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.

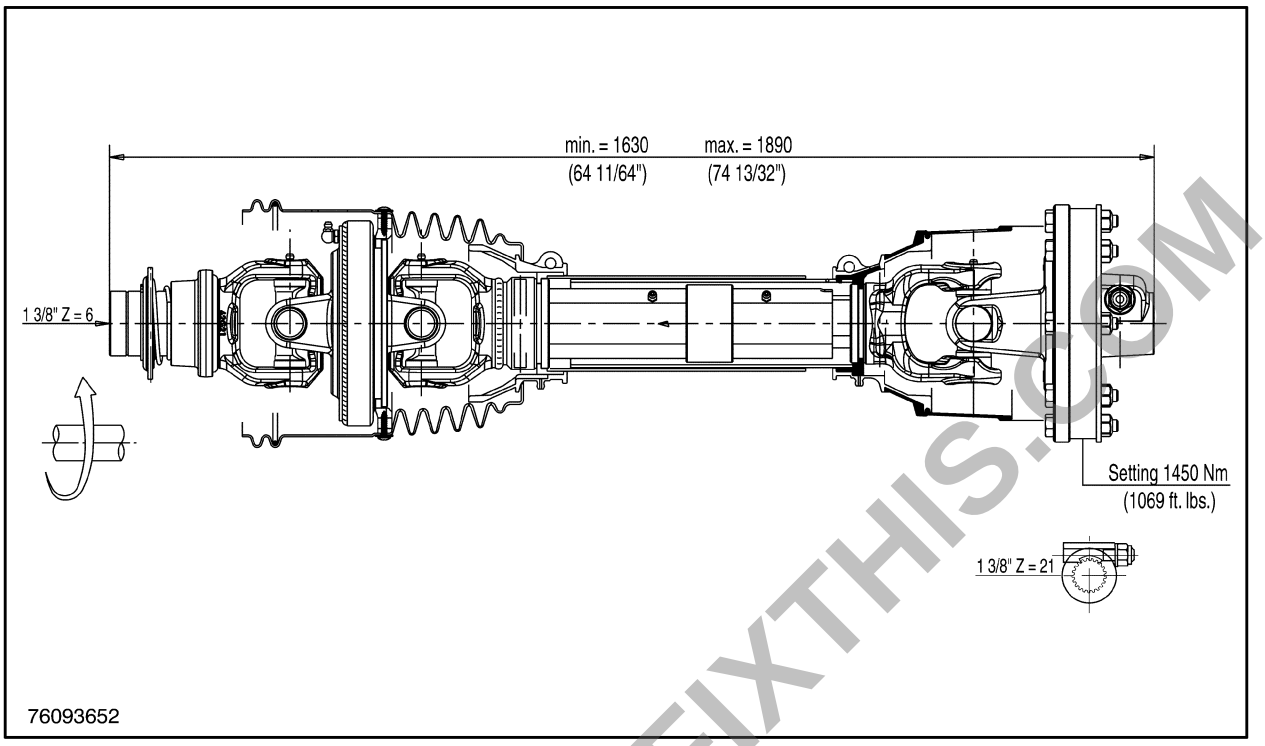
Any reference in this manual to right, left, rear, front, top, or bottom is determined by standing behind the machine and looking in the direction of travel.

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.*

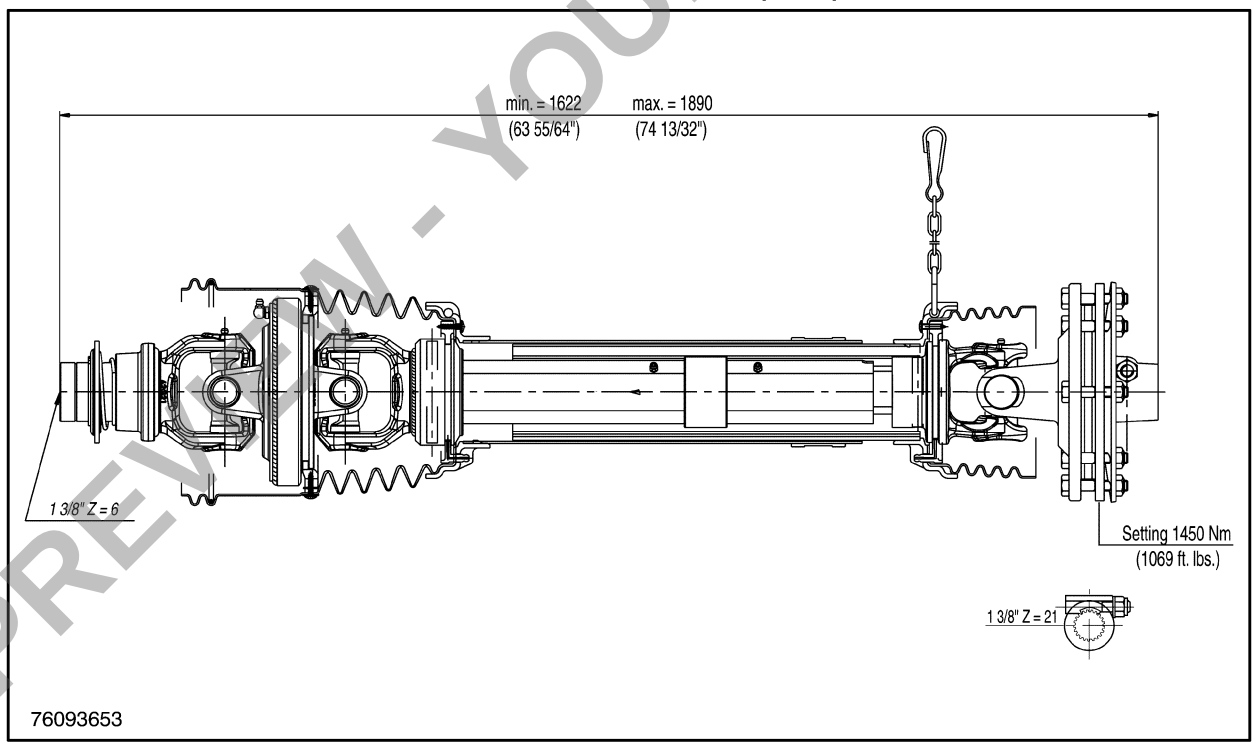
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5

4′ x 5′ with Slice and 4′ x 6′ Baler 540 rpm Slip Clutch



6

5′ x 6′ Baler 540 rpm Slip Clutch

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⚠ WARNING ⚠

Hydraulic oil or diesel fuel leaking under pressure can penetrate the skin and cause infection or other injury. To Prevent Personal Injury: Relieve all pressure, before disconnecting fluid lines or performing work on the hydraulic system. Before applying pressure, make sure all connections are tight and components are in good condition. Never use your hand to check for suspected leaks under pressure. Use a piece of cardboard or wood for this purpose. If injured by leaking fluid, see your doctor immediately. Failure to comply could result in death or serious injury.

M149D

⚠ WARNING ⚠

Gauges, fittings and hoses MUST have operating pressure ratings of a least 25 percent higher than the highest pressure of the circuit being tested.

M953

⚠ WARNING ⚠

Attempting to remove lift cylinders, without supporting the lift arms or relieving hydraulic pressure could cause death or serious injury. Support the lift arms on the lift arm locking device and relieve hydraulic pressure before loosening hydraulic lines and supporting hardware. Failure to follow these instructions could result in death or serious injury.

M1538

Clean the area around all connections prior to disassembly to reduce the chance of contaminating the system. Plug all open lines or fittings as soon as possible.

Apply Loctite® PST Pipe Sealant with Teflon® 592 to all pipe threads prior to assembly.

Always check and refill the hydraulic system after repairs are completed. Do not mix types of oil. The tailgate lift system oil should be compatible with the tractor hydraulic system.

Hydraulic Line Fittings – Torque Specifications

Thd. Size	Torque (lb ft)	
	Tube Nuts	O-Ring Fittings and Swivel Nut J1637
9/16-18	29–33	21–27
3/4-16	48–54	34–41
7/8-14	72–78	48–54
1-1/16-18	105–111	82–95

All 37° flare fittings should be tightened, loosened and re-tightened to reduce leaks.

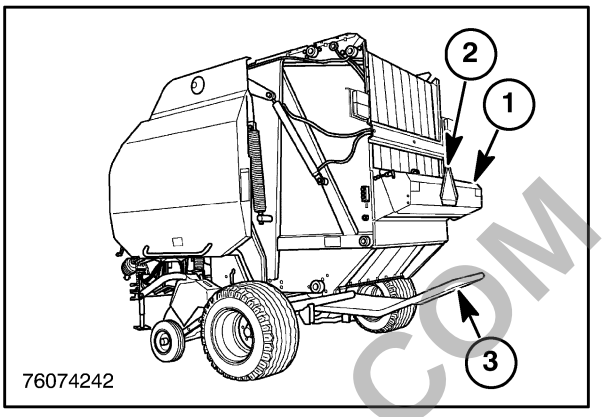
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Removal

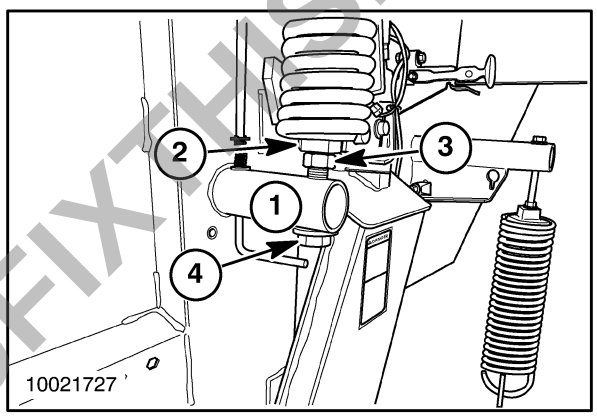
Remove the net storage box, 1, if the baler is equipped with one. If not remove the SMV sign, 2.

The bale ramp, 3, may be removed to get it out of the way. To remove the bale ramp, follow the directions in Section 70.



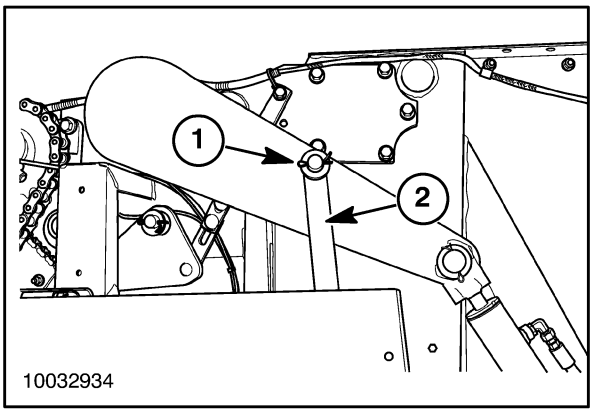
2

Note the distance between the pipe, 1, and the cast spring nut, 2, at the bottom of the spring. Loosen the jam nut, 3. Remove the bolt, 4, from the bottom of the belt tension spring on both sides of the baler.



3

Remove the cotter pin, 1, from the take-up arm and take off the spring straps, 2, and spring. Put the washers, spacers and cotter pin back on the mounting pin. Do the same on the other side of the baler.



4

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OVERHAUL

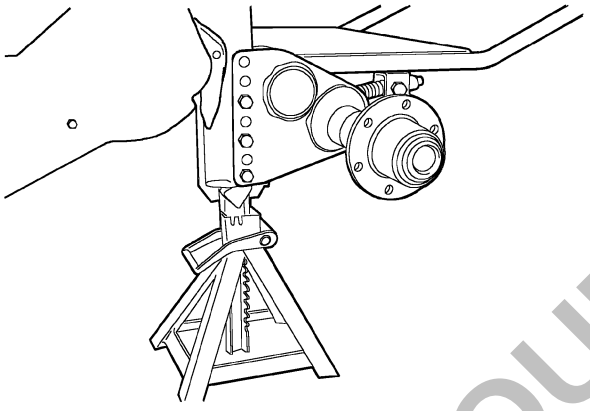
Op. 44 101
AXLE

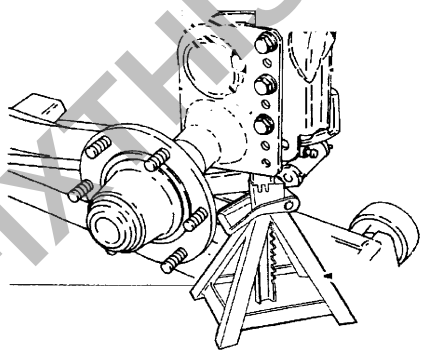
Adjustment

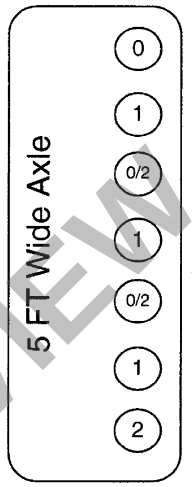
The axle height has been set at the factory for the combination of tire size, pickup and baler model. The chart below shows the factory axle setting based on width and size of baler, tire size, pickup and feeder type. There are three bolt holes in the baler frame. There are seven bolt holes in the axle flanges. The three axle bolts can be adjusted in positions 0, 1, 2, 3, and 4. Adjustment should not be necessary. If the axle position is to be changed extreme care must be taken to do it safely.

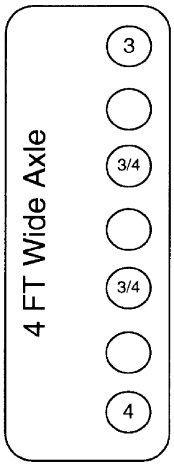
To adjust the axle height.

1. Make the adjustment on a flat, paved surface, such as a concrete floor. Leave the baler attached to a tractor. Apply the tractor brakes.
2. Open the tailgate and lock it.









Size	Tire	Pickup	Feeder	Axle position
5x6	31x13.5-15, 8-ply	STD	None	1
5x6	18L-16.1, 10-ply	2.07	Stuff	0
5x5	31x13.5-15, 8-ply	STD	None	1
5x5	14L-16.1, 8-ply	STD	None	2
5x6	31x13.5-15, 10-ply	2.07	Stuff	1

Size	Tire	Pickup	Feeder	Axle position
4x5	11L-14, 6-ply	STD	None	4
4x5	31x13.5-15, 6-ply	1.5 m	Stuff	4
4x5	19/45x17, 10-ply	1.8 m	Stuff	4
4x5	31x13.5-15, 8-ply	1.8 m	Stuff	4
4x5	19/45x17, 10-ply	2.07 m	Rotor	3
4x6	31x13.5-15, 6-ply	1.5 m	Stuff	4
4x6	19/45x17, 10-ply	1.8 m	Stuff	4
4x6	31x13.5-15, 8-ply	1.8 m	Stuff	4
4x6	19/45x17, 10-ply	2.07 m	Rotor	3
5x6	31x13.5-15, 10-ply	2.07 m	Stuff	2

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DEFINITION OF TERMS

ELECTRICITY

- The flow of electrons through a conductor.
- "Electrical" refers to high voltage circuits (Starting, Charging, Lights).
- "Electronic" refers to low voltage circuits controlled by semiconductors (Controllers, Microprocessors, EIC, Monitors).

VOLTAGE

- The pressure of the electrons moving through a circuit.
- Similar to pressure (psi) in a hydraulic system.
- Measured in volts (v). Referred to as voltage.
- Voltage is the difference in charge between two points in the circuit.

CURRENT

- The amount of electrons flowing through a circuit in a period of time.
- Similar to flow (gpm) in a hydraulic system.
- Measured in amps (A). Referred to as amperage.
- Directly dependent on the voltage and resistance in the circuit.

RESISTANCE

- A restriction to electrical flow.
- Similar to resistance that causes "back pressure" in a hydraulic system.
- Measured in ohms (A).
- Resistance can be caused by any component in a circuit (Wire, connection, switch, etc.).
- Corrosion and poor connections are common forms of "unwanted" resistance.
- The higher the resistance, the lower the current for a given voltage.
- Resistance causes heat. The greater the current, the greater the heat.
- An increase in resistance at a point in a circuit will reduce the voltage available in the circuit after that point.

OPEN CIRCUIT

- Occurs when a circuit is broken, which interrupts the flow of current.

SHORT CIRCUIT

- Occurs when a part of a circuit comes in contact with part of the same circuit or touches a metallic object.

CONTINUITY

- Occurs when the flow of current through a circuit is uninterrupted.

VOLTAGE DROP

- The amount of voltage used by each component in a circuit.

DIODE

- An electrical device that will allow current to pass through in one direction only.
- Similar to a check valve in a hydraulic system.

SOLENOID

- A circular coil used for producing a magnetic field when electricity is applied to it.

RELAY

- An electrical switch that uses a small voltage to control a larger one.

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DESCRIPTION OF OPERATION

This chapter includes information on the removal, inspection, repair and installation of the following components. Standard pickup from baler, tines, guards, cam bearings, cam track.

A standard pickup is the same width as the baler (the pickup does not have any augers). A four foot wide pickup is used on the BR7060 and five foot wide pickup is used on the BR7080 and the BR7090. The four foot and five foot wide standard pickups are different.

The pickup slip clutch repair is in Section 31.

OVERHAUL

Op. 60 220

STANDARD PICKUP

Removal

Lift the pickup all the way up.

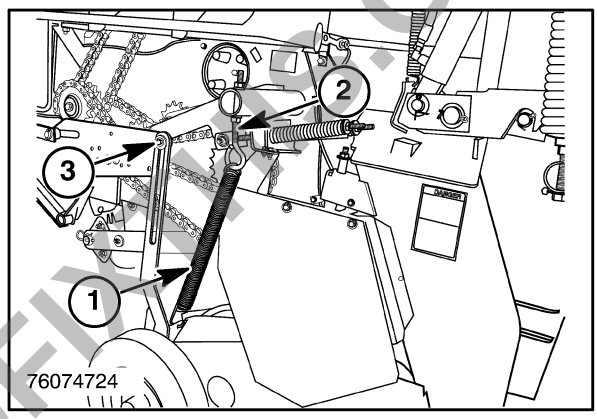
Remove the spring pressure from the pickup lift springs, 1, at the eyebolt, 2.

A five foot wide baler has a spring on each side. A four foot wide baler only has one spring on the right side.

Remove the springs and lower the pickup onto the gauge wheels.

Disconnect the tractor from the baler.

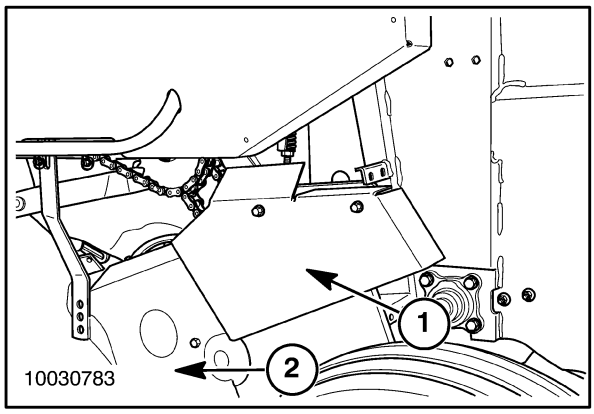
Disconnect the lift link at 3, on the left side. Note how the hardware and spacers are stacked.



1

Remove the shield, 1, from the left side of the baler.

Take off the pickup drive shield, 2, on the pickup.



2

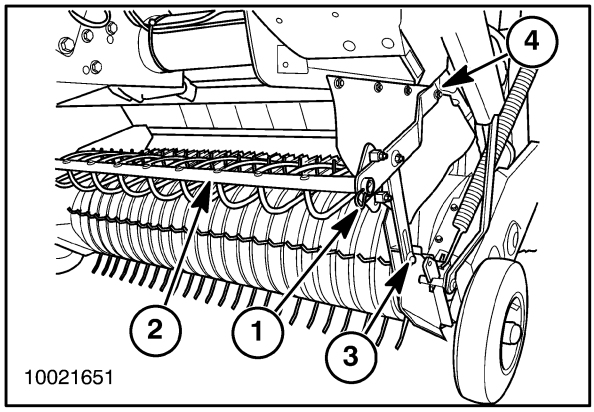
Pull out the hairpin cotter, 1, on each side and take off the windguard, 2

After removing the hardware in the windguard links, put it back in the links in the proper order to make assembly easier.

Remove the bolt, 3 at the bottom of the lower windguard link.

Remove the bolt, 4, at the top of the upper windguard link.

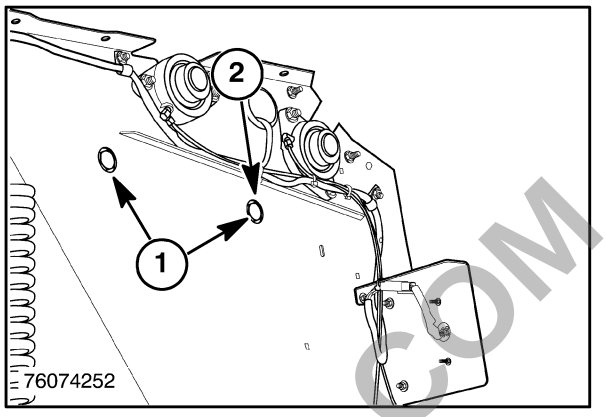
Remove the linkage from both sides of the baler.



3

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At right, access holes, 1, are for hardware of Take up arm rolls, as seen when the Take up arm is lifted. Once the Take up arm is lifted into place, remove bolt, 2, from the rear roll. Remove roll out the top of the baler.



6

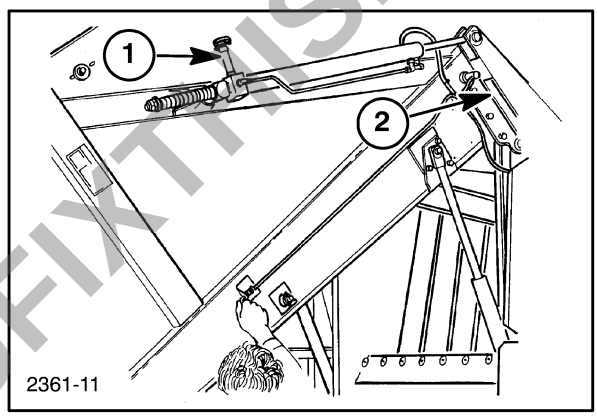
Models BR7050 and BR7090

Open the density cylinder valve, 1, all the way. Open tailgate and engage the lock out pin, 2, under the Take up arm. Close the tailgate.

⚠ DANGER ⚠

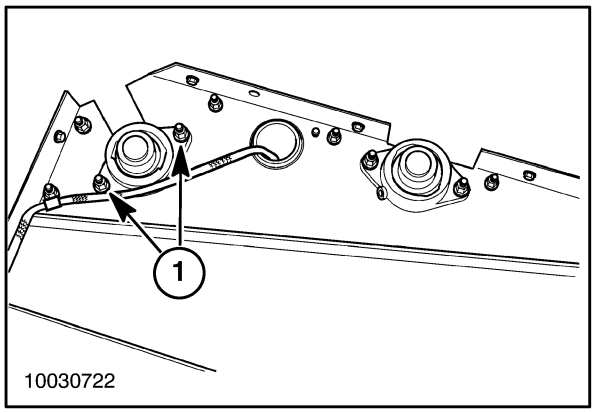
Crush hazard! Make sure the area surrounding the tailgate is clear of all other persons before opening or closing. Failure to comply will result in death or serious injury.

M1555A



7

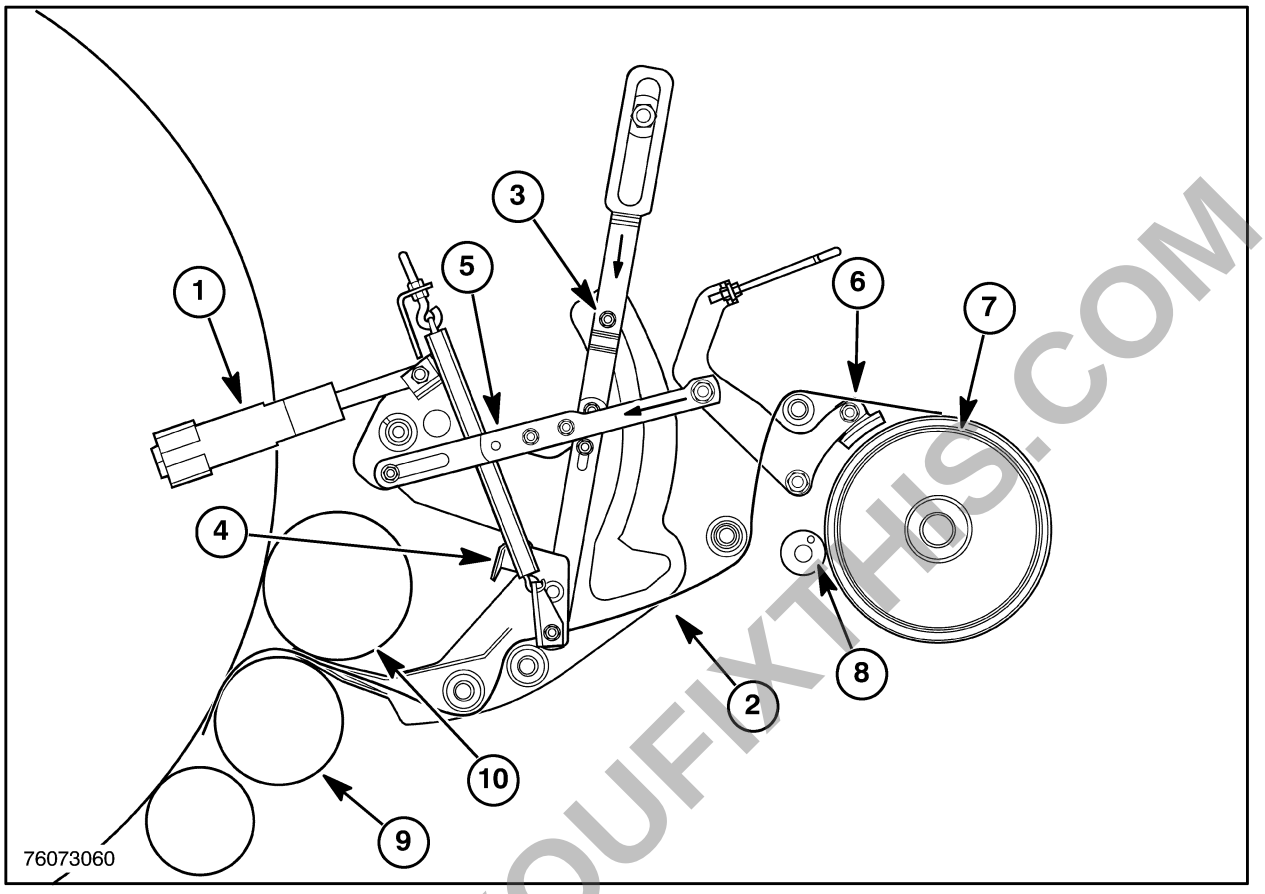
Attach a hoist to the center of the rear upper tailgate idler. Remove the two bolts, 1, in the bearing housing on each side. Take the lubrication lines loose from each bearing.



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2

Net Insert

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 full bale has been reached the controller alerts the operator. It also sends power to extend the actuator, 1. The duckbill, 2, is rotated clockwise and inserts the net between the stationary roll, 9, and the sledge pivot roll, 10. The knife, 4, is rotated to it's precut position by the cam roller, 3, on the knife link being pushed down by the cam track in the duckbill. The duckbill also pulls brake link, 5, to the left against spring tension and lifts brake pad, 6, off of the net roll brake drum, 7.

The net roll is now free to rotate without brake tension. The bale grabs the net and starts to wrap on the bale. When the roll of net begins to rotate, counter wheel, 8, which is against the net roll also begins to rotate sending a signal to the control that the net has started.

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DESCRIPTION OF OPERATION

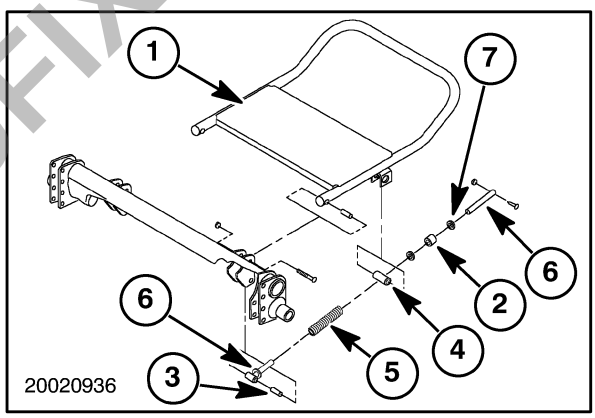
The baler ejector acts as a ramp to roll the bale far enough behind the baler that the tailgate can be closed without contacting the bale or moving the baler forward. The length of the ejector when raised prevents the bale from rolling back into the path of the closing tailgate. The bale ejector can be installed as an option on models that are shipped without bale ejectors. The bale ejector may look different between models.

This chapter details the disassembly and assembly of the bale ejector, which is required for certain repairs such as replacing the axle or removal of the sledge assembly.

OVERHAUL

BALE EJECTOR

Ref.	Description	Qty.
1	Bale Ramp	1
2	Bushing	2
3	Spacer	4
4	Pin	2
5	Compression Spring	2
6	Rod	2
7	Washer	4



1

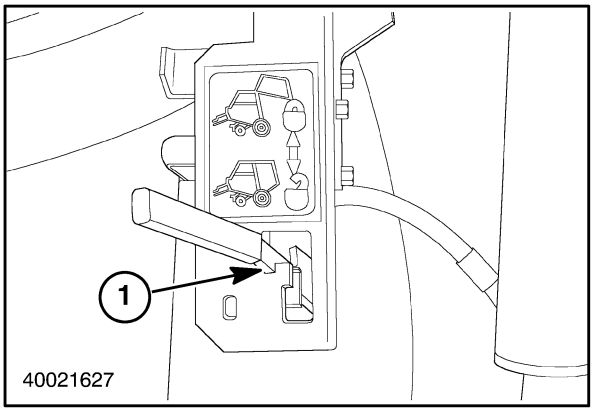
Disassembly

1. Open the tailgate and engage the tailgate lockout valve, 1.

⚠ WARNING ⚠

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

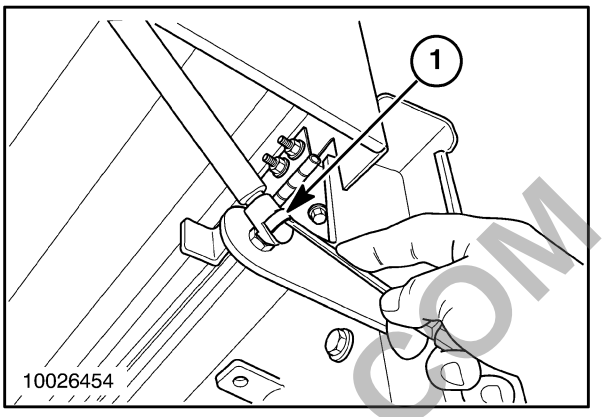
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2

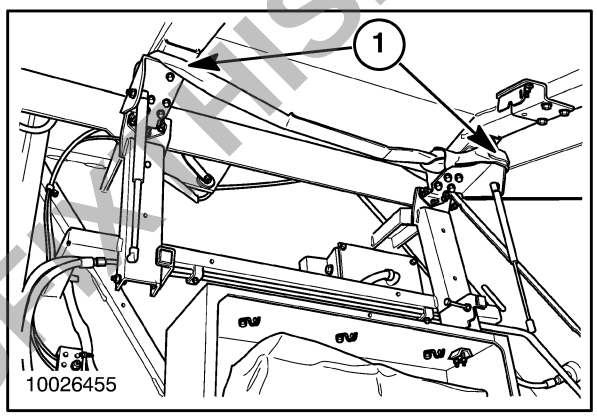
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Using a small thin blade screwdriver, pry up on the bottom spring clip, 1, that secures the gas spring to the mounting stud, while pulling outward on the gas spring. The gas spring will pop out of the mounting stud when the spring clip is pulled out far enough to release it. Repeat this step for the opposite side door gas spring. Leave the gas springs hang and lower the hoist but do not unhook the nylon strap at this time.



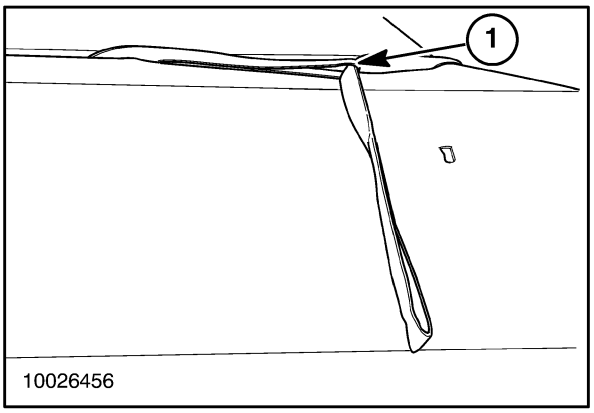
3

Partially raise the hoist for access to the inside of the door. Run a nylon strap, 1, through the handle and up each side, centered on the width of the door. Lower the hoist fully down and remove the nylon strap previously used on the door handle.



4

Slide one end of the nylon strap, 1, through the other end to hook on to the hoist, or, hook both strap loops directly to the hoist if the strap you are using is long enough. Raise the hoist to remove all slack from the nylon strap to secure the door while you are removing the two attaching hinge bolts (one on each side).



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SECTION 00 – GENERAL INFORMATION

BOOK 1 - 84217331

Chapter 1 – General Information (Continued)

CONTENTS

Section	Description	Page
	Storage and Seasonal Preparation	40
	Storage Procedures	40
	Order Repair Parts	40
	Required Parts List	40
	Seasonal Baler Preparation	40

SECTION 31 – IMPLEMENT DRIVELINE

BOOK 1 - 84217331

Chapter 1 – PTO Driveline

CONTENTS

Section	Description	Page
	Specifications	2
	PTO Constant Velocity	2
	Description of Operation	6
	Overhaul	7
31 201	Front PTO and CV U-joint	7
	Disassembly	7
	Inspection	10
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31 201	Rear PTO	15
	Removal	15
	Disassembly	16
	Inspection	17
	Assembly	18
	Installation	20

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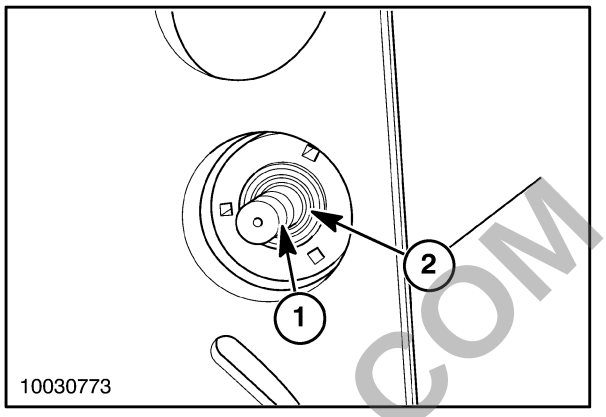
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Take off the outer flangette.

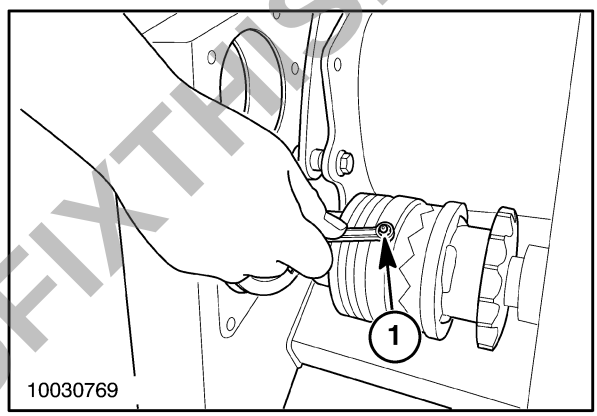
Remove the woodruff key and clean the end of the jackshaft, 1.

Pull the bearing, 2, off the end of the shaft.



72

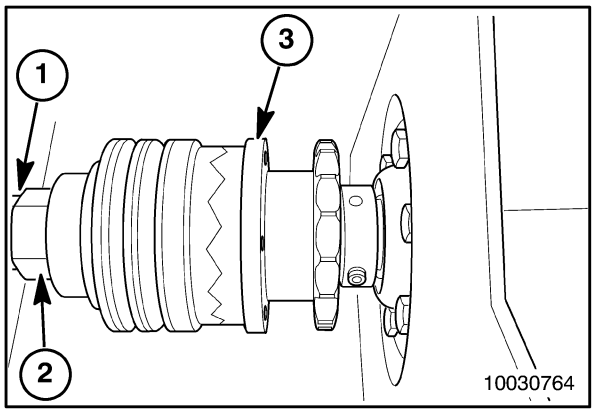
Remove the grease fitting, 1, on the clutch.



73

Take out the cotter pin, 1. Remove the slotted nut, 2. The clutch parts will all slide off the shaft.

The disc, 3, welded to the sprocket hub, may not fit through the hole in the outer side sheet.



74

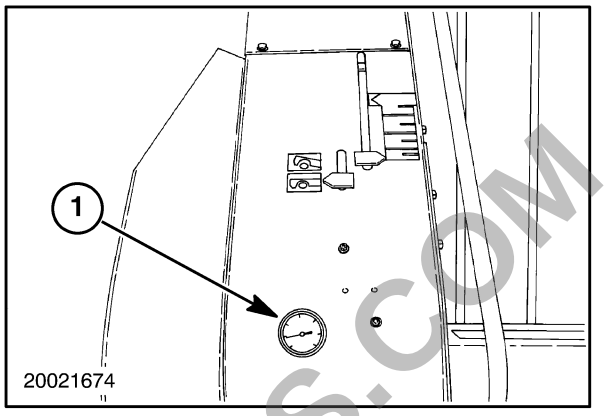
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BALE DENSITY PRESSURE

Adjustment

The baling pressure can be read on the pressure gauge, 1. Lift the tailgate all the way up and note the pressure reading.

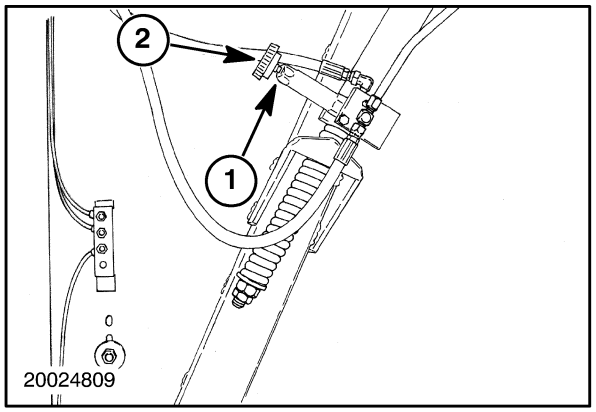


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The table below can be used as a guide to select the bale density setting.

	Alfalfa	Grass Hay	Straw	Silage
BR7060	110 – 152 bar 1600 – 2200 psi	110 – 172 bar 1600 – 2500 psi	83 – 138 bar 1200 – 2000 psi	103 – 152 bar 1500 – 2200 psi
BR7070	110 – 152 bar 1600 – 2200 psi	110 – 172 bar 1600 – 2500 psi	83 – 138 bar 1200 – 2000 psi	103 – 152 bar 1500 – 2200 psi
BR7080	90 – 138 bar 1300 – 2000 psi	90 – 138 bar 1300 – 2000 psi	69 – 110 bar 1000 – 1600 psi	
BR7090	90 – 138 bar 1300 – 2000 psi	90 – 138 bar 1300 – 2000 psi	69 – 110 bar 1000 – 1600 psi	

To change the pressure, lower the tailgate. On the right rear of the baler loosen the lock, 1. To increase the pressure turn the knob, 2, clockwise and to decrease the pressure turn the knob counter-clockwise. Open the tailgate again and check the pressure. It may take several tries to arrive at the desired pressure, then tighten the lock.



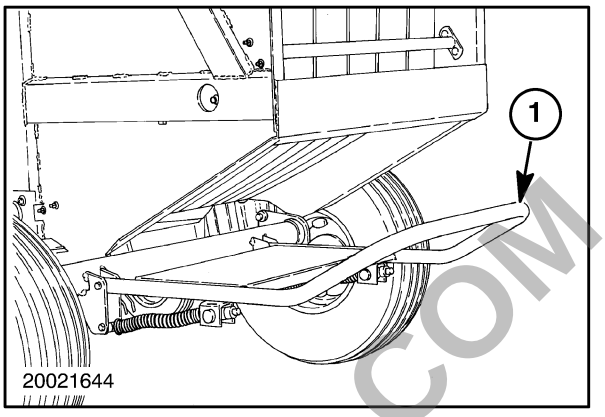
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Removal

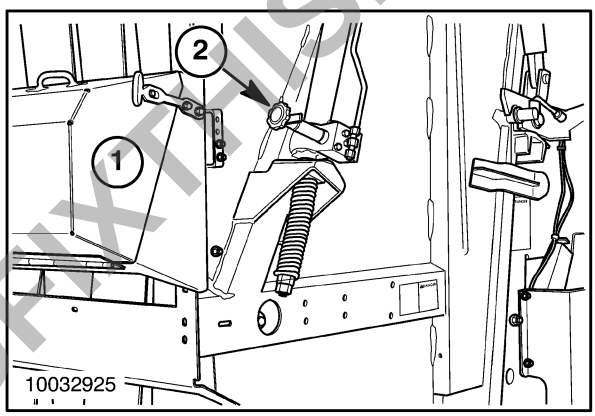
The bale ramp, 1, may be removed to get it out of the way. To remove the bale ramp, follow the directions in Section 70.



88

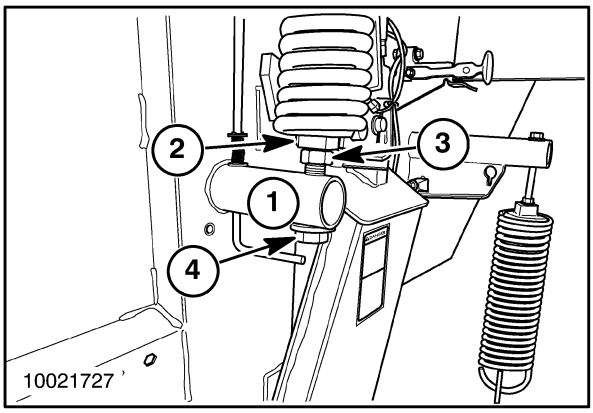
Remove the net storage box, 1, if the baler is equipped with one. If not remove the SMV sign.

Note the number of turns to rotate the valve adjustment, 2, all the way counter-clockwise. This will remove the pressure.



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Note the distance between the pipe, 1, and the cast spring nut, 2, at the bottom of the spring. Loosen the jam nut, 3. Remove the bolt, 4, from the bottom of the belt tension spring. Remove the second spring on a BR7080 baler.



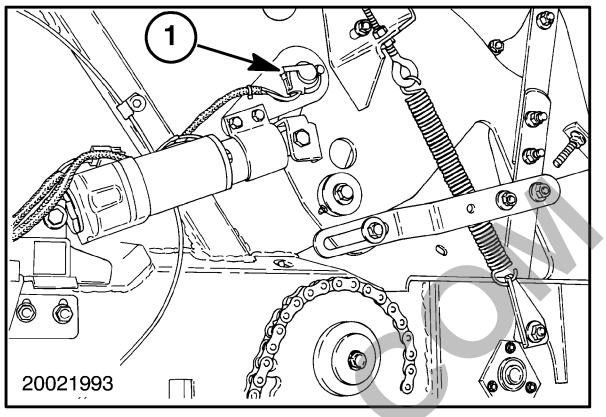
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NET WRAPPER ROTARY POTENTIOMETER

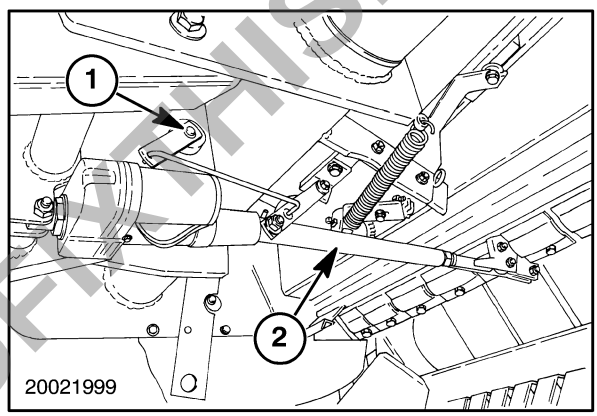
The net wrapper rotary potentiometer, 1, is located on the right side of the baler and is connected through linkage to the net wrap duckbill actuator.



25

BALE SLICE ROTARY POTENTIOMETER

The bale slice rotary potentiometer, 1, is located under the baler at the rear of the tongue and is connected through linkage to the knife operating arm, 2.



26

Testing (All Potentiometer)

To test a rotary potentiometer, remove it from the circuit.

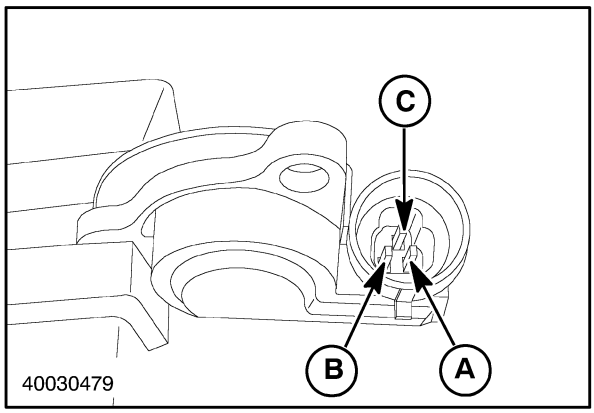
NOTICE: *When installing the rotary potentiometer, torque the cap screws to 2 N·m (18 lb in). Over tightening may cause the potentiometer to mal-function.*

Use an ohmmeter to verify non-energized conditions.

1. Connect the ohmmeter to the connectors pins A, B, and C. The ohm readings are as follows:

Pins	Ohmmeter Readings
A-B	Between 5000 and 8000 ohms
B-C	*Between 1000 and 8000 ohms
A-C	*Between 1000 and 8000 ohms

NOTICE: *When the ohmmeter is connected between pins B and C or between pins A and C, the reading will vary as the center of the potentiometer is rotated through it's arc. The reading needs to stay within the guidelines given above and increase or decrease smoothly as the center section is rotated.*



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- If the ohmmeter reading is outside the range, or jump around erratically when the center section is rotated, replace the rotary potentiometer.

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"ERROR" AND FLASHING BALE SLICE POINTER

When ERROR and the SLICE pointer, 1, is flashing, it indicates one of possible two bale slice circuits, (bale slice actuator position potentiometer, or bale slice actuator). If the actuator pointer, 2, is also flashing, do the bale slice actuator position potentiometer circuit test first.

NOTICE: *The bale slice actuator position potentiometer must indicate the home position before a bale can be made.*

Be sure the bale slice actuator is in the home position. Using the diagnostic mode item 17 of the operator's panel, check to be sure the bale slice actuator position potentiometer is adjusted and calibrated correctly before checking the respective circuits.

Use a 12 volt/ohmmeter to check for continuity in the wires.

Disconnect connector, XO16, from the Electronic Control Unit. Disconnect connector, XO15, from the bale slice position potentiometer.

1. Check for continuity between pin A, XO16, and pin C, XO15.

There will be continuity between the pins if the wire is good.

Use a 12 volt/ohmmeter to verify energized conditions.

2. Connect the 12 volt meter leads between pin A and pin B, XO15.

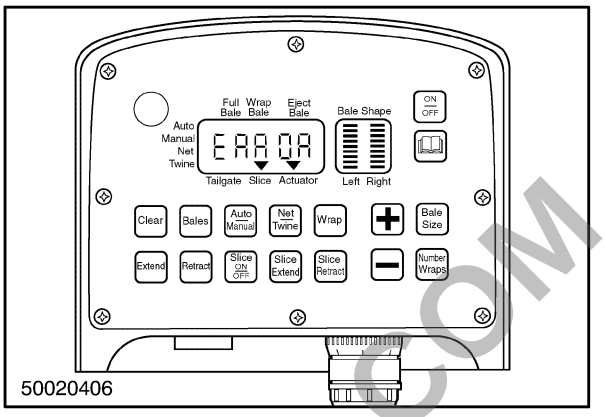
There will be 5 volts (plus or minus 0.5 volts) if the circuit is good. If there is not 5 volts, check for continuity in the two wires, (see Step 3 and 4).

3. Check for continuity between pin G, XO16, and pin A, XO15.
4. Check for continuity between pin F, XO16, and pin B, XO15.

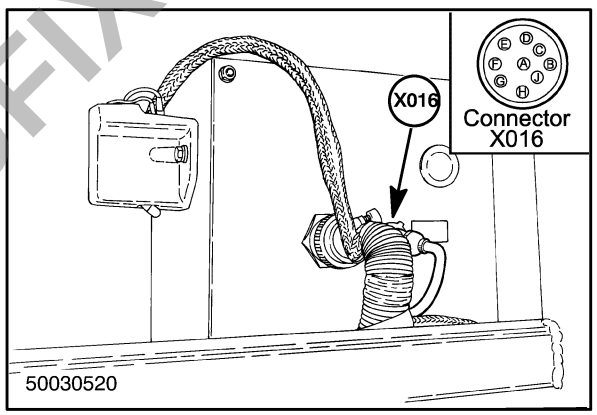
If all these tests are good, check the potentiometer. See component testing, Chapter 3. If the potentiometer is good, check the Electronic Control Unit, (see Steps 5, 6, and 7).

NOTICE: *The potentiometer must be disconnected for the following steps.*

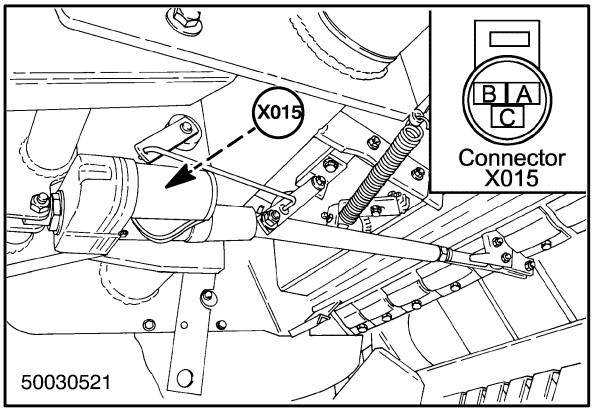
NOTICE: *Reconnect connector XO16.*



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118

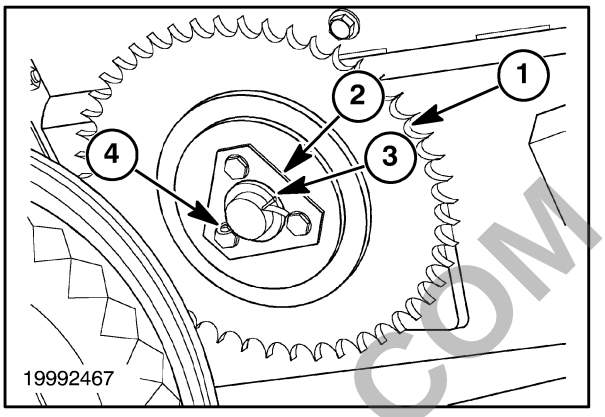
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Install the key and the slip clutch, 1.

Place the cap screw locking plate, 2, in position.

Fill the remaining distance on the shaft, up to the cotter pin hole with shims, 3.

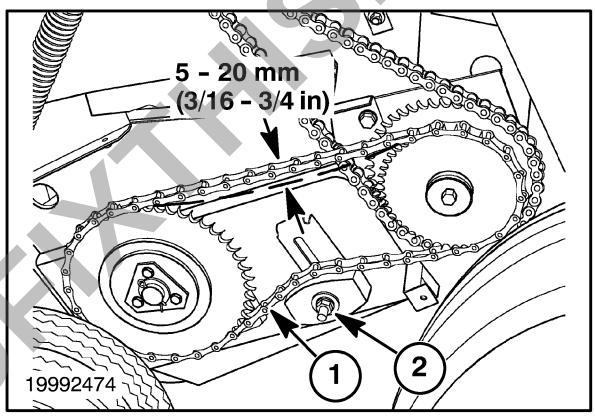
Install the 3/16x1-1/2 inch cotter pin, 4.



67

Install the pickup drive chain, 1.

Adjust the idler, 2, to get 5 to 20 mm (3/16 to 3/4 in) deflection of the upper strand of chain.

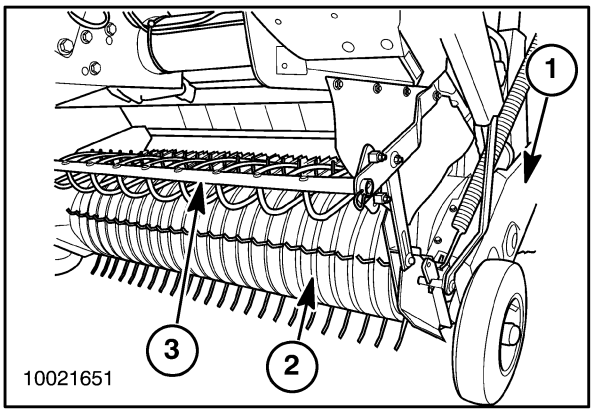


68

Install the shield, 1.

Install all the pickup guards, 2. Make sure the guards are centered between the fingers. Tighten the self tapping screws to 15 to 18 N·m (133 to 159 lb in).

Install the windguard, 3.

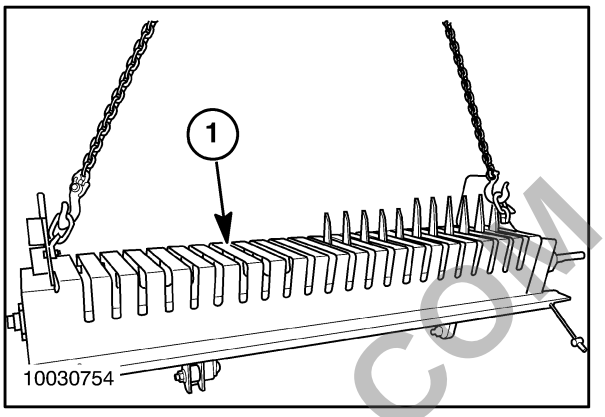


69

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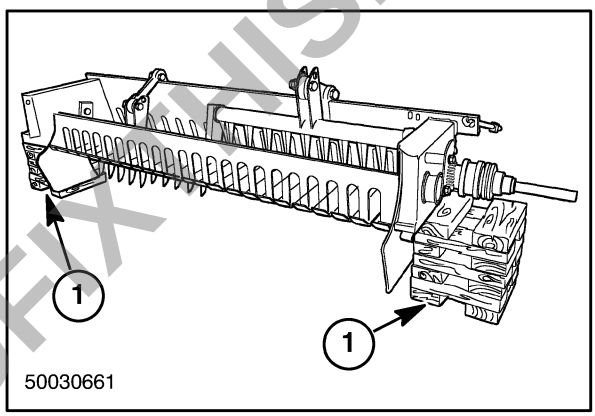
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The stuffer frame, 1, can now be disassembled.



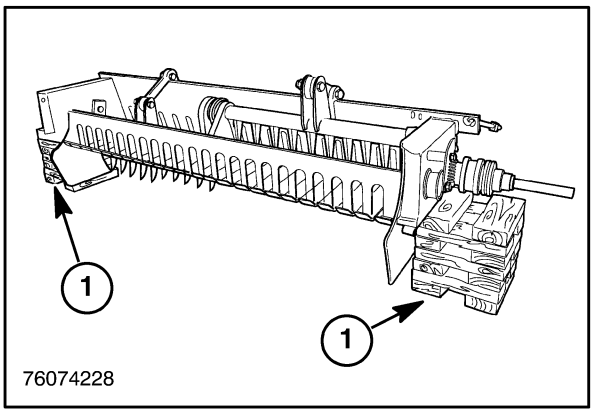
102

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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1.8 M Pickup



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2.1 M Pickup

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Op. 60 260

ROTOR KNIFE SPRING

Removal

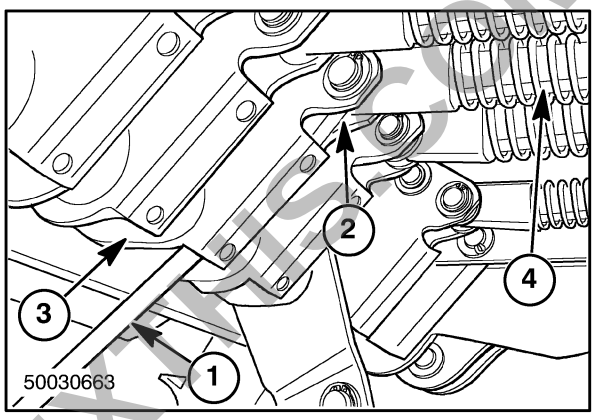
Retract the hydraulic cylinder to retract the knives. The spring carriage should be fully rearward. Go under the baler with a large screwdriver, two 13 mm wrenches and a snap ring pliers.

Place the end of a large screw driver, 1, under the knife support and the pin, 2, in the end of the spring link. Pry against the shaft, 3, to compress the spring, 4.

⚠ WARNING ⚠

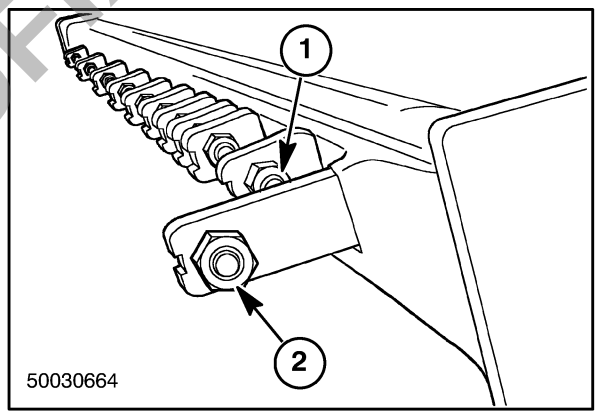
Compressed springs have potentially dangerous stored energy. Always assemble and disassemble properly. Failure to comply could result in death or serious injury.

M1486



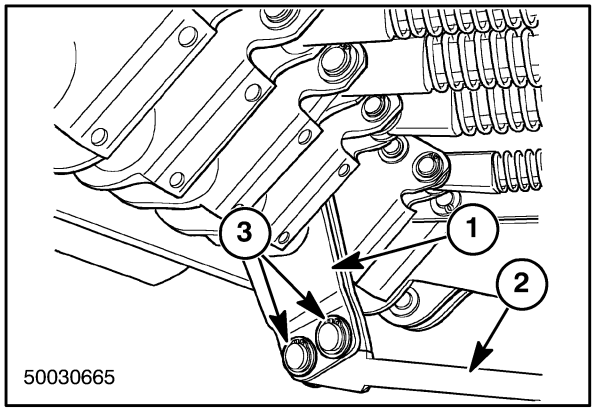
59

The end of the spring link, 1, will extend further beyond the channel. There is now clearance to remove the bolt, 2, from the end of the spring link.



60

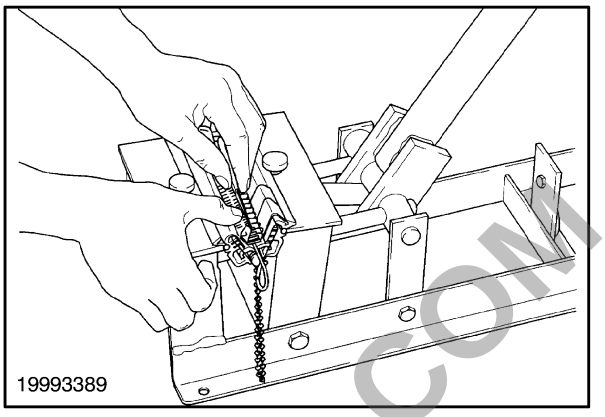
Allow the knife support, 1, to pivot forward. remove the spring from the link, 2. Allow the spring link and knife support to hang down. If the link or knife roller need to be replaced, remove the pins, at 3.



61

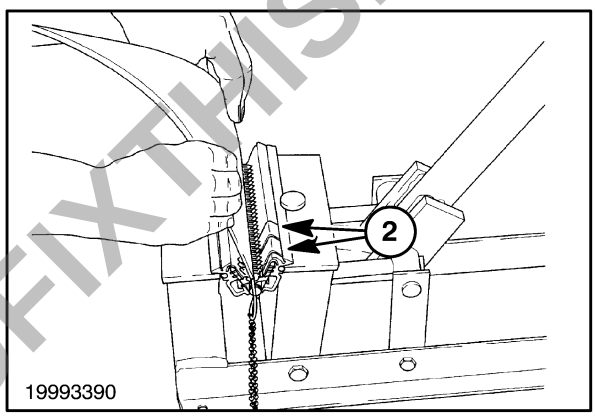
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Remove the carding paper from the hooks with the knife.



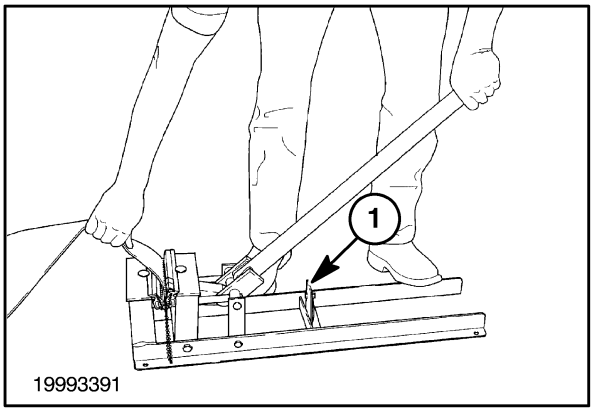
23

Center the belt between the end hook points and against the bottom of the lacer. Locate the two pressure plates, 2, as shown.



24

Press down the handle until it contacts stop, 1.



25

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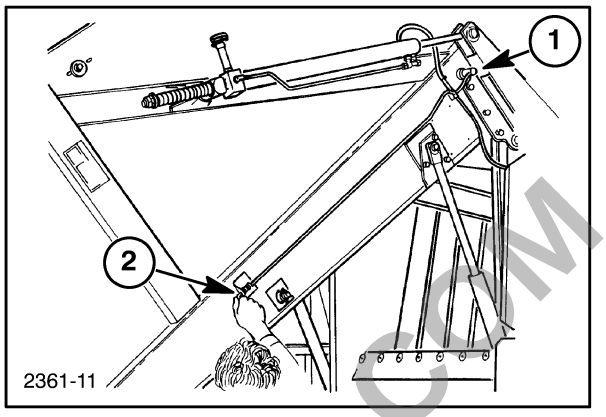
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Raise the tailgate enough to free the lockout pin, 1. Pull down and rotate the handle, 2, to move the pin in.

⚠ DANGER ⚠

Impact hazard! Make sure there is no one, including pets near the tailgate before opening it. Failure to comply will result in death or serious injury.

M1555

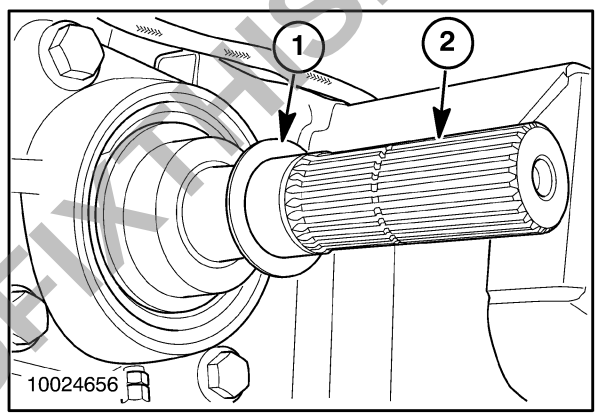


40

BR7080 BALER WITH OVERRUN JAW CLUTCH

Replace any shims, 1, against the left locking collar.

Apply grease to the smooth part of the shaft and the spline, 2.



41

Slide the sprocket, 1, on the shaft.

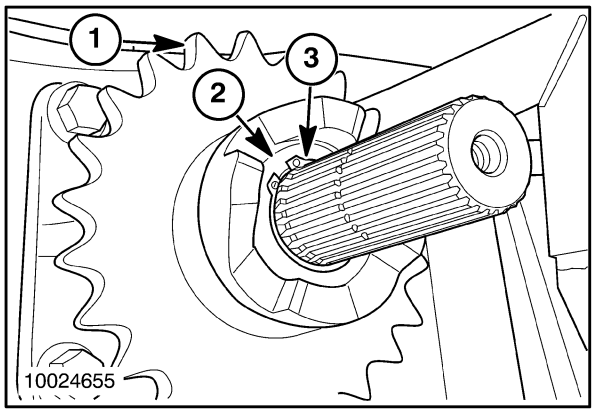
Add the same shims, 2, that were removed.

Make sure the distance between the sprocket hub and the retaining ring groove is filled with the maximum number of shims, 2. If there is more than 15 mm (0.06 in), add another shim.

Check that the sprockets and idlers are in line.

Install the retaining ring, 3.

Place the drive chain on the sprocket.



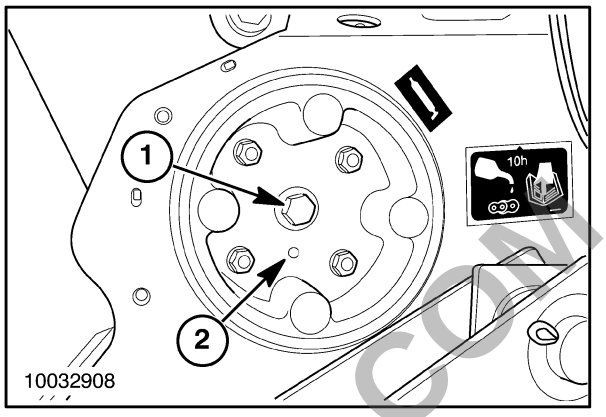
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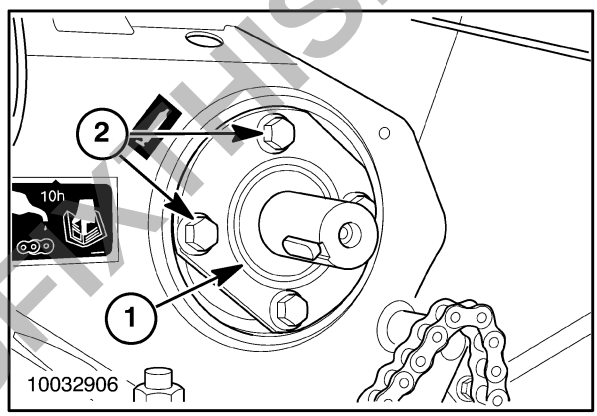
Insert a M12 bolt, 1, through the left pivot hub and into the pivot roll. Hold the inner bearing hub from turning with a punch inserted in hole 2. The punch must engage the flat spot in the bearing hub. Torque bolt, 1.

NOTICE: *Apply Loctite ™242 or similar thread locker material to the M 12 bolts, securing all rolls to the Sledge frame. Torque the bolts to 97 - 103 N·m (72 - 76 lb ft).*



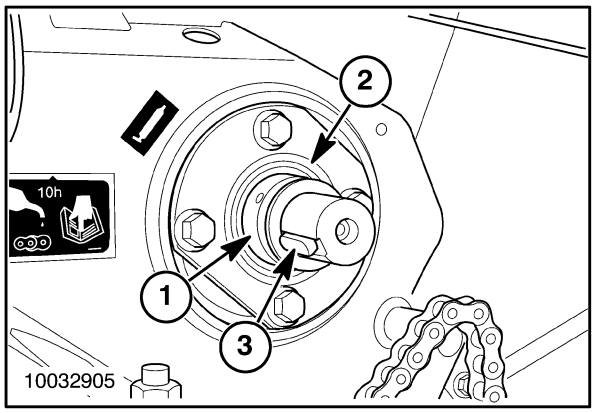
53

Install right bearing assembly with the extended race out and flangettes, 1. Install and tighten bolts, 2.



54

Center the Pivot roll inside the Sledge frame. Then lock the bearing lock collar, 1, install washers, 2, to align Pivot roll sprocket with the Stationary roll sprocket. Install key, 3.



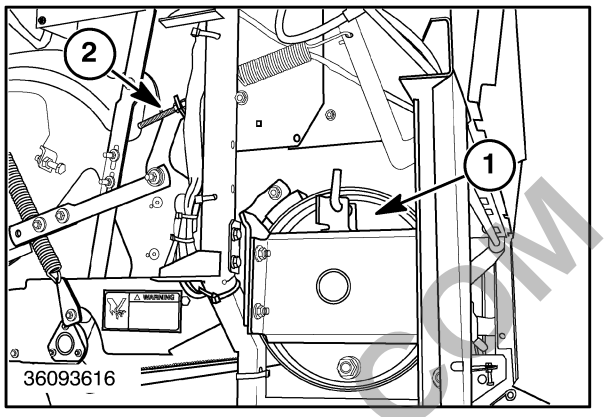
55

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Adjustment

With the duckbill in the home position and four holes in brake drum, 1, at the quarter hour position, adjust eyebolt, 2, to slightly tension spring for 13.5 ± 2 N·m (120 ± 18 lb in) of torque on brake drum, 1.

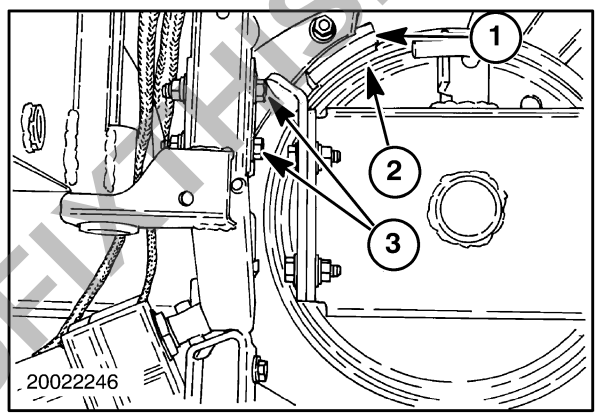


108

The brake, 1, must be 2 to 4 mm (1/16 to 3/16 in) off the brake drum, 2.

The adjustment can be made at the link length.

The pivot for the brake arm can be adjusted up or down by loosening the bolts, 3, if more adjustment is required.



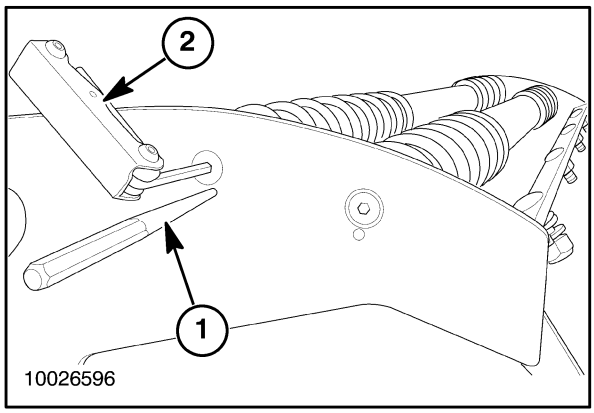
109

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NET ROLLS

Removal

To remove the spreader rolls, insert a punch in the hole, 1, and use a hex key, 2, to remove the end bolt. Do this on both ends of each spreader roll to be removed.



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