

JOHN DEERE 200 STACK WAGON



OPERATORS MANUAL

**JOHN DEERE 200
STACK WAGON**

OMN159411 B7 English

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LITHO IN THE U.S.A.
ENGLISH





To the Purchaser

New and experienced personnel can learn how to operate this stack wagon effectively and efficiently by using the information in this operator's manual.



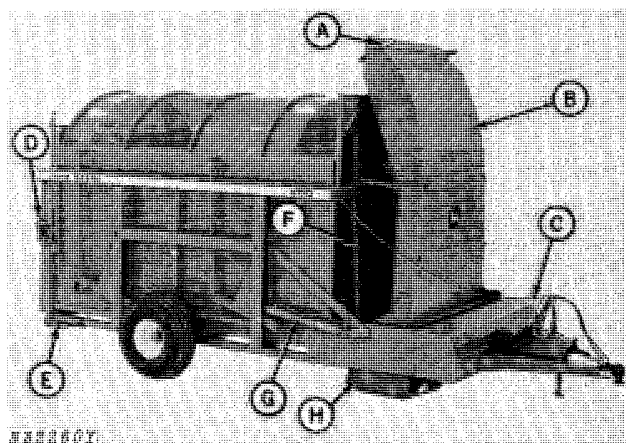
This safety alert symbol identifies important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and carefully read the message that follows.

The warranty on this stack wagon appears on your copy of the purchase order which you should have received from your dealer when you purchased the stack wagon.

"Right-hand" and "left-hand" sides are determined by facing the direction the stack wagon will travel when in use.

Because John Deere sells its products worldwide, U.S. units of measure are shown with their respective Metric equivalents throughout this operator's manual. These equivalents are the SI (International System) Units of Measure.

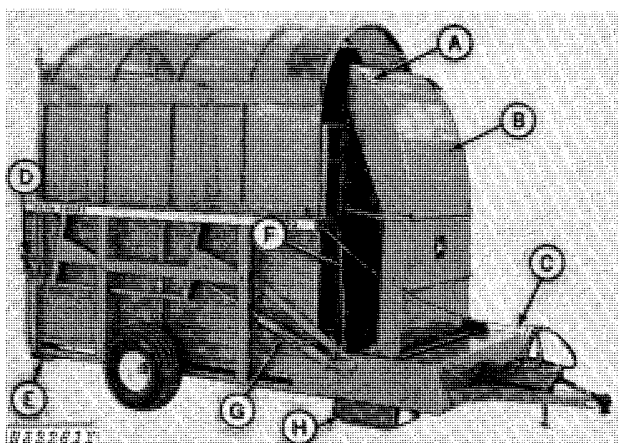
Record your stack wagon serial number in the space provided on page 37.



A - Deflector Position Indicator
B - Upper Discharge Duct

C - Trip Rope
D - Door Latch

Canopy Lowered



E - Wagon Skids
F - Vertical Float Spring

G - Compression Cylinder
H - Pickup Skid

Canopy Raised

John Deere 200 Stack Wagon



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Safety Suggestions

! Careless use of machinery causes many accidents. Make your farm a safer place to live and work by following these safety suggestions. Insist that they be followed by those working with and for you.

Do not allow anyone to ride on the stack wagon when it is in motion. Observe the stack wagon operation only from the tractor platform.

Safety shields were designed with your safety in mind. Keep them in place when operating the stack wagon.

Always throttle the engine down before shutting the engine off. Place gear selector lever in "park", and disengage the PTO when leaving the tractor. Remove the ignition key when leaving the tractor unattended.

When engaging or disengaging the PTO, always reduce the engine rpm first, to prevent possible damage to the drive train.

Reduce speed before turning or applying the brakes. Apply both tractor brakes evenly when making emergency stops. Drive at speeds slow enough to insure your safety.

Wear relatively tight and belted clothing. Loose clothing may catch on some part of the machine and cause an injury.

Escaping fluid under pressure can have sufficient force to penetrate the skin, causing serious personal injury. Before disconnecting lines, be sure to relieve all pressure. Before applying pressure to the system, be sure all connections are tight and that lines, pipes and hoses are not damaged.

Fluid escaping from a very small hole can be almost invisible. Use a piece of cardboard or wood, rather than hands, to search for suspected leaks.

If injured by escaping fluid, see a doctor at once.

Serious infection or reaction can develop if proper medical treatment is not administered immediately.

Lower the pickup when the stack wagon is not in use. Block the pickup when working under the stack wagon when the pickup is raised.

When working on or under the pickup, install the lock pin in the safety position.

Do not lubricate, adjust, or clean the stack wagon when it is in motion.

Always block the wheels and use a safety support if wheels are removed, or when working on, under, or around the stack wagon.

Never leave the rear doors in an unlatched or open position without carefully blocking or propping it.

Always shut off the tractor engine before lubricating, adjusting, or refueling.

Do not smoke or use a light with an open flame when refueling any engine.

Do not transport the stack wagon with the canopy raised.

When transporting the stack wagon on a road or highway, use accessory lights and devices for adequate warning to operators of other vehicles. In this regard, check local governmental regulations. Various safety lights and devices are available from your John Deere Dealer.

Shift the tractor into a lower gear when transporting down hills or steep slopes.

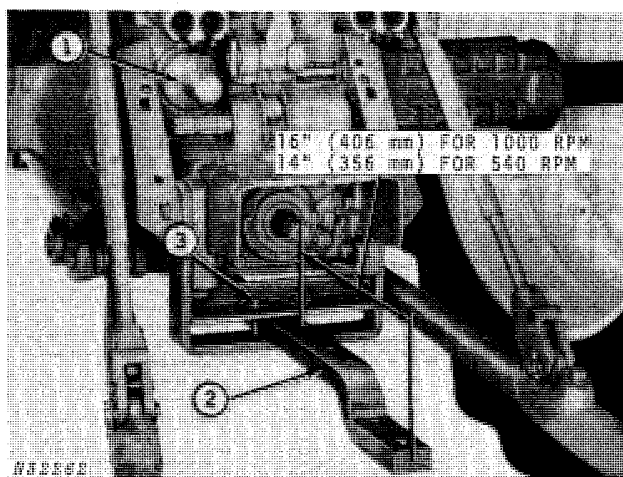
Make sure that your tractor has the required front end ballast as prescribed in your tractor operator's manual.

Reduce speed when transporting over uneven or rough terrain.



Preparing For Use

PREPARING TRACTOR



1. Remove PTO guard and store it on the guard retainer.

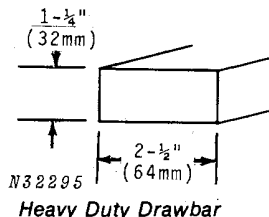
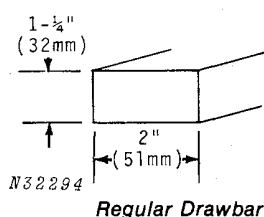
CAUTION: Always install PTO guard on PTO shaft when PTO is not being used.

IMPORTANT: The stack wagon is shipped from the factory equipped for 1000 rpm operation **ONLY**. It can be changed with a 540 rpm PTO conversion bundle attachment.

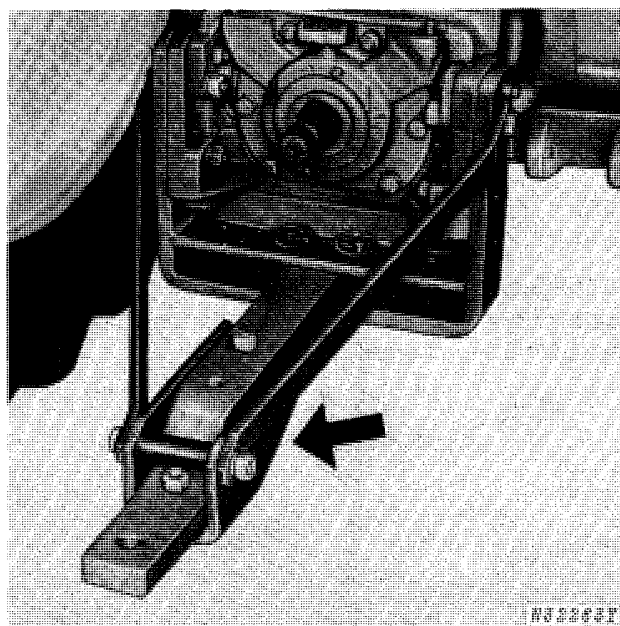
2. Place drawbar the proper distance from the end of the PTO shaft, depending on tractor PTO rpm.

IMPORTANT: If offset drawbar, offset should always be down. Remove clevis, if installed.

3. Lock the drawbar in place with locking pins.

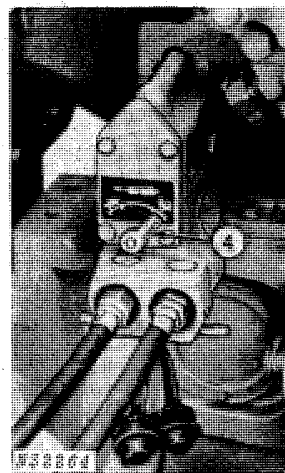


IMPORTANT: The regular drawbar on 2030 and 2630 tractors **MUST BE** replaced with the heavy-duty drawbar, locking spacers, and cap screws. On John Deere 4030, 4230 and 4430 tractors (and any tractor over 80 hp), the drawbar locking pins **MUST BE** replaced with cap screws. Tighten cap screws securely. See your John Deere dealer.



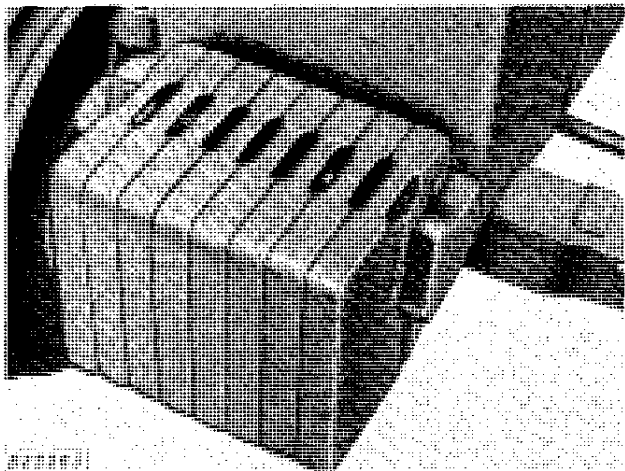
A drawbar support attachment (bold arrow) is available for 3020 through 4430 tractors and is recommended when operating in rough and adverse field conditions.

CAUTION: After attaching drawbar support, be sure to replace the PTO master shield before starting the tractor.

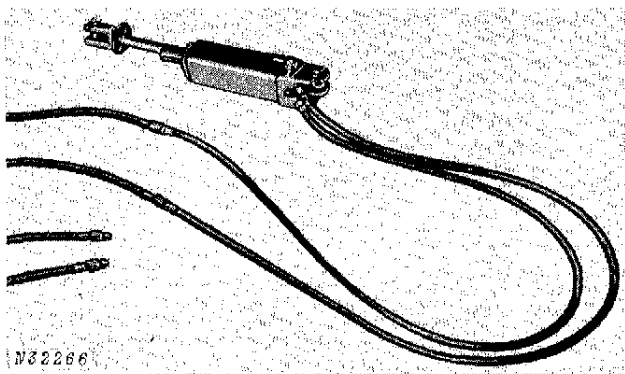


4. Turn the metering valves to the "rabbit" or fast position.

PREPARING TRACTOR—Continued



5. Install sufficient front end ballast to stabilize tractor when operating on rough terrain. See your tractor operator's manual.

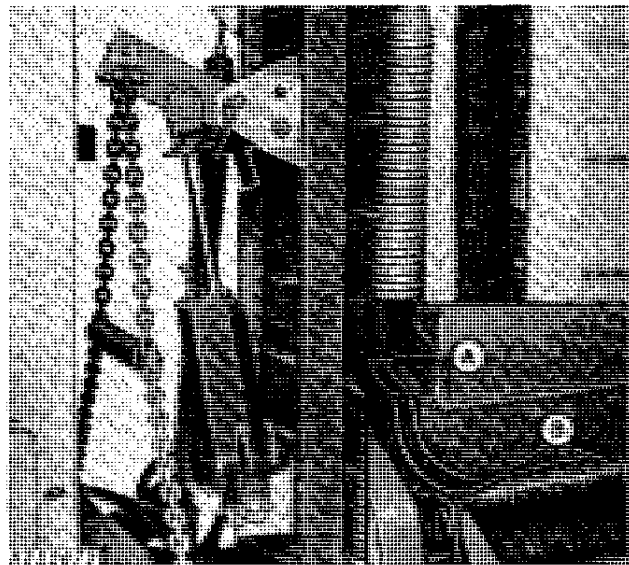


6. Prepare the hydraulic cylinder. The pickup lift mechanism requires one single or double acting 8-inch (203 mm) stroke cylinder with two 90 degree fittings and two 220-inch (5 590 mm) hoses.

NOTE: Tractor hydraulic oil flow **MUST BE** at least 12 gpm (45.6 l) to obtain a minimum compression time of 15 seconds.

7. (Not shown) Secure lift links and center link so they do not swing into the tractor tires or into the hoses. The center link can be held vertical with its retaining clip.

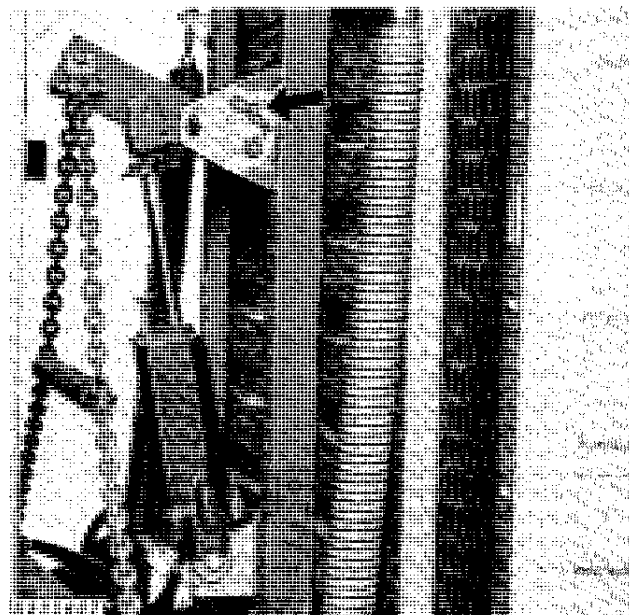
PREPARING STACK WAGON



A - Hose Clamps

B - Straps

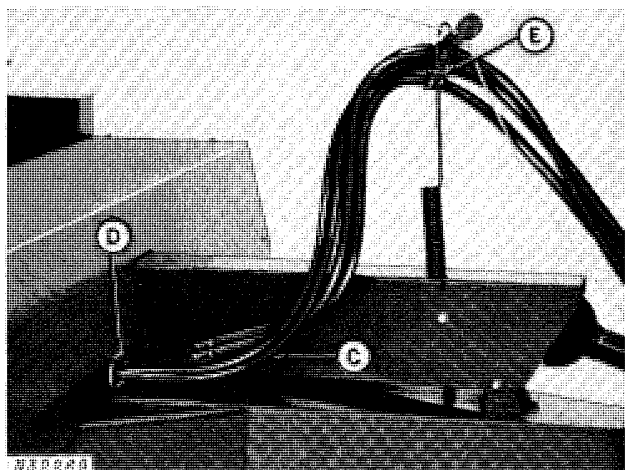
Transport Position



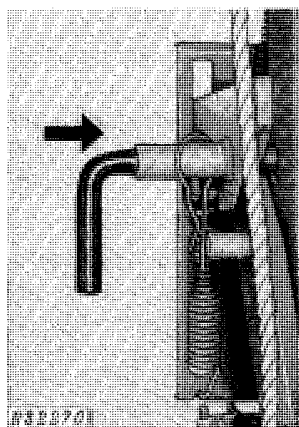
Field Position

1. Install pickup lift cylinder as shown above.
2. Attach hoses to right-hand side of pickup with hose clamps (A) and strap them to the cross tube with clamps or straps (B) at two places.

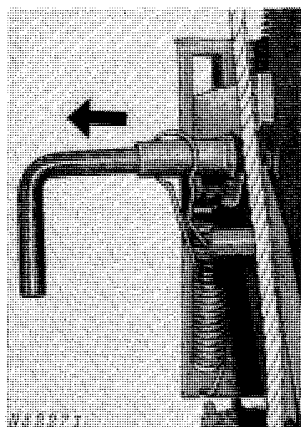
IMPORTANT: Move lock pin (bold arrow) from transport position to field position before actuating lift cylinder.



3. Pull pickup lift cylinder hoses (C) through grommet (D) in cross drive shield. Attach to hose clamp (E) with compression cylinder hoses. Leave enough slack in hoses to allow for vertical movement of the pickup, but avoid loops which might hang and catch on crop.



Safety or Transport Position



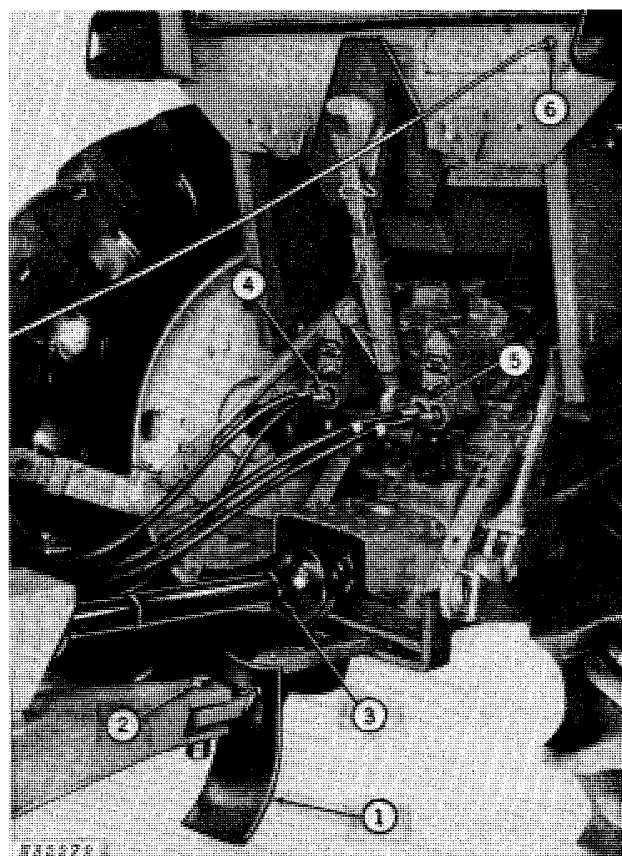
Field Position

4. Unlock door.

Remove the spring locking pin, slide the safety lock pin **AWAY** from the wagon, and install the spring locking pin in the inner hole.

NOTE: Pulling the trip rope after forgetting to move the lock pin to the field position will prevent the doors from opening.

ATTACHING STACK WAGON TO TRACTOR



1. Install rubber hitch shield on drawbar.

2. Back tractor to align holes, then install hitch pin and both nuts.

3. Attach powershaft to tractor PTO.

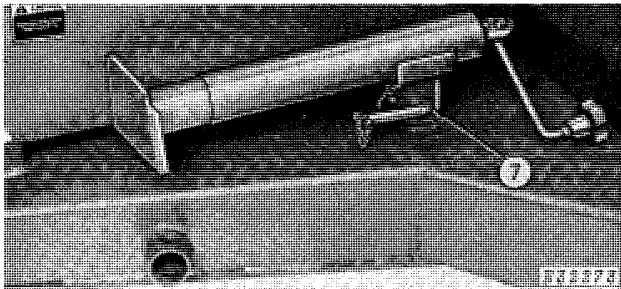
CAUTION: If the master shield is removed for ease in attaching the powershaft, make sure to replace it after the powershaft is attached.

4. Plug and lock the pickup lift cylinder hoses into the left-hand tractor outlet.

5. Plug and lock the compression cylinder hoses into the right-hand tractor outlet.

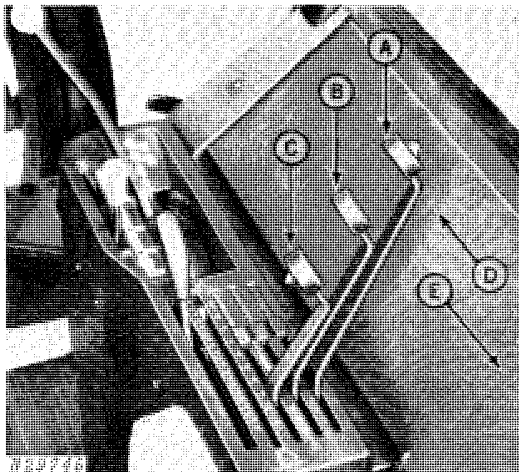
6. Thread the trip rope through hose support then through the rope guide in the cab (if equipped) or secure it at a convenient location near the operator. Allow sufficient slack for turning.

ATTACHING STACK WAGON TO TRACTOR—Continued



7. Lower jack stand, remove lock pin, and install stand in the field or transport position.

Remote Cylinder Operating Levers



A—Upper R.H. Coupler
B—Lower R.H. Coupler
C—L.H. Coupler

D—To Lower
E—To Raise

These levers control the pickup-lift and canopy-compression cylinders.

Use the operating lever for the left-hand coupler (C) to control the pick-up lift cylinder, and the operating lever for the lower right-hand coupler (B) to control the canopy-compression cylinders.

The pickup-lift cylinder can be a double-acting or single-acting type. Push the lever forward (D) to lower the pickup to the ground. Pull the lever back (E) to raise the pickup. Set the cylinder stop to stop the pickup at the desired operating distance from the ground surface.

The compression cylinders are double-acting. Push the lever forward to lower the canopy. Pull the lever rearward to raise the canopy—also to open the rear door and engage the stack unloading mechanism when the control rope is pulled.

TIRES

Proper inflation is essential to long tire life. Low air pressure allows the tire to slip on the rim and buckles the side walls, resulting in torn valve stems and uneven tread wear. Too much pressure causes undue strain on tire structure and may result in ruptures due to impact with stones, roots, or ruts. It also causes excessive tread wear and allows tire to cut in more on wet ground.

IMPORTANT: Never operate stack wagon with tires at shipping pressure.

Check tire pressure frequently and inflate or deflate tires to 32 psi (2.2 bar [2.2 kg/Cm²]).

Keep valve caps screwed finger-tight onto valve stems. This will prevent dust, fine gravel, mud and other foreign material from accumulating in the valve core and permitting the compressed air to escape.

ADJUSTING AND CHECKING

1. Fill the hydraulic hoses and rephase cylinders as follows:

IMPORTANT: Rephase the compression cylinders anytime the tractor engine has been shut off for a day or the hydraulic hoses are disconnected from the tractor.

To rephase the cylinders, try to slowly raise the canopy. Hold the tractor control lever in the operating position for a few seconds to eliminate any air, then try to operate again.

If the cylinder still binds, disconnect the two cylinders from the canopy after first blocking up the canopy on the inside. The canopy must be blocked at least 4 inches (102 mm) above the wagon bed so the cylinders can be reconnected.

Cycle the hydraulic cylinders several times, then reconnect the cylinders to the canopy.

Check the tractor hydraulic oil reservoir and add the necessary amount of oil.

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