

Steer Ready Kit Installation Guide

Kit: EDX-SR-JD60STS, P/N 911-3010-000

Fits John Deere Combine Models:

STS Models

	9650	9750	
9560	9660	9760	9860
9570	9670	9770	9870

S-Series

S550	S660	S670	S680	S690
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Notes: (i) This installation kit is for the above models with or without a flowmeter installed (see flowmeter inset at right). The WAS (wheel angle sensor) installation instructions for machines with a flowmeter are different from those for machines without a flowmeter. This guide makes it clear which of the WAS installation instructions you should follow. The parts for both installations are provided.

(ii) There are two sets of steering wheel switch (SWS) installation instructions—one for STS machines, the other for S-Series machines. There is only one set of ECU installation instructions but there are variations between the STS installation and the S-Series installation. This guide makes it clear which SWS and which ECU instructions you should follow.

Read and Follow Safety Messages

- In these instructions, you will see the heading **WARNING** and the safety alert symbol . They indicate a hazardous situation that, if not avoided, could result in death or serious injury. The safety messages provide information to identify a hazard associated with potential injury.
- Before installing, operating, or performing maintenance or service on any part of the system:
 - Read and understand this installation guide and all of the safety information
 - Read and understand the Steer Ready User Guide
- Do not allow anyone to operate without instruction.
- Keep these instructions and all related safety information with the manual for your machine and other implements.

If you have any questions or need assistance, contact your local dealer or distributor.

Overview

A series of equipment specific kits has been developed to work in conjunction with your steer ready system. For the machine models listed above, these kits contain the components for:

- the wheel angle sensor (WAS) - if applicable
- the steering wheel switch (SWS - for steering override)
- the electronic control unit (ECU)

The items in each applicable kit are detailed in the tables that follow the safety warnings on the following page. After the kit tables there are step-by-step installation instructions for each of the kits supplied.

Please read this manual thoroughly before beginning the installation.

⚠ WARNING:

To avoid serious injury or death during machine operation, install the appropriate kit for your machine make and model.

Machine Preparation

⚠ WARNING:

Inspect the machine and perform any needed maintenance (for example, contaminated hydraulic fluid) before installing the Steer Ready Installation Kit. This kit cannot perform as intended on a machine that is not maintained properly. Errors in performance increase the risk of operator and bystander injury or death.

Failure to maintain clean hydraulic fluid and operational hydraulic components can cause loss of directional control resulting in serious injury or death.

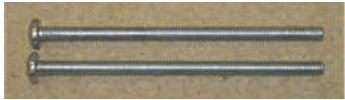
Turn off the machine and power off all Steer Ready components when installing or performing maintenance.

Before attempting to install any of the components, park the machine on a clean level floor with adequate clearance to work all around.

Before you perform any drilling, cutting or fastening, ensure that no other machine components, such as hydraulic hoses or electrical wiring, will be damaged. Failure to follow this warning may cause physical injury and/or damage to the machine.

Kit Contents - Wheel Angle Sensor (*Flowmeter Machines Only*)

Unpack the wheel angle sensor kit and identify the required parts as shown. Kit items are A, B, C etc. with a W (Wheel) prefix.

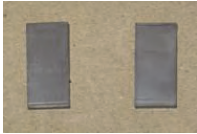
REF	PART NUMBER	QTY	DESCRIPTION	PHOTOGRAPH
Bag 710-0099-000 (W1 of 3) contains WA to WF				
WA	720-0045-000#	1	WAS assembly	
WB	760-5002-000	1	Sensor, dual output, BEI (‘WAS wire connector’)	
WC	602-1087-000	1	Connector arm, steering, long	
WD	675-1191-000	2	Screw, mach, 8-32 x 3" PPH ZP	
WE	676-1054-000	3	Nut, nylock - 8/32NC, ZP	
WF	675-1150-000	1	Screw, 8-32 x 1", Allen socket cap, ZP	

Kit Contents - Wheel Angle Sensor *(continued)*

REF	PART NUMBER	QTY	DESCRIPTION	PHOTOGRAPH
WG	675-2031-000	1	Threaded rod, 5/16-24 x 12"	
Bag W2 of 3 contains WH, WI, and WJ				
WH	676-1053-000#	4	Nut, 5/16-24 standard ZP	
WI	760-0018-000#	2	Rod end swivel with stud, 5/16-24	
WJ	675-2010	2	Bolt, 5/16NC x 3/4" Gr5 ZP	
WK	640-0149	1	WAS assembly mounting bracket	
Bag W3 of 3 contains WL				
WL	675-0129-000	1	WAS link clamp bracket, 1-5/8"-1-1/2" TBOLT, SS	

Kit Contents - Steering Wheel Switch

Unpack the steering wheel switch kit and identify the required parts as shown. Kit items are A, B, C etc. with an S (Steering) prefix.

REF	PART NUMBER	QTY	DESCRIPTION	PHOTOGRAPH
SA	478-0008	2	Magnet, flex - 1/2"W x 1"L x 1/8"T, plain, 1	
SB	675-0077	1	Epoxy, Hardman 04001 - single double bub	

Kit Contents - Steering Wheel Switch *(continued)*

REF	PART NUMBER	QTY	DESCRIPTION	PHOTOGRAPH
SC	602-1062	1	Bracket, steering wheel switch mounting	
SD	726-1054	1	Assembly, steering wheel switch/cable	
SE	677-2002	4	Tie strap, 7" releasable	

Kit Contents - Electronic Control Unit

Unpack the electronic control unit kit and identify the required parts as shown. Kit items are A, B, C etc. with an E (Electronic) prefix.

REF	PART NUMBER	QTY	DESCRIPTION	PHOTOGRAPH
EA	051-0226-000#	1	Main cable	
EB	Not used	N/A	Not used/included in kit	N/A
EC	051-0250-000#	1	Steering controller main cable	
ED	051-0251-000#	1	SR valve cable (Flowmeter and non-flowmeter machines)	

Kit Contents - Electronic Control Unit *(continued)*

REF	PART NUMBER	QTY	DESCRIPTION	PHOTOGRAPH
EE	051-0230-000#	1	WAS cable	
EF	051-0229-000#	1	SWS cable	
EG	054-0117-000#	1	Power switch (Mount using EGa if necessary)	
EGa	726-1093-000	1	Switch bracket (Mount EG, if necessary)	
EH	051-0166-000#	1	CAN-PWR cable	
EI	Not used	N/A	Not used/included in kit	N/A
EJ	806-1031-000#	1	Controller (ECU)	

Kit Contents - Electronic Control Unit *(continued)*

REF	PART NUMBER	QTY	DESCRIPTION	PHOTOGRAPH
EK	750-5003-000	1	Steering controller	
EL	640-0091-000	1	ECU mounting bracket	
EM	640-0102-000	1	Steering controller mounting bracket, steer ready	
Bag E1 of 2 contains EN, EO, EP and EQ				
EN	675-1190-000	4	Screw, self-drilling, 10 x 1-1/2", hex, ZP (STS models)	
EO	675-1197-000	4	Screw, self-drilling, 10 x 2-1/2", hex, ZP (S-Series)	
EP	675-1188-000	2	Screw, mach, M6 x 12mm, PPH, ZP (Mount EJ on EL)	
EQ	675-1210-000	2	Screw, mach, M6-1.0 x 16mm, PPH, ZP (Mount EJ and EM on EL)	

Kit Contents - Electronic Control Unit (*continued*)

REF	PART NUMBER	QTY	DESCRIPTION	PHOTOGRAPH
Bag E2 of 2 contains ER and ES				
ER	675-2048-000	2	Bolt, 1/4"-20 x 1-1/2", Gr5, ZP	
	678-1073-000	2	Washer, flat - 1/4"	
	676-1040	2	Nut, 1/4NC Gr5, ZP	
			(Mount EK on EM)	
ES	681-0015-000#	1	Rubber grommet, 1.375" ID	
ET	677-2002	20	Tie strap, 7" releasable	
EU	051-0294-000#	1	WAS extension cable (combines only) (Use with EE)	
EV	051-0304-000#	1	Power cable - long (combines only)	
EW	051-0306-000#	1	WAS phantom plug/cable (Non-flowmeter machines only)	
EX	051-0254-000#	1	Flowmeter phantom plug (Flowmeter machines only)	

Installation - Wheel Angle Sensor (No Flowmeter)

WARNING:

Switch off the machine's engine while installing or adjusting the WAS. Keep others away and stay clear of mechanical steering linkages to prevent serious injury or death from pinch point hazards while manually operating the hydraulic steering circuit.

1. Install the wheel angle sensor phantom plug/cable.

- a. Locate the cable connector set in the compartment behind the mesh service door by the service step on the left side of the machine forward of the left rear wheel (Figure 1a with inset).



Figure 1a with inset: Compartment (inset) and compartment location

- b. Locate and split the machine's 8-pin, WAS cable connector (Figure 1b-i [STS] and Figure 1b-ii [S-Series] with insets).

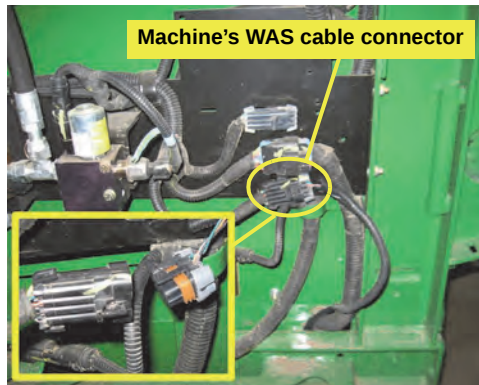


Figure 1b-i with inset: Splitting the machine's WAS connector - STS

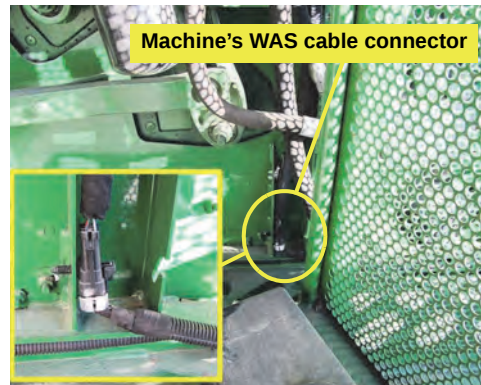


Figure 1b-ii with inset: WAS connector - S-Series

- c. Install WAS phantom plug/cable **EW** (Figure 1c - STS model and prototype **EW** shown). **Note:** You will connect WAS cable **EE** to **EW**'s 6-pin branch connector (circled) later.

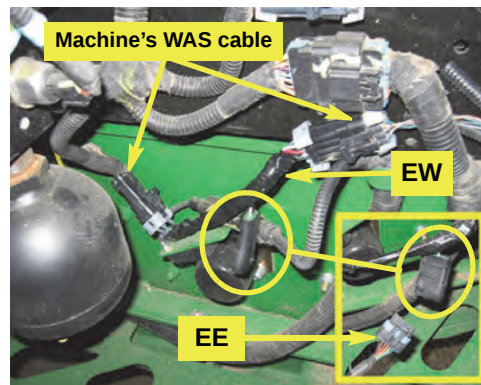


Figure 1c with inset: WAS (prototype) phantom plug/cable installed (STS shown)

Installation - Wheel Angle Sensor (with Flowmeter)

⚠ WARNING:

Switch off the machine's engine while installing or adjusting the WAS. Keep others away and stay clear of mechanical steering linkages to prevent serious injury or death from pinch point hazards while manually operating the hydraulic steering circuit.

1. Prepare the wheel angle sensor.

- Using the provided hardware **WD** (screw) and **WE** (nut), attach the WAS wire connector **WB** to the WAS housing **WA**. Install the bolts up through the bottom of the housing. Mount **WB** with its left edge in line with a corner of **WA** (Figure 1a).

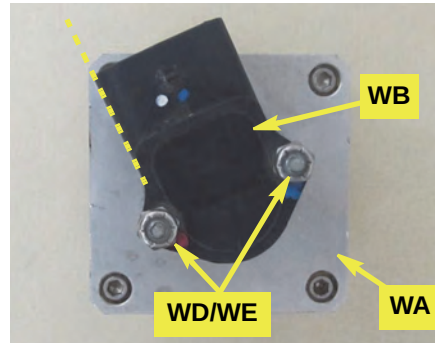


Figure 1a: Prepared WAS housing\connector

- Cut four holes off the WAS arm **WC** at the opposite end from the WAS shaft mounting hole (Figure 1b).

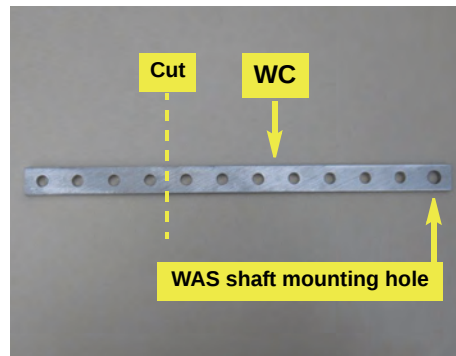


Figure 1b: WAS connector arm preparation

- Using hardware **WE** (nut) and **WF** (screw), attach the cut WAS arm **WC** to the WAS assembly. The arm should be mounted in the opposite direction to the WAS wire connector **WB** (Figure 1c with inset).

NOTE:

Before you cut the threaded rod **WG** at step 1d, screw the provided nuts **WH** onto the rod so that they are inside the cut you will make. After you have cut the rod, the nuts can help clean the threads.

- Cut threaded rod **WG** to 7-1/8" long (Figure 1d-i) then screw swivel rod ends **WI** onto the cut rod to achieve a center-to-center stud measurement of 8-3/8" (Figure 1d-ii). Leave **WH** loose until you complete linkage adjustment at step 2e.

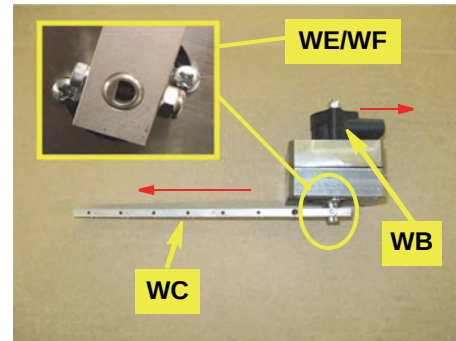


Figure 1c (with inset): Attached WAS arm

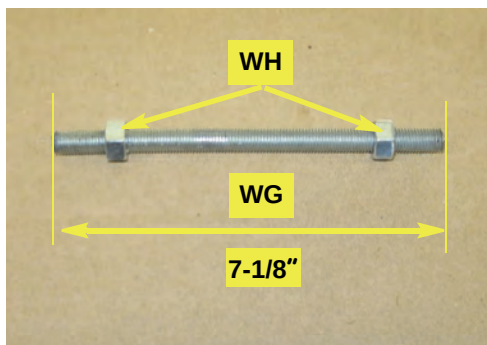


Figure 1d-i: Cut threaded rod

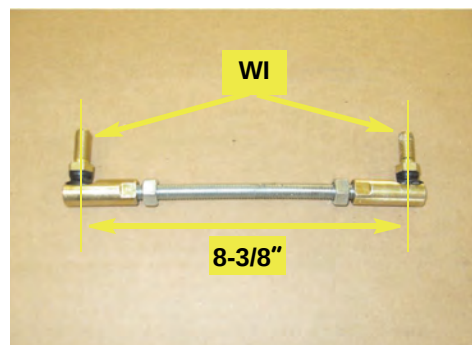


Figure 1d-ii: Assembled threaded link rod

2. Install the wheel angle sensor.

NOTE:

Figures in this section show a prototype bracket and mounting (bolt with washers). Install your bracket as described using the machine's axle sleeve bolt.

- a. Using hardware **WJ**, install the WAS assembly from step 1 on bracket **WK**. Have the WAS arm **WC** on top and mount the assembly, using the top two holes of **WK**, so that the bends in **WK** hold the assembly away from the axle when installed at step b.
- b. On the front face of the right side rear axle, locate and loosen the bolt in the middle hole of the outer set of three vertical holes in the axle sleeve (Figure 2b left inset). Install bracket **WK** and the WAS assembly (Figure 2b). Mount **WK** so that its bends hold the WAS assembly away from the axle.
- c. Install link rod clamp bracket **WL**—flanges upward—on the tie rod. Secure the clamp with its outer edge $13\frac{1}{2}$ " from the outer end of the tie rod sleeve (Figure 2b and right inset).
- d. Using the remaining hardware **WH**, install the assembled WAS linkage from step 1d between the last hole in WAS connector arm **WC** and the forward flange of the link rod clamp bracket **WL**. Install the linkage with the swivel studs downward but leave the swivel stud nuts **WH** loose (Figure 2c).
- e. With all hardware **WH** loose, slowly turn the wheels full left lock (Figure 2d-i) then full right lock (Figure 2d-ii). Check that the linkage moves freely without binding and adjust the linkage if necessary.
- f. When the linkage does move freely and without binding, tighten hardware **WH** on the rod and the swivels (Figure 2c).

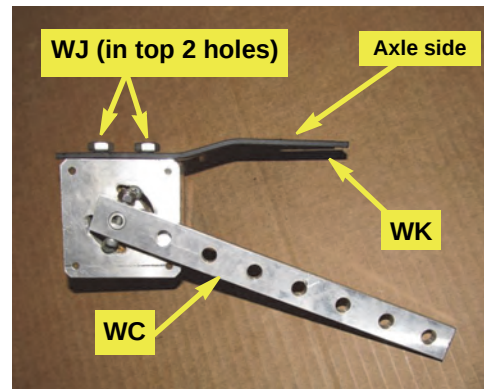


Figure 2a: WAS assembly on its mounting bracket (viewed from above)

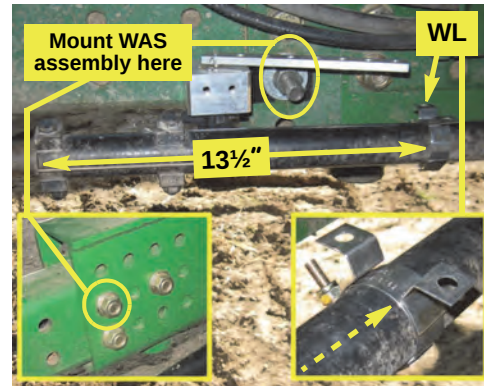


Figure 2b with insets: WAS assembly and link rod clamp bracket installed

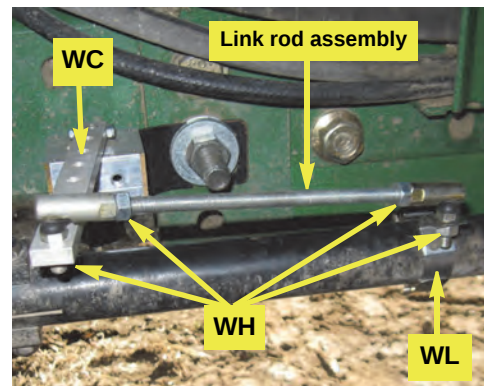


Figure 2c: Link rod assembly installed



Figure 2d-i: Full left lock



Figure 2d-ii: Full right lock

Installation - Steering Wheel Switch - STS Models

NOTE:

For SWS installation instructions for S-Series machines see page 13.

1. Access the steering shaft.

Remove the top, then bottom front steering column panels (nearest the windscreen) to expose the steering shaft (Figure 1).

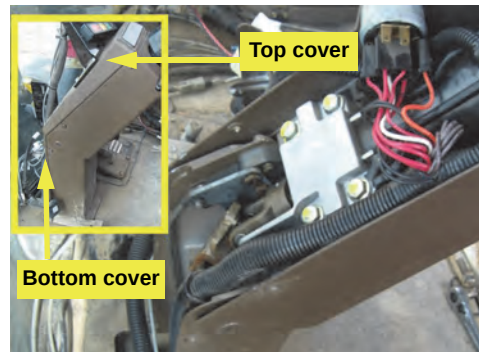


Figure 1 with inset: Steering column covers removed

2. Prepare the steering wheel switch bracket.

Drill an 11/32" hole in switch bracket SC at the opposite end to the pre-drilled switch hole. Put a 90° bend in the bracket near the new hole and a slight twist approximately half way between the bend and the pre-drilled end (Figure 2).

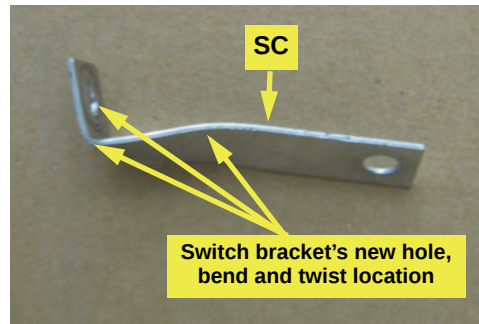


Figure 2: Drilled, bent and twisted switch bracket

3. Install the steering wheel switch.

- a. Measure and mark a point 1½" from the top of the alloy clamp coupling at the bottom of the exposed steering shaft. Clean a magnet-length area of the shaft with the cross-marked point as the center.

Using the two-part epoxy **SB**, attach magnets **SA** 180° apart on the steering shaft. Set the center of the magnets 1½" from the clamp coupling (Figure 3a).

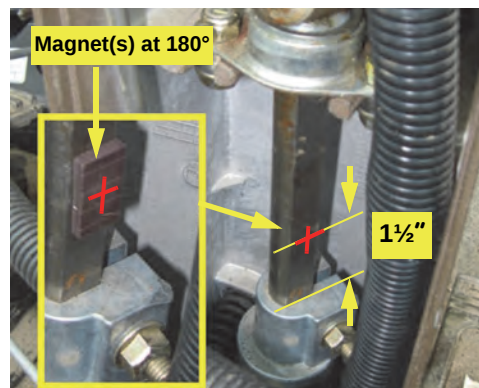


Figure 3a with inset: Installed magnets

- b. Attach switch **SD** to switch bracket **SC** (Figure 3b). Remove the nut and bolt securing the right side of the steering shaft bearing block below the lower universal joint (Figure 3b inset). Using this nut and bolt, install the steering switch bracket under the bearing block mounting (Figure 3b).

Twist and bend the switch bracket to align switch **SD** with the magnets and adjust the sensor face to 1/8" to 1/4" away from the magnets (Figure 3b).

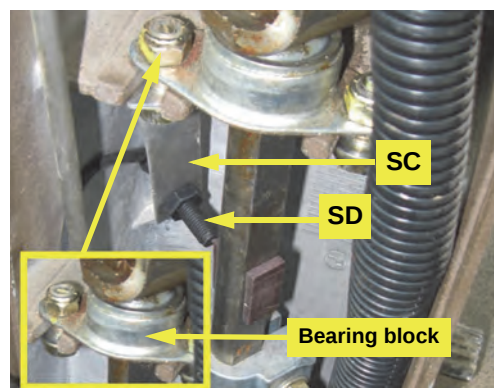


Figure 3b with inset: Installed switch bracket and switch

3. **Install the steering wheel switch (*continued*).**
- c. Refit the two column panels after you route SWS cable **EF** to **SD**'s connector and connect it in the ECU installation section following (Figure 3c).

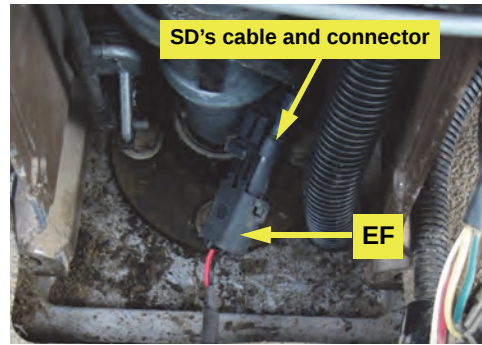


Figure 3c: ECU's SWS cable and steering wheel switch connected

Installation - Steering Wheel Switch - S-Series

NOTE:

For SWS installation instructions for STS models see page 11.

1. Access the steering shaft.

Remove the tilt knob from the tilt lever on the left of the steering column (Figure 1 top inset). Loosen the two halves of the top column cover.

Remove the two halves of the middle column cover and the left side of the bottom column cover (Figure 1 and insets). You will install the steering wheel switch bracket on the inside face of the cast alloy column support (at **x** in Figure 1 bottom left inset).

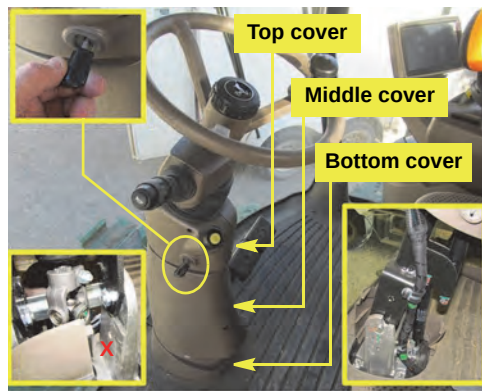


Figure 1 with insets: Steering column covers removed

2. Prepare the steering wheel switch bracket.

Cut 1" off the non-drilled end of switch bracket SC then put a 45° (approx) bend in the bracket 1¼" from the drilled end (Figure 2).

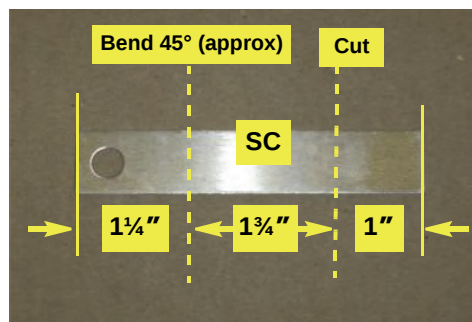


Figure 2: Switch bracket preparation

3. Install the steering wheel switch.

- a. Clean two magnet-size areas of the exposed steering shaft, 180° apart, below the universal joint lower yoke then, using the two-part epoxy **SB**, attach magnets **SA**. Align the base of the magnets with the base of the cast alloy column support (Figure 3a).

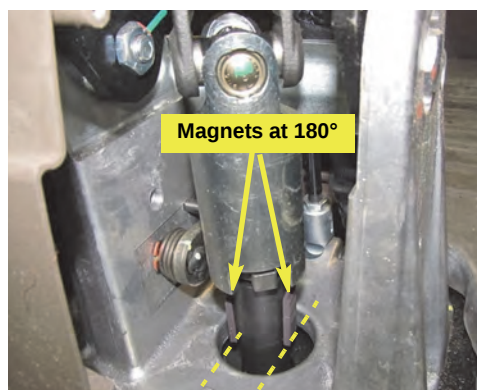


Figure 3a: Installed magnets

- b. Using the two-part epoxy and aligning its drilled hole with the center of a magnet, attach bracket **SC** to the inner face of the left side of the column support. Install the bracket hole forward, bend inward. Install switch **SD** in switch bracket **SC** (Figure 3b - **SC** not shown as secured yet).

Twist and bend switch bracket **SC** as required to align the tip of switch **SD** with the magnets and adjust the sensor face to 1/8" to 1/4" from the magnets.

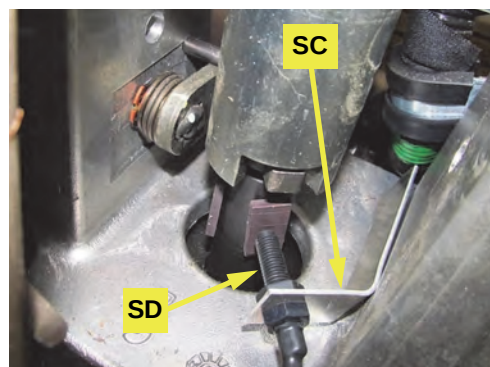


Figure 3b: Switch bracket and switch installation (bracket SC not yet secured)

3. **Install the steering wheel switch (*continued*).**
- c. Route **SD**'s cable under the floor mat out from within the steering shaft space, then up through the split in the floor mat (Figure 3c and inset). Refit the left lower steering column cover and the middle covers. Resecure the top covers and refit the tilt knob. You will connect SWS cable **EF** to **SD**'s connector in the ECU installation section following.

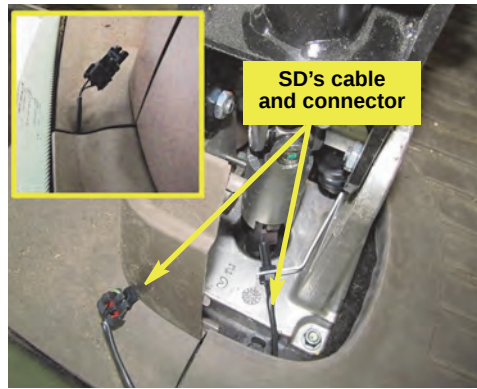


Figure 3c with inset: ECU's SWS cable and steering wheel switch connected

Installation - Electronic Control Unit (ECU)

NOTE:

The high precision guidance capability of eDriveX depends, in part, on the exact installation of the ECU as detailed in this section.



Before drilling (or using self-drilling screws) in the cab, make sure there is nothing that can be damaged by the drilling or by any self-drilling screws used to secure the ECU mounting bracket. Secure anything that could be damaged away from where the screws come through. See Figure 1 for an example of a pre-drilling check; it shows an under-floor cabling compartment.

1. Install the ECU mounting bracket.

NOTE:

(1) Although measurements and floor mat references provide an accurate guide, ensure that when installed, the bracket will be perpendicular to the front of the machine (that is, parallel to the machine's fore/aft centerline). Also, use a small level to set the bracket as level as possible - see steps following.

(2) Install ECU mounting bracket **EL** in the location specified for your model (Figures 1a and 1b).

- a. **STS models:** Drill a 9/32" hole 3 1/2" from the front edge of ECU mounting bracket **EL** in line with the front outer hole (Figure 1a inset).

Place bracket **EL** on the floor to the right of the driver's seat with its one-inch tabs toward the seat. Set the bracket parallel to the machine's fore/aft centerline and with (Figure 1a):

- The inside edge of its one-inch tabs 2" from the base of the molded seat mount.
- Its front edge 4" back from a line projected sideways from the front edge of the molded seat mount. Note that the front outer screw hole in **EL** is not on the surface of the molded seat mount.

- b. **S-Series:** Place bracket **EL** on the floor in the right front area of the cab with its one-inch tabs toward the right window. Set the bracket parallel to the machine's fore/aft centerline and with (Figure 1b):

- The outside edge of its rear one-inch tab 7 1/2" from the right window.
- Its rear edge 3-3/8" from the base of the cup holder compartment.

NOTE:

At the next step, do not overtighten the self-drilling screws. Overtightening could cause the fastener to fail.

- c. **All models:** Using self-drilling screws **EN** (STS) or **EO** (S-Series - neither shown), fasten bracket **EL** to the floor (Figures 1a and 1b). Use a small level (not shown) to level the bracket as close as possible.



Figure 1: Example pre-drilling check

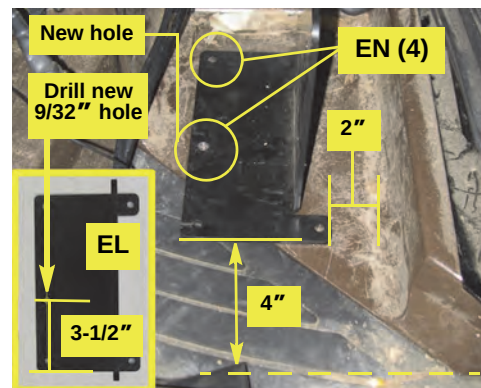


Figure 1a with inset: Preparing and installing ECU mounting bracket - STS

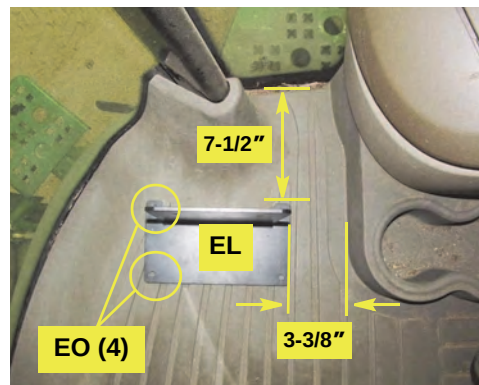


Figure 1b: Installing ECU mounting bracket - S-Series

2. **Install the ECU and steering controller.**

- a. **STS models:** With the ECU **EJ** against the inside face of its bracket **EL** (connectors to the rear, so power/communications indicators at the top/front), use the shorter screws **EP** through the rearmost holes in bracket **EL** (the ECU connectors end) to loosely attach **EJ** (Figure 2a-i).

Using the longer screws **EQ** through the narrow side of steering controller bracket **EM** (wider side forward) and the forward holes in **EL**, secure ECU **EJ** and controller bracket **EM** on **EL** (Figure 2a-i).

Using hardware **ER**, attach steering controller **EK**, connectors rearward, to bracket **EM** (Figure 2a-ii).

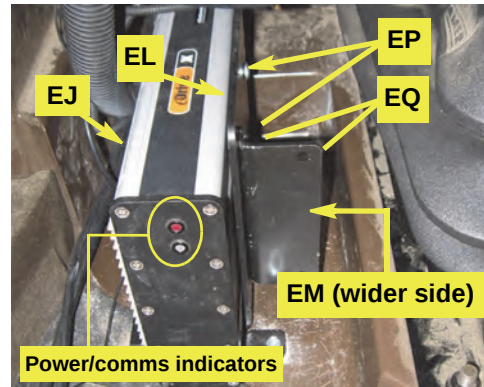


Figure 2a-i: ECU and controller bracket installed - STS

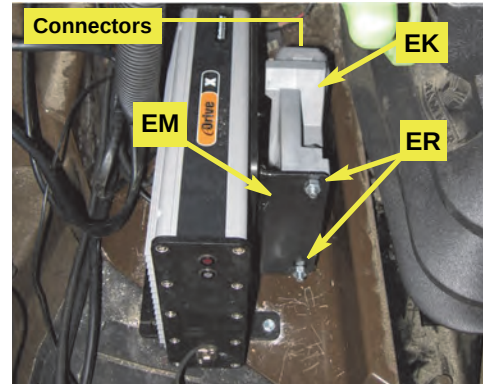


Figure 2a-ii: Steering controller installed - STS

- b. **S-Series:** With the ECU **EJ** against the inside face of its bracket **EL** (connectors to the front, so power/communications indicators at the top/rear), use the shorter screws **EP** through the front pair of holes in bracket **EL** (the ECU connectors end) to loosely attach **EJ** (Figure 2b-i).

Using the longer screws **EQ** through the narrow side of steering controller bracket **EM** (wider side rearward) and the rearmost holes in **EL**, secure ECU **EJ** and controller bracket **EM** on **EL** (Figure 2b-i).

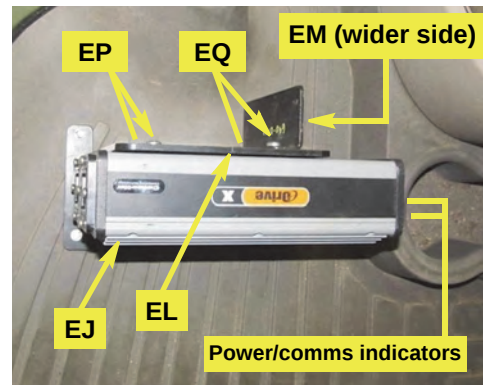


Figure 2b-i: ECU and controller bracket installed - S-Series

- c. Using hardware **ER**, attach steering controller **EK** (connectors forward) to bracket **EM** (Figure 2b-ii).

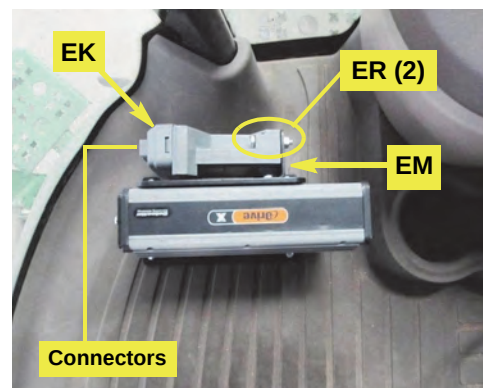


Figure 2b-ii: Steering controller installed - S-Series

3. **Install and connect the cables.**

On a clean surface lay out all the cables and become familiar with the connections and where they are to be placed - see Appendix A.

- a. **All models:** Attach main cable **EA** to **EJ** using an Allen wrench to secure the cable. The **EA** connector only connects with the **EJ** socket that is in line with the power and communications indicators at the opposite end of the ECU—the upper socket in both installations (Figure 3a - STS installation).

Attach steering controller cable **EC**'s two 12-pin plugs to the corresponding gray and black connectors on the steering controller **EK** (Figure 3a).

Connect **EC**'s connector labeled 'ECU' to **EA**'s connector labeled 'STEERING CONTROLLER' (not shown).

Connect **EC**'s connector labeled 'SWS' to SWS cable **EF**. Route **EF** neatly to **SD**'s connector at the base of the steering column and connect them (see SWS installation Figure 3c, page 12).

- b. **STS models:** Locate the cabling bulkhead panel on the right side of the machine near the rear of the cab (inside the right service door). Remove the top right blanking plug and insert grommet **ES** (Figure 3b-i with inset - grommet not shown).

Pass the round connector ends of WAS extension cable **EU** and valve cable **ED** through the prepared hole into the cabling compartment at the right rear of the driver seat (Figure 3b-ii). Connect **EU** and **ED** to **EC**'s connectors labeled 'WAS' and 'PVE' respectively.

- c. **S-Series:** Locate the cabling bulkhead panel on the right side of the machine near the rear of the cab (inside the right service door). Create an access hole in the panel (3c-i with inset).

Pass the round connector ends of WAS extension cable **EU** and valve cable **ED** through the hole created above and then into the right rear area of the cab through your preferred access point (Figure 3c-ii). Connect **EU** and **ED** to **EC**'s connectors labeled 'WAS' and 'PVE' respectively.

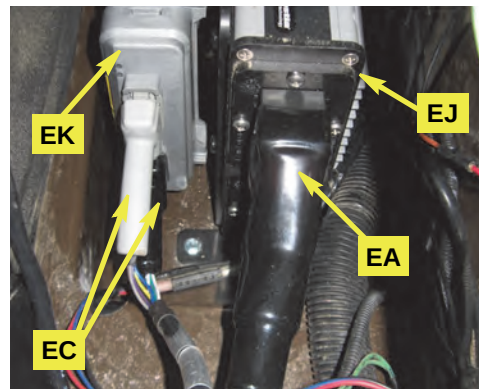


Figure 3a: ECU and steering controller main cables connected (STS installation shown)



Figure 3b-i with inset: Opening a cab access hole - STS

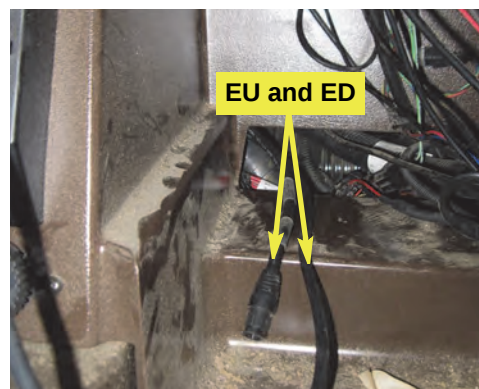


Figure 3b-ii: Cabling in/out of cab - STS

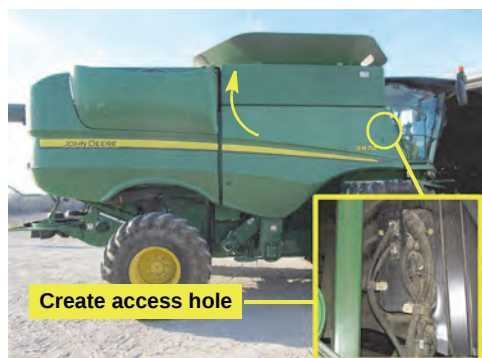


Figure 3c-i with inset: Creating a cab access hole - S-Series



Figure 3c-ii: Cabling in/out of cab access area - S-Series

NOTE:

In the following cable routing steps, route all cables with other machine cables or plumbing, free from entanglement. Use tie straps **ET** as required.

- d. **All models:** Route valve cable **ED** under the cab to the orbital. At the orbital, disconnect the machine's steering valve connector from the steering valve on the left of the orbital (Figure 3d and left inset). Dust/weatherproof the open connector. Connect **ED** to the steering valve (Figure 3d - right inset).

NOTE:

The joined WAS cables **EU** and **EE** are routed and connected differently on non-flowmeter machines and flowmeter machines. Follow step e or f accordingly. Step g, installing the flowmeter phantom plug, applies to flowmeter machines only.

- e. **Connecting the WAS cable(s) EU/EE - non-flowmeter machines:** Connect WAS extension cable **EU** to WAS cable **EE** and route the cable(s) under the cab and back along the left side of the machine to the compartment in which you fitted phantom plug/cable **EW** (at step 1c, page 8). Connect **EE** to the 6-pin branch connector on **EW** (Figure 3e with inset).
- f. **Connecting the WAS cable(s) EU/EE - flowmeter machines:** Connect WAS extension cable **EU** to WAS cable **EE** and route the cable(s) back along the machine to the right side of the rear axle. Connect **EE** to wire connector **WB** (Figure 3f).

- g. **Installing the flowmeter phantom plug - flowmeter machines:** Locate the flowmeter below and to the right of the orbital. Disconnect the machine's flowmeter connector (Figure 3g and left inset). Dust/weatherproof the open socket on the flowmeter. Connect phantom plug **EX** in the open end of the cable you disconnected and secure the cable and plug (Figure 3g - right inset).

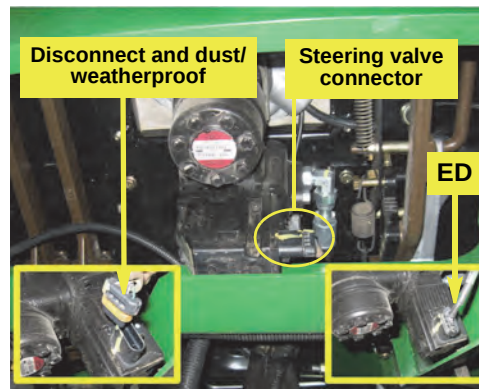


Figure 3d with insets: Valve cable connected at steering valve at orbital

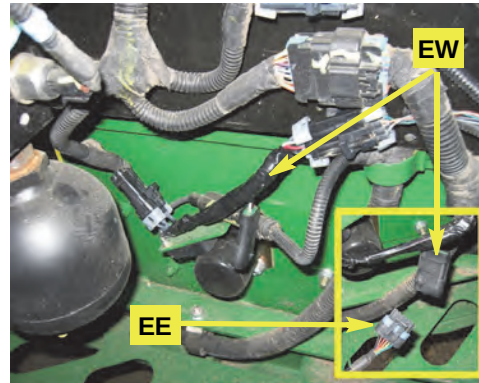


Figure 3e with inset: WAS cable connection - non-flowmeter machines

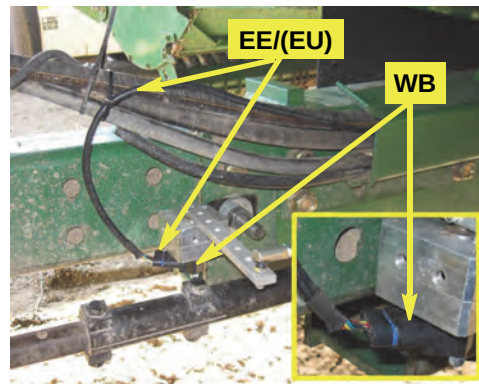


Figure 3f: WAS cable connection - flowmeter machines

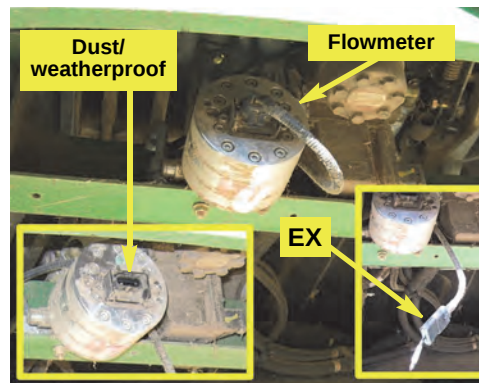


Figure 3g with insets: Phantom plug installed at flowmeter

- h. Attach power switch **EG** to cable **EA**'s connector labeled 'SWITCH'. Some machines are equipped with pop out tabs that you can remove and replace with switch **EG**. If no tab is available, you can use bracket **EGa** mounting it in the cab at the operator's preferred location.

NOTE:

Set switch EG to OFF before connecting EA to the battery at step j below.

- i. Install CAN-PWR cable **EH** between **EA**'s open connection labeled 'TERMINAL/RECEIVER' and the guidance terminal. Connect your battery terminal cable to **EH**'s remaining connector. Route cables in the cab so that they are clear of any machine operation controls.

⚠ WARNING:

*Ensure you have connected main cable **EA** to the ECU (step 3a, page 17) and **ET** to **EA** (step j following) before you connect **ET** to the machine's battery.*

- j. Disconnect and discard the standard length power cable from ECU main cable **EA** and connect the extended power cable **EV**. Route the extended power cable to the machine's 12V battery and connect it.

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Appendix A - ECU Cables and Connections

ECU CABLES AND CONNECTIONS - PVE STEER READY (COMBINE)

