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Safety rules

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 death or injury.

Throughout this manual you will find the signal words DANGER, WARNING, and CAUTION followed by special instructions. These precautions are intended for the personal safety of you and those working with you.

Read and understand all the safety messages in this manual before you operate or service the machine.

DANGER indicates a hazardous situation that, if not avoided, will result in death or serious injury.

WARNING indicates a hazardous situation that, if not avoided, could result in death or serious injury.

CAUTION indicates a hazardous situation that, if not avoided, could result in minor or moderate injury.

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

Machine safety

NOTICE: *Notice indicates a situation that, if not avoided, could result in machine or property damage.*

Throughout this manual you will find the signal word Notice followed by special instructions to prevent machine or property damage. The word Notice is used to address practices not related to personal safety.

Information

NOTE: *Note indicates additional information that clarifies steps, procedures, or other information in this manual.*

Throughout this manual you will find the word Note followed by additional information about a step, procedure, or other information in the manual. The word Note is not intended to address personal safety or property damage.

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Torque – Minimum tightening torques for normal assembly

NOTE: *In the metric tables, nominal sizes M4 through M8 hardware torque specifications are shown as a Newton meters (pound-inches) numerical value.*
Nominal sizes M10 through M24 hardware torque specifications are shown as a Newton meters (pound-feet) numerical value.

Metric non-flanged hardware

Plain (PLN) – an unplated hardware finish with residual manufacturing oils
Zinc-dichromate (ZND) – a yellow colored chemical plating formula yellow applied to the hardware

Nominal size	Class (CL) 8.8 bolt and Class (CL) 8 nut	Class (CL) 10.9 bolt and Class (CL) 10 nut	Locknut CL 8 w/CL 8.8 bolt	Locknut CL 10 w/CL 10.9 bolt
	PLN and ZND	PLN and ZND	ZND	ZND
	N·m (lb in)	N·m (lb in)	N·m (lb in)	N·m (lb in)
M4	2.9 (26)	4.2 (37)	2 (18)	2.9 (26)
M5	5.9 (52)	8.5 (75)	4 (36)	5.8 (51)
M6	10.1 (89)	14.5 (128)	6.8 (60)	10 (89)
M8	24.5 (217)	35.1 (311)	17 (151)	24 (212)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
M10	48.7 (36)	69.5 (90)	33 (25)	48 (35)
M12	85 (63)	121 (67)	58 (43)	83 (61)
M14	135 (100)	193 (142)	92 (68)	132 (97)
M16	210 (155)	301 (222)	143 (106)	205 (151)
M18	299 (221)	414 (305)	203 (150)	281 (207)
M20	425 (313)	587 (433)	290 (214)	400 (295)
M24	735 (542)	1016 (749)	501 (370)	693 (510)

Metric flanged hardware

Plain (PLN) – an unplated hardware finish with residual manufacturing oils
Zinc-dichromate (ZND) – a yellow colored chemical plating formula yellow applied to the hardware

Nominal size	Class (CL) 8.8 bolt and Class (CL) 8 nut	Class (CL) 10.9 bolt and Class (CL) 10 nut	Locknut CL 8 w/CL 8.8 bolt	Locknut CL 10 w/CL 10.9 bolt
	PLN and ZND	PLN and ZND	ZND	ZND
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
M4	3.2 (28)	4.6 (41)	2.2 (19)	3.1 (27)
M5	6.5 (58)	9.4 (83)	4.4 (39)	6.4 (57)
M6	11.1 (98)	15.9 (141)	7.5 (66)	11 (96)
M8	27 (239)	39 (345)	18 (163)	27 (240)
	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)	N·m (lb ft)
M10	53.6 (40)	76.5 (56)	37 (27)	53 (39)
M12	93 (69)	134 (98)	63 (47)	91 (67)
M14	148 (109)	213 (157)	101 (75)	145 (107)
M16	231 (171)	331 (244)	158 116)	226 (167)
M18	329 (243)	455 (336)	223 (165)	309 (228)
M20	467 (345)	645 (476)	318 (235)	440 (325)
M24	809 (597)	1118 (824)	552 (407)	

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Capacities

The following table lists these types of consumable products used when performing general servicing of this machine.

- Grease lubricant
- Anti-seize lubricant
- Lubricating oils
- Hydraulic system oil
- Sealants
- Cleaner and degreaser

NOTICE: *When performing more detailed maintenance services such as those described in the baler service manual and that your NEW HOLLAND dealer service technician generally performs, always use the service-specific listed consumable products in the service manual procedure. The service manual procedure consumable products may vary from consumable products listed here for general maintenance of the machine.*

General maintenance consumable products used on this machine.

Consumable product	Use	Capacity
Grease lubricant		
NEW HOLLAND AMBRA GR-9 MULTI-PURPOSE GREASE	• Power Take-Off (PTO) • Indicated lubrication fittings • Indicated and/or other pivot points	• Only specified as per the Power Take-Off (PTO) manufacturer decal on the PTO, otherwise not specified • Amount as required – excess purged grease should be cleaned from the component
NEW HOLLAND AMBRA HI TEMP EP GREASE	• Overrunning clutch shaft • Grease repack of the wheel bearing	Not specified; amount as required
Anti-seize lubricant		
LOCTITE® SILVER GRADE ANTI-SEIZE	Gearbox input shaft when installing the Power Take-Off (PTO)	Not specified; amount as required
Lubricating oils		
NEW HOLLAND AMBRA HYDROSYSTEM 46 BIO-V	Drive chains and miscellaneous pivot points	Not specified; amount as required
NEW HOLLAND AMBRA MASTERGOLD™ HSP ENGINE OIL SAE 30	Alternative oil for drive chains, and miscellaneous pivot points	Not specified; amount as required
NEW HOLLAND AMBRA HYPOIDE 90 gear oil	Gearbox	BC5050, BC5060, BC5070: **2.5 L** (**2.6 US qt**)
RENOGEAR 220 NL gear oil		BC5080: **4.2 L** (**4.4 US qt**)
Hydraulic system oil		
NEW HOLLAND AMBRA MULTI G 134™ HYDRAULIC TRANSMISSION OIL	Tractor hydraulic system for operating the hydraulic pickup-lift cylinder or the hydraulic tongue-shift cylinder if equipped.	Not specified; amount as required
	Hydraulic bale tension system	Fill to level mark on the reservoir.
NEW HOLLAND AMBRA MASTERTRAN™ HYDRAULIC TRANSMISSION OIL	Alternative oil for the tractor hydraulic system for operating the hydraulic pickup-lift cylinder or the hydraulic tongue-shift cylinder if equipped.	Not specified; amount as required
Sealants		
LOCTITE® 569™	Hydraulic **37 °** flare fittings	Not specified; amount as required
LOCTITE® 567™ PST PIPE SEALANT	Hydraulic pipe thread fittings – stainless steel fittings	Not specified; amount as required
LOCTITE® 565™ PST	Hydraulic pipe thread fittings – alternative sealant for most metal fittings	Not specified; amount as required
LOCTITE® 545™	Hydraulic pipe thread fittings on high filtration/zero contamination systems	Not specified; amount as required
Cleaner and degreasers		

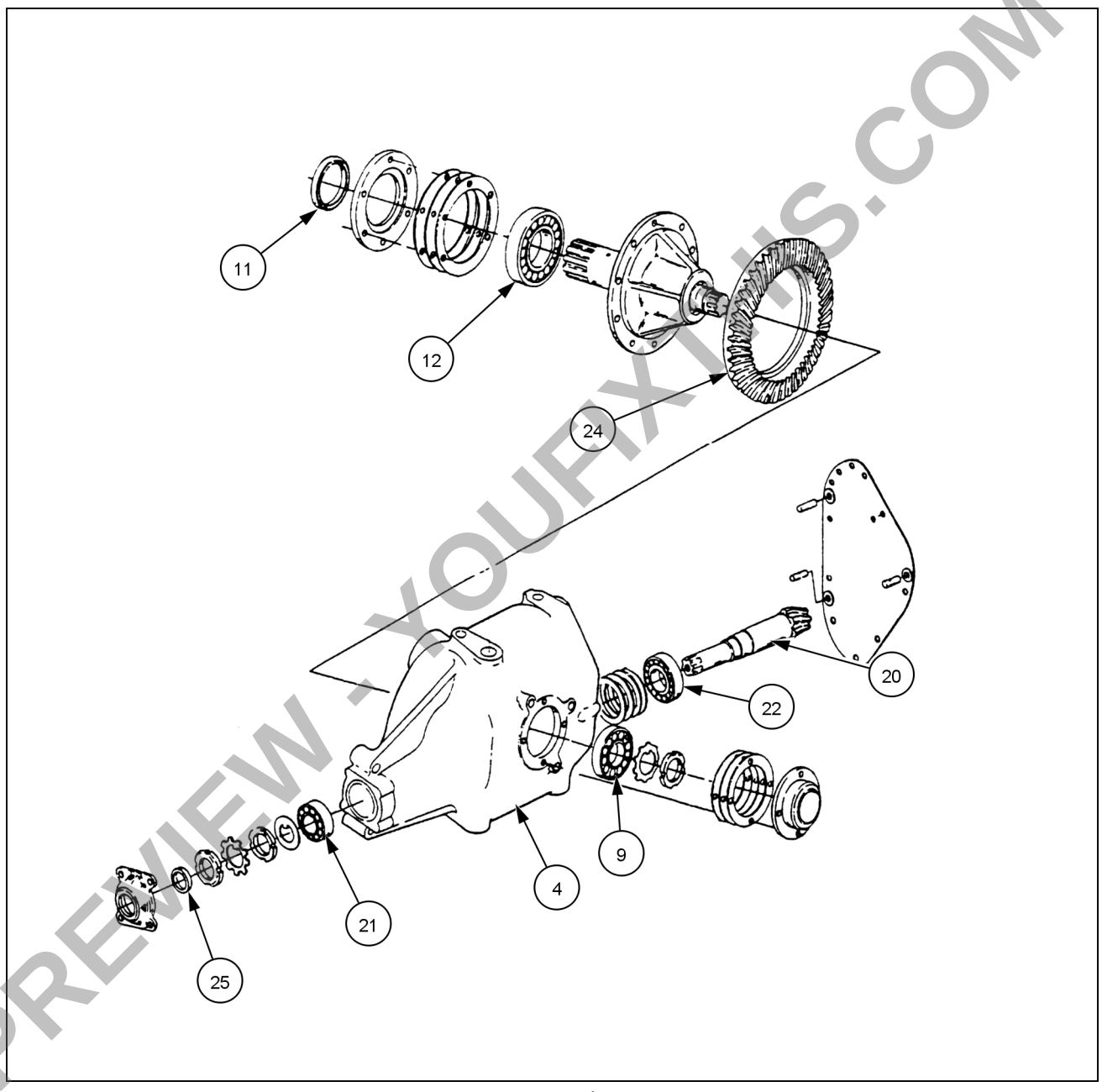
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Gearbox - Inspect – BC5050, BC5060, and BC5070

⚠ WARNING

Chemical hazard!
Always wear protective clothing and goggles when cleaning with solvents, acids, or alkaline chemical agents. Always follow the chemical manufacturer's instructions.
Failure to comply could result in death or serious injury.

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Gearbox – Exploded view

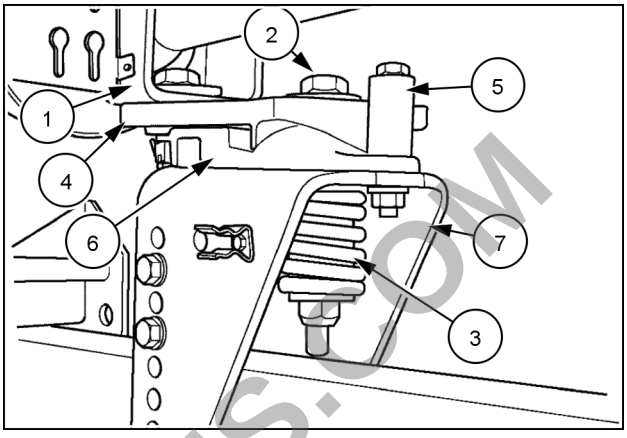
Inspection recommendations:

- Use a solvent such as diesel fuel or kerosene to clean all parts that may be reused.
- After the parts are cleaned, inspect for wear or damage and replace if required.
- Dry the parts immediately after they have been cleaned using a clean rag. Parts other than bearings can also be dried by compressed air.
- Prevent rust or corrosion of dried parts by coating them with **NEW HOLLAND AMBRA HYPOIDE 90**.

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Power Take-Off (PTO) drive shaft - Disassemble – Pivot arm and ratchet

1. Remove the bearing yoke **(1)**, as described in that section.
2. Remove the spring bolt **(2)**, and spring **(3)**, to remove the pivot arm **(4)**.
3. Remove the retaining bolt and stop **(5)**.
4. Remove the plow bolt from the pivot arm ratchet **(6)**, to remove the ratchet from the tongue support bracket **(7)**.



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Pickup - Problem solving

OPERATION

Operate the baler through the tying cycle manually or using the tractor engine at idle RPM. Thereby the items listed under “Possible Cause” can be observed to determine the concern. Refer to the knotter maintenance section for additional information and correct adjustment and procedure.

TROUBLESHOOTING

- In troubleshooting knotter malfunctions, it is necessary to identify the characteristics of the knot mis-tie, then match the characteristic of them is-tie to the concern column and to identify the possible cause and remedy.

Problem	Possible Cause	Correction
Irregular bale length.	Metering wheel out of adjustment.	Adjust to obtain **1.5 - 3 mm** (**0.059 - 0.118 in**) clearance between trip arm and friction disc.
	Trip arm does not pivot freely.	Check for deformed bushing or over tightened locknut.
	Worn trip arm.	Replace.
	Trip arm slips on drive disc.	Be sure spring is installed correctly.
	Worn friction disc.	Replace.
	Knotter stop is out of adjustment.	Adjust to release after trip arm "jumps" forward.
	Uneven feeding due to uneven windrows.	Vary ground speed according to windrows.
	Overfeeding due to pickup drive belt frozen or too tight.	Check and adjust pickup drive belt.
	Ground speed is too fast.	Slow down.
	Knotter brake loose.	Adjust the knotter brake to specifications.
	Incorrect density adjustment procedure.	To increase density, adjust in the following sequence: 1. Hydraulic tension or spring pressure to at least mid-range. 2. Side doors, if equipped 3. Hay wedges, starting at the foremost position.
	Dry or springy crop.	Increase slices per bale. Maintain **540 RPM** PTO speed. Add bale case extension kit (not with thrower). Operate baler to produce a maximum of **76 mm** (**3 in**) slices.
	Throttling the tractor back to idle while on the headland results in reduced hydraulic pressure to the tension rail.	Irregular bale length is not noticed until the third bale, after the headlands, is ejected from the baler. Maintain rated engine speed on the tractor when approaching or on the headlands.
Hydraulic tension not working.	Incorrect oil used.	Drain and refill with clean hydraulic oil.
	Relief valve sticking.	Clean valve.
	Vanes sticking.	Free vanes and reseal pump.
	Dirty oil causing pump failure.	Repair as necessary. Clean reservoir top before checking oil level.

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General specification – BC5050

General information	
Overall width	**2745 mm** (**108 in**)
Overall height (PTO)	**1463 mm** (**57.6 in**)
Overall length (bale chute not included)	**5036 mm** (**198.3 in**)
Weight – twine	**1400 kg** (**3085 lb**)
Wheel tread	**2731 mm** (**107.5 in**)
Wheel bearings	Tapered roller
Maximum road speed	**32 km/h** (**20 mph**)
Tractor requirement	**26 kW** (**35 Hp**)
Power Take-Off (PTO)	
Type	**ASAE/ASABE** Category VI – Heavy Duty – 3 joint
Protection	Slip clutch plus overrunning clutch
Tires	
Right-hand side	25 x 7.50 – 15 6-ply – **207 kPa** (**30 psi**)
Left-hand side	27 x 9.50 – 15 6-ply – **241 kPa** (**35 psi**)
Pickup	12 x 3.00 solid rib tire
Pickup	
Width (including flare)	**1788 mm** (**70.4 in**)
Pickup drive	V-belt to roller chain
Protection	V-belt slippage
Number of tine bars	4
Tine bar bearings	Sealed ball – (Right-hand side) Bushing – (Left-hand side)
Number of tines	44
Windguard	8 fingers
Tine spacing	**67 mm** (**2.64 in**)
Feeding system	
Type	**Flow-Action®**
Drive	Chain
Protection	Shear bolt
Tines	Four aluminum and two steel tilting
Feed opening	**1826 cm²** (**283 in²**)
Bearings	Sealed ball
Bale chamber	
Size	**356 mm** (**14 in**) x **457 mm** (**18 in**)
Bale length	**305 - 1321 mm** (**12 - 52 in**)
Knotter	
Protection	Shear bolt
Tying	Plastic or natural fiber twine

Plunger	
Speed	79 plunger strokes/minute @ **540 RPM**
Stroke	**762 mm** (**30 in**)
Needle protection latch	Contacts crank arm
Rollers	5 sealed ball bearings – 2 adjustable and 2 slide blocks
Crank pin	Sealed ball bearing
Plunger pin	Sealed spherical ball bearings

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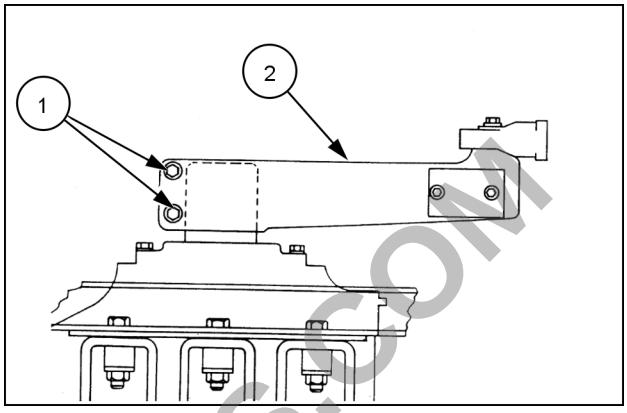
Gearbox - Install – BC5080

NOTE: *The gearbox weighs approximately* ***225 kg*** *(****496 lb****).*

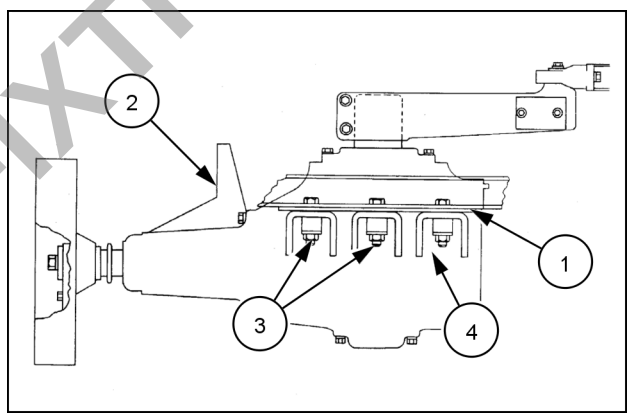
1. Install the crank arm **(2)** on the gearbox using the bolts **(1)**, the lock washers, and the nuts.

NOTICE: *If the ring gear was starting to show wear from heavy loading at one spot only, install the crank* ***180 °*** *from the original position. This can be done by aligning the crank with the heavy wear area of the ring gear as marked on the crankshaft during assembly. This will position the ring gear so the highest load will now be* ***180 °*** *from the worn area. When the crank is at the rear, the heaviest wear will occur at the front of the gearbox.*

2. Position the crank arm so that it is facing the rear of the baler. Turn the front of the gearbox to the left-hand side; when the crank arm clears the left-hand inside of the baler frame, rotate the front of the gearbox into position for mounting and position the gearbox in the baler.
3. Place the long flat spacer **(1)** between the gearbox and the three top mounting holes in the frame.
4. Attach the gearbox neck **(2)** to the frame using 1/2 inch x 2 inch, Grade (GR) bolts, GR C locknuts, and hardened washers. Install a hardened washer under both the head of the bolt and the locknut.
5. Tighten the locknuts to **88 N·m** (**65 lb ft**).



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Bottom mounting bolts

6. At the bottom front and middle locations **(3)**, install a 5/8 inch x 3-1/4 inch, GR 5 bolt with a hardened washer through the baler frame and the gearbox mounts.
7. Install a **19 mm** (**3/4 in**) thick spacer, a hardened washer, and 5/8 inch GR C locknut. Torque the locknut to **225 N·m** (**166 lb ft**).
8. At the lower rear gearbox mount, fill any gap between the frame with **1/8 in**, **1/16 in** or **1/32 in** thick washers. If there is no gap between the lower rear mount and the frame, install a **1/16 in** thick washer.
9. Install a 5/8 inch x 3-1/4 inch, GR 5 bolt with a hardened washer. Install a **19 mm** (**3/4 in**) thick spacer, a hardened washer, and a 5/8 inch GR C locknut. Torque to **225 N·m** (**166 lb ft**).

Top mounting bolts

10. Use **1/32 in** thick washers to fill any gaps between the top mounting pads and the frame or flat spacer.
11. Install a 5/8 inch x 3-1/2 inch, GR 5 bolt with a hardened washer through the frame, the flat spacer, and the gearbox mount.

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Variable displacement pump - 106

BC5050
BC5060
BC5070 Hayliner®
BC5070
BC5080

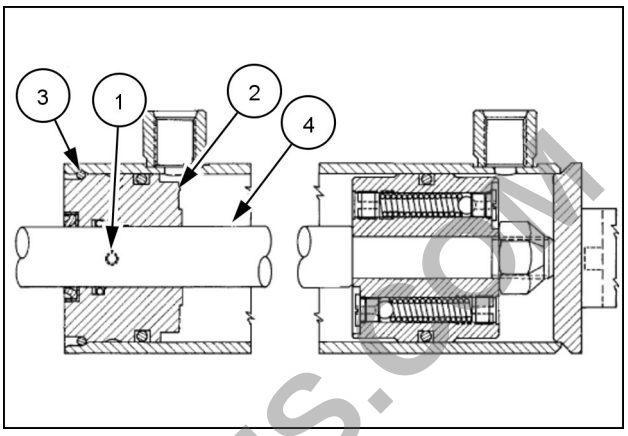
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Cylinder Angular swing - Disassemble

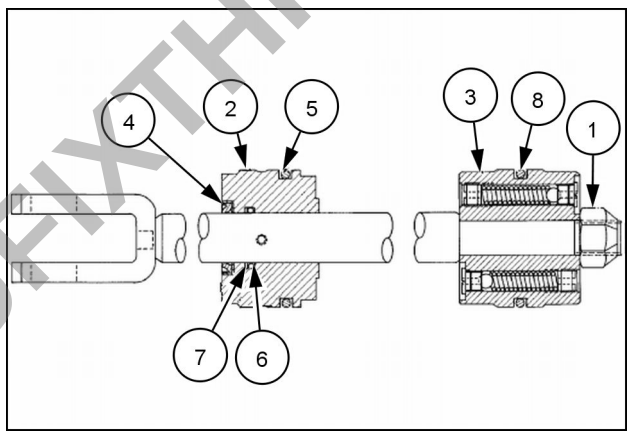
Tongue swing cylinder

1. Remove the set screw **(1)**, from the side of the barrel.
2. Push the head **(2)** , into the cylinder just far enough to clear the snap ring **(3)**.
3. Remove the snap ring.
4. Pull the rod assembly **(4)**, out of the cylinder barrel.



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5. Place the yoke on the rod in a vise.
6. Remove the locknut **(1)**, from the rod.
7. Slide the head **(2)**, and piston **(3)**, off the rod.
8. Remove the seal **(4)**, and O-rings **(5)**, and **(6)**, and backup washer **(7)**, from the head.
9. Remove the O-ring **(8)**, from the piston.



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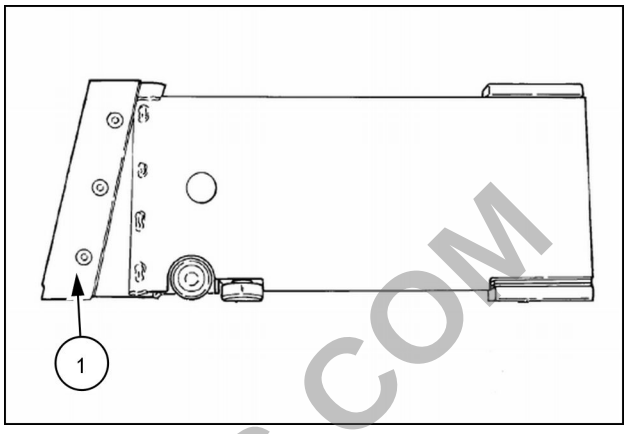
3. Locate the position of the bevel pinion gear **(12)**, to provide the correct gear mesh.
   - Measure distance **(X)**, from the front of the support to a line through the center of the shaft for the sheave and gear.
   - Subtract **127 mm** (**5.0 in**) from **(X)**, to obtain the total length of the hardened washer **(18)**, spacer **(16)**, and shim washers **(17)**, required.
   - Install the hardened washer **(18)**, shim washers **(17)**, and spacer **(16)**, onto the shaft, and recheck the length.
   - Install the bevel pinion gear **(12)**, using a key and two setscrews with jam nuts.
     - Do not tighten the setscrews.
   - Install the pilot bearing **(15)**, onto the shaft, and then install the shaft and bearing into the housing.
   - Pivot the support and shaft to the right and install the mounting bolts and shims **(24)**, into their original position.
   - Install the flangettes **(11)**, using four carriage bolts, lock washers, and nuts.
     A. Tighten the locking collar **(10)**.
     B. Slide the pinion **(12)**, toward the bearing **(19)**, and tighten setscrews.
4. Install a 2 inch outer diameter (OD) washer **(9)**, with the beveled inside diameter (ID) toward the support.
5. Install a 1–5/8 inch OD washer **(8)**.
6. Install the same amount of shims **(7)**, as were removed as a starting point.
7. Install the bearing cups into the gear.
8. Pack both bearing cones with grease. Install the cone and seal **(6)**, into the gear **(5)**, and then install the assembly onto the shaft. Use care when installing the cone onto the shaft to prevent damage to the seal.
9. Install the outer cone **(4)**, using two hardened washers **(3)**, and a slotted nut **(2)**. Tighten the nut to **34 N·m** (**25.1 lb ft**) to seat the bearings and back off two flats.
10. Check the backlash between the gears **(5)**, and **(12)**.
    - Add, or remove, shims **(7)**, behind the cone and seal to obtain **0.025 - 0.3 mm** (**0.001 - 0.012 in**) backlash at the closest point.
11. After the backlash is set, retighten the slotted nut to **34 N·m** (**25.1 lb ft**) and back off one flat, plus enough to install the cotter pin.
12. Install the hub cap **(1)**.
13. Remove the wooden block supporting the knotter/twister assembly and pivot the assembly down to install the front mounting bolts.
    A. Tighten both the front and rear mounting bolts.
       - It may be necessary to rotate one of the gears to mesh correctly with the mating gear.
14. Check the backlash between the knotter/twister drive gear **(5)**, and driven gear **(23)**.
    - Relocate shims **(24)**, at each end of the support, to obtain **0.025 - 0.3 mm** (**0.001 - 0.012 in**) backlash between the gears.

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Plunger Knife - Inspect

1. Inspect the knife **(1)**, for damage and sharpness. Replace of sharped the knife as required.



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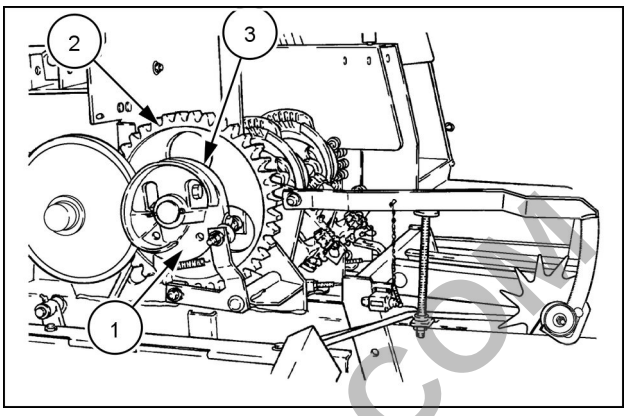
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Knotter clutch dog - Overview

The knotter shaft is driven by the clutch **(1)** and drive gear **(2)** at the left of the shaft. A shear hub **(3)** connected to the drive gear protects the knotter assembly. The drive gear is timed with the plunger.

When the metering wheel trips the knotter clutch, a roller on the clutch pivot arm contacts a drive block on the inside of the shear hub connected to drive the knotter shaft at the correct time in relationship to the plunger movement.

NOTE: *New clutches and shear hubs do not have timing marks. Add the marks after the new part is installed. Refer to* ***Knotter clutch dog - Timing check — Adding timing marks (68.110)*** *in this section. The knotter and feeder timing MUST BE checked after the parts are installed.*



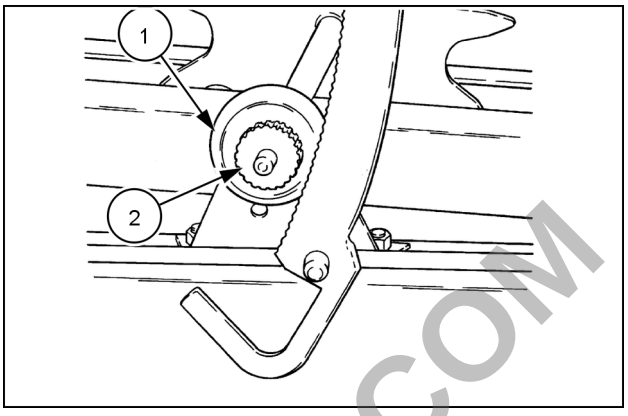
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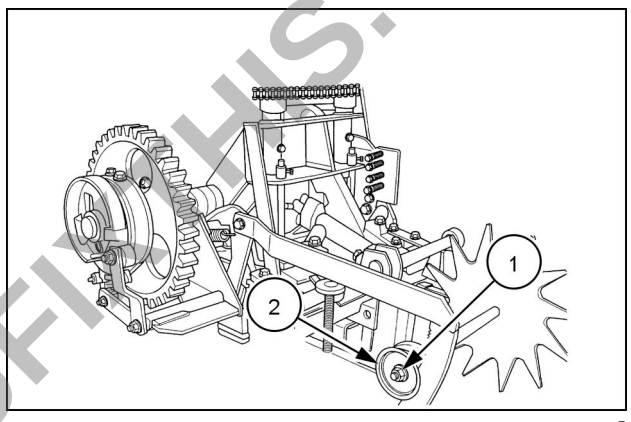
Drive disc or gear

1. Place the inner guide washer **(1)** on the shaft.
2. Place the drive disc or gear **(2)** on the shaft.



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3. Place the outer guide washer **(2)** on the shaft.
4. Install a lockwasher and nut **(1)** on the shaft.
5. Check the clearance between the trip arm and drive gear or disc as the twister resets. Reposition the metering wheel supports if required to obtain **3 mm** (**1/8 in**) clearance between the trip arm and gear of disc. Be sure to adjust both supports to the same position to keep the metering wheel square with the bale case.



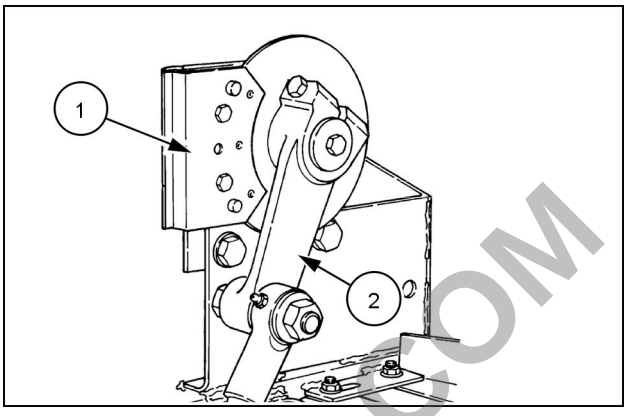
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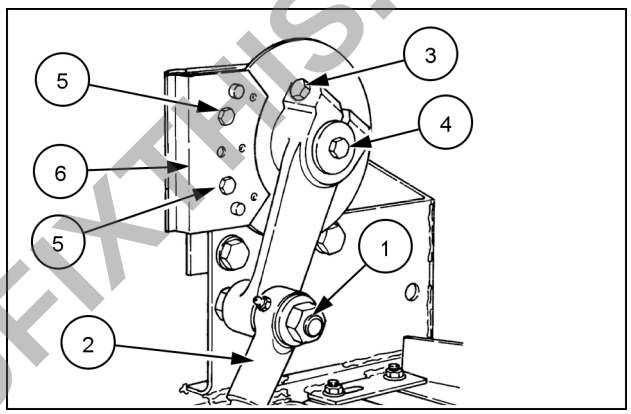
Needle yoke drive rod - Remove

1. The twister brake disc attaches to the needle drive arm **(2)**. The twister brake assembly must be removed with the arm. If replacing the brake disc, remove the springs and outer brake pad **(1)**, before removing the arm.



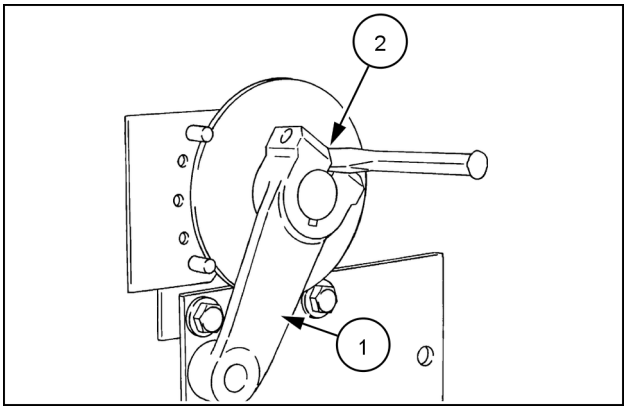
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2. Remove the bolt and spacer **(1)** attaching the needle drive rod **(2)** to the arm.
3. Loosen the drive arm clamp bolt **(3)**.
4. Remove the spring bolts **(5)** and take off the outer brake pad **(6)**.



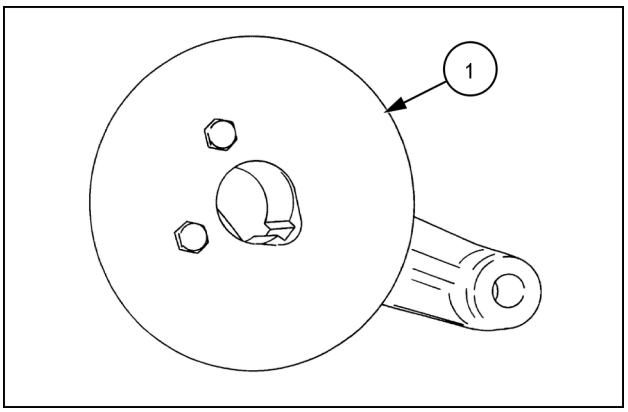
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5. Remove the arm **(1)** and brake assembly from the shaft.
6. If the arm does not move easily, remove the clamp bolt and drive a cold chisel into the split **(2)**. The brake pads should slide off the mounting studs.
7. Inspect the key in the twister shaft and replace if required.



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8. Remove the brake disc **(1)** from the arm.

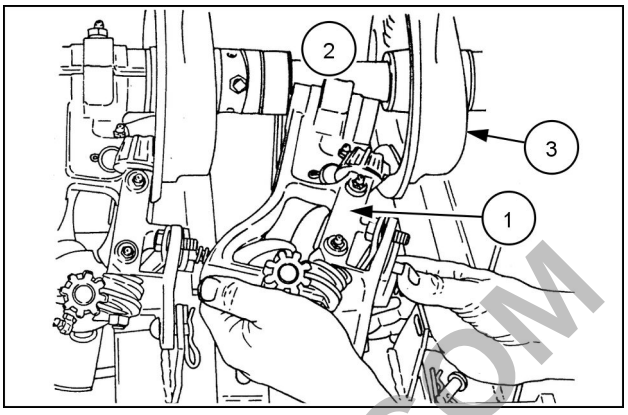


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6. Lift the frame **(1)** away from the shaft **(2)** and cam gear **(3)**.



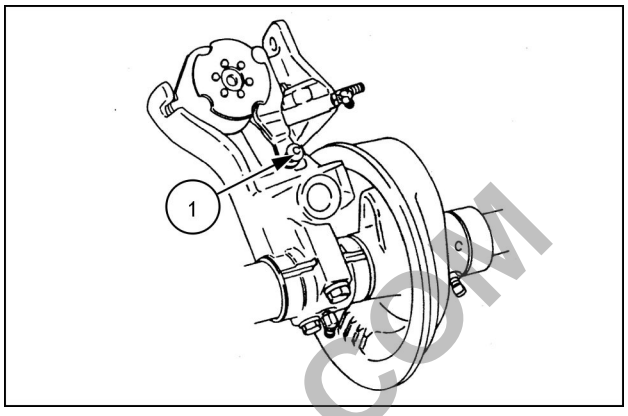
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Twine guide system - Install - Twine holder

1. Place the holder in the grooves in the twine disc.
2. Install the special bolt or stud **(1)**, in the frame. Tighten the screw to **13.6 N·m** (**10.0 lb ft**).

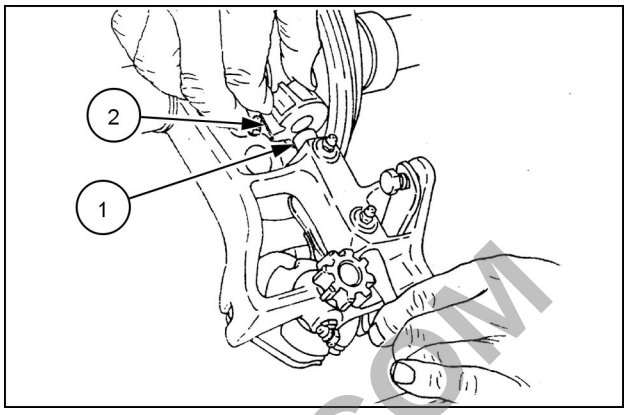


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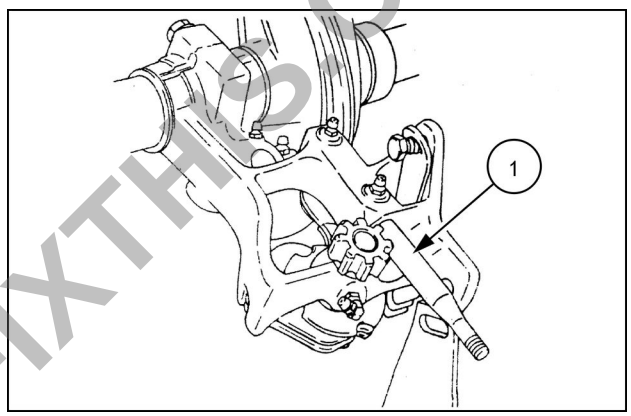
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6. Separate the shaft **(1)**, and gear **(2)**.



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7. Remove the shaft **(1)**, from the knotter frame.



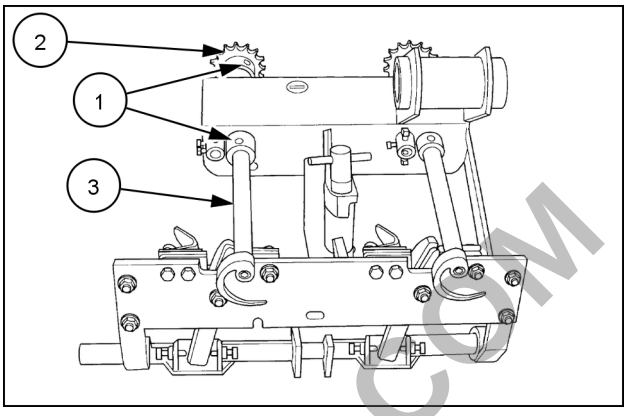
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Hook and shaft system - Remove

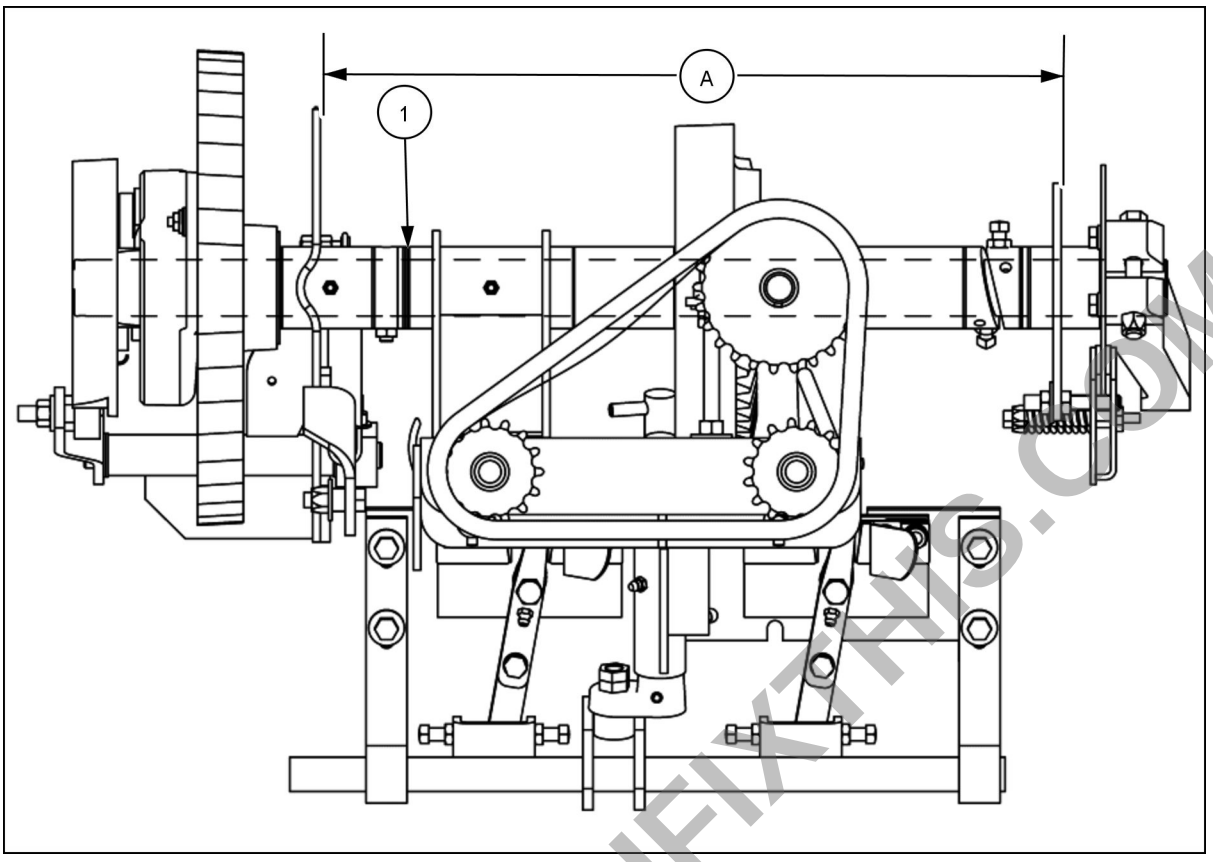
1. Loosen the setscrews **(1)** and remove the drive sprockets **(2)** from the twister hook shafts.
2. Remove the twister hook and shaft assemblies **(3)** from the frame. Remove the socket head bolt and the twister hook from the shaft.



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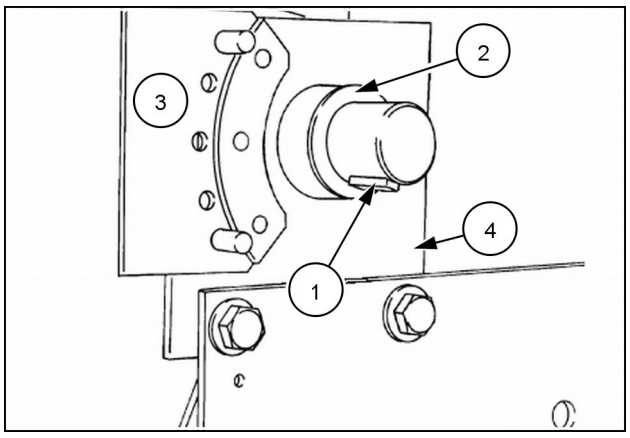
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9. Check the distance **(A)** from the right-hand side of the right-hand support to the right-hand side of the left-hand support.
10. Adjust the number of shims **(1)** until the distance **(A)** measures **460 mm +/- 0.8** (**18–1/8 in +/- 1/32**).

    NOTE: *The beveled collars will be used after the assembly is on the baler to adjust end play.*
11. If the twister is on the baler, bolt the right-hand support plate to the baler frame.
    - The support plate goes on the inside of the baler frame.
    - There are two bolts.
    - There are four bolts required for the left-hand support frame to the baler frame.
12. Install a shim washer **(2)** on the shaft.
13. Install the woodruff key **(1)** in the shaft.
14. Install the inner brake plate **(3)** on the studs of the right-hand support plate **(4)**.



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