

Inspection & Maintenance Guide

Keys for Trouble-Free Operation of Wrap System



JOHN DEERE



Keeping you productive, season after season

The key to profitability

You know that there are many good reasons to work with John Deere. There is also a simple one: Reliability. John Deere is famous for reliability. Helping you to bring in the harvest even under the most demanding conditions, season after season, proving that reliability really pays off.

A little bit of care goes a long way

In this brochure, we would like to show you some of the simple things you can do to keep the efficiency and reliability of your machinery at the optimum. There are no big secrets to it – just a few simple procedures that are worth remembering.





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IMPORTANT: Regular and thorough cleaning of machine combined with routine maintenance procedures listed in the Operator's Manual greatly decreases the risk of fire, reduces downtime, and improves productivity. Perform cleaning procedures listed in the Lubrication and Maintenance Section of the Operator's Manual at the recommended 6- and 12-hour intervals or more often as required. **Always follow all safety procedures posted on the machine and in the Operator's Manual.**

Key Factors for Trouble-Free Operation of Wrap System

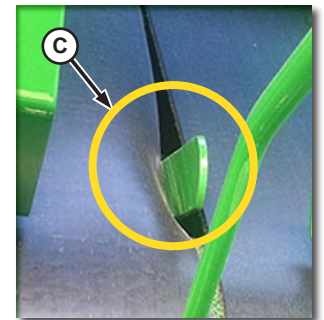
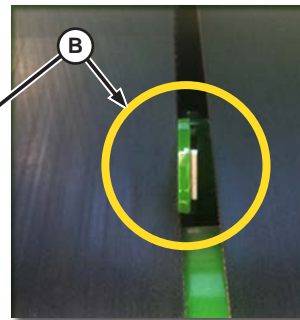
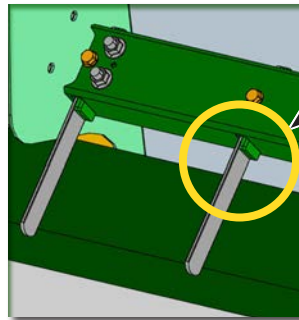
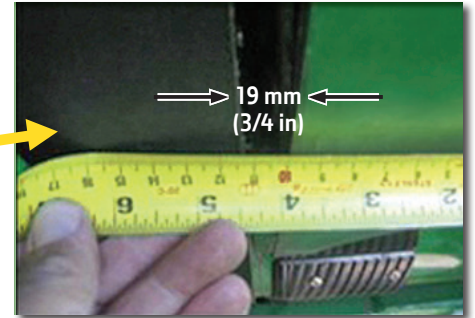
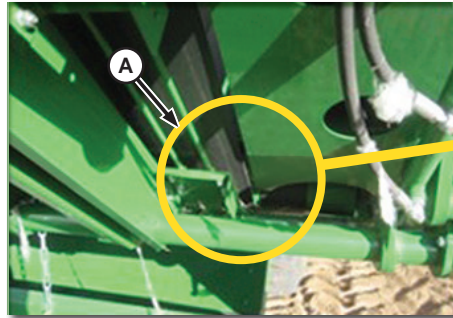
Belt Position, Tracking, and Condition

Round module builder (RMB) belt position can be inspected from the handler with the machine in harvest configuration and load-wrap mode. The outer RMB belts (A) should be positioned 19 mm (3/4 in) or less from the wall of the RMB to avoid wrap damage and to prevent cotton from carrying around the belts. It is recommended that the rear belt guides (B) be in the outermost position as shown.

Poor belt tracking occurs when belts ride up on guides and start to curl (C). If not immediately corrected, poor tracking can lead to lace damage, belt stretch, wear, or failure. For further information on checking and adjusting belt tracking, see the Round Module Builder section of the Operator's Manual.

RMB belts should be inspected daily with the machine configured in the gate in handler position. The RMB Belt Service Mode can be used to control rockshaft position and the RMB drive.

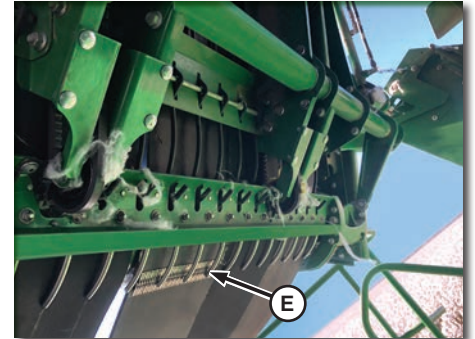
- Check belt laces for damage and pullout from belts. If any lace rivets have pulled through the belt section, replace the lace or belt.
- Check all lace pins for wear or damage. Replace pins if bent, broken, or if more than one-third of pin thickness is worn. To remove the pin, grip with pliers and rotate pin 90 degrees (1/4 turn) while applying pressure.



Wrap Feeding Area

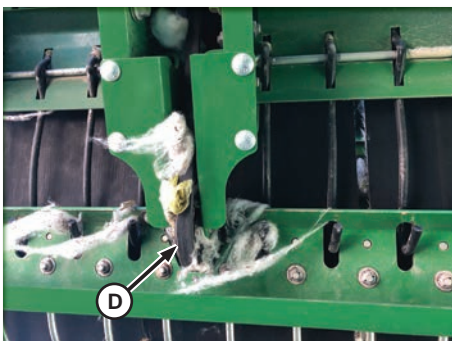
Inspect wrap feeding area with machine in gate in handler position and with the gate lock valve engaged.

Steel fingers of lower rod guides (E) should not contact the baler belts or laces on the lower gate roll. Maintain 3 mm (1/8 in) to 6 mm (1/4 in) of clearance between the tip of the rods and baler belts. Rods can be manually bent to achieve proper position.



Clean Front Wrap Floor Belt Pulleys (Machine in Transport Configuration)

Clean debris (D) from all of the front pulleys during daily service.



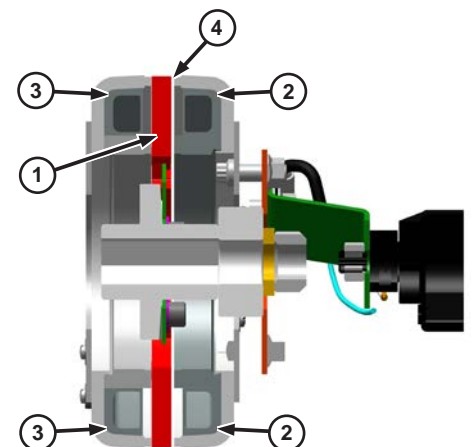
Wrap Clutch Operation

The wrap clutch controls the movement of the wrap roll by acting as a brake to hold the rollers stationary or as a clutch to engage the rollers to turn with the baler. When the brake is engaged, the coil (3) mounted to the baler structure is powered and pulls the armature plate (1) to the left. During wrap feeding, the rotating coil (2) is powered and the wrap rollers are driven with the baler.

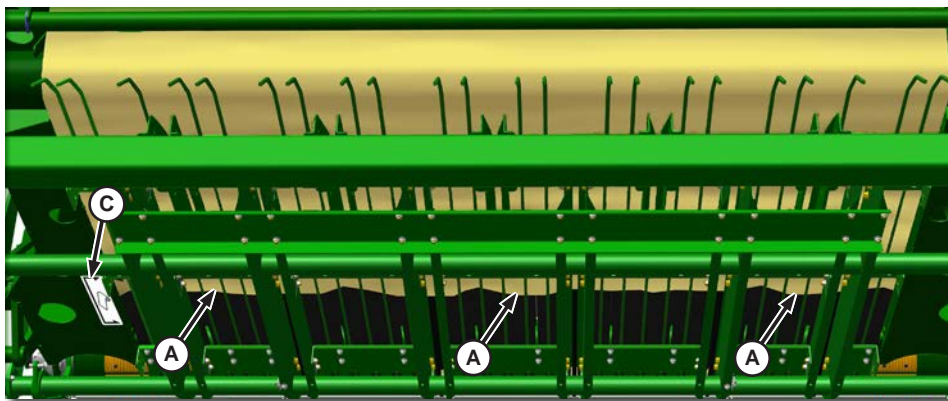
Wrap Clutch Checks:

- The air gap (4) between the armature plate (1) and the coil (3) should be consistent around the outer perimeter of the clutch.

- In load wrap mode, the bottom rubber feed roll should turn when the advance button is pushed.



Wrap Leading Edge



After cleaning or transporting machine, ensure that the leading edge (A) of the wrap is properly positioned and not caught on a rod or pushed up between the belts above wrap floor (as shown in photo at location B).

Also ensure that debris has not accumulated on top of the wrap leader during cleaning.

A pictorial label (C) on the machine frame shows the proper position of the leading edge of the wrap.



Verify that there is no cotton on top of the belts in the gate chamber (as shown).

Wrap-Related Alerts in Cab

The following are messages to the operator related to wrap that benefit from further explanation. Not all messages are included in this guide. Contact your local John Deere dealer for more information and/or additional troubleshooting.

If a wrap-related alert stops the wrap feeding process, do not acknowledge the alert and continue without going to the back of the machine and visually inspecting the wrap feeding area. Once the issue has been corrected, press and hold the top of the AUTO RMB switch to resume the wrap process.

If a misfeed occurs, the RFID wrap counts will update automatically. If the machine does not have an RFID reader installed, the wrap count needs to be updated manually.

“Wrap Misfeed Detected. Wrap dispensed exceeds total wrap length.”

- **Machine Logic:** Wrap length dispensed was greater than length of one wrap.
- **Machine Response:** Wrap feeding stopped. Deactivate Auto Mode.
- **Potential Issue:** Separation label not seen by sensor. Could indicate that wrap did not feed or tore during feeding and wrapped around the rubber roller. Speed sensor may not be reading correctly.
- **Resolution:** STOP and inspect. Complete the wrap using the Manual Wrap service mode.
- **Description:** Based on the speed sensor input, the machine calculates the length of wrap fed into the chamber and slows down approximately 2 m (6.5 ft) before the separation tag is expected.

“Multiple Wrap Detected. Confirm wrap separation completed.”

- **Machine Logic:** Wrap serial number from two different wraps read by RFID reader.
- **Machine Response:** Displays message but does not interrupt normal wrap/eject process of AUTO mode.
- **Potential Issue:** Separation label was absent or not seen by sensor, therefore allowing more than one wrap to be applied.
- **Resolution:** Before ejecting, verify that the wrap did separate correctly on the final wrap fed into the chamber. Proceed with AUTO eject. To verify normal Z-lock separation, visually inspect the wrap floor.

“Wrapping Halted - Wrap length not found. Wrapping halted. Measured wrap length not as expected.”

- **Machine Logic:** Wrap feeding process starts, but there is no wrap speed signal.
- **Machine Response:** Wrap feeding is stopped and the machine kicks out of AUTO mode.
- **Potential Issue:** Speed sensor gap or bad connection, or clutch/drive issues.
- **Resolution:** Check sensor gap on the left-hand side of the wrap box behind shield. If this does not resolve it, contact your John Deere dealer.

Wrap Troubleshooting

Loose Cover-Edge

Potential cause:

- Check for debris in the slots of the wrap box side sheets.
- Inspect wrap box and wrap roll mechanism and clean as necessary.
- Ensure that wrap is being adequately tensioned. Wrap speed should be approximately 233 rpm during feeding, slowing to approximately 100 rpm during separation. This can be monitored on the armrest display in the cab.

If speeds HIGHER than 233 rpm are observed, check for wrap clutch malfunction.

- Check for slippage between the armature plate and the coil on the pulley.



Wrapped Rubber Roller

Machine function note:

If rear wrap rollers are turning, the machine assumes that wrap is feeding in and calculates the amount fed in based on the speed signal. Once a calculated amount of approximately 2.5 m (8 ft 2-7/16 in) is fed in, the wrap floor retracts. If the leading edge of the portion has not entered the chamber by this time, it will likely not feed in and result in accumulation on the wrap floor. This allows the rear roller to "grab" it and roll it up.

When removing wrapped material from the bottom roller, pay attention to which material is closest to the rubber: non-tacky or tacky.



Non-tacky next to rubber

This suggests that the leading edge may not have fed into the chamber, bunching up on the wrap floor belts until the rubber roll grabbed it and pulled the bunched up material backward onto the roll.

Potential causes:

- Obstruction at the lower gate roller. Wrap could not enter the chamber.
- Adhesive deposit on the rubber roller. Remove roller and inspect. Clean with acetone if deposits are found, using appropriate personal protective equipment. If acetone is not available, "neutralize" with dust/dirt until it can be cleaned later.
- Wrap core is tight between wrap supports. Wrap does not feed into bale chamber before the wrap floor retracts. If a tight core is found, cut the end of the core to allow the core to turn freely.

Tacky next to rubber

This suggests that the non-tacky section fed in, and there was a failure in the tacky section that caused it to break in two during feeding.

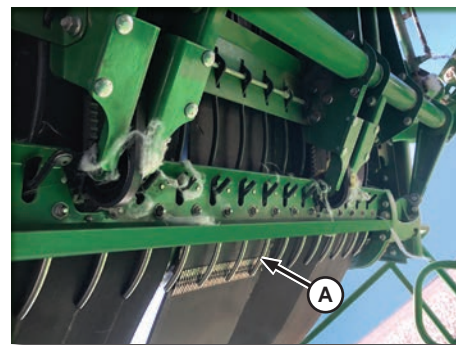
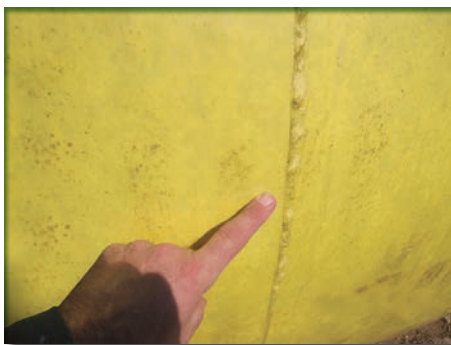
Potential causes:

- Joint between the non-tacky section and the tacky section failed.
- Crosswise tear during feeding. Potential material issue. Report to your John Deere dealer.

Intermittent Damage to the Tacky Wrap

Potential causes:

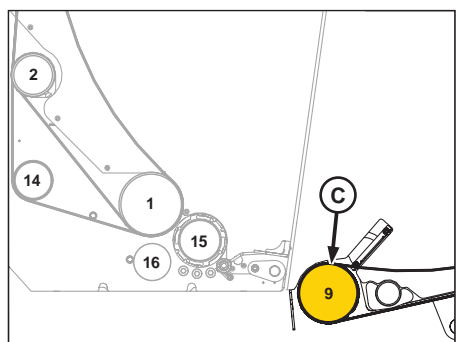
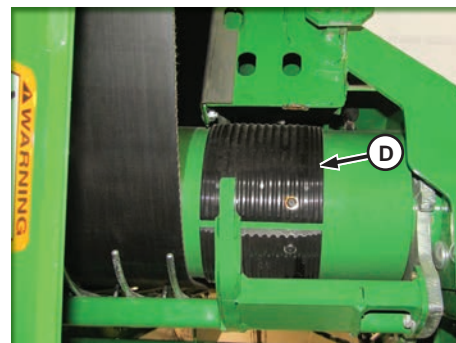
- Bent finger on the lower guide rod is contacting the baler belt. There should be 3 mm (1/8 in) to 6 mm (1/4 in) of clearance between fingers (A) and the baler belts. The easiest way to check is in the RMB Service Setup Mode with the gate in cradle.
- **Hint:** Notice that the spacing between the tears is equal to the spacing between the fingers. This can help determine the source of the damage.



Inadequate or No Cover-Edge

Potential causes:

- Cotton buildup (B) inside the baler belts behind the lower gate roller (C). This is often the result of excessive gap between the side wall and outer belt. Refer to page 4 for inspection and adjustment.
- Debris in wrap feeding area. Verify that wrap floor and fingers are clean.
- Improper gate position. Verify that turnbuckles at the top of the baler are set correctly and that the lock nuts are tight.
- Wear of plastic guides (D) on the lower gate roller (C). Replace guides if worn.



Wrap Bunching on Floor

Machines equipped with grooved lower roller and fingers.

Potential causes:

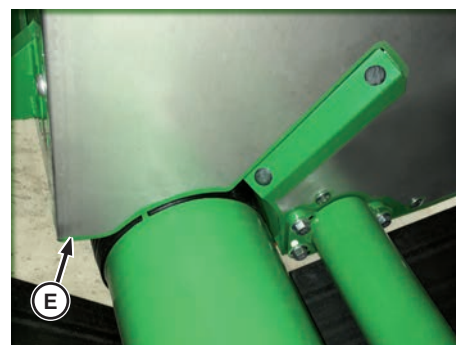
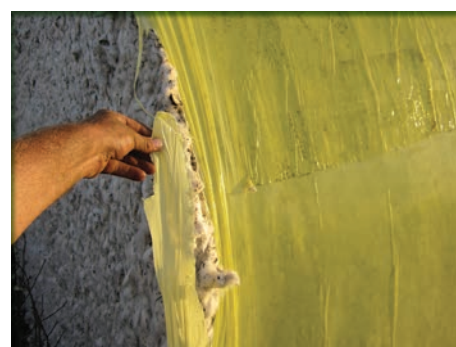
- Leading edge of wrap did not feed into the chamber, resulting in accumulation on wrap floor.
- Check for obstruction at lower gate roller.
- Verify that wrap feeding area components (guide rods) are set correctly. Bend rods as necessary to maintain 3 mm (1/8 in) to 6 mm (1/4 in) clearance between the tip of the rods and the baler belts.



Edge Tear

Potential causes:

- Excessive gap between outer belts and RMB wall. Adjust gap as described on page 4 of this guide.
- Damage to baler interior side sheet (E). Stainless steel panel should be smooth and free of dents or bends.



Wrap Torn Dramatically

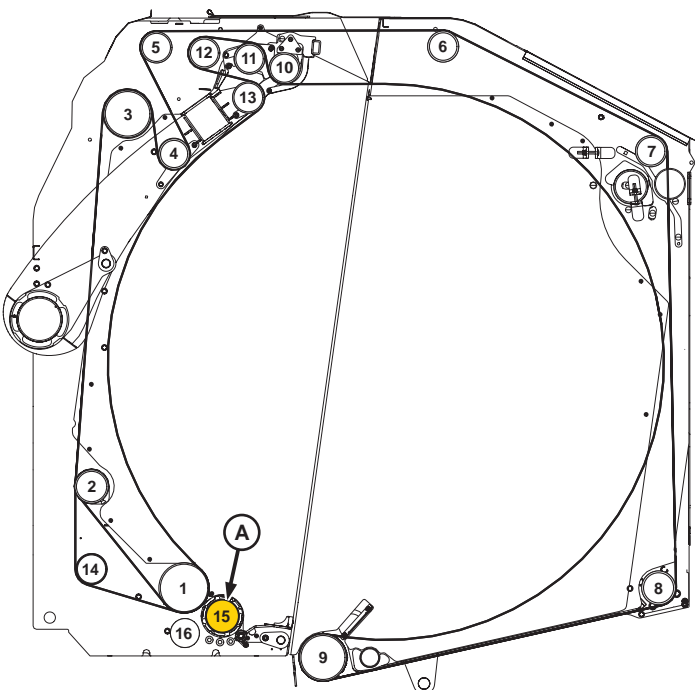
Potential causes:

- A damaged or twisted belt in the baler. Inspect bale chamber.
- The photos to the right show the result of a "wad" of cotton getting lodged in the lower guide rod during wrap feeding and eventually feeding in with the wrap. This wad of cotton likely ended up on the wrap floor after cleaning the machine. A good practice after cleaning the machine is to verify that the wrap floor and the leader of the next wrap portion are free of debris.



Unwrapped Module Ejected - Wrapping of the Starter Roll

- Wrap feeds into the chamber, but it wraps around the starter roll (roll 15 shown below in yellow) and winds up on it instead of wrapping around the module.



Potential causes:

- Bunching of the wrap or uneven feeding increases the chance of this happening. Inspect the wrap floor for debris or incorrect guide rod clearance.

NOTE: A good practice is to do a quick visual check of the wrap slot via the remote camera before ejecting the module. If wrap is not observed in the wrap slot after wrap feeding process is complete, this indicates that the wrap has gone around the starter roll.

Remedy:

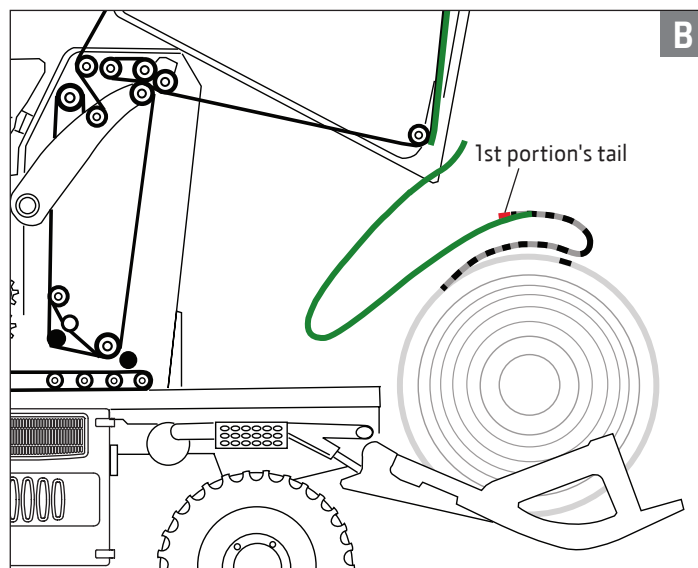
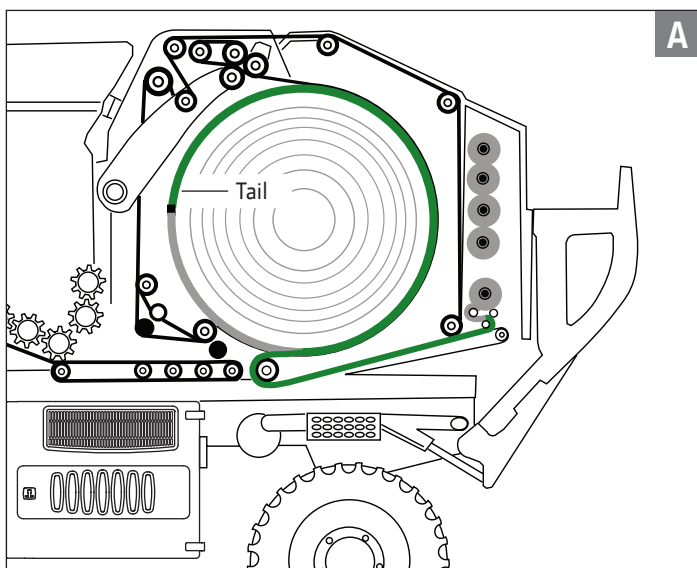
- Manually wrap module.
- Manually eject module.
- Put gate in the handler and remove wrap from starter roll.
- Thoroughly inspect the belt chamber for plastic and remove as necessary.

Partially Wrapped Module or Wrap Trailing out of Gate after Ejection

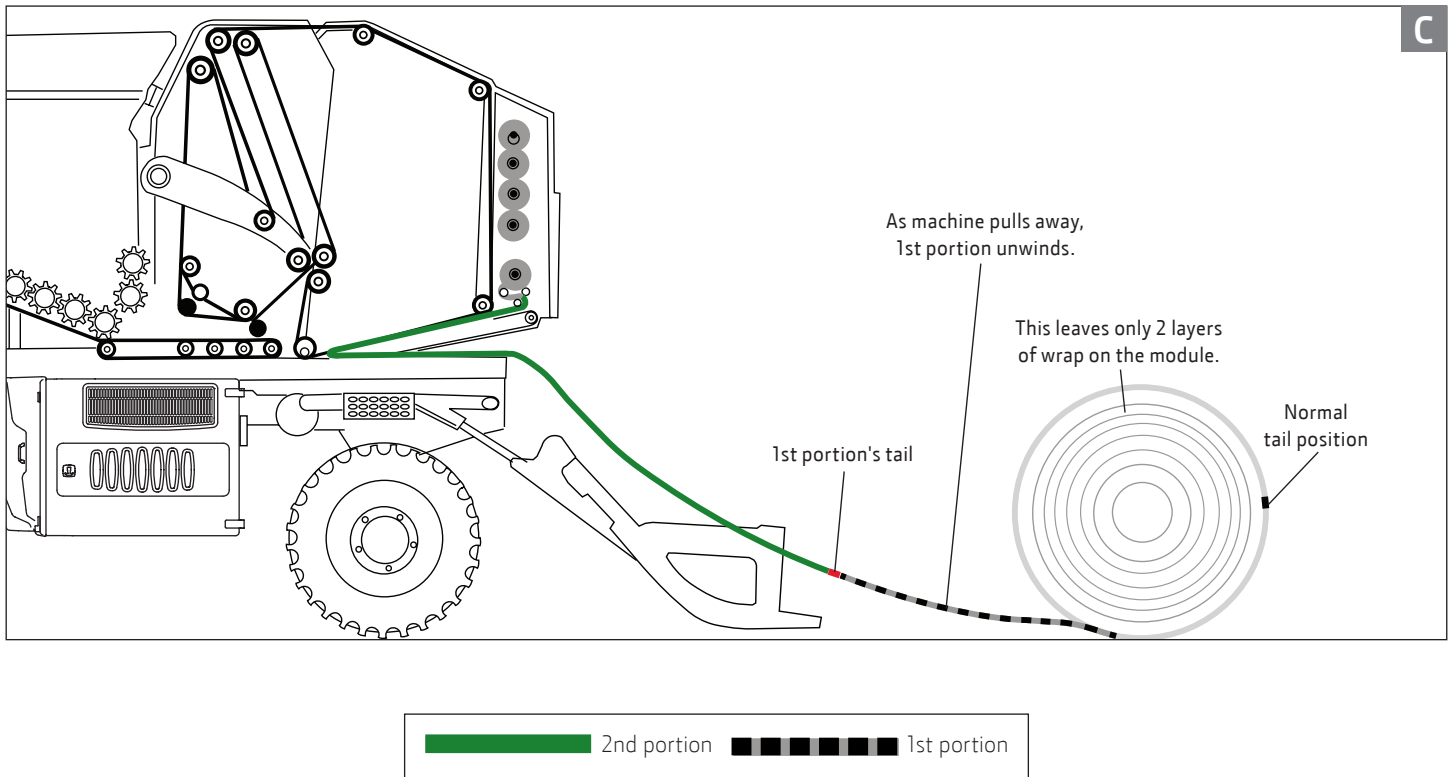


Potential causes:

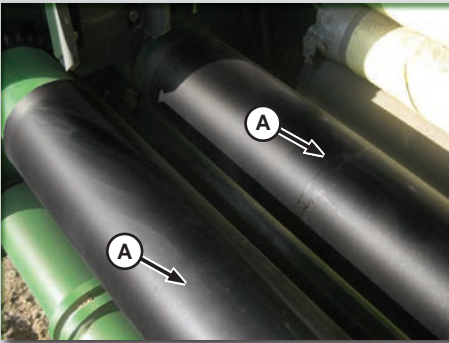
- Wrap does not separate and pulls in another portion. Upon ejection, when the round module rolls down the ramp, it unrolls the wrap that is on the module.
- Most likely cause is that the clutch armature becomes seized and does not stop the wrap feeding when the separation tag passes the IR sensor. Refer to page 5 for information concerning the clutch.
- After Z-lock separation, the baler rotates the module in the chamber in order to get correct tail orientation after the module is ejected. This means that the tail is towards the front side of the module (nearest the cab) before it is ejected (see figure A). If Z-lock separation does not occur, the baler will pull in approximately 5 m (15 ft) of the next portion. When the module is ejected, it rotates approximately 180° from its position in the chamber to its position on the ground. As the module rolls down the ramp and handler, it unwinds the 5 m (15 ft), and continues to unwind the tacky section of the first portion (see figures B and C).



Potential risk: Loose tails can cause contamination of material.



Adhesive Deposit on the Rubber Rollers



Potential causes:

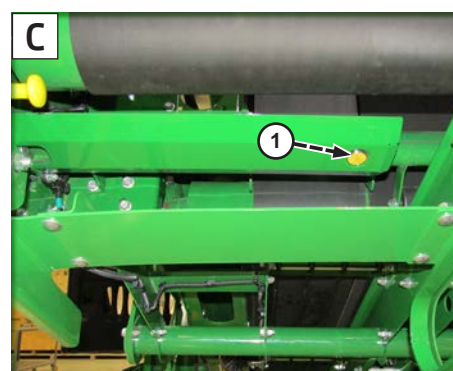
- Possible adhesive from the separation label or RFID label (A).
- Adhesive from the tail.

Clean with acetone, utilizing appropriate personal protective equipment (PPE).

Multiple Wraps on Module with Normal Z-Lock Separation on Outer Portion

Potential causes:

- Separation label not present or comes off and adheres to the wrap rolls.
 - If found on roller (figure A), remove and clean with acetone, utilizing appropriate personal protective equipment (PPE).
 - Record serial number of portion and report to your John Deere dealer.
- Wrap separation sensor (figure C) malfunction.
 - Clean the lens on the sensor (1).
 - Cover the sensor lens with your hand. If the sensor is operating properly, a red indicator light on the sensor body comes on when the sensor lens is blocked.
 - Ensure that the lock nut on the sensor is properly tightened.
- Proper operation of the speed sensor is key, as the speed is used to calculate the amount of wrap fed in and determines the appropriate time for the feeding to slow down to prepare for wrap separation.
 - Verify wrap roll speed from the monitor in the cab. Correct speed is 233 rpm during wrapping and 100 rpm toward the end of the cycle for separation. If speeds are incorrect or erratic, verify that the gap between the sensor and gear tooth is 1.5 mm (3/32 in). The sensor (figure B) is on the right-hand side of the wrap box.
- Proper Z-lock separation relies on quick response of the clutch to stop feeding the wrap when the separation label is seen. This is accomplished by the armature plate shifting from the pulley-mounted coil to the fixed coil. If the armature plate does not slide freely, separation is delayed and some of the next wrap portion may be fed into the chamber. Contact your John Deere dealer for service.



Manual Wrap Mode Instructions

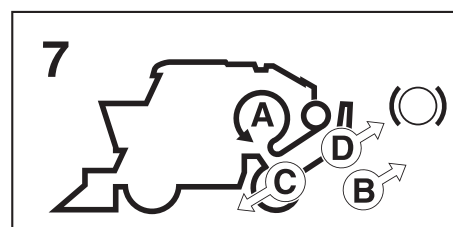
There are unique instances that may require the operator to manually wrap a module. For example, when a module only has a partial wrap on it due to a wrap feeding problem, another wrap is needed to help ensure that the module does not break. The manual wrap mode is accessed using one of the keypads and the tether control.

- Using either keypad (2), put the machine in "Manual Wrap" mode by pressing button 7.
- With the tether control (3) in hand, stand on the ground near the back of the machine so you can easily see the wrap floor.
- Push button C on the tether control. This engages the wrap floor and the wrap clutch.
- Push button A for 5–6 seconds. This feeds the leading edge of the wrap into the chamber.
- Push button B. This retracts the wrap floor, leaving the wrap clutch engaged.

- Push button A and hold until the Z-lock on the wrap is midway on the wrap floor.

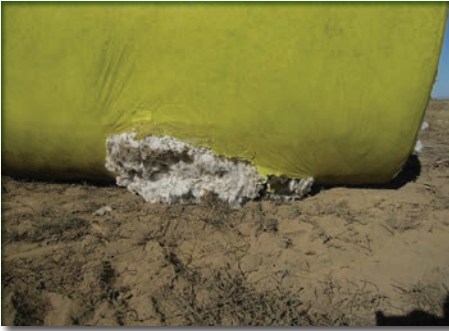
- You know that you are getting toward the end of the wrap when the bright yellow tacky strip appears. You can hear noise when the tacky strip begins to unroll.
- The Z-lock is the temporary connection between the bright yellow tacky strip and the non-tacky section, which is the beginning of the next portion.

- Push button D. This applies the clutch brake to separate the Z-lock.
- Push button A and hold for approximately 7 seconds. This orients the module similarly to AUTO mode.
- Put the machine in the Manual Eject mode by pressing button 3 on either keypad.
- Manually eject the module using the tether control.



NOTE: Machines equipped with Harvest Identification, Cotton Pro update the number of wrapped modules following the manual wrap mode. On machines not equipped with this feature, the user must manually update the wrapped number of modules.

Handling Damage to Wrap



- Turning tractor before forks pulled away from module.



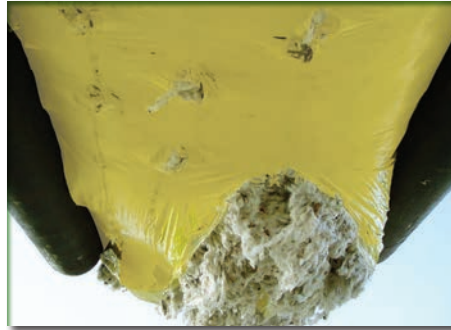
- Turning machine or raising handler before handler is away from module.



- Bottom drag on the stalks.



- Damage if inappropriate chains are used (see figures below) or if chains are run after load reaches front of truck.



- Damage from the module truck side wall during load/unload.



- High potential to damage wrap.



- High potential to damage wrap.



- Typical recommended chain.

Wrap Roll Core Repair

The core repair extension is a tapered plug that can be inserted into the original core of the wrap roll to replace a cracked or damaged core end. The extension has a set of 7—8 grooves that are graduated in diameter, from narrowest to widest. A pair of rubber O-rings are supplied in the kit. Use both the wide black O-ring and the narrow black O-ring as described below.

1. Cut off the damaged end of the core carefully (figure 1), making sure not to damage the roll of material. Refer to step 6 for maximum core length.
2. On the repair extension, slide the wide black O-ring onto the sixth groove in the external grooved section. The narrow black O-ring supplied in the kit should be placed on the short grooved section located in the internal side of the flange (figure 2).
3. Insert the repair extension into the core in spiral motion (figure 3). There should be a slight resistance when inserting the extension.

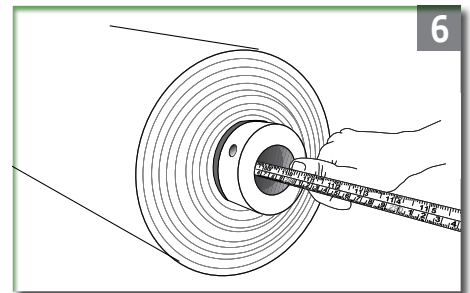
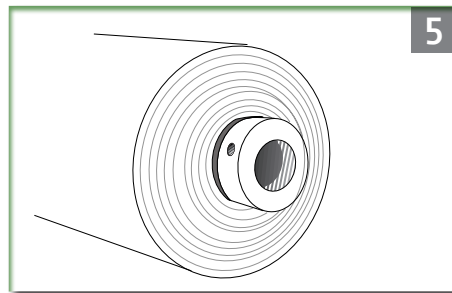
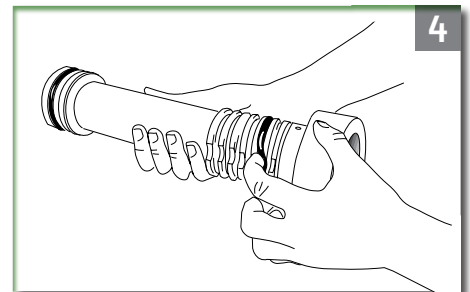
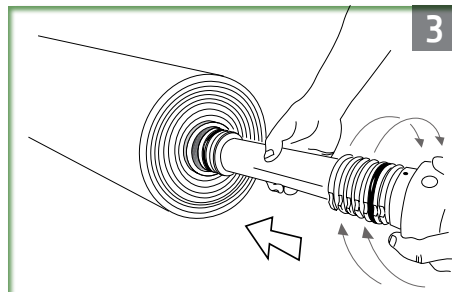
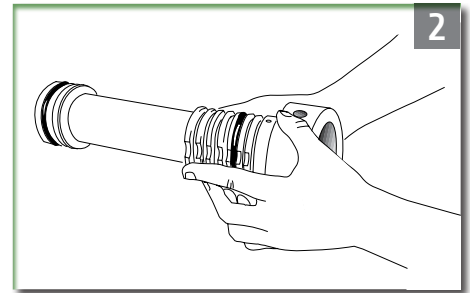
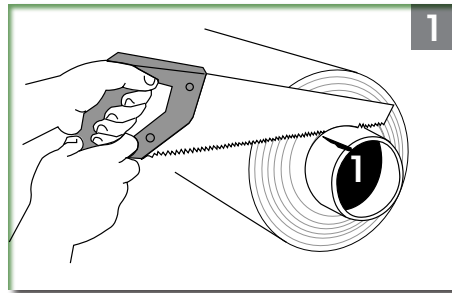
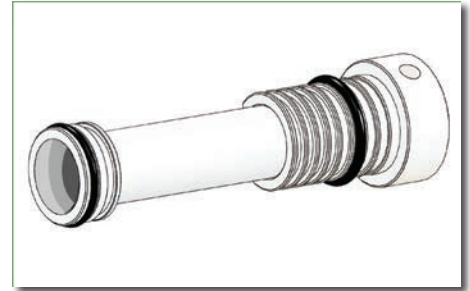
IMPORTANT: Do not use a hammer to install core repair extension. Damage to the flange will occur.



CAUTION: To prevent injury, keep your fingers away from the core while inserting the repair extension.

4. If the repair extension is too loose, move the O-ring to a wider groove (figure 4) and repeat step 3. Moving the O-ring closer to a wider groove increases the resistance.
5. The extension should firmly grip the core (figure 5).
6. With core repair extension inserted, measure the overall length of the core by inserting a tape measure through the inside of the core (figure 6). Overall length should meet specification: 2790—2784 mm (109-13/16 in—109-5/8 in).

NOTE: Core must not exceed maximum length or roll will not install properly.



Reporting a Field Issue

Instructions:

In the case of a field issue, report immediately.

Provide the following:

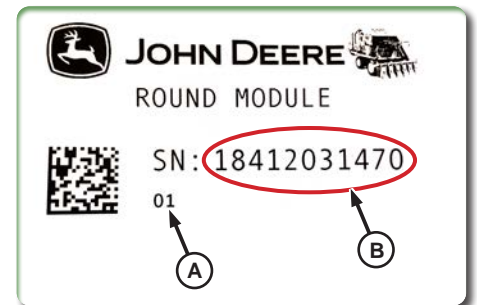
- Brief description of issue
- Machine serial number
- Date of occurrence
- Wrap serial number of all affected portions (required for warranty administration)
- Note to dealer:
 - In the US, pass wrap-related issues to your local distributor, including the wrap serial numbers. For US customers, contact Tama USA Inc. at 1-800-225-8946. Outside of the US, pass the information to your distributor.
 - If you suspect issue could be machine-related, contact your John Deere dealer to submit the information detailed above with the same serial numbers. If complete information for DTAC case is not available, file as a report only.

Details of the serial number (SN) on the tag:

This information is also duplicated on each RFID tag (shown below).

- Portion number (A)
- Unique RM Serial Number (circled in red) (B)
- Year of manufacture (first two digits of RM serial number)

When reporting an issue, ensure that both serial and portion numbers are included.



Pallet Handling and Storage

Handling Recommendations:

- Handle ONE pallet at a time.
- To handle the pallets, use a suitable forklift. The recommended lift capacity is 2000 kg (4400 lb).
- Use long forks and handle pallets from the narrow end to minimize damage (figures A and B).
- USE PALLET PULLER when unloading from truck.
- Pallet pullers are available from material handling supply distributors.

IMPORTANT: *Wrap can be damaged by improper handling. Make sure that all sharp edges and protrusions on hauling equipment are eliminated.*

Storage Requirements:

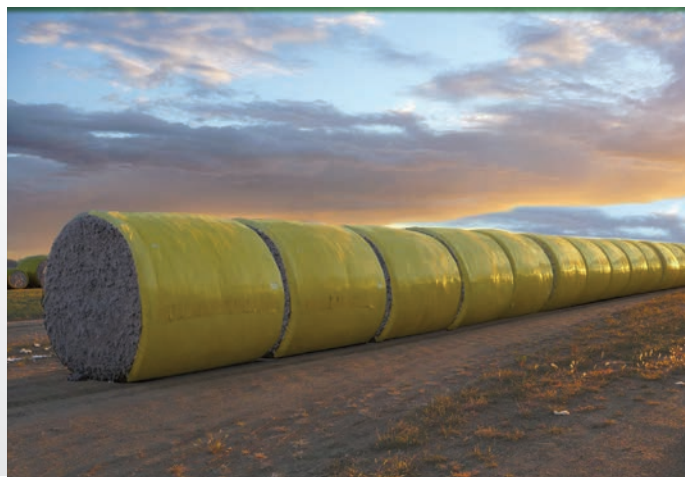
- Keep the wrap rolls in their original packaging until use.
- Store under roof in an enclosed structure, and avoid exposure to direct sunlight and moisture when stored.
- Double stacking of pallets is permissible with proper handling equipment.
- Wrap must be used within two seasons. It is recommended that you use your old wrap first.



Cotton Module Staging Instructions and Truck Requirements

Proper module staging impacts the ability and reliability of module truck pickup and subsequent ginning.

This section demonstrates the proper procedure for staging cotton modules for pickup by properly equipped module trucks or moon buggies. Failure to follow these instructions can adversely affect the integrity of the modules.



Choosing the Proper Staging Site

- Modules should be staged on a high flat surface. Staging on well-defined flat driveways or a flat disked surface is optimal.
- When choosing a staging location, ask yourself if a module truck can retrieve from this location after a significant amount of rain.
- If a module truck tire and/or tracks slip while gathering the load, damage may occur to the underside of the module due to the relative chain slip.
- If at all possible, do not stage modules on top of rows or beds or in internal portion of field where module truck access is difficult. Modules take the shape of the surface they are placed on (see figure A). Setting on beds or uneven surface requires digging into the ground with the module truck chain to safely get under the entire surface of the module.



Incorrect Staging Surface

General Module Handling Information

- Modules should only be squeezed with a low pan position when resting on the ground.
- Attempting to resqueeze when the module is partially raised can cause excessive stress on wrap.
- Transport speed of the tractor with a module on the handler must not exceed 16 km/h (10 mph).
- Gap between the underside of the module and the ground should never be less than 15 cm (6 in) during module staging to prevent drag tearing of the underside of wrap.
- When transporting modules through harvested rows, the module should be carried high enough to minimize contact with those rows.
- Fully raising the three-point hitch is recommended when transporting with non-masted handlers.
- A masted-style handler is recommended for transporting modules down harvested rows.
- When loading or unloading flatbed trailers, drive straight away from the trailer (perpendicular to the bed axis) to prevent handler contact with adjacent modules.
- Significant wrap tears must be repaired in the field before module truck pickup to prevent further wrap damage and ginning problems.
- Loose outer tails must be secured with 3M™ Hi-Strength 90 Spray Adhesive or lint bale repair tape before being retrieved by module trucks or moon buggies to prevent subsequent module damage and cotton ginning difficulties.

Terms of Warranty

Each portion of round module wrap (RMW) is produced individually and joined with the next portion with a unique Z-lock design, which allows separations of the two portions while assuring that the tail of the portion being wrapped has adhesive transferal to accomplish a wrapped module. Each portion of RMW is warranted as a separate item, not as a roll of 24 individual portions.

Module Staging

Centerline of individual modules must fall in a +/- 13 cm (5 in) bandwidth of the composite centerline of all four modules. Do not simply align one side of all modules.

Modules (A) are properly center-aligned. Modules (B) are not.

Improper alignment increases the chance of wrap tear due to the truck driver having to stop and start loading procedure and from the modules rubbing the trailer walls.

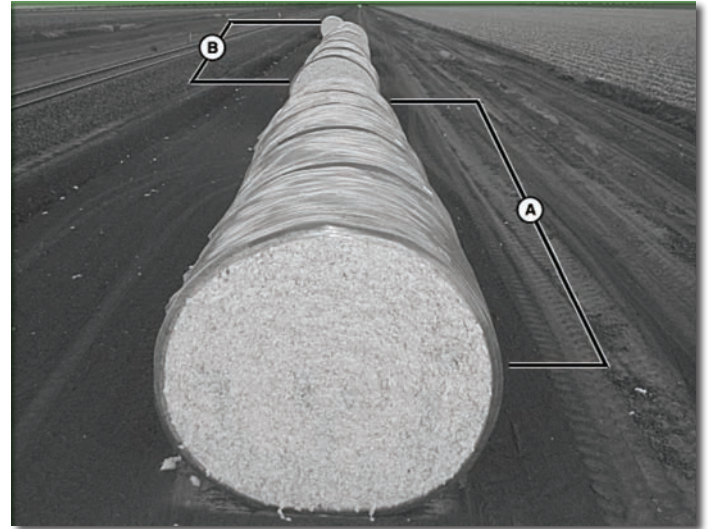
Utilize GPS capability when available for straight-line scribing and subsequent staging of modules over the line.

Modules must be staged for module truck pickup with gaps between 102—203 mm (4—8 in) at module cores (see figure A).

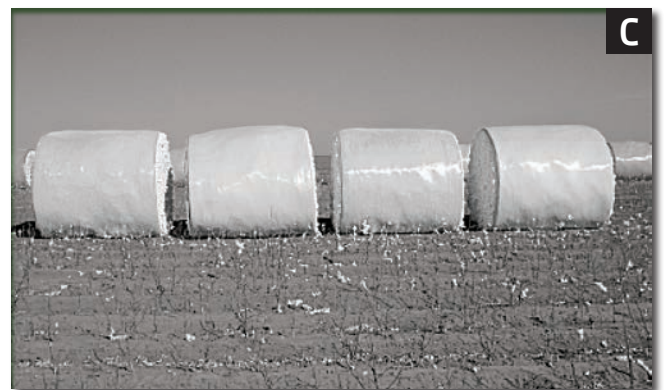
Gaps that are too small (see figure B) can cause tearing as modules travel up module truck incline due to interference with adjacent modules. Also, having module ends contacting each other during long-term storage can increase chances of mold growth. Gaps between modules allow ventilation.

Gaps that are too large (see figure C) can cause four modules to be too long for the available truck bed length.

Tip – An easy way to achieve the correct gap is to bump against a previously staged module and then determine the number of tractor tire lugs that must pass forward from a line of sight to achieve the proper gap as the tractor moves forward.



A—Proper Center Alignment B—Improper Center Alignment

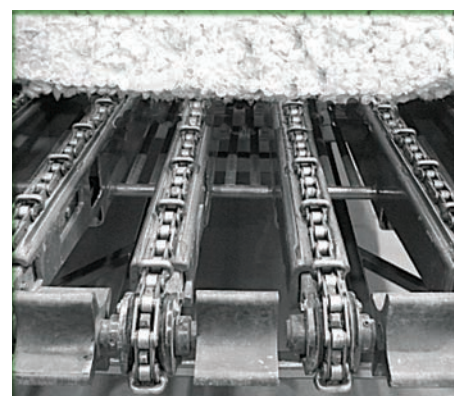
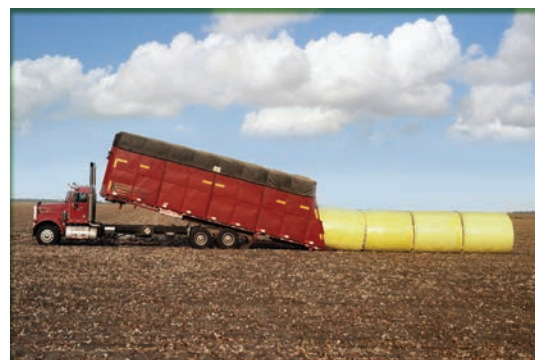


Module Truck or Moon Buggy Requirements and Loading Instructions

IMPORTANT: Proper module truck loading and unloading of round modules impacts the ability and reliability of subsequent ginning of these modules. Be sure to share this important information with all truck drivers and use the following checklist to verify that they have the proper equipment to handle the modules.

Module Truck or Moon Buggy Requirements

- Module trucks with 12-bed chains must have inside eight chains replaced with the Stover RMS chain to prevent damage to the module plastic wrap.
- Module trucks with 11-bed chains must have inside seven chains replaced with the Stover RMS chain to prevent damage to the module plastic wrap.
- As a final check, non-Stover RMS chain is only allowed within 43 cm (17 in) of module truck inside wall surfaces.
- If chain tail wheels are sprocket-style, paddle-style with sharp points, or narrower than 5 cm (2 in), replace with the wide and smooth paddle-style tail wheels.
- For moon buggies, enough strands of chains must be replaced to the middle of the width to accommodate a 1.5 m (5 ft) flat portion of a module, regardless of the side-to-side placement of the module. As with a module truck, no more than 43 cm (17 in) of the non-Stover RMS chain is allowed from the extreme inside width of the moon buggy to prevent damage to the plastic wrap.
- Verify accurate synchronization of the truck or moon buggy bed to ground speed per manufacturer's owner's manual.
- Many module trucks have the chain speed set to run slightly faster than the ground speed. This is not permissible with round modules and causes cutting on the underside of the modules during loading and unloading.
- Do not attempt to load round modules if not properly staged.
- Verify that module group and individual modules have been identified per farmer and gin instructions before loading.
- Do not add 51 x 102 mm (2 x 4 in) wood planks or other spacers to the troughs between the module truck bed chains. The spacers increase the friction between the underside of the module and the truck bed and can cause wrap damage.
- Inspect daily for and remove any sharp edges on the module truck side panels or other areas where round modules can contact.
- Rubber or steel cleat tracks are highly recommended when handling round modules in wet or sandy conditions.



Preferred Chain

Loading Procedure

1. Load or unload modules with continuous and even truck speed. Starting, stopping, and varying speed cause slip of the modules relative to the chains.
2. Chain tail wheels should clear ground surface by approximately 25 mm (1 in). Excessive digging is not required and just adds to foreign matter brought to the gin. To compensate for the bed angle shifting as a conventional module is loaded, many module truck operators start with the chains significantly off the ground at the beginning of the load cycle. Because a module truck is picking up four individual entities instead of one continuous module, the bed deflection is less. The chains should be positioned just off the ground surface at the start of the loading cycle for round modules.
3. Do not position the front face of the first round module tightly against the front of the truck bed (headboard) for any reason. Stalling the travel of the first module causes cutting of the wrap due to relative motion of chains and also closes up the gap to the next module. If modules are not staged properly, do not use the module truck as a means to correct improper staging.



Preferred Module Truck

John Deere Round Seed Cotton Module Ginning Recommendations

While John Deere is not providing gin solutions for processing round seed cotton modules at gins, John Deere has an interest in recommending the proper means for ensuring quality and

efficient processing of the modules. The following recommendations and guidelines apply to all feeder floor types unless otherwise stated.



- 1) The wrap cutting location must be opposite the inner tail to eliminate the potential of cutting through the tail. An RFID tag is placed at the inner tail for locating.
- 2) The wrap must be cut in one cut along the entire length of the module.
- 3) Cutting the wrap must result in a clean cut without leaving shards of plastic at the cut edge.
- 4) Modules must be placed close together without gaps on the feeder floor.
- 5) Modules placed onto a feeder floor with the axis orientated perpendicular to the floor travel direction should have suitable feed rate control or accumulator to compensate for the peaks and valleys of the modules.
- 6) Modules placed on the feeder floor with the axis orientated parallel to the floor travel direction may need to have feeder side walls of approximately 1.5 m (5 ft) to contain the modules.
- 7) Modules placed onto a roller-style feeder floor with the axis orientated parallel to the floor travel direction may need increased friction between the rollers and the unwrapped module.
- 8) For moving-head feeders, modules should be placed on the concrete slab with the module axis orientated perpendicular to the head travel direction.
- 9) Wrapped modules must not directly pass over rock or debris-removing rollers.
- 10) Wrapped module handling equipment with chains must be equipped with puncture- and slit-resistant lugs.
- 11) A compactor should be placed close to the unwrapping processing location to be used for all plastic from the unwrapping process.
- 12) Carefully dispose of all pieces of plastic in gin yard or near feeder floor entrance.
- 13) Inspect disposer drums or other possible wrap collection points.

Wrap Removal Recommendations

Average Size Modules

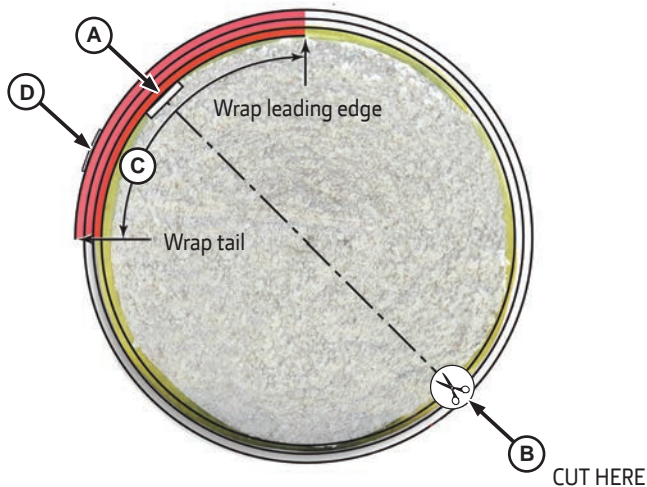
1. An average size module is between 228 cm (90 in) and 238 cm (94 in).
2. An RFID tag (A) is located near the inner wrap end (usually it is not seen).
3. The safe cutting zone (B) is 180° from the RFID tag location.

NOTE: The red zone (C) is a "No Cut Zone". Cutting in this area may cause small pieces of wrap to enter into the cotton.

4. If the wrap removal machine does not have an RFID reader, the safe cutting zone (B) should be 180° from the white metallic label (D) with barcode and serial number located 39 cm (15-1/2 in) above the wrap tail (visually seen).

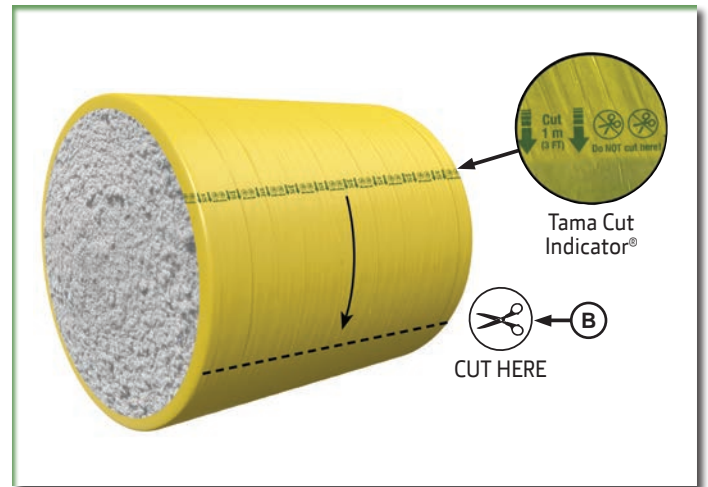
Small Modules

In smaller modules, such as one that is ejected at the end of day or when finishing a field, the safe cutting zone may move, so extra care should be taken when opening those modules to make sure that small pieces of wrap do not enter into the cotton.



A—RFID Tag
B—Safe Cutting Zone

C—Wrap Tail and Leading-Edge
Overlap (NO CUT ZONE)
D—White Metallic Label



The safe cutting zone is 1 m (approximately 3 ft) from the Tama Cut Indicator®, measured in the direction of the arrows that appear on the Tama Cut Indicator®.



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