Wes Danielewicz

TECHNICALLY SPEAKING WITH TETA

Wes Danielewicz *Maple Meadows Golf Course*

Factory Training

What is it? Is it worth it?

This past March, I was given the opportunity to attend the John Deere Fleet Customer Factory Technical Training School in North Carolina. In the twenty-six years I have been in this industry this is the sixth such school I have attended. I have gone to the Jacobson Factory in Racine, Wisconsin twice, the Toro Factory in Minneapolis, Minnesota, the Cushman factory in Lincoln, Nebraska and Club Car factory in Atlanta, Georgia. Each and every one of these schools has been of great value to me as well as my employer(s). Attending these schools deepened my knowledge of a particular manufacturer's equipment. Furthermore, the experience provided invaluable information to diagnose and troubleshoot specific electrical and hydraulic systems no matter the brand or color of equipment.

While it has been over ten years since I last attended a factory service school, which by the way, is before they started putting electronic control modules on equipment, it was a great experience and I'm happy that I was able to take advantage of this opportunity. The information passed on at any factory training school is astonishing, especially in the short amount of time that you are actually there.

This is the 2500A minus hydraulic reel motors, hoses, lift valve etc. This unit eliminates 160 potential leak points.

The first day at John Deere began with a brief history of the company. Did you know that Deere has only been in the Golf & Turf Industry since 1987? It is apparent that John Deere has made some extensive changes to their equipment since their early beginnings and continues to do so today. The rest of the day was spent covering the fundamentals of electrical and hydraulic systems. We learned all the symbols found in electrical and hydraulic schematics. The day ended with a trip to the factory shop where a John Deere 2653A utility mower was staged. The mower had numbers placed on individual electrical components and attendees needed to identify each part on a worksheet. The same exercise was done on hydraulic components, the only difference was one needed to determine where the component received its oil from and where it flowed to next.

Day two was spent on the 2500A triplex greens mower. We started with a brief overview of the electrical and hydraulic schematics followed by a trip to the shop where there were three 2500s set up with electrical and hydraulic problems. Participants were split into groups to diagnose and identify the problems on each of the assigned machines. The object of this exercise was not just to find the problem, but to diagnose the problem in a systematic approach called "What's Normal?" This theme continued throughout the rest of the training and taught the attendees to diagnose problems from the standpoint of how a machine should operate properly. This procedure of asking "What's Normal?" forces the technician to know how a machine operates properly. Once proper operation is known, problematic issues can

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be measured, diagnosed and corrected. After learning this practice, knowing how to read the electrical and/or hydraulic schematic becomes of great importance. Not to mention, knowing where particular components are located helps as well.

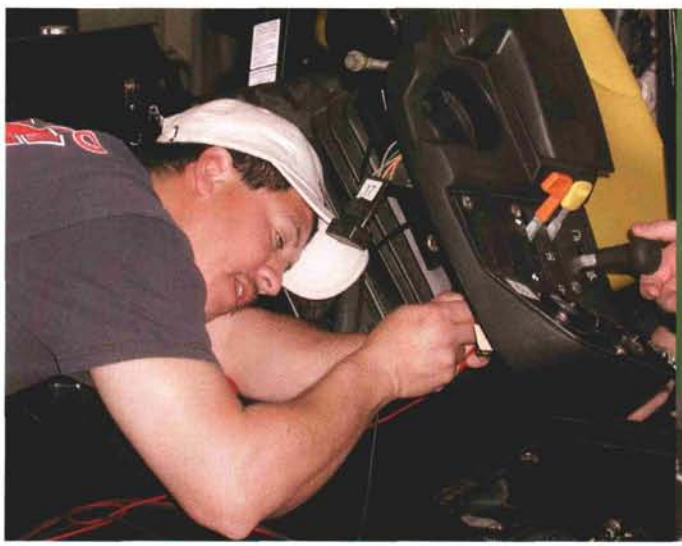
Day three began with an overview of the 3225C and 3235C fairway mowers and the 3245C rotary mower. Once again, electrical and hydraulic component location and diagnosis of various problems in each of these machines were the focus of the morning. A brief overview of the Aercore 800 aerator was covered followed by an overview of the redesigned THX Gator. We spent the afternoon on a tour of the John Deere Factory where we saw the assembly lines for the 2653A, 2500A, 3225C, 3235C and 3245C.

Attending the John Deere factory school is an experience I will never forget. The event was one of great magnitude that will help me to view electrical and hydraulic problems with broader insights than ever before. It will encourage me to look at a specific problem and begin the thought process of "What's Normal?". I know it will save me time and reduce equipment down time in the future.

For those of you who have never been to a factory service school, I recommend finding a way to attend one. It does not matter if it is a Jacobsen, John Deere or Toro factory school. It will benefit you and the facility you work for in many ways. However, when you do go, try to keep in mind that you are there to get something out of the class. That should be your main objective for your entire stay. Limit your extra curricular activities to a minimum, especially the late nights. Don't make your time there a social event but an opportunity to gain knowledge. What you put in is what you get out. There is so much information coming your way, you need to be at 110% to allow the data a chance to register in your memory banks. Attending a factory service school is a

JD 2653A

Group working to diagnose 3225C Fairway mower



Gilbert Trujillo of Rio Grande Golf Club, South Fork, CO. gets into the job

Mark Schumaker - JD Training Instructor - Instructs

privilege and should not be taken lightly. Not only are representing the course or company you work for, but the distributor that sponsored you to attend. There is a great deal of material covered in a short amount of time and your attention will only benefit you in the long run.

I would like to thank JW Turf, Inc. for allowing me this privilege and my employer, the Forest Preserve District of Dupage County for making it possible.

Group looking over electrical schematics

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