

Effective Sept 7, 2016

REVISION by DSM

MRB III PRE-DELIVERY INSPECTION

DATE	
DEALERSHIP	
TECHNICIAN	
MODEL CIRCLE ONE	SERIAL NUMBER
3320	
3720	
3420	
5810	



OPTIONS	X
Dry Boot	<input type="checkbox"/>
LIQUID	<input type="checkbox"/>
NH3 (ANHYDROUS AMMONIA)	<input type="checkbox"/>
Closer Tine	<input type="checkbox"/>
Retaining Wheel	<input type="checkbox"/>

TOOLS REQUIRED

1/2 INCH TORQUE WRENCH
TAPE MEASURE
5/32 INCH ALLEN WRENCH
5/8 INCH SOCKET WITH 1/2 INCH DRIVE
3/4 INCH SOCKET WITH 1/2 INCH DRIVE
1-1/8 INCH SOCKET WITH 1/2 INCH DRIVE

COMPLETE THE MRB III PREDELIVERY INSPECTION SHEET AND KEEP THE ORIGINAL SIGNED COPY AT THE SELLING DEALERS LOCATION FOR FUTURE USE

SECTION 1 - SCRAPER

SCRAPER ADJUSTMENTS	Checked By
SCRAPERS SHOULD BE ADJUSTED 1/8" ABOVE THE BEVEL OF THE DISC (fig 1).	
SCRAPER SPRING PRESSUER SHOULD BE ADJUSTED IN THE FIRST NOTCH (fig 2).	

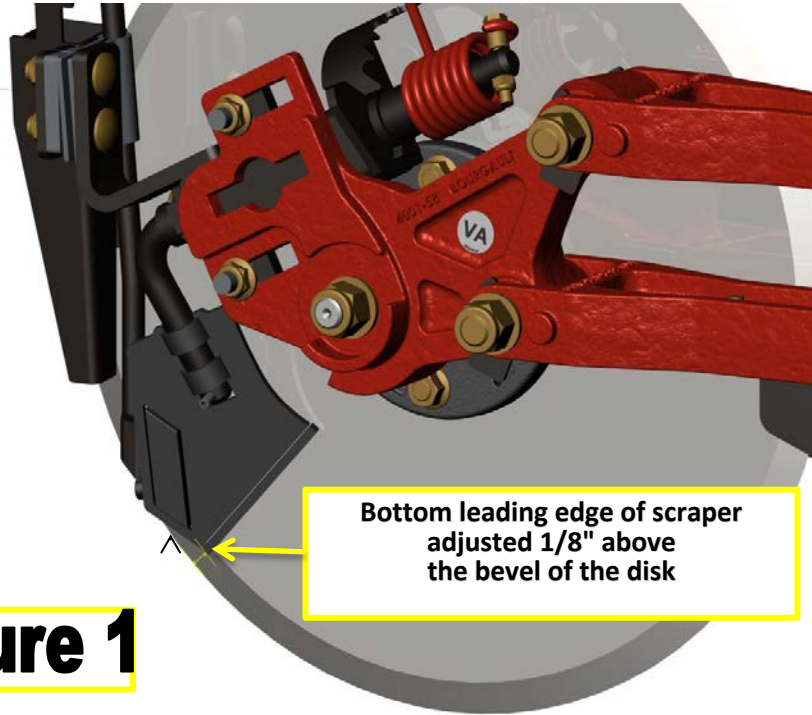


Figure 1

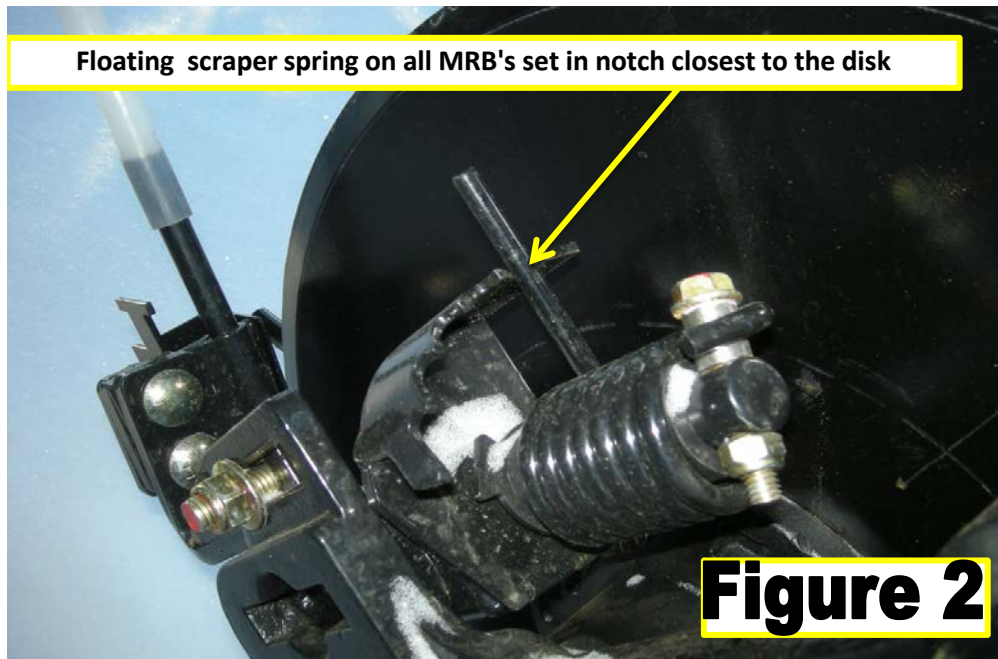
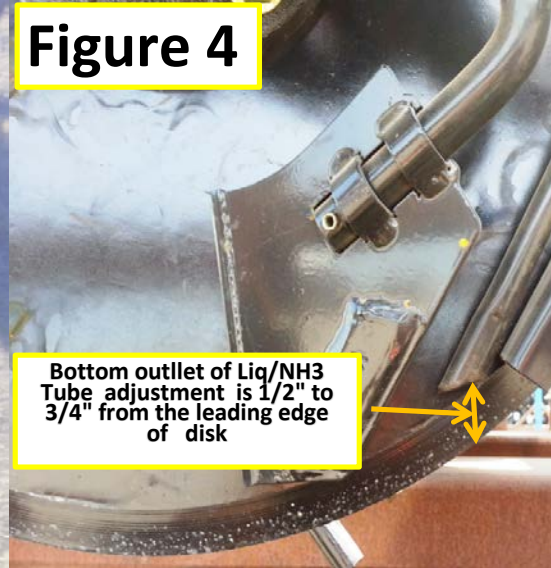
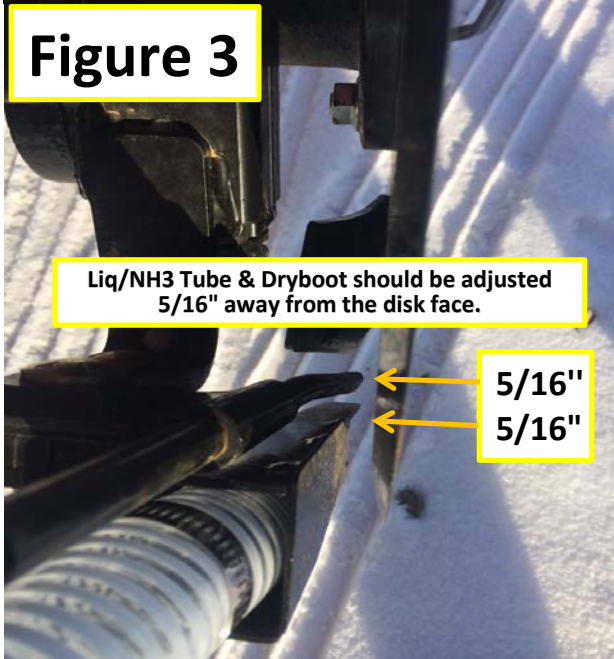


Figure 2

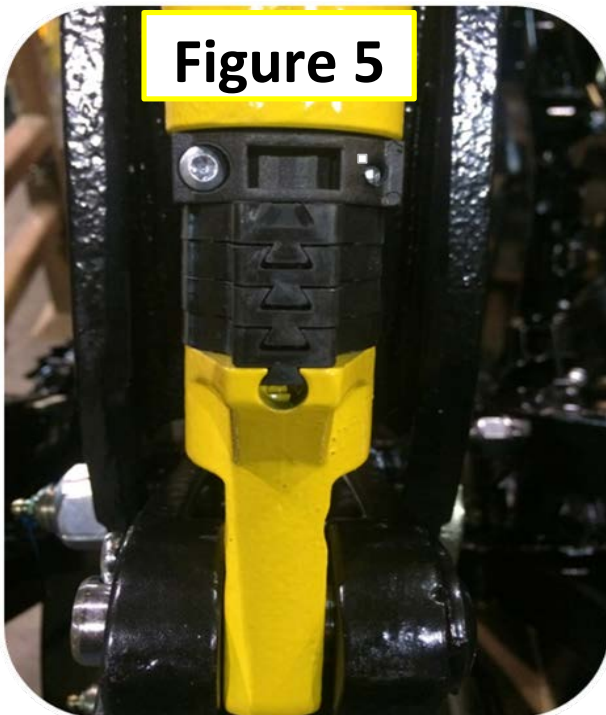
SECTION 2 - LIQ, DRY, DEPTH ADJ

DRY BOOT, LIQUID / NH3 TUBE & DEPTH ADJ	CHECKED BY
ALL DRY FERTILIZER BOOTS SHOULD BE ADJUSTED 5/16" FROM DISK FACE (fig 3).	
ALL LIQUID/NH3 TUBES SHOULD BE ADJUSTED 5/16" FROM DISK FACE (fig 3).	
BOTTOM OF TUBE SHOULD BE ADJUSTED EVEN WITH THE BEVEL EDGE (fig 4).	



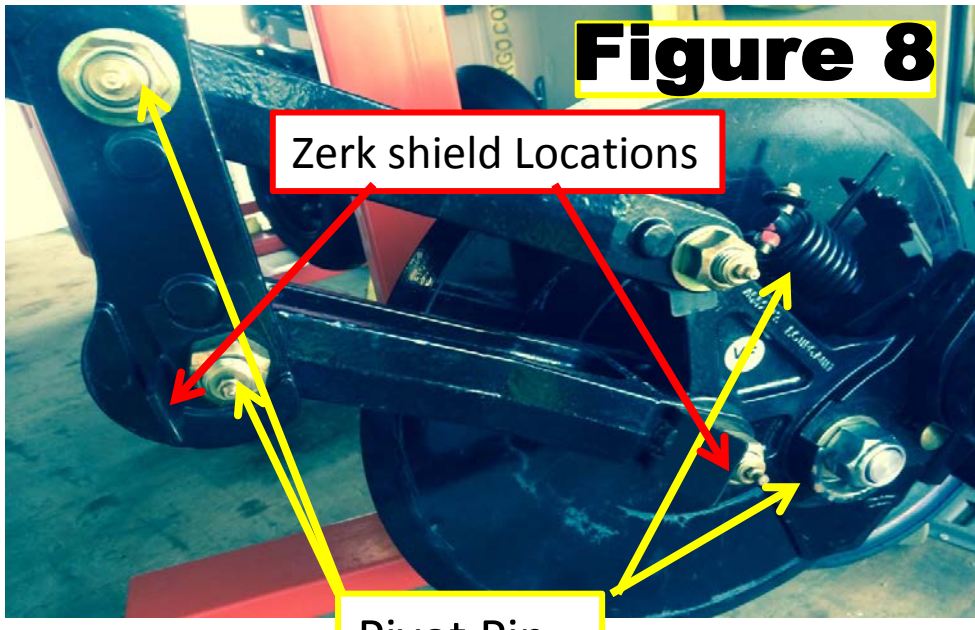
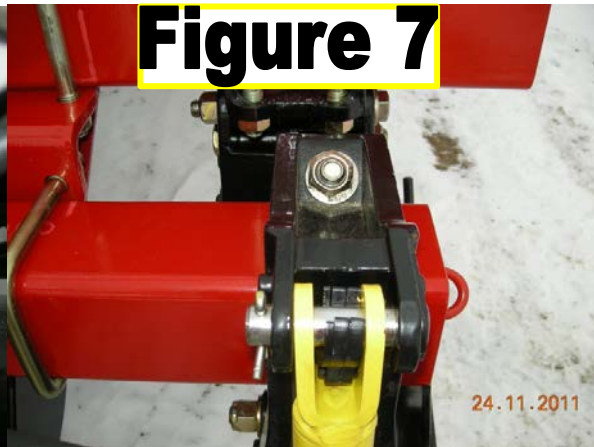
HOSES	CHECKED BY
ALL GRANULAR HOSE CLAMPS HAVE CLAMPS SECURED WITH NUT ON BACKSIDE AND HOSE ROUTED WHERE THEY WILL NOT PINCH IN THE DRILL FRAME.	
ALL LIQUID/NH3 TUBE HOSES ARE ROUTED SO THEY WILL NOT GET PINCHED.	

MRB III DEPTH SHIMS	CHECKED BY
EQUAL AMOUNT OF DEPTH SHIMS (4) LOCKED INTO LOCK TAB OF EACH CYLINDER WITH SLIDING COLLAR ON TOP OF THE STACK OF SHIMS (fig 5).	



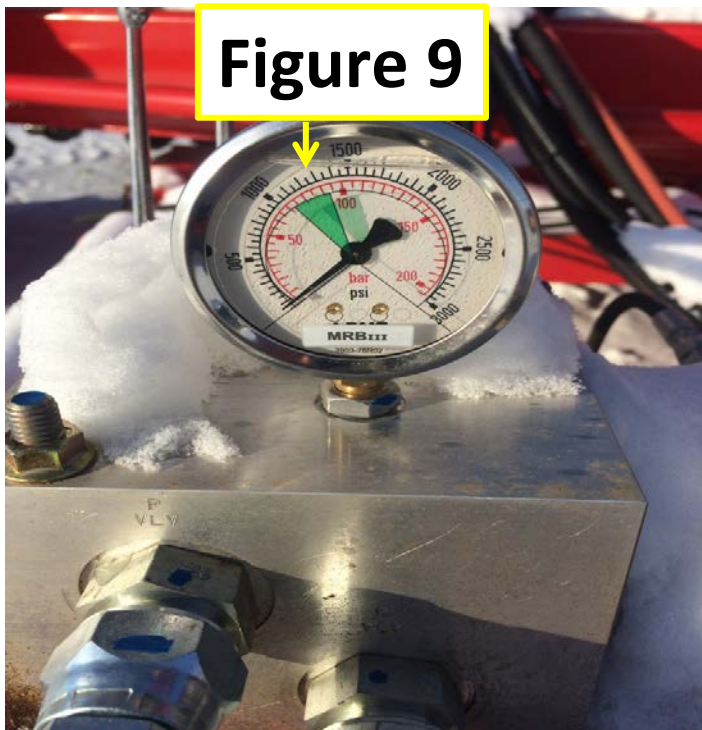
SECTION 3 - SERVICE

GREASE AND TORQUES	CHECKED BY
LOOSEN THE INSIDE SCRAPER TENSION AND PULL OUTSIDE CLOSER TINE AWAY FROM DISC AND CHECK FOR BEARING ENDPLAY ON MRB DISK HUB (check 5) (fig 6).	
GREASE ALL MRB III HUBS UNTIL GREASE COMES PAST SEAL (fig 6).	
TORQUE 3/4 INCH MOUNTING CLAMP NUTS WITH 1-1/8" SOCKET TO 200 ft-lbs (check 5) (fig 7).	
ENSURE ALL 3/4" MRB MOUNTING CLAMPS ARE TIGHTENED EVEN	
GREASE ALL (4) PIVOT PINS UNTIL GREASE COMES PAST SEAL (fig 8)	
CONFIRM ZERK SHIELDS INSTALLED ON BOTTOM (2) PIVOTS (fig 8)	
TORQUE 1" HUB MOUNT BOLT TO 300+/-50 FT/LBS (fig 8)	
TORQUE 1/2" COULTER HUB CARRIAGE BOLTS TO 70 FT-LBS, (check 5)	



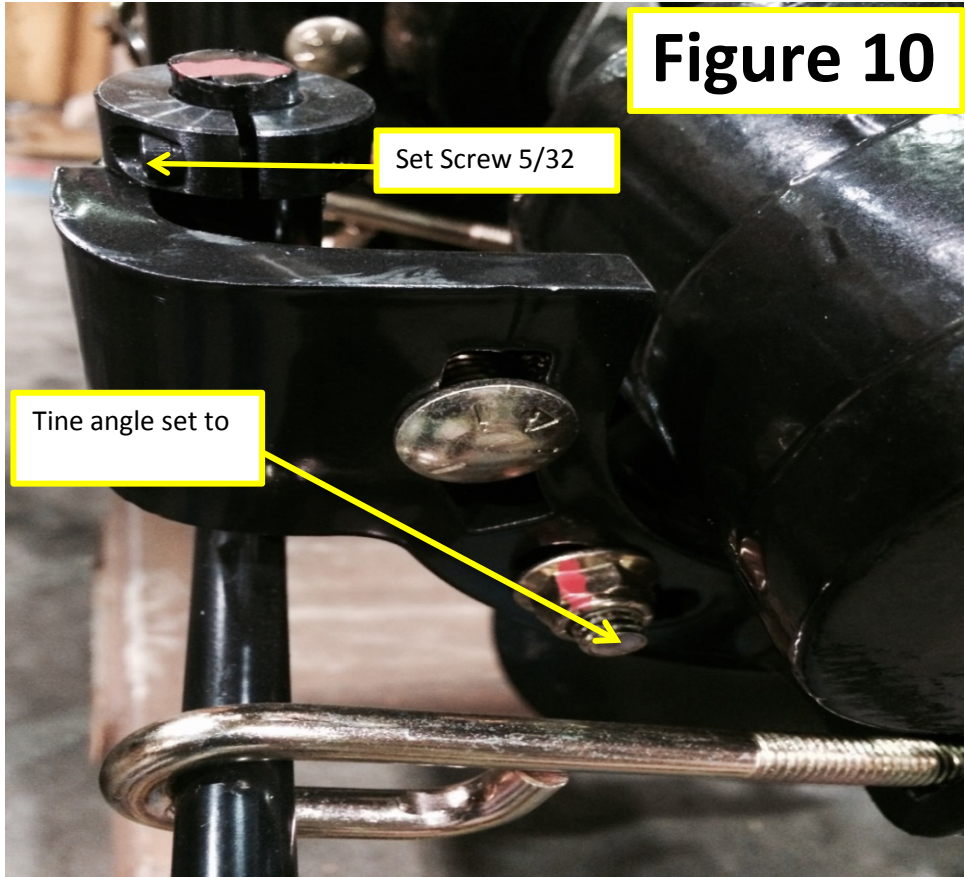
SECTION 4-HYDRAULICS

HYDRAULIC HOSES, FITTING AND CYLINDERS	CHECKED BY
RAISE AND LOWER MRB III's MULTIPLE TIMES TO CHECK FOR PROPER HOSE ROUTING.	
PLACE THE MRB III DIRECTION CONTROL IN THE RAISED POSITION FOR FOR 15 - 20 MINUTES THEN INSPECT ALL FITTINGS, HOSES AND CYLINDERS FOR LEAKS.	
WITH THE HYDRAULICS ENGAGED IN THE LOWER POSITION THE MRB MANUAL PRESSURE ADJUSTMENT SHOULD BE IN THE GREEN PORTION OF THE MRB VALVE GAUGE (fig 9). SET TO A MINIMUM OF 1325psi	



SECTION 5- CLOSER TINE OPTION

CLOSER TINE OPTION	CHECKED BY
USING 5/32" ALLEN WRENCH, VERIFY THAT SET SCREWS ON THE LOCKING COLLAR ARE TIGHT (fig 10)	
VERIFY TINE ANGLE SETTING IS ADJUSTED TO POSITION #2 (fig 10).	
CHECK (5) RANDOM CLOSER TINES FOR PROPER PRESSURE SETTING TO THE DISK, 10 lbs to 15 lbs (Check 5)	



Retainer Wheel Checks	CHECKED BY
CHECK RTN WHL FOR THE PROPER SETTING OF THE WHEEL TO FACE OF THE DISK, RETAINER WHL SHOULD ROTATE WITH SOME RESISTANCE check 5 (fig 11)	
CHECK RTN WHL MOUNTING NUT IS THE PROPER TORQUE ON STUD, Torque 130 ft-lbs - check 5 (fig 12)	

ADJUST NUMBER OF SHIMS ON RETAINER WHEEL UNTIL THE WHEEL JUST TOUCHES THE DISC WHEN ARM ANGLE IS BETWEEN 9-13 DEGREES FROM HORIZONTAL

Figure 11

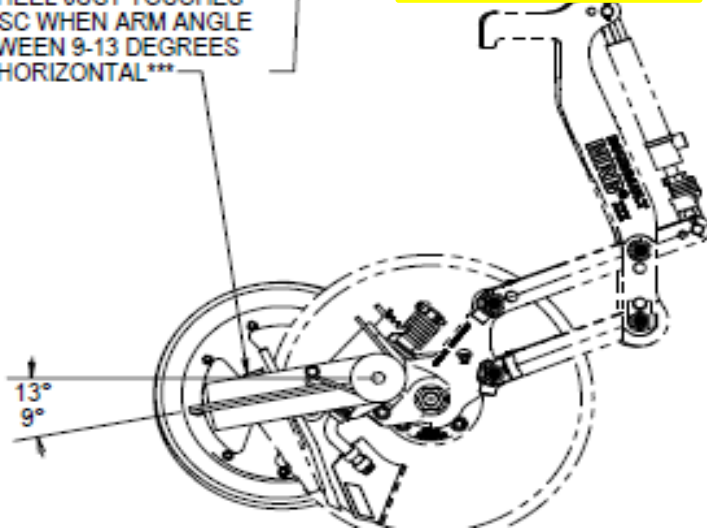
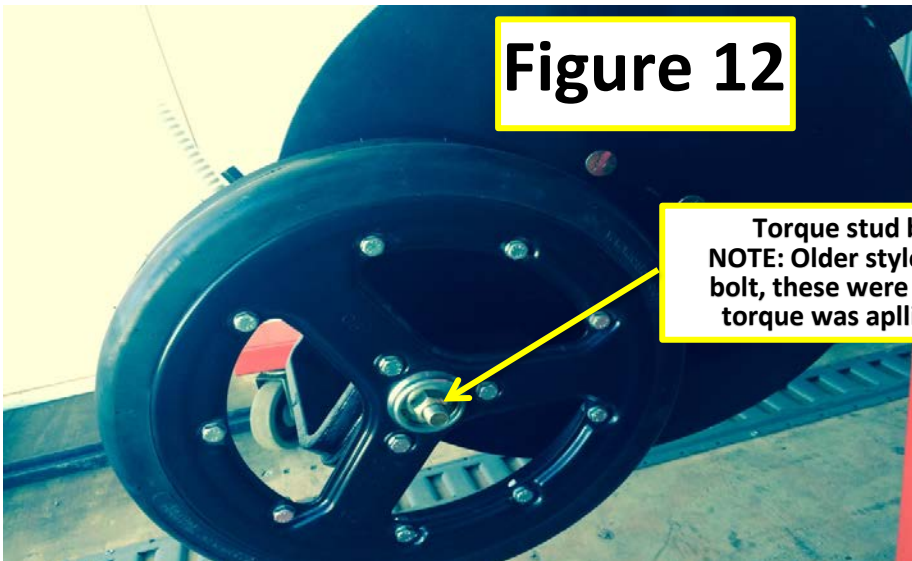


Figure 12



Torque stud bolt nut to 130 ft-lbs
 NOTE: Older style retainer WHL's used a bolt, these were tighten with loctite and torque was applied at around 70 ft-lbs.

FINAL INSPECTION	CHECKED BY
CHECK FOR PAINT CHIPS AND TOUCH UP	
WITH THE BANDERS IN THE RAISED POSITION CHECK FOR CLEARANCE BETWEEN DISK AND FRAME	
FOLD AND UNFOLD THE DRILL SEVERAL TIMES TO CHECK FOR AIR KIT HOSE ROUTING PROBLEMS	
MRB III TOOLS ARE ATTACHED TO WING FRAMES	

TECHNICIAN COMMENTS

COMPLETED PREDELIVERY INSPECTION FORMS MUST BE SIGNED BY THE TECHNICIAN AND KEPT AT THE SELLING DEALER. A BOURGAULT REPRESENTATIVE MAY ASK THE SELLING DEALER TO PRODUCE THIS DOCUMENT.

TECHNICIAN SIGNATURE: _____