Form No. 3405-218 Rev A

TORO®

Count on it.

Operator's Manual

Reelmaster® 3100-D Traction Unit

Model No. 03170—Serial No. 315000001 and Up
Model No. 03171—Serial No. 315000001 and Up
Model No. 03172
Model No. 03173

Register at www.Toro.com.
Original Instructions (EN)

CE

3405-218 A

This product complies with all relevant European directives; for details, please see the separate product specific Declaration of Conformity (DOC) sheet.

⚠ WARNING

CALIFORNIA
Proposition 65 Warning

This product contains a chemical or chemicals known to the State of California to cause cancer, birth defects, or reproductive harm.

Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.

Important: This engine is not equipped with a spark arrester muffler. It is a violation of California Public Resource Code Section 4442 to use or operate the engine on any forest-covered, brush-covered, or grass-covered land. Other states or federal areas may have similar laws.

This spark ignition system complies with Canadian ICES-002

The enclosed engine owner's manual is supplied for information regarding the US Environmental Protection Agency (EPA) and the California Emission Control Regulation of emission systems, maintenance, and warranty. Replacements may be ordered through the engine manufacturer.

Introduction

This machine is a ride-on, reel-blade lawn mower intended to be used by professional, hired operators in commercial applications. It is primarily designed for cutting grass on well-maintained lawns in parks, golf courses, sports fields, and on commercial grounds. It is not designed for cutting brush, mowing grass and other growth alongside highways, or for agricultural uses.

Read this information carefully to learn how to operate and maintain your product properly and to avoid injury and product damage. You are responsible for operating the product properly and safely.

You may contact Toro directly at www.Toro.com for product and accessory information, help finding a dealer, or to register your product.

Whenever you need service, genuine Toro parts, or additional information, contact an Authorized Service Dealer or Toro Customer Service and have the model and serial numbers of your product ready. Figure 1 identifies the location of the model and serial numbers on the product. Write the numbers in the space provided.

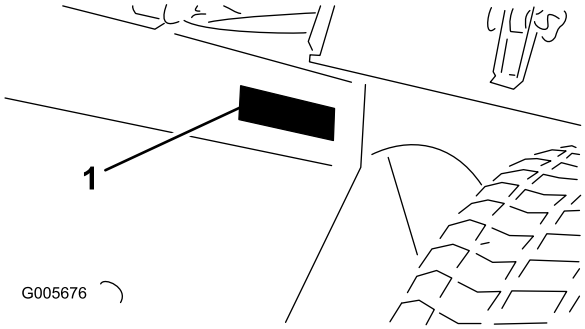


Figure 1

1. Model and serial number location

Model No. _____

Serial No. _____

This manual identifies potential hazards and has safety messages identified by the safety alert symbol (Figure 2), which signals a hazard that may cause serious injury or death if you do not follow the recommended precautions.



Figure 2

1. Safety alert symbol

This manual uses 2 words to highlight information. **Important** calls attention to special mechanical information and **Note** emphasizes general information worthy of special attention.

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Safety

This machine has been designed in accordance with EN ISO 5395:2013 and ANSI B71.4-2012.

Improperly using or maintaining the machine can result in injury. To reduce the potential for injury, comply with these safety instructions and always pay attention to the safety alert symbol, which means **Caution**, **Warning**, or **Danger**—personal safety instruction. Failure to comply with the instruction may result in personal injury or death.

Safe Operating Practices

Training

- Read the *Operator's Manual* and other training material carefully. Be familiar with the controls, safety signs, and the proper use of the equipment.
- Never allow children or people unfamiliar with these instructions to use or service the mower. Local regulations may restrict the age of the operator.
- Never mow while people, especially children, or pets are nearby.
- Keep in mind that the operator or user is responsible for accidents or hazards occurring to other people or their property.
- Do not carry passengers.
- All drivers and mechanics should seek and obtain professional and practical instruction. The owner is responsible for training the users. Such instruction should emphasize the need for care and concentration when working with ride-on machines.
- The owner/user can prevent and is responsible for accidents or injuries occurring to people or damage to property.

Preparation

- While mowing, always wear substantial, slip-resistant footwear, long trousers, safety glasses, and ear protection.
- Thoroughly inspect the area where the equipment is to be used and remove all objects which may be thrown by the machine.
- Replace faulty silencers/mufflers.
- Evaluate the terrain to determine what accessories and attachments are needed to properly and safely perform the job. Only use accessories and attachments approved by the manufacturer.
- Check that the operator's presence controls, safety switches and shields are attached and functioning properly. Do not operate the machine unless they are functioning properly.

Safe Handling of Fuels

- To avoid personal injury or property damage, use extreme care in handling fuel. Diesel fuel is extremely flammable and the vapors are explosive.
- Extinguish all cigarettes, cigars, pipes, and other sources of ignition.
- Use only an approved fuel container.
- Never remove the fuel cap or add fuel with the engine running.
- Allow engine to cool before refueling.
- Never refuel the machine indoors.
- Never store the machine or fuel container where there is an open flame, spark, or pilot light, such as on a water heater or on other appliances.
- Never fill containers inside a vehicle or on a truck or trailer bed with a plastic liner. Always place containers on the ground, away from your vehicle before filling.
- Remove equipment from the truck or trailer and refuel it on the ground. If this is not possible, then refuel such equipment with a portable container rather than from a fuel-dispenser nozzle.
- Keep the nozzle in contact with the rim of the fuel tank or container opening at all times until fueling is complete. Do not use a nozzle lock open device.
- If fuel is spilled on clothing, change clothing immediately.
- Never overfill fuel tank. Replace the fuel cap and tighten it securely.

Operation

- Do not operate the engine in a confined space, where dangerous carbon monoxide and exhaust gases can collect.
- Mow only in daylight or in good artificial light.
- Before attempting to start the engine, disengage all blade attachment clutches, shift into neutral, and engage the parking brake.
- Use counterweight(s) or wheel weights as recommended in the *Operator's Manual*.
- Stay alert for holes in the terrain and other hidden hazards.
- Watch out for traffic when crossing or near roadways.
- Stop the blades rotating before crossing surfaces other than grass.
- When using any attachments, never direct discharge of material toward bystanders nor allow anyone near the machine while in operation.
- Never operate the machine with damaged guards, shields, or without safety protective devices in place. Make sure that all interlocks are attached, adjusted properly, and functioning properly.
- Do not change the engine governor settings or overspeed the engine. Operating the engine at excessive speed may increase the hazard of personal injury.

- Before leaving the operator's position, do the following:
  - Stop on level ground.
  - Disengage the power take-off and lower the attachments.
  - Change into neutral and set the parking brake.
  - Stop the engine and remove the key.
- Disengage drive to attachments when transporting or not in use.
- Stop the engine and disengage drive to attachment for the following:
  - Before refuelling
  - Before removing the grass catcher/catchers
  - Before making height adjustment unless adjustment can be made from the operator's position
  - Before clearing blockages
  - Before checking, cleaning or working on the mower
  - After striking a foreign object or if an abnormal vibration occurs. Inspect the mower for damage and make repairs before restarting and operating the equipment
- Reduce the engine speed setting during engine run-out and, if the engine is provided with a shutoff valve, turn the fuel off at the conclusion of mowing.
- Keep hands and feet away from the cutting units.
- Look behind and down before backing up to be sure of a clear path.
- Slow down and use caution when making turns and crossing roads and sidewalks. Stop cylinders/reels if not mowing.
- Do not operate the mower if tired, ill, or under the influence of alcohol or drugs.
- Lightning can cause severe injury or death. If lightning is seen or thunder is heard in the area, do not operate the machine; seek shelter.
- Use care when loading or unloading the machine into a trailer or truck.
- Use care when approaching blind corners, shrubs, trees, or other objects that may obscure vision.

Slope Safety

- Slow down the machine and use extra care on hillsides. Travel in the recommended direction on hillsides. Turf conditions can affect the stability of the machine.
- Avoid starting, stopping, or turning the machine on a slope. If the tires lose traction, disengage the blade(s) and proceed slowly straight down the slope.
- Do not turn the machine sharply. Use care when reversing the machine.
- When operating the machine on a slope, always keep all cutting units lowered.
- Avoid turning the machine on slopes. If you must turn, turn slowly and gradually downhill, if possible.
- Use extra care while operating the machine with attachments; they can affect the stability of the machine. Follow the recommendations for using the machine on a slope in this *Operator's Manual*.
- Remember there is no such thing as a safe slope. Travel on grass slopes requires particular care. Do the following to guard against overturning:
  - Do not stop or start suddenly when going up or downhill.
  - Keep machine speeds low on slopes and during tight turns.
  - Stay alert for humps and hollows and other hidden hazards.
  - Never mow across the face of the slope, unless the mower is designed for this purpose.
- Control of a ride-on machine sliding on a slope will not be regained by the application of the brake. The main reasons for loss of control are as follows:
  - Insufficient wheel grip
  - Being driven too fast
  - Inadequate braking
  - The type of machine is unsuitable for the task
  - Lack of awareness of the effect of ground conditions, especially slopes
  - Incorrect hitching and load distribution

Maintenance and Storage

- Keep all nuts, bolts and screws tight to be sure that the equipment is in safe working condition.
- Never store the equipment with fuel in the tank inside a building, where fumes may reach an open flame or spark.
- Allow the engine to cool before storing in any enclosure.
- To reduce the fire hazard, keep the engine, silencer/muffler, battery compartment and fuel storage area free of grass, leaves, or excessive grease.
- Check the grass catcher frequently for wear or deterioration.
- Keep all parts in good working condition and all hardware and hydraulic fittings tightened. Replace all worn or damaged parts and decals.
- If the fuel tank has to be drained, do this outdoors.
- Be careful during adjustment of the machine to prevent entrapment of the fingers between moving blades and fixed parts of the machine.
- On multi-cylinder/multi-reel machines, take care as rotating one cylinder/reel can cause other cylinders/reels to rotate.
- Disengage drives, lower the cutting units, set parking brake, stop engine, and remove key from ignition. Wait for all movement to stop before adjusting, cleaning, or repairing the machine.

- Clean grass and debris from cutting units, drives, silencers/mufflers, and engine to help prevent fires. Clean up oil or fuel spills.
- Use jack stands to support components when required.
- Carefully release pressure from components with stored energy.
- Disconnect battery before making any repairs. Disconnect the negative terminal first and the positive last. Connect positive first and negative last.
- Use care when checking the cylinders/reels. Wear gloves and use caution when servicing them.
- Keep hands and feet away from moving parts. If possible, do not make adjustments with the engine running.
- Charge batteries in an open well ventilated area, away from spark and flames. Unplug charger before connecting or disconnecting from battery. Wear protective clothing and use insulated tools.

Hauling

- Use care when loading or unloading the machine into a trailer or truck.
- Use full-width ramps for loading machine into trailer or truck.
- Tie the machine down securely using straps, chains, cable, or ropes. Both front and rear straps should be directed down and outward from the machine.

Toro Riding Mower Safety

The following list contains safety information specific to Toro products or other safety information that you must know that is not included in the CEN, ISO, or ANSI standard.

This product is capable of amputating hands and feet and of throwing objects. Always follow all safety instructions to avoid serious injury or death.

Use of this product for purposes other than its intended use could prove dangerous to user and bystanders.

⚠ DANGER

Engine exhaust contains carbon monoxide, which is an odorless, deadly poison that can kill you.

Do not operate the engine in a confined space where dangerous carbon monoxide and other exhaust gasses can collect.

- Know how to stop the engine quickly.
- Wear substantial slip-resistant footwear and long pants. Tie back long hair and do not wear jewelry.
- Handle fuel carefully. Wipe up any spills.
- Check the safety-interlock switches daily for proper operation. If a switch should fail, replace the switch before operating the machine.
- Before starting the engine, sit on the seat.
- Using the machine demands attention. To prevent loss of control:
  - Do not drive close to sand traps, ditches, creeks, or other hazards.
  - Reduce speed when making sharp turns. Avoid sudden stops and starts.
  - When near or crossing roads, always yield the right-of-way.
  - Apply the service brakes when going downhill to keep forward speed slow and to maintain control of the machine.
- When operating a machine with ROPS (rollover-protection system), never remove the ROPS and always use the seat belt.
- Raise the cutting units when driving from one work area to another.
- Do not touch the engine, silencer/muffler, or exhaust pipe while the engine is running or soon after it has stopped because these areas could be hot enough to cause burns.
- If the engine stalls or loses headway and cannot make it to the top of a slope, do not turn the machine around. Always back slowly, straight down the slope.
- When a person or pet appears unexpectedly in or near the mowing area, stop mowing. Do not resume mowing until the area is cleared.

Maintenance and Storage

- Make sure that all hydraulic line connectors are tight and all hydraulic hoses and lines are in good condition before applying pressure to the system.
- Keep your body and hands away from pin-hole leaks or nozzles that eject hydraulic fluid under high pressure. Use paper or cardboard, not your hands, to search for leaks. Hydraulic fluid escaping under pressure can have sufficient force to penetrate the skin and cause serious injury. Seek immediate medical attention if fluid is injected into skin.
- Before disconnecting or performing any work on the hydraulic system, all pressure in the system must be relieved by stopping the engine and lowering the cutting units and attachments to the ground.
- Check all fuel lines for tightness and wear on a regular basis. Tighten or repair them as needed.
- If the engine must be running to perform a maintenance adjustment, keep hands, feet, clothing, and any parts of the body away from the cutting units, attachments, and any moving parts. Keep everyone away.
- To ensure safety and accuracy, have your Toro Distributor check the maximum engine speed with a tachometer.
- For major repairs, warranty work, updates to systems, or assistance, contact your Toro Distributor.
- To ensure optimum performance and continued safety certification of the machine, use only genuine Toro

replacement parts and accessories. Replacement parts and accessories made by other manufacturers could be dangerous, and such use could void the product warranty.

Sound Power Level

This unit has a guaranteed sound power level of 96 dBA, which includes an Uncertainty Value (K) of 1 dBA.

Sound power level was determined according to the procedures outlined in ISO 11094.

Sound Pressure Level

This unit has a sound pressure level at the operator's ear of 82 dBA, which includes an Uncertainty Value (K) of 1 dBA.

Sound pressure level was determined according to the procedures outlined in EN ISO 5395.

Vibration Level

Hand-Arm

Measured vibration level for right hand = 0.41 m/s^2

Measured vibration level for left hand = 0.52 m/s^2

Uncertainty Value (K) = 0.5 m/s^2

Measured values were determined according to the procedures outlined in EN ISO 5395.

Whole Body

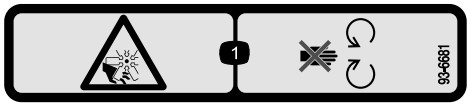
Measured vibration level = 0.49 m/s^2

Uncertainty Value (K) = 0.5 m/s^2

Measured values were determined according to the procedures outlined in EN ISO 5395.

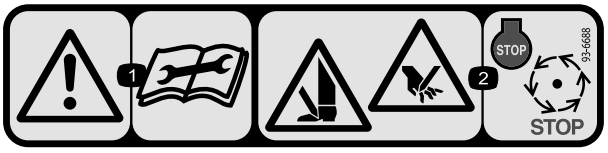
Safety and Instructional Decals

Safety decals and instructions are easily visible to the operator and are located near any area of potential danger. Replace any decal that is damaged or lost.



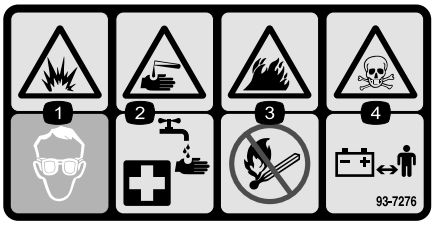
93-6681

1. Cutting/dismemberment—hazard, fan-stay away from moving parts.



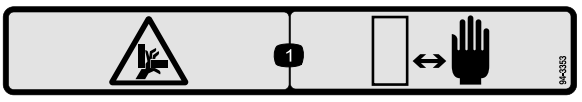
93–6688

1. Warning—read the *Operator's Manual* before performing maintenance.
2. Cutting hazard of hand or foot—shut off the engine and wait for all moving parts to stop.



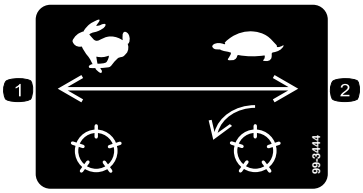
93-7276

1. Explosion hazard—wear eye protection.
2. Caustic liquid/chemical burn hazard—to perform first aid, flush with water.
3. Fire hazard—no fire, open flames, or smoking.
4. Poison hazard—keep children a safe distance from the battery.



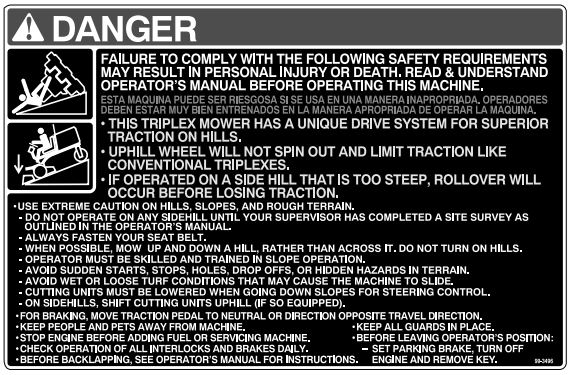
94-3353

1. Crushing hazard of hand—keep your hands a safe distance away.

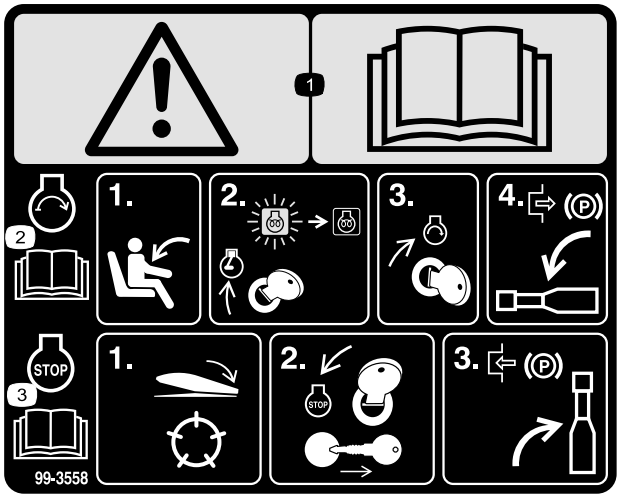


99-3444

1. Reel speed—fast
2. Reel speed—slow



99-3496



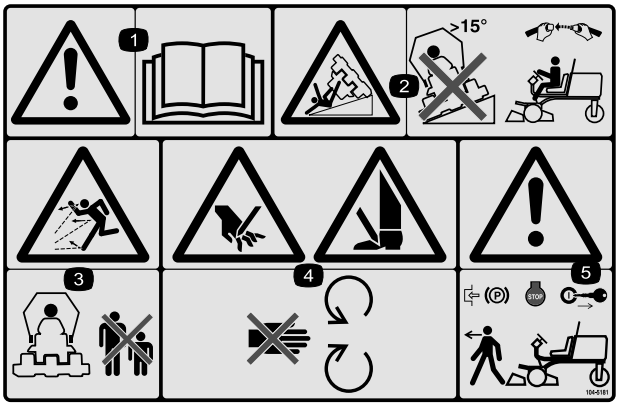
99-3558

CE only

1. Warning—read the *Operator's Manual*.
2. To start the engine, sit on the seat and rotate the ignition key to On/Preheat until the glow plug indicator light goes out. Rotate the key to start and disengage the parking brake. Read the *Operator's Manual* for further instructions.
3. To stop the engine, disengage the cutting units, rotate the ignition key to Off, and remove the key. Engage the parking brake. Read the *Operator's Manual* for further instructions.



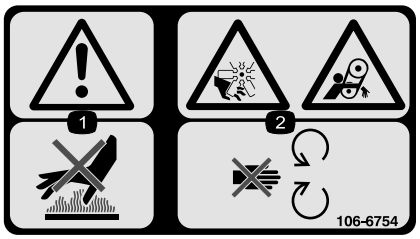
100-4837



104-5181

CE only

1. Warning—read the *Operator's Manual*.
2. Tipping hazard—do not drive on slopes greater than 15 degrees and, if the roll bar is installed, wear the seat belt.
3. Thrown object hazard—keep bystanders a safe distance from the machine.
4. Cutting hazard of hand or foot—stay away from moving parts.
5. Warning—lock the parking brake, stop the engine, and remove the ignition key before leaving the machine.

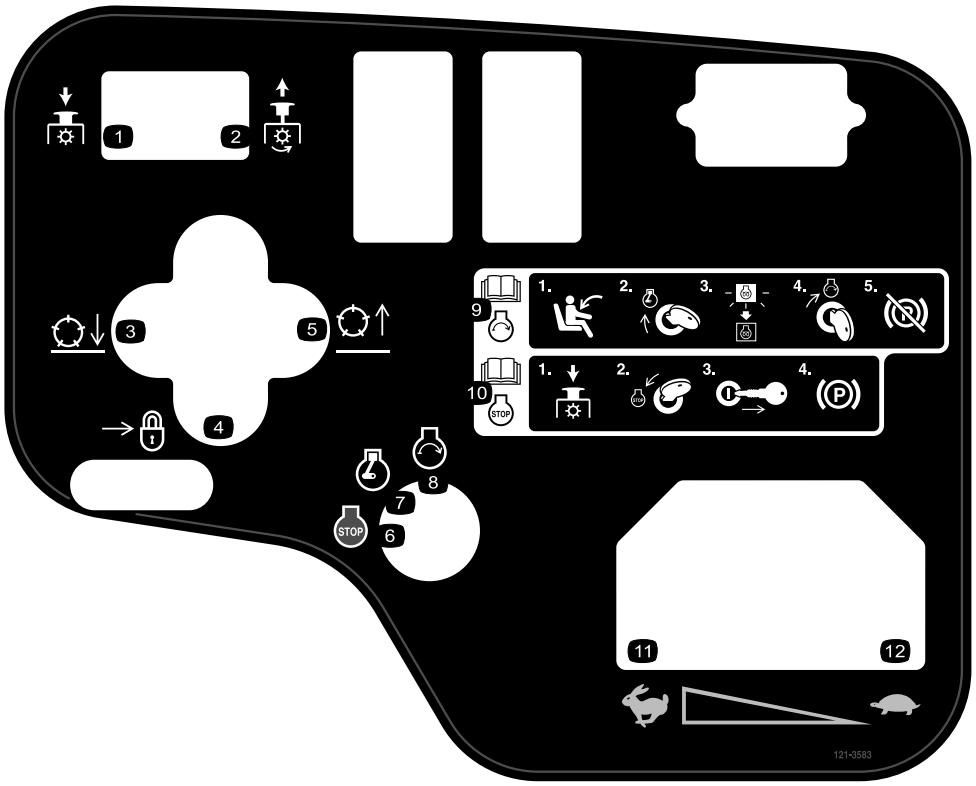


106-6754

1. Warning—do not touch the hot surface.
2. Cutting/dismemberment hazard, fan and entanglement hazard, belt—stay away from moving parts.

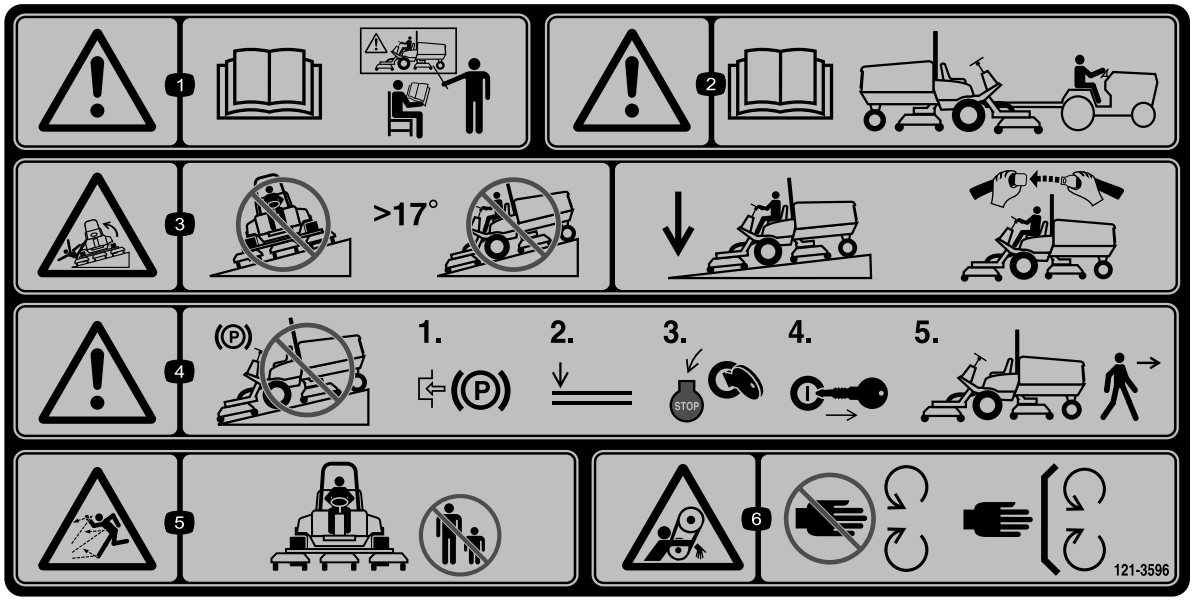


117-2718



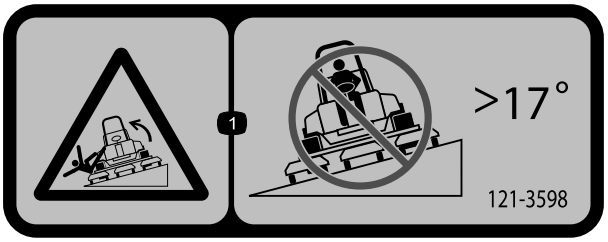
121-3583

1. Push down to disengage the PTO.
2. Pull up to engage the PTO.
3. Lower the reel.
4. Lock
5. Raise the reel.
6. Engine—stop
7. Engine—run
8. Engine—start
9. For more information on starting the engine, read the *Operator's Manual*—1) Sit in the operating position; 2)Turn the key to the engine run position; 3) Wait for the engine preheat light to turn off; 4) Turn the key to the engine start position; 5) Disengage the parking brake.
10. For more information on shutting off the engine, read the *Operator's Manual*—1) Disengage the PTO; 2) Turn the key to the engine stop position; 3) Remove the key from the ignition; 4) Engage the parking brake.
11. Fast
12. Slow



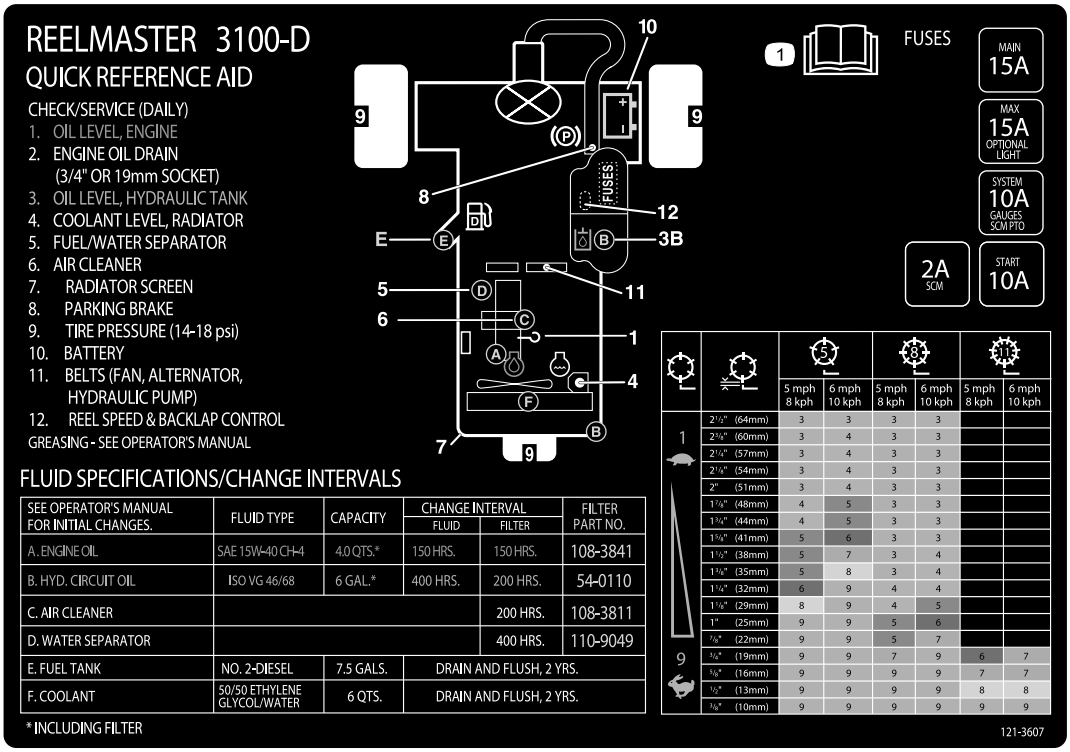
121-3596

1. Warning—read the *Operator's Manual*; do not operate the machine unless you have received training.
2. Warning—read the *Operator's Manual* before towing the machine.
3. Tipping hazard—do not drive across or down slopes greater than 17 degrees; when driving on slopes, keep the decks lowered and your seatbelt fastened.
4. Warning—do not park on slopes; engage the parking brake, lower the attachments, stop the engine, and remove the key from the ignition before leaving the machine.
5. Thrown object hazard—keep bystanders away from the machine.
6. Entanglement hazard—keep away from moving parts; keep all guards and shields in place.



121-3598

1. Tipping hazard—do not drive across slopes greater than 17 degrees.



121-3607

1. Read the *Operator's Manual* for more information on fuses, height of cut, and maintenance.



Battery Symbols

Some or all of these symbols are on your battery

1. Explosion hazard
2. No fire, open flame, or smoking.
3. Caustic liquid/chemical burn hazard
4. Wear eye protection
5. Read the *Operator's Manual.*
6. Keep bystanders a safe distance from the battery.
7. Wear eye protection; explosive gases can cause blindness and other injuries
8. Battery acid can cause blindness or severe burns.
9. Flush eyes immediately with water and get medical help fast.
10. Contains lead; do not discard.

Setup

Loose Parts

Use the chart below to verify that all parts have been shipped.

Procedure	Description	Qty.	Use
1	Front wheel assemblies Rear wheel assembly	2 1	Install the wheels.
2	Steering wheel Steering-wheel cap Large washer Jam nut Screw	1 1 1 1 1	Install the steering wheel.
3	Electrolyte	A/R	Activate, charge, and connect the battery.
4	Inclinometer	1	Check the angle indicator.
5	Warning decal (99-3558) Warning decal (104-5181) Warning decal (121-3598)	1 1 1	Install the CE decals (if required).
6	Lock bracket Rivet Washer Screw, 1/4 x 2 inches Locknut, 1/4 inch	1 2 1 1 1	Install the hood latch (CE).
7	Exhaust guard Self-tapping screw	1 4	Install the exhaust guard (CE).
8	Roll-bar assembly Flange-head bolts Locknuts Hose clamp	1 4 4 1	Install the roll bar.
9	Lift arms Pivot rod Bolt (5/16 x 7/8 inch)	2 2 2	Install the front lift arms. (Parts supplied in the Lift Arm Kit.)
10	No parts required	–	Install the carrier frames to the cutting units.
11	No parts required	–	Mount the cutting units.
12	No parts required	–	Mount the cutting unit drive motors.
13	No parts required	–	Adjust the lift arms.
14	Tipper roller kit (not included)	1	Install the optional tipper roller kit.

Media and Additional Parts

Description	Qty.	Use
Decal, CE	6	Affix to the machine over the corresponding English decals for European compliance.
Ignition key	2	Start the engine.
Operator's Manual Engine operator's manual	1 1	Read before operating the machine.
Parts Catalog	1	Use to look up and order parts.
Operator training material	1	View before operating the machine.
Pre-delivery checklist	1	Check to ensure that the machine has been properly set up.
Certificate of compliance	1	Ensure CE compliance.

Note: Determine the left and right sides of the machine from the normal operating position.

1

Installing the Wheels

Parts needed for this procedure:

2	Front wheel assemblies
1	Rear wheel assembly

Procedure

1. Mount a wheel assembly onto each wheel hub (valve stem outward).

   Important: The rear tire has a narrower rim than the front tires.

2. Install lug nuts and torque to 61 to 88 N-m (45 to 65 ft-lb).

2

Installing the Steering Wheel

Parts needed for this procedure:

1	Steering wheel
1	Steering-wheel cap
1	Large washer
1	Jam nut
1	Screw

Procedure

1. Slide the steering wheel onto the steering shaft (Figure 3).

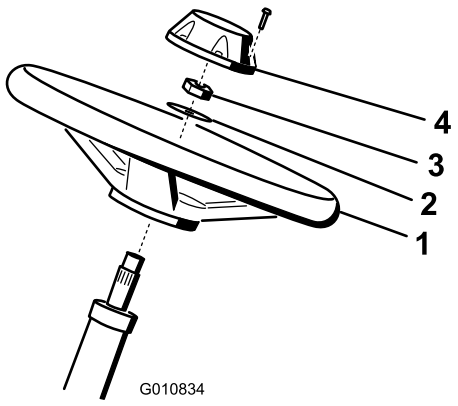


Figure 3

1. Steering wheel
2. Washer
3. Jam nut
4. Cap

2. Slide the washer onto the steering shaft (Figure 3).

3. Secure the steering wheel to the shaft with a jam nut and tighten it to 27 to 35 N-m (20 to 26 ft-lb) (Figure 3).
4. Install the cap to the steering wheel and secure it with a screw (Figure 3).

3

Activating, Charging, and Connecting the Battery

Parts needed for this procedure:

A/R	Electrolyte

Procedure

WARNING

CALIFORNIA
Proposition 65 Warning

Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm.
Wash hands after handling.

Note: If the battery is not filled with electrolyte or activated, bulk electrolyte with 1.260 specific gravity must be purchased from a local battery supply outlet and added to the battery.

⚠ DANGER

Battery electrolyte contains sulfuric acid which is a deadly poison and causes severe burns.

- **Do not drink electrolyte and avoid contact with skin, eyes, or clothing. Wear safety glasses to shield your eyes and rubber gloves to protect your hands.**
- **Fill the battery where clean water is always available for flushing the skin.**

1. Purchase bulk electrolyte with 1.260 specific gravity from a local battery supply outlet.
2. Open the hood.
3. Remove the battery cover (Figure 4).

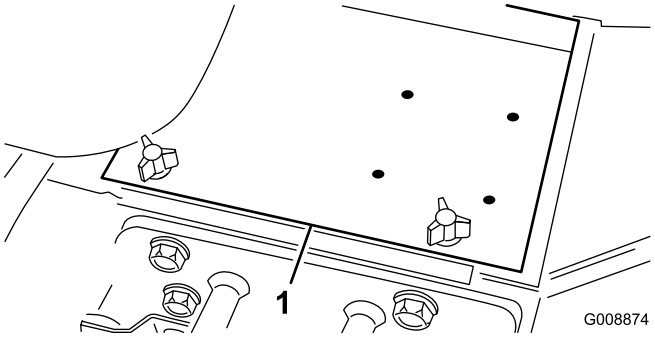


Figure 4

1. Battery cover

4. Remove the filler caps from the battery and slowly fill each cell until electrolyte is just above the plates.
5. Install the filler caps and connect a 3- to 4-amp battery charger to the battery posts. Charge the battery at a rate of 3 to 4 amps for 4 to 8 hours.

⚠ WARNING

Charging the battery produces gasses that can explode.

- **Keep sparks and flames away from battery.**
- **Never smoke near the battery.**

6. When the battery is charged, disconnect the charger from the electrical outlet and battery posts.
7. Remove the filler caps. Slowly add electrolyte to each cell until the level is up to the fill ring. Install the filler caps.

Important: Do not overfill the battery. Electrolyte will overflow onto other parts of the machine and severe corrosion and deterioration will result.

8. Install the positive cable (red) to the positive (+) terminal and the negative cable (black) to the negative (–) terminal of the battery and secure them with bolts and nuts (Figure 5). Make sure that the positive (+) terminal is all of the way onto the post and the cable is positioned snug to the battery. The cable must not contact the battery cover.

⚠ WARNING

Incorrect battery cable routing could damage the tractor and cables causing sparks. Sparks can cause the battery gasses to explode, resulting in personal injury.

- **Always disconnect the negative (black) battery cable before disconnecting the positive (red) cable.**
- **Always connect the positive (red) battery cable before connecting the negative (black) cable.**

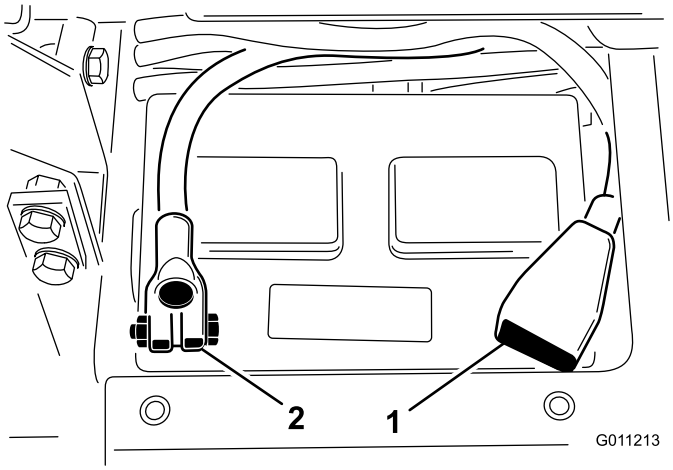


Figure 5

1. Positive (+) battery cable
2. Negative (–) battery cable

Important: If the battery is ever removed, make sure that the battery clamp bolts are installed with the bolt heads positioned on the bottom side and the nuts on the top side. If the clamp bolts are reversed, they may interfere with the hydraulic tubes when shifting the cutting units.

9. Coat both battery connections with Grafo 112X (skin over) grease, Toro Part 505-47, petroleum jelly, or light grease to prevent corrosion.
10. Slide the rubber boot over the positive terminal to prevent a possible short from occurring.
11. Install the battery cover.

4

Checking the Angle Indicator

Parts needed for this procedure:

1	Inclinometer

Procedure

⚠ DANGER

To reduce risk of injury or death due to rollover, do not operate the machine on side hills steeper than 25º.

1. Park the machine on a flat, level surface.
2. Verify that the machine is level by placing a hand held inclinometer (supplied with the machine) on the frame cross rail, by the fuel tank (Figure 6). The inclinometer should read zero degrees when viewed from the operator's position.

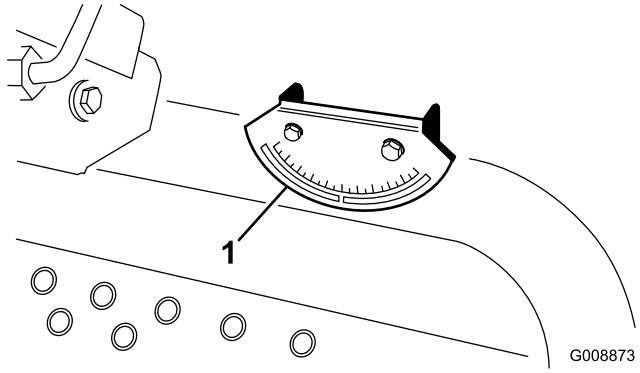


Figure 6

1. Angle indicator

3. If the inclinometer does not read zero degrees, move the machine to a location where a zero degree reading is obtained. The angle indicator, mounted on the machine, should now read zero degrees as well.
4. If the angle indicator does not read zero degrees, loosen the 2 screws and nuts securing the angle indicator to the mounting bracket, adjust the indicator to obtain a zero degree reading, and tighten the bolts.

5

Installing the CE Decals

Parts needed for this procedure:

1	Warning decal (99-3558)
1	Warning decal (104-5181)
1	Warning decal (121-3598)

Procedure

If this machine will be used for CE, affix the CE-warning decals over the corresponding English warning decals.

6

Installing the Hood Latch (CE Only)

Parts needed for this procedure:

1	Lock bracket
2	Rivet
1	Washer
1	Screw, 1/4 x 2 inches
1	Locknut, 1/4 inch

Procedure

1. Unhook the hood latch from the hood-latch bracket.
2. Remove the (2) rivets securing the hood-latch bracket to the hood (Figure 7). Remove the hood-latch bracket from the hood.

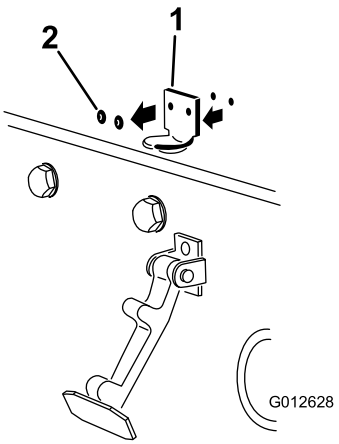


Figure 7

1. Hood-latch bracket
2. Rivets

3. While aligning the mounting holes, position the CE lock bracket and the hood-latch bracket onto the hood. The lock bracket must be against the hood (Figure 8). Do not remove bolt and nut assembly from the lock bracket arm.

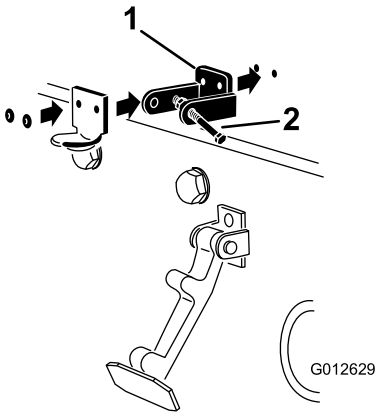


Figure 8

1. CE lock bracket
2. Bolt and nut assembly

4. Align the washers with the holes on the inside of the hood.
5. Rivet the brackets and the washers to the hood (Figure 8).
6. Hook the latch onto the hood-latch bracket (Figure 9).

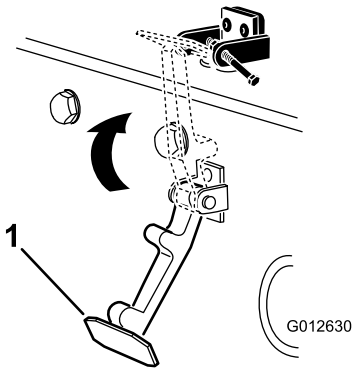


Figure 9

1. Hood latch

7. Screw the bolt into the other arm of hood-lock bracket to lock the latch in position (Figure 10).

   Note: Tighten the bolt securely but do not tighten the nut.

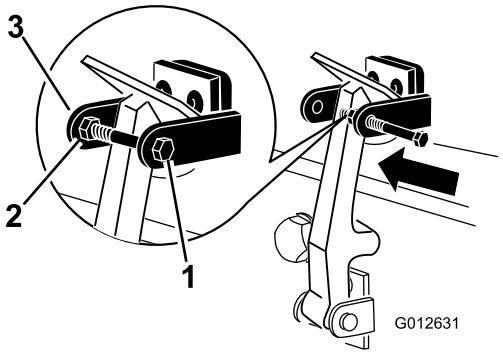


Figure 10

1. Bolt
2. Nut
3. Arm of hood-lock bracket

7

Installing the Exhaust Guard (CE Only)

Parts needed for this procedure:

1	Exhaust guard
4	Self-tapping screw

Procedure

1. Position the exhaust guard around the muffler while aligning the mounting holes with the holes in the frame (Figure 11).

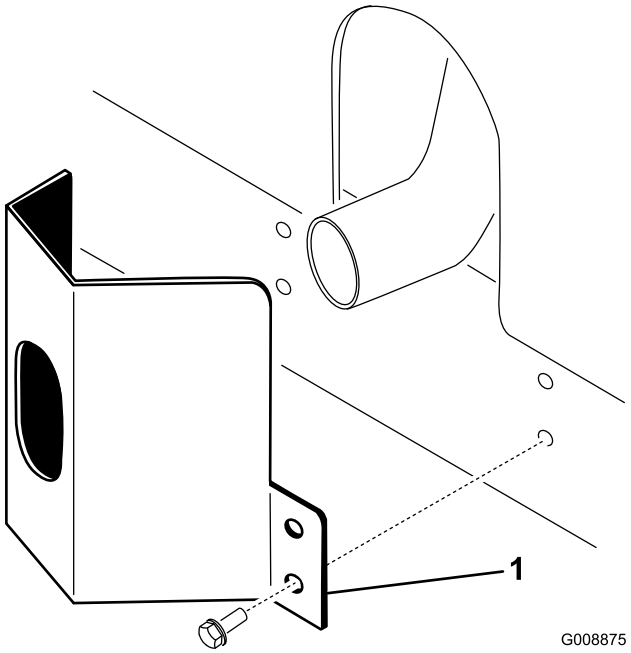


Figure 11

1. Exhaust guard

2. Secure the exhaust guard to the frame with 4 self-tapping screws (Figure 11).

8

Installing the Roll Bar

Parts needed for this procedure:

1	Roll-bar assembly
4	Flange-head bolts
4	Locknuts
1	Hose clamp

Procedure

Important: Never weld or modify a rollover protection system (ROPS). Replace a damaged ROPS, do not repair or revise. Any alteration of a ROPS must be approved by the manufacturer.

1. Lower the roll bar onto the traction unit mounting brackets, aligning the mounting holes. Ensure that the vent tube on the roll bar is on the left side of the machine (Figure 12).

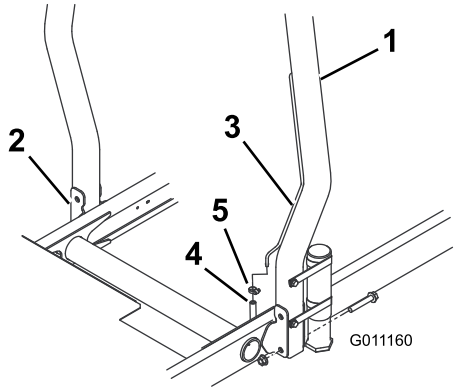


Figure 12

1. ROPS
2. Mounting bracket
3. Vent tube
4. Fuel line vent tube hose
5. Hose clamp

2. Secure each side of the roll bar to the mounting brackets with 2 flange head bolts and locknuts (Figure 12). Torque the fasteners to 81 N-m (60 ft-lb).

3. Secure the fuel line vent hose to the vent tube on the roll bar with the hose clamp.

⚠ CAUTION

You must connect the fuel line vent hose to the vent tube prior to starting the engine or fuel will flow from the hose.

9

Installing the Front Lift Arms

Parts needed for this procedure:

2	Lift arms
2	Pivot rod
2	Bolt (5/16 x 7/8 inch)

Procedure

1. Remove the 2 bolts that secure the lift arm pivot shaft link to the lift arm pivot shafts, and remove and retain the pivot shaft link and bolts (Figure 13).

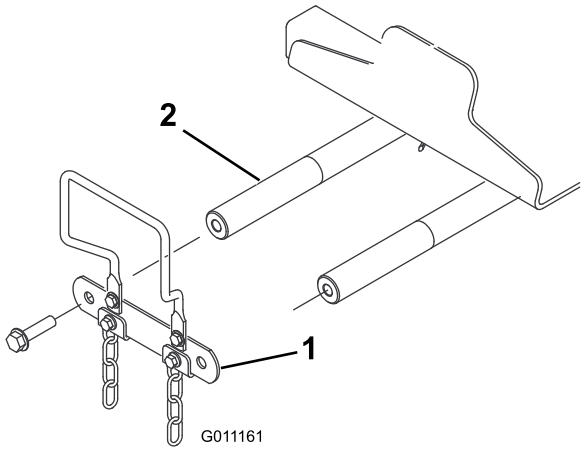


Figure 13

1. Lift arm, pivot shaft link
2. Lift arm pivot shaft

2. Insert a pivot rod into each lift arm and align the mounting holes (Figure 14).

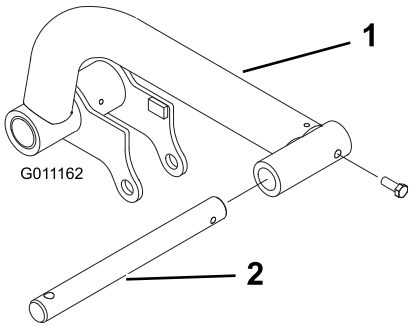


Figure 14

1. Lift arm
2. Pivot rod

3. Secure the pivot rods to the lift arms with 2 bolts (5/16 x 7/8 inch).
4. Insert the lift arms onto the lift arm pivot shafts (Figure 15), and secure each with a lift arm pivot shaft link and bolts previously removed.

Note: Torque the bolts to 95 N-m (70 ft-lb).

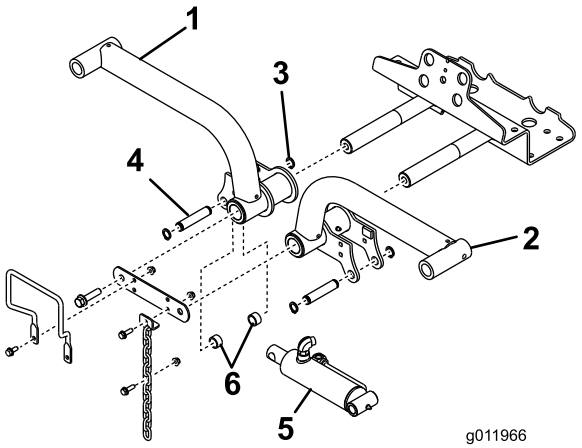


Figure 15

1. Lift arm, right
2. Retaining ring
3. Lift arm, left
4. Lift cylinder
5. Spacers (2)
6. Mounting pin

5. Remove the rear retaining rings securing the mounting pins to each end of the lift cylinder.
6. Secure the right end of the lift cylinder to the right lift arm with a pin and 2 spacers (Figure 15). Secure it with a retaining ring.
7. Secure the left end of the lift cylinder to the left lift arm with a pin. Secure it with a retaining ring.

10

Installing the Carrier Frames to the Cutting Units

No Parts Required

Procedure

1. Remove the cutting units from the cartons. Adjust them as described in the cutting unit operator's manual.
2. Position a front carrier frame (Figure 16) onto each front cutting unit.

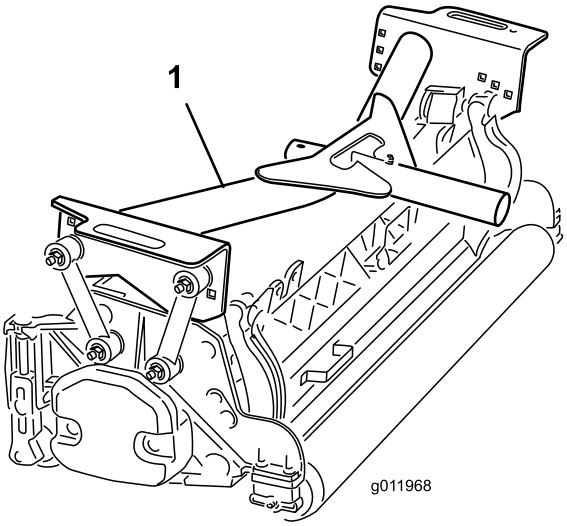


Figure 16

1. Front carrier frame

3. Secure the mounting links to the **front** carrier frames as follows:
   - Secure the front mounting links to the middle carrier frame holes with a bolt (3/8 x 2-1/4 inch), 2 flat washers, and a locknut, as shown in Figure 17. Position a washer on each side of the link when mounting. Torque the fasteners to 42 N-m (31 ft-lb).
   - Secure the rear mounting links to the middle carrier frame holes with a bolt (3/8 x 2-1/4 inch), 2 flat washers, and a locknut, as shown in Figure 17. Position a washer on each side of the link when mounting. Torque the fasteners to 42 N-m (31 ft-lb).

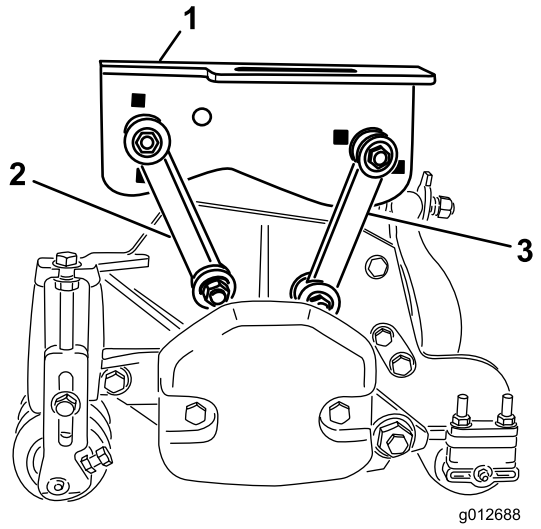


Figure 17

1. Front carrier frame
2. Front mounting link
3. Rear mounting link

4. Position the rear carrier frame (Figure 18) onto the rear cutting unit.

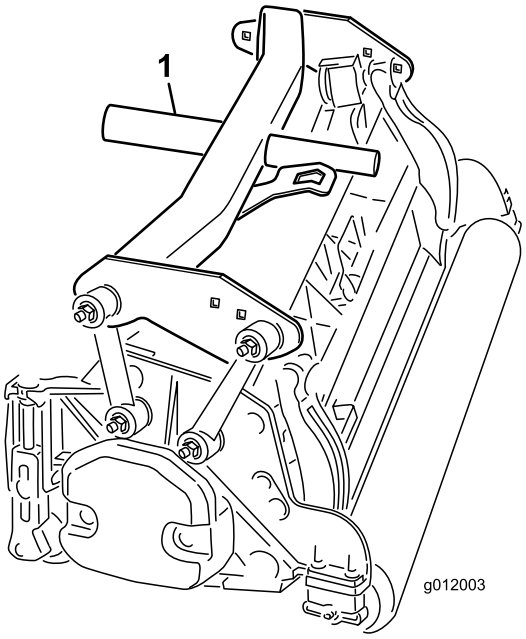


Figure 18

1. Rear carrier frame

5. Secure the mounting links to the **rear** carrier frame as follows:
   - Secure the front mounting links to the carrier frame holes with a bolt (3/8 x 2-1/4 inch), 2 flat washers, and a locknut, as shown in Figure 19. Position a washer on each side of the link when mounting. Torque the fasteners to 42 N-m (31 ft-lb).
   - Secure the rear mounting links to the rear carrier frame holes with a bolt (3/8 x 2-1/4 inch), 2 flat washers, and a locknut, as shown in Figure 19. Position a washer on each side of the link when mounting. Torque the fasteners to 42 N-m (31 ft-lb).

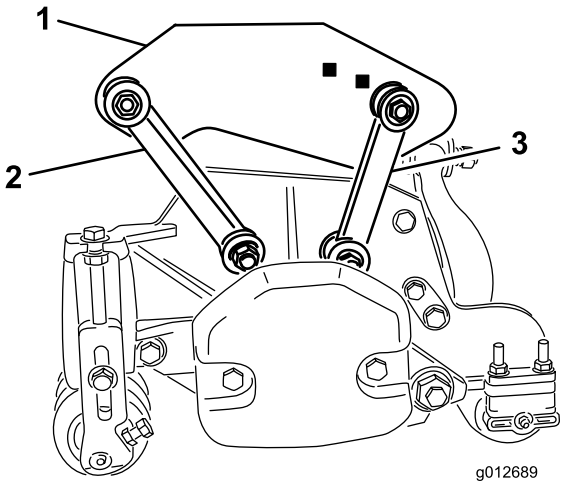


Figure 19

1. Rear carrier frame
2. Front mounting link
3. Rear mounting link

11

Mounting the Cutting Units

No Parts Required

Procedure

1. Slide a thrust washer onto each front lift arm pivot rod.
2. Slide the cutting unit carrier frame onto the pivot rod and secure it with a lynch pin (Figure 20).

   Note: On rear cutting unit, position the thrust washer between the rear of the carrier frame and the lynch pin.

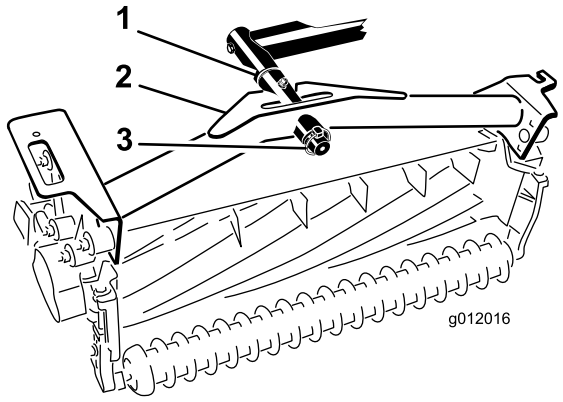


Figure 20

1. Thrust washer
2. Carrier frame
3. Lynch pin

3. Grease all the lift arm and carrier frame pivot points.

   Important: Ensure that the hoses are free of twists or sharp bends and that the rear cutting unit hoses are routed as show in (Figure 21). Raise the cutting units and shift them to the left (Model 03170). The rear cutting unit hoses must not contact traction cable bracket. Reposition the fittings and/or hoses, if necessary.

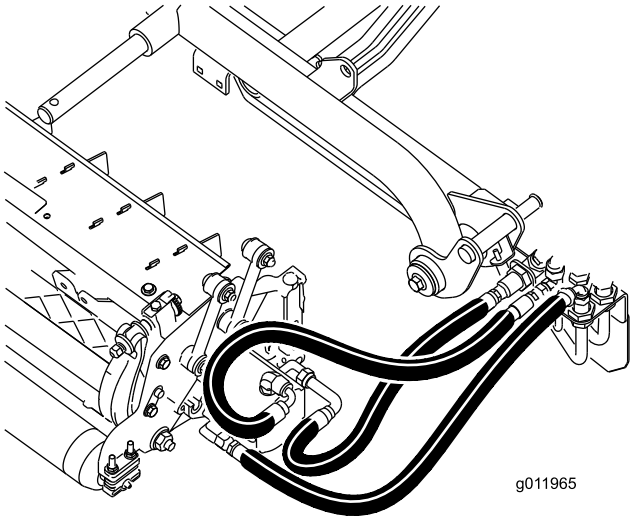


Figure 21

4. Route a tipper chain up through the slot on the end of each carrier frame. Secure the tipper chain to the top of the carrier frame with a bolt, a washer, and a locknut (Figure 22).

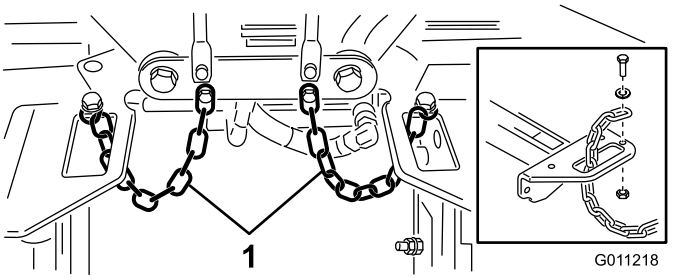


Figure 22

1. Tipper chain

12

Mounting the Cutting Unit Drive Motors

No Parts Required

Procedure

1. Position the cutting units in front of the lift arm pivot rods.
2. Remove the weight and o-ring (Figure 23) from the inside end of the right hand cutting unit.

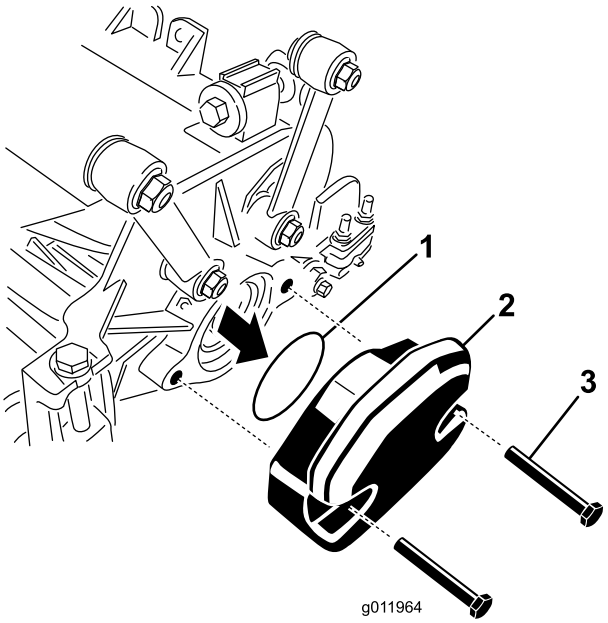


Figure 23

1. O-ring
2. Weight
3. Mounting bolts

3. Remove the plug from the bearing housing on the outside end of the right hand cutting unit and install the weights and gasket.
4. Remove the shipping plug from the bearing housings on the remaining cutting units.
5. Insert the O-ring (supplied with the cutting unit) on the flange of the drive motor (Figure 24).

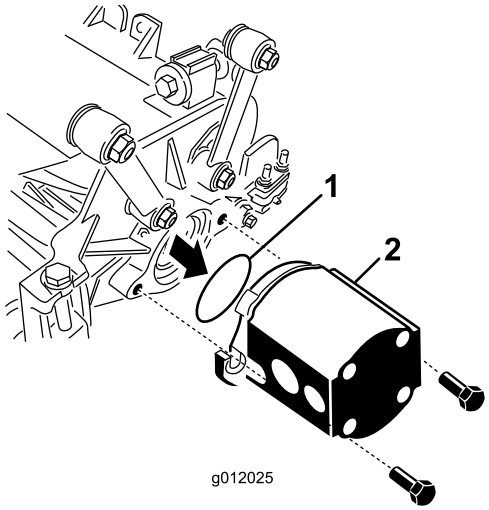


Figure 24

1. O-ring
2. Reel motor

6. Mount the motor to the drive end of the cutting unit, and secure it with two capscrews provided with cutting unit (Figure 24).

13

Adjusting the Lift Arms

No Parts Required

Procedure

1. Start the engine, raise the lift arms, and check to ensure that the clearance between each lift arm and the floor plate bracket is 5 to 8 mm (0.18 to 0.32 inches) (Figure 25).

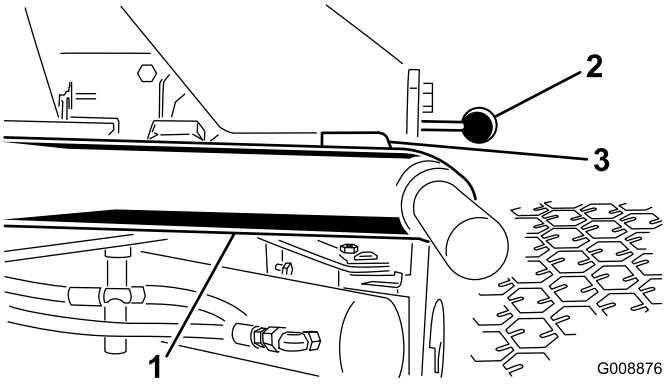


Figure 25
Cutting units removed for clarity

1. Lift arm
2. Floor plate bracket
3. Clearance

Note: If the clearance is not in this range, adjust the cylinder as follows:

A. Back off the stop bolts and adjust the cylinder to attain the clearance (Figure 26).

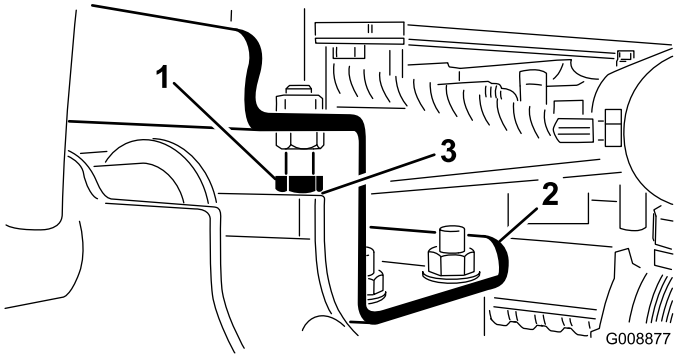


Figure 26

1. Stop bolt
2. Lift arm
3. Clearance

B. Back off the jam nut on the cylinder (Figure 27).

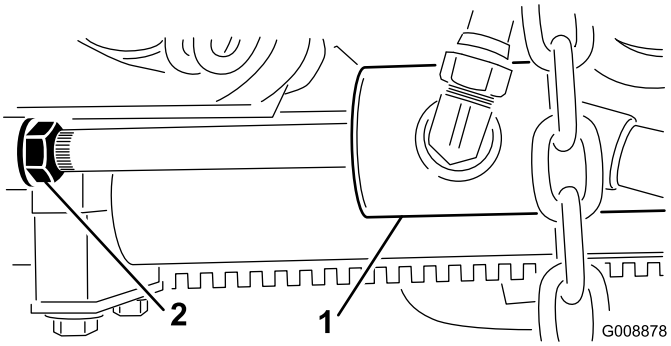


Figure 27

1. Front cylinder 2. Jam nut

C. Remove the pin from the rod end and rotate the clevis.

D. Install the pin and check the clearance.

E. Repeat steps A through D if necessary.

F. Tighten the clevis jam nut.

Note: If the rear lift arm clunks during transport, reduce the clearance.

2. Check to ensure that the clearance between each lift arm and stop bolt is 0.13 to 1.02 mm (0.005 to 0.040 inches) (Figure 26).

Note: If the clearance is not in this range, adjust the stop bolts to attain clearance.

3. Start the engine, raise the lift arms, and check to ensure that the clearance between the wear strap on the top of the rear cutting unit wear bar and the bumper strap is 0.51 to 2.54 mm (0.02 to 0.10 inches) (Figure 28).

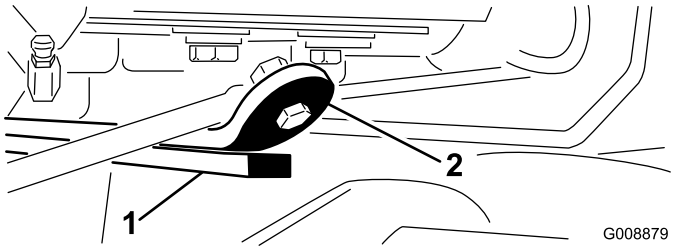


Figure 28

1. Wear bar 2. Bumper strap

If the clearance is not in this range, adjust the rear cylinder as follows:

A. Lower the cutting units and back off the jam nut on the cylinder (Figure 29).

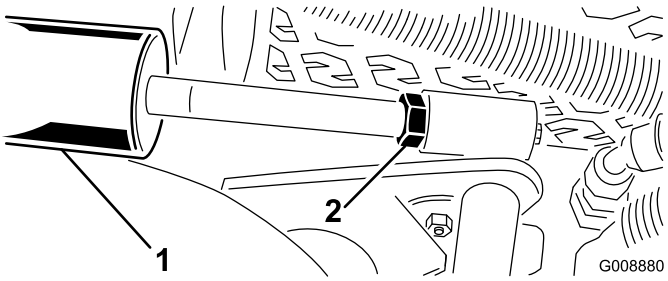


Figure 29

1. Rear cylinder 2. Adjusting nut

B. Grasp the cylinder rod close to the nut with a pliers and rag and rotate the rod.

C. Raise the cutting units and check the clearance.

D. Repeat steps A through C if necessary.

E. Tighten the clevis jam nut.

Important: Lack of clearance at the front stops or the rear wear bar could damage the lift arms.

14

Installing the Tipper Roller Kit (Optional)

Parts needed for this procedure:

1	Tipper roller kit (not included)

Procedure

When cutting in higher heights of cut, it is recommended that the Tipper Roller Kit be installed.

1. Raise the cutting units all the way up.
2. Locate the frame bracket above the center cutting unit (Figure 30).
3. While pressing down on the front roller of the center cutting unit, determine which holes on the tipper bracket align with the frame bracket holes to attain the same roller contact when the tipper bracket is installed (Figure 30).

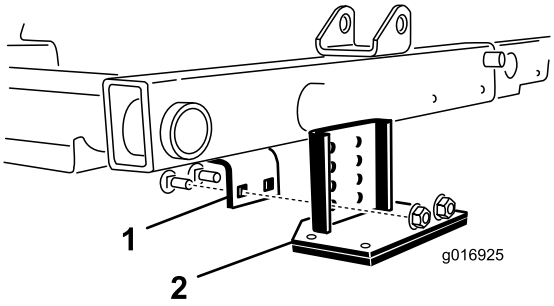


Figure 30

1. Frame bracket
2. Tipper bracket

4. Lower the cutting units and mount the tipper bracket to the frame with the (2) carriage bolts and nuts supplied with the kit (Figure 30).

Product Overview

Controls

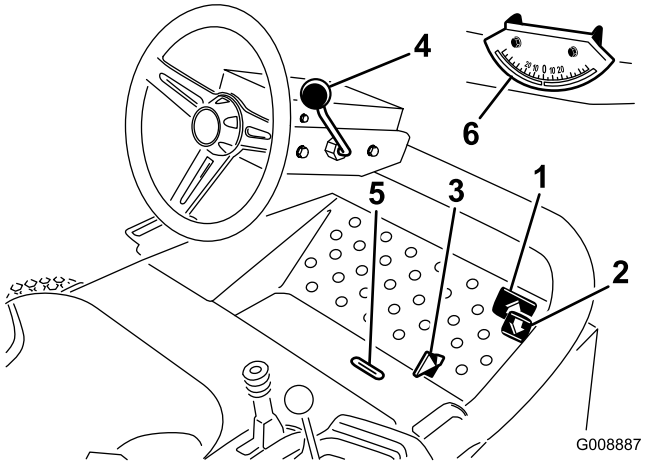


Figure 31

1. Forward traction pedal
2. Reverse traction pedal
3. Mow/transport slide
4. Tilt steering lever
5. Indicator slot
6. Angle indicator

Traction Pedals

Press the traction forward pedal (Figure 31) to move forward. Press traction reverse pedal (Figure 31) to move backward or to assist in stopping when moving forward. Also, allow the pedal to move or move it to the neutral position to stop the machine.

Mow/Transport Slide

Using your heel, move the mow/transport slide (Figure 31) to the left to transport and to the right to mow. **The cutting units will only operate in the mow position.**

Important: The mow speed is set at the factory to 9.7 km/h (6 mph). It can be increased or decreased by adjusting the speed stop screw (Figure 32).

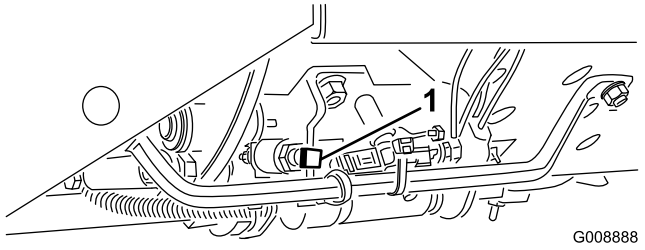


Figure 32

1. Speed stop screw

Tilt Steering Lever

Pull the tilt steering lever (Figure 31) back to adjust the steering wheel to the desired position, then push the lever forward to tighten.

Indicator Slot

The slot in the operator platform (Figure 31) indicates when the cutting units are in the center position.

Angle Indicator

The angle indicator (Figure 31) indicates the side hill angle of the machine in degrees.

Ignition Switch

The ignition switch (Figure 33), which is used to start, stop, and preheat the engine, has three positions: Off, On/Preheat, and Start. Rotate the key to the On/Preheat position until the glow plug indicator light goes out (approximately 7 seconds); then rotate the key to the Start position to engage the starter motor. Release the key when the engine starts. The key will move automatically to the On/Run position. To shut the engine off, rotate the key to the Off position and remove the key from the switch to prevent accidental starting.

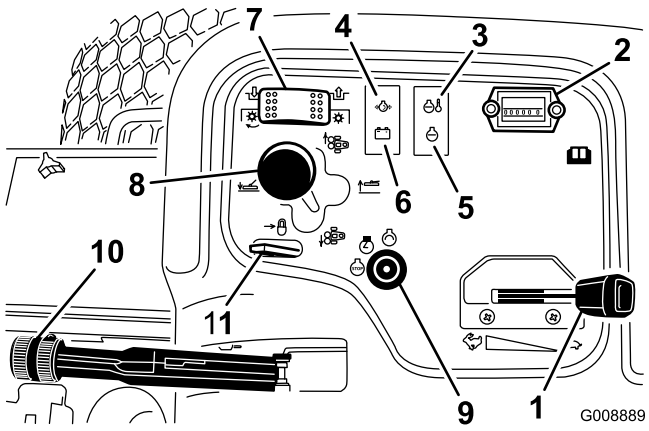


Figure 33

1. Throttle
2. Hour meter
3. Temperature light
4. Oil pressure light
5. Glow plug indicator light
6. Alternator light
7. Cutting unit drive switch
8. Cutting unit shift lever
9. Ignition switch
10. Parking brake
11. Lift lever lock

Throttle

Move the throttle (Figure 33) forward to increase the engine speed and rearward to decrease the engine speed.

Cutting Unit Drive Switch

The cutting unit drive switch (Figure 33) has two positions: Engage and Disengage. The rocker switch operates a solenoid valve on the valve bank to drive the cutting units.

Hour Meter

The hour meter (Figure 33) indicates the total hours of machine operation. The hour meter starts to function whenever the key switch is On.

Cutting Unit Shift Lever

To lower the cutting units to the ground, move the cutting unit shift lever (Figure 33) forward. The cutting units will not drop unless the engine is running, and they will not operate in the raised position. To raise the cutting units, pull the shift lever rearward to the Raise position.

Move the lever to the right or left to move the cutting units in the same direction. This should only be done when the cutting units are raised or if they are on the ground and the machine is moving (Model 03170 only).

Note: The lever does not have to be held in the forward position while the cutting units are lowered.

⚠ DANGER

Shifting the cutting units downhill decreases machine stability. This could cause a rollover, which may result in personal injury or death.

Shift the cutting units uphill while on a side hill.

Engine Coolant Temperature Warning Light

The temperature warning light (Figure 33) glows if the engine coolant temperature is high. If the traction unit is not stopped and the coolant temperature rises another 10°F, the engine will kill.

Oil Pressure Warning Light

The oil pressure warning light (Figure 33) glows if the engine oil pressure drops below a safe level.

Alternator Light

The alternator light (Figure 33) should be off when the engine is running. If it is on, the charging system should be checked and repaired as necessary.

Glow Plug Indicator

The glow plug indicator light (Figure 33) will glow when the glow plugs are operating.

Parking Brake

Whenever the engine is shut off, engage the parking brake (Figure 33) to prevent accidental movement of the machine. To engage the parking brake, pull up on the lever. The engine will stop if you press the traction pedal with the parking brake engaged.

Lift Lever Lock

Move the lift lever lock (Figure 33) rearward to prevent the cutting units from dropping.

Reel Speed Control

The reel speed control is located under the console cover (Figure 34). To obtain the desired clip rate (reel speed), rotate the reel speed control knob to the appropriate height-of-cut setting and mower speed. Refer to Selecting the Clip Rate (Reel Speed) (page 36).

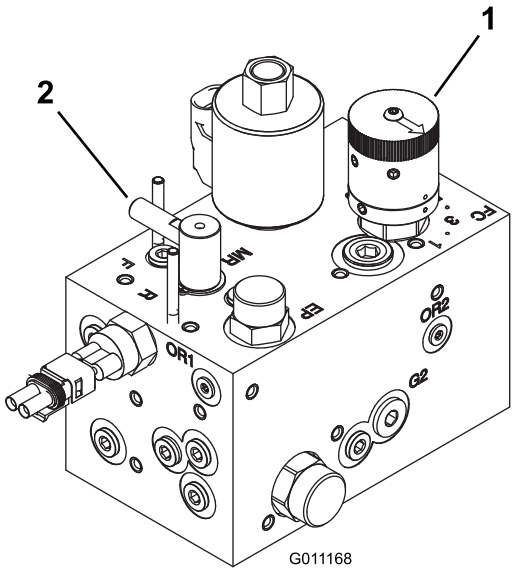


Figure 34

1. Reel speed control
2. Backlap control

Backlap Control

The backlap control is located under the console cover (Figure 34). Rotate the knob to R for backlapping and to F for mowing. Do not change the knob position while the reels are rotating.

Fuel Gauge

The fuel gauge (Figure 35) registers the amount of fuel in the tank.

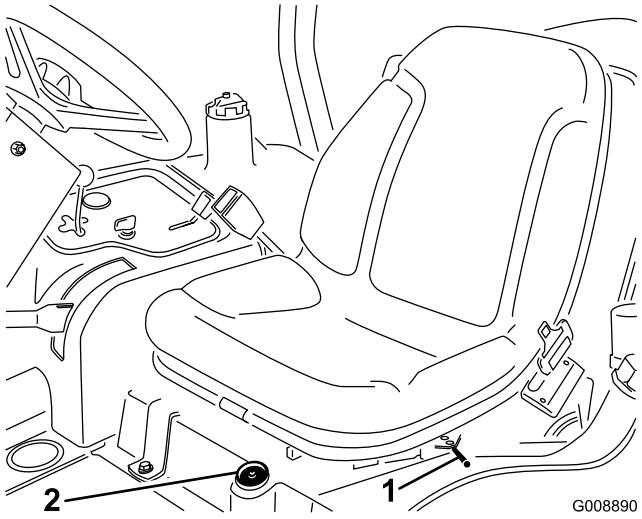


Figure 35

1. Fore and aft lever
2. Fuel gauge

Fore and Aft Seat Adjustments

Move the lever (Figure 35) on the side of the seat outward, slide the seat to the desired position, and release the lever to lock the seat into position.

Specifications

Note: Specifications and design are subject to change without notice.

Transport Width	203 cm (80 inches) in 183 cm (72 inches) width of cut 234 cm (92 inches) in 216 cm (85 inches) width of cut
Width of cut	183 cm (72 inches) or 216 cm (85 inches)
Length	248 cm (93 inch)
Height	180 cm (71 inches) with ROPS
Net weight*	844 kg (1860 lb)
Fuel tank capacity	28 liters (7.5 US gallons).
Ground speed	Mow: 0 to 10 km/h (0 to 6 mph); Transport: 0 to 14 km/h (0 to 9 mph). Reverse: 0 to 6 km/h (0 to 4 mph)
* With cutting units and fluids	

Attachments/Accessories

A selection of Toro approved attachments and accessories is available for use with the machine to enhance and expand its capabilities. Contact your Authorized Service Dealer or Distributor or go to www.Toro.com for a list of all approved attachments and accessories.

To best protect your investment and maintain optimal performance of your Toro equipment, count on Toro genuine

parts. When it comes to reliability, Toro delivers replacement parts designed to the exact engineering specification of our equipment. For peace of mind, insist on Toro genuine parts.

Operation

Note: Determine the left and right sides of the machine from the normal operating position.

Think Safety First

Carefully read all safety instructions and symbols in the safety section. Knowing this information could help you or bystanders avoid injury.

⚠ DANGER

Operating on wet grass or steep slopes can cause sliding and loss of control.

Wheels dropping over edges can cause rollovers, which may result in serious injury, death, or drowning.

Read and follow the rollover protection instructions and warnings.

To avoid loss of control and possibility of rollover:

- **Do not operate near drop-offs or near water.**
- **Do not operate on slopes greater than specified for your machine model.**
- **Reduce speed and use extreme caution on slopes.**
- **Avoid sudden turns or rapid speed changes.**

⚠ CAUTION

This machine produces sound levels that can cause hearing loss through extended periods of exposure.

Wear hearing protection when operating this machine.

The use of protective equipment for eyes, ears, hands, feet, and head is recommended.

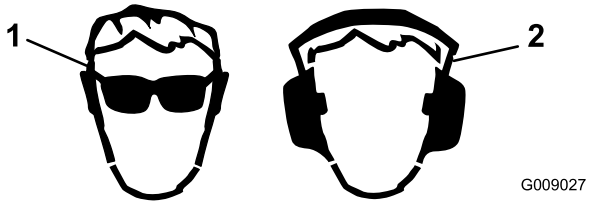


Figure 36

1. Wear safety glasses.
2. Wear hearing protection.

Checking the Engine-Oil Level

Service Interval: Before each use or daily

The engine is shipped with oil in the crankcase; however, the oil level must be checked before and after the engine is first started.

The crankcase capacity is approximately 2.8 liters (4 quarts) with the filter.

Use high-quality engine oil that meets the following specifications:

- API Classification Level Required: CH-4, CI-4 or higher.
- Preferred oil: SAE 15W-40 (above 0°F (-17°C))
- Alternate oil: SAE 10W-30 or 5W-30 (all temperatures)

Note: Toro Premium Engine oil is available from a distributor in either 15W-40 or 10W-30 viscosity. See the parts catalog for part numbers.

Note: The best time to check the engine oil is when the engine is cool before it has been started for the day. If it has already been run, allow the oil to drain back down to the sump for at least 10 minutes before checking. If the oil level is at or below the "add" mark on the dipstick, add oil to bring the oil level to the "full" mark. **Do not overfill.** If the oil level is between the "full" and "add" marks, you do not need to add oil.

1. Position the machine on a level surface.
2. Remove the dipstick (Figure 37) and wipe it with a clean rag.

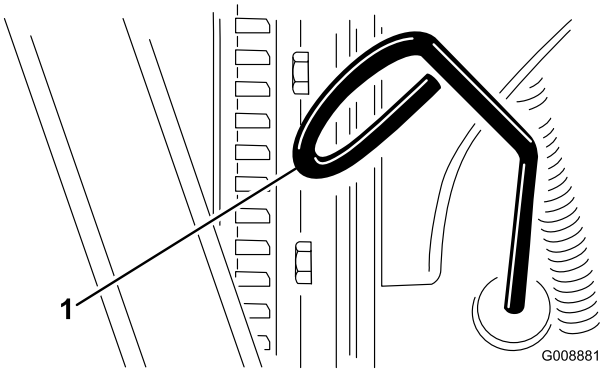


Figure 37

1. Dipstick

3. Push the dipstick down into the dipstick tube and ensure that it is seated fully, then pull the dipstick out and check the oil level.
4. If the oil level is low, remove the oil fill cap (Figure 38) and gradually add small quantities of oil, checking the level frequently, until the level reaches the Full mark on the dipstick.

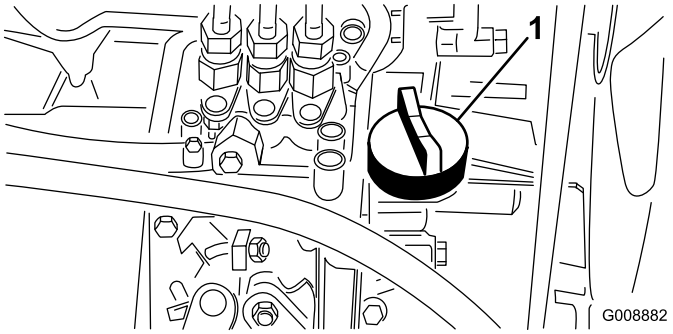


Figure 38

1. Oil fill cap

5. Install the oil fill cap and close the hood.

Important: Be sure to keep the engine-oil level between the upper and lower limits on the oil gauge. Engine failure may occur as a result of over filling or under filling the engine oil.

Filling the Fuel Tank

⚠ DANGER

Under certain conditions, diesel fuel and fuel vapors are highly flammable and explosive. A fire or explosion from fuel can burn you and others and can cause property damage.

- **Use a funnel and fill the fuel tank outdoors, in an open area, when the engine is off and is cold. Wipe up any fuel that spills.**
- **Do not fill the fuel tank completely full. Add fuel to the fuel tank until the level is 6 to 13 mm (1/4 to 1/2 inch) below the bottom of the filler neck. This empty space in the tank allows the fuel to expand.**
- **Never smoke when handling fuel, and stay away from an open flame or where fuel fumes may be ignited by a spark.**
- **Store fuel in a clean, safety-approved container and keep the cap in place.**

Use only clean, fresh diesel fuel or biodiesel fuels with low (<500 ppm) or ultra low (<15 ppm) sulfur content. The minimum cetane rating should be 40. Purchase fuel in quantities that can be used within 180 days to ensure fuel freshness.

The fuel tank capacity is approximately 28 liters (7.5 gallons).

Use summer grade diesel fuel (No. 2-D) at temperatures above -7°C (20°F) and winter grade (No. 1-D or No. 1-D/2-D blend) below that temperature. Using winter grade fuel at lower temperatures provides a lower flash point and cold flow characteristics which will ease starting and reduce plugging of the fuel filter.

Use of summer grade fuel above -7°C (20°F) will contribute toward longer fuel pump life and increased power compared to winter grade fuel.

Biodiesel Ready

This machine can also use a biodiesel blended fuel of up to B20 (20% biodiesel, 80% petrodiesel). The petrodiesel portion should be low or ultra low sulfur. Observe the following precautions:

- The biodiesel portion of the fuel must meet specification ASTM D6751 or EN14214.
- The blended fuel composition should meet ASTM D975 or EN590.
- Painted surfaces may be damaged by biodiesel blends.
- Use B5 (biodiesel content of 5%) or lesser blends in cold weather.
- Monitor seals, hoses, gaskets in contact with fuel as they may be degraded over time.
- Fuel filter plugging may be expected for a time after converting to biodiesel blends.
- Contact a distributor for more information on biodiesel blended fuel.

1. Clean the area around the fuel-tank cap (Figure 39).

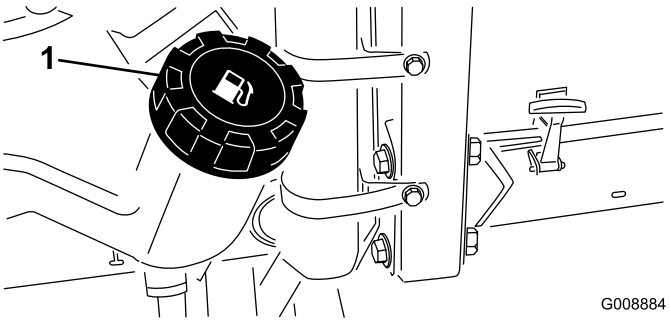


Figure 39

1. Fuel-tank cap

2. Remove the fuel-tank cap.
3. Fill the tank to the bottom of the filler neck.

   Note: Do not overfill the fuel tank.
4. Install the cap.
5. Wipe up any fuel that may have spilled.

Checking the Cooling System

Service Interval: Before each use or daily

Clean debris off the radiator and the oil cooler daily (Figure 40). Clean the radiator hourly if conditions are extremely dusty and dirty; refer to Cleaning the Engine Cooling System.

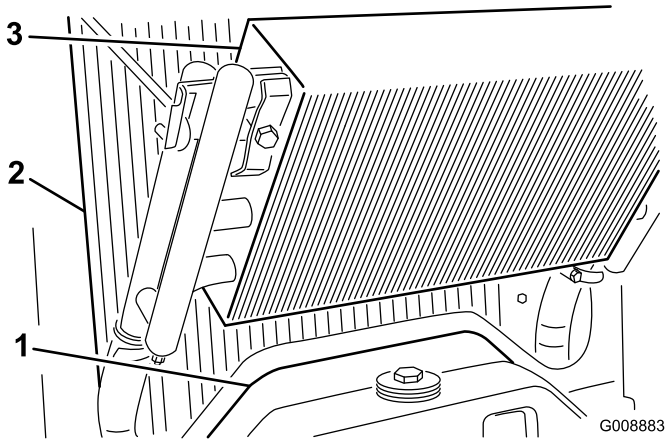


Figure 40

1. Access panel
2. Radiator
3. Oil cooler

The cooling system is filled with a 50/50 solution of water and permanent ethylene glycol antifreeze. Check the coolant level at the beginning of each day before starting the engine.

The capacity of the cooling system is approximately 5.7 liters (6 quarts).

⚠ CAUTION

If the engine has been running, the pressurized, hot coolant can escape and cause burns.

- **Do not open the radiator cap when the engine is running.**
- **Use a rag when opening the radiator cap, and open the cap slowly to allow steam to escape.**

1. Check the coolant level in the expansion tank (Figure 41).

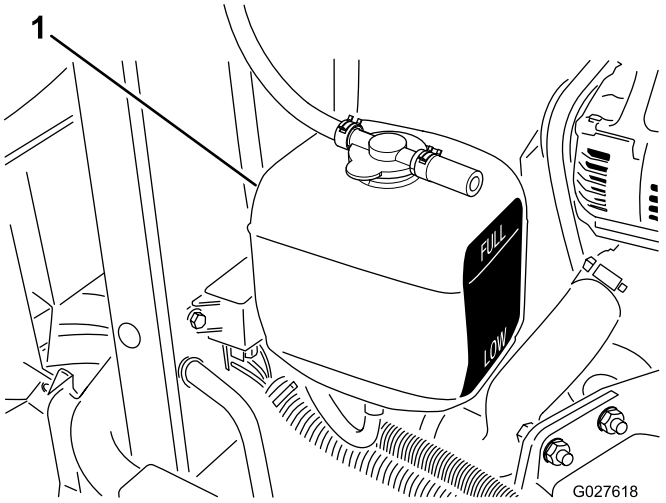


Figure 41

1. Expansion tank

Note: With a cold engine, the coolant level should be approximately midway between the marks on the side of the tank.

2. If the coolant level is low, remove the expansion tank cap and replenish the system. **Do not overfill.**
3. Install the expansion tank cap.

Checking the Hydraulic System

Service Interval: Before each use or daily—Check the level of the hydraulic fluid.

The hydraulic-fluid tank is filled at the factory with approximately 13.2 liters (3.5 US gallons) of high-quality hydraulic fluid. **Check the level of the hydraulic fluid before the engine is first started and daily thereafter.**

The best time to check the hydraulic fluid is when the fluid is cold. The machine should be in its transport configuration. If the fluid level is below the 'add' mark on the dipstick, add fluid to bring the fluid level to the middle of the acceptable range. Do not overfill the tank. If the oil level is between the 'full' and the 'add' marks, no fluid addition is required.

The recommended replacement fluid is **Toro Premium All Season Hydraulic Fluid** (Available in 5-gallon pails or 55-gallon drums. See parts catalog or Toro distributor for part numbers.)

Alternative fluids: If the Toro fluid is not available, other conventional, petroleum-based fluids may be used, provided that they meet all of the following material properties and industry specifications. Check with your oil supplier to see whether the fluid meets these specifications.

Note: Toro will not assume responsibility for damage caused by improper substitutions, so use only products from reputable manufacturers who will stand behind their recommendation.

High Viscosity Index/Low Pour Point Antiwear Hydraulic Fluid, ISO VG 46 Multigrade

Material Properties:

Viscosity, ASTM D445	cSt @ 40°C (104°F) 44 to 48 cSt @ 100°C (212°F) 7.9 to 9.1
Viscosity index, ASTM D2270	140 or higher (high viscosity index indicates a multiweight fluid)
Pour point, ASTM D97	-36.7°C to -45°C (-34°F to -49°F)
FZG, fail stage	11 or better
Water content (new fluid)	500 ppm (maximum)

Industry Specifications:

Vickers I-286-S, Vickers M-2950-S, Denison HF-0, Vickers 35 VQ 25 (Eaton ATS373-C)

The proper hydraulic fluids must be specified for mobile machinery (as opposed to industrial plant usage), multiweight-type, with ZnDTP or ZDDP anti-wear additive package (not an ashless-type fluid).

Important: Many hydraulic fluids are almost colorless, making it difficult to spot leaks. A red dye additive for the hydraulic system oil is available in 20 ml (2/3 fl oz) bottles. One bottle is sufficient for 15 to 22 liters (4 to 6 US gallons) of hydraulic oil. Order part 44-2500 from your Authorized Toro Distributor.

1. Position the machine on a level surface, lower the cutting units, and shut off the engine.
2. Clean the area around the filler neck and cap of the hydraulic-fluid tank (Figure 42) and remove the cap.

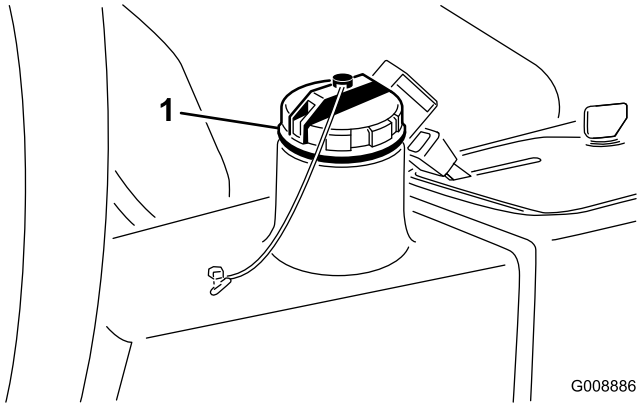


Figure 42

1. Hydraulic-fluid tank cap

3. Remove the dipstick from the filler neck and wipe it with a clean rag.
4. Insert the dipstick into the filler neck; then remove it and check the fluid level.

   Note: The fluid level should be within 6 mm (1/4 inch) of the mark on the dipstick.
5. If the level is low, add the appropriate fluid to raise the level to the full mark.
6. Install the dipstick and cap onto the filler neck.

Checking the Tire Pressure

Service Interval: Before each use or daily

The tires are over-inflated for shipping. Therefore, release some of the air to reduce the pressure. The proper air pressure in the tires is 97 to 124 kPa (14 to 18 psi).

Note: Maintain the recommended pressure in all tires to ensure a good quality of cut and proper machine performance.

⚠ DANGER

Low tire pressure decreases machine side hill stability. This could cause a rollover, which may result in personal injury or death.

Do not under-inflate the tires.

Checking the Reel-to-Bedknife Contact

Service Interval: Before each use or daily

Check the reel-to-bedknife contact even if the quality of cut had been acceptable previously. There must be light contact across the full length of the reel and bedknife; refer to Adjusting Reel to Bedknife in the cutting unit operator's manual.

Torquing the Wheel Nuts

Service Interval: After the first hour

After the first 10 hours

Every 200 hours

Torque the wheel nuts to 61 to 88 N-m (45 to 65 ft-lb).

⚠ WARNING

Failure to maintain proper torque of the wheel nuts could result in personal injury.

Ensure that the wheel nuts are torqued to 61 to 88 N-m (45 to 65 ft-lb).

Starting and Stopping the Engine

You may need to bleed the fuel system if any of the following situations have occurred; refer to Bleeding the Fuel System (page 30):

- **It is the initial start up of a new engine.**
- **The engine has ceased running due to lack of fuel.**
- **Maintenance has been performed upon the fuel system components; e.g., filter replaced, etc.**

Starting the Engine

1. Ensure that the parking brake is set and the reel drive switch is in the Disengage position.
2. Remove your foot from the traction pedal and ensure that the pedal is in the neutral position.
3. Move the throttle lever to the 1/2 throttle position.
4. Insert the key into the switch and rotate it to the On/Preheat position until the glow plug indicator light goes out (approximately 7 seconds); then rotate the key to the Start position to engage the starter motor. Release the key when the engine starts.

   Note: The key will move automatically to the On/Run position.

   Important: To prevent overheating of the starter motor, do not engage the starter longer than 15 seconds. After 10 seconds of continuous cranking, wait 60 seconds before engaging the starter motor again.
5. When the engine is started for the first time or after an overhaul of the engine, operate the machine in forward and reverse for one to two minutes. Also operate the lift lever and cutting unit drive switch to ensure proper operation of all parts.

   Note: Turn the steering wheel to the left and right to check the steering response, then shut the engine off and check for oil leaks, loose parts, and any other noticeable malfunctions.

⚠ CAUTION

Stop the engine and wait for all moving parts to stop before checking for oil leaks, loose parts, and other malfunctions.

Stopping the Engine

Move the throttle control to the Idle position, move the reel drive switch to Disengage, and rotate the starter key to Off.

Note: Remove the key from the switch to prevent accidental starting.

Bleeding the Fuel System

1. Park the machine on a level surface, and ensure that the fuel tank is at least half full.
2. Unlatch and raise the hood.

⚠ DANGER

Under certain conditions, diesel fuel and fuel vapors are highly flammable and explosive. A fire or explosion from fuel can burn you and others and can cause property damage.

- **Use a funnel and fill the fuel tank outdoors, in an open area, when the engine is off and is cold. Wipe up any spilled fuel.**
- **Do not fill the fuel tank completely full. Add fuel to the fuel tank until the level is 6 to 13 mm (1/4 to 1/2 inch) below the bottom of the filler neck. This empty space in the tank allows the fuel to expand.**
- **Never smoke when handling fuel, and stay away from an open flame or where fuel fumes may be ignited by a spark.**
- **Store fuel in a clean, safety-approved container and keep the cap in place.**

3. Open the air bleed screw on the fuel injection pump (Figure 43).

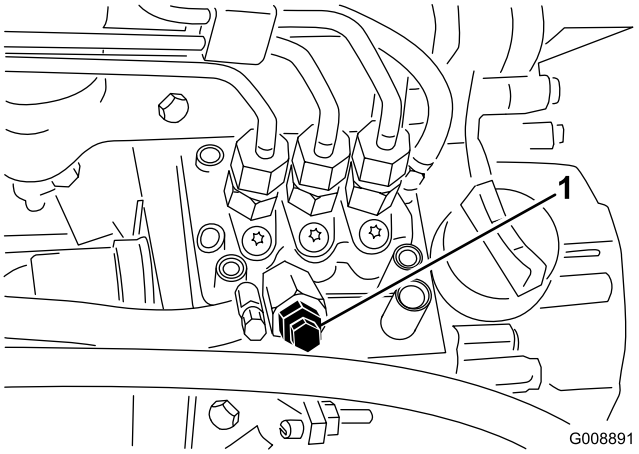


Figure 43

1. Fuel injection pump bleed screw

4. Turn the key in the ignition switch to the On position. The electric fuel pump will begin operation, thereby forcing air out around the air bleed screw.

   Note: Leave the key in the On position until a solid stream of fuel flows out around the screw.

5. Tighten the screw and turn the key to Off.

Note: Normally the engine should start after following the bleeding procedures above. However, if the engine does not start, air may be trapped between the injection pump and the injectors; refer to Bleeding Air from the Injectors (page 47).

Checking the Interlock System

Service Interval: Before each use or daily

⚠ CAUTION

If the safety interlock switches are disconnected or damaged, the machine could operate unexpectedly, causing personal injury.

- **Do not tamper with the interlock switches.**
- **Check the operation of the interlock switches daily and replace any damaged switches before operating the machine.**

1. Ensure that all bystanders are away from the area of operation, and keep hands and feet away from the cutting units.
2. While sitting on the seat, the engine must not start with either the cutting unit switch engaged or the traction pedal engaged. Correct the problem if it is not operating properly.
3. While sitting on the seat, put the traction pedal in neutral, disengage the parking brake, and set the cutting unit switch in the Off position. The engine should start. Rise from the seat and slowly press the traction pedal, and the engine should stop in one to three seconds. Correct the problem if it is not operating properly.

Note: The machine is equipped with an interlock switch on the parking brake. The engine will stop if the traction pedal is pressed with the parking brake engaged.

Hauling the Machine

- Use care when loading or unloading the machine into or out of a trailer or a truck.
- Use a full-width ramp for loading or unloading the machine into or out of a trailer or a truck.
- Tie the machine down securely using straps, chains, cable, or ropes. Both front and rear straps should be directed down and outward from the machine; refer to Figure 44.

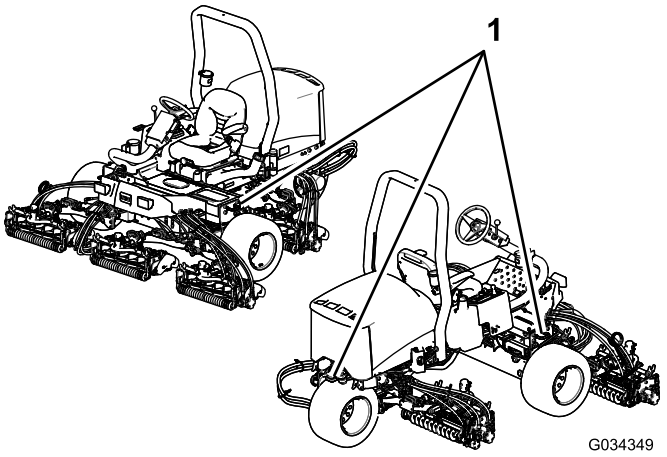


Figure 44

1. Tie-down loops

Towing the Machine

In case of an emergency, the machine can be towed for a short distance; however, Toro does not recommend this as a standard procedure.

Important: Do not tow the machine faster than 3 to 4 km/h (2 to 3 mph) because it may damage the drive system. If the machine must be moved a considerable distance, transport it on a truck or trailer.

1. Locate the bypass valve on the pump (Figure 45) and rotate it 90°.

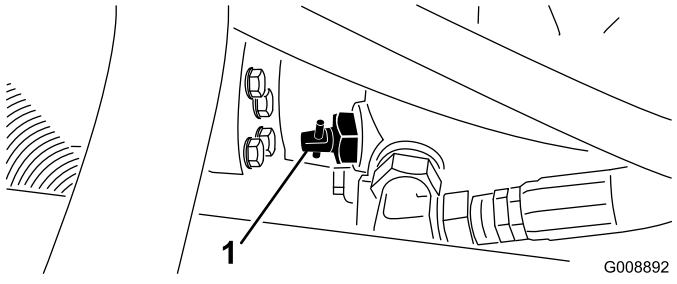


Figure 45

1. Bypass valve

2. Before starting the engine, close the bypass valve by rotating it 90° (1/4 turn). Do not start the engine while the valve is open.

Using the Standard Control Module (SCM)

The Standard Control Module is a potted electronic device produced in a one-size-fits-all configuration. The module uses solid state and mechanical components to monitor and control standard electrical features required for safe product operation.

The module monitors inputs including neutral, parking brake, PTO, start, backlap, and high temperature. The module energizes outputs including PTO, Starter, and ETR (energize to run) solenoid.

The module is divided into inputs and outputs. Inputs and outputs are identified by green LED indicators mounted on the printed circuit board.

The start circuit input is energized by 12 VDC. All other inputs are energized when the circuit is closed to ground. Each input has a LED that is illuminated when the specific circuit is energized. Use the input LEDs for switch and input circuit troubleshooting.

Output circuits are energized by an appropriate set of input conditions. The three outputs include PTO, ETR, and START. Output LEDs monitor relay condition indicating the presence of voltage at one of three specific output terminals.

Output circuits do not determine output device integrity, so electrical troubleshooting includes output LED inspection and conventional device and wire harness integrity testing. Measure the disconnected component impedance, the impedance through wire harness (disconnect at SCM), or by temporarily "test energizing" the specific component.

The SCM does not connect to an external computer or hand held device, can not be re-programmed, and does not record intermittent fault troubleshooting data.

The decal on the SCM only includes symbols. Three LED output symbols are shown in the output box. All other LEDs are inputs. The chart below identifies the symbols.

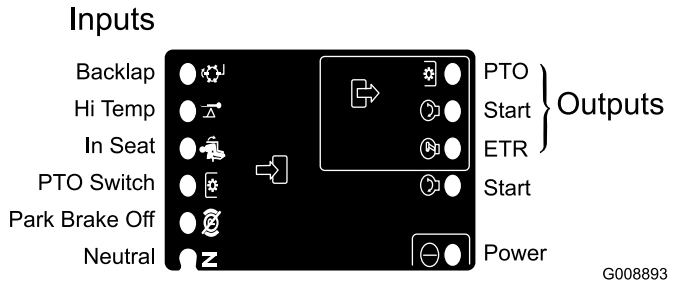


Figure 46

Here are the logical troubleshooting steps for the SCM device.

1. Determine the output fault you are trying to resolve (PTO, START, or ETR).
2. Move the key switch to the On position and ensure that the red power LED is illuminated.
3. Move all the input switches to ensure that all LEDs change state.
4. Position the input devices at the appropriate position to achieve the appropriate output. Use the following logic chart to determine the appropriate input condition.
5. If the specific output LED is illuminated without the appropriate output function, check the output harness, connections, and component. Repair as needed.
6. If the specific output LED is not illuminated, check both fuses.
7. If the specific output LED is not illuminated and the inputs are in the appropriate condition, install a new SCM and determine if the fault disappears.

Each row (across) in the logic chart below identifies input and output requirements for each specific product function. The product functions are listed in the left column. The symbols identify the specific circuit condition including: energized to voltage, closed to ground, and open to ground.

INPUTS									OUTPUTS		
Function	Power ON	In Neutral	Start ON	Brake ON	PTO ON	In Seat	Hi Temp	Backlap	Start	ETR	PTO
Start	—	—	+	O	O	—	O	O	+	+	O
Run (Off Unit)	—	—	O	O	O	O	O	O	O	+	O
Run (On Unit)	—	O	O	—	O	—	O	O	O	+	O
Mow	—	O	O	—	—	—	O	O	O	+	+
Backlap	—	—	O	O	—	O	O	—	O	+	+
Hi Temp	—		O				—		O	O	O

- (–) Indicates a circuit closed to ground—LED ON.
- (O) Indicates a circuit open to ground or de-energized—LED OFF.
- (+) Indicates an energized circuit (clutch coil, solenoid, or start input)—LED ON.
- A blank indicates a circuit that is not involved with the logic.

To troubleshoot, turn on the key without starting the engine. Identify the specific function that does not work and work across the logic chart. Inspect the condition of each input LED's to ensure that it matches the logic chart.

If the input LEDs are correct, check the output LED. If the output LED is illuminated but the device is not energized, measure the available voltage at the output device, the continuity of the disconnected device, and the potential voltage on the ground circuit (floating ground). Repairs will vary depending on your findings.

Operating Tips

General Tips for Model 03171

⚠ DANGER

The mower has a unique traction system that will allow the machine to move forward on side hills, even if the uphill wheel should come off the ground. If this should happen, the operator or any bystanders could be seriously injured or killed in a rollover.

The slope angle at which the machine will tip is dependent on many factors. Among these are mowing conditions such as wet or undulating turf, speed (especially in turns), position of the cutting units (with Sidewinder), tire pressure, and operator experience.

At side hill angles of 15 degrees or less, the risk of a rollover is low. As the slope angle increases to a recommended maximum limit of 25 degrees, the risk of a rollover increases to a moderate level. *Do not exceed a 20 degree side hill slope angle because the risk of a rollover and serious injury or death is very high.*

To determine which hills or slopes you may safely operate on, you must conduct a site survey of the mowing area. When performing this site survey, always use common sense and take into consideration the turf condition and the rollover risk. To determine which hills or slopes may be safely operated on, use the inclinometer provided with each machine. To perform a site survey, lay a 1.25 m plank (4 ft 2 x 4) on the slope surface and measure the angle of the slope. The 1.25 m plank (4 ft 2 x 4) will average the slope but will not take into consideration dips or holes which can cause a sudden change in side hill angle. *The maximum side hill angle should not be greater than 20 degrees.*

Additionally, the machine is equipped with an angle indicator mounted on the steering tube. This indicates the side hill angle the machine is on and identifies the recommended maximum limit of 25 degrees.

Keep the ROPS up and locked, and always wear your seat belt.

- Practice operating the machine and become thoroughly familiar with it.
- Start the engine and run it at half idle until it warms up. Push the throttle lever all the way forward, lift the cutting units, disengage the parking brake, press the forward traction pedal, and carefully drive to an open area.
- Practice moving forward and in reverse, and starting and stopping the machine. To stop, take your foot off the traction pedal and let it return to neutral or press down on the reverse pedal to stop. Going down a hill, you may need to use the reverse pedal to stop.
- When driving on slopes, drive slowly to maintain steering control and avoid turns to prevent rollovers. In side hill situations you should shift the sidewinder cutting units to the uphill side to give you more stability. Conversely, shifting the cutting units to the down hill side will give you **less** stability. This should always be done **before** going on a side hill.
- When possible, mow up and down hills rather than across them. Have the cutting units lowered when going down a hill to maintain steering control. Do not attempt to turn on a hill.
- Practice driving around obstacles with the cutting units up and down. Be careful when driving between objects so that you do not damage the machine or cutting units.
- Get a feel for the reach of the cutting units so that you do not hang them up or damage them in any way.
- Do not shift the units from side to side, unless the cutting units are down and the machine is moving, or the cutting units are up in the transport position. Shifting the cutting units when they are down and the machine is not moving may damage the turf.
- Always drive slowly in rough areas.
- If a person appears in or near the operating area, stop the machine, and do not start it again until the area is cleared. The machine is designed for 1 person. Never let anyone else ride on the machine with you. This is extremely dangerous and could result in serious injury.
- Accidents can happen to anyone. The most common causes are excessive speed, sudden turns, terrain (not knowing which slopes and hills can be mowed safely), not stopping the engine before leaving the operator's seat, and drugs that impair your alertness. Cold capsules or prescription drugs may cause drowsiness, as can alcohol and other drugs. Stay alert and stay safe. Failure to do so could result in serious injury.
- The Sidewinder offers up to a maximum of 33 cm (13 inches) of overhang, allowing you to trim closer to the edge of sand traps and other obstacles, while at the same time keeping the tractor tires as far away from the edge of traps or water hazards as possible.
- If an obstacle is in the way, shift the cutting units to easily mow around it.
- When transporting the machine from 1 work area to another, raise the cutting units to the fully up position, move the mow/transport slide to the left to transport, and place the throttle in the Fast position.

General Tips for Model 03170

⚠ DANGER

The mower has a unique traction system that will allow the machine to move forward on side hills, even if the uphill wheel should come off the ground. If this should happen, the operator or any bystanders could be seriously injured or killed in a rollover.

The slope angle at which the machine will tip is dependent on many factors. Among these are mowing conditions such as wet or undulating turf, speed (especially in turns), position of the cutting units, tire pressure, and operator experience.

At side hill angles of 20 degrees or less, the risk of a rollover is low. As the slope angle increases to a recommended maximum limit of 25 degrees, the risk of a rollover increases to a moderate level. *Do not exceed a 25 degree side hill slope angle because the risk of a rollover and serious injury or death is very high.*

To determine which hills or slopes you may safely operate on, you must conduct a site survey of the mowing area. When performing this site survey, always use common sense and take into consideration the turf condition and the rollover risk. To determine which hills or slopes may be safely operated on, use the inclinometer provided with each machine. To perform a site survey, lay a 1.25 m plank (4 ft 2 x 4) on the slope surface and measure the angle of the slope. The 1.25 m plank (4 ft 2 x 4) will average the slope but will not take into consideration dips or holes which can cause a sudden change in side hill angle. *The maximum side hill angle should not be greater than 25 degrees.*

Additionally, the machine is equipped with an angle indicator mounted on the steering tube. This indicates the side hill angle the machine is on and identifies the recommended maximum limit of 25 degrees.

Keep the ROPS up and locked, and always wear your seat belt.

- Practice operating the machine and become thoroughly familiar with it.
- Start the engine and run it at half idle until it warms up. Push the throttle lever all the way forward, lift the cutting units, disengage the parking brake, press the forward traction pedal, and carefully drive to an open area.
- Practice moving forward and reverse, and starting and stopping the machine. To stop, take your foot off the traction pedal and let it return to neutral or press down on the reverse pedal to stop. Going down a hill, you may need to use the reverse pedal to stop.
- When driving on slopes, drive slowly to maintain steering control and avoid turns to prevent rollovers.
- When possible, mow up and down hills rather than across them. Have the cutting units lowered when going down a hill to maintain steering control. Do not attempt to turn on a hill.
- Practice driving around obstacles with the cutting units up and down. Be careful when driving between objects so that you do not damage the machine or cutting units.
- Get a feel for the reach of the cutting units so that you do not hang them up or damage them in any way.
- Always drive slowly in rough areas.
- If a person appears in or near the operating area, stop the machine, and do not start it again until the area is cleared. The machine is designed for 1 person. Never let anyone else ride on the machine with you. This is extremely dangerous and could result in serious injury.
- Accidents can happen to anyone. The most common causes are excessive speed, sudden turns, terrain (not knowing which slopes and hills can be mowed safely), not stopping the engine before leaving the operator's seat, and drugs that impair your alertness. Cold capsules or prescription drugs may cause drowsiness, as can alcohol and other drugs. Stay alert and stay safe. Failure to do so could result in serious injury.
- When transporting the machine from 1 work area to another, raise the cutting units to the fully up position, move the mow/transport slide to the left to transport, and place the throttle in the Fast position.

Mowing Techniques

- To begin cutting, engage the cutting units, then approach the mowing area slowly. Once the front cutting units are over the mowing area, lower the cutting units.
- To achieve the professional straight-line cut and striping that is desirable for some applications, find a tree or other object in the distance and drive straight toward it.
- As soon as the front cutting units reach the edge of the mowing area, lift the cutting units and perform a tear drop shaped turn to quickly line you up for your next pass.
- To mow around bunkers, ponds, or other contours easily, use the Sidewinder and move the control lever left or right, depending on your mowing application. The cutting units can also be shifted to vary tire tracking.
- The cutting units tend to throw grass to the front or the rear of the machine. Front throw should be used when cutting smaller amounts of grass; thus, leaving a better after-cut appearance. To throw clippings to the front, simply close the rear shield on the cutting units.

⚠ CAUTION

To prevent personal injury or damage to the machine, do not open or close the cutting unit shields while the engine is running.

Shut off the engine and wait for all moving parts to stop before opening or closing the cutting unit shields.

- When cutting larger amounts of grass, position the shields to just below horizontal. **Do not open the shields too far or an excessive amount of clippings could build up on the frame, rear radiator screen, and engine area.**
- The cutting units are also equipped with balance weights on the non-motor end to give an even cut. You can add or remove weights if a mismatch occurs on your turf.

After Mowing

After mowing, thoroughly wash the machine with a garden hose without a nozzle to prevent excessive water pressure from prevent contamination and damage to the seals and bearings. Ensure that the radiator and oil cooler are kept free of dirt or grass clippings. After cleaning, inspect the machine for possible hydraulic fluid leaks, damage, or wear to the hydraulic and mechanical components. Check the cutting unit blades to ensure that they are sharp and that the reel-to-bedknife contact is properly adjusted.

Important: After washing the machine, move the Sidewinder mechanism from left to right several times to remove the water between the bearing blocks and the cross tube (Model 03171 only).

Selecting the Clip Rate (Reel Speed)

To achieve a consistent, high quality of cut and a uniform after-cut appearance, it is important that the reel speed be matched to the height of cut.

Important: If the reel speed is too slow, you may notice visible clip marks. If the reel speed is too fast, the cut may have a fuzzy appearance.

Adjust the clip rate (reel speed) as follows:

1. Verify the height-of-cut setting on the cutting units. Use the column of the chart listing either 5 or 8 reels, and find the height-of-cut listing nearest the actual height-of-cut setting. Look across the chart to find the number that corresponds to that height of cut.

REEL SPEED SELECTION CHART							
Height of Cut		5-Blade Reel		8-Blade Reel		11-Blade Reel	
		8 km/h (5 mph)	9.6 km/h (6 mph)	8 km/h (5 mph)	9.6 km/h (6 mph)	8 km/h (5 mph)	9.6 km/h (6 mph)
63.5 mm	2-1/2 inches	3	3	3*	3*	–	–
60.32 mm	2-3/8 inches	3	4	3*	3*	–	–
57.15 mm	2-1/4 inches	3	4	3*	3*	–	–
53.97 mm	2-1/8 inches	3	4	3*	3*	–	–
50.8 mm	2 inches	3	4	3*	3*	–	–
47.62 mm	1-7/8 inches	4	5	3*	3*	–	–
44.45 mm	1-3/4 inches	4	5	3*	3*	–	–
41.27 mm	1-5/8 inches	5	6	3*	3*	–	–
38.10 mm	1-1/2 inches	5	7	3	4	–	–
34.92 mm	1-3/8 inches	5	8	3	4	–	–
31.75 mm	1-1/4 inches	6	9	4	4	–	–
28.75 mm	1-1/8 inches	8	9*	4	5	–	–
25.40 mm	1 inch	9	9*	5	6	–	–
22.22 mm	7/8 inch	9*	9*	5	7	–	–
19.05 mm	3/4 inch	9*	9*	7	9	6	7
15.87 mm	5/8 inch	9*	9*	9	9*	7	7
12.70 mm	1/2 inch	9*	9*	9	9*	8	8
9.52 mm	3/8 inch	9*	9*	9	9*	9	9

* Toro does not recommend this height of cut and/or mowing speed.

Note: The higher the number, the higher the speed.

2. Turn the reel speed control knob (Figure 47) to the number setting determined in Step 1.

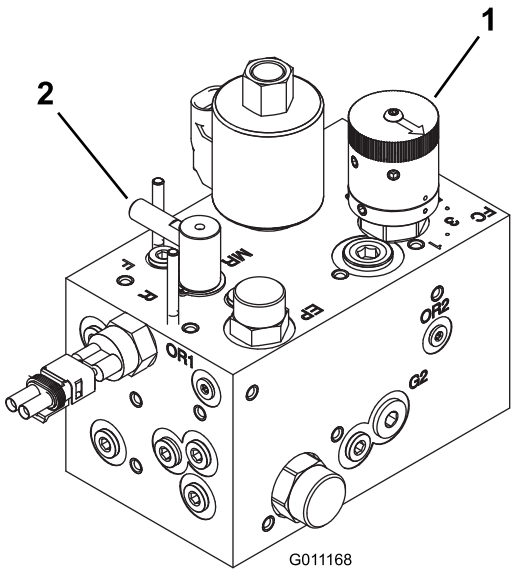


Figure 47

1. Reel speed control
2. Backlap control

3. Operate the machine for several days, then examine the cut to ensure the quality of cut. The reel speed knob may be set one position on either side of the position indicated on the chart to account for differences in grass condition, grass length removed, and personal preference.

Maintenance

Note: Determine the left and right sides of the machine from the normal operating position.

Recommended Maintenance Schedule(s)

Maintenance Service Interval	Maintenance Procedure
After the first hour	• Torque the wheel nuts.
After the first 10 hours	• Torque the wheel nuts. • Check the condition and tension of all belts. • Change the hydraulic filter.
After the first 50 hours	• Change the oil and the oil filter.
Before each use or daily	• Check the engine-oil level. • Check the engine-coolant level. • Check the level of the hydraulic fluid. • Check the tire pressure. • Check the reel-to-bedknife contact. • Check the interlock system. • Drain the water separator. • Clean the radiator and oil cooler. • Check the hydraulic lines and hoses.
Every 25 hours	• Check the electrolyte level. (If machine is in storage, check every 30 days.)
Every 50 hours	• Lubricate all bearings and bushings (lubricate all bearings and bushings daily when conditions are dusty and dirty).
Every 100 hours	• Check the condition and tension of all belts.
Every 150 hours	• Change the oil and the oil filter.
Every 200 hours	• Torque the wheel nuts. • Service the air cleaner (more frequently in extreme dusty or dirty conditions). • Check the parking brake adjustment. • Change the hydraulic filter.
Every 400 hours	• Check the fuel lines and connections. • Replace the fuel filter canister. • Change the hydraulic fluid.
Every 500 hours	• Grease the bearings in the rear axle.
Every 2 years	• Drain and clean the fuel tank. • Drain and flush the coolant system (take the machine to an Authorized Service Dealer or Distributor or refer to the Service Manual).

⚠ CAUTION

If you leave the key in the ignition switch, someone could accidently start the engine and seriously injure you or other bystanders.

Remove the key from the ignition before you do any maintenance.

Daily Maintenance Checklist

Duplicate this page for routine use.

Maintenance Check Item	For the week of:						
	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.
Check the safety interlock operation.							
Check the brake operation.							
Check the fuel level.							
Check the engine-oil level.							
Check the cooling system fluid level.							
Drain the water/fuel separator.							
Check the air filter, dust cup, and burp valve.							
Check for unusual engine noises.[2]							
Check the radiator and screen for debris							
Check for unusual operating noises.							
Check the hydraulic system oil level.							
Check the hydraulic hoses for damage.							
Check for fluid leaks.							
Check the fuel level.							
Check the tire pressure.							
Check the instrument operation.							
Check the reel-to-bedknife contact adjustment.							
Check the height-of-cut adjustment.							
Lubricate all the grease fittings.[2]							
Touch-up any damaged paint.							

[1]Check the glow plug and injector nozzles if starting is hard, there is excess smoke, or rough running is noted.

[2]Immediately **after every** washing, regardless of the interval listed.

Important: **Refer to your engine operator's manual for additional maintenance procedures.**

Note: To obtain an electrical schematic or a hydraulic schematic for your machine, visit www.Toro.com.

Notation for Areas of Concern

Inspection performed by:		
Item	**Date**	**Information**

Service Interval Chart

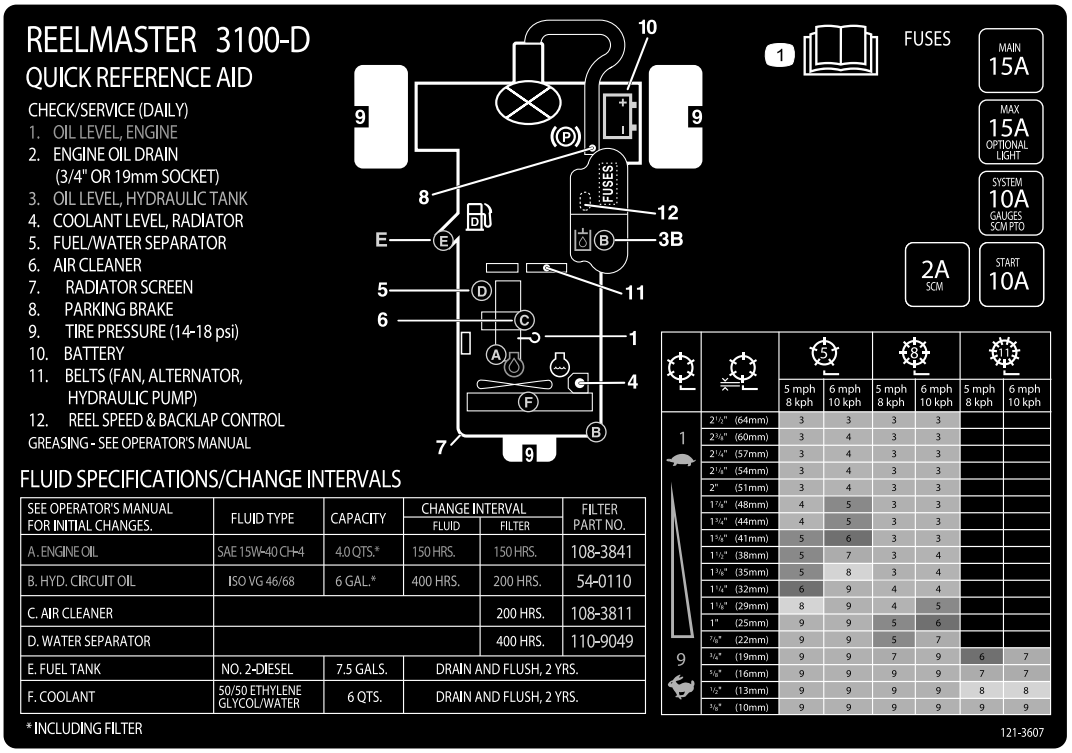


Figure 48

Premaintenance Procedures

Removing the Hood

The hood may be easily removed to ease maintenance procedures in the engine area of the machine.

1. Unlatch and raise the hood.
2. Remove the cotter pin that secures the hood pivot to the mounting brackets (Figure 49).

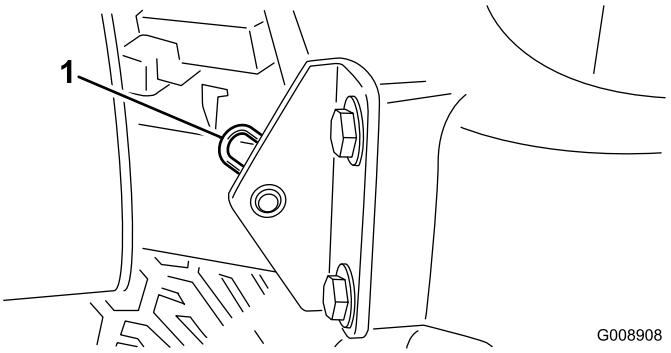


Figure 49

1. Cotter pin

3. Slide the hood to the right side, lift the other side, and pull it out of the brackets.

Note: Reverse the procedure to install the hood.

Lubrication

Greasing the Bearings And Bushings

Service Interval: Every 50 hours (lubricate all bearings and bushings daily when conditions are dusty and dirty).

Every 500 hours/Yearly (whichever comes first)

The machine has grease fittings that must be lubricated regularly with #2 general-purpose, lithium-based grease. Bearings and bushings must be lubricated daily when the operating conditions are extremely dusty and dirty. Dusty and dirty operating conditions could cause dirt to get into the bearings and bushings, resulting in accelerated wear. Lubricate the grease fittings immediately after every washing, regardless of the interval specified.

The grease fitting locations and quantities are as follows:

- Rear cutting unit pivot (Figure 50)

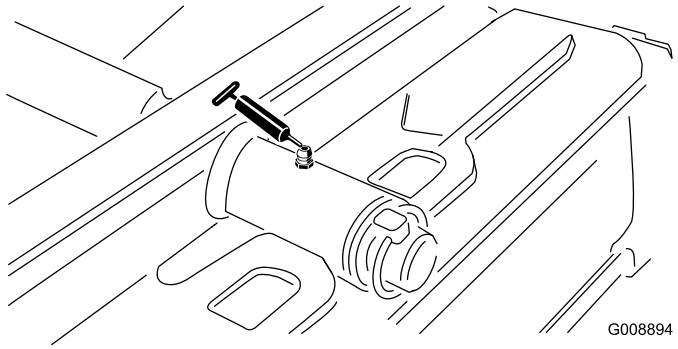


Figure 50

- Front cutting unit pivot (Figure 51)

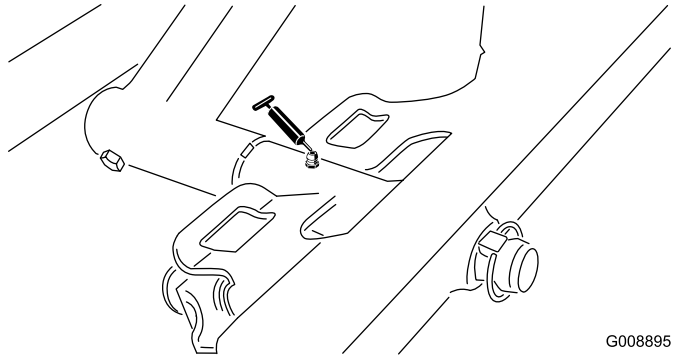


Figure 51

- SideWinder cylinder ends (2; Model 03170 only) (Figure 52)

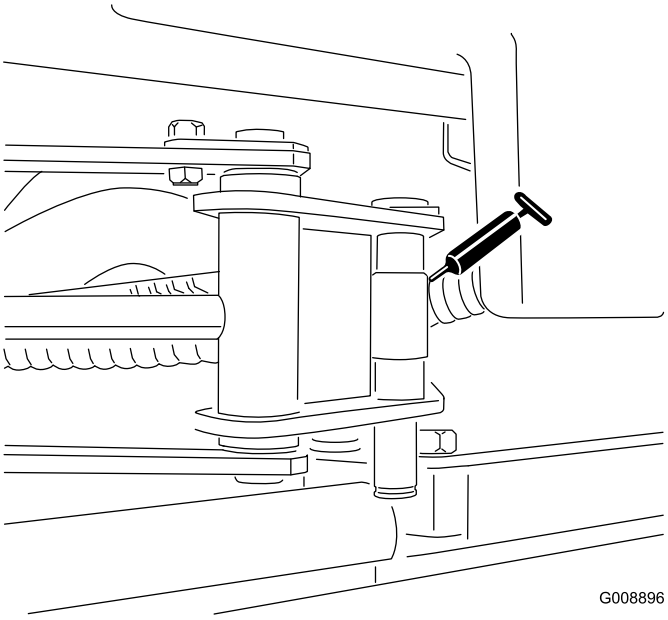


Figure 52

- Steering pivot (Figure 53)

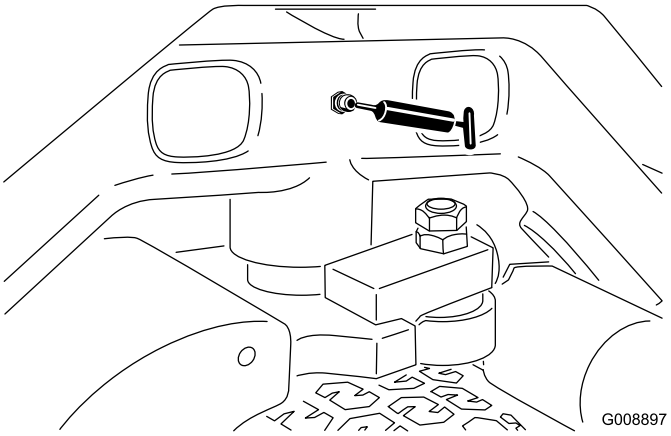


Figure 53

- Rear lift arm pivot and lift cylinder (2) (Figure 54)

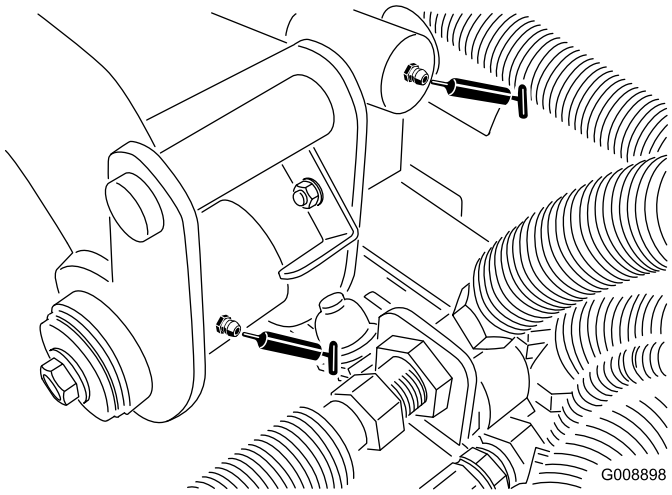


Figure 54

- Left front lift arm pivot and lift cylinder (2) (Figure 55)

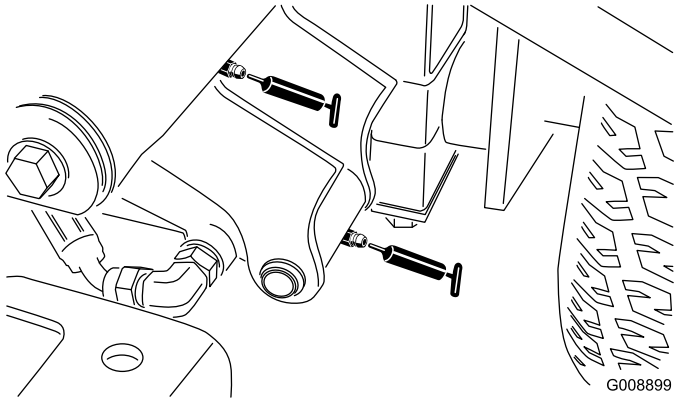


Figure 55

- Right front lift arm pivot and lift cylinder (2) (Figure 56)

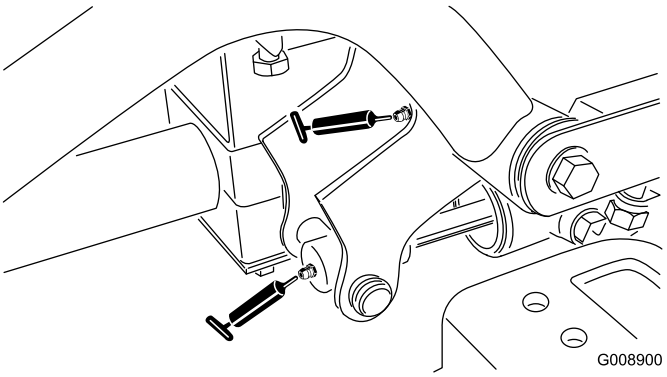


Figure 56

- Neutral adjust mechanism (Figure 57)

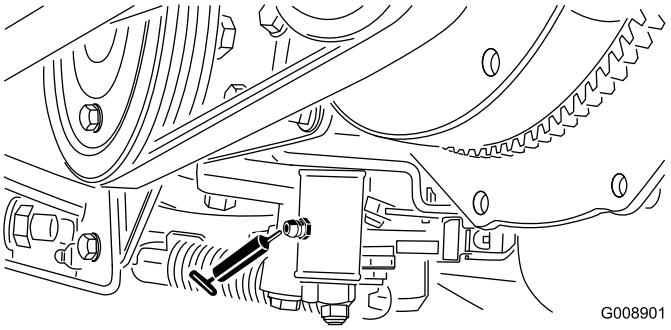


Figure 57

- Mow/transport slide (Figure 58)

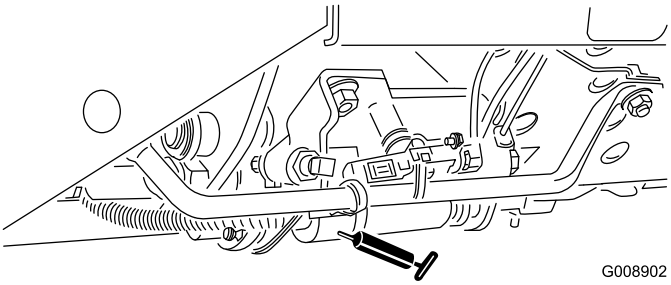


Figure 58

- Belt tension pivot (Figure 59)

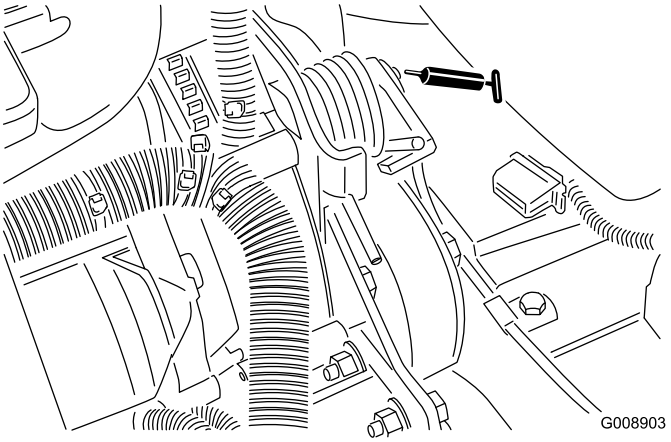


Figure 59

- Steering cylinder (Figure 60).

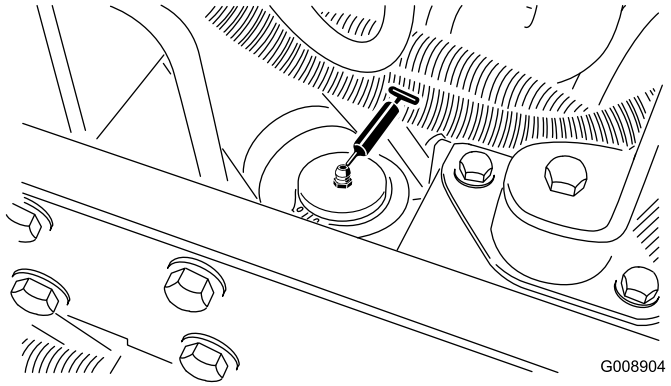


Figure 60

Note: If desired, install an additional grease fitting in the other end of the steering cylinder. Remove the tire, install the fitting, grease the fitting, remove the fitting, and install the plug (Figure 61).

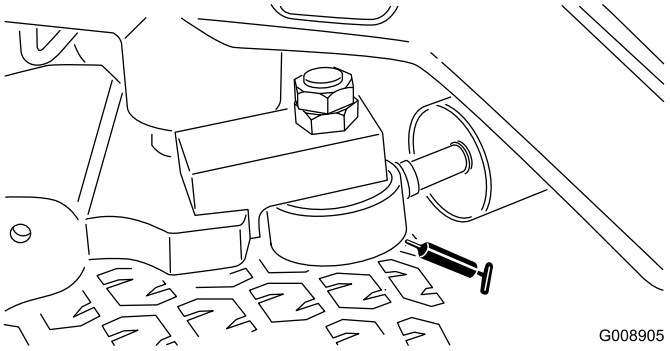


Figure 61

Checking the Sealed Bearings

Bearings rarely fail from defects in materials or workmanship. The most common reason for failure is moisture and contamination working its way past the protective seals. Bearings that are greased will rely upon regular maintenance to purge harmful debris from the bearing area. **Sealed** bearings rely on an initial fill of special grease and a robust integral seal to keep contaminants and moisture out of the rolling elements.

The sealed bearings require no lubrication or short-term maintenance. This minimizes routine service required and reduces the potential of turf damage due to grease contamination. These sealed bearing packages will provide good performance and life under normal use, but periodic inspections of bearing condition and seal integrity should be conducted to avoid downtime. These bearings should be inspected seasonally and replaced if they are damaged or worn. Bearings should operate smoothly with no detrimental characteristics such as high heat, noise, looseness, or indications of corrosion (rust).

Due to the operating conditions these bearing/seal packages are subject to (i.e., sand, turf chemicals, water, impacts, etc.) they are considered normal wear items. Bearings that fail due to causes other than defects in materials or workmanship are typically not covered under the warranty.

Note: Bearing life can be negatively affected by improper wash-down procedures. Do not wash down the machine when it is still hot and avoid directing high-pressure or high-volume spray at the bearings.

Engine Maintenance

Servicing the Air Cleaner

Service Interval: Every 200 hours (more frequently in extreme dusty or dirty conditions).

- Check the air cleaner body for damage which could cause an air leak. Replace it if it is damaged. Check the whole intake system for leaks, damage, or loose hose clamps.
- Service the air cleaner at the recommended service interval or earlier if engine performance suffers due to extremely dusty, dirty conditions. Changing the air filter before it is necessary only increases the chance of dirt entering the engine when the filter is removed.
- Ensure that the cover is seated correctly and seals with the air cleaner body.

1. Release the latches that secure the air cleaner cover to the air cleaner body (Figure 62).

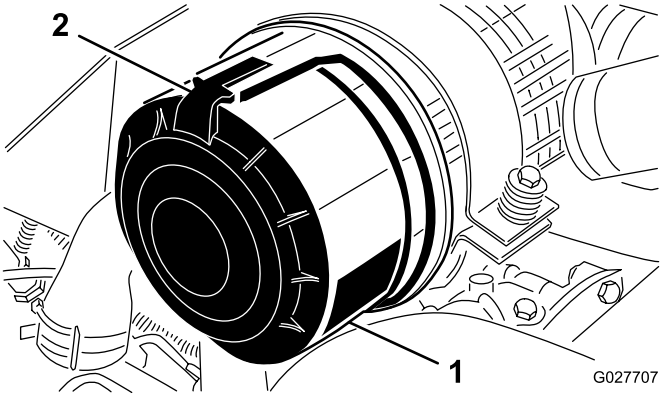


Figure 62

1. Air-cleaner cover
2. Air-cleaner latch

2. Remove the cover from the air-cleaner body.
3. Before removing the filter, use low-pressure air (40 psi, clean and dry) to help remove large accumulations of debris packed between the outside of primary filter and the canister. Avoid using high-pressure air which could force dirt through the filter into the intake tract. This cleaning process prevents debris from migrating into the intake when you remove the primary filter.
4. Remove and replace the primary filter (Figure 63).

   Note: Cleaning the used element may damage the filter media.

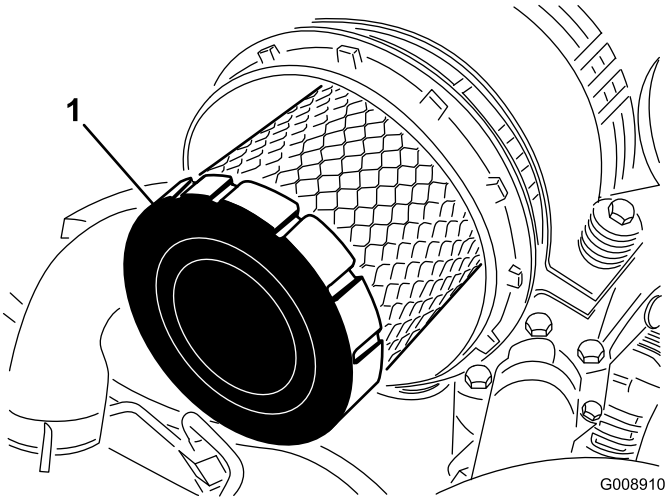


Figure 63

1. Primary filter

5. Inspect the new filter for shipping damage and check the sealing end of the filter and the body. **Do not use a damaged element.**
6. Insert the new filter by applying pressure to the outer rim of the element to seat it in the canister. **Do not apply pressure to the flexible center of the filter.**
7. Clean the dirt ejection port located in the removable cover.
8. Remove the rubber outlet valve from the cover, clean the cavity, and replace the outlet valve.
9. Install the cover orienting the rubber outlet valve in a downward position—between approximately 5 o'clock to 7 o'clock when viewed from the end.
10. Secure the cover latches.

Changing the Engine Oil and the Filter

Service Interval: After the first 50 hours

Every 150 hours

1. Remove either drain plug (Figure 64) and let the oil flow into a drain pan; when the oil stops flowing, install the drain plug.

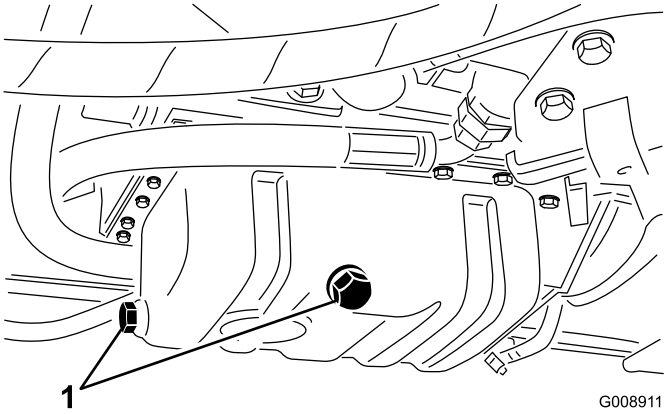


Figure 64

1. Drain plugs

2. Remove the oil filter (Figure 65).

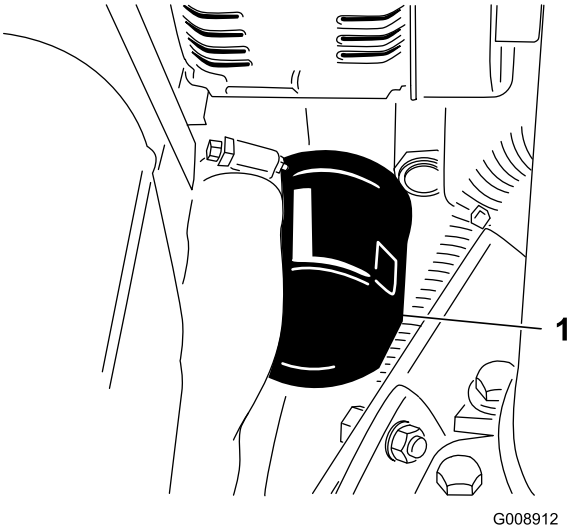


Figure 65

1. Oil filter

3. Apply a light coat of clean oil to the new filter seal and install the oil filter.

   Note: Do not overtighten the filter.
4. Add oil to the crankcase; refer to Checking the Engine-Oil Level (page 27).

Fuel System Maintenance

⚠ DANGER

Under certain conditions, diesel fuel and fuel vapors are highly flammable and explosive. A fire or an explosion from fuel can burn you and others and can cause property damage.

- **Use a funnel and fill the fuel tank outdoors, in an open area, when the engine is off and is cold. Wipe up any fuel that spills.**
- **Do not fill the fuel tank completely full. Add fuel to the fuel tank until the level is 6 to 13 mm (1/4 to 1/2 inch) below the bottom of the filler neck. This empty space in the tank allows the fuel to expand.**
- **Never smoke when handling fuel, and stay away from an open flame or where fuel fumes may be ignited by a spark.**
- **Store fuel in a clean, safety-approved container, and keep the cap in place.**

Servicing the Fuel Tank

Service Interval: Every 2 years—Drain and clean the fuel tank.

Drain and clean the tank if the fuel system becomes contaminated or if the machine will be stored for an extended period of time. Use clean fuel to flush out the tank.

Inspecting the Fuel Lines and Connections

Service Interval: Every 400 hours/Yearly (whichever comes first)

Inspect the fuel lines and connections for deterioration, damage, or loose connections.

Draining the Water Separator

Service Interval: Before each use or daily

1. Place a clean container under the fuel filter.
2. Loosen the drain valve on the bottom of the filter canister (Figure 66).

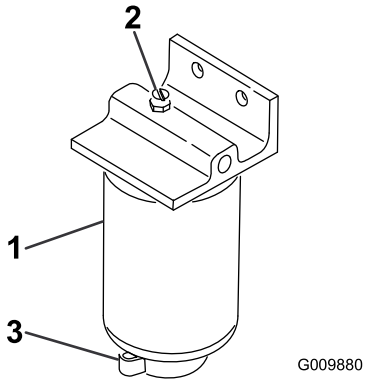


Figure 66

1. Water separator/filter canister
2. Vent plug
3. Drain valve

3. Tighten the valve after draining.

Changing the Fuel Filter Canister

Service Interval: Every 400 hours

1. Clean the area where the filter canister mounts (Figure 66).
2. Remove the filter canister and clean the mounting surface.
3. Lubricate the gasket on the filter canister with clean oil.
4. Install the filter canister by hand until the gasket contacts the mounting surface; then rotate an additional 1/2 turn.

Bleeding Air from the Injectors

Note: This procedure should be used only if the fuel system has been purged of air through normal priming procedures and the engine will not start; refer to Bleeding the Fuel System (page 30).

1. Loosen the pipe connection to the #1 nozzle and holder assembly.

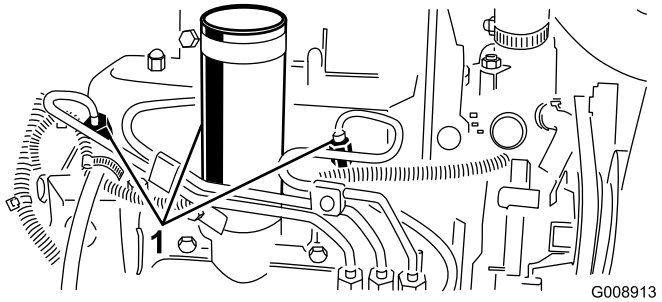


Figure 67

1. Fuel injectors

2. Move the throttle to the Fast position.

3. Turn the key in the key switch to the Start position and watch the fuel flow around the connector. Turn the key to the Off position when you see a solid flow.
4. Tighten the pipe connector securely.
5. Repeat this procedure on the remaining nozzles.

Electrical System Maintenance

Caring for the Battery

Service Interval: Every 25 hours—Check the electrolyte level. (If machine is in storage, check every 30 days.)

WARNING

CALIFORNIA
Proposition 65 Warning

Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm.
Wash hands after handling.

The battery electrolyte level must be properly maintained and the top of the battery kept clean. If the machine is stored in a location where temperatures are extremely high, the battery will run down more rapidly than if the machine is stored in a location where temperatures are cool.

⚠ DANGER

Battery electrolyte contains sulfuric acid which is a deadly poison and causes severe burns.

- **Do not drink electrolyte and avoid contact with skin, eyes or clothing. Wear safety glasses to shield your eyes and rubber gloves to protect your hands.**
- **Fill the battery where clean water is always available for flushing the skin.**
- **Charge the battery in a well-ventilated place so that the gasses produced while charging can dissipate.**
- **Since the gases are explosive, keep open flames and electrical sparks away from the battery; do not smoke.**
- **Nausea may result if the gases are inhaled.**
- **Unplug the charger from the electrical outlet before connecting to or disconnecting the charger leads from the battery posts.**

Maintain the cell level with distilled or demineralized water. Do not fill the cells above the bottom of the split ring inside each cell. Install the filler caps with the vents pointing to the rear (toward the fuel tank).

Keep the top of the battery clean by washing it periodically with a brush dipped in ammonia or bicarbonate of soda

solution. Flush the top surface with water after cleaning. Do not remove the filler caps while cleaning.

The battery cables must be tight on the terminals to provide good electrical contact.

⚠ WARNING

Incorrect battery cable routing could damage the tractor and cables causing sparks. Sparks can cause the battery gasses to explode, resulting in personal injury.

- **Always *disconnect* the negative (black) battery cable before disconnecting the positive (red) cable.**
- **Always *connect* the positive (red) battery cable before connecting the negative (black) cable.**

If corrosion occurs at the terminals, disconnect the cables, negative (–) cable first, and scrape the clamps and terminals separately. Connect the cables, positive (+) cable first, and coat the terminals with petroleum jelly.

Important: Always disconnect the battery cables, ground cable (–) first, to prevent possible wiring damage from short outs whenever working with the electrical system.

Storing the Battery

If the machine will be stored more than 30 days, remove the battery and charge it fully. Either store it on the shelf or on the machine. Leave the cables disconnected if they are stored on the machine. Store the battery in a cool atmosphere to avoid quick deterioration of the charge in the battery. To prevent the battery from freezing, ensure that it is fully charged. The specific gravity of a fully charged battery is 1.265 to 1.299.

Checking the Fuses

The fuses are located under the console cover of the machine.

Drive System Maintenance

Adjusting the Traction Drive for Neutral

If the machine moves when the traction pedal is in the neutral position, adjust the traction cam.

1. Park the machine on a level surface and turn the engine off.
2. Raise one front wheel and one rear wheel off the floor and place support blocks under the frame.

   Note: One front wheel and rear wheel must be raised off the ground or the machine will move during the adjustment.
3. Loosen locknut on traction adjustment cam (Figure 68).

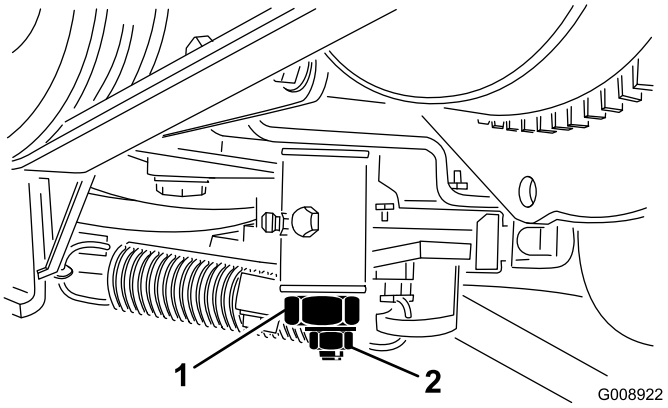


Figure 68

1. Traction adjustment cam 2. Locknut

4. Start the engine and rotate the cam hex in both directions to determine mid-position of neutral span.
5. Tighten the locknut that secures the adjustment.
6. Stop the engine.
7. Remove the support blocks and lower the machine to the shop floor. Test drive the machine to ensure that it does not creep.

Cooling System Maintenance

Cleaning the Engine Cooling System

Service Interval: Before each use or daily

Remove debris from the oil cooler and radiator daily. Clean them more frequently in dirty conditions.

1. Turn the engine off and raise the hood.
2. Clean the engine area thoroughly of all debris.
3. Remove the access panel (Figure 69).

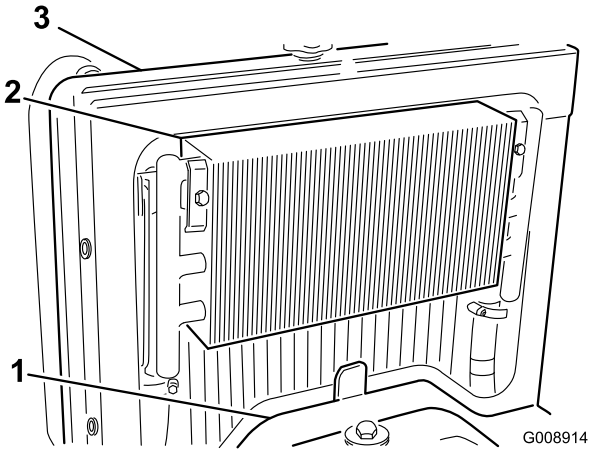


Figure 69

1. Access panel
2. Oil cooler
3. Radiator

4. Unlatch the oil cooler and pivot it rearward (Figure 70).

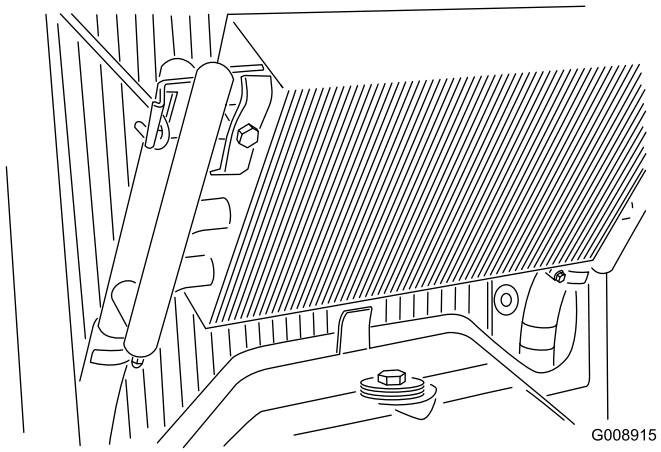


Figure 70

5. Clean both sides of the oil cooler and radiator area thoroughly with water or compressed air.
6. Pivot the oil cooler back into position.
7. Install the access panel and close the hood.

Brake Maintenance

Adjusting the Parking Brake

Service Interval: Every 200 hours—Check the parking brake adjustment.

1. Loosen the set screw that secures the knob to the parking brake lever (Figure 71).

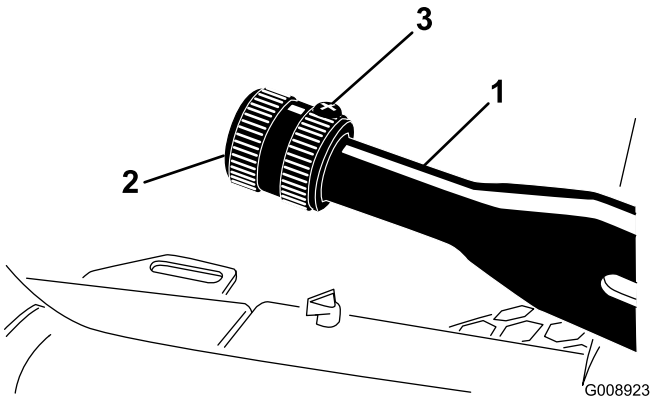


Figure 71

1. Parking brake lever
2. Knob
3. Set screw

2. Rotate the knob until you produce a force of 41–68 N-m (30–40 ft-lb) needed to actuate the lever.
3. Tighten the set screw after attaining the adjustment.

Belt Maintenance

Servicing the Engine Belts

Service Interval: After the first 10 hours—Check the condition and tension of all belts.

Every 100 hours—Check the condition and tension of all belts.

Tensioning the Alternator/Fan Belt

1. Open the hood.
2. Check the tension by depressing the alternator/fan belt midway between the alternator and crankshaft pulleys with 30 N-m (22 ft-lb) of force (Figure 72).

   Note: The belt should deflect 11 mm (7/16 inch).

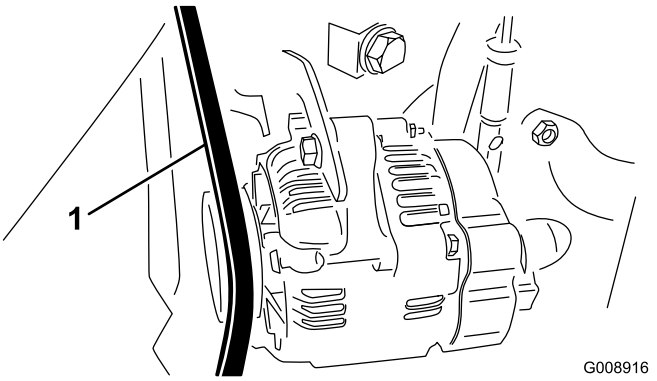


Figure 72

1. Alternator/fan belt

3. If the deflection is incorrect, complete the following procedure to tension the belt:
   A. Loosen the bolt that secures the brace to the engine and the bolt that secures the alternator to the brace.
   B. Insert a pry bar between the alternator and the engine and pry out on the alternator.
   C. When you achieve the proper belt tension, tighten the alternator and brace bolts to secure the adjustment.

Replacing the Hydrostat Drive Belt

1. Insert a nut driver or small piece of tubing onto the end of the belt tensioning spring.

   ⚠ WARNING

   Use caution when de-tensioning the spring, as it is under a heavy load.

2. Push down and forward on the spring end (Figure 73) to unhook it from the bracket and release tension on the spring.

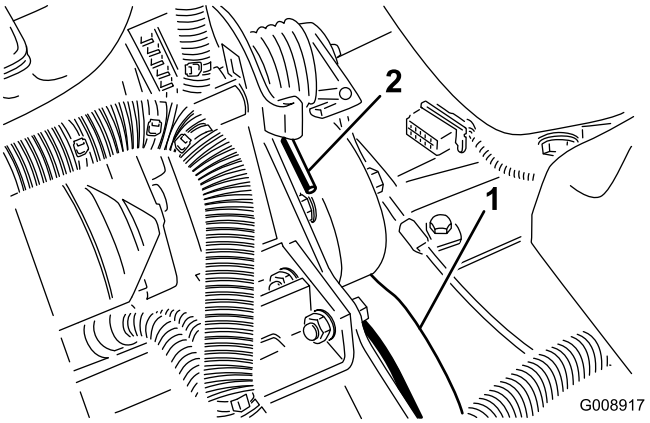


Figure 73

1. Hydrostat drive belt
2. Spring end

3. Replace the belt.
4. Reverse the procedure to tension the spring.

Controls System Maintenance

Adjusting the Throttle

1. Position the throttle lever rearward so that it stops against the control panel slot.
2. Loosen the throttle cable connector on the injection pump lever arm (Figure 74).

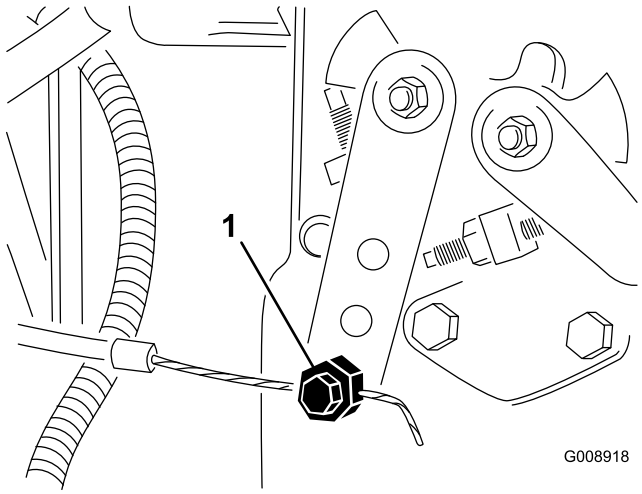


Figure 74

1. Injection pump lever arm

3. Hold the injection pump lever arm against the low idle stop and tighten the cable connector.
4. Loosen the screws securing the throttle control to the control panel.
5. Push the throttle control lever all the way forward.
6. Slide the stop plate until it contacts the throttle lever, and tighten the screws that secure the throttle control to the control panel.
7. If the throttle does not stay in position during operation, torque the locknut used to set the friction device on the throttle lever to 5–6 N-m (40–55 inch-lb).

   Note: The maximum force required to operate the throttle lever should be 27 N-m (20 ft-lb).

Hydraulic System Maintenance

Changing the Hydraulic Fluid

Service Interval: Every 400 hours

If the fluid becomes contaminated, contact a Toro distributor to flush the hydraulic system. Contaminated hydraulic fluid looks milky or black when compared to clean fluid.

1. Turn the engine off and raise the hood.
2. Disconnect the hydraulic line (Figure 75) or remove the hydraulic filter (Figure 76) and let the hydraulic fluid flow into a drain pan.

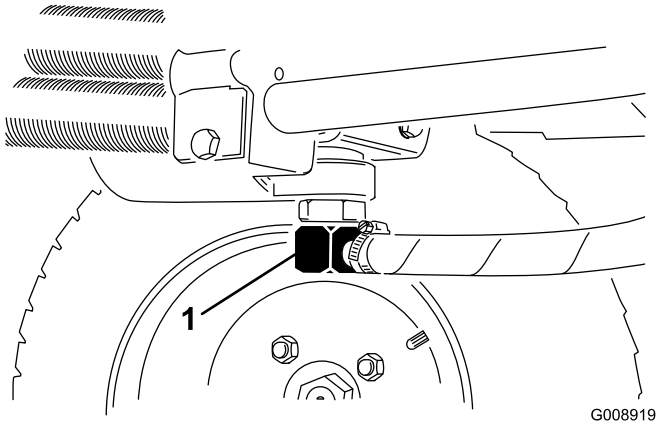


Figure 75

1. Hydraulic line

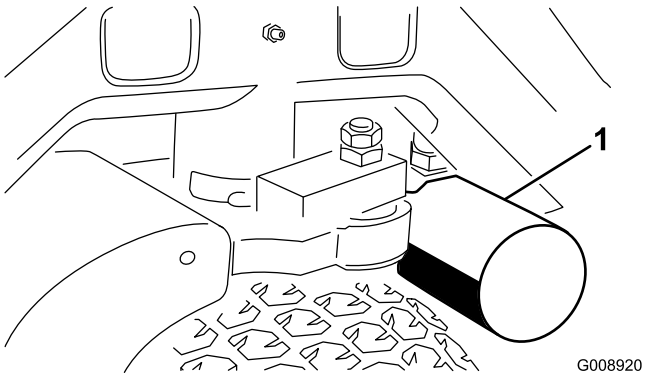


Figure 76

1. Hydraulic filter

3. Install the hydraulic line when hydraulic fluid stops draining.
4. Fill the reservoir (Figure 77) with approximately 13.2 liters (3.5 US gallons) of hydraulic fluid; refer to Checking the Hydraulic System (page 29).

   Important: Use only the hydraulic fluids specified. Other fluids could damage the hydraulic system.

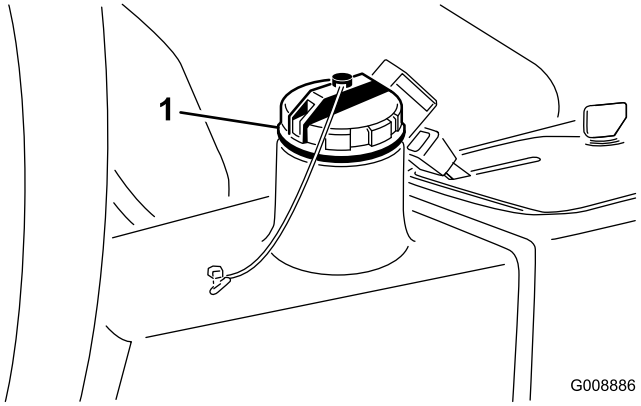


Figure 77

1. Hydraulic fill cap

5. Install the reservoir cap, start the engine, and use all of the hydraulic controls to distribute the hydraulic fluid throughout the system.
6. Check for leaks; then stop the engine.
7. Check the fluid level and add enough to raise the level to Full mark on the dipstick. **Do not overfill.**

Changing the Hydraulic Filter

Service Interval: After the first 10 hours

Every 200 hours/Yearly (whichever comes first)

Use a genuine Toro replacement filter (Part 54-0110).

Important: Using any other filter may void the warranty on some components.

1. Position the machine on a level surface, lower the cutting units, stop the engine, engage the parking brake, and remove the key from the ignition switch.
2. Pinch off the hose to the filter mounting plate.
3. Clean around the filter mounting area.
4. Place a drain pan under the filter (Figure 76) and remove the filter.
5. Lubricate the new filter gasket and fill the filter with hydraulic fluid.
6. Ensure that the filter mounting area is clean, screw the filter on until the gasket contacts the mounting plate, and then tighten the filter 1/2 turn.
7. Release the hose to the filter mounting plate.
8. Start the engine and let it run for about two minutes to purge the air from the system.
9. Stop the engine and check for leaks.

Checking the Hydraulic Lines and Hoses

Service Interval: Before each use or daily

Check hydraulic lines and hoses for leaks, kinked lines, loose mounting supports, wear, loose fittings, weather deterioration, and chemical deterioration. Make all necessary repairs before operating.

⚠ WARNING

Hydraulic fluid escaping under pressure can penetrate skin and cause injury.

- **Ensure that all hydraulic fluid hoses and lines are in good condition and all hydraulic connections and fittings are tight before applying pressure to the hydraulic system.**
- **Keep your body and hands away from pin hole leaks or nozzles that eject high-pressure hydraulic fluid.**
- **Use cardboard or paper to find hydraulic leaks.**
- **Safely relieve all pressure in the hydraulic system before performing any work on the hydraulic system.**
- **Seek immediate medical attention if fluid is injected into skin.**

Miscellaneous Maintenance

Backlapping the Cutting System

⚠ DANGER

Contacting the reels may cause personal injury or death.

- **Never place your hands or feet in the reel area while the engine is running.**
- **While backlapping, the reels may stall and then start again.**
- **Do not attempt to start reels again with your hand or foot.**
- **Do not adjust the reels while the engine is running.**
- **If the reel stalls, stop the engine before attempting to clear the reel.**

1. Position the machine on a clean and level surface, lower the cutting units, stop the engine, engage parking brake, and remove the key from the ignition switch.
2. Remove the console cover to expose the controls.
3. Rotate the backlap control to the backlap position (R). Rotate the reel speed control to position 1 (Figure 78).

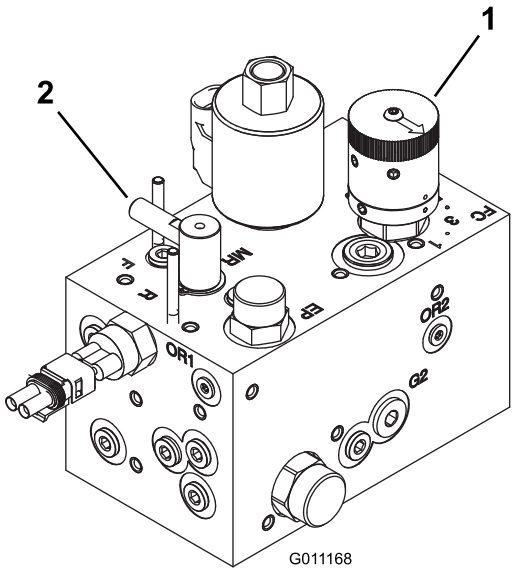


Figure 78

1. Reel speed control
2. Backlap control

Note: The seat switch is bypassed when the backlap control is in the backlap position. The operator does not need to be in the seat, but the parking brake must be engaged or the engine will not run.

Important: Do not rotate the backlap control from the mow position to the backlap position while engine is running. Otherwise, you may damage the reels.

4. Make the initial reel-to-bedknife adjustments appropriate for backlapping on all cutting units. Start the engine and set it to low idle speed.
5. Engage the reels by engaging the PTO switch on the control panel.
6. Apply lapping compound with long-handled brush.
7. To adjust the cutting units while backlapping, disengage the reels and turn the engine off. After you have made the adjustments, repeat steps 4 through 6
8. After backlapping, stop the engine, rotate the backlap control to the mow position (F), set the reel speed controls to the desired mowing setting, and wash all the lapping compound off the cutting units.

Note: Additional instructions and procedures on backlapping are available in the Toro Reel Mower Basics (with sharpening guidelines), Form 09168SL.

Note: For a better cutting edge, run a file across the front face of the bedknife after lapping. This will remove any burrs or rough edges that may have built up on the cutting edge.

Storage

Preparation for Seasonal Storage

Follow these procedures anytime you will be storing the machine for more than 30 days.

Preparing the Traction Unit

1. Thoroughly clean the traction unit, cutting units, and engine.
2. Check the tire pressure. Inflate all tires to 97 to 110 kPa (14 to 18 psi).
3. Check for loose fasteners and tighten them as necessary.
4. Grease or oil all grease fittings and pivot points. Wipe up any excess lubricant.
5. Lightly sand and use touch-up paint on painted areas that are scratched, chipped, or rusted. Repair any dents in the metal body.
6. Service the battery and cables as follows:
   A. Remove the battery terminals from the battery posts.
   B. Remove the battery.
   C. Slowly charge the battery before storage and every 60 days thereafter for 24 hours to prevent lead sulfation of the battery.

      Note: To prevent the battery from freezing, ensure that it is fully charged. The specific gravity of a fully charged battery is 1.265–1.299.

   D. Clean the battery, terminals, and posts with a wire brush and baking soda solution.
   E. Coat the cable terminals and battery posts with Grafo 112X skin-over grease (Toro Part 505-47) or petroleum jelly to prevent corrosion.
   F. Either store the battery on the shelf or on the machine in a cool area. Leave the cables disconnected if the battery is stored on the machine.

Preparing the Engine

1. Drain the engine oil from the engine and install the drain plug.
2. Remove and discard the oil filter.
3. Install a new oil filter.
4. Fill the engine with approximately 3.8 liters (4 US qt) of SAE 15W-40 motor oil.
5. Start the engine and run it at idle speed for approximately 2 minutes.
6. Stop the engine.
7. Thoroughly drain all the fuel from the fuel tank, fuel lines, fuel filter, and water separator assembly.
8. Flush the fuel tank with fresh, clean diesel fuel.
9. Secure all the fuel system fittings.
10. Thoroughly clean and service the air cleaner assembly.
11. Seal the air cleaner inlet and the exhaust outlet with weatherproof tape.
12. Check the antifreeze protection and add antifreeze/coolant as needed for the expected minimum temperature in your area.

Notes:

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International Distributor List

Distributor:	Country:	Phone Number:	Distributor:	Country:	Phone Number:
Agrolanc Kft	Hungary	36 27 539 640	Maquiver S.A.	Colombia	57 1 236 4079
Asian American Industrial (AAI)	Hong Kong	852 2497 7804	Maruyama Mfg. Co. Inc.	Japan	81 3 3252 2285
B-Ray Corporation	Korea	82 32 551 2076	Mountfield a.s.	Czech Republic	420 255 704 220
Brisa Goods LLC	Mexico	1 210 495 2417	Mountfield a.s.	Slovakia	420 255 704 220
Casco Sales Company	Puerto Rico	787 788 8383	Munditol S.A.	Argentina	54 11 4 821 9999
Ceres S.A.	Costa Rica	506 239 1138	Norma Garden	Russia	7 495 411 61 20
CSSC Turf Equipment (pvt) Ltd.	Sri Lanka	94 11 2746100	Oslinger Turf Equipment SA	Ecuador	593 4 239 6970
Cyril Johnston & Co.	Northern Ireland	44 2890 813 121	Oy Hako Ground and Garden Ab	Finland	358 987 00733
Cyril Johnston & Co.	Republic of Ireland	44 2890 813 121	Parkland Products Ltd.	New Zealand	64 3 34 93760
Fat Dragon	China	886 10 80841322	Perfetto	Poland	48 61 8 208 416
Femco S.A.	Guatemala	502 442 3277	Pratoverde SRL.	Italy	39 049 9128 128
FIVEMANS New-Tech Co., Ltd	China	86-10-6381 6136	Prochaska & Cie	Austria	43 1 278 5100
ForGarder OU	Estonia	372 384 6060	RT Cohen 2004 Ltd.	Israel	972 986 17979
G.Y.K. Company Ltd.	Japan	81 726 325 861	Riversa	Spain	34 9 52 83 7500
Geomechaniki of Athens	Greece	30 10 935 0054	Lely Turfcare	Denmark	45 66 109 200
Golf international Turizm	Turkey	90 216 336 5993	Lely (U.K.) Limited	United Kingdom	44 1480 226 800
Hako Ground and Garden	Sweden	46 35 10 0000	Solvert S.A.S.	France	33 1 30 81 77 00
Hako Ground and Garden	Norway	47 22 90 7760	Spypros Stavrinides Limited	Cyprus	357 22 434131
Hayter Limited (U.K.)	United Kingdom	44 1279 723 444	Surge Systems India Limited	India	91 1 292299901
Hydroturf Int. Co Dubai	United Arab Emirates	97 14 347 9479	T-Markt Logistics Ltd.	Hungary	36 26 525 500
Hydroturf Egypt LLC	Egypt	202 519 4308	Toro Australia	Australia	61 3 9580 7355
Irrimac	Portugal	351 21 238 8260	Toro Europe NV	Belgium	32 14 562 960
Irrigation Products Int'l Pvt Ltd.	India	0091 44 2449 4387	Valtech	Morocco	212 5 3766 3636
Jean Heybroek b.v.	Netherlands	31 30 639 4611	Victus Emak	Poland	48 61 823 8369

European Privacy Notice

The Information Toro Collects
Toro Warranty Company (Toro) respects your privacy. In order to process your warranty claim and contact you in the event of a product recall, we ask you to share certain personal information with us, either directly or through your local Toro company or dealer.

The Toro warranty system is hosted on servers located within the United States where privacy law may not provide the same protection as applies in your country.

BY SHARING YOUR PERSONAL INFORMATION WITH US, YOU ARE CONSENTING TO THE PROCESSING OF YOUR PERSONAL INFORMATION AS DESCRIBED IN THIS PRIVACY NOTICE.

The Way Toro Uses Information
Toro may use your personal information to process warranty claims, to contact you in the event of a product recall and for any other purpose which we tell you about. Toro may share your information with Toro's affiliates, dealers or other business partners in connection with any of these activities. We will not sell your personal information to any other company. We reserve the right to disclose personal information in order to comply with applicable laws and with requests by the appropriate authorities, to operate our systems properly or for our own protection or that of other users.

Retention of your Personal Information
We will keep your personal information as long as we need it for the purposes for which it was originally collected or for other legitimate purposes (such as regulatory compliance), or as required by applicable law.

Toro's Commitment to Security of Your Personal Information
We take reasonable precautions in order to protect the security of your personal information. We also take steps to maintain the accuracy and current status of personal information.

Access and Correction of your Personal Information
If you would like to review or correct your personal information, please contact us by email at legal@toro.com.

Australian Consumer Law

Australian customers will find details relating to the Australian Consumer Law either inside the box or at your local Toro Dealer.

The Toro Warranty

A Two-Year Limited Warranty

Conditions and Products Covered

The Toro Company and its affiliate, Toro Warranty Company, pursuant to an agreement between them, jointly warrant your Toro Commercial product ("Product") to be free from defects in materials or workmanship for two years or 1500 operational hours*, whichever occurs first. This warranty is applicable to all products with the exception of Aerators (refer to separate warranty statements for these products). Where a warrantable condition exists, we will repair the Product at no cost to you including diagnostics, labor, parts, and transportation. This warranty begins on the date the Product is delivered to the original retail purchaser.
* Product equipped with an hour meter.

Instructions for Obtaining Warranty Service

You are responsible for notifying the Commercial Products Distributor or Authorized Commercial Products Dealer from whom you purchased the Product as soon as you believe a warrantable condition exists. If you need help locating a Commercial Products Distributor or Authorized Dealer, or if you have questions regarding your warranty rights or responsibilities, you may contact us at:

Toro Commercial Products Service Department
Toro Warranty Company
8111 Lyndale Avenue South
Bloomington, MN 55420-1196

952–888–8801 or 800–952–2740
E-mail: commercial.warranty@toro.com

Owner Responsibilities

As the Product owner, you are responsible for required maintenance and adjustments stated in your *Operator's Manual*. Failure to perform required maintenance and adjustments can be grounds for disallowing a warranty claim.

Items and Conditions Not Covered

Not all product failures or malfunctions that occur during the warranty period are defects in materials or workmanship. This warranty does not cover the following:

- Product failures which result from the use of non-Toro replacement parts, or from installation and use of add-on, or modified non-Toro branded accessories and products. A separate warranty may be provided by the manufacturer of these items.
- Product failures which result from failure to perform recommended maintenance and/or adjustments. Failure to properly maintain your Toro product per the Recommended Maintenance listed in the *Operator's Manual* can result in claims for warranty being denied.
- Product failures which result from operating the Product in an abusive, negligent, or reckless manner.
- Parts subject to consumption through use unless found to be defective. Examples of parts which are consumed, or used up, during normal Product operation include, but are not limited to, brake pads and linings, clutch linings, blades, reels, rollers and bearings (sealed or greasable), bed knives, spark plugs, castor wheels and bearings, tires, filters, belts, and certain sprayer components such as diaphragms, nozzles, and check valves, etc.
- Failures caused by outside influence. Conditions considered to be outside influence include, but are not limited to, weather, storage practices, contamination, use of unapproved fuels, coolants, lubricants, additives, fertilizers, water, or chemicals, etc.
- Failure or performance issues due to the use of fuels (e.g. gasoline, diesel, or biodiesel) that do not conform to their respective industry standards.
- Normal noise, vibration, wear and tear, and deterioration.
- Normal "wear and tear" includes, but is not limited to, damage to seats due to wear or abrasion, worn painted surfaces, scratched decals or windows, etc.

Parts

Parts scheduled for replacement as required maintenance are warranted for the period of time up to the scheduled replacement time for that part. Parts replaced under this warranty are covered for the duration of the original product warranty and become the property of Toro. Toro will make the final decision whether to repair any existing part or assembly or replace it. Toro may use remanufactured parts for warranty repairs.

Deep Cycle and Lithium-Ion Battery Warranty:

Deep cycle and Lithium-Ion batteries have a specified total number of kilowatt-hours they can deliver during their lifetime. Operating, recharging, and maintenance techniques can extend or reduce total battery life. As the batteries in this product are consumed, the amount of useful work between charging intervals will slowly decrease until the battery is completely worn out. Replacement of worn out batteries, due to normal consumption, is the responsibility of the product owner. Battery replacement may be required during the normal product warranty period at owner's expense. Note: (Lithium-Ion battery only): A Lithium-Ion battery has a part only prorated warranty beginning year 3 through year 5 based on the time in service and kilowatt hours used. Refer to the *Operator's Manual* for additional information.

Maintenance is at Owner's Expense

Engine tune-up, lubrication, cleaning and polishing, replacement of filters, coolant, and completing recommended maintenance are some of the normal services Toro products require that are at the owner's expense.

General Conditions

Repair by an Authorized Toro Distributor or Dealer is your sole remedy under this warranty.

Neither The Toro Company nor Toro Warranty Company is liable for indirect, incidental or consequential damages in connection with the use of the Toro Products covered by this warranty, including any cost or expense of providing substitute equipment or service during reasonable periods of malfunction or non-use pending completion of repairs under this warranty. Except for the Emissions warranty referenced below, if applicable, there is no other express warranty. All implied warranties of merchantability and fitness for use are limited to the duration of this express warranty.

Some states do not allow exclusions of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above exclusions and limitations may not apply to you. This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

Note regarding engine warranty:

The Emissions Control System on your Product may be covered by a separate warranty meeting requirements established by the U.S. Environmental Protection Agency (EPA) and/or the California Air Resources Board (CARB). The hour limitations set forth above do not apply to the Emissions Control System Warranty. Refer to the Engine Emission Control Warranty Statement supplied with your product or contained in the engine manufacturer's documentation for details

Countries Other than the United States or Canada

Customers who have purchased Toro products exported from the United States or Canada should contact their Toro Distributor (Dealer) to obtain guarantee policies for your country, province, or state. If for any reason you are dissatisfied with your Distributor's service or have difficulty obtaining guarantee information, contact the Toro importer.

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