GEHL AGRICULTURE DIVISION of the GEHL COMPANY, hereinafter referred to as Gehl, warrants new Gehl Disc Mower Conditioners and attachments, to the Original Retail Purchaser to be free from defects in material and workmanship for a period of twelve (12) months {ninety (90) days for commercial/custom use} from the Warranty Start Date, except as set forth below:

The Cutterbar is warranted for a period of two (2) years from the Warranty Start Date for replacement only, labor and freight excluded, unless defect occurs during initial twelve (12) month warranty period.

GEHL AGRICULTURE WARRANTY INCLUDES:
Genuine Gehl parts and labor costs required to repair or replace equipment at the selling dealer’s business location.

GEHL MAKES NO REPRESENTATIONS OR WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED (INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR PARTICULAR PURPOSE), EXCEPT AS EXPRESSLY STATED IN THIS WARRANTY STATEMENT.

GEHL WARRANTY DOES NOT INCLUDE:
1. Transportation to selling dealer’s business location or, at the option of the Original Retail Purchaser, the cost of a service call.
2. Used equipment.
3. Components covered by their own non-Gehl warranties, such as tires, trade accessories and engines.
4. Normal maintenance service and expendable, high wear items.
5. Repairs or adjustments caused by: improper use; non-intended use; failure to follow recommended maintenance procedures; use of unauthorized attachments; accident or other casualty.
6. Liability for incidental or consequential damages of any type, including, but not limited to lost profits or expenses of acquiring replacement equipment.

No agent, employee or representative of Gehl has any authority to bind Gehl to any warranty except as specifically set forth herein. Any of these limitations excluded by local law shall be deemed deleted from this warranty; all other terms will continue to apply.
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CHAPTER 1
INTRODUCTION

Thank you for purchasing this piece of Gehl equipment. We are sure that your decision was carefully considered and that you are looking forward to many years of work from this machine.

We, as a Company, have invested much time and effort in developing our lines of equipment. The equipment you have purchased is built with a great deal of pride and designed to give you long life, efficient operation, durability and dependability.

This manual was developed specifically for the machine you have purchased. The information within is for your assistance in preparing, adjusting, maintaining and servicing your machine. More importantly, this manual provides an operating plan for safe and proper use of your machine. Major points of safe operation are detailed in the SAFETY chapter of this manual. Refer to the Table of Contents for an outline (by chapters) of this manual. Use the Index, located at the back of this manual, for specific references. A chart depicting standard hardware torques is located on the inside back cover.

A Manual Pocket is provided on the inside of the left Chain Drive Cover for storing the Operator’s Manual and Parts Manual. After using the Manuals, please return them to the Pocket and keep them with the unit at all times! Furthermore, if this machine is resold, Gehl Company recommends that these Manuals be given to the new owner.

Modern machinery has become more sophisticated and, with that in mind, Gehl Company asks that you read and understand the contents of this manual COMPLETELY and become familiar with your new machine, BEFORE attempting to operate it.

The Gehl dealer organization stands ready to provide you with any assistance you may require and carries genuine Gehl service parts. All parts should be obtained from or ordered through your Gehl Dealer. Give complete information about the part and include the model and serial numbers of your machine.

The Disc Conditioner model and serial numbers are on a plate located on the left side of the Main Frame. The Transport Cart model and serial numbers are located on the lower left side of the Cart Frame.

“Right” and “left” are determined from a position standing behind the Disc Conditioner and facing forward. For the Transport Cart, “right” and “left” are determined from a position standing behind the Cart with the Disc Conditioner mounted ready for transport and facing the direction of travel.

Throughout this manual, information is provided which is set in italic type and introduced by the word NOTE or IMPORTANT. BE SURE to read carefully and comply with the message or directive given. Following this information will improve your operating or maintenance efficiency, help you to avoid costly breakdowns or unnecessary damage and extend your machine’s life.

Gehl Company reserves the right to make changes or improvements in the design or construction of any part without incurring the obligation to install such changes on any unit previously delivered.

The Gehl Company, in cooperation with the American Society of Agricultural Engineers and the Society of Automotive Engineers, has adopted this SAFETY ALERT SYMBOL to pinpoint characteristics which, if NOT properly followed, can create a safety hazard. When you see this symbol in this manual or on the machine itself, you are reminded to BE ALERT! Your personal safety is involved!
CHAPTER 2
SPECIFICATIONS

All Dimensions are in Inches (Millimeters) Unless Otherwise Noted

Model & Description ........ DC2415 & DC2418
Disc Mower Conditioners

Number of Discs
2415 ........................................ 12
2418 ........................................ 14

Total Number of Knives
2415 ........................................ 24
2418 ........................................ 28

Cutting Width
2415 ........................................ 181 (4598)
2418 ........................................ 213 (5410)

Overall Length
2415 ........................................ Approx. 372 (9450)
2418 ........................................ Approx. 417 (10592)

Operating Height
2415 ........................................ Approx. 63 (1600)
2418 ........................................ Approx. 63 (1600)

Transport Width
2415 ........................................ 183 (4648), W/Cart 96 (2400)
2418 ........................................ 216 (5486), W/Cart 96 (2400)

Minimum Power Required
2415 ........................................ 110 PTO hp (82 kW)
2418 ........................................ 130 PTO hp (97 kW)

Tires
Conditioner: four 7.50 x 16 8–ply, inflated to 40 psi (280 kPa)
Transport Cart: eight 16.5 x 6.5 4–ply inflated to 70 psi (490 kPa)

Weight (Approximate)
2415 ........................................ 7415 lb (3370 kg)
2418 ........................................ 7936 lb (3607 kg)

Conditioner Roller Diameter
2415 ........................................ 9.5 (241)
2418 ........................................ 9.5 (241)

Conditioner Roller Length
2415 ........................................ 156 (3962)
2418 ........................................ 156 (3962)

Conditioner Roller Speed
2415 ........................................ 765 rpm
2418 ........................................ 765 rpm

Cutting Height ................. 1-1/4 to 3-1/4 (32 to 83)
up to 5-1/4 (133) with Optional Tall Skid Shoes

Disc Speed
2415 ........................................ 3000 rpm
2418 ........................................ 3000 rpm

Knife Tip Speed
2415 ........................................ 181 mph (292 km/h)
2418 ........................................ 181 mph (292 km/h)

Disc Angle .......................... 0° to 6° down

Volumetric Oil Capacities:
Header – Top Gearbox ........... 68 oz. (2.0 Liters)
Header – Bottom Gearbox ....... 112 oz. (3.3 Liters)
Swivel Hitch – Top Gearbox ... 37 oz. (1.1 Liters)
Swivel Hitch – Bottom Gearbox 56 oz. (1.7 Liters)
Roller Chain Drive Oil Bath (ea.) 2 qts. (1.9 Liters)
Cutterbars (two per Conditioner)
2415 ........................................ 3.5 U.S. Pints (1.7 Liters)
2418 ........................................ 4 U.S. Pints (1.9 Liters)

Standard Features:
1000 RPM Drive Line
Overrunning Slip Clutch-protected Telescoping PTO Drive Line
Reversible Twisted Cutting Knives
Replaceable Skid Shoes
Hydraulic Tilt Cylinder
Dual Hydraulic Cylinder Lift System
Hydraulic Swing Cylinder for Drawbar (Tongue) Positioning
Adjustable Deflectors for Windrow or Swath Forming
Transport Lights
Intermeshing Rubber Rollers
SMV Emblem & Mounting Bracket

Optional Features (Customer Selected):
Safety Chain
Sway Chain Kit
Tall Skid Shoes
Transport Cart
Truck Hitch
Crop Lifters
V-Type Knives
Intentionally Blank
CHAPTER 3
CHECKLISTS

PRE-DELIVERY

After the Disc Conditioner has been completely set-up, the following inspections MUST be made before delivering it to the Customer. Check off each item after prescribed action is taken.

Check that:
- Disc Conditioner has been completely and properly set-up according to details in this manual.
- All grease fittings have been properly lubricated and the Gearboxes, Cutterbars and Roller Chain Sumps have been filled to their proper operating levels. See the Lubrication Chapter.
- All Guards, Shields and Decals are in place and securely attached.
- All fasteners are properly secured.
- All adjustments have been made to comply with settings given in the Adjustments Chapter.
- Disc Conditioner Tires are properly mounted and are inflated to 40 psi (280 kPa); Transport Cart Tires are properly mounted and are inflated to 70 psi (483 kPa).
- Record the Model and Serial Numbers of this unit on this page and page 2.

Hook the Disc Conditioner up to a 1000 RPM tractor and test-run the unit while checking that proper operation is exhibited by all components.

Check that:
- All Blades, Discs and Rollers are turning freely.
- All Mechanisms are operating smoothly.
- The Hydraulic Hose connections are NOT leaking under pressure and that lift mechanism and locks are operating smoothly and properly.
- The Transport Lights operate and signal left and right properly.

I acknowledge that pre-delivery service was performed on this unit as outlined above.

Dealership’s Name

Dealer Representative’s Name

Date Checklist Filled out

Unit Model Number          Serial Number

Cart Model Number          Serial Number

DELIVERY CHECKLIST

The following Checklist is an important reminder of valuable information that MUST be passed on to the Customer at the time the unit is delivered. Check off each item as you explain it to this Customer.

- Give the Operator’s Manual to the Customer. Instruct them to be sure to read and completely understand its contents BEFORE attempting to operate the unit.
- Explain and review all the SAFETY information (chapter 4) with the Customer.
- Explain that regular lubrication is required for continued proper operation and long life. Review the Lubrication information in this manual with the Customer, emphasizing that the oil in the Cutterbar and the Gearboxes MUST be changed after the first 10 hours of operation.
- Explain the function of the Overrunning Slip Clutch on the Gearbox input to the Customer.
- Explain that unit components may continue to rotate after the tractor PTO is disengaged and the customer MUST wait for all movement to stop BEFORE approaching the unit.
- Explain the function and use of the Transport Locks for the Header Lift and Hydraulic Drawbar Positioner to the Customer.
- Demonstrate the proper use of the Locking Couplers on both ends of the Telescoping PTO Drive to the Customer.
- Explain hitch system and check drive shaft length and clearance with hitch raised and lowered. Be careful not to over-compress or over-extend drive shaft as damage may occur.
- Completely fill out Owner’s registration, including Customer’s signature, and return it to the company.

I acknowledge that the above points were reviewed with me at the time of delivery.

Customer’s Signature

Date Delivered

(Dealer’s File Copy)
CHAPTER 3
CHECKLISTS

PRE-DELIVERY
After the Disc Conditioner has been completely set-up, the following inspections MUST be made before delivering it to the Customer. Check off each item after prescribed action is taken.

Check that:
- Disc Conditioner has been completely and properly set-up according to details in this manual.
- All grease fittings have been properly lubricated and the Gearboxes, Cutterbars and Roller Chain Sumps have been filled to their proper operating levels. See the Lubrication Chapter.
- All Guards, Shields and Decals are in place and securely attached.
- All fasteners are properly secured.
- All adjustments have been made to comply with settings given in the Adjustments Chapter.
- Disc Conditioner Tires are properly mounted and are inflated to 40 psi (280 kPa); Transport Cart Tires are properly mounted and are inflated to 70 psi (483 kPa).
- Record the Model and Serial Numbers of this unit on this page and page 2.

Hook the Disc Conditioner up to a 1000 RPM tractor and test-run the unit while checking that proper operation is exhibited by all components.

Check that:
- All Blades, Discs and Rollers are turning freely.
- All Mechanisms are operating smoothly.
- The Hydraulic Hose connections are NOT leaking under pressure and that lift mechanism and locks are operating smoothly and properly.
- The Transport Lights operate and signal left and right properly.

I acknowledge that pre-delivery service was performed on this unit as outlined above.

DELMIVERY CHECKLIST
The following Checklist is an important reminder of valuable information that MUST be passed on to the Customer at the time the unit is delivered. Check off each item as you explain it to the Customer.

- Give the Operator’s Manual to the Customer. Instruct them to be sure to read and completely understand its contents BEFORE attempting to operate this unit.
- Explain and review all the SAFETY information (chapter 4) with the Customer.
- Explain that regular lubrication is required for continued proper operation and long life. Review the Lubrication information in this manual with the Customer, emphasizing that the oil in the Cutterbar and the Gearboxes MUST be changed after the first 10 hours of operation.
- Explain the function of the Overrunning Slip Clutch on the Gearbox input to the Customer.
- Explain that unit components may continue to rotate after the tractor PTO is disengaged and the customer MUST wait for all movement to stop BEFORE approaching the unit.
- Explain the function and use of the Transport Locks for the Header Lift and Hydraulic Drawbar Positioner to the Customer.
- Demonstrate the proper use of the Locking Couplers on both ends of the Telescoping PTO Drive to the Customer.
- Explain hitch system and check drive shaft length and clearance with hitch raised and lowered. Be careful not to over-compress or over-extend drive shaft as damage may occur.
- Completely fill out Owner’s registration, including Customer’s signature, and return it to the company.

I acknowledge that the above points were reviewed with me at the time of delivery.

Dealership’s Name

Dealer Representative’s Name

Date Checklist Filled out

Unit Model Number  Serial Number

Cart Model Number  Serial Number

Customer’s Signature

Date Delivered

(Pages 5 & 6 Have Been Removed at Perforation)
CHAPTER 4
SAFETY

The above Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED! It stresses an attitude of “Heads Up for Safety” and can be found throughout this Operator’s Manual and on the machine itself.

BEFORE YOU ATTEMPT TO OPERATE THIS EQUIPMENT, READ AND STUDY THE FOLLOWING SAFETY INFORMATION. IN ADDITION, BE SURE THAT EVERYONE WHO OPERATES OR WORKS WITH THIS EQUIPMENT, WHETHER FAMILY MEMBER OR EMPLOYEE, IS FAMILIAR WITH THESE SAFETY PRECAUTIONS.

Our Company ALWAYS takes the operator and his/her safety into consideration when designing its machinery, and guards exposed moving parts for his/her protection. However, some areas cannot be guarded or shielded in order to assure proper operation. Furthermore, this Operator’s Manual, and decals on the machine, warn of additional hazards and should be read and observed closely.

DANGER

“DANGER” indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

“WARNING” indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

“CAUTION” indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. It may also alert against unsafe practices.

MANDATORY SAFETY SHUTDOWN PROCEDURE

BEFORE unclogging, cleaning, adjusting, lubricating or servicing the unit:

1. Disengage the tractor PTO. Lower unit to the ground, or ensure both transport locks are engaged.

2. Place the tractor transmission in park and/or lock brake pedals to prevent tractor movement, then shut off the tractor engine.

3. Remove the starter switch key and take it with you.

4. Wait for all movement to stop.

5. Remove the telescoping PTO drive and ALL power connections from the tractor.

ONLY when you have taken these precautions can you be sure it is safe to proceed. Failure to follow the above procedure could lead to death or serious bodily injury.

ADDITIONAL SAFETY REMINDERS

It is recommended that the towing tractor be equipped with an enclosed operator’s cab with safety glass or polycarbonate windows, or with protective mesh screens.

Some photographs used in this manual may show doors, guards and shields open or removed for illustration purposes ONLY. BE SURE that all doors, guards and shields are in their proper operating positions and securely attached BEFORE operating unit.

BE SURE the storage stand locking pin is completely engaged and that the machine is properly blocked and prevented from rolling BEFORE disconnecting the unit from the tractor!

Only a safety chain (NOT an elastic or nylon/plastic tow strap) should be used to retain the connection between the towing and towed machines, in the event of separation of the primary attaching system.
SAFETY

The disc mower conditioner is wider than a normal traffic lane. The left side of the unit can be in the oncoming traffic lane while the right side is off the road on the shoulder. Transport of the unit on public roads MUST be done with extra care, and with consideration of the traffic, road and shoulder conditions. Use of the (optional) transport cart is strongly recommended in areas with shoulder obstructions and other traffic.

ALWAYS follow state and local regulations regarding use of a safety chain and transport lighting when towing farm equipment on public highways. Restrict highway towing speeds to 25 mph (40 km/h) maximum. BE SURE to check with local law enforcement agencies for your own particular regulations. Unless otherwise prohibited, use a Slow Moving Vehicle (SMV) emblem.

For implements without brakes, safety codes recommend that the total weight of the implement and load not exceed one-and-one half (1-1/2) times the weight of the towing vehicle. For any public highway travel and to be in compliance with this rule, BE SURE that your tractor is heavy enough to counterbalance the weight of the disc conditioner.

Tire mounting, service or inflation can be dangerous. Whenever possible, trained personnel should service and mount tires, following the tire manufacturer’s instructions. If you do not have such instructions, contact your tire dealer or our Company. In any event, to avoid possible fatal or serious injury, follow the specific directives in the “Service” chapter of this manual.

BEFORE using the disc mower conditioner, inspect the cutting knives, discs and attaching hardware. Replace any worn or damaged parts immediately. DO NOT straighten bent knives – replace them. Knives MUST be replaced in pairs. To ensure continued safe operation, replace damaged or worn-out parts with genuine Gehl service parts, BEFORE operating this equipment.

Regularly inspect the disc mower conditioner’s curtains. Replace a curtain if it is worn or damaged. NEVER operate the unit unless the protective curtains are in place and folded down.

Fields to be mowed must be free of foreign objects. Keep people 100 feet (30 m) or more away from unit during operation. Do not engage PTO unless unit is in operating position. If an obstruction is hit during operation, stop the unit immediately – follow the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8). Check the entire unit before continuing use.

DO NOT get near the unit until the discs and conditioner rolls have stopped rotating! Both mechanisms can continue to operate after the PTO is disengaged!

DO NOT attempt to hand feed or kick any crop or material into this machine!

NEVER use your hands to search for hydraulic fluid leaks; use a piece of cardboard. Escaping fluid under pressure can be invisible and can penetrate the skin and cause serious injury! If any fluid is injected into your skin, see a doctor at once! Injected fluid MUST BE surgically removed by a doctor familiar with this type of injury or gangrene may result.

ALWAYS wear safety glasses with side shields when striking metal against metal. It is further recommended that a softer (non-chipable) material be used to cushion the blow. Failure to heed could lead to serious injury to the eye(s) or other parts of the body.

Park unit on firm, level ground. Always lower unit to the ground or use transport locks when parking.

REMEMBER, it is the owner’s responsibility for communicating information on the safe use and proper maintenance of this machine.

WARNING

DO NOT use the DC2415 or DC2418 disc mower conditioner for roadside cutting. DO NOT operate near people.
SAFETY

(Continued)

⚠️ DANGER ⚠️

ROTATING KNIVES BELOW PROTECTIVE COVER MAY CONTINUE TO ROTATE AFTER POWER IS STOPPED AND CAN CUT OR CATCH HANDS OR FEET AND MAY THROW OBJECTS.
KEEP OUT WHILE MACHINE IS OPERATING. LOOK AND LISTEN FOR EVIDENCE OF ROTATION.
KEEP CUTTERBAR SHIELD IN DOWN POSITION AT ALL TIMES.
FAILURE TO HEED WILL RESULT IN DEATH OR SERIOUS INJURY

⚠️ WARNING ⚠️

• MECHANICAL OR HYDRAULIC FAILURE CAN CAUSE UNIT TO FALL.
• BEFORE TRANSPORTING INSTALL TRANSPORT LOCKS.
• BEFORE WORKING ON OR UNDER MACHINE, INSTALL TRANSPORT LOCKS, BLOCK WHEELS, HEADER AND TRAILER FRAME.
• FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.
SAFETY
(Continued)

DANGER

ROTATING DRIVELINE CONTACT CAN CAUSE DEATH
KEEP AWAY!
DO NOT OPERATE WITHOUT-
- ALL DRIVELINE, TRACTOR AND
  EQUIPMENT SHIELDS IN PLACE.
- DRIVELINES SECURELY
  ATTACHED AT BOTH ENDS
- DRIVELINE SHIELDS THAT TURN
  FREELY ON DRIVELINE

WARNING

THIS IMPLEMENT IS EQUIPPED TO OPERATE
WITH 1000 RPM PTO TRACTOR MEETING ASAE
STANDARD S203. NEVER ATTEMPT TO CONNECT
OR OPERATE WITH 540 RPM PTO TRACTOR.
FAILURE TO HEED COULD RESULT IN DEATH OR
SERIOUS INJURY.
SAFETY (Continued)

WARNING

THE OWNER IS RESPONSIBLE FOR MAKING INFORMATION AVAILABLE TO THE OPERATOR ON THE SAFE USE AND PROPER MAINTENANCE OF THIS MACHINE.

DO NOT START, OPERATE OR WORK ON THIS MACHINE UNTIL YOU READ AND UNDERSTAND THE CONTENTS OF THE OPERATOR'S MANUAL.

IF YOU HAVE QUESTIONS ON OPERATION, ADJUSTMENT OR MAINTENANCE OF THIS MACHINE OR NEED AN OPERATOR'S MANUAL, OR IF ANY DECALS ARE NOT READABLE, CONTACT YOUR GEHL DEALER OR GEHL COMPANY, WEST BEND, WISCONSIN 53095 MODEL AND SERIAL NUMBERS WILL BE REQUIRED.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.

WARNING

ROTATING DRIVE LINE

DO NOT OPERATE WITHOUT THE FOLLOWING

- PROPER DRIVE LINE GUARDS
- INPUT SHAFT GUARDS
- TRACTOR MASTER SHIELD
- U-JOINTS LOCKED TO TRACTOR AND IMPLEMENT SHAFTS

FOR YOUR PROTECTION, THIS DRIVE LINE HAS A GUARD THAT ALLOWS THE INTERNAL DRIVE SHAFT TO ROTATE WHILE THE GUARD IS NOT ROTATING. DO NOT POUND BELL TO REMOVE DRIVE TUBE.

U-JOINTS MUST BE PROPERLY ATTACHED AND MAINTAINED.

FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.
SAFETY
(Continued)

WARNING

- BEFORE UNCLOGGING, CLEANING, ADJUSTING, LUBRICATING OR SERVICING THE UNIT ALWAYS FOLLOW THE MANDATORY SAFETY SHUT DOWN AS SPECIFIED BY THE OPERATOR’S MANUAL.
- KEEP ALL GUARDS AND SHIELDS IN PLACE.
- BE SURE MACHINE IS CLEAR OF PEOPLE, TOOLS, AND OTHER OBJECTS BEFORE STARTING.
- DO NOT WEAR LOOSE OR BAGGY CLOTHING AROUND THIS MACHINE AND KEEP HANDS, FEET AND CLOTHING AWAY FROM MOVING AND POWER DRIVEN PARTS.
- KEEP CHILDREN AND SPECTATORS OFF AND AWAY FROM MACHINE WHILE IT IS OPERATING.
- KEEP OFF UNIT UNLESS A SPECIFIED OPERATOR’S STATION IS PROVIDED.
- FAILURE TO HEED COULD RESULT IN DEATH OR SERIOUS INJURY.
CHAPTER 5
CONTROLS & SAFETY EQUIPMENT

The Disc Mower Conditioner is provided with several features for operator safety and convenience.

CAUTION

BEFORE operating this equipment, become familiar with ALL safety devices and controls. Know how to STOP disc mower conditioner operation BEFORE starting it.

DRAWBAR HITCH POSITIONING

Positioning the Disc Mower Conditioner Drawbar (Tongue) between the “centered” and operating positions is accomplished hydraulically.

Hydraulic Hitch Positioner (Fig. 1)

The Disc Mower Conditioner is equipped with a Hydraulic Hitch Positioner for remotely (from the tractor seat) relocating the Drawbar from the centered position to the various field operation positions. The Hydraulic Hitch Positioner includes a double-acting hydraulic Cylinder, Hoses and a Lock Valve.

When the Disc Mower Conditioner is in use, the Lock Valve is overridden by tractor hydraulic pressure, allowing the Cylinder to change position. When tractor hydraulic pressure is not applied, or in the case of hydraulic failure, the Lock Valve holds the Disc Mower Conditioner in the last selected position until pressure is re–applied.

GUARDS & SHIELDS (Figs. 2 & 3)

Wherever possible without affecting machine operation, Guards and Shields have been used on this equipment to protect potentially hazardous areas. In many places, Decals are also provided to warn of potential hazards as well as to display proper operating procedures.

WARNING

Read ALL warnings on the unit BEFORE operating it. DO NOT operate this equipment unless ALL guards and shields are properly secured in place.

Implement Drive Line Shields

The Front Telescoping PTO Drive, between the Gearbox and tractor PTO shaft, and the Rear Telescoping PTO Drive, between the PTO Tower and Gearbox, are equipped with rotating Shields. The Center Driveline Shields are stationary.
Chapter 5 – Controls & Safety Equipment

**WARNING**

BE SURE that the rotating shields on the drives turn freely BEFORE starting the tractor engine. BE SURE any damaged or worn guard, shield, curtain or cover is replaced BEFORE operating the disc mower conditioner.

![Figure 2](image2.png)

1 – Telescoping Drive Locking Coupler  
2 – Telescoping PTO Drive Shields  
3 – Stand in “Supporting” Position  
4 – Center Drive Stationary Shields  

---

**WARNING**

BEFORE performing any work on the disc mower conditioner, and BEFORE removing any guards or opening any covers or shields, BE SURE to exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8). Also, BE SURE to replace ALL guards, shields and covers BEFORE operating the unit.

**STAND (Fig. 2)**

A Stand is furnished with the Disc Mower Conditioner to support the machine when the tractor is disconnected as well as to facilitate aligning the Hitch with the tractor for hookup. When the Stand is NOT being used to support the Disc Mower Conditioner, it can be raised to a “storage” position in the same location. The Stand is secured in place with a Lock Pin. Use either of the two lower positions for storage support and hitching to a tractor. Use the highest position only when attaching the optional Truck Hitch.

---

**WARNING**

BE SURE the lock pin is properly installed BEFORE disconnecting the disc mower conditioner from the tractor.

![Figure 3](image3.png)

1 – Rear Telescoping Drive Rotating Shield  
2 – Rear Steering Shield  
3 – Right Cover Assembly  
4 – Left Cover Assembly  
5 – Curtains  

---

Miscellaneous Guards

Various latched and hinged Guards, Shields, Curtains and Covers are provided on the Disc Mower Conditioner to enable access for lubrication, service and adjustment.
CHAPTER 5 – CONTROLS & SAFETY EQUIPMENT

HEADER LIFT SYSTEM (Fig. 4)
The Disc Mower Conditioner uses a remotely controlled (from the tractor seat) double-acting hydraulic Cylinder “master-slave” system, to raise and lower the Header. Before transporting the unit, BE SURE to raise the unit fully and activate the Transport Lock on both sides of the unit.

1 – Left Header Lift Transport Lock (Engaged)
2 – Left Header Lift Cylinder (master)

Fig. 4

WARNING
BEFORE transporting the disc mower conditioner, raise the unit fully and engage both transport locks.

TRANSPORT LOCKS (Fig. 4)
When the Disc Mower Conditioner is going to be transported on a public highway, BE SURE to raise the unit fully and engage both Right and Left Header Lift System Transport Locks. BE SURE to also swing the Drawbar to the centered or required position.
The disc mower conditioner is wider than a normal traffic lane. The left side of the unit can be in the oncoming traffic lane while the right side is off the road on the shoulder. Transport of the unit on public roads MUST be done with extra care, and with consideration of the traffic, road and shoulder conditions. Use of the (optional) transport cart is strongly recommended in areas with shoulder obstructions and other traffic. Refer to the Optional Equipment & Accessories chapter for ordering information.

SAFETY CHAIN (Fig. 5)

WARNING
ALWAYS follow state and local regulations regarding a safety chain (NOT an elastic or nylon/plastic tow strap) when towing farm equipment on public highways! A safety chain should always be used, to retain the connection between the towing and towed machine, in the event of separation of the primary attaching system. BE SURE to check with local law enforcement agencies for your own particular regulations.

1 – Locking Chain Hook
2 – Loop End of Chain
3 – Left Conditioner Hitch Arm
4 – Stabilization Chain (Optional)

Fig. 5: Accessory Safety Chain (Installed)

As required or when desired, the Disc Mower Conditioner should be equipped with a safety chain for transporting the unit on public highways. Refer to the Optional Equipment & Accessories chapter for ordering information.
TRANSPORT LIGHTS (Fig. 6)
The Disc Mower Conditioner is equipped with transport lights as standard equipment. For your safety and the safety of others, it is recommended that you use the transport lights when traveling on public roadways. If your tractor is not equipped with a seven-prong auxiliary lighting receptacle, see your tractor dealer for installation of the required wiring. For additional information and regulations on transport lighting, check with your local law enforcement agency or your GEHL dealer.

1 – Amber Transport Light
2 – Red Transport Light

Fig. 6: Left Side Transport Lights

TELESCOPING DRIVE COUPLER (Fig. 3)
The Front Telescoping Drive is equipped with a Spring-loaded Locking Device to positively lock it onto the tractor PTO shaft. The Locking Device stays depressed against Spring tension when the PTO is not attached to the tractor. Slide the Yoke onto the tractor PTO shaft releasing the Locking Device. Move the Yoke ahead or back until the Lock engages into the groove of the PTO shaft. When towing the Disc Mower Conditioner behind a vehicle that does not have a PTO drive shaft to secure the Front Drive Line to, the Drive Line MUST be removed from the Disc Mower Conditioner. DO NOT move Disc Mower Conditioner with the Front Drive Line setting on Drive Line Storage Prop.

WARNING
BE SURE that the telescoping PTO coupler is properly secured to the tractor PTO shaft and unit gearbox shaft BEFORE starting the tractor engine.
CHAPTER 6
OPERATION

![CAUTION]

BEFORE starting the tractor engine and running the disc mower conditioner for the first time, review and comply with ALL safety recommendations in the SAFETY chapter of this manual.

EMERGENCY SHUTDOWN

In an emergency or in case a foreign object enters the Header area, STOP cutting material IMMEDIATELY by disengaging the tractor PTO. Then exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8) BEFORE leaving the tractor seat to remedy the problem.

START-UP

![WARNING]

BE SURE ALL factory installed guards and shields are properly secured in place BEFORE starting the tractor engine. Be certain that NO people are within 100 feet of the unit when engaging the PTO. Never operate with curtain in raised position. DO NOT engage PTO unless unit is in the working position.

To avoid unnecessary strain on the Disc Mower Conditioner Drive Line components, ALWAYS engage the tractor PTO slowly with the tractor engine at less than half throttle. Bring the unit to PTO speed BEFORE starting to cut. Always operate at PTO speed! Attempting to operate at higher than PTO speed could cause excessive vibration, wear and early component failure. In addition, operating the unit at slower than PTO speed will cause poor windrow formation and increase the chances of plugging.

GROUND SPEED

The Disc Mower Conditioner can be operated in a wide range of ground speeds depending on crop conditions and/or terrain. Any change in ground speed should be made by changing tractor gears and NOT by increasing or decreasing tractor engine RPM. See the Troubleshooting chapter of this manual for any exceptions.

UNPLUGGING

It is possible for the Disc Mower Conditioner to plug in two different areas. It can become plugged in the Disc area slipping the Drive Line Clutch, or the unit can become plugged in the Conditioning Rolls causing the Bolt to shear or the Clutch to slip.

Plugged Discs

To clear a plugging condition in the area of the Discs:

1. Shut off the PTO.
2. Raise the Header all the way up.
3. Exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8).
4. Engage both Header Transport Locks.
5. Carefully clear the plug from the Cutterbar area.
6. If the plugging occurs frequently, refer to the Troubleshooting chapter for additional information.

Plugged Conditioning Rolls

To clear plugging from the Conditioning Rolls, proceed as follows:

IMPORTANT: If the Conditioner Drive Shear Bolt shears, stop forward travel and disengage the PTO IMMEDIATELY!

1. Raise the unit up fully.
2. Exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8).
3. Engage both Header Transport Locks.
4. Open Front Covers on the Header and remove excess material. Replace Shear Bolt securing it with two Lock Nuts. Turn Cutterbar Disc in a reverse direction to back out the plug from between the Rollers.

IMPORTANT: BE SURE to close Covers before resuming cutting. Tongue will damage Covers unless closed.

5. If the plugging occurs frequently, refer to the Troubleshooting chapter for additional information.

STARTING THE FIELD

After the field has been checked and is known to be free of obstructions, it can be opened by cutting the first swath in either direction. However, it is recommended to make two or three rounds first to expose any potential hazards around the edge of the field. Then proceed to cut and condition the backswards by operating in an opposite direction around the field.
STEERING

Steering the DC2415 and DC2418 is controlled by the tractor remote hydraulic system and allows the Disc Mower Conditioner to follow directly behind the tractor or make a full cut to either side, or any position in between.

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**WARNING**

DO NOT activate steering system without BEING SURE that people and objects will NOT be hit as frame and header move.

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The hydraulic hoses should be connected to the tractor so that by moving the tractor control lever forward the Mower Conditioner steers right; and by reversing the lever, the Mower Conditioner steers left. The controls are to be operated momentarily for steering and must be returned to OFF or NEUTRAL position as soon as the Conditioner reaches the desired path of travel. The second control lever, when moved back, lifts the Header from the cutting position, and when moved forward, lowers the Header.

The Center Pivot design provides the operator the opportunity to move the Mower Conditioner into field position easily, allowing right angle turns in either direction, steering around objects on both sides, and straight line field cutting on either side of tractor, as shown in Fig. 7.

**IMPORTANT:** When steering, BE SURE the tractor tire on the inside of a turn does not contact the Tongue of the Disc Mower Conditioner, or damage may result.
180 Degree Turnaround

When it is desired to cut back and forth on one side of the field, approximately 4 to 6 cutting widths are required on each end of the field to make a 180 degree turnaround. The turn is accomplished as follows: Beginning at Position 1 in Fig. 8, the tractor is steered away from the uncut crop while the Disc Mower Conditioner is guided straight ahead until cutting through the end. As soon as the discs cut through, raise the Header to lift the Skid Shoes clear of the cut crop and then begin to steer the Conditioner in the direction away from the uncut crop. At Position 2, the tractor is steered back toward the uncut crop (in turning, BE SURE that the inside tractor tire does not contact the Tongue of the Conditioner). In Positions 3 and 4, continue the turn towards the uncut crop with the Conditioner steered towards the outside of the circle (again being aware of the Tongue and tire caution). At Position 5, the tractor has completed the circle and the front wheels are turned to line up with the last cut windrow and straddle it. At this point, adjust the Conditioner direction to line up with the edge of the uncut crop, and lower the Header to cutting height.
Turning Square Corners

The following procedure and diagram shown in Fig. 9 are intended only as a guide to aid the operator in setting up a turning procedure for the particular tractor being used. Distances are not specified due to the variances of tractor maneuverability. As the tractor approaches the corner, guide the tractor away from the crop. The Header is steered to maintain a straight cut ahead as the tractor moves away from the crop. As soon as the Header cuts past where the new corner will be, steer the Disc Mower Conditioner away from the uncut crop. As the tractor passes the corner, steer it sharply back towards the corner, but BE SURE that the inside tractor tire does not contact the Tongue. Guide the tractor to straddle the last cut windrow. As the Conditioner completes its turning, be ready to steer it towards the uncut crop and align the Header with edge of the uncut crop.

OVERLOAD PROTECTION
(Figs. 10 & 11)

The Disc Mower Conditioner is protected with a Slip Clutch on the Main Driveline to protect the entire drive system, and with a Shear Bolt on each Conditioner Roll Driveline to protect the Conditioning Roll system. The Shear Bolt is a 5/16” x 2–1/4” Grade 5 Shear Bolt (650725) with two 5/16” Lock Nuts (071701).
WARNING

BEFORE performing any adjustments on this unit, exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8).

The DC2415 and DC2418 Disc Mower Conditioners have been designed and factory adjusted to function properly under most field operating conditions. However, due to the wide range of operating conditions encountered, some additional adjustments may be required.

HEADER FLOTATION (Figs. 12, 13 & 14)

NOTE: BE SURE to place the Header in the operating position before adjusting the Header flotation.

The Header flotation is adjusted by varying the setting of the Flotation Springs on each end of the Header. Lower the Header to the operating position, loosen the Jam Nuts, and tighten or loosen the Spring Bolts to achieve the desired flotation. In rocky or rough conditions, the flotation should be set lighter to protect the Cutterbar. At higher mowing speeds, heavier settings follow terrain better. The flotation should be set as light as possible, but heavy enough to follow the ground.

An extra Spring in the center of the unit must be adjusted with the cutting height set. The Spring should be set so that the Header tilts forward on its own. On units after Serial Numbers 15500-DC2415 and 18247–DC2418, this Spring does not require readjustment once it is set to 10” (255 mm) coil to coil with the Header fully raised and tipped rearward (highest cutting height).

IMPORTANT: Any change of cutting height or Hitch height will change the Header flotation. BE SURE to re-adjust the flotation, as necessary, to avoid damage. Also, when making a flotation adjustment to the Header, BE SURE to adjust both Springs evenly, to avoid damaging the Springs.

CUTTING HEIGHT (Fig. 14)

The cutting height can be adjusted from 1-1/4” (32 mm) to 3-1/4” (83 mm) using the Disc Angle Adjustment, and up to 5-1/4” (133 mm) with optional Tall Skid Shoes.

NOTE: Any change to the cutting height requires that the flotation be checked and readjusted, as necessary.
**DISC ANGLE (Figs. 14-16)**

The Disc angle is adjustable from 0° (3-1/4”, 83 mm cutting height) to 6° down (1-1/4”, 32 mm cutting height). In rocky or rough conditions, use a flatter or 0° Disc angle to protect the Disc Blades. In down, tangled and lodged crops, use a steeper or 6° Disc angle to obtain a clean cut.

To change the Disc angle, it is necessary to move the rear pivot of the third Link rearward (to obtain 0°) or forward (to obtain 6° down). To prepare to adjust the Disc angle, raise the unit slightly, but do NOT remove hydraulic pressure from the system.

To change the Disc angle, place the Clevis Pin in the desired height location shown in Figures 15 and 16. The Pin acts as a downstop when hydraulic pressure is removed from the unit to change from transport to operating position. Applying Lift System pressure will raise the Cutterbar to the highest position before raising the conditioner.

**IMPORTANT:** A Disc angle change will change the Header flotation. To avoid damage, BE SURE to readjust the Header flotation after changing the Disc angle.

**SKID SHOES**

The Skid Shoes are located on the underside of the Cutterbar Frame and are NOT adjustable. (See the Optional Equipment & Accessories chapter for details on Tall Skid Shoes).
Chapter 7 – Adjustments

CONDITIONER ROLL PRESSURE (Fig. 17)

The Conditioner Roll pressure determines the amount of conditioning done to the crop (assuming the Roll gap is properly adjusted) and should be used accordingly.

For crops like alfalfa and clover (legumes), use only enough Roll pressure to crack and kink the stems. If the leaves show dark spots and/or the tops of the plants are being clipped off, too much Roll pressure is being used.

In grass-type crops, more Roll pressure is required than for legume-type crops.

Once Spring pressure is set, change amount of crop conditioning by varying Roll spacing. Increased Roll spacing results in less crop conditioning, while less Roll spacing results in more crop conditioning.

IMPORTANT: Do NOT reduce the Roll pressure to the point where there is NO Spring force on the Rolls. Damage can occur to the Roll Pressure Chain if the Roll pressure is too low, allowing the Rolls to open and close freely.

CONDITIONER ROLL GAP (Figs. 14, 18 & 19)

The Conditioner Roll gap is the distance between the top of the lug on one Roll and the root of the lug of the mating Roll. The Roll gap should be set from 1/16 to 1/8” (1.6 to 3.2 mm), for most crops. However, it may be desirable to increase the Roll gap, when cutting thick-stemmed cane-type crops.
IMPORTANT: Always check the Roll gap at several points along the entire length of the Rolls and at every 90° of rotation. The gap must always be maintained at a minimum of 1/16” (1.6 mm). Operating at closer than this minimum gap or with Rolls touching will result in damage to the Conditioner Rolls, Bearings and Frame.

The Conditioner Roll gap can be changed by adjusting the Stop Bolt at each end of the Roll. First loosen the Locking Jam Nut. Turning the Stop Bolt into the Header will open the Rolls increasing the gap. Turning the Stop Bolt out will close the Rolls decreasing the gap. BE SURE to retighten the Locking Jam Nuts after the desired gap has been set.

NOTE: If the Conditioner Rolls are separated too far, there is NO amount of Roll pressure that will do a satisfactory job of conditioning, in most crops.

ROLL CHAIN DRIVE TENSION (EACH SIDE)(Fig. 20)

The Roll Drive Chain is tensioned by a Spring on the Roll Chain Idler. This Spring tension is adjustable. Adjust the Spring to a length of 1-7/8 to 2” (48 to 51 mm).

NOTE: When the Chain Idler Arm can no longer be adjusted, an offset Link can be removed from the Chain. If the offset Link has been removed and the Chain Idler Arm can no longer be adjusted, replace the Roll Drive Chain.

NOTE: The Drive Chain is riveted endless. To remove the offset Link, Grind the Pins of the offset Link and adjacent Connector to remove them. The Chain can be reconnected by adding a #80 Chain Connector Link (Gehl part number 500195).

WINDROW TO SWATH ADJUSTMENTS (Fig. 21)

The Disc Mower Conditioner will produce any windrow width from a narrow windrow to a wide swath, by moving the adjustable Deflectors up or down. The Deflectors can be adjusted using the Deflector Adjustment Hand Cranks at each end of the unit. In order to raise a Deflector for a narrow windrow, turn the crank clockwise. In order to lower the Deflector for a wide swath, turn the crank counterclockwise. The Conditioner can be adjusted so that one half of the unit makes a windrow while the other half makes a swath. The Swath Deflectors mounted on the undersides of the Deflectors can be positioned so that two separate windrows are created. When positioning the Swath Deflectors, be sure that the mounting hardware is shielded by the Swath Deflector, or crop will clump on the exposed hardware. The maximum swath width achievable is 130” (3250 mm). Fine tune windrow width setting by adjusting Forming Chamber Sides. Minimum windrow width is 36” (915 mm).
CHAPTER 8
LUBRICATION

GENERAL INFORMATION

WARNING

NEVER lubricate the machine when any part of the unit is in motion. ALWAYS BE SURE to exercise the MANDATORY SAFETY SHUT-DOWN PROCEDURE (page 8), BEFORE lubricating the machine.

It is well to remember that a sufficient amount of oil or grease will prevent excessive part wear and early failure.

IMPORTANT: Whenever service is performed on hydraulic components (valves, cylinders, hoses, etc.) or Transmissions, care must be taken to prevent discharging fluid onto the ground. Catch and dispose of fluid per local waste disposal regulations.

CUTTERBARS (Fig. 22)

IMPORTANT: The oil in the Cutterbar MUST be changed after the first 10 hours of operation.

It is difficult to accurately check the oil in the Cutterbar. If in doubt as to the amount of oil contained in a Cutterbar, do NOT add oil. Drain and refill the Cutterbar. The oil should be changed every 200 hours or at least annually (more often if operated under heavy loads). The Cutterbar MUST be drained completely so that the exact volume of oil required can be put back into the Cutterbar. The following procedure MUST be followed:

1. Operate the Disc Conditioner for 10 minutes so that the Cutterbar reaches operating temperature.
2. Raise the Disc Conditioner to the transport position and engage the Transport Locks.
3. Park the Disc Conditioner so that the left rear corner of the Cutterbar is the lowest point on the Cutterbar.
4. Exercise the MANDATORY SAFETY SHUT-DOWN PROCEDURE (page 8).
5. Remove the Skid Shoes from the left end of each Cutterbar. Remove the Drain Plugs from the bottom of the Cutterbars and the Filler Plugs located on top of the Cutterbars. Allow the oil to drain completely. Wait for the dripping to stop.
6. Reinstall the Drain Plugs and the Skid Shoes. On DC2415 units, refill each Cutterbar with 3.5 U.S. Pints (1.66 Liters) of SAE 80 GL 4 oil. On DC2418 units, refill each Cutterbar with 4 U.S. Pints (1.89 Liters) of SAE 80 GL 4 oil.

NOTE: In some areas SAE 80 GL 4 oil may not be available. A GL 4 or GL 5 grade SAE #80W90EP Gear Lube is an acceptable substitute.

The Cutterbars should be checked daily for oil drips and dust accumulation around the Seals. Oil drips or dust accumulation indicate that the Seals are leaking. Oil which is tan in color and foams excessively indicates that it has water present.

NOTE: There will be indications of oil at the Overflow Plug. A small amount of oil in this location is normal.

4 GEARBOXES (Check Daily, Figs. 23–26)

The Disc Conditioner must be down (in a cutting position) before oil levels are checked. Level Plugs are provided for checking the oil level in the Gearboxes. The correct oil level range is when the oil is up to the...
Level Plug with the Header down and rotated level (all the way back). The oil should be changed every 200 hours of operation or annually (more often if operated under heavy loads).

The gearboxes use SAE #80W90EP Gear Lube. The Header Top Gearbox holds 68 oz. (2.01 L), Header Bottom Gearbox holds 112 oz. (3.31 L), the Swivel Hitch Top Gearbox holds 37 oz. (1.10 L) and the Swivel Hitch Bottom Gearbox holds 56 oz. (1.89 L).

The Gearboxes should be checked occasionally for oil drips and dust accumulation around the Seals. Oil drips or dust accumulation indicate that the Seals are leaking. Oil that is tan in color and foams excessively indicates water present in the oil.

**IMPORTANT:** *The oil in the 4 Gearboxes MUST be changed after the first 10 hours of operation.*

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**OILING (Check Daily) (Fig. 27)**

The Roller Chains are enclosed and oiled in a closed Oil Bath on the left and right sides of the Disc Conditioner. The oil should be changed every 200 hours of operation or annually (more often if operated under heavy loads). The Oil Bath holds 2 qts (1.92 L) of SAE #80W90EP Gear Lube. Check oil level as shown in Figure 27.

The Oil Bath should be checked occasionally for oil drips and dust accumulation around the Covers. Oil drips or dust accumulation indicate that the Covers are leaking. Oil that is tan in color and foams excessively indicates water in the oil. To change the oil, observe the following steps:

1. Remove the Top Cover for inspection of Chain Drive.
2. Remove Drain Plug to allow oil to drain.
3. Refill Oil Bath with 2 qts (1.92 L) of SAE #80W90EP Gear Lube.

4. Clean Top Cover and mating surface of Frame and install Top Cover. Top and Bottom Covers are sealed with silicone sealant.

Apply a good grade of foaming aerosol lubricant, such as NAPA Chain and Cable Lubricant, to the Front and Rear Telescoping PTO Drive Shields.

**SEAL BEARINGS**

Sealed Bearings are used throughout the machine to provide trouble-free operation with a minimum of maintenance and lubrication. These Sealed Bearings are lubricated for life and re-lubrication is NOT required, NOR should it be attempted.
Chapter 8 – Lubrication

GREASING

IMPORTANT: Grease all fittings at the intervals of operation listed, before and after storing the unit, and as otherwise listed. Use a good grade of lithium base grease.

Wipe dirt from the fittings before greasing to prevent any dirt from being forced into the Bearings or pivots. Replace any missing fittings, when noted. To minimize dirt build-up, avoid excessive greasing.

Grease Every 10 hours (or Daily)
1. Telescoping PTO Drive Crosses (6 Places)
2. Telescoping PTO Drive Tube (2 Places)

IMPORTANT: The Telescoping PTO Drives should also be separated and grease applied to the splines at least three times during the harvesting season.

NOTE: To grease the rear Telescoping Drive Tube (Step 2.), swing the Header fully left or right and locate the hole in the Inner Shield Tube. Align the hole with the slot in the Outer Tube and swing the Header until the slot and hole are aligned. Rotate the Driveline by hand until the Grease Fitting lines up with the hole.

3. Overrunning Clutch
4. Center Drive Crosses (2 Places)
5. Center Drive Splines (2 Places)
6. Right and Left Inner Pusharm (2 Places each side)
7. Right and Left Wheel Arm Pivot (1 Place each side)
8. Right and Left Lift Cylinder Lower Pivots (1 Place each side)
9. Right and Left Roll Drive Cross and Spline (2 Places each side)
10. Hitch Yoke Center Pivot

Grease Every 50 hours (or Weekly)
11. Deflector Adjustment Link Pins (1 Place each side)

Grease Every 200 hours (or Annually)
12. Cutterbar Height Adjustment Cylinder
13. Cutterbar Drive Shaft Spline & Crosses (3 Places each Drive)(Shield removed for clarity) (Must remove upper & lower Shields)
Grease Fitting Locations

1. Location 1
2. Location 2
3. Location 3
4. Location 4
5. Location 5
6. Location 6
7. Location 7
8. Location 8
The following greasing and grease fitting location information has been repeated for your convenience.

**IMPORTANT:** Grease all fittings at the intervals of operation listed, before and after storing the unit, and as otherwise listed. Use a good grade of lithium base grease.

Wipe dirt from the fittings before greasing to prevent any dirt from being forced into the Bearings or pivots. Replace any missing fittings, when noted. To minimize dirt build-up, avoid excessive greasing.

**Grease Every 10 hours (or Daily)**

1. Telescoping PTO Drive Crosses (6 Places)
2. Telescoping PTO Drive Tube (2 Places)

**IMPORTANT:** The Telescoping PTO Drives should also be separated and grease applied to the splines at least three times during the harvesting season.

**NOTE:** To grease the rear Telescoping Drive Tube (Step 2.), swing the Header fully left or right and locate the hole in the Inner Shield Tube. Align the hole with the slot in the Outer Tube and swing the Header until the slot and hole are aligned. Rotate the Driveline by hand until the Grease Fitting lines up with the hole.

3. Overrunning Clutch
4. Center Drive Crosses (2 Places)
5. Center Drive Splines (2 Places)
6. Right and Left Inner Pusharm (2 Places each side)
7. Right and Left Wheel Leg Pivot (1 Place each side)
8. Right and Left Lift Cylinder Lower Pivots (1 Place each side)
9. Right and Left Roll Drive Cross and Spline (2 Places each side)
10. Hitch Yoke Center Pivot

**Grease Every 50 hours (or Weekly)**

11. Deflector Adjustment Link Pins (1 Place each side)

**Grease Every 200 hours (or Annually)**

12. Cutterbar Height Adjustment Cylinder
13. Cutterbar Drive Shaft Spline & Crosses (3 Places each Drive)(Shield removed for clarity) (Must remove upper & lower Shields)
Grease Fitting Locations (cont.)
CHAPTER 9
SERVICE

GENERAL INFORMATION

WARNING

BEFORE performing any service routines on this unit, exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8).

NOTE: The following information is also referred to in the Troubleshooting chapter of this manual. It should be understood that all services detailed in this chapter are Owner-Operator responsibilities. Where indicated, certain service routines should only be carried out by (or under the direction of) an authorized GEHL dealer.

SEALED BALL BEARING REPLACEMENT (Fig. 28)

Sealed Ball Bearings are used on various Shafts, around the unit. This type of Bearing is generally retained, in place, with a Self-locking Eccentric Collar. The Lock Collar has a counter bored recess, which is eccentric with the Collar bore. This eccentric recess engages or mates with an eccentric end of the Bearing inner ring, when the Bearing is assembled on the Shaft. The Bearing is engaged, on the inner ring cam, by the Collar. This assembly grips the Shaft tightly with a positive binding action that increases with use. The Collar Set Screw provides supplementary locking.

A Bearing can be removed from the Shaft by unscrewing the Set Screw, placing a punch in the drift pin hole in the direction opposite shaft rotation, and tapping on the punch in order to loosen the self-locking Collar.

Install Bearings with self-locking Collars in the following manner:

1. Place the Bearing and Collar on the Shaft with the cam surfaces next to each other. Tighten the bolts on the Bearing Retainers.
2. Mate the cam of the Lock Collar with the cam of the Bearing inner ring.
3. Press the Locking Collar against the Bearing wide inner ring and turn it, in the direction of Shaft rotation, until it tightly engages. Tighten the Collar further by tapping on a punch inserted in the drift pin hole.

IMPORTANT: DO NOT overtighten the Collar, because that may cause damage.
4. Lastly, tighten the Set Screw in the Locking Collar.

A – Bearing  B – Set Screw  C – Collar Cam  D – Wide Inner Cam Ring  E – Drift Pin Hole  F – Eccentric Self Locking Collar

Fig. 28

CONDITIONER

Conditioner Roll Timing (Figs. 29 & 31)

The Conditioner Rolls are properly timed when the lug of one Roll is centered in the groove of the mating Roll. BE SURE the Roll Drive Chain is properly tensioned, before adjusting or checking the Roll timing.

The Mower Conditioners are built with either 9 bolt or 12 bolt Timing Sprockets. To time the Conditioner
Rolls, loosen the M8 Socket Head Screws on the Timing Sprocket. Go behind the Conditioner Rolls and center the lug of one Roll in the groove of the mating Roll. Torque the screws on the Timing Sprocket to half-torque (15 ft-lb, 20 Nm) using the proper cross-point star sequence pattern as shown in Figure 29. Finish torquing bolts to full torque setting (30 ft-lb, 40 N·m) using the proper above described star pattern. Double-check each bolt to verify 30 ft-lbs (40 N·m). Again, check the timing as the Rolls are rotated by hand.

**Conditioner Roll Drive Chain Tension (Fig. 30)**

The Conditioner Roll Drive Chain Idler tension is controlled by an adjustable Idler Spring. Spring should be set at 1-7/8 to 2” (48–51 mm).

![Bolt Tightening Sequence for Timing Sprockets](image)

**NOTE:** *When the Chain Idler Arm can no longer be adjusted, an offset Link can be removed from the Chain. If the offset Link has been removed and the Chain Idler Arm can no longer be adjusted, replace the Roll Drive Chain.*

**Roll Drive Chain Replacement (Figs. 30 & 31)**

1. Loosen Idler Spring tension.
2. If the Chain is still in the endless condition, grind the Pins of the offset Link and adjacent Connector to remove them and then remove the Chain. If the Chain has been modified to install a connector link, remove the Spring Clip and Side Bar from the Chain Master Link and then remove the Chain.
3. The replacement Chain is Endless and the Chain Idler adjustment mechanism must be removed to allow installation of the Chain. BEFORE removing, mark the mounting position of the Adjustment Arm on its hex shaft to aid in proper positioning during reassembly.
4. Remove the Chain.

For Chain installation, follow above steps in reverse.

![Fig. 30](image)

**SPROCKET ALIGNMENT**

The Sprockets are aligned at the factory and should NOT need adjustment. If the upper Conditioner Roll is ever replaced, Sprocket alignment and Conditioner Roll Timing MUST be checked. If Sprockets are not properly aligned, contact your Gehl dealer for proper instructions.

**CUTTERBAR**

All service to the internal parts of the Cutterbar MUST be carried out by (or under the direction of) an authorized GEHL dealer.

The disc bearing housing assemblies are serviceable as complete units. Should this be required, contact your Gehl dealer.
DISCS, KNIVES AND HARDWARE

Discs, Knives, Bolts and Nuts are fabricated from high quality steel and undergo a special heat treatment process to ensure a tough wear resistance and hence a longer life. DO NOT straighten bent Knives. To avoid creating hazardous out-of-balance forces, ALWAYS replace missing, damaged or worn Knives and Hardware in pairs!

IMPORTANT: Worn or damaged items MUST be replaced immediately with genuine GEHL Service Parts, otherwise the warranty is voided.

Knife Hardware (Fig. 32)

If any of the following conditions exist, the Knife retaining hardware MUST be replaced. See Fig. 32 for details.

1. When a visible deformation is found.
2. When the locking compound on the Bolt threads has worn away or if the locking compound has become inoperative due to contamination by water, oil or dirt.
3. When wear on the Bolt Head reaches the contact area of the Knife.
4. When a wear groove deeper than 1/8” (3 mm) has formed on the bearing shoulder of the Knife Bolt.
5. When the Contact Washer of the Knife Retaining Nut has lost its elasticity or the Washer becomes loose from the Nut.
6. When wear on the Nut reaches a depth equal to half the height of the Nut.
7. When the retaining hardware has been removed 5 times.

Removal & Replacement of Blades (Fig. 33)

Knives should be inspected systematically each time before the Disc Mower Conditioner is operated. Failure to replace Knives as required will result in an increase in the risk of accidents, a deterioration in the quality of cut and a risk of damage to the Cutterbar. Both Knives on each Disc MUST be replaced in pairs to maintain balance if any of the following conditions exist (Fig. 33):

1. If any sign of cracking is found.
2. If the Knife is bent up or down.
3. The width of a Knife, measured at a distance of 3/8” (10 mm) away from the edge of the Disc, MUST be greater than 3/4 of the original width of the Knife. (Fig. 33)
4. The hole in Knife for retaining Bolt MUST NOT become worn oval by more than 1/16” (2 mm).
When replacing Knives on the Disc Mower Conditioner, the following steps MUST be followed:

1. Clean around each self-locking Nut to be removed.
2. Place a block of wood between the Discs so the Discs will NOT rotate when removing the Bolts.
3. Remove self-locking Nuts with a 6-point 18 mm socket. Position Disc to allow Blade Bolt to drop through access hole in front center of Skid Shoe.
4. Clean the hole before installing new blade.
5. Fit new Knives or turn Knives to use second cutting edge. MAKE SURE that each Knife is positioned with the small arrow pointing in the direction of rotation of the Disc that the Knife is to be fitted to.
6. MAKE SURE the Bolt is in good condition BEFORE reusing.
7. Torque Locknuts to 90 ft lbs (122 Nm).
8. Rotate Disc one full revolution to make sure Knife clears. If Knife contacts anything, replace with new Knife.

**IMPORTANT:** To ensure proper Knife retention, the retaining hardware MUST be replaced after having been removed 5 times.

---

**WARNING**

ALWAYS replace damaged knives in pairs. NEVER straighten a bent knife.

---

**Disc Bearing Housing Removal and Replacement (Fig. 34)**

The Gear, Shaft, Bearing, Housing and Hub that drive the Discs is a complete assembly. When replacing this assembly, make sure to time the Hub with its adjacent Hubs and to torque Locknuts to 90 ft lbs (122 Nm) in a cross-corner pattern.
Disc Removal & Replacement (Figs. 35 & 36)

1. Place a block of wood between the Discs so the Discs will NOT rotate when removing the Bolts.
2. Remove the Bolts and Conical Spring Washers.
   To remove the cone-shaped outer Disc, remove the top cover and remove the Bolts and Conical Spring Washers using a socket and extension.
3. Remove the Disc. If the Disc is tight, pry up with two levers at opposite sides of the Disc.
4. Replace the Disc BEING SURE that it is rotated 90° from the next Disc and that each Blade is positioned with the small arrow pointing in the direction of rotation of the Disc. Refer to the Service Parts Manual for the proper positioning of Discs. Secure with the Bolts and Conical Spring Washers BEING SURE the Conical Spring Washers are positioned with the crown up. Torque to 90 ft lbs (122 Nm).

**NOTE:** Disc Assemblies must be shimmed so that there is a minimum clearance of 0.040" (1 mm) between the bottom of the Disc Knife and the top of the small Cutterbar Boss that the Knife passes over. See Figure 36 for details.

**IMPORTANT:** BE SURE to replace the Cover on the cone-shaped outer Discs, or dirt will build up inside the cone and cause an out-of-balance condition and potential Cutterbar damage.

**NOTE:** If a Disc shows signs of wear after a considerable amount of acreage has been cut, it is advisable to replace it. Disc life can be extended in high-wear conditions (sandy soils) by placing them on an adjacent spindle that rotates in the opposite direction before the Disc is worn through.
HYDRAULIC TONGUE CYLINDER

WARNING
Do NOT remove hydraulic tongue control cylinder with conditioner header raised. Failure to heed can result in death or serious injury.

HYDRAULIC LIFT CYLINDERS
(Fig. 37)

IMPORTANT: Whenever service is performed on hydraulic components (valves, cylinders, hoses, etc.) or Transmission, care must be taken to prevent discharging fluid onto the ground. Catch and dispose of fluid per local waste disposal regulations.

The Disc Mower Conditioner Lift System consists of a “master-slave” cylinder arrangement, as shown. With a “master-slave” set-up, the hydraulic oil, from the rod end of the master cylinder, goes into the base end of the slave cylinder. Because of this arrangement, both cylinders will extend equally, under load.

With a “master-slave” arrangement, the cylinders can become un-phased such that the machine will raise unevenly (left end higher or lower than the right end). Use the following steps to re-phase the lift cylinders:

1. Completely raise and lower the unit several times, keeping the tractor hydraulic lever engaged, until NO cylinder movement is observed.

NOTE: The slave (right) cylinder will move very slowly, while equalizing.

WARNING
BE SURE there is NO pressure in the lines, when loosening the fittings. Hydraulic fluid, under pressure, can penetrate the skin. If injured by escaping fluid, see a doctor at once. Injected fluid MUST BE surgically removed by a doctor familiar with this type of injury or gangrene may result.

If the hydraulic cylinders become un-phased frequently, during use, it will be necessary to replace the piston seals in the cylinder. Only replace the gland seal if it is leaking externally.

NOTE: A leaking tractor valve may cause one or both hydraulic cylinders to raise slowly while cutting.
TELESCOPING DRIVES

IMPORTANT: For safety reasons, service on the Telescoping PTO Drives should ONLY be performed by (or under the direction of) an authorized GEHL equipment dealer.

Over time, the Telescoping Drive Universal Joints may become worn and noisy and require service. As necessary, remove the Drive(s) from the Disc Conditioner and take them to your dealer.

TIRES & WHEELS

The Conditioner Tires should be inflated to 40 PSI (280 kPa). The Cart Tires should be inflated to 70 PSI (490 kPa). The Wheel lug nuts should be torqued to 90 ft-lb (122 Nm).

The Wheel Bearings should be torqued to 8 ft-lb (11 Nm), while oscillating the Wheel 90°. Then, back off and retorque to 4 ft-lb (5 Nm). The slotted nuts should be backed off one cotter pin slot.

Check the Conditioner tire pressures after every 50 hours of operation. Tires should be inflated to 40 PSI (280 kPa). Wheel Lug Nut torque should be checked after every 50 hours of operation and tightened to 90 ft lb (122 Nm) torque.

CAUTION

Tire mounting, repairing and replacing should ONLY be performed by a qualified tire manufacturer’s representative, or by properly trained personnel following the tire manufacturer’s instructions. If you do not have such instructions, contact your tire dealer or our Company.

WARNING

Inflating or servicing tires can be dangerous. Whenever possible, trained personnel should be called to service and mount tires. To avoid possible death or serious injury, follow the safety precautions below:

- BE SURE the rim is clean and free of rust.
- Lubricate both the tire beads and rim flanges with a soap solution. DO NOT use oil or grease.
- Use a clip-on tire chuck with a remote hose and gauge, which allows you to stand clear of the tire while inflating it.
- DO NOT place your fingers on the tire bead or rim during inflation.
- NEVER inflate beyond 35 PSI (240 kPa) to seat the beads. If the beads have not seated by the time the pressure reaches 35 PSI, deflate the assembly, reposition the tire on the rim, relubricate both parts and re-inflate it. Inflation pressures beyond 35 PSI with unseated beads may break the bead or rim with explosive force sufficient to cause death or serious injury.
- After seating the beads, adjust the inflation pressure to the recommended operating pressure listed.
- DO NOT weld, braze, or otherwise attempt to repair or use a damaged rim.
Notes
CHAPTER 10
PREPARING FOR FIELD OPERATION

TRACTOR & HITCH REQUIREMENTS (Fig. 38)

The tractor to be used to operate the Disc Mower Conditioner, MUST have:

1. A minimum of 110 PTO hp (82 kW) for the DC2415 and 130 PTO hp (97 kW) for the DC2418.
2. A 1000 RPM PTO matching the operating speed of the Disc Conditioner.
3. Hitch dimensions as shown in Fig. 38.
4. Two pair of remote hydraulic outputs capable of powering a double-acting cylinder. A minimum operating pressure of 1200 PSI (8400 kPa) is required to lift the Disc Mower Conditioner.
5. It is recommended that the towing tractor be equipped with an enclosed operator’s cab with safety glass or polycarbonate windows, or with protective mesh screens.

Adjust the tractor hitch to meet Dimension 5 in Figure 38. Position the drawbar left or right of center. Also adjust the tractor hitch turnbuckles so that the distance between universal cross centers on the tractor to implement PTO is between 23 to 33 inches (585 to 838 mm) throughout the full range of tractor hitch motion.

IMPORTANT: DO NOT exceed these dimensions or damage to the tractor and Disc Mower Conditioner will occur.

![Fig. 38: Tractor with Category II 3-point hitch](image)

1 – Mower Mounting Yoke
2 – 1000 RPM PTO
3 – Tractor with Category II or Category III, 3-point style hitch or quick hitch
4 – Locking Hitch Pin (one each side, supplied)
5 – 24 to 29" (610 to 737 mm) ground to center of PTO Input Shaft (or rear center of lower Transmission) height
6 – Stabilizing Chain (one each side, optional)
HITCH POSITIONS (Fig. 39)

The Disc Mower Conditioner Hitch can be changed to category II and category III 3-point and quick hitches. The Disc Mower Conditioner Hitch mounting width is changed by exchanging the Hitch Brackets mounting positions. Hitch Pin diameters are changed by adding or removing Hitch Bushings. Hitch Bushings are stored in the Toolbox when not in use.

NOTE: The bolt pattern in the Hitch and Hitch Brackets is such that the Hitch Brackets MUST be switched side-to-side, and not turned over. The Hitch Bracket is properly installed when the flared flanges face downwards.

1 – Right Hitch Arm
2 – Hitch Bracket
3 – Locking Hitch Pin

Fig. 39

IMPORTANT: If this unit is connected to a tractor equipped with a clevis style drawbar, the clevis parts shown in dashed lines MUST be removed to prevent damage to the unit Driveline. See Fig. 40 for details. The tractor drawbar must also be positioned to the left or right of center.

PTO

Clean and lightly grease the splines on the tractor PTO shaft and the Yoke of the Telescoping Drive. Depress the Safety Lock Ring and slide the Yoke onto the tractor PTO shaft. Move the Yoke back and forth until the Safety Lock Ring pops forward and locks into the groove in the PTO shaft.

![WARNING]

BE SURE that the PTO safety lock ring is positively engaged and that the tongue is securely connected to the tractor 3-point hitch with the supplied locking pins BEFORE starting the tractor engine. Also, BE SURE that the tractor PTO shield is in place and properly secured, and that the telescoping drive shields rotate freely BEFORE starting the tractor engine.
STEERING AND LIFT CYLINDER HOOKUP (Fig. 41)

The two hoses (two left hoses) from the Steering cylinder should be hooked up so that when the tractor control handle is moved to the forward position the Header will move to the right. (Pressure from this line will retract the Steering Cylinder). Moving the control handle to the rearward position will move the Header to the left (pressure on this line will extend the Steering Cylinder.) The Lift Cylinder Hoses should be connected to another valve so that when the control handle is pulled to the rear position the entire machine will raise. The operator may prefer to position the cylinder connections differently for more efficient use of the control handles during field operation.

NOTE: Operation of the Tongue Control Cylinder requires a tractor with two remote hydraulic outputs; one for the Tongue Control and another for the Lift Control.

CUTTING HEIGHT & HEADER FLOTATION

Adjust the Cutting Height and Header Flotation following information in the Adjustments chapter of this Manual.

BREAK-IN

Before starting to cut and condition, it is recommended that the Disc Mower Conditioner be broken-in by running it empty for approximately 20 minutes. This initial run-in should be done with the Header on the ground. Before running the unit however, perform the daily (10 hour) maintenance routines listed in the beginning of the Operation chapter.

The Break-in should consist of a five minute and a fifteen minute running period. First, run the unit for five minutes with the tractor engine close to idle RPM. Next, stop the unit and exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8). Reinspect the unit. After inspection is complete, connect the PTO, start the tractor, engage the PTO near engine idle speed and gradually increase the speed to proper operating RPM and continue running the machine for 15 minutes. Stop the unit and exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8) again. After another inspection, the Disc Mower Conditioner is ready for the field.

IMPORTANT: The oil in the Cutterbar and the Gearboxes MUST be changed after the first 10 hours of operation. For details, see the Lubrication chapter of this Manual.

TRANSPORTING

BEFORE transporting the Disc Mower Conditioner, refer to the Transporting chapter of this manual for additional transporting information.

WARNING

Do NOT remove hydraulic tongue control cylinder with conditioner header raised. Failure to heed can result in death or serious injury.
CHAPTER 11
TRANSPORTING

TRANSPORT LOCKS (Fig. 42)

The disc mower conditioner is wider than a normal traffic lane. The left side of the unit can be in the oncoming traffic lane while the right side is off the road on the shoulder. Transport of the unit on public roads MUST be done with extra care, and with consideration of the traffic, road and shoulder conditions. Use of the (optional) transport cart is strongly recommended in areas with shoulder obstructions and other traffic.

When the Disc Mower Conditioner is to be transported on a public highway, BE SURE to raise the unit fully and install both Lift system Transport Locks.

1 – Amber Reflectors
2 – Red Reflector
3 – Orange Reflector
4 – Left Header Lift Cylinder Lock “Engaged”
5 – Amber Transport Light
6 – Red Transport Light
7 – SMV Emblem Mounting Bracket
(Shown with SMV Emblem Removed)
Fig. 42

SAFETY CHAIN (Fig. 43)

When required, the Disc Mower Conditioner can be equipped with a safety chain for operation on public highways. The properly attached safety chain has the following characteristics:

1. Chain is sufficiently slack to allow turns and movements of either the tractor or the farm implement, without placing tension on the Chain.
2. Chain is of sufficient strength to hold the decoupled implement (and its load) and tow it to the shoulder.

A GEHL Safety Chain, part number 142965, is available through your GEHL Dealer.

CAUTION

ALWAYS follow state and local regulations regarding a safety chain (NOT an elastic or nylon/plastic tow strap) when towing farm equipment on public highways! A safety chain should always be used, to retain the connection between the towing and towed machine in the event of separation of the primary attaching system. BE SURE to check with local law enforcement agencies for your own particular regulations. NEVER transport the disc mower conditioner at speeds greater than 25 mph (40 km/h).

TRANSPORT LIGHTS (Fig. 42)

Transport Lights are provided as standard equipment on the Disc Mower Conditioner. The Lights use a standard 7-pin connector to connect to the tractor. If your tractor
is not equipped with the proper receptacle, see your tractor dealer for details.

**SMV EMBLEM & REFLECTORS (Figs. 42 & 44)**

The Disc Mower Conditioner is provided with a Slow Moving Vehicle (SMV) emblem Mounting Bracket on the upper left back end of the Conditioner Center Pivot Frame. A Slow-moving Vehicle (SMV) emblem, is standard.

Red, Orange and Amber Reflector Strips are also provided at the rear corners of the Conditioner Frame. Additional Amber Reflector Strips are on the sides of the unit.

---

1 – Red Reflectors (2 Places)
2 – Amber Reflectors (6 Places)
3 – Orange Reflectors (2 Places)
4 – SMV Emblem & Bracket (Standard Equipment)

Fig. 44: SMV & Reflectors
Transport Cart Loading and Unloading Procedure

Mower Preparation

Mower should be prepared according to the steps in the Set-up instructions of this Operator’s Manual. A Transport Cart parts list is part of this information.

Loading Onto Cart

1. Open Forming Sheets to widest position.
2. Position Header Holddowns in working position.
3. With Header fully raised and centered, back Mower Conditioner straight onto Cart until both Guides engage Cart slightly.

4. Lower Mower just enough to put some weight on the Cart.
5. Back onto Cart to fully engage Guides. DO NOT slide the Cart on the ground as Tires may come loose from their Rims.
6. Lock the Cart to the Mower using the Latches on each side.
7. Lock Latches in place with Locking Pin.
8. Plug in Transport Lights and move SMV sign to mounting position on Transport Cart Light Bar.

10. Move Tongue Lock to working position.
11. Pull Rope to raise Lock Pin (move Swing Cylinder if needed).
12. Retract Swing Cylinder until Slide Plate engages stop.
13. Release Rope and move Swing Cylinder until Lock Pin fully drops into Plate hole.

NOTE: BE SURE Pin fully engages Plate.

15. Extend Swing Cylinder until Mower rotates to transport position.

IMPORTANT: On trips of ten miles or more, the Lift Cylinders may leak down. To prevent damage from leakdown, secure the Axle Arms raised during transport.
Removing from Cart

1. Remove Lock Pin from Lock Plate.
2. Retract Swing Cylinder until Mower is centered.
3. Lower Wheels until they just contact the ground.
4. Pull Rope to raise Lock Pin (move Swing Cylinder as needed).
5. Extend Swing Cylinder until Slide Plate engages Stop.
6. Release Rope and move Swing Cylinder until Lock Pin drops into hole in Slide Plate.

**IMPORTANT:** BE SURE Lock Pin fully engages Slide Plate.
CHAPTER 12
STORAGE

After the harvesting season, store the Disc Mower Conditioner in a dry place where it is not exposed to weather or livestock.

BEFORE STORING
Perform the following preparations on the Disc Mower Conditioner, before placing the unit into off-season storage:

1. Position the Disc Mower Conditioner in transport position with Transport Locks properly installed.
2. Wash off the entire machine. Take special care to remove gum and accumulated dirt from the Cutterbar.
3. Remove trash and debris which may be wrapped around Shafts and/or lodged against Bearings.
4. Repaint any areas where the paint has been worn off or brush motor oil on these areas.
5. Lubricate the entire machine following the information in the Lubrication chapter of this manual. BE SURE to change the Chain Drives, Gearboxes and Cutterbar oils. Apply motor oil to adjusting bolt threads.
6. Apply grease to any exposed Cylinder Rods.
7. Take note of any damaged or missing parts or attaching hardware; order and replace them during the off-season.
8. Check all hydraulic components, hoses and fittings for damage or leaks; make repairs or corrections, as required.

AFTER STORING
After taking the Disc Mower Conditioner out of storage and before the start of the harvesting season, carefully check the unit over, doing the following inspections and preparations:

1. Replace all Guards, Shields and Covers. Review and re-familiarize yourself with all safety precautions outlined in the Safety chapter of this manual.
2. Remove any trash and debris which may have accumulated on the unit during storage.
3. Check and re-inflate the Tires [Conditioner: 40 psi (280 kPa); Cart: 70 psi (490 kPa)] and re-torque the Wheel lugs [Conditioner and Cart: 90 ft lb (122 Nm)].
4. Readjust the Flotation Springs tension.
5. Inspect Cutterbar Knives.
6. Lubricate the entire machine following the information in the Lubrication chapter of this manual.
7. Check Drive Chain tension following the information in the Service chapter of this manual.
8. Perform the Clutch run-in procedure as outlined in the steps below.
   a. Remove one of the Gearbox Steering Side Plates.
   b. Loosen (but do NOT remove) the six Clutch Bolts (see Fig. 50).
   c. Place a block of wood between two Cutterbar Discs to prevent rotation.
   d. Rotate the Driveline by hand until the Clutch slips.
   e. Tighten the six Clutch Bolts.
   f. Install the removed Gearbox Steering Side Plate.

1 – Clutch Bolt (1 of 6)
2 – Gearbox Steering Side Plate
Fig. 50
CHAPTER 13
TROUBLESHOOTING

NOTE: This Troubleshooting guide presents problems, causes and suggested remedies beyond the extent of loose, worn or missing parts and it was developed with the understanding that the machine is in otherwise good operating condition. Refer to the index at the back of this manual for Chapter and Topic page references. BE SURE to exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8), BEFORE making any adjustments or repairs.

### MISCELLANEOUS PROBLEMS

<table>
<thead>
<tr>
<th>PROBLEM</th>
<th>CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ragged Stubble, uneven mowing or Mower leaving streaks.</td>
<td>Knives dull or bent.</td>
<td>Replace Knives.</td>
</tr>
<tr>
<td></td>
<td>PTO speed too low or too high.</td>
<td>Use second cutting edge if Knives are NOT cracked or bent.</td>
</tr>
<tr>
<td></td>
<td>Ground travel speed too high or too low.</td>
<td>Operate PTO closer to rated 1000 RPM.</td>
</tr>
<tr>
<td></td>
<td>Slip Clutch frequently slipping.</td>
<td>Change ground travel speed.</td>
</tr>
<tr>
<td></td>
<td>Machine flotation too light for high ground speed.</td>
<td>Clutch worn. Check with your GEHL dealer’s service department.</td>
</tr>
<tr>
<td></td>
<td>Cutterbar angle incorrect.</td>
<td>Increase weight on Skid Shoes by adjusting Flotation Springs or by reducing ground speed.</td>
</tr>
<tr>
<td></td>
<td>Header flotation set incorrectly.</td>
<td>Adjust Cutterbar angle.</td>
</tr>
<tr>
<td></td>
<td>Area below or between Shoes at front and behind Discs has dirt or crop build-up.</td>
<td>Set Header flotation.</td>
</tr>
<tr>
<td></td>
<td>Heavy crop stalk.</td>
<td>Clean Discs &amp; Cutterbar.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Add optional Crop Lifters.</td>
</tr>
<tr>
<td>Excessive vibration.</td>
<td>Incorrect attachment to the tractor.</td>
<td>Detach and correctly reattach the machine to the tractor. BE SURE the Drive Line between the tractor and Drawbar Tower is level and in phase. See Preparing for Field Operations chapter of this Manual.</td>
</tr>
<tr>
<td></td>
<td>Loose hardware or components missing.</td>
<td>Tighten hardware or replace missing parts.</td>
</tr>
<tr>
<td></td>
<td>Conditioner Rollers are touching each other.</td>
<td>STOP operation immediately and re-time Rollers and adjust clearance between Rollers.</td>
</tr>
<tr>
<td>Improperly formed windrows or Irregular windrows being formed and a banging noise in the machine.</td>
<td>Deflectors are closed too much in heavy crops.</td>
<td>Open Deflectors.</td>
</tr>
</tbody>
</table>
### MISCELLANEOUS PROBLEMS (Cont.)

<table>
<thead>
<tr>
<th>PROBLEM</th>
<th>CAUSE</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improperly formed windrows or Irregular windrows being formed and a banging noise in the machine. (Cont.)</td>
<td>Ground speed too slow.</td>
<td>Increase ground speed.</td>
</tr>
<tr>
<td></td>
<td>Ground speed erratic.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Excessive Conditioner Roll gap.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Crop accumulation in front of the Rollers. Roll pressure too high.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Top Roller out of time.</td>
<td></td>
</tr>
<tr>
<td>Mower unstable in raised position.</td>
<td>Driving speed too high.</td>
<td>Avoid sharp turns. Do NOT exceed 25 MPH (40 km/h) when towing.</td>
</tr>
<tr>
<td>Conditioner Rolls plugging.</td>
<td>Foreign objects between Rolls.</td>
<td>Unplug the Rolls following procedure listed in “Unplugging”.</td>
</tr>
<tr>
<td></td>
<td>PTO RPM not at rated speed.</td>
<td>Maintain 1000 RPM PTO speed.</td>
</tr>
<tr>
<td></td>
<td>Low Conditioner Roll pressure.</td>
<td>Check Roll pressure.</td>
</tr>
<tr>
<td></td>
<td>Insufficient air circulation through windrow.</td>
<td>Consider making a wider windrow or swath.</td>
</tr>
<tr>
<td></td>
<td>Tractor tire running down windrow.</td>
<td>Do not drive on windrow.</td>
</tr>
<tr>
<td>Leaves damaged or stripped off of stems.</td>
<td>Not enough Roll gap.</td>
<td>Increase Roll gap.</td>
</tr>
<tr>
<td></td>
<td>Excessive Conditioner Roll Pressure.</td>
<td>Reduce Roll Pressure.</td>
</tr>
<tr>
<td>Slip Clutch slipping frequently.</td>
<td>Slip Clutch worn.</td>
<td>Check with your GEHL dealer’s service department.</td>
</tr>
</tbody>
</table>
CHAPTER 14
OPTIONAL EQUIPMENT & ACCESSORIES

SAFETY CHAIN
A 5 ton Safety Chain is available. Order the Safety Chain by part number 142965.

TALL SKID SHOES
Tall Skid Shoes are available. Order six each of 120664 shoes for the DC2415 and DC2418. The shoes are installed under the 1st, 3rd, 5th, 8th, 10th and 12th discs on the DC2415. The shoes are installed under the 2nd, 4th, 6th, 9th, 11th and 14th discs on the DC2418. Shoe positions are counted from left side to right side.

TRUCK TOWING HITCH
A Truck Towing Hitch is available to enable transport towing behind a truck or tractor with a drawbar. Order the Truck Towing Hitch by part number 807819.

CROP LIFTER KIT
A Crop Lifter Kit is available for better cutting in certain crop conditions. Order a Crop Lifter Kit for every cutting station to be modified by ordering part number 157224.

V-TYPE KNIVES
V-Type Knives are available for better cutting in certain crop conditions. Order part number P156027 for a packet of 12 knives.

SWAY CHAIN KIT
A Sway Chain Kit is available to stabilize the connection between the Disc Conditioner and tractors not equipped with a quick attachment style hitch. Order the Sway Chain Kit by part number 156850.
CHAPTER 15
DECAL LOCATIONS

GENERAL INFORMATION
Decal locations information is provided to assist in the proper selection and application of new decals, in the event the original decals become damaged or the machine is repainted. Refer to the listing for the illustration reference number, part number, description and quantity of each decal provided in the kit. Refer to the appropriate illustration(s) for replacement location(s).

NOTE: Refer to the SAFETY chapter of the Operator’s Manual for the specific precautions provided on all of the various safety decals furnished in the decal kit(s).

To insure proper selection for correct replacement decal(s), compare all of the various close-up location illustrations to your machine BEFORE starting to refinish the unit. Then circle each decal applicable to your machine while checking off its part number in the listing. After you have verified all the decals needed for replacement, set aside unneeded decals for disposal.

NEW DECAL APPLICATION
Surfaces MUST be free from dirt, dust, grease and other foreign material before applying the new decal. To apply a solid-formed decal, remove the smaller portion of the decal backing paper and apply this part of the exposed adhesive backing to the clean surface while maintaining proper position and alignment. Slowly peel off the other portion of the backing paper while applying hand pressure to smooth out the decal surface.

CAUTION
ALWAYS observe safety rules shown on decals. If decals become damaged or if the unit is repainted, replace the decals. If repainting, BE SURE to affix ALL decals from the kit(s) that apply to your machine.

PAINT NOTICE
Use this list to order paint for refinishing:
- 906315 One Gal. AG Red
- 906324 One Qt. Light Grey
- 906316 6 (12 oz. Spray Cans) AG Red
- 906325 6 (12 oz. Spray Cans) Light Grey

The Decal Set Number for the DC2415 and DC2418 is 157229. The set includes the following:

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<thead>
<tr>
<th>Ref. No.</th>
<th>Part No.</th>
<th>Description &amp; Quantity</th>
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<tbody>
<tr>
<td>1</td>
<td>060138</td>
<td>Oil Level (2 Places)</td>
</tr>
<tr>
<td>2</td>
<td>091444</td>
<td>DANGER - Rotating Drive Line (2 Places)</td>
</tr>
<tr>
<td>3</td>
<td>093366</td>
<td>Store Manual Here</td>
</tr>
<tr>
<td>4</td>
<td>093367</td>
<td>WARNING - Owner’s Responsibility &amp; Read Manual</td>
</tr>
<tr>
<td>5</td>
<td>093373</td>
<td>WARNING - General Safety</td>
</tr>
<tr>
<td>6</td>
<td>093465</td>
<td>WARNING - 1000 RPM Operation ONLY</td>
</tr>
<tr>
<td>7</td>
<td>093653</td>
<td>WARNING - Rotating Drive Line</td>
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<tr>
<td>8</td>
<td>094913</td>
<td>GEHL 3-1/4” (2 Places)</td>
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<td>9</td>
<td>094951</td>
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<td>10</td>
<td>115974</td>
<td>WARNING - Block (2 Places)</td>
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<td>11</td>
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<td>13</td>
<td>125476</td>
<td>DANGER - Rotating Knives (2 Places)</td>
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<td>17</td>
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+ Includes mounting hardware
* NOT Included in Decal Kit

NOTE: Order Part Number 126757 for 10 ft roll of replacement striping
Chapter 15 – Decal Locations

ONE EACH SIDE

18 Beneath Guard

18 Beneath Guard

18 Beneath Guard
**NOTE:** The Decal List has been duplicated for your convenience when selecting Decals from the following page.

The Decal Set Number for the DC2415 and DC2418 is 157229. The set includes the following:

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</table>

+ Includes mounting hardware
* NOT Included in Decal Kit

**NOTE:** Order Part Number 126757 for 10 ft roll of replacement striping.
Chapter 15 – Decal Locations

15 Two Sides

DC2418 ONLY

2415 Only
15 Two Sides

Left Side

8 Two Sides

19 (2415)
19 (2418)
Two Sides

Inside Door Each Side

Inside Left Door

NOTE
CUT DECALS FLUSH WITH EDGE OF DOORS THRU LETTERS E AND H.
PRESS CUT ENDS AGAINST DOORS AND FRAME.
## DECAL LOCATIONS
### (CONTINUED)

**NOTE:** The Decal List has been duplicated for your convenience when selecting Decals from the following page.

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</tr>
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+ Includes mounting hardware
* NOT Included in Decal Kit

**NOTE:** Order Part Number 126757 for 10 ft roll of replacement striping
Chapter 15 – Decal Locations

Front of Trailer
DC2415 only

Rear of Trailer
DC2415 only

Two Sides
### CHAPTER 16

**MAINTENANCE LOG**

**NOTE:** Under extreme operating conditions more frequent service than the recommended intervals may be required. You must decide if your actual operation requires more frequent service based on your use.

<table>
<thead>
<tr>
<th>SERVICE EVERY 10 HOURS</th>
<th>COMPONENT and SERVICE REQUIRED</th>
<th>PROCEDURE and/or CHAPTER TOPIC REFERENCE (Check Page No. in Index)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Lubricate appropriate grease fittings.</td>
<td>Refer to <a href="#">Lubrication chapter</a>.</td>
</tr>
<tr>
<td></td>
<td>Check Roller Chain Oil Bath Level</td>
<td>Refer to <a href="#">Lubrication chapter</a>.</td>
</tr>
<tr>
<td></td>
<td>Lubricate PTO Drive Guard</td>
<td>Refer to <a href="#">Lubrication chapter</a>.</td>
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**Date After Service is Completed**

<table>
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<tr>
<th>SERVICE EVERY 50 HOURS (MONTHLY)</th>
<th>COMPONENT and SERVICE REQUIRED</th>
<th>PROCEDURE and/or CHAPTER TOPIC REFERENCE (Check Page No. in Index)</th>
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<tbody>
<tr>
<td></td>
<td>Check Tire pressures and retorque Wheel Lugs.</td>
<td>Refer to <a href="#">Service chapter</a>.</td>
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<tr>
<td></td>
<td>Lubricate Telescoping Driveline.</td>
<td>Refer to <a href="#">Lubrication chapter</a>.</td>
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<td></td>
<td>Lubricate appropriate grease fittings.</td>
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**Date After Service is Completed**

<table>
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<th>SERVICE EVERY 200 HOURS (ANNUALLY)</th>
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<th>PROCEDURE and/or CHAPTER TOPIC REFERENCE (Check Page No. in Index)</th>
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<td>Repack Wheel Bearings.</td>
<td>Refer to <a href="#">Lubrication chapter</a>.</td>
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<td>Lubricate Cutterbar Driveline U-Joints</td>
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<td>Lubricate Conditioner Roll Tension Turnbuckle.</td>
<td>Refer to <a href="#">Lubrication chapter</a>.</td>
<td></td>
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<tr>
<td>Lubricate Cutterbar &amp; Gearboxes.</td>
<td>Refer to <a href="#">Lubrication chapter</a>.</td>
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<tr>
<td>Change Roller Chain Oil Bath Oil Level</td>
<td>Refer to <a href="#">Lubrication chapter</a>.</td>
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</tbody>
</table>

**Date After Service is Completed**
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**TORQUE SPECIFICATIONS**

*NOTE:* Use these torque values when tightening **GEHL** hardware (excluding: Locknuts and Self-tapping, Thread Forming and Sheet Metal Screws) unless specified otherwise.

All torque values are in Lb-Ft except those marked with an * which are Lb-In

(For metric torque value Nm, multiply Lb-Ft value by 1.355 or Lb-In value by 0.113)

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</table>
WARNING

THIS OPERATOR’S MANUAL IS PROVIDED FOR OPERATOR USE

DO NOT REMOVE FROM THIS MACHINE

THANK YOU

DO NOT START, OPERATE OR WORK ON THIS MACHINE UNTIL YOU HAVE CAREFULLY READ AND THOROUGHLY UNDERSTAND THE CONTENTS OF THE OPERATOR’S MANUAL.

FAILURE TO FOLLOW SAFETY, OPERATING AND MAINTENANCE INSTRUCTIONS COULD RESULT IN SERIOUS INJURY TO THE OPERATOR OR BYSTANDERS, POOR OPERATION, AND COSTLY BREAKDOWN.

IF YOU HAVE ANY QUESTIONS ON PROPER OPERATION, ADJUSTMENT OR MAINTENANCE OF THIS MACHINE, CONTACT YOUR DEALER OR THE SERVICE DEPARTMENT OF GEHL COMPANY BEFORE STARTING OR CONTINUING OPERATION.