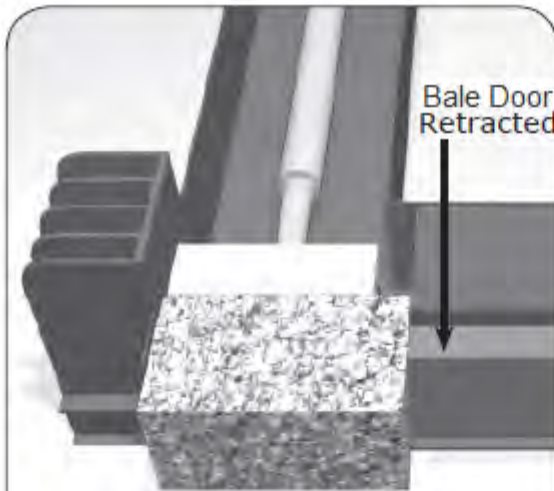


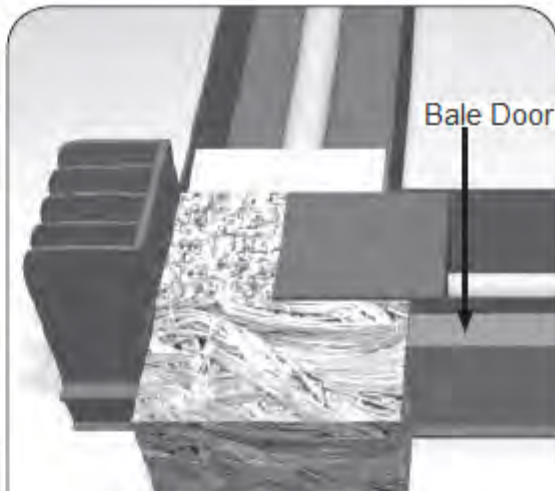
Galaxy 2R[®] Baler

Operation

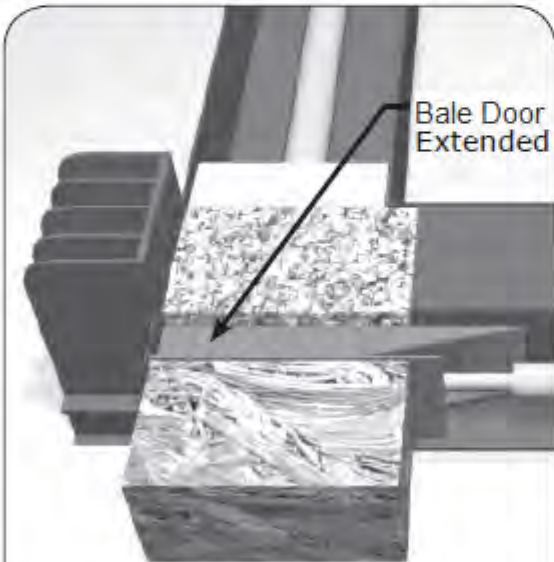
BALE DOOR DIAGRAM



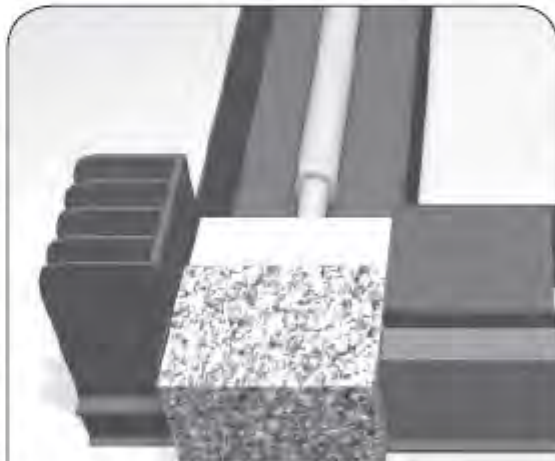
Oversized Bale Release - Device allows you to eject an oversized bale (up to 9") from standard size.



Bale Clamp - Holds on to ejected bale to help form a square end on the next bale.



Bale Wall - Closes off the ejector nozzle of compression chamber to allow for making a square bale.
Separation Door - Separates commodities to avoid contamination.



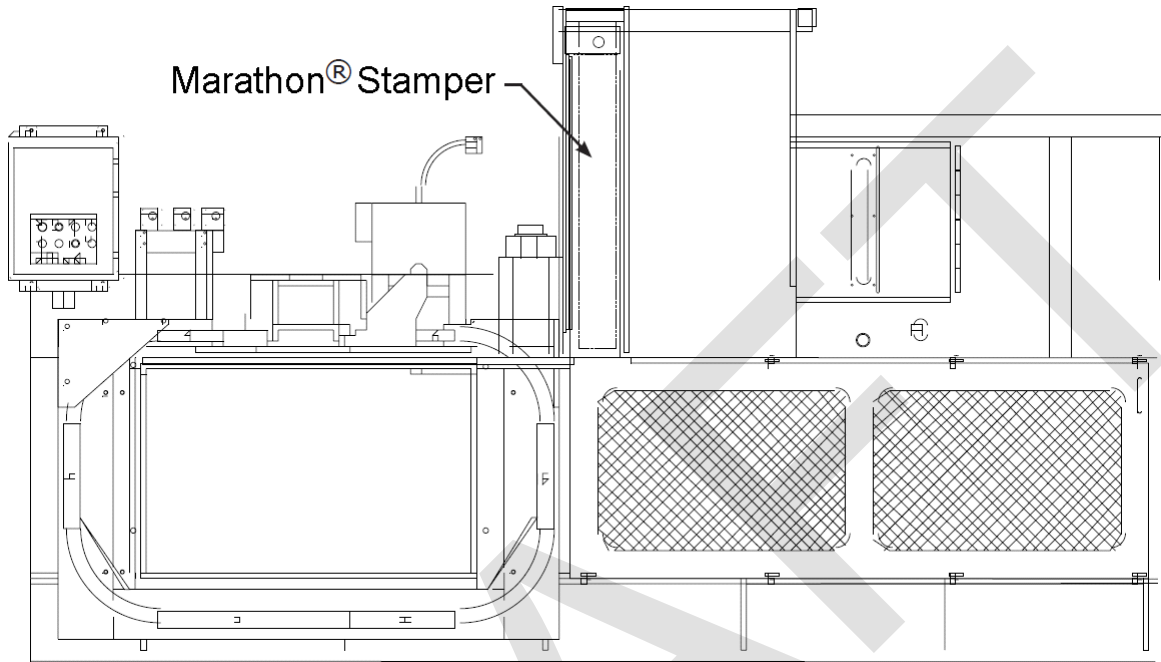
Baler Sizer - Allows you to program a bale width of 37" to 46" on a narrow model or 51" to 60" on a wide model.

Galaxy 2R[®] Baler

Operation

MARATHON[®] STAMPER DIAGRAM (OPTIONAL EQUIPMENT)

The GALAXY 2R Balers feature an optional “Stamper”, which moves up and down, clearing away any material building up on the body shear blade.



The stamper works as a vertical ram that is controlled from the touch screen. Refer to **Manual Menu Screen**. Its purpose is to clear away material jams on the Body Shear Blade.

JAM PREVENTION

WARNING

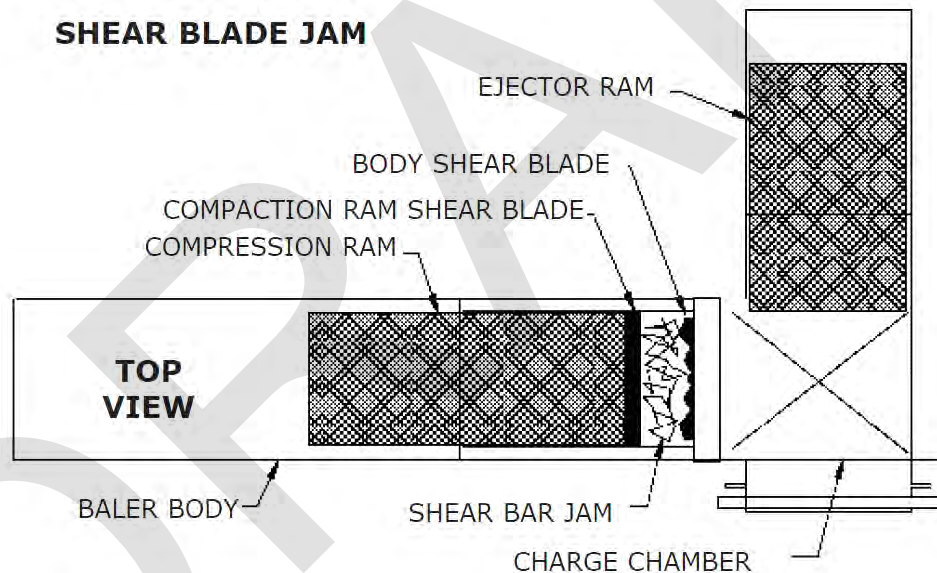
Do not enter the baler for any reason until the baler has been locked-out and tagged-out per **Lock-Out/Tag-Out Instructions**.

There are two types of jams which could occur with a two-ram baler - a jam at the shear blades and an oversize bale which is difficult to eject. The following steps may be taken to prevent the likelihood of a jam:

1. Presort the material. Remove any questionable objects or material. Make sure the material is all the same general type and composition.
2. Regulate the material flow into the baler feed hopper. Keep the flow even. Do not overfill the feed hopper.
3. Properly maintain the shear bar and compression ram hold down bars. A good cutting edge on the shear bar reduces the possibility of jamming.

The best prevention of baler jams is good judgment. An operator's familiarity with the material variances, baler limitations, and close attention to material flow reduces the possibility of a jam. It is much easier to make a couple of extra strokes with the compression ram than it is to clear out a jam.

REMOVING SHEAR BLADE JAM



If the shear blade fails to cut the material in the automatic mode, turn off the feed conveyors and switch the baler to Manual Mode. Retract the compression ram a short distance to allow material to fall away from the shear bar on the baler body. Use the MAIN RAM - COMPRESS/RETRACT control lever to cycle the ram forward. Watch the ram to see if it moves forward and shears the jam. This procedure may have to be repeated a couple of times to clear the jam. If the jam fails to clear:

1. Retract the compression ram to the full retract position.
2. Shut down the machine and follow the **Lock-Out/Tag-Out Instructions**. Never enter the baler for any reason until the baler has been locked-out and tagged-out.

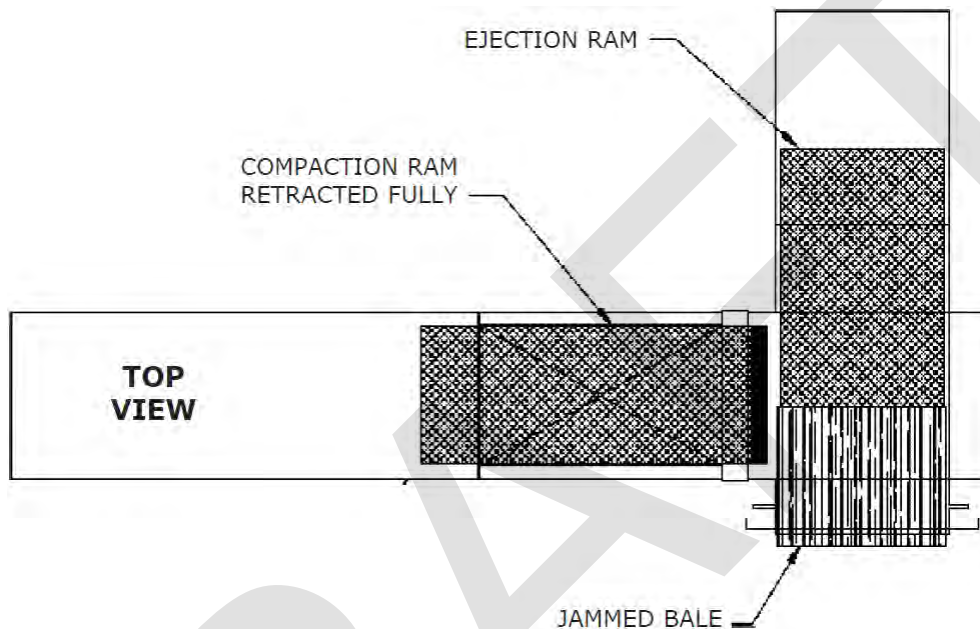
Remove material from the feed hopper and clear the obstruction.

REMOVING OVER-SIZED BALE JAM

WARNING

Do not enter the baler for any reason until the baler has been locked-out and tagged-out per **Lock-Out/Tag-Out Instructions**.

The following instructions explain how to remove a jammed bale.



1. If the bale fails to eject in Automatic Mode, set the baler to Manual Mode.
2. Retract the compression ram to the full retract position to relieve pressure on the bale.
3. Use the EJECTOR EXTEND button to eject the bale, and use the STRAP BUTTON to apply wire tie straps manually as the bale is ejected.
4. In the unlikely event that the bale does not eject using the EJECTOR EXTEND button, shut the baler down.
5. Lock-Out/Tag-Out the baler. See **Lock-Out/Tag-Out Instructions**. Never enter the baler for any reason until the baler has been locked-out and tagged-out.
6. Remove the excess material.

CHANGING MATERIALS AND BALER SHUTDOWN

A. Changing Materials

- To prevent contamination between bales, stop the supply of the present material to the feed conveyor. Run the conveyor empty into the baler feed hopper. Make sure the conveyor is cleared of all material. Turn the conveyor off.

NOTICE

If enough material remains to complete one bale, finish that bale.

- Make sure the feed hopper is cleared of all material by manually cycling the compression ram. Place the compression ram in the HOME position and then eject and tie off the bale.
- Change the material. Restart the feed conveyor and resume baling with the next material.

B. Baler Shutdown

1. Eject the bale.
2. Stop the conveyors feeding the baler.
3. Position the ejector ram in the retract position.
4. Position the compression ram in the full extend position.
5. Rotate the CONTROLS key switch to the OFF position and remove the key.
6. Turn the main disconnect switch to the OFF position and lock as shown in the **Lock-Out/Tag-Out Instructions**.

WARNING

If any maintenance or service is to be performed on the baler, complete Lock-Out/Tag-Out is required.

7. Clean up around the bale exit and automatic wire tier. Perform any other necessary clean up, such as behind the main ram (requires complete Lock-Out/Tag-Out), around the baler, and the feed conveyor.
8. Turn the main disconnect switch back ON so that the oil heaters may function, if required.

SECTION 4
SERVICE

CONTACT INFORMATION



Technical Service and Warranty:

877-258-1105

Parts:

800-528-5308

For parts visit our eCommerce Marketplace at www.mecomerchant.com.

If you do not have a user name and password, contact our Parts Department and they will assist with your registration.

Normal Business Hours:

Monday-Friday

8:00am - 5:00pm

(Central Standard Time)

MAINTENANCE SCHEDULE

DANGER

Only authorized and trained personnel should perform the following procedures. Lock-Out/Tag-Out the baler per as specified in **Lock-Out/Tag-Out Instructions**.

Every 10 Hours of Operation

1. Verify ALL guards are in place and secured.
2. Check for oil leaks.
3. Check oil level and temperature in hydraulic reservoir. Note: Maintain oil level above 3/4 full (in sight gauge). Oil level should be checked with main ram and ejector ram in retracted position. Oil temperature should be below 160°F.
4. Check all remote Emergency Stop locations. Note: Emergency Stops should not be obstructed, damaged, or depressed.
5. Make sure operator's platform and access steps (if so equipped) are free from hazards that could cause an accident.
6. Make sure there is an adequate supply of wire in wire tie strapper, and wire is correct gauge for tyer.
7. Clean lenses of photocells, sonic sensors, lasers and reflectors. Note: In a dusty application, it may be necessary to clean these devices and reflectors several times a day.
8. Clean radiator on oil cooler.
9. Oil wire tyer. Note: Under certain conditions it may be necessary to oil the wire tyer more often.

Time to complete: The 10 hour maintenance procedure will take approximately one hour to complete.

Additionally Every 50 Hours of Operation

1. Clean around power pack and baler to remove operator hazards.
2. Check function of all emergency stop buttons and interlock switches.
3. Check start-up alarm and flashing beacon. Clean light if required.

Time to complete: The 50 hour maintenance procedure will take approximately two to three hours to complete.

Additionally Every 200 Hours of Operation

1. Check function of all controls (i.e. lights, switches, joysticks etc.).
2. Check all hoses for chaffing, rubbing, leaking or other deterioration and damage.
3. Inspect air filter on hydraulic reservoir. Clean or replace if necessary.
4. Check cylinder pins and make sure they are secure.
5. Check shear blade on compression ram and baler body for sharpness, clearance (not to exceed .015"), and overall wear. Shim, rotate, or replace if necessary. The gap between the ram and body shear blades should be .015". The tolerance is +.005" and -.000"
6. Check hold-down bars for wear. Adjust if necessary. Tighten bolts. Rotate or replace hold-down bars if necessary. The bottom of the hold-down bars should be flush with the top of the ram.
7. Apply a light coating of all-purpose grease on hold down bars to prevent excessive wear.
8. Check seals on all cylinders for leaks.
9. After first 200 hours of operation replace return line/circulating pump filter. Thereafter, this filter maintenance interval will be extended to 500 hours.
10. Clean any debris, dust or grime from wire tyer gears and tracks. Note: In dusty conditions, it may be necessary to clean wire tyer more often.

Time to complete: The 200 hour maintenance procedure will take approximately two to three hours to complete. If hold down or shear beam adjustments need to be made, it could take longer. Please note the section on shear beam and hold down maintenance below.

Additionally Every 500 Hours of Operation

1. Change return line/circulating pump oil filter element in oil filter housing.
2. Inspect cylinder rods of compression and ejection ram cylinders for nicks and abrasions.
3. Check cylinder rod seals for damage.
4. Inspect cylinder pins for movement or missing cotter pins. Lubricate cylinder pinning sleeves and pins.
5. Grease wire tyer drive wheels (follow manufacturer's recommendations in Equipment Operation Manual).

Time to complete: The 600 hour maintenance procedure will take approximately one hour to complete.

Additionally Every 1000 Hours of Operation

1. Send oil sample for evaluation.
2. Check baler structure for any signs of problems (i.e., cracked welds, bending, etc.).
3. Rotate main ram cylinder rod 180°.

Time to complete: The 1000 hour maintenance procedure will take approximately two to three hours to complete.

Additionally Every 2000 Hours of Operation

- a. Change hydraulic fluid in entire system. If existing oil is reused, it should be tested by a laboratory to ensure it meets necessary specifications. Additives can be added to bring oil back to standards. Before returning oil to tank, it should be filtered through a minimum 5 micron filter. Hydraulic tank should be cleaned inside with a non-flammable solvent and thoroughly dried before replacing oil.
- b. Lubricate electric motor bearings as recommended by manufacturer.
- c. Filter maintenance
 - a. Hydraulic suction filters should be cleaned or replaced at yearly intervals.
 - b. Care should be exercised in cleaning filter to ensure that element is not torn. Clean filter with a soft brush and standard industrial solvent.

Time to complete: The 2000 hour maintenance procedure will take approximately six to eight hours to complete.

SHEAR BLADE AND HOLD DOWN MAINTENANCE

The body and ram shear blades and hold downs work together to provide smooth operation of the ram and to assist in cutting material so as to bale more easily. These need to be adjusted, shimmed, rotated, or replaced per the following instructions as necessary. These items should be adjusted along with each other so as to provide the best operation of your baler.

DANGER

Only authorized and trained personnel should perform the following procedures. Lock-Out/Tag-Out the baler per as specified in **Lock-Out/Tag-Out Instructions**.

A. Adjust the Hold Down Bars

The hold down bars are adjusted by loosening the lock nuts associated with hold down bars on the exterior of the baler.

1. Begin by running the ram out even with the rear of the charge chamber or slightly forward so that you can view the ram top.
2. Loosen the lock nuts, and this will allow the hold down bars to slide down to the necessary position. It might be necessary to tap them with a hammer to move them.
3. The hold down bar should be as close to the top of the ram as possible without binding it; approximately 1/32"-1/16".
4. A thin layer of grease should be applied to the bottom of the hold down bars to aid in travel.
5. The hold down bars are designed so that once one side wears, the bar can be flipped over and the other side used. To do this, the bolts must be completely removed, the bar pulled out, flipped, and reinstalled.

Time to complete: The hold down maintenance will take approximately one to two hours to complete. If the bars need to be flipped, it will take approximately four hours.

B. Adjust the Body Shear Blades

The shear beam on this baler consists of a ram shear blade and a body shear blade. The body shear blades are the ones that you will be adjusting.

1. To begin, run the ram out until the shear blades meet. Make sure the baler is then locked out.
2. In front of the hopper, there is the shear beam header. On the 2R450 balers it consists of seven bolts; four are for adjustments, three are for support and pressure. The three bolts that hold the beam up have a lock nut on them. Loosen the three lock nuts. Loosen the three bolts evenly in a counterclockwise motion to release the pressure off of the shear beam. You will be able to tell by the bolts when the pressure is released. Be careful not to totally release the bolts.
3. Once you have relieved the pressure, begin lowering the shear beam by backing out on the four adjustment bolts evenly in a counterclockwise motion. As you back out on the bolts, the shear beam will lower. Lower the blade until there is a .015" gap between the shear blades. Then you will need to tighten the three pressure bolts down until you feel them tighten up with pressure against the shear beam. Ensure that they are tightened, and then tighten down on the lock nuts to complete the process.

Time to complete: The shear beam maintenance will take approximately two hours to complete.

C. Remove and Sharpen the Ram Shear Blade

The shear blades must retain sharpness. The ram shear blade has four edges that can be used before sharpening.

1. To swap, remove the bolts, pull the shear blade off, and flip or turn 180°.
2. The body shear blades must be sharpened on site by a grinder or taken to a machine shop to sharpen.
3. Make sure that the same angle of the blade is kept during sharpening.

Time to complete: Swapping around of the ram shear blade will take approximately two hours to complete. Sharpening of the body blades on site will take approximately two hours. The complete removal of blades will take approximately two to three hours. The factory should be notified of this to provide technical support.

Galaxy 2R[®] Baler

Service

10 HOUR MAINTENANCE SCHEDULE			
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Galaxy 2R[®] Baler

Service

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Galaxy 2R[®] Baler

Service

200 HOUR MAINTENANCE SCHEDULE

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Galaxy 2R[®] Baler

Service

500 HOUR MAINTENANCE SCHEDULE

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Galaxy 2R[®] Baler

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Galaxy 2R[®] Baler

Service

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HOLDDOWN BAR MAINTENANCE

⚠ DANGER

Only authorized and trained personnel should perform the following procedures. Lock-Out/Tag-Out the baler per as specified in **Lock-Out/Tag-Out Instructions**.

Holddown bars prevent the ram from “Riding Up” over material in the charge chamber. They also prevent the ram shear blade from coming in contact with the body shear blade. Maintenance on holddown bars should be performed when doing maintenance on shear blades.

Holddown bars can be adjusted by loosening the Holddown Bolts (which run the length of the holddown bar) on the outside walls of the baler and allowing the holddown bar to rest on top of the ram. The slot for the holddown bolts allows for 7/16” total adjustment.

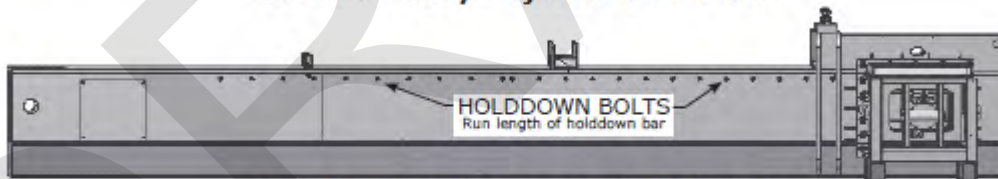
Adjust each holddown bar down so that it contacts the top of the ram through the complete ram travel path. From that position, the body shear blade should be adjusted (per the procedure described in **Body Shear Blade Adjustment**) so that it is 0.015” above the ram shear blade (0.015” above the bottom of the holddown bar). This prevents the ram shear blade from coming in contact with the body shear blade. After adjusting the holddown bars to the proper contact position on top of the ram, torque all holddown bolts to 250 ft/lb, lubricated*.

Holddown bars are considered a wear item for this machine. They are manufactured so that when wear does occur, the holddown bar can be turned over and the other side used.

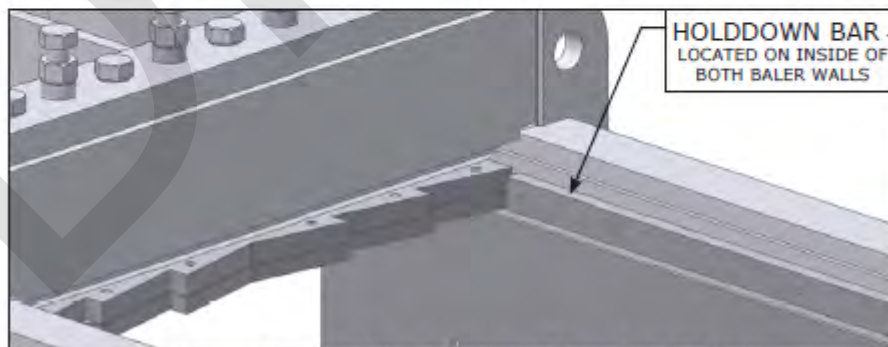
*Torque values differ between dry and lubricated hardware. Lubricated implies that bolts are delivered with a light coat of oil. No further lubrication is required during adjustment.



Main Ram Body - Ejector Side View



Main Ram Body - Opposite Side View



Close Up (Inside Charge Chamber) View

SHEAR BLADE MAINTENANCE

⚠ DANGER

Do not perform any maintenance to the ram shear blade or body shear blade until the disconnect switch has been locked-out and tagged-out per **Lock-Out/Tag-Out Instructions**.

⚠ CAUTION

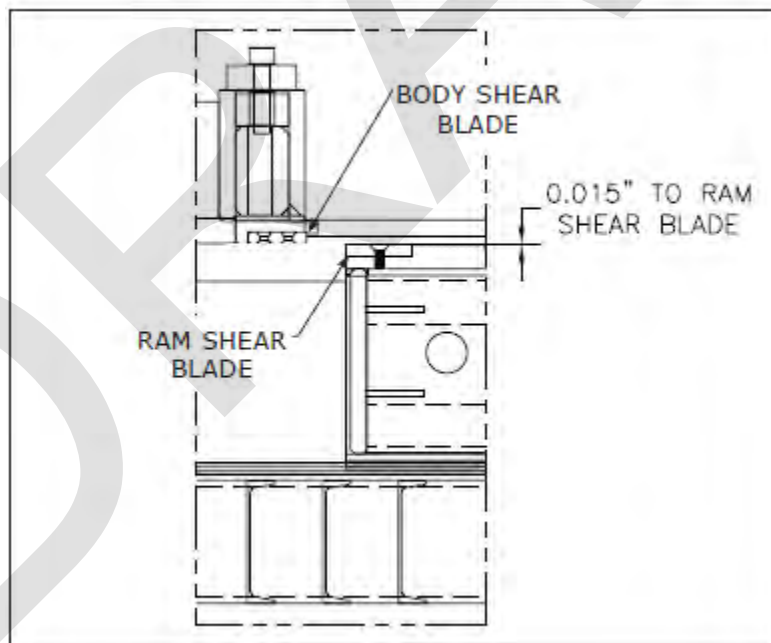
Do not perform any maintenance to the ram shear blade or body shear blade until the disconnect switch has been locked-out and tagged-out per **Lock-Out/Tag-Out Instructions**.

Body Shear Blade - As time passes, it is normal for the body shear blades and ram shear blades to need sharpening. Due to the hardness of the blades, it may be necessary to have them sharpened at a machine shop. During sharpening, remove only the least amount of material required to sharpen the cutting edges. All cutting edge faces should be flat and perpendicular to the top or bottom surface of the blades. For body shear blades, it is very important to maintain the original rake angle of the blades. When installing blades, all bolts should be coated with "Never-Seize" and torqued to 250 ft. lb.

NOTICE

For shear blade adjustment on all 2R-150, 190, and 250 models, contact the factory for a shim kit to shim the body shear blade down to the specified tolerance when the shear gap exceeds 0.015".

Maintain 0.015" clearance between ram shear blade and body shear blade.



Side View

For procedure instruction see the **Body Shear Blade Adjustment**.

BODY SHEAR BLADE ADJUSTMENT

250, 310 & 450 Models

⚠ DANGER

Do not perform any maintenance to the ram shear blade or body shear blade until disconnect switch has been locked-out and tagged-out per **Lock-Out/Tag-Out Instructions**.

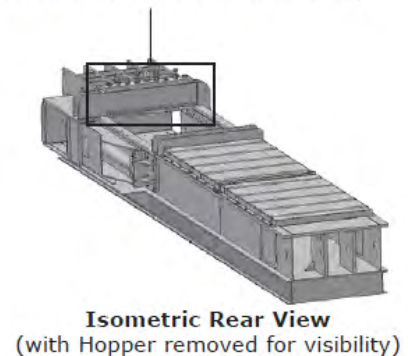
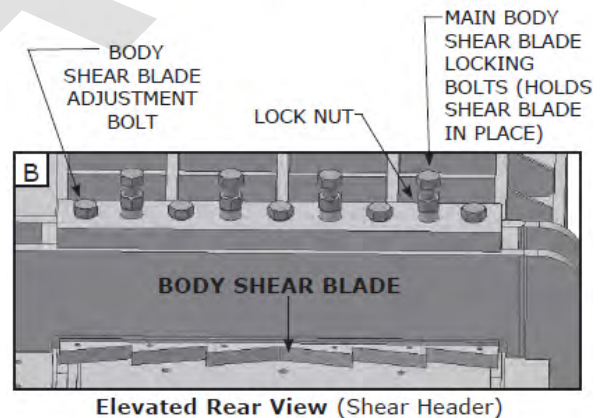
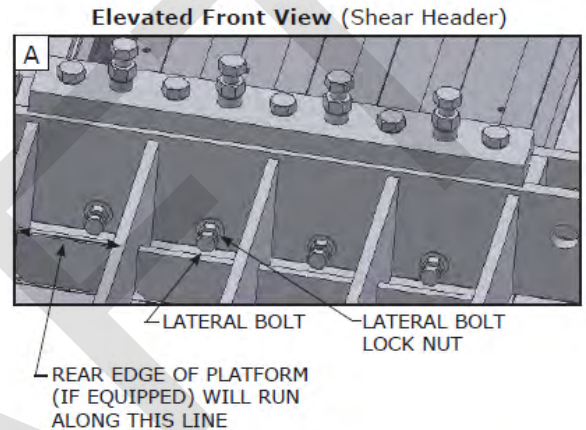
It is necessary to periodically adjust the Body Shear Blade in order to maintain the 0.015" clearance between it and the Ram Shear Blade (see drawing on previous page). Before adjustment, loosen the Lateral Bolt Lock Nuts on the front of the shear header and then loosen the Lateral Bolts (detail view A).

The number of Lateral Bolts and Shear Bolts vary by model. Use the procedures outlined on the next two pages to complete the shear blade adjustment process, according to model.

To adjust the body shear blade up or down, first loosen the Lock Nuts and Body Shear Blade Locking Bolts (detail view B).

Next, adjust the Body Shear Blade Adjustment Bolts by loosening them to lower the Body Shear Blade, or tightening them to raise it. Once proper adjustment is achieved, retighten all bolts and nuts using the torque sequence procedure on the next two pages (as listed by model).

When the shear blade has been adjusted and all adjustment and locking bolts/nuts have been torqued according to procedure, then retighten the Lateral Bolts and Lateral Bolt Lock Nuts, in that order. Torque bolts to 250 ft/ lb, lubricated.



TORQUE SEQUENCE PROCEDURE (250 MODELS)

The following torque sequence must be used as part of the **Body Shear Blade Adjustment** procedure.

NOTICE

This procedure assumes that the body shear is in the full up position. The LATERAL BOLTS on the front face of the shear header need to be backed off prior to shear adjustment.

Before starting the following procedure, adjust the **Holddown Bars** (so that they contact the ram throughout the entire ram cycle). Once the holddown bars have been adjusted properly, position the main ram so that the ram shear blade is located 2" past (under) the cutting points of the body shear blade.

For 2R-250 Models

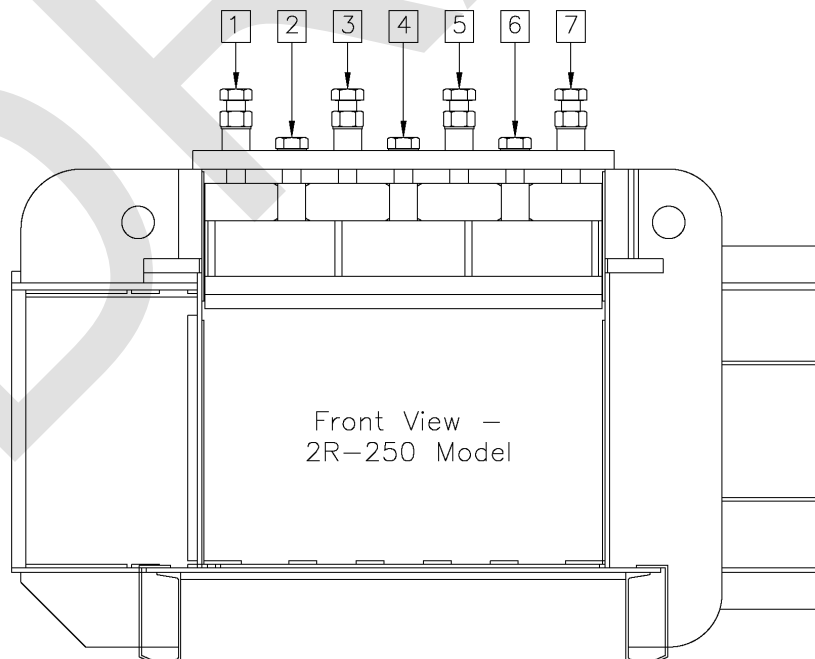
1. Starting with bolts 4, 2, and 6 (in that order) lower the body shear blade until the bottom of it is 0.015" from the top of the ram shear blade (use shim stock or feeler gauge to set gap). Turn each bolt (4, 2, and 6) only one-half turn at a time to lower the shear blade into position.

NOTICE

Turning bolts more than one-half turn at a time may cause the shear structure to jam.

2. When the shear gap is 0.015", turn bolts 1 and 7 (in that order) down until they contact the adjustable shear structure. Then, turn bolts 3 and 5 down until they contact.
3. Torque bolts 4, 2, and 6 (in that order) to 50 ft. lb.
4. Torque bolts 1, 7, 3, and 5 (in that order) to 50 ft. lb.
5. Torque bolts 4, 2, and 6 (in that order) to 550 ft. lb.
6. Torque each LATERAL BOLT to 250 ft. lb. Start in the center of the pattern and work outward so that the outside bolts are torqued last. Tighten all lock nuts (front & top).

Torque Sequence Reference Numbers



TORQUE SEQUENCE PROCEDURE (310 MODELS)

The following torque sequence must be used as part of the **Body Shear Blade Adjustment** procedure.

NOTICE

This procedure assumes that the body shear is in the full up position. The LATERAL BOLTS on the front face of the shear header need to be backed off prior to shear adjustment.

Before starting the following procedure, adjust the **Holddown Bars** (so that they contact the ram throughout the entire ram cycle). Once the holddown bars have been adjusted properly, position the main ram so that the ram shear blade is located 2" past (under) the cutting points of the body shear blade.

For 2R-310 Models

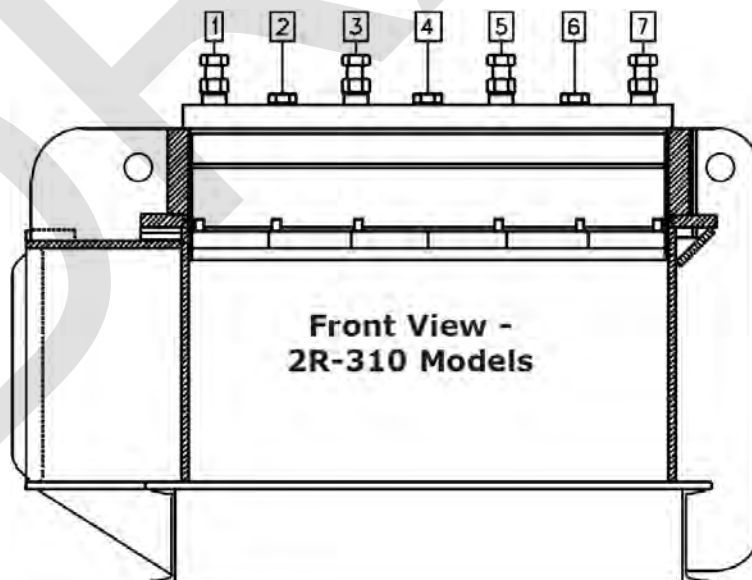
1. Starting with bolts 4, 2, and 6 (in that order) lower the body shear blade until the bottom of it is 0.015" from the top of the ram shear blade (use shim stock or feeler gauge to set gap). Turn each bolt (4, 2, and 6) only one-half turn at a time to lower the shear blade into position.

NOTICE

Turning bolts more than one-half turn at a time may cause the shear structure to jam.

2. When the shear gap is 0.015", turn bolts 1 and 7 (in that order) down until they contact the adjustable shear structure. Then, turn bolts 3 and 5 down until they contact.
3. Torque bolts 4, 2, and 6 (in that order) to 50 ft. lb.
4. Torque bolts 1, 7, 3, and 5 (in that order) to 50 ft. lb.
5. Torque bolts 4, 2, and 6 (in that order) to 550 ft. lb.
6. Torque each LATERAL BOLT to 250 ft. lb. Start in the center of the pattern and work outward so that the outside bolts are torqued last. Tighten all lock nuts (front & top).

Torque Sequence Reference Numbers



TORQUE SEQUENCE PROCEDURE (450 MODELS)

The following torque sequence must be used as part of the **Body Shear Blade Adjustment** procedure.

NOTICE

This procedure assumes that the body shear is in the full up position. The Lateral Bolts on the front face of the shear header need to be backed off prior to shear adjustment.

Before starting the following procedure, adjust the **Holddown Bars** (so that they contact the ram throughout the entire ram cycle). Once the holddown bars have been adjusted properly, position the main ram so that the ram shear blade is located 2" past (under) the cutting points of the body shear blade.

For 2R-450 Models

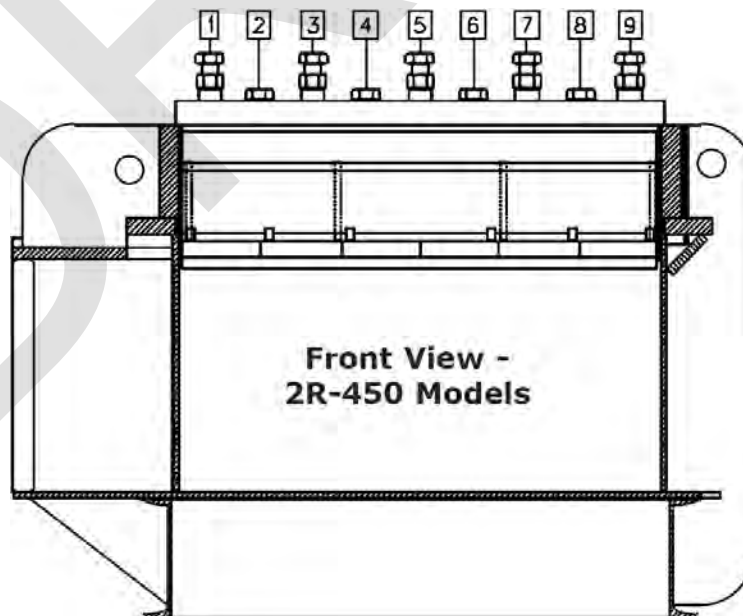
1. Starting with bolts 4, 6, 2, and 8 (in that order), lower the body shear blade until the bottom of it is 0.015" from the top of the ram shear blade (use shim stock or feeler gauge to set gap). Turn each bolt (4, 6, 2, and 8) only one-half turn at a time to lower the shear blade into position.

NOTICE

Turning bolts more than one-half turn at a time may cause the shear structure to jam.

2. When the shear gap is 0.015", turn bolts 1 and 9 (in that order) down until they contact the adjustable shear structure. Then turn bolts 3, 7, and 5 down until they contact.
3. Torque bolts 4, 6, 2, and 8 (in that order) to 50 ft. lb.
4. Torque bolts 1, 9, 3, 7, and 5 (in that order) to 50 ft. lb.
5. Torque bolts 4, 6, 2, and 8 (in that order) to 550 ft. lb.
6. Torque each Lateral Bolt to 250 ft. lb. Start in the center of the pattern and work outward so that the outside bolts are torqued last. Tighten all lock nuts (front & top).

Torque Sequence Reference Numbers



PRESSURE SETTING PROCEDURES

PRESSURE SETTINGS FOR 2 X 30 POWER UNITS

Step 1 (System Pressure)

1. Start motor #1 only
2. Adjust the stand-by pressure on the compensator (if necessary) until the pressure setting on the touch screen reaches approximately 250 psi
3. Apply power to SV 2 "stand-by pressure" solenoid
4. Adjust the main relief until the pressure reaches 4200 psi
5. While the SV 2 solenoid is still energized adjust the compensator out until pressure drops to 4000 psi

Step 2 (Tier Pressure)

6. Hold tension on the tier with the wire fed through the tier and tensioned around the pegs
7. Adjust the relief on SV 15A "pressure to tie" solenoid to the maximum tier pressure and continue one revolution

Step 3 (Rod Relief Pressure)

8. Apply power to SV 1 "stand-by pressure" solenoid
9. While the pump is engaged energize SV 5 "base to tank" solenoid and SV 7 "rod to pressure" solenoid until ram is fully retracted
10. Adjust the relief on SV 8 "rod to tank" solenoid until the pressure reaches 3000 psi

Step 4 (Flow Control)

11. Adjust flow control relief on the manifold by turning it clockwise until it bottoms out
12. Afterward turn it counter clockwise 1/2 revolution. (This will have to be adjusted more or less depending upon the speed of the ram).

Step 5 (System Pressure)

13. Stop motor #1 and start motor #2 only
14. Adjust the stand-by pressure on the compensator (if necessary) until the pressure setting on the touch screen reaches approximately 250 psi
15. Apply power to SV 11 "stand-by pressure" solenoid
16. Adjust the main relief until the pressure reaches 4200 psi
17. While the SV 11 solenoid is still energized adjust the compensator out until pressure drops to 4000 psi

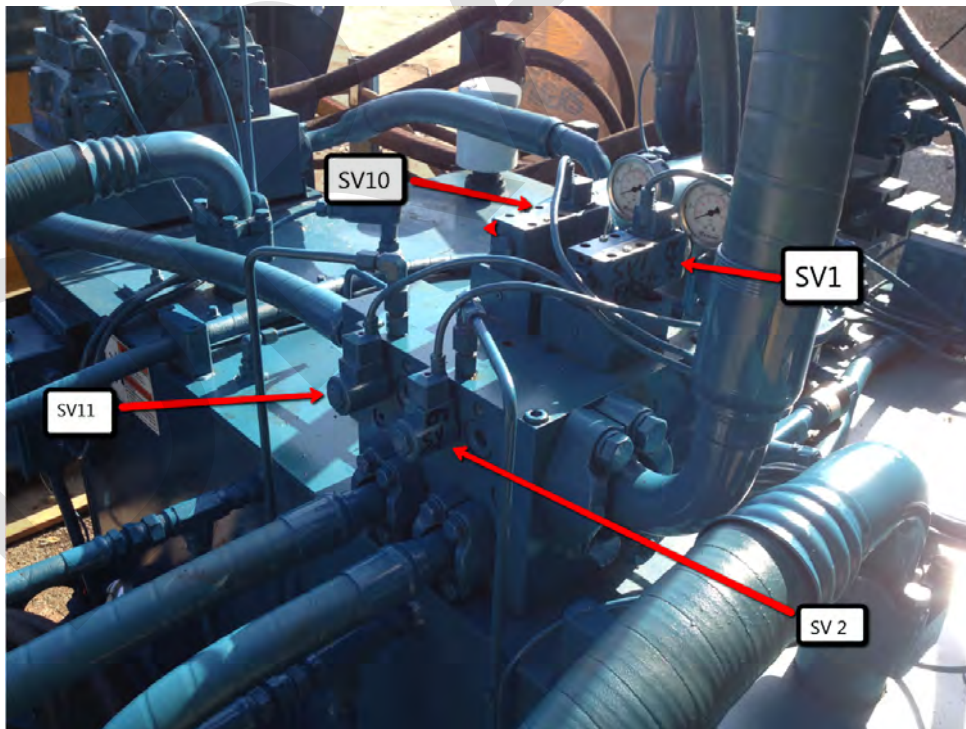
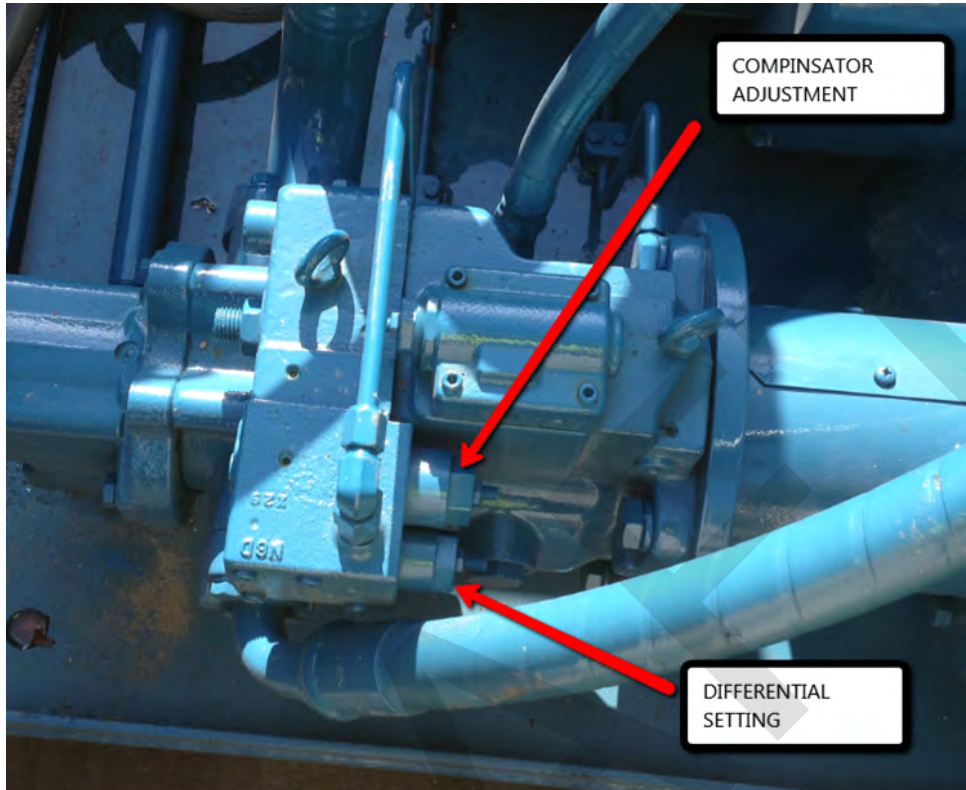
Step 6 (Tier Pressure)

18. Hold tension on the tier with the wire fed through the tier and tensioned around the pegs
19. Adjust the relief on SV 16A "pressure to tie" solenoid to the maximum tier pressure and continue on revolution.

Galaxy 2R[®] Baler

Service

PRESSURE SETTINGS FOR 2 X 30 POWER UNITS (CONTINUED)



PRESSURE SETTINGS FOR 2 X 30 POWER UNITS (CONTINUED)



- Adjust the relief on **SV 15A** “pressure to tie” solenoid to the maximum tier pressure and continue one revolution.




- Hold tension on the tier with the wire fed through the tier and tensioned around the pegs.

Galaxy 2R[®] Baler

Service

PRESSURE SETTINGS FOR 2 X 30 POWER UNITS (CONTINUED)




SV # 5
Base to Tank

SV # 7
Rod to Pressure

SV # 8
Rod to Tank

- While the pump is engaged energize **SV 5** “base to tank” solenoid and **SV 7** “rod to pressure” solenoid until ram is fully retracted.
- Adjust the relief on **SV 8** “rod to tank” solenoid until the pressure reaches 3000 psi.



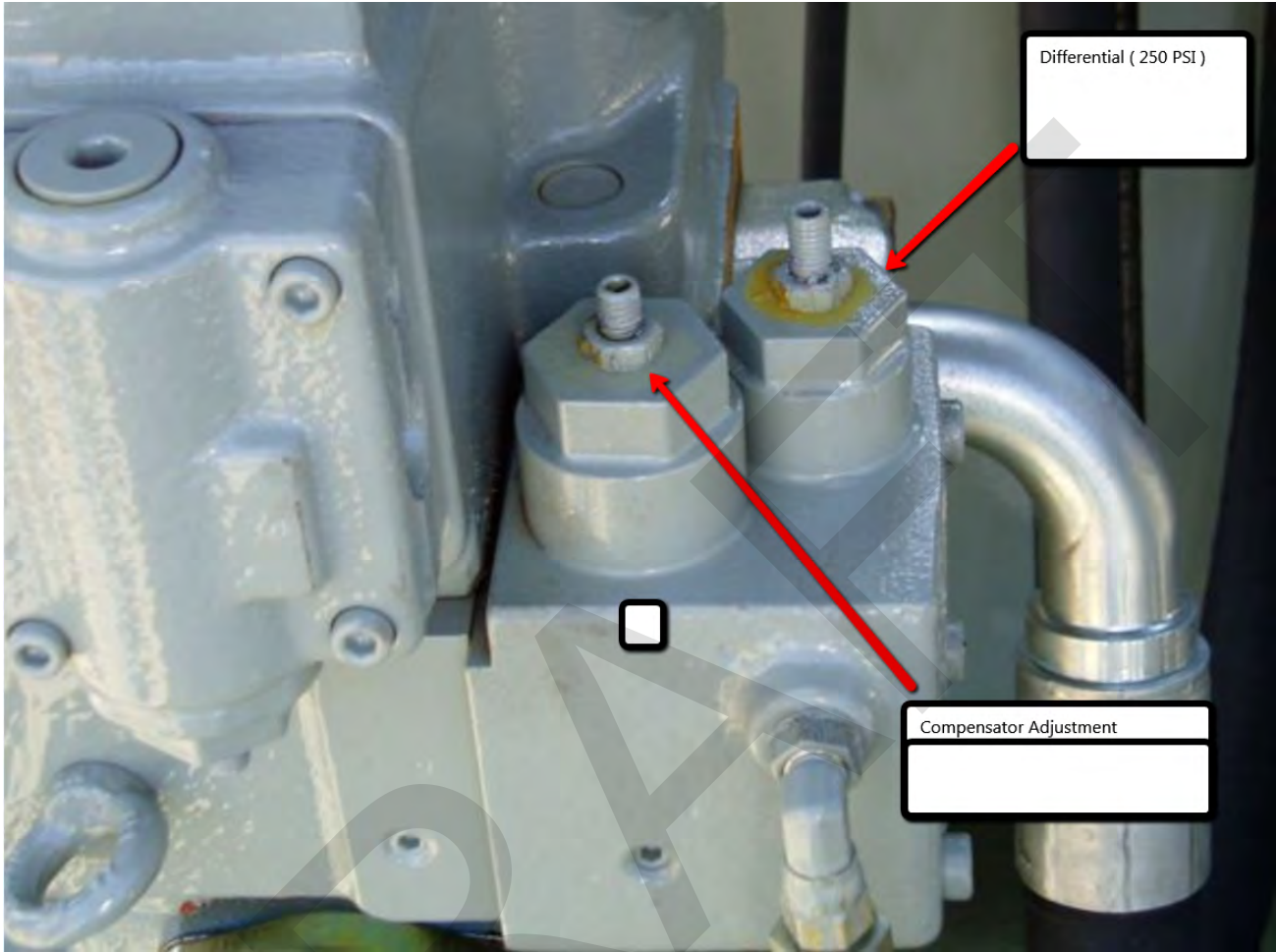
Motor #2
SV. 16A
pressure to tie relief

- Adjust the relief on **SV 16A** “pressure to tie” solenoid to the maximum tier pressure and continue one revolution.

Galaxy 2R[®] Baler

Service

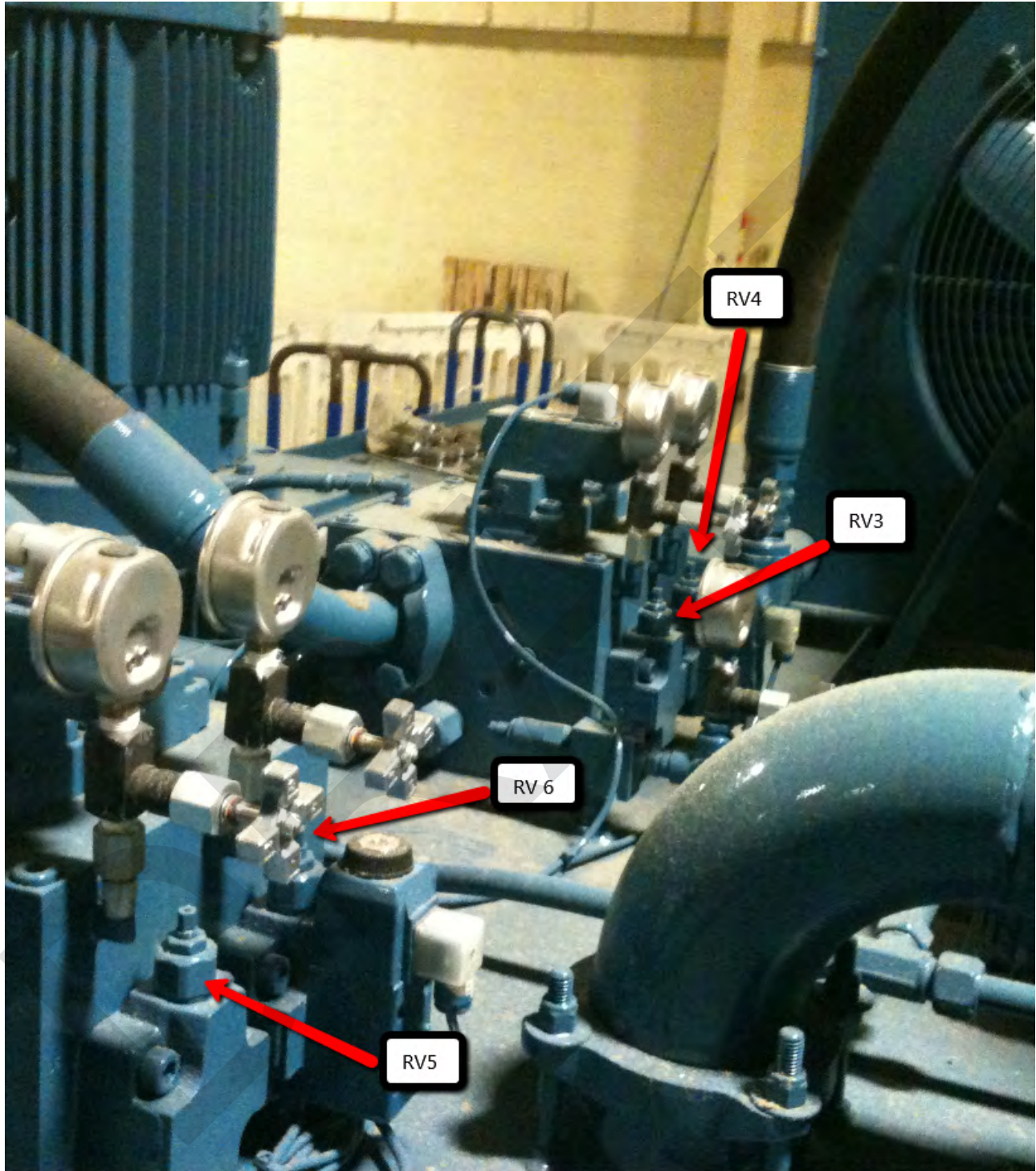
PRESSURE SETTINGS FOR 2 X 50 AND 2 X 75 POWER UNITS



Galaxy 2R[®] Baler

Service

PRESSURE SETTINGS FOR 2 X 50 AND 2 X 75 POWER UNITS (CONTINUED)



PRESSURE SETTINGS FOR 2 X 50 AND 2 X 75 POWER UNITS (CONTINUED)

A. Motor 1: Setting the Standby (Differential) Pressure

Holds pressure when the motor is idling.

1. With Motor 1 powered on and idling, adjust the pressure to 250 psi. Check the pressure transducer on the touch screen.

B. Setting the Cutoff (Compensator) Pressure

Maximum pressure before cut-off.

1. Shut Motor 1 down and connect a jumper from Terminal 3 (in the panel box) to solenoid valve SV8.
2. Turn relief valve RV2 clockwise all the way in.
3. Back the compensator out.
4. Loosen the locknut on RV3.
5. Turn RV3 all the way in.
6. Restart Motor 1 and turn the compensator valve on Pump 1 clockwise until the pressure reaches 4200 psi.
7. Adjust RV3 counter-clockwise until the pressure starts to drop, then adjust 1/4 turn clockwise.
8. Tighten the locknut.
9. Adjust the compensator to 4000 psi.
10. Stop Motor 1 and remove the jumper from SV8.
11. Restart Motor 1 and back the adjustment screw out on RV4.
12. Using a small screwdriver, actuate SV6.
13. Increase the pressure on RV4 to 1200 psi.
14. Re-tighten the lock nut and turn off Motor 1.

C. Motor 2: Setting the Standby (Differential) Pressure

1. With Motor 2 powered on and idling, adjust the pressure to 250 psi. Check the pressure transducer on the touch screen.

D. Setting the Cutoff (Compensator) Pressure

1. Shut Motor 2 down and connect a jumper from Terminal 3 (in the panel box) to SV11.
2. Back the compensator out.
3. Loosen the locknut on RV5.
4. Turn RV5 all the way in.
5. Restart Motor 2 and turn the compensator valve on Pump 2 clockwise until the pressure reaches 4200 psi.
6. Adjust RV5 counter-clockwise until the pressure starts to drop, then adjust 1/4 turn clockwise.
7. Tighten the locknut.
8. Adjust the compensator to 4000 psi.
9. Stop Motor 2 and remove the jumper from SV11.
10. Restart Motor 2 and back the adjustment screw out on RV6.
11. Using a small screwdriver, actuate SV9.
12. Increase the pressure on RV6 to 1200 psi.
13. Re-tighten the lock nut and turn off Motor 2.

E. Main Manifold Relief Adjustment

NOTICE

This procedure requires two people.

1. Fully extend the ram using the controls.
2. Cover the laser.
3. One person holds the joystick in the "Compress" position.
4. The second person loosens the lock nuts on RV1 & RV2.
5. Turn the pressure adjustment screw clockwise all the way in on RV1.
6. Back the adjustment screw out on RV2.
7. With the first person still holding the joystick in the "Compress" position, the second person turns the adjustment screw on RV2 clockwise until the pressure reaches 4000 psi.
8. Then turn the adjustment screw clockwise 1-1/2 more turns.
9. Re-tighten the lock nut on RV2.
10. Repeat steps 6-9 with RV1.
11. Release the joystick.
12. Uncover the laser.

F. Setting the Rod Relief Valve (under SV4)

NOTICE

This procedure requires two people.

1. Fully extend the ram using the controls.
2. Pull the fuse on SV5 and SV1.
3. Loosen the lock nut.
4. While one person holds the joystick in "Retract", the other turns the adjustment screw clockwise until 3000 psi is reached.
5. Re-tighten the lock nut.

G. Setting the Bale Door Pressure

1. Connect a jumper from Terminal 3 to SV8.
2. Using a small screwdriver, actuate the "B-side" of SV18.
3. Turn the adjustment screw clockwise until the pressure reaches 4000 psi.
4. Repeat steps 2-3 with the "A-side" of SV18.

H. Setting the Stamper Pressure

1. Adjust the flow control valve all the way out.
2. Connect a jumper from Terminal 3 to SV8.
3. Retract the stamper.
4. Using a small screwdriver, manually actuate the "A-side" of SV20.
5. Turn the adjustment screw clockwise until the pressure reaches 4000 psi.
6. Tighten the locknut.
7. Repeat steps 4-6 for the "B-side" of SV20.
8. Turn the adjustment screw on the counterbalance valve all the way in clockwise (Retract the stamper and it should fall back down).
9. Back both counterbalance valves out 2 rounds at a time until the stamper stays retracted.
10. Once it stays retracted, back out 1 more turn and tighten the lock nuts.

PRESSURE SETTINGS FOR 2 X 100 POWER UNITS



A. Pump Relief Valve Settings

1. Install the 5000 psi pressure gage in port MP1.
2. Lower pressure to the minimum settings on all relief valves on Motor 1 and Motor 2 pumps SV6, SV7, SV8, SV9, SV10, and SV11 by turning the adjustment screws counter-clockwise.
3. Loosen the locknut on relief valves RV1 and RV2. Set RV1 and RV2 to the maximum setting by turning the adjustment screw clockwise. Tighten the locknut on the adjustment screw.
4. Start all motors.
5. With the motors running, press in the manual actuator on Motor 1 low pressure pump solenoid valve SV6. Turn the relief valve adjustment screw on SV6 clockwise until the pressure reads 1000 psi on the gauge in port MP1. Tighten the locknut on the adjustment screw.
6. Press in the manual actuator on Motor 1 medium pressure pump solenoid SV7. Turn the relief valve adjustment screw on pump SV7 clockwise until the pressure reads 3000 psi on the gauge in port MP1. Tighten the locknut on the adjustment screw.
7. Press in the manual actuator on Motor 1 high pressure pump SV8. Turn the relief valve adjustment screw on SV8 clockwise until the pressure reads 4000 psi on the gauge in port MP1. Tighten the locknut on the adjustment screw.
8. Repeat steps 5-7 for Motor 2 low pressure pump SV9, medium pressure pump SV10, and high pressure pump SV11.

B. Main Manifold Rod Relief Pressure Setting

NOTICE

This procedure requires three people.

1. Start Motor 1.
2. Retract the main ram fully.
3. Loosen the adjustment screw locknut on the rod relief valve and turn the adjustment screw counter-clockwise to

lower the pressure setting.

4. Press in and hold the manual actuators on the rod pressure poppet valve SV3 and the rod tank poppet valve SV4.
5. Press in and hold the manual actuator on the Motor 1 high pressure pump SV8.
6. Turn the rod relief valve adjustment screw clockwise until the pressure on Gauge MP1 reads 3000 psi. Tighten the adjustment screw locknut.

C. Door Relief Pressure Setting

NOTICE

This procedure requires two people.

1. Start Motor 1.
2. Retract the main ram and the ejector ram fully.
3. Loosen the adjustment screw locknuts on the door relief valves and turn the adjustment screws counter-clockwise to lower the pressure setting.
4. Make sure the area near the door is clear of all personnel. Close the door completely.
5. Press in and hold the manual actuator on the door close valve SV18A.
6. Press in and hold the manual actuator on the Motor 1 high pressure pump SV8.
7. Turn the open door relief valve adjustment screw clockwise until the pressure on Gauge MP1 reads 4000 psi. Release the solenoid manual actuators. Tighten the adjustment screw locknut.
8. Make sure the area near the door is clear of all personnel. Open the door completely.
9. Press in and hold the manual actuator on the door open valve SV18B.
10. Press in and hold the manual actuator on the Motor 1 high pressure pump SV8.
11. Turn the close door relief valve adjustment screw clockwise until the pressure on Gauge MP1 reads 4000 psi. Release the solenoid manual actuators. Tighten the adjustment screw locknut.

D. Stamper Pressure Setting Procedure

NOTICE

This procedure requires two people.

1. Start Motor 1.
2. Retract the main ram and the ejector ram fully.
3. Loosen the adjustment screw locknuts on the stamper relief valves and turn the adjustment screws counter-clockwise to lower the pressure setting.
4. Move the stamper down completely.
5. Press in and hold the manual actuator on the stamper down valve SV20A.
6. Press in and hold the manual actuator on the Motor 1 high pressure pump SV8.
7. Turn the stamper down relief valve adjustment screw clockwise until the pressure on Gauge MP1 reads 4000 psi. Release the solenoid manual actuators. Tighten the adjustment screw locknut.
8. Move the stamper up completely.
9. Press in and hold the manual actuator on the stamper up valve SV20B.
10. Press in and hold the manual actuator on the Motor 1 high pressure pump SV8.
11. Turn the stamper up relief valve adjustment screw clockwise until the pressure on Gauge MP1 reads 4000 psi. Release the solenoid manual actuators. Tighten the adjustment screw locknut.

E. Tie System 12 GPM Pump Pressure Setting

NOTICE

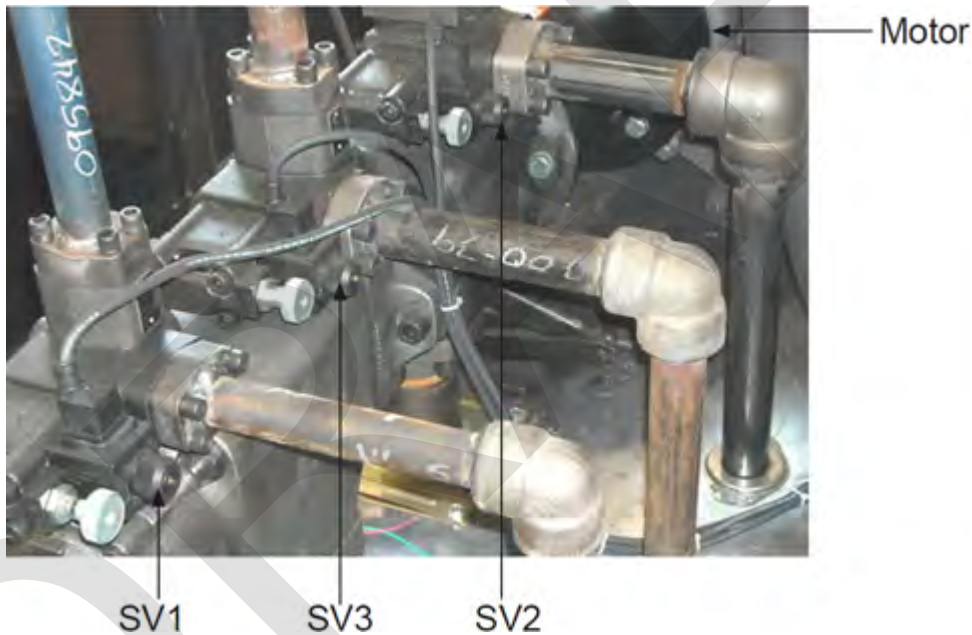
This procedure requires two people.

1. Lock out power and install a 5000 psi pressure gauge in the port provided at the 12 gpm tie system pump.
2. Install the four tie test pins into the tie system mounting plate.
3. Turn on power and the start motors.
4. Loosen the locknut on the tie system pump relief adjustment screw. Turn the adjustment screw on the tie system pump relief valve counter-clockwise to lower the pressure setting.
5. Have someone place the tie system in manual and press and hold the tension button.
6. Turn the 12 gpm pump relief valve adjustment screw clockwise until the pressure on the gauge reads 1800 psi.
7. Tighten the locknut on the relief valve adjustment screw and release the tension button.
8. Lock out power and remove the pressure gauge. Replace the plug in the pressure gage port.

PRESSURE SETTINGS FOR 1 X 100 POWER UNITS

A. Pump Relief Valve Settings

1. Install 5000 psi pressure gauge in port TPP.
2. Lower the pressure to the minimum setting on all relief valves SV1, SV2, and SV3 by turning the adjustment screws counter-clockwise.
3. Start the motor.
4. With the motor running, press in the manual actuator on low pressure pump solenoid SV2. Turn the relief valve adjustment screw on low pressure pump SV2 clockwise until the pressure reads 1000 psi on the gauge in port TPP. Tighten the locknut on the adjustment screw.
5. Press in the manual actuator on medium pressure pump, solenoid SV3. Turn the relief valve adjustment screw on medium pressure pump SV3 clockwise until the pressure reads 3000 psi on gauge in port TPP. Tighten the locknut on the adjustment screw.
6. Press in the manual actuator on high pressure pump, solenoid SV1. Turn the relief valve adjustment screw on high pressure pump SV1 clockwise until the pressure reads 4000 psi on the gauge in port TPP. Tighten the locknut on the adjustment screw.

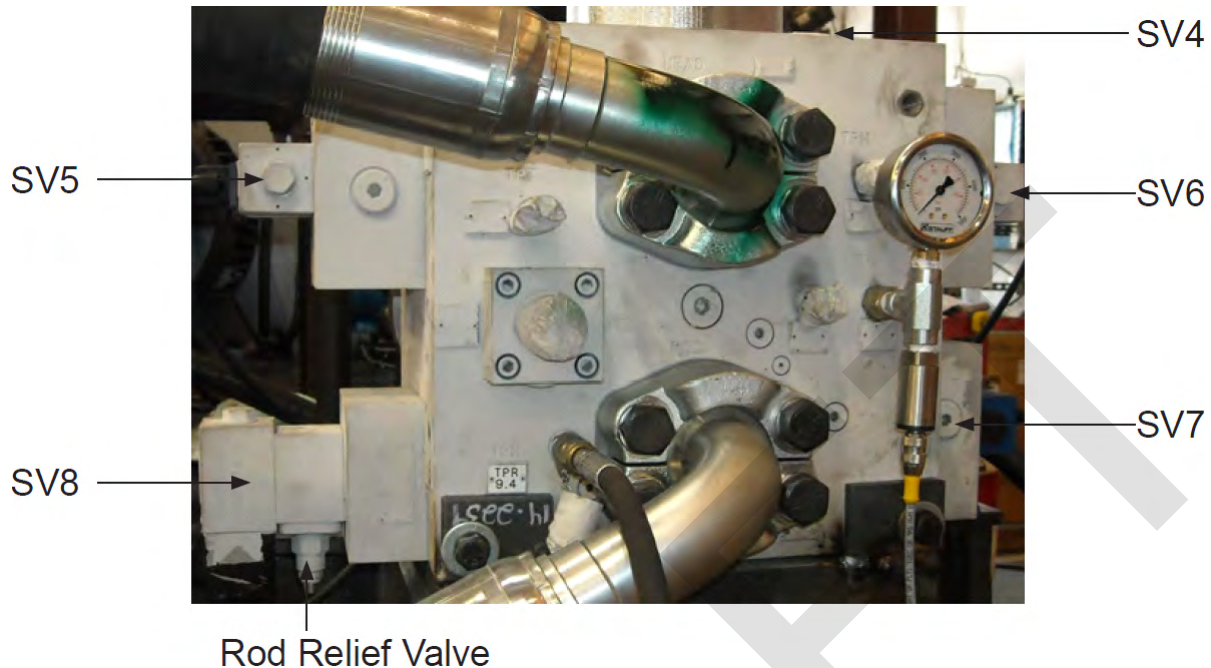


B. Main Manifold Rod Relief Pressure Setting

NOTICE

This procedure requires three people.

1. Start the motor.
2. Retract the main ram fully.
3. Loosen the adjustment screw locknut on the rod relief valve and turn the adjustment screw counter-clockwise to lower the pressure setting.
4. Press in and hold the manual actuators on the rod pressure poppet valve SV7 and the base pressure poppet valve SV5.
5. Press in and hold the manual actuator on high pressure pump solenoid SV1.



6. Turn the Rod Relief Valve adjustment screw clockwise until the pressure on Gauge TPP reads 3000 psi. Tighten the adjustment screw locknut.

C. Door Relief Pressure Setting

NOTICE

This procedure requires two people.

1. Start the motor.
2. Retract the main ram and ejector fully.
3. Loosen adjustment screw locknuts on the door relief valves and turn the adjustment screws counter-clockwise to lower the pressure setting.
4. Make sure area near the door is clear of all personnel. Close door completely.
5. Press in and hold on the manual actuator on the door close valve SV18A.
6. Press in and hold the manual actuator on the motor high pressure pump solenoid SV1.
7. Turn the open door relief valve adjustment screw clockwise until the pressure on Gauge TPP reads 4000 psi. Release solenoid manual actuators. Tighten the adjustment screw locknut.
8. Make sure area near door is clear of all personnel. Open door completely.
9. Press in and hold on the manual actuator on the door open valve SV18B.
10. Press in and hold the manual actuator on the motor high pressure pump solenoid SV1.
11. Turn the close door relief valve adjustment screw clockwise until the pressure on Gauge TPP reads 4000 psi. Release solenoid manual actuators. Tighten the adjustment screw locknut.

D. Stamper Pressure Setting Procedure

NOTICE

This procedure requires two people.

1. Start the motor.
2. Retract the main ram and ejector fully.
3. Loosen the adjustment screw locknuts on the stamper relief valves and turn the adjustment screws counter-clockwise to lower the pressure setting.
4. Move the stamper down completely.
5. Press in and hold on the manual actuator on the stamper down valve SV20A.
6. Press in and hold the manual actuator on the motor high pressure pump solenoid SV1.
7. Turn the stamper down relief valve adjustment screw clockwise until the pressure on Gauge TPP reads 4000 psi. Release the solenoid manual actuators. Tighten the adjustment screw locknut.
8. Move stamper up completely.
9. Press in and hold on the manual actuator on the stamper up valve SV20B.
10. Press in and hold the manual actuator on the motor high pressure pump solenoid SV1.
11. Turn the stamper up relief valve adjustment screw clockwise until the pressure on Gauge TPP reads 4000 psi. Release the solenoid manual actuators. Tighten the adjustment screw locknut.

E. Tie System 12 gpm Pump Pressure setting

NOTICE

This procedure requires two people.

1. Lock out power and install a 5000 psi pressure gauge in the port provided at the 12 gpm tie system pump.
2. Install the four tie test pins into tie system mounting plate.
3. Turn on power and start the motor.
4. Loosen the locknut on the tie system pump relief adjustment screw. Turn the adjustment screw on the tie system pump relief valve counter-clockwise to lower the pressure setting.
5. Have someone place the tie system in manual and press and hold the tension button.
6. Turn the 12 gpm pump relief valve adjustment screw clockwise until the pressure on the gauge reads 1800 psi.
7. Tighten the locknut on the relief valve adjustment screw and release the tension button.
8. Lock out power and remove the pressure gauge. Replace the plug in the pressure gauge port.

LASER SETTING PROCEDURE

1. With the ram retracted in Manual Mode, hold the red analog button until the Teach light illuminates.
2. Press the red analog button again and the Teach light should start blinking.
3. Fully extend the ram, then press the red analog button once or until the Teach light goes off.
4. The full stroke measurement should then register on the touch screen.
5. The yellow speed button (touch screen) should be set to "Fast".
6. Fully retract the ram. The measurement should be ".6" or less.

NOTICE

Be sure the laser beam hits the reflector all the way out and back.

TROUBLESHOOTING CHART

⚠ WARNING

Only thoroughly trained and experienced service personnel should perform troubleshooting and maintenance on this baler. Do NOT enter the baler for any reason until it has been locked-out and tagged-out per the **Lock-Out & Tag-Out Instructions**.

NOTICE

In all events, check output fuses.

PROBLEM	CAUSE	SOLUTION
MAIN MOTOR WILL NOT START/ RUN	1. No incoming power.	1. Check main disconnect switch.
	2. No control circuit power.	2. Check primary and secondary fuses in motor control panel.
	3. Safety interlock switch.	3. Check for open hopper door.
	4. Emergency stop button depressed.	4. Check E-Stop buttons.
	5. Motor overload tripped.	5. Reset overload on motor starter. Check current load amps.
	6. Electrical system malfunction	6. Check electrical system.
	7. Programmable controller fault	7. Check fault lights on P.C. Make` sure PLC is in RUN mode.
PUMP NOISE	1. Oil level low.	1. Check oil level in tank. Add if necessary
	2. Air leakage in suction line.	2. Check suction line for leaks. Check pump shaft seal.
	3. Worn pump.	3. Repair or replace hydraulic pump.
MAXIMUM HYDRAULIC PRESSURE NOT OBTAINABLE	1. Pressure relief set too low.	1. Check relief valve pressure setting.
	2. Cylinder bypass.	2. Check for internal cylinder leak.
	3. Worn pump.	3. Repair or replace hydraulic pump.
	4. Check valve on unloading valve.	4. Repair or replace.
	5. Machine not shifting out of regen.	5. Cylinder rod relief set too low. Pressure switch or transducer malfunction.
COMPRESSION RAM WILL NOT MOVE FORWARD	1. Photocell malfunction.	1. Replace photocell.
	2. Compression cylinder rod puppet malfunction.	2. Retract ejector.
COMPRESSION RAM WILL NOT RETRACT (AUTO/MANUAL)	1. Foreign material jamming ram.	1. Check for foreign material wedging between ram and shear bar.
	2. Compression cylinder rod puppet malfunction.	2. Check solenoid valve. Check for plugged orifice.
	3. Compression cylinder rod end pressure puppet not opening.	3. Check solenoid valve. Make sure valve spool is shifting.
	4. Compression cylinder rod relief pressure set too low.	4. Reset pressure to correct setting.

Galaxy 2R® Baler

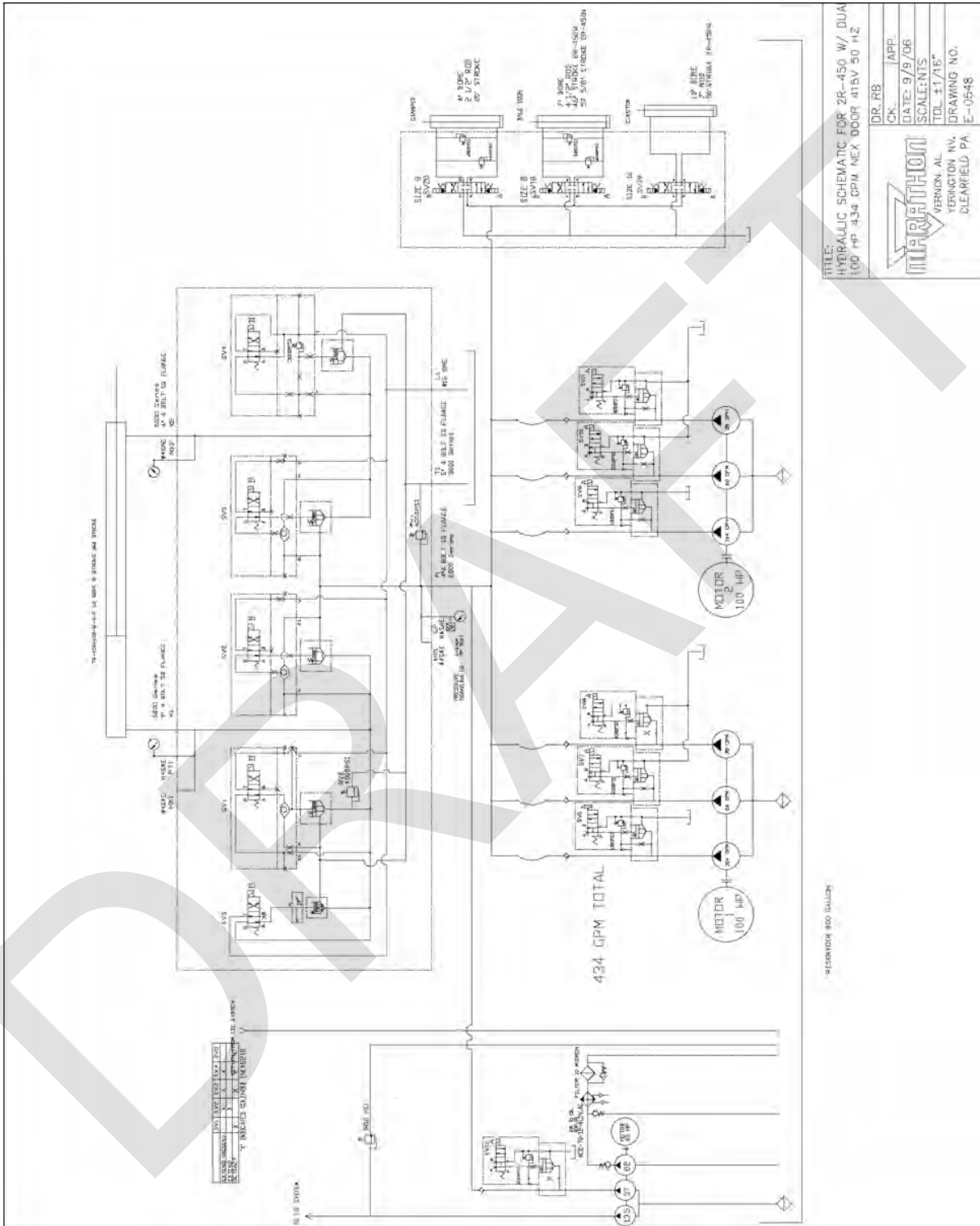
Service

PROBLEM	CAUSE	SOLUTION
EJECTOR WILL NOT MOVE FORWARD	1. Compression ram not in HOME position.	1. Move to HOME position.
	2. Compression ram HOME position photocell malfunction.	2. Check for false signal. Replace photocell.
	3. Bale length counter malfunction.	3. Check for wheel rotation. Adjust proximity switch. Replace switch.
	4. Wire tie selector set on MANUAL.	4. Check controls.
	5. Ejector out limit switch malfunction.	5. Check limit switch arm adjustment. Replace limit switch.
	6. Ejector valve malfunction.	6. Check solenoid valve.
EJECTOR WILL NOT MOVE FORWARD (MANUAL)	1. Compression ram out of position.	1. Move ram to home or retracted position.
	2. Wire tie mechanism out of sequence.	2. Feed wire to Home position.
	3. Ejector valve malfunction.	3. Check solenoid valve. Make sure valve spool is shifting.
	4. Control lever malfunction.	4. Repair or replace control lever.
EJECTOR WILL NOT RETRACT (AUTO/MANUAL)	1. Ejector retracted limit switch malfunction.	1. Check limit switch arm adjustment. Replace limit switch.
	2. Ejector valve malfunction.	2. Check solenoid valve. Make sure valve spool is shifting.
	3. Control lever malfunction.	3. Repair or replace control lever.
BALE FULLY EJECTS IN AUTOMATIC CYCLE	1. Ejector out limit switch malfunction.	1. Check limit switch arm adjustment. Replace limit switch.
COOLER/FILTER PUMP WILL NOT START/RUN	1. Motor overload tripped.	1. Reset overload on motor starter. Check current load amps.
	2. Cooler/filter pump fuses.	2. Replace blown fuses.
	3. Electrical circuit malfunction	3. Perform electrical system check.

SCHEMATICS

Galaxy 2R[®] Baler Service

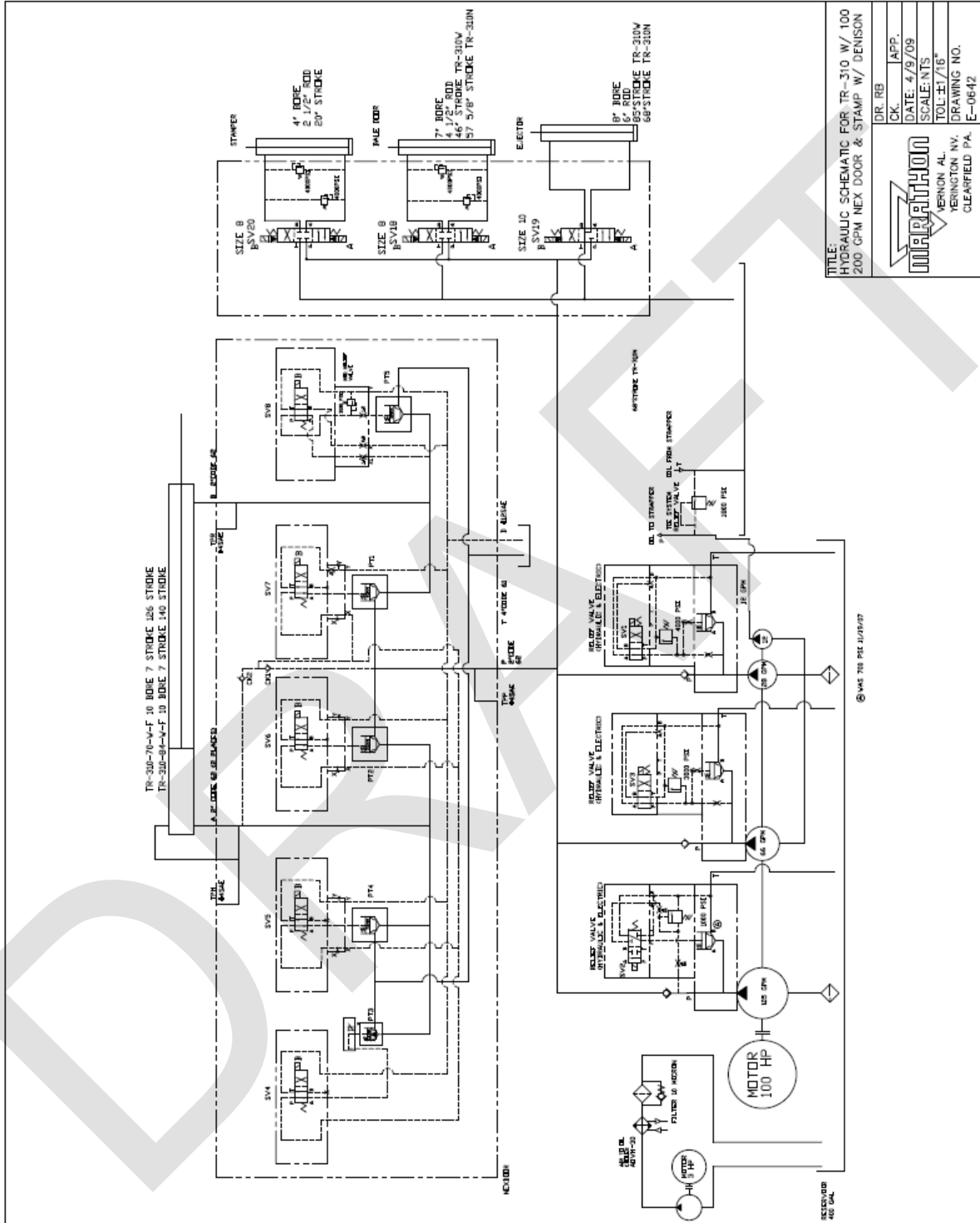
HYDRAULIC SCHEMATIC (2 X 100)



Galaxy 2R[®] Baler

Service

HYDRAULIC SCHEMATIC (1 X 100)



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SECTION 5
REPLACEMENT PARTS

CONTACT INFORMATION



Technical Service and Warranty:

877-258-1105

Parts:

800-528-5308

For parts visit our eCommerce Marketplace at www.mecomerchant.com.

If you do not have a user name and password, contact our Parts Department and they will assist with your registration.

Normal Business Hours:

Monday-Friday

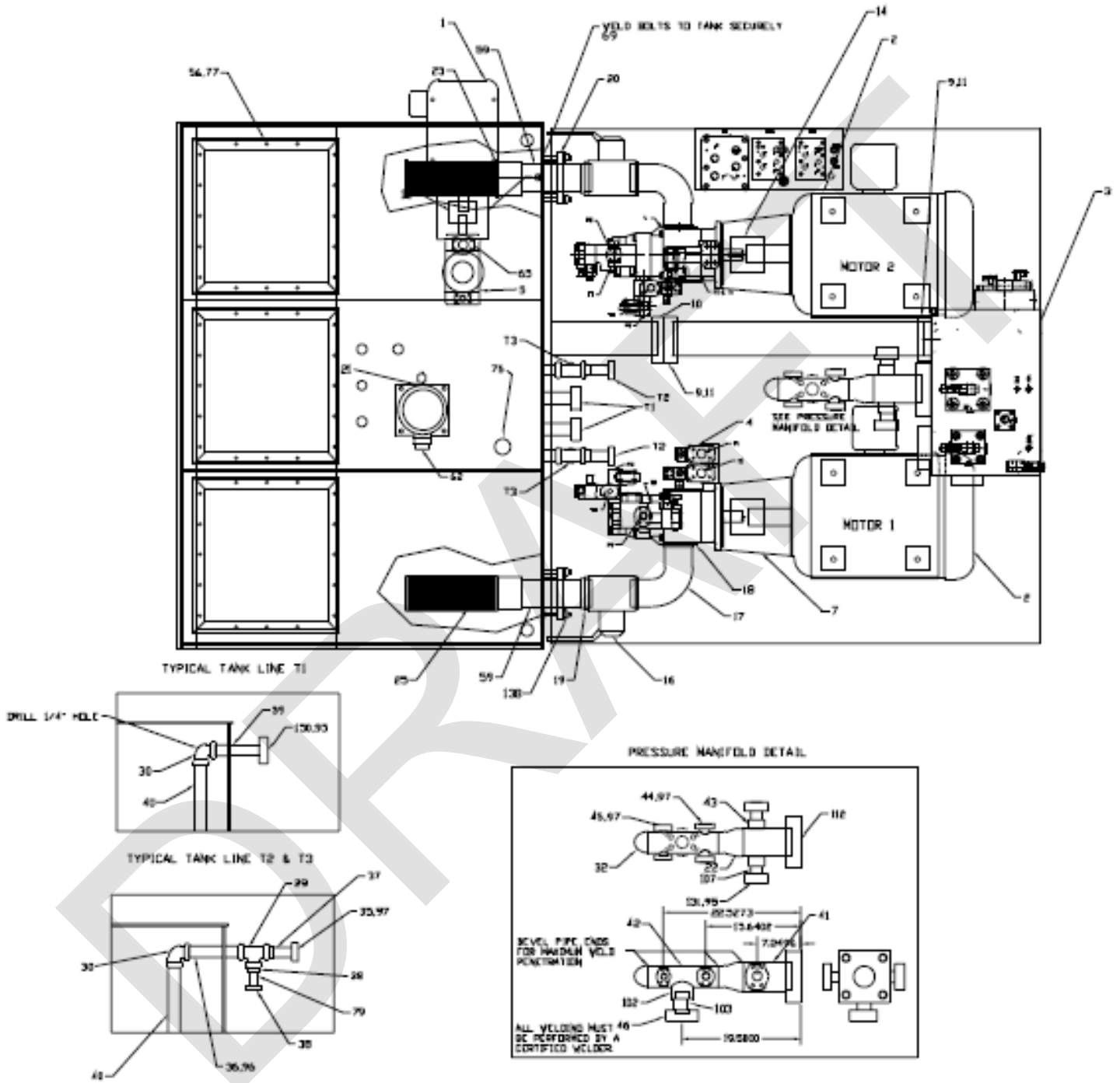
8:00am - 5:00pm

(Central Standard Time)

Galaxy 2R[®] Baler

Replacement Parts

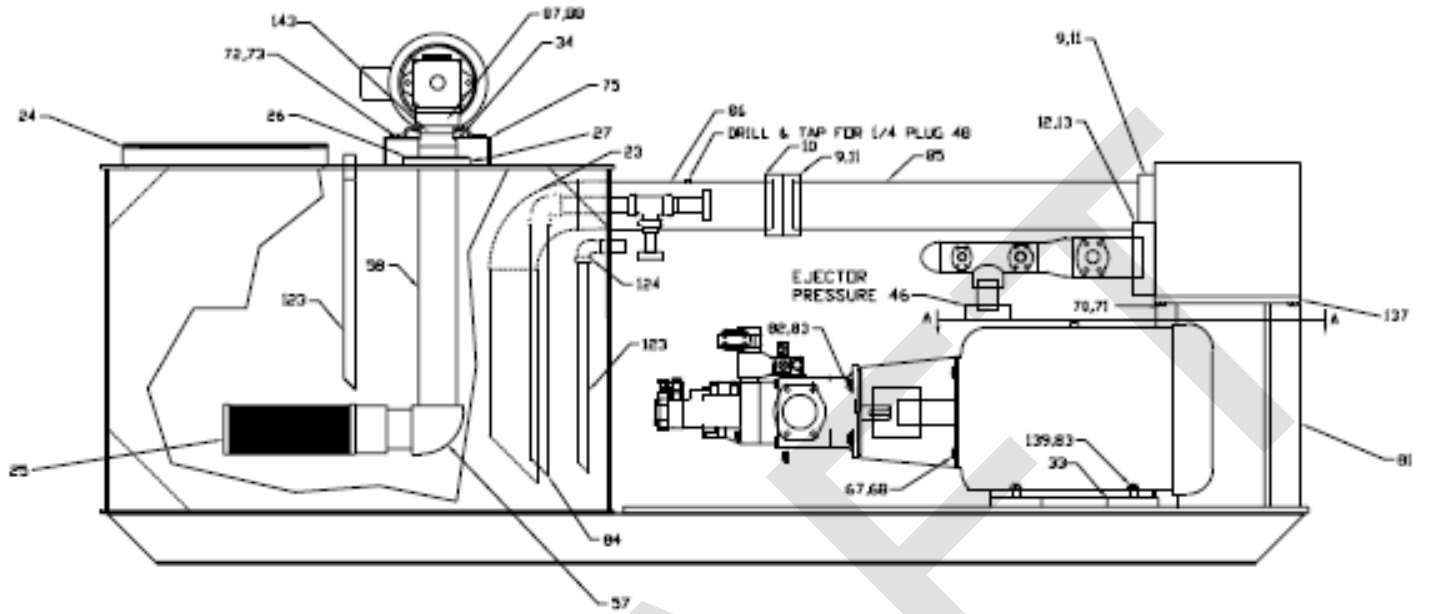
POWER UNIT DRAWINGS 2 X 100 HP (1 OF 3)



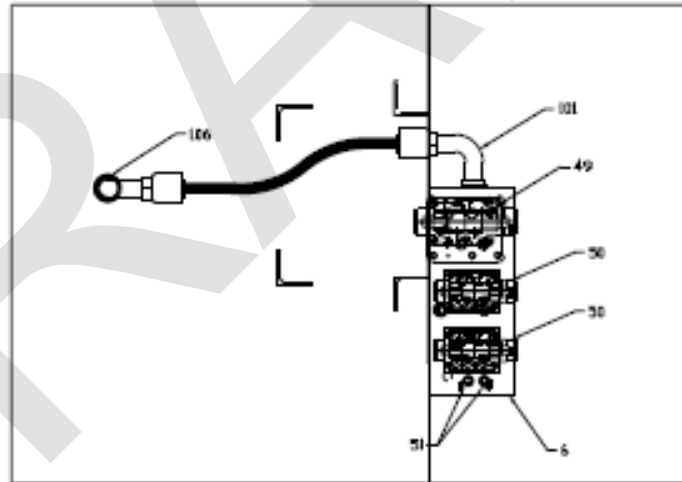
Galaxy 2R[®] Baler

Replacement Parts

POWER UNIT DRAWINGS 2 X 100 HP (2 OF 3)



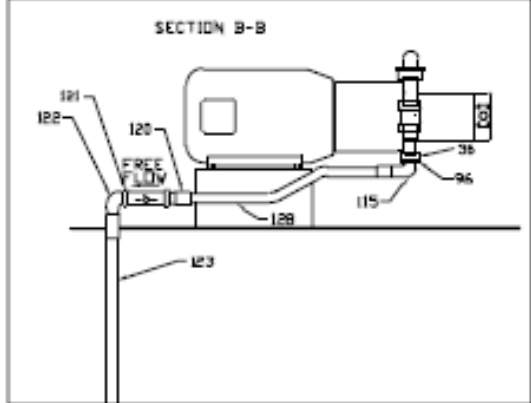
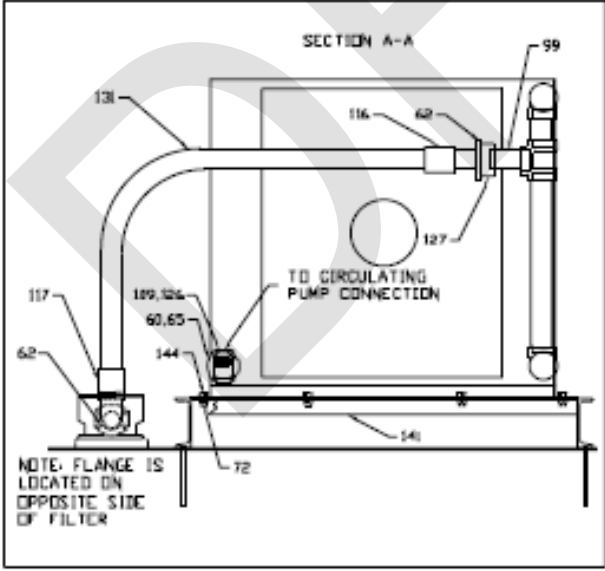
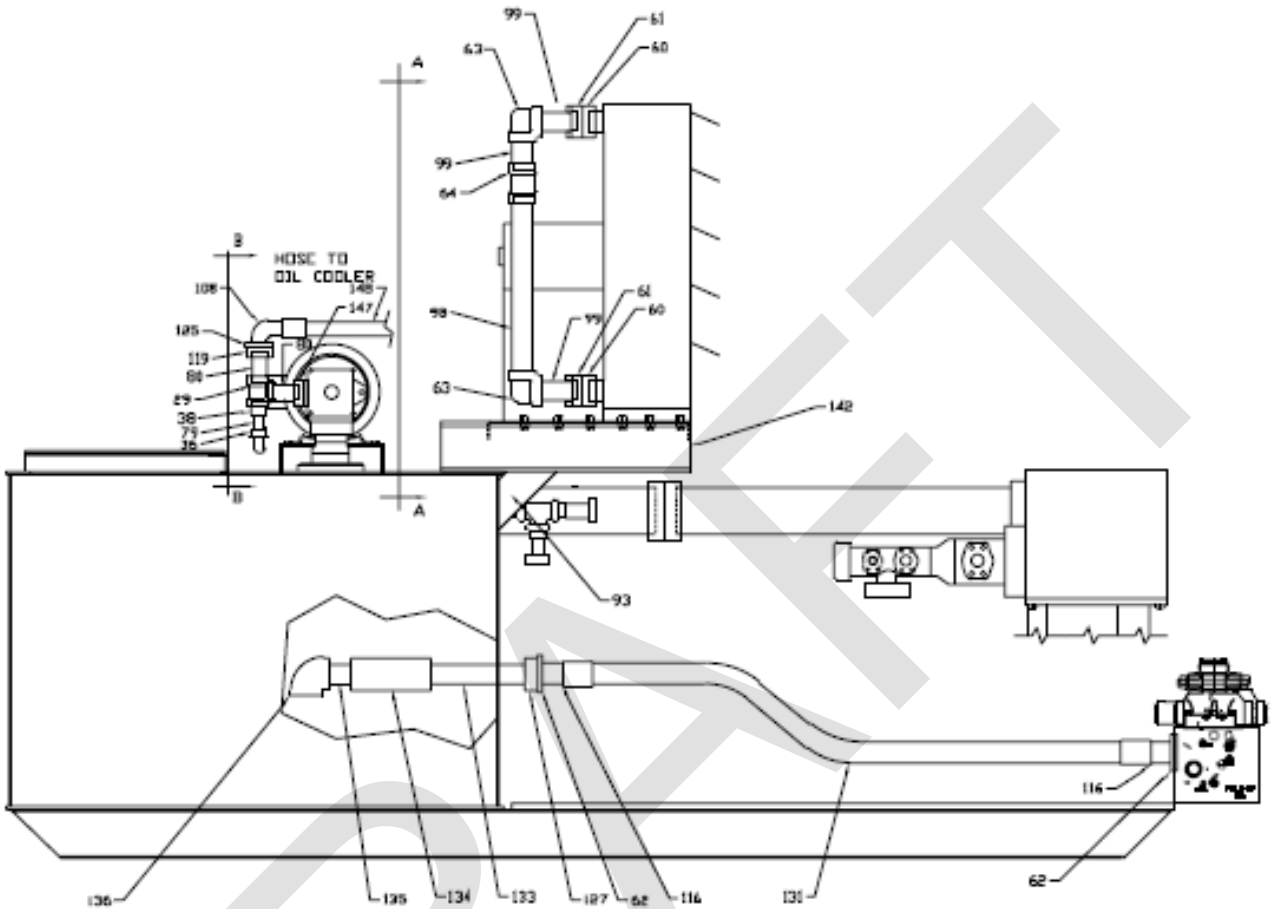
SECTION A-A



Galaxy 2R[®] Baler

Replacement Parts

POWER UNIT DRAWINGS 2 X 100 HP (3 OF 3)



Galaxy 2R® Baler

Replacement Parts

POWER UNIT REFERENCE NUMBERS 2 X 100 HP

PART NO.	REF NO.	DESCRIPTION	QTY.
02-1025		FLANGE C61 1 1/2 SPLIT W/BOLTS	1
99-7622		FILTER ELEMENT F/997166	5
05-3199		BOLT 1/2- 13 X 3 1/2 SHCS GR 8	6
03-1071	1	MOTOR 20HP 208-230/460 256TC T	1
03-0833	2	MOTOR 100HP 230/460VOLT 405TC	2
02-4398	3	MANIFOLD 425 GPM F/TR-12 REXRO	1
02-1016	4	PUMP 36 71 105 GPM VANE DENISON	1
02-1017	4	PUMP 36 71 105 GPM VANE DENISON	1
99-7069	5	PUMP 12 108 GPM VANE DENISON	1
30-0757	6	3/4 PL X 10 X 24	1
99-7103	7	ADAPTER PUMP/MTR SAE E 4B X 40	2
99-7105	8	ADAPTER PUMP/MTR SAE C 2B X 25	1
99-7106	9	FLANGE C61 5 WELD	2
99-7107	10	FLANGE C61 5 COMP	1
99-7108	11	BOLT KIT F/ 5 C61 FLANGE	2
99-7109	12	FLANGE SQ6000 4 WELD	1
99-7111	13	BOLT KIT F/ 4 SQ6000 FLANGE	1
99-7121	14	HUB COUPLING 45MM-14MM X 2 7/8	2
99-7123	15	HUB COUPLING 1 1/2-3/8 X 1 5/8	1
99-7144	16	VALVE BALL 4 ORM 300PSI	2
99-7145	17	ELL 64 ORM X F61 SPL 90	2
99-7146	18	FLANGE C61 4 SPLIT W/ BOLT KIT	2
99-7147	19	ADAPTER 4 WELD X 64 ORM	2
99-7152	20	COUPLING 4 DRESSER 4 BOLT X 5	1
99-7166	21	FILTER RETURN 120 GPM 10 MICRO	1
99-7170	22	ADAPTER 3 WELDM XXS X 4 WELDM	1
99-7171	23	ELL 5 WELDM SCH 40	1
99-7179	24	COVER CLEAN OUT NEOPRENE 1/4 X	3
02-1053	25	FILTER SUCTION 4 200GPM	3
21054	26	FLANGE SUCTION 4	1
02-1055	27	FLANGE SUCTION RISER 4	1
02-0880	28	HOSE 1 WB 4000PSI	15
99-7257	29	TEE 1 1/2 WELDF SCH 40	3
99-7218	30	ELL 1 1/2 NPTF 90 SCH 40	4
02-0912	31	HOSE 2 HYDRAULIC 5000 PSI	9

Galaxy 2R[®] Baler

Replacement Parts

POWER UNIT REFERENCE NUMBERS 2 X 100 HP

PART NO.	REF NO.	DESCRIPTION	QTY.
99-7168	32	CAP 3 WELD XXS	1
14-2238	33	1 X 4 X 4	8
99-7214	34	ADAPTER 3 1/2 X 4 WELDB SCH 40	1
02-1062	35	FLANGE C61 1 1/4 WELD COMP	2
02-0877	36	FLANGE C61 1 WELD COMP	3
02-0571	37	ADAPTER 1 1/4 WELDF X 1 1/2 WE	2
99-7223	38	ADAPTER 1 WELDF X 1 1/2 WELDM	3
99-7224	39	PIPE 1 1/2 SCH 40 X 8	4
99-7225	40	PIPE 1 1/2 SCH 40 X 30	4
99-7226	41	PIPE 4 XXS X 8 SQ CUT	1
99-7227	42	PIPE 3 SCH 160 X 11 1/2 SQ CUT	1
99-7299	43	SOCKOLET 1 1/2 X 3-5 6000 PSI	2
99-7181	44	FLANGE SADDLE C61 1 1/4 X 3 WE	2
99-7182	45	FLANGE SADDLE C61 1 X 3 WELD C	2
02-1071	46	FLANGE C62 2 WELD COMP	1
02-0873	47	FLANGE C61 1 1/2 WELD	1
02-0065	48	PLUG 1/4 NPT SOCKET HEAD	1
02-4851	49	VALVE 4-WAY 10 M 3-POS INT P&D	1
02-1089	50	HOSE END 1 1/2 WB X 1 1/2 C61	3
02-1069	52	FLANGE C62 2 SPLIT W/BOLTS	1
99-0566	53	GAUGE SIGHT 18 OLG-18	2
02-0384	54	GAUGE TEMP 3	2
05-0148	56	BOLT 1/2- 13 X 1	48
02-1052	57	ELL 4 NPTM X 4 NPTF 90	1
99-7231	58	PIPE 4 SCH 40 X 34 THD ONE END	1
99-7232	59	PIPE 4 SCH 40 X 14 THD ONE END	2
02-1070	60	FLANGE C61 2 NPT COMP	3
02-0875	61	FLANGE C61 2 WELD W/O-RING & B	2
02-0901	62	FLANGE C61 2 SPLIT	4
02-0876	63	ELL 2 WELDF 90 SCH 160	2
02-0560	64	TEE 2 WELDF SCH 160	1
02-0657	65	FLANGE C61 32-24 O-RING	1
05-0338	67	BOLT 5/8 X 1 1/2 HHCS ZINC GR	8
05-0243	68	WASHER LOCK 5/8 GRADE 8	8
99-7235	69	BOLT 5/8-11 X 4 1/2 HHCS GR 5	8

Galaxy 2R[®] Baler

Replacement Parts

POWER UNIT REFERENCE NUMBERS 2 X 100 HP

PART NO.	REF NO.	DESCRIPTION	QTY.
99-7229	70	BOLT 1-8 X 2 1/2 HHCS	4
05-0560	71	WASHER 1 LOCK	4
05-0018	72	NUT 1/2-13 HEX SELF-LOCKING	16
05-0474	73	BOLT GR 5, 1/2-13 X 1 3/4	4
30-3330	75	7 GA X 11 X 19	1
99-7296	76	BREATHER 2 1/2	1
99-7300	76	COUPLING HALF 2 1/2 NPT	1
99-7230	77	WASHER SEALING 1/2 NEOPRENE	48
99-7239	78	PIPE 1 1/4 SCH 40 X 4 SQ CUT	2
99-7240	79	PIPE 1 SCH 40 X 3 SQ CUT	1
99-7241	80	PIPE 1 1/2 SCH 40 X 4 SQ CUT	2
99-7238	81	L4 X 4 X 1/2 X 23 3/4 SQ CUT	3
05-0102	82	BOLT 3/4-10 X 2 1/2 HHCS	8
05-0226	83	WASHER 3/4 LOCK	12
99-7249	84	PIPE 5 SCH 40 X 25	1
99-7250	85	PIPE 5 SCH 40 40 X 41 1/8 STR	1
99-7251	86	PIPE 5 SCH 40 40 X 22 3/4 STR	1
99-6722	87	FLANGE C61 3 1/2 SAE WELD	1
99-7247	88	BOLT KIT F/ 99-7246	1
99-7154	89	OIL COOLER AIR 230/460 3PH AOC	1
27-9407	89	7 GA X 4 1/2 X 20 1/2	1
27-9408	89	7 GA X 4 1/2 X 20 1/2	1
05-0522	92	BOLT 3/4-10 X 3 SHCS	6
99-7293	93	1/2 PL X 7 X 7	2
99-7292	94	1 1/2 PL X 9 1/2 X 9 1/2	2
99-0853	95	FLANGE C62 1 1/2 SPLIT	8
02-0878	96	FLANGE C61 1 SPLIT W/BOLTS	9
02-0565	97	FLANGE C61 1 1/4 SPLIT	8
99-7311	98	2 SCH 160 X 21 5/8 STR CUT	1
99-7312	99	2 SCH 160 X 4 STR CUT	5
02-2326	101	HOSE END 2 WB X 2 C62 SF 90	1
99-7277	102	SOCKOLET 2 X 3-5 6000PSI	1
99-7332	103	2 SCH 160 PIPE X 3 1/2 STR CUT	1
05-2557	104	BOLT 3/4-10 X 1 3/4 HHCS GR 5	4
05-0049	105	WASHER 3/4 FLAT	4

Galaxy 2R® Baler

Replacement Parts

POWER UNIT REFERENCE NUMBERS 2 X 100 HP

PART NO.	REF NO.	DESCRIPTION	QTY.
99-7331	107	PIPE 1 1/2 SCH 160 X 4 SQ CUT	2
02-3018	108	HOSE END 1 1/2 WB X 1 1/2 C61	2
99-7342	110	HOSE END 1 1/2 X 1 1/2 C62 90	1
99-7640	111	HOSE END 1 1/2 WB X 1 1/2 F62S	1
02-1088	112	HOSE END 1 1/4 WB X 1 1/4 C61	4
02-1098	113	HOSE END 1 1/4 WB X 1 1/4 C61	4
02-0908	114	HOSE END 1 WB X 1 C61 SPT	4
02-0879	115	HOSE END 1 WB X 1 C61 SPT 90	5
02-0914	116	HOSE END 2 WB X 2 C61 SPT	3
02-0913	117	HOSE END 2 WB X 2 C61 90 SF	1
99-5952	119	FLANGE C61 1 1/2 WELD COMPANIO	3
02-3076	120	HOSE END 1 WB X 1 NPTM	1
02-0970	121	VALVE CHECK 1 NPTF 65PSI CRACK	1
02-0958	122	ELL 1 NPTM 90 SCH 80	1
99-7339	123	PIPE 1 SCH 40 X 28	3
02-0238	124	ELL 1 NPTM X 1 NPTF 90 SCH 40	1
02-0656	126	ELL 24 ORM X 24 JICM 90	1
02-1045	127	FLANGE C61 2 WELD COMP	2
02-0335	129	HOSE 1 1/4 WIRE BRAID 5000	12
02-1091	130	HOSE 1 1/2 WB 5000PSI	3
99-7219	131	FLANGE C62 1 1/2 WELD COMP	2
99-7349	133	2 SCH 160 PIPE X 8	1
99-7338	134	VALVE CHECK 2 NPTF	1
02-0933	135	NIPPLE 2 NPT CLOSE SCH 40	1
02-0801	136	ELL 2 NPTF SCH 40	1
99-7177	137	3/4 PL X 18 X 27	1
05-0034	139	BOLT 3/4-10 X 2 HHCS GR 5	8
99-7253	141	7 GA X 26 X 46 5/8	1
99-7254	142	C6 X 8.2 X 30 STR CUT	2
99-7576	143	PIPE 3 1/2 SCH 40 X 2 SQ CUT	1
05-0061	144	BOLT 1/2- 13 X 1 1/4 HHCS GR 2	12
02-3051	150	VALVE 4-WAY 08 C 3-POS IN P &	2
02-0645	151	VALVE RELIEF 50 GPM CART RPGC-	4
02-4667	152	SUBPLATE 08 08 & 10 3 STN P F/	1

Galaxy 2R® Baler

Replacement Parts

BODY RAM LINER REPLACEMENT PARTS LIST

2R 150, 190, 250, 310, and 450 Series

The Marathon® Galaxy2R Two-Ram Baler contains parts that will require replacement during the life of the baler. On the following pages are parts lists categorized by baler model and replacement part. The part number and quantity are listed for each part. To place an order, please call **1-800-633-8974** and ask for the **Marathon® Parts Department**.

	2R-150-57-N		2R-190-70-N		2R-250-84-N		2R-310-84-W		2R-310-102-W		2R-450-84-W		2R-450-102-W	
Body Side Liner - Discharge Side	1	34-2040	1	32-7632	2	33-3271	2	32-3910	2	32-7758	2	32-3910	2	32-7758
Body Side Liner - Ejector Side	1	34-2041	1	32-7633	2	33-3272	2	32-3911	2	32-7759	2	32-3911	2	32-7759
Body Floor Liner - Main	1	34-2037	1	34-2037	1	32-7317	1	34-0470	1	34-0470	1	34-0470	1	34-0470
Body Floor Liner - Rear		N/A		N/A	1	32-7323	1	33-6801	1	33-8207	1	33-6849	1	32-4107
Body End Wall Liner		N/A		N/A	1	33-3265	1	33-3541	1	33-3541	1	33-3541	1	33-3541
Body Side Liner - Door	1	34-2042	1	34-2042	1	33-9412	1	34-0473	1	34-0473	1	34-0473	1	34-0473
Floor Liner - BLDR	1	34-2036	1	34-2036	1	34-0182	1	34-0469	1	34-0469	1	34-0469	1	34-0469
Roof Liner - BLDR	1	34-2029	1	34-2029	1	33-9410	1	34-0465	1	34-0465	1	34-0465	1	34-0465
Body T & G Bar - Middle	3	33-4331	3	33-4331	4	32-7321	5	33-6802	5	33-8208	5	33-6850	5	32-7763
Body T & G Bar - Outside	2	33-4332	2	33-4332	2	32-7322	2	33-6796	2	33-8205	2	33-6845	2	32-7764
Roof Liner	1	34-2031	1	34-2031	1	32-7324	1	33-5789	1	33-5789	1	33-5789	1	33-5789
Floor Track - BLDR	1	34-2038	1	34-2038	1	32-7325	1	34-0471	1	34-0471	1	34-0471	1	34-0471
	1	34-2039	1	34-2039	1	34-0183	1	34-0472	1	34-0472	1	34-0472	1	34-0472
Roof Track - BLDR	1	34-2030	1	34-2030	1	33-9408	1	34-0466	1	34-0466	1	34-0466	1	34-0466
	1	34-2032	1	34-2032	1	32-7512	1	34-0467	1	34-0467	1	34-0467	1	34-0467
Bottom Door Track Liner	1	34-2052	1	34-2052	1	34-0192	1	33-9871	1	33-9871	1	33-9871	1	33-9871
Upper Door Track Liner	1	34-2051	1	34-2051	1	34-0191	1	33-9867	1	33-9867	1	33-9867	1	33-9867
Liner Package - Ram														
Ram Floor Liner	1	33-4273	1	33-4273	1	32-7460	1	32-6535	1	32-6535	1	31-7480	1	31-7480
Ram Face Liner		N/A		N/A	1	32-7459	1	33-6067	1	33-6067	1	31-9466	1	31-9466
Ram T & G Bars					2	32-7461								
	4	33-4345	4	33-4345	3	32-7462	6	33-6068	6	33-6068	6	31-7886	6	31-7886
Ram Tail Floor Liner	2	33-4274	2	33-4274	2	32-7463	2	32-6600	2	32-6600	2	29-0311	2	29-0311
Hold Down Bar		446589		446589		446898		447083		446976		447083		446976
Front	2	32-6254	2	32-6254	2	31-8056	2	31-7612	2	31-7612	2	31-7612	2	31-7612
Rear		N/A		N/A	2	32-7352	2	32-3921	2	32-4108	2	32-3921	2	32-4108
Bolt	22	05-3988	22	05-3988	32	05-3871	40	05-3871	46	05-3871	40	05-3871	46	05-3871
Washer Lock	22	05-0561	22	05-0561	32	05-0226	40	05-0226	46	05-0226	40	05-0226	46	05-0226

Galaxy 2R® Baler

Replacement Parts

	2R-150-57-N		2R-190-70-N		2R-250-84-N		2R-310-84-W		2R-310-102-W		2R-450-84-W		2R-450-102-W	
Washer Flat	22	05-0293	22	05-0293	32	05-0049	40	05-0049	46	05-0049	40	05-0049	46	05-0049
Main Cylinder	1	04-3697	1	04-3681	1	04-3665	1	04-3633	1	04-3636	1	04-3637	1	04-3638
Rear Pin	1	32-6906	1	32-6906	1	32-7399	1	33-6042	1	33-6042	1	33-0815	1	33-0815
Rod End Pin	1	33-4294	1	33-4294	1	33-3308	1	33-6043	1	33-6043	1	33-3563	1	33-3563
Ejector Cylinder	1	04-3699	1	04-3699	1	04-3667	1	04-3695	1	04-3695	1	04-3695	1	04-3695
Rear Pin	1	32-6303	1	32-6303	1	33-3309	1	29-7689	1	29-7689	1	29-7689	1	29-7689
Rod End Pin	1	30-3473	1	30-3473	1	29-7690	1	29-7690	1	29-7690	1	29-7690	1	29-7690
Door Cylinder	1	04-3669	1	04-3669	1	04-3675	1	04-3677	1	04-3677	1	04-3677	1	04-3677
Stamper Cylinder (optional)	1	04-3429	1	04-3429	1	04-3429	1	04-3429	1	04-3429	1	04-3444	1	04-3444

Galaxy 2R® Baler

Replacement Parts

DECAL PARTS LISTS

Warning Decal Requirements

When your baler leaves the factory, several WARNING DECALS are installed for your protection. These labels are subject to wear and abuse due to the nature of the baling operation. The following decals must be maintained. Additional decals may be purchased through your distributor or from Marathon Equipment Company by calling the service department at 877-258-1105.

Refer to the following **Body Decal Placement** for locations of decals (match the reference numbers).

Body Decal Parts List			
REF NO.	PART NO.	DESCRIPTION	QTY
1	06-2751	MARATHON COMPACTION & RECYCLING SOLUTIONS	4
2	06-1839	AMERICAN FLAG	4
3	06-0097	CONTAINER SERIAL NUMBER PLT N	4
4	06-0120	DANGER DISCONNECT & LOCK	1
5	06-0249	DANGER HAZARDOUS VOLTAGE	17
6	06-0121	NOTICE FEDERAL REGULATIONS	2
7	06-0117	WARNING STAND CLEAR WHEN BALE	1
9	06-0133	WARNING STAY OFF. DO NOT CLIMB	2
12	06-0116	DANGER KEEP HANDS OUT	2
16	06-0038	DANGER DO NOT REMOVE ACCESS	16
18	06-3051	GALAXY 2R	2
26	06-3977	WARNING DO NOT OPERATE	2
27	06-3978	DANGER DO NOT OVERRIDE	2
28	06-4011	MAINTENANCE SCHEDULE 7.3	1

Refer to the following **Standard Hopper Decal Placement** for locations of decals (match the reference numbers).

Standard Hopper Decal Parts List			
REF NO.	PART NO.	DESCRIPTION	QTY
1	06-0039	DANGER DO NOT ENTER	6
2	06-0041	DANGER THIS MACHINE START	2
3	06-0116	DANGER KEEP HAND OUT	1
4	06-0249	DANGER HAZARDOUS VOLTAGE	2
5	06-3123	DANGER CONFINED SPACE	4

Refer to the following **Stamper Hopper Decal Placement** for locations of decals (match the reference numbers).

Stamper Hopper Decal Parts List			
REF NO.	PART NO.	DESCRIPTION	QTY
1	06-0038	DANGER DO NOT REMOVE ACCESS	1
2	06-0039	DANGER DO NOT ENTER	6

Galaxy 2R[®] Baler

Replacement Parts

Stamper Hopper Decal Parts List			
REF NO.	PART NO.	DESCRIPTION	QTY
3	06-0041	DANGER THIS MACHINE START	2
4	06-0116	DANGER KEEP HAND OUT	1
5	06-0249	DANGER HAZARDOUS VOLTAGE	3
6	06-3123	DANGER CONFINED SPACE	4

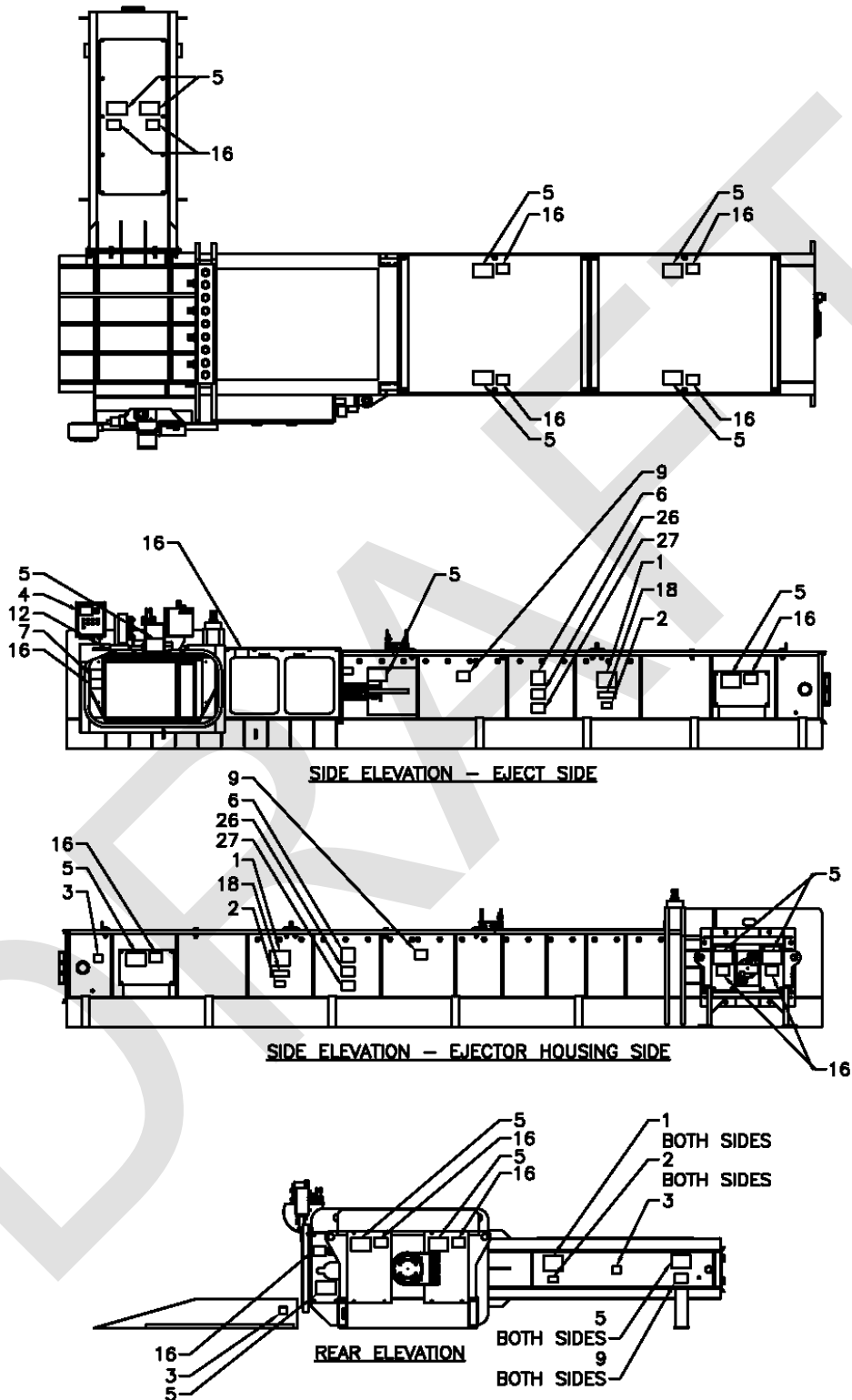
Refer to the following **Hand Feed Hopper Decal Placement** for locations of decals (match the reference numbers).

Hand Feed Hopper Decal Parts List			
REF NO.	PART NO.	DESCRIPTION	QTY
1	06-0039	DANGER DO NOT ENTER	2

Galaxy 2R[®] Baler

Replacement Parts

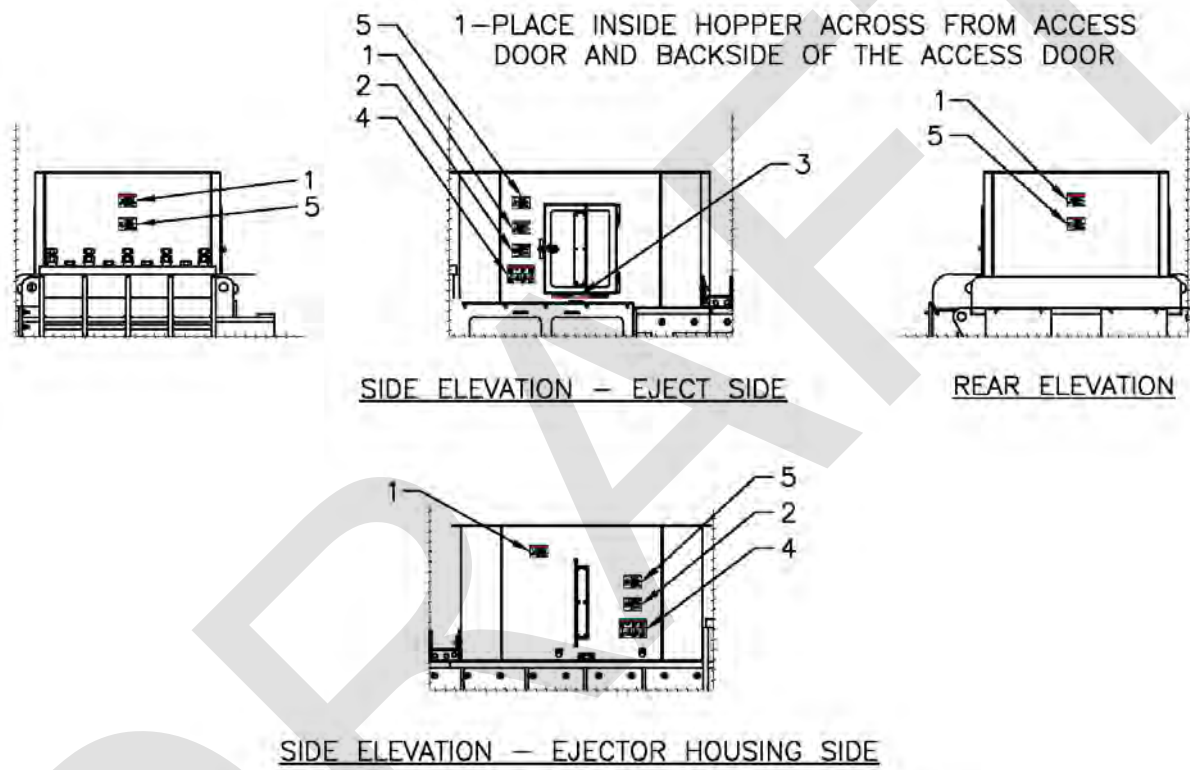
BODY DECAL PLACEMENT



Galaxy 2R[®] Baler

Replacement Parts

STANDARD HOPPER DECAL PLACEMENT

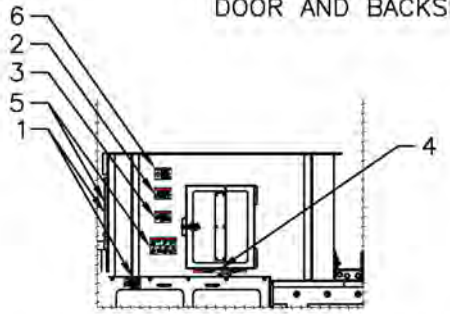


Galaxy 2R[®] Baler

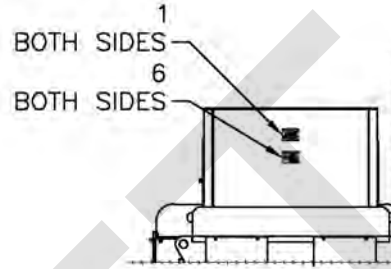
Replacement Parts

STAMPER HOPPER DECAL PLACEMENT

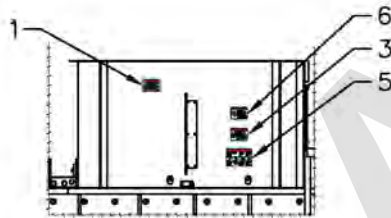
1—PLACE INSIDE HOPPER ACROSS FROM ACCESS DOOR AND BACKSIDE OF ACCESS DOOR



SIDE ELEVATION — EJECT SIDE

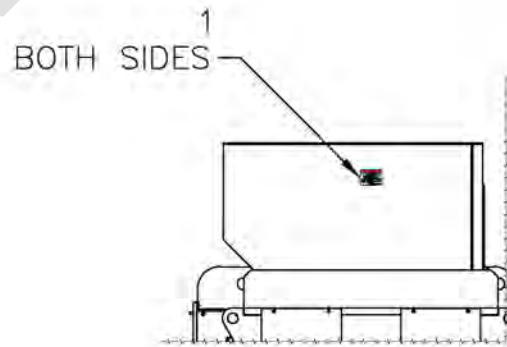
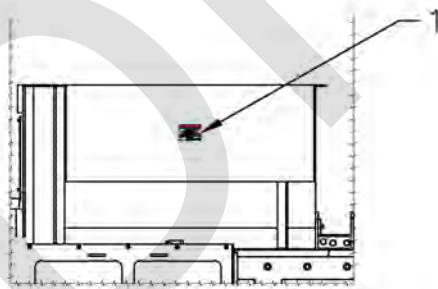


REAR ELEVATION



SIDE ELEVATION — EJECTOR HOUSING SIDE

HAND FEED HOPPER DECAL PLACEMENT



Galaxy 2R® Baler Replacement Parts

DECAL IMAGES

06-0116



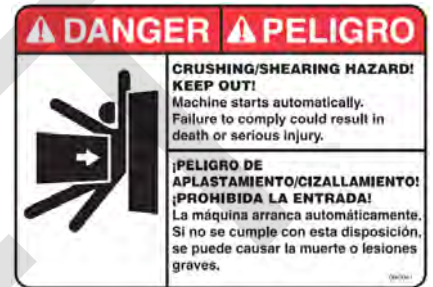
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06-0039



06-0041



06-3123



06-0117



06-0120



06-0133



06-0249



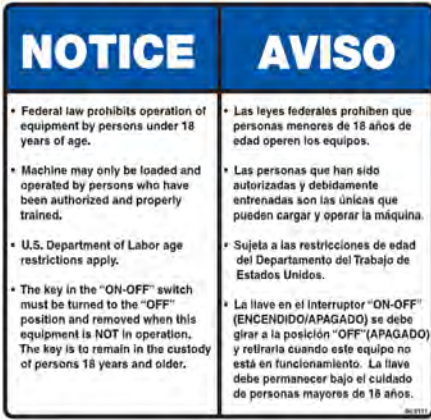
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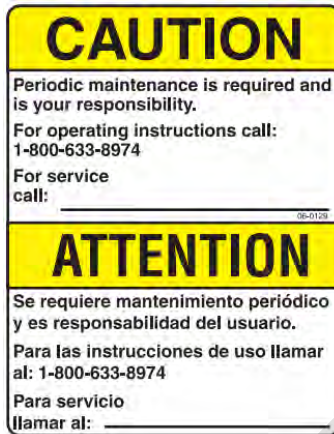
Galaxy 2R® Baler Replacement Parts

DECAL IMAGES

06-0121



06-0129



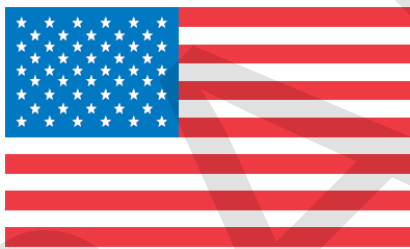
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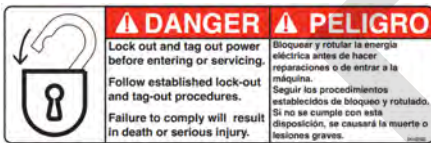
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06-3051



06-0250



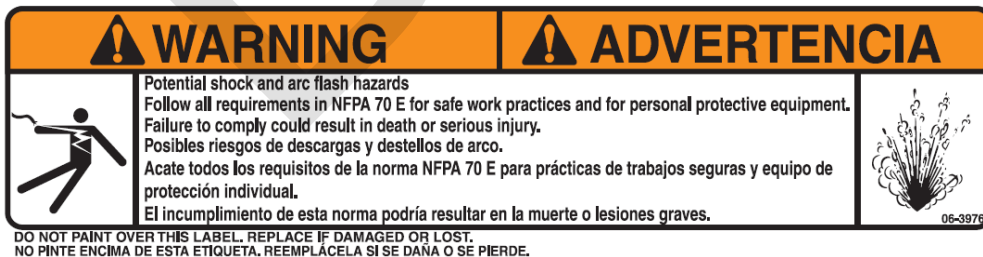
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06-3977



06-3976



06-3978



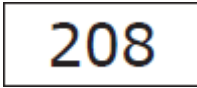
Galaxy 2R[®] Baler

Replacement Parts

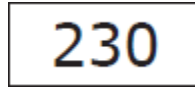
127

DECAL IMAGES

06-2684



06-2686



06-2690



06-4011

MARATHON
2RAM
BALERS

MAINTENANCE SCHEDULE

NOTICE

- ALWAYS LOCK-OUT AND TAG-OUT BALER BEFORE ATTEMPTING ANY MAINTENANCE OR REPAIR
- ONLY AUTHORIZED PERSONNEL SHOULD PERFORM THESE PROCEDURES
- NEVER OPERATE BALER WITH ANY GUARD OR INTERLOCK MISSING OR INOPERABLE
- USE PROPER SAFETY EQUIPMENT WHILE SERVICING BALER

EVERY 10 HOURS OF OPERATION:

1. Verify ALL guards are in place and secured.
2. Check for oil leaks.
3. Check oil level and temperature in hydraulic reservoir. Note: Maintain oil level above 3/4 full (in sight gauge). Oil level should be checked with main ram and ejector ram in retracted position. Oil temperature should be below 160°F.
4. Check all remote Emergency Stop locations. Note: Emergency Stops should not be obstructed, damaged, or depressed.
5. Make sure operator's platform and access steps (if so equipped) are free from hazards that could cause an accident.
6. Make sure there is an adequate supply of wire in wire tie strapper, and wire is correct gauge for tyer.
7. Clean lenses of photocells, sonic sensors, lasers and reflectors. Note: In a dusty application, it may be necessary to clean these devices and reflectors several times a day.
8. Clean radiator on oil cooler.
9. Oil wire tyer. Note: Under certain conditions it may be necessary to oil the wire tyer more often.

ADDITIONALLY EVERY 50 HOURS OF OPERATION:

1. Clean around power pack and baler to remove operator hazards.
2. Check function of all emergency stop buttons and interlock switches.
3. Check start-up alarm and flashing beacon. Clean light if required.

ADDITIONALLY EVERY 200 HOURS OF OPERATION:

1. Check function of all controls (i.e. lights, switches, joysticks etc.)
2. Check all hoses for chaffing, rubbing, leaking or other deterioration and damage.
3. Inspect air filter on hydraulic reservoir. Clean or replace if necessary.
4. Check cylinder pins and make sure they are secure.
5. Check shear blade on compression ram and baler body for sharpness, clearance (not to exceed .015"), and overall wear. Shim, rotate, or replace if necessary. The gap between the ram and body shear blades should be .015". The tolerance is +.005" and -.000"
6. Check hold-down bars for wear. Adjust if necessary. Tighten bolts. Rotate or replace hold-down bars if necessary. The bottom of the hold-down bars should be flush with the top of the ram.
7. Apply a light coating of all-purpose grease on hold down bars to prevent excessive wear.
8. Check seals on all cylinders for leaks.
9. After first 200 hours of operation replace return line/circulating pump filter. Thereafter, this filter maintenance interval will be extended to 500 hours.
10. Clean any debris, dust or grime from wire tyer gears and tracks. Note: In dusty conditions, it may be necessary to clean wire tyer more often.

ADDITIONALLY EVERY 500 HOURS OF OPERATION:

1. Change return line/circulating pump oil filter element in oil filter housing.
2. Inspect cylinder rods of compression and ejection ram cylinders for nicks and abrasions.
3. Check cylinder rod seals for damage.
4. Inspect cylinder pins for movement or missing cotter pins. Lubricate cylinder pinning sleeves and pins.
5. Grease wire tyer drive wheels (follow manufacturer's recommendations in Equipment Operation Manual).

ADDITIONALLY EVERY 1000 HOURS OF OPERATION:

1. Send oil sample for evaluation.
2. Check baler structure for any signs of problems (i.e., cracked welds, bending, etc.).
3. Rotate main ram cylinder rod 180°.

ADDITIONALLY EVERY 2000 HOURS OF OPERATION:

1. Change hydraulic fluid in entire system. If existing oil is reused, it should be tested by a laboratory to ensure it meets necessary specifications. Additives can be added to bring oil back to standards. Before returning oil to tank, it should be filtered through a minimum 5 micron filter. Hydraulic tank should be cleaned inside with a non-flammable solvent and thoroughly dried before replacing oil.
2. Lubricate electric motor bearings as recommended by manufacturer.
3. Filter maintenance:
 - a. Hydraulic suction filters should be cleaned or replaced at yearly intervals.
 - b. Care should be exercised in cleaning filter to ensure that element is not torn. Clean filter with a soft brush and standard industrial solvent.

FAILURE TO FOLLOW THE MAINTENANCE SCHEDULE ABOVE WILL RESULT IN LOWER OUTPUT PRODUCTION, REDUCED BALER LIFE and, MAY CAUSE UNSAFE CONDITIONS!

Technical Service & Warranty:
877-258-1105

Parts:
800-528-5308



(PART 06-001)

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Galaxy 2R® Baler

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