

Important E20 Information

Please Read:

and require a few wire changes to give the expected performance. Each dealer who has received any E-20 model tractor should read this letter carefully to determine if modifications are necessary to units sold or in his inventory. Involved in this modification are:

1. Re-routing of one wire to prevent interference with the steering gear.
2. Changing the negative voltage pick off point for the coil of the 3A contactor.
3. Rewiring the FW contacts so that the last three speeds rather than the last two are bypassed when heavy traction loads are encountered.
4. Rewiring the varistor on Card No. 3.

Modification 1 may be required on models 26AE20AA having the last three serial number digits 001 through 100 inclusive.

Modifications 2 and 3 may need to be performed on all 26AE20AA models. Serial numbers of this model have the last three digits 001 through 552 inclusive*.

*NOTE: Many tractors in this serial number category have been modified at the factory and do not need additional attention. These tractors can be identified easily since their model numbers have been altered from 26AE20AA to 26AE20BA.

Modification 4 must be made on all 26AE20AA and on 26AE20BA models having the last three digits of the serial number 001-980 inclusive.

Please make these corrections immediately. We will allow 90 minutes labor when these modifications are performed. An additional 1/2 hour will be allowed for travel for those units sold and at the homeowner's location. Make claims for these modifications on our standard warranty claim form.



Sincerely yours,

A. R. Martinelli
A. R. Martinelli,
Manager-Product Service

GENERAL ELECTRIC

OUTDOOR

POWER EQUIPMENT

OPERATION
June 2, 1971

GENERAL ELECTRIC COMPANY, CORPORATIONS PARK, BUILDING 702,
SCHENECTADY, NEW YORK 12305, Phone (518) 374-2211

Subject: Elec-Trak E-20

To: All Elec-Trak Dealers (Supersedes issue dated May 21, 1971)

The E-20 model of the Elec-Trak tractor is designed to have more power, performance and convenience than the other models. During the first few weeks of production, tractors were not built as intended, and require a few wire changes to give the expected performance. Each dealer who has received any E-20 model tractor should read this letter carefully to determine if modifications are necessary to units sold or in his inventory. Involved in this modification are:

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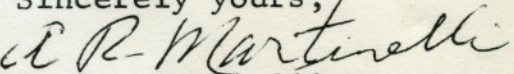
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INSTRUCTIONS

Disengage the power disconnect, remove the lower control panel cover (below the steering wheel), and lower the upper control panel (under hood) before proceeding with the following detailed instructions.

Modification 1:

1. Identify heavy wire #8 connected to the left side of 2R contactor (See Figure 1).

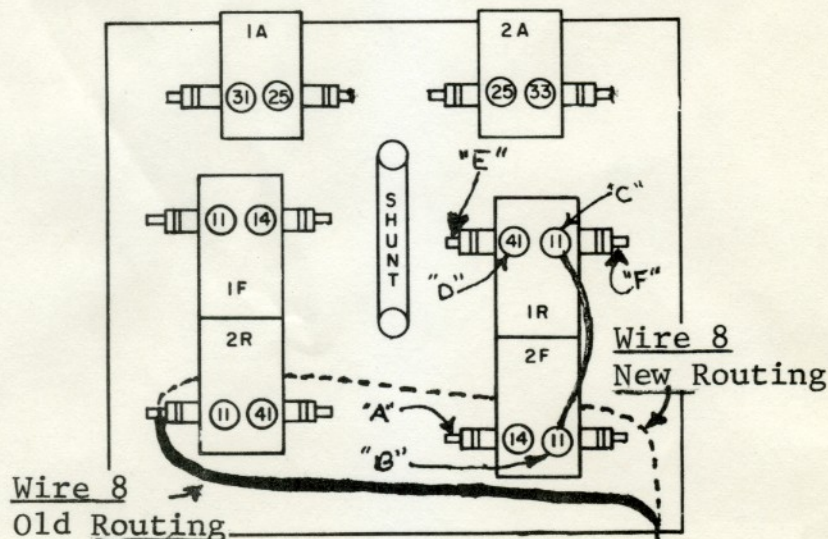


Figure 1. Lower Control Panel

2. Remove wire #8 and re-route it behind 2F and 2R contactors making sure it cannot touch the shunt.
3. Reconnect wire at its original connection point on 2R contactor.

Modification 2:

1. Identify wire #6-01-6 (14 gauge) connected to the left side of 2F contactor (See "A" of Figure 1).
2. Cut this wire as close to its terminal as possible and strip wire and crimp on a new ring terminal suitable for a 14 AWG wire and a #10 stud. (Part identification number 34123 in your Wire Terminal Kit.)
3. Add this wire to the right coil stud of 2F contactor which presently has a wire coded #11 connected to it. (See point "B" in Figure 1.)
4. Check to see that jumper wire #11 is connected between points "B" and "C" as shown in Figure 1. If it is found to terminate at point "D" make the correction as required.
5. Mask wire code 6-01-6 with tape or other suitable means and renumber this wire "11".
6. Renumber the other end of wire 6-01-6 in the same fashion. This end is connected to 3A contactor coil which is located on the upper control panel just above 2A contactor.

Modification 3:

1. Identify plug P2 as the pin housing joining the foot pedal speed control harness connector (the plug is the portion of the connector containing the male pins).
2. Remove pins in locations 1 and 6 (wire numbers 37 and 38 respectively) and interchange their locations. (Pins are held into the housing with a spring loaded tab along the side of each pin. Gently hold this tab in against the pin body while withdrawing its corresponding wire from the wire side of the housing.)
3. Locate wires numbered 37 and 38 connected to pads 5 and 3 of card #3 respectively, and interchange their locations (Card #3 is the printed circuit card on the right side of the upper control panel.)
4. Change marking of wire number 38 to 37 and 37 to 38 at the plug P2 end and card #3 end in the same fashion as used for Item 4 of Modification 2. Also change marking of wire 38 to 37 at the rear of the FW relay which is located just to the left of 3A contactor. (Do not change wire)

Modification 4:

1. Identify printed circuit card No. 3 on the extreme right hand side of the upper control panel.
2. Remove wire number 36-00-36 from pad 1 on card No. 3 and cut its other end free from the resistor/diode terminal strip just to the left of card No. 3. Disregard this wire.
3. Remove wire number 62-00-62 from pad 7 on card No. 3; carefully follow and remove this wire from the harness until plug P3 is encountered. Notice there are two wires numbered 62-00-62 terminated at plug P3 in the same pin, #4. Cut only the wire that had previously been terminated at card No. 3. Disregard this wire.
4. Install wire number 60 (supplied) on pad 7 of card No. 3 and terminate its other end on the left side of 1R contactor, point E in Figure 1.
5. Install wire number 24 (supplied) on pad 1 of card No. 3 and terminate its other end on the right side of 1R contactor, point F in Figure 1.
6. Engage power disconnect and check to see that the drive motor has eight drive motor speed changes in forward while the trans-axle is in neutral.
7. After testing, replace lower control panel cover and secure upper control panel.

If there is any need for service assistance regarding these changes, call the "hot line" collect.

CAUTION: BE CAREFUL NOT TO DAMAGE WIRING IN THE PROCESS OF MAKING THESE MODIFICATIONS.

