

## Group IV PREDELIVERY, DELIVERY AND AFTER-SALE SERVICES

### TEMPORARY MACHINE STORAGE

After receiving your skidder from the factory and before putting the skidder into temporary storage, perform the following checks:

For long term storage (over 30 days) information, consult your JD640 operator's manual.

1. Check battery electrolyte level and charge the batteries, if necessary.
2. Check coolant level in radiator. Maintain coolant at a level midway between radiator core and filler neck.
3. Check crankcase oil level. Oil should be at top mark of dipstick after machine has been shut down for 10 minutes.
4. Relieve hydraulic pressure by stopping engine, lowering blade and boom, and operating control levers until system fails to respond.

### PREDELIVERY SERVICE

Because of the shipping factors involved, plus extra finishing touches that are necessary to promote customer satisfaction, proper predelivery service is of prime importance to the dealer and the customer.

### DELIVERY SERVICE

A thorough discussion of the operation and service of this new skidder at the time of delivery helps to assure complete customer satisfaction. Proper delivery should be an important phase of a dealer's program. A portion of the John Deere Delivery Receipt emphasizes the importance of proper delivery service.

Many complaints arise because the owner was not shown how to operate and service the new skidder properly. Devote enough time, at the customer's convenience, to introduce the owner to the new skidder. Explain how to operate and service it.

The following procedure is recommended before the service technician and owner complete the delivery acknowledgements portion of the Delivery Receipt.

Using the operator's manual as a guide be sure that the owner understands these points thoroughly:

1. The importance of safety.
2. The importance of lubrication and periodic services.
3. The importance of the break-in period.
4. Controls and instruments.
5. How to start and stop the engine.
6. All functions of the hydraulic system.
7. Proper use and maintenance of the fire extinguisher.

After explaining and demonstrating the above features, have the owner sign the Delivery Receipt and give the owner the operator's manual.

### AFTER-SALE INSPECTION

The purchaser of a new John Deere skidder is entitled to a free inspection at some mutually agreeable time within the warranty period after the equipment has been "run-in," usually after 50 to 100 hours of skidder operation. The terms of this after-sale inspection are outlined on the customer's John Deere Delivery Receipt.

This inspection is to make sure that the customer is receiving satisfactory performance from the skidder. At the same time, the inspection should reveal whether or not the skidder is being operated, lubricated, and serviced properly.

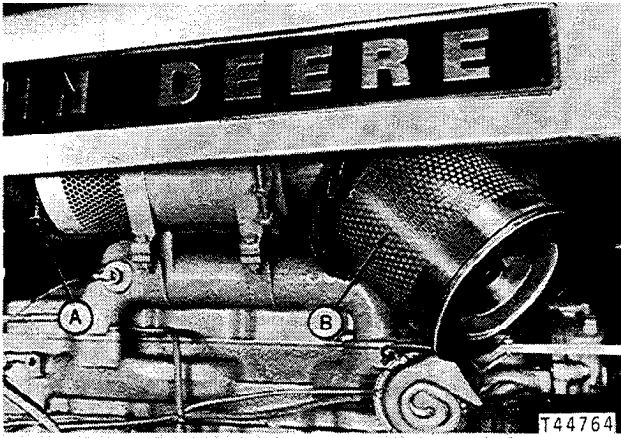
If the recommended after-sale service inspection is followed, the dealer can eliminate a needless volume of service work by preventing minor irregularities from developing into serious problems later on. This will promote strong dealer-customer relations and present the dealer an opportunity to answer questions that may have arisen during the first few days of operation.

During the inspection service, the dealer has the opportunity to promote the possible sale of other new equipment.

Check operation of all controls and instruments for freedom of movement and correction operation.

Use the following check list when preparing a skidder for delivery to the customer (PDI) and when checking the skidder at the after-sale inspection (ASI).

### 1. Air Cleaner—PDI and AIS



A—Restriction Indicator B—Primary Element

Fig. 1—Air Cleaner

Check air cleaner restriction indicator. If red signal locks in full view, look for restriction or blockage in the air intake system.

Check air cleaner elements for clogging or damage. Clean elements, if dirty. If elements are ruptured, replace elements.

### 2. Radiator—PDI and ASI

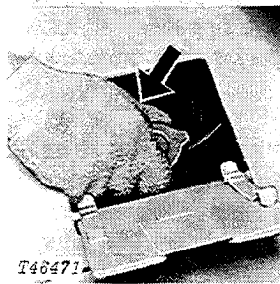


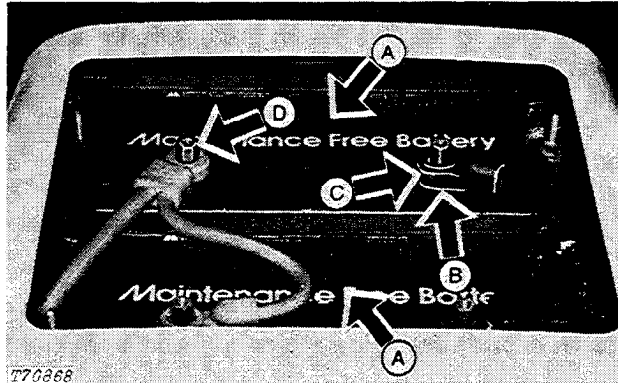
Fig. 2—Radiator Filler Cap

**CAUTION:** Do not remove radiator filler cap until coolant temperature is below its boiling point. Then loosen cap slowly to the stop to relieve any excess pressure before removing cap completely.

Check coolant level in radiator. The coolant should be maintained at a level midway between the radiator core and filler neck.

The antifreeze-water ratio is approximately 50 percent each. This protects to at least  $-34^{\circ}\text{F}$  ( $-37^{\circ}\text{C}$ ).

### 3. Batteries—PDI and ASI



A—Batteries B—Stud Pad C—Eyelet D—Nut

Fig. 3—Batteries

Check terminals and connections.

If terminals are corroded, clean them with a stiff brush.

The cable connector seal should not be pinched between the stud pad and eyelet.

Check torque on four nuts. Torque should be 15 lb-ft (20 N·m).

If needed, clean batteries with a damp cloth.

#### 4. Tire Pressure—PDI and ASI

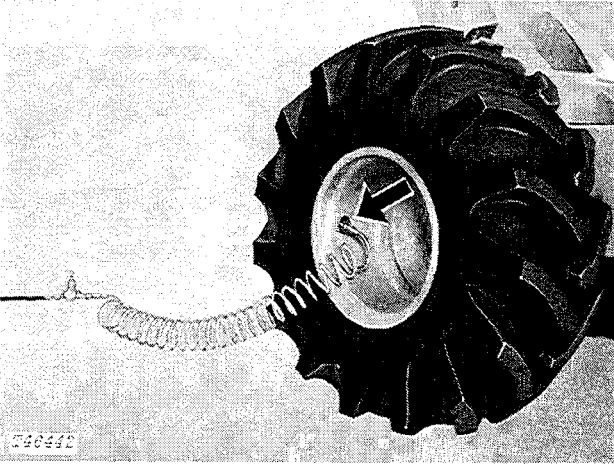


Fig. 4-Correct Tire Testing Procedure

Check the air pressure in the tires with an accurate gauge having 1 psi (0.07 kg/cm<sup>2</sup>) graduations.

Tire Size	Type	Ply Rating	Pressure
Skidder			
23.1x26	LS-2	10	20 psi (138 kPa)
23.1x26*	LS-2	16	25 psi (172 kPa)
24.5x32	LS-2	12	20 psi (138 kPa)
24.5x32*	LS-2	16	25 psi (172 kPa)
28L-26**	LS-2	14	25 psi (172 kPa)
30.5-32	LS-2	12	20 psi (138 kPa)
30.5-32	LS-2	16	25 psi (172 kPa)
68/34-26	LS-2	16	25 psi (172 kPa)
Grapple Skidder			
23.1x26***	LS-2	10	20 psi (138 kPa)
23.1x26***	LS-2	16	25 psi (172 kPa)
24.5x32*	LS-2	16	25 psi (172 kPa)
24.5x32	LS-2	12	20 psi (138 kPa)
28L-26**	LS-2	14	25 psi (172 kPa)
30.5-32	LS-2	12	20 psi (138 kPa)
30.5-32	LS-2	16	25 psi (172 kPa)
68/34-26	LS-2	16	25 psi (172 kPa)

\* Canada only (kevlar-ply).

\*\* Cannot be used with wheel weights.

\*\*\* Only with single function boom and stacking blade.

**CAUTION:** Failure to follow proper procedures when mounting a tire on a wheel or rim can produce an explosion which may result in serious bodily injury. DO NOT attempt to mount a tire unless you have the proper equipment and experience to perform the job safely.

Detailed tire mounting instructions, including necessary safety precautions are contained in John Deere Fundamentals of Service (FOS) Manual 55, Tires and Tracks.

#### 5. Check Engine Oil Level—PDI and ASI

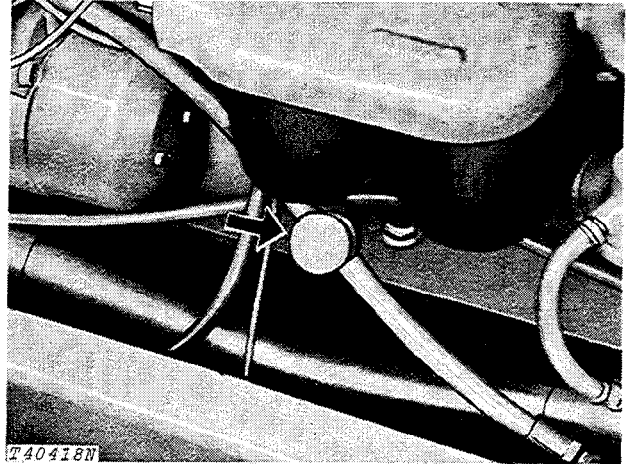


Fig. 5-Crankcase Oil Level

Check crankcase oil level with skidder on level ground and engine off. (Allow a minimum of 10 minutes for the oil to drain down before checking.) If oil level is at or below bottom mark on dipstick, add sufficient oil of the proper viscosity and type specified in the Lubrication Section to bring oil level to between marks on dipstick. Do not operate engine with oil level below the bottom mark.

#### 6. Change Engine Oil and Filter Elements—ASI

**NOTE:** check with the customer if oil has been changed and filter replaced before performing this service.

Normal sequence of service is as follows:

Oil and Filter Change - after first 100 hours  
 - every 200 hours thereafter

If oil has not been changed, change as follows:

1 - Run engine to heat oil.

**CAUTION:** The engine frame guard will swing rearward when all cap screws and safety chain are removed. Be careful when lowering guard to prevent debris from falling in your eyes. Guard is heavy and could come off completely if allowed to swing freely. Lower slowly and lift up to remove guard from skidder.

- 2 - To change oil the bottom guard must be dropped down. To drop guard remove the four 5/8-inch cap screws and allow the engine frame guard to be held by the safety chain. Remove crankcase plug.
- 3 - While crankcase is draining, replace filter elements as follows:

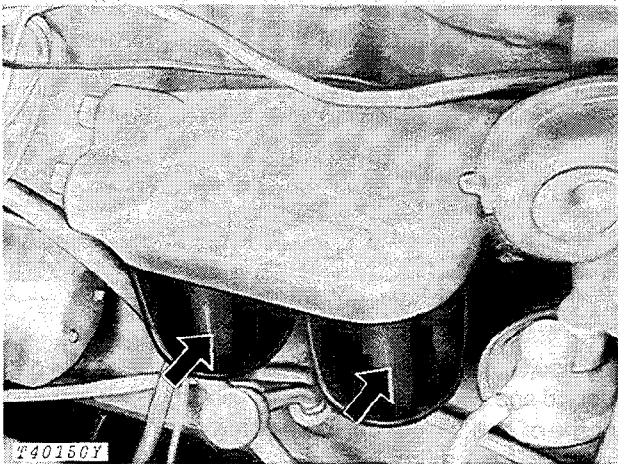


Fig. 6-Engine Crankcase Oil Filters

- A - Remove filter elements. (Turn counterclockwise.)
  - B - Clean mounting surface.
  - C - Apply film of oil to sealing ring.
  - D - Tighten elements until sealing ring touches mounting surface.
  - E - Turn an additional 1/2 to 3/4 turn.
  - F - Do not overtighten.
- 4 - Install drain plug.
  - 5 - Fill crankcase with new oil of proper viscosity. Capacity is 18 quarts (17 L) without filter, 20 quarts (19 L) with filter.
  - 6 - Run engine a short time and check for leaks at filter base and drain plug.
  - 7 - Stop engine.
  - 8 - Check oil level. Level should be between marks on dipstick.
  - 9 - Reinstall engine frame guard.

## 7. Check Transmission-Hydraulic System Oil Level—PDI and ASI

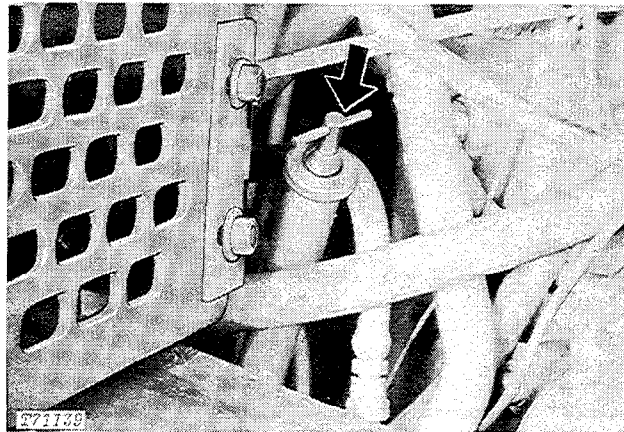


Fig. 7-Dipstick and Oil Filler Cap

Run engine two to three minutes.

Check oil level with:

- 1 - Skidder on level ground.
- 2 - Blade lowered (with engine running).
- 3 - Grapple tongs opened and lowered to ground as close to rear as possible (with engine running).
- 4 - Engine stopped.

Allow a minimum of 5 minutes after shutdown before checking oil.

If oil level is below "add" mark on dipstick with dipstick in normal position, add oil specified in the Lubrication Section to bring oil level to full mark.

If oil level is overfull on the cable skidder operate winch in "FREESPOOL" position with the engine running for 15-20 minutes. Then check oil level again.

**IMPORTANT: Transmission clutches and brakes are pressure lubricated. To prevent damage, the transmission must be filled to the proper level.**

*NOTE: If skidder is equipped with emergency steering accumulators, shut off engine and operate steering wheel back and forth to relieve pressure on the accumulators. Allow a minimum of 5 minutes after engine shutdown before checking oil. Oil level should be 3 inches (76.2 mm) above the full mark with dipstick in normal position. If oil level is low, add oil specified in the Lubrication Section to bring oil level up to 3 inches (76.2 mm) above the full mark.*

## 8. Change Transmission-Hydraulic System Oil Filter Elements—ASI

*NOTE: Before checking oil level find out if customer has changed filter elements (first 50 hours service).*

If not, change filter element as follows:

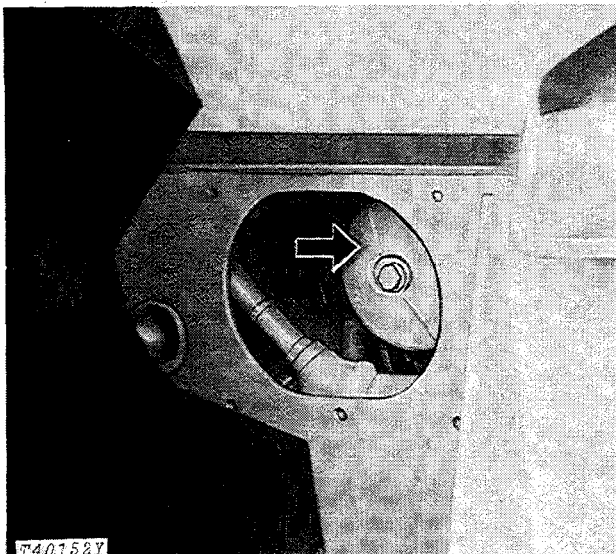


Fig. 8-Transmission Filter

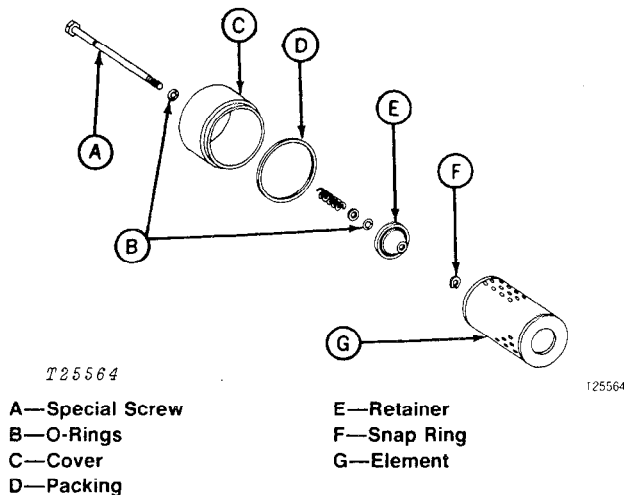


Fig. 9-Transmission Filter Assembly

- 1 - Remove cover (C, Fig. 9).
- 2 - Remove packing (D) and element (G).
- 3 - Install new packing. Be sure it's fully seated.
- 4 - Install new element and filter cover.
- 5 - Tighten special screw (A) to 35 lb-ft (5 kg-m).

*NOTE: It is not necessary to drain the transmission oil when replacing filter element. If element is changed quickly, oil loss will be slight.*

*NOTE: Clean transmission pump intake screen located next to the transmission oil filter. Remove four cap screws and screen cover. Then remove gasket and intake screen. Clean screen in diesel fuel. Reinstall screen, gasket and cover assembly.*

6 - Swing grille screen out.

7 - Remove nut (1, Fig. 11) from top end of filter rod (7) and lift off filter end cover (3).

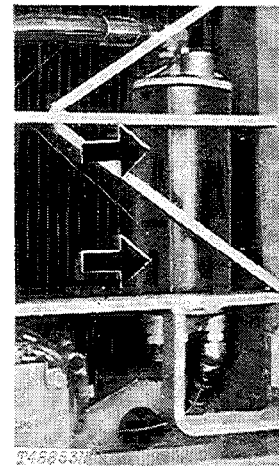


Fig. 10-Hydraulic Filters

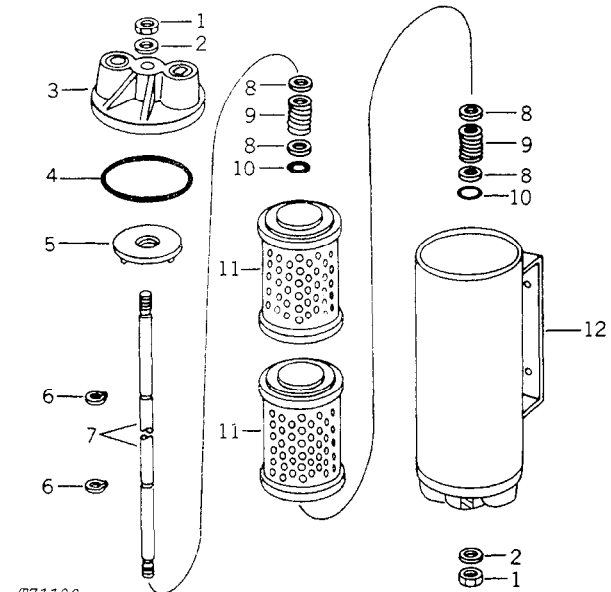


Fig. 11-Hydraulic Filter Assembly

- |                       |                  |
|-----------------------|------------------|
| 1—Nut                 | 7—Filter Rod     |
| 2—Special Washer      | 8—Special Washer |
| 3—Filter End Cover    | 9—Spring         |
| 4—O-Ring              | 10—O-Ring        |
| 5—Oil Filter Retainer | 11—Element       |
| 6—Retaining Ring      | 12—Filter Tube   |

- 8 - Remove O-rings (4) and elements (11).
- 9 - Install new O-rings. Be sure they are fully seated.
- 10 - Install new elements. Be sure they are properly located on bottom of filter cover (12) and retainer (5).
- 11 - Install filter end cover (3) and attach top end of filter rod (7) using nut (1).
- 12 - Swing grille screen back in place.

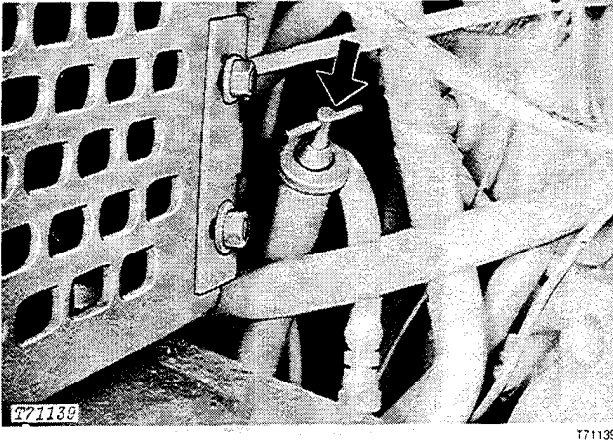


Fig. 12-Dipstick and Oil Filler Cap

- 13 - Add oil specified in the Lubrication section.
- 14 - Run engine 2-3 minutes.
- 15 - Check oil level (see check list item 7).

## 9. Fuel Filter—PDI and ASI

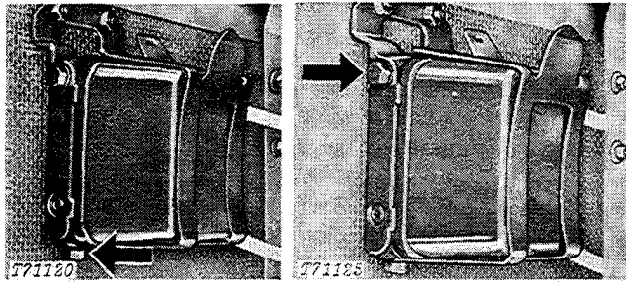
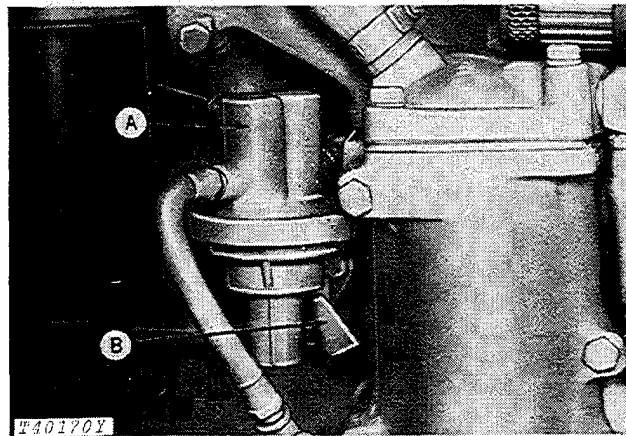


Fig. 13-Drain Screw

Fig. 14-Bleed Screw



A—Fuel Transfer Pump

B—Primer Lever

Fig. 15-Fuel Transfer Pump

Check fuel filter for sediment. If necessary, drain as follows:

- 1 - Loosen drain screw, (Fig. 13).
- 2 - Work primer lever on fuel transfer pump (B, Fig. 15) until deposits are drained.
- 3 - Tighten screw.

Bleed fuel system as follows:

- 1 - Loosen bleed screw, (Fig. 14).
- 2 - Work fuel transfer pump primer lever until fuel, free of bubbles, flows from filter opening.
- 3 - Tighten bleed screw.

*NOTE: It may be necessary to turn engine over slightly so lobe on engine crankshaft is in position when operating lever for the fuel transfer pump.*



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