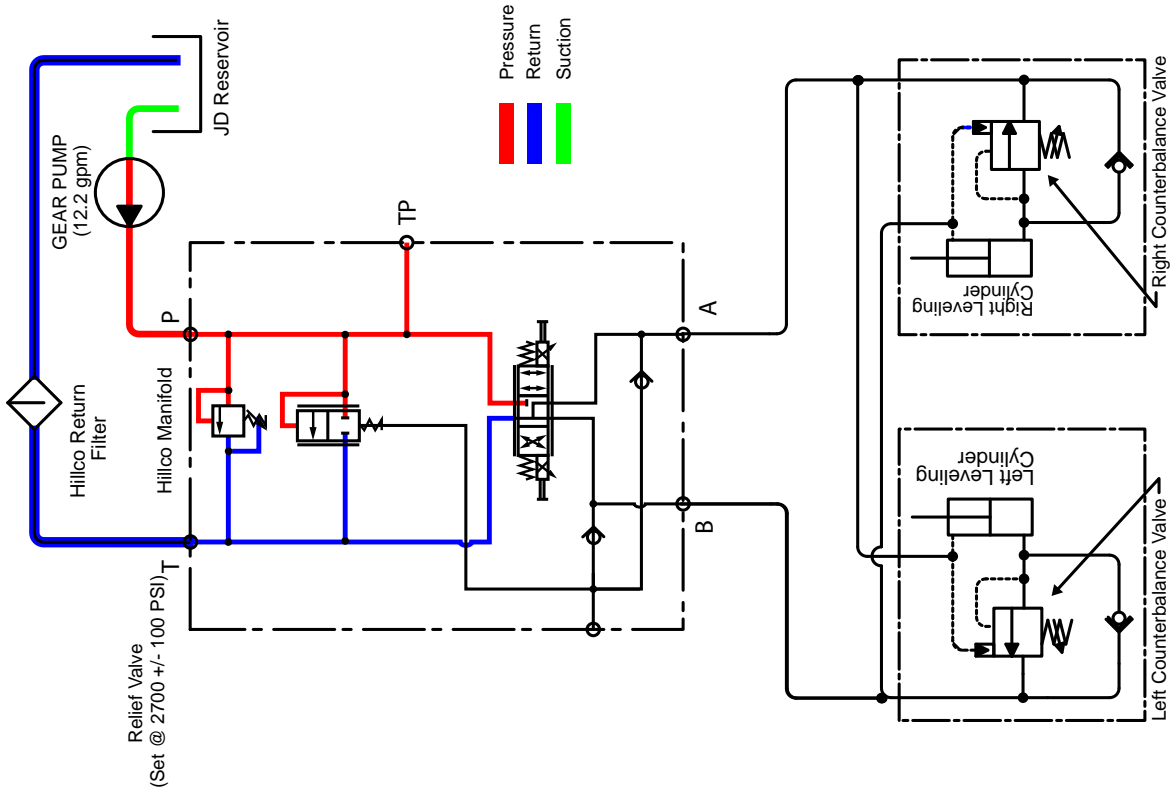
JS5010, JS7010 & JH7010 Standard (Gear Pump) Hydraulic Circuit Schematic

For John Deere S550, S660, & S670 Combines:
Hillco Serial Number 14001-16999

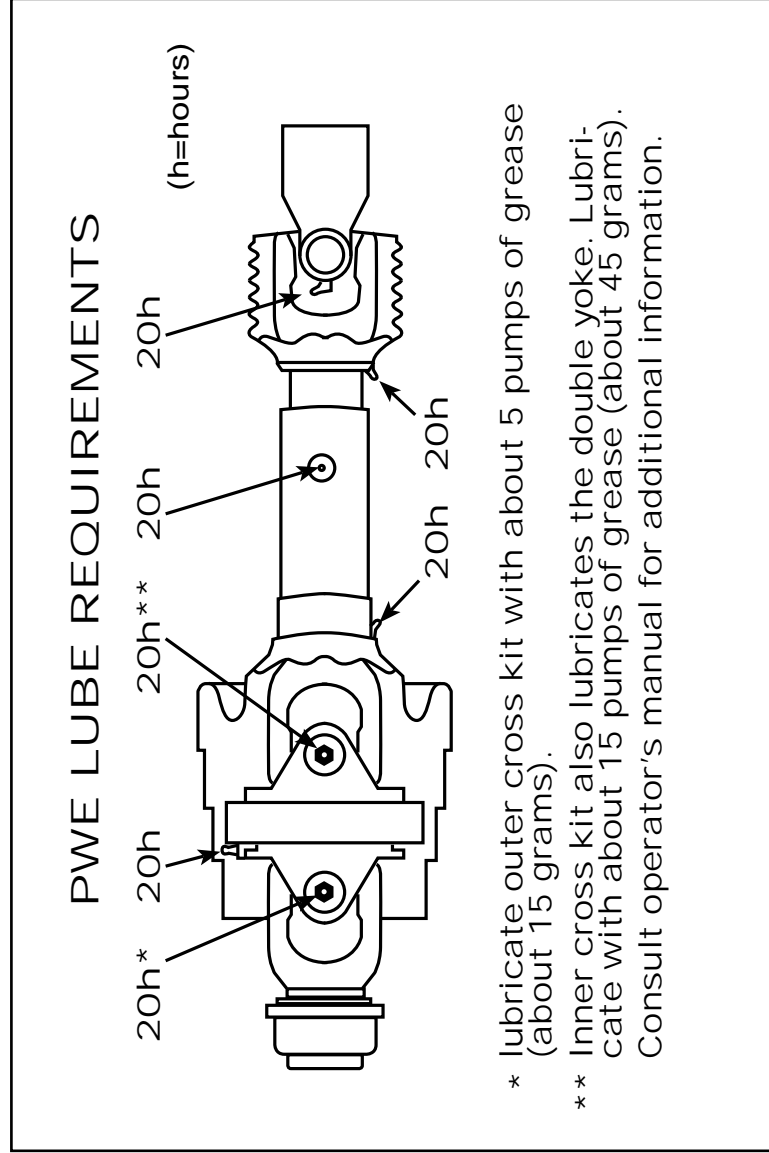
Header Trim Circuit



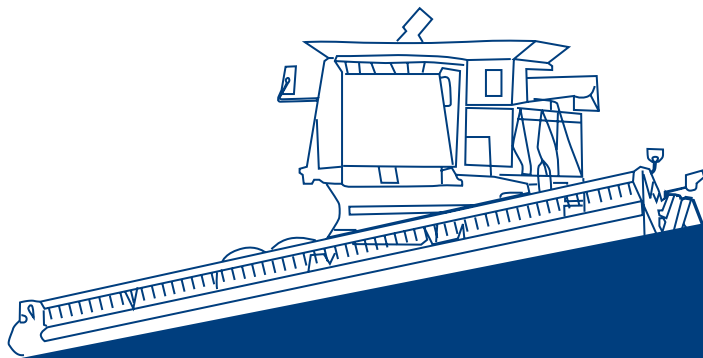
Leveling Circuit



IMPORTANT!



Leave this manual attached to the driveline so the end user can see the Driveline Maintenance Guide.



80 Degree Driveline Maintenance Guide


D-150223CMA01
August, 2015

Background

We are often asked about the frequency and type of grease to use when servicing drivelines. We believe a frequent and thorough greasing is more important than the type of grease you use. Dirt and grease make an excellent grinding compound; a proper greasing cleans out any contaminants. While greasing, pump grease until you see clean grease come out past all of the seals, this insures that debris is flushed out. Unlike most bearing seals, drivelines cannot be over greased as the seals are designed to let grease flow through. The initial greasing will take more grease pumps to purge the assemblies; after that, regular maintenance scheduling is required. Lack of proper lubrication is the most common cause of universal joint, center housings, and slip joint problems. Hillco works closely with driveline manufacturers to develop drivelines rated for the thrust load and angle demands of each different header. Properly sized center housings, universal joints, and slip joints, maintained at recommended intervals, will meet or exceed operation requirements. Inadequate lubrication is the leading cause of driveline failure. Failure to follow lubrication instructions for one interval may lead to total failure of the driveline. Inspecting and servicing your driveline on a scheduled, twice daily basis the first few days of service will help you develop a feel for your maintenance needs.

Lubricate all grease zerks with a high quality, lithium soap compatible, EP grease meeting the N.L.G.I. #2 specifications and containing no more than 1% molybdenum disulfide.

Zerk Location	Service Interval	Grease Gun Lever Action Pumps
Inner Cross, CV Balls & Sockets	20 hrs.	15
Telescoping Members	20 hrs.	2-3
Outer Crosses	20 hrs.	5
Shielding Bushings	20 hrs.	5



CAUTION!

New drivelines and replacement parts are not lubricated. New drivelines and replacement parts must be lubricated at the time of assembly and during use per recommendations

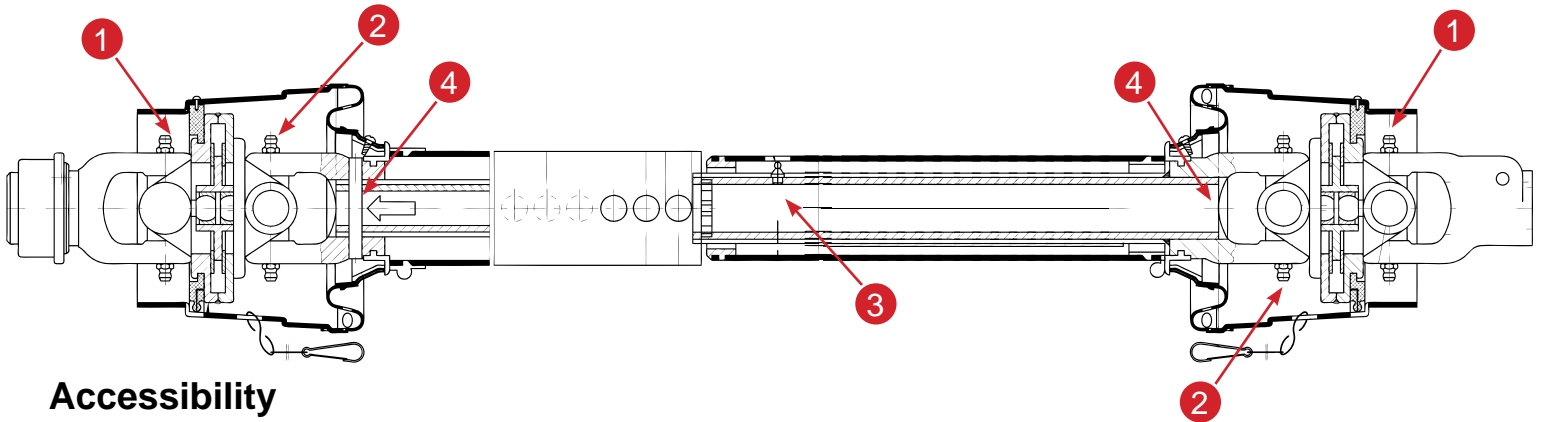


IMPORTANT!

Drivelines not properly maintained will not be covered by warranty.

Zerk Locations

1. Outer Cross (2 zerks) - Zerk is on caps it is necessary to only grease one cap.
2. Inner Cross, CV Ball and Socket (2 zerks) - Zerk is on caps it is necessary to only grease one cap.
3. Telescoping Members (1 zerk)
4. Stationary Shield Bushing (2 zerks)



Accessibility

Each constant velocity driveline has at least 5 grease zerks (drivelines that have a stationary shield have at least 7 zerks). Due to various header/combine combinations some zerks may be inaccessible. Cutting a new hole in the profile shield is mandatory to access these zerks. Locate all zerks in your C.V. driveline and make sure there is access to properly grease each one. If the access hole is covered up due to the position of the driveline a new hole will need to be cut.

Driveline Removal

If the driveline is to be removed from the gear case input shaft, follow these steps:

Loosen the nut approximately 1/2 turn (A)

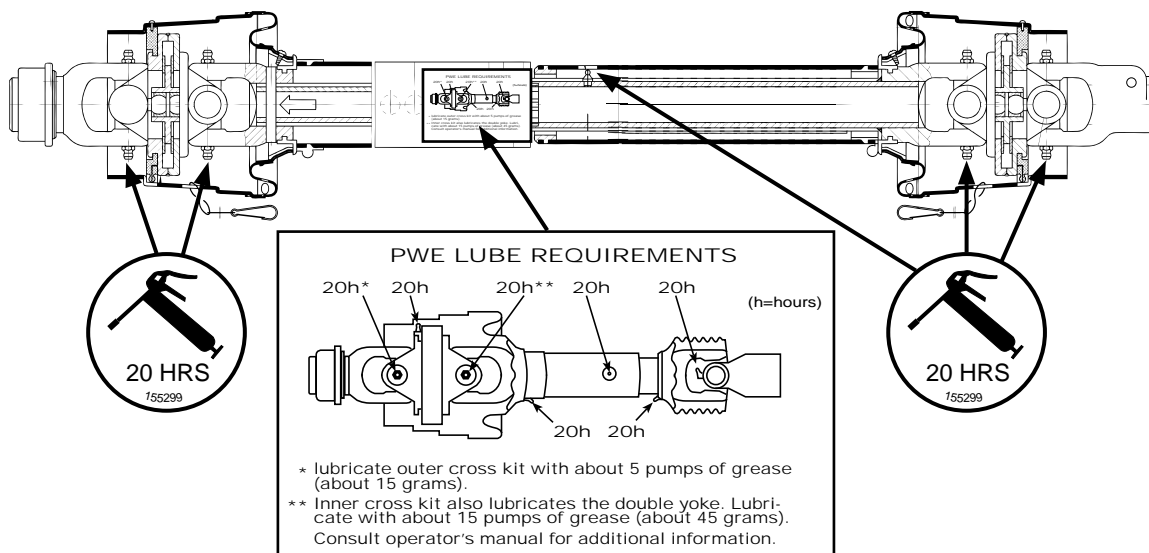
Insert a punch into the hole on the opposite side and tap with a hammer to loosen

Finish removing the retaining bolt.

If this procedure is not followed, the retaining bolt may break while removing.



Decal Placement



Notes