



Product Support Bulletin 2013-003

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Maintenance of Way ~ Work Equipment Bulletin

DATE: July 8th, 2013

SUBJECT: Transmission/Gear Selector on M2 Ballast Regulators.
(Nordco part # A-32018-B)

RATING:	<input type="checkbox"/> DIRECTIVE (Action is required)	<input checked="" type="checkbox"/> ALERT (Potential Problem)
	<input type="checkbox"/> INFORMATION (Action is optional)	<input type="checkbox"/> PRODUCT IMPROVEMENT (Enhance Product)

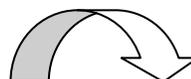
MACHINE MODEL(S): All M2 only model Ballast Regulators. M2-14 model does not apply.

SUMMARY: The controller has the capability of using reverse gears. We supply the controller with a mechanical stopper mounted inside it to prevent the engagement of the reverse gears. If the stopper is physically removed or becomes broken, the controller can then be put in the reverse function capacity. With the removal of the spade lug on each mating connector this will provide complete disabling of the reverse functionality if for any reason the mechanical stopper is not in position.

OPERATIONAL IMPACT: There will be no change in the functionality of this controller or the track traveling operation of the machine.

ACTION: The drawing below explains the removal process of the spade lug, in this case we are removing pin #5 from both the controller pigtail (X1) and the mating harness it plugs into. After each end is removed it needs to be taped up and secured out of the way with some ty-wraps. It is a very simple process to remove the spade lug on each connector. A very thin, flat blade is all that is necessary.

WARRANTY: None.



PROCEDURE TO DISENGAGE REVERSE GEARS:

1. OPEN THE DASH INSIDE THE CAB.
2. EXPOSE THE 2 CONNECTORS AT THE BACK OF THE TRANSMISSION CONTROLLER.
3. ELIMINATE PIN #5 FROM CONNECTOR X1(SHOWN ON PICTURE AND ZF TRANSMISSION CONTROLLER SCHEMATIC) AT BOTH CONTROLLER AND MATING HARNESS ENDS.
4. INSULATE BOTH LUG AND WIRE AFTER REMOVAL.

