RBX453, RBX463, RBX553, RBX563 REPAIR MANUAL COMPLETE CONTENTS

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The following pages are the collation of the contents pages from each section and chapter of the RBX453, RBX463, RBX553, RBX563 Repair manual. Complete Repair part # 87606505.

The sections used through out all Case IH product Repair manuals may not be used for each product. Each Repair manual will be made up of one or several books. Each book will be labeled as to which sections are in the overall Repair manual and which sections are in each book.

The sections listed above are the sections utilized for the RBX453, RBX463, RBX553, RBX563 Round Balers.

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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("**DANGER**", "**WARNING**", and "**CAUTION**") followed by specific instructions. These precautions are intended for the personal safety of you and those working with you. Please take the time to read them.

⚠ DANGER ⚠

This word "DANGER" indicates an immediate hazardous situation that, if not avoided, will result in death or serious injury. The color associated with Danger is RED.

⚠ WARNING ⚠

This word "WARNING" indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. The color associated with Warning is ORANGE.

⚠ CAUTION ⚠

This word "CAUTION" indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

FAILURE TO FOLLOW THE "DANGER", "WARNING", AND "CAUTION" INSTRUCTIONS MAY RESULT IN SERIOUS BODILY INJURY OR DEATH.

MACHINE SAFETY

The precautionary statement ("**IMPORTANT**") is followed by specific instructions. This statement is intended for machine safety.

IMPORTANT: *The word "IMPORTANT" is used to inform the reader of something he needs to know to prevent minor machine damage if a certain procedure is not followed.*

INFORMATION

NOTE: *Instructions used to identify and present supplementary information.*

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TORQUES AND ADJUSTMENTS

TORQUES

Wheel bolts	156 N·m (115 ft.-lbs.)
19/45-17	380 N·m (289 ft.-lbs.)
Cam follower bearing	61 N·m (45 ft.-lbs.)
Pickup finger	15 N·m (133 in.-lbs.)
PTO on gearbox	142 N·m (105 ft.-lbs.)

ADJUSTMENTS

Tire pressure	
31-13.5x15, 8 ply	234 kPa (34 psi)
19/45-17, 10 ply	193 kPa to 220 kPa (28 psi to 32 psi)
14L-16.1, 8 ply	207 kPa (30 psi)
Net wrapper brake pad	2 to 4 mm (3/32 to 5/32″)
Brake spring	119 to 123 mm (4-11/16 to 4-27/32″)
Duckbill spring	384 to 390 mm (15-1/8 to 15-3/8″)
Knife spring	289 to 295 mm (11-3/8 to 11-5/8″)
Twine wrapper	
Knife tension springs	64 mm (2-1/2″)
Wide PU drive chain idler spring	130 mm (5-1/8″)
Standard PU clutch	316 N·m (233 ft.-lbs.)
Sledge slip clutch	677 to 767 N·m (500 to 567 ft.-lbs.)
PTO clutch – RBX563	
540 rpm	19.1 to 19.5 mm (0.75 to 0.77″)
1000 rpm	20.1 to 20.5 mm (0.79 to 0.80″)

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SPECIFICATIONS

		RBX453		RBX463		RBX553	RBX563	
		Std	Silage	Std	Silage	Std	540 PTO	1000 PTO
		4 x 5	4 x 5	4 x 6	4 x 6	5 x 5	5 x 6	5 x 6
OVERALL DIMENSION								
Length (From hitch to end of bale ramp)	mm	4470	4470	4775	4775	4470	4775	4775
	Inch	176	176	188	188	176	188	188
Baler widths based on following configs*								
Std pickup with 14Lx16.1 tire	mm					2794	2794	2794
	Inch					110	110	110
1.5 m pickup with 31x13.5-15 tire	mm	2400		2400				
	Inch	94.5		94.5				
1.8 m pickup with 31x13.5-15 tire	mm		2400		2400			
	Inch		94.5		94.5			
2.1 m pickup with 14Lx16.1 tire pickup tires removed	mm						2794	2794
	Inch						110	110
2.1 m pickup with 19/45-17 tire* * with pickup tires removed	mm		2591					
	Inch		102					
Height								
Std pickup unit equipped with 14L-16.1 tire	mm					2580	2809	2809
	Inch					102	111	111
Stuffer unit equipped with 31x13.5 tire	mm	2655	2655	2884	2884			
	Inch	105	105	114	114			
Stuffer unit equipped with 14L-16.1 tire	mm						2882	2882
	Inch						114	114
Rotor unit equipped with 19/45-17 tire	mm		2759					
	Inch		108.6					

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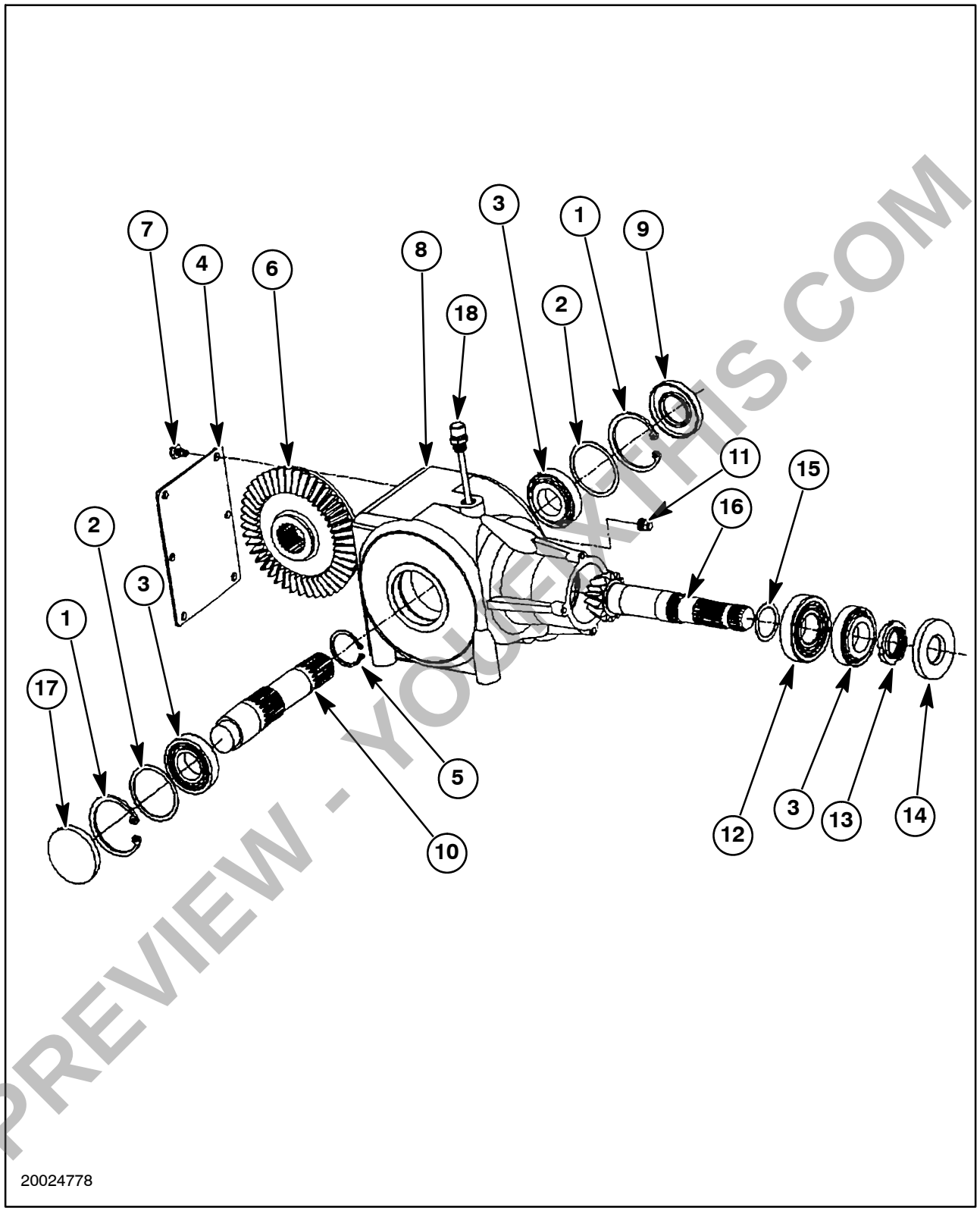
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		RBX453		RBX463		RBX553	RBX563	
		Std	Silage	Std	Silage	Std	540 PTO	1000 PTO
		4 x 5	4 x 5	4 x 6	4 x 6	5 x 5	5 x 6	5 x 6
Weight								
Standard pickup Elect. Wrap	Kg					2538	2835	2835
	Lbs					5596	6250	6250
Standard pickup twine & net	Kg						2987	2987
	Lbs						6585	6585
1.5 m stuffer pickup Elect. Wrap	Kg	2286		2583				
	Lbs	5041		5695				
1.8 m stuffer pickup Elect. Wrap	Kg		2407					
	Lbs		5306					
1.8 m stuffer pickup Twine & Net	Kg		2559	2855	2855			
	Lbs		5641	6295	6295			
2.1 m stuffer pickup Twine & Net	Kg						3168	3168
	Lbs						6985	6985
2.1 m stuffer pickup Elect. Wrap	Kg						3000	3000
	Lbs						6615	6615
2.1 m rotor pickup net	Kg		2996					
	Lbs		6605					
Wheel Assy								
31 x 13.5-15		X	X	X	X			
14L-16.1						X	X	X
19/45-7			X				X	X

		RBX453		RBX463		RBX553	RBX563	
		Std	Silage	Std	Silage	Std	540 PTO	1000 PTO
		4 x 5	4 x 5	4 x 6	4 x 6	5 x 5	5 x 6	5 x 6
Driveline								
PTO	RPM	540	540	540	540	540	540	1000
Main Gearbox Protection:	Std	1350 N·m Shearbolt (996 ft-lb.)	1350 N·m Shearbolt (996 ft-lb.)	1200 N·m slip clutch (885 ft-lb.)	1200 N·m slip clutch (885 ft-lb.)	1200 N·m slip clutch (885 ft-lb.)	1400 N·m slip clutch (1033 ft-lb.)	1000 N·m slip clutch (738 ft-lb.)
	Rotor Unit		1700 N·m cut out clutch (1254 ft-lb.)					
Sledge protection		677-767 N·m slip clutch (499-566 ft-lb.)	677-767 N·m slip clutch (499-566 ft-lb.)	677-767 N·m slip clutch (499-566 ft-lb.)	677-767 N·m slip clutch (499-566 ft-lb.)	677-767 N·m slip clutch (499-566 ft-lb.)	677-767 N·m slip clutch (499-566 ft-lb.)	677-767 N·m slip clutch (499-566 ft-lb.)
Pickup protection	Std pickup					310 - 322 N·m Slip clutch (229 - 237 ft-lb.)	310 - 322 N·m Slip clutch (229 - 237 ft-lb.)	310 - 322 N·m Slip clutch (229 - 237 ft-lb.)
	Stuffer	595-675 N·m Ratchet slip clutch (439-498 ft-lb.)	595-675 N·m Ratchet slip clutch (439-498 ft-lb.)	595-675 N·m Ratchet slip clutch (439-498 ft-lb.)	595-675 N·m Ratchet slip clutch (439-498 ft-lb.)		595-675 N·m Ratchet slip clutch (439-498 ft-lb.)	595-675 N·m Ratchet slip clutch (439-498 ft-lb.)
	Rotor		6213 N·m Shearbolt (4582 ft-lb.)					

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OVERHAUL

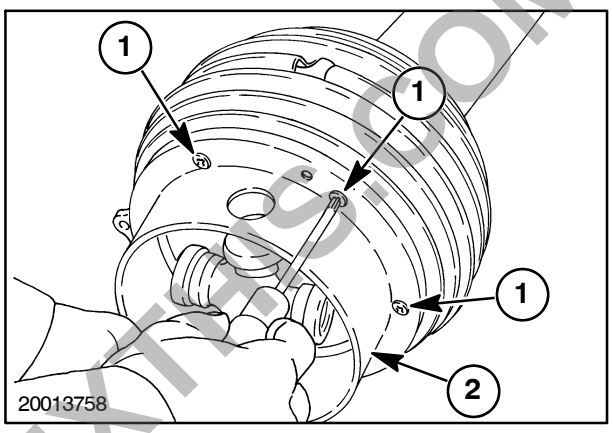
Op. 31 201

FRONT PTO AND CV U-JOINT

Disassembly

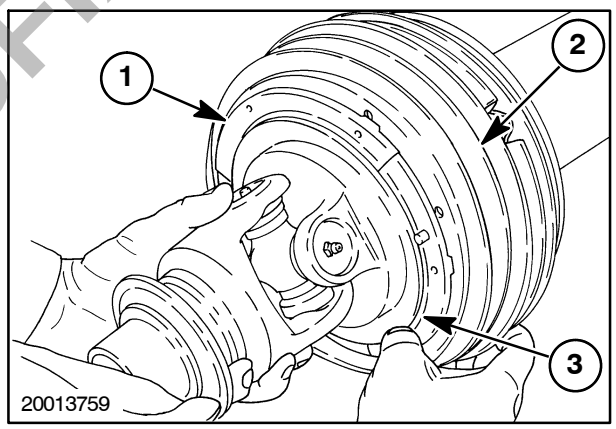
The front of the PTO assembly includes an 80° constant velocity joint.

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



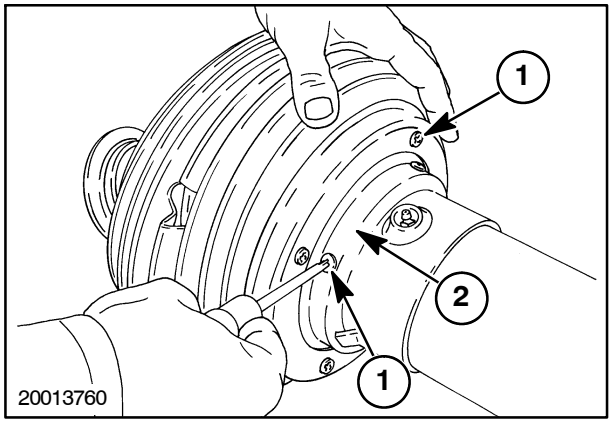
6

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.



7

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



8

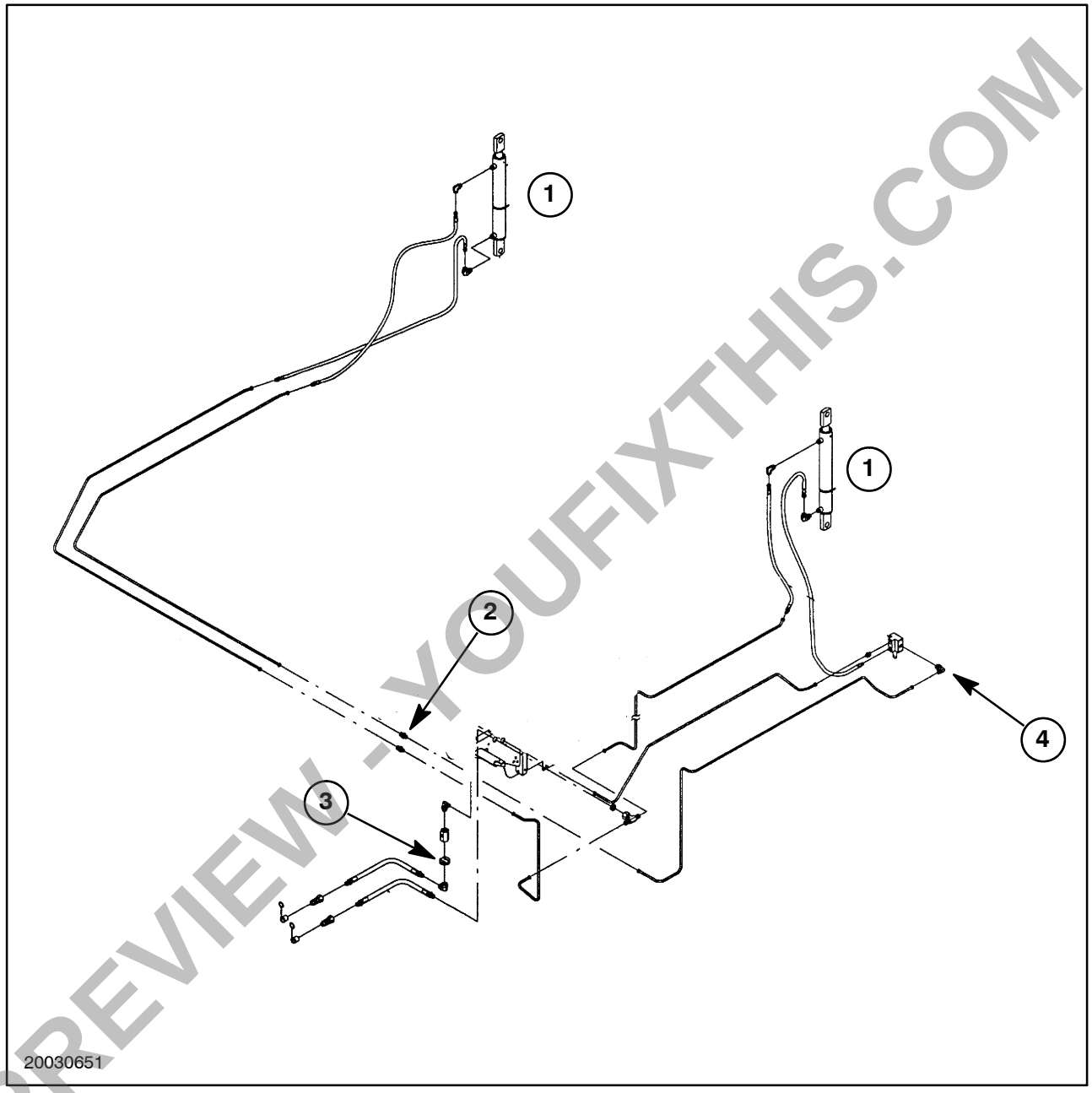
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DESCRIPTION OF OPERATION

Op. 35 550

TAILGATE LIFT SYSTEM



1

The tailgate lift system consists of two cylinders, 1, a lockout valve, 4, and the steel lines and hoses to connect them to the tractor. There is an orifice, 3, in the line between the tractor and the lockout valve to regulate the speed of the tailgate. The large slot in the orifice should be facing away from the tractor. Never operate the baler with this orifice removed. Damage to the main frame and tailgate will occur if the orifice is removed. The lockout valve is connected to the bottom of each cylinder. The lines from the top of each cylinder are connected at a tee, 2, to the other tractor hose. When the lockout valve is placed in the lock position, oil is trapped in the base of both cylinders to keep them from moving. If one line should fail, the other cylinder will support the tailgate as the two lines are not connected on the cylinder side of the valve.

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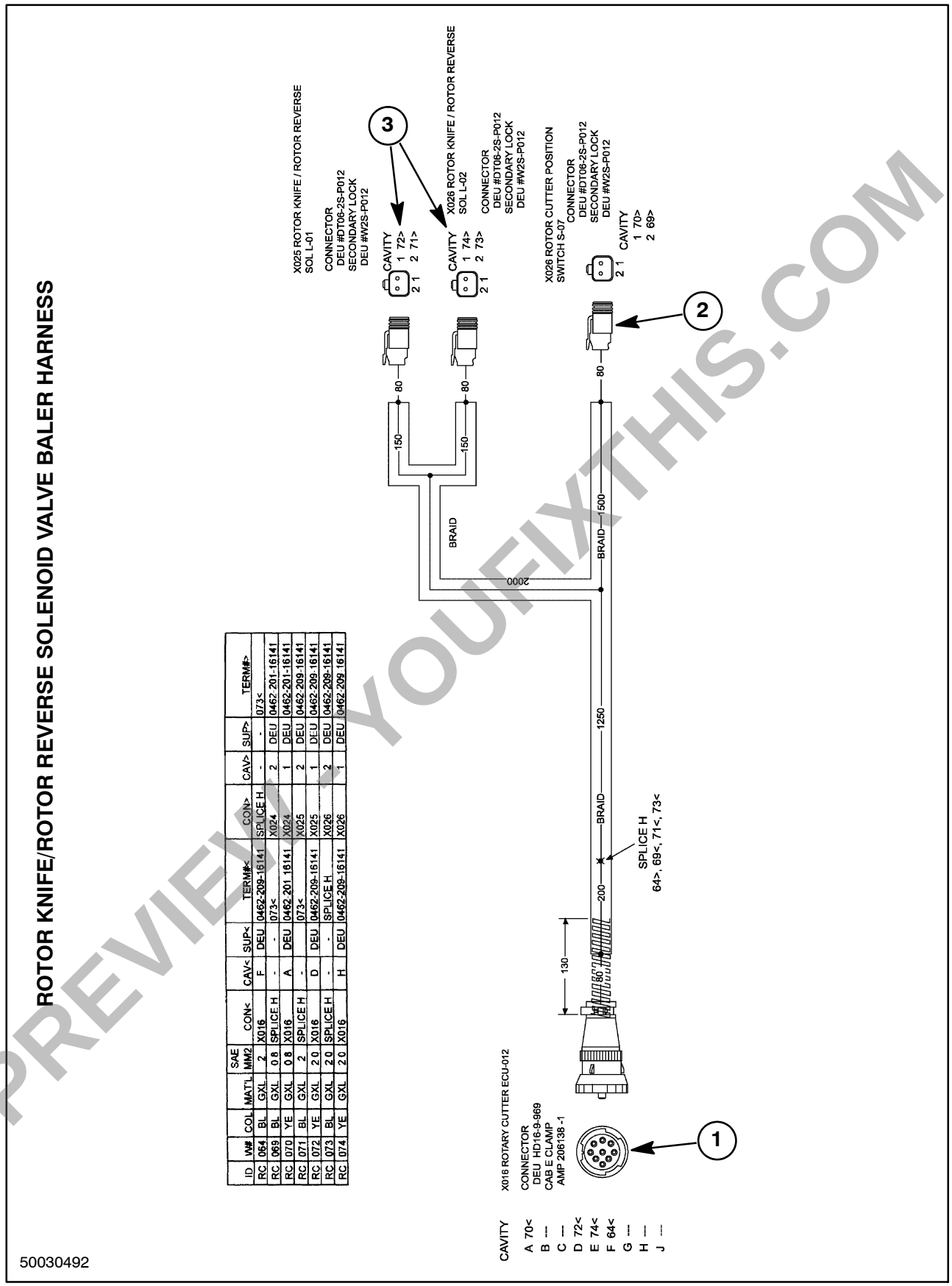
TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSES	CORRECTION
TAILGATE CYLINDERS		
Internal leakage.	Worn or damaged seals.	Replace.
External leakage.	Worn or damaged seals.	Replace.
	Internal leakage in a single- acting cylinder.	See internal leakage.
Tailgate opens slowly.	Restriction in line.	Remove restriction.
	Lockout valve incorrectly adjusted.	Readjust so spool has full travel.
	Orifice installed wrong.	Install with slot facing away from tractor.
	Low flow or pressure.	Repair tractor hydraulic system.
Tailgate closes fast.	No orifice in line.	Install orifice.
	Orifice installed wrong.	Install with large slot facing away from tractor.
Tailgate drifts open.	Internal leak in cylinder.	See internal leakage.
	Tractor remote not sealing.	Repair tractor.
	Tailgate not latched.	Check latch is locked before baling.

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ROTOR KNIFE/ROTOR REVERSE SOLENOID VALVE BALER HARNESS



ID	W#	COL	MAT'L	SAE MM2	CON<	CAV<	SUP<	TERM#<	CON>	CAV>	SUP>	TERM#>
RC	064	BL	GXL	2	X016	F	DEU	0462-209-16141	SPLICE H	-	-	073<
RC	069	BL	GXL	0.8	SPLICE H	-	-	073<	X024	2	DEU	0462-201-16141
RC	070	YE	GXL	0.8	X016	A	DEU	0462-201-16141	X024	1	DEU	0462-201-16141
RC	071	BL	GXL	2	SPLICE H	-	-	073<	X025	2	DEU	0462-209-16141
RC	072	YE	GXL	2.0	X016	D	DEU	0462-209-16141	X025	1	DEU	0462-209-16141
RC	073	BL	GXL	2.0	SPLICE H	-	-	SPLICE H	X026	2	DEU	0462-209-16141
RC	074	YE	GXL	2.0	X016	H	DEU	0462-209-16141	X026	1	DEU	0462-209-16141

50030492

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NET-TWINE WRAPPER DIAGNOSTIC MODE QUICK REFERENCE CARD

Round Balers RBX453, RBX463, RBX563

PRESS THE SETUP/DIAGNOSTIC KEY TO CYCLE TO A PARTICULAR MODE

Mode	Function/Configuration	Information/Conditions/ Operator's Display	Change/Adjust With	Save/Next Step With
1	Bale size calibration	Baler empty, tailgate closed	(+) or (–)	Bale Size Press and hold for 2 seconds
2	Select configuration A. Net wrapping B. (*) Twine wrapping C. (*) Twine/net wrapping	A. Three dashes B. Flashing "2" and wrap bale and twine pointers flashing C. Flashing "2" and wrap bale pointer flashing	Net Twine Press and hold net/twine key for 3 seconds	Setup Diagnostics Press
	(*) Programming "PAt 4"	Custom twine wrapping patterns	Extend or Retract	Setup Diagnostics Press
3	Select configuration A. Not used B. Rotor/cutter feeder functions	B. Flashing "3" and flashing pointer and a symbol "=o"	R/R Press and hold for 3 seconds	Setup Diagnostics Press
4	Not used	Three dashes		
5	Bale shape alarm off/on	Bottom bale shape bars flashing and "on" or "off"	(+) or (–)	Setup Diagnostics Press
6	A. Bale shape alarm threshold B. Bale shape sensitivity	A. Each bar graph indicates 10% of sensor movement, will indicate when alarm sounds B. Flashing "6" with a number between 2 (slow) and 50 (fast)	A. (+) or (–) B. Bale Size Press and hold for 3 seconds	Setup Diagnostics Press
7	Near full bale alarm	Flashing "7" with a number between 0 (full bale) and 6 (inches before full bale)	(+) or (–)	Setup Diagnostics Press
8	Standard/metric configuration	Flashing "8" and USA (standard) or Eur (metric)	(+) or (–)	Setup Diagnostics Press
9	Model number configuration	Flashing "9" and model number	(+) or (–)	Setup Diagnostics Press
10	Buffer zone	Three dashes		
11	Buffer zone	Three dashes		
12	Bale size sensor adjustment	Flashing "12" with a number between 28 to 32	Rotate potentiometer in the home position only	Setup Diagnostics Press
13	A. Net wrap actuator potentiometer adjustment and calibration B. Buffer zone in twine only configuration	• Actuator fully extended, flashing "13" with a number between 23 and 27	Rotate potentiometer	(+) Press for 2 seconds
		• Actuator in duck bill pre cut position, flashing "13" with a number between 41 and 190	Extend or Retract Place knife trip roller 25 mm, (1 in.) from exiting narrow cam slot	Number Wraps Press for 2 seconds
		• Actuator fully retracted, (home position), flashing "13" with a number between 150 and 249	Retract Press	Setup Diagnostics Press for 2 seconds

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Mode	Function/Configuration	Information/Conditions/ Operator's Display	Change/Adjust With	Save/Next Step With
14	A. Twine wrap actuator potentiometer adjustment and calibration B. Buffer zone in net only configuration	• Actuator fully retracted (home position), flashing "14" with a number between 20 and 30	Rotate potentiometer	(−) Press for 2 seconds
		• Actuator in twine tubes/knives (pre cut) position, flashing "14" with a number between 35 and 190	Extend or Retract Place twine tubes in desired pre cut position	Number Wraps Press for 2 seconds
		• Actuator fully extended, (insert position), flashing "14" with a number between 150 and 250	Extend Press	(+) Press for 2 seconds
15	Left bale shape potentiometer calibration and adjustment	• Bale chamber empty, flashing "15" and lower left bar graph with a number between 20 and 30	Rotate potentiometer	(−) Press for 2 seconds
		• Potentiometer linkage set with cotter pin with a number between 101 and 249	Install 1/8″ cotter pin in potentiometer arm	(+) Press for 2 seconds
16	Right bale shape potentiometer calibration and adjustment	• Bale chamber empty, flashing "16" and lower right bar graph with a number between 20 and 30	Rotate potentiometer	(−) Press for 2 seconds
		• Potentiometer linkage set with cotter pin with a number between 101 and 249	Install 1/8" cotter pin in potentiometer arm	(+) Press for 2 seconds
17	Rotor cutter knife "cut" position sensor	• Flashing "17" with "Lo" (sensor switch closed) or "Hi" (sensor switch open), sensor gap 3 to 7 mm (1/8 to 1/4 in.)	Hydraulically controlled from the tractor	Setup Diagnostics Press
	Buffer zone	• Three dashes		Setup Diagnostics Press
18	Tailgate sensor adjustment	Flashing "18" with "Lo" (sensor switch closed) or "Hi" (sensor switch open), sensor gap 3 to 7 mm (1/8 to 1/4 in.)	Hydraulically controlled from the tractor	Setup Diagnostics Press
19	A. Net counter roll sensor testing B. Buffer zone in twine only configuration	Flashing "19" with "Lo" (sensor switch closed) or "Hi" (sensor switch open), sensor gap 1.5 mm (1/16 in.)	Rotate counter wheel (magnet) in front and away from the sensor face	Setup Diagnostics Press
20	Software version level	"o" is operator's panel, "c" is Electronic Control Unit, versions are on right of display	(+) or (−)	Setup Diagnostics Press
21	Operator's panel display and key test	Automatically test the operator's panel display segments, then five dashes, press all the keys, then "Pass" displayed		Setup Diagnostics Press
22	Battery voltage test	• Battery supply voltage to the Electronic Control Unit on display		Setup Diagnostics Press
		• Enable twine wrapper actuator, monitor voltage	Extend or Retract	Setup Diagnostics Press
		• Enable net wrapper actuator, monitor voltage	Extend or Retract	Setup Diagnostics Press
		• Lowest voltage captured during test		Setup Diagnostics Press
		• Highest voltage captured during test		Setup Diagnostics Press
23	Duckbill dwell time in insert position	Adjusts the duckbill for better feeding of the net. Optional 4 to 15 revolutions of the net counter wheel before the duckbill will retract from the rolls.	Extend or Retract	Setup Diagnostics Press

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STORAGE AND SEASONAL PREPARATION

STORAGE PROCEDURES

Perform the following steps when the baler will not be used for an extended period of time.

1. Cut the twine near the twine balls and remove all the balls from the twine boxes. Leave the twine end threaded in place. Move the twine balls to an inside location to reduce moisture absorption.
2. Remove the operators panel and store it in a dry safe location.
3. Clean the entire unit thoroughly.
4. Remove any material buildup on the belt rolls, wrapper area and in the twine boxes.
5. Remove any twine that has wrapped on the pickup tines.
6. Lubricate the entire baler as recommended in the Lubrication Section. Apply lubricant to the threads of the adjustment bolts and to all the hinges.
7. Lubricate all the chains with oil and operate the baler for a few minutes to let the oil work into the chains. Carefully check all the bearings for any heat that would indicate a failed bearing.
8. Coat the exposed bare metal areas with a light coat of oil. Particularly the inside of the bale chamber side sheets.
9. Clean the belts of all oil and grease. Store the baler with the belts at normal tension.
10. Store the unit in a dry sheltered area, if possible. If not, cover the top with a tarpaulin or plastic.

ORDER REPAIR PARTS

While preparing the baler for storage, check the baler for any parts that may be worn or damaged and need replacement. Order the parts now and install them before the next baling season.

Always be sure to give your dealer the model and P.I.N. of your baler. The product identification number plate is located above the platform over the wrapper on the right side baler frame.

Insist on genuine replacement parts. For best performance have your baler serviced by an authorized dealer.

REQUIRED PARTS LIST

1. Check the twine and net knives.
2. Examine all the belts, chains and sprockets for wear. Replace worn sprockets when installing new chains. Always install new chain when replacing sprockets.
3. Inspect the hitch for excessive wear.
4. Order all the bearings that were found to require replacement during the storage procedure.
5. Check all the bushings for wear.
6. Examine the wrapper systems and check for excessive wear or looseness.
7. Note any broken or bent pickup tines or severely damaged guards.
8. Make sure the pickup cam bearings are in good condition.
9. Check the belts. Order new belts or repair sections as required. Check the belt lacing.
10. Check the tailgate lights.
11. Is the supply of shearbolts adequate?

SEASONAL BALER PREPARATION

1. Make all the repairs that were required from the end of season inspection.
2. Torque the wheel lug bolts to 156 N·m (115 ft.-lbs.). Torque the wheel lug nuts to 380 N·m (280 ft.-lbs.).
3. Check the tire air pressure:

Baler -	31-13.5-15	8 ply	234 kPa	(34 PSI)
	19/45-17	10 ply	220 kPa	(32 PSI)
	14L-16.1	8 ply	207 kPa	(30 PSI)
Pickup -	16.5 x 6.5	4 ply	240 kPa	(35 PSI)

4. Check for loose hardware and hydraulic fittings.
5. Check the routing of the hydraulic hoses and electrical cables.
6. Set the pickup flotation to 23 kg (50 lbs.) with a hitch height of 380 mm (15″) on regular pickup, 1.8 m and 2.1 m wide pickups.
   Set the pickup flotation to 46 kg (100 lbs.) with a hitch height of 380 mm (15″) on 1.5 m wide pickup.
7. Lubricate the entire machine and check the gearbox oil level.

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TROUBLESHOOTING

ERROR CODES

ERROR MESSAGE AT START-UP AND/OR WHILE OPERATING

NOTE: *When checking continuity between connector pins further apart than the 12 volt/ohmmeter leads will reach, use a jumper wire to common ground at the one pin and connect the 12 volt/ohmmeter leads to common ground and the other pin. Be sure to use the same common ground.*

The operator's panel will provide a visual and/or audible warning if the controller detects a problem. The malfunction can be either a problem with the operating sequence of the baling cycle or a circuit fault where the wire harness or component has failed. An "ERROR" message will be displayed. The pointer(s) on the display will flash when a problem is detected. When the "ERROR" message is displayed, the operator's panel will beep. The flashing pointer will indicate which circuit is experiencing a problem.

1. "Error and flashing Full Bale pointer
   - Problem with the Bale Size potentiometer circuit
2. "Error" and flashing TAILGATE pointer
   - Problem with Tailgate Sensor circuit
3. "Error" and flashing LEFT BALE SHAPE bars
   - Problem with the Left Bale Shape potentiometer circuit
4. "Error" and flashing RIGHT BALE SHAPE BARS
   - Problem with the Right Bale Shape potentiometer circuit
5. "Error" and flashing WRAP BALE/ACTUATOR pointer
   - Problem with the Net Wrap potentiometer circuit
   - Problem with the Net Counter wheel Sensor circuit
   - Problem with the Net Wrap actuator circuit.
   - Problem with the Twine Wrap potentiometer circuit
   - Problem with the Twine Wrap actuator circuit
6. Code Er 1
   - Net actuator stalled or lost power for longer than 5 seconds
   - Twine actuator stalled or lost power for longer than 5 seconds
7. Code Er 3
   - Slice actuator stalled or lost power for longer than 5 seconds

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SECTION 31 - IMPLEMENT DRIVELINE

BOOK 1 - 87606506

Chapter 2 - Gearbox

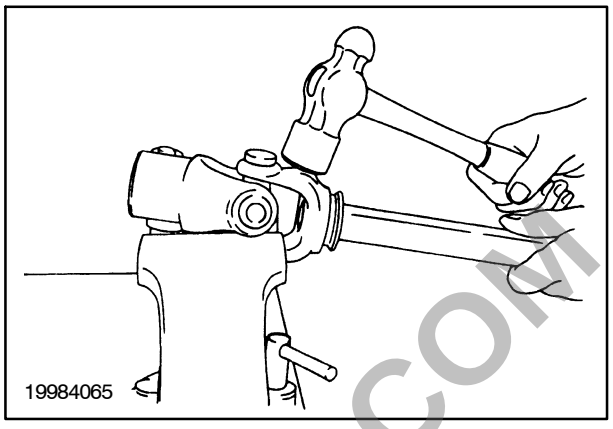
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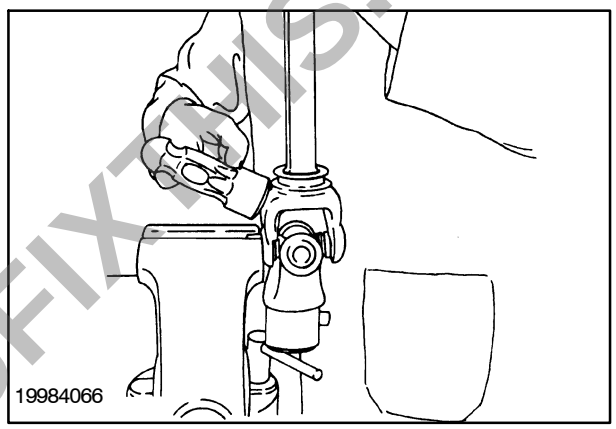
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Set the U-joint across the open jaws of a vise and drive the bearing cap out of the yoke.



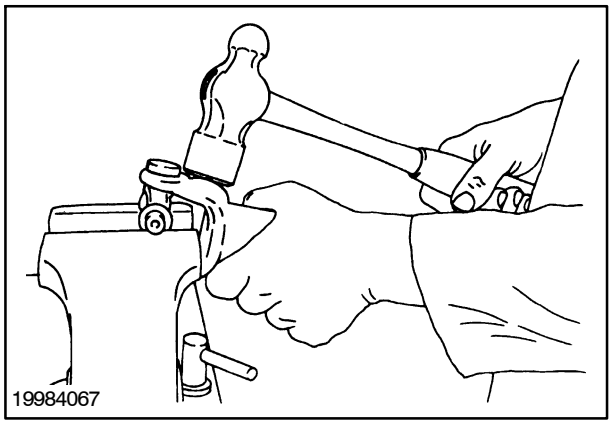
36

To get the bearing cap all the way out may require clamping it in a vise and tapping the yoke.



37

The second set of bearing caps can be removed by seating the cross on the open jaws of the vise.



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Inspection

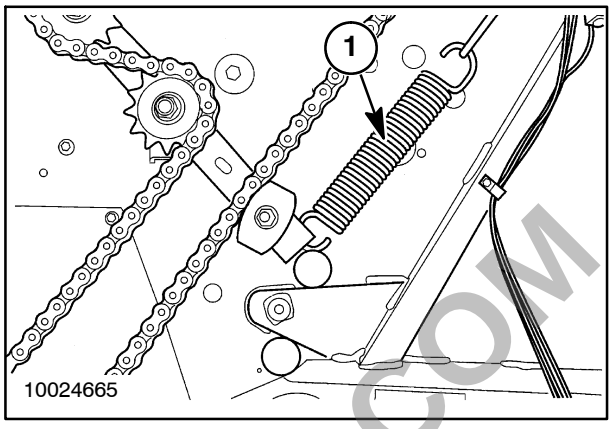
Inspect the yokes for any failures. The cross and bearings must be replaced as a set.

IMPORTANT: *Do not mix new parts with old worn parts or early failures will occur.*

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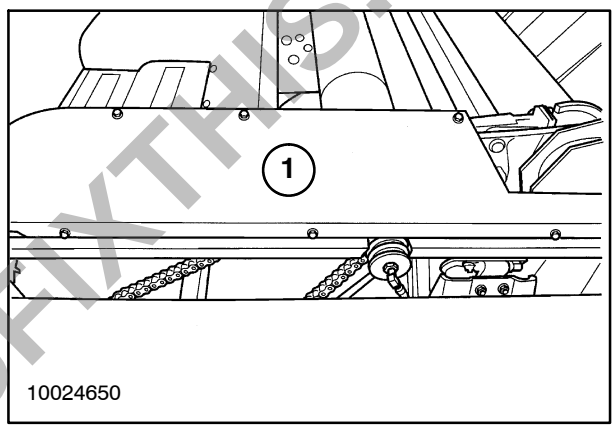
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Adjust the idler spring, 1, to a length of 375 mm (14 3/4″).



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Install the shield, 1, back on the baler.



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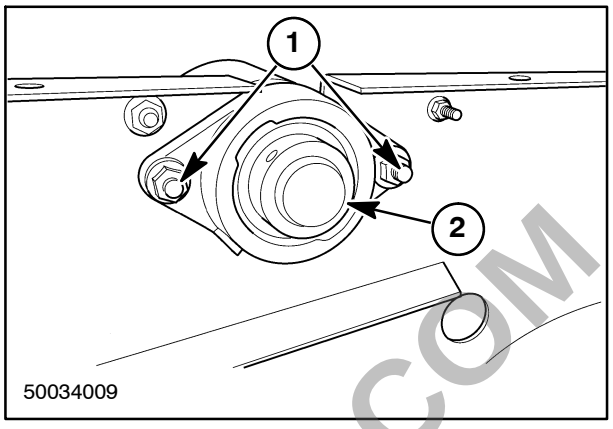
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Install the two bolts, 1, with lockwashers and nuts in each bearing housing.

Center the roller in the baler frame.

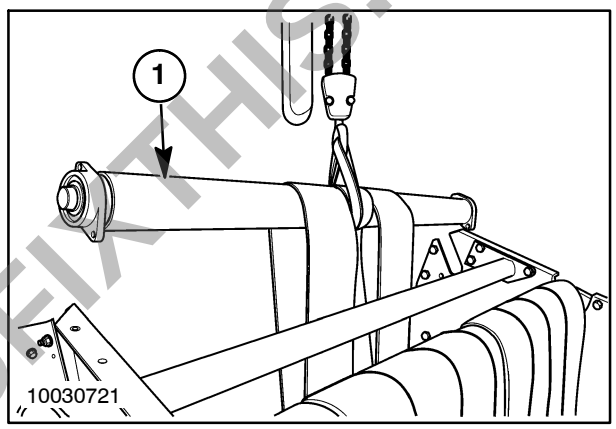
Install the locking collars, 2, and tighten them in the direction of rotation. Tighten the set screw.



52

Lift the top rear tailgate roller, 1, with the hoist.

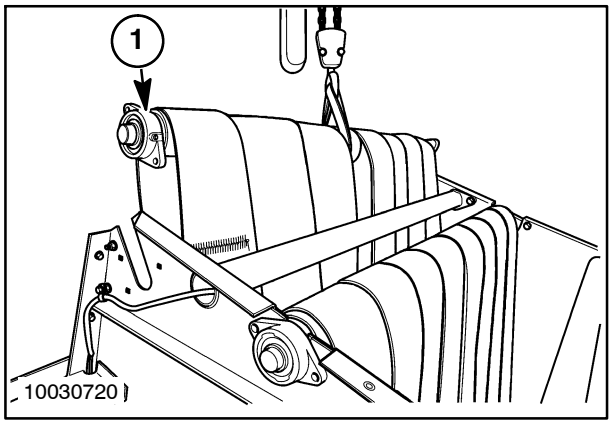
Lift the belts up behind the rear take-up roller. Install the belts alternately, make sure none of the belts are crossed or twisted.



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Orientate the bearing housings, 1, to fit between the tailgate flanges.

Lower the roller into position.



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RELAYS

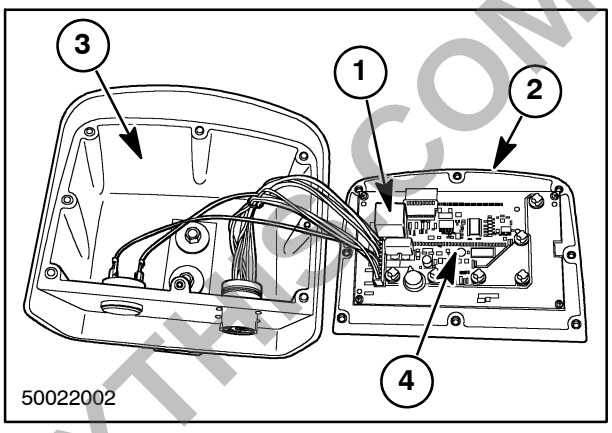
A relay is a switch that uses low amperage current (control circuit) to energize a coil and open or close a switch carrying high amperage current (function circuit). A relay can open and close a single circuit or direct current from one circuit to another.

OPERATOR'S PANEL INTERNAL RELAY

One of the serviceable parts inside the operator's panel is the relay, 1. This relay turns the operator's panel on or off.

To test or replace the relay, 1, separate the display panel, 2, and cover, 3, by removing the eight screws from the face of the display panel, 2. Do not touch the electronic components, 4, of the panel.

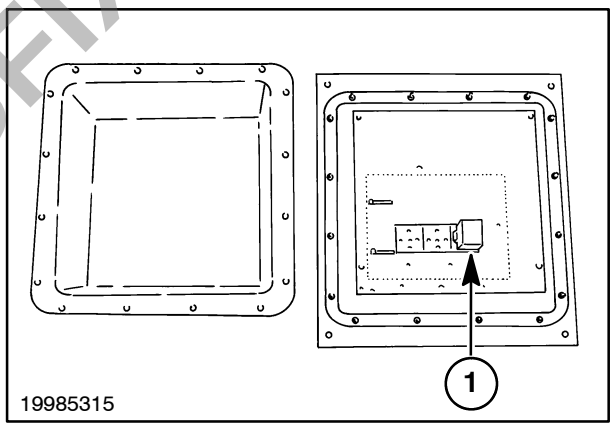
NOTE: *When removing or installing a relay a slight rocking motion may be required.*



4

ELECTRONIC CONTROL UNIT INTERNAL RELAYS

The only serviceable parts inside the Electronic Control Unit are relays. The standard controller contains only one relay, 1, for net/twine wrapper actuator selection.

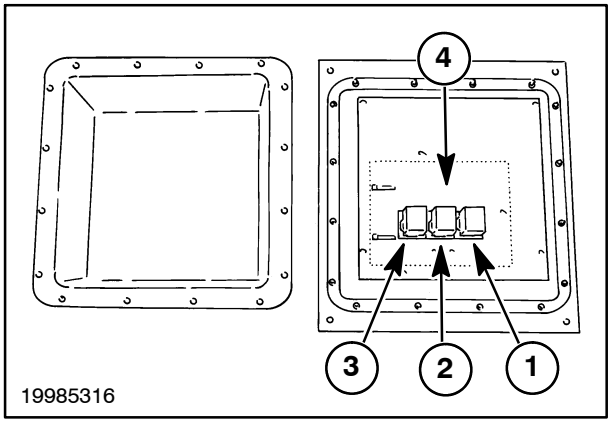


5

The Electronic Control Unit with Rotor Cutter option contains three relays: net/twine wrapper actuator selection, 1, actuator extend, 2, and actuator retract, 3.

To test or replace the relay(s), remove the controller from the baler. Separate the controller panel from the cover by removing 16 nuts from the back of the cover. Lift the cover away from the panel. Do not touch the electronic components, 4, on the panel.

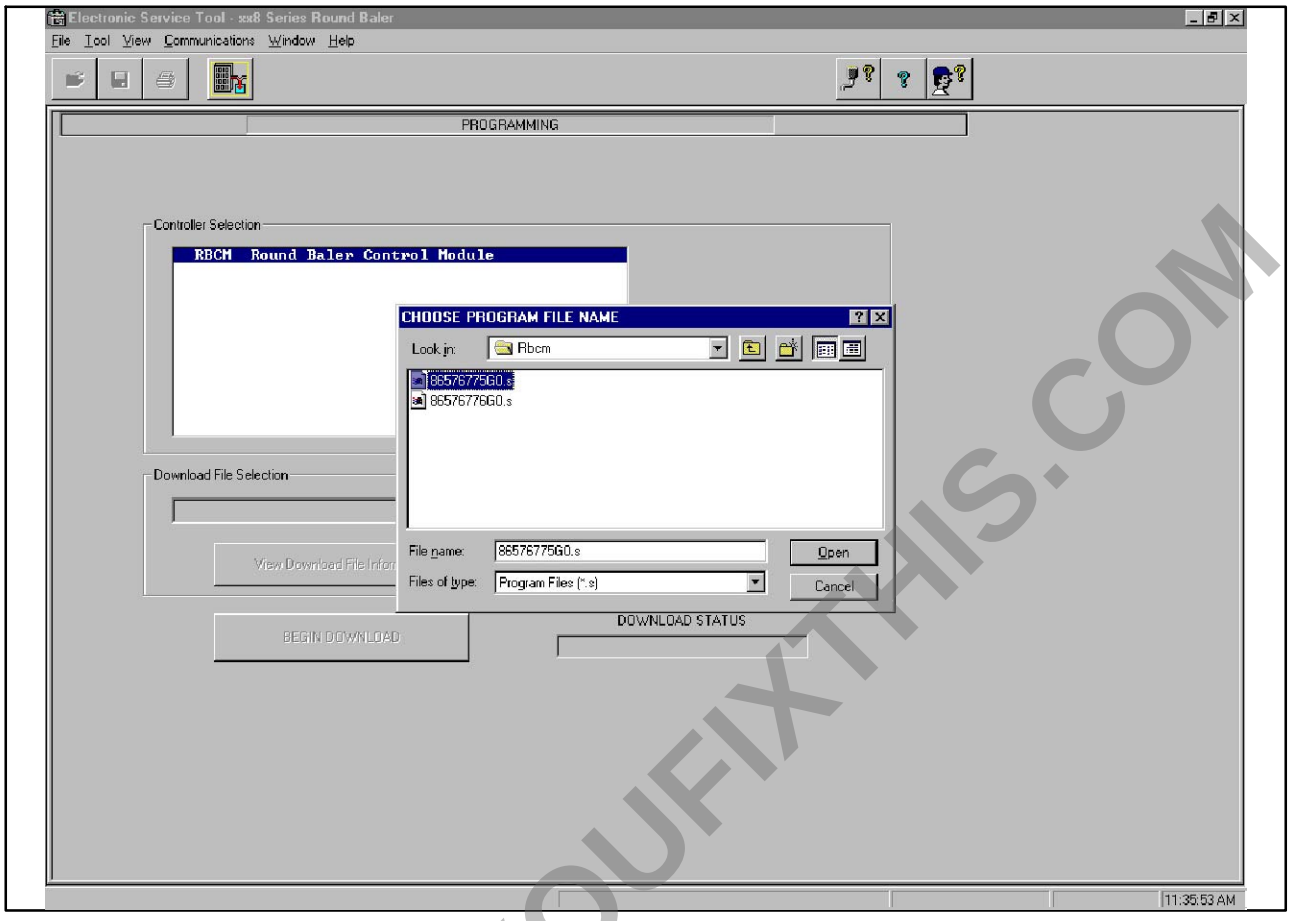
NOTE: *When removing or installing a relay, a slight rocking motion may be required.*



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6. The software file or files available to download will be shown in the pop up box. Choose a file by clicking on the file name to highlight as shown.

7. Click the “OPEN” button and then check the screen to ensure that you have chosen the correct file for the model/series you are working on. Proceed to Step 8. (If you have chosen the incorrect file for your application, click “OK” and repeat Steps 5, 6 and 7).

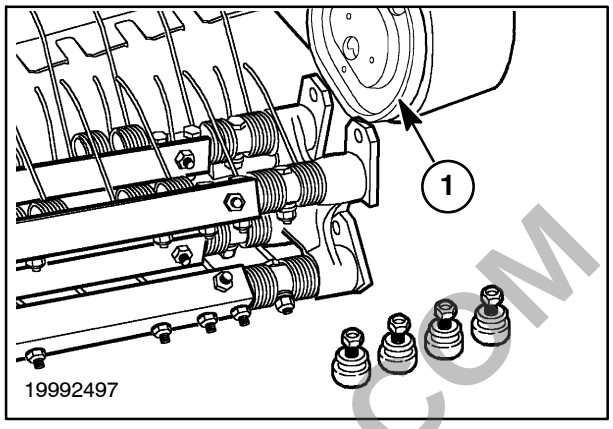
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Before driving the reel shaft through the reel discs and bearings, remove any excessive paint from the shaft. Add some oil.

Use a dead blow sledge hammer or other protective means and drive the shaft until it clears the cam track, 1.

Remove the three bolts securing the bearing flangettes and the cam track.



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Inspection

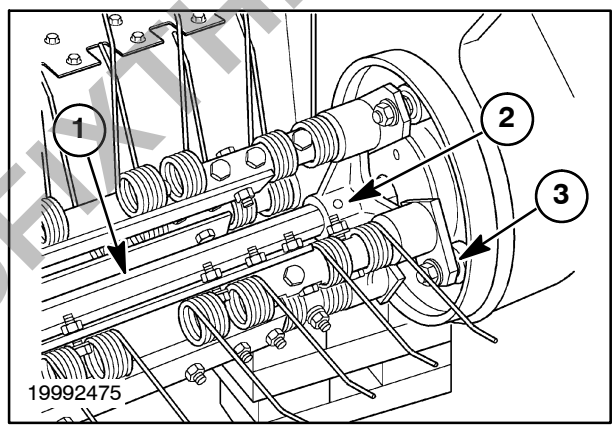
Check the cam follower bearings and reel shaft bearings. Replace any parts with failed seals or rough rotation. Check for excessive wear between the discs and cam shafts.

Installation

Bolt the new cam, bearing and flangettes in place with three M10 x 25 bolts and nuts.

Drive the reel shaft, 1, back through the bearing.

If the pickup has a second cam that requires replacement, continue to drive the reel shaft until it clears the second cam track. Replace the cam track as described above.



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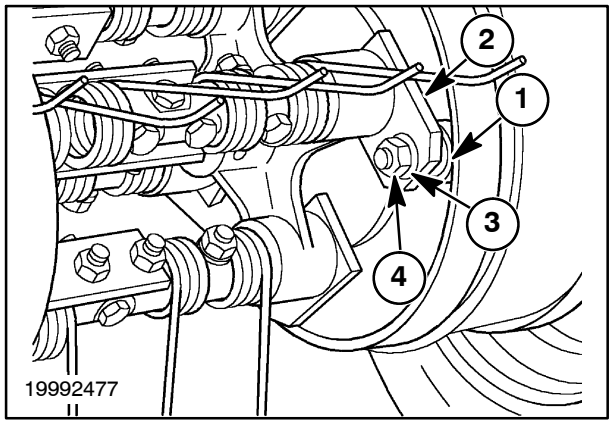
Align the holes in the shaft and the holes in the reel discs. Insert the 8 x 45 mm groove pin, 2, in each reel disc.

Install the cam follower bearings, 3. Make sure the bearings will be following the tine bars as the pickup rotates.

Place the 1/16″ thick by 1-1/4″ diameter washer, 1, on the cam follower bearing and install it through the hole in the frame and cam.

The bearing stud goes through the cam follower arm, 2. Add a 1/8″ thick by 1″ diameter washer, 3, and tighten the locknut, 4, to 61 N·m (45 ft.-lbs.).

Install the guards. Make sure the guards are centered between the tines. Tighten the self tapping screws to 12 N·m (102 in.-lbs.).



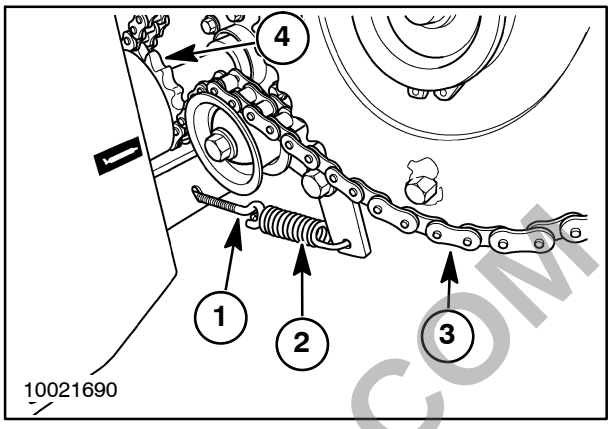
32

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Loosen the eyebolt, 1, and remove the spring, 2.

The pickup may have to be rotated to break the pickup drive chain, 3. Remove the chain from the sprocket, 4.



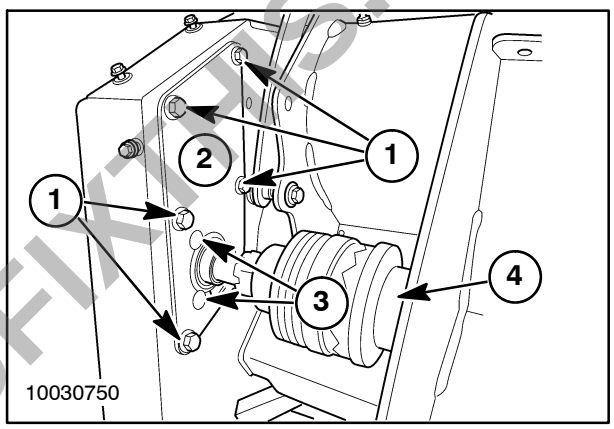
188

Remove the six bolts, 1, holding the plate, 2.

Remove the three flangette bolts, 3.

Slide the plate out.

Loosen the set screw and locking collar, 4, on the jackshaft inner bearing.



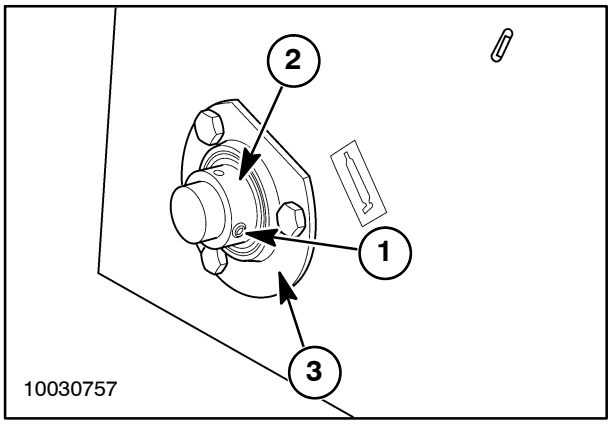
189

Loosen the set screw, 1, and remove the locking collar, 2, on the right end of the pickup.

Clean the shaft.

Pull the bearing and flangettes, 3, off the shaft.

Lift the pickup all the way up and block it. Go under the pickup and block up the left end of the stuffer fork.



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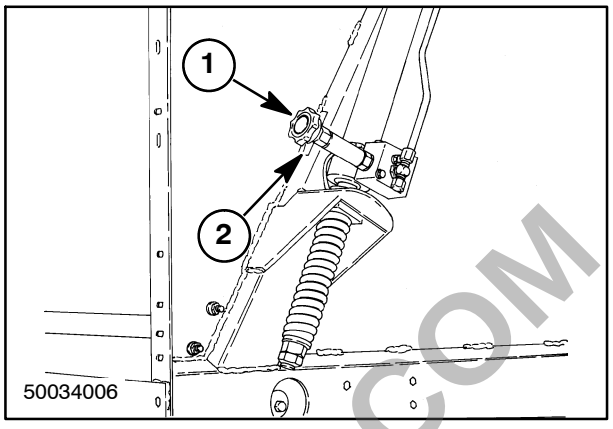
Rotate the valve adjustment, 1, clockwise to the same position it was. The maximum pressure for a RBX453 is and RBX463 2500 psi and for a RBX553 and RBX563 is 2000 psi.

⚠ DANGER ⚠

Make sure everyone is clear of the tailgate before opening it.

Open the tailgate, slightly and remove the lockout pin. Close the tailgate and then open it all the way, note the pressure on the gauge at the right front of the baler.

If the pressure is not the desired baling pressure, adjust the valve and open the tailgate. Repeat this procedure until the desired baling pressure is set. Lock the valve, at 2.

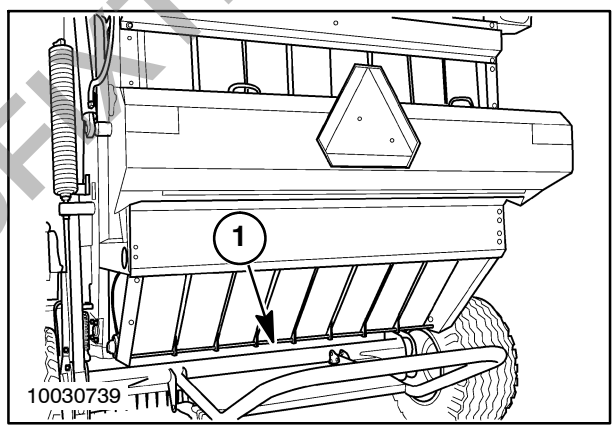


52

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

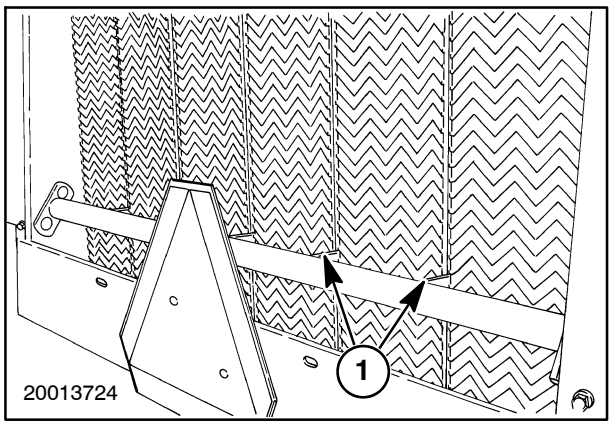
At the back of the baler observe if the belts are running in position or shifted to one side.

The belt guides, 1, will show whether the belts are running true.



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SIX FOOT DIAMETER BALERS

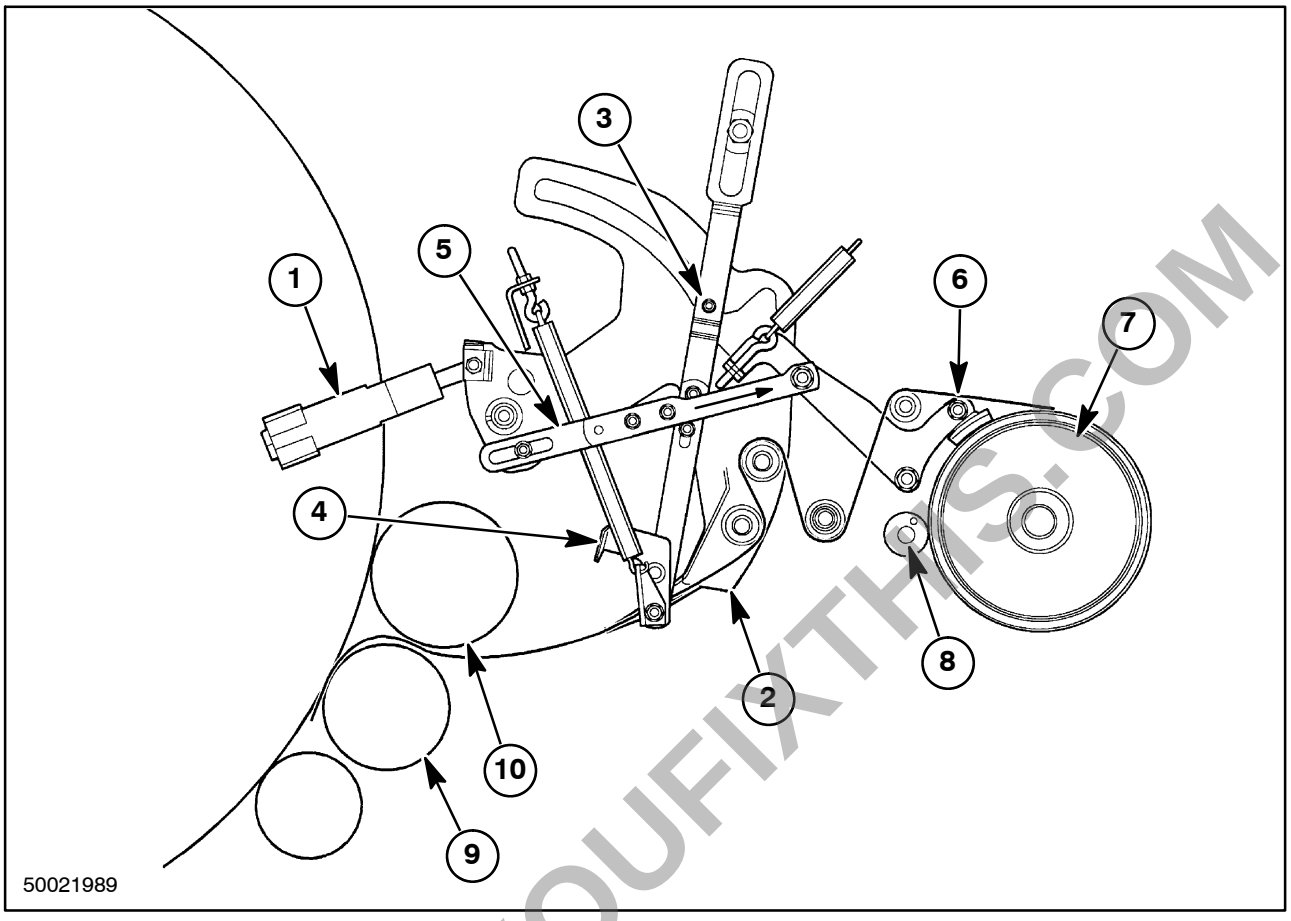


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FIVE FOOT DIAMETER BALERS

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3

PRE-CUT

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 the counter wheel, 8, signals that the net has started on the bale, actuator, 1, retracts the duckbill, 2, to the pre-cut position. The pre-cut position is where the knife link cam roller, 3, is at the end but still trapped inside the narrow cam slot in the duck bill. Brake link, 5, is released and shifts to the right allowing brake pad, 6, to apply brake tension to the net roll brake drum. The brake tension is applied so the net will wrap tightly on the bale. Knife, 4, remains reset. The duckbill remains at the pre-cut position while the controller counts the revolutions of counter wheel, 8, to determine to the number of wraps to apply to the bale.

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