TELESCOPING PTO

Model 630

This model baler uses a PTO driveline that combines the universal joint in a constant velocity-type driveline. At the rear of the assembly is the shear bolt protection system.

The Model 630 requires only that the rear slide collar, 1, be released to remove the PTO assembly from the baler.

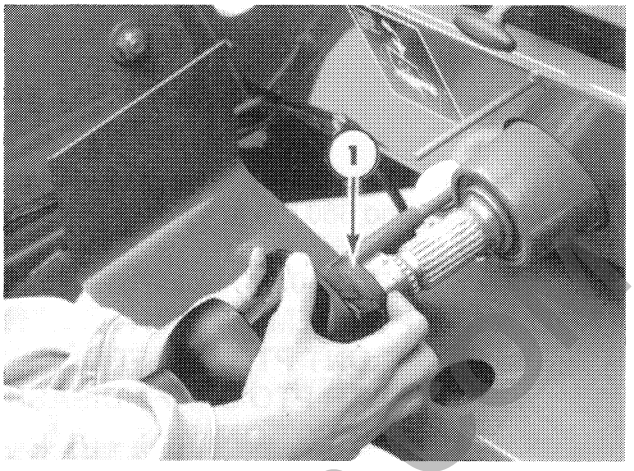


Figure 2-1

2509-4

PTO SHAFT

630

The 630 PTO shaft can be disassembled and assembled in a similar manner to most universal joints. This section will cover the complete disassembly of the shaft. Disassemble only the amount of the shaft that is needed to make the repair.

Figure 2-2 shows the complete PTO assembly:
1 is the front PTO assembly.
2 is the rear PTO assembly.

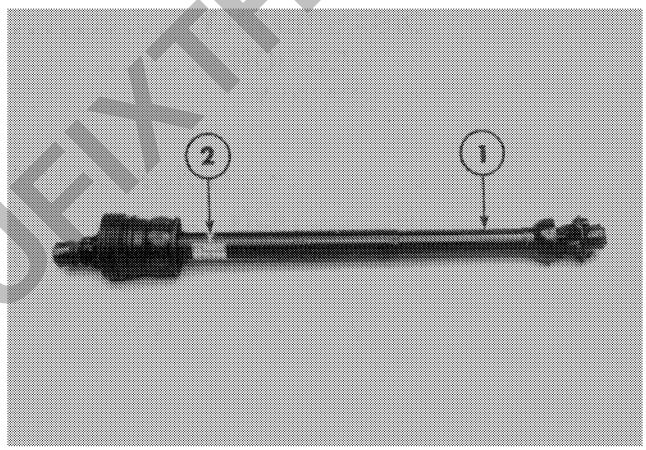


Figure 2-2

A595-1

FRONT PTO SHAFT DISASSEMBLY

Use a screwdriver to disengage snap ring, 1, from the groove in shield, 2. Slide the PTO shaft, 3, out of shield, 2.

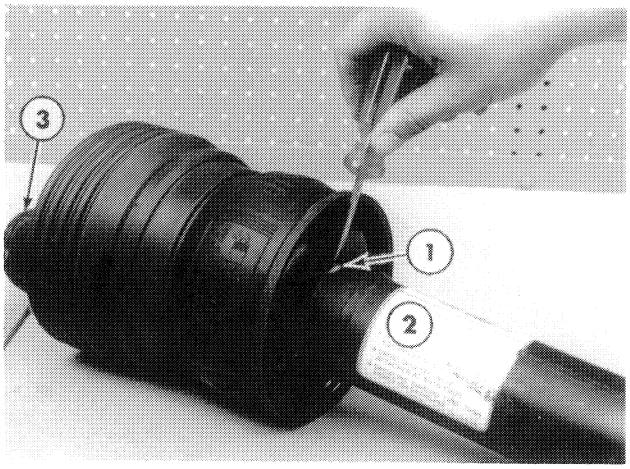
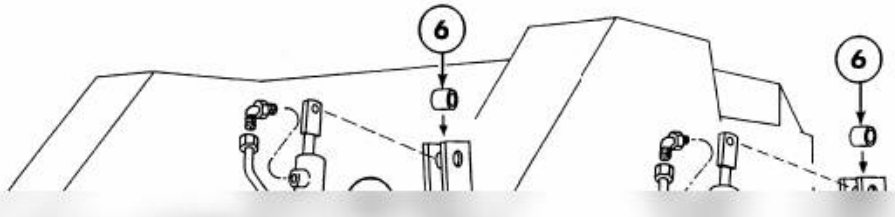


Figure 2-3

A595-8

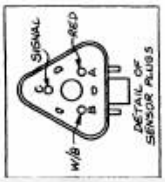
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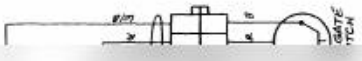


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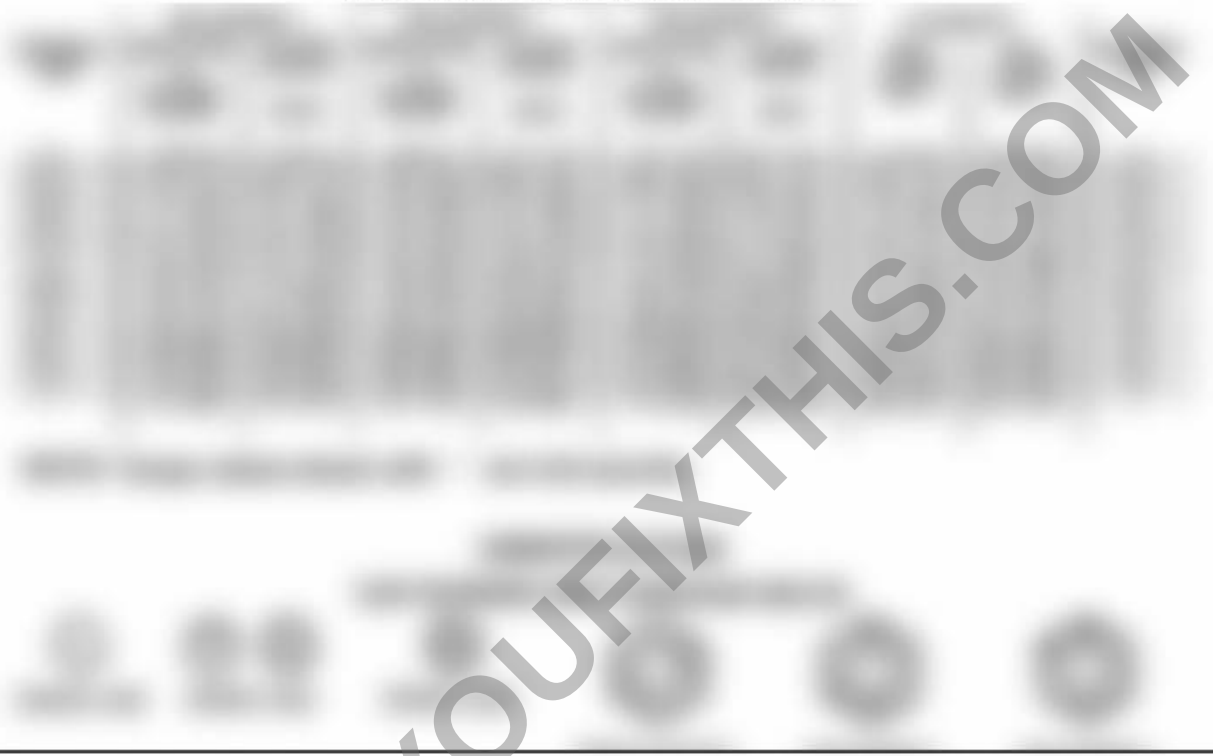
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ROUND BALER SERVICE MANUAL
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SECTION 14 - BALE COMMAND ELECTRICAL SYSTEM - MODELS 640, 650, AND 660

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PRECAUTIONARY STATEMENTS

PERSONAL SAFETY

Throughout this manual and on machine decals, you will find precautionary statements ("CAUTION", "WARNING", and "DANGER") 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.



CAUTION: THE WORD "CAUTION" IS USED WHERE A SAFE BEHAVIORAL PRACTICE ACCORDING TO OPERATING AND MAINTENANCE INSTRUCTIONS AND COMMON SAFETY PRACTICES WILL PROTECT THE OPERATOR AND OTHERS FROM ACCIDENT INVOLVEMENT.



WARNING: THE WORD "WARNING" DENOTES A POTENTIAL OR HIDDEN HAZARD WHICH HAS A POTENTIAL FOR SERIOUS INJURY. IT IS USED TO WARN OPERATORS AND OTHERS TO EXERCISE EVERY APPROPRIATE MEANS TO AVOID A SURPRISE INVOLVEMENT WITH MACHINERY.



DANGER: THE WORD "DANGER" DENOTES A FORBIDDEN PRACTICE IN CONNECTION WITH A SERIOUS HAZARD.

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

MACHINE SAFETY

Additional precautionary statements ("ATTENTION" and "IMPORTANT") are followed by specific instructions. These statements are intended for machine safety.

ATTENTION: The word "ATTENTION" is used to warn the operator of potential machine damage if a certain procedure is not followed.

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.

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Style II is made by Neapco and uses a hard, black plastic slide collar, held in place by a snap ring-type retainer.



Figure 2-38

A2765-12

With both style disconnects, removal of the retainer will allow complete disassembly of the quick-disconnect system. See Figures 2-39 and 2-40.

INSPECTION

Inspect all components for damage or excessive wear. Replace any part that appears questionable.

NOTE: Damage to yoke, 1, Figure 2-39 or 2-40, will require replacement of the assembly for safety reasons to insure proper fit of related components.

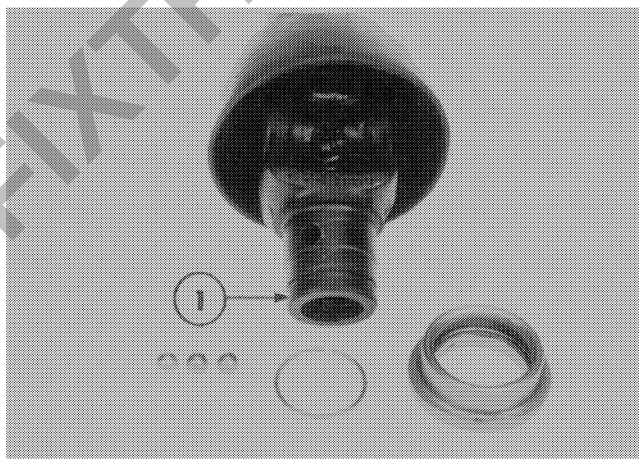


Figure 2-39

A2765-10

ASSEMBLY

Put a light coating of oil on the internal components and reassemble in the reverse order of the disassembly procedure.

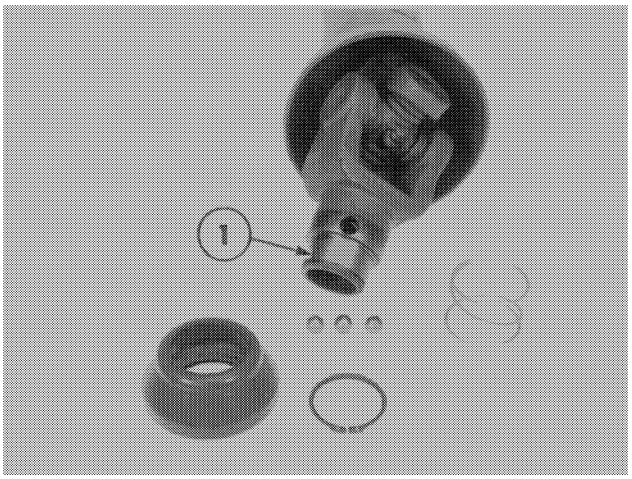


Figure 2-40

A2765-5

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Remove the slip clutch assembly from the reel shaft.

Remove woodruff key, 3, washer, 4, and lock collar, 5, from the left-hand end of the reel shaft.

Remove the three cap screws securing the bearing flangette at 6. Remove the bearing and flangettes from the shaft.

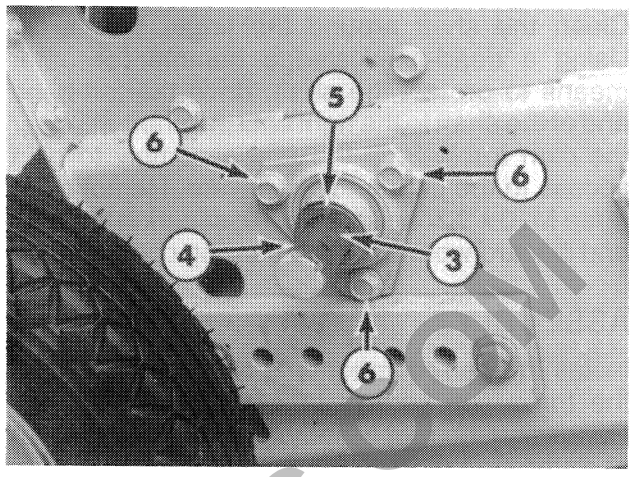


Figure 4-14

A2379-3

On the right-hand end, remove the bearing lock collar, 7, and the cap screws securing the bearing and flangettes at 8.

Remove the bearing and flangettes from the reel shaft.

Pivot the pickup assembly rearward until it stands vertical on the back bone of the frame.

Remove all guards from between the pickup fingers, including the wide guards at each end.

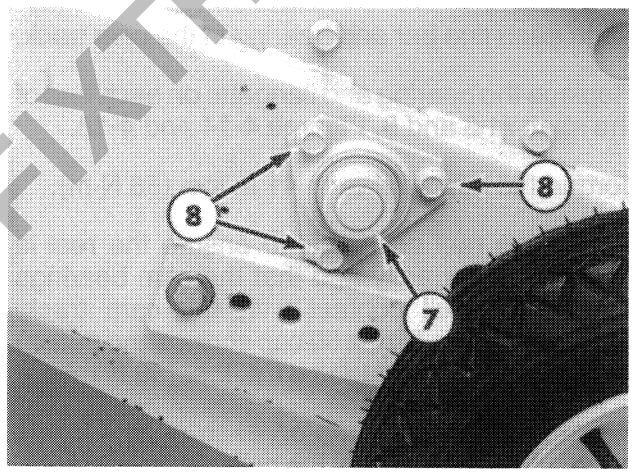


Figure 4-15

A2378-9

Remove the clamp bolts at 9, from each finger disc weld assembly.

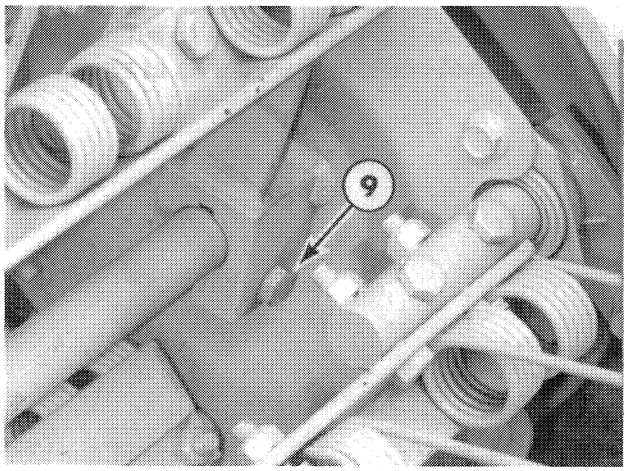


Figure 4-16

A2379-7

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SLEDGE ROLL DRIVE CLUTCH

Models 640, 650, and 660

The drive is delivered to the right-hand side of the baler, via the starter roll, through the sledge roll drive slip clutch. This clutch, 1, provides the protection for the pivot roll and gear drive for the dimpled rolls of the sledge assembly.

DISASSEMBLY

On Auto-Wrap equipped twine wrappers, remove the drive belt, 2; cap screw, 4; and sheave, 3.

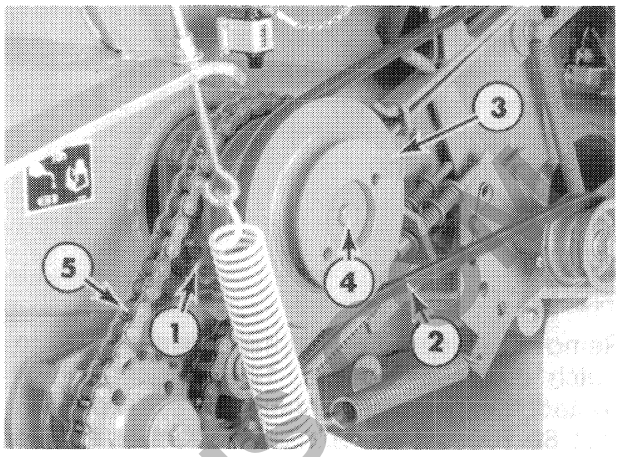


Figure 5-28

1055-6

On Bale Command models, remove the cap screw and spacer at 4.

Loosen and remove drive chain, 5.

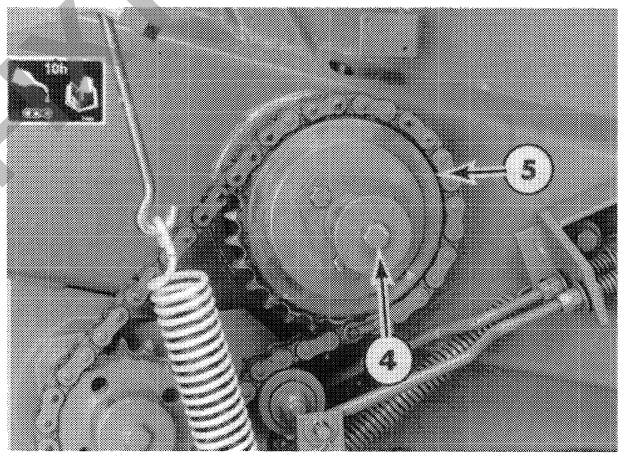


Figure 5-29

1356-11

Remove keeper, 6, the three cap screws, 7, and the two spring washers, 8. The remaining clutch components can be removed from the hub.

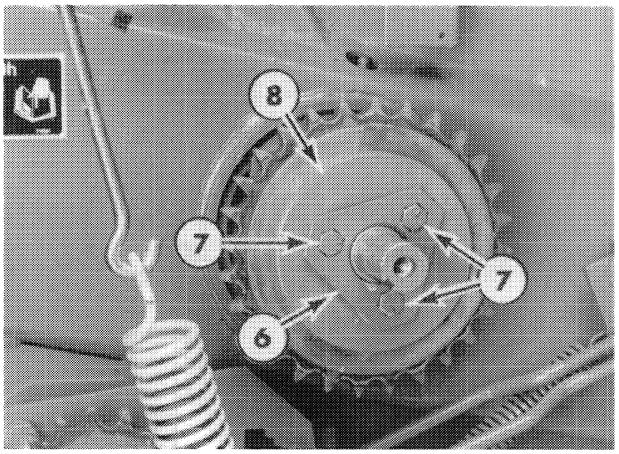


Figure 5-30

1356-10

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Model 650

Single-cylinder density system pivot handle to engage pin at 1, under the take-up arm.

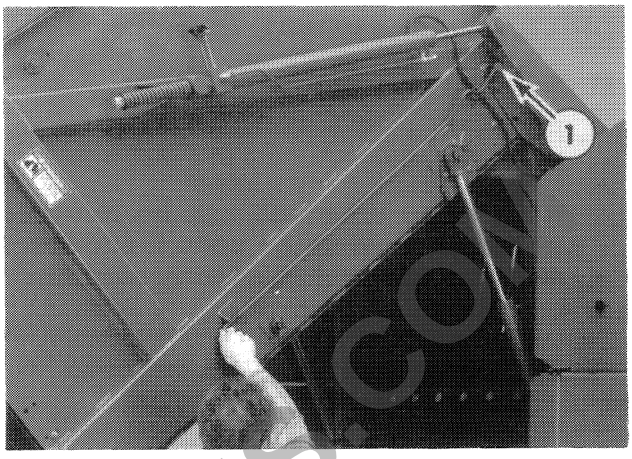


Figure 7-5

2361-11

Models 650 and 660

Double-cylinder density system turn valve, 1, clockwise to lock the tension cylinder.

Lower the tailgate to remove tension from the belts.

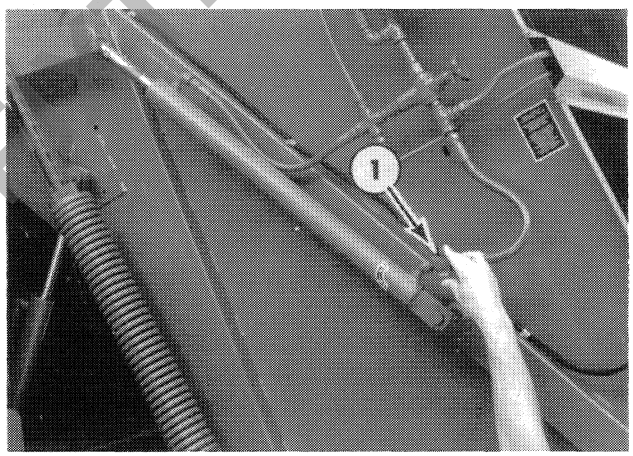


Figure 7-6

1060-11

IMPORTANT: If the tailgate is not fully closed, put the tailgate control valve, 1, in the upper locked position.

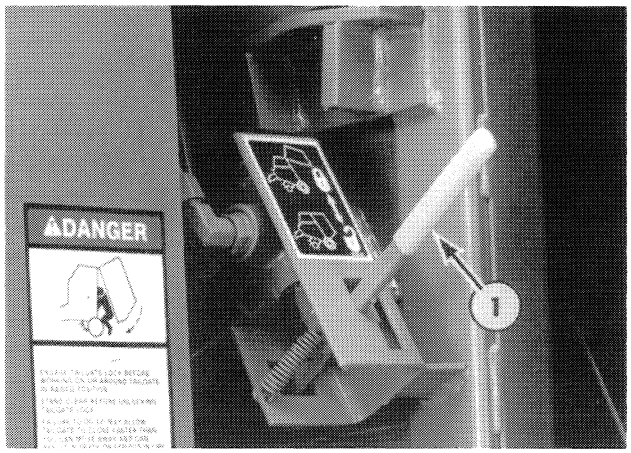


Figure 7-7

1493-9

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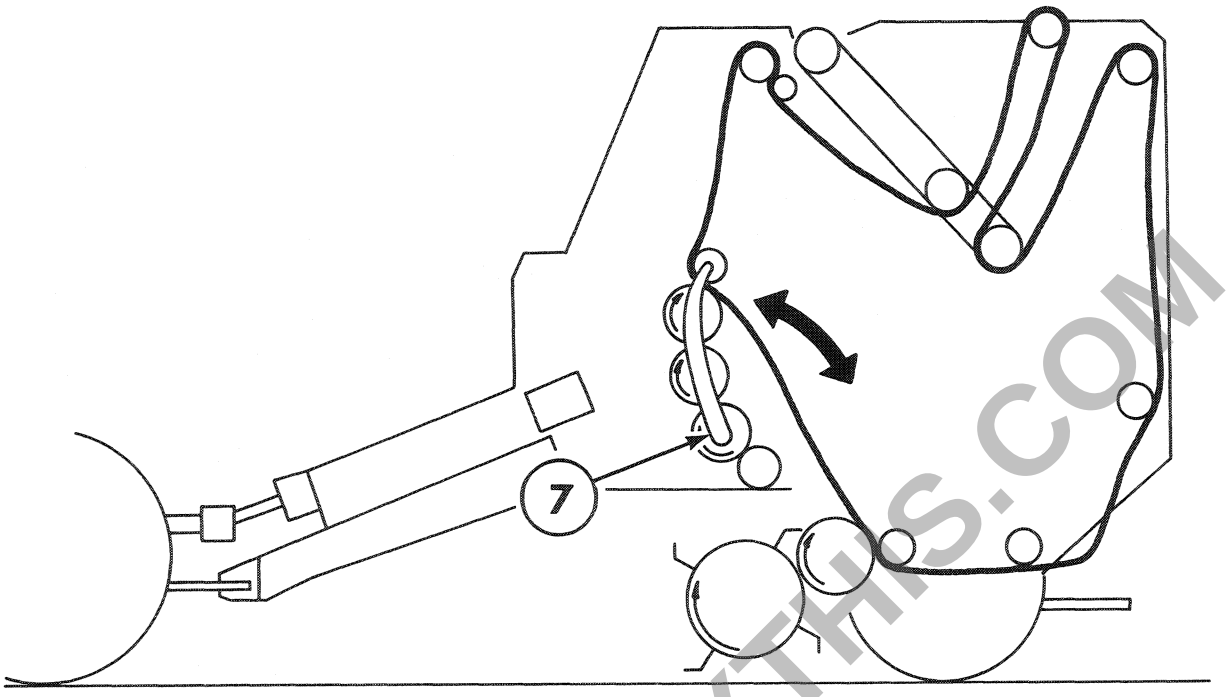


Figure 9-14

Manually rotate the sledge assembly forward, as shown in Figure 9-14. Temporarily secure the sledge forward and remove the locknut securing the limit chain at 1, Figure 9-15. Remove the limit chain.

NOTE: The limit chain is located on the left-hand side in back of the twine/net box.

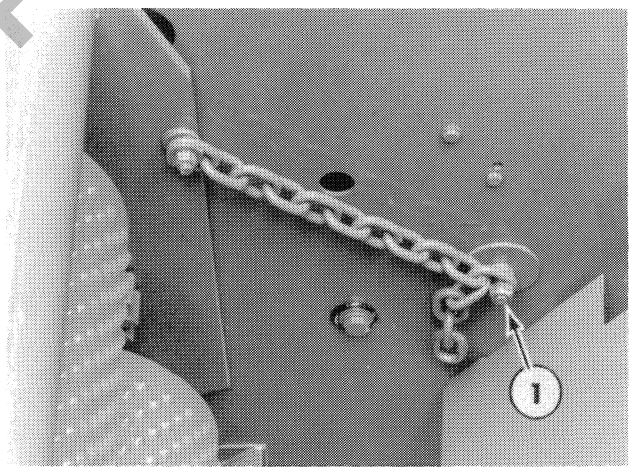


Figure 9-15

1495-11

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With the endless belt-equipped baler, slowly open the tailgate approximately 36″ (91 cm) and place tailgate lockout valve, 1, in the upper, locked position. Remove cap screws, 2, from each end of the roll scraper and remove the scraper assembly.

Remove cap screw, 3, and hubs from each end of the follower roll and remove the roll assembly from the baler.

Release the tailgate lock valve and open the tailgate to full height. Re-engage the tailgate lock valve.

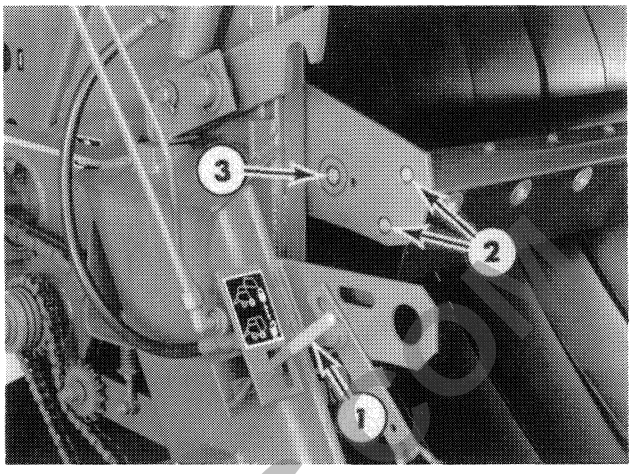


Figure 9-86

2756-9

Remove the bale ejector and set aside. With a pallet fork or similar portable lifting device, attach the sledge assembly to the lift.



Figure 9-87

1496-2

Remove cap screws, 1, securing the sledge frame to the pivot hubs. Repeat on the opposite side.

The sledge can now be removed from the baler.

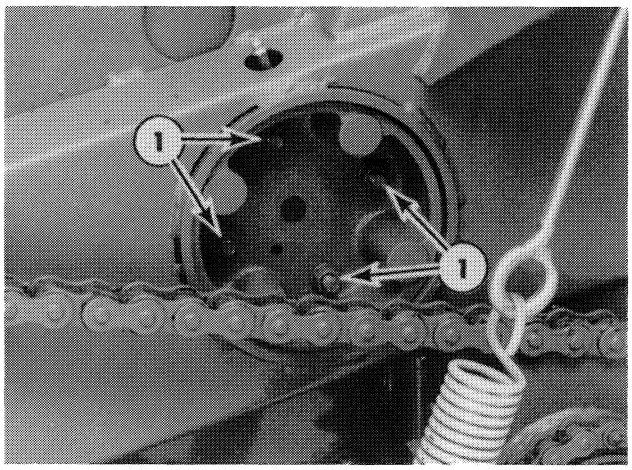


Figure 9-88

1494-9

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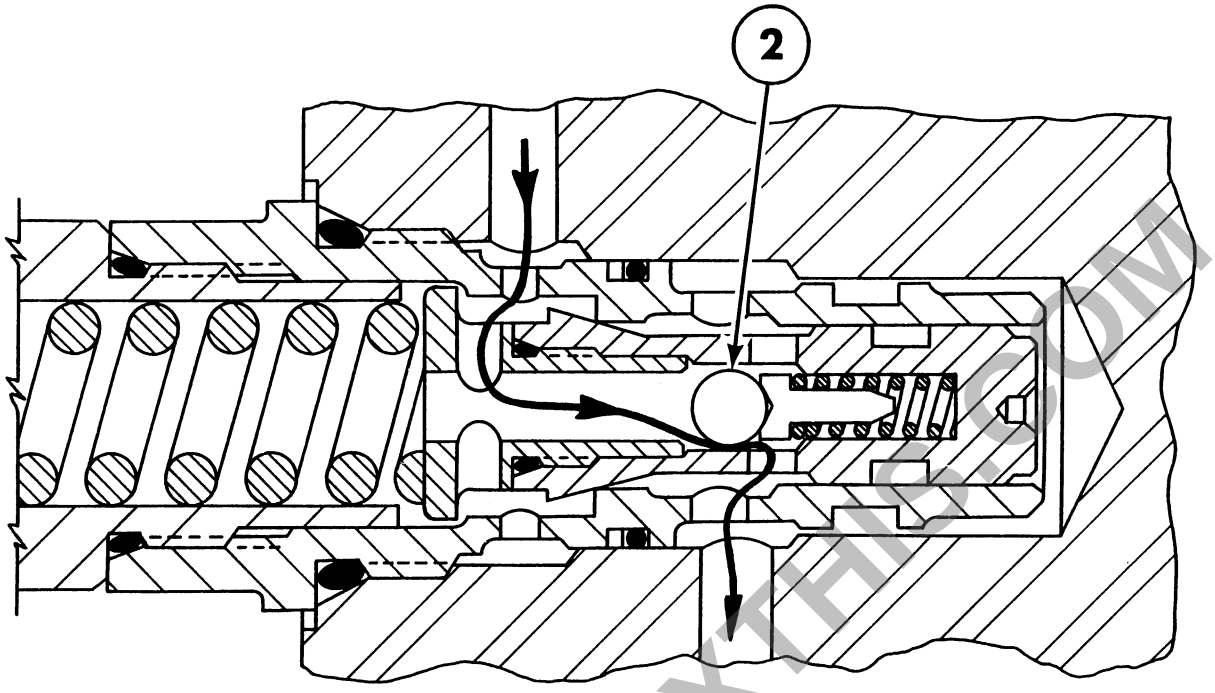


Figure 10-27

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Position the twine tube brackets so they are parallel to each other. Install the keys in the shafts and install the gears, 7, as shown. Position the gears on the shaft so they are within 0.030″ (0.8 mm) of the bottom of the mounting bracket when the shaft and bracket is against the top. Do not force the gears against the bracket as the shafts may not pivot freely. Install two 5/16″ x 1″ setscrews and jam nuts in the left gear. Install the spring bracket, 12, as shown using an M 8 x 20 cap screw, 13, washer and lock washer and a 5/16″ X 1-1/4″ setscrew and jam nut. Install a 5/16″ x 1" setscrew in the right gear.

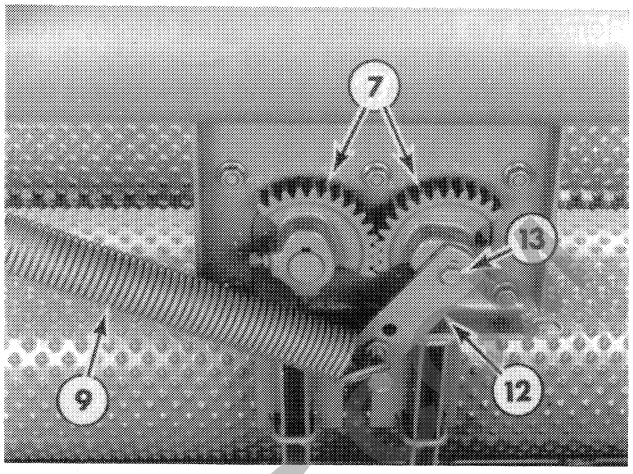


Figure 12-28

Install the twine tubes. Refer to the twine tube information earlier in this section.

Install the spring, 9.

Attach the drag link to the breakaway with two 1/2″ washers between the breakaway and rod end and install a locknut on the carriage bolt installed through the breakaway at 10.

Attach the indicator cable, 8, to the bracket using a washer and locknut at 16.

Place the eccentric, 14, on the left pivot shaft. Rotate the eccentric to obtain a clearance of 1/64″ to 1/32″ (0.4 mm to 1.6 mm) between the eccentric and breakaway arm and tighten the setscrew.

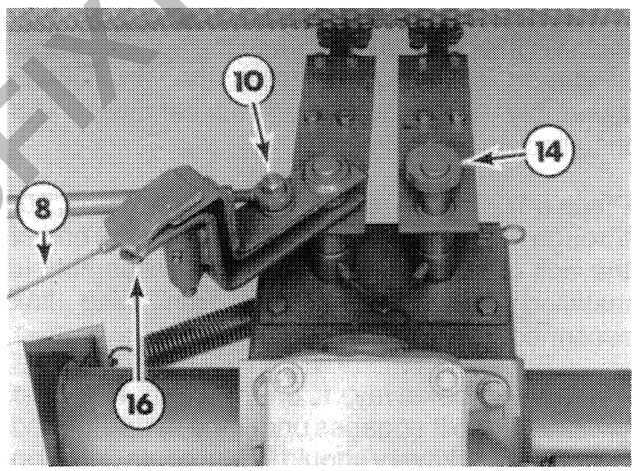


Figure 12-29

REPLACING THE BREAKAWAY

Grab the end of one of the twine tubes and give it a quick pull to separate the breakaway as shown in Figure 12-22. This will make it easier to separate the breakaway from the shaft bracket.

Disassembly

Disconnect the drag link by removing the nut from the carriage bolt at 10, Figure 12-29.

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TWINE TUBE BREAKAWAY

The breakaway system should be adjusted so that a pull of 105 pounds (467 N) at the end of the twine tube is required to disengage the breakaway as shown. To reset the breakaway, grasp one of the twine tubes and pull toward the home position. The two halves of the breakaway should snap together as shown in Figure 13-9. The breakaway is held in the normal operating position by a spring-loaded ball inside the arm, 1, Figure 13-8, attached to the twine tube pivot shaft. The ball seats in arm, 2, attached to the drag link.

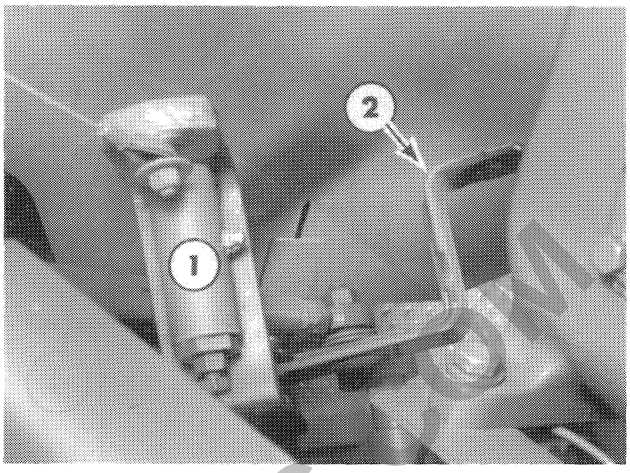


Figure 13-8

2365-1

To adjust the breakaway force:

Loosen the jam nut, 3.

Turn screw, 4, clockwise to increase the breakaway force or counterclockwise to reduce the force. One rotation of the screw will change the breakaway force by 12 lbs. -13 lbs. (53 N - 58 N).

When the setting is correct, tighten the jam nut, 3.

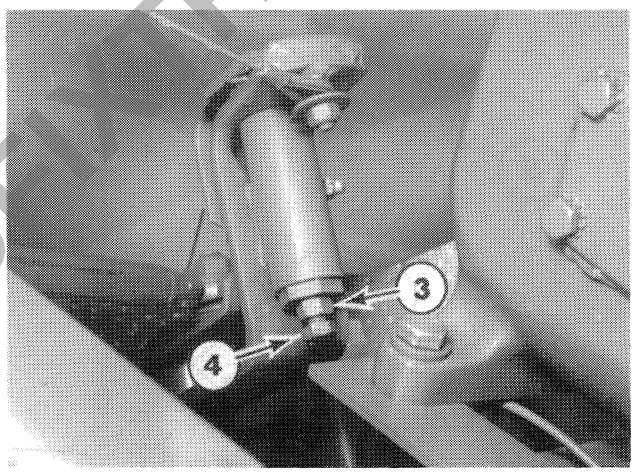


Figure 13-9

2365-8

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KNIFE RESET LINKAGE

The knife is reset when the tailgate is opened and closed to eject the bale.

Model 640

When the tailgate is opened, a heavy spring, 1, Figure 13-57, pulls up on the pivot plate, 2. The end of the slot in the plate contacts the spacer on the rear of link, 3, and moves the knife, 4, to the home position. When the tailgate is closed, the bracket, 5, Figure 13-58, on the tailgate contacts the bearing, 6, on the pivot plate, 2, and moves it to the reset position so the knife link, 3, can move in the slot when the knife is released.

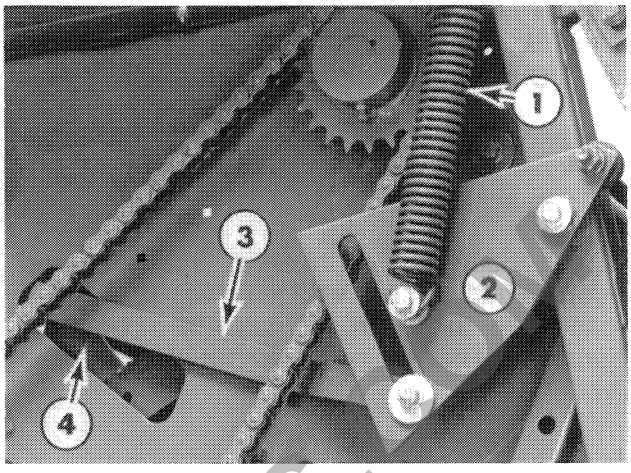


Figure 13-57

1635-7

Disassembly

Remove the cap screw, spacer and washer at 7 from the rear of link, 3.

Remove the cap screw and spacer at 8 to remove the front of the link from the knife mount.

Open the tailgate and engage the lockout.

Remove the cap screw and spacers at 9 and remove the spring, 1.

Remove the cap screw and washer at 10 to remove the pivot plate, 2.

Remove the bearing, 6, from the pivot plate.

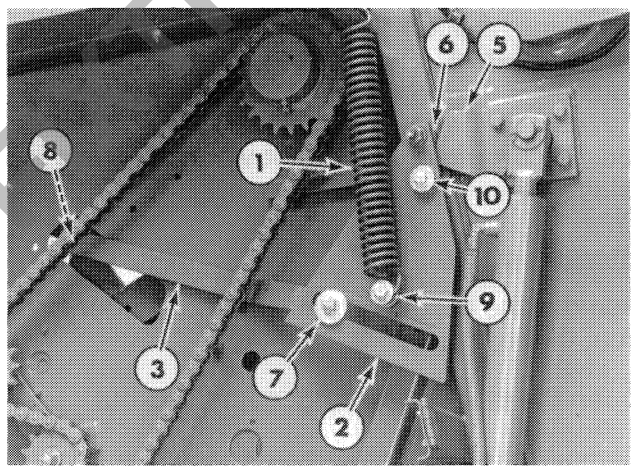


Figure 13-58

1635-9

Assembly

Attach the bearing, 6, to the pivot plate using a hardened washer and 5/8" UNF nut. Do not tighten the nut until the bearing is adjusted after the knife reset link, 3, is installed.

Attach the pivot plate, 2, to the frame using a 1-3/8" OD washer and M10 x 30 cap screw at 10.

Open the tailgate and engage the lockout.

Attach the spring, 1, to the frame.

Attach the spring, 1, to the plate using a M12 x 60 cap screw, lock washer and nut at 9. A 3/4" (19 mm) long spacer, washer, 1/2" (12.7 mm) long spacer, and washer, should be installed in the order listed on the outside of the pivot to hold the spring away from the pivot plate.

Close the tailgate.

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Extend the actuator until it is centered over the precut magnet, 3, Figure 14-15 or 14-16. There should be 3/16" (5 mm) gap between magnet, 3, and sensor, 2.

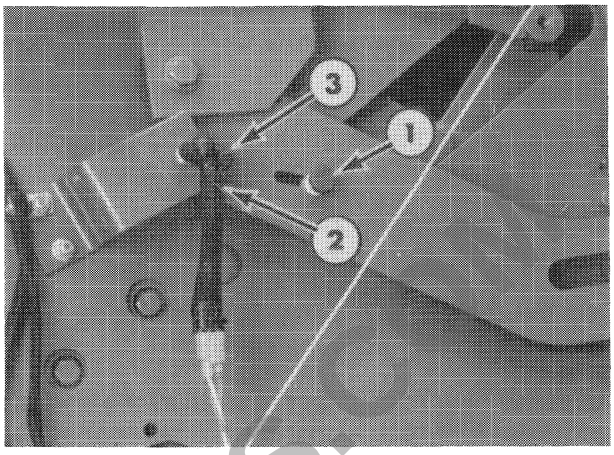


Figure 14-15

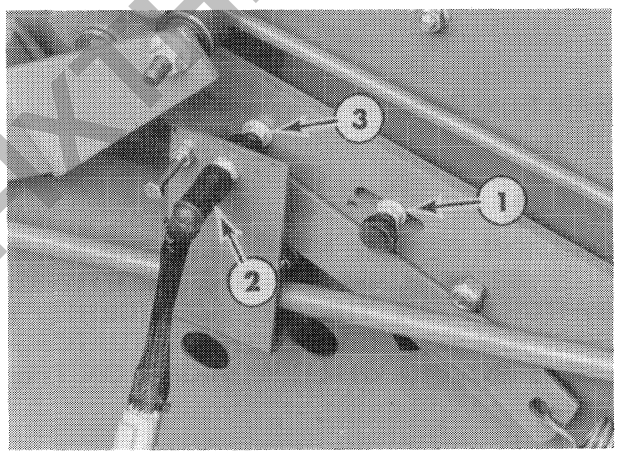


Figure 14-16

NET COUNTER ROLL SENSOR

Adjust the clearance between the counter roll sensor, 1, and magnet, 2, in the ring on the counter roll shaft to 1/16" (1.5 mm).

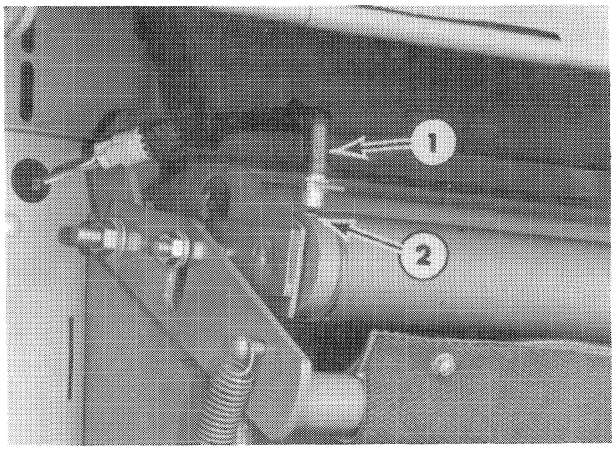


Figure 14-17

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