At a loss? Consult the Club Car manual

By RICK FARRIS

Having a good, working knowledge of your golf or utility vehicles, the proper tools, and consulting your service manual(s) — I personally prefer the Club Car model — can be the keys to maintaining your golf car fleet. Furthermore, your troubleshooting ability can ease identification of potential problems and stop you from over-reacting to what may indeed be a simply-solved problem.

Suppose, for instance, you’re frustrated by a hard-starting engine. Let’s follow a hypothetical situation from start to finish, illustrating how you can identify and possibly remedy a problem with your vehicle knowledge, the proper tools, and your maintenance and service manual. By applying the appropriate troubleshooting procedure, identifying the problem may be easier than you think.

Before attempting any troubleshooting or testing, check the oil in your four-cycle engine and determine its level and condition. Remember, crankcase oil is used for lubricating and cooling the engine. Does it turn over with ease? Oil is used for lubricating and cooling the engine. Does it turn over with ease? Does it run properly? How does it handle? Are the tires properly inflated?

A visual inspection should also be performed on the car as it is brought to the staging area. Is there any obvious damage? All of these items should be checked every time the car is brought out. At the end of the day, the same items are checked. This routine takes no extra time and can be performed by the crew as they handle the cars at the beginning and the end of the day. Any problems should be reported to a mechanic.

Like the automobile manufacturers, E-Z-GO provides a list of maintenance items with suggested frequencies for checking them. For the periodic preventative maintenance, E-Z-GO recommends preventative routine.

By RON SKENES

At many courses, the golf car fleet is one of the top two or three revenue generators. Golf car rentals are one of the main sources of income for the course. At the same time, the fleet is one of the largest equipment investments for a course.

Yet, all too often golf car fleet revenues are not what they could be because a regular preventative maintenance program is not in place. To produce the expected revenue, a fleet must be kept in top operating condition. Time spent on regular, preventative maintenance will not only minimize down time, it will maximize revenue for the course.

Preventative maintenance begins with the crew who handles the golf car fleet every day. As cars are brought to the staging area, the tires, steering and brakes can be checked. Does the car run properly? How does it handle? Are the tires properly inflated?

Whether your challenge is a dead battery, air-cooled four-cycle engines. Try starting the engine. Does it turn over properly? How does it handle? Are the tires properly inflated?

Use the troubleshooting guide in your manual to locate and test these items with suggested frequencies for checking them. For the periodic preventative maintenance, E-Z-GO recommends preventative routine.

By RICF O’CONNOR

Any golf car fleet is viewed, in two terms, during the course of its life: As a necessary evil when negotiating its purchase or lease; and later as a source of revenue often taken for granted. However, no matter where you are in the course of your fleet’s life cycle, one thing should remain constant: Maintenance should be considered of foremost importance.

Tom O’Connor is a product manager at Yamaha USA Golf Cars.

ParCar design allows for safety and service

By SONJA SAUER

Golf courses today are interested in safety, reliability and performance — ultimately the bottom line. This is why Columbia ParCar designs all its vehicles with these issues in mind.

Insurance costs have risen tremendously, including liability. Features designed into Columbia ParCar vehicles for servicing, reliability and performance, focus on safety to keep golf courses from incurring these additional costs.

Preventive maintenance lists contain numerous safety equipment checks. Insurance costs can be controlled when these inspections are completed on a timely basis, and properly recorded for future reference.

Monthly checks should be made of the reverse warning buzzer for proper operation. Make certain the system is operating. Make certain the system is operating. Make certain the system is operating. Make certain the system is operating.

Preventive maintenance lists contain numerous safety equipment checks. Insurance costs can be controlled when these inspections are completed on a timely basis, and properly recorded for future reference.

Monthly checks should be made of the reverse warning buzzer for proper operation. Make certain the system is operating.

Long-term profitability the key, says Yamaha

By TOM O’CONNOR

When budgeting new purchases and leases, club managers should overcome the temptation to look at initial cash outlays. Instead, long-term profitability and the car’s ability to withstand the rigors of constant use with minimal maintenance and down time should be considered.

New technologies in golf car construction are gradually having a positive effect on the cost of fleet maintenance. A perfect example of this can be found in the 1996 Yamaha Ultima.

Continued on page 45
When I need a reliable straight shot, I reach for my Putter.”

“There’s nothing like making a great putt. How the ball takes a smooth roll on a closely trimmed green. Over a texture so fine, nothing’s going to get in the way of my shot.

“That’s why I reach for Putter from Jacklin. A dark, bluish-green Creeping Bentgrass, Putter has a uniform leaf texture, improved resistance to many patch diseases and is aggressive against Poa annua encroachment. And its dwarf-growth habit and high-shoot density puts me in a better position to call those tough shots.

“In fact, in test after test, Putter offers a true-line putting surface that outperforms the competition. (Now, if I could only outperform my competition, game after game!”)

For more information on how to seed up with Jacklin, call 1-800-760-4321. Or call your local Jacklin Golf distributor today.

5300 West Riverbend Avenue
Post Falls, Idaho 83844-9499
1-800-760-4321 Fax: 208-772-8496
©1995 JacklinGolf. All rights reserved.

Golf Course News