INTRODUCTION

Appropriate service methods and correct repair procedures are essential for the safe, reliable operation of all equipment, as well as the personal safety of the individual performing the repair.

This Service Manual provides troubleshooting, overhaul, and technical information needed to properly service the equipment. Following these instructions will ensure the safe, efficient, and timely completion of the service or repair. Use this manual in conjunction with the Operator's Manual for complete operation, adjustment and maintenance information.

There are numerous variations in procedures, techniques, tools, and parts for servicing machines, as well as in the skill of the individual doing the work. This manual cannot possibly anticipate all such variations and provide advice or cautions as to each. Accordingly, anyone who departs from the instructions provided in this manual must first establish that their personal safety, the safety of others, and the integrity of the machine will not be compromised by the choice of methods, tools or parts.

The manual is divided into sections which are subdivided into chapters. Each chapter contains information on general operating principles, detailed inspection, overhaul and, where applicable, specific troubleshooting, special tools, and specifications.

Any reference in this manual to right, left, rear, front, top, or bottom is determined by standing behind the machine and looking in the direction of travel.

All data and illustrations in this manual are subject to variations in build specification. The description and specifications were correct at the time of issue, but company policy is one of continuous improvement. The company reserves the right to change specifications, equipment, or design at any time, without notice.

NOTICE: *Some photographs in this manual were taken of prototype or previous production models. Current production models may vary in some detail.*

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OVERHAUL

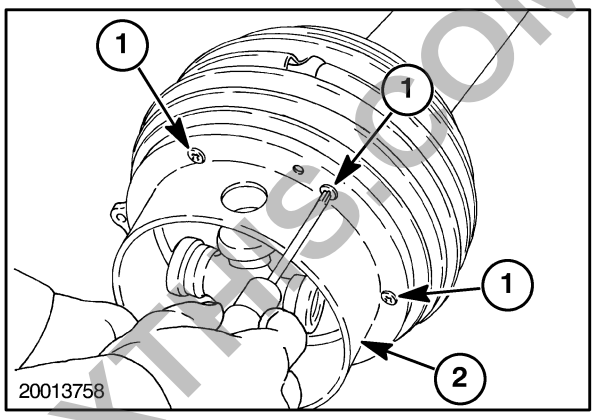
Op. 31 201

FRONT PTO AND CV U-JOINT

Disassembly

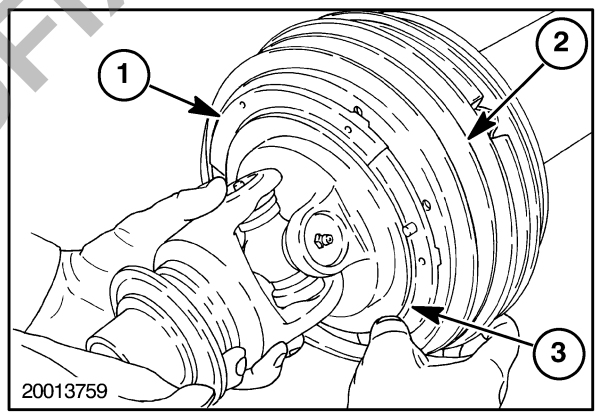
The front of the PTO assembly includes an 80° constant velocity joint.

Remove the Philips head screws, 1, and the rigid shield, 2.



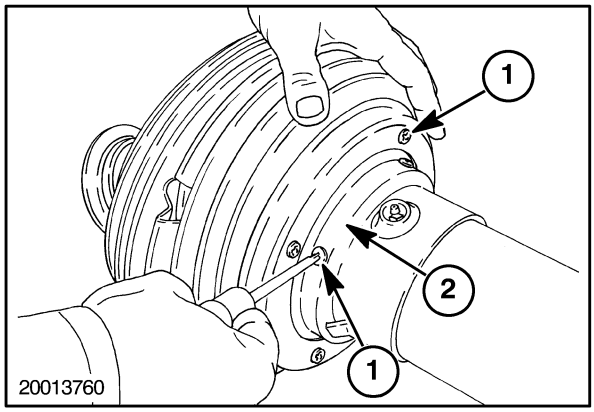
7

Extract the bearing ring, 1, from the CV shield, 2. The two notches, 3, in the CV shield facilitate removal of the ring. Remove the bearing ring from the CV body.



8

Remove the Philips head screws, 1, from the base cone, 2.



9

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⚠ WARNING ⚠

Hydraulic oil or diesel fuel leaking under pressure can penetrate the skin and cause infection or other injury. To Prevent Personal Injury: Relieve all pressure, before disconnecting fluid lines or performing work on the hydraulic system. Before applying pressure, make sure all connections are tight and components are in good condition. Never use your hand to check for suspected leaks under pressure. Use a piece of cardboard or wood for this purpose. If injured by leaking fluid, see your doctor immediately. Failure to comply could result in death or serious injury.

M149D

⚠ WARNING ⚠

Gauges, fittings and hoses MUST have operating pressure ratings of a least 25 percent higher than the highest pressure of the circuit being tested.

M953

⚠ WARNING ⚠

Attempting to remove lift cylinders, without supporting the lift arms or relieving hydraulic pressure could cause death or serious injury. Support the lift arms on the lift arm locking device and relieve hydraulic pressure before loosening hydraulic lines and supporting hardware. Failure to follow these instructions could result in death or serious injury.

M1538

Clean the area around all connections prior to disassembly to reduce the chance of contaminating the system. Plug all open lines or fittings as soon as possible.

Apply Loctite® PST Pipe Sealant with Teflon® 592 to all pipe threads prior to assembly.

Always check and refill the hydraulic system after repairs are completed. Do not mix types of oil. The tailgate lift system oil should be compatible with the tractor hydraulic system.

Hydraulic Line Fittings – Torque Specifications

Thd. Size	Torque (lb ft)	
	Tube Nuts	O-Ring Fittings and Swivel Nut J1637
9/16-18	29–33	21–27
3/4-16	48–54	34–41
7/8-14	72–78	48–54
1-1/16-18	105–111	82–95

All 37° flare fittings should be tightened, loosened and re-tightened to reduce leaks.

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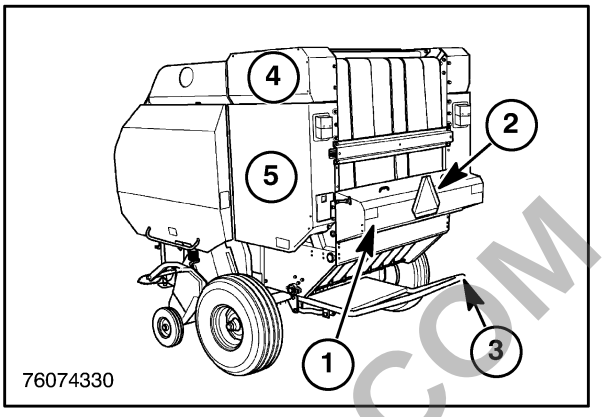
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Removal

Remove the net storage box, 1, if the baler is equipped with one. If not remove the SMV sign, 2.

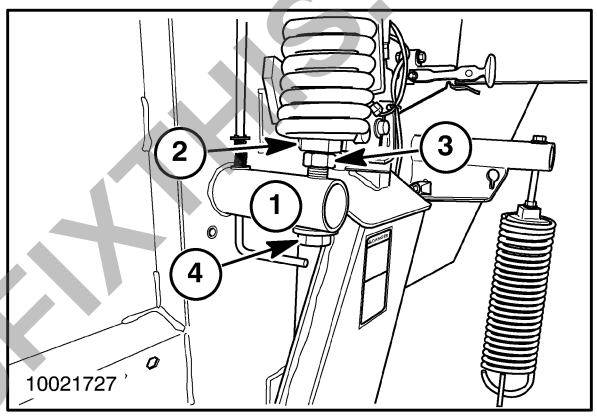
The bale ramp, 3, may be removed to get it out of the way. To remove the bale ramp, follow the directions in Section 70.

Remove the tailgate side shields, 4 and 5 from both sides.



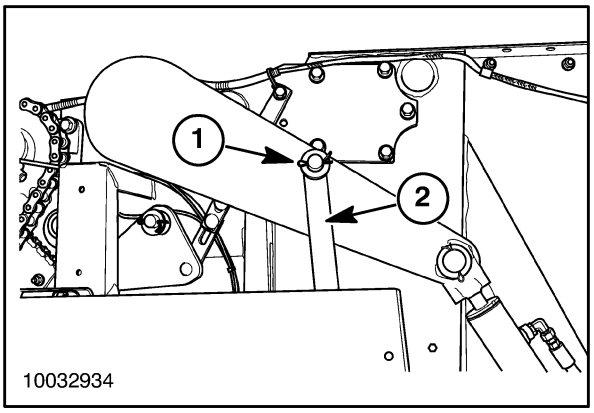
2

Note the distance between the pipe, 1, and the cast spring nut, 2, at the bottom of the spring. Loosen the jam nut, 3. Remove the bolt, 4, from the bottom of the belt tension spring on both sides of the baler.



3

Remove the cotter pin, 1, from the take-up arm and take off the spring straps, 2, and spring. Put the washers, spacers and cotter pin back on the mounting pin. Do the same on the other side of the baler.



4

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OVERHAUL

Op. 44 101

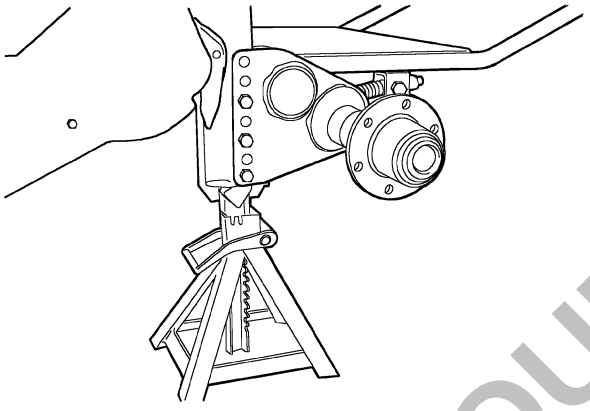
AXLE

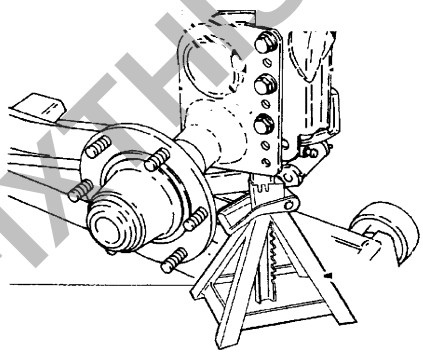
Adjustment

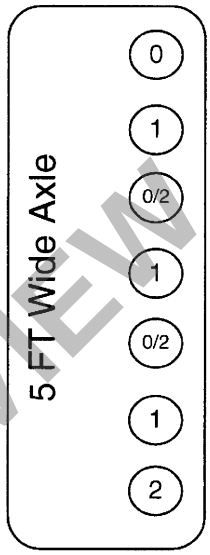
The axle height has been set at the factory for the combination of tire size, pickup and baler model. The chart below shows the factory axle setting based on width and size of baler, tire size, pickup and feeder type. There are three bolt holes in the baler frame. There are seven bolt holes in the axle flanges. The three axle bolts can be adjusted in positions 0, 1, 2, 3, and 4. Adjustment should not be necessary. If the axle position is to be changed extreme care must be taken to do it safely.

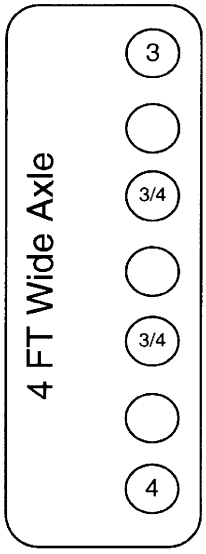
To adjust the axle height.

1. Make the adjustment on a flat, paved surface, such as a concrete floor. Leave the baler attached to a tractor. Apply the tractor brakes.
2. Open the tailgate and lock it.









Size	Tire	Pickup	Feeder	Axle position
5x6	31x13.5-15, 8 ply	STD	None	1
5x6	18L-16.1, 10 ply	2.07	Stuff	0
5x6	14L-16.1, 8 ply	STD	None	2
5x6	14L-16.1, 8 ply	2.07	Stuff	0
5x5	31x13.5-15, 8 ply	STD	None	1
5x5	14L-16.1, 8 ply	STD	None	2

Size	Tire	Pickup	Feeder	Axle position
4x5	19/45x17, 10 ply	1.8 m	Stuff	4
4x5	31x13.5-15, 8 ply	1.8 m	Stuff	4
4x5	19/45x17, 10 ply	2.07 m	Rotor	3
4x6	19/45x17, 10 ply	1.8 m	Stuff	4
4x6	31x13.5-15, 8 ply	1.8 m	Stuff	4
4x6	19/45x17, 10 ply	2.07 m	Rotor	3

20030654

1

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DEFINITION OF TERMS

ELECTRICITY

- The flow of electrons through a conductor.
- "Electrical" refers to high voltage circuits (Actuators).
- "Electronic" refers to low voltage circuits (Controllers, Operator Panel).

VOLTAGE

- The pressure of the electrons moving through a circuit.
- Similar to pressure (PSI) in a hydraulic system.
- Measured in volts (V). Referred to as voltage.
- Voltage is the difference in charge between two points in the circuit.

CURRENT

- The amount of electrons flowing through a circuit in a period of time.
- Similar to flow (GPM) in a hydraulic system.
- Measured in amps (A). Referred to as amperage.
- Directly dependent on the voltage and resistance in the circuit.

RESISTANCE

- A restriction to electrical flow.
- Similar to resistance that causes "back pressure" in a hydraulic system.
- Measured in ohms (Ω).
- Resistance can be caused by any component in a circuit (Wire, connection, switch, etc.).
- Corrosion and poor connections are common forms of "unwanted" resistance.
- The higher the resistance, the lower the current for a given voltage.
- Resistance causes heat. The greater the current, the greater the heat.
- An increase in resistance at a point in a circuit will reduce the voltage available in the circuit after that point.

OPEN CIRCUIT

- Occurs when a circuit is broken, which interrupts the flow of current.

SHORT CIRCUIT

- Occurs when a part of a circuit comes in contact with part of the same circuit or touches a metallic object.

CONTINUITY

- Occurs when the flow of current through a circuit is uninterrupted.

VOLTAGE DROP

- The amount of voltage used by each component in a circuit.

DIODE

- An electrical device that will allow current to pass through in one direction only.
- Similar to a check valve in a hydraulic system.

SOLENOID

- A circular coil used for producing a magnetic field when electricity is applied to it.

RELAY

- An electrical switch that uses a small voltage to control a larger one.

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DESCRIPTION OF OPERATION

This chapter includes information on the removal, inspection, repair and installation of the following components. Standard pickup from baler, tines, guards, cam bearings, cam track.

A standard pickup is the same width as the baler (the pickup does not have any augers). A five foot wide pickup is used on the RB554 and the RB564.

The pickup slip clutch repair is in Section 31.

OVERHAUL

Op. 60 220

STANDARD PICKUP

Removal

Lift the pickup all the way up.

Remove the spring pressure from the pickup lift springs, 1, at the eyebolt, 2.

The baler has a spring on each side.

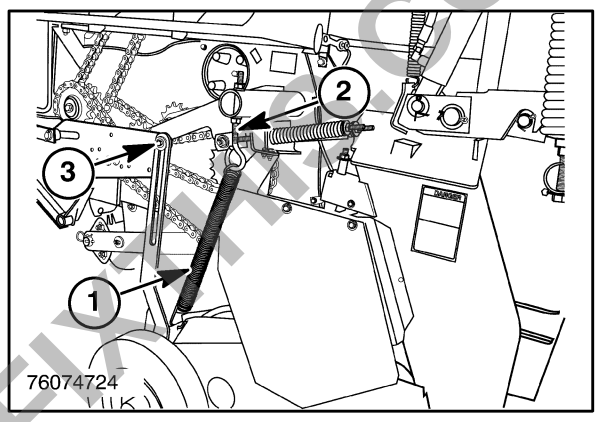
Remove the springs and lower the pickup onto the gauge wheels.

Disconnect the tractor from the baler.

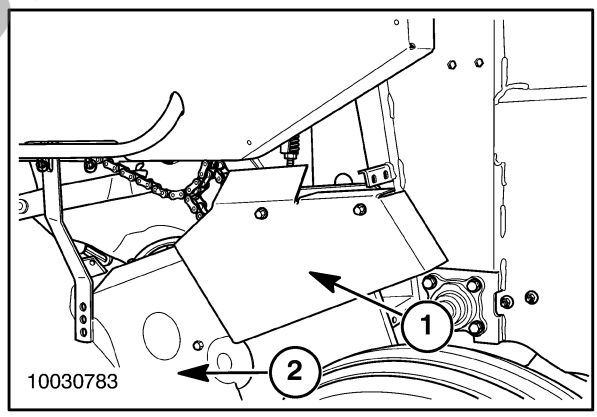
Disconnect the lift link at 3, on the left side. Note how the hardware and spacers are stacked.

Remove the shield, 1, from the left side of the baler.

Take off the pickup drive shield, 2, on the pickup.



1



2

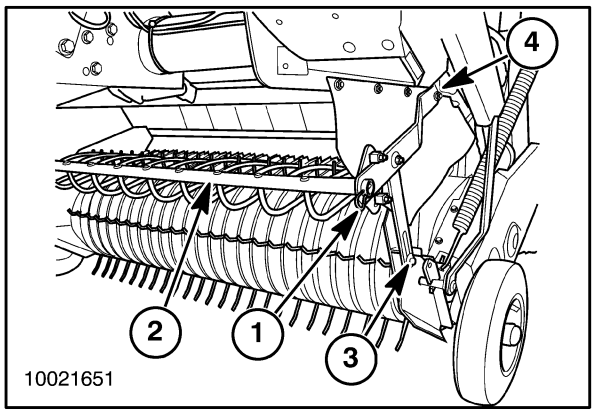
Pull out the hairpin cotter, 1, on each side and take off the windguard, 2

After removing the hardware in the windguard links, put it back in the links in the proper order to make assembly easier.

Remove the bolt, 3 at the bottom of the lower windguard link.

Remove the bolt, 4, at the top of the upper windguard link.

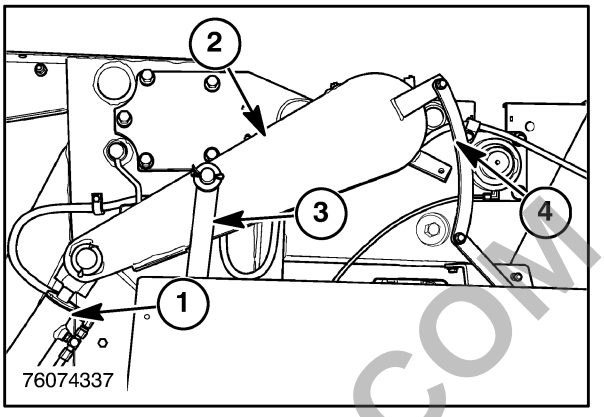
Remove the linkage from both sides of the baler.



3

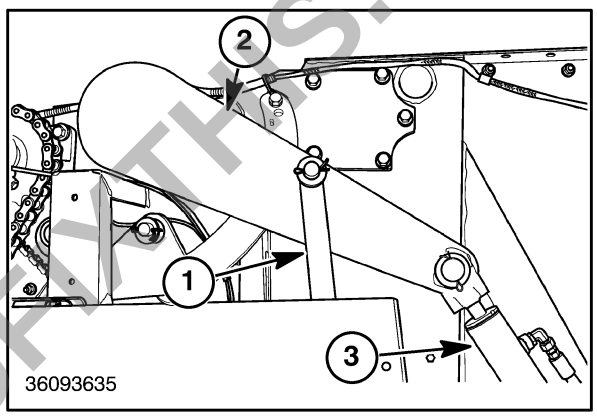
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On the right side, unpin the density cylinder, 1, from the tension arm, 2. Remove the tension from the spring. Unpin the spring strap, 3, from the tension arm, 2. Remove the cable or linkage for bale size, 4, from tension arm. On a RB564 remove the cylinders from both sides. A RB464 only has a cylinder on the right side.



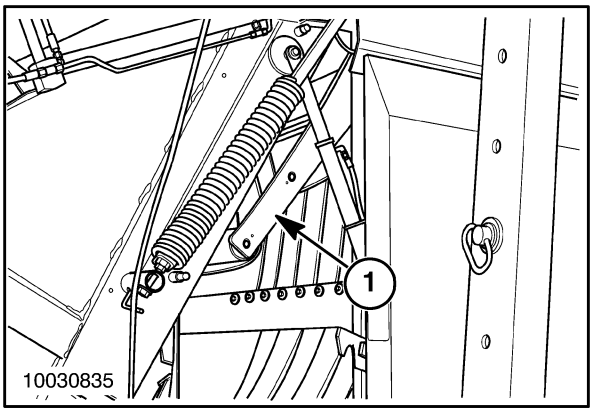
15

On left side, unpin spring strap, 1, from tension arm, 2. Unpin the density cylinder, 3, from the tension arm, 2.The RB464 and RB564 have springs on both sides.



16

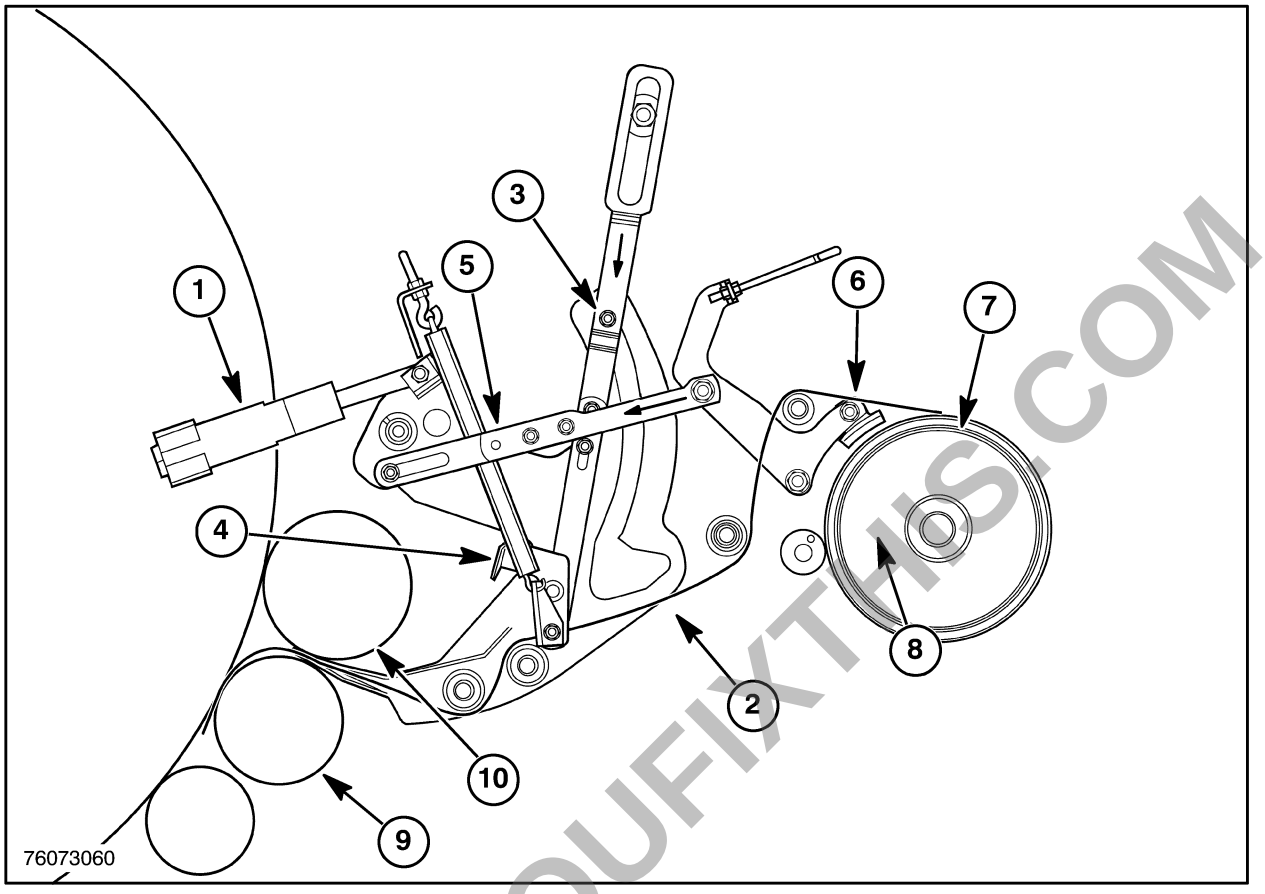
Open the tailgate part way. Far enough to be able to work on the Take up arm, 1, when it is between the main frame and the tailgate.



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2

NET INSERT

1. Actuator
2. Duckbill
3. Knife link and cam roller
4. Knife
5. Brake link
6. Brake
7. Net roll brake drum
8. counter wheel
9. Stationary roll
10. Sledge pivot roll

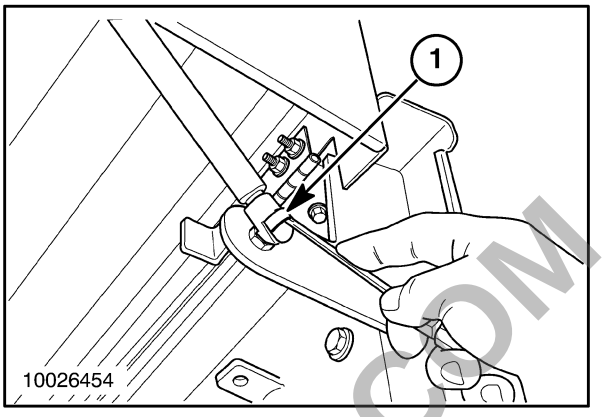
When full bale has been reached the controller alerts the operator. It also sends power to extend the actuator, 1. The duckbill, 2, is rotated clockwise and inserts the net between the stationary roll, 9, and the sledge pivot roll, 10. The knife, 4, is rotated to it's precut position by the cam roller, 3, on the knife link being pushed down by the cam track in the duckbill. The duckbill also pulls brake link, 5, to the left against spring tension and lifts brake pad, 6, off of the net roll brake drum, 7.

The net roll is now free to rotate without brake tension. The bale grabs the net and starts to wrap on the bale. When the roll of net begins to rotate, counter wheel, 8, which is against the net roll also begins to rotate sending a signal to the control that the net has started.

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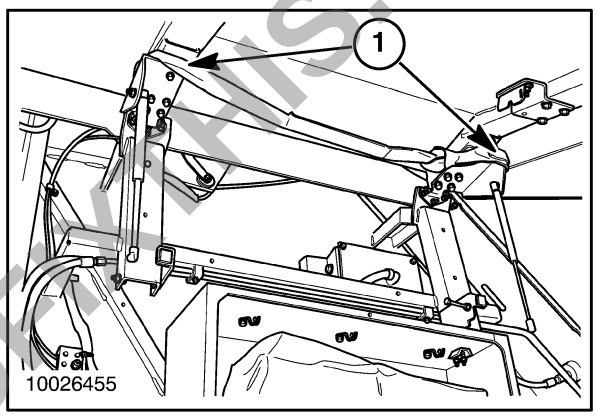
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Using a small thin blade screwdriver, pry up on the bottom spring clip, 1, that secures the gas spring to the mounting stud, while pulling outward on the gas spring. The gas spring will pop out of the mounting stud when the spring clip is pulled out far enough to release it. Repeat this step for the opposite side door gas spring. Leave the gas springs hang and lower the hoist but do not unhook the nylon strap at this time.



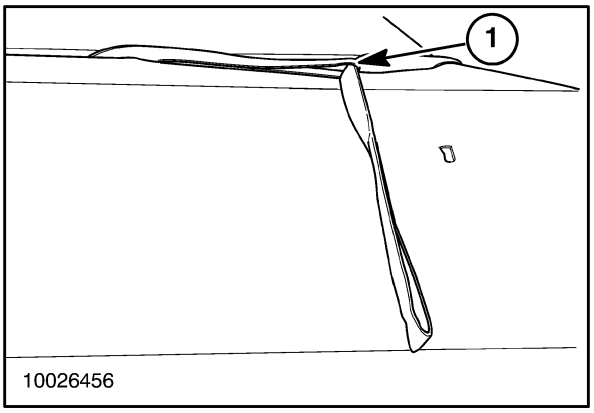
3

Partially raise the hoist for access to the inside of the door. Run a nylon strap, 1, through the handle and up each side, centered on the width of the door. Lower the hoist fully down and remove the nylon strap previously used on the door handle.



4

Slide one end of the nylon strap, 1, through the other end to hook on to the hoist, or, hook both strap loops directly to the hoist if the strap you are using is long enough. Raise the hoist to remove all slack from the nylon strap to secure the door while you are removing the two attaching hinge bolts (one on each side).



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SECTION 00 – GENERAL INFORMATION

BOOK 1 - 84217341

Chapter 1 – General Information (Continued)

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Section	Description	Page
	Belt Specifications	40
	Bale Wrapping Mechanisms Specifications	40
	Storage and Seasonal Preparation	41
	Storage Procedures	41
	Order Repair Parts	41
	Required Parts List	41
	Seasonal Baler Preparation	41

SECTION 31 – IMPLEMENT DRIVELINE

BOOK 1 - 84217341

Chapter 1 – PTO Driveline

CONTENTS

Section	Description	Page
	Specifications	2
	PTO Constant Velocity	2
	Description of Operation	5
	Overhaul	6
31 201	Front PTO and CV U-joint	6
	Disassembly	6
	Inspection	9
	Replacement	9
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31 201	Rear PTO	14
	Removal	14
	Disassembly	15
	Inspection	16
	Assembly	17
	Installation	19

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STANDARD PICKUP SPECIFICATIONS

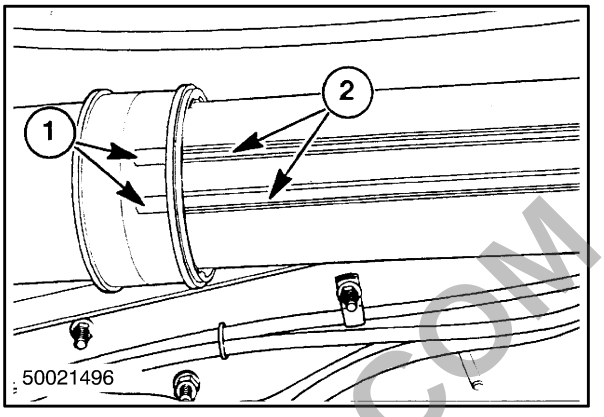
Standard Pickup Specifications

Standard Pickup	RB454		RB464		RB554	RB564	
	Standard	Silage	Standard	Silage	Standard	540 RPM PTO	1000 RPM PTO
	4 ft x 5 ft	4 ft x 5 ft	4 ft x 6 ft	4 ft x 6 ft	5 ft x 5 ft	5 ft x 6 ft	5 ft x 6 ft
Overall Width					2243 mm (88.3 in)	2243 mm (88.3 in)	2243 mm (88.3 in)
Width inside side sheet					1736 mm (68.3 in)	1736 mm (68.3 in)	1736 mm (68.3 in)
Width between outside tines					1534 mm (60.4 in)	1534 mm (60.4 in)	1534 mm (60.4 in)
Tine spacing					67 mm (2.6 in)	67 mm (2.6 in)	67 mm (2.6 in)
Number of tine bars					6	6	6
Number of pickup teeth					144	144	144
Reel speed					90 RPM	90 RPM	90 RPM
Tine tip speed					3.13 m/s (10.3 ft/s)	3.13 m/s (10.3 ft/s)	3.13 m/s (10.3 ft/s)
Reel guard diameter inside guards					406 mm (16 in)	406 mm (16 in)	406 mm (16 in)
# of cams					Single	Single	Single
Windguard type					Adjustable / Pivoting / Floating		
# of windguard tines					12	12	12
15 X 6 X 6 pickup tire with tube					2	2	2

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After assembling the steel drive shafts, two tabs, 1, in the outer plastic shield must align with two channels, 2, in the inner plastic shield to allow the shields to slide together (some models only).

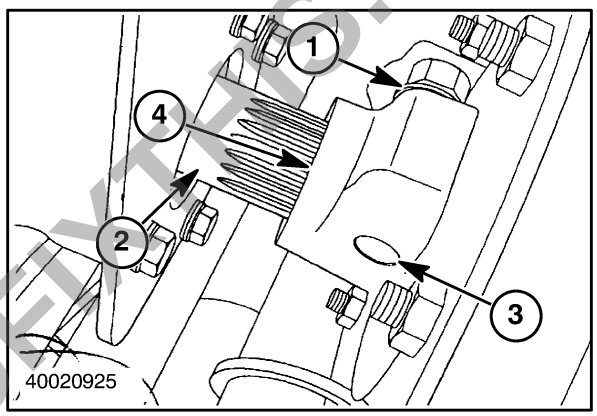


31

Apply anti-seize to the gearbox input shaft.

Place the yoke of the slip clutch, 1, onto the gearbox input shaft, 2.

Slide the PTO rearward until the yoke bolt hole, 3, aligns with the groove in the shaft, 4.

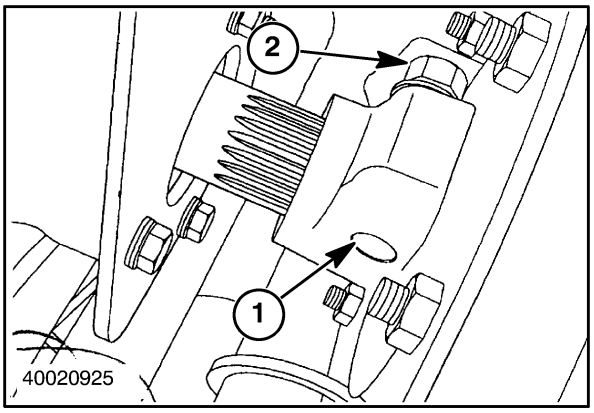


32

Place bolt, 1, threads first, into the non-machined end of the yoke hole.

Position the bolt into the yoke with the special tapered portion of the bolt toward the groove in the shaft.

Tap the bolt end until enough threads, 2, are through the other end of the yoke hole to engage the nut.

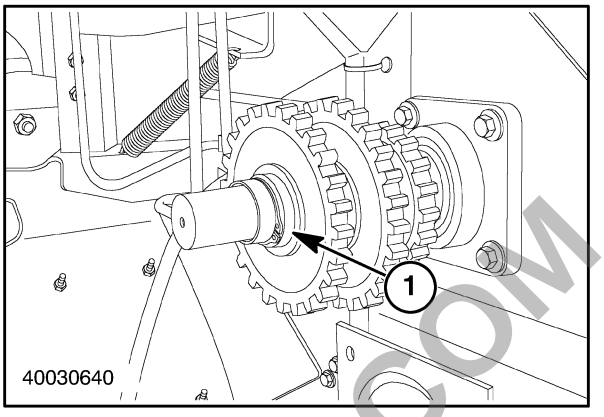


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Install the lock collar, 1, on the drive shaft with the locking side to the left.



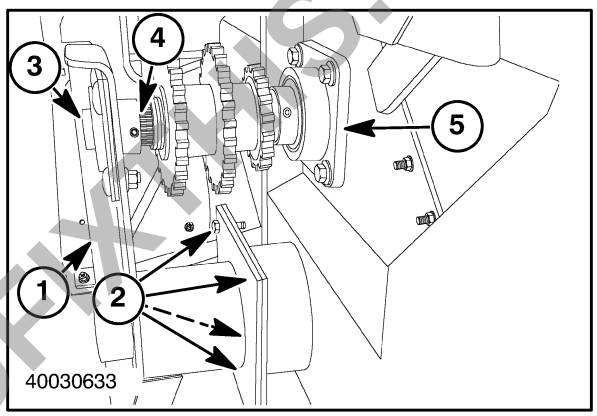
18

On all balers;

Attach the support plate, 1, to the baler frame with four flange bolts, lockwashers and flange nuts at, 2.

On balers with rotors;

Align the support bearing, 3, with the drive shaft when installing the support plate. If the bearing does not align in the same position as when removed loosen the bearing mounting flanges and reposition the bearing. The drive shaft can be moved slightly as the inner bearing housing, 5, was left only finger tight. With the shaft aligned in bearing, 3, and, 5, tighten the bearing flange hardware at, 3. Lock the bearing lock collar, 4, in the direction of rotation and tighten the set screw. Then tighten the bearing housing hardware, 5, This will allow the shaft to align with both bearings and the gearbox, preventing any side load on the shaft.

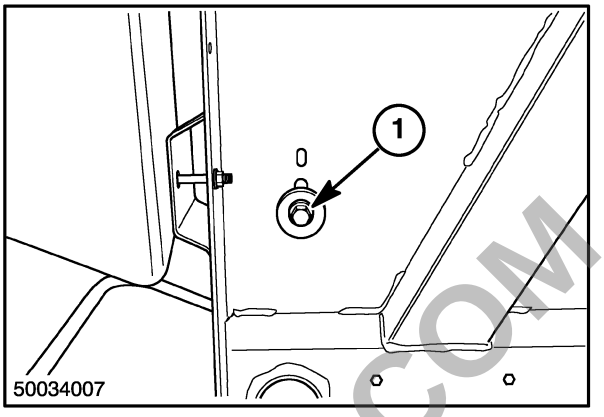


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With two people, remove the adjustable tailgate roll. Take out the bolt, 1, on both sides of the baler and remove the roll.

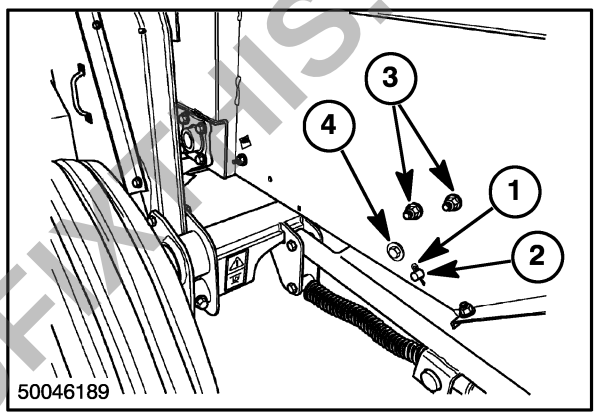


14

Remove the cotter pin, 1, on one side of the baler and remove the rod, 2.

Remove the two bolts, 3, on both sides of the baler and remove the belt divider.

With two people, remove the lower tailgate roll. Take out the bolt, 4, on both sides of the baler and remove the roll. Use a punch in one of the other slots to keep the roll from turning.



15

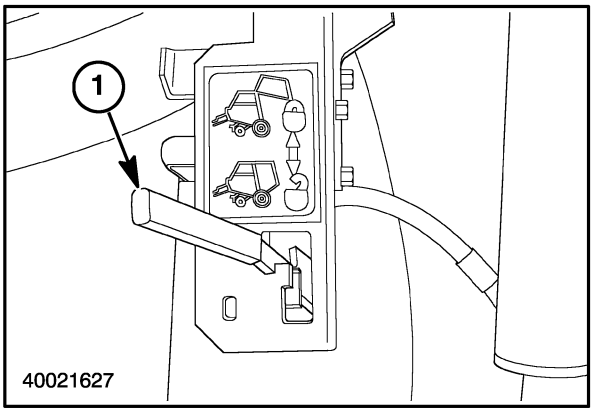
Open the tailgate far enough to get inside the baler.

Apply tailgate lock, 1.

WARNING

Crush hazard! Never work under the tailgate without the hydraulic lock on. Failure to comply could result in death or serious injury.

M1552



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STANDARD ELECTRICAL TESTS

Test Procedure 1: Continuity Test for Open Circuits

Do this test if:

- Electrical components such as lamps, blowers, or motors do not function.
- You suspect a particular wire or ground has failed.
- Directed to by a troubleshooting chart.

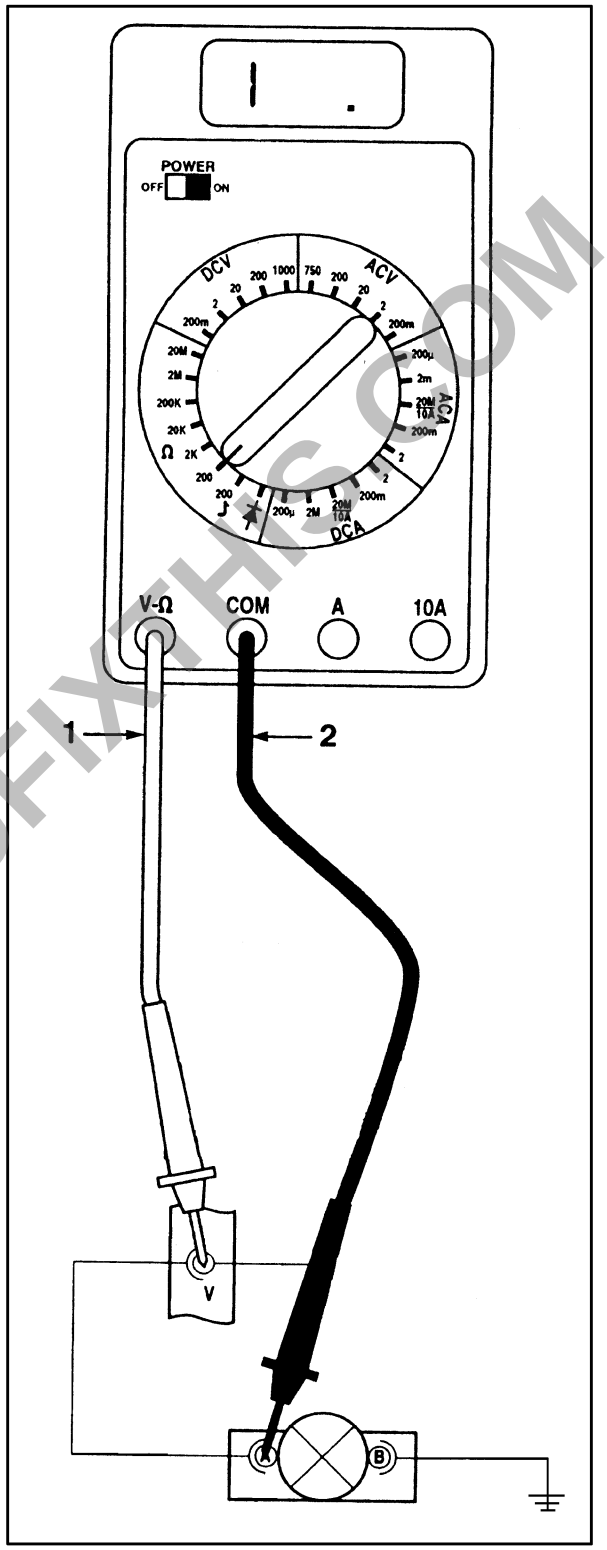
Do the test at the circuit you believe is causing the problem.

1. Key switch OFF.

NOTICE: *You may also need to disconnect the battery or pull fuses if it is specified for the circuit you are testing to prevent damage to your test equipment.*

2. Set the Function/Range switch on your test meter to measure resistance (Ohms) and measure the resistance in the circuit as shown. If you do not know the magnitude of resistance, set the switch to the highest range and reduce until you get a satisfactory reading.

   Place the red lead, 1, on a pin in one of the connectors. Place the black lead, 2, on the same pin number in the opposite connector.
3. Determine if the measured resistance falls within the guidelines specified in the procedure. If no specification is given, use the following guides:
   - If the resistance is less than 1 ohm, the circuit is continuous and is ok.
   - Higher than normal resistance usually indicates dirty or corroded terminals in the connectors or additional components in the circuit.
   - A reading of more than 100K ohms indicates an open circuit meaning there is a break in the wire.



4

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3. Loosen the mounting capscrews, 1, and rotate the sensor and mount. The number on the display should change as the sensor is rotated. Adjust the sensor “empty” position for a reading of 28–32.
4. To advance to setup item 13 – Press and release the setup/diagnostic symbol.

   OR

   To exit the setup/diagnostic mode, press and hold the setup/diagnostic symbol for two seconds. The alarm will sound to indicate that the controller has been taken out of the setup/diagnostic mode and returned to normal operation.

To check operation of the sensor:

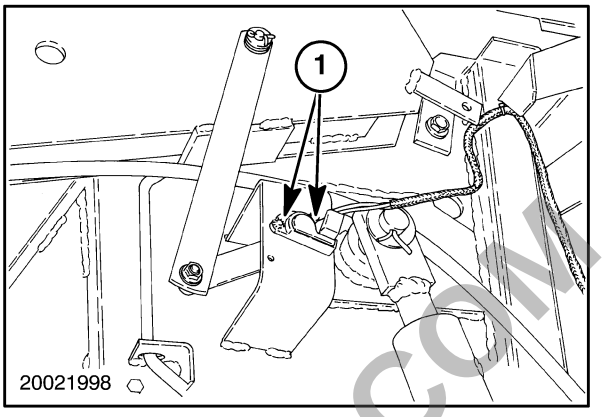
5. Enter the setup/diagnostic mode as described in steps 1 and 2 above.

   The left of the display should read “12” and the FULL BALE indicator triangle should be flashing. A number should appear in the right of the display. This number should be 28–32.
6. Remove the bolt connecting the sensor lever, 1, to the take-up arm bracket and rotate the lever. The number on the display should change as the lever is rotated. Move the lever from “empty” to “full” and back again.

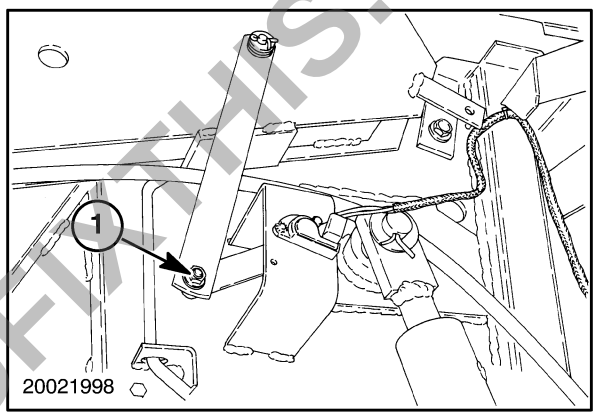
NOTICE: *Do not force or drop the lever as the sensor may be damaged.*

   As the lever is moved to the “full” position the numbers on the display should increase steadily. As the lever is moved to the “empty” position, the numbers on the display should decrease steadily.

   The operating range for the sensor is 20 to 250 (full sensor range is approximately 0–255). If the numbers decrease at any time while moving toward the full position or if the number abruptly goes to approximately 0 or 255, check the wiring harness for damage or a loose connection. If the wiring harness and connection are good, check for possible damage to the sensor, or refer to “Error with Full Bale” later in this chapter.



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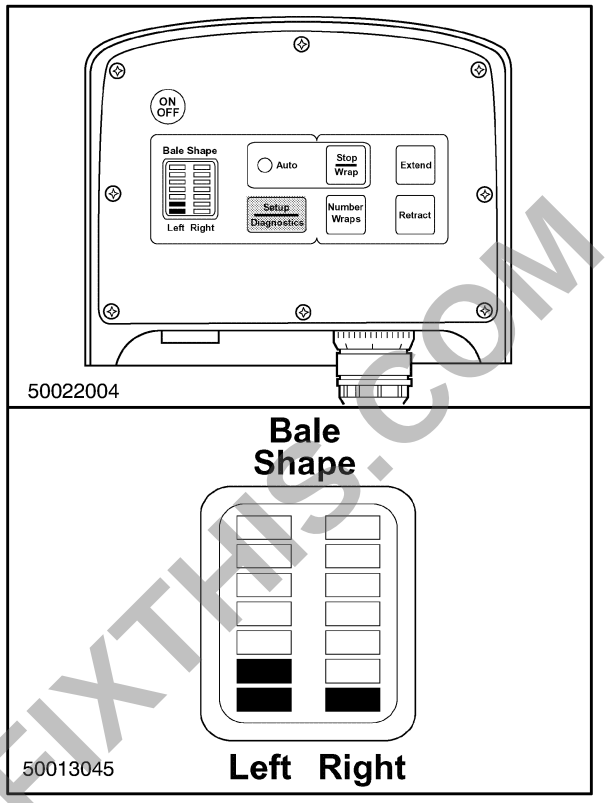
RB454 SHOWN

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Setup/Diagnostic Item 2 – Twine Wrapper Actuator Position Potentiometer

The twine wrapper actuator position potentiometer is tested, adjusted and calibrated using Setup/Diagnostic item 2.

Enter the Setup/Diagnostic mode by pressing and holding the Setup/Diagnostic key for two seconds. Advance to Setup item 2 by pressing the Setup/Diagnostic key a second time.

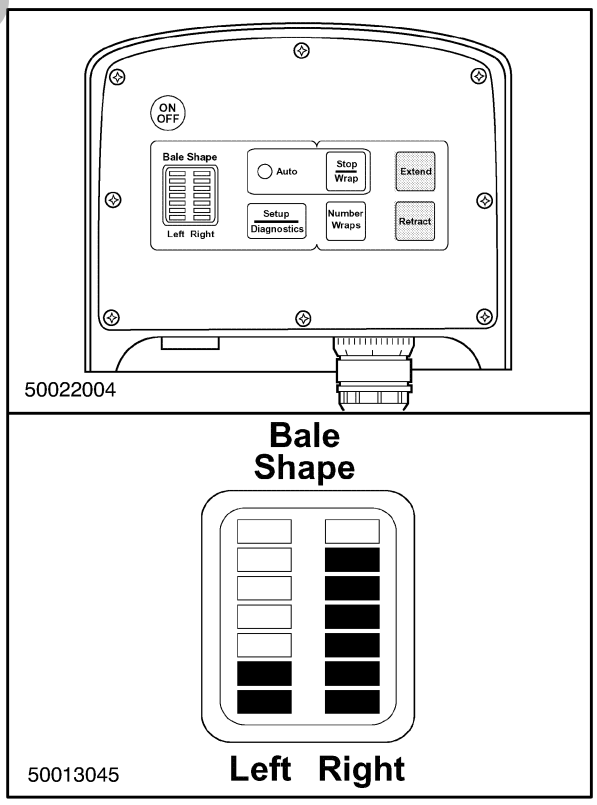


14

The bottom two segments of the left bar graph display will be on indicating the system is in setup item 2 mode. When adjusted and calibrated properly, one segment at the bottom of the right bar graph display will be on when the actuator is fully retracted.

To test the potentiometer extend the actuator with the extend key. If the circuit is operating properly the segments in the right bar graph will turn on sequentially. Retract the actuator using the retract key. If the circuit is operating properly the segments in the right bar graph will sequentially turn off. If the first segment in the right bar graph is not on when in setup item 2 the potentiometer may need adjusting. If all the segments in the right bar graph are on there is an open circuit either in the potentiometer, wire harness or operator's panel.

Refer to the wiring diagram and see "Individual Circuit Troubleshooting" later in this chapter.

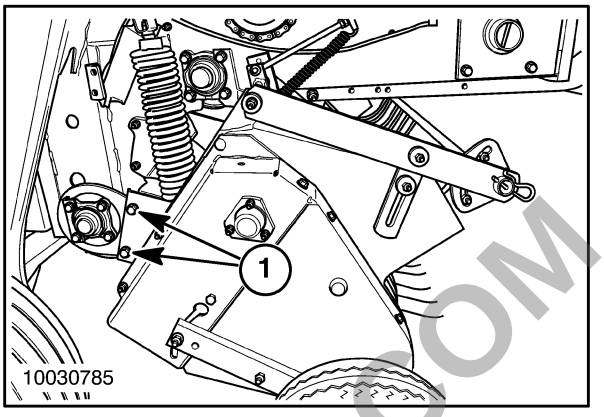


15

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Install the two bolts, 1, in both supports. Install the shim washers, as required between the pickup frame and pivot plate so that the pivot plate sets square on the hub and the pickup is centered in the baler.



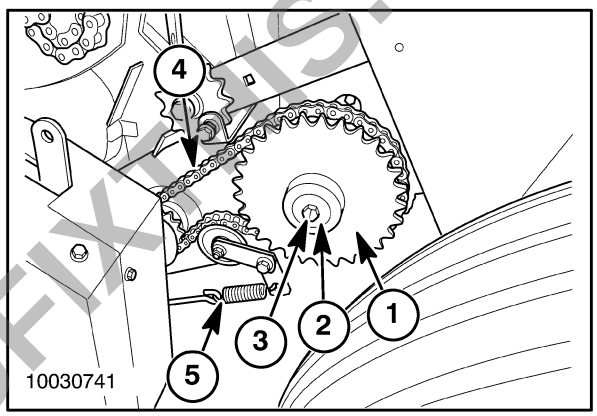
12

Coat the floor roll shaft with anti-seize. Install the double sprocket, 1, on the floor roll shaft.

Install the washer, 2, and bolt, 3, on the end of the shaft. Torque the bolt to 98 N·m (72 lb ft). Hit the hub with a hammer and torque the bolt to 98 N·m (72 lb ft) again.

Install the pickup drive chain, 4.

Adjust the idler spring, 5, to obtain 3 to 10 mm (1/8 to 3/8 in) chain sag at the center of the span, 4. Hook to hook spring length will be approximately 130 mm (5-1/8 in).

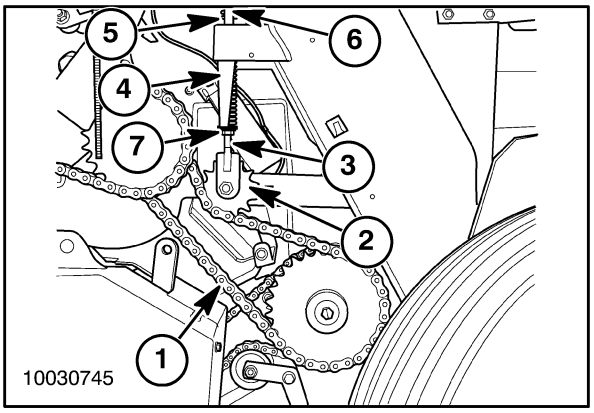


13

Install the floor roll drive chain, 1.

Assemble the idler, 2, in the spring link, 3.

Adjust the spring length to the guide, 4, 192 mm (7-9/16 in).



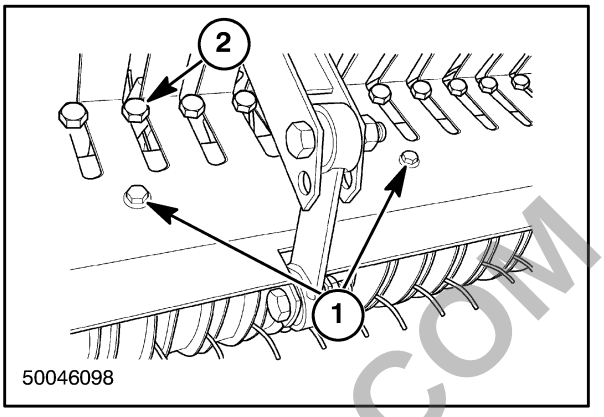
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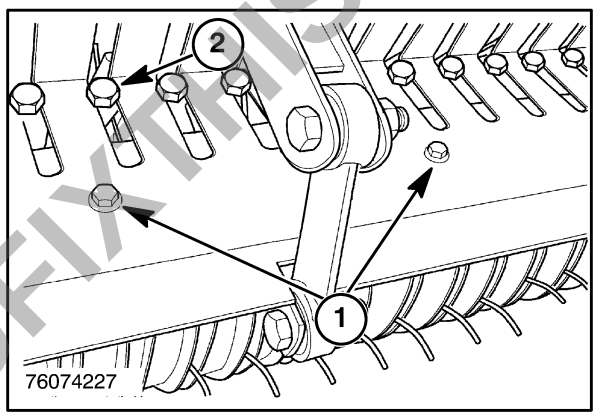
Take out the four bolts, 1, between the stuffer frame and the pickup frame.

If your baler has these bolts: Remove the remaining bolts, 2, between the stuffer frame and the pickup frame.



99

1.8 M Pickup

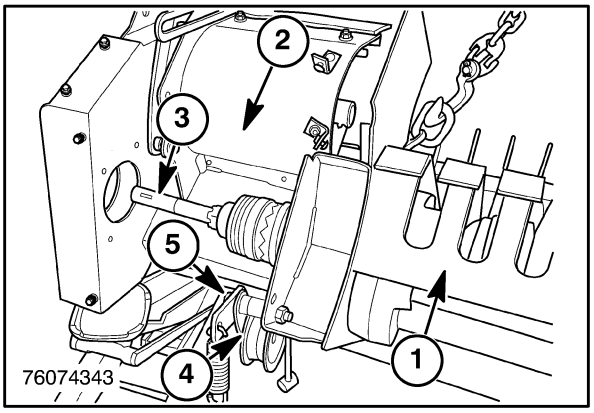


100

2.1 M Pickup

The whole stuffer frame, 1, can now be moved toward the right with respect to the pickup frame, 2. This will free the shaft, 3, from the pickup frame.

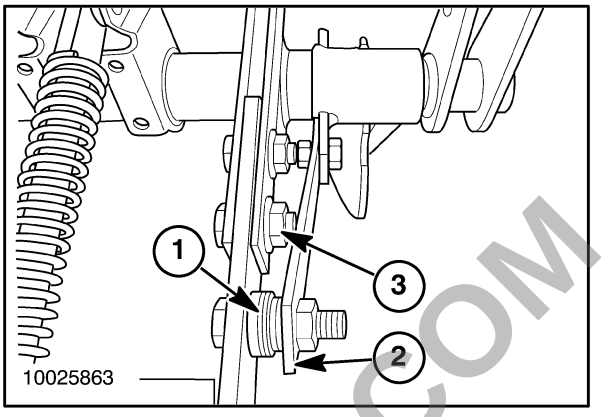
Remove the idler assembly, 4, by taking out the bolt, 5. Keep the parts together.



101

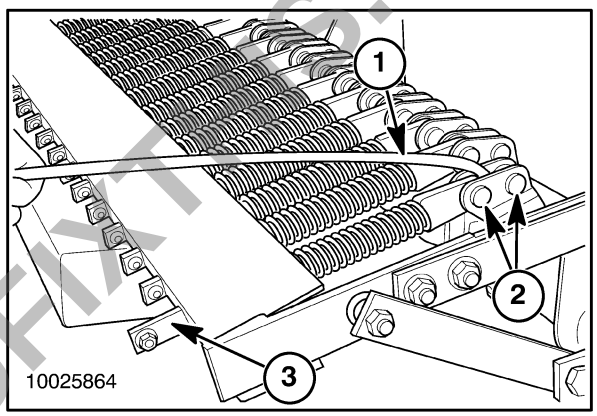
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Use washers, 1, to space the strap, 2, out from the hardware, 3.



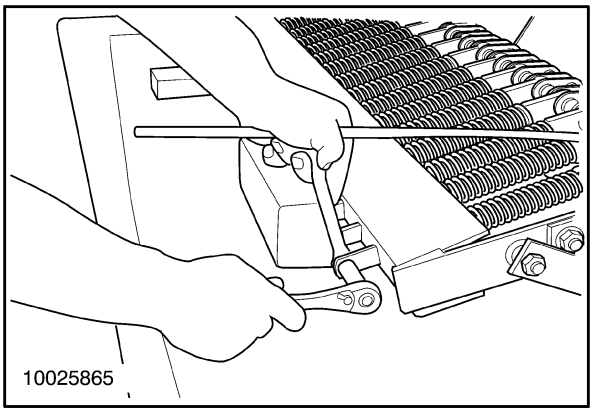
37

Place the end of the pry bar, 1, with the bend, between the pins, 2, in the knife support link. Pull down on the pry bar and the end of the spring link, 3, will extend further beyond the channel.



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There is now clearance to remove the bolt from the end of the spring link, while holding the pry bar.



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SECTION 62 - PRESSING

Chapter 2 - Belts

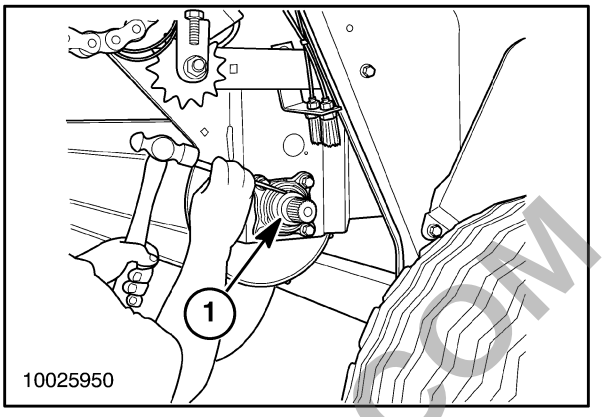
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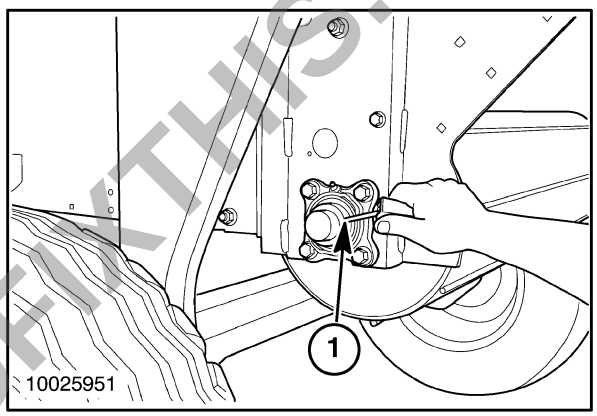
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Lock the locking collars, 1, in the direction of rotation.



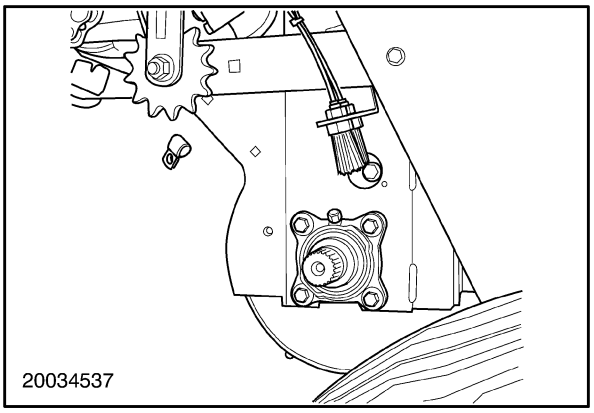
16

Tighten the set screws, 1, in both bearings.



17

Follow the directions in section 60 chapters 1 through, 4, for the pickup (standard or wide) and feeder (stuffer or rotor) installation.



18

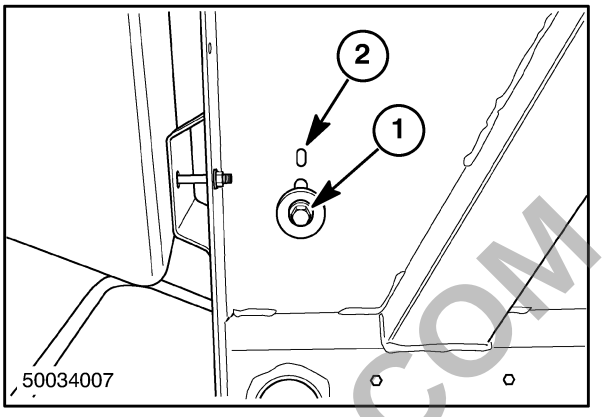
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Lift the roll into position and insert the bolt and washers, 1, on both sides.

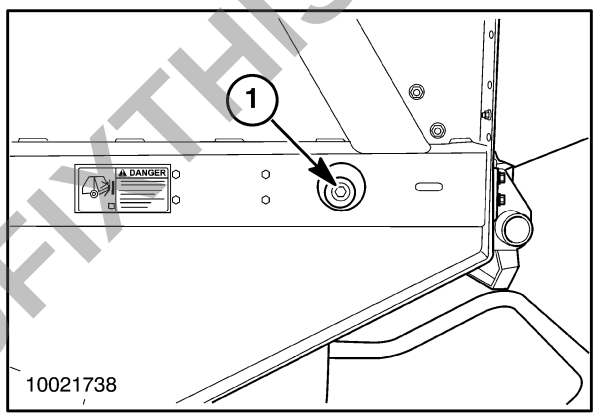
Align the flat spot of support, 4, figure 185, with hole, 2. This will allow a punch to be inserted in hole, 2, to hold the support when the hardware is tightened.

Bolt the roll in the same position it was.



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**SHOWN WITHOUT SHIELDS
SIX FOOT DIAMETER BALERS**



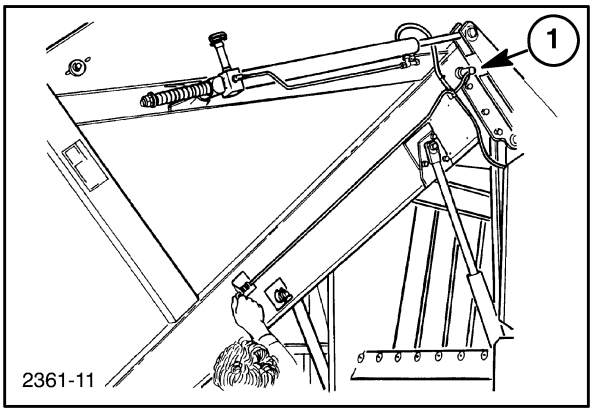
187

**SHOWN WITHOUT SHIELDS
FIVE FOOT DIAMETER BALERS**

Open the tailgate, slightly and remove the lockout pin, 1.

Lower the tailgate. Turn on the PTO and let the belts operate at half speed.

At the back of the baler observe if the belts are running in position or shifted to one side.



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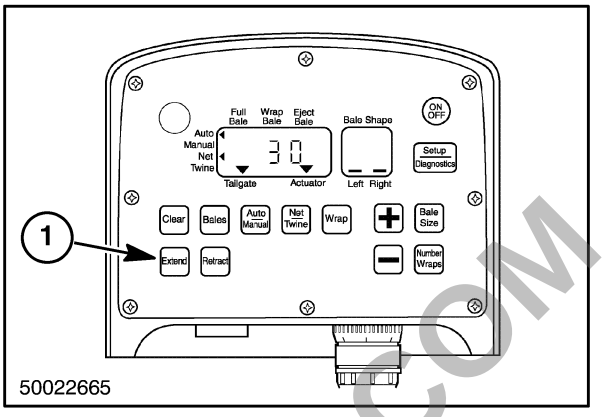
SHOWN WITHOUT SHIELDS

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Insert the duckbill with the extend key, 1.

NOTICE: *The net actuator adjustment must be made with the net actuator fully extended in the "insert" net position.*

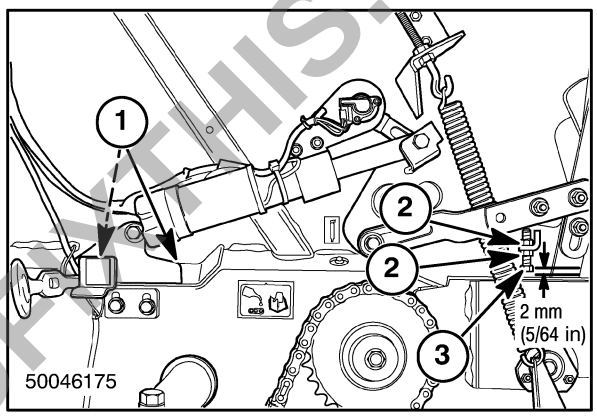


69

Loosen the two bolts in the lower actuator mounting, 1.

Adjust the position of the mounting to insert the duckbill as far as possible without any interference.

If your unit is equipped with a mechanical stop for the duckbill insert position. You may need to increase or decrease the stop length by loosening the jam nuts, 2, and threading the stop, 3, in or out to have a clearance of approximately 2 mm (5/64 in), as shown. After adjustments have been made, tighten the jam nuts, 2.

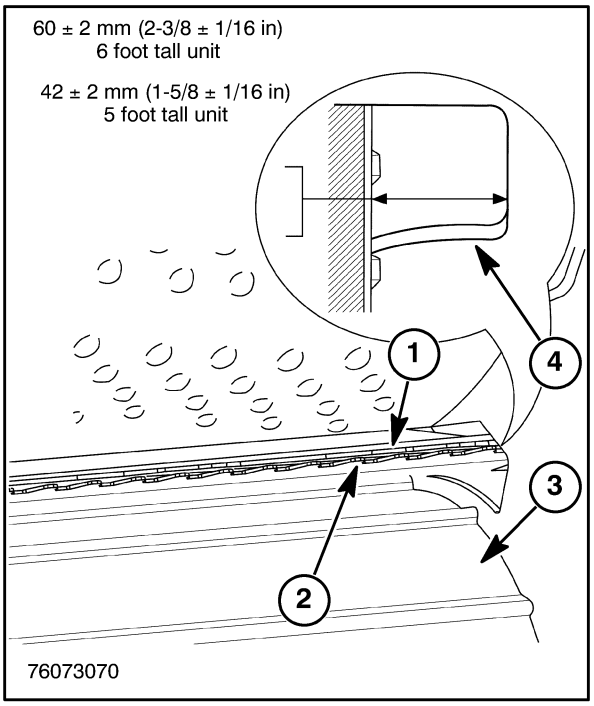


70

The interference can be the end of the duckbill hitting the notch in the frame, 1.

The interference can also be the baffle, 2, on the duckbill hitting the stationary dimpled roll, 3.

Between the duckbill and slot end in side sheet, 4, ensure there is a distance of 60 ± 2 mm (2-3/8 ± 1/16 in) on a 6 foot tall unit and 42 ± 2 mm (1-5/8 ± 1/16 in) on a 5 foot tall unit.



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