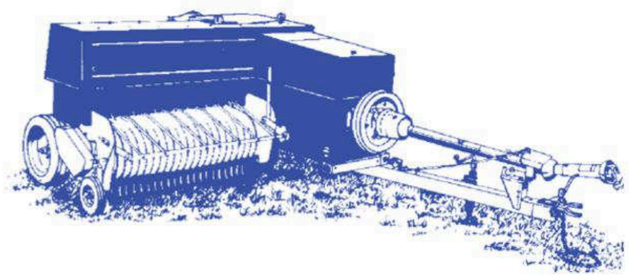
NEW HOLLAND

580

OPERATOR'S MANUAL



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NEW HOLLAND

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⚠ WARNING ⚠

Read the operator's manual before operating the baler.

Only allow properly trained persons to operate the baler.

Be sure the tractor meets the minimum horsepower requirements of the baler.

Ballast the tractor if necessary to control the weight of the baler.

Do not engage the clutch without being certain that everyone is clear of the baler and there are no tools left on the baler.

Do not operate the baler without all the shields in place.

Death or serious injury could result if these warnings are not followed.

STARTING THE BALER

If the baler has been stored for any length of time the PTO slip clutch should be checked. Refer to the Maintenance section for the correct procedure. After the baler is serviced and correctly attached to the tractor, make sure all persons and tools are clear of the machine. Cautiously engage the tractor PTO. Operate the baler slowly for a time without load. Gradually increase the plunger speed to 93 strokes per minute.

IMPORTANT: *The baler is designed to operate at a speed of 93 plunger strokes per minute at a PTO speed of 540 RPM.*

BALING BASICS

Regulate the tractor ground speed to suit the windrow size. Do not attempt to overfeed the baler, as poorly shaped and ragged looking bales will result. Uneven or bunchy windrows can cause bale length and bale shape variations. Overfeeding can also produce irregular length bales. As a guide, do not attempt to put any less than thirteen strokes per 92 cm (36 in) bale. Refer to "Pickup Drive Belt" in Section 4.

If the windrows are small, it may be desirable to reduce the plunger speed and increase the ground speed to get enough material into the bale chamber at each stroke to make good bales. Under these conditions it will be impossible to attain high capacity.

Do not expect the baler to automatically compensate for all conditions of windrow size, moisture, ground roughness and other factors that enter into most baling operations. The baler operator must appraise existing operating conditions and act accordingly.

The knotters are adjusted at the factory and should need little or no further adjustment. If the baler should mistie a few bales when first starting to bale, do not tamper with the knotters before a brief break-in period.

A large percentage of tying difficulties are the result of baling with excessive bale tension. THEREFORE, BEFORE MAKING ANY ADJUSTMENT, BE CERTAIN THAT EXCESSIVE BALE TENSION IS NOT THE CAUSE OF THE DIFFICULTY.

Do not attempt to regulate the size or density of the bales with the tension on the twine. Should it become apparent that the tying difficulty is not due to paint or rough edges, but rather to misadjustment, study the sections on knotter adjustment carefully before attempting to correct the difficulty.

BALES FOR BALE WAGON OPERATION

The success of bale wagon operation depends to a large extent on the type of bales which the baler produces. For good bale wagon operation, the bales should be:

1. Adjusted so the average length is that required by the specific model bale wagon.
2. As uniform as possible in length.
3. At least fifteen strokes (charges) for a 102 cm (40 in) bale.
4. Firm enough to stand on end without deforming them.
5. Reasonably straight when viewing from the end.
6. Discharged from the baler on edge.
7. Dry enough to slide easily.
8. Tied with good twine.

BALER OPERATION

1. If a bale wagon will be picking up the bales, do not start baling until you know what model bale wagon will be used. Learn from the dealer or the operator's manual what length bale is specified for that model bale wagon. Take a measuring tape with you to the field. After baling a few bales, place three bales together end to end. Measure the total length of all three bales and divide this number by three. This will indicate the average bale length, which is important for the operation of a bale wagon.

   Readjust the trip arm stop if necessary to obtain the desired bale length.

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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 oils 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.

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.

⚠ CAUTION ⚠

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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PICKUP AREA

PROBLEM	POSSIBLE CAUSE	CORRECTION
Windrow not picked up cleanly.	Missing teeth on pickup.	Replace teeth.
	Pickup carried too high.	Adjust pickup wheel so teeth clear ground by 25 - 50 mm (1 - 2 in).
	Pickup flotation too light.	Adjust spring(s) to maintain 12 - 14 kg (25 - 30 lb) weight on pickup wheel.
	Driving too fast.	Slow ground speed.
	Improperly raked windrow.	Rerake windrow. Sometimes baling in opposite direction of raking will improve pickup performance.
	Pickup drive belt slips excessively.	Check and adjust pickup to specifications in this manual.
Pickup teeth bending or breaking.	Pickup set too low.	Adjust pickup wheel so teeth clear ground by 25 - 50 mm (1 - 2 in).
	Pickup weight too high.	Adjust lift spring(s) to obtain 12 -14 kg (25 - 30 lb) weight on the pickup wheel.
	Driving through uncut material.	Raise pickup in these areas.
	Driving over ridges or furrows.	Raise pickup in these areas.
	Bent pickup guards.	Straighten guards.
	Pickup drive belt set too tight causing overfeeding.	Check and adjust pickup drive belt.
Pickup wheel or tire failure or bending of pickup wheel support bracket.	Too much weight on pickup.	Adjust lift spring(s) to obtain 12 -14 kg (25 - 30 lb) weight on the pickup wheel.
	Wheel caught on obstruction or dropping in hole when turning.	Raise pickup when turning.
	Pickup down when traveling on roads at high speed.	Raise pickup during transport.
Pickup does not float freely.	Binding in pivot points.	Oil pivot points daily.
	Pickup lift spring(s) improperly adjusted.	Adjust lift spring(s) to obtain 12 -14 kg (25 - 30 lb) on the pickup wheel.
Pickup guards bending.	Driving over rocks, stumps, high spots in field.	Check pickup lift spring(s) for proper flotation.
Pickup belt failure.	Overfeeding	Replace belt tension spring with link #86544355

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6



Part #86630717
WARNING: Towing equipment behind this machine on a public road could result in death or serious injury.

7



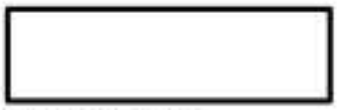
Part #87041061
WARNING: PTO shielding must be in place to prevent death or serious injury.

8



Part #87041060
WARNING: Comply with safe towing practices or serious injury could result.

9



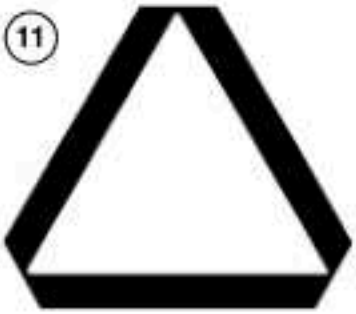
Part #86547782
Yellow Reflective Tape

10



Part #86547781
Red Reflective Tape

11



Part #86547711
Slow-Moving Vehicle Sign

12



Part #86626193
WARNING: Failure to lock the collar securely on ball before moving could result in death or serious injury.

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