

SAFETY BULLETIN**DATE:** November 18, 2009**PRODUCT:** 480, 822, 830, 822C, 830C, 845C, 855C, 860C, and 870C**SERIAL NUMBER:** 4800101 to 4800111 855*0111 to 855*0227
822*0114 to 822*1273 860*1501 to 860*2103
830*0111 to 830*1225 870*1513 to 870*2102
845*1501 to 845*1662

* Denotes all machine configurations (feller buncher, harvester, shovel logger, mulcher, leveler)

SUBJECT: CAB ROOF ESCAPE HATCH MAINTENANCE**DESCRIPTION:**

The cab is equipped with a roof escape hatch to provide the operator a third means of escape should the front and side door exits become blocked. As with any piece of safety equipment, the roof escape hatch assembly requires regular inspection and testing as part of routine maintenance to ensure it will be usable if needed.

The cab roof escape hatch is equipped with a weather sealing gasket. This gasket is permanently bonded to the cab roof and its sealing surface contacts the removable roof escape hatch. Silicone lubricant is used on the sealing surface to prevent the seal from bonding to the roof escape hatch over long periods of time. It is important that the procedure for applying the silicone lubricant be followed correctly. Excessive amounts of lubricant applied to the sealing surface can create a suction effect, making the roof escape hatch difficult to remove. The procedure in the Operator's Manual outlining application of the lubricant has been clarified, and field inspection is required on all machines listed above to remove possible excess lubricant.

As a reminder, all cab exits including the roof escape hatch are to be tested before the machine is put into operation, at the 100 hour service, and at least once a month or every 125 hours thereafter to ensure they function properly. All exits must also be inspected for damage following any impacts to the machine and tested to ensure they function properly. Ice and snow build-up can prevent removal of the roof escape hatch and must be regularly removed. Large limbs can fall onto the machine and block the roof escape hatch, and these limbs must be removed immediately. Failure to follow these procedures could result in the roof escape hatch becoming unusable in the event of an emergency. Maintenance procedures are outlined in the Operator's Manual provided with the machine, and in the Operator's Manual Supplement provided with this bulletin.

SAFETY BULLETIN**REQUIRED ACTION:**

The following procedure to inspect for and remove possible excess lubricant must be performed on all machines listed above.

NOTE: This Safety Bulletin, an Operator's Manual Supplement (Cab Roof Escape Hatch) and an Instruction and Response Form are being mailed by Tigercat to all owners of record of each of the above listed machine serial numbers.

Owners are expected to complete the Required Action specified on the Safety Bulletin and also to follow the instructions outlined in Steps 1 thru 6 on the Safety Bulletin Instruction and Response Form.

Owners should alert all members of their staff to the existence of this Safety Bulletin. Please discuss this bulletin immediately with all operators, company safety personnel and mechanics of all Tigercat machines.

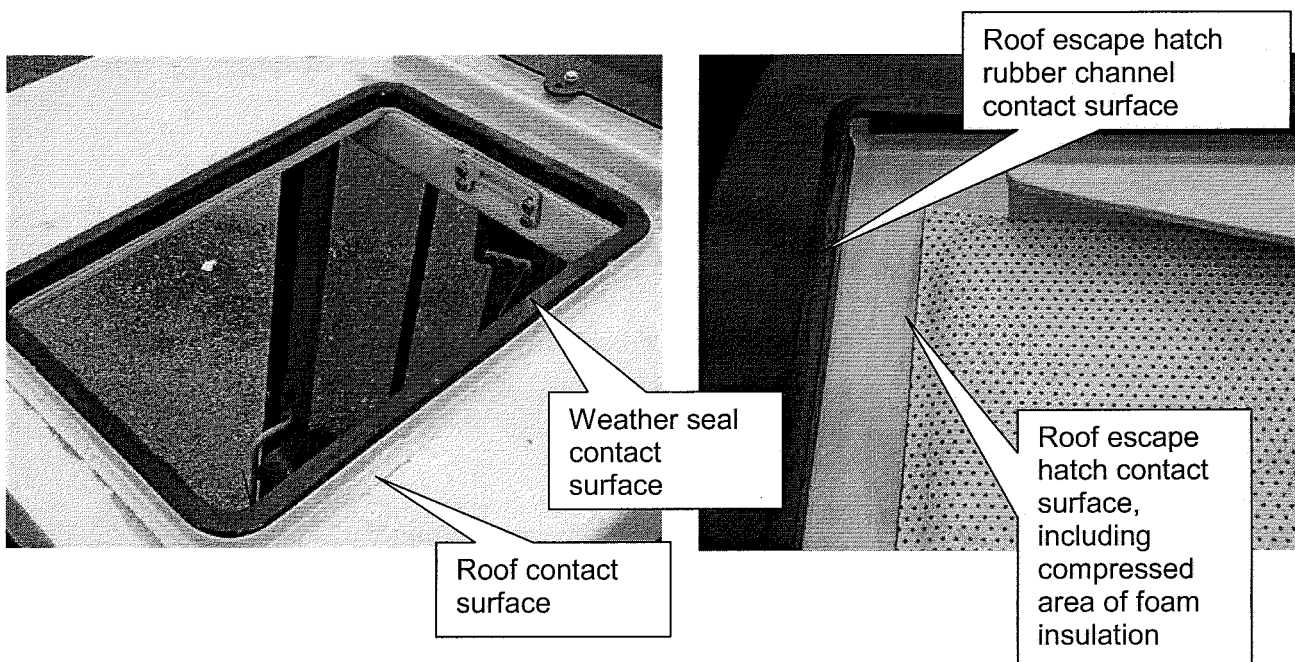
Tigercat dealers are expected to perform all of the above for any new or used machines held in their inventory.

Dealers should alert all members of their Sales and Service staff to the existence of this Safety Bulletin. Please discuss this bulletin immediately with all owners, operators, company safety personnel and mechanics of all Tigercat machines.

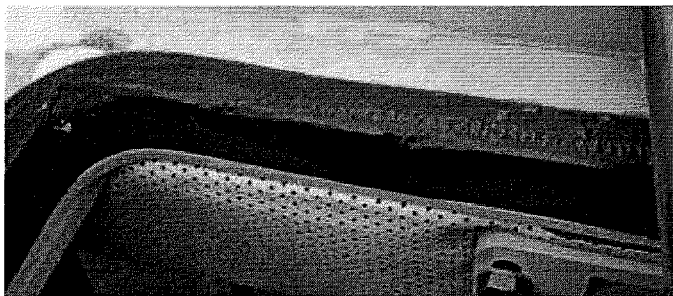
SAFETY BULLETIN

PROCEDURE:

1. Remove roof escape hatch.
2. Once the roof escape hatch has been removed, use a dry cloth to wipe off all lubricant from the contact surfaces of the roof, weather seal, rubber channel, and escape hatch as shown below. Do not use solvents or cleaners.



Weather seal surface with excess lubricant:



Weather seal with correct amount of lubricant:



3. Reinstall roof escape hatch following the procedure outlined in the attached ESCAPE HATCH REPLACEMENT section of the Operator's Manual. NOTE: The residual silicone lubricant impregnated into the weather seal material will prevent the contact surfaces from bonding to each other, so no additional lubricant is required for reassembly. If either the escape hatch weather seal or rubber channel is replaced, lubricate the new parts contact surfaces with a non-curing silicone lubricant, such as Tigercat part number AM926.



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SAFETY BULLETIN INSTRUCTION FORM

Date: November 18, 2009

Tigercat wishes to bring to your attention a possible safety issue relating to the emergency exit feature used on some Tigercat machine models. Our records list you as the registered owner of one of the affected machines.

Tigercat regards the safety of those using our products as our top priority. We ask that you please complete these few simple steps to ensure the safety of those using your machine.

Step 1.

Please read both the Safety Bulletin 1845 and the Operator's Manual Supplement included with this form.

Step 2.

Ensure all operators and maintenance staff that use your machine read and understand both the Safety Bulletin 1845 and Operator's Manual Supplement.

Step 3.

Ensure that machine operators perform the required cab roof escape hatch maintenance immediately, and then incorporate the routine maintenance requirements described in the Operator's Manual Supplement into their regular work procedures. Note all operators should practice using all the cab exits to become familiar with escape procedures should they need to perform them in the dark, when the machine is in a rolled position, or other possible adverse condition.

Step 4.

Place the included Operator's Manual Supplement into the manual box in the rear of the machine's cab.

Step 5.

It is important for us to verify that this information has reached the current machine owner. Please complete the following;

Name, please print; _____

Signature; _____ Date; _____

I am the current owner of the serial number machine listed above and have completed steps 1 through 4

I am not the current owner of the machine listed above.

To help us locate the new machine owner please supply any contact information you may have;

New owner's name; _____

Company Name and Address; _____

Phone number; _____

Step 6.

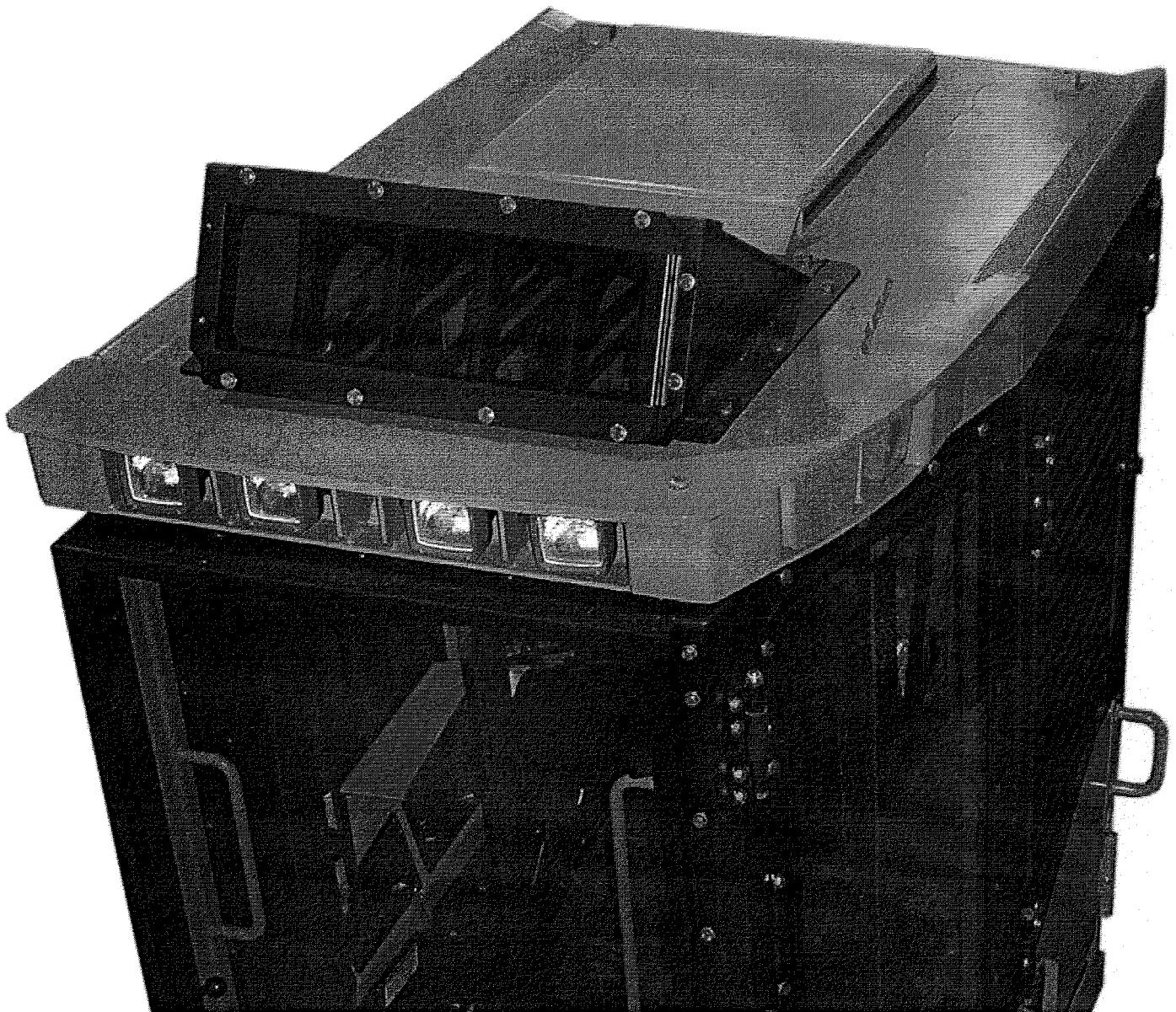
Please Fax this page to Tigercat Industries Inc. Customer Service Dept. at Fax number (519) 442-1855, or e-mail a scanned copy to psb1845@tigercat.com.

We thank you for your assistance with this very important subject.

Tigercat[®]

Operator's Manual Supplement Cab Roof Escape Hatch

Products: 480, 822, 830, 822C, 830C, 845C, 855C, 860C, and 870C



SIDE DOOR AND ESCAPE HATCH EMERGENCY EXIT MAINTENANCE GUIDE

Two alternate exit routes are provided on the LH. side and roof of the cab. These are only to be used if the front door cannot be opened.

It is therefore essential that these emergency exits be checked at least once per month or after major impacts to the cab to ensure they are fully operational.

It is also important that snow, debris and particularly ice not be allowed to build up in these areas. Check frequently and remove any accumulation immediately.

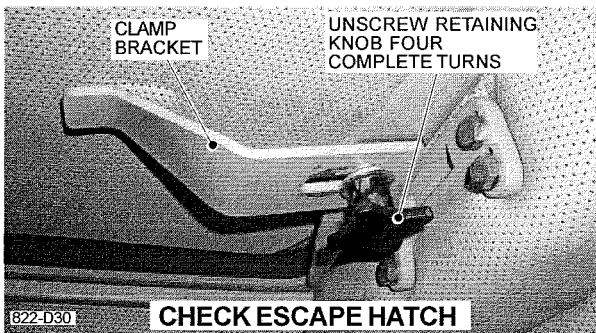
CHECKING PROCEDURE FOR SIDE DOOR:

1. Open side door twice, once using the interior latch handle and once using the exterior handle.



2. Check for proper operation of both handles, latches and hinges. Adjust and/or lubricate any part of the mechanism that requires attention.

CHECKING PROCEDURE FOR ESCAPE HATCH:



1. Partially unscrew both the interior retaining knobs four complete revolutions.
2. Disengage clamp brackets from slot on cab roof attachment bracket.



The escape hatch should move without using excessive force by pushing up on one side.

If the escape hatch does not move without excessive force refer to ESCAPE HATCH REMOVAL FOR MAINTENANCE OR REPAIR and ESCAPE HATCH REPLACEMENT in THIS SECTION.

3. Engage clamp bracket in slot of cab roof bracket and re-tighten the hand knobs *hand tight*.

NOTE: If the hand knobs become loose when operating the machine, the nylon inserts in the studs should be replaced.

ESCAPE HATCH REMOVAL FOR MAINTENANCE OR REPAIR:



1. Unscrew both of the retaining knobs and remove the two clamp brackets.
2. Push open from the inside of the escape hatch. In the event that the hatch has become bonded to cab roof due to improper maintenance, use a pry bar taking care not to damage the sealing surface of the roof.
3. Refer to ESCAPE HATCH REPLACEMENT

WARNING

Heat from sun exposure can cause the exit seals to bond to the cab's painted surfaces. Careless use of glues or sealants to repair leaks can also bond the exit panel. Failure to follow these proper maintenance procedures can result in the exit being unusable in an emergency

in THIS SECTION for instructions on the proper method to use when replacing the escape hatch.

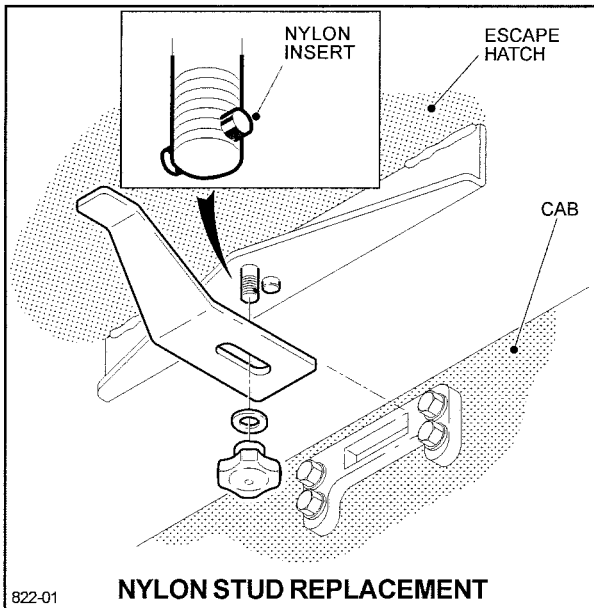
ESCAPE HATCH REPLACEMENT:

NOTE:

Do not apply silicone sealant between Escape Hatch and Cab Roof

Silicone sealant in these areas can bond the escape hatch to the cab, preventing removal of the escape hatch.

1. Clean all mating surfaces on both the escape hatch and cab roof, remove any silicone residue that may have been used to seal the joint.
2. Ensure that the escape hatch gasket is in good condition and replace if damaged.
3. Replace the nylon inserts in each stud,

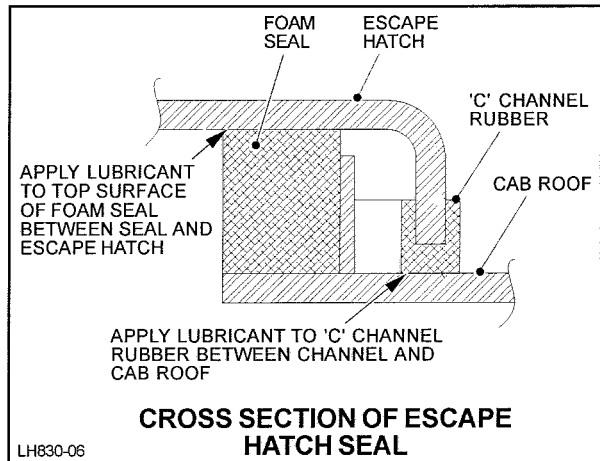


leaving approx. 1/8" protruding at each end. These are to prevent the hand knobs from coming loose under vibration.

4. Apply an anti-seize compound to stud

threads on the escape hatch and engage hand knob threads 3 revolutions with washer and clamp bracket in place as illustrated.

5. To prevent foam seal or rubber 'C' channel



from sticking to escape hatch or roof over time, apply a thin film of Tigercat part number AM926 dielectric non-curing silicone lubricant to the contact surfaces of foam seal and rubber 'C' channel. Remove excess spray with a dry rag so no build up remains.

WARNING: Too much lubricant will cause the roof escape hatch to stick to the cab roof.

6. Install escape hatch on roof and engage clamp bracket in slot of cab roof bracket and re-tighten the hand knobs ***hand tight only.***

WARNING

Heat from sun exposure can cause the exit seals to bond to the cab's painted surfaces. Careless use of glues or sealants to repair leaks can also bond the exit panel. Failure to follow these proper maintenance procedures can result in the exit being unusable in an emergency

SCHEDULED MAINTENANCE

EVERY 125 HOURS:~

- Perform "frequently" maintenance
- Perform 8 hour maintenance
- Perform 24 hour maintenance

And in addition:~

- **Open both (L.H. side door and cab roof escape hatch) emergency exits to ensure they are fully operational.**
- Check ~~return filter bypass light~~ is **NOT ON** with engine running at high idle with oil flow and oil at operating temperature.
- Check track gearboxes oil level with level plug at 9 O'clock and other plug at 6 O'clock.
- Check battery fluid level unless maintenance free.
- Check hydraulic pump and motor securing bolts.
- Check torque tightening points as per new machine maintenance.
- Carry out A/C system inspection; Refer to CHECKING THE AIR CONDITIONING SYSTEM in THIS SECTION.

REVISED

Visually check for damage to:~

- Main and stick booms.
- Tracks, track frames and carbody.
- Swing bearing area.
- Attachment.

Make repairs immediately.

Visually inspect for:~

- Frayed electrical wiring and hydraulic hoses
NOTE: Neglecting the proper maintenance of these items can result in fire.
- Wear in any other components.

Clean/replace:~

- Inspect for debris buildup between radiator, oil cooler and A/C condenser.
- Refer to diesel engine service manual and attachment manual for additional required maintenance at this scheduled time period.