

4400 COMBINE



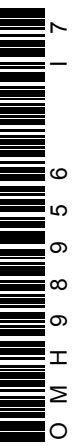
OPERATORS MANUAL

4400
COMBINE

OMH98956 I7 English

JOHN DEERE HARVESTER WORKS
OMH98956 I7


LITHO IN THE U.S.A.
ENGLISH





To the Purchaser

This new combine was carefully designed and manufactured to give years of dependable service. To keep it running efficiently, read this operator's manual, which is divided into sections, for easy location of information. The Table of Contents explains where each section is located and the alphabetical index gives detailed listings.

 This safety alert symbol identifies important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and carefully read the message that follows.

Your operator's manual contains SI Metric equivalents which follow immediately after the U.S. customary units of measure.

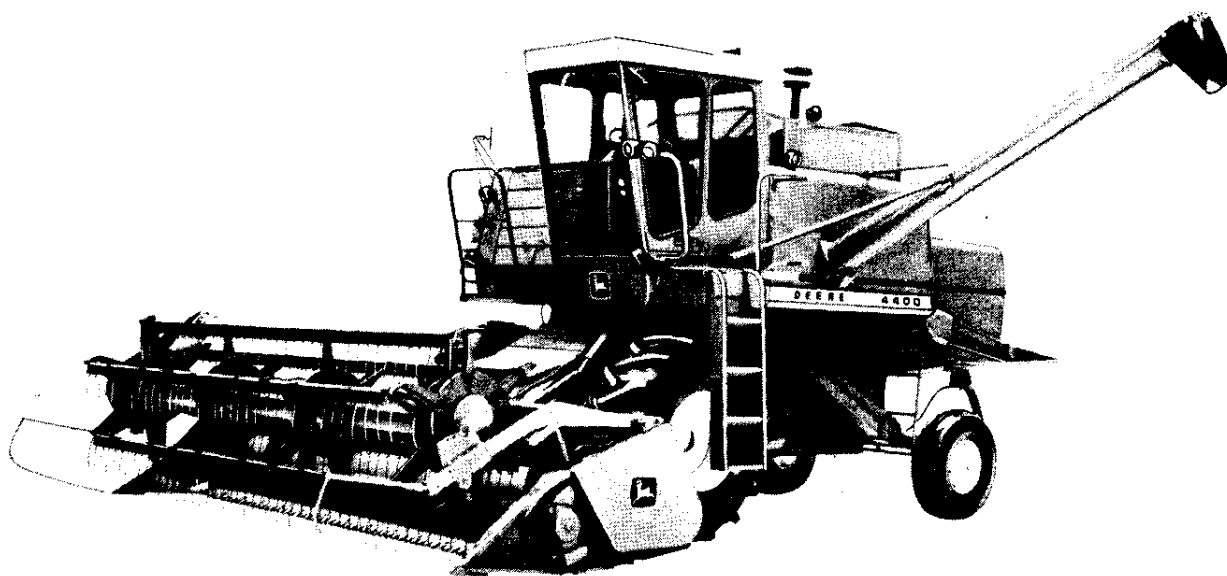
This operator's manual covers the feeder house and separator areas of the combine. For header information, see the separate operator's manuals furnished with that equipment.

"Right-hand" and "left-hand" sides are determined by facing in the direction the combine will travel when in use. The radiator end of the engine is referred to as the "front," the flywheel end as the "rear."

Record your combine serial numbers in the space provided on page 167. Your dealer needs this information to give you prompt, efficient service when you order parts or attachments. If your combine requires replacement parts, go to your John Deere dealer where you can obtain Genuine John Deere parts—accept no substitutes.

The warranty on this combine appears on your copy of the purchase order which you should have received from your dealer when you purchased the combine.

Modifications to the combine may impair the function and/or safety, affect warranty, and affect machine life.



H00028

John Deere 4400 Combine with 215 Cutting Platform



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Safety Suggestions

! Safety of the operator was one of the prime considerations in the minds of John Deere engineers when this combine was designed. Shielding, simple adjustments, and other safety features were built into the combine wherever possible.

All machinery must be operated only by responsible persons who have been properly instructed and delegated to do so.

Riders must not be allowed on the operator's platform when combine is in operation.

Shields and guards must be in place and in good condition before starting in the field.

! **CAUTION: Failure to follow proper procedures when mounting a tire on a wheel or rim can produce an explosion which may result in serious injury or death. Do not attempt to mount a tire unless you have the proper equipment and experience to perform the job. Have it done by your John Deere dealer or a qualified tire repair service.**

When seating tire beads on rims, never exceed 35 psi or maximum inflation pressures specified by tire manufacturers for mounting tires. Inflation beyond this maximum pressure may break the bead, or even the rim, with dangerous explosive force. If both beads are not seated when the maximum recommended pressure is reached, deflate, reposition tire, relubricate bead, and reinflate.

Detailed agricultural tire mounting instructions, including necessary safety precautions, are contained in John Deere Fundamentals of Service (FOS) Manual 55, Tires and Tracks, available through your John Deere dealer. Such information is also available from the Rubber Manufacturers Association and from tire manufacturers.

Escaping fluid under pressure can have sufficient force to penetrate the skin, causing serious personal injury. Before disconnecting lines relieve all pressure. Before applying pressure to system, all connections must be tight and lines, pipes and hoses must not be damaged. Fluid escaping from a very small hole can be almost invisible. Use a piece of cardboard or wood, rather than hands, to search for suspected leaks.

Clothing worn by combine operator must be fairly tight and belted. Loose jackets, shirts, or sleeves should never be worn because of the danger of getting into moving parts.

Everyone must be clear of the combine before starting so they cannot be struck by moving parts or caught in a drive belt or chain.

Never clean, lubricate, or adjust the combine when it is running.

Be careful when operating on hillsides because combine may tip sideways if it strikes a hole, ditch, or other irregularity.

Never attempt to clear obstructions off the header unless the combine is stopped and the engine shut off.

Keep the operator's platform clean. Do not use it as a place to carry loose tools, lunch boxes, etc.

Maintain a fire extinguisher in an easily accessible location and be familiar with its' correct use.

Before leaving combine unattended, lower the header to the ground or support it with either the hydraulic cylinder safety stop or with blocks.



Controls and Instruments

Before attempting to operate your new combine, become familiar with the location and purpose of all controls and instruments. Study these pages carefully, regardless of your previous combine experience.

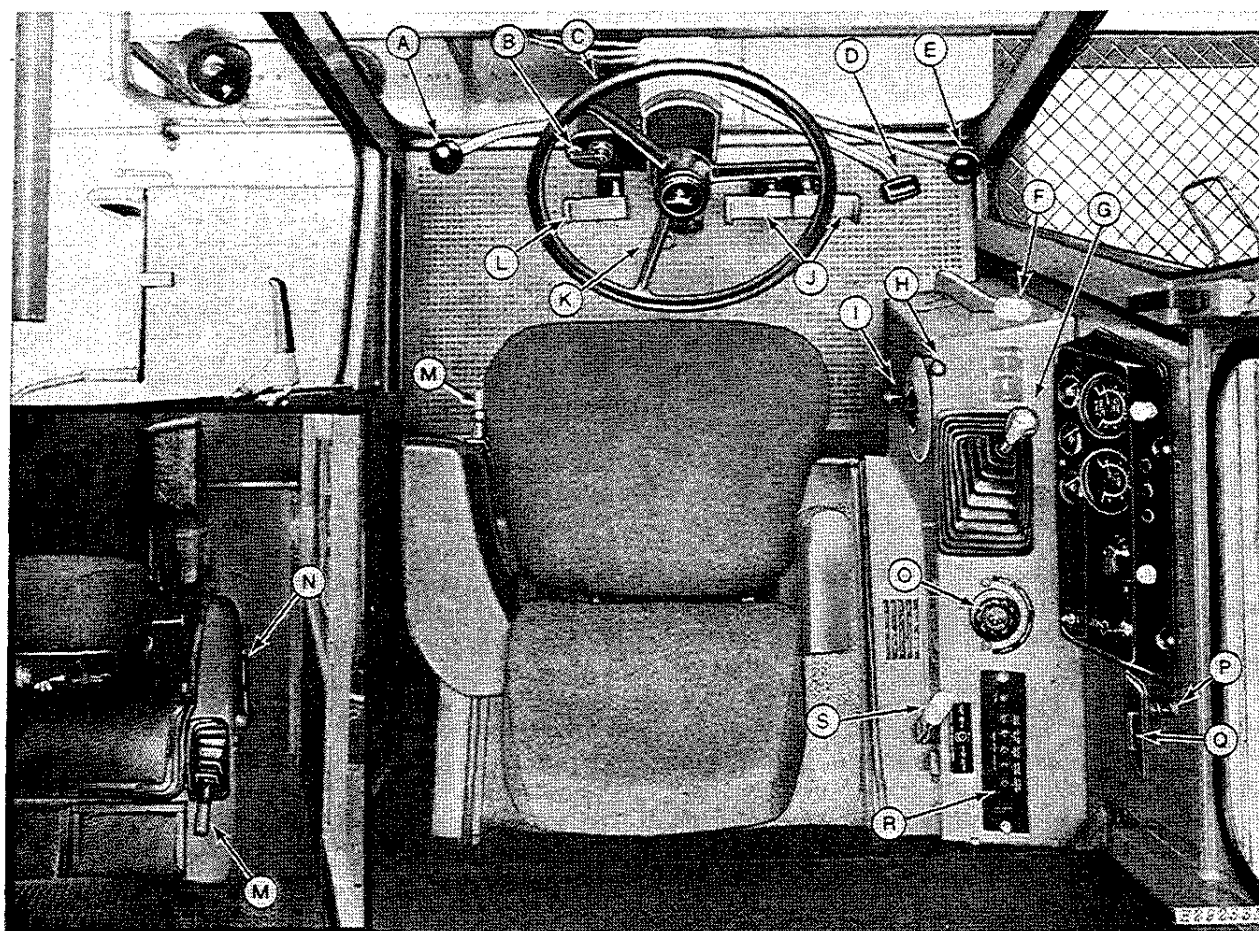
Control levers and knobs have different colors and shapes to help you quickly locate them while operating the combine. Colors on controls indicate:

RED—Combine movement controls (Throttle, Gearshift Lever, Selective Ground Speed Control)

YELLOW—Auxiliary Power Controls (Separator Control Lever, Cylinder Speed Control Ratchet, Header Electromagnetic Clutch Switch)

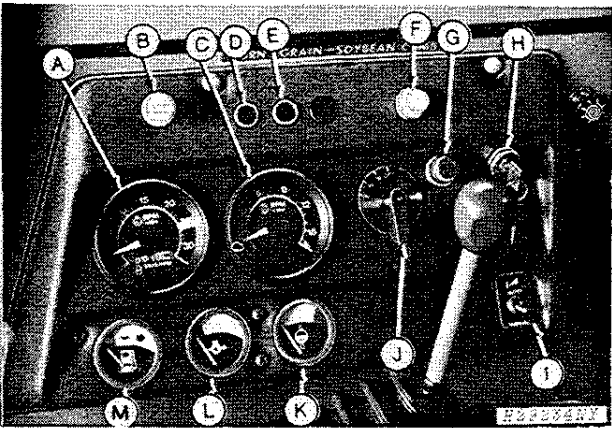
BLACK—Combine Function Controls, Header Height Control, Hydraulic Lift Reel Control, etc.)

OPERATOR'S PLATFORM



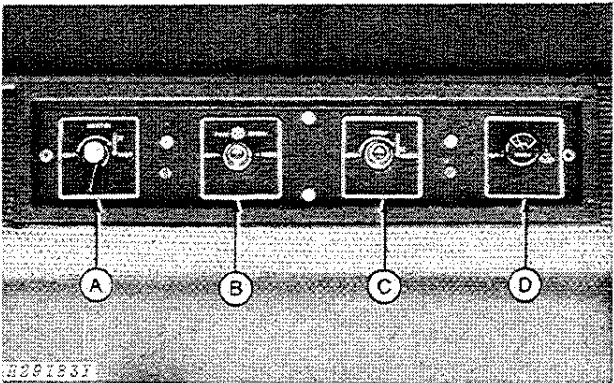
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A—Hydraulic Lift Reel or Variable Speed Feeder House Control	16	G—Gearshift	12	O—Hydrostatic Drive Reel or Hydrostatic Drive Belt Pickup Control	16
B—Directional Turn Signals	15	H—Throttle	4	P—Cigarette Lighter	—
C—Steering Wheel	—	I—Concave Opening Control	17	Q—Ash Tray	—
D—Selective Ground Speed Control	12	J—Brake Pedals	13	R—Low Shaft Speed Monitor (Optional)	34
E—Header Lift Control	16	K—Steering Column Pedal	11	S—Cylinder Speed Control	17
F—Separator Control	17	L—Clutch Pedal	13		
		M—Parking Brake	—		
		N—Grain Tank Unloading Auger Lever	18		

Instrument Panel Controls and Instruments



A—Engine Tach-Hour Meter	5
B—Header Electromagnetic Clutch Switch (Optional)	16
C—Cylinder Speed Tachometer	26
D—Parking Brake Indicator Light	12
E—Alternator Indicator Light	4
F—Cold Weather Starting Aid Button	7
G—Horn Button	—
H—Ignition Switch	4
I—Automatic Header Height Control Switch (Optional)	—
J—Light Switch	15
K—Coolant Temperature Gauge	4
L—Engine Oil Pressure Gauge	5
M—Fuel Gauge	5

Operator's Cab Controls



	Page
A—Heater Temperature Control Switch	9
B—Pressurizer Fans Switch	9
C—Air Conditioner Temperature Control Switch	9
D—Windshield Wiper Switch	9

The operator's cab controls are located in the cab headliner. The radio is located in the rear right-hand corner of the cab.

NOTE: For controls not located on the operator's platform (fan speed control, chaffer and sieve opening controls) see page 18.

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