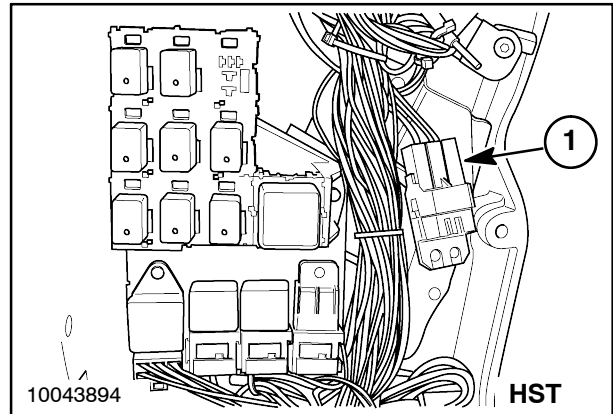


OPERATOR SAFETY MODULE

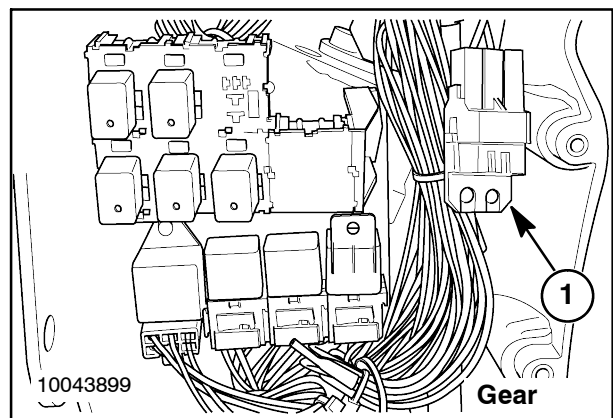
The operator safety module, 1, is part of the tractor safe operation circuit. When the operator safety module is energized it allows the ground circuit for the control portion of the fuel shutoff solenoid relay to be completed. If current no longer flows to the operator safety module, the ground circuit for the relay becomes open. This causes the fuel shutoff solenoid relay to become non-energized. When the relay becomes non-energized, the current to the fuel shutoff solenoid is discontinued, stopping the tractor engine. Current is supplied to the operator safety module when the operator is seated, or when the PTO is disengaged and the parking brake is applied. The operator safety module, 1, is located under the left side of the dash cover, behind the tractor's firewall.

Removal

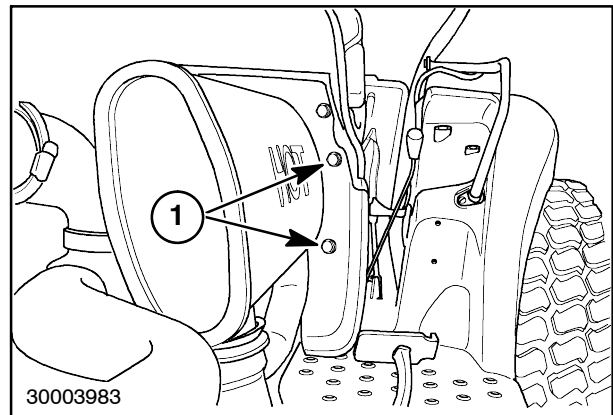
1. Disconnect the negative (-) battery cable from the negative (-) battery terminal.
2. Remove the two retaining bolts, 1, from the inside the left side of the firewall of the tractor.



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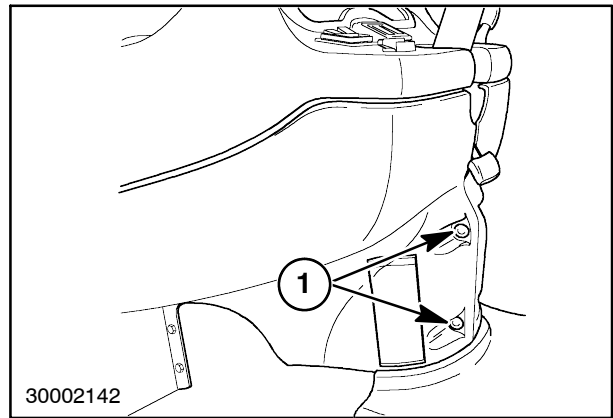


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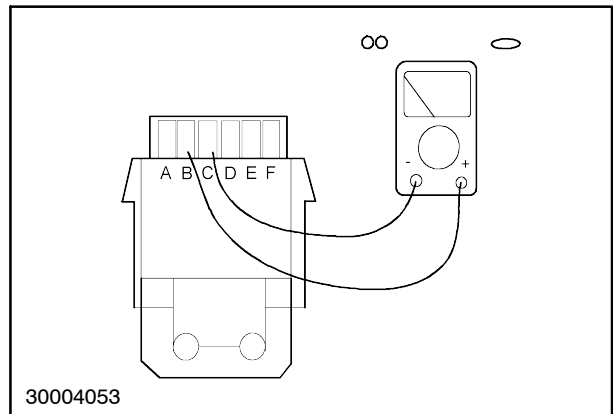
3. Remove the two retaining bolts, 1, from the left side cover of the tractor.
4. Remove the left side cover to reveal the relay/diode panel.
5. Release the locking tabs on the operator safety module to disconnect the module from the wire harness.



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Testing

1. Using an ohmmeter, touch the red, positive (+), test probe to module terminal "B". Touch the black, negative (-), ohmmeter test probe to diode terminal "C". Observe the ohmmeter.
2. The ohmmeter should show high resistance, indicating no continuity and that current is not flowing through the operator safety module. If there is continuity. Check to see that the test probes are on the correct terminals, and if they are, the operator safety module is defective and needs replaced.



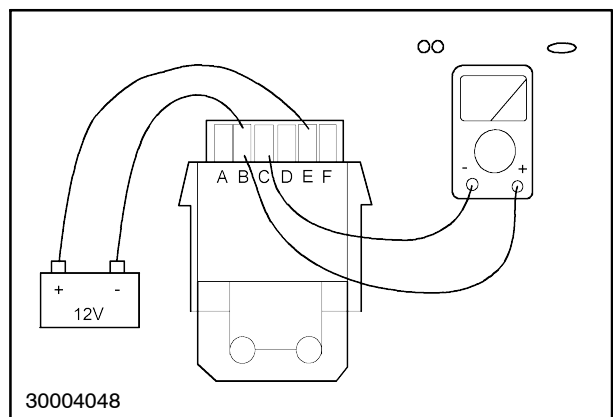
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3. If the previous test indicated the operator safety module was functioning properly, clamp the red, positive (+), ohmmeter test probe to terminal "B" of the safety module and the black, negative (-), test probe to terminal "C" of the Safety module.



Only apply battery current to the operator safety control module for 3-5 seconds or damage will occur.

4. Connect a jumper wire from terminal "E" on the operator safety module to the positive (+) terminal of a 12-volt power supply.
5. Connect a jumper wire to terminal "B".
6. While observing the ohmmeter, touch the jumper wire to terminal "B" from the negative (-) terminal of the 12-volt power supply. There should be little or no resistance, indicating continuity. If the reading shows high resistance, the operator safety module is defective and needs replaced.



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