

Elec-Trak[®]
ELECTRIC TRACTORS

*owner's
use
and care
manual*



LAWN AND GARDEN TRACTORS

Models E12M, E14, E16, E20



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This manual does not purport to cover all possible applications or details or variations in equipment nor to provide for every possible contingency to be met in connection with operation or maintenance. Should further information be desired or should particular problems arise which are not covered sufficiently for the purchaser's purpose, the matter should be referred to your authorized ELEC-TRAK tractor dealer.

DEALER: Complete copies 1, 2, and 3 with required information. Mail copy 1 upon delivery.
Retain copy 2 for your records.

OWNER: Retain copy for future reference
regarding service and parts.

Dealer Code _____

DEALER DELIVERY REPORT

Dealer _____
(Type of Print)

Owner _____
(Type or Print)

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City _____ State _____ Zip _____

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☐ HOMEOWNER WARRANTY

☐ COMMERCIAL OWNER WARRANTY

PRODUCT	MODEL NO.	SERIAL NO.	DATE OF SALE	
ELEC-TRAK TRACTOR				POWER PACK <input type="checkbox"/> H.D. <input type="checkbox"/> STD.
MOWER				
OTHER ATTACHMENT				
OTHER ATTACHMENT				

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OTHER ATTACHMENT				
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SCHENECTADY, NEW YORK 12305, U.S.A.

Attention: Product Service





INTRODUCTION

Congratulations! You now own a fine product which has been built to assure you high quality and excellent service.

Electricity is the cleanest, most dependable and economical source of power. Every day, all around you and often taken for granted, electrical power is working for you . . . heating, cleaning, lighting, and cooling.

The ELEC-TRAK[®] garden tractor is the result of careful design engineering with the operator foremost in mind. Safety, ease of operation, economy, ruggedness, and maintenance-free features are built into your ELEC-TRAK tractor.

This manual has been carefully prepared to instruct you in operating, maintaining, and lubricating your ELEC-TRAK tractor. **IT IS VERY IMPORTANT THAT EACH OPERATOR FULLY UNDERSTANDS THE ENTIRE CONTENTS OF THIS MANUAL FOR SAFE, DEPENDABLE OPERATION AND TO PROLONG THE LIFE OF THE EQUIPMENT.**

Your ELEC-TRAK tractor dealer and his local parts distributor are equipped with a complete stock of genuine ELEC-TRAK tractor parts. He has factory-trained service personnel using the latest approved test and repair equipment, and will service your tractor to provide efficient and economical operation. **UNAUTHORIZED SERVICE MAY VOID WARRANTY; HOWEVER, BEFORE CALLING YOUR DEALER FOR SERVICE, SEE THE TROUBLESHOOTING CHECK LIST ON THE INSIDE BACK COVER.**

PLUG-IN . . . The Key to Automatic refueling

The ELEC-TRAK tractor is designed to refuel itself and always be ready for service if it is plugged in and the charger dial turned to the appropriate

"Start" position. ***IT SHOULD ALWAYS BE PLUGGED INTO A 3-WIRE (GROUNDED) 115-VOLT OUTLET WHEN NOT IN USE.*** When turned on, the charger automatically senses the power-pack condition and adjusts the charging rate to the proper level to bring the power pack to a fully charged condition as fast as possible. The charger timer will continue to move for several hours after full charge is reached, but the charge rate is very low and only assures equalization of all the individual cells.

It is especially valuable to put the tractor on charge during any short breaks in operation (10 minutes or longer), since the high rate of input during the early part of the recharge cycle re-activates the power pack and adds considerable range to the work period.

THE POWER DISCONNECT MUST ALWAYS BE ENGAGED TO PERMIT RECHARGING.

WARRANTY REGISTRATION

To validate your registration, your dealer must complete and submit to the General Electric Co., U.S.A., Section 1 of the Dealer Delivery Report.

Manager — Product Service
Outdoor Power Equipment Operation
General Electric Company, U.S.A.
Corporations Park
Schenectady, New York 12345 U.S.A.

Your dealer will also prepare copies of the Dealer Delivery Report for his records and your future reference.

Remember to specify the model and serial number shown under the hood or on your copy of the Delivery Report when ordering parts.

NOTE

Prior to initial use of the ELEC-TRAK tractor, the user should completely familiarize himself with all tractor controls and the safety interlocks.

[®] Trademark of General Electric Company, U.S.A., not connected with the English company of a similar name.



SAFETY PRACTICES

As with all power devices, prime responsibility for safe operation of the equipment rests with the operator. It is necessary that both operating instructions and the following safety information be fully understood by each operator before using the tractor and attachments.

- Become familiar with the location and function of all controls.
- Be sure the work area is clear of objects such as stones, metal objects, or sticks, which might be picked up and thrown by the mower.
- Regulate travel speed according to ground conditions.
- Don't forget to set the brake and shut off attachment power before you leave the tractor.
- Don't drive too close to creeks or ditches, in order to avoid the chance of tipping.
- Watch out for traffic when near roadways.
- Vehicles and attachments should be stopped and inspected after striking a foreign object, and any damage should be repaired before restarting and operating the equipment.
- Mow up and down the face of slopes; never across the face. Test Brakes first.
- Stay alert for holes and other hidden hazards
- Watch where you're driving! Pay attention! The tractor is heavy and very powerful.
- Beware of steep slopes! Reduce speed on all side slopes and sharp turns to prevent tipping or losing control. Check Brake adjustment first.
- Don't attempt to operate the tractor when you are not in the seat.
- Don't carry passengers without proper provisions.
- Keep people and pets at a safe distance, especially in the direction of mower discharge.
- Don't wear loose-fitting clothing that might get caught in moving parts.
- Never attempt to get off the tractor while it is in motion.
- Don't stop or start suddenly when going uphill or downhill. A sudden change of speed could upset the balance of the tractor or operator.
- Keep the tractor in good operating condition. Maintain all safety devices as indicated in this manual.
- Plug the tractor charger cord into a normal 115-volt, three-hole grounded receptacle. Do not use a two-hole adapter unless it is properly grounded.
- Keep hands and feet clear of all rotating equipment.
- Disconnect the power cord connections from the tractor to attachment before handling or servicing power attachments.
- All safety devices are for your protection. Do not attempt to defeat them.
- Shut off power to the attachments when transporting or not in use, for safety and to conserve power.
- Take all possible precautions when leaving the vehicle unattended; such as turning the PTO switch to "Off", lowering attachments, setting parking brake and removing key.
- Keep the motors free of grease, leaves, or grass to prevent heat build-up.
- Use care when pulling loads or using heavy equipment.
 - Check brake adjustment weekly.
 - Use only approved drawbar hitch points.
 - Limit loads to those you can safely control.
 - Do not turn sharply. Use care when backing.
- When using any attachments, never direct discharge of material toward bystanders or allow anyone near vehicle in operation.
- When using the tractor with a mower:
 - Mow only in daylight or in good artificial light.
 - Check the blade mounting bolts for proper tightness at frequent intervals.
- Keep all guards in place on the mower.

WARNING

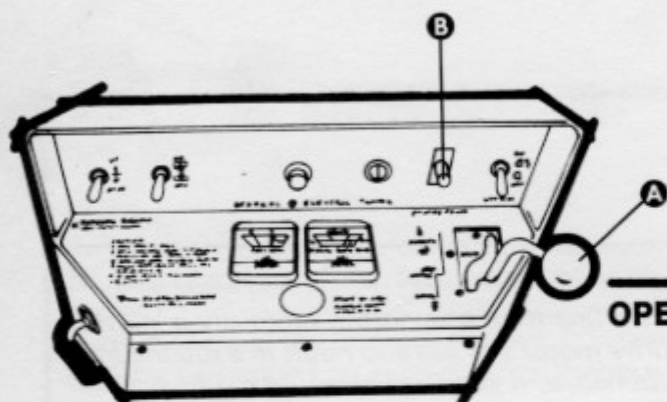
Operator should not quickly advance the speed control in starting from a standstill, especially if starting under load. This practice draws high current through the drive motor and can also result in a sudden snap start. The ELEC-TRAK tractor is much the same as an automobile; it is a large powerful machine which must be handled with care and judgement. Special care in starting and braking on hilly terrain is imperative for safe operation, since the balance shifts to make the machine less stable as the angle of the ground increases. Sudden starts uphill, or stops when rolling down hill, could upset stability and cause possible damage to the equipment or injury to the operator. It should also be noted that a tractor will climb a steeper hill than it can safely descend, due to the shift of weight balance which results in more traction uphill but much less wheel grip going downhill. Starting should be done by gradually advancing the speed control until the desired speed is reached. Down-shifting to a lower gear range may be necessary if the starting load is high or if the tractor slows and the power use gage reads in the red. Brake adjustment should be tested before use.

NOTE

The ELEC-TRAK tractor should be plugged in and brought to the full-charge state as soon as possible after delivery. Since new power packs have a "break-in" period, it is recommended that deep discharging be avoided for the first five operational periods. This will assure longer power pack life. Deep discharging can be identified when the Fuel Level Gage reads in the red to the left of "E".



Figure 1. Control Panel
(Models Equipped with Hand Operated Speed Control)



OPERATION (Hand-Operated Speed Control Models)

SPEED CONTROL **A**

Control of speed and of forward and reverse motion is made with one lever. Moving the speed control from "neutral" toward the front of the tractor increases forward speed. Moving the lever toward the rear from "neutral" increases reverse speed. (See Figure 2.) The "Drive" speed control position (full forward on E12M, and E14 models, midway on E16) provides maximum torque and highest efficiency in use of power.

TO START

1. The Operator must be in the seat.
2. Move the speed control to "neutral".
3. Turn the tractor key to "On".
4. Move the range selector to the desired position (D₂, D₁, L, or LL*).
5. Release the parking brake.
6. Move the speed control slightly forward. Increase forward movement for higher speed.

TO STOP

Return the speed control to neutral and/or depress the brake pedal.

*Not available on E12M model.

NOTE

Quick stops can be made by fully depressing the brake pedal without returning the speed control to neutral. Full depression of the brake pedal switches the drive power off for circuit protection.

Before drive power can be restored, the speed control must be returned to neutral and the brake released. Movement of the speed control will then restore operation.

TO CHANGE DIRECTION

1. Stop the tractor by returning the speed control to neutral and/or depressing the brake.
2. Release the brake.
3. Move the speed control slightly in the direction desired. Higher speed results from moving the lever further in that direction.

POWER PULSE BUTTON **B**

For convenience, a Power Pulse Button is located on the control panel. (See Figure 3.) This button provides additional drive motor torque for unusual starting situations which may occur. For

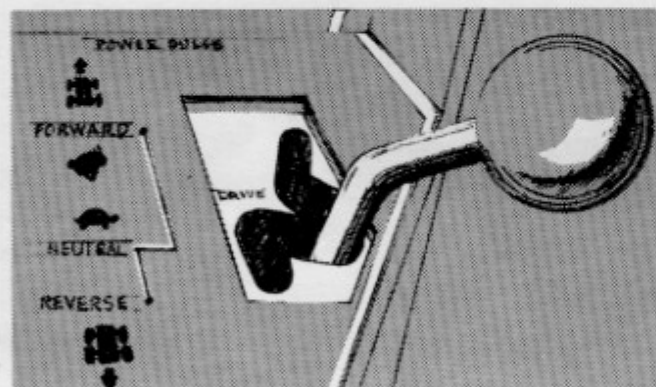


Figure 2. Speed Control

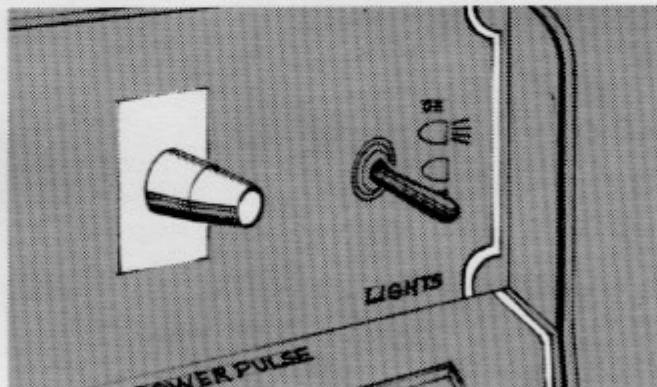


Figure 3. Power Pulse Switch

example, while mowing, forward motion may be interrupted for maneuvering during an uphill climb. To regain forward speed, the speed control would normally be returned to neutral and then moved forward to the "DRIVE" position, but if this practice is followed with the range selector in D₁ or D₂ and the starting load is high, forward motion may not result unless the Power Pulse Button is momentarily depressed while the speed control is in this position. This switching overrides protective circuitry and provides a smooth startup on hills, and must only be used for starting during unusual situations. Wherever repeated use of the Power Pulse Button is required, a lower speed range should be used.

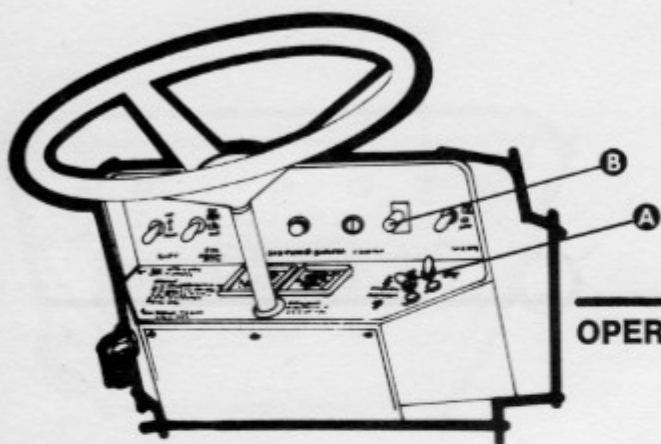
The Power Pulse Button is only depressed momentarily to obtain motion, and should never be depressed for more than a few seconds. It

should also be noted that the same hill could be climbed without the use of the Power Pulse Button if the tractor were not stopped midway on the hill.

The Power Pulse Button is operable in forward and reverse. When high loading prevents reverse operation, the speed control should be moved fully rearward and the Power Pulse Button depressed as in forward.

NOTE

The Power Pulse Button should only be used as suggested and no attempt should be made to abuse it or defeat its purpose, or equipment damage may result.



OPERATION (Foot-Operated Speed Control Models)

SPEED CONTROL

On the E 20 model, control of speed is achieved with the foot-pedal speed control. Initial downward movement starts the motor, and further depression increases the speed (See Figure 4.). When operating at the *top speeds*, an increased load, such as going up an incline, will require high motor power and will tend to cause the tractor to slow down. Operation in the "slow" position of cruise control provides the highest torque and motor efficiency.

TO START

1. The Operator must be in the seat.
2. Set the direction switch to forward.
3. Move the range selector to desired position. (D2, D1, L or LL).
4. Turn the tractor key to "ON".
5. Release the parking brake.
6. Depress the foot-pedal speed control slightly. Depress further for higher speed.

TO STOP

Remove your foot from the speed-control pedal and/or depress the brake pedal.

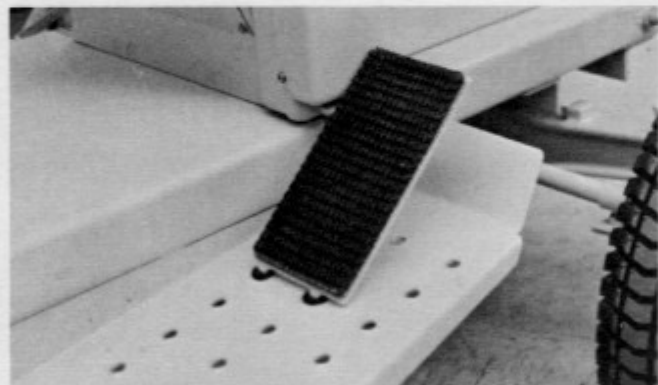


Figure 4. Foot-Pedal Speed Control

NOTE

Emergency stops can be made by fully depressing the brake pedal without releasing foot-pedal speed control. Full depression of the brake pedal switches drive power off for circuit protection.

Before drive power can be restored, the foot-pedal speed control and brake must be released. Depression of the speed control will then restore operation.

TO CHANGE DIRECTION **A**

Forward and reverse directions are determined by the Forward-Reverse switch. Moving this switch forward establishes forward motion, and moving the switch backward establishes reverse motion when the foot-pedal speed control is depressed. In reverse, a red light located on the dash panel illuminates to alert the driver that the direction control is in reverse.

1. Stop the tractor by removing your foot from the speed control pedal, and by using the brake if necessary.

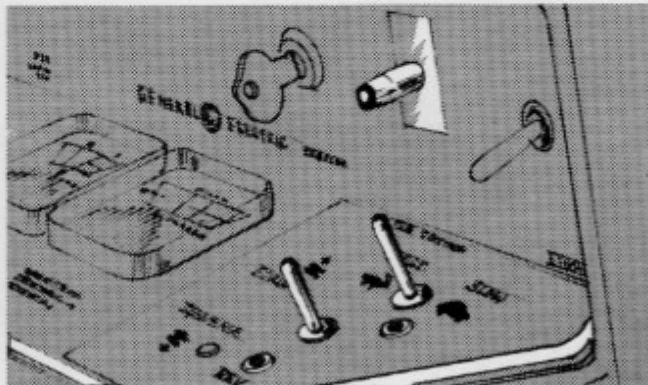


Figure 5. Cruise Control

2. Move the direction switch to reverse, release the brake, and depress the foot-pedal speed control slightly. Depress further for higher reverse speed.

NOTE

If the Forward/Reverse switch is actuated while the speed control is depressed, drive-motor power is interrupted until the pedal is released and then depressed.

CRUISE CONTROL BUTTON **B**

For convenience, a cruise control Power-Pulse Button is provided to allow the tractor to be operated at a set power level without holding the

foot-pedal speed control depressed. This position also provides the most efficient use of power and highest torque when the cruise control switch is in the "SLOW" position. To operate, depress the foot-pedal speed control gradually until the cruise light glows steadily; then, while holding the cruise-control button depressed, release the pedal. The tractor will then operate at the cruise position until interrupted.

To interrupt and release the cruise control, fully depress the brake pedal or depress the foot-pedal speed control until tractor acceleration results; then, release the pedal or turn off the key switch or move the direction control switch to "Reverse", or disengage the power disconnect, or leave the seat.

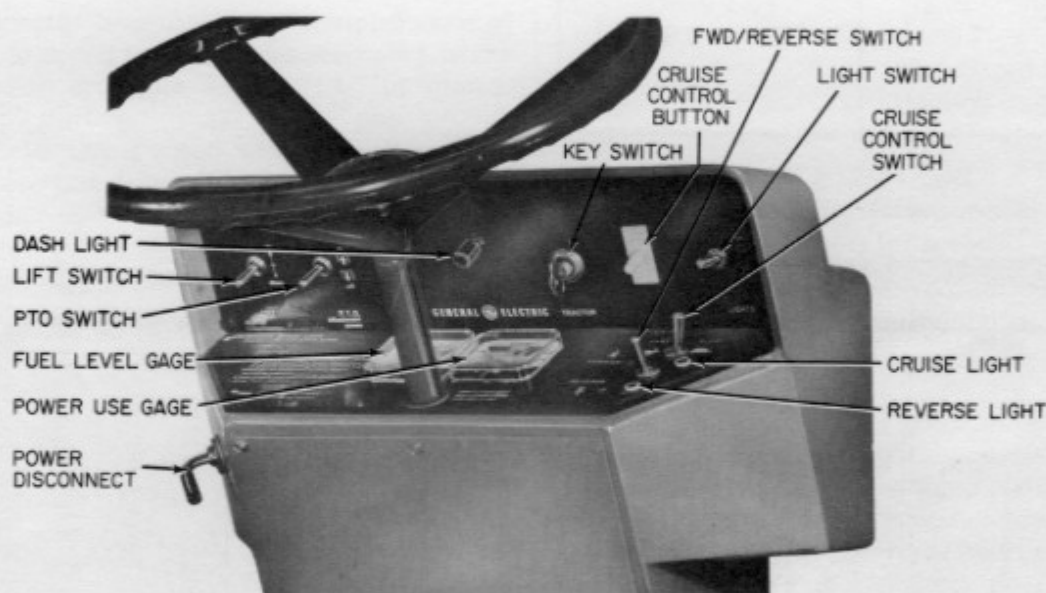
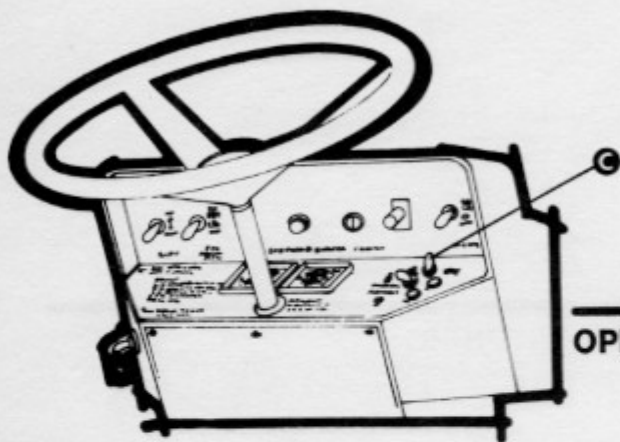


Figure 6. Control Panel
(Models Equipped with Foot-Pedal Speed Control)



OPERATION (Foot-Operated Speed Control Models)

CAUTION

Use of the cruise control button for the unusual starting or operating conditions above may also engage the tractor in the cruise-control mode, causing the tractor to continue operating when the speed control pedal is released unless the brake is applied or the control is switched to reverse, or any of the other releases as outlined above are employed.

The cruise control button may also be used for unusual starting or operating conditions. For example, if the tractor motor is lugging in forward (high power use gage reading) the cruise control button may be depressed briefly to provide maximum motor torque. If the tractor has been stopped part way up a steep hill, while pressing the

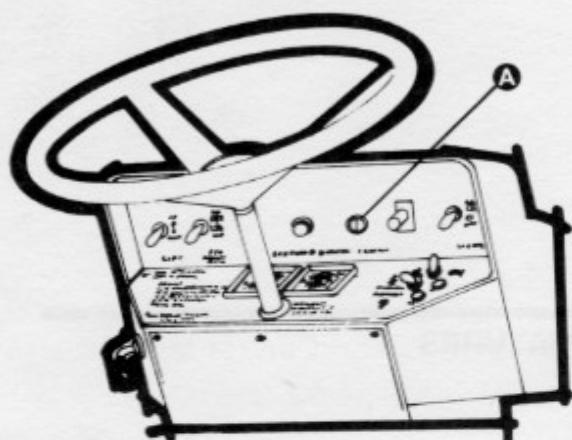
foot pedal, the cruise control may also be depressed momentarily, to override the normal starting circuitry to obtain maximum starting torque.

CRUISE CONTROL SWITCH **C**

The cruise control switch allows the tractor to be operated in cruise control at either a fast or slow speed, as determined by the position of the switch. While the tractor is operating in cruise control, the switch can be moved between "FAST" and "SLOW" without additional adjustment. The tractor can be operated in cruise control in either speed.

DYNAMIC BRAKING

The tractor drive motor supplies a certain amount of braking (similar to compression braking in a car) when the speed control is released.



CONTROLS AND FEATURES

TRACTOR KEY SWITCH **A**

The "OFF" position disconnects all tractor electrical circuits with the exception of the charger, lift, lights, and accessory receptacle. These circuits are active with the key in either the "OFF" or "ON" position. The clockwise "ON" position allows power to be applied to the drive motor and PTO equipment.

POWER PACK CHARGING

Superior performance and life of the power-pack can be prolonged through proper care. The tractor should be charged whenever it has been operated for more than a few minutes. *The water level of the individual cells should also be checked at least every month.* Detailed information is contained in the Power Pack section of this manual. (See Page 10)

RANGE SELECTOR

Range selector lever position determines one of three or four speed-torque ranges according to the pattern shown in Figure 7. The "LL" position is accessible by shifting through the "L" position.

Range Selection is made with a quick positive hand motion, but only after drive motor rotation has stopped.

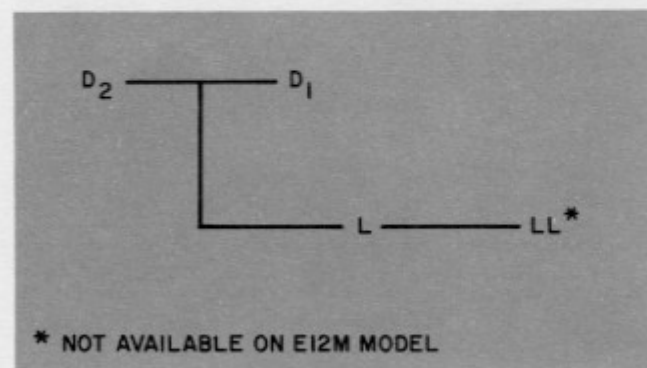


Figure 7. Range-Selector Diagram

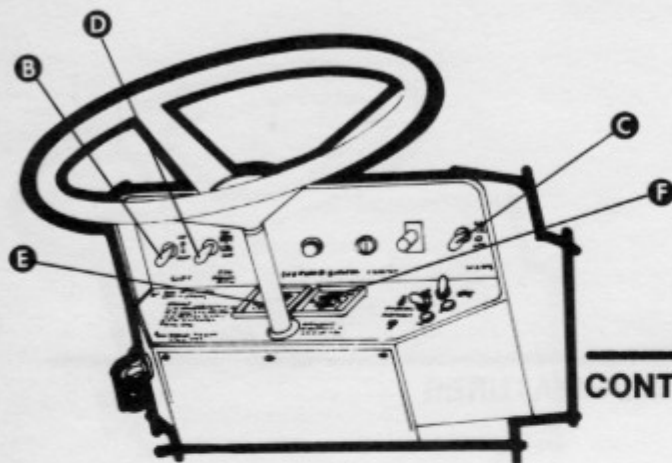
Designation	Use
LL – Low-Low* (Up to 1.5 mph)**	Heavy Snowthrowing Tilling Ground Engaging Attachments
L – Low (Up to 3.75 mph)**	Light Snowthrowing Hauling (Heavy Loads) Grounding Engaging Attachments Gravel or Dirt Dozing
D ₁ – Drive One (Up to 6.5 mph)**	Heavy Mowing Hauling (Medium G Loads) Raking and Seeding Snow Plowing (Dozer Blade)
D ₂ – Drive Two (Up to 9.0 mph)**	Transporting Snow Plowing High Speed Mowing Hauling (Light Loads)

* Not available on E12M model.

** Maximum speed for fastest model – slower in others (see spec sheet for speeds).

NOTE

When the range selector gears do not move or mesh easily, a momentary application of drive power will reposition gears and allow shifting. Do this by moving the speed control forward momentarily. Do not force gear changes if any interference is indicated. Be careful to have tractor path clear of objects or people in case movement occurs during this operation.



CONTROLS AND FEATURES

LIFT SWITCH (Electric Lift Models) **B**

On models equipped with a front electric lift, the lift-strap-treading procedure shown in Figure 8 should be followed to ensure proper operation of the lift.

With an attachment properly mounted, the lift switch lever is held upward to raise the attachment and downward to lower it. Spring loading returns the switch to its center "OFF" position upon release. *Do not continue to power the lift after its raised limit has been reached.* Such abuse will trip the circuit breaker in the lift or will blow the protective fuse. To give attachments freedom to follow the ground contour, allow a small amount of slack in lift strap during operation by holding the lift switch down for about 1-2 seconds after the implement stops its downward movement.

MANUAL LIFT LEVER

The manual lift lever is used to raise and lower the E 12M attachments. The lift handle, mounted just to the right of the control cabinet, is drawn towards the rear of the tractor to raise the attachment. Lowering is accomplished by drawing the handle back slightly while depressing the

release button at the top of the handle before moving the handle forward.

With attachments removed, the lift handle should be to the rear for maximum clearance between the ground and the lifting arms on the underside of the frame.

LIGHTS **C**

Operation of the tractor lights is independent of the key switch position, so that the lights can be used at night for lighting work areas or servicing front-mounted attachments with the power safely turned off. In addition to lighting the dash panel, the dashlight serves as a reminder that the headlights are on. The "reverse" indicator lights to remind the operator that the direction switch is in reverse. This light is turned off by the key switch, should the switch be left in reverse after use. A rear tail-light kit is optional if needed for night operation.

PTO (Power-Take-Off) **D**

The dash-mounted PTO switch controls motorized attachments. Power is delivered through the PTO receptacle located just under the left edge of the hood toward the front of the tractor (See

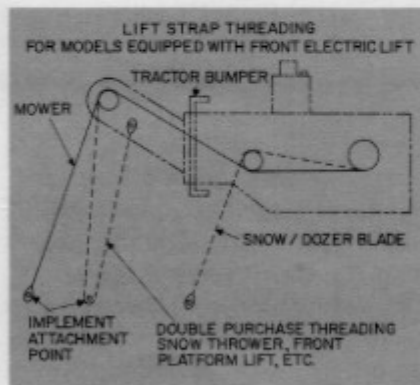


Figure 8. Lift Strap Threading



Figure 9. Power Use Gage



Figure 10. PTO Switch and Fuel Level Gage

Figure 11). (An optional, rear PTO outlet, KP 36, can be dealer installed.)

The PTO operated equipment is turned on by preparing the tractor for normal operation (key on, operator seated). The PTO switch is then moved to "ON" momentarily and then released. Upon release, the switch automatically returns to its center "ON" position. To turn equipment off, move the PTO switch to the "OFF" position.

The PTO equipment must be started *after* the key switch is turned to "ON". This is due to the safety interlock which prevents unintentional attachment start-up. If the driver leaves the seat with an attachment running, a safety interlock interrupts the attachment power. To restore attachment power, sit on seat, move the PTO switch to "ON", and then release it.

FUEL LEVEL GAGE **E**

On the fuel level gage, the green zone between the "E" (empty) and "F" (full) represents range of the power pack. Readings in this zone are fractional portions of full range remaining. See Figure 10.

When the charger is in operation and nearing completion of its cycle, the "CHG" zone indicates the power pack is being fully charged. This assures



Figure 11. PTO Receptacle

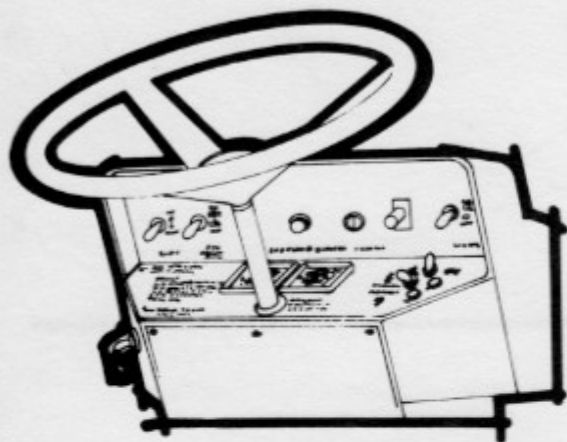
you of proper charger operation. After the charging cycle is completed, the indication should be "F" or higher, to be interpreted as "full". *Use of heavy work attachments or high loads on the tractor will cause the indicator needle to drop below "F" as the heavy drain period begins.* The fuel level gage will always read lower during heavy power usage. When the gage consistently reads below empty, the load should be reduced until the indicator needle returns to the green area or the tractor is recharged enough to permit further operation.

While the right red zone represents "overcharge", the left one represents "overdischarge". If either of these zones are indicated after charging, check the trouble-shooting tips. If proper operation is not restored by the suggestions there, disengage the power disconnect and consult your dealer.

POWER USE GAGE **F**

Proper use of the power use gage can extend the ELEC-TRAK tractor range per charge considerably. Reference should be made to the upper scale when performing relatively light work such as mowing, transporting, hauling, and sweeping, but the lower scale should be used for heavier operations. Continued operation with an indication in the red on the "HIGH" section of the appropriate scale should be avoided. Prolonged operation with this indication will result in more rapid discharge of the power pack, and is usually due to improper choice of speed-torque range or a jammed attachment. Whenever possible, the speed control should be maintained in the "DRIVE" position or, for the E 20, in the slow "CRUISE" control, for most efficient operation.

During normal operation, if the power use gage indicator remains in the green or lower yellow zone of the appropriate scale, proper gear selection has been made with the range selector and maximum range per recharge should be realized.



CONTROLS AND FEATURES

NOTE

The drive motor and its circuitry are protected by a circuit breaker. This automatic switch may open and shut off power under extremely heavy loading. A few minutes wait is usually sufficient for the circuit breaker to automatically reset. If the circuit breaker continues to trip, reduce the load by shifting to a lower range.

ACCESSORY RECEPTACLE

The tractor accessory receptacle on the ELEC-TRAK tractor lets you take your power source to your work. A variety of 36-volt electric power tools, made just for your ELEC-TRAK tractor, to make your home, yard, and garden chores easy and enjoyable are available from your dealer.

The accessory receptacle is located on the left side of the tractor, under the edge of the hood to the rear of the PTO outlet as shown in Figure 2.

When using a hand power tool, apply the parking brake and insert the accessory plug into the special receptacle, rotating it slightly to the right to lock it in place. Voltage to this receptacle is always on, regardless of key switch position. In

the event that a power tool does not operate, be sure that the power disconnect is engaged and the manual-reset circuit breaker button under the hood is pushed in. (See Figure 17).

NOTE

The 36-volt accessory receptacle is designed to prevent the use of standard 115-volt AC power tools. Use only ELEC-TRAK tractor approved 36-volt tools in the accessory receptacle.

BRAKE PEDAL AND PARKING BRAKE

The ELEC-TRAK tractor is equipped with a disc-type brake fixed on the transaxle. This brake is used for normal stopping as well as a parking brake. To apply the parking brake, it is necessary to fully depress the brake pedal and pick up on the rear of the parking brake lever until it engages the forward edge of the foot rest. When foot pressure is released, the brake pedal should remain in its depressed position. The parking brake is released by reapplying pressure on the brake pedal and moving the rear end of the parking brake lever downward to its stop (See Figure 13 or 14).

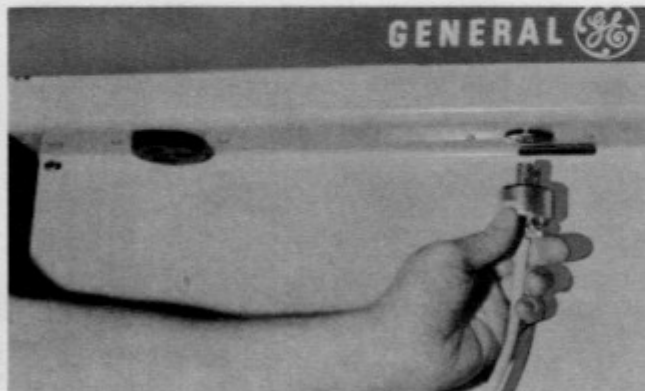


Figure 12. Accessory Receptacle

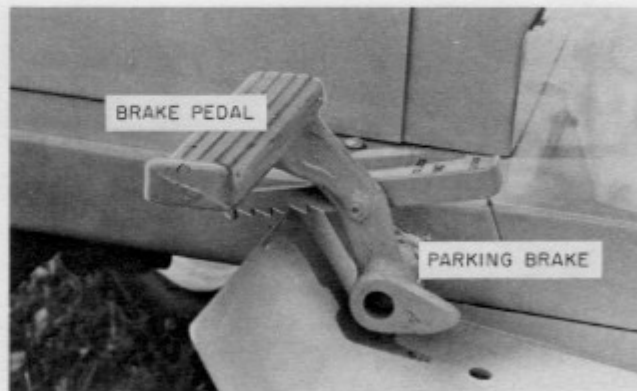


Figure 13. Brake Pedal and Parking Brake

The brake pedal also activates a switch which shuts off the drive motor circuit when the pedal is *fully* depressed. The tractor control is inoperative with the parking brake set. To restore drive-motor power, release the brake pedal and then start by moving the hand lever or depressing the foot pedal on appropriate models.

NOTE

The brake pedal must be released enough to reset the drive shut-off switch before drive power will be actuated. Proper adjustment activates the drive shutoff switch 1/4-inch above the bottom of brake-pedal travel.

ATTACHMENTS

Use and care information for approved attachments is found in the specific manual supplied with each attachment.

The rear pin hitch is provided for light hauling only. Heavy hauling, impact pulling, or operation of ground-breaking implements requires the addition of the optional sleeve hitch.



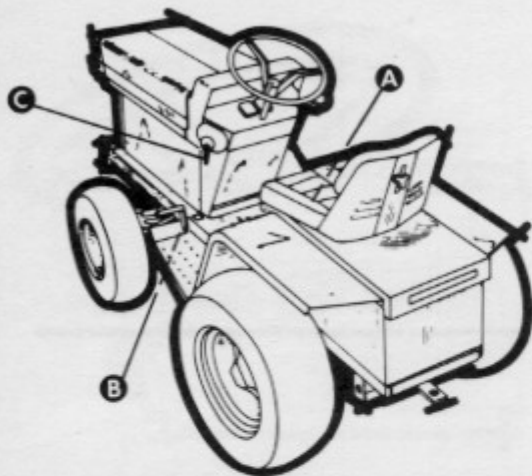
Figure 14. E12M Brake Pedal and Parking Brake

CAUTION

Under no circumstances should automotive electrical equipment such as lights, horns, or any grounded frame device be attached to the ELEC-TRAK tractor unless approved. The tractor frame is not grounded and such devices could cause damage to the control system if used and void the warranty.



Figure 15. Typical Tractor Attachments



SAFETY FEATURES AND ELECTRICAL PROTECTION

SEAT SWITCH **A**

The seat must be occupied in order to close a switch which permits power to be applied. If the seat is vacated for any reason, all power drive and PTO circuits are shut off.

BRAKE SWITCH **B**

When the brake is applied fully, a switch interrupts power to the drive motor only. The PTO receptacle remains energized.

RETURN-TO-OFF

If power is interrupted to the PTO, by the seat switch or turning off the key switch or power disconnect, it cannot be restored unless the PTO switch is turned off and then on again.

If power is interrupted to the drive motor, the hand speed control must be returned to neutral or the foot pedal (E 20) released and reapplied in order to start.

NOTE

These interlocks are used to provide maximum safety for the operator of the ELEC-TRAK tractor. They should never be removed from the circuits, and should be kept in good working order.



Figure 16. Power Disconnect

POWER DISCONNECT **C**

The power disconnect is an emergency device which disconnects all electric power to the vehicle. It disengages power when you push the end of the lever downward (See Figure 16). Should any electrical malfunction occur, disengage this unit immediately and check the troubleshooting check list before consulting your dealer.

WARNING

All servicing of the tractor should be done with the "power disconnect" disengaged. (Charging requires the power disconnect to be engaged).

The power disconnect is engaged by pushing the lever in before it is rotated upward. It is locked in this position by rotating counter-clockwise one-quarter turn.

CIRCUIT BREAKERS

Circuit breakers are used to protect the drive, lift, and charger circuits from damaging overloads. These devices operate on both high current and high temperature to sense potentially severe con-

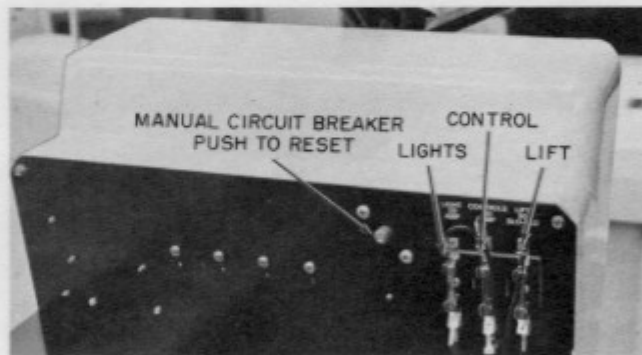


Figure 17. Fuses and Manual Circuit Breaker (Typical)

ditions that could damage the circuits or components, and they remove power to the circuits under such conditions. After a short interval of time, these breakers either automatically reclose or can be manually reset so that operation can be restored by following the normal starting procedure. Continue tripping is a signal to reduce the load, or to search for a fault such as jamming or maybe an electrical problem that requires dealer service. The automatic circuit breakers are located at or within the motors. (Manual-reset circuit breakers are used on some of the attachments, while the automatic types are used for others. See the specific attachment manual for additional information.)

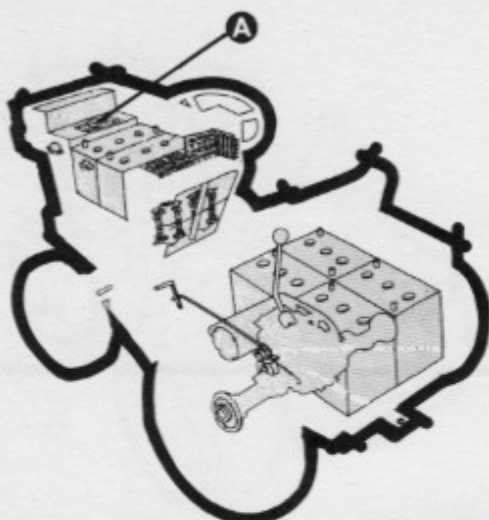
The circuit breaker located on the control panel next to the fuse block is used to protect the charging circuit as well as the accessory receptacle. This manual reset breaker operates on over-current conditions in a similar manner to the motor breakers, but, when tripped, *must be reset by pushing the red reset button* (Figure 17).

NOTE

The tractor power pack cannot be charged if this circuit breaker is open.

FUSES

The electric lift circuit (of models so equipped) is also protected by a 3AG30ASB fuse located in the fuse block under the hood (Figure 17). If the lift motor fails to operate, check this fuse and replace it if necessary with one of identical specifications. The center fuse in the same block protects the tractor control and PTO circuitry. If this fuse fails, the drive motor and PTO operated attachments will not function. It should be replaced only with a 3AG20A fuse. The third fuse in the block protects the light circuitry. This fuse should also be replaced with 3AG20A fuse if necessary.



POWER PACK CARE AND CHARGING

The power pack is like a tank of energy. When using the tractor, this energy is drained. The charger replaces the used energy by properly converting and metering electricity into the power pack. The charger is designed to restore full charge to the power pack after one cycle of operation. Under normal conditions, a full charge is nearly reached after 5 hours; however, the charger runs up to 19 hours to equalize cell voltages (when started on the "A" position. Older power packs require less charging time.) A full timed charge for cell equalization should take place at least once every five cycles.

The charger runs independently of the key switch. It is suggested that the key be removed to prevent unauthorized use of the tractor.

Charger Starting Positions (See Figure 18) **A**

The amount of charging the power pack needs is dependent on:

1. Accumulative number of hours of operation since the last charge.
2. Temperature of tractor storage area.
3. Age of the batteries.

The charger dial starting positions A through J vary the charging period from, very long at A, to about half as long at J, with numerous starting positions in between. The best indicator of the power pack's charging requirements is the amount of water to be added. If water must be added after one to three charges, the charger knob should be started at the next letter below that of the previous charge. The charger setting should not be varied more than one letter at a time, and two or more charges should be made before determining the need to use a new knob setting.

As the batteries age and go through more charging cycles, the charging period can be decreased.

As the temperature decreases, there is a need to *increase* the charge time. For example, a power-pack discharge to the same level will require as much as 50 percent more charge time for full recovery at 30F than at 70F. In very cold weather, the "A" position should be used for all charging.

It is better to overcharge (charge too long) than to undercharge *as long as* there is not a high loss of water during charting. See "Power Pack Watering" instructions on page 17.

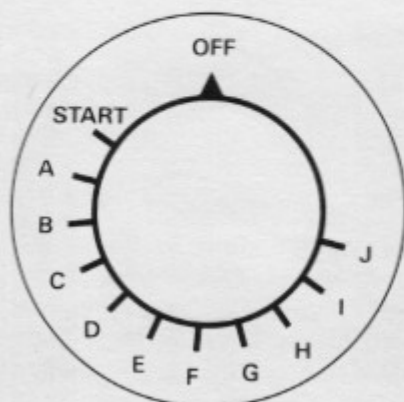


Figure 18. Charger Starting

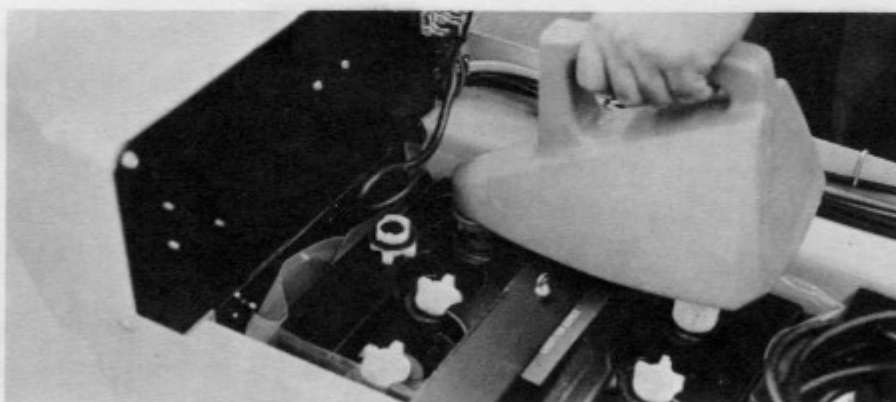


Figure 19. Power Pack Watering

CHARGING

A *deeply discharged* power-pack requires the charger to draw approximately 14 amperes from the 115-volt line receptacle. To prevent 15-ampere household fuses or circuit breakers from "opening" and interrupting power, it may be necessary to disconnect other appliances, tools, or lights from that circuit.

To start the charging operation, grasp both sides of the hood and lift upward. Plug the charger cord into any three-wire, grounded, 115-volt receptacle and turn the charger knob to the required position. The hood may be reclosed during charging by trailing the cord over the side of the tractor and carefully closing the hood.

When the power pack is fully charged, the charger shuts off automatically. It is *not* necessary to remove the plug from the house receptacle after completion of the charging cycle. However, the tractor charger may be unplugged at any time during or after the charging cycle if the tractor is needed.

The charger line cord is equipped with a standard three-prong plug which grounds the charger through the home electrical system. When a two-hole receptacle is available, an adapter must be used between the plug and receptacle, *with the ground lead permanently fastened to the ground screw on the outlet or other tested ground on your electrical system.*

WARNING

In older homes equipped with original electrical wiring, the receptacle cover plate screw may not provide a ground connection when used with an adapter plug. If there is any doubt concerning the ground of your receptacle, consult your dealer or a qualified electrician.

CAUTION

To prevent overcharging, the power pack should not be charged in an area where the temperature is above 110F.

POWER-PACK WATERING

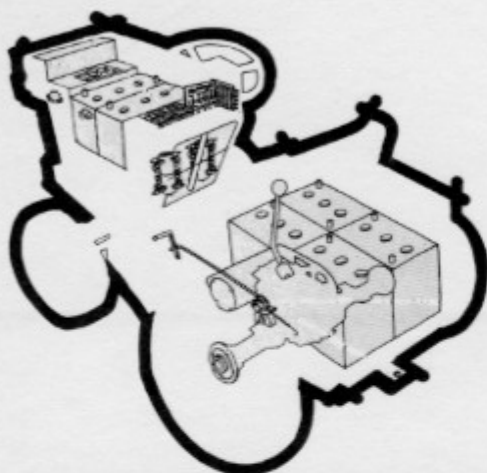
During the late stages of the charging cycle, there is a bubbling action or gassing process which allows some water in the electrolyte solution to evaporate. Remember that during this charging procedure *only water is lost*; so it is only necessary to *add water* to bring up the electrolyte level to the proper point. Normal tap water that is low to average in mineral content is satisfactory for use in the ELEC-TRAK power pack. Distilled water should be used where tap water is higher in minerals or sediment.

Water should be added only after the power pack is charged. The only exception to this rule is if the water level should fall below the perforated plates. Sufficient water should be added to bring the electrolyte level just above the plates. The system should then be charged, and if necessary additional water added *after* charging. (This is because the electrolyte expands during charging.)

Any electrolyte running out of the top of the cells is an obvious sign of overfilling. It is

WARNING

Power pack electrolyte can cause irritation of the skin and may damage clothing. Any contacted electrolyte should be immediately neutralized with a solution of baking soda and water, or washed thoroughly with soap and water.



POWER PACK CARE AND CHARGING

important that the electrolyte level be maintained above the perforated plates, but never above the indicator ring. Overfilling can result in dilution of electrolyte, which reduces capacity and lift of the power-pack. Overfilling can also cause corrosion where *spillage* of electrolyte occurs. (Your ELEC-TRAK tractor dealer has a self-metering battery filler available at a low cost.)

Under normal conditions, it only will be necessary to check the electrolyte approximately once per month. Use of the tractor in higher temperature locations or under very heavy use may require more frequent checks of the level. Also, after several years of use, it may be necessary to add water more often.

WARNING

The charging process evolves small amounts of hydrogen gas; therefore, normal precautions like those for gasoline refueling should be used whenever the ELEC-TRAK tractor is being charged. (No sparks or open flames near the tractor.) This gas concentration will not occur if there is free air circulation in the area where the tractor is stored or if the area is large so the concentration is reduced (i.e., a garage).

COLD WEATHER POWER PACK CARE

The efficiency of a power pack is somewhat less at lower temperatures. In order to obtain optimum performance of your ELEC-TRAK tractor during the winter months, and to properly care for the power pack when not in use, the following recommendations should be followed:

Tractor in Storage

1. Fully charge the power pack by setting the charger knob to the indicator mark appropriate

for the age of the power pack and letting the charger operate until it shuts off.

NOTE

Always be sure that the disconnect is in (engaged) when charging.

2. Add water to each cell of the power pack to the specified level as described in the previous section on power pack watering. It is important for best power pack care to be sure (a) that the perforated plates which may be seen through the filling holes are covered by the electrolyte level to a depth of 1/4 – 3/8-inch before charging, and (b) that the level is brought to the bottom of the indicator ring after charging. In this way, overfilling is prevented but sufficient water is assured.
3. The tractor may be stored in the cold, provided the power pack is charged. Discharged power-packs can freeze in cold temperatures unless recharged at once. The following table illustrates the relationship between amount of charge and freezing temperature of the electrolyte.

Amount of Charge	Freezing Temperature of Electrolyte
100%	-80F
75%	-42F
50%	-16F
25%	- 2F
10%	+ 7F

Self-discharge of the power-pack is practically non-existent below 40-degrees Fahrenheit, and if the tractor is not used, it can be stored for several months without attention in any temperature less than 40F.

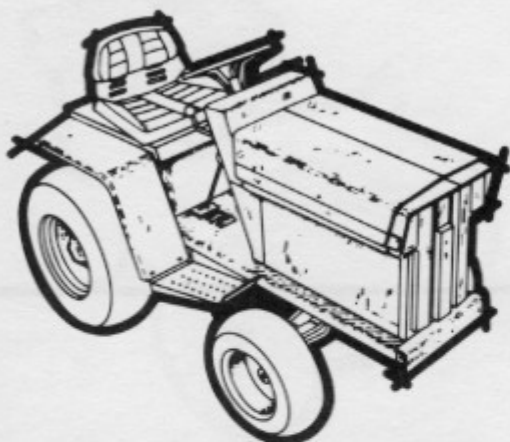
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4. If stored in a warm area above 40F, the tractor should be recharged and the water level in the power-pack checked and adjusted about once a month.
 5. After storage of more than four weeks, it is advisable to give the power pack an overnight charge before use.

Tractor in Use

1. Start the winter in good condition by following Steps 1 and 2 as previously outlined under Tractor in Storage.
2. Whenever possible, warm up the power pack by giving it another charge before using if cold-weather operation can be predicted. (The night of the snow storm if you plan to remove snow in the morning.)

3. Do not let the power pack stay discharged in cold weather. As soon as the work is completed, recharge the power pack. If idle time occurs between start and finish, plug the charger into an outlet and let the power pack charge while you are not using the equipment, even if for only a few minutes. (This is helpful in *any* weather to give additional range and performance.)
4. There is little danger of overcharging the power-pack when it is cold, so extra charging in the winter is advisable when the use is expected within the next 24 to 36 hours.

MAKE IT A HABIT!
REMOVE KEY • PLUG IN • START CHARGER



SERVICE AND MAINTENANCE

The ELEC-TRAK tractor design reduces your lubrication requirements tremendously, since the electric motors are permanently lubricated and there are no clutches, idler pulleys or mower bearings to be greased.

Several high-friction points do require periodic lubrication to prolong life and give maximum operating satisfaction.

AFTER EACH 100 OPERATING HOURS – OR EVERY 6 MONTHS

After 100 operating hours, the transaxle filler plug should be removed and the fluid level checked (See Figure 20). The oil level should be to the bottom edge of the filler hole. If necessary, replenish with approved axle fluid only, i.e., SAE EP90.

Twice a year, or every 100 operating hours, the front spindles, the front-wheel bearings and the front-axle main pivot pin should be greased with a hand grease gun using a No. 2 multipurpose lithium grease (See Figure 21). Pump the gun until dirt and old grease are flushed out and wipe all surfaces clean.

All linkages and bearings should be oiled with a heavy-duty (No. 30) machine oil. Major points to be oiled regularly include:

1. Brake-pedal shaft and linkage connections.
2. Hood and seat hinges.
3. Attachment mountings pins.
4. Front lift spool and gears.

Prevent dirt and dust accumulation, by wiping away all excess oil.

These lubrication intervals are meant to be a guide only. If the tractor is subjected to abnormal environmental conditions or greater-than-average use, the frequency of lubrication as well as other preventive maintenance measures should be adjusted accordingly.

VISUAL INSPECTION

Periodic inspection of the tractor is an important preventive maintenance measure. Make it a habit to visually check for loose fastening devices or any evidence of abnormal operation. Regular cleaning and polishing of exterior surfaces will give greater satisfaction in owning and operating the

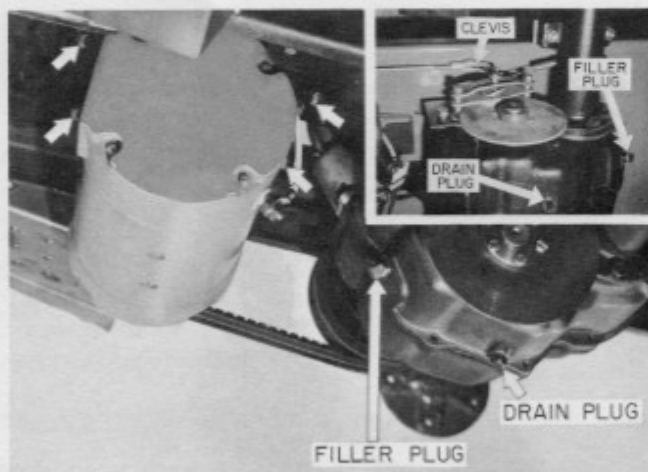


Figure 20. Brake, Transaxle, and Motor Mounting

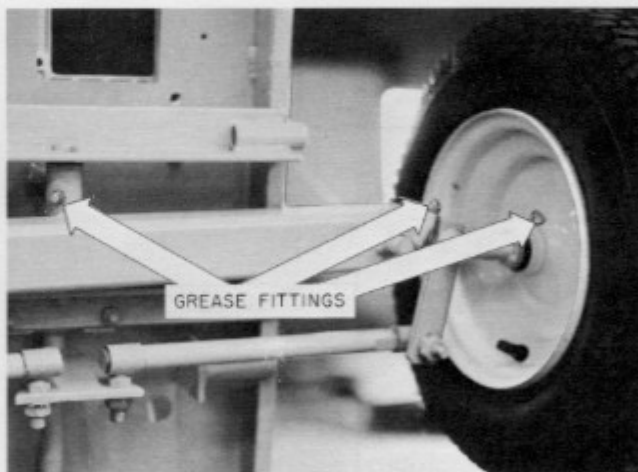


Figure 21. Front-End Grease Fittings

ELEC-TRAK tractor and will enhance resale or trade-in value.

Adjustments, inspections, and maintenance procedures on both the tractor and attachments should be performed at regular intervals to assure trouble-free, economical operation.

POWER PACK

In addition to power pack charging and watering as outlined, other services may be performed to give more desirable service.

Check the electrolyte level in the power pack monthly. Add water only if necessary. To protect your warranty, no addition of electrolyte should be done, except by your dealer.

City tap water or water of a low to average mineral content is acceptable for refilling. To prevent contamination of water and overfilling, use the recommended ELEC-TRAK water-filling jug available from your dealer.

It pays to keep the power pack covers clean. Removal of accumulations of dirt, grass clippings, and so forth will assure optimum electrical system performance. An occasional wiping with wet paper toweling is usually sufficient, or the power-pack can be flushed off with water which will drain out at bottom of tractor.

Power pack terminals should be checked by your dealer for coating protection at least every two years.

CAUTION

For personal and equipment protection, always unplug charger and keep dry when cleaning and flushing power pack surfaces.

DRIVE ASSEMBLY

Power is transmitted from the drive motor to the transaxle through a heavy-duty, direct-coupled

belt(s). The belt(s) should be kept free of grease, oil, and electrolyte, and dressings and should be checked occasionally for tightness to assure best performance.

If the belt(s) becomes contaminated, it should be wiped with a clean cloth. Any belt slippage is due to a wet belt or loose adjustment. If belt(s) becomes wet and slips, temporarily select a lower speed range (higher torque) until the belt dries, and then resume normal operation.

BELT ADJUSTMENT

With the belt(s) properly adjusted, a 10-pound force will deflect a belt approximately 1/4 inch.

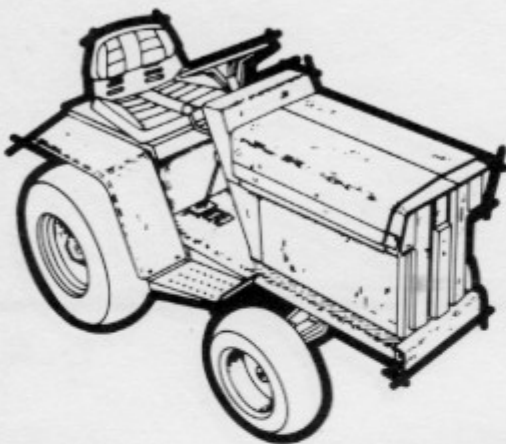
If increased tension is required, proceed as follows:

1. Loosen the four carriage bolts holding the motor plate. Insert a 1/4-inch wedge under the forward (rear on E12M model) part of the motor plate, and retighten bolts finger tight (See Figure 20).
2. With belts in place, force the motor mounting plate away from the transaxle as far as possible. Tighten the two carriage bolts nearest the transaxle.
3. Remove the 1/4-inch wedge, and tighten the remaining two carriage bolts.
4. Recheck belt tension as outlined.

If it becomes necessary to replace one belt, it is recommended that both belts be replaced so drive power is shared equally.

TIRES AND WHEELS

Proper tire inflation pressure is an important factor in determining tire life. Pressures should be checked and corrected, if necessary, on a monthly basis according to the following table.



SERVICE AND MAINTENANCE

Tire Inflation	Soil	Hard Surface
Front	10-15 psi ⁽¹⁾	15-28 psi ⁽²⁾
Rear	8-10 psi	10-24 psi

Pressure measurement should be made with a low-pressure gage which can be purchased from your dealer.

Use with chains requires the lowest pressures for smoothest ride and maximum traction.

Stumps, holes, and sharp objects should be avoided, and any cuts occurring in the tires should be repaired immediately or tire life will be reduced.

The rear wheels are factory-assembled in their narrow tread configuration. (See Figure 22.) For greater safety when operating on hillsides, tread width may be increased by *reversing* the wheels on the hubs. (Remove and reinstall like changing an auto tire.)

BRAKE AND PARKING BRAKE

A fully depressed brake pedal or an engaged parking brake should prevent the tractor from rolling on average hillsides. If the brake does not perform satisfactorily, the following adjustment may be made: (See Figure 20).

1. Block the front wheels and move the range selector to neutral.
2. Jack tractor under rear axle with safety-approved jack.
3. Remove the rear wheel on the brake side of the transaxle.

- (1) Lower pressure will soften the ride and improve traction.
- (2) The higher tire pressure will decrease rolling resistance and extend use range on paved or other hard surfaces. (This does not apply to use with chains on hard surfaces.)

4. Remove the cotter pin from the brake clevis pin.
5. Remove the brake clevis pin.
6. Rotate the brake clevis to shorten the brake linkage. Shorten until the brake drags (test by manually rotating the brake disk); then, back off one-half turn at a time until brake drag is eliminated. The clevis and clevis pin must be temporarily reinstalled to check brake drag.
7. Reinstall the clevis, clevis pin, and cotter pin on the brake actuating lever.
8. Reinstall the wheel and test the brake function, and remove jack.

BRAKE SWITCH

Proper brake switch adjustment causes the drive motor to shut off when the brake is depressed to 1/4 inch from its bottom stop. (See Figure 23.)

If adjustment is necessary, locate the brake switch mounted on the underside of the frame

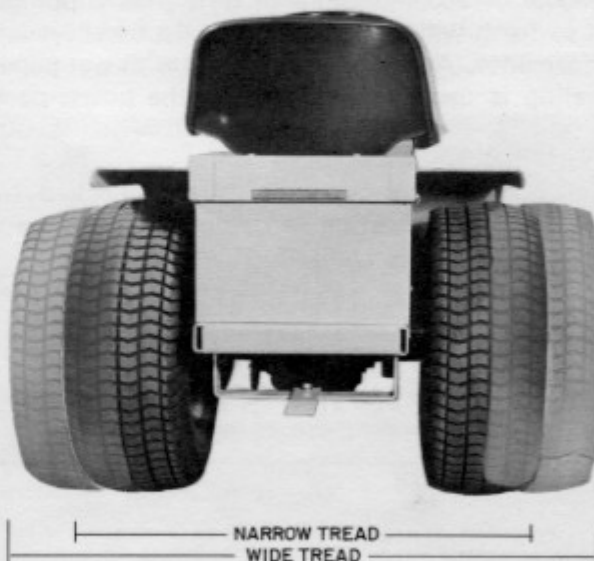


Figure 22. Rear Tread Configurations

immediately to the right of the brake pedal. Notice that the switch is actuated when its lever arm is deflected as the brake pedal is depressed. During this actuation, the lever arm rides on a shoulder bolt mounted on a slotted pawl. It is this bolt that must be repositioned in the slot to adjust the drive motor/brake cut off point. After adjustment is made, check the cut off point and readjust if necessary.

STEERING ASSEMBLY

The front axle and steering system of the ELEC-TRAK tractor are extremely rugged. Toe-in, and steering gear and linkage are carefully adjusted at the factory and should require no additional adjustments in normal service, barring improper operation. If any service becomes necessary, contact your dealer.

USE OF CHAINS

The use of chains on the rear tires will be found helpful on loose or soft surfaces, and particularly when using the snowthrower which, when lifted, counterbalances some of the weight off the rear

wheels. When chains are used, locate the rear wheels on the hubs so that they are at the widest spacing. (The wheel rims can be bolted to the hubs with most of the width of the tire to the inside, under the fender; or can be flipped over with more of the width to the outside, leaving approximately four inches space between the tire and the tractor frame) This wide track also improves stability for snow removal service. If wheels are removed to obtain wide setting, assemble chains while the wheel is off. If wheels are already set wide, chains may be assembled in the normal manner with the wheels left in place. Do not allow excess chain to rub or contact the tractor body or frame.

STORAGE

In outside storage, in snowy or rainy weather, your tractor should be covered or placed under a roof to give better protection and maintain performance and life of the equipment. Storage covers which are custom tailored for your ELEC-TRAK tractor and rotary mower are available from your dealer.

Seasonal storage requires a minimum of preparation. The steps to be performed are as follows:

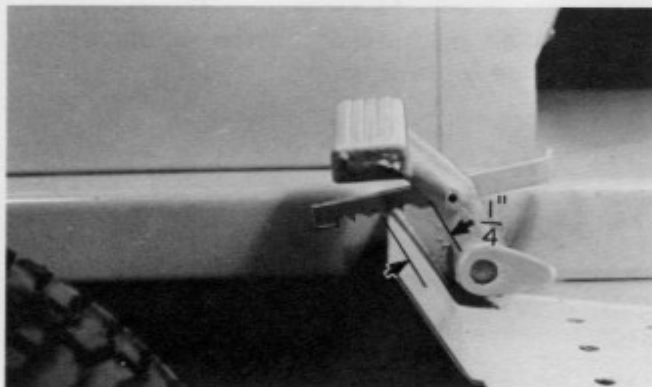


Figure 23. Brake Switch Adjustment

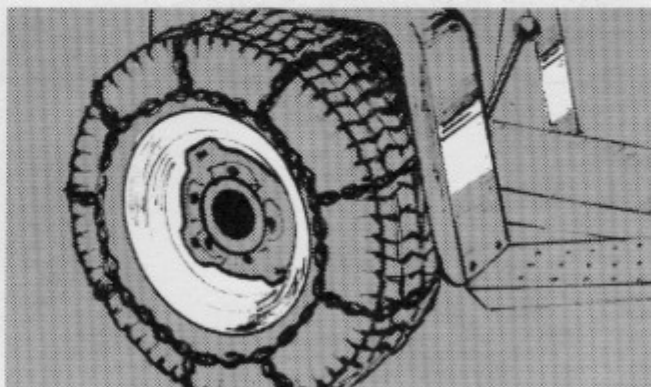
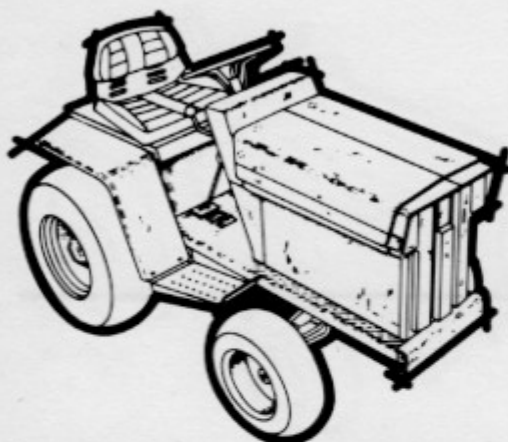


Figure 24. Use of Chains



SERVICE AND MAINTENANCE

1. Wherever possible, store the tractor in a cool, dry, weather-protected area or cover it with the approved storage cover.
2. Clean the power pack covers, if necessary, as outlined on Page 21.
3. Plug the charger into approved receptacle and start charger operation. Insure proper water level after first day (24 hours). (See Page 17.)
4. Lubricate the tractor and wipe oil on any parts that may be affected by rust.
5. Leave the charger plugged in for the duration of the storage period *and recycle its operation monthly.*

The charge retention (without using additional electricity for recharging) of the power pack can be extended considerably if stored in a very cool place. Lower temperatures slows the self-discharge. At temperatures below 40F, virtually no self discharge occurs.

NOTE

At temperatures below 32F, the full-charge state must be maintained to prevent the cell electrolyte from freezing, which may result in permanent damage to power pack.

PERIODIC SERVICE CHART

Service	Monthly	Every 100 Operating Hrs.
Check power-pack water level	X	X
Check Brake adjustment*		X
Check tire pressures	X	
Check drive belt Adjustment		X
Check transaxle oil level		X
Clean power pack top surfaces if necessary		X
Check fasteners and connectors for tightness		X
Grease wheels, spindles and steering assembly	If not stored under cover ↓	X
Oil exposed moving parts — brake pedal, hinges, etc.		X
Clean and recoat power pack terminals		At least every 2 years

* When used on hilly or uneven terrain or for hauling loads, check daily.



SPECIFICATIONS

	E-12M	E-14	E-16	E-20
Width	35 inches	35 inches	36 inches	39 inches
Length (Overall)	72.5 inches	69 inches	69 inches	69 inches
Height (Overall)	42 inches	42 inches	42 inches	42 inches
Weight	825 lbs.	800 lbs.	855 lbs.	895 lbs.
Turning Radius (Inside)	62 inches	47 inches	47 inches	47 inches
Frame	Unitized	Unitized	Unitized	Unitized
Accessory Outlet	Std.	Std.	Std.	Std.
Brake	Disc	Disc	Disc	Disc
Front Tires	4.80 x 8	4.80 x 8	4.80 x 8	6.50 x 8
Rear Tires	8.50 x 12	8.50 x 12	9.50 x 12	10.50 x 12
Seat	Deep Foam cushion	Molded Foam	Molded Foam	Molded Foam
Power Pack	36 Volt Std.	36 Volt H.D.	36 Volt H.D.	36 Volt H.D.
Speed Control	Hand Control	Hand Control	Hand Control	Foot Control
Speed Positions	3 Forward 2 Reverse	3 Forward 2 Reverse	7 Forward 3 Reverse	7 Forward 3 Reverse
Transaxle	3-speed ranges	4-speed ranges	4-speed ranges	4-speed ranges
Transaxle Oil Capacity	3 US pints	3 US pints	4 US pints	4 US pints
Cruise Control	Not Available	Not Available	Not Available	Standard
Lift	Hand Lever	Electric	Electric	Electric



DEALER SET-UP AND DELIVERY CHECK LIST

1. Check wiring connections for tightness prior to delivery.
 - A. Power Resistor ☐
 - B. Lower Control Panel ☐
 - C. Upper Control Panel ☐
 - D. Drive Motor ☐
 - E. Wires tied away from power resistor ☐
2. Power Pack
 - A. Trays and poly bags installed ☐
 - B. Batteries tightly connected ☐
 - C. Protective grease on battery terminals ☐
 - D. Electrolyte level 1/4 – 3/4 inch above perforated plates ☐
 - E. Covers and clamps installed ☐
 - F. Spacer between battery and control panel ☐
3. Lift (Test with attachment mounted)
 - A. Up ☐
 - B. Down ☐
4. Headlight and Dash Light – On and Off ☐
5. Speed Control

With the range selector in neutral, check, forward and reverse for the proper number of speeds as indicated in the Use and Care Manual Specification Chart. ☐

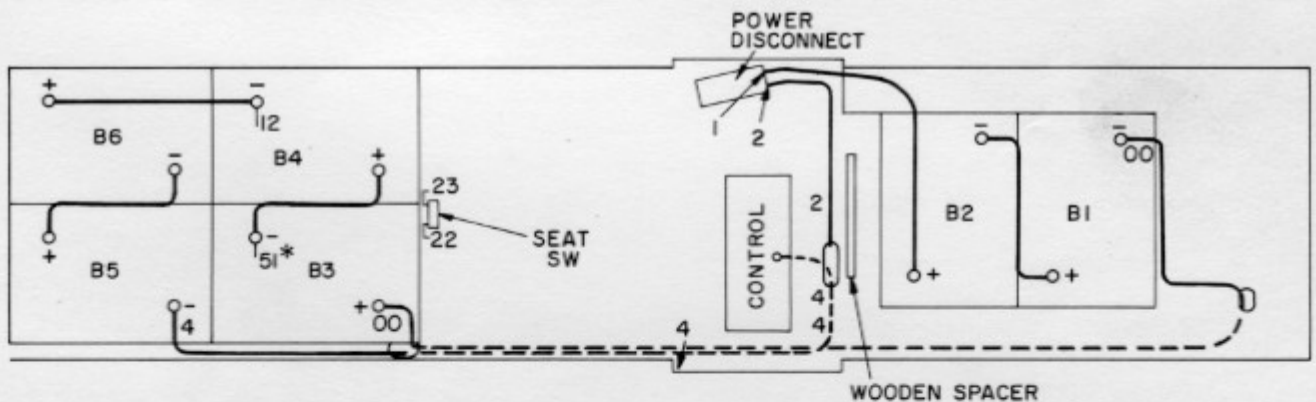
Note: The power use gage should not be in the red zone in any operating speed; although initial motor starting will normally deflect the meter to full scale momentarily. Cold weather may cause high currents until the tractor runs for a short period of time.
6. Seat switch safety shutoff – Restart the drive motor and PTO as outlined in Use and Care Manual. ☐
7. Key shutoff (Same test as seat switch). ☐
8. Start the charger and check for an increase in fuel level gage reading. ☐
9. Check for oil leaks around the transaxle and oil level. ☐
10. Check the brake switch shutoff adjustment. The drive motor should shut off when the brake pedal is 1/4 inch from the footrest. ☐
11. Adjust the tire pressure to: 15# front ☐ 10# rear ☐
12. Grease the spindles, front wheels and pivot pin. ☐
13. Oil the brake pedal shaft and lift assembly. ☐
14. Charge the batteries upon receipt and before delivery. ☐
15. Complete the Delivery Cards and mail Copy 1. ☐



BATTERY INSTALLATION

Instructions:

1. Lay the tray so that the drain holes line up.
2. Unfold the poly bag and place the spacers as required.
3. Set in the batteries and make a tight connection as shown.
4. Coat all terminals with battery grease.
5. Install the covers and hold downs.
6. Check the power-pack for the proper voltage.
7. Charge the batteries to SPG of 1.250 – 1.260 before initial use.



A tractor service manual specially prepared for those homeowners who would like to service their own tractors will be available in January, 1974 for \$5.95 a copy. To order, fill in the card below, and mail it, together with your check or money order, to:

GENERAL ELECTRIC CO., U.S.A.
Outdoor Power Equipment Operation
702 Corporations Park
Schenectady, New York 12345, U.S.A.
Attn: Product Service

Please send me _____ copies of the ELEC-TRAK tractor Homeowner's Service Manual at \$5.95. My payment is enclosed.

Name _____

Address _____

City _____ State _____ Zip _____

Signature _____



TROUBLESHOOTING CHECK LIST

Indication	Possible Causes
Drive motor does not rotate and Fuel Level Gage does not indicate	<ul style="list-style-type: none"> ● Control fuse open. ● Power Disconnect disengaged. ● Circuit Breaker opened.
Drive motor does not rotate and Fuel Level Gage indicator is upscale.	<ul style="list-style-type: none"> ● Key switch not "ON". ● Parking brake engaged. ● Momentarily return speed control to neutral, then restart. ● Check connections on either brake or seat safety switches.
Reduced tractor range.	<ul style="list-style-type: none"> ● Charger not turned to proper "start" setting. ● Brake dragging. Check adjustment. ● Check water level in power pack. ● Check drive belts for slipping. ● Underinflated tires. ● Improper range selection (power use gage reading high). ● Corroded battery terminals.
Power Pack not charging.	<ul style="list-style-type: none"> ● Power disconnect disengaged. ● Circuit breaker opened. Reset manually. ● 115-volt line receptacle inoperative due to open household fuse or circuit breaker. ● Failure to turn charger knob to start position. ● Corroded battery terminals.
Lights inoperative.	<ul style="list-style-type: none"> ● Light fuse open. ● Bulbs burned out.
Lift inoperative. (Electric lift models)	<ul style="list-style-type: none"> ● Lift fuse open. ● Lift motor connections loose. ● Circuit breaker open, wait briefly for automatic reset.
PTO equipment inoperative, but other circuits operative.	<ul style="list-style-type: none"> ● Sit on tractor seat, turn key switch to "ON", turn PTO switch to "OFF", then "On". ● Check attachment plug-in.
Accessory tools inoperative.	<ul style="list-style-type: none"> ● Power disconnect disengaged. ● Circuit breaker open. Reset manually. ● Check tool plug-in for loose connection.
Inadequate Braking Power	<ul style="list-style-type: none"> ● Adjust brake — See page 22.
Cruise control does not engage. (E 20 only)	<ul style="list-style-type: none"> ● Proper forward speed (cruise light on) not attained or passed before cruise switch is pressed. ● Cruise switch released before foot speed control.
Cruise control lamp does not light. (E 20 only)	<ul style="list-style-type: none"> ● Bulb burned out.

TRACTOR WARRANTY

General Electric Company warrants that it will repair or replace without charge, f.o.b. factory, including cost of parts and labor for replacement, any part of the ELEC-TRAK garden tractor, mower, snow thrower, and dozer blade attachments with which this warranty is furnished which proves to be defective in material or workmanship within 12 months in ordinary home use (3 months if in commercial or institutional use) following the date of sale to the original purchaser for use. This warranty does not apply to the power pack, which is separately warranted and offers additional replacement coverage. These warranties do not apply to any repair or replacement made necessary by special user applications not recommended by General Electric or improper use or maintenance, or by abuse or accidental damage.

The foregoing warranty states the entire obligation of General Electric Company with respect to said products and is in lieu of any and all other warranties, express or implied. NO WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE SHALL APPLY. IN NO EVENT WILL THE COMPANY BE LIABLE FOR INDIRECT OR CONSEQUENTIAL DAMAGES.

POWER PACK WARRANTY

General Electric Company warrants that it will replace without charge, f.o.b. factory, any individual ELEC-TRAK garden tractor power pack unit with which this warranty is furnished if it fails because of defects in material or workmanship within 24 months in ordinary home use (six months in commercial or institutional use) following the date of sale *to the original purchaser* for use. After 24 months in home use, but within 60 months following the date of such sale a power pack will be replaced at a pro rata service charge equal to 1/60th of the list price for replacement units multiplied by the number of months which have elapsed from the date of original purchase to the date of failure. Labor and service call charges during the first 12 months in ordinary home use (3 months if in commercial or institutional use), will be covered as stated in the tractor warranty. Service calls and labor after the first 12 months are the responsibility of the owner. This warranty does not apply to any replacement made necessary by improper use or maintenance, or by abuse or accidental damage. A replacement unit will carry the above 24 month warranty and thereafter will be considered to be installed on the same date as the other units in the power pack for pro rata adjustment.

The foregoing warranty states the entire obligation of General Electric Company with respect to said products and is in lieu of any and all other warranties, express or implied. NO WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE SHALL APPLY. IN NO EVENT WILL THE COMPANY BE LIABLE FOR INDIRECT OR CONSEQUENTIAL DAMAGES.

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