



## 3320 Drill Inspection Checklist

### Front Hitch and Running Gear

- Check all running gear tire pressures as per decals on the drill
- Check all front castor vertical pivot pins for proper adjustment and grease.
- Check running gear wheel hubs for proper bearing tension
- Check front hitch pins.
- Check HF steering cylinder pins.
- Check HF steering cylinder, fittings and hoses for leaks, wear or pinched hoses.
- Engage the depth control hydraulics and lower the openers.
  - The HF steering cylinders should extend.
  - The HF steering pressure should be set to proper pressure based on the size of the machine
  - The Inner wing down pressure should be set to as low as possible
  - Increase and decrease the pack pressure with the control box or monitor (if equipped with packmaster) to ensure the pressures in the cab match the pressure on indicated in the manual gauge.
  - The MRB/MRS pressure should be in the safe zone on the gauge.
- Raise the openers and verify that the HF steering cylinder retracts, at this time you can close the HF steering lockout valve to avoid accidentally leaving the drill parked with the cylinders extended.

### MRB checks if equipped

- Loosen the scraper tension springs.
  - Ensure the scrapers and shafts all pivot freely.
  - Inspect all scraper carbides.
  - Adjust all scrapers so they are (1/4 to 3/8") above the bevel of the coulter to ensure they run flat.
  - Check the free play of the coulter bearing
  - Grease all of the coulters till there is grease coming past the seals.
  - Readjust all of the scraper springs to the same slot.
- Loosen all closer tine J bolts and ensure the tines can pivot freely.
- Check for bent or worn out closer tines.

- Check that all tine pivot angles are the same.
- Readjust closer tine J bolts so they have 10-15 lbs tension against the coultter disc.
- Check and grease all MRB arm pivots
- Inspect all cylinders, fittings and hoses for leaks and or hose damage from routing.
- Check for any indications the mounting hardware may be loose.
- Make sure all MRB's are adjusted to the same depth.

### Opener and related items checks

- Check all opener mounting hardware for any indication that it has come loose.
- Check all pivots for excess movement
  - Verify the condition of the main pivot bushing
    - With the openers in the lowered position, without any active pressure, move the opener from side to side by lifting up on the packer wheel
    - 3" of free movement at the packer wheel would indicate the main pivot bushing is showing significant wear and should be looked at more closely to determine where this excess movement originates and take the required steps to repair.
  - Verify the condition of the main shank bushing
    - With the openers in the lowered position, without any active pressure, move the shank and measure free movement at the tip of the holder
    - 2" of free movement would indicate the shank bushing is showing significant wear and should be looked at more closely to determine where this excess movement originates and take steps to repair.
- Check all cylinders, fittings and hoses for leaks or interference issues
- Check all of the cylinder pivot pins and cotter pins for damage or wear.
- Remove depth adjustment pins to make sure the arms move freely and pins are not seized.
- Grease packer hubs and pivots till grease comes past the seals.

- Check packer hub bearings for free play.
- If equipped with V packers check for any signs of worn packers such as cracks in the center of the V
- If equipped with semi pneumatic round packers check for any cracking.
- If equipped with pneumatic tires check all tire pressures.
- Check all seed boots and openers for damage or wear.

#### Air kit

- Check all 2 ½ " hoses for wear and routing issues
- Check all tertiary hose for wear and routing issues
- Remove secondary manifold caps and inspect.

#### Wing fold/unfold

- Fold and unfold the drill several times to ensure no hoses are at risk of being pinched or damaged.
- Check that the inner wing sequence valve linkages move freely.
- Inspect the cylinder shafts for signs that they are bent due to improper operation.
- Inspect the outer wing lift link assembly roller.

#### QDA (Quick depth adjustment)

- Inspect all QDA cylinder, fittings and hoses for leaks, wear or routing issues.
- Cycle the QDA cylinders.
- Make sure all QDA cylinder have the same amount of gold shims.

#### Frame

- Inspect all frame hinge pins
- Inspect the frame at all of the high load locations for and potential cracks, such as by the hinges and in line with where the inner wing cylinders push down on the frame.