Preventive verification procedure
2010-SB-0010-EN

Date : October 21st, 2010

Expiry Date : To be performed immediately

From : Technical Service Department

Product (s): UTV 4S 2010

Serial #: Tatou® UTV 4S 2010 6822IS200001 to 6822IS21061

Subject
Simple preventive verification to avoid possible track derailing on selected 2010 Tatou® UTV 4S track systems.

Purpose
Several elements can lead to a track derailing on the 2010 Tatou® UTV 4S track systems. Follow the procedure in the specified document in order to solve possible track derailing problem.

Camoplast Inc. provides the following procedure to find the cause of the problem and maximize the product performance.

Policy
N/A

Parts to order
N/A

Parts to return
N/A

IMPORTANT: Perform each step of the verification procedure in the specified order. It is easier to proceed this verification with the track system uninstalled on the vehicle.

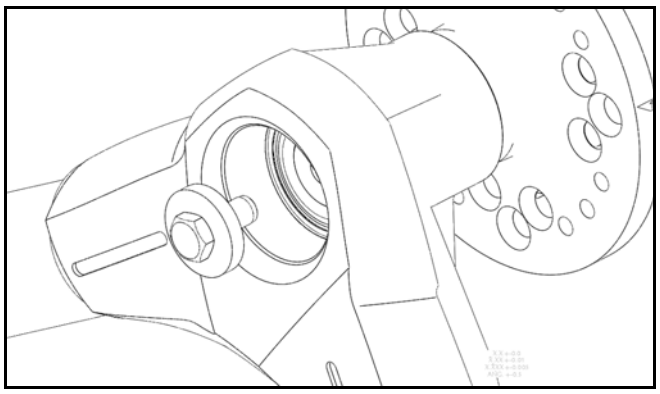
Not performing this verification procedure correctly and in the specified order may result in future malfunction of the system and/or abnormal wear and possible derailing.

VERIFICATION PROCEDURE

1. Hub retaining bolt verification (front and rear track systems)

- Verify that the dealer performed the 2010-SB-0007 service bulletin involving the track system (hub retaining bolt and washer replacement).

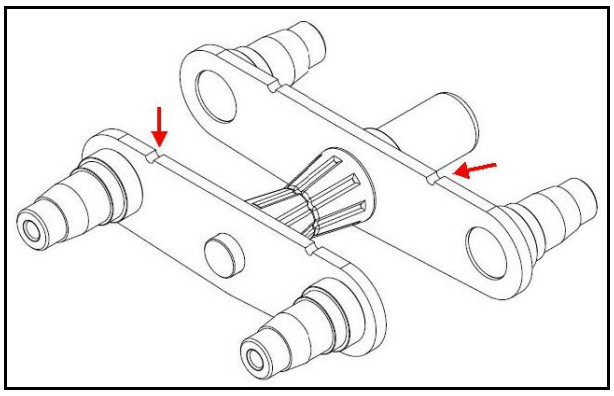
- Verify that the hub retaining bolt of each track system is properly tightened.



IMPORTANT: If the bolt does not seem to be properly tightened, remove and clean the bolt and the wheel hub thread opening with a degreaser. Apply thread locker Loctite 262 (red) on bolt thread and torque to 125 N-m (92 lb-ft). The hub retaining bolt grade must absolutely be 10.9.

2. Verification of the front track internal stabilizer positioning

- Make sure the stabilizer of the front track system are oriented as follow, the positioning notches are supposed to be upwards. If not, re-orient the stabilizer correctly.

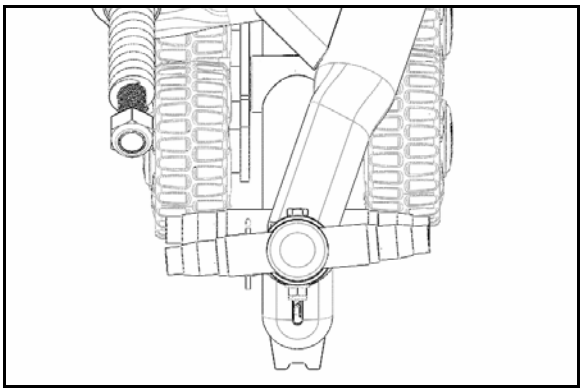


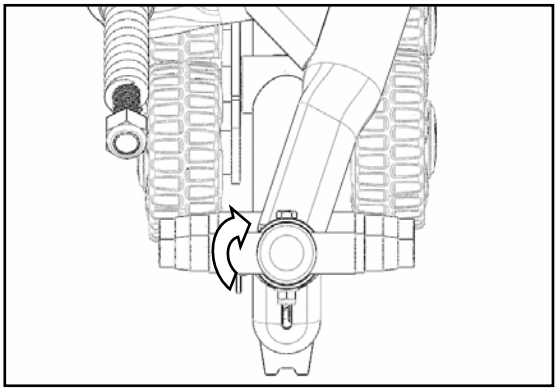
3. Tensioner alignment verification (front and rear track systems)

Verify the tensioner wheel shaft alignment on the frame.

- Remove the rubber track of the track system

- Verify the tensioner wheel shaft alignment compared with the next wheel shaft welded to the frame. The play of the tensioner should allow to perfectly align the tensioner wheel shaft with the frame wheel shaft.





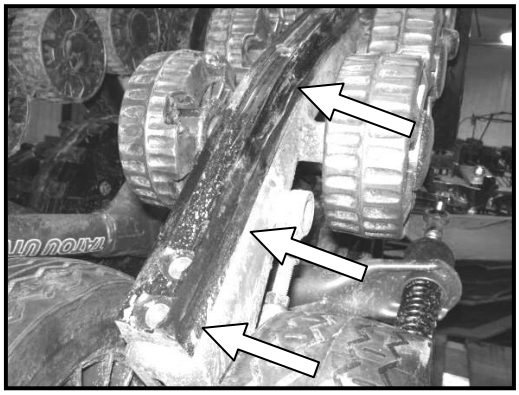
- If play does not allow to orient tensioner correctly, loosen the 8mm bolt that assembles the tensioner. Try to reach the desired orientation and retight the 8mm bolt it to 25 NM.

- If the assembly play does not allow to orient tensioner correctly, please contact Camoplast customer service directly.

4. Track guide wear verification (front and rear track systems)

Verify if the traction system track guide is abnormally worn.

- Verify if the track internal guides were in contact with the track guide leading to abnormal wear.

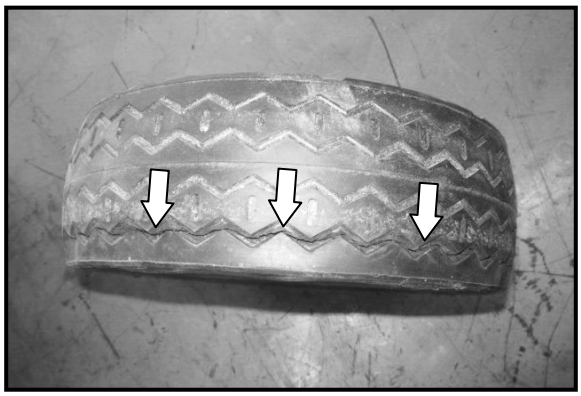


IMPORTANT: Replace the track guide if there is significant wear on the side. Please refer to your owner manual wear for additional indicator limits.

5. Wheels wear verification (front and rear track systems)

255 mm rubber wheel

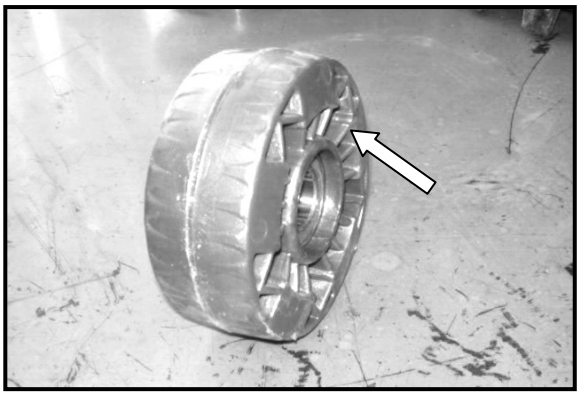
Verify if the 255 mm wheels are abnormally worn on the internal side or if the tread is torn.

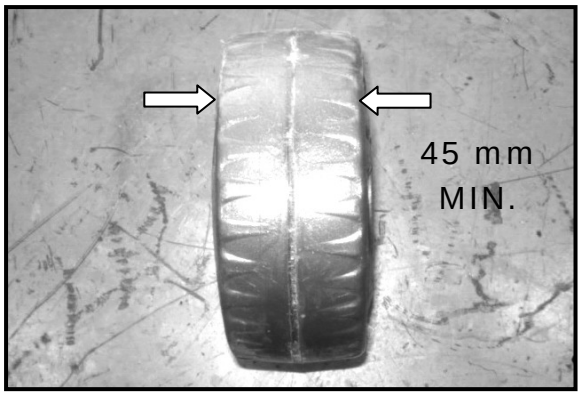


IMPORTANT: Replace the wheel if there is significant wear on the side.

132 mm x 50 mm plastic wheel

Verify if the 132 mm x 50 mm plastic wheel are abnormally worn on the internal side.





IMPORTANT: Replace the wheel if there is significant wear on the internal side. Please refer to your owner manual for additional wear indicator limits.

6. Track kit reinstall and verification (front and rear track systems)

- Reinstall the rubber track and verify front and rear track tension, follow the requirement found into the 2010-2011 owner manual:

Season	Track	Force	Deflection
Summer	Front	15 kg	19 mm
	Rear	15 kg	19 mm
Winter (snow)	Front	11 kg	19 mm
	Rear	11 kg	19 mm

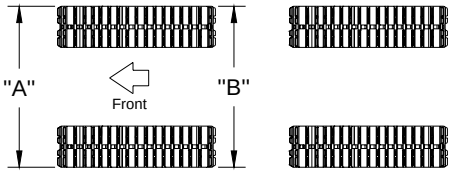
- Install the track system on the vehicle as per installation guidelines and owner manual.

- Verify the front track system parallelism on the vehicle.

- The parallelism must be adjusted with the UTV on the ground, driving backwards and forwards on about 3 m (10 feet) before measuring parallelism distance. The distance between the front and the rear of the track system (B - A) should be 0 mm (same). See the reference picture

***** Make sure to take your reference measurement on the 132mm plastic wheel *****
****** Do not measure on the rubber tracks and/or puncture proof tire ******

B = A



NOTE: Every time the measurement has to be verified, drive backwards, then, drive forwards again on about 3 m (10 feet).