FORD - NEW HOLLAND - VERSATILE

SERVICE JOURNAL

Issue 11-12/93

40991193

Reprinted

ATTENTION VERSATILE DEALERS

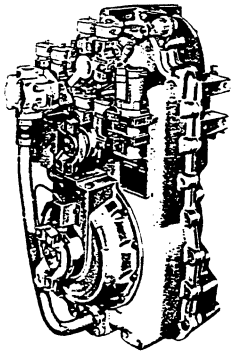
Service Bulletin 11-12/93 - T9 (p. 44 in this Journal) announces important changes in how remanufactured Twin Disc 1050 transmissions will be supplied in the future.

Be sure that Parts and Service personnel read this bulletin. The brochure accompanying this Service Journal provides further details of this new procedure.

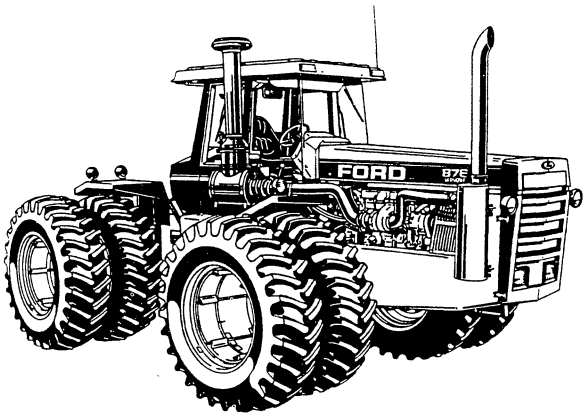
TWIN DISC TRANSMISSION REMAN ↔ EXCHANGE

PROGRAM FOR AG TRACTORS

PALMER JOHNSON
Distributors Inc.

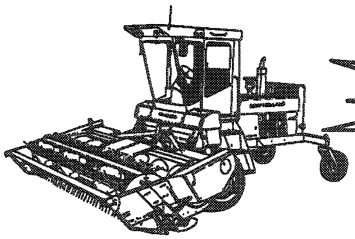


1050 SERIES



Model 876

CONTENTS



ACTION REQUIRED

MACHINE: 1116H Auger Headers

TOPIC: Welding

Campaign - 613

11-12/93 - C1

PROBLEM

Missing or poor penetration of the weld on the right side of the header frame around the support for the yoke shaft bearing.

UNITS AFFECTED

Serial number 558872 through serial number 559058.

CORRECTION

Check the right side of the headers for poor weld penetration and missing welds. There should be a continuous 3/8" bead of weld around the entire support, as shown in Figure 1. If incorrect, grind away existing weld, which has not penetrated, and reweld.

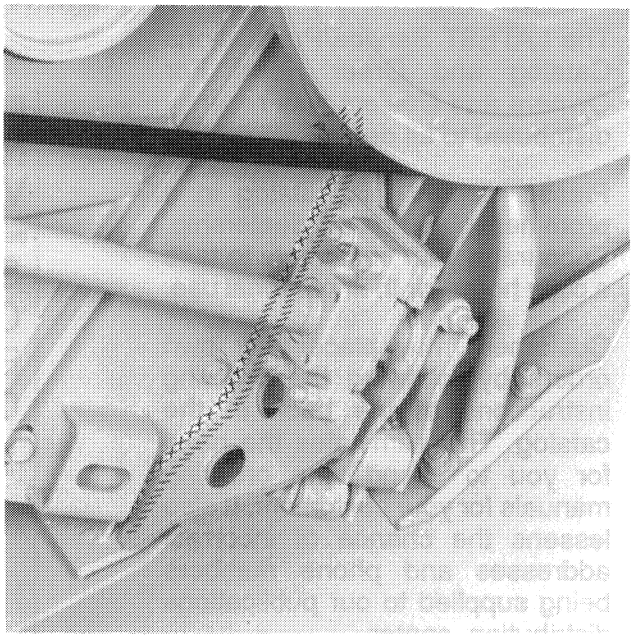


FIGURE 1

WARRANTY STATUS

Submit a separate Adjustment Request for each unit updated. List "Campaign 613" in the explanation section of the Adjustment Request.

Labor Allowance: 1 hr. Inventory
2 hrs. Retail

Termination Date: March 31, 1994

NEW SERVICE PUBLICATIONS

11-12/93 - GI1

CATALOG NO.	DESCRIPTION	NEW/ REVISED	LIST PRICE
Hay Preparation Equipment			
42016611	166 Windrow Inverter Operator's Manual	Rev.	$ 6.00

REMINDER !

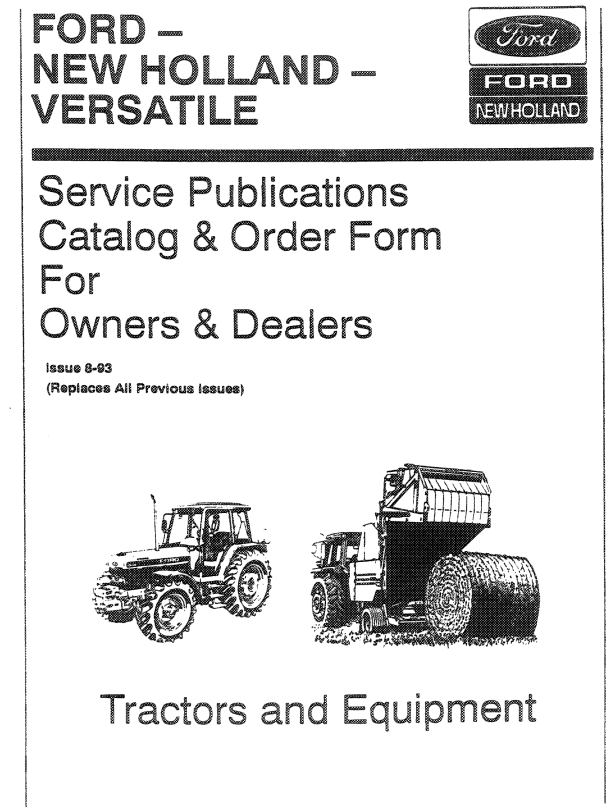
The LATEST Service Publications Catalog and Order Form For Owners and Dealers was recently distributed to all dealers.

Please display this catalog in a prominent place in your dealership. Encourage your customers to take a copy home for their personal use.

Customers may place their own orders by following the ordering instructions at the back of the catalog. This eliminates the need for you to spend time ordering manuals for your customers. It also lessens the chance of incorrect addresses and phone numbers being supplied to our publications distribution center.

The Service Publications Catalog can be a very helpful tool for your customers, **if you promote its use**. Additional copies of the catalog can be ordered from the address below.

Please be sure that you have discarded all copies of the 5-92 Service Publications Catalog.



COPIES OF THESE AND OTHER SERVICE PUBLICATIONS MAY BE ORDERED BY MAIL, TELEPHONE, OR FAX:

MAIL: Use #207730 Materials Requisition Form
Mail to Ford New Holland, Inc.
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Strongsville, OH 44136

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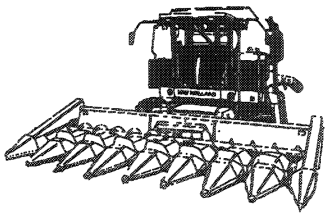
FAX: (216) 572-0815



MACHINE: TR86 and TR96 Combines – Ford Engine

TOPIC: Engine Speed Sensor Disc

11-12/93 - H1

INFORMATION

The outside diameter of the one-piece #9805939 engine speed sensor disc is smaller than the diameter of the prior two-piece #799684 sensor disc it replaces – 11.5″ (292 mm) versus 12.5″ (317.5 mm), Figure 1.

The smaller diameter disc will have no effect upon engine speed readings and may be installed without modification.

Refer to Service Bulletin 5/90-H2, page 56, for complete installation information.

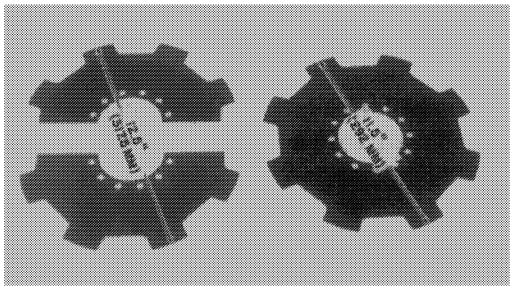
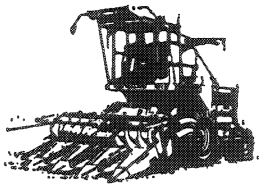


FIGURE 2

WARRANTY STATUS

For information only.

3030/3560



MACHINE: 1915 and 2115 Forage Harvesters

TOPIC: Air Ride Seat

11-12/93 - H17

INFORMATION

Model 1915 harvesters, serial number 557487 and above, and Model 2115 harvesters, serial number 557949 and above, are equipped with an air ride suspension seat.

Units with mechanical spring suspension can be upgraded to the air ride seat by installing the following parts:

(1) 9827844 Seat & Suspension A
- (4) 120104 CS HH G5 PL M8 x 20
- (4) 34791S36 LW 5/16

(1) 9822853 Support
- (4) 87909 CS HH G5 P 1/2 x 1
- (4) 80679 LW 1/2
- (4) 80700 W 1/2

(1) 9846448 Wire Harness Seat

(1) 9827329 Circuit Breaker
- (2) 60485 MS P #10 x 3/4
- (2) 87304 N #10
- (2) 80684 LW #10

The support for the air ride seat will mount to the existing four holes, A, as shown in Figure 1. Route wire harness, B, from behind the seat, across the floor to the console at the right of the seat, as shown in Figure 1.

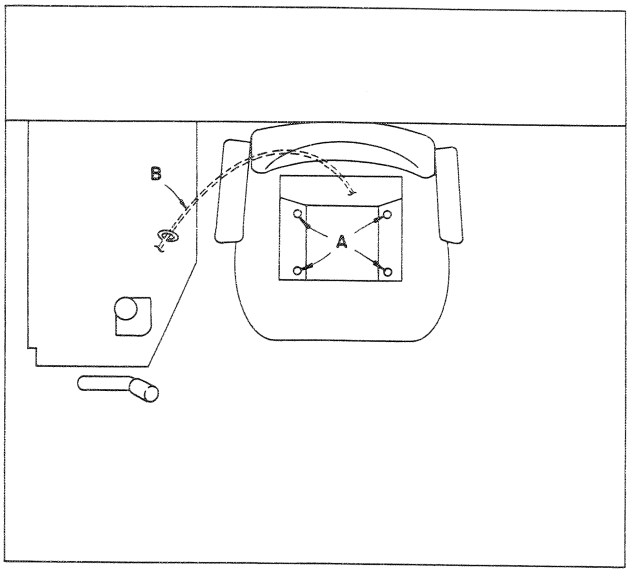


FIGURE 1

Install the circuit breaker, as shown at A, Figure 2. Connect the tan/red wire, B, of the harness to the "AUX" side of the circuit breaker. Connect the short dark brown jumper wire, C, from the "BAT" side of the circuit breaker, to the hot terminal of the bottom control relay, as shown. Connect the black ground wire, D, of the harness to the relay mount tab, as shown.

3620

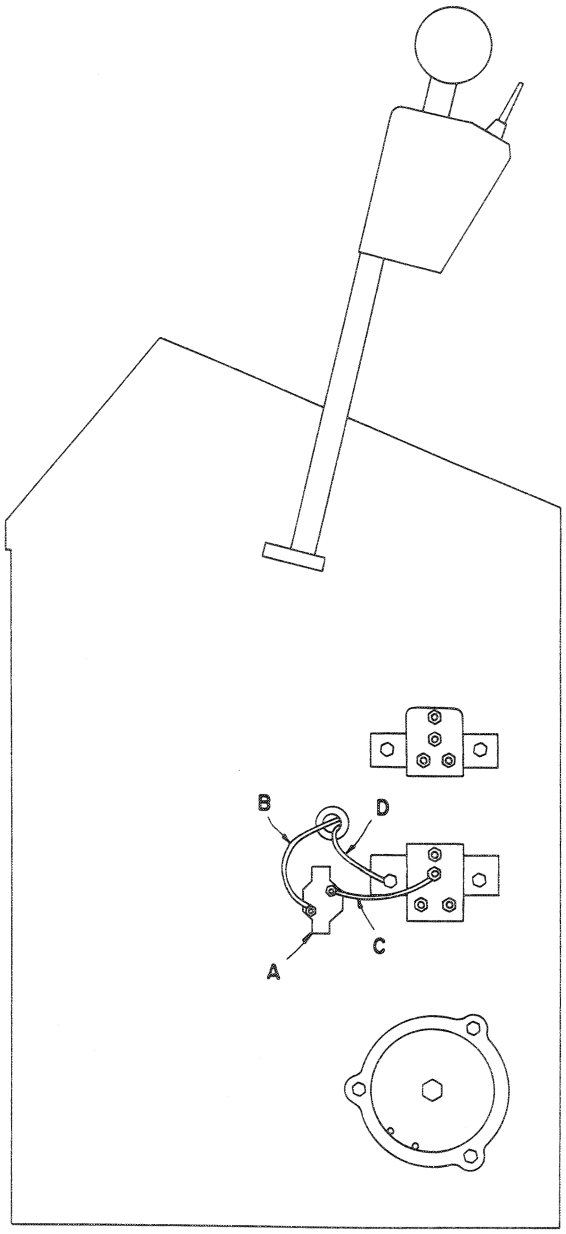
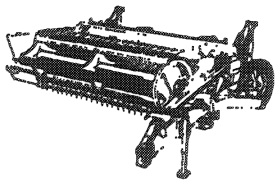


FIGURE 2



MACHINE: 488
Mower-Conditioner

TOPIC: Conditioner Roll Drive Chain Tension

11-12/93 - H6

PROBLEM

Improper chain tension on the conditioner roll drive sprockets can lead to conditioner roll stub shaft and/or bearing failure.

CORRECTION

During predelivery, the chain must be checked for proper adjustment. Use the following procedure when adjusting the chain:

1. Rotate the conditioner roll drive until the chain is at the tightest spot. Turn the roll backwards just far enough to remove the slack in the top span.
2. Measure the chain deflection in the center of the longest span.
3. Loosen idler bracket, A, Figure 1, and adjust upper roll drive chain, B, to 1/8" - 1/4" (3.2 - 6.3 mm). Retighten the idler hardware.
4. Adjust lower roll drive chain, C, to deflect 1/2" (12.7 mm) in the center of the longest span. Loosen bolt, A, Figure 2, and adjust eyebolt, B, until the chain tension is correct. Retighten the adjuster hardware.

WARRANTY STATUS

For information only.

3720/3810

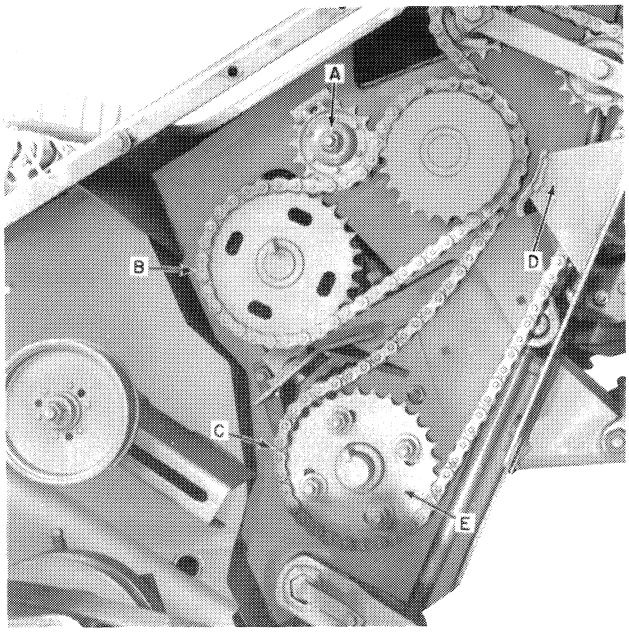


FIGURE 1

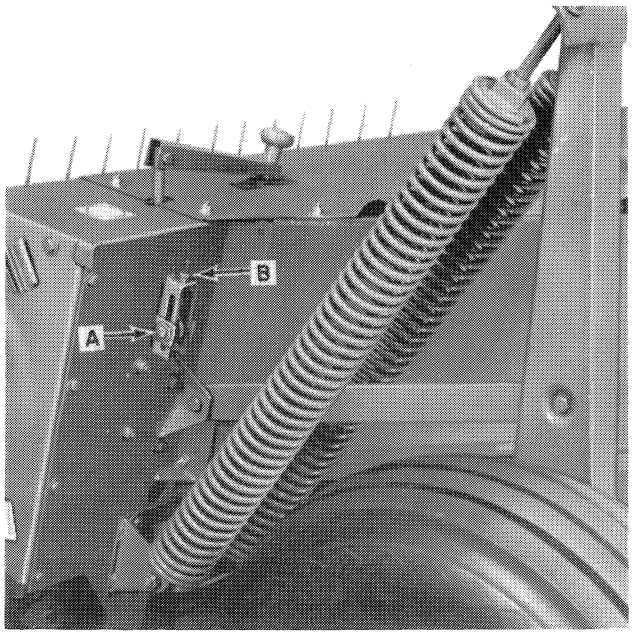
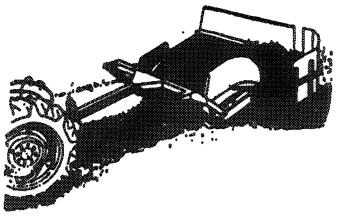


FIGURE 2



MACHINE: 166 Windrow Inverter

TOPIC: Conveyor Belt Installation

11-12/93 - H9

PROBLEM

Conveyor belt deterioration from prolonged storage.

CORRECTION

The conveyor belt(s) should not be installed until the unit is ready for retail delivery. Windrow inverters above serial #882684 will be shipped without the conveyor belt installed on the main table. The belt will be packaged in plastic, as shown in Figure 1, to prevent deterioration from prolonged storage.

CONVEYOR BELT INSTALLATION

Before installing the conveyor belt, move left belt roller, A, Figure 2, to the innermost position. Lift pawl, A, Figure 3, and rotate the ratchet wheel to bring the roller to the right.

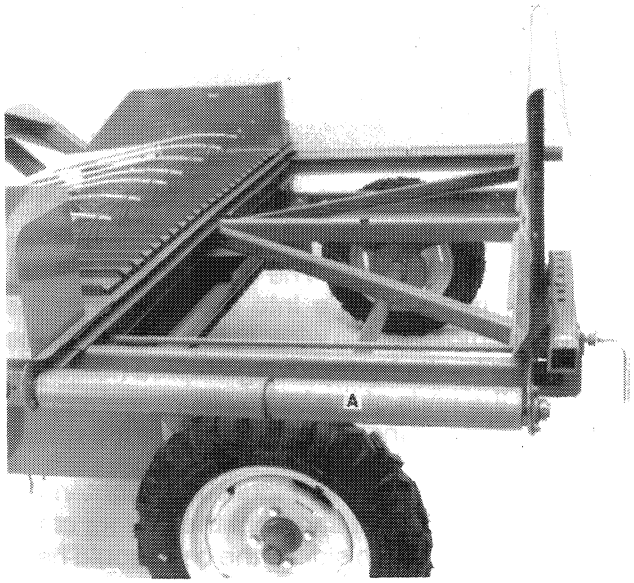


FIGURE 2

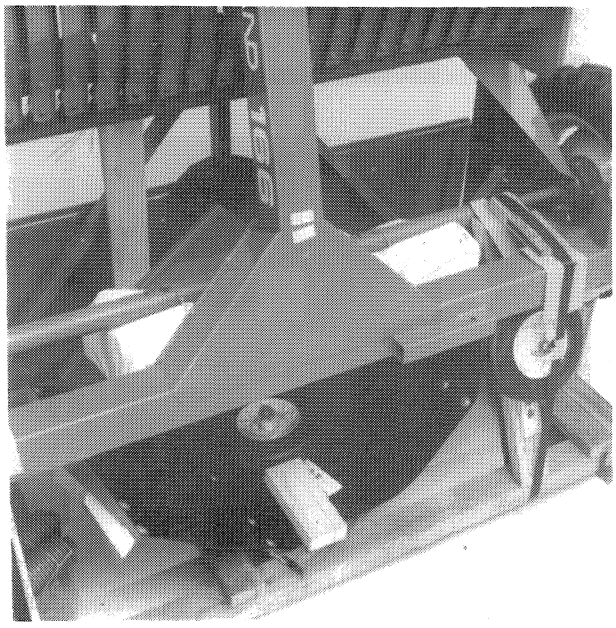


FIGURE 1

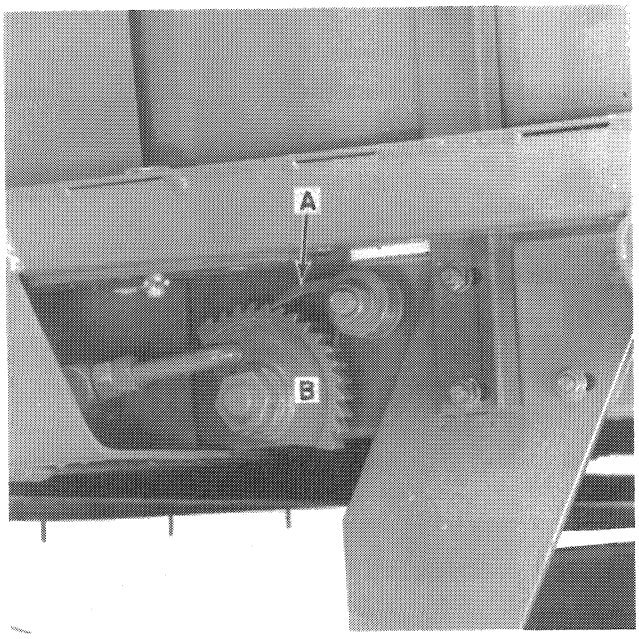


FIGURE 3

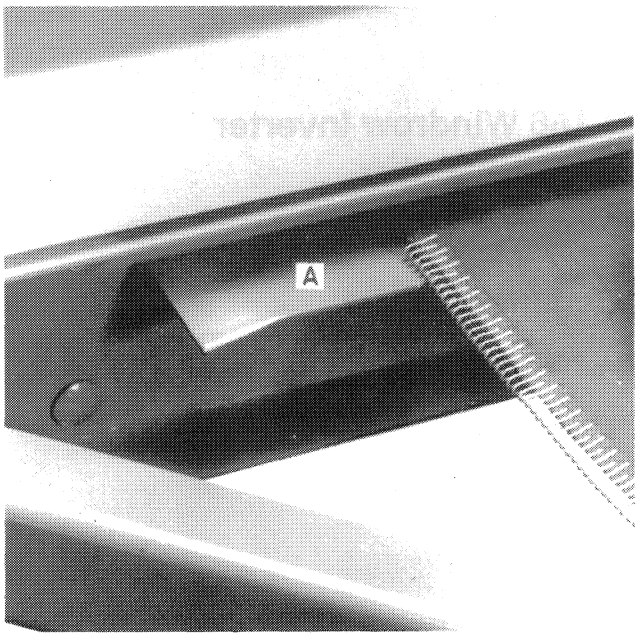


FIGURE 4

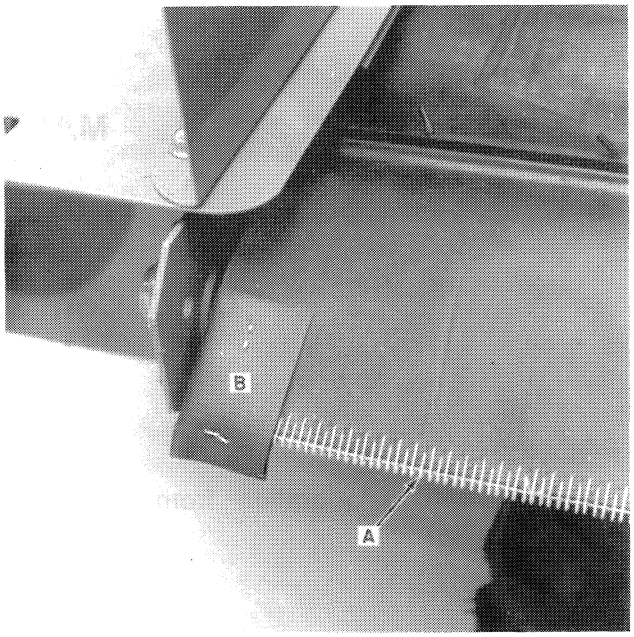


FIGURE 6

Install the belt through guide(s), A, Figure 4, on each side of the table. The center rib of belt, A, Figure 5, must engage into the groove in the rollers. Remove lacing wire, A, Figure 6, from the belt lacing hooks by removing stapled holder, B. Connect the ends of the belt by intermeshing the lacing hooks and inserting the wire into the splice.

Rotate ratchet wheel, A, Figure 7, to tighten the belt to 1″ - 1-1/2″ belt sag from the bottom of the frame channel. Each side of the belt should have about the same tension. If not, adjust threaded link to position the roller square to the frame.

Instruct the customer to release the belt tension or remove the belt during the off-season to prevent storage damage.

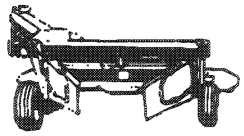
WARRANTY STATUS

Belts deteriorated from improper storage are not covered under warranty.

3860

FIGURE 5

FIGURE 7



ACTION REQUIRED

MACHINE: 408, 411, 412, and 415 Disc Mower-Conditioners

TOPIC: Cutter Bar Hardware

11-12/93 - H11

PROBLEM

The cutter bar upper hardware between the right end cone support #9806848 and header bracket #9806849 may be loose.

CORRECTION

All units must have the bolt torque checked prior to delivery. The four M 12 x 45 cap screws on the top of the support can be accessed from under the right fixed side shield. Raise the header, install the safety locks, and torque the four cap screws to 72 ft. lbs. (97 N·m).

NOTE: Unassembled units may be checked in the crate for proper bolt torque.

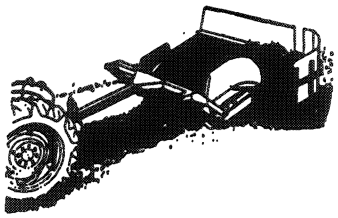
AFFECTED UNITS

408 between serial #851624 - #851800
411 between serial #870428 - #886075
412 between serial #871453 - #871758
415 between serial #878174 - #882009

WARRANTY STATUS

Causal Part: #337475
Labor Allowance: 0.4 hr.

3730



MACHINE: 166 Windrow Inverter with Extension Table

TOPIC: Extension Table Shielding

11-12/93 - H10

PROBLEM

1. Extension side shields may crack around the mounting pin hole.
2. Replacement shields will not mount to the extension table.

CAUSE

1. Shields cracking can be caused by:
   a. Incorrect assembly of the table latch.
   b. Misadjusted table latch.
   c. Shielding installed incorrectly or the over-center latches not properly adjusted.
   d. Excessive tire pressure.
   e. Excessive ground speed for field conditions.
2. Replacement shielding and supports were redesigned to increase durability.

CORRECTION

1. If the extension table shielding is cracked around the mounting pin holes, order repair kit # 86507220. Severely damaged shielding should be replaced and corrective action taken, as described in items a through e.
   a. TABLE LATCH ASSEMBLY

      The table latch must be assembled correctly to keep table bounce to a minimum. Jam nuts must be used at A, Figure 1, and locknuts at B, against the latch handle.

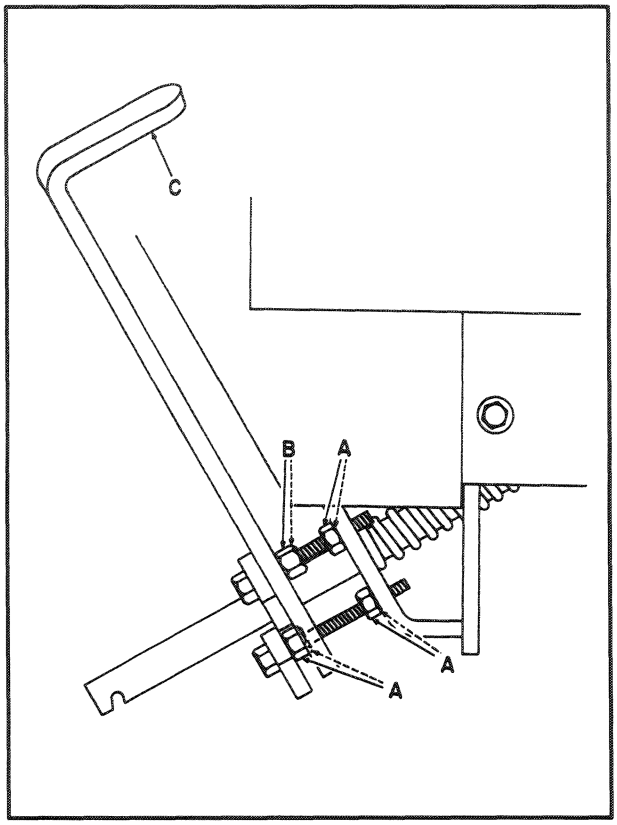


FIGURE 1

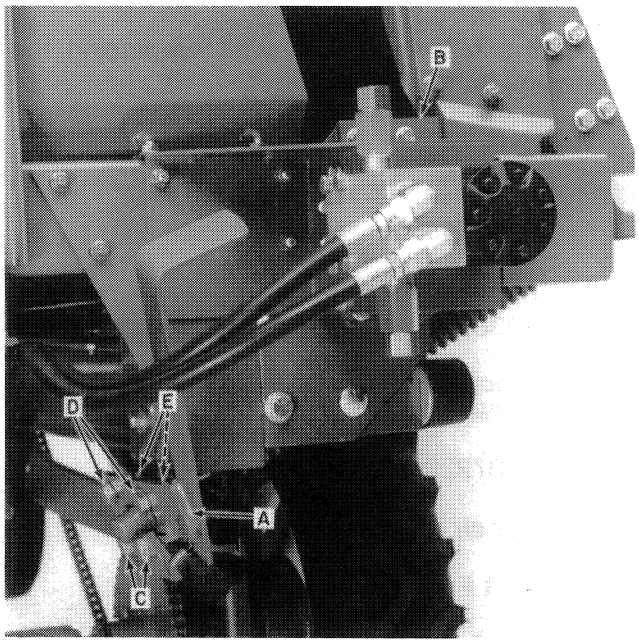


FIGURE 2

FIGURE 3

b. TABLE LATCH ADJUSTMENT

Periodic adjustment of table latch mechanism, A, Figure 2, is required to keep the extension bounce to a minimum.

Extension Raised

Before adjusting the table latch mechanism, the lever must have any freeplay between the locknuts and the head of the cap screws removed; however, over-tightening will cause high lever effort. With the extension table against frame stops, B, adjust cap screws, C, until a small amount of lever effort will release the table.

Extension Lowered

Adjust cap screws, D, and jam nuts, E, until a downward force of 5 - 10 lbs., at the end of the table, locks the table latch. This will compress the rubber bumpers about 1/8". Tighten the jam nuts.

c. SHIELD INSTALLATION

Install front shield, A, Figure 3, over right and left locating pins, B, with the bottom curl under the conveyor channel. Adjust over-center latch mechanisms, C, to pull shield tight against the locating pins.

Install rear shield, D, by positioning the left end into rear shield clip, E, and the right side over the locating pin on the support. The bottom of the shield must fit under the conveyor channel. Adjust the over-center latch mechanism to pull the shield tight against the support.

d. Tire pressure must be set to 20 PSI (140 kPa), as specified in the operator's manual.

e. Reduce ground speed in rough field conditions or extension table damage and possibly main frame damage will occur.

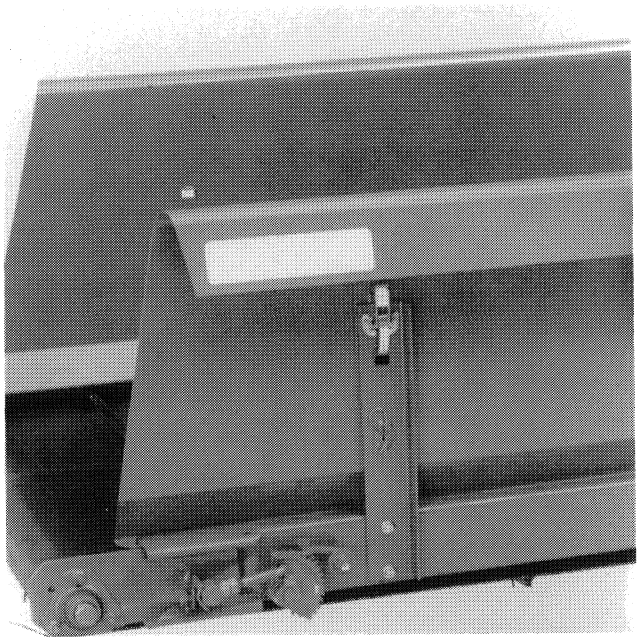


FIGURE 4

2. A design change was made removing the mounting pin from the vertical support as shown in Figure 4. The extension table shields have the mounting pin, and the support has a reinforced hole. Cotter pins will be used to retain the shields to the table supports.

   When installing new extension table shielding on earlier tables, it will be necessary to order new supports or modify the supports by using the shield repair kit.

PARTS INFORMATION

Order the following parts when replacing the extension table shielding.

Qty.	Part #	Description
1	86503647	Shield, front
1*	86503649	Support, front
1	86503645	Shield, rear
1*	86503648	Support, rear
3	129365	Hairpin cotter

* Prior supports can be modified to fit new shielding by using the shield repair kit.

1	86507220	Shield repair kit

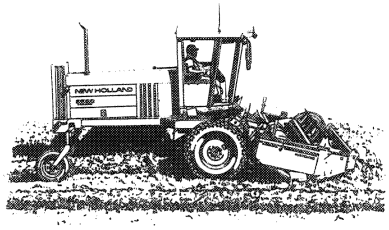
Shield Repair Kit Contents:

Qty.	Part #	Description
3	27357	Washer, reinforcement
3	129365	Hairpin cotter
3	255500	Pin
1	86507221	Installation instructions

WARRANTY STATUS

For information only.

3860/3830



MACHINE: 2450 and 2550 Windrowers

TOPIC: Flotation Trim Cylinder

11-12/93 - H14

AFFECTED UNITS

Units equipped with the optional hydraulic flotation trim kit.

PROBLEM

The cylinder rod bends or breaks.

CORRECTION

A #9845802 bracket weld assembly is attached to the bell crank and the front of the optional float spring. Remove the pin retaining the front of this bracket to the bell crank. Spread the bracket apart as far as possible and install five #80299 flat washers, A, Figure 1, between the two sides of the bracket. Reinstall the pin and secure it with a new cotter pin. Do this on both sides.

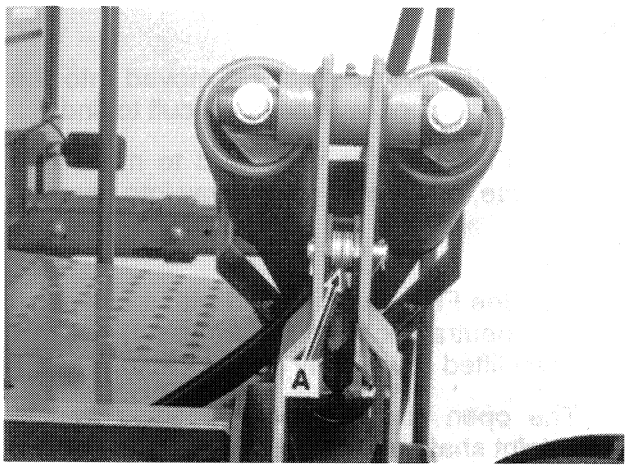


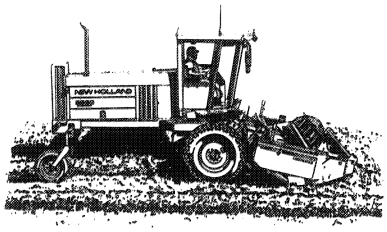
FIGURE 1

WARRANTY STATUS

Standard warranty applies.

Causal Part: #9845802
Labor Allowance: 0.4 hr.

3720



MACHINE: 2450 and 2550 Windrowers

TOPIC: FNR Lever

11-12/93 - H18

PROBLEM

1. The FNR lever cannot be moved into the reverse slot, or reverse is difficult to find.
2. The FNR lever is very hard to move into reverse, or will only go partway into reverse.

CAUSE

1. With the FNR lever aligned with the reverse slot, neutral lock arm, A, Figure 1, has not been lifted completely off of lockpin, B.
2. The open end of the telescoping double U-joint shaft, under the cab, is up and full of dirt, not allowing it to slide together.

CORRECTION

Problem 1

1. Adjust the neutral cable at C, Figure 1, so there is no interference between bracket, A, and pin, B, when the FNR lever is at the reverse slot.

   NOTE: Bracket, A, may not completely rest on the pin when the FNR lever is in the "START" position but should capture the pin so the steering wheel cannot be turned.

   NOTE: Be sure the engine is not running and the parking brake is engaged while making adjustments.

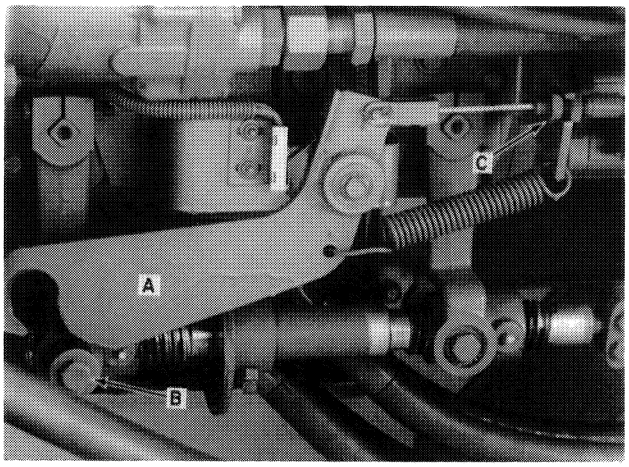


FIGURE 1

2. Adjust the neutral switch, if necessary, so the unit will start with the FNR lever to the right and the steering wheel locked. The unit should not start with the FNR lever in the reverse slot or the steering wheel unlocked.

Problem 2

NOTE: Be sure the engine is not running and the parking brake is engaged while working under the machine.

1. Position the FNR lever in neutral and turn the steering wheel until it locks into the starting position.
2. Remove the telescoping shaft under the cab by removing two cap screws at A and B, Figure 2.
3. Slide the shaft apart, clean the splined area of both halves, grease liberally, and reassemble.
4. Install the shaft with the solid (male) end of the shaft on the steering column shaft. This is reversed from the way it was originally installed and from the way it is pictured in Figure 2.

   NOTE: Be sure the steering wheel and the steering shaft do not turn while removing and installing the shaft. Position the U-joints as shown in Figure 2.

5. Check all neutral adjustments. Refer to the 2450/2550 Service Manual for procedures.

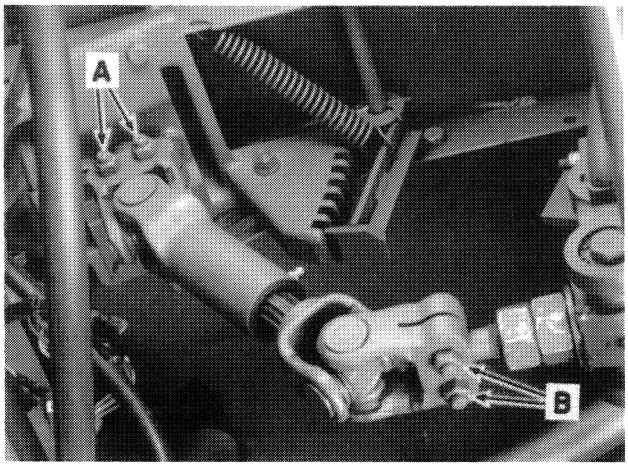


FIGURE 2

WARRANTY STATUS

Standard warranty applies.

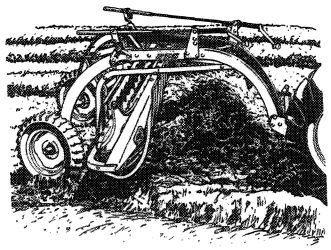
Problem 1:

Causal Part: #9846538
Labor Allowance: 0.5 hr.

Problem 2:

Causal Part: #9809473
Labor Allowance: 0.4 hr.

3260



MACHINE: 256, 258, 259, and 260 Rolabar Rakes

TOPIC: Gearbox Input Shaft

11-12/93 - H13

PROBLEM

The input shaft yoke may fail prematurely.

CAUSE

Inadequate weld penetration between the shaft and yoke.

CORRECTION

If the original shaft and yoke assembly should fail, install input shaft #9842737. This shaft is a one-piece forged design to improve durability. Refer to the operator's manual for basket flotation and tine clearance adjustments to prevent excessive loading of the driveline.

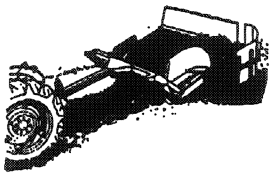
WARRANTY STATUS

Standard warranty applies.

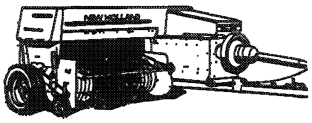
Causal Part: #48179
Labor Allowance: 0.5 hr.

3860

MACHINE: 166 Windrow Inverter



565, 570, 575, 580 Rectangular Balers



640, 650, 660 Round Balers

TOPIC: Hydraulic Lift Orifice

11-12/93 - H5

PROBLEM

The pickup raises abruptly or too fast on units equipped with the optional hydraulic lift kit.

CORRECTION

During assembly, a 0.032" orifice, part #261066, must be installed in the adapter fitting at the cylinder port. The orifice must have the slot facing away from the lift cylinder to restrict the oil flow. If orifice, A, Figure 1, has been installed correctly and the pickup continues to raise too fast, the orifice may have jammed or flipped over inside the adaptor fitting, B. Measure the depth of the bore at the female end of adaptor fitting, A, Figure 2. If the depth is greater than 0.670" (17.02 mm), replace the #776684 fitting or install two #88612 washers on top of the orifice.

WARRANTY STATUS

Standard warranty applies.

Causal Part: #776684
Labor Allowance: 0.3 hr.

3740

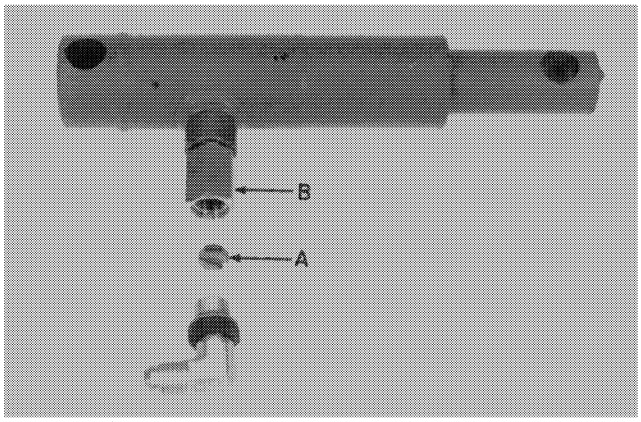


FIGURE 1

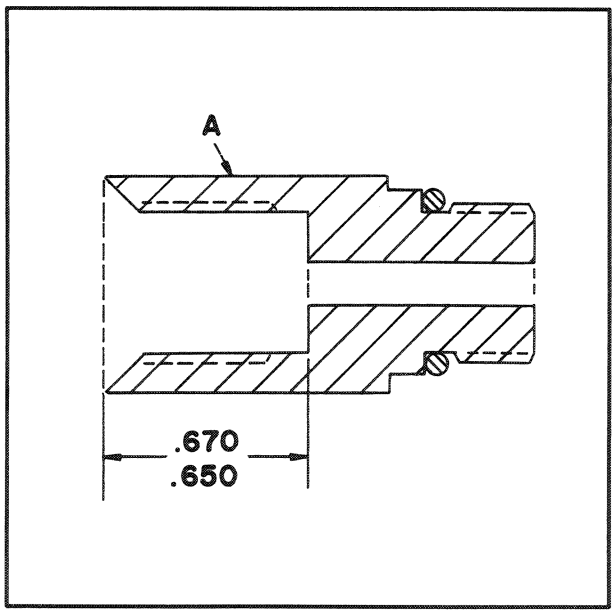
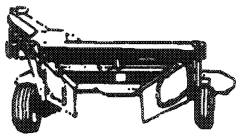


FIGURE 2



MACHINE: 463 and 465 Disc Mowers

TOPIC: Knife to Swathboard Interference

11-12/93 - H7

PROBLEM

Left-end cone knives interfere with the inner swathboard.

CAUSE

1. Incorrect assembly of the inner swathboard, A, Figure 1.
2. An elevated end cone is used to reduce knife contact during operation.

CORRECTION

1. Rotate the inside disc to check for clearance between the knife tip and swathboard. Loosen the hardware and force the swathboard upwards to clear the knives and then retighten the hardware. If the knives still do not clear, modify the swathboard by cutting a notch in the bottom, as shown in Figure 2. Replacement swathboards, part #274108, are notched to alleviate knife interference.
2. Notched swathboards were installed in production on Models 442 to 463 above serial #930001 and Model 465 above serial #920001.

ADDITIONAL INFORMATION

To ease the installation of the inner swathboard, the round headed hardware, B, Figure 1, has been replaced by carriage bolts. Also, bracket, D, is welded to the cover support frame on units above serial #930001.

WARRANTY STATUS

For information only.

5730/3830

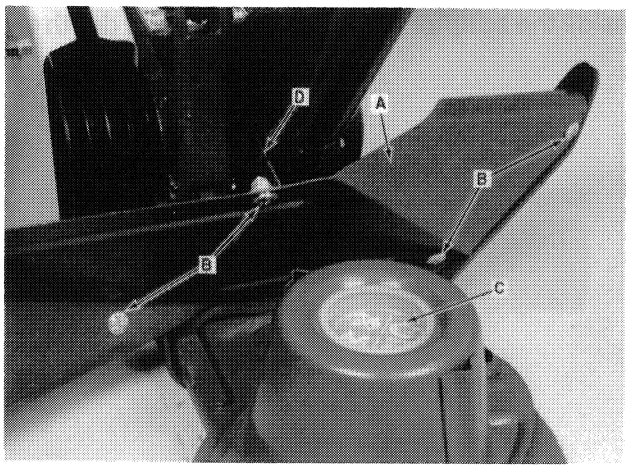


FIGURE 1

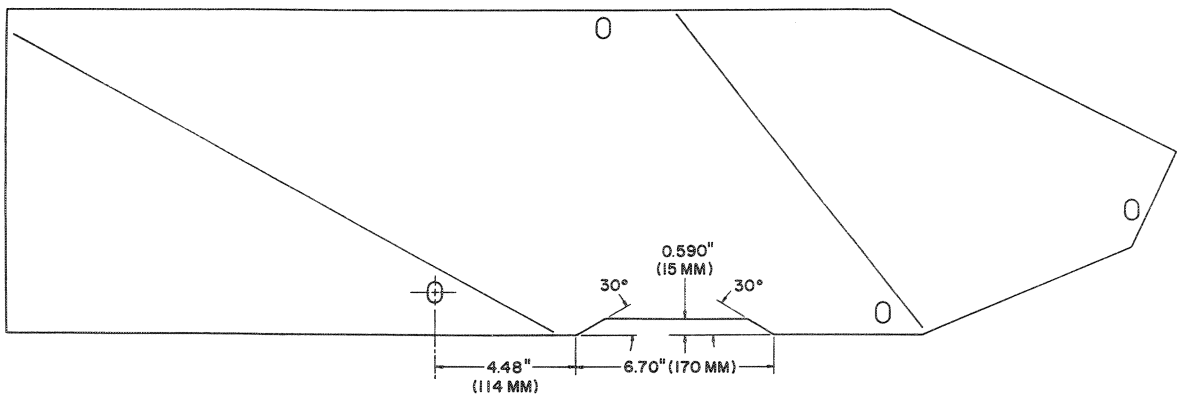
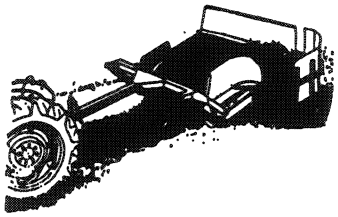


FIGURE 2



MACHINE: 144 Windrow Inverter

TOPIC: Pick-Up Tine Bar Bushing Failures

11-12/93 - H8

PROBLEM

Model 144 windrow inverter pickup tine bar bushing failure.

CORRECTION

The Model 144 windrow inverter pickup tine bar bushings can be changed to bearings, as used in the Model 166, by installing the following parts:

Quantity	Part Number	Description
8	54695	Carriers
8	54770	Bearings
1	9801512	Finger Disc W.A. - L.H.
1	9801513	Finger Disc W.A. - R.H.

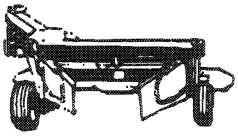
The existing #855315 shaft in the Model 144 can be used; however, there will not be full engagement of the key under the #9801513 finger disc weld assembly - R.H.

A new #9822670 shaft is available. This shaft services both the Model 144 and 166 windrow inverters.

WARRANTY STATUS

For information only.

3740



MACHINE: 411, 412, and 415 Discbine Mower-Conditioners

TOPIC: QD (Quick-Detach) Yoke for 1-3/4″ (45 mm) PTO

11-12/93 - H19

PROBLEM

The front PTO on 1000 RPM double "CV" (constant velocity) machines will not engage onto the PTO shaft of some large high HP tractors.

CAUSE

The QD yoke on the Discbine mower-conditioner has 1-3/8″ (35 mm) 21 splines and the tractor PTO shaft may have 1-3/4″ (45 mm) 20 splines.

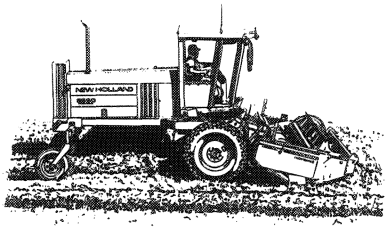
CORRECTION

Install QD yoke #9847457 on the front primary PTO shaft to fit large high HP tractors with a 1-3/4″ (45 mm) PTO. When replacing the CV yoke, use extreme care not to exceed the yoke angle, or damage to the center ball and socket will result.

WARRANTY STATUS

For information only.

3730



MACHINE: 2200 Series Headers for 2450 and 2550 Windrowers

TOPIC: Skid Shoe Height

11-12/93 - H16

PROBLEM

Skid shoes cannot be positioned to the lowest cutting height position because of interference with the frame.

CORRECTION

Grind or cut away the corner of the bracket, part #9804197, as shown at A, Figure 1.

WARRANTY STATUS

Standard warranty applies.

Causal Part: #9804197
Labor Allowance: 0.2 hr. per shoe

3350

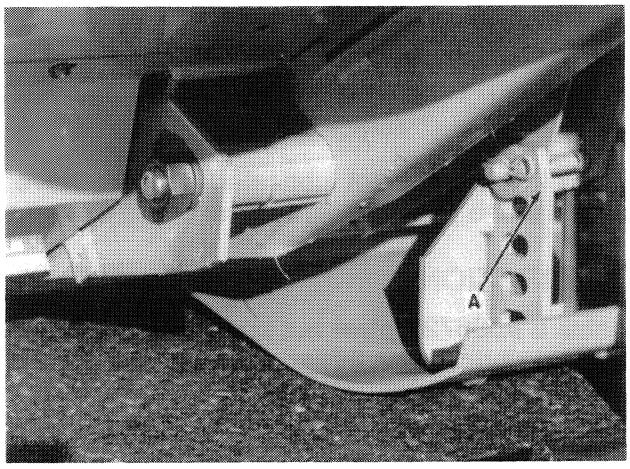
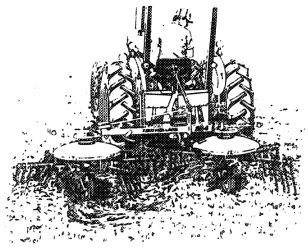


FIGURE 1



MACHINE: 254 Rake Tedder

TOPIC: Tilt Crank Threads Seizing

11-12/93 - H12

PROBLEM

Rotor tilt is difficult to adjust.

CAUSE

Crank threads are not lubricated and may have seized to the pivot nut, A, Figure 1.

CORRECTION

Install a #556725 pivot nut and #87414 grease fitting. Lubricate the threads, as required. Units above serial #821807 have the pivot nut and grease fitting assembly factory installed.

WARRANTY STATUS

For information only.

3810

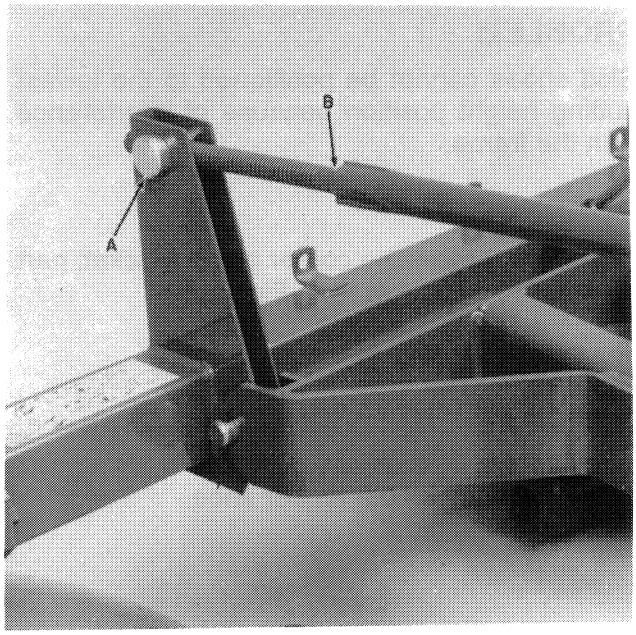
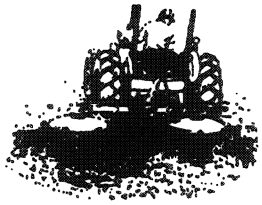


FIGURE 1



MACHINE: 162 and 163 Tedders

TOPIC: Tine Arm Crop Wrappage

11-12/93 - H15

PROBLEM

Crop wraps around tine arm coil spring.

CORRECTION

Install a #9805629 deflector on each tine arm, A, Figure 1. Torque the tine hardware to 118 ft. lbs. (160 N·m). Advise customers to check the bolt torque after the first several hours of use.

WARRANTY STATUS

For information only.

3860

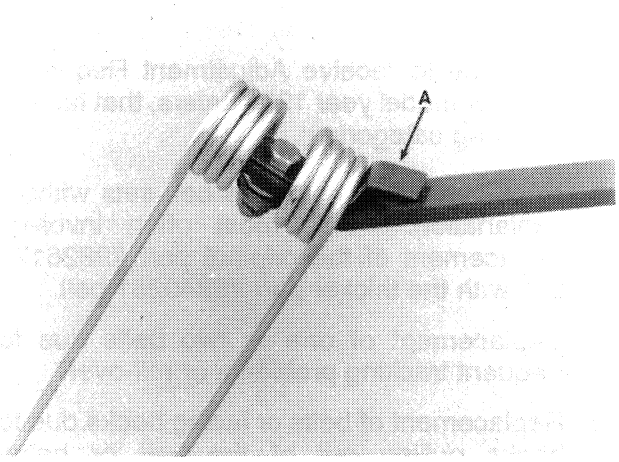
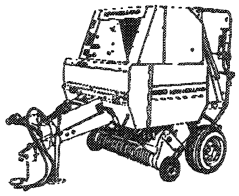


FIGURE 1



MACHINE: Round Balers

TOPIC: Apron Belt Warranty Administration

11-12/93 - H3

PROBLEM

We continue to receive Adjustment Requests, primarily for model year 1992 balers, that fall into the following categories:

1. Replacement of complete belt sets without explanation. This most often involves replacement of the original part #9826172 belt with the thicker part #9840281 belt.
2. Replacement of one or two belts due to frequent tracking problems or roll-over.
3. Replacement of belts or lacing hooks due to hooks pulling out of the belt or being damaged in some way.

INFORMATION

Ford New Holland's administration of apron belt claims has been quite liberal due to the problems encountered with the introduction of the new balers in 1992.

However, the Company has taken a number of significant actions regarding apron belts, both during and after the 1992 season.

1. A special paint process was applied to all belt idler rolls for 1993 models. Dealers were authorized to remove paint from 1992 balers to improve belt tracking.
2. Belt tracking and lacing concerns were addressed by Campaign 564, introduced last December.
3. A video on how to operate a roll-belt baler was sent to all dealers and customers in April, 1993.
4. Dealers were given access to proper lacing equipment and instructions for preparing belts and installing lacing hooks.

Therefore, the following guidelines will apply to all apron belt claims.

1. If you feel circumstances warrant replacement of a complete set of belts, consult your Area Service Manager. Claims submitted without proper approvals will be rejected.
2. Claims for belt roll-over will not be accepted unless a clear defect is identified. The primary cause of belt roll-over is improper feeding of material into the baler.
3. Claims for lacing hook replacement will not be accepted unless a clear defect is identified. The primary causes of lacing problems are:
   a. Improper operation, causing belt tracking or roll-over problems.
   b. Incorrect installation of lacing hooks through improper technique or lack of adequate tools.
   c. Use of incorrect lacing hooks or cables.

ADDITIONAL INFORMATION

Refer to the Belt Failure Analysis Guide for Round Balers (40371900) for examples of various types of failures, repair recommendations, and warranty status. For your convenience, the guide follows.

3070

NEW HOLLAND

BELT FAILURE ANALYSIS

ROUND BALERS

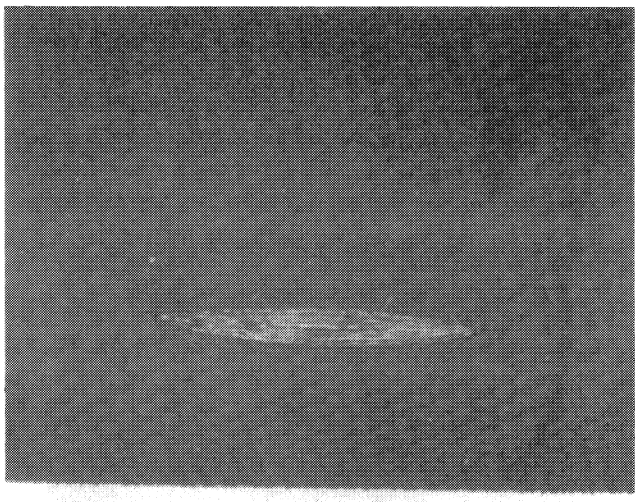


FIGURE 1

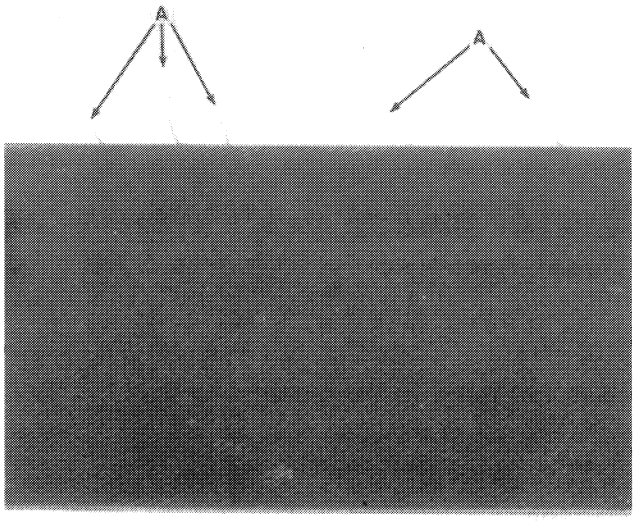


FIGURE 2

Due to the cost of the apron belts on roll belt round balers, it is important to determine whether the belt should be replaced or repaired.

The following are examples of failed belts and what should be done to repair the failure.

Figure 1

This belt was cut by a foreign object in the baler. This failure will not need to be repaired unless the tear extends. If a repair is needed, a repair section of belt can be spliced into this belt. This is not a warranty consideration.

Figure 2

This belt is frayed on the side. This is due to normal wear or can also be caused by poor belt tracking. Even with some wear on the belt, there is no reason to replace this belt. The cords, A, that were pulled should be cut off to stop further fraying of the belt. Any poor belt tracking should be corrected by following the guidelines for belt tracking in the operator's manual. This belt would NOT be considered warranty.

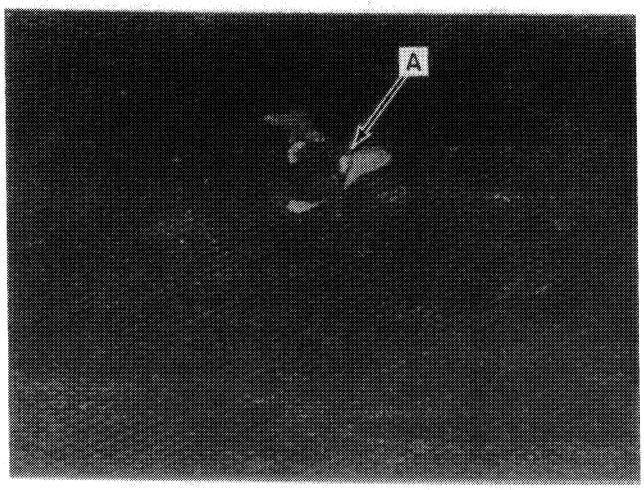


FIGURE 3

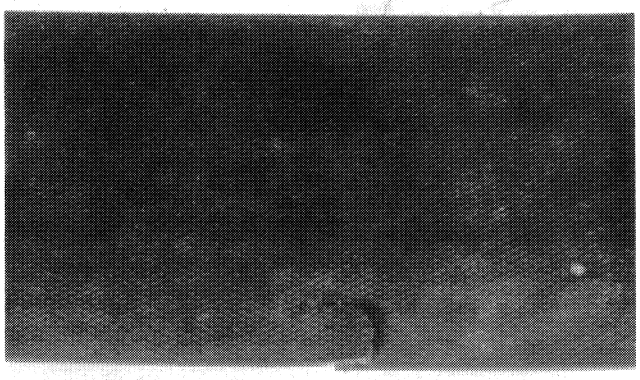


FIGURE 4

Figures 3 and 4

These failures are caused by stones. No repair is necessary at this time for either belt. The loose piece of rubber, A, Figure 3, should be cut off to stop further tearing of the belt. The belt in Figure 4 does not need to be repaired unless the tear extends.

Neither of these belts would be considered warranty.

Figure 5

This belt has a corner missing at the lacing. This was caused by a foreign object or belt tracking. No repair is needed on this belt as it will not cause a problem with the performance of the baler.

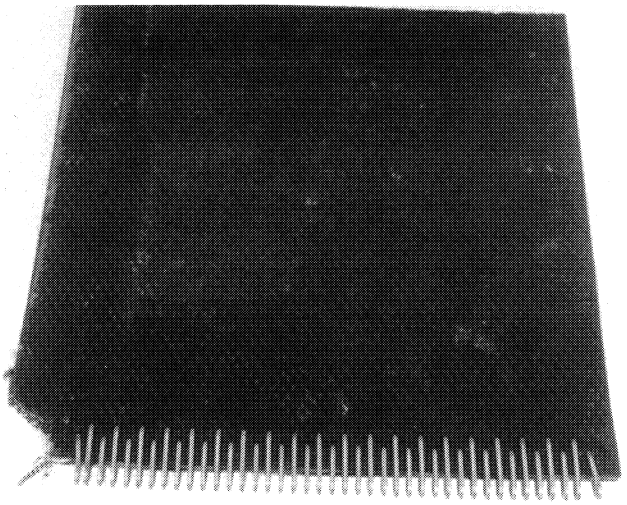


FIGURE 5