RB454
RB464

Service Manual

Print No. 84275655

CASE IH AGRICULTURE

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SECTION 00 – GENERAL INFORMATION

Chapter 1 – General Information

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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY



This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.

Throughout this manual and on machine decals, you will find signal words **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

DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury. The color associated with Danger is RED.

M1169A

WARNING

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

M1170A

CAUTION

CAUTION, used with the safety alert symbol, indicates a hazardous situation which, if not avoided, could result in minor or moderate injury. The color associated with Caution is YELLOW.

M1171A

FAILURE TO FOLLOW DANGER, WARNING, AND CAUTION INSTRUCTIONS COULD RESULT IN DEATH OR SERIOUS INJURY.

MACHINE SAFETY AND INFORMATION

NOTICE is used to address practices not related to personal injury.

NOTICE: *The signal word* ***NOTICE*** *is used throughout this manual followed by specific instructions. These messages are intended for machine safety, or to identify and present supplementary information.*

ANSI 2535.6-2006
ASAE S441.3 FEB04
ISO 11684: 1995

VERSION - MAY 2009

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SPECIFICATIONS

OVERALL DIMENSIONS

Length	RB454	RB464
	4 ft x 5 ft	**4 ft x 6 ft**
(From hitch to end of bale ramp)	4470 mm (176 in)	4775 mm (188 in)

Baler Widths * (Based on following configurations)	RB454	RB464
	4 ft x 5 ft	**4 ft x 6 ft**
1.8 m pickup with 31x13.5-15 tire	2400 mm (94 in)	2400 mm (94 in)
1.8 m pickup with 19/45-17 tire	2591 mm (102 in)	2591 mm (102 in)
2.1 m pickup with 19/45-17 tire *	2591 mm (102 in)	2591 mm (102 in)
* with pickup tires removed		

Height	RB454	RB464
	4 ft x 5 ft	**4 ft x 6 ft**
Stuffer unit equipped with 31x13.5 tire	2655 mm (105 in)	2884 mm (114 in)
Stuffer unit equipped with 19/45-17 tire	2680 mm (105.5 in)	2909 mm (114.5 in)
Rotor unit equipped with 19/45-17 tire	2752 mm (108.3 in)	2981 mm (117.4 in)

Weight	RB454		RB464	
	4 ft x 5 ft		**4 ft x 6 ft**	
1.8 m stuffer pickup	2527 kg (5570 lb)		2769 kg (6105 lb)	
2.1 m rotor pickup	Rotor Feeder	Rotor Cutter	Rotor Feeder	Rotor Cutter
	2926 kg (6450 lb)	3005 kg (6625 lb)	2972 kg (6552 lb)	3354 kg (7395 lb)

Tire Size	RB454	RB464
31x13.5-15	X	X
19/45-17	X	X

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TORQUES AND ADJUSTMENTS

TORQUES

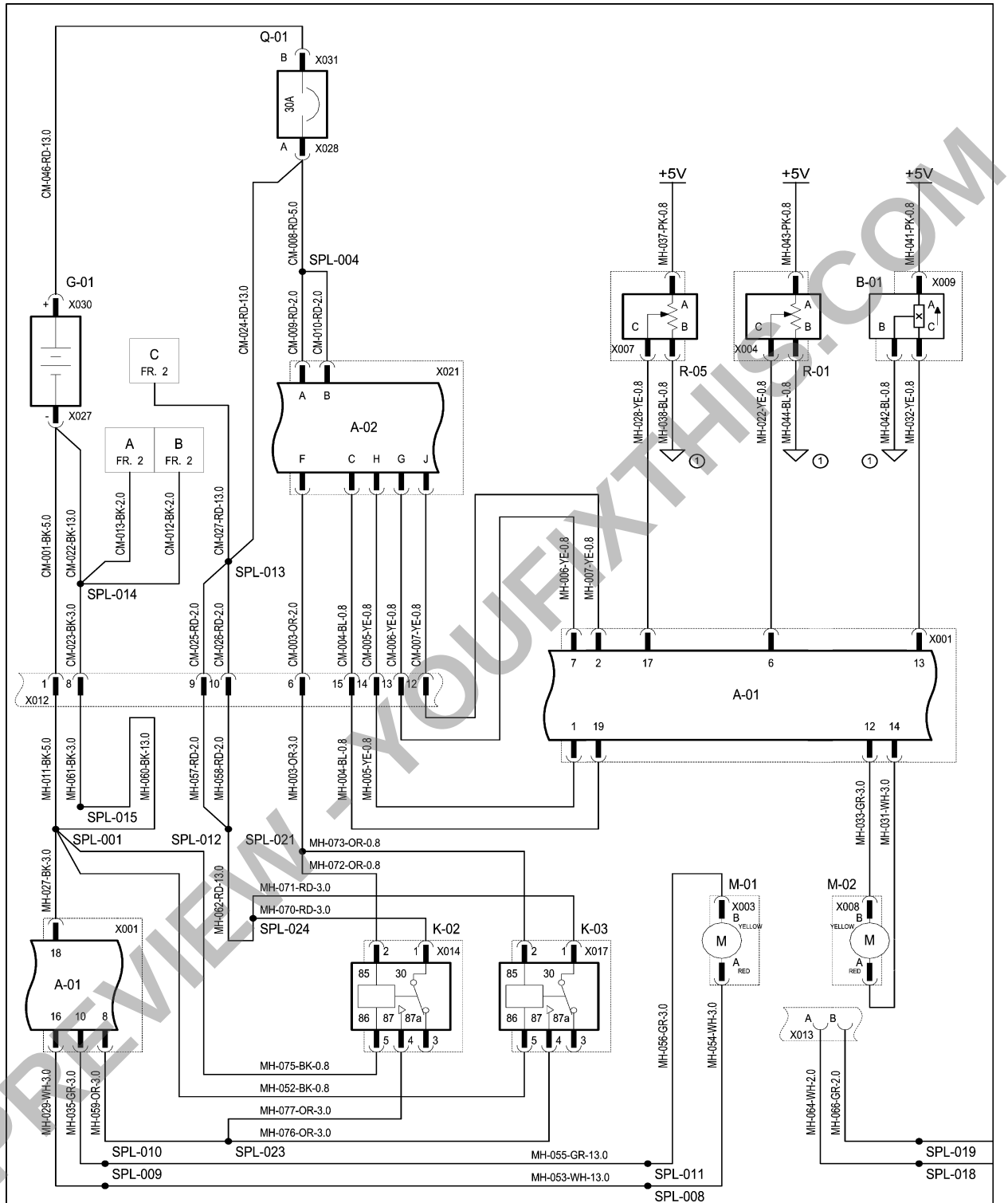
Wheel bolts 480/45-17	156 N·m (115 lb ft) 380 N·m (280 lb ft)
Cam follower bearing	61 N·m (45 lb ft)
Pickup finger	15 N·m (133 in-lbs)
PTO on gearbox	142 N·m (105 lb ft)

ADJUSTMENTS

Tire pressure 31x13.5-15, 8 ply 31x13.5-15, 10 ply 480/45-17, 10 ply 4.8x4-8, 4 ply 16.5x6.5-8, 4 ply	 234 kPa (34 psi) 414 kPa (60 psi) 193 kPa to 220 kPa (28 psi to 32 psi) 104 kPa (15 psi) 204 kPa to 275 kPa (35 psi to 40 psi)
Net wrapper brake pad Duckbill spring Knife spring	2 to 4 mm (3/32 to 5/32 in) 384 to 390 mm (15-1/8 to 15-3/8 in) 289 to 295 mm (11-3/8 to 11-5/8 in)
Twine wrapper Knife tension springs	 64 mm (2-1/2 in)
Wide PU drive chain idler spring	130 mm (5-1/8 in)
Sledge slip clutch	677 to 767 N·m (500 to 567 lb ft)

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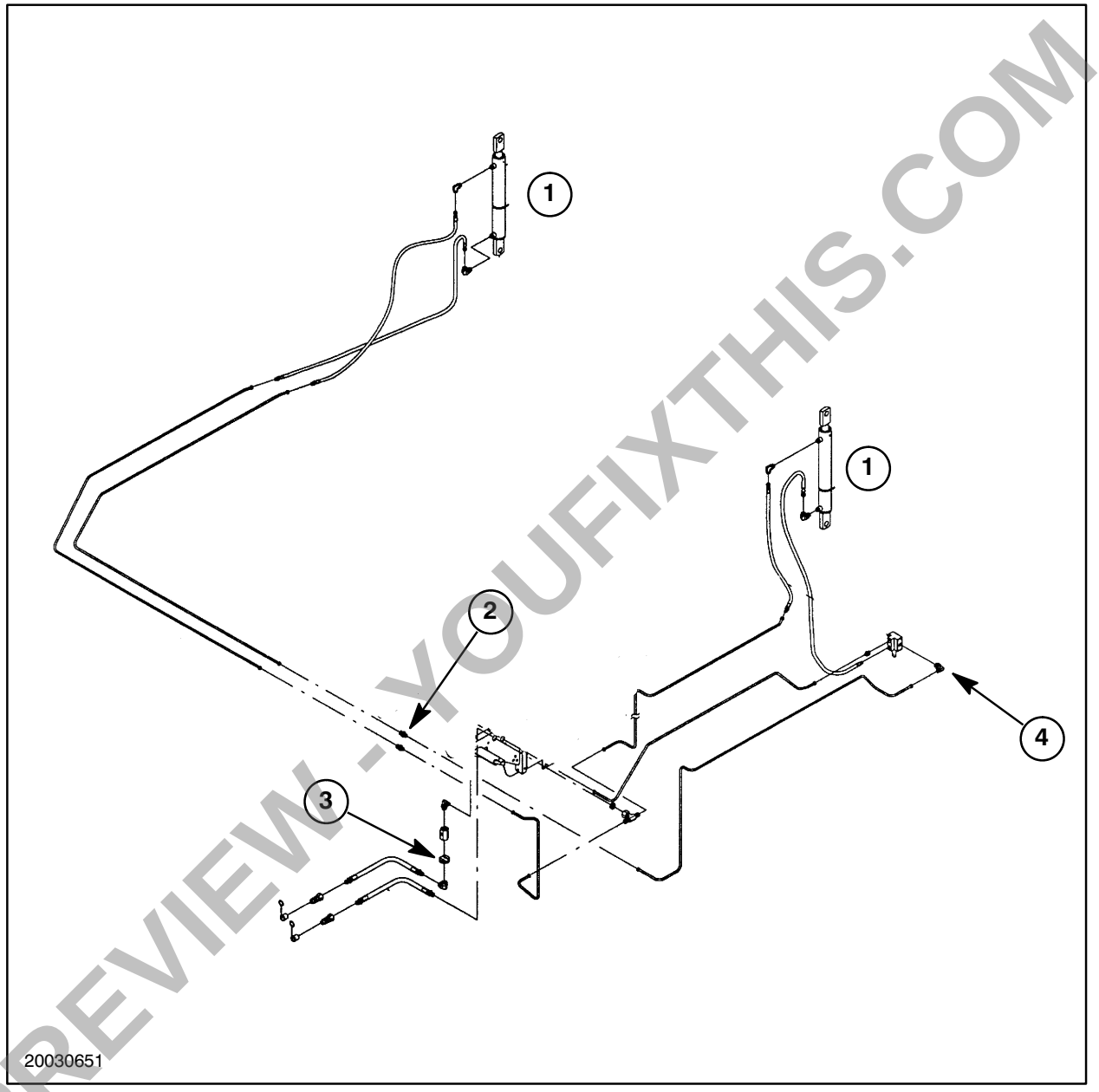
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DESCRIPTION OF OPERATION

Op. 35 550

TAILGATE LIFT SYSTEM



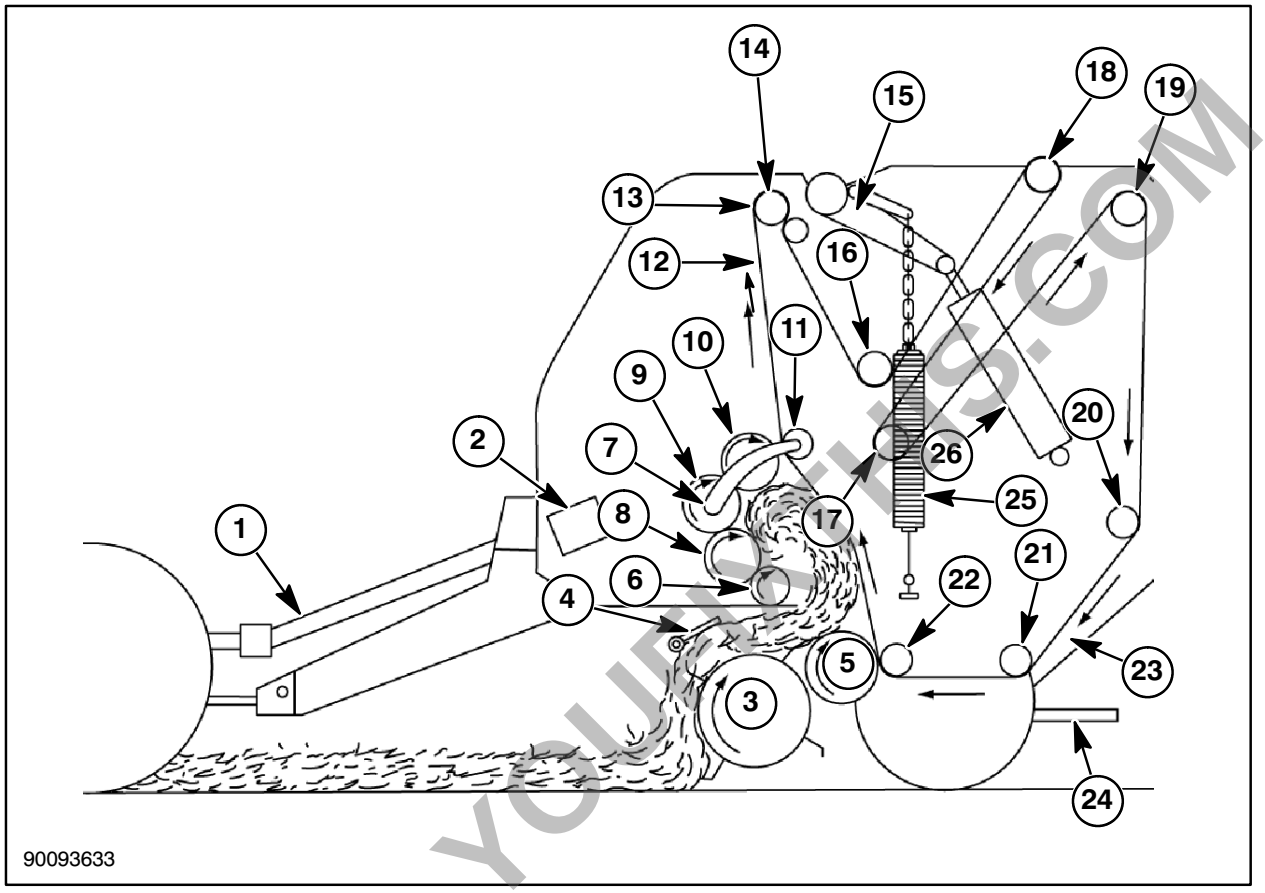
1

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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BALER COMPONENTS



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BASIC COMPONENTS

1. Drive shaft
2. Gearbox
3. Pickup
4. Wind guard
5. Floor roll
6. Starter roll
7. Sledge/Pivot arm
8. Stationary Dimple roll
9. Sledge/Pivot roll
10. Stripper roll
11. Sledge follower roll
12. Belts
13. Belt drive roll
14. Back wrap roll
15. Belt tension arm
16. Front take-up roll
17. Rear take-up roll
18. Top front tailgate idler roll
19. Top rear tailgate idler roll
20. Middle tailgate idler roll (belt tracking)
21. Bottom tailgate idler roll (RB464 only)
22. Tailgate nose roll
23. Tailgate
24. Bale ramp
25. Belt tension spring(s)
26. Belt density cylinder(s)

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#	Qty	Description
1	2	Snap Ring
2	2	Shim Kit
3	3	Bearing
4	1	Cover
5	1	Snap Ring
6	1	Crown Wheel
7	6	Bolt
8	1	Casing
9	1	Double Lip Seal
10	1	Shaft
11	1	Plug
12	1	Bearing
13	1	Nut
14	1	Double Lip Seal
15	1	Shim Kit
16	1	Pinion Shaft
17	1	Cap
18	1	Plug w/Dipstick

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TROUBLESHOOTING

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

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SAFETY

⚠ PRECAUTIONARY STATEMENTS ⚠

A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. To help prevent accidents, read the following precautions before operating this equipment. Equipment should be operated only by those who are responsible and instructed to do so.

Carefully review the procedures given in this manual with all operators. It is important that all operators be familiar with and follow safety precautions.

THE ROUND BALER

1. Keep safety decals free of dirt and grime.
2. Replace all damaged, missing or illegible safety decals.
3. Install all shields before operating the round baler.
4. Keep the round baler free of dust, chaff and hay. Always have a fire extinguisher handy.
5. Never operate the round baler without the PTO shield in place. Make sure the PTO shield rotates freely. Make sure the shield chain is attached.

TOWING THE ROUND BALER

1. Do not tow with a vehicle other than Ag tractor.
2. Balers with brakes should not exceed 40 kph (25 mph). Balers without brakes should not exceed 32 kph (20 mph). Do not tow a baler with a bale in the bale chamber.
3. Make sure the SMV, reflective tape and lights are clean and clearly visible.
4. Refer to local, state or provincial laws and regulations for restrictions on public roads.
5. Make sure the taillights are operating properly.
6. Raise and secure the pickup in its highest position.
7. On balers with a 2.1 meter wide pickup, move the gauge wheels to the transport position.

OPERATING THE ROUND BALER

1. Read the Operator's Manual before operating the round baler.
2. Only allow properly trained persons to operate the round baler.
3. Allow only one operator on the tractor.
4. Do not permit anyone to ride on the round baler.
5. Do not engage the PTO before you are sure everyone is clear of the round baler.
6. Do not work around the round baler in loose clothing that might catch in moving parts.
7. Do not attempt to pull crop from the round baler without turning off the PTO.
8. Keep hands away from the twine knife. Be sure all persons are clear of the baler before operating the twine tubes.
9. If the twine does not start, stop the round baler before correcting the problem.
10. Keep hands away from the net knife.
11. Do not operate above the rated PTO speed.
12. Do not back over windrows, the hay may wedge between the floor roll and pickup.
13. Do not make overweight bales. The round baler may be damaged.
14. Do not exceed the full bale size. An oversize bale will put excessive stress on the round baler components.
15. Be sure all persons are clear of the round baler before starting the round baler, activating the wrapper or opening the tailgate.
16. Do not adjust the pickup lower than necessary.
17. When operating on slopes, the bale must be ejected on the side of the slope to prevent the bale from rolling into the baler or down the hill.
18. Avoid contact with electric power lines. Be especially careful when opening the tailgate.

SERVICING THE ROUND BALER

1. Do not service the round baler with the tailgate in the raised position unless the valve safety lock is in the locked position.
2. Make sure the PTO drive is disengaged, the tractor engine is shut off and the electric power supply to the baler is disconnected before doing any lubrication, maintenance, or service work on the baler.
3. Park on level ground and block the wheels to prevent the round baler from rolling.
4. Do not adjust the belts with the round baler running.

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CALIBRATION (ADJUSTMENTS)

POWER TO TRACTOR CONNECTOR AND OPERATOR'S PANEL TEST

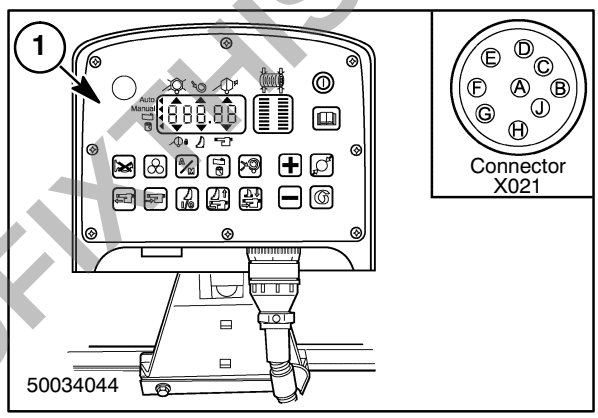
Testing

No Power to the Operator's Panel

NOTICE: *Certain tests can only be done with a 12 volt test light. They will be labeled.*

NOTICE: *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.*

1. Check the relay inside the operator's panel, 1. See component testing, Chapter 3. If the relay is good, proceed to the next step.



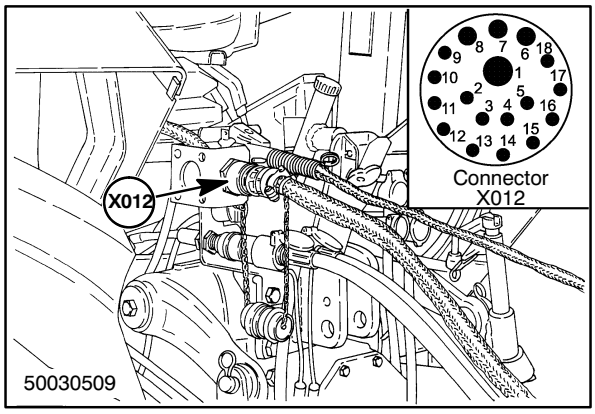
5

Disconnect connector, X012, from the rear of the tractor.

Use a 12 volt test light **ONLY** to verify energized conditions.

2. On the tractor side of the connector, X012, connect the test light leads between pin 9 and pin 1.
3. Repeat this test between pin 10 and pin 1.
4. Repeat this test between pin 9 and pin 8.
5. Repeat this test between pin 10 and pin 8.

If there is not 12 volt current between these locations, the problem is in the tractor electrical system.



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LUBRICATION

Adequate lubrication and maintenance on a regular schedule is vital to maintaining your equipment. To ensure long service and efficient operation, follow the lubrication and maintenance schedules outlined in this manual. The use of proper fuels, oils, grease and filters, as well as keeping the systems clean, will also extend machine and component life.

NOTICE: *Always use genuine* ***Case IH*** *replacement parts, oils and filters to ensure proper operation, filtration of engine and hydraulic systems. See your* ***Case IH*** *dealer for additional oil quantities.*

GENERAL INFORMATION

Regular lubrication is the best insurance against delays and repairs. Proper lubrication will extend machine life. Refer to the following charts for lubricants and service intervals.

NOTICE: *Failure to complete the required maintenance at the recommended intervals can cause unnecessary downtime.*

The intervals listed in the Lubrication Chart are guidelines to be used when operating in normal conditions. Adjust the intervals for operating in adverse environmental and working conditions. The intervals should be shortened for sandy, dusty and extremely hot operating conditions.

⚠ CAUTION ⚠

Observe the following safety precautions before performing any lubrication or maintenance:

- **Shut off engine**
- **Disengage all drives**
- **Engage park brake**
- **Lower all attachments to the ground or raise and engage all safety locks**
- **Close all shields that are opened and reinstall any shields removed for lubrication and maintenance purposes.**

Failure to comply may result in minor or moderate injury.

M1460

NOTICE: *Some illustrations in this manual show shields opened or removed to show areas being serviced. Replace all shields before operating this machine.*

Always clean the area around dipsticks, fill caps, and check plugs when checking fluid levels. Failure to clean these areas may allow contamination to enter the system. Drain, flush and refill the system anytime you suspect it is contaminated.

Grease Fittings

Wipe dirt from fittings before greasing.

Pump fresh grease into fitting to adequately lubricate the component and force out any contamination from the grease passage.

Wipe off excess grease.

Use a grease gun containing clean high grade of multipurpose grease.

Chains

Stop all drives before lubricating chains.

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INTRODUCTION

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

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

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

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

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

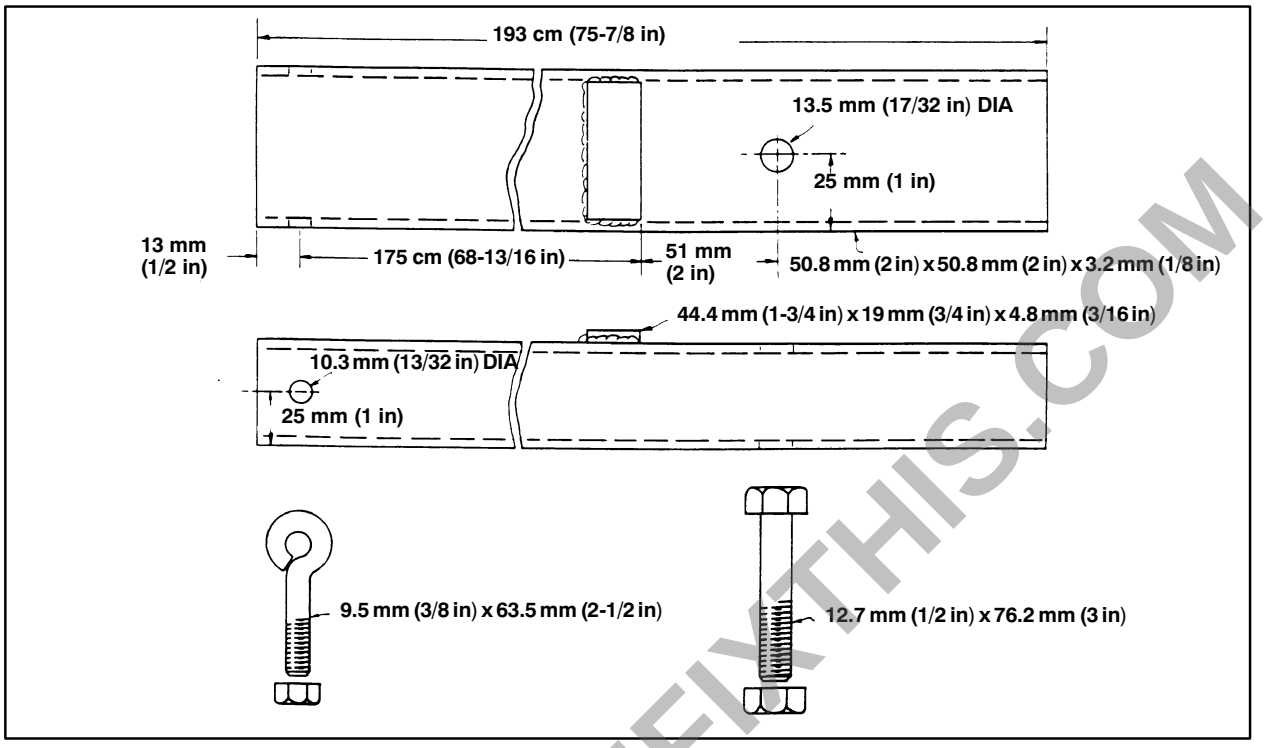
All data and illustrations in this manual are subject to variations in build specification. The description and specifications were correct at the time of issue, but company policy is one of continuous improvement. The company reserves the right to change specifications, equipment, or design at any time,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

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

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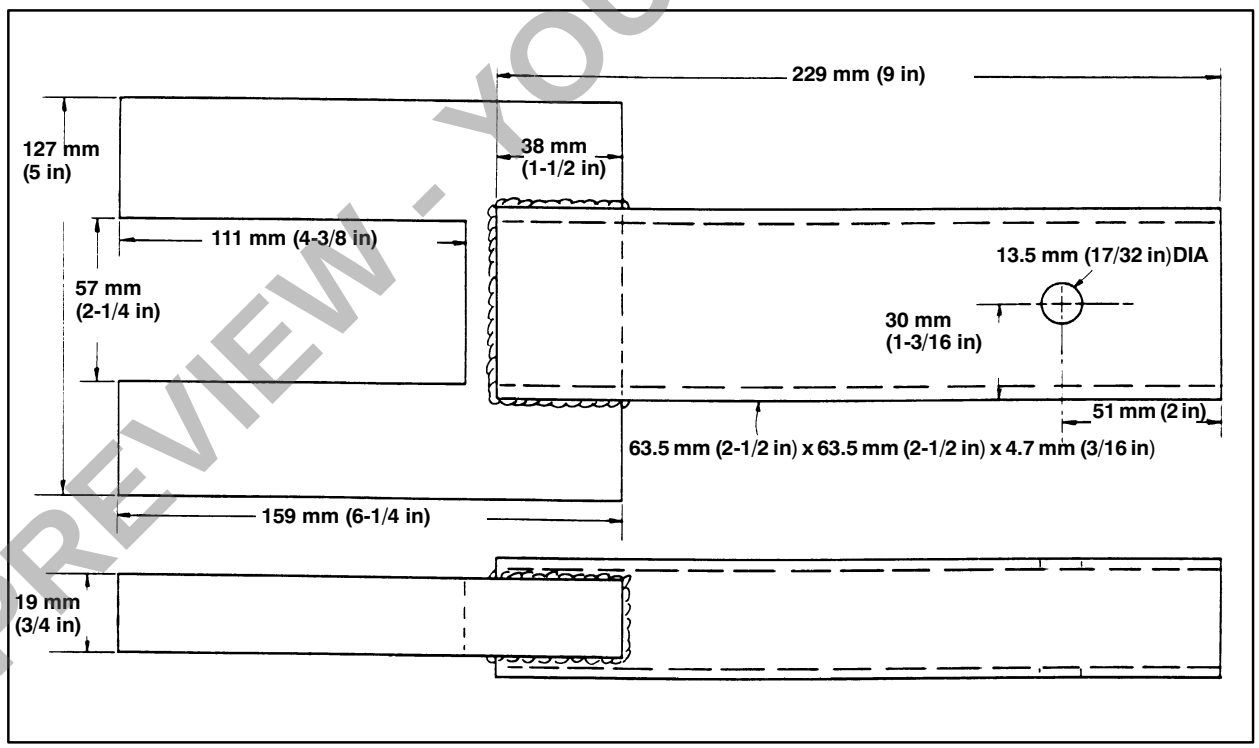
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Tool Handle



2

Main Clutch Tool



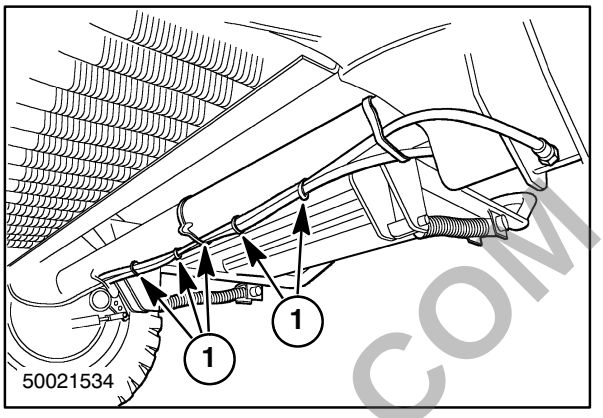
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Install cable ties as required to hold the cable in position. If the cable from the left side was replaced, make sure to add plenty of cable ties, 1, to hold the cable to the axle.

Follow the procedure for the parking brake adjustment at the end of this chapter.



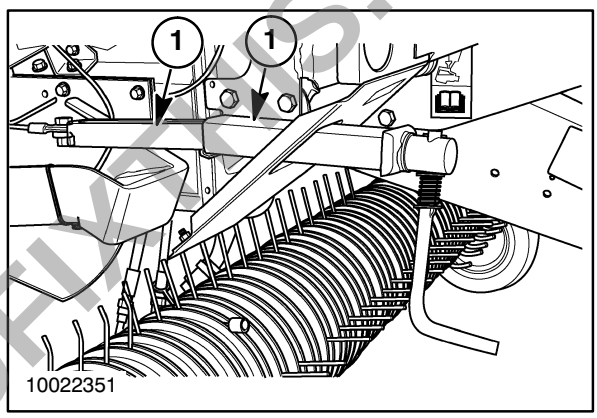
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BRAKE CRANK

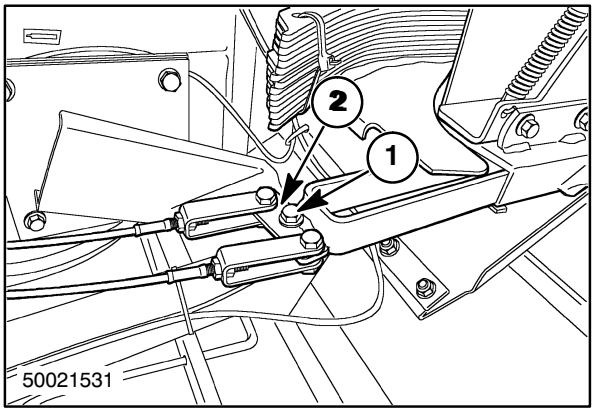
Removal

The brake crank, 1, is only replaceable as a complete assembly.



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Remove the bolt, 1, in the cable plate, 2.



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Disassembly

Clamp the cylinder base in a vice. DO NOT clamp the barrel as it may be distorted by the pressure from the vise.

Remove the bearing nut, 1.

With a punch and hammer, tap the cylinder head, 2, into the barrel until the retaining ring, 3, is clear of the head.

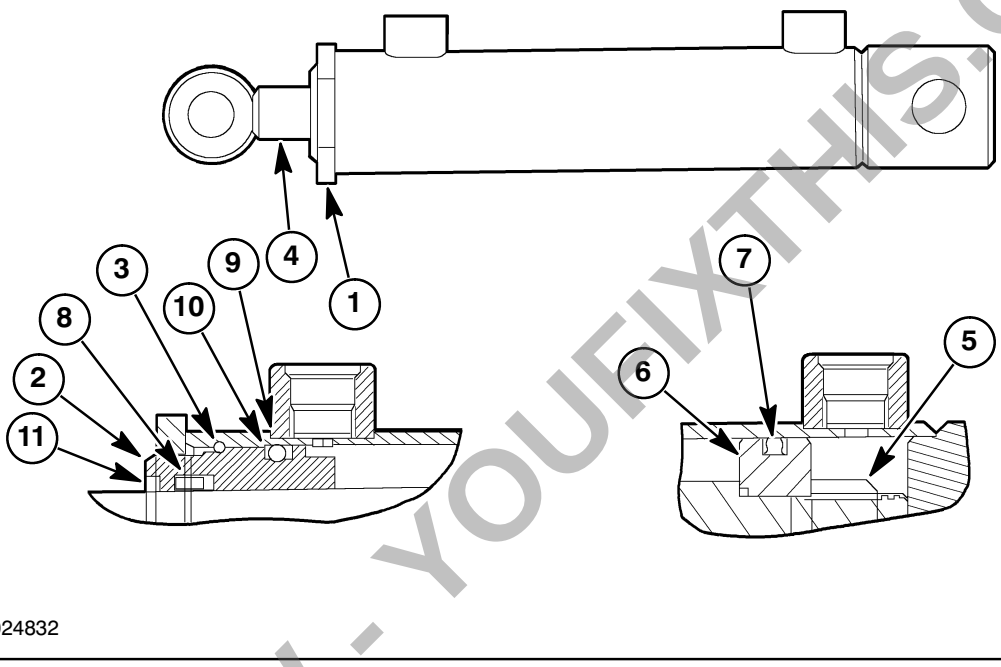
Use a blunt screwdriver to remove the retaining ring.

Cover the port near the head with a rag to catch any residual oil that may be forced out. Remove the rod and head by grasping the rod end, 4, and rapidly pulling the assembly out of the cylinder

Clamp the end of the rod in a vise to remove the piston nut, 5. Remove the piston, 6, and cylinder head, 2, from the rod.

Remove the seals, 7, and, 8, the O-ring, 9, and back-up washer, 10, from the head and piston.

Slide the piston rod seal, 11, off.



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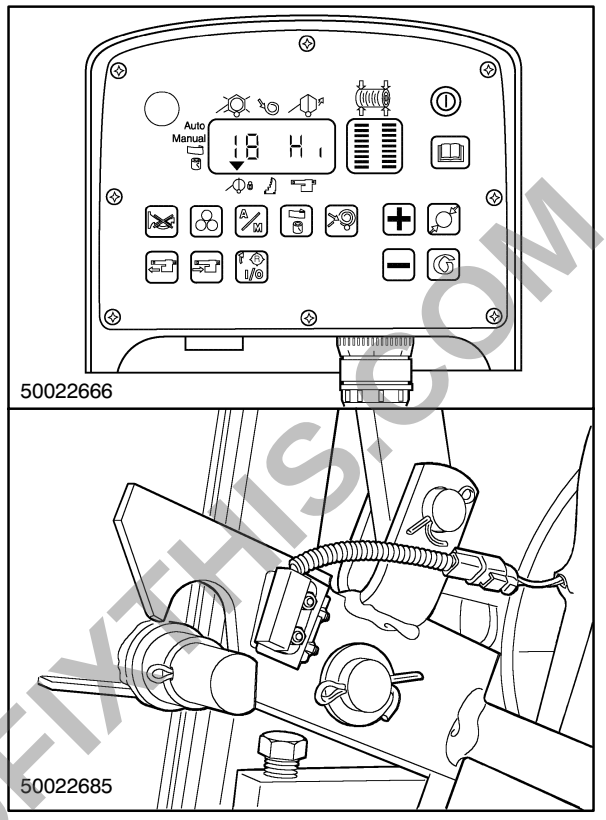
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Verify sensor adjustments. Open the tailgate, the alarm should sound with a short “beep”, the display should change from “Lo” to “Hi” and the TAILGATE pointer should be flashing. Close the tailgate, the alarm should sound with a short “beep”, the display should change from “Hi” to “Lo” and the TAILGATE pointer should be on solid.

If the switch is not adjusted correctly, the display will read “Hi”. A reading of “Hi” indicates the sensor is open. The tailgate pointer will be flashing.

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



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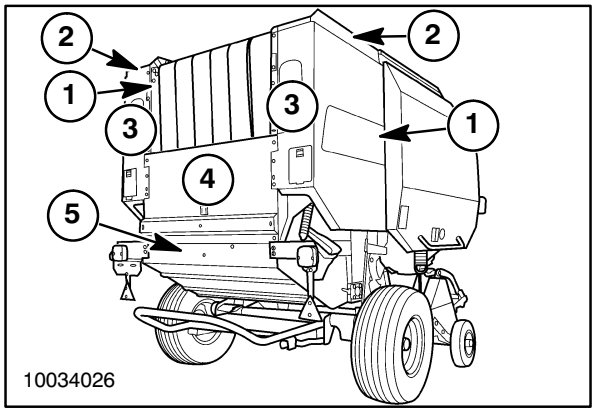
NOTICE: *The bale size must be calibrated after making and wrapping the first bale in the automatic mode. Use setup item #1. See the Net-Twine Wrapper Operator’s Manual for details.*

Install the side tailgate shields, 1 and 2, on both sides.

There may be a filler plate, 3, at the rear on each side. The filler plate goes inside the shields.

Install the rear shield, 4, and the net box, if so equipped, or the double net box.

Install the lower tailgate shield, 5.



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Automatic Dwell

In the custom wrap pattern previously described, each bale will be wrapped exactly as programmed. If the bale diameter is changed from the size originally programmed, it will have an effect on the number of wraps wrapped on the bale. To maintain the programmed twine spacing and insure that sufficient wraps are on the starting and end wraps, the "Automatic Dwell" feature can be activated. To activate the "Automatic Dwell" press the AUTO/MANUAL key. The "Auto" pointer will turn on.

NOTICE: *Activation of the "Automatic Dwell" can only be done with the system in item #2 of the "Setup/ Diagnostic Mode."*

With the "Automatic Dwell" turned on, the custom programmed wrap pattern will automatically place two starting and two end wraps on each bale.

5. Press the setup/diagnostic key again to save the change to the custom pattern. The display may freeze momentarily, and the alarm will be activated briefly. The display will then advance to setup/diagnostic item 3.
6. To exit the setup/diagnostic mode, press and hold the setup/diagnostic key for two seconds. The alarm will sound to indicate that the controller has been taken out of the setup/diagnostic mode and returned to normal operation.

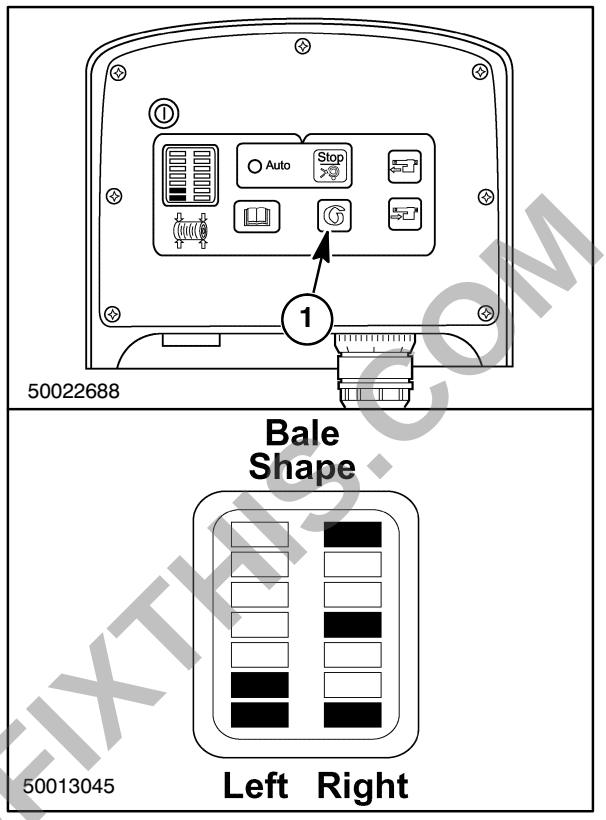
NOTICE: *With the "Automatic Dwell" turned on additional end wraps can be added in the same manner as the factory program patterns. See "Changing the Number of Twine End Wraps."*

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To calibrate the “INSERT” position, fully extend the actuator so the twine tubes are straight down where they will “insert” the twine to start wrapping the bale. Press and hold NUMBER WRAPS, 1, for one second. The alarm will sound for one second. The top segment of the right bar graph will turn on to indicate the “insert” position has been calibrated.

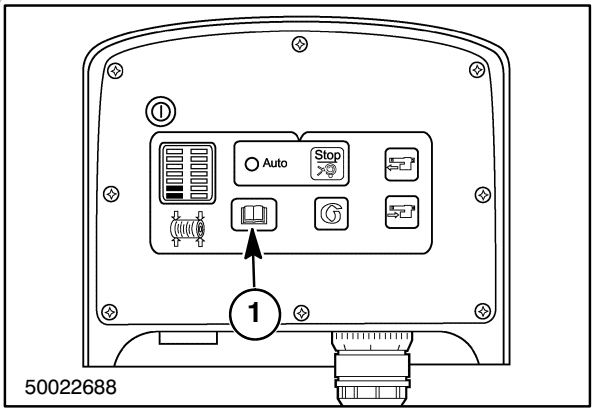
The controller will not calibrate if the potentiometer “insert” reading is not within the “insert” position range. The horn will sound with a burst of rapid short beeps for one second to alert the operator that the calibration has not taken place. Repositioning the actuator/twine tubes within the insert range or adjustment of the potentiometer home position maybe required.



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After the HOME, PRECUT and INSERT calibrations have been preformed exit the Setup/Diagnostic mode and return to the normal operation mode. To exit the Setup/Diagnostic mode, press and hold the Open Book key, 1, for two seconds. The horn will sound for two seconds to indicate that the operator’s panel has been taken out of the setup/diagnostic mode and returned to normal operation.

Or, to advance to Setup Item 3, press and release the Open Book key, 1.



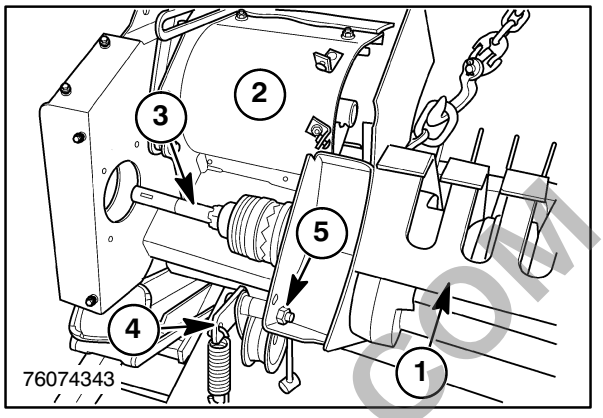
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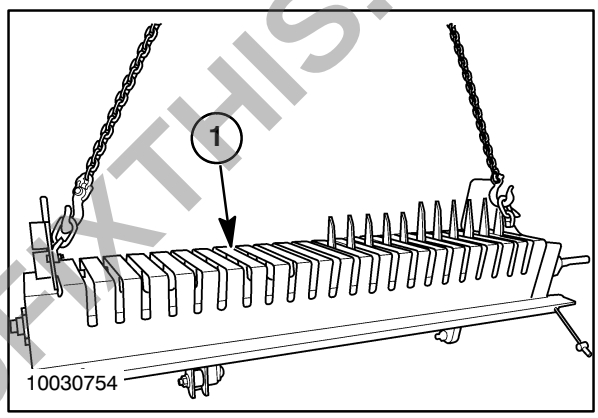
The whole stuffer frame, 1, can now be moved toward the right with respect to the pickup frame, 2. This will free the shaft, 3, from the pickup frame.

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



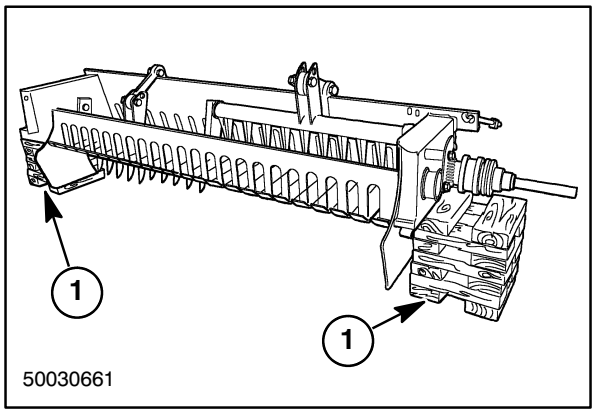
108

The stuffer frame, 1, can now be disassembled.



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Flip the stuffer assembly over and place on wood blocks, 1. This will permit rotating the stuffer while working on it.



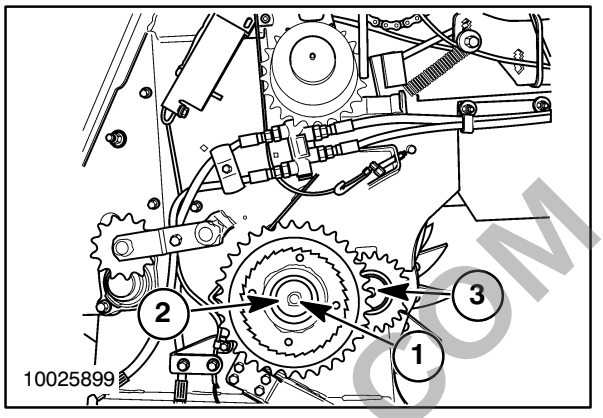
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On the flanged bolt, 1, place a beveled lockwasher and two large washers, 2. Add Loctite™ 242 to the bolt threads.

Place a wood block in the rotor and tighten both bolts, 1 and 3.

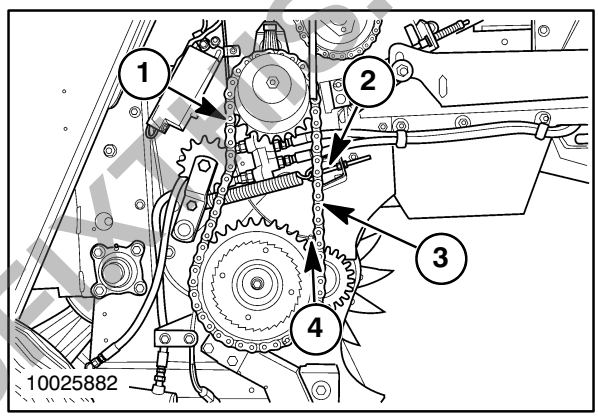


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Install the drive chain, 1. Check that the sprockets and idler are in line.

Add tension to the idler by adjusting the eyebolt, 2. There must be 0 to 16 mm (0 to 5/8 in) deflection at the center of the chain span, 3.

Attach the grease fitting at, 4.

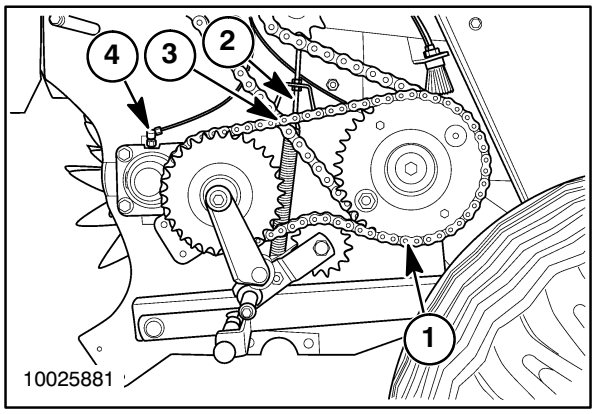


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On the left side, install the drive chain, 1. Check that the sprockets and idler are in line.

Add tension to the idler by adjusting the eyebolt, 2. There must be 0 to 16 mm (0 to 5/8 in) deflection at the center of the chain span, 3.

Attach the grease fitting at, 4.

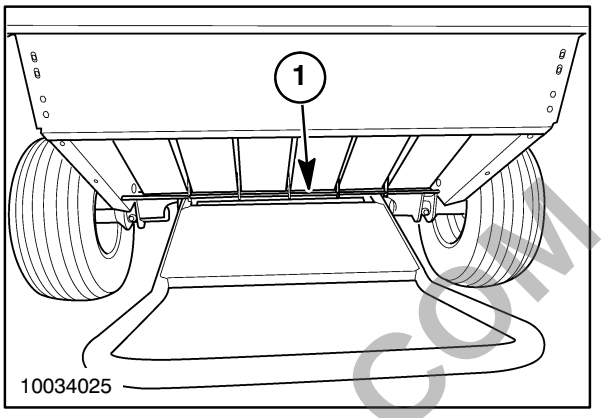


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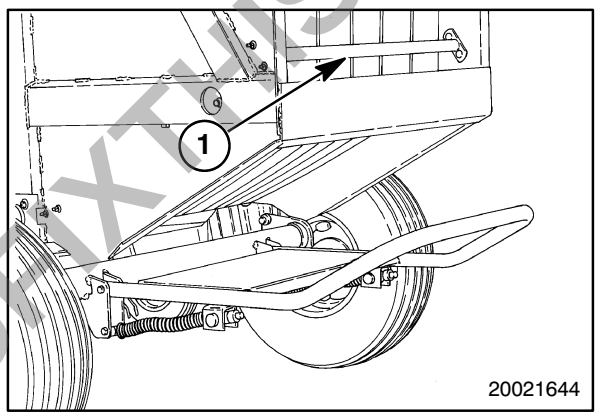
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The belt guides, 1, will show whether the belts are running true.



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SIX FOOT DIAMETER BALER (183 CM)



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FIVE FOOT DIAMETER BALER (152.4 CM)

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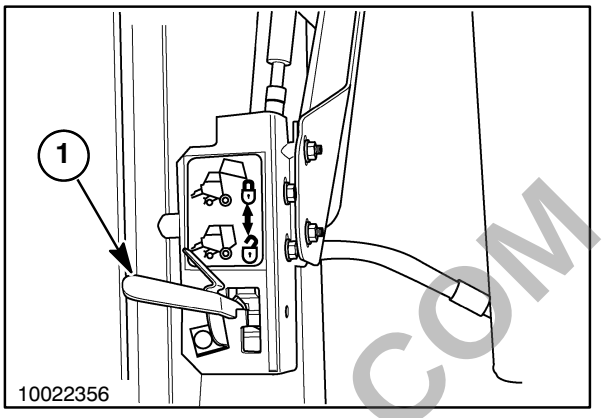
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Apply tailgate lock, 1.

WARNING

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

M1552



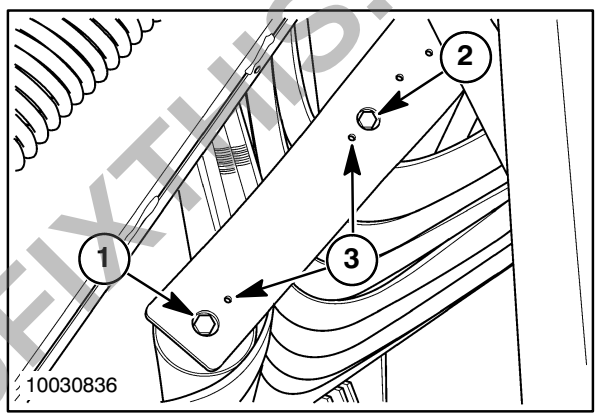
116

Adjust the location of the take-up arm with the hoist. Center the arms between the tailgate and main frame.

Remove the bolts in the end of the take-up roller, 1 or 2, without the hoist attached.

Use a punch in the hole, 3, to keep the support from turning.

If the other take-up roll requires repair, it is easiest to repair one roll, install it, move the hoist to the roll just installed and then remove the other roll.

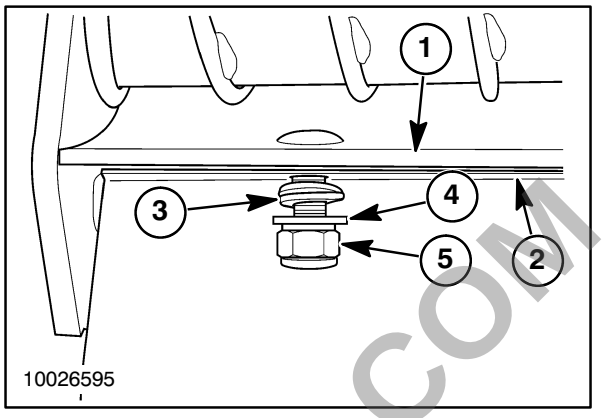


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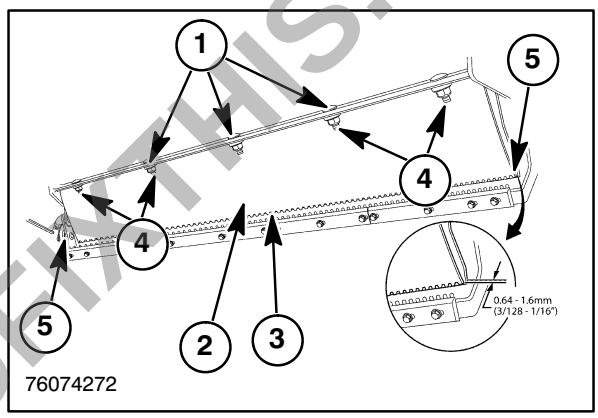
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To install the baffle, insert the carriage bolts through the duckbill, 1, and then the baffle, 2. Place a rubber grommet, 3, then a washer, 4, followed by a lock-nut, 5, at each location.



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Tighten the center bolt/bolts, 1, until the lower baffle, 2, contacts the fixed duckbill surface, 3, in the center with light contact. Adjust the nuts, 4, on each side of the center to allow a gap, 5, of .64 - 1.6 mm (3/128 - 1/16 in) at each end of the baffle.



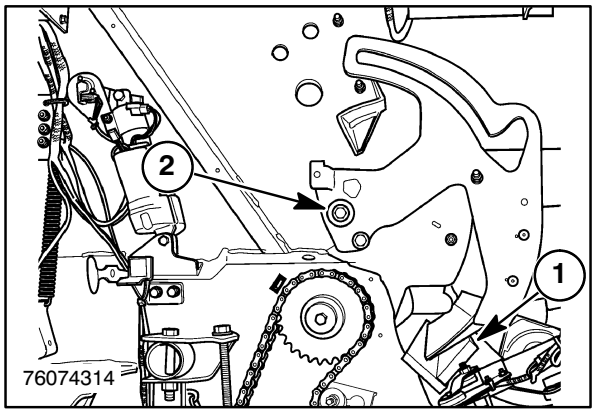
40

The installation of the duckbill requires two people.

Insert the duckbill frame from the right side. The wood support, 1, will have to be pulled half way out the right side to provide clearance for the duckbill to go through the left side sheet.

Align the right side bearing, 2, with the stub shaft welded to the baler. Use a wood block to drive the bearing on the stub shaft.

Install the large O.D. washer, lock washer and hex bolt, 2, in the end of the stub shaft to hold the duckbill in place.



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