# CONTENTS

Specifications

Chapter 1: Safety

SAFETY LABELS

GENERAL SAFETY MEASURES

OPERATING PRECAUTIONS

STARTING ENGINE

BEFORE STARTING

TRANSPORTATION

BATTERY

TOWING

MAINTENANCE PRECAUTIONS

Chapter 2: Model identification and orientation:

East Wind TRACTOR QUICK REFERENCE GUIDE

DAILY PRE-START CHECKS

Chapter 3: Running in

3.1 ENGINE RUN-IN WITHOUT LOAD

3.2 STOPPING THE ENGINE

3.3 DOZER –NO LOAD

3.4 RUN-IN DOZER - LOADER

3.5 30Hr RUN-IN SERVICE

Chapter 4: Dozer Operation

4.1 PRE-START CHECKS

4.2 STARTING AND STOPPING

4.3 DRIVING

4.4 STEERING / BRAKES

4.5 CHECK DURING DRIVING

4.6 CONTROL AND USAGE OF DOZER’S WORKING DEVICES

Chapter 5: Service Schedule

TECHNICAL MAINTENANCE OF DOZER

DAILY CHECKS

30 HOUR 1ST SERVICE

50 HOUR INTERNAL SERVICE

100 HOUR INTERNAL SERVICE

250 HOURLY MAJOR INTERNAL SERVICE

1000 HOURLY MAJOR SERVICE

MAINTENANCE CHECK LIST
### Chapter 6: Mechanical Adjustment
- 6.1 CLUTCH 49
- 6.2 ADJUSTMENT OF CLUTCH 50
- 6.3 STEERING CLUTCH & BRAKE 51
- 6.4 TRACK ADJUSTMENT 52

### Chapter 7: Trouble Shooting
- 7.1 CLUTCH 53
- 7.2 GEARBOX/RANGE BOX 53
- 7.3 BRAKE 54
- 7.4 STEERING CLUTCH 54
- 7.5 HYDRAULIC SYSTEM 58
- 7.6 ELECTRICAL SYSTEM 55

### Appendix
- APPENDIX 1. INDICATION OF LUBRICATION POINTS 56
- APPENDIX 2. HYDRAULIC SYSTEM 57
- APPENDIX 3. ELECTRICAL SYSTEM 58
- APPENDIX 4. MULTI FARM 1 OIL 59
- APPENDIX 5. DURO HYDRAULIC OILS 60
- APPENDIX 6. ATF DEX 10W 61
- APPENDIX 7. WARRANTY FLOW CHART 62
- APPENDIX 8. MAINTENANCE SERVICE RECORD 63

**DOZER INDUCTION CERTIFICATE** 65
**PRE-DELIVERY SERVICE** 67
Specifications

1. Dimensions of Tractor

<table>
<thead>
<tr>
<th>Items</th>
<th>Model</th>
<th>YCT356S-S</th>
<th>YCT356S-SL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall length (with blade or loader) (mm)</td>
<td></td>
<td>2960</td>
<td>3300</td>
</tr>
<tr>
<td>Overall length (no blade or loader) (mm)</td>
<td></td>
<td>2200</td>
<td>2200</td>
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<tr>
<td>Overall width (with straight blade) (mm)</td>
<td></td>
<td>1750</td>
<td>1550</td>
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<tr>
<td>Overall width (no blade or loader) (mm)</td>
<td></td>
<td>1440</td>
<td>1440</td>
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<tr>
<td>Overall height to top of ROPS (mm)</td>
<td></td>
<td>2200</td>
<td>2200</td>
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<tr>
<td>Ground contact length (mm)</td>
<td></td>
<td>1425</td>
<td>1625</td>
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<tr>
<td>Track gauge (mm)</td>
<td></td>
<td>1150</td>
<td>1150</td>
</tr>
<tr>
<td>Shoe width (mm)</td>
<td></td>
<td>290</td>
<td>290</td>
</tr>
<tr>
<td>Ground clearance (mm)</td>
<td></td>
<td>240</td>
<td>240</td>
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<tr>
<td>Operating weight (kg)</td>
<td></td>
<td>3130</td>
<td>3300</td>
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</table>

2. Six-action blade (YCT356S-S)

<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
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<tbody>
<tr>
<td>Height of blade (mm)</td>
<td>675</td>
</tr>
<tr>
<td>Lift height of blade (mm)</td>
<td>500</td>
</tr>
<tr>
<td>Max. digging depth of blade (mm)</td>
<td>80</td>
</tr>
<tr>
<td>Blade capacity</td>
<td>0.67 m³</td>
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</table>

3. 4 in 1 front loader (YCT356S-SL)

<table>
<thead>
<tr>
<th>Item</th>
<th>Value</th>
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<tbody>
<tr>
<td>Rated loading capacity</td>
<td>550Kg</td>
</tr>
<tr>
<td>Volume of the bucket</td>
<td>0.26 m³</td>
</tr>
<tr>
<td>Bucket dump height</td>
<td>2200 mm</td>
</tr>
<tr>
<td>Dumping distance</td>
<td>550 mm</td>
</tr>
<tr>
<td>Bucket lifting angle</td>
<td>45°</td>
</tr>
<tr>
<td>Bucket tilt angle</td>
<td>48°</td>
</tr>
<tr>
<td>Bucket deep</td>
<td>100 mm</td>
</tr>
<tr>
<td>Working pressure</td>
<td>16 MPa</td>
</tr>
<tr>
<td>Loader Lifting time</td>
<td>7s</td>
</tr>
<tr>
<td>Loader descend time</td>
<td>&lt;4s</td>
</tr>
</tbody>
</table>
### Specifications

<table>
<thead>
<tr>
<th>Specifications</th>
<th>YCT356S-S</th>
<th>YCT356S-SL</th>
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<tbody>
<tr>
<td>Service weight (kg)</td>
<td>2790</td>
<td>3300</td>
</tr>
<tr>
<td>Max. draw bar pull (kg)</td>
<td>2350</td>
<td>2790</td>
</tr>
<tr>
<td><strong>Engine</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Type</td>
<td>In-line, water-cooling, swirl chamber</td>
<td></td>
</tr>
<tr>
<td>No. of Cylinder</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>Cylinder Bore</td>
<td>85mm</td>
<td></td>
</tr>
<tr>
<td>Piston Stroke</td>
<td>95mm</td>
<td></td>
</tr>
<tr>
<td>Displacement</td>
<td>2.16L</td>
<td></td>
</tr>
<tr>
<td>Aspiration</td>
<td>Natural</td>
<td></td>
</tr>
<tr>
<td>Max. power</td>
<td>25.7kw@2350rpm</td>
<td></td>
</tr>
<tr>
<td>Max. torque</td>
<td>120Nm@1650rpm</td>
<td></td>
</tr>
<tr>
<td>Fuel</td>
<td>Diesel</td>
<td></td>
</tr>
<tr>
<td>Fuel consumption</td>
<td>≤264g/kWh</td>
<td></td>
</tr>
<tr>
<td>Lubrication means</td>
<td>Full pressure by rotary pump</td>
<td></td>
</tr>
<tr>
<td><strong>Transmission</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clutch</td>
<td>Single dry disk diaphragm-spring clutch 10&quot;, pedal control</td>
<td></td>
</tr>
<tr>
<td>Gearbox</td>
<td>2-shaft, sliding gear shift, 8fwd+2rev</td>
<td></td>
</tr>
<tr>
<td>Main drive</td>
<td>Spiral bevel gear</td>
<td></td>
</tr>
<tr>
<td>Final drive</td>
<td>Externally meshed spur gear</td>
<td></td>
</tr>
<tr>
<td><strong>Brake and steering</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(interconnected)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>steering clutch</td>
<td>Dry ceramic-metallic multi disk clutch</td>
<td></td>
</tr>
<tr>
<td>brakes</td>
<td>Brand brakes controlled by pedals</td>
<td></td>
</tr>
<tr>
<td><strong>Undercarriage system</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Undercarriage frame</td>
<td>Semi-rigid</td>
<td></td>
</tr>
<tr>
<td>Track rollers (each side)</td>
<td>5+2</td>
<td></td>
</tr>
<tr>
<td>Tension device</td>
<td>Helical spring, adjusted by screw</td>
<td></td>
</tr>
<tr>
<td>Number of shoes</td>
<td>43 (pitch=109mm)</td>
<td></td>
</tr>
</tbody>
</table>
## Specifications

<table>
<thead>
<tr>
<th>Hydraulic blade</th>
<th>Gear Pump</th>
<th>CBN-E314L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rated capacity</td>
<td>29.4 lpm (depend on the rotation speed of engine)</td>
<td></td>
</tr>
<tr>
<td>Rated pressure of relief valve</td>
<td>16MPa(2230psi)</td>
<td></td>
</tr>
<tr>
<td>Control valve</td>
<td>4-spool</td>
<td></td>
</tr>
<tr>
<td>Blade control</td>
<td>Lift: raise, hold, lower, float</td>
<td></td>
</tr>
<tr>
<td>Angle: right, hold, left</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tilt: right, hold, left</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blade lift cylinder bore X stroke / number</td>
<td>Double action 50mm X 285mm / 2</td>
<td></td>
</tr>
<tr>
<td>Blade angle cylinder bore X stroke / number</td>
<td>Double action 63mm X 280mm / 2</td>
<td></td>
</tr>
<tr>
<td>Blade tilt cylinder bore X stroke/ number</td>
<td>Double action 63mm X 50mm / 1</td>
<td></td>
</tr>
<tr>
<td>Hitch control by 1 level</td>
<td>Raise, hold, lower(float)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Rear 3-point linkage system</th>
<th>Lift ram</th>
<th>Double action external ram</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lift capacity @hitch point</td>
<td>7350Nm (750 Kg)</td>
<td></td>
</tr>
<tr>
<td>Lifting height at hitch point:</td>
<td>720mm</td>
<td></td>
</tr>
<tr>
<td>Type of hitch</td>
<td>Rear 3-point, category I</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Electrical system</th>
<th>Voltage</th>
<th>12V</th>
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</thead>
<tbody>
<tr>
<td>Alternator</td>
<td>200W</td>
<td></td>
</tr>
<tr>
<td>Starter</td>
<td>3KW</td>
<td></td>
</tr>
<tr>
<td>Battery(free maintenance)</td>
<td>110Ah</td>
<td></td>
</tr>
<tr>
<td>Front head light / number</td>
<td>55W / 2</td>
<td></td>
</tr>
<tr>
<td>Rear lamp / number</td>
<td>55W / 2</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Power take-off</th>
<th>Type</th>
<th>Mechanical, dependent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two rotary speeds</td>
<td>540rpm @engine 1812rpm</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1000rpm @engine 1772 rpm</td>
<td></td>
</tr>
<tr>
<td>Shaft diameter</td>
<td>35mm (1 3/8”), 6 splines</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Service capacity</th>
<th>Fuel</th>
<th>28 L</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine oil sump</td>
<td>7.5 L</td>
<td></td>
</tr>
<tr>
<td>Gearbox</td>
<td>14 L</td>
<td></td>
</tr>
<tr>
<td>Hydraulic system</td>
<td>44 L</td>
<td></td>
</tr>
<tr>
<td>Coolant</td>
<td>9 L</td>
<td></td>
</tr>
<tr>
<td>Final drives (each)</td>
<td>2.5 L (Total 5 L)</td>
<td></td>
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</tbody>
</table>
Chapter 1: Safety

**WARNING**
Please read and make sure that you fully understand the precautions described in this manual and the safety labels on the machine. When operating or servicing the machine, always follow these precautions.

SAFETY LABELS
The following warning signs and safety labels are used on this machine.

- Be sure that you fully understand the correct position and content of labels.
- To ensure that the content of labels can be read properly, be sure that they are in the correct place and always keep them clean. When cleaning them, do not use organic solvents or petrol. These may cause the labels to peel off.
- There are also information labels. Handle those labels in the same way.
- If the labels are damaged, lost, or cannot be read properly, replace them with new ones. For details of the part numbers for the labels, see this manual or the actual label, and place an order with your Hanmey distributor.

POSITIONS OF SAFETY STICKERS
SAFETY LABELS

(1) Precautions for operation, inspection and maintenance  
(2010MD5001)

(2) Precautions when travelling in reverse  
(2010MD5002)

(3) Precautions for high-temperature cooling water  
(2010MD5004)
(4) Precautions for high temperature oil

(6) Caution for battery cable

(7) Caution for battery

(8) Caution for engine running
(9) Caution for approaching when the machine is moving

(10) Prohibiting jump start

(11) Pedal Operation Instructions

- Engage left or right steer pedals to turn
- Engage all 3 pedals to stop
- Engage all 3 pedals to select range, gear or PTO
- If brake pedals have been engaged without clutch and a gear change is required on steep ground:
  - Select neutral (can be done without clutch)
  - Engage park brake while applying pressure to both brake pedals
  - Release left brake pedal only enough to reach clutch pedal
  - Engage clutch and brakes (push on all 3 pedals)
  - Select gear
GENERAL SAFETY MEASURES

SAFETY RULES
● Only trained and authorized personnel can operate and maintain the machine.
● Follow all safety rules, precautions and instructions when operating or performing maintenance on the machine.
● If you are under the influence of alcohol or medication, your ability to safely operate or repair your machine may be severely impaired putting yourself and everyone else on your jobsite in danger.
● When working with another operator or with people on worksite traffic duty, be sure that all personnel understand all hand signals that are to be used.

IF ABNORMALITIES ARE FOUND
If you find any abnormality in the machine during operation or maintenance (noise, vibration, smell, incorrect gauges, smoke, oil leakage, etc., or any abnormal display on the warning devices or monitor), report it to the person in charge and have the necessary action taken. Do not operate the machine until the abnormality has been corrected.

CLOTHING AND PERSONAL PROTECTIVE ITEMS
● Do not wear loose clothing and accessories. There is a hazard that they may catch on control levers or other protruding parts.
● If you have long hair and it hangs out from your hard hat, there is a hazard that it may get caught up in the machine, so tie your hair up and be careful not to let it get caught.
● Always wear a hard hat and safety boots. If the nature of the work requires it, wear safety glasses, mask, gloves, ear plugs, and safety belt when operating or maintaining the machine.
● Check that all protective equipment functions properly before using it.

FIRE EXTINGUISHER AND FIRST AID KIT
Always follow the precautions below to prepare for action if any injury or fire should occur.
● Be sure that fire extinguishers have been provided and read the labels to ensure that you know how to use them in emergencies.
● Carry out periodic inspection and maintenance to ensure that the fire extinguisher can always be used.
● Provide a first aid kit at the storage point. Carry out periodic checks and add to the first aid kit if necessary.

SAFETY FEATURES
● Be sure that all guards and covers are in their proper position. Have guards and covers repaired immediately if they are damaged.
● Understand the method of use of safety features and use them properly.
● Never remove any safety features. Always keep them in good operating condition.
KEEP MACHINE CLEAN

- If water gets into the electrical system, there is a hazard that it will cause malfunctions or damage. Do not use water or steam to wash the electrical system (sensors, connectors).

- If inspection and maintenance is carried out when the machine is still dirty with mud or oil, there is a hazard that you will slip and fall, or that dirt or mud will get into your eyes. Always clean the machine before inspecting and servicing it.

INSIDE OPERATOR’S COMPARTMENT

- When entering the operator’s compartment, always remove all mud and oil from the soles of your boots.

- If you operate the pedal with mud or oil affixed to your boots, your foot may slip causing a serious accident.

- Do not leave parts or tools lying around the operator’s compartment.

- Do not use cellular telephones inside the operator’s compartment when driving or operating the machine.

- Never bring any dangerous objects such as flammable or explosive items into the operator’s compartment.

ALWAYS APPLY THE PARK BRAKE WHEN LEAVING THE OPERATOR’S SEAT

- Always lower blade / bucket, lower any linkage mounted implement, and apply the park brake before performing any maintenance at the end of use. If parking on a slope, always park horizontally across the slope, not up / down (vertical). If the above is not followed there is the danger the machine may suddenly move and cause serious injury or death.

To prevent personal injury caused by slipping or falling off the machine, always do as follows.

- Use the handrails and steps marked by arrows in the diagram when getting on or off the machine. Always have three points of contact at one time.
To ensure safety, always face the machine and maintain three-point contact (both feet and one hand, or both hands and one foot) with the handrails and steps (including the track) to ensure that you support yourself.

Do not grip the control levers when getting on or off the machine.

Never climb on the engine hood or covers where there are no non-slip pads.

Before getting on or off the machine, check the handrails and steps (including the track). If there is any oil, grease, or mud on the handrails or steps (including the track), wipe it off immediately. Always keep these parts clean. Repair any damage and tighten any loose bolts.

Do not get on or off the machine while holding tools in your hand.

**MOUNTING AND DISMOUNTING**

Never jump on or off the machine. Never get on or off a moving machine.

If the machine starts to move when there is no operator on the machine, do not jump on to the machine and try to stop it.

**NO PEOPLE ON ATTACHMENTS**

Never let anyone ride on the work equipment, or other attachments. There is a hazard of falling and suffering serious injury.

**CRUSHING OR CUTTING PREVENTION**

The clearance around work equipment is constantly changing. If you get caught in the PTO or other rotating parts, this may lead to serious personal injury. Do not allow anyone to approach any rotating or telescoping part.

**PREVENTION OF BURNS**

**Hot coolant**

To prevent burns from hot water or steam spurting out when checking or draining the coolant, wait for the water to cool to a temperature where it is possible to touch the radiator cap by hand before starting the operation. Even when the coolant has cooled down, loosen the cap slowly to relieve the pressure inside the radiator before removing the cap.

**Hot oil**

To prevent burns from hot oil spurting out when checking or draining the oil, wait for the oil to cool to a temperature where it is possible to touch the cap or plug by hand before starting the operation. Even when the oil has cooled down, loosen the cap or plug slowly to relieve the internal pressure before removing the cap or plug.
FIRE PREVENTION

- **Fire caused by fuel or oil** Fuel and oil, are particularly flammable and can be hazardous. To prevent fire, always observe the following:
  - Do not smoke or use any flame near fuel or oil.
  - Stop the engine before refuelling.
  - Do not leave the machine while adding fuel or oil.
  - Tighten all fuel and oil caps securely.
  - Do not spill fuel on overheated surfaces or on parts of the electrical system.
  - Use well-ventilated areas for adding or storing oil and fuel.
  - Keep oil and fuel secured in an appropriate location and do not allow unauthorized people to enter.
  - After adding fuel or oil, wipe up any spillage.
  - When carrying out grinding or welding work on the chassis, move any flammable materials to a safe place before starting.
  - When washing parts with oil, use a non-flammable oil.
  - Diesel oil and gasoline may catch fire, so do not use them.
  - Put greasy rags and other flammable materials into a safe container to maintain safety at the work place.
  - Do not weld or use a cutting torch to cut any pipes or tubes that contain flammable liquids.

- **Fire caused by accumulation of flammable material.**
  Remove any dry leaves, chips, pieces of paper, dust, or any other flammable materials accumulated or scattered around the engine, exhaust manifold, muffler, battery or under covers and inspection plates.

- **Fire coming from electric wiring**
  Short circuits in the electrical system can cause fire. Always keep electric wiring connections clean and securely tightened. Check the wiring every day for looseness or damage. Tighten any loose connectors or wiring clamps. Repair or replace any damaged wiring.

- **Fire coming from hydraulic line**
  Check that all hose and tube clamps, guards, and cushions are securely fixed in position. If they are loose, they may vibrate during operation and rub against other parts. This may lead to damage to the hoses, and cause high-pressure oil to spurt out, leading to fire damage or serious injury.

- **Explosion caused by lighting equipment**
  When checking fuel, oil, battery electrolyte or coolant, always use safe lighting. If open flame is used for lighting there is danger of explosion that may cause serious injury.

- When using electrical power from the machine itself for lighting, follow the instructions in this manual.

ACTION IF FIRE OCCURS

If a fire occurs, escape from the machine as follows.

- Turn the ignition switch OFF to stop the engine.
- Use the handrails and steps to get off the machine.
PRECAUTIONS WHEN USING ROPS

Install ROPS/ FOPS when working in places where there is danger of falling rocks, such as in mines and quarries, or in places where there is danger of rolling over.

- If ROPS is installed, do not remove it when operating the machine.
- ROPS is installed to protect the operator when machine Rolls over. When machine rolls over, ROPS supports its weight and absorbs its impact energy.
- If ROPS is modified, its strength may be reduced. Do not modify the ROPS
- If ROPS is deformed by falling objects or by rolling over, its strength lowers and its design functions cannot be maintained. In this case, the ROPS must be replaced.
- The ROPS is only effective when your seat belt is fastened. Fasten your seat belt when operating the machine.

PRECAUTIONS FOR ATTACHMENTS

- When installing optional parts or attachments, there may be problems with safety or legal restrictions. If unsure contact your East Wind distributor for advice.
- Any injuries, accidents, or product failures resulting from the use of unauthorized attachments or parts will not be the responsibility of East Wind.
- When installing and using optional attachments, read the instruction manual for the attachment, and the general information related to attachments in this manual.

UNAUTHORIZED MODIFICATION

Any modification made without authorization from East Wind can create hazards.

- East Wind will not be responsible for any injuries, accidents, product failures or other property damages resulting from modifications made without authorization from East Wind.

SAFETY AT WORKSITE

Before starting operations, thoroughly check the area for any unusual conditions that could be dangerous.

- When carrying out operations near combustible materials such as thatched roofs, dry leaves or dry grass, there is a hazard of fire, so be careful and prepare the site before operating.
- Check the terrain and condition of the ground at the worksite, and determine the safest method of operation. Do not carry out operations at places where there is a hazard of landslides or falling rocks.
- If water lines, gas lines, or high-voltage electrical lines may be buried under the worksite, contact each utility and identify their locations. Be careful not to damage any of these lines. Ring appropriate authorities before you dig.
- Take action to prevent unauthorized people from entering the jobsite.
- When working on public roads, position flagmen and erect barriers to ensure the safety of passing traffic and pedestrians. Adhere to local regulations.
- When travelling or operating in shallow water or on soft ground, check the shape and condition of the bedrock, and the depth and speed of flow of the water before starting operations.

WORKING ON LOOSE GROUND
- Avoid travelling or operating your machine too close to the edge of cliffs, overhangs, and deep ditches. The ground may be weak in these areas. If the ground should collapse under the weight or vibration of the machine, there is a hazard that the machine may fall or tip over. Remember that the soil is soft after heavy rain, blasting or after earthquakes.
- When working on embankments or near excavated ditches, there is a hazard that the weight and vibration of the machine will cause the soil to collapse. Before starting operations, take steps to ensure that the ground is safe for the machine to operate.

DO NOT GO CLOSE TO HIGH-VOLTAGE CABLES
Do not travel or operate the machine near electric cables. There is a danger of electric shock, which may cause serious injury or property damage. On jobsites where the machine may operate close to electric cables, always do as follows:
- Before starting work near electric cables, inform the local power company of the work to be performed, and ask them to take the necessary action.
- Even going close to high-voltage cables can cause electric shock, which may cause serious burns or even death. Always maintain a safe distance (see the table on the right) between the machine and the electric cable. Check with the local power company about safe operating procedure before starting operations.
- To prepare for any possible emergencies, wear rubber boots and gloves. Lay a rubber sheet on top of the seat, and be careful not to touch the chassis with any exposed part of your body.
- Use a signalman to give warning if the machine approaches too close to electric cables.
- When carrying out operations near high voltage cables, do not let anyone come close to the machine.
- If the machine should come too close or touch the electric cable, the operator should not leave the operator's compartment until it has been confirmed that the electricity has been shut off. Also, do not let anyone come close to the machine.

<table>
<thead>
<tr>
<th>Voltage of Cables</th>
<th>Safety Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 V - 200 V</td>
<td>Over 2 m (7ft)</td>
</tr>
<tr>
<td>6,600 V</td>
<td>Over 2 m (7ft)</td>
</tr>
<tr>
<td>22,000 V</td>
<td>Over 3 m (10 ft)</td>
</tr>
<tr>
<td>66,000 V</td>
<td>Over 4 m (14 ft)</td>
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<tr>
<td>154,000 V</td>
<td>Over 5 m (17 ft)</td>
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<tr>
<td>187,000 V</td>
<td>Over 6 m (20 ft)</td>
</tr>
<tr>
<td>275,000 V</td>
<td>Over 7 m (23 ft)</td>
</tr>
<tr>
<td>500,000 V</td>
<td>Over 11 m (36 ft)</td>
</tr>
</tbody>
</table>
ENSURE GOOD VISIBILITY

Check for any persons or obstacles in the area around the machine and check the conditions of the jobsite to ensure that operations can be carried out safely. Always do as follows. Position a signalman if there are areas at the rear of the machine where the visibility is not good.

- When working in dark places, turn on the working light and front lights installed on the machine, and set up additional lighting in the work area if necessary.
- Stop operations if the visibility is poor, such as in mist, snow, rain, or dust.

VENTILATION FOR ENCLOSED AREA

Exhaust fumes from the engine can kill.

- If it is necessary to start the engine within an enclosed area, or when handling fuel, flushing oil, or paint, ensure that adequate ventilation is provided to prevent gas poisoning.

CHECK SIGNALMAN’S SIGNALS AND SIGNS

- Set up signs to inform of road shoulders and soft ground.
- If visibility is not good, position a signalman if necessary.

Operators should pay careful attention to signs and follow the instructions from the signalman.

- Only one signalman should give signals. Make sure that all workers understand the meaning of all signals and signs before starting work.

OPERATION PRECAUTIONS

STARTING ENGINE

If there is a warning tag hanging from the work equipment control lever, do not start the engine or touch the levers.

CHECKS BEFORE STARTING ENGINE

- Carry out the following checks before starting the engine at the beginning of the day’s work.
- Remove all dirt from the surface of the lens of the front lights and working lights, and check that they light up correctly.
- Check the coolant, fuel, and oil level in radiator, fuel tank, and engine oil pan, check for clogging of the air cleaner, and check for damage to electric wiring.
- Adjust the operator’s seat to a position where it is easy to carry out operations, and check that there is no damage or wear to the seat belt or mounting clamps.
- Check that the gauges work properly, check the angle of the lights and working lights, and check that the control levers are all at the neutral position.
- Check that there are no people or obstacles above, below, or in the area around the machine.
PRECAUTIONS WHEN STARTING
- Start and operate the machine only while seated.
- Do not attempt to start the engine by short-circuiting the engine starting circuit. Such an act may cause serious bodily injury or fire.
- When starting the engine ensure everyone is clear.
- Do not allow anyone apart from the operator to ride on the machine.

PRECAUTIONS IN COLD AREAS
Carry out warming-up procedure thoroughly.
- If the machine is not thoroughly warmed up before the control levers are operated, the machine will be slow, and this may lead to unexpected accidents.
- If the battery electrolyte is frozen, do not charge the battery or start the engine using a different power source. There is a hazard that this will ignite the battery and cause the battery to explode.
- Before charging or starting the engine with a different power source, make sure the electrolyte is not frozen and check that there is no leakage of electrolyte.

BEFORE STARTING
CHECKS BEFORE OPERATION
- Check the machine in an open area where there are no obstructions, and operate slowly. Do not allow anyone near the machine.
- Always fasten your seat belt.
- Check the drive, steering and brake systems, and work equipment control.
- Check for any abnormality in the sound of the machine, vibration, heat, smell and gauges; check also that there is no oil or fuel leakage.
- If any abnormality is found, carry out repairs immediately.

PRECAUTIONS FOR MOVING MACHINE FORWARD OR REVERSE
- Before travelling, re-check that there is no one in the surrounding area, and that there are no obstacles.
- Before travelling, clear the area of people.
- Always operate the machine only when seated. Do not allow anyone apart from the operator to ride on the machine.
- Check that the back-up alarm (alarm buzzer when machine travels in reverse) works properly.
- If there is an area to the rear of the machine which cannot be seen, position a signal person. Take special care not to hit other machines or people when turning or swinging the machine.
PRECAUTIONS WHEN TRAVELING

● When travelling on level ground, keep the work equipment at a height of 40 to 50 mm from the ground.

● When travelling on rough ground, travel at low speed turn gently. There is danger that the machine may turn over. The work equipment may hit the ground surface and cause the machine to lose its balance, or may damage the mount and linkage.

● Avoid travelling over obstacles when possible. If the machine has to travel over an obstacle, keep the work equipment close to the ground and travel at low speed. Never travel over obstacles which make the machine tilt violently to one side.

● When travelling or carrying out operations, always keep a safe distance from people, structures, or other machines to avoid coming into contact with them.

● When passing over bridges or structures, check first that the structure is strong enough to support the weight of the machine.

● When travelling on public roads, comply with local regulations and conditions.

● When operating in tunnels, under bridges, under electric wires, or other places where the height is limited, operate slowly and be extremely careful not to let the work equipment hit anything.

● Do not approach the edge of a cliff. When pushing soil over a cliff for banking or reclamation, leave a scoop fuel at the edge of the cliff and push it over with the next.

● When crossing the crest of a hill or pushing material over a cliff, the load can suddenly reduce, increasing your speed.

● If pushing with only one side of the blade loaded the tail may swing. Take care.

OPERATING ON SLOPES

● To prevent the machine from tipping over or slipping to the side, always do as follows.

● Keep the work equipment approx 20 to 30 cm above the ground. In case of emergency, lower the work equipment to the ground immediately to help stop the machine.

● When travelling down slopes, do not shift gear or set the transmission to neutral. This is extremely dangerous as it becomes impossible to use the engine as a brake. Always set the transmission in a low speed range and use the service brake and engine to control the machine as necessary.

● Always travel straight up or down a slope. Travelling at an angle or across the slope is extremely dangerous.

● Do not turn on slopes or travel across slopes. Always go down to a flat place to turn the machine, then travel on to the slope again.

● Travel on grass, fallen leaves, or wet steel plates with low speed. Even with slight slopes there is a hazard that the machine may slip.
USING BRAKES

● When the machine is travelling, do not rest your foot on the pedals. If you travel with your foot resting on the pedals, the main or steering clutches may be partially applied and accelerated wearing will occur.

● When travelling downhill, use the braking force of the engine. If necessary, use the steering pedals at the same time. Do not coast down hill.

OPERATE CAREFULLY ON SNOW

● Snow-covered or frozen surfaces are slippery, so be extremely careful when travelling or operating the machine, and do not operate the levers suddenly. Even a slight slope may cause the machine to slip, so be particularly careful when working on slopes.

● With frozen ground surfaces, the ground becomes soft when the temperature rises, and this may cause the machine to tip over.

● If the machine enters deep snow, there is a hazard that it may tip over or become buried in the snow. Be careful not to leave the road shoulder or to get trapped in a snow drift.

● When clearing snow, the road shoulder and objects placed beside the road are buried in the snow and cannot be seen. There is a hazard of the machine tipping over or hitting covered objects, so always operate carefully.

● When travelling on snow-covered slopes, never apply the brakes suddenly. Reduce the speed and use the engine as a brake while applying the foot brake intermittently (depress the brake intermittently several times). If necessary, lower the blade to the ground to stop the machine.

PARKING THE MACHINE

● Park the machine on firm, level ground.

● Select a place where there is no hazard of falling rocks or landslides, or of flooding in low areas.

● Lower the work equipment completely to the ground.

● When leaving the machine, lower the blade / bucket to the ground and disengage the PTO.

● Apply the steering brakes firmly with your feet and apply the park brake by hand.
Always remove the key, take it with you, and leave it in a specified place.

If it is necessary to park the machine on a slope, always do as follows.
Set the blade on the downhill side, then dig it into the ground.
Put blocks under the tracks to prevent the machine from moving.

TRANSPORTATION
LOADING AND UNLOADING
When loading or unloading the machine, a simple mistake could cause the machine to slip, tipping over or falling, so particular care is necessary. Always do as follows.

(1) Blocks
(2) ramp
(3) Width of ramps: same width as track
(4) Angle of ramps:15°
(5) Blocks

Perform loading and unloading on firm, level ground only. Maintain a safe distance from the edge of the road or cliff.
Always use ramps of adequate strength. Be sure that the ramps are wide and long enough to provide a safe loading slope. Take suitable steps to prevent the ramps from moving out of position or coming off.
Be sure the ramp surface is clean and free of grease, oil, ice and loose materials. Remove dirt from machine-tracks. On a rainy day, in particular, be extremely careful since the ramp surface is slippery.
Run the engine at low speed and travel slowly.
When on the ramps, do not touch any other parts.
Never correct your steering on the ramps. If necessary, drive off the ramps, correct the direction, then renegotiate the ramps again.
The centre of gravity of the machine will change suddenly at the join between the ramps and the track or truck, and there is danger of the machine losing its balance. Travel slowly over this point.
• When loading or unloading to an embankment or platform, make sure that it has suitable width, strength, and grade.

SHIPPING
When shipping the machine on a truck, do as follows.
• The weight, transportation height, and overall length of the machine differs according to the work equipment, so be sure to confirm the dimensions.
• When passing over bridges or structures on private land, check first that the structure is strong enough to support the weight of the machine. When travelling on public roads, check first with the relevant authorities and follow their instructions.
• For details of shipping procedure, see “TRANSPORTATION” in the OPERATION section

BATTERY
BATTERY HAZARD PREVENTION
Battery electrolyte contains sulphuric acid, and batteries generate flammable hydrogen gas, which may explode. Mishandling can lead to serious injury or fire. For this reason, always observe the following precautions.
• Do not use or charge the battery if the battery electrolyte level is below the LOWER LEVEL line. This may cause an explosion. Always check the battery electrolyte level.
• When working with batteries, always wear safety glasses and rubber gloves.
• Never smoke or use any flame near the battery.

• If you spill acid on your clothes or skin, immediately flush the area with large amounts of water.
• If acid gets into your eyes, flush them immediately with large amounts of water.

• Before working with batteries, turn the ignition switch to the stop position. As there is a hazard that sparks will be generated, always do as follows.
• Do not let tools or other metal objects make any contact between the battery terminals. Do not leave tools or other metal objects lying around near the battery.
Always disconnect the negative (-) terminal (ground side) first when removing the battery; when installing the battery, connect the positive (+) terminal first, and connect the ground last. Tighten the battery terminals securely.

Flammable hydrogen gas is generated when the battery is charged, so remove the battery from the chassis, take it to a well-ventilated place, and remove the battery caps before charging it.

Tighten the battery caps.

Install the battery securely in its bracket.

**STARTING WITH JUMPER LEAD**

If any mistake is made in the method of connecting the jumper leads, it may cause the battery to explode, so always do as follows.

- Only jumping start the machine with the help of an assistant. One at the controls, the other at the battery.
- When starting from another machine, do not allow the two machines to touch.
- When connecting the jumper leads, turn the ignition switch OFF for both the normal machine and problem machine. There is a hazard that the machine will move when the power is connected.
- Be sure to connect the positive (+) cable first when connecting the jumper leads. Disconnect the negative (-) cable (ground side) first when removing them.
- When removing the jumper leads, be careful not to let the jumper lead clips touch each other or to let the clips touch the machine.
- Always wear safety goggles and rubber gloves when starting the engine with jumper leads.
- When connecting a normal machine to a problem machine with jumper leads, always use a normal machine with the same battery voltage as the problem machine.

**TOWING**

Serious injury or death could result if a disabled machine is towed incorrectly or if there is a mistake in the selection or inspection of the wire rope.

For towing method, see section “MACHINE TOWING METHOD”.

- Always wear leather gloves when handling wire rope.
• When towing, never stand between the towing machine and the machine being towed.
• Never tow a machine on a slope.
• Never use a wire rope which has cut strands (A), reduced diameter (B), or kinks (C). There is danger that the rope may break during towing.

MAINTENANCE PRECAUTIONS

WARNING TAG
• Always attach a "DO NOT OPERATE" warning tag to the work equipment control lever in the operator's cab to alert others that you are performing service or maintenance on the machine.
• Attach additional warning tags around the machine if necessary.
• Keep a warning tag in the tool box while it is not used. If there is no toolbox, keep the tag in the operation manual pocket.

• If others start the engine, or touch or operate the work equipment control lever while you are performing service or maintenance, you could suffer serious injury or death.

KEEP WORK PLACE CLEAN AND TIDY
Do not leave hammers or other tools lying around in the work place. Wipe up all grease, oil, or other substances that will cause you to slip. Always keep the work place clean the tidy to enable you to carry out service operations safely. If the work place is not kept clean and tidy, there is the danger that you will trip, slip, or fall over and injure yourself.

APPOINT A LEADER WHEN WORKING WITH OTHERS
When repairing the machine or when removing and installing work equipment, appoint a leader and follow his instructions during the operation.
When working with others, misunderstandings between workers can lead to serious accidents.
STOP ENGINE BEFORE CARRYING OUT INSPECTION AND MAINTENANCE

- Stop the machine on firm, level ground.
- Select a place where there is no hazard of falling rocks or landslides, or of flooding if the land is low.
- Lower work equipment completely to the ground and stop the engine.

- Operate blade control lever (1) fully to the RAISE and LOWER positions several times to release the remaining pressure in the hydraulic circuit.

- Set the park brake.

- Put blocks under the track to prevent the machine from moving.
TWO WORKERS FOR MAINTENANCE WHEN ENGINE IS RUNNING
To prevent injury, do not carry out maintenance with the engine running. If maintenance must be carried out with the engine running:

● One worker must always sit in the operator’s seat and be ready to stop the engine at any time. All workers must maintain contact with the other workers.

● Lower the work equipment completely to the ground with the joy stick lever and set the park brake.

● When carrying out operations near the fan, fan belt, or other rotating parts, there is a hazard of being caught in parts, so be careful not to come close.

● Do not touch any control levers. If any control lever must be operated, give a signal to the other workers to warn them to move to a safe place.

● Never drop or insert tools or other objects into the fan or fan belt. Parts may break or be sent flying.

PROPER TOOLS
Use only tools suited to the task and be sure to use the tools correctly. Using damaged, low quality, faulty, makeshift tools or improper use of the tools could cause serious personal injury.

ONLY AUTHORIZED PERSONEL FOR SERVICE WORK
Only authorized personnel can service and repair the machine. Do not allow unauthorized personnel into the working area. If necessary, employ an observer.

ATTACHMENTS
● Appoint a leader before starting removal or installation operations for attachments.

● Place attachments that have been removed from the machine in a stable condition so that they do not fall. And take steps to prevent unauthorized persons from entering the storage area.

WORK UNDER THE MACHINE
● If it is necessary to go under work equipment or the machine to carry out service and maintenance, support the equipment and machine securely with blocks and stands strong enough to support the weight of the work equipment and machine.
● It is extremely dangerous to work under the machine if the tracks are lifted off the ground and the machine is supported only with the work equipment. If any of the control levers is touched by accident, or there is damage occurring to the hydraulic piping, the work equipment or the machine will suddenly drop. This is extremely dangerous. Never work under the equipment or the machine.

**NOISE**
When maintaining the engine and you are exposed to noise for long periods of time, wear ear muffs or ear plugs while working.
If the noise from the machine is too loud, it may cause temporary or permanent hearing problems.

**PRECAUTIONS WHEN USING HAMMER**
When using a hammer, metal shards may fly out and scatter. This may lead to serious injury. Always do as follows.

- If hard metal parts such as pins, bucket teeth, cutting edges, or bearings are hit with a hammer, there is a hazard that pieces might be scattered and cause injury. Always wear safety goggles and gloves.
- When hitting pins or bucket teeth, there is a hazard that broken pieces might be sent flying and injure people in the surrounding area. Always check that there is no one in the surrounding area.
- There is a hazard that a pin hit with strong force may fly out and injure people in the surrounding area.

**REPAIR WELDING**
Welding must always be carried out by a qualified welder and in a place equipped with proper equipment. There is a hazard of gas, fire, or electrocution when carrying out welding, so never allow any unqualified personnel to do the job.

**REMOVING BATTERY TERMINAL**
When repairing the electrical system or when carrying out electrical welding, remove both terminals, negative (-) terminal first from the battery to prevent the flow of current.

**PRECAUTION WITH HIGH-PRESSURE OIL**
The hydraulic system is always under internal pressure. When inspecting or replacing piping or hoses, always check that the pressure in the hydraulic system has been released. If the system is still under pressure, it could cause serious injury, so always do as follows.

- Do not carry out inspection or replacement work when the hydraulic system is under pressure.
- If there is any leakage from piping or hoses, the surrounding area will be ‘wet’, so check for cracks in the piping and hoses and for swelling in the hoses.
When carry out inspection, wear safety glasses and leather gloves.

- There is a hazard that high-pressure oil leaking from small holes may penetrate your skin or cause blindness if it contacts your eyes directly. If you are hit by a jet of high-pressure oil and suffer injury to your skin or eyes, wash the area with clean water, and consult a doctor immediately for medical attention.

**HANDLING HIGH-PRESSURE HOSES**

- If oil or fuel leaks from high-pressure hoses, it may cause fire or defective operation, which may lead to serious injury. If any loose bolts are found, stop work and tighten to the specified torque. If any damaged hoses are found, stop operations immediately and contact your East Wind distributor.

Replace the hose if any of the following problems are found.

- Damaged or leaking hydraulic fitting.
- Frayed or cut covering or exposed reinforcement wire layer.
- Hoses swollen in places.
- Twisted or crushed hoses.
- Foreign material embedded in covering.

**WASTE MATERIAL**

To prevent pollution, pay careful attention to the method of disposing of waste materials.

- Always put oil drained from your machine in containers. Never drain oil directly onto the ground or dump into the sewage system, rivers, the sea, or lakes.
- Obey appropriate laws and regulations when disposing of harmful objects such as oil, fuel, coolant, solvent, filters, and batteries.

**PERIODIC REPLACEMENT OF SAFETY CRITICAL PARTS**

- In order for the machine to be operated safely for a long time, it is necessary to add oil and to carry out service and maintenance at periodic intervals. In order to further increase safety, components with a strong relationship to safety, such as hoses and seat belts, must be replaced at periodic intervals.
- The material of these components naturally changes over time, and repeated use causes deterioration, wear, and fatigue. As a result, there is a hazard that these components may fail and cause serious injury or death. It is difficult to judge the remaining life of these components from external inspection or the feeling when operating, so always replace them at the specified interval.
- Replace or repair safety-critical parts if any defect is found, even when they have not reached the time specified interval.
Chapter 2:
Model identification and orientation

Fig.1 YCT356S-S tractor

Fig.2 YCT356S-SL tractor
Model identification and orientation

Fig. 3 gauges ans levers of YCT306 tractor
EAST WIND DOZER QUICK REFERENCE GUIDE

This guide provides a basis for familiarisation of your new East Wind YCT356S-S and YCT356S-SL Dozer. For more information please refer to the following chapters.

1. **Bonnet:** To open the bonnet, remove the two retaining bolts on the right hand side of the front safety cage and hinge it back. Remove the pre-cleaner, then push down on the bonnet and pull the release catch and lift the hood. The bonnet can be braced open by using the stay clipped inside the engine bay.

2. **Battery:** The battery is located in the left hand side locker. Open the lockable door catch and swing the door open.

3. **Steering:** Steering is by foot pedal, operating a clutch over brake. The steering pedals are on either side. The right pedal controls the right track, and the left pedal the left track. Pushing the right pedal when traveling forward will clutch the right track, turning the dozer to the right. Pushing the right pedal harder will apply the brake to the right track, making the dozer turn right more aggressively. The left steering pedal will operate the same way in the left hand direction.

4. **Brakes:** The brakes are applied by firmly holding down both steering pedals.

5. **Radiator:** When the engine is cold, remove the cap and fill with coolant as required. Periodically check that the core is not blocked. If blocked, it will need cleaning with compressed air being careful not to bend the cooling fins.

6. **Air Cleaner:** Is situated above the tappet cover in front of the fuel tank. In normal conditions the element should be blown out every 10 hours or as required. For example, in dusty conditions, blow out after every use. The filter should be replaced after 50 to 100 hours or as required. This cleaning schedule should be bought forward in very dusty conditions. Be careful not to use compressed air to blow out the air filter housing, as it will discharge dust straight to the engine. To clean out the housing, use a damp rag.

7. **Fuel Tank:** The fuel cap is located on the left hand side of the upper dash panel. Only use clean, uncontaminated diesel fuel. If you are experiencing fuel problems, use of an injector clean additive can help. It is recommended that you operate your dozer using the top 2/3 of your tank.

8. **Oil - Lubrication:** For your convenience, most of the dozers oil fill, level and drain plugs have been painted red.

   - **Engine:** East Wind Multi Farm 1 oil. The engine oil fill point is located on the tappet cover under the bonnet. A dip stick located on the left hand side of the block indicates the oil level. This can be accessed through the cut out in the side guard.

   - **Transmission:** East Wind Multi Farm 1 oil. The transmission fill point is through the plug located on the floor plate behind the range lever.
Model identification and orientation

- **Final Drives:** East Wind Gear Oil 85W/140 GL5. Located either side at the rear, near the lower three point linkage arms. The upper plugs are the fill points and the next level plugs are the oil level indicators. If oil doesn’t dribble out of the indicator plugs when open, pour oil into the upper ones till it does. Make sure the plugs are firmly replaced before operating the dozer.

- **Hydraulic Oil Tank:** East Wind Duro 68 Hydraulic Oil. The filler cap is located on top of the right side rear panel, with a drain point at rear. Inside the right locker you will find the spin-on hydraulic filter and a sight gauge for the oil level. Full level is halfway up this gauge.

9. **Decompression Lever:** Located on the left hand side below the hand throttle. This lever can be used for an emergency engine stop. You may get an engine to start with a partially flat battery by applying the decompression lever. Decompressing the engine makes it easier to turn over.

10. **Clutch:** The manual model has a foot clutch pedal on the left hand side. This is used in a normal manual way. Ensure you lower the engine revs when using the clutch.

11. **Selectors:** The dozer is equipped with heavy straight cut bull gears. When using the selectors, do not apply excessive force to the levers, as this will only cause damage. Double clutching, that is depressing and releasing the clutch several times, will facilitate selecting the gears. Another method is to apply light pressure to the lever and gently release the clutch until the gears align and the selector eases into position.

- **Range Lever:** Located on the floor plate, this is the short lever on the left hand side. It is used to select high or low range. Use low range when high power low speed is required such as heavy pushing or in the case of a loader, filling the front bucket.

- **Gear Lever:** Taller lever on the right hand side. The manual transmission has 4 forward and 1 reverse.

- **PTO Lever:** This is a three position lever located on the left hand side of the seat giving 540 and 1000 rpm with neutral in the central position.

12. **Three Point Linkage:** The short control lever located on the left hand side. When not in use this lever will return to the neutral position. Push forward to lower and back to raise the three point linkage. It is good safety practice to lift implements only as high as required to clear obstacles. Remember to lift rippers or the slasher before turning. If you forget to lift them, severe damage to your three point linkage may occur.

- **Note:** This 35HP dozer is equipped with down pressure three point linkage. Care and attention must be exercised when hitching and using implements to ensure no hydraulic or ground conflicts will occur that may damaging the dozer or implements. If unsure seek clarification from your supplier.

13. **Control:** The dozer blade/bucket is controlled by the “T” bar hand control on the right hand side. The “T” bar will only operate when the hydraulic remote lever is in the off (neutral) position.
Model identification and orientation

► 6 Way Blade – PAT, Power, Angle, Tilt

- Float: Push the control lever firmly forward; it will lock into place with a detent.
- Power - Raise/Lower: Push the control lever back to lift the blade frame, push forward to lower.
- Angle: Twist the control left or right to angle the blade in the correct sense.
- Tilt: Push the lever left or right to tilt the blade in the correct sense.

► 4 in 1 Bucket

- Float: Push the control lever firmly forward; it will lock into place with a detent.
- Raise/Lower: Push the control lever back to lift the loader frame, push forward to lower.
- Crowd/Dump: Push the lever left to crowd bucket or right to tilt and dump.
- Open/Close: Twist the control right to open bucket or left to close.

14. Remote Hydraulics: The remote hydraulics may be single or double acting and engaged using the outer right hand side levers. Push the outer (single acting) lever forward to activate the hydraulic remotes, for example when using the backhoe. When not in use return the lever to the off position.

15. Tracks: Grease the track rollers regularly. The track cylinder houses a large coil spring to take shock loadings on the track, and set the track tension. It is not a hydraulic tensioning cylinder. The track tension will require adjusting as it settles in. To adjust the tension, release the shaft lock nut, and turn the shaft protruding from the cylinder with a spanner until the required tension is reached. Refer to the Operation Manual for track adjustment specifications.

DAILY PRE-START CHECKS:

- Radiator: When the engine is cold check the radiator is full. Periodically check that the core is not blocked.
- Fuel: Check you have sufficient diesel fuel in the tank. We recommend you use the top 2/3 of the tank. This reduces water contamination by condensation, and pressure on the filters protecting the injector pump and injectors. Only use clean filtered diesel.
- Engine Oil: East Wind Multi Farm 1. Check the dip stick and fill as required to the level mark with the appropriate grade engine oil. Screw type dip sticks will need to be screwed in before reading the level on the stick.
Chapter 3: Running-in

How the dozer is handled in the first 100 hours of its working life has a big impact on how long it lasts and its performance during its 'life'. In order to get the best out of your dozer and prolong its service life, it is essential to follow the procedure outlined below for a new dozer (new or overhauled engine). The run-in period is the first 100 hours.

3.1 ENGINE RUN-IN WITHOUT LOAD

Caution:

- If the engine will not start, do not grind it over with the key for more than 15 seconds at a time or the starter motor could be damaged.
- Please read the Safety Precautions and Safety First in this Operation Manual before carefully starting the engine.

To start the engine:

1. Before starting, know how to stop the engine, see 3.1. After carrying out the daily safety and service checks, sit firmly in the seat. Adjust the seat to a position in which you can fully operate all the dozer controls and secure your seat belt. Ensure the gear levers are in neutral position and the PTO is disengaged. Move the hand throttle to the medium position and push the clutch pedal firmly to engage the safety switch. Ensure the fuel cut off button is pushed right in and turn the ignition key clockwise or right to the normal start position. The dozer will start. Release the key and it will return to the ‘ignition on’ position.

2. After starting, let the engine run at medium or low speed, until the engine temperature reaches 50°C. Ensure the oil pressure gauge is indicating normal. Avoid running the engine at high speeds right after starting. While the engine is warming up, check for any water, oil or air leakage and that all instruments and indicators are working normally.

3. Once warmed to operating temperature, run the engine for 5 minute at maximum speed, keeping an eye on
the engine’s instruments to monitor its working status. Then vary the engine rpm cycling between medium to low speed. Run the engine without load for a minimum of 20 to 30 minutes.

3.2 STOPPING THE ENGINE

- Drive the dozer to a safe flat location.
- Disengage the PTO, gear and range levers and apply the park brake.
- Lower the implement / loader or blade to the ground, and close the throttle to reduce engine speed.
- Turn the ignition off.
- Pull the fuel cut off button and hold it out till the engine stops.
- Push the button back in, remove the ignition key and release your seat belt.

3.3 DOZER –NO LOAD

1. Drive the dozer into a safe open ‘test’ area with enough room to carry out the following manoeuvres.

2. At varying slow to medium speeds, run the dozer in every forward and reverse gear for half an hour respectively. Run third and forth gear in low range. Apply LH and RH brake alternatively to get the feel of the clutch over brake steering system. Try emergency braking when the dozer is running at moderate speeds by applying both brakes at the same time. While running in the transmission system, the P.T.O. should be “disengaged”.

Caution:

If your manual dozer steering pedals (clutch over brake) are ‘split’ either side of the dozer floor plate. Engaging both left pedals with your left foot when applying the left steering pedal to stop also allows you to change range and gear.

3. Engage the P.T.O., and operate the hydraulic linkage system repeatedly to ensure all the linkage joints are working smoothly together.

4. With the dozer in a safe level position, operate the blade or bucket through its full ‘routine’ at least 12 cycles.

3.4 RUN-IN DOZER - LOADED

1. Running-in the loaded hydraulic linkage system should be done before running-in the transmission system. Fit a slasher to the linkage system, (don’t fit the P.T.O. shaft) fully lift and lower the slasher as least 20 times while the engine is working at the rated speed.

2. When operating the dozer with a load during the running-in period, the load must be added gradually and gears changed sequentially from low to high. The engine should not be left at idle for long periods. A slasher can be used to ‘load’ the engine. Use a higher gear than normal when cutting grass to load the engine, making it work hard. Keep the revs up high to stop it from stalling while working the dozer at the same time. Carry this out for approximately 2 – 3 minutes then return to normal operation. Alternate normal and ‘loaded’ operation for a period of 45 minutes, then use the dozer as normal.

3. If the above running-in condition can’t be achieved, then light-load operation can be used as a substitute.
For example, pulling a light implement for shallow-tillage or towing a skid (log or heavy harrow) to provide light resistance. Alternatively a trailer loaded with 1.5 ton may also be used to provide a load on the dozer.

**Points for attention:**

- Don’t operate the dozer at full speed for the first 100 hours.
- Vary the engine speed often and don’t run the engine at speeds faster than necessary.
- Warm the engine up fully, before putting the dozer to work.
- Don’t start quickly or apply the brakes suddenly.
- Don’t operate the dozer at fast speeds. Slow down to a suitable speed on rough roads or paddocks.
- Keep an eye on the operation of all parts and assemblies at every stage of the run-in process. If any abnormal condition occurs during the run-in period, adjust or repair it immediately.

**3.5 30HR RUN-IN SERVICE**

Refer to Chapter 5 for your 30 hour service schedule. Carry out all tasks listed.
Chapter 4: Dozer Operation

4.1 PRE-START CHECKS

Prior to starting the engine, follow the daily checks outlined in Chapter 5

4.2 STARTING AND STOPPING

4.2.1 Starting

- Sit down on the operator’s seat and fasten the seat belt.
- Step on the brake pedals and engage the park brake.
- Set the main gear shift lever and the P.T.O. lever to neutral.
- Move the hand accelerator lever ‘on’ from half to two thirds and ensure the fuel cut off (stop button) is pushed firmly in.
- Insert the key into the ignition switch.
- In very cold conditions turn the key to heat (Y position refer Chapter 3) for 15 seconds
- Fully depress the clutch pedal and turn the key switch to the start position and the engine will start.
- Make sure that the engine oil pressure indicator has registered. If the indicator is not working normally, immediately stop the engine and check the lubrication system.
- Allow the engine to warm-up by running it at fast idle to medium speed. Watch the temperature gauge to identify when the engine has warmed up.

Caution:

- While the engine is running, do not turn the ignition switch off.
- If the engine does not start when holding the ignition key on after 15 seconds, switch off for about 20 seconds. If the ignition switch is continuously turned to the start position for more than 30 seconds it may lead to problems with the starter motor.
- Make sure to warm-up the engine regardless of the ambient temperature. If the dozer is used before the engine warms up, performance is reduced, and the dozer service life will be adversely affected.
- Don’t use starting fluid to aid engine start. Doing so may cause serious damage to the engine.

Safety precautions:

Do not start the engine in an enclosed room. This will contaminate the air with exhaust fumes and lead to the risk of poisoning.

Make it a habit to start the engine after moving the main gear shift lever and P.T.O. lever to neutral positions and fully disengaging the clutch. If this procedure is not observed, the dozer may dangerously lunge forward as the engine starts. Australian East Wind dozer models have been factory fitted with a clutch operated safety start switch.

Caution:

When the ambient temperature is less than 0°, remove the battery from the dozer and store it somewhere
4.2.2 Stopping

- Slow the engine speed down to less than 1000 rpm by moving the hand throttle lever forward.
- Select neutral with the gear lever, and P.T.O., then release the clutch.
- Turn the ignition key switch off, pull the fuel cut off button and remove the key.

4.3 DRIVING

4.3.1 Starting

- With the park brake engaged, lift the blade or front end loader and implement if fitted to minimum safe height for transit.
- Depress the clutch pedal to disengage the clutch.
- Shift the main and range gear shift levers to the desired gear.
- Release the park brake.
- Speed up the engine by pulling the hand throttle lever up, or using the foot accelerator.
- Slowly release the clutch pedal and the dozer will start to move.

Caution:

- Do not drive the dozer with the park brake on.
- Do not drive with your foot resting on the clutch pedal.

Safety precautions:

- Release the clutch pedal smoothly to move off in a controlled way
- It is best to avoid shifting gear while you are driving. Select the gear you want to work in, then move off. To change gear, stop the dozer by stepping firmly on the clutch and brake pedal with your left foot and steering clutch over brake with your right foot.
- Do not allow any person other than the driver to ride on the dozer.
- Do not drive the dozer close to the edges of ditches or banks which may break under its weight, especially when the ground is loose or wet.
- When turning the dozer, slow the engine speed down and, if necessary, engage a lower gear.
- Do not drive the dozer on the road with the P.T.O. engaged and the implement in motion.
- When going down a slope, use the slowed engine to control the speed, (engine braking). Relying only on the brake pedal is dangerous. Never depress your clutch to free-wheel when travelling down steep slopes.

4.3.2 Stopping

- Slow the engine down.
- Step firmly on both the clutch and brake pedals and the dozer will stop moving.
● Move the main gearshift lever to the neutral position and release the clutch pedal.

Safety precautions:

● When parking, be sure to apply the park brake.
● Before getting off the dozer, make sure you stop the engine and lower the implement to the ground for safety.

● When selecting or shifting range or gear, the clutch pedal must be completely depressed by the left foot. Selecting the appropriate range and gear for the task will ensure optimal performance. If the engine is stalling or emitting dark smoke, shift to a lower gear.

● The transmission is equipped with straight cut gears. If gear selection or change is not smooth and easy, double clutch to allow movement within the transmission and facilitate gear selection. Do not ‘fight’ the transmission, double clutch.

● Do not ride the clutch to control speed.

4.3.3 Selecting gear

4.4 STEERING / BRAKES

Three floor pedals control steering, braking and gear changing. The first three photos show the pedals and steering left and right. The two outer steering pedals are steering clutch over brake, in which the first part of pedal travel clutches the drive to the track (on the relevant side) and further pedal travel applies the track brake. The middle pedal operated by the left foot applies the clutch for selecting range, gear, and PTO.
Changing gears or changing direction

On flat ground disengage the main engine drive clutch (centre pedal) to select another gear or change direction.

Changing gears or direction on an incline

When operating on an incline or steep bank change gears by depressing all three pedals at the same time, effectively applying the track brakes to stop the dozer from rolling (free wheeling) and the clutch enabling you to safely change gear or direction. Release all three pedals together to resume operation.

Gear and range can be deselected (gear lever used to place the transmission in neutral) in two ways:
1. When the clutch is depressed
2. When both steering clutch / brake pedals are depressed.

Example:
When you need to change gears forward to reverse on a steep incline on near a fall away and you have hastily applied the track brakes (two outer pedals) see photo 3.

First, shift the gearbox into neutral while holding both steering / brake pedals firmly depressed. Then apply the hand brake. Release the left hand steering / brake pedal far enough to enable you to depress both left pedals and you will have all three pedals depressed with the handbrake applied, see photo 4. Select forward or reverse gear, then release the hand brake and release all three pedals at the same time.

You can now use your left and right pedals again to safely steer the machine.

3. Stop – Steering pedals firmly down
4. Stop and Gear Change - all pedals down.

Steering Summary:

The steering system is integrated with the brake system. Steer left by pushing the left steering pedal and right by pushing the right steering pedal. Pushing the left steering pedals interrupts the drive to the left track by disengaging the left steering clutch allowing the right track to drive the dozer to the left around the left slower moving or stationary track. Pushing the left steering pedal firmly through the clutched position applies the brake to the left track turning the dozer more aggressively. Use the right steering pedal to turn to the right with the same method you used to turn left with the left pedal.
4.5.1 Coolant

- Prior to starting the engine, follow the pre-start checks outlined in the service schedule. Also check and rectify the following:
  - Low coolant level or coolant leaks.
  - Foreign matter on the radiator screen and dust and dirt between the radiator fins.
  - Fan belt drive tension.
  - Unnecessary addition of anti-freeze in climate locations that don’t freeze.

Safety precautions:

To remove the radiator cap, wait for about 10 minutes after stopping the engine. Release the cap slowly to release any remaining pressure carefully. Immediate removal of the radiator cap on a hot engine, allows scalding coolant to spray out burning the operator.

4.5.2 Engine oil pressure gauge

The oil pressure gauge indicates whether the engine is receiving adequate oil pressure. If the indicator shows an incorrect operating pressure, or the oil warning lights up immediately stop the engine and check:

1. The engine oil level.
2. External engine oil leaks.
3. Electrical connection at the gauge & sender.

4.5.3 Fuel

Do not run the diesel tank dry. Using the top two thirds of the tank is recommended. If air is sucked into the fuel system, the system must be bled.
4.5.4 Exhaust fumes

- Exhaust fumes are colourless during normal operation.
- Exhaust fumes become a little coloured with increased engine power. If the exhaust turns dark continuously during driving, it probably indicates an engine overload. In this case reduce the load on the engine. If the situation continues have it checked by a diesel technician to avoid damaging the engine.

4.5.5 Emergency engine stop

- Should the following unusual events take place, immediately stop the engine.
- The engine slows down or speeds up unexpectedly.
- Unusual noises are suddenly heard.
- Exhaust fumes rapidly become very dark.
- The engine oil pressure gauge indicates an abnormal pressure.
- For service checks of the above situations, consult your dealer or service agent.

4.6 CONTROL AND USAGE OF DOZER’S WORKING DEVICES

4.6.1 Hydraulic lift system

- Down pressure
- Lifting & lowering the three point linkage.
- Position Control.

The three point linkage control is a three position control with ‘hold’ in the middle position. The lever is spring loaded and returns to the ‘hold’ position when released. Pull the lever back to raise the linkage and push forward to lower the linkage. Releasing the lever will stop the linkage lifting or lowering and hold it in that position.

4.6.2 Attaching a Three Point Linkage Implement

Attaching an implement to the dozer. Back the dozer up to the implement as square as possible. Adjust the lift arms to be close in height to the mounting points on the implement. Having the dozer linkage a little lower may be an advantage at times as they can be lifted a little by hand while aligning the attachment pins. Ensure the mount pins are securely locked with lynch pins. Keep a few spare lynch pins on hand as they are easy to misplace or lose. Adjust the top link to the correct length and attach it in position with a top link pin.

4.6.3 Linkage: Points for attention

- NEVER adjust the top link and the left and right vertical arms to the minimum length at the same time, otherwise the implement may lift too high causing damage when it is rising to the highest position.
- Lift implements, especially tillage equipment before driving off or turning.
- Do not manouevre or turn the dozer while a ripper tyne is in the ground. Lift the ripper – or other tillage implement first.
- Make sure the implements fit the dozer well and there is no interference to the implements lifting or lowering.
- Avoid dragging implements along roads or across paddocks. Use a slow gear for traversing rough paddocks to avoid implements from shaking violently. This will improve the longevity of both dozer and implements.

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*Eastwind*
4.6.4 Towing, hauling and dragging

- Use the draw bar supplied with the dozer.
- Ensure the dozer has sufficient ballast to control the trailer/implement in the environment and conditions it is being operated in. Make certain the dozer is not overloaded with ballast.

4.6.5 Operating the P.T.O.

- The two speed P.T.O. provides standard 540 as well as 1000 rpm. The P.T.O. control is a three position lever. Push the lever back for 540rpm, and forward for 1000 rpm with neutral in between.
- Most P.T.O. driven implements in Australia are designed to run at 540rpm. Do not run 1000 speed P.T.O. rpm unless it is specified by the implement manufacturer.
- Engage the P.T.O. by fully depressing the clutch and shifting the P.T.O. control lever back to engage 540 rpm. Release the clutch slowly when driving an implement then increase the dozer engine rpm using the hand throttle to operating speed.
- Ensure the dozer is firmly secured with the park brake engaged and the blade or bucket lowered when carrying out stationary operations, such as wood chipping, log splitting and using the backhoe.
- When fitting up a slasher, use an over run clutch in the drive train.
Chapter 5: Service Schedule

TECHNICAL DOZER MAINTENANCE

In order to keep your Dozer in good serviceable condition and prolong the life of the machine the following service guide must be followed. East Wind recommend using genuine oil and filters for all services to ensure all components of the machine are protected and operate within manufactures specifications. The use of non genuine parts and filters will void your warranty.

Please fill out the Maintenance Service Record located at the rear of this guide to keep track of the machine’s service history. Please keep records of all oils and filters purchased for each and every service.

Refer to the operation manual for all instructions and specifications on carrying out service and maintenance of the dozer, if any information is not supplied or your machine differs from the one in the manual please contact your nearest dealer for information and guidance.

DAILY CHECKS

1. Check engine oil level and fill as required.
2. Inspect radiator core for blockage, blow out and reinspect, clean as required.
3. Check air filter and dust bowl for contaminant and clean as required, replace every 50 hours in very dusty conditions. Be sure to wipe out intake with a damp cloth. Do not use compressed air to blow it out, as this will push dust particles into the engine.
4. Check coolant level and top up as required.
5. Check fan belt and adjust as required.
6. Check gearbox oil and top up as required.
7. Check final drive oil and top up as required.
8. Check fuel level and fill before each shift.
9. Check tracks and walking gear is free from dirt and debris and adjust track tension if required.
10. Inspect machine for loose or broken bolts, tighten or replace as required.
11. Inspect hydraulic hoses and rams for leaks and repair as required.
12. Grease track rollers, carrier rollers, pedal pivots, water pump bearings (if grease nipple fitted), clutch release bearing, sleeve of the swing shaft, six way blade slides and hydraulic ram pins.

30 HOUR 1ST SERVICE

1. Change engine oil and filter.
2. Change fuel filter and clean in-line strainer.
3. Change injector pump oil.
4. Change hydraulic oil, clean strainer and replace filter.
5. Change gearbox oil.
6. Change final drive oil.
7. Check tappet clearance and adjust as required.
8. Check air filter and dust bowl for contaminant and clean as required, replace every 50 hours in very dusty conditions. Inspect inlet manifold and hoses for leaks, repair as required.
9. Drain coolant, flush cooling system and refill with new coolant.
10. Check tracks and walking gear is free from dirt and debris and adjust track tension if required.
11. Grease track rollers, carrier rollers, pedal pivots, water pump bearings (if grease nipple fitted), clutch release bearing, sleeve of the swing shaft, six way blade slides and hydraulic ram pins.
12. Inspect radiator core for blockage, blow out and reinspect, clean as required.
13. Inspect machine for loose or broken bolts, tighten or replace as required.
14. Inspect engine, transmission and final drives for oil leaks and repair as required.
15. Check brake and clutch adjustment and adjust as required. Request technical support if unsure how to carry out adjustments.
16. Check drive clutch and adjust as required.

50 HOURLY INTERVAL SERVICE

1. Inspect radiator core for blockage, blow out and reinspect, clean as required.
2. Check air filter and dust bowl for contaminant and clean as required, replace every 50 hours in very dusty conditions. Inspect inlet manifold and hoses for leaks, repair as required.
3. Check coolant level and top up or replace as required.
4. Check fan belt and adjust as required.
5. Check gearbox oil and top up as required.
6. Check final drive oil and top up as required.
7. Check tracks and walking gear is free from dirt and debris and adjust track tension if required.
8. Inspect hydraulics hoses and rams for leaks and repair as required.
9. Inspect machine for loose or broken bolts, tighten or replace as required.
10. Grease track rollers, carrier rollers, pedal pivots, water pump bearings (if grease nipple fitted), clutch release bearing, sleeve of the swing shaft, six way blade slides and hydraulic ram pins.
11. Check brake and clutch adjustment and adjust as required. Request technical support if unsure how to carry out adjustments.
12. Check drive clutch and adjust as required (manual models only).

100 HOURLY INTERVAL SERVICE

1. Change engine oil and filter.
2. Change fuel filter and clean in-line strainer.
3. Change injector pump oil.
4. Inspect radiator core for blockage, blow out and reinspect, clean as required.
5. Check air filter and dust bowl for contaminant and clean as required, replace every 50 hours in very dusty conditions. Inspect inlet manifold and hoses for leaks, repair as required.
6. Drain and flush cooling system, refill with new coolant.
7. Check fan belt and adjust as required.
8. Check gearbox oil* and top up as required. Change oil and filter every 200 hours / 2 years.*
9. Check final drive oil* and top up as required. Change oil every 200 hours / 2 years.*
10. Check tracks and walking gear is free from dirt and debris and adjust track tension if required.
11. Inspect hydraulic hoses and rams for leaks and repair as required.
12. Inspect machine for loose or broken bolts, tighten or replace as required.
13. Grease track rollers, carrier rollers, pedal pivots, water pump bearings (if grease nipple fitted), clutch release bearing, sleeve of the swing shaft, six way blade slides and hydraulic ram pins.
14. Check brake and clutch adjustment and adjust as required. Request technical support if unsure how to carry out adjustments.
15. Check drive clutch and adjust as required.

*Note: oil change interval:
- Machines garaged under cover – every 2 years.
- Machines left out in the open – annually.

250 HOURLY MAJOR INTERVAL SERVICE
1. Complete the 50 Hourly Interval Service and
2. Check tappet clearance and adjust as required.
3. Inspect engine, transmission and final drives for oil leaks and repair as required.
4. Check oil pressure relief valve and adjust as required.
5. Injector pump check spill timing and adjust as required.

1000 HOURLY MAJOR SERVICE
1. Change engine oil and filter, check oil pressure relief valve and adjust as required.
2. Change fuel filter and clean in-line strainer.
3. Change injector pump oil, check spill timing and adjust as required.
4. Change hydraulic oil, clean strainer and replace filter, check hydraulic control valve pressure relief valve setting and adjust as required.
5. Change gearbox oil, flush transmission housing and refill.
6. Change final drive oil, flush housing and refill.
7. Check tappet clearance and adjust as required.
8. Check air filter and dust bowl for contaminant and clean as required, replace every 50 hours in very dusty conditions. Inspect inlet manifold and hoses for leaks, repair as required.
9. Drain coolant, flush cooling system and refill with new coolant.
10. Check tracks and walking gear is free from dirt and debris and adjust track tension if required. Inspect all rollers, guide plates and sprockets for excessive wear and damage, replace as required. Inspect track pins for excessive wear and replace as required.
11. Grease track rollers, carrier rollers, pedal pivots, water pump bearings (if grease nipple fitted), clutch release bearing, sleeve of the swing shaft, six way blade slides and hydraulic ram pins. Inspect track rollers for wear and repair or replace as required.
12. Inspect radiator core for blockage, blow out and reinspect, clean as required.
13. Inspect machine for loose or broken bolts, tighten or replace as required.
14. Inspect engine, transmission and final drives for oil leaks and repair as required.
15. Check brake and clutch adjustment and adjust as required, remove brake band covers and clean out dust (do not use compressed air). Request technical support if unsure how to carry out adjustments.
16. Check drive clutch and adjust as required, remove inspection window and clean out dust (do not use compressed air)
## MAINTENANCE CHECK LIST

Tick or fill in the indicator circles as you progress through the service.

<table>
<thead>
<tr>
<th>Service</th>
<th>Break-in</th>
<th>Indicated hourly service</th>
<th>Ref: Page</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>30</td>
<td>50</td>
<td>100</td>
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<tr>
<td><strong>Engine oil</strong></td>
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<td><strong>Engine oil filter</strong></td>
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<td><strong>Fuel filter element</strong></td>
<td>Replacement</td>
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<td>O</td>
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<td><strong>Fuel line</strong></td>
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<td>O</td>
</tr>
<tr>
<td><strong>Injectors</strong></td>
<td>Change</td>
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<td>O</td>
</tr>
<tr>
<td><strong>Gear box oil</strong></td>
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<td>O</td>
<td>O</td>
</tr>
<tr>
<td><strong>Gear box oil</strong></td>
<td>Change</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td><strong>Hydraulic oil</strong></td>
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<td>O</td>
</tr>
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<td>O</td>
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<tr>
<td><strong>Air Cleaner element</strong></td>
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<td>O</td>
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<td><strong>Air Cleaner element</strong></td>
<td>Replacement*</td>
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<td>Drain &amp; Replace</td>
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<tr>
<td><strong>Valve clearance</strong></td>
<td>Check***</td>
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<td>O</td>
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<td><strong>Head tension</strong></td>
<td>Check</td>
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<td>O</td>
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<tr>
<td><strong>Fan belt tension</strong></td>
<td>Check</td>
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<td>O</td>
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<td><strong>Tracks / walking gear</strong></td>
<td>Check</td>
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<tr>
<td><strong>Final drive oil</strong></td>
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<td><strong>Greasing</strong></td>
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<td><strong>Clutch adjustment</strong> ( manual only )</td>
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<td>O</td>
</tr>
<tr>
<td><strong>Steering Clutch / Brake adjustment</strong></td>
<td>Adjust</td>
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<td>O</td>
</tr>
<tr>
<td><strong>Battery terminals /</strong></td>
<td>Check</td>
<td>O</td>
<td>O</td>
</tr>
</tbody>
</table>

* Every year or every 4 cleaning cycles.
** Replace only if necessary.
Chapter 6: Mechanical Adjustment

6.1 CLUTCH

The normal clearance between the surfaces of the clutch release fingers and the clutch release bearing is 2~3mm (see Fig. 6). When declutching, a force is applied on the clutch pedal to eliminate the clearance. The first pedal travel is the "free stroke". It should be 20~30mm. And then continue to press the pedal down, the release rocker moves forward until it reaches the stopper bolt screw. The second (last) distance is the "working stroke". And it should be 100~150mm (see Fig.6).
6.2 ADJUSTMENT OF CLUTCH

During operation the clutch will wear. As the clutch disc and pressure plate wears out the clearance between the release fingers and the release bearing will reduce and may even disappear. Now there is no free play on the clutch pedal. It is necessary to adjust the clutch before this happens. Adjustment is as following:

Turn the adjusting fork to shorten or extend the push rod to adjust the free stroke to the stipulated value (20 - 30mm), and then screw the stopper bolt in or out to keep the work stroke within limits (100 - 150mm). Lock the nuts on the push rod and the stopper bolt. Test the clutch operates correctly.
Mechanical Adjustment

6.3 STEERING CLUTCH & BRAKE

To adjust the brake and steering pedals, first remove the return spring from the steering adjusting rod, loosen the lock nut and set the adjustment of the steering clutch free play between 0 – 2mm. Note, if the adjustment is too tight, the clutch will slip under load. If the steering clutch adjustment is too loose, it will not disengage before the brake is applied and the machine will labour when the pedal is fully depressed.

To adjust the brakes, loosen the lock nuts on the adjusting bolts and gently tighten until they bottom out on the brake band, then loosen one full turn and lock off with the lock nut. Adjust the brake pull rod until it will start to activate at 50% of steering brake pedal travel and stops out at 80% of steering brake pedal travel.

When adjustments are completed, test drive the dozer to ensure the tracks declutch before the brakes are applied.

Fig. 8 Brake and steering pedal adjustment
6.4 TRACK ADJUSTMENT

To adjust the tracks, park the machine on flat level ground. Drive the machine forward to the parking spot to ensure the track section on the ground is stretched out tight. Loosen the locking bolt and adjust the front idler until the sag on the track is between 1.5 – 2.5 cm when lifted and lowered by hand. Adjust as required. Lock off adjusting screw and test drive the dozer. Test the track tension after 10 M of travel in the forward direction.

Note: A loose track is clearly visible when travelling forward and a tight track will crunch, groan and snap when driven.

After the adjustment is finalised, reset the track stopper position from 10 – 40mm. The tracks must have recoil.
# Chapter 7: Trouble Shooting

If you are having problems with the engine, please refer to "Laidong CSHLL2.16LDE Diesel Operation Manual".

## 7.1 CLUTCH

<table>
<thead>
<tr>
<th>Troubles</th>
<th>Possible causes</th>
<th>Remedies</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Clutch slipping. (With heavy load)</td>
<td>a. There is some grease or oil on the disc surface.</td>
<td>Replace and repair the leaking parts.</td>
</tr>
<tr>
<td></td>
<td>b. Clutch free-play is too small or nonexistent.</td>
<td>Re-adjust</td>
</tr>
<tr>
<td></td>
<td>c. Driven disc is warped or worn unevenly.</td>
<td>Replace.</td>
</tr>
<tr>
<td>b. Clutch not fully releasing with clutch pedal depressed.</td>
<td>a. Free stroke is excessive and working stroke is too small.</td>
<td>Re-adjust</td>
</tr>
<tr>
<td></td>
<td>b. Driven disc is warped too much.</td>
<td>Replace</td>
</tr>
<tr>
<td>c. Tractor vibration in start-up</td>
<td>Clutch disc is broken.</td>
<td>replace</td>
</tr>
</tbody>
</table>

## 7.2 GEARBOX/RANGE BOX

<table>
<thead>
<tr>
<th>Troubles</th>
<th>Possible causes</th>
<th>Remedies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>b. Damaged or warn gear teeth.</td>
<td>Replace the gear</td>
</tr>
<tr>
<td></td>
<td>c. After shifting gears, drive and driven gears aren’t meshed completely in width.</td>
<td>Inspect the travel of gearshift and the positions of gears.</td>
</tr>
<tr>
<td></td>
<td>d. Teeth direction is incorrect or teeth surface is worn unevenly.</td>
<td>Replace the gear.</td>
</tr>
<tr>
<td>b. Gearshift is difficult or impossible.</td>
<td>a. Incomplete declutching.</td>
<td>Inspect and repair if necessary.</td>
</tr>
<tr>
<td></td>
<td>b. Leading gear face worn or broken.</td>
<td>Replace the gear</td>
</tr>
<tr>
<td></td>
<td>c. the clearance between slide gear and the spine shaft is over-tight</td>
<td>Replace the gear and the shaft.</td>
</tr>
<tr>
<td>c. Abnormal sound from the transmission case.</td>
<td>a. There isn’t enough lubricating oil in it.</td>
<td>Supply lubricating oil to the stipulated level.</td>
</tr>
<tr>
<td></td>
<td>b. Bearings or gears are seriously worn.</td>
<td>Replace the worn gear or the bearing.</td>
</tr>
<tr>
<td></td>
<td>c. Ragged or hard spots on teeth surface.</td>
<td>Replace the gear.</td>
</tr>
</tbody>
</table>
### 7.3 BRAKE

<table>
<thead>
<tr>
<th>Troubles</th>
<th>Possible causes</th>
<th>Remedies</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Ineffective braking.</td>
<td>a. There's grease or oil on brake bands.</td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td>b. Brake bands are worn too much.</td>
<td>Replace.</td>
</tr>
<tr>
<td></td>
<td>c. Excessive free stroke on the brake pedal</td>
<td>Re-adjust</td>
</tr>
<tr>
<td>b. Brake is unable to release and becomes hot.</td>
<td>a. The free stroke is too small.</td>
<td>Re-adjust</td>
</tr>
<tr>
<td></td>
<td>b. Not enough clearance between the brake bands.</td>
<td>Re-adjust</td>
</tr>
<tr>
<td></td>
<td>c. The brake arm is unable to release.</td>
<td>Check if the return spring works.</td>
</tr>
</tbody>
</table>

### 7.4 STEERING CLUTCH

<table>
<thead>
<tr>
<th>Troubles</th>
<th>Possible causes</th>
<th>Remedies</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Steering clutch slipping.</td>
<td>a. There's grease or oil on the clutch disc.</td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td>b. The clutch disc is excessively worn.</td>
<td>Replace.</td>
</tr>
<tr>
<td></td>
<td>c. The steering free stroke is too small.</td>
<td>Re-adjust.</td>
</tr>
<tr>
<td>b. Unable to release the steering clutch completely.</td>
<td>a. The free stroke of the steering pedal linkage is excessive.</td>
<td>Re-adjust</td>
</tr>
<tr>
<td></td>
<td>b. The free stroke of brake linkage is too small.</td>
<td>Re-adjust</td>
</tr>
</tbody>
</table>
## 7.5 HYDRAULIC SYSTEM

<table>
<thead>
<tr>
<th>Troubles</th>
<th>Possible causes</th>
<th>Remedies</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The three point linkage, blade or bucket is lifting slowly or not at all</td>
<td>a. There’s excessive air in the hydraulic system.</td>
<td>Check the system for leakage and repair.</td>
</tr>
<tr>
<td></td>
<td>b. The filter is blocked.</td>
<td>Replace the filter.</td>
</tr>
<tr>
<td></td>
<td>c. Relief valve’s pressure is too low.</td>
<td>Correct the pressure.</td>
</tr>
<tr>
<td></td>
<td>d. The cylinder sealing ring is damaged.</td>
<td>Replace the ring</td>
</tr>
<tr>
<td></td>
<td>e. The inner leakage of the oil pump is serious.</td>
<td>Repair or replace.</td>
</tr>
<tr>
<td>b. Unable to lift, unloaded.</td>
<td>a. There’s no pressure of the system. The hydraulic tank is seriously short of oil. The ring sealing the joint is damaged. Or badly warn oil pump. Broken oil pump drive.</td>
<td>Supply oil accordance with requirements. Replace the ring. Replace the pump. Replace oil pump drive.</td>
</tr>
<tr>
<td></td>
<td>b. The cylinder’s ring doesn’t work</td>
<td>Replace.</td>
</tr>
<tr>
<td></td>
<td>c. There’s bad leakage with the relief valve.</td>
<td>Clean or replace.</td>
</tr>
<tr>
<td>c. Unable to lower after lift.</td>
<td>Main control valve is blocked.</td>
<td>Clean, Place all hydraulic levers in neutral position</td>
</tr>
<tr>
<td>d. frequent vibration, When lifting fully, at the neutral position, and when falling.</td>
<td>a. It’s badly worn and poorly sealed between the main control valve body and the valve spool</td>
<td>Replace the parts.</td>
</tr>
<tr>
<td></td>
<td>b. Cylinder is badly worn and the seal ring is damaged.</td>
<td>Replace the parts.</td>
</tr>
<tr>
<td></td>
<td>c. Poor sealing of the relief valve.</td>
<td>Clean and replace.</td>
</tr>
<tr>
<td></td>
<td>d. The implement is unsuitable or over-loaded.</td>
<td>Choose the proper implement.</td>
</tr>
</tbody>
</table>

## 7.6 ELECTRICAL SYSTEM

<table>
<thead>
<tr>
<th>Troubles</th>
<th>Possible causes</th>
<th>Remedies</th>
</tr>
</thead>
<tbody>
<tr>
<td>The starter doesn’t work.</td>
<td>a. The battery is low. The battery lead joint is loose. Or the terminal is dirty.</td>
<td>Recharge or repair</td>
</tr>
<tr>
<td></td>
<td>b. Connectors of the starter switch are burnt or the circuit has poor connectivity.</td>
<td>Check and replace.</td>
</tr>
<tr>
<td></td>
<td>c. Magnetic field coil or armature winding is broken in circuit, short-circuit or grounding.</td>
<td>Check and repair.</td>
</tr>
<tr>
<td></td>
<td>d. The brush insulation is broken and shorting.</td>
<td>Check and replace</td>
</tr>
<tr>
<td></td>
<td>e. Warm-up switch’s connector is burnt.</td>
<td>Replace.</td>
</tr>
<tr>
<td>Starter works weakly.</td>
<td>a. Battery capacity too low. Terminal connector is loose. The terminal’s dirty making a bad connection.</td>
<td>Replace the battery, or check and repair.</td>
</tr>
<tr>
<td></td>
<td>b. the brush is badly worn. The brush spring pressure is weak. Or the commutator is too dirty.</td>
<td>Check and replace.</td>
</tr>
<tr>
<td></td>
<td>c. It’s partially short-circuited, magnetic field coil or armature winding is burnt, or starter switch connectors are burnt.</td>
<td>Check and replace.</td>
</tr>
<tr>
<td>Starter motor will not engage.</td>
<td>a. Solenoid damaged.</td>
<td>Replace</td>
</tr>
<tr>
<td></td>
<td>b. Starter gear damaged or ring gear stripped</td>
<td>Replace warn part.</td>
</tr>
</tbody>
</table>
APPENDIX 1. INDICATION OF LUBRICATION POINTS
APPENDIX 2. HYDRAULIC SYSTEM
APPENDIX 3. ELECTRICAL SYSTEM
APPENDIX 4. MULTI FARM 1 OIL

Multi Farm 1 (20w/40) 100% Australian Made Engine & Transmission Applications

Product Description
Multi Farm 1 (20w/40) is a premium quality “Super Tractor Oil Universal”, a truly universal multi-purpose tractor oil for use where a common oil is required for all applications in older model tractors, including Massey Ferguson and International.

Multi Farm 1 (20w/40) can be used for engines (where a 20W/40 grade is required), as well as main transmissions, agricultural hydraulic systems, tractor gearboxes and ancillary equipment.

Equipment operating under low temperature conditions will also benefit from the product’s ability to be pumped quickly to all moving parts of the equipment when it is first started.

Applications
Meets or exceeds the requirements for Engine Performance of:

- ACEA E2
- API CF-4, CF, CE, SF
- MB-Approval 227.1, 228.1, 228.3

As well as
- ACEA E7 level of Soot control and piston cleanliness
- ACEA E4-08 level of wear performance

Meets or exceeds the followings specifications for agricultural and off highway applications of:

- John Deere JDM J27 (Specification obsoleted 2005)
- Ford M2C159-B
- Massey Ferguson CMS M1139
- Caterpillar TO-2
- ZF TE-ML 06D

- Massey Ferguson CMS M1145
- Allison C-4
- ZF TE-ML 06B
- ZF TE-ML 07B

- Massey Ferguson CMS M1144
- API GL-4

Specifications

<table>
<thead>
<tr>
<th>Property</th>
<th>Typical Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density, kg/L</td>
<td>0.892</td>
</tr>
<tr>
<td>Colour</td>
<td>3.0</td>
</tr>
<tr>
<td>Kinematic Viscosity at 40C, cSt</td>
<td>115</td>
</tr>
<tr>
<td>Kinematic Viscosity at 100C, cSt</td>
<td>14.4</td>
</tr>
<tr>
<td>Viscosity Index</td>
<td>1.30</td>
</tr>
<tr>
<td>Sulfated Ash, %wt</td>
<td>1.55</td>
</tr>
<tr>
<td>Zinc, %wt</td>
<td>0.16</td>
</tr>
</tbody>
</table>

NOTE: Values stated herein are typical and do not represent a specification.

Packaging
1000L IBC, 205 litre drum, 20 & 5 litre containers
APPENDIX 5. DURO HYDRAULIC OILS

Duro Hydraulic Oils
ISO 32, 46, 68, 100

PRODUCT DESCRIPTION

DURO HYDRAULIC OILS are premium anti-wear hydraulic oil with rust, oxidation and foam inhibitors and zinc based anti-wear additives. It promotes excellent cleanliness, longer fluid life, demulsibility and filtering ability even when water contaminated.

DURO HYDRAULIC OILS have a long charge life due to the superior quality chemical and thermal stability additive components in the finished oil. Excellent air release properties minimise compressibility and prevent noisy and erratic operation of equipment.

APPLICATIONS

DURO HYDRAULIC OILS are for use in hydraulic systems calling for zinc-based anti-wear oils, particularly systems with vane pumps operating at pump pressures above 1000 psi and speeds above 1200 rpm. The exceptional performance of the anti-wear additives in the important areas of high-pressure/high-speed pump protection, anti-rust and corrosion, thermal and oxidative stability and filterability provides a cost-effective product resulting in reduced equipment downtime. It can also be used in other systems where wear rates are high using conventional oils.

DURO HYDRAULIC OILS are compatible with other hydraulic oils that contain a zinc based anti-wear system.

SPECIFICATIONS

DURO HYDRAULIC OILS Meet or exceeds the requirements of:

- DENISON HF-0
- DIN 51524 Part 2
- VICKERS M-2950-S
- VICKERS I-286-S
- CINCINNATI MILACRON P-68, P-69 and P-70
- U.S. STEEL 127 and 136
- GM LS-2
- JCMAS HK
- Bosch Rexroth

PACKAGING

205 litre drum, 20 litre pail, 5 litre pack

TYPICAL PHYSICAL CHARACTERISTICS

<table>
<thead>
<tr>
<th>Property</th>
<th>Typical Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISO Viscosity Grade</td>
<td>32  46  68  100</td>
</tr>
<tr>
<td>Density, kg/L</td>
<td>0.867 0.874 0.880 0.883</td>
</tr>
<tr>
<td>Colour</td>
<td>2.0 2.0 2.0 2.5</td>
</tr>
<tr>
<td>Kinematic Viscosity at 40°C, cSt</td>
<td>33.0 46.4 65.4 100.2</td>
</tr>
</tbody>
</table>
APPENDIX 6. SERVICE FLOW CHART

Service Request

Call Branch: 1300 TRACTOR

Submit online form: www.midwaysales.com.au

Service Officer contacts customer

Option 1
Customer rectifies problem under Service Officers guidance

Option 2
Customer employs Service Agent

1 Transport & freight at customers expense.
2 Service Agent fees apply.

Note: Servicing is at customers expense
APPENDIX 7. WARRANTY FLOW CHART

1. Pick up from Midway Sales Branch.
2. Freight at customers expense, ex Midway Sales branch.
3. Approved warranty covers parts only.

Note: Servicing and non-approved warranty claims at customers expense.
APPENDIX 8. MAINTENANCE SERVICE RECORD

Schedule maintenance must be completed by a qualified technician at the appropriate intervals and recorded on this sheet. Records of filters and oil purchased for each service must accompany this record sheet as proof of service. It is the responsibility of the purchaser to follow this maintenance schedule. Failure to complete maintenance intervals will void machine warranty.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

For Service Information please refer to the maintenance section of the owner’s and operator’s manual. If any information is not available, please contact your nearest distributor service department for further assistance.

<table>
<thead>
<tr>
<th>Maintenance Intervals</th>
<th>Date</th>
<th>Hour Meter</th>
<th>Service Technician Invoice</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Name</td>
</tr>
<tr>
<td>30 Hr 1st Service</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>50 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>150 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>200 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>250 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>300 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>350 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>400 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>450 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>500 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>550 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>600 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>650 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>700 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>750 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>800 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>850 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>900 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>950 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1000 Hr</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The 1st Service should be carried out at 30hrs (hrs shown on dash). The interval + Major Service to be carried out as per service schedule and recorded on the Maintenance Service Record.
# Dozer Induction Certificate

**Dozer Model:** ......................  **Stock No:** .........................  **Invoice No:** ......................

**Customer:** ......................  **Induction Date:** ......................  **Induction Time:** ......................

2. Start up procedures: cold start / hot start – Machine is not to sit at idle for long periods
3. Fuses / Safety start switch (clutch operated)
4. Engine Stop - Lower the RPM
5. Decompression lever: to be used for emergency stops only
6. Parking the dozer - Flat ground all attachments down
7. Pedal Operation Instruction
8. Engaging: Range box, transmission, PTO, Low range lock out lever
9. Manual clutch decelerate before using clutch do not overload the clutch
10. Daily pre start checks – Water, engine oil, fuel
11. Oil levels, fill points and drains
12. Oil & Fuel filters
13. Air cleaner
14. Final drives, Track and walking gear - Tensioning
15. Tracks – adjusting tension
16. Brake / Clutch Adjustment
17. Bolt tensioning
18. Implements – Lift before turning - Over run clutch must be used when slashing
19. 30 hour oil change (All oils and fluids + Filters)
20. Loader is not to be used for digging virgin soil / ground, may result voiding warranty
21. Retain all service records and receipts as proof of servicing

This induction was carried out in person at the ..........................................Branch

OR This induction was carried out by telephone call. Ph: .................................

**Induction Officer:** ..........................  **Sign:** ..........................  **Date:** ......................

* Do you feel comfortable / competent to operate your new dozer?  
  **Yes**  
  **No**  

If **NO** advise customer to seek training from Accredited Training Organisation.

I understand the hazards, and have been instructed in the safe operation of this machine, including safety controls and the possible need for further training. I accept responsibility to train any operator to follow these safety measures.

**Customer:** ..........................  **Sign:** ..........................  **Date:** ......................

---

**ALL COMPLETED INDUCTION PAPERWORK TO BE RETURNED TO THE SALES ADMINISTRATOR**
## PRE-DELIVERY SERVICE

### STATIC SERVICE CHECKS

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Roll over protection structure / Falling objects protection structure ROPS/FOPS fitted</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Safety mirror fitted</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Radiator corrosion inhibitor coolant level</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Radiator removable screen installed</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Fan / alternator V belt</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Engine oil level</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Transmission oil level</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>Final drive oil level</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Hydraulic tank oil level</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Steering Clutch / Brake pedal adjustment</td>
<td></td>
</tr>
<tr>
<td>11.</td>
<td>Top link, drawbar and pin</td>
<td></td>
</tr>
<tr>
<td>12.</td>
<td>Track tension</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>Track roller lubrication</td>
<td></td>
</tr>
<tr>
<td>14.</td>
<td>Fuel level</td>
<td></td>
</tr>
<tr>
<td>15.</td>
<td>Paint and detail</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>Lubricate all grease fittings</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>Air cleaner element and hose connections</td>
<td></td>
</tr>
<tr>
<td>18.</td>
<td>Seat mounting and adjustment</td>
<td></td>
</tr>
<tr>
<td>19.</td>
<td>All electrical cables, terminals and wires</td>
<td></td>
</tr>
</tbody>
</table>

### DYNAMIC SERVICE CHECKS

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>All operative checks are to be performed with the dozer at normal operating temperature.</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Lights and instruments for proper operation</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Fluid and oil leaks</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Maximum no-load speed and idle speed adjustments and fuel shut-off</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>P.T.O Operation</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Hydraulic System: Selector levers for Position Control operation</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Hydraulic System: 6 way blade or 4 in 1 bucket operation</td>
<td></td>
</tr>
</tbody>
</table>

### SAFETY ITEMS CHECK:

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Seat belt installed</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Safety decals installed</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Neutral start switches operative</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Parking brake operation</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Flashing lights</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Operator’s Manual supplied</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>P.T.O guard installed</td>
<td></td>
</tr>
<tr>
<td>8.</td>
<td>R.O.L. emblem_installed (where applicable)</td>
<td></td>
</tr>
</tbody>
</table>

### IMPORTANT

**Warranty** will be null and void unless machine is maintained as specified by Midway Sales*

Scheduled maintenance records must be completed and supported with receipts for filters and oil.

*Factory Requirement.

---

**DOZER MODEL NO. .........................**

**DOZER SERIAL NO. .........................**

**INSPECTION PERFORMED – WARRANTY EXPLAINED – INSTALLATION COMPLETED.**

OWNER’S SIGNATURE  
DATE

DEALER’S SIGNATURE  
DATE
East Wind YCT356S-S / SL Dozers
is a Division of Midway Sales Australia
252 Eastern Service Road
Burpengary Qld 4505
Australia

Email: midway@midwaysales.com.au
Website: www.midwaysales.com.au
Phone: 1300 TRACTOR
Fax: (07)3888 3180