



OUTDOOR

POWER EQUIPMENT

OPERATION

GENERAL ELECTRIC COMPANY, CORPORATIONS PARK, BUILDING 702,
SCHENECTADY, NEW YORK 12305, Phone (518) 374-2211

February 12, 1971

Tractor Update & Audit Program

We have made a decision to update all early production tractors and mowers to current standards. This work is to be done by dealers under the program described below. This program will also include an audit inspection and report for which you will be paid on a warranty labor basis. There are three key parts to this program:

1. Brake

Some early E-15 tractors were found to have permitted brake assemblies with a pedal which leaned "backwards". Modifications in production were made to prevent this and also to improve the operation of the brake. These factory modifications have been made to tractors having serial number beginning with "G" or later in the alphabet. Tractors listed on the attached check sheet, which were delivered to you, should be inspected for the following features of the brake:

- a) Three Belleville washers (spring type) located under the castle nut which is used to adjust the brake caliper. If not present, add. Add plastic insert stop nut.
- b) Brake pedal position forward of center in direction of application. If not, add longer brake rod.
- c) Proper adjustment of brake and the motor cut out switch actuated by the brake. If not re-adjust.
- d) If any problem is found with a brake caliper unit, replace it and check a) thru c).

2. Mower

Each mower should be equipped with a rear roller, and a mower guide bar should be installed on each tractor for which a mower has been sold. Every rear discharge mower should have the grass deflector flap checked and correctly sized for the rear roller. The flap should be 4-5/8 inches total length, including under the strip. Some flaps were longer, and should be cut to the correct length. If the flap is torn, cut or missing, replace it from your stock of parts.

The epoxy bonding of mower motors described in my letter of September 30, 1970 (copy attached) should be completed on all units described in that letter.
NOTE: There are more mowers to modify than brakes to check.

3. Audit

We want to use this opportunity to inspect the results of the first year's use of tractors, and ask you to report findings in several areas of interest:



- a) Condition of reverse relay.
- b) Condition of speed control (work properly, give all speeds, any over travel, any loosening of parts).
- c) Rear wheel hub location.
- d) Condition of lift strap (any replacements).
- e) Condition of drive belts (and adjustment).
- f) Operation of disconnect.
- g) Batteries - check water level and report specific gravity of each cell (all 18). Replace all battery caps of heavy duty batteries with new caps and give each customer a cap remover to attach to ignition key.
- h) Lubricate tractor grease fittings according to the Use and Care manual.

If any defective or non-functional parts are found, replacement should be made and reported on the check lists for warranty reimbursement.

This work should be complete before March 31, 1971, well ahead of the spring season. Certify that each tractor and mower is correct by returning the enclosed check list to Product Service.

A registered letter is being sent to owners of record with serial numbers before "G" requesting that they contact their dealer for this upgrading. Tractors still in your possession should be inspected and modified, if necessary, before sale and a check list submitted on each.

The warranty claims recorded on the check lists, will be reimbursed without further paperwork. We will allow time at \$7/hour for the following work, when necessary:

Audit	30 minutes
Change battery caps-record specific gravity of each cell	15 minutes
Change brake rod	20 minutes
Add belleville washers and nut	15 minutes
Change brake caliper	30 minutes
*Travel time (sold units)	25¢/mile for first 20 miles, then 15¢/mile for mileage over 20, in traveling to and from location where work can be done, or covering pickup and return of tractors which must be brought in the shop. (This means the total mileage to service each customer).

The inspection procedure for the brake is outlined as an attachment to this letter. We are sending parts which you may need for modifying the equipment. Any parts not used, as indicated by your returned check lists, should be added to your spare parts inventory.

* This change from normal 1/2 hour allowance is to provide fully adequate reimbursement on tractors which may be some distance from your shop.

R M Fisher

R. M. Fisher, Manager
PRODUCT SERVICE, QUALITY & SAFETY