Specification – Length, width, and height

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

Overall dimensions

Baler length

Baler model	RB455		RB465	
	Hay or Silage	Rotor feeder or Rotor cutter	Hay or Silage	Rotor feeder or Rotor cutter
Length – Measured from hitch to tailgate (no bale ramp)	**4112 mm (162 in)**		**4296 mm (169 in)**	
Length – Measured from hitch to end of bale ramp	**4450 mm (175 in)**		**4805 mm (189 in)**	

Baler widths
(Based on the following pickup and tire configurations)

Baler model	RB455			RB465		
Baler configuration	Hay or Silage	Rotor feeder	Rotor cutter	Hay or Silage	Rotor feeder	Rotor cutter
Baler configuration – With **1.8 m** Wide pickup*						
18L-16.1 10 PLY		**2530 mm (100 in)**			**2530 mm (100 in)**	
Baler configuration – With **1.8 m** Wide pickup with Over Shot Feeder (OSF)*						
31 X 13.5–15 8 PLY	**2415 mm (95 in)**			**2415 mm (95 in)**		
18L-16.1 10 PLY	**2530 mm (100 in)**			**2530 mm (100 in)**		
21.5L-16.1 10 PLY				**2880 mm (113 in)**		
Baler configuration – With **2.0 m** Wide pickup*						
31 X 13.5–15 8 PLY						
18L-16.1 10 PLY			**2530 mm (100 in)**			**2530 mm (100 in)**
21.5L-16.1 10 PLY						**2880 mm (113 in)**
* with pickup gauge wheels removed						

Baler height

Baler model / Baler configuration		RB455		RB465	
		Hay or Silage	Rotor feeder or Rotor cutter	Hay or Silage	Rotor feeder or Rotor cutter
Unit equipped with 31x13.5 tire	Tail gate raised	**3885 mm (153 in)**		**4189 mm (165 in)**	
	Tail gate closed	**2643 mm (104 in)**		**2843 mm (112 in)**	
Unit equipped with 18L-16.1 tire	Tail gate raised	**3915 mm (154 in)**	**4073 mm (160 in)**	**4218 mm (166 in)**	**4377 mm (172 in)**
	Tail gate closed	**2673 mm (105 in)**	**2831 mm (111 in)**	**2873 mm (113 in)**	**3032 mm (119 in)**
Unit with 21.5L-16.1 tires	Tail gate raised			**4218 mm (166 in)**	**4377 mm (172 in)**
	Tail gate closed			**2873 mm (113 in)**	**3032 mm (119 in)**

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Rear axle - Adjust

RB455	LA --- NA
RB465	LA --- NA
RB565	

⚠ WARNING

Crushing hazard!
Unit could fall if not properly supported. Follow jacking instructions provided for the unit. Use suitable jack stands. Be sure to position them properly.
Failure to comply could result in death or serious injury.

W0919A

⚠ 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.

D0003B

CASE IH sets the axle height at the factory. The chart below shows the various factory axle height settings, which depends on the width and size of the baler, tire size, pickup type, and feeder type. There are three bolt holes in the baler frame and numerous bolt holes in the axle flange, depending on the machine. Adjustment should not be necessary, but if it is to be changed, extreme care must be taken to do it safely.

NOTICE: *Always make sure that you make the adjustment on a flat and paved surface, such as a concrete floor.*

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Main gearbox - Disassemble

RB455	LA --- NA
RB465	LA --- NA
RB565	

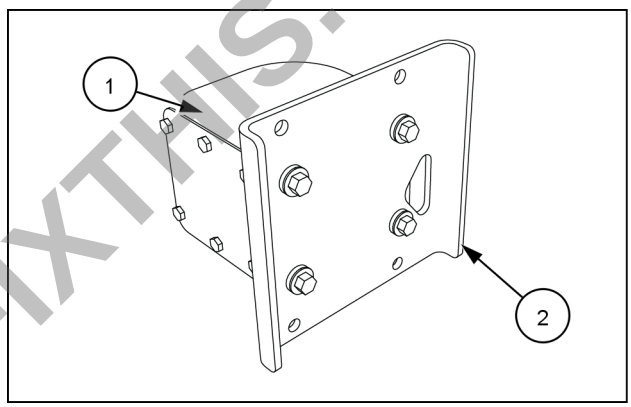
Gearbox type model applicability – 1.2 m (4 ft) Wide bale chamber

- Hay **1.8 m** Wide pickup with Over Shot Feeder (OSF)
- Silage **1.8 m** Wide pickup with Over Shot Feeder (OSF)
- Rotor feeder

Gearbox type model applicability – 1.5 m (5 ft) Wide bale chamber

- Hay **1.5 m** Standard pickup
- Hay **2.0 m** Wide pickup
- Premium – **540 RPM**

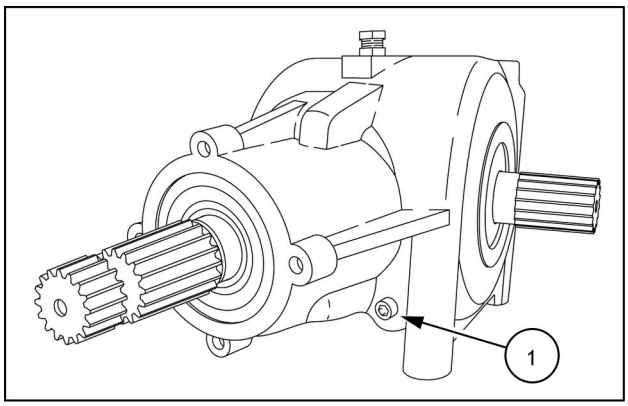
1. On the underside of the gearbox, remove the four M16 x 40 flange bolts and flat washers that secure the gearbox **(1)** to the gearbox mount **(2)**.



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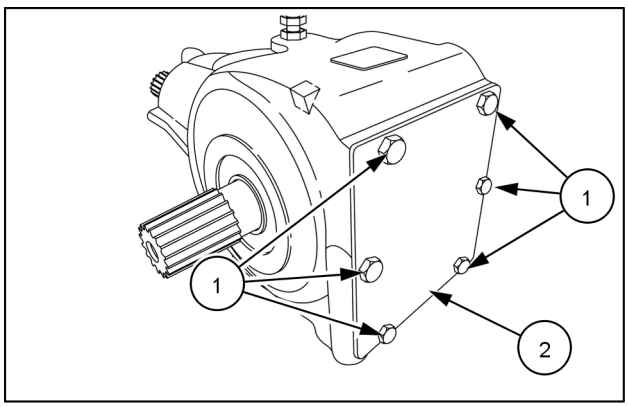
2. Clean off the outside of the gearbox.
3. Remove the drain plug **(1)** to drain the gearbox oil.

NOTE: *Use a suitable pan to catch the drained oil and dispose of the oil in accordance with local regulations.*



NHIL14RB00604AA 2

4. Remove the six bolts **(1)**.
5. Remove the cover **(2)**.



NHIL14RB00605AA 3

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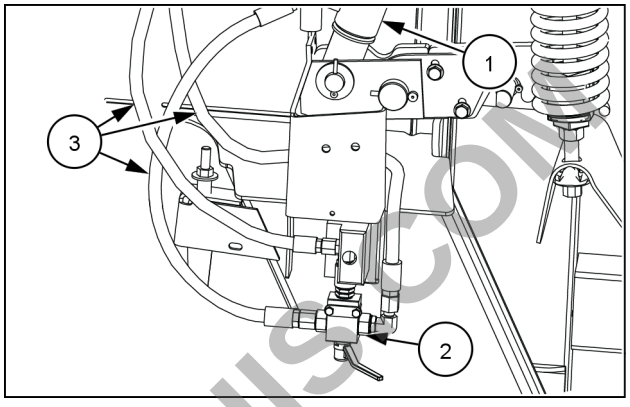
Information type	Location
Technical data	**Main hydraulic valve - Technical Data - Mechanical (35.540)** **Main hydraulic valve - Technical Data - In-cab (electronic) (35.540)** **Hydraulic cylinders - Technical Data (35.540)**
Functional data	**Bale density circuit - Overview (35.540)**

(C) Tailgate circuit

(1) – Hydraulic cylinder (left-hand side shown)

(2) – Tailgate lockout valve

(3) – Hydraulic hoses

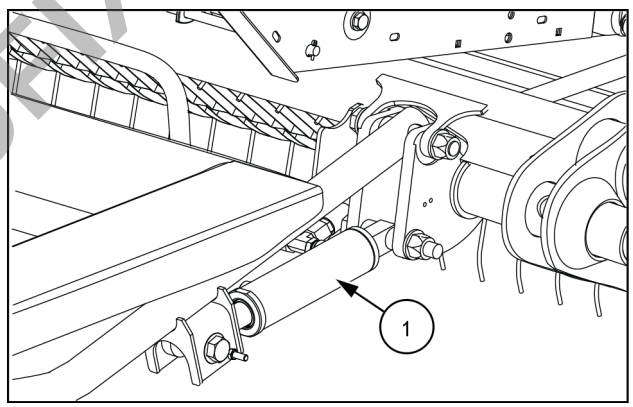


NHIL13RB00971AA 4

Information type	Location
Technical data	**Cylinder - Technical Data (35.550)**
Functional data	**Tailgate circuit - Overview (35.550)**

(D) Bale eject circuit

(1) – Hydraulic cylinder (right-hand side shown)



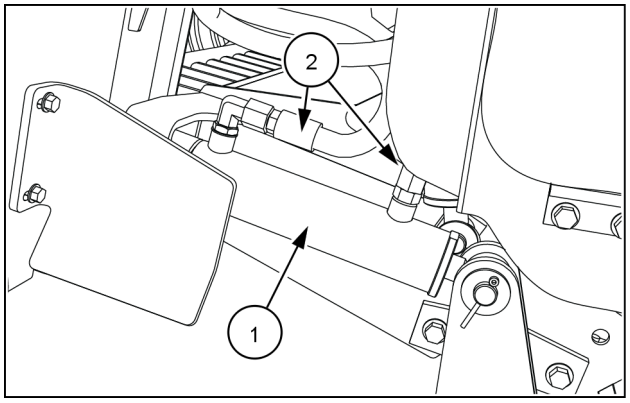
NHIL13RB00541AA 5

Information type	Location
Technical data	**Hydraulic cylinder - Technical Data (35.570)**
Service information	**Hydraulic cylinder - Remove (35.570)** **Hydraulic cylinder - Install (35.570)**

(E) Knife positioning circuit

(1) – Hydraulic cylinder (right-hand side shown)

(2) – Hydraulic hoses



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Information type	Location
Technical data	**Hydraulic cylinder - Technical Data (35.568)**
Functional data	**Cutter control circuit - Overview (35.565)**

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Bale density circuit - Prepare - Charging - Overview, specifications, and requirements

RB455	LA --- NA
RB465	LA --- NA
RB565	

⚠ WARNING

Pressurized system! Pressurized fluid can penetrate the skin and cause severe injuries.
ALWAYS wear Personal Protective Equipment (PPE) when you service a pressurized hydraulic system.
ALWAYS relieve all hydraulic system pressure. Make sure the system pressure is at zero before you:
• Connect or disconnect quick-disconnect coupler hoses.
• Open a line or hose connection.
Failure to comply could result in death or serious injury.

W1396A

Overview – Baler density cylinder system

The baler density cylinder system is a closed loop hydraulic circuit with no external reservoir. The constant volume of oil occupies either the base or rod end of the density cylinder, depending on the stage of the baling cycle.

Overview – Charging (adding hydraulic oil and bleeding the bale density system)

NOTICE: *The round baler density cylinder system hydraulics is NOT a filtered system. It is very important to maintain cleanliness of the work area on the baler, the components, hydraulic fittings and hoses to prevent the contamination of the system. Failure to comply could result in decreased performance or failure of the density control hydraulic system or components.*

NOTE: *The charging procedures, only for balers equipped with a pre-charge system and/or the in-cab (electrical) system require use of the operator's panel to properly charge the density cylinder system.*

NOTE: *Use only hot hydraulic oil from the charging tractor to charge the hydraulic tension system. Using hot hydraulic oil will reduce the time required to bring the density valve block up to the specified temperature when cycling the tailgate open and closed until the specified temperature is attained.*

Density cylinder system – Hydraulic oil

The density system is pre-charged with an ESN-M2C134-D rated hydraulic oil when the baler is shipped.

NOTICE: *Check that the tractor hydraulic fluid is compatible with the fluid in the baler. If there is any question about the oil compatibility, purge all of the hydraulic fluid from the baler. Recommended compatible oils are* ***CASE IH AKCELA NEXPLORE™ FLUID*** *and* ***CASE IH AKCELA HY-TRAN® ULTRA™ HYDRAULIC TRANSMISSION OIL****.*

Tool requirements

• Infrared thermometer or equivalent temperature measuring device

NOTE: *You must use an infrared thermometer or equivalent temperature measuring device to measure the density valve block temperature, in the charging instructions, to make sure that the charging procedure is properly performed.*

• Charging hose with quick-disconnect fitting that fits the charging nipple at the density cylinder valve block.

NOTE: *A female quick-disconnect fitting is available from your Service Parts dealer to install on the hose connected to the tractor remote outlet.*

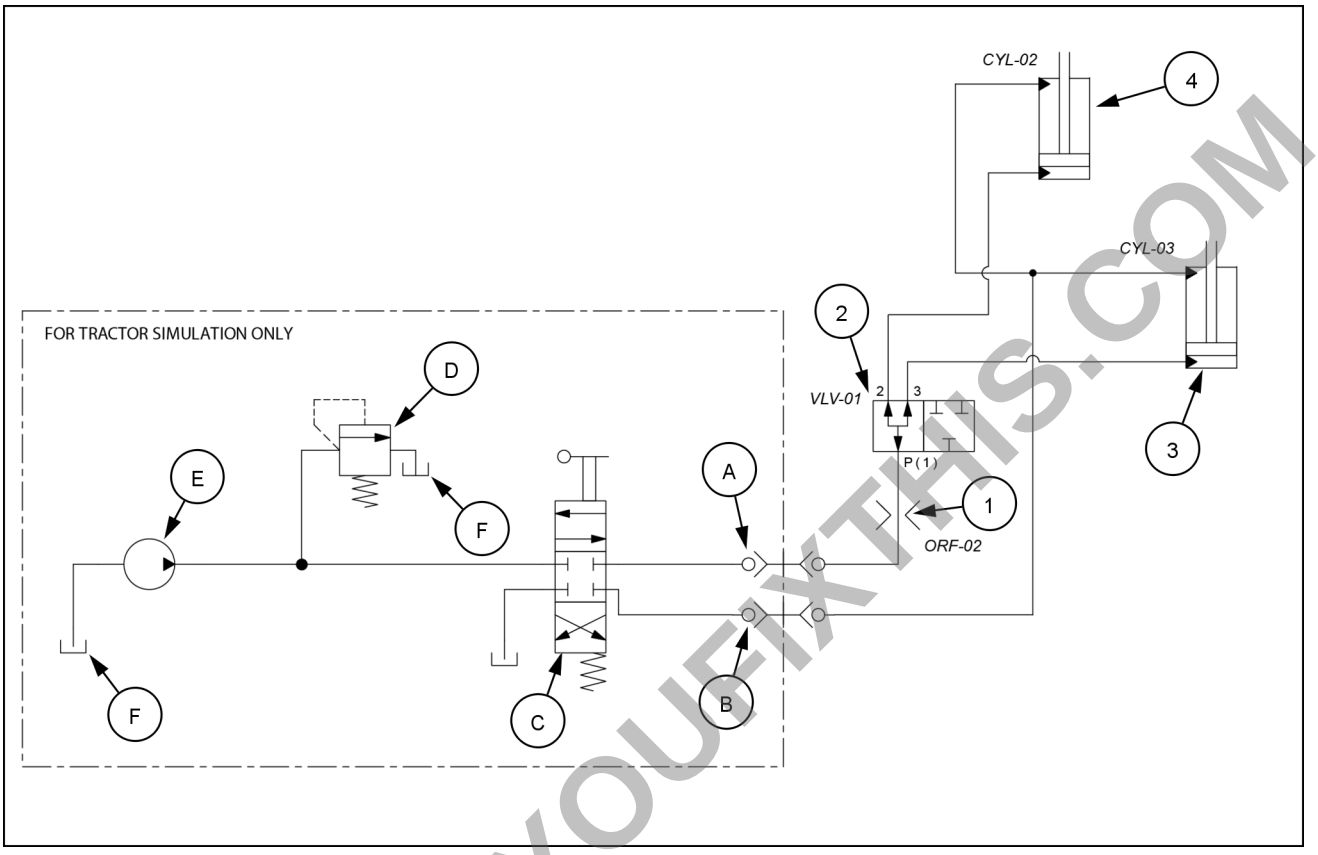
NOTICE: *You must use a charging hose that is long enough to be safely routed to the density cylinder quick-disconnect fitting and to allow for the tailgate to be fully opened without resulting in damage to the charging hose.*

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Tailgate circuit - Hydraulic schema

RB455	LA --- NA
RB465	LA --- NA
RB565	



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NOTE: *Hydraulic schematic is for reference only.*

Hydraulic port and tractor component identification

Item	Description
(A)	Pressure
(B)	Return
(C)	Directional Control Valve (DCV)
(D)	Pressure relief valve
(E)	Hydraulic pump
(F)	Hydraulic reservoir

Hydraulic component identification

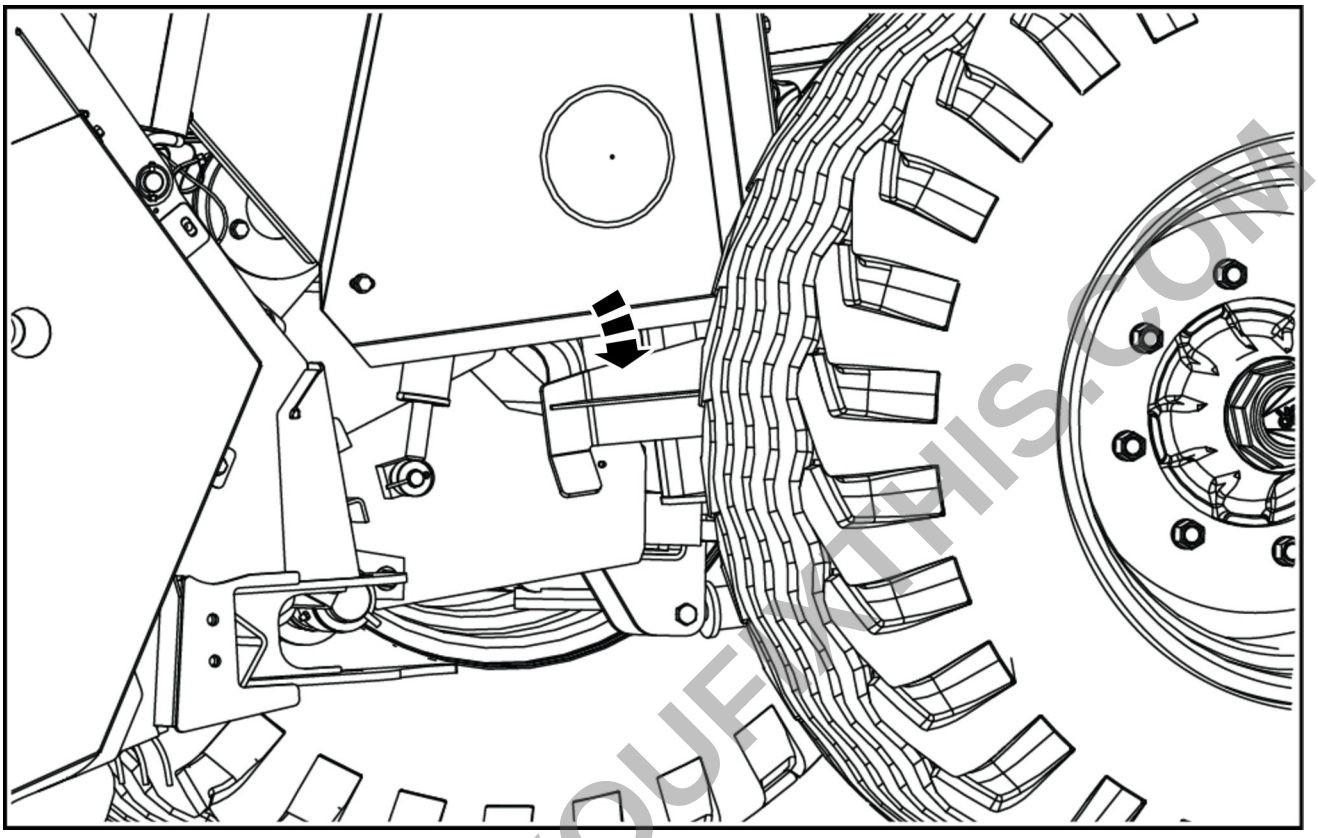
Item	Name	Description
(1)	ORF-02	Tailgate orifice (plate-type)
(2)	VLV-01	Tailgate lockout valve
(3)	CYL-03	Left-hand tailgate lift cylinder
(4)	CYL-02	Right-hand tailgate lift cylinder

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Drop floor circuit - Overview

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

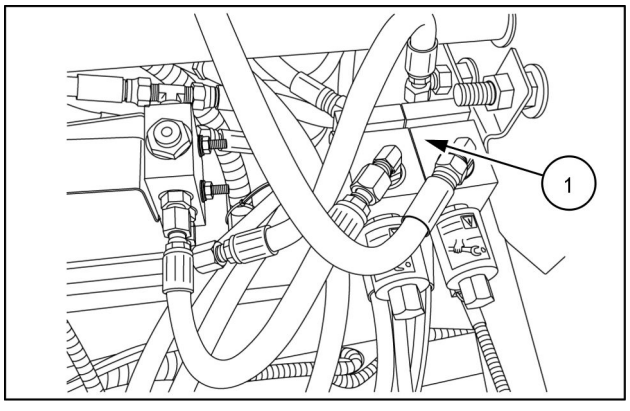


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Drop floor circuit

The drop floor circuit consists of two double-acting hydraulic cylinders, one double-pilot operated check valve, and hydraulic hoses that connect directly to an auxiliary hydraulic output on the tractor. When the operator actuates the directional control valve (DCV) on the tractor, hydraulic oil flows to either the cap end or rod end of the cylinder. When the DCV on the tractor is in the home (closed) position, the check valve does not sense pressure on either port and remains closed. The double-pilot operated check valve acts as a position lock to prevent the cylinder rod from floating and maintains a consistent drop floor position across the bale chamber.

When the hydraulic circuit has the optional splitter valve **(1)**, the drop floor cylinders function in parallel with the rotor knife cylinder, and the operator controls both circuits by two stacked solenoid-operated normally closed valve blocks. To cycle between the rotor knife cylinder function and the drop floor function, the operator presses the (FUNCTION) button on the operator's panel to energize the solenoid on the splitter valve.



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Hitches, drawbars, and implement couplings - 37

Front hitch - 162

RB455 Hay [YGN192828 - YHN195126], RB455 Hay [YHN195127 -], RB455 Rotor Cutter [YGN192828 - YHN195126], RB455 Rotor Cutter [YHN195127 -], RB455 Rotor Feeder [YGN192828 - YHN195126], RB455 Rotor Feeder [YHN195127 -], RB455 Silage [YGN192828 - YHN195126], RB455 Silage [YHN195127 -], RB465 Hay [YGN192828 - YHN195126], RB465 Hay [YHN195127 -], RB465 Rotor Cutter [YGN192828 - YHN195126], RB465 Rotor Cutter [YHN195127 -], RB465 Rotor Feeder [YGN192828 - YHN195126], RB465 Rotor Feeder [YHN195127 -], RB465 Silage [YGN192828 - YHN195126], RB465 Silage [YHN195127 -], RB565 Hay Wide Pickup [YGN192828 - YHN195126], RB565 Hay Wide Pickup [YHN195127 -], RB565 Hay [YGN192828 - YHN195126], RB565 Hay [YHN195127 -], RB565 Premium [YGN192828 - YHN195126], RB565 Premium [YHN195127 -]

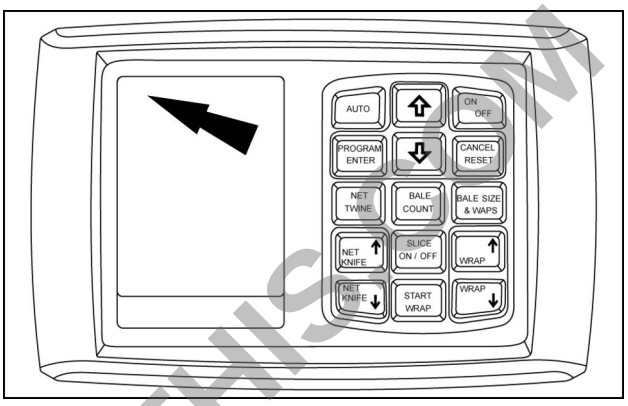
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Electrical system - Dynamic description - Operator’s panel (deluxe) - Service functions

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

If a fault is active, an alarm or fault code will be present in the upper left corner of the operator’s panel screen.

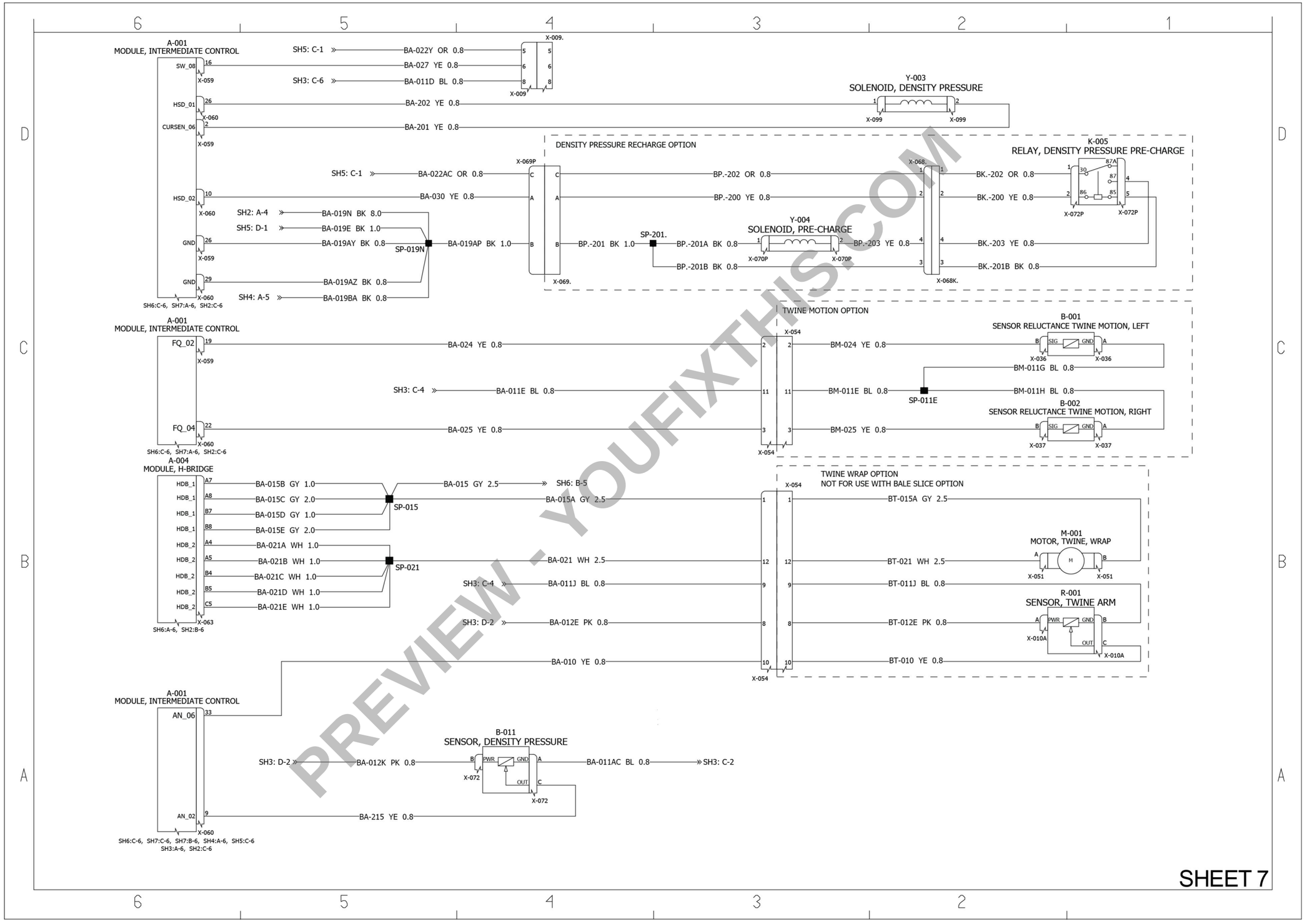


93109051 1

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	-

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Electrical systems - 55

Twine and net cutting and tying or wrapping - 433

RB455 Hay [YGN192828 - YHN195126], RB455 Hay [YHN195127 -], RB455 Rotor Cutter [YGN192828 - YHN195126], RB455 Rotor Cutter [YHN195127 -], RB455 Rotor Feeder [YGN192828 - YHN195126], RB455 Rotor Feeder [YHN195127 -], RB455 Silage [YGN192828 - YHN195126], RB455 Silage [YHN195127 -], RB465 Hay [YGN192828 - YHN195126], RB465 Hay [YHN195127 -], RB465 Rotor Cutter [YGN192828 - YHN195126], RB465 Rotor Cutter [YHN195127 -], RB465 Rotor Feeder [YGN192828 - YHN195126], RB465 Rotor Feeder [YHN195127 -], RB465 Silage [YGN192828 - YHN195126], RB465 Silage [YHN195127 -], RB565 Hay Wide Pickup [YGN192828 - YHN195126], RB565 Hay Wide Pickup [YHN195127 -], RB565 Hay [YGN192828 - YHN195126], RB565 Hay [YHN195127 -], RB565 Premium [YGN192828 - YHN195126], RB565 Premium [YHN195127 -]

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

RB455	LA --- NA
RB465	LA --- NA
RB565 Hay [YGN192828 - YHN195126]	

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:

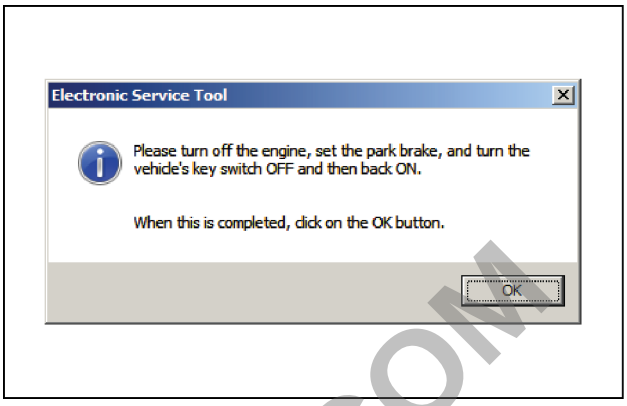
- Oil Temperature must be greater than **10 °C** (**50 °F**).
- Operator must be baling at density pressure greater than **83 bar** (**1200 psi**) or **8274 kPa**.
- The system will not function if the hydraulic circuit has not been bled of air successfully.
- The system will not function if the operator’s 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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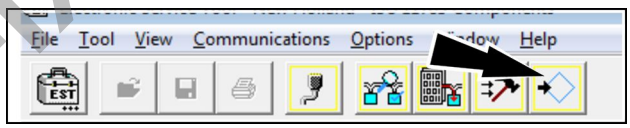
5. If you just captured the control module to upload software, follow the prompt that instructs you to cycle the power. Do not accept the prompt until you perform the indicated steps.
   - For ISOBUS tractors with an ISOBUS baler, turn the ignition switch off and then on. the display monitor is powered by switched power through the ignition switch.
   - For non-ISOBUS tractors with an ISOBUS baler, cycle power by turning the rocker switch on the power-wire harness off and then on.
   - For Deluxe Control System balers, press the ON/OFF button once to turn the operator's panel off, and then once again to turn the operator's panel on.
6. Make sure that the indicator light for "CAN 2" on the DPA-5 device blinks throughout this procedure. This indicates that the EST is communicating with the display monitor.

NOTE: *If the process fails at any point, make sure that the CAN circuit is complete. Check the main baler-to-tractor connector for loose connections or loose pins, or check the terminating resistors for proper function.*



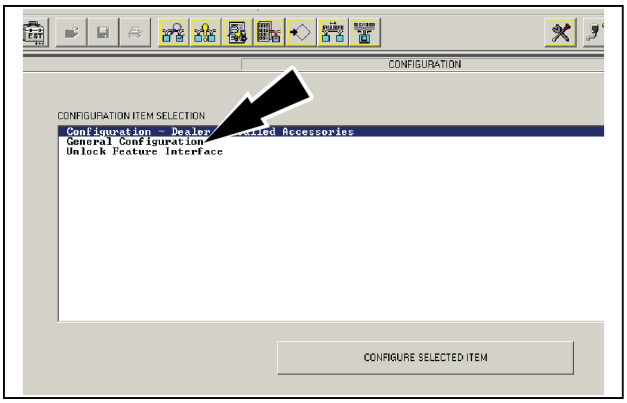
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7. On the upper toolbar, press the CONFIGURATION button.



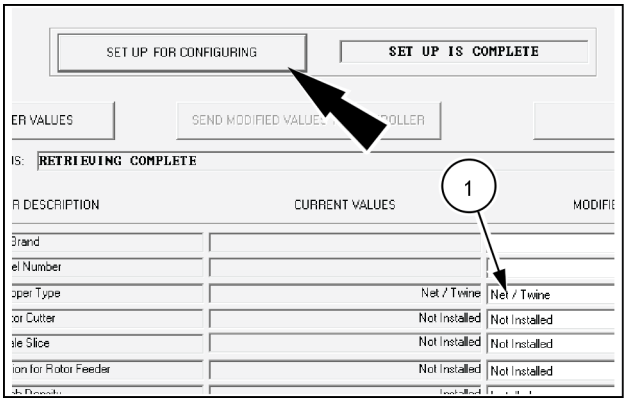
NHIL15RB00445AA 6

8. Select the "General Configuration" item selection.



NHIL17RB00181AA 7

9. Press the "SET UP FOR CONFIGURING" button.
10. To change a configuration item, click on the drop down box **(1)**, and then select the desired item.



NHIL17RB00230AA 8

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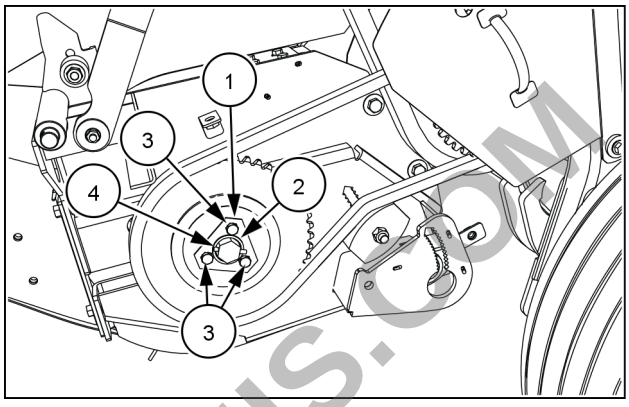
Clutch - Adjust - Pickup slip clutch

RB565	

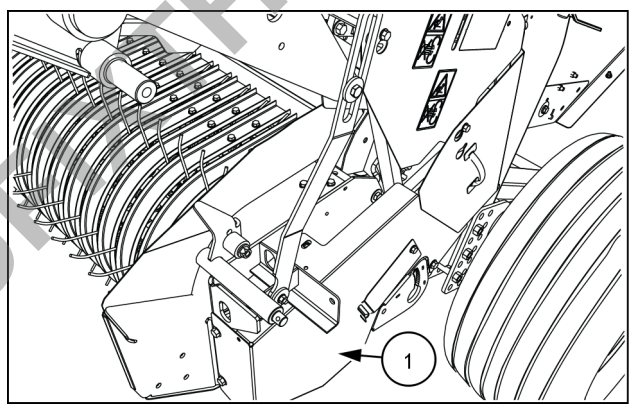
Adjust

Adjust the pickup slip clutch as follows if the pickup slip clutch does is not slipping at the correct slip torque of **316 N·m** (**233 lb ft**).

1. Use a roll pin punch to remove the roll pin **(4)**, and then remove the two washers **(2)** from the end of the pickup drive shaft.
2. Remove the triangular locking plate **(1)**.
3. Adjust each of the three bolts **(3)** equally while checking for the proper torque setting. Keep the bolt heads parallel to fit the triangular lock plate.
4. When the proper torque setting is obtained, install the triangular locking plate **(1)**, the two washers **(2)**, and the roll pin **(4)**.
5. Install the pickup drive shield **(1)**.



NHIL13RB01008AA 1



NHIL13RB00998AA 2

Burnish

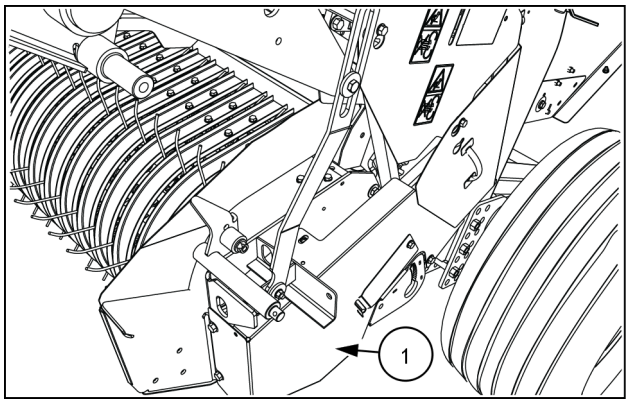
⚠ CAUTION

Hot surface possible!
Allow the slip clutch to cool after burnishing. The slip clutch becomes hot when burnishing and could cause burns if contacted.
Failure to comply could result in minor or moderate injury.

C0144A

Burnish the pickup slip clutch at the beginning of the season or after the baler has sat idle for a considerable length of time.

1. Lower the pickup to the operating position.
2. Remove the pickup drive shield **(1)** on the left-hand end of the pickup.



NHIL13RB00998AA 3

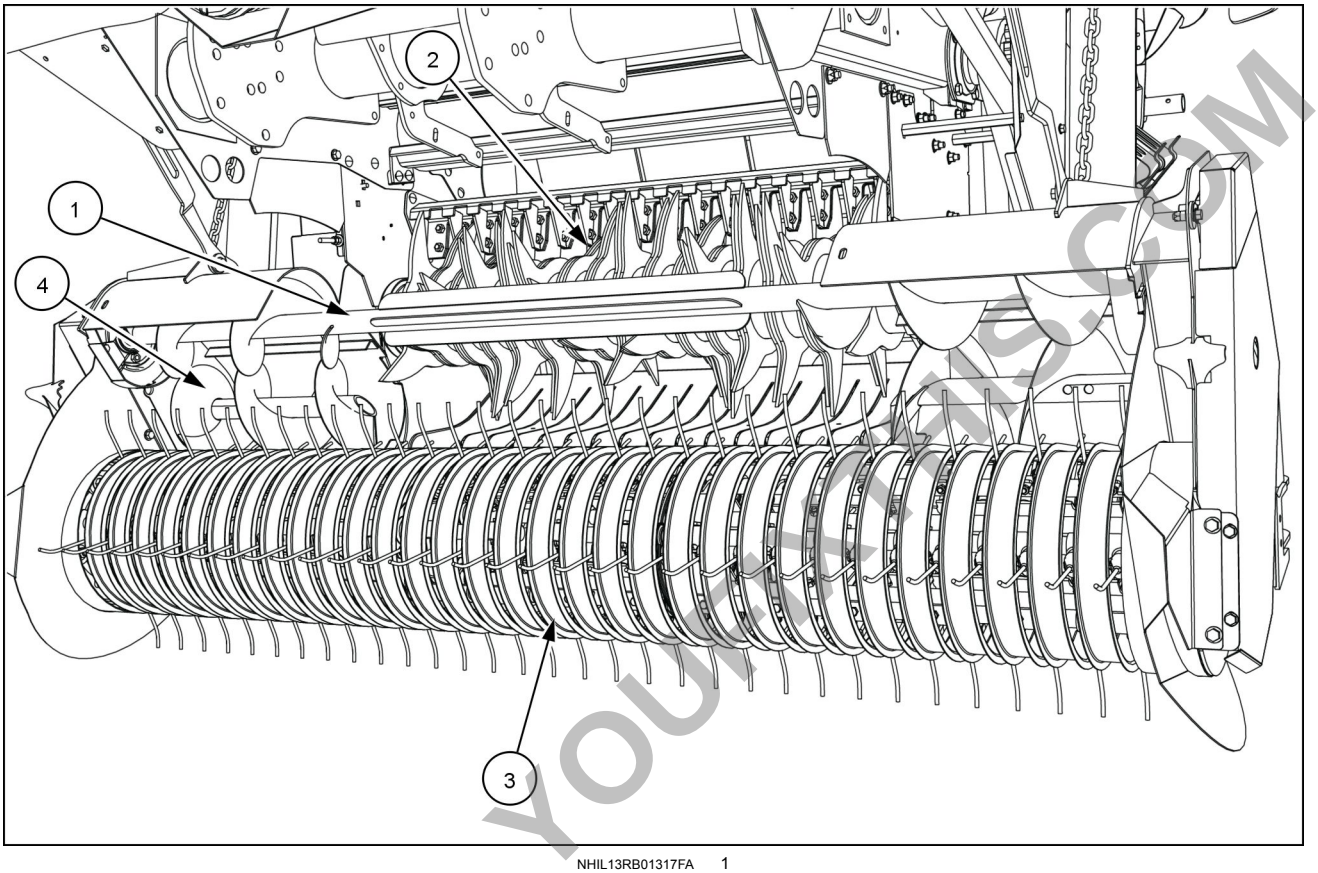
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Rotor - General specification

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

Rotor cutter/rotor feeder

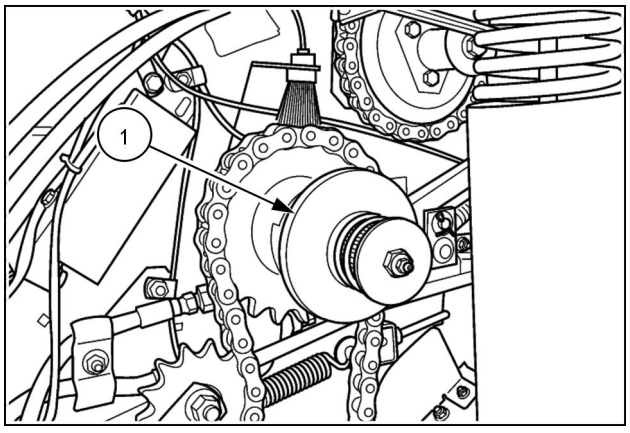


NHIL13RB01317FA 1

Rotor cutter/rotor feeder

The rotor cutter/rotor feeder **(2)** is mounted behind the pickup reel **(3)** and uses “W” shaped fingers **(2)** to feed crop material under the rotor, against the bale chamber floor, and onto the floor roll. The rotor cutter configuration allows for serrated knives to be inserted into the crop path, in between the fingers, to cut the crop into smaller pieces and form a denser, more uniform bale with that is digested easier with less leaf loss during feeding.

The rotor cutter/rotor feeder drive is only protected by the PTO driveline clutch. The slip clutch **(1)** that is mounted on the starter roll output shaft (on the right-hand side of the baler) is used in the operation of the rotor reverser, where the clutch halves can be separated to disengage the rotor drive in the event of a rotor plug, and the manual or hydraulic rotor reverser can be used to reverse the direction of the rotor and remove plugged crop material from the feeding area.



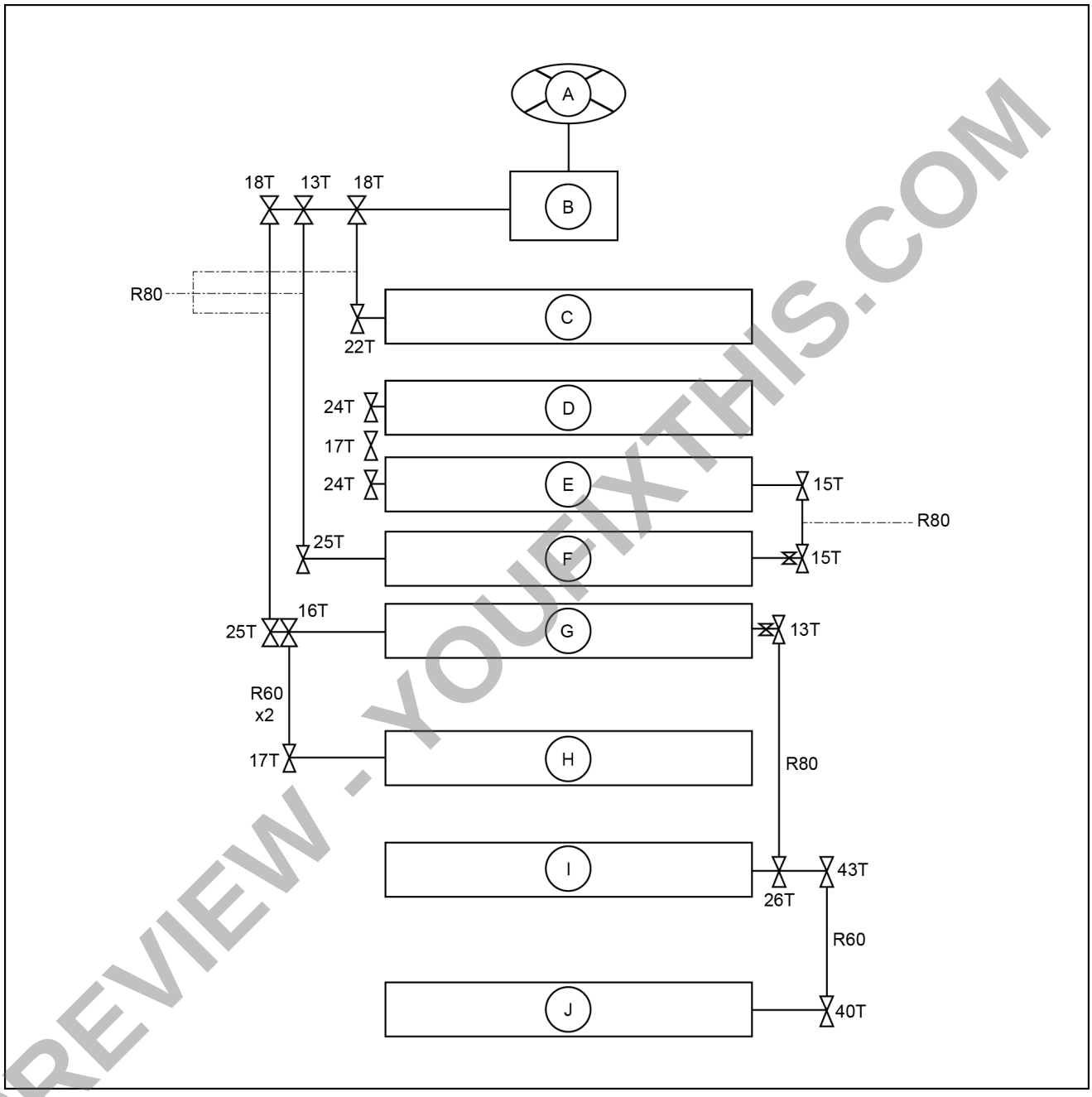
NHIL12RB00264AA 2

Rotor cutter/feeder specifications	
Feeder type	Cutter/feeder
Feeder diameter	**455 mm** (**17.9 in**)
Feeder / auger speed	**140 RPM**

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Bale formation - Mechanical schema - Over shot feeder

RB455	LA --- NA
RB465	LA --- NA
RB565	



NHIL13RB03242GB 1

Item	Component	Diameter mm	Diameter in	Rotational speed RPM
(A)	Power Take-Off (PTO)			540/1000
(B)	Gearbox			300
(C)	Drive roll	161	6.33	246
(D)	Stripper roll	254	10	156
(E)	Pivot roll	252	9.92	156
(F)	Stationary roll	254	10	156
(G)	Starter roll	168	6.63	216
(H)	Floor roll	178	7	203
(I)	Over shot feeder/auger			108
(J)	Pickup reel			116

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Net brake - Adjust - Net tension

RB455	LA --- NA
RB465	LA --- NA
RB565	

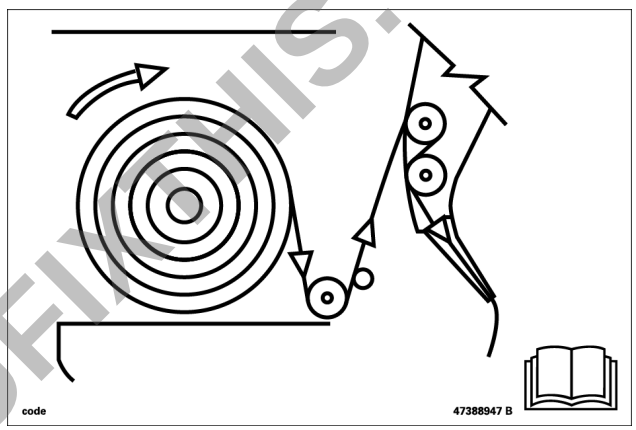
⚠ DANGER

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.

D0003B

For proper function of the net wrapper, make sure that the duckbill insertion clearance, the duckbill return spring lengths, the brake lift-off clearance, and the net tension are all set to specification.

1. Fully insert the duckbill.
2. Open the tailgate, and then engage the tailgate lockout valve.
3. Route the net wrap through the spreader rolls and duckbill as shown on the net routing decal.

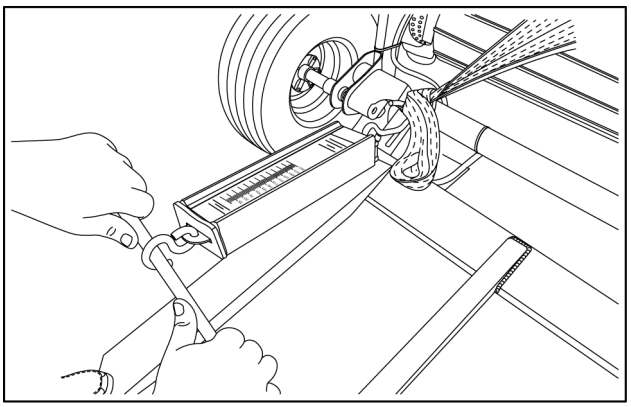


47388947_B 1

4. Pull a length of net wrap from the duckbill, between the stationary and sledge pivot rolls.
5. Gather the net together into a rope-like length, and then tie a knot at the end. Hook a spring scale to the knot.
6. Retract the duckbill to the home position.
7. Slowly and steadily pull the knot with the spring scale and note the measured pull force.

   The recommended measured pull force is **43 kgf** (**95 lbf**).

NOTE: *The pull force must not exceed **50 kgf** (**110 lbf**).*

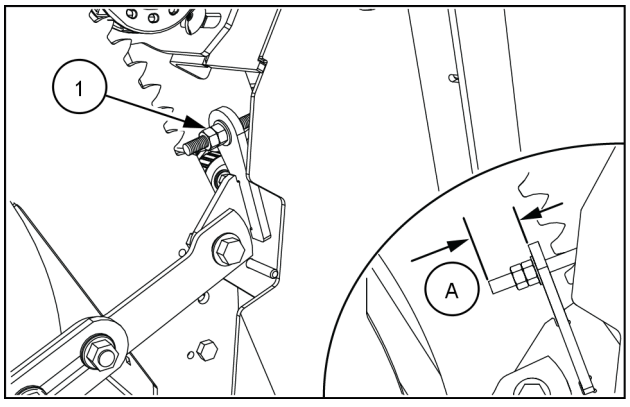


NHIL13RB01559AA 2

   The length **(A)** of **45 mm** (**1.8 in**) is the factory setting for the brake tension eye bolt. If the net tension is not to specification, then adjustment of the hex nut is necessary.

   - Tighten the nut **(1)** to increase the net tension.
   - Loosen the nut **(1)** to decrease the net tension.

8. When the net tension is to specification, tighten the jam nut.
9. Remove the spring scale and cut the net clean, leaving a **7.6 – 10.2 cm** (**3 – 4 in**) long net tail.
10. Disengage the tailgate lockout valve, and then close the tailgate.



NHIL16RB00147AA 3

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Twine end distance

RB455	LA --- NA
RB465	LA --- NA
RB565	

The baler electrical system has the capability of changing the left-hand and right-hand twine end distance electronically from the display monitor.

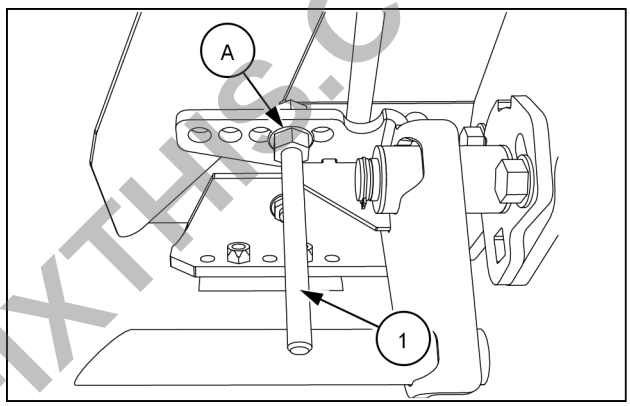
When baling in dry, slick crops such as wheat or oat straw, increase the twine wrap distance to prevent the twine from falling off the ends of the bale.

To create round bales with square shoulders that are filled well, decrease the twine wrap end distance. This will improve the bale performance and reduce crop spoilage.

The baler has a mechanical twine stop **(1)** on the left-hand side of the bale chamber. The factory setting for this twine stop is hole **(A)**, as shown.

The recommended software values for both twine end distances is 2 or 3 (inches) [5 or 7 (centimeters)] with the mechanical twine stop in the factory position at approximately **89 mm** (**3.5 in**) from the baler side sheet. This will allow the twine to wrap on top of itself with less occurrence of slipping off the edge of the bale.

Certain ground or crop conditions may require you to adjust the mechanical twine stop further away from the baler side sheet. If required, move the twine stop in one hole at a time until you achieve sufficient bale quality and twine wrapper performance.



NHIL15RB00686AA 1

After adjustment, cycle the twine wrapper manually to check for any interference between the twine stop and the twine arm. Always make sure that the twine knife remains aligned with the twine stop for proper operation. See “Twine knife” (**Twine knife (88)**).

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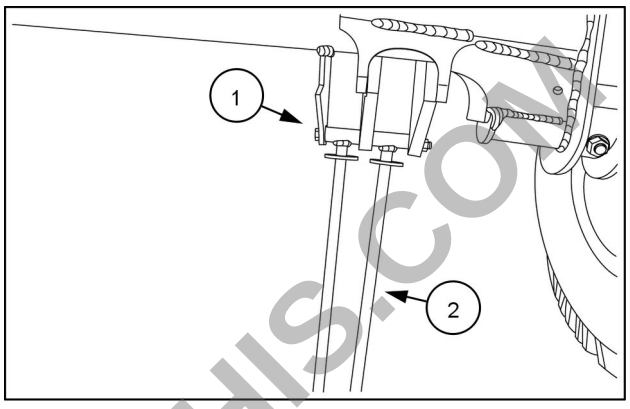
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Ejector - Install - 1.5 m (5 ft) wide bale chamber

RB565	

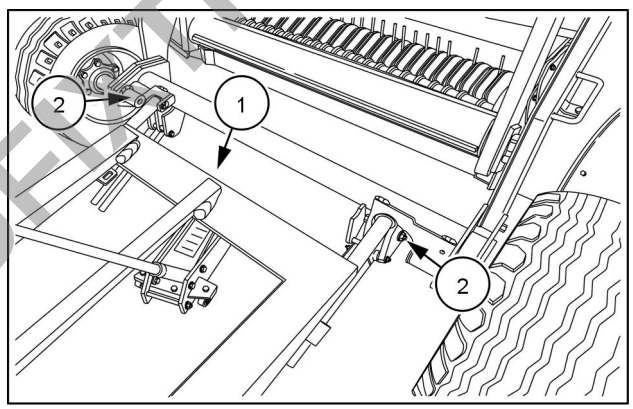
Prior operation:
Ejector - Remove - 1.5 m (5 ft) wide bale chamber (70.280)

1. Apply **CASE IH AKCELA 251H EP MULTI-PURPOSE GREASE** or an equivalent NLGI No. 2 lithium-based lubricant to the bushings, and then install the spring rods **(2)**, bushings, and bolts **(1)** to axle.
2. Secure the spring rod mounting bolts to the axle with locknuts.



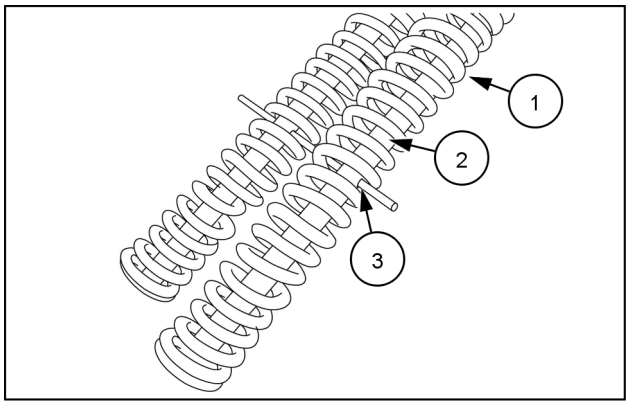
NHIL13RB01848AA 1

3. With the front brace **(1)** supported with a floor jack, install the bale ramp mounting bolts **(2)**. Raise and support the bale ramp in order to insert the mounting bolts though both the bale ramp and the axle.



NHIL13RB01850AA 2

4. On the right-hand side, install the springs **(1)** to the spring rods **(2)**. Slide a punch or pin through the springs into the lower holes **(3)** in the spring rods. Turn the springs clockwise until one inch of the rod extends past the spring.



NHIL13RB01853AA 3

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Supply pump - Install

RB455	LA --- NA
RB465	LA --- NA
RB565	

1. **⚠ CAUTION**

   Escaping fluid!
   Hydraulic fluid 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 all 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 minor or moderate injury.

   C0104A

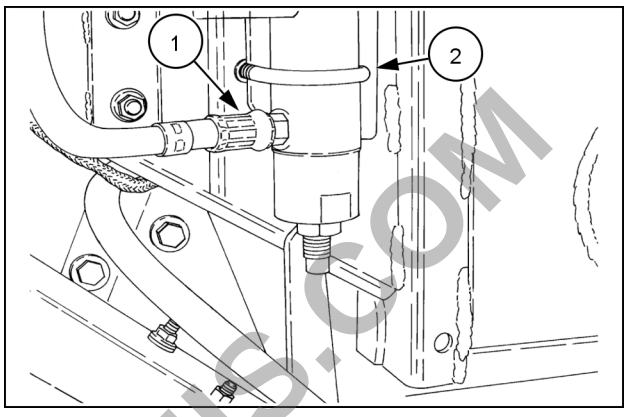
   Install the hydraulic hose **(1)** into the port on the back of the pump.

2. Install the U-bolt **(2)** over the center of the pump and through the holes on the mounting bracket, and then secure it with the previously removed nuts.

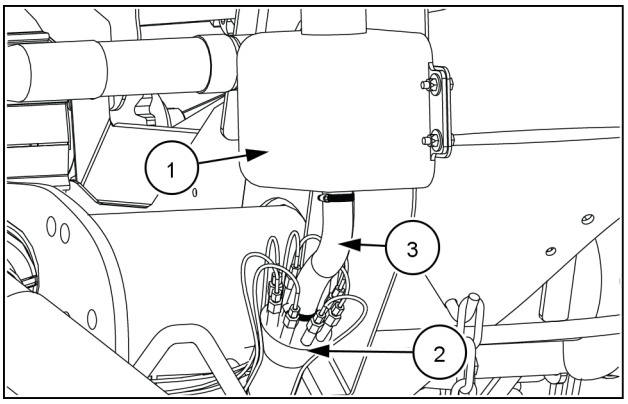
NOTICE: *Do not overtighten the U-bolt nuts as this will distort the housings, resulting in leakage or malfunction.*

3. Connect the oiler reservoir **(1)** with the pump **(2)** using the pump supply hose **(3)**, and tighten both of the hose clamp adjustment screws.

4. Install all of the oiler lines onto the manifolds on the pump.



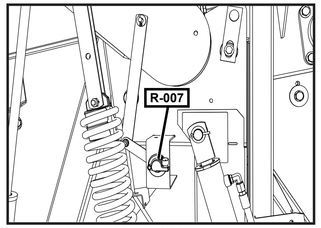
20030846N 1



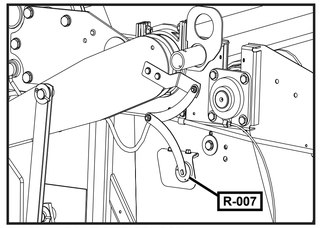
NHIL13RB00907AA 2

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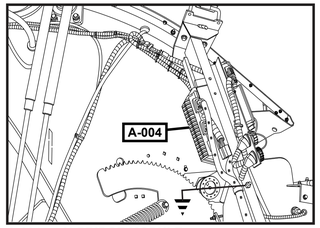
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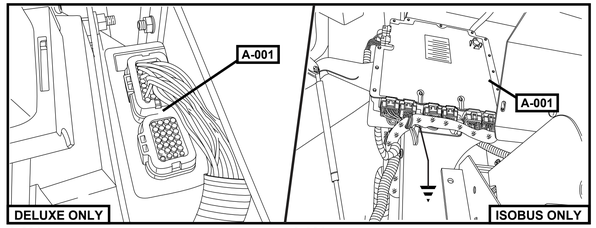
R-007 BALE SIZE SENSOR
1.5 m (5 ft) DIAMETER BALE CONFIGURATION



R-007 BALE SIZE SENSOR
1.8 m (6 ft) DIAMETER BALE CONFIGURATION

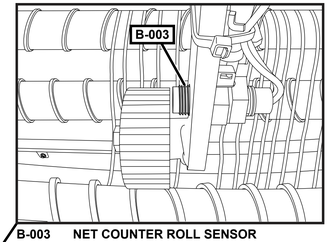


A-004 H-BRIDGE MODULE

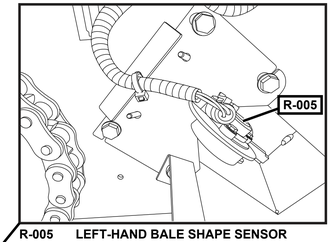


A-001
INTERMEDIATE CONTROL MODULE (ICM)

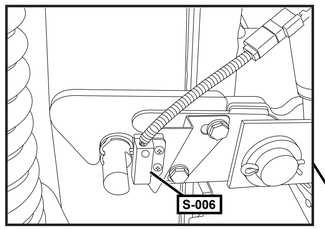
A-001
UNIVERSAL CONTROL MODULE (UCM)



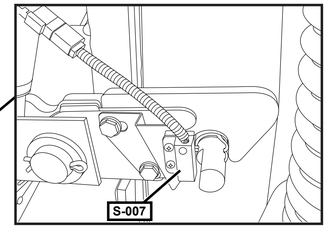
B-003 NET COUNTER ROLL SENSOR



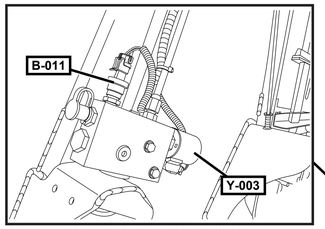
R-005 LEFT-HAND BALE SHAPE SENSOR



S-006 RIGHT-HAND TAILGATE LATCH SENSOR

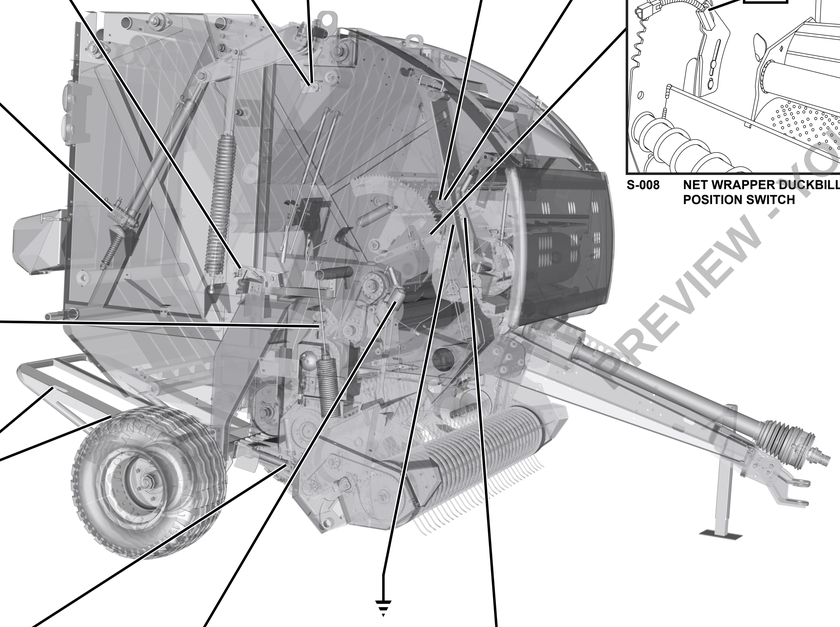


S-007 LEFT-HAND TAILGATE LATCH SENSOR

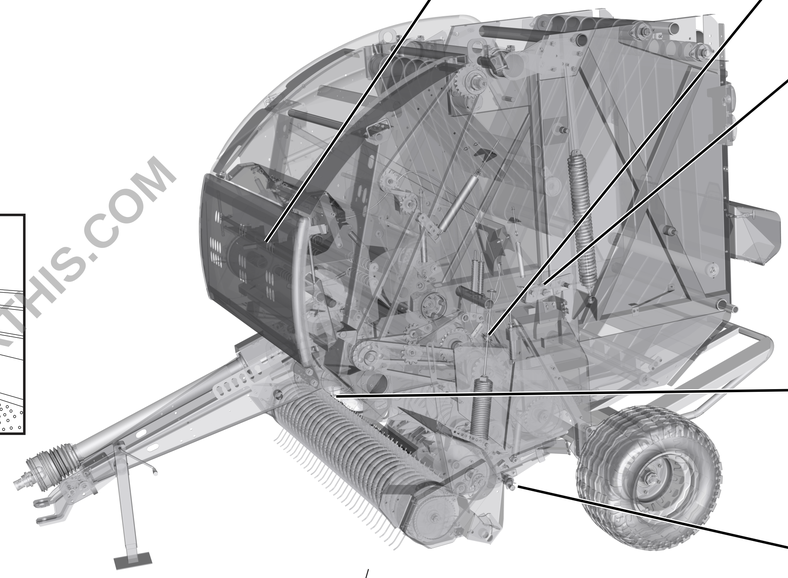


B-011 DENSITY PRESSURE SENSOR
Y-003 DENSITY BYPASS SOLENOID

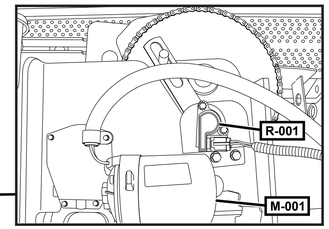
VIEW A



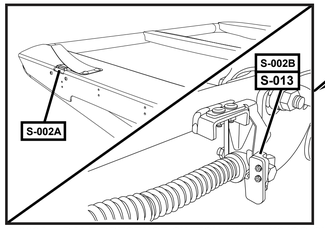
VIEW B



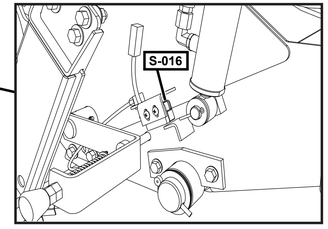
S-008 NET WRAPPER DUCKBILL HOME POSITION SWITCH



M-001 TWINE WRAPPER MOTOR
R-001 TWINE ARM POSITION SENSOR

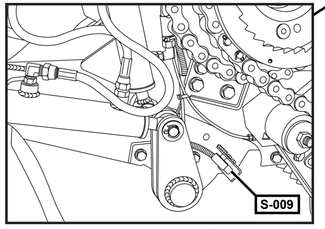


R-006 RIGHT-HAND BALE SHAPE SENSOR

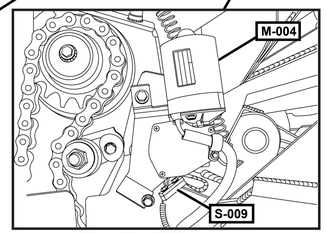


S-016 DROP FLOOR HOME POSITION SENSOR

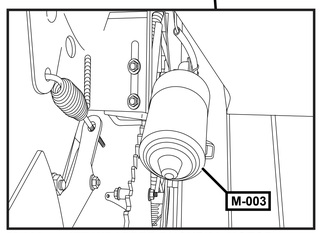
S-002A BALE PRESENCE SWITCH (4X6 / 5X6 ISO CL3 ONLY)
S-002B BALE PRESENCE SWITCH (4X5 ISO CL3 ONLY)
S-013 BALE RAMP SENSOR



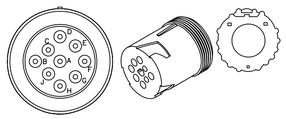
S-009 ROTOR KNIFE HOME POSITION SENSOR



M-004 NET KNIFE MOTOR
S-009 NET KNIFE HOME POSITION SENSOR

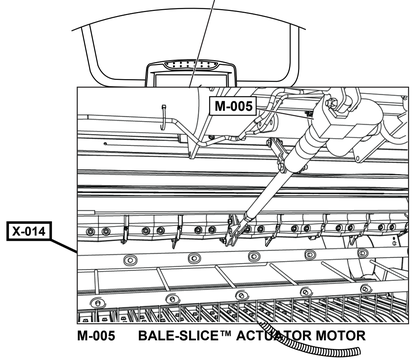


M-003 NET WRAPPER DUCKBILL MOTOR



X-014
CONNECTOR, DIAGNOSTIC

Cav ID	Wire ID	Color	Size
A	019E	BK	0.8
B	003B	RD	0.8
C			
D			
E			
F			
G			
H	032C	YE	0.8
J	033C	GN	0.8



M-005 BALE-SLICE™ ACTUATOR MOTOR

NOTE: *FOR ALL SYSTEMS, ALWAYS USE DIAGNOSTIC CONNECTOR LOCATED IN TRACTOR CAB.*

RB455, RB465, AND RB565
VARIABLE CHAMBER ROUND BALER
48183911
ELECTRICAL COMPONENT LOCALIZATION
DELUXE CONTROL SYSTEM / ISOBUS CONTROL SYSTEM
PIN YGN192828 AND ABOVE

Sorted by Code

Code	Name	View
A-001	INTERMEDIATE CONTROL MODULE (ICM)	A
A-004	H-BRIDGE MODULE	A
B-003	NET COUNTER ROLL SENSOR	B
B-011	DENSITY PRESSURE SENSOR	A
M-001	TWINE WRAPPER MOTOR	B
M-003	NET WRAPPER DUCKBILL MOTOR	A
M-004	NET KNIFE MOTOR	A
R-001	TWINE ARM POSITION SENSOR	B
R-005	LEFT-HAND BALE SHAPE SENSOR	B
R-006	RIGHT-HAND BALE SHAPE SENSOR	A
R-007	BALE SIZE SENSOR [1.5 m (5 ft)]	A
R-007	BALE SIZE SENSOR [1.8 m (6 ft)]	A
S-002	BALE PRESENCE SWITCH	A
S-006	RIGHT-HAND TAIL GATE LATCH SENSOR	A
S-007	LEFT-HAND TAIL GATE LATCH SENSOR	B
S-008	NET WRAPPER DUCKBILL HOME POSITION SWITCH	A
S-009	NET KNIFE HOME POSITION SENSOR	A
S-013	BALE RAMP SENSOR	A
S-016	DROP FLOOR HOME POSITON SENSOR	B
Y-003	DENSITY BYPASS SOLENOID	A

Sorted by Name

Code	Name	View
S-002	BALE PRESENCE SWITCH	A
S-013	BALE RAMP SENSOR	A
R-007	BALE SIZE SENSOR [1.5 m (5 ft)]	A
R-007	BALE SIZE SENSOR [1.8 m (6 ft)]	A
Y-003	DENSITY BYPASS SOLENOID	A
B-011	DENSITY PRESSURE SENSOR	A
A-004	H-BRIDGE MODULE	A
R-005	LEFT-HAND BALE SHAPE SENSOR	B
S-007	LEFT-HAND TAIL GATE LATCH SENSOR	B
B-003	NET COUNTER ROLL SENSOR	B
S-009	NET KNIFE HOME POSITION SENSOR	A
M-004	NET KNIFE MOTOR	A
S-008	NET WRAPPER DUCKBILL HOME POSITION SWITCH	A
M-003	NET WRAPPER DUCKBILL MOTOR	A
R-006	RIGHT-HAND BALE SHAPE SENSOR	A
S-006	RIGHT-HAND TAIL GATE LATCH SENSOR	A
R-001	TWINE ARM SENSOR	B
M-001	TWINE WRAPPER MOTOR	B
A-001	INTERMEDIATE CONTROL MODULE (ICM)	A

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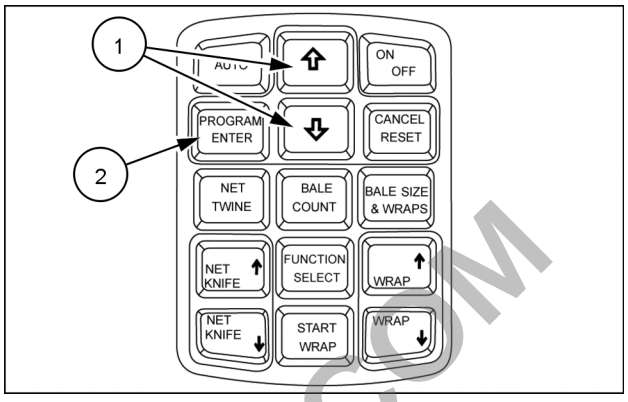
[55.629] Pressing/Bale formation electrical control 55.6
[55.630] Bale density system 55.7
[55.640] Electronic modules 55.8
[55.DTC] FAULT CODES 55.9
Product feeding 60
[60.220] Pickup 60.1
[60.222] Wide pickup with overshot feeder 60.2
[60.223] Wide pickup with rotor cutter or feeder 60.3
[60.260] Rotor 60.4
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[62.140] Bale formation 62.1
[62.141] Belt de-clutch 62.2
[62.150] Starter roll 62.3
[62.153] Stationary roll 62.4
[62.160] Floor roll 62.5
[62.170] Sledge 62.6
Tying/Wrapping/Twisting 68
[68.170] Net wrapper 68.1
[68.180] Twine wrapper 68.2
Ejection 70
[70.280] Bale ejector components 70.1
Lubrication system 71
[71.460] Grease lubrication system 71.1
[71.480] Oiler system 71.2
Platform, cab, bodywork, and decals 90
[90.105] Machine shields and guards 90.1
[90.108] Decals and plates 90.2

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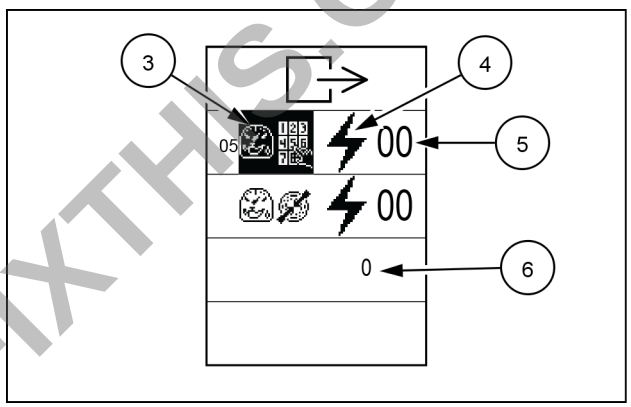
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Density charge mode

Access the density charge mode when charging the density system as follows:



NHIL12RB00377AA 2



NHIL15RB00282AA 3

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103.04 - L.H. bale shape position sensor - Voltage too low or shorted to low source

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

Control Module: UCM

NOTE: *When checking circuits, make sure the baler is connected to the tractor and power is supplied to the baler.*

Context:
The Universal Control Module (UCM) A-001 monitors the left hand bale shape position sensor R-005. The bale shape sensor is a rotary potentiometer that changes the return signal to the UCM, based on the rotation of the sensor through the linkage. The UCM converts the signal of the bale shape to a bar graph on the display.

Cause:
The left-hand bale shape position sensor circuit is shorted to a low source, less than **0.4 V**.

Possible failure modes:

1. Faulty sensor.
2. Faulty wiring harness.
3. Faulty control module.

Solution:

1. Verify the fault is present.

   Check the left-hand bale shape sensor voltage reading.

   Use the diagnostic input screen to monitor the voltage range.

   Diagnostic input icon:

Action	Value
Wiring harness connected to the sensor.	The diagnostic input voltage range should be approximately **0.4 – 4.8 V**.

   A. If the voltage reading is incorrect, continue to Step **2**.

   B. If the voltage reading is correct, there may be an intermittent fault. Check for an intermittent fault. If no faults are found, return machine to service.

2. Calibrate the left-hand bale shape sensor.

   A. If the sensor cannot be calibrated, continue to Step **3**.

   B. If the sensor is calibrated and the fault is no longer present, return the machine to service.

3. Visually inspect the sensor, wiring harness, and linkage.

   Check for damage or loose connections to the sensor, wiring harness, and control module.

   Check for damage or loose adjustments to the linkage.

   A. If no damage is found, continue to Step **4**.

   B. If damage is found, repair or replace as required.

4. Check the sensor.

   Disconnect the wiring harness from the sensor at connector **X-028**.

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Bale forming belts - Overview - Baler running-in procedure

RB455	LA --- NA
RB465	LA --- NA
RB565	

1. Proper bale forming belt break-in procedure is critical to ensure satisfactory performance and maximum belt longevity. See “Bale forming belt break-in” following in this section.
2. Dependent on the baler configuration, check the Power Take-Off (PTO) slip clutch or PTO cutout clutch, and the pickup slip clutch or pickup radial pin clutch on your baler after the first 8 hours of use.
3. Change the gearbox oil after the first 50 hours of use.
4. Check the wheel lug hardware torque and the tire pressure after the first 5 hours of use.
5. Check and adjust all drive chain tension settings as needed, after the first 5 hours of use.
6. Inspect all the wires and wire harnesses for damage after the first 5 hours of use.
7. Check the pickup flotation after the first 100 bales and 50 hours of use.
8. Inspect the hydraulics lines for any leaks or damage after the first 5 hours of use.
9. Check and adjust all bale forming belt forming roll scrapers clearance settings and mounting hardware torque as needed, after the first 50 hours of use.
10. Check all tailgate rolls and bearings for proper bolt torque after the first 50 hours of use.
11. Inspect all the locking collars after the first 50 hours of use.

Bale forming belt break-in

Utilizing the proper bale forming belt break-in process is the prime factor to maximize belt longevity. With little exception, bale forming belt life is directly dependant on the level of care and maintenance they receive, especially in their life cycle.

Proper bale forming belt break-in or "training" as referred to, make sure that the belts have the opportunity to gradually shape and size themselves to the operating environment of the bale chamber.

Aggressive initial operation could very well permanently stretch, warp and contort the belts rendering them marginally functional for the remainder of their service life.

The following are a few simple, easy break-insteps that could avoid a dissatisfied owner experience with the CASE IH round baler.

1. Adjust the preset full bale size to **30 cm** (**12 in**) below the maximum bale size capable of producing.
2. Adjust the hydraulic density relief system valve to **69 bar** (**1000 psi**).
3. Gradually engage the Power Take-Off (PTO) operation and observe for a few minutes the belt movement and tracking.
4. Slowly bring the unit up to PTO speed, never exceeding the maximum recommended PTO speed of **540 RPM** or **1000 RPM** depending on the model.
5. Form windrows to either the full width or half of the width of the pickup assembly. In full sized windrows drive straight, directly over top the crop. In half sized windrows weave from side-to-side to fill each side of the baler. Maneuver side-to-side quickly across the windrow while remaining on either side for a count of five to 10 seconds depending on windrow size.
6. It is very important to form as even shaped bales as possible during break-in process. Barrel shaped bales will stress the center belts while causing the end belts to deflect to the outsides of the bale.
7. Continue the above procedures for 30 to 50 bales. After completion the desired bale size and density setting can then be adjusted to user preferred settings.

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