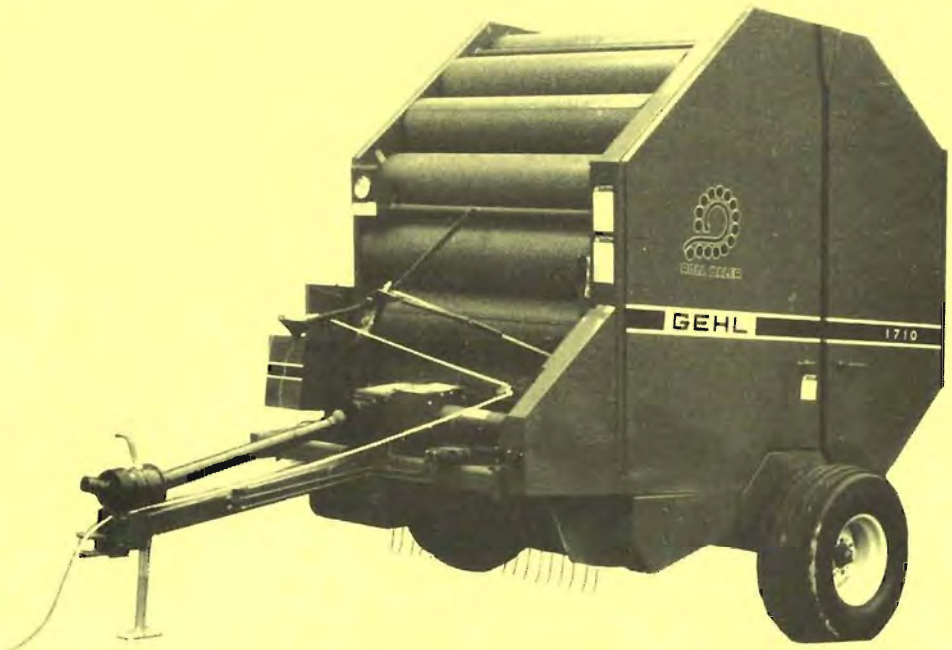
Form No.
904053
Replaces
903928

1710

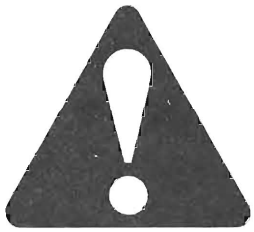
After SN19610

Fixed Chamber Round Baler



OPERATOR'S MANUAL

GEHL® COMPANY



SAFETY
(Continued)

ALWAYS follow state and local regulations regarding use of a safety chain and auxiliary lighting when towing farm equipment on public highways! A safety chain should ALWAYS be used to retain the connection between the towing and towed machines, in the event of separation of the primary attaching system! BE SURE to check with local law enforcement agencies for your own particular regulations. Unless otherwise prohibited, use a Slow-moving Vehicle Emblem.

The GEHL Company does NOT sell replacement tires. In addition, tire mounting, service or inflation can be dangerous. Whenever possible, trained personnel should be called to service and/or mount tires, following the tire manufacturer's instruciton! If you do NOT have such instructions, contact your tire dealer or the GEHL Company. In any event, to avoid possible fatal or serious injury, follow the safety precautions described in the Service chapter!

DO NOT attempt to unplug the Pickup area, by hand, while the PTO is engaged! ALWAYS exercise the MANDATORY SAFETY PROCEDURE BEFORE attempting to remove plugging material from the Pickup area by hand!

DO NOT attempt to start twine into the Bale Chamber by hand feeding!

DO NOT attempt to hand feed or kick any crop or material into this machine!

DO NOT allow minors and personnel, other than a qualified operator, to operate or be near this machine unless properly supervised!

DO NOT exceed a maximum travel speed of 20 mph (32 kmh) and use a locking hitchpin while towing the machine!

CAREFULLY inspect ALL Hydraulic Hoses and connections on a routine basis for high pressure leaks; NEVER use your hands! Escaping fluid under pressure can cause serious injury! If injured by escaping fluid, see a doctor at once. Serious infection or reaction can develop if proper medical treatment is NOT administered immediately!

Bales made with the Round Baler are LARGE, CYLINDRICAL and HEAVY! Serious personal injury or property damage could result if the Bales are NOT carefully and properly handled! NEVER eject or store Bales where they could possibly roll downhill!

ALWAYS wear Safety Glasses with Side Shields when striking metal against metal! In addition, it is recommended that a softer (non-chipable) material be used to cushion the blow. Failure to heed could result in serious injury to the eye(s) or other part(s) of the body!

DO NOT attempt to clean, adjust or lubricate the machine when any part is in motion!

DO NOT wear loose or baggy clothing when operating the machine!

DO NOT open any Guards or Shields when the machine is running!

DO NOT allow anyone to ride on the Baler!

DO NOT connect a 540 RPM Baler to a 1000 RPM tractor PTO. Check the RPM Warning Decal on the PTO Shield BEFORE connecting the Baler to the tractor!

REMEMBER! It is the owner's responsibility for communicating information on the safe use and proper maintenance of this machine!

NOTE: ONLY use the Throat Guide Baffle when baling very dry straw or short, dry and grassy hay. The Baffle prevents the bale from bulging out of the throat area and possibly plugging the area at the rear of the Pickup. If plugging occurs between the Pickup and Baling Chamber and/or the Pickup Drive Clutch is slipping, STOP forward travel IMMEDIATELY and disengage the PTO. Then, reduce engine RPM and re-engage the PTO. This will normally clear the Pickup. If NOT, repeat this sequence, as necessary, to clear the plug. If repeating this sequence, several times, does NOT clear the plug, open the gate and eject the bale, because the ratchet clutch will NOT drive pick-up backwards. If the plug still does NOT clear, exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8) BEFORE leaving the tractor to remove the plug by hand. The Throat Guide Baffle MUST be removed when baling normal materials, to prevent material build-up, which can cause driveline loading and possible fire.

WARNING: ALWAYS use BOTH Rear Door Cylinder Locks when installing, removing or checking the Baffle. Improper installation, adjustment or use of the Throat Guide Baffle may cause a fire! Failure to heed, could result in death or serious injury and machine damage!

Refer to the Preparing for Field Operation chapter for procedures to properly install the Throat Guide Baffle.

REAR DOOR MATERIAL RETENTION BRUSH (See Fig. 6-1)

A flat Material Retention Brush (supplied), located at the bottom of the Rear Door, is provided to reduce material loss during bale wrapping.

BALE HANDLING & STORAGE

WARNING: Bales made with the Round Baler are LARGE, CYLINDRICAL and HEAVY! Serious personal injury or property damage could result if the Bales are NOT carefully and properly handled! NEVER eject or store Bales where they could possibly roll downhill!

Because the bales made with the Baler are cylindrical and very heavy, special care **MUST** be exercised when ejecting and storing them, to keep them from starting to roll. When the bale is moved, make sure the original (flat) bottom of the bale remains at the bottom, to help prevent rolling.

When moving a bale to a storage area, observe the following recommendations, to minimize crop loss:

1. Select a well-drained area, with complete exposure to the sunlight, for storing the bale. Do **NOT** store the bale on plastic sheeting, or a similar material, because it will hold pockets of water.

2. If possible, place the ends of the bale in a north and south direction, so that the sun can dry-out the cylindrical surface of the bale, as it travels from east to west.

3. Where space allows, set several bales in a row with their ends pushed tightly together, to form a long cylinder. Make sure that you do **NOT** form a water dam, by using to many bales in a row, without skipping a space. Also, make sure to maintain a clear path for the water to travel away from the bales.

4. Maintain enough distance between rows so that one row does **NOT** overshadow the other and cut down its exposure to full sunlight.

OVERLOAD PROTECTION

Rubber Coupler

The Drive Line is protected from high shock loads by a Rubber Coupler on the Output Shaft of the Gearbox. The Coupler functions as a cushioning shock absorber.

In general, keep the PTO running at all times while baling. Since the Baler runs with **NO** pressure on the material until the bale becomes full-size, there is **NO** need to stop the Baler. Continuously running the PTO while baling, as opposed to stopping and starting, also helps to reduce parts wear and early failure.

NOTE: To avoid damaging the Baler Drive Line, slow tractor RPM to 1400 or less BEFORE engaging PTO. Then, engage PTO slowly. In addition, NEVER disengage the PTO quickly with a full bale in the Chamber. The mass of a rotating bale may cause a complete Drive Line reversal. When using a tractor equipped with a PTO brake mechanism, BE SURE to slow-down the engine speed BEFORE disengaging the PTO.

Pickup Clutch (See Fig. 6-1)

Overload protection to the Pickup Drive is provided by the ratchet-type Pickup Clutch. The Clutch is designed to slip when the Pickup becomes plugged.

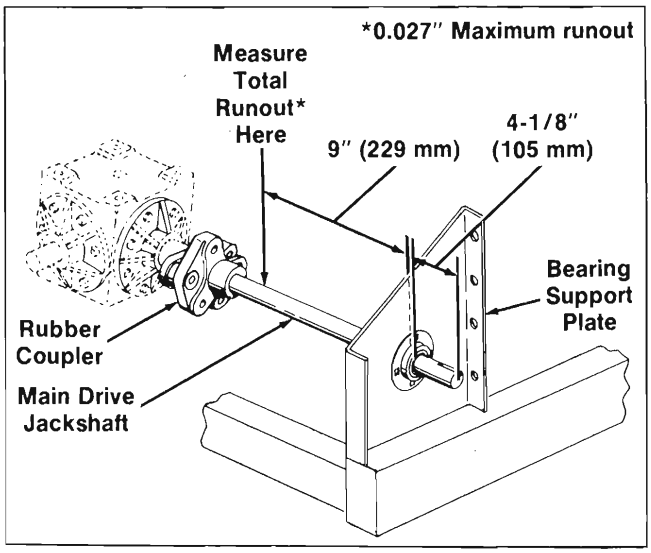


Fig. 9-7

Mount a dial indicator so that the indicator pickup is resting on the Jackshaft, 9" (229 mm) in from the Bearing Support Plate, as shown. Slowly rotate the Jackshaft while observing the indicator needle. The total runout **MUST NOT** exceed 0.027". After tightening the (6) Coupler bolts, recheck the runout.

NOTE: Often, the runout can be reduced by loosening (3) of the Coupler Bolts 1/2 turn and then tapping on the Jackshaft in the proper direction. BE SURE to retighten the (3) Coupler Bolts, after the Jackshaft is within the 0.027" (maximum) runout limit.

PICKUP ASSEMBLY

The Pickup should be inspected on a routine basis every 100 hours of operation. The following areas should be inspected:

Pickup Clutch (See Fig. 9-5)

Included in the ratchet-type Pickup Clutch are (16) spring-loaded Cams which provide a preset torque output of approximately 442 ft-lb (600 Nm). The Clutch is **NOT** adjustable. If the Clutch does slip while baling, because of a Pickup overload, usually, by reducing the PTO speed (and thus the Pickup Drive Speed), the Baler will unplug itself and the Clutch will stop slipping.

NOTE: If the Clutch continues to slip or if it becomes jammed, it is recommended that the Baler be taken to an authorized GEHL dealer for removal, repair and/or replacement.

Pickup Tines (Fig. 9-8)

Check for broken or bent Tines. Straighten bent Tines, if possible. Replace a broken Tine as follows:

1. Loosen the (4) 5/16 x 3/4 Cap Screws securing the Stripper(s) nearest to the broken Tine and remove the Stripper(s).
2. Remove and retain the 5/16 x 2 Flange Head Cap Screw and Lock Nut securing the Tine Holder to the Tine Bar.
3. Remove the Tine Holder and broken Tine.
4. Install the new Tine in reverse order of removal. Tighten Tine Holder Flanged Lock Nut to 18 ft-lb.

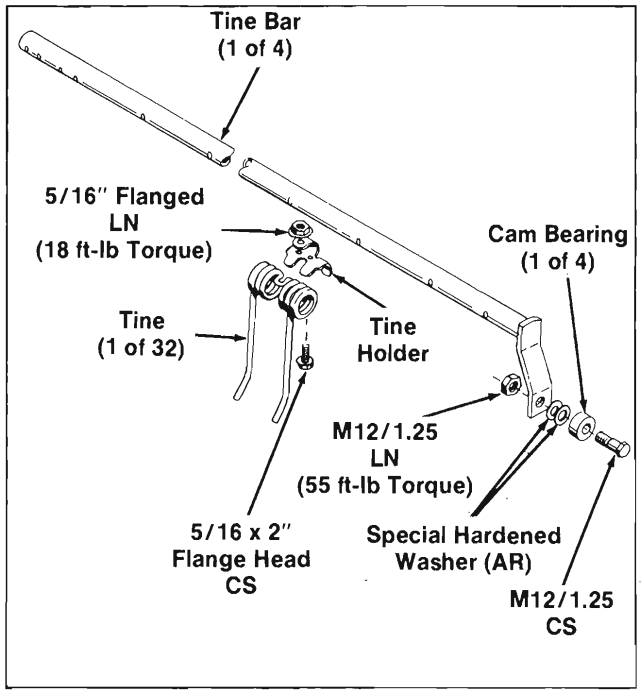


Fig. 9-8

Pickup Cam Bearings (See Fig. 9-8)

Check that the Lock Nuts on the Pickup Cam Bearings are tightly secured. The M12 (metric fine thread) Lock Nuts **MUST BE** torqued to 55 ft-lb. If a Cam Bearing is removed or replaced, **BE SURE** that the Special Hardened Washers are installed between the Cam Bearing and Tine Bar.

Pickup Drive Shaft & Spiders (Fig. 9-9)

Check the Gib Keys securing the Pickup Spiders to the Pickup Drive Shaft. The Gib Keys **MUST** be tight and properly installed, to avoid severely damaging the Pickup, if the Key(s) should come out during operation. Refer to the Gib Key topic at the beginning of this chapter, for proper installation procedures.

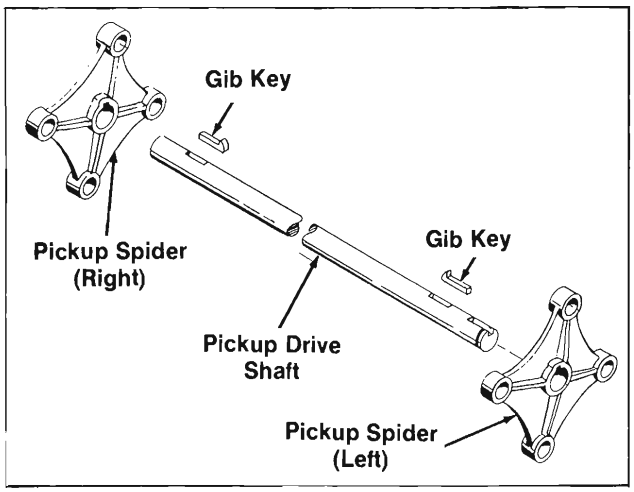


Fig. 9-9

WRAPPING & EJECTING BALE

PROBLEM	CAUSE	REMEDY
Material passes thru the Baler.	Baler is overfilled.	Wrap and eject bale when gauge reading is in RED area or before.
	Gauge reading **NOT** maintained above 1000 PSIG (GREEN area on Gauge).	Activate tractor hydraulic system to maintain 1000 PSIG or higher during entire baling cycle.
Twine catching in Pickup while baling.	Twine tension too loose.	Increase twine tension by tightening Wing Nut so that dangling length is approximately 22″.
	Dull or burred Knife Section.	Sharpen or replace Knife Section.
Twine Delivery Arm will **NOT** travel to right completely and/or bounces while wrapping.	Twine tension too tight.	Decrease twine tension by loosening Wing Nut so that dangling length is approximately 22″.
	Twine ball upside down.	Properly install twine ball per manufacturer's recommendations.
Twine will **NOT** enter Bale Chamber.	Twine dangling length too short.	Adjust twine tension so that 22″ remains after twine is cut.
	Attempting to wrap without some crop feeding in.	Make sure some crop is entering the Bale Chamber when starting to wrap.
	Twine Delivery Tube **NOT** near center of bale when starting to wrap.	Adjust Twine Delivery Tube so that it is near center of bale at start.
End wrap comes off finished bale after ejecting.	Wrapping too close to bale end(s).	Move Twine Delivery Tube Stop Pin(s) inwards.
End of bale flares out.	Wrapping too far in from bale end(s).	Move Twine Delivery Tube Stop Pin(s) outwards.
Poor bale wrap.	**NOT** enough wraps.	Use 6 to 8 spiral wraps.
	Twine Delivery Tube movement "jerky" or too rapid during wrapping.	Use smooth, uniform motion.
	Insufficient number of end wraps.	Make about three wraps on each end.
	Twine is excessively kinky, poorly made or wet.	Replace twine.
Bale will **NOT** eject.	Baler **NOT** level when hitched to tractor.	Adjust hitch. Refer to Preparing For Field Operation chapter.
	Rear of Baler pointed uphill.	Eject bale crossways on hill or on level ground.
	Transporting bale in the Baler for a long distance with the PTO **NOT** running.	Leave PTO running at 540 RPM during transport.

BALE APPEARANCE

Bale density on the end(s) is loose or the bale is barrel-shaped.	Improper placement of material along edge of bale.	Rerake material into a proper width windrow or pull baler in a weaving fashion.