CLAAS

VARIANT 260
VARIANT 260 ROTO CUT
VARIANT 280
VARIANT 280 ROTO CUT

Operating instructions

SERVICE & PARTS

Read and observe safety regulations!

1
Introduction

INTRODUCTION

These operating instructions for round balers VARIANT 260/260 RC and VARIANT 280/280 RC (valid from 73000005; 73200011) were primarily written for the machine operator and inform about use, adjustment and operation of the round baler.

Please follow the guidelines on correct care and maintenance of your round baler to ensure permanent availability and a long service life of the round baler.

Have your round baler inspected by your CLAAS service center immediately after harvest within the framework of these winter storage recommendations. Deficiencies in maintenance or incorrect operation lead to a drop in performance and result in time losses.

Use our experience and latest knowledge in long stalk harvest implemented in this round baler by correct operation and thorough maintenance, and your round baler will always produce excellent results.

Your CLAAS Service Department

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ROAD TRAFFIC

The vehicle operator must always have two wheel chocks on the vehicle.

When driving on public roads with agricultural or forestry equipment attached, the highway code of the respective country must be strictly complied with.

Above all, no bale must be in the round baler.

If parts of the baler, the conditions of which are clearly specified, are later changed or modified in such a way that their operation will endanger any other participants in traffic, the type approval will become invalid and a new type approval must be applied for. In this case the Iof working equipment must be presented to the responsible technical inspection authority for motor vehicles (e.g. TÜV) for issuing an expertise (§ 19 para. 2 StVZO).

If you are in doubt that this may be the case, please contact us as the manufacturer.

If the round baler is pulled after a tractor, especially the following devices have to be connected:

- The cable of the lighting equipment.

- The cable for power supply.

Before starting to drive the condition of:
- the connection between pulling vehicle and baler
- the lighting equipment must be checked.

If the license plate given to the vehicle owner for one his tractors is concealed when the baler is hitched up, attach a picture of this plate, including its lighting, onto the baler.

The local road traffic regulations may differ in individual countries.

The maximum speed under the road traffic regulations for the country of operation must be observed. However, the hitched baler is designed to travel at a maximum speed of 25 km/h (16 mph). It is not permissible to exceed that speed.

TO BE OBSERVED ESPECIALLY

In order to avoid any dangers all information in these operating instructions must be read and applied by all persons using, maintaining, repairing or inspecting this round baler. Read in particular the section “Concerning safety”.

The use of spare parts, accessories and attachments not originally supplied by CLAAS and not tested and approved by CLAAS may impair design specific characteristics of CLAAS machines or have a negative effect on their functionality, thereby impairing the active and/ or passive driving as well as the working safety.

CLAAS does not assume liability for damage resulting from the use of parts, accessories and attachments not originally manufactured and supplied by CLAAS.

Technical data, dimensions and weights are non-binding. The right for changes in the course of technical development and errors remains reserved.

The terms front, rear, right and left always apply in travel direction.

When ordering spare parts or if you have any technical questions please provide the machine number of the round baler together with the respective serial number. This is absolutely necessary in order to avoid wrong spare parts deliveries.

1

Type plate

The type plate with the machine serial number is fixed to the right hand machine wall.

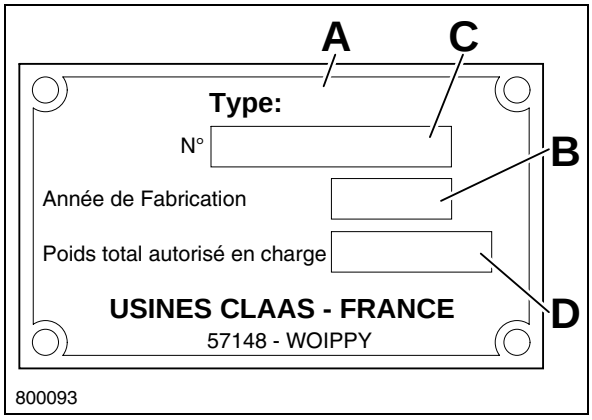
A = Type

B = Year of construction

C = Machine number

D = Permissible total weight

(Fig. 1, 2)



2

3

Machine serial number

The machine number is additionally stamped in the tie-bar above the right-hand wheel.

(Fig. 3)

4
Safety precautions

SAFETY PRECAUTIONS

For your safety, and those working with you, follow these safety precautions and observe all safety signs on the machine.

In order to provide a better view, certain photographs or illustrations in this manual may show an assembly with the safety shield removed. However, a machine should never be operated in this condition. Keep all shields in place. If shield removal becomes necessary for repairs, replace shield prior to machine operation!

Replace any Danger, Warning, Caution or Instruction Safety signs that are missing or not readable. Location of safety signs are indicated within this manual.

Note!

The figure in () refers to the adjacent picture and indicates the correct location of the safety sign on the machine.

When parts are replaced that have safety signs, make sure you install a new safety sign with each new part.

Note!

New safety signs are available from your CLAAS Dealer.

Attention!

Before using the machine read and understand Operator's Manual safety messages!

Read and understand all safety signs on the machine.

Learn and practice safe use of controls before operating.

It is your responsibility to understand and follow manufacturers instructions on machine operation, service, and to observe pertinent laws and regulations.

Operator Manuals may be obtained from your CLAAS Dealer.

Personal injury may result if these safety precautions are not followed

- **MAKE SURE** no person is allowed on any part of the Baler when tractor is running.
- **MAKE SURE** all safety shields and covers are installed properly when Baler is operating.
- **MAKE SURE** all bystanders are in a safe position before starting the tractor or operating Baler.
- **MAKE SURE** the pickup head is fully lowered before any part of the hydraulic system is disconnected.
- **MAKE SURE** no one is allowed under the pickup head unless the pickup head is in transport position and securely locked.
- **MAKE SURE** all safety shields on Baler are in place and secured when any have been removed for servicing, to make adjustments, etc. Remember, these shields are provided for the protection of those working on or around the Baler.
- **NEVER STAND** in path of Baler while operating.
- **KEEP OUT** of Baler compartment while operating.
- **BE SURE** all hydraulic fittings are tightened securely whenever they have been loosened or disconnected. Replace all hoses which have become frayed. Escaping hydraulic oil under pressure can cause personal injury.
- If Baler hydraulic system is equipped with an accumulator, accumulator shutoff valve must be closed before: (a) any part of the hydraulic system is loosened or is to be disconnected, and (b) the Baler is to be transported for any distance.
- **TAKE NOTE** that hydraulic fluid under pressure escaping from a very small hole can be almost invisible. Use a small piece of cardboard or wood to search/check for possible leaks.
- **NEVER** use your hands to detect pressure leaks.
- **CONSULT A DOCTOR** immediately if you sustain an injury by escaping fluids. Serious infection or reactions can develop if proper medical treatment is not administered quickly.
- **MAKE SURE** all oil or grease is removed from operator's ladder and platform and other access areas immediately if any is spilled.

- **BE EXTRA CAREFUL** to keep hands, feet and loose clothing away from moving parts.
- **READ THIS MANUAL** and take note of **ALL** safety precautions included herein.

Attention!

Do not remove, install or make repairs to a tire on a rim. Take tire and rim to the nearest available tire specialist, who have experience and the safety tools. If the tire is not correctly positioned on the rim, or the tire pressure is too high then the tire bead is liable to loosen on one side, resulting in the pressured air to leak out at high speed and with force. This can lead to the risk of the tire flying off and causing serious injury!

A tire can explode during inflation and cause serious injury or death. Never increase air pressure beyond 35 PSI to seat the bead on the rim. Replace a tire if it has a defect. Replace a wheel rim which has cracks, wear or severe rust. Make sure that all the air is removed from a tire before removing the tire from the rim. Never use force on an inflated or partially inflated tire. Make sure the tire is correctly seated before inflating.

Danger!

Check the machine for leaks or any parts that are broken, not working correctly, or missing. Before you start the machine, tighten all caps, dipsticks, battery covers, etc.

Never use gasoline, naphtha or any other volatile material for any cleaning purposes. These materials may be toxic and/or flammable.

Use only metric tools. Other tools may not fit properly. They may slip and cause injury.

Danger!

Before leaving the tractor, stop the engine, and remove the starter key. The gear shift lever must be in neutral and the parking brake engaged.

Attention!

To provide more secure hand and foot mobility, preventing slipping and possible injury, always face the machine when mounting and dismounting.

Danger!

Never operate the engine in a closed building. Proper ventilation is required under all circumstances.

Contact with belts, chains etc. can cause injury. Keep clear.

Attention!

To help prevent personal injuries during operation and maintenance, loose shirts, sleeves or jackets must never be worn by the operator.

Danger!

Before starting the tractor, be sure all operating controls are in neutral. This will ease starting loads on the starter and batteries of the tractor and will eliminate the accidental start up of power driven equipment.

Travel speed should be such that complete control and machine stability is maintained at all times. Where possible, avoid operating near ditches, embankments and holes. Reduce speed when turning, crossing slopes, and on rough, slick, or muddy surfaces.

Danger!

On highways use lighting equipment according to local laws. Keep SMV emblem clean and visible. Replace SMV emblem when damaged or sun faded.

Stop, look and listen before entering public thoroughfare or a highway.

Attention!

Collision of high speed road traffic and slow moving machines can cause personal injury or death.

Stay off slopes too steep for safe operation. Shift down before you start up or down a hill with heavy load. Avoid ”free wheeling”.

Danger!

Provide a first aid kit for use in case of accident.

As a safety precaution, it is suggested one or more fire extinguishers be carried on the Baler at all times. Fire extinguishers must be purchased from Fire & Safety equipment supply store.

Attention!

Look for this symbol to point out important safety precautions. It means BECOME ALERT! YOUR SAFETY IS INVOLVED.

This machine is of metric design. Measurements in this manual are metric with the customary U.S. measurements following. Use only metric hardware and tools as specified.

Replacement Parts:

- When replacement parts are necessary for periodic maintenance and servicing, genuine CLAAS replacements must be used to restore your equipment to original specifications.
- CLAAS will not claim responsibility for usage of unapproved parts and/or accessories and damages as a result of their usage.

Safety signs

Attention!

Install new safety signs if the old safety signs are destroyed, lost, painted over or can not be read. When parts are replaced that have safety signs, make sure you install a new safety sign with each new part.

Note!

New safety signs are available from your Dealer or write to:

CLAAS OF AMERICA Inc.
P.O.Box 3008
3030 Norcross Drive
Columbus Indiana 47201
USA.

Transporting baler on a public thoroughfare

Whenever a Baler is to be transported on a public thoroughfare, the following preparation of the Baler should be made:

- Position pickup in the transport position. Close gate, raise pickup and converging wheels, if equipped.
- Make sure warning devices, such as slow moving vehicle emblem, reflectors, etc., are installed, clean and are in good condition.
- Use flashinglights according to local laws. Keep SMV emblem clean and visible. Replace SMV emblem when damaged or sun faded.
- For reference purposes, measure the overall width and height of the Baler. These measurements are particularly important for transporting along narrow roads and where underpasses may be encountered.
- If the Baler hydraulic system is equipped with an accumulator, make sure the accumulator shutoff valve is closed.

Danger!

Proper tire pressure should be maintained at all times to insure stability during road travel.

Always use a safety chain while transporting baler. Sudden jolts or rocking could cause the drawbar to break. If a rocking motion occurs when transporting, reduce speed until rocking stops. Check rear tractor wheels for any tire tread wear or pressure loss. Refer to operator's manual for tractor tire pressures.

Use care when towing baler at transport speeds. Reduce speed if the weight of baler exceeds weight of tractor.

When towing baler on public roads, an extended mirror to improve visibility of traffic behind the baler is recommended. Mirrors are available from your dealer.

When the Baler is being transported on a public thouroughfare, the following precautions must be observed:

- Reduce speed before applying the brakes. Using a hydrostatic transmission to slow the vehicle is more effective than merely applying the brakes.

If in doubt regarding local or state/provincial laws pertaining to transportation of farm equipment, consult your local law enforcement agency.

Danger!

Use or warning lights and turn signals are recommended when transporting this equipment on public roads, unless prohibited by state or Local Laws.
A safety lighting kit is available from your CLAAS dealer.

☞ Always use a safety chain when transporting baler on public roads. Transporting baler at speeds in excess of 20 mph (32 km/h) is not recommended.

Use care when towing baler at transport speeds. Reduce speed if the combined weight of baler with bale exceeds weight of tractor. The approved minimal total weight of tractor must not receed 2.5 tons (2500 kg).

The towed baler can be transported without brakesystem, when the approved minimal total weight of tractor is 2.5 tons (2500 kg).

Note!

Install new safety signs if the old are destroyed, lost, painted over or can not be read. When parts are replaced that have safety signs, make sure you install a new safety sign with each new part.

New safety signs are available from your Dealer or write to:

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P.O. Box 3008
3030 Norcross Drive
Columbus Indiana 47201
USA

TO SHOW TECHNICAL DETAILS OF BALER COMPONENTS AND ASSEMBLIES IN THIS OPERATOR'S MANUAL, A NUMBER OF SAFETY SHIELDS AND PANELS WERE REMOVED FOR PHOTOGRAPHIC PURPOSES ONLY. ALL SAFETY SHIELDS AND PANELS MUST BE INSTALLED BEFORE BALING OPERATIONS COMMENCE.

1

TRANSPORTING BALER ON A PUBLIC THOROUGHFARE

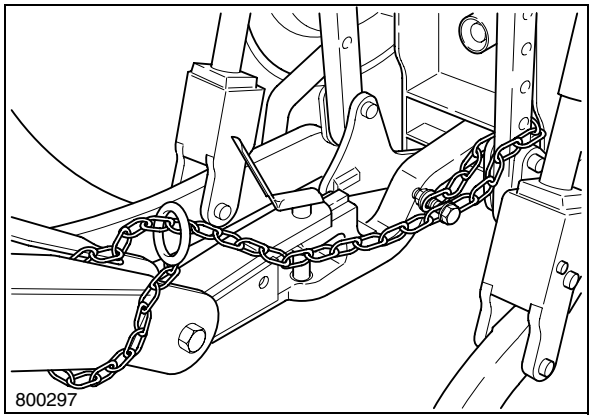
Attention!

When transporting the baler on a highway use SMV emblem (PN 514 155.1).

Recommended warning lights

Attention!

Use of flashing warning lights and turn signals are recommended when towing this equipment on public roadfs unless prohibited by state or local regulations. An implement safety lighting kit is available from your Dealer.



2

Preparing for transport

Attention!

Always use a safety chain while transporting baler. Sudden jolts or rocking could cause the drawbar to break. If a rocking motion occurs when transporting, reduce speed until rocking stops. Check rear tractor wheels for any tire tread wear or air pressure loss. Refer to operator's manual for tractor tire pressures.

Note!

Route safety chain from baler through hitch and secure to drawbar supporting structure as shown. Remove all slack except what is needed for turns. Do not make sharp turns when transporting baler. Damage could result if tongue strikes tractor tire.

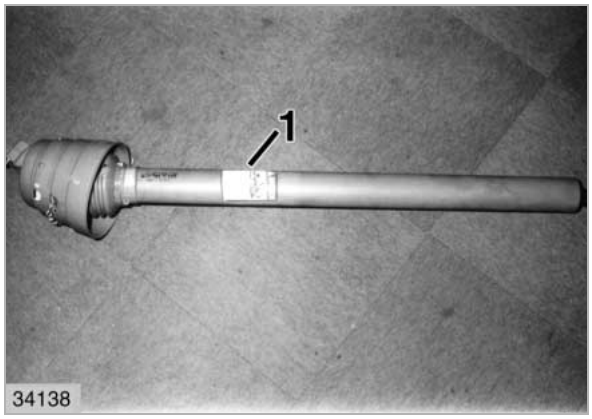
Danger!

Do not secure baler safety chain to drawbar.

Use care when towing baler at transport speeds. Reduce speed if the combined weight of baler with bale exceeds weight of tractor. The approved minimal total weight of tractor must not receed 6 tons (6000 kg).

The towed baler can be transported without brakesystem, when the approved minimal total weight of tractor is 6 tons (6000 kg).

Safety signs



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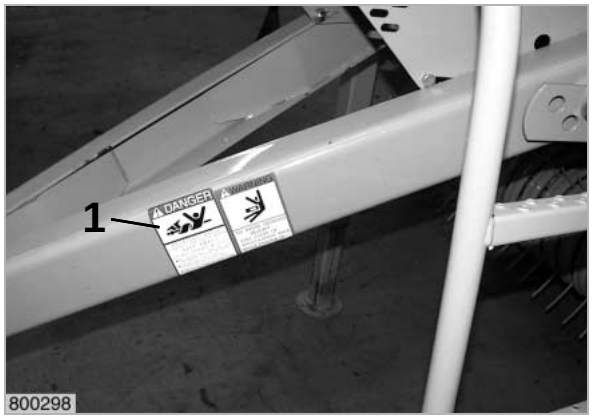

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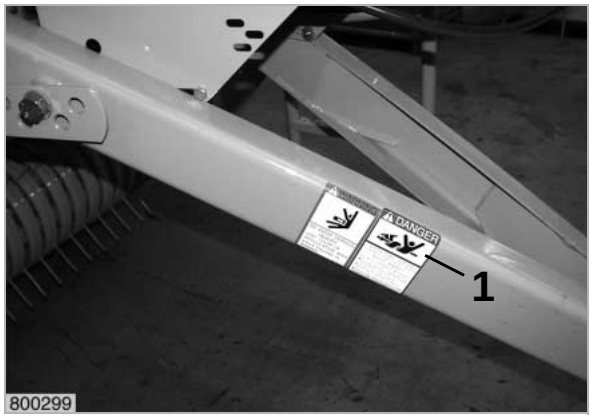

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514 432.2 (1)

(Fig. 1, 2, 3, 4)

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514 959.0 (3)

(Fig. 5, 6, 7)

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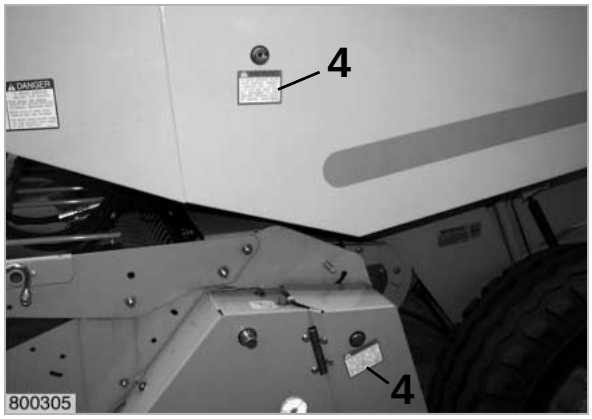

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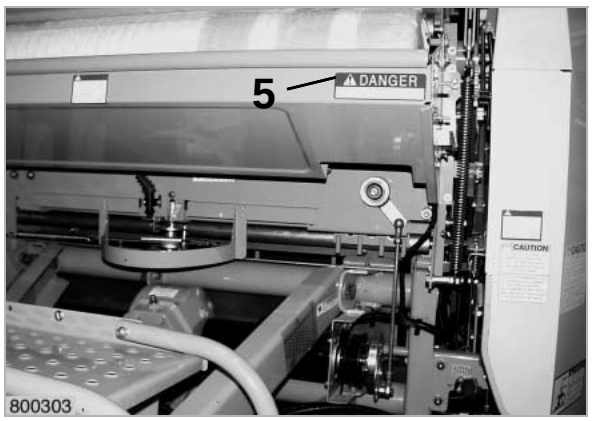
514 545.1 (4)

(Fig. 8, 9, 10, 11)



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514 847.2 (5)

(Fig. 12, 13)

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514 848.1 (6)

(Fig. 14, 15, 16)

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514 551.1 (7)

(Fig. 17, 18, 19, 20)

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22

IMPORTANT

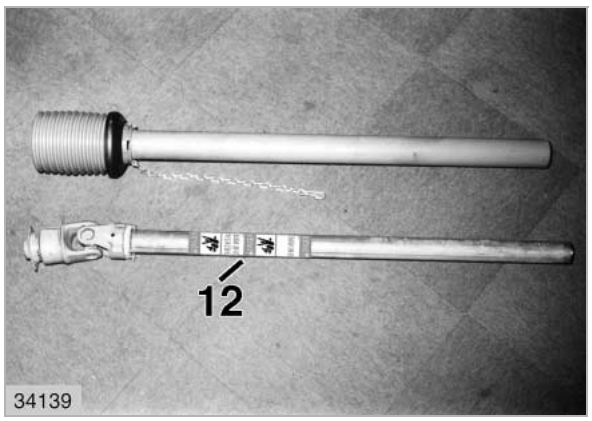
WHEEL BOLTS OR NUTS MUST BE RETORQUED AFTER 1 HOUR OF OPERATION AND THEN AFTER EACH 10 HOURS OF OPERATION FOR THE FIRST 50 HOURS ON NEW MACHINES OR WHEN WHEELS ARE REMOVED AND REPLACED.

514 553.2

23

514 553.2 (9)

(Fig. 21, 22, 23)



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514 424.2 (12)

(Fig. 24, 25)

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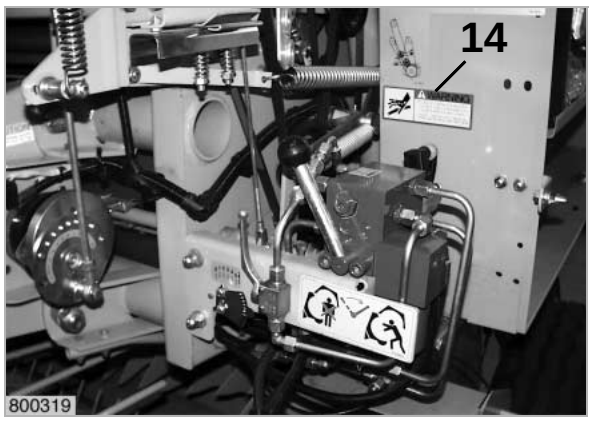
514 958.0 (13)

(Fig. 26, 27, 28)



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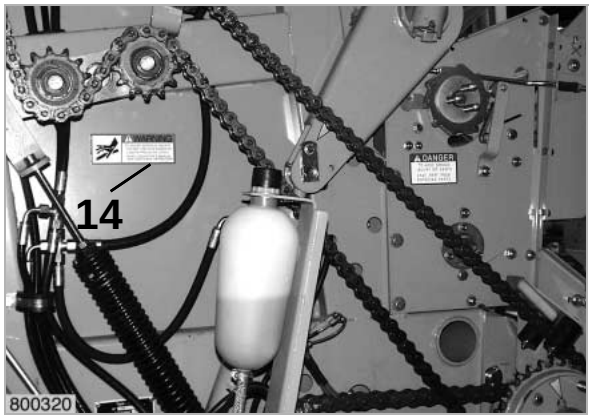

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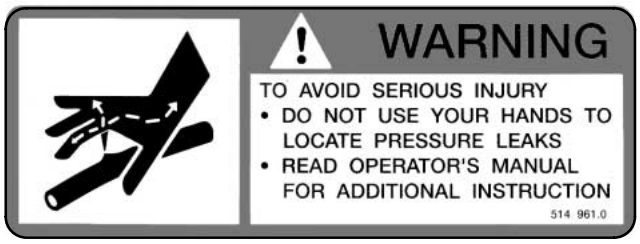

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514 961.0 (14)

(Fig. 29, 30, 31)

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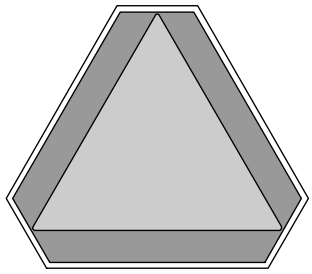

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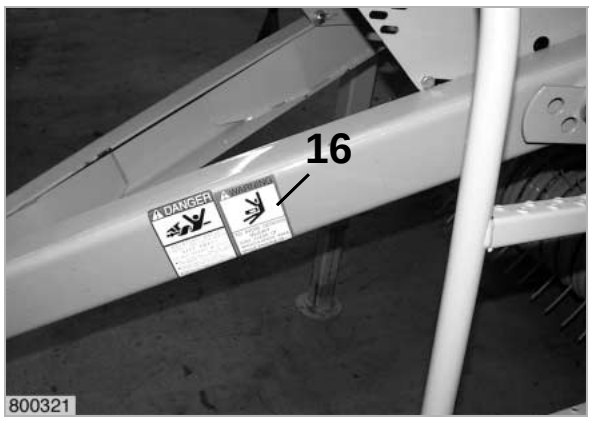
514 155.1 (15)

(Fig. 32, 33)



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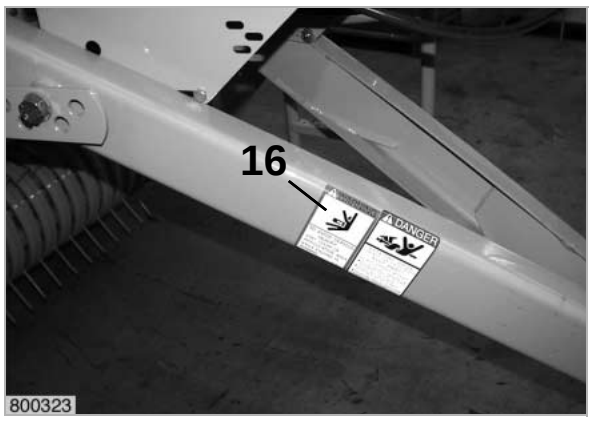

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515 400.0 (16)

(Fig. 34, 35, 36, 37, 38)

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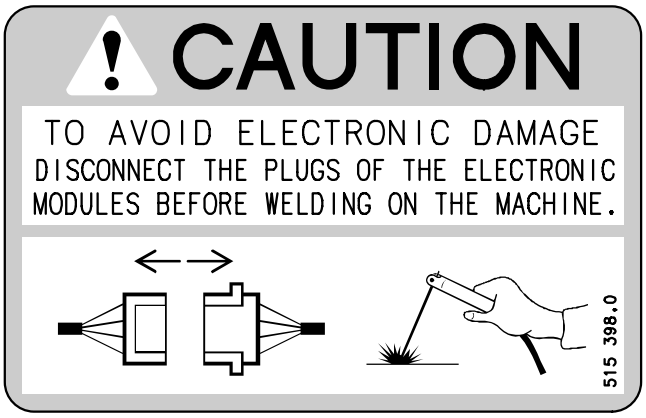

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515 398.0 (18)

(Fig. 39, 40, 41)

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43

515 702.1 (81)

(Fig. 42, 43)

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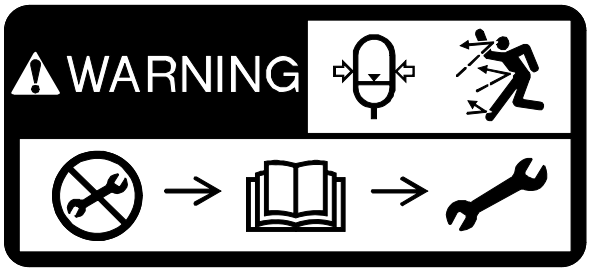

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515 335.0 (82)

(Fig. 44, 45)

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353 078.0 (93)

(Fig. 46, 47, 48)

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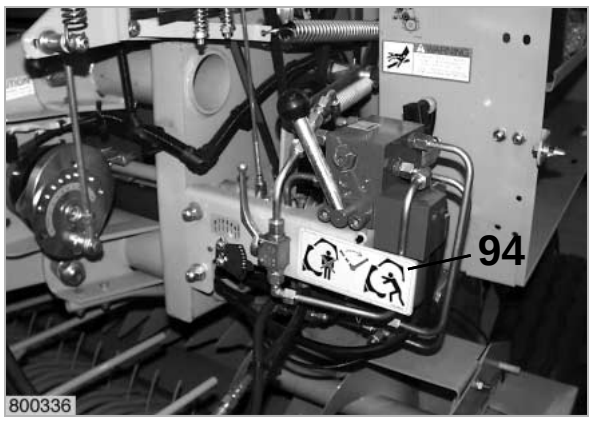

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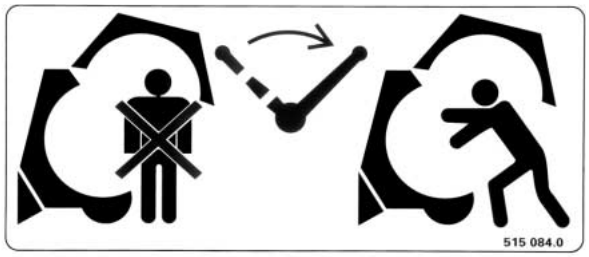

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515 084.0 (94)

(Fig. 49, 50)

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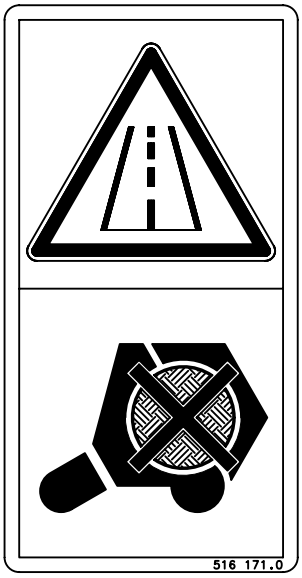

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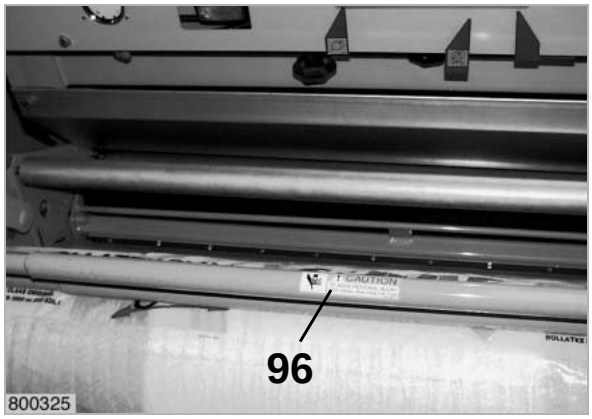
516 171.0 (95)

(Fig. 51, 52)



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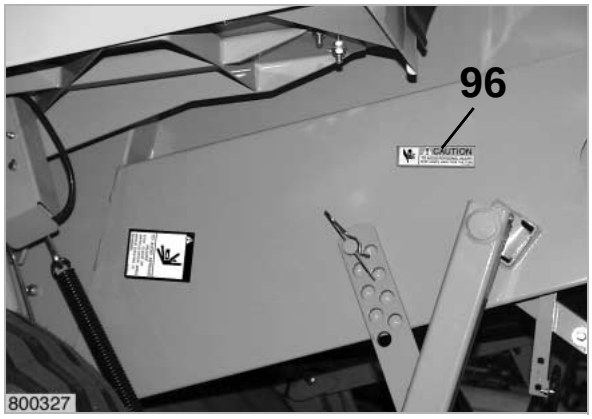

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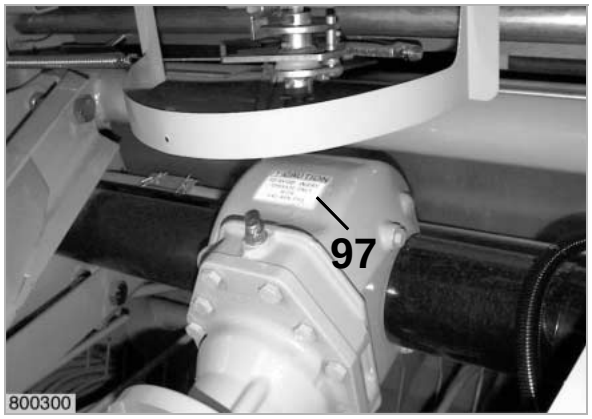
515 402.0 (96)

(Fig. 53, 54, 55, 56, 57)



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59

955 917.2 (97)

(Fig. 58, 59)

5
Technical data

CLAAS VARIANT 260/280 / VARIANT 260/280 RC

Round baler equipped with 11.8/80 - 15.3 8 PR tires to determine the technical data.

Required force	Baler without cutting device	Tractor from 66 kW (90 HP)
	Baler with cutting device	Tractor from 74 kW (100 HP)
Power take-off speed	Optional equipment	540 rpm or 1000 rpm
Minimum torque on the power take-off shaft	at 540 rpm at 1000 rpm	2050 Nm (1507.35 ft lb) 1100 Nm (811.8 ft lb)
Propeller shaft	Optional equipment	Cam clutch or overload shear coupling
Version	tractor side machine side	wide angle free-wheeling
Hitching		Draw bar for top and bottom hitching (Top = towing mouth*, Bottom = trailer coupling ring) * in Germany only permitted with type-approved draw bar For Italy only permitted with swivelling towing eye
Towing eye		height adjustable
Tightening torques for draw bar fastening bolts		Hexagon screw M 24 x 120 DIN 931-8.8 = 640 Nm (470.6 ft lb)
Tightening torques for towing eye fastening bolt		Hexagon screw M 20 x 140 DIN 931-8.8 = 370 Nm (272.06 ft lb)
Draw bar tongue load		510 kg (1124,33 pd) on towing eye
Supporting foot		height-adjustable via crank handle

Intake elements

Pick-up 2.10 m (82.7'')	Pick-up width	2,100 mm (82.7'')
	Prong carrier	4
	Number of prongs	16 dual prongs per row
	Prong pitch	61 mm (2.4'')
	Lift out	hydraulically adjustable, from the tractor
	Height adjustment	via depth stops on VARIANT 280 up to serial-no. 73000904 via chain on VARIANT 260 and VARIANT 280 from serial-no. 73000905
Optional equipment	Ground guidance on request	2 rigid support wheels 2 oscillating support wheels Baffle plate
VARIANT 260/280 RC		Constraint feed by cutting rotor
VARIANT 260/280		Constraint feed by conveying rotor

Cutting device

VARIANT 260/280 RC	Number of knives: 14 Shortest cutting length approx. 70 mm (2.8'') Activation and deactivation of knives via control box

CLAAS VARIANT 260/280 / VARIANT 260/280 RC

Bale compression

Variable baling chamber		10 rolls and 5 circulating endless belts form the baling chamber
		Bale compression via tension springs and hydraulic cylinders acting on the baling chamber
Bale diameter	adjustable	0,90 m bis 1,55 m (VARIANT 260) (35.4'' to 61.0'') 0,90 m bis 1,70 m (VARIANT 280) (35.4'' to 66.9'') Adjustment by the scale
Soft core diameter	adjustable	0,30 m bis 1,25 m (VARIANT 260) (11.8'' to 49.2'') 0,30 m bis 1,40 m (VARIANT 280) (11.8'' to 55.1'') at least 0.30 m (11.8'') smaller than the bale diameter
Tailgate		mechanical locking, opening and closing via double-acting control valve on tractor
Steel chain rolls		automatic chain lubrication
Baling pressure monitoring		Pressure gauge on baler
Baling pressure	20 to 180 bar (290 to 2610.6 psi)	Baling pressure via a potentiometer adjustable from »1 to 5«

Wrapping facility

		net or / and twine wrapping, Start of wrapping automatically with twine wrapping
		Number of twine wrapping revolutions adjustable in 10 stages Number of net wrapping revolutions adjustable in 7 stages
Twine wrapping	Sisal Synthetic	200 to 330 m/kg (7874'' to 12992''/pd) 400 to 750 m/kg (15748'' to 29527''/pd)
Twine box		4 twine rolls

Wheels

	Tires	Air pressure
	11.5/80 -15.3 8 PR	2.5 bar (36.25 psi)
	15.0/55 - 17 10 PR	2.5 bar (36.25 psi)
	19.0/45 - 17 10 PR	2.5 bar (36.25 psi)
	500/50 - 17 10 PR	2.5 bar (36.25 psi)
Support wheels for pick-up	16 x 6.50 - 8 4 PR	2.1 bar (30.45 psi)
Tightening torques for wheel screws		300 Nm (220.6 ft lb)

Hydraulics

		2 double-acting hydraulic cylinders for tailgate
		2 single-acting hydraulic cylinders for hydraulic pick-up lift-out
		2 single-acting hydraulic cylinders for cutting facility
		3 double-acting hydraulic cylinders for belts and tensioning arms
Flow capacity, hydraulic oil	by standard	minimum 42 l/min (11 US gal/min); maximum 80 l/min (21 US gal/min)

CLAAS VARIANT 260/280 / VARIANT 260/280 RC

Required tractor hydraulics

1 double-acting control valve with plug coupling connections for tailgate lock required.

1 single-acting control valve with plug coupling connection for the hydraulic pick-up lift-out
or switching on/ off of the knives required.

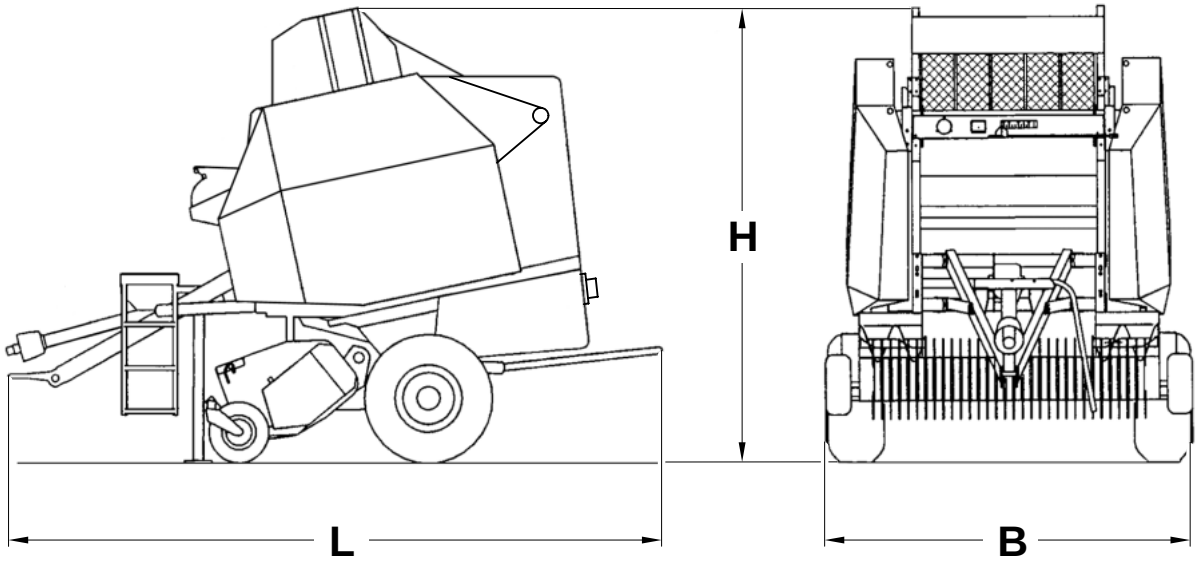
Hydraulic pressure

Hydraulic pressure from tractor	Minimum 160 bar (2320 psi) Maximum 230 bar (3335 psi)
Maximum oil temperature	80 °C (176 °F)

Electrics

Required tractor electrics	7-pole socket for driving lights
	2-pole utility socket (12 Volt) with 25 A pendant fuse

CLAAS VARIANT 260/280 / VARIANT 260/280 RC



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Dimensions of the round baler

WIDTH B	Width across tires	for 11.5/80 - 15.3 8 PR	2,400 mm (94.5'')
		for 15.0/55 - 17 10 PR	2,491 mm (98.07'')
		for 19.0/45 - 17 10 PR	2,661 mm (104.8'')
		for 500/50 - 17 10 PR	2,670 mm (105.1'')
	Width across pick-up support wheels	fixed	2,569 mm (101.1'')
	Width across pick-up support wheels	oscillating	2,770 mm (109'')
HEIGHT H	VARIANT 260/260 RC	for 11.5/80 - 15.3 PR and 15.0/55 - 17 10 PR	2,756 mm (108.5'')
		for 19.0/45 - 17 10 PR	2,770 mm (109'')
		for 500/50 - 17 10 PR	2,799 mm (110.2'')
	VARIANT 280/280 RC	for 11.5/80 - 15.3 8 PR and 15.0/55 - 17 10 PR	2,989 mm (117.7'')
		for 19.0/45 - 17 10 PR	3,003 mm (118.3'')
		for 500/50 - 17 10 PR	3,032 mm (119.4'')
LENGTH L	from towing eye to rear edge of machine	Drawing by drawing mouth	4,149 mm (163.3'')
		Drawing by trailer coupling ringwith bale ejector	3,878 mm (152.7'') +529 mm (+20.8'')
Track width	with tires	11.5/80 -15.3 8 PR	2,110 mm (83.1'')
		15.0/55 - 17 10 PR	2,100 mm (82.7'')
		19.0/45 - 17 10 PR	2,170 mm (85.4'')
		500/50 - 17 10 PR	2,170 mm (85.4'')

Weights		Basic machine	with support wheels for pick-up
VARIANT 260	with twine and net wrapping	2,800 kg (6172.8 pd)	+40 kg (88.2 pd)
VARIANT 260 RC	with twine and net wrapping	2,936 kg (6472.7 pd)	+40 kg (88.2 pd)
VARIANT 280	with twine and net wrapping	2,840 kg (6261 pd)	+40 kg (88.2 pd)
VARIANT 280 RC	with twine and net wrapping	2,976 kg (6560.8 pd)	+40 kg (88.2 pd)

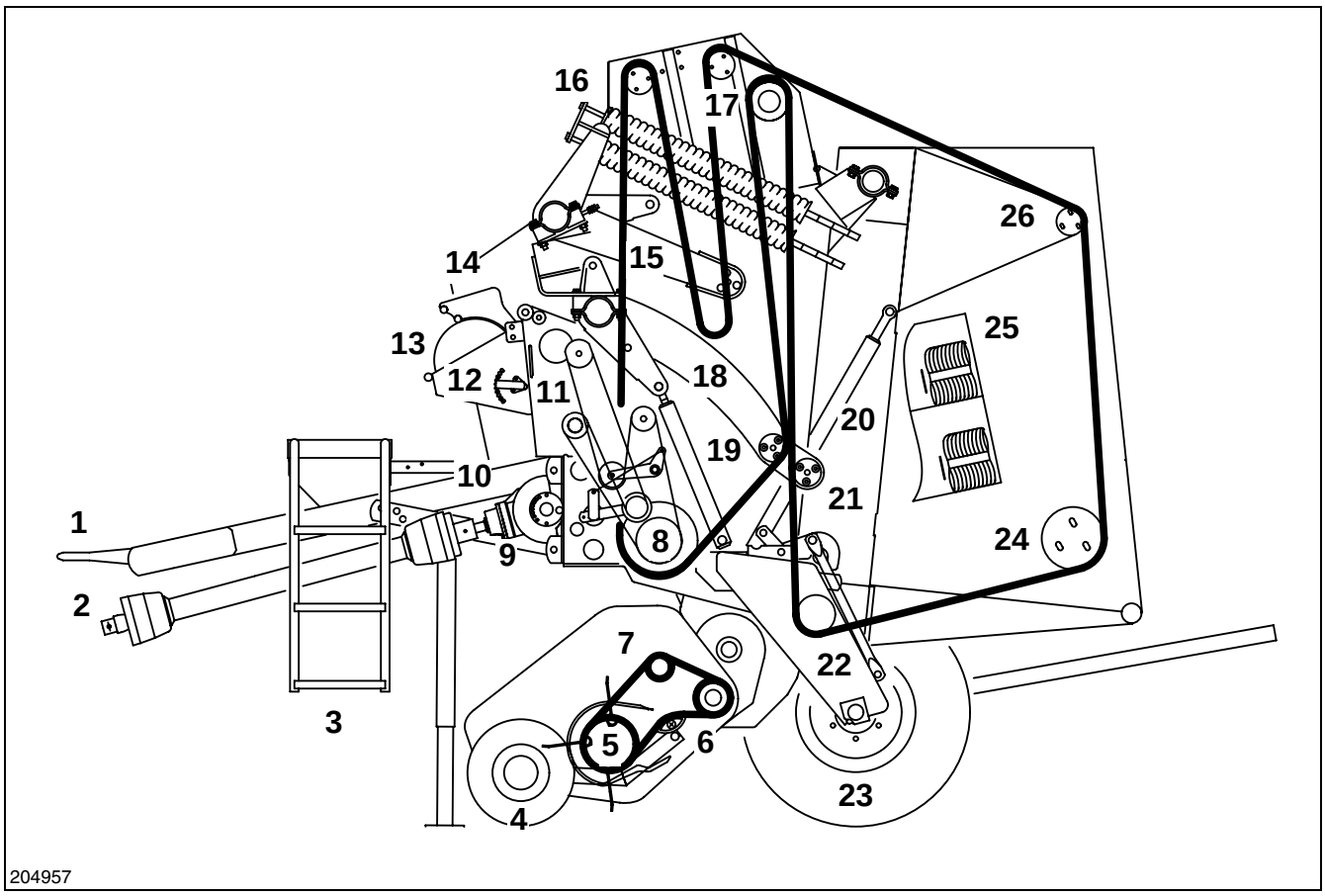
CLAAS VARIANT 260/280 / VARIANT 260/280 ROTO CUT

SAFETY INSTALLATIONS

Shearing screws	Propeller shaft	1 hexagon bolt M 8 x 60 DIN 931-8.8 1 locking nut VM 8 Tightening torque 23 Nm (16.9 ft lb)	
	Pick-up drive	1 hexagon bolt M 8 x 60 DIN 931-8.8 1 locking nut VM 8 1 contact washer A 8 Tightening torque 23 Nm (16.9 ft lb)	
Overload clutch	Propeller shaft		
	540 rpm	cam clutch	2050 Nm (1507 ft lb)
	540 rpm	shearing screw	2130 Nm (1566 ft lb)
	1000 rpm	cam clutch	1100 Nm (808.8 ft lb)

6

Design and working principle



1

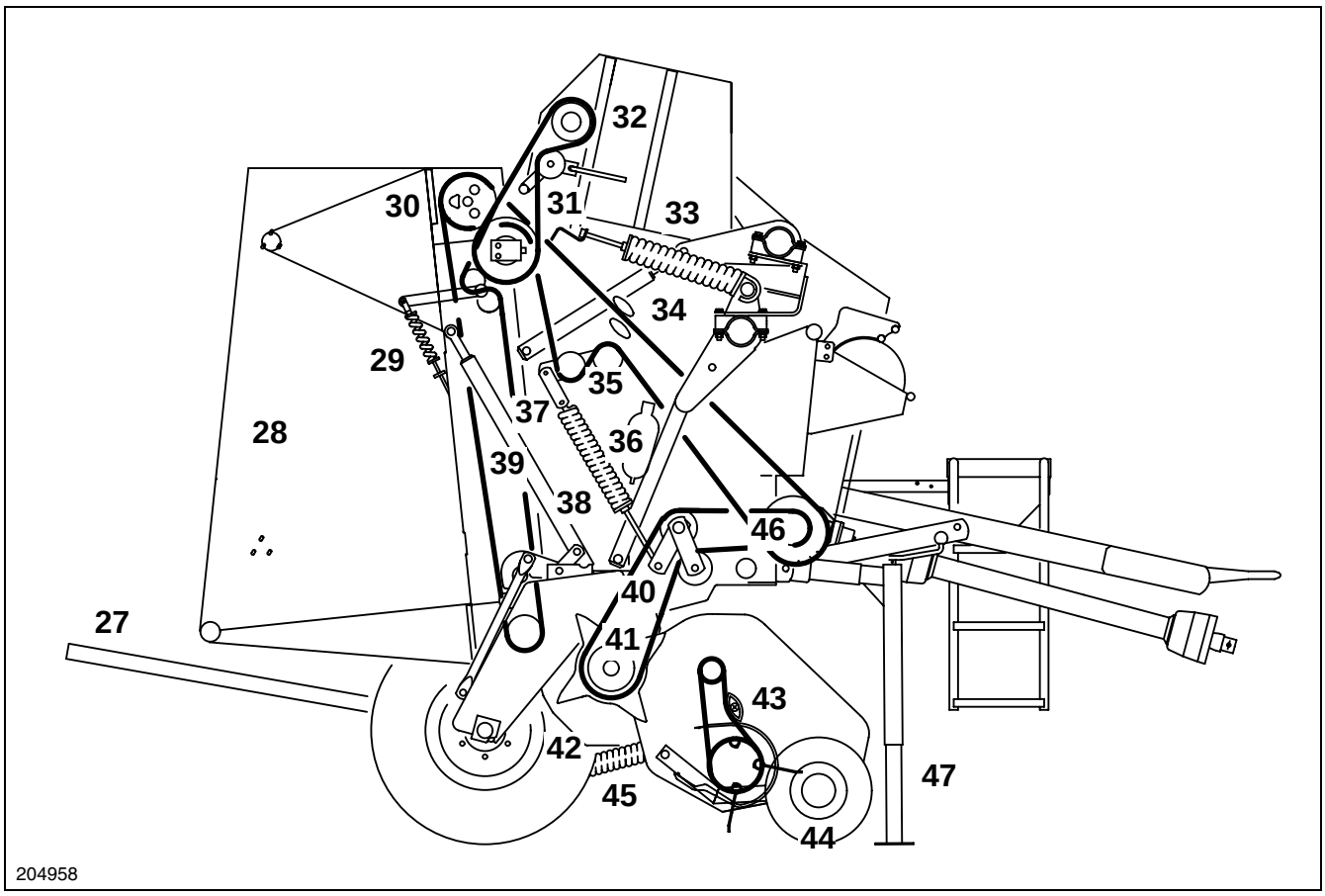
MACHINE OVERVIEW

Attention!

When dislocating the machine with a crane attention has to be paid to install the user chains vertically (in order to avoid a bending of the flat links) (see Fig. 23).
Use a spacer tube if necessary.

1 Towing eye, adjustable
2 Wide angle propeller shaft with free wheeling
3 Ladder
4 Supporting wheel, pick-up
5 Sprocket with free wheeling, pick-up drive
6 Gear reducer unit for pick-up drive and shearing clutch
7 Roller chain, pick-up drum, left
8 Electromagnetic clutch, net and twine wrapping
9 Electromagnetic clutch, for twine wrapping
10 Angular gear
11 Drive, net and twine wrapping
12 Adjustment – number of net wrappings
13 Net roll
14 Net roll brake
15 Top tensioning arm
16 Tension springs for top tensioning arm
17 Circulatory continuous belts, 5 pieces
18 Lower tensioning arm
19 Hydraulic cylinder for baling pressure
20 Hydraulic cylinder for tailgate
21 Tailgate lock
22 Rubber-coated drive roll, tailgate
23 Wheel
24 Lower deflection roller, tailgate
25 Twine box
26 Upper deflection roller, tailgate

(Fig. 1)



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27 Bale ejector
28 Tailgate
29 Tension spring, chain tensioner
30 Gear reducer unit, chain drive
31 Gear reducer unit, chain drive for dualbelt drive
32 Free wheeling roller
33 Tension spring
34 Hydraulic cylinder
35 Chain tensioner
36 Lubricant pump, chain lubrication
37 Tension spring
38 Hydraulic cylinder for tailgate
39 Chain drive, rubber-coated roller
40 Chain drive, rotor
41 Rotor
42 Cutting facility ((VARIANT 260/280 RC)
43 Chain drive, right-hand transverse conveyor worm
44 Supporting wheel, pick-up
45 Pick-up lift-out
46 Switch-off clutch, rotor
47 Supportingfoot with spindle

(Fig. 2)

Power train

The machine is driven via a wide angle propshaft with power take-off speeds of 540 rpm or 1000 rpm*.

The propshaft is fitted with a wide angle coupling on tractor side and of and a freewheeling coupling, an overload coupling* or a clutch* on baler side.

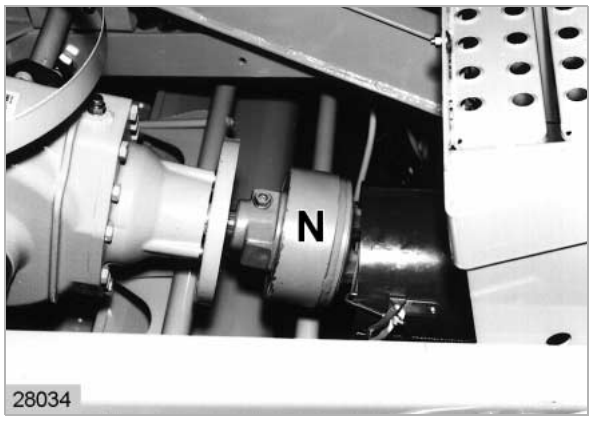
* Optional equipment

3

Shear coupling and freewheeling propshaft

With the round baler working under overload or in case of blockage the shear pin on shear coupling (K) is sheared off. This interrupts the power input.

(Fig. 3)

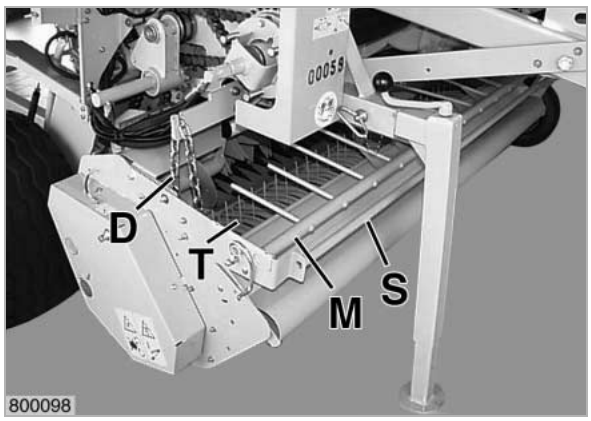


4

Cam clutch – propshaft

With the round baler working under overload or in case of blockage of the rotor, the cam clutch (N) will disengage the power input.

(Fig. 4)



5

Pick up

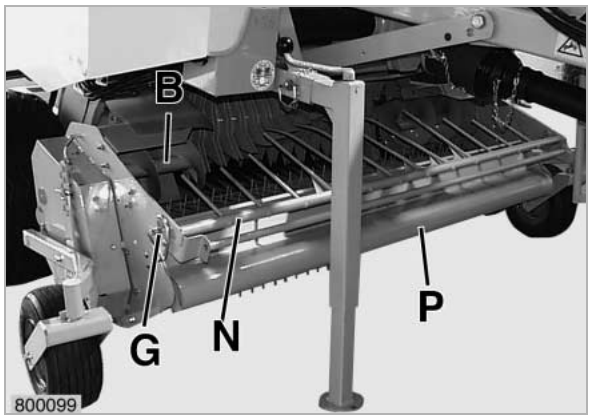
Pick-up drum (T) picks stalks up neatly. Hold down (N) or baffle plate (P) (OPTION) ensure even intake.

Danger!

Hold down (M) and tube (S) also serve as safety installations and must never be removed during operation.

The pickup height can be adjusted in 6 positions by adjusting the depth stops (VARIANT 280 to serial-no. 73000904) or by hooking chains (D) to the respective position (VARIANT 260 and VARIANT 280 from serial-no. 73000905).

(Fig. 5, 6)



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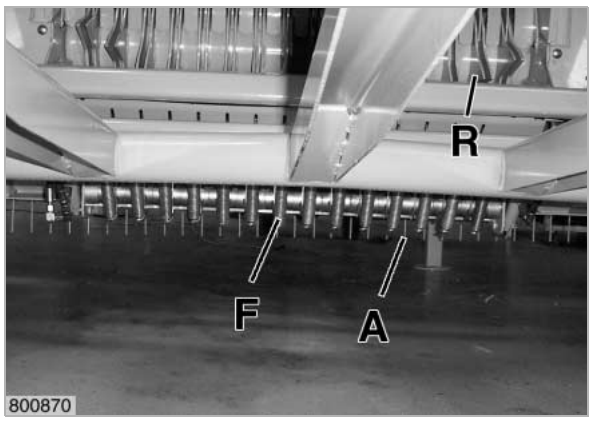
Hold down (N) above the pick-up supports the transport of stalks and ensures uniform feeding of the baling chamber, even when picking up non-uniform swaths. The hold down can be removed after opening locks (G).

Baffle plate (P) prevents coiling of short stalks, thin swaths and aftermath.

The laterally mounted conveyor screw (B) conveyes the stalks collected by the pick-up drum to the center, where they are picked up by the rotor, i.e. quick removal from the pick-up.

(Fig. 5, 6)



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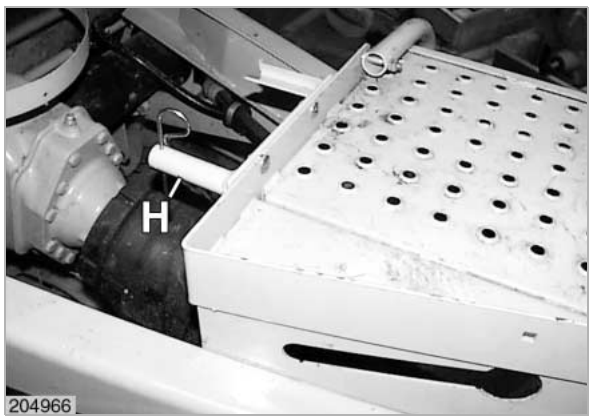


9

Cutter

(VARIANT 260/280 RC)

The cutter can be swivelled in and out by hydraulic cylinders (Z) operated via push buttons in the control box.

Cutter (A) cuts the material to be compressed to a length of approx. 70 cm (27.5") before it enters into the baling chamber.

Cutting rotor (R) is part of the cutter.

The cutter is equipped with 14 individual blades, which are protected against foreign matter.

When picking up heavy foreign objects like stones, hard wood or similar, springs (F) enable resilient retraction of the blades.

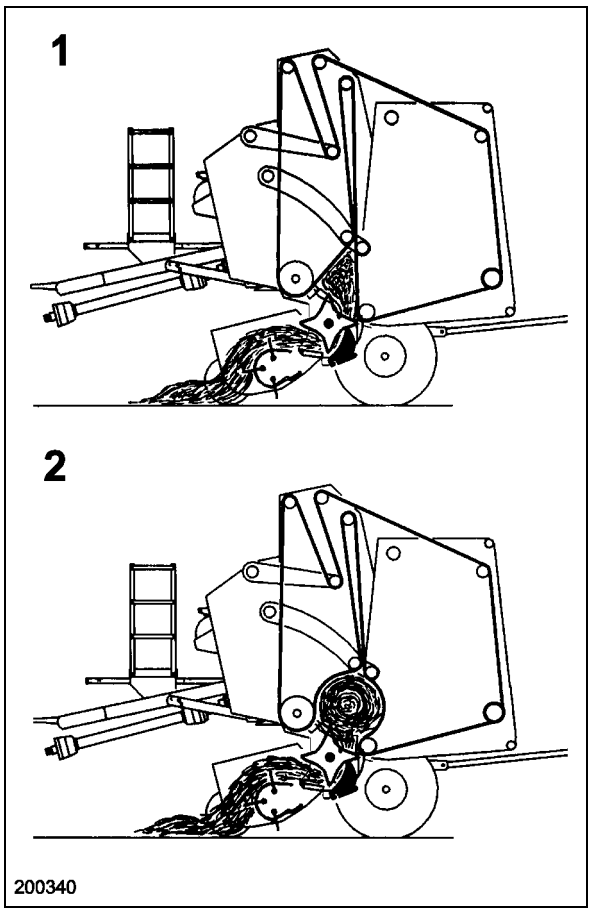
After escaping the foreign particle the springs return the blades to their original positions.

(Fig. 7, 8)

Dummy blade holder (optional)

Disassembled blades and dummy blades must be stored in holder (H) provided for this purpose. Holder (H) must be installed on the right-hand machine side at the back of the platform.

(Fig. 9)



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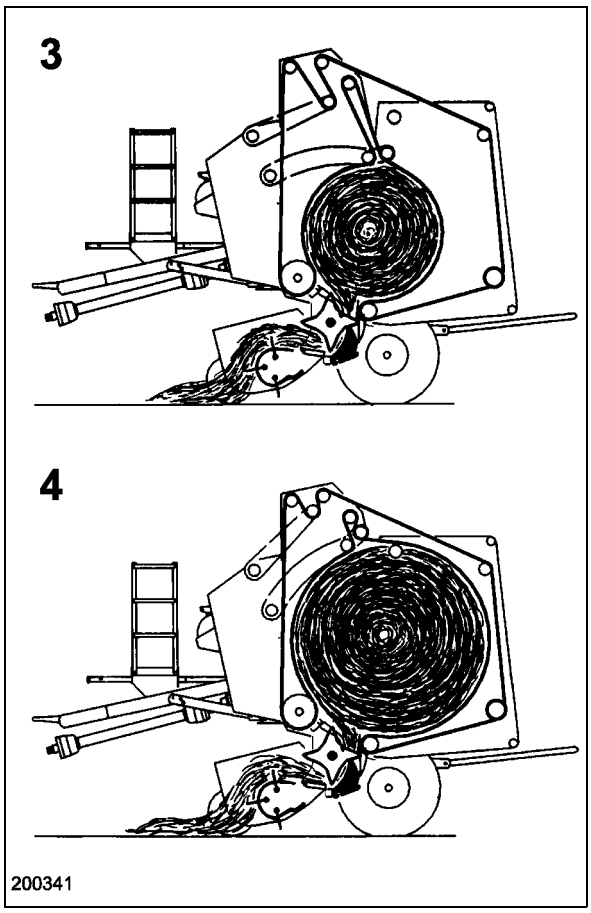


11

Baling chamber

The conveyor and cutter rotor feeds the picked up stalks into the baling chamber and, in cooperation with the belts, causes immediate rotation of the bale core.

The bale diameter can be adjusted from 0.90 m (35.4") to max. 1.55 m (61.0") on VARIANT 260 and 0.90 m (35.4") to max. 1.70 m (66.9") on VARIANT 280.

The baling pressure is adjustable and can be read on the pressure gage.

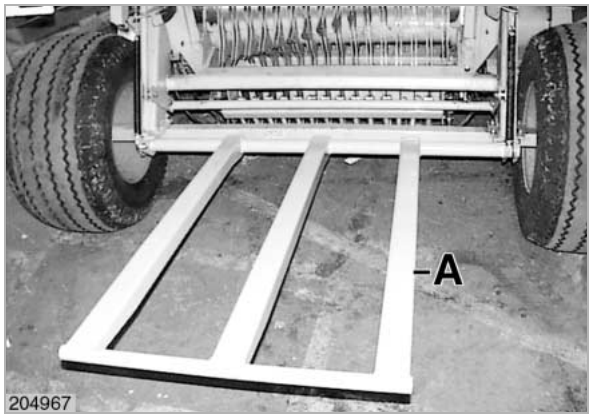
Wrapping of bales

Automatic wrapping is activated after the bale has reached the specified diameter.

Automatic wrapping can be overridden manually on the control box.

(Fig. 10, 11)

up to serial-no. 73000904, 73200060



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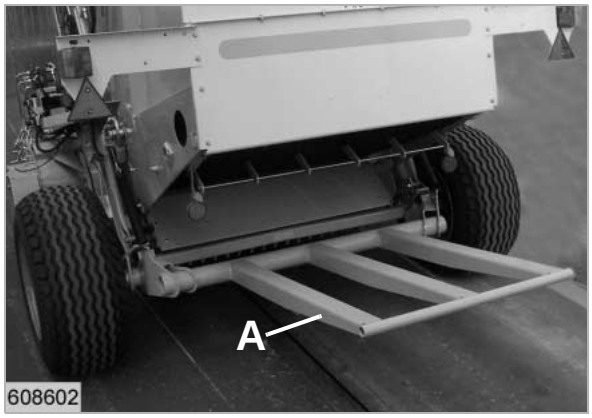
from serial-no. 73000905, 73200061



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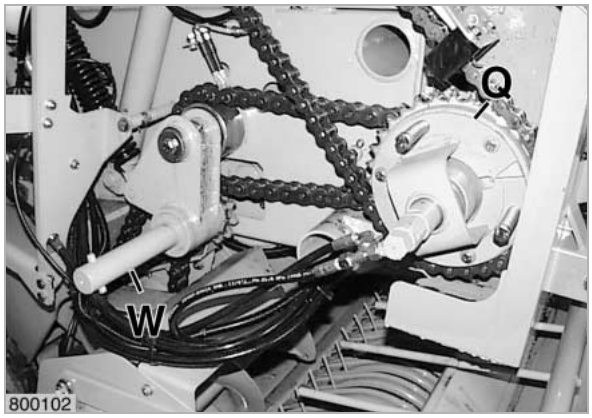


14

Bale ejector

The bale leaves the baling chamber via bale ejector (A).

As soon a the bale ejector is forced down by the bale, the stop sign in the control box (S) lights up and signal horn (B) sounds.

After the bale has left the bale ejector the stop sign goes out and the signal horn stops.

Bale counter (Z) in the control box counts the number of bales.

(Fig. 12, 13, 25)

Storage of round bales

Round bales produced with CLAAS VARIANT 260/ 280 / 260/280 RC are almost insensitive to weather factors. Bales wrapped in nets are particularly advantageous. Even high precipitation quantities penetrate only slightly into the bale.

Rotor shut down clutch

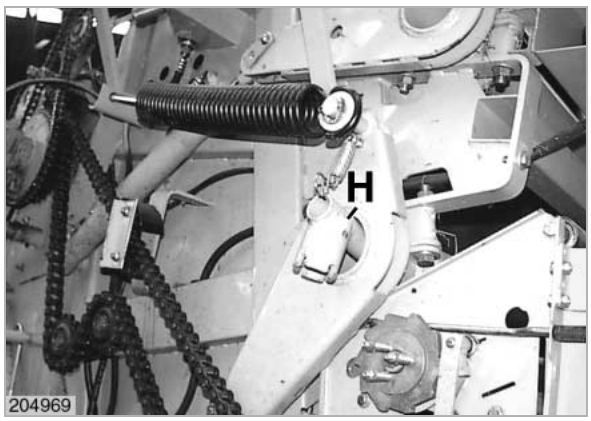
When opening the tailgate clutch (Q) will stop the rotor momentarily. This prevents both net and already wrapped bale from being damaged.

The rotor will start again when closing the tailgate.

Danger!

In order to avoid material deposits or fire hazards close the tailgate only when the belts are running.

(Fig. 14)

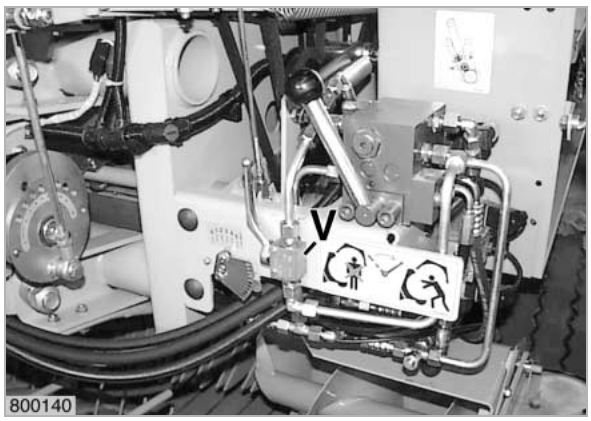


15

Manual reversing of rotor

For the removal of blockages the rotor can be manually reversed via shaft (W) using lever (H).

(Fig. 14, 15)



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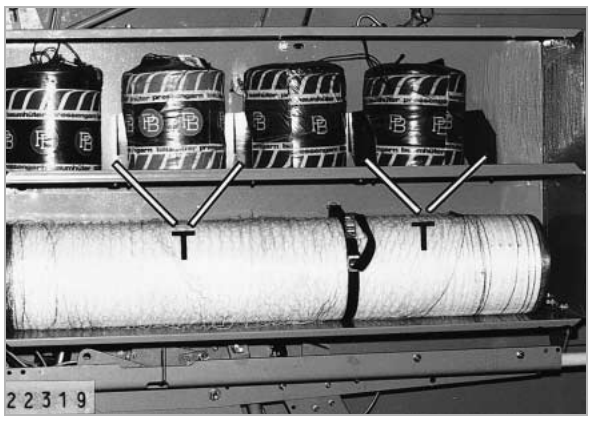
3-way ball valve (V) must additionally be switched over to the front.

(Fig. 16)



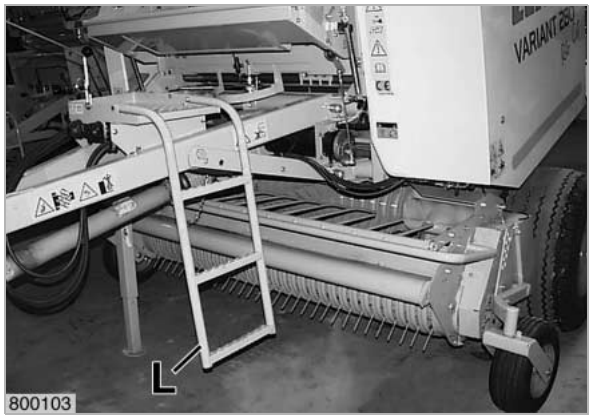
17

Twine boxes

The top or bottom compartment of the twine box can be used either for four rolls of twine each or, after removal of the separating plates (T), for a spare net roll.

Fix the net roll with the clamping belt.

(Fig. 17)



18

Steps

For easy access when hitching the round baler to the tractor fold-down steps (L) are fitted on the left-hand side of the platform.

Danger!

Access is only permitted with the tractor engine shut down and the ignition key pulled out.

Fold the steps up before transport and use.

(Fig. 18)

19

Fire extinguisher (country option)

Fire extinguisher (F) must be fastened on the right hand side of the platform.

The operability of fire extinguisher (F) must be checked at least every 2 years.

The date of manufacturing or final inspection on the fire extinguisher is valid.

(Fig. 19)

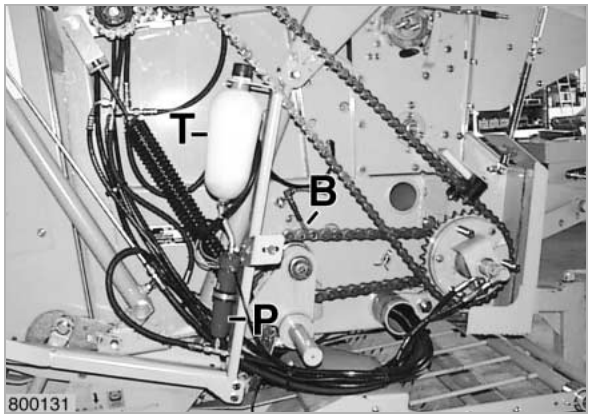
Active hydraulic system

Machines, year of construction 2005

The round balers Claas Variant 260 and 280 are equipped with an „active hydraulic system“. The function „active hydraulic system“ has two effects on the machine.

- It affects the tension of the belts when closing the tailgate: belts are tensioned.
- It affects a better belt guidance at the beginning of the baling process in extreme cases of silage and when dealing with small swaths. To ensure proper operation, the bales must be pressed without a soft core in such circumstances.

VARIANT 280 up to serial-no. 73000904



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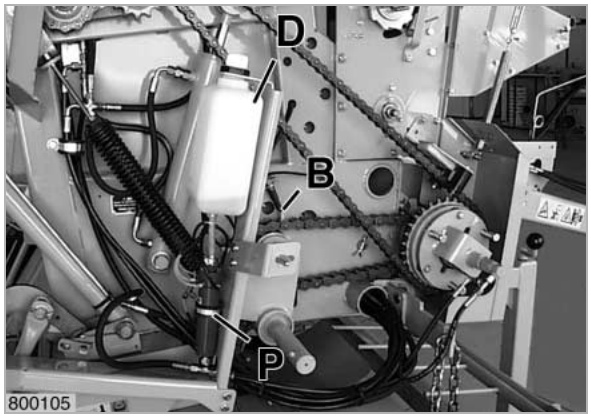
VARIANT 260 and VARIANT 280 from serial-no. 73000905



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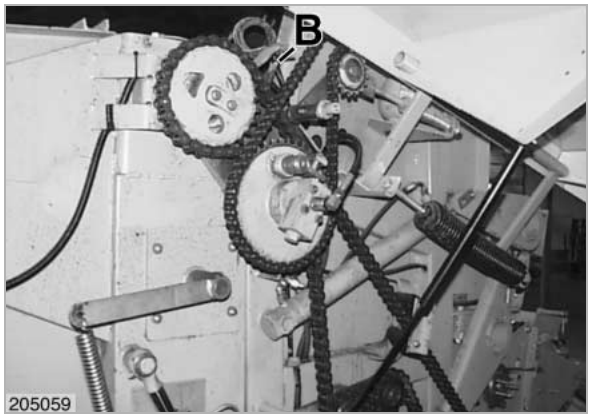

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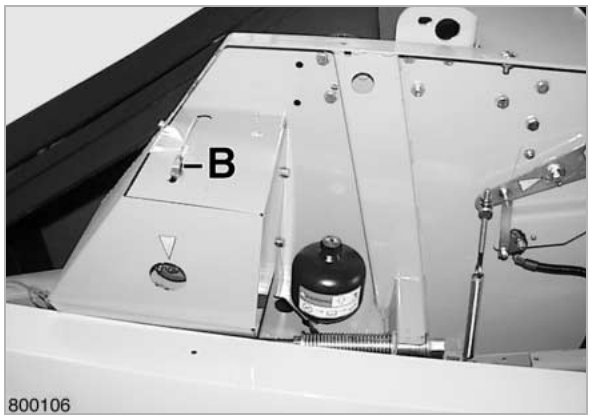


23

Automatic chain lubrication

The hydraulic pressure generated by opening the tailgate operates distributor pump (P).

The roller chains are regularly lubricated by plastic tubes and brushes (B).

When closing the tailgate the pump chamber fills up with new lubricant from tank (T or D) for the next lubrication process.

(Fig. 20, 21, 22, 23)

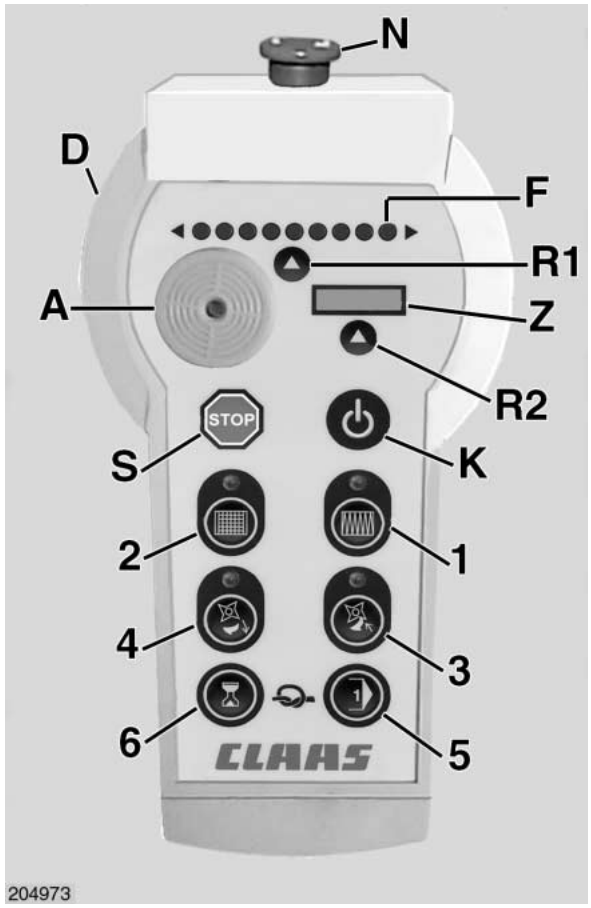
24

Side indicator (optional)

When the round baler is in operation and a minimum pressing pressure is reached, these indicators show whether both sides of the baling chamber are evenly filled.

This is sensed on the right and left hand sides in the baling chamber and displayed in control box (D) via lever (H) and limit switch (E).

(Fig. 24, 25)



25

Control box

Control box (D) with bracket is mounted on the tractor within the reach of the driver.

It contains switches and lights to control and monitor the round baler.

Overview

(N) Emergency stop switch, control box ON / OFF

(F) Side indicator,
optional for VARIANT 260/280 / 260/280 RC

(R1) Reset side indicators

(A) Buzzer for audible warning signals

(Z) Bale counter

(R2) Reset bale counter

(K) Fault indicator light

(S) Stop sign, stop tractor immediately!

(1) Selection of twine wrapping with status indicator (lamp)

(2) Selection of net wrapping with status indicator (lamp)

(3) Roto Cut ON or swing in plates with status indicator (lamp)

(4) Roto Cut OFF or swing out plates with status indicator (lamp)

(5) Trigger manual wrapping

(6) Delay automatic wrapping process

(Fig. 25)

7
Before starting operation

CHECK AND PAY ATTENTION TO THE FOLLOWING BEFORE STARTING OPERATION OF THE MACHINE

1. Remove or unpack all parts fastened with wire and/or packed with the machine.
2. On the ROTO CUT version withdraw dummy blades and dummy blade holder from the twine box. Install dummy blade holder on the platform.
3. To open the tailgate the tractor must be fitted with a control valve.
4. An additional single-acting control valve with rapid action couplers must be installed to be able to swing the blades in and out (VARIANT 260/ 280 RC).
5. Check all connections for leaks.
6. Power take-off speed must be 540 rpm or 1000 rpm.
7. Couple the tractor power take-off shaft only at idle speed.
8. On balers with swinging drawbar (observe version). Check presence and fit of bushing in trailer coupling ring.
9. Hitch the round baler to the trailer coupling ring of the tractor.

   Only hitch up balers with type-approved draw bar.
10. Move the support to transport position.
11. Secure the propshaft guard with chains against moving.
12. After hitching up the round baler and coupling the propshaft make sure the propshaft is free to move by cautiously driving right and left hand turns.
13. The best initial position of the pick-up drum is at a distance of 20 to 30 mm (0.79'' - 1.2'') between teeth and ground. The gage wheels on the pick-up should be slightly raised when working on hard stubbles, in order to avoid damage to the wheels.
14. Connect the 2-pin plug to the socket on the tractor for electric power supply to the round baler.

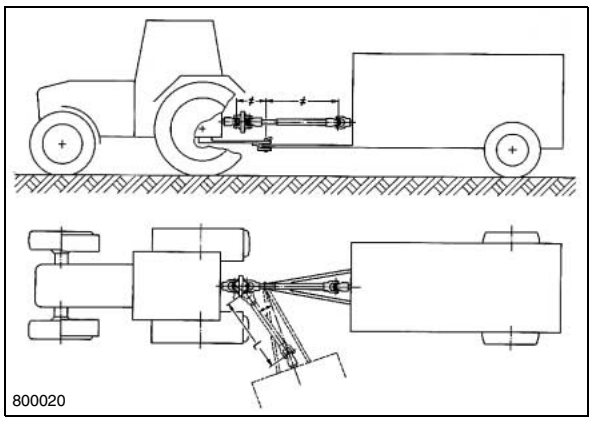
    If the tractor is not already equipped with a 2-pin socket, such a socket should be retrofitted.

    The cable with the 25 A pendant fuse, available under part number 011 708.0, must be connected directly to the positive and negative pole of the tractor battery.

    If the tractor has a 24V starting system this cable must only be connected to the battery linked to frame ground. Fuses with rating > 25 A are not permitted.
15. Connect the 7-pin plug for travel light to tractor socket and round baler.
16. Connect the control box cable to the 13-pin socket on the round baler.
17. Mount the control box to the tractor within the reach of the driver.
18. Close the tailgate before using the baler.
19. Work with a low power take-off shaft speed may be required to avoid crumbling losses when working with very dry and brittle baling material. Work with thin swaths it may require a higher travel speed.
20. Avoid travels at idle speed with the power take-off shaft engaged.
21. Do not allow the round baler to run unnecessarily with empty or open baling chamber. This may cause damage to running belts.
22. Round baler with net wrapping facility:

    For commissioning remove the blade guard and coat the rubber rollers slightly with talcum powder.
23. Check wheel nuts or wheel studs for tight fit (tightening torques see »Technical Data«). Check tire pressure, if necessary correct it as specified in the »Technical Data«.
24. When assembling wheels retighten the wheel bolts after the first 10 operating hours, then check for tightness every 50 operating hours. Tightening torques see »Specifications«.

    Assembly of wheels is only permitted when using lifting gear of appropriate load bearing capacity for the total weight of the respective round baler type.
25. Check tension and condition of chains.
26. Check oil level in angular drives.
27. Check oil level in chain lubrication tank.
28. Never let the roundbaler run without supervision.



1

HITCHING UP THE BALER

Before initial commissioning of the round baler connect drawbar and propshaft to the tractor.

Danger!

Couple the round baler as instructed and fasten and secure it only to the specified facilities.

Take care when coupling and decoupling the round baler to and from the tractor!

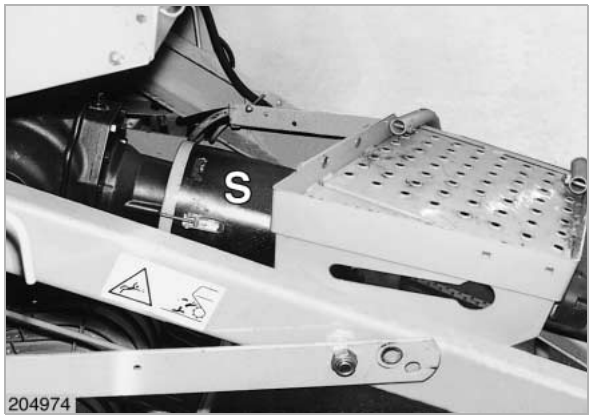
Note!

The round baler must be coupled horizontally in order to ensure an optimal material flow in the pickup.

Pay particular attention to correct coupling to the tractor in order to avoid damage to propshaft and drive. For safe travelling the hitching must be adjusted with the trailer coupling (see chapter „Shortening the propshaft“).

Maximum cornering is determined by the retracted propshaft length „L“.

(Fig. 1)



2

Coupling the propshaft to the baler

Pull guard (S) back after loosening the rapid action couplings to connect the propeller shaft.

(Fig. 2)

3

Propshaft with shear coupling and freewheeling:

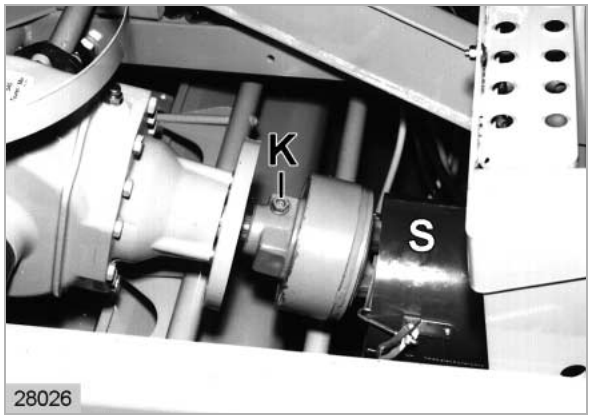
Press sliding pin (1) of the propshaft in. Slide propshaft over transmission input shaft. Push the propshaft until the sliding pin engages reliably in the shaft groove.

(Fig. 3)

Propshaft with clamping cone lock

The CC-lock enables a clearance-free connection between propshaft fork and power take-off shaft.

The installed spring ensures automatic compensation of tolerances and settlements between hub and shaft.



4

Installing propshaft with CC-lock

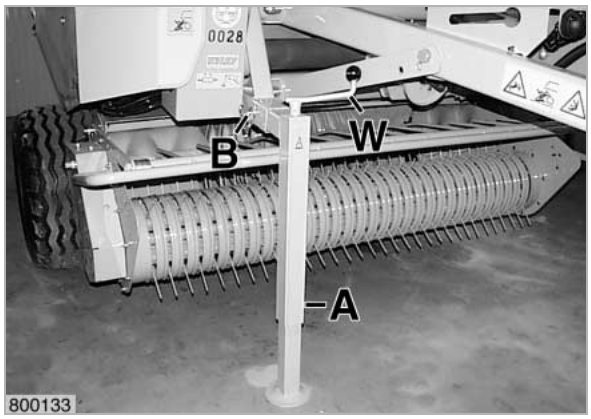
Unscrew clamping cone (K).

Slide the propshaft over the transmission input shaft so that bore for clamping cone and notch on power take-off shaft are in line.

Turn clamping cone (K) in and tighten it.

Reinstall guard (S).

(Fig. 4)



5

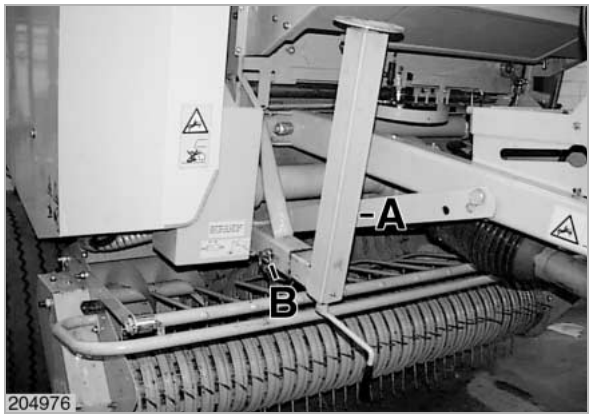
Parking support

Danger!

Always position the parking support (A) correctly before decoupling or coupling the round baler (stability). Take care when operating the parking support – risk of squashing!

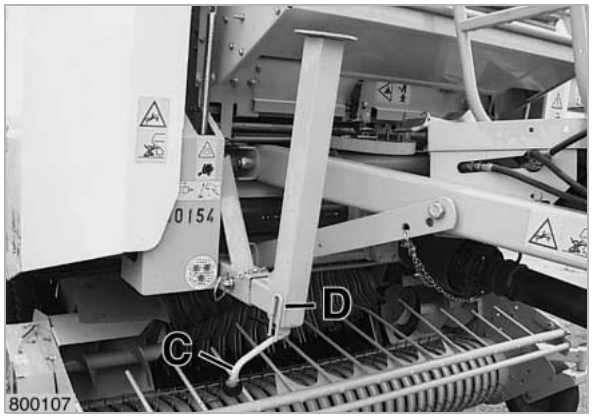
Check, whether bolt (B) is secured with the linch pin.

VARIANT 280 up to serial-no. 73000054

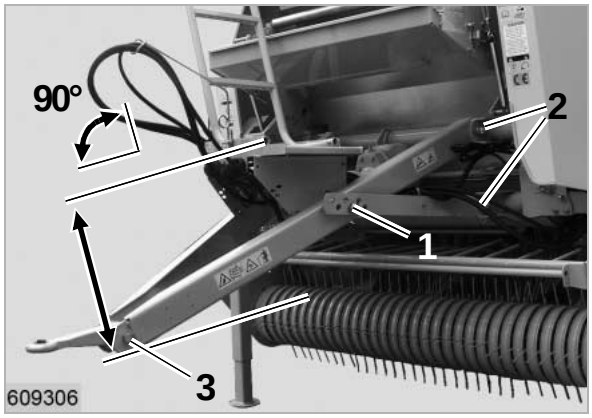


6

VARIANT 260 and VARIANT 280 from serial-no. 73000055



7



8

Before coupling the round baler

Turn crank handle (W) to adjust the draw bar to the required coupling height.

After coupling the round baler turn parking support (A) completely up with crank handle (W).

(Fig. 5)

After coupling the round baler

After removing the linch pin pull bolt (B) out and extend parking support (A) to the front.

Turn parking support by 180 degree and push it back in so that the bolt can be reinserted.

Secure the bolt with the linch pin.

(Fig. 6)

Note!

Lock crank handle (C) with locking clamp (D).

(Fig. 7)

Coupling to the trailer coupling ring

Danger!

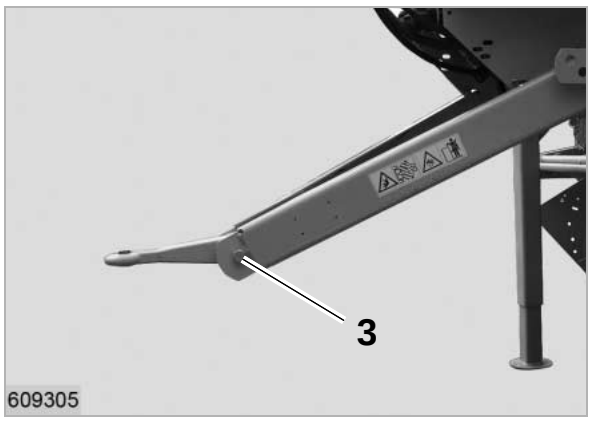
Changing of draw bar height (e.g. from towing hitch to trailer coupling ring or vice versa) is only permitted for authorized workshops.

Adjust the trailer coupling ring on the tractor so that the hitching point is below the joint of the wide angle propshaft.

The round baler must be hitched horizontally to the trailer coupling ring of the tractor.

The height of draw bar can be adjusted after unscrewing bolts (1) and loosening the clamping fitting on the carrier tube.

(Fig. 8)



9

After adjusting the draw bar adjust the towing eye parallel to the ground by loosening bolt (3).

Then tighten all bolts with the specified tightening torque.

Tightening torques for bolts:

Bolt (1)
M 24 x 120 DIN 931-8.8 = 640 Nm (470.6 ft lb)

Bolts (2)
M 24 x 80 DIN 931-8.8 = 640 Nm (470.6 ft lb)

Bolt (3)
M 20 x 140 DIN 931-8.8 = 370 Nm (272.06 ft lb)

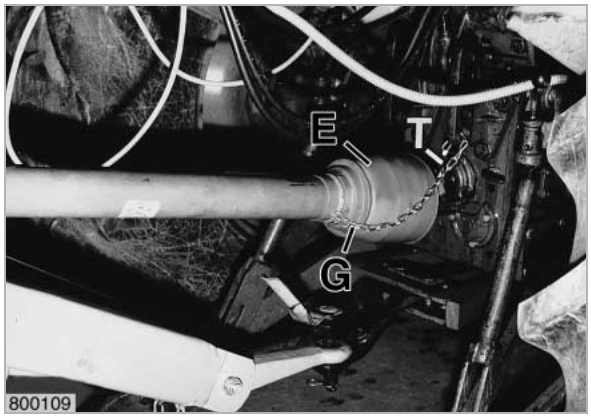
(Fig. 8, 9)

Danger!

Fastening bolts (1, 2 and 3) must be retightened after the first 10 operating hours and then need to be checked after in 50 hrs intervals.

Greasing the towing eye

The bushing in the towing eye must always be greased. Otherwise friction will cause wear.



10

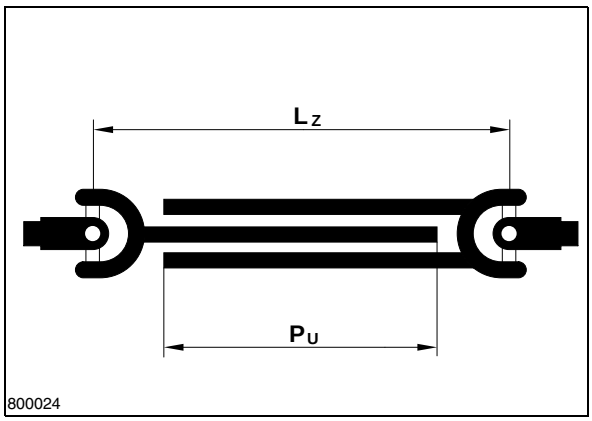
Connecting the propshaft to the tractor
(for trailer coupling)

Adjust the trailer coupling ring on the tractor so that the hitching point is below the joint of the wide angle propshaft. Connect the baler.

Slide the propshaft over the power take-off shaft of the tractor, so that sliding pin (T) engages in the groove.

Comply with maintenance instructions (see chapter “Lubrication chart”)

(Fig. 10)



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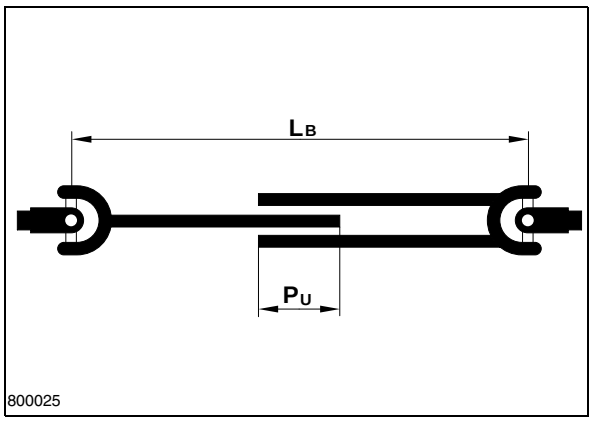


12

Checking the overlap of the propshaft halves:

First connect the propshaft halves to tractor and machine, making sure that the propshafts **do not** telescope into one another, but are positioned beside each other.

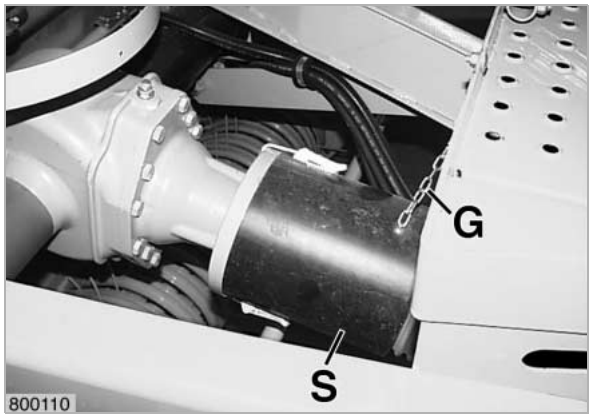
When driving straight ahead the propshaft tubes should be engaged as far as possible, but their ends should not abut („L_Z“ = inserted propshaft length „P_U“ = overlapping of section).

When steering extremely to left and right the propshaft must only be pulled one third (30%) out of the section overlap (P_U) at fully inserted condition (L_Z) (L_B = max. length when steering).

If the propshaft halves abut when telescoped to shortest position, they must be shortened accordingly.

Install the propshaft halves on the tractor and on the baler side after cutting to length.

(Fig. 11, 12)



13

On the baler side a guard (S) is pushed over the protection tube and fastened with quick locks to the collar of the transmission.

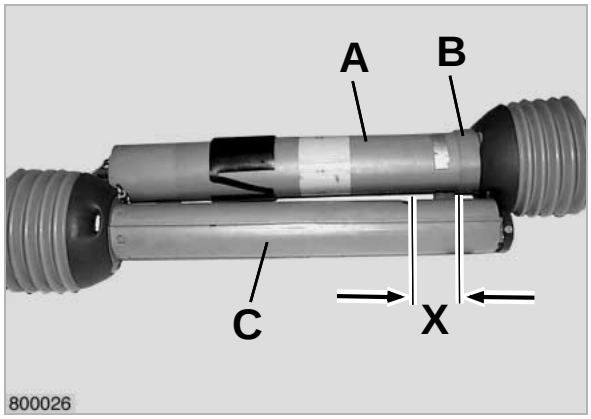
Retaining chain (G) has the function of a fastening in case the quick locks have been loosened and the propshaft has been taken off.

Hook the suspension chain for the propshaft protection tube into the eye in the draw bar member provided for this purpose.

Danger!

Do not remove the propshaft guards (E and S) – danger of accident!

(Fig. 10, 13)



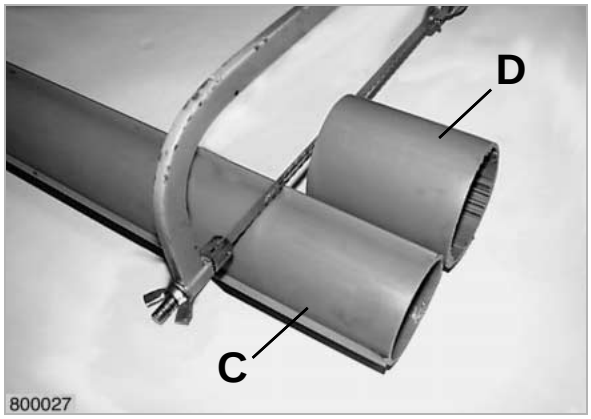
14

Shortening the propshaft

Place the propshaft halves beside each other in shortest operating position.

From edge (B) of outer protection tube (A) mark measurement (X) 40 mm (1.57") on inner protection tube (C).

(Fig. 14)



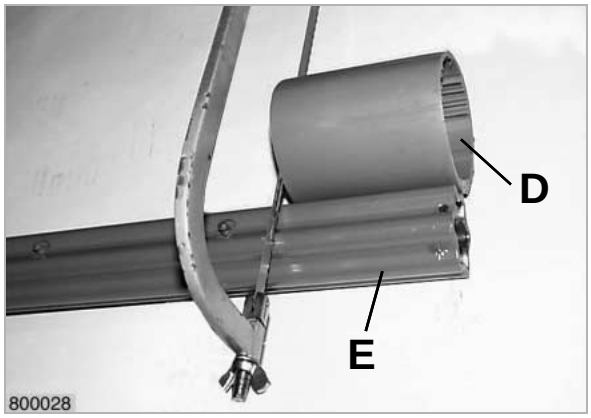
15

Remove the protection tubes.

Cut outer protection tube (A) off at the mark.

Hold the cut off section (D) against the inner protection tube (C) and cut the same length off the inner protection tube.

(Fig. 15)



16

Shorten outer section tube (E) and the inner section tubes (F) by the same length as piece (D) cut off the outer protection tube (the inner section tube is hardened).

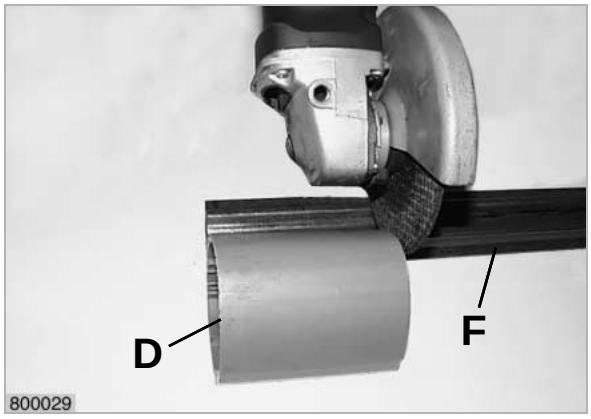
Deburr the cutting edges and thoroughly remove all chips.

Grease the propshaft after fitting it together.

Attention!

Not greasing the splined shafts during assembly will drastically reduce the life expectancy of the propshaft.

(Fig. 16, 17)



17

Preventing the propshaft guards from rotating with the drive shaft

Danger!

Do not attempt to operate the baler without the propshaft protection tube in place – danger of accident!

Replace any damaged guards immediately.

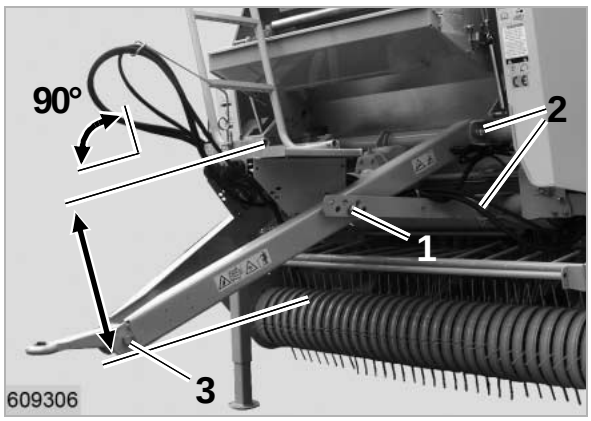
Engage the PTO gradually to prevent stress on the drives.

Attention!

Safety chains must only transfer radial forces to the guard and should only be of a length that they can sling around the protection tubes for 90 degrees.

Danger!

The drawbar height (e.g. from top hitching to bottom hitching or vice versa) may only be changed by a qualified workshop.



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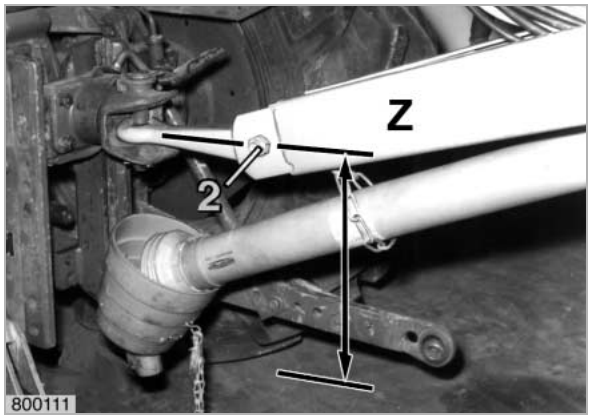


19

Coupling to the towing hitch
(in Germany only permitted with type-approved draw bar)

The round baler must be coupled horizontally to the towing hitch of the tractor.

The height of draw bar (Z) can be adjusted after unscrewing bolts (1 and 3).

After changing the draw bar adjust the trailer coupling ring parallel to the ground. Then tighten all bolts (1 and 3) with the specified tightening torque.

Tightening torques for bolts (Not in Germany, see below):

Bolt (1)
M 24 x 2 x 120 DIN 960-10.9 = 640 Nm (470.6 ft lb)

Bolt (2)
M 24 x 2 x 80 DIN 960-10.9 = 640 Nm (470.6 ft lb)

Bolt (3)
M 20 x 1,5 x 140 DIN 960-10.9 = 370 Nm (272.06 ft lb)

Tightening torques for bolts (Germany - as specified by TÜV):

Bolt (1)
M 24 x 2 x 120 DIN 960-10.9 = 828 Nm (608.82 ft lb)

Bolt (2)
M 24 x 2 x 80 DIN 960-10.9 = 828 Nm (608.82 ft lb)

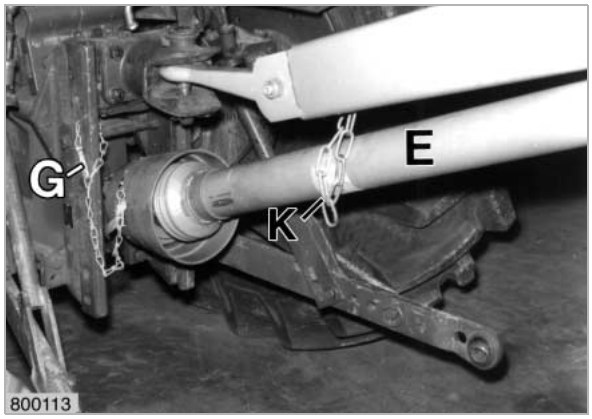
Bolt (3)
M 20 x 1,5 x 140 DIN 960-10.9 = 486 Nm (357.35 ft lb)

Danger!

Fastening bolts (1, 2 and 3) must be retightened after the first 10 operating hours and then need to be checked after in 50 hrs intervals.

(Fig. 18, 19)

20



21

Connecting the propshaft to the tractor
(for trailer coupling)

Slide the propshaft over the power take-off shaft of the tractor, so that sliding pin (T) engages in the groove. Do not slide the propshaft tubes into one another.

Hold the propshaft tubes side by side with the tractor steered sharply to the right and left and check the amount of overlap.

The propshaft tubes should overlap as far as possible, but their ends should not hit the stop.

Note!

The overlap of the propshafts must be at least 200 mm (0.79'') when travelling straight ahead.

In case of short installation measurements shorten the propshaft tubes to the required length.

Note!

After shortening the propshaft tubes the edges must be deburred.

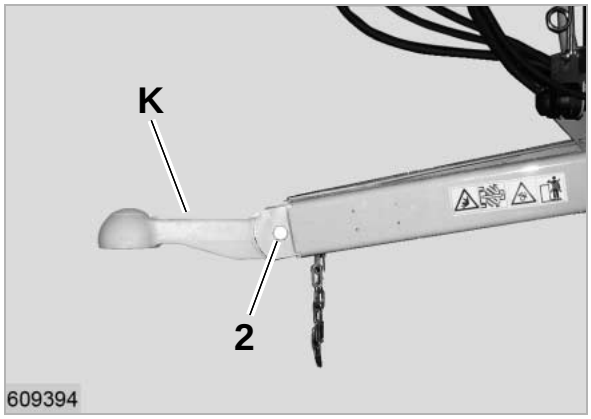
After adapting the propshaft to the power take off shaft make sure that sliding pin (T) clicks correctly into place.

Hook fastening chain (G) for propshaft protection tubes (E) to towbar and tractor.

Chain (K) is used to suspend the propshaft when unhitching the baler.

Before attaching the propeller shaft unhook chain (K), so that the propeller shaft can move freely.Before connecting the propshaft unhook chain (K), so that the propshaft can move freely.

(Fig. 20, 21)



22

Attaching to the ball head
(only permitted in accordance with the customary local laws)

The ball head coupling (K) must be set up in a parallel position to the ground.

The ball head coupling is screwed to the towing fork with a screw type M20 x 1.5 x 140 - DIN 960 10.9 (2).

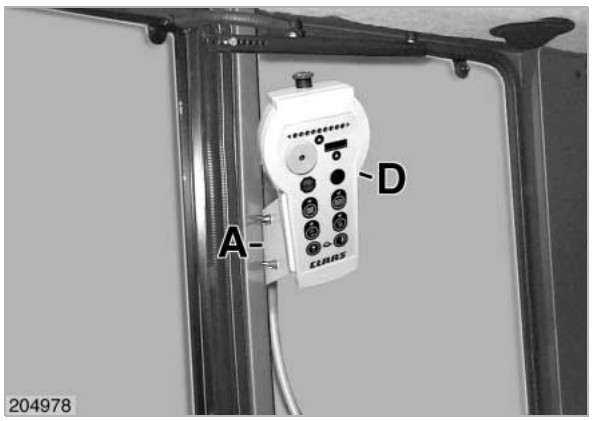
Tightening torque (2) = 486 Nm (357.35 ft lb)

Attention!

Secure the baler to prevent it from rolling and rest on its jack stand.
Tighten up the fastening screw (2) after the first 10 hours of operation, then check that it is still tight after every 50 hours of operation.

Hitch up the baler and secure it.

(Fig. 22)



1

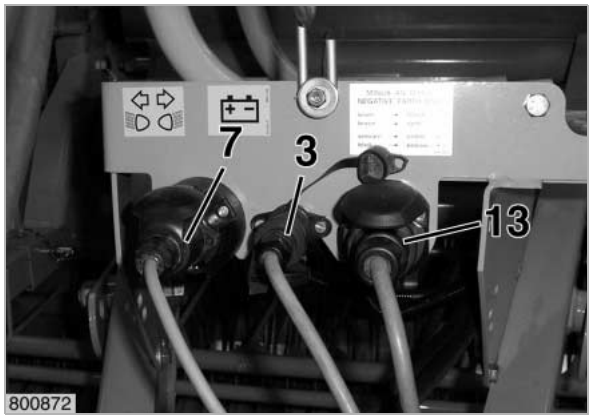
CONNECTING THE CABLES

Control box

Fasten the supplied holder (A) on the tractor within the reach of the driver.

Attach control box (D) to the holder.

(Fig. 1)



2

Danger!

The tractor should not be running and the ignition should be switched off when connecting electric cables.

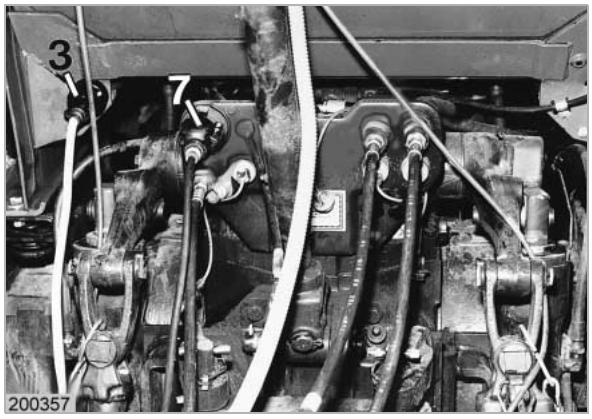
Connect the 13-pole plug (13) of the connecting cable for the control box to the 13-pole socket on the platform.

(Fig. 2)

Power supply

Push the 2-pole plug (3) for the power supply of the round baler into the utility socket on the tractor and connect it with the 2-pole utility socket (3) on the platform.

(Fig. 2, 3)



3

Travel lights

Push the 7-pole plug (7) for the travel lights of the round baler into the utility socket on the tractor and connect it with the 7-pole utility socket (7) on the baler.

(Fig. 2, 3)

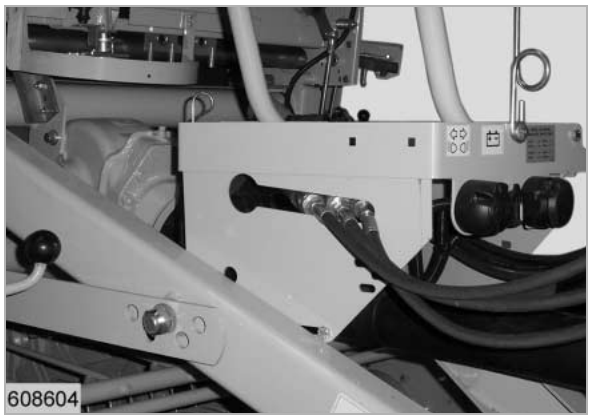
Connecting hydraulic hoses

The hydraulic function connections between tractor and round baler are marked with colours (dust caps).

Black	=	Pick-up lift-out
Red	=	Close tailgate
Green	=	Open tailgate

Danger!

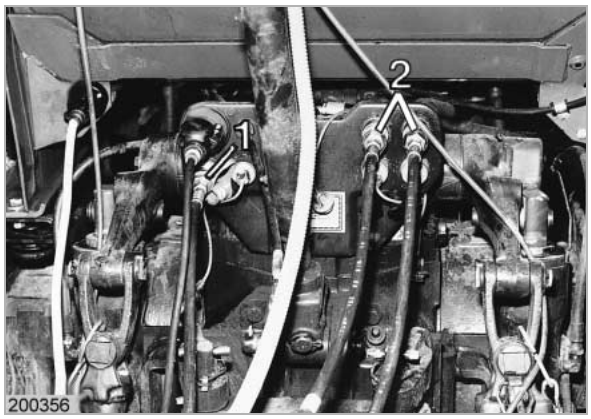
Mixing up of connections will reverse the function (e.g. up / down) – danger of accident!



4

Take the hydraulic hoses out of the slot in the platform.

(Fig. 4)



5

Connect the hydraulic hoses (2) (1 red, 1 green) for tailgate control to a double-acting control valve.

Connect the third hydraulic hose (1, black) for the hydraulic pick-up control or knives in / out (ROTO CUT) respectively to a single-acting control valve.

(Fig. 5)

Tailgate opening speed

Depending on the tractor type the available hydraulic power is different.

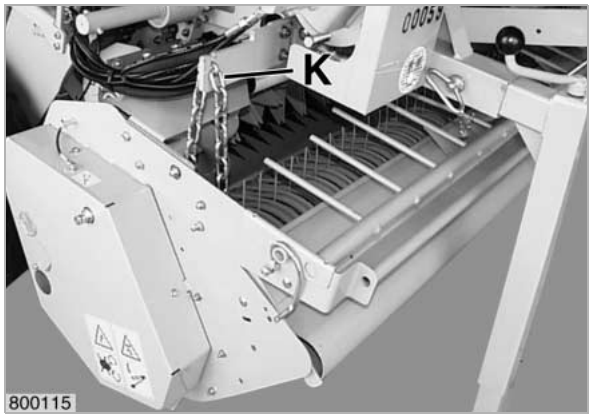
Note!

On the tractor the oil flow must be set to full flow, i.e. the valve on the tractor must be in fully opened position (max. 80 l/min) (max. 21 US gal/min).

VARIANT 280 up to serial-no. 73000904

1

VARIANT 260 and VARIANT 280 from serial-no. 73000905



2

3

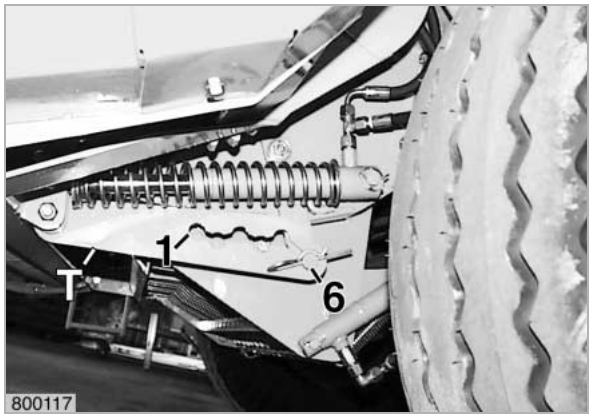
BEFORE TRANSPORT

1. Hitch the round baler, secure the hitching pin.
2. Raise the parking support.
3. Connect propeller shaft and hydraulic hoses.
4. Connect electric cable.
5. Set the pick-up to transport position (highest position), insert and secure depth stops (T) in rear position or attach chains (K).
6. For transport of the round baler or when driving on roads gauge wheels (S) must be removed and stored in the tailgate. Slide bar (L) across the pin and secure it with the linch pin.
7. If necessary move the baffle plate to transport position.
8. Store the wheel chocks in the brackets provided for this purpose.

(Fig. 1, 2, 3)

8
Setting up the baler

VARIANT 280 up to serial-no. 73000904



1

VARIANT 260 and VARIANT 280 from serial-no 73000905

2

COLLECTING

Height adjustment of pick-up

Danger!

For transport and when working below the pick-up or the cutting floor the pick-up must be raised to the highest position with the tractor hydraulics. Then adjust depth stops (T) on left and right hand sides to highest position (6) or hook chains (A) in highest position.

The pick-up height can be set to 6 different positions by adjusting the depth stops accordingly (VARIANT 280 up to serial-no. 73000904).

Recommendation

Position 1	lowest position for hay and silage (with support wheels)
Position 6	highest position (Transport position and use for hay) without support wheels)

The pick-up height can be adjusted by attaching chains (A) at the required height (VARIANT 260 and VARIANT 280 from serial-no. 73000905).

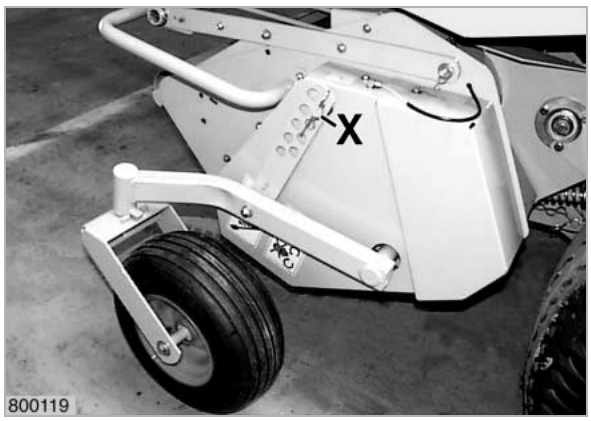
(Fig. 1, 2)

Adjusting pick-up working height
(Pick-up without support wheels)

Lower the pick-up drum until a distance of 20 – 30 mm (0.79'' – 1.2'') between fork teeth and ground is reached.

The height of the pick-up is adjusted by the tractor hydraulics.

During work the control lever of the tractor must be in floating position.



3

Pick-up with support wheels

Use for hay and silage:

Lower the pick-up with support wheels to the ground. Adjust depth stops (T) to lowest position (position 1) or hook chain (A) into the last chain link.

The distance between fork teeth and ground should be 20 – 30 mm (0.79'' – 1.2''); if necessary, adjust the support wheels at (X) on both sides accordingly.

(Fig. 1, 3, 4)

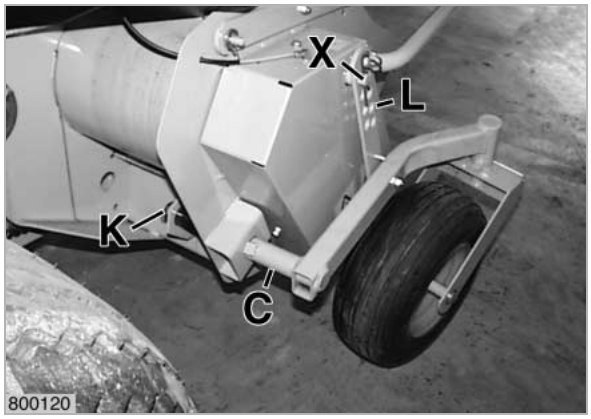
Use for straw:

Raise the supporting wheels as high as possible or even remove them so that they do not come in contact with the stubbles.

Lower the pick-up until the fork teeth are at the same height as the stubbles.

Lock depth stops (T) in required position or hook chain (A) into the required chain link. If necessary, raise the pick-up slightly for this purpose.

(Fig. 1, 3, 4)



4

Support wheels

Installing and removing the support wheels:

For installation push the bearing journals (C) of the support wheels through the bearings and secure them from the back with linch pins (K).

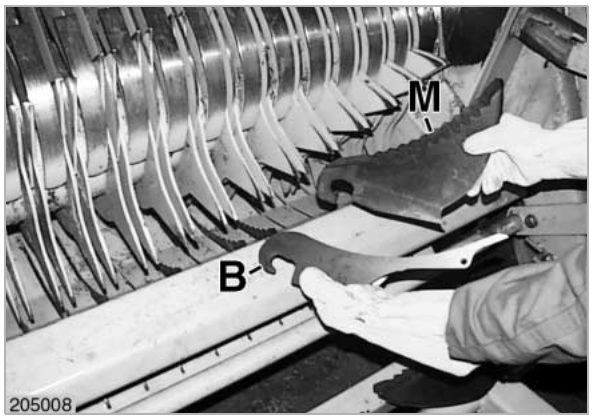
Slide the required height adjustment hole of bar (L) on the respective carrier arm onto the bolt and secure it with the spring pin.

Perform disassembly in reverse order.

Linch pin (K) must then be captivated in hole of plate (L).

(Fig. 4)

CUTTING DEVICE
(VARIANT 260/280 RC)



1

Dummy knives

When baling with removed knives (M), these knives must be replaced by dummy knives (B) so that no baling material is pressed through the knife slots.

Under harvesting conditions with a lot of stones we recommend to replace half of the knives by dummy knives.

Insert dummy knife (B) or knife into the dummy knife holder.

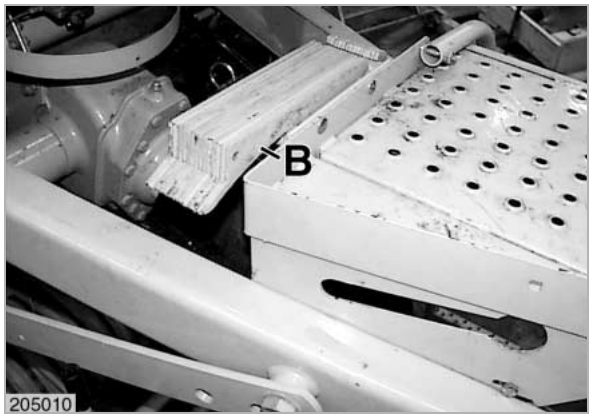
If the cutting blades are not required for a longer period of time, they should be replaced by dummy blades to avoid unnecessary wear of cutting edges.

Note!

If the dummy knife holder is not installed yet, see page 8.6.3.

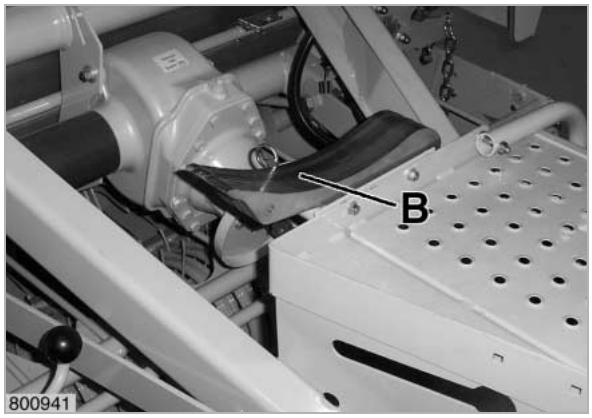
(Fig. 1, 2, 3)

up to serial-no. 73000055



2

from serial-no. 73000056



3

Installing and removing knives

Danger!

There is always a risk of injury when working on the cutting facility.

Wear gloves.

To replace the knives proceed as follows:

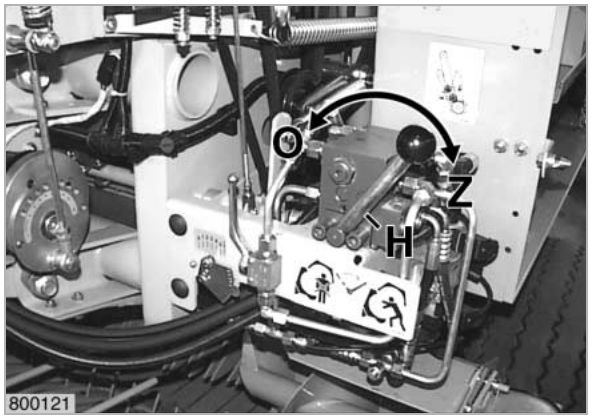
- Swash the knives out (see chapter “operation”).
- To remove the knives disassemble the hold-down from the front.
- For disassembly of the knives raise the pick-up from the rear to highest position.

4

Placing the blades into the dummy blade holder

The unused blades are placed with the blades facing the ground.

(Fig. 4)



5

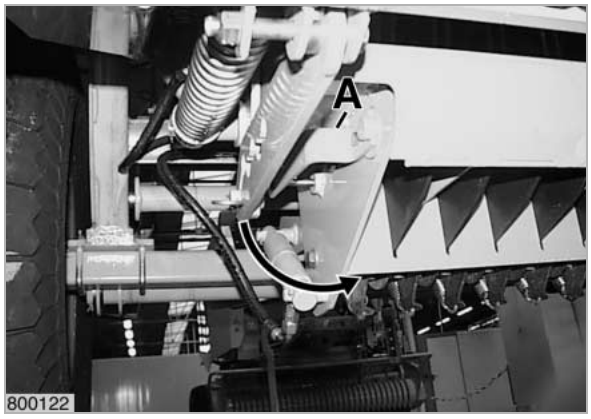
Open tailgate.

Danger!

When working on the opened tailgate and inside the baling chamber set the lever (H) of the safety lock to end position (Z).

Before closing the tailgate set lever (H) to end position (O).

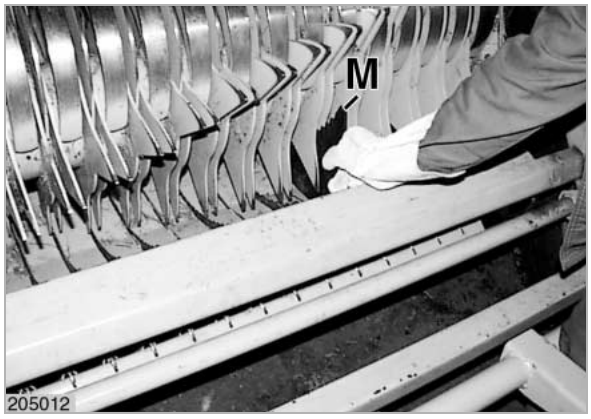
(Fig. 5)



6

On the right-hand side of the baler pull lever (A) out of the lock and swash it forward.

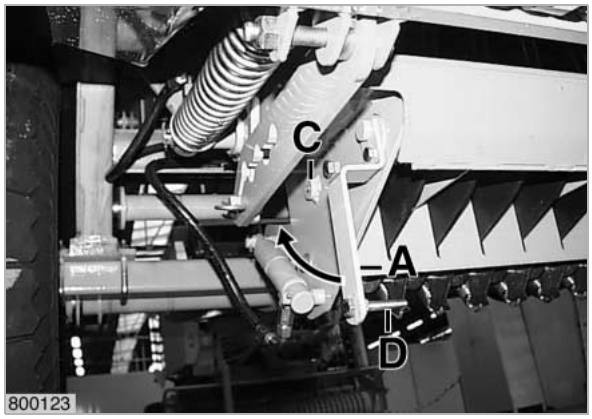
(Fig. 6)



7

Unhook and remove or insert knife (M).

(Fig. 7)



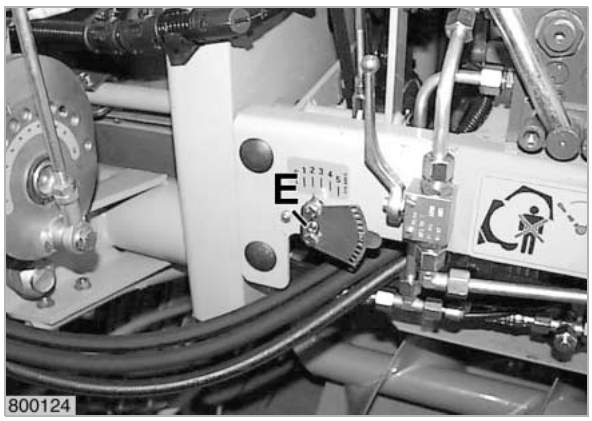
8

Locking the knives

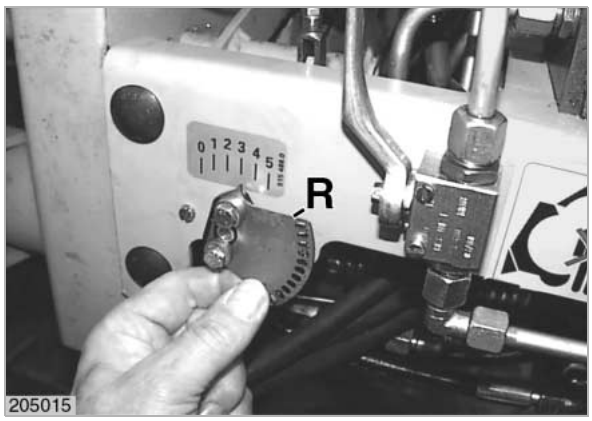
After installing the knives swash lever (A) completely back and engage it (pin (D) must engage in bore (C)).

Re-install the hold-down (if it has been removed) or close the tailgate.

(Fig. 8)



1



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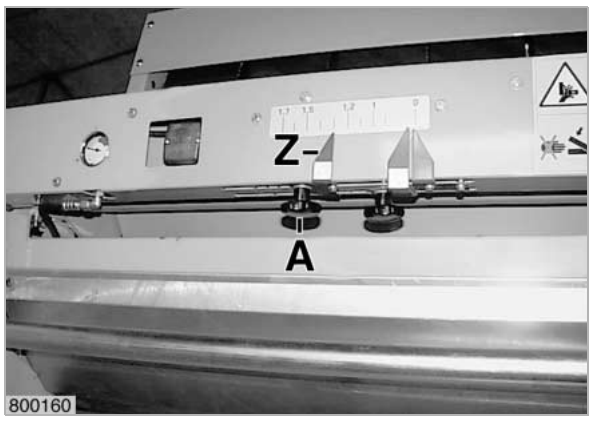


3

PRESSING BALES

Baling pressure adjustment

The baling density depends on the stalks and the baling pressure.

The Variant 260/280 / 260/280 ROTO CUT is equipped with a pressure regulator (E), which controls the baling pressure from »0 to 5«.

1 = low baling pressure

5 = high baling pressure

Note!

For initial start-up of the baler the baling pressure should be adjusted to position »2 - 3« only. After 20 - 30 bales the baling pressure may be increased.

The figures »0 - 5« on the pressure regulator (E) are reference values.

For adjustment pull the locking plate (R) slightly forward, adjust it accordingly and let it click into place.

(Fig. 1, 2)

Adjusting the bale diameter

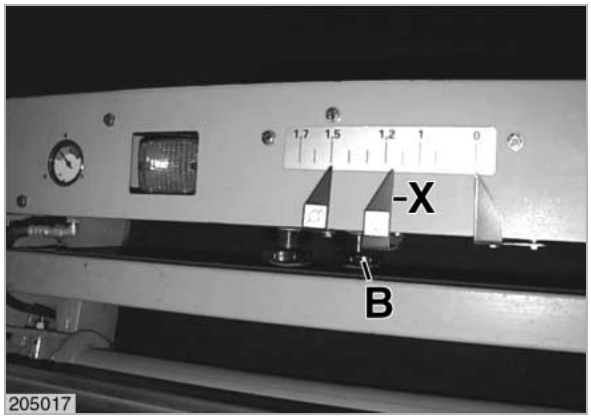
The bale diameter can be adjusted by displacing pointer (Z).

For this purpose loosen hand wheel (A) and set pointer (Z) to the desired bale diameter on the scale.

The bale diameter can be adjusted from 0.90 m (35.4'') to max. 1.55 m (61.0'') on VARIANT 260 and from 0.90 m (35.4'') to max. 1.70 m (66.9'') on VARIANT 280.

After completing the adjustment retighten hand wheel (A).

(Fig. 3)



4

Adjusting the soft core diameter

With the soft core facility the baling pressure inside the baling chamber can be delayed depending on the position of the pointer (X) (loosen hand wheel (B) to adjust the pointer).

Example:

On the scale pointer (X) is in position »1.2« (soft core diameter 1.2 m (47.2'')).

The increase in baling pressure up to the soft core diameter of 1.2 m (47.2'') is accomplished with a hydraulic pressure of approx. 20 bar only.

Once the soft core diameter of 1.2 m (47.2'') is reached the baling pressure is increased up to the adjusted pressure level.

There is always a minimum difference of 0.3 m (11.8'') between the adjusted bale diameter and the soft core.

Example:

The desired bale diameter has been set to 1.2 m (47.2'').

The soft core can be set to max. 0.9 m (35.4'').

Attention!

With the soft core facility, the function „active hydraulic system“ is deactivated at the beginning of the baling process. However, the function „active hydraulic system“ is activated again when closing the tailgate.

(Fig. 4)

WRAPPING

Net wrapping

Use only original CLAAS Rollatex nets.

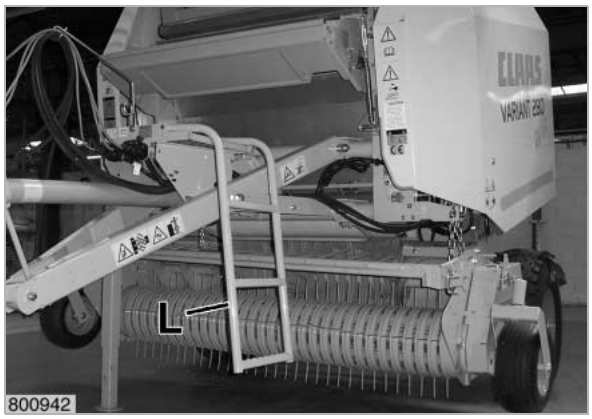
Attention!

The rubber roller of the Rollatex net wrapping system must never come in contact with oil or grease.

Before initial start-up and on older balers it is recommended to powder the roller with talcum powder (CLAAS spare parts no. 241 756.0) whenever required.

The net trough must be clean and free of rust.

Inserting the net



1

Danger!

Access the round baler only via the ladder.

Fold ladder (L) down.

(Fig. 1)

2

Danger!

Fold the net roll brake bow carefully up – danger of squashing!

Fold the net roll brake bow (K) up and fasten it in bracket (H).

(Fig. 2)

3

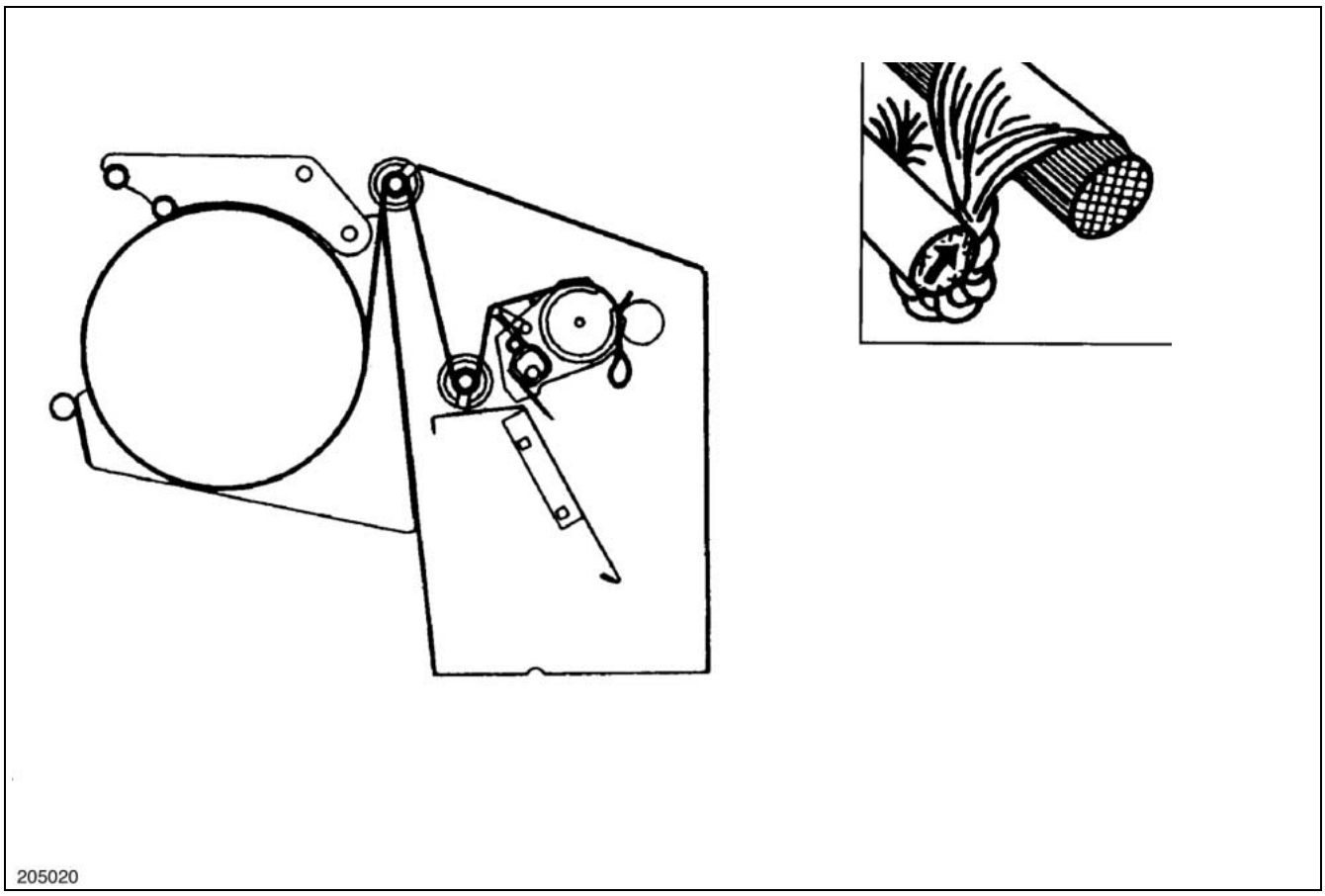
Before inserting the net move knife (M) to top pre-tensioned position; for this purpose open the tailgate completely and close it again.

Danger!

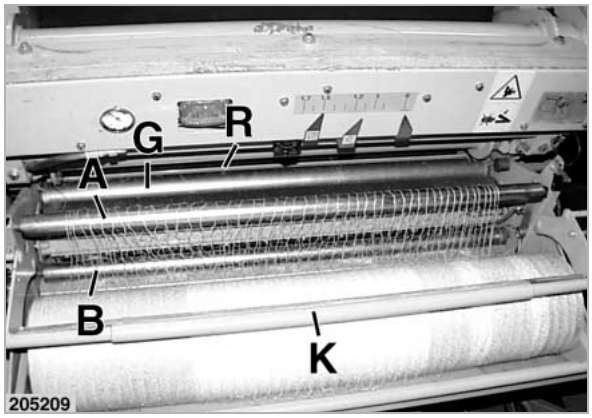
Insert the net only when the tractor engine is shut down and the ignition key is pulled out.

Do not reach into the shaft – danger of injuring by the knife!

(Fig. 3)



4



5

Lay the net roll into the net roll trough and fold brake bow (K) immediately forward onto the net roll.

Pull a piece of net off the net roll and guide it over shaft (A), under shaft (B).

Twist the net to a plait and twist it through the gap between rubber roller (G) and pressing roller (R). Let the net hang out for about 20 cm (7.87”).

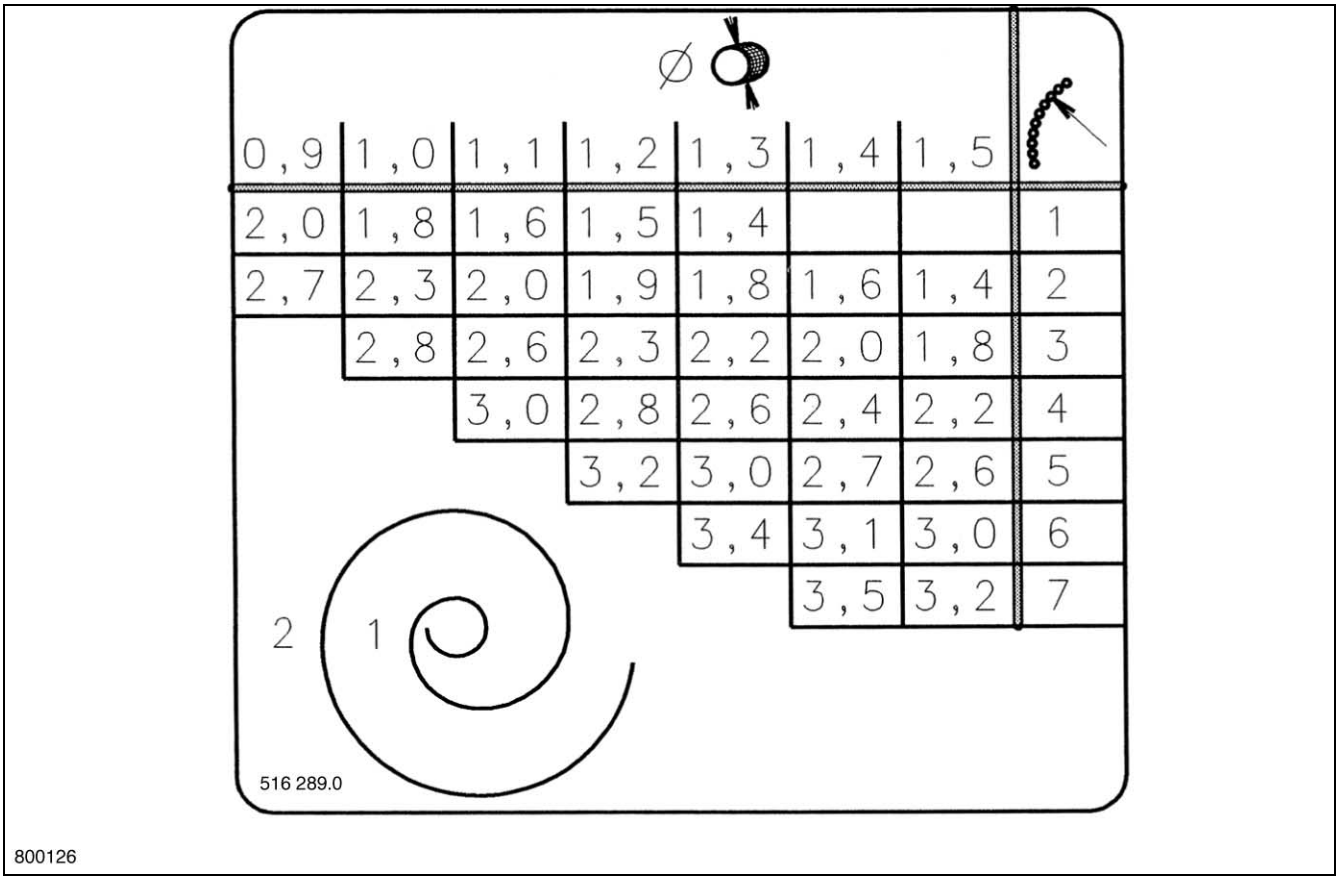
(Fig. 4, 5)

Note!

Adjust the net brake tight enough - only a tightly drawn in net can cover the bale completely to the edges and give it a stable shape.

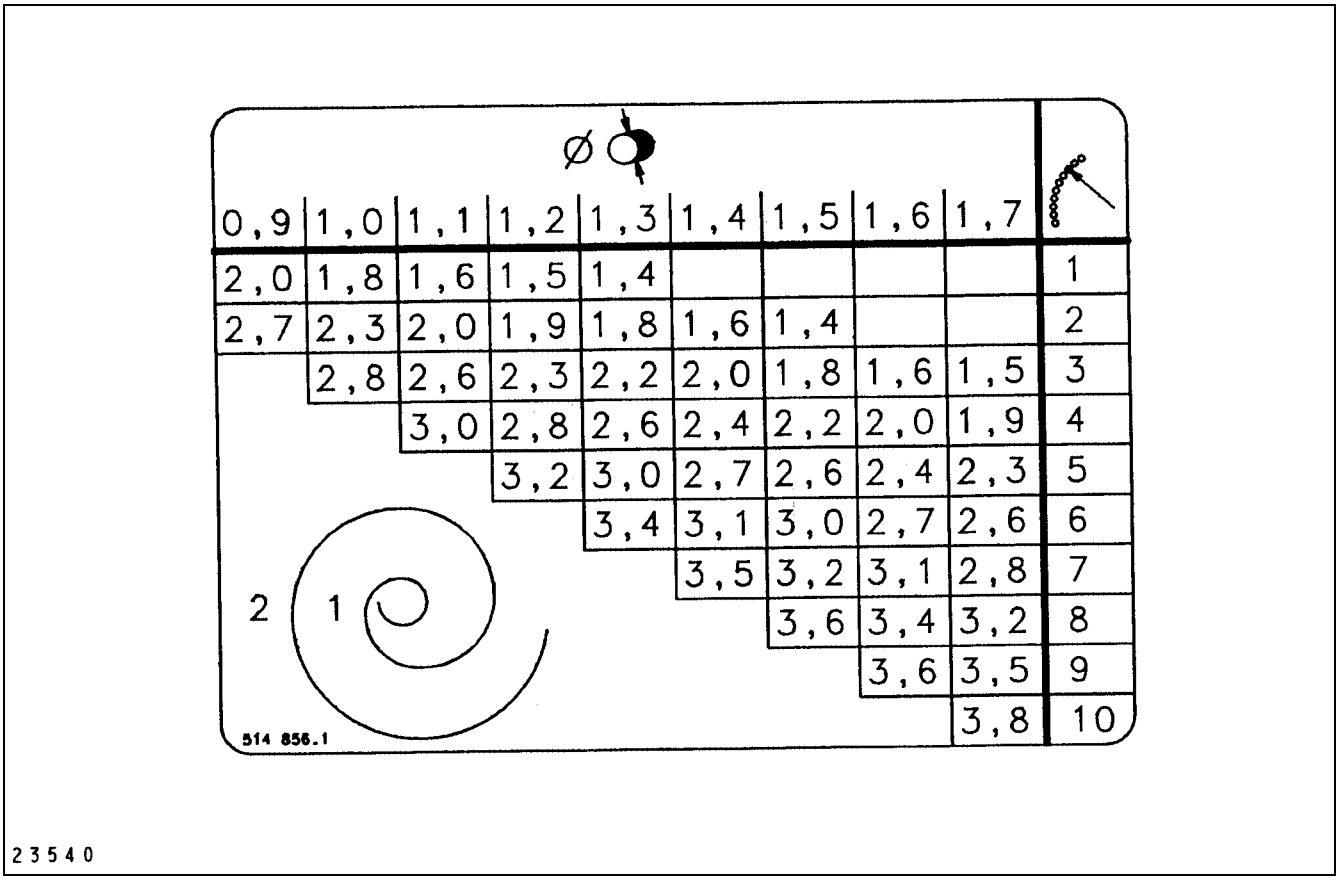
2200 m (7217.85 ft) net rolls are generally easier to adjust with respect to uncoiling and braking behavior than the heavier 3150 m (10334.65 ft) net rolls with their higher mass acceleration.

VARIANT 260



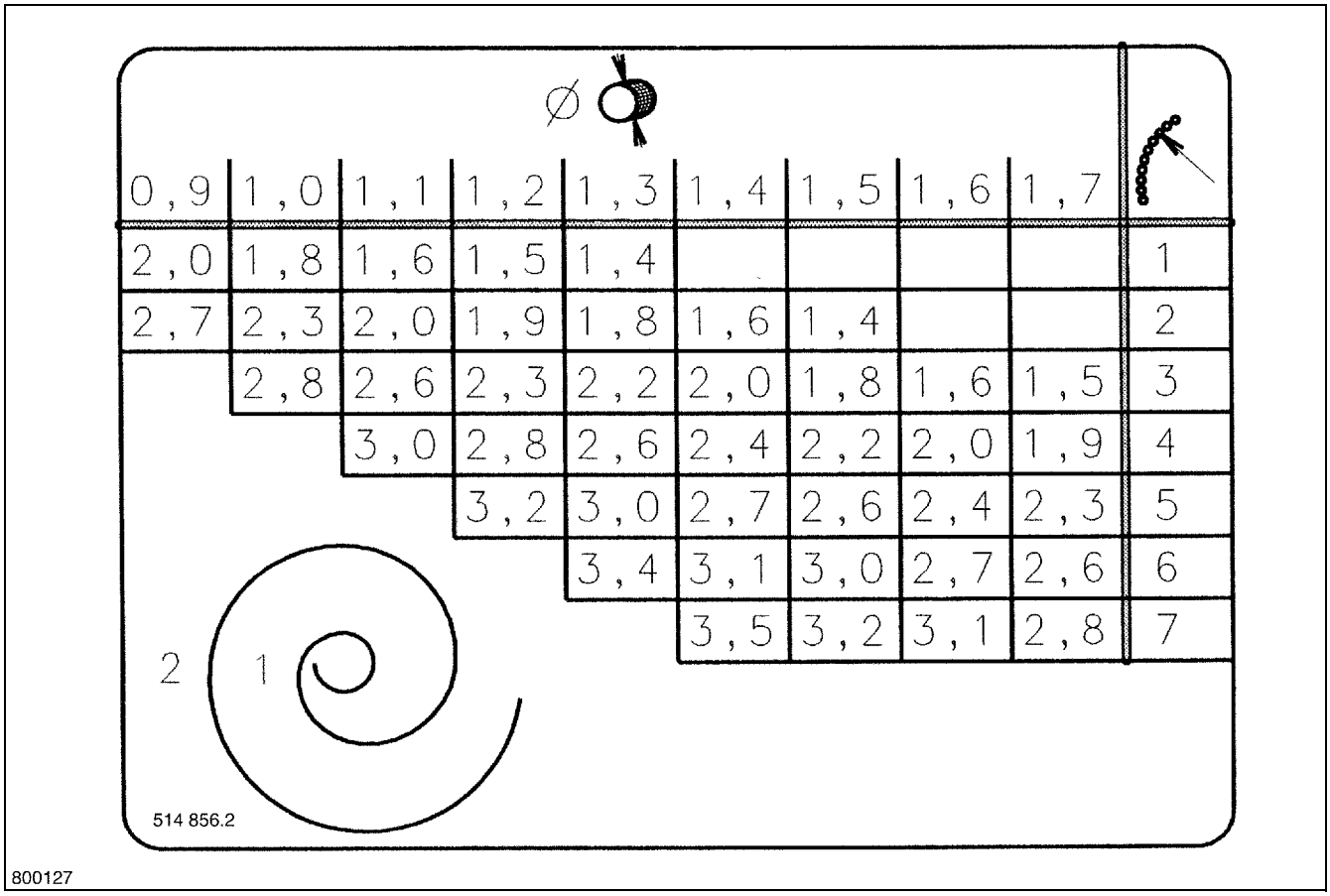
6

VARIANT 280 up to serial-no. 73000904



7

VARIANT 280 from serial-no. 73000905



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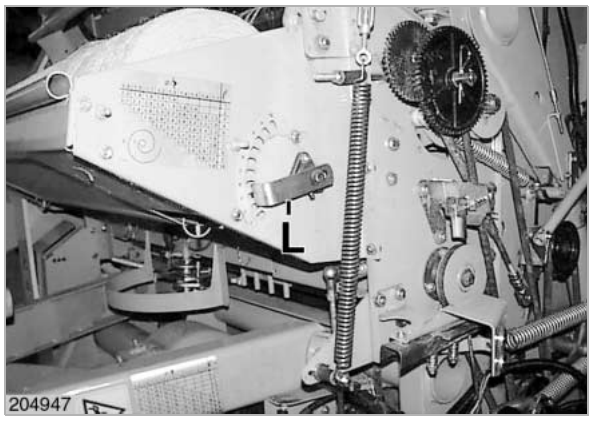


9

Adjusting the number of net windings

The number of net windings can be adjusted from »1 to 10« or »1 to 7« respectively by changing the position of lever (L) on the bore segment.

The adjusted bale diameter (see table) must thereby be taken into account.

For adjustment disengage the lever, set it to the desired number and engage it again.

The table specifies the adjustment value for various bale diameters and the desired number of windings.

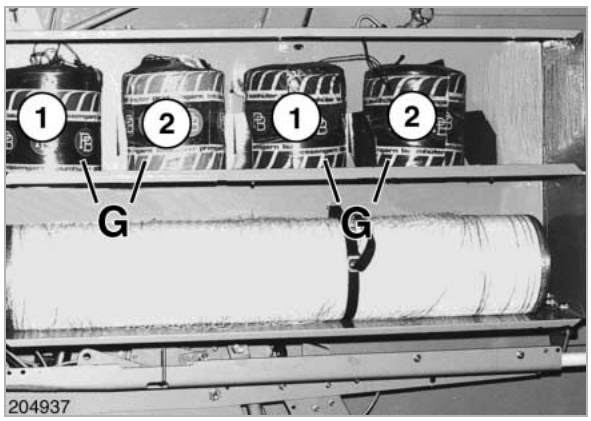
Under normal harvesting conditions 2.3 windings are sufficient.

Example:

The bale diameter has been set to 1.5 m (59'') and shall be wrapped 2.6 times.

The table reveals that lever (L) is to be set to bore »5«.

(Fig. 6, 7, 8, 9)



10

Twine wrapping

Wrapping twine:

Depending on the stalk material and the storage of the round bales sisal twine with a strength of 200 to 330 m/kg (7874'' to 12992''/pd) and roughened synthetic wrapping twine of 400 to 750 m/kg (15748'' to 29527,5''/pd) may be used. For outside storage of the round bales it is recommended to use synthetic wrapping twine.

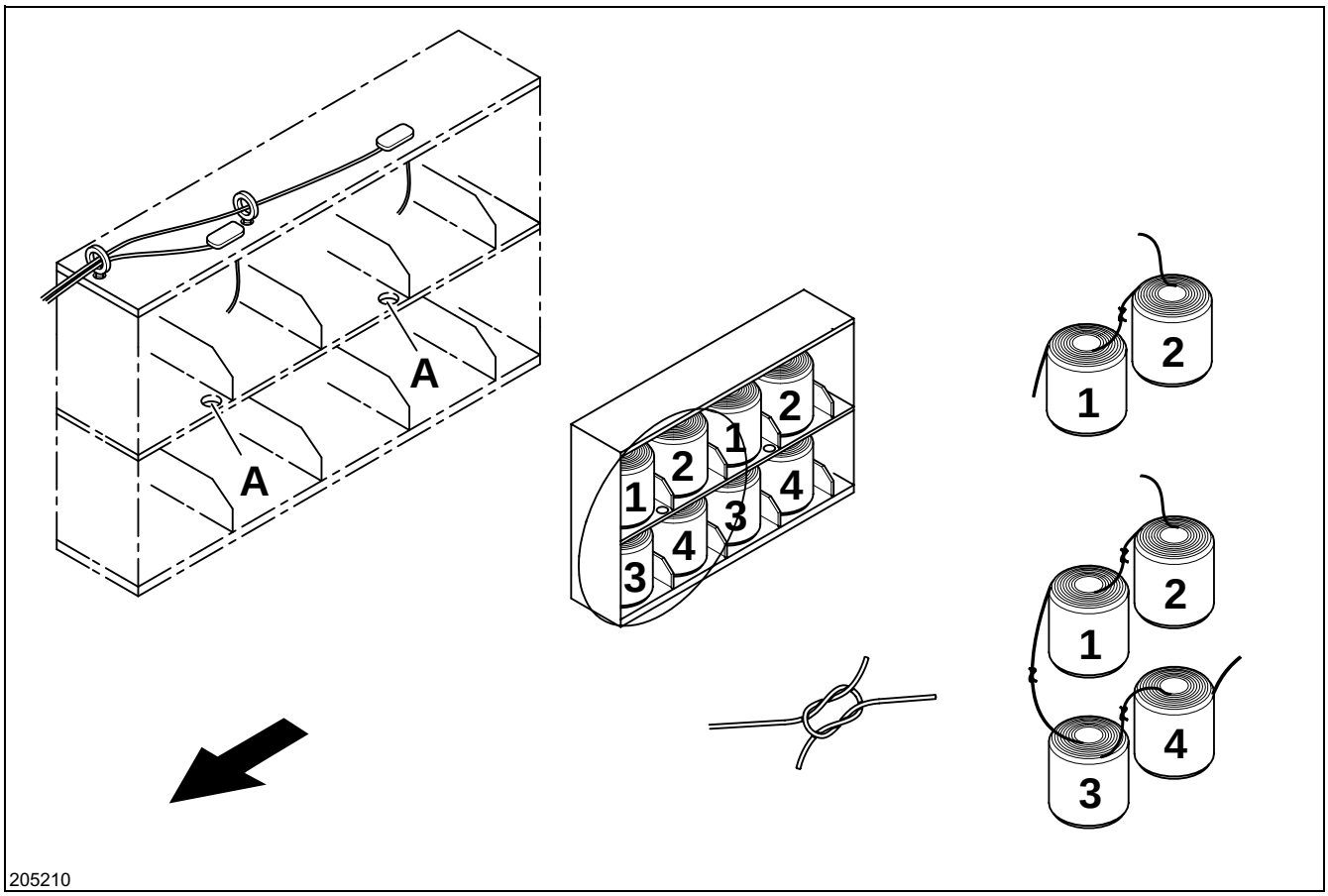
Place the twine rolls (G) into the twine box with the inscription facing upwards.

Otherwise wrapping faults may occur because of the twist in the twine.

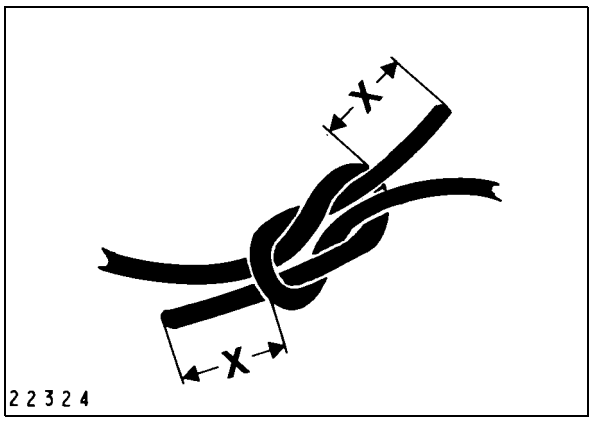
Threading the wrapping twine

When inserting twine rolls tie the end of the old twine roll (1) to the beginning of the next roll (2).

(Fig. 10, 11)



11

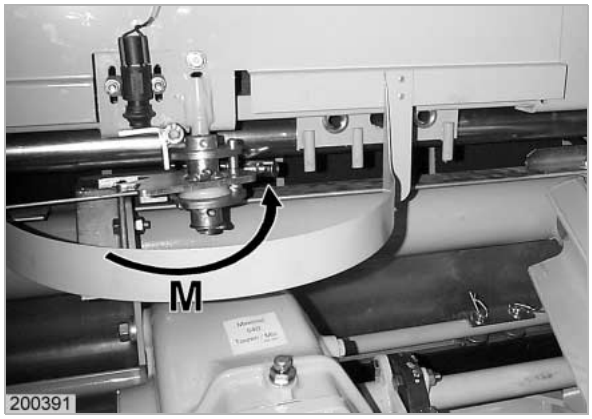


12

If available, tie the inner beginning of twine roll (4) to the outer end of twine roll (3). Route the inner beginning of twine roll (3) through twine eye (A) and tie it with the outer twine end of twine roll (1) to a knot.

Shorten both ends at the knot, leaving a measurement (X) of approx. 15 – 20 mm (0.6'' – 0.8'').

(Fig. 11, 12)



13

For threading the twine guide slide with the twine eyelets (8) must be in starting position, i.e. knife (M) must just be folded to the back.

Danger!

During threading and with all work in the wrapping area the fly cutter (M) must point backwards – risk of injury!

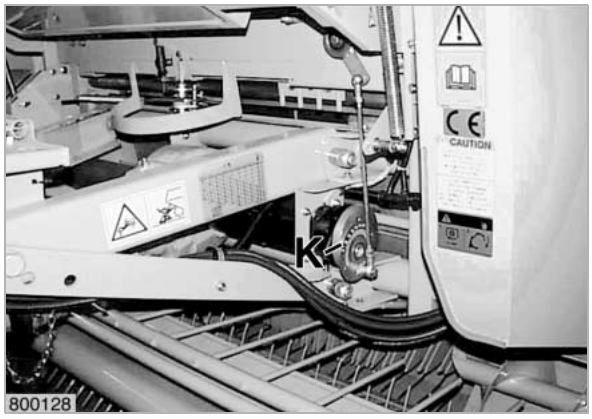
If necessary, the twine guide slide can be set to start position by turning the magnetic coupling (K).

Danger!

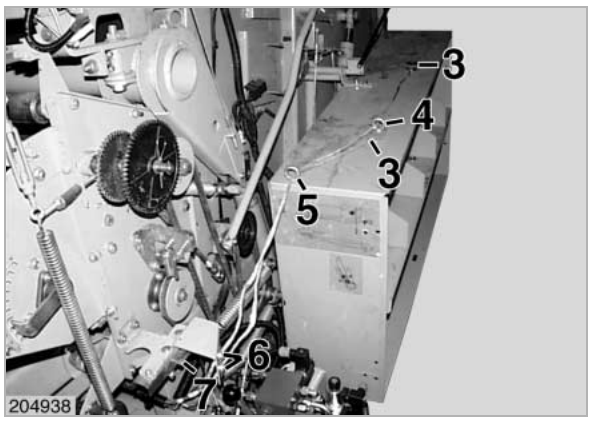
Threading of wrapping twine must only take place with the tractor engine shut down and the ignition key pulled out.

(Fig. 13, 14, 15)

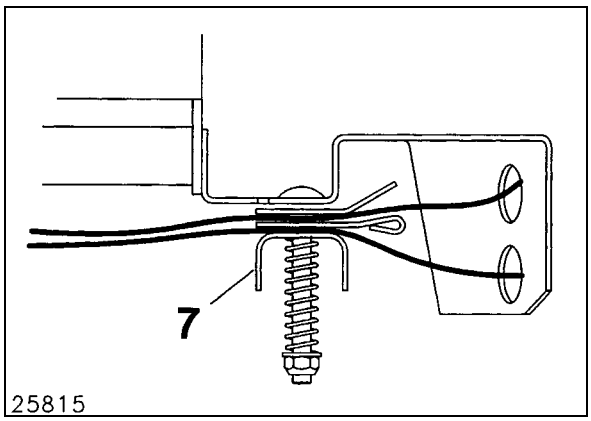
14



15



16



17

Note!

Wrapping twine, twine eyelets and parts of the wrapping system in direct contact with the twine must be free of oil and grease.

Thread the wrapping twine 3 to 10 times, according to the course of the twine.

3 = Twine eyelet

4 = twine eyelet in the middle

5 = front twine eyelet

6 = twine eyelets on twine tensioner

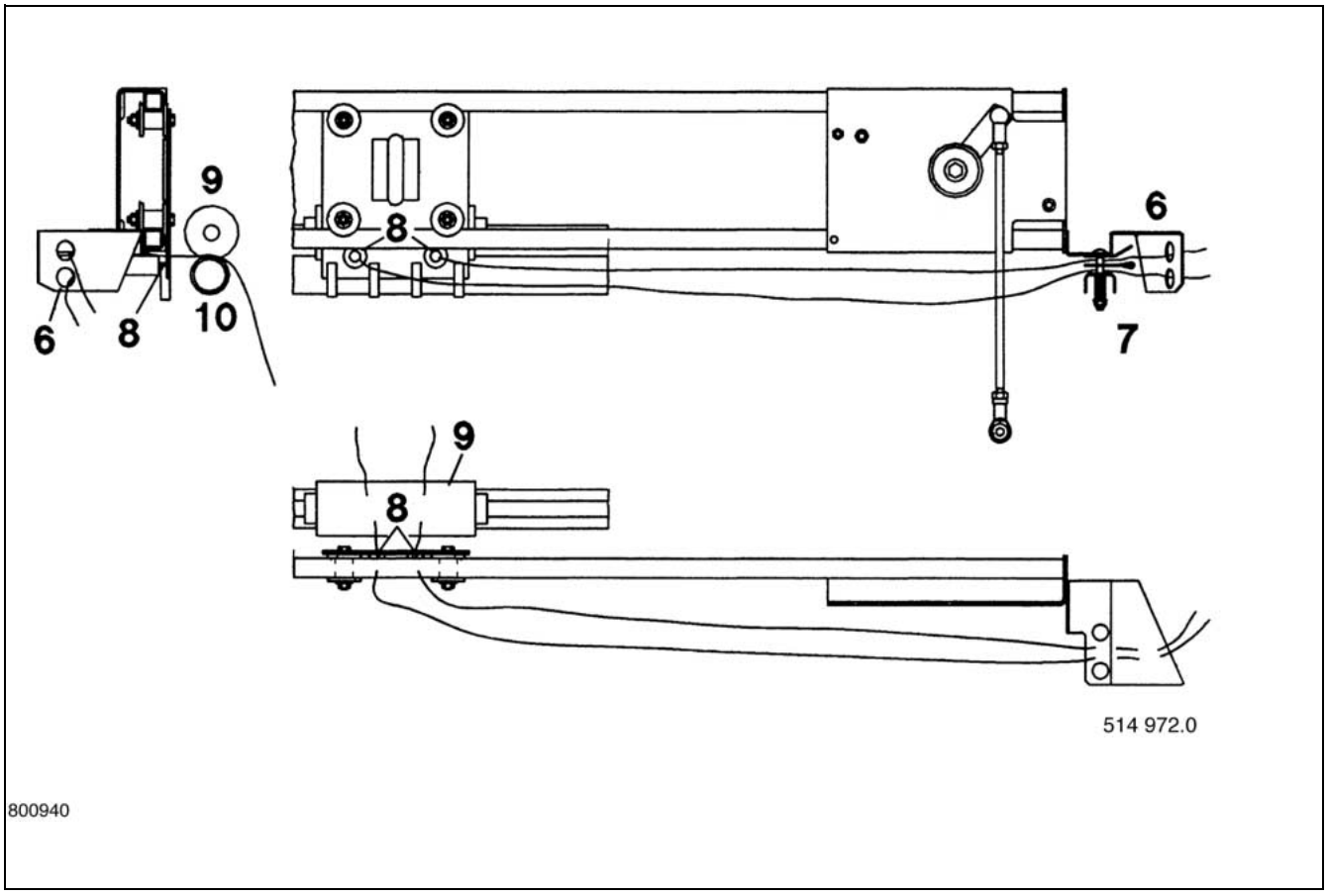
7 = twine tensioner, adjustable

8 = twine eyelets on twine guide slide

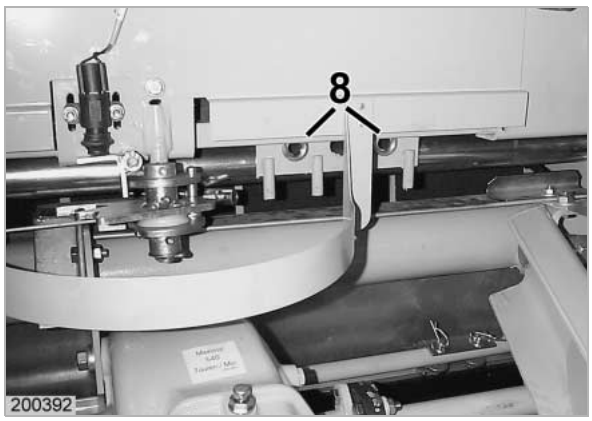
9 = top roller (rubber-coated) for twine draft

10 = bottom roller for twine draft (this roller can be manually rotated)

(Fig. 16, 17, 18)



18



19

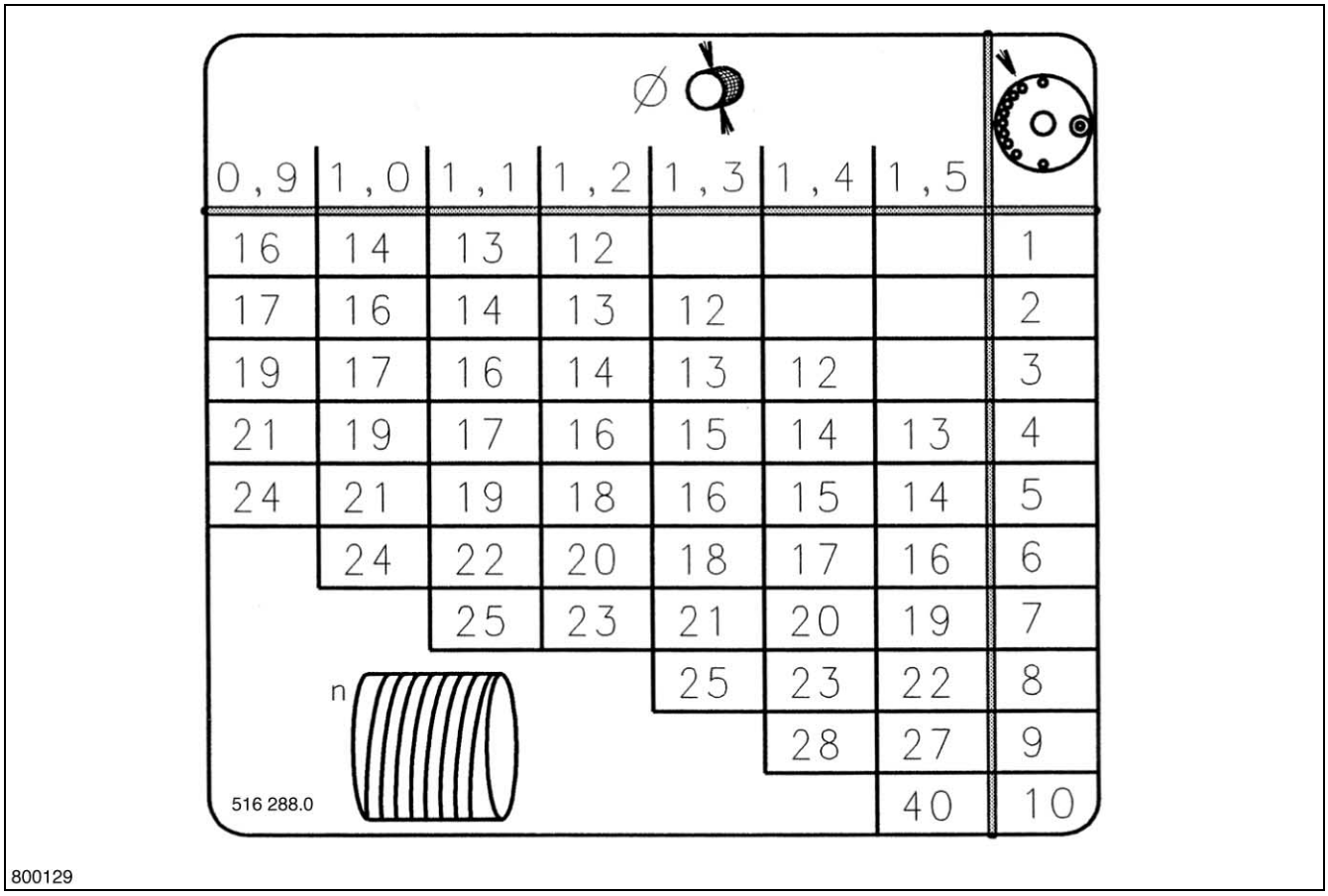
Thread both wrapping twines through the twine eyelets and the twine tensioner (3 to 7).

Thread both twines through one twine eyelet (8) each on the twine guide slide.

Thread both twines through the gap between rollers (9 and 10).

(Fig. 16, 17, 18, 19)

VARIANT 260



20

VARIANT 280

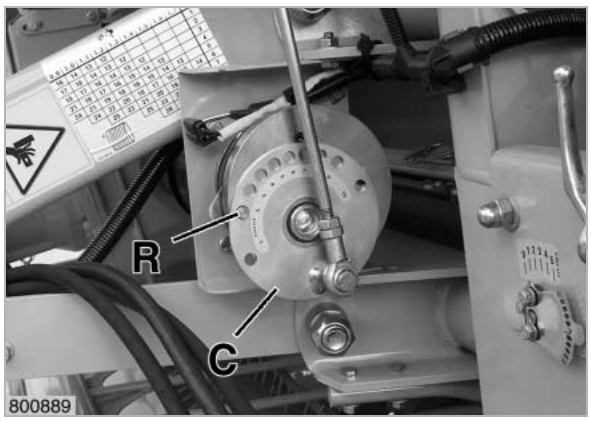
Ø 0,9	1,0	1,1	1,2	1,3	1,4	1,5	1,6	1,7	
16	14	13	12						1
17	16	14	13	12					2
19	17	16	14	13	12				3
21	19	17	16	15	14	13			4
24	21	19	18	16	15	14	13		5
	24	22	20	18	17	16	15	14	6
		25	23	21	20	19	17	16	7
				25	23	22	20	19	8
					28	27	25	23	9
								30	10

n

514 971.0

25819

21



22

Adjusting number of twine windings

The number of twine windings can be adjusted by turning hole disc (C) accordingly.

The adjusted bale diameter (see table) must thereby be taken into account.

For adjustment turn locking pin (R) in and turn the perforated disc until the desired number (see table) corresponds with the locking pin. Then let the locking pin engage in the hole disc.

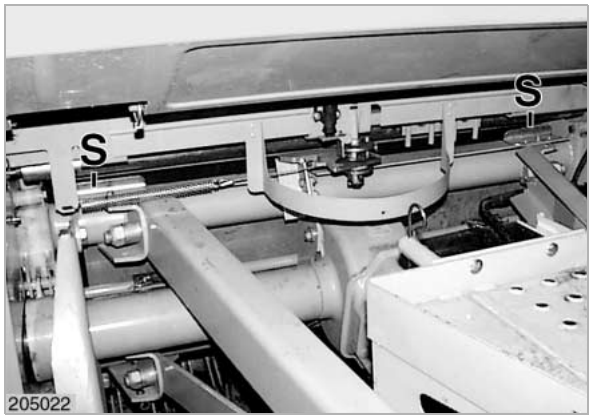
Example:

The bale diameter has been set to 1.5 m (59'') and shall be wrapped 19 times.

According to the table the locking pin must be engaged in hole »7« on the hole disc.

Note:
19 windings = 9.5 windings per twine

(Fig. 21, 22)



23

Adjusting the twine windings at the outer edges of the bale

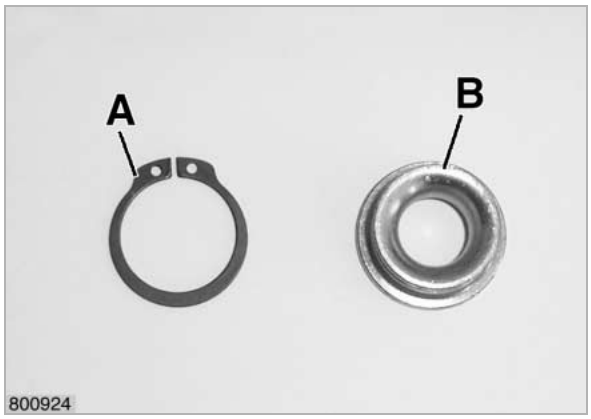
With very dry harvested material the outer limitations (S) of the twines can be adjusted further inwards on both sides by loosening the bolts.

Thus slipping off of the wrapping twine at the outer edges can be avoided.

Retighten the screws after adjustment.

The basic setting is 130 mm (5.1”) (middle bore) between end stop and side wall.

(Fig. 23)



24

Tying with three threads

For tying with three threads the baler needs to be fitted with new parts, which must be ordered:

– a threading ring (B) 807 059.2

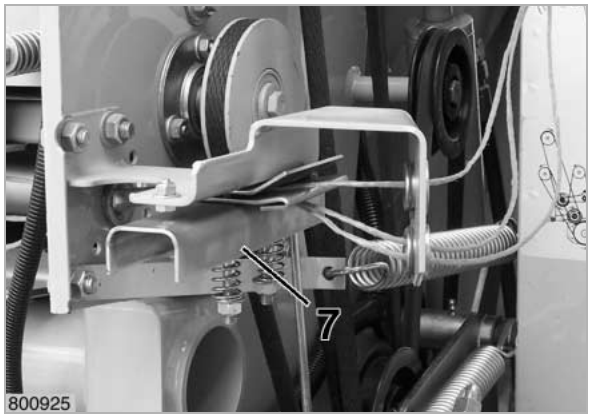
– a locking ring (A) 235 160.0

(Fig. 24)

Preparing the twine eyelet

– Insert threading ring (B) from the rear into the middle eyelet of the twine guide carriage.

– Fasten the ring with locking ring (A) to the front part (see inserting both eyelets of the carriage).



25

Tying with three threads

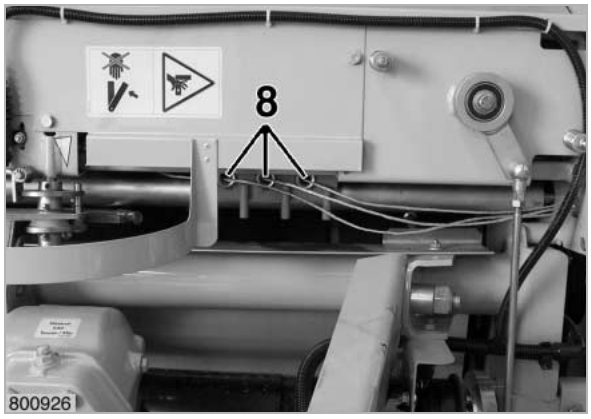
– Tie the twine end of one roll to the beginning of the next roll.

– Do the same with the other two pairs of twine rolls.

– Cut protruding ends at the knot to a length of 15 to 20 mm. (0.6'' to 0.8'')

– Place bobbins into twine box.

– Thread the twine through rear (3), middle (4) and front eyelet.



26

– Pick up both threads and guide them through front eyelet (5).

– Run the first twine thread through thread brake (7) between top and bottom plate.

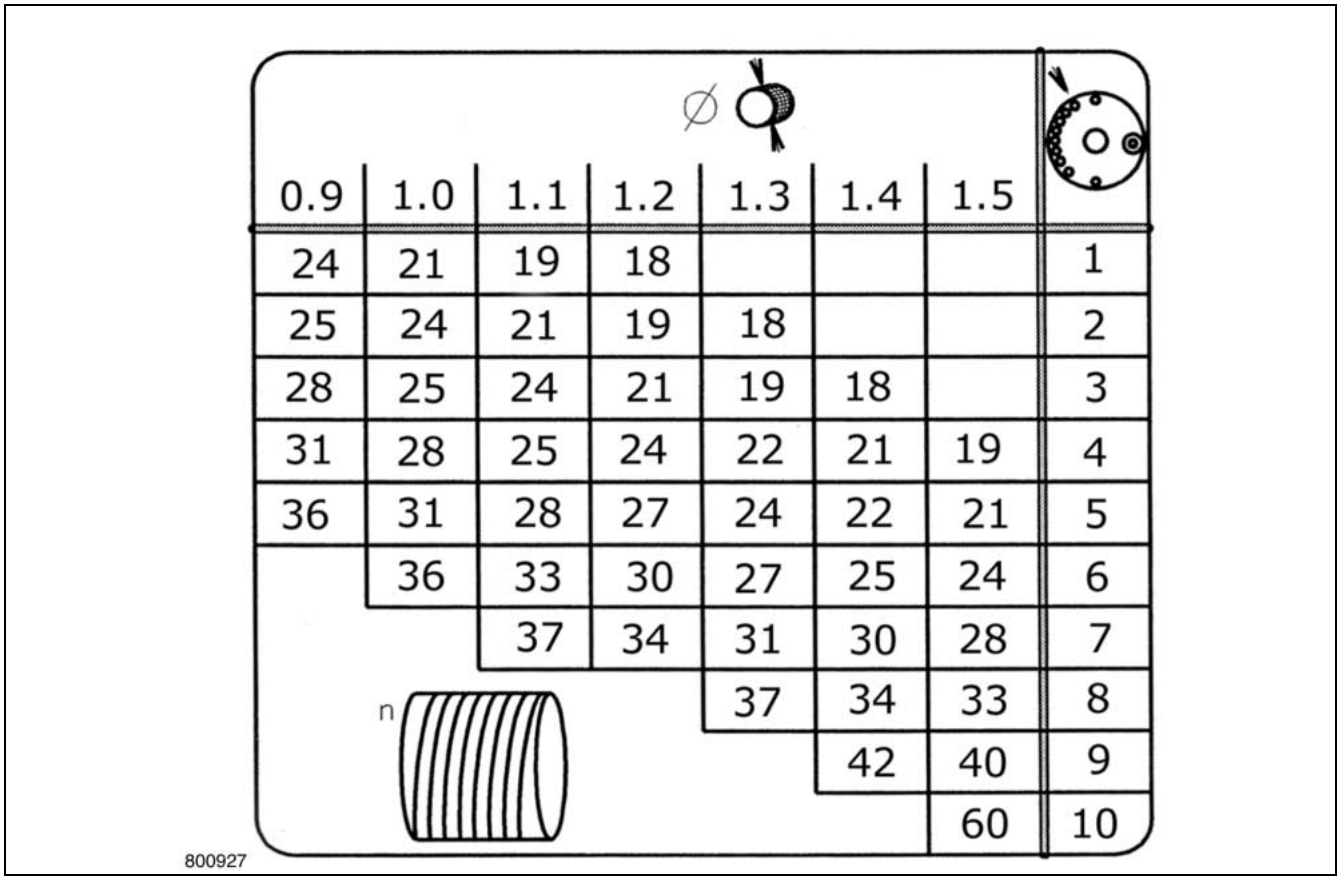
– Guide other twine threads through the thread brake between bottom plate and brake carrier.

– Guide each twine thread through an eyelet on guide carriage (8).

– Run the three twine threads between rollers (9) and (10).

(Fig. 16, 18, 25, 26)

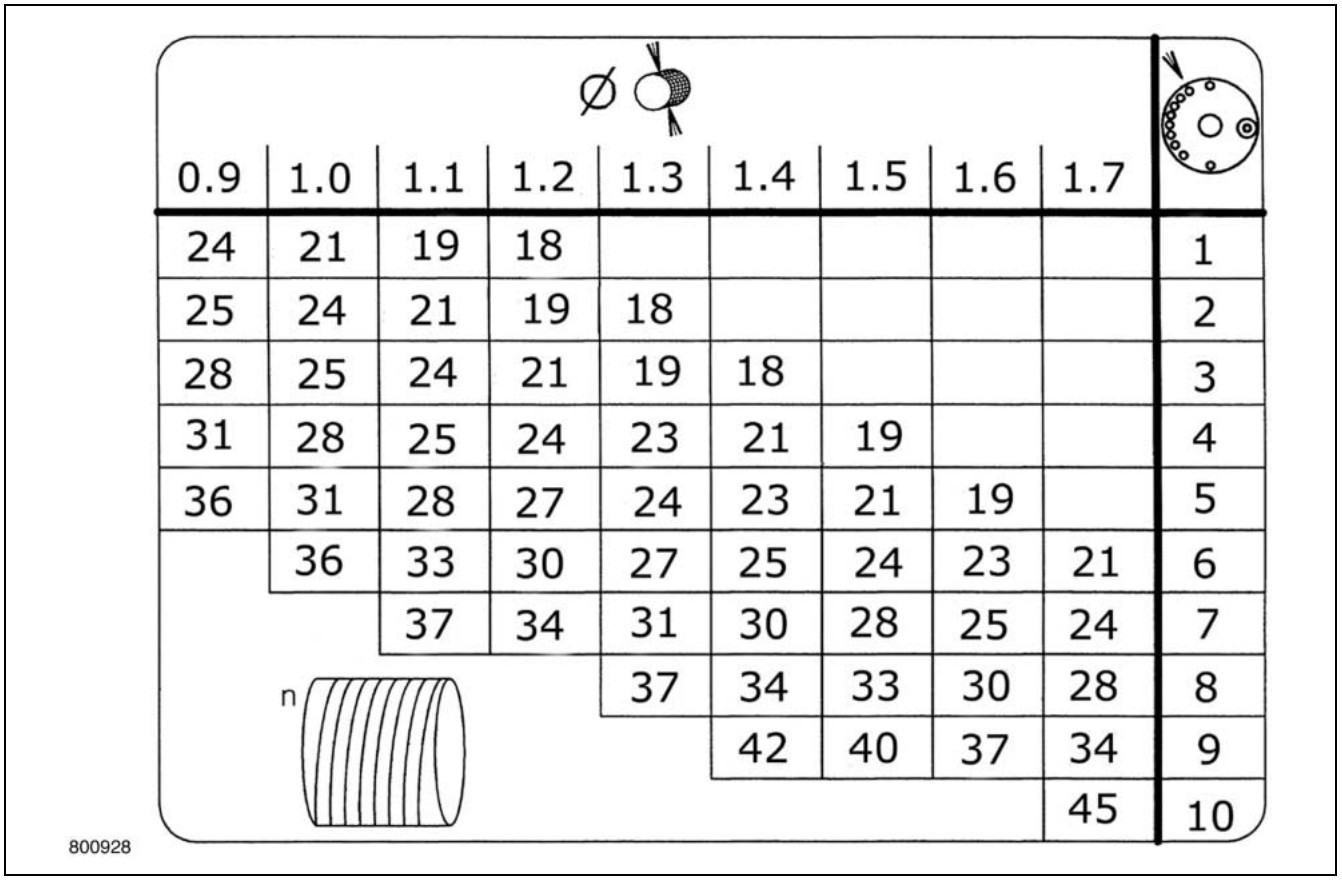
VARIANT 260



0.9	1.0	1.1	1.2	1.3	1.4	1.5	
24	21	19	18				1
25	24	21	19	18			2
28	25	24	21	19	18		3
31	28	25	24	22	21	19	4
36	31	28	27	24	22	21	5
	36	33	30	27	25	24	6
		37	34	31	30	28	7
				37	34	33	8
					42	40	9
						60	10

27

Variant 280

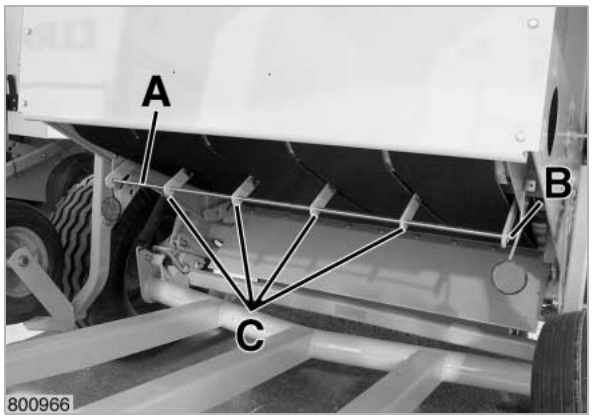


0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	
24	21	19	18						1
25	24	21	19	18					2
28	25	24	21	19	18				3
31	28	25	24	23	21	19			4
36	31	28	27	24	23	21	19		5
	36	33	30	27	25	24	23	21	6
		37	34	31	30	28	25	24	7
				37	34	33	30	28	8
					42	40	37	34	9
								45	10

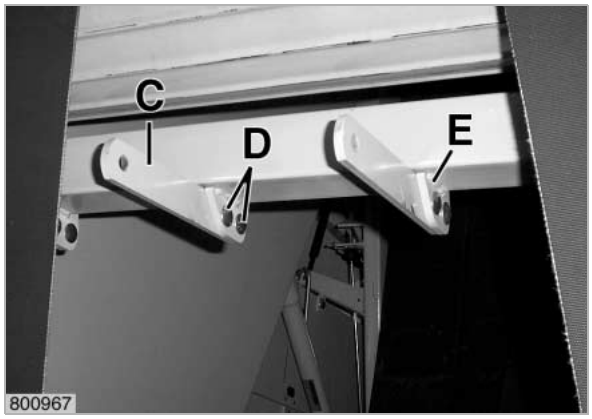
28

BALER ADJUSTMENT UNDER EXTREME SILAGE CONDITIONS

Under extreme silage conditions we strongly recommended to remove all four central belt guides (C) from the bottom roller at the tailgate. This prevents silage from accumulating on the belts, causing subsequent blockage.



1



2

Removal of belt guides

- Remove cotter pin (B).
- Disassemble rod (A).
- Slacken the belts.
- Unscrew both nuts (D) holding belt guide (C).
- Pull out belt guide (C).
- Repeat this procedure for the three other belt guides.
- Reassemble rod (A).
- Fasten the rod with cotter pin (B).
- Tighten the belt.

(Fig. 1, 2, 3)

3

Installation of belt guides

- Remove cotter pin (B).
- Disassemble rod (A).
- Slacken the belts.
- Place belt guide on carrier (E) opposite the welding seam.
- Fasten the belt guide with nuts (D).
- Repeat this procedure for the three other belt guides.
- Reassemble rod (A).
- Fasten the rod with cotter pin (B).
- Tighten the belt.

(Fig. 1, 2, 3)

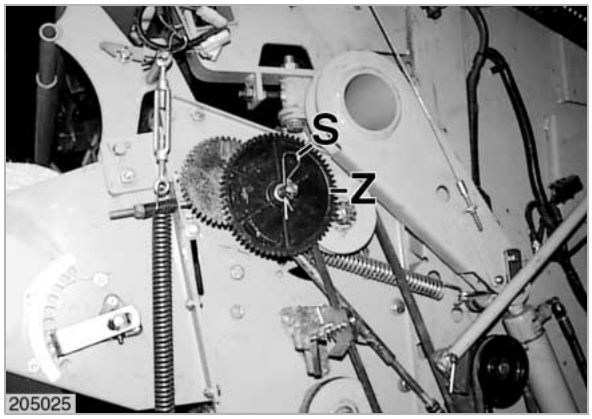
1

ROUND BALER WITH TWINE AND NET WRAPPING

Round balers with net and twine wrapping are adjusted for twine wrapping in the factory.

The conversion from twine to net wrapping is accomplished by converting the drive and by pressing the corresponding push button (1 or 2) on the control box.

(Fig. 1)



2

Changing to twine wrapping

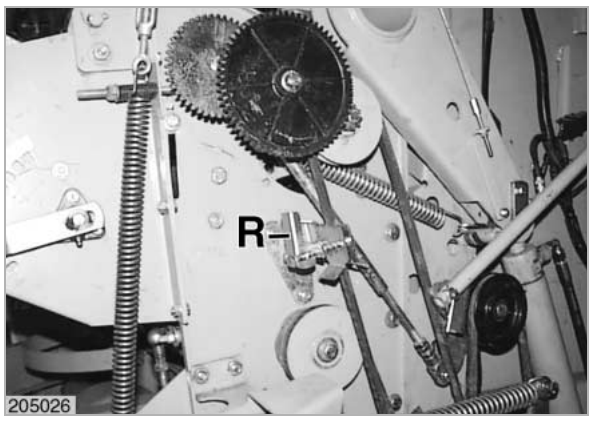
Adjusting drive for twine wrapping

Danger!

Shut the tractor down and pull the ignition switch off.

Pull spring split pin (S) out, slide double gear (Z) on the left-hand machine side to the outside and secure it again with the spring split pin (S) from the inside.

(Fig. 2)



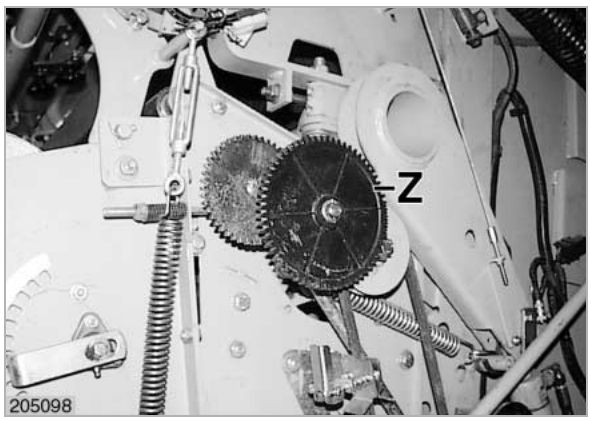
3

Applying the V-belt brake

Apply the V-belt brake by tilting clamping lever (R) up.

Pull the net off the rubber roller.

(Fig. 3)



4

Changing to net wrapping

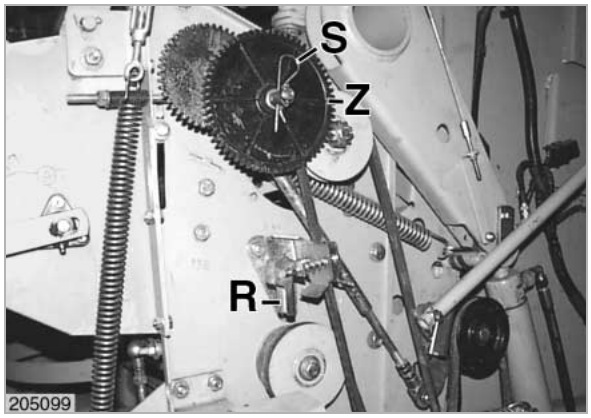
Adjusting drive for net wrapping

Danger!

Shut the tractor down and pull the ignition switch off.

Pull spring split pin (S) out from behind double gear (Z) on the left-hand machine side, slide double gear (Z) to the inside and secure it again with the spring split pin (S).

(Abb. 4, 5)



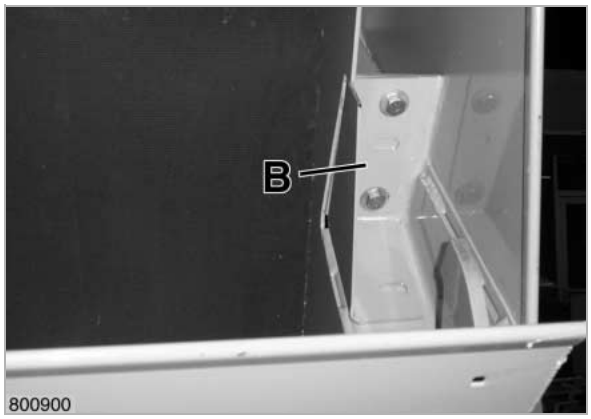
5

Releasing V-belt brake

Release V-belt brake by tilting clamping lever (R) down.

Pull the twine off the rubber roller.

(Fig. 5)

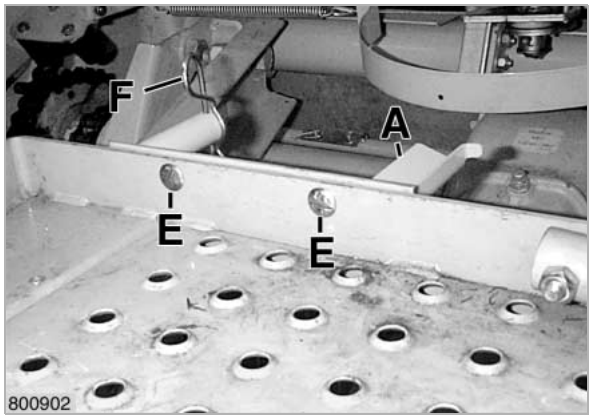


6

Baling of silage

For applications in silage plates (B) on right- and left-hand side of the tailgate must be removed.

(Fig. 6)

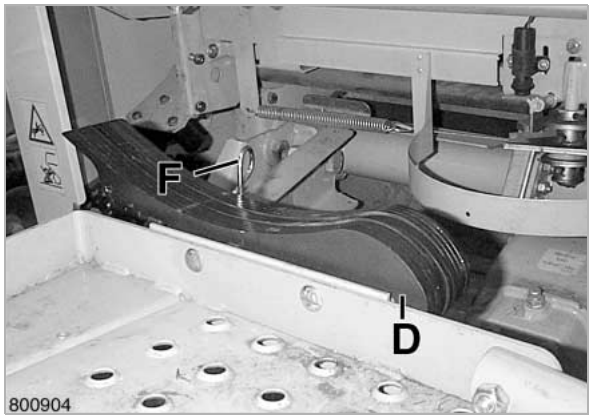


7

Installing dummy knife holder (optional) on VARIANT ROTO CUT

Fasten dummy knife holder (A) with truss-head bolts M 8 x 20 (E), Contact washers A8 and locking nuts VM8 to the platform.

(Fig. 7)



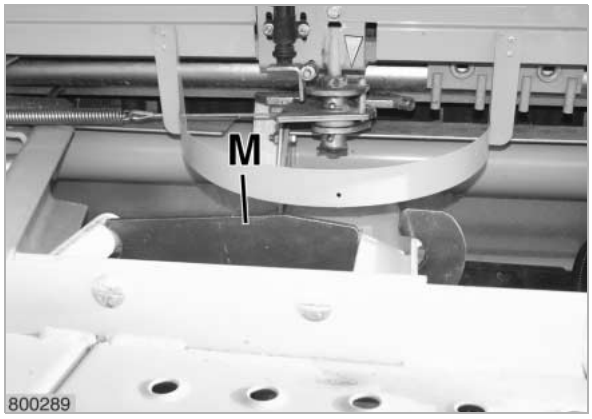
8

Attach dummy knives (D) and secure with spring cotter pin (F).

Attention!

All 14 blades and dummy blades must be on the holder, so that they will not be lost.

(Fig. 8)



9

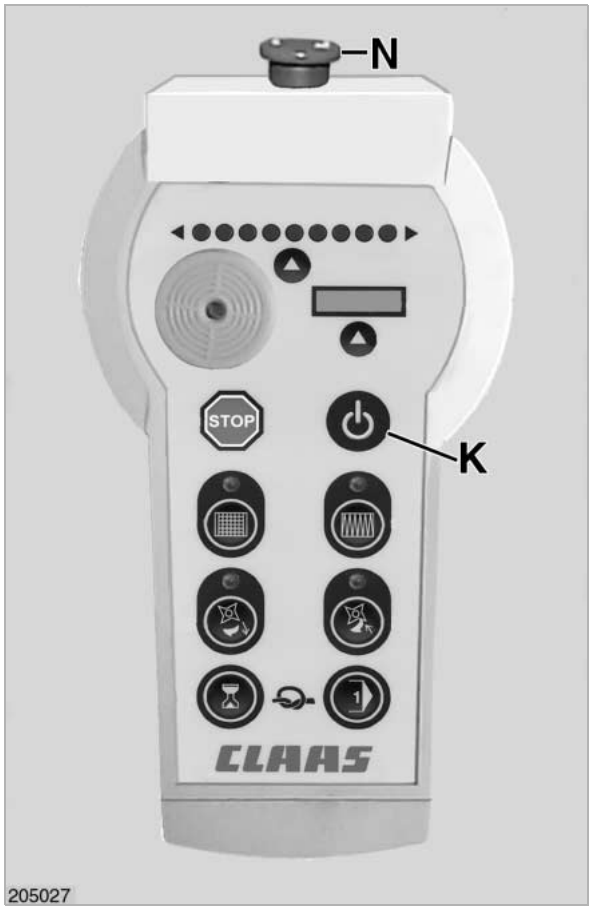
Installation position of knives (M).

Danger!

The cutting edges of the knives are very sharp.
Wear gloves.

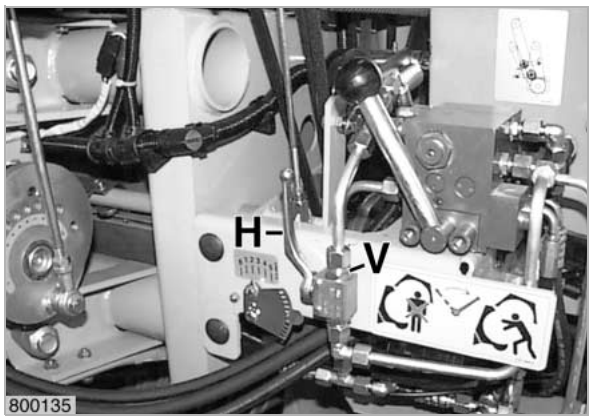
(Fig. 9)

9
Operation



1

2



3

STARTING OPERATION OF ROUND BALER

Attention!

Switch off the control box before starting the tractor engine.
Do not run the round baler with a slackened flat belt.
Always disengage the power take-off shaft off when keeping the tailgate open for a longer time.

Generally run the round baler with full speed – slightly reduce the baling chamber speed for net wrapping, bale ejection and thin swaths of brittle material.

Turn emergency stop button (N) in direction of arrow (clockwise) to activate the control box.

Control light (K) should not light.

A lighting or flashing control light indicates a fault. At the same time control light (J) at the front of the round baler lights up.

Control light - lights up	Tailgate not closed or not locked
Control light - flashes	Round baler not in initial state

Check also that lever (H) of the 3-way ball valve (V) points up.

(Fig. 1, 2, 3)

Recommendation for setting baling pressure:

Silage:	0-2.5 (depending on dry substance)
Hay:	2-4
Straw:	3-5

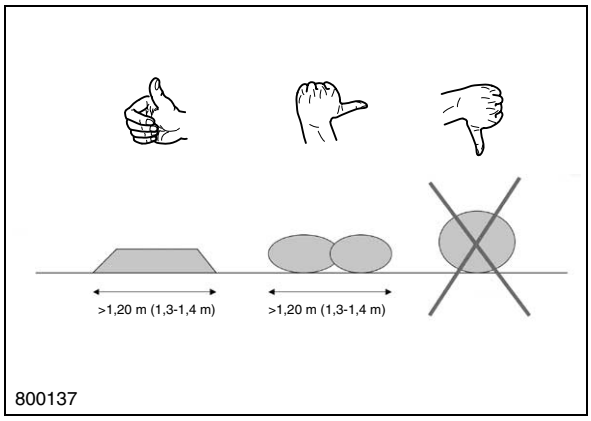
Recommendations for soft core set-up (optional):

VARIANT 260/280 and 260/280 RC can work with very high compression, already from the core.

However, this only makes sense when working with very dry straw. For silage and hay the core should be compressed with reduced baling pressure. This is accomplished by the soft core facility. The drier the harvested material, the lower the soft core setting (see 8.3.1).

Attention!

With the soft core facility, the function „active hydraulic system“ is deactivated at the beginning of the baling process. However, the function „active hydraulic system“ is activated again when closing the tailgate.



4

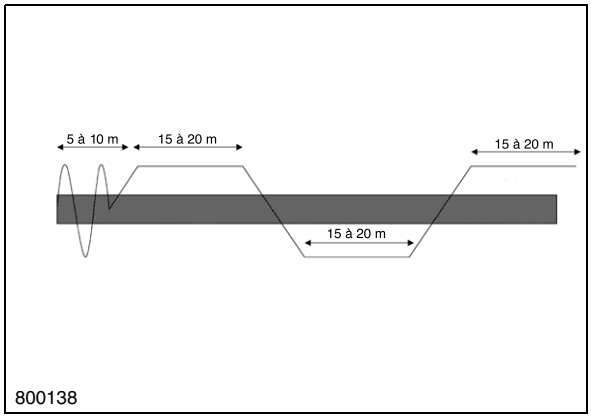
Charging the baling chamber

Drive the round baler to the swath and engage the power take-off.

Exactly formed round bales and a high capacity of the baler can best be achieved with a wide box-type swath from a central swath rake; when working with a single gyro type or lateral swath rakes the individual swaths should be placed beside each other and not on top of each other (remove the swath cloth!).

A uniform box-type swath applies an even load to the belt circulation and considerably minimizes the penetration of dirt into the belt circle.

(Fig. 4)

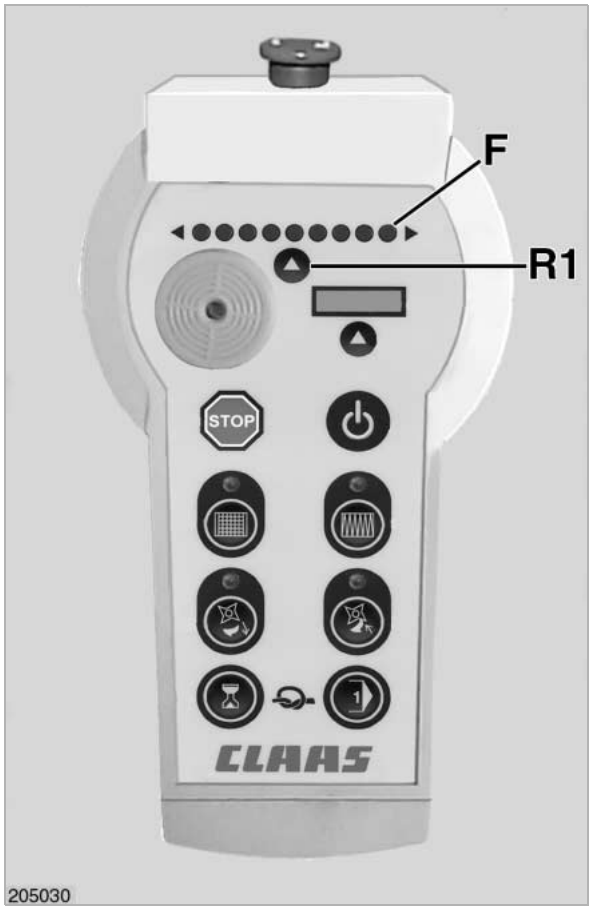


5

When working with thin swaths, traveling with “oscillation” is recommended. (Convey swaths always approx. 15 m (590”) to the right and left into the baling chamber. At the start of the bale at shorter distances.)

Monitor the baling pressure on pressure gauge (M) while baling.

(Fig. 2, 5)



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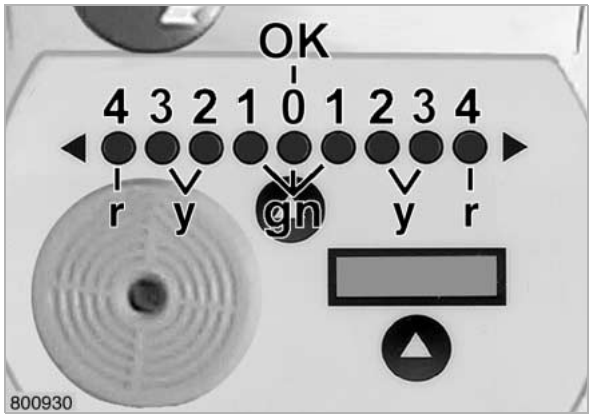

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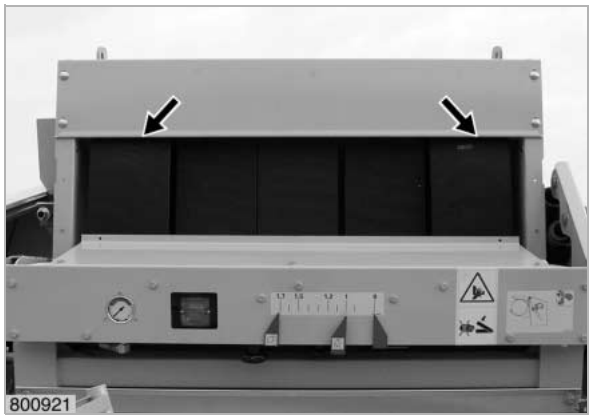


8

Side indicator
(right-left indication, optional)

Side indicator (F) in the control box consists of green, yellow and red control lights.

Control lights:

gn (green) = even filling

y (yellow) = single side filling

r (red) = extremely single side filling

If control lights (1 to 4) on left-hand side light up, drive to the left.

If control lights (1 to 4) on right-hand side light up, drive to the right.

Reset:

The reset button (R1) changes the »0-position« in accordance with the bale shape. This is particularly necessary with changing swaths.

»0-position« = green (gn) control light in the middle.

If, e.g. the green (1) and yellow control lights (2) light up with perfect bale shapes, reset the »0-position« by pressing the reset button (R1).

When pressing reset button (R1) all control lights light up for a few seconds.

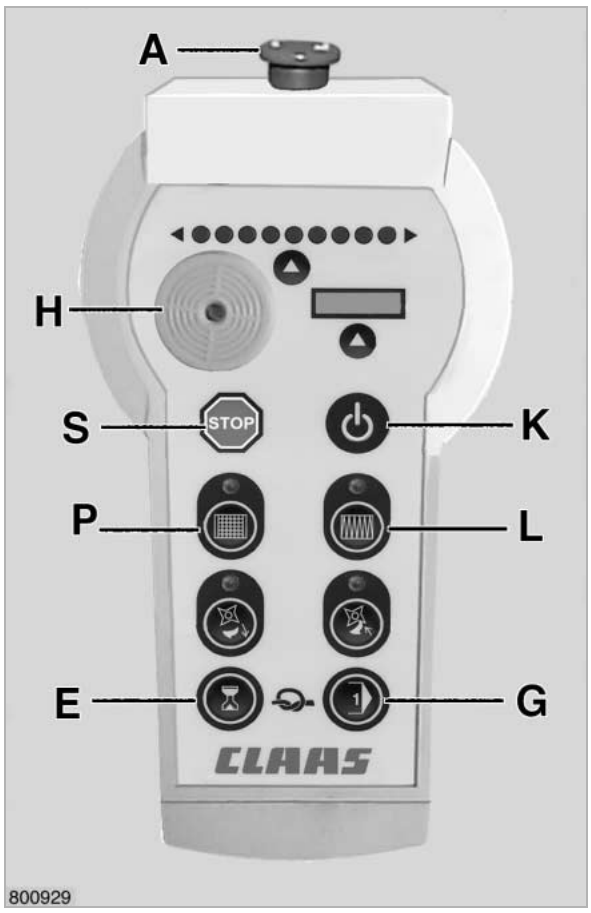
The green control light (0) lights permanently. With single side filling this light indicates the distance from the »0-postion«.

Correction of reset entry:

If reset button (R1) was pressed by accident in case of single side formed bales, it must first of be pressed again.

With uniform bale shape (during baling indicated by the levers on the mechanism for the travel direction indicator) reset button (R1) can be pressed again.

(Fig. 6, 7, 8)



9

Automatic wrapping

Note!

If control light (K) lights up or flashes rapidly after starting round baler operation, the round baler is not ready for automatic wrapping.

The cause of this status must be eliminated before wrapping.

Possible causes:

Lamp flashes
- Twine guide slide. Twine wrapping not in initial state.
- Bale diameter reached.

Lamp lights up
- Tailgate open.
- Tailgate not locked.

Tying delay

Delay function

The Control Terminals on Variant 260 and Variant 280 are delivered with a program to adjust the time between start of tying and audible signal for completed bale. This is referred to as a delay.

Twine wrapping: Setting the delay

– Press push button (A) to switch on the Control Terminal.

– Press button (L) to select twine wrapping.

– Press push button (A) to switch off the Control Terminal.

– Press buttons «Manual Tying» (G) and «Tying Delay» (E) together.

– Switch on the Control Terminal and keep buttons (G) and (E) depressed: Stop sign (S) lights up and stop signal (H) sounds.

– Hold buttons (G) and (E) depressed for 0 to 4 seconds. This time determines the time interval between start of tying (twine entering into bale material) and audible signal „bale completed“.

– Switch Control Terminal off and on again to accept new settings.

(Fig. 9)

Note!

If buttons (G) and (E) are held depressed for more than 4 seconds, the Control Terminal will return to normal operation.

Net wrapping: Setting the delay

– Press push button (A) to switch on the Control Terminal.
– Press button (P) to select net wrapping.
– Press push button (A) to switch off the Control Terminal.
– Press buttons «Manual Tying» (G) and «Tying Delay» (E) together.
– Switch on the Control Terminal and keep buttons (G) and (E) depressed: Stop sign (S) lights up and stop signal (H) sounds.
– Hold buttons (G) and (E) depressed for 0 to 10 seconds. This time determines the time interval between the audible signal «bale completed» and start of wrapping process.
– Switch Control Terminal off and on again to accept new settings.

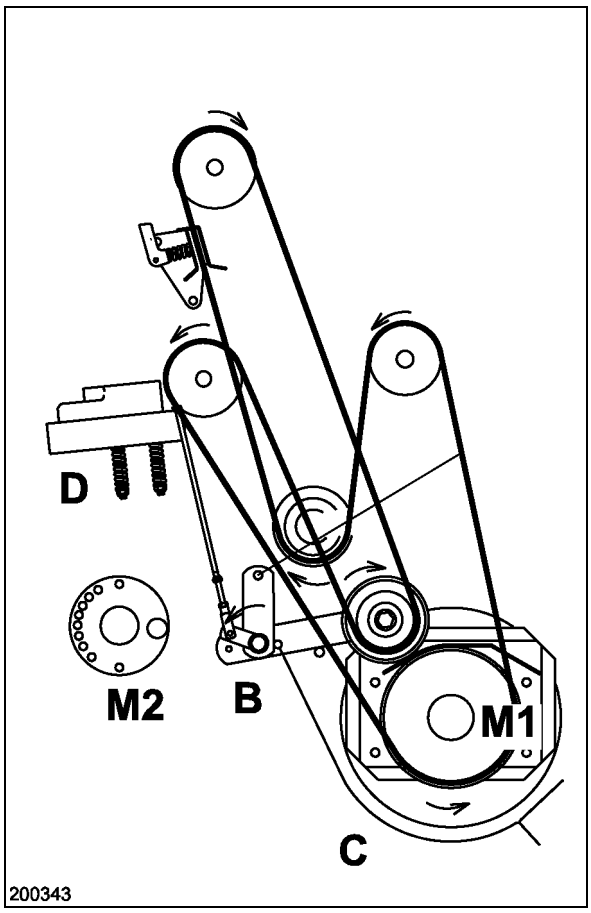
(Fig. 9)

Note!

If buttons (G) and (E) are held depressed for more than 10 seconds, the Control Terminal will return to normal operation.

Note!

If the delay has been set to a value higher than 10 seconds automatic tying is no longer active. The system will only work with manual tying.



10

Wrapping and ejection of bales

When the specified bale diameter is reached, the electrically operated magnetic clutch (M1) is automatically activated and the wrapping process started.

When magnetic clutch (M1) is switched on, lever (B) is turned to the left. This pulls the net or twine guide plate (C) up against the belts and, in twine wrapping mode, the twine brake is released.

Stop sign (S) lights up and signal horn (H) sounds.

Stop sign (S) goes out after 5 seconds.

When using the twine wrapping system, magnetic clutch (M1) is deactivated and magnetic clutch (M2) activated.

Twine guide slide (F) for twine wrapping is driven by magnetic clutch (M2).

(Fig. 9, 10, 11, 12)

11

The tractor must now be stopped within the time delay until the start of wrapping.

Wrapping twine or net are then picked up and pulled in by the rotating bale.

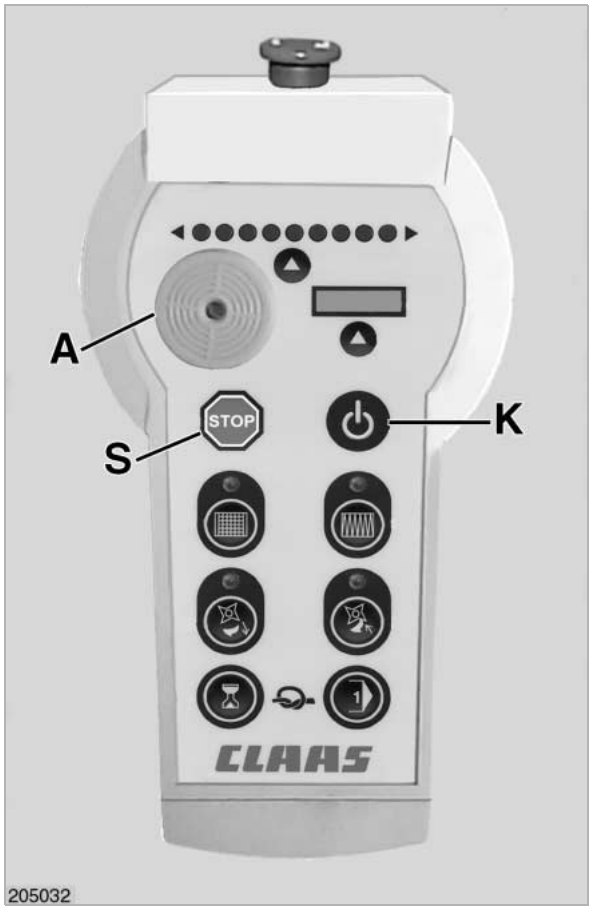
Once the tying process is completed both fault message control light (K) and control light (J) at the front of the round baler light up.

With twine wrapping the end of the wrapping process can also be noticed by stopping of the twine guide slide.

With net wrapping the end of the wrapping process can additionally be noticed by stopping of the net roll or audibly when the blade cuts the net.

(Fig. 2, 9, 10, 11, 12)

12



13

Bale ejection:

Tailgate is opened by operation of the tractor mounted hydraulic control valve.

Note!

The tailgate must be opened quickly and in one go to avoid contact between bales and tailgate or flat belt resp. in order to prevent the bales from being damaged, if necessary connect the hydraulic hoses to the tractor control unit in a way, that the lever on the control unit cannot not be accidently pulled to floating position when opening the tailgate.

The bale leaves the baling chamber via the bale ejector (ramp).

When the ramp is pressed down by the bale, the stop sign in control box (S) flashes and signal horn (A) sounds.

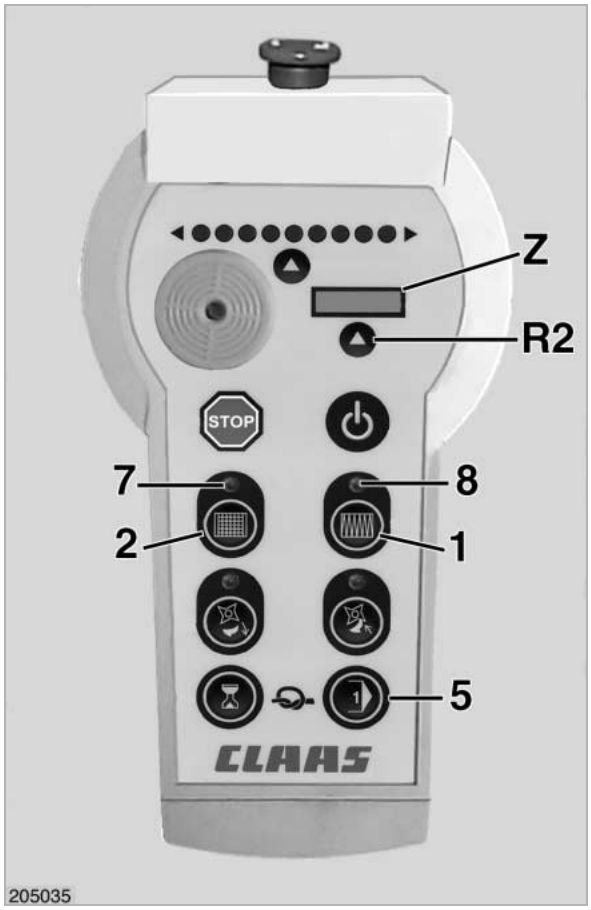
Once the bale has left the ramp, both the stop sign in control box (S) and signal horn (A) go out.

Tailgate is closed by operation of the tractor mounted hydraulic control valve.

After closing the tailgate (can be audibly recognized), “fault” control light (K) will go out.

The next bale can be pressed.

(Fig. 13)



14

Placement of bales

Danger!

On slopes place bales so that they will not move.

Output of bales without bale ejector

Before laying the bale down back the round baler up approx. 5 m (196.8''). This is necessary to prevent the tailgate from closing on top of the bale and to ensure that no baling material is picked up when restarting with the tailgate not completely closed.

Bale counter

Bale counter (Z) shows the number of pressed round bales. This system counts completely finished bales. Press reset button (R2) to reset the indicated bale quantity to “0”.

Round baler with net wrapping

Press push button (2) on control box to activate net wrapping. The status display (light) (7) confirms the selection “net wrapping”.

Round baler with twine and net wrapping

Balers with twine and net wrapping are factory-set to twine wrapping by default.

To change from twine to net wrapping and vice-versa:

– Adjust drive
(see chapter “Setting up the baler”) and

– press push button (1 or 2) on the control box to activate net or twine wrapping.

The status display (light) (7 or 8) shows the active wrapping mode.

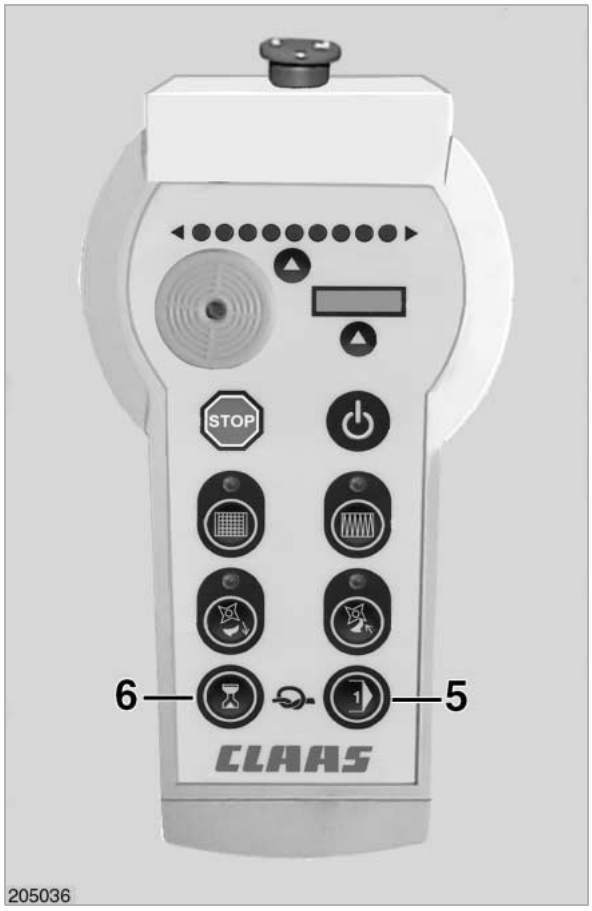
Round baler with twine wrapping

Press push button (1) on control box to activate twine wrapping. The status display (light) (8) confirms the selection “twine wrapping”.

Note!

When initiating the wrapping process make sure that both twine ends are drawn in. If only one twine end is drawn in run the wrapping process to the end and press push button (5) to restart.

(Fig. 14)



15

Manual overload of automatic wrapping

Triggering early wrapping

This process is used if, e.g. there is not enough material for the last bale at the end of the swath.

Early wrapping can be initiated by pressing push button (5) up to just before the start of automatic wrapping (twine or net).

Delaying the wrapping process:

This method is applied if e.g. the end of the swath can be reached by this delay.

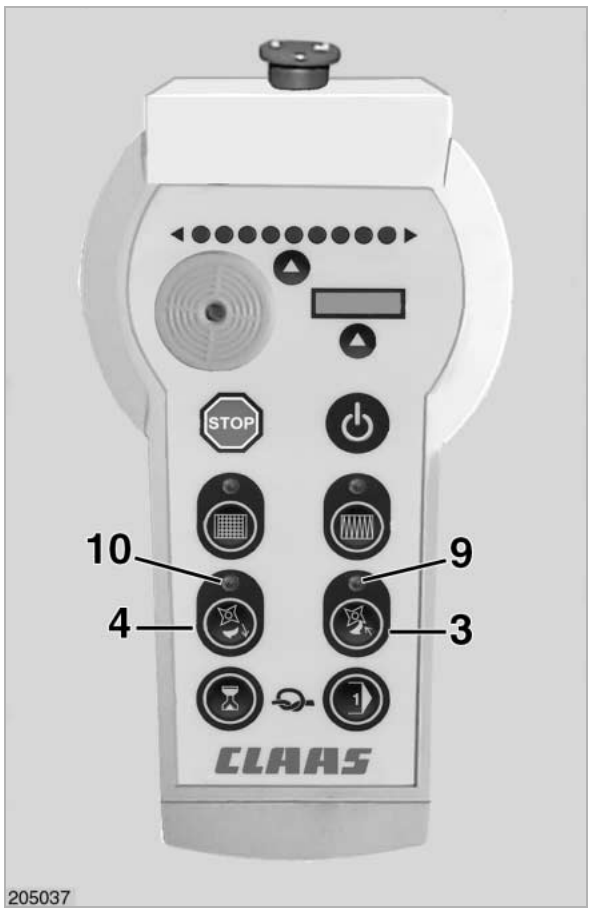
Early wrapping can be initiated by pressing push button (6) up to just before the start of automatic wrapping (twine or net).

Wrapping will then automatically start when releasing push button (6).

If the wrapping process is not automatically started by delaying the wrapping process, the baling chamber is not yet completely filled.

In this case the baling chamber must be filled further or the wrapping process must be triggered earlier.

(Fig. 15)



16

Cutting device (ROTO CUT)

Slewing the blades in

1. Actuate push button (3). The light (9) confirms the selection.
2. Raise the pick-up completely with the tractor hydraulics. All blades are slewed in by the hydraulic cylinders. The pick-up can then be lowered again.

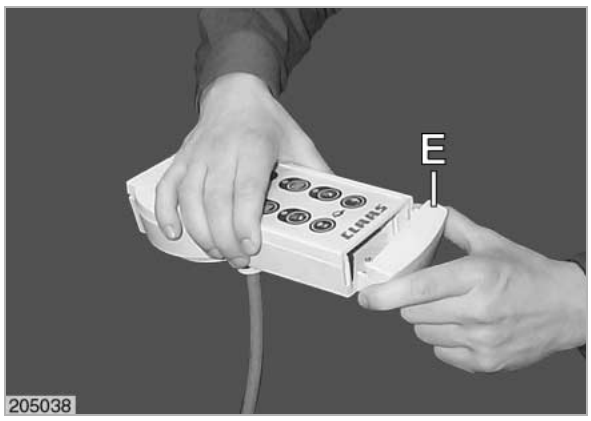
Slewing the blades out

1. Actuate push button (4). The light (10) confirms the selection.
2. Lower the pick-up completely with the tractor hydraulics. All blades are slewed out by the hydraulic cylinders. The pick-up can then be raised again.

Note!

The blades initially remain in slewed-in position. The taken in baling material forces the blades back.

(Fig. 16)



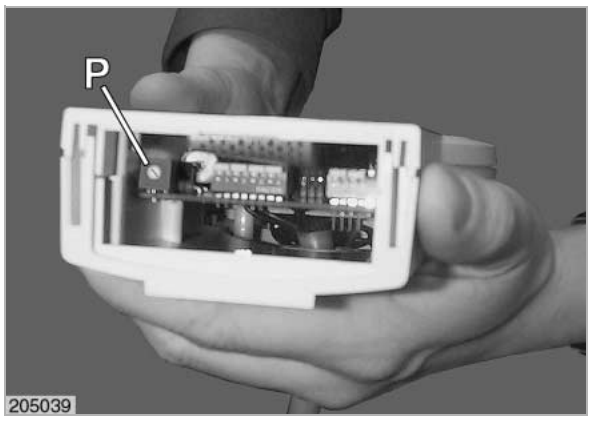
17

Adjusting the volume of the audible warning signal

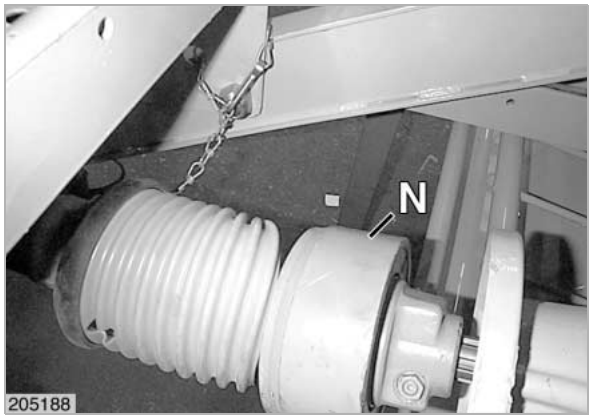
Procedure:

1. Pull end cap (E) off the control box.
2. Use a screwdriver to turn the screw of potentiometer (P).
   To increase the volume: turn cw.
   To reduce the volume: turn ccw.

(Fig. 17, 18)



18



1

BLOCKAGE OF THE ROUND BALER

Cam clutch – propeller shaft

In case of an overload condition of the round baler or a blockage of the rotor, the cam clutch (N) will switch the drive off.

If the cam clutch responds, proceed as follows:

1. Switch the power take-off shaft off (the cam clutch will then engage positively).
2. Swash the knives of the cutting facility (VARIANT 260/280 RC) out (see page 9.1.10).
3. Switch the power take-off shaft on again and couple again at low speed.

Note!

If the cam clutch responds again immediately, switch the power take-off shaft off and repeat this procedure if necessary.

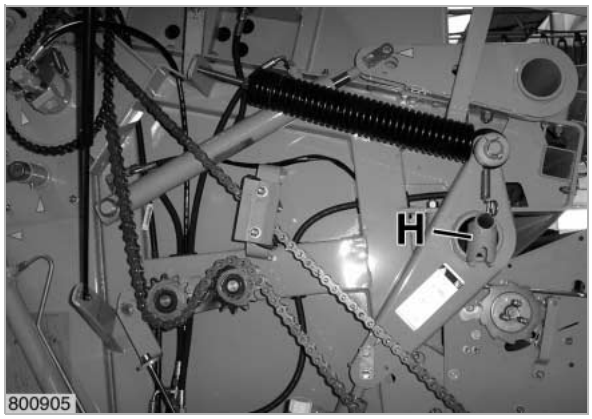
Danger!

Shut the tractor down and turn the ignition switch off. When clearing by hand wear gloves – danger of injuring!

Inspect the round baler for foreign obstacles and remove them if necessary.

On VARIANT 260/280 RC swash the knives back in (see page 9.1.10).

(Fig. 1)

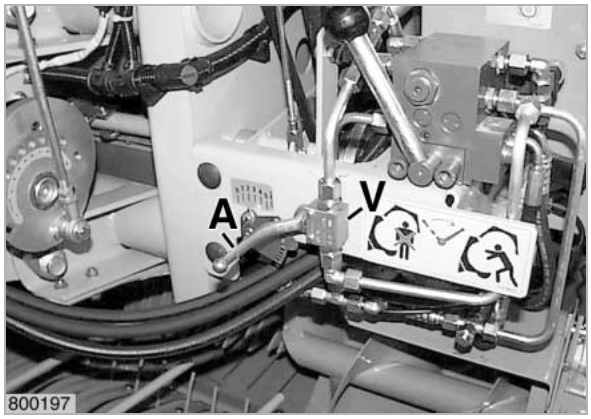


2

Rotor reversing facility
(VARIANT 260/280 / 260/280 RC)

If a blockage needs to be cleared, the rotor can be turned back manually with lever (H).

(Fig. 2)



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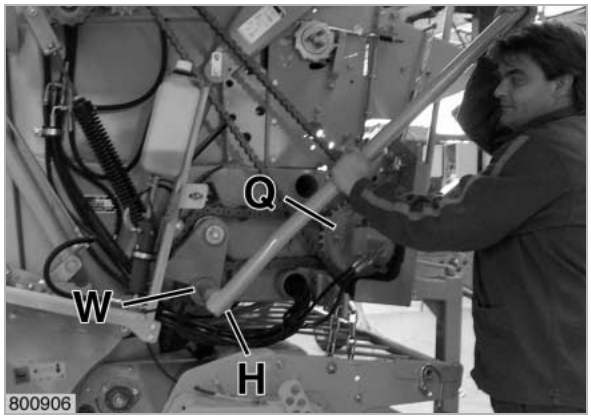


4

Procedure:

1. Switch the propeller shaft off.
2. Open the side flap.
3. Shift lever (A) of the 3-way ball valve (V) forward. This decouples the rotor from the machine drive.
4. Swash the knives of the cutting facility (VARIANT 260/280 RC) out.

(Fig. 3)

5. Set the control valve on the tractor to “open tailgate” so that the rotor cut-off coupling (Q) moves out.

Attention!

In order to avoid leaks in the 3-way ball valve (V) set the control valve only once to position “open tailgate”. Do not operate to and fro several times.

6. Shut the tractor down and pull the ignition switch off.
7. Remove lever (H) from the tensioning arm tube.
8. Push the lever onto shaft (W) against the end stop.

Danger!

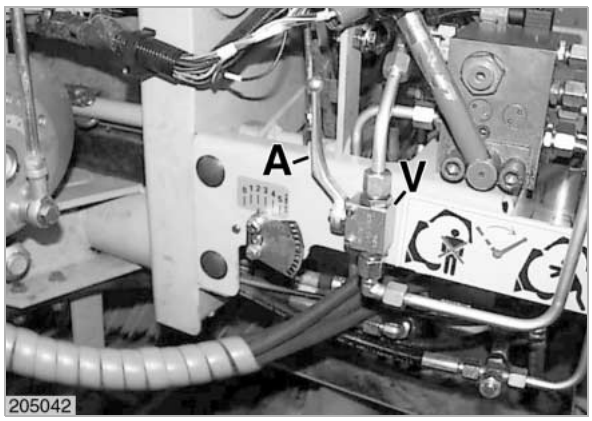
Danger of injury by lever (H) slipping off.

9. Remove the blockage through the front by clockwise turning with lever (H).
10. Remove pressed material or foreign bodies.

Danger!

When clearing by hand wear gloves - **danger of injuring!**

11. Pull lever (H) off shaft (W), push it into the clamping arm tube and lock it.
12. Closing the side door.



5

13. Start the tractor engine.
14. Set the control valve on the tractor to “close tailgate” so that the rotor cut-off coupling (Q) moves in.
15. Set lever (A) of the 3-way ball valve (V) to upright position.
16. Set the control valve once again to position “close tailgate”.
17. Swash the knives of the cutting facility (VARIANT 260/280 RC) in.
18. Engage the propshaft at low speed.

(Fig. 4, 5)

Note!

When the bale has reached a sufficient size, you may alternatively proceed as follows if the rotor is blocked:

1. Switch the propshaft off.

2. Shift lever (A) of the 3-way ball valve (V) forward. This decouples the rotor from the machine drive.

3. Start the propshaft.

4. Initiate a tying process.

5. Eject the bale.

6. Close the tailgate.

7. Switch the propshaft off.

8. Set lever (A) of the 3-way ball valve (V) to upright position.

9. Engage the propshaft again at low speed to remove the blockage of the rotor.

10. Continue pressing when the rotor is free. If the blockage cannot be cleared, proceed as described on page 9.2.1.

FAULT, CAUSE OR REMEDY

Fault	Cause or remedy
Control light (K) in the control box lights/flashes (see page 9.1.7).	The reasons must be eliminated before wrapping: Possible causes: Lamp flashes 1. Twine guide slide Twine wrapping not in home position. 2. Bale diameter reached. Lamp lights 1. Tailgate open. 2. Tailgate not locked.
Twine wrapping	
When the set bale diameter is reached the twine wrapping does not start automatically.	1. The round baler has not been set for twine wrapping on the control box. 2. Electric power supply for the baler defective. Check lines, plug connections and 25 A fuses. 3. The switch on the bale diameter adjustment is out of function. Check switch, lines and mechanical control. 4. Magnetic coupling or connection defective. The magnetic coupling can be tested by switching it on manually on the control box. 5. The switch on the top left-hand side of the tailgate is jammed. Check the switch function, if necessary change the switch.
Twine wrapping starts automatically and magnetic coupling remains activated. The red light and the buzzer in the control box are not activated after 5 seconds.	1. Tailgate is not completely closed. 2. The switch on the top left-hand side of the tailgate is not closed or defective. Readjust the switch. When the tailgate is closed the switch must be pressed and closed, replace the switch if necessary. Check plug.
Wrapping twine tension too loose.	1. The magnetic coupling remains activated, see above. Check twine tying switch. 2. The knife did not cut. Knife blunt or corroded, change if necessary. **Caution, danger of injury!** 3. Check twine brake.
Twine wrapping continues although knife is folded in.	1. The magnetic coupling remains activated, see above. Check twine tying switch. 2. The knife did not cut. Knife blunt or corroded.

Fault	Cause or remedy
Wrapping twine is not drawn in when starting wrapping.	1. Rubber twine drawing roller dirty. Clean. 2. Brake is not released. Levers on the belt drive jammed. Rope torn or rope clamp stop loosened.
Tearing of wrapping twines.	1. Twine break too strong. Loosen the springs. 2. Wrapping twines in the yarn box entangled. Position the twine rolls with the inscriptions facing upwards. Before threading twine return the twine guide slide to start position. For this purpose operate the crank drive until the knife is located at the back. **Caution, danger of injury!** 3. Wrapping can only be started with the pushbutton (control box) when the switch at the top left-hand side of the tailgate has been pressed, i.e. the tailgate is closed. Hold the start button for 5 seconds.
Twine slide is pulled at the same place to and fro by the twines.	1. The disc brake on the chain drive at the front left-hand side is not strong enough. Tighten the springs (1 turn is sufficient).
Distance of the outer twines to the outer edge of the bale too big; or twines slip off at the sides.	1. Adjust the lateral twine limitation towards the outside or inside.
Net wrapping	
The net wrapping does not start automatically when the specified bale diameter is reached.	1. The round baler has not been set for net wrapping on the control box. 2. No home position when starting (control light (K) in control box).
When the adjusted bale diameter is reached the stop signs appear but there is no audible signal.	1. Check the bale ejector sensor. If necessary, check the power supply lines and the 25 A fuse. If red light and buzzer are o.k., switch or switch control on diameter adjustment defective.
The net wrapping process does not start.	1. Magnetic coupling or electric power supply defective.

Fault	Cause or remedy
The net is not conveyed into the baling chamber and winds up around the rubber or steel roller.	1. Knife is not in front position. 2. Tailgate was not opened wide enough. 3. Excessive stroke at the knife holding hook not big enough. Adjust the hexagon nut on the pressure rod so that the hook has 5 mm (0.20'') excess stroke at the control roller when the tailgate is completely open. 4. Hook or control linkage jammed. Check the spring tension on the steel pressing roller. 5. Rubber or steel roller dirty or damaged. 6. The steel roller may apply excessive pressure against the rubber roller over night, so that the net sticks to the rubber roller. Pull the net approx. 2 cm (0.79'') out and off the rubber roller.
Net breaks when starting wrapping.	1. Adjustment of braking bracket too strong.
Net slips on the rubber-coated roller.	1. V-belt deflector lever jammed. 2. Trough for net roll corroded or dirty. 3. Spring on net roll brake excessively tensioned. Adjustment at front right-hand side. Adjustment at front right and left. 4. Rubber roller dirty.
Net winds up on steel roller.	1. Steel roller dirty or damaged.
Net too loose on bale.	1. Tension spring on net brake insufficiently tensioned. 2. The number of net windings set is insufficient. 3. Poor net quality.
Number of net windings on bale too low.	1. Hook on knife jammed. 2. The number is incorrect = change number of net windings.
Net is not cut.	1. Net incorrectly inserted. 2. Knife protection bar has not been removed. 3. Knife jammed or corroded. 4. Net tension not high enough. Tighten front right-hand spring. 5. Blades have not been retracted. 6. Tighten and clean the catch wheel.

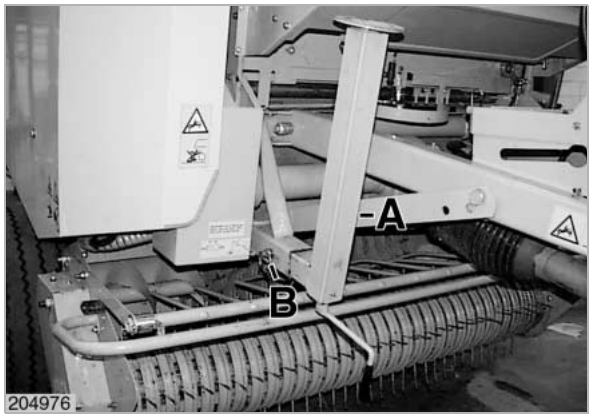
Fault	Cause or remedy
Net on bale damaged.	1. When loading insert the fork of the forklift truck only into the front face of the bale. Avoid pushing of the bales on the ground. Use suitable bale grippers! 2. Check bale ejector for damage. Repair damage, remove possible burrs. 3. The rotor clutch does not decouple correctly. Lubricate the rotor coupling or check spring adjustment. 4. Tailgate touches bale, because opening speed is too slow.
The control light “fault indication” in the control box does not light up when the tailgate hooks are open.	1. Voltage supply not correct. 2. Switch on tailgate hook defective or operation not possible. 3. Cable or light bulb defective.
Shear pin or cam clutch responds too frequently.	1. Reduce baling pressure. 2. Reduce travel speed.
Erratic performance of machine.	1. Reduce baling pressure. 2. Enlarge soft core. 3. Single side filling.
Net is damaged by rotor.	1. Lubricate rotor clutch every day, adjustment see 11.3.7
Rotor blocked.	1. Poor and uneven shape of swath. 2. Swash out blades. 3. Switch on PTO-shaft carefully at low speed. 4. For reversing of rotor, disconnect rotor and baling chamber hydraulically by operating the 3-way-valve and with P_U lowered. • Turn rotor manually slightly back. • Tie bale and re-engage the rotor coupling.

10
After use

1

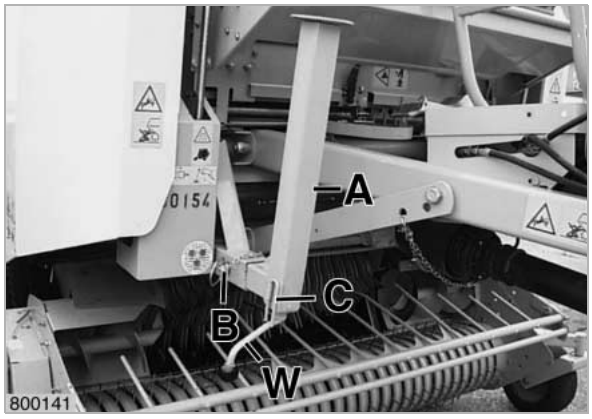
2

VARIANT 280 up to serial-no. 73000054



3

VARIANT 260 and VARIANT 280 from serial-no. 73000055



4

UNHITCHING THE BALER

Wheel chock

Danger!

Before unhitching the baler place wheel chocks in front of the wheels.

Take wheels chock (U) out of the bracket on the right and left hand side doors and place them behind the wheels to stop the baler from rolling.

(Fig. 1, 2)

Parking support

Danger!

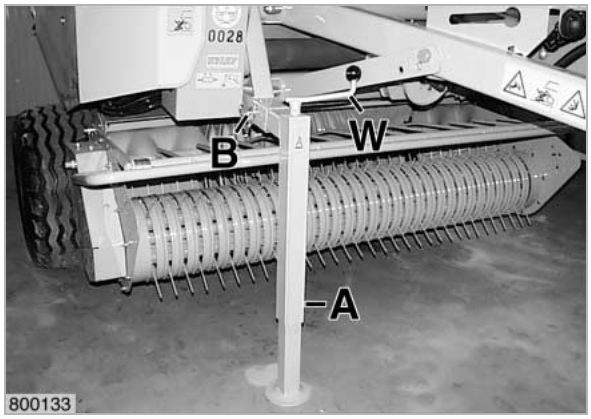
Always position the parking support correctly before unhitching the round baler (stability). Be careful when operating the parking support – risk of squashing!

Remove the linch pin, pull out bolt (B) and extend parking support (A) to the front.

Note!

After turning parking support (A) slide down locking clamp (C) for crank handle (W).

(Fig. 3, 4)

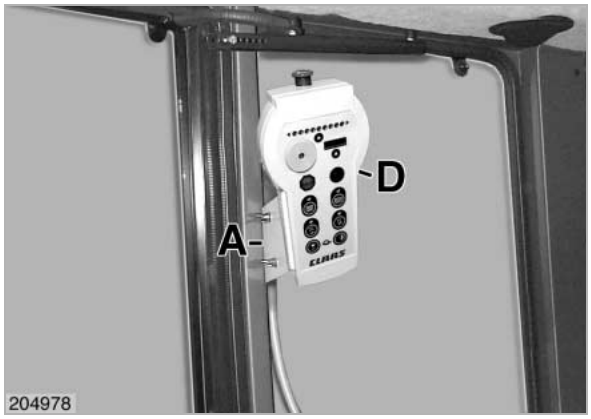


5

Turn the parking support for 180 degrees and push it back in so that the bolt can be reinserted.

Secure the bolt with the linch pin.
Use crank handle (W) to load the parking support until the towing eye on the towing hitch of the tractor is free.

(Fig. 5)



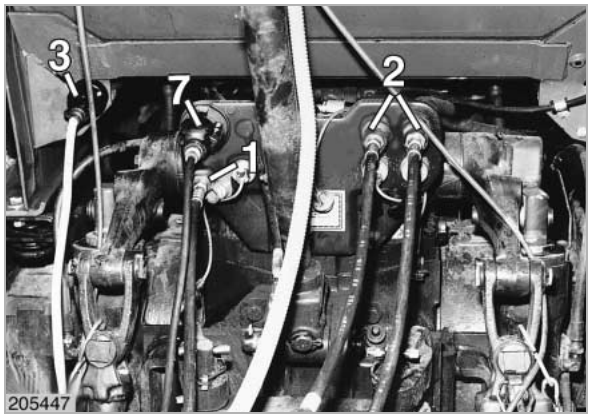
6

Control box

Take control box (D) out of bracket (A).

Pull the 13-pin plug (13) of the connecting cable out of the socket on the platform and store the control box in the twine box.

(Fig. 6, 8)



7

Hydraulic hoses and electrical wiring

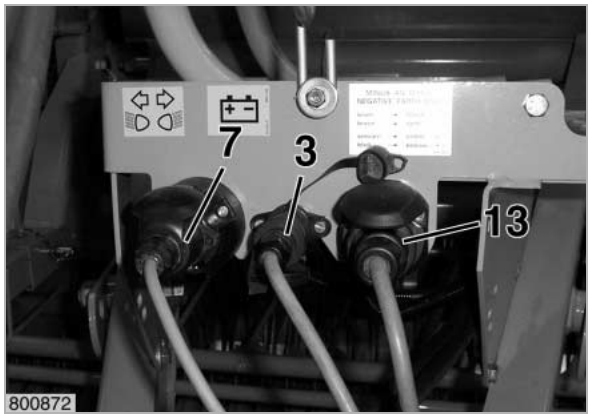
Disconnect hydraulic hoses (1 and 2) from the tractor and close the coupling ports with the dust caps.

Attention!

Always pull the pressure line out after a pressure failure.

Pull 2-pin (3) and the 7-pin plugs (7) out of the platform sockets.

(Fig. 7, 8)



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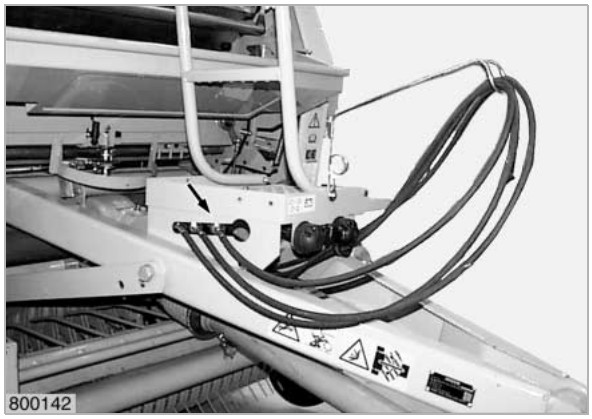
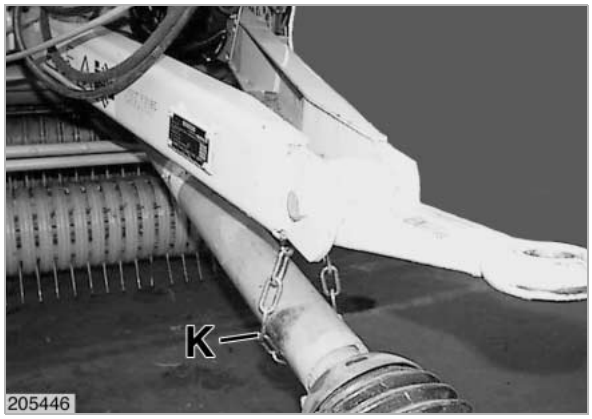


9

Insert hydraulic hoses through the slot in the platform.

(Fig. 9)



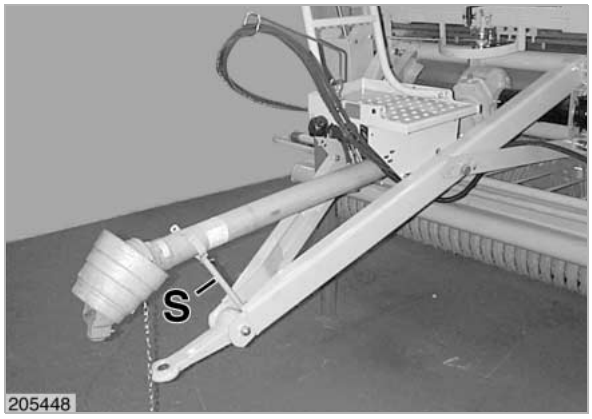
10

Propshaft

Pull the propshaft off the tractor.

On machines with towing hitch suspend the propshaft with chain (K).

(Fig. 10)



11

On machines with trailer coupling ring store the propshaft on the support (S) provided for this purpose.

Unhitch the round baler from the tractor by pulling out the coupling bolt.

Attention!

Stop moving the baler. Movements may cause damage to the parking support. Raise the parking support to manoeuvre the baler.

(Fig. 11)

12

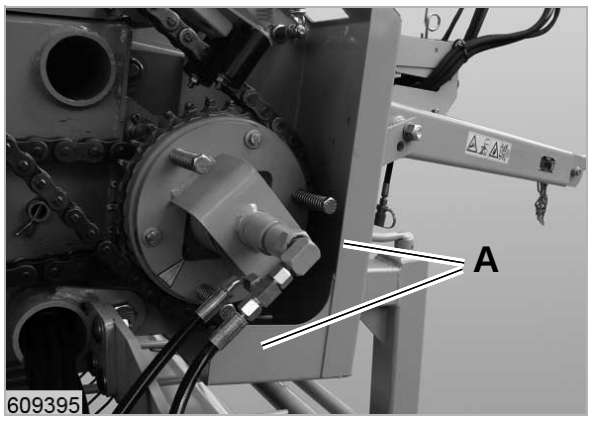
Gauge wheels

If necessary disassemble the gauge wheels from the pickup.

Slide carrier arm (R) into the receptacle on the side part.

Slide bar (L) across the pin and secure it with the spring pin.

(Fig. 12)



13

Cleaning of dirt

Clean plate (A) every day, to avoid accumulations of stalk residuals and dirt.

(Fig. 13)

11
Maintenance

IMPORTANT NOTES ON MAINTENANCE

General notes on maintenance

General notes

Danger!

Repairs, maintenance and cleaning work as well as the rectification of functional faults must generally be performed with the power take-off shaft switched off and the tractor engine shut down – remove the ignition key!

Safety lock for tailgate

Danger!

When working on the opened tailgate and inside the baling chamber lock the tailgate with the safety lock.

Wheels / tires

Danger!

Repair work on tires and wheels must only be performed by qualified personnel and the use of appropriate assembly tools!

With a too high tire pressure there is danger of bursting!

☞ The specified tire pressure, see technical data, must be complied with.

☞ Do not stand next to the tire when inflating!

☞ Check the air pressure at regular intervals!

When working on the wheels make sure that the round baler is safely parked and secured against rolling (wheel chocks).

When working under the jacked-up round baler no persons should be on the machine.

Ensure sufficient load bearing capacity of the lifting equipment.

Whenever assembling wheels retighten wheel nuts or bolts after the first 10 operating hours, then check for tightness every 50 operating hours. Tightening torques see Technical Data.

Belts

V-belts must always be correctly tensioned. Oil-contaminated V-belts may be cleaned with a cleansing fluid. Do not use benzine or similar substances.

Correct chain tension

Steel roller chains are correctly tensioned when the empty section of the chain can be depressed in the middle between the sprockets by thumb pressure by approx. 2 % of the respective axle distance, whereby the loaded section of the chain shall carry a light load. With new chains check the tension more frequently.

Chain that have stretched over the course of time can be shortened by taking out a double link.

Hydraulic system

Danger!

Always depressurize the hydraulic tailgate cylinders before starting to work on the hydraulic system.

The hydraulic system is under high pressure.

Fluids emerging under high pressure (fuel, hydraulic oil etc) can penetrate the skin and cause severe injury. In case of an injury consult a doctor immediately since this may cause severe infections.

☞ When searching for leaks use appropriate means because of the risk of injury.

☞ When working on the hydraulic system shut the engine down, pull the ignition key out and secure the machine against rolling (parking brake, wheel chocks)!

☞ Check hydraulic hoses at regular intervals and replace them if damaged or aged! Replacement hoses must comply with the technical requirements of the equipment manufacturer.

Environment!

Catch running-out hydraulic oil and dispose of environmentally together with the used oil filter.

Repairs in the hydraulic system must only be performed by CLAAS expert workshops.

Lubrication

Observe the specified oil change intervals and oil types for the transmissions. Use only high quality brand lubrication grease, e.g. multi-purpose grease Shell Retinax A EP 2 to lubricate the machine.

Before the lubrication process clean all grease nipples from dirt. Lubricate in regular intervals according to the lubrication plan.

Environment!

Store lubricants in suitable vessels and ensure appropriate waste disposal.

Cutting device

Danger!

There is always a risk of injury when working on the cutting facility! Wear gloves.

Blunt knives cause an unnecessarily high fuel consumption.

Safety devices / spare parts

Danger!

After the completion of maintenance wok re-establish the function of all safety devices.

If safety devices are subject to wear, these must be checked at regular intervals and replaced in due time.
Spare parts must at least meet the technical requirements specified by the equipment manufacturer. This is guaranteed e.g. when using original spare parts.

Eccentricity

Attention!

Unstable running of the round baler causes material fatigue and fractures.

☞ Deposits of dirt in rotating parts of the machine, particularly in the cutting and conveyor rotor must be thoroughly removed at regular intervals.

Welding work

When performing electric welding work on the round baler proceed as follows:

1. Disconnect cable connections to the tractor.
2. Disconnect plug connections to the control box.
3. Pull all modules out.
4. Always fasten the ground clamp of the welding unit in the immediate vicinity of the welding location.

Bolts

Check all bolts for tightness, retighten if necessary.

MAINTENANCE AND LUBRICANT TABLES

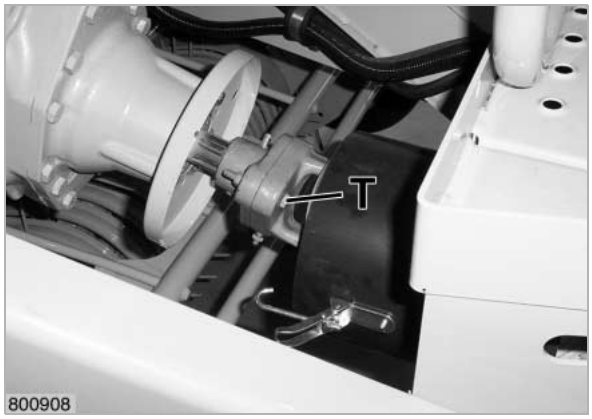
Maintenance tables

Maintenance work	Maintenance times										
			after the first			all					
			10-15	50	250	50	100				
	before beginning of the harvest	daily	operating hours			operating hours		annually = every 500 operating hours	as required	see page
Angular gear										
– Check oil level	●					●				11.3.1
– Oil change				●				●		11.3.1
Hydraulic oil filter										
– Change the filter insert					●			●		11.3.8
Drive chains										
– Check tension, adjust if necessary			●			●				
Tailgate										
– Check distance between scraper and belt on the bottom roll and adjust it									●	
– Check the flat belts						●				
– Check tension of tailgate chain, adjust if necessary			●							
Wheels and tires										
– Check wheel hub clearance, adjust if necessary				●			●		●	
– Check the condition of wheels and tires						●				
– Check the tire pressure acc. to specification (Atmospheric pressure see “Technical Data“)		with initial start-up				●			●	
Bolts										
– Tighten the wheel nuts (Tightening torques see “Technical Data“)	●		●			●				
– Check fastening bolts for towing hitch and draw bar, retighten if necessary (Tightening torques see “Technical Data“)			●			●				
Clean round baler, especially the wrapping facilities, from dirt and straw		●								

Lubrication points see “Lubrication chart”

Lubricant table

Component	Type of lubricant	Filling capacity	SAE-class	Change intervals	Inspection
Transmission					
Angular gear	Hypoid gear oil acc. to (MIL-L-2105B) API-GL-5-90	540 rpm = 1.75 l (0.5 US gal) 1000 rpm = 2.0 l (0.53 US gal)	90	see Maintenance tables	
Automatic chain lubrication	biodegradable chain lubrication oil “CLAAS Rollenkettenöl Bio HEES 46” 147 457.0 = 5L (1.32 US gal) 147 456.0 = 20L (5.28 US gal)				
The lubricants listed hereunder are also available from the spare parts sales department of CLAAS.					



1

DRIVES

Shear pin main drive

The main drive is protected by shear pin (T) (or by a cam clutch).

If sheared off, only use a pin of identical quality (see »Technical Data«).

(Fig. 1)

2

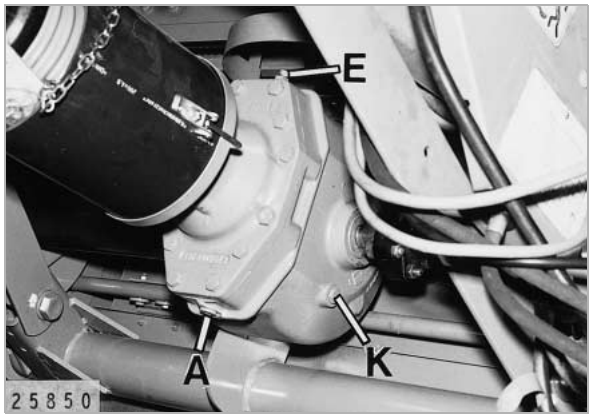
Shear pin pick-up drive

Pick-up and augers are protected by shear pin (U).

If sheared off, only use a pin of identical quality (see »Technical Data«).

For changing remove the left-hand support wheel and the rear half of the safety hood.

(Fig. 2)



3

Mitre gear

For lubrication of the mitre gear use only hypoid gear oil SAE 90 acc. to (MIL-L-2105) API-GL-5-90.

Oil filling capacity:

Gear input speed 540 rpm.

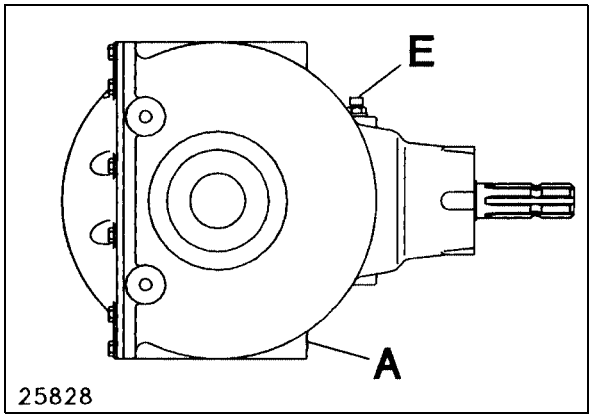
The oil quantity is 1.75 litres (0.46 US gal).

Oil filling capacity:

Gear input speed 1000 rpm.

The oil quantity is 2.0 litres (0.53 US gal).

(Fig. 3, 4)



4

For initial start-up or after a major repair on the gear perform the first oil change after 50 operating hours, then every 500 operating hours or annually.

E = Oil filler plug with oil dipstick and breather

K = Oil level inspection plug

A = Oil drain plug

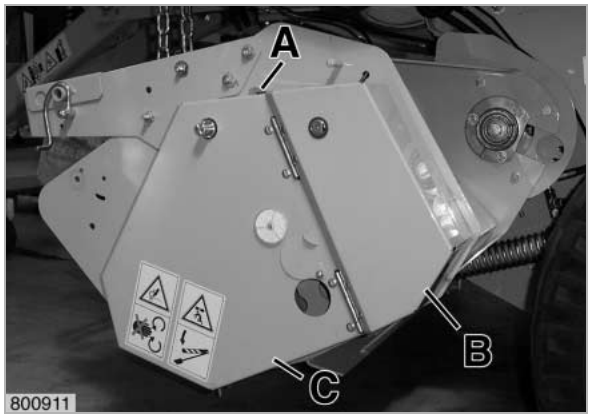
Environment!

Dispose of old oil environmentally

Oil level inspection:

Park the baler horizontally to check the oil level. The gear oil must reach dipstick mark (E).

(Fig. 3, 4)



5

Tightening the drive chains

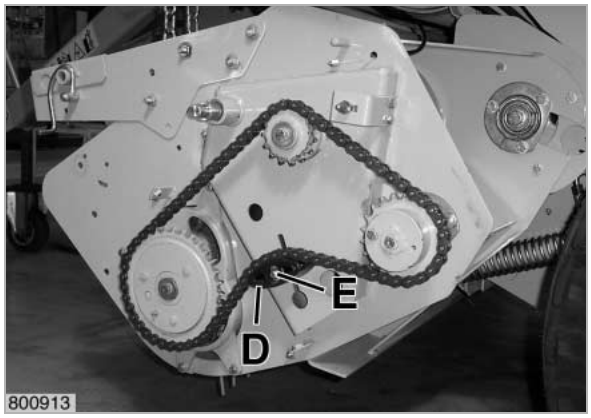
The tension of all chains must be checked after the first 10 operating hours.

A regular further inspection of the chain tension is required.

Steel roller chains are correctly tensioned when the empty section of the chain can be depressed in the middle between the sprockets by thumb pressure by approx. 2 % of the respective axle distance, whereby the loaded section of the chain shall carry a light load.

Example:

Center distance 500 mm (19.7”) x 2 % = 10 mm (0.4”)



6

Tightening the pick-up drive chain

Remove the gauge wheel.

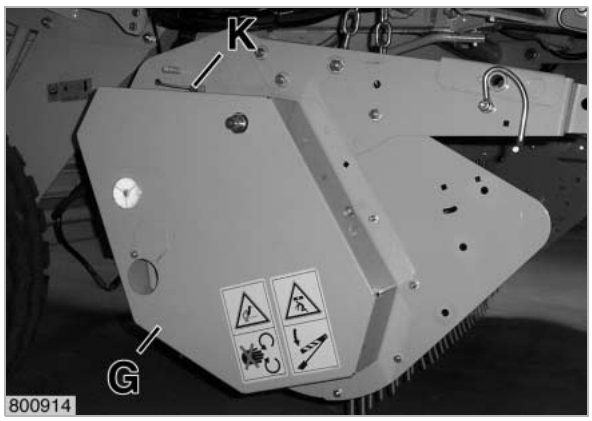
Remove lubrication line (A) and both guards (B and C).

Loosen clamping bolt (E).

Press tensioning block (D) against the chain and retighten clamping screw (E) at the same time.

Reinstall guards (B and C) and lubrication line (A).

(Fig. 5, 6)



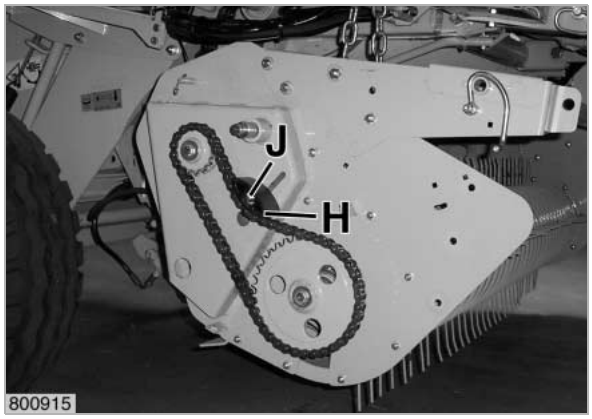
7

Tensioning the drive chain for the feed auger

Remove the gauge wheel.

Remove lubrication line (K) and guard (G).

(Fig. 7)



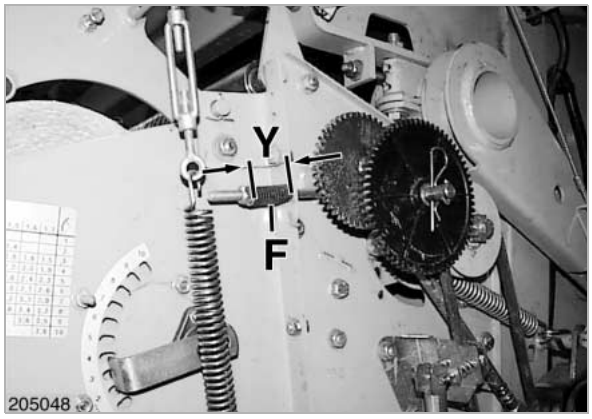
8

Loosen clamping bolt (J).

Press tensioning block (H) against the chain and retighten clamping screw (J) at the same time.

Reinstall guard (G) and lubrication line.

(Fig. 8)

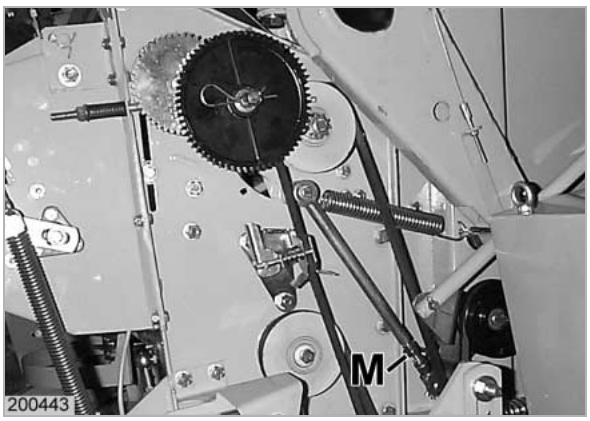


9

Adjusting the pressure springs for the pressing roller

Adjust springs (F) to a spring length (Y) of 45 mm (1.77”). Adjust the springs on both sides.

(Fig. 9)



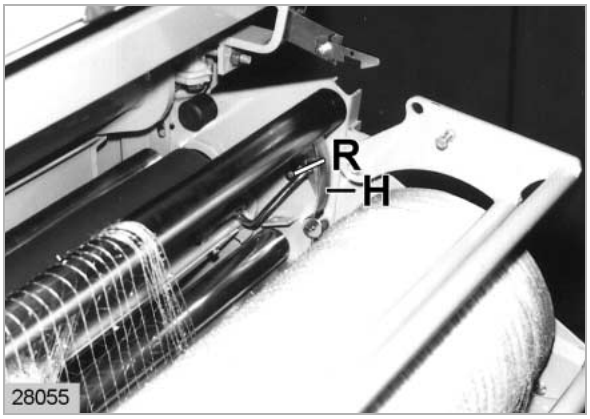
10

Adjusting the clamping device for the net blade

Open the tailgate completely.

Adjust hexagon nut (M) so that hook (H) drops behind control roller (R) with an excess stroke of at least 5 mm (0.025”).

(Fig. 10, 11)



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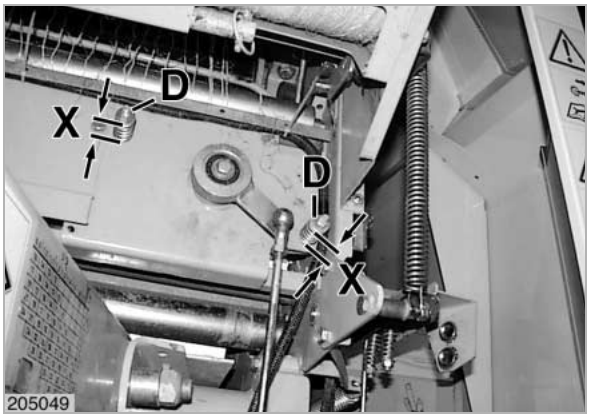


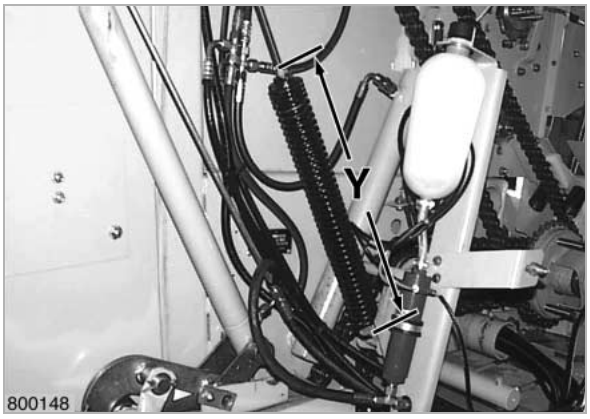
12

Adjusting the disc brake

For adjustment loosen the counter nuts. Adjust pressure springs (D) to a spring length (X) of 40 mm (1.57”).

Retighten the counter nuts after adjustment.

(Fig. 12)



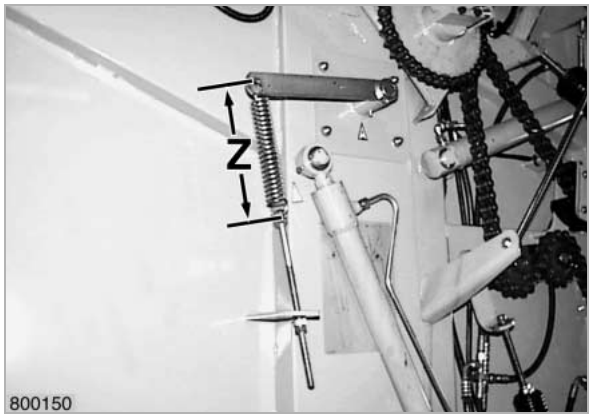
13

Tightening the chain drive tension springs (belts and rotor)

Tighten the tension spring so that measurement (Y) between inner edge of spring eyelet and spring insert is 540 mm (21.2”).

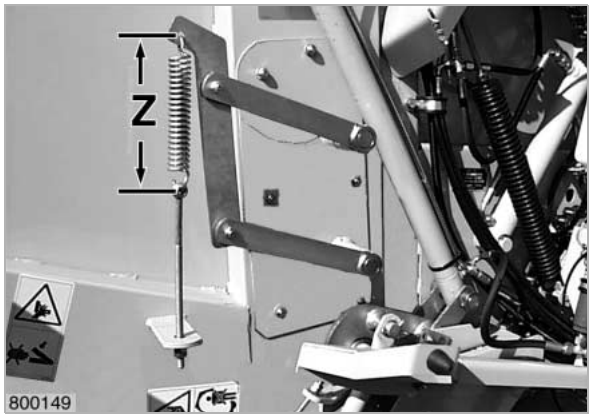
(Fig. 13)

VARIANT 280 up to serial-no. 73002216



14

VARIANT 260 / VARIANT 280



15

Tightening the chain drive tension springs in the tailgate

VARIANT 280 up to serial-no. 73002216

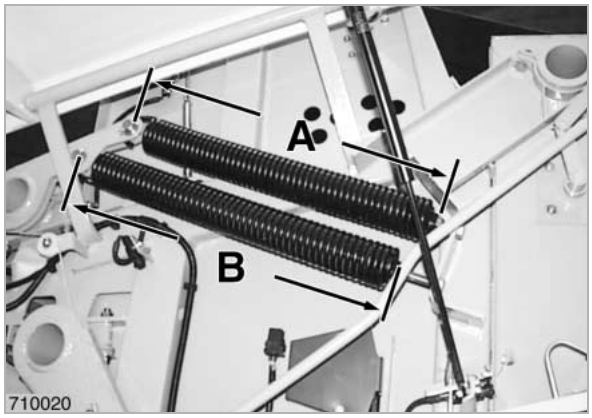
Tighten the tension spring so that measurement (Z) from one end of the tension spring to the other end is 220 mm (8.7").

(Fig. 14)

VARIANT 260 / VARIANT 280 from machine serial no. 73002217

Tighten the tension spring so that measurement (Z) from one end of the tension spring to the other end is 380^{+2} mm (see sticker).

(Fig. 15)



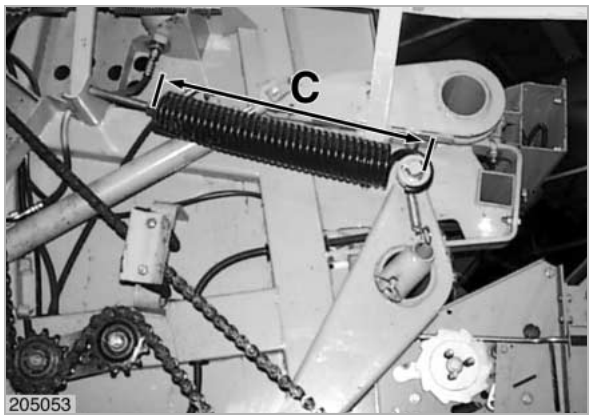
16

Adjusting the tension springs for top tensioning arm

Tighten the tension spring so that measurement (A) between inner edge of spring eyelet and spring insert is 700 ± 5 mm (27.6 ± 0.19").

Tighten the bottom tension spring so that measurement (B) between inner edge of spring eyelet and spring insert is 800 ± 5 mm (31.5 ± 0.19").

(Fig. 16)

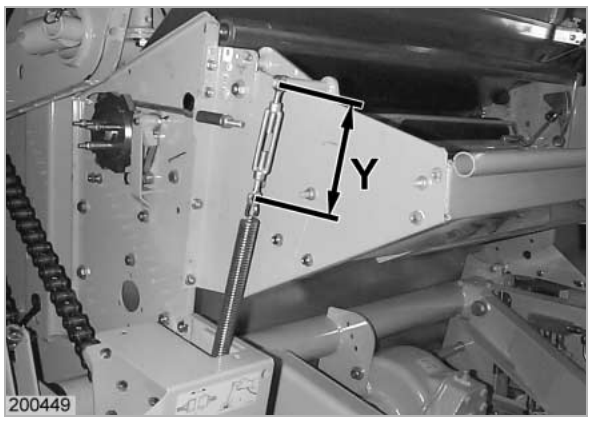


17

Adjusting the tension springs for bottom tensioning arm

Tighten the bottom tension spring so that measurement (C) between inner edge of spring eyelet and spring insert is 570 ± 5 mm (22.4 ± 0.19").

(Fig. 17)



18

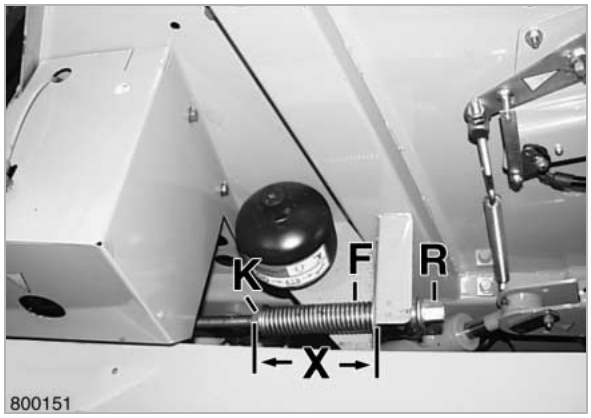
Tightening the tension spring for the net roll brake bow

Tighten the tension spring so that measurement (Y) from middle of eyelet to middle of eyelet of the turnbuckle is 200 mm (8’’).

Note!

Due to different friction values of various net qualities, the adjustment must be adapted.

(Fig. 18)



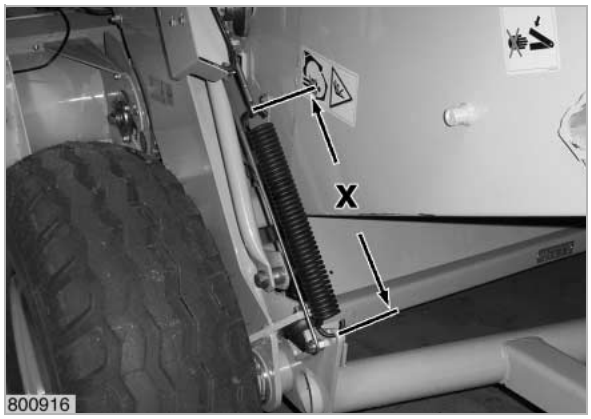
19

Adjusting the spring cylinder for freewheeling drive

Adjusting spring cylinder (F):

After slackening counter (K) adjust cylinder tube (R) so that spring length (X) is 170 mm (6.7’’) for VARIANT 260 and 140 mm (5.5’’) for VARIANT 280 after tightening the counter nut.

(Fig. 19)

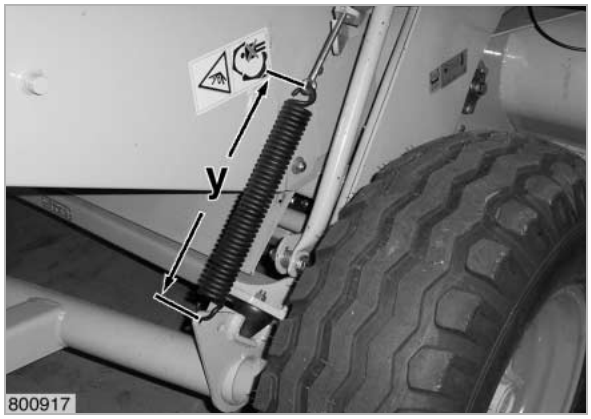


20

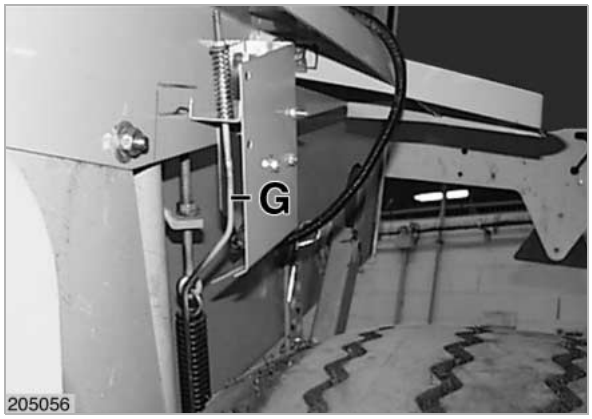
Adjusting the bale ejector tension springs

Tighten the tension spring so that measurement (Y) between inner edge of spring eyelet and spring insert is 400 mm (15.7’’).

(Fig. 20, 21)



21



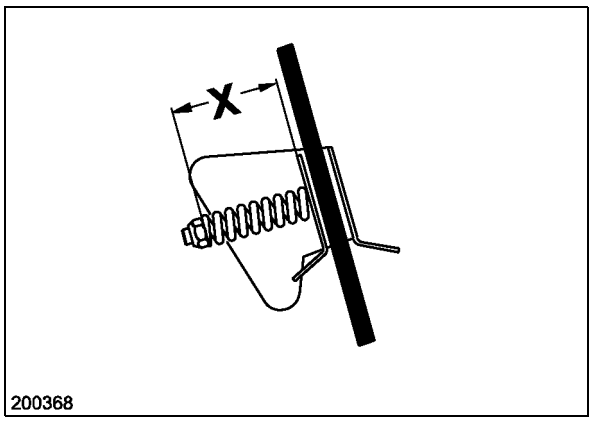
22

Adjusting the linkage to the bale ejector limit switch

Adjust linkage (G) so that the stop sign on the control box flashes and the warning buzzer sounds when a distance of less than 150 – 200 mm (5.9 – 7.9") between end of the ramp and ground is reached.

Once the bale has left the ramp, stop sign and warning buzzer must go out.

(Fig. 22)



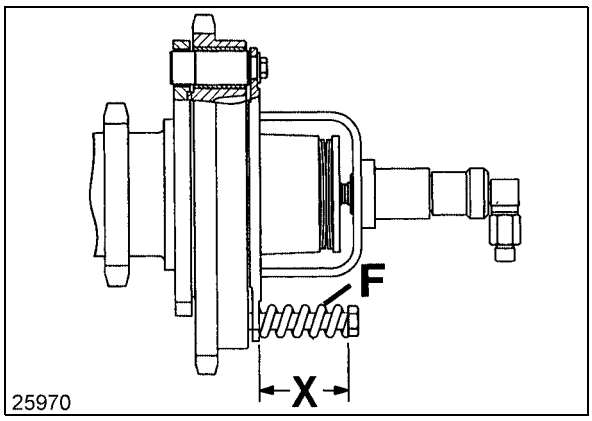
23

Drive brake for twine wrapping

Adjust the spring length so that the nuts are flush with the ends of the bolts (truss head bolts M 8 x 50).

Spring length (X) is 28 mm (1.1") (with V-belt installed).

(Fig. 23)

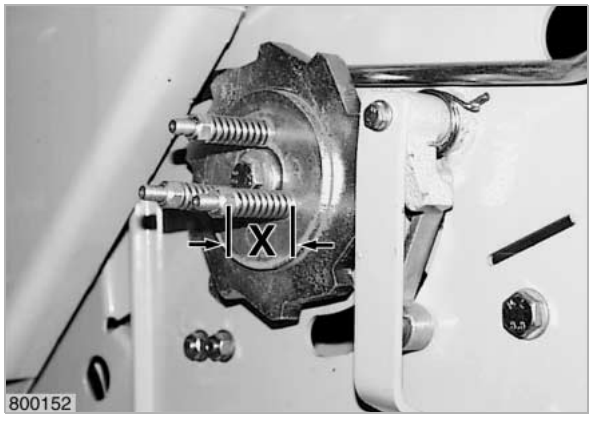


24

Adjusting the pressure springs on shut-off coupling

Adjust springs (F) so that spring length (X) is 68 ± 1 mm (2.7 ± 0.039").

(Fig. 24)

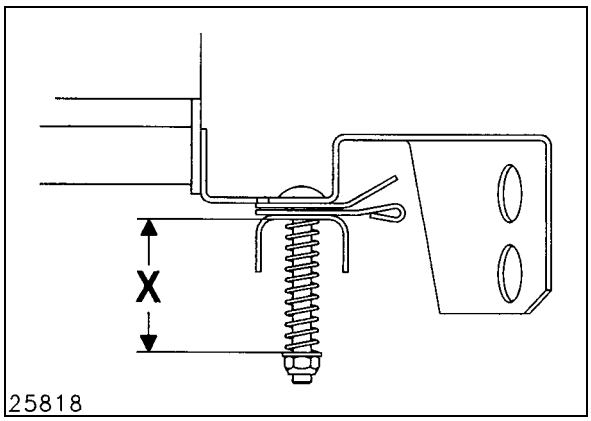


25

Adjusting the friction clutch pressure springs (ratchet wheel)
(Net wrapping)

Adjust springs (F) to a length (X) of 38 ± 1 mm (1.5 ± 0.039").

(Fig. 25)



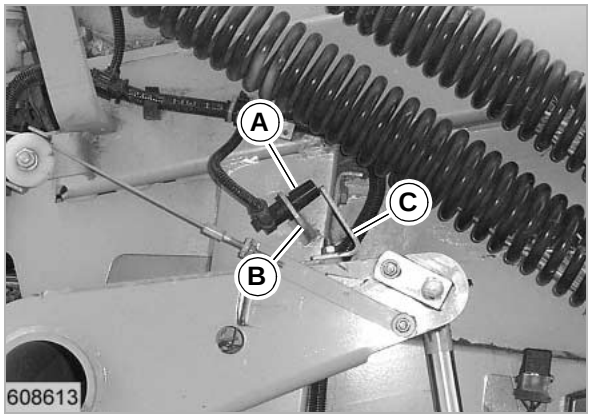
26

Adjusting the twine tensioner

Adjust the springs to a length (X) of 55 mm (2.2”).

(Fig. 26)

Settings of the inductive sensors

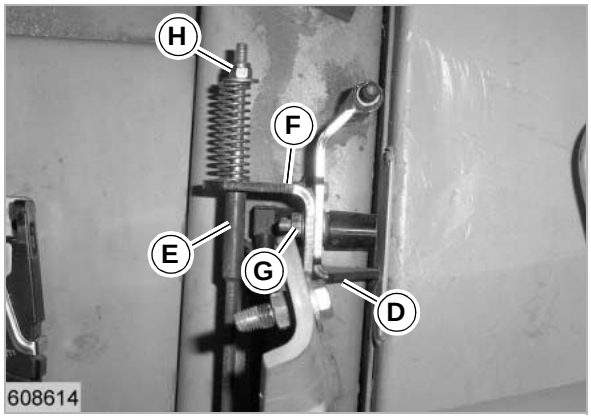


27

Inductive sensor „maximum ball diameter“

- Opening the rear door.
- Move the safety lever to the safety position to loosen the belts.
- Lift the supporting legs to the maximum stop by using the hydraulic system of the tractor.
- Adjust the sensor (A) to the middle of the slot of the carrier (B).
- Adjust the contact angle (C) so that the distance between de contact angle (C) and the sensor (A) is 2…4 mm.
- Adjust the position of the sensor (A) in the slot of the carrier (B) so that the contact angle (C) covers approx. 75% of the sensor's surface.

(Fig. 27)

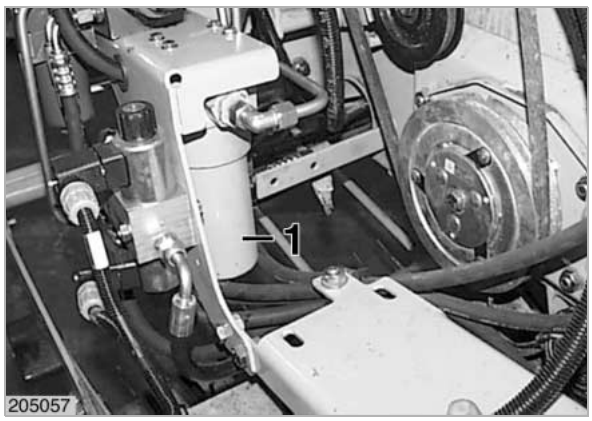


28

Inductive sensor „closed door“

- Closing the rear door.
- Adjust the height of the angle (F) by using the slots (G). The distance between the top of the welded distance piece (E) and the angle (F) must be approx. 3 mm.
- Tighten the nut (H), so that, when the door is closed, the rear door and the contact stop (D) are in contact

(Fig. 28)



29

Hydraulic oil filter
(Machines with filter system)

Change paper filter element:

Danger!

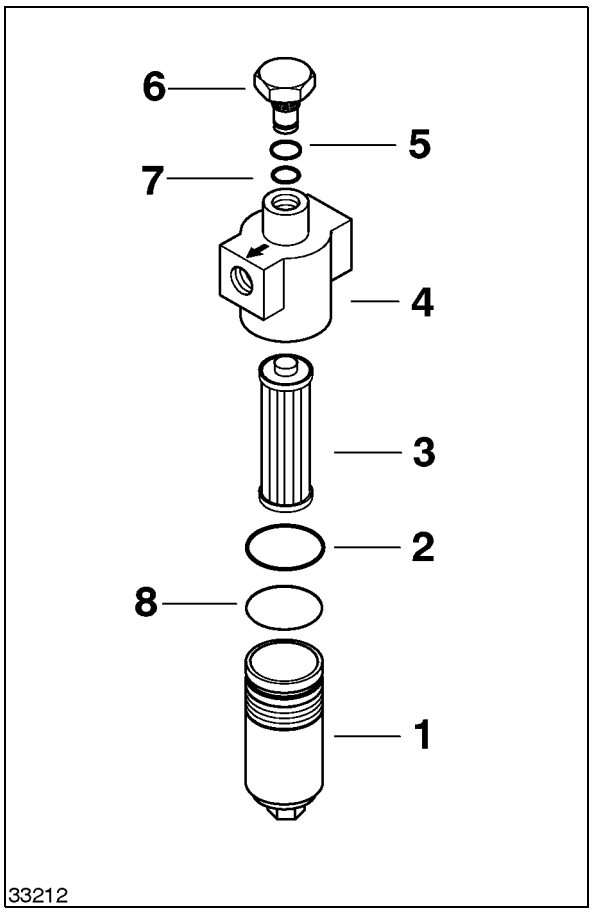
Always depressurize the hydraulic system before opening the filter housing.

Environment!

Catch running-out hydraulic oil and dispose of environmentally together with the used filter element.

Note!

For reasons of clarity the twine box has been removed in illustration 27.



30

Unscrew the bottom part of housing (1) to change filter element (3).

Clean housing and replace damaged seals. Change paper filter element (3) once every year or every 500 operating hours.

Screw the filter housing tightly back on.

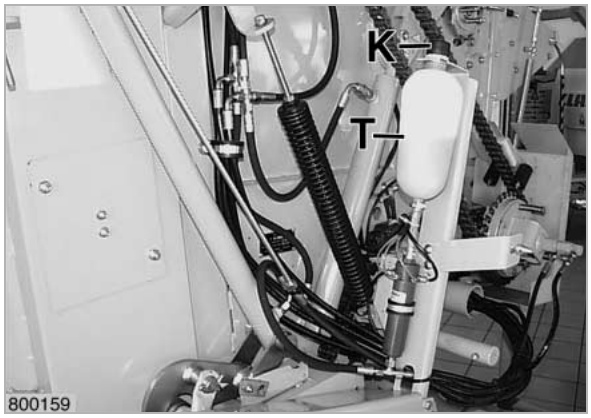
Use only original filters!

Hydraulic oil filter dismantled:

1 Bottom part of filter housing
2 O-ring
3 Filter element
4 Bottom part of filter housing
5 Seal
6 Screw plug
7 O-ring
8 Backing ring

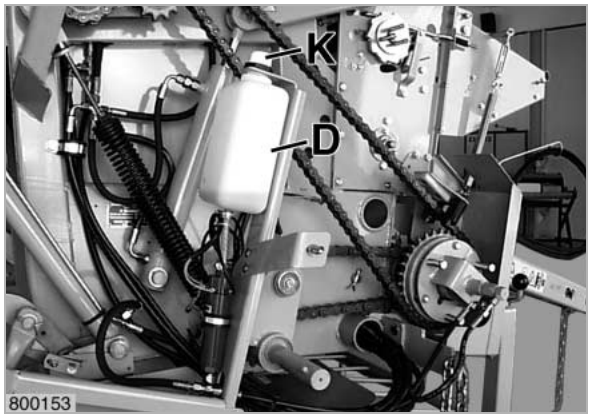
(Fig. 29, 30)

up to serial-no. 73000904



31

VARIANT 260 and VARIANT 280 from serial-no. 73000905



32

Automatic chain lubrication

Note!

Fill up lubricant in tank (T) after approx. 150 bales (up to serial-no. 73000904).

Top up lubricant in tank (D) after approx. 300 bales (VARIANT 260 and VARIANT 280 from serial-no. 73000905).

Attention!

Do not run the oil tank empty – excessive wear on chains.

Open the right-hand side door.

Clean tank from outside and unscrew cap (K).

Fill lubricant into tank (T or D) and reinstall the cap.

Lubricant

Environment!

"Only use biodegradable chain lubricating oil, such as the synthetic "CLAAS roller chain oil Bio HEES 46", hydraulic oil or engine oil.

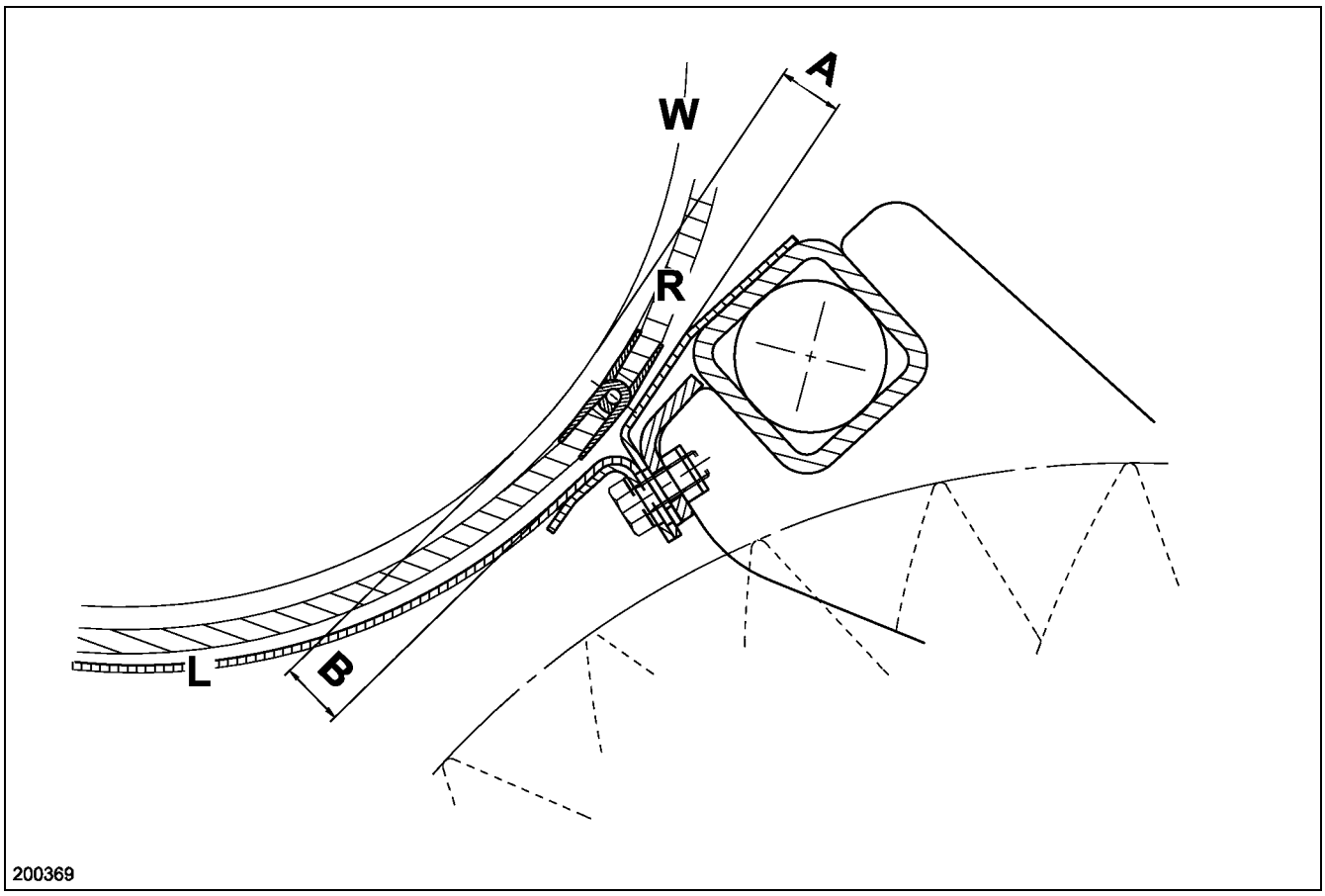
CLAAS spare part-no. for 5L (1.32 US gal)-drum: 147 457.0
CLAAS spare part-no. for 20L (5.28 US gal)-drum: 147 456.0

Attention!

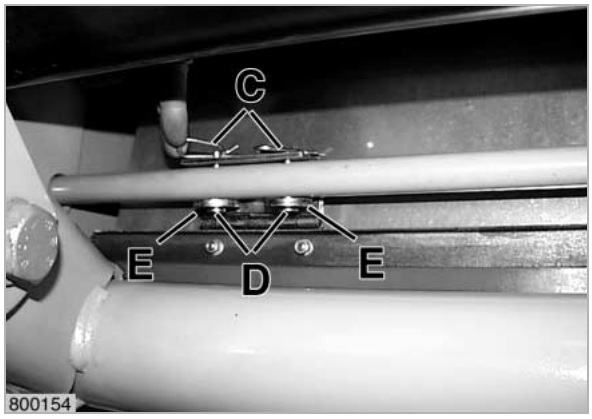
Do not add diesel fuel or other easily inflammable substances.
Use only clean oil.

Rubber rollers must never come in contact with oil or grease.

(Fig. 31, 32)



33



34

Adjusting the Linatex guide plate

Adjust the distance between roller (W) and angle of guide plate (L) so that measurement (A) is 17 mm (0.67").

Adjust the distance between roller (W) and guide plate (L) so that measurement (B) is 17.5 mm (0.68").

The belt with connector (R) needs 2 to 2.5 mm (0.08 to 0.09") clearance to the guide plate.

Note!

If soiled the cloth must be cleaned without using any sharp objects. For disassembly pull out spring cotter (C). Remove bolt (D) with washers (E).

(Fig. 33, 34)

35

Fire extinguisher (optional)

The operability of fire extinguisher (F) must be checked at least every 2 years.

The date of manufacturing or final inspection on the fire extinguisher is valid.

(Fig. 35)

1

FLAT BELTS

Danger!

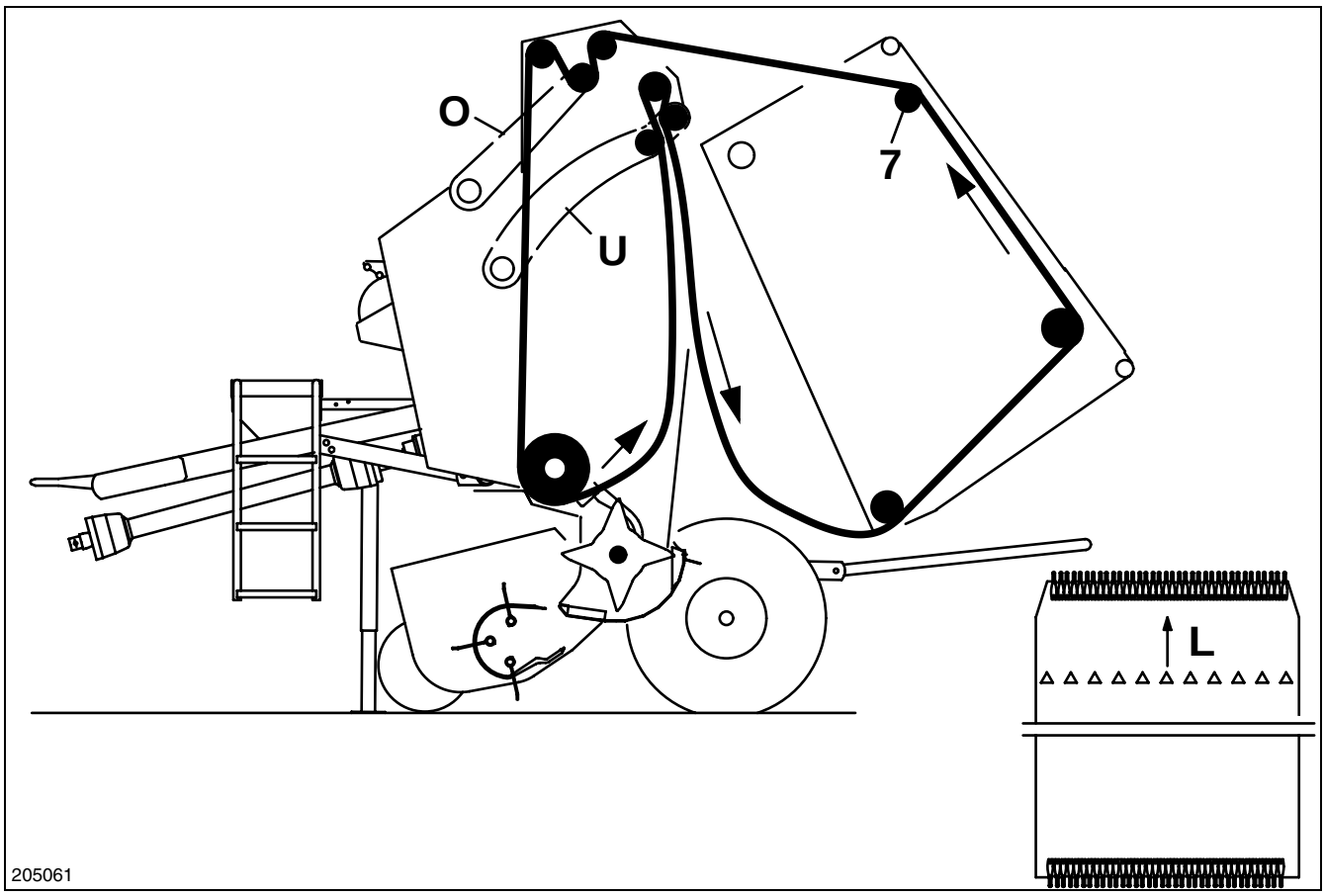
Always shut the tractor engine down and pull the ignition key out before working on tailgate and in baling chamber.

Danger!

When working on opened tailgate and in baling chamber set lever (H) of the safety lock to end position (Z).

Danger!

During work inside or under the baling chamber no other persons must be on the tractor, especially within reach of any control elements for the hydraulic system.



2

Relieving flat belts

Please proceed as follows:

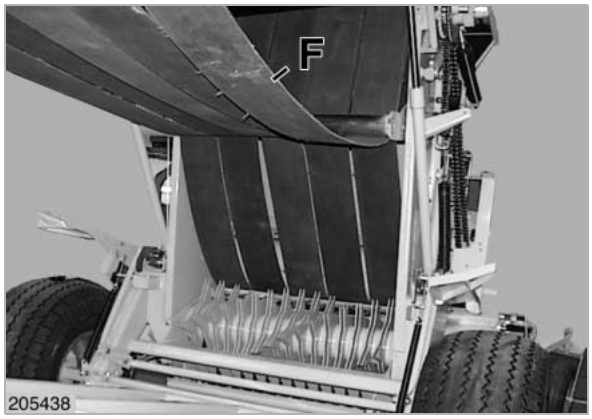
1. Activate the control box.
2. Move lever (H) of the safety lock to end position (O).
3. Move lever (H) of the safety lock to end position (O).
4. Operate the tractor hydraulics to actuate the tailgate back towards “Open”.

The tailgate remains in same position and clamping arms (O and U) are lifted.
Raise the clamping arms so that the belts are sufficiently relieved.

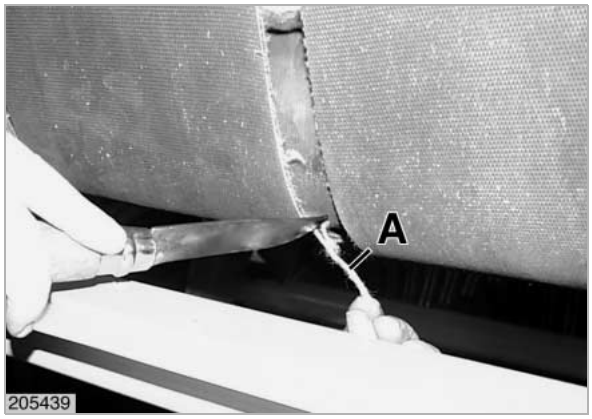
Note!

The belts must not be on top of each other. Ensure correct positioning. After completion of maintenance work return lever (O) to end position and close the tailgate while the machine is running.

(Fig. 1, 2)



3



4

Checking flat belts

Relieve the flat belts.

Visually check all five flat belts (F) once every week.

Note!

The endless belts are made of rubber and fabric. They are cut to length and it is therefore quite normal that threads (A) of fabric appear at these edges. These must be trimmed at regular intervals.

Damage to the endless belt across running direction

If the endless belt 0836 398.1 (VARIANT 260) or 0836 399.1 (VARIANT 280) is damaged transverse to running direction, the belt can be repaired with repair kit part-no.: 0827 555.3 and belt connector kit part-no.: 0842 842.0, see 11.4.4.

Damage of endless belt in running direction - smaller than 500 mm

If the endless belt 0836 398.1 (VARIANT 260) or 0836 399.1 (VARIANT 280) is damaged in running direction (smaller than 500 mm), the belt can be repaired with repair kit part-no.: 0827 555.3 and belt connector kit part-no.: 0842 842.0 see 11.4.4.

Damage of endless belt in running direction (VARIANT 260)

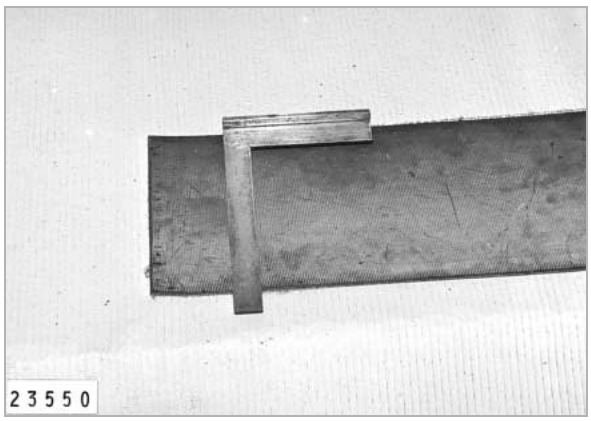
If the endless belt 0836 398.1 is damaged in running direction (longer than 500 mm) (19.7''), the belt may be replaced with flat belt 0836 255.0 and a belt link from belt connector kit part-no.: 0827 076.2.
Flat belt 0834 200.1 must be shortened to a length L = 11280 +/-10 mm (44.4 ± 0.39''), see 11.4.4.

Damage of endless belt in running direction (VARIANT 280)

In case of damage to the endless belt 0836 399.1 in direction of running (longer then 500 mm), the belt may be replaced with flat belt 0836 255.0, see 11.4.7.

If endless belts have been repaired, make sure that the belt links are still accurately fastened and do not start to rip out.

(Fig. 3, 4)



5

Relieving flat belts

Repair kit:

1. Belt link kit spare part-no. 827 076.2, consisting of 10 strips with 17 double hooks and 5 coupling rods for 0834 200.1 (V24BS).
   Belt link kit spare part-no. 0842 842.0, consisting of 10 strips with 18 double hooks (if necessary 5 coupling rods 0836 257.1) for 0836 399.1 (VARIANT 280) (V24CS) for 0836 398.1 (VARIANT 260) (V24CS)

Note!

On strips with 18 hooks one hook must be pinched off.

2. Belt piece complete (hooks assembled) with a belt length of 500 mm (19.7''), part-no. 0827 555.3, and coupling rod.

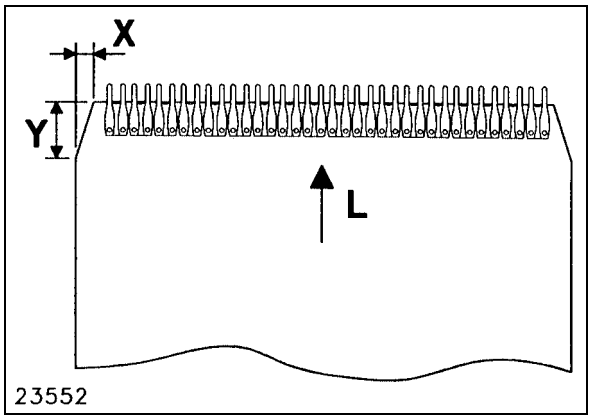
The repair kit is available from the CLAAS spare parts store.

Relieve the flat belts.

If the endless flat belt is damaged, cut a piece of 510 mm (20.1'') out of the damaged section under a right angle.

If the belt links are torn, 250 mm (9.8'') must be cut off each end of the belt under a right angle.

(Fig. 5)



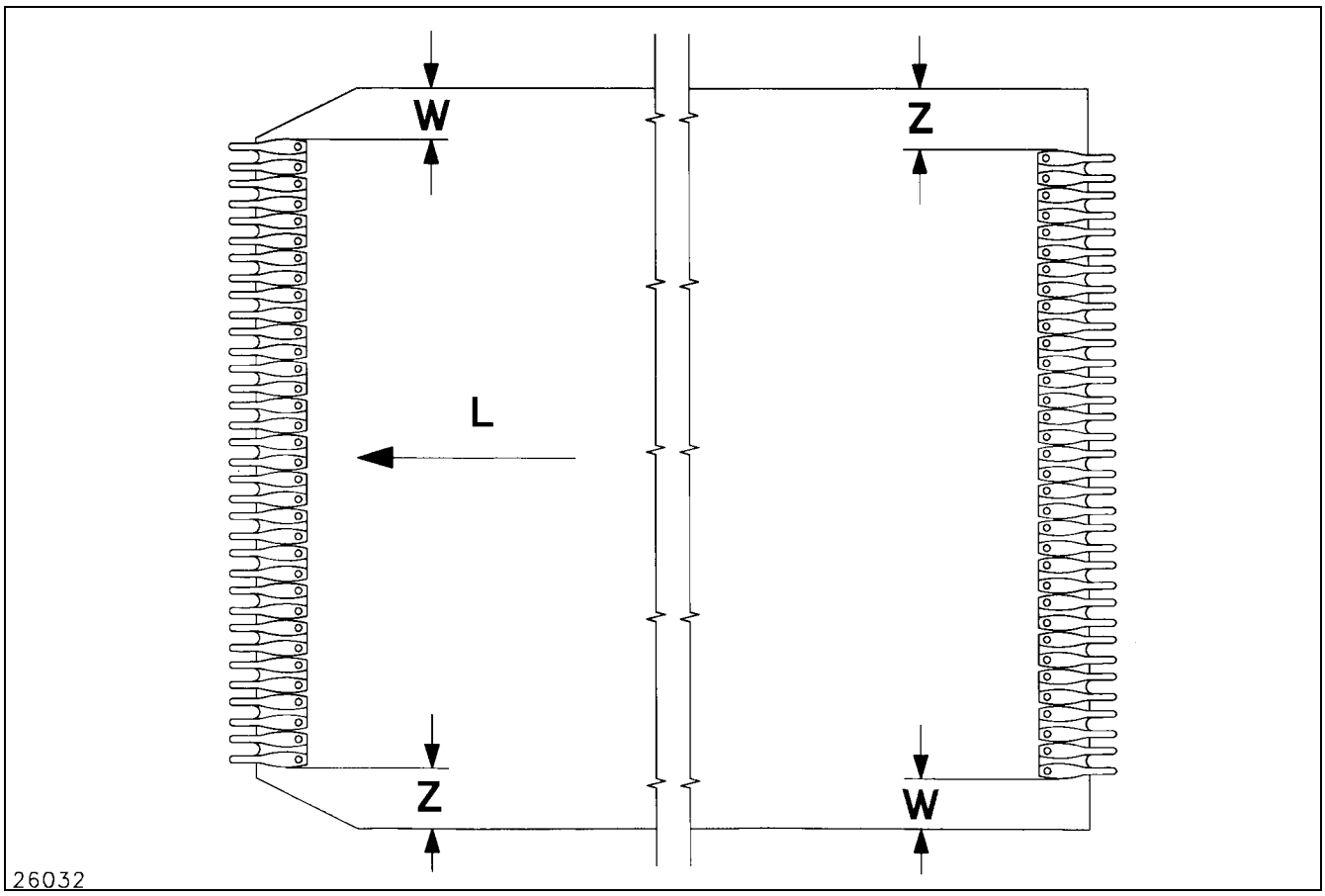
6

At the respective start of the belt the edges must be trimmed in running direction (L) as specified:

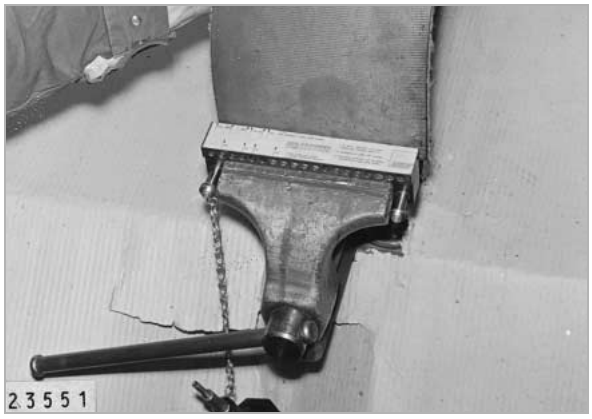
X = 15 mm (0.59'')

Y = 30 mm (11.8'')

(Fig. 6)



7



8

Assemble the belt links using the clamping unit (large clamping unit including punch part-no. 0827 075.0; small clamping unit including punch part-no. 0827 575.0). Install the belt links according to Fig. 7.

L = Running direction

Flat belts 220 mm (8.66'') wide:

W = 15 mm (0.59'')

Z = 18 mm (0.71'')

Flat belts 216 mm (8.5'') wide:

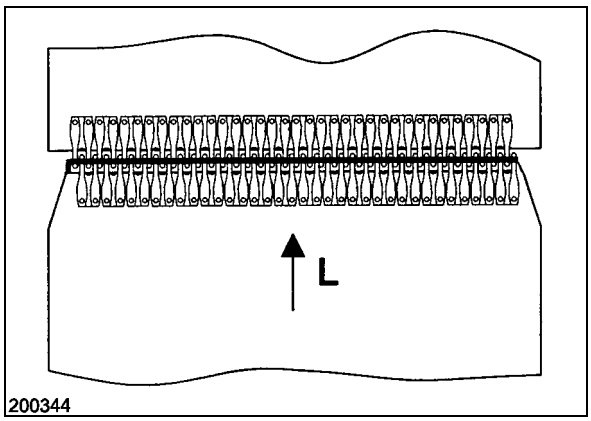
W = 13 mm (0.51'')

Z = 16 mm (0.63'')

See operating instructions for vice equipment.

(Fig. 7, 8)

N.B. punch part-no. 0836 439.0



9

Installing flat belts

Assemble the flat belts and join them with the coupling rods.

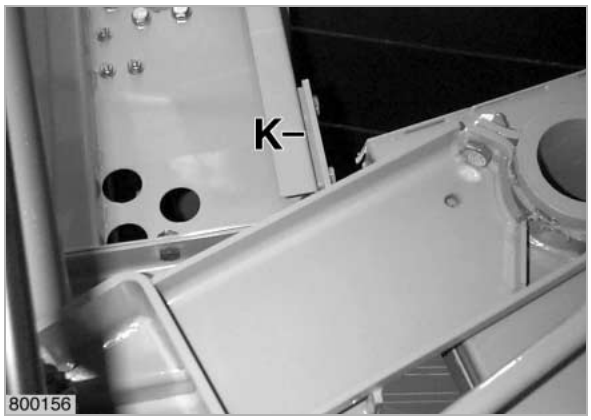
Note!

Assemble coupling rods with grease.

Attention!

Coupling rods are wear items. They should be replaced after 2000 bales in order to avoid breakage of the belts.

(Fig. 9)



10

Replacing endless belts (VARIANT 260)

If all endless belts 0836 398.1 are worn, replace them with belt set 836 398.1. It is very important to assign **a** complete belt set **to one** machine.

The shortest belts must be fitted on the outside and the longer ones on the inside! A sticker stating the belt length can be found on every belt. Set the endless belts as specified in the "Setting endless belts" installation instructions.

Replacing endless belts (VARIANT 280)

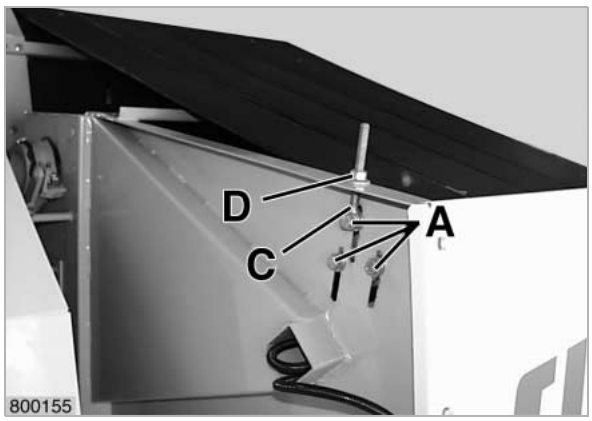
If all endless belts 0836 399.1 are worn, replace them with belt set 836 399.1. It is very important to assign **a** complete belt set **to one** machine.

Note!

Wedge (K) on the left hand side of the superstructure must be removed (if present).

The shortest belts must be fitted on the outside and the longer ones on the inside! A sticker stating the belt length can be found on every belt. Set the endless belts as specified in the "Setting endless belts" installation instructions.

(Fig. 10)



11

Belt alignment

If the belts have a tendency to move to the left (running direction), raise the rear upper roller no. 7 at the left-hand side and lower it on the right hand side.

If the belts move to the right, raise the roller on the right-hand side and lower it on the left-hand side.

Adjusting roller no. 7:

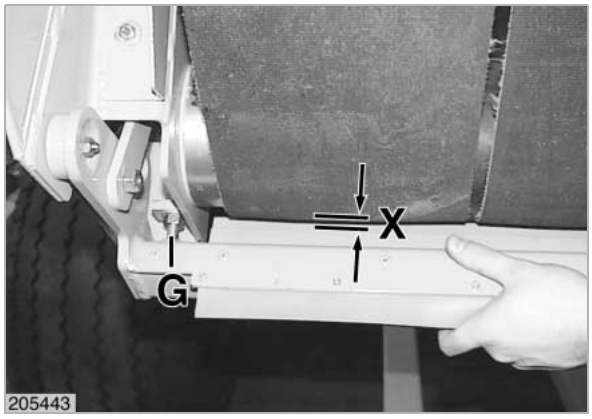
Slacken fastening bolts (A) of the roller on both sides.

Turn nuts (D) on setscrew (C), on the corresponding side, to adjust the roller.

Once the belts run correctly, retighten fastening screws (A).

Check clamping arm adjustment!

(Fig. 2, 11)



12

Adjusting the scraper, bottom roller

Distance (X) between flat belt and scraper must be 4 mm (0.15”), if necessary adjust with hexagon bolt (G).

(Fig. 12)

Tires

Check tight fit of wheel nuts

After the first 10 to 15 and the first 50 operating hours check the tightness of the wheel nuts on all wheels.

Procedure:

Tighten the wheel nuts crosswise with a torque wrench (tightening torque see “Technical Data”).

Checking wheel hub backlash

Danger!

Jack up baler and apply wheel chocks to prevent baler from moving.

Check the wheel hub clearance after the first 50 operating hours and then every 100 operating hours.

Jack up the axle until the tires rotate freely. Apply a lever between tires and ground and check backlash. If backlash is noticeable, readjust backlash.

Adjusting the backlash

Procedure:

1. Remove dust cap.
2. Remove cotter pin from axle nut.
3. Tighten the wheel nut while turning the wheel until the rotation of the wheel hub is slightly braked.
4. Turn the axle nut back (max. 30 degrees) to the next position where the cotter pin can be inserted into the hole.
5. Insert new cotter pin.
6. Fill some grease into the dust cap and force or turn it into the wheel hub.

PROPOSALS FOR WINTER STORAGE

Preparation for winter storage of the round baler after the harvest is necessary to maintain the invested capital for this machine over a long time. Proper and thorough care and maintenance in combination with the repair of worn or damaged parts will save money and time during restarting.

1. Clean the round baler from stalk residuals and dirt.
2. Clean all bearings externally from grease and dust.
3. For cleaning with high pressure/steam cleaning equipment remove the control box from the baler.
4. Lubricate all lubrication points until grease emerges from the bearings (see lubrication chart). Connect the round baler and run it for a short while.
5. Clean and grease the chains.
6. Check the round baler for wear and damage and have it repaired.
7. As a measure against drying out of the rubber cover the tires with a tire protection lacquer.
8. Store the round baler in a dry and weather-protected room, which is not used to store fertilisers.
9. Jack the round baler up to relieve the tires and adjust the specified tire pressure.
   If the round baler is not jacked up, the specified tire pressure must be increased by 1.0 bar (14.5 psi).
10. Grease all bare parts.
11. Retract the hydraulic cylinder and grease the piston rod.
12. Clean corroded spots and repair paint damage.

Attention!

If the round baler has to be washed down (which should be avoided if possible), all lubrication points must be lubricated after washing.
Then run the baler warm for a few minutes.

Cavities such as cable ducts should not be washed with water. Water can partly not be removed any more from such cavities and cause the formation of rust.

12
Lubrication chart

LUBRICANTS AND NOTES

Brand lubrication grease

Examples:

Manu-facturer	Designation
FINA	»Marson EPL 2«
ARAL	»Aralub HLP 2«
FUCHS	»Rendit TEP 2«
SHELL	»Retinax EP 2« or »Alvania G3«
DEA	»Glisando EP2«
AVIA	»Avilup Spezialfett EP«
FAG	»Arcanol L 135 V«
SKF	LGEP2

Biodegradable chain lubrication oil

Example:

Manu-facturer	Designation
CLAAS	»Rollenkettenöl BIO HEES 46«

●

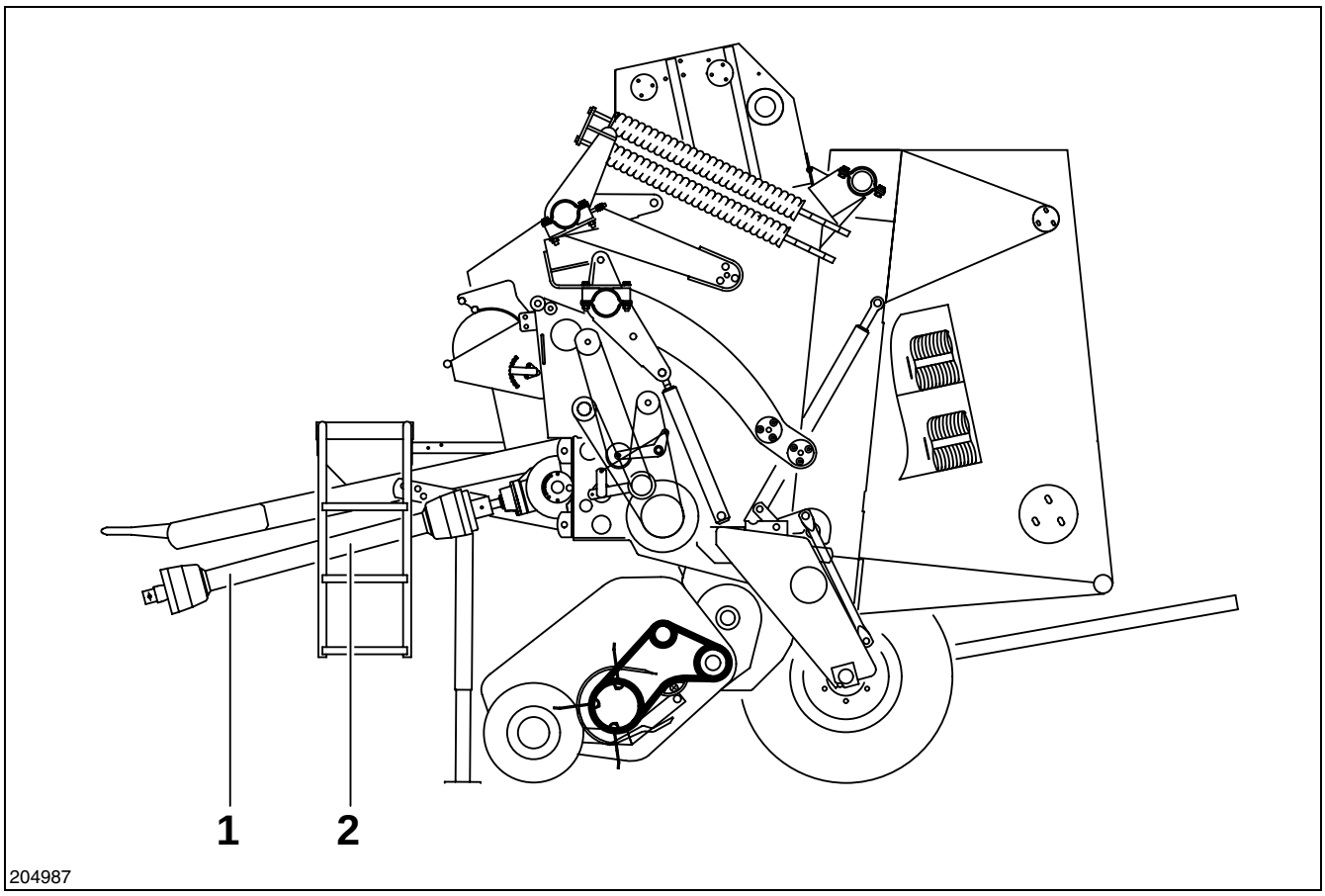
Optional equipment

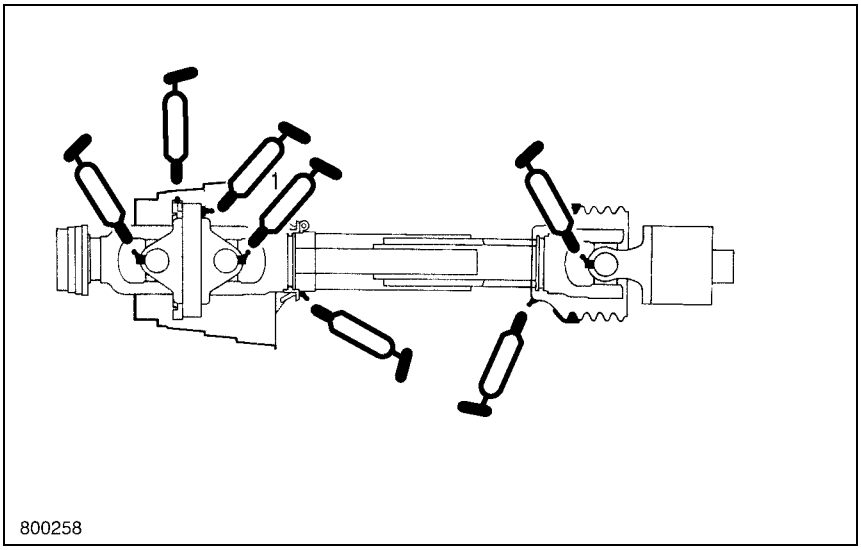
h⧖10 every 10 operating hours

h⧖50 every 50 operating hours

h⧖100 every 100 operating hours

a-h⧖250 once the year (250 operating hours)





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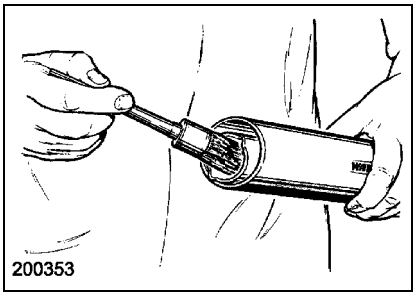

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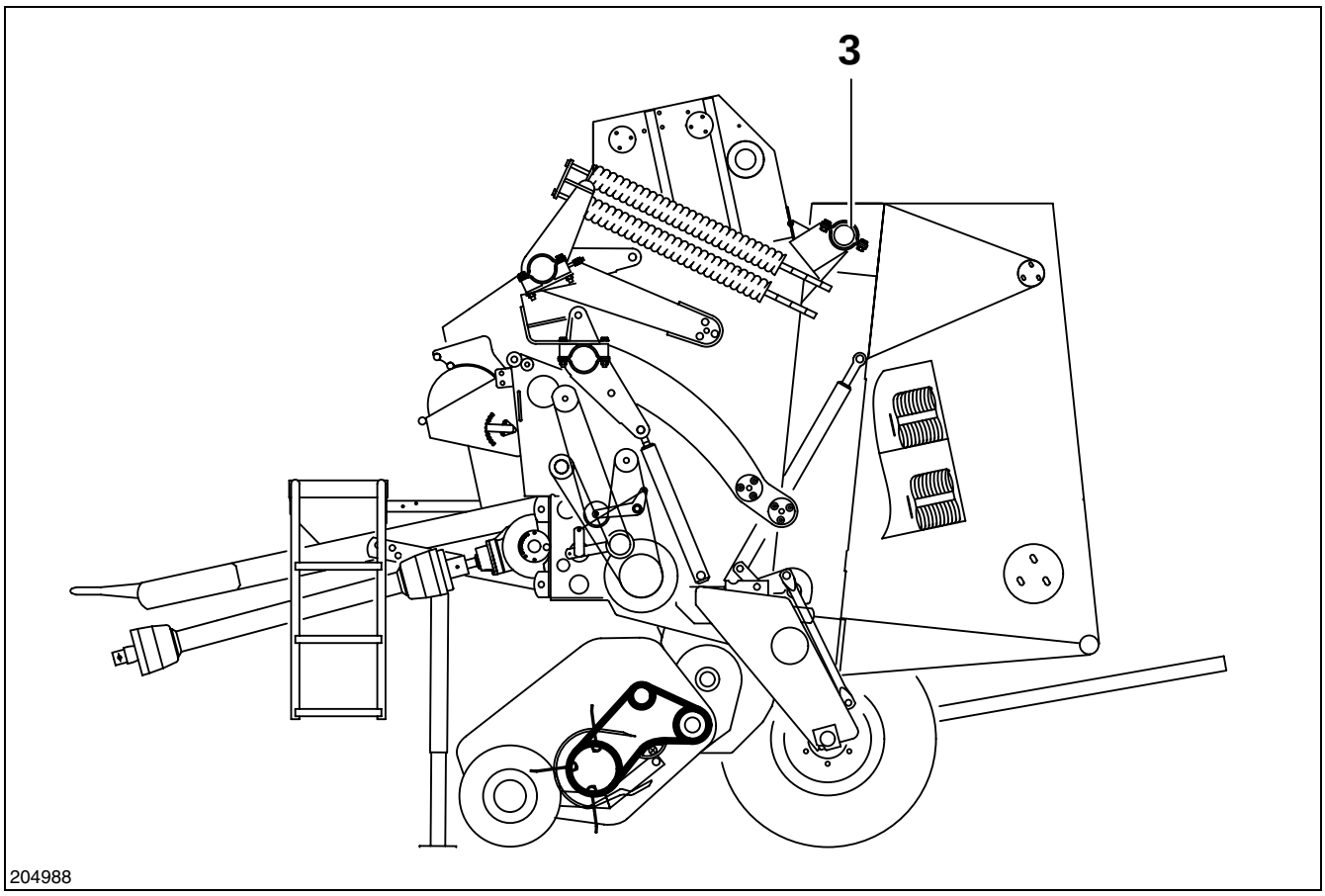

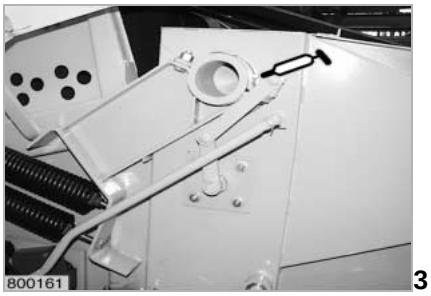

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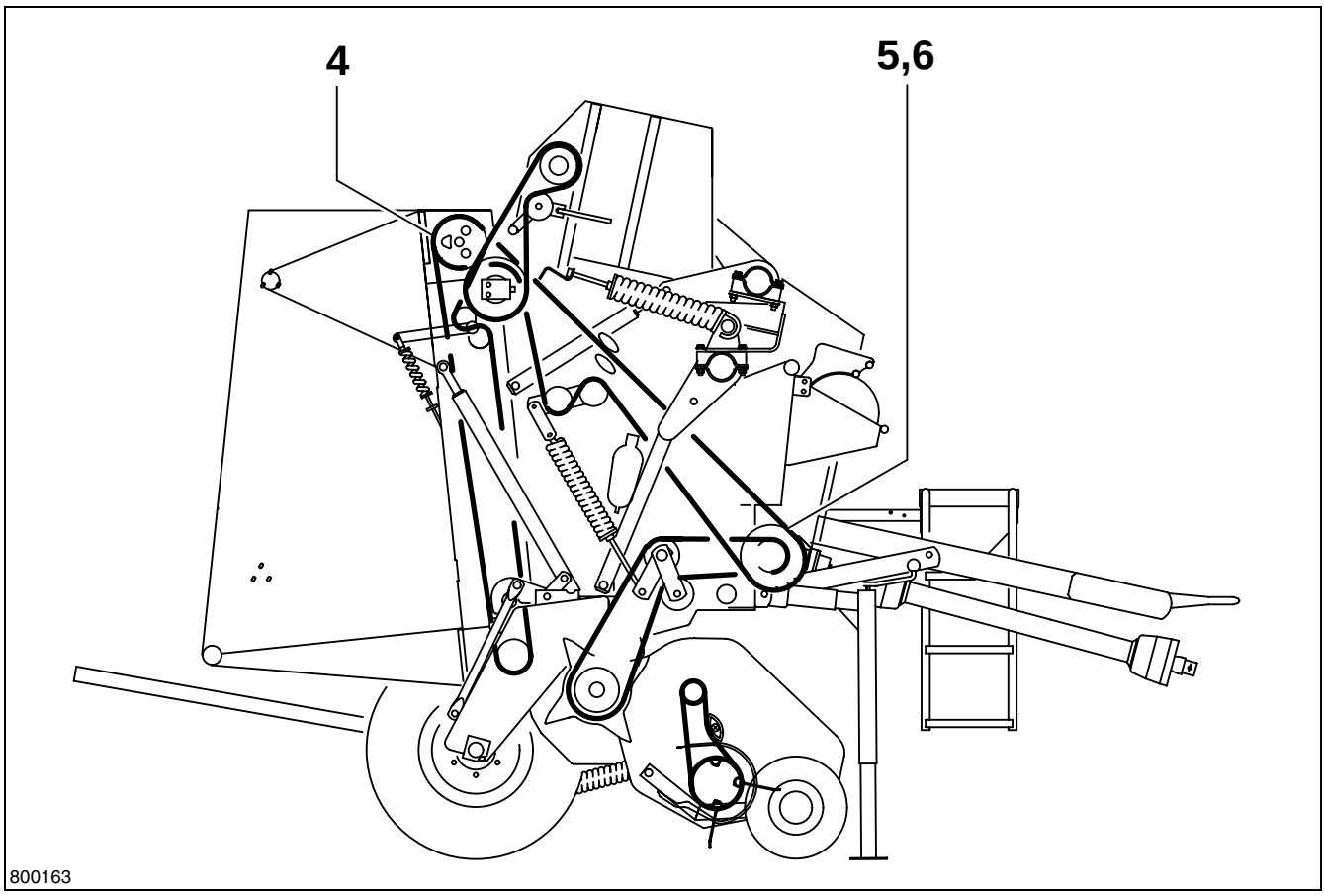

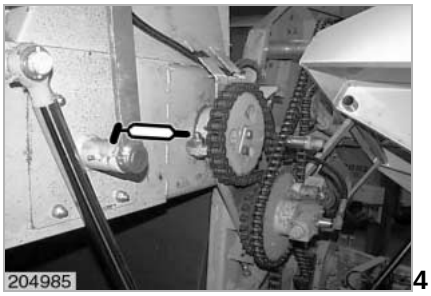

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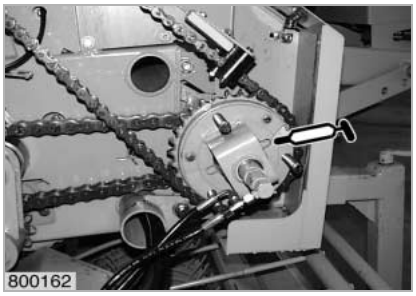

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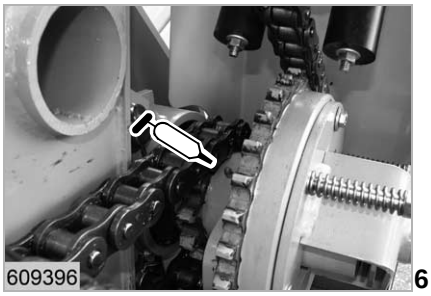

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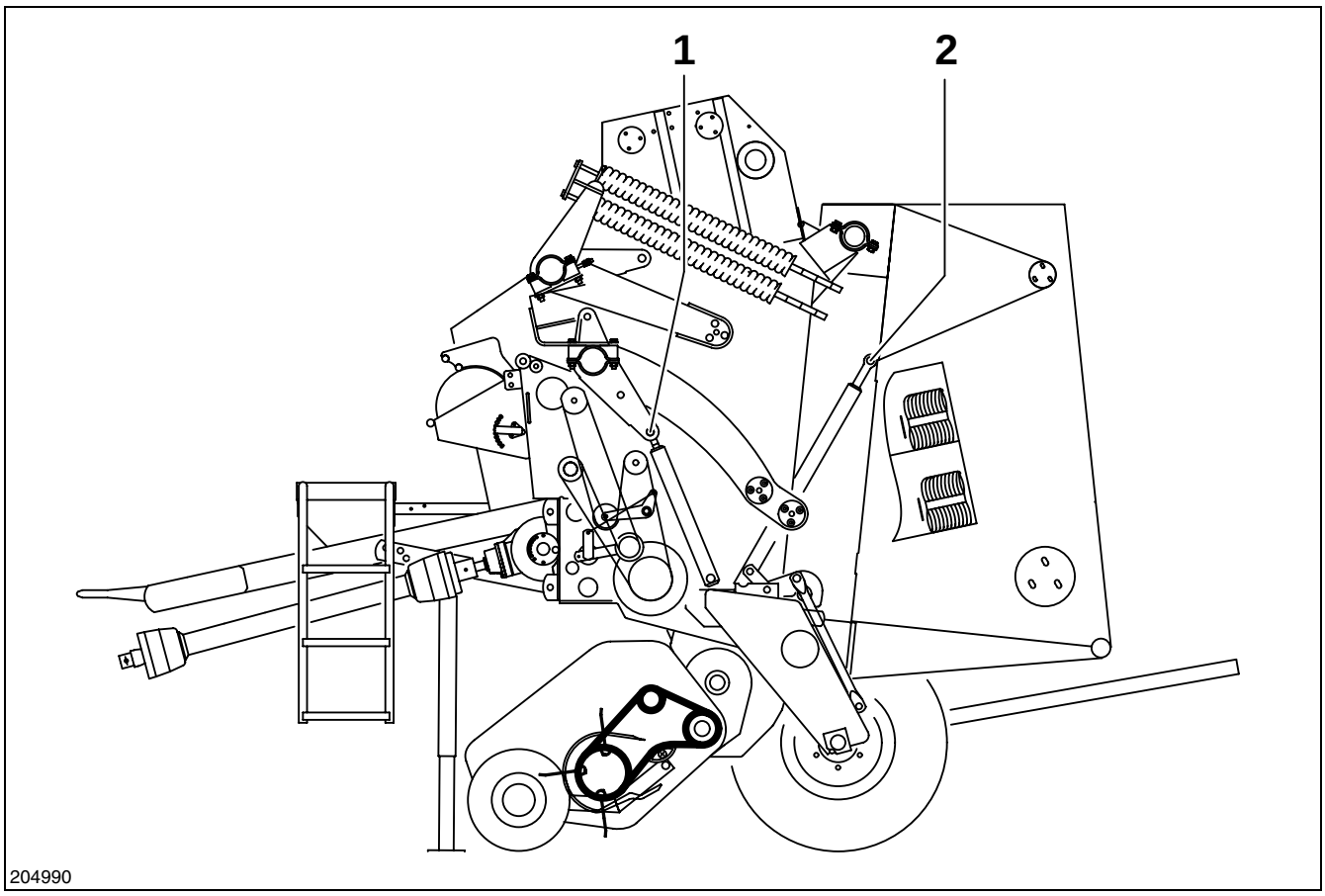

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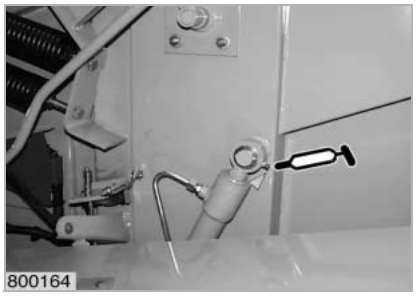

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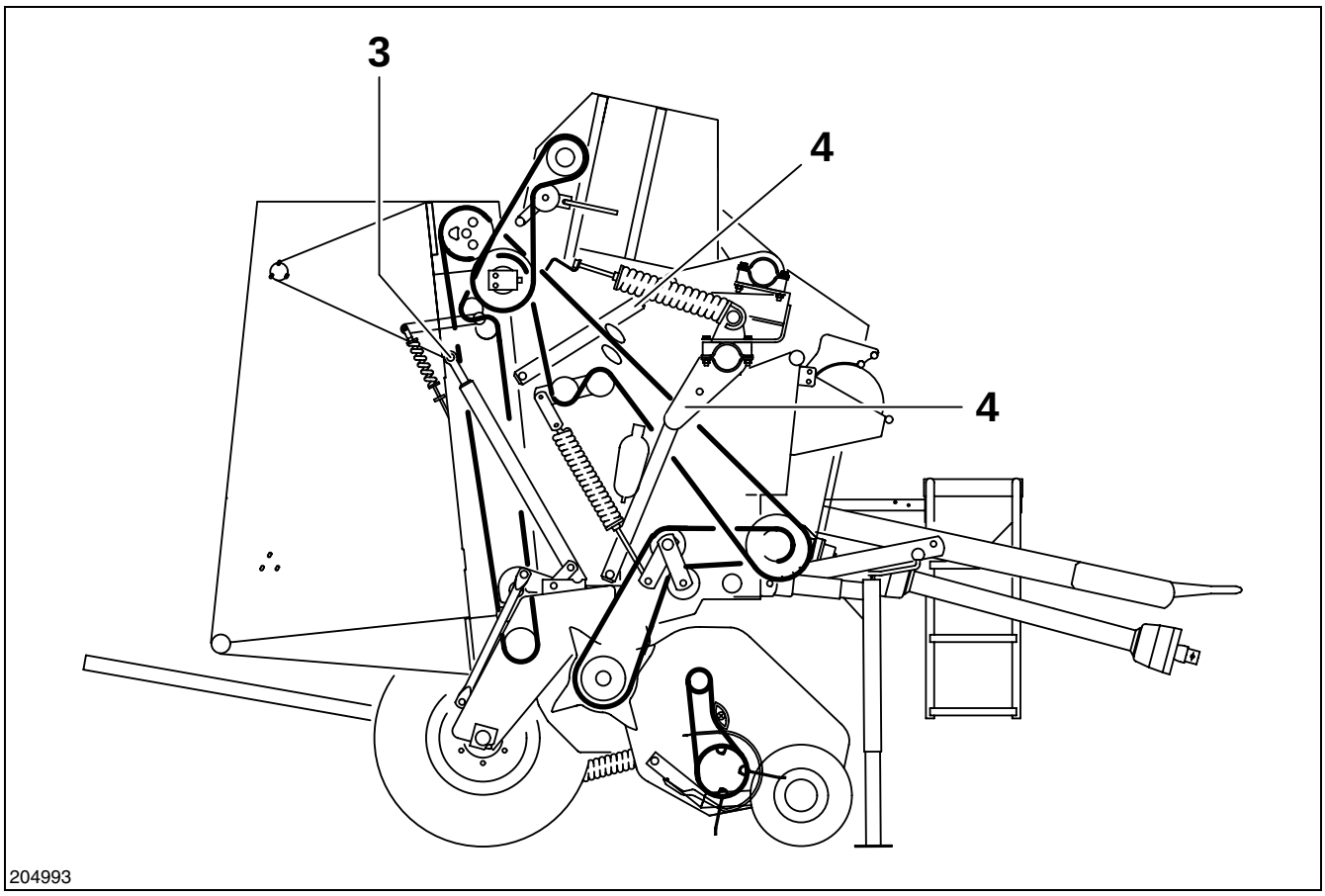

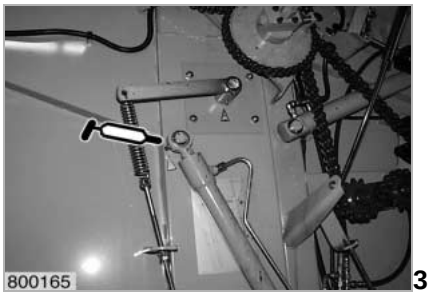

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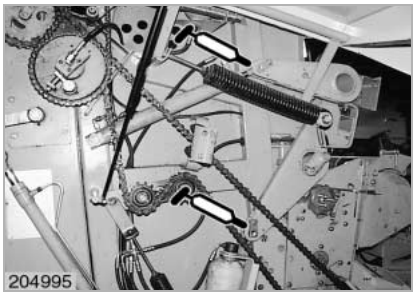

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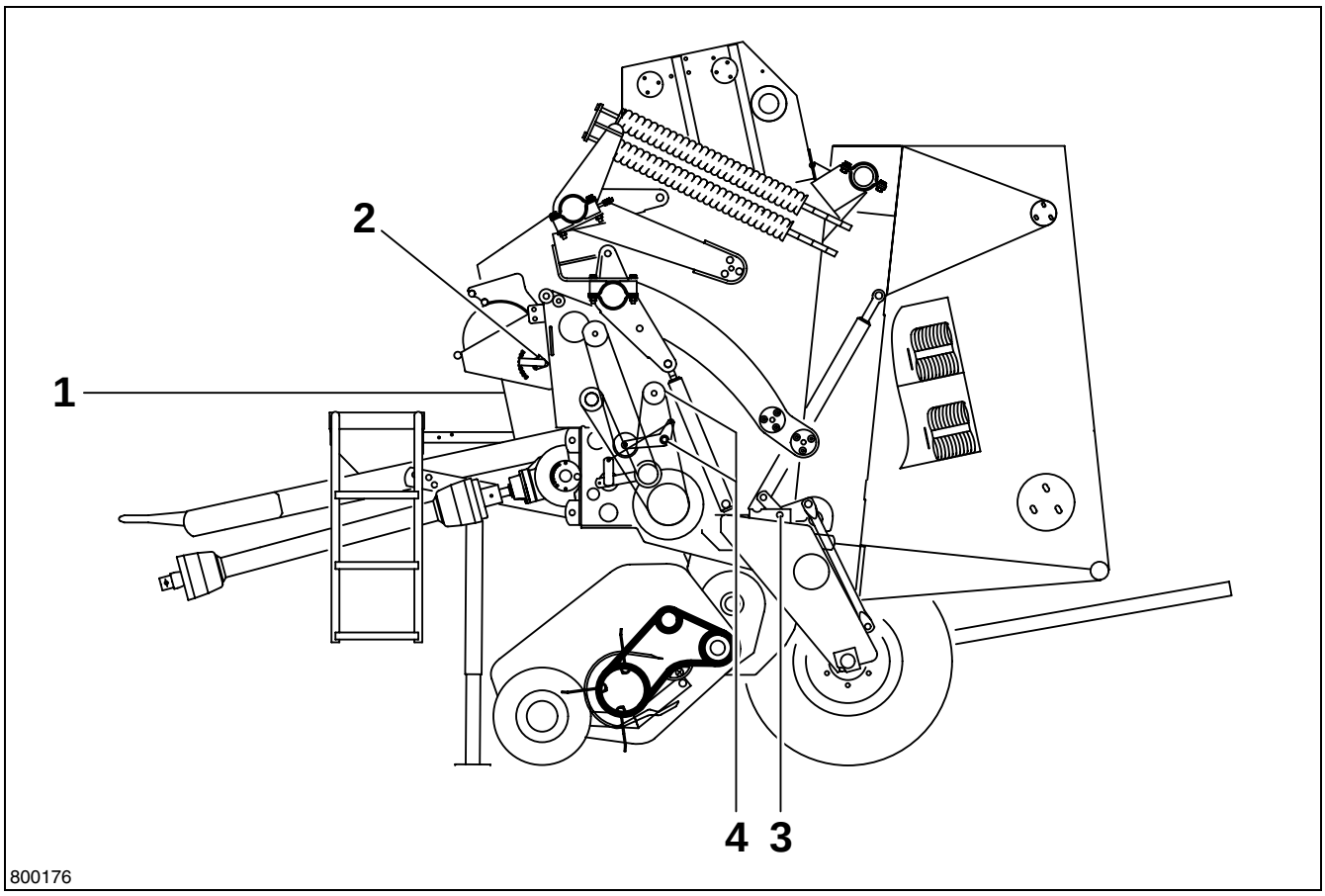

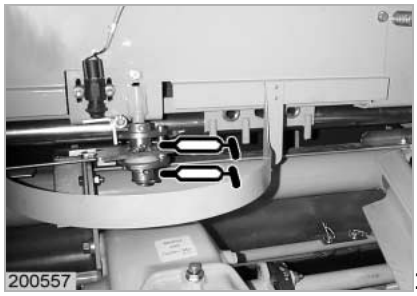

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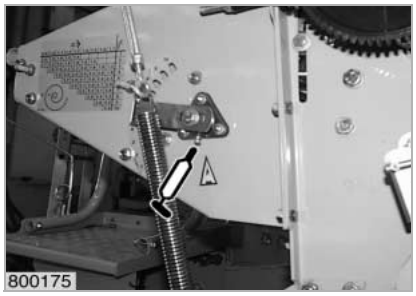

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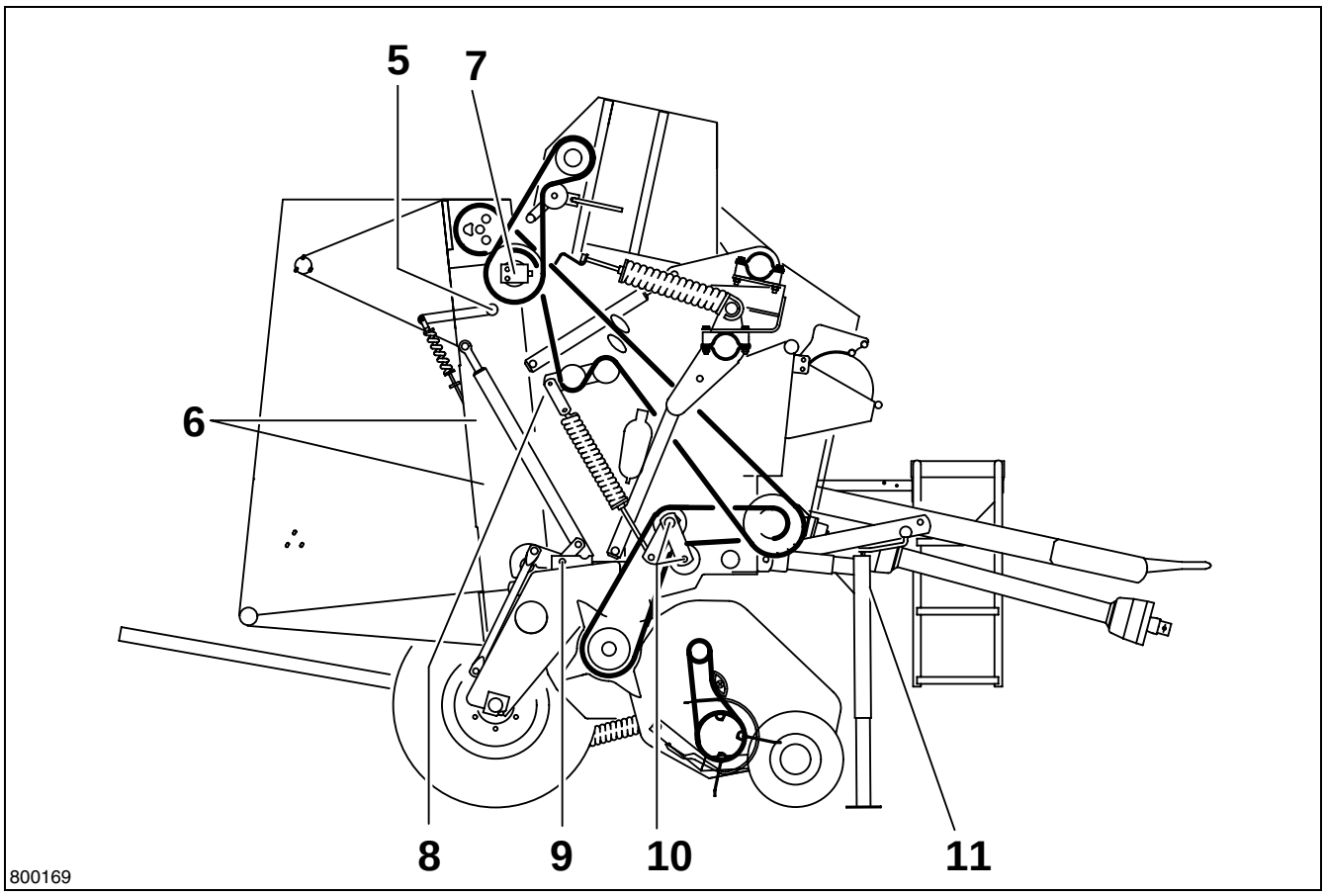
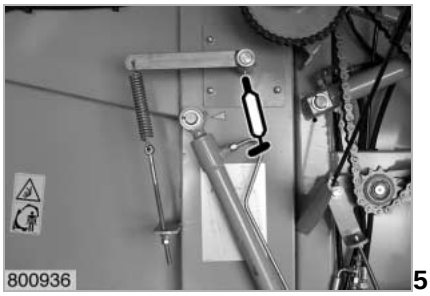


VARIANT 280



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VARIANT 260

6

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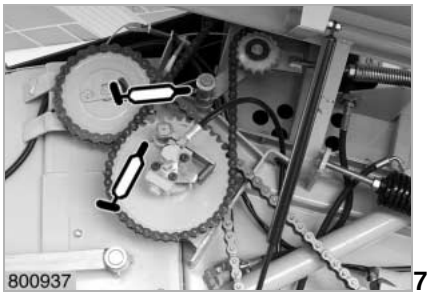

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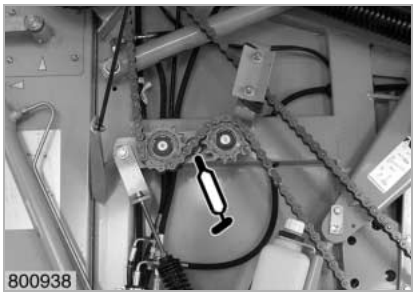

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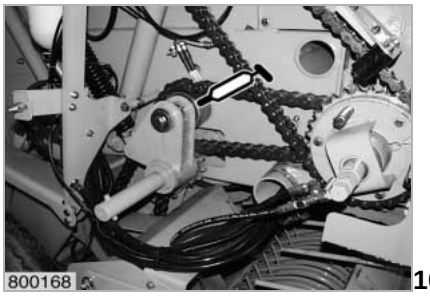

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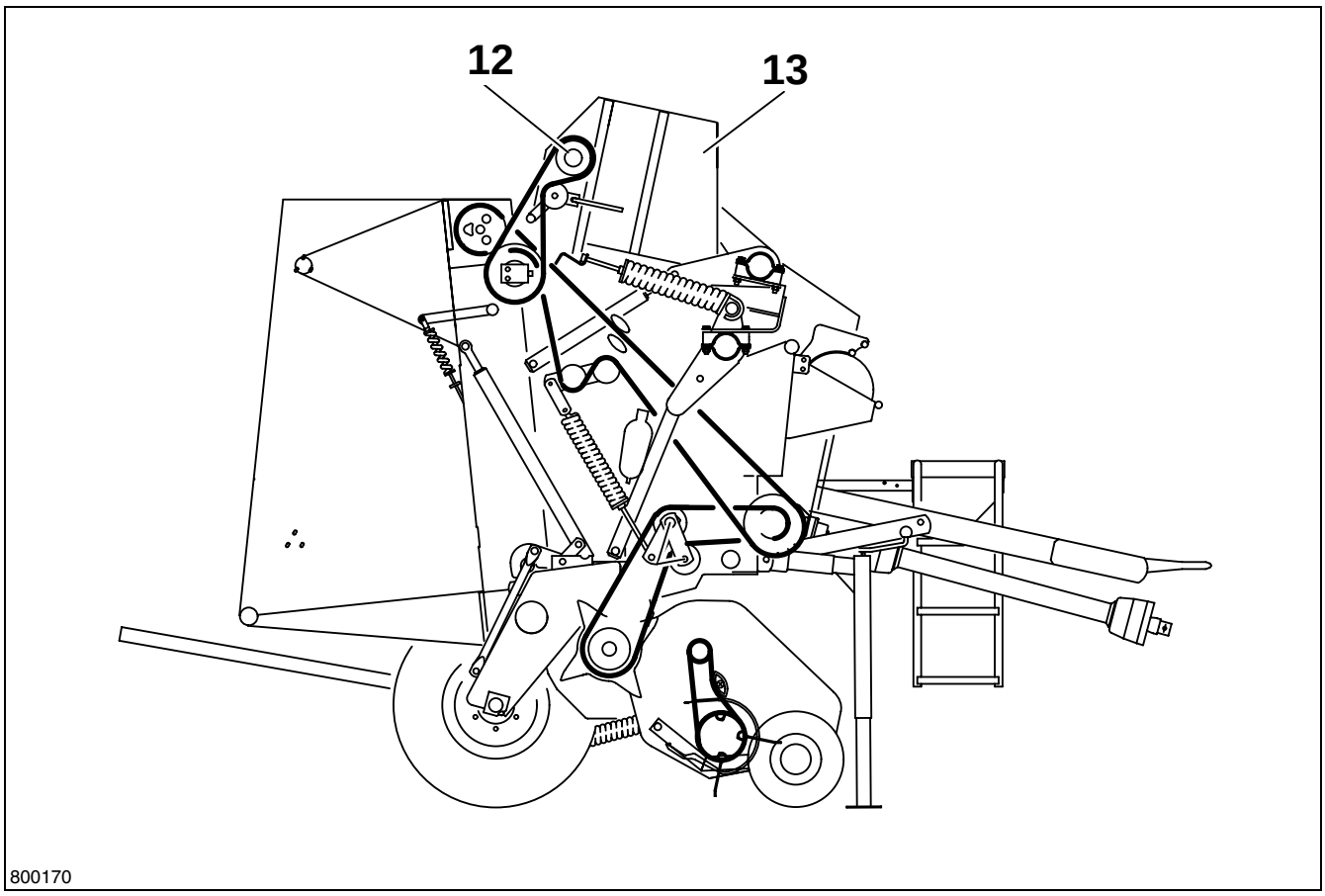

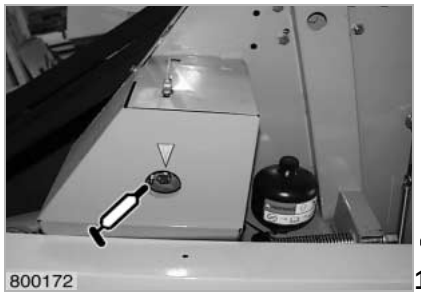

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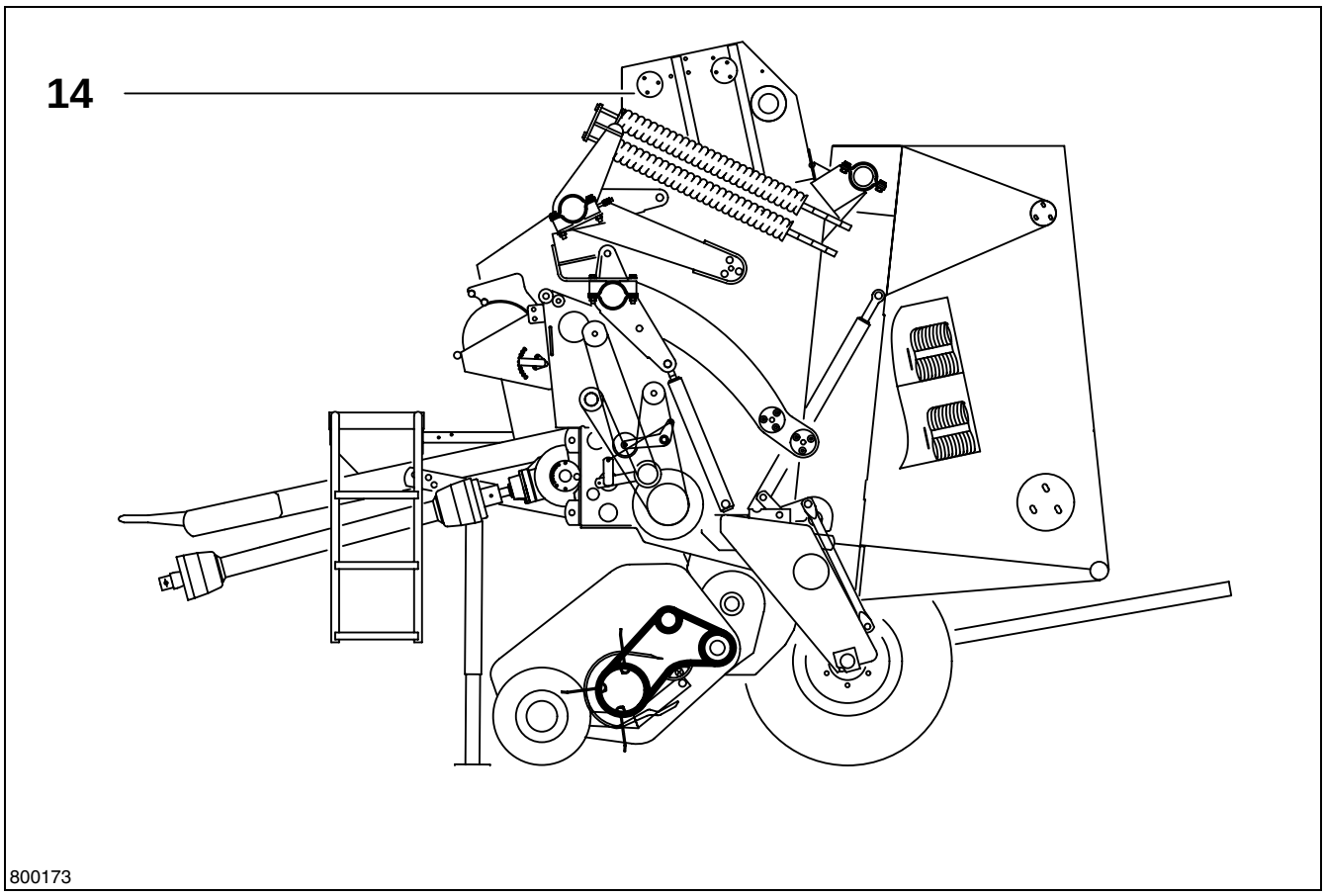
13

a-h250



● **14**

a-h 250

13
Glossary

GLOSSARY

In the course of technical development CLAAS KGaA mbH is permanently active in improving its products. CLAAS reserves the right to make alterations which must not necessarily correspond to the illustrations and descriptions in these operating instructions and without incurring the obligation to alter any machines previously delivered.

Technical data, dimensions and weights are non-binding.
Responsibility for errors is not accepted.

CLAAS KGaA mbH
33426 HARSEWINKEL
Germany

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CLAAS KGaA mbH
Postfach 1163
33426 Harsewinkel
Tel. +49 (0)5247 12-0
www.claas.com

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