

MULTIFEED WAGON

User Manual



PROUDLY MANUFACTURED BY COOMBRIDGE INDUSTRIES

Our products have a proven performance backed up by the company's commitment to design development and customer satisfaction.

MAINTENANCE

Daily Care

Job Type	Part	Details
Grease	Elevator	<ul style="list-style-type: none"> One nipple on the drive shaft bearing. Two remote grease lines connected to idler shaft.
	Floor	<ul style="list-style-type: none"> Four floor shaft bearings (2 at each end).
Check	General	<ul style="list-style-type: none"> Walk around the machine and check for damage, condition and inflation of tyres, loose bolts including wheel nuts and missing hubcaps.

Weekly Care

Job Type	Part	Details
Grease	Axle	<ul style="list-style-type: none"> Two grease nipples at each end of axle pin. Two remote grease lines. If necessary jack up axle pin to assist grease flow.
	Stub Axle	<ul style="list-style-type: none"> Grease nipple on each hub.
	Screw Jack	<ul style="list-style-type: none"> One nipple.
	Conveyor Shaft	<ul style="list-style-type: none"> Drive shaft has one grease nipple at end of shaft. The bearing in the galvanized motor box of the drive shaft has a grease nipple access from underneath. The idler shaft has grease nipples on each end.
Oil	Conveyor Chain	<ul style="list-style-type: none"> Oil conveyor chain regularly, especially before storage. Vegetable oil works best. Oil daily when feeding acidic feed types.
Check	Chain Tension	<ul style="list-style-type: none"> Elevator: The elevator bars must touch and put pressure on the center guides. If the tensioner spring is not pumping when operating then it needs to be tightened. Do not over-tighten the spring loaded tension guides must retain their full range of movement. Floor: The chain must touch all of the six underbody guide pads with a sag between pads of approximately 50 mm. Quick check horizontal link of chain is level with bottom of RHS. Conveyor: Never over-tighten conveyor roller chains as they need to lift 100 mm off the floor in the center of the conveyor. Note: Failure to monitor and adjust will lead to serious mechanical damage and will void warranty.
	Tyre Pressure	<ul style="list-style-type: none"> Check tyre pressure. Refer to the Tyre Inflation section on page 12.
	Gearbox Oil	<ul style="list-style-type: none"> Check gearbox oil weekly. If necessary top up with S.A.E. 85w-140 gear oil.

MAINTENANCE

Yearly Care

Job Type	Part	Details
Oil	Gearbox	<ul style="list-style-type: none"> Replace gearbox oil with S.A.E. 85w-140. The elevator box requires approximately 1.5 litres and the floor box requires about 5 litres.
Check	Stub Axles	<ul style="list-style-type: none"> Rumble Test: Jack each wheel up and spin the wheel to check the wheel bearings. If they sound dry and rumble then you may need to change bearings and the seal. Check stub axle bolts are secured tightly. Check for play in the bearings. The castle nut may need to be tightened.
	Axle	<ul style="list-style-type: none"> Make sure all grease points accept grease. You may need to put a jack under the centre bushes to take the weight off and allow the grease to flow.
	Conveyor	<ul style="list-style-type: none"> Check rubber coupling in galvanized motor box. Disconnect motor hydraulics and pull chains towards you to make sure there is no resistance. If not running freely check bearings in each shaft. Oil chain with vegetable oil. If you are running out of adjustment you may need to take a link out of the chain. We can supply half links if it is not possible to get a full link out when you are out of adjustment. Adjust until you are able to lift the bars off the bed of the conveyor by about 100 mm near the centre of the conveyor.
	Teaser Bars	<ul style="list-style-type: none"> Check condition of sprockets. The tips must have a slight outwards kink and the two sprocket plates must be parallel. If the chain comes off the sprockets, it can close the gap between the two plates and not allow the vertical links of the chain to sit between the two plates. If you are running out of adjustment on the chains you may be able to take a link out of the chain. If you are to take a link out you must take a horizontal and vertical link out so you do not introduce a twist in the chain. Check for play in the idler shaft. There is a synthetic bush at each end of the shaft. String and long chop silage can wrap itself around the end on the shaft and work its way onto the bush. You can use a crowbar to check how much movement is in the bush. If you think the bush needs a closer inspection you will need to split the teaser bar chain and drop the shaft out. If there is no grease getting into the bush it is generally because it hasn't been greased regularly and silage has worked its way into the bush and blocked the hole, you will need to remove the shaft to clear the hole. NOTE: Exercise extreme care when splitting and removing teaser bar chains. Tie off the top bars to the top shaft so the chain cannot rotate and teaser spikes fall back on you.
	Floor Bars	<ul style="list-style-type: none"> As with the teaser bars, check the sprockets for clearance between plates and tip integrity. If you are running out of adjustment you may need to remove a link of chain (horizontal and vertical link). If any bars are bowed or bent, detach to straighten or replace them.
	Framework	<ul style="list-style-type: none"> Check the bodywork of the machine for any cracks.



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