



Agribuggy
1000



THE AGRIBUGGY 1000

LOW GROUND PRESSURE VEHICLE

OPERATOR INSTRUCTION MANUAL

MANUFACTURED BY:

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THIS MANUAL SHOULD BE KEPT WITH THE MACHINE AT ALL TIMES AND SHOULD BE READ BY ALL OPERATORS BEFORE USING, MAINTAINING OR REPAIRING THE MACHINE

After reading this manual and becoming acquainted with the Agribuggy it is recommended that you fill the sprayer with water only and have a trial run in a grass or stubble field. It is important that you get used to all aspects of operating the machine before applying chemicals.

The machine has been designed specifically for crop spraying and fertiliser spreading and therefore does not come within the scope of the Agriculture (Tractor Cabs) regulations. It should, therefore, not be used for any other purpose and should not be used for towing or be fitted with any other equipment unless approved by the manufacturer.

Issue 1 - 24/7/2004 - Applicable to machines manufactured from March 2004 (Build no 1 onwards)

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EC Declaration of conformity

Kellands Agricultural Limited
Brimpsfield Road,
Birdlip, Gloucestershire.
GL4 8JH

Type: AGRIBUGGY LOW GROUND PRESSURE VEHICLE

Model: AGRIBUGGY 1000

Build no.:

Serial no.:

Month/year of manufacture:

This is to certify that the above machine complies with the Supply of Machinery (Safety) Regulations 1992 (S.I. 1992/3073) as amended by (S.I. 1994/2063) and has been self-certified by the above named company.

Signed

Date

On behalf of Kellands Agricultural Limited



Safety Precautions

For your own and, more importantly, other peoples safety please read this section carefully and remember the points made.

1. The machine should only be used, maintained and repaired by people familiar with it and in doing so they should comply with the operating, maintenance and safety instructions in this manual.
2. The machine should not be driven at speeds in excess of 30 m.p.h. (50kph)
3. Maximum laden weight should not exceed 4.0 tonnes.
4. Keep all nuts & bolts tight.
5. Do not permit any person to ride on the machine other than the driver.
6. Stop engine and apply parking brake before leaving seat.
7. Great care should be exercised when operating on steep gradients to maintain proper stability.
8. Always keep machine in gear when going downhill. Ensure 1st gear is selected on steep hills.
9. Brakes should always be kept in proper operating condition.
10. Ensure speed is low enough for an emergency stop to be effective under all load conditions.
11. Ensure all guards, covers and access panels are fitted at all times.
12. Ensure engine is stopped and handbrake applied before carrying out adjustments or lubrication.
13. Engine must be stopped before connecting, disconnecting or making any adjustment to the hydraulic power take off.
14. Never start the engine other than from the driving position.
15. Select neutral and depress clutch & foot brake before starting engine.
16. The machine should be regularly maintained as per the maintenance schedule in this manual.
17. Before carrying out any repairs or welding on the Agribuggy, the sprayer or the spreader, remove all chemical and fertiliser residues with a pressure washer or steam cleaner together with a suitable detergent and brushing if necessary - Burning chemical fumes are extremely toxic - Ammonium Nitrate (e.g. Nitram) can be explosive. Chemical residues are extremely hazardous to anyone working on the machine.
18. Hose machine down regularly - do not allow dirt / fertilisers to build up on the engine, particularly ammonium nitrate - this can create a fire hazard!

NB If any factory or field repairs have to be carried out on a contaminated machine we reserve the right to either refuse to carry out the work or to charge for any necessary cleaning.

Agricultural chemicals can be very dangerous. Improper selection or use can seriously injure people, animals, plants, the soil or other property. Be safe: select the right chemical for the job. Handle it with care. Follow the instructions on the container label and instructions for the spraying equipment.

Operation - Driving controls

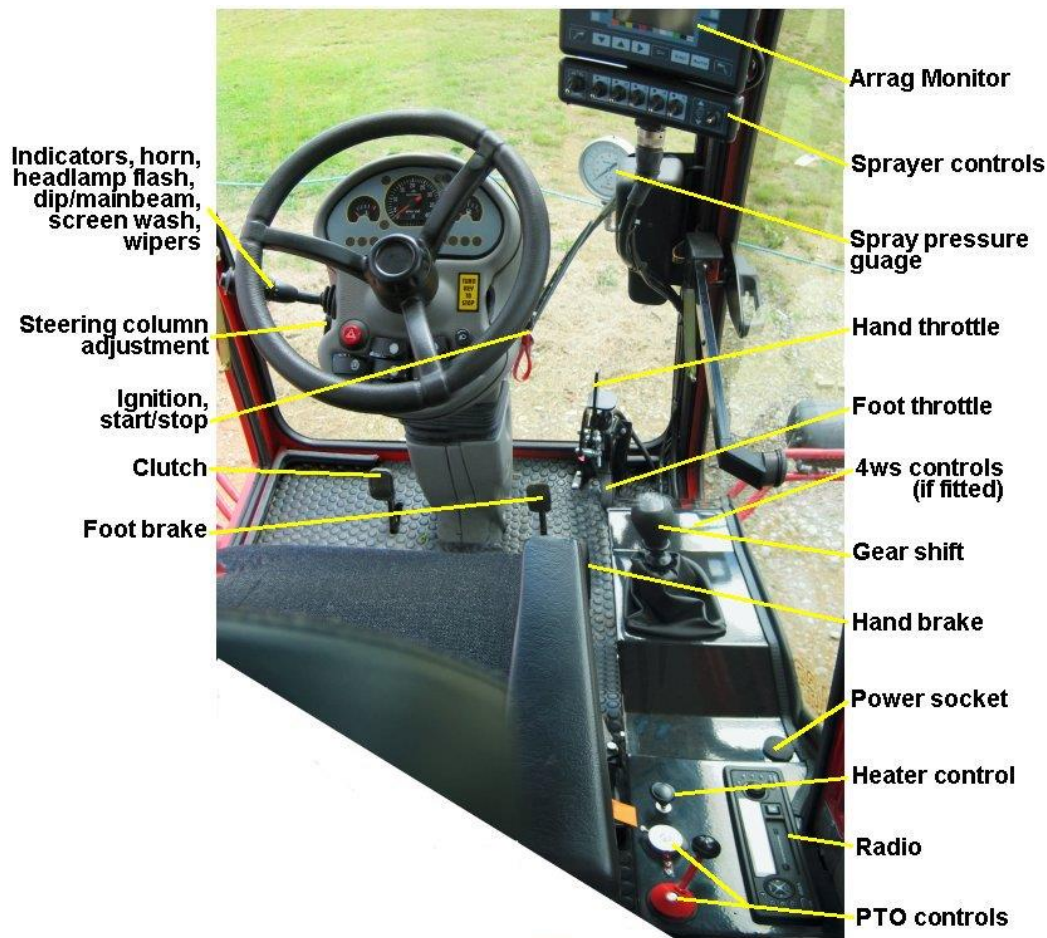
Running in

There are no strict running in rules for the Ford DLD diesel engine. However, do not treat it harshly during the first fifty hours running. Avoid consistently high speeds above 3000 rpm but do not let the engine labour. There should always be a positive response from the throttle. Select the right gear for the job. Be prepared to reduce your working speed if necessary. Check the instruments frequently and keep the coolant and oil filled to their recommended levels on a daily basis.

After the running in period speeds should be progressively increased up to maximum performance. **The engine should not be run continually above 3500 rpm and should never exceed 4000 rpm** or damage to the hydraulic system may result.

After completing the first 50 hours running, carry out the maintenance instructions summarised in the maintenance section of this manual.

Main Driving controls



Starting engine

1. Ensure PTO is disengaged, handbrake applied and gearshift is in neutral before starting.
2. Depress the brake and clutch, and turn the ignition switch fully clockwise to crank the engine. Release key when engine starts. If it doesn't start within 20 secs or starts and then stops, return the key to the off position, wait a few seconds and then repeat the above procedure.
3. Allow engine to idle for a few seconds to allow oil to reach the turbo-charger. Avoid high engine revs until the engine and hydraulic system have warmed up.

Stopping engine

Before stopping engine ensure vehicle has completely stopped and then apply handbrake..

Allow engine to slow idle for at least 10 seconds before stopping particularly if you have been running at high engine revs to avoid damage to the turbo-charger bearings. If the engine stalls at any point, try to restart immediately.

To stop engine turn the key anticlockwise.

Dashboard controls



Handbrake

Situated at the right hand side of the operators seat. This should not be applied, other than in an emergency, whilst the vehicle is in motion or transmission damage may result.

The brake operates on the front drive shaft which may result in a slight movement of the vehicle after it is applied.

Power steering

When turning do not hold the steering tight on full lock as this will cause the relief valve to blow off and the hydraulic system to overheat. Do not turn the steering whilst the Agribuggy is stationary particularly when on hard surfaces. This causes unnecessary, excessive pressures in the steering system especially when wide tyres are fitted.

For information on the optional four wheel steering system please see appendix 1 towards the rear of this manual.

To adjust the steering wheel position slacken the lever on the left hand side of the column and move the wheel backwards and forwards and up/down until you find the most comfortable driving position and then re-lock by turning the lever clockwise. Do not adjust whilst driving!

Operation - Transmission

Throttle

The Agribuggy is normally fitted with a hand throttle inside the cab above the throttle pedal. It is not possible to use a hand throttle for field use due to type of fuel pump fitted to the engine.

Due to the design of the fuel pump governing system you will find that you have to "drive" the Agribuggy with the foot throttle. Try to anticipate tough spots and be ready to respond with relatively large movements of the throttle to avoid the engine losing speed. With a little practice you will find a constant speed can quite easily be maintained.

The hand throttle is fitted to enable the PTO speed to be held at the required speed when stationary for self-filling the sprayer.

Ensure that the hand throttle is returned to the tick-over position immediately after use. Do not leave the machine unattended when the engine is running.

Hand throttle



The transmission

The Agribuggy is fitted with a five speed synchromesh gearbox. A central, torque biasing differential in the gearbox distributes power to both front and rear axles, providing permanent four wheel drive.

To select reverse gear the spring loaded safety catch on the top of the lever should be raised first.



Gear shift



Reverse safety lock

Braking system

As a safety precaution, the hydraulic braking system operates through dual circuits. If one circuit should fail, the other will continue to function, but increased pedal travel and longer stopping distances will be experienced.

A warning light on the dashboard (see page 9) will warn you of low brake fluid.

The braking system is hydraulic servo assisted when the engine is running. An accumulator is fitted to maintain braking pressure in an emergency when the engine is stopped. The accumulator will supply enough oil pressure for approximately 10 pumps of the brake pedal. Without this assistance greater braking effort is necessary to safely control the vehicle, resulting in longer stopping distances.

A warning light on the dashboard (see page 9) will warn you of low brake accumulator pressure. If the warning light comes on when you first start up you should pump the pedal a few times to charge the accumulator. If the light comes on during operation you should stop immediately to investigate the cause. The warning light and accumulator system can be tested by continually pumping the brake pedal with the engine stopped. After approx 10 pumps the warning light should come on and after a few further pumps you will feel the pedal becoming harder to press.

Always observe the following precautions:

- Never allow the vehicle to freewheel with the engine turned off (the steering will also be affected)
- Take particular care if the vehicle is being towed
- If the engine should stop for any reason whilst the vehicle is in motion, bring the vehicle to a halt as quickly as traffic conditions allow.
- Be prepared to use the handbrake as well as the footbrake in an emergency.

Remember! regular servicing is vital to ensure that the brake pads are examined for wear (especially when working in wet/muddy conditions) and changed periodically to ensure long term safety and optimum performance. When new brake pads have been fitted you should allow a period of time for them to "bed in" before optimum braking is achieved.

Drivers seat



Operating – Spray monitor / Hydraulic PTO

Arrag Bravo 3000 Monitor

PTO speed / shaft speed / ground speed - These functions are all displayed on the Arrag Bravo 3000 monitor please see the separate manual for set-up and operating instructions.

Instrumentation

The remaining instruments and warning lights on the steering column that have not already been mentioned are self-explanatory (see page 9). Should any of the warning lights illuminate whilst the machine is running **it must be stopped immediately and the cause investigated.**

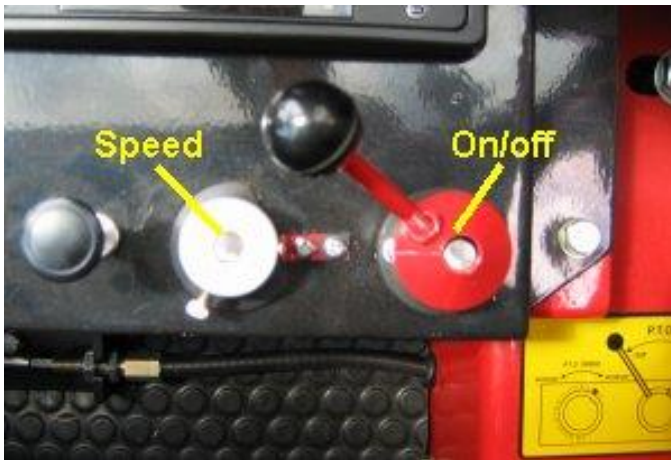
Hydraulic PTO system

Safety

- **Ensure PTO is disengaged before starting engine.**
- **The engine MUST be switched off before connecting the PTO or making adjustments.**

Operation

The PTO is hydraulically driven, is fully independent and may therefore be engaged at any time providing the engine revs are not too high. The PTO controls are situated to the right of the seat and behind the gear lever. To engage the PTO move the control lever to the left(as shown).



Setting PTO speed

The hydraulic pump is geared so that 540 r.p.m. on the PTO is reached at a minimum engine speed of approx 2100 rpm. To set the PTO for 540, or indeed any other required speed, increase the engine speed to approx. 2300 rpm and adjust the speed with the knob adjacent to PTO control lever. The actual PTO speed can be read off the display of the Arrag monitor (see appropriate manual). Turning the knob anti-clockwise will increase the speed and clockwise will decrease the speed.

Once the speed is set, if the engine rpm is increased there will not be a significant increase in PTO speed. The PTO speed should never exceed 600 rpm For most spraying operations you will find it is not necessary to always run the PTO at 540 rpm. Lower PTO speeds result in reduced wear and tear in the spray pump and hydraulic system, a lower engine power requirement and can help to prevent foaming in the spray tank.

If the sprayer is fitted with a high capacity spray pump e.g. 4, 5 or 6 cyl. the PTO speed should be set as low as possible whilst spraying. Speeds in the order of 350 rpm for a 6 cyl. pump and 450 rpm for a 4 cyl. pump are normally more than adequate to achieve working pressure with excess flow left for agitation. Higher speeds may result in overheating of the hydraulic system. The PTO speed can then be increased to 540 after each load for quick-filling if required.

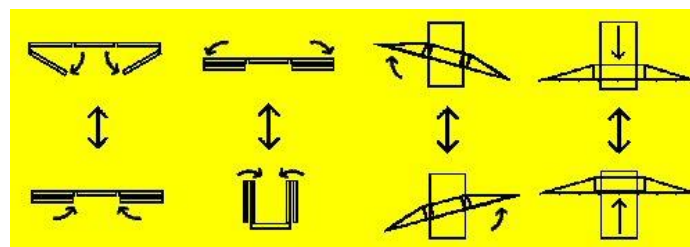
It is important to ensure that sprayer filters are kept clean and self-cleaning filters are working correctly at all times. Failure to do so will result in loss of PTO speed and overheating of the hydraulic system.

Spool valves

The Hydraulic spool valves are operated by the levers to the left of the seat. The decals behind the levers indicate the normal control functions for spray boom folding. There are normally 4 fitted as standard which can be any combination of single and double acting spools. A double acting spool can be safely used to operate a single acting service if required.

The hydraulic system/spool valve(s) fitted are only designed for intermittent operation of hydraulic cylinders and **should not be used to power motors or other hydraulic circuits**. Maximum pressure at the spools is approx. 1850 psi (125bar) Please consult the manufacturer if you require higher pressures or if wish to use them for any other purpose. **DO NOT ADJUST WITHOUT FURTHER ADVICE OR FATAL ENGINE DAMAGE MAY RESULT!**

Please ensure that all couplings are clean before connecting hoses and that any couplings that are not in use are protected with plugs / caps. Ingress of dirt into the hydraulic system can lead to premature wear and possible failure of major components.



Outer fold

Inner fold

Tilt

Height

Air Conditioning / ventilation

The air conditioning unit is integrated into the ventilation system in the near side of the cab. The unit will cool or heat the air which is drawn in to the cab through a carbon filter. A proportion of the air is re-circulated within the cab to improve the air conditioning efficiency. **When applying chemicals it is important that doors and windows are kept shut to ensure that it is kept positively pressurised to keep dust and vapours out.**

Operating - Cab ventilation

Operation

To operate the fan, turn the LH switch in the panel clockwise until you find the most preferred of the three speeds. The adjustable vents in the console can be directed to wherever you require the air.

To reduce the temperature of the air, turn the RH switch clockwise until the cab temperature is reduced as required. For maximum efficiency the heater control should be pushed fully in. Always keep the cab door and rear window closed to keep the cab cool.

To increase the temperature of the air pull the heater control upwards and the chiller control anti-clockwise.

Demisting

In damp conditions the heater control can be used in conjunction with the chiller to dehumidify the air entering the cab - to demist quickly turn both controls fully clockwise and pull the heater control fully upwards. For demisting on cool damp days turn the chiller control to the minimum setting, the heater to maximum and the fan to the second speed.



Air conditioning console

Emergency exit

In the case of an emergency where the main door can't be opened, the offside door or rear sliding windows can be used.



Row crop work.

Only row crop wheels recommended by the manufacturer should be fitted to the Agribuggy. Fitting any other wheels will invalidate the warranty and could make the machine un-safe!

Wheel track should not exceed 72" without consulting the manufacturer. The top road speed is increased significantly when row-crops are fitted, however, **a top speed of 30 m.p.h. (50 kph) should still NOT be exceeded. Speeds over 20 mph (32 kph) should only be used if the tyres fitted are suitable.**

Please read notes on steering stop adjustment if you are fitting row crops on a Agribuggy with a wheel track of less than 68". The stops may have to be altered to maintain adequate wheel/cab clearances. It is also advisable to service the brakes as a matter of course before fitting row crop wheels in the Spring.

It is recommended that the front crop deflector and underbelly crop sheet be fitted when working in tall crops particularly as harvest approaches. This not only reduces crop damage but also protects the underside of the machine and stops the crop being pulled into the drive belts, shafts and alternator etc.

Field Operation

The optimum working speed of the Agribuggy in reasonable conditions is 6-9 mph. (10-14 kph) This speed is normally achieved in second gear for 7.5 mph (12 kph). If conditions are good, you may be able to travel in third gear as long as the engine is not labouring.

Try to keep between 1800 and 2800 rpm. Slow down and select a lower gear if necessary.

High engine revs will result in higher engine temperatures and fuel consumption.

The suspension of the Agribuggy gives it a relatively smooth ride compared with a tractor, however, it should still be driven with care and respect especially over rough ground.

Should you get badly "bogged down" when working in wet conditions, ensure that mud has not been forced up into the crankshaft pulley / drive belt area. If it has, then thoroughly clean the area and check that the camshaft drive belt cover has not been damaged and that mud has not got inside the cover. Please seek advice immediately, from Kellands Agricultural, if it has.

Field planning.

Try to plan your field before you start work. You will soon find out what the Agribuggy is capable of. If a field has any particularly wet areas or steep banks, plan the field so that your load is reduced before you reach them. If it has a very steep hill in it, it is advisable to reduce your working speed to 6 mph to do the whole field. 1st and 2nd gear can then be used. When spraying at relatively high speeds, it is very important that your working speed is maintained to avoid over or under dosing. For this reason it is important that two 12 metre bouts are sprayed around the headland before spraying the rest of the field. When spraying the rest of the field maintain your speed as you travel onto the headland and do not start to turn until the sprayer is switched off. After turning, straighten up, and aim to get up to your target speed before switching back on.

When spraying with a wide boom do not change direction suddenly particularly when in 4WS mode or severe under/over dosing will occur as well as passing high shock loads on to the spray boom. Use 2WS mode whilst spraying down the field and try to turn as smoothly as possible at the ends.

Operating - Speed / fertiliser spreading

Potatoes.

When spraying potatoes with row crop wheels fitted it is most important that care is taken when turning. If a dummy headland is left between the field rows and the headland rows you may find it necessary to shunt when turning to avoid crossing over the headland rows. Go as slow as possible (bottom gear) if turning over the rows is unavoidable to ensure unnecessary strain on the machine is kept to a minimum.

Sugar Beet.

When spraying sugar beet you will find it best to look forwards and drive by the centre of the machine rather than trying to look down at the wheels. Fit a centre marker on the bonnet if necessary. For low-dose/high pressure spraying forward speed should not exceed 6 mph (10 kph).

Choice of jets.

We recommend the use of 110 degree fan nozzles for general high speed spraying. These will give better coverage than 80 degree jets with a more appropriate droplet size. Twin outlet or twin jet caps will give even better coverage. However, you should always check on your chemical container for recommendations regarding forward speed, pressure, spray quality and water rates before choosing which nozzles to use.

Forward speed

Most spraying operations can be carried out at 7.5 mph (12 kph), however the following points should be taken into consideration: The spray boom should ride evenly and should not bounce and yaw about - an unstable boom is one of the main causes of uneven application. If the crop is particularly dense or tall and good penetration is essential reduce your speed to 6 mph (10 kph). Also remember that, increasing pressure does not increase penetration - It simply increases the number of smaller droplets which will settle on the upper leaves or blow away. If conditions are particularly rough, even if the boom is stable, it may pay to reduce speed for the sake of the machine.

Fertiliser spreading.

Lely Centreliner spreaders.

Ensure there is a sheet fitted across the front of the spreader to avoid fertiliser being thrown forwards onto the machine. This is most important and a better sheet than the one supplied with the spreader should be fitted if necessary. **Please remember the warranty does not cover faults caused by corrosion!**

Due to the relatively low pressure that the Agribuggy hydraulics work at, the hydraulic control on the spreader may be too slow. If it is, remove the restrictors in the end of the actuating rams. However take care if it is also used on a tractor - it may then work too fast and damage may result.

A purpose made mounting frame is now available from Kellands which carries the later Centreliners on a 3 point linkage. This allows the tilt angle to be altered with a special top link and allows use of the headland tilt facility on the spreader.

Amazone spreaders.

Mounting frames are available for both Amazone ZAU and Amazone ZAM spreaders. A guide is available from Kellands for setting the spreaders up, however, as with all spreaders, it is advisable to have them tray tested before use.

Seed Drilling

Only seed drill conversions supplied or recommended by Kellands Agricultural. should be fitted to the Agribuggy. Incorrectly fitted drill units will invalidate the manufacturer's warranty, may be hazardous to the operator and may seriously reduce the life of the machine or some of its major components.

The only drills currently suitable for fitting to the Agribuggy are those of the pneumatic type with lightweight, Suffolk coulter toolbars up to a maximum width of 4 metres.

Make sure you follow the safety, operating and maintenance instructions given by the respective drill manufacturer.

Operation

When drilling with the Agribuggy, a PTO speed of 520 rpm is normally more than adequate to operate this type of airseeder.

Whilst drilling the engine speed should not exceed 3000 rpm and ideally should be kept below 2600 rpm.

Wheel track eradicators should be set as shallow as possible to keep the draft load on the Agribuggy to a minimum and following harrows should only be fitted to 3m units.

Service & Warranty.

The Agribuggy carries a 12 month / 500 hour warranty on defective parts and workmanship. It does not cover faults caused by incorrect use and servicing or faults caused by fertiliser or chemical corrosion.

All servicing should be carried out as per this instruction manual during the warranty period. The first service is normally carried out by the customer after the first fifty hours running. If any faults are apparent on delivery, at this first service or during the warranty period we would be grateful if you would notify us as soon as possible even if the fault is rectified by yourselves. We have found many people repair straight-forward faults themselves without telling us, however our policy is one of continual improvement and with your co-operation together with any suggestions and ideas we shall continue to improve the machine to our mutual advantage.

If any problems occur with the machine please contact your supplier, without delay, with whom you can discuss the best way to deal with the problem to avoid unnecessary delays. If a repair is carried out by yourselves or by an outside engineer to save time, and you wish to claim costs under warranty, we must be notified first or the claim will not be accepted under any circumstances. Unauthorised repairs may affect or even invalidate any remaining warranty. Any parts replaced must be returned to us for assessment.

If our service engineers are called out at any time , to work on the machine or if the machine has to be returned to our works for repair, it must be thoroughly cleaned to remove all chemical and fertiliser residues to enable the work to be carried out safely and effectively. If the machine is not clean , we reserve the right to either refuse to carry out the work or to charge for cleaning.

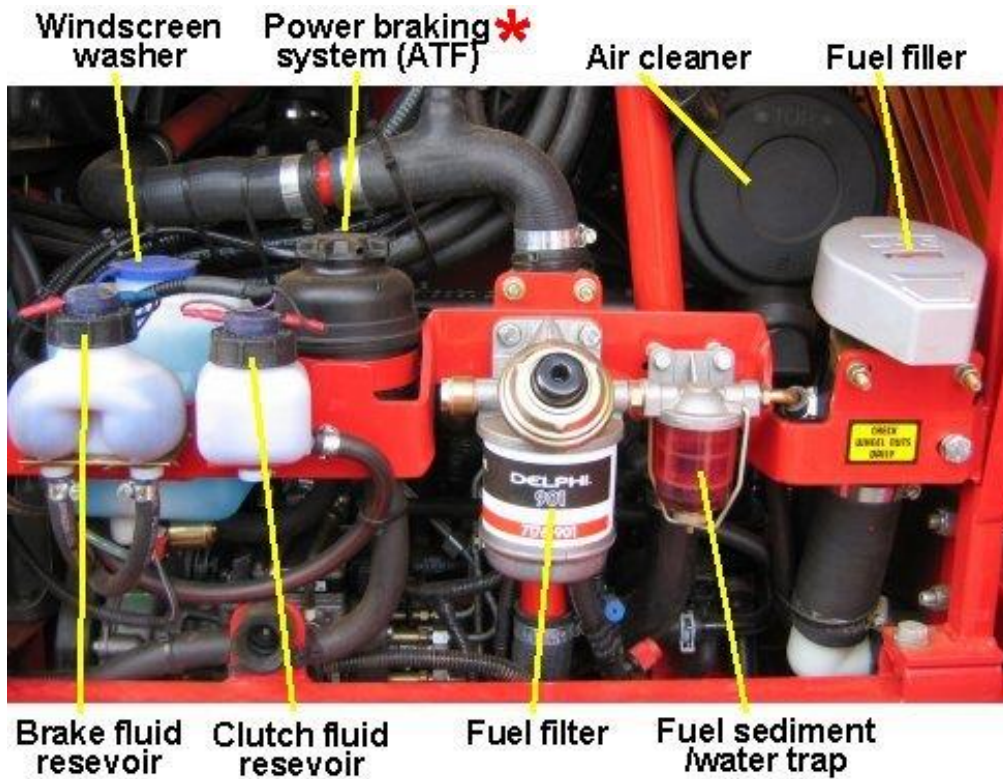
Maintenance & Technical information

Daily maintenance points – engine



Engine oil filler

Engine oil dipstick



Windscreen washer

Power braking system (ATF) *

Air cleaner

Fuel filler

Brake fluid reservoir

Clutch fluid reservoir

Fuel filter

Fuel sediment /water trap

* NB Power braking reservoir is fitted to early versions only, later versions use the main hydraulic reservoir.

Maintenance and technical information.

The life of the Agribuggy will depend on the care it receives throughout its life. It is the operator's responsibility to ensure that the machine is correctly operated and that the maintenance operations outlined in this manual are carried out regularly after the specified hours of operation are reached. If you are unsure of how to carry out any of the maintenance operations please do not hesitate to enlist the help of Kellands Agricultural.

Please remember that the Agribuggy is unlike a tractor in many ways and the standard of maintenance needs to be much higher. It is designed primarily as a light weight machine and so consequently the components used in its construction have to be lightweight and are often of automotive origin. These parts will generally last just as long as heavy duty components providing they are inspected, serviced and maintained regularly. The Agribuggy is fitted with suspension and a rubber mounted engine so consequently not only are the drive line components more open to the elements but there are more moving parts which are also more subject to wear and tear. Engine hoses, cables and wiring looms are also more susceptible to wear and tear and also need regular inspection. Finally the machine is much more susceptible to general corrosion, seizure of components and electrical problems than a tractor due to the mounting position of the sprayer and fertiliser spreaders - right on top of it!

When carrying out your weekly service it is well worth spending a little time looking over (and under!) the machine and checking the condition of hoses, wear on drive shafts and for any signs of chafing or things coming loose. Also take the opportunity to go round with the oil can and lubricate anything that moves - particularly when working with fertilisers. An hour a week can save expensive down-time later on.

Please refer to the condensed maintenance guide for service intervals

Nuts & bolts

All nuts and bolts should be checked for tightness after the first days operation, **especially axle u-bolts, wheel nuts, steering joints and track rod ends and propeller shaft bolts**. Check engine and hoses for fluid leaks regularly during the first few days of operation.

Engine oil

Checking oil level

Check oil level daily ensuring that the Agribuggy is stood on level ground. Use Ford Formula E SAE 5W-30 engine oil or a high quality oil meeting Ford specification WSS-M2C913-A1

The use of a universal tractor oil is **not recommended**.

Check the oil when the engine is hot and with the vehicle on level ground.

Allow the engine to stand for 5 minutes to allow the oil to drain back into the sump.

Withdraw dipstick and wipe clean.

Fully reinsert dipstick and withdraw to check level.

The level should NEVER be allowed to fall below the bottom level mark on the dipstick.



Do not fill above 'Max' mark on dipstick

Maintenance - Changing engine Oil

NB If it is necessary to check the oil whilst the engine is cold, DO NOT start the engine. Follow the procedure as above and re-check the oil level once the engine has reached working temperature.

As a general guide if the level is nearer to the upper mark than the lower one then add no oil
If it is nearer the bottom mark than the top one add half a litre.
If it is on the bottom mark or below it add one litre of oil.

Changing oil and filter

1. Warm engine to normal operating temperature.
2. Make sure machine is stood on level ground, stop engine and turn battery isolator off.
3. Remove oil filler cap from rocker cover, place suitable draining tray under engine and remove drain plug from oil pan.
4. Using a suitable strap wrench, unscrew the oil filter canister one complete turn.
5. Position a suitable draining tray underneath the filter and remove the filter from the engine casting by hand. Discard the old filter canister.
6. Thoroughly clean the oil filter housing face.
7. Partly pre-fill the new filter with clean oil of the correct type. Apply a thin film of clean oil to the filter sealing ring.
8. Screw on new filter until sealing ring abuts the filter head and tighten a further 1/2 turn.
DO NOT OVERTIGHTEN.
9. Replace sump drain plug and fill engine via filler neck in rocker cover. Total oil capacity (inc. filter) is 6.5 litres.
10. Replace oil filler cap, run engine and check for any leaks from the oil filter.
11. Stop engine, allow oil to settle and top up as necessary.
DO NOT OVERFILL



Ancillary drive belt

The Ford DLD engine uses a 'serpentine' type drive belt, which drives all the ancillaries and the air conditioning compressor.

An automatic belt tensioner keeps the belt at the correct tension, thereby eliminating the need to manually check the belt tension.

The belt and all pulleys should be examined regularly for any damage, deterioration or fouling with mud, grit or chaff etc.

Under normal use the belt should be changed every 1,200 hrs or every 2yrs, however, in adverse conditions it may need changing at 600hrs or less.

Before checking or adjusting any drive belt, turn off the battery isolator switch to prevent the engine from being started



Replacing drive belt

1. Remove hydraulic pump drive shaft. (see over)
2. Fit a 15mm ring spanner on to the tensioning pulley centre bolt (above right) and turn clockwise to release tension.
3. Remove belt and release tension gently.
4. Check all pulley grooves for wear and cleanliness.
5. Turn tensioner clockwise again and fit new belt.
6. Re-connect the hydraulic pump drive shaft

Hydraulic pump drive

The hydraulic pump is driven by a propeller shaft connected to the front engine crankshaft pulley. This shaft should be greased weekly or every 50 operating hours.

There are 3 grease nipples on the shaft - one on each universal joint and one on the centre sliding section.

One end of this shaft will have to be removed to replace the ancillary drive belt. It is recommended, and is in fact easier, to disconnect this from the engine end.

Take care not to pull the two shaft halves apart – If you do so it must be put back together in exactly the same position with the joints in line to ensure it stays in balance.



Maintenance - Cooling system

Cooling system

The engine cooling system will only work correctly if air can pass freely through the radiator. It is therefore most important that all the air intake grills, outlet grills and the radiator itself are kept clean and free from any build-up of dust, pollen or chaff.



Air intake/outlet grills

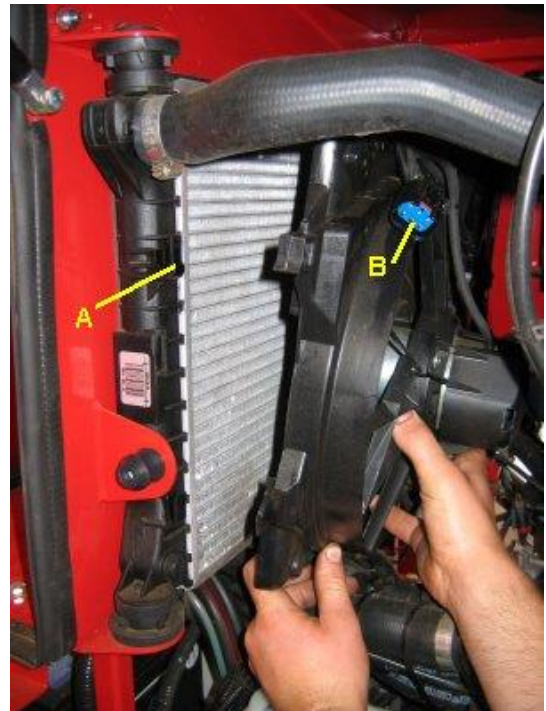
Cooling fans

The cooling fans are electric and are built into the fan cowling on the back of the radiator. The complete assy can be removed quite easily to facilitate cleaning the radiator.

To remove firstly unplug the power supply at point B, then release the two clips A (at each end of radiator). The assembly can then be lifted clear and withdrawn from the engine compartment.

NB Take care when cleaning the radiator, especially if a pressure washer is used, to avoid damaging or flattening the cooling fins – an air line is preferable.

Air is drawn through the radiator from the front - therefore, when cleaning it should be blown out from the rear for best effect.



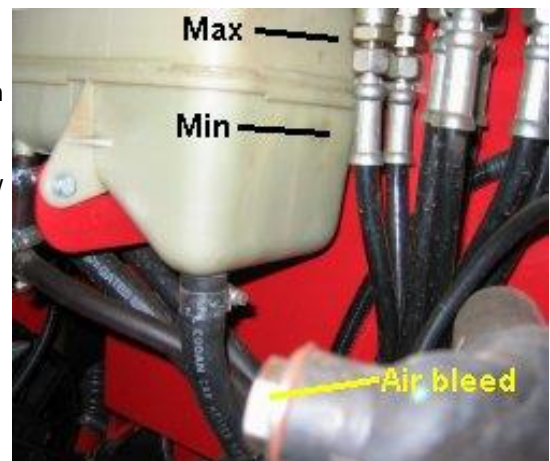
Cooling fan removal

Coolant

The coolant level is visible through the transparent walls of the degas tank. The coolant should be level with the 'Max' mark when the engine is cold. **DO NOT OVERFILL.** Allow engine to cool down until the back of the hand can be held against the cylinder head without discomfort before removing cap. Only turn the cap to the first stop so that pressure in the system is released then wait a few seconds before removing the cap completely.

Never use cold water to top-up the cooling system of a hot engine, particularly if the coolant level is very low. This could cause serious damage to the engine. The system should only be topped up with a water / anti-freeze meeting Ford specification WSS-M97B44-D.

Ensure that the pressure cap is re-tightened correctly before running engine.



Coolant level & air bleed plug

Coolant replacement & air bleeding

After two years the cooling system must be flushed out and coolant replaced. When the coolant is replaced or if a high quantity of coolant has to be used for topping up then care must be taken to ensure the system is free from air. To do this remove the air bleed plug in the top hose and add coolant through the degas tank until it can be seen that the top hose and radiator are completely full. Re-fit the plug and top up to the correct level. The engine should then be run (with the cab heater turned on) until it reaches normal working temperature and then switched off and allowed to cool and the water level re-checked.

Coolant capacity is approximately 2.25 gal (10 litres). It is recommended that you use Ford pre-mixed antifreeze (particularly if you are in a hard water area) or a proprietary ethylene glycol based antifreeze (containing no methanol) with non-phosphate corrosion inhibitors suitable for use in aluminium engines. Use one part anti-freeze to one part water for protection down to -33°C Please check with your supplier that the antifreeze you use meets Ford specification WSS-M97B44-D to ensure full warranty cover.

Fuel system

It is particularly important to keep the fuel system well maintained - If even only slight traces of contamination or water are allowed to get past the filtration system and into the injection pump, the engine performance will be seriously affected and serious damage will be caused to the pump.

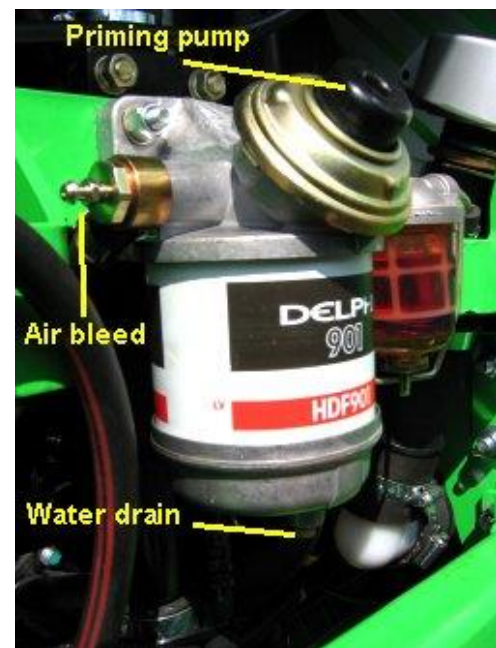
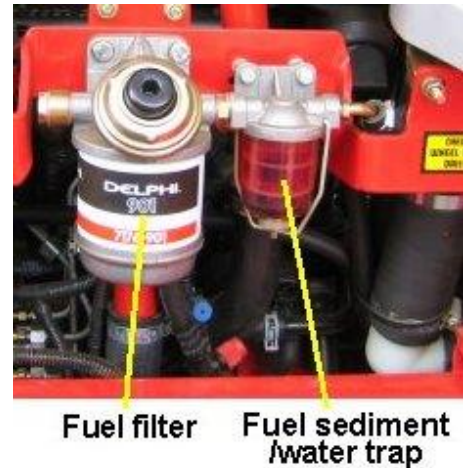
Fuel tank

The fuel tank holds approx. 19 gals (86 litres). Use clean diesel fuel only. **Always fill the tank at the end of the days work to avoid condensation.** Drain the diesel tank periodically. (At least every 300 hrs) Take care to ensure the cap is correctly fitted after filling and when washing off do not direct a pressure washer directly at or under the filler/breather.

Water/sediment trap

A water trap/sediment bowl is fitted in the suction line between the tank and fuel filter. The glass bowl should be checked daily for any signs of water or sediments. The glass bowl should be removed, emptied and the internal filter cleaned **before** it gets half full of water. When replacing the bowl take care not to overtighten the thumbscrew.

NB some types of sediment trap also have a fine gauze mesh filter between the glass bowl and the the head unit. This should also be removed and thoroughly cleaned. Failure to keep this mesh clean will result in loss of engine power.



Maintenance – Fuel system, valve clearances & cambelt

Draining fuel filter

The fuel filter unit should also be drained regularly (every 50 hrs). To do so slacken the valve underneath the filter assembly to allow any accumulated water to drain from the filter.

Replacing fuel filter element

1. Ensure filter head area is clean.
2. Drain fuel from fuel filter.
3. Unscrew the filter centre bolt and remove the filter element
4. Replace both rubber seals above and below the filter element, refit ensuring new filter is seated correctly.
5. Ensure the drain tap (4) at the base of the filter is closed.
6. Slacken the bleed screw on the left hand side of the filter and operate the priming pump to expel all the air from the filter assy.
7. The engine should now start and run – if it fails to start the system should be bled as below.

Bleeding the fuel system

The injection pump on the DLD engine is not self priming, however, when you change the filter or carry out any other maintenance on the system it should only need bleeding as far as the fuel filter. A hand pump is fitted to the filter for this purpose.(see above). Should you run completely out of fuel the system may need bleeding as follows:



Injector pipes

1. Slacken off the 4 injector pipe nuts (see picture above)
2. Pump the hand primer on the fuel filter until you see fuel flowing from one of the injector pipes. If fuel will not flow rotate the engine crankshaft slowly clockwise (whilst still pumping) until it does. (You may need a hand to do this!)
3. Tighten the nut up from which fuel is flowing.
4. Rotate the crankshaft clockwise 180° and operate the priming pump again until fuel flows out of another injector pipe.
5. Repeat from 3 above until all 4 injectors have been bled.
6. The engine should now start.

Valve clearances.

The valve clearances on the DLD should be checked by a suitably qualified engineer every 1200hrs.

Camshaft / injection pump drive belt.

The camshaft drive belt should be replaced as a matter of course every 1200 hours. This routine work can be carried out by either Kellands Agricultural or by some of our main dealers and agents.

Special tools are required and the job should not be attempted without these tools and the appropriate service manual. **Failure to replace the cam belt at the recommended intervals or failure to follow the correct fitting procedure can lead to belt failure which will result in serious and costly engine damage.**

Engine timing chain

The engine is fitted with a timing chain which drives the fuel injection pump and, in turn, the camshaft. The chain and sprockets should be changed every 2,400 hours. NB The lower engine sprocket is modified and is only currently available from Kellands Agricultural Ltd or official Agribuggy 1000 distributors. It is Most important that the correct procedures be followed to replace these parts – please seek advice!

Hydraulic system.

The standard hydraulic system develops a maximum of 6hp (at the PTO) Please consult the manufacturer if you wish to drive anything other than a conventional diaphragm sprayer pump or Vicon, Lely Centreliner or Amazone twin disc fertiliser spreaders.

Do not alter the relief valve settings on either the spool valve or flow controls without consulting the manufacturer. They are preset at: PTO flow control 2000 PSI, Spool valve relief valve 1850 PSI, Brakes 700 psi, front steering 1850 PSI and rear steering (where fitted) 1850 PSI.

Increasing any of the hydraulic pressures may result in FATAL engine damage

See appendices for information on uprated and non-standard hydraulic systems.

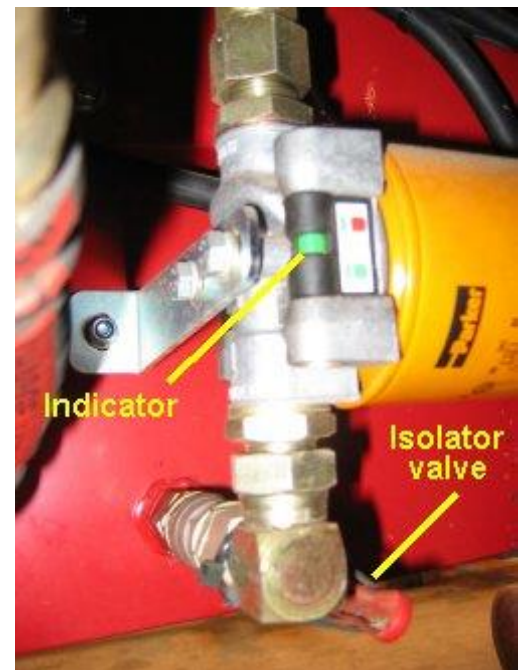
Hydraulic oil

Ensure the hydraulic system is kept clean. Be careful when refilling tank. Do not direct high pressure hose at filler/breather cap. Oil level should be kept to top of level guage. Use good quality, clean hydraulic oil for topping up only (I.S.O VG 68). Do not use universal oils. The oil should always look clear and clean - If there are any signs at all of cloudiness or "milkiess" the oil should be changed.

Oil filter

Change return line filter when indicator on filter unit turns red or at least every 12 months. If excessive oil contamination is evident the oil should also be changed and the suction filter (inside tank) should be removed and washed out. If this filter is removed ensure that no contamination gets inside the suction pipe or into the inside of the filter. **NB** some machines may be fitted with a pressure guage instead of a red/green indicator. - Return line pressure should not exceed 20 p.s.i.

NB turn off isolator valve before removing filter. Remember to turn back on before running engine and fasten with cable ties as above right to avoid accidental moving.



Maintenance – Engine air cleaner, Intercooler

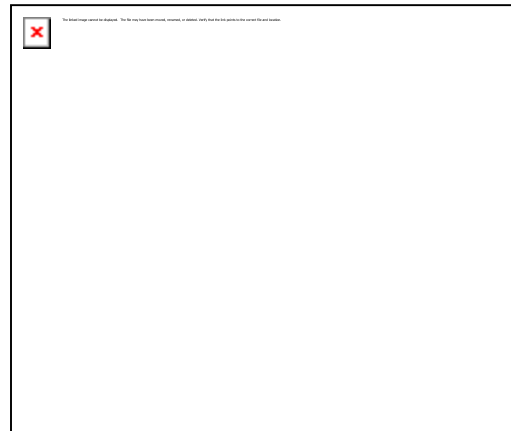
Air Cleaning System

A cyclone type air cleaner is fitted to the Agribuggy with a dry element. Under normal operating conditions it should be replaced every 600 hrs. In dusty conditions it should be replaced more regularly

When the air filter element does need servicing, replace it with a new one. Do not attempt to clean it.

Dump Valve

The dump valve is situated on the end of the filter housing (see right). Squeeze the valve open to release any accumulated particles every 50 hrs.



Intercooler

The intercooler cools the air between the turbocharger and the air inlet of the engine. This is to increase the density of the air so the engine has more oxygen for combustion. It is therefore important that both the air inlet grill on the side of the engine cover and the intercooler radiator are kept clear of dust and debris to maximise the airflow from the electric fan. The fine mesh grill on the outside of cooler assy can be brushed off or blown out from the inside with an airline.

The intercooler radiator should be blown out from the inside or removed completely for cleaning if serious contamination is evident. **Take care not to get any dust or dirt into the open ends of the hoses, air intake or turbocharger if it is removed.**



Cab Filtration Unit

The Agribuggy cab is fitted with an integrated air conditioning and carbon filtration system. The air inlet filter will filter out dust and small particles and the carbon element of the filter will filter out chemical particles and vapours.

The carbon in the filter will only remain effective for up to a maximum of 6 months, whether the machine is being used or not, as the carbon degenerates when in contact with the air. If the machine is being used continuously it is recommended that the filter be changed every 300 hrs. If the machine is not being used for a long period of time, its life can be extended by removing the filter and storing it in a plastic bag.



Filter replacement

Remove the 4 screws securing the filter inlet grill. Remove the filter from its frame. Place it in a plastic bag and dispose of properly. When fitting the replacement filter ensure that the rubber seal around the filter is located correctly to avoid contaminated air being pulled into the cab past the filter.

Air conditioning

There are no user serviceable parts in the air conditioning system, the only regular maintenance being the servicing of the compressor drive belt - as described earlier in this manual.

It is recommended that the system is serviced annually by a qualified refrigeration engineer. The refrigerant gas currently being used is R134A.

Maintenance - Gearbox, Electrical

Gearbox oil

The transmission fluid level should be checked at least every 600 hrs.

Use ATF Dexron IID for topping up - top up through the filler/level plug hole



Battery

The battery fitted is 'maintenance free' and topping up is not normally required throughout the normal life of the battery. However, the level should still be checked when periodic services are carried out. Ensure terminals are kept clean and protected with petroleum jelly.

An isolator switch is fitted to the nearside engine cover for use in emergencies or when any welding or repairs are being carried out to the machine.



Electrical system

The DLD engine fitted to the Agribuggy 1000 is electronically and is fitted with an engine management system. This system is not user serviceable and should a major problem arise then please contact your supplier or Kellands Agricultural Ltd.

The main engine system is protected by fuses in the box immediately in front of the engine radiator. A secondary electrical distribution panel is fitted under the cab control panel and can be accessed by opening the RH cab door. A main feed is taken from the battery to a power distribution "bobbin" on this panel. The same panel is fitted with some of the main fuses and relays. A further fuse box is fitted to the steering column to protect all the main switches & instruments.

The Sprayer monitor, 4WS, wipers and engine electronic system are all powered through the ignition switch. However some of the lights and auxiliary controls are powered directly from the battery – you should therefore make sure everything is switched off when leaving the machine.

NB. It is most important that all wiring connections in the engine compartment and under the bonnet are protected from the corrosive effects of fertilisers and chemicals. All connections should be frequently checked, cleaned and coated with oil, grease, or other suitable anti-corrosive lubricant.

Spare Switches

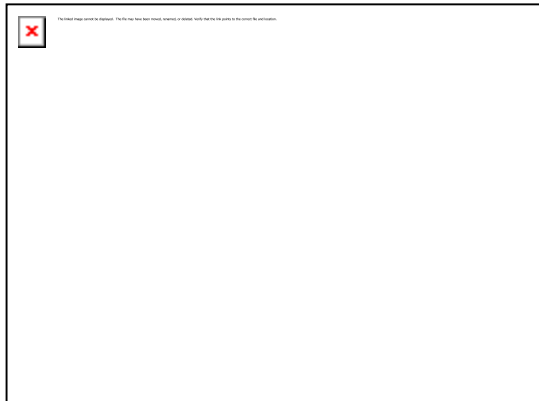
There are two spare switches on the steering column switch bank which can be used for other things such as

broadcasters etc. However please note the **maximum** current available for each switch is **12 amps**. The wires from these switches terminate behind the fuse panel under the cab and they are fused in the column fuse box.

Maintenance - Fuses

Fuses

Should any fuses require replacement please ensure they are replaced with the correct size or serious damage to the wiring system and particularly the electronic components can occur.



Fuse panel

| | |
|----------------------|-----|
| 1 Spare | |
| 2 Intercooler fan | 15A |
| 3 Power socket | 15A |
| 4 Air conditioning | 25A |
| 5 Start | 15A |
| 6 Spray controls | 15A |
| 7 Aux / Bout marker | 15A |
| 8 4WS (battery feed) | 2A |

Steering Column

| | |
|-------------------------------|------|
| 1 Hazzard warning | 15A |
| 2 Head lights | 15A |
| 3 Side lights | 7.5A |
| 4 Brake lights, fuel, relays. | 10A |
| 5 Wipers, radio | 15A |
| 6 RDS / 4WS | 3A |
| 7 Panel instr's, Indicators | 10A |
| 8 Headlamp flash | 15A |
| 9 Front top worklamps | 15A |
| 10 Spare (switch 1) | 15A |
| 11 Spare | 30A |
| 12 Rear worklamps | 15A |
| 13 Spare | 15A |
| 14 Spare (switch 2) | 15A |
| 15 Spare | 7.5A |
| 16 Beacon | 15A |

Engine fuse/relay panel

A diagram in the lid of the fuse box indicates the use for each fuse and relay.

NB not all of these fuses & relays are used.

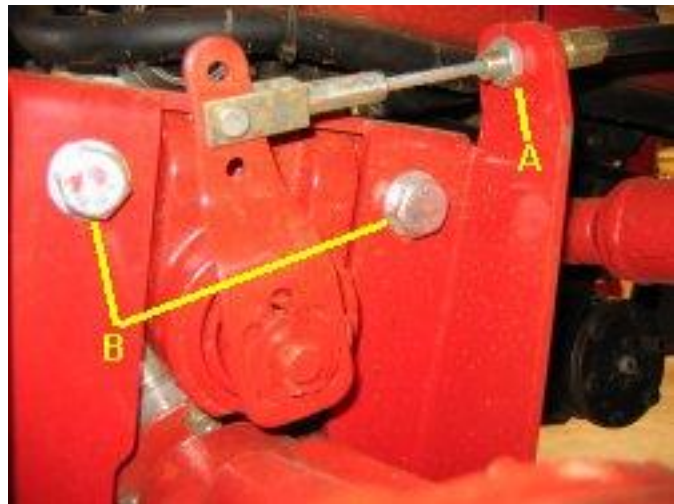


Maintenance – Brakes

Handbrake

Adjustment

1. Chock the wheels and ensure the brake lever is off.
2. Raise one of the front wheels clear of the ground and support the axle with an axle stand.
3. Adjust the cable (at A) until the brake disc will not rotate by hand.
4. Slacken the adjuster until the disc will just rotate freely



Further free play can be taken up by adjusting the cable fitting in the cab (see right).



Handbrake pad replacement

The brake pads should be checked for wear at each service. To replace the pads the front prop shaft will need to be removed and the disc will then slide out after slackening off the two caliper mounting bolts B.

Foot brakes

The brake fluid reservoir is situated under the near side engine cover. Top up with 'Universal' brake fluid to between the 'max' and 'min' marks on the reservoir.

The linkage from the brake pedal to the master cylinder should be lubricated regularly.

The brakes are all self adjusting discs and only need to be checked for wear periodically. Have the pads replaced before they get right down to "bare metal".

If you use your Agribuggy to spread a lot of fertiliser, inspect the metal brake pipes regularly for signs of corrosion and replace if necessary.



Brake fluid reservoir Clutch fluid reservoir

Clutch

The clutch is hydraulic operated and is self-adjusting. It does not require any regular maintenance other than to regularly check and top up the fluid reservoir if required – this is located next to the brake reservoir (see above). Top up with 'Universal' brake fluid.

Maintenance - Steering

Brake servo reservoir (if fitted)

The Agribuggy braking system has hydraulic servo assistance powered by an independent hydraulic system. The pump is driven by the "serpentine" belt on the front of the engine and some machines have separate oil reservoir fitted as shown on the right. This should not be confused with the brake fluid reservoir which operates the actual brake calipers (see previous page)

The fluid level should be checked at least every 50 hours. ***The fluid level should be checked only when the system is cold and with the engine switched off.***

Ensure the filler cap area is clean to prevent dirt from entering the reservoir. Remove the filler cap and, using a lint free cloth wipe the dipstick clean. Refit the cap, screw right down and then remove it again to check the level. If necessary top up with **Dexron II D** automatic transmission fluid. ***DO NOT overfill***

Brake servo reservoir



Steering

The steering on the Agribuggy is hydrostatic with the oil supply for the steering unit being taken from the main hydraulic system on the machine.

Lubrication

There is a grease nipple on the steering ram which require greasing periodically (see illustration).

Please note on four wheel steer machines the front and rear steering systems are not connected in any way - either mechanically or hydraulically. See appendix 1 for further information on the four wheel steering system.

Steering stop Adjustment

When fitting row crop wheels for late season work you may find it necessary to adjust the steering stops to stop the wheels fouling the cab. This will almost certainly be the case if you are working on track widths of less than 68".

To adjust the stops, firstly turn the steering until the wheels are just clearing the cab on LH lock and then simply slacken off the lock-nut and screw out the stop until it touches the swivel housing. Repeat for RH lock.

When screwing the stops in, it is important that they are not screwed in further than the original factory settings. This will cause the swivels to over-rotate causing damage to the seals and may also result in damage to the axle drive shafts.



Maintenance -Axles

Axle swivel housing

The axle drive shafts are totally enclosed. However **it is essential that swivel housing area is kept clean.** When working in adverse conditions any mud or crop debris that accumulates around the swivel must be washed off daily. If it is left to accumulate it will wear the oil seals which will eventually cause oil from the swivel ball seal.

The oil level can be checked through filler level plug as indicated on the illustration. Use only Landrover swivel housing oil.



Axle Oil levels

Use SAE 90/140 gear oil for topping up the axle oil levels. The filler/level plugs are shown on the diagrams on the right

The axle oil should be changed every 1200hrs.

Wheel Bearings

If wheel bearing play is evident adjust as follows:

Rear wheels

1. Jack up off floor and fit axle stands.
2. Remove 5 studs securing drive flange.
3. Pull off drive flange complete with half shaft.
4. Knock locking tab out of way of large hexagon nut.
5. Slacken front nut and remove.
6. Remove locking tab.
7. Tighten rear nut so that play is taken up and check that the wheel spins freely.
8. Replace tab and front locknut.
9. Tighten locknut and bend tab back into place using an unused side of the tab. Fit a new locking tab if necessary.
10. Replace drive flange, etc.

Front wheels

1. Jack up off floor.
2. Remove 5 drive flange studs.
3. Remove drive flange c/w outer halfshaft.
4. Continue from 4. above as for rear axle.

Axle breathers

Should any axle oil leaks develop, the axle breather should be removed first and checked to make sure it is not blocked. Some breathers have a small ball fitted inside which is prone to seizure, particularly when spreading fertiliser.



Maintenance - Grease, Tyres, Cleaning

Wheel alignment

The front axle should have a toe-in of 1-2mm and the rear steer axle (4ws machines only) should toe-out 1-2mm.

Drive shafts.

Grease nipples are located both drive shafts and should be greased every 50 hrs. - 2 on each universal joint and 1 on the centre sliding section



Tyres

The low pressure tyres are normally preset at 10 psi (0.7 bar). The pressure may be reduced in adverse conditions to as low as 6 psi (0.4 bar) depending on the load being carried. However the main thing to watch is that the tyre side walls do not crease when loaded. If the machine is being used for long periods on the road the pressure should be increased to 14 psi (1 bar). Row crop tyres should be inflated to 35 psi (2.4 bar).

Cleaning

NB Take care when pressure washing to avoid blasting water into the cab air filtration intake and into the electrical system control boxes

Mud and crop debris should be cleaned away from the steering swivel and brake calipers on a daily basis to avoid damage to axle oil seals and bearings. Do not allow crop debris to build up on the engine, exhaust or in any of the cooling system radiators - this should be checked on a daily basis when working in tall or dusty crops.

Great care should be taken in cleaning the machine, particularly after spreading fertiliser. Some types of fertiliser are very corrosive and if not cleaned daily, problems will soon be encountered. The wiring system is most vulnerable and connections should be checked regularly. The radiator is also susceptible to corrosion and every effort should be made to keep fertiliser out of the radiator core.

After washing off, leave engine running for a while so that the engine compartment dries out.

Some types of fertiliser spreaders are prone to throwing fertiliser forwards or making a lot of dust. If this is the case with your spreader it is advisable to fit a sheet or screen in front of the spreader to stop it getting into the engine compartment.

Coating the chassis with a mixture of oil and diesel, or a proprietary anti-corrosive coating agent, after cleaning, pays dividends if you spread large amounts of fertiliser.

It also pays to go round the machine with the grease gun and an oil can on a daily basis when the machine is being used intensively for spreading fertiliser in damp conditions.

Please remember the warranty does not cover problems caused by corrosion and mud/debris build up!

Maintenance Schedule

| Service Operation | Daily 10 Hours | First 50 Hours | Every 50 Hours | 150 Hours | 300 Hours 6 mths | 600 Hours 1 yr | 1200 Hours 2 yrs | 2400 Hours 3 yrs |
|---|----------------------|----------------------|----------------------|--------------|------------------------|----------------------|------------------------|------------------------|
| 1 Check engine oil level and top up if necessary ----- | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 2 Check coolant level and top up if necessary ----- | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 3 Check cooling radiators/steering swivels for cleanliness ---- | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 4 Check wheel nuts for tightness ----- | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 5 Grease prop shafts & check for wear ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 6 Grease steering ram & check for wear ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 7 Lubricate electrical connections ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 8 Check brake & clutch fluid levels ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 9 Check power braking reservoir fluid level (if fitted) ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 10 Check hydraulic resevoir fluid level ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 11 Check hydraulic filter pressure ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 12 Check fuel water trap and clean if necessary ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 13 Drain water from fuel filter ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 14 Check/clean radiator & intercooler screens ----- | - | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ | ☒ |
| 15 Check condition of drive belt & pulleys ----- | - | ☒ | - | ☒ | ☒ | ☒ | ☒ | ☒ |
| 16 Change engine oil and filter ----- | - | ☒ | - | ☒ | ☒ | ☒ | ☒ | ☒ |

| | | | | | | | | |
|--|---|---|---|---|---|---|---|---|
| 17 Check for oil, fuel & coolant leaks ----- | - | ☒ | - | ☒ | ☒ | ☒ | ☒ | ☒ |
| 18 Check battery water level ----- | - | ☒ | - | ☒ | ☒ | ☒ | ☒ | ☒ |
| 19 Tighten leaf spring U bolts ----- | - | ☒ | - | ☒ | ☒ | ☒ | ☒ | ☒ |
| 20 Check engine, prop-shafts & steering joints are tight ----- | - | ☒ | - | - | ☒ | ☒ | ☒ | ☒ |
| 21 Clean & adjust transmission brake ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 22 Clean & lubricate battery terminals ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 23 Lubricate brake pedal linkage ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 24 Check gearbox oil level ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 25 Check condition & security of wiring looms ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 26 Renew fuel filter element ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 27 Visually check for exhaust smoke & system leaks ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 28 Check air /fluid hoses for leaks, damage or deterioration - | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 29 Check brakes for wear and replace pads if necessary ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 30 Check axle/steering swivel oil levels ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 31 Replace cab carbon filter ----- | - | - | - | - | ☒ | ☒ | ☒ | ☒ |
| 32 Check wheel alignment on steering axles ----- | - | - | - | - | - | ☒ | ☒ | ☒ |
| 33 Check valve clearances ----- | - | - | - | - | - | ☒ | ☒ | ☒ |
| 34 Check & adjust wheel bearings if necessary ----- | - | - | - | - | - | ☒ | ☒ | ☒ |
| 35 Change air filter element ----- | - | - | - | - | - | ☒ | ☒ | ☒ |
| 36 Drain fuel tank ----- | - | - | - | - | - | ☒ | ☒ | ☒ |
| 37 Change gearbox oil ----- | - | - | - | - | - | - | ☒ | ☒ |
| 38 Replace main drive belt ----- | - | - | - | - | - | - | ☒ | ☒ |
| 39 Replace cam shaft drive belt ----- | - | - | - | - | - | - | ☒ | ☒ |
| 40 Replace hydraulic filter ----- | - | - | - | - | - | - | ☒ | ☒ |
| 41 Flush out cooling system & renew coolant ----- | - | - | - | - | - | - | - | ☒ |
| 42 Replace hydraulic oil, clean suction element ----- | - | - | - | - | - | - | - | ☒ |
| 43 Drain brake fluid, replace & re-bleed ----- | - | - | - | - | - | - | - | ☒ |
| 44 Remove injectors & fit exchange units ----- | - | - | - | - | - | - | - | ☒ |
| 45 Change all axle oils ----- | - | - | - | - | - | - | - | ☒ |
| 46 Change engine timing chain ----- | - | - | - | - | - | - | - | ☒ |

Parts

Parts.

All replacement parts are available from Kellands Agricultural. Some parts may also be available from other local sources. Only genuine replacement parts should be used during the warranty period and we strongly recommend that you do the same after the warranty has expired. If you require any parts information please do not hesitate to contact us.

An electronic parts book system will soon be available on floppy disc, CD and on the Internet. Please contact Kellands for further details.

When ordering parts please quote the Agribuggy model/build no. which can be found on a plate on the front right hand corner of the chassis.

If you are in any doubt about operating or maintaining the machine or fitting any of your own equipment please do not hesitate to contact us.

This instruction book covers all the most important points on operation and servicing of the Agribuggy but, by no means, does it cover everything in full detail. It is updated periodically and we would therefore welcome any

suggestions of further information that you would like to see included. We hope to produce a more detailed workshop manual and parts book in the not too distant future.

The manufacturer cannot be held responsible for any accident, injury, or any other occurrence resulting from the incorrect use of the machine or equipment fitted to it.

Appendix 1 - Four wheel Steering

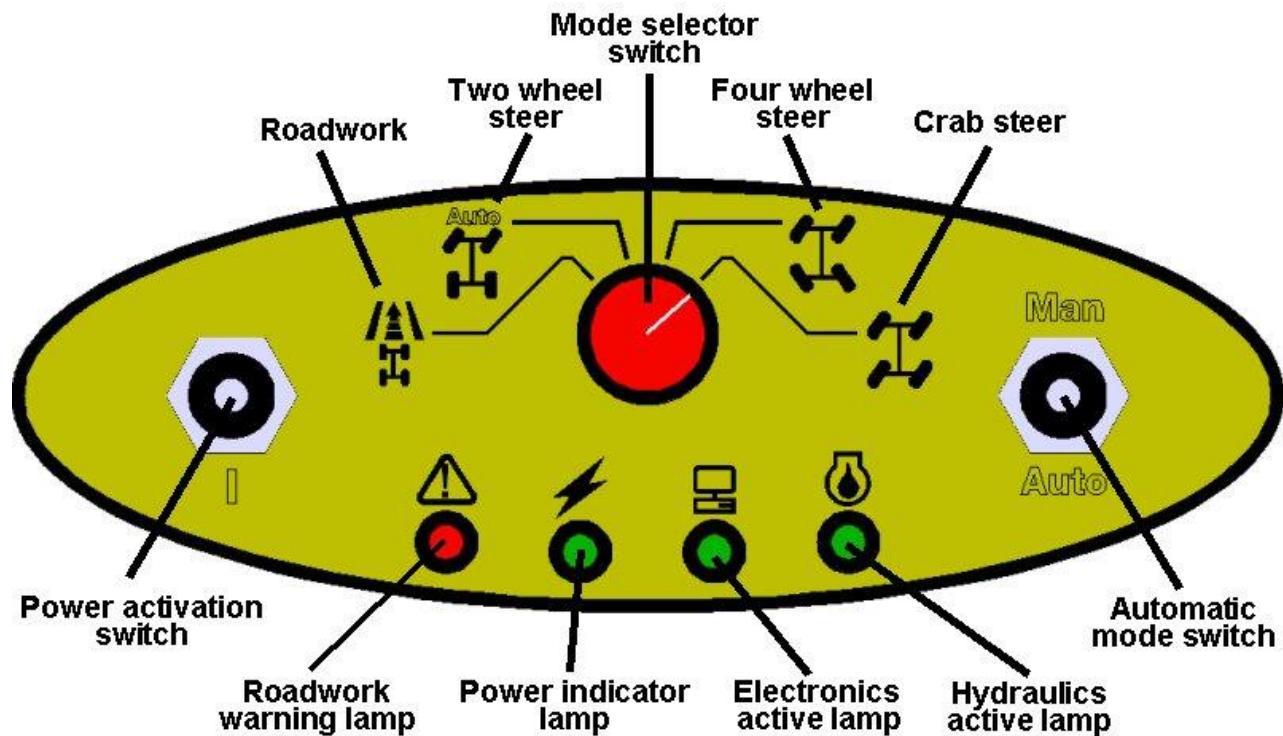
FOUR WHEEL STEERING SYSTEM

The four wheel steer system on the Agribuggy is controlled electronically. Signals from sensors mounted on both axles are continually monitored by the electronic control box and a varying signal is sent from the control to an electro-hydraulic proportional valve which, in turn, directs oil to the steering ram on the rear axle to ensure the rear wheels are always kept in the correct position. The rear wheel position is also continually monitored when in two wheel steer and crab modes, again, to ensure that the wheels do not "creep" and to keep them in the correct position.

Safety precautions

- 1. Always ensure the rear wheel area is clear before activating the four wheel steer system.**
- 2. Always switch to the roadwork position for speeds above 12 m.p.h. (20 kph)**
- 3. Do not switch modes when travelling at speed.**

The control panel



Operating

The FWS system should be activated immediately after starting the engine. Ensure the rear wheel area is clear and then press the "Power activation" switch down on the control panel. The green power indicator lamp should then light up to show there is power to the system.

The "Electronics Active" and "Hydraulics Active" lamps will also light up as long as the mode selector switch is not in the "Roadwork" position.

All three green lamps must be lit up for the electronic control system to function correctly.

Four Wheel Steering

Operating modes

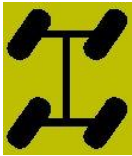


Two wheel steer. In Two Wheel Steer mode the rear axle position is monitored continually and fine adjustments will be made by the system to ensure the wheels keep straight. All three green lamps must be lit up for this to work correctly. You may switch to this position at any time in the field and the rear wheels will straighten up automatically.



Four wheel steer. In Four Wheel Steer mode the rear wheels will always follow the front ones and will give you the tightest turning circle. However, you may find the machine easier to steer down the field if you switch back to Two Wheel Steer after turning. You may switch to and from this position at any time in the

field and the rear wheels will re-align automatically.



Crab steer. Crab steer may sometimes be useful when maneuvering in buildings and in tight corners in fields. The rear wheels turn in the same direction as the front ones allowing the machine to move sideways.



Road work. In the Roadwork position the electronics are deactivated for safety and the rear axle will lock. Before switching to this position, allow the rear wheels to straighten up in Two Wheel Steer. After a few miles on the road the wheels may tend to "creep". If this happens slow down to less than 5 mph, switch back to Two wheel Steer (which will quickly straighten the rear wheels) and then switch back to Roadwork again. An audible alarm and red warning lamp are fitted in the control box which will both activate at speeds above 12 m.p.h. when in any of the other steering modes.

Auto mode (if fitted). If the control box has the optional auto mode fitted the system can be made to switch from 2WS to 4WS automatically as the sprayer is switched on and off for ease of steering down the field and for optimum turning on the headlands.

To activate auto mode, turn the additional switch (in the bottom left hand corner of the control panel) to the on position and turn the main mode control knob to 2WS. The mode will then change automatically as the main sprayer control is switched on and off. If you wish to use 4WS whilst driving down the field, then simply turn the main mode control knob to the 4WS position to over-ride the auto function.

The auto mode function is activated by a single additional input into the 4WS control box. If you are fitting your own sprayer or spreader and wish to use this feature then the wire must be attached to your control circuit so that it is live (12V) when the implement is switched OFF. If you do not have a live connection when in the off position then a relay system must be used. For further information please contact Kellands Agricultural.

Four wheel steering

Safety systems

There are two safety systems built into the unit - one in the hydraulic control valve and one in the electronic control box. Should either of the systems detect a fault then one of the green lamps will go out on the control panel and the system will cease operating or "lock-out". To reset the system, turn the ignition off, restart the engine and re-activate the system.

The valve safety system will often lock out if the unit is switched on when the engine is not running. This is normal and will reset itself when the engine is started. The control box safety system will lock out if it receives wildly varying signals from each axle - this can happen, for example, if the front steering is operated after engine start-up and before activating the FWS system. If this happens, re-align the front wheels with the rear wheels and then reset the system as above. It will also lock out if sensor wires or sensors are damaged.

Emergency operation

Should the system fail completely it can be operated manually to

“get you home” as follows: Leave the control box switched **OFF** after starting the engine and attach the manual lever supplied to the hydraulic control valve. The valve is situated under the engine cover behind the intercooler. Operate the lever to centralise the rear wheels. The Agribuggy can then be driven and operated as normal.

You will find, however, that the rear steering will tend to creep out of position after a while and will need further periodic manual realignment until the fault can be rectified.

Appendix 2 - Row crop wheel settings

Row crop wheel settings

