



TSB.IN091310-001

TECHNICAL SERVICE BULLETIN

- Proper Procedure To Tie Down The Machine For Transport
- Netting Tangled Around Wheel Motor Shafts
- Control Lever Rod End Lubrication

AFFECTED MODELS: ALL M-SERIES BIG-ROLL INSTALLERS

Securing the installer

When securing a big-roll installer to a trailer, never tie down using a strap placed over the fuel and hydraulic tanks (**Figure 1**).



Figure 1—DO NOT strap the machine down using the fuel and hydraulic tanks.

The tanks are not designed to hold the weight of the machine. It is possible to crack the tanks at their mounting tabs if they are used to secure the installer.

In addition, the chains under the operator's platform (**Figure 2**) are

designed to help balance the machine when lifting it using a forklift.



Figure 2—To prevent damage to the platform, do not use the chains to secure the machine on a trailer or truck.

Do not use the chains to secure the machine or the platform will be damaged.

The correct method to secure the installer is using ratcheting straps. Place one strap through the D-ring on the rear of the machine (**Figure 3**).

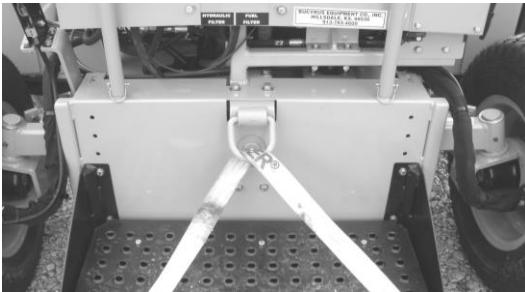


Figure 3—D-ring on rear of machine.
To secure the front of the machine, place a strap over the front tires (**Figure 4**), or raise the roll lift arms and place a strap across the main frame (**Figure 5**).



Figure 4—The front of the machine can be secured using a ratcheting strap placed over the tires.



Figure 5—If necessary, raise the roll lift arms and secure the machine using a ratcheting strap across the main frame as shown.

To be certain the machine is securely tied down, it may be helpful to place a strap around the roll lift frame and tighten it securely, pulling against the strap attached to the D-ring in the rear. See (**Figure 6**).



Figure 6—If necessary, place a strap around the roll lift frame and tighten it securely.

Netting tangled around motor shafts

We have noticed some machines in the field with sod netting wrapped tightly around the wheel motor shafts. If the netting is allowed to remain on the motor shafts, it will soon destroy the shaft seals resulting in hydraulic fluid leakage and damaged motors.

The best time to remove the netting is before it is packed tightly around the shafts. Inspect the unit each day and remove all netting wrapped around the shafts. If necessary, remove the wheel to more easily remove the netting.

Rod end lubrication

Periodically lubricate the control lever rod ends to ensure smooth operation. To lubricate the rod ends, first remove the four screws that secure the lever boot, then remove the boot. See **Figure 7**.

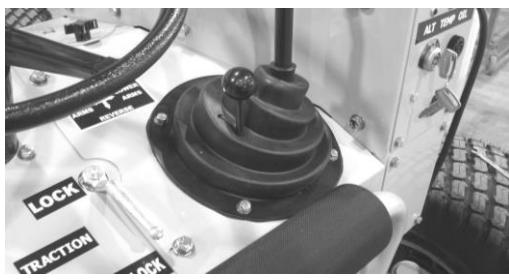


Figure 7—Remove the boot to access the control lever rod ends.

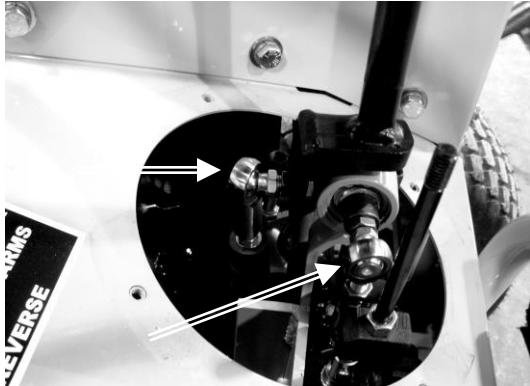


Figure 8—Lubricate the control lever rod ends using light oil such as WD-40 (or equivalent).

Lubricate the rod ends using suitable aerosol oil. Operate the control lever forward and backward and side to side. Make sure the control lever operates smoothly. Reinstall the boot and four screws when finished.