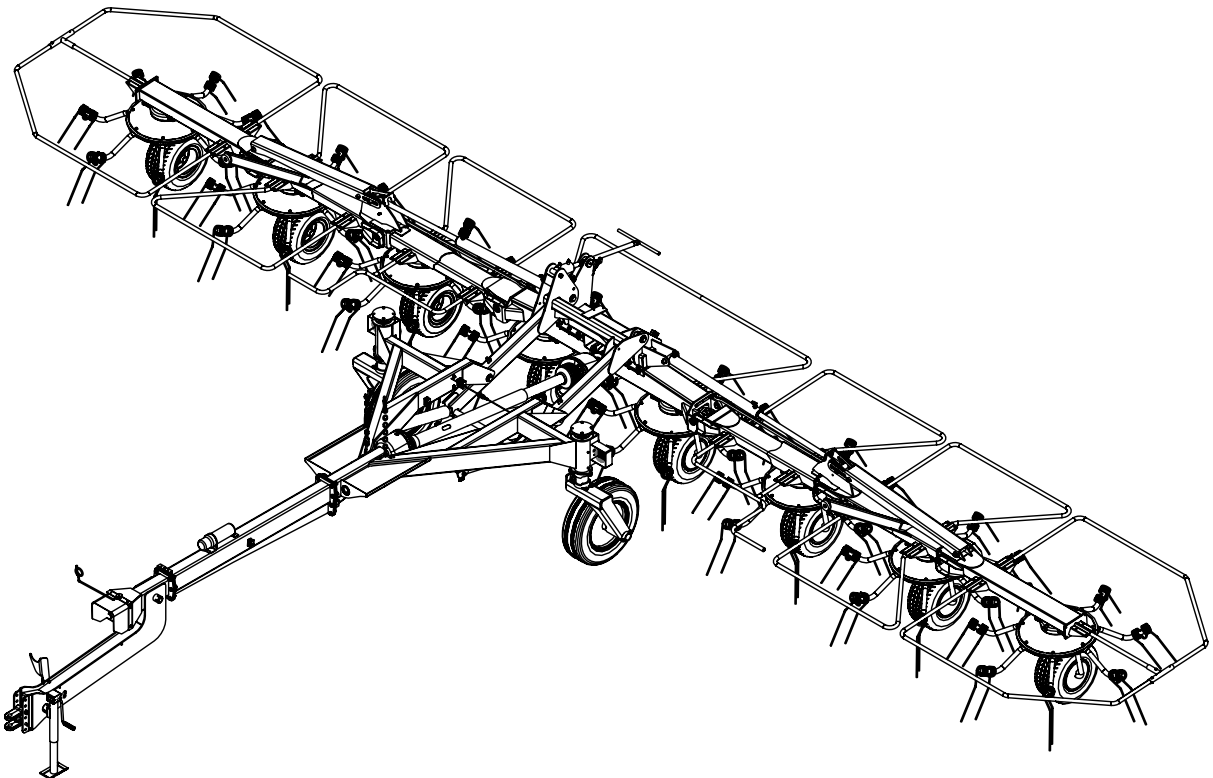




# Pequea Turbo Tedder

## Model TT8101

### Operator's Manual



**THIS MANUAL MUST BE READ AND UNDERSTOOD BEFORE  
OPERATING THE MACHINE!**

*Manual# 990134  
Revised 09/23/2025*

## YOU MUST FILL OUT YOUR WARRANTY REGISTRATION TO ACTIVATE YOUR WARRANTY AND TO QUALIFY FOR PARTS AND SERVICE!!

### To the Owner;

Thank-You for choosing a quality product from Pequea Machine, Inc. We strive to give you the best equipment and the best level of service of any company. With a little care and maintenance this machine will do your work for you for many years. In this manual, we make an effort to get you better acquainted with the machine so you can achieve maximum performance. We design and build all of our equipment with the end user in mind so we welcome any suggestions or ideas for improvement. Please note that it is within our rights to make changes or improvements to our equipment without updating the equipment that was manufactured before the change took place.

Please take a few minutes to fill out the area below. This information will be valuable to you when ordering parts or requesting service from your dealer.

Dealer Name: \_\_\_\_\_

Dealer Phone Number: \_\_\_\_\_

Service Manager/Technician: \_\_\_\_\_

Model# and Description: \_\_\_\_\_

Serial Number: \_\_\_\_\_

Date of Purchase: \_\_\_\_\_

# TABLE OF CONTENTS

<b>Introduction</b>	2
Intended Use	2
Serial Number	2
Specifications	2
<b>Safety</b>	3
Power Source Safety	3
Safety Decals and Reflectors	4
<b>Hitching</b>	5
Attaching to the Tractor	5
<b>Transporting</b>	6
Field Transport	6
Road Transport	6
<b>Field Set-up</b>	7
Tine Height Adjustment	7
<b>Adjustments</b>	8
Tine Pitch Adjustment	8
Axle Adjustments	9
<b>General Operation</b>	10
Folding for Transport	11
<b>Lubrication and Maintenance</b>	12
Gearbox Lubrication	12
General Lubrication	12
Grease Fitting Lubrication	12
PTO Lubrication	15
<b>Electrical</b>	16
<b>Technical</b>	17
Replacing the Flotation Springs	17
<b>Troubleshooting</b>	18
<b>Warranty</b>	19

## INTRODUCTION

At Pequea, we have a strong commitment to ensuring farmers can access the best agriculture technology in the industry. You put in hard work and long days, so we do what we can to offer new products that help farms save time, money, and resources, while increasing their yield. We've refined our products over the years with new upgrades and innovations to treat your land with the respect it deserves, using feedback from actual farmers and our engineering team. Whether you purchase a hay tedder, spreader, trailer, or any of our other fine products, Pequea – and the agricultural equipment suppliers we work with – are here for you with the quality you're searching for to keep your farm running.

Like all Pequea products, we manufacture our leading hay tedders and forage equipment in our New Holland Pennsylvania facility, using quality components and expert craftsmanship every step of the way. The TurboTedder stands apart from other rotary tedders thanks to its round tube arms, carbo-austempered finger joints and asymmetrical tine configuration. All models feature fully enclosed oil-bath gearboxes, heavy-duty hubs, large tires and a standard tilt cylinder.

Pequea is more than just an agricultural machinery manufacturer. We provide parts, service, and support for your new equipment. This manual is provided to all new owners of the Turbo Tedder Model HT6102 to make you aware of all maintenance expectations, safety concerns, and issues you may encounter when owning this piece of equipment. Be sure to keep this manual for future references. Please review all instructions carefully, taking special note of all safety notifications. Should you have any questions related to your new equipment, please contact your dealer prior to proceeding. Also, be sure to review the Pequea Machine's Limited Warranty and our industry leading Extended Gearbox Warranty, found on page 28.

*Congratulations and Thank You for choosing  
Pequea Machine!*



## Intended Use

The Pequea TurboTeddars are designed for evenly distributing and drying hay crops only. Pequea will not cover under warranty a tedder that has been used outside of these crops.

## Serial Number

The tedder's serial number can be found on the tongue directly under the driveline. Please use this number when requesting service, seeking information, or ordering parts. For the operator's convenience, space to record the serial number, model number, purchase date, and dealer has been provided inside the front cover of this manual.



## Specifications



Specifications	HT4102	HT6202	HT6102	HT8101
Transport Width	9' 2"	9'2"	11' 0"	11' 7"
Working Width	18'	26'6"	26'6"	35'
Number of Rotors	4	6	6	8
Arms Per Rotor	7	7	7	7
Arm Construction	Round Tubular	Round Tubular	Round Tubular	Round Tubular
Rotor Gearbox Lubrication	Grease NLGI #0	Grease NLGI #0	Grease NLGI #0	Grease NLGI #0
Center Gearbox Lubrication	80W-90 Gear Oil	80W-90 Gear Oil	80W-90 Gear Oil	80W-90 Gear Oil
Center Gearbox Capacity	64 oz.	64 oz.	64 oz.	64 oz.
PTO HP Recommended	35+	55+	55+	75+
Spindle Size	1-3/8"	1-3/8"	1-3/8"	1-3/8"
Hub	4-Bolt w/ Tapered Bearings	4-Bolt w/ Tapered Bearings	4-Bolt w/ Tapered Bearings	4-Bolt w/ Tapered Bearings
Wheels	4-Bolt Heavy Duty, Painted	4-Bolt Heavy Duty, Painted	4-Bolt Heavy Duty, Painted	4-Bolt Heavy Duty, Painted
Transport Wheels/Tires	18.5 x 8 Load Range C (20 psi)	18.5 x 8 Load Range D 50 (psi)	27 x 7.75 R15 (50-60 psi)	27 x 7.75 R15 (50-60 psi)
Rotor Tires	18.5 x 8 Load Range C (20 psi)	18.5 x 8 Load Range C (20 psi for wings 4x)	18.5 x 8 Load Range C (20 psi)	18.5 x 8 Load Range C (20 psi)
Hydraulic Requirement	1200 psi	1700 psi	1800 psi	1950psi

## SAFETY

# SAFETY FIRST!



*This symbol precedes specific safety instructions throughout this manual. When reading the manual, pay close attention to the information that follows this symbol.*



FAILURE TO FOLLOW INSTRUCTIONS IN THIS MANUAL COULD RESULT IN PERSONAL INJURY OR DEATH. READ ENTIRE MANUAL BEFORE OPERATING THE TEDDER.



Keep hands, feet and clothing away from the machine's power take-off (PTO) shaft and any other moving parts until the machine has been shut down and the power source has been locked out.



Do not adjust, unclog, lubricate, or service the tedder until it has been shut down.



Support the tedder securely while working under it.



Be certain all bystanders and animals are a safe distance away before folding or unfolding the tedder.



Never allow anyone to ride on the tractor or the tedder.



Before transporting, make sure hands-free transport lock is latched in place.



When transporting, never exceed a speed of 20 MPH and avoid sudden turns.



Be constantly aware of the ends of the machine to avoid collision with other objects.



When transporting the machine on public roads, use the proper reflectors, lights, and slow moving vehicle signs required by local government agencies. Pequea will not be liable for any traffic violations.



Be sure to check all fasteners before and after every use. This is especially important when the tedder is new but is a good practice on any machinery with high vibration levels.



Be careful around hydraulic hoses and fittings. Never go near hydraulic leaks. High pressure leaks can puncture skin and cause serious injury or death!



Do not attempt to fold the tedder until the machine is on flat ground. Folding on uneven terrain can cause the tedder to flip over.

## Power Source Safety



Do not use a PTO shaft without a rotating shield in good working order. Make sure drive system safety shields are in place on both the tractor and the tedder.



Do not overextend the PTO Shaft

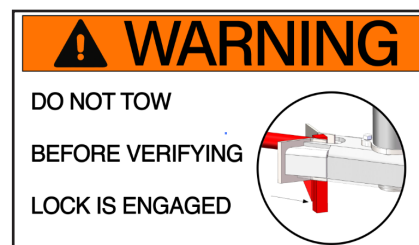
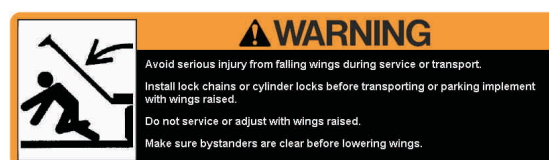
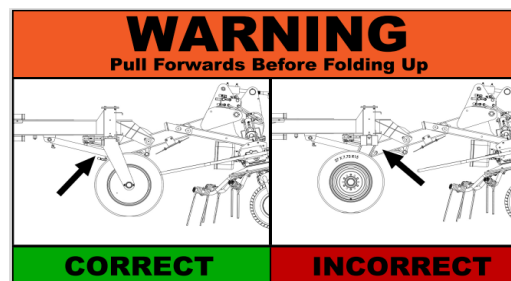
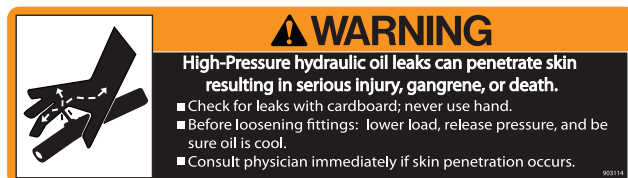


PTO shield chains must be attached to the tractor and/or the tedder to keep the shield from rotating.

# SAFETY

## Safety Decals and Reflectors

Safety decals and reflectors are for the safety of yourself and others, and must be heeded at all times. If any decals are missing, faded, or damaged in any way, please contact your dealer for replacements immediately. Shown below are some of the decals used on your tedder.

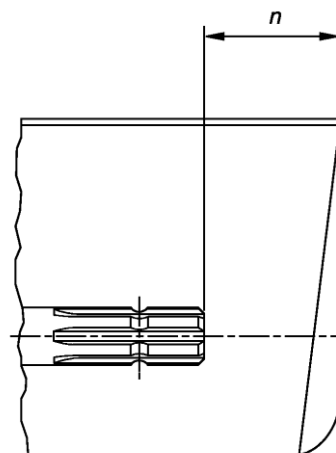


## SAFETY

### Stay Clear of Rotating Drivelines



TS1644-UN-22AUG95



H96219-UN-29APR10

Entanglement in rotating driveline can cause serious injury or death.

Keep tractor master shield and driveline shields in place at all times. Make sure rotating shields turn freely.

Wear close fitting clothing. Stop the engine and be sure that PTO driveline is stopped before making adjustments, connections, or cleaning out PTO driven equipment.

Do not install any adapter device between the tractor and the primary implement PTO drive shaft that will allow a 1000 rpm tractor shaft to power a 540 rpm implement at speeds higher than 540 rpm.

Do not install any adapter device that results in a portion of the rotating implement shaft, tractor shaft, or the adapter to be unguarded. The tractor master shield shall overlap the end of the splined shaft and the added adaptor device as outlined in the table.

PTO Type	Diameter	Splines	$n \pm 5 \text{ mm (0.20 in.)}$
1	35 mm (1.378 in.)	6	85 mm (3.35 in.)
2	35 mm (1.378 in.)	21	85 mm (3.35 in.)
3	45 mm (1.772 in.)	20	100 mm (4.00 in.)



## FOLDING FOR TRANSPORT



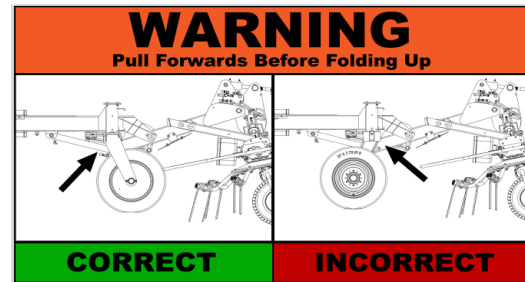
Do not fold for transport unless the tedder is on even ground. Folding on uneven ground can cause the tedder to tip over.



**\*\*\*Pull forward with the tractor before folding. This will straighten the wheels & position them ready for folding up. \*\*\*\***



**Be sure to have the wheels relatively straight before folding so the locks can engage properly!**



When tedding, the transport wheels can swivel and are spring loaded to support the weight of the chasis. The springs will be compressed and the wheels locked in the straight position when the tedder is folded up for transport. **Figure 2** shows the transport lock properly engaged. **Do not transport the tedder until transport lock is latched in place as shown.** **Figure 3** Shows damage that may result from not heeding the above warnings.



Figure 2



Figure 3

## DEALER SETUP INSTRUCTIONS

### Middle Wheels

The Middle Wheel frames are stored on the Transport Arms for shipping. Unbolt the wheel frames from the transport arm. Install onto the rotor spindle casting with the “U” spindle towards the center of the tedder. When Finished, the tedder should look like shown in below in **Figure 5**. The spindles should have alternating directions. The hay movement between the rotors when tedding should be in the open area between the wheels where there isn't a spindle.



Figure 4

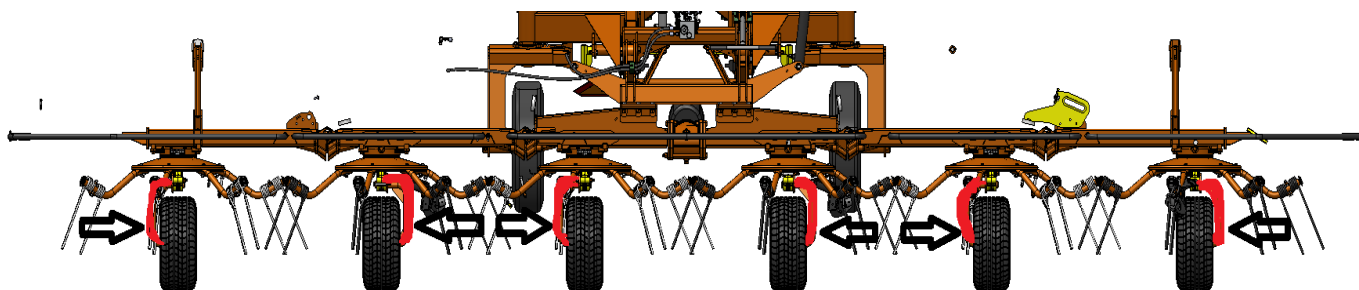


Figure 5



## Wheel Lock Links

The Links for the wheel locks are positioned into black forklift plates when the tedder arrives at the dealer (**Figure 6**). This is so that the forklift doesn't bend the link arms when picking up. After unloading the tedder, it is necessary to move the link arms by removing the zip ties and securing on the 3/4" bolt. The swivel eye on the link arm is to be installed in between the two spacer washers as shown in figure



Figure 6



Place ring washers on either side of ball swivel.

Figure 7

## HITCHING

### Attaching to the Tractor



Figure 1



Figure 2

Crank the jack up or down to align the tractor draw bar with the hitch.

The tedder hitch is bolted on and can be adjusted up or down to accommodate various drawbar heights (Figure 1). Select a height that keeps the tedder chassis level when it is connected to the tractor.

When attaching to the draw bar always use a draw bar pin with a safety clip to ensure that the tedder doesn't bounce off of the tractor.

After attaching the tedder, crank the jack down until all the weight rests on the tractor drawbar, then remove the jack and place it in the transport position. (Figure 2)

Attach the PTO shaft to the tractor. Make sure the locking balls in the splined coupling are operational and that the PTO shaft locks securely on the tractor output shaft. NOTE: Be sure to push the PTO stand down against the tongue to avoid damage to the PTO shaft shielding.

The TT8101 is equipped with hydraulic cylinders to fold the machine for transport. The hoses should be connected to a double acting valve at the rear of the tractor. The slotted holes on the side of the tongue (Figure 1) are storage holes for the hoses

Connect the wiring plug from the tedder into the female plug end on the tractor. If your tractor is not equipped with this plug you will need to have it installed by your dealer. Never travel on public roads without proper lighting.



## TRANSPORTING

### Field Transport

Never allow any riders on the tractor or the tedder.

Remain fully aware of the width of the tedder in relation to objects you are passing.

Never travel at speeds of more than 12 MPH in the field.

### Road Transport

Adhere the suggestions for field transport listed above.

Make sure the hands-free transport lock is latched in place properly (shown in Figure 13).

**ALWAYS FOLLOW LOCAL TRAFFIC LAWS IN REGARDS TO THE TRANSPORTING OF FARM EQUIPMENT. PEQUEA WILL NOT BE HELD LIABLE FOR FINES INCURRED DUE TO TRAFFIC VIOLATIONS.**

Do not exceed 25 MPH on any public road. Excessive speeds combined with common road obstructions can cause failures.

Be sure the SMV (slow moving vehicle) Symbol is visible from the rear of the machine as shown in Figure 3.

Keep a close eye on the tedder wings when transporting on the road or in the field. A leaky valve in the tractor's hydraulic system will cause the tedder to slowly unfold. If this occurs, you will want to disconnect the hydraulics before transporting. Figure 4 shows the wings supported properly for transport and the safety chains attached.

Be sure to use the lights when traveling on the road at night.



Figure 3

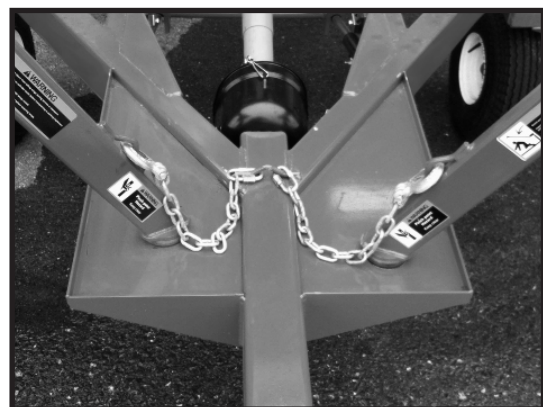


Figure 4

## FIELD SET UP

To lower the tedder into tedding position engage the hydraulics for the tilt cylinder first to raise the wings off of the chassis then engage the main hydraulics to unfold the wings. Be sure that nobody is around the tedder or the tractor as the wings are lowering. The tines and arms can cause serious injury to anybody that it comes into contact with. Make sure that the hitch is attached to the tractor and the pin is installed when the wings are lowering. If the hitch is not properly attached to the tractor, the weight of the rotors when it is unfolding could cause the hitch to whip up causing serious personal injury or damage to equipment.



**NEVER RUN THE PTO WHILE THE TEDDER IS IN THE TRANSPORT POSITION! THIS CAN CAUSE DAMAGE TO THE JOINTS AND ALSO POSES A PERSONAL INJURY HAZARD.**



The tine height adjustments can be made by turning the handle shown in Figure 6.

Turn the handle clockwise to raise the tine height.

Turn the handle counter clockwise to lower the tine height.

Generally, the tines should be around 1-2 inches from the ground for most crops. However, the stubble length or crop moisture content can change where the optimum setting will be.

IT IS UP TO THE OPERATOR TO DETERMINE WHAT THE BEST POSITION SHOULD BE.



Figure 5

1-2"



Figure 6

**DO NOT ADJUST THE TEDDER UNLESS THE TRACTOR IS OFF AND THE PTO SHAFT IS DISCONNECTED. ALWAYS ADJUST THE MACHINE BY YOURSELF. A SECOND PERSON INCREASES THE CHANCE OF AN ACCIDENT.**

## ADJUSTMENTS

### Tine Pitch Adjustments

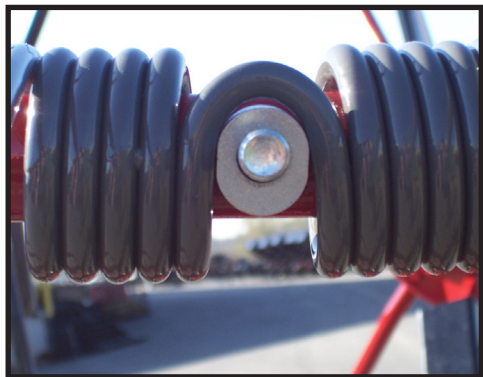


Figure 7



Figure 8

The tine pitch (the angle of the tine in relation to the tine arm) can be adjusted by reversing the eccentric spacer washer. The spacer position in Figure 7 will give the tine a less aggressive position as shown in Figure 8.

The spacer position shown in Figure 9 will give the tine a more aggressive position as shown in Figure 10.

A more aggressive tine position will throw the hay higher.



Figure 9



Figure 10

## ADJUSTMENTS

### Axle Adjustments

The angle of the axles can be adjusted to raise or lower the whole machine. This will allow you to tilt the tedder forward more and get a more aggressive tedding action. The tedders are set at the factory to run in the less aggressive position (shown at right). To adjust to the higher position you will need to pick the tedder up off the ground using a hoist or a lift. With the tedder in the transport mode, remove the 1/2" bolt, pull the axle forward to meet the second hole, and reinsert bolt. Repeat for all axles.



Figure 11

## GENERAL OPERATION



**DO NOT BEGIN OPERATION UNTIL ALL OF THE SAFETY WARNINGS HAVE BEEN READ AND UNDERSTOOD!**

Once all of the adjustments and initial set up instructions have been followed and the proper adjustments made, the tedder is ready to operate in the field.

Connect the tedder PTO shaft to the tractor by pulling the spring collar back and sliding the shaft yoke onto the 6 splined tractor PTO shaft. Slide the shaft forward until it stops and then pull back slowly until the balls engage into the ball groove on the tractor shaft.

**DO NOT RUN THE PTO UNLESS THE LOCKING BALLS ARE ENGAGED. THE SHAFT COULD SLIDE OFF DURING OPERATION AND CAUSE SERIOUS INJURY OR DEATH.**

The PTO speed should never exceed 540 rpm. Generally, 450 rpm and a 6 mph ground speed is a comfortable operating setting. Crop conditions and field conditions will ultimately determine the settings for the tedder and the tractor.



## Folding for Transport (FINGER STYLE LATCH ON OLDER SERIAL NUMBERS)



Do not fold for transport unless the tedder is on even ground!

When tedding, the transport wheels can swivel and are spring loaded to support the weight of the chassis. The springs will be compressed and the wheels locked in the straight position when the tedder is folded up for transport. NOTE: Be sure to have the wheels relatively straight before folding so the locks can engage properly! Figure 13 shows the transport lock properly engaged. Do not transport the tedder until transport lock is latched in place as shown in Figure 14.



Figure 13

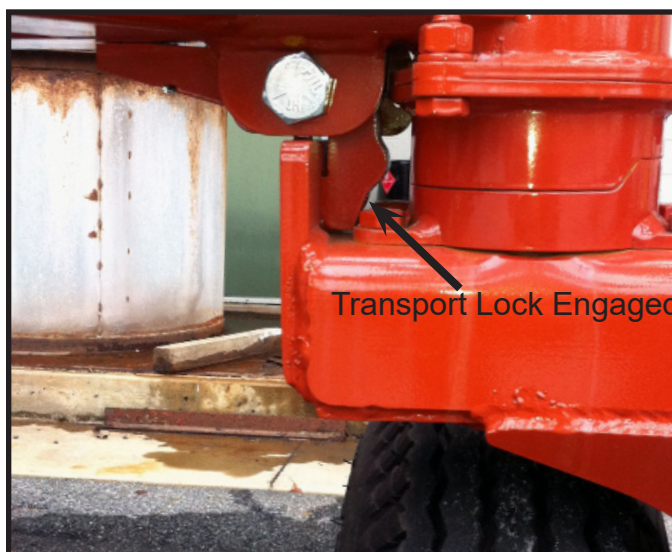


Figure 14

## LUBRICATION AND MAINTENANCE



### Gearbox Lubrication

The oil in the center gearbox should be drained out and replaced every year. Before Servicing, make sure that the tedder is on level ground and the wing tunnels are level. The tilt cylinder will need to be adjusted. The purpose is for leveling is for accuracy when using the check plug. Take out the Drain Plug and drain all of the oil. Re-install the drain plug with pipe sealing teflon tape on the threads. When refilling the gearbox use approximately 64 oz of 80W-90 gear oil. Remove the fill plug and the check plug. Then fill up until oil comes to the bottom of the check plug hole. Then put all plugs back in place with pipe sealing teflon tape. Check the oil level periodically throughout the season to ensure that it remains full at all times.



Be sure to properly dispose of any used oil or grease! Do not pour directly onto the ground!

OIL FILL PLUG

CHECK PLUG

OIL DRAIN PLUG

Figure 19

## LUBRICATION AND MAINTENANCE



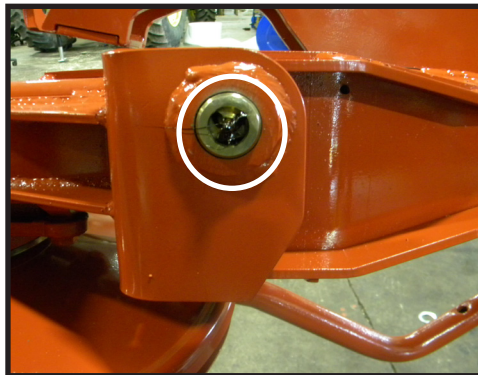
The rotor gearboxes (Figure 16) have been packed with grease at the factory and should not need to be maintained. However, they should be checked before each season to make sure the gears are still coated with a film of grease. If additional grease is needed, use several ounces of NLGI #2 gear grease.

Figure 16

The grease in the rotor gearboxes can seep out as the spindle flexes. Do not be alarmed, this is normal. The seal is flexible, so when the spindle flexes it can cause a small gap which allows oil to seep out between the seal and the spindle assembly.

### General Lubrication

When a grease point has specific hourly frequency, 1 full pump should be sufficient lubrication. Always use a grease that is rated for high temperatures commonly found in a bearing.



All of the pivot points have a grease fitting and a bronze bushing. This should always be visibly wet with grease. Grease as needed.

Figure 17



The cylinder nut should always be visually wet with grease. Grease as needed.

Figure 18



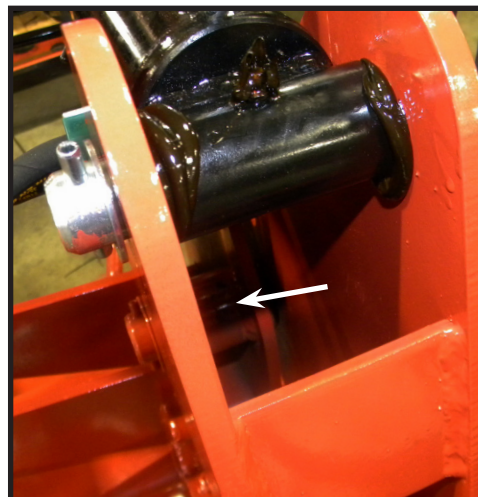
## LUBRICATION AND MAINTENANCE

### General Lubrication



Several of the finger joint assemblies are equipped with grease fittings (these are the 8 bearings closest to the center of the tedder). These can be accessed through the slots cut out of the rubber pads as each pivot. Grease periodically. The outside joint bearings (4 bearings) are sealed and contain no grease fittings.

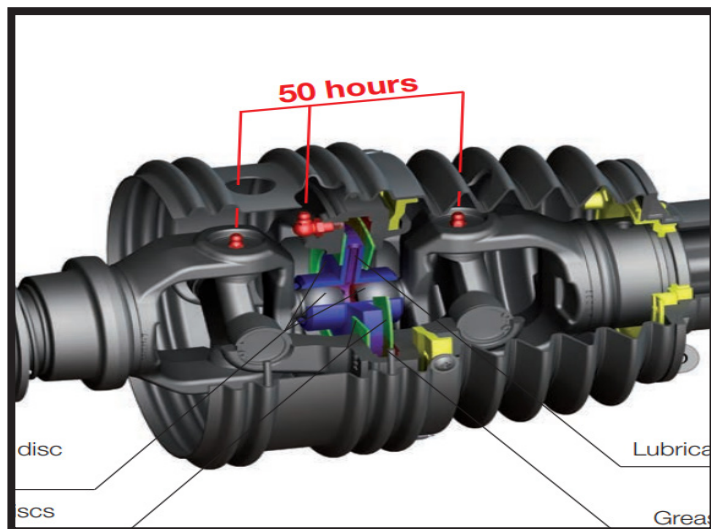
The lifting carriage assembly has a grease pin at each pivot (four total) including one under the front tilt cylinder (shown bottom right).





## LUBRICATION AND MAINTENANCE

### PTO Shaft Lubrication



← Grease the CV Joint (part that connects at tractor) every 50 Hours (3 locations)

Figure 23



The radial pin clutch on the primary driveline should be greased every 50 hours. Do not overgrease the radial pin clutch.

Figure 24

## LUBRICATION AND MAINTENANCE



Figure 25

← The center cross in all of the PTO yokes should be greased every 50 hours.



Figure 26

← The plastic PTO shielding should be lubricated at all times. If the shield feels tight when it is extended and retracted then lubricate as necessary.

## Transport Latch Lubrication

Grease the Transport Shaft. Keep this shaft well lubricated on both sides.



Figure 27

## **LUBRICATION AND MAINTENANCE**

### **General Maintenance**

As is the case with any piece of new equipment, periodically check for loose bolts and nuts. Paint and parts settling after the initial vibrations are common and can cause bolts or nuts to loosen. Check the following parts frequently:

- Lug Bolts
- Tines & Tine Arms
- Guards
- Hydraulic Fittings
- All Fasteners

### **Wheel Bearings**

All wheel bearings have been packed with grease at the factory. However, check wheel bearings for proper lubrication before each season and periodically. If the bearing grease is becoming dry or caked the bearings should be cleaned and re-packed with new multi purpose grease.

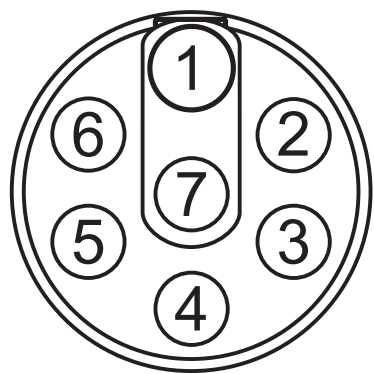
Adjust wheel hub bearings after 100 acres and once each season thereafter. Jack up the tedder to remove the weight from the wheel(s). Remove hub cap and cotter pin. Then put the hub cap back on and mount the tire.

### **Mounting Procedure**

1. Torque nut to 50 ft lb
2. Back off one full turn
3. Torque to 10 ft lb
4. Back off 1/6 to 1/4 turn
5. Install Cotter Pin

# ELECTRICAL

Your tedder is equipped with lights to be used when transporting on public roads. Make sure the wiring and the lights are kept fully functional at all times. Shown below is the wiring diagram for the 7-pin connector plug and the color code used for all Pequeea equipment and trailers. The drawing is shown looking at the back side of the plug insert. NOTE: this is showing the full wiring schematic for this type of plug. The tedder only uses four of these wires; #1, #3, #5, & #6.



Wiring Schematic for 7-Pin Wiring Plug

Position	Function	Wire Color
1	Ground	White
2	Spare Circuit	
3	Left Turn Signal	Yellow
4	Auxiliary	Red
5	Right Turn Signal	Green
6	Running Lights	Brown
7	Electric Brakes	Black



## TECHNICAL

### Replacing the Flotation Springs

The flotation springs are located inside the mounting stem of the transport wheels. (The large wheels on the chassis). These wheels are also designed to carry the weight of the chassis when the tedder is in the working mode. Follow the directions below to replace.

- Lift the tedder with a hoist or a lift to take all the weight off of the transport wheels.
- Use two clamps to hold the cap onto the spring tube.
- Remove the bolts from the cap and slowly release the clamps until the spring is fully extended and there is no more force on the clamp.

Replace the spring and put the cap back on.

FAILURE TO FOLLOW THESE INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AS A RESULT OF THE CAP BEING LAUNCHED BY THE SPRING WHEN THE BOLTS ARE BEING REMOVED.

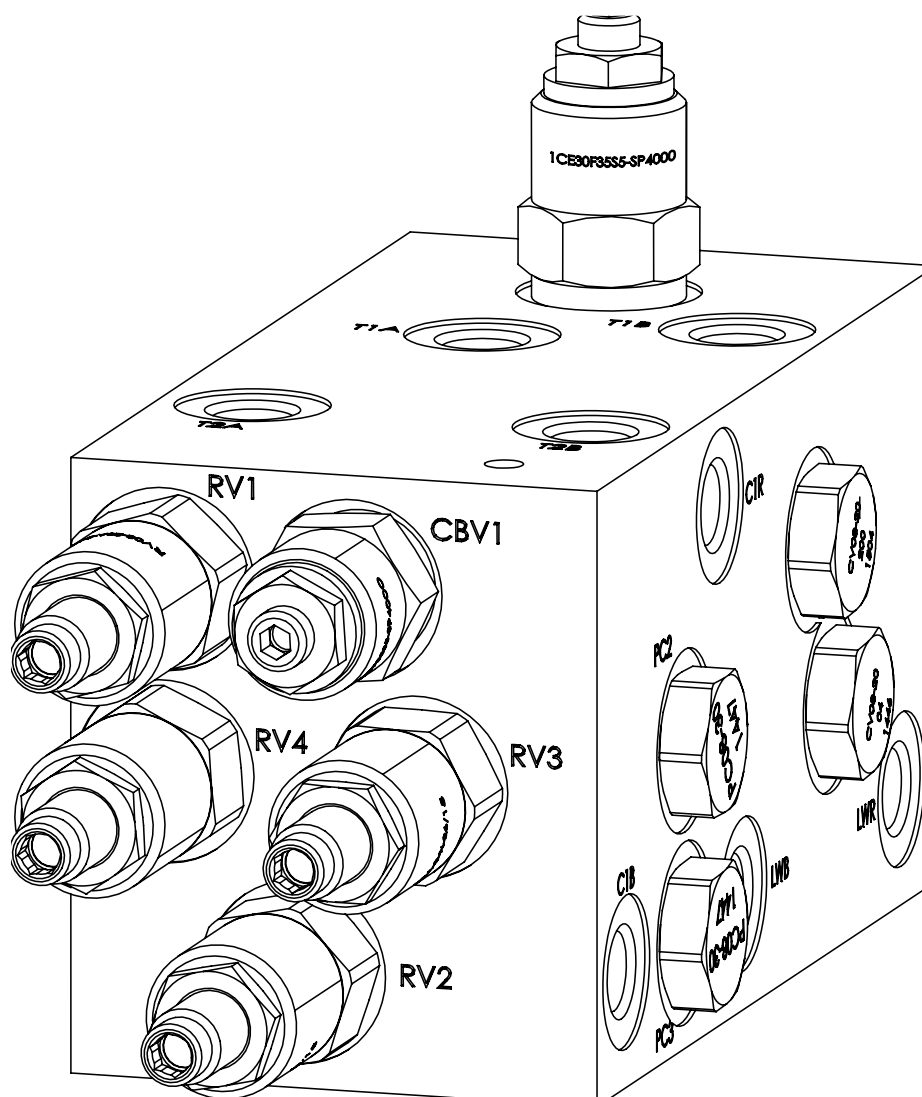


IMPORTANT: Raise tedder with lift or hoist and apply clamping force to the cap while removing the bolts.

Figure 29

## TROUBLESHOOTING

Problem	Possible Cause	Solution
When folding up for transport, the wings fold straight up all the way before bottom cylinders extend to land on the arms on the pad.	Relief Valve (RV1) is set too high.	Adjust the relief valve RV1 (see figure below) by rotating CCW. Loosen Jam nut and adjust with allen wrench. Be sure to re-tighten jam nut after adjusting.
When folding up for transport, the wings aren't able to fold all the way in before landing on the pad (the bottom cylinders are too fast).	Relief Valve (RV1) is set too low	Adjust the relief valve RV1 (see figure below) by rotating CW. Loosen Jam nut and adjust with allen wrench. Be sure to re-tighten jam nut after adjusting.



## **Pequeea Machine's Limited Warranty**

Pequeea Machine Company warrants to the original Purchaser all Machinery, Equipment, or Trailers manufactured by it, to be free from defects in material and workmanship under normal use and service. Its obligation under this Warranty shall be limited to replacement or repair of any parts thereof, free of charge to the original Purchaser, at its place of business, provided, however, that the part(s) to be replaced or repaired, shall within one (1) year after delivery to the original Purchaser, be demonstrated to be defective; which determination shall be made by the Company. The said components or parts must be returned through the Selling dealer or distributor directly to the Company with all transportation charges prepaid. Notice of defect shall be furnished in writing to the Seller and to the agent through whom the machinery was received, disclosing in full all known defects and failure in operation and use, and reasonable time shall be given to the Seller to remedy any such defects and failures. Failure to make such trial or give such notice shall be deemed an absolute acceptance by the Buyer and satisfaction in full of this Limited Warranty.

This Warranty does not cover, under any circumstances, any parts, components, or materials which, in the opinion of the Seller and Company, have been subjected to neglect, misuse, alteration, accident, or if repaired, with parts other than those manufactured by and obtained from Pequeea Machine Company.

This Warranty does not cover components which are already covered by a separate Warranty provided by the supplier of said parts or components. The Company's obligation under this Warranty is limited to repair or replacement, free of charge to the original Purchaser, of any part which in judgment of the Company is defective. This Warranty does not cover normal wear and tear.

THIS WARRANTY IS MADE EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY AND FITNESS FOR USE AND PURPOSE AND OF ALL OTHER OBLIGATIONS OR LIABILITIES ON ITS PART AND ANY IMPLIED WARRANTY. AND IT NEITHER ASSUMES NOR AUTHORIZES ANY OTHER LIABILITY IN CONNECTION WITH A SALE OF THIS MACHINE. THIS WARRANTY SHALL NOT APPLY TO THIS MACHINE OR TO ANY PART THEREOF WHICH HAS BEEN SUBJECT TO ACCIDENT, NEGLIGENCE, ALTERATION, ABUSE, OR MISUSE.

The Company makes no Warranty whatsoever in respect to accessories or parts not supplied by the Company. The term "original Purchaser" as used in this warranty, shall be deemed that person for whom the Machine, Equipment, or Trailer is originally supplied. This Warranty shall apply only within the boundaries of the continental United States.

Under this Warranty, the Company cannot guarantee that existing conditions beyond its control will not affect its ability to obtain materials or manufacture necessary replacement parts.

No one is authorized to alter, modify, or change the terms of this Warranty in any manner.

The Company warrants the Construction of the equipment sold herein and will replace at its expense for a period of (1) year from the date hereof, any parts which prove defective as determined under the terms of this Limited Warranty.

## **Pequeea Machine's Extended Gearbox Warranty**

In addition to its Limited Warranty (outlined above), Pequeea Machine Company warrants the gearbox assembly for all Turbo Tedder models (TT Series, excluding the following older models: TT4100, TT6100, TT6200, TT8100) for a total period of five (5) years from the date of purchase by the original purchaser as follows:

If the defect occurs within the first five (5) years, Pequeea Machine will replace or repair the gearbox assembly. The obligation of the Company shall be limited to replacing or repairing the gearbox assembly, at the option of the Company. The Company shall not be responsible for any labor costs, or removal or reinstallation of the gearbox assembly, or any transportation costs to or from its facility in New Holland, PA. The defective gearbox assembly must be returned through the Selling dealer or distributor directly to the Company with all transportation charges prepaid. If the customer prefers, they can expedite delivery of a replacement gearbox assembly for a cost of \$150.00 plus freight charges (price subject to change at discretion of Company). The defective gearbox assembly must still be returned to the Company.











200 Jalyn Drive  
P.O. Box 399  
New Holland PA 17557

Phone: 717-354-4343  
Fax: 717-354-8843  
E-mail: [pequea@pequeamachine.com](mailto:pequea@pequeamachine.com)  
[www.pequeamachine.com](http://www.pequeamachine.com)