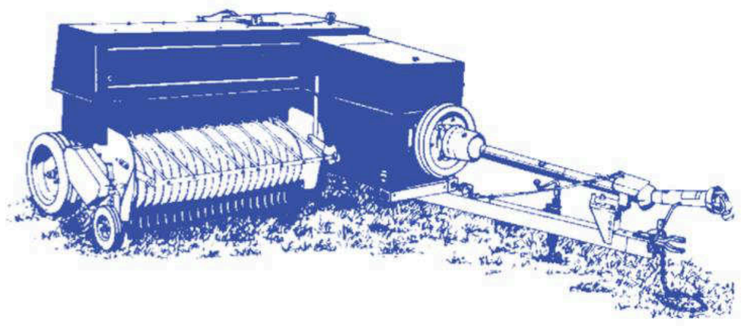
NEW HOLLAND

570
575

OPERATOR'S MANUAL



87533181 12/06
Replaces 86624842

NEW HOLLAND

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SECTION 2
OPERATION

TRACTOR REQUIREMENTS

For efficient and safe baler operation, use a tractor of at least 45 kw (62 hp) to operate the Model 570 baler. To operate the Model 575 baler, you should use a tractor of at least 56 kw (75 hp). When operating in hilly conditions or when towing a wagon behind the baler, make sure that the tractor is of sufficient size and weight to be able to maintain control of the baler and a loaded wagon in all possible operating conditions.

A category II or III hitch is required. The PTO must be Type I, which is 540 rpm with a 6B spline.

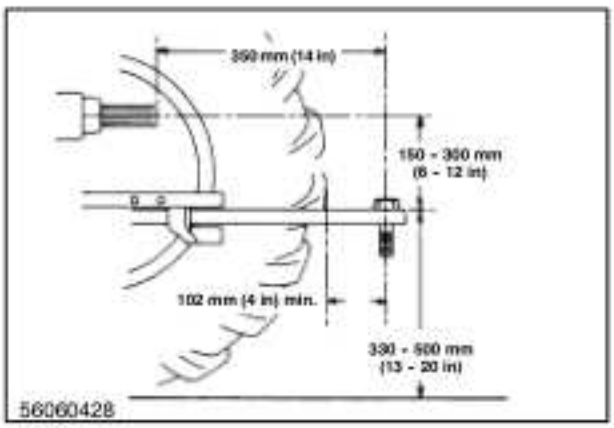
BEFORE USING YOUR BALER

1. Read the operating instructions carefully.
2. Check all bolts and nuts to be sure they are tight.
3. Check all belts and chains to be sure they are properly aligned and adjusted.
4. Check tire pressures.
5. Lubricate the baler carefully. In general, lubrication every 1,000 bales should be sufficient.

TRACTOR DRAWBAR

The tractor drawbar hitch pin hole must be 356 mm (14 in) from the end of the tractor PTO shaft and at least 102 mm (4 in) past the outside radius of the tractor tire. The drawbar should be centered under the PTO and secured. On some tractors a hitch adapter plate must be used to obtain the correct distance, while on others, which are not ASAE standard, it may be necessary to install a tractor PTO conversion kit.

The baler is designed for use with an ASAE standard tractor hitch. The hitch point must be located exactly as specified because an improperly located hitch point will subject the universal joints of the PTO drive to undue stresses which may result in inefficient baler operation or damage to these parts.



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SECTION 3
LUBRICATION

LUBRICATION

Adequate lubrication and maintenance on a regular schedule is vital to maintaining your equipment. To ensure long service and efficient operation, follow the lubrication and maintenance schedules outlined in this manual. The use of proper oils and grease, as well as keeping the systems clean, will also extend machine and component life.

IMPORTANT: *Always use genuine* ***New Holland*** *replacement parts and lubricants to ensure proper operation.*

The baler is designed to require a minimum of lubrication. However, regular lubrication is the best insurance against delays and repairs and greatly increases the life of the machine.

Under normal conditions, lubricate the baler daily or after every 1,000 bales of operation, unless otherwise specified.

⚠ WARNING ⚠

Disengage the PTO, turn off the tractor engine and remove the key. Wait for all movement to stop before leaving the operator's position. Never adjust, lubricate, clean or unplug machine with the engine running. Failure to comply could result in death or serious injury.

CLEANING THE BALER

Prior to performing regular inspections, adjustments and lubrication, the baler should be cleaned following use. This is especially critical if the baler is stored outdoors where it is exposed to rain and high moisture. Using the time while cleaning to visually check the unit is a good way to perform a basic baler inspection.

Compressed air is most effective for removing chaff and debris from the many cracks, crevices and corners on the baler. Another highly effective, and very portable option, is the high velocity, high volume air blast from a gas- or electric-powered leaf blower. Remember to wear eye protection any time air is used to clean the baler.

Do not use water to clean the baler. Any debris that inadvertently remains after cleaning, but is soaked with water, may become the source of accelerated rust and corrosion damage.

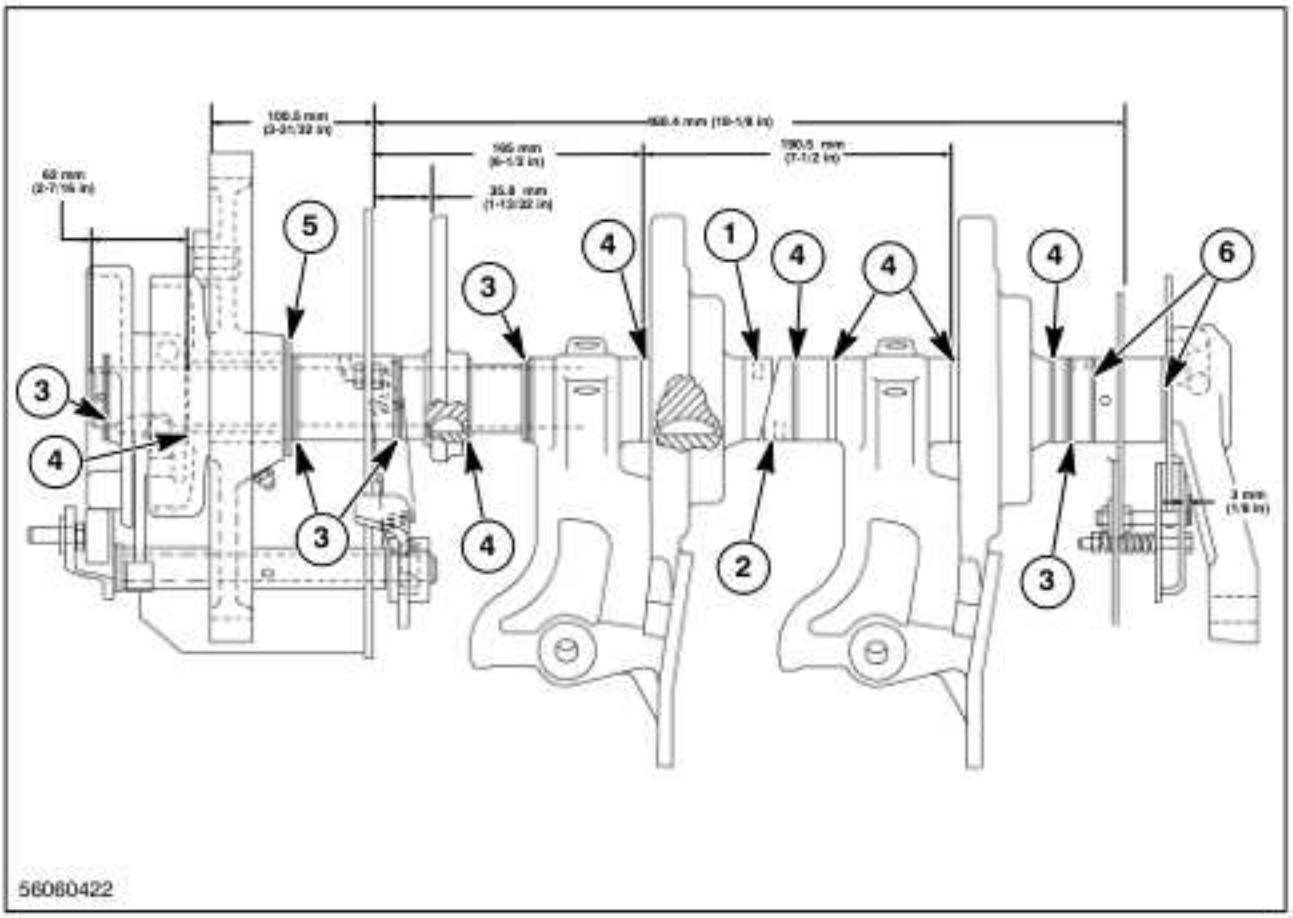
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Model 575

To remove end play in the left knotter cam gear on the Model 575, loosen the jam nut and setscrew in adjustment cam, 1. Using a hammer and punch, tap the punch lightly to rotate the left cam, 1, in the direction required.

When the cam gear is properly set to the billhook and twine disc pinions, a force of 22 - 31 N (5 - 7 lb) is required to raise the knotter from the rest position up to the position where the knife arm lobe is engaged. Tighten the setscrew and jam nut in the adjusting collar to maintain that setting. The knotter should move down slowly under its own weight.

To adjust the end play in the right knotter, follow the procedure utilizing the right-hand cam, 2.



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To disassemble the knotter stack, start at the right end. The stack may be completely rebuilt or parts may be removed as required to replace failed or worn parts. Make sure to place the parts in order as they are removed. It is advisable to have some shim washers on hand for the locations, 3.

To rebuild the knotter stack, start at the left end. Use spacer washers as required, at locations, 3, to obtain the dimensions specified. At locations, 4, the required washer must be reinstalled. Locations, 5 and 6, require special washers. Rotate the cams, 1 and 2, to have the minimum length; do not tighten the set screws until after the assembly is checked. After assembly, check the knotter movement as previously explained.

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Part #86629205

6



Part #86630717

7



Part #87041061

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Part #87041060

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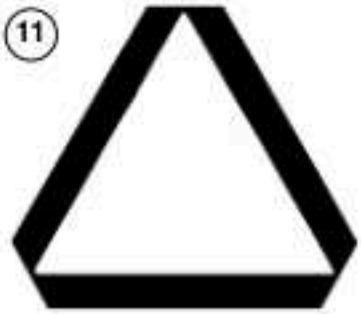
Part #86547782
Yellow Reflective Tape

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Part #86547781
Red Reflective Tape

11



Part #86547711
Slow-moving Vehicle Sign (SMV)

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