

**TECHNICAL BULLETIN**  
**WRIGHT / ANDERSON 120G GRADER**  
**PUMP DRIVESHAFT COVER**

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**Purpose**

To advise machine owners of a fitment issue with the hydraulic pump driveshaft cover, that could mean engine pulley comes in contact with cover on full articulation.



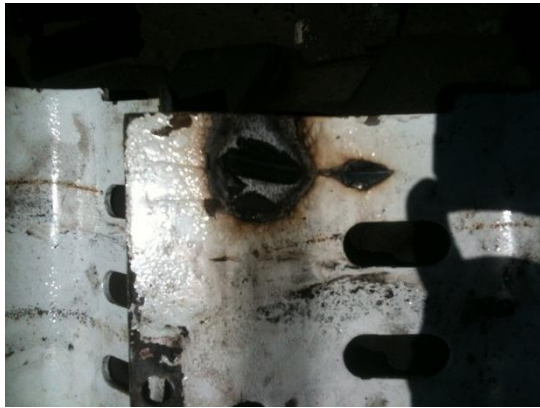
Area of Concern – Driveshaft Cover in Articulation

**Applicability**

Applies to all Wright 120G Graders built for underground use. **Note!** Anderson 120G Australian Graders may already have later model covers which are different design from factory and have sufficient clearance. These still need to be checked to ensure integrity.

**Circumstances / Background**

It was noticed by mine site personnel that the driveline cover in the articulation area had sustained damage where it had been in contact with the engine pulley, while the machine had been articulated fully in either direction.



Left half of cover depicting contact area

Right Half of Cover depicting contact area

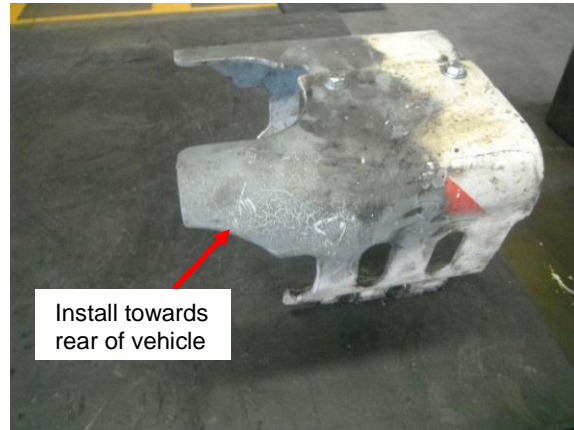
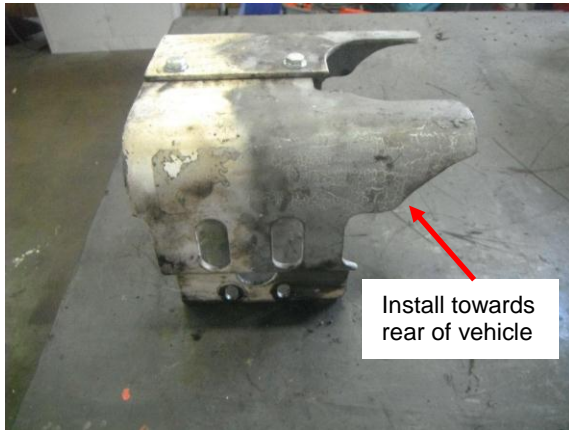
**Investigation/ Findings**

The driveline cover is held in place by two bolts either side of the unit which are symmetrical, allowing the cover to be installed either way. When the early style covers are fitted in the original orientation there is sufficient clearance in both directions when articulated. With the cover in the alternate position, the cover extends over the engine pulley and rubs on the inside while articulating the grader.

There have been 4 x 120G Wright South African Graders in service since 1998. In addition 10 other Australian built Graders have been manufactured. There have been no previously reported incidences of this nature so evidence suggests that the early style cover has always been previously installed in the original orientation. The photos below show the early design which may be on South African 120G Graders or some Australian built graders and the later model design with additional cut outs. **Note!** For 120G Graders that have air ride seat suspension, the driveshaft covers can only be installed one way and the lower cut outs should already be towards the rear of vehicle or engine pulley end



Early model design. Note the mounting holes/offset and no cut outs in sides.



Later model design - These covers should be installed with cut outs to the rear.

**Recommendations**

1. Owners/end users are to inspect these covers and if early style covers are fitted checks must be made to ensure they are fitted correctly.
2. Additional check with vehicles on full articulation in both directions will also confirm correct installation and that engine pulley doesn't hit the covers.
3. Owners / end users that have the early style covers may choose to modify existing covers as per photos to allow for clearance in case of incorrect installation. Refit covers and test on full articulation to confirm clearance.
4. For future manufacture implement additional checks and tests as part of vehicle commissioning



**Note!** Both lower sides of the cover halves need to be cut out as depicted in photos. The additional cut out in the top of the covers is a standard CAT design and not required on underground 120G graders

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