

2014 Balzer Field Floater 5

Mountain Lake, MN

February 2014

English Edition

BALZER

USER MANUAL



Balzer Inc is dedicated to providing the most reliable and durable AG related products. Balzer Inc has made every attempt to provide the most accurate and readily understandable information on our equipment. Due to our continuing efforts to produce the best products available, upgrades and improvements to our equipment may precede the manual updates. Therefore, contents of this manual are based on information in effect at the time of publication and are subject to change without notice.

This is the safety alert symbol. It is used to alert the operator to an instruction concerning the personal safety and risk factor of this equipment. Always observe and heed these very important instructions to promote a safe operation with good preventive maintenance habits.

This new Balzer Inc. product is designed and manufactured to give years of very dependable service when used for the purpose for which it is intended, and when properly maintained.

NEVER OPERATE THIS EQUIPMENT AT SPEEDS OVER 20MPH

NEVER OPERATE THIS EQUIPMENT UNTIL USER FULLY UNDERSTANDS THE COMPLETE CONTENTS OF THIS MANUAL. FOR OWNERS WHO DO NOT OPERATE THIS EQUIPMENT, IT IS THE OWNER'S RESPONSIBILITY THAT THE USER IS PROPERLY INSTRUCTED AND IS FULLY AWARE OF THIS MANUAL'S CONTENTS.

This is important in the safe handling of this equipment and promoting an efficient operation. If there are any questions about areas in this manual, it is important to contact your dealer for clarification.

This machine is warranted as stated on the next page. A registration card is to be filled in by your dealer with your name and address, and promptly returned to the factory. The card provides a ready reference to help you in securing warranty and in answering questions that you may have at some later date.

Operating instructions and parts book are shipped with this machine. If parts of this book are missing or become unreadable, contact your dealer for a new set.

The serial number and identification tag is located to the front of the frame. Please refer to these numbers when parts or warranty communication is necessary.

PLEASE FILL IN THE FOLLOWING INFORMATION FOR YOUR RECORDS:

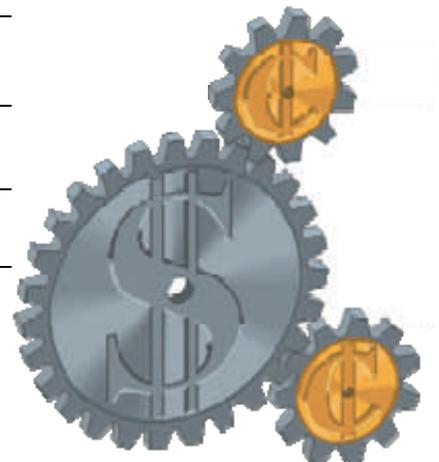
Date of purchase: _____

Owner's name: _____

Dealer's name : _____

Model #: _____

Serial # Identification # _____



WARRANTY MANUFACTURER

Dealer or Distributor understands and agrees that the Manufacturer extends only the following Warranty to customers. In the event Dealer or Distributor extends any additional warranty (such as by enlarging the scope or period of warranty or undertaking a warranty of merchantability or fitness for any particular purpose) or any other obligation whatsoever, Dealer or Distributor shall: (1) be solely responsible therefore (2) have no recourse against Manufacturer thereof and (3) defend, indemnify and hold Manufacturer harmless against any claim or cause of action whatsoever arising out of, or occasioned by, Dealer or Distributor's extension of said additional warranty or obligation.



CERTIFICATE OF GENERAL EQUIPMENT WARRANTY

Balzer Inc. warrants new Products sold by it to be free from defects in material or workmanship for a period of one (1) year after date of delivery to the first user and subject to the following conditions. Balzer Inc.'s obligation and liability under this Warranty is expressly limited to repairing or replacing at Balzer Inc.'s option, any parts which appear to Balzer Inc. upon inspection to have been defective in material or workmanship. Such parts shall be provided at no cost to user, at the business establishment of the authorized Balzer Inc. dealer or distributor of the Product during regular working hours. This Warranty shall not apply to component parts or accessories of Products not manufactured by Balzer Inc. and which carry the warranty of the manufacturer thereof, or to normal maintenance (such as tune-up) or normal maintenance parts (such as oil filters). Replacement or repair parts installed in this Product covered by this Warranty are warranted only for the remainder of this Warranty as if such parts were original components of said Product. **BALZER INC. MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, AND MAKES NO WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.**

Balzer Inc.'s obligation under this Warranty shall not include any transportation charges, cost of installation, duty taxes or any other charges whatsoever, or any liability for direct, indirect, incidental or consequential damage or delay. If requested by Balzer Inc. products or parts for which a warranty claim is made are to be returned transportation prepaid to Balzer Inc. Any improper use, including operation after discovery of defective or worn parts, operation beyond rated capacity, substitution or parts not approved by Balzer Inc. company or any alteration or repair by others in such manner as in Balzer Inc. company's judgment affects the Products materially and adversely shall void this Warranty.

“NO EMPLOYEE OR REPRESENTATIVE IS AUTHORIZED TO CHANGE THIS WARRANTY IN ANY WAY OR GRANT ANY OTHER WARRANTY UNLESS SUCH CHANGE IS MADE IN WRITING AND SIGNED BY AN OFFICER OF BALZER INC. AT ITS HOME OFFICE.”

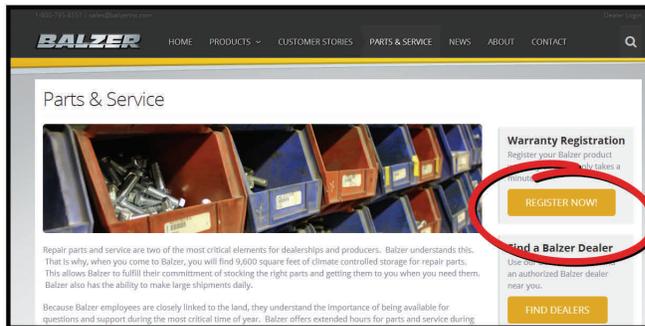
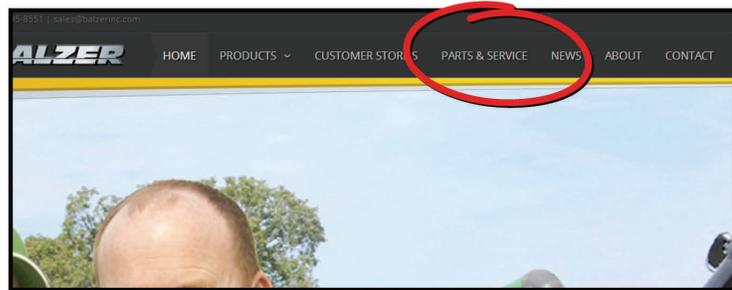
LIABILITY FOR DELAYS

No liability shall attach to Manufacturer direct, or indirect, incidental or consequential damages or expenses due to loss, damage, detention or delay in delivery of Products resulting from acts or delays beyond its control.

Warranty Registration



As of June 1, 2014, all warranty registration must be completed online to be valid. Registering online is fast and easy. Just go to our website at www.balzerinc.com and click on "Parts and Service".



Then, on the right side of the website, click on the "Register Now" button under "Warranty Registration".

Complete the online form and click "Submit". That's all there is to do!

Warranty Registration

Thank you for your recent purchase. Complete the following form to register your product warranty. *Warranty is not valid unless this form is completed.

Product

Model Number: Serial Number:

Purchase Date: MM/DD/YYYY

Customer Name:

Customer Phone: (XXX)XXX-XXXX Customer Email:

Customer Address:

Customer City: Customer State: Customer Zip:

Dealer Name:

Dealer Address:

Dealer City: Dealer State: Dealer Zip:

Balzer Inc. is committed to our customers and their privacy. Balzer Inc. will only use the information you give us to provide prompt warranty claims and services to you. Balzer Inc. uses appropriate safeguards that reasonably and appropriately protect the information that Balzer Inc. creates, receives, maintains, or transmits on behalf of our customers. Any personally-identifiable information obtained will not be sold, rented, shared, or made available to third parties.

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The following Safety Alert Symbols mean **ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!** They stress an attitude of “Heads Up for Safety” and can be found throughout this Manual and on the machine itself.

BEFORE YOU ATTEMPT TO OPERATE THIS EQUIPMENT, READ AND STUDY THE FOLLOWING SAFETY INFORMATION. IN ADDITION, MAKE SURE THAT EVERY INDIVIDUAL WHO OPERATES OR WORKS WITH THIS EQUIPMENT, WHETHER FAMILY MEMBER OR EMPLOYEE, IS FAMILIAR WITH THESE SAFETY PRECAUTIONS.

Our Company **ALWAYS** takes operator safety into consideration when designing its machinery, guards, and exposed moving parts for operator protection. However, some areas can **NOT** be guarded or shielded in order to assure proper operation. In addition to this Manual; decals on the machine warn of further danger and should be read and observed closely.

 DANGER	“DANGER” indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
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 WARNING	“WARNING” indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
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 CAUTION	“CAUTION” indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.
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READ and follow the instructions on all decals.

REMEMBER! It is the owner's responsibility for communicating information on the safe use and proper maintenance of this machine! This includes providing understandable interpretation of these instructions for operators who are not fluent in reading English.

MANDATORY SAFETY SHUTDOWN PROCEDURE

BEFORE cleaning, adjusting, lubricating or servicing the unit:

1. Remove the ignition key from the power unit engine.
2. **Make sure that all movement of the unit has ceased. ONLY** when you have taken these precautions can you be sure it is safe to proceed. Failure to follow the above procedure, could lead to death or serious bodily injury.
3. Attach jack to unit and raise up to transfer weight to the jack.
4. Keep hitch pin attached to help prevent unit from accidentally moving.
5. Disconnect the PTO.

ADDITIONAL SAFETY REMINDERS

USER/OPERATOR SAFETY PRACTICES are included in this Operation Manual and are intended to promote **SAFE OPERATION** of the unit.

These guidelines do not preclude the use of good judgment, care, and common sense as may be indicated by the particular job site work conditions.

It is essential that operators be physically and mentally free of mind altering drugs and chemicals and thoroughly trained in the safe operation of the unit. Such training should be presented completely to all new operators and not condensed for those claiming previous experience.

Some photographs used in this manual may show Doors, Guards, and Shields open or removed for illustration purposes **ONLY. BE SURE** that all Doors, Guards, and Shields are in their proper operating positions **BEFORE** operating the unit. **NEVER** operate this unit with any guards or shields not in place. Replace any missing or damaged ones.

Keep hands and feet away from all moving parts.

The operator **MUST** know the capabilities and work applications for the machine, and operate it at speeds slow enough to insure complete control at all times. When working on uneven ground or near the edge of roadbeds, there is no substitute for good judgment and only operators with sufficient experience should attempt such work.

NEVER assume that everybody is as safety conscious as you are.

PERSONAL SAFETY

- **Do not** allow minors and any unqualified trained personnel to operate or be near the unit unless properly supervised!
- **Do not** allow anyone to ride on the unit at anytime!
- **Never leave** the unit running unattended!
- **Always wear** appropriate personal safety gear as called for by the job or working conditions!
- **Never wear** loose clothing while working around moving parts.
- **Always be aware** of pinch point areas on the unit!
- Keep hands, feet, hair and clothing away from moving parts.
- Stop and disengage PTO and shut off tractor before doing any adjusting or servicing to unit.
- **Never step** on or over PTO drive-line at any time.

PER OPERATION SAFETY

- **Before each** tow: Check that the tail lights, brake lights and turn signals work correctly.
- Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and electric brakes, and can lead to collision.
- **Do not** operate on public roads after dark without warning lights.
- Be sure the rear of the unit has a clean “slow moving vehicle” emblem properly displayed. If towing at less than 20 mph on any public roadway at night, proper warning and running lights are necessary as required by state law!
- **DO NOT** pull the unit without having safety chains attached to the tractor.
- Refer to local transportation laws for regulation on safety chain use. Maximum speed is 20 mph.
- Size of tractor must be sufficient to maintain vehicle stability when fully loaded.
- **Always use a hitch pin that has a safety clip pin!**
- If unit is equipped with the braking system, check oil level and braking capacity with a full load on unit before operating the unit.
- Check wheel bolts daily and tighten them as required.
- Keep hands, feet, hair and clothing away from moving parts.
- Insure all guards are in place before using.
- Replace any parts which show signs of excessive wear, cracking, or likelihood of failure, with original equipment service parts.
- Be familiar with the levers controlling all hydraulically controlled components.
- **Before loading**, make sure that the unit does not have any foreign object or material in it that can cause equipment damage or personal injury.
- **Never enter the unit** unless it is absolutely necessary. If a unit must be entered, take proper safety precautions. Make sure tractor is turned off, key out, and pto uncoupled. Also have someone else at the site, outside the unit and a proper life support system. Contact your Balzer dealer for more information before you enter a unit.
- Check that PTO slides freely, is not damaged and is secured properly to tractor and unit. Make sure that there is approximately 1/3 over-lap of engagement. (Refer to Draw-Bar Adjustment)

OPERATION SAFETY

- **Be alert** and avoid loose, soft or icy surface conditions that could cause tipping or loss of control.
- When possible, travel by driving up or down the slope. Avoid traveling along side hills.
- **Always check** the job site for hazardous terrain, obstructions or bystanders.
- Slow down prior to going down any steep grade.
- **Never** take tractor out of gear when going downhill.
- **Do not exceed** the maximum weight carrying capacity of the equipment or the tractor manufacturer's maximum towing capacity; whichever is lower.
- Never use a tractor that is not recommended for the type of unit you are using. If you have any questions contact your Balzer Dealer.
- Keep hands, feet, hair and clothing away from moving parts.
- **Do not stand** in front, behind, or along side of the machine when machine is running.
- When parking unit, block wheels securely before unhitching from tractor.

TOWING SAFETY

- **THE MAX SPEED OF THE TOWING TRACTOR IS 20 MPH.**
- Observe recommended maximum road speeds, or local speed limits whichever may be lower.
- **Always move unit with a farm tractor only!**
- **Stopping distance** increases with speed and weight of towed loads and on slopes. Towed loads with or without brakes that are too heavy for the tractor or are towed too fast can cause loss of control. Consider the total weight of the equipment and its load.
- Tractor must be heavy and powerful enough with adequate braking power for the towed load. Use additional caution when towing loads under adverse surface condition, when turning, and on inclines.

HYDRAULIC SYSTEM SAFETY

- **Do not smoke** while working on hydraulic systems!
- **Never** use your hand to search for hydraulic fluid leaks; escaping fluid under pressure can be invisible and can penetrate the skin and cause a serious injury!
- **USE A SCRAP PIECE OF CARDBOARD TO CHECK FOR LEAKS!**
- **If any fluid is injected** into your skin, see a doctor at once! Notify medical staff that there is an injection injury with hydraulic fluid. Injected fluid must be surgically removed by a doctor familiar with this type of injury or gangrene may result!
- **Do not attempt** to loosen or disconnect any hydraulic lines, hoses or fittings without first relieving hydraulic circuit pressure. Also, be careful not to touch any hydraulic components that have been in recent operation because they can be extremely hot!
- **Always** replace hydraulic components with manufacturer recommended replacement parts. Improperly rated components may result in system failure and/or injuries.
- Contact your local Balzer dealer to order replacement parts.

SAFETY SIGNS ARE IMPORTANT

Safety signs or decals provide very important information and instructions designed to alert you to dangers and hazards that can be present during operation of this equipment. However, safety sign instructions must be read, understood and followed to be effective.

REPLACEMENT OF SAFETY SIGNS

Safety signs or decals must be kept clean and readable. If they become unreadable for any reason, they must be replaced with an identical replacement decal. Safety decals must also be replaced if parts are repaired or replaced with new parts that do not already include the necessary safety decals.

APPLICATION OF SAFETY DECALS

Surface preparation is very important for safety decals to properly adhere. Grease, oil and dirt must be removed and the surface must be smooth and dry.

Most decals have a split backing which is meant to be removed from the split outward. To apply the decals follow these procedures:

1. Position the decal in the proper location and hold firmly over the largest portion of backing.
2. Use one hand to hold the decal in position, with the other hand carefully roll the loose end over and peel the backing outward. When the backing is removed as described and shown (Fig. 1), with even and gradual pulling, the decal will roll onto the surface smooth and wrinkle free.
3. With the smallest portion of the decal attached, the same procedure can be applied to the other half.

4. When the decal has been attached in place, use a cloth or soft paper towel to burnish the decal onto the cleaned surface. Work gently from the middle outwards to avoid creating any wrinkles.



Fig. 1



REPLACEMENT DECALS

Order replacement decals by part number through your nearest dealer. Part numbers are printed on each decal.





! DANGER

MOVING PARTS HAZARD

- Keep hands, clothing, and hair away from moving belts and parts.
- Replace guard before operating.

21730

! DANGER

STOP: WAIT FOR ALL MOVEMENT TO STOP BEFORE SERVICING OR OPENING OF SHIELDS.

LOOK: THE IGNITION KEY IS REMOVED.

LISTEN: FOR ALL MOVEMENT TO STOP, ROTATING PARTS CONTINUE TO ROTATE AFTER POWER IS SHUT OFF.

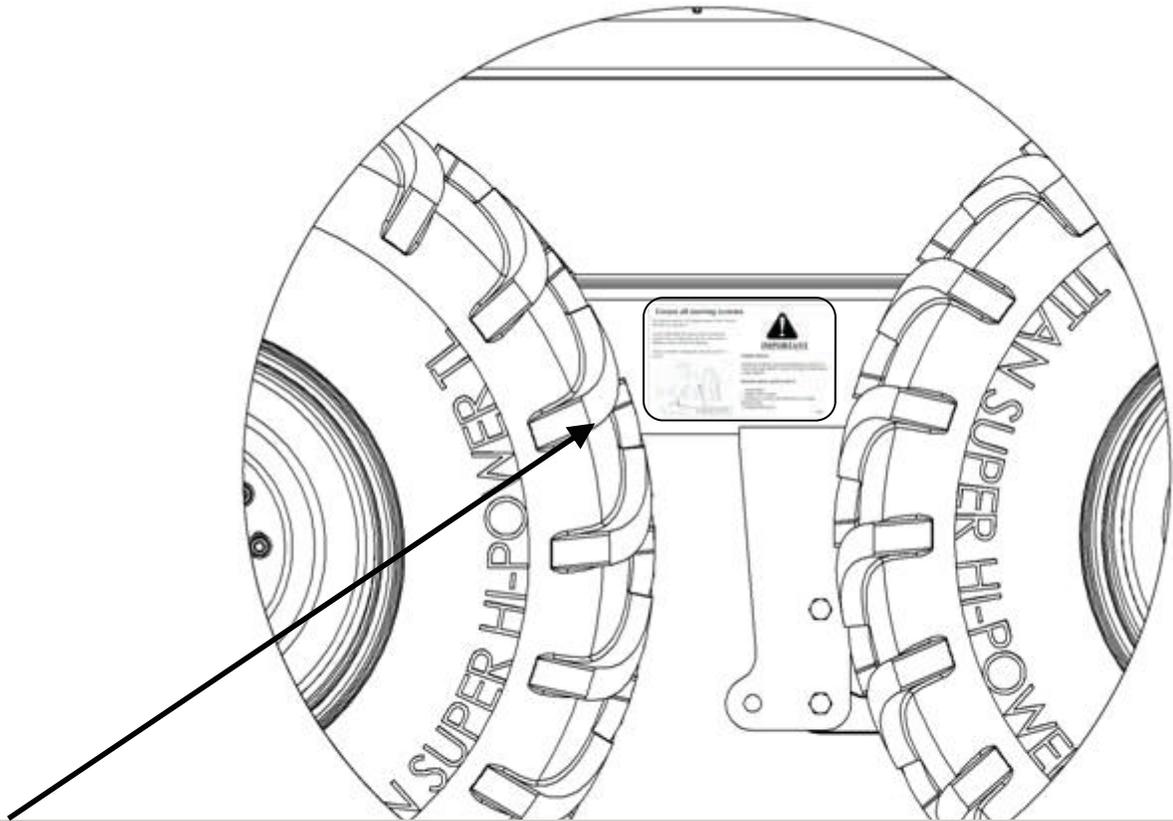
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**GUARD MISSING
DO NOT OPERATE**

! DANGER

Decals

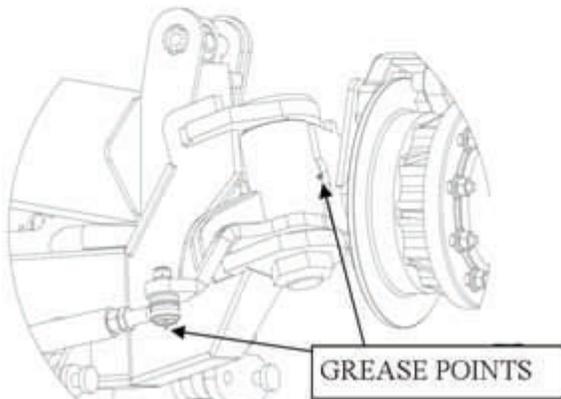


Grease all steering systems

The king pin and tie rod requires grease every 4 hours the unit is in operation.

Grease sufficiently the grease point of king pin, position tires all right, then all left, and center to distribute grease around the king pin.

Grease well after washing the unit and at end of season.



IMPORTANT

WHEEL BOLTS

TIGHTEN WHEEL BOLTS BEFORE EACH DAY'S USE FOR THE FIRST 5 DAYS TO 450 FT/LBS WITH CART EMPTY.

HUB BEARING ADJUSTMENT

1. DELIVERY
2. FIRST DAY'S USE
3. WEEKLY (UNTIL NO END PLAY CAN BE DETECTED)
4. SEMIANNUALLY

37601

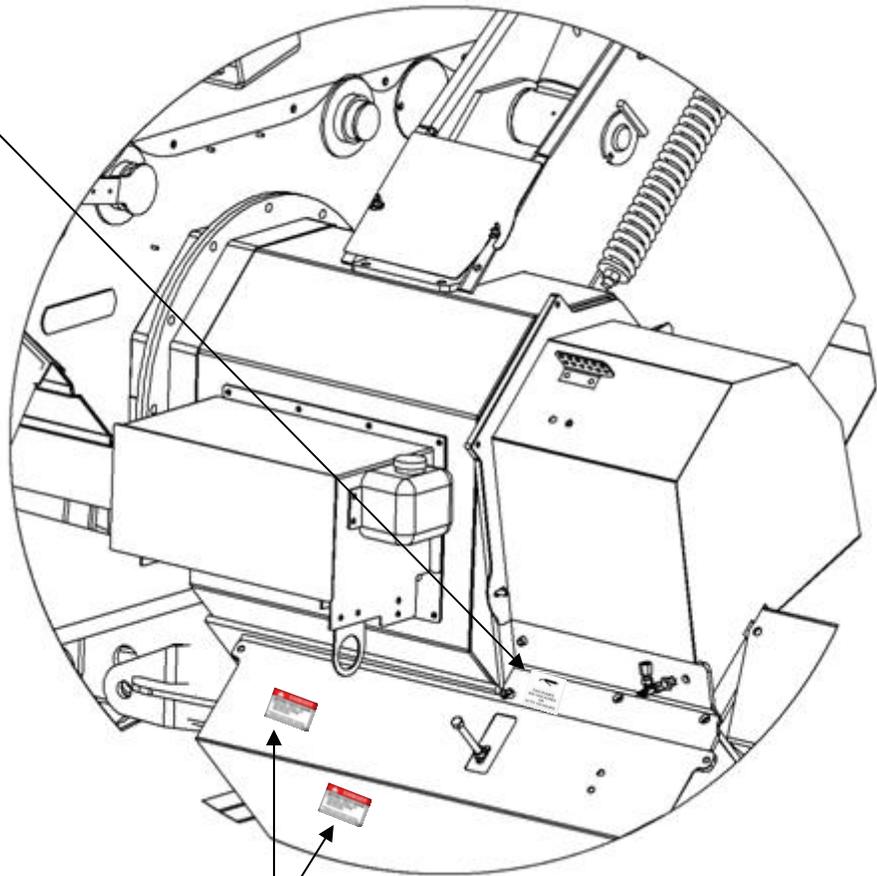
P# 37601

Decals



TWO PUMPS
800-1400 ACRES
OR
50 TO 100 HOURS

P# 27787



⚠ DANGER

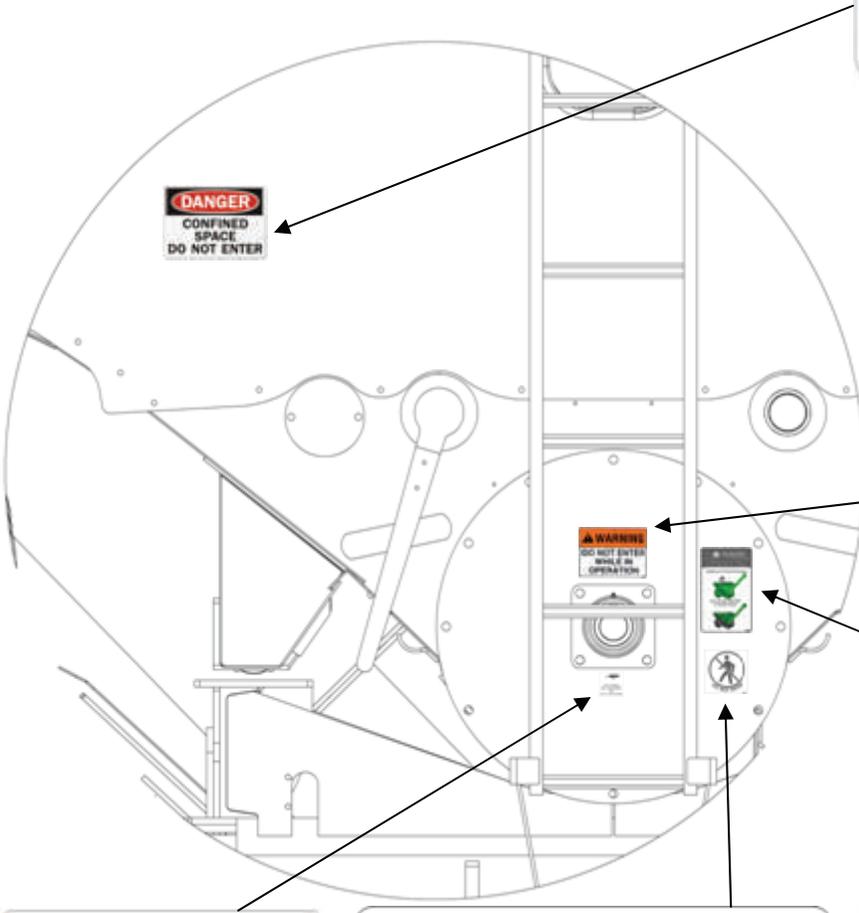
MOVING PARTS HAZARD

- Keep hand, clothing , and hair away from moving belts and parts.
- Replace guard before operating.

21730

P# 21730

Decals



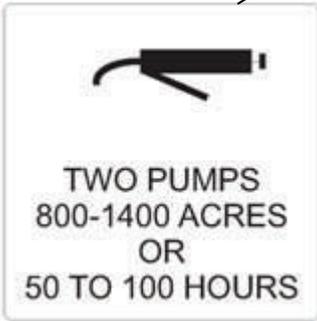
P# 72725



P# 90295



P# 94698



P# 27787



P# 94699

GRAIN CART OPERATION INSTRUCTIONS

PRE OPERATION CHECK

- MAKE SURE ALL SAFETY SHIELDS ARE IN PLACE.
- MAKE SURE THERE IS NO FROZEN MATERIAL TO OBSTRUCT THE GRAIN DOORS OR AUGERS.
- MAKE SURE TRACTOR DRAW BAR MATCHES STANDARDS SHOWN IN DRAWBAR ADJUSTMENT DECAL.

ATTACHING TO TRACTOR

- ATTACH TRACTOR DRAWBAR TO GRAIN CART HITCH WITH PROPERLY SIZED HITCH PIN THAT HAS A RETAINER DEVICE.
- CRANK TRAILER JACK TO SLOWLY PLACE PRESSURE ON DRAWBAR. PLACE JACK ON SIDE OF TONGUE TO PROVIDE MAXIMUM GROUND CLEARANCE.
- CHECK THAT TRACTOR AND PTO HAVE PROPER SIZE SPLINES. CHECK THAT PTO SLIDES FREELY AND IS NOT DAMAGED. ATTACH PTO SHAFT TO TRACTOR SECURELY AS REQUIRED BY ITS LOCKING MECHANISM. PTO SHOULD HAVE APPROXIMATELY 1/3 OVER-LAP.
- ATTACH HYDRAULIC LINES MAKING SURE THE CONNECTORS ARE CLEAN AND IN GOOD REPAIR.

HOSE COLOR MARKINGS

RED - BRAKE CYLINDERS
 YELLOW - STEERING LOCK-OUT
 BLUE - GRAIN DOORS
 BLUE/RED - SWIVEL AUGER CONTROL
 ORANGE - AUGER FOLDING
 NO COLOR - CLUTCH

INITIAL START-UP

- NEVER OPERATE THIS MACHINE IF SHIELDS ARE MISSING OR IF PERSONS ARE IN OR ON THIS MACHINE. DO NOT LEAVE TRACTOR SEAT. KEEP EVERYONE AWAY WHILE OPERATING THIS MACHINE.
- OPERATE ALL HYDRAULIC CONTROLS TO BECOME FAMILIAR WITH THE FUNCTION OF EACH TRACTOR LEVER AND TO VISUALLY SEE THAT THE GRAIN CART IS RESPONDING CORRECTLY.
- ENGAGE PTO SLOWLY WITH TRACTOR THROTTLE AT IDLE. WATCH AND LISTEN TO CONFIRM THAT THE GRAIN CART IS OPERATING PROPERLY. RUN AT FAST IDLE FOR 5 MINUTES DISENGAGE PTO AND SHUT OFF TRACTOR ENGINE AND REMOVE KEYS FROM IGNITION. MAKE ALL ADJUSTMENTS BEFORE ANY FURTHER OPERATING IS ATTEMPTED.

IN FIELD PROCEDURES

- ALWAYS CLOSE GRAIN DOORS BEFORE DISENGAGING PTO AND ALWAYS ENGAGE PTO BEFORE OPENING GRAIN DOORS, OR ENGAGING HORIZONTAL CLUTCH.
- BE SURE GRAIN DOORS ARE CLOSED BEFORE LOADING.
- ALWAYS ENGAGE STEERING LOCK-OUT CYLINDERS BEFORE ATTEMPTING TO BACK-UP THIS GRAIN CART.
- NEVER TURN A LOADED CART WITHOUT PUTTING STEERING HOSE IN FLOAT.

(CAT-3)

1000 RPM 1 3/4 - 20 (20")

10"

15" to 22"

TRACTOR TIRE

PTO

DRAW-BAR

GROUND

Required Draw-Bar Adjustment 90289

! DANGER

MOVING PARTS HAZARD

- Keep hand, clothing, and hair away from moving belts and parts.
- Replace guard before operating.

21730

P# 21730

! DANGER

ROTATING AUGER

NEVER OPEN OR CLOSE DOOR WITH AUGER RUNNING.

KEEP YOURSELF AND CLOTHING CLEAR OF AUGER.

P# 90241

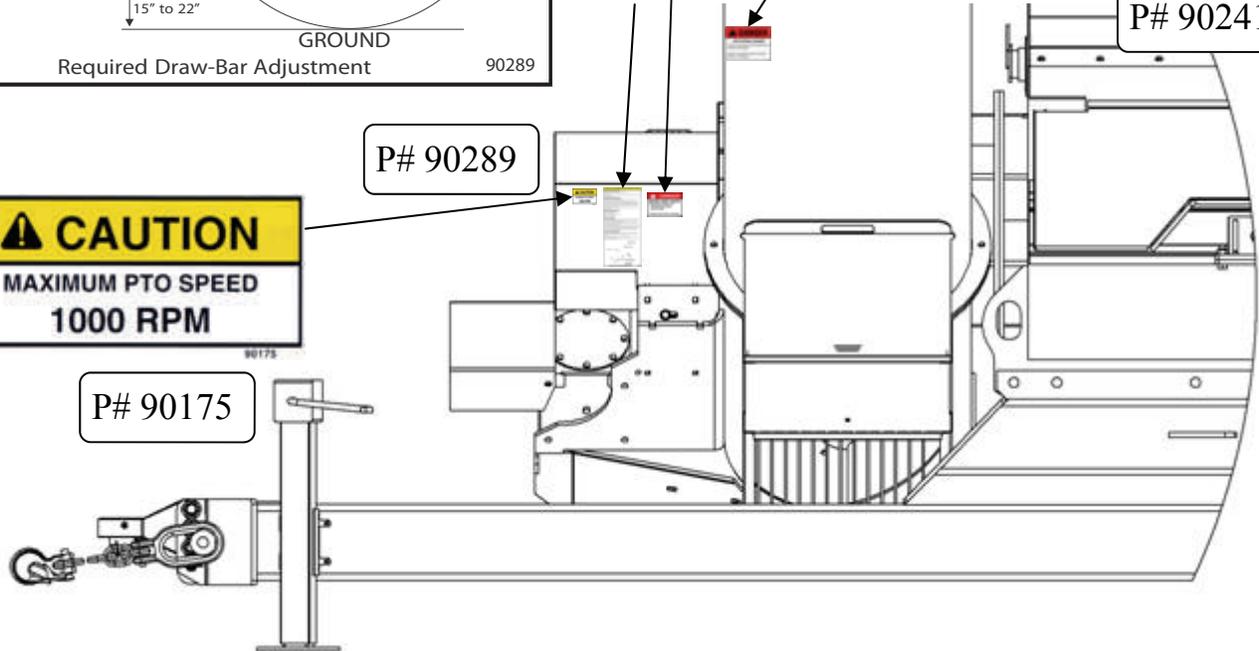
! CAUTION

MAXIMUM PTO SPEED
 1000 RPM

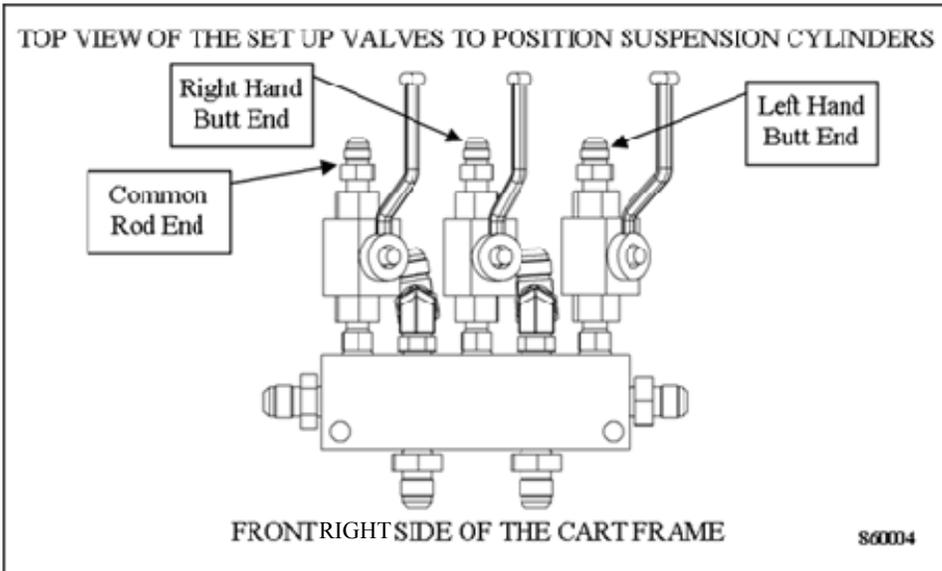
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P# 90289

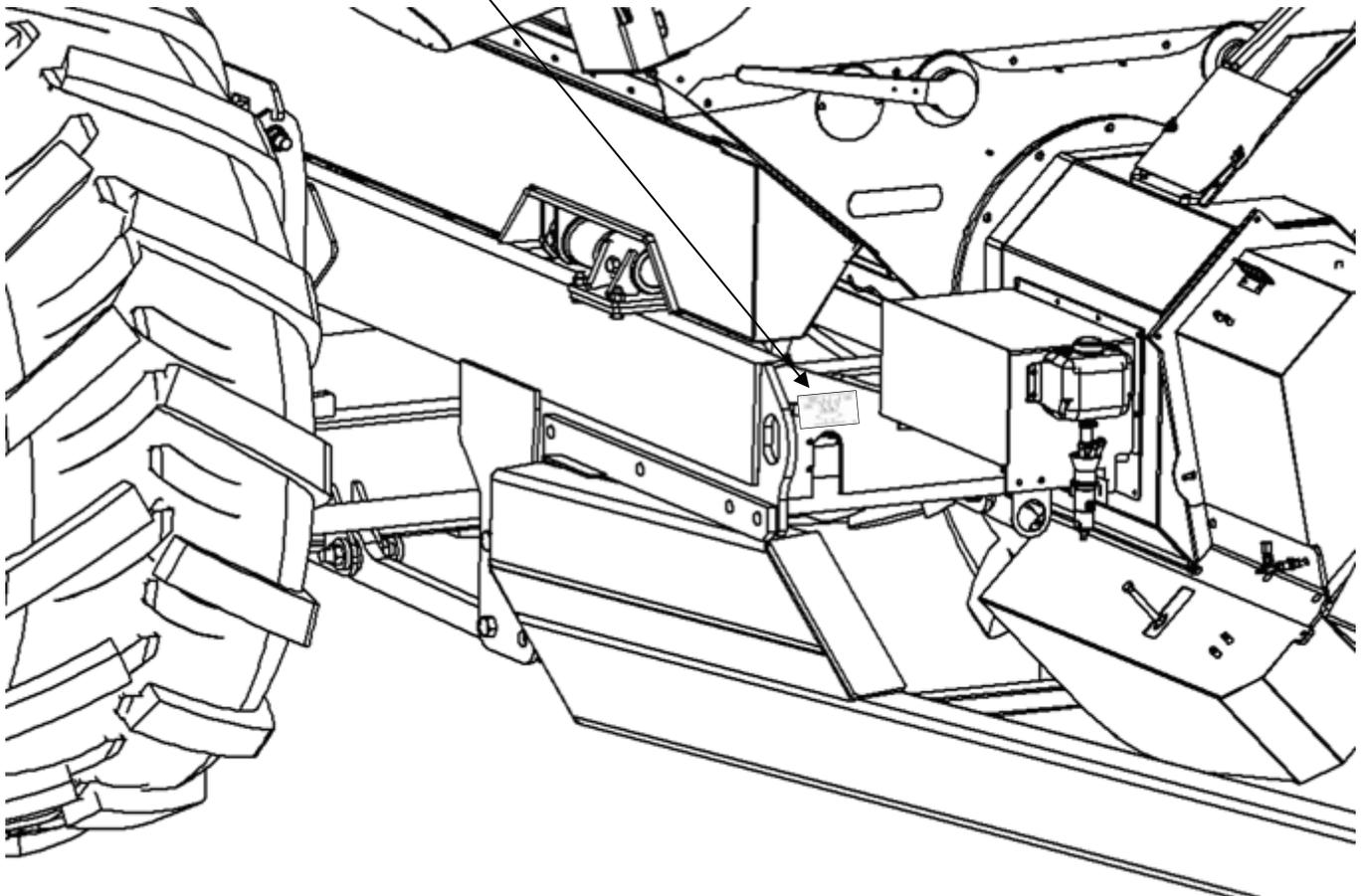
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Decals



P# 860004

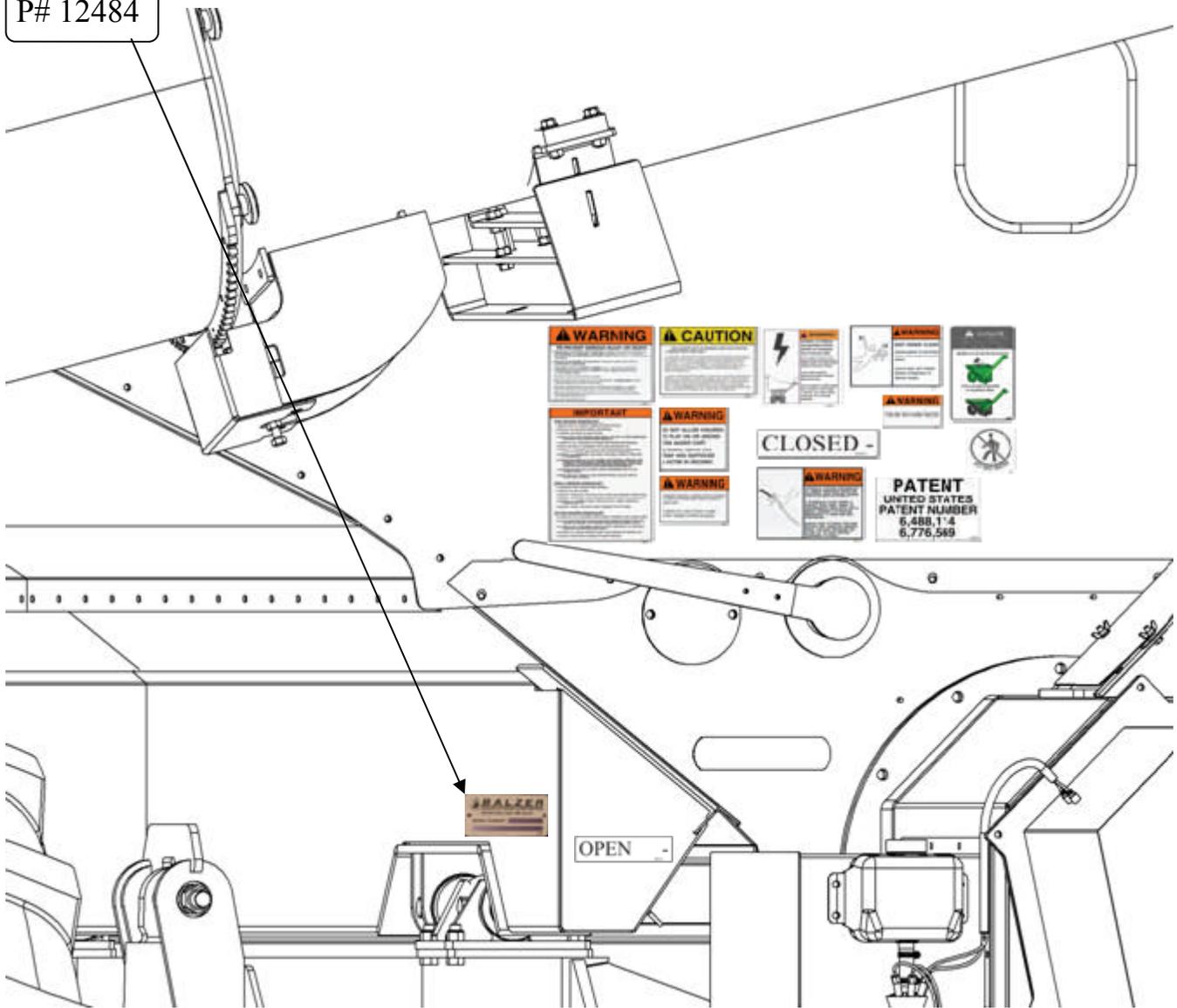


Decals

P# 82904	P# 90178	P# 90177	P# 94698	P# 85026
P# 90173	P# 90179	P# 90172	P# 94699	P# 90323
P# 90244	P# 90242	P# 90174	P# 90176	

Serial Number /
Reference Number

P# 12484



Decals

! WARNING

TO PREVENT SERIOUS INJURY OR DEATH

- READ AND UNDERSTAND THE OPERATION INSTRUCTIONS BEFORE OPERATING OR SERVICING THIS MACHINE. FAMILIARIZE YOURSELF WITH ALL CONTROLS, SAFETY FEATURES AND SERVICE PROCEDURES. REVIEW SAFETY PRECAUTIONS ANNUALLY.
- NEVER ALLOW ANYONE TO PLAY ON OR AROUND THIS MACHINE WHILE OPERATING OR SERVICING.
- SECURELY ATTACH MACHINE TO TOWING UNIT. USE A HIGH STRENGTH APPROPRIATELY SIZED HITCH PIN WITH A MECHANICAL RETAINER AND ATTACH SAFETY CHAIN.
- DO NOT EXCEED 5 MPH WHEN LOADED.
- NEVER ENTER GRAIN TANK WHILE IN OPERATION. FLOWING GRAIN TRAPS AND SUFFOCATES VICTIMS IN SECONDS.
- BEFORE TRANSPORTING ON PUBLIC ROADWAYS, BE SURE ALL LIGHTS REFLECTORS AND SMV SIGN ARE IN PLACE AND IN WORKING ORDER.
- BEFORE MAINTENANCE OR REPAIR, STOP VEHICLE, SET PARKING BRAKE AND REMOVE IGNITION KEY.
- DO NOT DRINK AND DRIVE.

90178

P# 90178

! CAUTION

THIS AUGER CART IS DESIGNED AND SOLD FOR ON FARM-IN FIELD USE ONLY.

IT IS NOT FOR USE ON PUBLIC ROADWAYS EXCEPT AS INCIDENTAL TO FARM USE. BECAUSE OF LOAD CAPACITIES ON BRIDGES AND ROADS THE AUGER CART IS NOT INTENDED FOR HAULING LOADS ON PUBLIC ROADWAYS. IT IS THE RESPONSIBILITY OF THE OPERATOR OF THE AUGER CART TO HEED ALL FEDERAL, STATE, PROVINCIAL AND LOCAL REGULATIONS WITH RESPECT TO WEIGHT LIMITATION ON PUBLIC ROADS AND BRIDGES.

WHEN TRANSPORTING AN EMPTY AUGER CART ON PUBLIC ROADWAYS OBSERVE ALL FEDERAL, STATE, PROVINCIAL AND LOCAL REGULATIONS CONCERNING LIGHTS AND OTHER WARNING DEVICES. A SLOW MOVING VEHICLE (SMV) BRACKET IS PROVIDED AT THE REAR OF THE AUGER CART. IT IS RECOMMENDED THAT YOU INSTALL AN SMV EMBLEM BEFORE TRANSPORTING THE AUGER CART DOWN PUBLIC ROADWAYS.

90177

P# 90177

! WARNING

DO NOT ALLOW CHILDREN TO PLAY ON OR AROUND THIS AUGER CART.

FLOWING GRAIN CAN TRAP AND SUFFOCATE A VICTIM IN SECONDS.

P# 90179

Decals

IMPORTANT

PRE SEASON CHECKLIST

- MAKE SURE ALL SAFETY SHIELDS ARE IN PLACE
- REPACK AND ADJUST WHEEL BEARINGS
- TORQUE LUG NUTS TO 420 FT/LBS
- CHECK TIRES FOR CRACKS AND WEAR. INFLATE TO RECOMMENDED PRESSURE PER OPERATORS MANUAL
- LUBRICATE ALL GREASE FITTINGS PER OPERATORS MANUAL
- DRAIN AND REFILL GEARBOX WITH SAE 80-90 GEAR OIL
- INSPECT ALL HYDRAULIC LINES AND FITTINGS FOR ABRASIONS, CUTS OR LEAKS. REPAIR OR REPLACE IF NECESSARY
- INSPECT ALL BEARINGS FOR SEAL FAILURE OR WEAR. REPLACE IF NECESSARY
- OPERATE MACHINE AT SLOW SPEED FOR SEVERAL MINUTES AND OBSERVE FOR UNUSUAL NOISES OR OPERATION. CHECK ALL HYDRAULIC FUNCTIONS FOR PROPER OPERATION. SHUT OFF TRACTOR AND CHECK FOR OVER HEATED BEARINGS
- TIGHTEN OR REPLACE LOOSE, WORN OR BROKEN BOLTS OR CONNECTIONS
- MAKE SURE ALL SAFETY AND OPERATIONAL DECALS ARE IN PLACE AND LEGIBLE

DAILY SEASON CHECKLIST

- LUBRICATE PER OPERATORS MANUAL
- CHECK TIRE INFLATION
- INSPECT HYDRAULIC SYSTEM FOR LEAKS AND PROPER OPERATION
- INSPECT EQUIPMENT FOR UNUSUAL NOISES WHILE IN OPERATION
- INSPECT ALL CONNECTIONS. REPLACE ALL LOOSE WORN OR BROKEN BOLTS
- INSPECT WHEEL LUG NUTS AND TORQUE TO 420 FT/LBS

AFTER SEASON CHECKLIST

- CLEAN OUT ALL ACCUMULATED GRAIN FROM BOX AND AUGER ASSEMBLY
- LEAVE AUGER INTAKE AND CLEAN-OUT DOORS IN OPEN POSITION DURING STORAGE TO PREVENT MOISTURE ACCUMULATION
- CLEAN OFF ALL ACCUMULATION OF DIRT AND CHAFF TO PREVENT MOISTURE RETENTION AND RUST
- REPAINT AREAS WHERE PAINT HAS CHIPPED OR WORN OFF
- ALWAYS STORE WITH AUGER IN DOWN POSITION

P0176

⚠ WARNING

TOW ONLY WITH FARM TRACTOR

90244

P# 90176

P# 90244

Decals

90172

P# 90172

90174

P# 90174

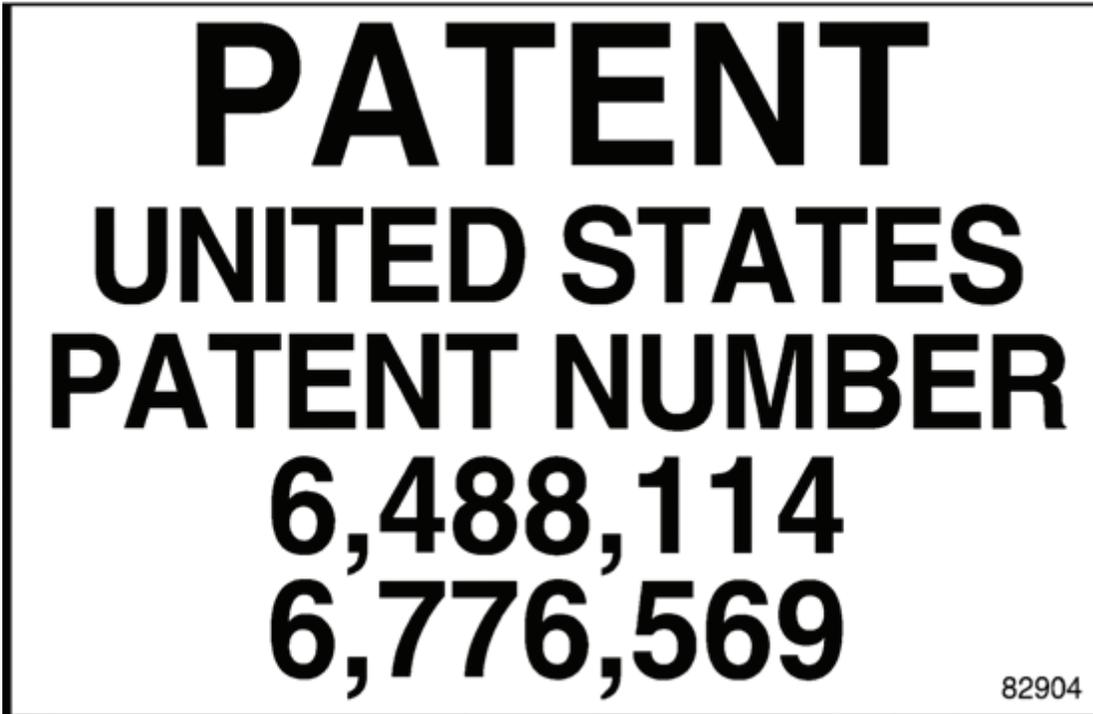
90242

P# 90242

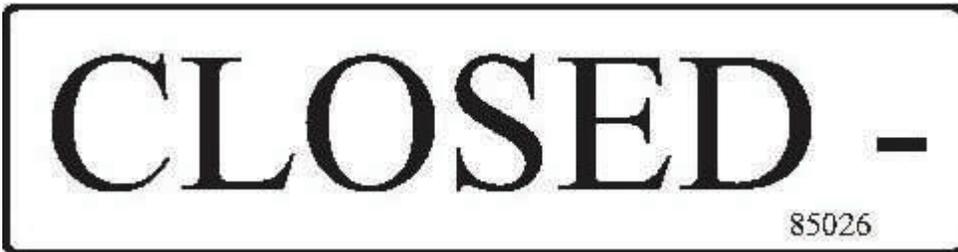
90173

P# 90173

Decals



P# 82904



P# 85026



P# 90323

Decals



P# 94698



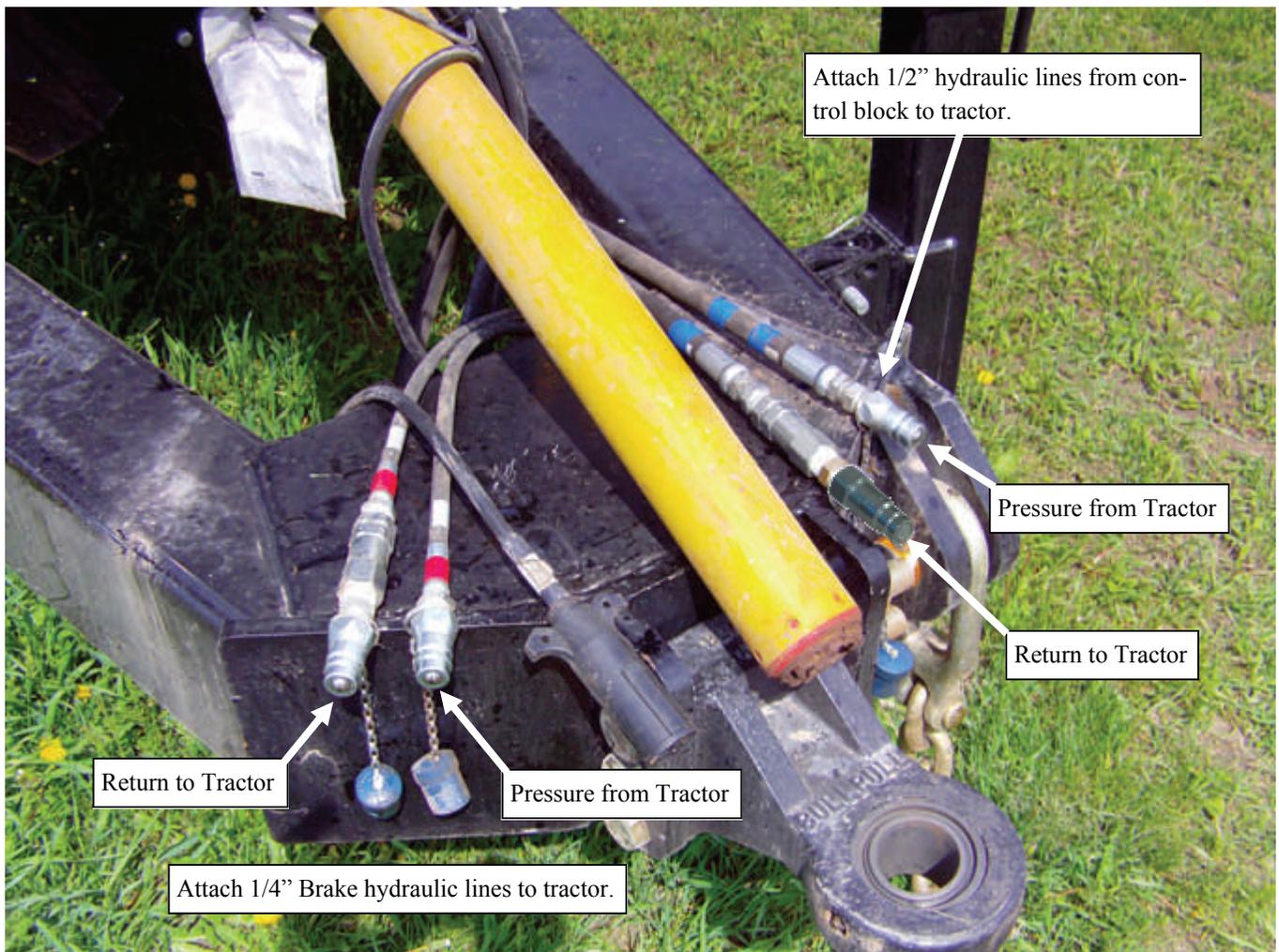
P# 12484



P# 94699

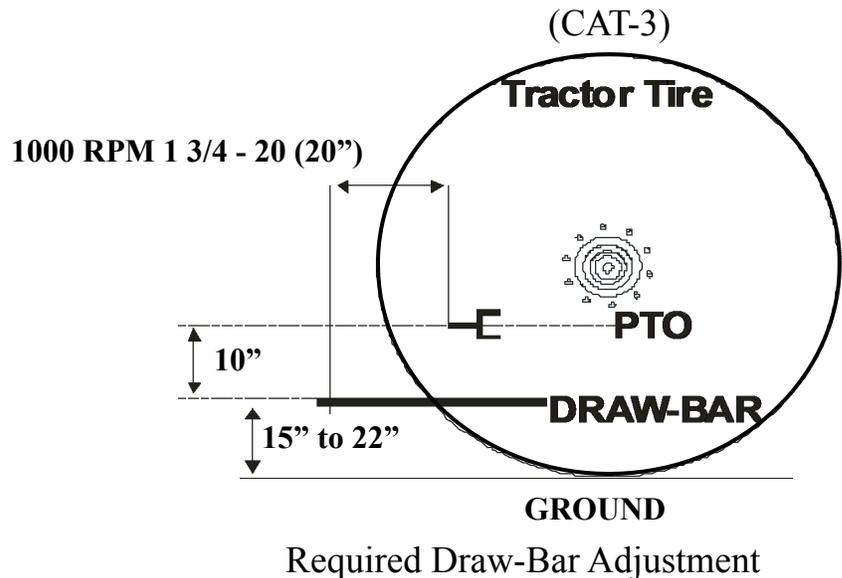
Tractor Requirements

- Tractor Hp Min. = 1325 Bu and 1550 Bu—250 Hp Four Wheel Drive
2000 Bu—300 Hp Four Wheel Drive
Track require an additional 100 Hp
- Tractor Hp Max. = N/A
- Tractor Hp PTO Min. = 200Hp
- Tractor Hp PTO Max. =N/A
- Tractor PTO RPM = 1000 RPM
- Draw Bar Load Min. = 10,000 Lbs (CAT-3)
- Draw Bar Clevis = 2" Pin
- PTO/Draw Bar Clevis Pin = 20"
- Draw Bar / Ground Height = 15" - 22"
- Tractor Hydraulic Flow = 10 GPM to control block
- Tractor Hydraulic PSI = 3000 PSI
- Hydraulic Outlets = 1 Min. - 2 Max.
- Round 7 Pin Electric Tractor Connection
- Rear Hitch Category = N/A



Pre Operation Check

- Make sure safety shields are in place.
- Make sure there is no frozen material to obstruct the grain doors or augers.
- Make sure tractor draw bar matches standards shown in draw bar adjustment diagram.



	DANGER Improper PTO length may damage the unit.
---	--

Attaching to Tractor

- Attach tractor draw bar to grain cart hitch with properly sized hitch pin that has a retainer device.
- Attach safety chain to tractor.
- Crank trailer jack to slowly place pressure on draw bar. Move jack to storage location and secure.
- Check that the tractor's PTO has proper size splines.
- Check that PTO slides freely and is not damaged.
- Attach PTO shaft to tractor securely as required by its locking mechanism. PTO should have approximately 1/3 over-lap.
- Attach the two 1/2" hydraulic lines from control block making sure the connectors are clean and in good repair.
- Attach the two 1/4" hydraulic lines for optional braking system making sure the connectors are clean and in good repair.
- Attach 7-pin light connection.
- Attach joystick control cable.

	CAUTION To prevent premature drive line failure, tractor turning should be limited to approximately 10 degrees when drive line is rotating.
---	--

Initial Start Up

- **Never operate** this machine if shields are missing or if persons are in or on this machine.
- Do not leave tractor seat.
- Keep everyone away while operating this machine.
- Operate all hydraulic controls to become familiar with the function of each tractor lever and to visually see that the unit is responding correctly.
- **Engage PTO SLOWLY** with tractor throttle at slow idle. Use maximum modulation on tractor PTO control.
- **Watch and listen** to confirm that the grain cart is operating properly. Run at fast idle for 5 minutes disengage PTO and shut off tractor engine and remove keys from ignition. Make all adjustments before any further operating is attempted.



NOTE

Make mental and/or physical notes concerning which way to move the lever to get the desired result.

In Field Procedure

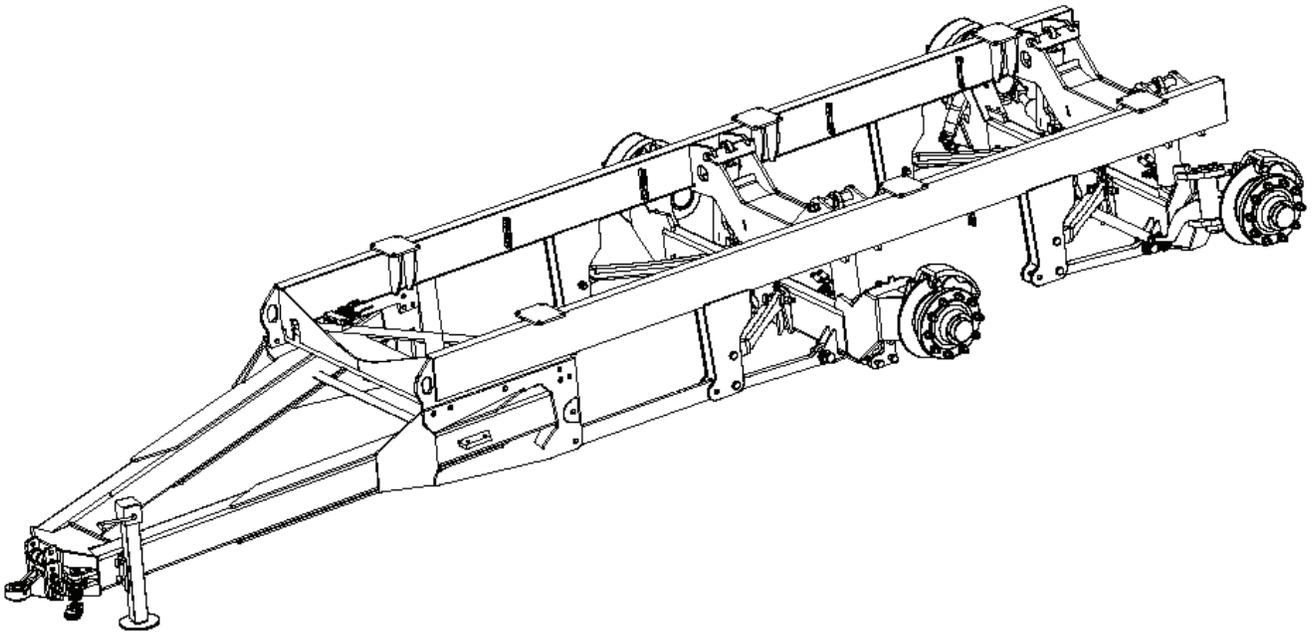
- **Always close** grain doors before disengaging PTO.
- **Always engage** PTO and cross auger clutch before opening grain doors.
- Be sure grain doors are closed before loading.
- **Always engage** steering lock-out cylinders before attempting to back up this grain cart.
- **Always engage** steering lock-out cylinders when driving down roads.
- **Always disengage** steering lock-out cylinders when working in the field.
- **Always load** grain cart evenly front to back to avoid excessive tongue weight.



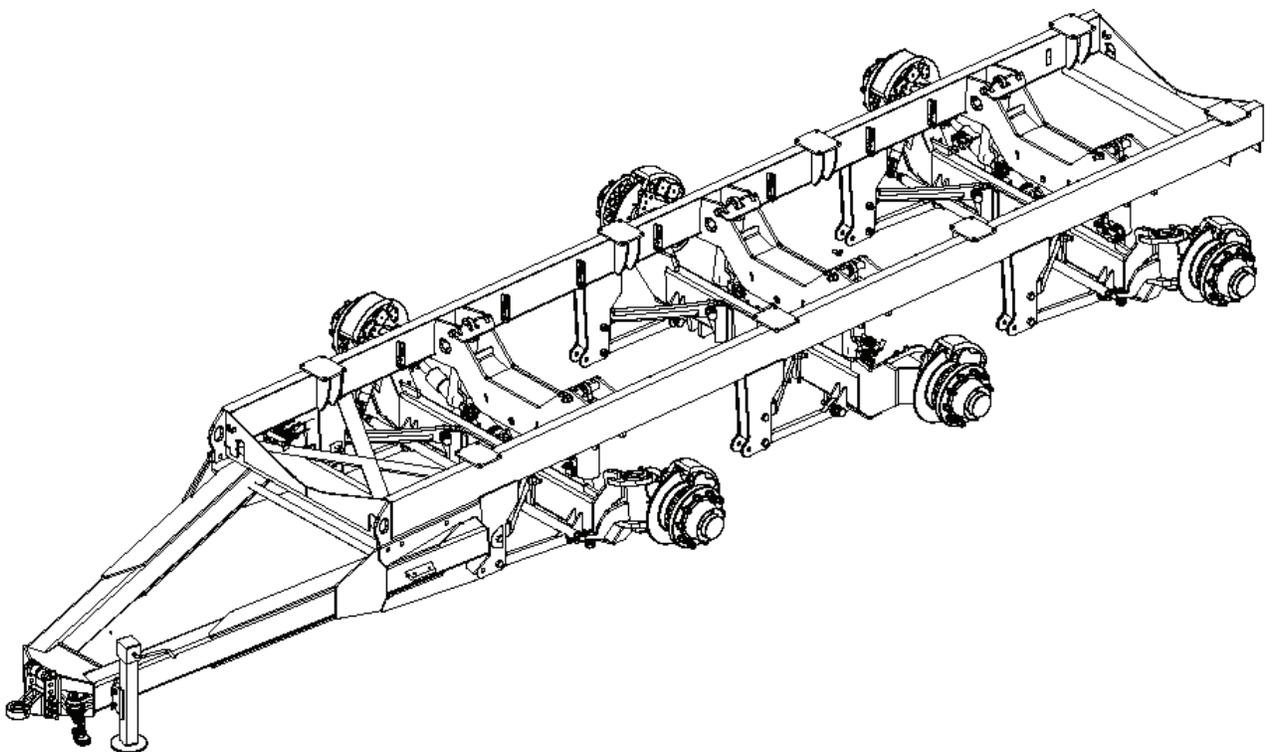
WARNING

Torque lug nuts to 420 ft/lbs. Tighten lug nuts before each day's use for the first 5 days.

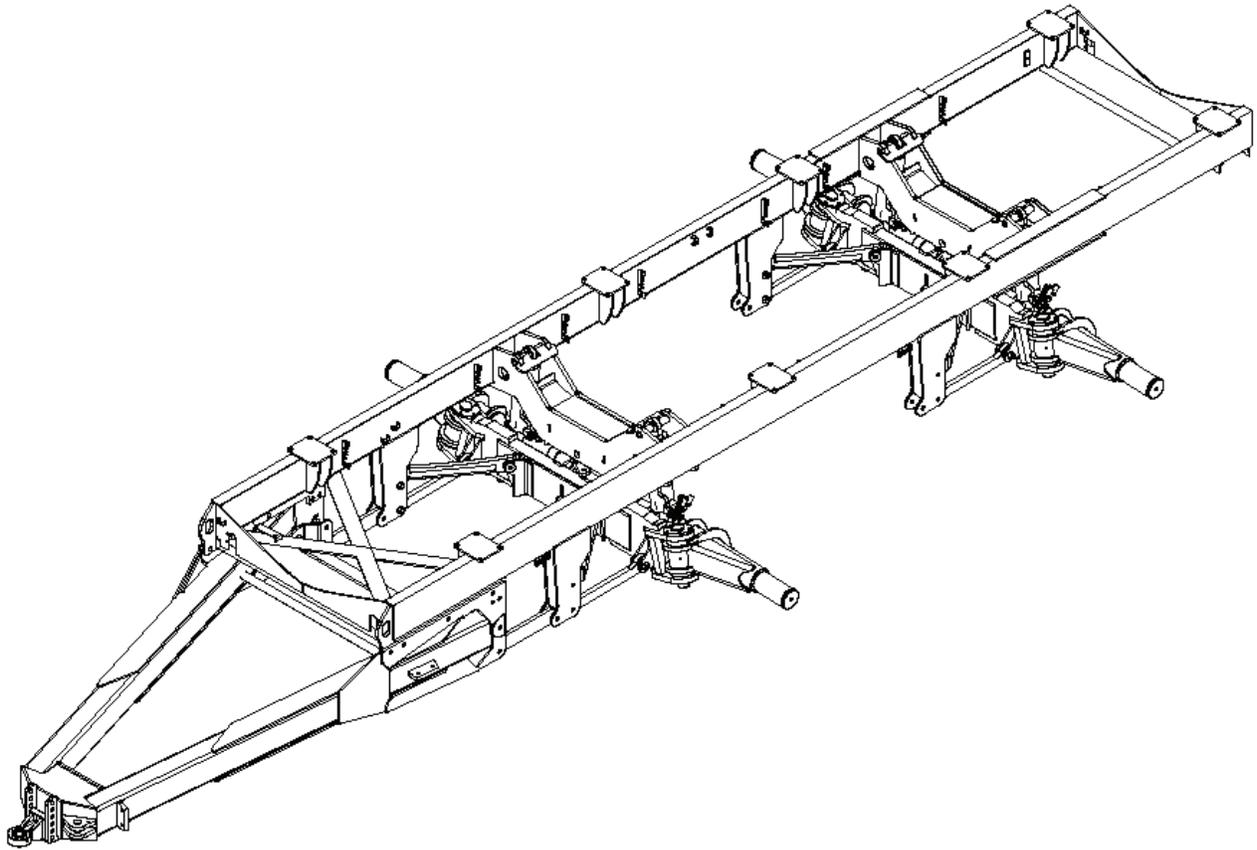
Tandem Axle Frame



Tridem Axle Frame



Track Frame



Independent Cross Axle Auto Steering

Common Information

On the Tandem Cross Axle units, the front axle is always fixed, the rear axle is always steering.

On the Tridem Cross Axle units, the center axle is always fixed, the front and rear axles are always steering. The cross axle system uses a ball-jointed mechanical link in the front of the axle to align and assure the left and right tires work in concert with proper toe-in and maintain tire alignment during travel. Each steering axle also includes one control cylinder to go forward. During forward travel the steering system does not require hydraulic power from tractor. The control cylinder is used to back up empty with all steering locked in the center position. Hydraulic power from the tractor is required and the rocker switch on joystick locked while backing up only.

Suspension Hydraulics

Each side of the unit uses vertical 5" bore by 14" cylinders; two cylinders on each axle both fixed and steering. The cylinders transfer the load from the frame to the axle both on two or three axle units. The axles are attached to the frame by four parallel links, 2 at each side of each axle. The links stabilize the axles; they do not carry any weight. On the left side of the machine, each cylinder upper end is hydraulically connected to the next one. This is similar whether it is a two or three axle unit. The circuit is closed once charged. The oil can flow from any of the cylinder base-ends to the one next on the same side and equalize the load permitting the axles to move up or down to negotiate the ground variation and field approaches. The fast oil flow between the cylinders assures that each tire carries the same load as the next tire without spikes. The cylinder's base-end on the left side of the unit DO NOT connect to the cylinder's base-end on the right side. The suspension system on the left carries 50% of the load the suspension system on the right carry 50% of the load. The weight is not shared left to right of the unit. The rod end of all the suspension cylinders are all connected to a low pressure oil source to keep them full for seal lubrication and then the valve is closed.

Suspension Limits

Care must be taken to travel where the suspension system will not be pushed beyond its limits. Each tire can move up or down 7" from its center position. Do not exceed these limits or damage to the units will occur. Promote a safe operation and do not go through deep ditches, or over sharp knolls

Independent Cross Axle Suspension

Suspension Height Adjustment

1. Position tractor and machine on level ground.
2. With a grain cart having a control valve block or other, connect the two power hoses to a tractor valve bank.
3. Engage steering lock or Straight Steer function.
4. Open Left Hand Base End ball valve and Common Rod End ball valve **slowly and simultaneously**.
5. **The cylinders can be filled by opening the valves a little, not all the way. This will provide more control while filling cylinders.**
6. Raise unit until there is 7" of the left hand center hydraulic cylinder rod showing. (Close Valve)
7. Open Right Hand Base End ball valve and common Rod End ball valve **slowly and simultaneously**.
8. **The cylinders can be filled by opening the valves a little, not all the way. This will provide more control while filling cylinders.**
9. Raise unit till there is 7" of the right hand center hydraulic cylinder rod showing. (Close Valve)

The unit is now ready for operation.

Tandem Height Adjustment

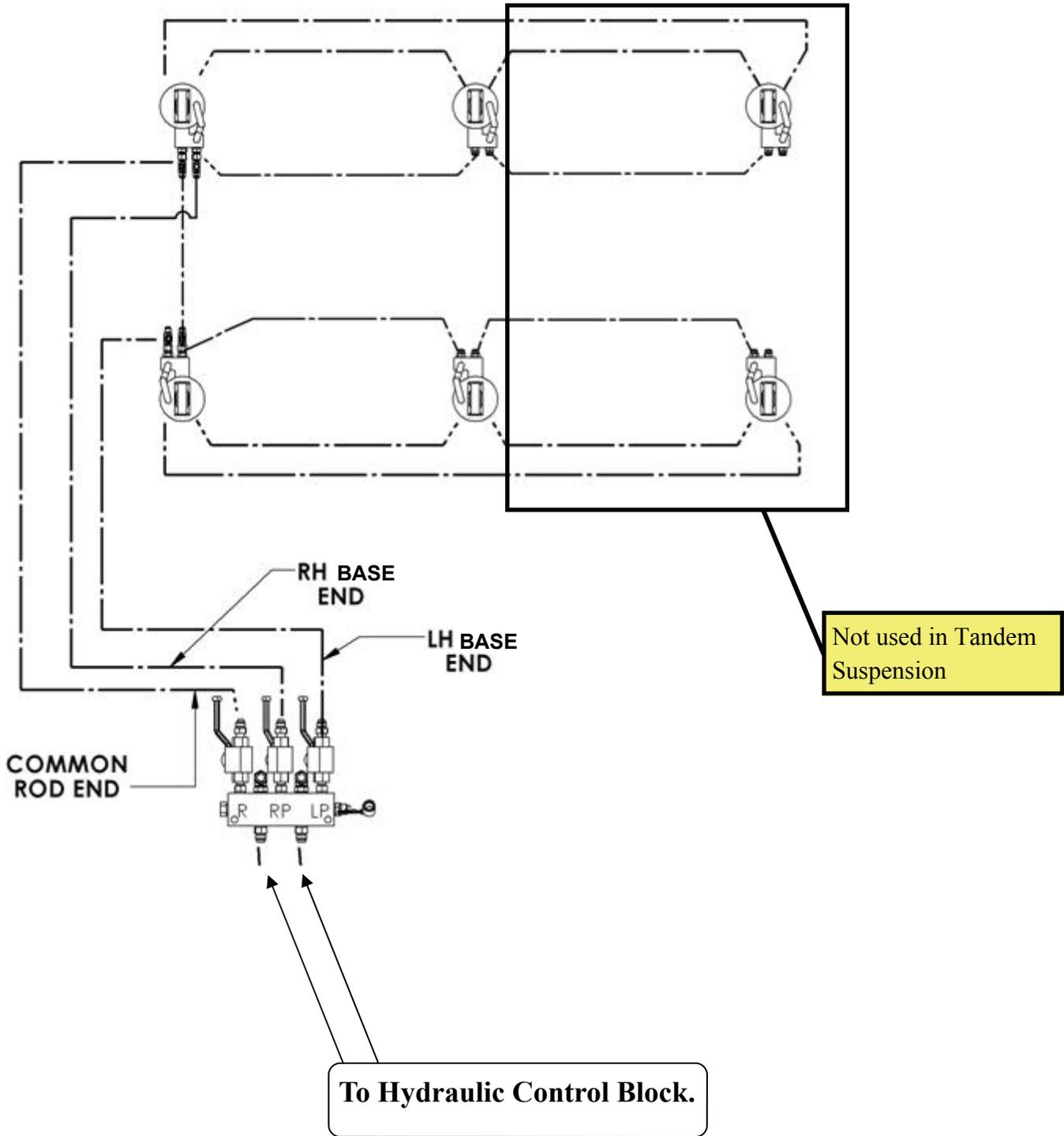
For carts operation with tandem tires measure both front and back cylinder rods and add together. These two measurements should equal 14" when added together and would average out to be 7" per rod.



NOTE

To lower the unit open all valves and disengage the Steering lock function. You will still need hydraulic pressure to the cart for this to work.

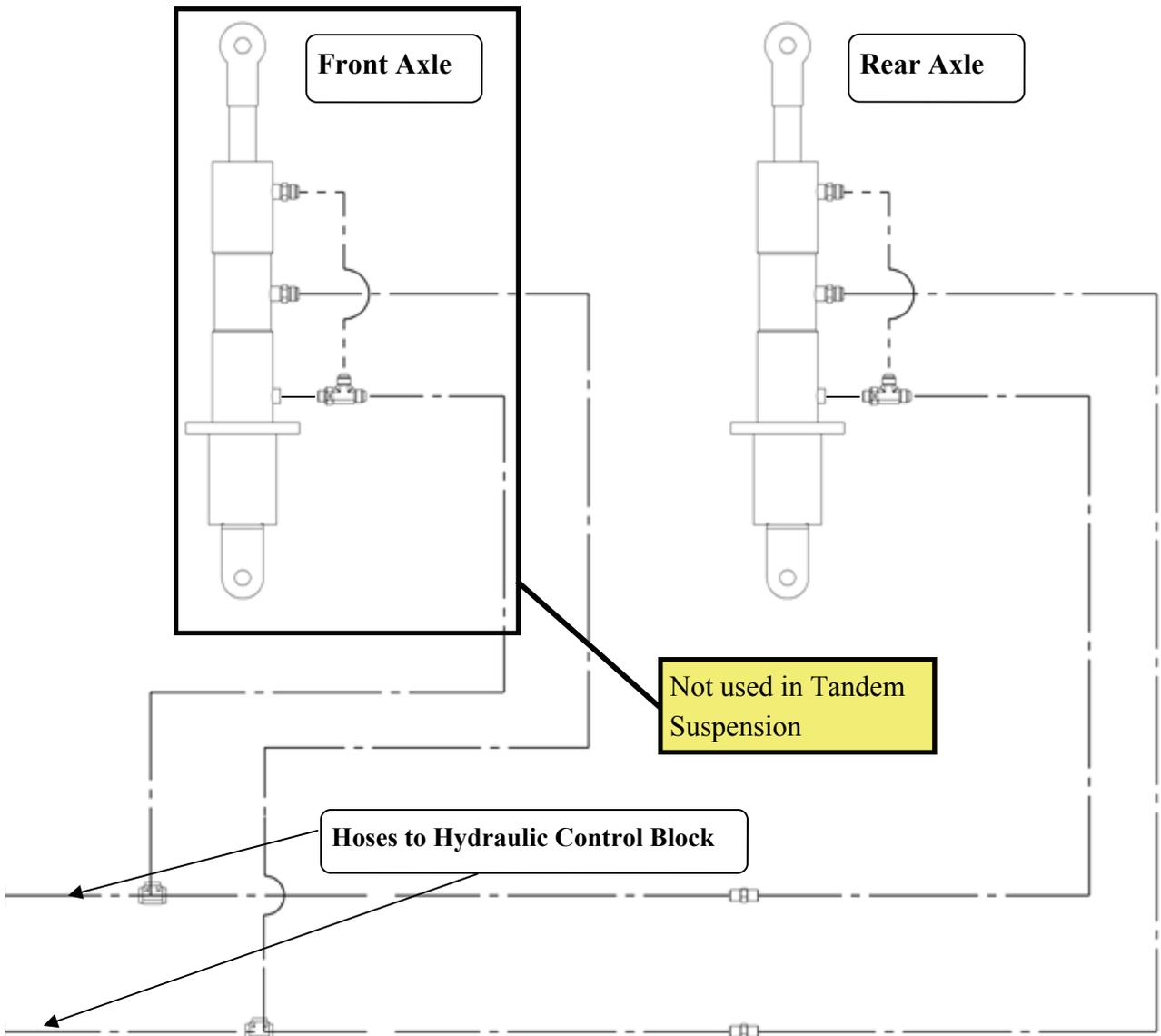
Independent Cross Axle Auto Steering



Independent Cross Axle Auto Steering

The Independent Cross Axle Steering System uses two separate hydraulic hoses to function correctly. This allows free steering of the unit. This only requires the tractor valve to be pressurized momentarily and then the hose can be switched to the Steering position. Once pressurized, this locks the steering for the purpose of backing up and traveling down public roadways. In order for this to function correctly, the hose needs to be pressurized only when steering wheels need to be locked in the straight position.

The Independent Cross Axle Steering System does not require bleeding.

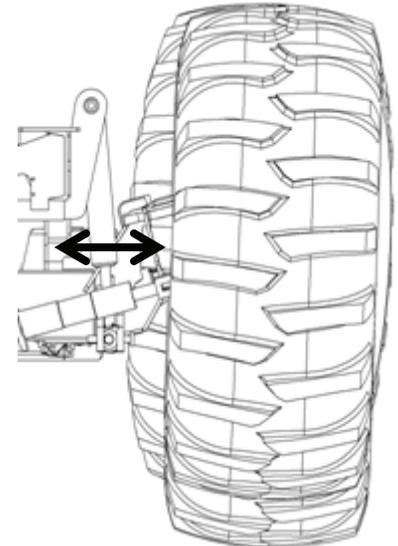
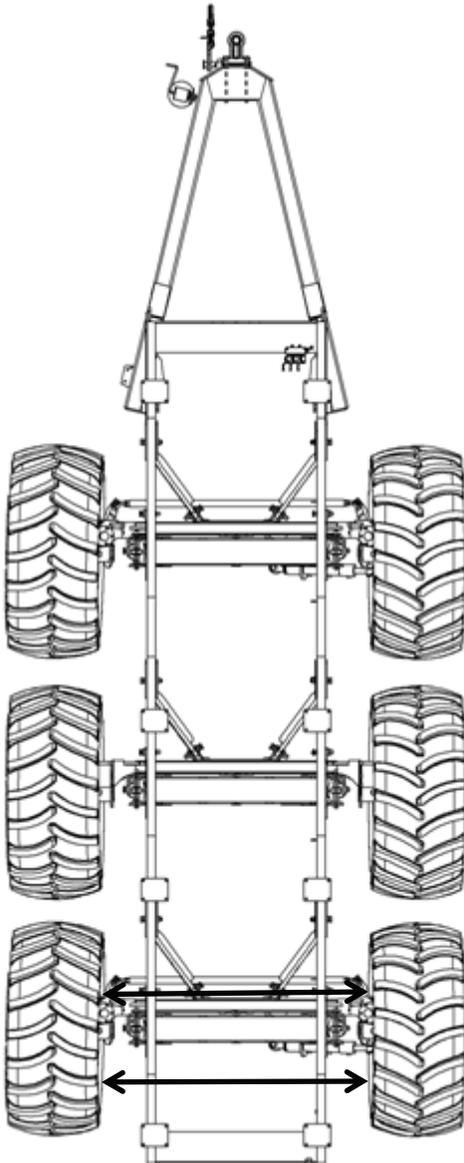


Independent Cross Axle Suspension Toe In

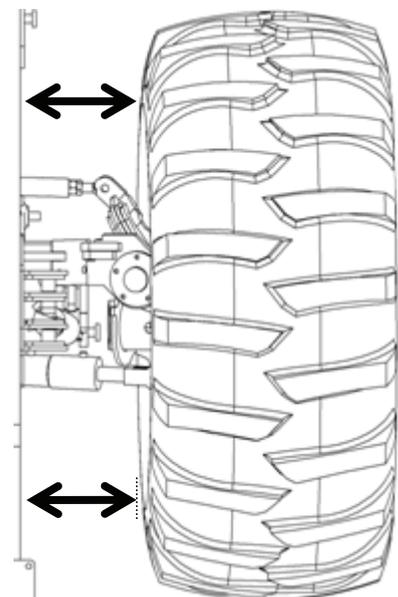
First lock steering straight. The steering cylinder rod end is threaded to the clevis for adjustment. Raise steering axle until wheels are off the ground. Measure the distance on the left side of frame from the front of the rim to the frame and then from the rear of the rim to the frame. The toe in should be $1/16''$ shorter in the front of the rim. To adjust this distance, the steering cylinder has a threaded rod. Loosen the clamp bolt on the clevis and turn the cylinder rod in or out to adjust the toe in on the left side. When toe is set on the left side, check right side. If the right side needs adjustment, loosen the jam nuts on the tie rod. Rotate rod to the proper setting for the right side. Re-check both sides to make sure they are still correct. If the measurements are still correct, tighten the jam nuts on the tie rod and the clamp bolt on the steering cylinder.

Distance measured between left and right rims should be adjusted to $1/8''$ shorter to the front.

Measure at center of rim.



Distance measured from rim to frame rail should be adjusted to $1/16''$ shorter in front on both sides.



TOP VIEW

Braking System

Pressure Releasing Spring

Some tractors hydraulic systems keep a small amount of pressure in the hydraulic lines even when the control lever is set to “float” position. A pressure releasing spring is used to counteract the hydraulic pressure coming from the tractor.

Brake Operation

Tractors with “closed center or open center” hydraulic circuit.

1. To apply the brakes, the lever must be pulled fully backward.
2. To release the brakes, the lever must be pushed fully forward to the “float position”.

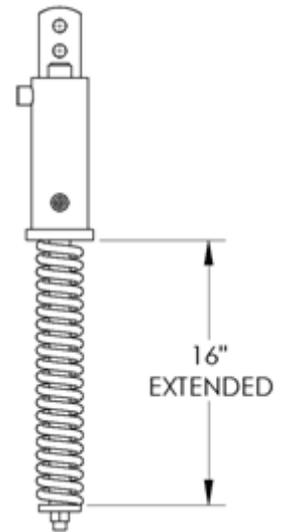
Inspection Of Braking Fluid Level

If the spring is compressed down to 8” or less when braking, add hydraulic fluid as per “**Fill Instructions for Master Cylinder**”.

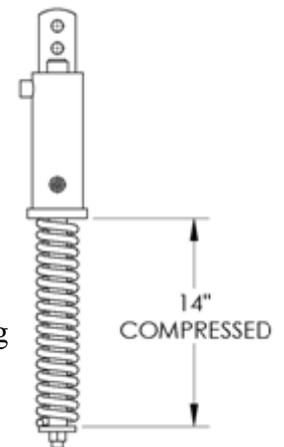
Fill Instructions for Master Cylinder

The master cylinder of the braking system is designed to create a vacuum in the hydraulic lines leading to the calipers. When the brakes are fully released, the vacuum created pulls the piston of the calipers to fully retract, which disengages the brakes on the unit. To do so, the master cylinder must never be full of hydraulic fluid when braking.

1. Attach jumper hose #72182 to (“A” port) and (“B” port).
2. Connect the 1/4” hydraulic hoses to the tractor.
3. Open ball valve to (“A” port).
4. Apply and hold pressure to braking system from tractor hydraulics.
5. Relieve all pressure from the 1/4” hydraulic lines from the tractor for the braking system.
6. Close Ball Valve to (“A” port).
7. Remove jumper hose #72182 from (“A” port) and (“B” port).
8. Apply and hold pressure to braking system.
9. Open bleeder screw on any brake caliper.
(This will allow the master cylinder spring to compress down to 14” long.
10. When the master cylinder has compressed down to 14” long, tighten bleeder screw.



When the master is fully extended, the pressure release spring measures roughly 16” long.



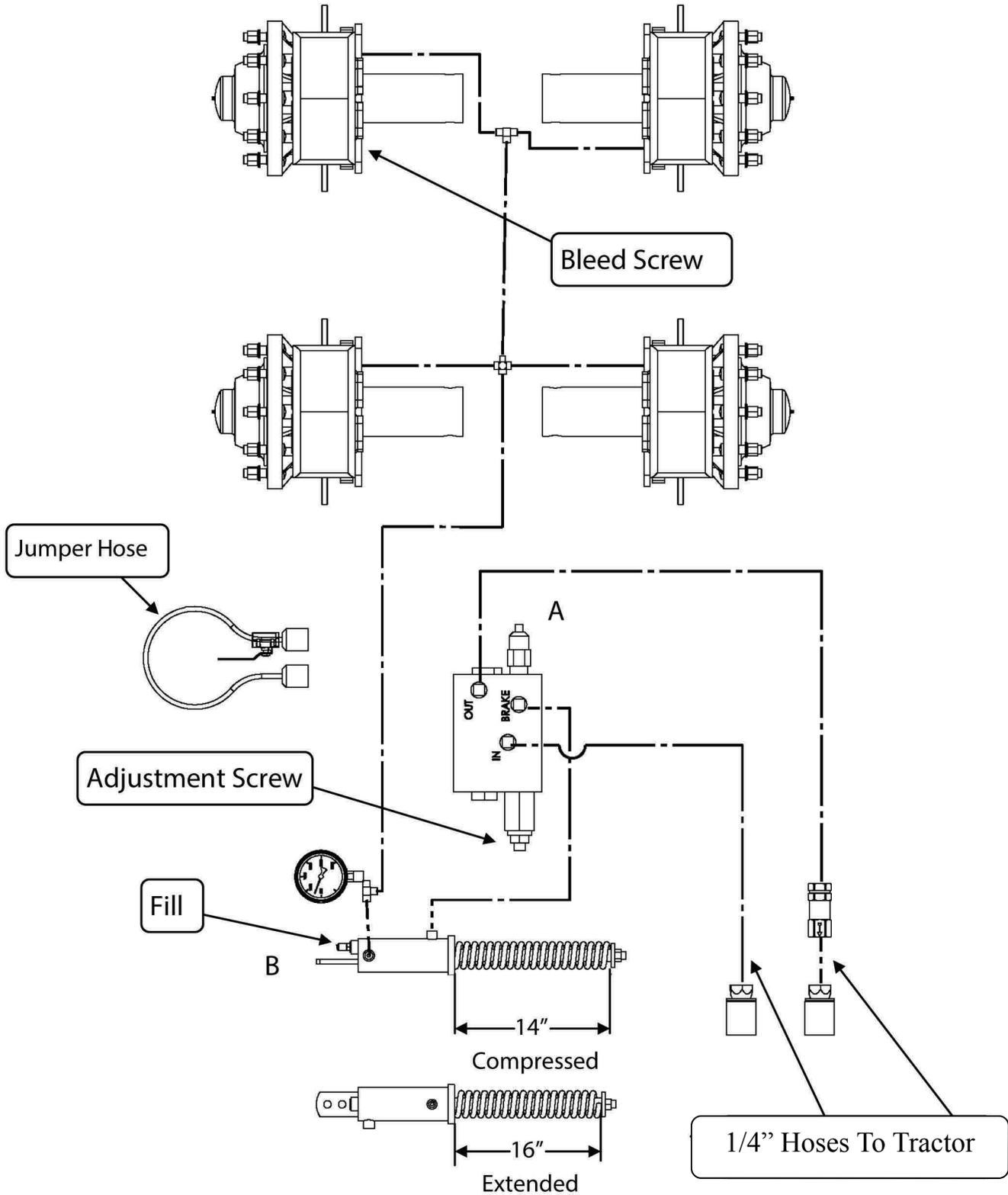
When adding braking fluid to the master cylinder for the last time, the pressure releasing spring must be held compressed at 14” long.

Braking System

How To Bleed The Wheel Brakes

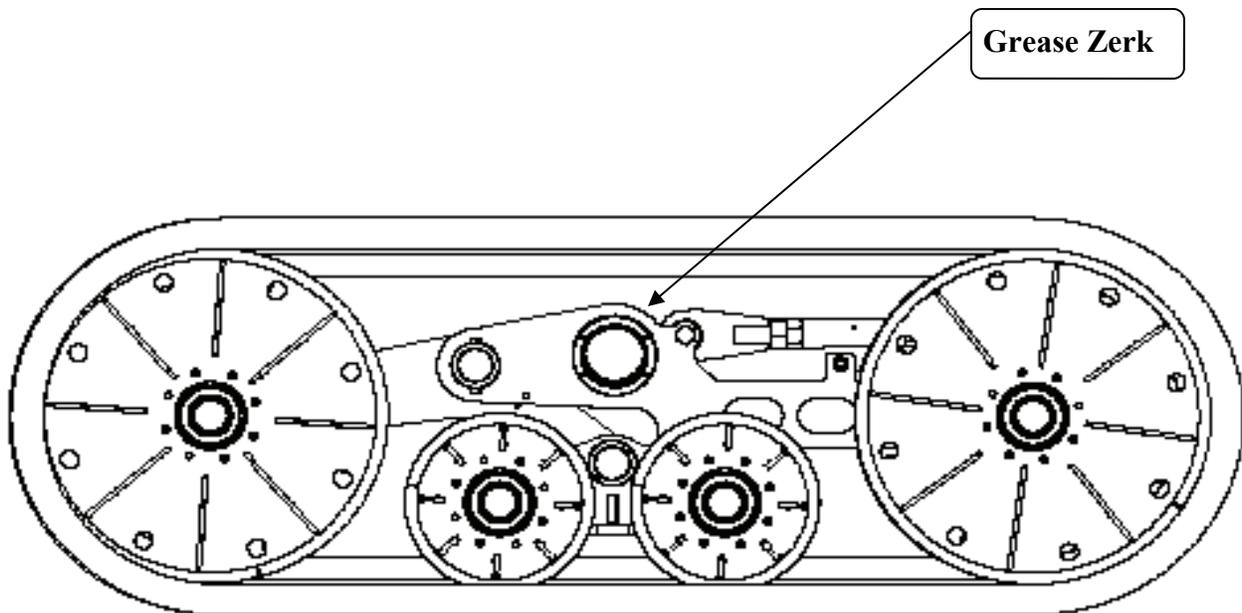
1. Attach jumper hose #72182 to (“A” port) and (“B” port).
2. Connect the 1/4” hydraulic hoses to the tractor.
3. Apply and hold pressure to braking system from tractor hydraulics.
4. Open ball valve to (“A” port).
5. Loosen bleeder screw on brake caliper of closest wheel to tractor first, until no air bubbles come out.
6. Repeat procedure until all brakes are bled.
7. Relieve all pressure from the hydraulic lines from the tractor for the braking system.
8. Close Ball Valve to (“A” port).
9. Remove jumper hose #72182 from (“A” port) and (“B” port).
10. Apply and hold pressure to braking system.
11. Open bleeder screw on any brake caliper.
(This will allow the master cylinder spring to compress down to 14” long.)
12. When the master cylinder has compressed down to 14” long, tighten bleeder screw.

Braking System Schematic



Grease Bank

Grease track main pivot daily. Track assembly is equipped with bushing on all other pivot points for easy of use. **Before greasing make sure to have all power to unit off.**



Grease Daily

Track Lubrication



Proper alignment of the tracks is key to making the tracks last. If the tracks are not properly align you will notice wear on the center guide lug. You will need to check this periodically to make sure alignment is correct. Aligning the cart is done by adjust the two alignment bolts. The bolts are located on the inside and outside of the main arm right behind the front bogie wheel. The adjustment bolt consist of two pieces, a 3/4" bolt and a jam nut.

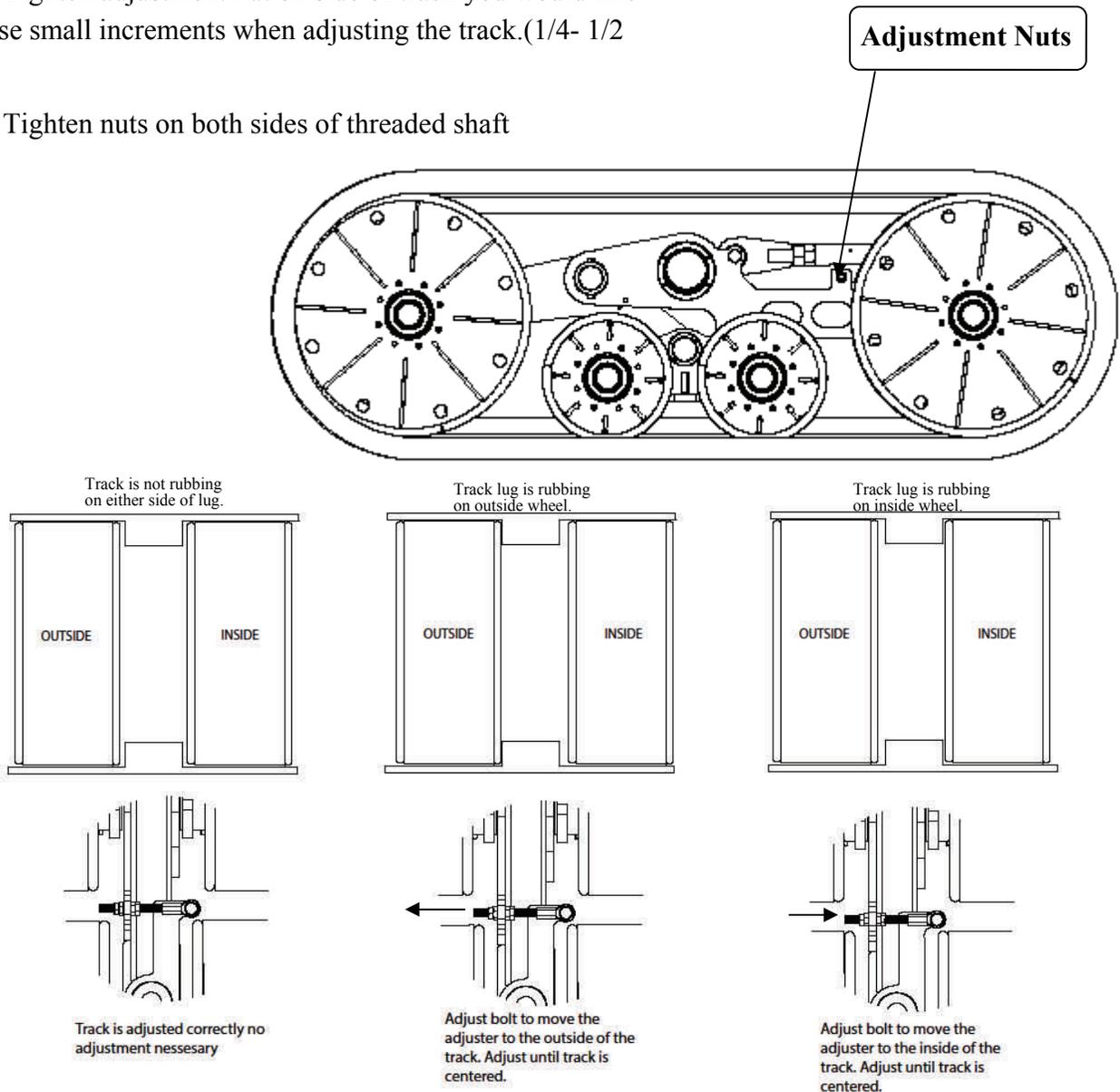
Track alignment in the most important check that can be done to the system. Proper aligned tracks will create longer lasting track.

Step 1- Loosen jam nuts on both sides of threaded shaft.

Step 2- Loosen adjustment nut opposite the way you would like track to move.(By loosening the bolt it allow for easier movement of alignment assembly.

Step 3- Tighten adjustment nut on side of track you would like track. Use small increments when adjusting the track.(1/4- 1/2 turn)

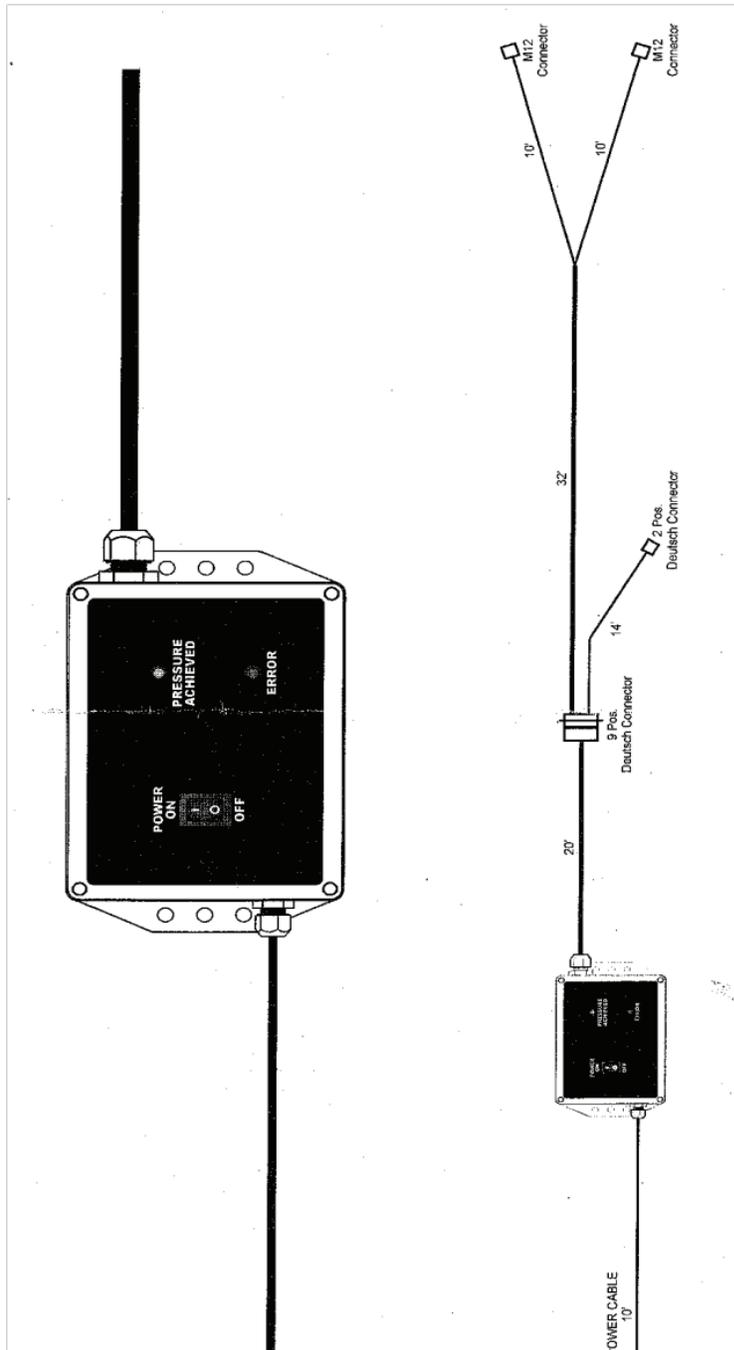
Step 4- Tighten nuts on both sides of threaded shaft



PROSTEER – Intelligent steering return system

The Prosteer system utilizes components existing and added to a Grain Cart or Manure Tank steering system. The intelligence of the system begins with a pressure transducer (P1) installed into the circuit of the suspension cylinder which has varying pressure due to the amount of load on the machine. Another pressure transducer (P2) is installed into the circuit on the steering return side of the hydraulic cylinder on the machine used to lock the steering axle in a straight position. The transducers (P1) and (P2) create an electronic reading that is sent to the systems control board. The goal of the system is to have the readings of P1 and P2 match. To obtain this, the reading from P1 is connected to the control board and by using the adjustable programming it sends a signal to a proportional valve which controls an amount of pressure sent to P2 until the readings of P1 and P2 are the same.

As the Grain Cart and or Manure tank is loaded or unloaded and as the pressure changes in the suspension cylinder, the Prosteer system is constantly monitoring and adjusting to maintain even pressure between pressure transducers P1 and P2.



OPERATION:

1. Turn on the Power switch.
2. The Proportional Output will turn on to the minimum setting controlled by the EM-MS-02 board.
3. The controller will read both the Pressure Transducers.
4. If Pressure Transducer 1 reads a higher PSI than Pressure Transducer 2, the Proportional Output will be increased (turns on error LED) until both Pressure Transducer readings match (error LED turns off and Pressure Achieved LED turns on). The Proportional Output can only go as high as the maximum setting controlled by the EM-MS-02 board.
5. If Pressure Transducer 1 reads a lower PSI than Pressure Transducer 2, the Proportional Output will be decreased (turns on error LED) until both Pressure Transducer readings match (error LED turns off and Pressure Achieved LED turns on). The Proportional Output can only go as low as the minimum setting controlled by the EM-MS-02 board.

Rubber track requires very little day-to-day maintenance. Unlike pneumatic tires, there is no air pressure to be maintained, and thus standard concerns of over-inflation and under-inflation do not apply. (Also, of course, rubber track can never go “flat.”) Furthermore, unlike steel track, the fact that rubber track has no moving parts means that it does not require periodic lubrication, and that it is not susceptible to standard track concerns such as pin and bushing wear. However, like all rubber products, the observance of a few basic usage guidelines, handling procedures, and storage rules can prolong track life, and ensure optimum performance. For the manufacturer of rubber tracked equipment, this last point – storage of inventory – is a concern which should be given special attention.

Track Maintenance

The following guidelines pertain to rubber track in use on a machine, and are generally directed at dealers and end-users of rubber tracked equipment (i.e., these are guidelines which manufacturers of rubber tracked equipment should convey to their customers). As stated above, adherence to these guidelines will maximize both the service life and the performance of rubber track.

Inspect and Service the Undercarriage Frequently. Although rubber track itself requires little day-to-day maintenance, rubber track undercarriages can be quite mechanically complex, and thus require frequent inspection. Specifically, the dealer and/or end-user should inspect the undercarriage to ensure that there is no obvious damage, that the track is being tensioned properly, and that the track shows no unusual wear patterns (on either the tread surface or the guide/drive lugs) that would indicate improperly adjusted camber or alignment. (See the *Tracking* chapter of this manual.)

“Condition” Track Prior to Initial Usage. A new rubber track, fresh from the mold, tends to be slightly “tacky.” This is a standard consequence of the vulcanization (curing) process. Generally, the track will perform better if this tackiness is removed, and thus it is recommended

that all new track be “conditioned” with dirt, Dries-All (an agent used in absorbing spills), or some other non-caustic particulate material. This is done by simply spreading a thin layer of the material over the undercarriage-engaging surface of the track, and then running the system for a brief period. This will serve to remove the tackiness of the rubber, and will promote optimum track-undercarriage engagement. “Conditioning” of the track in this manner is necessary only once, when the track is first installed on its undercarriage.

Avoid Grease and Oil. Grease, oil, gasoline, and diesel fuel all degrade rubber, and must be avoided. If operation in these or other caustic chemicals is unavoidable, then rubber track may not be appropriate to the application, and alternatives should be considered. In standard applications, care must be taken when lubricating the machine and/or the undercarriage, so that grease and oil are not spilled on the track. In addition, hydraulic systems (such as track tensioning cylinders) should be checked frequently for leaks, to ensure that hydraulic fluid is not dripping onto the tracks. Finally, equipment outfitted with rubber track should not be washed down with fuel oil or other petrol chemicals; alternative cleaning agents (such as mild soap and water) should be used instead. Questions regarding rubber track’s compatibility with specific chemical agents other than those enumerated here should be directed to Goodyear.

Rotate Tracks if Required. In some applications, wear on the track(s) can be uneven (due to extensive sidehill operation, excessive camber, non-uniform load distribution, etc.). In applications where the undercarriage adjustment(s) necessary to correct these uneven wear patterns do not exist, “rotation” of the tracks (from side to side) may maximize their service life. This is particularly true in situations where the track exhibits accelerated wear on either the extreme inboard or extreme outboard edges.

Periodic Storage of Tracked Machines

When a rubber tracked machine is to be stored, the following recommendations should be considered. If the machine is to be stored for more than three months, the guidelines presented in the *Long Term Track Storage* section of this chapter should also be considered.

Avoid Storing in Sunlight. Long-term exposure to the ultraviolet rays in sunlight can degrade rubber, causing it to become brittle, and causing it to exhibit arrays of fine cracks. (This

condition is commonly perceived as the rubber “drying out.”) Therefore, rubber tracked equipment should be stored indoors whenever possible. If the equipment must be stored outdoors, the track should be covered. An opaque tarpaulin is usually satisfactory for this purpose.

Avoid Excessive Moisture. Prolonged exposure to water can degrade rubber track. Thus, the machine should not be stored in standing water. Ideally, rubber tracked equipment should be stored indoors, in a dry location. If the equipment must be stored outdoors, the track should be covered. A waterproof tarpaulin is usually satisfactory for this purpose.

Long Term Storage of Rubber Tracks

When a rubber track is to be stored for a prolonged period (e.g., for more than three months), the following guidelines should be observed. These guidelines are specifically directed

Avoid Direct Sunlight. As discussed above, long-term exposure to the ultraviolet rays in sunlight can degrade rubber, causing it to become brittle, and causing it to exhibit arrays of fine cracks. Therefore, rubber tracks should be stored indoors whenever possible. If the tracks must be stored outdoors, they should be covered. Opaque tarpaulins are usually satisfactory for this purpose.

Avoid High Temperatures. While rubber track can endure a significant range of temperatures (-50°F to 125°F), prolonged storage at elevated temperatures can be damaging. (Low temperatures are not as objectional for storage.) In general, track should not be stored at temperatures above 85°F for extended periods of time. Ideally, track should be stored in a cool environment, where the temperature is between 40°F and 60°F.

Avoid Tight Bend Radii. Rubber tracks should be stored in a “relaxed” physical configuration, so that they do not remain under high levels of local strain for extended periods. Generally, bend radii of 30 inches or greater are preferable for long term storage. Also, the tracks should not be “back-bent” when stored: the inside surface of the track should always be concave or flat. Achieving this level of relaxation may require that the tracks be removed from the pallets

on which they are shipped. Finally, it is usually preferable for the tracks to be stored “on edge” rather than “flat,” as this prohibits them from sagging into tightly bent configurations over time.

Avoid Air in Motion. All rubber is susceptible to ozone (O₃), which is a standard element of common air. Like ultraviolet light, ozone causes rubber to become brittle and exhibit arrays of fine cracks. If rubber track is stored in a drafty location, a greater amount of ozone will come into contact with the exposed rubber surfaces than would in still air, and thus the degradation process will be accelerated. Therefore, ideally, rubber track should be stored indoors, in a draft-free area. If it must be stored outdoors, a tarpaulin or other covering should be used to protect it from the wind.

Avoid Electric Devices. Most electric devices – and especially electric motors – generate ozone. (Specifically, ozone is generated by the arcing of electricity through air. Thus, any electrical device which uses spark-gaps or brushes generates high levels of ozone.) As ozone degrades rubber, rubber track should not be stored in closed areas with motors or other electric devices.

Do Not Paint Tracks. In the heavy equipment world, it was once a common belief that painting large loader and earthmover tires would protect them from ozone and ultraviolet light. In fact, painting of rubber can be detrimental for two reasons. First, the chemical agents in many paints are themselves caustic to rubber. Second, the skin formed by the paint prevents the various emollients and waxes in the rubber from migrating to the surface and sublimating. Thus, these agents become trapped between the surface of the track and the paint, and their high concentration at that location alters the physical properties of the rubber. For these reasons, rubber track should not be painted.

Avoid Gasoline, Oils, and Grease. As has already been discussed, petrol chemicals degrade rubber. However, direct contact is not the only manner in which these chemicals can be damaging: rubber absorbs the vapors of these agents directly from the air. For this reason, rubber track should not be stored in closed areas with petrol chemicals.

Avoid Excessive Moisture. Prolonged exposure to water can degrade rubber track. Thus, ideally, rubber tracks should be stored indoors, in a dry location. If outdoor storage is absolutely

required, the track should be covered. A waterproof tarpaulin is usually satisfactory for this purpose.

Provide CO₂ Fire Extinguishers in Storage Areas. Because rubber can be degraded by water and by various chemical agents, fire extinguishers employing these materials should not be used in rubber track storage areas. Instead, carbon dioxide extinguishers or halon fire suppression systems should be provided.

PTO / Jack

PTO

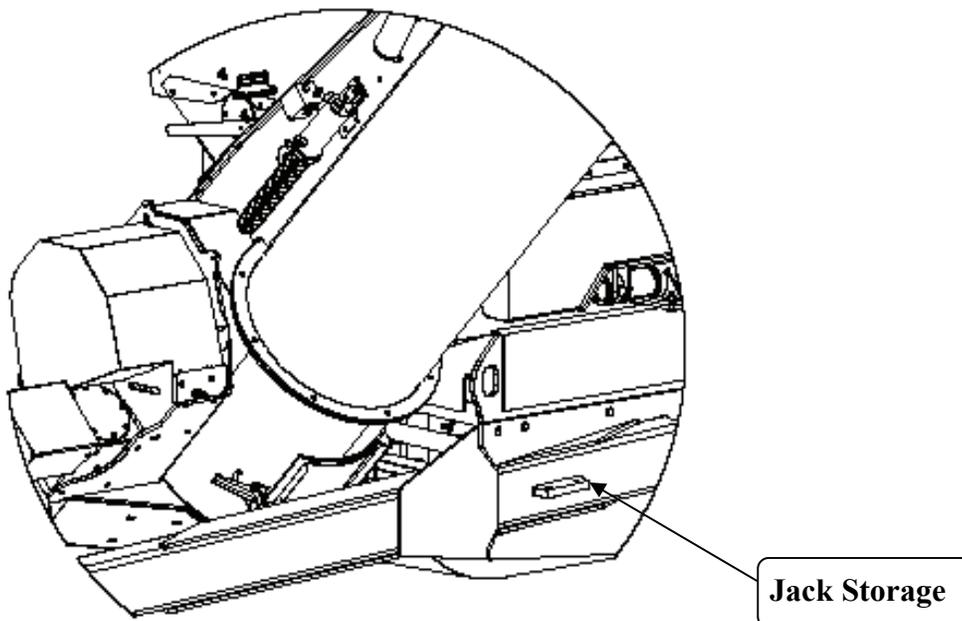
The PTO has 1 3/4—20 tractor ends and 1 3/4—20 implement ends. The implement end provides a friction clutch or cut-out clutch that protects the gear box and drive-line from overload. The PTO must be engaged slowly, use max modulation on tractor. **Do not slam engage!**



 DANGER	Never operate without PTO guards!
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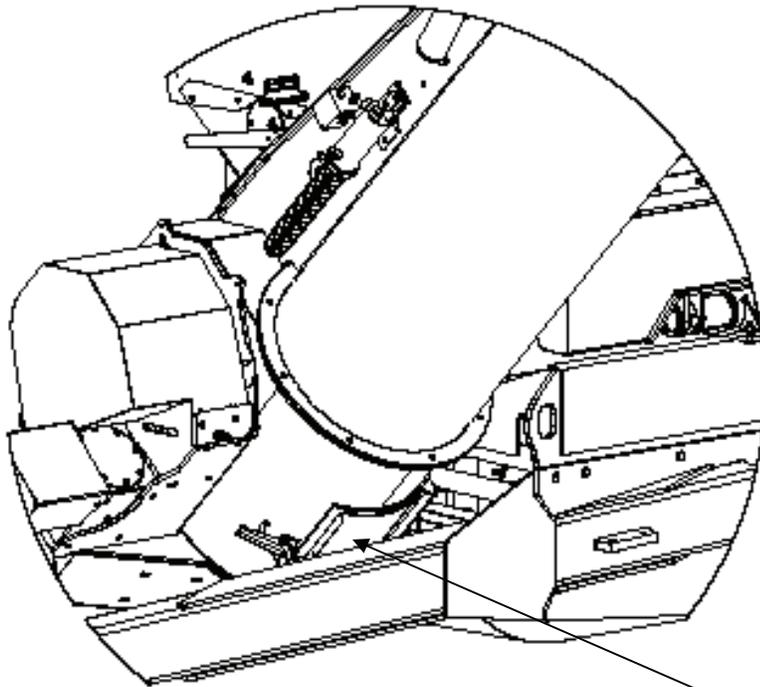
Jack Storage

The jack storage location is pictured below. This location keeps it out of the way of the tires and removes the possibility of dragging.



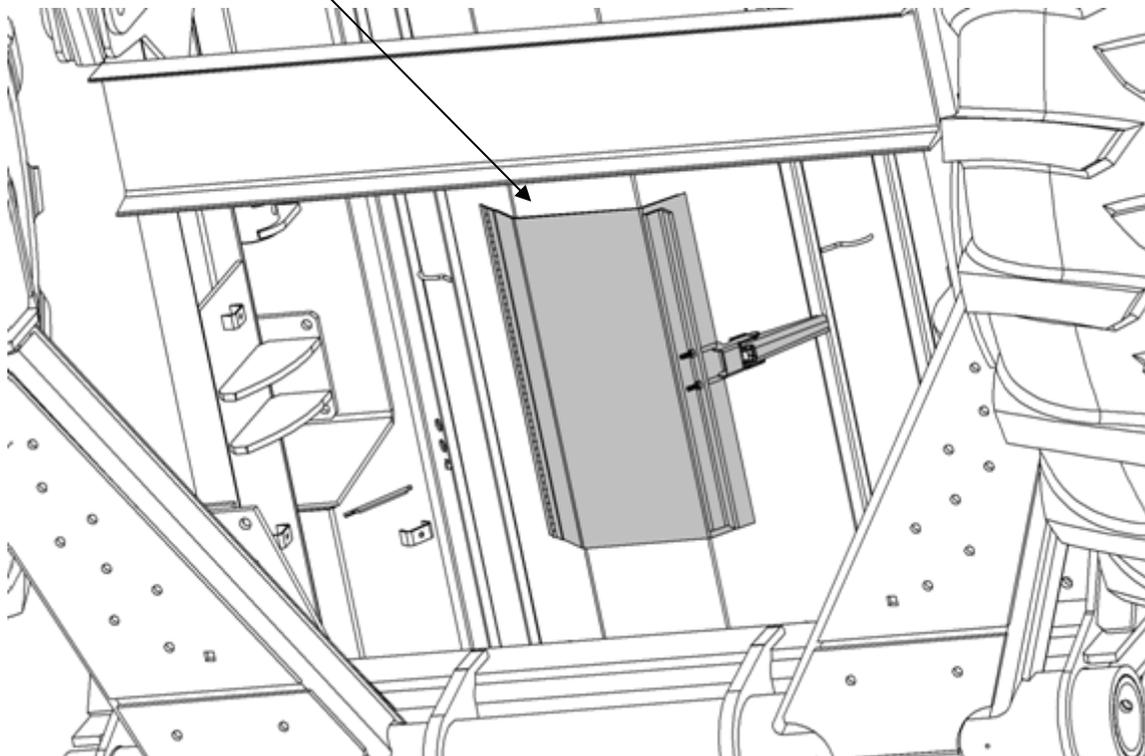
Cleanout Doors

These doors are available for cleanout when needed.



Front Cleanout Door

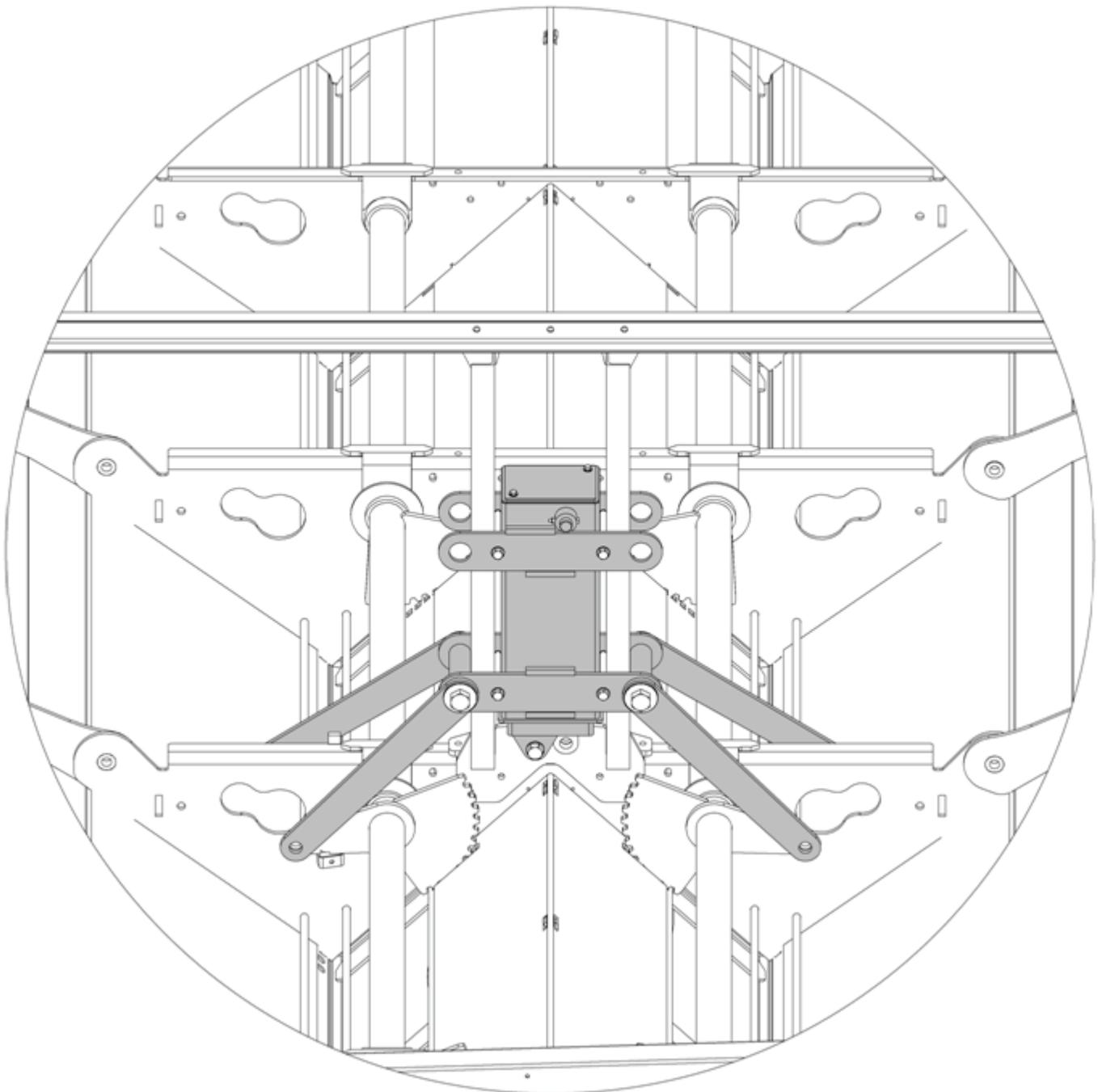
Bottom Cleanout Door



Grain Doors Hydraulic Control

These doors are the primary means of starting, stopping and regulating grain flow to the horizontal auger.

 DANGER	Keep all shields in place at all times!
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Instructions for Unloading Grain Cart

 **NOTE** Visually become aware of which joystick switches control each of the functions on the grain cart. Views located on next page.

 CAUTION	Never transport with vertical auger in unloading position. Doing so may cause structural damage to the vertical auger and grain cart.
 CAUTION	Always maintain safe distance when unfolding vertical auger near power lines.

1. Engage tractor hydraulic to feed in the right direction.
2. Engage joystick control to un-fold upper auger until upper auger locks into place.
3. Start PTO slowly and use maximum modulation on tractor control.
4. Pull joystick trigger that controls the clutch to engage cross auger.
5. Allow PTO to get up to speed.
6. **Incrementally** engage joystick control that opens grain doors to percentage shown on joystick. (20%, 40%, 60%, 80% or Fully Open)
7. When unloading is complete, engage joystick control that closes grain doors.
8. Allow PTO to run to clean out the augers.
9. Pull joystick trigger that controls the clutch to disengage cross auger.
10. Disengage PTO.

 CAUTION	Do not disengage PTO before clutch has been shut off. This may plug auger with too much grain and you will not be able to restart auger.
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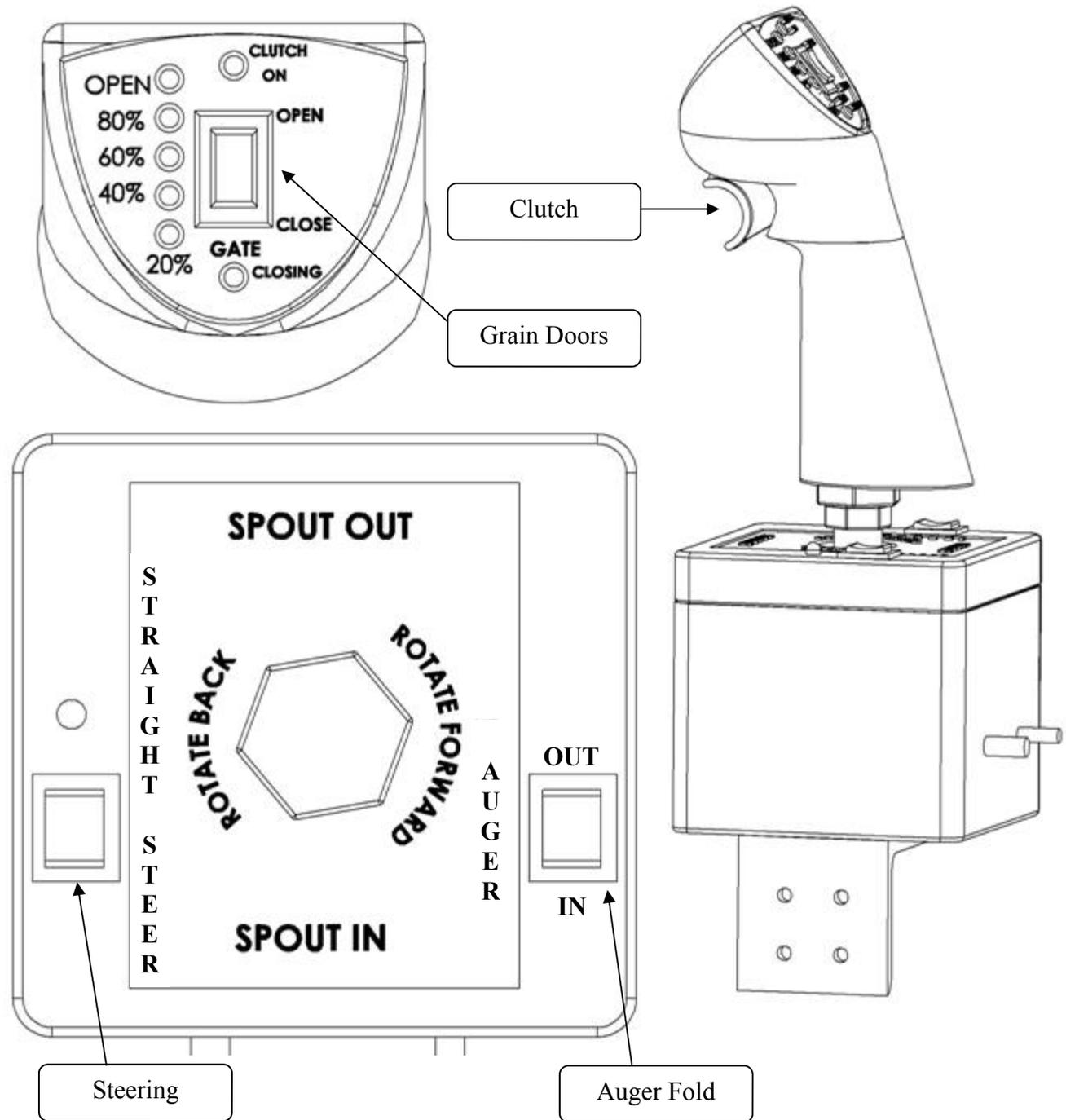
11. Engage joystick control to fold upper auger down into saddle.
12. Reload grain cart.

 WARNING	Failure to disengage the clutch prior to shutting down the tractor can cause a failure of the swivel fitting. Trapped oil in the clutch circuit can expand due to warm temperatures, causing the swivel fitting to fail.
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Operation



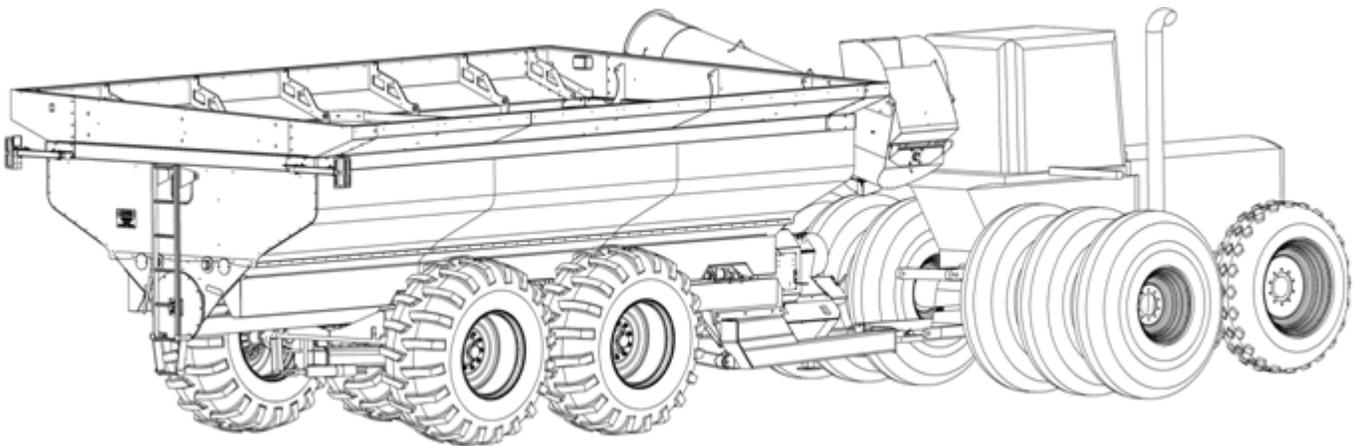
Instructions for Unloading Grain Cart Continued



 **NOTE** The steering rocker switch has three positions. Pushing forward is momentary Straight steer. This is usually used when backing up. The middle position is the Float position. This is used when you need the unit to steer with the tractor. The third position will lock the steering in the Straight position. This is normally used when traveling down the road.

Running Light Extensions

The running lights on the grain cart are designed to comply with rules set for the width of the grain cart itself. When towing the grain cart with any vehicle wider than the cart itself, there are running light extensions available.



CAUTION

Never transport with vertical auger in unloading position. Doing so may cause structural damage to the vertical auger and grain cart.

Model 640M Calibration

Included are the configuration codes for the Model 640M indicator for either six or eight weigh bar systems.

System Configuration	Units of Measure	Configuration Code #	Custom Code
6 weigh bar	lb	98390	57640
6 weigh bar	kg	98394	26140
8 weigh bar	lb	98390	74270
8 weigh bar	kg	98394	33690

Follow instructions below:

Model 640M Numeric Entry Procedure

Use the following procedure to enter numbers:

- RM Key Press to increment value
- M+ Key Press to decrement numeric value
- HOLD/MENU Press to move cursor one position to the right for numeric entry

Reference this section anytime it refers to Numeric Entry Procedure

EXAMPLE: How to Enter 640...

See steps A-E on how to enter 640

- A. Press on the RM key 7 times... 6 is displayed
- B. Press the HOLD/MENU key once... 6_ is displayed
- C. Press the RM key 5 times... 64 is displayed
- D. Press the HOLD/MENU key once... 64_ is displayed
- E. Press on the RM key once... 640 is displayed

Model 640M Calibration

Calibration Instructions for Model 640M Indicator (lb, 6 weigh bar)

The following calibration instructions are for setting up an Avery Weigh-Tronix Model 640M for weighing in Lb and a six weigh bar Balzer Grain Cart. If this procedure doesn't get results within 1% then field calibration must be performed.

- | | |
|---|---|
| 1. From the Gross Mode, press and hold the HOLD/MENU Key for three beeps, then release... | SET.PAS is displayed |
| 2. Use the Numeric Entry Procedure and enter in 640 | 640 is displayed |
| 3. Press the PRINT/SELECT key... | 640 is displayed
with all display annunciators lit |
| 4. Press the PRINT/SELECT key... | CONFIG is displayed |
| 5. Press the PRINT/SELECT key... | Current Configuration # is shown |
| 6. Use the Numeric Entry Procedure to enter the following Configuration Code: 098390 | 098390 is shown |
| 7. Press the PRINT/SELECT key... | CONFIG is shown |
| 8. Press the MENU key once... | CUSTOM is shown |
| 9. Press the PRINT/SELECT key... | Current Custom # is shown |
| 10. Use the Numeric Entry Procedure to enter the following custom code number: 057640 | 057640 is shown |
| 11. Press the PRINT/SELECT key... | CUSTOM is shown |
| 12. Press the G/N key twice, busy is shown | returns to Gross weighing mode |

Model 640M Calibration

Calibration Instructions for Model 640M Indicator (kg, 6 weigh bar)

The following calibration instructions are for setting up an Avery Weigh-Tronix Model 640M for weighing in Kg and a six weigh bar Balzer Grain Cart. If this procedure doesn't get results within 1% then field calibration must be performed.

1. From the Gross Mode, press and hold the HOLD/MENU Key for three beeps, then release... SET.PAS is displayed
2. Use the Numeric Entry Procedure and enter in 640 640 is displayed
3. Press the PRINT/SELECT key... 640 is displayed
with all display annunciators lit
4. Press the PRINT/SELECT key... CONFIG is displayed
5. Press the PRINT/SELECT key... Current Configuration # is shown
6. Use the Numeric Entry Procedure to enter the following Configuration Code: 098394 098394 is shown
7. Press the PRINT/SELECT key... CONFIG is shown
8. Press the MENU key once... CUSTOM is shown
9. Press the PRINT/SELECT key... Current Custom # is shown
10. Use the Numeric Entry Procedure to enter the following Custom code number: 026140 026140 is shown
11. Press the PRINT/SELECT key... CUSTOM is shown
12. Press the G/N key twice, busy is shown returns to Gross weighing mode

Model 640M Calibration

Calibration Instructions for Model 640M Indicator (lb, 8 weigh bar)

The following calibration instructions are for setting up an Avery Weigh-Tronix Model 640M for weighing in Lb and an eight weigh bar Balzer Grain Cart. If this procedure doesn't get results within 1% then field calibration must be performed.

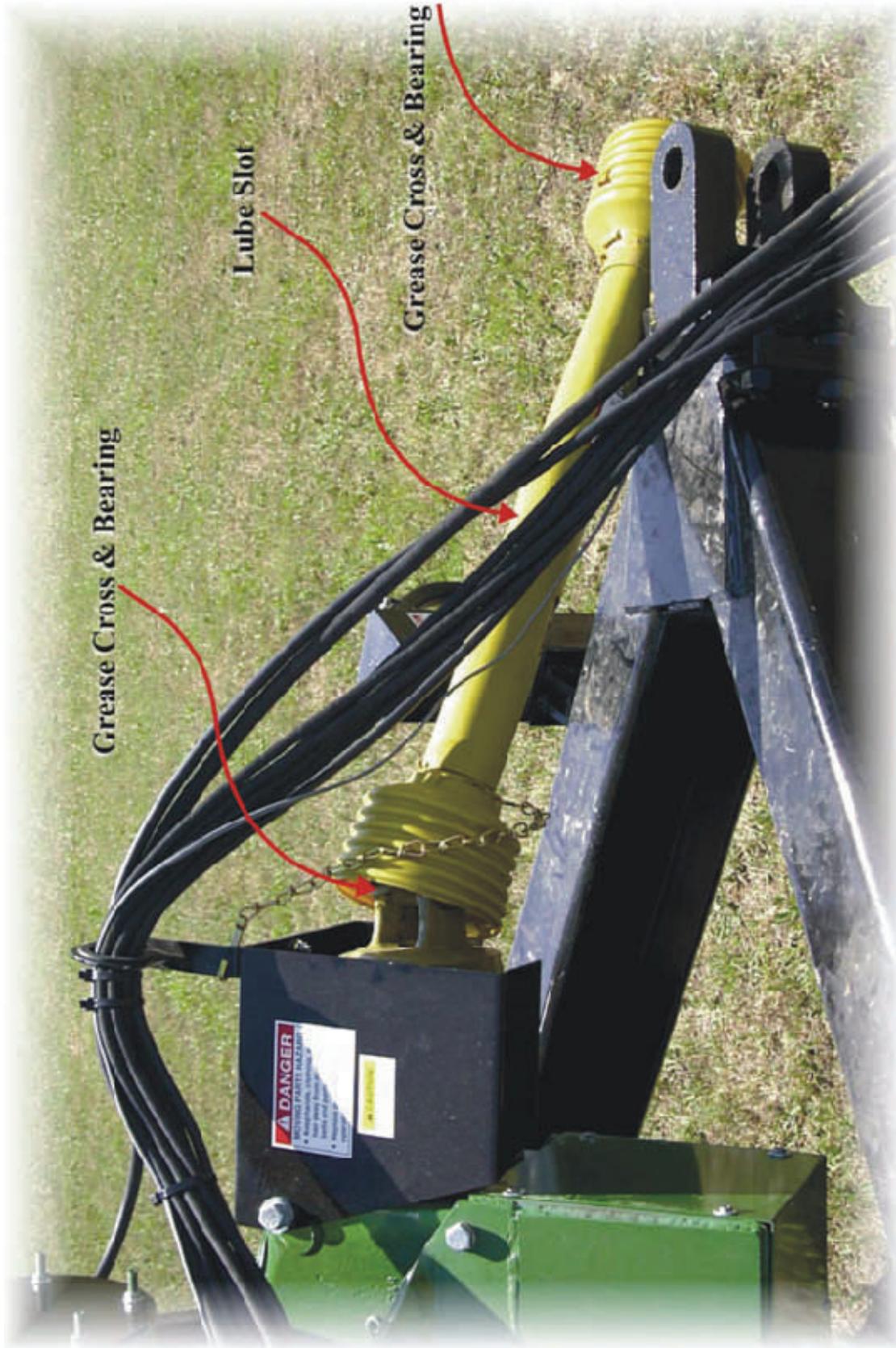
- | | |
|---|---|
| 1. From the Gross Mode, press and hold the HOLD/MENU Key for three beeps, then release... | SET.PAS is displayed |
| 2. Use the Numeric Entry Procedure and enter in 640 | 640 is displayed |
| 3. Press the PRINT/SELECT key... | 640 is displayed
with all display annunciators lit |
| 4. Press the PRINT/SELECT key... | CONFIG is displayed |
| 5. Press the PRINT/SELECT key... | Current Configuration # is shown |
| 6. Use the Numeric Entry Procedure to enter the following Configuration Code: 098390 | 098390 is shown |
| 7. Press the PRINT/SELECT key... | CONFIG is shown |
| 8. Press the MENU key once... | CUSTOM is shown |
| 9. Press the PRINT/SELECT key... | Current Custom # is shown |
| 10. Use the Numeric Entry Procedure to enter the following custom code number: 074270 | 074270 is shown |
| 11. Press the PRINT/SELECT key... | CUSTOM is shown |
| 12. Press the G/N key twice, busy is shown | returns to Gross weighing mode |

Model 640M Calibration

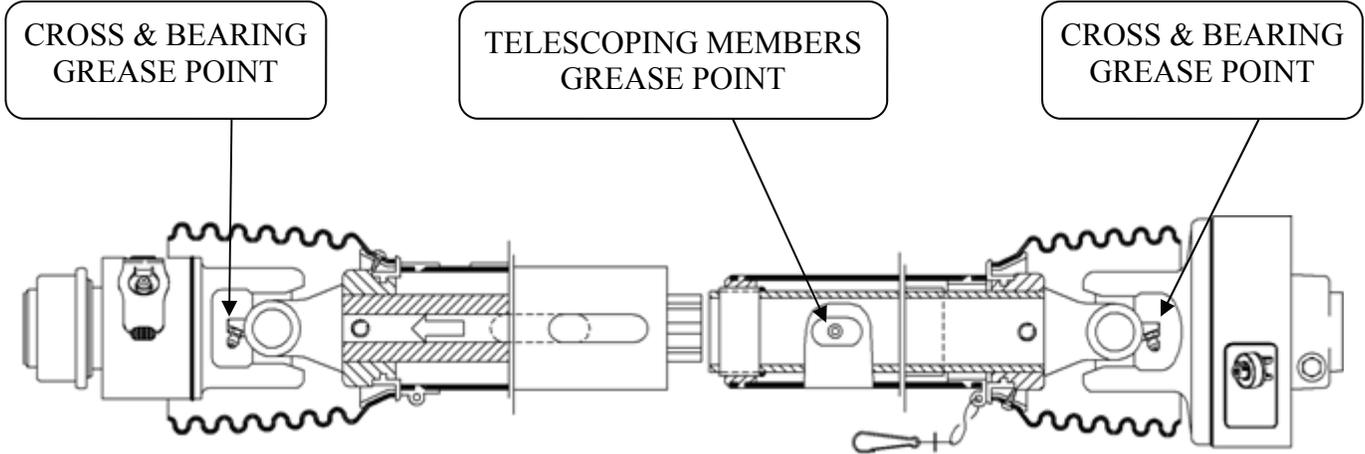
Calibration Instructions for Model 640M Indicator (kg, 8 weigh bar)

The following calibration instructions are for setting up an Avery Weigh-Tronix Model 640M for weighing in Kg and an eight weigh bar Balzer Grain Cart. If this procedure doesn't get results within 1% then field calibration must be performed.

1. From the Gross Mode, press and hold the HOLD/MENU Key for three beeps, then release... SET.PAS is displayed
2. Use the Numeric Entry Procedure and enter in 640 640 is displayed
3. Press the PRINT/SELECT key... 640 is displayed
with all display annunciators lit
4. Press the PRINT/SELECT key... CONFIG is displayed
5. Press the PRINT/SELECT key... Current Configuration # is shown
6. Use the Numeric Entry Procedure to enter the following Configuration Code: 098394 098394 is shown
7. Press the PRINT/SELECT key... CONFIG is shown
8. Press the MENU key once... CUSTOM is shown
9. Press the PRINT/SELECT key... Current Custom # is shown
10. Use the Numeric Entry Procedure to enter the following custom code number: 033690 033690 is shown
11. Press the PRINT/SELECT key... CUSTOM is shown
12. Press the G/N key twice, busy is shown returns to Gross weighing mode



PTO Lubrication Specification



LUBRICATE ALL FITTINGS WITH A GOOD QUALITY LITHIUM SOAP BASE E.P. GREASE MEETING THE N.L.G.I. #2 SPECIFICATIONS AND CONTAINING NO MORE THAN 1% MOLYBDENUM DISULFIDE. (EX. SHELL SUPER DUTY OR EQUIVALENT)

AN E.P. GREASE MEETING THE N.L.G. I. #2 SPECIFICATIONS AND CONTAINING 3% MOLYBDENUM DISULFIDE MAY BE SUBSTITUTED IN THE TELESCOPING MEMBERS ONLY. (EX. MOBIL OIL COMPANY, "MOBILE GREASE COMPANY", SHELL OIL COMPANY, "RETINAX AM", TEXACO, "MOLYTEX EP #0 AND #2.")

GREASE RECOMMENDATIONS

INTERVAL
2 HRS.**
2 HRS.**

LOCATIONS
CROSS & BEARINGS
TELESCOPING MEMBERS

AMOUNT
1 PUMP
4-8 PUMPS

CAUTION!! REPLACEMENT PARTS ARE NOT LUBRICATED

REPLACEMENT PARTS MUST BE LUBRICATED AT TIME OF ASSEMBLY. USE AMOUNT LISTED ABOVE PER LOCATION THEN FOLLOW LUBE RECOMMENDATIONS ABOVE FOR LUBRICATING INTERVALS.

PTO Maintenance

This Manual is intended to point out some of the basic safety situations which may be encountered during the normal operation and maintenance of your machine and to suggest possible ways of dealing with these conditions. Read the manufacturer's operator manuals before operating the equipment. If there are no manuals with the machine — request them from the manufacturer. Study them before you start work.

If there is something in the manuals you don't understand, ask your supervisor or equipment dealer to explain it to you.

**This Safety Alert Symbol means
Attention! Become alert!
Your safety is involved!**

Operating the PTO

When finishing operation of PTO driven equipment, shift PTO control to neutral, shut off the engine and wait until the PTO stops before getting off the tractor.

Do not wear loose fitting clothing or long, free hanging hair when operating the power take-off, or when near rotating equipment.

When operating stationary PTO driven equipment, always apply the tractor parking brake lock and block the rear wheels front and back.

To avoid injury, do not clean, adjust, unclog or service PTO driven equipment when the tractor engine is running.

Never exceed the recommended operating speed for the particular equipment in use (see implement operator's manual).

PTO mounted drive shafts must only be used for their intended purpose

Implement input drivelines, clutches and freewheels are designed for specific machine types and power requirements. They must not be replaced by any shaft other than that recommended by the implement manufacturer. Note the tractor and implement manufacturers' Operating Instructions. Ensure that the implement input driveline is securely connected at both ends.

PTO Maintenance

A) Only use a completely guarded drive system:

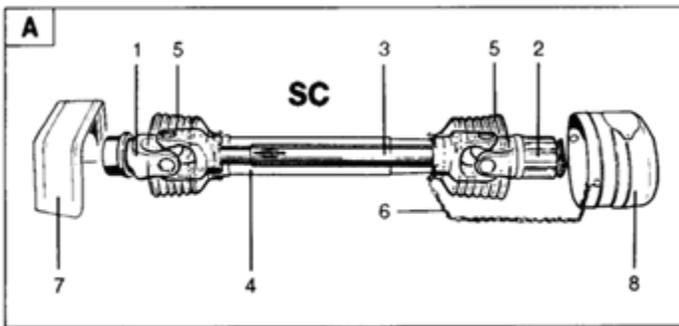
PTO drive systems with complete guarding, include the tractor master shield (7), the implement input driveline guard (4 - 6) and the implement shielding (8) and must be installed at all times

If any component of the guarding system has been removed for any reason, it must be replaced or repaired prior to operation of the machine.

1. Quick-release end yoke
2. Overload and overrunning clutches
3. Inner and outer sliding profiles
4. Inner and outer guard tubes
5. Guard cone
6. 1 chain, 2 chains (depending on design)
7. Tractor master shield
8. Implement safety shield

Implement input driveline

Complete implement input driveline guard SC



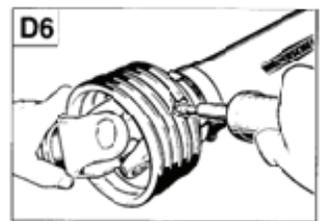
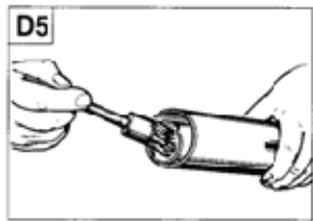
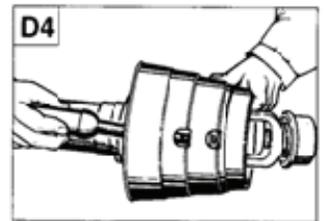
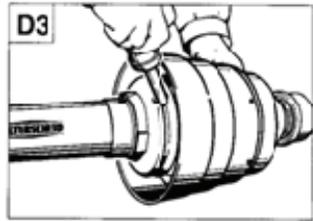
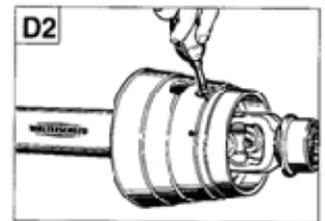
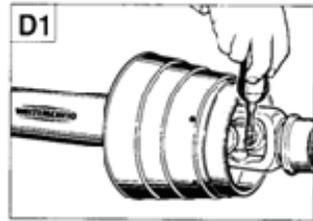
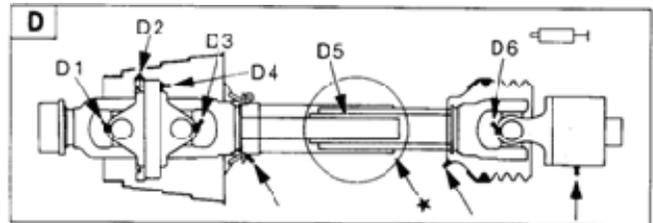
D) Lubrication (Figures D1 - D6)

→ Lubricate with quality grease before starting work and every 8 operating hours. Clean and grease the implement input driveline before each prolonged period of non-use.

Molded nipples on the guard near each guard bearing are intended as grease fittings and should be lubricated every 8 hours of operation!

Telescoping members must have lubrication to operate successfully regardless whether a grease fitting is provided for that purpose! Telescoping members without fittings should be pulled apart and grease should be added manually.

* Check and grease the guard tubes in winter to prevent freezing.



PTO Maintenance

E) Coupling the implement input driveline (Figures. E1—E3)

Clean and grease the PTO and implement input connection (II C)

AS-Lock

1. Pull locking collar and simultaneously push implement input driveline onto PTO shaft until the locking device engages.

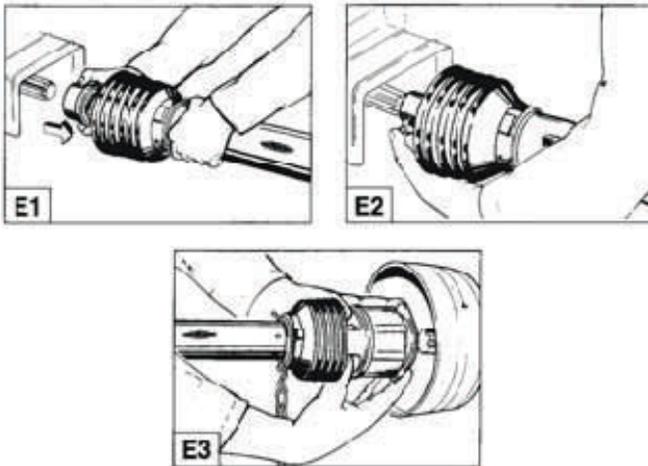
QD Pin-Lock

2. Press QD pin and simultaneously push implement input driveline onto PTO shaft until pin engages.

Push-Pull Lock

3. Pull Locking collar and simultaneously push implement input driveline onto PTO shaft until the locking device engages

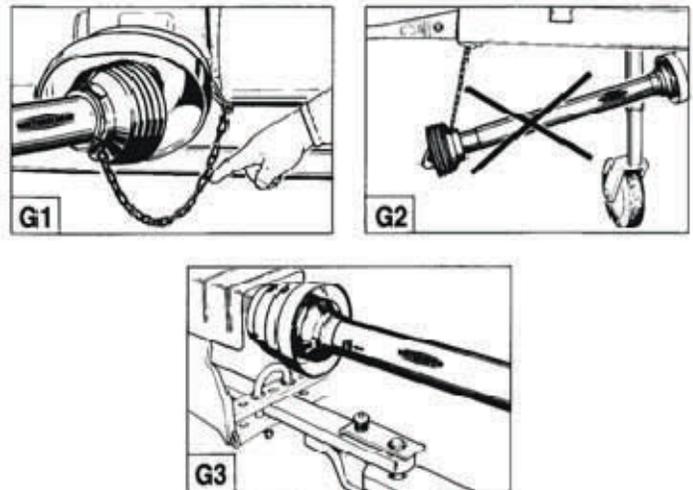
Check to insure all the locks are securely engaged before starting work with the implement input driveline.



G) Chains (Figure G1 - G3)

Note: The chain is intended to prevent the guard from rotating against non-moving parts and thereby reducing the likelihood of damage. A properly installed chain will increase the service life of the guard when properly maintained.

1. Chains must be attached to allow sufficient articulation of the shaft in all working positions. Care must be taken to be sure that chain does not become entangled with drawbar hitch or other restrictions during operation or transport of machine.
2. The chain is not designed to carry the weight of the implement input driveline. Damage will occur if suspended by chain.



- F) **Check the length of the telescoping members to insure the driveline will not bottom out or separate when turning and/or going over rough terrain.**

Length modification of the implement input driveline should only be done at the direction of the implement manufacturer!

PTO Maintenance

H) Overload and overrunning clutches (Figures. H1—H8)

1. Radial pin™ clutch

When overload occurs, the torque is limited and, during the period of slipping, is transmitted in a pulsating manner. Noise acts as a warning.

2. Cut-out clutches — 3. Cam-type cut-out clutches

When the torque is exceeded, power flow is interrupted. The torque is re-established by reducing the speed of and disengaging the PTO.

4. Shear bolt clutches

When the torque is exceeded, power flow is interrupted due to the bolt shearing. The torque is re-established by replacing the broken shear bolt. Use only the bolt specified in the operator's manual for a replacement!

5. Friction clutches

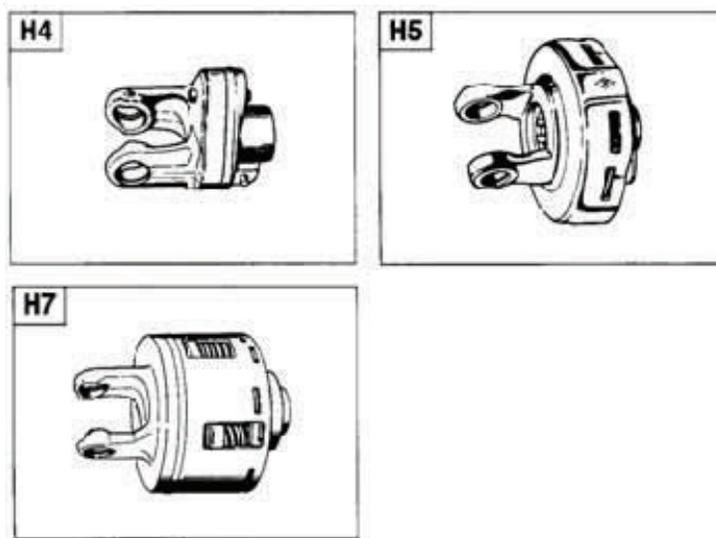
When overload occurs, the torque is limited and transmitted constantly during the period of slipping. Short-duration torque peaks are limited.

Prior to initial operation and after long periods out of use, release the pressure on the disks to insure proper function.

- Tighten nuts until friction disks are released. Rotate clutch fully.
- Turn nuts fully back. Now the clutch is ready for use.

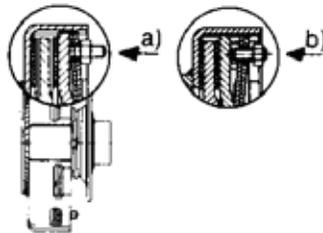
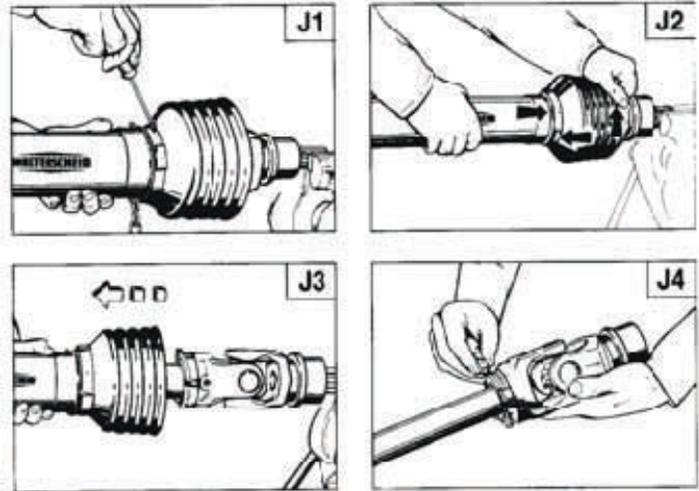
Figure. H5 shown, also applies to other models of friction clutch (see Figure H7)

- Overrunning clutches** protect the drive against heavy rotating masses.
- Friction-type overrunning clutches** are a combination of friction clutches and overrunning clutches.
- Elastic clutches** absorb shocks and vibrations.



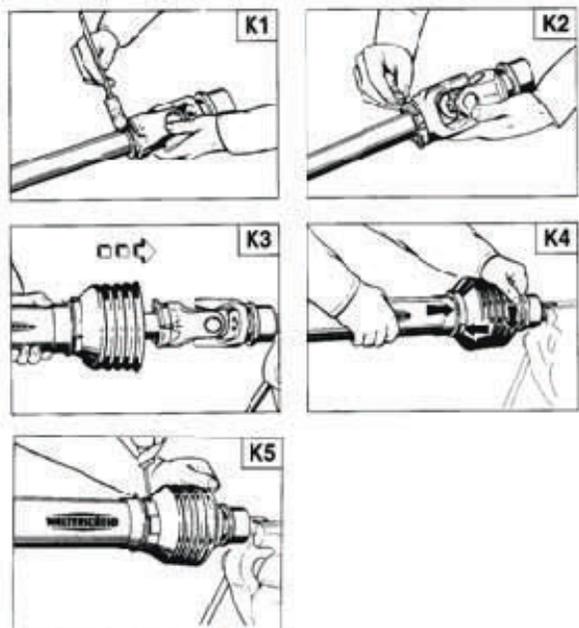
J) To disassemble guard: (Figures. J1—J4)

- Remove locking screw.
- Align bearing tabs with cone pockets.
- Remove half-guard.
- Remove bearing ring.



K) To assemble guard: (Figures. K1—K5)

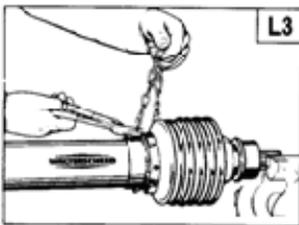
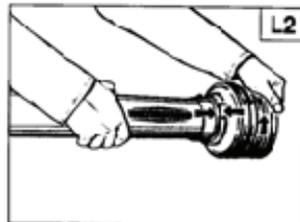
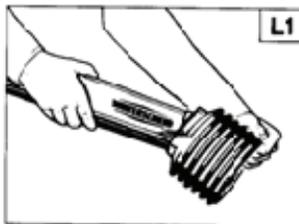
- Grease yoke groove and inner profile tube.
- Fit bearing ring in groove with recesses facing profile tube.
- Slip on half-guard.
- Turn cone until it engages correctly.
- Install locking screw.



PTO Maintenance

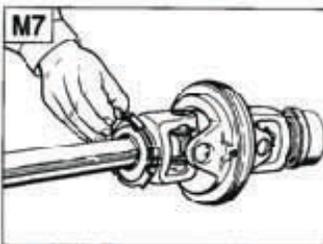
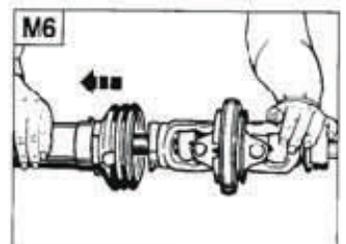
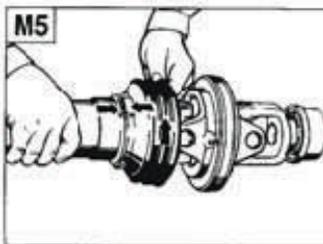
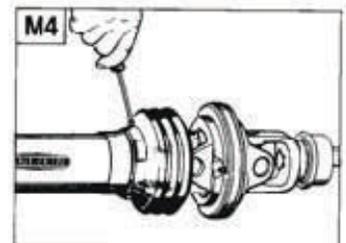
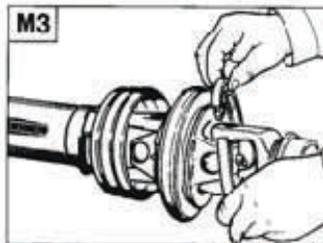
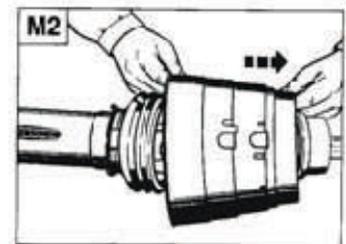
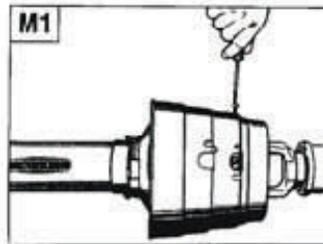
L) To assemble cone:

1. Disassemble guard (Figures. J1 - J3). Remove old cone (e.g. cut open with knife) Take off chain. Place neck of new cone in hot water approx 80°C / 180° F) and pull onto bearing housing (Figure. L1)
2. Turn guard cone into assembly position (Figure. L2). Further assembly instructions for guard (Figures. K1 - K5).
3. Reconnect chain if required (Figure. L3).



M) Disassembly: Wide-angle implement input driveline guard (Figures. M1 – M7)

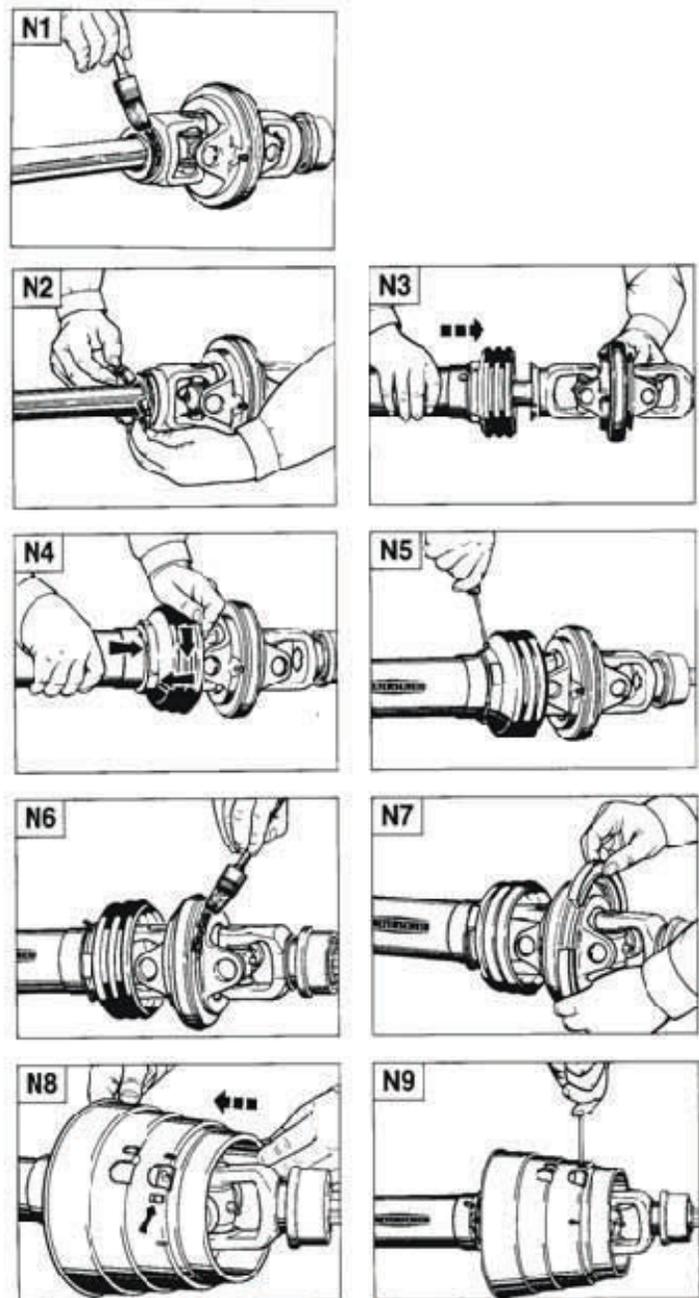
1. Remove locking screws
2. Remove double yoke guard cone.
3. Remove bearing ring
4. Remove locking screw.
5. Turn cone to assembly position.
6. Remove half-guard.
7. Remove bearing ring.



PTO Maintenance

N) Assembly: Wide-angle implement input driveline guard (Figures. N1 - N9)

1. Grease yoke groove and inner profile tube.
2. Fit bearing ring in groove with recesses facing profile tube.
3. Slip on half-guard.
4. Turn cone until it engages correctly.
5. Tighten locking screw.
6. Grease bearing groove in double yoke.
7. Insert bearing ring.
8. Slide guard cone for double yoke over cam from the connecting end. Make sure that holes for screws are visible in the recesses.
9. Tighten locking screws.



Periodic Maintenance



CAUTION

Before doing any maintenance to the hydraulic system, turn the tractor engine off and relieve all pressure from the hydraulic systems.

DAILY MAINTENANCE & INSPECTIONS BEFORE USE

1. Check air pressure in tires. **(as per recommended tire pressure)**
2. Torque wheel nuts on all tires. **(as per recommended torque specifications)**
3. Inspect all suspension parts for damage. **(repair or replace as needed)**
4. Check all oil chambers for proper oil level. **(as per recommended oil specifications)**
5. Inspect all moving components for damage. **(repair or replace as needed)**
6. Check that brakes are working correctly.
7. Check for any hydraulic oil or any oil that may be leaking out. **(repair or replace as needed)**
8. During cold weather conditions check that there is no ice build up on any moving parts. **(could prevent components from moving)**

DAILY GREASING (AS PER LUBRICATION INSTRUCTIONS)

1. PTO, joints and telescoping shafts.
2. Swivel tow bar hitch.
3. All cylinders pivot bushings.
4. All moving parts that can be greased.
5. Steering system kingpins if unit doesn't have poly bushings.

EVERY 40 HOURS OF OPERATION

1. Check all oil chambers for proper oil level.
2. Torque wheel nuts on all tires. **(as per recommended torque specifications)**
3. Apply never seize to shaft on the upper vertical auger.

EVERY END OF SEASON OF OPERATION

1. Change oils in all oil chambers with recommended oil.
2. Grease steering system kingpins with extra amount of grease while turning axle in both directions in order to push out all the old grease.



NOTE Refer to “HYD STEERING TANDEM” in Parts Section for location.

4. **Empty unit completely.**
5. Cycle and apply never seize to shaft that goes through pillow block bearing on top of upper vertical auger.
6. Clean exterior and interior of unit thoroughly with a high pressure washer.
7. Drain unit completely. Open all drain plugs and or doors.
8. Wipe a thick coat of grease on all cylinder rods before storing unit or lower suspension.
9. Proceed to a complete lubrication of the unit.
10. Store inside out of the weather.
11. Check for any hydraulic oil or any oil that may be leaking out. **(Repair or replace as needed)**



WARNING

Torque lug nuts to 420 ft/lbs.
Tighten lug nuts before each day's use for the first 5 days.

Steering Lubrication Independent Cross Axle

There is one (1) grease fitting located on each kingpin if unit has no grease fitting it has poly bushing and requires no grease.

There is one (1) grease fitting located at each end of the tie rod.

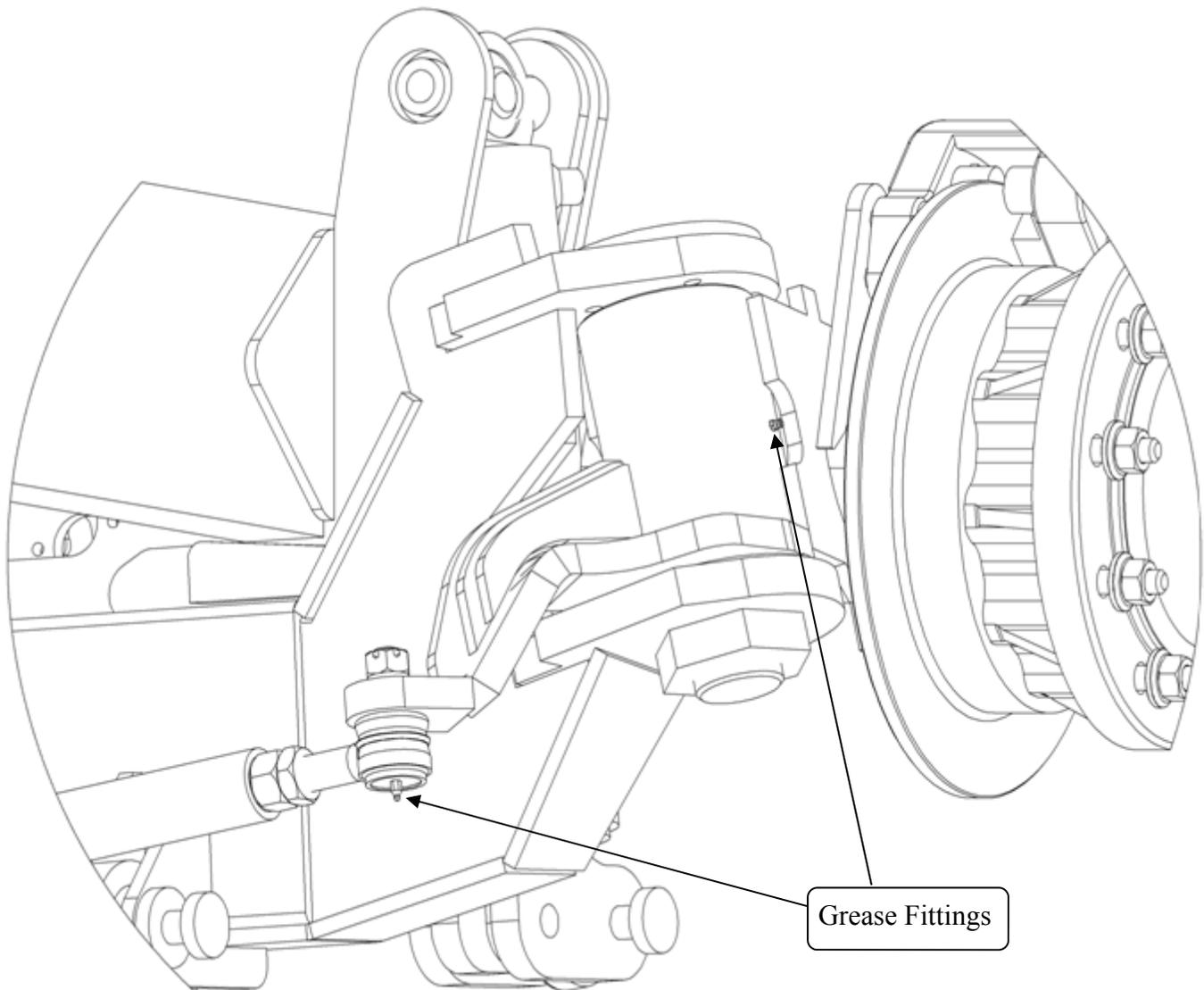
To grease the hinge kingpins, it is best to have the wheels steering straight one time, to the left the next time and finally to the right. This process insures that grease is getting to all areas of the kingpin.

Grease each location until new grease can be seen being pushed out.

The kingpin and tie rod requires grease daily the unit is in operation.

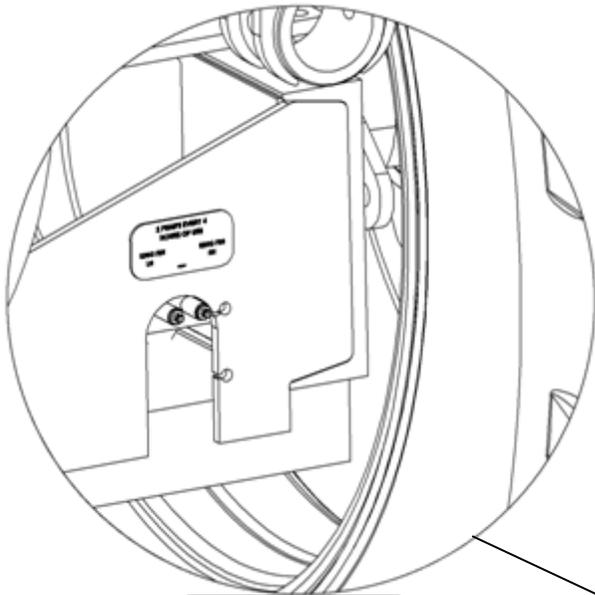
Proper steering is dependent upon adequate greasing.

When conditions are dry and dusty, the kingpins and tie rods will require grease more often.

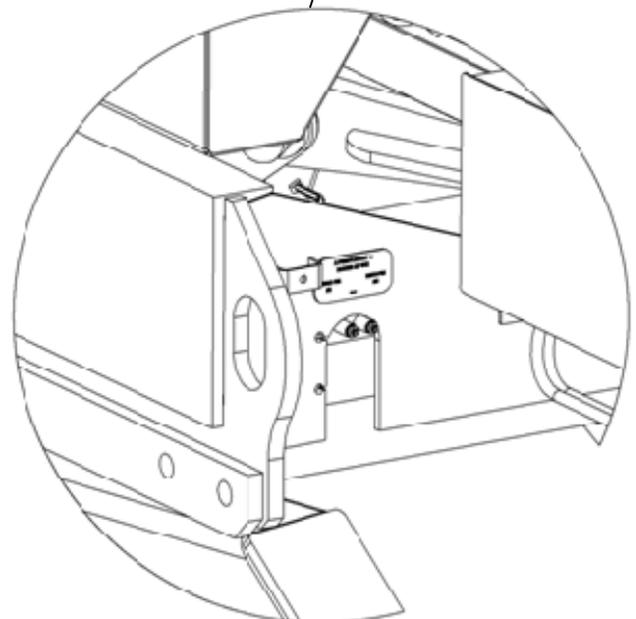
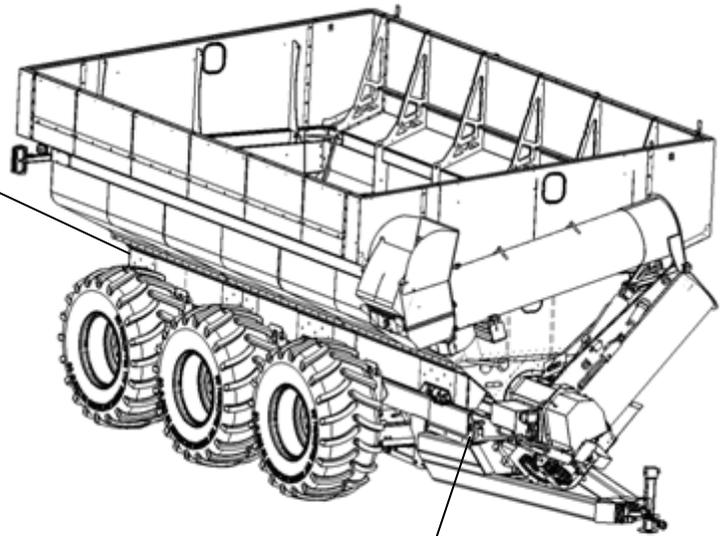


NOTE Grease thoroughly after pressure washing near kingpins.

Steering Lubrication Independent Cross Axle Grease Locations



Right Rear of Unit



Hub

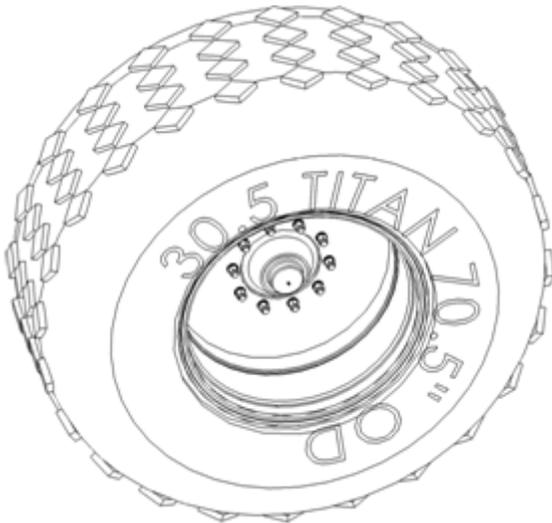
Check and pack wheel hub bearings seasonally with an EP2 Grease.

The inside of hub is filled about 75% with grease, leaving an air space to allow for expansion from heat. On all assemblies we tighten the nut with a wrench until the hub doesn't rotate freely by one hand (while tightening turn the hub the opposite direction of the nut), back the nut off 1/2 round and retighten the nut to the next closest slot. NOTE - The washer must be lubricated prior to assembly. If the nut is loose at this next slot, remove the nut and try using another nut. The hub should rotate with one hand, the radial momentum will keep the hub rotating for a partial round (1/8-1/4 turn) after letting go with the hand depending on speed of rotation. This should give the desired preload. Ensure that the wrench does not drag against the hub while tightening.

Check preload after 5-10 hours use.

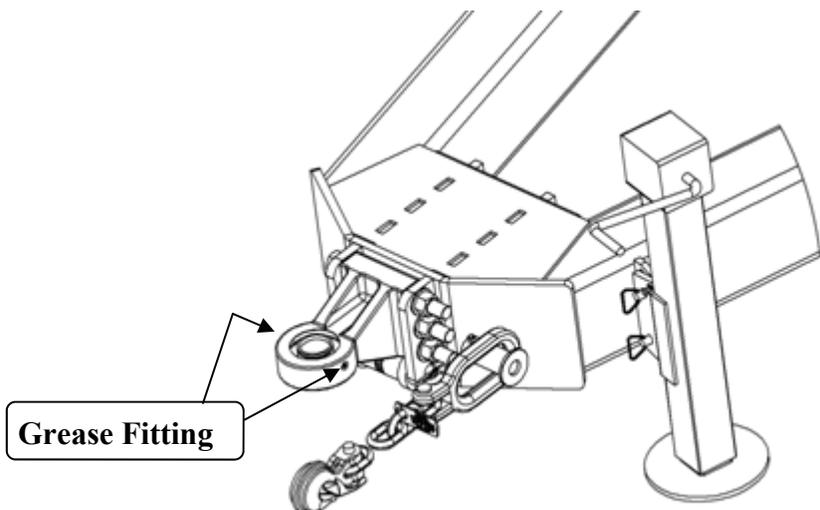
Remove and check all bearings annually (assembly and preload instructions above).

This applies to all assemblies prior to having wheels mounted on them.



Hitch

The grease fittings are located on each side of the Bull Pull hitch. These should be greased every day under normal conditions.



Automatic Chain Oiler

Fill oiler reservoir with chain oil. See Oiler Viscosity Chart below. Remove clear oiler hoses from brushes by depressing retainer clips and pulling on hoses. Press trigger for auger clutch and check for oil flow at the brushes. **Make sure to have hoses pointed away from your body.** Wait two to three seconds and repeat until oil flow is present.

TO ADJUST THE LUBE MINDER PUMP FOR PROPER OIL OUTPUT

IMPORTANT - USE TWO WRENCHES

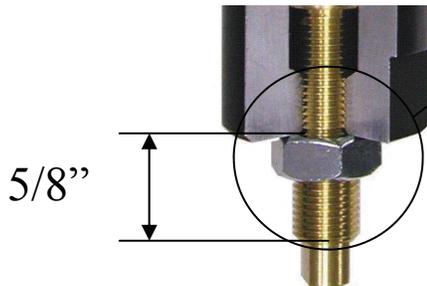
- A. One on the bottom flat part of pump
- B. The other on the brass threaded screw

1. First, loosen the jam nut on the bottom of the oiler and
2. For Less Oil – Turn Screw up
3. For More Oil – Turn Screw down

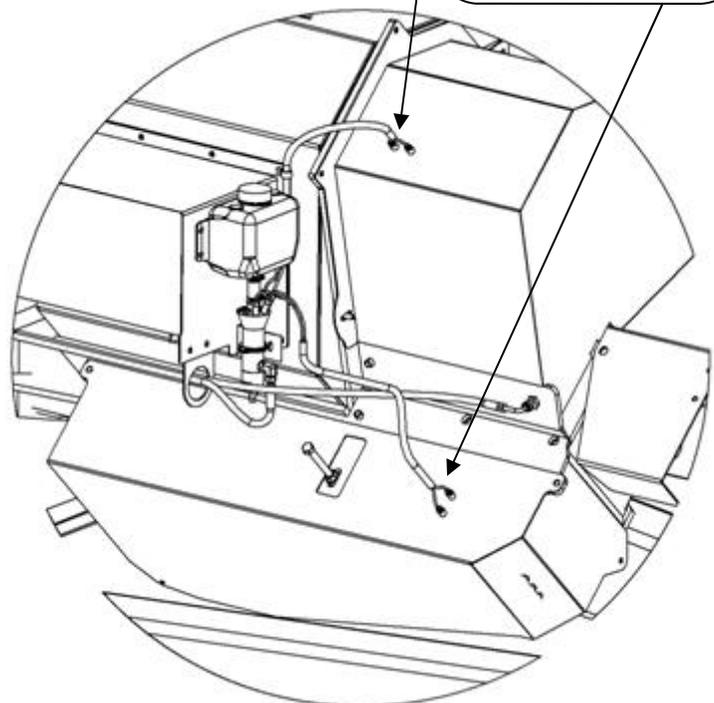
Note: Do not exceed 15 turns in any one direction!



Turning Screw up gives less oil



Remove Oiler Hoses to view oil flow always keep pointed at ground for safety

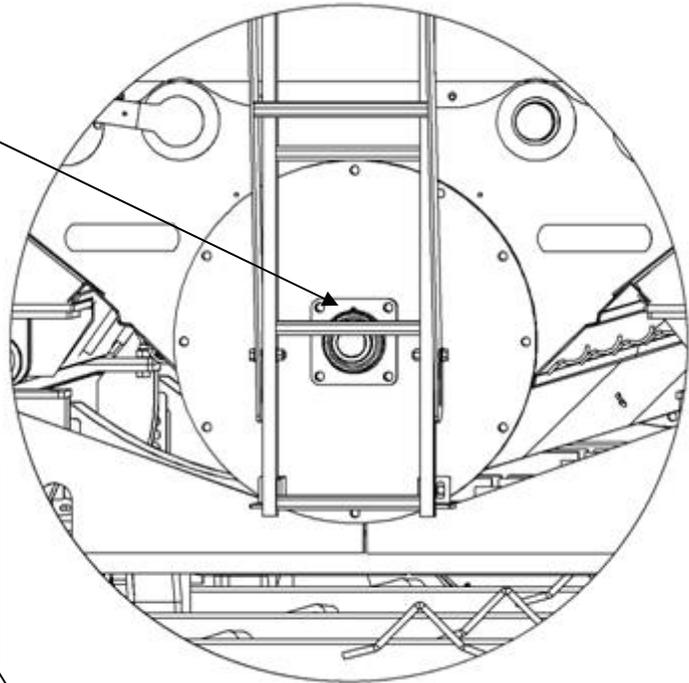


Oiler Viscosity Chart

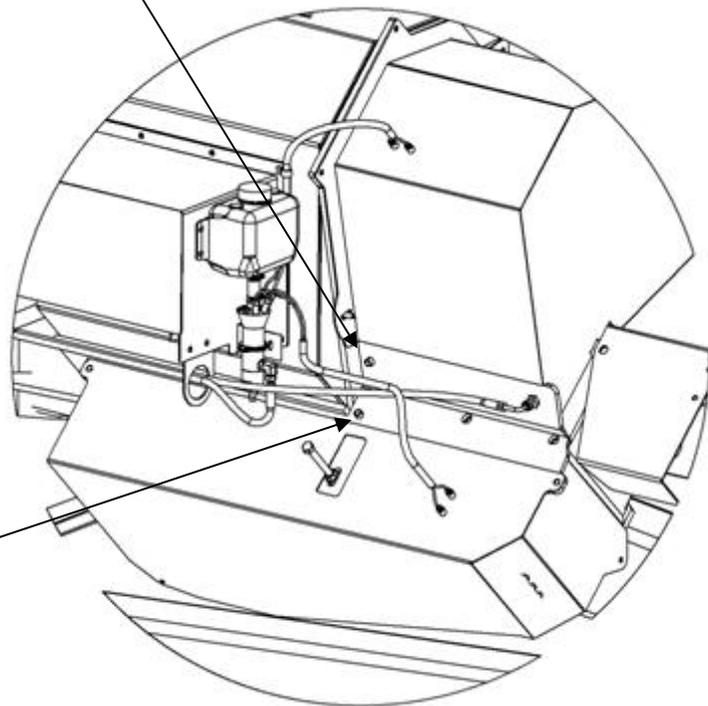
Temperature Range	Oil Viscosity
20-40° F	SAE 20
40-100° F	SAE 30
100-120° F	SAE 40
120-140° F	SAE 50

Horizontal Auger

The bearing located at the rear end of the horizontal auger should get 1 to 2 careful pumps of grease every 2 days of constant use.



The bearing at the front end of the horizontal auger has a grease line and fitting that permits greasing externally. This location should get 1 to 2 careful pumps of grease every day of constant use.



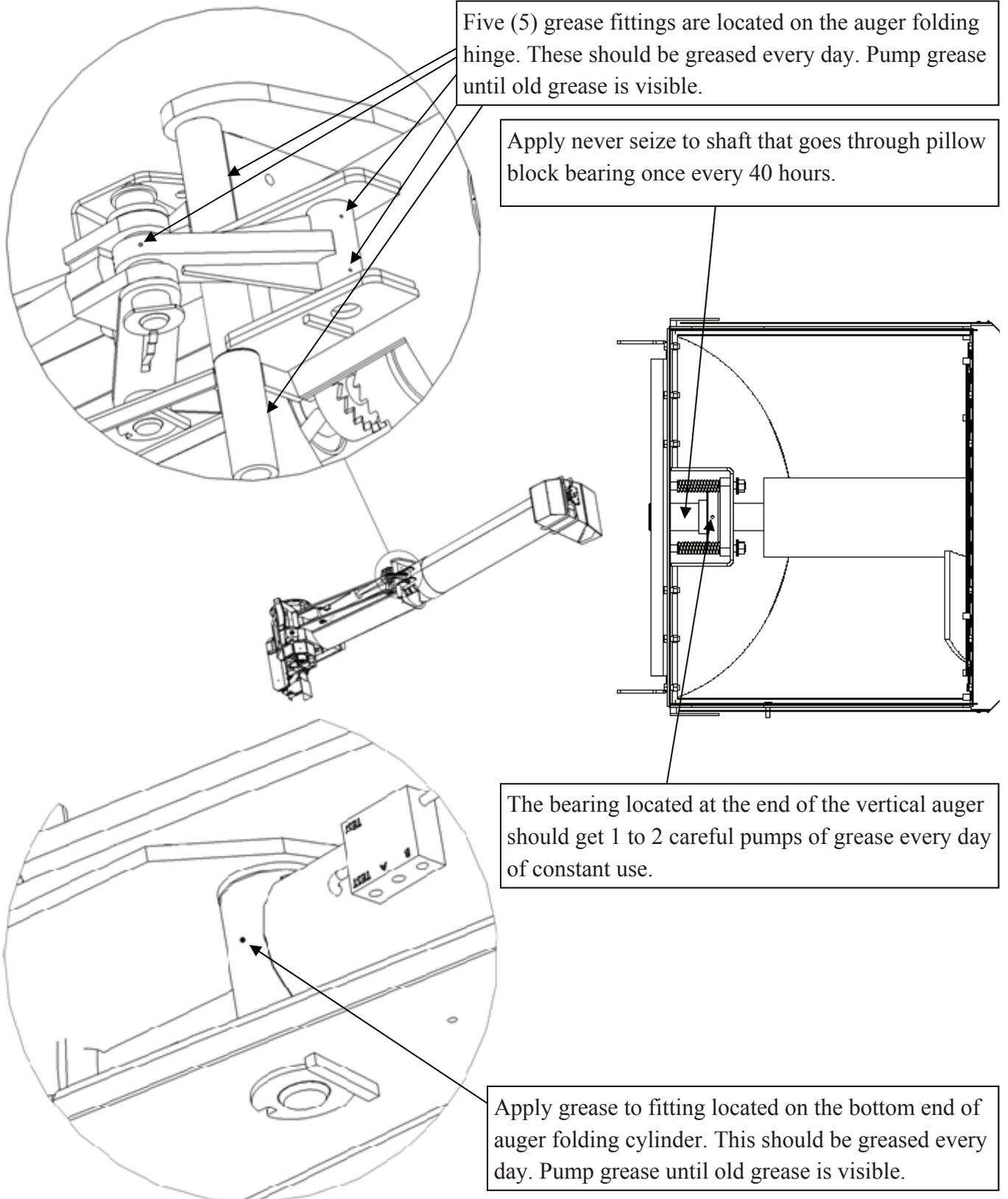
The bearing at the bottom end of the vertical auger has a grease line and fitting that permits greasing externally. This location should get 1 to 2 careful pumps of grease every day of constant use.



CAUTION

Excessive pressure while applying grease can be harmful to the bearing seals.

Vertical Auger



Five (5) grease fittings are located on the auger folding hinge. These should be greased every day. Pump grease until old grease is visible.

Apply never seize to shaft that goes through pillow block bearing once every 40 hours.

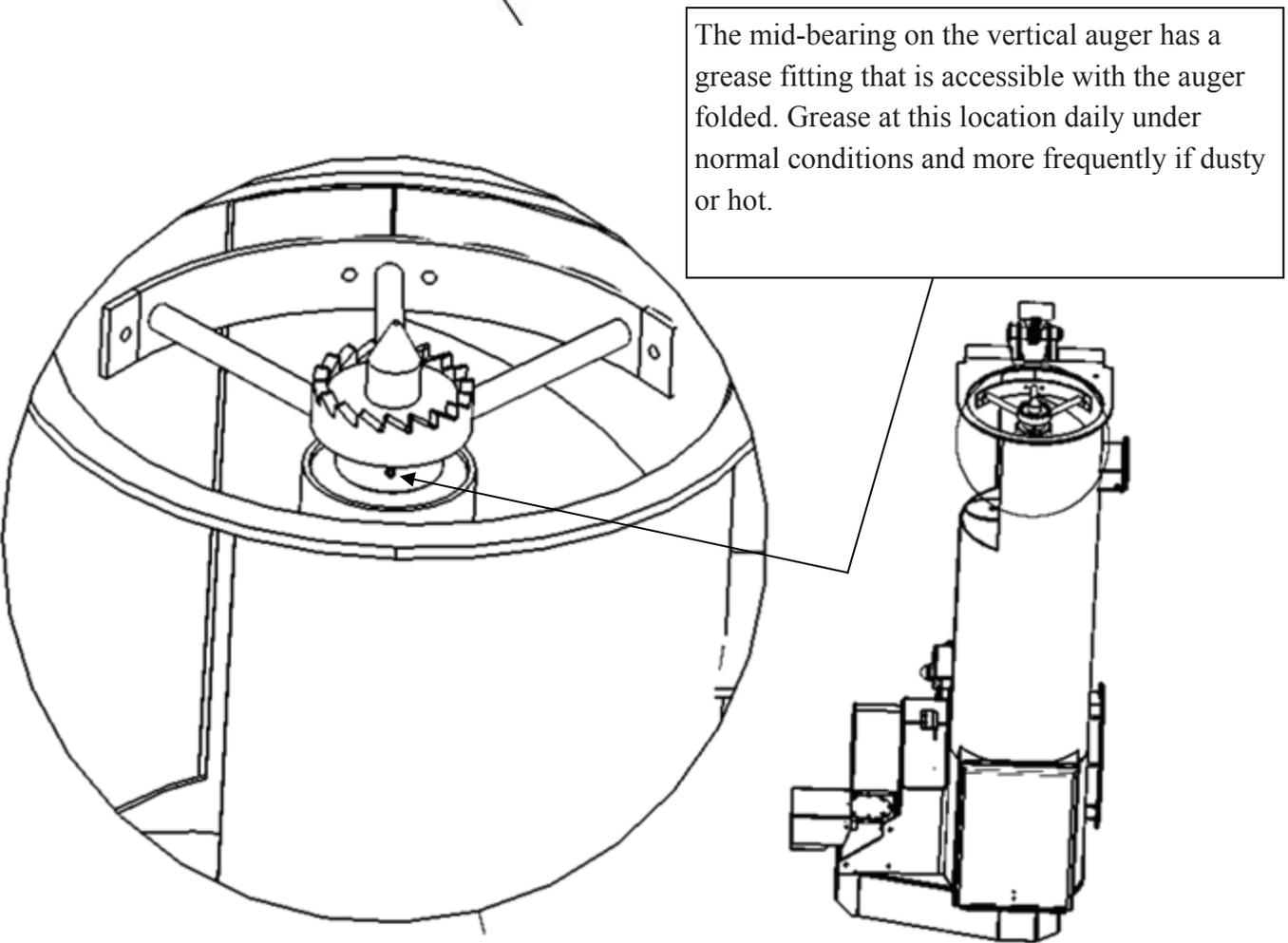
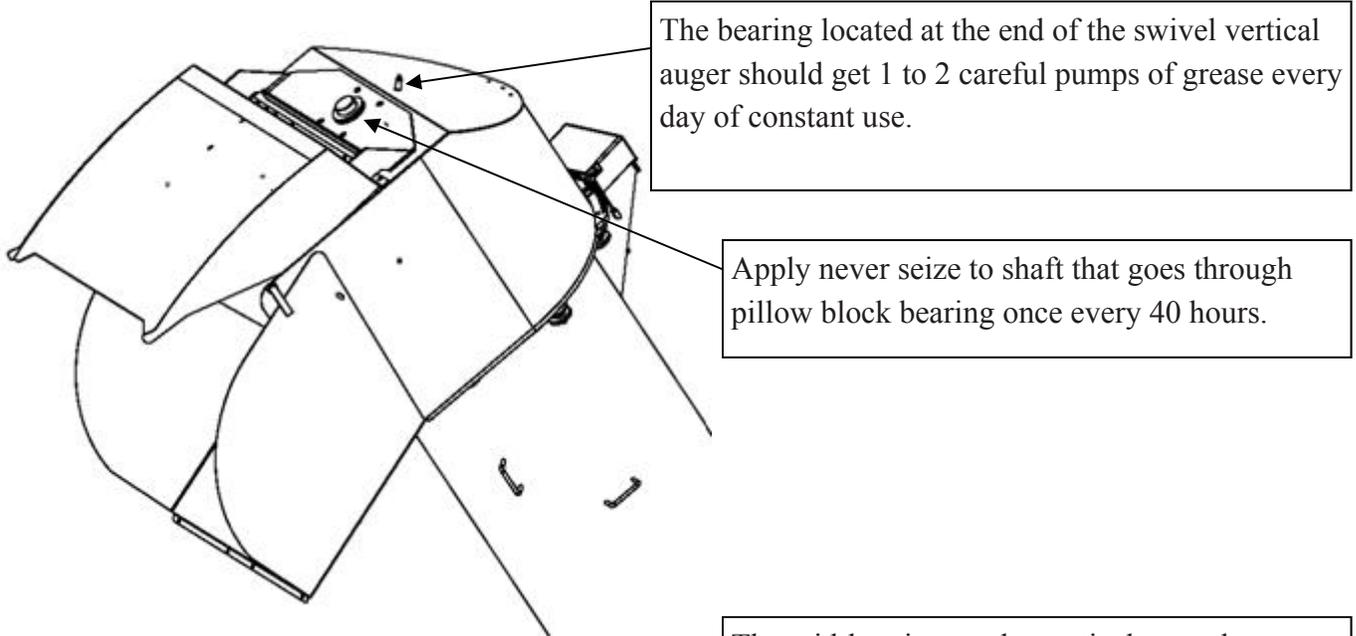
The bearing located at the end of the vertical auger should get 1 to 2 careful pumps of grease every day of constant use.

Apply grease to fitting located on the bottom end of auger folding cylinder. This should be greased every day. Pump grease until old grease is visible.



Excessive pressure while applying grease can be harmful to the

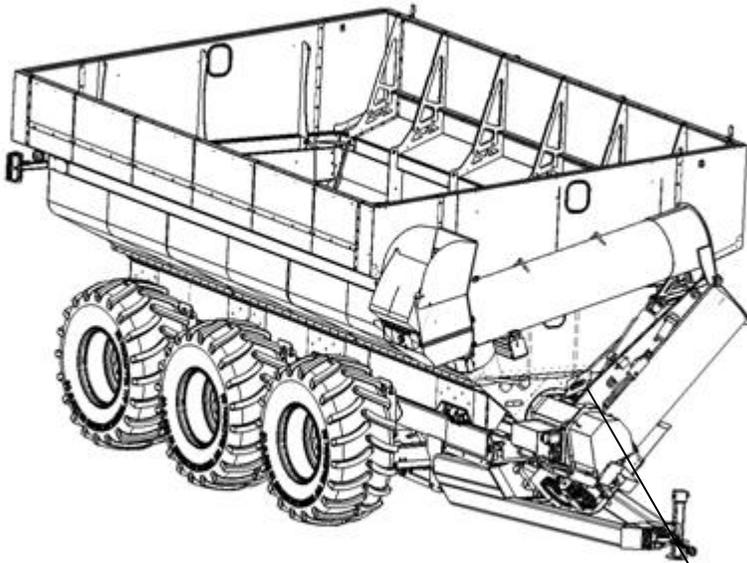
Vertical Auger Continued



CAUTION

Excessive pressure while applying grease can be harmful to the bearing seals.

Vertical Auger Grease Location



Gearbox



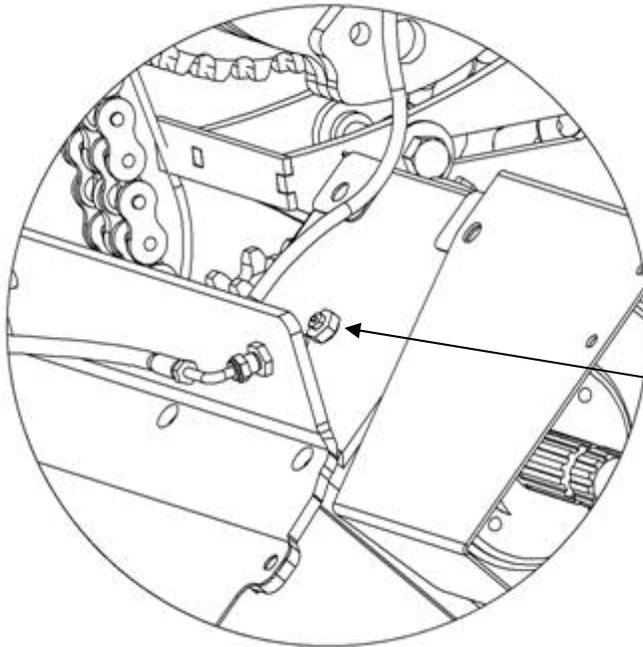
NOTE

A small amount of moisture in the gearbox is common due to condensation when the warm gearbox is cooled. If this occurs, change the gearbox oil and continue to inspect it frequently. Regular changing of oil will minimize chance for failure and the need for repairs.

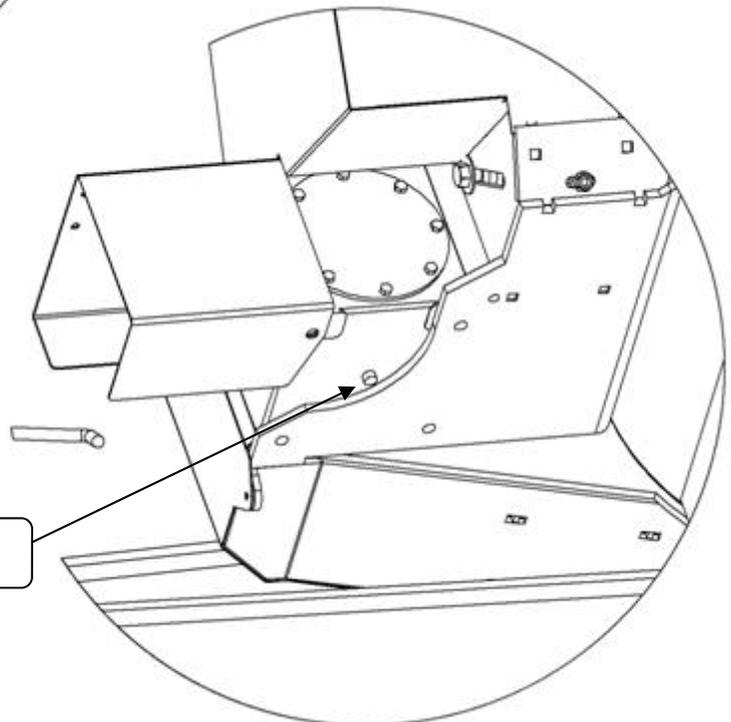


NOTE

Fill gearbox with 80W90 oil.



Gearbox Fill Port



Gearbox Oil Level Check Port

1) Trouble with steering of rear axles on Tandem or front and rear of Tridem models.

- A) Ensure the hydraulic lines are connected to tractor.
- B) Grease the kingpin assemblies two (2) grease fittings on both sides in the straight position and in the turned position. This kingpin assembly must be greased daily in order for the steering system to function properly.
- C) Make sure straight steer function isn't engaged on joystick.
- D) If the system is still not steering properly, call Balzer's Service Department at 1-800-795-8551 Extension 134 or 0 for the operator.

2) Automatic chain oiler doesn't appear to let oil drain.

- A) Pump may need to be primed.

TO PRIME THE LUBE MINDER PUMP AT START-UP

IMPORTANT: If oil does not cycle through pump you may have an air lock. To get rid of air lock, you need to:

- A. Remove plug
- B. Wait about 3 seconds for oil to come up to top
- C. Replace plug

Cycle Auger and verify oil is going through the lines.



- B) If this doesn't work, call Balzer's Service Department at 1-800-795-8551 Extension 134 or 0 for the operator.

3) Unload auger has abnormal vibration.

- A) Ensure the hydraulic fold cylinder is extended to the full stroke position. This is needed in order to lock the two halves together.
- B) May require the clevis on the high end of the hydraulic cylinder to be adjusted to ensure the system is being locked when the cylinder is in the full stroke position.
- C) Ensure the drive train tensioner has been properly adjusted to take the slack out of the chain.
- D) If the vibration does not stop, call Balzer's Service Department at 1-800-795-8551 Extension 134 or 0 for the operator.



NOTE

“Grain Door Timing” The front half should be further open than rear half. In most cases, each time the grain doors are closed, they will re-open evenly. If this is not occurring and is considered a problem contact Balzer for information and help solving the situation.

4) Trouble backing up with steering wheels going in the wrong direction (Note: This may occur in extreme conditions such as mud, ice and/or snow.)

- A) Make sure control block is supplied with oil and straight steer junction is engaged.
- B) System is still not steering properly, call Balzer's Service Department at 1-800-795-8551 Extension 134 or 0 for the operator.

5) When unfolding vertical upper auger to unload, it is slamming down hard.

- A) Unfold vertical upper auger all the way.
- B) There is a bleeder screw on the vertical upper auger on the rod end of the cylinder. Crack open the screw just a little to let the air bubbles out.
- C) Close bleed screw tightly.
- D) You might have to fold and unfold vertical upper auger a couple of times to push all the air out.
- E) If auger is still slamming down hard, call Balzer's Service Department at 1-800-795-8551 extension 134 or 0 for the operator.

6) Joystick will not work.

- A) Check and make sure that you have a minimum of 11 volts at all times.



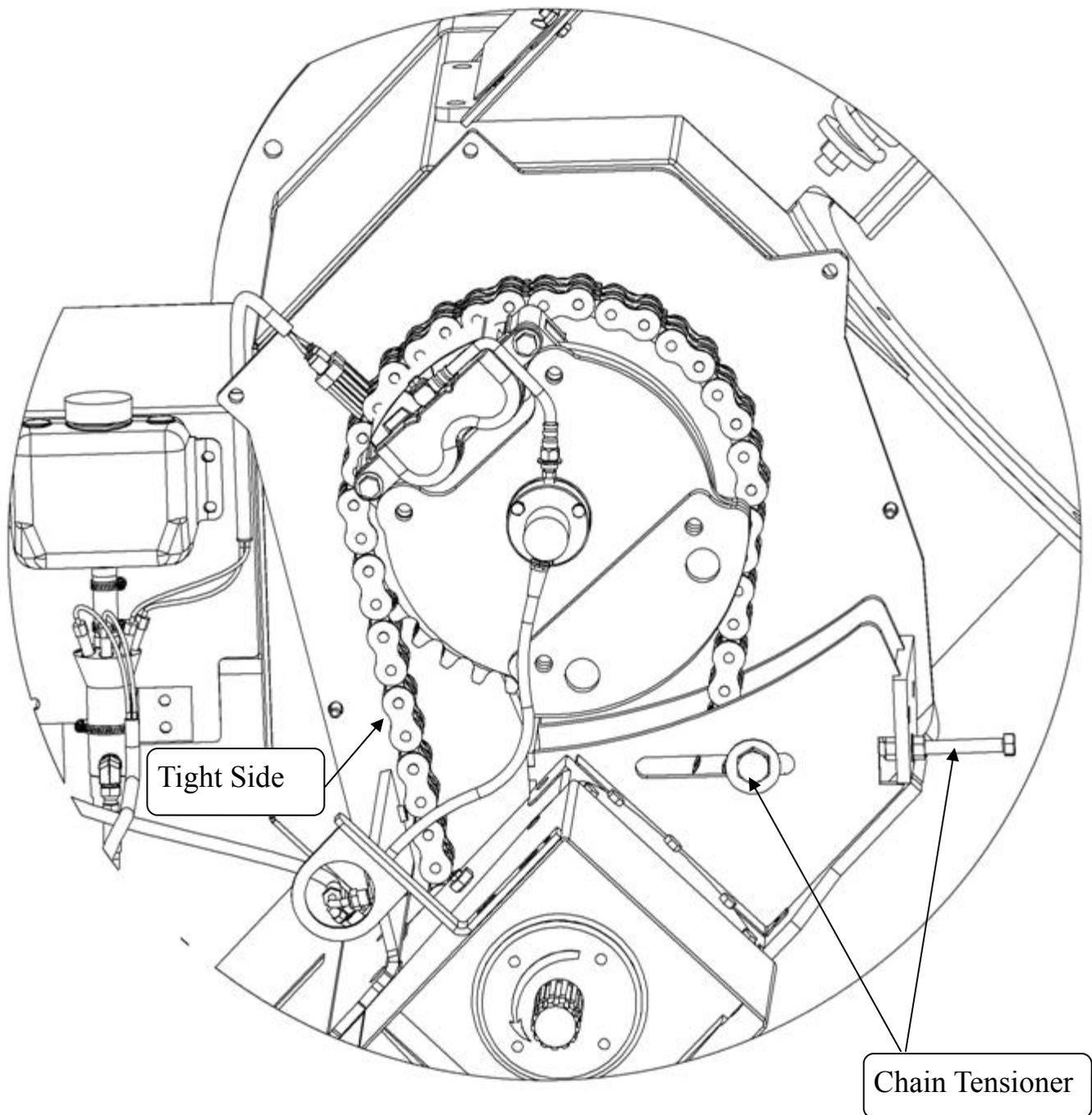
NOTE

Some tractors with a lot of electrical devices turned on at the same time may run a little low on voltage. Try turning off un-needed devices to obtain the minimum voltage level.

- B) If joystick is still not working, call Balzer's Service Department at 1-800-795-8551 extension 134 or 0 for the operator.

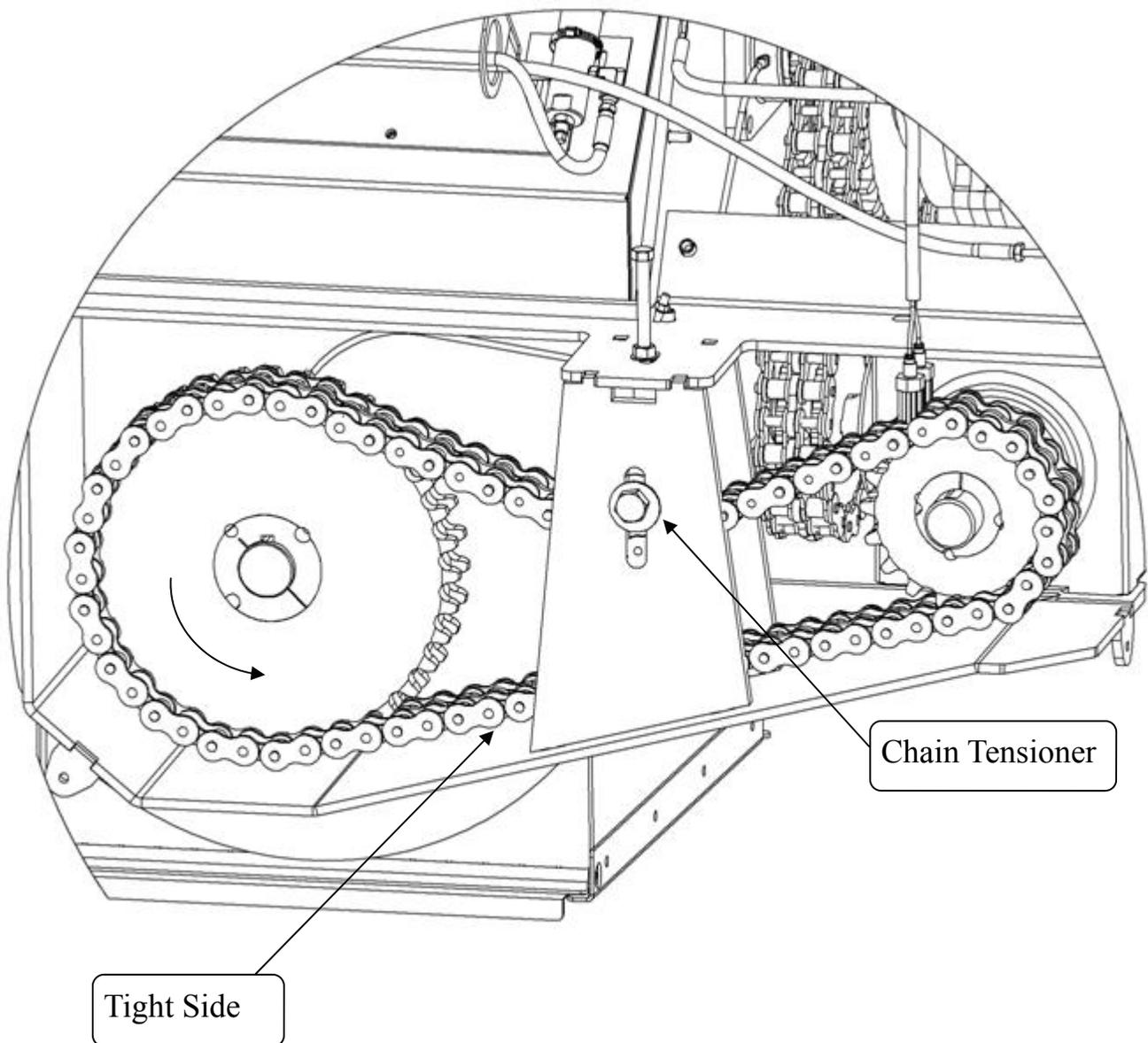
Horizontal Drive Service Information

For horizontal auger, adjust chain tensioner so that in tightest position there is a 1/2" - 13 mm deflection on the tight side of chain. Ensure all three sprockets are aligned to avoid premature wearing of the chain.



Vertical Drive Service Information

For vertical auger, adjust chain tensioner so that in tightest position there is a 1/2" - 13 mm deflection on the tight side of chain. Ensure all three sprockets are aligned to avoid premature wearing of the chain.



Vertical Auger Engagement Information



WARNING

Auger should be blocked between upper and lower vertical auger sections to prevent potential pinch hazard.

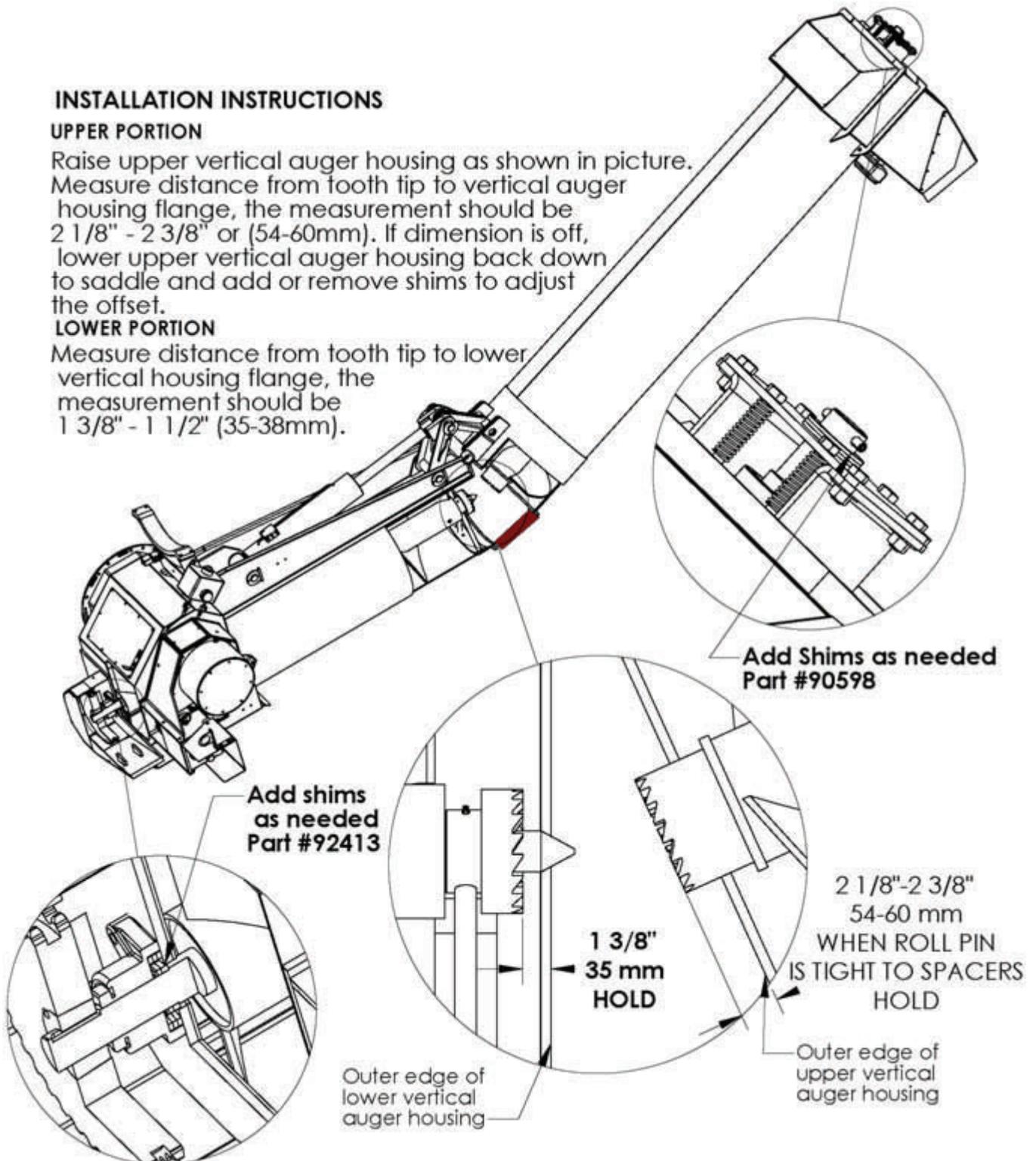
INSTALLATION INSTRUCTIONS

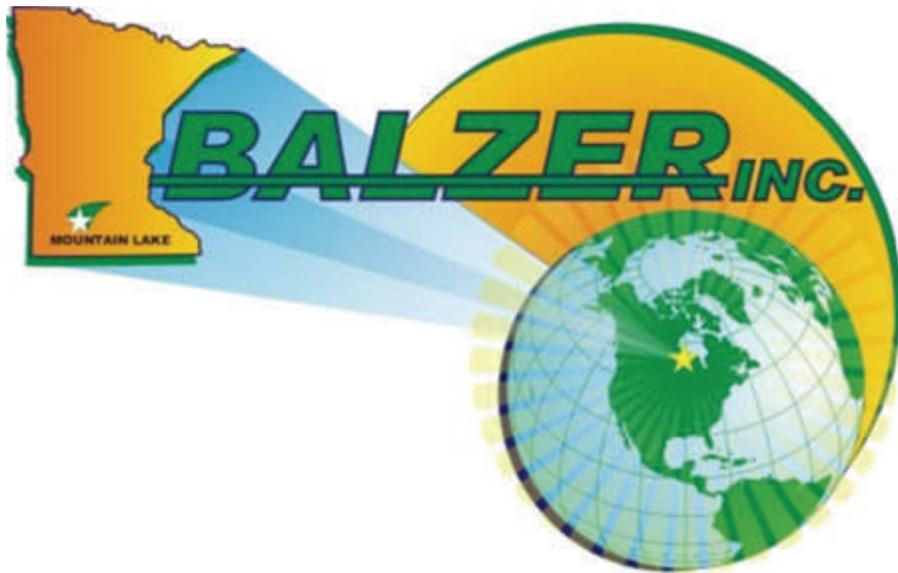
UPPER PORTION

Raise upper vertical auger housing as shown in picture. Measure distance from tooth tip to vertical auger housing flange, the measurement should be 2 1/8" - 2 3/8" or (54-60mm). If dimension is off, lower upper vertical auger housing back down to saddle and add or remove shims to adjust the offset.

LOWER PORTION

Measure distance from tooth tip to lower vertical housing flange, the measurement should be 1 3/8" - 1 1/2" (35-38mm).





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