### PRODUCT CUTTING

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## Components

## MODELS 640/5850-650/5880

BELT TENSION ARM SWITCH - Figures 40 and 41

Closing the switch triggers the CropCutter™ electric circuit, to insert the knives.

Wires are attached to the terminals called "COMMON" and "NORMALLY OPEN".

Switch lever released = OPEN (status of the switch when the baler is empty, tailgate closed and latched, and the belt tension arm in the home position).

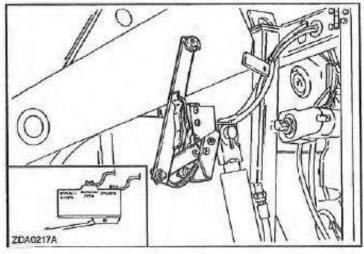
Switch lever depressed = CLOSED (status of the switch when the bale is at core size, i.e. the belt tension arm has just started to lift).

### TAILGATE LATCH SWITCH

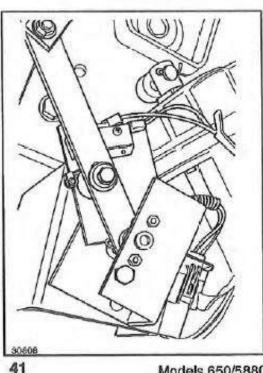
This switch momentarily (i.e. during opening and closing of the tailgate) opens the electric circuit, to prevent the knives from inserting when the tailgate closes.

a) Models 650/5880 - Figure 42

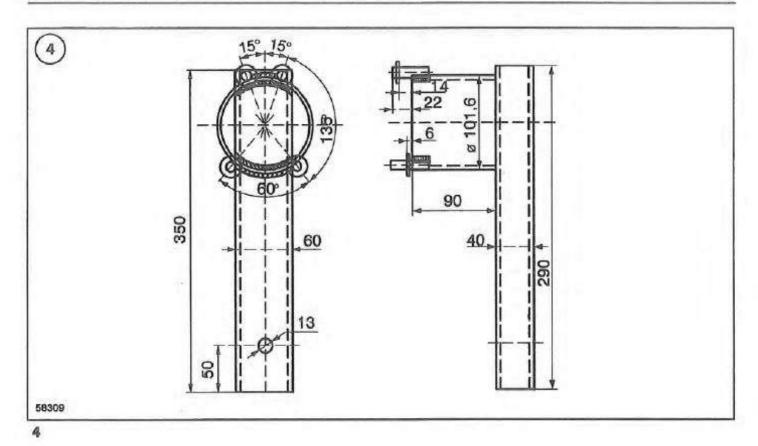
Wires are attached to the terminals called



Models 640/5850



Models 650/5880



## Torque checking procedure:

### NOTE:

For proper operation of the slip clutch, it is essential that the clutch components are properly greased. The jaw half which moves axial during slippage must slide easily on the splines in the shaft.

- Remove the pick-up gauge wheel and the shieldings on the left-hand side of the pick-up, to obtain access to the outboard sprocket.
- Raise the pick-up to full height and make sure the drive chain is properly tightened.



# BALE DENSITY CONTROL VALVE (From season '94 onwards)

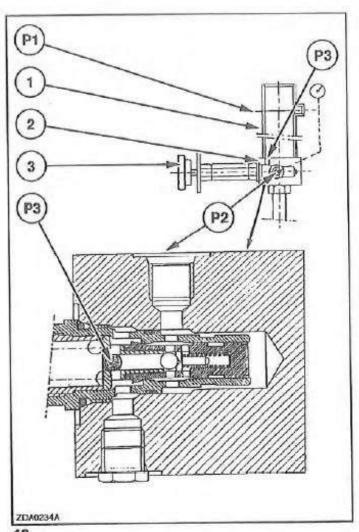
# PRINCIPLE OF OPERATION - Figure 13

The density cylinder assembly includes:

- Cylinder 1
- Valve block 2
- Adjustable relief valve 3

As the cylinder rod is pulled out, oil will flow (under pressure) from port P1 to port (P2) on the valve block up against the relief valve. As the pressure builds up, oil will flow over the relief valve (at a set pressure) and pass from the valve block into the base of the cylinder via an internal passage P3.

When the cylinder rod is pushed in, oil will flow freely through passage P3, over a check valve in the relief valve, back from port P2 to port P1 into the top end of the cylinder.



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