



## Sur-Trac™ TS-A series - SERVICE checklist



Call Ebert Welding at 1-866-476-6899 if any questions or comments

*This checklist is best carried out when groomer has had time to thaw in a heated environment, usually in conjunction with a filter change. Check the box once a component has been properly inspected and/or repaired/adjusted. Use the space to the right to note any problems such as repairs required, wear characteristics, etc... **Please enter the tractor's tachometer hour reading at time of inspection!***

Club \_\_\_\_\_ Checked by \_\_\_\_\_ Date \_\_\_\_\_

Model# \_\_\_\_\_ Unit# \_\_\_\_\_ Serial# \_\_\_\_\_ @ \_\_\_\_\_ Tach Hours

Note: \_\_\_\_\_

☐ BOLT TIGHTNESS, ENGINE BLOCK TO FRONT BOLSTER

☐ BOLT TIGHTNESS, ENGINE BLOCK TO TRANSMISSION HOUSING

☐ BOLT TIGHTNESS, DIFFERENTIAL HOUSING TO REAR AXLE HOUSING

☐ BOLT TIGHTNESS, TRACK FRAME MOUNTING PLATES (BEHIND METAL FUEL TANK)

☐ BOLT TIGHTNESS, TRACK FRAME REAR POCKETS

☐ NO CRACKS OR BROKEN WELDS ON TRACK FRAME (SEE NOTE 1)

☐ FUEL TANK RETAINING BOLTS TIGHT (BOTH TANKS)

☐ NO LEAKS IN FUEL TANKS

☐ WALKING BEAM END CAPS TIGHT & LOCK BOLT WELDED

☐ ALL WHEEL STUDS/NUTS CHECKED... (SEE NOTE 2)

\_\_\_\_\_ TRACTOR REAR: 184 FT/LBS

\_\_\_\_\_ BOGIE: 180 FT/LBS

\_\_\_\_\_ DRAG: 90 FT/LBS

☐ ALL RIMS INSPECTED FOR CRACKS (ESPECIALLY AROUND HOLES)

☐ NO UNUSUAL TIRE WEAR, CUTS, OR BULGES (SEE NOTE 3)

☐ CHECK / REPACK BOGIE AND DRAG WHEEL BEARINGS IF GREASE IS THIN OR CONTAMINATED. IF TRACKS ARE OFF, CHECK FOR EXCESSIVE BEARING FREEPLAY

☐ TIRE AIR PRESSURE: SPECIFY PRESSURE...

REAR TIRES @ \_\_\_\_\_ PSI (SHOULD BE **55**)

BOGIE TIRES @ \_\_\_\_\_ PSI (SHOULD BE **55**)

DRAG TIRES @ \_\_\_\_\_ PSI (SHOULD BE **55**)

☐ ALL TIRE VALVE STEMS HAVE CAPS

☐ RANDOM CHECK OF TRACK BOLT TIGHTNESS (DO NOT OVERTIGHTEN)

☐ NO BROKEN CLEATS, NO TEARS IN TRACK BELTING

☐ TRACK SPLICE IN GOOD CONDITION, NO WEAR IN PIN OR SPLICE BUSHINGS, PIN HAS LOCKNUT AND DOES NOT PROTRUDE PAST BELTING

☐ VULCANIZE TRACK EDGES (LIGHTLY BURN OFF FRAYED NYLON)

☐ TRACK TENSION WHEN PROPERLY SEATED ON LUGS... NOTE: TRACK SAG = \_\_\_\_\_ INCH

- ☐ WALKING BEAM BUSHINGS TAKE GREASE, NO EXCESSIVE WEAR
- ☐ NO HYDRAULIC OR ENGINE OIL LEAKS VISIBLE ON OR UNDER UNIT
- ☐ FRONT BLADE TRIP RELIEF (SPRING OR HYDRAULIC) WORKING OK
- ☐ MUFFLER/EXHAUST/GUARD FASTENER BOLTS & CLAMPS TIGHT
- ☐ NO EXHAUST LEAKS, EXHAUST FLEX COUPLER NOT WORN OR DAMAGED
- ☐ BLOCKHEATERS OPERATIONAL
- ☐ DEAD-END ALL HYDRAULIC CIRCUITS TO TEST FOR LEAKS
- ☐ HYDRAULIC REMOTE LEVERS NOT LOOSE, LEVERS CYCLING SMOOTHLY
- ☐ BLADE JOYSTICK CYCLES SMOOTHLY, RETURNS TO NEUTRAL OK, FLOAT POSITION WORKS OK (IF APPLICABLE) CABLE CASINGS ARE SECURE (IF APPLICABLE)
- ☐ CLUTCH ENGAGES SMOOTHLY, PEDAL & SHUTTLE LEVER OK (*SEE NOTE 4*)
- ☐ POWERSHIFT FUNCTIONS SMOOTHLY, GEAR INDICATOR LIGHTS OK (*SEE NOTE 4*)
- ☐ FWD/REV LEVER SHIFTS SMOOTHLY, NOT LOOSE OR BINDING
- ☐ DIFFERENTIAL LOCK ENGAGES & DISENGAGES (PHYSICAL CHECK) (*SEE NOTE 5*)
- ☐ BRAKES OPERATE OK (PHYSICAL CHECK – BOTH SIDES) (*SEE NOTE 6*)
- ☐ COMPLETE LUBE (ESPECIALLY WALKING BEAM & DRAG PIVOT)
- ☐ GREASE TRACTOR REAR AXLE FITTINGS (ONE ON EACH SIDE)
- ☐ FLUID LEVELS CHECKED & TOPPED OFF
- ☐ FUEL FILTER CHECKED FOR WATER
- ☐ LAST FILTER CHANGE CHECKED & NOTED
- ☐ CHECK ALL “UNDER HOOD” HARDWARE, FASTENERS AND CLAMPS FOR TIGHTNESS
- ☐ CHECK CAB HEATER HOSES FOR SWELLING, WEAR OR LOOSE CLAMPS
- ☐ SLOW MOVING SIGN STILL IN PLACE
- ☐ ALL LIGHTS OPERATIONAL, INCLUDING FLASHERS/HAZARDS & BEACON
- ☐ REAR WINDOW LATCH IS OK, WINDOW SWINGS OUT FULLY & HOLDS
- ☐ FRONT & REAR WIPERS & WASHER MOTORS OPERATIONAL
- ☐ WINDSHIELD WIPER ARMS ARE TIGHT ON WIPER MOTOR SHAFT
- ☐ HEATER & DEFROSTER FANS OPERATIONAL
- ☐ RADIO, CASSETTE, SPEAKERS OK
- ☐ CAB MIRRORS ARE TIGHT, NO VIBRATION
- ☐ PARKING BRAKE WARNING LIGHT OPERATIONAL (*SEE NOTE 7*)
- ☐ TILT STEERING LEVER LOCKS TIGHT ENOUGH TO HOLD FIRMLY
- ☐ AUXILIARY ELECTRICAL EQUIPMENT WORKING OK
- ☐ SEAT ADJUSTMENTS FUNCTION OK (IF AIR, CHECK FILL / HOLD)
- ☐ DOOR LATCHES PROPERLY ADJUSTED
- ☐ DOOR HINGE PINS HAVE LOCK CLIPS, HINGE HARDWARE IS TIGHT
- ☐ NON-SKID TRACTION TAPE IN PLACE ON “A”-FRAME
- ☐ SAFETY DECALS IN PLACE
- ☐ BUTTON FITTING GREASE GUN/ATTACHMENT IN GROOMER
- ☐ NH OWNER’S MANUAL IN PLACE
- ☐ SUR TRAC OWNER’S MANUAL IN PLACE

☐ UNIT CLEANLINESS ACCEPTABLE? INSIDE \_\_\_\_\_ OUTSIDE \_\_\_\_\_

☐ GROOMER TOOL KIT / SPARE PARTS KIT / SAFETY KIT COMPLETE & PROPERLY STORED

☐ ALL PIVOT & CYLINDER PINS HAVE LOCK BOLTS OR HAIRPINS

**CYLINDERS:**

☐ PINS HAVE WASHERS WELDED TO TOP

☐ CLEVIS PIN HOLES NOT WORN. ALL LOCKING SET SCREWS ARE TIGHT

☐ NO WEAR IN STEERING PLATE HOLES

☐ RODS NOT LEAKING☐ RODS NOT BENDING OR FLEXING WHEN FULLY EXTENDED☐ CHECK FOR EXCESS WEAR ON HITCH STABILIZER BARS (SHOULD BE TIGHT ON PINS)☐ NO STRESSED OR DAMAGED HYDRAULIC HOSES☐ HINGE PIN IN PAN HINGE PLATE IS SECURE, HINGE NOT BENT☐ DRAG CUTTING EDGES IN GOOD SHAPE (NO SEVERE WEAR OR BENDING)

☐ STEERING SKAGS IN GOOD SHAPE (1.5 INCH MINIMUM PROTRUSION)

☐ CHECK LOCKNUT ON 1¼ DRAG STEERING PIVOT BOLT (DO NOT OVERTIGHTEN...  
MUST BE ABLE TO PIVOT FREELY)

☐ NO CRACKS OR BROKEN WELDS ON DRAG, TRACK FRAME, BLADE☐ NO CRACKS OR BROKEN WELDS ON FRONT BLADE FRAME OR BLADE☐ COPY OF CHECKLIST SUBMITTED FOR CLUB RECORDS

**Engine Filters & Oil replaced:** ☐ YES ☐ NO

**Fuel Filter(s) replaced:** ☐ YES ☐ NO

**ALL Hydraulic Filters replaced:** ☐ YES ☐ NO

Hydraulic Oil changed: ☐ YES ☐ NO

**Transmission Calibration performed:** ☐ YES ☐ NO (If yes, please indicate final clutch pack values below)

**Additional repairs needed:** ☐ YES ☐ NO (Please specify below what repairs are needed)

### Notes:

**IMPORTANT NOTES PERTAINING TO CHECKLIST ITEMS AS OUTLINED ABOVE**

**NOTE 1:** Use extreme caution if welding is to be done anywhere on the tractor, drag, or blade. Failure to follow correct procedure can and will likely result in electrical component failure (on-board processors, alternator, etc). See EW Service Bulletin March 2002 for correct procedures.

**NOTE 2:** Proper torque is critical. Use of a torque wrench is required to prevent under or over-tightening of wheel studs. **Set torque wrench to 5 lbs LESS than target value**, to prevent eventual over-tightening due to torque wrench always slightly surpassing value in order to “click”.

**NOTE 3.1:** Rear tire LUG wear is expected and normal. The cleats will establish a pattern by wearing or tearing off the tips of the lugs, and wearing a groove in the lug edges (where the track guide carriage bolts run). This is cosmetic and will not affect performance or reliability. HOWEVER, if lugs appear to be “ripping out” of the tire body, this is a symptom of – A) tracks too tight – B) aggressive operation (“popping” clutch, allowing groomer to “hop” while attempting to gain traction, etc) – C) improper inflation. It is also normal to see some scuffing of the sidewalls, but this should not be too severe. If sidewalls exhibit severe & rapid wear it is a symptom of – A) under-inflation – B) a bent cleat is pushing the inner track guides into to tire sidewall – C) damaged inner guide where metal could be “scuffed” and rubbing the sidewall.

**NOTE 3.2:** Bogie tires will establish a slight groove pattern on the ribs where the track guide carriage bolts run. If tire develops a bulge, it is a sign of impact or separation of the internal plies. As the track tension pulls each track “outwards”, some slight sidewall scuffing is normal. The middle bogie usually wears more on the inside as the inner track guides rub harder there. Tire life can be extended by “swapping” front and middle bogie tires once wear on the inside of the middle bogie gets too severe. If the walking beam bushings are worn out the tracks will pull even more towards the outside, accelerating wear of bogie sidewalls.

**NOTE 4:** If operation becomes jerky or aggressive when using clutch pedal, shifting with Powershift buttons, or shuttling between FWD/REV, it is a sign that the transmission needs to be calibrated. This is a simple operation outlined in the tractor’s operator’s manual. If it seems too intimidating feel free to call us for instructions.

**NOTE 5:** The differential engagement circuit and the differential dash indicator are two separate circuits. It is possible that the differential light does not come on in the dash but the differential lock still works, or that the dash light remains on but the differential is not actually locked. If this occurs call us for simple troubleshooting instruction.

**NOTE 6:** If brakes are applied suddenly or in a “jerky” manner, the shock to the brake disc splines **will** shear them right out of the centre of the disc. Excessive operator effort is not required as the brakes are hydraulically engaged. See EW Service Bulletin dated March 2,01 for details.

**NOTE 7:** Be sure parking Brake is disengaged before driving! Accelerated brake wear will occur if unit is operated with parking brake engaged. A flashing red “(P)” symbol should appear in the dash if parking brake is engaged.

\* \* \* **Please call Ebert Welding if you have any questions, comments or suggestions** \* \* \*

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