

KUHNS MFG LLC



Owner's Manual

Hay Accumulator

2008



Operators Manual for the Kuhns Mfg LLC Hay Accumulators.

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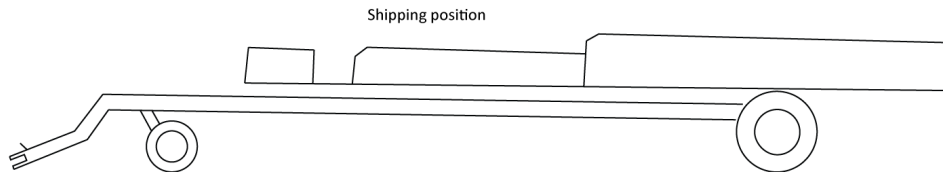
1. INITIAL SETUP

Please read the manual carefully as to become fully acquainted with your new Accumulator. This manual has been developed through our experiences with the Accumulator as well as feedback from our customers. In the end, it is our desire that you will operate your Accumulator as a seasoned professional in no time!

Accumulator Setup

The accumulator ships in the folded position as shown (figure A-1)

A-1

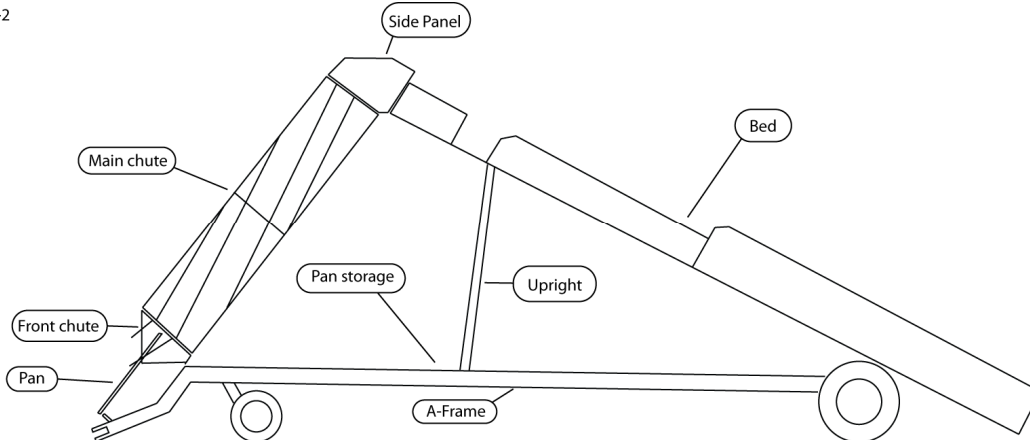


Lift the front of the accumulator bed.



DANGER! Be sure to use extreme caution! This step is very dangerous.

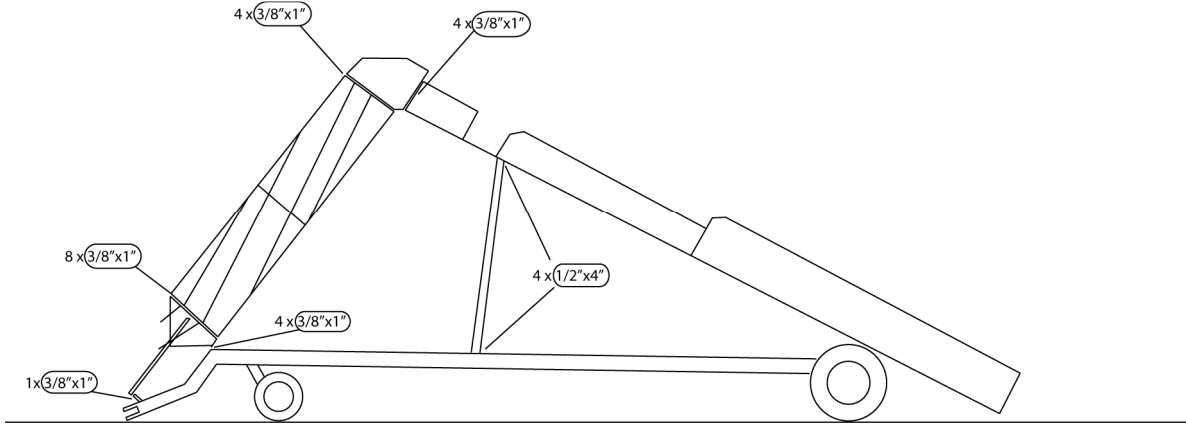
A-2



Bolt the two uprights into position with the provided 1/2" x 4" bolts and tighten the four upright bolts.

Install the front chute with four 3/8" x 1" bolts.

A-3



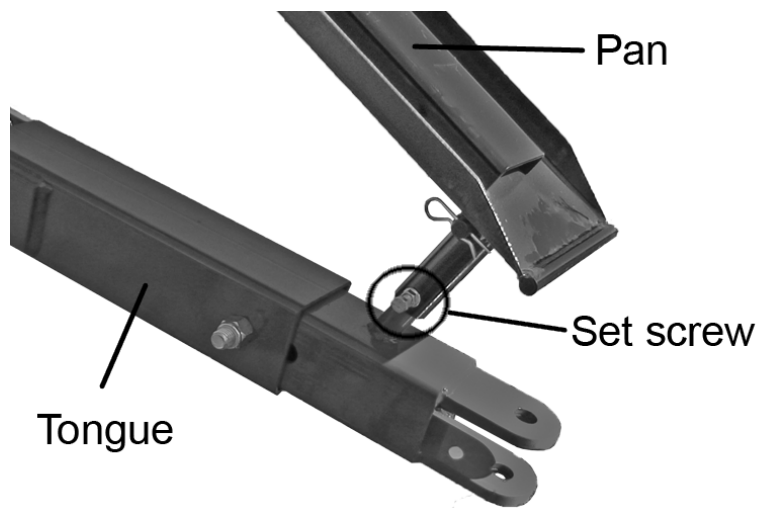
Fasten the front chute into position with four 3/8" x 1" bolts.

Lift main chute into position. Fasten loosely to the front chute with a few 3/8" x 1" bolts until after the top has been fastened into position.

Fasten top of chute with two side panels. Four bolts each with the bolts on the outside of the sides. Tighten the bolts.

Install and tighten the rest of the bolts on the bottom of the main chute.


Install the guide pan by sliding tube onto the short bar that is on the tongue and tightening the set screw.



Accumulator assembly is complete.

For the first time use of the accumulator, it will work best if you apply silicone or dry graphite to the surface of the bed to let the bales slide easier.

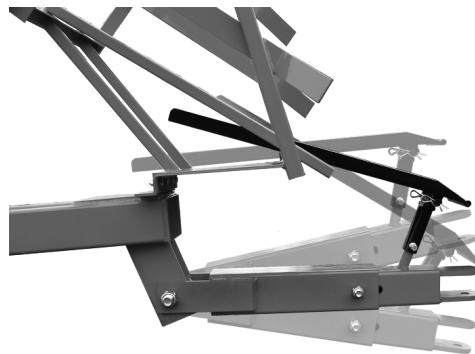
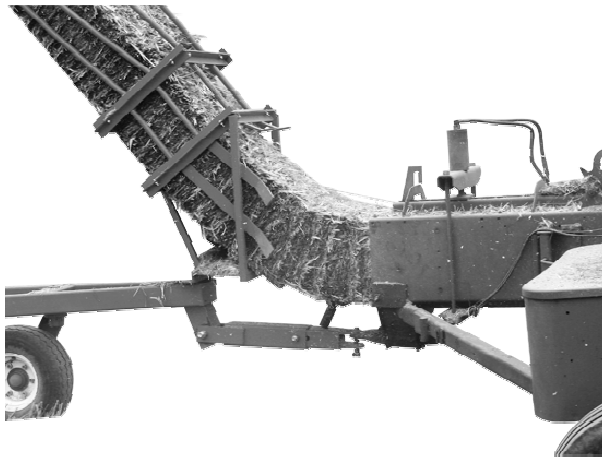
Baler Configuration

 Proper baler hitch set up is essential to successful cornering with the Kuhns accumulator.

Remove all chutes from the back end of the bale chamber.

Hitch Configuration

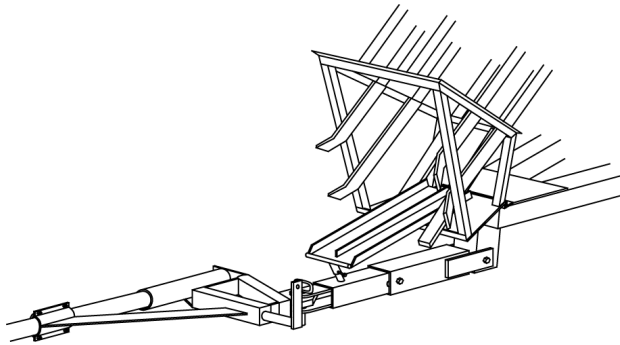
The hitch pin needs to be centered 5"-6" past the end of the chamber and 7"-11" below it.



Too high
Proper
Too low

Older New Holland® balers (1987 and older)

Older New Holland balers have the hitch on the right hand side of the chamber. Kuhns Mfg offers a center hitch adaptor to center the hitch.



Newer New Holland® balers (1988 and newer)

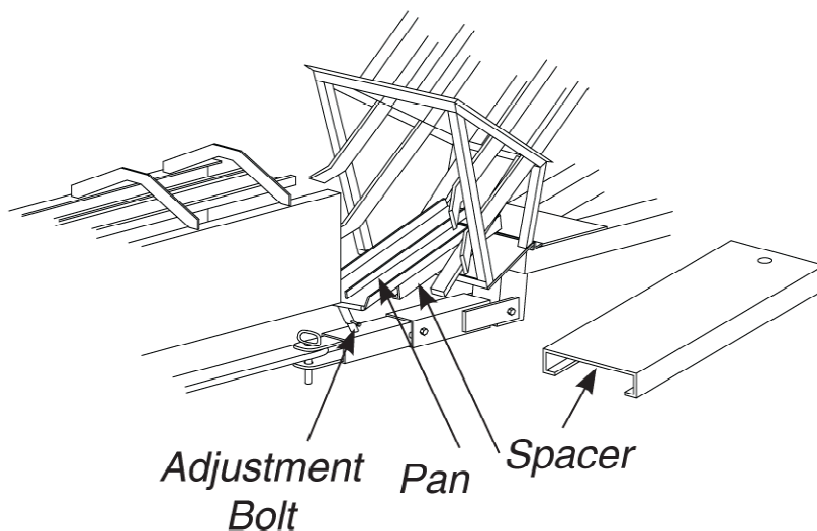
Newer NH balers have a hitch centered underneath the chamber. It will shorten to only 17 inches. You can either cut 10 inches off of the hitch or Kuhns Mfg can provide a chamber extension that bolts on to the chamber.

John Deere® balers

The hitches on the JD need to be modified to be centered 5"-7" back of the chamber. JD balers have a very low chamber. If the baler hitch at tractor end of the baler is too high, it will lower the back end of the baler farther. This can cause a problem with too sharp a rise as the bale exits the baler and starts up the accumulator chute. If the baler hitch on the tractor end cannot be lowered, Kuhns Mfg can provide an adaptor to lower the front chute of the accumulator.

Inline balers

Most in line balers will need about 3" cut off of the hitch. Inline balers have very high chambers. If the bale exits the baler and drops before entering the chute it will corner poorly. Kuhns Mfg provides a pan spacer to raise the pan so the bale will have proper support.



Other Baler Settings

Chamber settings

This is dependent on your requirements for the size of bale that you want to make. To start with, loosen the bale chamber nearly all the way to compensate for the backpressure caused by the chute. You can then adjust the chamber pressure to reach desired bale size.

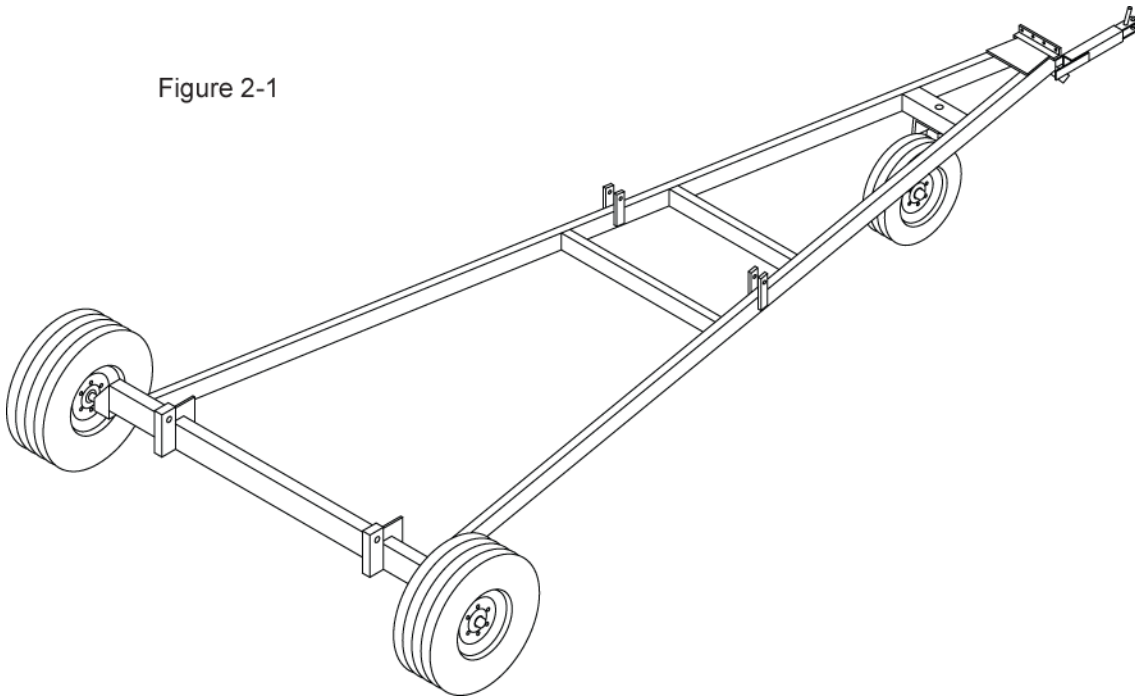
2. THE BASICS OF THE ACCUMULATOR

The Kuhns Hay Accumulator’s design may be broken down into three basic elements: (1) the A-Frame (2) the Accumulator Table; and (3) the Linkage System. In the following figures, we are using the 15 bale accumulator as an example. Your model may vary from what is shown but the basic concept is the same.

The “A-Frame”

The Accumulator’s frame is the basic structure that supports the overall unit and includes the heavy-duty A-Frame, three wheels and wheel assemblies, the support posts, and the hitch (see Figure 2-1).

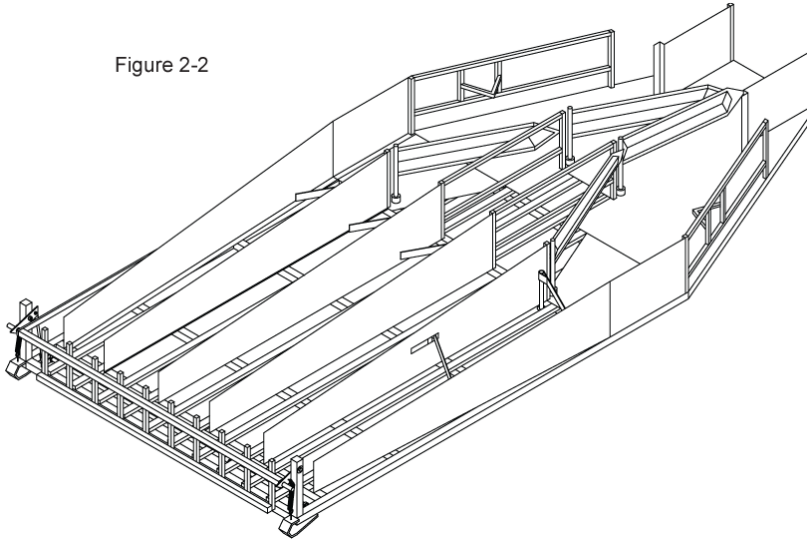
Figure 2-1



The Accumulator Table

The Accumulator Table rests on the A-Frame and is secured along the tail end (of the frame) with two heavy duty hinges (see Figure 2-2). While typically shipped in the resting position, the Table is lifted upward from its resting position and fastened into operation mode and left there.

Figure 2-2



The Linkage System

The Linkage System navigates the bales through the Accumulator (see Figure 2-3). This system consists of four gates, five paddles, a trigger box, an end gate with counter balance, and a network of accompanying springs and cables.

Figure 2-3

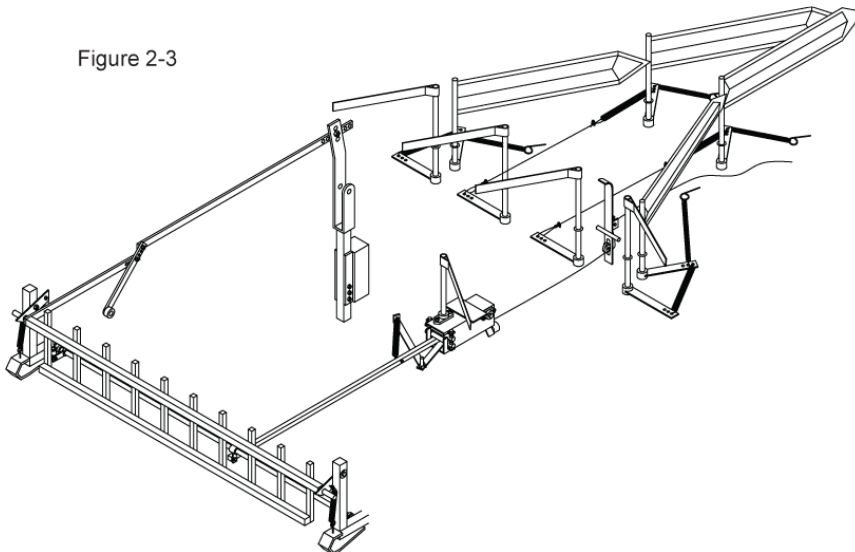
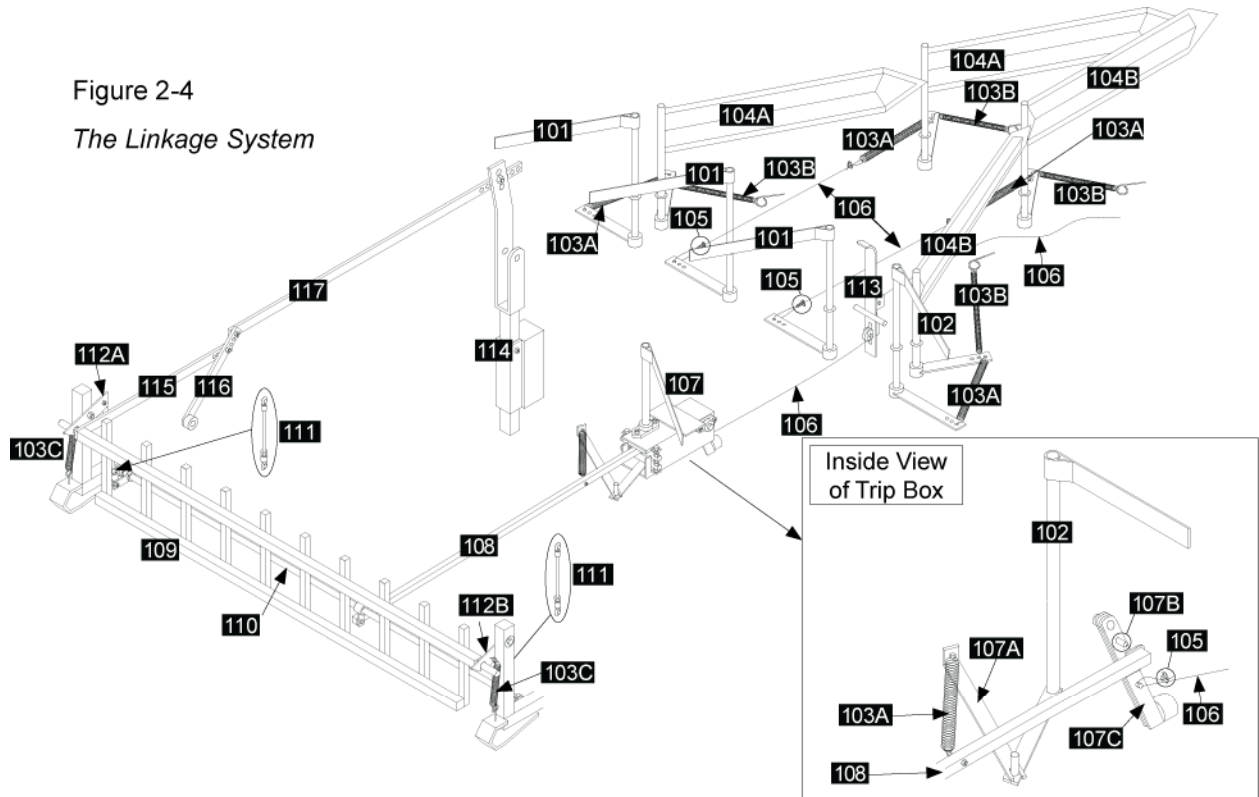


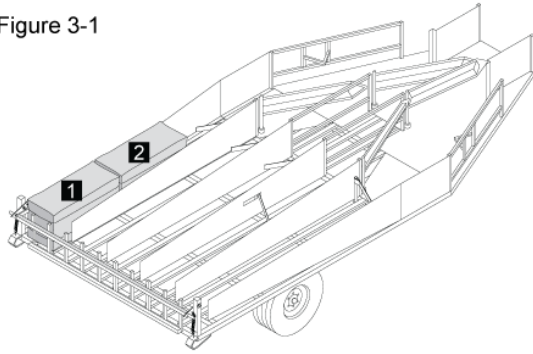
Figure 2-4
The Linkage System



101	Bale Paddle left	108	Trip Box Extension Rod
102	Bale Paddle right	109	Drop Gate
103A	Spring (Below paddle)	110	Drop Gate Actuator Rod
103B	Spring (Above paddle)	111	Drop Gate Latch Rod w/ End Bearings
103C	Spring	112A	Drop Gate Latch (left)
104A	Gate (left)	112B	Drop Gate Latch (right)
104B	Gate (right)	113	Drop Gate Paddle
105	Cable clamp	114	Counterweight
106	Cable	115	CW Extension Rod #1
107	Trip Box	116	CW Extension Rod #2
107A	Trip Box Extension Arm	117	CW Extension Rod #3
107B	Release Actuator		
107C	Trip Box Counterweight		

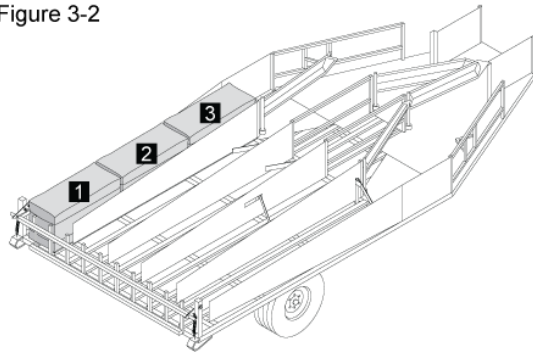
3. DETAILED VIEW OF THE LINKAGE SYSTEM

Figure 3-1



Bales #1 and #2 enter the Accumulator and slide downward and into position as illustrated in Figure 3-1.

Figure 3-2



As bale #3 slides into position, it rests on Paddle #1 in place and shifts Gate #1

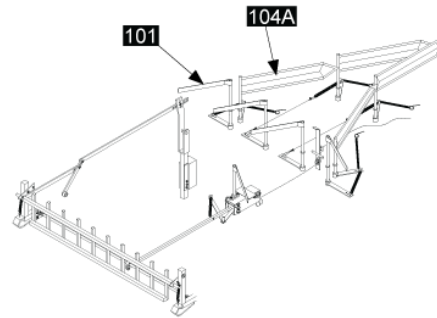
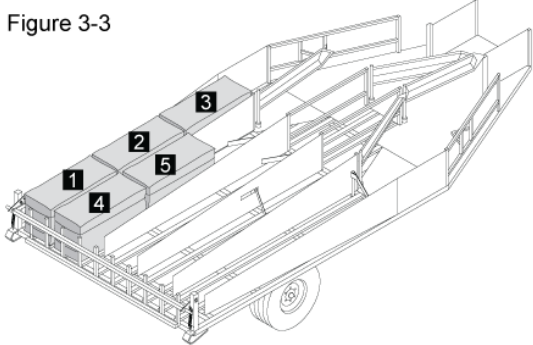
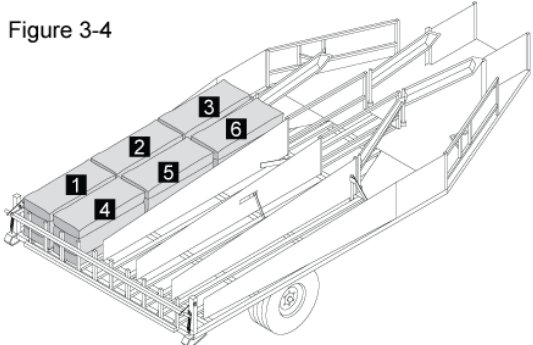


Figure 3-3

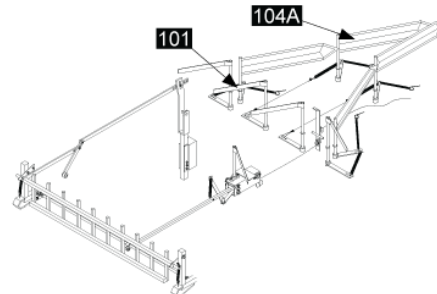


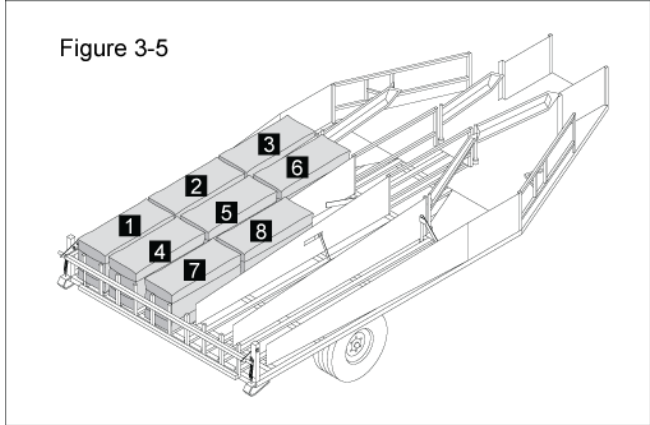
Bales #4 and #5 enter the Accumulator and slide downward and into position as illustrated in Figure 3-3.

Figure 3-4

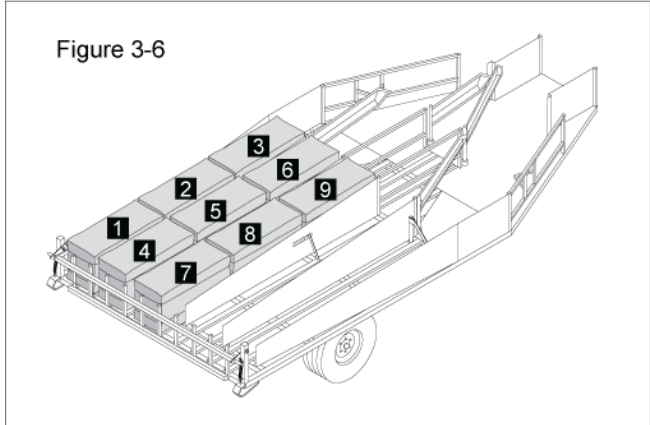


Bale #6 then slides into position, resting on Paddle #2 in place and shifting Gate #2 to open the center row (Figure 3-4).

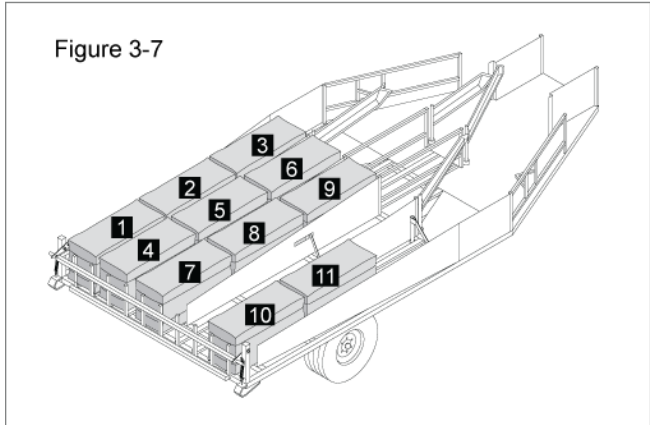
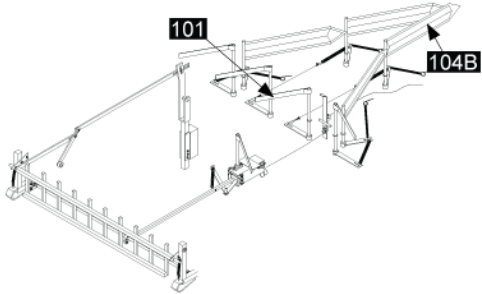




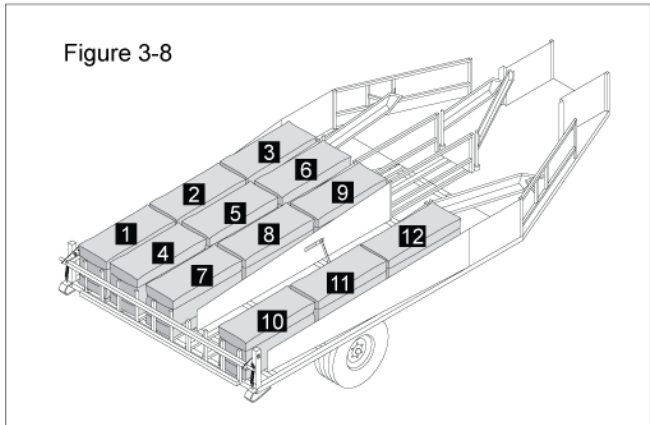
With Gate #2 open to the center row, bales #7 and #8 enter the Accumulator and slide downward as illustrated in Figure 3-5.



Bale #9 then slides into position, resting on Paddle #3 and shifting Gate #3 to close the center row (Figure 3-6).



With Gate #3 open, bales #10 and #11 enter the Accumulator and slide downward and into position as illustrated in Figure 3-7.



Bale #12 then slides downward to rest on Paddle #4, thereby shifting Gate #4 to open the last empty row (Figure 3-8).

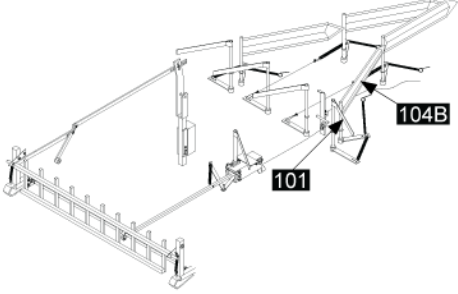
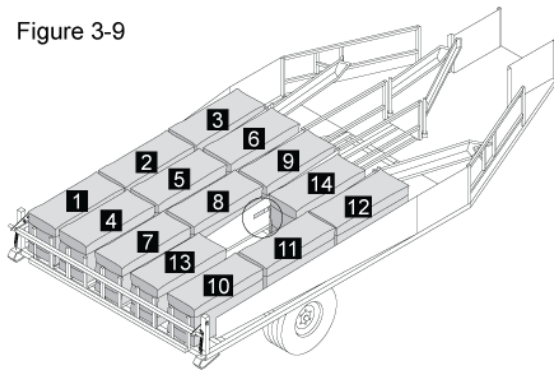


Figure 3-9



Bale #13 then slides into position followed by bale #14 (Figure 3-9). Note that as it slides into position, bale #14 rotates the Trip Box Paddle, thereby forcing the Trigger Box Extension Rod to press the Release Actuator inward.

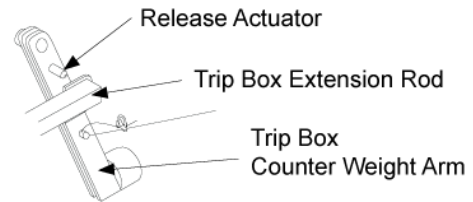
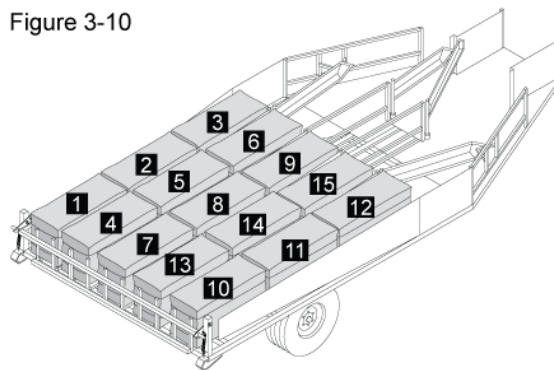
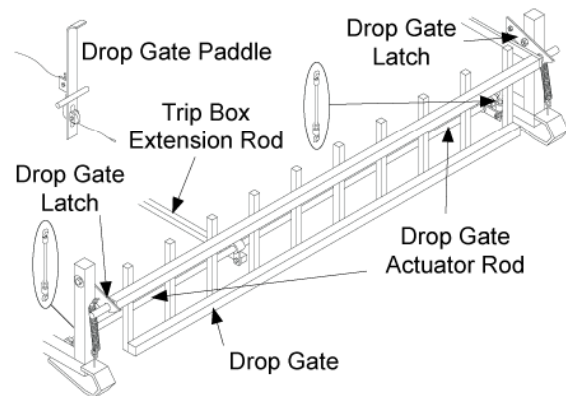


Figure 3-10

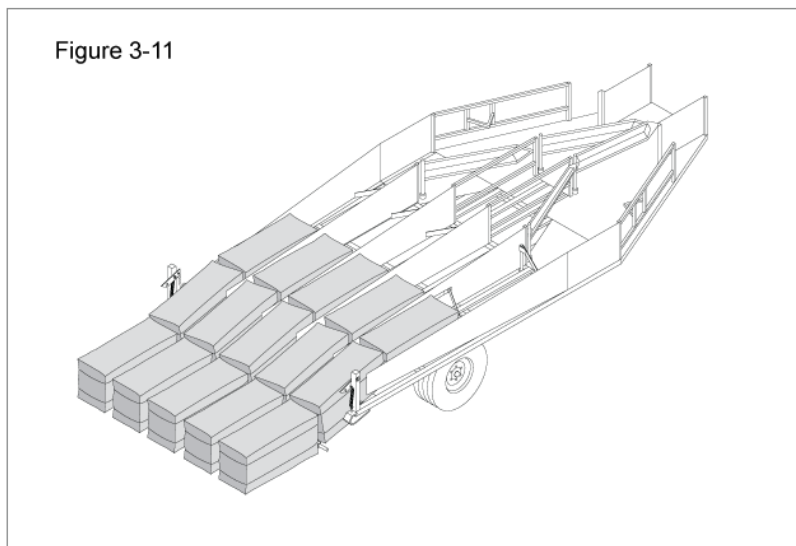


With bale #14 in place and the Release Actuator depressed, the movement of bale #15 across the Drop Gate Paddle will force the Trip Box Extension Rod towards the Drop Gate, rotating the Drop Gate Actuator Rod clockwise (Figure 3-10). This movement then lifts both Drop Gate Latches upward, thereby releasing the Drop Gate.



Once the Drop Gate is released, bales begin to “drop” (Figure 3-11). Then, the Counter Weight pulls the Drop Gate back into its original position (and is again locked in place by the Drop Gate Latches). Likewise, all gates and paddles are in their original positions.

Figure 3-11



3. MAINTENANCE

Good maintenance is your responsibility. Poor maintenance is an invitation to trouble.

Bearings should be greased at least once a year.

Sleeves should be greased weekly.

Before working on this machine, stop the towing vehicle, set the brakes, disengage the PTO and all power drives, shut off the engine and remove the ignition keys.

After servicing, be sure all tools, parts and service equipment are removed.

Never replace hex bolts with less than grade five bolts.

Where replacement parts are necessary for periodic maintenance and servicing, genuine factory replacement parts must be used to restore your equipment to original specifications. The manufacturer will not claim responsibility for use of unapproved parts and/or accessories and other damages as a result of their use.

If equipment has been altered in any way from original design, the manufacturer does not accept any liability for injury or warranty.

4. TROUBLESHOOTING

Cornering

The first thing to do is to check your hitch configuration. If they are not according to our recommendations, you can expect trouble. Once you have assured that everything is properly configured and you are still experiencing trouble, contact Kuhns Mfg for a cornering kit.

Dump gate

If the dump gate does not close fast enough, move the counterweight down on the arm to give it more leverage; conversely, move it up to make it close slower.

Trip Box Linkage

Changing one thing on the trip box linkage has an effect on all of the rest of the linkage so do one thing at a time. Slight changes can be made in the trip box to line up the release actuator and the trip box extension rod. If one of the clamps on the drop gate actuator rod moves or is changed, it needs to be returned to its original position as there is not enough adjustment in the trip box to correct it. When everything is lined up, the trip box counterweight arm needs to be back within 3/8 of the stop. The cable on the drop gate paddle should be the last thing to be changed. When the drop gate paddle is fully deflected, the drop gate latches should clear by 1/2 inch.

Hillsides

The Kuhns Accumulator works fairly on steep hillsides. If the gates are swinging out and catching bales, the return springs need to be a little stronger. If the return springs are too strong, the gate can swing the other way when a row is full. If you still have problems, call Kuhns Mfg for service. (877) 296-5851

High Moisture Hay

If you are baling hay with a moisture content of 20% or over, you may need to cover the bed floor with plastic to help the bales to slide.

5. SAFETY

Lighting and Marking

It is the responsibility of the customer to know the lighting and marking requirements of the local highway authorities and to install and maintain the equipment to provide compliance with the regulations. Add extra lights when transporting at night or during periods of limited visibility.

Tire Safety

Inflating or servicing tires can be dangerous. Whenever possible, trained personnel should be called to service and/or mount tires.

Before operation

Carefully study and understand this manual

Assure that the tires are inflated properly.

Keep lug nuts tightened

Give the accumulator a visual inspection for any loose bolts, worn parts or cracked welds, and make necessary repairs.

Do not use the accumulator until you are sure that the area is clear, especially of children and animals.

Use a high strength, appropriately sized hitch pin with a mechanical retainer and attach a safety chain.

Do not allow anyone to stand between the tongue of the accumulator and the baler when backing up to the accumulator.

During Operation

SAFETY CHAIN – If the accumulator is going to be transported on a public highway a safety chain should be obtained and installed. Always follow state and local regulations regarding a safety chain and auxiliary lighting when towing farm equipment on a public highway. Be sure to check with local law

enforcement agencies for your own particular regulations. Only a safety chain (not an elastic or nylon/plastic tow strap) should be used to retain the connection between the baler and the accumulator in the event of separation of the primary attaching system.

Install the safety chains by crossing the chains under the tongue and secure to the hitch.

Beware of bystanders, **particularly children!** Always look around to make sure that it is safe to start the engine of the towing vehicle or move the unit. This is particularly important with higher noise levels and quiet cabs, as you may not hear people shouting.



NO PASSENGERS ALLOWED – Do not carry passengers anywhere on, or in, the tractor or equipment, except as required for operation.

Keep hands and clothing clear of moving parts.

Do not clean, lubricate or adjust your equipment while it is moving.

When halting operation, even periodically, set the tractor or towing vehicle brakes, disengage the PTO, shut off the engine and remove the ignition key.

Be especially observant of the operating area and terrain – watch for holes, rocks or other hidden hazards. Always inspect the area prior to operation.

- **DO NOT** operate near the edge of drop offs or banks
- **DO NOT** operate on steep slopes as overturn may result
- Operate up and down (not across) intermediate slopes. Avoid sudden starts and stops.

Pick the most level route when transporting across fields. Avoid the edges of ditches or gullies and steep hillsides.

Be extra careful when working on inclines.

Periodically clear the accumulator from loose hay to prevent build up of dry combustible materials.

Maneuver the tractor or towing vehicle at safe speeds.

Avoid overhead wires or other obstacles. Contact with overhead lines could cause serious injury or death.

Avoid loose fill, rocks and holes; they can be dangerous for equipment operation or movement.

Allow for unit length when making turns

Do not walk or work under raised components or attachments unless securely positioned and blocked.

Keep all bystanders, pets and livestock clear of the work area.

Operate the towing vehicle from the operators seat only.

Never stand alongside of unit with engine running or attempt to start engine and/or operate machine while standing alongside of unit.

Never leave running equipment attachments unattended.

As a precaution, always recheck hardware on equipment following every 100 hours of operation. Correct all problems. Follow the maintenance safety procedures.

Following Operation

Following operation, or when unhitching, stop the tractor or towing vehicle, set the brakes, disengage the PTO and all power drives, shut off the engine and remove the ignition keys.

Store the unit in an area away from human activity.

Do not park the equipment where it will be exposed to livestock for long periods of time. Damage and livestock injury could result.

Do not permit children to play on or around the stored unit.

Make sure that all units are parked on a hard, level surface.

Wheel chocks may be needed to prevent unit from rolling.

Highway and Transport Operations

Adopt safe driving practices.

Keep the brake pedals latched together at all times. **NEVER USE INDEPENDENT BRAKING WITH THE MACHINE IN TOW AS LOSS OF CONTROL AND/OR UPSET OF UNIT CAN RESULT.**

Always drive at a safe speed relative to local conditions and ensure your speed is low enough for an emergency stop to be safe and secure. Keep speed to a minimum.

Reduce speed prior to turns to avoid the risk of overturning.

Avoid sudden uphill turns on steep slopes.

Always keep the tractor or towing vehicle in gear to provide engine braking when going downhill. Do not coast.

Do not drink and drive!

Comply with state and local laws governing highway safety and movement of farm machinery on public roads.

Use approved accessory lighting flags and necessary warning devices to protect operators of other vehicles on the highway during daylight and nighttime transport.

The use of flashing amber lights is acceptable in most localities. However, some localities prohibit their use. Local laws should be checked for all highway lighting and marking requirements.

When driving the tractor and equipment on the road or highway under 20 mph at night or during the day, use flashing amber warning lights and a slow moving vehicle (SMV) identification emblem.

Plan your route to avoid heavy traffic.

Be a safe and courteous driver. Always yield to incoming traffic in all situations, including narrow bridges, intersections, etc.

Be observant of bridge load ratings. Do not cross bridges rated lower than the gross weight at which you are operating.

Watch for obstructions overhead and to the side while transporting.

Always operate equipment in a position to provide maximum visibility at all times. Make allowances for increased length and weight of the equipment when making turns, stopping the unit, etc.



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