TRANSMISSION

HYPOID GEARBOX

Removal

Drain the gearbox.

Remove the front part of the transmission:

PTO drive slip clutch

Flywheel

Remove the gearbox output shaft. (See the following Section).

Remove the gearbox.

Dismantling

Remove the cover, 1, Figure 8, and the flange, 2, with the lipped oil seal. Retain the shims for reassembly.

Remove the bearing retainer, 4, release the locking tab and remove the slotted nut, 5.

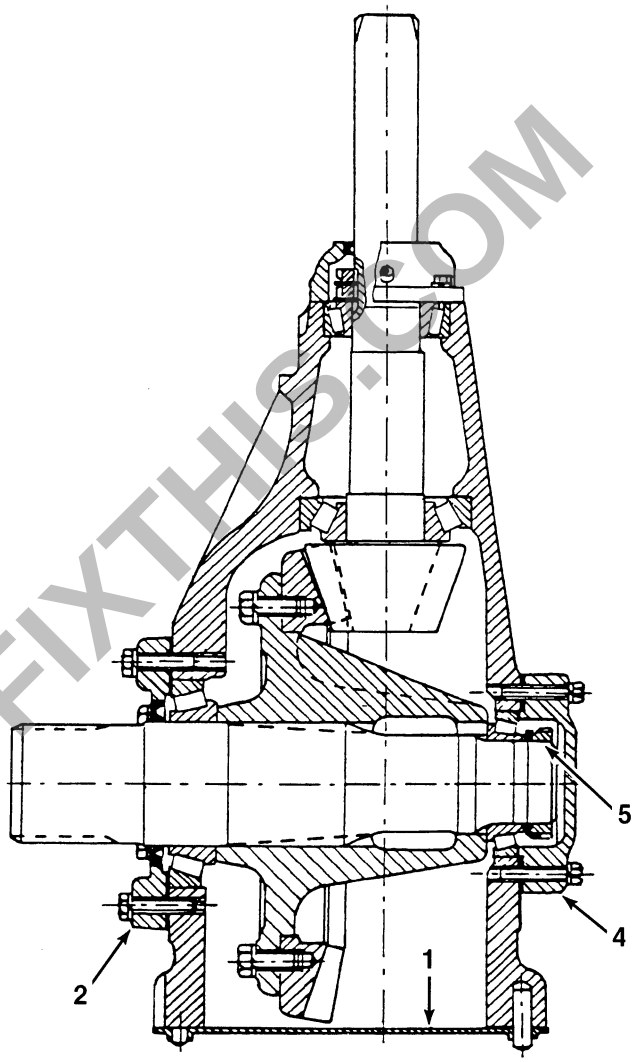


FIGURE 8

REMOVING THE CRANKSHAFT FROM THE RING GEAR HUB

Place the hypoid gearbox assembly on the table of a hydraulic press, so that it rests on the machined face, A, Figure 9, and on the bearing, 3.

The hydraulic press must produce a minimum force of 27.5 tons (25 t).

Position a bag of rags beneath the press to catch the shaft.

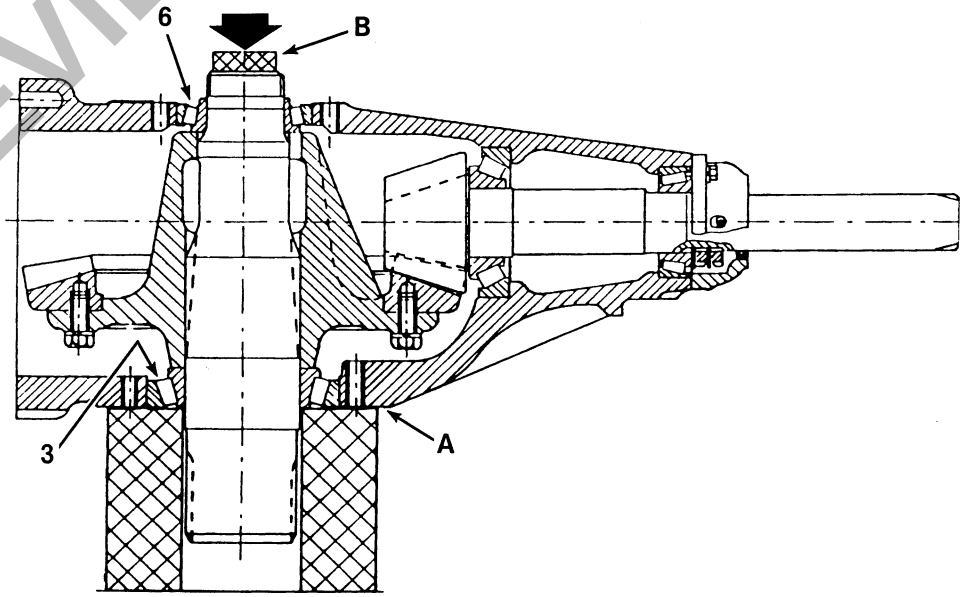
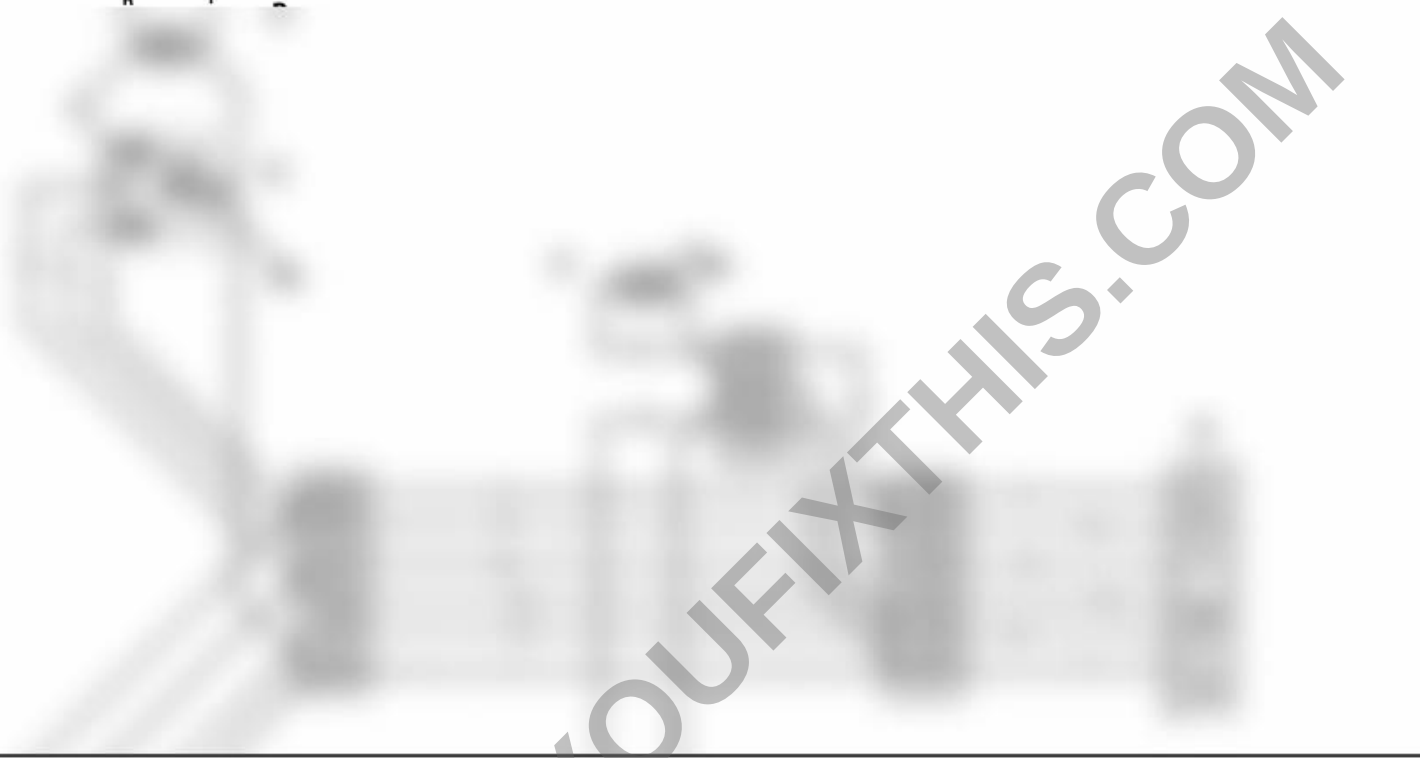


FIGURE 9

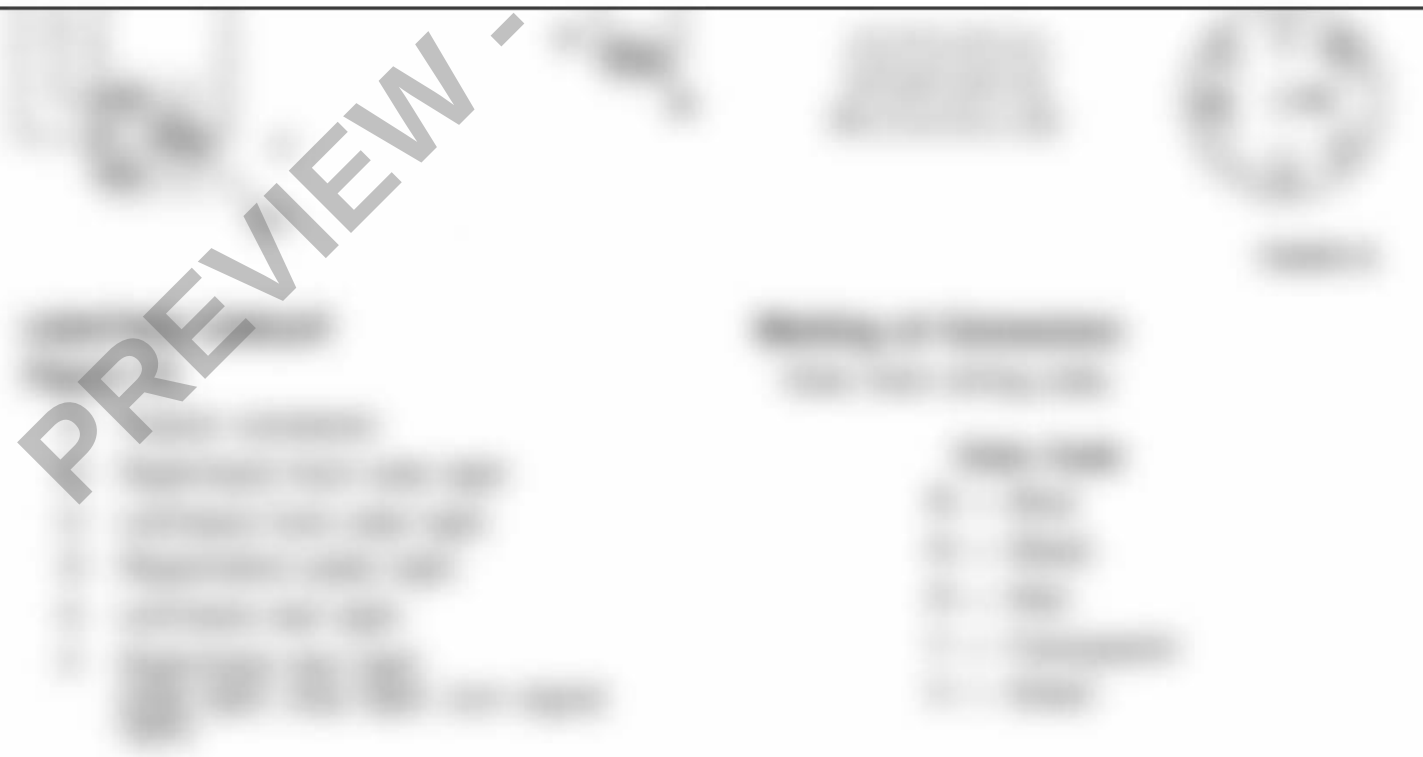
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ROAD LIGHTS





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HYDRAULIC SYSTEM



Control Valve

This valve consists of:

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SPECIFICATIONS

Bale chamber (height/width)	24'' x 36'' (0.6-0.9 mm)
Bale length	48'' x 98'' (1.20 m x 2.50 m)

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The display will remain until the following knotting cycle (in spite of the resetting of the electro-magnets).

NOTE: Any twine remaining on a bill hook must be removed immediately.

MICROCOMPUTER STATUS LIGHTS

When you are standing facing the microcomputer, 3 status lights are visible through the plastic window.

Left-hand status light: not used, lit continuously.

Center status light: status light monitoring the microcomputer.

Right-hand status light: status light monitoring the operator's panel.

1. The right-hand status light should be lit continuously. The center status light should be flashing twice a second:

   Normal function.

2. The right-hand status light is flashing or the center status light is lit continuously or either is extinguished:

   There is a problem.

   Right-hand status light: the problem is between the computer and the various sensors.

   Center status light: incorrect functioning of the microcomputer.

In the above cases, the problems may be as follows:

1. Power supply fault, check with a voltmeter.
2. Wiring fault, check with an ohmmeter.
3. Equipment fault, check by substitution.

MALFUNCTIONS

POWER SUPPLY FAULT

Depress "Power ON"

1. The operator's panel fails to light up:

   a. Circuit breaker on the lower part of the operator's panel is blown.

   b. Inversed polarity.

   c. Voltage below 6.5-volts — check the battery voltage.

   d. Break in power supply wire.

   Check the 6-amp circuit breaker on the operator's panel.

   Check the continuity of the positive wire, this wire changes color in the bundle.

   It is black at the "Aux" terminal of the circuit breaker, and red at pin, E, Figure 80 of the plug, F.

   Check the continuity of the ground wire: White wire at the battery terminal to pin, D, of plug, F.

2. All the indicators on the panel light up, and the audible alarm sounds continuously:

   The voltage is too low — between 6.5 and 9.5 volts.

3. Message **"Er 1"** displayed, Figure 101.

   The voltage is below 9.5 volts.

   In order to continue the automatic self-diagnostics sequence, depress the "Alarm clear" key.

4. Message **"Er 2"**

   On switching on the "Bale Command" system, the automatic self-diagnostics sequence is interrupted by the display of the malfunction message **"Er 2"**.

   The display of this message indicates a fault in the memory of the microcomputer.

   Depress the "Alarm clear" key in order to continue the automatic self-diagnostics sequence.

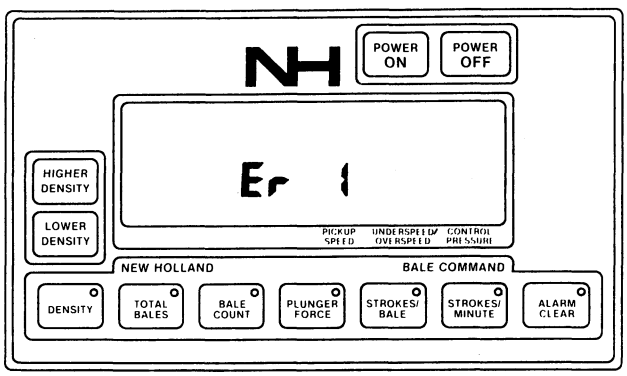


FIGURE 101

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SAFETY

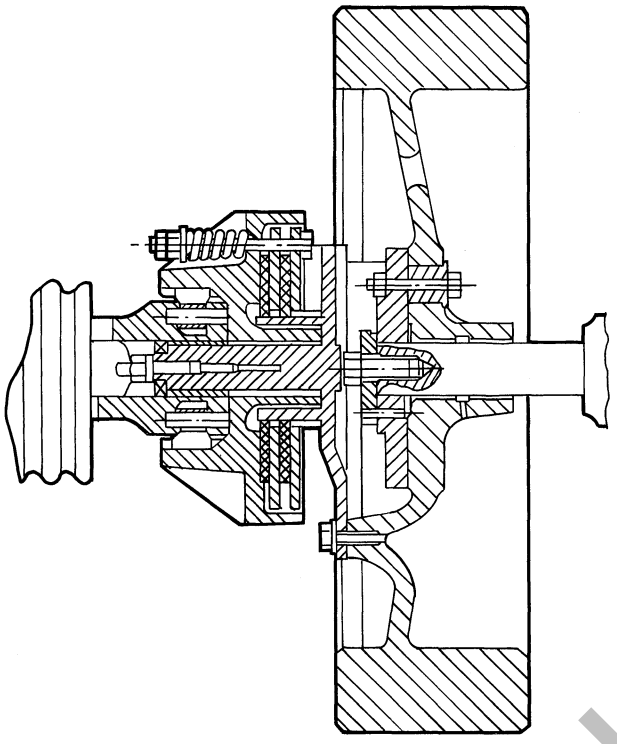


FIGURE 1

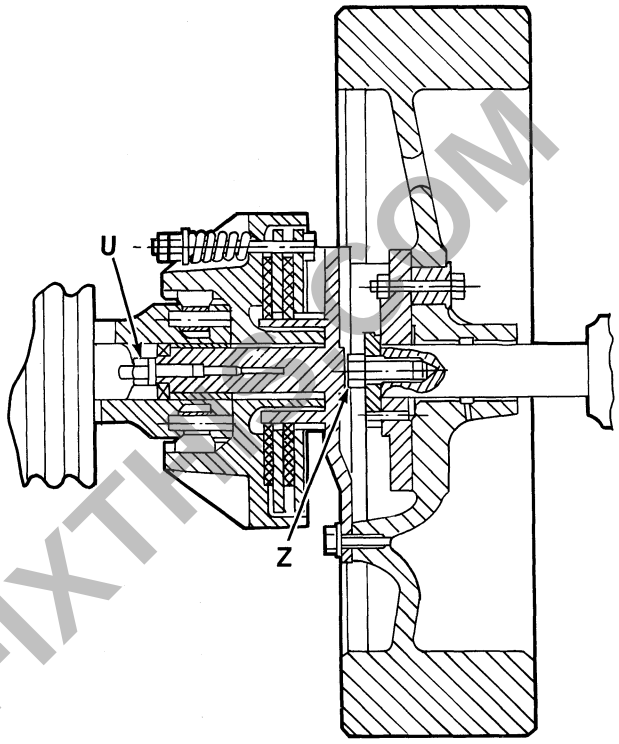


FIGURE 2

PTO DRIVE SLIP CLUTCH

The clutch should be made to slip before using the baler.

Slip clutch torque
5300 in. lbs. (599 N·m)

To do this, release the knotters, with the plunger at the full rearward extent of its stroke and push the needle yoke down. Once the two knotter stops have been released in this way, the plunger latch will engage. Rotate the flywheel until the latch engages in the notch in the main drive sprocket.

SHEAR BOLTS

	TYPE	PART NO.
Flywheel shear bolt	M8 x 55	211824
Feeder shear bolt	M10 x 60	544502
Knotter shear bolt	M6 x 40	536886

Notes on Assembly

Tighten bolt, Z, Figure 2, to a torque of 177 ft. lbs. (240 N·m), and secure with the locking tab.

Tighten bolt, U, to a torque of 66 ft. lbs. (90 N·m).

FLYWHEEL BRAKE

Figure 3

In the event of failure of a shear bolt, pull lever, M, to engage the flywheel brake, N.

Raise latch, P, in order to lock the brake.

Adjust with washers, R, so that a force of 16 lbs. (70 N) is required to lock the lever.

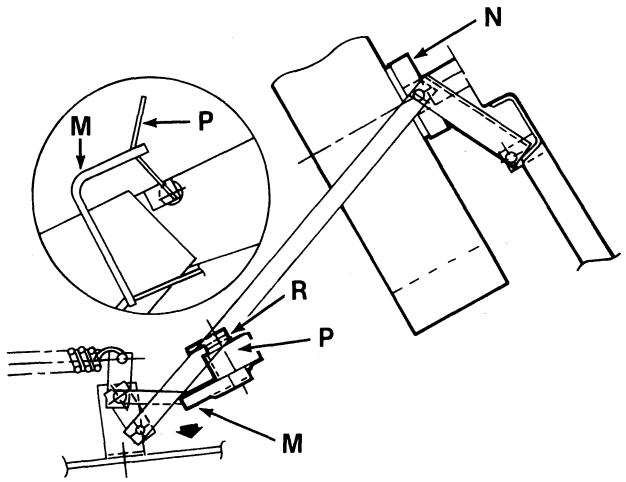


FIGURE 3

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In order to remove the knotter frame, loosen the two bolts for the hub, if necessary breaking the hub at the existing points, and remove the knotter frame assembly.

Repeat the procedure before repositioning the new knotter frame.

After tightening the two hub bolts, adjust the lateral clearance. See "Adjustment of Knotter Stack End Float."

ASSEMBLY OF THE KNOTTER SHAFT

Figure 48

Install cam, A, on the knotter shaft, and tighten to the indicated torque.

Install cam, B, the spacer and washer, R, causing cam, B, to rotate in relation to cam, A, adjust and tighten to the torque indicated in Figure 48.

Install knotter frame No. 1.

Install washer, U, and a knotter cam gear.

Install a set of cams.

Install spacer, C.

Install knotter frame No. 2.

Using the set of cams, adjust the dimension (x) separating the knotter frames.

Install washer, U, and a drive plate.

Install the central bearing-block, using shims, R and T. Adjust to a spacing of 5-19/32" (142 mm).

Install shim, T, followed by the drive cam for the twine fingers.

Install knotter No. 3, using washers, R and T. Adjust the distance (x) between stacks 2 and 3.

Install washer, U, and a drive plate.

Install a set of cams.

Install spacer, C.

Install knotter frame No. 4.

Adjust the distance (x) between stacks 3 and 4.

Install washer, U, and a cam gear.

Install the set collar at the indicated position.

Using washers, adjust the distance between the central bearing-block and the right-hand bearing-block.

ADJUSTMENT OF KNOTTER STACK END FLOAT

Figure 49

The contact force between the knotter frame pinion of the knotter stack and the cam gears is correct if a force of 3 to 6 lbs. (15 n to 30 n) allows the stack to be pivoted until contact takes place between the roller of the knife arm and the cam which actuates it.

To adjust, proceed as follows:

Knotter No. 1

With B held tight, adjust the end float by rotating A.

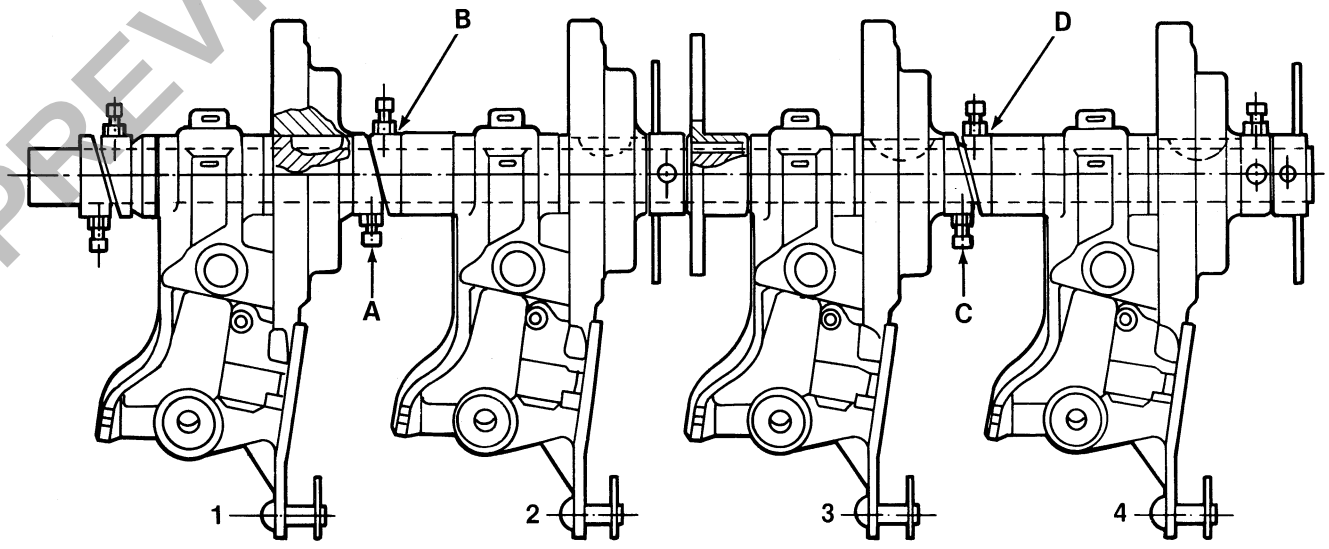


FIGURE 49

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