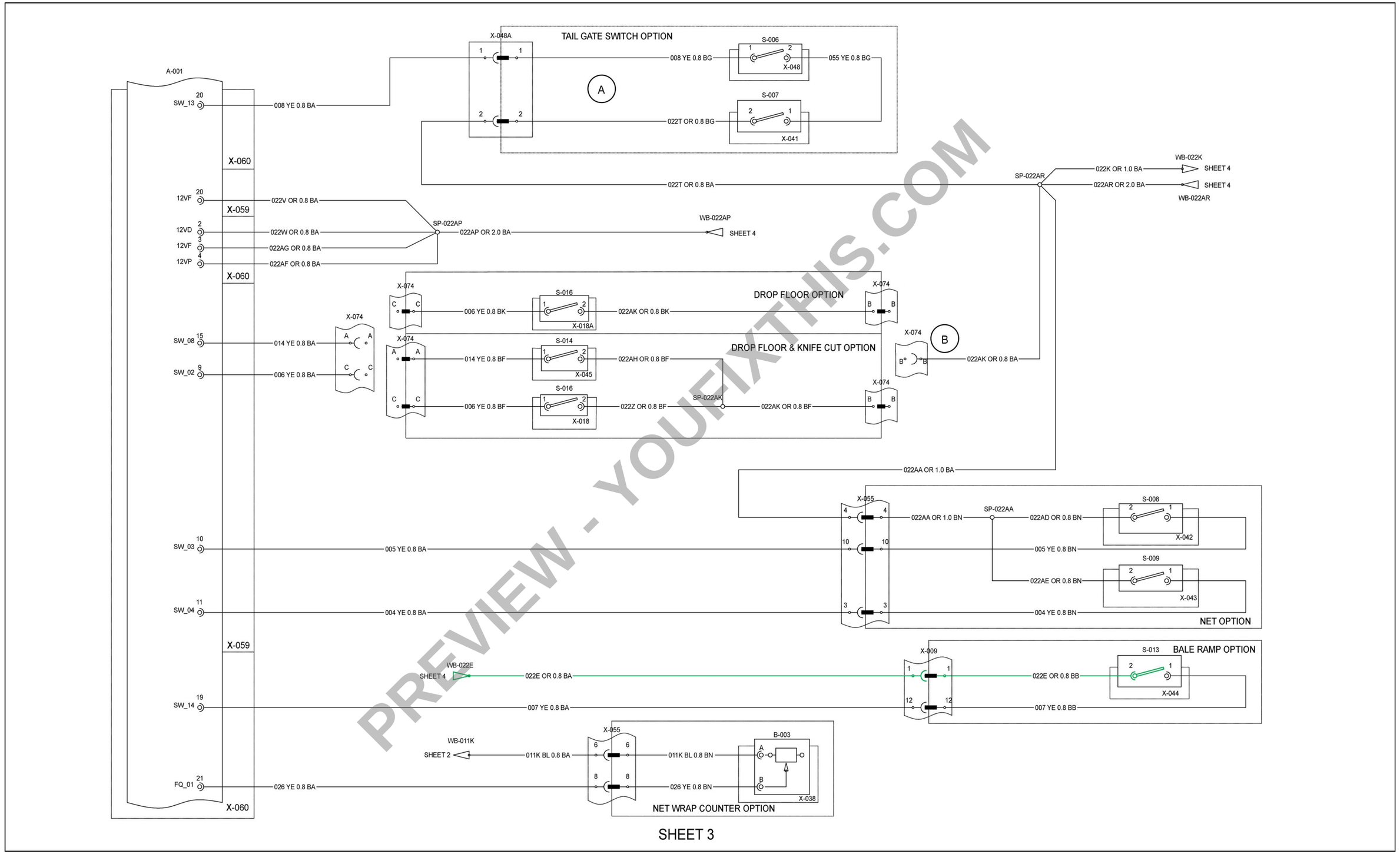
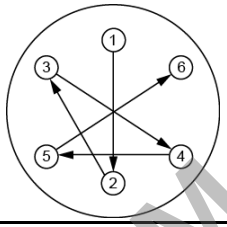
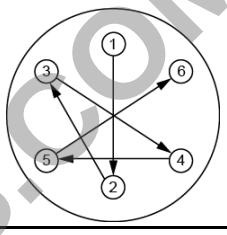
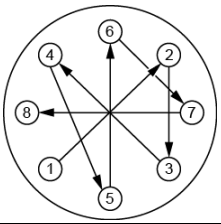


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Tire size	Number of lugs	Torque specification	Torque pattern
31 X 13.5-15, 8 ply	6	**156 - 183 N·m** (**115 - 135 lb ft**)	
18L–16.1 SL, 10 ply	6	**380 - 407 N·m** (**280 - 300 lb ft**)	
21.5L–16.1, 10 ply	8	**203 - 230 N·m** (**150 - 170 lb ft**)	

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Electronic modules - Fault code index

RB455	LA Wrap control system - Deluxe control system --- LA Wrap control system - ISOBUS --- NA Wrap control system - Deluxe control system --- NA Wrap control system - ISOBUS
RB465	LA Wrap control system - Deluxe control system --- LA Wrap control system - ISOBUS --- NA Wrap control system - Deluxe control system --- NA Wrap control system - ISOBUS
RB565	LA Wrap control system - Deluxe control system --- LA Wrap control system - ISOBUS --- NA Wrap control system - Deluxe control system --- NA Wrap control system - ISOBUS

Fault code	Description	Fault trigger value
100.03	Battery supply voltage is too high	Greater than **15.0 V**
100.04	Battery supply voltage is too low	Less than **10.0 V**
101.03	Reference voltage is too high or is shorted to a high source	Greater than **5.5 V**
101.04	Reference voltage is too low or is shorted to a low source	Less than **4.5 V**
102.03	Bale size position sensor voltage is too high or is shorted to a high source	Greater than **4.95 V**
102.04	Bale size position sensor voltage is too low or is shorted to a low source	Less than **0.4 V**
103.03	Left-hand bale shape position sensor voltage is too high or is shorted to a high source	Greater than **4.95 V**
103.04	Left-hand bale shape position sensor voltage is too low or is shorted to a low source	Less than **0.4 V**
104.03	Right-hand bale shape position sensor voltage is too high or is shorted to a high source	Greater than **4.95 V**
104.04	Right-hand bale shape position sensor voltage is too low or is shorted to a low source	Less than **0.4 V**
200.03	Twine arm position sensor voltage is too high or is shorted to a high source	Greater than **4.95 V**
200.04	Twine arm position sensor voltage is too low or is shorted to a ground	Less than **0.4 V**
201.07	Twine arm movement is stalled outside of the acceptable right-hand calibration range	Greater than **4.9 V**
202.07	Twine arm movement is stalled outside of the acceptable home position calibration range	Less than **2.0 V**
203.05	Twine arm is not moving; no electric load, or open circuit	-
204.07	Twine arm is stalled	-
300.05	Net duckbill is not moving; no electric load, or open circuit	-
301.07	Net duckbill is stalled without returning to the home position	-
302.05	Net knife is not moving; no electric load, or open circuit	-
303.07	Net knife is stalled without returning to the home position	-
304.03	Net duckbill home switch	-
305.03	Net knife home switch	-
500.02	H-Bridge CAN communication failure	-
500.04	H-Bridge supply voltage is too low or is shorted to a low source	Less than **8.0 V**

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Clutches

Driveline – PTO and gearbox

Baler model		RB455			RB465		
Baler configuration		Over Shot Feeder (OSF)	Rotor feeder	Rotor cutter	Over Shot Feeder (OSF)	Rotor feeder	Rotor cutter
Power Take-Off (PTO)		**540 RPM** or **1000 RPM**			**540 RPM** or **1000 RPM**		
Main gearbox protection	**540 RPM**	**1700 N·m** (**1254 lb ft**) Friction disc slip clutch	**1700 N·m** (**1254 lb ft**) Cut-out clutch	**1900 N·m** (**1401 lb ft**) Cut-out clutch	**1700 N·m** (**1254 lb ft**) Friction disc slip clutch	**1700 N·m** (**1254 lb ft**) Cut-out clutch	**1900 N·m** (**1401 lb ft**) Cut-out clutch
	1000 RPM	**1000 N·m** (**738 lb ft**) Friction disc slip clutch	**1100 N·m** (**811 lb ft**) Cut-out clutch	**1200 N·m** (**885 lb ft**) Cut-out clutch	**1000 N·m** (**738 lb ft**) Friction disc slip clutch	**1100 N·m** (**811 lb ft**) Cut-out clutch	**1200 N·m** (**885 lb ft**) Cut-out clutch

Driveline – Pickup

Baler model		RB455			RB465		
Baler configuration		Hay and silage	Rotor feeder	Rotor cutter	Hay and silage	Rotor feeder	Rotor cutter
Power Take-Off (PTO)		**540 or 1000 RPM**			**540 or 1000 RPM**		
Pickup protection	**1.8 m** Wide pickup with OSF	**1150 N·m** (**848 lb ft**) Radial pin clutch			**1150 N·m** (**848 lb ft**) Radial pin clutch		
	1.8 m Wide pickup		**800 N·m** (**590 lb ft**) Radial pin clutch			**800 N·m** (**590 lb ft**) Radial pin clutch	
	2.0 m Wide pickup			**800 N·m** (**590 lb ft**) Radial pin clutch			**800 N·m** (**590 lb ft**) Radial pin clutch

Power requirements

Tractor power minimum requirement

Baler model	RB455				RB465			
Baler configuration	Hay	Silage	Rotor feeder	Rotor cutter	Hay	Silage	Rotor feeder	Rotor cutter
1.8 m Wide pickup with OSF	**45 kW** (**60 Hp**)	**48 kW** (**65 Hp**)			**52 kW** (**70 Hp**)	**56 kW** (**75 Hp**)		
1.8 m Wide pickup			**63 kW** (**85 Hp**)				**67 kW** (**90 Hp**)	
2.0 m Wide pickup				**75 kW** (**100 Hp**)*				**78 kW** (**105 Hp**)*
*** An additional 1.1 kW (1.5 Hp) is required per cutter knife used.**								

Machine requirements

ASAE/ASABE Power Take-Off (PTO) category size

Baler model	RB455			RB465		
Baler configuration	Hay and silage	Rotor feeder	Rotor cutter	Hay and silage	Rotor feeder	Rotor cutter
PTO Category size – **540 RPM**	5		6	5		6

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Bale density circuit - Troubleshooting

Problem	Possible Cause	Correction
Density pressure drop (some drop is normal when not adding crop).	Internal leakage.	Replace seals or replace cylinder if damage is visible to the rod or cylinder bore.
	Air in the system.	Bleed the system. See **Hydraulic cylinders - Charging (35.540)**.
	Dirt in the relief valve.	Clean the relief valve.
Pressure not at 0 kPa (0 psi) when ready to start baling.	Change in temperature.	Cycle the tailgate open and closed several times, or install the density cylinder system cold weather bypass kit.
	Density pre-charge kit is installed and is functioning as intended.	
Pressure does not return to 0 kPa (0 psi) when bale is ejected.	Density system is over filled.	Bleed the system. See **Hydraulic cylinders - Charging (35.540)**.
	Interference exists between the serpentine arm and the tailgate side sheets.	Remove interference.
	Defective gauge.	Replace gauge.
Unable to reach maximum baling pressure.	Density relief valve is not adjusted.	Adjust relief valve.
	Internal leakage.	Replace seals or replace cylinder if damage is visible to the rod or cylinder bore.
	Dirt in relief valve.	Clean the relief valve.
Internal leakage.	Seals are worn or damaged.	Replace seals or replace cylinder if damage is visible to the rod or cylinder bore.
External leakage.	Seals are worn or damaged.	Replace seals or replace cylinder if damage is visible to the rod or cylinder bore.

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Bale size

Baler model	RB565	
	Hay	Premium
Width	**1562 mm** (**61.5 in**)	
Minimum/Maximum diameter	**915 - 1829 mm** (**36 - 72 in**)	
Minimum/Maximum weight	**227 - 998 kg** (**500 - 2200 lb**)* (See “Notes”.)	
Notes	* Balers equipped with an optional High Moisture Kit have maximum bale weight rating of **1134 kg** (**2500 lb**).	
Minimum diameter to wrap automatically		
Net or twine	**914 mm** (**36 in**)	

Density control – Adjustable

Baler model		RB565	
		Hay	Premium
Density system	Dual	2 – extension springs; 2 – hydraulic cylinders	
Density cylinder system pressure range	Adjustable	**69 - 138 bar** (**1000 - 2000 psi**)	

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INTRODUCTION

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Description:

DANGER
CRUSH HAZARD
STAND CLEAR OF SIDES AND REAR OF MACHINE
Tailgate opens faster than you can move away.
Failure to comply will result in death or serious injury.

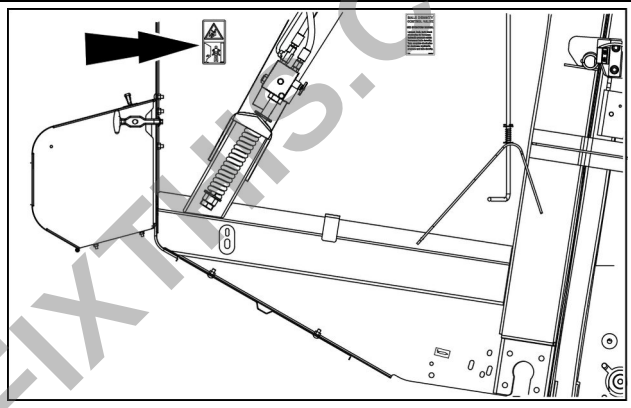
Quantity: 3

Part number:
86516139



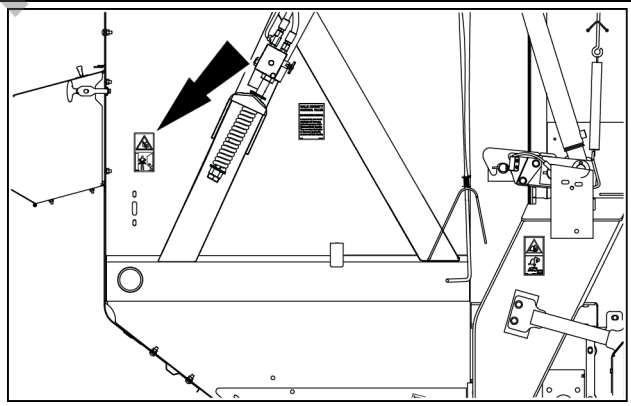
86516139_B 69

Location 3 (4x5) :
Located on the right-hand tailgate side sheet.



NHIL13RB03596FA 76

Location 3 (4x6) :
Located on the right-hand tailgate side sheet.



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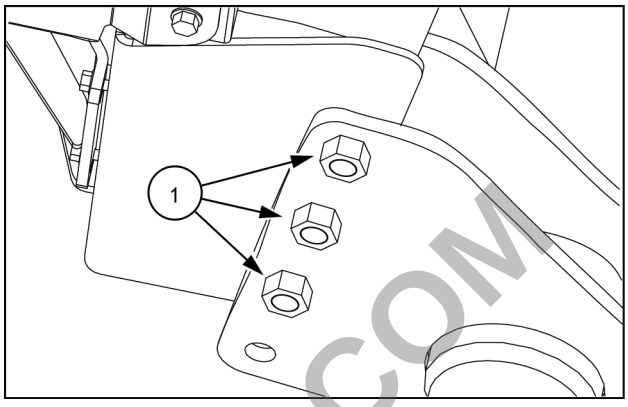
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Rear axle - Install

1. Use the floor jack to slide the rear axle into position on the rear of the baler frame.
2. Raise the rear axle into position. See **Rear axle - Adjust (27.550)**.
3. Support the rear axle with the floor jack while you install the axle positioning bolts and nuts **(1)** through the holes on each side of the axle flange.

NOTE: *Insert the M16 x 90 or M16 x 100 bolts from the inner face outward, toward the wheels.*

4. Secure the M16 x 90 or M16 x 100 bolts with M16 nuts.
5. Torque the M16 nuts to **240 N·m** (**177 lb ft**).
6. Use a jack to raise the rear axle high enough to remove the jack stands.
7. Remove the jack stands.
8. Lower the baler to the ground.
9. Install the bale ramp.
   - For **1.2 m** (**4 ft**) wide balers, see **Ejector - Install - 1.5 m (5 ft) wide bale chamber (70.280)**.
   - For **1.5 m** (**5 ft**) wide balers, see **Ejector - Install - 1.2 m (4 ft) wide bale chamber (70.280)**.
10. Disengage the tailgate lockout valve.
11. Lower the tailgate.



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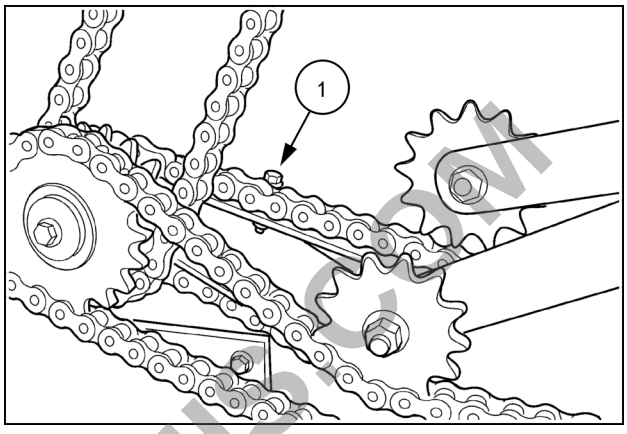
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NOTE: *See "Special Tools - Fabricated tools" (* ***Special tools - Fabricated tools ()****) for information regarding the fabrication of the chain lock up tool.*

Optional method for burnishing the Power Take-Off (PTO) friction slip clutch

1. Place the chain lock up tool **(1)** onto the main drive chain from the gearbox drive shaft to the stationary roll.
2. Loosen the clutch bolts one turn.
3. With the drive locked up, quickly engage the tractor PTO at a low speed for two seconds. Allow the clutch to cool for two minutes, and then reengage the PTO for an additional two seconds.
4. Turn off the tractor, apply the parking brake, and remove the ignition key.
5. Remove the chain lock up tool.

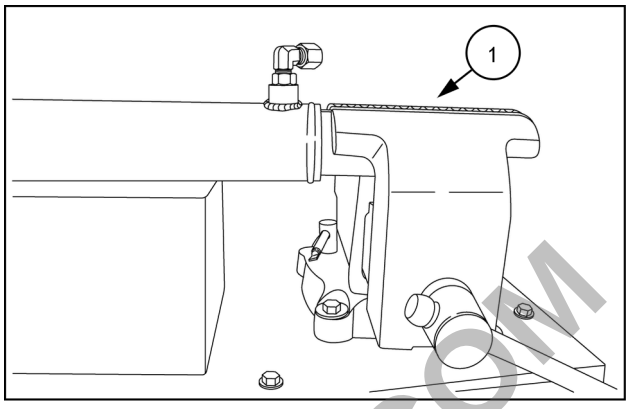


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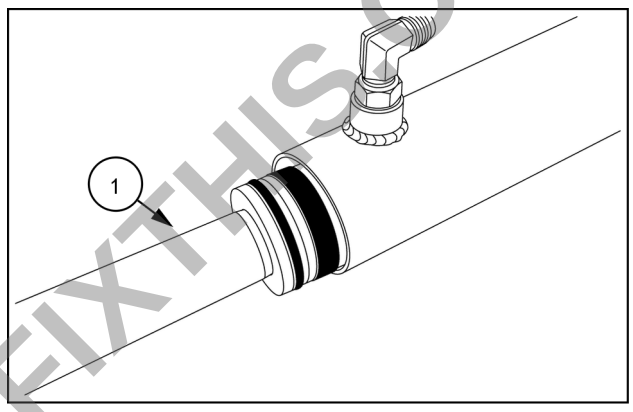
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5. Remove the rod end from the vice, and then clamp the cylinder base **(1)** in the vice.



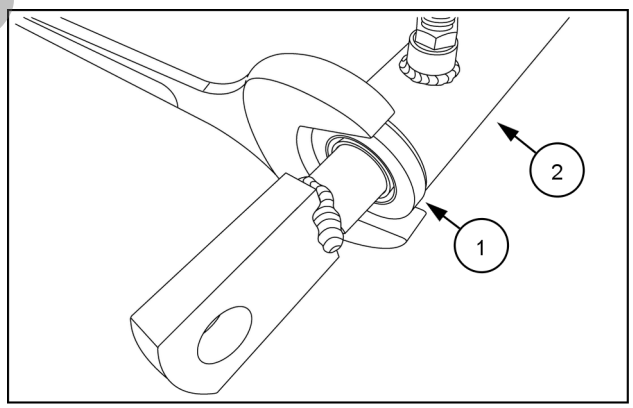
NHIL13RB02268AA 4

6. Push the rod assembly **(1)** into the cylinder barrel. Be careful and make sure not to damage the seals, backup washer, or O-ring.



NHIL13RB02266AA 5

7. Install and then tighten the head **(1)** into the cylinder barrel **(2)**.



NHIL13RB02269AA 6

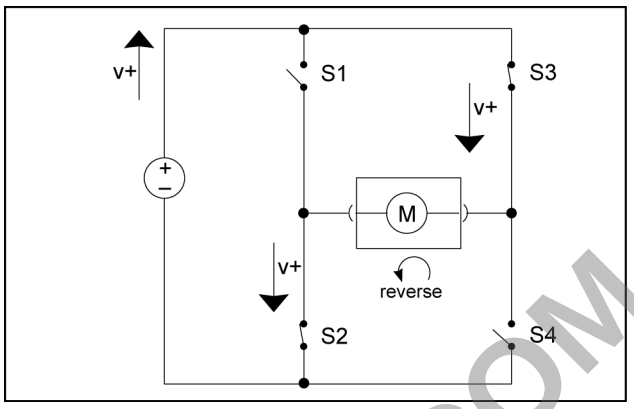
Next operation:
Cylinder - Install (35.550)

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Reverse direction

In order to spin the motor in the reverse direction, switches **S2** and **S3** will close and create a closed loop allowing negative voltage to flow across the motor.

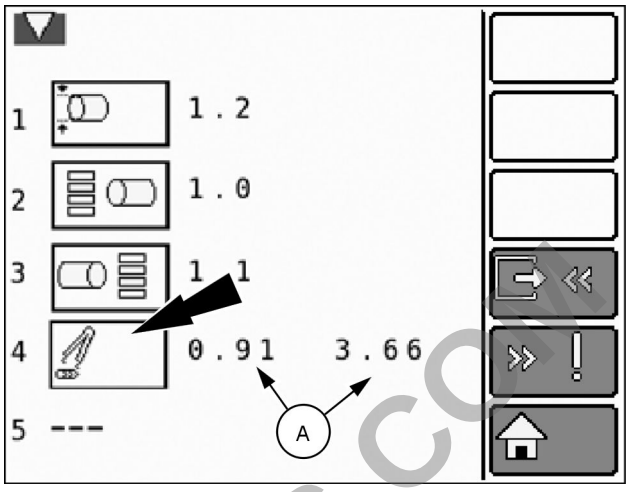


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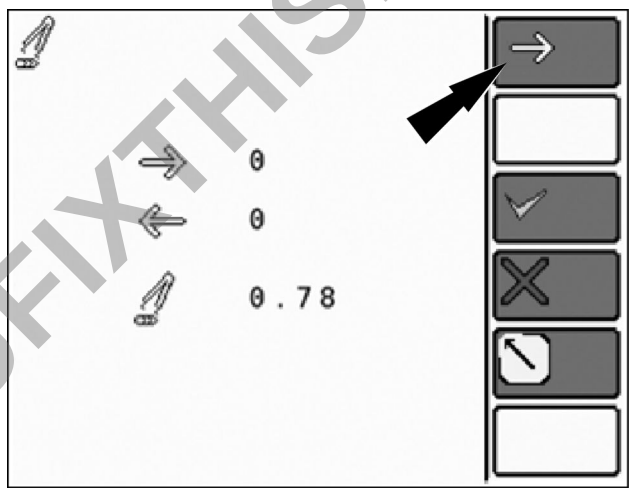
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4. Press the twine arm calibration button. The displayed voltage range of the twine arm potentiometer is shown at **(A)**.



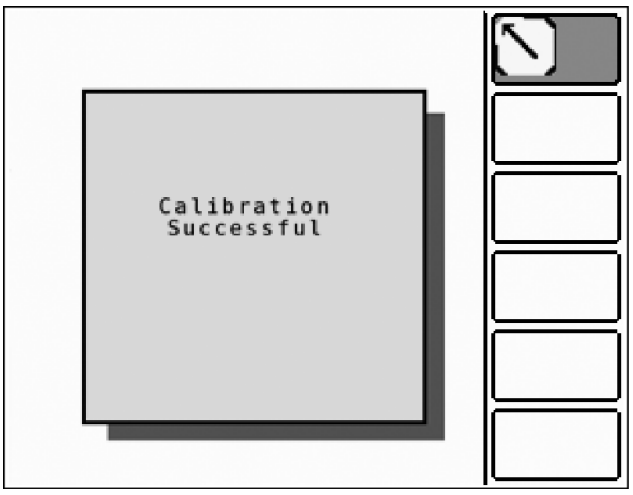
NHIL13RB02669AA 3

5. Press the → button to completely extend the twine arm across the bale chamber. An alarm will sound for one second.
6. Press the ← button to completely retract the twine arm. An alarm will sound for one second.
7. Confirm the calibration selection by pressing the “Accept” button.



NHIL13RB02674AA 4

8. A message reading “Calibration Successful” will display if the Universal Control Module (UCM) twine arm position sensor were calibrated properly.



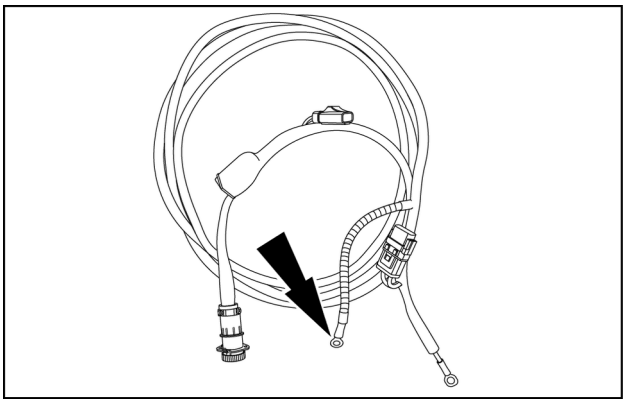
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9. Return to the home screen after the calibration is complete.

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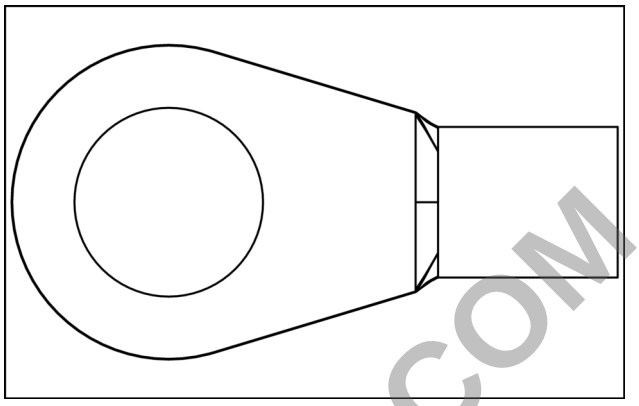
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CONNECTOR X-025 - BATTERY NEGATIVE



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Connector X-025 is the negative ring terminal located on the optional power wire harness.



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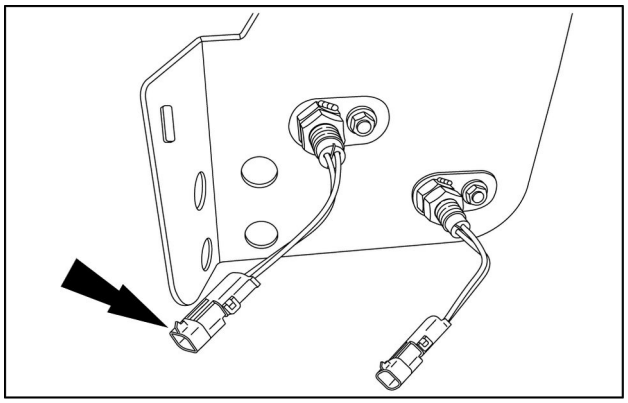
CONNECTOR X-025

CONNECTOR X-025 - BATTERY NEGATIVE			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
-	019B (BK)	Battery negative	**Wiring harnesses - Electrical schema – Cab battery harness (55.100)**

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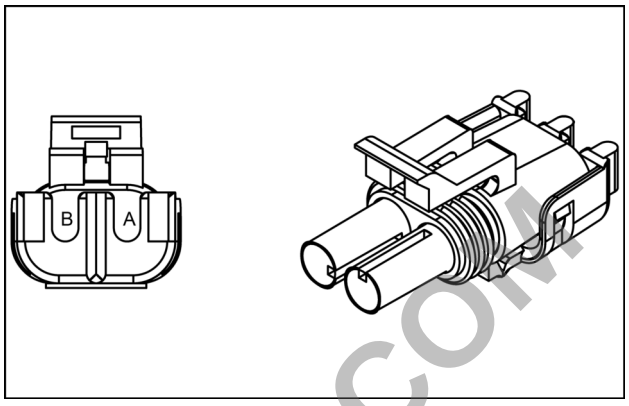
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CONNECTOR X-036 - B-001 SENSOR, RELUCTANCE, TWINE MOTION, LEFT



NHIL13RB02861AA 6

Connector X-036 is located behind the twine spinner bracket (shown detached in **5**) at the front right-hand corner of the baler frame.



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CONNECTOR X-036

CONNECTOR X-036 - B-001 SENSOR, RELUCTANCE, TWINE MOTION, LEFT			
PIN NUMBER	**WIRE NUMBER**	**CIRCUIT REFERENCE**	**ELECTRICAL SCHEMATIC FRAME**
A	011G (BL)	Ground reference SP-011E	**Wiring harnesses - Electrical schematic sheet 02 – Bale shape / Twine wrap (option) (55.100)**
B	024 (YE)	Right twine motion signal to UCM	

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Bale density system - Dynamic description - Density pressure precharge (optional)

RB455	LA --- NA
RB465	LA --- NA

The Density Pre-Charge Kit provides a higher initial bale forming belt tension to the baler prior to starting a bale.

While a bale is being formed, the hydraulic accumulator fills with pressurized oil. The accumulator oil pressure increases until it matches the bale density pressure setting.

At the full bale condition, when the operator opens the tailgate to eject the bale, the voltage to the pre-charge solenoid **Y-004** valve is removed, and the oil path to the accumulator is blocked. Hydraulic pressure is stored.

When the bale is ejected and the tailgate is closing, the density pressure, shown on the baler density pressure gauge, reduces to zero as per normal operation. Then, when the tailgate becomes fully closed, and the latches lock, the accumulator oil line is opened, and the stored oil pressure is released into the system. The released oil pressure of **31 - 48 bar** (**450 - 700 psi**) or **3103 - 4826 kPa**, is indicated on the bale density pressure gauge after the tailgate is fully closed.

For the system to operate successfully the following points must be noted:

- Oil Temperature must be greater than **10 °C** (**50 °F**).
- Operator must be baling at density pressure greater than **83 bar** (**1200 psi**) or **8274 kPa**.
- The system will not function if the hydraulic circuit has not been bled of air successfully.
- The system will not function if the operator’s panel is turned off.
- The system will take 2-3 bales to become fully operational.
- The hydraulic accumulator must be charged to **4137 kPa** (**600 psi**) with nitrogen gas prior to installation.
- The density cylinder must have sufficient remaining travel to allow further movement when pre-charge pressure is added.

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A. If the reading is correct, leave the wiring harness disconnected. Continue to Step **5**.

B. If the reading is incorrect, the sensor has failed. Replace the sensor.

NOTE: *You must calibrate the sensor when reinstalling or installing a new sensor.*

5. Check the wiring harness.

   Verify the **5.0 V** reference source is present.

   Verify the signal line is not open or shorted.

   Verify the ground source is present.

   A. If the wiring harness test failed, locate and repair faulty wiring harness.

   B. If the wiring harness test passes, the fault may be internal to the UCM. Use the diagnostic display to verify the control module information. Use the Electronic Service Tool (EST) to flash the UCM.

Wiring harnesses - Electrical schematic sheet 05 – Net wrap (option) / Twine wrap (option) (55.100.DP-C.20.E.05)

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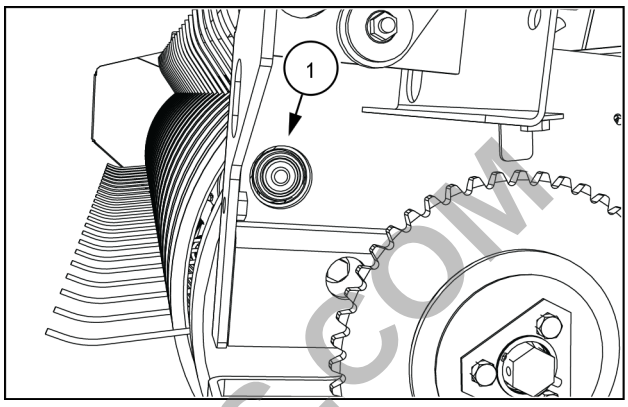
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Pickup reel cam - Install - Cam follower bearing

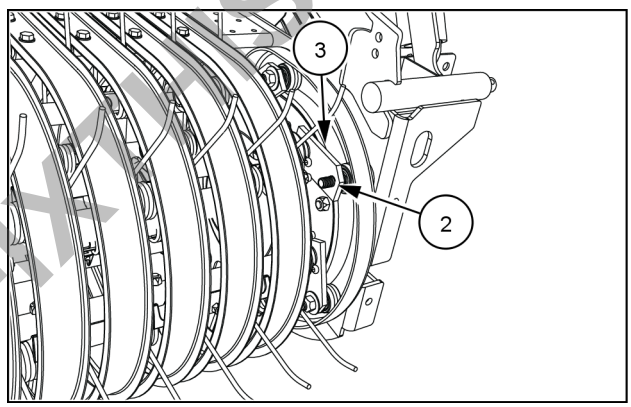
RB565	LA --- NA

1. Install one of the special washers onto the cam follower bearing, and then install it through the hole **(1)** in the left-hand side of the pickup frame. The bearing stud **(2)** goes through the cam follower arm **(3)** that is mounted on the tine bar.

NOTE: *Make sure that the cam follower arm is trailing the tine bar, and the pickup tines are oriented properly so as to not bind or rub.*

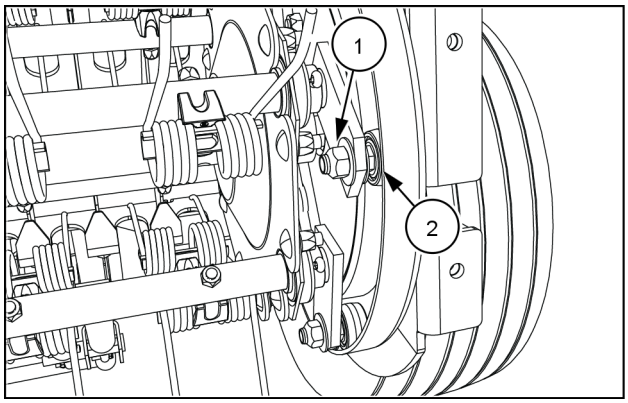


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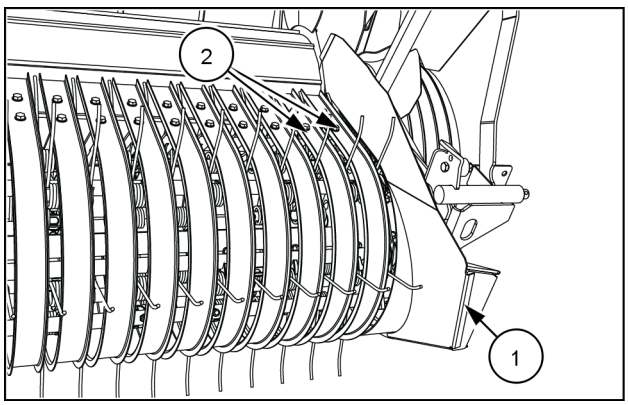
NHIL13RB01035AA 2

2. Install another special washer, and then install the locknut **(1)**.
3. Prevent the cam follower bearing from spinning by holding the flats of the stud **(2)** with a 5/8 inch open-ended wrench, and then torque the locknut to **61 N·m** (**45 lb ft**).



NHIL13RB01028AA 3

4. Install the left-hand pickup flare **(1)** onto the pickup frame.
5. Install the two left-most pickup tine guards **(2)** as follows:
   A. Start the self-tapping screws by hand.
   B. Hold the guard square to the pickup frame to keep an even spacing between the guards.
   C. Torque the self-tapping screws to **15 - 18 N·m** (**133 - 159 lb in**).



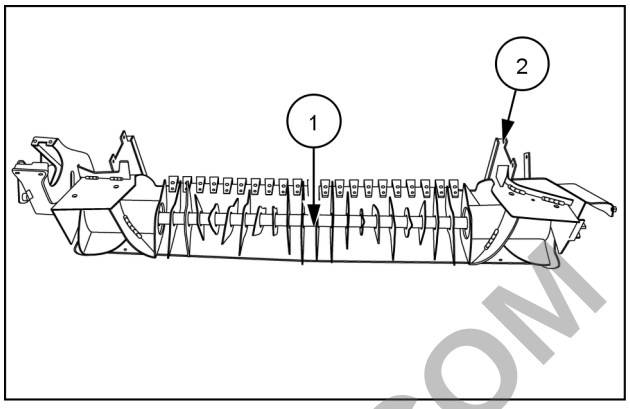
NHIL13RB01022AA 4

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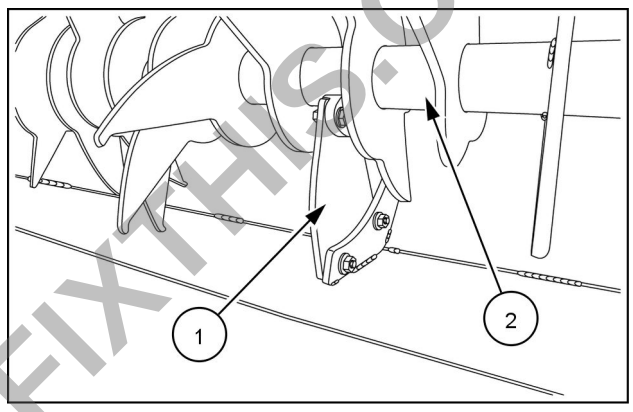
13. Install the over shot feeder shaft **(1)** into the over shot feeder frame **(2)**.

NOTE: *There is a raised surface on the bearing plate that will need to be in the slot of the over shot feeder frame when the hardware is installed.*



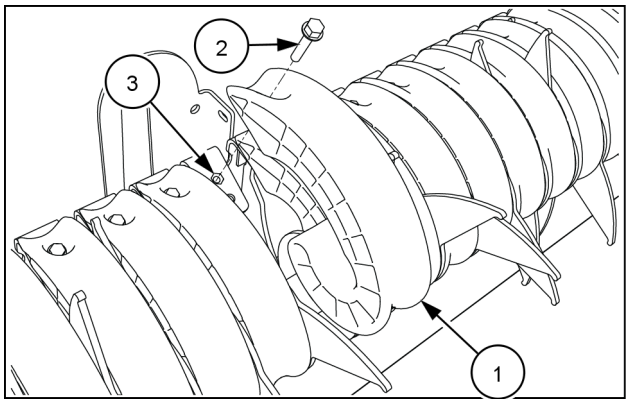
NHIL13RB01933AA 12

14. Install the center support **(1)** on the over shot feeder shaft **(2)**.



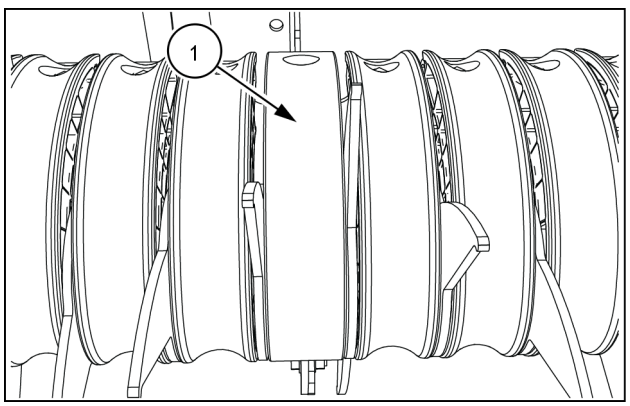
NHIL13RB01931AA 13

15. Install the over shot feeder stripper guards **(1)**.
16. Torque the M8 x 40 flange bolt **(2)** to a minimum of **21 N·m** (**15 lb ft**) without stripping the nut insert **(3)**.



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NOTE: *The smooth surfaced stripper guard **(1)** is installed in the center of the over shot feeder.*



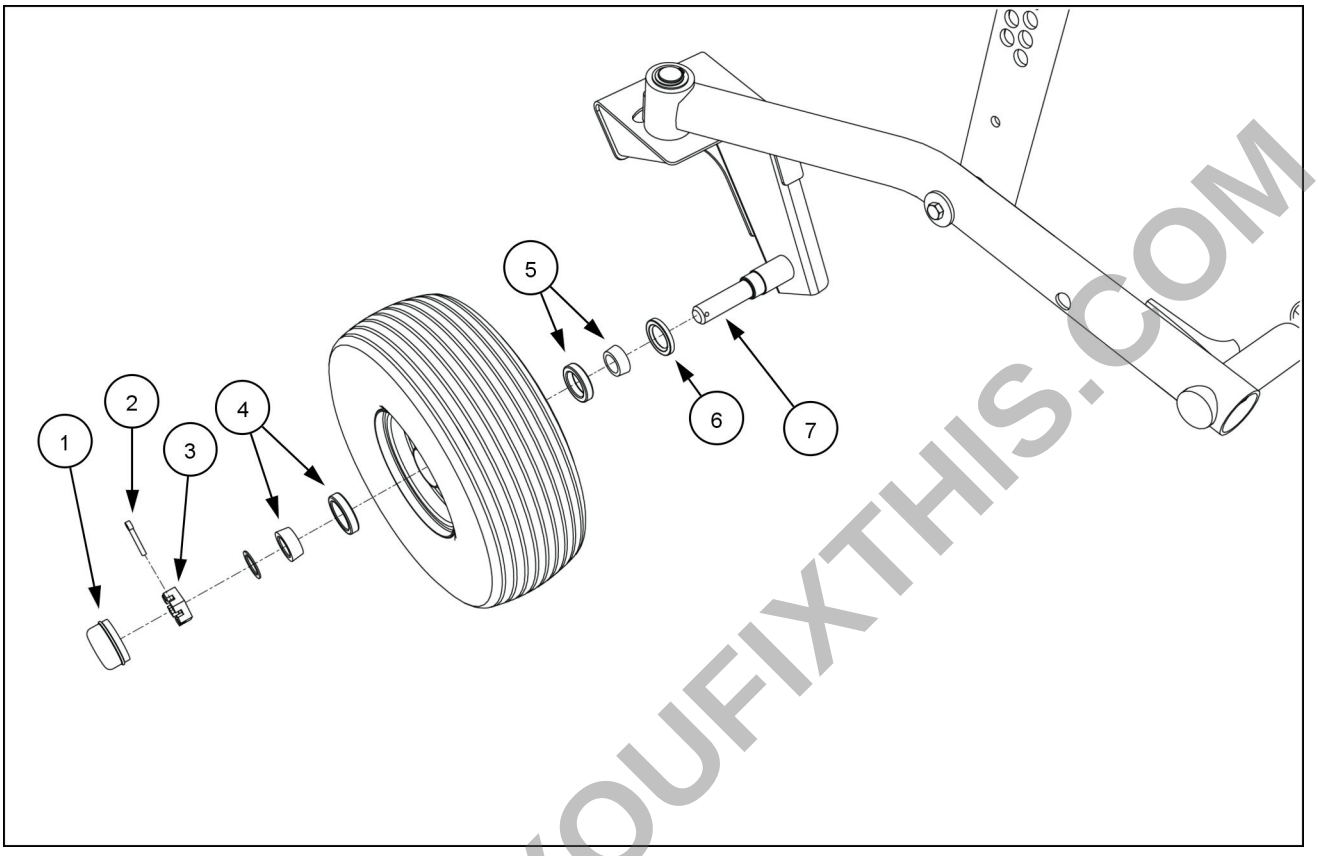
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Gauge wheel - Inspect - Adjustable castering

RB455	LA --- NA
RB465	LA --- NA



NHIL13RB00081FA 1

1. Remove the wheel cap **(1)**, cotter pin **(2)**, and axle nut **(3)**.
2. Remove the wheel and tire from the axle.
3. Thoroughly clean the cone bearings and cup bearings **(4)** and **(5)**. Inspect the components for excessive wear, fatigue, and cracks. Replace any parts as needed.
4. Apply **LOCTITE® 767** or equivalent anti-seize compound to the axle shaft **(7)**.
5. Pack the cup and cone bearings with **CASE IH AKCELA 251H EP MULTI-PURPOSE GREASE** or an equivalent lubricant.

NOTE: *Always replace the grease seal **(6)** when the gauge wheel hub has been disassembled.*

6. Install the grease seal, cup and cone bearings, and wheel onto the axle shaft.
7. Tighten the axle nut until it is flush with the axle shaft, and then tighten it only until a cotter pin can be inserted through the nut.
8. Insert the cotter pin through the slots in the axle nut.
9. Install the wheel cap

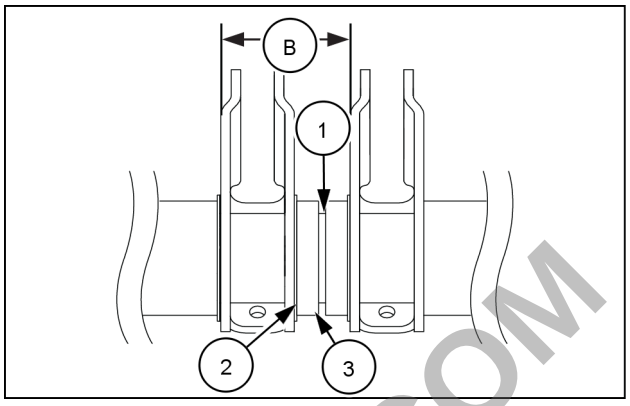
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13. After eight levers are installed, install the center support **(1)** with one shim washer **(2)** and **11 mm** (**0.433 in**) spacer **(3)** on each side.

NOTE: *The tabs on the center support point toward the arms welded on the shaft.*

14. Check the dimension **(B)** indicated on Figure **3**. Adjust the shim washers if required.
    - **(B)** = **65 mm** (**2.559 in**)



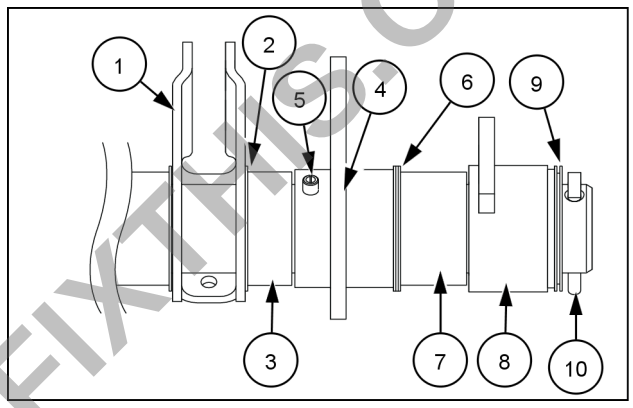
NHIL13RB03206AA 3

15. After the last lever **(1)**, install a shim washer **(2)**.
16. Install a **22.4 mm** (**0.882 in**) spacer **(3)**.
17. Install the right-hand hub **(4)**, and then rotate it to align the hole in the hub with the arm in the shaft.

NOTE: *The arms on the hub must be pointing in the same direction as the arms on the shaft.*

NOTE: *Install the maximum amount of shim washers in front of the right-hand hub that will still allow the roll pin to install though the hole in the shaft.*

18. Install a key (not shown) under the hub, and then secure the hub to the shaft with a M8 x 65 roll pin **(5)**.
19. Install three shim washers **(6)**.
20. Install a **33.5 mm** (**1.319 in**) spacer **(7)**.
21. Install the two bolt support **(8)** onto the shaft. This support is not in a fixed position.
22. Install the maximum amount of washers **(9)** that will still allow the cotter pin to install through the hole in the shaft.
23. Install a 1/4 inch x 2-1/4 inch cotter pin **(10)**.



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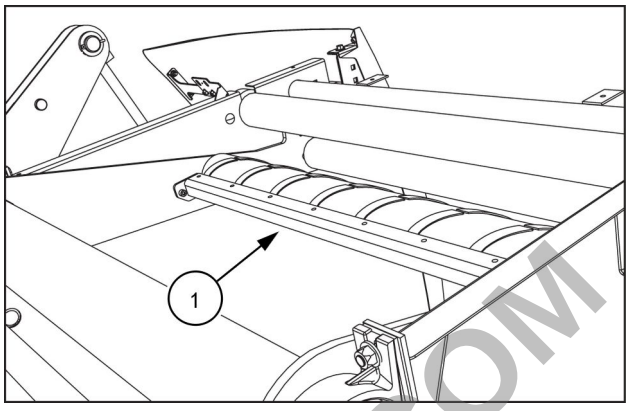
Check the dimensions of the knife levers with the dimensions given in the table. The distance **(A)** measures starting at the front face of the first knife lever to the front face of each additional knife lever.

Knife lever	Distance (A)	
1	**0 mm**	**0 in**
2	**65 mm**	**2.559 in**
3	**130 mm**	**5.118 in**
4	**195 mm**	**7.677 in**
5	**260 mm**	**10.236 in**
6	**325 mm**	**12.795 in**
7	**390 mm**	**15.354 in**
8	**455 mm**	**17.913 in**
9	**520 mm**	**20.472 in**
10	**585 mm**	**23.031 in**
11	**650 mm**	**25.591 in**
12	**715 mm**	**28.15 in**
13	**780 mm**	**30.709 in**
14	**845 mm**	**33.268 in**
15	**910 mm**	**35.827 in**

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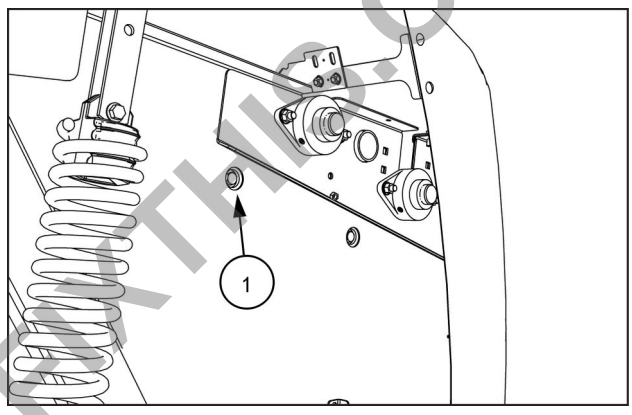
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5. If equipped, remove the serpentine scraper **(1)** from the serpentine arm.



NHIL12RB00371AA 4

6. Use a hoist to lift the rear serpentine roll upward until the front serpentine roll bolts are visible through the holes **(1)** in the side of the tailgate.
7. Insert a punch into the small hole, and then remove the M12 x 30 bolt from each side. Retain the hardware.
8. Remove the front serpentine roll from the baler.



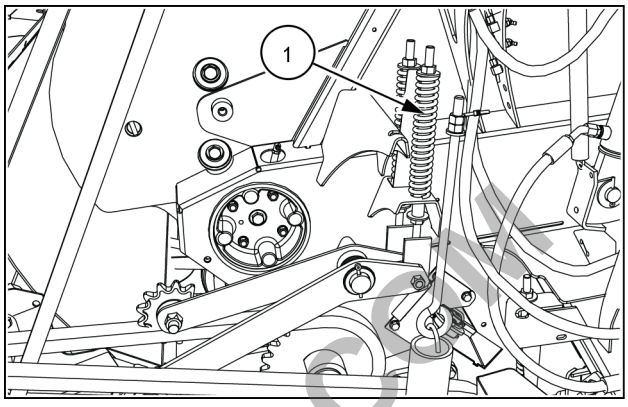
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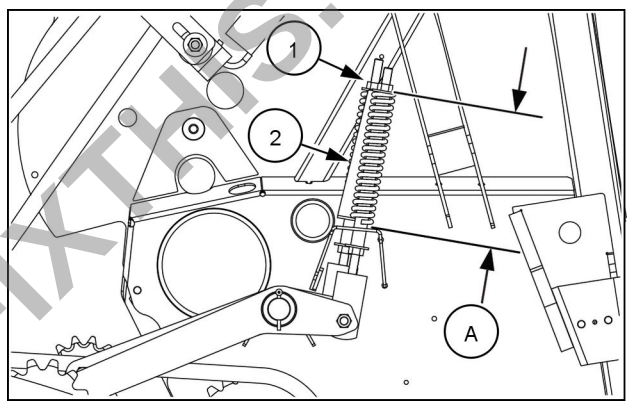
Starter roll - Adjust

1. Identify the starter roll drive chain idler adjuster assembly **(1)** on the left-hand side of the baler.



NHIL13RB00674AA 1

2. Adjust the hex nut **(1)** until the length of the spring is equal to the length **(A)** of the indicator **(2)**.



NHIL13RB00677AA 2

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Sledge follower roll - Install

⚠ DANGER

Crush hazard! The tailgate may close faster than you can move away.
ALWAYS make sure the tailgate lockout valve is engaged in the locked position before working under a raised tailgate. In the event of a sudden loss of hydraulic pressure, the tailgate will fall if the lockout valve is not engaged. Stand clear of the tailgate before disengaging the lockout valve.
Failure to comply will result in death or serious injury.

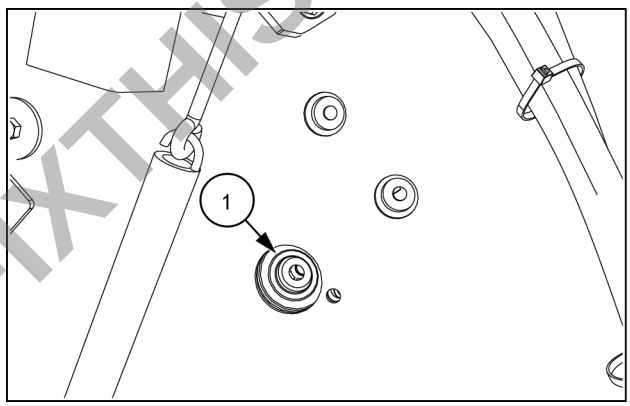
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⚠ WARNING

Unexpected movement!
To prevent accidental movement of an actuator during service, turn the operator's panel system OFF once the actuator is in the desired service position.
Failure to comply could result in death or serious injury.

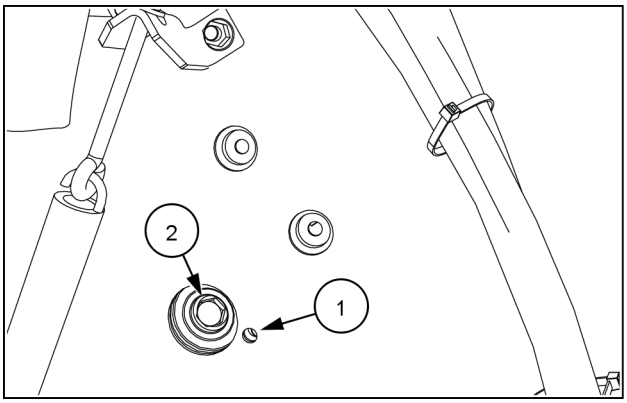
W0055A

1. Attach a suitable lifting device to the sledge follower roll.
2. With the assistance of a second person, raise the sledge follower roll into position through the rear of the baler frame.
3. Install the outer hubs **(1)**. Make sure that the outer hubs sit flush against the sledge frame prior to tightening the bolt.

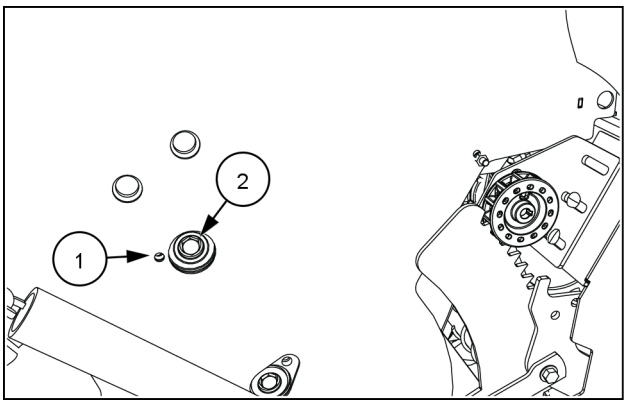


NHIL13RB02125 1

4. Apply **LOCTITE® 242** or an equivalent thread locking compound to the sledge follower roll mounting bolts.
5. Insert a punch into the smaller hole **(1)** to keep the roll support from spinning, and then install the sledge follower roll bolts **(2)** on both sides of the baler.
6. Torque the sledge follower roll mounting bolts to **111 - 117 N·m** (**82 - 86 lb ft**).



NHIL13RB02124 2



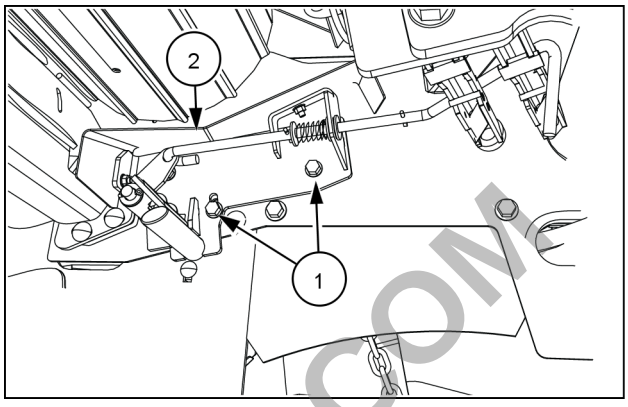
NHIL13RB02123 3

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Twine-cutting blades - Install

1. Install the two flange bolts and flange nuts **(1)** that secure the twine knife mount to the baler frame.



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Next operation:
Install the windguard that is applicable to the baler that is being serviced.

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