OPERATION

4.1 Boarding the Tractor

Always board the tractor from left hand side where a footrest is provided while taking care the other part of body must not foul with levers. This will provide ease to operator.

4.2 Leaving the Tractor

After stopping the tractor, leave the tractor from Left or Right side of tractor.

4.3 Engine:

4.3.1 Starting the Engine:

Ignition switch is used to start the engine. Switch has following four positions. See figure 4.3.1a & 4.3.1b for understand ignition switch positions in your tractor model:

1. OFF: When the key is turned to this position, power supply to the electric circuits is cut off, and the key can be removed or inserted in this position.

2. ON: When the key is turned in to this position, power is supplied to the electric circuits. After the engine starts , the key is held in this position.

3. HEAT: This is an intermediate position between the 'ON' and 'Start' position. When the key is turned to this position, the glow plugs would become hot and allow easy startup of a cold engine.

4. START: When the key is turned to this final position, the starter cranks the engine and the engine starts. When the key is released, it automatically returns to the 'ON' position.

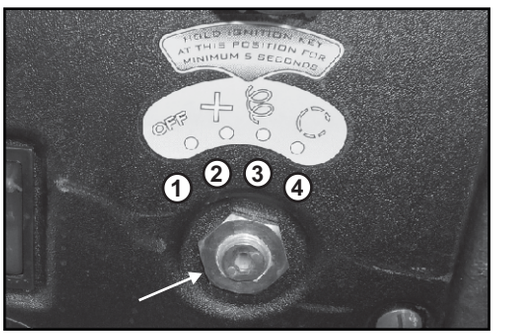


Fig. 4.3.1a - Ignition Switch for 20 model

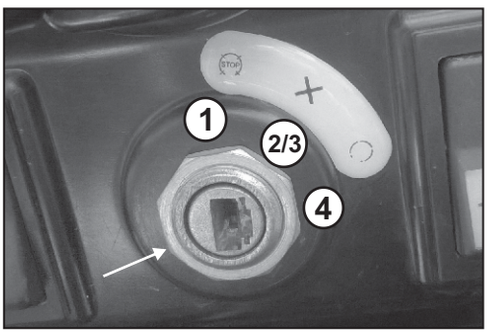


Fig. 4.3.1b - Ignition Switch for 26 model

For Starting:-

A Check that the gear shifter lever is in neutral.

B Move the low/ high speed selector lever to neutral position.

C Tractor is equipped with clutch safety switch, always press the clutch pedal fully before starting the engine.

D Check that PTO lever is in neutral.

E Release the hand brake (if engaged).

WARNING *When the engine is running, keep as a safe distance from the radiator fan.*

WARNING *To prevent accidents, never allow anyone to sit on the mudguards or on any other part of the tractor or implement.*

4.3.2 Cold Weather Starting

(Temperature below 0 °C or 32° F):

Proceed as Follows:

1 Perform operations A to E as instructed above.

2 Turn the Starter Key to 'Heat' position and keep it there

for few seconds and then turn the key to start position.

3 If the engine fails to start repeat Step 2, wait for further 5 to 10 seconds and then turn the key to start position again.

Note:

1 If the engine fails to start after two or three attempts and smoke can be seen coming out of the exhaust, repeat the starting procedure with less time glow plug heater.

2 Do not keep the key turned to start position for more than 5-8 seconds at a time.

3 Wait at least one minute after every two failed attempts of starting the tractor.

If the engine does not start regularly and easily, do not continue as for you may run down the battery. Bleed any air that may have accumulated in the fuel system and, if the problem persists check that:

1 Fuel filters are not blocked.

2 The battery and Heater Plugs are working efficiently.

Note: Before starting a cold engine in cold weather first cover the radiator with a radiator cover. Remove the cover as soon as a normal working temperature is achieved.

IMPORTANT: *When outdoor temperature drops to around or below 0°C [32°F], check the cooling system and if necessary add the recommended antifreeze.*

IMPORTANT: *Do not inject fluids (ether) to make the engine easier to start in cold weather. The tractor is equipped with a cold start device.*

4.3.3 Running in

It is essential to take the following precautions during the running in period:

1 During this period, do not subject the tractor to loads greater than those it will have to deal with during the rest of its working life.

2 Engage low gears when towing heavy loads.

3 When running in, check regularly that all screws, nuts and bolts are tight.

4 To ensure prolonged clutch life, run in the clutch discs correctly.

4.3.4 Turning off the engine:

1 Turn the engine accelerator to idle position.

2 *(For 26 model)*

Stop the engine by turning the starting Key to 'OFF' position.

2 *(For 20 model)*

Turn the starting key to ‘OFF’ position. Stop the engine by pulling ‘Pull to Stop’ Knob till engine stops (fig. 4.3.4).

Fig. 4.3.4 (20 model)

4.4 Under Hood Muffler (Optional)

Under hood muffler fitted inside the bonnet for better aesthetics, vision and better sound muffing capabilities.

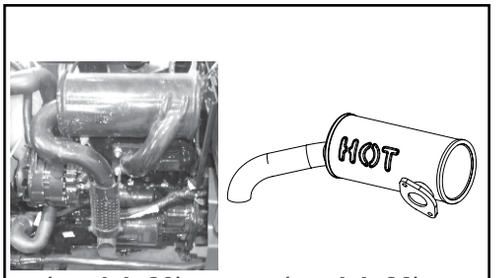


Fig. 4.4

4.5 Opening the Bonnet

Press the knob at center of bonnet towards steering wheel side with one hand (as shown in fig. 4.5) & with another hand, lift the bonnet from lower side (as shown in fig. 4.5).

4.6 Closing of Bonnet

Gently lower the bonnet down, then press until lock is engaged.

Note: Do not use RVM holder as a support to open or close the bonnet, it may damage the mounting of RVM on bonnet.

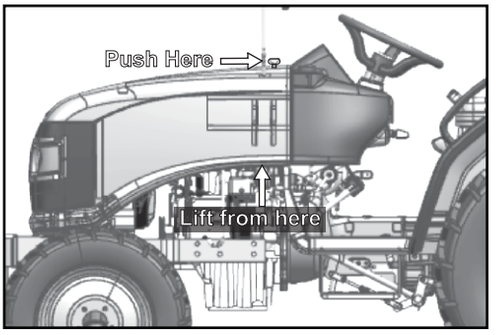


Fig. 4.5

4.7 Accelerator Pedal

The accelerator pedal can override the setting of hand throttle lever to accelerate the engine.

However, when you release the pedal, the engine returns to the speed set by the hand lever. When using the accelerator pedal, always set the hand throttle lever to idling position.

Fig. 4.7, A1= Accelerator Pedal for 20 model

Fig. 4.7, A2=Accelerator Pedal for 26 model

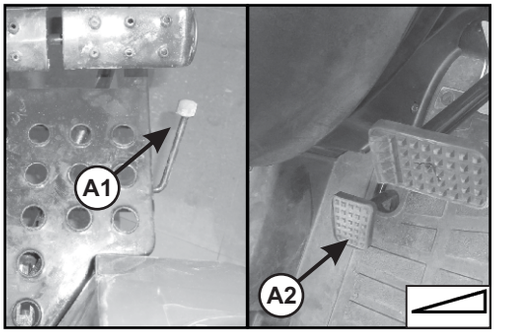


Fig. 4.7

4.8 Clutch Pedal (B), Fig. 4.8

Pedal released = Drive engaged.

Pedal Pressed = Drive disengaged.

Select lower gear as per load condition and don't over ride the clutch for acceleration.

IMPORTANT: Never keep your foot resting on clutch pedal when driving.

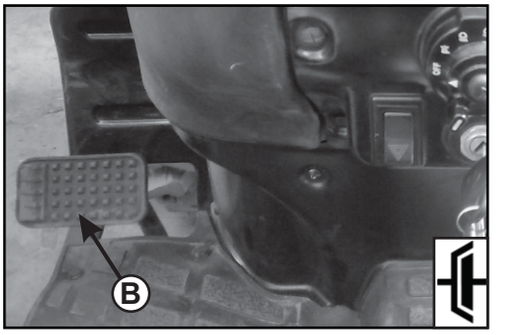


Fig. 4.8

WARNING

Never coast down slopes with the gear lever in neutral / clutch pressed when in gear.

4.9 '2WD / 4WD' Lever

You can drive the tractor in both 2WD or 4WD mode. Select the driving mode by Lever (C1 & C2) as shown in figures.

2WD MODE: By engaging the lever in 2WD position the power is transmitted to rear wheels only.

For 20 model, pull the lever (C1) backward to select the 2WD model.

For 26 model, pull the lever (C2) upward to select 2WD mode.

4WD MODE: With the lever in 4WD position the power is simultaneously transmitted to all 4 wheels (Front & Rear) of tractor.

For 20 model, push the lever (C1, fig. 4.9a) forward to select 4WD mode.

For 26 model, push the lever (C2, fig. 4.9b) downward to select 4WD mode.

NOTE: *4WD Mode is for field operation and 2WD mode is for road operation.*

** 2WD=Two Wheel Drive, *4WD=Four Wheel Drive*

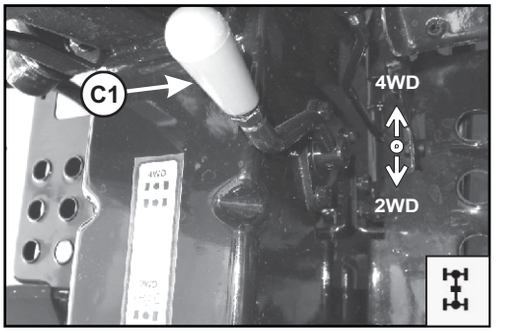


Fig. 4.9a

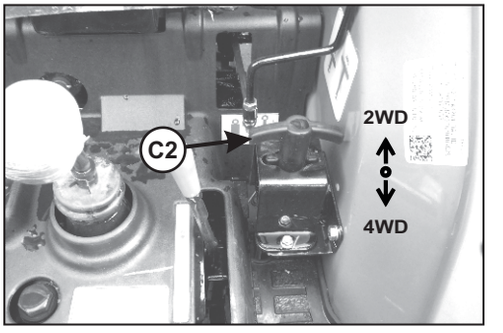


Fig. 4.9b

4.10 Hand Throttle Lever

Hand throttle lever mounted on front panel is used in field application. To increase the speed of engine, pull down the lever and to decrease, pull up the lever.

Fig. 4.10a, D1 = Hand Throttle Lever for 20 model

Fig. 4.10b, D2 = Hand Throttle Lever for 26 model

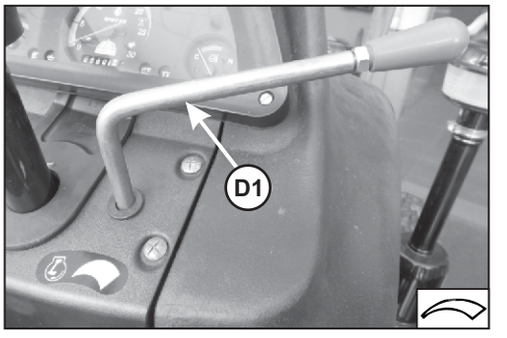


Fig. 4.10a

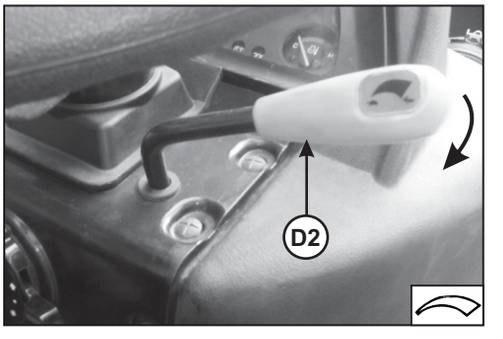


Fig. 4.10b

4.11 Gear Shifter Lever

Gear shifter lever enables to get the required speed (6 Forward and 2 Reverse) by selecting the particular gear with combination of hi-low gear lever.

Before changing the tractor movement from forward to reverse or reserve to forward direction wait for the tractor to stop.

Release accelerator pedal and press the clutch pedal. Select required gear, release the clutch gradually and accelerate the engine.

Fig. 4.11a, E1 = Gear Shift Lever for 20 model
Fig. 4.11b, E2 = Gear Shift Lever for 26 model

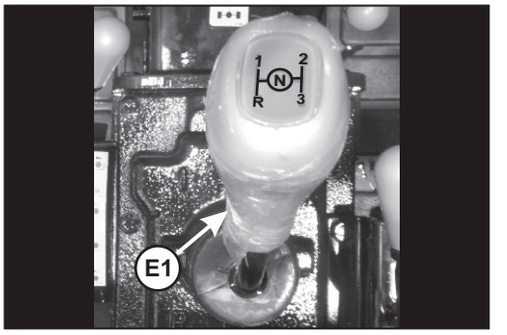


Fig. 4.11a

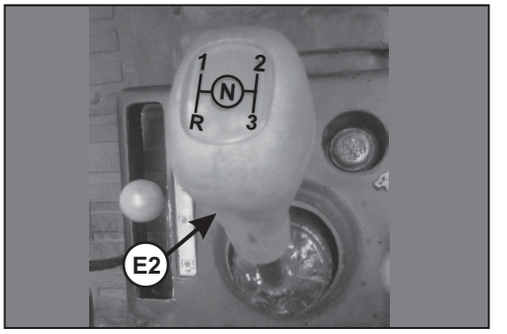


Fig. 4.11b

CAUTION

When traveling downhill always remain in gear. Never press clutch pedal. The gear selected should be same as used to climb up.

IMPORTANT: For engaging/disengaging gear always use the clutch.

4.12 Power Take off (PTO)

Power take off is mounted at rear side of tractor. This is used for supplying power directly to implement from engine.
PTO can be engaged or disengaged by PTO shifter lever (F1 / F2).

PTO speeds available in 20 models corresponding to Engine RPM are shown in below table:

Position	Engine RPM (Agri Tyres)	Engine RPM (Turf Tyres)	PTO Speed
1	2298	2080	540
2	1559	1410	540E
3	1673	-	1000

Fig. 4.12a, F1 = PTO Shifter Lever for 20 model
Fig. 4.12b, F2 = PTO Shifter Lever for 26 model

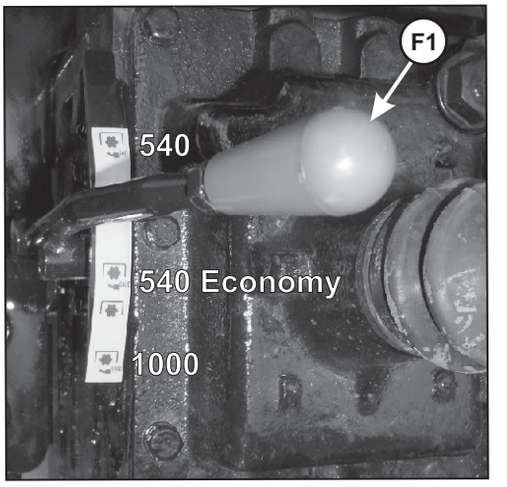


Fig. 4.12a

OPERATION

PTO speeds and corresponding Engine RPM for 26 model are as follows:

Position	PTO Speed	Engine RPM
PTO 1	540	2703
PTO 2	1000	2558

Information Sticker is pasted on transmission housing cover for operating PTO lever (see fig. 4.12c) (option in 26 model).

IMPORTANT : *When PTO is not operational protect PTO splines with PTO Cap (A).*

PTO Cap protects persons from injuries and the shaft splines from damage.

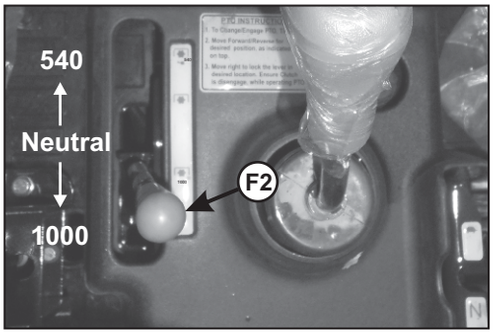


Fig. 4.12b

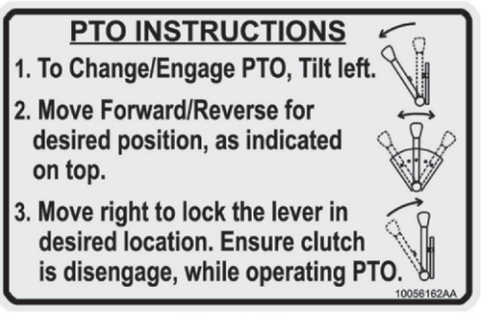


Fig. 4.12c

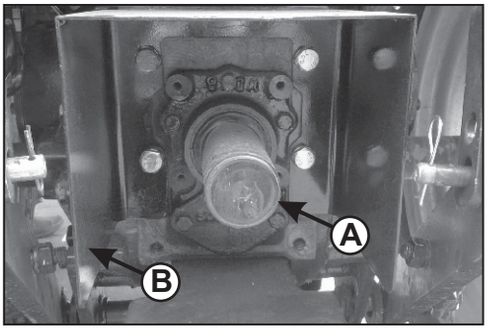
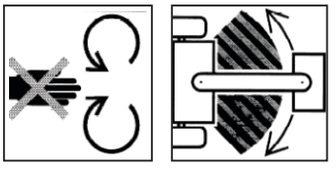


Fig. 4.12d



WARNING

Before connecting adjusting or working on implements operated by the PTO, disengage the PTO, stop the engine, remove the key from the dashboard and engage the parking brake. Do not work under raised implements.

WARNING

When using the PTO drive with a stationary tractor, ALWAYS make sure that the gears are in neutral and that the parking brake is applied.

WARNING

Check to make sure that all implements operated by the PTO are fitted with the correct protections, are in a good condition and comply with the provisions established by the law.

WARNING

Before driving an implement through the PTO, ALWAYS make sure that all bystanders are well away from the tractor.

A requirement to use only power take-off drive shafts with adequate guards

CAUTION

Remove PTO cap (A, fig. 4.12d) only when the PTO is to be used. As soon as PTO-driven implement is removed, re-install cap over PTO stub shaft again afterwards. There are various versions of PTO guard that are not shown here.

CAUTION

Never operate PTO unless the master shield is in the position shown. Switch off the PTO before raising the implement.

WARNING

Before using the PTO, the maximum permissible angle of articulation on the telescoping driveline must be ascertained. During operation, there must be no contact between the PTO guard and the telescoping driveline. This is particularly important when turning corners.

WARNING

Always put a guard (B, fig. 4.12d) on the telescoping driveline and take action to prevent it from turning with the shaft. Do not operate the telescoping driveline unless a guard is installed that covers the PTO shaft completely and does not turn with the shaft.

WARNING

Stay clear from the area of the three-point linkage when controlling it.

WARNING

The mounted machinery must be lowered on the ground before leaving the tractor.

WARNING

Stay clear from the area between tractor and trailed vehicle.

Information about using implements with power take-off drive shafts

CAUTION

1. Shut off engine and disengage PTO before attaching PTO-driven equipment.

CAUTION

High-inertia implements do not come to a standstill the moment the PTO control lever is shifted to the disengaged position. Do NOT approach the implement while it is "coasting down". Do not work on the implement until it has stopped.

CAUTION

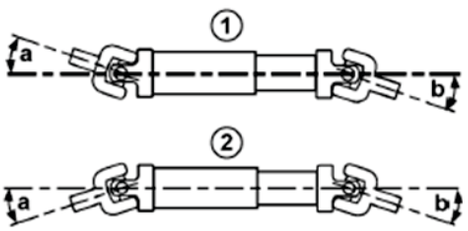
Before attempting to clean, adjust or lubricate a PTO-driven machine, the TPL, always make sure the PTO is switched off and stopped, the tractor engine is shut off and the ignition key is removed.

Turn key off to stop engine.

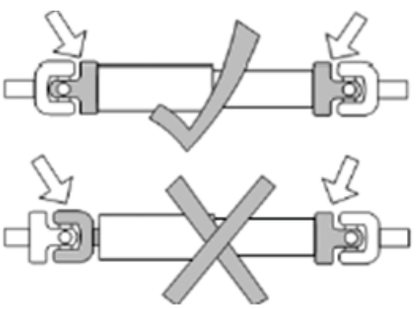
2. Attach implement to tractor before connecting PTO drive line. Lock TPL in upward position if it is not to be used.
3. Rotate PTO shield upward for clearance. With engine off, turn shaft slightly by hand if necessary to line up splines. Connect drive line to PTO shaft. Pull out on shaft to be sure drive line is locked to PTO shaft. Place PTO shield in downward position.
4. Be sure all shields are in place and in good condition. Never operate PTO unless master shield is properly installed. WITH ENGINE STOPPED, check integral shields on drive line by making sure they rotate freely on shaft. Lubricate or repair as necessary.
5. Check carefully for any interference, make sure TPL is locked in the upward position if it is not used.

Fig. 4.12e

Fig. 4.12f



Articulation on Telescoping Driveline



Align Forks Correctly
1 - Z-shaped layout
2 - W-shaped layout

Fig. 4.12g

As far as possible, angles (a) and (b) at the universal joints should be the same at both ends of the Telescoping driveline.

In applications where this is not the case (e.g. sharp turns with PTO engaged), it is recommended to use a continuous-velocity drive shaft.

NOTE: The two schematic drawings do not show any guards on the telescoping driveline. A guard is mandatory when using telescoping drivelines.

IMPORTANT: Only operating conditions described in the Operator's Manuals of the various implements are permitted. This applies particularly to maximum permissible angle of articulation, to the use of freewheel clutches and overload clutches, and to the prescribed amount of overlap when shaped pipes are pushed together.

IMPORTANT: Before using a PTO-driven implement, take action to ensure that the telescoping driveline is lubricated regularly. Comply with instructions in the Operator's Manual provided by the manufacturer.

IMPORTANT: On multi-component telescoping drivelines, the yokes at each end must be aligned as shown. The yokes at each end must NOT be at 90° to one another.

4.13 Hydraulic Coupling Devices

Pull dust cover off coupler (A1/A2). When connecting the hose, ensure that the connectors are perfectly clean.

IMPORTANT: Connect the trailer's pipe with the QRC's, operate the DCV lever respectively to lift trailer.

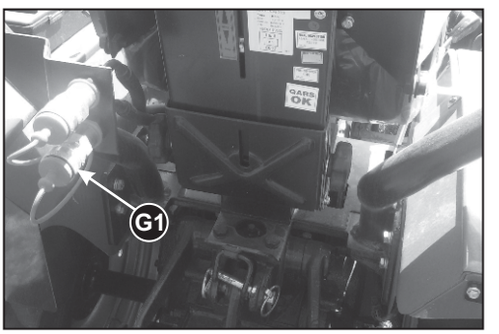


Fig. 4.13a

Fig. 4.13a, G1= DCV* location in 20 model.

Fig. 4.13b, G2=DCV location in 26 model.

Fig. 4.13b

** 1SA is standard and 1DA is optional feature in 20 model.*

4.14 Power Steering (option in 26 model)

The tractor is equipped with power steering with a pump of 5.5 CC & steering unit of 40 CC which enables the operator for ease in operation.

The power steering function goes off when the engine is shut off.

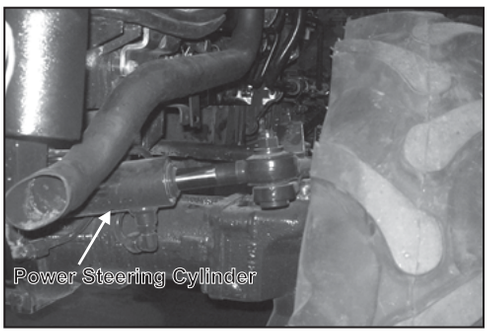


Fig. 4.14

4.15 Transport Lock (Response Valve)

It acts as safety device during transportation of implements. It is located on front end side of Hydraulic rear cover below driver seat (see fig. 4.15).

Use: While implements transportation, lift the implement at desired height and then fully tighten the response valve for its locking .

CAUTION

Response Valve should always be closed during implements transportation.

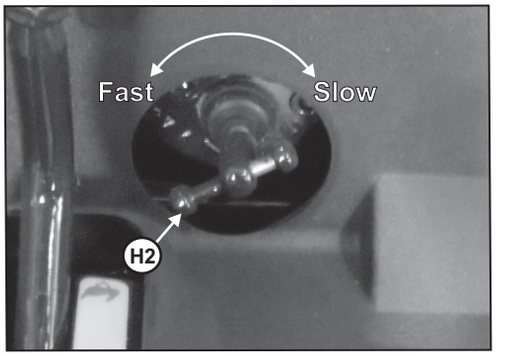


Fig. 4.15

4.16 Hi-Low Lever

This lever is used to change the low speed into high speed or vice versa when tractor is moving. According to requirement you can use it with combination with main gear lever.

Speed Selection:

1. Neutral Position: Lever in the middle cut.
2. High Speed: Move the lever out of the cut and shift towards rear end.
3. Slow Speed: Move the lever out of cut and shift towards front end.

Note: Select the speed after starting tractor as per requirement.

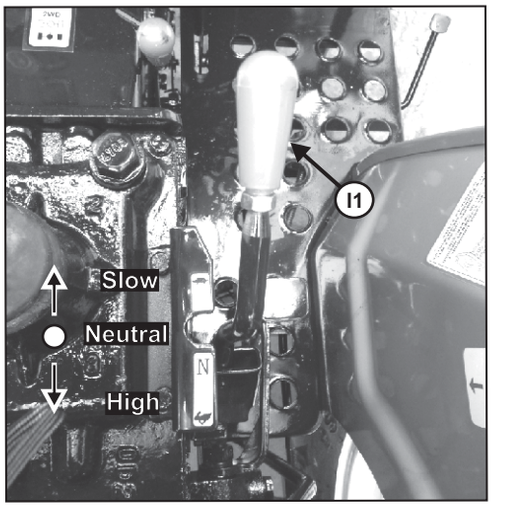


Fig. 4.16a

Fig. 4.16a, I1= Hi-Low Lever for 20 model.

Fig. 4.16b, I2 = Hi-Low Lever for 26 model.

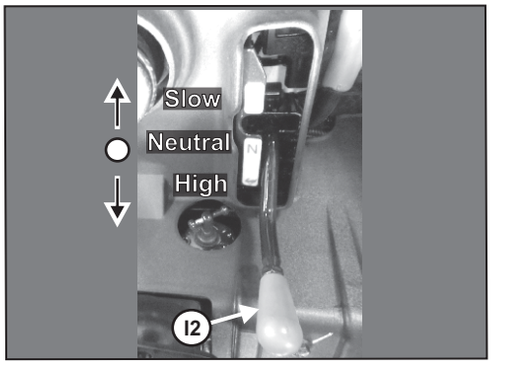


Fig. 4.16b

4.17 Differential Lock Pedal

When you press the differential lock pedal, both the wheels will rotate at same speed.

IMPORTANT: *Differential lock operation should be in straight position only and should be disengaged at turnings to avoid any damage of differential assembly.*

WARNING

Do not apply differential lock while tractor speed is more than 6 kmph [3.73 mph] on turning.

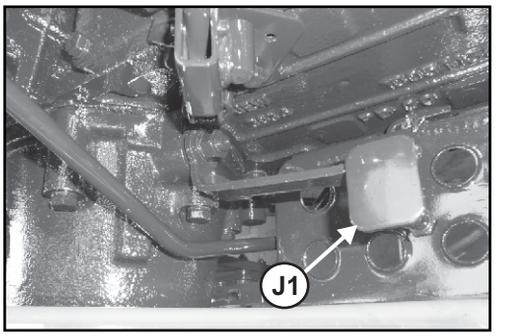


Fig. 4.17a

Fig. 4.17a, J1 = Differential Lock Pedal for 20 model.

Fig. 4.17b, J2 = Differential Lock Pedal for 26 model.

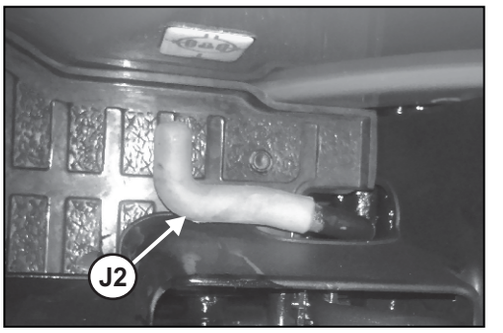


Fig. 4.17b

4.18 DCV Lever (Optional feature), Fig. 4.18

The tractor is equipped with optional single acting (1SA) or double acting (1DA) directional control (DC) valves. The operation is with a lever (K) located beneath LHS of driver seat. Quick Release Coupler (QRC) is fitted at rear side of tractor.

CAUTION

Use cylinder implements only according to DCV fitted in your tractor.

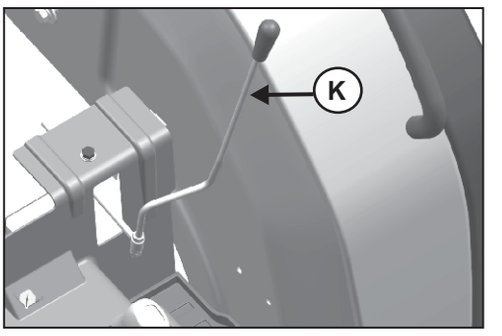


Fig. 4.18

4.19 Service Brakes

The main brakes are operated by means of two pedals (L1/L2), one for each rear wheel. Braking on one side assists steering in tight maneuvers. By locking rear wheel on the inside of curve, you can virtually turn the tractor around on its own axis. For simultaneous braking during normal use and for on road use, simply lock the two pedals together with the special brake coupling lock.

WARNING

Always keep the brake pedals coupled for on-road driving to ensure simultaneous braking on both rear wheels. Never use the brakes independently when driving on public roads.

WARNING

If you ever notice the brakes becoming less effective, identify the cause immediately and repair. When working on slopes avoid using the brakes as much as possible and select a lower gear in order to use engine braking.

Fig. 4.19a, L1= Service Brakes for 20 model.

Fig. 4.19b, L2 = Service Brakes for 26 model.

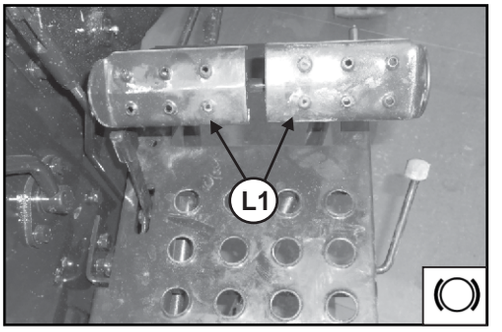


Fig. 4.19a

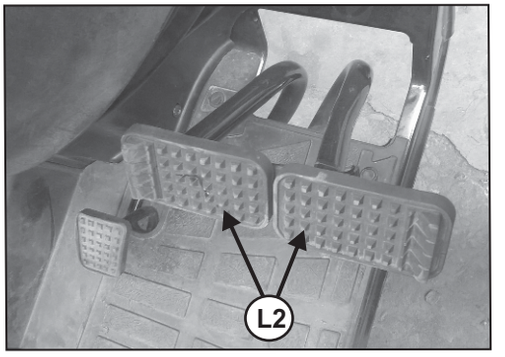


Fig. 4.19b

4.20.1 Parking Brake (for 20 model)

The Parking brake is engaged by lever (M1) which acts on brake discs by means of a mechanical control.

Parking brake engagement:
- Press the brake pedals and shift the parking brake lever (M1) towards driver seat to engage the parking brake.
Parking brake release:
- Press the brake pedals and shift the parking brake lever (M2) towards front to release the parking brake.

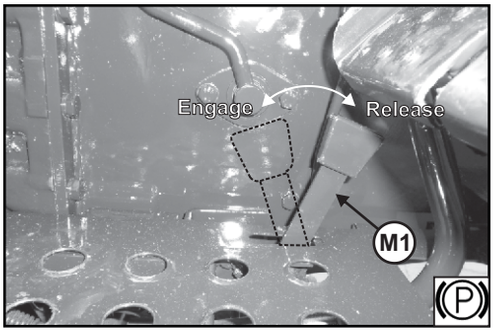


Fig. 4.20a

4.20.2 Parking Brake (for 26 model)

The Parking brake is engaged by lever (M2) which acts on the brake discs by means of a mechanical control.

Parking brake engagement:
- Press the brake pedals and pull down the lever (M2) completely to operate the parking Brake.

Parking brake release:
- Press the brake pedals and pull up the lever (M2) to disengage the parking brakes.

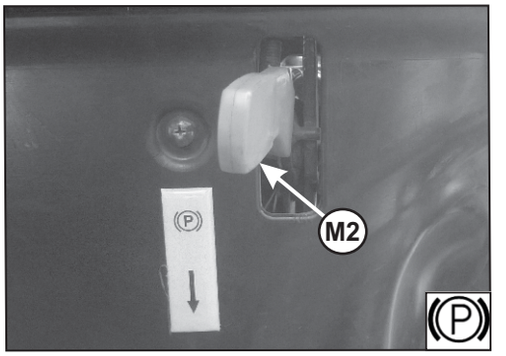


Fig. 4.20b

WARNING

Always engage the hand brake when the tractor is used for work at a standstill, even if only for brief periods of time.

IMPORTANT : *Driving the tractor with the parking brake partially engaged will cause damage to internal brake components.*

4.21 Gear Speed Chart

Following listed gear speeds are with standard tyres at rated engine rpm:

Range	Gear	Model	
		20	26
		Speed in Kmph (mph)	Speed in Kmph (mph)
SLOW	1st	1.25 (0.78)	1.67 (1.04)
	2nd	1.88 (1.17)	2.42 (1.51)
	3rd	3.17 (1.98)	3.44 (2.15)
	Reverse	2.60 (1.63)	2.13 (1.33)
FAST	1st	5.50 (3.43)	7.55 (4.71)
	2nd	8.28 (5.18)	10.98 (6.86)
	3rd	13.93 (8.70)	15.58 (9.73)
	Reverse	7.03 (4.39)	9.65 (6.03)

Note: Above speeds can vary within ±5 % according to tyre pressure & loading conditions.

4.22 Wheels and Tyres

Tyres Play vital role in transportation and agriculture operations. It is the most important factor in the efficient performance of tractor it should be used only as per company recommendation. Here we will discuss only pneumatic tyres.

On any tyre there is some marking which represents its size & capacity e.g. Tyre marking is 8.3x20, 4 ply rating i.e. 8.3 inch is the section width, 20 inch is the bead diameter. Ply rating doesn't show that the same No. of plies are inserted in tyre. It is only comparative measure of the load carrying capacity (L.C.C) of tyre. As more ply rating shows more L.C.C. at the same time as L.C.C. increase the shocks absorption capacity decreases.

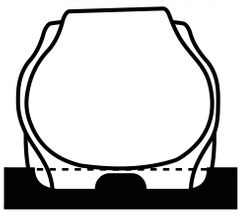
In general, tractor is considered for two types of work:

- Work on soft soil where maximum adhesion is needed. In this case there will be use of lowest pressure compatible with the load carried.
- Work on hard ground and roads, towing etc. In this case there will be use of maximum pressure.

In Field Operations

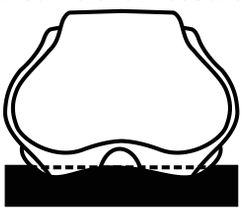
Recommended Tyre Pressure : Front: **20~22 P.S.I** / Rear: **14~16 P.S.I**

Correct Pressure



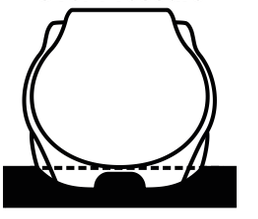
- Good adherence by dirt grousers.
- Good cleaning of the tread

Insufficient Pressure



- Reduce adherence through lack of tyre grip.
- Deterioration of tyre casing by traction forces.

Over Pressure

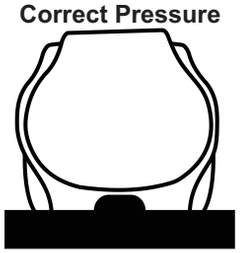


- Reduce group due to lack of cleaning
- Deterioration due to compacted ground.

On Haulage Operations

Recommended Tyre Pressure: Front: - **22~24 P.S.I** / Rear **16~18 P.S.I**

Correct Pressure



- Resistance to Wear

Insufficient Pressure

- Reduce adherence through lack of tyre grip.
- Deterioration of tyre casing by traction forces.

Over Pressure

- Reduce group due to lack of cleaning
- Deterioration due to compacted ground.

Load Carrying Capacity			
Tyre Dimensions	**Load carrying capacity as per tyre load index**	**Technical permissible mass per axle**	**Max. permissible vertical load on coupling point**
5.00 – 12	265 kg [584.2 pounds] @325 kpa [47.14 PSI]	530 kg [1168.5 pounds]	223 Kg [491.6 pounds]
6.00 – 12	325 kg [716.5 pounds] @200kpa [29 PSI]	650 kg [1433 pounds]	
8.00 – 18	680 kg [1499.1 pounds] @210kpa [30.46 PSI]	1360 kg [2998.3 pounds]	
8.30 – 20	710 kg [1565.3 pounds] @340kpa [49.3 PSI]	1420 kg [3130.6 pounds]	

4.23 Check Wheel Nut Bolt

Check wheel nut of the front and rear wheel. Torque it as per following specification:

Rear wheel : 130 Nm [103 lbf-ft]
Front wheel : 72 Nm [53 lbf-ft]

4.24 Ballasting of Tyre

Proper ballasting is an important factor in tractor performance. For better performance of tractor, the weight of tractor can be decreased as per requirement. Maximum productivity can be achieved only if tractor weight is appropriate for the job. Ballast is required for traction and stability. The tractor is equipped with detachable front toe hook. Following factors determine amount of ballast.

- Soil surface loose or firm
- Type of implement
- Travel speed and tractor power output partial or full load.

By default, 26 model are equipped with 2 Front Weights of 15 Kgs each i.e. 30 Kgs [66.14 pounds]. 20 model is equipped with single front weight of 30 Kgs [66.14 pounds].

Fig. 4.24a, N1= Front Weight in 20 model.

Fig. 4.24b, N2 = Front Weights in 26 model.

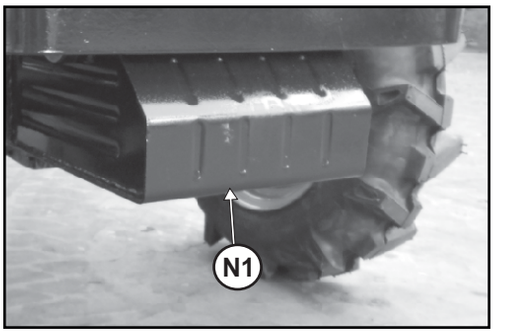


Fig. 4.24a

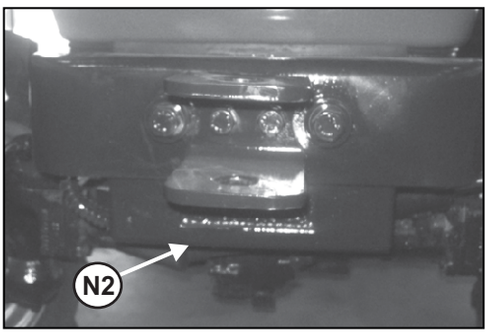


Fig. 4.24b

4.25.1 Hydraulic System for 20 model

In 20 tractors, live hydraulic system is provided in which hydraulic pump is driven by engine and mounted at cover of engine. As the engine run, the hydraulic pump also starts working. Transmission lubrication oil is used as hydraulic oil.

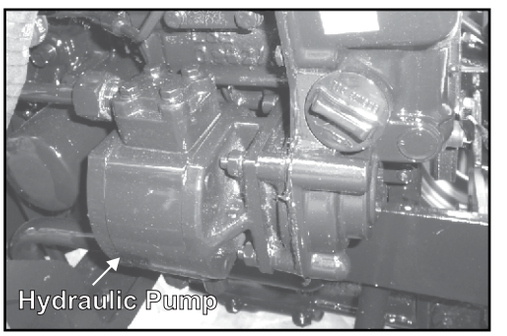


Fig. 4.25a

Position Control Lever (O1, Fig. 4.25b)

This black colour lever is mounted on R.H.S. of driver seat which enables raising or lowering the implement/lift.

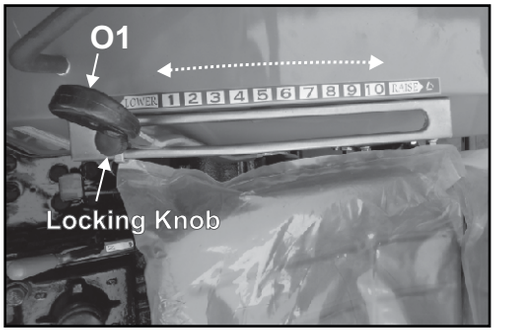


Fig. 4.25b

4.25.2 Hydraulic System for 26 model

In 26 model, live hydraulic system is provided in which hydraulic pump is driven by engine and mounted at cover of engine. As the engine run, the hydraulic pump also starts working and the oil is transferred from pump to lift via priority valve (located at LH side of Engine). Transmission lubrication oil is used as hydraulic oil.

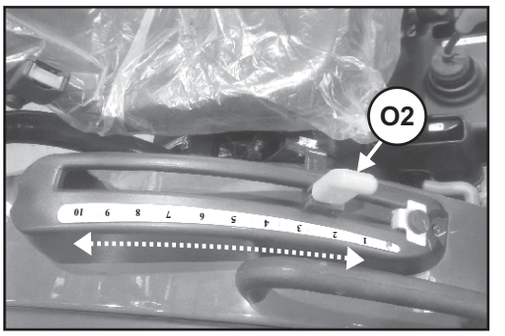


Fig. 4.25c

Position Control Lever (O2, fig. 4.25c)

This orange colour lever is mounted on R.H.S. of driver seat which enables raising or lowering the implement/lift.

Priority Valve

Priority valve gets oil input from hydraulic system and serves as a unit to provide oil to:

1. Steering Mechanism
2. Hydraulic Lift
3. DCV unit

4.26 Three Point Linkage

Three-point linkage is used to mount the implement, which is fully mounted, or semi-mounted and used for different field operation. Three-point linkage is controlled by hydraulic lever. In this two lower link are available, of which one side of the lower link is attached with differential housing and other is used to hitch the lower pin of the implement. Lift rods are mounted on lift arm that is operated through rockshaft. Loose side of Top link is used for attaching upper hitch pin of implement. Top link is adjustable for proper setting of implement and ease at the timing of joining.

Fig. 4.26a = Three Point Linkage for 20 model.

Fig. 4.26b = Three Point Linkage for 26 model.

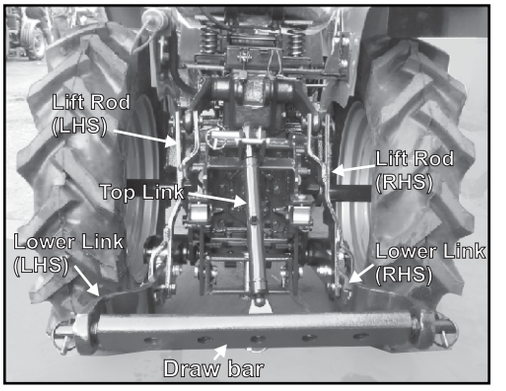


Fig. 4.26a (20)

Lift Rods (for 20 model) - Fig. 4.26c

Lift rods fitted is of fixed type. For adjustment of length, remove safety pin, which is attached with lift arm, and shift to optional holes (upper or lower) for increasing or decreasing the length, as per requirement lock the beta pin by sliding upwards.

Adjustable Lift Rods (A&B) (Optional Feature)

The lift rods can be adjusted mechanically or hydraulically, depending on the lifting, to make the lower links level and lined up with each other. This will depend on the type of implement being used and the work to be done.

Top Link (C)

For length adjustment of top link, fix the top link other end and turn the lever for increasing or decreasing the length. During field operation lock the tube to avoid unnecessary turning.

Lower Links (D)

Lower Links are provided for hitching the implement.

Attaching Implement to 3 Point Linkage

Position the tractor to align corresponding linkage with the hitch points of implements. Keep the implement on hard & leveled surface and attach as per given below instructions :

- First attach with Left lower link (E) and Right Lower Link (F)
- Then at last attach with Top Link (C)

Stay clear from the area of three point linkages while attachment and detachment of implements.

NOTE: *For 20 model, maximum allowed vertical load on rear hitch is 228 Kg-f [0.50 pound-force].*

NOTE: *For 26 model, maximum allowed vertical load on rear hitch is 249 Kg-f [0.55 pound-force].*

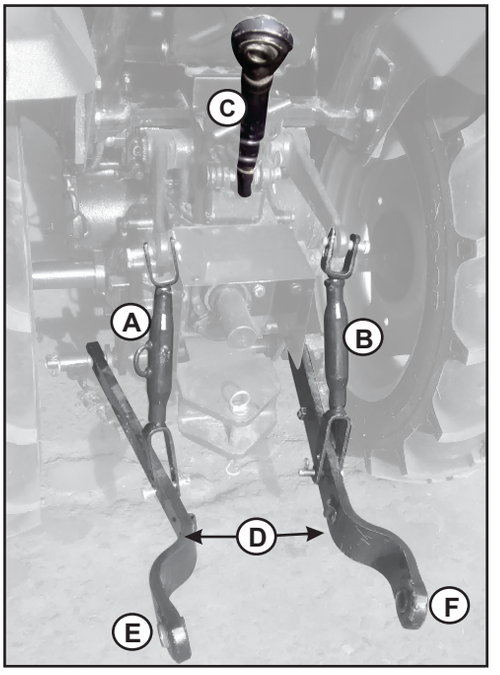


Fig. 4.26b (26 model)

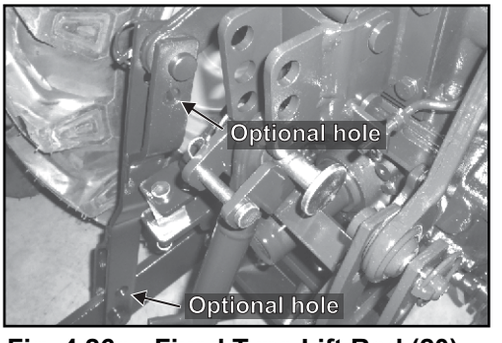


Fig. 4.26c - Fixed Type Lift Rod (20)

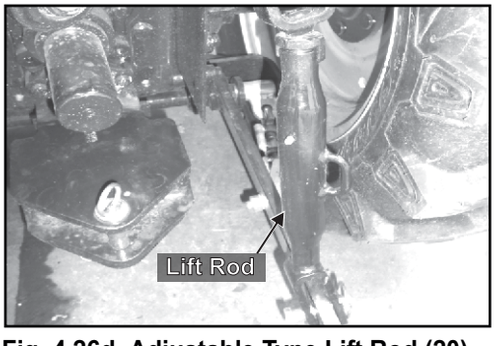


Fig. 4.26d- Adjustable Type Lift Rod (20)

4.27 Safety Frame: Roll Over Protection Structure (ROPS) (If Provided)

A Safety frame and seat belt is fitted as standard equipment to the platform tractor at the time of factory assembly. If the safety frame was deleted by the original purchaser or has been removed, it is recommended that you equip your tractor with a Safety frame and a seat belt. Safety frames are effective in reducing injuries during overturn accidents.

WARNING : *A tractor overturning without safety frame can result in serious injury or death.*

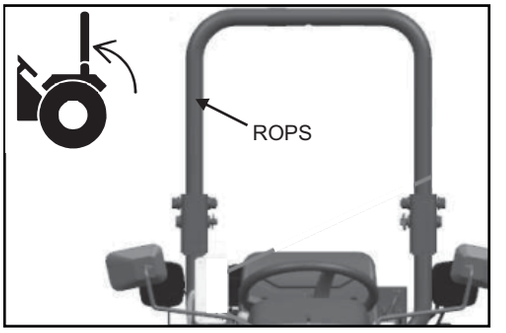


Fig. 4.27a

Operation:

- Before using the tractor ensure that the safety frame is not damaged, that it is securely fastened to the tractor.
- If the safety frame has been removed from the tractor, it must be refitted or erected immediately using the proper hardware and applying the recommended torque value.
- DO NOT ATTACH chains, ropes or cables to the safety frame for pulling purposes; this will cause the tractor to tip backwards. Always pull from the tractor drawbar.
- Always wear your seat belt-adjusted snugly except when the safety frame has been removed.
- Check the seat belt for damage. A damaged seat belt must be replaced, Fig. 4.27b.

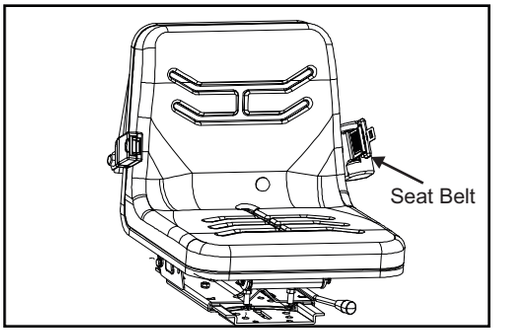


Fig. 4.27b

IMPORTANT: DO NOT WELD, DRILL, BEND OR STRAIGHTEN THE SAFETY FRAME.

Normal Operating Position

For normal operation, including transport, always use the ROPS in the upright position with a fastened seat belt for full rollover protection (fig. 4.27a).

Operating Foldable ROPS

- Unscrew the Hex screw M10 (1, Fig. 4.27c) - 2 Nos.
- Remove the snap ring (2,4.27d) - 2 Nos.
- Remove the Pin (3, 4.27d) - 2 Nos from ROPS bracket.

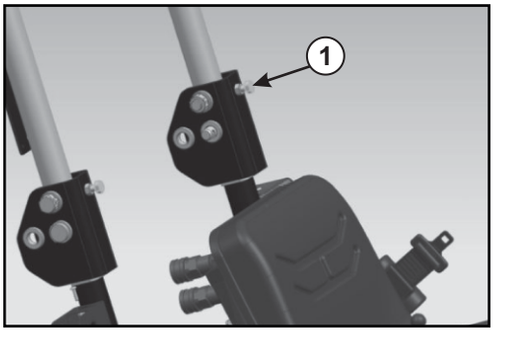


Fig. 4.27c

CAUTION

To avoid personal injury hold the ROPS tightly with both hands and fold the ROPS slowly and carefully.

CAUTION

When raising or folding the ROPS, apply parking brake, stop the engine and remove the key.
Always perform function from a stable position at the rear of tractor. Fold the ROPS down only when absolutely necessary and fold it up and lock it again as soon as possible.

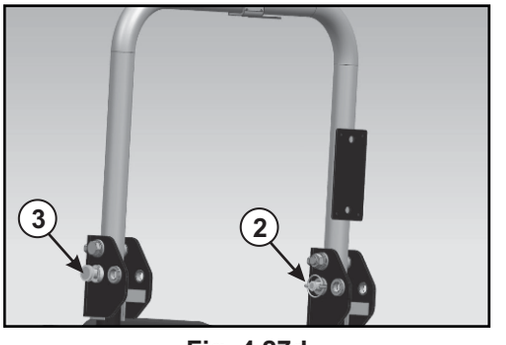


Fig. 4.27d