OVERHAUL

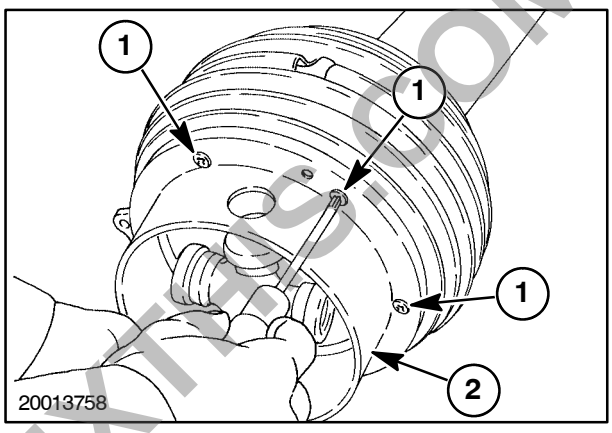
Op. 31 201

FRONT PTO AND CV U-JOINT

Disassembly

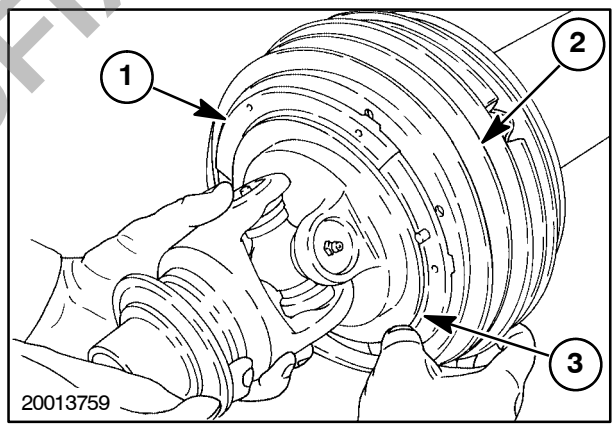
The front of the PTO assembly includes an 80° constant velocity joint.

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



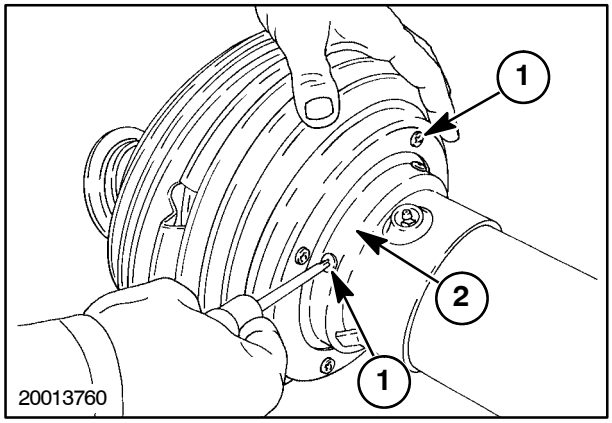
4

Extract the bearing ring, 1, from the CV shield, 2. The two notches, 3, in the CV shield facilitate removal of the ring. Remove the bearing ring from the CV body.



5

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



6

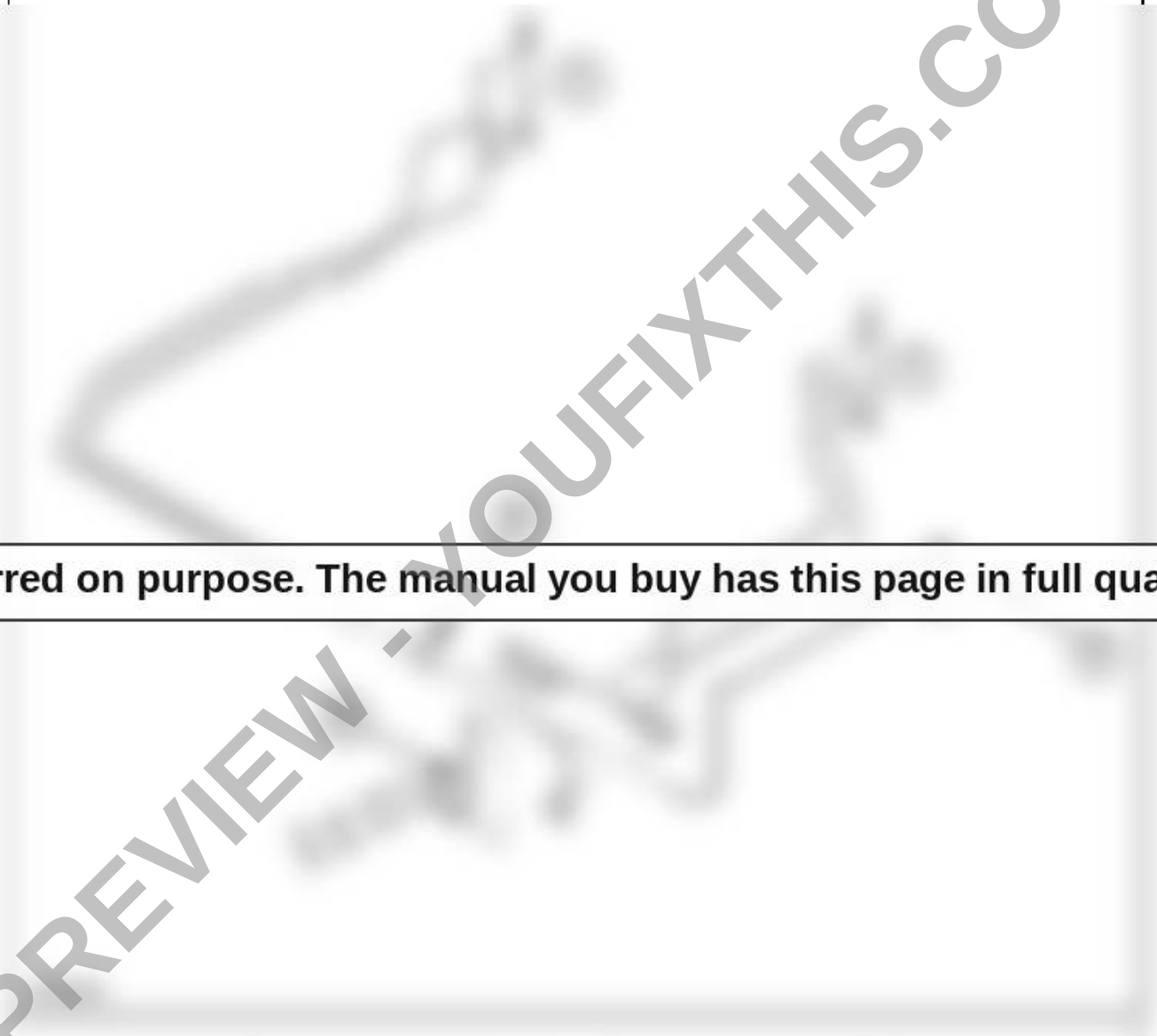
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DESCRIPTION OF OPERATION

Op. 35 550

TAILGATE LIFT SYSTEM



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SECTION 00 - GENERAL INFORMATION

Chapter 1 - General Information

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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 Repair 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.

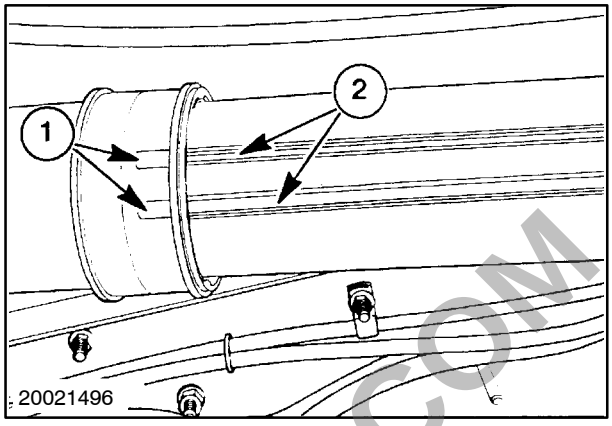
All data and illustrations in this manual are subject to variations in build specification. The description and specifications were correct at the time of issue, but company policy is one of continuous improvement. The company reserves the right to change specifications, equipment, or design at any time,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

NOTE: *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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Assemble the steel drive shafts first. Then the top tabs, 1, in the outer plastic shield must align with the two channels, 2, in the inner plastic shield to allow the shield to slide together.



28

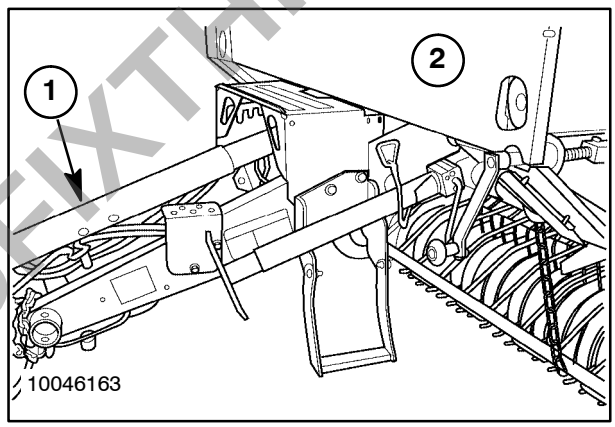
Op. 31 201

REAR PTO

Removal

Slide off the front PTO half, 1.

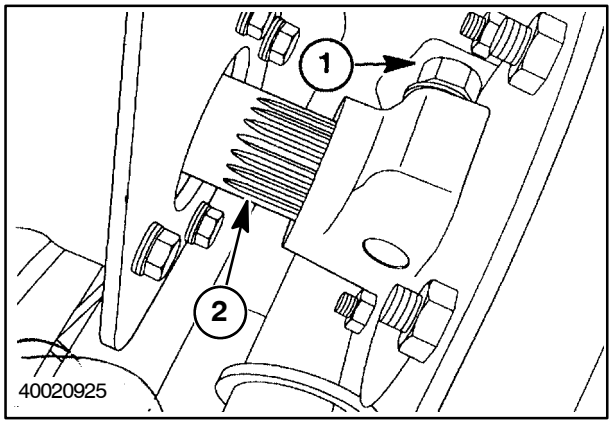
Open the door, 2.



29

Loosen the nut, 1. Use the nut to protect the threads on the pin, and drive on the nut to loosen the pin. Remove the nut once the pin is loosened and drive the pin the rest of the way out.

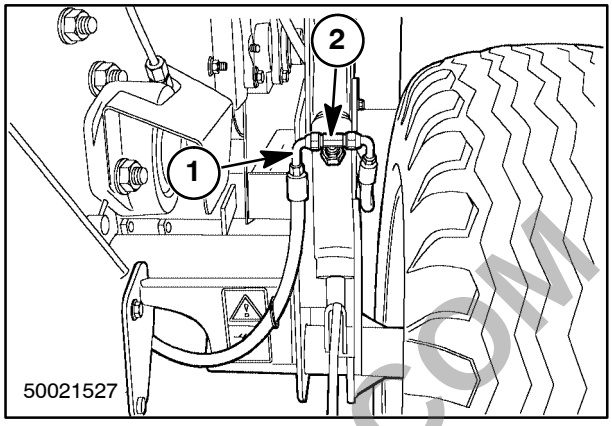
Take the PTO off the gearbox shaft, 2.



30

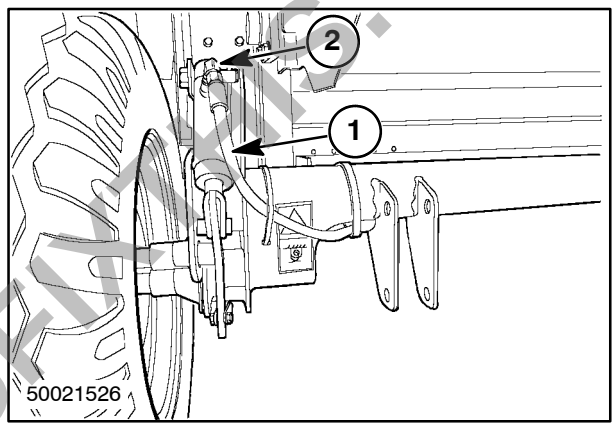
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One end of the brake hose, 1, attaches to the tee, 2, on the right brake cylinder.



6

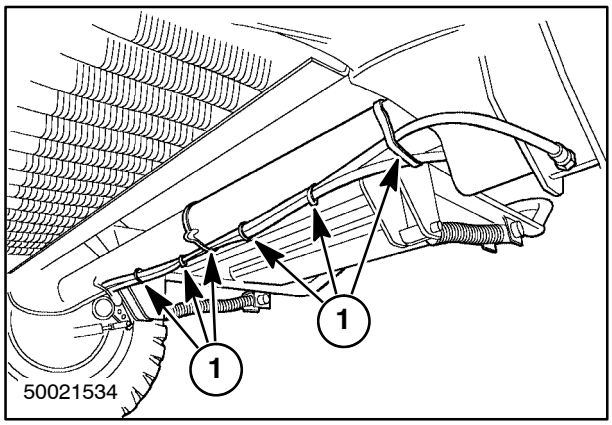
The other end of the brake hose, 1, attaches to the elbow, 2, on the left brake cylinder.



7

Install cable ties, 1, to hold the hose in place under the axle. Make sure the parking brake cable is also held securely in place.

Attach the brake line to a tractor and start the tractor.



8

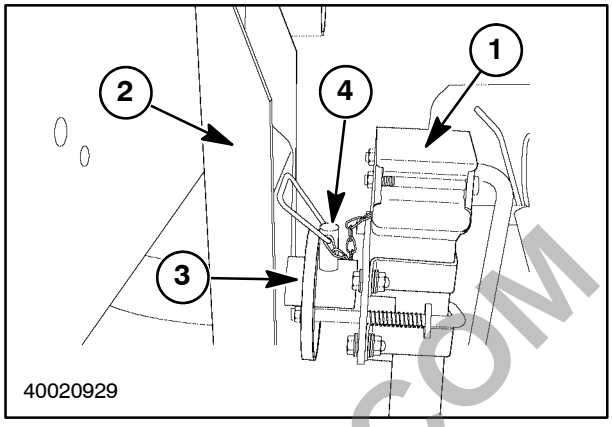
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Attach jack assembly, 1, to mounting, 2.

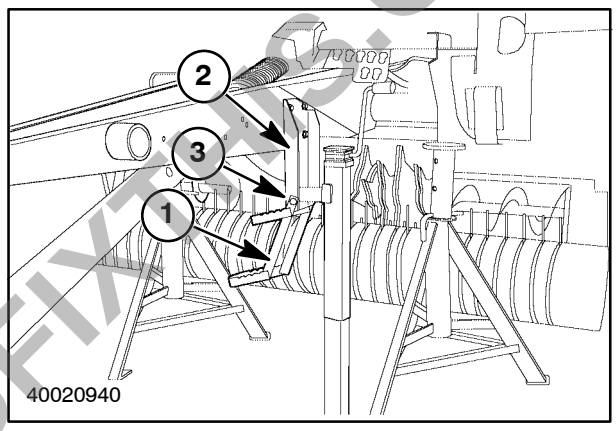
Push ring, 3, towards tongue and insert latching pin, 4.

Support baler with jack.



10

Attach the step assembly, 1, into the jack assembly, 2, placing the pin, 3, in the hole thru the jack assembly and secure with a cotter pin.

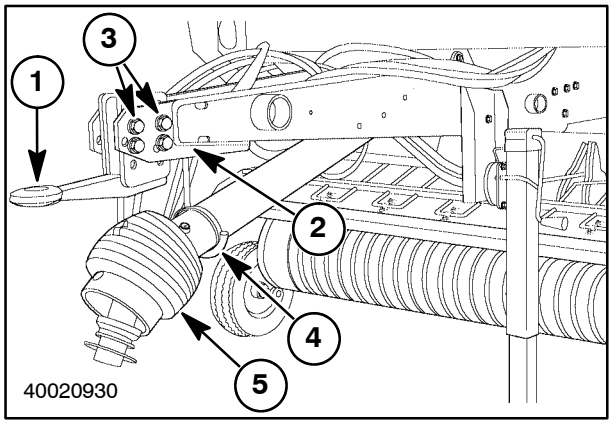


11

Attach ring hitch, 1, to the end of the baler tongue, 2, using four cap screws, eight washers and four nuts, 3.

Attach the new PTO support, 4, to the bottom of tongue, 2, using the original retaining plate and hardware. Install the support so it swings towards the rear of baler.

Place the tractor end of the PTO shaft, 5, onto the PTO support, 4.



12

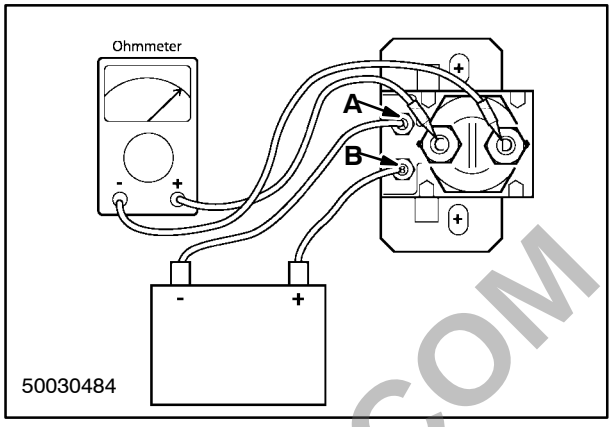
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Use an ohmmeter to verify energized conditions.

3. Energize the coil by applying 12 volts of current across contact studs A and B.
4. Connect the ohmmeter leads to contact studs C and D.
   - There will be continuity between contact studs C and D if the relay is working properly.

If continuity readings do not match those stated in the above test procedures, replace the relay.



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ITEM 17 – Rotor Crop Cutter Knife Position Sensor or Starter Roll Knife Actuator Sensor or Buffer Zone on non-cutter units

Item 17 is used for adjusting and testing the rotor crop cutter knife position sensor or starter roll knife actuator sensor adjusting calibrating and testing depending on the selection in Setup Item 3.

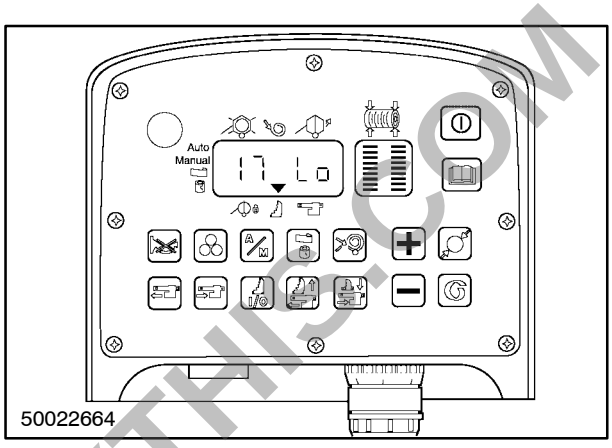
Rotor Crop Cutter knife "cut" position sensor adjustment and testing:

To adjust and test the sensor, enter the setup/diagnostic mode by pressing and holding the OPEN BOOK key for two seconds. The display should indicate "1" and the full bale size.

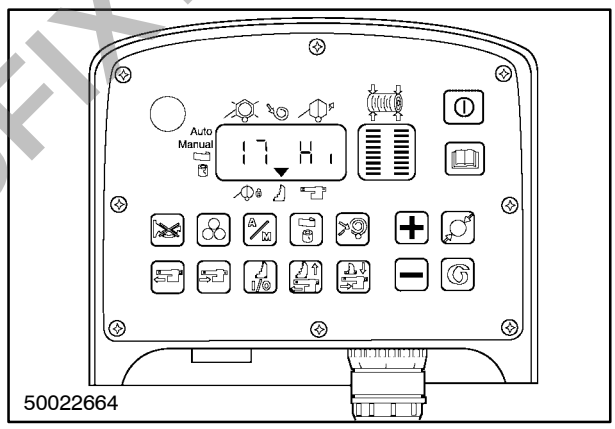
Press and release the OPEN BOOK key repeatedly to advance to item 17.

The display should show "17" flashing at the left of the display and a "Lo" or "Hi" on the right side of the display. A "Lo" indicates the sensor switch is closed and the Knife pointer should be on solid when a ferrous metal target is in front of the sensor.

A "Hi" indicates the sensor switch is opened and the Knife pointer should be off when the ferrous metal target is away from the sensor.



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62

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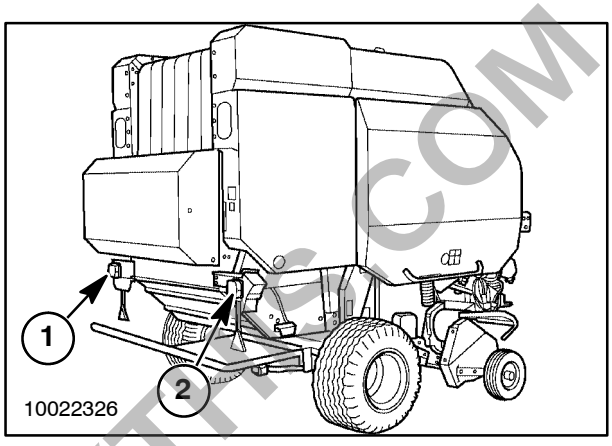
Op. 55 000

DESCRIPTION OF OPERATION

This chapter details the complete troubleshooting and repair of the safety lights electrical system.

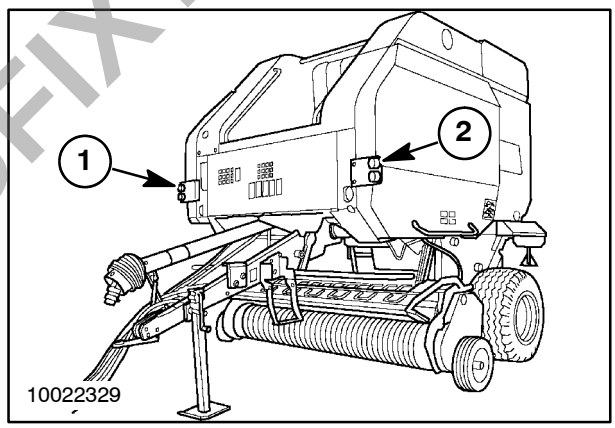
The lights attach to the tractor and are operated by the light system on the tractor.

There are two trailing lights, one on each side of the baler. The lights, 1 and 2, are amber on the top and red on the bottom. They operate as running lights, turn lights and stop lights. The left light also has a clear light at the bottom to illuminate the license plate.



1

There are two white lights, 1 and 2, on each side at the front of the baler. The lights will be on whenever the tractor lights are on.



2

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Op. 60 280

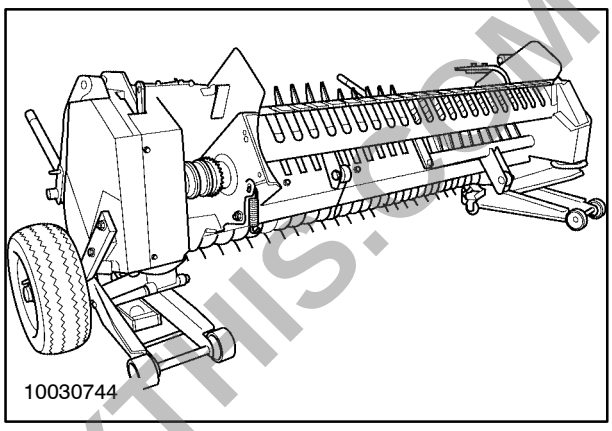
PICKUP STUFFER FRAME – 1.8 (6′) & 2.1 M (7′) PICKUP

This procedure is to remove all the stuffer parts from the pickup frame to repair or replace the stuffer frame.

Removal

In order to repair the stuffer assembly, the pickup with stuffer must be removed from the baler.

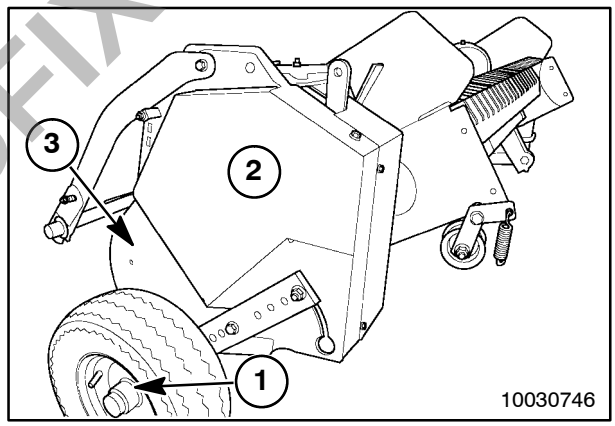
Follow the directions for “Wide Pickup with Stuffer Removal – 1.8 & 2.1 M” in this section and remove the pickup and stuffer.



99

Remove the left gauge wheel, 1.

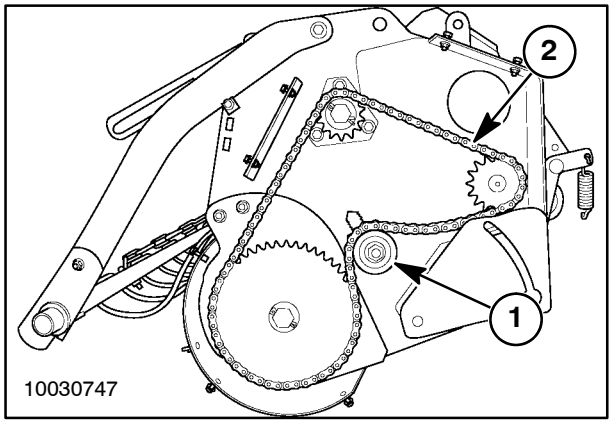
Remove the two shields, 2 and 3.



100

Remove the idler, 1.

Take off the drive chain, 2.



101

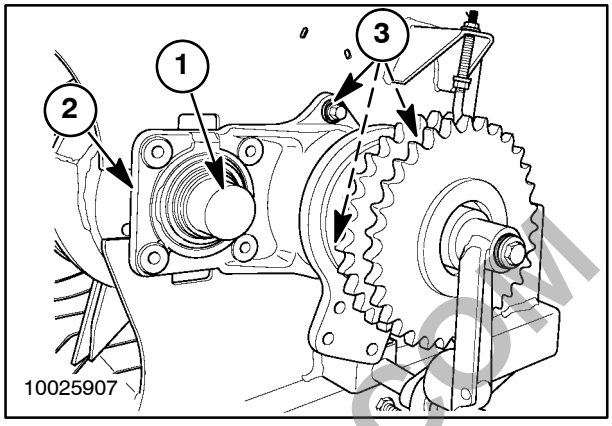
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Installation

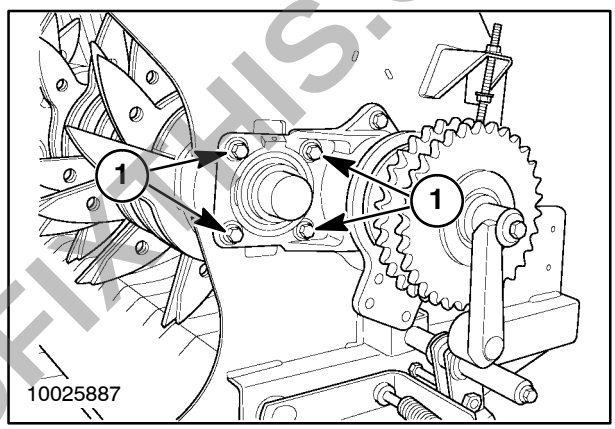
Add anti-seize to the rotor shaft, 1. Install the bearing housing assembly, 2. The shoulder in the bearing housing must be inside the cut-out in the frame.

Install the three carriage bolts, 3, from the inside.



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Rotate the anti-wrap ring on the rotor shaft to align the weld nuts with the holes in the side sheet and the bearing housing. Install four M10 x 30 flange head bolts, 1, with bevel lockwashers. Tighten all the hardware.

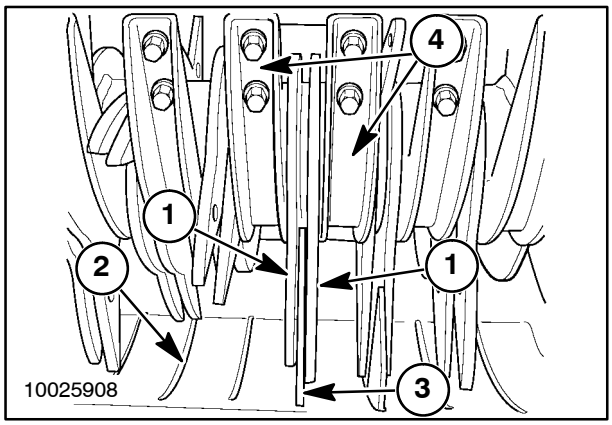


169

Remove the wood blocks holding the rotor in location.

Rotor Cutter Units

Make sure the rotor fingers, 1, are centered on the knife notches, 2, in the rotor frame. Shift the rotor left or right as required. Rotate the rotor and check that the fingers do not rub the knives, 3, or strippers, 4.

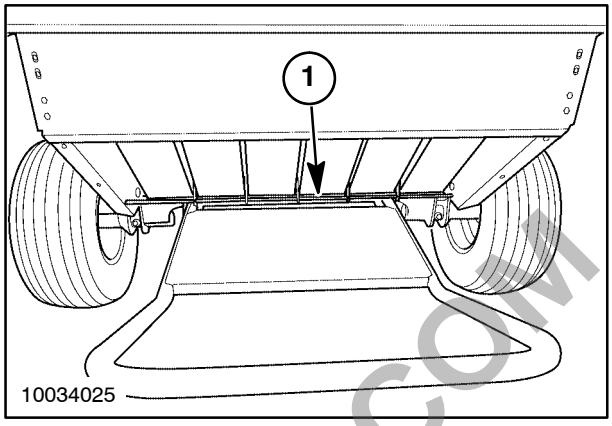


170

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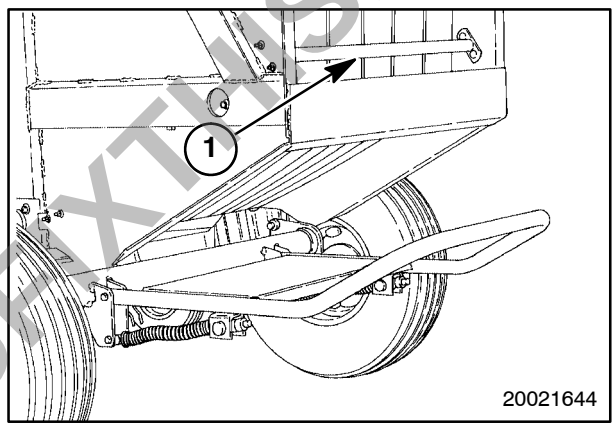
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The belt guides, 1, will show whether the belts are running true.



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SIX FOOT DIAMETER BALER (183 CM)



77

FIVE FOOT DIAMETER BALER (152.4 CM)

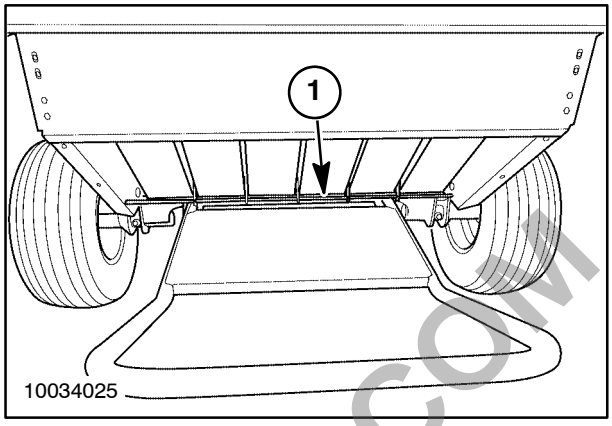
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Lower the tailgate. Turn on the PTO and let the belts operate at half speed.

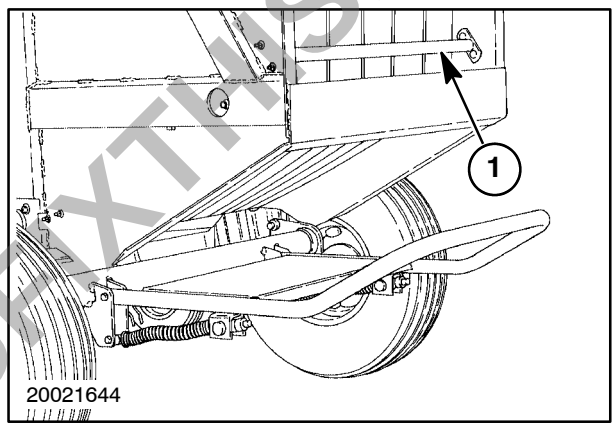
At the back of the baler observe if the belts are running in position or shifted to one side.

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



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SIX FOOT DIAMETER BALER (183 CM)



45

FIVE FOOT DIAMETER BALER (152.4 CM)

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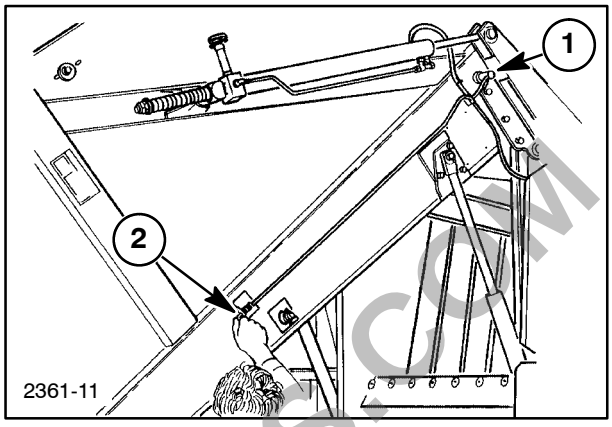
OVERHAUL

SLEDGE ASSEMBLY

Disassembly

All Rolls

The tension on the belts must be removed before working on Follower roll. Open tailgate far enough that lockout pin, 1, can be placed under the take-up arm by turning the handle, 2. Lower the tailgate, the pin will hold the Take-up arm in position and remove the tension from the belts. Leave the tailgate open about four feet, to allow room for follower roll removal.

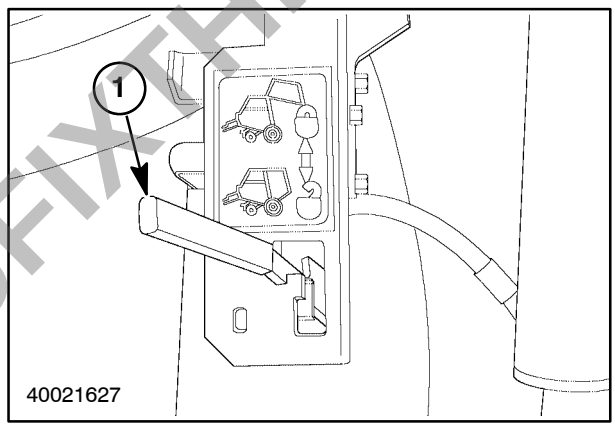


2

SHOWN WITH SHIELDS REMOVED

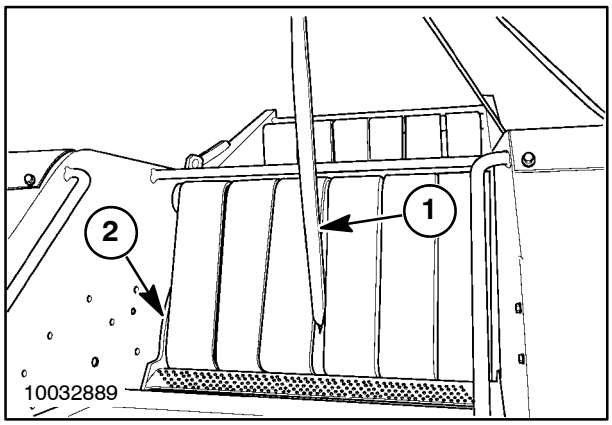
⚠ DANGER ⚠

Be sure the tailgate lockout valve, 1, is in the locked position before working under the tailgate. Never work under a raised tailgate before engaging the lockout valve. Failure to comply will result in death or serious injury.



3

Place strap, 1, around Follower roll. With a hoist lift sledge forward against the stops, 2, and hold.

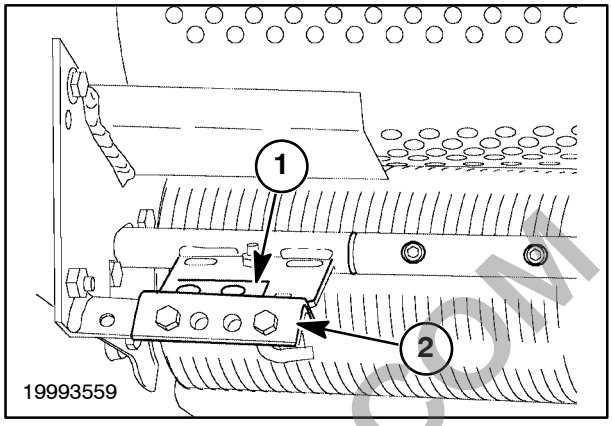


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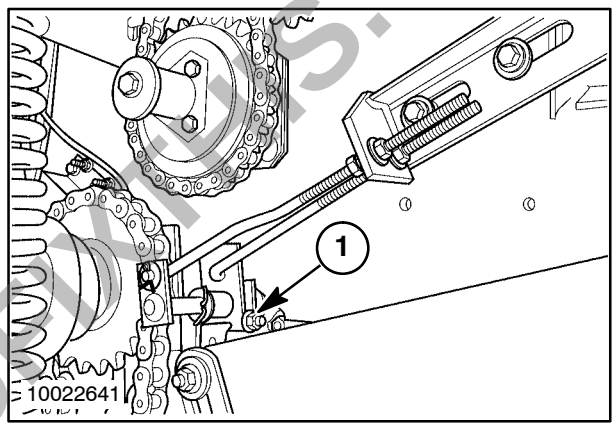
Have a second person push the right knife, 1, against the striker plate, 2.



61

Install the M10 x 70 bolt, 1, in the clamp and tighten.

If the windguard links were unfastened, bolt them back in position.



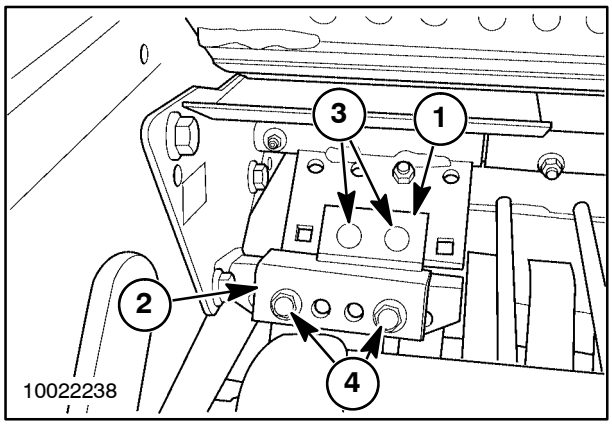
62

Adjustment

Place the actuator or AutoWrap™ in the baling mode.

Check that both knives, 1, make contact with the striker, 2, for their full length.

Adjustment can be made with the two bolts, 3, in the knife or the two bolts, 4, in the striker.

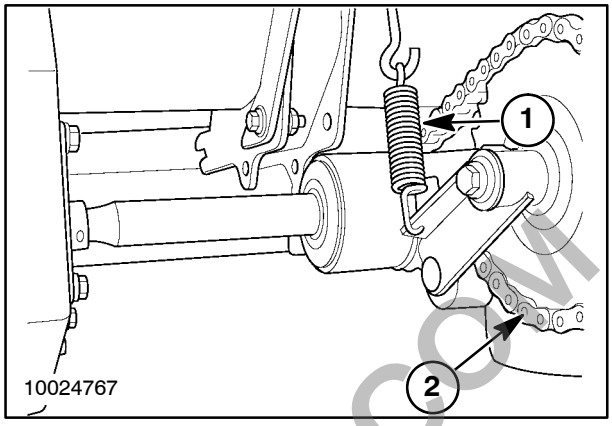


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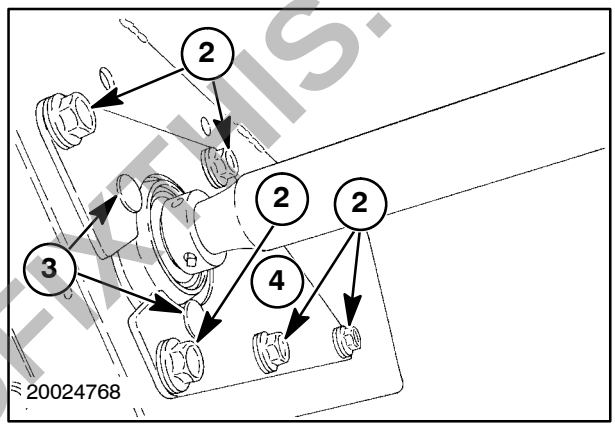
Take off the idler spring, 1, and the chain, 2.



44

Remove the mounting plate bolts, 2, and the flangette bolts, 3.

Slide the mounting plate, 4, off the shaft.

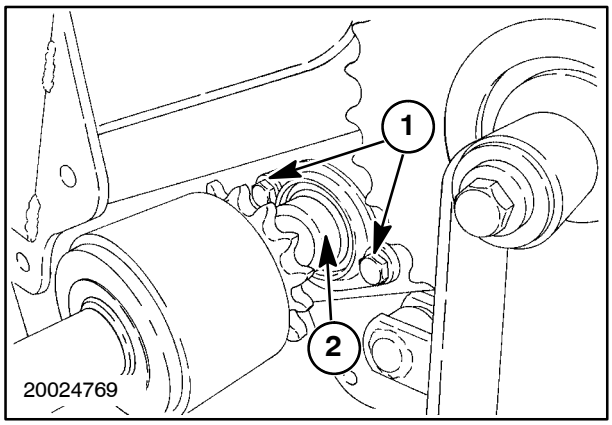


45

On the other end of the shaft, remove the two flangette bolts, 1.

Take the whole shaft assembly out the end of the left pickup.

Loosen the locking collar, 2. Take the bearing, two hole flangettes and locking collar off the short end of the shaft.

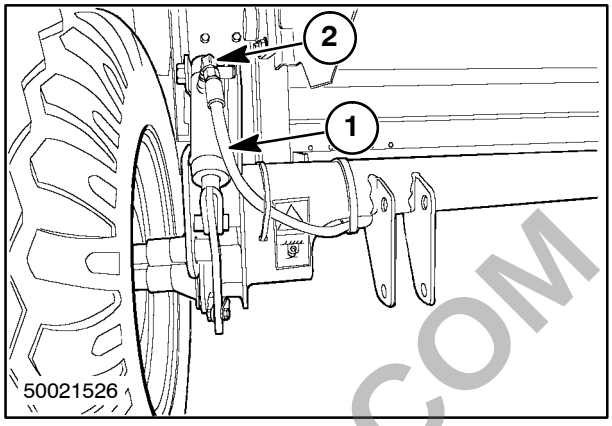


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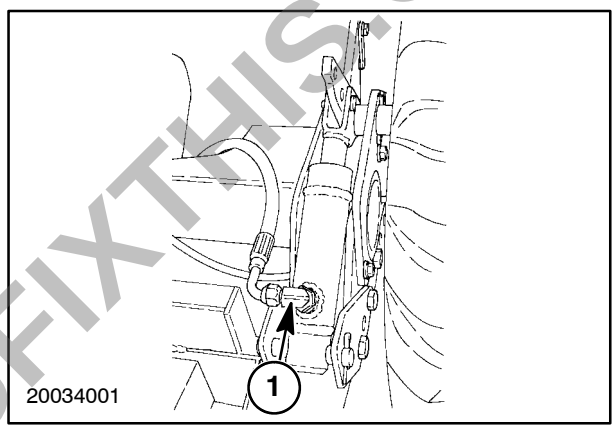
On the left side, disconnect the hose, 1, from the elbow, 2.



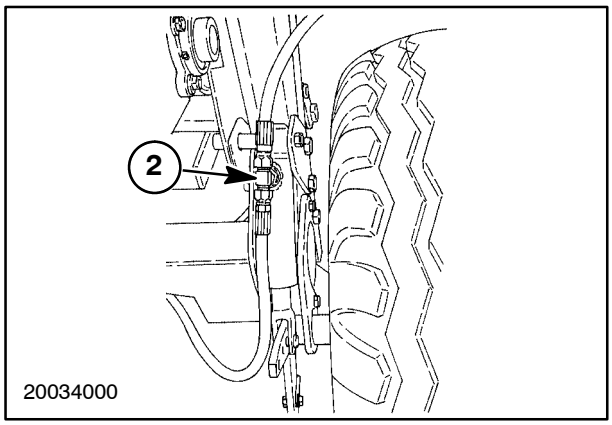
3

Installation

NOTE: *The ends of the hoses may vary, as shown in the two figures. The replacement hose may not have an elbow on the end. Adjust the orientation of the elbow, 1, and tee, 2, on the brake cylinders to achieve a best fit for the new hose.*



4

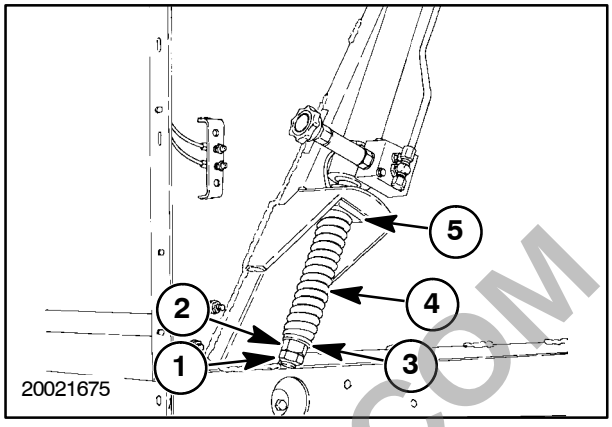


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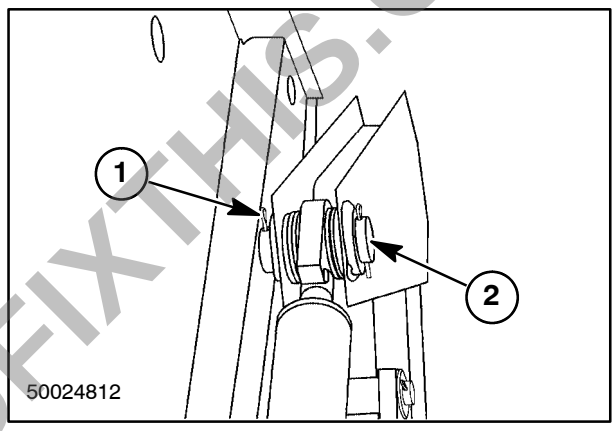
Remove the jam nut, 1, nut, 2, washer, 3, spring, 4, and spring pivot, 5, from the rod attached to the base of the cylinder.



13

Remove the inner cotter pin, 1, at the take-up arm pin, 2.

Remove the cylinder rod pivot pin, 1, from the take-up arm. Be careful not to lose the washers on either side of the cylinder rod. Note the quantity and location of the washers.

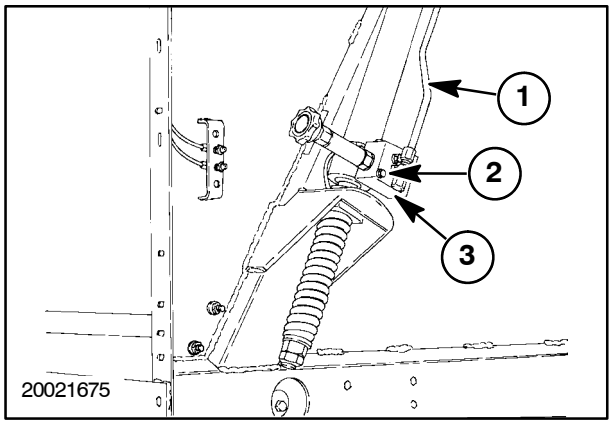


14

Disassembly

Clean the cylinder assembly to reduce the possibility of damage to the cylinder components.

Disassemble the hydraulic tube, 1, at the top and bottom of the cylinder. Take out the two bolts, 2, attaching the valve block, 3, to the cylinder. Remove the O ring between the valve block and the cylinder base.



15

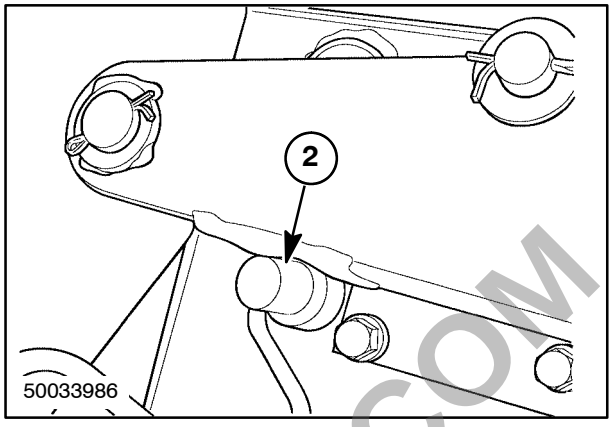
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Release the tension lockout pin, 2.

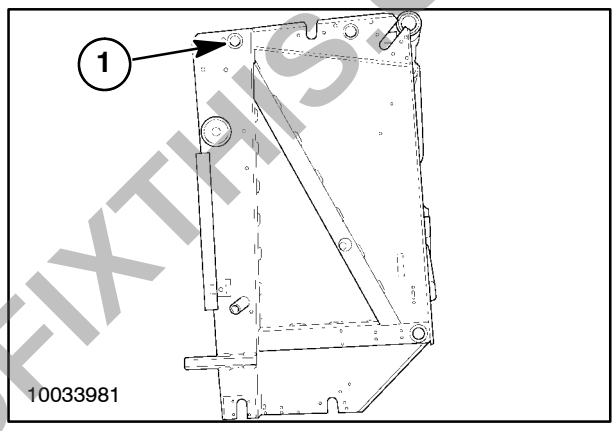
Lower the take-up rollers.

Remove the strap from the take-up roller.



37

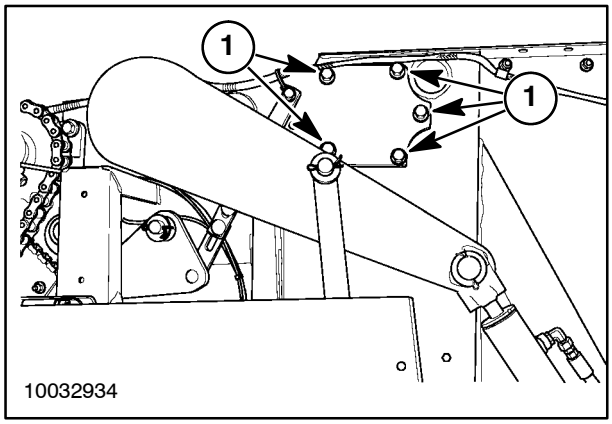
Support the tailgate with a hoist by placing a pipe through the pipe, 1, in the tailgate frame and attaching to the ends of the inserted pipe.



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Remove the five bolts, 1, at the left and right tailgate pivot.

Remove the tailgate from the pivot plates. The pivot plates will remain in the main frame. Set the tailgate on the floor.



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RELAYS

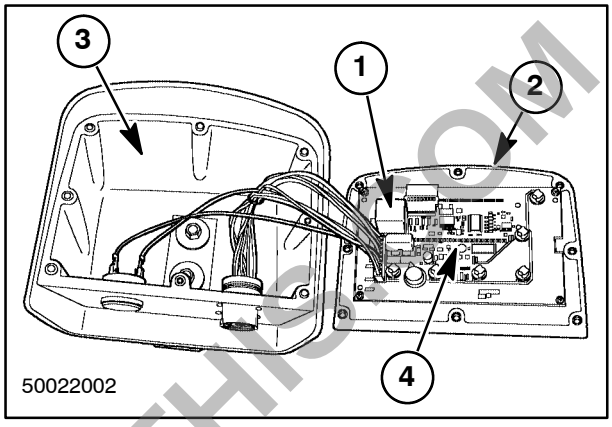
A relay is a switch that uses low amperage current (control circuit) to energize a coil and open or close a switch carrying high amperage current (function circuit). A relay can open and close a single circuit or direct current from one circuit to another.

OPERATOR'S PANEL INTERNAL RELAY

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

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

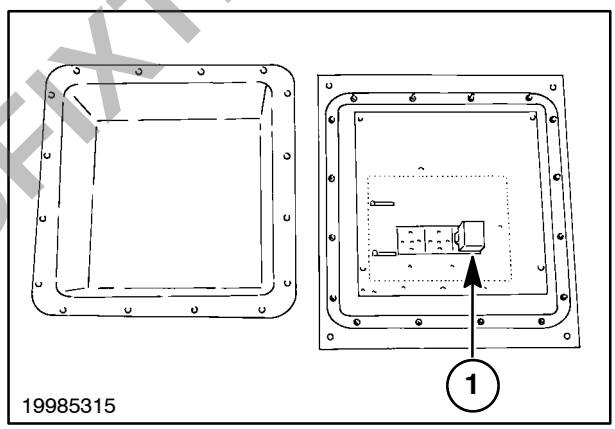
NOTE: *When removing or installing a relay a slight rocking motion may be required.*



5

ELECTRONIC CONTROL UNIT INTERNAL RELAYS

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



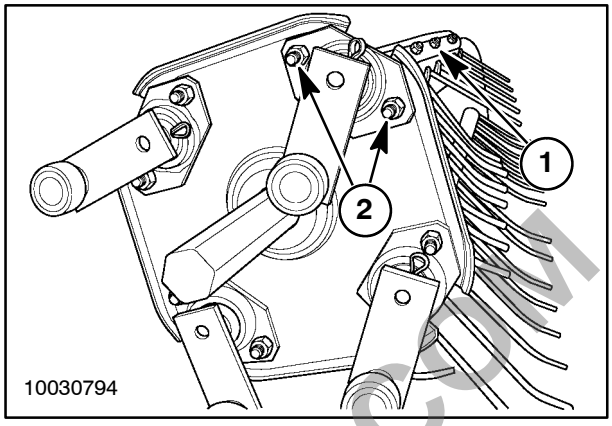
6

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Install the four tine pipe assemblies, 1, with two bolts, 2, at each bearing.

Make adjustment to the location of the center and right reel discs on the hex shaft to match the bearing locations on the tine pipes.



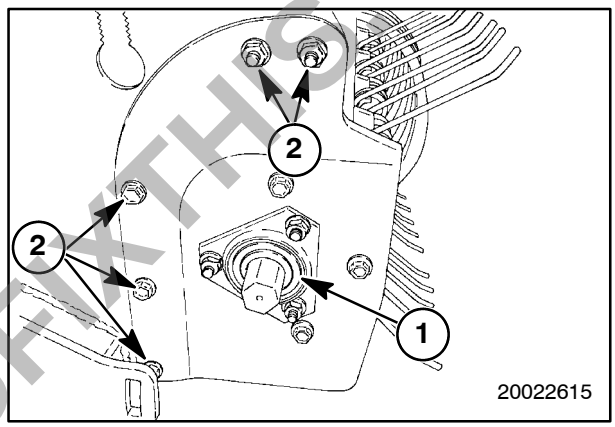
82

Bolt the hex bearings, 1, to the end plates.

Slide the end plate assemblies onto the hex shaft. Make sure the cam follower bearings are located in the cam track to follow the tine pipes and the tines are oriented properly.

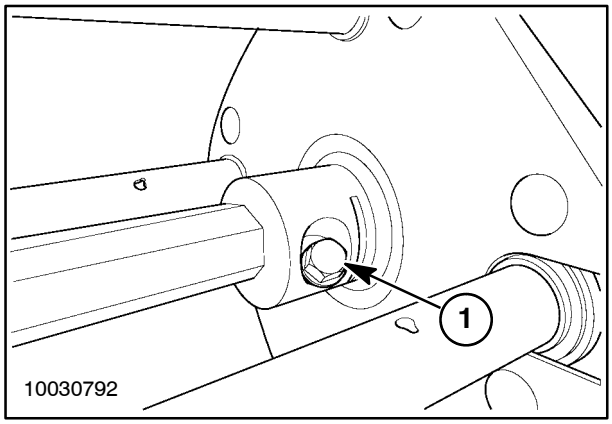
Place the reel assembly in the pickup frame. Install the five bolts, 2, in each end plate.

Check that the reel rotates properly.



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Install the clamping bolt, 1, in each disc.



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OVERHAUL

Op. 60 260

ROTOR PICKUP

Removal

It is recommended to remove the pickup on a cement floor using floor jacks.

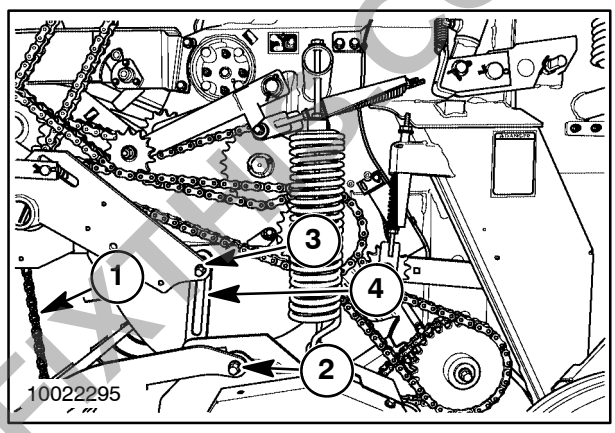
Retract the rotor knives and lower the pickup. Unhitch the baler from the tractor and move the tractor away.

Unhook the top of the windguard chains, 1.

Leave the windguard on the pickup, if the pickup is being removed to repair other parts of the baler.

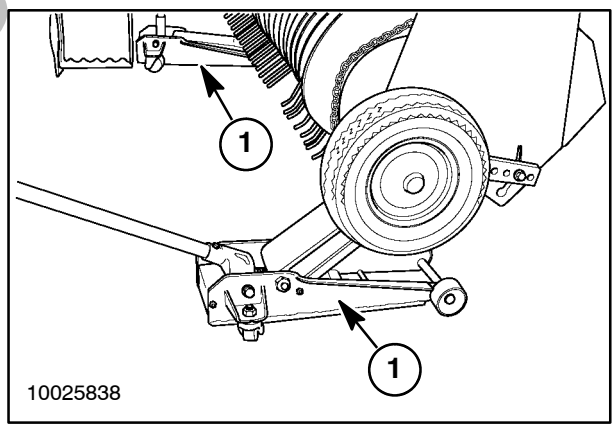
To remove the windguard, remove the pivot pins, 2, on both sides.

Remove the bolt, 3, washers and spacer at the top of the lift links, 4, on both sides.



2

Place a jack, 1, under the frame. One on each side is best. Lift the pickup all the way up.



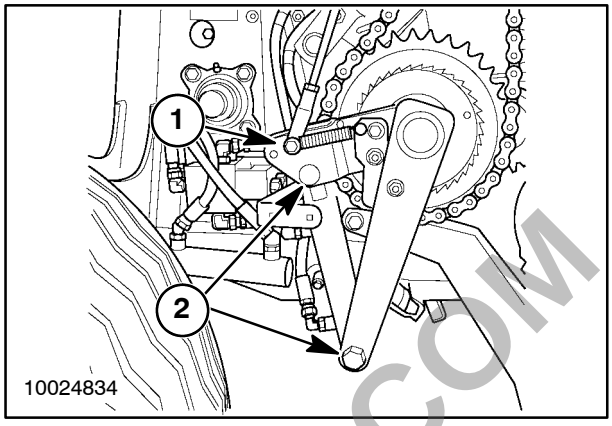
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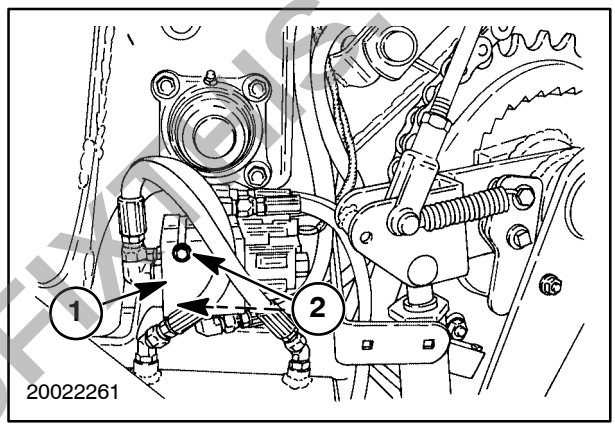
If the baler has a hydraulic rotor reverse, install the hardware at the bottom end of the tie rod, 1.

Fasten the reverse hydraulic cylinder, at 2, barrel end of the cylinder down and rod end up.



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If the baler has a splitter valve, 1, for the hydraulic rotor reverser, install the bolts, at 2. There are weld nuts for the bolts.



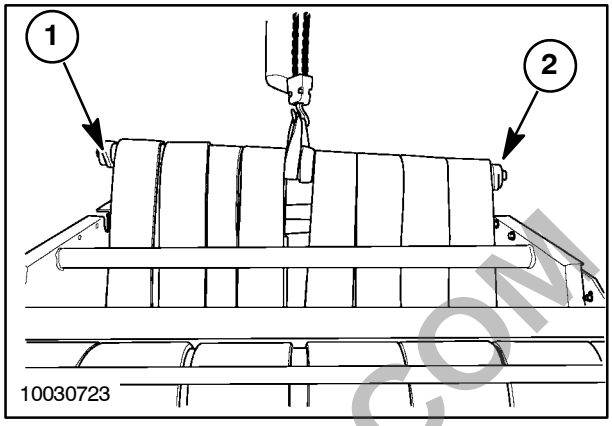
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Refer to “ROTOR PICKUP REMOVAL” in this chapter for directions to install the pickup.

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When all six belts are on the roller, rotate the bearing housings, 1 and 2, to place the grease fittings on the bottom. Lower the roller into position.



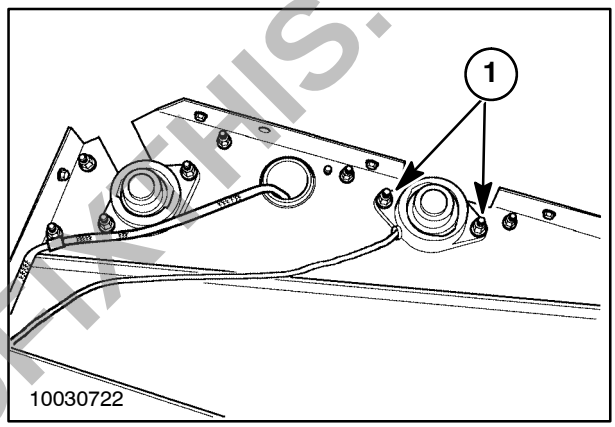
57

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

Center the roller in the baler frame.

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

Install the grease lines.



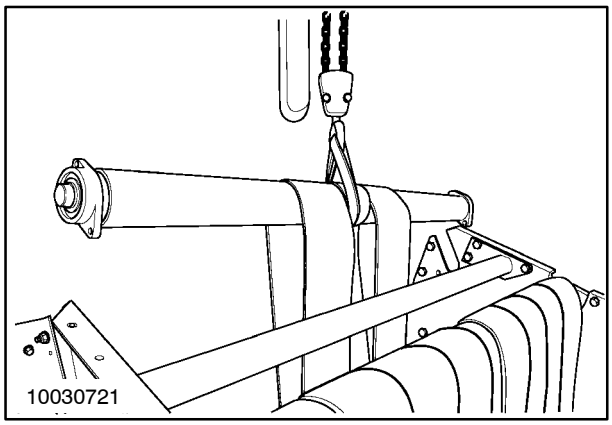
58

Lift the top rear tailgate roller with the hoist. If necessary pull the loosened bearing out while it is easy to get a puller on.

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

When all six belts are on the roller, rotate the bearing housings to fit between the tailgate flanges.

Lower the roller into position.



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