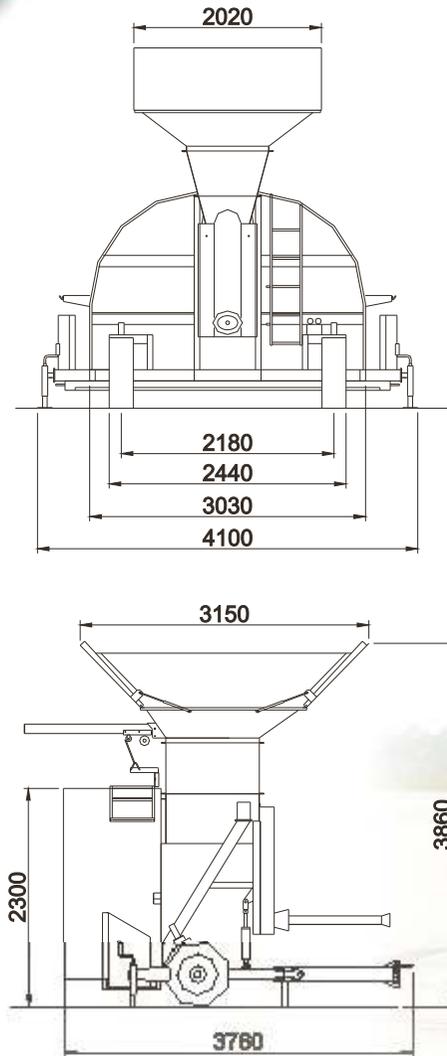




# R-10 Grain Bagger

owners manual  
parts manual



**WE MEET YOUR PRODUCTION NEEDS**

01. Warranty policy	
Limitations on warranty	page 2
Buyer inspection and acceptance	page 3
02. Technical specifications	page 4
03. Dimensions	page 5
04. General features	page 5
05. Safety precautions	page 6
06. For the operator	page 6
07. User's manual	
Choosing site to make bag	page 7
Starting instructions	page 7
Tractor	
General Considerations	page 7
Power requirements	page 7
Power take-off	page 7
Drawbar	page 7
Setting drawbar height	page 7
Setting up the bagger for work	page 8
Installing reminders	page 10
Filling the bag	page 22
Setting brake pressure	page 22
Finishing the bag	page 26
Sealing the bag shut	page 27
08. Suggestions	
Separation between bags	page 29
09. Moisture levels	page 29
10. Length of time a bag will last	page 30
11. Periodic controls	page 30
12. General considerations	page 31
13. Storing bagger at the end of the season	page 31
Storage	page 31
After storage	page 31
14. Lubrication	page 32
15. Do not ...	page 32
16. Disposal of product	page 32
17. Safety tips	page 33
18. Parts manual	page 34



Unit: **Grain Bagger**  
Model: **R-10**

Agro Industria y Servicios G y G SRL, located in Pasteur 44, Sunchales, Province of Santa Fe, Argentina, warrants its product R-9 Dry and High Moisture Grain Bagger from defects in materials and workmanship under normal operating conditions and proper application, in accordance with the specifications for operation as described by the manufacturer, for the period of 1200 hours or 360 days, whichever occurs first, from date of delivery to buyer.-

## Limitations on Warranty

This warranty is expressly in lieu of any other warranties, express or implied, including any warranty of merchantability or fitness for a particular purpose.

Buyer's sole and exclusive remedy under this warranty shall be limited to the repair, replacement or exchange of warranted products at our option, F.O.B. our factory, or designated service center, agent or representative. If the agent or representative grants any warranty greater in scope or time period or labor allowance than that detailed herein, Agro Industria y Servicios G y G SRL shall not be liable beyond the herein stated limitations.

Equipment and accessories not of our manufacture are not covered by this warranty. Any claim with regards to defective aforementioned equipment and accessories shall be submitted by Agro Industria y Servicios G y G SRL to the original manufacturers for analysis and subsequent non-approval or approval of repair, replacement or exchange, at their option.

No special, incidental, consequential or other damages or contingent liabilities including, but not limited to, loss of life, personal injury, loss of crops, loss due to fire or water damage, loss of business or business income, down time costs and trade or other commercial loss arising out of the failure of product. The term product and products as used in this warranty designates the whole finished unit in its entirety, i.e. the complete assembled machine, and/or all and every individual component, part, equipment and accessory that forms said complete assembled machine.

Normal wear and tear associated with use is expressly excluded from this warranty.

No products shall be returned without prior authorization from Agro Industria y Servicios G y G SRL.

Buyers and their agents shall prepay all transportation charges for the return of such products to Agro Industria y Servicios G y G SRL or designated service center. There will be no acceptance of any charges for labor and/or parts incidental to the removal and remounting of product repaired or replaced under this warranty.

This warranty does not cover conditions over which Agro Industria y Servicios G y G SRL has no control, including, without limitation, contamination, pressures in excess of recommended maximum, products damaged or subject to accident, abuse or misuse after shipment from factory, products altered and repaired by anyone other than Agro Industria y Servicios G y G SRL factory personnel or dealer or source approved by Agro Industria y Servicios G y G SRL in writing prior to commencement of said work.



## Warranty terms

The first buyer is responsible for proof of delivery date of product for the purpose of establishing warranty time of validity. Warranty can continue for new user should product be resold by first buyer during valid period of warranty, only if this situation is reported in writing, with enclosed documentation as proof of purchase. Warranty will not be applicable if series number or other identification markers are erased, obliterated or otherwise altered. The following are types of failures which are not attributable to defects in materials and/or workmanship and which are not considered by Agro Industria y Servicios G y G SRL as part of the warranty extended hereunder. This listing is by way of example and not intended to be exhaustive:

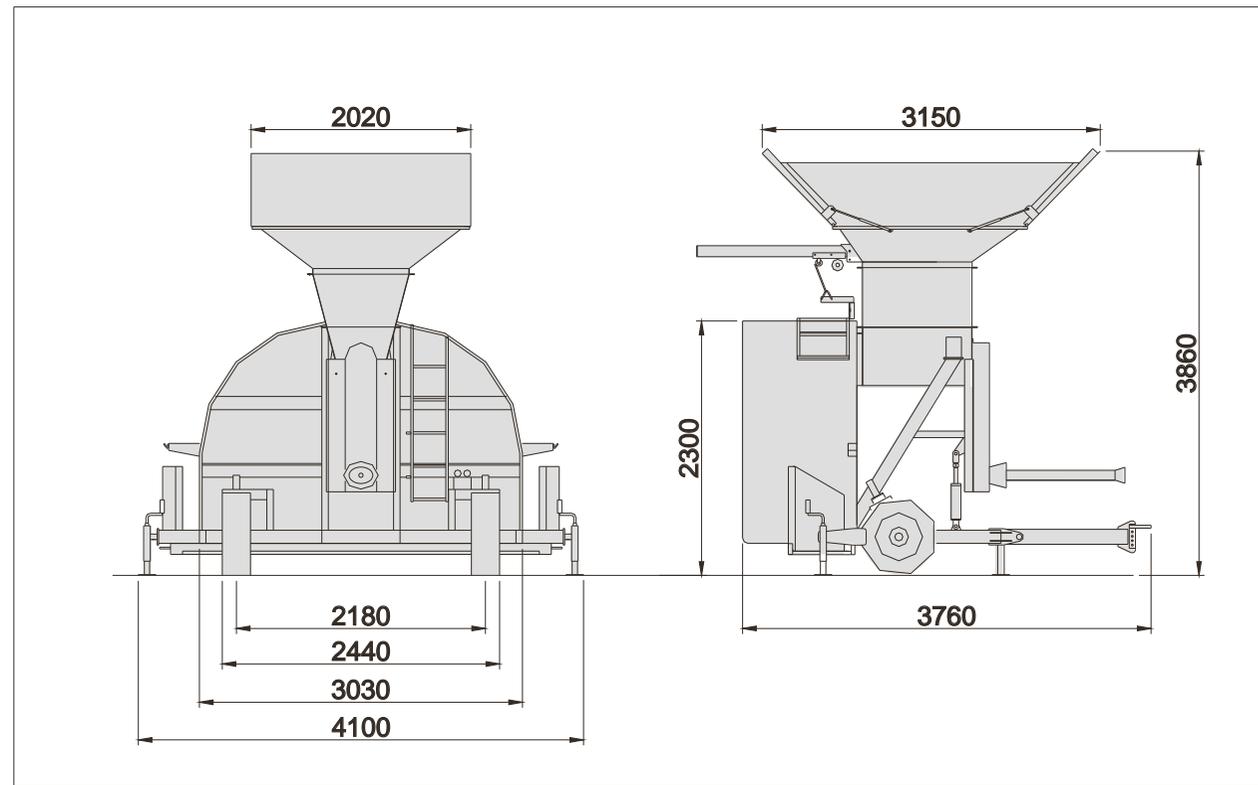
- 1) Product suffered damages attributable to accident, abuse, neglect or ignorance.
- 2) Product was not used in accordance with manufacturer's recommendations.
- 3) Product did not receive required maintenance.
- 4) Failure ensued after replacement of original parts without express consent of Agro Industria y Servicios G y G SRL, or modifications that in Agro Industria y Servicios G y G SRL's judgement may have affected performance, safety and/or dependability parameters.
- 5) Product was used in a manner or for a purpose for which it was not designed or intended to be used by the manufacturer.
- 6) Incorrect mounting of external gears, pulleys, etc.
- 7) Stripped splines or keyways on drive shafts.
- 8) Damage due to deterioration during periods of storage by the purchaser prior to operation.
- 9) Damage of any kind from erosive or corrosive action of any gases or liquids handled by the machinery.
- 10) Lack of or incorrect type of hydraulic fluid, lubricant, oil and/or grease.
- 11) Contamination of the hydraulic fluid.
- 12) Operating beyond recommended maximum speeds, pressures and temperatures.
- 13) Repairs or disassembly by unauthorized personnel.
- 14) Misalignments of drive shafts, gears, sprockets and power driven elements.
- 15) Damage due to voltage spikes, static discharge, electrical storms, physical abuse, externally controlled device failure and improper fusing.

## Buyer inspection and acceptance

Within 15 days after delivery to or receipt by buyer of product, buyer shall inform seller in writing if product is found defective or short in any respect. Failure to so inform seller or any use by buyer of product shall constitute conclusive evidence that seller satisfactorily performed and buyer waives any right to reject product thereafter.



<b>Tunnel</b>	<b>Shape: Bell shape for better grain storage. Size of bags: 10 ft. (3.05 meters) diameter 200 ft. (60 meters), 250 ft. (75 meters) or 300 ft. (90 meters) long</b>
<b>Bag attachment</b>	<b>12 V. electrical remote operated winch By means of a bag frame that holds the bag.</b>
<b>Materials that can be stored</b>	<b>All kinds of dry grains. It is generally considered that this technique can handle 2 or 3 moisture percentage points above usual limits for storage in bins.</b>
<b>Transportation mode</b>	<b>Can be towed at low speeds and across fields in same position as used for work. 10.5/65-16 14 ply tires.</b>
<b>Drawbar</b>	<b>Folds up for trailer loading.</b>
<b>Tractor</b>	<b>Minimum power requirement: 80 HP. PTO speed (max.): 540 rpm's.</b>
<b>Drive shaft</b>	<b>Fully enclosed w/ plastic shield for safe operation. Low angle of input shaft to gearbox.</b>
<b>Braking system</b>	<b>Hydraulic w / manual pump, independent for each wheel and braking pressure monitored with gauges</b>
<b>Receiving hopper</b>	<b>Generous dimensions for extra grain loading capacity and hinged covers for protection against rain.</b>
<b>Compression screw</b>	<b>460-millimeter diameter compression screw. Maximum feed rate 600 tons/hour. Completely enclosed to prevent grain damage.</b>
<b>Bag fastening system</b>	<b>By means of an encircling rope harness.</b>
<b>Frame</b>	<b>Rugged frame for years of dependable operation with minimum maintenance.</b>
<b>Total weight</b>	<b>1,800 kg.</b>



**Richiger machinery is built with the following criteria in mind:**

**Tough frame structure:** Frame structure is designed for many years of trouble-free performance.

**Braking system:** The brake pads apply pressure directly on the tires, a system that is reliable under difficult working conditions (dust, mud, moisture, etc.) unlike disc brakes that require care and maintenance, especially when the machine is stored in between seasons. Pressure is applied to the brake pads with a manual hydraulic pump and the exact pressure is measured with gages so that braking force is similar in both wheels.

**Compression screw:** Works through intermediate reduction gears and a final chain drive for positive non-slip action, assuring an even flow of grain without exceeding normal range of rpm's. When an auger screw exceeds 250 revolutions/minute, it may cause damage to grain and undue wear on the screw's flighting. It is important to note that the compression screw is completely enclosed by a metal tube within the tunnel chamber in order to prevent unnecessary grain movement. The screw shaft is mounted on self-aligning roller bearings that absorb axial forces and have special seals for long-term, trouble-free operation.



**Receiving hopper:** Has generous dimensions that allow for an uninterrupted provision of the grain to be bagged. It is equipped with dual covers which can be easily closed for protection against rain or when work is interrupted.

**Tunnel hood:** Hood has the shape of a flattened bell that helps shape the bags appropriately for best compaction in anaerobic conditions.

**Leveling:** By means of a hydraulic cylinder, height regulation and leveling is achieved simply and precisely.

**Transport system:** Does not require additional equipment for transport on back roads

## Safety precautions

05



- Most accidents are caused by human error. Follow all safety procedures. -
- Make sure all people are safely positioned before starting tractor's motor and engaging PTO. -
- Keep grain bagger clean and sheltered when not in use. This diminishes risk of deterioration and eventual failure. -
- Keep a fire extinguisher handy. -
- Decals with safety indications and warnings should be strictly heeded, kept in good condition and replaced if necessary. -
- When towing the machine, drive with the utmost caution on public roads. -
- Keep hands, feet and clothes well away from moving parts. -
- Stop the tractor's motor altogether before attempting any hands-on procedure on the grain bagger.

## For the operator

06

In order to obtain maximum performance from your grain bagger, **we recommend you keep the owner's manual in a handy place for quick consultation.** Read manual carefully before attempting grain unloading from bag and pay special attention to operating, adjustment and maintenance instructions.

Choosing a site to make the bag

- For best results, the bag should lie on terrain that is even, firm, elevated and free from weeds. Choosing an adequate terrain will facilitate bag-unloading operation.
- Drainage must be good to provide a solid surface for transit, pest prevention and unloading operations.
- The end part of the bag should face opposite the direction of winds that prevail in the region. Solar radiation effects can be minimized with a North-South orientation.
- It is advisable to surround the bag with a 40 cm. chicken wire fence to contain rodents and other varmint, and over this erect a taller fence, preferably electric, to deal with bigger animals.

07

Starting instructions



Before beginning operation of the bagger, make sure there are no foreign objects inside the compression screw or the hopper. Also, check that there are no obstructions interfering with moving parts.

Tractor:  
General considerations

**Power:**

**59 KW (80 HP) Minimum required.**

**Power take-off:**

**Standard 6 spline SAE 1 3/8" stub shaft.  
Nominal rotation speed: 540 revolutions/minute**

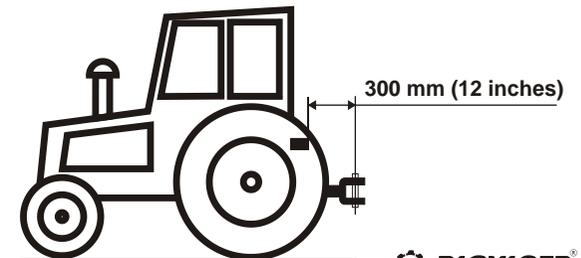
**Drawbar:**

**Check that its distance to the PTO's splined shaft is not more than 300 millimeters.**

**Setting drawbar height**

# IMPORTANT

The distance between PTO and drawbar hitch must not exceed 300 mm (12 inches)



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setting up the bagger for work

R-10 bagger is shown in transport, being towed by a truck.

With main cylinder closed maximum clearance from the ground is obtained.



There is a screw jack stored horizontally at the back of the machine, in the lower tunnel section. Position it so that it props up the bagger's rear end.



Remove the screw jack located at side of hitchbar and place it upright in same socket.

Turn handle until hitchbar is shored up; then remove pin and unhitch bagger from towing vehicle.



Move tractor in and hitch bagger to tractor's drawbar.  
Should there be a gap between the drawbar and the bagger's hitchbar tongue, put in place a separating bushing to prevent vertical rocking motion.



Unbolt and remove drive shaft from its storage position in the bagger.



Connect drive shaft's square section telescoping segment to tractor's PTO spline. Make sure it is locked fast as a flailing shaft that breaks free poses mortal danger to operator and bystanders and can at the very least badly damage equipment. Repeat previous procedure and connect drive shaft's round section half to bagger's transmission. Make sure that at least 40 centimetres of square shaft enters into round section's square slot in order to withstand torque demands.



The chains that hold steady both ends of the drive shaft's plastic protector are secured.



### Installation reminders:

Apply grease to telescoping sections.  
When connecting shaft sections to tractor and bagger, make sure they lock properly.  
Check that drive shaft's plastic protection shield rotates freely before chaining it down.



The PTO drive shaft demands that the operator be attentive and use maximum caution when working near it.  
Make sure that covers or protectors surrounding the PTO and drive shaft sections do not interfere when these are turning.  
Also verify, when installing shaft, that there is no excessive angle disparity between connection points, i.e. shaft should be as horizontal as possible. Make sure a sufficient length of square shaft fits into adjoining drive shaft section.

Connect cylinder hoses to tractor's hydraulic system.



The R-10 bagger is equipped with two supporting brackets and corresponding screw jacks that are stowed inside the machine. These are now removed.



The supporting brackets are inserted in the rectangular slots located on the sides of the tunnel hood. Make sure they are placed as shown in pictures because one of the supports is left hand side and the other one is right hand side. The rule of thumb to determine correct positioning is that the chain sections attached to the brackets must point downwards.



Introduce the support brackets up to the point where the lock pins can be inserted.

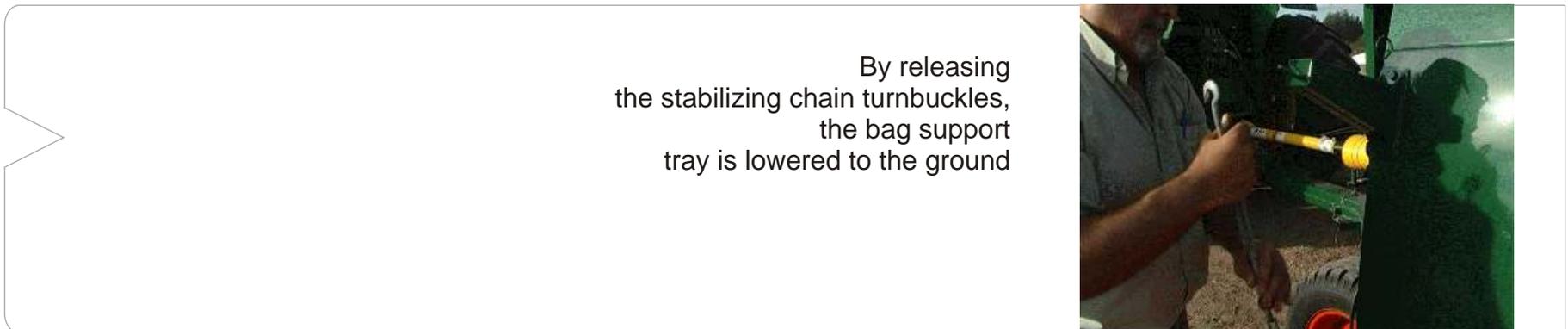
Lock pins are then secured with R-clips.



Insert the screw jack that was holding up the hitchbar in square socket of either one of supporting brackets.

This screw jack is not used at this point and is fitted to the supports or props for future use, so it should be placed horizontally, not in its upright operational position.

Remove screw jack that was used to hold up rear end of bagger and introduce in square socket of second supporting bracket. Same indication regarding horizontal positioning applies as with companion screw jack.



The cardboard box containing the bag is placed next to the tunnel at the bagger's rear. The correct orientation of the bag is requisite and the outside of the box indicates which is the side that should face the machine.

The bag is taken out of the box and extended on the ground to its full length, parallel to the tunnel opening and close to (but not actually beneath) the hood.



The bag supporting cradle or frame, which is held in place by spring clasps on each side and by a central pin, is detached from the tunnel hood



The R-10 is equipped with a 12 volt electric winch to maneuver the plastic bag. The first step, once the crocodile clips are attached to the battery terminals, is plugging the main power cable to the female socket attached to the bagger, so that the winch can be controlled with the remote control provided. At this point the operator, standing on the ladder, hooks the steel cable to the bag frame, previously giving it some slack if necessary by turning the winch. The whole bag raising procedure does not require that the operator stand atop the hood at any time.



A long metal pole or handle about three meters long is stowed in the bagger. To one of its ends is welded a short length of pipe (this is used afterwards to open the hopper covers). The other end has a ring. Standing on the left side of the bagger, the ring end of the handle is used to pull out the spring-loaded rail-releasing pin. Then, standing at the rear of the bagger, the operator uses the long metal handle to hook the front end of the rail, which is pulled out as far as it will go.



Next, always using the handle from the ground, the rail's lock pin is once again hooked and moved a quarter turn upwards, which will cause the spring mechanism to lock the rail in place in work position. Finally, the winch itself is hooked from the ground and pulled outwards carrying the bag frame with it.



Using the remote control from the ground, the operator lowers the frame to the ground.



The bag is grasped from the inside and the upper middle section placed upon the bag frame. At this stage, the straps that bind the bag's folds should remain uncut. The operator raises the support frame with the bag appended to it.



**The bag should be grasped from the inside when being placed over the supporting frame, with the white layer facing the outside and the black plastic layer facing inside once the bag is positioned over the frame.**

Hoisting is continued until the frame clears the tunnel hood by a few centimeters. At this stage, the operator should check that the bag's stretch control markings are correctly positioned at the sides of the bag.



The winch with frame and bag attached is pushed back along the supporting rail with the metal pole as far back as it will go and the bag is fitted around the hood, taking care that its folds are not disarrayed in the process. The bag's lower section is simultaneously fitted over the supporting tray located under the hood.



The steel cable is slackened so the bag frame comes to rest in its original position on the hood, where it is hooked and secured fast once again with spring clasps and central pin. All the safety straps that bind the folds are cut to enable the operator to pull away the bag's outer fold.



At this point the bag's visible outer layer should be white and the inner layer black. Taking hold of the leading edge of the outermost fold (not the innermost fold), the operator carefully pulls out plastic sheet from all around the perimeter of the tunnel and the tray to a uniform length of about three meters (with each fold about 50 centimeters wide, this will require pulling away 6 or 7 folds). The operator should then enter the tunnel through the bag and check that the folds have remained well stacked on the tray.



The bag should remain orderly and tidy, both the folds on the tunnel hood and the length of plastic that was pulled outwards. The last segment of bag should be layed completely flat on the ground.



**Make sure that the markings to monitor bag stretch are visible on the sides of the bag**



This last segment of bag is wrapped a few times around a 1" or 1.5" x 4" board that is approximately 3 meters in length or can be longer. A second board of the same length is nailed onto the first, and this accomplishes initial closure prior to beginning work. Nails should be placed a distance of about 30 centimeters from one another. Alternatively the bag can be sealed with plastic strips supplied by the bag manufacturer that are positioned in place and crimped with a special tool, but this method rarely achieves the mechanical resistance and reliability provided by nailing wooden boards together.



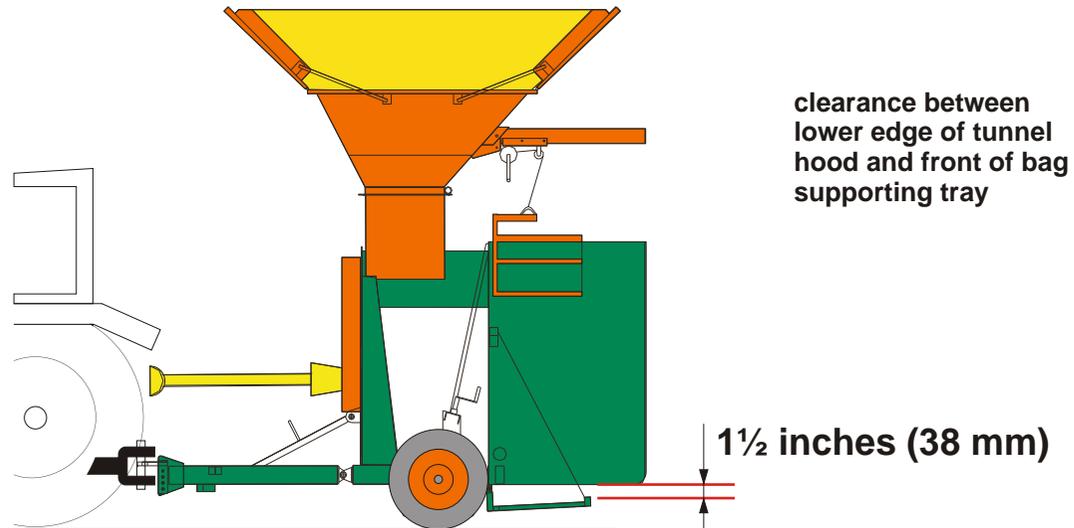
In the extremes of both screw jack props previously installed in the hood's side slots are the quick-hitch mechanisms that are used to raise and hold the bag tray in place. Take the steel bar lever that is kept next to the bagger's ladder and insert it in the right hand side bracket's ring hole. Move the lever down so that the stabilizing chain can be hooked to the pin that is welded to the tray's right side.



Once hooked, move the lever up again and this will raise the tray (on which the lower section of the bag is now resting). Once it goes all the way up, the quick-hitch cam will keep it there in place. Then repeat the same procedure with the left hand side bracket's quick-hitch and the tray will be held up from both sides. Lock in place with R-clips provided. The turnbuckles are secured to their moorings leaving some slack in chains so that they do not affect tray clearance.



The clearance or gap between the leading edge of the tray and the lower part of the hood should be 1½ inches (38 millimeters). This distance can be better ascertained if the gap is viewed from the side of the machine. This clearance is automatically set by the quick-hitch because the system is calibrated in factory. If clearance varies from the suggested value, it can be reset by shortening or lengthening the stabilizer chains. This is done by first loosening lock nuts and nuts from the threaded bolts to which the stabilizing chains are affixed and then either screwing (to shorten) or unscrewing (to lengthen) these bolts according to what is needed. When correct gap has been reestablished, nuts and locknuts are tightened once more.



To keep the bag in position during the filling operation, a rope harness is used. Before securing the bag in place, and although it is not essential, the levers that hold up the tray may be lowered because their mechanisms can interfere with proper placement of the main rope.

This main cord, which is approximately 7 meters long, is first passed through a round hole located at the side of the bag supporting tray - one of two similar openings positioned on the left and right hand sides of the tray - from top to bottom; that is, it comes out through the underside of the tray.



This end of the rope is pulled up the bagger's outer side from under the tray and tied with a simple or double knot (a simple knot should be enough because the rope is elastic) to the ring that is welded to the orange colored shield located at the side of the machine.



The remaining length of rope is passed on to the other side of the bagger over the tunnel hood. The tie-up procedure is then repeated on that side: the rope is threaded through the bag tray's remaining hole from top to bottom and brought up at the side, where it is secured to the lateral shield's ring with either one or two knots.



**There are two main considerations when performing this task:**

- 1) The rope should be pulled quite tight, because one of its purposes is preventing the backflow of grain that can work its way between the bag folds and the hood. Even if tight, the polyethylene film is slippery enough to allow its passage under the rope as the bag is gradually pulled out and filled.**
- 2) The rope must encircle the hood in front of, and not over, the bag supporting frame that was previously fastened to the hood.**

Three secondary cords or tethers, each about 2 meters long and with plastic hooks attached to their ends, are used to prevent the main rope from being pulled outward by the unfolding bag. Two tethers are secured to the sides and the third is centrally located on the upper part of the hood. Two fastening rings per cord are welded to the edges of the hood for attachment purposes, and the cord's end hooks can be manually locked as needed.



## Filling the bag

The hydraulic cylinder is used to level the machine in a horizontal position, or preferably with the rear end of the bagger (i.e. the tunnel end, away from the tractor) pointing very slightly upwards. The tunnel hood or the winch supporting rail should be used as horizontal reference lines. This adjustment, properly carried out, together with the 1.5" clearance that is left between bag tray and hood, is all that is necessary to regulate the machine's position before beginning work. Using the long handle's tube end, the hopper's covers are thrown open. The front cover facing the tractor should be opened first. Side tarpaulin prevents spillage when grain cascades into hopper from grain cart's auger.



## Setting brake pressure

The steel bar lever is now inserted in the manual pump's hold bracket. Pumping action determines the degree of braking force applied to the wheels via brake pads. It is important to remember that tires should be set to a pressure of 60 psi for optimum grip.

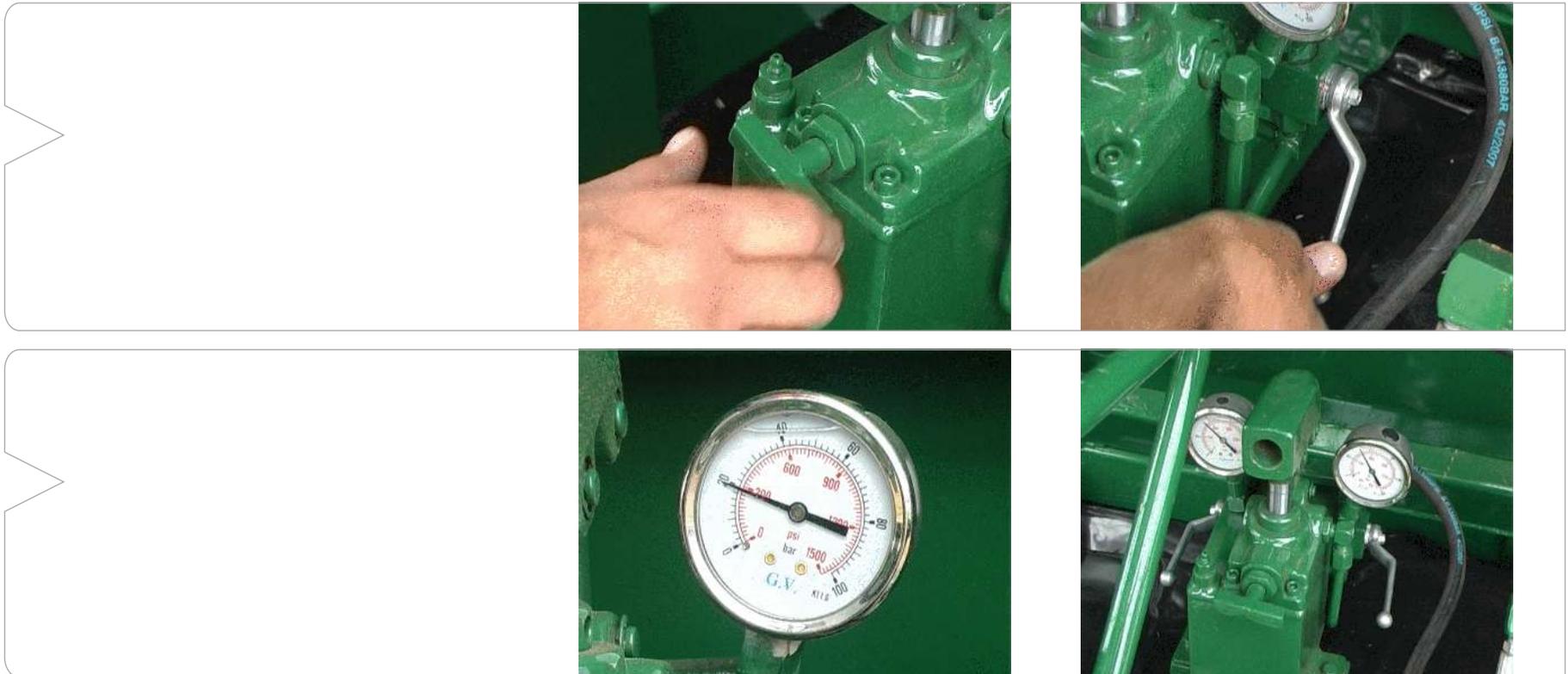




**For optimum brake performance, it is important that tire pressure be set to 60 PSI.**

Main valve spigot is opened to ensure oil flow within the circuit and then closed shut, as pressure will not build up with main valve open. Right side valve is then lowered to its open position and pump lever is operated until right side manometer indicates desired pressure value - see suggested initial pressure settings in paragraph that follows - after which right side valve lever is raised and closed. The procedure is then repeated with the left side valve, corresponding manometer being set to the same pressure as its companion. It is also possible to open both left and right side valves simultaneously, whereby pressure will be automatically equalized in both brake circuits, both valves then being closed shut. Whenever additional braking force is required whilst bagger is advancing, both left and right valves should be opened (without opening main valve spigot) and hand pumping resumed till desired pressure is reached, whereupon both valves are closed shut once again.

Inversely, if braking force must be decreased uniformly, left and right valves are opened and main valve spigot is carefully turned open in a gradual way until manometers show desired pressure values.



Instructions for use of hydraulic brakes are indicated in a sticker attached to bagger next to the hydraulic controls. Set initial braking pressure to approximately 150 PSI, taking care that equal force is applied to the brake pads of both wheels. Filling operation should begin with this moderate braking action, further increases to be governed by bag stretching behavior. Tractor's gear case is shifted to neutral, while PTO is engaged and progressively revved up until it reaches 540 rpm's. There is a hinged trapdoor on the underside of the compression auger for the draining of rainwater should it enter through the hopper. The operator should make sure it is closed. At this point, the self-unloading grain wagon, standing to the right of the bagger, should begin delivery of grain. The grain wagon will have to be moved forward every few minutes to keep pace with the advancing bagger. The bagger's hopper opening is rectangular in shape and off-center in relation to its base, so that the displaced section allows for more separation between grain cart and bagger.



When approximately 2 meters of bag have been filled, it will be necessary to reinforce braking action. Increasing the braking pressure to about 600 PSI should be about right. Several variables come into play, such as tractor's weight, terrain conditions and type of grain. Wheels must grip the ground and turn, not slide. Should this happen, it means that the brakes have blocked the wheels because of excessive pressure and/or the presence of mud, and brake pressure must be diminished to the point where proper grip and traction are restored, even at the cost of getting grain that is less packed inside the bag. The stretching behavior of the bag will determine what degree of force must be applied to the brake pads. Manufacturers print stretch mark indicators at regular intervals along the length of the bag that must be measured with a ruler to establish actual degree of stretching. These measurements provide the feedback needed to adjust the brakes. It is convenient to go for the maximum pressure possible short of stretching the bag beyond the limits recommended by the manufacturer. This will result in grain that is better packed, with more air expelled from the bag, which in turn will favor a more markedly anaerobic environment that improves grain conservation parameters and increases the time that it can be kept in the bag. Should it be necessary to intensify or decrease braking action, this should be done by small increments so that there is no sudden discontinuity of grain packing pressure within the bag. If bag is falling short of its stretching limit, more braking action will result in a heavier load applied by the compression screw and thus more stretching of the bag. If bag is overstretched, and the danger here is that it may rip open and spill its contents, then less braking action will be required so that the screw does not deliver as much compressive force.



It should be periodically checked that tractor is advancing in a straight line and direction corrected if necessary. If only one worker is manning the whole operation, he should check that tractor is advancing in a straight line and correct with the steering wheel if necessary. The tractor's brakes are not to be used at any time as this would result in lack of control and possible rupture of the bag, not to mention other risks (see warning box



**WARNING:** It is of paramount importance to remember never to execute bagging operation with tractor's brakes applied. As bag/tractor unit is impeded to advance under this circumstance, bag may burst open and spill its contents. Should that not occur, sudden release of brakes with grain under tremendous pressure in the bag will cause the tractor to abruptly and uncontrollably lurch forward (even several meters), seriously imperiling anyone standing in its path. Should operator notice that the bag is overstretching and not advancing, and that the cause lies in the tractor's brakes mistakenly being used at that stage, he should first stop the PTO or the tractor's motor altogether, then make sure nobody is in the way, and finally release the tractor's brakes as gradually as possible before recommencing operation



When the end of bag markings printed at the sides indicate that most of the bag has been used or one sees that little plastic film is left, then the filling operation is coming to an end. Either for this reason or for other motives such as running out of grain to be stored, or because the bagger is to be towed to some other location, the bag must be detached from the machine and closed shut.

**Before proceeding to close bag, read instructions below carefully as it is dangerous to leave grain under pressure inside the bagger.**

### BRAKE RELEASE PROCEDURE

Brakes must be correctly released because grain is compressed inside the bag, and if pressure is relieved suddenly or accidentally with no restraint it can propel the machine forward and endanger bystanders. **Do not** leave a pressurized bag fitted to bagger. Follow this sequence **with bagger hitched to tractor**:

- 1) Run compression auger to empty the bagger hooper.
- 2) Disengage PTO and turn off tractor engine
- 3) Always lock tractor brakes and engage a gear to ensure steadiness
- 4) Release bagger brakes by first opening main valve "A" and then slowly turning open, one at a time, left and right hand side brake valves "B" and "E".
- 5) Shift tractor gears into neutral and gently release brakes. Grain pressure may slightly push tractor forward. Turn on engine and advance slightly to decompress.
- 6) Install side screw jacks if bag is to remain attached to bagger and drive tractor away, or alternatively start bag-closing procedure.

In short, the points to remember are:

- 1) **Never** release brakes when bagger has finished work without following safeguards detailed above in BRAKE RELEASE PROCEDURE decal.
- 2) **Never** release brakes while machine is still working. To stop the operation turn off tractor's engine.
- 3) **Never** release the brakes if anybody is standing in front of the bagger or the tractor.

Tractor and bagger are driven forward about three meters which will leave approximately that length of empty bag trailing behind the bagger. At the same time the PTO is engaged so that any grain remaining in the compression auger is discharged into the bag.

Once PTO is turned off, the bag is cut around its whole circumference, next to the hood, with a sharp blade. The tractor then pulls the bagger away so that room enough is left to close the bag (detailed explanation of bag closure method later).



Before towing the bagger away, the hopper covers should first be shut and the hydraulic cylinder completely closed as this will provide maximum clearance from the ground. The plastic sheet remaining on the hood will serve for the next bag. If desired, the plastic remaining on the hood can be removed and repacked once again, care being taken that the folds are not disarranged by tying them down with straps or lengths of twine as in their original presentation.

## Sealing the bag shut

Starting the bag. The importance of initial closure.

Closing the open plastic tube so that it becomes the bag, before beginning the filling operation, is important in that a deficient closure can mean that the tube may burst open and spill its contents.

All bag manufacturers provide plastic closure strips that with corresponding crimping tool can be used to close the bags. However, sometimes they have proved to be less than satisfactory and have popped open under conditions of high pressure and heat. The method described under the next heading has proved its worth when closing the bags at both the beginning and ending stages.

**Closing the bag when initiating loading procedure, when finishing loading procedure, and whenever the bag is opened to unload part of the grain it contains.**



At the very start of the filling operation and whenever the bag has to be closed, it is necessary to correctly seal the end section of the bag. A sufficient length of bag, about 3 meters long, is left empty for this purpose. Take a 1" or 1,5" x 4" board about 3 meters in length. Fold the leading edge of plastic around the board and wrap it round several times. Then proceed to nail a second board (two more boards can alternately be used, sandwiching the first one between them) to the one that is wrapped in plastic, laying the nails at least at 30-centimeter intervals to achieve a good seal. Once this is done, using the boards as leverage, continue wrapping plastic sheet around them as tightly as possible. Once you can rotate the boards no more, tuck them under the bag so that they can't be moved. This method can be used every time the bag is opened.



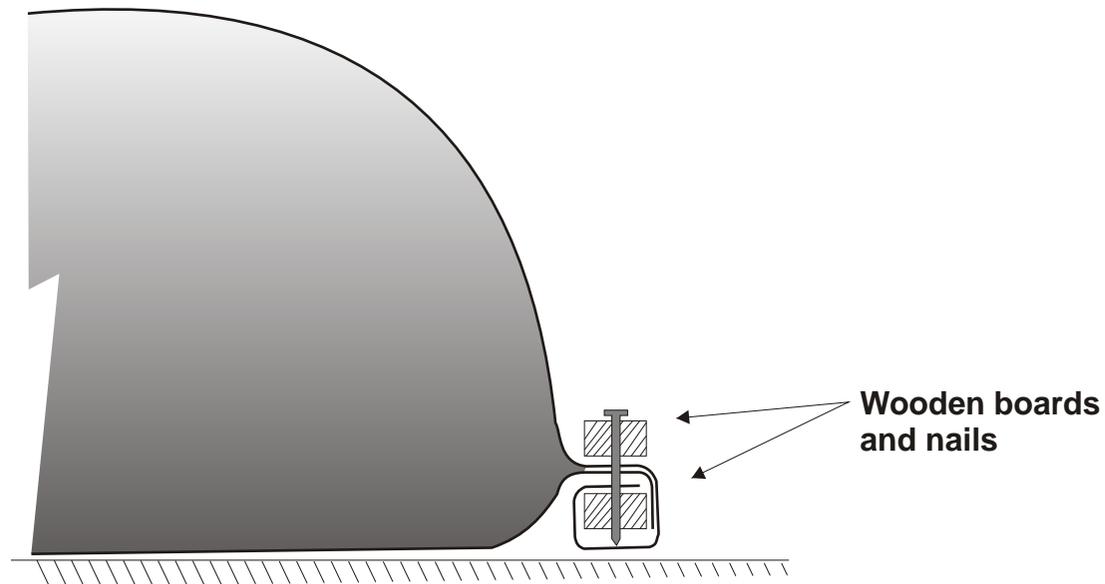
**It is very important that the plastic sheet be wrapped repeatedly and as tightly as possible around the wooden boards in order to ensure a good, watertight seal.**

**It is also important to tuck the boards wrapped in plastic sheet as securely as possible under the bag as this will prevent the plastic from unwrapping and the possibility of exposure to water.**

**Remember that the bags will possibly be in contact with water from rain or snow at some time in the future, and if water does enter the bag it is possible that wicker action may extend the effects of damage caused by moisture.**

**It is also crucial that the heads of the nails used are flush with the wood surface, and that the nail points do not penetrate to the other side of the boards or they will puncture the plastic film when the boards are turned round.**

End of the Bag



## Suggestions

### Separation between bags

Bags must have sufficient separation in between when lined up in rows to allow for tractors grain carts when they are being filled up, and for the transit of trucks and unloaders when they are being unloaded.

### Moisture levels

As a general rule, the maximum moisture levels that should be considered for storing grain inside plastic bags are the same that are recommended to store grain in conventional silo bins. Storing with greater moisture levels will cause losses in either quantity and/or commercial quality of the grain (loss of protein content, loss of germination potential in the case of seed) with risk increasing proportionally to time spent in storage.

#### Risk in relation to grain moisture

Grain	Risk related to grain humidity		
	Low (1)	Medium low	Medium high
Soy, Corn, Wheat (2)	Up to 14%	14 - 16%	Greater than 16%
Sunflower	Up to 11%	11 - 14%	Greater than 14%

#### Risk in relation to storage time

Grain/Moisture content	Risk related to storage time		
	Low (1)	Medium low	Medium high
Soy,corn,wheat 14%-Sunflower 11%	6 months	12 months	18 months
Soy,corn,wheat 14-16%-Sunflower 11-14%	2 months	6 months	12 months
Soy,corn,wheat over 16%-Sunflower over 14%	1 month	2 months	3 months

(1) For seed grain these values must be lowered by 1 – 2 %

(2) It is not recommended that wheat be stored with a moisture level of more than 14%

Besides, when grain with high moisture content is once again exposed to air once extracted from the bag, aerobic microorganisms begin multiplying in great numbers and material may suffer quick degradation. This is the reason why grain should be dried as soon as possible after removal from bag, before being traded.



## Length of time a bag will last

Maximum allowable storage time is an important consideration and should be checked with your provider of bags. The sun and high temperatures degrade plastic material given enough time, reason for which the outer layer of the bag is white (less heat absorption) and contains UVR protection additives that will delay breakdown. Therefore, how much a bag lasts depends to a great degree on geographic position and time of the year in which it is used. Nevertheless, to be on the safe side it is generally recommended that bags do not remain exposed more than one summer.

## Periodic controls

Success in bagging grain is closely dependent on supervision carried out during time of storage, reason for which it is important to perform controls almost daily. Every possible precaution must be taken to maintain integrity of plastic cover and to repair it as soon as possible if the need arises. It should be remembered that relatively small tears cause important losses due to aerobic degradation. There are several sources of potential trouble and some can be prevented or controlled.

## Rodents and other wild animals

During bag filling operations, care should be taken not to spill grain on the ground because this will work as an attractant. Daily control is important and if holes or gashes are detected, they should be sealed at once. To deter entrance to the storage area, this should be kept free of weeds and tall vegetation, and an electric fence with wires 5, 15 and 30 cm. from the ground should be erected.

## Hailstorms

Should one occur, the bags should be checked immediately to see if they have sustained damage. If there is slight damage, it can be repaired with appropriate sealing tape. If damage is severe, the only solution might be to sell or to repeat bagging operation. Keep in mind that the more the bag is stretched, the more potential for harm a hailstorm has.

## Fire hazards

The stubble from winter cereals poses the most risk in this department. If storage area is next to a stubble field, it is convenient to make a few passes with a disk harrow or other machinery to minimize risk.

## Sampling

It is important to periodically take samples to control the evolution of the stored material, a probe can be used, or alternatively two strips of sticking tape applied vertically and superimposed on one another in a section of bag that is relatively under-stretched, whereupon a slit is cut open over the tapes and a sample taken. The slit is then patched up with special tape provided by bag manufacturer or third parties.

12

- Allow only people with a working knowledge of the machine, its controls, safety rules, etc., to operate it.
- Make sure there is a fire extinguisher on board the tractor and that dateline has not expired.
- Read all instructions pertaining to use, safety precautions, maintenance, etc.
- In case of rain, remove all water that may have accumulated on the lower tray, the hopper, the compression screw and the bag, before resuming work.
- Check tire pressures before beginning work.
- Check if bag is correctly installed and positioned.
- Engage PTO and leave motor idling while observing how the bagger behaves without a workload (vibration-free drive assembly, screw, etc.).
- Complete the revision with PTO pulling full rpm's for one or two minutes.

## Storing bagger at the end of the season

13

### Storage

Wash unit thoroughly (do not direct pressurized water at bearings).  
Remove remainder of bag from tunnel, if any was left.  
Tighten nuts and bolts.  
Lubricate entire machine.  
Check the decals and replace if necessary.  
Repair or change damaged or worn parts. Use original spare parts.  
Apply a thin layer of grease to the threads of all adjusting bolts.  
If bagger is not to be used for long periods of time, it should be sheltered in dry and clean surroundings.

### After storage

Clean all dirt and debris that may have accumulated on machine.  
Lubricate all points indicated.  
Check tire pressures  
Check that functioning is smooth and clatter-free.

Section		Time in hours
Drive shaft	U-joints	20
	Telescopic section	50
	Yokes	20
Bearing blocks		50
Bushings of brake housings		50
Bearing case		50
Ratchet jack		50
Idler sprocket bushing		10
Roller chain		10

Do not ...



**...overload tractor's drive train, PTO or any other component by performing chores that tractor was not designed to do.**

**...work with PTO shaft speeds above 540 rpm's.**

**...forget to perform timely maintenance and lubrication chores.**

**...make bags with excessive compaction.**

**...transport the bagger with another machine hitched to it.**

**...transport the bagger with grain inside the hopper.**

**...make rows of bags without an adequate separation distance.**

**...operate the bagger without sufficient working knowledge.**

**...use incorrect working height regulation.**

**...transport the bagger on public roads in its work mode set-up.**

Disposal of product

**Once the product has reached the end of its useful life, make sure it is properly disposed of in compliance with all applicable regulations and laws in this area.**

**It is important, in order to avoid accidents to oneself and third parties, to be familiar with the operation of agricultural machines in general and this one in particular.**

Therefore, we suggest you follow these guidelines:

The owner must make sure that whoever operates the machine has read and understood the instruction manual.

For this and all machines that draw power from a PTO shaft, confirm that protective shields are in place and not in the way of moving parts.

Follow instructions regarding hitching distances. Modifications of drawbar lengths must be made only if in compliance with manufacturer's instructions.

Drive shafts can be very dangerous if telescoping sections accidentally separate during operation as PTO input shaft will flail around uncontrollably and can easily maim or kill any person that is within range . Ensure sufficient contact between drive shaft telescoping components.

Control PTO shaft speeds when utilizing power machinery.

Avoid towing agricultural machinery with automotive vehicles at relatively high speeds on public roads. They are mostly designed to be towed by tractors on back roads at low speeds.

Make sure total width of machinery you are towing on public roads does not exceed what is legally permitted. If necessary, use signaling lights or banners, or travel with a signaling companion vehicle.

Before beginning work or transporting machine, operator should make sure of machine's integrity, checking bolts, securing pins, etc.

Operator must be familiar with fire hazard procedures and using a fire extinguisher.

Follow maintenance indications and tips detailed in user's manual. **Very important:** do not attempt to revise or repair anything if there are moving parts or tractor's motor is running. Hands, feet, hair and loose clothing are especially at risk of being snagged by moving shafts and driveline components. Operator should use adequate shoes and clothing, as well as head, eye and ear protection if necessary, and should not use loose clothing, rings, watches, chains, scarves or any other object of this sort.

Following all safety routines involves a high degree of responsibility. Be responsible to yourself and to others.



# Parts manual

18

Diagram N° 1 - Main Components	page 35
Diagram N° 2 - Drive.	page 37
Diagram N° 3 - Grain chamber & compression auger	page 40
Diagram N° 4 - Frame, front	page 42
Diagram N° 5 - Frame, back	page 44
Diagram N° 6 - Drawbar	page 46
Diagram N° 7 - Hopper & hopper extension	page 48
Diagram N° 8 - Winch support rail	page 50
Diagram N° 9 - Bag support tray	page 52

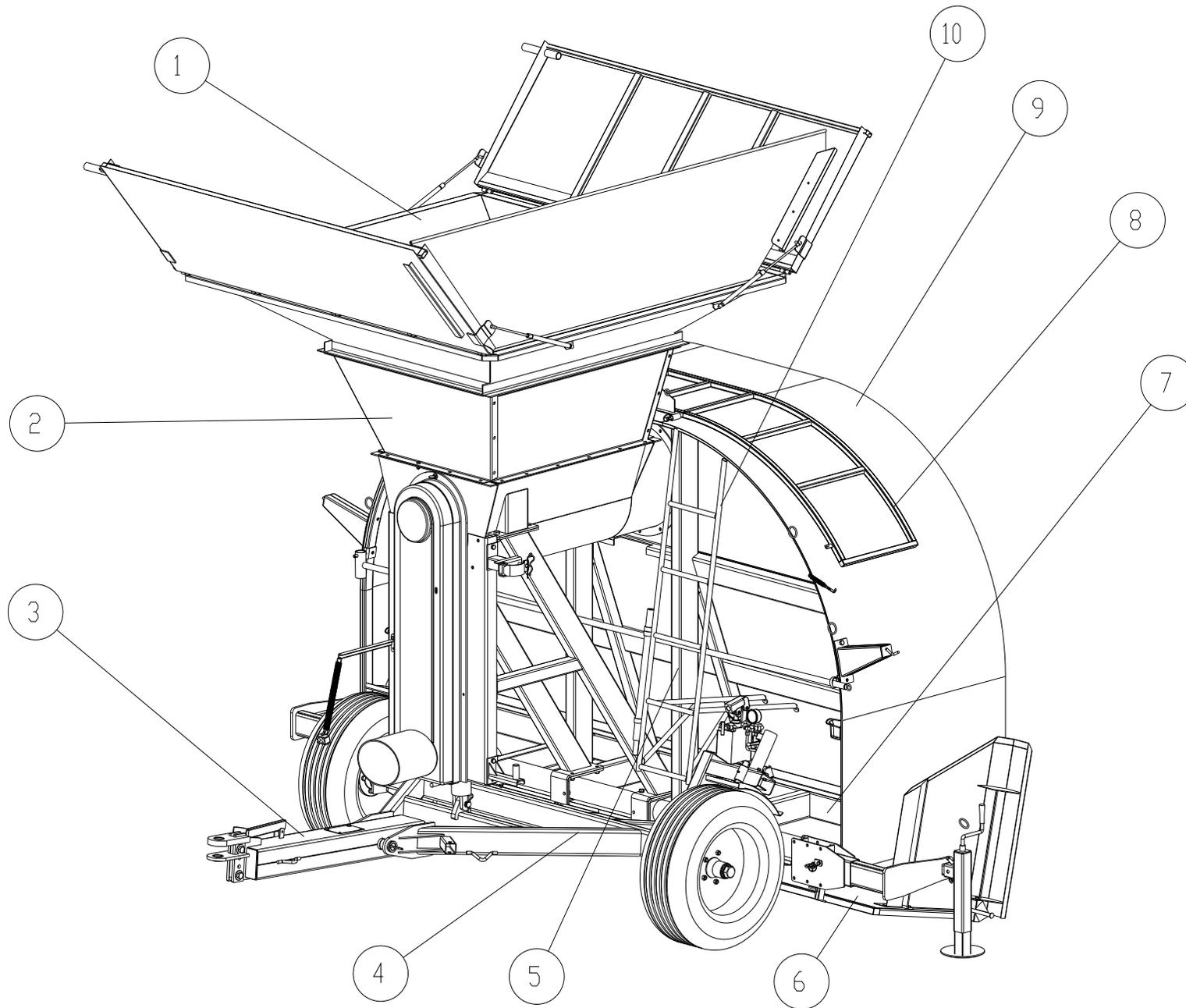


Diagram N° 1  
Main Components

Diagram N° 1 Main Components

<b>N°</b>	<b>Code</b>	<b>Denomination</b>	<b>N°</b>	<b>Code</b>	<b>Denomination</b>
1	R10-R024	Hopper & winch support rail	21		
2	R10-R028	Hopper extension	22		
3	R10-R012	Drawbar	23		
4	R10-R019	Frame, front	24		
5	R10-R021	Frame, vertical	25		
6	R10-R031	Tray & side shields	26		
7	R10-R020	Frame, rear	27		
8	R10-R029	Cradle	28		
9	R10-R030	Hood	29		
10	R10-R035	Ladder	30		
11			31		
12			32		
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18			38		
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20			40		

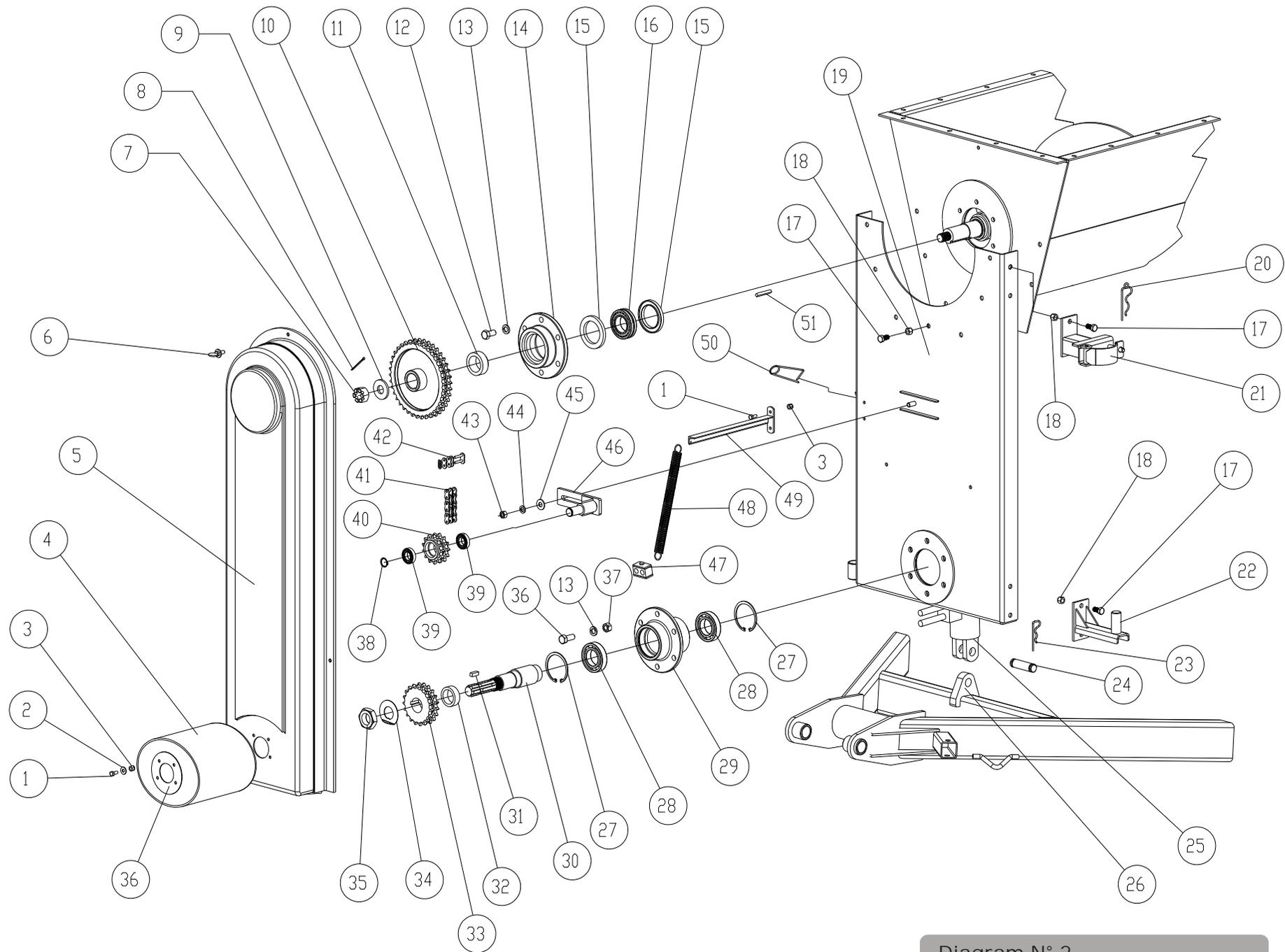


Diagram N° 2  
Drive

R10 - Diagram N° 2 - Drive.

N°	Code	Denomination	N°	Code	Denomination
1	MP2050	Hex. bolt gr. 5 BWS 5/16" x ¾"	21	R10-R003	Upper bracket, drive shaft
2	MP1516	Flat washer 5/16"	22	R10-R004	Lower bracket, drive shaft
3	MP1315	Self-locking nut BWS 5/16"	23	MP1094	R-clip 4,5 x 90 mm.
4	MP0550	Plastic shield, shaft	24	R10-R016	Lock pin, hydraulic cylinder
5	MP3545	Chain cover	25	MP4553	Hydraulic cylinder, 3" x 8" w / blocking valve
6	MP2046	Hex. bolt gr. 5 BWS 3/8" x 1"	26	R10-147	Anchor bracket, hydraulic cylinder
7	MP1322	Castle nut 1" NF	27	MP0847	Snap ring DIN 472 90/l
8	MP1041	Split pin 4 x 60 mm.	28	MP0160	Bearing 6210 2RS
9	EGH96-025	Washer # ¼" OD 60/ID 26 mm.	29	R10-002	Drive shaft housing
10	EGH96-021	Double sprocket 38 teeth (f/ASA 60 chain)	30	R10-053	Drive shaft w / push-button lock
11	R10-087	Spacer, double sprocket	31	R10-073	Square key 10x10 mm.
12	MP2074	Hex. bolt gr. 5 BWS 5/8" x 1 ¼"	32	EGH96-036	Spacer bushing, 19 tooth double sprocket
13	MP1506	Lock washer 5/8"	33	E-25032	Double sprocket 19 teeth (f/ASA 60 chain)
14	R10-024	Bearing cup, bearing 22210	34	E-87-12	Washer, drive shaft
15	MP3000	Oil seal 100 x 70 x 10 mm.	35	E-87-13	Hex. nut ½", drive shaft
16	MP0203	Bearing 22210	36	MP2075	Retaining washer, shield
17	MP2063	Hex. bolt gr. 5 BWS ½" x 1"	37	MP1336	Hex. nut gr. 5 BWS 5/8"
18	MP1317	Self-locking nut BWS ½"	38	MP0807	Snap ring DIN 471 25/A
19	R10-R002	Support bracket, drive assy.	39	MP0125	Bearing 6005 2RS
20	MP1077	R-clip 4 x 100 mm.	40	R10-057	Double sprocket 13 teeth, idler arm

## R10 - Diagram N° 2 - Drive.

N°	Code	Denomination	N°	Code	Denomination
41	MP1213	Double roller chain ASA 60/2	61		
42	MP1270	Connecting link, double roller chain ASA 60/2	62		
43	MP1334	Hex. nut BWS ½"	63		
44	MP1519	Flat washer ½"	64		
45	MP1504	Lock washer ½"	65		
46	R10-R010	Idler arm	66		
47	MP3381	Plastic bracket	67		
48	MP2821	Extension spring, hoses	68		
49	R10-R011	Bracket, hydraulic hoses	69		
50	MP1096	Spring pin 3.5 x 145 mm.	70		
51	R10-072	Square key 8 x 8 mm.	71		
52	MP2075	Hex. bolt gr. 5 BWS 5/8 x 1 ½"	72		
53			73		
54			74		
55			75		
56			76		
57			77		
58			78		
59			79		
60			80		



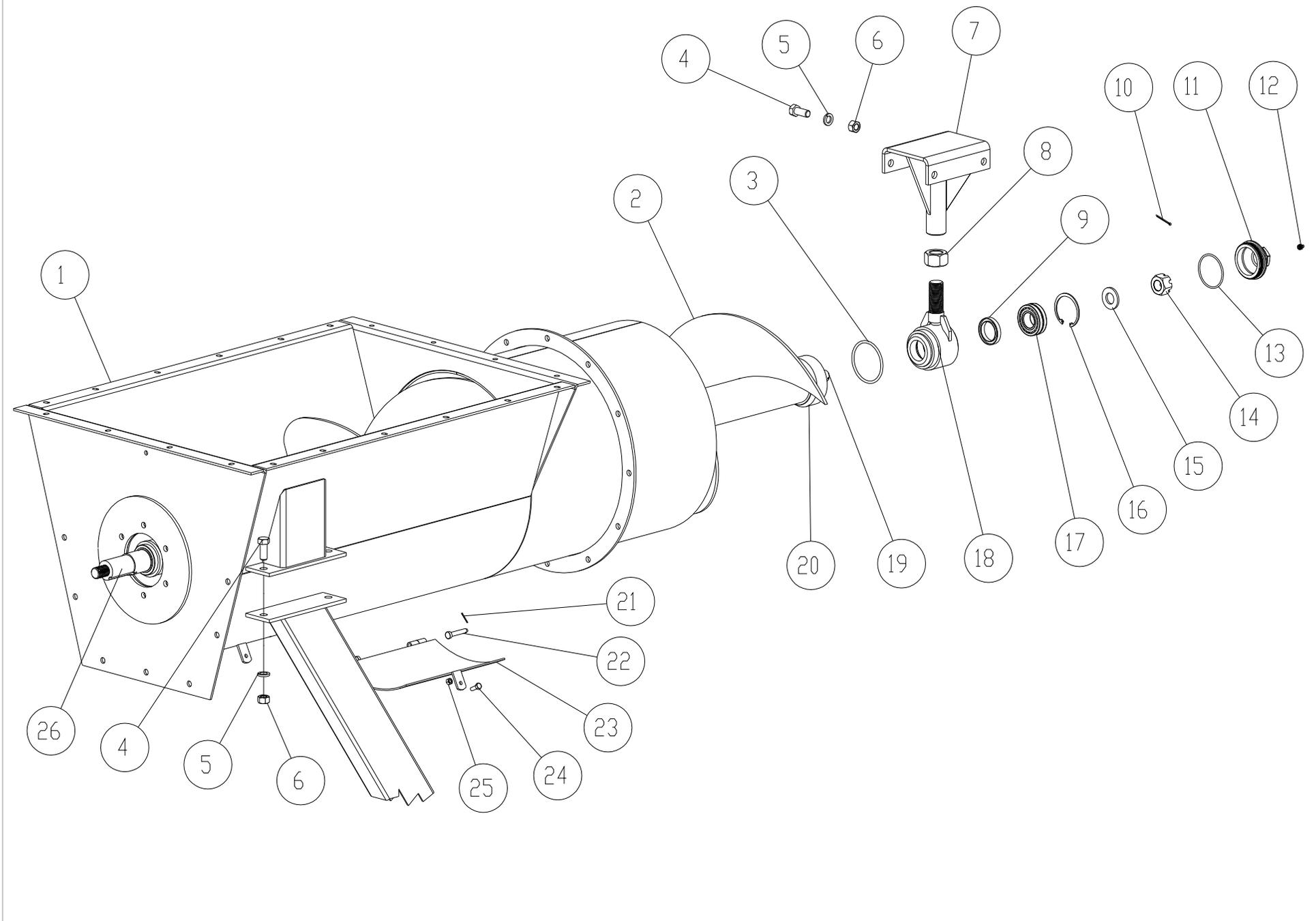


Diagram N° 3  
Grain chamber & compression auger

R10 - Diagram N° 3 - Grain chamber & compression auger

N°	Code	Denomination	N°	Code	Denomination
1	R10-R006	Flanged chamber	21	MP1000	Split pin 2 x 20 mm.
2	R10-R007	Auger assy., complete	22	R-9049	Hinge, trapdoor
3	MP2998	O'ring 52341	23	R10-R005	Trapdoor, grain chamber
4	MP2075	Hex. bolt gr. 5 BWS 5/8" x 1 ½"	24	MP2061	Hex. bolt gr. 5 BSW 5/16" x 7/8"
5	MP1506	Lock washer 5/8"	25	MP1331	Hex. nut gr. 5 BSW 5/16"
6	MP1336	Hex. nut gr. 5 BWS 5/8"	26	R10-056	Front end stub, compression screw
7	R10-R008	Support bracket, bearing block	27	MP1213	Double roller chain ASA 60/2
8	MP1398	Hex. nut SAE 1 ¼"	28		
9	MP3000	Oil seal 100 x 70 x 10 mm.	29		
10	MP1018	Split pin 3 x 40 mm.	30		
11	R10-076	Cap, threaded	31		
12	MP1451	Zerk, straight GAS 1/8"	32		
13	MP2974	O'ring 52233	33		
14	MP1322	Castle nut NF 1"	34		
15	EGH96-022	Flat washer 50 x 26 x 4.8 mm.	35		
16	MP0842	Snap ring DIN 472 72/l	36		
17	MP0202	Bearing 22207	37		
18	R10-R009	Bearing block, compression screw	38		
19	R10-055	Rear end stub, compression screw	39		
20	R10-089	Dust seal	40		



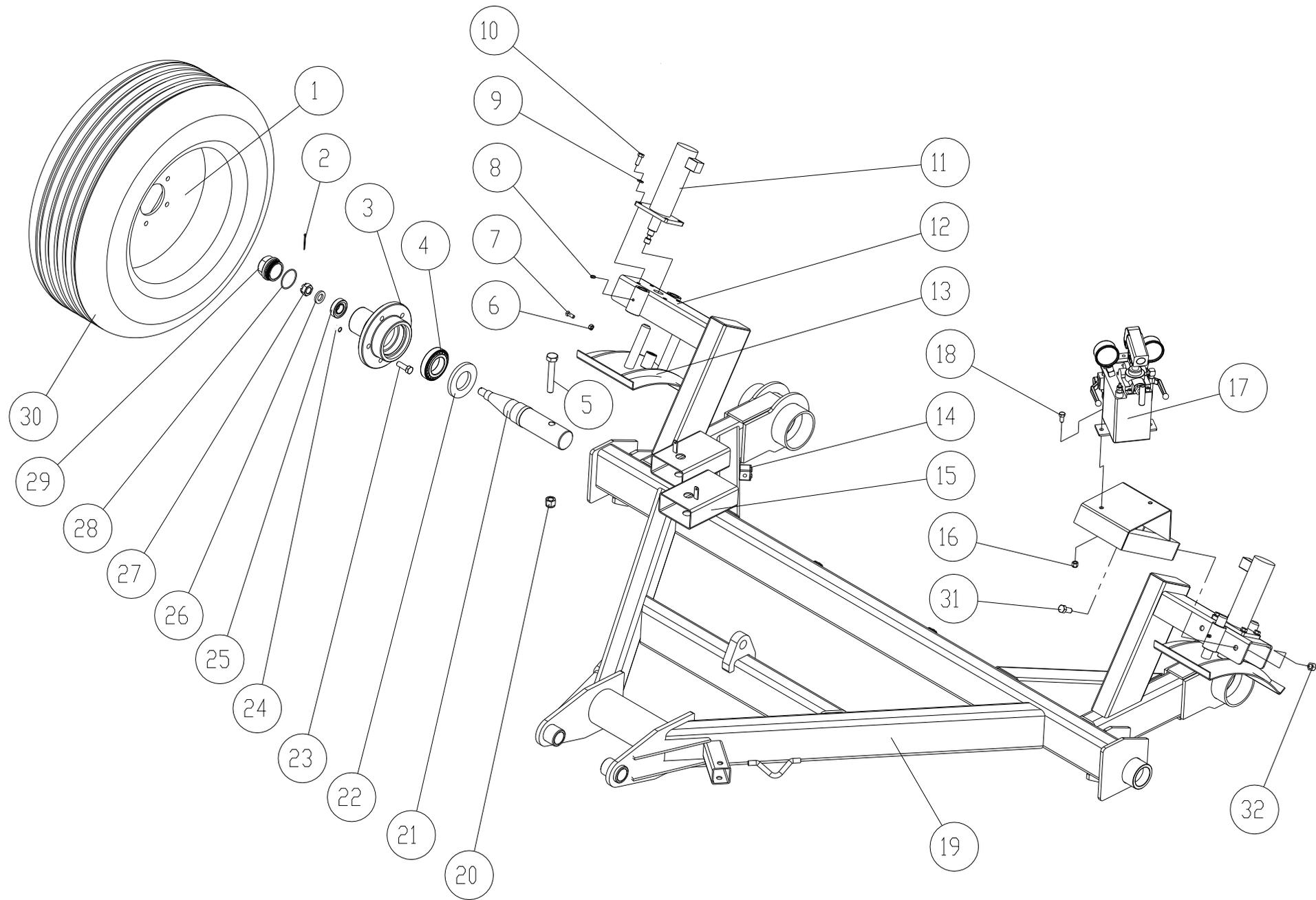


Diagram N° 4  
Frame, front

R10 - Diagram N° 4 - Frame, front

N°	Code	Denomination	N°	Code	Denomination
1	MP1808	Wheel rim	20	MP1342	Self-locking nut BWS 5/8"
2	MP1018	Split pin 3 x 40 mm.	21	R10-054	Spindle, wheel
3	CF-211	Wheel hub	22	MP2940	Oil seal 55 x 100 x 10 mm.
4	MP0198	Bearing 30210	23	MP2133	Hex. bolt gr. 5 BWS ½" x 1 ½"
5	MP2068	Hex. bolt gr. 5 BWS 5/8" x 4"	24	MP1361	Tapered screw, galvanized NF 1/2"
6	MP1331	Hex. nut gr. 5 BWS 5/16"	25	MP0193	Bearing 30205
7	MP1410	Set screw 5/16" x 3/4"	26	M-2026	Flat washer 35 x 20 x 4.8 mm.
8	MP1452	Zerk straight SAE 1/4"	27	MP1320	Castle nut NF 3/4"
9	MP1502	Lock washer 3/8"	28	MP2975	O'ring 52137
10	MP2046	Hex. bolt gr. 5 BWS 3/8" x 1"	29	EGH96-001R	Hub cap, wheel
11	MP3299	Cylinder, hydraulic brake	30	MP1832	Tire 10.5/65-16 / 14 ply
12	R10-R014	Brake assy. bracket	30	MP2042	Hex. bolt gr. 5 BWS 1/2" x 11/4"
13	R10-R015	Brake pad	32	MP1817	Self-locking nut BWS 1/2"
14	MP4564	Bracket, hydraulic tube			
15	R10-R036	Bracket, rectangular slot			
16	MP1314	Self-locking nut BWS 3/8"			
17	MP3298	Hydraulic hand pump w / valves & gauges			
18	MP2044	Hex. bolt gr. 5 BWS 3/8" x 3/4"			
19	R10-R019	Front frame			



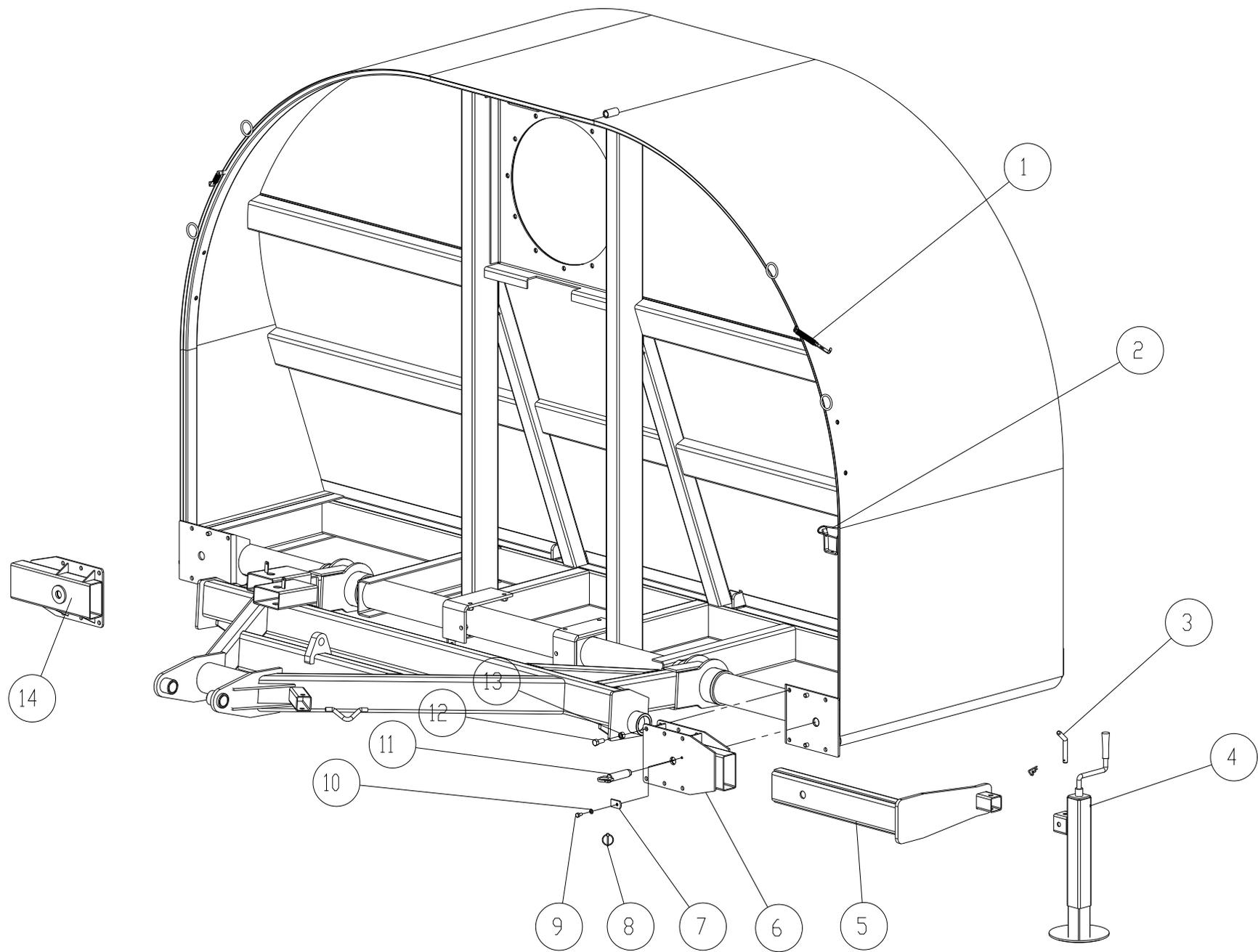


Diagram N° 5  
Frame, back

## R10 - Diagram N° 5 Frame, back

N°	Code	Denomination	N°	Code	Denomination
1	MP2838	Extension spring 2 x 15 x 100 mm.	21		
2	MP1096	Spring pin 3.5 x 145 mm.	22		
3	R9A-012	Lock pin, screw jack	23		
4	MP3084	Screw jack	24		
5	R-9024	Left support bracket for screw jack	25		
6	R10-R018	Bracket (for freight only)	26		
7	R10-R023	Catch, lock pin	27		
8	MP3209	Pin assy., support bracket	28		
9	MP2196	Hex. Bolt gr. 5 BWS 5/16" x 5/8"	29		
10	MP1501	Lock washer 5/16"	30		
11	R-9023	Lock pin, support bracket	31		
12	MP2042	Hex. Bolt gr. 5 BWS 1/2" x 1 1/4"	32		
13	MP1334	Hex. Nut gr. 5 BWS 1/2"	33		
14	R10-R017	Bracket, rectangular slot	34		
15			35		
16			36		
17			37		
18			38		
19			39		
20			40		



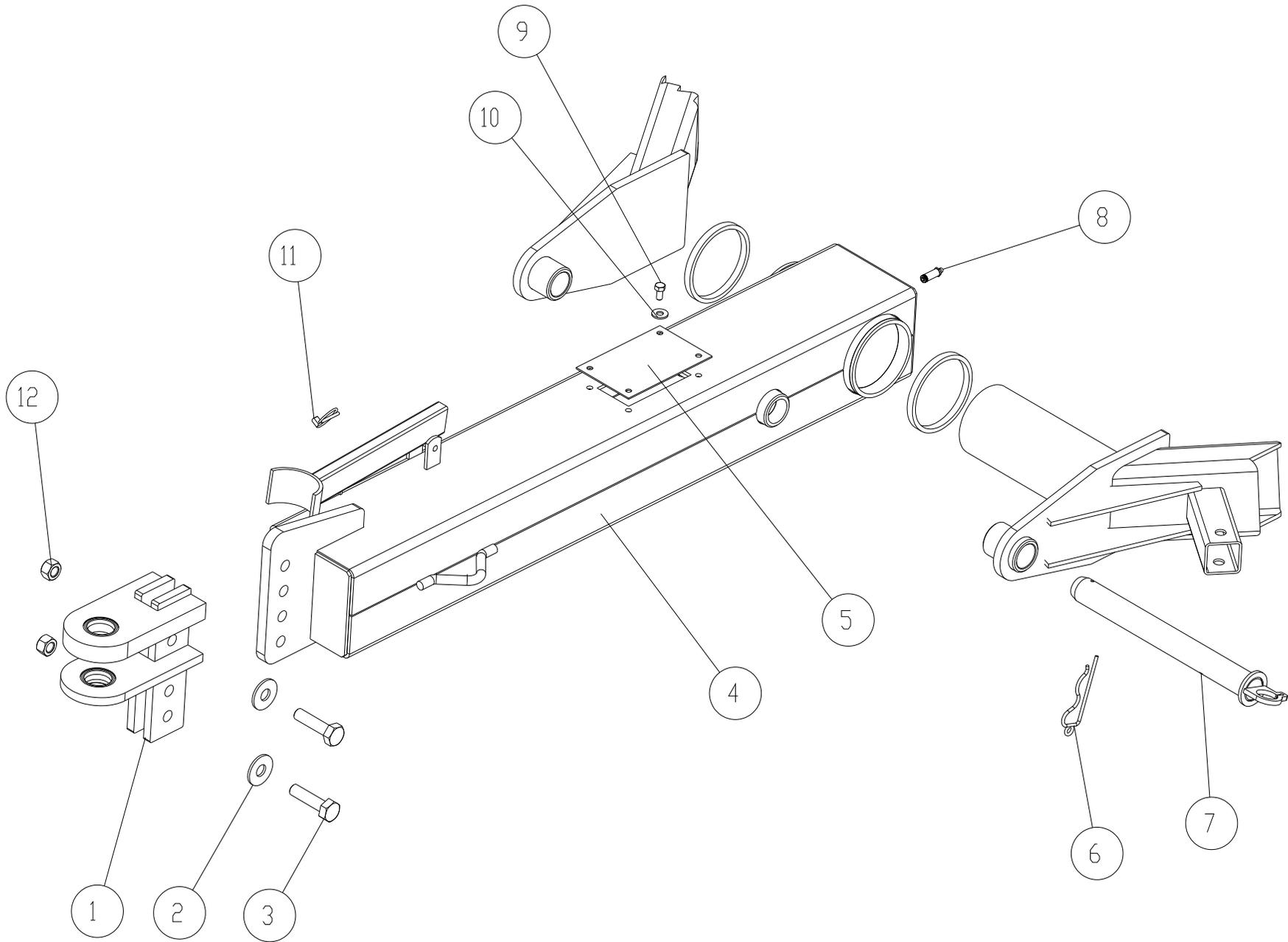


Diagram N° 6  
Drawbar

R10 - Diagram N° 6 Drawbar

<b>N°</b>	<b>Code</b>	<b>Denomination</b>	<b>N°</b>	<b>Code</b>	<b>Denomination</b>
1	R10-R001	Clevis hitch	21		
2	MP1521	Flat washer 5/8"	22		
3	MP2079	Hex. bolt gr. 5 BWS 5/8" x 2 ½"	23		
4	R10-R012	Drawbar	24		
5	R10-190	Cover plate, drawbar	25		
6	MP1077	R-clip 4 x 100 mm.	26		
7	R10-R013	Lock pin, drawbar	27		
8	MP1455	Grease zerk, straight 1/8" GAS	28		
9	MP1688	Button bolt, galvanized BWS 5/16" x 5/8"	29		
10	MP1501	Lock washer 5/16"	30		
11	MP3209	Pin assy., drive shaft stand	31		
12	MP1336	Hex. nut gr. 5 BWS 5/8"	32		
13					



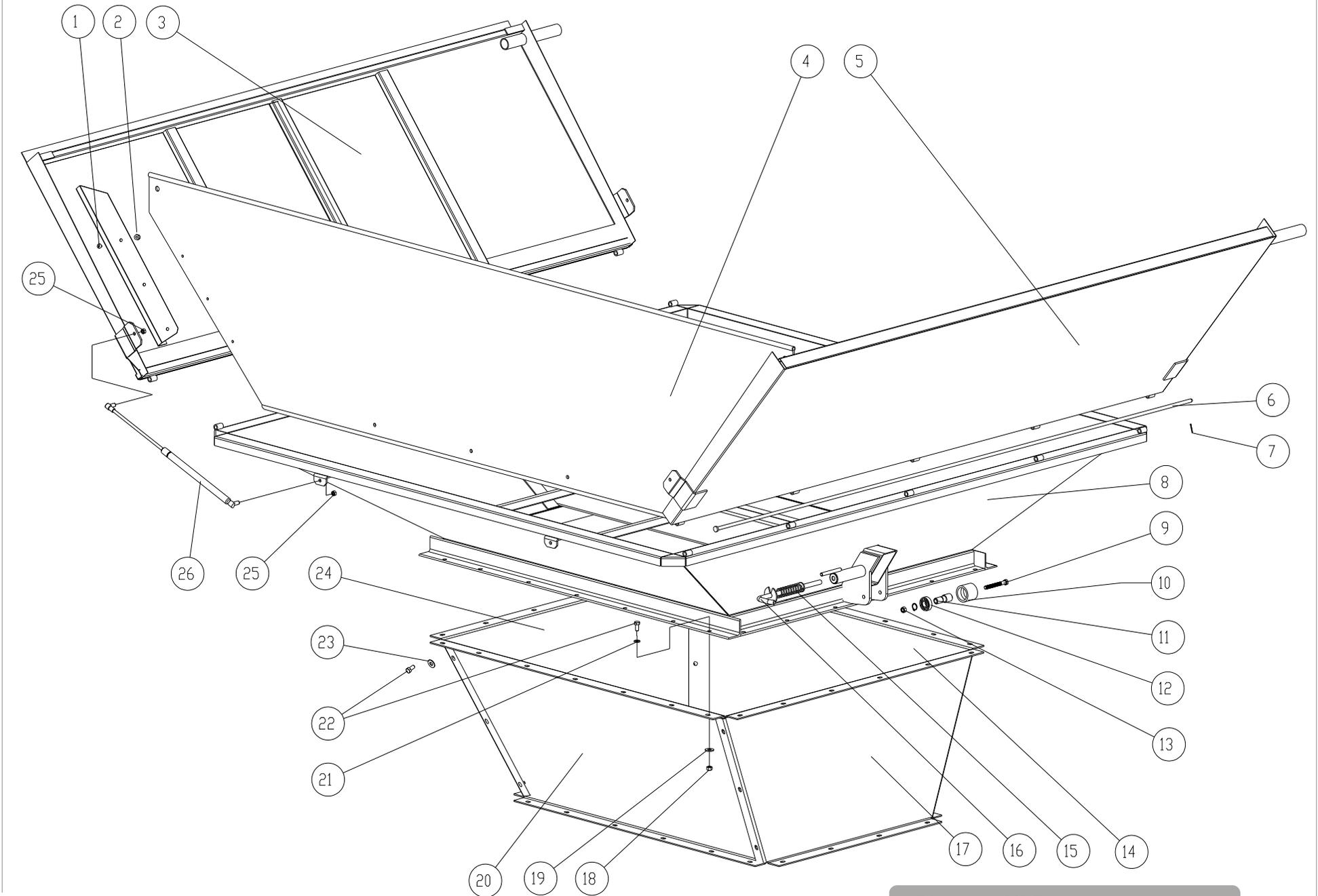
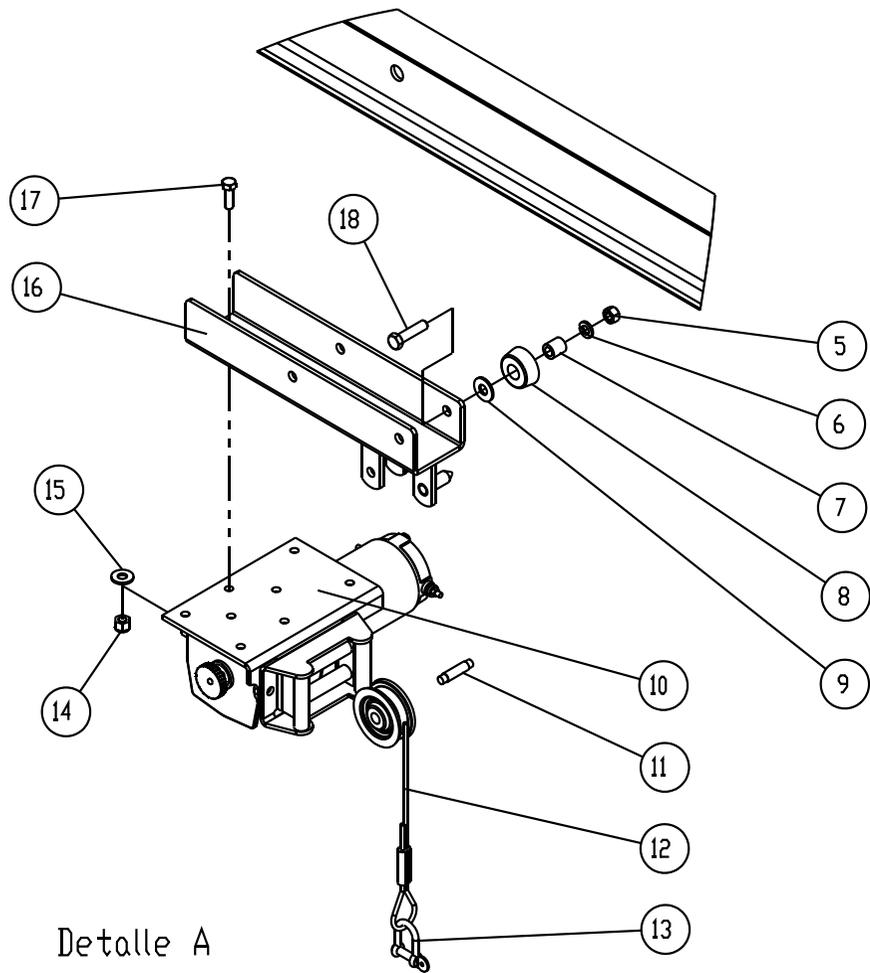


Diagram N° 7  
Hopper & hopper extension

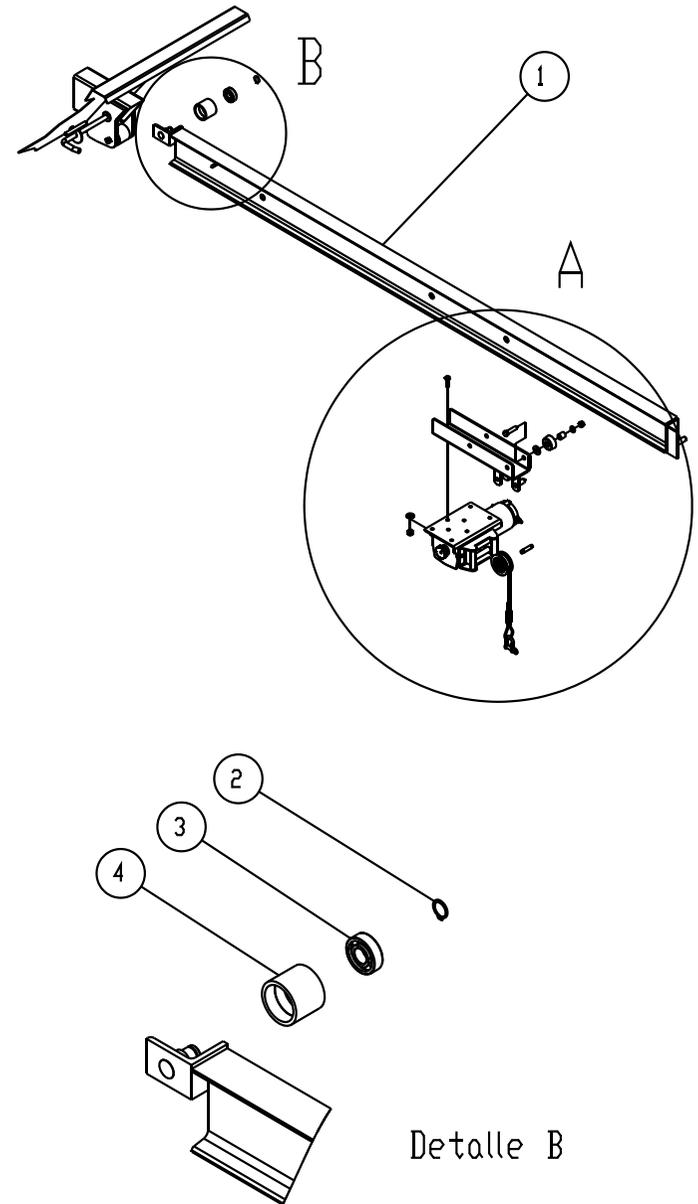
R10 - Diagram N° 7 - Hopper & hopper extension

N°	Code	Denomination	N°	Code	Denomination
1	MP1685	Button bolt, galvanized BWS ¼" x ½"	20	R10-191I	Left side panel, hopper extension
2	MP1329	Self-locking nut BSW ¼"	21	MP1502	Lock washer 3/8"
3	R10-R027	Hopper cover, front	22	MP2044	Hex. bolt gr. 5 BWS 3/8" x ¾"
4	MP3777	Side tarp	23	MP1583	Lock washer 3/8"
5	R10-R026	Hopper cover, rear	24	R10-192	Front panel, hopper extension
6	R10-R022	Hinge pin, cover	25	M8	Self-locking nut M8
7	MP1000	Split pin 2 x 20 mm.	26	MP2849	Shock absorber, gas charged
8	R10-R025	Inner section, hopper	27		
9	MP2055	Hex. bolt gr. 5 BWS 3/8" x 3 ½"	28		
10	R-9014	Roller, rail	29		
11	R-9012	Bushing, rail roller	30		
12	MP0147	Bearing 6203 2RS	31		
13	MP0803	Snap ring DIN 471 17/A	32		
14	R10-191D	Right side panel, hopper extension	33		
15	MP2838	Extension spring 2 x 15 x 100 mm.	34		
16	R10-R038	Lock pin, rail	35		
17	R10-193	Rear panel, hopper extension	36		
18	MP1314	Self-locking nut BWS 3/8"	37		
19	MP1517	Flat washer, galvanized 3/8"	38		





Detalle A



Detalle B

Diagram N° 8  
Winch support rail

R10 - Diagram N° 8 - Winch support rail

N°	Code	Denomination	N°	Code	Denomination
1	R10-R039	Rail	20		
2	MP0803	Snap ring DIN 471 17/A	21		
3	MP0147	Bearing 6203 2RS	22		
4	R-9014	Roller, rail	23		
5	MP1332	Hex. nut gr. 5 BWS 3/8"	24		
6	MP1502	Lock washer 3/8"	25		
7	E-25042A	Bushing, winch cart	26		
8	E-25042B	Bearing, tapered	27		
9	MP1517	Flat washer, galvanized 3/8"	28		
10	MP3781	Electric winch, 12 Volt	29		
11	R10-071	Bushing, winch pulley	30		
12	MP3681	Steel wire rope, 6 strand 19 mm. X 4 mt.	31		
13	MP3786	Hook	32		
14	MP1315	Self-locking nut BWS 5/16"	33		
15	MP1516	Flat washer, galvanized 5/16"	34		
16	R-9150	Winch cart	35		
17	MP2040	Hex. bolt gr. 5 BWS 5/16" x 1"	36		
18	MP2048	Hex. bolt gr. 5 BWS 3/8" x 1 1/2"	37		
19			38		



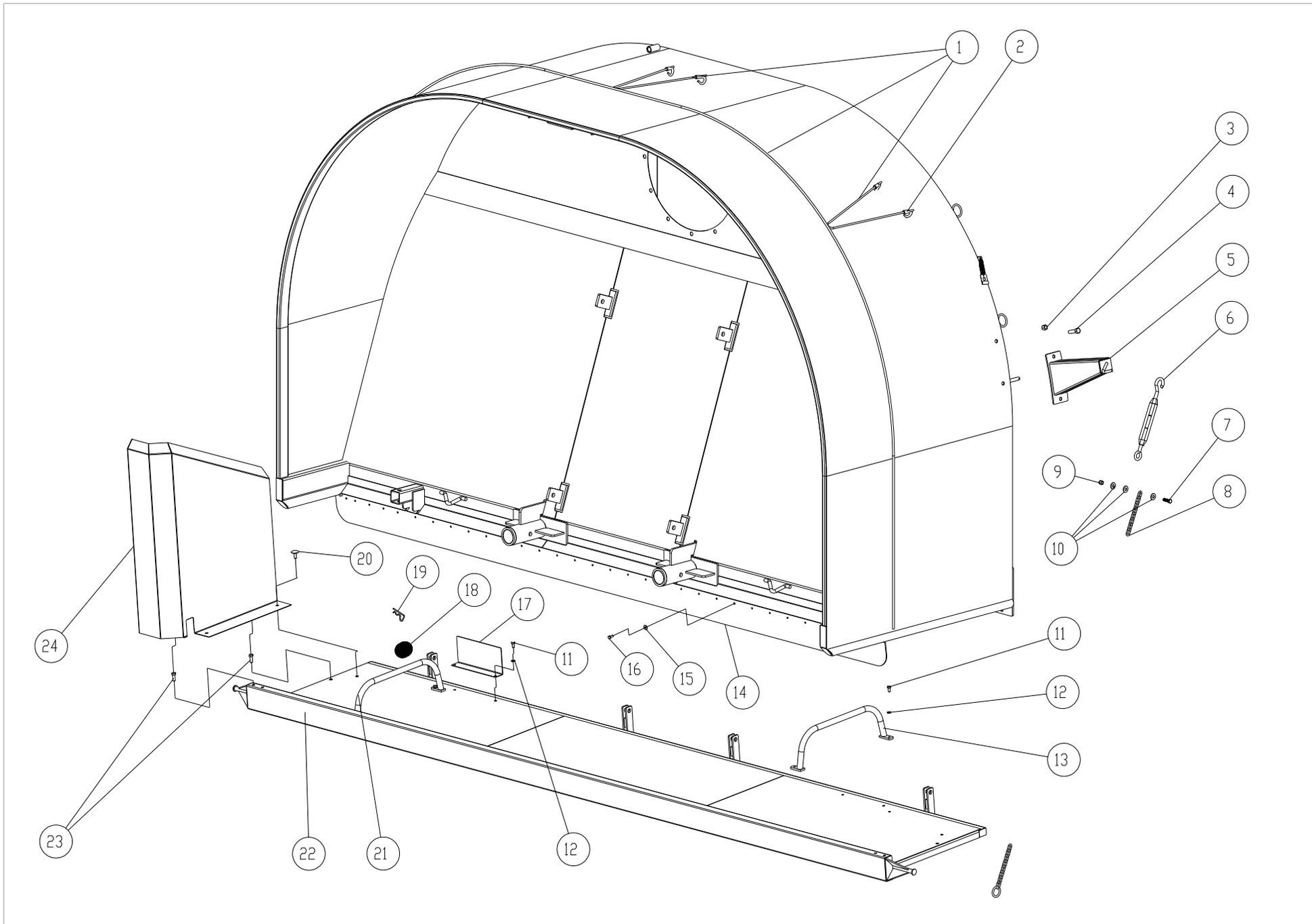


Diagram N° 9  
Bag support tray

R10 - Diagram N° 9 - Bag support tray

N°	Code	Denomination	N°	Code	Denomination
1	MP1685	Rope harness	20	MP1279	Flat head bolt, square neck gr. 5 BWS 3/8" x 1"
2	MP3654	Plastic hook	21	R-9040I	Curved handle, tray left side
3	MP1317	Self-locking nut BWS ½"	22	R10-R032	Tray
4	MP2066	Hex. bolt gr. 5 BWS ½" x 1 ¾"	23	MP2046	Hex. bolt gr. 5 BWS 3/8" x 1"
5	R10-R034D	Chain support bracket, right side	24	R10-R033I	Shield, left side
6	MP3661	Turnbuckle	25		
7	MP2047	Hex. bolt gr. 5 BWS 3/8" x 1 ¼"	26		
8	MP1250	Chain N° 50 x 1,030 mm.	27		
9	MP1314	Self-locking nut BWS 3/8"	28		
10	MP1517	Flat washer, galvanized 3/8"	29		
11	MP2196	Hex. bolt gr. 5 BWS 5/16" x 5/8"	30		
12	MP1581	Lock washer 5/16"	31		
13	R-9040D	Curved handle, tray right side	32		
14	MP3780	Rubber apron, 5 x 3100 x 120 mm.	33		
15	MP1515	Flat washer, galvanized ¼"	34		
16	MP1599	Self tapping screw N°10	35		
17	R10-197	Wheel shield, tray	36		
18	EGH96-016	Bushing, hinge	37		
19	MP1070	R-clip 2.5 x 50 mm.	38		





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