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Question: What Happens if a General Two Man Hole Digger is Operated Without Oil in the Transmission?

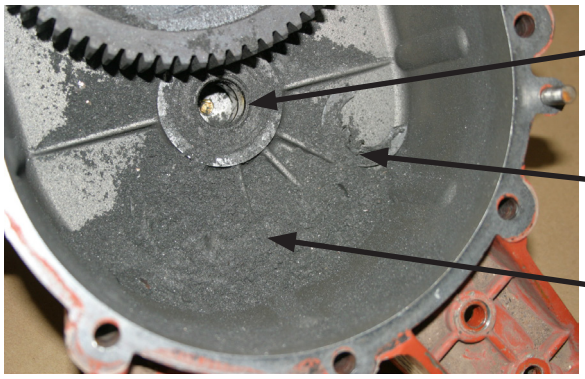
Answer: Lots of Damage!

All General Two Man Hole Diggers use 10W30 or 30 weight oil to lubricate the transmission gears and bearings. The same oil that you use to also fill the engine. Units are shipped from the factory with oil provided in separate plastic bottles for both the engine and transmission.

Recently, a warranty claim was filed for a Hole Digger that had been placed in service only three months earlier. The claim was the transmission was defective.

Upon inspection:

- The oil fill plug had never been removed.
- The transmission had never been filled with oil.
- The lack of lubrication produced significant and costly internal damage.
- The damage was not covered by warranty.



Sealed ball bearings.

Remains of a much worn 200682 Thrust Washer.

Significant accumulation of gear and clutch shoe shavings located in the bottom of the transmission. The powder-type consistency of this material indicates there was no oil added to the transmission.

General hole digging products are overbuilt for heavy duty usage and will deliver years of satisfactory service with just regular maintenance. However, for that to happen, it is critically important that the correct amount and type of oil be used to fill both the engine and transmission!

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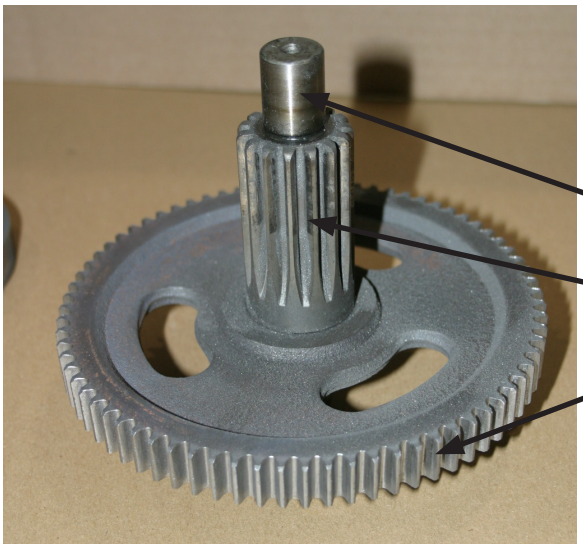
Need help?

Call us at 800.533.0524, or

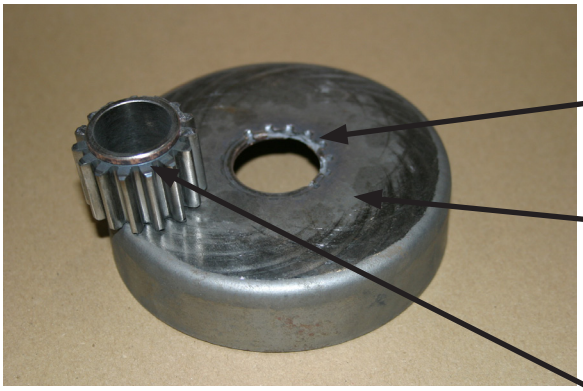
email: support@generalequip.com



Markings on bearing journal area indicate proper press fit and support by the two ball bearings.

Wear pattern on gear teeth reveals excessive wear and lack of lubrication. Gear teeth are heat treated to extend the service life. Shavings from the worn gear and clutch accumulated in the bottom of the transmission.

This centrifugal clutch has been in continuous use with General hole digging products since 1970. Shoe wear pattern is consistent with normal wear. Hub finish indicates the clutch was not subjected to excessive slippage which would cause the resulting heat to discolor the plating.



Markings indicate the high temperature brazing process properly bonded the clutch drum and pinion gear.

Marks caused by the separation of the pinion gear from the clutch drum.

Lack of lubrication caused premature pinion gear bearing failure. The bearing totally disintegrated which only happens when insufficient lubrication has occurs.

Before placing any General light construction product in service, always read the appropriate Operator Manual, including the Assembly and Service instructions provided. If you have questions regarding proper oil types and/or weights, or even proper maintenance procedures, please contact our Customer Service Department for assistance.

If you have any questions or comments, please feel free to contact us.
Telephone: 800.533.0524 | Email: support@generalequip.com

Connect With Us.

www.generalequip.com
+ 507.451.5510 (t)
800.533.0524 (t)
+ 507.451.5511 (f)

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