



Australian Government

Australian Quarantine and Inspection Service

MEDIUM SIZED DOZERS



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Compiled by:
Matt Howard
AQIS Brisbane

Small and Medium Dozers

The following cleaning/inspection guide has been segmented to facilitate the process. The segmentation is as follows:

1. [Tracks, Rock Guards, Track Pads and Rollers](#)
2. [Cabin and Below Floorpan](#)
3. [Engine Bay, Belly Plates, Radiator and Housing](#)
4. [Rear End and Fuel Cell](#)
5. [Blades and Push Arms](#)
6. [Ripper Cradle and Tynes](#)
7. [General](#)

Inquiries regarding this document should be directed to:

AQIS

Machinery & Military National Co-ordination Centre

PO Box 222

Hamilton QLD 4007

Phone: +61 (07) 32468706

Facsimile: +61 (07) 32468785

Email: aqis.machinery@aqis.gov.au

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1. Tracks, Rock Guards, Track Pads and Rollers

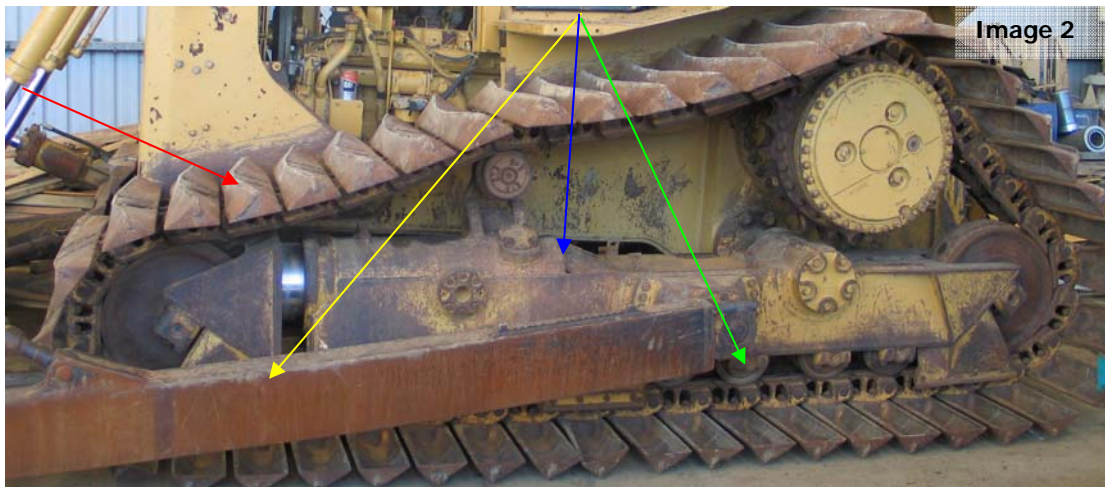


Image 2:

The track pads (swamp tracks – red arrow) on a small model dozer. The track frame (blue arrow), push arms (yellow arrow) and rollers (green arrow) will all be highlighted in the flowing illustrations. To allow a complete inspection, all tracked machinery must undergo one full revolution to verify all track pads and countersunk holes in the rollers and idler wheels.

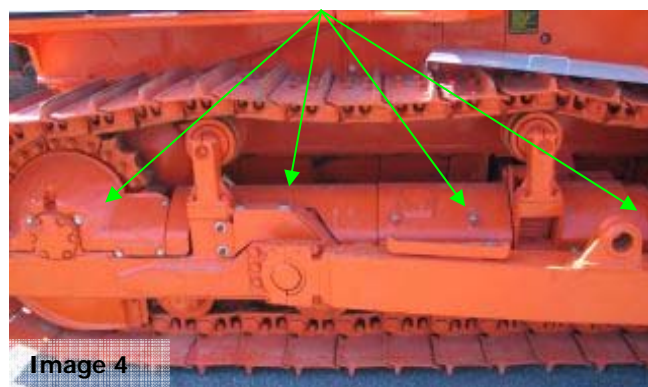


Image 3:

To enable thorough cleaning and inspection, all rock or stone guards (green arrows) which are commonly found on smaller model dozers, must be removed.

Image 4:

On other small models the topside of the track frame may have numerous non-affixed panels (green arrows) which all must be removed for cleaning and inspection.



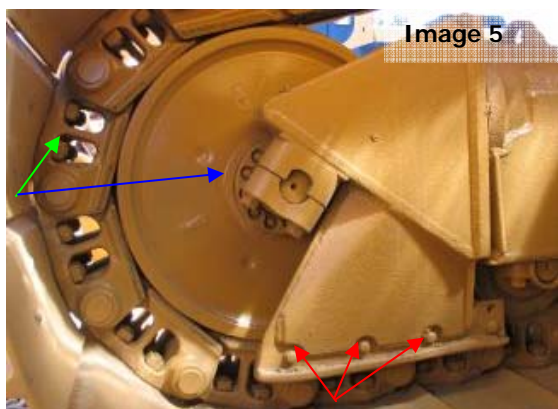


Image 5:

The idler wheel on the track frame. The protective plate on the bottom of the track is hollow and will require flushing via the openings (red arrows) to verify cleanliness. All countersunk bolts (blue arrow) on the idler wheel require verification. Each nut (green arrow) holding the track pads must be verified.

Image 6:

The green arrows highlight the small gap either side of the nut, while the blue arrow highlights the rear of the outside nuts, which can be verified from the inside. The red arrow highlights where the track pads attach to the chain. See next illustration

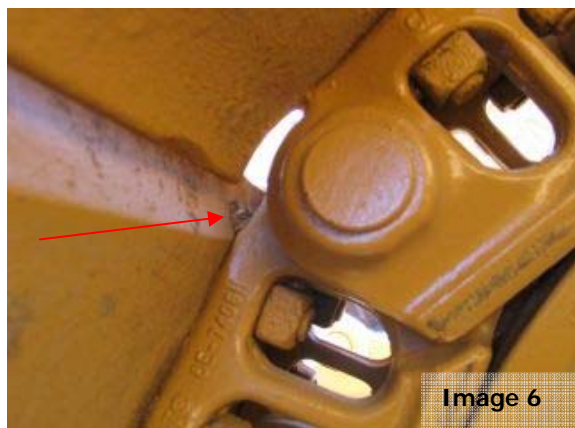


Image 7:

When the tracks are rolled, the track pads will open when they pass around the idler wheel, opening the pads so the area highlighted by the red arrows can be cleaned and inspected.

Image 8:

The protective cover at the end of the track frame, which is hollow. Flushing via the access points (red arrows) will verify internal cleanliness.

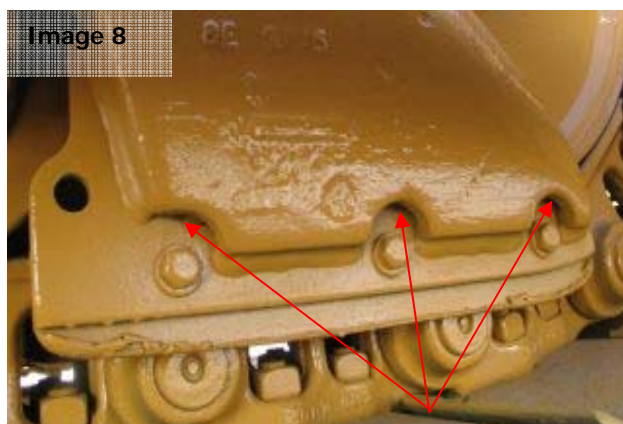
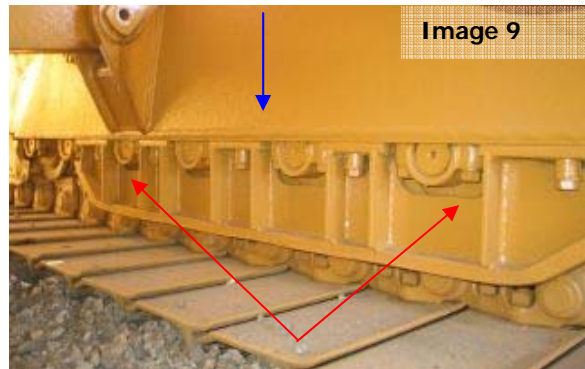
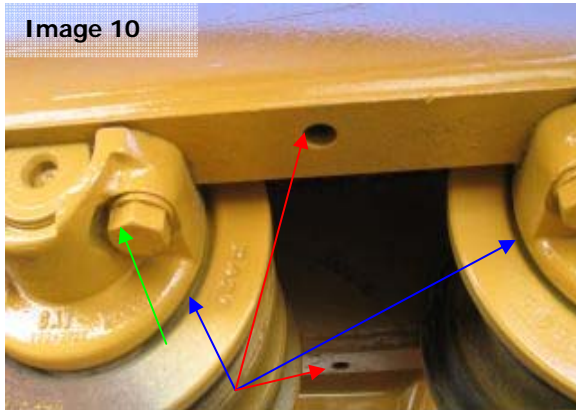
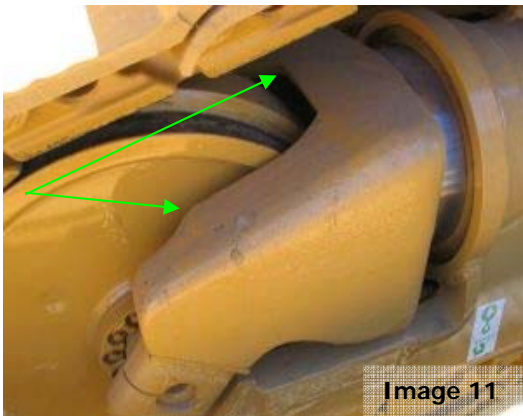


Image 9:

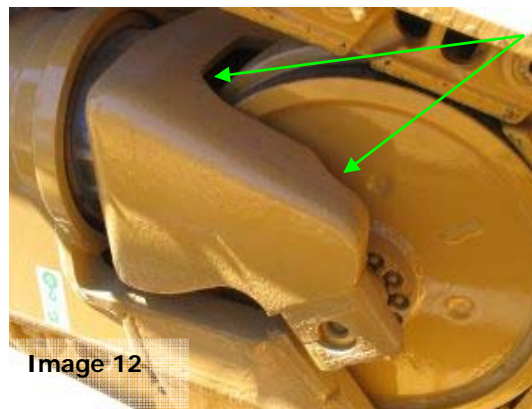
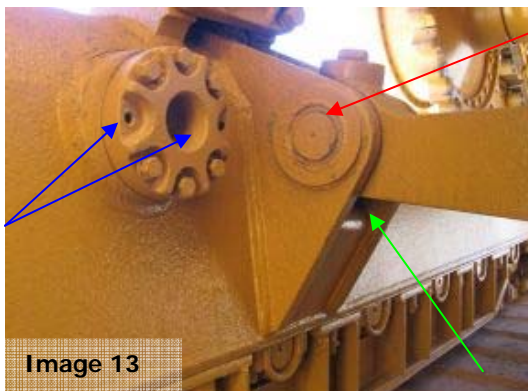
The rock or stone guards (red arrows) in place on a small dozer. These must be removed to allow cleaning and inspection access to the inside of the track frame, but also to allow the hollow track frame (blue arrow) to be flushed, once the bolts have been removed. See next illustration.

**Image 10****Image 10:**

Once the rock or stone guards have been removed, the hole (red arrows) vacated by the bolts allows an access point to the hollow frame for flushing. The rock guards from both sides of the track frame must be removed. Check around each roller nut (green arrow) and flush around the small recess around each individual roller (blue arrows).

**Image 11****Images 11 & 12:**

These illustrations highlight the adjuster ram and the rear idler wheel. There are usually ledges inside the frame (green arrows) that must be thoroughly cleaned and inspected.

**Image 12****Image 13****Image 13:**

The sway bar pivot point (red arrow) must be free of all contaminated grease. The green arrow highlights the bottom access point for cleaning and inspection, while the blue arrows highlight a number of countersunk holes that must be clean and free of all contamination.

Image 14:

The carrier roller (red arrow) support arm. In this illustration the support arm is open ended (green arrow) and on other models the opening may be topside or at the rear (blue arrow).

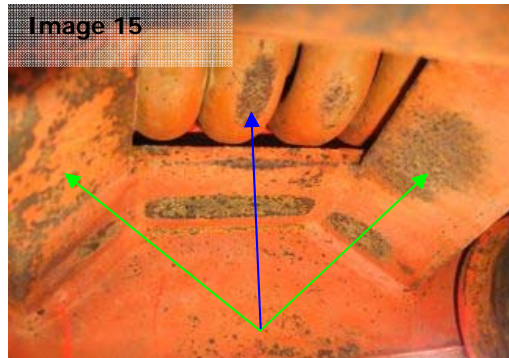
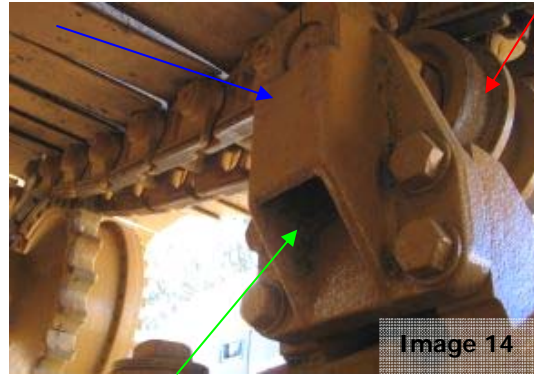


Image 15:

Inside some small dozer track frames, small V-shaped gussets may be found. These V-shaped gussets may be sealed units, however verification if open or spot-welded is required. The blue arrow highlights the track adjuster spring that, due to limited access requires flushing to verify cleanliness.

Image 16:

The inside of the drive wheel on the dozer. Flush small recess highlighted by the green arrows to verify. The cogs have several small recesses around the perimeter where they join (blue arrows).

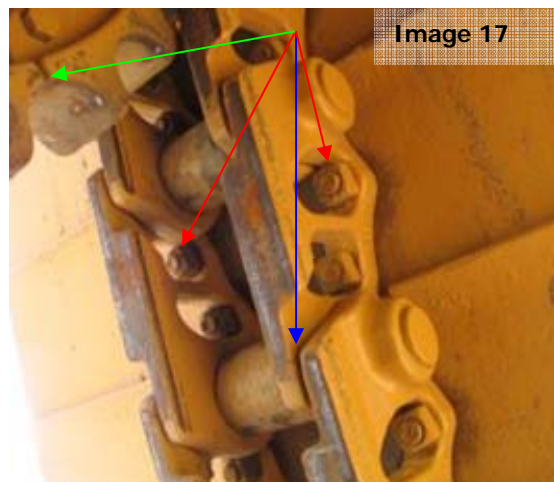
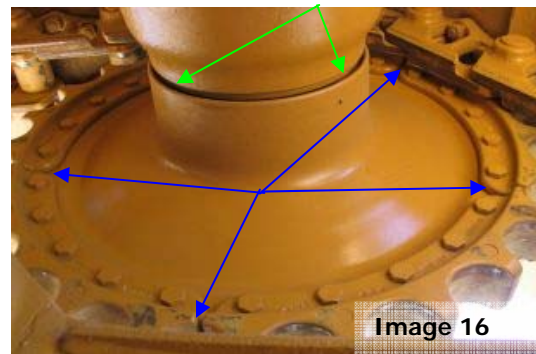


Image 17:

Another view of the track chain, highlighting the track pad nuts (red arrows), the small recess in the drive wheel (green arrow) and the gaps between the track chains (blue arrow). All must be thoroughly cleaned and inspected. In some cases flushing will be required.

2. Cabin and Below Floorpan

Image 18:

A typical dozer cabin as seen on the D6 model. All cabins require dismantling and through cleaning and inspection.

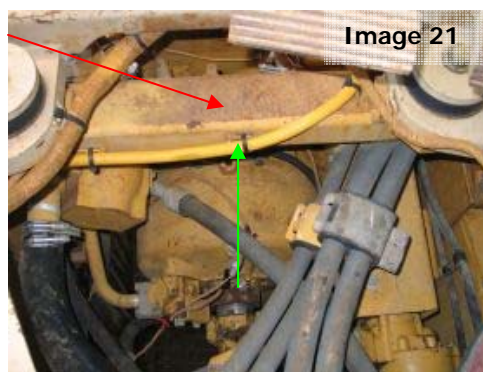
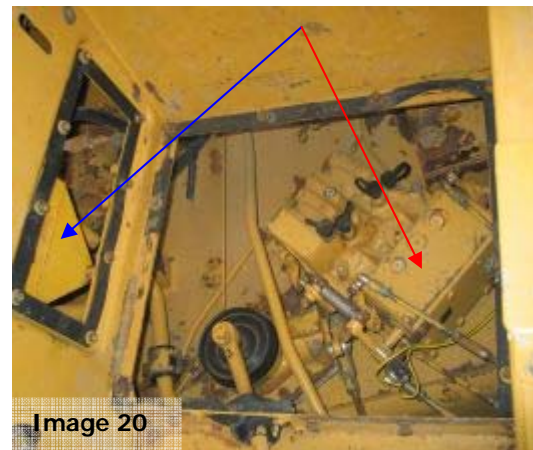


Image 19:

The floorpan immediately below the footpedals has been removed, allowing access to the top of the transmission, bell housing, rear of the engine block and the base of the roll over protection system (ROPS). All will be highlighted in the following illustrations.

Image 20:

The seat and floor panel below have also been removed allowing access to the topside of the differential and steering box (red arrow). The



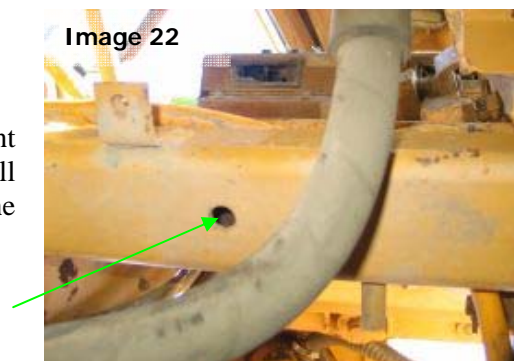
non-affixed panel on the side of the joystick control (blue arrow) has been removed for internal cleaning and inspection.

Image 21:

Under the floorpan of most Cat dozers, a box channel (red arrow) will be found directly below the instrument panel. On the larger dozers, these are open-ended, however on the smaller models, these have a drainage hole on the underside, in the middle (green arrow). See next illustration.

Image 22:

The underside of the box channel below the instrument panel. This area, must be flushed via the small drainage hole (green arrow) in the presence of the inspecting officer to verify internal cleanliness.



Images 23 & 24:

The red arrows highlight the base of the roll over protection system (ROPS). These ROPS do not sit flush against the sidewall of the dozer and the small recess must be flushed to verify cleanliness. The bolt heads (blue arrows) at the rear of the ROPS also requires cleaning and inspection.



Image 23



Image 24

Image 25: Some ROPS have large recesses underneath and can be full of contamination as highlighted by the red arrow.

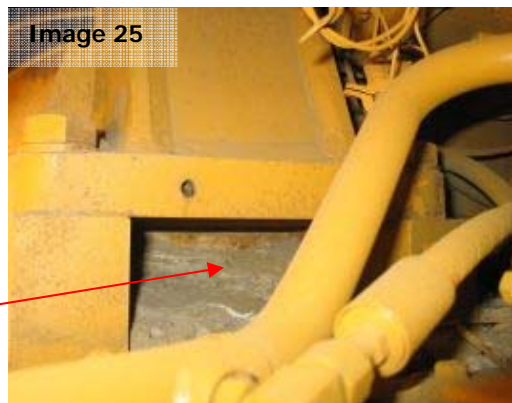


Image 25



Image 26

Image 26:

The topside of the steering box (blue arrow) as seen under the seat. This requires careful cleaning and inspection due to the undulating surface, bot topside and bottom. Also see next illustration.

Image 27:

A rear view of the steering box. This steering box (blue arrow) has an undulating surface and must be thoroughly cleaned and inspected.

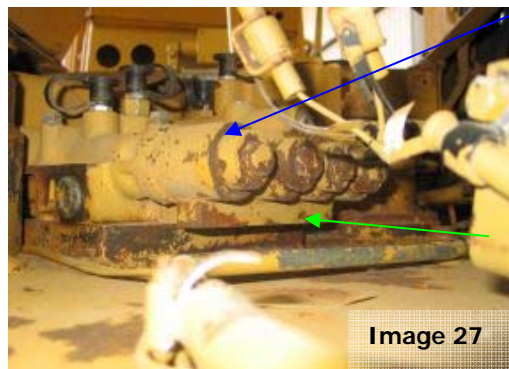


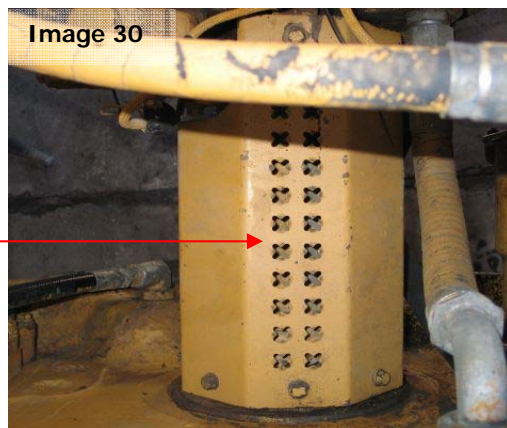
Image 27



Image 28:
Check all framework under the cabin floor. On some models this has open ends (green arrow), which will require flushing to verify cleanliness.



Image 29:
The air-conditioning vent under the instrument panel has been removed for cleaning and inspection.



Images 30 & 31:
The protective plate around the universal joint under the floorpan must be removed to facilitate the cleaning and inspection process. The second illustration shows the bottom half of the protective cover removed, allowing access to the universal joint.

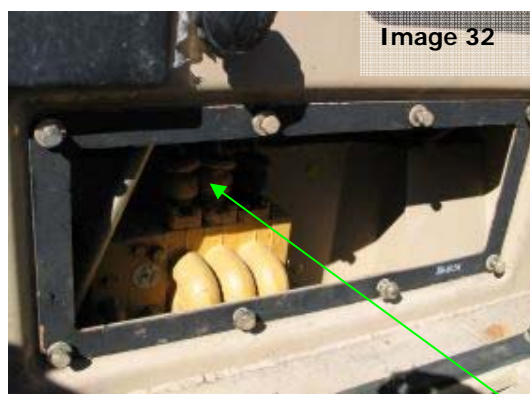


Image 32:
The internal of the right hand joystick control panel. Removing this panel allows cleaning and inspection access to the ledges and hydraulic hoses found inside and require verification.

Image 33:

The left hand joystick control panel. Like the right hand panel, internal cleaning and verification will be required.



Image 34

Images 34 & 35:

Check all internal cabin framework for small holes like the one illustrated. If, present, flush to verify cleanliness.



Image 35

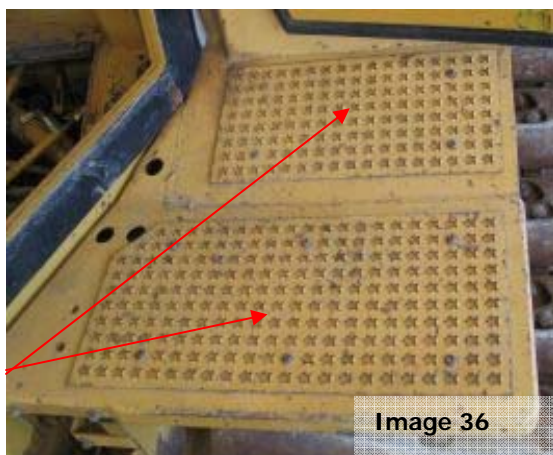


Image 36

Image 36:

The checker plate (red arrow) outside the cabin door which requires flushing to verify cleanliness.

3. Engine Bay, Belly Plates, Radiator and Housing

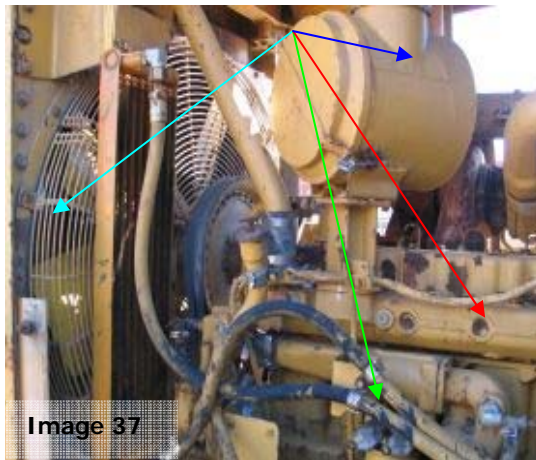


Image 37:

The left hand side of the engine block. This illustration highlights the air-filter (blue arrow), the block (red arrow), hydraulic hoses (green arrows) and the radiator (aqua arrow). All must be thoroughly cleaned and inspected. The internal radiator grill (aqua arrow) must be removed for internal access to the radiator shroud.

Image 38:

The right hand side of the block also highlighting the side of the block (red arrow), hydraulic hoses (green arrow) and part of the engine housing (blue arrow) which must be checked for hollow or open-ended channels.

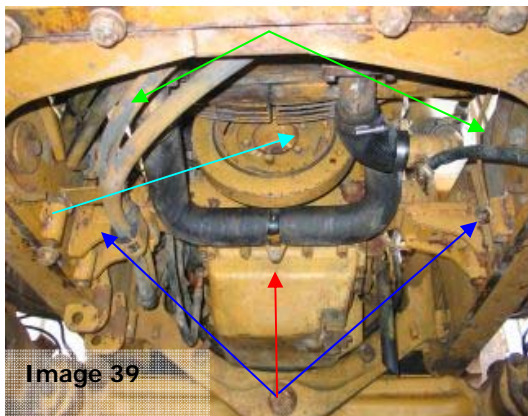
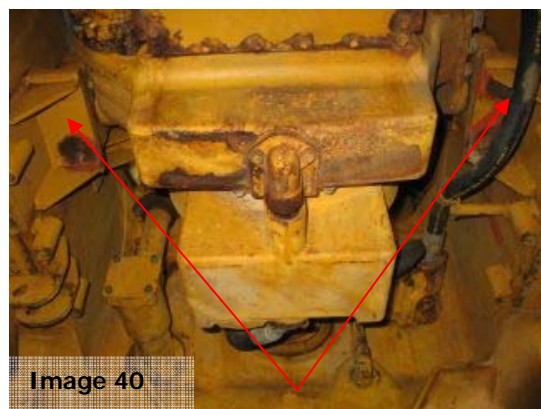


Image 39:

The underside of the block of a medium sized dozer. The belly plates have been removed, allowing cleaning access to the sump (red arrow), engine mounts (blue arrows), hydraulic hoses (green arrows) and harmonic balancer (aqua arrow).

Image 40:

The rear of the engine block and bell housing. All surfaces, including rear engine mounts (red arrows) require thorough cleaning and inspection.



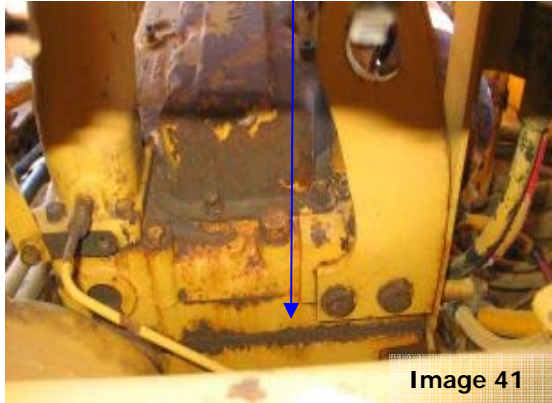


Image 41:
The topside of the block as seen from below the floorpan. From this angle, the rear end of the block can be accessed for cleaning and inspection.

Image 42:
Another view of the topside of the block. All contaminated grease must be removed from this area.

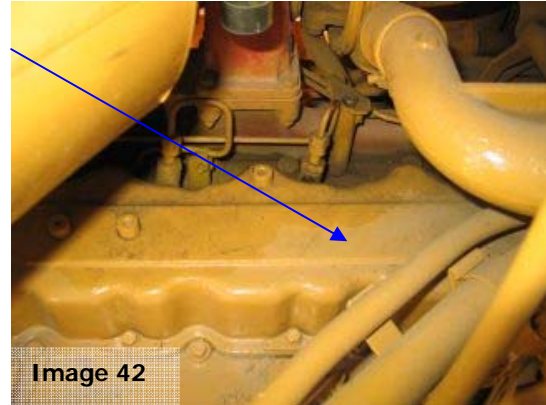
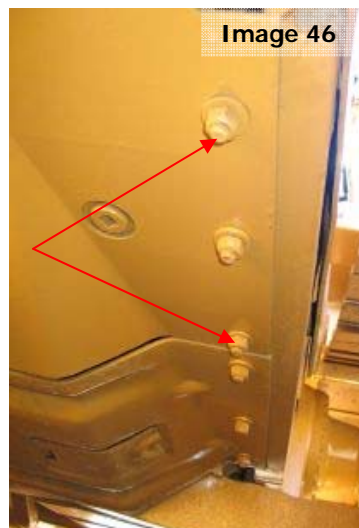
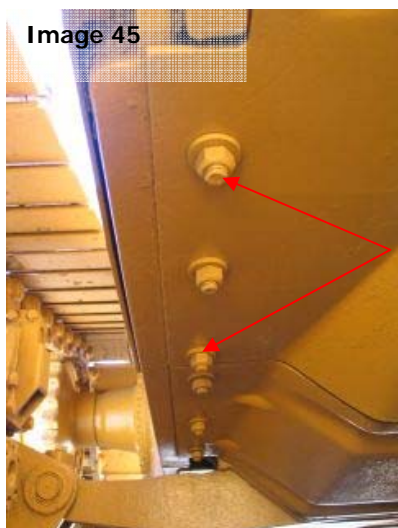
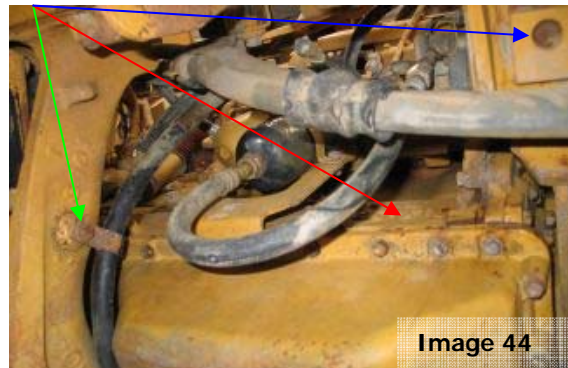


Image 43:
The right hand side of the block, highlighting the lip around the sump (red arrow), the oil filter (green arrow). All areas must be thoroughly cleaned.

Image 44:
The left hand side of the block, highlighting the topside of the sway bar (green arrow), the lip around the sump (red arrow) and the underside of the engine mount (blue arrow).



Images 45 & 46:
Once the belly plate bolts (red arrows) have been removed, these may provide access holes to the hollow chassis rails (These chassis rails are sealed on all small models).



Image 47:

The internal radiator grill (blue arrow) which must be removed to allow cleaning and inspection access to the radiator shroud.

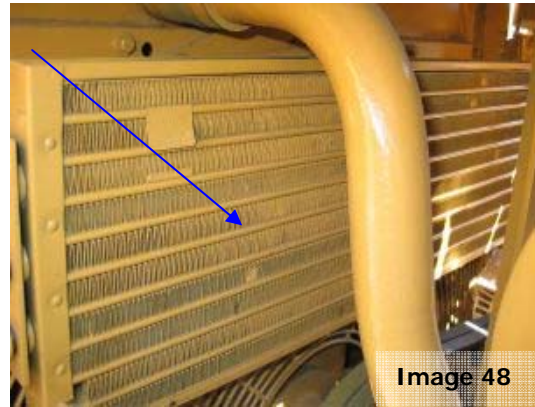


Image 48:

The oil cooler (blue arrow) located behind the radiator. To verify cleanliness, this and the radiator core must be flushed in the presence of the inspecting officer.

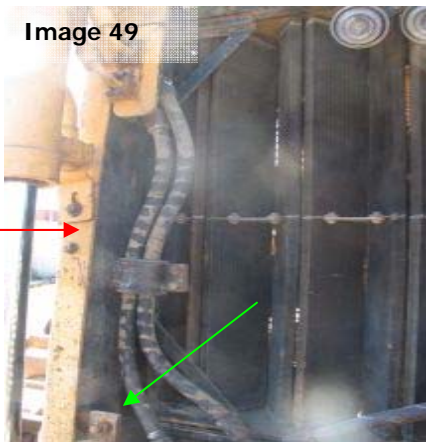


Image 49:

Check the vertical frame either side of the radiator (red arrow) for drainage holes at the top or bottom. On some models these have small openings on the inside rear (green arrow) and if present, these channels will require flushing to verify cleanliness.



Image 50:

Check along the topside of the radiator for any ledges or channels that will require cleaning and inspection. Flush the radiator fins to verify cleanliness.

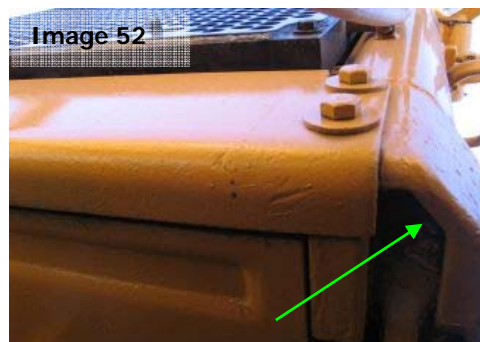
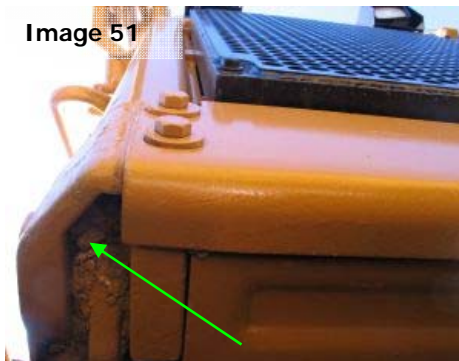


Image 51 & 52:

On some models there may be an open-ended cavity (green arrow) below the radiator grill that may require flushing to verify cleanliness.

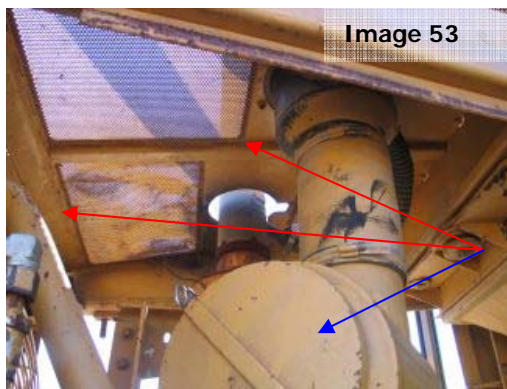


Image 53:

Check all internal engine housing support framework (red arrow) for hollow, open-ended or spot welded channels. Flush to verify internal cleanliness if present. Remove the air-filter (blue arrow) had verify clean.

Image 54: Check all engine cover doors for hollow, open-ended or spot welded channels (red arrows). Flush to verify internal cleanliness if present.

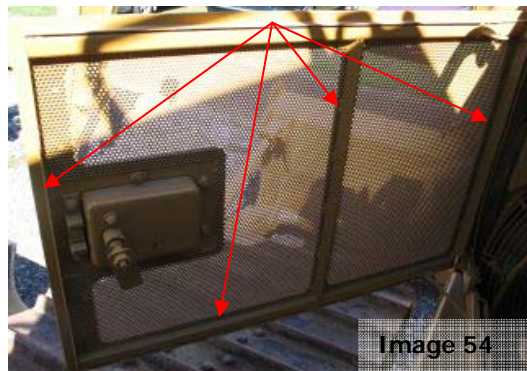


Image 55:

The air filter located just in front of the cabin windscreen (red arrow), must be removed to verify the cleanliness of the filter and the housing.

Image 56: Remove the dust collector cover (red arrow) and verify internal cleanliness.



Image 57:

The sway bar joints attachment point to the track frame. Check all recesses (red arrow) and ensure all contaminated grease is removed.

Image 58:

The front view of the harmonic balancer (red arrow) at the front of the engine block. Like many harmonic balancers, they are concave and can harbour significant amounts of contamination and must be verified clean inside.

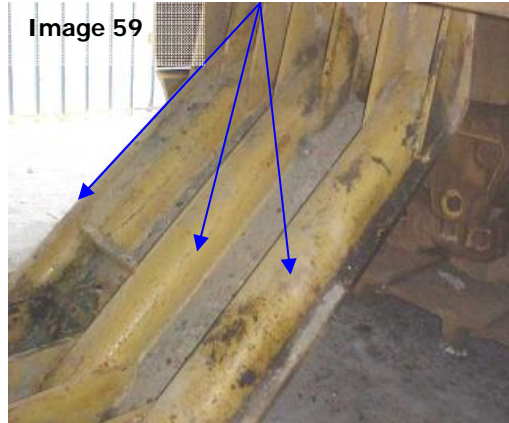


Image 59:

The inside of a typical belly plate. Check along each of the gussets (blue arrows) as on some models these are open-ended and require flushing in the presence of the inspecting officer in order to verify cleanliness.

Image 60:

On some belly plates, gussets can be found on the outside of the belly plate, as highlighted by the red arrows. These need to be flushed to verify clean.



4. Rear End and Fuel Cell

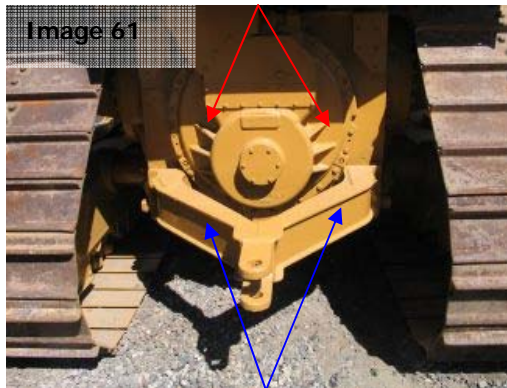


Image 61:

The rear of the small dozer (red arrows) and drawbar (blue arrow). Check all surfaces of the drawbar for drainage holes for cracks, splits or evidence of repair.

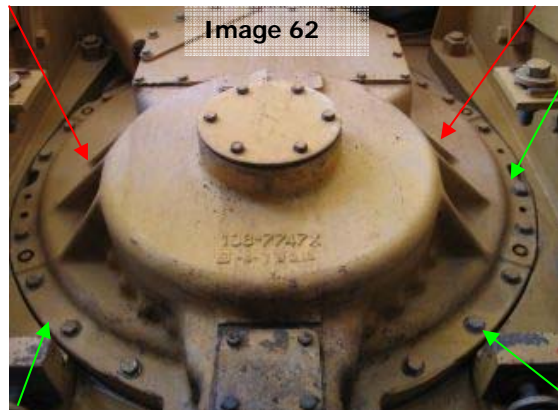


Image 62:

All ledges (red arrows) and recesses (green arrows) around the rear of the dozer must be clean and free of all contamination.



Images 63 & 64:

All surfaces of the fuel cell need to be carefully cleaned and inspected, particularly the back and underside (green arrows).



Image 65:

The oil tank outside the right door of the cabin. All surfaces must be thoroughly cleaned and inspected.

Image 66:

The batteries may be housed outside the left door of the cabin. The batteries must be loosened from the tie-down points and the underside cleaned and inspected. Flush all checker plate (blue arrow) to verify cleanliness.

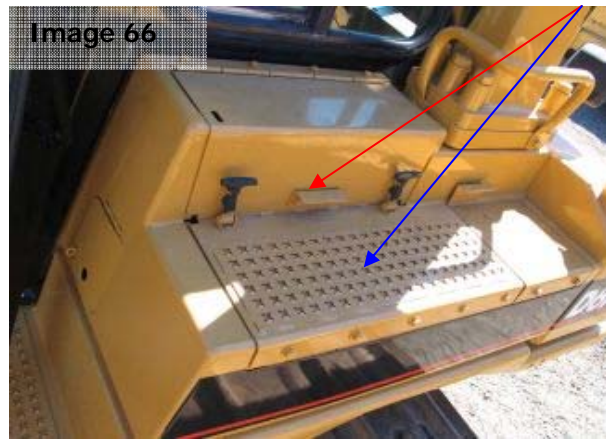
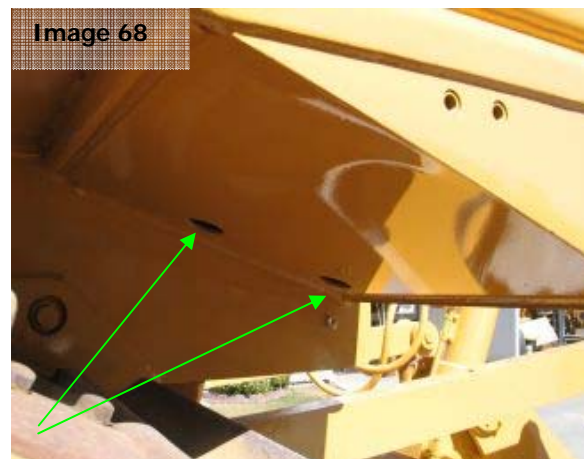


Image 67:

The area highlighted by the green arrow is hollow and can either be accessed by removing the non-affixed panel (red arrow) for cleaning and inspection.

Image 68:

The area illustrated in the previous picture may also have drainage holes on the underside as highlighted by the green arrows).



5. Blades and Push Arms

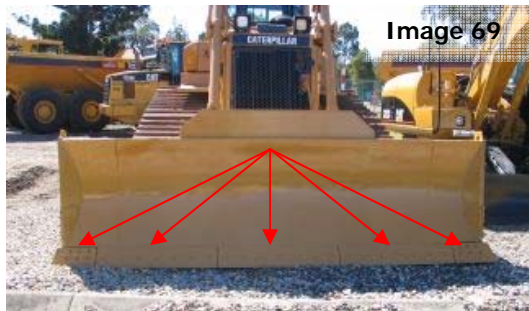


Image 69:

A typical blade on a dozer. All cutting teeth (red arrows) must be loosened and flushed to verify cleanliness. Check all surfaces for cracks, splits or evidence of repair to all surfaces. If detected, these will require investigation to verify internal cleanliness.

Image 70:

A close up of the cutting teeth on a blade that need to be loosened and flushed to verify cleanliness.

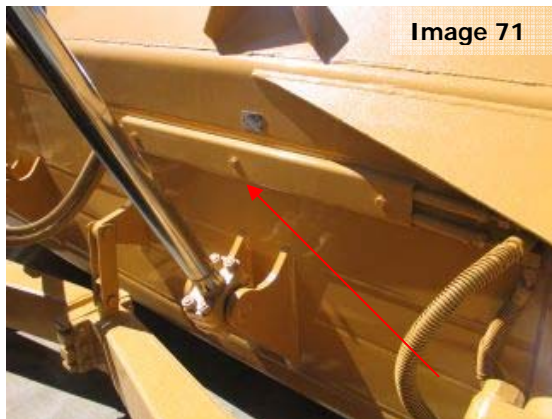
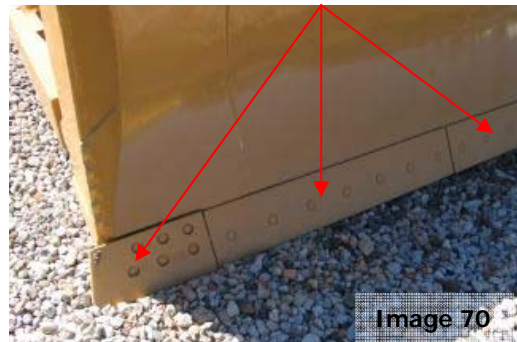


Image 71:

On the rear of some blades, gussets or protective plates may cover hydraulic hoses. These must be removed for cleaning and verification.

Image 72:

The push arms (red arrow) on a dozer. These are generally sealed units, but need to be checked for any cracks, splits or evidence of repair. Ensure all contaminated grease is removed from pivot points (blue arrows).

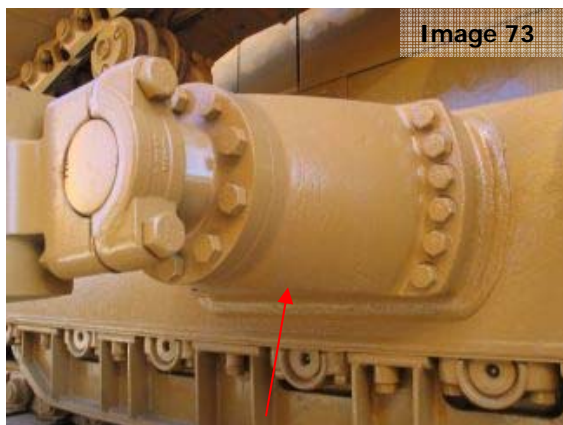
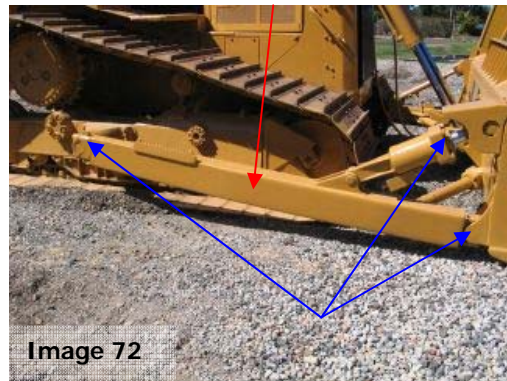


Image 72

Image 73:

Illustrates where the push arms attach to the track frames. These units are hollow and may have drainage holes on the underside (red arrow), which will require flushing, if present to verify internal cleanliness.

6. Ripper Cradle and Tynes

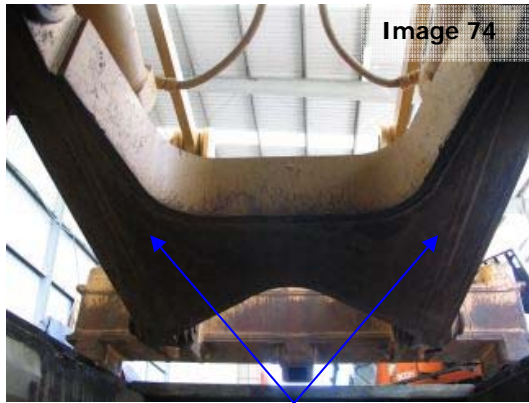


Image 74

Image 74:

The underside of a typical ripper cradle. On this illustration, there are no drainage holes, but if present, these must be flushed to verify internal cleanliness. Check all surfaces for any cracks, splits or evidence of repair.

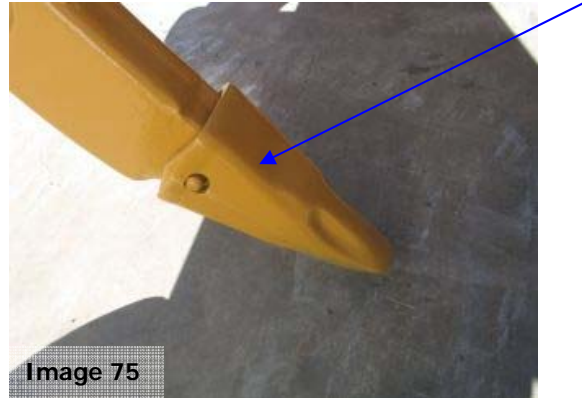


Image 75

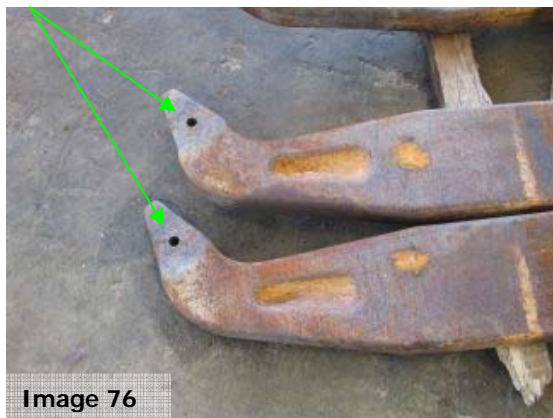


Image 76

Image 76:

The cutting teeth have been removed from the tynes for cleaning and inspection.

Image 77:

In addition to the cutting teeth being removed, all wear plates (blue arrow) must also be removed and the recess (red arrows) between the cradle and tynes must be flushed to verify cleanliness.

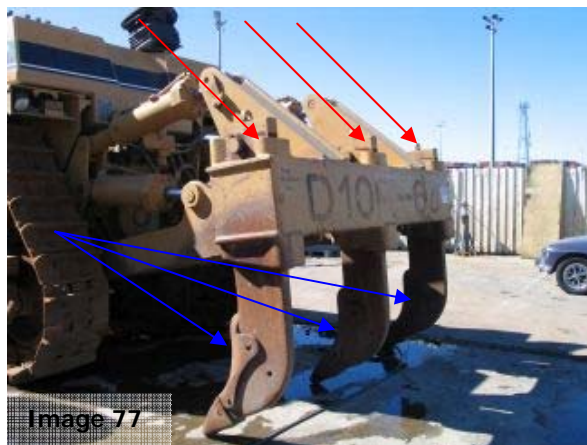


Image 77

7. General



Image 78:

All batteries must be loosened from the tie down points for cleaning and underside inspection.

Image 79:

All wiring harnesses are to be carefully cleaned and inspected.



Image 79

Image 80



Image 80:

All looming around hydraulic hoses is to be carefully cleaned and inspected.